



**The Hon John Anderson MP**  
Deputy Prime Minister  
Minister for Transport and Regional Services  
Leader National Party of Australia

Dr Brendan Nelson MP  
Chair, Sydney Airport Community Forum  
PO Box A301  
SYDNEY SOUTH NSW 1235

Dear Dr Nelson

Thank you for your letter of 6 August 1999 in which you conveyed to me the resolutions of the twentieth meeting of the Sydney Airport Community Forum (SACF).

With regard to the Precision Runway Monitor (PRM), I can only assure you again that there will be no decision to introduce the PRM in the Runway 16 direction without an environmental assessment and public consultation process determined in accordance with the requirements of the *Environment Protection (Impact of Proposals) Act 1974*. I understand that Airservices Australia will be giving a presentation on its operational proposals for the introduction of PRM from the north to the Forum at its next meeting in September.

Concerning the development of an Airservices project plan for LTOP I reaffirm what I said in a previous letter to the Forum that it is ultimately a matter for Airservices to determine what it considers to be the most effective management arrangements for conducting its day to day business.

I have noted the Forum's resolution concerning the operational times of the Australian Defence Forces pre Olympic Counter-Terrorist Exercise "Pegasus". I fully appreciate the Forum's concerns about noise generated by the exercise, however, I am sure members will recognise that exercises of this nature are a vital part of the country's preparations for the Olympic Games. I understand that the Exercise was carried out successfully and that it generated only a relatively small number of noise complaints.

I was interested to learn that the Forum considered a paper on the Global Positioning System (GPS). Given that the 'Trident' is an element of LTOP on which there has not been substantial progress towards implementation, I found the comments on GPS encouraging. I have written to the Chairmen of Airservices Australia and Civil Aviation Safety Authority seeking advice on the latest timetable for the implementation of the 'Trident' in the light of recent GPS developments. Copies of my letters are attached.

I have noted SACF's resolutions relating to the boundaries of the residential insulation scheme and the insulation of St Luke's Anglican Church. Following my meeting with Mr Albanese and yourself, I asked for further research to be done on the residential insulation issue. I will write to you again on this matter in due course.

As to the possible insulation of St Luke's Anglican Church, I and my predecessors have consistently taken the view that, once established, the boundaries for insulation eligibility should be observed without exception.

The difficulty of making exceptions is highlighted by the fact that, while St Luke's Anglican Church is not far outside the relevant boundary (25 ANEI contour), there are arguably at least two other churches in the Enmore and St Peters area that are comparably situated as well as others that are just beyond the boundary in other suburbs.

I am committed to maintaining equity of approach in the administration of the Program. For this reason I cannot agree to SACF's request on the insulation of St Luke's Anglican Church.

I recognise the Forum's concerns about the relationship between LTOP and the Slots scheme. You will recall my advice to you earlier this year was that I considered it inappropriate to adjust the number the maximum allocated number of slots at that time. Instead, I indicated that my preferred approach is to direct efforts towards increasing the capacity and the usage of the noise sharing modes. I therefore find it particularly pleasing to see that in recent months prior to TAAATS introduction Airservices Australia has been able to extend the use of the noise sharing modes, when the weather has permitted, well beyond the times previously attained.

I will continue to monitor this issue to ensure that an appropriate balance is maintained between noise sharing and the efficiency of the Airport.

Yours sincerely

<p><b>Signed by the Minister</b> <b>14 September 1999</b></p>
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JOHN ANDERSON