



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

Senator Marise Payne  
Chair  
Sydney Airport Community Forum  
PO Box A301  
SYDNEY SOUTH NSW 1235

Dear Senator Payne

Thank you for your letter of 8 May 2003 concerning outcomes of the meeting of the Sydney Airport Community Forum (SACF) which was held on 31 March 2003.

I appreciate you conveying me the outcomes of this meeting. I have noted that the meeting was conducted over the whole day with the morning session dedicated exclusively for the Sydney Airport Master Plan which members appreciated given that SACF will provide a submission to the Sydney Airport Corporation Ltd (SACL) as part of its community consultation.

The Long Term Operating Plan is part of Sydney Airport's operating environment and I would expect the Corporation would necessarily be addressing its operation, including its objectives, in the Master Plan.

With regard to the reinstatement of the 1800 number for the community to lodge noise complaints, I understand that you will be approaching Airservices Australia direct on this matter. As you would appreciate, Airservices is an independent authority and therefore matters such as resourcing community contact points are decisions for its management. However, I would expect that the community should be given every possible opportunity to voice its concerns about aircraft noise.

I note that SACF members support the proposal for a community advocate to be placed in Airservices. As Members would appreciate this again is a matter for Airservices management's consideration especially if the position entails some form of remuneration. I would also consider it another aspect of enhancing community awareness of issues at the Airport.

I have considered the Report "*Study to Implement LTOP - High and Wide Flight Paths*" and have noted SACF's endorsement of it. Mr Bernie Smith, Chief Executive Officer of Airservices Australia, has also written to me concerning the report and including the IMC's findings on the 'trident' flight paths. I have replied to Mr Smith, in effect indicating to him that although the 'high and wide' and 'trident' concepts for a variety of reasons are unacceptable as they are set out in the Proponent's Statement, the IMC should, in line with

community and industry expectations continue to refine existing LTOP flight paths and examine any alternatives to 'high and wide' and 'trident' flight paths that may bring the benefits that those concepts were intended to deliver. I also took the opportunity to indicate to Mr Smith, as he raised the matter, that I would expect any recommendation that all 31 recommendations of LTOP had been implemented to come from SACF, after it has considered reports and appropriate advice from IMC and other sources. I understand that all stakeholders would expect such a process to be followed, as has occurred in relation to the 'high and wide' report.

I have noted SACF's request for an expansion of the noise insulation programme. The boundaries for insulation eligibility are reviewed on an annual basis. The last review was based on the Australian Noise Exposure Index for the 2001 calendar year. The 2002 ANEI is not yet available.

Under the programme residential properties located within the 30 ANEI contours are eligible for insulation. Where the 30 ANEI contour intersects a residential property within a street block, insulation eligibility is extended out from the contour line to include all other houses in that street block up to a break in continuity of residential properties – normally a street or open area. This is done to prevent a situation where neighbouring houses side by side might be treated differently. This method of boundary determination has been applied since the Sydney Programme commenced in late 1994.

As previously indicated, Kurnell can only be considered as special case to receive noise insulation once a thorough study has been completed to show that it warrants consideration as a special case.

As you will be aware, on 9 April 2003 the Government announced its strategy for the sale of the Bankstown, Camden and Hoxton Park Airports.

No changes to the operation of Bankstown or Camden airports are required or are being proposed as part of the sale, and therefore the sale is not expected to impact on the local communities.

Changes to the aviation environment since 11 September 2001, the collapse of Ansett and the trend to using larger aircraft, particularly on regional routes, means there is no longer a need for Bankstown Airport to develop an overflow capacity to supplement Sydney Airport. The sale will go ahead without development obligations on any of the three airports.

Key components of the sale strategy include:

- the Government's preference for all three airports to be packaged together for sale as a group;
- consistent with previous airport sales, the Commonwealth's shareholdings in Bankstown Airport Limited and Camden Airport Limited will be sold with their existing lease terms which have about 45 years to run with an option to renew for a further 49 years;
- Hoxton Park Airport Limited will be sold with a shortened airport lease of five years with the land then converting to freehold title. (The five year airport lease can be extended a further two years upon agreement between the Commonwealth and the new owner);
- no specific development obligations will be imposed on the new airport owner to upgrade Bankstown Airport;
- no specific development obligations will be required at Camden Airport or Hoxton Park Airport.

At the end of the shortened lease for Hoxton Park, freehold title will transfer to the owner of the lease and it will be up to the new owner to determine the best use for the site, consistent with relevant State and local government planning laws.

The lease term of five years with option to extend will provide adequate time for consultation and forward planning should the new owners contemplate changes to current operations at Hoxton Park.

The sale is expected to be completed by the end of September 2003.

Thank you for raising these matters with me.

Yours sincerely

Signed by John Anderson MP, 20 June 2003

JOHN ANDERSON