

SYDNEY AIRPORT COMMUNITY FORUM

SIXTEENTH MEETING 11TH FLOOR 70 PHILLIP STREET SYDNEY 27 JULY 1998

SUMMARY RECORD

Attendees are listed at Attachment A.

ITEM 1 OPENING REMARKS

The meeting opened at 9.00am.

The Chairman welcomed members to the meeting and noted the following apologies:

- Mr Anthony Albanese, represented by Ms Verity Firth
- Mrs Kerry Chikarovski, represented by Ms Judith Ohana
- Cr Ken Finn, represented by Mr Henri Richard
- Ms D Grusovin, represented by Mr Pat Williams
- Mr Stephen Mutch
- Ms Sandra Nori, represented by Ms Ros Habig
- Cr Peter Olah
- Ms Maria Patrinos, represented by Ms Toula Bull
- Cr Mary Rawlings, represented by Ms Marie McGoldrick
- Mr David Saul, represented by Mr Bill Moss

The Chairman informed the meeting that Mr Stephen Mutch was unable to attend due to the birth of his child on the previous day.

The Chairman thanked officers from Airservices, CASA, Sydney Airports and DTRD who were in attendance and introduced Mr Ken McLean of Airservices, who replaces Mr Don Brown as IMC Chairman. He also welcomed Mr David Cohny of Airplan and Mr Ernst Krolke of Airport Co-ordination Australia.

The Chairman advised the meeting that the Chief Pilots of Qantas and Ansett were unable to attend this meeting. He proposed a special meeting be held on 28 August 1998 so that the Chief Pilots could address the Forum.

ITEM 2 ADOPTION OF AGENDA

Members noted the provisional agenda and agreed to proceed in the order listed with the following items included:

- 4.12 Arrivals on Runway 16R [Corr 366] - raised by Mr Clarke.

- 5.1.2 Bankstown Problem – raised by Mr Lidbetter
- 5.6 Runway 25 ILS to be included with Relocation of the Landing Threshold – raised by Mr Lidbetter
- 5.8 Long Hauls (motion foreshadowed) – raised by Mr Lidbetter
- 5.9 Modified Trident –raised by Mr Lidbetter
- 5.10 Curfew Motion – raised by Cr Schreiber
- 5.12 Placement of noise monitoring terminals in Paddington – raised by Cr Medcraft
- 6 70dB(A) Single Events – raised by Cr Holroyd

ITEM 3

CONFIRMATION OF SUMMARY RECORD OF THE FOURTEENTH AND FIFTEENTH MEETINGS AND ACTIONS ARISING

The Draft Summary Records of the fourteenth and fifteenth SACF meetings held at the Commonwealth Parliamentary Offices, Phillip Street, Sydney, on 19 March 1998 and 22 May 1998 respectively, were accepted without amendment.

Mr Bill Bourke asked that it be noted (with reference to Item 4.4 of the summary record of the fifteenth meeting) that there is no need to raise the issue of upgrading the Integrated Noise Model with the appropriate ICAO forum as this matter is already under consideration by ICAO's Committee on Aviation Environmental Protection.

ITEM 4

MATTERS OUTSTANDING FROM PREVIOUS MEETINGS

4.1 Co-operation of airlines with LTOP Directions

It was agreed that this matter would be dealt with at the special meeting on 28 August 1998.

4.2 Fox Studio Proposal

The Chairman reminded members that he had initially written to Mayors in the eastern suburbs on 23 January 1998, asking for their views on the Fox Studio Proposal for rotating use of the eastern suburbs flight paths. Three Mayors had responded that they did not agree with the proposal while another advised that community consultation was critical.

The Chairman further reported that he had written again on 6 July 1998 to the Mayors of South Sydney, Woollahra, Waverley, Randwick and to Deirdre Grusovin, in lieu of the Mayor of Botany, attaching a copy of the revised paper on the Fox Studio proposal and asking for views on the proposal. One response had been received on 23 July 1998 from Woollahra Council (tabled). Cr Medcraft stated that Woollahra was opposed to the Fox Studio concept.

The Chairman proposed that the matter not be discussed until responses were received to all the letters.

4.3 Kurnell Compensation

The Chairman reported that he had a positive meeting with Minister Vaile. He advised that the Minister is still considering the matter.

4.4 Landings and Take-Offs

The Chairman sought comments on the paper prepared by DTRD on Landings and Take-Offs [SACF 98/24].

There was a short discussion on the impact of landings versus the impact of take-offs. Some members were of the view that it demonstrated that landings have a greater impact than take-offs. Others expressed an opposing view.

4.5 Motions proposed on behalf of Mr Albanese

In the absence of Mr Albanese, it was agreed to defer discussion on the following motions, proposed on his behalf, which had been deferred from the previous meeting:

- (2) that this meeting request Airservices Australia to fulfil its noise monitoring obligations under the Long Term Operating Plan for Sydney (Kingsford Smith) Airport by carrying out proper quantitative measurements of noise levels in all the newly affected areas, including the north west corridor
- (3) that this meeting request Airservices Australia to develop a prognostic quantitative predictor of aircraft noise distribution which enables the development of flight path targets for all wind combinations which require departures over residential Sydney and which produce an equitable sharing of the noise
- (4) that this meeting request Airservices Australia to ensure that its noise complaints line produces reports which fairly reflect the level of community concern and which report all telephone complaints and not only those which the Minister for Transport and Regional Development views as favourable for his Ministerial press statements.

4.6 Expansion of International Passenger Terminal

Sydney Airports Corporation informed the meeting that the Olympic Upgrading Project for Sydney Airport did not include plans for expansion encroaching on Cooks River. The Corporation would bring its action plan and response to the recommendations of the Minister for the Environment relating to the Project to the next SACF meeting.

4.7 Average Insulation Costs – houses to the north of the Airport

The meeting asked DTRD for information on residential insulation costs for areas to the east and west of the east-west runway, similar to that for areas to the north included in the paper [SACF 98/69]. The paper provided information on the numbers of houses to the north of the Airport where insulation costs were in excess of the maximum available Government assistance.

4.8 Ashfield Council Submission

With reference to Ashfield Council's Submission [SACF 98/56], Cr Bonanno requested technical advice on the proposal for aircraft departing runway 34L to turn to the north-east. It was agreed that the proposal would be discussed at the IMC meeting on 28 July 1998 and that a report from the IMC should be requested as a matter of urgency to the next SACF meeting.

4.9 Mr Zammit's Private Member's Bill

Copies of Mr Zammit's *Sydney Airports Bill 1998* were tabled at the meeting. Mr Zammit summarised the broad thrust of the Bill and his reasons for developing it. He stated that he had consulted with a number of community groups before the Bill was drafted. He described the circumstances in which the Bill had been introduced but had not been allowed a second reading. A letter from Senator Meg Lees, Leader of the Australian Democrats, was tabled. Mr Zammit said he would appreciate comments from SACF members on the Bill. The Chairman asked for a DTRD comment on the Bill.

Discussion was deferred until the next meeting.

4.10 Year 2000 Problem

The paper on the Year 2000 Problem prepared by DTRD was noted.

4.11 Arrangements for lowering M5 construction work cranes

Sydney Airports Corporation informed the meeting that the Airport is currently drawing up a deed with Airservices and the RTA which is designed to ensure that use of the east-west runway is not restricted by the M5 motorway works.

The Corporation indicated it will provide a copy of the management protocol to SACF when it has been finalised.

4.12 Arrivals on Runway 16R

Mr Clarke asked the IMC Chairman if there had been any progress in considering moving the 16R arrival path slightly to the west of its current position.

The IMC Chairman advised that there were operational constraints which would preclude the moving of the arrival flight path as requested by Mr Clarke. He agreed to provide detailed advice direct to Mr Clarke.

ITEM 5 LONG TERM OPERATING PLAN AND IMC REPORT

5.1 Implementation and Monitoring Committee

Mr Lidbetter informed the meeting that IMC had had an update on the computer program (TARDAS) designed to facilitate use of the LTOP noise sharing modes. He believed it would be many months before it is an effective system. Mr Lidbetter noted that other key issues before IMC were the subject of the subsequent sub-items.

5.1.2 Bankstown Airspace Problem

Mr Lidbetter reported on the Minister's meeting with the IMC at which the issue was discussed.

Airservices reported that initially problems had been encountered with departures and that these had been addressed by the introduction of revised departure procedures.

Airservices further reported that recent difficulties with landings at Bankstown had emerged because of unusual weather conditions during the previous week which had not been taken into consideration at the beginning of LTOP planning. Mr McLean informed the meeting that in order to address this problem, from 15 September 1998 a new GPS procedure would be introduced for Bankstown. There was some debate about how effective the new procedure would be in overcoming the problem given that not all aircraft using Bankstown are equipped with GPS.

The Chairman expressed concern that some of the problems were due to the tower at Bankstown closing at 8pm and referred to the commitment made by Mr Bill Pollard, the Chief Executive Officer of Airservices, that adequate resources would be provided for the implementation of LTOP. The Chairman undertook to discuss the matter with Mr Pollard.

The following motion was put forward by Cr Ross Sheerin:

In view of advice provided to SACF by Airservices relating to movements at Bankstown Airport, SACF seeks the Minister to immediately instruct Airservices that Sydney (Kingsford Smith) Airport air traffic be given priority over other air traffic movements in the region to ensure LTOP modes are not impeded.

The resolution was adopted with Mr Bourke abstaining.

Mr Zammit asked Airservices how many night-time joy flights took place from Bankstown Airport. Airservices agreed to provide the advice to Mr Zammit.

5.2 *Mode 6A*

Airservices advised that further work on assessing Mode 6A was in progress. The meeting agreed to defer discussion until this work was completed. Mr Richard foreshadowed a paper in response to the paper [SACF 98/68] circulated by DTRD.

5.3 *The ICAO A Trial*

The Chairman advised that although he had written to eastern suburbs Mayors and to Ms Grusovin on 11 June 1998, to date he had no response on community feedback about the ICAO A trial. He agreed to request a response on this issue so that the possibility of extending the trial to other runways which have take-offs over suburbs can be raised with the Minister.

Mr Richard tabled petitions from residents of the eastern suburbs supporting the introduction of ICAO A on a permanent basis. He asked SACF to pass these on to the Minister.

The Chairman undertook to include discussion on the ICAO A trial at the Special Meeting on 28 August.

5.4 *Slots Allocation*

Mr Ernst Krolke, the Chief Executive Officer of Airport Co-ordination Australia, gave a brief presentation on the slots scheme. Following the presentation members sought clarification on the interface between the slots scheme and LTOP.

DTRD informed the meeting that the legislation allows the Minister to vary the hourly cap if considered necessary. At the present time the Department, Airservices and industry are working together to overcome problems such as clusters of movements in short time periods.

Mr John Clarke reported that he had been present at a meeting on 12 June 1998 to discuss the compatibility of the slots arrangements with the LTOP targets. He asked how many slots could be allocated so that LTOP would work.

Mr Andrew Clinton who briefly stood in for Cr Sheerin, tabled a paper "The LTOP and Slots" which had been written by Mr Clarke and himself. The paper raised a number of questions to which responses were sought in relation to existing and future operations at the Airport.

Mr Clarke proposed the following motion which was adopted:

The slots system is a mechanism that can assist in generating a predictable flow and disposition of movements that will allow the achievement of the Long Term Operating Plan (LTOP). Accordingly, SACF calls upon the Minister to:

- (a) Provide clear policy direction for the allocation of slots to always be compatible with the achievement of the LTOP*
- (b) Implement a procedure for a variable cap to ensure that the integrity of the LTOP noise sharing targets is protected in the long term.*

The Minister is requested to advise this Forum by its next meeting of what action has been taken on this motion.

Mr Bourke abstained from voting on this motion.

5.5 Relocation of VOR

Airservices gave a presentation on the relocation of the VOR navigation aid which is currently located on the western side of the main north-south runway near its intersection with the east-west runway. A number of departure flight paths at the Airport are based on 'radials' from the VOR. The Forum was advised that this project involves resiting the VOR which will facilitate the construction of a new taxiway which forms part of LTOP. Airservices described how new radials have been selected for the VOR at its new position so that the revised departure procedures as closely as possible approximate existing flight paths.

5.6 Runway 25 Landing Threshold

Sydney Airports Corporation advised that it is preparing to relocate the landing threshold on runway 25, 260 metres to the east. This would make the east-west runway more acceptable for landings from the east and therefore assist in increasing the amount of noise sharing under LTOP.

Mr David Cohny of Airplan spoke briefly about the noise impacts that would be expected if the project proceeds. These had been described in detail in the environmental assessment report which had been circulated to SACF members on 23 July 1998.

A number of members asked questions about the relocation. While there was broad support for the proposal, some representatives from the eastern suburbs expressed opposition over its impacts.

The Forum was informed also that the relocated landing threshold on runway 16L had come into effect on 27 June 1998.

5.6.1 ILS – Runway 25

Mr David Lidbetter described the need for an ILS (Instrument Landing System) on runway 25 to increase the use of Mode 5.

Mr Bill Moss requested that the Minister direct Airservices to install an ILS.

Airservices advised that it has engaged a consultant to prepare a report on the costs and benefits of installing the ILS. It agreed to provide a report to SACF in approximately 6 weeks' time.

5.7 Runway 25 Departure Flight Path

Airservices gave a presentation showing the location of the flight path band for the current 1500 ft turn and proposed turns over Kingsgrove, Bexley North and Bardwell Park for aircraft departing from runway 25 heading for northern destinations. The presentation also showed how the flight path band would be changed if the turn height were increased to 2000 ft. It informed the meeting that at the 2 June 1998 IMC meeting it was agreed that a change to a 2000 ft turn would align the departure paths more closely with that shown in the "Fair Share" brochure and the Proponent's Statement.

While there was broad support for the concept of trying to replicate the Proponent's Statement, concern was expressed about exposing a new area to the noise. The meeting agreed to a trial of the 2000 ft departure turn as long as it is closely monitored. Cr Holroyd undertook to advise Airservices where a noise monitoring terminal might be positioned to facilitate the monitoring.

5.8 Long Haul Aircraft

Mr Lidbetter advised that the effectiveness of the noise sharing modes is being compromised by constant requests by pilots to use the main north-south runway when the noise sharing modes are in operation. He asked for the Minister to penalise pilots who ask for a non-duty runway, and proposed the following resolution which was adopted:

SACF requests the Minister to investigate the lack of progress in reducing long haul movements on the main north-south runway and to request the Department to report as soon as possible on proposals for:

- 1. the introduction of financial penalties for use on non-duty runways;*
- and*
- 2. that priority be given to aircraft which do not require 'non-duty' runways so that noise may be minimised for affected residents to the north-west of the Airport.*

Mr Bourke voted against this motion.

5.9 Modified Trident

Airservices agreed to provide information to a future meeting on a modified 'Trident' procedure for SACF's consideration.

5.10 Curfew Motion

Councillor Schreiber proposed the following resolution which was adopted:

That SACF endorse that the curfew will not be lifted and the cap of 80 not raised at Sydney (Kingsford Smith) Airport for the Olympics or at any time up to or after.

5.11 Motion to maintain the Cap

Mr Paul Zammit proposed the following resolution which was adopted:

SACF condemns the proposal by Jackie Kelly MP, Federal Member for Lindsay, for the lifting of the cap at Sydney Airport from 80 to 120 movements per hour, displaying a callous disregard to the pain and suffering being experienced from aircraft noise and aircraft pollution and the potential safety effects of this on already affected Sydney residents.

5.12 NMT in Paddington

Councillor Medcraft proposed the following motion which was adopted:

As a matter of urgency that a portable NMT be located in the Paddington area for a minimum period of 6 months. The location of the NMT should be preferably directly under the flightpath and should be determined in consultation with the Mayor/General Manager of Woollahra Council. The above matter be referred to the IMC for implementation as soon as possible as part of the noise monitoring program.

It was agreed by the IMC Chairman that this would be discussed at the next IMC meeting.

5.13 Insulation Motion

The following resolution, proposed by Councillor Cotter, was adopted by the meeting:

SACF notes that the insulation program for properties to the north of the Airport ceases this calendar year.

SACF notes that properties to the north originally proposed to be insulated are now excluded. SACF also noted that noise levels for these affected properties have not diminished (note report on LTOP implementation).

SACF also notes that the Senate Select Committee Report “Falling on Deaf Ears” (the Parer Committee) recommended (Rec no 16) extension of the insulation area.

SACF calls for the implementation of insulation to the north in accordance with the original proposals.

Mr Bourke voted against this motion.

ITEM 6 MONITORING REPORTS

The monitoring reports distributed to members were noted by the Forum.

Councillor Holroyd asked that an alternative method of describing aircraft noise exposure be developed to supplement the ANEF. He referred to indices involving 70dB(A) data.

The Chairman asked if he would provide a paper on his ideas and undertook to place the issue on the agenda for the next meeting.

ITEM 7 SACF CORRESPONDENCE

Members noted the correspondence listed.

ITEM 8 OTHER BUSINESS

Mr Lidbetter raised the issue of LAHSO (land and hold short operations), which he considers needs to be introduced to assist in greater use of the east-west runway.

The Chairman asked that a report on the advantages and disadvantages of the procedure be prepared by the IMC.

It was agreed that the issue of LAHSO would be included on the agenda for the Special Meeting on 28 August with the Chief Pilots.

ITEM 9 DATE OF NEXT MEETING

It was agreed that a Special Meeting would be held on 28 August 1998.

**ATTENDANCE AT SYDNEY AIRPORT COMMUNITY FORUM
SIXTEENTH MEETING – 27 JULY 1998**

Member/proxy

Mr Joe Hockey MP	Federal Member for North Sydney, Chairman
Cr Mark Bonanno	Mayor of Ashfield
Mr Bill Bourke	Australian Air Transport Association
Ms Toula Bull	representing Ms Maria Patrinos, Canterbury Residents Against Aircraft Noise
Mr John Clarke	Upper North Shore Community
Cr Barry Cotter	Mayor of Marrickville
Ms Verity Firth	representing Mr Anthony Albanese MP, Federal Member for Grayndler
Ms Ros Habig	representing Ms Sandra Nori MLA, State Member for Port Jackson
Mr Kevin Hill	Kurnell Community
Cr Steve Holroyd	Rockdale Council
Mr David Lidbetter	Inner West Community
Mr Robert McClelland MP	Federal Member for Barton
Ms Marie McGoldrick	representing Cr Mary Rawlings, Mayor of Lane Cove
Cr Greg Medcraft	Mayor of Woollahra
Mr Bill Moss	representing Mr David Saul, Sydney Airport Forum
Ms Judith Ohana	representing Mrs Kerry Chikarovski MLA, State Member for Lane Cove
Mr Henri Richard	representing Cr Ken Finn, Mayor of Randwick
Cr Kevin Schreiber	Mayor of Sutherland Shire
Cr Ross Sheerin	Bennelong Community
Mr Pat Williams	representing Ms Deirdre Grusovin MLA, State Member for Heffron
Mr Paul Zammit MP	Federal Member for Lowe

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Mr John Elliott

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Mr Ken McLean

Mr Adrian But

Mr Barney Pinney

Mr John Leaversuch

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Mr Andrew Clinton

Ms Elizabeth Knight

Ms Dianne Nazaroff

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