

# **SYDNEY AIRPORT COMMUNITY FORUM**

**SPECIAL MEETING  
11<sup>TH</sup> FLOOR 70 PHILLIP STREET SYDNEY  
28 AUGUST 1998**

## **SUMMARY RECORD**

Attendees are listed at Attachment A.

### **ITEM 1 OPENING REMARKS**

The meeting opened at 9.10 am.

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

- Cr Mark Bonanno
- Mrs Kerry Chikarovski MLA, represented by Mr Alan Bonham
- Cr Ken Finn, represented by Mr Tony Williams
- Cr Steve Holroyd
- Mr Robert McClelland MP
- Mr Stephen Mutch MP
- Ms Sandra Nori MLA
- Cr Peter Olah
- Cr Kevin Schreiber

The Chairman welcomed Captains Ray Heiniger of Qantas, Mark Rindfleish of Ansett, David Morgan of Air New Zealand, and Mr Warren Bennett, the Executive Director of BARA.

The Chairman proposed that the meeting should finish at approximately 10.30 am.

### **ITEM 2 ADOPTION OF AGENDA**

Members adopted the provisional agenda and agreed to proceed in the order listed.

Following proposals that (i) the BASI report and (ii) LAHSO be discussed, the meeting agreed to defer substantive discussion of both issues.

Mr Albanese requested DTRD investigate the incorporation and registration of the Forum's name by Mr Zammit.

The Chairman requested an explanation be provided by the Sydney Airports Corporation of the subsidence which had recently occurred next to the east-west runway.

### **ITEM 3 CO-OPERATION OF AIRLINES WITH LTOP**

The Chairman reminded the meeting that he had previously reported on a meeting with Captain Ray Heiniger to discuss the requests by pilots of long haul jets that they be allowed to depart from the main north-south runway when that runway was not the “duty” runway. The Chairman reported his view to the meeting that such requests go against the spirit of LTOP.

The Chief Pilots all expressed the view that airlines have been co-operative with LTOP. They have changed and modified procedures to assist with noise amelioration, eg reduced flap, no reverse thrust, and ICAO A.

Captain Heiniger stated that he had previously invited critics to provide evidence of alleged airline non-compliance with LTOP requirements and such evidence had not been forthcoming. He pointed to a number of measures which the airlines had adopted to ameliorate adverse operational impacts. These included operations with reduced flaps, not using reverse thrust and co-operation with the ICAO A trial. Captain Heiniger stated that non acceptance of the Richmond SID by some heavy long haul aircraft (eg direct flights to Los Angeles) was necessitated by fuel considerations.

The meeting questioned the airline representatives on their views of the benefits that would result if an ILS were to be installed on runway 25. The view of all of the Chief Pilots was that an ILS would not significantly increase the use of runway 25. The Chief Pilots noted that the principal benefit of an ILS was the assistance it provided in conditions of low visibility; however, conditions of low visibility rarely coincided with the wind conditions under which runway 25 would be used. (This viewpoint was disputed by some SACF members). The Chief Pilots added that it was available runway length rather than any other factor which led pilots to call for the main north-south runway in certain circumstances.

[Mr Paul Zammit on arriving, advised the meeting that the name Sydney Airport Community Forum had been incorporated and registered by himself and that everyone attending the meeting may well be participating in an illegal use of a registered and incorporated name.]

In relation to the availability of evidence of “non-compliance”, the Chairman asked for Mr Ken McLean, the IMC Chairman to clarify the issue of the extent to which pilots request the main runway. The IMC Chairman advised the meeting that he did not have a copy of the data with him. However, the data was now being published for the IMC. The IMC would be refining the information to make it useful for determining the reasons for runway mode selection. He further informed the meeting that the reasons pilots have called for a non-duty runway were many and varied and included wind and weather.

The airlines agreed that they would investigate any identified unreasonable request for a non-duty runway.

There was subsequently some further questioning of the airlines' rationale for long distance flights refusing to accept the Richmond SID and the reasons why this approach had not been explicitly identified during the development and environmental assessment of the LTOP proposals.

Ms Maria Patrinos advised the meeting that on the basis of the pilots' views she believed the installation of an ILS on runway 25 would be a waste of money and would provide no safety benefit.

Kevin Hill raised the issue of the departure track now proposed (following the relocation of the VOR) for aircraft departing from runway 16R.

In answering a question on the possibility of a second turn with departures on the 168 radial, the pilots advised that a flight management system could build in the turns and track using lateral navigation, but that there are still 747s which do not have this equipment.

Mr Hill wished it to be placed on record that the implications for Kurnell residents of the proposed revision to the departure track had not emerged during the presentation on this issue at the 22 May SACF meeting.

In summing up the discussion, the Chairman expressed the view that he believed that the "jury was still out" on the question of airline co-operation with the implementation of LTOP. He believed there has been some breakdown in communication between agencies and that a system should be put in place to ensure better communication between Airservices, CASA, the airlines and the community. He noted the airlines' undertaking to follow up on specific cases which did not appear to comply with LTOP requests.

#### **ITEM 4 ICAO A TRIAL**

The Chairman reminded the meeting of the background of the trial of ICAO A in the eastern suburbs. He advised that following his letters to eastern suburbs Mayors and to Ms Grusovin, responses had been received from the Mayors of Woollahra and Randwick. He asked Ms Grusovin if the community had given her feedback on the ICAO A trial. Ms Grusovin advised there had been no adverse feedback on the trial except for Rosebery where the situation had deteriorated because of the turning patterns.

Mr Bill Bourke said he believed the Minister should be made aware that the airlines believe that reasons for supporting ICAO A are not strong and there is an additional cost to industry.

As the twelfth meeting had adopted a resolution supporting the ICAO A procedures, no further resolution was put before the meeting.

## **ITEM 5**

### **OTHER PRIORITY MATTERS ARISING FROM THE 16<sup>TH</sup> SACF MEETING**

The Chairman noted that the matter of LAHSO (land and hold short operations) was originally intended to be on the agenda.

The Chairman took the opportunity to seek the views of the Chief Pilots as to whether there was any operational difficulty with the LAHSO procedure.

A difference of view was expressed by the Chief Pilots as to the safety implications with Air New Zealand stating that it would not operate LAHSO and Qantas and Ansett supporting LAHSO. Air New Zealand also stated that a recent FAA meeting in Hawaii raised serious questions about LAHSO operations.

It was agreed to defer discussion on LAHSO until the next SACF meeting.

The meeting closed around 11 am.

**ATTENDANCE AT SYDNEY AIRPORT COMMUNITY FORUM  
SPECIAL MEETING – 28 AUGUST 1998**

MEMBER/PROXY

Mr Joe Hockey MP	Federal Member for North Sydney, Chairman
Mr Anthony Albanese MP	Federal Member for Grayndler
Mr Bill Bourke	Australian Air Transport Association
Mr Alan Bonham	Representing Mrs K Chikarovski MLA, State Member for Lane Cove
Mr John Clarke	Upper North Shore Community
Cr Barry Cotter	Mayor of Marrickville
Ms Deirdre Grusovin MLA	State Member for Heffron
Mr Kevin Hill	Kurnell Community
Mr David Lidbetter	Inner West Community
Cr Greg Medcraft	Mayor of Woollahra
Ms Maria Patrinos	Canterbury Residents Against Aircraft Noise
Cr Mary Rawlings	Mayor of Lane Cove
Cr Ross Sheerin	Bennelong Community
Mr Tony Williams	Representing Cr Ken Finn, Mayor of Randwick
Mr Paul Zammit MP	Federal Member for Lowe

## **Advisers/Secretariat**

Mr Paul Merner  
Mr Mike Mrdak  
Ms Glenys Kelly

Department of Transport & Regional Development

Ms Pam Cossey  
Ms Sarah Robertson

Secretariat  
Mr Hockey's Electorate Office

Mr Ian Rischbieth  
Mr Ken McLean  
Mr John Deeth  
Mr Adrian But  
Mr Leigh Kenna  
Mr Barney Pinney

Airservices Australia

Mr John Leaversuch

Civil Aviation Safety Authority

Ms Julieanne Alroe  
Mr Chris Downy

Sydney Airport

## **OBSERVERS**

Mr Dick Creak  
Mr Robert Lee  
Ms Dianne Nazaroff  
Mr Ron Fuller  
Mr Andrew Clinton