SYDNEY AIRPORT COMMUNITY FORUM

SEVENTEENTH MEETING
11TH Floor, 70 Phillip Street, Sydney
26 February 1999

SUMMARY RECORD

An attendance list is at Attachment A.

AGENDA ITEM 1: Opening Remarks

The Meeting opened at 9.00am.

The Chair welcomed Members to the Meeting and asked them to briefly introduce themselves.

The Chair thanked the Hon Joe Hockey MP for his contributions to SACF before introducing himself briefly to the committee. The Chair pointed out that he is committed to working towards a fair distribution of aircraft noise around Sydney Airport and emphasised that in his role as Chair he is not a representative of North Shore interests.

The Chair noted the following apologies,
- Cr Mark Bonanno (proxy Dr David Niven),
- Mrs Kerry Chikarovski MLA (proxy Ms Judith Ohana),
- The Hon Joe Hockey MP (proxy Mr Bob Hayes),
- Mr Robert McClelland MP (proxy Mr Nick Melas),
- Ms Sandra Nori MLA (proxy Ms Ros Habig),
- Mr David Saul (proxy Mr Randolph Griffiths).

and welcomed the new Members
- The Hon Bruce Baird MP, Federal Member for Cook,
- Cr Mick Frawley, Mayor of Hurstville,
- Mr John Murphy MP, Federal Member for Lowe,
- Cr Dominic Sullivan, Mayor of Randwick,
- Cr Fran Teirney, Mayor of Lane Cove.

AGENDA ITEM 2: Adoption of Agenda

Mr Lidbetter suggested that the report of the SACF representatives on the Implementation and Monitoring Committee (Agenda Item 7) should be before the presentation by Airservices Australia (Agenda Item 6). The Chair accepted the suggestion.

Mr Clarke proposed that the letter from Minister Anderson responding to previous SACF resolutions should be brought forward to Agenda Item 5. He also requested that the 'Clarke/Clinton paper' on slots and the issue of PRM be addressed under Agenda Items 5 and 6, respectively. These suggestions were accepted by the Meeting.

The Chair also agreed to the following requests

- that alternative aircraft noise metrics be discussed under Agenda Item 5 (Cr Holroyd),
- that the use of the name 'Sydney Airport Community Forum' should be discussed under the Agenda Item 4 (Ms Habig),
- that the question of compensation for Kurnell be raised under Agenda Item 12 (Mr Hill),
- that the issue of Mode 6A be raised under Agenda Item 12 (Cr Sullivan).

The Chair advised that the Meeting would end by 13:00 at the latest.

AGENDA ITEM 3: Confirmation of Summary Records

The Draft Summary Records of the Sixteenth SACF Meeting of 27 July 1998 and the Special Meeting of 28 August 1998 were adopted with two changes

- the term "opposition" rather than "concern" be used under section 5.6 of the Summary Record of the 16th SACF Meeting,

- the attendance list for the 16th Meeting to correctly reflect that Ms Ohana acted as a proxy for Mrs Chikarovski.

Action arising: SACF Secretariat to make changes to the Draft Summary Record for the Meeting of 27 July 1998 and to distribute agreed Summary Records to Members.

AGENDA ITEM 4: Revised Terms of Reference and Working Arrangements

The Chair introduced the item by referring to his discussions with the Minister and indicating that the changes in the Terms of Reference reflected an increased emphasis on how information on Sydney Airport operations should be communicated to the public.

The Chair identified what he saw as some of the most important problems with the way data on Sydney Airport operations had been communicated to date including its very technical presentation, long delays before information is published and dissatisfaction with the AA noise complaints system.

Mr Clarke suggested that in the revised Terms of Reference the passage that reads

"… advice to the Minister …"

be extended to

"… advice to the Minister and to aviation authorities …".

The Meeting supported this change with Mr Bourke opposing.

Action arising: Chair to write to Minister requesting a change in wording of the revised Terms of Reference.

Members raised a number of problems with the way SACF is operating, including a perception in the community that SACF has executive authority and that SACF relays community concerns effectively to the Minister while in reality this is not considered to be the case. In particular, a view was expressed that SACF resolutions do not carry sufficient weight with the Minister.

Concern was also expressed that SACF Members are often getting information on current Sydney Airport and operations issues from the media rather than the relevant aviation authorities.

The Chair reiterated his concern about the long delays in the publishing of information on Sydney Airport operations and summarised his discussions with AA on this issue. The Chair reported that his proposal that an AA officer be responsible for informing Sydney media outlets on a regular basis on current and predicted Sydney Airport operations had been rejected by AA (AA's response was tabled) as possibly incorrect predictions would open AA to criticism. The Chair announced that he would write to the AA Board requesting that his proposal be reconsidered.

In general discussions that followed some Members considered that radio stations would be unlikely to have an interest in aircraft overflight reports while other Members believed that such a service would be welcome by the community.

Action arising: Chair to write to AA Board requesting that the idea of a real-time and overflight prediction news bulletins be pursued.

The Chair suggested that a small group be set up to work on improving communication with the community. The Meeting agreed, but did not decide on how the group should be set up.

Action arising: Chair to set up sub-committee on community information and interaction.

Some Members expressed concern that the existence or activities of 'SACF Inc' may create problems for the Forum. The Chair requested DTRS to provide formal legal advice on this issue at the next SACF Meeting.

Action arising: DTRS to provide formal legal advice on the use of the name "Sydney Airport Community Forum" by other bodies.

Cr Medcraft expressed dissatisfaction with the composition of SACF, and also pointed out that the SACF internet site failed to show to the community which SACF Members are associated with which parts of Sydney. The Meeting agreed that maps be used on the SACF internet site to show this. However, the Chair expressed the view that he did not find a reopening of the membership discussion constructive. He pointed out that he had already undertaken to regularly meet with groups who feel that they are excluded from SACF.

Action arising: DTRS to explore the use of maps on the SACF website to assist the community in associating SACF Members with the areas they represent.

AGENDA ITEM 5: Matters Outstanding From Previous Meetings

Albanese motions

The three outstanding motions put forward in earlier Meetings were briefly discussed. It was agreed that the substance of first two motions would be addressed during the AA presentation under Agenda Item 6. The last motion would be best addressed in the SACF subcommittee on communication with the community (discussed under Agenda Item 4).

Ashfield Council motion

Discussion on this motion was deferred to the end of the Meeting.

[This did not happen, as the Meeting was only able to deal with part of the Agenda in the available time; the Ashfield motion will be placed on the Agenda of a future SACF Meeting.]

Action arising: SACF Secretariat to put Ashfield Council motion onto Agenda for next Meeting.

Letter from Minister Anderson on the SACF resolutions arising from the 16th Meeting

The Chair read out the Minister Anderson's response to the SACF resolutions.

Relationship between the Slots System and LTOP:

Several Members raised objections to the Minister's response on this issue.

The Meeting passed the following resolution:

> *This committee is dismayed that the Minister would not wish there to be consistency between two Government policies - slots and LTOP. We again call upon the Minister to provide clear policy direction for the allocation of slots to always be compatible with the achievement of LTOP.*

The Chair expressed the view that he did not believe that Minister would not wish there to be consistency between the policies and he referred to the statement in the Minister's letter about the scope for improving LTOP performance through demand 'smoothing' and other measures. Messrs Baird and Melas supported this comment.

Action arising: Chair to convey motion on the slots - LTOP issue to Minister Anderson.

Insulation program to the north of the Airport:

Mr Albanese suggested that the SACF resolution relating to insulation to which the Minister's letter of 18 February 1999 responded should be re-submitted to the Minister. This motion was accepted by the Meeting.

Mr Baird pointed out that the situation in Kurnell warranted particular attention. The Chair proposed that all previous proposals relating to Kurnell should be collated and that he and Mr Baird should meet the Minister to talk about the issue.

Action arising: Chair to resubmit the previous SACF resolutions on insulation to the Minister.
Chair to organise a meeting with the Minister on Kurnell compensation.

Reduction of long haul movements:

The Chair read out the Minister's response and pointed out that the matter would be best discussed during AA's presentation under Agenda Item 6.

<u>Supplementary noise information</u>

Cr Holroyd requested that a technical report be presented on the issue of supplementary noise information at the next Meeting. The Chair agreed and asked DTRS to prepare a paper.

Action arising: DTRS to provide a report on supplementary noise information for the next SACF Meeting.

Short discussion on PRM

The meeting briefly discussed PRM. Several Members were critical that PRM had been introduced without adequate community consultation.

Mr Clarke proposed the following motion:

> *SACF rejects any Airservices Australia proposals which impose multiple overflights over residential areas.*
>
> *The SACF calls upon the Minister to direct that no further development, trial or implementation of PRM at the airport occur until a full environmental assessment has been conducted and considered by SACF.*

The motion was carried with Mr Bourke opposing it.

The Chair concluded the discussion on PRM noting that he had major concerns with AA's communication strategy and that PRM should be the main subject at the next SACF Meeting.

The Chair also reminded Members that, while he was critical of the way issues such as PRM had been communicated, it had to be recognised that Members were expected to handle information in a responsible manner.

Action arising: Chair to convey motion on PRM to Minister Anderson.

Other issues raised

Mr Clarke expressed his disappointment that the 'Clarke/Clinton paper' on slots and LTOP presented at a previous Meeting had not been treated as an Action Item and that therefore no adequate response has been received for seven months. The Chair suggested that this issue could be discussed under Agenda Item 6. Mr Clarke requested that a written response be provided to the "Clarke/Clinton paper".

Action arising: AA to provide written response to the 'Clarke/Clinton paper'.

AGENDA ITEM 7: Report from Implementation and Monitoring Committee

Mr Lidbetter tabled a written report of the SACF representatives' assessment of the work of the IMC since the last SACF Meeting.

Mr Lidbetter went through all the items listed in the report. The Chair pointed out that issues arising out of this report would be best addressed during the AA

presentation under Agenda Item 6. Regarding PRM the Chair suggested that as PRM would be the focus of the next SACF Meeting PRM should only be discussed briefly after the IMC report.

Mr Lidbetter tabled some movement number and mode usage figures which in his view showed a deterioration in the performance of LTOP and proved that there was a lack of commitment to the Plan.

Mr Hill reported that as of 3 December 1998 the new VOR has been in operation and that as a result there had been a change of flight paths to the south of the Airport. Departure flight paths are now closer to both Kurnell and Cronulla and noise monitoring had been carried out to assess increased noise due to the VOR change. A second turn over the sandhills is being examined to maximise the distance of flight paths from residential areas.

The Chair requested Mr Hill to provide him with a report on these issues and promised to pass this report on to Minister Anderson.

Action arising: Mr Hill to provide Chair with report on southerly departure flight path issues including the 'out-to-sea-option'. Chair to convey this report to the Minister.

AGENDA ITEM 6: Presentation from Airservices

Mr Bernie Smith, the Chief Operating Officer of Airservices Australia, briefly introduced himself. Mr Smith assured the Forum of AA's commitment to LTOP. Mr Len Joynson who recently joined AA as Stakeholder Relations Manager was also introduced. Mr Joynson drew Members' attention to a letter sent to SACF Members on 17 February 1999 seeking their views on ways to improve the provision of information to the community and invited Members to forward suggestions to Mr Joynson.

Mr Ken McLean, Manager Sydney Operations, used a series of transparencies as the basis for his presentation (Attachment B).

Mr McLean briefly described the importance of the Airport, the role of AA and the noise sharing benefits that LTOP has already delivered. He rejected suggestions that LTOP had 'stalled'. He then proceeded to describe the constraints that were acting on LTOP.

The August 1998 BASI report had raised concerns about the rate of change at the Airport and required AA to review internal procedures and address morale concerns within the organisation. The TAAATS project, which is a national project to enhance safety and efficiency, has to be implemented at Sydney this

year. There will also be a need for a period of operational stability before the Olympic Games.

The presentation then progressed to describing the initiatives that have been implemented under LTOP. The key noise sharing initiatives have been the new departure flight paths and the new runway modes; however, a number of other measures such as ICAO 'A' departures from runway 34R, taxiway works and the relocation of the runway 16L threshold have also been introduced.

Mr McLean then described the next planned steps for LTOP. He indicated that Mode 8 would be introduced in late autumn 1999 and that Mode 6A would be implemented following the installation of TAAATS. He also advised the Forum about the new positions of 'Traffic Manager' within AA who will be responsible for decisions on which runways will be used and who will be required to give full cognisance to LTOP in making these decisions.

In summing up Mr McLean emphasised the importance of community input into the process of implementing LTOP. Mr McLean ended his presentation with an invitation to all SACF Members to visit the AA facilities at Sydney Airport.

An extended discussion followed during which Members asked Mr McLean a series of questions on LTOP. Key issues raised during this discussion were:

<u>BASI report and AA management issues</u>

Members questioned Mr McLean on what has been done with respect to the BASI report and in particular about air traffic controllers' low morale. In particular, the question was raised whether AA had used the BASI report as an excuse for inaction on LTOP.

Mr McLean replied that safety is paramount for Airservices and that AA had responded to the BASI recommendations by deliberately reducing the pace of change. Mr McLean stated that LTOP was only one of the factors identified as responsible for low morale among controllers.

Mr McLean insisted that the BASI report has not been used as a pretext to delay LTOP as it had also led to delays in TAAATS training which was rescheduled to accommodate additional LTOP training and a review of all safety cases.

Mr Mclean was asked who in AA had the overall responsibility, authority and accountability for the implementation of LTOP.

Mr McLean advised that as Sydney Operations Manager it was him although AA will be creating a position of 'Air Traffic Manager' to replace the CENCO who will be in charge of implementing LTOP on a day to day basis.

Mr McLean was then asked whether AA had a management plan for implementing LTOP. After consulting with his staff Mr McLean advised that a timeline for some LTOP initiatives had been provided to the IMC in May 1998.

Mr Clarke pointed out that this was not a management plan and was very much out of date now.

Mr McLean responded that a workplan would be provided for the next Meeting.

Action arising: AA to table a workplan for LTOP at next IMC meeting. AA to provide the job description for air traffic managers.

LTOP Balanced Score Card

Mr Clarke circulated a copy of an 'LTOP Balanced Scorecard' (Attachment C) and proposed that it be used as a performance measurement tool within AA to manage the achievement of LTOP, as well as an external report against which this achievement could be gauged. The way he envisaged it to be used is that CENCO would compile the information and that it would be part of the handover to each oncoming CENCO, so that they would be able to make the real time decisions necessary to achieve LTOP. The day's performance would then be reviewed by AA management so that corrective action could be taken if necessary. The balanced scorecard for each day could be put on the intended AA web site for public access. AA would also report LTOP achievement against the balanced score card at SACF meetings. The meeting endorsed the balanced scorecard approach. Mr McLean advised that he had seen a draft of Mr Clarke's balanced scorecard and included aspects of it in an overall AA balanced scorecard, which also addressed wider AA enterprise issues. Mr McLean undertook to examine and advise on Mr Clarke's balanced scorecard proposal.

Action arising: AA to examine the introduction of an LTOP Balanced Scorecard and associated management procedures.

Commitment to and general progress of LTOP

Several Members expressed general misgivings about the slow progress of LTOP. It was pointed out that LTOP targets have still not been met and that most of the progress on LTOP had already been accomplished by mid last year. Some Members commented that LTOP seemed to have stagnated since then and to have enjoyed a lower priority than PRM or TAAATS.

Mr McLean was also questioned how hours in parallel modes can be reduced and why switch-overs to noise sharing modes seem to be happening less frequently while switch-overs into parallels are done without hesitation. The underperfromance of LTOP on the target for SODPROPS was also questioned.

Mr McLean responded that he did not share the view that LTOP had stalled because Mode 8 would be introduced in late autumn 1999 and the implementation of the ILS for runway 25 was under way (although it would take 8 to 12 months for implementation/commissioning of the system).

DTRS pointed out that slots could be used to smooth demand and that work on this issue was under way and discussions with the airlines were planned. Mr Clarke pointed out that using slots to smooth demand to achieve LTOP was the purpose of the previous motion for there to be consistency between slots and LTOP. The Chair made a formal request that smoothing of demand through slots be expedited.

A resolution expressing the Meeting's concern with the progress of LTOP was passed:

(i) The community members of this committee are appalled at the lack of progress by Airservices Australia (AA) in their implementation of LTOP and their failure to meet LTOP targets.

(ii) That the Minister report monthly to the community on actual vs target percentage of total movements by North, South, East and West quadrants and on progress towards targets since last report.

(iii) That a LTOP implementation program and management plan be promulgated by the Minister with target dates and responsibilities specified.

The motion was carried.

Actions arising: DTRS to provide advice on the status of work towards smoothing of demand through slots.
Chair to convey motion on LTOP progress, information and management issue to Minister Anderson.

PRM

Questioned about PRM Mr McLean responded that PRM was not a measure to maximise parallel runway operations and that it is proposed that PRM be a means to clear out bad weather bottlenecks thus leading to fewer parallel hours being required.

Runway 25 arrivals: ILS and threshold change

Members inquired why the relocation of the runway 25 threshold was important and how the runway 25 threshold and the ILS are related.

Mr McLean answered that by moving the threshold to the east runway 25 would become more attractive to landing aircraft thus providing greater opportunity for noise sharing and that the consultant's report on the ILS/threshold change issue suggested that significant benefits for LTOP would be realised when both measures are introduced in combination.

Mr McLean also pointed out that AA only had responsibility for the ILS and not for the threshold change (which is a matter for SACL). The Chair suggested that AA should concentrate on the ILS while SACF, the Chair and other parties would work on the threshold problem.

Mrs Grusovin expressed her dismay at the hardship the runway 25 threshold change would mean for some of her constituents. She indicated that the possible removal of trees is imposing a high degree of emotional stress on some constituents including one family which had planted a tree in memory of a deceased family member. She also pointed out that some trees earmarked for removal are heritage listed.

The SACL representative, Ms Alroe, indicated that the runway 25 obstacles clearance program was necessary under international guidelines and that it is standard practice at other runway ends. She pointed out that removal and replacement of trees seemed more adequate than lopping as that meant continuing inconvenience for affected residents. The case of the tree planted in memory of a deceased family member has been individually negotiated and lopping by a horticulturalist was offered to the family. Ms Alroe also informed the Meeting that Botany Council is not willing to cooperate on the issue and that SACL has referred the matter to CASA.

The Chair added that while it was obvious that tree removal imposed hardship on parts of the community, the greater good of many other residents who are noise affected is also at stake. He asked that SACL continue to try to work through the issues with Mrs Grusovin and the local community.

<u>Runway 25 departures: ICAO 'A' departure profile and 2000ft turn</u>

Mr McLean was asked whether the 2000ft turn can be dealt with before ICAO 'A' and if so when it could be implemented.

Mr McLean answered that AA would welcome community input on whether the 2000ft turn off runway 25 or ICAO 'A' should be implemented first.

The Chair asked the Meeting whether it agreed with a request put forward by Ms Patrinos that the 2000ft turn should be implemented first. Cr Holroyd indicated that not all residents to the west of the Airport would agree with Ms Patrinos' view.

The Meeting concluded that a final decision should be deferred until the issue is discussed in detail during the next Meeting.

Modes 6A and 8

Some Members expressed concern regarding the introduction of Mode 8 as this could lead to an unfair noise burden on the west. Mr Melas, on behalf of Mr McClelland, asked that Mr McClelland's opposition on safety grounds to both Modes 6A and 8 be put on record.

The Chair noted that SACF had previously committed itself to Mode 8 and in response to a request by the Chair AA gave an assurance that Mode 8 would be implemented as soon and as fairly as possible.

Some Members inquired about modes 6A and 2.

Mr McLean stated that Mode 6A would be introduced after TAAATS and that Mode 2 is not part of LTOP.

'Trident' flight paths

Mr McLean was asked whether PRM conflicts with the 'trident', noting that PRM concentrates landing flight paths.

Mr McLean stated that PRM does not conflict with the 'trident' as PRM would only be used in instrument landing conditions, whereas 'trident' is to be used under visual conditions.

Mr Clarke asked when the microwave landing system (MWLS) promised in the Third Runway EIS would be installed to allow for curved flight paths which would facilitate the implementation of the 'trident'. He read the following quote from the EIS:

> *The microwave landing system is a new and precise navigation aid currently introduced world wide which the International Civil Aviation Organisation intends to make standard for international operations by 1 January 1998. Australia plans to meet its obligations in this regard and such a system will therefore be installed at Sydney Airport (p10-16).*

Mr McLean said there were no current plans to introduce a MWLS.

The Chair asked AA to provide information on the MWLS.

Action arising: AA to provide information on the microwave landing system.

Other issues raised

A variety of other issues came up during the discussion.

Concern was expressed that air traffic over the east is too concentrated following only two narrow flight track bands.

Mr Murphy stated an interest in becoming member of the IMC. The Chair asked him to submit a formal request for membership of the IMC.

Cr Frawley requested information on traffic forecasts for the Airport and gratefully accepted Mr McLean's invitation to visit AA Sydney.

Mr Bourke reaffirmed the industry's commitment to work constructively on environmental issues.

The Chair closed the discussion on Mr McLean's presentation by thanking him for his time and effort.

Actions arising: DTRS to provide air traffic forecasts for the Sydney basin.
AA to organise a visit to the Sydney AA facilities for Cr Frawley and other interested SACF Members.

AGENDA ITEMS 8 - 12

As time had progressed to the agreed close of the Meeting, the Chair deferred all outstanding Agenda Items to the next Meeting.

AGENDA ITEM 13: Date of Next Meeting

It was decided that a further meeting of the Forum should, if possible, be arranged for the week after Easter.

The Chair stated that the main issues for discussion at the next Meeting would be Agenda Items not completed during this Meeting and PRM.

The Chair closed the Meeting at 13:00.

SUMMARY OF ACTIONS ARISING

1	**SACF SECRETARIAT** TO MAKE CHANGES TO THE DRAFT SUMMARY RECORD FOR THE MEETING OF 27 JULY 1998 AND TO DISTRIBUTE AGREED SUMMARY RECORDS TO MEMBERS.
2	**CHAIR** TO WRITE TO MINISTER REQUESTING A CHANGE IN WORDING OF THE REVISED TERMS OF REFERENCE.
3	**CHAIR** TO WRITE TO AA BOARD REQUESTING THAT THE IDEA OF A REAL-TIME AND OVERFLIGHT PREDICTION NEWS BULLETINS BE PURSUED.
4	**CHAIR** TO SET UP SUB-COMMITTEE ON COMMUNITY INFORMATION AND INTERACTION.
5	**DTRS** TO PROVIDE FORMAL LEGAL ADVICE ON THE USE OF THE NAME "SYDNEY AIRPORT COMMUNITY FORUM' BY OTHER BODIES.
6	**DTRS** TO EXPLORE THE USE OF MAPS ON THE SACF WEBSITE TO ASSIST THE COMMUNITY IN ASSOCIATING SACF MEMBERS WITH THE AREAS THEY REPRESENT.
7	**SACF SECRETARIAT** TO PUT ASHFIELD COUNCIL MOTION ONTO AGENDA FOR NEXT MEETING.
8	**CHAIR** TO CONVEY MOTION ON THE SLOTS – LTOP ISSUE TO MINISTER ANDERSON.
9	**CHAIR** TO RESUBMIT THE PREVIOUS SACF RESOLUTIONS ON INSULATION TO THE MINISTER.
10	**CHAIR** TO ORGANISE A MEETING WITH THE MINISTER ON KURNELL COMPENSATION.
11	**DTRS** TO PROVIDE A REPORT ON SUPPLEMENTARY NOISE INFORMATION FOR THE NEXT SACF MEETING.
12	**CHAIR** TO CONVEY MOTION ON PRM TO MINISTER ANDERSON.
13	**AA** TO PROVIDE WRITTEN RESPONSE TO THE 'CLARKE/CLINTON PAPER'.
14	**MR HILL** TO PROVIDE CHAIR WITH REPORT ON SOUTHERLY DEPARTURE FLIGHT PATH ISSUES INCLUDING THE 'OUT-TO-SEA-OPTION'. **CHAIR** TO CONVEY THIS REPORT TO THE MINISTER.
15	**AA** TO TABLE A WORKPLAN FOR LTOP AT NEXT IMC MEETING. **AA** TO PROVIDE THE JOB DESCRIPTION FOR AIR TRAFFIC MANAGERS.
16	**AA** TO EXAMINE THE INTRODUCTION OF AN LTOP BALANCED SCORECARD AND ASSOCIATED MANAGEMENT PROCEDURES.
17	**DTRS** TO PROVIDE ADVICE ON THE STATUS OF WORK TOWARDS SMOOTHING OF DEMAND THROUGH SLOTS.
18	**CHAIR** TO CONVEY MOTION ON LTOP PROGRESS, INFORMATION AND MANAGEMENT ISSUE TO MINISTER ANDERSON.
19	**AA** TO PROVIDE INFORMATION ON THE MICROWAVE LANDING SYSTEM.
20	**DTRS** TO PROVIDE AIR TRAFFIC FORECASTS FOR THE SYDNEY BASIN.
21	**AA** TO ORGANISE A VISIT TO THE SYDNEY AA FACILITIES FOR CR FRAWLEY AND OTHER INTERESTED SACF MEMBERS.

ATTACHMENT A: Attendance

Members/proxies

Dr Brendan Nelson MP	Federal Member for Bradfield, Chair
Mr Anthony Albanese MP	Federal Member for Grayndler
The Hon Bruce Baird MP	Federal Member for Cook
Mr Bill Bourke	Australian Air Transport Association
Mr John Clarke	Upper North Shore Community
Cr Mick Frawley	Mayor of Hurstville
Mr Randolph Griffiths	representing Mr David Saul, Sydney Airport Forum
Mrs Deirdre Grusovin MLA	State Member for Heffron
Ms Ros Habig	representing Ms Sandra Nori MLA, State Member for Port Jackson
Mr Bob Hayes	representing the Hon Joe Hockey MP, Federal Member for North Sydney
Mr Kevin Hill	Kurnell Community
Cr Steve Holroyd	Rockdale Council
Mr David Lidbetter	Inner West Community
Cr Greg Medcraft	Mayor of Woollahra (left early; proxy: Mr John Jones)
Mr Nick Melas	representing Mr Robert McClelland MP, Federal Member for Barton
Mr John Murphy MP	Federal Member for Lowe
Dr David Niven	representing Cr Mark Bonanno, Mayor of Ashfield
Ms Maria Patrinos	Canterbury Residents Against Aircraft Noise
Ms Judith Ohana	representing Mrs Kerry Chikarovski MLA, State Member for Lane Cove
Cr Kevin Schreiber	Mayor of Sutherland Shire
Cr Ross Sheerin	Bennelong Community
Cr Dominic Sullivan	Mayor of Randwick
Cr Fran Teirney	Mayor of Lane Cove

Advisers/Secretariat

Mr P Merner	C'wealth Dept. of Transport and Regional Services
Mr M Mrdak	C'wealth Dept. of Transport and Regional Services
Mr D Southgate	C'wealth Dept. of Transport and Regional Services
Ms G Kelly	Secretariat
Mr B Franklin	Dr Nelson's Electorate Office
Mr J Deeth	Airservices Australia
Ms E Heath	Airservices Australia
Mr L Joynson	Airservices Australia
Mr L Kenna	Airservices Australia
Mr K McLean	Airservices Australia
Mr B Pinney	Airservices Australia
Mr I Rischbieth	Airservices Australia
Mr B Smith	Airservices Australia
Mr J Leaversuch	Civil Aviation Safety Authority
Ms J Alroe	Sydney Airports Corporation Ltd
Mr D Mitchell	Sydney Airports Corporation Ltd

Observers (not complete)
Ms J Barros
Mr B Buffier
Ms T Bull
Mr A Clinton
Mr D Creak
Mr C Falvey
Mr R Hibberd
Mr P Lingard
Cr A Rees
Mr A Roberts
Mr R Wainwright
Mr A Williams

ATTACHMENT B: Airservices presentation

PRESENTATION TO SACF Meeting 17 - 26th Feb 1999

Ken Mclean - Manager Operations - Sydney Operations COG

AIRSERVICES AUSTRALIA

Air traffic control
SYDNEY

- Introduction
- Runway end impact
- Change issues
- LTOP achievements
- LTOP planning

C.O.G Sydney Operations 1

AIRSERVICES AUSTRALIA

SYDNEY AIRPORT

- Australia's International Gateway
- Hub for Domestic Services

C.O.G Sydney Operations 2

PRESENTATION TO SACF Meeting 17 - 26th Feb 1999

Ken Mclean - Manager Operations - Sydney Operations COG

AIRSERVICES AUSTRALIA

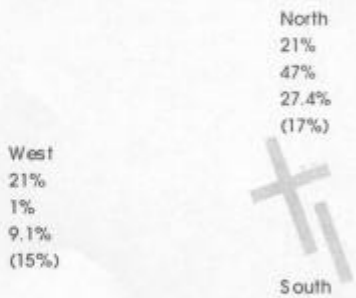
TASK FOR AIRSERVICES

- Move about 270,000 aircraft at Sydney Airport each year
  - safely and efficiently
  - in accordance with the Long Term Operating Plan

26/02/1999 C.O.G Sydney Operations 3

AIRSERVICES AUSTRALIA

RUNWAY END IMPACT



26/02/1999 C.O.G Sydney Operations 4

PRESENTATION TO SACF Meeting 17 - 26th Feb 1999

Ken Mclean - Manager Operations - Sydney Operations COG

AIRSERVICES AUSTRALIA

What is affecting the change process ?

- BASI REPORT
  - Airservices to review change management procedures
  - Safety not to be compromised to meet project schedules or perceived community imperatives

AIRSERVICES AUSTRALIA

BASI REPORT

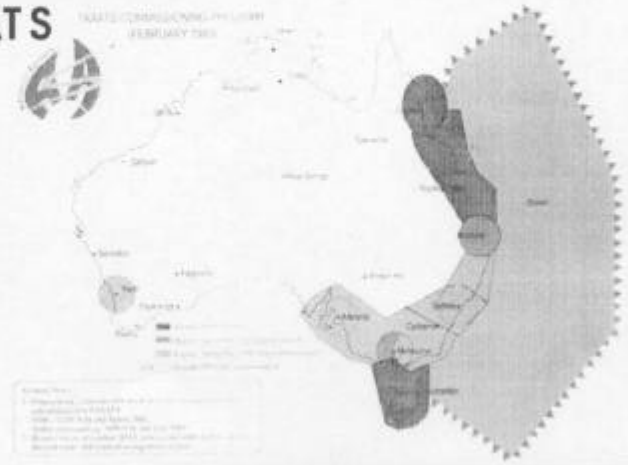
- 90% of controllers indicated that morale was very low
- The most common reason was the rate and complexity of change - controllers were expected to cope
- At the centre of competing goals - 86% said they felt the community considered they were responsible for the noise problems

PRESENTATION TO SACF Meeting 17 - 26th Feb 1999

Ken Mclean - Manager Operations - Sydney Operations COG

AIRSERVICES AUSTRALIA

What is to come?
TAAATS



C.O.G Sydney Operations 7

AIRSERVICES AUSTRALIA

What is to come?
OLYMPICS

- Following the TAAATS commissioning a period of stability is needed in the lead up to the Olympic Games.

- We need this stability to enable the air traffic system to be operating with maximum capability to cope with the demands of the Games.

C.O.G Sydney Operations 8

PRESENTATION TO SACF Meeting 17 - 26th Feb 1999

Ken Mclean - Manager Operations - Sydney Operations COG

AIRSERVICES AUSTRALIA

LTOP
What has been achieved?

- New departure flight paths - implemented
- Modes - implemented except 8 and 6A
- Sydney Airport Demand Management with capacity cap

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AIRSERVICES AUSTRALIA

LTOP achievements

- Runway changes - selection criteria changed
- Preference for over-water operations - implemented
- Removal of traffic restrictions in the use of noise sharing modes - implemented

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LTOP achievements

- Preference for Runway 34 Left arrivals - implemented
- West Pymble beacon removed
- Sydney-Bankstown aircraft track via non populous areas in curfew-implemented

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also

- ICAO A
- taxiway changes
- threshold runway 16L
- threshold runway 25

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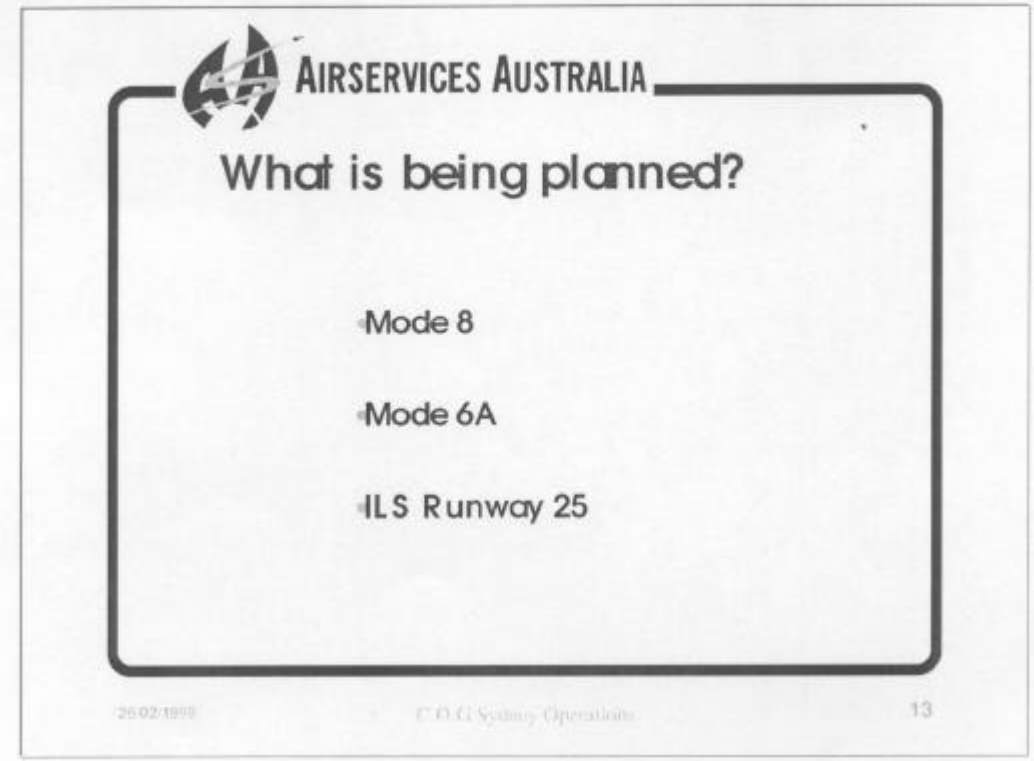

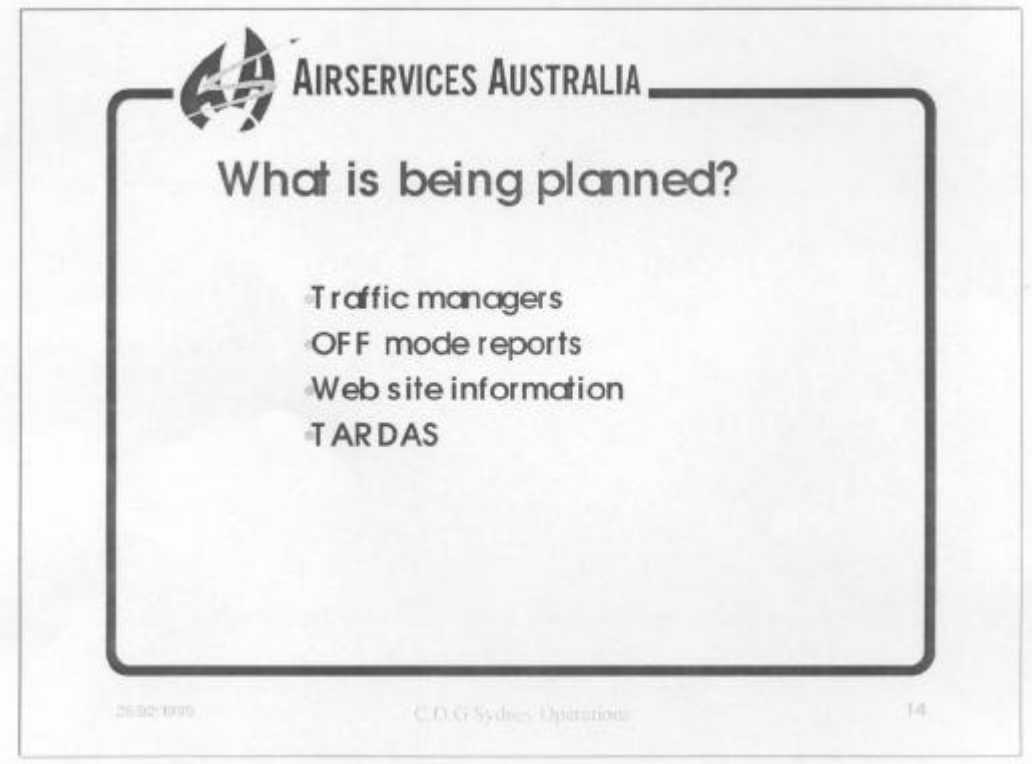

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Outstanding Issues

- TRIDENT
- Arrival flight paths

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SUMMARY

- Commitment to LTOP
- Progress on implementation
- Update of issues in near term
- Next steps and monitoring of progress
- Invitation to SACF members

ATTACHMENT C: Balanced Scorecard

LTOP BALANCED SCORECARD

For the Period _____

	Target	Achieved	Cumulative (12 months)
Achievement of LTOP Targets			
Movements Over the North	**17%**		
Movements Over the South	**55%**		
Movements Over the East	**13%**		
Movements Over the West	**15%**		
Runway Usage			
Hours per day of parallel ops	**6.6**		
Hours per day of cross runway ops	**8.5**		
Hours per day of sodpops	**1.9**		
Mode Utilisation			
No. of movements achieved using:			
Mode 14A (07 / 16L,16R)	**66***		
Modes 13 & 12 (25/25 & 07/07))	weather only		
Mode 10 (16L,16R / 16L,16R)	**80**		
Mode 9 (34L,34R / 34L,34R)	**80**		
Mode 8 (34L,34R / 25, 34R)	**72***		
Mode 7 (34L,34R / 25)	**64***		
Mode 6A (34L,34R/ 07)	**TBA** (67?)		
Mode 5 (25 / 16L,16R)	**53**		
Mode 4 (34L / 16L,)	**43**		
Other Issues			
No. of occasions long runway called out of mode.	**0**		
Comments			

* SABRE indicates these modes may achieve 80 movements/hr in longer term, and increases above the target utilisation should be able to be achieved in the shorter term. Refer to LTOP.