

**SYDNEY AIRPORT COMMUNITY FORUM**

NINETEENTH MEETING

11<sup>TH</sup> Floor, 70 Phillip Street, Sydney

28 May 1999

SACF	99/060
Issued	15 June 1999

An attendance list is at Attachment A.

**AGENDA ITEM 1: Opening Remarks**

The meeting opened at 9.05am.

The Chair welcomed Members. The Chair noted the following Members were represented by proxies:

- Cr M Bonanno (Proxy was Mr David Niven)
- Mrs K Chikarovski MLA (Proxy was Ms Judith Ohana)
- Cr Barry Cotter (Proxy was Mr Vince Connell)
- The Hon J Hockey MP (Proxy was Mr Bob Hayes)
- Cr G Medcraft (Proxy was Ms Mairaed Bilton)
- Mr J Murphy MP (Proxy was Mr Robert Balzola)
- Ms S Nori MLA (Proxy was Ms Ros Habig)
- Mr D Saul (Proxy was Mr Randolph Griffiths)
- Cr F Teirney (Proxy was Ms Mary Rawlings)

The Chair noted apologies from:

- Cr R Sheerin

**AGENDA ITEM 2: Adoption of Agenda**

The draft agenda was accepted with agreement to the following additional items being raised under existing agenda items:

- Issue of aircraft noise events above 70dbA (Agenda item 12);
- Curfew information (Agenda item 12);
- Increased noise over Hurstville (Agenda item 10);
- Scope for modification of mode 7 over Kurnell (Agenda item 12).

The Chair noted that an additional agenda item would be Mr Ken McLean providing an update on Airservices activities.

SACF members proposed several motions for resolution throughout the meeting. Members agreed that future motions would not be accepted for discussion unless they had been circulated to all members prior to the meeting. Three motions that were proposed for discussion were not addressed and are at Attachment B. The Chair stated that any unfinished business would be top of the Agenda for the next meeting.

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**AGENDA ITEM 3: Confirmation of Summary Record**

The Revised Draft Summary Record of the Eighteenth SACF Meeting of 9 April 1999 was adopted.

Members asked that their recognition that the Summary Record was much improved be recorded.

The Chair gave a brief summary of progress/outcomes on the key Actions that arose from the 18<sup>th</sup> Meeting. He advised that

- *Future meetings of SACF will be recorded to ensure the accuracy of records of meetings;*
- *All resolutions of SACF had been conveyed to the Minister and a response had been received the previous day. [The Chair again expressed his concern that Minister's replies were only received the day before a meeting];*
- *Legal advice had been received on the use of the name "Sydney Airport Community Forum" by other bodies;*
- *The Department had confirmed that SACF is not subject to the provisions of the Freedom of Information Act;*
- *The Chair had written to the Minister in relation to Airservices Board appointments.*

**AGENDA ITEM 4: Matters outstanding from previous Meeting**LTOP Progress meeting with CEO's

The Chair advised that he had convened a meeting between the CEO's of the major airlines, the Regional Airlines Association, SACF and Airservices Australia to discuss implementation issues associated with the LTOP. The Chair advised that he had reiterated to the meeting the importance of the community as stakeholders in the LTOP process and the importance of the aircraft noise issues to the community.

Communications Sub-committee

The Chair advised that the Communications Sub-committee had held its first meeting on 26 May 1999. The sub-committee had discussed issues associated with current methods of presenting information to the community and DoTRS would be preparing proposals for the Sub-Committee to further consider.

**Actions 19/1:** Chair to convey outcomes of the Communications Sub-committee meeting to Minister Anderson and Airservices Australia.

Other LTOP Issues

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The Meeting discussed the adequacy of the briefing notes in relation to specifying the objectives of LTOP regarding aircraft movement targets. The Chair advised that this issue had been discussed at the Communications Sub-Committee meeting and recommendations would be conveyed to Minister Anderson. The meeting agreed that the following resolution, passed at the 26 February 1999 meeting in relation to LTOP, should be resubmitted to Minister Anderson:

*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.*

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

The meeting also agreed that the Department should include LTOP targets, quadrant and jet versus non-jet aircraft on the summary graph on the front page of the Sydney airport briefing notes.

**Action 19/2:** DoTRS to investigate including targets, quadrants and aircraft types in the briefing notes.

Reciprocal Flight Tracks

The meeting went on to discuss the issue of reciprocity of flight tracks, particularly in relation to mode 6A. The meeting agreed to pass the following resolutions:

*Consistent with the underlying principle of Recommendation 30 of the Airservices Australia December 1996 LTOP Report, SACF reaffirms the LTOP philosophy for non-reciprocal flight paths.*

*SACF also reiterates its concern and seeks assurance that any assessment of new modes be proceeded by comprehensive community consultation and stringent environmental assessment.*

**Action 19/3:** Chair to convey to Minister Anderson SACF's support for the LTOP philosophy of non-reciprocal flight paths. SACF also reiterates its concern over proposed new modes, and requests assurance that community consultation and environmental assessment precede assessment of any new modes.

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**AGENDA ITEM 5: Report from Implementation and Monitoring Committee**

The SACF representatives on the IMC informed the Meeting about the key issues arising from 13 April 1999 and 4 May 1999 IMC meetings:

- Proposal for mode 6a is still under development. Environment modelling should be completed and presented to IMC on 6 July 1999. Implementation will be post-TAAATS and subject to environmental clearance.
- Mobile noise monitoring units have been installed in Earlwood and Paddington.
- IMC has not yet received advice on relocation of the permanent unit from La Perouse to Croydon.
- Relocation of runway 25 threshold issues are still being worked through with CASA. Completion is scheduled for February 2000.
- Next IMC meeting to address progress on non-mode usage reporting.
- Safety training on mode 8 is completed and implementation is expected mid June 1999.
- Lack of progress in reducing mode 10 usage is still a problem.
- There continues to be Bankstown airspace problems in relation to the 2000 foot turn off Runway 25 and solution at the earliest not expected until the end of 1999. More information on the turn, including the impacts on modes 7 and 8 to be addressed at the IMC meeting on 1 June 1999.
- GPS and Trident are on the agenda for the next IMC meeting.
- Second turn for 16R departures being modelled by Qantas and prospects look positive.
- Use of SODPROPS has fallen to 1-2% of movements.

Other issues

The meeting discussed the implications of the IMC report for certain sections of Sydney, and in particular the implications for the noise insulation program. The meeting also discussed the proposed microwave landing system. It was agreed that the Department should prepare background briefing papers on both GPS and the noise insulation program and that these issues be placed on the agenda for the next SACF meeting. A motion for that meeting was foreshadowed by Mr Albanese in relation to eligibility for assistance under the noise insulation program.

**Action 19/4:** DoTRS to prepare background briefing paper on GPS and the potential for Trident to be circulated to SACF members prior to the next meeting; and

**Action 19/5:** DoTRS to prepare a background briefing paper on the history of the noise insulation program, including the original promise and current status, objectives, management, contentious issues, budget allocations, targets and figures to date. This paper to

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include maps of the original areas to be insulated under the program and to also be circulated to SACF Members prior to the next meeting.

**Action 19/6:** These issues to be placed on the Agenda for the next SACF meeting.

**AGENDA ITEM 5A: Report from Airservices Australia**

The Meeting was addressed by Mr Ken McLean from Airservices Australia. Mr McLean reported that:

- Movements to the North for the first three weeks of May were running at approximately 19.6%. Use of SODPROPS is increasing lately.
- the LTOP Management Plan (including timetables and implementation dates) is tabled at the IMC meeting each month.
- ILS installation for Runway 25 is proceeding and is expected to be commissioned on 14 February 2000.
- Mr McLean will be meeting with members of SACF (Mr Clarke and Ms Patrinos) to discuss issues surrounding the balanced scorecard and the 2000 foot turn respectively in the near future.
- Mode 8 will not be introduced until the surface movement radar upgrade is completed. It is expected that the radar will be loaded into the current software packages in June 1999 and operation will commence in July 1999.
- A Notice of Intent (NoI) is currently being prepared for the proposed introduction of PRM on runway 16. The NoI will address four major issues:
  1. Utilisation period (to be based on operational benefit);
  2. Details of maximum usage details and safeguards to ensure adherence to these;
  3. Practical and feasible approach options to be assessed for operational benefit and environmental impact
  4. Environmental affects of each proposal and quantification of the impacts (short and long term)
- The NoI is also to include a consultation program and a timeframe for implementation.
- Airservices expects to complete the NoI by middle or end of August for submission to the Minister for the Environment and Heritage for his assessment.

The Chair expressed his thanks to Mr McLean and Airservices staff for making a genuine effort during the past month to move to the noise sharing modes as often as possible. The Chair also invited community members to take the opportunity to attend Airservices Australia's information sessions on facilities at Sydney Airport.

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The meeting went on to discuss its opposition to the Precision Radar Monitor and the approach Airservices has taken to the PRM proposal. A number of members expressed an opinion that the Airservices implementation of PRM had been characterised by secretiveness and conducted without any transparency or community consultation. Mr McLean refused Mr Lidbetter's request that details of the alternative 16 landing flightpaths, currently being investigated, be tabled for consideration by community representatives. The meeting also discussed the adverse impacts PRM had already had on communities (Kurnell) under the 34 approaches in terms of increased aircraft noise.

Mr McLean re-emphasised that Airservices would be undertaking a comprehensive community consultation process once it had more complete understanding of the alternatives, objectives and impacts of implementation of the system.

The meeting requested information from Mr McLean on whether the NoI would be based on the existing flight path environment (specifically that LTOP has not been fully implemented) or whether it would be based on LTOP being fully implemented as per the proponents statement. Mr McLean undertook to take this question on notice and provide information to the SACF prior to the next meeting.

- **Action 19/7:** Mr McLean to provide information to the SACF prior to the next meeting on whether the PRM NoI is to be based on the full implementation of LTOP or whether it is to be based on the existing situation

**AGENDA ITEM 6: Allocation/Balance between SLOTS and LTOP**

Mr Merner reported that, in accordance with the Minister's advice to SACF, the Department is pursuing the issue of demand smoothing in the noise sharing hours. The Department had initially had discussions with the Slots Manager to more precisely establish the scope of the problem and the nature of possible solutions. The principal times when clusters are occurring were the 11am-12pm and 3pm-4pm on weekdays. The Department was now in discussion with the airlines, whose agreement was necessary to achieve any specific changes to schedules. The Department had started on the exercise with the hope of achieving some progress for the next scheduling season (due to commence in October 1999) but at this stage could not predict the nature and timing of any outcome. The meeting reaffirmed its support for the Department to continue negotiating with the airlines on smoothing schedules. The meeting also agreed that a report from the Department on progress on this issue was to be a standing Agenda item for the SACF in the future.

- **Action 19/8:** That the SACF agenda have a standing item "*Report on SLOTS allocation and the implementation of LTOP*"

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**AGENDA ITEM 7: Evergreen Airlines – Fuel Release**

Mr Merner reported that the Executive Council would that day be considering the *Air Navigation (Fuel Spillage) Regulations*. The proposed regulations would provide that the release of any fuel from an aircraft (except in those cases where the release has Air Traffic Control and CASA approval) is a strict liability offence. The regulations would also provide that the Department has the power to inspect and ground any aircraft considered likely to release fuel.

The meeting discussed these regulations, and was concerned that there is no provision for repeat offenders (such as Evergreen Airlines) to be banned from operating in Australia. On this issue the meeting passed the following resolution:

*SACF expresses alarm at the repeated incidents of fuel venting over the community in the vicinity of Sydney Airport. We note that in spite of government commitments by Minister John Sharp to Question 1557 on 24 June 1997, no regulations have been introduced.*

*That SACF demands the Government introduce regulations which would include substantial fines and provision to ban repeat offenders such as Evergreen Airlines from Sydney Airport during the next Parliamentary sitting week beginning 31 May 1999.*

The Chairman did not support the motion.  
Mr Bourke abstained.

- **Action 19/9:** Chair to convey SACF resolution on fuel release to Minister Anderson.

**AGENDA ITEM 8: Curfew – Applications to place new aircraft on Gazetted List**

The meeting discussed the applications by Mr Peter Taylor, Aircraft Sales and Capital Jet Charter to have their “small low noise jet” aircraft fly into Sydney Airport during the curfew pursuant to section 15 of the *Sydney Airport Curfew Act 1995*. The meeting agreed to support the applications as part of a general ‘clean out’ of the existing gazetted list (ridding it of aircraft types no longer used). Additionally, the meeting resolved that:

*SACF calls for a review of older planes currently allowed access to Sydney Airport after the curfew.*

- **Action 19/10:** Chair to convey SACF views on applications for new aircraft types to be added to the Section 15 gazetted list of light low noise jets under the *Sydney Airport Curfew Act 1995*.

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The meeting proceeded to discuss other issues in relation to the curfew, and in particular the amount of discretion Departmental officers have in issuing curfew dispensations. The meeting called upon members of the Department present at the meeting to outline the Guidelines under which dispensations are given. The Department agreed to provide to the SACF copies of the Guidelines and a detailed background paper on curfew operations to date.

- **Action 19/11:** Prior to the next meeting, DoTRS to provide SACF Members with Curfew Guidelines, including an explanation of how the Guidelines are interpreted;
- **Action 19/12:** Prior to the next meeting, DoTRS to provide SACF Members with an analysis of curfew dispensations issued since June 1996. This paper to include details of approvals, rejections and airlines involved.

The meeting also discussed the recent alleged breach of the Curfew by Thai Airlines. The DoTRS advised that this matter was presently with the Director of Public Prosecutions. Mrs Grusovin raised the role of Air Traffic Control in this alleged breach. The Chair requested that Ms Grusovin formally raise her concerns with the Chair in writing. The meeting also agreed that curfew operations be a standing SACF agenda item.

- **Action 19/13:** Mrs Grusovin to forward her concerns over Air Traffic Control's role in the recent Thai Airlines breach to the Chair in writing;
- **Action 19/14:** Curfew Operations to be placed on the SACF Agenda as a standing item.

**AGENDA ITEM 9: Deployment of Noise Monitoring Units**

Airservices Australia have purchased additional Mobile Noise Monitoring Units to be deployed in the Sydney region. The Chair called upon members of SACF to provide the IMC members (Messrs Hill and Lidbetter) with preferred locations for these units. Some members of SACF requested copies of the guidelines on identifying suitable locations for these units.

- **Action 19/15:** Airservices to provide SACF members with information on how to identify suitable locations for mobile noise monitoring units.
- **Action 19/16:** SACF members wishing a mobile noise monitoring unit to be deployed in their area to forward their suggestions to the SACF IMC members for consideration by the IMC.





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**AGENDA ITEM 10 – 12:** were not discussed at the meeting due to lack of time.

**AGENDA ITEM 13: Date of Next Meeting**

It was decided that the next meeting of the SACF should be held on 16 July 1999.

The Chair closed the Meeting at 12.05pm.

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**ACTION LIST**

- **Actions 19/1:** Chair to convey to Minister Anderson and Airservices Australia outcomes of the Communications sub-committee meeting.
- **Action 19/2:** DoTRS to investigate including targets, quadrants and aircraft types in the briefing notes.
- **Action 19/3:** Chair to convey to Minister Anderson SACF's support for the LTOP philosophy of non-reciprocal flight paths. SACF also reiterates its concern over proposed new modes, and requests assurance that community consultation and environmental assessment precede assessment of any new modes.
- **Action 19/4:** DoTRS to prepare background briefing paper on GPS and the potential for Trident to be circulated to SACF members prior to the next meeting.
- **Action 19/5:** DoTRS to prepare a background briefing paper on the history of the noise insulation program, including the original promise and current status, objectives, management, contentious issues, budget allocations, targets and figures to date. This paper to include maps of the original areas to be insulated under the program and to also be circulated to SACF Members prior to the next meeting.
- **Action 19/6:** These issues to be placed on the Agenda for the next SACF meeting.
- **Action 19/7:** Mr McLean to provide information to the SACF prior to the next meeting on whether the PRM NoI is to be based on the full implementation of LTOP or whether it is to be based on the existing situation.
- **Action 19/8:** That the SACF agenda have a standing item "*Report on SLOTS allocation and the implementation of LTOP*"
- **Action 19/9:** Chair to convey to Minister Anderson SACF resolution on fuel release.
- **Action 19/10:** Chair to convey to Minister Anderson SACF views on applications for new aircraft types to be added to the Section 15 gazetted list of light low noise jets under the *Sydney Airport Curfew Act 1995*.
- **Action 19/11:** Prior to the next meeting, DoTRS to provide SACF Members with Curfew Guidelines, including an explanation of how the Guidelines are interpreted.
- **Action 19/12:** Prior to the next meeting, DoTRS to provide SACF Members with an analysis of curfew dispensations issued since June 1996. This paper to include details of approvals, rejections and airlines involved.
- **Action 19/13:** Mrs Grusovin to forward her concerns over Air Traffic Control's role in the recent Thai Airlines breach to the Chair in writing;
- **Action 19/14:** Curfew Operations to be placed on the SACF Agenda as a standing item.
- **Action 19/15:** Airservices to provide SACF members with information on how to identify suitable locations for mobile noise monitoring units.
- **Action 19/16:** SACF members wishing a mobile noise monitoring unit to be deployed in their area to forward their suggestions to the SACF IMC members for consideration by the IMC.

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**ATTACHMENT A: Attendance****Members**

Dr B Nelson MP	Federal Member for Bradfield, Chair
Mr A Albanese MP	Federal Member for Grayndler
Ms R Habig	Representing Ms S Nori MP, Member for Port Jackson
The Hon B Baird MP	Federal Member for Cook, and
Cr M Bilmon	Representing Cr G Medcraft, Wentworth Community
Mr B Bourke	Australian Air Transport Association
Mr J Clarke	Upper North Shore Community
Mr V Connell	Representing Cr B Cotter, Mayor of Marrickville
Cr M Frawley	Mayor of Hurstville
Mr R Griffiths	Representing Mr D Saul, Sydney Airport Forum Pty Ltd
The Hon D Grusovin MLA	State Member for Heffron
Mr B Hayes	Representing the Hon J Hockey MP, Federal Member for North Sydney
Mr K Hill	Kurnell Community
Cr S Holroyd	Rockdale Council
Mr D Lidbetter	Inner West Community
Mr J Murphy MP	Federal Member for Lowe (represented for part of the meeting by Mr R Balzola)
Dr D Niven	representing Cr M Bonanno, Mayor of Ashfield
Ms J Ohana	representing Ms K Chikarovski MLA, State Member for Lane Cove
Ms M Patrinos	Canterbury Residents Against Aircraft Noise
Ms M Rawlings	Representing Cr F Teirney Mayor of Lane Cove
Cr K Schreiber	Mayor of Sutherland Shire
Cr D Sullivan	Mayor of Randwick

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**Advisers/Secretariat**

Mr P Merner	Dept of Transport and Regional Services
Mr M Mrdak	Dept of Transport and Regional Services
Dr P Pieruschka	Dept of Transport and Regional Services

Ms K Wilkinson	Secretariat
Mrs G Kelly	Secretariat

Mr B Franklin	Dr Nelson's Electorate Office
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Ms L Corr	Airservices Australia
Mr J Deeth	Airservices Australia
Ms D Dickens	Airservices Australia
Mr L Joynson	Airservices Australia
Mr K McLean	Airservices Australia
Mr G Milton	Airservices Australia
Ms H Palmer	Airservices Australia
Mr R Rogers	Airservices Australia

Mr J Leaversuch	Civil Aviation Safety Authority
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Ms J Alroe	Sydney Airports Corporation Ltd
Mr C Downy	Sydney Airports Corporation Ltd

**Observers** (list not complete)

Mr R Balzola	Office of Mr J Murphy MP
Mr D Creak	Overnight Airfreight Operators Association
Ms V Firth	Office of Mr A Albanese MP
Mr R Fuller	ABC Radio News
Mr J Hadley	NWRAG
Mr J Jones	Citizen
Mr P Lingard	NWRAG
Mr R Mansour	Marrickville Council
Mr W McQuire	Citizen



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**Attachment B**

**Resolutions from the meeting**

**Moved by:** Mr Anthony Albanese MP

**Seconded by:** Ms Ros Habig

**Motion**

That SACF notes the number of aircraft movements to the North of the Airport is substantially more than the targets set in the LTOP.

We note that in the 1999/2000 Budget, the Federal Government agreed to give insulation to a limited number of residents north of Stanmore Road. Whilst supporting this decision, SACF reiterates our strong view that insulation should be given to all those who were including in the original Sydney Airport Insulation Project.

To ensure revenue neutrality the Government should utilise the Aircraft Noise Levy, by either increasing the above amount \$3.40 or by extending the period in which it applies.

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**Moved by: Mr John Murphy MP****Seconded by:****Motion**

In light of Dr Brendan Nelson's letter to Airservices Australia of 21 April 1999

*"Consistent with basic strategic planning of any organisation of a reasonable size, what is required is an outline of not only how LTOP has developed, progress which has been made but what plans Airservices has for the further implementation of LTOP and when each step is likely to be implemented"*

and the response from Airservices in their letter dated 5 May 1999,

*"I consider that I have already provided the SACF, at its 26 February 1999 meeting, with a detailed report on Airservices Australia's work program for the LTOP. At that meeting, you will recall I listed the Ministerial directions under LTOP, the progress that had been made to date and the future plans in relation to each direction. I also went to some length to detail the other major projects currently being undertaken by Airservices such as TAAATS, business transition planning and planning for the Olympics as well as the implications of the BASI report into Airservices.*

*At this stage, I believe there is little more I can add over and above the LTOP implementation plan I detailed at the February SACF meeting."*

and also in light of the Minister for Transport and Regional Services response to Question 658 in Senate Estimates

*"On 30 July 1997 the then Minister directed Airservices Australia to implement progressively the Sydney Airport LTOP. NO completion date was specified by the Minister."*

SACF calls upon the Minister to direct Airservices to prepare:

A project plan which includes:

- (i) Project steps, including
  - (a) Parent and child tasks
  - (b) Discrete start and end dates for each tasks
  - (c) Task allocation to specific persons
  - (d) Milestone dates
- (ii) Baseline Analysis
- (iii) Budget analysis directly flowing from this project analysis
- (iv) Project scheduling including



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- (a) Time,
  - (b) personnel and
  - (c) money targets to actual completion dates and other forecasts
- (v) Change Management reporting including changes to proposed project steps
- (vi) Expectations Management reporting.

This motion notes that the existing presentation of project management is inadequate in that it does not:

- (a) Stipulate discrete completion dates for the full implementation of LTOP
- (b) Stipulate all management criteria essential to implementation of LTOP including
  - (i) Times for completion of each task
  - (ii) Times of achievement of flight movement percentages and respite objectives.

It is also moved that SACF forthwith call on the Minister to require Airservices to fully comply with the spirit of the SACF (B Nelson MP) letter of 21 April 1999.

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**Moved by:** Mr John Murphy MP

**Seconded by:**

**Motion**

To the Minister for Transport and Regional Services:

That LTOP be fully implemented and operating in conformance with its stated objectives before the Environmental Impact Statement (EIS) process pursuant to EIPA for PRM is commenced.

This motion recognises the presentation and report to SACF in February 1999 in which it was made clear that, any EIS must and can only be undertaken in light of environmental impacts of actual pre-existing environmental impacts.

Hence, any EIS conducted without the benefit of a fully implemented LTOP will this disguise and ignore any adverse environmental impacts of PRM on the LTOP itself.

This motion calls upon the Minister to clarify which power a Airservices is acting on in the purchase, assessment and implementation of PRM.

Also SACF specifically calls upon the Minister to clarify whether PRM will be subject to a Terms of Reference, and whether one will be necessary.

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