



# SYDNEY AIRPORT COMMUNITY FORUM

## FINAL SUMMARY RECORD

### 20<sup>TH</sup> Meeting of the Sydney Airport Community Forum 11<sup>th</sup> Floor, 70 Phillip Street Sydney NSW 2000

16 July 1999

#### AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The meeting opened at 9.05am.

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

- Mr A Albanese MP (Proxy was Ms V Firth)
- Cr M Bilmon (Proxy was Cr J Comino)
- Mrs K Chikarovski MLA (Proxy was Ms J Ohana)
- The Hon J Hockey MP (Proxy was Mr R Hayes)
- Mr D Saul (Proxy was Mr A Clinton)
- Mr R McClelland MP (Proxy was Mr A McCormack)

The Chair noted apologies from:

- The Hon B Baird MP
- Ms S Nori MLA
- Cr M Frawley
- Ms M Patrinos

The following proxies did not attend the meeting

- Ms Ros Habig proxy for Ms S Nori MLA, State Member for Port Jackson.
- Dr D Niven proxy for Cr M Bonanno, Mayor of Ashfield

The agenda for the meeting was adopted with the following addition:

- Australian Defence Forces Counter-Terrorism Exercises (Agenda Item 4A).

The Chair noted that he had not received any response to his correspondence conveying the resolutions from the last Sydney Airport Community Forum (SACF) meeting to the Minister for Transport and Regional Services. The Chair also requested SACF members preferably not bring motions to a SACF meeting that have not been circulated to members prior to that meeting.



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Cr Holroyd raised an issue in relation to an ethane pipeline located next to the east-west Runway 25. The Chair requested Cr Holroyd to write to him with details of his concerns and undertook that he would then seek an information report from the Department of Transport and Regional Services (DoTRS).

**Action 20/1:** Cr Holroyd to write to the Chair with details of concerns about the ethane pipeline. The Chair to seek a report from DoTRS on this issue.

### **AGENDA ITEM 2: Confirmation of Summary Record of the Nineteenth Meeting (28 May 1999)**

The revised draft Summary Record for the nineteenth meeting (Document No: 99/066) was accepted by the SACF. The meeting noted two changes to the Summary Record as a result of queries raised by Mr Lidbetter. These were highlighted in the revised draft Summary Record presented to members.

The Chair thanked the Secretariat for the accuracy and brevity of the Summary record of the previous meeting.

### **AGENDA ITEM 3: Matters listed but not discussed at Nineteenth Meeting**

#### 3.1 Aircraft noise events above 70dB(A)

Cr Holroyd raised the possibility of using graphical representations of the N70 model in the Monthly Status Report produced by Airservices Australia (Airservices). There was in principle agreement to N70s being adopted and it was decided that the Communications Sub-Committee would be reconvened and tasked with determining the type of information that should be presented. The Communications sub-committee would report back to SACF on this.

**Action 20/2:** Communications sub-committee to be reconvened and tasked with investigating the type of N70 information to be presented in the monthly status report produced by Airservices Australia. Recommendations to be reported back to the SACF.

#### 3.2 Increased noise over Hurstville

This issue was not discussed due to the absence of Cr Mick Frawley.

#### 3.3 Modification of Mode 7 over Kurnell

The Forum was advised that this issue had been raised at the recent Implementation and Monitoring Committee meeting. Airservices had subsequently addressed the issue and a noticeable improvement had resulted.



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The Chair asked that the Summary Record reflect the Forum's appreciation of the action undertaken by Airservices to address the issue.



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### **AGENDA ITEM 4: Matters outstanding from previous Meetings**

#### 4.1 Global Positioning System (GPS)

A paper on the GPS was presented to the Forum. The Civil Aviation Safety Authority (CASA) and Airservices advised members that the use of GPS as an alternative to precision approaches was not in common usage worldwide. Members asked about the implications for Trident of not introducing GPS for this form of approach until 2004. CASA explained that a distinction must be made between using GPS as an alternative to Instrument Landing Systems (ILS) and its use to facilitate approaches onto the ILS. CASA advised that current GPS advances had a high potential for allowing the introduction of the Trident. However, Airservices indicated that there were a number of outstanding issues to resolve.

Members of the SACF commented that the implementation of Trident was a commitment of the LTOP program, which was now two years behind schedule. Members asked that the SACF formally request Airservices to provide the extra resources required to fast track the implementation of the GPS technology to assist Trident being put in place.

**Action 20/3:** Chair to request CASA and Airservices provide a status report on the implementation of Trident in light of GPS technology developments. Chair also to request the Minister to expedite the provision of this report to the SACF.

#### 4.2 Curfew Dispensations

The Forum was provided a report by DoTRS on the number of curfew dispensations that have been approved since 1996.

Members requested further information on the distribution of approvals since the beginning of the Act in order to determine if there are any discernible trends in the number of approvals granted during this time. Members suggested this information could be presented on a six-monthly basis. A member also queried details of one dispensation granted in October 1997. DoTRS undertook to check these details.

The number of approvals granted for immediate and unforeseen mechanical and or safety reasons was highlighted and members requested a breakdown of these. DoTRS advised the Forum that this was not possible due to the merging of the two in the administrative guidelines. This had been deliberate in order to avoid any implied pressure on airlines to compromise safety in order to meet curfew operations.

Members requested information on the curfew fine increases proposed by SACF members at previous meetings. DoTRS advised that the fine increase would be the subject of a proposed amendment to the Act.



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The meeting discussed the discretionary nature of the dispensation process allowed for under the Act. DoTRS responded to the effect that any discretion is only permitted within the scope of the guidelines.

**Action 20/4:** DoTRS to check the details of the October 1997 dispensation.

**Action 20/5:** DoTRS to report to SACF a breakdown of the number of dispensations issued over the life of the curfew in six monthly intervals.

### 4.3 LTOP and SLOTS

The meeting was advised by DoTRS that discussions between the SLOTS Coordinator, the airlines and DOTRS had progressed since the previous SACF meeting, however a resolution of the clustering in the shoulders of peak periods had not been possible. DoTRS had requested the airlines revisit their scheduling during these periods in order to smooth the demand. The airlines response had been that any arrangement imposing limits on the number of arrivals and departures during shoulder periods imposes a de facto cap on airline operations. Additionally the disruption to scheduling that would flow on to other airports would pose significant operational constraints. DoTRS advised that a report detailing these discussions was currently before the Minister.

Members of SACF questioned whether the Minister was able to vary the SLOTS allocation within any given hour of operation. DoTRS advised that action could be taken to vary the cap during any given hour should the Government take a policy decision to do so. The meeting discussed the relationship between the SLOTS and LTOP policies, with some members highlighting what they saw as the Government's unwillingness to address this issue over an extensive period of time. The meeting agreed to convey to both the airlines and the Minister that the SACF considers the response of the airlines to DoTRS requests to smooth shoulder periods unacceptable. The meeting also agreed to convey to the Prime Minister their conviction that intransigence by the airlines to cooperate on this issue is jeopardising the implementation of Government policy.

**Action 20/6:** The Chair to advise both the Minister and the airlines, including the regional airlines, that the response of the airlines to requests to smooth peak shoulder periods is considered unacceptable.

**Action 20/7:** The Chair to also advise the Prime Minister that incompatibility between SLOTS and LTOP impinges on Government noise sharing policy.



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### 4.4 Resolutions from the 19<sup>th</sup> Meeting

- a) The following motion was proposed by Mr A Albanese, MP.

*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.*

The motion was passed by the SACF, with one member in opposition.

- b) The following motion was proposed by Mr J Murphy MP.

*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*



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*“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*
  - (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.*

The motion was passed unanimously by the SACF.



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c) The following motion was proposed by Mr J Murphy MP

*That LTOP be fully implemented and operating in conformance with its stated objectives before the Environmental Impact Statement (EIS) process pursuant to EPIPA 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.*

The motion was passed by the SACF. Mr Bourke abstained from voting on this motion.

Mr Murphy asked that the Summary Record reflect the appreciation of his electorate to Airservices for their efforts in achieving the LTOP over recent weeks.

**Action 20/8:** Chair to convey Mr Albanese's and Mr Murphy's resolutions to the Minister.

### 4.5 Report on Noise Insulation Program

Cr Cotter proposed an extension of the noise insulation program to take in St Luke's Anglican Church, Enmore. The Church is located on the border of the noise insulation program contours. The SACF agreed to pass the following resolution:

*"SACF calls upon the Minister to expand the insulation program to take in St Lukes Anglican Church, Stanmore Road, Enmore given its close, if not immediate, proximity to the border of the scheme."*

**Action 20/9:** Chair to convey the above resolution to the Minister.



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### 4.6 Airservices status report (PRM Notice of Intent and other matters)

Mr McLean of Airservices Australia presented the SACF with an update of Airservices activities since the last meeting. Mr McLean discussed the following matters:

- ILS R25 – there is no new information on this issue.
- Mode 8 – this mode is now close to being operational. Training in both operation and safety of Airservices personnel has been completed. Airservices are awaiting the upgrade of the surface radar and The Australian Advanced Air Traffic System (TAAATS) before implementation can proceed.
- Mode 6A – environmental assessment for this mode is underway.
- PRM – Airservices is currently completing the evaluation of the use of PRM from the north.

Mr McLean responded to a question on notice from the last SACF meeting concerning the parameters within which the environmental assessment of the PRM is to be carried out. He advised that this was a matter to be determined upon advice from the Minister for the Environment and Heritage. The Minister for the Environment and Heritage will determine the process for environmental assessment, including the level of consultation that will be required, after the Notice of Intent (NoI) has been approved by the Airservices Board and passed to him for consideration.

The SACF pointed out that the implementation of the Precision Runway Monitor (PRM) would introduce a fundamental change to the operation of KSA. Members argued that the process that has been followed by Airservices in developing this proposal is unacceptable to the SACF in terms of consultation undertaken to date. This was in contrast to the process Airservices had followed with the introduction of the LTOP program.

The SACF requested information on the status of PRM in terms of Olympics timing. Mr McLean advised that Airservices objective is to have the PRM operational for R16 prior to the Olympics. If this is not possible, Airservices will need to reassess whether to continue with the proposal.

The SACF resolved to advise the Minister that the introduction of PRM for R16 in the context of Olympics timing is unacceptable.

**Action 20/10:** Chair to convey the above resolution to the Minister.

Mr McLean was asked about the reported failure of TAAATS in Brisbane recently and advised that normal procedure is to ensure a backup system is available. Mr McLean was also questioned in regard to when a deviation from LTOP is significant enough to warrant environmental assessment. He responded that current legislation provides for Airservices or the Minister for Transport and Regional Services to determine whether a proposal is environmentally significant. It is then referred to the Minister for the



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Environment for recommendation on assessment. As Mode 6A was not included in the LTOP approvals it was subject to separate environmental assessment. Mr McLean undertook to circulate a report on Mode 6A to members.

**Action 20/11:** Airservices to circulate Mode 6A report to members.

### **AGENDA ITEM 4A: Australian Defence Forces Counter-Terrorism Exercise**

Three members of the Australian Defence Forces (ADF), Major Jim Phillipps, Captain John Hawkins and Major Steve Delaney presented to the SACF details of the Olympics Security training program known as Exercise Pegasus to run in July/August. The objective of the exercise is to assist the ADF in preparedness to respond to a terrorism threat during the Olympics. The intent of the exercise is to familiarise ADF with operating in Sydney airspace. The first aircraft would fly on 27 July 1999 and the last on 13 August 1999. The routes would be concentrated on Sydney Harbour and Parramatta River and approaching Homebush from the South. One flight would occur between 2300 and 0000 and one flight between 0000 and 0100. A 24 hour operations centre and contact line would be available for complaints and procedure explanations. The ADF has been working extensively with Airservices and has formally advised affected local councils of the exercise.

Several elected representatives who are also members of SACF advised the ADF representatives that they had not been advised of the program. The ADF undertook to provide this advice as soon as possible.

Members of SACF questioned the ADF representatives on the necessity of training after 11pm. The ADF advised that the intent of the exercise was to facilitate preparedness during all hours and that security and occupational health and safety reasons prevented the use of Olympic venues before 11pm due to NSW Government unwillingness to vary closure times of Olympic facilities. The ADF advised that the only requirement for the training is that it be conducted during darkness and without risk to human safety. SACF Members subsequently passed the following motion:

*“Following consultation with ADF personnel, SACF calls on the Premier and the NSW Government, through consultation with necessary agencies, to facilitate the transfer of Exercise Pegasus activities to non-curfew hours. SACF notes the advice of ADF personnel that there is no impediment to operational requirements should this occur.”*

SACF expressed their appreciation to the ADF for their efforts to ensure the integrity of the Olympic period. The Chair also highlighted the importance of the exercise in terms of ensuring Defence preparedness.

**Action 20/12:** Chair to convey the above resolution to the Minister.



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### **AGENDA ITEM 5: LTOP and Report from Implementation and Monitoring Committee (IMC)**

The SACF representatives on the IMC informed the SACF about the key issues arising from recent IMC meetings:

- Runway 25 threshold and ILS – the IMC representatives requested THE Sydney Airports Corporation Limited (SACL) update this issue.
- 2000 foot turn – Ms Patrinos was to have discussions with Airservices in the week beginning 26 July 1999 and to report to SACF following this meeting.
- M5 Extension – IMC was fully briefed by SACL at the IMC meeting on the agreement between SACL, Airservices and the Roads and Traffic Authority and other State Government agencies. The extension raises two possible implications for the operation of the east-west runway. There is no financial penalty if the cranes are not removed during the allotted time and NSW Government policy on after-hours construction noise will result in less time available to complete the work. SACL advised IMC that this was a problem of the contractor rather than SACL and Airservices.
- Eastern suburbs query in relation to ICAO A – airline industry has been requested to do some work on it.
- Noise monitoring – Airservices has agreed to purchase two new noise-monitoring units and has requested information as to how the noise-monitoring program should operate and areas of priority. The SACF agreed that IMC would undertake initial assessment of noise monitoring areas and that requests for noise monitoring be made to IMC representatives or the Chair. IMC will prioritise these requests and seek approval of ongoing program of noise monitoring.
- Revised flight paths for take-offs from Runway 16R – the proposal has been conditionally approved by Airservices, early indications are that it will have significant positive effects for communities located in Kurnell, Bundeena and Cronulla and surrounding districts. The proposal is currently with the Civil Aviation Safety Authority (CASA). Estimates are that it will be implemented within 6 months if safety clearance is granted.
- Taxiway procedures during curfew periods reduce available runway length and subsequently lower aircraft height over Kurnell communities. The IMC would like to investigate altering taxiway procedures in order to increase aircraft heights. SACF endorsed IMC investigating this proposal further, in particular possible noise implications for Tempe and Kurnell residents should procedures be altered.

**Action 20/13:** Chair to request the IMC to investigate revised curfew departure procedures.



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### Report from Sydney Airports Corporations Limited (SACL)

#### *Runway 25 threshold and discussions with Botany Council*

SACL representatives reported to SACF on the current status of discussions between SACL and Botany Council. Twenty-eight stands of trees remain as obstacles to the moving of the threshold. Fourteen of these are located on Botany Council land and fourteen on private homes. SACL has offered Botany Council a \$200,000 landscaping plan to be implemented as part of the proposed tree removal program. Botany Council requested SACL provide details of this plan in writing, to be tabled at the next Council meeting. This has occurred and SACL are waiting Council's response.

SACL pointed out that there are powers under CASA Building Regulations to remove obstacles impacting on safety which can be used if Council does not agree to the removal of trees.

In response to a question from members SACL advised that CASA had determined that the track does not constitute an obstacle limitation.

#### *M5 tunnel construction*

SACL representatives offered SACF the opportunity to hear directly from the construction consortium on this project. The Chair agreed that ongoing briefing by SACL on this project would be adequate.

SACL advised they have a series of agreements with the Roads and Traffic Authority (RTA) and the consortium regarding the impact of construction operations on airport operations. These reaffirm the primacy of the airport and its operations, including the operation of Runway 07/25. In terms of preventing significant impacts on airport operations, the basic agreement provides for a SACL senior manager to close the site should airport operations be disrupted. In terms of the east-west runway, protocols negotiated between the consortium, the RTA, Airservices and SACL provide for a thirty-minute recall on the site should operation of the east-west runway be threatened. A series of emergency measures may also be implemented should airspace be affected. SACL reaffirmed its intention that road construction not be at the expense of airport operations. SACL also advised that it will be keeping a log of the response times in lowering the cranes and that this will be made available to the SACF if required.



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### **AGENDA ITEM 6: Standing operational reports**

It was agreed that the issues listed under this item had been discussed during the meeting.

### **AGENDA ITEM 7: SACF Correspondence and Issues raised by the public**

The Chair highlighted correspondence from Mr Mrdak of the DoTRS regarding the outcome of the first meeting of the Communications Sub-Committee, in particular a proposed box to be placed in the fortnightly Airport Briefing Notes describing in plain english the extent to which runway modes had been utilised. The SACF agreed that this format was acceptable.

**Action 20/14:** The DoTRS to advise the Minister's office that the SACF had agreed to the proposed changes to the Briefing Notes.

### **AGENDA ITEM 8: Other Business**

The Chair again raised the lack of response from the Minister to the resolutions of the last SACF meeting. The Chair noted that he would write to the Minister expressing his disappointment.

**Action 20/15:** The Chair to write to the Minister expressing the above sentiments.

The Chair also noted that the Minister had made two appointments to the Airservices Board. The Chair reported that he had met with the Minister to discuss the appointment of community representatives to the Board and was advised that this was under the Minister's active consideration.

The Chair closed the Meeting at 12.03pm.



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### ACTION LIST

**Action 20/1:** Cr Holroyd to write to the Chair with details of concerns about the ethane pipeline. The Chair to seek a report from DoTRS on this issue.

**Action 20/2:** Communications sub-committee to be reconvened and tasked with investigating the type of information to be presented in the monthly status report produced by Airservices Australia. Recommendations to be reported back to the SACF.

**Action 20/3:** Chair to request CASA and Airservices provide a status report on the implementation of Trident in light of GPS technology developments. Chair also to request the Minister expedite the provision of this report to the SACF.

**Action 20/4:** DoTRS to check the details of the October 1997 dispensation.

**Action 20/5:** DoTRS to report to SACF a breakdown of the number of dispensations issued over the life of the curfew in six monthly intervals.

**Action 20/6:** The Chair to advise both the Minister and the airlines, including the regional airlines, that the response of the airlines to requests to smooth peak shoulder periods is considered unacceptable.

**Action 20/7:** The Chair to also advise the Prime Minister that incompatibility between SLOTS and LTOP impinges on Government noise sharing policy.

**Action 20/8:** Chair to convey Mr Albanese's and Mr Murphy's resolutions to the Minister.

**Action 20/9:** Chair to convey the resolution regarding insulation of St Luke's Anglican Church, Enmore, to the Minister.

**Action 20/10:** Chair to convey the resolution regarding the introduction of PRM from the north to the Minister.

**Action 20/11:** Airservices to circulate Mode 6A report.

**Action 20/12:** Chair to convey the resolution regarding Exercise Pegasus to the Minister.

**Action 20/13:** Chair to request the IMC to investigate revised curfew departure procedures.

**Action 20/14:** The DoTRS to advise the Minister's office that the SACF had agreed to the proposed changes to the Briefing Notes.

**Action 20/15:** The Chair to write to the Minister expressing his disappointment with the lack of response to the previous SACF meeting resolutions.



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### ATTACHMENT A: Attendance

#### Members

Dr B Nelson MP	Federal Member for Bradfield, Chair
Mr B Bourke	Australian Air Transport Association
Mr J Clarke	Upper North Shore Community
Mr A Clinton	Representing Mr D Saul, Sydney Airport Forum Pty Ltd
Cr J Comino	Representing Cr M Bilmon Mayor of Woollahra
Cr B Cotter	Mayor of Marrickville
Ms V Firth	Representing Mr A Albanese MP, Federal Member for Grayndler
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 A McCormack	Representing Mr R McClelland MP, Federal Member for Barton
Mr J Murphy MP	Federal Member for Lowe
Ms J Ohana	representing Ms K Chikarovski MLA, State Member for Lane Cove
Ms M Patrinos	Canterbury Residents Against Aircraft Noise
Cr K Schreiber	Mayor of Sutherland Shire
Cr R Sheerin	Representing the Bennelong Community
Cr D Sullivan	Mayor of Randwick
Cr F Teirney	Mayor of Lane Cove



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### Advisers/Secretariat

Mr P Merner	Dept of Transport and Regional Services
Mr M Mrdak	Dept of Transport and Regional Services
Mr D Southgate	Dept of Transport and Regional Services
Ms K Wilkinson	Secretariat
Mrs G Kelly	Secretariat
Mr B Franklin	Dr Nelson's Electorate Office

Mr L Joynson	Airservices Australia
Mr K McLean	Airservices Australia

Mr J Leaversuch	Civil Aviation Safety Authority
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Mr K Allcott	Sydney Airports Corporation Ltd
Ms J Alroe	Sydney Airports Corporation Ltd
Ms L Smith	Sydney Airports Corporation Ltd
Mr D Latchford	Sydney Airports Corporation Ltd

Major J Phillipps	Australian Defence Forces
Capt J Hawkins	Australian Defence Forces
Major S Delaney	Australian Defence Forces

### Observers

Mr R Fuller	ABC Radio News
Ms B Sommer	ABC Radio News
Mr P Lingard	NWRAG
Mr M Watson	TCN News
Mr T Ross	TCN News