



SYDNEY AIRPORT COMMUNITY FORUM

Final

SUMMARY RECORD

Twenty-Fourth Meeting of the
Sydney Airport Community Forum
11th Floor, 70 Phillip Street
Sydney NSW 2000

4 February 2000

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The meeting opened at 9.05 am.

The Chair welcomed Members and observers. The Chair particularly welcomed Mr Chris Falvey, Ansett Australia, as the second representative on the Forum of the Australian Air Transport Association.

The Chair introduced a number of proxies who were attending the meeting. A list of those attending is attached. Apologies were received from Ms Sandra Nori MLA and Cr Barry Cotter.

The Agenda for the meeting was adopted with the following amendments:

- Item 3.4 to be addressed prior to items 3.1-3.3;
- Item 3.4: Mr Randolph Griffiths proposed to show a short video presentation on the PRM and requested the meeting be closed to the public and press for that period; and
- Item 3.4: Mr John Clarke foreshadowed a motion relating to the Precision Radar Monitor proposal.

AGENDA ITEM 2: Confirmation of Summary Record of the Twenty-third Meeting (3 December 1999).

The Summary Record of the twenty-third SACF meeting was accepted without revision.

AGENDA ITEM 3: Matters arising/outstanding and Agenda Items carried over from previous meetings

3.4 Precision Runway Monitor (PRM)

Members of the Forum were addressed by Mr Frank Downing, Secretary of the Commission of Inquiry into a Precision Runway Monitor for Sydney Airport. Mr Downing informed Members that the Commission of Inquiry had been established by the Minister for the Environment and Heritage, Senator the Hon Robert Hill, on 17 January 2000 in response to the Notice of Intent submitted by Airservices Australia. The Commission is to be conducted by Dr Don McMichael in accordance with the Terms of Reference specified by the Minister, as advertised in the Sydney Morning Herald on 29 January 2000. The Commission has been directed to report to the Minister by 14 April 2000.

Mr Downing presented Members with a brief outline of the Terms of Reference for the Inquiry, and matters relating to the conduct of the Inquiry such as the conduct of the hearings and the requirement that all evidence be tendered under oath. Mr Downing also advised Members that there was provision for witnesses to cross-examine other witnesses, but that members of the public would not have an opportunity to question information brought forward. Mr Downing reiterated to Members the independence of the Inquiry. He advised that all information tendered to the Inquiry would be available for public inspection, and that the hearings would be open to any member of the public to attend.

Members of the Forum raised several issues with Mr Downing. These included querying the decision to only hold public hearings in two upper north shore locations. Mr Downing advised that he would take on board Members requests that hearings be located in areas closer to the airport. Members requested clarification of the environmental criteria to be used in determining the environmental acceptability of the proposal. They also asked whether the Notice of Intent would be considered as evidence for the purposes of the Inquiry. Mr Downing advised that he envisaged that the Notice of Intent would be tendered as evidence; he suggested Members might develop submissions to the Inquiry addressing matter raised in the Notice of Intent.

Members questioned Mr Downing on the letter from Senator Hill to Dr McMichael (dated 21 January 2000) instructing the Commissioner to examine and report on the consistencies between the PRM, the Long Term Operating Plan for Sydney (Kingsford Smith) Airport (LTOP) and the Government's policies on sharing aircraft noise in Sydney when addressing the Terms of Reference. Mr Downing advised that Senator Hill's request would constitute an extension to the Terms of Reference.

Members subsequently asked Mr Downing whether the Inquiry would take into account future development of the airport. Mr Downing advised that this was a matter that may be raised with the Commissioner at hearings.

Members advised Mr Downing of their concerns that the Terms of Reference focussed on the impact of the PRM and therefore apparently precluded the Commissioner making a recommendation that PRM not be introduced into operations. Mr Downing advised that he would inform Dr McMichael of the Forum's concerns. The Chair also undertook to formally request the Minister to instruct the Commission to investigate the threshold question of whether the proposal should proceed at all.

The Chair thanked Mr Downing for attending and presenting this information to the Forum. Following some discussion, Members of the Forum agreed that SACF would make a formal submission to the Inquiry, and that Chair and the two representatives of SACF on the Implementation and Monitoring Committee would attend and present that information at the Commission of Inquiry.

Members also resolved the following two motions. The first was not supported by the aviation industry representatives and the latter was carried unanimously:

1. This committee wishes to record its grave concern that despite overwhelming public opposition to the proposal and significant failings in the Proponents Statement, the Minister has refused to conduct a full and proper Environmental Impact Assessment of PRM for landings from the north.
2. The Committee calls upon the Minister for the Environment to advise as a matter of urgency:
 - (i) Do the Terms of Reference for the Inquiry enable a recommendation that the proposal not be proceeded with?
 - (ii) What are the environmental assessment criteria that will be used to determine whether the proposal is environmentally acceptable, and what is the threshold for that acceptance?

The Chair undertook to advise the Minister for the Environment and Heritage of the above two resolutions.

Action 24/1: The Chair to advise the Minister for the Environment and Heritage of the above two resolutions.

Members of the Forum subsequently discussed the impending introduction of the new Commonwealth environment legislation. The following motion was proposed by Mr J Murphy MP:

1. The Sydney Airport Community Forum (SACF) condemns the Minister for the Environment for ignoring the views of SACF that the LTOP be fully implemented and the implications of the *Environment Protection and Biodiversity Act 1999* be assessed before the Environmental Impact Statement (EIS) process for the Precision Runway Monitor is commenced.
2. SACF calls on Airservices Australia to obtain a full and accurate legal opinion explaining the environmental assessment process under the *Environment Protection and Biodiversity Act 1999* after 8 July 2000.

Following some discussion, Members passed the first part of the motion with the aviation industry representatives and Mr A Joseph (proxy for the Hon B Baird MP) opposing the reference to the Minister for the Environment. The Chair resolved to advise the Minister of this resolution.

Action 24/2 The Chair to advise the Minister for the Environment and Heritage of the above resolution.

In reference to the second part of the motion, the Chair requested that the Department of Transport and Regional Services, in the first instance, provide a briefing note for the next SACF meeting on the environment assessment process under the new legislation. Following receipt of this paper, SACF would make a decision on whether to obtain advice from the Attorney General's Department on the application of the new legislation to a project such as the PRM.

Action 24/3 The Department to provide a briefing for SACF on the environment assessment provisions of the Environment Protection and Biodiversity Conservation Act 1999.

Mr Griffiths requested the Forum be closed to both observers and Members of the Press to allow for a video presentation to be made to Members. The meeting was subsequently closed. Following this presentation, Mr Griffiths presented the following motion, carried unanimously by Members of the Forum:

In the interests of the widest possible community consultation, the Sydney Airport Community Forum calls upon the Minister and Dr McMichael to immediately organise a series of public meetings to explain to residents the basis for the Inquiry and the impact of the Precision Runway Monitor. That Minister Anderson, Dr McMichael and Airservices attend.

That the Minister and Dr McMichael invite the local Federal and State representatives to explain their views to their constituents at these meetings.

That the meetings be held in, at least, the following areas:

- Marrickville Drummoyne Hornsby
- Hunters Hill Ku-ring-gai

Action 24/4: The Chair to advise the Minister for the Environment and Heritage of the above resolution.

3.1 Outstanding Correspondence

Members noted the Minister's response to the resolutions carried at the 23rd SACF meeting held on 3 December 1999. Members also discussed the responses provided by United Airlines and Qantas to the Chair's letter regarding the airlines non compliance with the Standard Instrument Departure (SID) after departing on Runway 34L. Mr Bourke explained to Members that achieving the SID would require a loss in both passenger and fuel loads and that this would affect the viability of the non-stop flights. Mr Bourke further advised Members that the airline had objected to the SID on operational grounds since its introduction and was prepared to tender evidence to the Implementation and Monitoring Committee to this effect.

Members expressed their outrage to the airline representatives at this apparent rejection of the policies of the LTOP. Members subsequently asked Mr McLean of Airservices Australia whether the non-compliance did indeed constitute a rejection of the LTOP. Mr McLean advised Members of his understanding that the airlines were rejecting the SID on operational grounds, and that the Implementation and Monitoring Committee would be liaising with the airlines in an attempt to resolve the issue at the next meeting.

The Chair advised Members that he would write to United Airlines rejecting their response and drawing to the airlines attention information presented to the Forum demonstrating that the rate of acceptance of the SID has reduced dramatically over the past year. The Chair also agreed to raise these matters with the Minister, and the need for an audit of the reasons for the departure from the Long Term Operation Plan (LTOP).

Action 24/5: The Chair to advise the Minister of the Forum's concerns regarding the rejection of the SID on operational grounds and therefore the apparent rejection of the LTOP. The Chair also to request that this practice be formally investigated.

3.2 *Mascot Public School*

Members noted the Minister's position on this matter and that noise monitoring would take place on the site from later this month.

3.3 *SODPROPS (Mode 4)*

Members noted the paper prepared by the Department of Transport and Regional Services on the noise impacts of SODPROPS (*Simultaneous Opposite Direction Parallel Runway Operations*) compared with the noise sharing modes of operation.

3.5 *Airservices report on LTOP*

Mr McLean of Airservices made a presentation on Airservices Australia's performance in implementing the Ministerial Direction of July 1997 (Copy attached). Mr McLean advised Members that:

- Airservices had implemented all but two of the Minister's directions (neither of which related to meeting the runway end movement targets);
- representatives of SACF were invited to conduct a community audit of Airservices performance at any time with 48 hours advance notice; and
- the funding of the proposed community centre was on hold pending Airservices settling its funding.

In response to Mr McLean's advice, Members expressed great concern that the lack of a Community Centre demonstrated lower priority to meeting community needs and was, in effect, an example of Airservices reducing their investment and efforts in implementing the LTOP. On this issue, Members also requested advice from Mr McLean on the apparent rationalisation of the Noise Enquiry Unit (NEU). Mr McLean advised Members that the NEU would be experiencing some rationalising over the next few months in order to ensure staff levels reflected more accurately service level needs.

The Chair raised the question of whether there should be an independent audit of Airservices Australia's progress in implementing the LTOP in order to identify the causes for the situation in which movements to the north remain at approximately 27 per cent of movements instead of the target 17 per cent. The Forum subsequently resolved the following motion:

The Department of Transport and Regional Services present options to the Sydney Airport Community Forum for the conduct of an independent audit of Airservices Australia's implementation of the Long Term Operating Plan.

Action 24/6: The Department to prepare an options paper for the conduct of an independent audit of Airservices implementation of LTOP, for the consideration of the Forum.

Members of the Forum expressed concern that the LTOP target of 17 per cent of movements to the North was still not achieved after two years of LTOP being in place. Members subsequently asked Mr McLean whether the 17 per cent target was indeed achievable. At the request of the Forum, the following is a transcript of the Forum's questioning on this issue and Mr McLean's response:

SACF Member: Mr Chairman, Ken we are running at say 27 percent say for the argument. 27 to 17 is ten. We are doing what 300,000 planes a year?

Mr McLean: Slightly under.

SACF Member: Oh Let's just say.

Mr McLean: Righto.

SACF Member: For the sake of the argument we have got to get about another what – 30,000 planes off the north.

Mr McLean: Yep! Once we can get to 363,000.

SACF Member: Right now!

Mr McLean: Right now they are.

SACF Member: Right now!

Mr McLean: We'd like to get to 17 per cent.

SACF Member: To get another 30,000 planes off the north.

SACF Member: Anyone got a calculator and divide that by 365? It's like about 100 and something planes isn't.

Mr McLean: Yep yep slightly.

SACF Member: Can you tell me on a daily basis I understand that there are days when you can do nothing about it because the wind is a howling southerly and and and ... and you're locked out. So that 365 days say 180 days you have to take 200 planes a day and, the days you can, at the north in seventeen hours

SACF Member: Do you believe the 17 per cent is achievable? Yes or No?

Mr McLean: The 17 per cent was predicated on the assumption that the aircraft movements were 363,000 odd in which case they would be spread evenly over the day in other words it would be a significant increase...

SACF Member: No, no, no...the 17 per cent was based on existing 275,000 movements per year...

Chair: I think this is the key question Ken...do you think you can make more progress and do you ever think you're ever going to get to 17 per cent?

Mr McLean: We have just implemented the last mode, which will move us towards 17 per cent - Mode 8. Now...we'll continue the progress towards 17 per cent. As I've said, it is going to be difficult. It's going to be very, very difficult to get to 17 per cent but I'm not discounting that we won't get there. In June of...May of last year we were 19.2 per cent and that depends entirely on the weather.....experience in time will tell us what we're going to get to, just as experience now has told us what we've been able to do in the last 2 years. All of the elements of the plan apart from the 2 have been implemented.....(untranscribable).

Chair: Ken, I think we understand your position that for reasons most of us would understand you are not able, nor prepared, to say "I can't reach 17 per cent" but I certainly have the impression that you're not confident you're going to get a hell of a lot further than you are.

Mr McLean: Oh...I'm confident we are going to improve. I wouldn't like to discount the fact that we're...I wouldn't like to state we're not going to achieve 17 per cent...I'm confident there will be gradual improvement as the graph indicates."

Mrs Grusovin asked Mr McLean for a response to a question posed from her constituents that seem to indicate people in those areas are receiving aircraft noise from both movements departing Runways 34R and 07. Mr McLean advised that this question had been raised previously in relation to the 2000ft turn. He asked Mrs Grusovin to provide information on the aircraft and time periods involved and he would analyse the situation.

In response to Mr McLean's presentation, Members proposed and resolved the following motion (opposed by the aviation industry representatives):

1. In light of the Minister's expectations, and in light of the November 1999 figures and data for the entire year 1999, the Sydney Airport Community Forum (SACF) notes the complete failure of Airservices Australia to meet the Minister's expectations.
2. In light of the data contained in the *Sydney Airport Operational Statistics November 1999*, that, having regard to the repeated demands from SACF for a project schedule and in light of the considerable array of factors influencing the implementation of LTOP tabled by Airservices Australia (contained in the various reports and other documentation of the IMC), that Airservices Australia be directed forthwith to implement the LTOP within a prescribed time, as directed by the Minister. The Minister to make this announcement by way of declaration to Airservices Australia within one month from the date of this motion.

Action 24/7: The Chair to advise the Minister of the above resolution.

AGENDA ITEM 4: Report by Sydney Airports Corporation Limited (SACL)

Ms Julieanne Alroe of SACL reported on the following developments:

Taxiway enhancements

The Taxiway Improvement Program is expected to be completed by March 2000. Contracts for the re-sheeting of taxiways alpha and golf had been let and it was expected work would begin (during curfew hours) in several weeks time.

North Perimeter Road

Members were advised that the contract for this work had been let and work expected to begin immediately. Ms Alroe mentioned that the work involved the temporary removal of the blast fence, but that this would be reinstated.

South East Sector Drainage

Members were advised that a contract for this work had been let and the work was expected to resolve issues with flooding on runway 07. SACL do not expect the work to affect runway operations.

Northern Lands

Members were advised of the position reached with the development of a freight terminal complex and construction of a bridge over the canal linking the complex with the airport.

Common User Terminal

Members were advised that the SACL Board had authorised an amount of \$5 million to construct a small common user terminal to service new entrant airlines. The terminal would comprise demountable buildings.

Relocation of Runway 25 threshold

Members were advised that SACL had written to CASA requesting the obstacles be removed, that CASA had agreed in principle, but had requested a further survey of the area in order to ensure the correct obstacles would be removed. SACL has commissioned this review and expects to receive results shortly. These will be passed to CASA for a decision. Ms Alroe stated that SACL's offer of compensation was still valid.

Olympic Traffic Demand

Members were advised that bids for the Summer 2000 season had closed on 31 January 2000. SACL expected the Slot Manager to have a summary version available in the next 2 weeks and would therefore have Olympic traffic forecasts for the next SACF meeting. Ms Alroe advised Members that initial estimations were that there appears to be little extra demand.

Community Information Centre

Ms Alroe advised Members that SACL funding for the proposed centre remained available.

AGENDA ITEM 5: LTOP Update from Airservices and Report from Implementation and Monitoring Committee

Mr David Lidbetter provided the Forum with information on the following issues considered by the previous IMC meeting of 2 November 1999:

Noise monitors

Airservices had received monitoring requests from Mascot Public School and North Cronulla. Mr Lidbetter advised Members that the noise monitoring program was due to commence shortly. Members were thus asked to advise the Implementation and Monitoring Committee representatives of any monitoring requests as soon as possible.

Modes 8 and 6A

Mr Lidbetter advised Members that the Airservices operational report on Mode 6A had been completed and was currently in the process of being forwarded to Airservices Environment Branch for assessment. Mr Lidbetter advised Members that he expected the proposal to be distributed to SACF shortly. Members requested this issue be placed on the agenda for the next meeting.

Action 24/8: Agenda for the 25th SACF meeting to include a discussion of Mode 6A.

DEENA/SID

Mr Lidbetter advised that the DEENA SID proposal for departures on 16R were proceeding and that May was the scheduled introduction date.

M5 Roadworks

Mr Lidbetter stated that concerns about the practicability of the proposed arrangements for taking down the cranes used during the construction of the M5 had been raised on a number of occasions prior to the commencement of the works. Despite repeated assurances that the arrangements would work, this had not proven to be the case. Mr Lidbetter advised that it had therefore now proven necessary to extend the notification time to 45 minutes. He hoped this would resolve the problem.

AGENDA ITEM 6: Standing Operational Reports

SACF noted without discussion the reports provided to Members.

AGENDA ITEM 7: SACF Correspondence and Issues raised by the Public

SACF noted without discussion the copies of correspondence circulated to Members and the schedule of issues raised by the public.

AGENDA ITEM 8: Other Business

Mr Albanese advised Members that the Government had announced the insulation of a further 632 houses in areas north of the airport. Mr Albanese proposed the following motion, carried unanimously by the Forum:

The Sydney Airport Community Forum supports the extension of insulation to a further 632 properties north of the Airport by Minister Anderson after acknowledging the inadequacy of the previous ANEI data.

We reiterate our call for all properties previously notified that they were eligible for insulation to be provided with insulation.

Action 24/9: The Chair to advise the Minister of the above resolution.

Members of the Forum requested that the new ANEI be provided to all Members. DoTRS agreed to do this as soon as possible.

Action 24/10: DoTRS to circulate the new ANEI to SACF Members as soon as possible..

The Chair advised Members that he had recently received the tendered resignation of the representative of the inner west, Mr David Lidbetter, from the Forum for personal reasons. Mr Lidbetter was also one of two SACF representatives on the Implementation and Monitoring Committee. Members of the Forum noted and thanked Mr Lidbetter for his integrity, support, humour, goodwill and tireless efforts in representing the people of

the inner west. Members of the Forum agreed that a lunch would be held for Mr Lidbetter following the next SACF meeting.

Action 24/11: The Chair to advise the Minister of Mr Lidbetter's resignation.

Meeting closed 12.05pm.

Next meeting: To be advised.

ACTION LIST

Action Number	Action
24/1	The Chair to advise the Minister for the Environment and Heritage of the SACF resolutions concerning the decision to hold a Public Inquiry into the PRM proposal, concerns regarding the Terms of Reference and concerns regarding the environmental assessment criteria to be used in assessing the proposal.
24/2	The Chair to advise the Minister for the Environment and Heritage of the SACF resolutions concerning the assessment of the PRM proposal under the current Commonwealth environment legislation.
24/3	The Department to prepare advice for SACF on the environment assessment provisions of the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
24/4	The Chair to advise the Minister for the Environment and Heritage of the SACF resolution regarding holding a series of public hearings explaining the basis for the Commission of Inquiry and the impact of the PRM in a number of different locations.
24/5	The Chair to advise the Minister for Transport and Regional Services of the SACF's concerns regarding the adherence to the runway 34 left departures SID by QANTAS, United Airlines and Air New Zealand over the past year, including requesting that this practice be formally investigated.
24/6	The Department to prepare an options paper for the conduct of an independent audit of Airservices implementation of LTOP.
24/7	The Chair to advise the Minister of the SACF resolution requesting the Minister direct Airservices to implement LTOP within a prescribed timeframe within one month of the date of the SACF meeting.
24/8	The Agenda for the 25 th SACF meeting to include as an item Discussion of Mode 6A.
24/9	The Chair to advise the Minister of the SACF resolution regarding the addition of 632 houses to the noise insulation program, and requesting that properties that received previous advice of their insulation actually be insulated.
24/10	DoTRS to circulate the new ANEI to Members as soon as possible.
24/11	The Chair to advise the Minister of Mr Lidbetter's resignation from the Forum and the IMC.

ATTACHMENT A: Attendance

Members

Dr B Nelson MP	Federal Member for Bradfield, Chair
Mr A Albanese MP	Federal Member for Grayndler
Mr E Armstrong	Representing Cr A Roberts, Mayor of Lane Cove
Mr B Bourke	Australian Air Transport Association
Mr J Clarke	Representing the Upper North Shore Community
Mr A Clinton	Representing Cr Ross Sheerin for the second half of the meeting
Mr C Falvey	Australian Air Transport Association
Mr R Griffiths	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
Cr S Holroyd	Rockdale Council
Mr A Joseph	Representing the Hon B Baird MP, Federal Member for Cook
Mr D Lidbetter	Representing the Inner West Community
Mr M Lynch	Representing Cr P Sansom, Mayor of Hurstville
Cr K McDonell	Mayor of Sutherland Shire
Mr J Murphy MP	Member for Lowe
Ms J Ohana	Representing Mrs K Chikarovski MLA, State Member for Lane Cove
Ms M Patrinos	Representing Canterbury Residents Against Aircraft Noise
Cr R Sheerin	Representing the Bennelong Community (attended for the first half of the meeting)
Cr F Sinclair King	Representing Cr A Petrie, Wentworth Community
Cr D Sullivan	Mayor of Randwick

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	Dept of Transport and Regional Services
Mrs G Kelly	Dept of Transport and Regional Services
Mr Y Finkenstein	Dr Nelson's Electorate Office

Mr L Joynson	Airservices Australia
Mr K McLean	Airservices Australia
Mr S Sloan	Airservices Australia
Ms V Dore	Airservices Australia
Mr L Mahony	Airservices Australia

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

Mr Frank Downing	Environment Australia
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Observers

Ms J Barros	Leichhardt Airport and Urban Environment Group
Mr A Clinton	Public Member
Mr D Creak	Overnight Airfreight Operators Association
Mr R Folk	Public Member
Mr P Lingard	North West Residents Action Group
Mr A Marchei	Lane Cove Airport Action
Dr G Smith	Sutherland Council
Ms B Sommer	ABC Radio