



SYDNEY AIRPORT COMMUNITY FORUM

Final

SUMMARY RECORD

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

7 April 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 Michael Megna, as the replacement for David Lidbetter.

The Chair introduced a number of proxies who were attending the meeting. A list of those attending is attached. Apologies were received from Cr K McDonell.

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

- Sydney Airport Environment Strategy be added to Agenda Item 4.

AGENDA ITEM 2: Confirmation of Summary Record of the Twenty-Fourth Meeting (4 February 1999).

It was agreed that the Summary Record of the twenty-fourth SACF meeting be amended to include a transcript of a discussion between Mr Andrew Clinton and Mr Ken McLean regarding LTOP targets.

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

3.1 Outstanding Correspondence

The Chair advised the members that Minister Hill had responded to his letter of 7 February 2000 concerning issues about the Precision Runway Monitor (PRM). It was felt by many members of the Forum that the Minister's response was less than satisfactory, as it did not address the PRM assessment criteria issue. It was decided to now await the PRM Inquiry report before taking this matter up any further with the Minister.

3.2 Environmental Assessment Provisions of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The Department of Transport and Regional Services spoke to its overview paper of the provisions of the *EPBC Act* and how it will effect the environmental assessment of airport and airspace issues. The Forum was advised that the assessment process regarding airports and aviation would be predominantly the same as under the *Environment Protection (Impact of Proposals) Act 1974*. The new legislation will extend standing to persons to appeal decisions made under the *EPBC Act* without needing to prove they were personally affected by the decision.

The Department was thanked for the paper, and no further action was requested.

3.3 Audit of Long Term Operating Plan (LTOP)

An Options Paper prepared by the Secretariat was presented regarding an audit of LTOP. The Chair noted that he was in favour of an independent review to be performed by an external aviation industry body. He stated this was required, as an Airservices audit would not satisfy the community, and a community audit would not satisfy Airservices and would probably not be as technical as required. Several members agreed with the need for this external review, and SABRE Technologies of the United States was identified by a number of members as the organisation to perform the proposed audit. It was also noted that the community audit should still continue, and possibly that information could be given to the independent consultant. SACF resolved that:

- An audit of LTOP be undertaken by an external aviation industry consultant to independently evaluate LTOP progress, current status, barriers and priorities;
- SACF is to be consulted in the choice of consultant and also with regards to the Terms of Reference; and

- A community representative be appointed to assist the auditor and members of SACF to work with the independent auditor.

Action 25/1: Chair to write to the Minister seeking the establishment of such an audit.

3.4 Mode 6A

Airservices advised that the environmental assessment paper circulated to members is still in the draft form and as such has no status at this time. The operational parameters for Mode 6A are still to be settled.

3.5 34L Richmond SID

After the previous meeting of SACF, a letter was sent to QANTAS and United Airlines seeking further clarification of the reasons for non-acceptance of the Richmond SID. The airlines are yet to respond to the latest letter. Mr Bourke advised that the reply will answer queries such as why the Richmond SID is not accepted. In response to the questions from members, Mr Bourke advised that the letter from QANTAS will endeavour to answer the question of how much weight would need to be taken off an aircraft in order to meet the Richmond SID.

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 has been completed after 18 months work. This project finished under budget at \$46m.

Drainage works

The drainage works on 07/25 have begun, and it is envisaged they will be completed in July 2000.

North Perimeter Road

Members were advised that the work on this project has begun, and the fence has been replaced.

International terminal

The international terminal works have been substantially completed. The works on the passenger terminal should be completed by the end of May 2000. The gateway and car park for the international terminal has been slowed due to the recent rains, but should be completed by June. A landscaping program to tidy up any damage caused by the works will be started in the near future.

Rail

The railway works are also complete, and trains will begin using the line in May.

Runway 25 Threshold

It will take the airport about 2 weeks to relocate the threshold once the obstacles have been removed and approval is given by CASA.

Mr John Leaversuch of CASA told the committee that the obstacles associated with the Runway 25 threshold relocation are being assessed, and the instruments required for the removal of obstacles are being prepared. He assured SACF that the residents would be consulted, and the report would come to SACF. Mrs Deirdre Grusovin MLA in particular will be kept informed.

There was some discussion by members as to whether or not buildings being constructed on the airport comply with AS 2021. Ms Alroe advised the Committee that all building on airport land must comply with the *Airports Act 1996*, and be authorised by the Airports Building Controller. The Department took the query on board, and will advise SACF at the next meeting.

Action 25/2: DoTRS to advise at next SACF meeting as to whether airport buildings, particularly the car rental administration building, comply with noise attenuation under AS 2021.

New Works

Two new 747 parking positions are being constructed for Ansett International. A small domestic 'common user' terminal is under construction to house Virgin Airlines and Impulse Airlines.

Environment Strategy

A Forum member raised the issue of the disclaimer at the front of the Environment Strategy, suggesting that such a disclaimer made the Environment Strategy a 'useless document'. The Department assured the committee that the airport is required under the *Airports (Environment Protection) Regulations* to implement all actions set out in the Strategy. The Environment Strategy, once signed by the Minister, becomes a binding contract between the airport and the Minister. It was suggested that the Minister give a 'plain English' explanation as to why the disclaimer is needed and that there be a simple statement in the strategy outlining what the airport is committed to.

Action 25/3: The Chair to write to the Minister seeking a clear explanation of the requirement on SACL to implement the approved Environment Strategy.

Ms Smith of SACL also discussed the new SACL Visitors Centre. This project will be going ahead without Airservices Australia, and will be SACL funded and resourced.

The Centre will house the Community Access Centre, and include whatever flightpath and aircraft movement information is made available by Airservices.

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

5.1: IMC Report

Mr Hill's report highlighted the following:

Trident

The industry is now modelling a multi-track arrival proposal and the results are to be reported to the next IMC meeting.

Modes 8 and 6A

Mode 8 is running at 8 per cent usage, with up to 52 flights per hour being achieved. A greater use of Runway 34L for landings would assist Kurnell. The monitoring is continuing.

There was some discussion by members regarding the use of Mode 7 and Mode 8. Airservices has agreed to look into the current situation, and find out the statistics regarding usage of the various Modes on noise sharing.

Noise Monitoring

The new 'out-to-sea' flight path to the south, 'DEENA 1', is due to be introduced in June. It is proposed that 'before and after' noise monitoring will be carried out at Cronulla to monitor any changes in noise exposure.

25 ILS

The Forum was advised that the ILS equipment is now in place, and is already allowing for a greater number of arrivals on runway 25. Full use is dependent on commissioning the glideslope after the obstacles to the east of the airport are removed.

Action 25/4: Airservices to look into the use of Mode 8 over Mode 7, and report back to SACF, including figures and data relating to the usage patterns.

5.2 IMC Membership

The Forum discussed the nomination of a new community representative to join the IMC. Mr John Clarke has been approached about this, but he is unable to attend meetings that take place at 4pm in the afternoon, due to his employment. As Mr Clarke is the preferred representative for IMC, the Chair urged the other IMC members to review the situation, and adopt evening meetings to enable Mr Clarke to attend. In the meantime, Mr Andrew Clinton was nominated as the representative to attend the IMC meeting on Tuesday 11 April. It was also suggested that the Minister be approached in order to do what he can to have the meeting moved to an evening time slot.

Mr Bob Hayes volunteered to act as a proxy, should the need arrive.

LTOP

Mr David Robinson from Airservices spoke to the Forum about progress towards the implementation of LTOP. The Forum noted that they saw no marked improvement since the last LTOP figures were released, and queried when the targets would be met. Members noted that the aim for the north was 17%, but they are getting 28%. It was decided that an independent audit was the answer, and may be able to give some guidance as to the future directions to be taken to share the noise problem.

Airservices was asked about the TARDAS system and replied that the next IMC meeting would be having a demonstration of the system. The TARDAS is designed to give advice to Air Traffic Control on which runway mode to use to optimise noise sharing.

Chapter 2 Hushkitting

A DoTRS Discussion Paper to limit the operation of recertificated and low by-pass jet aircraft in Australia was discussed. SACF supported this Discussion Paper. The industry representatives abstained from the matter, as they will be putting in a separate position.

Action 25/5: SACF agreed to support the proposals in the DoTRS Discussion Paper to limit 'noisier' low by-pass jet aircraft operations in Australia.

AGENDA ITEM 6: Standing Operational Reports

6.1 Monitoring reports

There was no discussion on this matter.

6.2 Curfew

The Forum noted that over the period, 3 dispensations were granted, while 5 applications were rejected.

6.3 Progress Report on Noise Insulation Program

The discussion centred around the queries of some of the members as to building standards, maintenance programs and wool insulation.

Action 25/6: DoTRS to provide a presentation to the next meeting on the insulation program, including information on the following:

- a) How many builders taking part in the Noise Insulation works are on 'probation';*
- b) What happens if insulation is removed or degraded through either age or change of ownership; and*

- c) *The scope for covenants on titles to protect the noise insulation qualities of houses.*

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

The Chairman wrote to Tony Stuart, the Minister and Ken McLean regarding Bankstown Airport. In particular, SACF sought information on proposed flight paths, whether or not instrument-rated aircraft would be directed to Bankstown, and what effect this would have on both LTOP and Bankstown.

It was decided that the response from Airservices was inappropriate. It was suggested that the Chair should take up this issue with the Minister, formally asking that the Minister direct Airservices to disclose all of its information regarding this matter. It was also requested that the Chair re-affirm with the Minister that non-jets will continue to be included in the airport movement capacity.

Action 25/7: The Chair to request that the Minister direct AA to provide to SACF the advice prepared on proposals to move regional aircraft to Bankstown.

The Chair to ask the Minister to re-affirm that non-jets will be maintained in the capacity cap.

AGENDA ITEM 8: Other Business

SACF thanked the Government for amending the curfew legislation to increase sanctions for curfew breaches. However, SACF was extremely concerned that Thai Airways was recently fined only \$10,000 after pleading guilty to a curfew breach. Members considered that fines of \$10,000 for a breach are too low, and do not provide enough incentive for airlines to obey curfews. The Department was asked to prepare a paper on the circumstances of the case, including a copy of the judgement for distribution to SACF.

Action 25/8: The Department to prepare a paper on the Thai Airways prosecution for distribution to SACF.

The Forum entered into a brief discussion regarding the PRM inquiry. When the report is released publicly, SACF members will be informed directly.

Action 25/9: The Department to advise SACF members of the public release arrangements for the PRM Inquiry report.

AGENDA ITEM 9: Date of Next Meeting

Date of next meeting to be advised.

The 25th meeting of SACF ended at 11:45a.m.

ACTION LIST

Action Number	Action
25/1	Chair to write to the Minister seeking the establishment of an audit by an external aviation industry consultant to independently evaluate LTOP progress, current status, barriers and priorities.
25/2	DoTRS to advise at next SACF meeting as to whether airport buildings, particularly the new car rental administration building, comply with noise attenuation under AS 2021.
25/3	The Chair to write to the Minister seeking a clear explanation of the requirement on SACF to implement the approved Environment Strategy.
25/4	Airservices to look into the use of Mode 8 over Mode 7, and report back to SACF, including figures and data relating to the usage patterns.
25/5	SACF agreed to support the proposals in the DoTRS Discussion Paper to limit 'noisier' low by-pass jet aircraft operations in Australia.
25/6	DoTRS to provide a presentation to the next meeting on the insulation program, including information on the following: a) How many builders taking part in the Noise Insulation works are on 'probation'; b) What happens if insulation is removed or degraded through either age or change of ownership; and c) The scope for covenants on titles to protect the noise insulation qualities of houses.
25/7	The Chair to request that the Minister direct AA to provide to SACF the advice prepared on proposals to move regional aircraft to Bankstown. The Chair to ask the Minister to re-affirm that non-jets will be maintained in the capacity cap.
25/8	The Department to prepare a paper on the Thai Airways prosecution for distribution to SACF.
25/9	The Department to advise SACF members of the public release arrangements and timing for the PRM Inquiry report.

ATTACHMENT A: Attendance

Members

B Nelson MP	Federal Member for Bradfield, Chair
E Armstrong	Representing Anthony Roberts, Mayor of Lane Cove
B Beudeker	Representing Chris Falvey, Australian Air Transport Association
B Bourke	Australian Air Transport Association
J Buchanan	Representing Dominic Sullivan, Mayor of Randwick
J Clarke	Representing the Upper North Shore Community
A Clinton	Representing Randolph Griffiths Sydney Airport Forum Pty Ltd
D Grusovin MLA	State Member for Heffron
R Habig	Representing Ms S Nori MLA, State member for Port Jackson
R Hayes	Representing Joe Hockey MP, Federal Member for North Sydney
K Hill	Kurnell Community
A Joseph	Representing Bruce Baird MP, Federal Member for Cook
M Lynch	Representing Philip Sansom, Mayor of Hurstville
A Marchei	Representing Kerry Chikarovski MLA, State Member for Lane Cove
S McArdle	Representing Anthony Albanese MP, Federal Member for Grayndler
M Megna	Representing the Inner West Community
J Murphy MP	Member for Lowe
F Sinclair King	Representing Andrew Petrie, Wentworth Community

Advisers/Secretariat

M Mrdak	Dept of Transport and Regional Services
D Southgate	Dept of Transport and Regional Services
P Townley	Dept of Transport and Regional Services
G Kelly	Dept of Transport and Regional Services
Y Finkelstein	Dr Nelson's Electorate Office

L Joynson	Airservices Australia
K Morrin	Airservices Australia
I Rischbieth	Airservices Australia
D Robinson	Airservices Australia

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

Observers

J Barros	Leichhardt Airport and Urban Environment Group
D Creak	Overnight Airfreight Operators Association
J Falk	Public observer
J Jones	Clover Moore's Office
M Kalinowski	BAPB TV
P Lingard	North West Residents Action Group
A Roberts	Mayor, Lane Cove Council