



SYDNEY AIRPORT COMMUNITY FORUM

Thirty-First Meeting
11th Floor, 70 Phillip Street, Sydney
Tuesday, 14 August 2001
9.00am to 12 noon

Final

SUMMARY RECORD

AGENDA ITEM 1

Opening Remarks and Adoption of Agenda

The Chair opened the meeting and welcomed members and proxies to the meeting. She also advised that apologies had been received from Ms Sandra Nori, Mr Bruce Baird and Ms Maria Patrinos.

▪ AGENDA ITEM 2

Confirmation of Summary Record

The draft summary record of the 30th meeting of SACF was confirmed without amendment.

▪ **AGENDA ITEM 3**

Matters Arising and/or Outstanding from Previous Meetings

3.1 Outstanding Correspondence

The Chair acknowledged her letter of 10 July 2001 to the Minister for Transport and Regional Services conveying the outcomes of the 30th SACF Meeting.

The Chair acknowledged her letter to Dr Refshauge concerning the proposal to amend the Regional Environmental Plan for Kurnell. It was stated that no response had yet been received from Dr Refshauge.

The Chair introduced the outstanding motion put forward by Mr John Murphy during the 30th SACF Meeting:

The Chair to ask the Minister for Transport and Regional Services not to sell Sydney Airport until LTOP is being achieved.

It was agreed that this motion be discussed under Agenda Item 6 – LTOP Progress and Report from the Implementation and Monitoring Committee.

3.2 Sydney Airport Slot Management Scheme

It was agreed that this item would be discussed under Agenda Item 4.

3.3 Long Term Operation Plan Scoping Study.

It was agreed that this item would be discussed under Agenda Item 6.

3.4 SACF Nominations for the ATM Reform Committee.

The meeting was informed that two nominations had been received. Mr John Clarke had nominated Mr Derek Frere and Mr Murphy had nominated himself at the last meeting. Mr Murphy provided a written nomination to the Chair.

Both nominations were accepted by SACF.

Action 31/1: Secretariat to advise Airservices Australia that Mr Murphy and Mr Frere are the SACF representatives on the ATM reform group.

3.5 *Department and Secretariat Issues*

Copies of the Minister's response of 8 August 2001 to Senator Coonan were circulated and read by the Forum. Members noted the Minister's willingness to consider treating Kurnell as a special case for insulation if evidence can be provided which demonstrates that Kurnell is being unfairly treated compared to other suburbs.

Discussion ensued about whether Kurnell could be treated as a special case. Whilst there was general acceptance of the particular case for Kurnell, some Members requested that the same consideration given to Kurnell should be given to other areas currently falling outside the eligibility criteria of the Sydney Airport Noise Amelioration Program.

The Chair proposed that further consideration of Kurnell was warranted and requested that Kevin Hill, representing the Kurnell community, coordinate with the Department to prepare a paper demonstrating that Kurnell merits being treated as a special case.

Action 31/2: Kevin Hill to coordinate with the Department of Transport and Regional Services to develop arguments for Kurnell being treated as a special case under the noise amelioration program.

▪ **AGENDA ITEM 4**

Sydney Airport Slot Management Scheme

Mr Ernst Krolke gave a presentation to the Forum which covered an overview of the Scheme as well as an explanation of the circumstances surrounding the events of the 8 o'clock hour on 30 March and 14 May 2001, and the exceedances of the 80 flight allocations per hour requirement. He explained the operational circumstances of each of the flights that caused the exceedances.

Mr Krolke indicated that airlines have to operate its particular slot 80 per cent of the time during the season otherwise it can be lost. If an operator fails to use the slot seven times the airline loses that slot for the season. This is quite a punitive measure when compared with the world-wide scheme.

The compliance scheme requires airlines to utilise slots within these tolerances:

- flight times under three hours have a tolerance of +/- 15 minutes; and
- flight times over three hours have a tolerance of +/- 30 minutes.

Airlines have to advise why an aircraft was off slot and the reasons can be within the influence or outside the influence of the airline.

Mr Krolke detailed that whilst only 80 slots are allocated per hour, operational matters may change the exact time that aircraft leave the gates. He explained that when the flights for one hour increase over 80, compensation automatically occurs with a related decrease in flight numbers in one of the hours either side.



Mr Krolke further emphasised that the 80 slot allocations are based on gate times and that it is not uncommon for exceedances to occur due to flights being counted only a few minutes either side of the hour allotted them. This can occur through non-synchronised clocks, or an automatic registration of an aircraft leaving through an early break release. Further inconsistencies can occur where other flights are not counted until the door is closed, or the strobe light on the top of the aircraft is switched on.

Mr Krolke explained the penalty system for airlines failing to meet their required slots. Aircraft that are 'off-slot' receive a penalty box point which accumulates to a maximum of 20 per cent of flights in a series (eg over a scheduling season) before a fine may apply. It was outlined that so far no fines had needed to be issued to airlines, and the greatest number of penalty box points an airline had were two.

Mr Krolke's presentation was explained with slides, copies of which are attached.

Following Mr Krolke's presentation there was a short period of questions and discussion. In particular, members expressed interest in the various sources of data available that is gate times, wheels-up/wheels-down times, wheels-on/wheels-off times, and the confusion that using different data types can cause when examining the issue.

Airservices Australia and Mr Krolke undertook to provide information on the proportion of times that there are in excess of 80 movements per hour. Data from both gate times and wheels-on/wheels-off times were requested to be prepared for comparison. The Forum agreed that the presentation from Mr Krolke was helpful.

Action 31/3: Airservices Australia and the Compliance Committee to report on the level of exceedances of 80 movements per hour and the reasons why these exceedances occur.

▪ AGENDA ITEM 5

Report from the Sydney Airports Corporation Ltd (SACL)

Ms Alroe of SACL advised members on the progress of the relocation of the landing threshold on Runway 25. She indicated that the remaining trees should be removed by 1 September 2001 and that flight testing of the Instrument Landing System (ILS) would begin soon afterwards.

Mr Dolan explained that the sale of SACL was up to the final bids stage and that final bids were due in mid-September for consideration. It was emphasised that 'the sale of the Airport' purely involved the sale of the shares in SACL.

Members were advised that the Sydney Airport Master Plan was due to be completed by February 2003 and that the new owner of the Airport would be required to carry out community consultation in accordance with the provisions of the *Airports Act 1996*.

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- **AGENDA ITEM 6**

LTOP Progress and Report from the Implementation and Monitoring Committee

6.1 LTOP Scoping Study

Members considered the paper the Department had prepared scoping the work required to assess progress toward achieving the LTOP targets. The Forum supported a study being carried out. The discussion on the study indicated that members would like to see:

- an independent expert being engaged;
- statistical analysis of the data being carried out;
- the constraints imposed by ground infrastructure;
- consideration being given to the impacts of future traffic growth; and
- noise at sensitive times being taken into account.

The Department undertook to further develop the proposed study incorporating the above elements as well as finding an independent expert, and to report back to the next meeting of SACF with a proposal to engage a suitable qualified expert.

Action 31/4: DoTRS to further develop the LTOP study and to engage a suitably qualified consultant for this study.

Mr John Murphy spoke to his motion outstanding from SACF 30 (see Agenda Item 3). This was amended to read:

That the Chair ask the Minister for Transport and Regional Services, Mr Anderson, and the Minister for Finance, Mr Fahey to not sell Sydney Airport until LTOP is being achieved.

This motion was carried with Mr Bourke and Mr Beudeker opposed.

Action 31/5: The Chair to write to the Minister for Transport and Regional Service, Mr Anderson and the Minister for Finance Mr Fahey advising him of the motion not to sell Sydney Airport until LTOP is being achieved.

6.2 *Implementation and Monitoring Committee (IMC)*

Mr Hill advised the meeting that the IMC was due to meet later on that day. Therefore there were no new issues to report on.

SACF discussed the Noise Enquiry Unit and the skew that occurs in the statistics when individual callers make many calls in a month. The example was cited of one caller making 600 calls in a month.

It was agreed that this item would be further discussed at the next SACF meeting.

Action 31/6: SACF Secretariat to place 'Noise Complaints' on the agenda for the next meeting.

▪ **AGENDA ITEM 7**

Standing Operation Reports

The operational reports were noted.

▪ **AGENDA ITEM 8**

SACF Correspondence and Issues Raised by the Public

Members noted the information provided with the agenda papers.

▪ **AGENDA ITEM 9**

Other Business

No other business was raised.

▪ **AGENDA ITEM 10**

Date of Next Meeting

SACF agreed that the next meeting would be held on 19 October 2001.

Action List:

- Action 31/1: Secretariat to advise Airservices Australia that Mr Murphy and Mr Frere are the SACF representatives on the ATM reform group.
- Action 31/2: Kevin Hill to coordinate with the Department of Transport and Regional Services to develop arguments for Kurnell being treated as a special case under the noise amelioration program.
- Action 31/3: Airservices Australia and the Compliance Committee to report on the level of exceedances of 80 movements per hour and the reasons why these exceedances occur.
- Action 31/4: DoTRS to further develop the LTOP study and to engage a suitably qualified consultant for this study
- Action 31/5: The Chair to write to the Minister for Transport and Regional Service, Mr Anderson and the Minister for Finance Mr Fahey advising him of the motion not to sell Sydney Airport until LTOP is being achieved.
- Action 31/6: SACF Secretariat to place 'Noise Complaints' on the agenda for the next meeting.

ATTACHMENT A: Attendance

▪ Members

H Coonan	Senator for NSW, Chair
B Beudeker	Representing Australian Air Transport Association
S Birchall	Representing the Upper North Shore Community
W Bourke	Representing Australian Air Transport Association
S Bowers	Mayor of Lane Cove
C Connolly	Representing Robert McClelland MP, Federal Member for Barton
R Griffiths	Sydney Airport Forum Pty Ltd
B Hayes	Representing Joe Hockey MP, Federal Member for North Sydney
K Hill	Representing the Kurnell Community
S Holroyd	Representing Rockdale Council
S Hoopmann	Representing the Bennelong Community
M Lynch	Representing Bill Pickering, Mayor of Hurstville
A Marchei	Representing Kerry Chikarovski MLA, State Member for Lane Cove
K McDonnell	Representing Tracie Sonda, Mayor of Sutherland
M Megna	Representing the Inner West Community
J Murphy MP	Member for Lowe
F Sinclair King	Representing Wentworth Community



Advisers/Secretariat

Dept of Transport and Regional Services	M Dolan
Dept of Transport and Regional Services	D Southgate
Dept of Transport and Regional Services	G Kelly
Dept of Transport and Regional Services	J Hagan
Senator's Office	J Egan
Airservices Australia	L Joynson
Airservices Australia	K McLean
CASA	R Bartsch
Sydney Airports Corporation Ltd	K Allcott
Sydney Airports Corporation Ltd	J Alroe
Sydney Airports Corporation Ltd	L Smith
OAOA	R Creak
Lane Cove Council	E Armstrong
Clover Moore's Office, Member for Bligh	J Jones
North West Residents Airport Group	P Lingard
St Peters, Sydenham, Tempe Neighbourhood Centre	R Smith



Presentation to Sydney Airport Community Forum

Compliance Scheme – Sydney Airport

14 August 2001

Ernst J. Krolke
Chief Executive Officer
Airport Coordination Australia





- Airport Coordination Australia applies the 1998 Slot Management Scheme as amended in 2001 to all aircraft movements at Sydney KSA Airport.
- The allocation of slots is a planning process that begins up to six months before the start of a scheduling season
- During the allocation process the Scheme and worldwide practices are applied with checks that slots are used:
 - A slot allocated to an airline for a flight for the season must operate 80% during the season to accrue historical precedence
 - If the use falls below 80% the slot is lost for the entire season





The Compliance Scheme

- The Act established the Compliance Scheme to ensure that allocated slots are properly used in the day-to-day operation.
- This scheme is unique in the world. It requires airlines to operate 80% of movements within a tolerance (on-slot), be excused or fined.
- ACA administers the Scheme and obtains feedback of actual movements from Airservices Australia
- ACA requests reasons for off-slot operations from all airlines and presents the results to the Compliance Committee
- Only off-slot operations that are outside the airlines' control will be excused by the Committee.





The Compliance Scheme

Review of

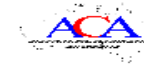
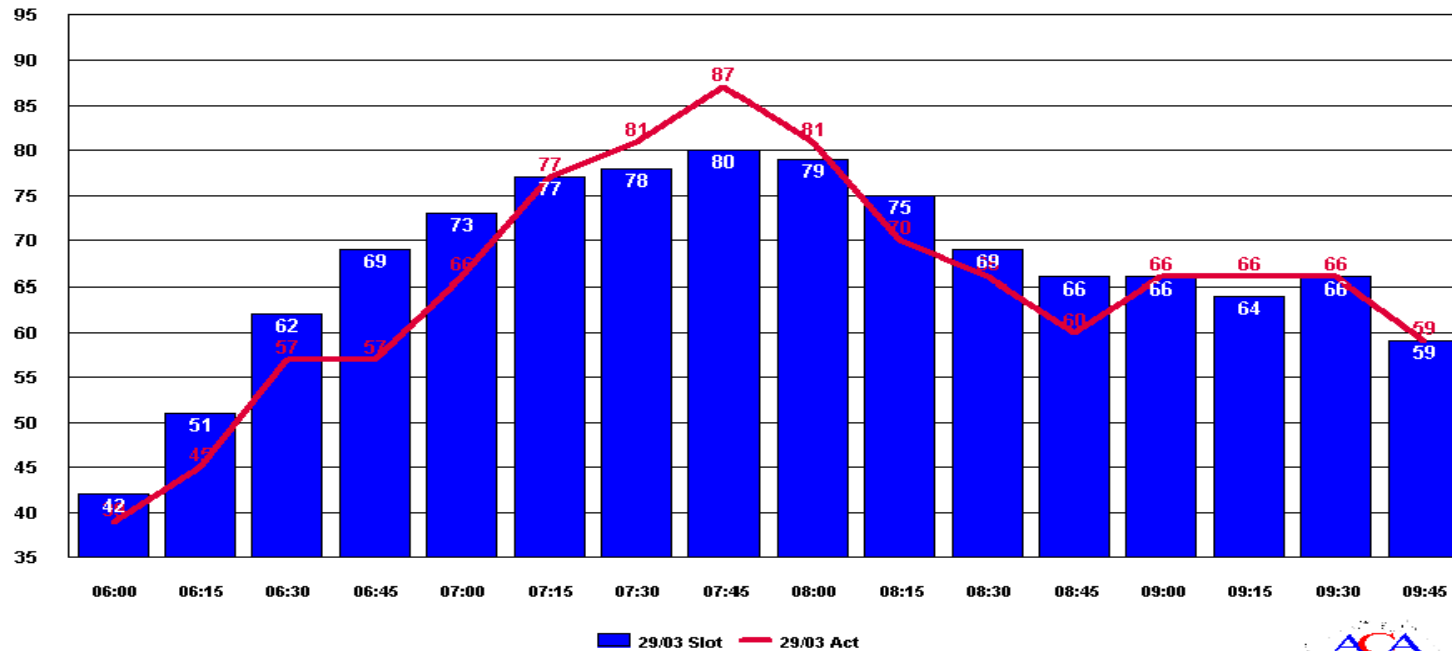
29 March 2001 07:45 Hour – 87 movements

14 May 2001 07:45 Hour - 90 movements





SYDNEY AIRPORT Comparison of Allocated Slots and Actual Movements Gates Times S01 Season -29 March 2001 - Local Times





Actuals report hour from 28/03/01 21:45 to 28/03/01 22:44 (Local time 29 MAR 2001 07:45 to 08:44)												
Arrivals												
K D	6301	actual	28/03/01	21:50	schd:	28/03/01	21:25	VHEKG	late	25 min late	CTMS & ATC holding	
U N	2059	actual	28/03/01	21:50	schd:	28/03/01	21:40	VHTQV	late	complying		
K D	6401	actual	28/03/01	21:53	schd:	28/03/01	21:40	VHLP1	late	complying		
V Q	1702	actual	28/03/01	21:54	schd:	28/03/01	21:40	VHMML	late	complying		
Q F	118	actual	28/03/01	21:59	schd:	28/03/01	21:40	VHTJC	late	complying		
A R	1182	actual	28/03/01	22:29	schd:	28/03/01	21:40	LVZPJ	late	49 mins late		Blocked toilet at AKL
O F	992	actual	28/03/01	22:43	schd:	28/03/01	22:45	VHYAD	early	complying		
A N	118	actual	28/03/01	22:44	schd:	28/03/01	22:45	VHCZU	early	complying		
Actual Arrivals: 44		Allocated:		40					late complying:	4		
		Slot not used in period:		4					late:	2		
									early complying:	2		
Actual Arrivals: 44		Net allocated:		36 (-8)					Total	8		
Slot not used:												
U A	863	actual	28/03/01	21:24	schd:	28/03/01	21:55					
Z L	7520	actual	28/03/01	23:25	schd:	28/03/01	22:30					
N Z	101	actual	28/03/01	22:49	schd:	28/03/01	22:30					
A N	604	actual	28/03/01	23:05	schd:	28/03/01	22:30					
Departures												
Q F	803	actual	28/03/01	21:45	schd:	28/03/01	21:40	VHTJJ	late	complying	Conseq. XL350 ATC holding awaiting repl. techn crew	
V Q	1904	actual	28/03/01	21:45	schd:	28/03/01	21:40	CHIMQ	late	complying		
D R	351	actual	28/03/01	21:46	schd:	28/03/01	21:40	VHMZM	late	complying		
X L	351	actual	28/03/01	21:51	schd:	28/03/01	21:30		late	21 min late		
Q F	961	actual	28/03/01	22:35	schd:	28/03/01	20:40	VHYAF	late	1:55 late		
A N	230	actual	28/03/01	22:43	schd:	28/03/01	22:45	VHCZQ	early	complying		
Q F	510	actual	28/03/01	22:43	schd:	28/03/01	22:45	VHTJA	early	complying		
Actual Departures: 43		Allocated:		40					late complying:	3		
		Slot not used in period:		4					late:	2		
									early complying:	2		
Actual Departures: 43		Net allocated:		36 (-7)					Total	7		
Slot not used:												
A N	605	actual	28/03/01	22:46	schd:	28/03/01	22:20					
K D	601	cancelled			schd:	28/03/01	22:30					
Q F	790	actual	28/03/01	22:51	schd:	28/03/01	22:40					
LMP2240		actual	28/03/01	22:48	schd:	28/03/01	22:40					
Summary:												
Actual arrivals			44		Allocated Arrivals		40					
Actual Departures			43		Allocated Departures		40					
					Total Slots Allocated		80					
					Unused Arrival Slots		4					
					Unused Departure Slots		4					
Total Movements			87		Net Allocated Slots		72					
Over limit			7		Below limit		8					
					Late arrivals complying		4					
					Late arrivals excused		2					
					Early arrivals complying		2					
					Late departures complying		3					
					Late departures excused		2					
					Early departures complying		2					
					Total additional movements		15					
					Total over limit		7					

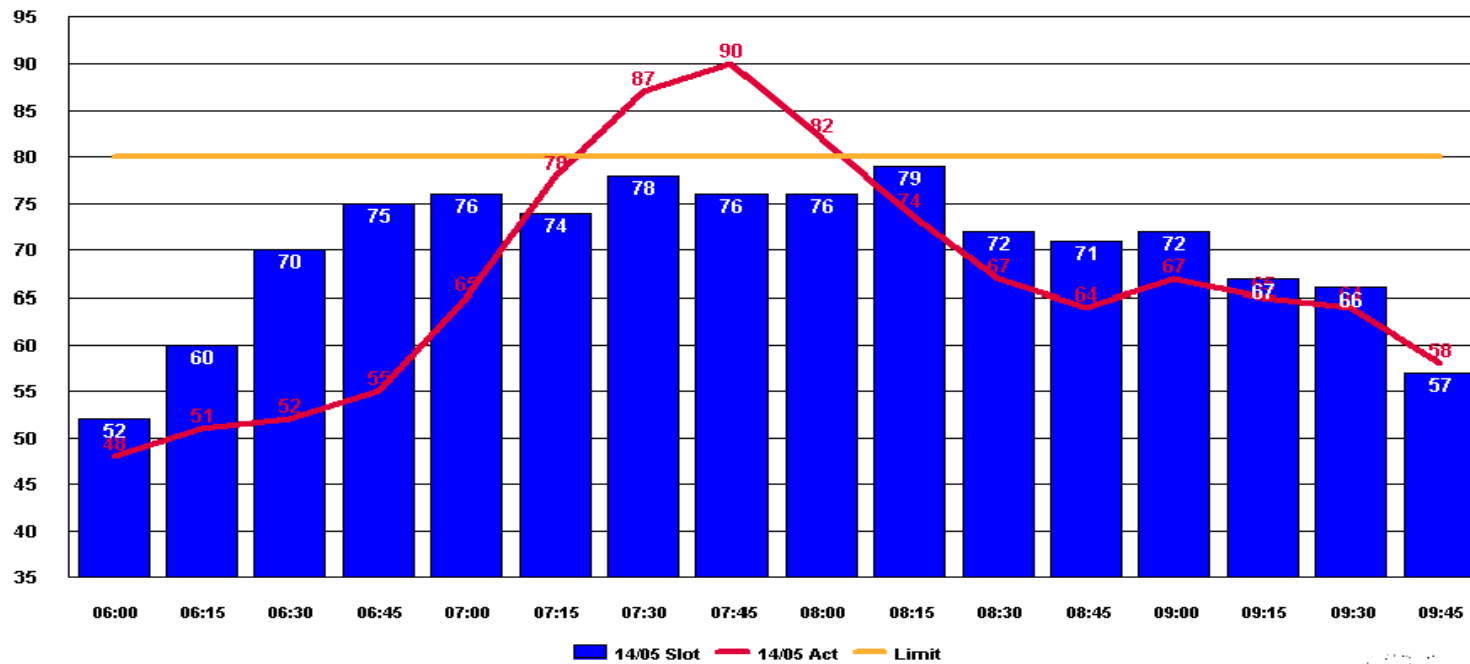




SYDNEY AIRPORT

Comparison of Allocated Slots and Actual Movements

Gates Times S01 Season -14 May 2001 - Local Times





Actuals report hour from 13/05/01 21:45 to 13/05/01 22:44 (Local time 14 May 2001 07:45 to 08:44)											
Arrivals											
O Z	601	actual	13/05/01	21:50	schd:	13/05/01	20:55	HLY268	late	55 min late	offload bags FTB
V Q	1702	actual	13/05/01	21:50	schd:	13/05/01	21:40	VHIMH	late	complying	
U N	2019	actual	13/05/01	21:50	schd:	13/05/01	21:40	VHTGP	late	complying	
Q F	126	actual	13/05/01	21:52	schd:	13/05/01	21:35	VHOGQ	late	17 min late	ATC holding
Q F	22	actual	13/05/01	21:56	schd:	13/05/01	21:05	VHQBY	late	51 min late	#1 eng reverse defect
A C	3133	actual	13/05/01	21:58	schd:	13/05/01	21:00	CFOCA	late	58 min late	connecting pax YYZ due WX
J L	771	actual	13/05/01	22:00	schd:	13/05/01	21:35	JA8185	late	complying	
P E	626	actual	13/05/01	22:03	schd:	13/05/01	21:25	VHKZO	late	38 min late	ATC holding
N Z	181	actual	13/05/01	22:26	schd:	13/05/01	22:45	ZKNGB	early	complying	
5 X	6907	actual	13/05/01	22:33	schd:	13/05/01	20:30	N317UP	late	2:03 Hrs late	sick F/O HNL
O F	992	actual	13/05/01	22:37	schd:	13/05/01	22:45	VHVAF	early	complying	
A N	118	actual	13/05/01	22:42	schd:	13/05/01	22:45	VHCZT	early	complying	
Actual Arrivals:	47	Allocated:				37			Late complying:	3	
		Slots not used in period:				2			Late:	6	
									Early complying:	3	
Actual Arrivals:	47	Net allocated:				35 (-12)			Total:	12	
Slots not used:											
A N	14	actual	13/05/01	22:20	schd:	13/05/01	23:06				
P E	6628	actual	13/05/01	22:30	schd:	13/05/01	22:55				
Departures											
X L	351	actual	13/05/01	21:45	schd:	13/05/01	21:30		late	complying	
Q F	819	actual	13/05/01	21:48	schd:	13/05/01	21:05	VHTQR	late	43 min late	alleon trim actuator failed
V Q	1904	actual	13/05/01	21:50	schd:	13/05/01	21:40	VHIAV	late	complying	
P E	6623	actual	13/05/01	21:59	schd:	13/05/01	21:40	VHKZQ	late	complying	
Q F	510	actual	13/05/01	22:42	schd:	13/05/01	22:45	VHTJR	early	complying	
Actual Departures:	43	Allocated:				39			Late complying:	3	
		Slots not used in period:				1			Late:	1	
									Early complying:	1	
Actual Departures:	43	Net allocated:				38 (-5)			Total:	5	
Slots not used:											
G Z	602	actual	13/05/01	22:47	schd:	13/05/01	22:47				
Summary:											
Actual arrivals:	47	Allocated Arrivals:	37								
Actual Departures:	43	Allocated Departures:	39								
		Total Slots Allocated:	76								
		Unused Arrival Slots:	2								
		Unused Departure Slots:	1								
Total Movements:	90	Net Allocated Slots:	73								
Over limit:	10	Below Limit:	7								
		Late arrivals complying:	3								
		Late arrivals excused:	6								
		Early arrivals complying:	3								
		Late departures complying:	3								
		Late departures excused:	1								
		Early Departures complying:	1								
		Total additional movements:	17								
		Total over limit:	10								





29-Mar-01	Alloc	Actual	Avbl			Alloc	Actual	Avbl	Difference Actual v Alloc	
6:00	42	39	80			6:00	42	39	80	-3
6:15	51	45	80			7:00	73	66	80	-7
6:30	62	57	80			8:00	79	81	80	2
6:45	69	57	80			9:00	66	66	80	0
7:00	73	66	80		Total	260	252	320	-8	
7:15	77	77	80		Avbl	60	68			
7:30	78	81	80							
7:45	80	87	80			6:15	51	45	80	-6
8:00	79	81	80			7:15	77	77	80	0
8:15	75	70	80			8:15	75	70	80	-5
8:30	69	66	80			9:15	64	66	80	2
8:45	66	60	80		Total	267	258	320	-9	
9:00	66	66	80		Avbl	53	62			
9:15	64	66	80							
9:30	66	66	80			6:30	62	57	80	-5
9:45	59	59	80			7:30	78	81	80	3
Total	1076	1043	1280			8:30	69	66	80	-3
Avg Period	67.3	65.2	80			9:30	66	66	80	0
% of Avbl	84.1%	81.5%			Total	275	270	320	-5	
						45	50			
						6:45	69	57	80	-12
						7:45	80	87	80	7
						8:45	66	60	80	-6
						9:45	59	59	80	0
					Total	274	263	320	-11	
						46	57			





14-May-01	Alloc	Actual	Avbl			Alloc	Actual	Avbl	
6:00	52	48	80			6:00	52	48	80
6:15	60	51	80			7:00	76	65	80
6:30	70	52	80			8:00	76	82	80
6:45	75	55	80			9:00	72	67	80
7:00	76	65	80		Total	276	262	320	-14
7:15	74	78	80		Avbl	60	68		
7:30	78	87	80						
7:45	76	90	80			6:15	60	51	80
8:00	76	82	80			7:15	74	78	80
8:15	79	74	80			8:15	79	74	80
8:30	72	67	80			9:15	67	65	80
8:45	71	64	80		Total	280	268	320	-12
9:00	72	67	80		Avbl	53	62		
9:15	67	65	80						
9:30	66	64	80			6:30	70	52	80
9:45	57	58	80			7:30	78	87	80
Total	1121	1067	1280			8:30	72	67	80
Avg Period	70.1	66.7	80			9:30	66	64	80
% of Avbl	87.6%	83.4%			Total	286	270	320	-16
						45	50		
						6:45	75	55	80
						7:45	76	90	80
						8:45	71	64	80
						9:45	57	58	80
					Total	279	267	320	-12
						46	57		

