



Sydney Airport Community Forum

Document: 2004/030

Issued: 12 May 2004

SYDNEY AIRPORT COMMUNITY FORUM

39th Meeting

**Conference Room A, 8th Floor,
70 Phillip Street, Sydney NSW 2000**

19 March 2004

SUMMARY RECORD



AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The Chair opened the meeting at 9.06am.

The Chair welcomed members and proxies representing members to the meeting and noted apologies from the Hon Bruce Baird MP, the Hon Joe Hockey MP, Cr Vince Badalati, Cr Phil Blight and Mr Bob Spencer.

The Chair welcomed Mr David Taylor who is succeeding Mr Chris Falvey as the representative for the Sydney Airport Corporation Limited and Mr Rob Anderson from Virgin Blue as an observer. Mr Jensen from Qantas noted that as a Forum member he broadly represents the airline industry. The Chair also noted this was Cr John May's last meeting and thanked him for his important contribution to the Forum.

Attachment A is a list of members and observers attending the meeting.

1.1 Adoption of Agenda

The Chair noted the two additional items suggested by Mr Hayes, the commercial use of Richmond Airbase and use of Mode 4 in the shoulder period outside curfew hours have been incorporated into the Agenda.

The Agenda was adopted without amendment.

AGENDA ITEM 2: Confirmation of Draft Summary Record

2.1 Draft Summary Record – 38th Meeting, 12 December 2003

The Chair noted a number of suggested changes to the draft from herself, Mr Grant and Mr McLean. The changes were highlighted and circulated to members with the Agenda papers. The draft Summary Record was confirmed with the following amendments:

Page 2 of 13 – Opening Remarks and Adoption of Agenda, 4th para:

“Tom Grant, General Manager Corporate Services and Relationships” amended to read “Tom Grant, General Manager Organisational Development and Corporate Secretary”

Page 5 of 13 – 5.4 Terminal Control Unit, new para:

Insert new paragraph “Mr McLean advised that under the TCU integration project, a restructure of Airservices Sydney Operations would occur and take effect from 8 March 2004. This would result in the Sydney TCU reporting to the Melbourne Centre and the Sydney Tower becoming part of Airport Services. Mr McLean further advised that as a result, his position would no longer exist and this would be his last meeting. Tom Grant would be the Airservices representative on SACF from now on.”



Page 5 of 13 – 5.4 Terminal Control Unit, 1st para:

The statement "...the Airservices Australia Board agreed in principle with the concept of relocating the TCU's to Melbourne..." amended to read "the Airservices Australia Board agreed in principle to consolidate Perth, Adelaide and Sydney TCU's to Melbourne..."

The statement "... and replacement of current TAATS technology required further consideration in order to minimise expected costs." amended to read "...and replacement of current TAAATS technology indicated that the timing of the consolidation should be delayed."

Page 5 of 13 – 5.4 Terminal Control Unit, 2nd para, 2nd sentence:

The statement "...staffing changes were not scheduled to begin until 2008 and that a number of internal changes to reporting responsibilities have already been implemented." amended to read "...staffing changes were not scheduled to begin until 2008 but that a number of internal changes to reporting responsibilities are being implemented."

Page 6 of 13 – 1st para:

Replace the first paragraph with "The Chair made reference to a meeting in Parliament House in 2003 attended by Labour and Liberal Parliamentarians and Airservices at which strong objection was registered to the consolidation of TCU's on the basis of 1) loss of local knowledge, 2) redundancies, 3) lack of community support and 4) safety. Minister Anderson has not approved TCU consolidation"

Page 9 of 13 – 9.2 Community Advocate, 1st para:

"Airsrevice" misspelled and should read "Airservices."

Page 9 of 13 – 9.2 Community Advocate, 2nd para:

Deletion of comma after "proposal"

Page 9 of 13 – 9.2 Community Advocate, 3rd para:

After the first sentence, insert the sentence "Mr Grant confirmed that the Airservices Board position regarding the funding had been communicated in these discussions. Mr Grant also noted the Community and airline industry position on funding."

Page 9 of 13 – 9.2 Community Advocate, 4th para, 2nd sentence:

"Mr Grant and Ms Addison agreed to meet in the week commencing 15 December to manage the outstanding issues noted above." amended to read "Mr Grant and Ms Addison agreed to meet in the week commencing 15 December to find a solution."

Page 10 of 13 – Actions from the Meeting 12 December 2003, Action Item 38/08:

"Airsrevice" misspelled and should read "Airservices."

AGENDA ITEM 3: Matters arising and/or Outstanding from Previous Meeting

3.1 Correspondence

The Chair noted correspondence from the Minister for Transport and Regional Services in response to her letter of 2 February 2004 regarding the outcomes of the 38th Meeting.

3.2 Action Items from the 38th Meeting, 12 December 2003

Members noted the 14 action items arising from the previous meeting and the Agenda item in which they are proposed to be addressed.

AGENDA ITEM 4: Sydney Airport Corporation Ltd Master Plan

4.1 Sensitivity Analysis

The Chair noted the resolutions put forward by Mr Clarke at the last meeting requesting that the Department conduct a sensitivity analysis of the traffic forecasts in their review of the draft Master Plan (Action Item **38/01**) and determining whether SACL would be willing to provide the Department with forecast data to enable this analysis to be conducted (Action Item **38/02**).

Mr Taylor advised that in assisting those Departmental officials assessing the Master Plan, SACL had allowed the Department's Bureau of Transport Economics to analyse the information but as the information is of a commercially sensitive nature, it was not retained by the Department. Ms Addison advised that the information received contributed to the assessment of the draft Master Plan and was included in the briefing forwarded to the Minister.

The Chair and Mr Clarke indicated they did not feel this action constituted a sensitivity analysis as far as the Forum is concerned.

Mr Clarke raised the emergence of Jetstar and their intended use of narrow-body aircraft including Virgin Blue's use of similar aircraft. Considering this, Mr Clarke asked how consistent this expectation is with the SACL traffic forecasts in that SACL's figures are predicated on increased use of wide-bodied aircraft. Mr Stuart advised that Jetstar are yet to start operations and the figures in the Master Plan cover a 20 year period therefore, SACL felt the traffic forecasts in the Master Plan are able to accommodate the proposed operations. Mr Stuart stated that the fundamental view that as population and demand for travel grows, there is likely to be a move to larger aircraft remains unchanged by the introduction of domestic Jetstar operations.

Mr Clarke remained concerned that Jetstar have come into the market with narrow-bodied aircraft and do not appear to have an intention toward wide-bodied aircraft in the short to medium term, which would seem to be inconsistent with the assumptions made in the draft Master Plan. The Chair suggested that these concerns should be conveyed to the Minister.



***Agenda Item 4.1 Action Item 39/01:** SACF to write to the Minister noting the concern that the proposed Jetstar operations appear to be based on the use of narrow-bodied aircraft which seems to be inconsistent with SACL's Master Plan assumption that airlines will move toward wide-bodied aircraft as demand increases.*

The Chair and members noted correspondence from Mr Clarke [SACF Corr 2004/008] and the Department [SACF Corr 2004/011] concerning potential inconsistencies in SACL's traffic forecasts in light of double digit growth forecasts in the Asia Pacific market as outlined in an article in "The Australian" newspaper.

Mr Balzola's request that the 2004 Outlook Report identified in the article be purchased by the Department and supplied to Forum members was also noted. Ms Addison advised that the Department purchased a copy of the report at a cost of US\$295 however is unable to re-copy and supply to 3rd parties due to copyright laws. Ms Addison offered to purchase another copy of the report and make it available to Forum members through the Chair if they so wished. Members agreed and requested the Department to advise members when the report has been received.

***Agenda Item 4.1 Action Item 39/02:** The Department purchase a copy of the 2004 Outlook Report noted in the "Australian" article concerning "Double Digit Growth in the Asia Pacific Market" forwarded by Mr Clarke.*

4.2 SACF Submission to SACL

4.2.1 SACL Response to SACF

At the previous meeting SACL was asked to consider providing the Forum with a separate written response on the issues raised in the submission to the preliminary draft Master Plan (Action Item **38/03**). Mr Stuart assured the Chair that a response will be prepared and sent.

***Agenda Item 4.2.1 Action Item 39/03:** SACL to provide SACF with a response to their submission on the preliminary draft Master Plan.*

4.2.2 Request from SACF Inc.

A request was received from SACF Inc. late last year for its submission to SACL on the preliminary draft Master Plan to be circulated to Forum members for information and a copy of the Forum's submission be provided to SACF Inc (Action Item **38/10**). Members noted both of these requests were actioned in early January this year.

AGENDA ITEM 5: LTOP IMC, Review of LTOP and other Airservices Issues

5.1 Implementation and Monitoring Committee

Mr Clarke noted that IMC last met on 10 February 2004. Mr Clarke remarked that IMC minutes did not appear to have been circulated to Forum members. The Chair acknowledged this oversight and undertook to ensure Forum members receive minutes from IMC meetings in future.

Agenda Item 5.1 Action Item 39/04: Secretariat to circulate future IMC minutes to Forum members.

In Mr Hill's absence, Mr Clarke provided a report on IMC to members. Mr Clarke noted that IMC had reviewed arrivals and departures for a short term study in relation to aircraft noise over Summer Hill, with the outcome being Airservices reaffirmed its earlier advice that the 30% increase in departures from runway 34L between 1999 and 2002 corresponded to an increased use of 34L operations due to weather conditions. There appeared to be no particular bias between using Mode 9 as opposed to Mode 10.

The number of runway heading departures from 34L were reviewed and IMC noted that the overall number appeared to be comparable with those in 2003 and will continue to monitor them.

The monthly operating statistics indicated that the runway end percentages had been considerably higher for movements over the north. There were concerns that the mode use diagrams indicated that the 11am runway changes were not being met on a significant number of days and it appeared that on most days there appeared to be no reason why cross runway modes could not be used after 8pm.

IMC discussed concerns about the impact of developments around the airport on future runway operations. Mr Clarke reported that Qantas' draft paper on the cost of LTOP on industry will continue to be refined.

5.1.1 Items referred to SACF

Mr Clarke advised that IMC referred Airservices Australia's Revised Environmental Assessment report on the introduction of runway linked STAR procedures for Runway 34 arrivals for consideration and recommendation of its implementation from the Forum. The Chair indicated there were a number of local representatives absent and Forum members may not have had sufficient time to consider the report in detail. The Chair resolved to provide members a further week to consider and provide feedback on the report.

Mr Clarke noted that although STARs usually mean a concentration of aircraft, the community representatives on IMC were comfortable with the proposal as this STAR was for runway 34 and the majority of aircraft will be over water.

The Chair noted that IMC are seeking a recommendation from the Forum and it appeared members may not have had sufficient time to formulate firm opinions on its introduction. As such, the Chair resolved to further consult with members via e-mail in the next week. The Chair noted that the Secretariat will correspond with members to advise on the outcome.

Agenda Item 5.1.1 Action Item 39/05: Re-circulation of the Revised Environmental Assessment on the introduction of runway linked STAR procedures for runway 34 arrivals to allow members a further week for consideration and comment and members to be advised of comments and/or outcome.

5.1.2 Items referred from SACF

Mr Clarke reported on IMC consideration of referred correspondence from Mr Church of Winston Hills about excessive aircraft noise over the area. IMC noted that aircraft were at a minimum of 3,500ft AMSL with the majority significantly higher over Winston Hills. It was agreed that a joint response from Airservices Australia and the Department will be provided to Mr Church outlining the technical reasons why the flight path is unable to be moved.

Mr Clarke also noted IMC's consideration of the concerns raised by Mr and Mrs Patton of Belrose (Action Items **38/12** and **38/13**). As Mr and Mrs Patton have corresponded more recently to the Chair, Mr Clarke advised that the IMC outcomes have been provided to the Chair so a consolidated response can be provided to Mr and Mrs Patton. The Chair acknowledged the progress made by IMC and members agreed with IMC's suggestion to offer Mr and Mrs Patton portable noise monitoring if they so wished.

The Chair noted Mr Holroyd's suggestion at the 38th meeting for the monthly statistical report to include flight path movements to the west, in particular departures to the right over Bardwell Park/Bexley North areas (Action Item **38/08**). Mr Clarke reported that IMC have agreed to this request and Airservices Australia advised that the information is to be included starting in the March report.

5.2 *Review of the Long Term Operating Plan*

The Chair advised the Sub-Committee met via teleconference on 5 February 2004. The Committee agreed to appoint Airplan to carry out the review investigation. The Chair advised that the consultant commenced the public consultation phase in early March and a report is expected by the end of May.

It was noted that Airplan had met with Mr Clarke and Jim Ludlow and attempts had been made to contact other committee members. The Chair canvassed members about providing Airplan with contact details for the purpose of community consultation. No objections were raised from the members present and Ms Addison advised she would contact those not present at this meeting prior to providing those details to Airplan.



The Sub-Committee discussed 5 items referred by IMC (Action Item **38/05**), concluding that those views should be forwarded to Airplan as part of community consultation. The Sub-Committee also discussed wider community consultation on the review (Action Item **38/11**) and resolved that as Forum and Sub-Committee members are representative of broad stakeholder groups the Chair would write to members encouraging them to canvass their own constituencies and provide comments to the review through the Forum. The Chair encouraged members to work with Airplan and ensure they make themselves available.

Mr Jensen's letter nominating Mr Robinson as the industry representative on the Sub-Committee [*SACF Corr 2004/010*] was acknowledged and no objections raised.

Mr Balzola raised concerns that the Review Sub-Committee and IMC had separate terms of reference and considered the responsibility for meeting LTOP targets were found in the terms of reference for IMC. Mr Balzola considered it prudent to include a review of IMC as part of the review of LTOP. In addition, Mr Balzola acknowledged that although the Master Plan is a land use control instrument and not related to LTOP, he felt the LTOP Review should include consideration of the Master Plan. The role of IMC in relation to LTOP was recognised.

Mr Balzola raised a concern that LTOP targets will not be included as a direct consideration of the Review. The Chair undertook to convene a sub-committee meeting in the next week to discuss the concerns raised by Mr Balzola.

Agenda Item 5.2 Action Item 39/06: LTOP Review Sub-Committee to discuss Mr Balzola's concerns regarding review of LTOP targets and IMC terms of reference.

Mr Clarke acknowledged Ms Addison's advice that Airplan had a 3 hour briefing by Airservices but felt it would be preferable for Airplan to gain experience in the tower as opposed to simply being briefed. Mr Grant indicated that Airplan had spent 3 days on site and were able to fully review all aspects of Airservices' responsibilities.

5.3 *New Technologies Working Group*

No issues were raised.

5.4 *Terminal Control Unit*

Mr Grant reiterated his previous advice that staffing changes were made on 8 March but there has been no change to the Sydney operations.

5.5 *Commercial Use of Richmond Airbase*

Mr Hayes and Mr Hill both expressed some concern about reports in late February about Jetstar operations being based at Richmond. Mr Hayes noted the issue raises a



broader concern about barriers in place to prevent Richmond Airbase from being used for commercial operations. Mr Hayes further considered that if Richmond was able to be used for commercial operations, what mechanisms would prevent the airspace configurations for noise sharing at Sydney Airport being restricted.

The Chair advised that the Minister made it clear when the issue arose that Jetstar will not be allowed to operate from Richmond under any circumstances and that the site had been considered and rejected as a second airport previously for compelling operational and environmental reasons. Airservices advised that airspace management issues arising from changed operations from airports such as Richmond would only be considered following a direction from Government on the proposed nature of those operations.

Ms Addison advised that Richmond Airbase is located on Commonwealth land and the aerodrome operated by the Department of Defence. The continued use of that land remains a decision for the Australian Government.

Mr Hayes expressed a desire for KSA operations to be given priority over smaller airports in the Sydney basin. Ms Addison advised that Sydney basin airports' sale agreements include notification to operators that KSA has priority if a conflict of operations were to arise.

AGENDA ITEM 6: Noise Insulation

6.1 Noise Amelioration Programme

6.1.1 Progress Report

Members noted the Noise Amelioration Progress Report to 29 February 2004.

6.1.2 Correspondence

The Chair indicated a draft response to Mr Balzola's letter of 16 December 2003 regarding the Sydney Airport N70 contours and the Sydney Noise Amelioration Programme [*SACF Corr 2004/004*] will be forwarded shortly. The Chair apologised for the delay in responding.

6.2 Kurnell Noise Insulation

Members noted correspondence from the Chair to Dr Samuels regarding the proposal provided to Mr Hill for a study into the impact of aircraft noise on the Kurnell community (Action Item **38/06**) and his reply [*SACF Corr 2004/006*]. It was noted the proposal suggested the costs of the study are not borne by the University.

It was agreed that in the absence of Mr Hill, further consideration of this issue and Action Item **38/07** (approach to Minister to supply funding) will be held over to the next meeting.

AGENDA ITEM 7: Noise Monitoring

Members noted there had been no further contact made by the resident of Petersham regarding portable noise monitoring. The Chair also acknowledged that Mr and Mrs Patton of Belrose would be offered portable noise monitoring.

Ms Hoopman requested noise monitoring in Bennelong as she has noted significant discussion of increased noise in January and February of this year. Mr Jensen reiterated that recent unusual weather patterns have had a significant effect on aircraft flight paths and arrival times.

Mr Grant acknowledged that if Forum members felt it necessary, Airservices will bear the costs involved in providing noise monitoring however, indicated the importance of having a protocol for Forum consideration and prioritisation of requests.

Members were advised that requests are prioritised through the IMC and technically assessed by Airservices Australia. It was suggested that requests for noise monitoring in future could more appropriately be forwarded to the Forum's representatives on IMC as opposed to the Forum discussing each request at quarterly meetings. Mr Clarke noted the previous agreement that noise monitoring be made a standing item to allow members to table requests they have received from their communities. Once agreed by the Forum, requests are forwarded to IMC for technical assessment and prioritising. Mr Clarke also indicated there is not a significant number of people requesting noise monitoring therefore the Forum and IMC are not spending a lot of time dealing with requests.

Ms Hoopman indicated that her request was the result of a formal motion at a recent council meeting. The Chair requested that the Forum's council representatives should ensure that details of council discussions and/or resolutions on noise monitoring in the Sydney region are forwarded to the Forum as soon as possible.

Mr Clarke requested members to ensure requests include specific location details as there is a number of technical considerations that need to be assessed. Mr Clarke also noted that identification of alternative locations may also save time.

It was agreed that Ms Hoopman's request for noise monitoring in the Bennelong area be forwarded to IMC through Mr Clarke.

Agenda Item 7 Action Item 39/07: Mr Clarke to forward Ms Hoopman's request for noise monitoring in the Bennelong area to IMC for assessment.

AGENDA ITEM 8: Standing Operational Reports

8.1 Standing Reports



Members noted the 10 standing reports circulated since the last meeting. Mr Clarke stated the performance statistics for February 2004 showed movements were running at 33.3% for the use of Mode 9 and 10 (non-noise sharing modes). Mr Clarke acknowledged Mr Jensen's explanation of the unusual weather patterns experienced in January and February this year however wished members to note IMC's concern about the continued poor performance. Mr Clarke offered to analyse Airservices ½ hourly meteorological data, radar data and hourly movement rates to possibly identify any other factors.

Mr Clarke indicated that IMC had not yet discussed February movement rates in detail but he would be keen to obtain data for that month as it raises a number of concerns. A number of members noted December and January appeared to be equally bad and should also be considered in detail. Mr Grant reiterated the unusual wind direction has dictated aircraft headings and Mr Jensen added that an unusual number of storms has also been a contributing factor.

The Chair acknowledged a level of general concern being raised but noted the potential enormity of the analysis Mr Clarke was willing to undertake. Mr Clarke did not comment on how long an analysis of this kind would take and reaffirmed his willingness to undertake the required work.

The Chair appreciated Mr Clarke's desire to undertake this analysis and suggested he pursue provision of Airservices data with Mr Grant and Mr Carroll.

Agenda Item 8.1 Action Item 39/08: Mr Clarke to pursue with Airservices Australia relevant detailed information to facilitate an analysis of other factors besides wind direction affecting the use of noise sharing modes.

Mr Balzola suggested that the offer to analyse this information made by Mr Clarke should be the responsibility of IMC. It was noted that IMC would support the work being undertaken by Mr Clarke and the results discussed through IMC.

8.2 Curfew

8.2.1 Summary and Curfew Dispensation Reports

It was noted that 15 dispensations were granted between 1 December 2003 and 17 February 2004 detailed in the summary report [SACF 2004/010]. Detail of reasons for approved dispensations were provided in the report [SACF 2004/011].

8.2.2 2003 Curfew Statistics

Members noted the report provided by the Department indicating approval and rejection statistics for 2003 (Action Item **38/09**). Ms Addison indicated that the level of approvals in 2003 were around half of those in 2002 and within the same range as those between 2000-2001. Ms Addison agreed to provide members with a graph comparing statistics from 1996 to the present time.



Agenda Item 8.2.2 Action Item 39/09: *The Department to circulate a graph showing the curfew dispensation approval and rejection statistics from 1996 to the current period.*

8.2.3 Mode 4 Use Outside Curfew Hours

This item was suggested by Mr Hayes and relates to concern about the use of Mode 4 SODPROPS (departures and arrivals to the south) in the first and last hours outside curfew restrictions.

Mr Hayes indicated he has received representations from the community and indicated that the first hour after curfew ends is the most important from a community viewpoint. That is, people are being woken up between 6 and 7am on weekdays and 6 and 8am on weekends and feel it is their right to be able to sleep at these times undisturbed. He also felt that most people understand the need for aircraft to operate in certain directions according prevailing wind direction, however LTOP indicates that in the first and last hours around curfew restrictions, Mode 4 SODPROPS is the preferred mode wherever possible. Mr Hayes considered this had not been adhered to lately.

Mr Hayes also inquired where the preferred use of Mode 4 is indicated in ATC procedures material and what discipline is used to ensure it is followed. He also requested that the monthly statistics report could possibly include the degree to which Mode 4 is utilised in those times.

Mr Grant advised that the preferred use of Mode 4 is clearly indicated in all operating procedure material and noted that the analysis of the weather patterns from recent months to be undertaken by Mr Clarke may provide some insight into the use of Mode 4. Mr Grant also noted that the monthly statistics already provide a good level of detail regarding Mode usage.

In reference to the Daily Mode Usage statistics provided in the monthly Operational Statistics, Mr Clarke indicated it did appear that Mode 4 was not utilised significantly in the month of February but suggested the concern was broader than the use of Mode 4. Mr Clarke indicated his opinion that it appeared aircraft were waiting for the curfew to end and are being sequenced to land quickly to get them out of the air. Following that, Mode 4 goes into use. Mr Carroll advised that the main driver for SODPROPS operation is a tailwind and outlined a number of recent weather conditions and operational constraints that may explain the limited use of Mode 4. Mr Clarke undertook to discuss the matter further at the next IMC and report back to the Forum.

Agenda Item 8.2.3 Action Item 39/10: *IMC to investigate and report on possible reasons for recent limited use of Mode 4 SODPROPS in the hours before and after curfew.*



AGENDA ITEM 9: SACF Correspondence and Community Issues

9.1 SACF Correspondence

9.1.1 Incoming Correspondence

Motor Vehicle Fatality at Sydney Airport [SACF Corr 2004/009]

Mr Taylor indicated that the Member for Rockdale had also raised the same concerns as Mr Balzola in his letter regarding a motor vehicle fatality at Sydney Airport. Mr Taylor explained the person was an employee of the newsagent located in the international terminal and was offered free parking elsewhere by her employer. Mr Taylor advised that pedestrian access to the airport was adequate. Mr Taylor agreed to provide a written response to Mr Balzola in addition to the verbal briefing made at this meeting. Members were advised that SACF were aware of the issue and in the future development of the international terminal, it is proposed that even better pedestrian access will be provided.

Agenda Item 9.1.1 Action Item 39/11: SACF to respond to Mr Balzola directly on the issues he raises in his letter of 17 February 2004 regarding a motor vehicle fatality at Sydney Airport.

Airservices Australia's Noise Enquiry Unit – Abuses and Prosecutions [SACF Corr 2003/049]

Mr Clarke noted that if the circumstances were as Mr Lingard has alleged in his letter, it appeared to him to be excessive. Mr Clarke understands that there are a number of repeat callers to the NEU that can be frustrating to staff and acknowledged there is little detail regarding the type of threat being posed by the complainant, but that the response appeared somewhat heavy handed.

The Chair indicated the Forum had previously discussed an extreme example of contact with the NEU and agreed that Airservices' staff should not be expected to be subjected to this type of contact repeatedly and supported the approach proposed in this case.

Mr Clarke suggested that the Committee did not envisage the response of having the police raid the complainants house at 6.30am as described by Mr Lingard. The Chair wished members to remember that some caution must be used in considering the case as Mr Lingard's letter only provides one side of the story.

Mr Grant pointed out that decisions on how the police will act upon issues raised by Airservices Australia is made solely by the AFP based upon their consideration of the evidence. It was further noted that issues such as potential bomb threats must be taken seriously and Airservices Australia has a duty to protect its employees. Mr Grant acknowledged that NEU staff are employed to handle complaints from the public but if employees are receiving death threats, it will be taken seriously by Airservices Australia.



Ms Addison also added that the abusive calls were also being received by the Department and the police response was reflected by the nature and content of the calls which were threatening to the airport itself and staff members. In light of the current environment of aviation security, threats of this nature are not taken lightly. Ms Addison acknowledged that aircraft noise is a frustrating situation for some people however there are some who overstep the mark between a complaint and threatening behaviour.

Mr Lingard was present at the meeting as an observer and provided background to his interpretation of the situation. The Chair and Forum members noted Mr Lingard's concern and noted that the Forum will continue to make its own decisions on how each case is taken forward.

Mr Clarke suggested the Forum could perhaps formulate an escalation protocol to deal with repeated troublesome and abusive callers. The Chair acknowledged that the Forum officially considered the nature of the caller brought to their attention by Airservices Australia and supported their view the police should be involved. The Chair further pointed out that the police action was a professional response to the evidence in their possession and did not intend for the Forum to direct how police will act upon individual cases. The Chair suggested this issue could be added to the next agenda for further discussion.

Agenda Item 9.1.1 Action Item 39/12: Further discussion on escalation protocol for repeated abusive and/or threatening callers to the Noise Enquiry Unit.

9.1.2 Outgoing Correspondence

No issues were raised

9.1.3 General Comments to SACF

No issues were raised.

9.2 Community Issues

9.2.1 Community Advocate

Members noted the progress made by Airservices and the Department since the last meeting (Action Item **38/14**). The Department wrote to members requesting comments on the proposed appointment of Mr Dave Southgate to the position and a draft evaluation strategy [*SACF Corr 2004/007* and *SACF 2004/009*]. The Chair noted that no comments had been received however Mr Robinson indicated he had responded on behalf of the industry. The Chair noted she was not aware of the submission but thanked Mr Robinson for providing comment. The Chair introduced and welcomed Mr Southgate.



Mr May raised some misgivings about the independence of a Departmental officer in the position of community advocate and Mr Clarke indicated he had also raised this concern during discussions with Mr Southgate. Mr Clarke remarked that Mr Southgate is known to many Forum members and has in the past represented the Department at IMC. Mr Clarke expressed his respect for Mr Southgate's integrity and ability to perform this function and acknowledged that within the constraints applied to the position, Mr Southgate was an excellent choice.

Mr Clarke further expressed his support for the advocate's reporting line being within the Department as opposed to Airservices however remained concerned about the perception of non-independence. Mr Clarke also suggested that some of the issues that are discussed have mainly operational aspects, and as Mr Southgate's background is not operational, he is concerned that this may not be ideal. Mr Clarke sees the advocate as being able to advance operational issues as well as noise issues, and as being able to work together with the community, Airservices Australia and the industry to try to advance and achieve win-win solutions.

Ms Addison assured members that the issue of independence was picked up in the evaluation strategy. Ms Addison also noted Mr Clarke's concern about operational expertise and undertook to include a provision for that in the evaluation strategy.

Agenda Item 9.2.1 Action Item 39/13: Community Advocate Evaluation Strategy to include an assessment at the end of the trial relating to a) independence and b) operational expertise.

Mr Clarke questioned the performance evaluation and noted the wording suggested it was for a tender evaluation. Ms Addison indicated the document is based upon a type in common use and undertook to change the wording to more accurately reflect the nature of the advocate position.

Agenda Item 9.2.1 Action Item 39/14: Community Advocate Evaluation Strategy wording to more accurately reflect the position.

Mr Clarke also noted that Airservices Australia had offered Mr Southgate an office and equipment in Canberra and inquired why the position could not be located in Sydney as the position relates mainly to Sydney operations.

Mr Grant advised that previous discussions suggested the position should be seen as much broader than just Sydney issues and by locating the position in the Environmental Group of Airservices Australia in Canberra, it ensured the advocate would have access to the fullest range of available data in order to conduct audits. Mr Grant also advised that in previous discussions Airservices Australia felt it was a potential safety issue for the advocate to be located in the tower.

Mr Clarke acknowledged his recognition that the role could be broader than just Sydney however stressed that the advocate should be able to audit and report to Forum members on issues such as the recent proposal to introduce runway linked STARS to runway 34.

Mr Grant indicated there was no reason why the advocate could not be located in Sydney however there were a number of considerations that led to the decision to base the position in Canberra. Mr Grant acknowledged there was a degree of flexibility on the part of Airservices Australia to allow regular visits to Sydney to talk to operations staff.

Mr Balzola asked whether a) there would be terms of reference for the position and if so, will it be under a section 16 Ministerial Direction; b) what powers and duties will the advocate have ie. power to advise, recommend or act; c) to whom does the advocate act in agency for ie. total independence with no responsibility to anyone other than a broad power to the Minister; d) the terms of reference could cause a potential conflict of interest depending on how they are raised (ie. through an instrument); and e) will there be a stipend (ie. extra allowance).

The Chair acknowledged Mr Balzola's questions and on receipt of written confirmation from Mr Balzola of the core issues, undertook to provide responses for each of them in time for the next meeting.

Agenda Item 9.2.1 Action Item 39/15: Mr Balzola to write to the Chair outlining concerns relating to the Community Advocate position.

Mr Clarke suggested that it might be worthwhile for the community advocate to visit Sydney and arrange to meet with Forum members to discuss their expectations and issues. Mr Southgate noted his 25 years experience as a noise expert and was comfortable with the concept of meeting Forum members in Sydney.

Mr May suggested that the wider community would also be interested in the advocate position and felt its existence should be well advertised. Mr Clarke suggested that Mr Southgate could write to local council members. Mr Southgate noted that the duties of community advocate will need to be balanced with the duties of his position within the Department.

Ms Addison advised that it is intended the job description will be settled through the Forum in the first instance, then the Department will utilise its connections in a number of airport noise consultative committees nationally to alert people of the existence of the advocate position. Ms Addison also noted the limitations of Mr Southgate's time and supported members being pro-active in engaging the community advocate.

9.2.2 Airspace Protection

The Chair recognised that airspace protection issues have been of concern to Forum members for some time, particularly during discussion of the preliminary draft Master Plan.

The Chair welcomed Mr Field from the Department who provided members with a detailed presentation outlining the current regulatory framework under the Airports Act 1996 for airspace protection at the leased Federal airports, including Sydney Airport.



It was noted that under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*, developments proposing to penetrate the Obstacle Limitation Surface (OLS) require Departmental approval and penetrations of Procedures for Air Navigation Systems Operations (PANS-OPS) surface are prohibited. Mr Field explained that all published air navigation procedures, including all procedures relating to LTOP were protected by PANS-OPS surfaces.

Mr Field explained that the Department had approved certain proposals resulting in OLS penetration following a favourable assessment, including development in an area within the north east sector of Sydney Airport's airspace. The important role that councils have in the airspace protection issue was noted as they have day-to-day development control of areas surrounding the airport. Cranes were also of general concern to Forum members. Mr Field explained that the airport itself is responsible for managing the relationship with crane operators and that crane approval conditions generally gave them the power to request cranes to lower if they affect airport operations.

Mr Field indicated that the surrounding local councils are made aware of OLS and PANS-OPS a) through State and local approval processes that must take into account Federal legislation and b) the airport operator.

Mr Clarke suggested the main concern was protecting future airspace to ensure the maximum range of procedures and technologies can be implemented to reduce aircraft noise on the community in the long-term development of the airport. It was outlined how the regulatory regime for airspace protection achieved this.

There was some discussion about existing structures built before the current airspace requirements were established resulting in operational restrictions. It was noted these structures are treated in a similar manner as a mountain or other natural feature taken into account when designing airspace management systems.

Mr Balzola suggested that relevant NSW State land titles could include notification of land potentially affected by OLS and PANS-OPS surfaces with development proposals on this land perhaps being subject to further approval by other relevant agencies. Members were advised that NSW State and local planning laws are matters for the respective Government agencies however, they are all required to be consistent with Federal legislation.

Mr Taylor noted that SACL monitors development outside the airport and provides advice to local councils where appropriate. He also cited a recent example of concern whereby a crane operator took 1 hour to lower a crane when requested.

Mr Robinson suggested the Forum be given statutory power to approve or reject off-airport development applications that are identified as possibly affecting the airport's airspace. Ms Sinclair King suggested a separate master plan specifically detailing airspace protection issues could be developed. Members were advised that the current master planning system includes a section that relates to airspace protection issues.



The Chair noted that the Forum is not satisfied with the current arrangements, in particular, the future of noise sharing procedures being restricted by inappropriate development off-airport. The Chair acknowledged the cooperation between SACL and the Department on these issues however felt they should continue to be pursued by the Forum with a view to providing Government with a Forum view and perhaps proposed solutions. The Chair undertook to consult further with members via e-mail to progress this issue.

Agenda Item 9.2.2 Action Item 39/16: Chair to consult members via e-mail regarding concerns about airspace protection prior to the next meeting.

Mr Clarke suggested SACL report to the next Forum meeting on progress of its work with the Department on airspace protection issues.

Agenda Item 9.2.2 Action Item 39/17: SACL to report on progress made with the Department on future airspace protection issues.

The Chair indicated this issue will be listed on the next agenda.

9.3 Summary of Community Submissions

Members noted the report and no issues were raised.

AGENDA ITEM 10: Other Business

Mr Taylor suggested two issues SACL would like to present to the Forum, a) public consultation on the 5 yearly environmental strategy (required to be finalised on 31 May 2004) and b) proposed international T1 commercial/carpark facility. Mr Taylor suggested that due to the timing of both these issues, SACL would like to provide presentations prior to the next scheduled meeting in June 2004.

The Chair considered it would be difficult to convene a meeting prior to 31 May 2004 and noted that the June agenda will have the LTOP Review final report and further discussion/resolution on airspace protection issues. The addition of a SACL presentation on the environmental strategy is likely to push the end time of the next meeting out.

Mr Balzola asked SACL if they were also intending to address Part 5 and 6 of the *Airports Act 1996* by developing a development strategy and building development strategy. Mr Taylor took Mr Balzola's questions on notice.



AGENDA ITEM 11: Date of the Next Meeting

The Chair noted that the next meeting is set down for 11 June 2004 and indicated to members that it may go beyond the usual 3 hours due to the size of the agenda.

The meeting closed at 12.08pm.



Actions from the Meeting 19 March 2004

Agenda Item 4.1 Action Item 39/01: SACF to write to the Minister noting the concern that the proposed Jetstar operations appear to be based on the use of narrow-bodied aircraft which seems to be inconsistent with SACL's Master Plan assumption that airlines will move toward wide-bodied aircraft as demand increases.

Agenda Item 4.1 Action Item 39/02: The Department purchase a copy of the 2004 Outlook Report noted in the "Australian" article concerning "Double Digit Growth in the Asia Pacific Market" forwarded by Mr Clarke.

Agenda Item 4.2.1 Action Item 39/03: SACL to provide SACF with a response to their submission on the preliminary draft Master Plan.

Agenda Item 5.1 Action Item 39/04: Secretariat to circulate future IMC minutes to Forum members.

Agenda Item 5.1.1 Action Item 39/05: Re-circulation of the Revised Environmental Assessment on the introduction of runway linked STAR procedures for runway 34 arrivals to allow members a further week for consideration and comment and members to be advised of comments and/or outcome.

Agenda Item 5.2 Action Item 39/06: LTOP Review Sub-Committee to discuss Mr Balzola's concerns regarding review of LTOP targets and IMC terms of reference.

Agenda Item 7 Action Item 39/07: Mr Clarke to forward Ms Hoopman's request for noise monitoring in the Bennelong area to IMC for assessment.

Agenda Item 8.1 Action Item 39/08: Mr Clarke to pursue with Airservices Australia relevant detailed information to facilitate an analysis of other factors besides wind direction affecting the use of noise sharing modes.

Agenda Item 8.2.2 Action Item 39/09: The Department to circulate a graph showing the curfew dispensation approval and rejection statistics from 1996 to the current period.

Agenda Item 8.2.3 Action Item 39/10: IMC to investigate and report on possible reasons for recent limited use of Mode 4 SODPROPS in the hours before and after curfew.

Agenda Item 9.1.1 Action Item 39/11: SACL to respond to Mr Balzola directly on the issues he raises in his letter of 17 February 2004 regarding a motor vehicle fatality at Sydney Airport.

Agenda Item 9.1.1 Action Item 39/12: Further discussion on escalation protocol for repeated abusive and/or threatening callers to the Noise Enquiry Unit.



Agenda Item 9.2.1 Action Item 39/13: Community Advocate Evaluation Strategy to include an assessment at the end of the trial relating to a) independence and b) operational expertise.

Agenda Item 9.2.1 Action Item 39/14: Community Advocate Evaluation Strategy wording to more accurately reflect the position.

Agenda Item 9.2.1 Action Item 39/15: Mr Balzola to write to the Chair outlining concerns relating to the Community Advocate position.

Agenda Item 9.2.2 Action Item 39/16: Chair to consult members via e-mail regarding concerns about airspace protection prior to the next meeting.

Agenda Item 9.2.2 Action Item 39/17: SACL to report on progress made with the Department on future airspace protection issues.



ATTACHMENT A:
Attendance

Members

M Payne	Senator for NSW, Chair
S Frame	Representing Mr A Roberts MLA, Member for Lane Cove
N Seidl	Representing the Hon B Baird MP, Federal Member for Cook
C Connolly	Representing Mr R McClelland MP, Federal Member for Barton
B Hayes	Representing the Hon J Hockey MP, Member for North Sydney
R Balzola	Representing Mr J Murphy MP, Federal Member for Lowe
J May	Mayor of Lane Cove
J Clarke	Representing Upper North Shore Community
S Hoopman	Representing Bennelong Community
F Sinclair King	Representing Wentworth Community
W Bennett	Board of Airline Representatives in Australia
T Jensen	Qantas Airways
D Taylor	Sydney Airport Corporations Ltd

Advisers/Secretariat

L Addison	Dept of Transport and Regional Services
D Savage	Dept of Transport and Regional Services
R Field	Dept of Transport and Regional Services
D Southgate	Dept of Transport and Regional Services
J Smidmore	Dept of Transport and Regional Services

T Grant	Airservices Australia
P Carroll	Airservices Australia
L Joynson	Airservices Australia
D Spinks	Airservices Australia
A But	Airservices Australia

G Stuart	Sydney Airport Corporation Ltd
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Observers

R Bartsch	Civil Aviation Safety Authority
R Anderson	Virgin Blue
A Joseph	Office of Senator Marise Payne
H Knox	Overnight Airfreight Operators Association
D Robinson	Qantas
J Jones	Office of Clover Moore
P Lingard	North West Residents Airport Group/SACF Inc.



ATTACHMENT B
DoTARS Presentation to SACF – Airspace Protection

<p>Sydney Airport Community Forum Document: 2004/018 Issued: 2 April 2004</p>

SPEAKING NOTES

**PRESENTATION TO SACF ON AIRSPACE
PROTECTION AT SYDNEY AIRPORT**

Venue: Conference Room A
8th Floor
70 Phillip Street

INTRODUCTION

- **I understand that some Committee members have been raising questions about airspace protection at Sydney Airport, and so I'd like to:**
 - **explain how the Government's regulatory regime for airspace protection works;**
 - **briefly go over the technical basis for airspace protection; and**
 - **talk about some of the concerns which I understand have been raised.**

THE AIRPORTS ACT AND REGULATIONS
(Slide 1)

- **Airspace protection at the Federal airports, including Sydney, is governed by Part 12 of the Airports Act, and the Airports (Protection of Airspace) Regulations.**



- **Under Part 12, developments which would penetrate an airport's airspace cannot be carried out without approval, and there are penalties for unapproved developments.**
- **The Regulations establish a process for assessing development proposals.**
- **They also lay out the basis for making decisions: *"the Secretary must approve a proposal unless carrying out the controlled activity would interfere with the safety, efficiency or regularity of existing or future air transport operations into or out of the airport concerned"*.**
- **The Regulations define an airport's "prescribed airspace" in terms of its Obstacle Limitation Surface (OLS) and its Procedures for Air Navigation Systems Operations (PANS-OPS) surface.**
- **They adopt different approaches to these surfaces**
 - **Proposed OLS penetrations are considered on a case by case basis**
 - **Long term PANS-OPS penetrations cannot be approved.**
- **The approvals process relies on input from a number of parties:**
 - **The proponent**
 - **The airport**
 - **CASA and Airservices.**



- **In some cases an aeronautical study may be required.**
- **The Department's role is to come to a decision after reviewing the input from all parties.**



OBSTACLE LIMITATION SURFACES AND ICAO (Slide 2 - diagram of simple OLS)

- **Airspace protection relies on a technical basis - the OLS and PANS-OPS surfaces:**
 - **These are defined by the International Civil Aviation Organization (ICAO) in Annex 14**
 - **The OLS is a set of surfaces which relate to visual flight**
 - **The PANS-OPS surfaces relate to flight on instrument.**

- **Here we have a simplified diagram of an OLS. I'll also show you the more complex OLS for Sydney Airport. The main component surfaces are:**
 - **The Approach, Take-Off Climb and Transitional surfaces; and**
 - **The Inner Horizontal, Conical and Outer Horizontal surfaces.**

- **ICAO adopts different approaches to the component surfaces of the OLS:**
 - **It applies mandatory standards to the Approach, Take-Off Climb and Transitional Surfaces**
 - **But only recommendations to the Inner Horizontal and Conical surfaces, and it is more flexible in its treatment of penetrations of those surfaces.**



- **The Department's approach to penetrations of the component surfaces reflects ICAO's approach:**
 - **We would generally refuse penetrations of the Approach, Take-Off Climb and Transitional Surfaces**
 - **We can approve penetrations of the Inner Horizontal, Outer Horizontal and Conical surfaces, if there is a favourable assessment.**

SYDNEY AIRPORT'S PROTECTED AIRSPACE (Slide 3 - diagram of Sydney Airport's OLS))

- **Here we have a diagram of Sydney Airport's OLS:**
 - **The Inner horizontal surface is ovoid, because of the runway configuration. It has an average radius of around 4.5 kilometres and a height of 51.0m AHD (ie above sea level)**
 - **The Approach and Take-Off Climb surfaces rise up from the runway ends at a gradient of 2%.**
- **Sydney Airport's PANS-OPS surfaces are a highly complex set of surfaces:**
 - **They are generally higher than the OLS, except for the surfaces relating to approach procedures, which overlap with the OLS approach surfaces, but are wider.**
- **These OLS and PANS-OPS surfaces form the technical basis for the assessment of proposals around Sydney Airport.**



SOME CONCERNS ABOUT AIRSPACE PROTECTION AT SYDNEY AIRPORT

(Slide 4 - Concerns)

Concern: There is inadequate control over the cranes around Sydney Airport

- **The Department and Sydney Airport both approve cranes, subject to a range of conditions.**
- **One of the approval conditions gives Sydney Airport the power to order the immediate lowering of a crane when the need arises.**
- **There have been cases of unapproved cranes, and breaches of operating conditions - in those cases we have threatened fines and Federal Court action, and there has been a quick and positive response from the operator.**
- **The control of cranes around Sydney Airport remains a major challenge, and we will continue to work closely with Sydney Airport on their control.**

Concern: The approval of tall buildings within Sydney Airport's airspace may have an impact on LTOP

- **The flight paths involved in LTOP are defined by published instrument procedures.**

- **Within Sydney Airport's airspace, those procedures are protected by PANS-OPS surfaces.**
- **The Regulations prohibit permanent PANS-OPS penetrations.**
- **It follows that no building would be approved which could affect Sydney Airport's published instrument procedures, and therefore LTOP.**

Concern: The Regulations are not effective

- **Following concerns raised about the Regulations, the Department conducted a review in early 2003. The review concluded that none of the concerns raised would justify a change to the Regulations.**
- **One of the concerns was that the Regulations as they stand put the onus of proof on the airport operator, to establish that a proposal would interfere with air transport operations**
 - **rather than on the proponent, to establish that a proposal would not interfere with air transport operations.**



- **We gave careful consideration to this issue. Our conclusion was that an amendment to shift the onus of proof onto the proponent would not work well in practice:**
 - **it is the airport, not the proponent, which has most of the information needed for the assessment of aeronautical impacts;**
 - **it would create an incentive for the airport not to cooperate in providing the information needed for a full assessment, if it did not want a particular development to proceed; and**
 - **it would be unwise to rely on the proponent's evidence, given that the proponent has an incentive to provide biased information.**

- **That concludes my presentation. I hope that it has answered some of the questions in your minds about airspace protection at Sydney Airport.**

- **I can provide copies of the Review or the Regulations to anyone who is interested.**

- **If members of the Committee have other concerns they would like to raise, I would be happy to discuss those concerns if the Chair will allow us the time.**



AIRSPACE PROTECTION AT SYDNEY AIRPORT

- ◆ **Airports Act and Regulations**

- ◆ **Obstacle limitation surfaces and ICAO's standards and recommendations**

- ◆ **Sydney Airport's protected airspace**

- ◆ **Some concerns about airspace protection at Sydney Airport**



AIRPORTS ACT AND REGULATIONS

- ◆ **Airports Act 1996, Part 12**
- ◆ **Airports (Protection of Airspace) Regulations 1996**
- ◆ **Treatment of OLS and PANS-OPS surfaces**
- ◆ **Assessment of proposals**



OBSTACLE LIMITATION SURFACES AND ICAO

- ◆ **Obstacle Limitation Surface (OLS)**

- ◆ **Procedures for Air Navigation Systems Operations (PANS-OPS) surface**

- ◆ **The OLS component surfaces**

- ◆ **International Civil Aviation Organisation (ICAO) standards and recommendations on the OLS**

- ◆ **DoTARS approach to penetrations of the OLS component surfaces**

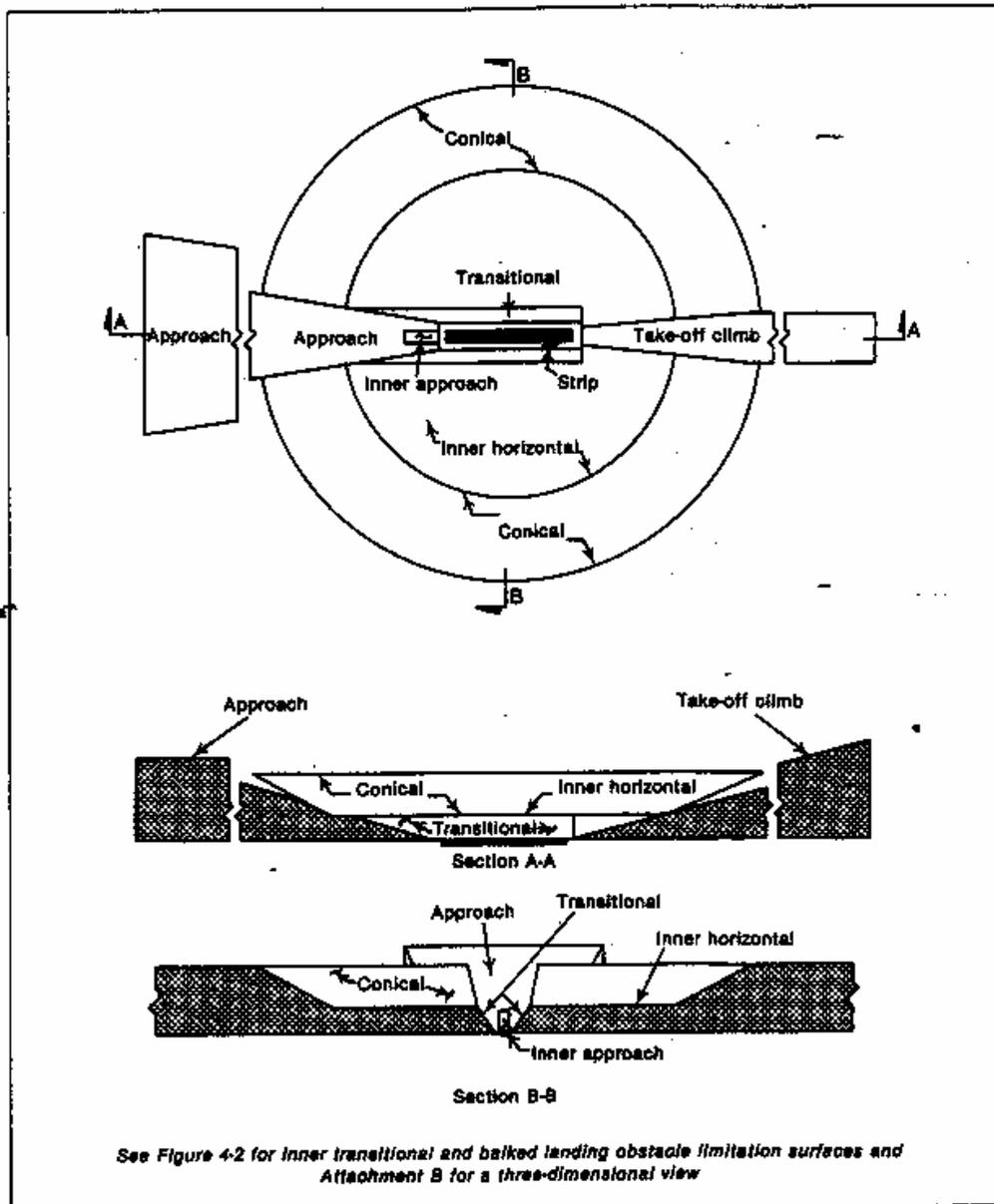
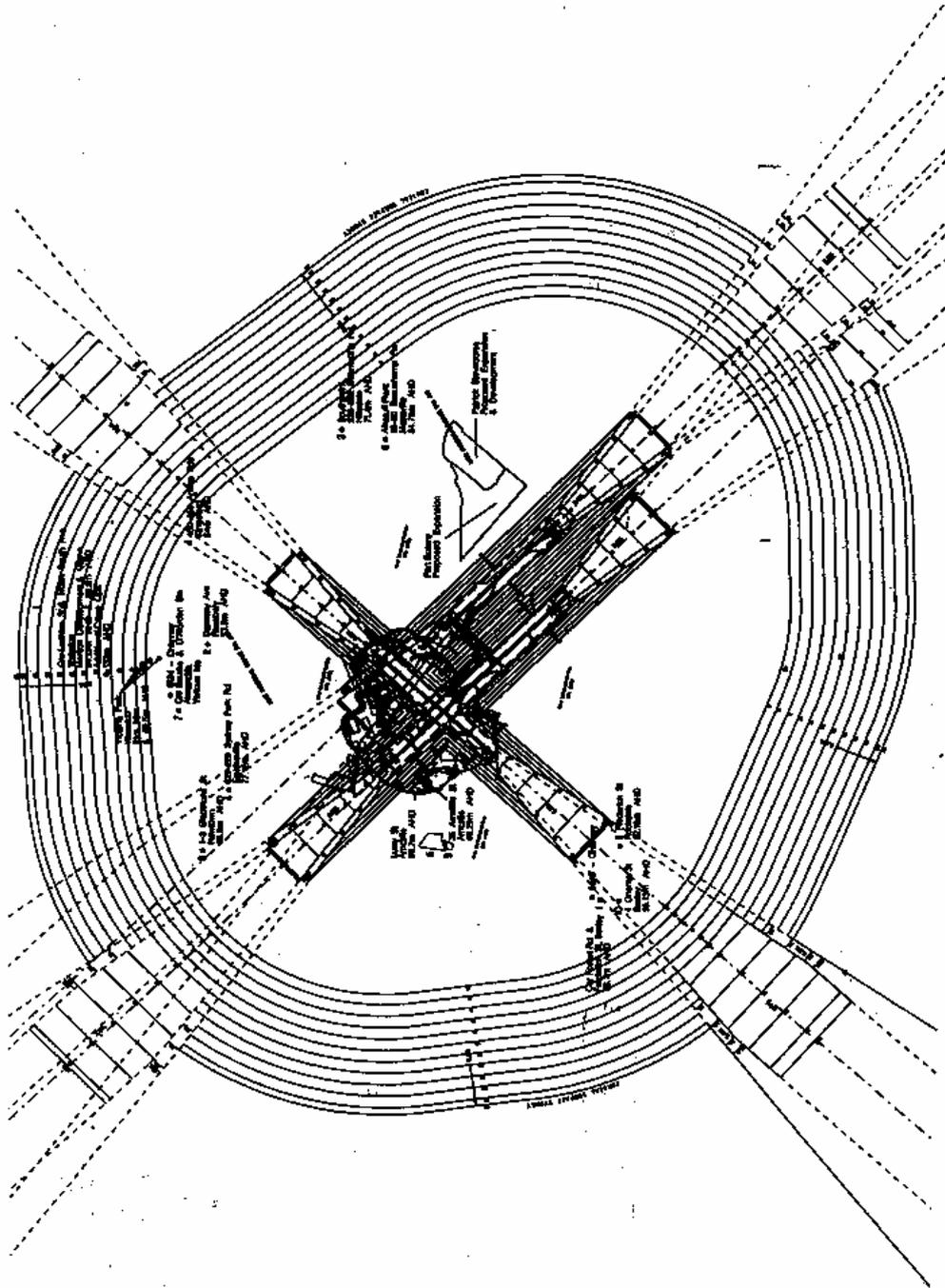


Figure 4-1. Obstacle limitation surfaces





SOME CONCERNS ABOUT AIRSPACE PROTECTION AT SYDNEY AIRPORT

◆ **Cranes**

◆ **Building approvals / LTOP**

◆ **Effectiveness of Regulations**