



**Sydney Airport Community Forum**

Document: 2004/043

Issued: 18 June 2004

# **SYDNEY AIRPORT COMMUNITY FORUM**

## **40<sup>th</sup> Meeting**

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

**11 June 2004**

## **SUMMARY RECORD**



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

The Chair opened the meeting at 9.03am.

### ***1.1 Opening Remarks***

The Chair referred to correspondence from Ms Linda Addison advising of the staffing changes at the Department and thanked Ms Addison for her support and assistance to the Forum. The Chair welcomed to the meeting Ms Fiona Lynch acting in her position.

The Chair indicated changes to the Forum membership as a result of the recent council and Mayoral elections. The Chair noted Cr Sue Hoopman was elected Mayor of Hunters Hill and will continue to represent the Bennelong community at the Forum. The Chair noted the election of new Mayors of Hurstville (Cr Joanne Morris), Sutherland Shire (Cr Kevin Schreiber), Ashfield (Cr Rae Jones), Rockdale (Cr John Flowers) and Lane Cove (Cr Ian Longbottom) and welcomed those able to attend.

The Chair welcomed members and proxies representing members to the meeting and noted apologies from Cr Schreiber and Ms Sandra Nori MLA.

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

### ***1.2 Adoption of Agenda***

The Agenda was adopted without amendment.

## **AGENDA ITEM 2: Confirmation of Draft Summary Record**

### ***2.1 Draft Summary Record – 39<sup>th</sup> Meeting, 19 March 2004***

The draft Summary Record was adopted without amendment.

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

### ***3.1 Correspondence***

Members acknowledged correspondence dated 25 May 2004 from the Minister for Transport and Regional Services in response to the Chair's letter of 30 April 2004 regarding the outcomes of the 39<sup>th</sup> Meeting.

### ***3.2 Action Items from the 39<sup>th</sup> Meeting, 19 March 2004***

Members acknowledged the 17 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 Master Plan**

#### 4.1.1 Sensitivity Analysis

The Chair advised that the draft Master Plan for Sydney Airport was approved by the Minister on 22 March 2004.

The Chair noted that the concerns raised at the previous meeting regarding the emergence of Jetstar operations and the possible implications to assumptions in the Master Plan (Action Item **39/01**) were addressed in the Minister's letter of 25 May 2004.

The Chair reminded members that a copy of the "2004 Outlook Report" has been available for inspection at her Parramatta Office since early April (Action Item **39/02**).

Mr Clarke expressed his disappointment regarding the outcome of the sensitivity analysis issue. The Chair acknowledged this was the general feeling of the Forum and closed this item.

#### 4.1.2 Correspondence

##### SACF Submission to SACL

Concern was raised at the last meeting that the Forum had not received a response from SACL as requested at the 38<sup>th</sup> and 39<sup>th</sup> meetings (Action Items **38/03** and **39/03**). Members noted SACL's letter of 20 January 2004 was circulated on 26 March 2004. The Chair advised she was first alerted to this letter on 22 March 2004 and advised by the Secretariat it may have been misdirected due to incorrect addressing. The Chair indicated disappointment of the situation that led to this important letter not being received by the Forum in a reasonable time frame.

It was noted that the response outlines how the concerns raised by the Forum in the submission were addressed by SACL in the draft Master Plan that was provided to the Minister. The Chair also advised that the Minister had responded to a number of Questions on Notice from Mr John Murphy MP regarding this letter.

Mr Clarke commented that the concern regarding the proposed expansion of the airports' impact on the use of LTOP modes and issues relating to the larger A380 aircraft operations were not adequately addressed by SACL.

Mr Taylor advised that the draft Master Plan refers only generally to the use of new large aircraft over the 20 year period as the A380 aircraft specifications and requirements are not yet known. Mr Jensen reaffirmed this advice and suggested the issue could be explored further and listed for discussion at a future Forum meeting.



The Chair put forward a motion that this issue will be included in the September agenda. Mr Taylor also advised that SACL have begun to consider airport infrastructure issues in preparation for the introduction of A380 aircraft expected in mid 2006.

*Agenda Item 4.1.2, Action Item 40/01: Mr Jensen and SACL to further explore specification and operational requirement issues relating to proposed A380 aircraft operations at Sydney Airport for discussion at the next Forum meeting.*

#### Consultation on the Preliminary Draft Master Plan

The Chair indicated that in response to Questions on Notice tabled in Parliament by Mr John Murphy MP, the Minister provided documents in the Agenda Papers relating to SACL's consultation on the preliminary draft Master Plan to the Forum. Members noted the Written Certificate under section 79 of the *Airports Act 1996* provided a summary list of names as the detail of comments made to SACL and their responses are considered 'private and confidential' both to members of the public and the organisations that provided the comments to SACL. Members also noted that the Written Statement of Consultation under section 80 of the Act was provided in full.

#### Freedom of Information Request

Members acknowledged that Mr Balzola has made a Freedom of Information request to the Department in relation to matters concerning the preliminary draft Master Plan and the draft Master Plan. The Chair noted the Department's advice that the request will be processed in compliance with their statutory obligations under the FOI Act.

#### **4.2 Sydney Airport Environment Strategy 2005-2010**

Mr Geoff Hudson provided members with a presentation of SACL's development of the revised 5 yearly Environmental Strategy for Sydney Airport. Mr Hudson advised that the strategy was developed in consultation with a number of local environment groups, local politicians, government departments and the airport tenants. Mr Hudson also indicated that the 90 day public consultation on the preliminary strategy will formally begin on 1 July 2004 with the draft due to be forwarded to the Department on 1 November 2004.

Mr Hudson explained that the strategy includes management tools and recommendations for action for environmental issues, and noted that the strategy predominately deals with ground based environment issues such as ground based noise, waste, water quality and heritage issues as opposed to noise generated by aircraft in the air. Mr Hudson encouraged members to make submissions on the strategy when it is made publicly available next month.

Mr Clarke raised the Forum's concern that the Environmental Strategy will not be addressing noise impacts generated from aircraft in the air but acknowledged that the legislation requires this separation.



Current Members were not aware whether the Forum had made a formal submission to the previous Environmental Strategy and the Chair requested that SACL and/or the Department consult their records and advise if one was made. The Chair put forward a motion that following 1 July 2004, the preliminary draft document will be circulated and interested members can discuss issues of concern and a Forum submission by way of a teleconference.

*Agenda Item 4.2, Action Item 40/02: SACL to make arrangements for the preliminary draft 2005-2010 Environmental Strategy to be circulated to Forum members.*

*Agenda Item 4.2, Action Item 40/03: Secretariat to canvass member interest in a teleconference to discuss issues of concern and a Forum submission on the preliminary draft 2005-2010 Environmental Strategy for Sydney Airport.*

### **4.3 International Terminal Proposed Carpark/Commercial Development**

Mr Jeremy McGrath provided a presentation to members to raise awareness of a proposed Major Development Plan involving commercial offices in the international car parking area of the Sydney Airport. Mr McGrath provided a brief outline of the development and designs of the proposed building works. A copy of the presentation slides is at **Attachment B** [SACF 2004/046].

Mr McGrath noted that the details of this development will be publicly available for comment for a 90 day period following comments on the exposure draft provided to the Department of Transport and Regional Services and the Department of Environment and Heritage. Mr McGrath indicated his expectation that the preliminary draft will be publicly available in early July.

The Forum discussed whether the appearance of the building will be of a multi-level car park or commercial offices/shops. Mr McGrath advised that the design was developed with consideration of aesthetics as it would be one of the first structure international visitors will see when they exit the terminal. It was also noted that car park transfers to the terminal have been considered.

Mr McGrath indicated the development will contribute to the future requirement of 7,500 spaces at the airport and these can only be accommodated in a multi-level structure. It was advised that underground options were limited due to the water table being so close to the surface. Mr McGrath also indicated that the development has been assessed by Airservices and will not affect current ground based aircraft operations.

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

### ***5.1 Implementation and Monitoring Committee***

IMC last met on 13 April and 8 June 2004. Members acknowledged that circulation of IMC minutes has resumed following concern at the last meeting this had not occurred for some time (Action Item **39/04**).

#### 5.1.1 Items referred to SACF

##### Linked STAR Procedures for Runway 34 Arrivals

The Chair advised that the Environmental Assessment was re-circulated and a further week provided for members to fully consider the recommendation to introduce runway linked STAR procedures for Runway 34 arrivals at Sydney Airport (Action Item **39/05**). The Chair acknowledged the written submissions received from Mr Clarke and the Lane Cove Council and advised that the outcome of the process was that the Forum supported the introduction of this runway specific standard arrival procedure. The Chair also noted that members and IMC were advised of this outcome on 27 April 2004.

#### 5.1.2 Items referred from SACF

##### Belrose – Patton

The Chair advised that IMC were pursuing noise monitoring issues with Mr and Mrs Patton and Mr Grant expected that a site visit can be arranged in July. Mr Grant undertook to report back to the Forum on the outcome.

***Agenda Item 5.1.2, Action Item 40/04:** Airservices to report on the outcome of a site visit and noise monitoring for residents at Belrose.*

The Chair reiterated that unfortunately the Forum does not usually have the opportunity to consider individual concerns from residents at the quarterly meetings but the Forum seeks to facilitate consideration of all items, usually through Forum representatives and IMC.

The Chair invited the community representative on IMC, Mr Kevin Hill to provide members with a report on the discussion at the last IMC meeting. Mr Hill advised that IMC were continuing to pursue the issue of the costs to the industry of LTOP and were awaiting a report from the Qantas representative. Mr Hill reaffirmed that IMC are continuing consideration of noise concerns raised by Mr and Mrs Patton and a resident in Carlingford.

Mr Hill indicated Mr Southgate was present at the IMC meeting on 8 June 2004 in his role as community advocate. Mr Hill also advised that Land and Hold Short Operations (LAHSO) were discussed, however Airservices advised there were significant safety disadvantages for marginal benefit for the use of Mode 7.



The item raised at the previous meeting regarding Mode 4 (SODPROPS) usage in the first and last hours outside curfew restrictions was discussed (Action Item **39/10**) and Airservices provided statistics that showed an 88% increase in SODPROP usage from 2002 to 2003. IMC acknowledged that there were occasions where 38-40 movements per hour were utilising Mode 4 but that there is significant wind limitations on the use of this mode. Mr Clarke noted the Operational Statistics for May showed Mode 4 was being utilised more often than in previous months. Mr Clarke noted that IMC were continuing to pursue further statistical analysis on Mode 4 use.

Mr Jim Ludlow presented a brief report on the progress of the IMC Sub-Committee, Task Force 3, which was established to examine possible track and procedure changes that may benefit the local community by moving inbound tracks slightly wider than at present. Mr Ludlow noted that the community felt that linked STAR procedures proposed for runways 16, 07 and 25 should not be accepted as part of this Task Force as they concentrate aircraft tracks with no apparent reduction in aircraft noise. The industry and community are continuing to discuss these issues. Mr Ludlow also indicated that Airservices, industry and the community have produced a draft set of proposed track diagrams which have achieved consensus and discussions are continuing.

Mr Clarke clarified that the series of IMC Task Forces have been exploring issues and options regarding the LTOP recommendations that have not been implemented, High and Wide and Trident.

## ***5.2 Review of the Long Term Operating Plan***

### **5.2.1 LTOP Targets and IMC**

Concerns raised by Mr Balzola at the last meeting regarding the review of LTOP targets and the IMC terms of reference were addressed at a Sub-Committee teleconference held on 23 March 2004 (Action Item **39/06**). Members noted the Summary Record detailing the outcome of the discussion was circulated and included in the Agenda Papers.

#### Correspondence

The Chair noted the submission from SACF Inc. on the LTOP Review was circulated and a hard copy available at her office in Parramatta for inspection. It was also noted that Airplan had received a copy of the submission and is considering it in relation to the Review.

### **5.2.2 Airplan Presentation to SACF**

Mr David Cohny and Mr Perry Matthews presented members with Airplan's preliminary findings of the investigation into LTOP compliance and constraints. A summary tabled at the meeting is at **Attachment C** [SACF 2004/047].



Mr Hill indicated that Airplan had indicated that there appeared to be room for improvement at the start of the afternoon peak period and was concerned that this was not being achieved because of demand issues and felt that if the figures were taken to 2023 it would only get worse in terms of being able to maintain use of LTOP. Mr Cohney explained that the time identified does not mean that noise sharing could definitely be used but based on a number of demand and mode capacity assumptions, is an area that can be examined for the possibility of moving to noise sharing.

Mr Connolly noted that Airplan appeared to find little scope for improvement in terms of achievement of the targets and asked if Airplan had identified the actual percentage of flights being achieved in each direction. Mr Cohney advised the main difficulty with the scope of the investigation was the question of measuring movements or time. If measuring the time on noise sharing for respite it would simply be a matter of, for example, identifying 8 hours a day on noise sharing or 70% of the time, however it was found that 65% of traffic occurs at peak periods where demand precludes the use of noise sharing. The question then becomes does noise sharing mean sharing movements or respite time.

Mr Clarke noted that given the decreased volume of traffic experienced since 2001, there was an anticipation that this would have resulted in an improvement of the LTOP performance however, this does not appear to have happened. Mr Cohney and Mr Matthews indicated they found no obvious factors that could be identified to explain this trend. Mr Matthews advised a detailed examination of the operational and tactical issues the traffic managers were using to determine mode allocation was conducted and found that particularly in the noise sharing periods, the traffic managers were making the most appropriate allocations in the situations presented to them. However, in the core hours it was suggested there may be some opportunities to use Modes 5, 7 and 14a perhaps more frequently. To quantify this finding, Mr Matthews noted that this was based on a snapshot of 1 hour of meteorological data and not MAESTRO information that would have indicated delay times experienced at the time.

Mr Clarke indicated he was encouraged by the fact the traffic managers were shown to be making appropriate decisions however wanted to know if the information and technology constraints could be removed could LTOP performance be improved. Mr Matthews advised that even MAESTRO information was dynamic and through an hour the holding situations will vary and as such, Airplan were unable to make tactical operational decisions that a traffic manager is required to make. Mr Matthews acknowledged that improved or enhanced technology will inevitably lead to better decision making and forecasting ability. Mr Clarke felt the report should identify potential solutions to these demand management aspects.

Mr Hayes asked that as Airplan found there was limited room for improvement, were the LTOP targets unachievable in particular, the target to the north is 17% but has consistently been around 30%.

Mr Cohney noted that the Review's Terms of Reference was predicated on opportunities for improvement for LTOP as it currently stands and not the targets themselves however, the investigation identified that there were no obvious trends or





areas that indicated there could be significant improvements to LTOP performance in its current form. Mr Hayes recollected the targets formulated in the original Task Force were based on a mixture of aspects including respite, practicalities, movements during the day and mode capacities which were thought to be feasible.

Mr Hayes recollected that the original percentages were derived from assumptions regarding the noise sharing mode capacities, rotation of noise sharing modes and parallel usage in the peak periods, which was thought to be a couple of hours at the beginning and end of the day. Mr Hayes noted that in reality, peak hours are in fact longer and the original figures were also based on the assumption that the bias of airport operations would be south to north as opposed to north to south. Mr Clarke indicated that IMC had investigated this aspect and no bias was identified.

Mr Clarke reiterated his understanding that the LTOP Review should provide an analysis of the performance of LTOP and potential solutions to achieve the targets. It was noted that the terms of reference call for ways to overcome or mitigate any identified constraints. Mr Cohny reiterated that the investigation did not identify any obvious or significant constraints.

The Chair thanked Mr Cohny for presenting the preliminary findings to the Forum. The Chair indicated this was the final opportunity for consultation and encouraged members and Airplan to consider the views expressed at this meeting prior to the finalisation of the report.

### ***5.3 New Technologies Working Group***

Mr Clarke indicated that a presentation on new technologies was given to IMC at the 13 April 2004 meeting and felt the Forum members would benefit from it. The Chair indicated the issue would be considered as an agenda item for the next meeting.

*Agenda Item 5.3, Action Item 40/05: IMC to present a report on new technologies at the next Forum meeting.*

## **AGENDA ITEM 6: Noise Insulation**

### ***6.1 Noise Amelioration Programme***

#### ***6.1.1 Progress Report***

Members noted the Noise Amelioration Programme Progress Report to 30 April 2004.

#### ***6.1.2 Correspondence***

Members acknowledged Mr Balzola's correspondence concerning the Sydney Airport N70 contours and the Sydney Airport Noise Amelioration Programme was forwarded to the Minister on 3 May 2004 for direct reply.



## **6.2 Kurnell Noise Insulation**

### **6.2.1 Study Proposal**

The Chair advised that discussion on this issue was held over from the 39<sup>th</sup> meeting as Mr Hill was absent. Mr Hill indicated his understanding that the study was awaiting advice from the Minister regarding funding. Mr Hill again noted that some time ago, Mr Joe Hockey MP made an undertaking to provide some form of compensation to Kurnell due to the area being subject to 55% of aircraft movements. Mr Hill acknowledged that the exact nature of this compensation is still undecided but that he was to formulate something for the Minister to consider.

Mr Hill stated he was not in a position to formulate a proposal himself and thanked Mr Southgate for his assistance in this regard. The proposal put to Dr Samuels would allow people in Kurnell initially, and then perhaps be applied to other areas, to access an interest free loan from the Government to insulate their houses in the short term. The loan would only be repaid if certain noise level criteria were not reached.

Mr Hill acknowledged there may be other options that could be explored but they would require assistance from aircraft noise experts. The Chair recollected previous advice from the Minister that funding for a study of this nature would not be made available (Action Item **38/07**) and the proposal from Dr Samuels was unclear. Members noted the additional correspondence from the Chair (Action Item **38/06**) and Dr Samuels indicating the funding required for the study was over \$120,000.

Mr Hill stated that in his original discussion with Mr Southgate and Dr Samuels, the option for a 5 year study conducted by a post graduate was put forward however, Mr Hill considered the time frame for this option unacceptable. Mr Hill indicated he was open to other approaches to develop his ideas.

The Chair acknowledged Mr Hill's need for expert assistance in this regard but that obtaining funding from the Government for a study was unlikely. The Chair suggested that a meeting be convened between herself, Mr Hill and the Hon Bruce Baird MP to discuss and perhaps progress this issue.

***Agenda Item 6.2.1, Action Item 40/06: The Chair to request a meeting with the Hon Bruce Baird MP and Mr Hill to discuss Kurnell noise insulation issues.***

The Chair acknowledged Mr Clarke's comment that the current noise insulation programme based on ANEI contours is insensitive to increasing movement numbers.



## **AGENDA ITEM 7: Noise Monitoring**

Members noted the previous discussion of noise monitoring at Belrose for Mr and Mrs Patton and the Chair raised Ms Hoopman's request for noise monitoring in Bennelong (Action **39/07**). Mr Clarke indicated IMC were awaiting location details from Ms Hoopman. Ms Hoopman undertook to provide Mr Clarke with the information.

*Agenda Item 7, Action Item 40/07: Ms Hoopman to provide Mr Clarke with details of locations in Bennelong for noise monitoring.*

## **AGENDA ITEM 8: Standing Operational Reports**

### **8.1 Standing Reports**

Members noted the 10 standing reports circulated since the last meeting.

#### **8.1.1 Use of Noise Sharing Modes**

The Chair acknowledged Mr Clarke's undertaking to ascertain if other factors besides weather were contributing to mode usage (Action Item **39/08**). Mr Clarke advised that Airservices Australia had provided data, Mr Southgate has been assisting him and the analysis is progressing.

### **8.2 Curfew**

#### **8.2.1 Summary and Curfew Dispensation Reports**

Members acknowledged the 5 dispensations granted between 18 February and 21 May 2004 detailed in the summary report [SACF 2004/034]. Reasons for approved dispensations were also provided in the report [SACF 2004/035].

#### **8.2.2 Curfew Statistics**

Members noted the additional report on curfew statistics provided by Ms Addison (Action Item **39/09**) including a graph comparing curfew dispensation approval and rejection statistics from 1996. Mr Hill was satisfied that the figures did not indicate that approval acceptances were becoming more frequent.



## **AGENDA ITEM 9: SACF Correspondence and Community Issues**

### *9.1 SACF Correspondence*

#### 9.1.1 Incoming Correspondence

##### Motor Vehicle Fatality [SACF Corr 2004/009]

Mr Taylor advised that SACL had responded to Mr Balzola directly on this matter (Action Item **39/11**). Mr Taylor clarified that the family has only made a request for an inquest and that the matter was not actually before the Coroner at this stage. Mr Taylor also noted that the accident occurred on RTA land and as such, is not an appropriate issue for this Forum.

##### Airservices Australia Noise Enquiry Unit – Abuses and Prosecutions Escalation Protocol

Arising from discussion of correspondence from Mr Lingard at the 39<sup>th</sup> meeting, it was suggested that the Forum discuss further the establishment of an escalation protocol for handling repeated abusive and/or threatening callers to the Noise Enquiry Unit (Action Item **39/12**).

The Chair recognised that Airservices Australia and the Forum already have an informal protocol between them that was followed in response to an incident last year. The Chair also acknowledged that any protocol would not seek to direct or influence how the matter is handled by Police.

Mr Grant assured members that there is considerable consultation on these types of matters within Airservices Australia and the Department and the decision to forward issues to the Police is not a “first response” action. Mr Grant further noted that although staff are trained to handle complaints, Airservices has a duty to ensure staff safety if the nature of the calls are considered serious.

Mr Grant agreed, subject to internal advice from Airservices, to consider providing the Forum with details of how these issues are currently handled.

*Agenda Item 9.1.1, Action Item 40/08: Airservices to consider providing the Forum with details on how threatening or abusive callers to the Noise Enquiry Unit are handled.*

#### 9.1.2 Outgoing Correspondence

Ms Hoopman indicated that the letter from Hunters Hill Council [SACF Corr 2004/016] dated 23 March 2004 was intended to be received by the Chair before the previous meeting and was also sent to the Minister.

### 9.1.3 General Comments to SACF

No issues were raised.

## 9.2 *Community Issues*

### 9.2.1 Community Advocate

The Chair noted that Mr Southgate had met with members of the Forum since March and attended the recent IMC meeting. Mr Southgate advised he personally met with Mr Balzola, Mr Murphy, Mr Clarke, Mr Hayes, Ms Hoopman, Ms Patrinos and Mr Taylor. Following this consultation, the position description [SACF 2004/028] was finalised and included in the Agenda Papers. Mr Southgate also indicated that in particular, members discussed the possibility of access to Airservices Australia's Environmental Management System (EMS) with a view to ascertaining what proposals for change are being considered.

Mr Southgate also advised of assistance analysing data provided to Mr Clarke in relation to his undertaking to ascertain if other factors besides weather were affecting mode usage.

Members acknowledged the changes to the Evaluation Strategy suggested at the previous meeting had been incorporated (Action Items **39/13** and **39/14**) and the position description revised to reflect comments received from members. Mr Clarke suggested the title of the position in the Evaluation Strategy document be amended in line with that used in the position description.

*Agenda Item 9.2.1, Action Item 40/09: Amend Evaluation Strategy to more accurately reflect the title of the position as "Aviation Community Advocate".*

In response to Mr Clarke, Mr Southgate indicated that although there has not been any specific action with regard to other airports as yet, he advised the position description includes interaction with other Noise Consultative Committees around Australia.

Members agreed that the Aviation Community Advocate be provided a chair at the Forum table and a standing item on the Agenda for activity reports at Forum meetings. The Chair also suggested that if the Advocate is unable to attend a meeting in person, a written report be provided.

*Agenda Item 9.2.1, Action Item 40/10: Aviation Community Advocate to provide activity reports as a standing item at future Forum meetings.*

With the suggested amendment from Mr Clarke to the Evaluation Strategy, the Evaluation Strategy [SACF 2004/027] and the Position Description [2004/028] were adopted.

Correspondence received from Mr Balzola outlining concerns about the Advocate position was noted (Action Item **39/15**).



### 9.2.2 Airspace Protection

As airspace protection issues continued to be of concern to Forum members, the Chair undertook to canvass members for specific issues of concern for discussion at this meeting (Action Item **39/16**). An e-mail was sent from the Secretariat on 14 May 2004 however, from the discussion it appeared that not all members received it. It was advised that the Department recently underwent an IT upgrade and there were a number of e-mail issues that required resolution. The Chair requested the e-mail be resent to members and followed up.

*Agenda Item 9.2.2, Action Item 40/11: Secretariat to resend and follow up receipt of the e-mail originally sent to members on 14 May 2004 regarding airspace protection issues.*

Mr Taylor requested the report SACL was going to provide on progress on these issues with the Department (Action Item **39/17**) be held over as SACL were yet to meet and discuss the issue with the Department's permanent Assistant Secretary.

### 9.3 Summary of Community Submissions

Mr Clarke requested that instances where the community specifically requests the Forum or IMC to act on an issue, that these be specifically drawn to the attention of members. It was acknowledged that some of these requests were not accompanied by location details which would make specific action difficult.

It was resolved that future requests for action with a specific Forum or IMC reference will be noted in the Agenda papers under this item.

*Agenda Item 9.3, Action Item 40/12: Future submissions from the community with a specific request for Forum or IMC action on an issue noted separately in the Agenda papers.*

### **AGENDA ITEM 10: Other Business**

Mr Hill wished to advise members that it appeared a caravan park in Kurnell has recently been rezoned by the local council to allow 32 houses to be built. Mr Hill advised that the area is located directly under the 16L flight path and falls within ANEF contours. Members expressed some concern that developments of this type in known noise affected areas continue to be approved. It was agreed that this issue can be raised at a subsequent meeting.

The Chair noted that Mr Adam Joseph from her office was leaving and thanked him for his assistance with Forum issues. The new contact for Forum issues in her office will be Mr Matt Gijselman.



**AGENDA ITEM 11: Date of the Next Meeting**

The next meeting is scheduled for 17 September 2004, however, the Chair noted that in the event of election being called close to that date, the meeting will be deferred until the outcome and new arrangements have been settled.

The meeting closed at 12pm.





### **Actions from the Meeting 11 June 2004**

**Agenda Item 4.1.2, Action Item 40/01:** Mr Jensen and SACL to further explore specification and operational requirement issues relating to proposed A380 aircraft operations at Sydney Airport for discussion at the next Forum meeting.

**Agenda Item 4.2, Action Item 40/02:** SACL to make arrangements for the preliminary draft 2005-2010 Environmental Strategy to be circulated to Forum members.

**Agenda Item 4.2, Action Item 40/03:** Secretariat to canvass member interest in a teleconference to discuss issues of concern and a Forum submission on the preliminary draft 2005-2010 Environmental Strategy for Sydney Airport.

**Agenda Item 5.1.2, Action Item 40/04:** Airservices to report on the outcome of a site visit and noise monitoring for residents at Belrose.

**Agenda Item 5.3, Action Item 40/05:** IMC to present a report on new technologies at the next Forum meeting.

**Agenda Item 6.2.1, Action Item 40/06:** The Chair to request a meeting with the Hon Bruce Baird MP and Mr Hill to discuss Kurnell noise insulation issues.

**Agenda Item 7, Action Item 40/07:** Ms Hoopman to provide Mr Clarke with details of locations in Bennelong for noise monitoring.

**Agenda Item 9.1.1, Action Item 40/08:** Airservices to consider providing the Forum with details on how threatening or abusive callers to the Noise Enquiry Unit are handled.

**Agenda Item 9.2.1, Action Item 40/09:** Amend Evaluation Strategy to more accurately reflect the title of the position as "Aviation Community Advocate".

**Agenda Item 9.2.1, Action Item 40/10:** Aviation Community Advocate to provide activity reports as a standing item at future Forum meetings.

**Agenda Item 9.2.2, Action Item 40/11:** Secretariat to resend and follow up receipt of the e-mail originally sent to members on 14 May 2004 regarding airspace protection issues.

**Agenda Item 9.3, Action Item 40/12:** Future submissions from the community with a specific request for Forum or IMC action on an issue noted separately in the Agenda papers.

**ATTACHMENT A:**  
*Attendance***Members**

M Payne	Senator for NSW, Chair
S Frame	Proxy for Mr A Roberts MLA, Member for Lane Cove
N Seidl	Proxy for the Hon B Baird MP, Federal Member for Cook
C Connolly	Proxy for Mr R McClelland MP, Federal Member for Barton
B Hayes	Proxy for the Hon J Hockey MP, Member for North Sydney
I Longbottom	Mayor of Lane Cove
D Niven	Proxy for Cr Rae Jones
J Clarke	Representing Upper North Shore Community
K Hill	Representing Kurnell Community
M Megna	Representing Inner West Community
S Hoopman	Representing Bennelong Community
M Patrinos	Representing Canterbury Residents Against Aircraft Noise
T Jensen	Representing the Australian Air Transport Association
D Taylor	Sydney Airport Corporations Ltd

**Advisers/Secretariat**

F Lynch	Dept of Transport and Regional Services
D Savage	Dept of Transport and Regional Services
J Smidmore	Dept of Transport and Regional Services
T Grant	Airservices Australia
P Carroll	Airservices Australia
D Spinks	Airservices Australia
A But	Airservices Australia
M Chipman	Airservices Australia
G Hudson	Sydney Airport Corporation Ltd
J McGrath	Sydney Airport Corporation Ltd
P Wych	Sydney Airport Corporation Ltd
T Costa	Sydney Airport Corporation Ltd
K Allcott	Sydney Airport Corporation Ltd
D Southgate	Aviation Community Advocate
J Ludlow	Community Consultant
D Cohney	Airplan
P Matthews	Airways International

**Observers**

R Bartsch	Civil Aviation Safety Authority
A Joseph	Office of Senator Marise Payne
M Gijselman	Office of Senator Marise Payne
D Robinson	Qantas Airways
J Terlich	Qantas Airways
J Jones	Office of Clover Moore
P Lingard	North West Residents Airport Group/SACF Inc.

**ATTACHMENT B:**  
***SACL Presentation***  
***International Terminal Car parking and Commercial Facilities***



Sydney Airport Community Forum  
Document: 2004/046  
Issued: 8 July 2004

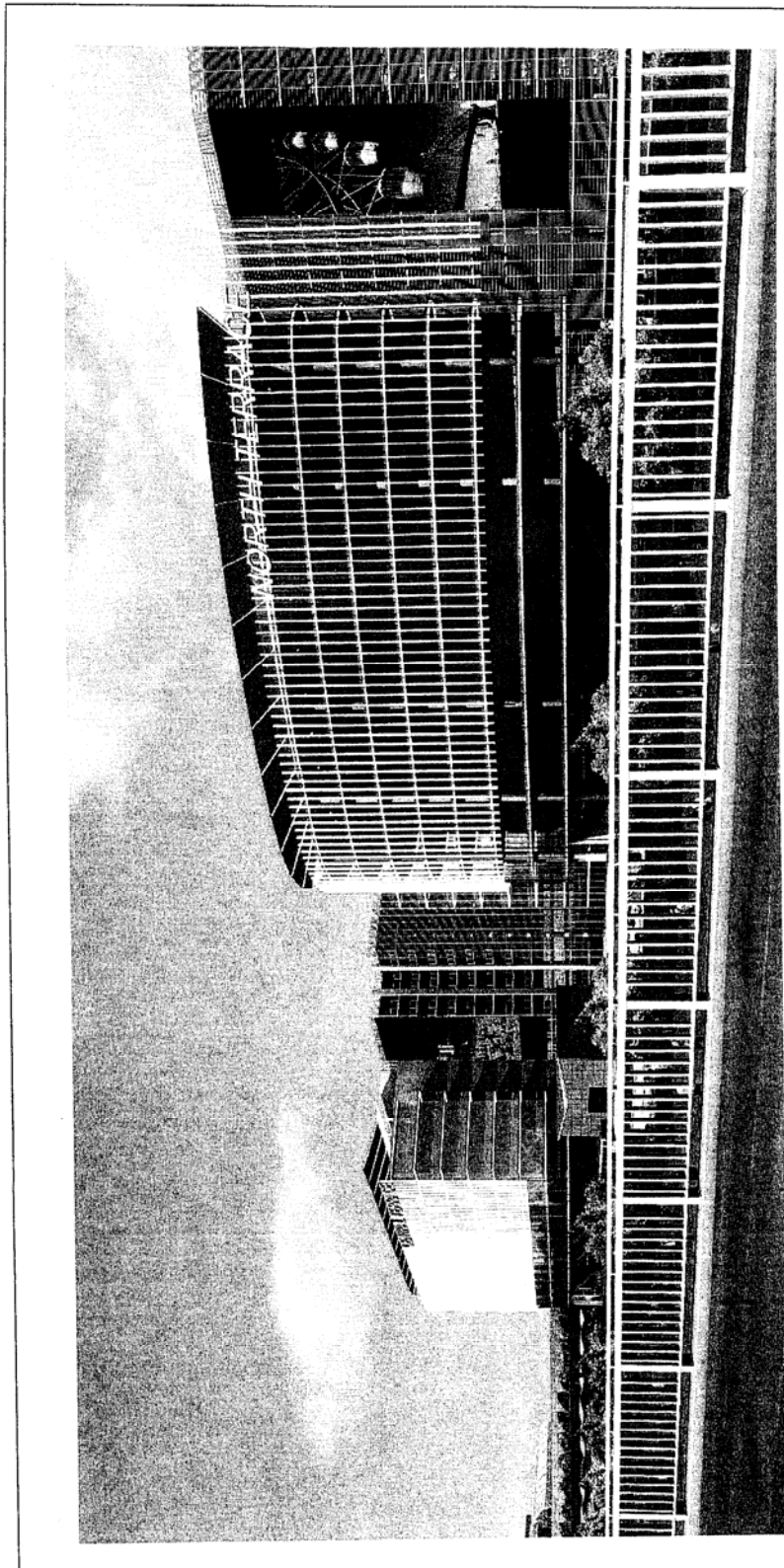
SYDNEY AIRPORT


**Car parking and commercial facilities**  
**International Terminal Precinct**

**Draft Major Development Plan**

**Presentation to SACF – 11 June 2004**

---



<p>Figure 4.4 The Proposed Development View from elevated approach roadway</p>		<p>Major Development Plan Car Parking and Commercial Facilities, International Terminal Precinct, Sydney Airport</p> <p>Not to Scale</p>
--	--	--

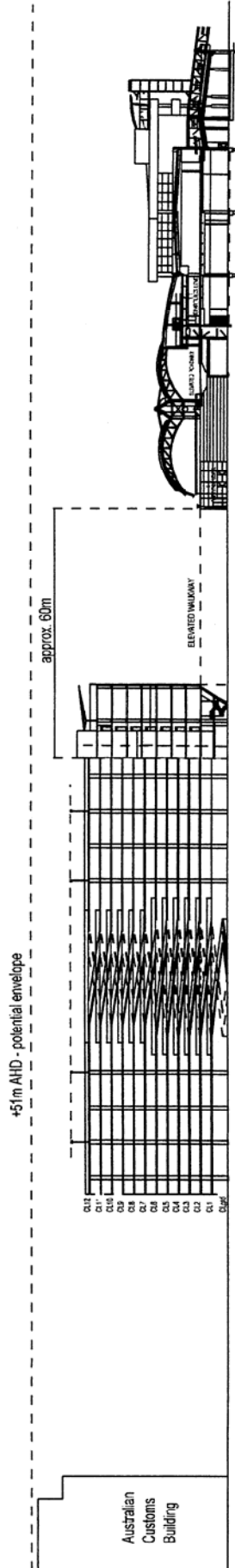
R:\airwork\kfparker\C10236 - CAR PARKING AND COMMERCIAL FACILITIES\C10236\*fig4.4 (Photo2).dgn 14-MAY-2004





R:\aimwork\fparker\C10236 - CAR PARKING AND COMMERCIAL FACILITIES\C10236\fig4\3.dgn

18-MAY-2004



Major Development Plan  
 Car Parking and Commercial Facilities,  
 International Terminal Precinct,  
 Sydney Airport

Not to Scale



Figure 3.2

The Proposed Development  
 section looking northward

R:\ajm\work\fparker\C10236 - CAR PARKING AND COMMERCIAL FACILITIES\C10236\fig3\Z.dgn

23-APR-2004

**ATTACHMENT C:**  
*Airplan LTOP Review Presentation*  
*Summary of Preliminary Findings*

## **SACF – Review of LTOP Performance**

### **Presentation of Preliminary Findings**

**Sydney Airport Community Forum**

Document: 2004/047

Issued: 8 July 2004

## **Introduction**

The terms of reference required the consultant to

1. Determine the level of noise sharing being achieved in separate noise sharing periods;
2. Determine the usage of the modes used in noise sharing periods and ascertain the operational constraints;
3. Assess what can be done to overcome or mitigate the above constraints;
4. Assess likely future trends; and
5. Assess the potential for increasing noise sharing in the core periods.

## **Consultations and Data Sources**

Consultation meetings and in-depth discussions were held with industry, SACF representative and community members. The consultants were available throughout the study for consultation with all parties.

Extensive data was sought and supplied, including from Airservices and submissions by industry, SACF and community representatives. The cooperation and assistance of all parties is acknowledged.

## **Consultant Perspective**

The multi-disciplinary consultant team concentrated on the technical issues and examinations to address the Terms of Reference. The consultant, being independent from any direct association with the development, implementation and ongoing monitoring of LTOP, brought to this review a wide perspective of LTOP, in the context of noise mitigation initiatives at Sydney and other airports with significant aircraft noise issues.

Data was analysed at a macro level to try and ascertain trends and link them to systemic procedural or infrastructure deficiencies. Experts in air traffic management undertook an audit of Airservices Australia operations in Sydney relating to operation of LTOP. This included observations of operations and discussions with management and operators.

## **Specifics of Sydney Airport**

Even when compared to other high volume airports in Europe and North America (such as Heathrow or Chicago), Sydney Airport is a complex operating environment due to:

- Non-uniform mix of aircraft types and sizes
- Multi-role - regional, hub, domestic hub, premier international gateway with long-haul and short-haul operations
- Small airport footprint in relation to air traffic, relative location of terminals, requiring multiple active runway crossing
- Proximity to large conurbation, with limit to proportion of tracks over water or away from residential areas
- 10 different Runway Modes of Operation for use during different periods of the day LTOP is one plank in a raft of noise mitigation strategies which include: limitation of aircraft (based on noise certification); limit on hours of operation (curfew); capacity cap and slot controls; airspace design to achieve noise sharing; preferential runways (LTOP); noise monitoring and land use planning (insulation program).



## Summary of Preliminary Findings

There are three pillars on which LTOP is based, in order of priority

1. Safety – of aircraft operations
2. Capacity - within the 80 movement cap
3. Environment - noise sharing through use of noise sharing modes

### 1. Level of noise sharing achieved in separate noise sharing periods

Noise sharing statistics are reported monthly by Airservices in terms of hours and movements by mode and runway end for all periods. There are no separate reports for noise sharing periods (6am-7am, 11am-3pm, 8pm-11pm).

The monthly reports indicate that the noise sharing goals in terms of runway end impacts have not been achieved for all runway ends. Based on implementation of all practicable LTOP recommendations and 7 years of operation, the disparity for the northern and western “targets” may indicate that they were unrealistic and require review.

### 2. Mode usage in noise sharing periods and operational constraints

Runway mode selection is based on a combination of:

- Demand (needs to be below runway mode capacity)
- Weather (wind, speed, direction, cloud/visibility, runway condition)
- Other causes – facility availability, pilot requests and staffing

On an individual basis demand versus capacity was analysed, and mode utilisation by month gives a picture of the variation of mode usage with weather. An audit of mode usage and mode selection criteria for a number of days for each season was undertaken.

### 3. Overcoming or mitigating constraints

The constraints identified and examined for potential mitigation included:

- Technology
- Weather criteria for runway mode selection (consistent with safety of aircraft operations)
- Pilot runway requests
- Education of pilots and controller
- Air traffic management organisational structure and staffing

### 4. Likely Future Trends

The following items were considered in terms of future trends:

- Weather
- Traffic
- Demand
- Technology

### 5. Potential for Increasing Noise Sharing in Core Periods

Based on a macro analysis of traffic demand in 2003 on an hourly basis versus nominal noise sharing runway mode capacity, a potential increase in noise sharing in core periods was identified. Sensitivity analysis indicated that the potential rapidly disappears as traffic grows (or returns to levels experienced in 1999/2000). The added dimension of weather constraints also reduces the potential.