



**Sydney Airport Community Forum**

Document: 2005/017

Issued: 30 March 2005

# **SYDNEY AIRPORT COMMUNITY FORUM**

## **41<sup>st</sup> Meeting**

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

**4 March 2005**

## **SUMMARY RECORD**

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

The Chair opened the meeting at 9.00am.

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

The Chair welcomed members and proxies representing members to the meeting. Chair noted the apologies from members who were unable to attend.

The Chair indicated that there were new representatives to the meeting for Qantas (Chris Manning) and SACL (Rod Gilmour). Capt Murray Warfield was proxy for Chris Manning for this meeting.

The Department's representative on the Forum was now Neil Williams, General Manager Airport Planning and Regulation Branch.

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

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

The Agenda was adopted without amendment.

The Chair acknowledged the difficulties some members had receiving the draft agenda papers due to its 8-10mb size. If downloading documents becomes an ongoing problem for members it will be possible to distribute large documents as a hard copy.

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

### ***2.1 Draft Summary Record – 40<sup>th</sup> Meeting, 11 June 2004***

The draft Summary Record was confirmed without amendment.

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

### ***3.1 Correspondence***

Members noted correspondence dated 25 August 2004 from the Minister for Transport and Regional Services in response to the Chair's letter of 3 August 2004 regarding the outcomes of the 40<sup>th</sup> Meeting. Copies of these letters were contained in the agenda papers.



## **AGENDA ITEM 4: Sydney Airport Corporation Ltd Master Plan**

### **4.1 Master Plan**

#### 4.1.1 A380 Operations

SACF had previously discussed concerns about the larger aircraft operating at the airport. Rod Gilmour presented information on the A380 Aircraft. The aircraft was launched in Toulouse recently and will undertake air trials shortly. Preparations are underway at KSA with expected commercial operations to be possible towards mid 2006.

Airport works underway are runway widening and strengthening, straightening taxiway 'G' and terminal works and specifically construction of three aero bridges for A380.

Operational requirements will be largely the same as Boeing 747 and will use 34L and 16R. SACL indicated that works were progressively occurring with completion by the first quarter 2006 and that no closures were expected during curfew hours.

The aircraft has been designed and developed to meet European standards. The manufacturer claims that the aircraft is 20 percent quieter, more fuel efficient and has much better noise emission levels than existing Boeing 747 aircraft.

Mr Balzola had been seeking publicly available verifiable data on noise emission from A380 but could find none. SACF sought an assurance from SACL that any available data be tabled along with the manufacturer's claims.

Members were advised that information on aircraft noise data for the A380 is not yet publicly available but will be once the aircraft has flown. Once the aircraft has flown and the data is publicly available SACF would appreciate that information as noted above.

Questions were raised at the meeting about concessions and exemptions required at KSA to enable aircraft to operate and the operational implications on the LTOP such as the need to revert to the use of long runways and the potential affect on noise sharing modes if multiple aircraft arrive. Concern was expressed that the main north south runways will be used even though it has the capability to use all runways.

SACL advice was that a fully laden aircraft should not always need the main runways and there are plans to use R07 and R25. The A380 is considered to be in the same category as Boeing 747 was when it came into operation.

This item is to be kept on the agenda.

***Agenda Item 4.1.1, Action Item 41/01: SACL to report back at the next meeting on the A380 safety case.***

#### 4.1.2 Freedom of Information Request

Mr Balzola indicated that this matter had been dealt with but his concerns as to the cost estimate were noted.

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

The Chair indicated that the 90 day public comment period for SACL's preliminary draft of the 2005-2010 Environmental Strategy concluded on 1 October 2004. Following an email seeking interest in a teleconference to discuss issues of concern, one response was received requesting a motion be put forward for SACF to draft a submission.

No further action was undertaken on a submission as SACF fell into abeyance due to the general election in October.

Minister Anderson approved the SACL's Environment Strategy on 18 January 2005. Members were emailed a copy of the Minister's media release on this approval.

SACL indicated that some amendments were being incorporated as required and that SACF members would receive a hard copy of the document. The Environment Strategy should be available from SACL website [<http://www.sydneyairport.com/SACL/default.htm>] in mid April 2005.

Mr Balzola expressed concerns about impacts the A380 may potentially have on the Environment Strategy given that its life runs to 2010. When noise information becomes available it may be necessary to look at the Environmental Strategy again.

The Environment Strategy is to remain as an ongoing agenda item. The Chair indicated that there was insufficient information at present but members will be kept informed and it will be raised when required.

Mr Balzola raised the point that many Environmental Strategies were released during the election period and the community consultation process was therefore not effective. The meeting noted that the release of Environmental Strategies during an election period can lessen the effectiveness of the community consultation process.

SACL advised that the Draft Environmental Strategy was released in July. There was no suggestion that this date was deliberately chosen because, at the time of release, they did not know about the election.

*Agenda Item 4.3, Action Item 41/02: SACF should write to the Minister indicating SACF was prevented from participating in the public consultation period due to the election period and seek his advice on the process of submitting Draft Environmental Strategies during an election period.*

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

The Chair indicated that on 21 July 2004 the draft MDP was made available to any interested member and that the 90 day public consultation period ended on 1 October 2004.



She advised them that ten submissions were received from State and Local government and one individual submission. SACL has submitted the Draft MDP which is currently being assessed by the Department. The Minister's decision is due by 21 April 2005.

SACL advised that information had been provided to SACF on the proposed car park.

Mr Balzola who had raised some issues with this Development indicated that Mr Murphy MP, Member for Lowe would pursue this matter through the parliamentary process. The low number of submissions were noted. It was noted that during the last election period a number of statutory instruments was released for Sydney Basin airports for this proposal the Minister did not use what was understood to be his discretionary power to defer the process until after the election. This may have in turn reduced the effectiveness of the community consultation process.

Mr Balzola on behalf of Mr Murphy indicated responses had been received through the parliamentary process to the questions on notice concerning the Recommendation from the Senate Committee into Brisbane Airport Master Plan. However, Mr Murphy had continuing concerns.

The Chair indicated that discussion had occurred at previous meetings and SACF had sought responses to the Recommendations in the Brisbane Airport Master Plan.

*Agenda Item 4.3, Action Item 41/03: The Minister's responses in relation to the Senate recommendations to Brisbane Airport Master Plan will be collated again for an informed discussion.*

SACL advised the document was released on 1 July 2004 complying with the statutory obligations but it was not submitted to the Minister until after the election period.

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

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

IMC has met four times. No specific items were referred.

Noise monitoring had occurred in Belrose, Centennial Park and Ashfield. Scatter diagrams had been analysed to find out where flights were going.

A major issue for discussion was aircraft maintaining runway heading and not using the Richmond SID. An LTOP requirement is that take offs go left and head towards Richmond. The IMC meeting in February discussed the 95 flights that did not fly the Richmond SID.

Qantas indicated that safety is the overriding factor why the Richmond SID is not maintained.

There is concern that the Bennelong funnel may return.

IMC is receiving good data on this matter. It often occurs on Qantas flights to LA but the practice is now extending to other airlines. IMC is to write to BARA to find out what is happening.

Airlines not following the noise sharing flight paths require no dispensation as it is at the pilot's discretion to maintain runway heading. Reasons for this are that aircraft are often fully laden. Qantas indicated that they are instructed to comply with the ATC directions unless for safety reasons they must choose another path.

There are no sanctions imposed on airlines that do not follow noise amelioration flight tracks. Concern was expressed that there are no sanctions if airlines maintain runway heading.

BARA indicated that it would take this matter up with airline companies to ensure that companies have no policy contrary to noise sharing principles and that not choosing the Richmond SID is purely pilot choice.

IMC received a presentation by Dave Southgate from DOTARS on TNIP [Transparent Noise Information Package] and it was suggested that SACF receive a similar presentation.

***Agenda Item 5.1, Action Item 41/04: The Department to give SACF a presentation on TNIP [Transparent Noise Information Package].***

Mr Clarke indicated that the Department had issued a Discussion Paper titled *Restricting Operations by Marginally Compliant Chapter 3 Aircraft A Proposed Airport – by – Airport Approach* [SACF 2005/012]. The Chair encouraged Members to return to their communities and where appropriate examine the Department's Discussion Paper and provide feedback to the Department by 8 April 2005.

The Chair also indicated that the Forum had been providing few responses to issues. It was noted that feedback from community representatives is essential for the effective operation of SACF.

Members were also advised that there seems to be a shift towards more mid morning departures which could have impacts on noise sharing modes ending up with parallels being used most of the day. The February IMC meeting concluded that good information was required and that a real time tool would capture the variables such as runway movements, weather and ATC decisions. This would provide reports beneficial to SACF and the community. There is a software application available that can provide this information.

With an increase in movements the potential exists for a reduction in noise sharing arrangements. IMC receives regular reports on the 11 o'clock changeover.

The issue of the 34L departures is to stay on the agenda.



***Agenda Item 5.1, Action Item 41/05:*** SACF members were encouraged to express views on the Department's Discussion Paper - Restricting Operations by Marginally Compliant Chapter 3 Aircraft A Proposed Airport – by – Airport Approach [SACF 2005/012] by 8 April 2005

Mr Hayes questioned that material is not getting to proxies on SACF. The Chair indicated that Members should receive the material in the first instance and it is up to the Member who receives it to pass it on if necessary. Chair offered to take this up with the SACF Member.

***Agenda Item 5.1, Action Item 41/06:*** Mr Hayes requested that the Chair approach the Member for North Sydney to discuss the provision of papers to proxy representatives.

#### 5.1.1 Items referred to SACF

No items referred.

Meeting was advised that noise monitoring was carried out for Mr and Mrs Patton of Belrose.

#### 5.1.2 Items referred from SACF

Refers to Action Item 39/10 from the March 2004 Meeting. IMC is constantly looking at Mode 4 changeover and the primary reason appears to be weather. IMC will continue to look at it.

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

The Chair reminded Members that Airplan gave a presentation to SACF last year.

Airplan's Report *Long Term Operating Plan, Review of LTOP Performance* dated March 2005 [SACF 2005/013] was issued to Members and Airservices Australia at the meeting. The Chair in consultation with the Department provided a copy to SACF Inc and Tony Williams, Consultant after the meeting. The Review of LTOP Report will be placed on the SACF website from Monday 7 March 2005 as a read only document which the community can access.

The Chair indicated that it was her decision to release the report at this meeting and not before. It was noted that detailed discussion was not possible at this meeting and that SACF as a body needs to give the report consideration. It was suggested that the SACF discuss this report as a full agenda item at a specific meeting. The Chair was reluctant to wait three months to revisit this matter and opened the meeting up for discussion. It was suggested that the report should be referred to IMC for consideration as a specific agenda item.

Questions were raised on why there was a delay in producing the document and members were advised that the election put SACF in abeyance for some months. SACF was not



reconstituted until late 2004 with the first meeting today. Disappointment was expressed that Members lost opportunities to discuss this report today due to its delayed release. DOTARS advised that the Report was on the agenda for discussion at the September meeting.

Mr Balzola protested that Minister Anderson allowed some documents to proceed during the election period but not others.

The Members moved to convene a special meeting before the next quarterly meeting to discuss Airplan's Report *Long Term Operating Plan Review of LTOP Performance*. The preference was that the special meeting be held after the next IMC meeting on 12 April 2005 as this will be the first opportunity for any discussion. Other SACF members were welcome to attend the next IMC meeting. SACF members should take up the opportunity to convey their views to the IMC or to attend in person.

There was a request that Airplan should be present at the next SACF meeting to respond to any issues.

Mr Hayes also sought advice as to whether there would be scope for Airplan to undertake further work if the report did not adequately meet Members' concerns. The Chair indicated that Airplan was asked to present a final report not a draft.

The Chair suggested 29 April 2005 as the possible date for a special meeting and left it to Members to check their diaries.

***Agenda Item 5.2, Action Item 41/07:*** DOTARS to place the Airplan Report- "Review of LTOP Performance" on the SACF website as a read only document for community access from 7 March 2005.

***Agenda Item 5.2, Action Item 41/08:*** DOTARS to ask Airplan to attend the special meeting in April when the Forum discusses the Report Long Term Operating Plan Review of LTOP Performance.

***Agenda Item 5, Action Item 41/09:*** DOTARS to advise whether there is scope to have Airplan address any inadequacies if they arise.

***Agenda Item 5.2, Action Item 41/10:*** SACF referred the LTOP Report to IMC for consideration as a specific agenda item.

***Agenda item 5.2, Action Item 41/11:*** Mr Clarke to consult with Chair to discuss areas for IMC action on the report.

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

Paul Carroll, Airservices Australia presented *Honeywell's Satellite Landing System*.

Airservices indicated they had received Honeywell approval to give this presentation but not to distribute copies.



The new technology will replace the current ground based radio navigational aids with satellite based calibration units on the ground. The technology will reduce the amount of equipment required to service airports.

Qantas' presentation focussed on aircraft noise issues. Aircraft noise is dependent on aircraft type, weight and aerodynamics.

Continuous Descent Approach (CDA) is being given priority consideration at the IMC. CDA is considered to be the ideal approach. Qantas is leading the world in this development in target arrival trials. Qantas advised that phase 1 of the trials have been an outstanding success. The new technology will provide benefits to both the community and the company. Standard arrivals will provide a better spread of aircraft and tailor them to what is required. There should be less noise impacts.

The Chair thanked Qantas for the presentation.

Mr Clarke expressed concern that a constraint of the current technology is that unless the Standard Terminal Arrival Routes (STARS) used for CDA terminate in such a position as to allow for a spread of arriving aircraft, CDAs will concentrate aircraft and be a return to the days of the Bennelong funnel. The community would therefore be much worse off than the level of noise benefits being suggested.

Mr Clarke indicated that he had seen videos covering GPS technology showing curved approaches, which if implemented would address his concerns, and asked whether it was possible to obtain a copy to show SACF members.

*Agenda Item 5.3, Action Item 41/12: Airservices to source videos on new technology to show SACF members.*

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

### **6.1 Noise Amelioration Programme**

#### 6.1.1 Progress Report

Members noted the Noise Amelioration Programme Progress Report to January 2005.

### **6.2 Kurnell Noise Insulation**

The Chair advised of a meeting on 23 August 2004 to progress this issue.

Mr Bruce Forrest (representing Kevin Hill) had received little instruction on this matter and could not provide members with any substantial information.

*Agenda Item 6.2.1, Action Item 41/13: SACF to receive an update from Kevin Hill on the Kurnell noise insulation issue.*



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

Individual requests for noise monitoring should be directed through the community representatives on IMC. Noise monitoring issues had been covered in the IMC report.

Noise monitoring will be offered by IMC to Dr Ernestine Gross following her complaint about aircraft noise over Pymble and Ku-ring-gai.

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

### **8.1 *Standing Reports***

Members noted the standing reports circulated since the last meeting.

Mr Clarke indicated that movements during December and January were a real problem and that complaints were recorded in the enclosed documents in the agenda papers. IMC has discussed this issue and it was noted that the primary reason for the increase in movements to the north is the weather.

Mr Balzola indicated that Mr John Murphy MP, Federal Member for Lowe was receiving complaints from constituents about having to pay a telephone call fee to lodge complaints.

Mr Hayes produced a news article "*Just Plane Noisy*" from the Northern District Times indicating that aircraft noise was again becoming front page news on the North Shore.

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

It was acknowledged that Mr Clarke had undertaken a resource intensive project to ascertain if factors besides weather were contributing to lack of mode usage. Mr Clarke advised that this was continuing but it could be removed from the agenda.

### **8.2 *Curfew***

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

Members noted the Curfew Reports [SACF 2004/059, 2004/060, SACF 2005/008, SACF 2005/009] contained in the agenda papers.

#### **8.2.2 Proposed amendment to permitted aircraft to the *Sydney Airport Curfew Act***

Members were encouraged to communicate with the Department on this matter.

DOTARS advised that there was no expectation to increase business jet movements during curfew. Business jets are not being forced to operate during curfew. This issue has nothing to do with slots and quieter more modern aircraft are replacing older noisier models.

The Chair expressed the Forum's appreciation that this matter was drawn to members' attention.

At the last meeting members requested additional information which had been provided to enable a decision to be made. Mr Clarke pointed out that it was mainly an administrative issue with some aircraft being added and some being removed.

*Agenda Item 8.2.2, Action Item 41/14: Members can provide feedback to the Department on the proposed amendment to the list of permitted aircraft to operate during curfew hours at Sydney Airport by close of business 11 March 2005.*

DOTARS advised that the administrative process will be to publish a notice in the newspaper and Gazette providing a public consultation period of 21 days. Advertisements will also be placed in the major metropolitan newspapers.

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

### *9.1 SACF Correspondence*

#### 9.1.1 Incoming Correspondence

Inwards and Outwards correspondence was noted.

Mr Clarke tabled email correspondence from Liane Simpson dated 3 March 2005 about aircraft noise problems over Macquarie Park (copy enclosed at page 17). The correspondence will be referred to IMC.

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

Airservices Australia indicated that they have had internal briefings on this matter and they will develop a document detailing the procedures to present to members at the next meeting.

*Agenda Item 9.1, Action Item 41/15: Airservices to develop a document detailing its procedures on handling abusive and threatening calls and present it to SACF at the next meeting .*

### **9.2 Community Issues**

#### 9.2.1 Community Advocate

The Chair indicated that Dave Southgate had fulfilled his responsibilities over the last 6 months as community advocate.



The Chair indicated that no feedback had been received on the survey. Membership noted their performance could be improved next time in undertaking such tasks. The Chair emphasised the importance of Members providing feedback on issues when requested.

It was pointed out that the services of the community advocate had been utilised by some members of the Forum.

Mr Clarke indicated that the usefulness of the community advocate depends on SACF members using the service. Also, he is unsure as to what involvement Dave Southgate, as Community Advocate, has had with other airports. Mr Clarke indicated David Southgate had fulfilled the functions admirably and that he, personally, had respect for him. It was noted that the issue of independence needs resolution.

Issues for consideration are that the position may need its own funding and whether the position could be filled by suitable people from the community. If the position was filled outside the public service then it would be subject to a competitive tendering process.

Mr Clarke tabled a proposal for funding the Community Advocate (copy attached at page 18). The Advocate's role would actively seek to reduce aircraft noise on the community and a possible solution would be to fund the position through the aircraft noise levy. The position requires someone with the necessary skills and abilities to undertake the tasks. The proposal was that the Aircraft Noise Collection Act could be used to fund the position. The Community Advocate would fit under the role of reducing the impact of aircraft noise on residents. Overall the Community Advocate would be a small cost to the noise amelioration programme.

The Chair pointed out that the proposal is an approach to solve the funding issue but the public tendering issues still remain.

The Chair highlighted that the location of the Advocate in the Department provides access to information that an outside body or person may not have. However, the CA position should not be used as a conduit to provide unfettered information for any particular person or member.

The primary issues for consideration are

- Funding of the position
- Whether the position is located in the Department or in the community
- Whether the position is satisfactorily fulfilled under current arrangements.

Mr Balzola suggested that the position could be taken one step away from the DOTARS by having it filled from within the Department of Environment and Heritage which keeps it within the APS.

Mr Hayes indicated that a person within the bureaucracy has advantages but there exists a potential for a conflict of interest. His preference is for an independent community person.

In summarising, Mr Clarke outlined -

- The principal role of the Community Advocate is to represent the community's interests in informal discussions
- Currently only attending formal meetings of SACF and IMC
- The informal discussion at the community level is where the Community Advocate needs to operate
- Envisaged that the Community Advocate position be broader than just Sydney (KSA) Airport.

The meeting was informed that the community advocate could attend community meetings if they desired.

The Chair noted two primary issues for members to give consideration to are

1. whether SACF members have effectively used the position which is hard to gauge at the present time, and
2. whether the Community Advocate's location should be maintained in DOTARS.

The Chair indicated that there was insufficient feedback to say that the position should not be in the DOTARS.

Members therefore supported the continuation of the present community advocate for six months at the Chair's suggestion but its future depends on utilising the service.

Members were reminded that the Community Advocate was an agenda item at the June meeting for determination and they needed to -

- respond to the survey,
- engage community groups, and
- utilise the services of the Advocate.

*Agenda Item 9.2.1, Action Item 41/16: Members to revisit the survey on the Community Advocate position before the next meeting and provide feedback where necessary.*

#### 9.2.2 Airspace Protection

This is a continuing concern for SACF members.

SACL indicated they have had productive discussions with the Department since June on this issue and these discussions will continue.

The Department indicated that it operates within existing regulations and discussions are continuing with CASA and Airservices.



The Chair indicated that the Forum is not well informed on this matter. At the next meeting, Airspace Protection will move to Agenda Item 4 for discussion.

SACL indicated that if it is necessary they will make declarations of prescribed airspace. Their concerns are that development is occurring in the airspace and councils appear to be proceeding without reference to these requirements.

BARA indicated that problems appear to relate more to the regulations and the administration of the Act. It may be necessary to look at the Act to determine if it is delivering what it says it does. If construction keeps occurring then the operations of the airport may be seriously affected.

Comments were expressed that the Department has undertaken its review of the Act and is not pursuing further action. It was acknowledged that the Department is applying the regulations as they stand but the concern expressed at the meeting was that the airspace may not be fully protected. The Chair also pointed out however that SACF needs clear answers as it has significant concerns that airspace protection is not being addressed adequately.

The Chair also pointed out however that the Council Members are not necessarily engaging in discussions fully at SACF meetings.

The Chair indicated that SACF should correspond in the strongest terms as a matter of priority to the Minister. Members should provide necessary input on this matter.

Mr Balzola indicated that there is a problem with differences between Federal and State planning laws and offered to assist in drawing these concerns to the Minister.

*Agenda Item 9.2.2, Action Item 41/17 SACF should write to the Minister as a matter of priority strongly emphasizing that it has major concerns on airspace protection.*

*Agenda Item 9.2.2, Action Item 41/18: DOTARS to report back to SACF at the next quarterly meeting on the discussions with SACL.*

*Agenda Item 9.2.2, Action Item 41/19: Secretariat to place airspace protection under Agenda Item 4 for a more comprehensive discussion at the next meeting..*

### 9.2.3 Residential rezoning of areas affected by aircraft noise

This is entirely a State and Council responsibility which SACF cannot influence. Chair acknowledged those Council members attending but highlighted that for a thorough discussion SACF needs more Council members to attend meetings.

Mr Forrest requested that this issue be deferred to the next meeting when Mr Hill should be present.



### **9.3 Summary of Community Submissions**

Members noted the community submissions which reflect the concerns about the increase in the December/January movements. The submissions contain a consistent message that nothing is being done to solve these aircraft noise problems.

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

Chair indicated that it was only in late 2004 when Minister Anderson reconstituted the Forum. Christopher Connolly raised the issue that the Botany and Maroubra areas have no representation on SACF. Members were advised that the Minister decides on the membership of the Forum which is considered adequate.

*Agenda Item 10, Action Item 41/20: SACF to seek Minister's view on representation on the Forum from the areas of Botany and Maroubra.*

Mr Clarke suggested that the former representatives [Federal Member for Grayndler, State Member for Heffron, Mayors of Marrickville and Randwick Councils] who left some years ago may be re-invited to attend the Forum.

*Agenda Item 10, Action Item 41/21: SACF to seek Minister's view on re-inviting former representatives who left some years ago.*

Members will be advised of the confirmation of the date of 29 April 2005 for the special meeting on the LTOP Review.

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

Members considered the proposed dates for the next quarterly meetings.

The next meeting is scheduled for Friday, 10 June 2005.

The meeting closed at 11.45 am.



**SACF Corro: 2005/003**

REMOVED AT REQUEST OF  
CORRESPONDENT  
(5 March 2007)



**COMMUNITY ADVOCATE**

**FUNDING PROPOSAL**

**Sydney Airport Community Forum  
Document 2005/016  
Issued 4 March 2005**

Funding of the Community Advocate position has been an issue since it was proposed, and has resulted in the current solution of the Advocate being an additional responsibility of an existing DOTARS employee rather than an independently funded position. Additionally, the Evaluation Strategy for the position identifies a *Future Action* (PI 07 of the Agenda) to consider alternative strategies for employing the Community Advocate.

A solution to the funding issue is for the position to be paid for from the Aircraft Noise Levy.

*Aircraft Noise Levy Collection Act 1995* provides funding for a noise amelioration program for the airport, as provided for in s 6(4)(b).

s 3 of the Act defines:

***noise amelioration program***, in relation to an airport, means a program undertaken or supported by the Commonwealth to do either or both of the following:

- (a) reduce the impact of aircraft noise on occupants of public buildings, or residences, around the airport;
- (b) compensate persons for the impact of aircraft noise on occupants of public buildings, or residences, around the airport.

The Community Advocate position clearly has the objective of reducing the impact of aircraft noise ... such that it could already constitute a component of the Government's 'noise amelioration program' and if not, that only minor amendments to the Act might be necessary for this to become the case.

John Clarke  
North Shore Community Representative  
SACF  
4 March 2005



## **Actions from the 41<sup>st</sup> Meeting 4 March 2005**

**Agenda Item 4.1.1, Action Item 41/01:** SACL to report back at the next meeting on the A380 safety case.

**Agenda Item 4.3, Action Item 41/02:** SACF should write to the Minister indicating SACF was prevented from participating in the public consultation period due to the election period and seek his advice on the process of submitting Draft Environmental Strategies during an election period.

**Agenda Item 4.3, Action Item 41/03:** Department will collate the Minister's responses again in relation to the Senate recommendations to Brisbane Airport Master Plan for an informed discussion.

**Agenda Item 5.1, Action Item 41/04:** The Department give SACF a presentation on TNIP [Transparent Noise Information Package].

**Agenda Item 5.1, Action Item 41/05:** SACF members were encouraged to express views on the Department's Discussion Paper - Restricting Operations by Marginally Compliant Chapter 3 Aircraft A Proposed Airport – by – Airport Approach [SACF 2005/012] by 8 April 2005.

**Agenda Item 5.1, Action Item 41/06:** Mr Hayes requested that the Chair approach the Member for North Sydney to discuss the provision of papers to proxy representatives.

**Agenda Item 5.2, Action Item 41/07:** DOTARS to place the Airplan Report- "Review of LTOP Performance" on the SACF website as a read only document for community access from 7 March 2005.

**Agenda Item 5.2, Action Item 41/08:** DOTARS to ask Airplan to attend the special meeting in April when the Forum discusses the Report Long Term Operating Plan Review of LTOP Performance.

**Agenda Item 5.2, Action Item 41/09:** DOTARS to advise whether there is scope to have Airplan address any inadequacies if they arise.

**Agenda Item 5.2, Action Item 41/10:** SACF referred the LTOP Report to IMC for consideration as a specific agenda item.

**Agenda item 5.2, Action Item 41/11:** Mr Clarke to consult with Chair to discuss areas for IMC action on the report.

**Agenda Item 5.3, Action Item 41/12:** Airservices to source videos on new technology to show SACF members.

**Agenda Item 6.2.1, Action Item 41/13:** SACF to receive an update from Kevin Hill on the Kurnell noise insulation issue.



**Agenda Item 8.2.2, Action Item 41/14:** Members can provide feedback to the Department on the proposed amendment to the list of permitted aircraft to operate during curfew hours at Sydney Airport by close of business 11 March 2005.

**Agenda Item 9.1, Action Item 41/15:** Airservices to develop a document detailing its procedures on handling abusive and threatening calls and present it to SACF at the next meeting..

**Agenda Item 9.2.1, Action Item 41/16:** Members to revisit the survey on the Community Advocate position before the next meeting and provide feedback where necessary.

**Agenda Item 9.2.2, Action Item 41/17** SACF should write to the Minister as a matter of priority strongly emphasizing that it has major concerns on airspace protection.

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**Agenda Item 10, Action Item 41/20:** SACF to seek Minister's view on representation on the Forum from the areas of Botany and Maroubra.

**Agenda Item 10, Action Item 41/21:** SACF to seek Minister's view on re-inviting former representatives who left some years ago.

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

M	Payne	Senator for NSW, Chair
R	Balzola	Proxy for Mr J Murphy, Federal Member for Lowe
W	Bennett	BARA
J	Clarke	Representing Upper North Shore Community
B	Forrest	Representing Kurnell Community
C	Connolly	Proxy for Mr R McClelland MP, Federal Member for Barton
R	Gilmour	Sydney Airport Corporations Ltd
B	Hayes	Proxy for the Hon J Hockey MP, Member for North Sydney
S	Hoopmann	Representing Bennelong Community
M	Megna	Representing Inner West Community
D	Niven	Proxy for Cr Rae Jones
M	Patrinos	Representing Canterbury Residents Against Aircraft Noise
M	Warfield	Proxy for Chris Manning, Qantas Airways
F	Sinclair King	Representing Wentworth Community

**Advisers/Secretariat**

N Williams	Dept of Transport and Regional Services
D Savage	Dept of Transport and Regional Services
G Kelly	Dept of Transport and Regional Services
M Gijselman	Office of Senator Marise Payne
T Grant	Airservices Australia
P Carroll	Airservices Australia
D Spinks	Airservices Australia
A But	Airservices Australia
G Hudson	Sydney Airport Corporation Ltd
K Allcott	Sydney Airport Corporation Ltd
A Sellick	Qantas Airways

**Observers**

R Anderson	Virgin Blue Airlines
H Richard	SACF Inc.
G Harrison	SACF Inc.
T Williams	Environmental Consultant
E Bonnet	Concerned Residents East West (CREW)