



Sydney Airport Community Forum	
Document:	2005/105
Issued:	22 December 2005

SYDNEY AIRPORT COMMUNITY FORUM

44th Meeting

Room 814-815,
NSW Parliament House
Macquarie Street
Sydney NSW 2000

Friday, 16 December 2005

SUMMARY RECORD

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

1.1 Opening Remarks

The Chair welcomed members and proxies to the meeting. Attachment A provides a list of attendees. The Chair expressed her appreciation that members agreed to the postponement of the meeting from 25 November.

The Chair thanked Mr Anthony Roberts MLA for hosting the SACF meeting in NSW Parliament House as the normal venue in Phillip Street was unavailable. Mr Roberts indicated SACF was always welcome to hold its meetings in NSW Parliament House.

The Chair thanked the Department for providing the Secretariat services for the Forum.

SACF extends its congratulations to Mr Robert Balzola on his recent wedding.

1.2 Adoption of Agenda

Mr Philip Lingard (representing Cr Rae Jones, Mayor of Ashfield) requested the following items be placed on the agenda for discussion:

- Agenda Item 7 Noise Monitoring – Request for noise monitoring at 44 Chandos Street Ashfield
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- Agenda Item 10 Other Business – Presentation on Preliminary Community Noise Report Summary 2003-2005.

AGENDA ITEM 2: Confirmation of Draft Summary Record

2.1 Draft Summary Records

The Draft Summary Record from the 43rd Meeting on 2 September 2005 was confirmed with the following amendments by Mr John Clarke Representative for the Upper North Shore.

p5 "From the discussion, comments were expressed that the regime starts from the wrong premise. The premise should be that the OLS needs complete protection from future developments and that all building heights should be under the OLS.

p10 "John Clarke (representing the Upper North Shore) volunteered to participate in the process as did Bob Hayes (representing the Member for North Sydney, Joe Hockey).

The Draft Summary Record from the LTOP Review Sub committee teleconference held on 28 September 2005 was confirmed by the sub committee members at the meeting.

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

3.1 Correspondence

The Chair's letter of 11 October 2005 to the Minister for Transport and Regional Services was noted [SACF Corr 2005/023].

It was noted that the Minister's letter had not been received. The Chair indicated that the Minister's office gave assurances that the reply would be available soon. It would then be circulated to members out of session.

AGENDA ITEM 4: Sydney Airport Corporation Ltd

4.1 Report from Sydney Airport Corporation Ltd (SACL)

SACL provided a report on activities and developments at the airport as part of its standing commitment at regular meetings. SACL reported on proposed aviation and retail development for the airport. In response to a question raised, they confirmed that there were no plans to build a cinema complex or a new "suburb". All proposed developments can be found on the SACL website [<http://www.sydneyairport.com.au>].

SACF would not be providing a comment on these development proposals. It was considered appropriate for SACF Members to provide individual comments on proposed developments at the airport. SACL would respond to members on comments received and keep the Forum informed of progress.

It was noted that SACF had addressed issues in its submission [SACF 2003/128] to SACL on its preliminary master plan 2003 and these would be forwarded to SACL.

It was noted that Community members would prefer SACL to brief the Forum of its own initiative rather than members having to raise these issues at meetings.

SACL indicated that there was no specific noise data available for the A380 but would provide the Forum with information once it becomes publicly available. The aircraft is currently in test mode.

SACL also indicated that Qantas' commitment to very wide bodied large aircraft was unlikely to have an impact on SACL's calculation of future traffic movements to 2023.

4.2 Airspace Protection

DOTARS provided an update on the Scoping Study of high-rise development around Sydney Airport:

As indicated at previous meetings, the Department is conducting a scoping study on high-rise developments around Sydney Airport in order to assess the situation as accurately as possible and



to develop any solutions that may be required, such as amendments to the regulatory regime. Significant progress has been made despite the diversion of resources to other priority tasks for some months.

To date, in summary, we have had productive meetings with the NSW planning authorities in close proximity to the airport such as the Redfern Waterloo Authority, Sydney City Council, Marrickville Council, Randwick and Rockdale Councils. We have yet to meet with the proposed new planning authority that is to redevelop large areas along Parramatta Road. Its implementation will flow from the NSW planning agencies' recently released Metropolitan Strategy.

All councils consulted so far, with the exception of Sydney Council, already have planning policies that restrict buildings to heights well under the 51 metre height limit of the Obstacle Limitation Surface (OLS) at Sydney. As flagged at the last meeting, our study has identified a problem in the lack of early notification of a development to the airport operator by the council or the developer. Developments can proceed without the knowledge of the airport to such a stage over months or years that there is then little opportunity for SACL or the Department to intervene in a timely manner in the early stages of planning the development to negotiate a reduction in height, if possible.

As a result of an offer from the then Department of Infrastructure, Planning and Natural Resources (DIPNR), our concerns on this issue have been taken up in NSW planning's state-wide series of reforms, specifically in amendments to the approval provisions in the Local Environment Plans (LEPs) that councils are required to produce. The new LEPs and associated legislation have been drafted with our input and are currently being refined. As a result, the Commonwealth's height restrictions for the OLS and other surfaces will be a mandatory notification item in the LEPs for those LGAs which fall under the Commonwealth's airspace protection jurisdiction – some 25 councils in the Sydney metropolitan area.

This will mean in practice that council officers will be obliged to notify the developer of the Commonwealth height restrictions on the very first enquiry for a development approval in their LGA, and follow that up with notifying the airport and/or the Department of the impending development application. This new requirement will be similar to the noise contour and insulation requirements already part of the LEPs and the notification of those has worked well over a number of years.

In the interim, to cover off the near future before the new LEPs come into force, we will be continuing our discussions with councils further out around the airport and having further discussions with Sydney City about high-rise development along South Dowling Street. Sydney City inherited several high-rise proposals from South Sydney Council and is already seeking of its own accord to lower those heights. We will be encouraging that approach. Both the Department and SACL are well aware of the renewal of the Green Square project and will be intervening proactively where necessary well before applications are made.

In addition, we have met with SACL to develop joint strategies in relation to the councils and the State planning authorities that may further strengthen our position on OLS protection beyond the regulatory regime. SACL may wish to comment separately on steps they are taking in relation to this issue. We propose to issue a discussion paper in the new year to interested parties, including other airports around Australia to which the Airspace Protection Regulations apply.”

After discussion, the Department agreed to investigate why changes are being made to the Local Environment Plans (LEPs) and not the State Environment Plans (SEPs).

It was noted that Ryde Council was constructing 15 - 30 storey tower developments in its municipality. SACL noted that the Department should consider consulting with the Council on these developments.



SACL indicated they were pleased with the progress being made and the support of the Department and SACF on this matter. SACL also indicated that more resources would be dedicated to following up issues with Councils. The Department was commended for undertaking this necessary work on the OLS.

It was noted that a new master plan was being issued for the Green Square Development site.

The Chair stated that SACF's view was that the threshold position should be no penetration of the OLS. Community members highlighted that the underlying premise should be no penetration of the OLS whatsoever. However, to ensure no penetration of the OLS it needs to be enshrined in legislation.

The Department advised the intention to produce a discussion paper following the study seeking comments and views. SACF would have the opportunity to provide its views on this paper as well as providing comments at the regular meetings.

Agenda Item 4.2, Action Item 44/01: SACF should write separately to the Minister regarding its concerns with penetration of the OLS.

Sydney Future Airport Needs

The Department provided the following information on Sydney's future airport needs.

- *The Government issued a statement in December 2000 that it would review Sydney's airport needs in 2005.*
- *The Government formed the view that a second Sydney Airport would not be needed in the foreseeable future.*
- *Consequently, the Government has no plans to build a second Sydney Airport and sees no need to investigate alternative sites for such an airport.*
- *When the Government announced in December 2000 that it was premature to build a second major airport for Sydney, it also said that it would retain the Badgerys Creek site and protect it from incompatible development in the surrounding areas.*
- *The Minister for Transport and Regional Services has been considering issues relevant to Sydney's future airport needs and has yet to decide if there are any particular matters that deserve more detailed examination at this time.*

The Department subsequently advised that the site was being maintained in accordance with the Government's announcement. Bankstown Airport was not identified as an overflow airport for Sydney (Kingsford Smith) Airport.

Members discussed issues associated with the use of the Badgerys Creek site for aviation purposes. It was noted that there were unsubstantiated reports circulating that the site could be used for propeller aircraft.



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

5.1 Implementation and Monitoring Committee

Mr Hill reported on issues discussed at the recent IMC meeting highlighting positive changes for the lodgement of noise complaints. Movement figures were disappointing for November due to bad weather despite positive improvements the preceding month.

Mr Clarke (IMC Representative) spoke to the Task Force 3 (TF3) report which recommends the introduction of the TF3 proposed flight paths. The Report “*Draft Task Force 3 Recommendation to introduce ‘TF3 Flightpaths’*” was tabled [SACF 2005/102] for members’ consideration.

It was noted that at this stage it was not possible to indicate when the implementation of flight paths would occur as environmental approvals were still being sought.

SACF would receive a formal presentation on the proposals at the next regular meeting [10 March 2006].

Agenda Item 5.1, Action Item 44/02: *SACF to receive a presentation on Task Force 3 Report ‘Draft Task Force 3 Recommendation to introduce ‘TF3 Flightpaths’.*

It was noted that there is community concern about the concentration of flight paths which inevitably results in increased noise levels.

Mr Hill raised the issue about the requests for the long runway. It was suggested that Qantas ask pilots the reasons why this runway was being requested. Succinct reasons would suffice.

Captain Warfield indicated that information he had received was that pilots were operating in accordance with instructions received by air traffic control.

It was suggested by the Chair that IMC undertake some long term monitoring of the reasons for requesting the use of the long runway. IMC to report to SACF at the June 2006 meeting as sufficient data would be obtained by then.

SACF has concerns that the potential exists for increased noise.

Agenda Item 5.1, Action Item 44/03: *IMC to undertake long term monitoring of the reason for requesting use of the long runway and report to SACF on 9 June 2006.*

Mr Bob Hayes (representing the Hon Joe Hockey MP, Member for North Sydney) raised the potential impact of Port Botany expansion on runway and airport operations. In particular, the current distance of 1000 metres may decrease between the facility and the third runway, OLS issues with regard to obstacles such as cranes and the effect that extremely large shipping vessels may have when manoeuvring close to the runway. Mr Hayes indicated it was more than just navigation/radar issues but the effects of large vessels operating in a confined space.

It was noted that Airservices had submitted comments on this expansion during the public comment phase and were confident that the issues were being addressed to their satisfaction. A



primary issue of concern was the size of the shipping vessels. Airservices offered to provide SACF with further comments on this matter.

Agenda Item 5.1, Action Item 44/04: *The Department to provide SACF with information on concerns raised about the expansion of Port Botany.*

5.1.1 Items referred to SACF

- No items referred from IMC.

5.1.2 Items referred from SACF

- IMC to monitor the reasons why pilots request use of the long runway.

5.1.3 Departures from Runway 34L

Members did not raise any issues on this item.

5.1.4 Chapter 3 Aircraft

The Department acknowledged the significant work being undertaken by Dave Southgate and his team on this issue.

The Department provided the following comments on this item

- *The Minister has agreed to the Department doing further work on the development of a regulatory regime to impose airport by airport restrictions on marginally compliant (hushkitted) aircraft. I anticipate that this work will be treated as a matter of priority.*
- *While the most straightforward approach would have been to introduce a national phase out date for all of these aircraft this unfortunately is not a workable solution. A proposal to do this in 2000 drew a very hostile response from the United States. We have very recently been in contact with the US on this issue and it remains very sensitive - any form of national ban would likely generate a similar response to the one we received in 2000.*
- *The regime under consideration is based on an agreement reached within ICAO that caters for operating restrictions being placed on these aircraft on an airport by airport basis.*

The community members raised concerns about the responsible agency or authority to initiate action to phase out the marginally compliant chapter 3 aircraft operating into the airport.

SACF members' preference is for phase out of marginally compliant chapter 3 aircraft and they acknowledge the Government process but disagree that individual airports should have to initiate action for the reasons discussed. The decision to phase out these aircraft should be made at Government and Ministerial level without the need for an application from the airport. It was noted that the legislation has no scope other than for an airport operator to initiate action.

Agenda Item 5.1.4, Action Item 44/05: *SACF to write to the Minister outlining its concern that the legislative requirements for the phasing out of marginally compliant*



chapter 3 aircraft should have scope for parties other than the airport to initiate action for phase out of these aircraft operations.

5.2 *Review of the Long Term Operating Plan*

Chair thanked Mr Clarke for finalising the work associated with the LTOP Review.

The consultants are now in the process of being re-engaged and the work is expected to be finalised in early 2006.

5.3 *New Technologies Working Group*

Qantas indicated new technologies had recently been installed which were being trialled with 737-800 aircraft.

AGENDA ITEM 6: Noise Insulation

6.1 *Noise Amelioration Programme*

6.1.1 Progress Report

Members noted the Noise Amelioration Programme Progress Report [SACF 2005/093].

6.2 *Kurnell Noise Issues*

Mr Hill advised that Mr Baird, Federal Member for Cook, Mrs Dorothy Exon from the Kurnell Progress Committee and himself had a very useful and positive meeting with the Minister on 1 November. The Minister's office is to provide advice on this matter. Further follow up action will be undertaken by Mr Baird's office.

AGENDA ITEM 7: Noise Monitoring

Mr Lingard (representative for the Mayor of Ashfield) spoke to correspondence dated 27 October 2005 from Marie Maire from Somerville First National Real Estate requesting noise monitoring for a property in Ashfield. It was noted that this correspondence was not contained in the agenda papers.

AGENDA ITEM 8: Standing Operational Reports

8.1 *Standing Reports*

Members noted these reports.



8.2 Curfew

Members noted the curfew summary and dispensation reports.

8.2.1 Comparison of Curfew dispensations

Members noted this comparative report on curfew dispensations.

8.2.2 Blanket Curfew Dispensation

Members noted the correspondence and dispensation.

AGENDA ITEM 9: SACF Correspondence and Community Issues

9.1 SACF Correspondence

9.1.1 Key Correspondence

Members noted the key correspondence.

9.1.2 Community Correspondence

Members noted the community correspondence.

9.2 Community Issues

Aviation Community Advocate

Members noted that the Minister had not yet responded on this issue. The Chair indicated that this issue had been followed up with the Minister's office and was hopeful for a result by March.

The Department advised that all documents are prepared and it is ready to proceed, subject to the Minister's views.

Community Members on SACF expressed disappointment that there had been no progress on this matter as they considered the matter had been resolved at previous meetings.

9.3 Airservices Australia – Noise Enquiry Unit

9.3.1 Statistical Report on differences between 1800 number and 1300 number.

Airservices provided some preliminary information on the statistical differences. A more comprehensive report would be available at the March meeting.



Mr John Murphy, Member for Lowe and Mr Ian Longbottom, Mayor of Lane Cove Council expressed their concern that people in the community have to pay a fee to lodge complaints. Mr Murphy would like the Board of Airservices Australia to once again reconsider its policy of charging the community to lodge complaints about aircraft noise.

Mr Murphy submitted the following motion for consideration:

Airservices Australia reinstate the toll free number for the lodgement of complaints against aircraft noise.

Mr Murphy was adamant this issue needs to be resolved as the community should not need to pay to lodge complaints about aircraft noise.

It was considered that the noise statistics do not reflect the true picture for noise complaints as people would not phone due to the cost.

Members were advised that the Board had not yet reconsidered the policy. Also, it was highly unlikely that the Board would overturn its original decision.

It was noted that many calls lodging complaints may be computer generated and technological measures to block these calls may create legal issues.

Agenda Item 9.3.1, Action Item 44/06: *SACF to write a separate letter to Airservices Australia seeking the reinstatement of the 1800 number for the community to lodge noise complaints.*

9.3.2 Promotion of the internet to lodge noise complaints

Members were advised that Quick Links on the front page of Airservices Australia's website [www.airservicesaustralia.com] now display a direct link for the lodgement of noise complaints to the Airspace and Regulatory Environment Unit (AERU).

9.4 Summary of Community Submissions

Members noted the community submissions, the calls by suburb and the calls by day of the week.

AGENDA ITEM 10: Other Business

Mr Lingard spoke to the report "*Community Noise Report Summer Hill 2004 -2005*" [SACF 20005/104] which was not tabled. There was general agreement that the report should be circulated to Members to allow discussion at the March meeting.

The Chair thanked Mr Lingard and Mr Heinrich for preparing this report.

The Chair indicated that the report would be circulated for members' consideration and would be placed on the agenda for discussion at the next regular meeting. This issue should also be referred to IMC for discussion.

Agenda Item 10, Action Item 44/07: The Report "*Community Noise Report Summer Hill 2004 -2005*" to be circulated to SACF members for consideration.



AGENDA ITEM 11: Date of Next Meeting

Members agreed to the following dates for regular meetings in 2006:

- 10 March 2006
- 9 June 2006,
- 1 September 2006 and
- 24 November 2006

Actions from the 44th SACF meeting 16 December 2005

Agenda Item 4.2, Action Item 44/01: SACF should write separately to the Minister regarding its concerns with penetration of the OLS.

Agenda Item 5.1, Action Item 44/02: SACF to receive a presentation on Task Force 3 Report 'Draft Task Force 3 Recommendation to introduce 'TF3 Flightpaths'.

Agenda Item 5.1, Action Item 44/03: IMC to undertake long term monitoring of the reason for requesting use of the long runway and report to SACF on 9 June 2006.

Agenda Item 5.1, Action Item 44/04: The Department to provide SACF with information on concerns raised about the expansion of Port Botany.

Agenda Item 5.1.4, Action Item 44/05: SACF to write to the Minister outlining its concern that the legislative requirements for the phasing out of marginally compliant chapter 3 aircraft should have scope for parties other than the airport to initiate action for phase out of these aircraft operations.

Agenda Item 9.3.1, Action Item 44/06: SACF to write a separate letter to Airservices Australia seeking the reinstatement of the 1800 number for the community to lodge noise complaints.

Agenda Item 10, Action Item 44/07: The Report "Community Noise Report Summer Hill 2004 -2005" to be circulated to SACF members for consideration.

ATTACHMENT A:

Attendance

Members

M	Payne	Senator for NSW, Chair
J	Clarke	Representing Upper North Shore Community
R	Gilmour	Sydney Airport Corporations Ltd
B	Hayes	Proxy for the Hon Joe Hockey MP, Member for North Sydney
K	Hill	Representing the Kurnell Community
S	Hoopmann	Representing the Bennelong Community
P	Lingard	Proxy representing Cr Rae Jones Mayor of Ashfield Council
I	Longbottom	Mayor, Lane Cove Council
M	Megna	Representing the Inner West
J	Murphy MP	Federal Member for Lowe
M	Patrinos	Canterbury Residents Against Aircraft Noise (CRAAN)
A	Roberts MLA	State Member for Lane Cove
N	Seidl	Proxy for the Hon Bruce Baird, Member for Cook
M	Warfield	Airline Representative
T	Williams	Representing Cr Fiona Sinclair King, Wentworth Community

Advisers/Secretariat

N Williams	Dept of Transport and Regional Services
M Ruffy	Dept of Transport and Regional Services
G Kelly	Dept of Transport and Regional Services

D Spinks	Airservices Australia
P Carroll	Airservices Australia

K Allcott	Sydney Airport Corporation Ltd
H Knox	Overnight Aircraft Operators Association

Observers

R Anderson	Virgin Blue Airlines
J Jones	Office of Clover Moore MP