

SYDNEY AIRPORT COMMUNITY FORUM



Meeting to discuss Airplan's Report Long Term Operating Plan Review of LTOP Performance

**Conference Room B, 8th Floor
70 Phillip Street, Sydney**

**Friday, 29 April 2005
9am – 12noon**

DRAFT SUMMARY RECORD



Agenda Item 1: Opening Remarks

Senator Payne opened the meeting at 9.00am welcoming members and proxies to this extra meeting. Apologies were received from Michael Megna, Ian Longbottom, Kevin Schreiber, John Flowers and Maria Patrinos. Attachment A is a list of attendees.

The purpose of the meeting was to enable SACF to fully discuss the Report on the *Review of LTOP Performance*.

General membership changes were Sandra Nori's resignation and Murray Warfield is now to be the representative for the Airline Industry.

Agenda Item 2: Adoption of Provisional Agenda

The provisional agenda was adopted by members.

Kevin Hill raised his concerns about the future of parts of Kurnell in relation to State legislation covering insulation and wished to draw the issues to members' attention. The Chair advised that Mr Baird raised this matter with her but she informed him that this meeting was specifically held to discuss the LTOP report. Kevin Hill agreed to have the issues of Kurnell receive significant prominence at the June Meeting.

Action Item: LTOP Report Meeting/ Action Item 2.1 *The issues affecting Kurnell Community as discussed by Mr Hill to be given significant consideration at the next regular meeting on 10 June 2005*

Agenda Item 3: Report "Review of LTOP Performance"

Report from the IMC community representatives on 19 April focussed on three issues -

Assistant to the Traffic Manager

A supervisor is to take control around the 11am changeover to monitor changes better. This is considered a better organisational arrangement than an administrative assistant as the Operational Manager can then focus entirely on the change over during the critical period.

Improved Reporting

This is an ongoing project that the IMC has been progressing for some time. It will give better quality reports.

Current Mode Capacity vs Sabre Capacity

The targets in the report refer to the original targets and do not bear any resemblance to actuals at the airport. The matter was passed back to SACF as no conclusion could be reached.

Mr Cohny (Airplan) was invited to sit at the table to participate in the discussions. He expressed his appreciation for the time and effort people put in during the consultation period.



He spoke to the report and indicated that the findings were contained through out the report. In particular, continuous improvement should always be considered as an ongoing matter for organisational arrangements but in saying that no deficiencies in ATC were apparent.

The principal participants in the discussions were members representing the northern suburbs, inner west and the south.

The core issues are that the targets to the north are not being met and that there could be use of Modes 5, 7 and 14A.

Mr Cohney said no causal links could be identified between capacity and not meeting the targets so you had to look to the next level for the reasons why. No operational deficiencies were identified to constrain targets. From the consultant's perspective, it was not possible to justify the establishment of the original targets but the operations at the airport today are reasonable.

The Review was to examine current operations at the airport and not to redo the work of LTOP. The major constraints to meeting the targets are considered to be weather, demand and secondary effects. If weather and demand are not the reasons for using noise sharing modes then it is necessary to identify what the secondary effects may be. Members want to identify the components in the secondary effects that may be constraining the use of noise sharing modes and ways to overcome them.

The overall discussion during the meeting was that the movements to the north are considerably higher than what LTOP prescribed. The significant issue to resolve was reasons for the non achievement of the targets. SACF needs to decide if solutions presented in the report do not meet community expectations. Mr Cohney indicated that improved reporting procedures with more comprehensive information should provide a better understanding why decisions are made to go to noise sharing or not to go to noise sharing. This should then provide a better understanding as to what the targets should not be those prescribed in LTOP.

North Shore Members involved in the discussion were adamant that the targets as prescribed in LTOP were the correct targets.

Mr Clarke claimed that 30 percent potential exists for more noise sharing over the north if modes over the east and west were used more but the report stated that this arrangement was not a solution. It was pointed out that noise sharing is all about routing planes over different sectors. Mr Cohney restated that the Review was not expected to defend the original targets or how they were set in the LTOP documents. Possibilities exist for improvements to noise sharing at the secondary level.

Mr Clarke also stated that higher demand at the airport will force the use of parallel runway operations. He agreed that better information on ATC is the key ingredient for maximising noise sharing arrangements. Weather is a changeable factor that has significant effects on preventing noise sharing being implemented but is the primary determinant when deciding runway usage hence mode usage.



Mr Balzola pointed out that the targets were set down as part of Ministerial Direction which is what the community expects to receive. LTOP targets are used as a statutory basis and are enshrined in the major developments at the airport. He also states that Managerial reluctance at Airservices may be a hidden factor constraining the achievement of meeting the targets. However, Mr Cohney said he found no evidence of this occurring in the organisation. Safety was paramount for all operations at the airport and is well enshrined in the LTOP document.

Comments from Messrs Hayes and Clarke were to the effect that the report did not address issues such as mechanisms for smoothing demand to remove the peaks and troughs or the concept of acceptable delay. Mr Cohney replied that as airports operate in dynamic environments, difficulties arise in programming in unforeseen events. Good planning will never be able to negate or overcome the unforeseen events. The consultancy was to determine areas for improvement to the current operating arrangements.

Messrs Hayes and Clarke also stated that the report did not elucidate on what were the constraints to achieving LTOP. Further work was considered necessary to solve the problem of the non-achievement of targets. However, the Consultant stated that nowhere in the terms of reference were they required to ascertain why LTOP was not working. An open-ended scope of works such as that would have deterred them from undertaking such a project as the costs would have been prohibitive.

Mr Clarke asked for an explanation concerning the following statement as he claimed it contained errors of fact

During core periods, increased noise sharing mode use operations of up to 30% might be feasible for noise relief purposes, however while reducing northern sector operations, substantial numbers of current over water flights would be routed in eastern and western sectors with attendant increase in overall noise. Accordingly such an arrangement is not a solution.

(Airways International/Airplan Report "Review of LTOP Performance", March 2005)

Mr Cohney took this matter upon notice to explain the statement.

Action Item: LTOP Report Meeting/ Action Item 3.1 *The Review's consultants to provide an explanation that it was not a solution for noise relief for the northern sector to route over the water flights over the east and west .*

It was then noted that Airplan's role in the discussion had now ceased. Mr Cohney contribution to the discussion was greatly appreciated.

The outcome from the discussion was where to go from here given that the community representatives on SACF were not satisfied with the report. Options ranged from do nothing to request a rewrite of the report. Industry representatives had no comment.



Messrs Hayes and Clarke made criticisms about the presentation and layout of the report, its failure to address the terms of reference by not looking outside the square to overcome constraints, inaccuracies and that the community representatives' expectations were not realized. In addition, the layout omitted to include a list of recommendations for SACF's consideration and discussion. Mr Hayes stated that SACF never received what was requested and should not accept what was provided.

The bottom line issue for community representatives Bob Hayes and Robert Balzola was that the report fell short in meeting their expectations in regards to the terms of reference. The proposition put forward was for a rewrite of the report to address the deficiencies.

The Chair in consultation with DOTARS advised that the Minister's involvement in further work was unnecessary and the meeting could produce a motion requesting further action.

The motion was proposed by John Clarke seconded Robert Balzola

1. SACF resolves to reform the SACF LTOP Review Sub-Committee in light of concerns expressed at the meeting of 29 April 2005.
2. SACF notes its concerns at aspects of the Review Report and the lack of clear recommendations.
3. SACF requests the LTOP Review Sub-Committee with DOTARS to address these concerns with a view to a response from Airplan for the June 10 SACF meeting.

The motion was carried.

The SACF LTOP Sub-committee was formally reconstituted for a teleconference in the week following to discuss what SACF requires from Airplan. Members should give consideration to what they require from Airplan in relation to the LTOP Report.

Action Item: LTOP Report Meeting/ Action Item 3.2 *Secretariat to organise a teleconference for week following for sub committee members to detail what they want from Airplan in relation to the report.*

Mr Balzola acknowledged the efforts of SACF Inc for providing a submission of good quality on the LTOP Report. It is unknown but there may be other community groups that may have comments to put forward on the LTOP report.

The Chair thanked members and observers for their participation in this extra meeting and also for SACF Inc lodging a submission on the LTOP report for this meeting.

Meeting closed at 12.00pm.



Actions from the Out of Program meeting on 29 April 2005 to discuss the LTOP Report “Review of LTOP Performance”

Action Item: LTOP Report Meeting/ Action item 2.1 The issues affecting Kurnell Community as discussed by Mr Hill to be given significant consideration at the next regular meeting on 10 June 2005

Action Item: LTOP Report Meeting/ Action item 3.1 The Review consultants to provide an explanation that it was not a solution for noise relief for the northern sector to route over the water flights over the east and west .

Action Item: LTOP Report Meeting/ Action item 3.2 Secretariat to organise a teleconference for the week following for sub committee members to detail what they want from Airplan in relation to the LTOP report.



ATTACHMENT A:

Attendance

Members

M	Payne	Senator for NSW, Chair
R	Balzola	Representing for Mr J Murphy, Federal Member for Lowe
W	Bennett	BARA
J	Clarke	Representing Upper North Shore Community
R	Gilmour	Sydney Airport Corporations Ltd
B	Hayes	Representing the Hon J Hockey MP, Member for North Sydney
K	Hill	Representing Kurnell Community
S	Hoopmann	Representing Bennelong Community
A	Roberts	Member for Lane Cove
N	Seidl	Representing the Hon Bruce Baird, Member for Cook
R	Selleck	Representing Cr Ian Longbottom, Mayor of Lane Cove Council
F	Sinclair King	Representing Wentworth Community
M	Warfield	Airline Industry

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
D Cohny	Airplan
M Gijselman	Office of Senator Marise Payne
T Grant	Airservices Australia
P Carroll	Airservices Australia
D Spinks	Airservices Australia
A But	Airservices Australia
K Allcott	Sydney Airport Corporation Ltd

Observers

J Ludlow	Jitahdas Consulting
R Tanner	SACF Inc.
T Williams	Environmental Consultant
P Lingard	North West Residents Action Group