



SYDNEY AIRPORT COMMUNITY FORUM

46th Meeting

Conference Room A
Commonwealth Parliamentary Office
Level 8, 70 Phillip Street
Sydney NSW 2000

Friday, 9 June 2006

SUMMARY RECORD



AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

1.1 Opening Remarks

The Chair welcomed members.

The Chair noted that SACF was approaching 10 years of existence.

The Chair asked that the Forum note for the record the passing of Glenys Kelly and thanked members who had conveyed messages. Senator Payne had arranged flowers and a card to the service. The Forum formally recorded thanks and appreciation for Glenys's work and effort and offered sincere condolences to her family.

The meeting acknowledged apologies from Kevin Schreiber and welcomed proxies.

1.2 Adoption of Agenda

The agenda was adopted.

Mr Lingard asked that Chandos Street, Ashfield be discussed (Agenda Item 7).

AGENDA ITEM 2: Confirmation of Draft Summary Record

2.1 Draft Summary Records

The Draft Summary Records of the 44th and 45th meetings were confirmed.

The Draft Summary Record of the LTOP Review teleconference on 17 May 2006 was confirmed by the Subcommittee members.

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

3.1 Correspondence

The Chair's letter of 10 May 2006 to the Minister about the outcomes of the 45th meeting and his response of 23 May 2006 were noted.

Action items from the 45th meeting were to be discussed as the appropriate agenda items arose. It was noted that this included a positive outcome about the Community Advocate.

AGENDA ITEM 4: Sydney Airport Corporation Limited

4.1 Report from SACL

Members noted that SACL had provided advice on activities at the airport and expressed appreciation for their assistance.



4.1.1 A380 works

Members noted information provided through the Secretariat from SACL about changes to runway use due to A380 works.

4.2 Airspace Protection

Members noted that the Chair had written to the Minister to clarify the Forum's concerns about development penetrating the OLS and whether current arrangements address that concern and was awaiting a response.

In response to a request from the last SACF meeting, the Department advised members that it had approached Ryde Council but was yet to receive a response in relation to developments in West Ryde and Ryde town centre.

In the absence of that advice, the Department had reviewed the airspace charts and noted the areas of West Ryde and Ryde town centre are not under the airspace regulated by the Department. The aviation impacts beyond are the responsibility of Airservices or CASA.

Members noted the Department's advice.

Sue Hoopmann (representing Bennelong Community) indicated that the proposed developments which had instigated the discussion were apparently now 17 storeys.

4.1 Report from SACL

Rod Gilmour gave a presentation of developments and activities at the airport.

Agenda Item 4.1, Action Item 46/01: Secretariat to provide members with a copy of the SACL presentation on developments and activities at the airport.

Members commented that garbage refuse arrangements were similar to those applying to businesses off-site; development of the SSE sector may restrict the potential for aeronautical development; that developments on the airport did not need to be consistent with the master plan; and that parking arrangements meant people waiting at various sites around the airport distant from the terminal.

In response, SACL advised that the development in the SSE sector is interim use, that SACL is required under the Airports Act to only develop the airport consistent with the master plan and that new pick up arrangements were necessary to relieve the pressure on the roadway at peak times while not bringing the precinct to a halt. SACL advised that copies of the preliminary draft major development plans were on the SACL website.



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

5.1 Implementation and Monitoring Committee

IMC representative informed Members that IMC had met once since the 45th SACF meeting in March and were to meet again on Tuesday 13 June 2006.

5.1.2 Items referred from SACF

Northerly departures over the inner west

Technicians had looked at the site in Chandos Street in Ashfield and determined safety concerns about the monitor being located on the roof. Airservices are looking at how to address the location.

727 data

The collection of 727 data is ongoing. DOTARS provided briefing to IMC. The fundamental issue for IMC is that an aircraft could be certified as compliant but there may be significant differences when it is actually operating. This matter will be the subject of ongoing discussion.

1800 number

IMC monitoring of the use of the 1800 number is ongoing.

Agenda Item 5.1.2, Action Item 46/02: Secretariat to inform members of the 1800 number.

IMC also considered performance of operations of Sydney Airport in light of runway works that have affected noise and the increase in noise complaints.

5.1.4 Chapter 3 Aircraft

Members noted that the Minister's response to the Chair's letter about the outcomes of the 45th meeting indicated that SACF's views will be taken into account in the development of draft legislative amendments [SACF Corr 2006/010].

5.2 Review of Long Term Operating Plan

The LTOP Review subcommittee held a teleconference on 17 May 2006.

Airservices reported on their capacity to implement each of the recommendations (see later discussion of Item 5.2).

Mr Hayes expressed disappointment that the LTOP targets, which he understood to be actual targets and not simply examples of mode usage, have failed to be met after 9 years. Mr Hayes also expressed disappointment that both attempts at reviewing LTOP have not satisfactorily answered why the targets are not being met.

Following his presentation on the TF3 recommendations, Mr Ludlow commented that LTOP modelling did not take into account climate or standards for aircraft entering the terminal area.



5.3 New Technologies Working Group

No issues were raised.

5.1.1 Items referred to SACF

Task Force 3

Members agreed, following the last meeting, that it was not practical to consider the results of the Task Force 3 deliberations by teleconference.

In response to confusion regarding the establishment of TF3, John Clarke provided some background from his recollection:

- There had been some progress, through IMC, toward the implementation of LTOP but there was a gap with regard to “high and wide” and “trident” flight path recommendations because the technology to safely and efficiently sequence aircraft was not currently available.
- SACF established a working group to look at “high and wide” and “trident” more closely, the recommendation arising from that group was that SACF establish a further task force (2).
- The Task Force 2 recommendations included the delaying of “high and wide” and “trident” pending developments in technology and the establishment of a further task force (3) to look at how some of those recommendations could be implemented.
- It was clarified that TF3 is a subcommittee of IMC which is a subcommittee of SACF so essentially, it is a subcommittee of SACF.

Issues

- There was considerable discussion amongst members about the context of the presentation in relation to the Airservices Direction and the implementation of LTOP. In particular, there was a concern that the TF3 recommendations, if implemented, could be seen as a move away from the full implementation of LTOP.
 - Mr Clarke noted this was not the intention but the TF3 proposals suggest interim alternatives that may provide some benefit to the community until such time as the technology to implement “high and wide” and “trident” is available.
- Concern was expressed that the Minister may be under the misapprehension that the Task Force 2 report had been endorsed by SACF when in fact the Forum had not seen the report but had only received a powerpoint presentation.
 - The Chair acknowledged that the language in correspondence following the 35th meeting may have wrongly given this impression. The Chair undertook to pursue the full TF2 report and circulate it to members.

Agenda Item 5.1.1, Action Item 46/03: Secretariat to provide members with a copy of the Task Force 2 report entitled “Implementation of the Sydney Long Term Operating Plan (LTOP H&W) High and Wide Flight Paths (LTOP H&W recommendation 2) First Report of Task Force 2” dated February 2003.



Mr Williams sought clarification as to whether the Task Force 3 proposals are a variation to LTOP that still includes high and wide flight paths or whether it is a variation that no longer includes these flight paths. Mr Ludlow provided members with a presentation on the TF3 recommendations. The “high and wide” flight paths have not been removed.

Presentation

Mr Ludlow noted that in all cases, TF3 recommendations were developed with the understanding that the community did not want the track spread within 10 nautical miles to change and aircraft would be pushed higher wherever possible. It was noted that “high and wide” flight paths as depicted in LTOP, with the exception of “Trident”, is capable of being implemented however in the absence of sequencing technology it raises significant issues for operational efficiency, safety and the current ability to switch to noise sharing modes. Also of note is the community concern that the flight paths must deliver an overall improvement in the current noise situation.

Key Issues Arising from Presentation

- Mr Hayes suggested that members required 3 sets of data in order to assess the environmental impact of the proposed TF 3 flight paths – 1) current flight tracks (ie. where the planes are flying now), 2) LTOP flight tracks (ie, how they were supposed to be under LTOP), and 3) TF 3 proposals (ie. where they are going to be under TF3).
- Mr Balzola suggested that people also want to know whether the TF3 proposals would fulfil the integrity and intent of the LTOP targets.
- Some members were concerned that there was insufficient comparative information to be able to inform the community of the benefits of the TF 3 proposals and suggested computer modelling could be useful in this regard.
- Mr Ludlow noted that the flight path changes over the inner west, moving flight paths more over the Parramatta river meant that aircraft over certain suburbs would be 10-12,000 ft high.

Mr Ludlow explained to members that while computer modelling is a useful planning tool as an indicator of flight tracks, it does not give exact data of where aircraft will fly. He also informed members that the proposed flight track changes will not change the ability to change modes.

- The issue of the targets was not within the terms of reference for Task Force 3.

Mr Warfield noted his agreement with John Clarke but wanted to add that the process has been a constructive one in that we have all got the same goal but wanted to make it clear that there really are no benefits for industry. He noted that the high gets some efficiency but the wide aspect, further track miles, has from exhaustive analysis of it shown that the community wins because of the higher altitudes, the industry wins because of better descent profiles, but loses this because of extra track miles.

It was noted that the technology is very close and the industry is now using it but concentrating on cities in Australia with rough terrain in close proximity to the airport, and the industry will learn from it. Mr Warfield also noted that in his experience of aviation incremental steps are usually made, never the big steps and



what's being proposed here is an interim step. The industry totally endorse this and feel that the goals are the same.

The Chair canvassed options for progressing the Task Force 3 proposals and informing the community of the material that had been presented to the Forum for discussion.

The Chair confirmed that the summary record would reflect that SACF had received a presentation on Task Force 3.

Members who have technical issues to explore in relation to the TF 3 presentation are to note those issues through Maria Patrinos as the community representative on TF 3 or Paul Carroll as the Chair of Task Force 3.

Agenda Item 5.1.1, Action Item 46/04: Task Force 3 subcommittee to examine issues raised by members prior to the next SACF meeting.

Task Force 3 will be discussed further at the September SACF meeting where members will consider any further information and options to progress the issue.

The current TF 3 proposals are to be treated sensitively.

John Clarke suggested that IMC discuss a communication strategy and inform the Chair prior to the September meeting.

Agenda Item 5.1.1, Action Item 46/05: IMC to consider a communication strategy for informing the community about the Task Force 3 flight path proposals and report to the Chair prior to the next SACF meeting.

The Chair expressed her appreciation to all those involved on TF 3.

5.2 *Review of the Long Term Operating Plan*

Richard Dudley responded on Airservices' capacity to implement the recommendations of the LTOP review.

Agenda Item 5.2, Action Item 46/06: The Review of the Long Term Operating Plan recommendations and Airservices' response on the capacity to implement the recommendations to be referred to IMC.

Mr Hayes commented that the review report had not addressed the achievement of the LTOP targets.

AGENDA ITEM 6: Noise Insulation

6.1.1 *Noise Insulation Programme*

Kevin Hill noted that the amelioration report [SACF 2006/035] indicated that the noise levy would cease in July 2006 and that if this was the case, there would be no money to insulate Kurnell. The Department confirmed that there were no plans at present to extend the levy.



The Chair confirmed that the arrangements always provided for the levy to cease.

Mr Lingard also indicated that the progressive additional flights identified in the Sydney Airport master plan would mean more areas would require insulation.

Agenda Item 6, Action Item 46/07: Department to prepare a separate letter to the Minister about the noise levy raising concerns specifically about Kurnell for urgent consideration.

AGENDA ITEM 7: Noise Monitoring

7.1 *Summer Hill*

The Chair has assisted Mr Lingard to get further information from Airservices.

AGENDA ITEM 8: Standing Operational Reports

8.2 *Curfew*

Mr Hayes raised some concerns about the curfew dispensations and that it appeared that the proportion of approvals had increased over the last two years. The Department confirmed that there had been a change in responsibility for considering dispensations but in accordance with the same guidelines.

It appears that prior to 2001 there were more rejections than approvals, but since 2001 there have been more approvals than rejections.

Warren Bennett (BARA) suggested that since the Thai Airways case there had been more requests for dispensations.

Agenda Item 8.2, Action Item 46/08: Department to provide a brief on the approval of dispensations and a sample of rejections.

AGENDA ITEM 9: SACF Correspondence and Community Issues

Members noted the correspondence.

9.2 *Aviation Community Advocate*

The Department advised that the Minister had agreed on 31 May 2006 to a model for the Community Advocate engaged by the Department under Australian Government procurement arrangements with a power of direction of work vested with the SACF Chair. The Department is to settle details of the appointment with the Chair before going to tender.

Members will have an opportunity to discuss the arrangements before it goes public.



Actions from the 46th SACF meeting 9 June 2006

Agenda Item 4.1, Action Item 46/01: Secretariat to provide members with a copy of the SACL presentation on developments and activities at the airport.

Agenda Item 5.1.2, Action Item 46/02: Secretariat to inform members of the 1800 number.

Agenda Item 5.1.1, Action Item 46/03: Secretariat to provide members with a copy of the Task Force 2 report entitled “Implementation of the Sydney Long Term Operating Plan (LTOP H&W) High and Wide Flight Paths (LTOP H&W recommendation 2) First Report of Task Force 2” dated February 2003.

Agenda Item 5.1.1, Action Item 46/04: Task Force 3 subcommittee to examine issues raised by members prior to the next SACF meeting.

Agenda Item 5.1.1, Action Item 46/05: IMC to consider a communication strategy for informing the community about the Task Force 3 flight path proposals and report to the Chair prior to the next SACF meeting.

Agenda Item 5.2, Action Item 46/06: The Review of the Long Term Operating Plan recommendations and Airservices’ response on the capacity to implement the recommendations to be referred to IMC.

Agenda Item 6, Action Item 46/07: Department to prepare a separate letter to the Minister about the noise levy raising concerns specifically about Kurnell for urgent consideration.

Agenda Item 8.2, Action Item 46/08: Department to provide a brief on the approval of dispensations and a sample of rejections.



ATTACHMENT A: **Attendance**

Members

M	Payne	Senator for NSW, Chair
J	Clarke	Representing Upper North Shore Community
R	Gilmour	Sydney Airport Corporation Limited
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
K	Freedman	Proxy for Mayor, Lane Cove Council
M	Megna	Representing the Inner West
M	Patrinos	Canterbury Residents Against Aircraft Noise (CRAAN)
N	Seidl	Proxy for the Hon Bruce Baird, Member for Cook
T	Williams	Representing Cr Fiona Sinclair King, Wentworth Community
P	Sansom	Proxy for Cr Vince Badalati
W	Bennett	Representing the Board of Airline Representatives Australia
C	Connolly	Proxy for Robert McClelland MP
M	Warfield	Qantas

Advisers/Secretariat

M	Gijselman	Office of Senator Payne
N	Williams	Dept of Transport and Regional Services
D	Savage	Dept of Transport and Regional Services
M	Ruffy	Dept of Transport and Regional Services
R	Dudley	Airservices Australia
D	Spinks	Airservices Australia
P	Carroll	Airservices Australia
K	Allcott	Sydney Airport Corporation Limited
A	Sellick	Airline representative
H	Knox	Overnight Aircraft Operators Association

Observers

J	Jones	Office of Clover Moore MP
---	-------	---------------------------