



# **SYDNEY AIRPORT COMMUNITY FORUM**

50<sup>th</sup> Meeting

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

Friday, 8 June 2007

## **SUMMARY RECORD**

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

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

The Chair welcomed Sue McIntosh from the Department of Transport and Regional Services. The Chair also welcomed members and proxies to the meeting. Attachment A provides a list of attendees.

Mr Roberts requested leave to absent himself early due to being required in Parliament.

The Chair indicated that Agenda Item 9.2, Aviation Community Advocate would be dealt with earlier in the meeting at Agenda Item 3.

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

The agenda was adopted.

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

### ***2.1 48<sup>th</sup> Meeting 24 November 2006***

The 48<sup>th</sup> Draft Summary Record had been amended as per Action Item 49/01 with Mr Lingard's suggested amendments. This record was confirmed as final.

### ***2.2 49<sup>th</sup> Meeting 9 March 2007***

The 49<sup>th</sup> Draft Summary Record was also confirmed with the proviso that the secretariat make a minor amendment to Agenda Item 4. Mr Gilmour noted that SACL had *made a submission to*, rather than *appeared at*, a recent Senate Inquiry.

***Agenda Item 2.1, Action Item 50/01: Secretariat to make amendment to Agenda Item 4: Report from SACL in order to finalise 49<sup>th</sup> Draft Summary Record.***



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

### **3.1 Correspondence**

The Chair's letter of 2 April 2007 to the Minister for Transport and Regional Services addressing the outcomes of the 49<sup>th</sup> meeting and the Minister's response of 8 May 2007 were noted.

It was agreed to address Agenda Item 9.2 on the Aviation Community Advocate under this agenda item due to the time constraints associated with Mr Roberts' need to leave the meeting early.

At the Chair's request the secretariat handed out copies of the draft Selection Criteria of the Aviation Community Advocate (ACA) previously submitted to the ACA subcommittee for discussion and the revised draft submitted by SACF community members (Bob Hayes, John Clarke and Kevin Hill) following the teleconference on 20 April 2007 [2007/024].

Mr Williams absented himself from the room during this discussion.

The Chair updated SACF members on the current status of the ACA appointment process.

- The ACA subcommittee reviewed the Selection Criteria at a teleconference on 20 April 2007.
- An agreed set of proposed revisions developed by community members was circulated to subcommittee members on 7 May 2007.

The Chair suggested the following next steps to continue the process:

- that SACF adopt the revised version of the Selection Criteria;
- that the revised terms be sent to the Minister, and
- that SACF seek the Minister's agreement to the revisions and agree to re-issue the tender

Several SACF members expressed concern over the length of time already taken to finalise the appointment of the Advocate. A discussion arose regarding the projected time frame of a second tender process. Ms McIntosh suggested up to 8 weeks was a possible time frame. The Chair expressed a preference for the process to be completed within 4 weeks. Mr Clarke suggested a compromise of 6 weeks to which members and the Chair agreed, giving a preferred finalisation date of 20 July 2007.

The Chair sought agreement from SACF to adopt the amended Selection Criteria. The revised Selection Criteria were adopted and the Chair committed to write to the Minister immediately, and to expedite the procurement process and finalise the recommendation of an Advocate to the Minister within the 6 week time frame.

*Agenda Item 3.1, Action Item 50/02: Chair to ensure a recommendation is made for the appointment of the Aviation Community Advocate to the Minister by 20 July 2007.*

### **3.2 Actions Arising from the 49th SACF Meeting 9 March 2007**

The Chair noted that action items from the 49<sup>th</sup> meeting had been implemented and advised that these would be discussed under the relevant agenda items.



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

### **4.1 Report from Sydney Airport Corporation Ltd (SACL)**

Mr Gilmour advised the meeting of the following;

- Construction had commenced on a new 8 storey car park for the International Terminal containing approximately 3,000 additional car spaces. This was in response to an increase in demand for car spaces during peak periods and part of an MDP approved in 2005.
- A ground travel plan had been released after consultation with residents of surrounding areas, and other key stakeholders. This plan has been approved by the Minister and addresses transportation concerns about the traffic in the vicinity of the airport and recommends improvements.
- The A380 Airbus had visited Sydney Airport on 7 June 2007 and flown to Canberra as part of a display of the aircraft and ongoing testing of its capabilities. Three of the gates at the airport have been equipped with A380 capable aerobridges with SACL planning to equip three more. The first commercial flight for the A380 out of Sydney is planned for late 2007.

A question was asked about the FAA certification of the A380 and SACL confirmed that it had been received and that noise characteristics of the aircraft had been published on the Airbus website. Mr Warfield also committed to provide SACL with relevant information on the noise characteristics of the A380 when it was available.

*Agenda Item 4.1, Action Item 50/03: Mr Warfield to provide SACL with relevant noise information on the A380 Airbus, subject to availability.*

Members noted the SACL report.



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

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

Mr Clarke reported on progress and outcomes from the IMC meetings held on 17 April and 5 June 2007:

- The discussion on the Noise Abatement Departure Procedures will be continued at Agenda Item 6.3
- Correspondence from Mr Ladomatos of North Ryde was noted. Mr Ladomatos declined Airservices offer of noise monitoring. Mr Williams had analysed data provided by Airservices and a meeting between Mr Ladomatos, Mr Clarke, Mr Williams, Ms Hoopmann and Mr Kursar took place on 2 June 2007. The conclusion was drawn that while air traffic had moved during an instrument upgrade in March 2006, the traffic had moved back to its original track since then.

Mr Clarke referred to a handout (see Attachment B) which indicated there had been a seasonal increase in arrivals and Mr Ladomatos was affected by aircraft vectoring into the arrival path for runway 16R. Mr Ladomatos had admitted that he had become sensitised to the aircraft noise since this exposure.

The data indicated that the 6am-7am period was a problematic time period due to the frequent use of Mode 10 and the corresponding infrequent use of SODPROPS. Mr Ladomatos had indicated to Mr Clarke that he was satisfied with the outcome of the meeting and that he understood the issues and Mr Clarke declared the issue to be resolved. Mr Williams is continuing to analyse data supplied by Airservices.

It was noted that Mr Ladomatos' complaints had not been addressed within a reasonable time frame. Concerns were raised that Mr Ladomatos' essential issue of what he believes is an overuse of Mode 10 and underuse of SODPROPS had not been addressed. The Chair advised that this would be a standing agenda item while IMC continued investigation.

Mr Williams submitted a proposal on mode utilisation (see Attachment C) which was amended by the Chair and the Forum, and carried and referred to IMC for further consideration (IMC Referral 50/01). Mr Kursar, Mr Dudley and the Chair thanked Mr Williams and Mr Clarke for their efforts on behalf of Mr Ladomatos.

- The issue of flight paths over Kurnell (Action Item 49/10) was discussed. Mr Carroll explained the difference between the DEENA and Curfew Standard Instrument Departures (SIDs) and that while most modern jet aircraft are able to fly the DEENA SID, the vast majority of aircraft which operate during Curfew are reliant on ground based radio navigation aids and are still subject to following the Curfew SID.
- A slight change will be made to the IMC minutes which will seek to improve the process of tracking items referred between IMC and SACF.
- Members noted that the Sydney Airport Operational Reports still indicate that movements to the north are well over the 17 % target.



Concerns were raised that arrivals across residential Ashfield are spreading further west and that aircraft appear to be breaching the 'no reciprocity' agreement of LTOP. The Chair asked that this issue be referred to IMC for investigation (IMC Referral 50/02).

### **5.2 Task Force 3**

Mr Dudley announced that Barney Pinney had been appointed as the Community Representative for Task Force 3 and had already commenced work.

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

No issues were raised.

### **5.4 Australian National Audit Office Report**

Ms McIntosh addressed Action Item 49/08 noting that there were no noise implications of the ANAO report and that the 80 movements per hour cap remained in place. An implementation plan has been put in place to address the report's recommendations with some legislative changes required. It was requested that SACF receive regular updates on the progress of this issue, in addition to the quarterly reports on the *Sydney Airport Demand Management Act 1997* which are provided by Airservices to Parliament.

*Agenda Item 5.4, Action Item 50/04: Secretariat to add the ANAO report as a standing agenda item and SACF to be updated on the implementation of the audit's recommendations at each meeting.*

*Agenda Item 5.4, Action Item 50/05: Airservices to provide a copy of the Sydney Airport Demand Management Act 1997 quarterly report to SACF.*



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

### **6.1 Noise Amelioration Programme**

No issues were raised.

### **6.2 Noise Levy**

The meeting set for the 21 March 2007 between the Minister, the Chair and Mr Baird had to be cancelled at the last minute but will be rescheduled.

### **6.3 Noise Abatement Procedures**

Mr Clarke noted the Airservices report and referred to 'ICAO Working Paper 25' which states that "ICAO Procedure A, would constitute a specific procedure within the NADP 1 family; similarly ICAO Procedure B constitutes a specific procedure within the NADP 2 family". (Appendix 2.2.2).

IMC has not yet reached a resolution on the NADPs discussion. Qantas has not changed its procedures and is still using ICAO-A powering off at 1500ft, and Virgin is using NADP 1 powering off at 1000ft. It is not known which NADPs foreign airlines are using currently, although Virgin is currently investigating the possibility of powering off at a higher altitude. General agreement existed that ICAO A/NADP 1 is beneficial to residents closer to the airport, and ICAO B/NADP 2 is beneficial to communities living further away from the airport. The benefits of ICAO A vs NADP 1 remains a subject of further investigation.

Mr Dudley noted that Airservices is not able to mandate an airline to follow a particular NADP but is unsure of which body does have the authority. Airservices committed to investigate the history of the ICAO A implementation and what authority implemented ICAO A. Airservices will report back on this issue to IMC after receiving briefing from CASA.

***Agenda Item 6.3, Action Item 50/06:** Airservices to investigate which body has the authority to mandate changes to NADPs and report back to IMC.*

Mr Lingard summarised his paper 'Supporting Data for SACF – Noise Abatement Departure Protocol (NADP) discussion'. He suggested that a resolution made by SACF in November 1997 which requested Airservices "to immediately commence all necessary procedures required to implement ICAO A departure procedures for all jets operating at Sydney Airport" had not been successfully implemented.

Mr Dudley responded that this request had been implemented at the time and that ICAO had now rescinded the ICAO A and B procedures and replaced them with NADPs 1 and 2. Reference was made to a document distributed to IMC by email from Airservices on the previous day – 'AIP references to noise abatement departure procedures'. The Chair requested that this information be distributed to SACF to assist with the ongoing discussion.

***Agenda Item 6.3, Action Item 50/07:** Secretariat to circulate copy of 'AIP references to noise abatement departure procedures' to SACF.*



Discussion ensued on the role of the Government and airline operators in the prescription of NADPs. Mr Carroll noted that all airline operators fly some form of NAP and it was suggested that with a choice of NADPs, they should be tailored to the requirements of the individual airport.

Concerns were raised about whether everything possible was being done to implement ICAO A equivalent NADPs. Mr Lingard proposed a motion for the 'Introduction of ICAO-A Equivalent NADPs' at Sydney Airport (see Attachment D). The motion was carried with the term 'ICAO A' replaced with 'the procedure formerly called ICAO A'. The motion was also referred to IMC (IMC Referral 50/03).

*Agenda Item 6.3, Action Item 50/08: Follow through the processes of Mr Lingard's motion to inform all appropriate bodies of their responsibilities in relation to the requested implementation of the procedure formerly called ICAO A.*

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

Mr Dudley indicated he believed that Action Item 49/09 had been completed, however Mr Lingard noted that Somerville First National Real Estate had written on 25 May 2007 to the Chair again requesting that Strata Plan No 5226 (Chandos St) be supplied with the Ashfield noise report. The Chair requested that Airservices prioritise this task. Action Item 49/09 will be considered ongoing.

Updated data on Mr Lingard's 'Community Noise Report Summer Hill 2002-2005' was noted and referred to IMC for discussion (IMC Referral 50/04).





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

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

Members noted the standing operational reports.

The Chair asked Airservices when final Monthly Curfew Reports for 2007 were expected and Mr Dudley, who is now responsible for the Environment Branch, declared that the first two weeks of July had been committed to bringing Sydney reports up to date.

Members noted that the Operational Reports indicated that the northern targets are not being reached. Mr Dudley commented that a lengthy period of strong southerly winds had impacted on airport operations but suggested this issue be referred to IMC for further analysis (IMC Referral 50/05).

### **8.2 *Curfew***

Ms McIntosh provided further details on the 24 weekly quota movements approved for Sydney Airport for the period 25 March to 27 October 2007. This issue may be raised again due to Mr Hill's absence from this meeting.

The Chair noted that the prosecution of Gulf Air for alleged curfew breaches in 2005 has been adjourned until 29 June 2007.



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

### ***9.1 SACF Correspondence***

Members noted the correspondence.

Mr Williams noted that Mr Ladomatos intended to write again to convey his satisfaction with the outcome of the examination of his issues.

Mr Dudley apologised for the delay in provision of ANEI maps for Sydney and committed to supplying updated ANEIs in mid July.

### ***9.2 Community Issues***

#### **Aviation Community Advocate**

See discussion at Agenda Item 3

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

The Chair noted that a technical problem with the complaints line had been fixed.

Members noted the submissions from the community and noted the high incidence of reports of low flying aircraft causing community concern.

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

No issues were raised.

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

The Chair noted that the next meeting is scheduled for 28 September 2007.

The Chair also reinforced the commitment made to progress the appointment of the Advocate with the Minister's assistance, and keep SACF up to date with the progress on this issue. The Chair stated that the intention was to have the Advocate attend the next IMC meeting on 14 August 2007.

The Chair thanked the attendees and declared the meeting closed.



## **Actions from the 50<sup>th</sup> SACF meeting 8 June 2007**

***Agenda Item 2.1, Action Item 50/01:*** Secretariat to make amendment to Agenda Item 4: Report from SACL in order to finalise 49<sup>th</sup> Draft Summary Record.

***Agenda Item 3.1, Action Item 50/02:*** Chair to ensure a recommendation is made for the appointment of the Aviation Community Advocate to the Minister by 20 July 2007.

***Agenda Item 4.1, Action Item 50/03:*** Mr Warfield to provide SACF with relevant noise information on the A380 Airbus, subject to availability.

***Agenda Item 5.4, Action Item 50/04:*** Secretariat to add the ANAO report as a standing agenda item and SACF to be updated on the implementation of the audit's recommendations at each meeting.

***Agenda Item 5.4, Action Item 50/05:*** Airservices to provide a copy of the Sydney Airport Demand Management Act 1997 quarterly report to SACF.

***Agenda Item 6.3, Action Item 50/06:*** Airservices to investigate which body has the authority to mandate changes to NADPs and report back to IMC.

***Agenda Item 6.3, Action Item 50/07:*** Secretariat to circulate copy of 'AIP references to noise abatement departure procedures' to SACF.

***Agenda Item 6.3, Action Item 50/08:*** Follow through the processes of Mr Lingard's motion to inform all appropriate bodies of their responsibilities in relation to the requested implementation of the procedure formerly called ICAO A.



## **IMC referrals from the 50<sup>th</sup> SACF meeting 8 June 2007**

***Agenda Item 5.1, Referral 50/01:*** Mr Williams' proposal on mode utilisation - referred to IMC for consideration.

***Agenda Item 5.1, Referral 50/02:*** Aircraft breaching the 'no reciprocity' agreement of LTOP - referred to IMC for examination.

***Agenda Item 6.3, Referral 50/03:*** Mr Lingard's motion for the 'Introduction of ICAO-A Equivalent NADPs' at Sydney Airport – referred to IMC for consideration.

***Agenda Item 7, Referral 50/04:*** Mr Lingard's updated data on 'Community Noise Report Summer Hill' - referred to IMC for consideration.

***Agenda Item 8.1, Referral 50/05:*** Failure to meet northern targets of LTOP – referred to IMC for investigation. Look at apparent overuse of Mode 10 and underuse of SODPROPS.

**ATTENDANCE****Members**

M	Payne	Senator for NSW, Chair
J	Clarke	Representing Upper North Shore Community
R	Gilmour	Sydney Airport Corporation Limited
R	Balzola	Proxy for John Murphy, Member for Lowe
B	Forrest	Proxy for Kevin Hill, representing the Kurnell Community
S	Kursar	Proxy for Cr Sue Hoopmann, representing the Bennelong Community
P	Lingard	Proxy representing Cr Edward Cassidy, Mayor of Ashfield
W	Rylands	Proxy for Cr Ian Longbottom, Mayor of Lane Cove
A	Roberts	State Member for Lane Cove
N	Seidl	Proxy for the Hon Bruce Baird, Member for Cook
T	Williams	Proxy for Cr Fiona Sinclair King, Wentworth Community
M	Warfield	Qantas
F	Steward	Proxy for Cr Bill Saravinovski, Mayor of Rockdale
B	Hayes	Proxy for Joe Hockey, Member for North Sydney
C	Connolly	Proxy for Robert McClelland, Member for Barton

**Advisers/Secretariat**

S. McIntosh	Dept of Transport and Regional Services
T Bergmanis	SACF Secretariat / Dept of Transport and Regional Services
M Gijselman	Advisor to Senator Payne
R Dudley	Airservices Australia
P Carroll	Airservices Australia
K Owen	Airservices Australia
K Allcott	Sydney Airport Corporation Limited

**Observers**

none



MONTHLY AIRCRAFT MOVEMENTS DURING FIRST HOUR 6 AM to 7 AM  
2002 to 2007

MONTH	2002		2003		2004		2005		2006		2007		AVERAGES		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	
	Total		Total		Total		Total		Total		Total		Total		
01	Jan	371	341	341	316	347	312	418	312	334	295	334	295	358	312
		688		657		659		730		629		686		675	
02	Feb	301	331	337	315	331	365	383	287	320	338	338	348	335	331
		632		652		696		670		658		686		666	
03	Mar	366	346	392	391	390	413	438	346	333	360	445	368	394	371
		712		783		803		784		693		813		765	
04	Apr	522	332	612	368	580	356	613	369	571	349			580	355
		854		980		936		982		920				934	
05	May	549	386	500	380	627	354	637	368	623	383			587	374
		935		880		981		1005		1006				961	
06	Jun	518	339	470	345	591	386	613	393	595	361			557	365
		857		815		977		1006		956				922	
07	Jul	537	360	536	384	596	411	644	379	629	350			588	377
		897		920		1007		1023		979				965	
08	Aug	581	327	581	358	608	431	610	419	650	422			606	391
		908		939		1039		1029		1072				997	
09	Sep	558	344	579	375	588	420	591	404	617	391			587	387
		902		954		1008		995		1008				973	
10	Oct	556	378	584	375	617	422	670	382	713	398			628	391
		934		959		1039		1052		1111				1019	
11	Nov	373	341	365	327	368	377	390	374	350	373			369	358
		714		692		745		764		723				728	
12	Dec	366	329	351	309	418	342	371	355	348	357			371	338
		695		660		760		726		705				709	
Average		467	346	471	354	505	382	532	366	507	365			497	362
		850		863		930		941		914				901	



USE OF MODE 10 (ARRIVALS OVER NORTH) ON SUCCESSIVE DAYS  
 USE OF SODPROPS (ARR AND DEP OVER SOUTH) ON ANY DAY  
 (during the first morning hour 6am to 7am)

2006

YEAR 2006	NUMBER OF DAYS IN SUCCESSION								TOTAL -DAYS MODE 4 SODPROPS used for all of the first hour 6am to 7am
	MODE 10 USED (AT ALL) 6am TO 7am								
	1	2	3	4	5	6	7	TOTAL	
Jan	3	4						11	0
Feb	5	2						9	0
Mar	5		1			1		14	1
Apr	6		1					9	0
May	4	1						6	0
Jun	2	1	1					7	0
Jul	2		1	1				9	0
Aug	2	1	1	1				11	0
Sep	4					1		10	0
Oct	6	2						10	0
Nov	3	2			1			12	2
Dec	3	2	1					10	1
<b>TOTAL DAYS</b>	<b>45</b>	<b>30</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>118</b>	<b>4</b>



**TONY WILLIAMS  
PROPOSAL – MODE UTILISATION**

SACF notes that IMC will actively address the following issues of mode utilisation:

- 1) With respect to the period 6am to 7am and 9pm to 11pm:
  - a) a significant increase in the number of days each month that SODPROPS (ie. Mode 4) is utilised for all of this period;
  - b) a significant reduction in the number of instances each month when any mode other than SODPROPS is used for more than 3 days in succession;
  - c) a significant reduction in the number of days each month when more than a single mode is utilised; **and**
- 2) a reduction in the number of days where the same mode, other than SODPROPS, is used immediately prior to 11pm and then re-commenced at 6am; **and**

IMC will monitor each of these conditions and seek reports on reasons for not achieving the objectives; **and**

Airservices Australia will be requested to facilitate access to, and make available all reasonable data necessary for these tasks to be successfully undertaken.





**ATTACHMENT D**

**PHILIP LINGARD – MOTION FOR IMPLEMENTATION OF THE PROCEDURE  
FORMERLY KNOWN AS ICAO-A AT SYDNEY AIRPORT**

**MOTION (S) FOR INTRODUCTION OF ICAO-A EQUIVALENT NADPS<sup>#1</sup> AT KSA**

That SACF remind the Department and the Minister that by its Resolution at Meeting No. 12 on 28 Nov. 1997 it requested Airservices Australia to immediately commence all necessary procedures required to implement ICAO-"A" departure procedure for all jets operating at Sydney Airport and to enable such procedures to become effective without delay.

That SACF request the Department and the Minister to follow-up the Ministerial Press Release dated 28/8/1998 [Mark Vaile ref. T159/98], promising that from thenceforth ICAO-"A" Noise Abatement Departure Protocols would be employed for all jet takeoffs over the residents of Sydney, with a Ministerial Direction pursuant to S. 16 of the Airservices Act provided for the purposes of Subsections 8(1)(d) and 9(2) of the Act.

That the version of ICAO-A specified in the Direction should not be less efficient in achieving noise reductions on the ground at distances from the airport than ICAO-A was in the form existing, and approved by ICAO in Document PANS-OPS 8168 Part V - Chapter 3 dated 11/5/1998.

That Airservices Australia be reminded of its obligations under Instrument No. M37/99 dated 3 May 1999 paragraph (v), requiring it to "Develop and implement effective aircraft noise abatement procedures and monitor and report to the Secretary on compliance with those procedures at Australian Airports", and the LTOP Proponent Statement S. 3.2.4 Dot-point 6 (page 3-22) which refers to "examination of enhanced noise abatement departure procedures".

Note: The term 'ICAO-A' has been rescinded by the International Civil Aviation Organization. This terminology is now encompassed by the NADP 1 family of procedures and should be referred to in this motion as 'the procedure formerly called ICAO A' until further clarification is available.