



SYDNEY AIRPORT COMMUNITY FORUM

51st Meeting

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

Friday, 28 September 2007

SUMMARY RECORD

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

1.1 Opening Remarks

The Chair welcomed Maureen Ellis 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.

1.2 Adoption of Agenda

The agenda was adopted.

AGENDA ITEM 2: Confirmation of Draft Summary Record

2.1 50th Meeting 8 June 2007

The 49th Draft Summary Record had been amended as per Action Item 50/01. This record was confirmed as final.

The 50th Draft Summary Record was also confirmed with the proviso that the secretariat amend Attachment C as per Mr Lingard's suggestions (email dated 31/8/07).

Agenda Item 2.1, Action Item 51/01: Secretariat to incorporate Mr Lingard's suggested changes to Attachment C of the 50th Draft Summary Record.



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

3.1 Correspondence

The Chair's letter of 28 August 2007 to the Minister for Transport and Regional Services addressing the outcomes of the 50th meeting was noted. The Minister's response was circulated at the meeting (see Attachment B). Members noted the letter of 19 September 2007.

3.2 Actions Arising from the 50th SACF Meeting 8 June 2007

The Chair advised that action items from the 50th meeting 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;

- The recent APEC meeting of world leaders had resulted in an additional 90 movements at Sydney Airport. However, the normal commercial operations of the airport ran without interference and SACL had been pleased with the outcome.
- The arrival of the world's first commercial flight of the Airbus A380 is due in Sydney on the 25 October 2007 around 5.30pm. The A380 is expected to do a flyover of Sydney around this time. Auctioning of the seats on this flight has raised \$1.6 million for charity, including \$600,000 which will be donated to Sydney children's hospitals.

The representative of BARA (Board of Airline Representatives in Australia) noted that Singapore Airlines should be recognised for its role.

Members noted that they were yet to receive information on the noise profile of the Airbus A380 and the Chair noted this as an Action Item to be addressed later in the agenda.

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 meeting held on 14 August 2007:

- Airservices Australia has committed to instructing airline operators to fly ICAO-A equivalent Noise Abatement Departure Procedures (NADPs). Airservices are to be congratulated for taking this course of action.
- Examination of the 1000ft versus the 1500 ft turn is still an ongoing issue while awaiting information from Virgin Blue.
- The early morning flights between 0600 and 0700 are still a matter for discussion as a scheduling cluster exists in the first 30 minutes of the day. This is a bigger problem in winter as summer operations are on daylight savings time.
- There was some discussion on the issue of reciprocity and the ongoing inability of Air Traffic Control to achieve the northern targets in LTOP.
- IMC also discussed a report from John Jones which claimed that the 'average day' is an inadequate way of understanding the impact of aircraft noise, especially for ANEF calculations. Mr Jones' report suggested that SACF needs to be better informed about TNIP. It was agreed that Dave Southgate be requested to assist with this information.

Agenda Item 5.1, Action Item 51/02: Dave Southgate to give presentation to SACF on the applications of TNIP.

Concerns were raised that it was difficult to access the data necessary to make use of TNIP. Airservices responded that access to data was an issue under discussion in relation to the Aviation Community Advocate but would be resolved soon.

Discussion was raised on access to data related to flight paths B and C, and accessing information on pre-LTOP flight tracks for comparison. Airservices undertook to review this information in the LTOP Proponent's Statement and assist if possible with obtaining this data.

Concerns were raised about the validity of the original TF2 report, although the majority of members were not convinced that there was merit in reviewing the report. A presentation had previously been made to SACF on TF2. This had resulted in the formation of TF3 with Airservices providing a technical consultant to assist the community members to understand the issues under discussion. It was agreed that any outstanding questions from the TF2 report could be addressed within the framework of TF3 discussions and subcommittee meetings with the assistance of Airservices and Barney Pinney, the newly appointed technical consultant to TF3.

A question was asked about the upgrade of equipment required to fully implement LTOP and Mr Warfield of Qantas responded:

- GBAS (Ground-Based Augmentation System) was currently being trialled, although it is not fully certified at this point. As more aircraft become equipped with this navigation system, approach and departure tracks will become more efficient.
- Turbo props and jets all have space requirements for safety purposes and current procedures are based on these requirements.



- Even a 5% increase in flight tracks could have significant environmental impact on the Sydney Basin area and further research is required.

5.2 Task Force 3

A report by Mr Pinney, entitled 'IMC Task Force 3: Working Paper BP.01.07' [SACF 2007/059] was circulated at the Chair's request who suggested that discussion be postponed until everyone had the opportunity to review the report.

Mr Pinney introduced himself to members, informing them of his qualifications and experience related to air traffic control. The Chair thanked Mr Pinney for his report.

Members were reminded of a previous SACF resolution to fully consider any TF3 recommendations prior to any endorsement (resolution agreed at 47th meeting on 1 September 2006):

Airservices confirmed that the next TF3 meeting is scheduled for 23 October 2007, the same day as the next IMC meeting.

The Chair confirmed the Working Paper would be an item for discussion at the next SACF meeting.

5.3 New Technologies Working Group

No issues were raised.



5.4 Australian National Audit Office Report

Members noted the update on the progression of the Working Group established to consider the Audit Office findings.

Airservices provided copies of the quarterly reports on the Act as per Action Item 50/03, which will be circulated to members.

Agenda Item 5.4, Action Item 51/03: Secretariat to circulate copies of the Sydney Airport Demand Management Act 1997 quarterly reports to SACF members.

5.5 Aviation Community Advocate

The Chair confirmed the appointment of Tony Williams to the position of Aviation Community Advocate. The six week time frame was achieved finalising Action Item 50/02.

Dave Southgate of the Department is the Contract Manager and a subcommittee has been convened to oversight the ongoing processes of the position, particularly the creation of the work program. Members agreed to the representation of the subcommittee, giving it decision making authority in relation to tasking the Advocate. Members also passed a motion to thank the Chair for her assistance in finalising the appointment and the Chair noted her intention of writing to the Sydney papers to confirm the appointment.

Agenda Item 5.5, Action Item 51/04: Chair to write to papers to inform the community of the appointment of the Aviation Community Advocate.

The Chair outlined the discussion of the first subcommittee meeting on Monday 24 September which covered the Advocate's responsibilities related to meeting attendance, reporting requirements, provision of advice, agency contacts and the establishment of the position. The Chair noted that the Advocate was not intended to replace or replicate the function of the Airservices Noise Enquiry Unit. The subcommittee's first priority is to finalise the work program for the Advocate.

Mr Hayes noted the main projects which had been initially allocated to the Advocate. These include:

- Residential over flights during shoulder period times in early morning and late at night.
- The underutilization of SODPROPS (Mode 4).
- Mode use and flight path modelling of historical and current data.
- The arrival track of the first flight of the day.
- Flights to the north and south maintaining runway heading rather than following noise abatement paths.

Mr Lingard's suggestions of tasks for the Advocate (submitted by email) were to be incorporated into the work program if possible.

Ms Ellis noted that:

- the contract was based on a standard Long Form Commonwealth contract and that the Schedules of the contract contained the details which reflected the identification of tasks in the procurement process.
- The contract is a Commercial-In-Confidence document and therefore remains confidential.



- The Departmental funding for the position is finite and while the contract is to be managed by the Department, the tasking will be devised by SACF.
- The allocation of time is based on maximum chargeable hours, rather than a daily or weekly allocation so the time management of the position is the responsibility of the Advocate.
- Costs are calculated on an hourly basis with extra hours allocated in the first 6 months of the contract to allow for the establishment of the role.

Mr Balzola sought advice on a discrepancy he perceived between the original Request For Tender (RFT) and the final contract in terms of the available options to extend. Ms Ellis committed to provide further advice on the issue to the Chair.

Agenda Item 5.5, Action Item 51/05: The Department to provide further advice to the Chair on the availability of options to extend the Advocate's contract.

Mr Williams gave a brief outline of his immediate plans relating to the establishment of the Advocate position. He requested a separation of his previous role as proxy for member Cr Fiona Sinclair-King (representing Wentworth community) and his new role as the Advocate. He also thanked the Chair for her assistance and invited SACF members to contact him through his new email address.

Agenda Item 5.5, Action Item 51/06: Secretariat to circulate Advocate's new contact details to members.

The Chair noted that SACF was not the appropriate forum to micro-manage the work of the Advocate. The management is the responsibility of the Contract Manager (DOTARS) with the input of the designated subcommittee and the SACF Chair within the framework of intersessional meetings. SACF meetings provide the Advocate with the opportunity to present progress reports to the members.



AGENDA ITEM 6: Noise Insulation

6.1 Noise Amelioration Programme

No issues were raised.

6.2 Noise Levy

Mr Hill raised the ongoing issue of the proposed meeting with the Minister to discuss the possibility of noise insulation for Kurnell. The Chair noted that although a formal meeting had not yet taken place, she and SACF member Bruce Baird (Member for Cook) have both raised the issue informally with the Minister and continue to seek a meeting opportunity.

6.3 Noise Abatement Procedures

Each Action Item was declared finalised and Airservices commitment to instruct airline operators to use ICAO-A equivalent NADPs was noted.

AGENDA ITEM 7: Noise Monitoring

Members noted that Action Item 50/03 was ongoing. Mr Warfield is awaiting data on noise trials of the Airbus A380 currently being undertaken in France, and undertook to share the information once it is available.

AGENDA ITEM 8: Standing Operational Reports

8.1 Standing Reports

Members noted the standing operational reports.

Airservices noted that June, July and August Curfew Reports were due to be finalised soon and would be circulated on completion. In addition, the Sydney Airport Operational Statistics for August 2007 were now available on the website.

8.2 Curfew

Members noted the prosecution of Gulf Air for two curfew breaches in 2005 and indicated concern about the inadequacy of the fines relative to the potential maximum of \$550,000 per breach. The Chair offered to present these concerns to the Minister in her correspondence, noting that industry members did not support the suggestion of harsher penalties.

Agenda Item 8.2, Action Item 51/07: Chair to convey community members' concerns to the Minister about the perceived inadequacy of the fines imposed by the magistrate on Gulf Air for curfew breaches.



AGENDA ITEM 9: SACF Correspondence and Community Issues

9.1 SACF Correspondence

Members noted the correspondence and the Chair reminded members of the circulation of the Minister's reply earlier in the meeting.

9.2 Summary of Community Submissions

Members noted the submissions from the community.

AGENDA ITEM 10: Other Business

No issues were raised. Members agreed to the expansion of the next Agenda to incorporate the Aviation Community Advocate as a separate agenda item.

AGENDA ITEM 11: Date of Next Meeting

The Chair noted that the next meeting is scheduled for 23 November 2007.

The Chair thanked the attendees and declared the meeting closed.



Actions from the 51st SACF meeting 28 September 2007

Agenda Item 2.1, Action Item 51/01: Secretariat to incorporate Mr Lingard's suggested changes to Attachment C of the 50th Draft Summary Record.

Agenda Item 5.1, Action Item 51/02: Dave Southgate to give presentation to SACF on the applications of TNIP.

Agenda Item 5.4, Action Item 51/03: Secretariat to circulate copies of the Sydney Airport Demand Management Act 1997 quarterly reports to SACF members.

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ATTENDANCE

Members

M	Payne	Senator for NSW, Chair
S	Annand	Proxy for Warren Bennett, representing BARA
R	Balzola	Proxy for John Murphy, Member for Lowe
J	Clarke	Representing Upper North Shore Community
C	Connolly	Proxy for Robert McClelland, Member for Barton
R	Gilmour	Sydney Airport Corporation Limited
B	Hayes	Proxy for Joe Hockey, Member for North Sydney
K	Hill	Representing the Kurnell Community
S	Hoopmann	Representing the Bennelong Community
P	Lingard	Proxy representing Cr Edward Cassidy, Mayor of Ashfield
M	Megna	Representing the Inner West Community
M	Patrinos	Representing CRAAN
A	Roberts	State Member for Lane Cove
W	Rylands	Proxy for Cr Ian Longbottom, Mayor of Lane Cove
F	Sinclair-King	Representing the Wentworth Community
F	Steward	Proxy for Cr Bill Saravinovski, Mayor of Rockdale
M	Warfield	Qantas

Secretariat and Advisers

M Ellis	Dept of Transport and Regional Services
T Bergmanis	Dept of Transport and Regional Services
M Gijselman	Adviser to Senator Payne
T. Williams	Aviation Community Advocate
D Spinks	Airservices Australia
P Carroll	Airservices Australia
B Pinney	TF3 consultant
K Allcott	Sydney Airport Corporation Limited
R Anderson	Virgin Blue
H Knox	Overnight Airfreight Operators Association

Observers

J Jones	Representing Clover Moore, Lord Mayor of Sydney
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The Hon Mark Vaile MP

**Deputy Prime Minister
Minister for Transport and Regional Services
Leader of The Nationals**

Reference: 08700-2007

Senator Marise Payne
Chair
Sydney Airport Community Forum
PO Box A301
SYDNEY SOUTH NSW 1235

19 SEP 2007

Dear Senator Payne

Thank you for your letter dated 28 August 2007 conveying the outcomes of the 50th meeting of the Sydney Airport Community Forum held on 8 June 2007.

I was pleased to note the appointment of Mr Pinney as Technical Adviser for Task Force 3 by Airservices Australia. I also note the Forum's continued interest in the recommendations made in the Australian National Audit Office's recent report on the Sydney Airport slots management scheme.

In reference to the motion requesting the introduction of ICAO-A departure procedures I am informed that Airservices Australia did introduce ICAO-A procedures following the Minister's 1998 media release. As Forum Members may be aware, ICAO subsequently replaced these departure procedures in November 2001 with new procedures known as Noise Abatement Departure Procedures (NADPs). The NADPs do not directly relate to the old procedures and this has caused some confusion.

I am advised that Airservices Australia is now working with Implementation and Monitoring Committee members to ensure that current NADP requirements mirror the original ICAO-A characteristics. The Australian Government remains committed to the implementation of effective aircraft noise procedures and Airservices Australia will implement any necessary changes to give effect to the Minister's August 1998 requirements.



Your efforts in facilitating a resolution of the appointment of the Aviation Community Advocate are appreciated. I was pleased to appoint Mr Williams to the position and look forward to his assisting the Sydney community in resolving environmental problems associated with the operation of Sydney Airport.

Thank you for keeping me informed of the interests of the Forum.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Vaile'.

MARK VAILE