



**Sydney Airport
Community Forum**

Meeting 5/2008

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

Friday, 10 October 2008

SUMMARY RECORD



AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The Chair opened the meeting welcoming members and nominees, as well as the new members and nominees as a result of the recent Local Government elections. He then proceeded to ask for adoption of the Agenda. Mr Bob Hayes requested that the meeting discuss a proposed submission concerning Infrastructure Australia. The meeting agreed to discuss this under Agenda Item 4.

AGENDA ITEM 2: Confirmation of Draft Meeting Summary Record

The draft minutes of the previous meeting of 15 August 2008 were confirmed with two amendments. Under Agenda Items 4.1 and 4.2 reference to 'Draft Master Plan' has been changed to read, 'Preliminary Draft Master Plan'; and under Agenda Item 3 the wording 'landings on runway 34R' has been changed to, 'landings on runway 34L'.

AGENDA ITEM 3: Update on the Runway End Safety Area (RESA) Project

3.1 Update on the RESA Project Works – Sydney Airport Corporation Ltd (SACL)

Mr Rod Gilmour informed the meeting that construction for the RESA project was beginning on 15 October 2008. The restrictions relating to the project, such as the erection of a jet blast barrier at the western end of the east-west runway, will come into force from this date. SACL is currently engaged in a letterbox drop to 100,000 houses to inform them of the project and will be making public announcements about it early next week. SACL has also written directly to NSW Federal MPs, council general managers and a variety of people to inform them directly.

Mr Gilmour tabled a draft template of a report SACL will provide to SACF and the Department on a monthly basis. The draft template brings together the requirements of the Minister's Conditions of Approval – involving a variety of required reporting. The first of the reports is required 10 days after the end of October. The report will be fully populated with a variety of related data once construction has commenced.

A question was raised about SACL's complaint system regarding construction noise, asking if there was a number Sydney residents can call. SACL tabled a brochure that is has published on the project including relevant information for Sydney residents.

3.2 Update on noise sharing options during RESA – Airservices

Mr Rod Lee gave a presentation on the proposed use of Mode 15 during the RESA project.

Issues surrounding noise sharing options were discussed including SODPROPS, curfew and Modes 9, 10 and 15. Mr Lee explained that runway 07 has also been made available for up to 20 departures per week to the east.

3.3 Reporting on noise sharing during RESA – Airservices

Ms Paula McMahon tabled a sample two page report which Airservices has developed to monitor daily mode usage during the RESA period. It shows the mode changes and time of mode change as well as the duration of mode usage. The second page reports on a rolling month of Mode usage.

This report will be uploaded on to a portal on a daily basis which IMC members will have access to, in order to monitor Mode usage during the RESA project.

Action Item 01/05: Aiservices to include the reason for mode changes in its RESA Daily Mode Use Report.

Ms McMahon went through the various columns in the report to explain the data to SACF members. Discussion took place on how the report assists the audience to understand whether LTOP targets are being achieved and questions were raised regarding the provision of information on the number of aircraft movements.

The availability of a second report outlining cumulative Mode usage on a monthly basis was also discussed.

SACF resolved that additional reports such as the monthly operational reports from Aiservices are to be distributed to SACF members along with IMC meeting minutes.

Action item 02/05: The Secretariat to circulate Aiservices Australia's monthly operational statistics report in conjunction with the IMC meeting minutes.

3.4 General discussion

Considerable discussion surrounded issues concerning the effectiveness of existing reports and how they report on achievements against LTOP. A number of members raised concerns that the LTOP targets have never been achieved and requests were made that existing reports be kept simple and straightforward. Further comments surrounded the 'smoke screen' of the monitoring of LTOP. A number of members wanted an analysis of LTOP and why the targets are not being achieved. Aiservices explained that due to the technical nature of its work, the SACF reports have been kept as summarized as possible.

SACF resolved to seek a report from the Department on the implementation of LTOP. The report should address why the LTOP targets are not being met and indicate what measures would need to be put in place to achieve the targets.

Action Item 03/05: The Department to provide a report on the implementation of LTOP.

AGENDA ITEM 4: Preliminary Draft Master Plan (PDMP) for Sydney Airport

4.1 Update on the PDMP - SACL

Mr Rod Gilmour noted that a presentation was given at the SACF Special Meeting held on Friday 26 September 2008 and that SACL was now moving to implement the planned consultation process which closes in mid December.

4.2 General Discussion

Considerable discussion surrounded the forecast growth of Sydney Airport as well as the sustainability of the Airport to accommodate growth. A number of members also noted their belief

that the PDMP does not show an accurate environmental impact. Further discussion surrounded the need for a second airport in Sydney as members expressed the view that the current one will not be able to accommodate the future needs of Sydney for regular public transport aviation.

Issues were raised relating to information in the PDMP about the quietness of new aircraft. In particular, there was discussion about the effectiveness of a 3dB(A) reduction in noise. A member brought to the attention of the Forum a report produced by the Federal Department of Health and Ageing entitled, 'Health Effects of Environmental Noise', which indicates that a reduction of 3dB(A) in noise is only just perceptible to the human ear.

SACF resolved that the ACA discuss the issue of differences in noise energy for single aircraft noise events, and the associated changes in perceived loudness, when drafting the SACF submission on the Airport Preliminary Draft Master Plan.

Mr Tony Williams, the ACA, addressed the meeting in regard to noise sharing options and other current issues outlined in the PDMP. He circulated a document outlining the historical use of Modes at the Airport since the implementation of LTOP.

Mr Williams then addressed the meeting and outlined the process in which he intends to co-ordinate the SACF submission on the PDMP. He explained that this will include continuing regular contact with all SACF members, as well as use of the discussion board on the ACA web site.

Mr Williams noted that 16 December 2008 is the closing date for public consultation of the DPMP. He explained that a submission will be circulated to members before the SACF meeting on 5 December 2008.

The meeting enquired how the forecasts for the reduced ANEF contours for 2029 were formulated, with concern that ANEFs are insensitive to changes in the number of aircraft movements. It was noted that the ANEF contours were based on input from airlines and consultancies and have been endorsed by Airservices. Discussion continued surrounding the accuracy of the ANEF contours.

SACF resolved that the Department provide copies of noise contours using the forecast traffic movements in the Preliminary Draft Master Plan with the Airport operating under LTOP.

Action Item 04/05: The Department to provide noise contours using the traffic forecasts of the Preliminary Draft Master Plan SACF with the Airport operating under LTOP.

4.3 Submission to Infrastructure Australia

Mr Bob Hayes tabled a proposed SACF resolution relating to the future aviation needs of Sydney, This is at Attachment A. He explained that Infrastructure Australia is a statutory body which has been set up to provide advice on Australia's current and future infrastructure needs. He noted that it is currently calling for submissions for proposed future infrastructure projects. The submissions are due by 15 October 2008.

The Forum recognised that there is a growing need to examine the aviation capacity of the Sydney basin and it was agreed that it would be appropriate to make a submission to Infrastructure Australia on this issue.

There was extended debate on the detail of the wording of the proposed submission and on the way the question of the need for a second Sydney airport should be presented to Infrastructure Australia. Due to time constraints the Forum was not able to finalise the wording of the submission and tasked the ACA to co-ordinate the preparation of the submission out of session. This was to be cleared by the SACF Chair and submitted to Infrastructure Australia by the due date of 15 October 2008.

SACF resolved to make a submission to Infrastructure Australia on the need for a decision on the major airport needs of Sydney.

Action Item 05/05: The ACA to co-ordinate a submission to Infrastructure Australia on the need for a decision on the major airport needs of Sydney. The Secretariat to facilitate the delivery of the submission by the stipulated deadline.

AGENDA ITEM 5: Airservices Issues

5.1 Implementation and Monitoring Committee (IMC) – Community Representative

Mr Kevin Hill informed the Forum that the IMC met on 9 September 2008. He explained that this was a 'RESA only' meeting. IMC looked at the impact of Modes 15 and 9 on the eastern suburbs of Sydney and noted that while there will be extra departures, there will be landings over the east during the RESA project.

Mr Hill noted that the main increase in movements is going to be landings over the area to the north of Sydney Airport.

The next IMC meeting will be held on Tuesday 14 October 2008.

5.2 Update on Bundeena noise issues – Airservices

Mr Rod Lee explained that research had been done into this issue and the times of individual flights have been determined. He explained that flights over Bundeena only occur when pilots divert from their usual flight paths to avoid bad weather.

There was discussion regarding the exact number of planes that had overflowed Bundeena due to weather and Airservices undertook to provide this information.

06/05: Airservices Australia to provide the IMC with information on the number of days on which Bundeena has been overflowed in recent months.

AGENDA ITEM 6: Presentation on new technologies - Qantas

Captain Alex Passerini from Qantas gave a presentation on new technologies and procedures which may be used at Sydney Airport. These technologies surrounded new GPS system technology enhancements. Cpt Passerini explained that the new GPS technology was based on the same principals as used in motor cars.

He explained that flight management systems used with GPS contain the functionality to use curved flight paths to navigate around actual or virtual obstacles (such as terrain or restricted flight paths). He also explained that the aircraft's flight path does not become less accurate the further it is away from the ground based navigation aid, as the GPS technology is satellite based. Cpt Passerini explained that this new technology can be implemented in any existing or future aircraft models, and that Qantas intends to work with CASA and Airways New Zealand to smooth out any initial technical challenges. He proceeded to inform SACF members of Qantas' implementation program currently underway.

Questions were raised surrounding runway approaches, approval of varied flight paths, concerns regarding increased noise impact on particular residents, air traffic management and air speeds during take-offs and landings (including speed control).

AGENDA ITEM 7: Aviation Community Advocate (ACA)

7.1 Report from the ACA

The ACA spoke to the report he provided and referred to the RESA project and to a possible addendum to the June 2007 Summary Record in response to an approach from a Sydney resident. He also spoke about the use of 'Web Track' which is a new flight monitoring tool that lets residents use the internet to view information about aircraft flight paths.

7.2 Advocate's Work Program – Chair

It was agreed that the ACA will focus on existing RESA issues and on co-ordinating a SACF submission to both the PDMP and the Government's Green Paper.

Mr Williams noted that he intends to meet with all new Local Government members.

7.3 Aviation Community Advocate Review – Chair

The review of the ACA role, as well as Mr Williams' performance in that role, was carried out by the Review Committee on Tuesday 9 September 2008.

The ACA Review Report was tabled and member's attention was drawn to its recommendations on pages three and four.

SACF resolved to accept the recommendations contained on pages three and four of the 'ACA Review Number Two' Report.

AGENDA ITEM 8: Current Issues

8.1 Update from ANARCS subcommittee – Member

Mr Kevin Hill explained that the subcommittee has not been able to meet since the last meeting of 15 August 2008, and will provide an update at the next meeting.

8.2 Update on National Aviation Policy Statement – Department

Mr Dave Southgate informed the meeting that the Government's Green Paper has not yet been released. He noted that SACF members will be informed as soon as the Government announces the public consultation period and a Departmental representative will give a presentation to SACF at the next meeting.

Mr Southgate noted that the public consultation period will run for a number of months.

Action Item 07/05: The Secretariat to circulate the Government's Green Paper to SACF members as soon as it becomes available and to arrange for the Department to make a presentation on the Green Paper at the SACF meeting on 5 December 2008.

AGENDA ITEM 10: Administrative Matters

10.1 Curfew Dispensation Report

10.2 SACF Correspondence

The meeting noted that all email correspondence has been responded to through the SACF Chair.

10.3 SACF Phone Line

10.4 SACF Web Site

AGENDA ITEM 11: Next Meeting

The Chair closed the meeting and proposed the next meeting be held on Friday 5 December 2008.



Action Items Arising from Meeting 5 – 10 October 2008.

01/05: Airservices to include the reason for mode changes in its RESA Daily Mode Use Report.

02/05: The Secretariat to circulate Airservices Australia's monthly operational statistics report in conjunction with the IMC meeting minutes.

03/05: The Department to provide a report on the implementation of LTOP.

04/05: The Department to provide noise contours using the traffic forecasts of the Preliminary Draft Master Plan SACF with the Airport operating under LTOP.

05/05 The ACA to co-ordinate a submission to Infrastructure Australia on the need for a decision on the major airport needs of Sydney. The Secretariat to facilitate the delivery of the submission by the stipulated deadline.

06/05: Airservices Australia to provide the IMC with information on the number of days on which Bundeena has been overflowed in recent months.

07/05: The Secretariat to circulate the Government's Green Paper to SACF members as soon as it becomes available and to arrange for the Department to make a presentation on the Green Paper at the SACF meeting on 5 December 2008.



ATTENDANCE

Mr Ben Chapman

Minister's Office

Members

V. Smith	Chair, Community Representative for the East
B. Cotter	Community Representative for the North
M. Patrinos	Community representative for the West
K. Hill	Community Representative for the South
J. Murphy	Member for Lowe
D. Cobley-Finch	Representing the Member for Sydney
C. Stewart	Representing the Member for Barton
B. Hayes	Representing the Member for North Sydney
J. Clarke	Representing the Member for Bradfield
P. McGrath	Representing the Member for Wentworth
S. Morrison	Member for Cook
P. Norman	Representing the Member for Heffron
M. O'Sullivan	Representing the Member for Marrickville
T. Nardone	Representing the State Member for Sydney, Local Member of Sydney
S. Iskandar	Member for Marrickville Council
P. Fitzgerald	Representing the Member for Botany Bay Council
S. McArdle	Representing the Member for Leichhardt
T. Cassidy	Member for Ashfield
G. Ritchie	Representing the Member for Canterbury Council
A. Passerini	Representing the Member for the Australian Airline Industry
R. Gilmour	Representing Sydney Airport Corporation Ltd
W. Bennett	Representing the Board of Airline Representatives of Australia

Department of Infrastructure

D. Southgate	Section Head, Aviation Environment Policy Section
R. Wood	Section Head, Airports Regulation Section
J. Connor	Aviation Environment Policy Section, Secretariat



Advisers

T. Williams	Aviation Community Advocate
R. Lee	Airservices Australia
P. McMahon	Airservices Australia
T. Plummer	Sydney Airport Corporation Ltd.
K. Alcott	Sydney Airport Corporation Ltd.

Observers

Nil.

Apologies

M. Ellis	Department of Infrastructure
R. Dudley	Airservices Australia
M. Warfield	Australian Airline Industry
K. Ford	Representing the Member for Watson
E. Wulff	Representing the Member for Bennelong
S. O'Brien	Representing the Member for Rockdale
K. Schreiber	Representing the Member for Sutherland Shire

ATTACHMENT A

That Infrastructure Australia should provide the following advice to the Australian Government, with respect to the future aviation needs of Sydney, having regard to the current Preliminary Draft Airport Master Plan:

- (a) the amount of time which might be required and should therefore be allowed to identify, select and preserve an airport site;
- (b) the amount of time which should be allowed to consult, design, evaluate and construct a first stage;
- (c) which elements of the current airport have a limit to their capacity – including land transport and the capacity of residents to tolerate increases in aircraft noise as a consequence of noise sharing becoming inadequate in the short term and virtually ceasing to exist before 2029, together with projected increases in the size of aircraft and the number of operations;
- (d) the means by which these constraints to growth might appropriately be measured;
- (e) the dates by which each capacity limit might be reached;
- (f) the extent to which “level of service” should also be a consideration;
- (g) the extent to which any other infrastructure proposals, at either a state or national level, might need to be integrated with any Sydney Airport decision.