



SUMMARY RECORD

SACF Meeting 2/2012 4 May 2012

AGENDA ITEM 1 Opening Remarks and Adoption of Agenda

In opening the meeting the Chair noted the impending retirement of Mr David Southgate, and acknowledged Mr Southgate's contribution to the Forum since its inception. The Member for Reid, Mr John Murphy MP, also expressed his appreciation for Mr Southgate's commitment.

The Agenda was adopted without change.

Apologies were received from Mr Warren Bennett (BARA), Cr Sally Betts (Wentworth) Ms Tammie Nardone (Sydney), Ms Maria Patrinos (Community Representative) and Ms Catherine Wade (Heffron).

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 1/2012, 24 February 2012

2.1 *Incorporation of suggested changes*

The suggested amendments to the draft Summary Record for Meeting 1/2012 were agreed.

Mr Hayes sought that Action 02/01 be re-worded to state that GBAS not be introduced until it was 'endorsed by SACF', rather than 'discussed by SACF'. It was agreed that this amendment be made.

The Summary Record was confirmed subject to these amendments.

Mr Hill requested that an Item on the Community Advocate be considered under Other Business.

2.2 *Action Items arising from last meeting*

It was agreed that Action Items had either been already addressed out of session or would be discussed during the meeting.

AGENDA ITEM 3 Presentation on Sydney Aviation Capacity Study

Mr Brendan McRandle, from the Sydney Aviation Capacity branch of the Department of Infrastructure and Transport, gave a presentation on the *Joint Study on Aviation Capacity in the Sydney Region*. Mr McRandle was assisted by his colleague Ms Jessica Hall.

In his presentation, Mr McRandle made a number of points:

- Most of the forecast population growth for Sydney will take place in Western Sydney.
- Passenger numbers at Sydney Airport are forecast to double by 2035 and double again by 2060.
- RPT aircraft movements are forecast to grow from around 286,500 a year to 428,900 in 2035 and 652,700 by 2060.
- Sydney Airport does not have the capacity to handle the forecast growth.
- International passengers are forecast to account for an increasing share of total passengers.
- Capacity constraints have significant economic costs, including lost jobs.
- Delays at Sydney Airport have significant flow-on effects at other airports across Australia.
- By 2015, 5% of peak hour demand for aviation services will not be able to be met and noise sharing will not be possible for 9 hours of the day. By 2020 all morning slots and peak afternoon slots will be allocated and 13% of peak hour demand for aviation services will not be able to be met. By 2033 all slots will be fully allocated and utilised.
- Nationally, by 2035 the cost to GDP will be \$6 billion and this will grow to \$34 billion by 2060.
- The study recommended a strategy with three key elements:
 - optimizing the use of Kingsford Smith Airport;
 - optimizing the use of other airports in the Sydney Region, and;
 - selecting and confirming a site for a supplementary airport in the Sydney Region.

It was noted that Minister Albanese has expressed a strong commitment to maintaining the curfew and the movement cap at Sydney Airport, and to preserving access for regional airlines.

Mr McRandle and Ms Hall subsequently fielded a number of questions which drew out additional information:

- The time taken to develop a Greenfield site is in the order of 10-20 years, and Sydney Airport is forecast to reach capacity within that timeframe.
- The study considered high speed rail, but found that it could not be developed in time to solve the capacity constraints facing Sydney Airport
- The report looked at two types of airport – a Type 1 airport which has parallel runways and a cross runway and a Type 3 airport which has a single runway.
- The report recommends that land should be purchased, and off-airport land use planning restrictions be implemented, to support a Type 1 airport.

Resolution SACF resolved that there is an urgent need for a second airport for the Sydney Region which has a capacity equal to that of the existing Sydney Airport. The Curfew, Movement Cap and the noise sharing arrangements under the Long Term Operating Plan (LTOP) for Kingsford Smith Airport should be retained.

This resolution was supported by all members except the Sydney Airport Corporation representative, who expressed reservations about the need to build another airport in the short to medium term. He noted that, with respect to a second airport, the proposed resolution did not reflect the Joint study's finding, which was that Sydney (Kingsford Smith) Airport (KSA) will continue to be the most important airport for the Sydney region and that, from around 2035, an additional airport will be needed to supplement KSA's capacity. He reiterated that to be implemented, the New Vision for Sydney Airport did not require any change to the curfew, movement cap or noise sharing.

Some members put the view that Badgerys Creek should be the preferred site for a second airport. The Chair undertook to report to the Minister that the Forum expressed strong support for the recommendations of the study in relation to a second airport.

AGENDA ITEM 5 LTOP - Implementation Progress – Airservices

(This Item was considered before Agenda Item 4, to make use of projection equipment)

Mr Ed Williams, a Senior Engineer with Airservices, gave a presentation on the Ground Based Augmentation System (GBAS) in response to Action 02/01 from the last SACF meeting. Mr Williams made the following points:

- Aircraft arriving at Sydney Airport may use varied tracks until they establish themselves on the extended runway centerline, at which stage the aircraft changes from non-precision navigation and begins a precision approach.
- Currently there are six Instrument Landing Systems (ILS), one on each runway, to guide aircraft in low visibility conditions on a path that is aligned with the runway and has a descent angle of 3 degrees.
- If the runway is not visible when the aircraft descends to 200 ft the pilot must go around.
- ILS technology is 70 years old, and international aviation is moving to adopt satellite navigation, based on 27 satellites which serve the Global Positioning System (GPS).
- GPS is adequate for non-precision aircraft navigation, but is not precise enough for precision navigation needed for landing an aircraft.

- GPS data from satellites contains minor errors, related to the exact position of the satellite, the precise time of transmission, and errors related to the transmission of the signal through the atmosphere.
- GBAS systems calculate correction factors for these errors, transmit this data to the aircraft, and provide the approach path for the aircraft.

Mr Williams subsequently fielded a number of questions, which drew out the following information:

- The approach paths for GBAS and ILS are identical.
- There are no ICAO standards for GBAS curved Precision Approaches, and current aircraft do not have the avionics that would enable curved approaches.
- GBAS systems are designed for precision approach navigation which is defined by ICAO standards to be restricted to up to 23 nautical miles in a straight line from the runway.
- GBAS does not currently support curved approaches, which need Required Navigation Performance (RNP). RNP uses the aircraft's flight management system, which does not have the level of accuracy required for precision approach navigation.
- In order to use GBAS, aircraft need to be GBAS capable, and flight crew need to be trained in its use.
- Qantas 737-800 and A380 aircraft are capable and the crews are trained.
- Airservices would like to begin trials using GBAS in eligible aircraft by the end of June 2012.

After some discussion it was agreed to support the introduction of GBAS, subject to review.

Resolution SACF endorses the introduction of GBAS subject to a review of its operation in 12 months, and interim reports to IMC.

Action 01/02 The secretariat will circulate a copy of the GBAS presentation to members.

Following the presentation by Mr Williams, Airservices advised that the Action Item 05/01 to prepare three separate reports on High and Wide, Trident and the LTOP Targets had not been completed and will be addressed at the next meeting.

Airservices noted that the Secretariat had sent out links to its new Operational Statistics and Noise Complaint Statistics reports.

Airservices reported that a new version of WebTrak is being developed, and advised that a demonstration will be provided to the Forum at the next meeting.

Action 02/02 *Airservices will provide a demonstration of the new version of WebTrak to the next SACF meeting.*

Airservices reported that the initial phase of the Review of Noise Monitoring is being undertaken and advised that a preliminary report will be provided to the next meeting.

Action 03/02 *Airservices will provide a preliminary report on its Review of Noise Monitoring to the next SACF meeting*

AGENDA ITEM 4 Sydney Airport Report – Sydney Airport Corporation Limited (SACL)

Mr Plummer noted that the Sydney Airport report was circulated with the agenda papers and a supplementary report was tabled, which provides an update on the briefing processes associated with the new vision for Sydney Airport. A plan to develop a car parking area in the Airport's Northern Lands Logistics Precinct is being restarted, and members are encouraged to contact Mr Plummer as soon as possible if they have any queries or concerns.

This report was accepted.

AGENDA ITEM 6 Implementation and Monitoring Committee (IMC)

Mr Hill reported that an IMC meeting was held on 1 May 2012. A study is being done on the capacity of noise sharing modes, and results are expected in August 2012. A final analysis of the BOREE 4 flight path was provided, which indicated that concentration has existed for four years. IMC is considering options for addressing early morning noise over suburbs associated with BOREE 4 arrivals.

The issue of departures from runway 16L overflying La Perouse and Kurnell was discussed, and an RNAV procedure to define a track through Botany Bay heads is being developed to address this issue. It is expected that a draft procedure will be developed for consideration at the next IMC meeting.

RNP was introduced into Brisbane in March 2012, and this is being monitored for fuel usage, noise and any other environmental issues.

The next meeting of IMC will be held on 26 June 2012.

AGENDA ITEM 7 Department of Infrastructure and Transport Reports - Mr Stone

7.1 Curfew Dispensation Report

Mr Stone reported that there were a number of curfew dispensations granted, on two occasions when severe thunderstorms closed the airport for a period during the evening.

Mr Stone added the Department's acknowledgement of the contributions by Mr Southgate to SACF over many years.

7.2 SACF Correspondence

A large amount of correspondence had been received from an Eastlakes resident. It was noted that the correspondent had also written to the Chair, and the Chair had responded, and that the writer has been in contact with the Aircraft Noise Ombudsman.

7.3 SACF Phone line

This report was noted.

AGENDA ITEM 8 Other Business

It was agreed to defer discussion of the issue of meeting procedures to the next meeting, in deference to the absence of Cr Betts, who raised the item. The Chair stated that the members of SACF or their nominees are entitled to vote.

Action 04/02 The issue of SACF Meeting Procedures will be put on the Agenda for discussion at the next SACF meeting.

It was noted that Mr Hill circulated an email relating to the former Aviation Community Advocate and it was agreed to discuss this item at the next meeting.

Action 05/02 The issue of the services of the former Aviation Community Advocate will be put on the Agenda for discussion at the next SACF meeting.

AGENDA ITEM 9 Date of Next meeting

The next meeting will be held on 31 August 2012.

ATTENDANCE

Members

P.	Fitzgerald	Chair
K.	Banfield	Representing the Mayor of Marrickville
E.	Barnett	Representing the Member for Barton
J.	Bihary	Representing the Member for Bennelong
P.	Blight	Representing the Sutherland Shire
L.	Caulfield	Representing the Member for Marrickville
J.	Clarke	Representing the Member for Bradfield
D.	Cobley-Finch	Representing the Member for Sydney
R.	Edney	Australian Airline Industry
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
L.	Kennedy	Mayor of Ashfield
S.	McArdle	Representing the Member for Kingsford-Smith
J.	Murphy	Member for Reid
J.	Patterson	Representing the Mayor of the City of Botany Bay
T.	Plummer	Representing the Sydney Airport Corporation Limited
K.	Welsh	Representing the Mayor of Leichhardt
J.	Woods	Representing the Member for Cook

Department of Infrastructure and Transport

S.	Stone	General Manager, Aviation Environment
J.	Collis	Aviation Environment Policy Section, SACF Secretariat
B.	Dyer	Airports Branch, New South Wales Section
J.	Hall	Director, Sydney Aviation Capacity
J.	Le	Aviation Environment Branch, Aircraft Noise Management Section
B.	McRandle	General Manager, Sydney Aviation Capacity
D.	Southgate	Head, Aviation Environment Policy Section

Airservices Australia

M.	Bennetts	General Manager, Environment
P.	Carroll	Sydney Operations Manager
D.	Moore	Government Affairs and Issues Management Airservices Australia
E.	Williams	Senior Engineer, Navigation Technology

Observers

C.	Connolly	Office of the Minister for Infrastructure and Transport
S.	Fielke	Sydney Airport Corporation Limited
I.	Koernicke	Sutherland Shire Council
J.	Lovell	Office of the Minister for Infrastructure and Transport
E.	Pearson	Office of the Member for Cook
E.	Robertson	QANTAS
A.	Sellick	QANTAS
L.	Sierakowski	North Sydney
D.	Stani	Overnight Airfreight Operators Association
J.	Stewart	Tourism and Transport Forum
M.	Willey	Brisbane Airport Corporation
T.	Williams	

Apologies

W.	Bennett	Board of Airline Representatives Australia
S.	Betts	Representing the Member for Wentworth
T.	Nardone	Representing the member for Sydney
M.	Patrinos	Community Representative
C.	Wade	Representing the Member for Heffron