



The Hon John Anderson MP
Minister for Transport and Regional Services
Deputy Leader National Party of Australia

Dr Brendan Nelson MP
Chair, Sydney Airport Community Forum
PO Box A301
SYDNEY SOUTH NSW 1235

Dear Dr Nelson

Thank you for your letter of 22 April 1999 in which you conveyed to me the resolutions and outcomes of the 18th SACF Meeting. My comments on the resolutions are set out below.

I support any changes in the deployment of permanent noise monitoring stations (NMTs) which lead to better monitoring outcomes for the community. I have written to Airservices Australia requesting that, in accordance with the 1997 Ministerial Direction on LTOP, Airservices move the permanent NMT from La Perouse to Croydon and purchase two additional mobile NMTs. A copy of my letter to Airservices is attached. However, while I believe that the two new mobile NMTs should be used primarily in Sydney, they should in principle also be available for use at other airports when they are not needed in Sydney.

In the interest of optimising the utilisation of the two mobile NMTs I would expect that SACF plays a major role in drawing up the deployment program for the NMTs by advising Airservices on locations and terms for mobile monitoring.

I have noted that the Forum has restated its opposition to PRM. I can only reaffirm my strong position, reflected in my response to the Forum's previous resolution on this matter, that there should be no decision to introduce the PRM in the runway 16 direction without an environmental assessment and public consultation process determined in accordance with the requirements of the Environment Protection (Impact of Proposals) Act.

I have also noted the Forum's support for a second airport at Badgerys Creek. As you are aware, the EIS is now nearing completion and will be the subject of consideration by the Government as a whole within the next two months.

I support the Forum's position on the issue of the 2000ft turn being implemented before ICAO 'A' for departures off Runway 25. This is, of course, subject to Airservices Australia being able to implement the measures safely.

In relation to the draft Sydney Airport environment strategy, Division 2 of Part 6 of the *Airports Act 1996* specifies the matters that must be set out in each draft or final environmental strategy and the matters which the Minister must have regard to in deciding whether to approve the strategy. Part 3 of the *Airports (Environment Protection) Regulations* sets out additional matters which must be specified in the strategy.

Essentially, the regulatory regime under which Sydney Airports Corporation Ltd (and the other federal airports) operate is focussed on the airport site itself. The environment strategy is to set out how the airport lessee company will operate the airport site so that its environmental health is maintained or improved. It is essentially designed to cover matters on the site and over which the airport lessee has control. The airport lessee is required to set out the measures it proposes to adopt to prevent, control or reduce environmental impacts associated with airport site operations.

LTOP has been developed to address Sydney Airport aircraft noise problems. As you know, there was extensive community consultation in 1996 and 1997 during the course of the LTOP development. Accordingly I do not support the proposal to amend the Airports Act to specifically require the environment strategy to include noise and emissions from aircraft in flight.

As to the Forum's view about LTOP implementation, it needs to be said that the improvement in noise sharing is very significant compared with the situation that existed when the Coalition took office in March 1996. For example, movement numbers to the north of the Airport have fallen from 47% to 28% of all movements and the number of landings has been cut by over 40%. At the same time the number of take-offs to the north has been cut by at least 30% and these now use highly dispersed flight paths to spread the noise. People north of the Airport now get respite from aircraft noise compared with the unfair concentration of all flights in the 'Bennelong Funnel'.

Most of the LTOP measures set out in the 1997 Ministerial Direction have now been fully implemented or will be put in place in the coming year. I am particularly pleased to learn that Mode 8 is now due to be in place by mid June. I understand that Airservices has undertaken to provide an implementation plan for the remaining LTOP measures.

In relation to reporting on progress towards LTOP targets, I am advised that all SACF Members already receive the Airservices Australia publication 'Sydney Airport Operational Statistics' which contains a comparison of actual and target runway movement figures. I understand that SACF is establishing a sub-committee to examine, among other issues, ways of improving the provision of such information on the performance of LTOP. I would encourage this committee to pursue any ideas it develops on this issue with Airservices or my Department.

I have noted your plans on setting up a subcommittee on Kurnell compensation and I am looking forward to discussing in detail any proposals developed by this subcommittee at our forthcoming meeting in June.

I have also noted that Airservices has been asked to adopt a Balanced Scorecard concept as an LTOP management tool. I would, of course, see it as ultimately a matter for Airservices to determine what it considers to be the most effective management arrangements for conducting its day to day business.

Thank you for informing me on the key issues discussed by the Forum.

Yours sincerely

Signed by Minister 24 May 1999

JOHN ANDERSON