



SYDNEY AIRPORT COMMUNITY FORUM

**Thirty-Second Meeting
11th Floor, 70 Phillip Street, Sydney
Friday, 12 July 2002
9.00am to 12 noon**

SUMMARY RECORD

AGENDA ITEM 1 - OPENING REMARKS AND ADOPTION OF ADENDA

The Chair opened the meeting at 9.04 am.

The Forum was advised that:

- The Minister had recently appointed the Sydney Airport Corporations Ltd to the Forum
- Mr Trevor Jensen was replacing Mr Bill Bourke as the industry representative.
- There were a number of proxies representing Members of the Forum.

Apologies were received from Ms Sandra Nori, Cr Tracie Sonda and Mr Randolph Griffiths. The Forum was advised that Mr Griffiths was resigning.

The agenda was adopted, with a few minor variations.

Cr Hoopman tabled a motion which was placed in Other Business.

AGENDA ITEM 2 - CONFIRMATION OF THE SUMMARY RECORD OF THE 31ST MEETING

The Draft Summary Record of the last SACF meeting was confirmed, with an apology for Ms Maria Patrinos that was inadvertently omitted.

AGENDA ITEM 3 - MATTERS ARISING AND/OR OUTSTANDING FROM PREVIOUS MEETING

- Mr Murphy moved a motion that: *SACF seek an explanation from the Minister as to why the Forum was not reconvened before now.*
- Mr Murphy thought that the sale of the Airport should not have gone ahead until LTOP targets were achieved (which was reflected in a motion from the last meeting.)

Mr Murphy moved the following motion:

SACF registers its concern that no response has been given to letter of 10 September 2001 from Senator Helen Coonan, the former SACF Chair and that the Forum has not met for 11 months contrary to SACF's Terms of Reference.

- *SACF seeks the Minister's response as to why this has been the case.*
- *SACF seeks an assurance that the Committee will meet in accordance with the Terms of Reference and assure appropriate time and attention will be given to key agenda items*

The motion was carried.

The following motion was put forward:

SACF registers its outrage that the sale of the Airport has been concluded despite the SACF resolution communicated to the Minister for Transport and Regional Services and Minister for Finance and Administration.

The motion was carried. SACL and some industry representatives did not support this motion.

- Mr Murphy indicated he was resigning from the ATM Reform Group.
- Mr Hill advised that in relation to Agenda Item 6, a meeting was being organised for the first week in August, between himself and the Department.

Agenda Item 2 Action 32/1: The Chair to advise the Minister for Transport and Regional Services of the three motions passed under this item.

AGENDA ITEM 7 - SYDNEY AIRPORT SLOT MANAGEMENT SCHEME

- Mr McLean reported on exceedances. Mr Clarke raised the issue of 90 movements during a one hour period on 30 March 2001 and that the current slot system enables breaches to occur. Mr Krolke advised that from an overall planning perspective the system had not exceeded the legal cap. Mr Krolke explained that, in an operational context, aircraft movements can move from one hour to another quite easily due to delays, however most exceedances were by only one or two movements in an hour.
- The question of whether the legislation needs to be reviewed was raised, as it allows breaches of the movement cap to occur, without application of penalties. It was mentioned that “unders” and “overs” will occur no matter what the cap is set at due to operational factors. Information was sought on whether there is any correlation between movements in excess of the cap and the number of complaints received. The question was asked whether a dispensation process exists like the curfew. The Forum was informed that no such system was in place. It was pointed out that any protracted dispensation process raises significant safety issues.

Mr Clarke moved the following motion that was seconded by Mr Roberts:

The Department of Transport and Regional Services to review the legislation [Sydney Airport Demand Management Act 1997] to identify opportunities to avoid excessive exceedance of the 80 movement cap per hour and to report back to the Forum.

- It was acknowledged that under the legislation, penalties can be imposed if airlines are constantly off-slot.

Agenda Item 7 Action 32/2: The Chair to advise the Minister of this motion.

AGENDA ITEM 4 - SALE OF SYDNEY AIRPORT

- The Chair referred to the joint Media Release issued by the Minister for Finance and Administration and the Minister for Transport and Regional Services which confirmed the same regulatory requirements applied after the sale of the airport in relation to the Movement Cap, the Curfew and the Long Term Operating Plan.
- Under the Airports Act, SACL is required to submit a Master Plan by the end of December 2003 and no major development can proceed without involving the community. Mr Clarke asked if the Master Plan would cover environmental impacts beyond the airport boundary. Ms Smith advised that the Master Plan would address all aircraft noise.
- SACL advised that the immediate focus for Management has been on broad issues such as board structure, financing and corporate governance. Ms Smith reaffirmed the airport management’s commitment to the curfew, movement cap and noise sharing arrangements.
- Mr Clarke enquired whether SACL was going to produce an Australian Noise Exposure Forecast (ANEF) for 2042 (in accordance with no second Sydney Airport for another 40 years). Ms Smith advised that the airport management was only just starting to look at the Master Plan

and that there would be a long consultation period in relation to this. She stated that the airport management would not be changing and also that the new owners were made aware of the importance of the community role and relationship with Sydney Airport throughout the sale process.

- Mr Connolly speculated that the high price paid by the new owners of the airport would result in the owners pushing for a lift in the cap or curfew so that more revenue can be raised. Ms Smith advised that the lease option is for 99 years and this would need to be taken into account. Mr Clarke suggested that the new owner's passenger forecasts should be what the ANEFs are based on and that he would be interested in seeing the ANEFs for 2012, 2022, 2032. Ms Smith advised that ANEFs will be included in the Master Plan.
- It was also asked when the upgrade of the runways would occur to allow larger, next generation aircraft to operate. Ms Smith advised Members that the aircraft type in question had yet to be manufactured and therefore the upgrade of the runways was a longer-term issue. Cr Badalati assumed that the airport had factored how much it would cost to upgrade to larger aircraft into the costs.
- Mr Hayes expressed his concern about the sale of the airport and put the view that it was very dangerous from an aircraft noise perspective as there would be a changing mix of aircraft types, pressure to increase revenue, and Bankstown issues (including regional aircraft) and that all of this would force operations at Sydney back to parallel runway operations.
- Mr Murphy stated his view that it was difficult to be confident of the Minister's Press Release of 25 June 2002. He suggested that the Minister should explain to SACF how he can be so confident that nothing will change now the airport has been sold.

Mr Murphy moved the following motion which was seconded by Bob Hayes

SACF registers its concern regarding the Sale of the Airport

1. *with regard to aircraft noise generally*
2. *concern at the lack of consultation with SACF about the process of the sale and the decision to sell the Airport*
3. *request a copy of the Long Term Operating Plan (LTOP) roadshow video and supporting papers*
4. *SACF is looking forward to future co-operation with the new owners.*

The motion was carried.

Agenda Item 4 Action 32/3: The Chair to write to the Minister on this motion.

AGENDA ITEM 5 - PRECISION RUNWAY MONITOR

- The Chair reminded Members of the letter sent to them in May in relation to PRM. Mr McLean advised that PRM was purchased at the time of the construction of the third runway. Mr McLean outlined the history behind the introduction of PRM from the north and

that Environment Australia had conducted a public inquiry which found no significant environmental effects.

- Mr Clarke disputed the findings in the report. Mr Clarke requested an explanation for the change in wording from *significant* to *substantial* (in relation to aircraft noise measurement) in the final draft acoustic report as a result of the PRM trial. Mr Clarke wanted to know against what criteria was it found to be environmentally acceptable. The Chair indicated that SACF would further consult with Environment Australia on the exact wording of the environmental issues raised as a result of Environment Australia's trial.
- Mr Clarke stated that it was confirmed that PRM had an adverse impact, yet it still went ahead. He also questioned why the announcement of PRM coincided with the Budget. Mr McLean advised that there was no deliberate intention to hide the introduction of the PRM.
- Concern was expressed that noise would be concentrated under the flight path. Mr McLean pointed out that the number of landings was still limited by the movement cap and that PRM would allow aircraft to be processed more evenly, with minimum delays.
- Mr Murphy expressed concern at the possibility of the airport handling up to 180 movements per hour with PRM in place. It was pointed out that that would mean 90 movements per hour each runway, which equalled more than one per minute. It was stated that the current infrastructure at the airport would not cope with that number of movements. Mr Clarke pointed out that if the infrastructure existed, then it could happen. He commented that with PRM, aircraft will be at lower altitudes for longer (they will fix onto final at 14 nautical miles). This would mean more track miles over residents thus exposing more people to noise. Mr McLean advised that the system would be monitored. Mr McLean stated that the system was to allow 80 movements per hour in poor conditions and was not a means of introducing more flights per hour.

Agenda Item 5 Action 32/4: SACF to consult with Mr Clarke on the exact wording of the environmental issues raises as a result of the trial.

AGENDA ITEM 6 - NOISE INSULATION FOR RESIDENTIAL PROPERTIES IN KURNELL

This issue was covered under Agenda Item 3.

Agenda Item 6 Action 32/5: The Department to meet with Mr Hill, Community Representative for Kurnell concerning noise insulation.

AGENDA ITEM 8 - REPORT FROM THE LTOP IMPLEMENTATION AND MONITORING COMMITTEE

8.2 – LTOP Implementation and Monitoring Committee (IMC)

- Mr Clarke and Mr Hill briefed members on issues that were discussed at the last IMC meeting held on 11 June 2002.

- LAHSO (Land and Hold Short Operations)- concerned with increasing capacity by the use of Modes 7, 8 and 6A. Airservices is not actively pursuing plans to implement LAHSO at Sydney. (IMC agreed that no further action would be taken in relation to this matter until the LTOP study had been completed.)
 - The Deena SID (Standard Instrument Departure) was being monitored and it was thought that there were significant benefits to South Cronulla. Mr Hill advised that they were waiting on the report of non-compliance.
 - Exceedances of the movement cap.
 - The number of movements achieved during each of the Modes.
 - Mode 6A (Landings to the south, take offs to the east) - Airservices is mindful of operational problems associated with this mode. The implementation of this mode has hit a stalemate.
 - The use of 34L during non-busy periods and benefits to Kurnell.
 - Airservices provided a useful presentation which covered emerging technologies such as GPS and GRAS.
- Next meeting of the IMC is to be held on 13 August 2002.

Agenda Item 8 Action 32/6: The Secretariat place Mode 6A on the agenda for further discussion at the next SACF meeting.

Agenda Item 8 Action 32/7: Airservices to make a presentation to SACF on emerging technologies.

8.3 - Sydney Air Traffic Re-design

- As Mr Murphy had advised that he was resigning from the Sydney Air Traffic Re-Design team, Ms Patrinos nominated as the replacement community representative on this committee.
- Discussion was held in relation to implementation of recommendations from LTOP. The IMC established the Air Traffic Re-design Working Group, which includes members from Airservices, CASA, the Department, industry and community members nominated by SACF. Mr McLean provided feedback on the conclusions and recommendations of the Working Group which will be put to the IMC at the August meeting.
- The preliminary conclusions of the Working Group were that high and wide and trident were not practical. There were operational constraints on Trident which mitigate against its implementation as intended with out additional technologies and that High and Wide raised a number of safety capacity and noise sharing concerns. The IMC concluded that there needed to be a report from the Working Group and this was endorsed by SACF. However, it was decided to pursue 'High and Wide' flight paths to the north-west and west of the airport.

Discussion centred on proceeding with the development of 'Trident' using emerging technologies, such as GPS and GRAS.

- Mr Clarke was adamant that 'High and Wide' without 'Trident' will have a detrimental noise impact because of concentration. He supported further work on GPS, noting that the implementation of 'Trident' was dependent on further examination of GPS technologies. He supported Airservices doing more on GPS in advance of the USA Federal Aviation Administration (FAA) work. Mr Clarke stated that he would like direction from SACF on 'Trident' and GPS and that SACF needed to seek guidance from Airservices.
- Mr McLean advised that Airservices was forging ahead in these different technologies and would not wait for the FAA to finalise its work on GPS. (The Chair pointed out that updates need to occur through both the IMC and SACF.)
- The IMC has established a Task Force with additional resources to assist the Sydney Airspace Redesign Working Group to advise on the implementation of high and wide flight paths. Terms of reference were agreed at the IMC meeting this week. The Task Force is to report by the end of November. The report will then be referred to the Sydney Airspace Working Group for consideration and action. The community will be represented on the Task Force by its representatives on the Sydney Airspace Redesign Working Group, and will continue to receive technical assistance, advice and participation from the independent aviation consultant nominated by the community member for the previous Working Group activities. The community representatives will participate in all the activities of the Task Force as required.
- Mr Clarke tabled at the meeting a Report to the Sydney Airspace Redesign Consultative Working Group from Jim Ludlow, Jitahdas Consulting [SACF 2002/042].

Mr Clarke moved the following motion:

That the Airspace Re-design Group should not be wound up until the issues have been resolved.

This motion was carried.

Agenda Item 8.3 Action 32/8: The Chair to write to Airservices Australia on this motion.

8.1 - LTOP Scoping Study

- Cr Roberts stated that it was an ideal opportunity to review LTOP due to low movements and that the review would benefit all stakeholders.
- Mr Murphy suggested the Ombudsman or ANAO could be asked to conduct a review of LTOP however the Chair highlighted the lack of community involvement in that option. Community representatives indicated that perhaps they should consult with their communities in relation to the scoping suggestions in the Department of Transport and Regional Services' previous paper [SACF 2001/059].

- The involvement of Jim Ludlow in community consultation aspects, the role of the IMC, and whether a review would be macro or micro in nature was also discussed.
- The Forum discussed the proposition of a small sub-committee of SACF being established to correspond with the Minister in the first instance. The Minister's advice would be sought on engaging a consultant who would perform the independent statistical work. If an independent review was approved by the Minister, the Chair would then seek additional input from SACF members on other issues which should be considered. This option maintains community involvement and necessarily involves an independent consultant.
- Move that a subcommittee of the Forum be charged with carriage of making the review happen and that it be charged with ensuring the independent consultant or expert chosen to perform this review be truly independent and will give an honest and truthful assessment.

Cr Anthony Roberts moved the following motion, which was seconded by Mr Megna and carried:

- 1. that a sub-committee of SACF be formed and be charged with oversight of the review of LTOP*
 - 2. and that the independent consultant chosen should be appropriately independent and required to carry out an honest and truthful assessment.*
 - 3. that members of the committee consist of seven SACF members and communicate by electronic mail.*
- The members nominated for this committee were Marise Payne (Chair), Trevor Jensen (AATA), Lisa Smith (SACL), Maria Patrinos (CRAAN), John Clarke (Upper North Shore Representative,) Anthony Roberts (Mayor of Lane Cove) and Vince Badilati (Mayor of Hurstville) as well as the Department of Transport and Regional Services (DoTaRS) and Airservices Australia.

Agenda Item 8.1 Action 32/9: The Chair to advise the Minister of this motion to form a sub-committee on the LTOP review.

Agenda Item 8.1 Action 32/10: The Chair to lead a subcommittee to provide guidance to the Minister on the most appropriate means of proceeding with the review.

8.4 - Noise Enquiry Unit Noise Complaint Statistics

- Mr Murphy considered that there was no abuse of the Noise Enquiry toll-free noise complaint number and expressed his strong concern at the decision to charge people to complain.
- Mr McLean emphasized that complaints are being treated seriously and are used as an effective mechanism for Airservices to improve its processes and provide a better service. Since the introduction of the 1300 number, the number of complaints has reduced significantly, reflecting in part that many of those callers who used the system had made repeated calls possibly with the aim of jamming the system.

- Mr McLean advised Members that the hours of operation were from 6.30am to 5pm Monday to Saturday. Mr Murphy indicated that he has received complaints about these new operating hours. Mr McLean advised that calls in the evening were spasmodic and there were more calls in the morning. He also indicated that the decision to change the hours was based on usage profiles.
- It was mentioned that callers can leave complaints on an answering service after hours. Members were advised that all callers who left a message were rung back. Some members had a contrary view to this claim. It was pointed out that differing work schedules of callers (eg shift work) and Airservices' staffing arrangements may make it impossible for some callers to receive a return call.

Agenda Item 8 Action 32/11: Airservices to bring to the next meeting the usage profiles for the Noise Enquiry Unit's Complaints Line.

AGENDA ITEM 9 - STANDING OPERATIONAL REPORTS AND CURFEW ISSUES

- Standing reports were distributed to members since the last meeting.
- The Chair made particular note of the issue involving the freight aircraft movement quota. Members were advised that numbers of freight aircraft were down and that larger aircraft had been replaced by smaller aircraft since the Ansett collapse. The Chair advised members to look at the Department's draft options paper and take it to their respective communities and make submissions in writing direct to the Department, if necessary, by 14 August 2002.
- The Chair raised the issue of the elimination of the reasons for medical emergency details. Members agreed that the reason of the medical emergency be dropped from future reports.
- Mr Megna enquired why all schools were not being covered under the noise amelioration program. Members were advised that the funding for the noise amelioration program is an item for consideration at Additional Estimates later in the year. The Department advised that private residences had priority for funding over public buildings.

AGENDA ITEM 10 - SACF CORRESPONDENCE AND ISSUES RAISED BY THE PUBLIC

- The Members noted the information provided with the Agenda Papers.

AGENDA ITEM 11 - OTHER BUSINESS

- Cr Hoopman tabled a resolution from the Hunters Hill Council: *'The Federal Government review the penalties in regard to breach of curfew and capping of flights at Sydney Airport and report back to Council'*. Cr Hoopman advised that she would be writing to the Minister on this matter. It was decided that there was no need to list this item for the next SACF meeting and that it was for information only. The information on curfew penalties will be provided to Cr Hoopman out of session.

Agenda Item 11 Action 32/12: The Department to provide information on curfew penalties to Cr Hoopman.

AGENDA ITEM 12 - DATE OF NEXT MEETING

- Members tentatively adopted the date of the next meeting as 13 September 2002 [This has subsequently been changed to 20 September 2002 out of session]. The Chair advised that at this stage the meeting planned for 6 December 2002 may need to be shifted due to parliamentary commitments.

The meeting was closed at 12.07 pm.



ACTION ITEMS FROM THE SACF MEETING ON 12 JULY 2002

Agenda Item 2 Action 32/1: The Chair to advise the Minister for Transport and Regional Services of the [following] three motions passed under this item.

SACF seek an explanation from the Minister as to why the Forum was not reconvened before July 12.

SACF registers its concern that no response has been given to letter of 10 September 2001 from Senator Helen Coonan, the former SACF Chair and that the Forum has not met for 11 months contrary to SACF's Terms of Reference.

- *SACF seeks the Minister's response as to why this has been the case.*
- *SACF seeks an assurance that the Committee will meet in accordance with the Terms of Reference and assure appropriate time and attention will be given to key agenda items*

SACF registers its outrage that the sale of the Airport has been concluded despite the SACF resolution communicated to the Minister for Transport and Regional Services and Minister for Finance and Administration.

Agenda Item 7 Action 32/2: The Chair to advise the Minister of the following motion which was carried under this item.

The Department of Transport and Regional Services to review the legislation [Sydney Airport Demand Management Act 1997] to identify opportunities to avoid excessive exceedance of the 80 movement cap per hour and to report back to the Forum.

Agenda Item 4 Action 32/3: The Chair to write to the Minister on this motion which was carried under this item.

SACF registers its concern regarding the Sale of the Airport

- *with regard to aircraft noise generally*
- *concern at the lack of consultation with SACF about the process of the sale and the decision to sell the Airport*
- *request a copy of the Long Term Operating Plan (LTOP) roadshow video and supporting papers*
- *SACF is looking forward to future co-operation with the new owners.*

Agenda Item 5 Action 32/4: SACF to consult with Mr Clarke on the exact nature of the environmental issues raised as a result of the trial.

Agenda Item 6 Action 32/5: The Department to meet with Mr Hill, community representative for Kurnell concerning noise insulation.

Agenda Item 8 Action 32/6: The Secretariat to place Mode 6A on the agenda for further discussion at the next SACF meeting.

Agenda Item 8 Action 32/7: Airservices to make a presentation to SACF on emerging technologies.

Agenda Item 8.3 Action 32/8: The Chair to write to Airservices Australia on this motion.

That the Airspace Re-design Group should not be wound up until the issues have been resolved.

Agenda Item 8.1 Action 32/9: The Chair to advise the Minister of this motion to form a sub-committee on the LTOP review.

1. that a sub-committee of SACF be formed and be charged with oversight of the review of LTOP
2. that an independent consultant be appointed to carry out the assessment.
3. that members of the committee consist of seven SACF members and communicate regularly by electronic mail.

Agenda Item 8.1 Action 32/10: The Chair to lead a subcommittee to provide guidance to the Minister on the most appropriate means of proceeding with the review.

Agenda Item 8 Action 32/11: Airservices to bring to the next meeting the usage profiles for the Noise Enquiry Unit's Complaints Line.

Agenda Item 11 Action 32/12: The Department to provide information on curfew penalties to Cr Hoopman.



ATTACHMENT A: Attendance

▪ Members

M Payne	Senator for New South Wales, Chair
V Badalati	Mayor of Hurstville
J Clarke	Representing the Upper North Shore Community
C Connolly	Representing Robert McClelland MP, Federal Member for Barton
B Hayes	Representing Joe Hockey MP, Federal Member for North Sydney
K Hill	Representing the Kurnell Community
S Hoopmann	Representing the Bennelong Community
T Jensen	Australian Air Transport Association
A Marchei	Representing Kerry Chikarovski MLA, State Member for Lane Cove
M Megna	Representing the Inner West Community
T Mumford	Representing Bruce Baird MP, Federal Member for Cook
J Murphy MP	Member for Lowe
M Patrinos	Canterbury Residents Against Aircraft Noise
A Roberts	Mayor of Lane Cove
F Sinclair King	Representing the Wentworth Community
L Smith	Sydney Airport Corporations Led

Advisers/Secretariat

C Dacey	Dept of Transport and Regional Services
R Walter	Dept of Transport and Regional Services
D Savage	Dept of Transport and Regional Services
C Hutton	Dept of Transport and Regional Services
G Kelly	Dept of Transport and Regional Services

A Joseph	Senator Payne's Office
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K McLean	Airservices Australia
C Dahl	Airservices Australia
P Carroll	Airservices Australia
J Birdsall	Airservices Australia
G Milton	Airservices Australia

R Bartsch	CASA
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Observers

E Krolke	Airport Coordination Australia
R Creak	OAOA
P Lingard	North West Residents Airport Group
B Moerth	Bronte
R Folk	Maroubra
E Armstrong	Hurstville Council
J Ludlow	Jitahdas Consulting
J Dale	CAC