



## SYDNEY AIRPORT COMMUNITY FORUM

EIGHTEENTH MEETING

11<sup>TH</sup> Floor, 70 Phillip Street, Sydney

9 April 1999

## SUMMARY RECORD

SACF 99/038 issued 22-4-1999
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An attendance list is at Attachment A.

### **AGENDA ITEM 1: Opening Remarks**

The meeting opened at 8.30am.

The Chair welcomed Members. The following Members were represented by proxies

- Mr Anthony Albanese MP (proxy Ms Verity Firth),
- The Hon Bruce Baird MP (proxy Ms Jill Deering),
- Cr Mark Bonanno (proxy Dr David Niven),
- Mr Bill Bourke (proxy Mr Chris Falvey),
- Mrs Kerry Chikarovski MLA (proxy Ms Judith Ohana),
- The Hon Joe Hockey MP (proxy Mr Bob Hayes),
- Cr Greg Medcraft (proxy Cr Mairaed Bilmon),
- Ms Sandra Nori MLA (proxy Ms Ros Habig),
- Ms Maria Patrinos (proxy Ms Toula Bull),
- Mr David Saul (proxy Messrs Jim Socratous and Andrew Clinton),
- Cr Kevin Schreiber (proxy Ms Jill Deering),

and apologies from

- Cr Ross Sheerin,
- Cr Steve Holroyd.

The Chair advised that the Meeting would end by 12:00 at the latest.

### **AGENDA ITEM 2: Adoption of Agenda**

The draft agenda was accepted with agreement to the following additional items being raised under existing agenda items

- membership of the AA Board (Agenda Item 12),
- impact of Olympics on the Airport (Agenda Item 9),
- letter on Runway 25 threshold relocation from Minister Anderson to Ms Grusovin (Agenda Item 9),
- proposed Mode 6A in the context of items carried over from the previous Meeting (Agenda Item 12).



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### AGENDA ITEM 3: Confirmation of Summary Record

The Revised Draft Summary Record of the Seventeenth SACF Meeting of 26 February 1999 was adopted with the following changes

- Mr Clarke's proposed changes (which were attached to the agenda papers) which had initially been included in the Revised Draft Summary Record in modified form were adopted in full
- Mr Hill requested revision of the second sentence of the third paragraph on page 7 of the Revised Draft Summary Record from  
*"Departure flights paths are now closer to both Kurnell and Cronulla so that he considers that noise monitoring in Kurnell and Cronulla is important and that the 'out-to-sea-option' should be looked at again."*  
to  
*"Departure flight paths are now closer to both Kurnell and Cronulla and noise monitoring had been carried out to assess increased noise due to the VOR change. A second turn over the sandhills is being examined to maximise the distance of flight paths from residential areas."*
- the Chair requested that in the seventh paragraph on page 11 the part of the sentence starting with "... and that the 2000ft turn ..." be removed.

Some general criticisms concerning the Draft Summary Record were made. Following discussions it was agreed that future meetings would be taped and the tapes be used to resolve any points of disagreement.

**Action arising:**

- (i) SACF Secretariat to make changes to the Revised Draft Summary Record for the Meeting of 26 February 1999 and to distribute the agreed Summary Record to Members.
- (ii) SACF Secretariat to arrange for future Meetings to be taped.

The Chair gave a brief summary of progress/outcomes on the key Actions that arose from the 17<sup>th</sup> Meeting (see Attachment B). He advised that

- Actions 5, 11, 14, 16, 19, 21 are outstanding
  - = Action 5: legal advice on SACF Inc. not yet provided by DTRS,
  - = Action 11: DTRS paper on supplementary noise information not yet available,
  - = Action 14: Mr Hill's report on second turn over Kurnell sandhills not yet received by Chair,
  - = Action 16: LTOP Balanced Scorecard issue to be settled,
  - = Action 21: visit of Cr Frawley to AA still to be organised,
- Action 4: sub-committee on community information and interaction is in progress,
- Action 15: provision of AA workplan; a document has been prepared by AA but this does not meet SACF's requirements and will have to be redone.



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### AGENDA ITEM 4: Matters outstanding from previous Meeting

#### Noise Monitoring Terminals

The Chair set out the general issues surrounding the possible relocation of permanent noise monitoring terminals (NMT) stating that a NMT for Croydon had been suggested and that Woollahra Council had requested an NMT to be installed in Paddington. He explained that two existing NMTs at La Perouse and Botany were likely candidates for relocation because of the low number of aircraft noise events detected in these areas.

Dr Dahl (Manager Environment Branch, AA) was invited to explain the options based on the AA report distributed to Members in the agenda papers for the previous Meeting [SACF 99/012].

General discussion on how new NMT locations should be determined followed and as a result the Meeting passed the following resolution

*SACF requests that the **permanent** noise monitoring terminal at La Perouse be moved to a site in Croydon.*

with Cr Sullivan opposing.

The Meeting went on to discuss the issue of a permanent NMT for Paddington as sought by Woollahra Council. The Meeting supported in principle the proposal that a portable NMT be installed in Paddington in two weeks time and noted that this would provide information on the merits of installing a permanent NMT in that area.

There was a general discussion on the need for more mobile NMTs to be available in the Sydney area to allow monitoring in areas not covered by permanent NMTs.

The Meeting passed the following resolution

*SACF requests that AA purchase two additional **mobile** noise monitoring terminals for exclusive use in Sydney.*

**Actions arising:** (i) Chair to convey motions on the relocation of the permanent NMT from La Perouse to Croydon and on the purchase of two additional mobile NMTs for Sydney to Minister Anderson.  
(ii) Chair to write to Woollahra Council regarding the discussion of its request for a permanent NMT in Paddington and on the SACF motions passed on the NMT issue.



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### **AGENDA ITEM 5: Report from Implementation and Monitoring Committee**

#### IMC representatives' report

The SACF representatives on the IMC informed the Meeting about the key issues arising from the 9 March IMC meeting:

- production of three monthly ANEI will be continued,
- calibration aircraft will be operated so that they, as far as possible, do not interfere with noise sharing modes,
- CASA/SACL are working on a more community friendly solution to the problems associated with the relocation of the Runway 25 threshold,
- situation of Modes 8 and 6A unchanged since last SACF Meeting,
- TARDAS is expected to be operational by late April,
- CASA has advised that the microwave landing systems is outdated and GPS technology is more appropriate,
- Qantas is doing further simulator tests of the 'second turn' over the Kurnell sandhills for departures off Runway 16R.

It was agreed that discussion of NMTs had already been covered under Agenda Item 4, and the 2000ft turn off Runway 25 would be discussed under Agenda Item 8.

#### Minister's reponse to resolutions

Before continuing with the next Agenda Item the Chair drew the Meeting's attention to the Minister's response to the resolutions of the 17<sup>th</sup> Meeting [corr 59] and the DTRS response to the Clarke/Clinton paper [SACF 98/79].

The Chair briefly summarised the Minister's answers to the resolutions.

During discussions Members made the following points:

- the wrong resolution had been re-submitted to the Minister regarding Kurnell compensation,
- the Minister's response to the resolution concerning LTOP progress, information and management issues failed to address all the issues,
- the balanced score card should be raised with the Minister.

The Meeting agreed on the following actions to address these concerns:

- Actions arising:**
- (i) Chair to write to Minister Anderson re-iterating the motion on LTOP progress, information and management issues and mentioning the balanced score card.
  - (ii) Chair to write to Minister Anderson advising that a sub-committee on Kurnell compensation is being formed.



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### Clarke/Clinton paper

The issue of demand smoothing was briefly raised. The Chair stated that he was aware of steps being undertaken by DTRS to address this issue and that the matter was one that he intended to raise in his proposed meeting with the CEOs of the airlines, AA and SACL.

It was proposed and agreed that the agenda for the next SACF Meeting provide for

- a progress report on demand smoothing,
- discussion of the response to the Clarke/Clinton paper.

A request was also made for the numbers used in producing the histograms in the response to the Clarke/Clinton paper. Concerns were voiced about inconsistencies in labelling of the axes in these diagrams and a request was made that this matter be placed on the agenda for the following Meeting.

**Actions arising:** (i) DTRS to provide progress report on demand smoothing.  
(ii) Chair to place response to Clinton/Clarke paper on agenda of next Meeting.

### **AGENDA ITEM 6: Precision Radar Monitor (PRM)**

Mr McLean addressed the Meeting on PRM and started his presentation – the talking points of the presentation are in Attachment C - by introducing four of the new Sydney Airport Air Traffic Managers.

The Chair summarised the situation regarding PRM stating that it was a capacity tool for bad weather conditions, that it is being trialed on Runways 34, its introduction on Runways 16 would be conditional on stringent environmental assessment and that SACF rejected the use of PRM.

Issues raised in discussions on PRM focussed on:

#### Height of aircraft on PRM 16 operations

Mr McLean was questioned

- what the comparative height of PRM and non-PRM landings would be,
- why PRM approaches could not be higher,
- whether it was correct that overflights under PRM approaches would be 1000ft lower in some areas of Sydney,
- whether the final intercept required a set altitude.

Mr McLean answered that

- the Rwy 34R trial would provide information on height differences,



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- PRM approaches followed an operational standard that could not be varied,
- no definite statements on heights could be made at this stage,
- PRM procedures require intercept from below.

### Capacity/Olympics

#### Members questioned

- whether the Olympics could be handled without PRM,
- whether PRM was assumed operational in the SACL statement of 8 April on the ability of the Airport to handle the Olympics.

#### Mr McLean answered that

- demand was an issue for the Airport and not AA,
- the ability of the Airport to cope without PRM would depend on the hourly demand profile but on the level of demand envisaged by the SACL statement there may be difficulties in coping in bad weather,
- he would provide the 30-year wind data for the month of September which underlay his presentation analysis.

**Action arising:** AA to provide 30-year wind data for the month of September.

### Environmental assessment

Airservices stated that, in light of the Minister's letter to its Chairman, environmental assessment of Runway 16 PRM could not be discussed at this Meeting as the AA Board has yet to discuss the proposal. However, it was emphasised that AA is committed to full community consultation and would come back to SACF at the appropriate time.

Members were critical of AA's unwillingness to discuss Runway 16 PRM in detail at the Meeting. It was stated that in 1995 the AA Board had rejected the introduction of PRM on environmental grounds, that overflight heights would be about 1000ft lower over some parts of Sydney and that the number of track miles over Sydney would be increased.

The Chair noted that if the 34 operational procedures were to be transposed to 16 operations, the community had every reason to be concerned.

Dr Dahl of Airservices gave a presentation on AA's environmental assessment of Runway 34 PRM. Copies of the overheads presented by Dr Dahl are at Attachment D.

#### Questions put to Dr Dahl during and after his presentation included

- whether the Rwy 34 PRM was included in the LTOP environmental assessment,
- whether the noise over the south estimated under LTOP would be exceeded,



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- whether modelling to date was consistent with the 750 aircraft monitored during the trial to date,
- what the changes to Runway 34L and 34R departures would be under PRM,
- what would happen in non-PRM hours,
- why prop and jet arrivals on Runways 34L and 34R had to be redistributed,
- whether LTOP STARS would be used to avoid overflights of residential areas.

Dr Dahl and Mr McLean answered that

- Rwy 34 PRM had not been included in the LTOP environmental assessment,
- the environmental impact of 34 PRM was not considered significant for the purposes of the EPIP Act,
- based on the sample taken to date modelling and monitoring results were in good agreement,
- there would be no change to 34R departures and a slight shift to the north for propeller departures off 34L,
- there would not be different approach procedures for 34 PRM operations and hours when PRM is not used,
- the question of 34L/34R arrival traffic redistribution was a 'cleaning up' of current practices and would be addressed during the next IMC Meeting,
- assessment of the 34 PRM was not based on LTOP STARS and that this issue would be discussed at the upcoming IMC meeting.

Specific requests for information arising from wording in Appendix A of AA's report on 34 PRM were made

- regarding a reference to an "earlier proposal" mentioned in the report,
- regarding the allocation of slots under the "current arrangements".

The Chair requested that these requests be put in writing and that he would pass them on to the relevant bodies.

**Action arising:** Chair to pass on written request from Mr Clinton for further information on the 34 PRM report and the slot allocation program.

The Chair asked DTRS to explain the PRM environmental assessment process noted in the letter from Minister Anderson to the Chair of 7 April.

DTRS stated that the envisaged chain of events would be

- decision of AA Board on Rwy 16 PRM,
- if AA decides to proceed, formal designation under EPIP follows *ie* the Minister for the Environment is informed through a Notice of Intent,
- the Environment Minister would then decide on the level of environmental assessment required: preliminary advice suggests that a PER would take about 9 months and an EIS at least one year.





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Members expressed doubts about the confidence the community could place in EIS processes given the experience with the third runway.

The Meeting passed the following resolution

*SACF calls on the Minister to abandon the implementation of PRM as it is incompatible with the Government's LTOP noise sharing policy and is environmentally unacceptable.*

with the Chair, Cr Bilmon, Mr Falvey, Ms Grusovin and Cr Sullivan opposing.

The Members opposing the motion and the Chair made the point that it would be inappropriate to abandon the project in the absence of detailed information on likely environmental impacts following rigorous examination of the proposal.

Following a short discussion on the need for a second airport the Meeting adopted the following resolution

*SACF calls on the Government to proceed immediately with the construction of a second airport for Sydney.*

**Action arising:** Chair to convey the resolutions on PRM and the second airport to Minister Anderson.

Mr Murphy requested that his view be recorded that PRM will be in operation during the Olympics and that the community will be bombarded with noise.

### AGENDA ITEM 7: Airservices LTOP Workplan

On the issue of LTOP progress Mr McLean informed the Meeting that Mode 8 could be introduced by mid May subject to the resolution of one last safety issue and that Mode 6A would not be introduced in 1999. Mr McLean advised that the air traffic managers would all be in place by September/October this year.

The Chair commented that the document circulated by AA in no way met the SACF request. Concern was voiced that the LTOP workplan provided by Airservices was inadequate and that AA needed to work to a formal management plan, including identifying the impact of changes such as TAAATS on Airservices and schedules/targets/key milestone points for LTOP implementation against the targets.

Mr McLean said that a workplan was being developed and that AA had sent a letter to Mr Clarke clarifying the balanced scorecard issue.

**Action arising:** AA to provide a workplan for LTOP.





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### AGENDA ITEM 8: Departures from Runway 25

The Chair explained that SACF was required to form a view on whether the 2000ft turn or ICAO 'A' for departures off Runway 25 should be implemented first.

During a brief discussion Mr McLean pointed out that due to a need to change Bankstown Airport airspace the 2000ft turn could not be implemented before the end of this year.

The Meeting expressed a strong view that the 2000ft turn should be introduced before ICAO 'A' and passed the following resolution:

*SACF requests that the 2000ft turn off Runway 25 be implemented before the ICAO 'A' procedures.*

**Action arising:** Chair to convey the resolution on the 2000ft turn to Minister Anderson.

### AGENDA ITEM 9: SACL Report on Developments at the Airport

#### Olympics

Mr Latchford of SACL was asked by the Meeting to provide information on the recent statement made by SACL on the Olympics.

Mr Latchford answered that he would have information mailed to all Members and that in May and June the Airport would be establishing public displays regarding the Olympics and the Environmental Strategy.

He advised the Meeting that the Draft Environment Strategy would be made available to Members as soon as possible.

**Action arising:** SACL to send information on the Olympics and the Draft Environment Strategy to Members.

Following a brief discussion on the Environment Strategy the Meeting passed the following resolution

*SACF expresses its opposition to the non-inclusion of noise and emissions in the Airport Environment Strategy. If the interpretation of the Airports Act regarding the non-inclusion is correct, SACF calls on the Minister to amend the Act to address this shortcoming.*

with Mr Falvey opposing.



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**Action arising:** Chair to convey the resolution expressing SACF's concerns on the foreshadowed contents of the Airport Environment Strategy to Minister Anderson.

Ms Alroe of SACL explained that the issue of tree removal and light pole adjustment for the relocation of the Runway 25 threshold had been re-examined with CASA and it now seemed likely that most trees could be saved. A definite answer from CASA could be expected within weeks.

The Meeting inquired whether SACL was subject to FOI. The Chair asked DTRS to provide an answer to this question.

**Action arising:** DTRS to clarify whether SACL is subject to the provisions of the Freedom of Information Act.

**AGENDA ITEM 10 - 12:** were not discussed as time had run out.

### **AGENDA ITEM 13: Date of Next Meeting**

It was decided that a further meeting of the Forum should, if possible, be arranged within the following six weeks.

The Chair closed the Meeting at 12:10.



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### Summary of Actions

- 1 **SACF SECRETARIAT** TO MAKE CHANGES TO THE REVISED DRAFT SUMMARY RECORD FOR THE MEETING OF 26 FEBRUARY 1999 AND TO DISTRIBUTE THE AGREED SUMMARY RECORD TO MEMBERS.
- 2 **SACF SECRETARIAT** TO ARRANGE FOR FUTURE MEETINGS TO BE TAPED.
- 3 **CHAIR** TO CONVEY MOTIONS ON THE RELOCATION OF THE PERMANENT NMT FROM LA PEROUSE TO CROYDON AND ON THE PURCHASE OF TWO ADDITIONAL MOBILE NMTs FOR SYDNEY TO MINISTER ANDERSON.
- 4 **CHAIR** TO WRITE TO WOOLLAHRA COUNCIL REGARDING THE DISCUSSION OF ITS REQUEST FOR A PERMANENT NMT IN PADDINGTON AND ON THE SACF MOTIONS PASSED ON THE NMT ISSUE.
- 5 **CHAIR** TO WRITE TO MINISTER ANDERSON RE-ITERATING THE MOTION ON LTOP PROGRESS, INFORMATION AND MANAGEMENT ISSUES AND MENTIONING THE BALANCED SCORE CARD.
- 6 **CHAIR** TO WRITE TO MINISTER ANDERSON ADVISING THAT A SUB-COMMITTEE ON KURNELL COMPENSATION IS BEING FORMED.
- 7 **DTRS** TO PROVIDE PROGRESS REPORT ON DEMAND SMOOTHING.
- 8 **CHAIR** TO PLACE RESPONSE TO CLINTON/CLARKE PAPER ON AGENDA OF NEXT MEETING.
- 9 **AA** TO PROVIDE 30-YEAR WIND DATA FOR THE MONTH OF SEPTEMBER.
- 10 **CHAIR** TO PASS ON WRITTEN REQUEST FROM MR CLINTON FOR FURTHER INFORMATION ON THE 34 PRM REPORT AND THE SLOT ALLOCATION PROGRAM.
- 11 **CHAIR** TO CONVEY THE RESOLUTIONS ON PRM AND THE SECOND AIRPORT TO MINISTER ANDERSON.
- 12 **AA** TO PROVIDE A WORKPLAN FOR LTOP.
- 13 **CHAIR** TO CONVEY THE RESOLUTION ON THE 2000FT TURN TO MINISTER ANDERSON.
- 14 **SACL** TO SEND INFORMATION ON THE OLYMPICS AND THE DRAFT ENVIRONMENT STRATEGY TO MEMBERS.
- 15 **CHAIR** TO CONVEY THE RESOLUTION EXPRESSING SACF'S CONCERN ON THE FORESHADOWED CONTENTS OF THE AIRPORT ENVIRONMENT STRATEGY TO MINISTER ANDERSON.
- 16 **DTRS** TO CLARIFY WHETHER SACL IS SUBJECT TO THE PROVISIONS OF THE FREEDOM OF INFORMATION ACT.



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### ATTACHMENT A: Attendance

#### Members

Dr B Nelson MP	Federal Member for Bradfield, Chair
Cr M Bilmon	representing Cr G Medcraft, Wentworth Community
Ms T Bull	representing Ms M Patrinos, Canterbury Residents Against Aircraft Noise
Mr J Clarke	Upper North Shore Community
Mr A Clinton	representing Mr D Saul, Sydney Airport Forum Pty Ltd (for part of the Meeting)
Cr B Cotter	Mayor of Marrickville
Ms J Deering	representing The Hon B Baird MP, Federal Member for Cook, and Cr K Schreiber, Mayor of Sutherland Shire
Mr C Falvey	representing Mr B Bourke, Australian Air Transport Association
Ms V Firth	representing Mr A Albanese MP, Federal Member for Grayndler
Cr M Frawley	Mayor of Hurstville
Mrs D Grusovin MLA	State Member for Heffron
Mr B Hayes	representing the Hon J Hockey MP, Federal Member for North Sydney
Mr K Hill	Kurnell Community
Mr D Lidbetter	Inner West Community
Mr J Murphy MP	Federal Member for Lowe
Dr D Niven	representing Cr M Bonanno, Mayor of Ashfield
Ms J Ohana	representing Ms K Chikarovski MLA, State Member for Lane Cove
Mr J Socratous	representing Mr D Saul, Sydney Airport Forum Pty Ltd (for part of the Meeting)
Cr D Sullivan	Mayor of Randwick
Cr F Teirney	Mayor of Lane Cove



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### Advisers/Secretariat

Mr P Merner	Dept of Transport and Regional Services
Mr M Mrdak	Dept of Transport and Regional Services
Mr D Southgate	Dept of Transport and Regional Services
Ms K Wilkinson	Secretariat
Mr B Franklin	Dr Nelson's Electorate Office
Mr A But	Airservices Australia
Ms L Corr	Airservices Australia
Dr C Dahl	Airservices Australia
Mr J Deeth	Airservices Australia
Ms E Heath	Airservices Australia
Mr L Joynson	Airservices Australia
Mr K McLean	Airservices Australia
Mr I Rischbieth	Airservices Australia
Mr J Leaversuch	Civil Aviation Safety Authority
Ms J Alroe	Sydney Airports Corporation Ltd
Mr D Latchford	Sydney Airports Corporation Ltd

### Observers (list not complete)

Ms L Allison  
Mr R Balzola  
Mr S Creedy  
Mr J Dale  
Mr P Lingard  
Mr T Maguire  
Mr A Williams



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### ATTACHMENT B: Summary of Actions arising from 17<sup>th</sup> Meeting

- 1 **SACF SECRETARIAT** TO MAKE CHANGES TO THE DRAFT SUMMARY RECORD FOR THE MEETING OF 27 JULY 1998 AND TO DISTRIBUTE AGREED SUMMARY RECORDS TO MEMBERS.
- 2 **CHAIR** TO WRITE TO MINISTER REQUESTING A CHANGE IN WORDING OF THE REVISED TERMS OF REFERENCE.
- 3 **CHAIR** TO WRITE TO AA BOARD REQUESTING THAT THE IDEA OF A REAL-TIME AND OVERFLIGHT PREDICTION NEWS BULLETINS BE PURSUED.
- 4 **CHAIR** TO SET UP SUB-COMMITTEE ON COMMUNITY INFORMATION AND INTERACTION.
- 5 **DTRS** TO PROVIDE FORMAL LEGAL ADVICE ON THE USE OF THE NAME "SYDNEY AIRPORT COMMUNITY FORUM" BY OTHER BODIES.
- 6 **DTRS** TO EXPLORE THE USE OF MAPS ON THE SACF WEBSITE TO ASSIST THE COMMUNITY IN ASSOCIATING SACF MEMBERS WITH THE AREAS THEY REPRESENT.
- 7 **SACF SECRETARIAT** TO PUT ASHFIELD COUNCIL MOTION ONTO AGENDA FOR NEXT MEETING.
- 8 **CHAIR** TO CONVEY MOTION ON THE SLOTS – LTOP ISSUE TO MINISTER ANDERSON.
- 9 **CHAIR** TO RESUBMIT THE PREVIOUS SACF RESOLUTIONS ON INSULATION TO THE MINISTER.
- 10 **CHAIR** TO ORGANISE A MEETING WITH THE MINISTER ON KURNELL COMPENSATION.
- 11 **DTRS** TO PROVIDE A REPORT ON SUPPLEMENTARY NOISE INFORMATION FOR THE NEXT SACF MEETING.
- 12 **CHAIR** TO CONVEY MOTION ON PRM TO MINISTER ANDERSON.
- 13 **AA** TO PROVIDE WRITTEN RESPONSE TO THE 'CLARKE/CLINTON PAPER'.
- 14 **MR HILL** TO PROVIDE CHAIR WITH REPORT ON SOUTHERLY DEPARTURE FLIGHT PATH ISSUES INCLUDING THE 'OUT-TO-SEA-OPTION'.  
**CHAIR** TO CONVEY THIS REPORT TO THE MINISTER.
- 15 **AA** TO TABLE A WORKPLAN FOR LTOP AT NEXT IMC MEETING. **AA** TO PROVIDE THE JOB DESCRIPTION FOR AIR TRAFFIC MANAGERS.
- 16 **AA** TO EXAMINE THE INTRODUCTION OF AN LTOP BALANCED SCORECARD AND ASSOCIATED MANAGEMENT PROCEDURES.
- 17 **DTRS** TO PROVIDE ADVICE ON THE STATUS OF WORK TOWARDS SMOOTHING OF DEMAND THROUGH SLOTS.
- 18 **CHAIR** TO CONVEY MOTION ON LTOP PROGRESS, INFORMATION AND MANAGEMENT ISSUE TO MINISTER ANDERSON.
- 19 **AA** TO PROVIDE INFORMATION ON THE MICROWAVE LANDING SYSTEM.
- 20 **DTRS** TO PROVIDE AIR TRAFFIC FORECASTS FOR THE SYDNEY BASIN.
- 21 **AA** TO ORGANISE A VISIT TO THE SYDNEY AA FACILITIES FOR CR FRAWLEY AND OTHER INTERESTED SACF MEMBERS.



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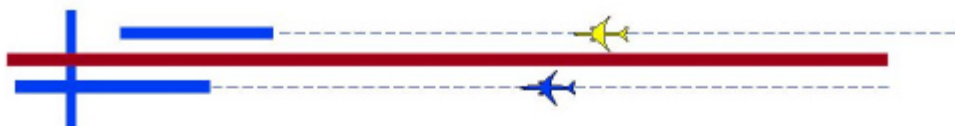
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### ATTACHMENT C: Mr McLean's speaking notes on PRM



## PRECISION RUNWAY MONITOR

### Sydney Airport An Overview

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## What is PRM?

- Highly accurate, fast update radar
- Specialised operator interface - tailored to detect lateral deviation, aural warnings.
- Enables ATC to monitor compliance with parallel final approach paths and if required, to issue corrective instructions to maintain separation.

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### What is PRM?

- A tool to provide good weather operational efficiency in bad weather conditions within existing capacity constraints - 80 cap.
- Independent approaches to Sydney's parallel runways are permitted when;
  - ☐ Visual approaches can be made
  - or
  - ☐ PRM is available
- Note: aircraft fly the existing Instrument Landing System approach on PRM

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### When Would PRM Be Used?

	Mode 9 (34)			Mode 10 (16)		
	IVA	Dep Vis	ILS	IVA	Dep Vis	ILS
Morning Peak	38.13%	47.89%	13.98%	55.96%	35.89%	8.15%
Afternoon Peak	35.09%	51.89%	13.02%	71.38%	21.2%	7.42%

- Percentages are of time on mode based on KSA weather observations 1939 - 1996 and do not reflect the predicted usage

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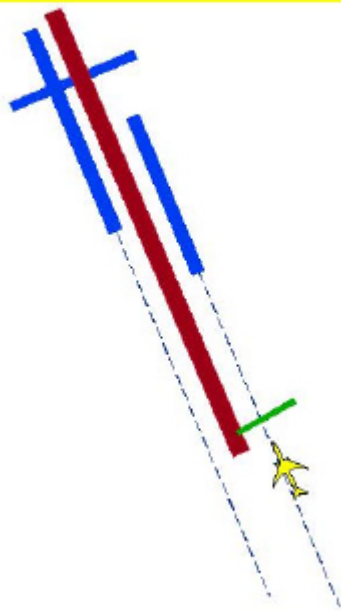
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### PRM Procedures



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- not greater than 30 degree intercept of final approach 2nm prior to the initial approach fix
- 1nm of straight flight before glide path intercept
- aircraft fly the ILS approach
- Aircraft tracks monitored by PRM



AIRSERVICES AUSTRALIA

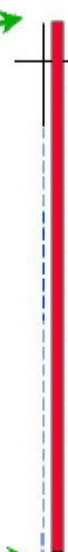
### No Transgression Zone

Extends to a point that is 0.5 nm past the most distant departure end of the runway

Extends 2 nm out past the higher initial approach fix

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## SYDNEY AIRPORT COMMUNITY FORUM

EIGHTEENTH MEETING

11<sup>TH</sup> Floor, 70 Phillip Street, Sydney

9 April 1999

## SUMMARY RECORD

### Benefits of PRM operations

Precision Runway Monitor operations will:

- ☐ Allow operations to continue at the same rate in bad weather as in good.
- ☐ Provide predictability for everyone using or connecting with Sydney Airport.
- ☐ Increase predictability of noise sharing operations

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### Environmental Assessment

#### Runway 34

- ☐ Airservices Australia has a commitment to consider environmental issues relating to its operation
- ☐ An environmental assessment of PRM R34 has been conducted
- ☐ Report available to anyone interested

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### Environmental Findings

#### Runway 34

##### REPORT EO 98-043

“ .. the introduction of ILS PRM procedures on runway 34L and 34R will not have a significant environmental impact in terms of the EP(IP) Act 1974. However, it recommends that the introduction of the procedure be preceded by the trial period during which data and assumptions used in forecasting the environmental impact can be verified”.

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### Environmental Findings

#### Runway 34

- ☐ All arrival flight path changes are over water
- ☐ Some changes to 34L non jet departures
- ☐ Overall, not considered environmentally significant in terms of the Environment Protection (Impact of Proposals) Act (1974)
- ☐ Report data and assumptions are being verified during validation trial

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### Environmental Issues

#### Runway 16

- ☐ Minister's letter of 7 April 1999 to Airservices Australia Chairperson

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### PRM Implementation

- ☐ Equipment commissioned 1998
- ☐ Safety Case completed
- ☐ Controllers trained
- ☐ Validation trial Runway 34 underway - ~1000 approaches required. Over 700 completed.
- ☐ Runway 16 to be determined

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## SUMMARY RECORD

### SUMMARY

- ☐ PRM will enable “all weather” efficiency
- ☐ Provides predictability for all Users and stakeholders
- ☐ Will provide better predictability for noise sharing
- ☐ Environmental Assessment R34 trial
- ☐ Trials presently being conducted R34
- ☐ Runway 16 - to be determined

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### ATTACHMENT D: Dr Dahl's overheads for his presentation on 34 PRM environmental assessment

PRM WEATHER CRITERIA			
Cloud Base & Visibility	>3,500ft & >10Km	3,500 - 2,100ft & 10Km - 5Km	<2,100ft & <5Km
Current	Independent Visual Approach (IVA)	Dependent Visual Approach	Dependent Instrument Landing System (ILS)
PRM	IVA	ILS PRM	ILS PRM

PRM HOURS AVAILABILITY						
	Stage 1		Stage 2		Stage 3	
	PRM hours	Total hrs/wk	PRM hours	Total hrs/wk	PRM hours	Total hrs/wk
<b>Mon-Fri</b>	0700-1100	20	0700-1100	20	0700-1100 1500-2000	20 25
<b>Saturday</b>			0700-1100	4	0700-1100	4
<b>Sunday</b>					1500-2000	5
<b>Total</b>		20 hrs		24 hrs		54 hrs





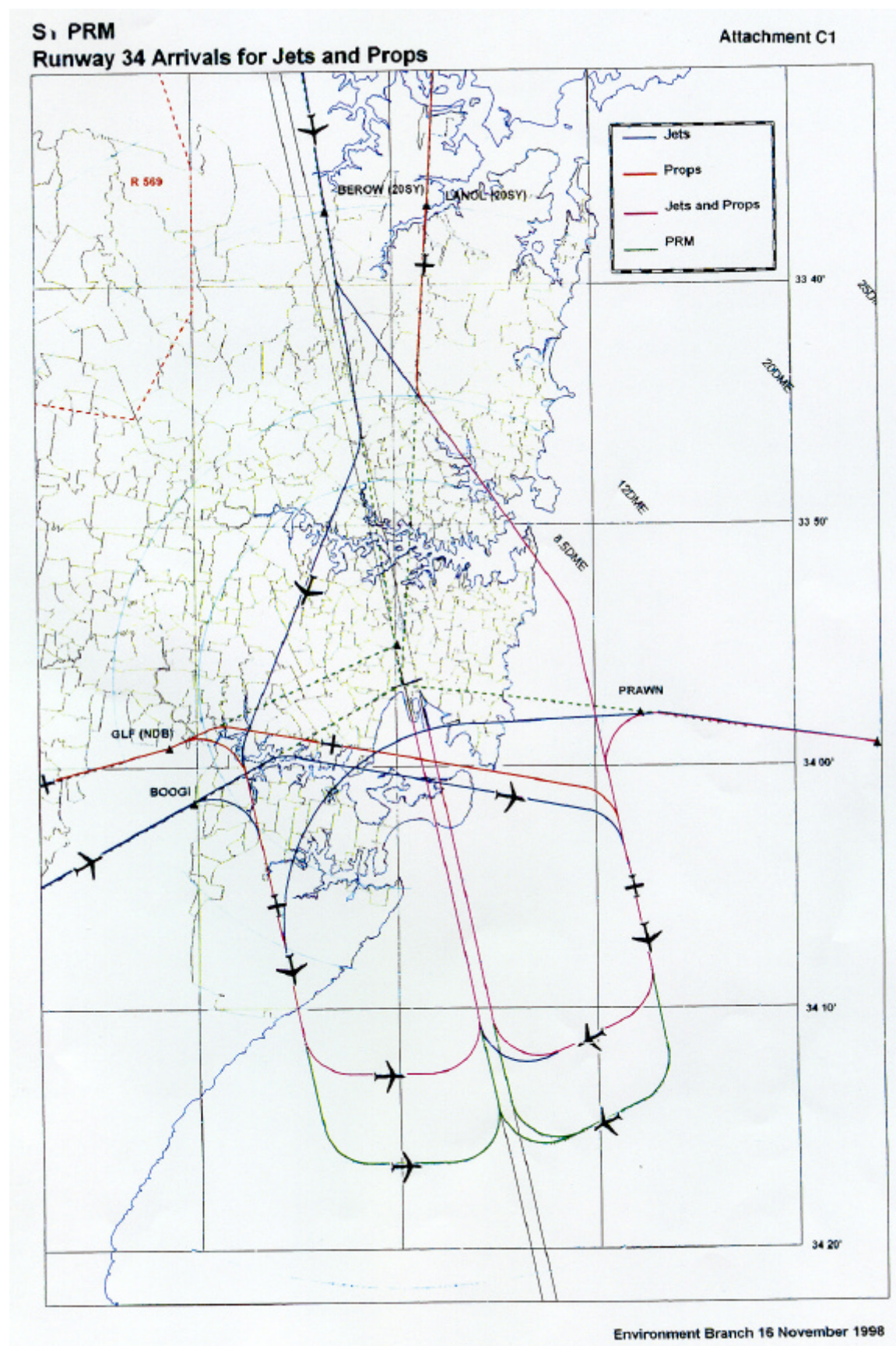
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### IMPLEMENTATION OF PRM

#### FORECAST TRANSFER OF AIRCRAFT

##### ARRIVALS FROM SOUTH

Stage 1	34L to 34R	34R to 34L
Type	Medium/Light Jets	Propeller
Number changing per annum*	607	919
% Change related to all hours	5.5%	6.6%
Number/day equivalent	1.7	2.5

Stage 2	34L to 34R	34R to 34L
Type	Medium/Light Jets	Propeller
Number changing per annum*	697	1051
% Change related to all hours	6.3%	7.6%
Number/day equivalent	1.9	2.9

Stage 3	34L to 34R	34R to 34L
Type	Medium/Light Jets	Propeller
Number changing per annum*	1601	1535
% Change related to all hours	14.4%	11.1%
Number/day equivalent	4.4	4.2

**Stage 1** : 07:00 to 11:00 Mon to Fri

**Stage 2** : Stage 1 + 07:00 to 11:00 Sat

**Stage 3** : Stage 2 + 15:00 to 20:00 Sun to Fri

**Note:** Number redistributed with each Stage assumes:

- (a) Arrivals in 34 direction are for same period as last year - about 50% time.
- (b) PRM used for 100% of the available hours for each of the stages - a worst case scenario since meteorological data indicates that PRM will be needed only about 50% of the available time.





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## SUMMARY RECORD

### FORECAST TOTAL ANNUAL ARRIVALS 34L & 34R WITH PRM OPERATIONAL

#### MAXIMUM IMPACT OF EACH STAGE IN RELATION TO 97/98 ACTUAL AND LTOP PLAN MOVEMENTS

##### Arrivals on 34R (Annual)

Type	Actual Oct97- Sep98	PRM Stage 1	PRM Stage 2	PRM Stage 3	LTOP N388
Heavy Jet	8	3	2	0	0
M/L Jet	11092	11699	11789	12693	19513
Propeller	13822	12903	12771	12287	16031
<b>Total</b>	<b>24922</b>	<b>24602</b>	<b>24560</b>	<b>24980</b>	<b>35544</b>

##### Arrivals on 34L (Annual)

Type	Actual Oct97- Sep98	PRM Stage 1	PRM Stage 2	PRM Stage 3	LTOP N388
Heavy Jet	8251	8256	8257	8259	9410
M/L Jet	20846	20239	20149	19245	21126
Propeller	13501	14420	14552	15036	17403
<b>Total</b>	<b>42598</b>	<b>42918</b>	<b>42960</b>	<b>42540</b>	<b>47939</b>

**Stage 1** : 07:00 to 11:00 Mon to Fri

**Stage 2** : Stage 1 + 07:00 to 11:00 Sat

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**Note:** Number redistributed with each Stage assumes:

- (a) Arrivals in 34 direction are for same period as last year - about 50% time.
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