



SYDNEY AIRPORT COMMUNITY FORUM

FINAL

SUMMARY RECORD

**21st Meeting of the
Sydney Airport Community Forum
11th Floor, 70 Phillip Street
Sydney NSW 2000**

14 September 1999

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The meeting opened at 9.05 am.

The Chair welcomed Members. The Chair noted the following Members were represented by proxies:

- The Hon Bruce Baird (Proxy was Cr J Deering)
- Mrs K Chikarovski MLA (Proxy was Ms J Ohana)
- The Hon J Hockey MP (Proxy was Mr R Hayes)
- Ms S Nori MLA (Proxy was Ms R Habig)
- Cr R Sheerin (Proxy was Mr A Clinton)
- Mrs D Grusovin (Proxy was Ms S Maraz)

The Chair noted apologies from:

- Cr M Bilmon, Mayor of Woollahra
- Mr R McClelland MP, Member for Barton
- Cr M Bonanno, mayor of Ashfield

The agenda for the meeting was adopted with the following additions:

Agenda Item 3: Matters outstanding to include:

- An update on SACF's request to the Minister that the Board of Airservices include a representative of the community;

Agenda Item 8: Other Business to include:

- Olympic Preparation;
- Utilisation of Mode 4; and
- Noise Insulation program.

AGENDA ITEM 2: Confirmation of Summary Record of the Twentieth Meeting (16 July 1999) and the Extraordinary meeting (20 August 1999)

The Summary Record of the Twentieth Meeting was amended to include an apology from Ms Patrinos.

The draft Summary Record for the Extraordinary Meeting held on the 20th August 1999 was accepted without amendment.

AGENDA ITEM 3: Matters outstanding and Agenda Items carried over from previous meetings

Ministerial response to SACF Resolutions

The Chair advised SACF members that the Minister had not yet replied to recent correspondence concerning resolutions of the Twentieth SACF Meeting (16 July 1999) and the Extraordinary Meeting (20 August 1999). The Chair agreed to write and speak directly with the Minister to register his concerns about non-response to SACF resolutions.

Action 21/1: The Chair to write and seek to meet with the Minister regarding his concerns about non-response to SACF resolutions.

Community representative on the Board of Airservices

The Chair stated that there had not been a definitive response received from the Minister on this issue. The Chair therefore agreed to seek a response from the Minister to SACF's original request.

Action 21/2: The Chair to write to the Minister raising SACF's request re the inclusion of a community representative on the Board of Airservices.

Curfew Breaches

DoTRS advised that the Director of Public Prosecutions had begun court proceedings against Thai Airlines for a prima facie breach of the curfew in February 1999.

Mode 7 – Hurstville

Cr Frawley raised the issue of increased noise over the Hurstville and Penshurst regions. Cr Frawley requested that DoTRS provide some material setting out and explaining the recent trends in noise over the west. DoTRS agreed to provide this information.

Action 21/3: DoTRS to provide Cr Frawley with material setting out and explaining the recent trends in noise over the west.

Mode 6A

Cr Sullivan sought confirmation that the report of Mode 6A had not been circulated to SACF members. Airservices advised that this was the case.

Communications Sub-committee

Members of SACF sought to arrange a second meeting of the Communications Sub-committee. The Chair agreed to convene such a meeting within the next month. Cr Holroyd indicated that he wished to attend the meeting. The Chair also invited any other SACF members not currently on the committee who wished to participate.

Action 21/4: The Chair to convene the Communications Sub-committee within the next month.

Other matters

The Chair advised that he had written to the Chair of the Australian Broadcasting Authority requesting that it examine any contractual arrangements between staff of 2UE and aviation organisations.

AGENDA ITEM 4: LTOP and Report from Implementation and Monitoring Committee (IMC)

Report from SACF representatives:

Mr Lidbetter presented a report of the recent IMC meeting. Mr Lidbetter tabled for members of the forum correspondence between himself and the Chair of SACF regarding both his and Mr Hill's concerns on, firstly, the current direction of the IMC from a community perspective and, secondly, the apparent growing rejection of the LTOP by aircraft pilots.

On the first issue, Mr Lidbetter reported that the proposal to IMC from Airservices to reintroduce a modified Trident had originally been supported by SACF representatives. However, the final proposal granted Airservices a significantly wider ambit than the original proposal and was consequently rejected by SACF members on the IMC.

On the second issue, Mr Lidbetter presented material relating to the non-compliance of pilots with the SID requiring a 1500 foot turn for aircraft departures using 34L. In particular, Mr Lidbetter highlighted that there were significant challenges posed for the continued implementation of LTOP given the increases in the numbers of aircraft not complying with the SID.

Mr Bourke of Qantas advised the SACF that the LTOP implicitly provides for aircraft to not accept the SID and request a radar departure in order to meet operational requirements. Mr Bourke advised that this had been the case since the beginning of the LTOP implementation.

The SACF called upon DoTRS to provide an initial review of the incidences of non-compliance with LTOP, including an analysis of the Airservices reports tabled by Mr

Lidbetter. The SACF requested that DoTRS advise on the options to be considered to ensure compliance with the LTOP whilst giving pilots the freedom to cite operational requirements if necessary. This review should include an analysis of overseas experience.

Action 21/5: The Chair to write to the airlines seeking an explanation of incidences of non-compliance with the 34L SID.

Action 21/6: The Chair to request DoTRS provide an initial review of the non-compliance with 34L SID, including an analysis of the Airservices reports tabled at the meeting. This review to include overseas experience and options for regulation to ensure compliance whilst providing for operational requirements where necessary.

Action 21/7: The Chair to advise the Minister that SACF was distressed at the incidence of non-compliance with the LTOP and would be proposing that the Government introduce appropriate regulation if non-compliance continued to occur.

2000 foot turn

Ms Patrinos advised the SACF that she had meet with Airservices representatives at the beginning of August to discuss the 2000-foot turn proposal. Ms Patrinos reported that Airservices had advised her that the 2000-foot turn was no longer possible due to conflicts with the Bankstown airspace requirements. Airservices have proposed alternative options to Ms Patrinos, including a 4000-foot turn and waiting for the implementation of Mode 8.

Response from Airservices

Mr McLean provided the following response to the issues that had been raised by SACF members.

- Airservices reject the notion that they are dismantling the LTOP citing the results of LTOP implementation in recent months.
- Airservices are working to ensure Air Traffic Controllers were fully aware of community requirements in terms of implementation of the LTOP.
- Airservices are seeking to institute a community audit process of their performance over a 6 month period. This would be carried out by the community representatives on the IMC.
- The IMC proposal tabled by Mr Lidbetter included the introduction of GPS and Trident approaches and would result in the implementation of the next stage of LTOP.
- Community representatives will also be included on the project team developing the Terms of Reference for the airspace clean sheet proposal tabled at IMC.
- Airservices are unable to implement the 2000-foot turn proposal due to conflicts in Bankstown airspace. It was suggested that the implementation of Mode 8 would result in significant reductions in the number of departures currently experienced on runway 25.
- The implementation of Mode 8 would occur several weeks after the introduction of TAAATS, which was expected to be in place by the end of September.

The SACF expressed opposition to the clean sheet proposal endorsed by the IMC and asked Mr McLean to explain the rationale behind the “clean sheet” approach to the Sydney Basin airspace. Members also reminded Airservices of the community suspicion regarding possible motives in light of the proposed introduction of PRM and the possible further development of Bankstown. Airservices responded that the proposal was to put in place measures permitting the use of “High and Wide” and “Power Off” approaches, included in the LTOP.

Following further questioning by the SACF with regard to the Bankstown airspace and the clean sheet proposal, Mr McLean advised that Airservices would not implement any procedures that have an impact on the ability to operate in accordance with the LTOP recommendations.

AGENDA ITEM 5: Airservices presentation on the Precision Runway Monitor (PRM)

Mr McLean presented to the SACF Airservices’ proposal to introduce PRM. Mr McLean advised that the introduction of PRM would enable Sydney KSA to be an all weather airport within the slot capacity currently legislated for. The presentation included a discussion of four options and provided information concerning the distances and heights at which aircraft would intercept the glide slope for landings on runways 16L and 16R. Mr McLean advised the SACF that Airservices preference was Option 1, given the expected lesser impact on residents under the glide path. Airservices expect to have the Notice of Intent completed and submitted to the Minister for the Environment by the end of September.

The SACF discussed the implications of each option in terms of the additional distance aircraft would be “flying dirty” and the implications for residents under those glide paths. The SACF discussed the perceived poor performance of Airservices in achieving LTOP targets and the expected implications of PRM in terms of increasing the capacity of the parallel runways at Sydney KSA. The SACF also discussed the inconsistencies of the PRM proposal with the LTOP and the inconsistency between PRM being discarded as a procedure in 1995, yet now being the subject of a proposal for implementation. Mr McLean advised that the Airservices Board had taken a decision that PRM would not be made operational until it had been fully commissioned in the United States.

The SACF reaffirmed its previous motions regarding PRM.

The SACF also advised Airservices that it was disappointed with the imprecise nature of material presented and the failure to provide information for members to take away from the meeting. The Chair offered to assist Airservices with determining information needs of SACF members for future presentations and requested that DoTRS distribute a copy of Mr McLean’s slides to the SACF with the draft Summary Record.

Action 21/8 DoTRS to distribute copies of the PRM presentation with the draft Summary Record.

AGENDA ITEM 6: Standing operational reports

This agenda item was not covered.

AGENDA ITEM 7: SACF Correspondence and Issues raised by the public

This agenda item was not covered.

AGENDA ITEM 8: Other Business

- Cr J Deering, proxy for the Hon. Bruce Baird MP, requested that SACF reaffirm the previous motion dealing with the expansion of the noise insulation program to take in the Kurnell community. The Chair agreed to convey this motion to the Minister.

Action 21/9 The Chair to convey the resolution concerning expansion of the noise insulation program to take in the Kurnell community to the Minister.

- Mr Albanese advised SACF members that he would be introducing a Private Members Bill in Parliament on Monday 20 September calling for an aircraft noise ombudsman.
- Ms Habig requested a meeting with DoTRS to discuss the noise insulation program. Mr Merner agreed to such a meeting.

Action 21/10: DoTRS to meet with Ms Habig re the noise insulation program.

- Items added to the Agenda for the meeting, refer page 1, were not covered. These items are to be covered at the next SACF meeting.

Action 21/11: Agenda for next SACF meeting to include the following items:

- **Olympics Preparation;**
- **Utilisation of Mode 4; and**
- **Noise Insulation program**

The Chair closed the Meeting at 12.05 pm.

The next SACF meeting is scheduled for 26 October 1999.

ACTION LIST

Action Number	Action
21/1	The Chair to write and seek to meet with the Minister regarding his concerns about non-response to SACF resolutions.
21/2	The Chair to write to the Minister raising SACF's request re the inclusion of a community representative on the Board of Airservices.
21/3	DoTRS to provide Cr Frawley with information setting out and explaining the recent trends in noise over the west.
21/4	The Chair to convene the Communications Sub-committee within the next month.
21/5	The Chair to write to the airlines seeking an explanation of incidences of non-compliance with the 34L SID, including an explanation of any refutation that may be offered.
21/6	The Chair to request DoTRS provide an initial review of the non-compliance with 34L SID, including an analysis of the Airservices reports tabled at the meeting. This review to include overseas experience and options for regulation to ensure compliance whilst providing for operational requirements where necessary.
21/7	The Chair to advise the Minister that SACF was distressed at the incidence of non-compliance with the LTOP and would be proposing that the Government introduce appropriate regulation if non-compliance continued to occur.
21/8	DoTRS to distribute copies of the PRM presentation with the draft Summary Record.
21/9	The Chair to convey the resolution concerning expansion of the noise insulation scheme to take in the Kurnell community to the Minister.
21/10	DoTRS to meet with Ms Habig re the noise insulation program.
21/11	Agenda for next meeting to include the following items: <ul style="list-style-type: none">• Olympics preparation;• Utilisation of Mode 4; and• Noise Insulation program

ATTACHMENT A: Attendance

Members

Dr B Nelson MP	Federal Member for Bradfield, Chair
Mr A Albanese MP	Federal Member for Grayndler
Mr B Bourke	Australian Air Transport Association
Mr J Clarke	Upper North Shore Community
Mr A Clinton	Representing Cr R Sheerin, Bennelong Community
Cr B Cotter	Mayor of Marrickville
Cr J Deering	Representing the Hon B Baird MP, Federal Member for Cook
Cr M Frawley	Mayor of Hurstville
Mr R Griffiths	Sydney Airport Forum Pty Ltd
Ms Ros Habig	Representing Ms S Nori MLA, State member for Port Jackson
Mr B Hayes	Representing the Hon J Hockey MP, Federal Member for North Sydney
Mr K Hill	Kurnell Community
Cr S Holroyd	Rockdale Council
Mr D Lidbetter	Inner West Community
Ms S Maraz	Representing The Hon D Grusovin MLA State Member for Heffron
Mr J Murphy MP	Federal Member for Lowe
Ms J Ohana	Representing Ms K Chikarovski MLA, State Member for Lane Cove
Ms M Patrinos	Canterbury Residents Against Aircraft Noise
Cr K Schreiber	Mayor of Sutherland Shire
Cr D Sullivan	Mayor of Randwick
Cr F Teirney	Mayor of Lane Cove

Advisers/Secretariat

Mr P Merner	Dept of Transport and Regional Services
Mr D Southgate	Dept of Transport and Regional Services
Ms K Wilkinson	Dept of Transport and Regional Services
Mrs G Kelly	Dept of Transport and Regional Services
Mr B Franklin	Dr Nelson's Electorate Office

Ms E Heath	Airservices Australia
Mr L Joynson	Airservices Australia
Mr K McLean	Airservices Australia
Mr S Sloan	Airservices Australia

Mr J Leaversuch	Civil Aviation Safety Authority
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Mr K Allcott	Sydney Airports Corporation Ltd
Ms J Alroe	Sydney Airports Corporation Ltd
Ms L Smith	Sydney Airports Corporation Ltd

Observers

Mr J Jones	for Clover Moore MLA
Ms J Barros	Leichhardt Airport and Urban Environment Group
Ms Tanya Bains	Citizen
Mr A Nesbitt	The Glebe
Ms B Sommer	ABC Radio
Mr D Curtis	Channel 7
Mr G Gray	Channel 7
Mr T Malone	2UE Radio
Mr R Wainwright	SMH