

SYDNEY AIRPORT COMMUNITY FORUM



Dr Brendan Nelson MP

Federal Member for Bradfield
Chair

Mr Anthony Albanese MP

Federal Member for Grayndler

The Hon Bruce Baird MP

Federal Member for Cook

Cr Mark Bonanno

Mayor of Ashfield

Mr Bill Bourke

Australian Air Transport Association

Mrs Kerry Chikarovski MLA

State Member for Lane Cove

Mr John Clarke

Upper North Shore Community

Cr Barry Cotter

Mayor of Marrickville

Mr Chris Falvey

Australian Air Transport Association

Mr Randolph Griffiths

Sydney Airport Forum Pty Ltd

The Hon Deirdre Grusovin MLA

State Member for Heffron

Mr Kevin Hill

Kurnell Community

Cr Steve Holroyd

Rockdale Council

The Hon Joe Hockey MP

Federal Member for North Sydney

Mr David Lidbetter

Inner West Community

Mr Robert McClelland MP

Federal Member for Barton

Cr Ken McDonell

Mayor of Sutherland Shire

Mr John Murphy MP

Federal Member for Lowe

Ms Sandra Nori MLA

State Member for Port Jackson

Ms Maria Patrinos

CRAAN

Cr Andrew Petrie

Wentworth Community

Cr Anthony Roberts

Mayor of Lane Cove

Cr Philip Sansom

Mayor of Hurstville

Cr Ross Sheerin

Bennelong Community

Cr Dominic Sullivan

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27 June 2000

The Hon John Anderson MP

Deputy Prime Minister

Minister for Transport and Regional Services

Parliament House

CANBERRA ACT 2600

Dear Deputy Prime Minister

I am writing to convey to you the outcomes of the twenty-fourth meeting of the Sydney Airport Community Forum (SACF) held on 4 February 2000.

As you know the Forum is particularly concerned about the impacts of the proposed Precision Runway Monitor (PRM) for landings from the north at the Airport. This matter was discussed at length at the meeting. In particular members questioned why a Public Inquiry was established rather than the carrying out of a full Environmental Impact Statement (EIS) and are strongly of the view that the Inquiry must deliver a full and transparent assessment and finding on the PRM proposal.

The Forum passed a number of resolutions directed to Senator Hill on the PRM issues and I have already conveyed these to the Environment Minister and copied my letter to you for your information.

You will recall that in earlier letters I have referred to the practice that some airlines are now adopting when operating non-stop flights to the west coast of the United States of America. When these aircraft take off to the north they now almost always do not accept the Standard Instrument Departure (SID), which involves a turn to the north-west before reaching the Parramatta River, and seek to be radar vectored to the east. These radar flight paths take the aircraft over areas that are already subject to overflight from arriving aircraft and the noise sharing principles of the Long Term Operating Plan (LTOP) are therefore being compromised.

The Forum has requested that this practice be formally investigated and, in particular, that information be sought as to why the rate of acceptance of the SID has reduced dramatically over the past year.

It is unfortunate that the Forum has yet again had to register its dissatisfaction with the progress being made toward the Long Term Operating Plan's noise sharing targets. Despite repeated briefing by Airservices on the efforts it is making to implement the Plan, the north remains exposed to about 27 per cent of the movements at the Airport instead of the 17 per cent target of the Plan. In an effort to identify the causes for this situation the Forum is of the view that an independent audit should be carried out into LTOP. Accordingly the meeting resolved

The Department of Transport and Regional Services present options to the Sydney Airport Community Forum for the conduct of an independent audit of Airservices Australia's implementation of the Long Term Operating Plan.

Additionally, the Forum passed the following resolution

In light of the Minister's expectations, and in light of the November 1999 figures and data for the entire year 1999, the Sydney Airport Community Forum (SACF) notes the complete failure of Airservices Australia to meet the Minister's expectations.

In light of the data contained in the Sydney Airport Operational Statistics November 1999, that, having regard to the repeated demands from SACF for a project schedule and in light of the considerable array of factors influencing the implementation of the Long Term Operating Plan (LTOP) tabled by Airservices Australia (contained in the various reports and other documentation of the IMC), that Airservices Australia be directed forthwith to implement the LTOP within a prescribed time, as directed by the Minister. The Minister to make this announcement by way of declaration to Airservices Australia with in one month from the date of this motion.

During the meeting Airservices Australia advised the Forum that it is having difficulties in funding the proposed community information centre which was to be established in the old control tower at the Airport. This is a matter of particular concern. Clearly the relationship between any airport and its neighbours has to be underpinned by an effective communications strategy. I believe that the proposed centre has a key role to play in facilitating an effective ongoing relationship between the community and the Airport and would seek your intervention to ensure that the funding for the centre is made available by the Airservices Board. Additionally, Airservices is moving to rationalise the staffing and hours of operation of the Noise Enquiry Unit (NEU) at the airport. This is unacceptable. The community already often has difficulty in getting through to the NEU line. Cutting services now is surely a retrograde step.

The Forum considered your recent announcement regarding the extension of the insulation program to an additional 632 houses. The members welcomed your decision and resolved that

The Sydney Airport Community Forum supports the extension of insulation to a further 632 properties north of the Airport by Minister Anderson after acknowledging the inadequacy of the previous ANEI data.

We reiterate our call for all properties previously notified that they were eligible for insulation to be provided with insulation.

Finally, at the meeting Mr David Lidbetter, the representative on the Forum for the inner west community, announced his resignation for personal reasons. Mr Lidbetter was also

one of the two SACF nominees on the LTOP Implementation and Monitoring Committee. Subject to your advice I propose that the question of finding a replacement for Mr Lidbetter be placed on the agenda for the next Forum meeting and that members be asked to provide nominations to you to fill the two vacancies.

I look forward to your consideration of the above resolutions and views of the Forum.

Yours sincerely

*Signed by Dr Nelson MP
23 February 2000*

Dr Brendan Nelson MP
Chair