



SYDNEY AIRPORT COMMUNITY FORUM

Final

SUMMARY RECORD

Twenty-Seventh Meeting of the
Sydney Airport Community Forum
11th Floor, 70 Phillip Street
Sydney NSW 2000

16 October 2000

AGENDA ITEM 1: Opening Remarks and Adoption of Agenda

The meeting opened at 2.00pm.

The Chair welcomed members and observers. The Chair noted that Mr Chris Falvey, representative from the Australian Air Transport Association has resigned from the Forum due to his being appointed to a position with Sydney Airports Corporation Limited (SACL). A replacement is yet to be nominated.

A list of those attending is attached. Apologies were received from Mr B Bourke and Mr Nick Melas (proxy for Mr McClelland).

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

- Appointment of Mr Michael Megna to the Sydney Airport Community Forum (SACF) as a representative of the inner-west suburbs (added to Agenda Item 3);
- Runway movements exceeding 80 movements per hour at Sydney Airport (added to Agenda Item 6.3);
- Height of approaches during PRM Trial (added to Agenda Item 5.2);
- Proposed sale of Sydney Airport (added to Agenda Item 6.4);
- 'Wind-Up' of SACF (added to Agenda Item 2); and
- Aircraft Noise Monitoring at Mascot Primary School (added to Agenda Item 3).

AGENDA ITEM 2: Confirmation of Summary Record of the Twenty-Sixth Meeting (7 July 2000)

It was agreed that the Summary Record of the twenty-sixth SACF meeting be amended at Agenda Item 9 'Other Business' to record the following motion proposed by Mr Robert Balzola (proxy for Mr John Murphy MP):

1. *In light of the Minister for Transport and Regional Services response to John Murphy's question on notice in the House of Representatives No 1386(4) 19 June 2000, the Sydney Airport Community Forum (SACF) recognises that, at the time of the Public Inquiry into the Precision Runway Monitor (PRM), the LTOP had not been fully implemented.*
2. *In light of (1) above, the response by the Minister to Question 1386(5) is fundamentally flawed by reason of its implicit admission that PRM, as assessed at the date of the PRM Public Inquiry, could not possibly reach the conclusion that 'the Commission...' This motion recounts the advice of Airservices Australia at previous SACF meetings alerting SACF to the fact that no fair assessment of PRMs impact on the LTOP, nor any conclusion thereof, could be made without a fully implemented LTOP.*
3. *That, by reasons of (1) and (2) above, the SACF again call upon the Minister to abandon the PRM proposal.*
4. *That, in light of the Minister's response to Question 1386(4), SACF call again upon Airservices, and any other relative body to fulfil the repeated requests from SACF for a Project Schedule as prescribed indicating, interalia, the completion date for the implementation of the LTOP.*

Action 27/1: The Summary Record of the twenty-sixth SACF meeting be amended at Agenda Item 9 'Other Business' to record the motion proposed by Mr Robert Balzola (proxy for Mr John Murphy MP).

AGENDA ITEM 3: Matters Outstanding and/or Arising from Previous Meetings

3.1 Outstanding correspondence and issues

The Forum noted the Minister's response to the Chair on the resolutions of the twenty-sixth SACF meeting.

Mr Albanese moved the following motion (seconded by Cr Cotter).

That the Sydney Airport Community Forum (SACF) write to the Minister informing him that a number of Representatives intend to resign from the SACF

in response to the Government's failure to implement the major resolutions of SACF.

These include:

- *the failure to build a second Sydney Airport at Badgerys Creek;*
- *the implementation of the Trial of the Precision Runway Monitor (PRM); and*
- *changes to the acquisition and insulation program.*

Unless a resolution is made to the second Sydney Airport issue by the end of October in accordance with the promises of the Howard Government, Members will call a meeting to develop alternative strategies to participating on SACF.

The Motion was supported with the Chairman, Ms Sinclair King, the Australian Air Transport Association (AATA), and Messrs Armstrong, Hill, Clarke and Lynch abstaining.

Action 27/2: *The Chairman to write to the Minister advising the intentions of a number of SACF members to resign from the Forum in the absence of a decision to construct Badgerys Creek Airport.*

Mr Albanese moved a motion (seconded by Mr Murphy) as follows.

SACF express its concern at the process for the appointment of Mr Michael Megna as the Inner-West community representative, and that SACF write to the Minister asking him to explain the reasons for this appointment.

That SACF write to the Minister asking him to explain the reasons for this appointment.

Following discussion, it was agreed that this motion not proceed and that instead the Chair would contact Mr Megna asking him to respond as to his credentials to represent the inner west.

Action 27/3: *The Chairman undertook to contact Mr Megna asking him to respond to the motion and to place his credentials to represent the inner west on the public record.*

Mrs Grusovin indicated her disappointment at the form of information provided to her office by Airservices Australia in relation to aircraft noise monitoring at Mascot Primary School.

Action 27/4: Mr McLean (Airservices Australia) and the Department of Transport and Regional Services will make contact with Mrs Grusovin to address her information needs on aircraft noise monitoring at Mascot Public School.

3.2 *Airport Building Compliance with AS2021*

The Forum noted that at the last meeting members sought information from the Department as to whether the new Hertz car rental building on the Airport had been tested for its compliance to Australian Standard AS2021-1994. The Sydney Airports Corporation Ltd (SACL) representative advised the meeting that the facility meets the Standard requirements.

Action 27/5: SACL agreed to examine whether additional information could be made available to clarify Mr Clinton's queries on compliance.

3.3 *Thai Airlines Curfew Prosecution*

The Chairman advised the Forum that he had sought to clarify the claim by Thai Airways during the legal proceedings that there were no slots available until 2.00pm on 27 February 1999, given that the Airport Slots Coordinator had advised him that slots were available for the entire day. The Forum was advised that the Chairman had again written to Thai (copied to the Minister) on the matter, and additionally to the Chief Executive of Sydney Airport. Dr Nelson indicated that depending on the outcome of his representations, he may seek assistance from the Minister to appeal the judgement where Thai Airways was convicted and fined \$10,000 for breaching the curfew.

3.4 *Mode 8*

Members briefly discussed the continued imbalance between the number of movements to the east of the Airport compared to the west.

Mr McLean advised that Mode 8 has been little used since the last SACF meeting owing to its complexity and lower than expected traffic handling rates. However, despite this, there had been no change to the percentage of movements over the east.

3.5 *Cross Wind Operations*

The Forum was advised that the Civil Aviation Safety Authority (CASA) has now held discussions with industry stakeholders on the issues raised by the International Federation of Airline Pilots' Associations (IFALPA) in regard to operating runways with a crosswind of up to 25 knots for noise abatement purposes, and is completing its analysis of the matter.

Action 27/6: DOTRS undertook to obtain further information from CASA on this cross-wind issue and advise members.

3.6 *Mode 6A*

The Forum considered a paper tabled by Cr Dominic Sullivan regarding the proposed development of Mode 6A. Mode 6A is being proposed as an alternative to Mode 9 in north-easterly wind conditions when there is low traffic demand. Mode 6A involves departures from Runway 07 to the east with arrivals and long-haul departures on Runway 34L. A range of competing views emerged on this matter. Mr Hill advised that the proposal is supported by Kurnell residents because it provides the only respite opportunities for that community. On the other hand, the proposal was not supported by eastern suburb community representatives because of the likely consequences of placing additional traffic over eastern suburbs. When put to a vote, five members sought not to proceed with the development of Mode 6A whilst seven members voted to continue development of the mode, with the other members abstaining. In light of this, Cr Sullivan sought SACF agreement to any further development of Mode 6A being subject to a transparent and detailed EIS process.

Action: 27/7: The Chairman is to write to the Minister advising that on balance SACF supports work continuing on Mode 6A, with it being subject to a full and proper environmental assessment process.

3.7 *Performance of the Noise Enquiry Unit (NEU)*

Mr McCurley (Airservices Australia) advised the Forum that a new phone system would be in place in about two weeks, which should overcome some community frustrations with the current queuing system. The Forum was also advised that an internal Airservices Australia audit of NEUs around Australia is being undertaken.

AGENDA ITEM 4: Standard Arrival Route (STAR) Trial

Ansett (Captain David McCutcheon) and Qantas (Captain Murray Warfield) provided a presentation to the Forum on the airlines' proposal to evaluate the use of 'power-off' approaches at Sydney Airport. The proposal would involve the trial of a new Standard Arrival Route (STAR) as a part of the current Precision Runway Monitor (PRM) trial. In essence, the airlines believe the procedure may have environmental benefits both for

how a PRM is operated and more broadly in terms of overall noise reductions for residents and fuel burn savings for airlines, recognising the downside might be some concentration of flight paths.

Whilst some members were sympathetic to the case put by the airlines, SACF members were not inclined to see a STAR evaluation included in the existing PRM Trial. In particular, members indicated concerns regarding the concentration of flight paths with a PRM approach. SACF expressed its concern that a STAR evaluation would only add additional complexity and confuse the purpose of the existing Trial. SACF also expressed concern that the airlines' proposal may increase the length of time of the PRM Trial, which is not acceptable to the community. SACF therefore agreed to recommend to the Minister that he decline the airlines' proposal.

Action: 27/8: The Chairman is to write to the Minister recommending that a STAR evaluation should not be included as part of the PRM Trial.

Notwithstanding SACF's recommendation, the Chairman noted that the proposal to evaluate the STAR does have some merit but it is more appropriate to do so at another time. The Chair expressed the view that SACF would expect the airlines (and Airservices Australia) to consult further with it on this or any other STAR-related proposal in the future.

The Forum indicated its appreciation for the detailed presentation provided by Qantas and Ansett representatives on the proposed STAR.

AGENDA ITEM 5: Precision Runway Monitor (PRM) Trial

The Forum was advised that the Precision Runway Monitor (PRM) trial commenced on 10 July 2000 and is being conducted by Environment Australia under the provisions of the *Environment Protection (Impact of Proposals) Act 1974*. Mr Frank Downing of Environment Australia briefed the Forum on progress with the Trial and advised:

- Runway 16 PRM had been used for a total of 54 hours to date, which is less than expected. Up-to-date information is available from Environment Australia's website (www.ea.gov.au/prm);
- while start times for PRM have occasionally begun before 7.00am, aircraft have not landed under PRM until 7.00am. This early advice to flight crews of approaching aircraft is necessary because aircraft must be advised to use PRM at a relatively early stage of an approach to Sydney Airport;
- flight paths under PRM are extending further to the north than expected. As a result an extra monitor is to be withdrawn temporarily from the Hunters Hill region and placed at Galston. Another monitor will be placed 3-4km north of Galston;



- work in the early part of the trial identified some calibration anomalies. Corrections have been made and data produced since 30 August 2000 has been in the corrected format. Data supplied to Environment Australia's consultants prior to 30 August 2000 will be reprocessed; and
- Environment Australia is reviewing the trial methodology and will take a proposal to the PRM Consultative Committee in the near future.

AGENDA ITEM 6: Report from Airservices Australia

6.1 Olympics Report

Mr Ken McLean of Airservices Australia briefed the Forum on performance during the Olympic period. In particular, the Forum was advised that:

- movements averaged some 900 per day during the Olympic period, with a peak of 1,015 movements on 2 October 2000;
- in September 2000, 26.1 per cent of operations were to the north of the Airport. This compares to 26.7 per cent in September last year; and
- now that the Olympics is over, Airservices Australia will focus on improving performance on the timing of the 'mode changes', particularly at 11.00am.

6.2 The Australian Advanced Air Traffic System (TAAATS)

Airservices Australia advised the Forum that TAAATS was fully implemented in September 1999, with MAESTRO having been recently introduced to improve air traffic sequencing.

6.3 Airport Movement Cap

SACF members registered strong concerns about the regularity of actual runway movements exceeding 80 movements per hour at the Airport. The Chairman advised he had written to the Minister on this matter.

The Department of Transport and Regional Services advised that while the Sydney Airport Slot Management Scheme, established under the *Sydney Airport Demand Management Act 1997*, limits the number of allocated slots, owing to practical operational and safety requirements, the number of actual runway movements may exceed 80 in some hours, with an offsetting reduction in movements for other periods of the day. In that context, the Department advised the Forum that the Act had not been breached.

SACF members expressed their expectation that Airservices Australia and the airlines comply with the intent of the Act. The Forum asked the Chairman to write to the Minister seeking that stringent mechanisms are in place to limit actual movements to 80 aircraft per hour. Where breaches are identified, SACF expressed its desire for the Government to impose severe the penalties.

Action 27/9: The Chairman to write to the Minister seeking that stringent mechanisms are in place to limit actual movements to 80 aircraft per hour and strict penalties to be applied for breaches.

AGENDA ITEMS 7 TO 11

These Items were not discussed due to time constraints and are to be included in the Agenda Papers for the next regular meeting of the Forum.

AGENDA ITEM 12: Date of Next Meeting

In light of the time constraint, the Forum agreed to hold over the remaining agenda items for discussion at the 28th SACF meeting.

Date of next meeting will be arranged within four weeks. Members will be advised.

The 27th meeting of SACF ended at 5.05pm.

ACTION LIST

- | Action Number | Action |
|----------------------|--|
| 27/1 | The Summary Record of the twenty-sixth SACF meeting be amended at Agenda Item 9 'Other Business' to include reference to a motion proposed by Mr Robert Balzola (proxy for Mr John Murphy MP). |
| 27/2 | The Chairman indicated that he would write to the Minister advising the intentions of a number of SACF members to resign from the Forum in the absence of a decision to construct Badgerys Creek Airport. |
| 27/3 | The Chairman undertook to contact Mr Michael Megna asking him to respond to the motion and place his credentials to represent the inner west community, on the public record. |
| 27/4 | Mr McLean (Airservices Australia) and DoTRS will make contact with Mrs Grusovin to address her information needs on aircraft noise monitoring at Mascot Primary School. |
| 27/5 | The Sydney Airports Corporation Ltd agreed to examine whether additional information could be made available to clarify Mr Clinton's queries on the compliance of the Hertz building with AS2021-1994. |
| 27/6 | The Department of Transport and Regional Services undertook to obtain further information from the Civil Aviation Safety Authority on progress regarding the cross-wind issue, and advise members. |
| 27/7 | The Chairman is to write to the Minister advising that on balance SACF supports work continuing on Mode 6A, with it being subject to a full and proper environmental assessment process. |
| 27/8 | The Chairman is to write to the Minister recommending the proposed STAR evaluation should not be included as part of the PRM Trial. |
| 27/9 | The Chairman to write to the Minister seeking that stringent mechanisms are in place to limit actual movements at Sydney Airport to a maximum of 80 aircraft per hour and for severe penalties for breaches. |

ATTACHMENT A: Attendance**Members**

B Nelson MP	Federal Member for Bradfield, Chairman
A Albanese MP	Federal Member for Grayndler
E Armstrong	Representing Stephen Bowers, Mayor of Lane Cove Council
J Clarke	Representing the Upper North Shore Community
A Clinton	Representing Randolph Griffiths, Sydney Airport Forum Pty Ltd
B Cotter	Mayor of Marrickville
D Grusovin MLA	State Member for Heffron
R Hayes	Representing Joe Hockey MP, Federal Member for North Sydney
K Hill	Representing the Kurnell Community
S Holroyd	Rockdale Council
M Lynch	Hurstville Council
A Marchei	Representing Kerry Chikarovski MLA, State Member for Lane Cove
K McDonell	Representing Cr Tracie Sonda, Mayor of Sutherland
S Mulder	Representing Sandra Nori MLA, Member for Port Jackson
T Mumford	Representing Bruce Baird MP, Federal Member for Cook
J Murphy MP	Federal Member for Lowe
M Patrinos	Canterbury Residents Against Aircraft Noise (CRAAN)
R Sheerin	Representing the Bennelong Community
F Sinclair King	Representing the Wentworth Community
D Sullivan	Mayor of Randwick
M Warfield	Representing Mr Bill Bourke, Australian Air Transport Association



Advisers/Secretariat

M Mrdak Dept of Transport and Regional Services
D Southgate Dept of Transport and Regional Services
S Shearwood Dept of Transport and Regional Services
G Kelly Dept of Transport and Regional Services

Y Finkelstein Office of Dr B Nelson MP, Member for
Bradfield

K McLean Airservices Australia
C McCurley Airservices Australia
L Joynson Airservices Australia
B Pinney Airservices Australia
C Dahl Airservices Australia
D Dickens Airservices Australia
L Millar Airservices Australia
S Sloan Airservices Australia

D McCutcheon Ansett

R Bartsch Civil Aviation Safety Authority

F Downing Environment Australia

K Allcott Sydney Airports Corporation Ltd
P Gibbs Sydney Airports Corporation Ltd
L Smith Sydney Airports Corporation Ltd

Observers

L Smith ABC Radio
S McArdle Office of Mr Anthony Albanese MP, Member
for Grayndler

J Jones Office of Ms Clover Moore MLA, Member for
Paddington