



# Sydney Airport Community Forum

28 July 2009

**Mr Barry Cotter**

**Chair: Sydney Airport  
Community Forum**

**Ms Maria Patrinos**  
Community Representative

**Mr Kevin Hill**  
Community Representative

**The Hon John Murphy MP**  
Federal Member for Lowe

**The Hon Tanya Plibersek MP**  
Federal Member for Sydney

**The Hon Peter Garrett MP**  
Federal Member for Kingsford-Smith

**The Hon Tony Burke MP**  
Federal Member for Watson

**The Hon Robert McClelland MP**  
Federal Member for Barton

**The Hon Joe Hockey MP**  
Federal Member for North Sydney

**The Hon Maxine McKew MP**  
Federal Member for Bennelong

**The Hon Dr Brendan Nelson MP**  
Federal Member for Bradfield

**The Hon Malcolm Turnbull MP**  
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**Mr Scott Morrison MP**  
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**The Hon Kristina Keneally MP**  
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**Captain Rob Edney**  
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**Mr Warren Bennett**  
Board of Airline Representatives of Australia

The Hon Anthony Albanese MP

Minister for Infrastructure, Transport, Regional Development and Local Government  
Parliament House  
CANBERRA ACT 2600

Dear Minister

I am writing to report on the outcomes of the meeting of the Sydney Airport Community Forum (SACF) held on Friday 10<sup>th</sup> of July 2009.

Members discussed the issue of the second airport for Sydney and indicated they would appreciate your advice on whether the Government's policy is for the second airport to be within the Sydney Basin.

The Forum expressed interest in the discussion paper '*Safeguards for airports and the communities around them*' recently released by the Government. In particular members were concerned that penetrations of the Sydney Airport Obstacle Limitation Surface (OLS) by new buildings may restrict long term options for sharing noise through the spreading of flight paths.

During discussions on the Runway End Safety Area (RESA) project there was broad agreement that Mode 15 has been a positive addition to the suite of noise sharing modes available under the Airport's Long Term Operating Plan (LTOP). Members sought an examination into the potential for this mode to be adopted as a permanent LTOP mode. Appreciation was expressed for the recent significant increase in the use of SODPROPS. However, the community representative for the South indicated reservations as increases in the use of SODPROPS have negative impacts for residents of Kurnell.

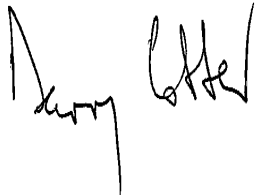
A considerable proportion of the meeting was spent discussing the Aviation Community Advocate (ACA) position. There was broad consensus that the ACA position has been of real value in assisting both Forum members and the wider community in understanding, and gaining information on, aircraft noise exposure patterns associated with Sydney Airport. A number of members praised Mr Williams for the way in which he has carried out his role as the ACA. The meeting expressed support for continuation of the ACA position while agreeing that for specific projects, access to additional expert advice would be very valuable. The meeting resolved:

*SACF has found the Aviation Community Advocate position has been invaluable in providing it, its members and the broader community with assistance, information and advocacy of the community interest on aviation issues and aircraft noise at Sydney Airport. Accordingly, based on this experience SACF reiterates its position on the Aviation Community Advocate as expressed in its response to the Government's 2009 National Aviation Policy Green Paper and resolves as follows:*

- *The position of Aviation Community Advocate should be held by a suitably qualified and independent individual;*
- *The Aviation Community Advocate should be supplemented as necessary by independent expert advice; and*
- *An allocation of funding should be made available by Government for the Aviation Community Advocate position and to meet the costs of advice of technical experts from a proposed panel of experts on an as required basis.*

I look forward to receiving your advice on the issues raised by the Forum.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Cotter', written in a cursive style.

Mr Barry Cotter  
SACF Chair



**The Hon Anthony Albanese MP**

Minister for Infrastructure,  
Transport, Regional Development  
and Local Government  
Leader of the House

*Reference: 05974-2009*

01 SEP 2009

Mr Barry Cotter  
Chair  
Sydney Airport Community Forum  
CPO Box 594  
CANBERRA ACT 2601

Dear Mr Cotter

*Barry,*

Thank you for your letter of 28 July 2009 conveying the outcomes of the meeting of the Sydney Airport Community Forum (SACF) held on 10th July 2009.

In relation to the location of a second airport for Sydney, I restate the Australian Government's position put forward in the media statement released at the time I approved the Sydney Airport Master Plan: the national interest dictates that Sydney will need new airport capacity. A joint study between the Federal and NSW governments will be carried out to identify options, potential sites and evaluate investment strategies for delivering this additional airport capacity. The study's final terms of reference will be outlined later this year.

SACF members' positive comments on the level of noise sharing achieved through the use of Mode 15 and SODPROPS during the Runway End Safety Area (RESA) project are appreciated. I have noted the Forum's support for the continuation of the use of Mode 15 following the completion of the RESA project. As you know, this is a new mode that was specifically brought in to assist noise sharing during the RESA project. However, I am advised there are questions around the environmental implications of adopting this mode on a permanent basis. I am now seeking advice on this from my Department and Airservices Australia.

I recognise the Forum's support for the continuation of the Aviation Community Advocate (ACA) position and note the request for government funding for an ongoing Community Advocate position and for future SACF access to additional expert advice in the form of an established panel when the need arises. The creation of the Advocate position, and the contribution made by Mr Tony Williams, have clearly brought benefits for SACF members and in a number of cases, the airport community. While I recognise SACF's strong arguments for the position to continue, given the Government's current constrained budgetary position resulting from the global financial crisis, I regret there are not sufficient funds for the Australian Government to provide further funding for this position. It is of course open to SACF members to consider other mechanisms for

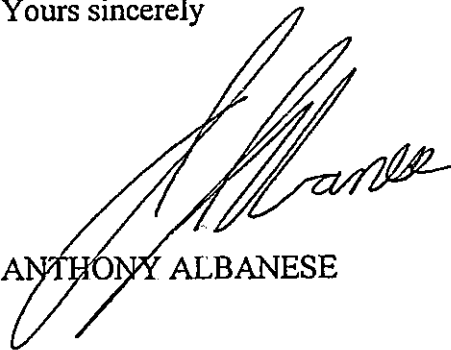
alternative sources of funding which could enable the services provided by a Community Advocate to be continued.

From time to time, as specific projects arise, there will be a need for the Forum to receive specialist expert advice. In such circumstances I am prepared to consider requests for assistance on a case by case basis. I also encourage SACF to avail itself of the technical and environmental resources of my Department, Airservices Australia and the Civil Aviation Safety Authority. I look forward to SACF community representatives and the specialists in my portfolio agencies continuing to work together within the Implementation and Monitoring Committee (IMC) to address the technical issues that arise out of the implementation of LTOP.

In an earlier letter you sought my agreement to appointing a community representative from the east to the Forum. I am considering this issue and will advise you of my decision in due course.

I thank SACF for its continued efforts in working with the airport to manage the impacts of noise and other operational issues on the Sydney community.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Anthony Albanese', written in a cursive style.

ANTHONY ALBANESE

6 October 2009

The Hon Anthony Albanese MP  
Minister for Infrastructure, Transport, Regional Development and Local Government  
Parliament House  
CANBERRA ACT 2600

Dear Minister

I am writing to convey the outcomes of the meeting of the Sydney Airport Community Forum (SACF) held on the 25 September 2009.

The Forum held lengthy discussions about the arrival flight path to the west of the airport over Sutherland Shire that was the subject of media articles in the week leading up to the SACF meeting. These discussions focussed on the extent to which the aircraft have been concentrated into a narrow band and also on the height of aircraft. Advances in technology and the role they are playing in changing the nature of flight paths emerged as the key issue.

SACF members were advised that the LTOP Implementation Monitoring Committee (IMC) was investigating the concentration of movements which had been compounded by the increased use of SODPROPS and the use of Mode 15 in response to the Runway End Safety Area (RESA) works. IMC will examine what was predicted in relation to traffic compared with what has eventuated and examine what, if anything can be done. Members will be kept informed of progress.

Airservices Australia undertook to give a presentation at the next meeting of SACF on new technology and the possibilities this provides for enhancing noise management around airports. The Forum also resolved:

*SACF strongly supports the continued operation of the LTOP for Sydney Airport and asks the Minister:*

- *to require his Department and Airservices Australia to conduct a study into aircraft and air navigation technology which may enhance noise sharing;*
- *that the Terms of Reference for this study be prepared in consultation with IMC and SACF; and*
- *progress on the study be reported regularly through IMC.*

Extended debate also took place on issues surrounding the Aviation Community Advocate (ACA) position, the lack of available government funding and the provision of expert advice to the Forum on an ad hoc basis. A number of members expressed the view that the ACA position had been very valuable and that it is important to continue to make advocacy/technical assistance available to members. Options for establishing alternative sources of funding for the ACA position were discussed in detail and included an

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offer from the Member for Cook to contribute to funding the position and an invitation to other members to do the same. Ultimately the Forum resolved:

- *SACF asks the Minister to reconsider his position on the funding of the Advocate position for SACF; and*
- *with the Minister's advice in his letter of 1 September 2009 for SACF to consider alternative sources of funding which would enable the services of the Aviation Community Advocate to be continued, SACF resolves that it request the Minister to explore the position being funded under the Aircraft Noise Levy Collection Act 1995.*

Members also thanked Mr Williams for his contribution to the work of SACF during the period he occupied the ACA position.

On the issue of continued use of Mode 15 post the RESA, Airservices advised the proposal will need to be referred to the Department of Environment, Water, Heritage and the Arts for consideration under the *Environment Protection and Biodiversity Conservation Act 1999*. The Implementation and Monitoring Committee (IMC) is now examining whether the benefits of Mode 15 can be achieved in other ways.

Members agreed you be advised that Mr Hill, the community representative for the South, tabled a paper describing the latest thinking on the proposed *Aircraft Noise Affected Residents Compensation Scheme (ANARCS)*. The proposal is to set up a scheme funded under the *Noise Levy Act 1995* which enables individuals to obtain a long term interest free loan to install insulation in their home. In addition funds would be available to local government for local enhancement projects. Members have been asked to provide comments on the proposal which requires considerable development before finalisation.

Attended by a journalist from the Sydney Morning Herald, the meeting saw positive discussion of some sensitive issues with SACF members achieving consensus on a way forward.

The Forum will be meeting next on Friday 27<sup>th</sup> November 2009.

Yours sincerely



Mr Barry Cotter  
SACF Chair

Reference: 07643-2009

16 NOV 2009

Mr Barry Cotter  
Chair  
Sydney Airport Community Forum  
GPO Box 594  
CANBERRA ACT 2601

Dear Mr Cotter



Thank you for your letter dated 6 October 2009 about the outcomes of the third meeting of the Sydney Airport Community Forum (SACF) on 25 September 2009.

I note SACF's resolution requesting my Department and Airservices Australia conduct a study into aircraft and air navigation technology.

I have asked my Department and Airservices to develop a short paper outlining the potential scope of this research, likely associated costs and the potential application of such a study to all our major leased airports, not just Sydney Airport. I will then be in a better position to consider the SACF proposal.

Advances in avionics potentially offer significant safety, environmental and efficiency benefits, and we must work together to grasp those benefits while also improving the management of aircraft noise in the vicinity of all Australian airports.

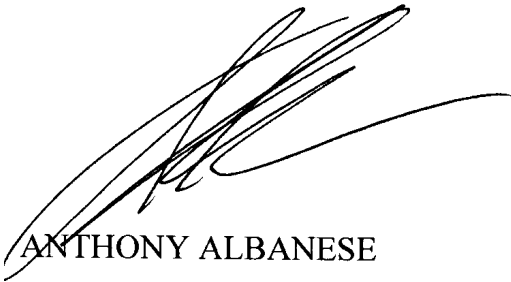
I note SACF's resolution regarding the aviation community advocate, a contractual position which finished on 13 September 2009.

As you know, SACF is a body made up of 20 democratically elected Members of Parliament and mayors representing communities affected by aircraft noise, as well as four community representatives. Given the government's budgetary position, we did not renew the aviation community advocate's \$100,000 per year contract when it expired recently because, in reality, we have 24 community advocates already on SACF.

I note SACF's request that I explore the possibility of the community advocate role being funded under the *Aircraft Noise Levy Collection Act 1995*. Collection of the levy for the noise amelioration program for Sydney Airport was ceased by the previous Government on 30 June 2006.

It remains open to SACF as a forum, if it wants the services in the future, to consider what form such a service might take and how these services might be funded.

Yours sincerely



ANTHONY ALBANESE



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CEO, Sydney Airport Corporation Ltd

**Captain Rob Edney**  
Australian Airline Industry

**Mr Warren Bennett**  
Board of Airline Representatives of Australia

20 November 2009

Mr Tony Williams  
PO Box 24  
Vaucluse NSW 2030

Dear Mr Williams

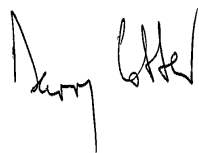
On behalf of the Sydney Airport Community Forum (SACF) I am writing to thank you for your important contribution to the Sydney community regarding issues surrounding Sydney Airport during your time as the SACF Aviation Community Advocate (ACA).

Your role as the SACF ACA has assisted the Sydney Community to understand aircraft operations and communicate with SACF. Your role has also assisted SACF, the Department of Infrastructure, Transport, Regional Development and Local Government and Airservices Australia progress with contentious issues surrounding the Airport.

Thank you for your contribution and assistance to community members over the last two years.

I wish you every success in the future.

Yours sincerely



Mr Barry Cotter  
SACF Chair



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16 April 2010

The Hon Anthony Albanese MP  
Minister for Infrastructure, Transport, Regional Development  
and Local Government  
Parliament House  
CANBERRA ACT 2600

Dear Minister

I am writing to convey the key outcomes of the meeting of the Sydney Airport Community Forum (SACF) held on 19 February 2010.

Discussion continued on the concentration of aircraft flying over the Cook and Lowe areas. Questions were raised about the height of the aircraft on the concentrated flight path and also about the predictions that had been contained in the environmental assessment of the flight path prior to its introduction. Members stressed the need to find ways to address the current situation. It was agreed that this issue would be examined further in the LTOP Implementation and Monitoring Committee (IMC).

The Department and Airservices updated SACF members on the joint study into new technology, which is being established to examine the potential for introducing new navigation technologies in a way that can assist noise sharing. The Terms of Reference for this study are now being finalised and members expressed a strong interest in being given the opportunity to comment on the draft terms of reference before they are sent to you for consideration.

SACF briefly discussed the submission to the Senate Enquiry into the effectiveness of Airservices Australia's management of aircraft noise. SACF had been granted an extension to lodge its submission until 5 March 2010.

Discussion on the Aircraft Noise Affected Residents Compensation Scheme (ANARCS) proposal (developed by community representative Kevin Hill) revolved around how to move forward on the proposal and what else was needed before it is submitted for your consideration.


Members expressed strong interest in any outstanding monies collected under the *Aircraft Noise Levy Collections Act 1995* being made available for expenditure on projects related to aircraft noise generated by Sydney Airport.

Following extended debate, the Forum resolved:

- To request your support for moneys collected under the *Aircraft Noise Levy Collections Act 1995* be retained to fund noise amelioration measures; and
- Recommend specific noise amelioration measures that the money could be spent on.

The Forum will next meet on Friday, 21 May 2010.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Cotter', written in a cursive style.

Mr Barry Cotter  
SACF Chair

**Senator BACK**—My question relates to whether or not, armed, as you say, with a recent change, we are likely to see those figures—for example, for the period 2010 or some time after the completion of the runway end safety area project—and just plot to see whether or not those percentages change.

**Mr Clarke**—Unfortunately, I only have one copy of this. I should have brought extras. I could table this for you. In particular, it shows year to date April 2009, year to date 2010 and then April 2010 and then a couple of others. You will see on there that there is a dramatic improvement.

**Senator BACK**—That is interesting to note. I have only one other question. **The Aviation Community Advocate** has been mentioned to us. Does that position still exist?

**Mr Cotter**—No.

**Senator BACK**—Did it become subsumed into yourselves?

**Mr Cotter**—No, it was a position that had been contracted for a period of two years and that period expired.

**Senator BACK**—Was the position not demonstrated to have been of any value?

**Mr Cotter**—It depends on the eyes of the beholder. Some people would say yes; some people would say no. There was no budget allocated by the previous government and the current government confirmed that decision for the position to not continue.

**Mr Clarke**—I think it is worth saying that community members have strongly endorsed the idea that the Aviation Community Advocate was someone to provide us with some analysis and assistance; but, as Barry points out, there was no budget allocation for it.

**CHAIR**—Before we finish up, I want to discuss this issue in the white paper of the potential position of the ombudsman, and whether or not you have a view on how it should be independent. We have had some discussion with Airservices. They have indicated that while nothing is concrete yet, they would see that the ombudsman would report to the Airservices board. There has been some concern that perhaps that has not necessarily got the separation required to provide real independence. Do you have a view on how that ombudsman should operate?

**Mr Cotter**—We do not think it should be reporting to the Airservices board. There must not only be the reality, but the perception has to be that it is independent. Certainly the perception we have is that it will not be independent under the structure that is being promoted by Airservices.

**CHAIR**—Do you have a view of what the alternative arrangement should be?

**Mr Cotter**—We do not really because, I suppose, we are waiting to see it fleshed out a little bit more, as to what the actual role will be in terms of detail. I think it is a view universally held, on SACF, that there should be an independent position and that there clearly needs to be a line of