

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

FINAL MINUTES SUMMARY OF MEETING NO. 171 – 5 December 2024

PRESENT: David Binskin – Airservices (Chair)
Russell McArthur – Airservices
Timothy Gill – Airservices
Ken Allcott – Sydney Airport
Rob Edney – Virgin Australia
Adam Bates – Virgin Australia
Brad Parker - CASA
John Clarke – Ministerial appointed IMC Community Representative
Kevin Hill – Ministerial appointed IMC and SACF Community Representative
Neermala Cash – Department of Infrastructure
Alan Dukes – Representing SACF as Observer

APOLOGIES: Bob Hayes – Ministerial appointed SACF Community Representative for the North

Item 1 **Chair opened the meeting 1.00PM.**

The new Chair, Dave Binskin, Sydney Aerodrome and Airspace Services Head, welcomed the committee, new attendees, and guests.

Item 2 **Agenda**

Agenda accepted. Referral of Action item from SACF to remain open in Item 6 and Action 166/4 closed.

Item 3 **Minutes of Meeting 170, 11 September 2024**

Minutes were accepted. Referral of Action item 01/03 (2018) from SACF to remain open in Item 6 and Action 166/4 closed.

Item 4 **Review of Performance**

4.1 Airservices Sydney Airport Operational Statistics Report

Action Item 169/8.1 – TG to take an action to amend Mode colours on Summary (Mode Usage) report to be able to discern one mode from the other and have a greater ability to visually differentiate the colours.

TG has put on to the workbook for EVS who our supplier for improvements. Actively looking at and planning a workshop in the next few months.

4.2 Sydney Aircraft Noise Information Report

TG: NCIS update, and snapshot provided. 169 individuals got in touch 773 times and of those 169, 84 were new. Bella Vista lot of concerns around standard flight path movements. Concerns like 34L departures and Maroubra long standing are of interest. Standard flight paths the bulk of the concerns and some unusual weather movements and some curfew movements.

4.3 Australian Noise Exposure Index Report

Request from members to add additional contours to ANEI report. Recommend that contours below 20 ANEI be produced for all the communities to benefit.

TG: Produced quarterly report. Request if line could be extended to lower level than 20, down to 15 or 10. Chair was to write to Minister or Department. Received letter from SACF on health impacts of aircraft on noise, to be discussed at SACF.

Action 169/8.3 – Review request from members that IMC recommends adding on additional contours with a view of being able to articulate the impact and understanding that would have and include that Airservices is acting in accordance with an instruction or standard. JC has submitted in writing to RFL on 22May24. JC to raise at SACF. **Status: Pending SACF discussion.**

4.4 Review of LTOP Performance and use of noise sharing modes

TG: Reviewed the last three months of data. Majority in Mode 9 and 10, use of Sodprops weather dependent.

JC: Biggest problem is the vastly underperforming use of crossing runway modes which are referred to as the noise sharing modes. Particularly in October for LTOP targets where West is 0.34% versus target 15% and parallels used 95.6% versus LTOP 39.5% of the time.

DB: Discussion about a few issues between working of LTOP around cross winds is 20-25 knots, rule sets 20. Working with pilots' union to come up with a better way in that 20-25 area and how to select a better runway.

Use of noise sharing modes are core issues. Continue to look at improvement and understand why not achieving LTOP targets

Action 169/8.4 – **DB** to take on notice to draft Sub-WG Terms of Reference with a reasonable time frame and suggested areas for improvement or further investigation on the performance of using LTOP Noise Sharing Modes at Sydney.

Action 170/4.4 – **DB** to take on notice and report to Ken Alcott to organise a meeting to discuss the change of responsibility for operating the Stop Bars.

Item 5 Cap Report

Airservices reported to the Department there was no breach of movement cap in the last quarter.

Item 6 SACF Action Items

JC: Issue of Mode 9 implementation to remain open. Working group should meet and come back to IMC with an update of where things are at and what progress is being made.

RE: Agreed to have another meeting.

KA: Sydney Airport is happy to look at this but not prepared to accept reductions, issue being ability to balance the runways. Syd Airport is also not part of the working group.

TG: This work was put on hold at SACF pending finishing Community engagement and then to re visit.

JC: Idea was to get SACF feedback, which was done, and they were in favour of it. Understand Syd airport position but also part of LTOP ministerial directive.

RM: Rory was doing a lot of Sim work in relation to facilitated airspace changes with Western Sydney group and working through the EIS process and there were interdependencies in this project.

Action 171/6: Need to check if SACF has put on hold or not? Need to include Sydney Airport in this group.

Action Item 01/03 (2018) – SACF request IMC to consider Mode 9 implementation and report back to SACF on the outcome of discussions. Action Items 157/4 and 163/4 closed and forward to SACF.

Action 169/4: The letter from the Chair of IMC to the Department to advise the Western Sydney Steering Group that there is potential there may be some changes to the Sydney flight paths is outstanding.

RFL had spoken to WSA Program Manager and working together to understand what approach is needed and to ensure noise enquiry submissions are aligned. There may be some benefit to Western Sydney with what is being proposed with Mode 9.

Item 7 IMC report to SACF (KH)

Agreed position for Chair to give IMC report as a component of Airservices report and then under IMC there would be discussion from Community representatives with other members of SACF.

Action 170/7 – DB to request to SACF Chair for consideration as there is a concern amongst some members that reporting in SACF is competing or confusing and need clarity in the SACF agenda around each person's or organisations responsibility to report into SACF around IMC matters. **Closed**

Item 8 Department Update

Introduction from Acting Director, Neermala Cash, of the NSW Airport space in the Department. Current Director, Scott Small, is working on projects.

Item 9 Operational Matters

9.1 Curfew Operations - Amendment – update from Sydney Airport

NC: Tabled a report to both houses yesterday that was signed off with information around curfew dispensations. Will circulate post meeting.

AD: Number of occasions where departures mainly approved during curfew period. Email distributed amongst SACF representatives about two departures that occurred and seem to be at odds with normal departure approval process. Question is along the lines of the curfew approval process and whether all facets of those guidelines are being employed by the departmental representatives in approving those curfew dispensations. Requesting a response from Department on Hawaiian 452 and Singapore 242 that departed from Runway 34L on the evening of the 17th of November 2024. **NC to follow up.**

Action 171/9.1: Clarity on 2 dispensations. What was the safety issue that required those aircraft to use 34L and were the required procedures for dispensation followed.

AD: Raised through noise complaints process a large number of aircraft departing after curfew period (11.00pm). What process does Airservices have in place to the management of those taxi clearances prior to 11pm. A number of exchanges between aircraft and controllers utilizing words to an aircraft at the gate or undergoing push back to cover a clearance before 11pm. This appears to be an exemption of what would be normal practice. Following up if aircraft know the rules and requirements and if controllers are aware.

Action 171/9.1.1: BP to take on notice for a determination as to whether that's a valid taxi clearance or not as it's a bit of grey area.

KA: Sydney airport has got a central runway of works that need to be completed in curfew and some of those taxiways that are being built actually interface with the main runway. Dependent on departures getting away on time otherwise losing hours of work and extending the project. Meeting next week to discuss approach to airlines and department.

KH: In Curfew Act, Section 11 states end of each month Airservices must give the Secretary a written report setting out number of times, if any, during the month of ATCs nominated runway as mentioned in Paragraph 12, which is the time-period before and after curfew and reasons for nominating those runways. KH requesting a copy of what Airservices provides to the Minister as a requirement. Monthly report given to Department and they can provide example.

9.2 Airservices update on national implementation of PBN

Discussion about the history of this item showed that it was used as an education item to allow IMC members to understand what is being contemplated and/or what might be available to explore to improve flight paths and approaches for better noise outcomes.

Action 170/10.1 – DB to propose new wording change or new item title that is relevant to IMC. Suggest also that this falls under operational matters and be renumbered to align with that. Action items currently open can retain their original number.

9.3 Jets over La Perouse

TG: Asked RFL if we could extend what we have done on 16L departures to other departures in that same spread and it looks like it's possible.

AD: Proposed possible amendments to the KEVIN 7 SID to prevent aircraft turning to track direct to IDBIM from a point that would take them over or close to La Perouse. The problem relates to aircraft reaching 500FT very quickly and commencing their turn before reaching the end of the runway. The possible change AD was referring to was investigation of the introduction for a requirement to commence the initial turn at 500FT and NOT BEFORE DER. (Departure end of runway). This would be similar to the proposal AD made to TG regarding introducing the requirement NOT BEFORE DER on the MARUB SID

TG: This looks possible but will need to go through the airspace change process. **TG to provide a formal response.**

Action 169/13.1: AD still interested in obtaining track plots, showing recent traffic and if possible, differentiation between aircraft on the Kevin 7 Sid and aircraft departing 16L utilising the Abbey Sid and whether there is a verifiable difference between the two SIDs. *This is TBD pending TG presentation of noise report from the noise monitor.*

Action 170/13 – DB to follow up with Aerospace design team to determine the reason for the difference between the ABBEY and KEVIN SIDS coding up to waypoint KEVIN.

AD: Is there an opportunity for Airservices and communities to benefit from introduction of RNP type departures.

TG: We can have a look at but don't actually have any examples of RNP type departures in Australia, don't think we have adopted that yet. We could look at the use of RNP 1 standard to get tighter tolerances and come back with our position on use of RNP type departures.

Some work may have been done a couple of years ago. **TG to revisit and follow up if historic work has been done.**

9.4 MARUB Departures

Item 10 Gap Analysis – Objective and Status of LTOP Gap Analysis

JC: If sub-WG proceeds that it takes over 156/9 and as such can be closed if that happens.

Action 156/9: Airservices to continue working on the gap analysis as requested by Mr Hayes and provide to IMC as soon as it is available. Agree to temporary pause and take opportunity to identify other resources to upskill as a development opportunity.

Action paused pending the outcome of Action item 169/8.4.

Item 11 Airspace Design

12.1 Airspace Change Form

12.2 Interaction between LTOP and WSI Airspace Design

KH originally asked for the ability to see the flight gates across the points, where the facilitated changes are, and these concentrations, the density of the flights and what the current spread is, so we can see what the impact is.

John Clarke has asked though SACF to the department to pass on to the Western Sydney Airport to pass on for some penetration gate plots so that we can see what the potential impact of those facilitated flight path changes may be on concentration and so we could compare what's occurring now versus what might be proposed.

Discussion continued, IMC Community members expressed their frustration and concern that the WSI team said it was for Airservices responsibility and Airservices had said it was for WSI to do. IMC Community members stated they still don't know what the facilitated changes or their impacts on Sydney are. Action remains outstanding.

KH requested Gate Plot analysis for a point every 5-10km along the KAT and RI SIDS to help understand the concentration of aircraft on those paths and what impact any change to them would have on the affected communities.

Airservices can provide existing flight path gate plots but not future changes because of WSIA.

TG suggests that this is raised in SACF that IMC cannot provide information on facilitated changes.

JC requested an action to given to the Dept on whose responsibility to provide information on the facilitated changes.

DMc stated that it is an open action item in SACF.

Action 167/10.2 - IMC and the Department to identify and assess any changes and impacts to KSA (LTOP) flight paths due to the proposed WSI flight paths, evaluate the associated community aircraft noise implications and report to SACF prior to flight path implementation.

Action is TBD. This is now dependent on 170/12.2.1 – Also needs a responsible person from both parties.

Action 170/12.2.1 – JC forwarded email to Dept (DM) which was sent to RFL and SACF Secretariat for Department to resolve whose responsibility it is to provide this information so that we understand the impact of Western Sydney Airport facilitated flight path changes on LTOP. DM confirmed it is currently an open action item with the Dept. Status? What is going to be the impact of the WSI facilitated flight path changes on LTOP and how much is it going to concentrate noise and what is going to be the impact on residents already experiencing noise. WSI are scheduled to present at next SACF. JC still trying to ascertain since 23 November 2023 whose responsibility it is to derive this information. JC provided detail to Dept, Scott Small, and email sent 9th April 2024 and 17th September 2024. JC has provided all the information to the Department, but issue still remains open. **DB to take on board.**

Action 171/12.2 – KH requesting close up maps to be produced of the following gate plots: Kadom 10nm, 15nm, 20nm & RIC6 5nm, 10nm, 15nm, 20nm, would like to see the underlying map if possible. Looking at what options with the least amount of impact for the community. **RM** to follow up with Airspace design team and Environmental team to see if we can produce.

Next Meeting – TBC

Meeting closed at 2:30 PM.

PUBLICATIONS OF NOTE (New Webpage – “Other Aviation Reporting”)

1. Movements

[Movements at Australian airports - Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com)

2. Performance Reports

[Aviation Reporting - Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com)

3. Request for a hyperlink to be included as a useful and simple way of keeping pace of changes in operating procedures. Next meeting Rory to add the link to AIP docs list and do a walk through the process of how to use and look at these docs.

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
156/9	ASA to continue working on gap analysis as requested by Mr Hayes and provide to IMC as soon as is available. Agreed to pause and take opportunity to identify other resources to upskill as a development opportunity.	Pending outcome of Action item 169/8.4 this action will remain paused	PAUSE
167/10.2	IMC and the Department to identify and assess any changes and impacts to KSA (LTOP) flight paths due to the proposed WSI flight paths, evaluate the associated community aircraft noise implications and report to SACF prior to flight path implementation, in accordance with Ministerial Direction M94/97 (Clause 10)	To be addressed by IMC and Dept and forward to upcoming SACF meeting.	OPEN
169/4	The letter from the Chair of IMC to the Dept to advise the Western Sydney Steering Group	Letter from the Chair of IMC to the Dept.	OPEN

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	that there is potential there may be some changes to the Sydney flight paths is outstanding.		
169/8.1	TG to take an action to amend Mode colours on Summary (Mode Usage) report to be able to discern one mode from the other and have a greater ability to visually differentiate the colours	TG to follow up.	OPEN
169/8.3	Review request from members that IMC recommends adding on additional contours with a view of being able to articulate the impact and understanding that would have and include that Airservices is acting in accordance with an instruction or standard.	JC to submit in writing to RFL.	OPEN
169/8.4	Use of noise sharing modes are core issues. Suggestion to establish a subcommittee, to meet out of session, to see if there is an opportunity for improvement and reviewing under TOR (Terms of Reference).	JC written to RFL as a short statement of the purpose of the working group to look at noise sensitive hours. DB to take on notice and draft Sub WG TOR with a reasonable time frame and suggested areas for improvement or investigation.	OPEN
169/13.1	A Dukes still interested in obtaining track plots, showing recent traffic and if possible, differentiation between aircraft on the Kevin 7 SID and aircraft departing 16L utilising the Abbey SID and whether there is a verifiable difference between the two SIDs.	DB and TG to follow up.	OPEN
170/4.4	Sydney Tower with a rule change. ADC W controller is now in charge of Stop Bar de energization for all aircraft crossing runways that are active.	DB to take on notice and report to KA to organise a meeting to discuss the change of responsibility for operating the Stop Bars.	OPEN
170/7	RFL to request to SACF Chair for consideration as there is a concern amongst some members that reporting in SACF is competing or confusing and need clarity in the SACF agenda around each person's organisations responsibility to report into SACF around IMC matters.	RFL to request to SACF Chair. Agreed position moving forward.	CLOSED
170/10.1	RFL to propose new wording change or new item title that is relevant to IMC regarding Agenda Item 9-PBN.	DB to propose new wording change or new item title that is relevant to IMC.	OPEN
170/12.2.1	Gate Plot Analysis on what the facilitated changes or their impacts on Sydney are.	JC has forward email to Dept (DM) which was sent to RFL and SACF Secretariat for Department to resolve whose responsibility it is to provide this information so that we understand the impact of Western Sydney Airport facilitated flight path changes on LTOP. DM confirmed it is currently an	OPEN

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
		open action item with the Dept. Info provided but issue remains open.	
170/13	RE raised the question between take off and getting to Kevin both track SIDs want to do the same thing but they have a different desire. How do they get there?	DB to follow up with Aerospace design team.	OPEN
171/6	Follow up if SACF has put Mode 9 implementation on hold or not? Need to include Sydney Airport in working group.	TG and DB to follow up.	OPEN
171/9.1	Clarity on 2 dispensations on 18Nov24 Hawaiian 452 and Singapore 242 from Runway 34L. What was the safety issue and were the required procedures followed?	Department to follow up.	OPEN
171/9.1.1	Determination on a valid taxi clearance if aircraft at gate or undergoing push back to cover a clearance before 11pm.	BP to take on notice.	OPEN
171/12.2	KH requesting gate plot analysis for Kadom 10nm,15nm,20nm & RIC6 5nm,10nm,15nm & 20nm. Would like to see underlying map if possible.	RM to follow up with Airspace design team and Environmental team to see if we can produce maps.	OPEN