

**LTOP IMPLEMENTATION AND MONITORING COMMITTEE**

**FINAL MINUTES OF MEETING NO. 158 – 16 February 2021**

**PRESENT:** Terry Fulton – Airservices  
Adrian Turner – Airservices  
Donna Marshall – Airservices  
John Clarke – Representative of the Member for Bennelong  
Bob Hayes – Community Representative for the North  
Kevin Hill – Community Representative for the South  
Ken Allcott – Sydney Airport  
Rob Edney – Virgin Australia  
Rory Delaney – Airservices  
Tony Williams – Representing the Member for Cook  
Russell McArthur – Department of Infrastructure

**APOLOGIES:** Glenn Cox – Airservices  
Peter Inall – SACF  
Adam Osborne - SACF

**Item 1 Chair opened the meeting 4:00PM.**

The new Chair, Terry Fulton, welcomed the committee, new attendees and guests. Review of structure prior to Christmas, Glenn Cox won a role in BNE, Terry Fulton moved into a Terminal Services South role (looking after Sydney TCU) and Adrian Turner Aerodrome Services South (looking after Sydney Tower). Both have ATC background and are based in Melbourne. Donna Marshall is Head of Community Engagement and joined Airservices Australia last March 2020 and background is 25 years in infrastructure industry.

Mr Hayes would like to make an observation, has been a member of this committee for three years and there has been a fair turnover of Chair people in Airservices, around five since being on board. LTOP is something which may have faded to grey instead of black, and this is potentially serious and can't continue. Sydney airspace is dictated by LTOP. LTOP rules the game and principle of operations. IMC was set up to implement LTOP and would really recommend LTOP be pulled out, dusted off and gone through as it is the bible under which we operate. It is good and valid today. Sydney is different and LTOP controls and dictates everything. Airservices is obliged by law (Ministerial direction) to implement LTOP.

Mr Fulton advised this is work in progress.

**Item 2 Agenda**

Was accepted noting some minor changes in Agenda items 3, 4 & 8.

**Item 3 Minutes of Meeting 157, 20 October 2020**

Minutes were accepted.

Confirmed Tony Williams Representing the Member for Cook.

Question from John Clarke as to whether the minutes could be kept on the Airservices website and accessible to IMC members.

**Item 4 SACF Action Items**

**Action Item 01/03** – SACF request IMC to consider Mode 9 implementation and report back to SACF on the outcome of discussions.

Mr Williams stated depending on where the descent commences from there should be a waypoint where altitude can be controlled. Rory agreed was looking at original paths and need to look at profiles for departing traffic. Mr Edney stated industry would like some analysis on how long aircraft are held down and happy to look at this and put it in some perspective.

Mr Williams to liaise with Rory to establish common ground and then come back to IMC if there are any major issues to raise at IMC.

**Action 156/4:** Mr Williams, Mr Edney and Rory to discuss out of session progress of Mode 9 and landing from North and report back to IMC.

**Item 5 Operational Matters**

Mr. Allcott provided an update on closure of the crossing runways due to parked aircraft during COVID-19 downturn. The East West Runway is planned to re-open mid-April.

Operating on parallel runway, department given approvals. Three aircraft diversions last night. No parallel runway operations in the curfew.

**Item 6 PBN (Performance Based Navigation) update**

**6.1** Airservices update on national implementation of PBN  
Airservices continues to develop PBN at airports around Australia. Current work is focused on the implementation of new flight paths for Brisbane's parallel runway.

Mr Fulton advised there is an activity in the early stages to simplify a lot of the charting. There are quite a few annotations on charts and this can be quite challenging so this should simplify a lot when it comes through.

Mr Hayes stated discussion in SACF about PBN concerns expressed in community and concentration of flight paths. Unwillingness on community reps to endorse PBN. SACF has put RNP on hold in Sydney, great potential if we can go back to 97 LTOP High and Wide.

Mr Delaney suggested this will fall in airspace design and route design. Mr Clarke asked to keep as a separate agenda item. Agreed to leave as is.

No updates as of yet. This is not Sydney specific and intention is to rollout PBN throughout the country. Will continue to update what PBN procedures are employed today and what is planned to be employed in the future.

**Item 7 Aircraft Deviations**

No cap issues for the last quarter.

**Item 8 Review of Performance**

### 8.1 Airservices Sydney Airport Operational Statistics Report

Mr Clarke raised that the consolidated report that had been produced up until January 2019 would appear to have been replaced by some information from the Aircraft in Your Neighbourhood website. However, this is difficult or impossible to find without a direct link, is in different locations and lacks the comprehensive and consolidated information in the previous report. His view was that it does not obviate the need for a comprehensive report.

**8.2 Sydney Aircraft Noise Information Report** – It was also noted the links on the minutes to the Airservices website did not work.

### 8.3 Quarterly Cap report

Summary of last year versus this year traffic presented.

The community members questioned why there wasn't a current ANEI report? The last one of these is August 2018 covering the December 2017 calendar year.

Mr McArthur noted that the ANEIs were available under the Resources tab on the Aircraft in Your Neighbourhood website. Community members noted that these are not the same as the comprehensive reports that had previously been provided. These were a consolidated 30-page report with lots of useful information. There was a question of whether simply producing the ANEI contours met the requirements of the Ministerial Directive.

Link provided by Rory: <https://aircraftnoise.airservicesaustralia.com/2020/04/30/sydney-airport-australian-noise-exposure-index-anei/>

**Action 157/8.1:** Airservices to follow up if it can produce the most current and up to date ANEI report. **Closed and new Action 158/8.2.**

**Action 158/8.2:** Terry to follow up and provide an update to IMC on the ability to provide Operational Statistics Report and ANEIs. Mr Clarke requested a response within a week so that this can be included in his report at the forthcoming SACF meeting.

**Action 157/8.3:** Glenn to dig out statistics on the use of SODPROPS for September 2020 in response to Mr Clarke's request noting that it was used for only 5 days. Airservices reported that weather conditions allowed us to do SODPROPS 20% of the time. A reminder was sent to staff and we did have some constraints due to COVID protocols. Have relaxed a little now with staffing restrictions - **CLOSED**

Mr Clarke also wanted to check the use of SODPROPS for the month of January 2021. It appears there was only 4.5 hours of use of SODPROPS on two days, so it is hardly being used despite the current low levels of traffic which averaged 246 movements per day in January. Could see no reason why SODPROPS was not used noting its noise sharing benefits and that the other noise sharing modes are not being used.

**Action 158/:** Terry to review the use of SODPROPS in January and what can we do to increase its use. Terry has subsequently had ASA examine this and has advised IMC members that he review 62 separate meteorological observations, along with the runway mode utilised. The results indicated that he could not find an occasion when SODPROPS could be used;

- Wind conditions precluded use of SODPRPS approximately 70% of the time
- Runway surface condition was not completely dry approximately 15% of the time

- Cloud was observed below the acceptable minimum altitude approximately 35% of the time
- Several instances of visibility below the acceptable minimum were observed.

Action **CLOSED**

## Item 9

### Gap Analysis – Objective and Status of LTOP Gap Analysis

Briefing statement for IMC Meeting 16 February 2021 by Bob Hayes

The objective of the Gap Analysis is to fulfil a SACF Action Item to take stock of the progressive implementation of LTOP since the 1997 Ministerial Direction and to identify what elements remain to be progressively implemented and which can now be implemented.

Note that LTOP to be implemented consists of not only the LTOP Taskforce report, but also the amendments in the Proponent's Statement and any relevant provisions of the Ministerial Directive M94/97.

The scope and process for the gap analysis and the desired outcome is as follows. Each of the 31 Recommendations listed in the LTOP Report Summary should be examined to identify and document:

1. Which have been fully implemented?
2. Which have been not implemented at all or only partially implemented and why?
3. Which are no longer relevant or needed and why?
4. Which can now be implemented?
5. Are there available/preferred variations or alternatives to the original recommendations which are now more relevant/appropriate and still achieve the original objective(s)?

The outcome of the Gap Analysis will be a formal report presented to SACF listing the above.

Airservices (Rory) has started documenting a GAP analysis spreadsheet and draft report. The latest situation was that Mr Williams, Mr Edney and Rory agreed to discuss out of session progress of Mode 9 and landing from the North and report back to IMC. Rory was also to review his draft spreadsheet and report in light of the LTOP Proponent Statement and Ministerial Direction and liaise with Mr Williams on the background to some of the current arrangements and LTOP intentions.

The most important gaps identified so far include, eg:

- While runway modes of operation have largely been implemented in terms of runway ends, there are significant gaps in associated flight paths which are not designed and implemented in accordance with LTOP.
- Mode implementation – do the actual flight paths follow LTOP? Are particular modes being used as intended and when intended?
- High and Wide, in particular, Mode 9 arrivals from the North and landing from the South is not in accordance with LTOP and is currently under study. (Arrivals should cross the coast and track over water from around Barrenjoey). This is dealt with under another part of the agenda 9 Agenda Item 4 SACF Action Items – Action 01/03).
- Noise abatement profiles may not comply with LTOP.
- Non-reciprocal flight paths not being adhered to (eg. aircraft maintaining runway heading on northerly take-offs overfly populations already subject to 16 arrival overflights).

- Comprehensive Australian Noise Exposure Index (ANEI) reports are no longer produced despite being a requirement of the Ministerial Direction.
- Operational Statistics Reports are no longer produced in comprehensive monthly report form.

The LTOP Gap Report would also provide relevant input into the WSA airspace design process given the necessary integration of WSA airspace within Sydney Airport Associated Airspace (45NM) and the requirement for protecting the integrity of LTOP under the 1997 Ministerial Direction.

**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.

**Item 10      Airspace Design**

Mr. Clarke wants to ensure that this item centres on the three fundamental issues: Current LTOP, Future LTOP changes and Western Sydney Airspace Design. The IMC Chair proposed that the gap analysis be rolled into this item at the next meeting. Airspace Design is to be a standing agenda item going forward.

**Recommended actions:**

Mr Williams, Mr Edney and Rory agreed to discuss out of session progress of Mode 9 and landing from the North and report back to IMC. **(Action 157/4)**

Further work on the Gap Analysis spreadsheet and report to be carried out by AA and discussed at the next meeting. In the meantime Mr Williams to be consulted as necessary on aspects of LTOP. **(Action 156/9)**

**Item 11      Department Update**

Dispensation issued for freighters for curfew period extended allowing 737 freighters for Qantas and Toll until 30<sup>th</sup> June. Will update SACF.

No further updates on request for membership to ESG, not written back.

Hopefully post COVID recovering. Domestic should be at 50% increase this year. Working on a five-year plan.

**Item 12      General Business**

Mr Hayes stated this is the ideal time to address some of these issues. Timely to do the gap analysis, flight paths and airspace design, reduce costs and make things efficient. We can work with technology and work smarter with industry and community. LTOP designed with efficiency and noise abatement and useful for all concerned.

**Next Meeting – TBC**

**Meeting closed at 5:30 PM.**

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

**1. Sydney Airport Operational Statistics**

2. **Movements at Australian Airports**

3. **Movement Cap report Sydney Airport**

4. **Performance Reports Sydney Airport**

<http://www.airservicesaustralia.com/publications/reports-and-statistics/movements-at-australian-airports/>

5. **Minister's Media Releases**

<http://minister.infrastructure.gov.au/mccormack/releases/2019/>

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
156/3	If minutes could be kept on ASA website and accessible to IMC members. Agreed not to label minutes as final until accepted by the committee.	TF to follow up	Open
156/4	ASA to review implementation of Mode 9 operations in conjunction with the gap analysis and report back to IMC	Rory – Work In Progress	Open
156/8.2	Glenn to update links prior to next meeting	TF to follow up	Open
156/9	ASA to continue working on gap analysis as requested by Mr Hayes and provide to IMC as soon as is available	Rory	Open
157/4	Mr Williams, Mr Edney and Rory to discuss out of session progress of Mode 9 and landing from North and report back to IMC	Mr Williams/Mr Edney/Rory	Open
157/8.1	Mr Clarke raised that the consolidated report that had been produced up until January 2019 would appear to have been replaced by some information from the Aircraft in Your Neighbourhood website. However, this is difficult or impossible to find without a direct link, is in different locations and lacks the comprehensive and consolidated information in the previous report. His view was that it does not obviate the need for a comprehensive report	Airservices to follow up if it can produce the most current and up to date ANEI reports.	Closed and new action 158/8.2
157/8.3	Glenn to dig out statistics on the use of SODPROPS for September 2020 in response to Mr Clarke's request noting that it was used for only 5 days. Airservices reported that weather conditions allowed us to do SODPROPS 20% of the time. A reminder was sent to staff and we did have some constraints due to COVID protocols. Have relaxed a little now with staffing restrictions.		CLOSED

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
158/8.2	Terry to follow up and provide an update to IMC on the ability to provide Operational Statistics Report and ANEIs. Mr Clarke requested a response within a week so that this can be included in his report at the forthcoming SACF meeting.	Terry Fulton	Open
158/	<p>Terry to review the use of SODPROPS in January and what can we do to increase its use. Terry has subsequently had ASA examine this and has advised IMC members that he review 62 separate meteorological observations, along with the runway mode utilised. The results indicated that he could not find an occasion when SODPROPS could be used;</p> <ul style="list-style-type: none"> <li>• Wind conditions precluded use of SODPRPS approximately 70% of the time</li> <li>• Runway surface condition was not completely dry approximately 15% of the time</li> <li>• Cloud was observed below the acceptable minimum altitude approximately 35% of the time</li> <li>• Several instances of visibility below the acceptable minimum were observed.</li> </ul>	Terry Fulton	CLOSED