

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

FINAL MINUTES OF MEETING NO. 159 – 18 May 2021

PRESENT: Terry Fulton – Airservices
Adrian Turner – Airservices
Timothy Gill – 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
Adam Osborne - SACF

APOLOGIES: Donna Marshall – Airservices
Peter Inall – SACF

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

The Chair welcomed the committee, new attendees and guests.

Item 2 **Agenda**

Was accepted noting an addition to Agenda Item 5 to include a Runway 16R threshold reconstruction project presentation from Ken Allcott.

Item 3 **Minutes of Meeting 158, 18 May 2021**

Minutes were not accepted.

Draft minutes required correction in Agenda items 4, 6 and 8.

Action 156/3 - Question from John Clarke as to whether the minutes could be kept on the Airservices website and accessible to IMC members. TF to follow up.

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.

Previously Rory did a diagram of what LTOP proposed. Mr Williams produced a satellite image from Google with current flight paths and what might be the basis of discussion conceptual regarding a flight path which mirrored what LTOP had proposed. Mr Williams asked Rory if there is some likelihood to get this proposal. Rory stated there is a degree of flexibility and problematic as drawn however would be happy to park as unresolved but potentially resolvable.

Mr Williams suggested we endeavour to provide IMC with some objectives for implementation of the LTOP Flight Path for 34 Arrivals from the North. Suggestions were:

1. Compliance with LTOP 1997 Ministerial Direction F2009B00158
2. Consistency with the 2019 Government Statement of Expectation F2019L00978

AND to the maximum extent practicable:

3. Improved safety
4. Constant Descent Arrivals
5. Continuous Climb Departures
6. Reduced track miles
7. ATC workload reduced
8. Time of arrival designated

Mr Williams will circulate to the committee as a concept for feedback.

Significant progress made by Mr Williams, Mr Edney and Rory.

Mr Edney stated several other things that need to be considered:

1. Aircraft coming in from Rivett
2. Maintaining runway efficiency
3. Operations under Low Vis
4. Marlin arrivals

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 that at the moment we are operating normally. Crossing runway 0725 is back in service and available and has been in full service since two and a half weeks ago.

Mr Allcott provided attached presentation on a piece of work coming up that needs to be dealt with as it is a Safety issue and CASA has confirmed requirement:

[210518 IMC - Rwy 16R threshold reconstruction project.pptx](#)

Currently waiting for environmental approvals and would like to complete as quickly as possible within 3-4 months. Do not want this to drag over Christmas or summer period.

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 was a pre meeting and nothing relevant to the Sydney basin with any type of PBN update. Currently no national rollout or update to provide.

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 Fulton provided Traffic statistics for Sydney with a general appreciation pre-Covid (May 2019) there were 1100 movements and with the recovery of domestic traffic we are now in 650-700 movements. Performance against LTOP targets graphs were also presented. Mr Williams addressed the first page of the document for Sydney Airport Operational Statistics report in October 2019 called "Preview". Mr Williams reconstructed this page for the month of April and sent a copy to Tim. This page is suitable and should be available for each IMC meeting as an overview. This page is not available on line and requires some time to produce, would like to request Airservices produce and make this available for future meetings. Mr Williams also requested the Sydney Airport Daily mode usage report is very useful and in graphic so it is easy to interpret. Terry suggested the best way forward is for Mr Williams to send an email to Tim and include feedback and we can take on notice and follow up.

Action 159/8.1: Feedback on reporting. Mr Williams and Tim to work through.

Mr Williams requested Airservices make online data available as a CSV or XML excel spreadsheet. Mr Williams will also include this in the feedback to Tim.

Mr Williams sent a Wikipedia page to Tim which describes what AML and AMX files are effectively a universally accepted protocol for exchange of geographical information. This would enable IMC members to save data and share if we had ANEIs contours grouped together in a zip file. Request the last 3 years of data be made available to all IMC members or those interested to import and overlay in Google Earth and look at contours or entirety over all of Sydney and compare contours.

Mr Clarke endorsed Mr Williams request and suggested as a member of IMC, lacking a report from Management to look at quickly at a glance and ascertain if anything needs to be done. Mr Clarke agreed the 3 pages taken from the Operational Statistics hard copy report to be able to be replicated would go a long way in achieving this and the availability and access to the data files.

Tim advised guide is available on the SACF website and has been created for the Sydney basin. Thank you to Mr Williams and Mr Clarke and will take all feedback back to the business. This has highlighted the importance to create a more generic guide for other airports too.

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

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.

Mr Hayes advised second paragraph was not the case and 2018, 2019 & 2020 there are ANEI charts which show contour diagrams but not the report itself. Mr Hayes understands there are resourcing problems and it may be difficult to produce. An obligation of this committee is if these reports are no longer produced we need to report back to SACF and report what the effect of this document is and what we won't be able to see in the future and SACF needs to be advised by way of report on the SACF minutes as a public record.

Tim advised due to resource constraints we don't have the resources to do everything we would like to do. The plan to move forward is to produce ANEI contours quarterly and annually to meet our obligation and the reporting in the guide. Request to put any gaps or deficiencies in writing and will take them up with Senior Management.

As the Chair of IMC, Terry accepts the product did change and accepts the fact the committee wasn't consulted. Request for member to put in writing and noted and members to work with Tim constructively to see what can be done to close the gaps.

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.

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.

Terry advised we had to postpone discussion on Gap analysis. We had a focus on returning 0725 back to operation and ensuring we did it safely we needed to run through proficiency exercises for each of the TCU and TWR ATCs which took up a lot of attention. Terry to take on notice and speak to Adrian to see if we can identify additional resource and need to work out a way to progress this and return some priority to it.

Action 156/9: Aircservices 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

Rory presented ATSB item, change to runway 34R missed Approach procedure. Rory happy to send link out if anyone is interested.

Mr Williams advised there are various additions and changes to Approach and Departure procedures and would just like to identify and record those changes and some explanation of what the change was. For the IMC we just need to record those.

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

No specific updates from Dept.

Mr Hayes raised concerns on SACF Chair's request to Deputy PM on seeking membership to WSA Executive Steering group, long delay in getting a response. Concerns raised is WSA airspace design is occurring within KSA associated airspace so it is vitally important that both sides are on the same page and as part of the Ministerial Directive anything that could affect Sydney airspace has to be run by SACF prior to implementation.

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

Item 12 General Business

Mr Clarke mentioned we have a Publications of Note (PoN) and within that PoN we don't see any changes to Approach or Departure procedures. Mr Clarke would like to request if there are any changes that relate to Sydney if they could be identified in the PoN and potentially discussed under Agenda item 10. All agreed to include PoN as standing agenda item under Item 10 Airspace Design and this will also include a brief description of why the changes were made.

Next Meeting – Tuesday 20th July 2021

Meeting closed at 6:00 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. Community Engagement provided a guide to assist.	TF to follow up	Closed
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
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/	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; <ul style="list-style-type: none"> • Wind conditions precluded use of SODPRPS approximately 70% of the time • Runway surface condition was not completely dry approximately 15% of the time 	Terry Fulton	CLOSED

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	<ul style="list-style-type: none"> • Cloud was observed below the acceptable minimum altitude approximately 35% of the time • Several instances of visibility below the acceptable minimum were observed. 		
159/8.1	<p>Review page is suitable and should be available for each IMC meeting as an overview. This page is not available on line and requires some time to produce, would like to request Airservices produce and make this available for future meetings. Mr Williams also requested the Sydney Airport Daily mode usage report is very useful and in graphic so it is easy to interpret. Request the last 3 years of data be made available to all IMC members or those interested to import.</p>	Tim Gill	Open