

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

FINAL MINUTES OF MEETING NO. 160 – 20 July 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
Maria Patrinos – Community Representative for the West
David Bell – Australian Business Aviation Association (ABAA)

APOLOGIES: Donna Marshall – Airservices
Peter Inall – SACF
Adam Osborne – SACF

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

The Chair welcomed the committee, new attendees and guests.

Item 2 **Agenda**
Was accepted and adopted.

Item 3 **Minutes of Meeting 159, 18 May 2021**
Minutes were accepted.

Action 156/3 - Question from John Clarke as to whether the minutes could be kept on the Airservices website and accessible to IMC members. TG and TF working on it to find an appropriate place to store minutes/summaries/presentations etc.

Item 4 **SACF Action Items**

Action Item 01/03 (2018)– 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.

Proposed Agreement asked people to come back with any issues or priorities and any elements to be considered by the working group and back to IMC. Refer attached: [Proposed Agreement Regarding Mode 9 Arrivals From the North Implementation tf edit.docx](#)

Action 160/4: Terry to send word version around with tracked changes and land on something so we have something in agreed draft to SACF.

Item 5

Operational Matters

Mr. Allcott provided an update on maintaining runway safety (in terms of main runway). Close 16R approach for arrivals. Effective normal operations on parallel, last two weeks only 216 movements and recovery will be slow so taking the opportunity to do the work as concrete slabs are forty years old.

Effectively noise sharing modes 5,7, 14A will be available, modes 12 and 13 will be unaffected, mode 9 unaffected and runway 16 change will be segregated. Pre work at the moment, have to reconfigure 16R. Runway changes take place 30-31 July and Covid shutdowns will not affect the works as they are safety critical works. May pose problems for the curfew however have approval from the Dept for 20 evenings if required to use them.

Complicated piece of work and need to protect the worksite allowing departures on 34L towards the worksite however there are a large number of safety mitigations in place. Workers will be 24/7 and estimated to be completed in 4 months, estimated completion date 22 November 2021. Intent to be clear of Christmas.

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. There hasn't been and changes to previous advice that would impact upon the Sydney basin.

Item 7 Aircraft Deviations

No issues with movement caps.

Item 8 Review of Performance

8.1 Airservices Sydney Airport Operational Statistics Report

Mr Fulton provided Traffic statistics for Sydney. 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.

Tim provided an Indicative IMC LTOP Summary Report: <N:\ATCSYMG\IMC Meetings\2021\210720 Indicative IMC Summary Report.pdf>

Progressing well and intention is once we get into a rhythm and how we collate the report we can send prior to each IMC meeting.

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 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.

Tim followed up on CSV or XML excel files and we don't have that data available and it is not easy to get our hands on it. Item to be left open and will come back with a formal response and will follow up all considerations. ANEI Contours will be produced on the Aircraft in Your Neighbourhood website.

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 9Agenda 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: Airservices to continue working on the gap analysis as requested by Mr Hayes and provide to IMC as soon as it is available.

Mr Hayes advised Community members have had a discussion about the LTOP Gap Analysis project and appreciate that Rory is a scarce and useful resource and would be happy to place a temporary pause on the further work in order to concentrate on the development of Mode 9 jet arrivals on the North. Terry Fulton welcomed the ability to take a pause and appreciate the offer and also take the opportunity to identify other resources such as Ryan Murray and Justen White to upskill as a development opportunity.

Item 10 Airspace Design

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.

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.

Action 160/10 – Terry to follow up with Rory and work through to present a summary of what the changes are.

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

Airport movement numbers at Sydney significantly reduced. Airline forecast 70-80% return and this hasn't occurred due to lockdowns. Dept is reviewing and ongoing dialogue with the airlines to increase capacity of freight flights. Currently vacant slots during the day are not taken up by freight aircraft.

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

Introduce David Bell, Australian Business Aviation Association (ABAA), observing IMC. David will be looking to provide a presentation from AIRBIZ at the next IMC on noise contours and noise modelling.

Next Meeting – Tuesday 21st September 2021

Meeting closed at 5:40 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.	TG and TF working on it to find an appropriate place to store minutes/summaries/presentations etc	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. Agreed to pause and take opportunity to identify other resources to upskill as a development opportunity.	Rory – Temporary pause	Open

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
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 • Cloud was observed below the acceptable minimum altitude approximately 35% of the time • Several instances of visibility below the acceptable minimum were observed. 	Terry Fulton	CLOSED
159/8.1	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	Tim Gill	Open

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	<p>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.</p> <p>Request the last 3 years of data be made available to all IMC members or those interested to import.</p>		
160/4	Terry to send word version around with tracked changes and land on something so we have something in agreed draft to SACF	Terry Fulton	Open
160/10	Terry to follow up with Rory and work through to present a summary of what the changes are.	Terry Fulton	Open