

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

DRAFT MINUTES OF MEETING NO. 161 – 21 September 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
Peter Inall – SACF
Rob Edney – Virgin Australia
Rory Delaney – Airservices
Tony Williams – Representing the Member for Cook
Maria Patrinos – Community Representative for the West
David Bell – Australian Business Aviation Association (ABAA)
Hannah Fairbairn – Airbiz
Martin Leprohon - Airbiz

APOLOGIES: Donna Marshall – Airservices
Ken Allcott – Sydney Airport
Maria Patrinos – Community Representative for the West

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 160, 20 July 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 endeavor 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.

Current practice is 34L Arrivals from the north during the Curfew are tracking roughly as LTOP intended for Mode 9.

Tony Williams suggested that Airlines be given the option of doing so more closely i.e. utilising waypoints and with an “agreed” time of arrival. If constant descents are not currently utilised this should also be included. It should be attractive to the industry and hopefully acceptable to ATC. Diagram attached:



20210914 Web Track
- Rwy 34 Arrival from

The intention is not to refer to this as a “trial” but rather as something which might generate feedback enabling a better final design that might then be trialled.

Rory to follow up as part of ongoing **Action 156/4**.

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. Seeking agreement so we can land on something as a starting point and get something to SACF by the next meeting.

Action 160/4: Terry to follow up and make sure we land this in the next couple of days. TF to touch base with Tim and Rory and put some words around this. TF to finalize and provide to John by cob Friday 24th September. Members have endorsed the attached proposal:



Proposed Agreement
Regarding Mode 9 Ar

Item 5 Operational Matters

John Clarke raised one of the discussions in the Demand Management Working Group was around how Airservices manage the cap on a day-to-day basis and are there any procedures for it. Adrian Turner has provided a summary of procedures for the Sydney Tower Movement



Movement

Monitors: Monitor_Procedures.p

Bob Hayes advised on 21st August SACF sent out a letter from Civil Air regarding Sydney TCU relocation. Mr Hayes is requesting a first draft of a Risk Assessment on what the risk implications on such a move will be including Safety, Operational, Lack of local knowledge, communications failure, relationships with key players, ratings and endorsements and Sydney Airport air traffic control integrating with WSA. Mr Hayes to write to SACF to request a brief presentation from Airservices at the next SACF meeting outlining the risks which will affect SACF's core business.

TF to continue to progress to provide a briefing to the Chair of SACF next week and then will offer an out of session briefing to IMC members.

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. Agree to leave as a standing agenda item.

Item 7 Aircraft Deviations

No issues with movement caps.

Mr Clarke discussed the movement numbers for November 2019 and would like to understand for those days where 80 is recorded under the 9:00 column (1, 15 & 29 Nov), what were the movement numbers in the "regulated hours" i.e. in each of the four x 15 minute rolling hours? This would be assisted by also having the numbers for the 3 x 60 minute periods (regulated hours) before and after the 9:00 to 10:00 clock hour. Were there any of the movements included that were not counted under the Act - e.g. emergency or state aircraft etc.? Adrian Turner to take on notice.

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 online 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 Gill working on a new dashboard and received good feedback on the Summary Reporting for LTOP, now made available on Aircraft in Your Neighbourhood. Refer attached: <https://aircraftnoise.airservicesaustralia.com/2020/04/30/sydney-airport-operational-statistics/> and click the summary tab on the top left of the tool.

Thanks to all of the participants in the discussion to export content from this tool in Excel.

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

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, e.g.:

- 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 (e.g. 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.

Rory provided a summary of non-editorial DAP changes:

1. Addition of 'Simultaneous approach' note to parallel runway ILS and GLS charts to comply with ICAO charting requirements. No change to aircraft operations. (effective 9/9/21)
2. Renaming RNAV(GNSS) as RNP, AIC H03/21 explains further... alignment with ICAO charting requirements. No change to aircraft operations. (effective 9/9/21)
3. Noise abatement procedures section 1.3 removed on advice from ATM Standards of non-compliance with MATS and Manual of Standards. Change to crosswind/tailwind criteria for runway nomination (via NOTAM C1810/21, effective 27/7/21).

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

Aviation industry still affected by Covid. Sydney is at 18% of pre covid levels. Increased demand in freight sector and the Department has increased freight dispensation until 31st December. A number of Aviation Sector Support programs government is working on and have ticked over \$4.9B in support so far. A lot of the programs have been extended until 31st December including Aviation Network Support, Regional Network Support, Airservices Fee Waiver and Domestic Airport Security Cost Program. An extension to the booking and travel window Tourism program until 30 November. New Retaining Domestic Airline Capability Program until 31st December and extended Aviation Services Accredited Support program. Australian Government has committed a further \$183.65B to help maintain Australian Sovereignty to International Aviation capability, \$119.65B to International Aviation by five months to 31 March 2022 and \$64B to International Aviation Security Screening costs rebates from 1 October to 31 March 2022.

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

- a) **ABAA and AIRBIZ Curfew Noise Modelling presentation** – Thank you to David Bell (ABAA), Hannah Fairbairn (Airbiz) and Martin Leprohon (Airbiz) for providing a presentation on noise contours and noise modelling.



Airbiz ABAA Noise
Contours.pdf

Presentation attached:

Next Meeting – Tuesday 23rd November 2021

Meeting closed at 6:10 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	Rory – Work In Progress	Open

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	and report back to IMC. Rory to look at pdf document referring to mimicking curfew tracking for 34L arrivals during daytime Mode 9 operations.		
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
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;	Terry Fulton	CLOSED

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	<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. 		
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
160/4	<p>Terry to follow up and make sure we land this in the next couple of days. TF to touch base with Tim and Rory and put some words around this. TF to finalize and provide to John by cob Friday 24th September.</p>	Terry Fulton	Open
160/10	<p>Terry to follow up with Rory and work through to present a summary of what the changes are.</p>	Terry Fulton	Open