

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

FINAL MINUTES OF MEETING NO. 162 – 23 November 2021

PRESENT: Terry Fulton – Airservices
Adrian Turner – Airservices
Timothy Gill – Airservices
Rory Delaney – 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
Nik Wahi – Department of Infrastructure
Rob Edney – Virgin Australia
Tony Williams – Representing the Member for Cook

APOLOGIES: Donna Marshall – Airservices
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 with minor amendments to Item 4, add 2018 in brackets after SACF Action item 01/03 so we have an auditable trail and Item 13 (ABAA and AIRBIZ Curfew Noise Modelling presentation) to move under Item 7.

Item 3 **Minutes of Meeting 161, 21 September 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.

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. **CLOSED.**

On 24th September we circulated updated proposed agreement regarding Mode 9 arrivals and received no objections to the acceptance of that agreement. Minutes noted as this having been accepted in full text.

Proposed Agreement Regarding Mode 9 Arrivals From the North Implementation

IMC MEMBERS AGREE THAT:

1. *Members are not currently aware of any unresolvable impediments to the implementation of the “Mode 9 Jet Arrival Flight Path from the North”.*
2. ***It is expected that a suite of prerequisite, complementary and consequential changes to other flight paths directly supporting Mode 9 and permitting transitions between other runway modes will form part of its design.***
3. *The “Mode 9 Jet Arrival Flight Path from the North” (and associated flight path changes) should now be progressed towards implementation, in accordance with the 1997 LTOP Ministerial Direction, and other applicable legislative requirements, incorporating any further adjustments necessary to meet the detailed design of airspace arrangements subject to all applicable process, community, environmental and safety requirements and taking due consideration of operational and industry needs.*
4. *All Members who are aware of any “key elements” which require investigation and further decision by IMC should communicate this information to the Working Group for collation, consideration, and report back to 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.

Mr Williams suggested the development of a flight path is the appropriate thing for the working group to report back to the next IMC meeting with a specific suggestion. It is essential to be perceived as a benefit to all stakeholders.

This would not be a trial but a demonstration of what was possible. We have got aircraft during the curfew already flying this flight path and if we were to simply give operators the option of flying waypoint to waypoint, from existing waypoints, not designating altitude, not requiring RNP accuracy but allowing them to plug in 4 or 5 waypoints, and fly a constant descent approach with their Flight Management System. They can say when they expect to arrive. They get priority and land at a designated time and the result would be reduced fuel, reduced activity by pilots and ATC. No change to what is currently occurring.

Mr Edney would need a concept plan from Airservices. We cannot have different aircraft flying different kind of procedures in the same airspace as this would never meet safety. Possibly something can be done on paper and get some concept approach plates to be able to achieve this. We need to go through a process of design, impact on other routes and a safety case.

Mr Williams advised we won't do anything without Airservices approval whether we have the option of radar vectoring or a direction from waypoint to waypoint. Happy for Rory to make the call on that. There are a number of hurdles that need to be overcome and if anyone has any concerns they can communicate this to Terry, Rob, Rory or Mr Williams and they will keep a list.

Terry actively working to get someone else in Sydney involved to assist with that workload. Check and Standards Supervisor, Ryan Murray is picking up procedures and will get him involved. Need to start to work on what we do next and Airservices will take the lead.

Item 5 Operational Matters

5.1 Curfew Schedule - Amendment – update from Sydney Airport

Ken Allcott advised Sydney Airport now have the main runway back in operation following the resheeting project. The extension on Juliet project was stopped due to lack of money due to covid, project will eventually come back.

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 no update to provide. Agreed to retain in the minutes.

Mr Williams advised the purpose of this item on PBN was to understand in a broader context what was going on nationally. This is an important element in runway capacity, delay and keeping track of things so we are aware of these changes and the effects they may have when it starts being used in Sydney. We are halfway through international implementation. This is of some significance, and is there a plan to introduce time of arrival control into Sydney or Australia?

Adrian advised many initiatives were put on hold due to covid. Airport Collaborative Decision Management was one initiative we are looking at reinvestigating in the coming months but could be years away from seeing some return on investment.

Terry Fulton advised there has been a pause placed on a lot of the changes around the country in airspace due to covid and border closures, and the inability of staff to move around. We have a Ground Delay program and Metron as a way of ensuring current traffic levels are better managed in the system. Onesky will also provide greater ability to do medium and long range ATFM (Air Traffic Flow Management and to absorb delay enroute. The flow management system is so far ahead of where we are currently at, and will be a game changer and provide much more confidence of the time aircraft will arrive at the runway threshold.

Item 7 Aircraft Deviations

7.1 Maximum Movement Limit (Cap) and Exemptions.

At the previous meeting 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 provided a Movement Cap Data presentation to review the November 2019 data as requested. where 80 movements were recorded in a clock hour and the breakdown into 'rolling hours' across the relevant times. Specifically looking at the 1st, 15th and 29th November 2019 and affected hours were Friday's 9am local on each of those days. Similar progressions of traffic around the same day and time. Exclusions seldom came up 1-3 across

that time. They were random and sporadic and the range across the 6-hour period was between 8-15 exemptions which didn't seem to create a massive difference.

Mr Williams stated movement statistics have never excluded the aircraft movements which are exempt under the Demand Management Act. The numbers in the presentation are total movements and do these numbers exclude or include exempt movements?

Action 162/7.1 Clarification requested on whether the data includes or excludes exempt movements that are not counted under the cap. Tony Williams to email Tim and take on notice.

7.2 ABAA and AIRBIZ Curfew Noise Modelling presentation

David Bell provided the presentation, but we needed an opportunity to discuss as a group first.

Mr Clarke discussed IMC has an obligation to embark on a path towards reaching a conclusion. Presentation is not entirely clear and not put down in a consolidated way on what the proposal is or what the implications are particularly in terms of noise. The representative aircraft put forward are not business jets and BAE146 is covered by a different part of the regulations. Concerns are that we don't have any picture of what the noise implications of what he is proposing actually are. No comparison to what is currently being flown and only one aircraft fits the bill as a business jet. Information seems quite selective and in one of his papers there was an idea of a cap on business jets which was not specified but a number of 160 was mentioned in SACF. Sufficient Information is not being presented to form a reasonable view on this to go back to SACF and making some form of recommendations.

Kevin Hill stated the BAE146 is currently a freighter, an old noisy aircraft and being phased out. Comparison needs to be to an approved business jet. Comparison in his presentation to the dispensation we gave for the freighters to fly during the curfew is not the same thing and can't be compared.

Mr Williams suggested concerns are consolidated and feedback provided to David Bell who would then be invited to provide a response. Mr Williams also suggested he needs to look at current WHO (World Health Organisation) advice on night-time noise and the best way to analyse that is to understand the noise generated above background noise. Also suggest that the number of aircraft on the Australian register with MTOW of 55000 or less be looked at. His response needs to be in writing.

Mr Hayes stated David Bell was after approval in principle from SACF and asking for a show of hands in order to go back to his stakeholders to say he has made progress. But he wants to do so without doing a proper rigorous assessment and how it compares to status quo.

Action 162/7.2: IMC to provide a summary of our concerns and feedback to David Bell. Members to provide dot points for Airservices to collate and respond to Mr Bell.

Item 8 Review of Performance

8.1 Airservices Sydney Airport Operational Statistics Report

Terry Fulton shared Daily Aircraft Movements for Sydney Airport from Oct 21 to Nov 21. Recovery has been strong but nothing like pre covid. Traffic is coming back in stages. There are still challenges with international travel and this may take a while to recover.

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

Tim Gill is 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.

Tim presented the Summary LTOP report for October 2021. ANEI report is up and running, There have been delays in the ANEI Report due to the team being under pressure. However, a contractor who will start generating this for Airservices moving forward.

Over last quarter there has been a lot more use of the East/West runway and less of 16 Right due to reduced traffic as a consequence of covid.

Mr Williams advised there was an issue in Webtrack with historical data dropping off. Mr Williams to email Tim and check the version (Webtrack 3 and Webtrack 5) and the availability of historical data.

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 – **Closed.**

Item 9

Gap Analysis – Objective and Status of LTOP Gap Analysis

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.

This action has been on hold pending the availability of additional resources to enable it to be given priority.

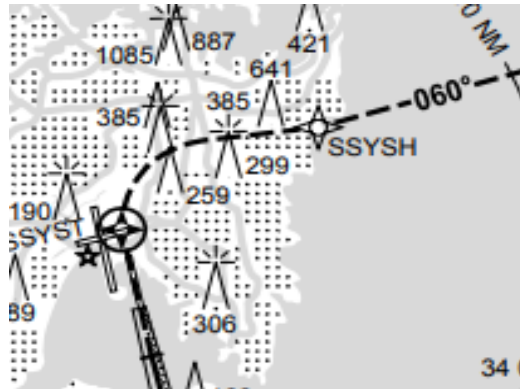
Further work on the Gap Analysis spreadsheet and report to be carried out by AA and discussed at the next meeting. In the meantime, Mr Williams to be consulted as necessary on aspects of LTOP.

Item 10

Airspace Design

Rory Delany provided a summary of non-editorial DAP changes:

RWY 34R (ILS, GLS, RNP approaches) changed **missed approach procedure**, climb to 4000 as per depiction below (snip from DAP plate)



Terry Fulton provided an update on deferring airspace changes, route changes and our upgrades to our systems. Where we didn't have to do a data set up date or a system update, we deferred those. It has been extremely challenging to bring in additional staff operating in isolated teams due to covid. As of 15th November, we commenced daily RATs and are now able to go out of teams.

Item 11 Department Update

Nik Wahi started with the Dept one month ago and has taken over as Director of Southwest ACT and NSW Noise Section. Last couple of years has been extraordinary in terms of the impact on the sector and now there is a general optimism that recovery is starting and we will start to see an increase in activity. Acknowledge Airservices data is very helpful. Acknowledge Ken Allcott and well done to complete all the runway works.

Bob Hayes provided an update on the request for membership to ESG. Chair received a letter back from the Deputy Prime Minister at the time and couldn't see a good reason to add SACF Chair to ESG membership. The SACF Chair will write back to the new Deputy PM requesting he reconsider. Mr Hayes highlighted that the Chair or his nominee needs to be on the ESG for two reasons:

- Part of the Ministerial Direction on LTOP is that anything that could potentially affect LTOP needs to be communicated in advance
- WSA is within the associated airspace for KSA and still needs to be coordinated and integrated. There is a need to integrate the two bodies of airspace and LTOP takes precedence.

Item 12 Proposed Relocation of Sydney ATC to Melbourne - Aircraft Noise-related Risk Assessment and Management Plan by Airservices

Terry Fulton to present that work at next meeting. Concerns need to be looked at and documented in a risk assessment in line with Safety Management System and ICAO and this will be communicated and assessed.

Bob Hayes requested a two-stage approach to work out what risk categories are relevant to the aircraft noise risk assessments and then within those categories what are the specific risks that we should look at, and identify what the plans are to manage those risks. Terry will

involve Bob Hayes at the Hazard part of the assessment to ensure Airservices are addressing the right things.

Action 162/12: Next meeting Terry to present the report on the proposed relocation of Sydney ATC to Melbourne.

Next Meeting – 29th March 2022

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 and report back to IMC. Rory to look at pdf document referring to mimicking curfew tracking for 34L arrivals during daytime Mode 9 operations.	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 – Temporary pause	Open

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	Agreed to pause and take opportunity to identify other resources to upskill as a development opportunity.		
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	CLOSED
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	Tim Gill	Open

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	<p>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.</p> <p>Request the last 3 years of data be made available to all IMC members or those interested to import.</p>		
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. Circulated update proposed agreement and received no objections, to be recorded as having accepted in full text.</p>	Terry Fulton	Closed
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
162/12	<p>Next meeting Terry to present the report on the proposed relocation of Sydney ATC to Melbourne and what we have started the ball rolling</p>	Terry Fulton	Open
162/7.1	<p>TF and all members to provide dot points, collate and circulate. Need to get an assessment done first</p>	Terry Fulton and all members	Open