

**LTOP IMPLEMENTATION AND MONITORING COMMITTEE**  
**FINAL MINUTES OF MEETING NO. 165 – 20 December 2022**

**PRESENT:** Adrian Turner – Airservices (Chair)  
Dom Keating - Airservices  
John Clarke – Representative of the Member for Bennelong  
Bob Hayes – Community Representative for the North  
Kevin Hill – Community Representative for the South  
Ted Plummer – Sydney Airport  
David McMahon – Department of Infrastructure

**APOLOGIES:** Timothy Gill – Airservices  
Rory Delaney – Airservices  
Kate Frazer - Airservices  
Ken Allcott – Sydney Airport  
Rob Edney – Virgin Australia  
Tony Williams – Representing the Member for Cook  
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**

Agenda accepted. Open action items to be included in the agenda.

**Item 3**            **Minutes of Meeting 164, 9 August 2022**

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 working on it to find an appropriate place to store minutes/summaries/presentations etc. TG to revisit and email Phil McClure and David McMahon to check if SACF can host on their web.

**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.

On 24<sup>th</sup> 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 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. No progress on Mode 9 concept work potentially Rory can make some time in the last 2 weeks of January 23 if Tony Williams and Rob Edney have availability.

**Action 165/4:** Email to Tony Williams and Rob Edney to meet with Rory on Mode 9 concept work.

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.

**Action 165/4.1:** Mr Clarke seeking clarification to understand the need for a “concept plan from Airservices” and what Mr Edney was seeking in the context of what we were looking to do. Mr Edney to clarify at next meeting.

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.

Mr Williams to liaise with Rory and question is as an intermediate step can we standardise the curfew arrival procedures so the airlines that do operate have the opportunity to fly a constant descent approach with a designated time of arrival. This would help develop optimal time of arrival and to consider using this with a few aircraft to see how it works and if it raises any problems and try to get the best optimal outcome.

Rory advised current arrivals to Sydney Airport from the North during curfew operations essentially cleared direct Sydney on the published route and then Sydney approach vector the aircraft off that. Value in maintaining this action and a good way to progress.

PM advised there is a lot of work going on in the airspace design and there will be consultation. There has been engagement between the Department and Minister's office about how that's to be taken forward and needs to be significant consultation as they better understand the options and impact. Open to the group to make recommendations to the Minister. An engagement plan and consultation plan is being developed to include Sydney Airport and the Syd Airport group and those community forums but not sure of the timing.

Mr Hill advised this isn't just a community group making noise it is mutually agreed on from Airservices, Airlines and community as something fundamental to the design of fitting WSA with Sydney airport.

Mr Edney stated a holistic approach is missing from the Sydney basin, not about KSA or WSA but about common airspace. Industries and communities are missing out by not having a collaborative approach over the whole airspace.

PM to take on board and have discussion internally about where the process is at.

**Action 163/4:** Rory to progress out of session. Good way forward is to have an in-person meeting. Meeting between Rory, Tony Williams and Rob Edney.

**Action Item 05/03 (2022)** – Secretariat referred the Community Questions on Sodprops to the Implementation and Monitoring Committee (IMC) on 21 December 2021 for consideration.

These questions are listed below.

1. SACF minutes indicate Forum members strongly advocate the use of Sodprops. I would like to know if Forum members fully understand what the use of Sodprops means, especially in the sensitive late-night period in the hour before curfew, for residents affected by departures under 34L flightpaths (mode 9 and Sodprops).
2. Do Forum members understand how Sodprops actually works?
3. Have they sought feedback from members of the public affected by the use of Sodprops and have they familiarised themselves with the number of late-night departures that use 34L when Sodprops is operating?
4. Do they understand what it is like to not be able to go to sleep before 11pm, even if you have to get up at 5:30am for work, for up to 20 nights in a row?
5. In August, we had two sets of 7 consecutive nights of late-night noise with only one or two nights in between. This is the stressful, anxiety-building reality of Sodprops.

For questions 1 to 5, the Chair invited the SACF membership to provide responses from their own perspective. Through the Chair, John Clarke asked that this be referred to the IMC as the appropriate place. The SACF Chair agreed.

TG advised the best way to get an answer is to contact NCIS team and they will respond immediately and if they don't like the answer they can then go to the Ombudsman. TG provided an analysis of all flight tracks from 2019\_2021, between the hours of 10 and 11pm. Analysis was a great outcome and made sure Sodprops wasn't being applied inappropriately. It is not possible to address concerns around some individuals not liking Sodprops as it gives respite to communities prior to curfew when capacity is higher than reciprocal runway ops. Local instructions state we shouldn't go into last 15 minutes before curfew as a bit of a buffer.

Mode Usage bar chart is very useful and might be helpful for people to understand difference between 16 and 34 operations and the different modes. Lot of effort in developing LTOP and try to get a fair and equitable distribution of noise. Part of IMC and SACF's role is to continue to look at and see if it's working, the way it's intended. TW volunteered to work with TG and out together a package of info and then come back to IMC and see if it's useful as educational material.

**Action 164/4.1:** TG and TW to collaborate and consolidate on a suggested response to SACF and include reference to "My Neighbourhood" site and reiterate NCIS is the most effective way to answer future community enquiries and address individual's requests.

## Item 5

### Operational Matters

#### 5.1 Curfew Schedule - Amendment – update from Sydney Airport

Ted Plummer advised over recent months they have been undertaking maintenance work on our main runway, main North South runway, in a location that necessitates closure during curfew. Therefore, the only runway that can be used is the parallel runway. There will be up to 50 nights in the first half of next year that this will occur, and relevant dispensations have been granted. Community notices distributed to Kurnell, La Perouse, Phillip Bay, Little Bay, and Botany being the most affected areas.

David McMahon to send through a copy of the dispensation for distribution to all IMC Members.

Kevin Hill seeking clarification on where the Department stands with the continuous renewing of this dispensation. At the beginning of the year members told they needed 6 months to advise all the freighters that this was stopping in October 2022. What is the new trigger to renew to March 2023 and what was the basis behind it?

David McMahon advised operators put forward compelling cases about the continued need while the industry got back on it's feet to meet the requirements for that frame for an extra 6 flights/week. Consideration was given to those business cases and granted till March 2023. It is legislated 74 flights per week plus the extra 6 per week allowed the maximum 80. No decision to make this permanent.

Mr Hill advised the Kurnell community is concerned and annoyed by all the flights and especially when we keep telling them it's temporary and if it's decided to be made permanent, they won't be happy. Mr Hill to write a formal letter to the Department

requesting community consultation to see if it's becoming permanent or a semi-permanent arrangement by default.

Mr Hayes asked if there was some sort of written rationale for approving the larger use of aircraft and altering the mix of fleet. DM to go back and have a look at what was done at the time.

## **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.

Purpose of this item is to see what might be occurring around the country in terms of rollout and if it has some influence on Sydney.

Rory advised no changes in Sydney DAP and nothing from a national perspective.

## **Item 7 Aircraft Deviations**

Adrian advised first movement cap last Friday. Movement monitors staffed since last Friday however traffic still moderate with a few peak days.

### 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 1<sup>st</sup>, 15<sup>th</sup> and 29<sup>th</sup> 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 published data includes or excludes exempt movements that are not counted under the cap. Tim to take on notice.

Mr Clarke sent email to Tim on 10<sup>th</sup> August exactly what he was looking at and to double check if data is included or excluded. Tim yet to confirm.

## **Item 8 Review of Performance**

### **8.1 Airservices Sydney Airport Operational Statistics Report**

Tim Gill presented ANEI Quarter 1 report in Meeting 164. Quarter 2 is in a different section but will be moving that and will be up to date at next meeting. The same organisation will be producing the report to our standards moving forward. Airservices will no longer be running the AEDT in order to produce the ANEI report. This will be a better process and will ensure it meets all our requirements and the results are up to scratch and done to exact standards.

## **8.2 Sydney Aircraft Noise Information Report**

## **8.3 Quarterly Cap report**

### **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. Continue to carry over.

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**

No changes in Sydney DAP.

In IMC meeting 163, Rory Delaney advised there is a very early proposal to have RNP AR approach available for curfew operations that would be the reciprocal of the 16R jet departure path. The Committee expressed unanimous support for the proposal.

**Action 164/10 –** Rory to provide update at next IMC meeting.

### **Item 11 Department Update**

David McMahon advised the new government is committed to and now allocated \$7M funds in the budget to the Department to prepare the aviation White Paper. White Paper is to examine the aviation sector as a whole and set clear directions to assist to maximise the sectors contribution to achieving net zero carbon emissions, improve productivity, support and regenerate general aviation, improve mechanisms for consultation and management of airport related issues such as development planning and aircraft noise impacts. The White Paper process and how stakeholders can be involved will be released soon.

Last week Minister King agreed to reconstitute SACF and nominated Sally Sitou, MP, Member for Reid, as Chair of SACF for the next 12 months.

Western Sydney International Airport preliminary flight paths and draft environmental impact statement for airspace scheduled to be released in mid-2023. Department has started working on stakeholder engagement program to prepare the community for the public exhibition.

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 LTOP Ministerial Direction states that *proposed changes to the elements of LTOP should be tested with the public through the Sydney Airport Community Forum before being implemented*. Membership of the ESG by the SACF Chair would allow possible changes to be directly communicated in advance for SACF consideration.
- LTOP applies to Sydney Airport (KSA) and its Associated Airspace (which is a 45NM radius circle of airspace around KSA). This Associated Airspace includes WSA. As the LTOP Ministerial Direction is a Legislative Instrument it takes precedence over the WSA Plan (which is not). Therefore, there is a need to ensure that LTOP airspace and operations are not impacted by WSA airspace design and for the WSA airspace and operations to be integrated and coordinated within the LTOP Associated Airspace. Membership of the ESG by the SACF Chair would facilitate this integration and coordination.

There have been two attempts to get Chair of SACF as a member on the ESG, which oversees airspace design. Would like to have an early opportunity to have an input where relevant and early notification of any potential impacts on LTOP rather than airspace design to be advanced and rolled out as a consultation process. Nik Wahi has flagged with the relevant team and once they have something in concrete will do a presentation to SACF and IMC.

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

Terry Fulton provided an update on proposed relocation of Sydney ATC to Melbourne. Airservices have engaged with ALARP, consultants who are working on an independent Safety, Hazid preliminary human factors assessment. Currently have held 3 sessions as a starting point to identify potential hazards relating to this move. Airservices have provided feedback on initial draft and currently in draft form. Additionally working on a preliminary human factors assessment on what the move could mean to operators, controllers and supervisors.

Terry Fulton has provided an initial briefing to CASA and continue to focus on providing regular updates, provide a design Safety case and provide an Implementation Safety case. Terry to provide an out of session briefing for those interested prior to our next IMC meeting.

Bob Hayes requested non-quantitative operational elements to be circulated before the next meeting.

**Action 162/12:** Next meeting Terry to present the report on the proposed relocation of Sydney ATC to Melbourne. Postponed due to Terry's absence and will address in next session.

#### **Item 13 Jets over La Perouse (Ted Plummer)**

Mr Plummer was contacted by a La Perouse resident and a Member for Kingsford Smith, Matt Thistlethwaite, about a suggestion that some jet departures to the south from parallel

runway, rather than passing through the middle of the heads were turning and cutting the corner and flying over the top of the residential area. This was a Jetstar flight. This problem occurred 5-6 years ago and raised at SACF and then IMC and problem was resolved. Tim Gill has done some preliminary analysis requesting further analysis for the next meeting to get a more detailed assessment of the extent of the issue. If this is Jetstar someone needs to have a quite word to them that they need to fly through the heads.

**Next Meeting – TBC 2023**

**Meeting closed at 5:00 PM.**

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

**1. Movements**

[Movements at Australian airports - Airservices \(airservicesaustralia.com\)](http://airservicesaustralia.com)

**2. Performance Reports**

[Aviation Reporting - Airservices \(airservicesaustralia.com\)](http://airservicesaustralia.com)

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 to reach out to Kristy at SACF and check if they can host on their web.	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
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		CLOSED



Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
	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.		
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/	<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
159/8.1	<p>Review 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. Request the last 3 years of data be made available to all IMC members or those interested to import.</p>	Tim Gill created Summary report	CLOSED
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. Circulated update proposed agreement and received no objections, to be recorded as having accepted in full text.	Terry Fulton	CLOSED
160/10	Terry to follow up with Rory and work through to present a summary of what the changes are.	Terry Fulton	CLOSED

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
162/12	Next meeting Terry to present the report on the proposed relocation of Sydney ATC to Melbourne and what we have started the ball rolling	Terry Fulton	OPEN
162/7.1	Clarification requested on whether the published data includes or excludes exempt movements that are not counted under the cap.	Tim to take on notice for next meeting.	OPEN
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.	TF and all members to provide dot points, collate and circulate. Need to get an assessment done first. TF sent to D Bell received summary and thanked us.	CLOSED
163/4	Rory to progress Mode 9 out of session. Good way forward is to have an in-person meeting.	TF to organise a meeting between Rory, Tony Williams, and Rob Edney.	OPEN
163/4.1	SACF Action Item 05/03 (2022) - Secretariat referred the Community Questions on Sodprops to the Implementation and Monitoring Committee (IMC) on 21 December 2021 for consideration.	As a collective Tim Gill to find out the magnitude of the problem and then we can come up with some answers to respond to SACF and we can suggest if there is any specific information, we can direct to NCIS as an option	CLOSED
164/4.1	SACF Action Item 05/03 (2022) - Secretariat referred the Community Questions on Sodprops to the Implementation and Monitoring Committee (IMC) on 21 December 2021 for consideration.	TG and TW to collaborate and consolidate on a suggested response to SACF and include reference to "My Neighbourhood" site and reiterate NCIS is the most effective way to answer future community enquiries and address individual's requests	OPEN
164/10	Rory Delaney advised there is a very early proposal to have RNP AR approach available for curfew operations that would be the reciprocal of the 16R jet departure path. The Committee expressed unanimous support for the proposal.	Rory to provide update at next IMC meeting	OPEN
165/4	No progress on Mode 9 concept work potentially Rory can make some time in the last 2 weeks of January 23 if Tony Williams and Rob Edney have availability.	Email to Tony Williams and Rob Edney to meet with Rory on Mode 9 concept work.	OPEN
165/4.1	Mr Clarke seeking clarification to understand the need for a "concept plan from Airservices" and what Mr Edney was seeking in the context of what we were looking to do.	Mr Edney to clarify at next meeting.	OPEN