

LTOP IMPLEMENTATION AND MONITORING COMMITTEE

FINAL MINUTES OF MEETING NO. 168 – 5 March 2024

PRESENT: Richard Foley-Lewis – Airservices (Chair)
Russell McArthur – Airservices
Timothy Gill – Airservices
Alby Goodsell - Airservices
Ken Allcott – Sydney Airport
Rob Edney – Virgin Australia
John Clarke – Ministerial appointed IMC Community Representative
Kevin Hill – Ministerial appointed IMC and SACF Community Representative
Tony Williams - Representing the Member for North Sydney
David McMahon – Department of Infrastructure
Alan Dukes – Representing SACF as Observer

APOLOGIES: Donna Marshall – Airservices
Rory Delaney – Airservices
Ken Allcott – Sydney Airport
Bob Hayes – Ministerial appointed SACF Community Representative for the North

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

The Chair welcomed the committee, new attendees, and guests.

Item 2 **Agenda**
Agenda accepted.

Item 3 **Minutes of Meeting 167, 1 August 2023**
Minutes were accepted.

A couple of things referred from SACF meeting. Issue of Hunters Hill complaint that's been referred and issue of SSR data and the action there from SACF. Alan will write to the Chair who will write to Airservices to formally request. Some items for discussion that were not formally referred including runway dispensations, noise monitoring at La Perouse and flight path and mode issues which we would like to put on a list for discussion as we get opportunities throughout subsequent meetings.

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 to look at hosting them on 'Aircraft in Your Neighbourhood' site. Agreed Airservices to host them next to the LTOP information.
CLOSED Link attached: [Sydney Airport Community Forum – AsA National Insightfull \(airservicesaustralia.com\)](https://airservicesaustralia.com)

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 Items 157/4 and 163/4 closed and forward to SACF.

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.*

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. **CLOSED**

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.

RD and RE looked at original post LTOP flight paths to see what work can be done to get some sort of design underway and with a view to perhaps a curfew trial for 34L arrivals from the North. Issue was North arrivals try to get them off the coast in to join 34L and 34R avoiding the built-up areas to the north of the airport. Some architecture that does the main thing with the Boree Star brings it down through Broken Bay and then just a parallel downwind until a series of base turns to join final. It still needs a bit more thought as it doesn't work with all modes of operation and need to get it right with no reduction to runway capacities. Discussion with flight path design and no environmental assessment done yet. There are indicative impacts of benefits, drawbacks, and risks. Can also look at the airspace to the Northwest of the Sydney Control zone.

Suggested next steps is to get some buy in from the Government that they are prepared to look at changing the flight path over the basin. Need to understand what the change is going to be before we ask the question. Suggest we progress through SACF as it is part of LTOP and Rory to put a bit more detail on the presentation. Consensus to show something to SACF. Need to bring in Qantas to run some for their wide body operations to see how this would impact them. RD to go through normal stakeholders.

Action 166/4: Rory to add some more detail and give a presentation to SACF. Discussion if we should take the presentation to SACF as it is now with significant work in progress but not yet finished. Need to be clear on agreeing on some caveats. Agree to present to SACF as partial work in progress as conceptual design with certain caveats. Presentation updated and agree to leave action open and take it to the next SACF meeting.

Suggestion to put something forward to the Department regarding our concerns not being listened to and there's changes that potential changes that could improve the use of airspace

for Western Sydney. A letter from the Chair of IMC to write to the Department to advise the working group that there is potential that they actually may be some changes to the Sydney flight paths and make them aware it may improve the opportunity to noise share for Western Sydney. Need to check if previously written to the Department by Roger Chambers and check response and draft something up.

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. TW and TG have discussed and TW will put a package together and run it by TG and that will then form the basis of a response from IMC to SACF. TG and TW to tidy up the wording and send the bar chart showing modes and other concerns would be whether there is seasonal variation. To produce something for next IMC that might be suitable to put to SACF.

Item 5

Operational Matters

5.1 Curfew Schedule - Amendment – update from Sydney Airport

Kevin Hill seeking clarification on where the Department stands with the continuous renewing of this dispensation. Dispensation of aircraft during covid with all new aircraft flying with dispensation supposed to be phasing out. At the beginning of the year members told they needed 6 months to advise all the freighters that this was stopping in October 2022. Then renewed to March 2023, it hasn't been renewed and it's still going. At what point can we get some information about when it's going to stop and what are the numbers.

Paul Argent advised there were a few things going on, first is the regulations for the Sydney curfew were remade on Friday by the Governor General. They sunset every 10 years so they had to be remade. As part of the process updated the regulations and some who had been allocated freight permits and the regulations didn't exist anymore. As part of that there are dispensations, and the department is going to need to determine whether they are still required and if they are what the criteria should be and this needs to be done by 1st July. Department is engaged in feedback and keen to understand views of everyone involved.

Mr Clarke advised difficulty in identifying what is going on with curfew dispensation and request some form of reporting back to IMC that states these are the curfew operations, companies operating, aircraft operating and what dispensation granted. Paul Argent to take on notice and look into what can be reasonably done and provided back to the group.

Paul Argent advised Governor General recently remade the Sydney Airport curfew regulations. There are continued freight flights of 74 permitted during curfew hours and 6 dispensations. Freight flights are allocated to Qantas-27, Toll-10, Cobbin-28 and Pine Air-9. Dispensation issued for 12 months and up to an additional 6 months. Dept has met with each of the four major players and taking a balanced view acknowledging overnight freight works and legitimate concerns of the community. When WSI is online freight will move away from KSA. Will continue to monitor movements and provide monthly totals for future meetings and review properly every 12 months. Movements are 80/week and current average is 76-77 movements/week. Paul Argent to take on notice if a report will identify aircraft type and mix.

Dept website link: [Curfew Dispensation Reports tabled in Parliament | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#)

Mr Allcott advised curfew issues throwing a curve ball with major road construction, major rail project and taxiway Juliet being built which needs to cross the main runway. Works are complicated and Department is looking at ways of minimising the noise impact. Meeting held to try to mitigate impact on LTOP, noise sharing and doing a number of things including looking at Sodprops arrangement to shift some noise, redesign of SIDs and an application to CASA during works to make R25 available this would enable another noise sharing mode. Disruption should start to decrease in September. Mr Allcott to follow up if Dept is able to provide a definite timetable of works for community to see. Ted will table at SACF.

Mr Hill advised dispensations revoked for 737s and A320s and back to BAE146s. Question raised are we utilising 34L as well as we can during these works as restrictions are causing them to use 34R causing extreme noise issues directly over Kurnell. TG received an email

from Ted advising dispensations have been reduced and existing curfew dispensation expires 31st March. Airport will be applying for a new one for Q2 and only around 12 nights when essential maintenance works are undertaken on main runway. Discussion with airport to potentially do works on end of Fri/Sat or Sun when there is no freight. Considering all matters going forward. Mr Hill advised we now have 146s flying during curfew it gives us an opportunity to use a four-degree glide slope for landing and we could implement this during curfew and would like to put forward as a potential option to see if we can't change it.

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.

Mr Hayes stated that Matt Shepherd at the SACF meeting on 2nd May stated that some of the WSI flight paths will be based on PBN, the understanding is it's not RNP AR just PBN. Mr Edney advised to be relying on AR as a concept for WSA would not work.

Nothing to update, no changes.

Item 7 Aircraft Deviations

Airservices CEO reported to the Minister and we were compliant with the movement cap throughout the last quarter.

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 published data includes or excludes exempt movements that are not counted under the cap. Mr Clarke sent email to Tim on 10th

August exactly what he was looking at and to double check if data is included or excluded. Tim to get confirmation as to whether or not excluded movements are included in the published data. JC requesting a report on what are the exempt movements that are actually occurring at the moment. TG to take on notice. **CLOSED**

TG advised there are exemptions for flights that we report to the Dept and we need to identify on the strips. In the Sydney LTOP report in the Hourly Movement Summary report exempt movements will still be counted if associated with arrivals or departures movements.

Item 8 Review of Performance

8.1 Airservices Sydney Airport Operational Statistics Report

RM provided a brief update. In October based on the total runway operations we had 50.47% from the South ,32.6% to the North, 14.68% to the East and the West at 2.16% and of this we had 54.6% of movements in mode 9 and 38% in Mode 10. Low mode usage on Mode 5, Mode 7 and Mode 14A.

Looking at these statistics about 3.6% of movements in SODPROPS in October, and in November stats were 50.65% South, 36% North, 12.34% East and 0.67% West. November was approximately the start of the East West Runway works and starting to have an impact in terms of our ability to operate some form of noise sharing modes, hence they used in the West. Figures were starting to drop a little bit at that stage in the early works and then we move into December.

Essentially, 0.2% of movements to the West, 8.8% of movements to the East, 52% to the South and 38% to the north, and a lot driven primarily by the closure of the East West runway for that period in all of December and then up until January. And then the subsequent closures through until 17th of February, then the runway reopened.

We are starting to see a lot less movements on that East and West and our ability to noise share meant we're into 52% in Mode 9 and 41% in Mode 10, primarily driven by seasonal variations and wind directions.

Moving forward we can look at those noise sharing modes and opportunities around those.

8.2 Sydney Aircraft Noise Information Report

8.3 Quarterly Cap report

8.4 Review of LTOP Performance and use of noise sharing modes

TW advised at the Meeting of the Sydney Airport Community Forum 4th March 2024, the concerns of Hunters Hill Residents were referred to IMC for consideration and report back to SACF. TW has completed a report for the entire year and looked at 16L, 34L and 34R, Totals were fairly constant and variations between various modes. TW will make available to Member for North Sydney and then in turn will be passed on. June was a particularly low month and December was a particularly high month and the normalised halfway between modes and the solution to their problem rests with noise sharing modes to the extent that can be increased and that there was also an imbalance between 16R and 16L traffic flows which was pick up in the complaint.

During the first year of LTOP (1999), noise sharing modes 5, 7 and 14a were used 30% of the time in the 17 non-curfew hours, but by 2008 this had reduced to only 15% and did not

subsequently rise above this level (except marginally in 2010 and 2011) falling further to only 0.5% in 2023.

This cannot be explained by demand. The LTOP Taskforce Report (fig 21) forecast that even at 360,000 aircraft movements the parallel runways need only be used for 39.5% of the time during the 17 non-curfew hours. The actual use of parallel runways in the 2023 calendar year, with 295,767 movements, was an average of 91.6% with a maximum of 97.6% in January. For all intents and purposes, noise sharing did not exist in 2023.

Of particular concern is the lack of use of noise sharing modes during the most noise sensitive hours 6-7am, 9-10pm and 10-11pm if SODPROPS cannot be used. This is when aircraft noise wakes them up in the morning or stops them going to sleep at nights. During each of the most noise sensitive hours 6-7am, 9-10pm and 10-11pm, the actual number of aircraft arrivals and departures combined was considerably less than the capacity of all three noise sharing modes - 5, 7 and 14a, on all 365 days, yet noise sharing modes are not being used. During all 1,095 of these available hours in 2023, mode 7 was never used, mode 5 was never used in the morning and only used on five nights for a total of 3:41 hours, and mode 14a was used once in the morning for 37 minutes and five times at night for a total of 5:48 hours.

To address problems with the use of noise sharing it was proposed and accepted that an IMC working group be formed to understand and address current impediments to achieving greater use of LTOP noise sharing modes – SODPROPS and modes 5, 7 and 14A in accordance with the LTOP Ministerial Directive, including runway selection, reporting and ongoing monitoring. The working group would meet out of session with a view to making substantive progress prior to the next IMC meeting. Suggested participants from the community are Tony Williams and Alan Dukes.



20240519 Use of



20240517 LTOP



20240517



20240517 Rarallel

Modes 5 & 14a in 2023 1996 Airservices (TaskCumulative Utilisation Runway Use in 2023 -

Action 168/8.4 – TW to come back with a bit more information. Balance between 16L and 16R needs to be looked at as it's affecting principle of noise sharing.

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

10.1 Airspace Change Form

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.

SACL have acknowledged the RNP AR approach proposal is pointless given fleet mix and WSI implications for night freight traffic. An RNP APCH isn't able to be designed to meet the desired outcome.

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

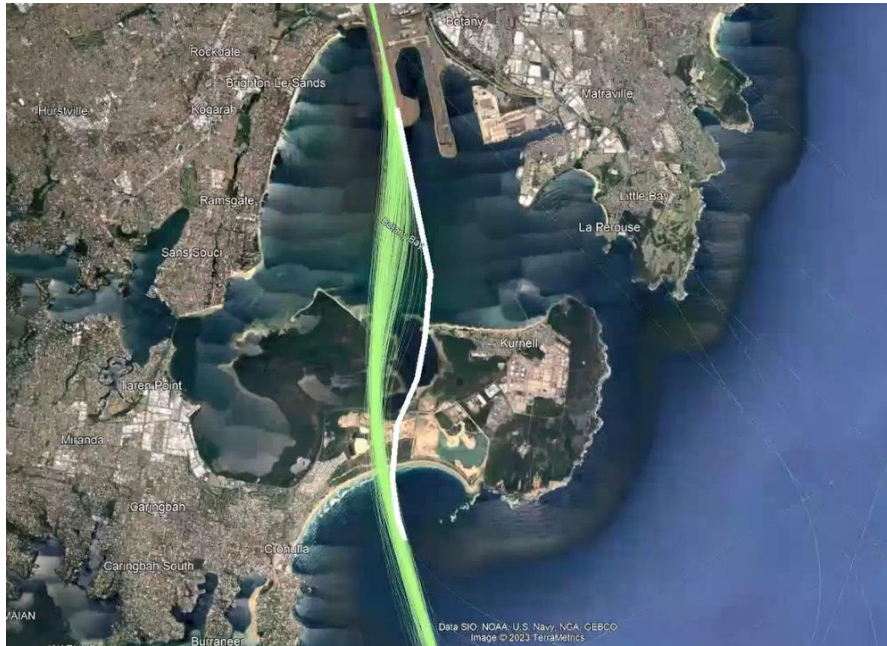
Kevin Hill stated long term opportunity has a lot of beneficial impact on Kurnell and a lot of development around the sand hills. Still has a lot of merit and it's a long-term approach rather than a short-term gain on curfew flights.

Action 166/10 – Follow up with Rory if there is a less demanding procedure than AR. **CLOSED/ARCHIVE**

Rory provided a summary of his 34L RNP approach presentation:

- RNP (RNAV) approach would have to join centreline south of Kurnell (no benefit)
- RNP (AR) approach would be able to join centreline north of Kurnell, but only just, with very marginal noise benefit to Kurnell and a worse outcome for Greenhills Beach. This isn't a reciprocal of the 16R DEENA SID and isn't able to achieve the intent of the proposal.
- Fleet mix on curfew ops – not many RNP AR capable anyway.
- Approach would only be available for 34L-only arrival ops (not parallel ops), restricted to curfew only. Regulations primary impediment.
- Kevin Hill agreed to park it for a few years until we are able to do it.
- Ken Allcott agreed with Kevin. This is a low priority, and curfew ops in a couple of years won't have traffic anyway in the future.
- Consensus Mode 9 changes considered higher priority.
- Kevin Hill happy to close off and archive informally.





10.2 Interaction between LTOP and WSI Airspace Design

The following passage is the transcript of a statement made by Bob Hayes at yesterday's IMC 166 meeting:

"Sydney Airport Long Term Operating Plan (LTOP) is actually entitled "The Long-Term Operating Plan for Sydney (Kingsford Smith) Airport and Associated Airspace". The "Associated Airspace" to which this refers is a circular area around KSA with a 45 Nautical Mile radius. Western Sydney International Airport (WSI) lies within this Associated Airspace and WSI Flight Paths will pass through it.

LTOP and its implementation is based on a Ministerial Direction M94/97 - a Legislative Instrument (ie. it is law). WSI airspace design is based on the Western Sydney Airport Plan, which is *not* a Legislative Instrument. A Legislative Instrument takes precedence over a Plan. LTOP airspace design therefore takes legal precedence over WSI airspace design.

The Department (represented by Mr Russell McArthur) reassured SACF and IMC on several occasions over recent years that there would be no impact whatsoever from WSI airspace design on either current LTOP flight paths or those which might be implemented in the future to better achieve the original design of LTOP. However, Matt Shepherd told the SACF meeting on 2 May 2023 that there will, in fact, be some changes to KSA flight paths due to WSI flight paths. Clearly, this is not consistent with the Department's assurance.

I believe that these changes will need to be examined and assessed by IMC, and then reported to SACF. The Ministerial Direction M94/97 (Clause 10) states that "*Proposed changes to the elements of the Plan (LTOP) should be tested with the public through the Sydney Airport Community Forum (SACF) before being implemented.*"

Bob Hayes then went on to make the following points:

It is important that the WSI airspace design and flight paths are not simply handed to Airservices (responsible for implementing LTOP) and to SACF as completed and finalised without due input and consultation.

The bottom line is that any impacts of the WSI flights paths on current or potential LTOP flight paths must be reported to SACF before implementation for "testing", ie. IMC analysis, evaluation, and reporting to SACF, in terms of M94/97 (Clause 10).

It is essential that WSI airspace and KSA airspace are properly integrated and coordinated, with KSA airspace design (LTOP) taking legal precedence.

Transcript statement from Bob Hayes: *“At the last Meeting 166, I said (See Minutes, page 7):*

Matt Shepherd told the SACF meeting on 2 May 2023 that there will, in fact, be some changes to KSA flight paths due to WSI flight paths ... This is not consistent with the Department’s assurances.

I believe that these changes will need to be examined and assessed by IMC, and then reported to SACF. The Ministerial Direction M94/97 (Clause 10) states that “Proposed changes to the elements of the Plan (LTOP) should be tested with the public through the Sydney Airport Community Forum (SACF) before being implemented.”

In this Additional Agenda Item, I would like to discuss and hopefully agree on, at least, the scope of this matter and formulate a proposed SACF Action Item to be addressed by IMC and the Department, commencing as soon as practicable.

I believe that there are 7 main aspects:

1. What are the changes and impacts on LTOP flight paths at Sydney KSA and its Associated Airspace arising from the proposed WSI flight paths?
2. In particular, each of the crossover points need to be identified and specified. A clear understanding should be gained by IMC of how these crossovers will be managed.
3. What are the modelled noise implications of these changes to LTOP flight paths? Factors should include the flight path tracks, altitude, frequency, time of day and fleet mix, amongst others.
4. What noise metric will be used to measure the noise impacts (eg. ANEF?, N70?) and what dose/response survey will underlie the measure’s assessment of the human impact?
5. What will be the Department’s consultative process with the communities affected by these changes? When LTOP was introduced in 1997, the consultation process was rigorous and extensive.
6. Will there be a Long Term Operating Plan for WSI (the equivalent of the LTOP for KSA and its Associated Airspace) covering both the single runway interim airport, the eventual two runway airport, as well as the integration of WSI within KSA’s Associated Airspace?
7. What should be reported to SACF at the next meeting on 15 August 2023 on this matter in line with the Ministerial Direction Clause 10 requirement quoted above?”

There were no objections from the IMC 167 attendees to the above points forming the scope of a proposed SACF Action Item, for resolution at the 15 August 2023 SACF Meeting (that action item to be addressed by IMC and the Department).

I therefore intend to put this proposed action item forward to the upcoming SACF meeting for resolution.

The proposed title of the Action Item is:

Action 167/10 - *“IMC and the Department to identify and assess any changes and impacts to KSA (LTOP) flight paths due to the proposed WSI flight paths, evaluate the associated community aircraft noise implications and report to SACF prior to flight path implementation, in accordance with Ministerial Direction M94/97 (Clause 10)”.*

John Clarke has asked though SACF to the department to pass on to the Western Sydney Airport to pass on for some penetration gate plots so that we can actually see what the potential impact of those facilitated flight path changes may actually be on concentration and so we could compare what's occurring now versus what might be proposed. This was requested through the SACF meeting three months ago and haven't heard, so hopefully we can get those and that will assist us in understanding what the changes may mean.

Action 168/10.2 – RM to follow up information on Gate Plot analysis on the existing penetration flight paths.

Second part was for the request to supply the raw data. It was raised at SACF re: SSR data issue and Alan Dukes to forward Kevin Hill's email and write to Sally to pass on to Airservices to request that data.

Item 11 Department Update

Government is committed to the White Paper at the moment. 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.

When WSI comes online the freight situation and private jet situation will change.

Mr Clarke requesting if Minister has approved for a draft RIS to be circulated in regards to Demand Management and when would that be anticipated. Paul Argent to take on notice and provide update on where Demand Management is at.

Bob Hayes provided an update on the request for membership to ESG. SACF Chair received a letter back from the Deputy Prime Minister at the time who 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 SACF Chair or their 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.

Paul Argent advised nothing further has moved on the Aviation White Paper and the next step is the Green Paper to be released in 2023. No announcement from the Government yet on Demand Management. Government has announced membership of Net Zero Council to be comprised of members from Aviation sector, fuel companies and Chair to rotate between four big airports with first Chair to be BNE Airport Corporation.

David MacMahon advised on 21st of February, Australian Government announced a major pack of reforms to the Sydney Airport demand management framework. That was discussed briefly at SACF. Several elements to that, that are coming forward but the most important is that the implementation of that will involve extensive consultation. Cross bodies including SACF, and I'm sure through this body as well as the government, rolls out each of those reforms. The other domain area is the aviation White Paper which is being considered by government at the moment with expecting to be released mid-2024.

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

KA provided a statement that the Minister, Matt Thistlethwaite, required a community meeting with Airservices and Sydney Airport about noise over Kurnell. At the last meeting the Minister indicated a level of anger with residents over La Perouse. Residents demanding a meeting in July and a lot of anger about aircraft not tracking through the heads and a proposed change to a flight track. GL to follow up with Russell McArthur to check if a meeting date has been set. RM was working through question on notice, but we haven't seen the outcome. GL to take up with KA directly.

Action 166/13: Investigate aircraft on that track and see where and what time we're getting these variations off track and see if there's a procedural fix that we can that will assist containing them through the heads. Also looking into if runway works has been affecting the quantity or the mix of aircraft. Helpful if something drawn up prior to the meeting with residents. GL to follow up with RM.

Questions raised from a La Perouse resident around Mode 9 designs:

- Not only do we get moved Corridor G moved closer to us and legitimised so we are stuck with the increased noise we have been experiencing for the last year
- but then we get current Kurnell arrivals traffic from corridor H 34R going down the same corridor due to curved approach?
- then we get departing aircraft taking off at a steeper angle for separation so even noisier because increased jet engine thrust to achieve separation (also closer to La Perouse for the whole of the climb)
- then we also get curfew arrivals on 34R
- then we get astronomical increase in all flights as Mode 9 comes through heads rather than over city

Tim Gill advised there is current safety work for Runway 16L and 16R Dep. IMC and Sydney airport must be consulted on any proposed changes to LTOP through both forums. New procedure to take effect before end of 2023. Safety work commenced on redesigned KEVIN SIX SID for Runway 16L Dep and safety work for Runway 16R Dep commenced on redesigned DEENA SID to address ATSB finding, and replacement SID will be named KAMPI.

Alan Dukes raised at SACF noise monitors at La Perouse. Traditionally IMC looked at where portable noise monitors need to be sighted around Sydney. JC suggested due to a series of ongoing complaints it would be beneficial for a portable noise monitor to go into La Perouse. Mr Williams requested at the next meeting a list of all available noise monitors, their locations, when they were put in place and when they are due to be removed, and if in fact there is a waiting list for relocation. What is the waiting list is and what the criteria is for determining who gets one and who doesn't? TG requested to submit in writing. Alan Dukes to write submission and request through SACF.

Next Meeting – TBC

Russell McArthur advised SACF membership has now been refreshed with a new chair last year, and now looking at Airservices now that Richard's come on board, we were just waiting for a permanent in the position to finalize that before we kicked off the process. We are looking at the terms of reference then for IMC membership given that it was laid down in the minister direction 28 years ago and seeing whether it's still appropriate to have two community representatives appointed by the Minister or whether we expand that now that, given Alan's been appointed and look at the possibility maybe of three and then looking at how we shape that membership to have a meaningful work program moving forward.

Meeting closed at 5:30 PM.

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

1. Movements

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

2. Performance Reports

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

3. Request for a hyperlink to be included as a useful and simple way of keeping pace of changes in operating procedures. Next meeting Rory to add the link to AIP docs list and do a walk through the process of how to use and look at these docs.

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 SACF and check if they can host on their web.	CLOSED
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	CLOSED
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

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
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"> • 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	<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	<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	CLOSED
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>Clarification requested on whether the published data includes or excludes exempt movements that are not counted under the cap.</p>	Tim to take on notice for next meeting.	CLOSED
162/7.2	<p>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.</p>	<p>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.</p>	CLOSED

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
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.	CLOSED and new action 166/4
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	CLOSED
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.	CLOSED
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.	CLOSED
166/4	Consensus to progress through SACF as part of LTOP. Rory to put a bit more detail and present to SACF.	Rory to add more detail and give a presentation to SACF	OPEN
166/10	Proposal for RNP AR approach available for curfew ops. RNP APCH not able to be designed to meet desired outcome. Benefits for long term approach.	Follow up with Rory if there is a less demanding procedure than AR.	CLOSED/ ARCHIVE
166/13	Jets over La Perouse – investigate a/c on that track and see what the variations are and see if there's a procedural fix that can assist to contain them through the heads. Look at drawing something up prior to meeting with residents.	Glen Lang to follow up with Russell McArthur.	OPEN

Meeting/ Action Item	Action Item	Action Officer (Name)	Action Completed
167/10	IMC and the Department to identify and assess any changes and impacts to KSA (LTOP) flight paths due to the proposed WSI flight paths, evaluate the associated community aircraft noise implications and report to SACF prior to flight path implementation, in accordance with Ministerial Direction M94/97 (Clause 10)	To be addressed by IMC and Dept and forward to upcoming SACF meeting.	OPEN
168/8.4	Hunters Hill correspondence. Balance between 16L and 16R needs to be looked at as it's affecting principle of noise sharing	TW to come back with a bit more information	OPEN
168/10.2	RM to follow up information on Gate Plot analysis on the existing penetration flight paths.	RM to follow up information on Gate Plot analysis on the existing penetration flight paths	OPEN