

Long Term Operating Plan —General Information

Why does Sydney Airport have a Long Term Operating Plan (LTOP)?

The fairest way to manage the noise impacts of Sydney Airport is to share the noise. LTOP puts in place noise sharing arrangements developed in consultation with the Sydney community.

How was LTOP developed?

LTOP was developed in response to community pressure to share the noise generated by Sydney Airport.

Airservices Australia developed options for operating the Airport in a way that shares the noise as fairly as possible. These options were released for public comment in late 1996 and formed the basis for LTOP.

What does LTOP involve?

LTOP provides 10 different ways of using the Airport's three runways and associated flight paths. These are known as Runway Modes of Operation (see attached diagrams).

How does LTOP work?

Under LTOP, when making runway selections each day, Airservices Australia must ensure that, subject to safety and weather conditions:

- as many flights as practical come and go using flight paths over water or non-residential areas where aircraft noise has the least impact on people
- the rest of the air traffic is spread or shared over surrounding communities as fairly as possible
- Runway Modes change throughout the day so individual areas have some break (or respite) from aircraft noise on most days.

What are LTOP targets?

LTOP has noise sharing targets for the amount of aircraft movement to the north, south, east and west of the Airport.

The plan is designed to place as many flights as possible over water (55 per cent to the south) and for the remaining flights to be shared between the other three directions as equally as operationally feasible.

How is LTOP managed?

Airservices Australia implements LTOP. An Implementation and Monitoring Committee, which includes community representation, reports through Airservices to the Federal Minister on how LTOP is being implemented.

What is the Sydney Airport Community Forum?

The Sydney Airport Community Forum (SACF) provides broad community representation across all areas around the airport, the three levels of government and the aviation industry.

SACF reports to the Minister and provides advice on noise sharing and managing the noise impacts of Sydney Airport. You can find more information on the Forum at <http://www.sacf.infrastructure.gov.au/>

Are there other noise controls at Sydney Airport?

The Sydney Airport Curfew and the Movement Cap, which are enforced through Commonwealth legislation, are two other key measures for managing the level of aircraft noise exposure for Sydney residents. You can find more information about the curfew at <https://www.infrastructure.gov.au/aviation/environmental/curfews/SydneyAirport/index.aspx>

Are there reports on noise sharing?

Airservices Australia publishes monthly reports on the number of aircraft movements on the runways and flight paths. It also publishes noise monitoring reports each quarter. You can access these reports at

<http://www.airservicesaustralia.com/reports/>

Where can I get more information about aircraft noise?

Airservices Australia's Noise Complaints and Information Service (NCIS) can provide information about current and past aircraft movements and explain why aircraft fly where they do.

The NCIS can be contacted by telephone on 1800 802 584 or <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>.

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Diagram of LTOP Runway Modes and flight paths

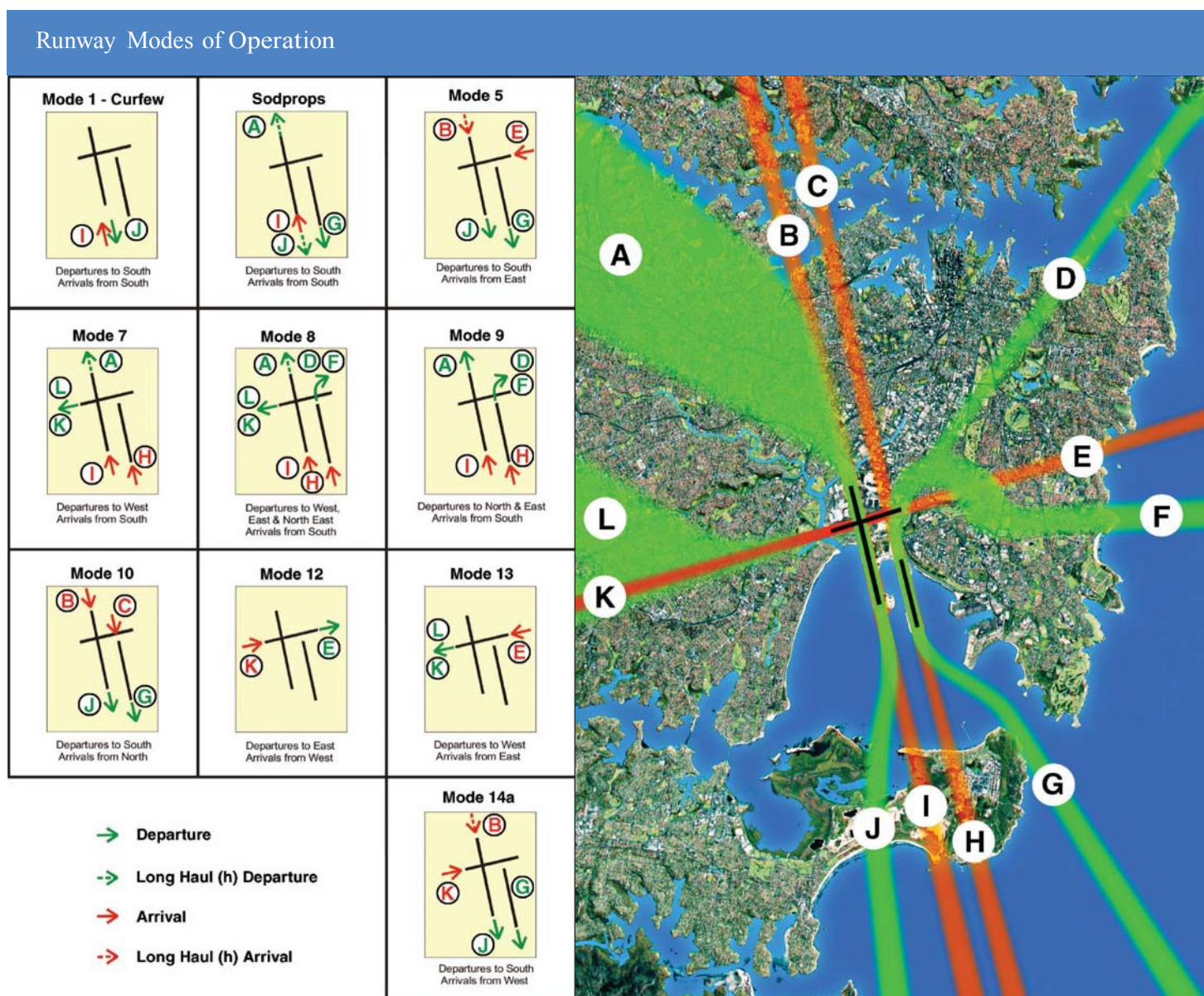


Illustration of the 10 different ways of using the Airport's three runways, called Runway Modes of Operation, under the Long Term Operating Plan (LTOP). The associated flight paths for aircraft arriving and departing from Sydney Airport are labelled A to L.