



Australian Government

Department of Infrastructure, Transport,
Regional Development and Local Government



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.

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 directly to the Federal Minister on how LTOP is being implemented.

Is there information on how noise is being shared?

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/>

How was LTOP developed?

LTOP was developed in the mid 1990s 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 is the Sydney Airport Community Forum?

The Sydney Airport Community Forum (SACF) was set up in 1996 to help develop LTOP. It has recently been re-formed. Membership covers 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://secure.infrastructure.gov.au/WebForms/curfews/curfews.htm>

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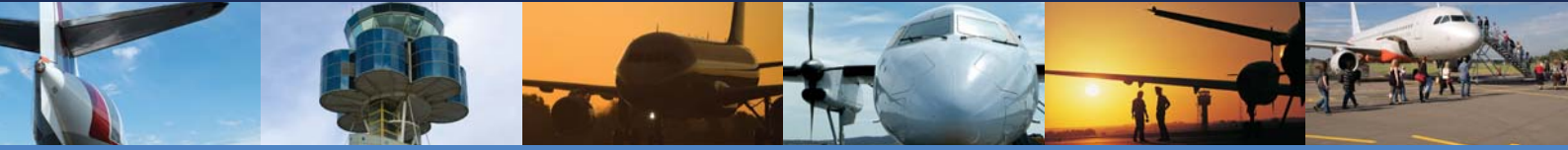


Diagram of LTOP Runway Modes and flight paths

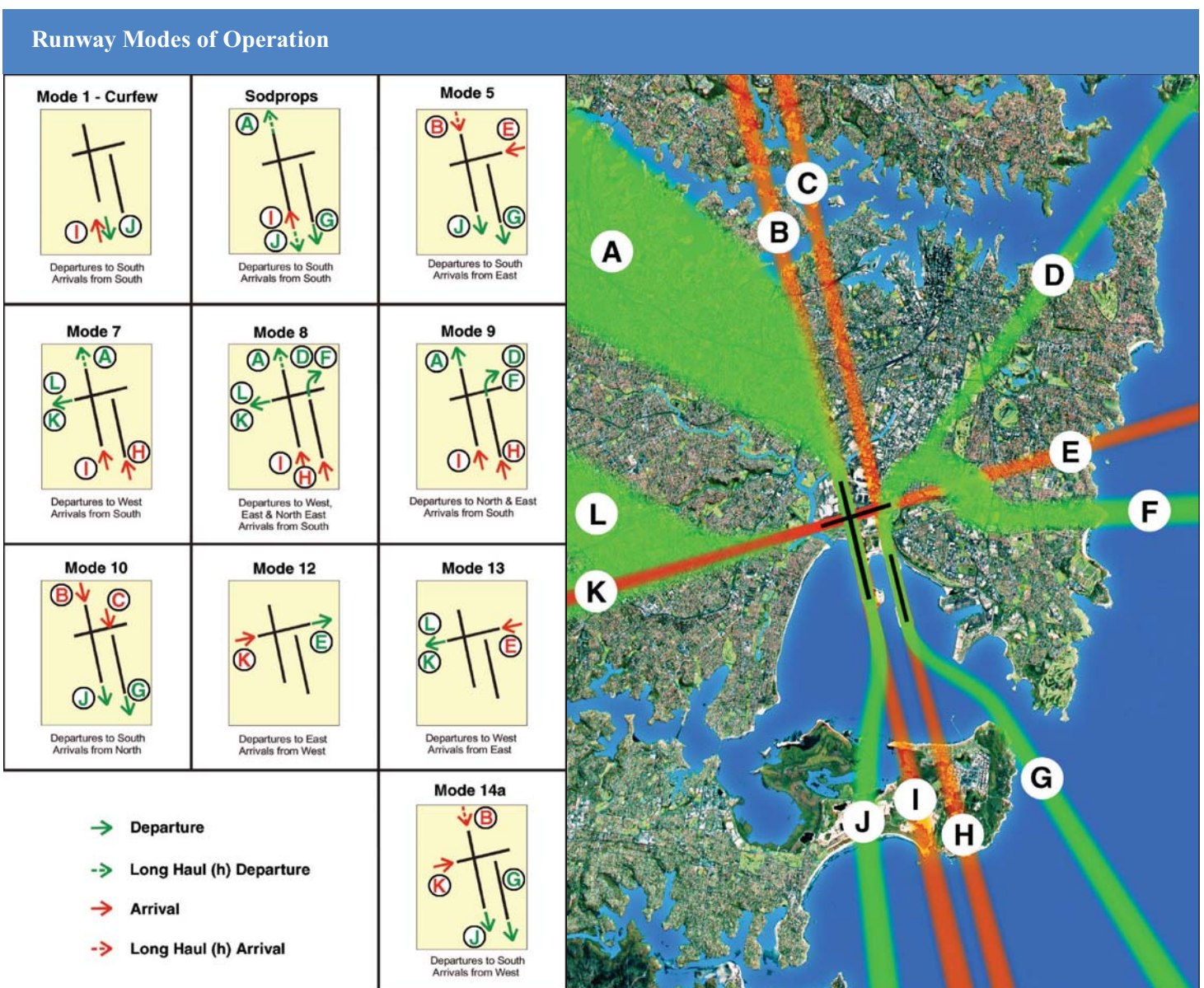


Illustration of the 10 different ways of using the Airport's three runways, called Runway Modes of Operation, under the Long Term Operating Plan (LTOP). The associated flight paths for aircraft arriving and departing from Sydney Airport are labelled A to L.