AVIATION ADVISORY – GlobalATM

Response to Sydney Airport Demand Management Discussion Paper.

1. **Slot management and noise sharing**

A twin objective of the Sydney Airport Long Term Operating Plan (LTOP) was to provide for the efficient use of airport infrastructure while managing the impact of noise to maintain livability for the Sydney community.

The Minister for Transport and Regional Development, The Hon John Sharp AM, on 30th July 1997, issued the Ministerial Direction to Airservices Australia "to implement progressively the Sydney Airport Long Term Operating Plan in accordance with the schedule"

https://sacf.infrastructure.gov.au/ltop

A key feature of the Plan is the runway rotation system. This system involves different combinations of runways (runway modes) being used at different times of the day to provide, as far as possible, individual areas with periods of respite from aircraft noise. Noise sharing modes must be used at the airport, except when weather or unusual traffic conditions prevent this occurring, during the following hours on weekdays:

- *6am to 7am*
- *11am to 3pm*
- *8pm to curfew*

Longer noise sharing hours apply at weekends. Noise sharing modes should be used at other times if the conditions permit.

In the intervening period the level of air traffic has increased significantly extending the peak demand periods and limiting the "opportunity" for respite.

As a result both key policy objectives (*maximizing the number of flights within the movement cap and managing noise impacts on the local community*) have not been achieved.

Setting an hourly movement rate below the mandated cap has seen the share of international travelers arriving in Australia via Sydney decline from 50% to 40% thus depriving Sydney of millions of dollars of direct, indirect and catalytic revenue.

To ensure we capture the full economic benefit of aviation it is important the policy framework enables best use of airport infrastructure and that the community perceives a better balance between accommodating demand and providing respite.

Recommendation

- **allocate 80 peak hour and 50 respite hour movements to ensure both efficient use of infrastructure and respite.**

  Link ATM slots with allocated runway slots and appoint an independent panel, funded by Industry, to measure performance and impose penalties as appropriate.

2. **Guaranteeing access to flights from regional areas**

The post COVID rebuild must emphasize Regional development to ensure effective links to all regional destination to increase tourism, provide access to markets, education and services

Recommendation

The regional allocation should remain and the scope widened to include all destinations outside major capital cities – not just NSW.

Task BITRE to determine the catalytic macro economic and social benefit of nationwide regional links to Sydney v. a few additional international flights into Sydney per day.