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Dear Secretariat:

One of Sydney's great advantages in the global economy is the proximity of the airport to the inner city. The location, along with the public transport links, means that the departure and arrival experience is fast and seamless for the millions of people who visit Sydney each year.

At the same time, the proximity of the airport means that residents are more exposed to noise during take-offs and landing. For the past 60 years, a compromise has been in place that allows flights during the day but not at night. We believe this compromise generally continues to serve Sydney well, balancing between the job-creating benefits of a global airport and the desire of residents to get a good night's sleep.

However, most of the regulatory regime concerning demand management at Sydney Airport has not been updated in over 20 years, and we believe there are some important changes that would bring significant economic benefits to Sydney without significant negative impacts on the surrounding community.

We believe the current regulations are overly prescriptive within the daytime hours. Our view is that, in the long run, Sydney would be best served by a demand management regime that allows greater flexibility about the timing of aircraft movements during the day.

The federal government's "[Sydney Airport Demand Management Discussion Paper](#)" provides an opportunity to look at some of these issues. It explores options to maintain the cap of 80 movements per hour, while providing more flexibility on some of the specific rules within that hourly cap.

The Committee for Sydney is supportive of the ideas in this paper. While perhaps they do not go far enough toward enabling greater flexibility across the day as moving to a daily cap would, they would make it easier to actually achieve the 80 aircraft movements per



hour, which are in theory allowable today.

Specifically, we support:

- Operating the airport based on 80 scheduled movements per hour and changing other limiting operating procedures to support this
- Changing the current movement cap measurement of a rolling hour commencing every 15 minutes to a more streamlined clock hour measurement
- Adopting a more flexible regulatory approach to ensure technological advancements can be harnessed to improve noise outcomes for the community
- A future review to look at the benefits of changing this measurement to a daily rather than hourly cap

Sydney Airport is one of the essential economic enablers for Sydney and for Australia as a whole. It is in everyone's interests to make sure it can be as successful as possible at connecting Australia to the world, other parts of Australia, and to regional NSW.

Thank you for the opportunity to comment on this discussion paper.

