

16th December 2020

**Department of Infrastructure, Transport and Regional Development - Review of Sydney Airport Demand Management.**

The ABAA appreciates the opportunity to respond as follows:

- 1. Recommendations to improve efficiency and productivity of Sydney Airport, following a return to pre Covid-19 aircraft movement levels, taking into account the well being of residential areas surrounding the airport.**
  - 1.1** Increase the hourly movement cap to 90 in order to achieve a minimum of a genuine 80 movements per hour during peak periods.
  - 1.2** Eliminate the moving 15 minute movement cap. This serves no useful purpose and sometimes leads to delayed flights.
  - 1.3** Take into account that Business Aviation operations do not run to a timetable and that slot applications 6 months in advance are not possible.

The ABAA and our member companies have a good working relationship with Airservices Australia's Network Coordination Centre (NCC) in Canberra and with Airport Coordination Australia (ACA) at Sydney Airport. Both agencies do their best to accommodate business aviation arrival and departure slot requests, however a more formal system would be much appreciated.

## **2 Background**

### **2.1 Airline operations**

We acknowledge that most aircraft movements at Sydney Airport are by international, domestic and regional airlines. To our knowledge, International flights do not require a slot.

### **2.2 Other operations**

These include: Head of State, military, international and domestic freight, international and domestic charter, international and domestic aeromedical (routine and emergency), other emergency such as search/rescue and private flights.

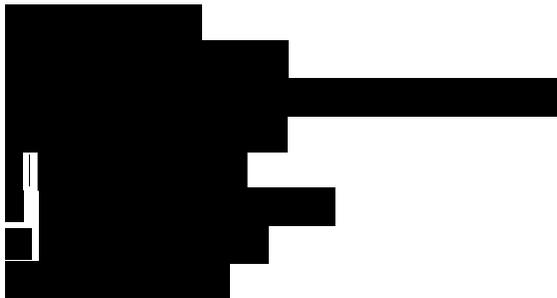
### **2.3 Business Aviation operations**

These are included in other operations above and comprise: domestic & international charter and domestic & international private flights.

### **2.4 Strategic importance of Sydney Airport to Business Aviation**

Business jets have continuously increased in size and Maximum Take Off Weight (MTOW) during the past 60 years to the point where more than half of the aircraft operated by our member companies are not able to operate from secondary airports and therefore need to operate at Australia's Primary Capital City airports, including Sydney. Also, all visiting business aircraft from overseas have this requirement, partly due to Australian Border Force requirements.

The ABAA would be pleased to respond to any questions arising from this submission.



The ABAA is one of 15 Business Aviation Associations around the world, who are members of the International Business Aviation Council, Montreal, Canada. Business Aviation plays a vital transportation role throughout the world, with in excess of 35,000 turbine powered aircraft in service.

ABAA members operate over 130 business jets based in Australia. Also, several turbo-prop aircraft and helicopters are operated by our members.