

Question on notice no. 274

Portfolio question number: SQ23-005098

2023-24 Supplementary Budget estimates

**Rural and Regional Affairs and Transport Committee, Infrastructure,
Transport, Regional Development, Communications and the Arts Portfolio**

Senator Bridget McKenzie: asked the Airservices Australia on 2 November 2023—

At the recent community noise forum at Little Bay, Airservices stated that they are looking to amend the parameters of the 80 runway movements per hour cap specified under the 1997 demand management act. Airservices stated they are looking at abandoning the need for the division of those movements into 15 minute intervals. Airservices representatives advised the community that this would NOT increase aircraft movements as it was purely for administrative purposes. However, if Airservices does not achieve 20 movements in a 15 minute period then the 'missed' movements cannot be 'caught up' at a later date within the hour. This means Airservices frequently do not achieve 80 movements per hour under the current system. With the proposed change it now makes it easier for Airservices to more frequently achieve the 80 movements per hour which necessarily means an increase in current movements and subsequent noise impacts.

Can Airservices confirm that they misled the community again by claiming the change will not increase current movements or noise?

Answer —

Please find answer attached.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2023 - 2024

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 274

Departmental Question Number: SQ23-005098

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Written (02 November 2023)

Topic: AIRSERVICES - Amending the parameters of the 80 runway movements per hour cap

Senator Bridget McKenzie asked:

At the recent community noise forum at Little Bay, Airservices stated that they are looking to amend the parameters of the 80 runway movements per hour cap specified under the 1997 demand management act. Airservices stated they are looking at abandoning the need for the division of those movements into 15 minute intervals. Airservices representatives advised the community that this would NOT increase aircraft movements as it was purely for administrative purposes. However, if Airservices does not achieve 20 movements in a 15 minute period then the 'missed' movements cannot be 'caught up' at a later date within the hour. This means Airservices frequently do not achieve 80 movements per hour under the current system. With the proposed change it now makes it easier for Airservices to more frequently achieve the 80 movements per hour which necessarily means an increase in current movements and subsequent noise impacts.

Can Airservices confirm that they misled the community again by claiming the change will not increase current movements or noise?

Answer:

Airservices administers movements in accordance with the *Sydney Airport Demand Management Act 1997*, and continues to administer the eight-movements per hour cap using 15-minute intervals. Any amendments to the legislation would be a matter for the Australian Government.