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Senate Rural and Regional Affairs  
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Dear Members

## **Inquiry into Airports Amendment Bill 2016**

Thank you for the opportunity to provide a submission to the Inquiry into the *Airports Amendment Bill 2016*.

As Australia's air navigation service provider, Airservices is responsible for providing safe, efficient and secure air navigation and aviation rescue fire fighting services to the aviation industry. Airservices has an interest in the content of master plans and major development plans as they relate to our facilities, infrastructure and services provided at an airport. We engage with airports early in the drafting stage to provide technical and operational expertise to assist and support the airport, while protecting our facilities and operations that are essential to support the aviation industry.

Airservices supports the retention of five year Master Plans for the four major airports and Sydney West Airport given the significant level of ongoing investment at these airports that will require Airservices' Air Traffic Management (ATM) and Aviation Rescue Fire Fighting (ARFF) operational and infrastructure support. Three of the four major airports currently have runway development programs, and Sydney West Airport while still at the concept phase, will all require significant support from Airservices to identify the necessary operational and infrastructure requirements. Retaining the five year Master Plan timeframes provides sufficient time for agencies such as Airservices to consider, plan and implement the changes the industry needs and meet the travelling public's expectations.

Airservices supports the time extension to eight year Master Plans for the other airports, given their scale of activity. It accords with red-tape reduction for the other airports, and avoids unnecessary review by Airservices and other aviation agencies.

Airservices supports the preparation of new Australian Noise Exposure Forecasts (ANEFs) with each draft Master Plan. This is particularly relevant for the three of the four major airports that currently have runway development programs that will result in significant changes to the respective ANEFs and therefore development planning around these airports.

With respect to the other airports, there may be a significant change in aircraft operations over an eight year period (both in type and number) that may substantially change ANEF contours around the airport and therefore development planning. For example, Gold Coast and Hobart Airports have each experienced a 27 per cent increase in movements, and a 31 per cent and 26 per cent respective increase in passenger numbers over an approximate eight year period to November 2016 (Source: BITRE - Airport Traffic Data).

I trust this information will be of assistance.

Yours sincerely

Jason Harfield  
Chief Executive Officer  
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