

**Question on notice no. 276**

**Portfolio question number: SQ23-005104**

**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—

The third runway is much shorter than the main N/S runway and was originally intended for short haul flights within Australia. However, it is increasingly being used for some international flights including medium haul flights such as flights to Nadi in Fiji with subsequent back thrust noise impacts for La Perouse from the additional accelerative power needed for these heavier aircraft departing from runway 34R. Can Airservices advise why the 3rd runway is now being used for these flights and whether Airservices is intending to increase this runway usage despite it not being included in the original LTOP of 1998?

**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: 276**

**Departmental Question Number: SQ23-005104**

**Division/Agency Name: Agency - Airservices Australia**

**Hansard Reference: Written (02 November 2023)**

**Topic: AIRSERVICES - Sydney Airport third runway use and impact over La Perouse**

**Senator Bridget McKenzie asked:**

The third runway is much shorter than the main N/S runway and was originally intended for short haul flights within Australia. However, it is increasingly being used for some international flights including medium haul flights such as flights to Nadi in Fiji with subsequent back thrust noise impacts for La Perouse from the additional accelerative power needed for these heavier aircraft departing from runway 34R. Can Airservices advise why the 3rd runway is now being used for these flights and whether Airservices is intending to increase this runway usage despite it not being included in the original LTOP of 1998?

**Answer:**

The Aeronautical Information Package specifies procedures for Sydney Airport which allow for aircraft including Boeing 777-200, Boeing 787, Airbus A350 and Airbus A330 to operate from the third runway at Sydney Airport. Aircraft larger than those listed must use the main runway at Sydney Airport.

Any changes to the aircraft operating on this runway must be agreed through the Long Term Operating Plan Implementation and Monitoring Committee. Runway usage is consistent with the Long Term Operating Plan.