

NEED FOR A DECISION ON THE MAJOR AIRPORT NEEDS OF SYDNEY

Submission to Infrastructure Australia by the Sydney Airport Community Forum

The major airport needs of Sydney have been on the agenda since the late 1940's due to the limited land area and environmental constraints of the current Sydney Kingsford-Smith Airport site. This raises the question of whether Sydney needs a second airport. Sections of the community in Sydney would argue that the airport has already exceeded its capacity to operate in an environmentally acceptable manner. Forecasts for 2029 in the Sydney Airport Preliminary Draft Master Plan (PDMP), which is currently on public exhibition, indicate the following percentage increases relative to 2007:

- Passenger movements up 147%
- Annual aircraft movements up 49%
- Average passengers per aircraft up 66%
- Average aircraft movements per hour up 50%

The Meeting of the Sydney Airport Community Forum held on 10 October 2008 resolved to make the following submission to Infrastructure Australia while acknowledging that these are not the views of aviation industry members of the Forum:

THAT Infrastructure Australia should provide the following advice to the Australian Government, with respect to the major airport needs of Sydney, having regard to the current PDMP including maintenance of both the curfew and the cap of 80 movements per hour:

- (a) the amount of time which might be required and should therefore be allowed to identify, select and preserve an airport site;
- (b) the amount of time which should be allowed to consult, design, evaluate and construct a first stage;
- (c) which elements of the current airport have a limit to their capacity – including land transport and the capacity of residents to tolerate increases in aircraft noise as a consequence of noise sharing becoming inadequate in the short term and virtually ceasing to exist before 2029, together with projected increases in the size of aircraft and the number of operations;
- (d) the means by which these constraints to growth might appropriately be measured;
- (e) the dates by which each capacity limit might be reached;
- (f) the extent to which “level of service” should also be a consideration;
- (g) the extent to which any other infrastructure proposals, at either a state or national level, might need to be integrated with this Sydney Airport decision.

The Forum particularly wishes to ensure that this issue is comprehensively considered by Infrastructure Australia, that a decision is made, and that the Australian Government is provided with advice upon which timely action can be taken.