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**APPENDIX D**

# APPENDIX D OPERATIONAL LAWS AND REGULATIONS

Sydney Airport is subject to various airport specific and general laws and regulations. Set out below is an explanation of some of the key operational laws and regulations that apply at Sydney Airport.

## 1.0 Overnight curfew on aircraft movements

The Sydney Airport Curfew Act 1995 and associated instruments (curfew laws) restrict take-offs and landings during the curfew period from 11pm to 6am to:

- Small propeller and jet aircraft that comply with specified noise standards
- Limited numbers of medium size freight jets meeting specified noise standards

During the curfew period, all aircraft must operate over Botany Bay rather than residential areas. Arrivals are required to operate to the north on Runway 34L. Departures are required operate to the south on Runway 16R.

Under the Sydney Airport Curfew Regulations 1995, international passenger aircraft are permitted to arrive in the curfew shoulder period between 5am and 6am. However, no more than 24 international passenger aircraft arrivals are permitted per week (and no more than 5 per day).

The curfew restrictions do not apply in the case of emergency. In exceptional circumstances, the Minister for Infrastructure and Transport may grant dispensations for other aircraft to operate during the curfew period.

## 2.0 Aircraft movement limit and slot management scheme

The Sydney Airport Demand Management Act 1997 and associated instruments (slot laws) establish:

- A maximum aircraft movement limit, or movement cap, of no more than 80 aircraft movements at Sydney Airport per operational hour
- A framework for the allocation and management of slots within the movement cap

All commercial and private aircraft require a slot to land or take-off from Sydney Airport. Military, emergency and helicopter movements are exempt. Airport Coordination Australia (ACA) allocates slots and manages slot coordination at Sydney Airport.

ACA allocates slots to airlines on a seasonal basis in accordance with the following:

- ACA will first allocate slots to airline operators with historical precedence
- ACA will then allocate slots to new entrant and incumbent airlines
- Any remaining slots may be allocated to regional airlines, non-scheduled and general aviation operators. However, the slot laws contain a mechanism that preserves a certain number of slots for regional airlines in an effort to guarantee access to Sydney Airport for regional communities.

In allocating slots, ACA must consider any advice provided by Airservices Australia as to the likely effect of allocation on the operational efficiency of Sydney Airport.

## 3.0 Noise sharing and the long term operating plan

The Sydney Airport long term operating plan (LTOP) was introduced following extensive consultation in 1996 and 1997 as a program of aircraft noise management. The LTOP seeks to ensure that aircraft movements are maximised over water and non-residential land. Where flight over residential areas cannot be avoided, the LTOP aims to safely share the noise between communities.

Ten runway modes of operation (RMO) are currently available for use at Sydney Airport to facilitate noise sharing consistent with LTOP. Appendix C sets out the RMO in use at Sydney Airport.

The implementation of noise sharing arrangements is monitored by the Sydney Airport Community Forum (SACF) and an implementation and monitoring committee (IMC). SACF is the main body for community consultation on Sydney Airport flight paths and their impacts. SACF includes representatives from the community, local councils, industry and state and federal parliaments.

## **4.0 Aviation security**

Australia's aviation security regime has been progressively enhanced following the terrorist attacks in the USA in September 2001.

The Aviation Transport Security Act 2004 and Aviation Transport Security Regulations 2005 (aviation security laws) require security controlled airports, including Sydney Airport, to:

- Prepare and implement a transport security program (TSP)
- Conduct security screening of all passengers, staff and visitors, including random explosive trace detection and body scanning
- Conduct security screening of all carry-on baggage
- Screen all checked bags
- Control airside access and secure areas
- Implement enhanced inspection area controls.

## **5.0 Aviation safety**

The Civil Aviation Safety Regulations 1998 and associated instruments (aviation safety regulations) set out Sydney Airport's safety standard obligations and the requirement for Sydney Airport to comply with the manual of standards (MOS). The MOS comprises the specifications and standards that are necessary for the safety of air navigation at aerodromes. These include standards in relation to:

- Airport emergency planning
- Aerodrome lighting
- Operational requirements
- Inspections, audits and certification
- Wildlife management
- Safety management systems.

