

## **Australian Business Aircraft Association Inc.**

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8<sup>th</sup> November 2011

Economic Regulation of Airport Services  
Productivity Commission  
GPO Box 1428  
Canberra City ACT 2601

Dear Madam/Sir,

### **Productivity Commission - Economic Regulation of Airport Services Additional Input**

We refer to our letter 11<sup>th</sup> October regarding the Sydney Airport Demand Management Act 1997 and AIC H17/11, issued by Airservices Australia 22<sup>nd</sup> September 2011.

As mentioned, it is unfortunate that the ABAA was not invited to be part of the Industry Working Group, even though business aircraft operations will be affected.

#### AIC H17/11, Para 3 ITINERANT AIRCRAFT

“3.1 The Industry Working Group recommended that the Slot Manager and Airservices Australia restrict any allocation of slots for other than scheduled commercial air transport operations in periods of high demand where there is a risk of the cap being exceeded, as advised by the Slot Manager.

3.2 Pilots of non-scheduled commercial air transport flights should be aware that operations into and out of Sydney Airport may be restricted during periods of high demand, and desired arrival or departure times may not be available, sometimes by up to several hours.”

Approximately 15 business jets are based at Sydney Airport and there are in excess of 300 turbine powered business aircraft in Australia. It appears that for the purposes of the above, they are regarded as itinerant aircraft. The ABAA considers this to be unreasonable.

The ABAA requests that business aircraft be allocated 5 slots (3 departure & 2 arrival) per hour during the periods 6am to 9am and 6pm to 9pm.

We appreciate the opportunity to provide this input.

Yours faithfully

David Bell  
Executive Director