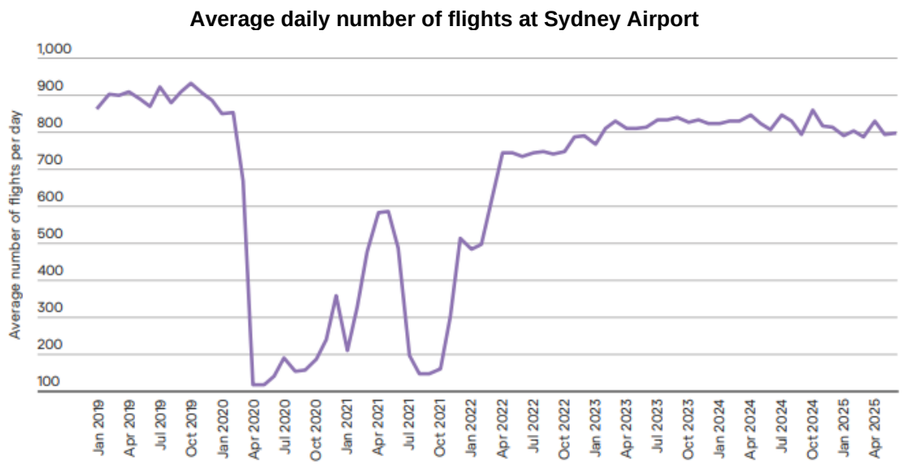
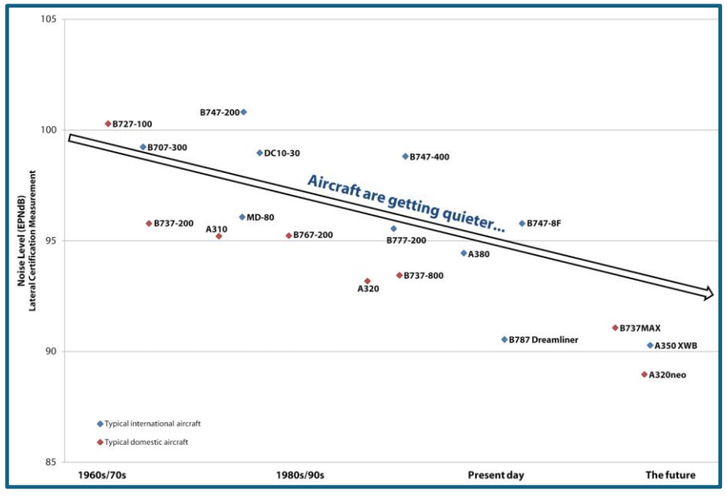
QUESTION	ANSWER
1. There is a significant increase in the number of flights. This is going to increase noise pollution. What are you doing for the community living under the flight path? We live in Stanmore and the planes fly right over our house recording 80 decibels on arrival to Sydney Airport approximately every 3 minutes during the peak. We cannot use the backyard on most days and this will make it worse.	The preliminary draft Master Plan 2045 (pdMP) forecasts that, over the next 20-years to 2045, flights to and from Sydney Airport will increase as shown in the table below: | | 2024 | Percentage of total % | 2045 | Percentage of total % | |---|---|---|---|---| | International | 74,930 | 24.9 | 130,130 | 32.5 | | Domestic and Regional | 212,245 | 70.4 | 254,870 | 63.8 | | Freight | 12,235 | 4.1 | 10,848 | 2.7 | | GA/CA/other | 1,909 | 0.6 | 4,156 | 1.0 | | **Total** | **301,319** | **100.0** | **400,004** | **100.0** | Stanmore is mainly affected by aircraft landing on Sydney Airport's main north-south runway (RWY 16R/34L). For the 12-month period October 2024 – September 2025, there were an average of 108 flights per day using this flight path. As this is an average, on some days there were more and on others less (including zero flights). This accounts for around 13% of all flights to and from Sydney Airport, meaning 87% of flights occur elsewhere. It is expected that, in each year to 2045, the number of flights using this flight path will increase by an average of 2.7 per day, a day being defined as the 17-hour non-curfew period between 6am and 11pm. This is expected to represent around 14.5% of all flights to and from Sydney Airport, meaning 85.5% of flights occur elsewhere. Sydney Airport will continue to follow strict operating rules, including the curfew, hourly flight cap and noise sharing arrangements. We also support the International Civil Aviation Organisation's "Balanced Approach" to aircraft noise management — a global best practice framework built on four key principles: • Encouraging new generation quieter aircraft – today's aircraft fleet is significantly quieter than the fleet 10, 20 or more years ago, although it is acknowledged they are jet aircraft and therefore do produce noise. • Working with governments on land-use planning. • Using noise abatement procedures during take-off and landing and supporting noise sharing, including maximising flights over Botany Bay. Currently around 50% of all flights are over Botany Bay and that is forecast to continue over the next 20-years. The other half are shared across 12 different flight paths, as is the case now. • Continuing to enforce existing restrictions, including the curfew, movement limit of 80 per hour and noise sharing.
2. Has there been any discussion about shifting flights to Western Sydney Airport rather than increasing flights at Kingsford Smith Airport?	No. When Western Sydney International (WSI) opens in 2026, it will influence not reduce Sydney Airport's operations. Both airports are expected to play complementary roles in meeting Sydney's growing aviation demand.

QUESTION	ANSWER
	The preliminary draft Master Plan 2045 acknowledges that: • Sydney Airport will remain the primary international gateway and the busiest airport in the region, with WSI helping to share aviation growth. • Both WSI and Sydney Airport are needed to accommodate long-term growth in passenger and freight movements across the Sydney Basin. • The introduction of WSI will lead to a change in some of Sydney Airport's existing flight paths.
3. Can the landing of extremely noisy aircraft like A380s be shared between main north/south runway and the parallel north/south runway?	Generally speaking, for safety reasons, larger aircraft such as the A380 need to use the longer main north-south runway (which is 3,962 metres in length) rather than the shorter parallel north/south runway (which is 2,438 metres in length). That said, before 2015, international flights of any kind were not permitted to use the parallel north/south runway. Sydney Airport advocated at the time, in consultation with the Sydney Airport Community Forum, that, where safe to do so, international flights should be able to use that runway, which has been the case now for a decade. This has helped to better achieve noise sharing outcomes to the north of the airport.
4. How is aircraft noise fairly shared given it is dictated by wind direction?	Sydney Airport supports the Australian Government's noise sharing policy for Sydney Airport – known as the Long-Term Operating Plan (LTOP) – which is designed to share noise impacts as equitably as possible. The number of arriving and departing flights at any one time and weather conditions (including wind direction) influence how and where flights are distributed on any given day (and therefore noise impacts). This is necessary to ensure aviation safety. Importantly, around half of all Sydney Airport's flights occur over Botany Bay to the south of the airport. That's consistent with the LTOP target and will continue for the 20-year life of the new master plan. The other 50% of flights are spread across 12 different flight paths to ensure noise is shared as fairly as possible. Sydney Airport remains committed to supporting infrastructure that facilitates noise sharing.
5. Why have flights over Mascot suburb recently increased vastly? There seems to have been a change to flight paths that has not been communicated	Mascot is predominantly affected by aircraft landing from the north or taking off to the north from Sydney Airport's parallel north-south runway. These two flights paths have not changed since that runway opened in the mid-1990s. It is true, however, that, over recent years, the number flights to and from Sydney Airport has increased. As the diagram below shows (Figure 3-2 in the preliminary draft Master Plan 2045), the number of flights has increased since COVID-related restrictions were removed in late 2021. The average daily number of flights has increased from around 140 a day to 851 a day (as at September 2024), which is still only around 93% of pre-COVID levels. During COVID, the parallel north-south runway was rarely used at all, meaning Mascot would have experienced little or no flights for a considerable period of time.

QUESTION	ANSWER
	
6. Is an aircraft quieter on arrival or on departure?	This depends on aircraft type and weather conditions. However, an aircraft is typically louder on departure than on arrival due to higher engine thrust setting. Sydney Airport is encouraging new generation quieter aircraft to better manage the noise impact in areas around the airport. As shown in the diagram below, today's aircraft fleet is significantly quieter than the fleet 10, 20 or more years ago, although it is acknowledged they are still jet aircraft and therefore do produce noise. 

<table>
<tr><th>QUESTION</th><th>ANSWER</th></tr>
<tr><td></td><td></td></tr>
<tr><td>7. How are the master plan projects and objectives funded? Is there government funding needed? How will the procurement contracts be delivered to ensure cost and program outcomes?</td><td>Sydney Airport is owned and operated by Sydney Airport Corporation Limited (SACL). SACL is the operating company that manages the airport’s assets and derives its income from airport activities. It is owned by the following institutional investors:

<table><tr><th>Institutional investors</th><th>Percentages</th></tr><tr><td>IFM Global Infrastructure Fund</td><td>18.00%</td></tr><tr><td>UniSuper</td><td>15.01%</td></tr><tr><td>IFM Australian Infrastructure Fund</td><td>14.99%</td></tr><tr><td>Australian Retirement Trust</td><td>7.50%</td></tr><tr><td>AustralianSuper</td><td>7.50%</td></tr><tr><td>Global Infrastructure Partners and managed or advised funds and clients</td><td>37.00%</td></tr></table>
The proposed infrastructure and related projects (as outlined in the various development plans within the preliminary draft Master Plan 2045) are not funded by government.</td></tr>
<tr><td>8. How is the increased number of flights going to be managed without changing the curfew or the aircraft movement limit?</td><td>The forecast number of flights to and from Sydney Airport in 2045 can be achieved without any change to the existing curfew or aircraft movement limit.

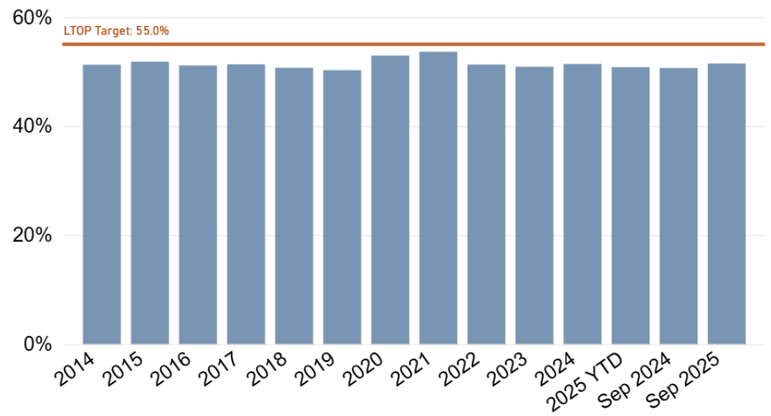
A key reason for this is that newer next generation aircraft are larger (and quieter and more fuel efficient) than the older aircraft types they are replacing, meaning more passengers can be carried per flight than is now the case.</td></tr>
<tr><td>9. Can you not politely tell any complainers, if you don't like aircraft noise, don't find a home near an airport? Sydney is a big city, and there are plenty of areas that are not under a flight path. I wish I lived near the airport to see and hear these amazing birds. Also can you not point out the larger planes (including the A380) are quieter than the older planes, like the 737 etc, and will continue to get quieter.</td><td>Sydney Airport recognises that, for many in the community, aircraft noise is a concern, particularly for those who live beneath or close to flight paths. For many others, it is less of a concern.

During the global COVID-19 pandemic, the number of flights at Sydney Airport fell from an average of more than 900 per day in 2019 to around 120 per day in 2020. Some runways were closed or rarely used. People living near the airport who had historically heard aircraft noise experienced little or no noise throughout this time. Since the end of lockdowns in late 2021, there has been a strong recovery in aviation activity. By 2024, the average number of flights per day at Sydney Airport had returned to around 850 – more than 90% of pre-pandemic levels.

This unprecedented growth in flights over a relatively short period of time – combined with more people working from home than ever before – led to a spike in noise complaints, which had been steadily declining for many years.</td></tr>
</table>

QUESTION	ANSWER
	This is why Sydney Airport proactively engage with our local communities to better manage noise from aircraft arrivals and departures. Open and transparent communication about the effects of airport operations can also foster understanding and help to reduce community concerns
10. Will you be speaking with the local councils in relation to providing noise shielding funding for retrofitting houses with double glazing? Our house is not double glazed, and it is not a requirement for the local council to have double glazing.	Implementing the right land use and planning controls and acoustic standards is the most effective way of managing aircraft noise intrusion in areas where high levels of noise are forecast. The draft Australian Nosie Exposure Forecast (ANEF) 2045 included in the preliminary draft Master Plan 2045 has been developed as a land use planning tool to manage noise-sensitive land uses around the airport. It will enable the NSW Government and local councils to make informed planning and development decisions. ANEF preparation has included consultation with the NSW Department of Planning, Housing and Infrastructure (DPHI), and local government authorities in areas around the airport, which has taken place. The system underpins the *Australian Standard AS2021:2015 - Acoustics— Aircraft noise intrusion— Building siting and construction.* Sydney Airport's noise insulation scheme, previously administered by the Australian Government, was completed more than 20-years ago. All eligible properties (more than 4,000) were offered insulation under this scheme and were insulated at the time. There are currently no new insulation programs proposed by government. Whether or not a particular new development today is required to be noise insulated is a matter for state and local government decisionmakers, not Sydney Airport.
11. Regarding sustainability, the previous Master Plan 2039 had a big focus on community and social sustainability, particularly in the achievement of Green Star Communities Rating. The preliminary draft Master Plan 2045 seems more focused now on emissions and environment. What is the importance and role of social sustainability moving forward?	The preliminary draft Master Plan 2045 sets out Sydney Airport's plans to manage and minimise the airport's environmental impacts. It includes an Airport Environment Strategy that details our action plans for the next five years. These plans guide us in continuously improving how we manage environmental issues while supporting the airport's growth, focusing on three key themes: • **Pollution Management**: We focus on improving air quality, protecting surface water, controlling ground-based noise, and managing contamination risks to safeguard the health and wellbeing of our local community. • **Flora, Fauna and Heritage**: We're dedicated to protecting and preserving flora, fauna and cultural heritage, including First Nations heritage, across Sydney Airport's precinct. • **Sustainability**: Our efforts include reducing greenhouse gas emissions, striving to use natural resources wisely, and managing waste effectively to shrink our environmental footprint. Supporting a low-carbon future is also an important part of the preliminary draft Master Plan, and includes the following:

QUESTION	ANSWER
	• Plans to eliminate Sydney Airport's Scope 1 and Scope 2 emissions through reduction measures and offsetting residual emissions. • Supporting the use of Sustainable Aviation Fuel (SAF) and advocate for a domestic renewable fuels industry. In May 2025, Sydney Airport helped import almost 2 million litres of SAF, the largest in Australian history. • Applying sustainability standards to airport buildings and infrastructure projects. • Supporting sustainable transport options and incentivise the use of more efficient aircraft. • Working with airline partners to reduce emissions from aviation. • Exploring measures that improve airfield operations to reduce emissions. Sydney Airport is also proud to support our local community. We’re committed to building strong, positive relationships with local residents, councils, local MPs, and organisations across aviation, business, tourism and beyond. We actively engage with our neighbours to share information, listen to feedback and plan for the future together. We invest in community projects that make a real difference. Our focus includes local education, sport, wellbeing, sustainability, the environment, and social inclusion. Key projects include: • Botany Aquatic Centre upgrade In partnership with Bayside Council, we’re funding a new $5 million family water play area, as part of a major council upgrade of this community facility. • Free swimming lessons We have funded a Community Water Safety Program, delivered at Inner West Council pools, which will provide more than 14,000 swimming lessons to local children. • Free school tours Our tours give local Year 5 and 6 students a behind-the-scenes look at Australia’s busiest airport, introducing students to the exciting world of aviation careers. • Wildflower Gardens for Good This First Nations led not-for-profit landscaped our T1 forecourt in 2022 and continue to care for this native garden, whilst also regenerating the airport wetlands. Wildflower not only care for country, but also provide meaningful work for young people facing barriers to employment.

QUESTION	ANSWER
	• Jacaranda Women's Hub In partnership with Bayside Women's Shelter, we have facilitated this new hub which provides a safe space, programs and essential services for women and families experiencing adversity. • Waterway litter analysis trial with Seabin We have teamed up with Seabin, an environmental group, to analyse the litter collected in one of the waterways on airport grounds. This litter comes from all across Sydney and we are collaborating with stakeholders to improve local waterway health.
12. The 50% of flights occurring over Kurnell and Botany Bay is great. However, with the increase in flights and the noise this will cause for inner west residents, the 50% target needs to be increased. Ultimately, the proposed 2045 plan means more planes flying over our houses.	The Australian Government's noise sharing policy for Sydney Airport – known as the Long-Term Operating Plan (LTOP) for Sydney Airport has set a target of 55% of all flights to occur to the south of the airport over Botany Bay. Under LTOP, when making runway selections each day, Airservices Australia must ensure that, subject to safety and weather conditions: • as many flights as practical come and go using flight paths over water or non-residential areas where aircraft noise has the least impact on people. This relates to the 55% target discussed above. • the rest of the air traffic is spread or shared over surrounding communities as fairly as possible. • runway modes of operation change throughout the day so individual areas have some break (or respite) from aircraft noise on most days. As shown below, this target has, since the LTOP came into effect in 1997, always been close to being met. This is expected to be the case for the next 20-years.  Whether or not the proportion of flights can increase above these levels would depend on forecast or prevailing weather and traffic levels including the balance between arrivals and departures.

QUESTION	ANSWER
13. Can the Master Plan 2045 include enhancements to increase the length of the parallel north-south runway so that capacity can be shared between both runways (and reduce the concentration of noise on the main runway)?	There are no plans to extend the length of any of Sydney Airport's three runways, including the parallel north-south runway (known as RWY 16L/34R). Sydney Airport has, however, been working closely with government to ensure that use of the two north-south runway's is more evenly balanced. This has helped to better share noise in areas to the north of the airport.
14. It is often challenging to navigate the current level of traffic around the airport. Is there any traffic modelling you can share to show the impact to the road networks of the proposed increased level of patronage.	Sydney Airport understands that growth at the airport can place extra pressure on surrounding roads and public transport. The forecast growth in passengers to 2045 means there will be increased demand on these networks, and Sydney Airport is committed to working closely with the NSW Government and local councils to manage this responsibly. To help improve the travel experience for everyone, the preliminary draft Master Plan 2045 includes a *Five-Year Ground Transport Plan* and a *20-Year Ground Transport Strategy*. These plans outline upgrades designed to improve network performance and reduce congestion, centred around three key themes: • **Infrastructure investment:** Strategic road network upgrades integrated with land use planning. • **Advocacy:** Working with local and NSW governments to facilitate future planning and delivery of improved transport infrastructure and services. • **Encouraging sustainable travel choices:** Encourage increased use of public transport to help ease road congestion and help the environment. In the next five years and beyond, developments will help passengers get to and from Sydney Airport with ease by: • Reducing congestion on local roads. Following Sydney Gateway's successful opening in 2024, further upgrades will better link passenger terminal precincts to Sydney's road network • Supporting sustainable transport with upgraded infrastructure for increased bus, train, bicycle and pedestrian access • Improving access to information and wayfinding for a better travel experience • Reconfiguring taxi and Uber facilities in response to increased demand for rideshare services Detailed traffic modelling will be undertaken on a case-by-case basis as part of the approvals process for any development proposals included in the preliminary draft Master Plan 2045.

QUESTION	ANSWER
15. Under the new master plan, will regional airlines continue to have guaranteed access to Sydney Airport?	Yes. Regional airlines retain their guaranteed access to Sydney Airport. This remains a priority to ensure that smaller communities remain connected to Sydney. Sydney Airport's extensive regional route network connects 20 NSW communities to Sydney and onward destinations, providing access to vital resources such as health and education. Most communities are well-serviced in peak periods, with the Australian Government supporting the continuation of regional services during peak times via guaranteed slot allocation protections. These are expected to remain in place through the Master Plan 2045 planning period. In response to increased demand, airlines have commenced up-gauging of aircraft across some service routes. This trend is expected to continue, enabling future growth in regional air travel.