

# Section 4

## **Appendices**









# Appendix A

## Abbreviations





# ABBREVIATIONS

Abbreviation	Name in Full
ABC	Airport Building Controller
ADSB	Automatic dependant surveillance broadcast
AEO	Airport Environmental Officer
AFP	Australian Federal Police
ALC	Airport lessee company
ANEC	Australian Noise Exposure Concept
ANEF	Australian Noise Exposure Forecast
ANEI	Australian Noise Exposure Index
APU	Auxiliary power unit
ARFF	Airport Rescue and Fire Fighting
ASMGCS	Advanced surface movement guidance and control system
AST	Above-ground storage tanks
ATC	Air traffic control
ATI	Aerodrome technical inspection
BITRE	Bureau of Infrastructure, Transport and Regional Economics
CAGR	Compound annual growth rate
CASA	Civil Aviation Safety Authority
CBD	Central business district
CCTV	Closed circuit television
CDA	Continuous descent approach
CEO	Chief executive officer
DIRDC	Department of Infrastructure, Regional Development and Cities
DME	Distance measuring equipment
DVOR	Doppler very-high frequency omni range
EMP	Environmental Management Plan
EMS	Environmental management system
EPA	NSW Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
FBO	Fixed base operator
FEGPU	Fixed electrical ground power unit
FTE	Full-time equivalent
GA	General aviation
GBAS	Ground based augmentation system
GDP	Gross domestic product
GLS	GBAS landing systems
GNSS	Global navigation satellite system
GSE	Ground support equipment
GSP	Gross State Product

Abbreviation	Name in Full
HIA	Heritage impact assessment
HIAL	High intensity approach lighting
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
ILS	Instrument landing system
IMF	International Monetary Fund
ISO	International Standards Organisation
JOSF	Joint oil storage facility
JUHI	Joint user hydrant installation
LCC	Low cost carrier
LEP	Local Environmental Plan
LGA	Local government area
LTOP	Long Term Operating Plan
LTOP IMC	Long Term Operating Plan implementation and monitoring committee
MARS	Multiple aircraft ramp system
MDP	Major Development Plan
MLAT	Multilateralisation
MOS	Manual of standards
N60	Noise events louder than 60dB(A)
N70	Noise events louder than 70dB(A)
NASAG	National Airport Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
NBN	National Broadband Network
NPI	National pollutant inventory
NSW	New South Wales
O&D	Origin and destination
OECD	Organisation for Economic Co-operation and Development
OLS	Obstacle limitation surface
PANS-OPS	Procedures for air navigation services – aircraft operations
PCA	Preconditioned air
PRM	Precision runway monitor
PSZ	Public safety zone
RAAF	Royal Australian Air Force
RMO	Runway mode of operation
Roads and Maritime	Roads and Maritime Services (NSW)
RNP	Required navigation performance
RPK	Revenue per passenger kilometre
RPT	Regular public transport

Abbreviation	Name in Full
SACF	Sydney Airport Community Forum
SEPP	State Environmental Planning Policy
SIDS	Standard instrument departures
SMR	Surface movement radar
SODPROPS	Simultaneous opposite direction parallel runway operations
SSR	Secondary surveillance radar
STARS	Standard arrival routes
SWSOOS	Southern and western suburbs ocean outfall sewer
T1	Terminal 1
T2	Terminal 2
T3	Terminal 3
TAR	Terminal area radar
TBus	Sydney Airport terminal transfer shuttle bus service between T1 and T2/T3.
TFI	Tourism Futures International
TfNSW	Transport for New South Wales
ULD	Unit load devices
UST	Underground storage tanks

# Appendix B

## Glossary of Terms





# GLOSSARY OF TERMS

Term	Definition
<b>Advertisement</b>	A sign, notice, device or representation in the nature of an advertisement visible from any public place or public reserve or from any navigable water.
<b>Advertising structure</b>	A structure used or to be used principally for the display of an advertisement.
<b>Aircraft maintenance facility</b>	A building or place used for the repair and fitting of accessories to aircraft or vehicles associated with airport operations, and includes work involving body building, panel building, panel beating, spray painting or chassis restoration.
<b>Airport</b>	A place used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.
<b>Airport Master Plan</b>	The principal planning document required under the <i>Airports Act 1996</i> , setting out a 20-year plan for each leased federal airport.
<b>Airservices Australia</b>	The Commonwealth Government agency providing air traffic control management and related airside services to the aviation industry.
<b>Airside</b>	The aircraft movement area of an airport, adjacent land and buildings that is access-controlled.
<b>Airside Passenger Holding Facility</b>	A building or place (not a terminal) where aircraft passengers can wait to board aircraft, including amenities for those passengers such as lounge/seating areas, food and drink premises, and retail premises
<b>Aircraft apron</b>	The part of an airport where aircraft are parked and serviced, enabling passengers to board and disembark and cargo to be loaded and unloaded.
<b>Amusement centre</b>	A building or place (not being part of a pub or registered club) used principally for playing: <ol style="list-style-type: none"> <li>Billiards, pool or other like games, or</li> <li>Electronic or mechanical amusement devices, such as pinball machines, computer or video games and the like</li> </ol>
<b>Animal boarding or training establishment</b>	A building or place used for the boarding, keeping, dog training for border security purposes or caring of animals for commercial purposes, and includes an ancillary veterinary hospital.
<b>Aprons</b>	Aprons are defined areas for the safe parking of aircraft. The transfer of passengers and freight between aircraft and terminal facilities as well as servicing and maintenance of aircraft in between flights takes place on aprons.
<b>Australian noise exposure concept (ANEC)</b>	A set of contours based on hypothetical aircraft operations at an airport in the future. In this Master Plan, ANECs have been used to model the impact of the new generation of quieter aircraft such as the A380 and B787. As ANEC maps are based on hypothetical assumptions and may not have been subject to review or endorsement, they have no official status and cannot be used for land use planning purpose. An ANEC however, can be turned into an ANEF.

Term	Definition
<b>Australian noise exposure forecast (ANEF)</b>	A set of contours showing forecast of future aircraft noise levels. The ANEF is fundamentally a tool for land use planning, and is used in Australian Standard 2021 to define areas where construction of certain building types is "acceptable", "conditionally acceptable" and "unacceptable". At ANEF values less than 20, all building types are considered "acceptable", and hence 20 ANEF is the lowest-valued contour generally shown on ANEF charts. ANEF maps are subject to review and endorsement by Airservices Australia.
<b>Australian noise exposure index (ANEI)</b>	A set of contours calculated using ANEF techniques and based on historical data that shows the average noise exposure for a given period such as a year. Airservices Australia publishes the quarterly and annual ANEI for Sydney Airport.
<b>Aviation activity</b>	Any activity for the arrival, departure, movement or operation of aircraft and includes aircraft aprons, helipads, heliports, runways, taxiways and the like.
<b>Aviation support facility</b>	Any aircraft maintenance facility, engine-run area, ground support equipment, airline catering, airline office, transport depot and associated ground-base activities necessary for the orderly and efficient operation of aviation activity.
<b>Building identification sign</b>	A sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol, but that does not include general advertising of products, goods or services.
<b>Bulky goods premises</b>	<p>A building or place used primarily for the sale by retail, wholesale or auction (or for the hire or display of) bulky goods, being goods that are of such a size or weight as to require:</p> <ol style="list-style-type: none"> <li>a large area for handling, display or storage, or</li> <li>direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire</li> </ol> <p>And including goods such as floor and window supplies, furniture, household electrical goods, equestrian supplies and swimming pools but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale or hire or display of bulky goods.</p>
<b>Business identification sign</b>	<p>A sign that indicates:</p> <ol style="list-style-type: none"> <li>the name of the person or business, and</li> <li>the nature of the business carried on by the person at the premises or place at which the sign is displayed</li> </ol> <p>And may include the address of the premises or place and a logo or other symbol that identifies the business.</p>
<b>Business premises</b>	<p>A building or place at or on which:</p> <ol style="list-style-type: none"> <li>an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or</li> <li>a service is provided directly to members of the public on a regular basis</li> </ol> <p>And may include, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, food and drink premises, travel agencies, internet access facilities, medical centres, betting agencies and the like, but does not include sex service premises.</p>
<b>Car park</b>	A building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not and may include valet parking services and car wash facilities/services.

Term	Definition
Child care centre	<p>A building or place used for the supervision and care of children that:</p> <ul style="list-style-type: none"> <li>a. provides long day care, pre-school care, occasional child care or out-of-school-hours care, and</li> <li>b. does not provide overnight accommodation for children other than those related to the owner or operator of the centre</li> </ul> <p>but does not include:</p> <ul style="list-style-type: none"> <li>a. a building or place used for home-based child care, or</li> <li>b. an out-of-home care service provided by an agency or organisation accredited by the NSW Office of the Children's Guardian, or</li> <li>c. a baby-sitting, playgroup or child-minding service that is organised informally by the parent of the children concerned, or</li> <li>d. a service provided for fewer than 5 children (disregarding any children who are related to the person providing the service) at the premises at which at least one of the children resides, being a service that is not advertised, or</li> <li>e. a regular child-minding service that is provided in connection with a recreational or commercial facility (such as a gymnasium), by or on behalf of the person conducting the facility, to care for children while the children's parents are using the facility, or</li> <li>f. a service that is concerned primarily with the provision of: <ul style="list-style-type: none"> <li>i. lessons or coaching in, or providing for participation in, a cultural, recreational or religious or sporting activity, or</li> <li>ii. private tutoring, or</li> </ul> </li> <li>g. a school, or</li> <li>h. a service provided at exempt premises (within the meaning of Section 200 of the Children and Young Persons (Care and Protection) Act 1998), such as hospitals, but only if the service is established, registered or licensed as part of the institution operating on those premises.</li> </ul>
Civil Aviation Safety Authority (CASA)	An independent statutory body responsible for regulating aviation safety in Australia and the safety of Australian aircraft overseas.
Code	<p>Australia has adopted ICAO methodology of using a code system, known as the Aerodrome Reference Code, to specify the standards for individual aerodrome facilities which are suitable for use by aeroplanes within a range of performances and sizes.</p> <p>Ascending letters indicate increasing aircraft size, for example a Boeing 737 or Airbus A320 is a Code C aircraft, a Boeing 747-400 or Airbus A330 is a Code E aircraft and the Airbus A380 is a Code F aircraft.</p>
Convenience store	Premises used for the purposes of selling small daily convenience goods such as foodstuffs, personal care products, newspapers and the like to provide for the day-to-day needs of people who live or work in the local area, and may include ancillary services such as a post office, bank or dry cleaning but does not include restricted premises (eg brothels). Convenience store has the same definition of "neighbourhood shop" (per the NSW LEP Standard definition).



Term	Definition
Development	<p>For the purposes of this Master Plan means:</p> <ol style="list-style-type: none"> <li>constructing buildings or other structures,</li> <li>altering the structure of buildings or other structures,</li> <li>undertaking, constructing or altering earthworks (whether or not in relation to buildings or other structures),</li> <li>undertaking, constructing or altering engineering works, electrical works or hydraulic works (whether or not in relation to buildings or other structures),</li> <li>demolishing, destroying, dismantling or removing: <ol style="list-style-type: none"> <li>Buildings or other structures, or</li> <li>Earthworks, or</li> <li>Engineering works, or</li> <li>Electrical works, or</li> <li>Hydraulic works</li> </ol> </li> </ol> <ul style="list-style-type: none"> <li>undertaking land clearing</li> </ul>
Earthworks or engineering works	<p>Means:</p> <ol style="list-style-type: none"> <li>runways, taxiways and aprons,</li> <li>surface car parks</li> <li>retaining walls</li> <li>dams</li> <li>roads</li> <li>railways</li> <li>pipelines</li> <li>tunnels</li> </ol>
Educational establishment	<p>A building or place used for education (including teaching), being:</p> <ol style="list-style-type: none"> <li>a school, or</li> <li>a tertiary institution, including a university or a TAFE establishment that provides formal education and is constituted by or under an Act</li> </ol>
Entertainment facility	<p>A theatre, cinema, musical hall, concert hall, dance hall and the like, but does not include a pub, nightclub or registered club.</p>
Environmental facility	<p>A building or place that provides for the recreational use or scientific study of natural systems and including walking tracks, seating, shelters, board walks, observation decks, bird hides or the like, and associated display structures.</p>
Environmental protection works	<p>Works associated with the rehabilitation of land towards its natural state or any work to protect land from environmental degradation, and includes bush regeneration works, wetland protection works, erosion protection works, dune restoration and the like.</p>
Existing leases	<p>All existing leases and interests in the land at the time the head lease was granted which are in effect as of the date of the Master Plan.</p>
Flight path movement maps	<p>These maps provide an indication of where aircraft fly and how many overflights there are over a particular period</p>
Food and drink premises	<p>Premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:</p> <ul style="list-style-type: none"> <li>a restaurant or cafe</li> <li>take away food and drink premises</li> <li>a pub</li> <li>a small bar</li> </ul>

Term	Definition
<b>Freight handling and transport facility</b>	A facility used principally for the bulk handling of goods for transport by road, rail, air or sea including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.
<b>Function centre</b>	A building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.
<b>Gate</b>	Physical location where passengers depart/arrive at terminal to access aircraft – either directly for contact stands or via bus or walking for remote stands.
<b>Ground Transport Interchange</b>	A ground transport interchange facilitating a bus and coach pick-up/drop-off facility and parking /storage of vehicles, approved as part of the “T2/T3 Ground Access Solutions and Hotel Major Development Plan” (MDP) approved by the Commonwealth on 20 March 2015. This MDP also allows for the construction of new roads, a reconfiguration of existing roads, and the construction of a new hotel within Sydney Airport’s T2/T3 precinct.
<b>Helipad</b>	A place not open to the public used for the taking off and landing of helicopters.
<b>Heliport</b>	A place open to the public used for the taking off and landing of helicopters whether or not it includes: <ul style="list-style-type: none"> <li>a. a terminal building, or</li> <li>b. facilities for the parking, storage or repair of helicopters</li> </ul>
<b>Heritage conservation management plan</b>	A document that details the heritage significance of an item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.
<b>Heritage impact statement</b>	A document consisting of: <ul style="list-style-type: none"> <li>a. a statement demonstrating the heritage significance of a heritage item, archaeological site, place of Aboriginal heritage significance or other heritage conservation area, and</li> <li>b. an assessment of the impact that proposed development will have on that significance, and</li> <li>c. proposals for measures to minimise that impact</li> </ul>
<b>Heritage item</b>	A building, work, archaeological site, tree, place or Aboriginal object described in an inventory of heritage items that is available at the head office of Sydney Airport.
<b>Heritage significance</b>	Archaeological, architectural, cultural, historical, natural or aesthetic value, scientific or social value.
<b>Hotel or motel accommodation</b>	A building or place (whether or not licensed premises under the Liquor Act 2007 in accordance with the Airports (Control of On-Airport Activities) Regulations 1997 Part 1A): <ul style="list-style-type: none"> <li>a. comprising rooms or self-contained suites, and</li> <li>b. that may provide meals to guests or the general public and facilities for the parking of guests’ vehicles</li> </ul> but does not include backpackers accommodation, a boarding house, bed & breakfast accommodation or farm stay accommodation.

Term	Definition
Industrial retail outlet	<p>A building or place that:</p> <ol style="list-style-type: none"> <li>is used in conjunction with an industry (including a light industry) but not in conjunction with a warehouse or distribution centre, and</li> <li>is situated on the land on which the industry is carried out, and</li> <li>is used for the display or sale (whether by retail or wholesale) of only those goods that have been manufactured on the land on which the industry is carried out.</li> </ol> <p>but does not include a warehouse or distribution centre.</p>
Industry	Means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing, recycling, adapting or servicing of, or the research and development of, any goods, substances, food, products or articles for commercial purposes, and includes any storage or transportation associated with any such activity.
Instrument Landing System	Instruments capable of providing both directional and glide slope guidance.
Jet Base	Jet Base located in the North East Sector of the airport adjacent to Terminal 3.
Kiosk	Retail premises used for the purposes of selling food, light refreshments and other small convenience items such as newspapers, films and the like.
Landscape and garden supplies	A building or place used for the storage and sale of landscaping supplies such as soil, gravel, potting mix, mulch, sand, railway sleepers, screenings, rock and the like, and/or a building or place the principal purpose of which is the retail sale of plants and landscaping and gardening supplies and equipment. It may, if ancillary to the principal purpose for which the building or place is used, include a restaurant or cafe and the sale of any of the following: outdoor furniture and furnishings, barbeques, shading and awnings, pools, spas and associated supplies, and items associated with the construction and maintenance of outdoor areas; pets and pet supplies and/or fresh produce.
Landside	The area of an airport and buildings to which the public normally has free access.
Light industry	A building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes high technology industry.
Liquid fuel depot and distribution facility	Storage and distribution premises that are used for the bulk storage and distribution of petrol, oil, petroleum or other inflammable liquid for aircraft and airport vehicles.
Major Development Plan	A requirement under the Airports Act 1996 for airport lessee-companies to provide information to the Commonwealth Government and the public about significant planned development on leased federal airport sites.
Manoeuvring areas	That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.



Term	Definition
Marina	<p>A permanent boat storage facility (whether located wholly on land, wholly on the waterway or partly on land and partly on the waterway) together with any associated facilities, including any:</p> <ol style="list-style-type: none"> <li>facility for the construction, repair, maintenance, storage, sale of hire of boats, and</li> <li>facility for providing fuelling, sewage pump-out or other services for boats, and</li> <li>facility for launching or landing boats, such as slipways or hoists, and</li> <li>associated car parking, commercial, tourist or recreational or club facility that is ancillary to a boat storage facility, and</li> <li>associated single mooring</li> </ol>
Medical centre	Business premises used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to outpatients only, where such services are principally provided by health care professionals, and may include the ancillary provision of other health services.
Mixed use development	A building or place comprising 2 or more different land uses, identified as permissible in the zone.
Movement areas	That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.
N60	Noise events louder than 60dB(A)
N70	Noise events louder than 70dB(A)
N70 contours	These are one of a number of alternative noise descriptors. N70 refers to the number of noise events louder than 70dB(A) over a particular period. The level of 70dB(A) has been chosen because it is equivalent to the single event level of 60dB(A) specified in the Australian Standard AS2021 as the indoor design sound level for normal domestic areas in dwellings. An external single event noise level will be attenuated by approximately 10dB(A) by the fabric of a house with the windows open. An internal noise level of 60dB(A) is likely to interfere with conversation or with listening to radio or television. Airservices Australia publish regular N70 contour charts which will be able to be compared to the chart shown in the Master Plan.
Navigational aids	Any aircraft surveillance equipment, control towers, radars, visual and non-visual navigation aids and the like.
Office premises	A building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.
Parking space	A space dedicated for the parking of a motor vehicle, including any manoeuvring space and access to it, but does not include a car park.
Passenger transport facility	A building or place used for the assembly or dispersal of passengers by any form of transport, including public transport and facilities required for parking, manoeuvring, storage or routine servicing of any vehicle that uses the building or place.

Term	Definition
Precision approach runway, category I	An instrument runway served by instrument landing systems (ILS) or microwave landing systems (MLS) and visual aids intended for operations with a decision height not lower than 60m (200ft) and either a visibility not less than 800m or a runway visual range not less than 550m.
Pub	Licensed premises under the Liquor Act 1982, the principal purpose of which is the sale of liquor for consumption on the premises, whether or not the premises include hotel or motel accommodation and whether or not food is sold on the premises, but excludes gaming facilities.
Public administration building	A building or facility used for offices, administrative, training, equipment storage, or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes police station, customs, aviation rescue and fire fighting services and the like.
Public Safety Zone	A designated area of land at the end of airport runways within which certain planning restrictions may apply.
Rapid Exit Taxiway	Taxiways linked to runways at an angle that permit aircraft to exit the runway at higher speeds.
Recreation area	A place used for outdoor recreation that is normally open to the public, and includes: <ul style="list-style-type: none"> <li>a. a children's playground, or</li> <li>b. an area used for community sporting activities, or</li> <li>c. a park, reserve or garden or the like</li> <li>d. any ancillary buildings</li> </ul> but does not include a recreation facility (indoor), recreation facility (major) or recreation facility (outdoor).
Registered club	A registered club means a club that in accordance with the requirements of the Airports (Control of On-Airport Activities) Regulations 1997, holds licence under the Liquor Act 2007.
Research station	A building or place for the principal purpose of agricultural, environmental, fisheries, forestry, meteorological, minerals, scientific or soil data collection or research and includes any associated facility to education, training, administration or accommodation.
Respite	A respite hour is a whole clock hour where there are no aircraft movements over a particular area in that hour.
Restaurant	A building or place the principal purpose of which is the preparation and serving, on a retail basis, of food and drink to people for consumption on the premises, whether or not liquor, takeaway meals and drinks or entertainment are also provided.
Retail premises	A building or place used for the purpose of selling items by retail, or for hiring or displaying items for the purpose of selling them by retail or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).
Road	A public road or a private road within the meaning of the Roads Act 1993 and includes a classified road
Runway strips	Runway strips are areas surrounding a runway and are provided to reduce the risk of damage to aircraft running off runways and also to provide obstacle-free airspace for aircraft flying over the area during takeoff or landing operations

Term	Definition
Runways	<p>Runways are the defined areas provided for the landing and taking-off of aircraft. Sydney Airport has three runways, which are identified by international convention by a two-part designator derived from the direction in which the aircraft is flying:</p> <ul style="list-style-type: none"> <li>Runway 16R/34L is the main north-south runway</li> <li>Runway 16L/34R is the shorter parallel north-south runway</li> <li>Runway 07/25 is the east west runway.</li> </ul> <p>Runways 16R and 16L are used by aircraft landing or taking off towards the south. 16 approximates to a compass bearing of 160°. The R and L designators refer to right and left respectively when viewed from the direction in which the aircraft is flying. This serves to distinguish between the respective runways.</p> <p>Runway 34L is used by aircraft landing or taking off towards the north. 34 approximates to a compass bearing of 340°.</p> <p>Runway 34R is used by aircraft landing towards the north and taking off to the north-east and east.</p> <p>Runway 07 is used by aircraft landing or taking off towards the east. 07 approximates to a compass bearing of 70°.</p> <p>Runway 25 is used by aircraft landing or taking off towards the west. 25 approximates to a compass bearing of 250°.</p>
Scope 1 Emissions	Scope 1 greenhouse gas emissions are the emissions released to the atmosphere as a direct result of an activity, or series of activities at a facility level. Scope 1 emissions are sometimes referred to as direct emission.
Scope 2 Emissions	<p>Scope 2 greenhouse gas emissions are the emissions released to the atmosphere from the indirect consumption of an energy commodity.</p> <p>Scope 2 emissions from one facility are part of the scope 1 emissions from another facility.</p>
Scope 3 Emissions	Scope 3 emissions are indirect greenhouse gas emissions other than scope 2 emissions that are generated in the wider economy. They occur as a consequence of the activities of a facility, but from sources not owned or controlled by that facility's business. Some examples are extraction and production of purchased materials, transportation of purchased fuels, use of sold products and services, and flying on a commercial airline by a person from another business.
Self-storage units	Storage premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).
Service station	<p>A building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following:</p> <ol style="list-style-type: none"> <li>the ancillary sale by retail of spare parts and accessories for motor vehicles</li> <li>the cleaning of motor vehicles</li> <li>installation of accessories</li> <li>inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting or chassis restoration)</li> <li>the ancillary retail selling or hiring of general merchandise or services or both</li> </ol>



Term	Definition
<b>Sewage reticulation system</b>	<p>A building or place used for the collection and transfer of sewage to a sewage treatment plant or water recycling facility for treatment, or transfer of the treated waste for use or disposal, including associated:</p> <ol style="list-style-type: none"> <li>Pipelines and tunnels, and</li> <li>Pumping stations, and</li> <li>Dosing facilities, and</li> <li>Odour control works, and</li> <li>Sewage overflow structures, and</li> <li>Vent stacks</li> </ol>
<b>Shop</b>	<p>Premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a convenience store but does not include food and drink premises or restricted premises.</p>
<b>Signage</b>	<p>Any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes:</p> <ol style="list-style-type: none"> <li>Building identification signs, and</li> <li>Business identification signs, and</li> <li>Advertisements,</li> <li>but does not include traffic signs or traffic control facilities</li> </ol>
<b>Simultaneous opposite direction parallel runway operations</b>	<p>A noise sharing procedure where aircraft depart and arrive over Botany Bay. Runway 16L is used for departures and Runway 34L is used for arrivals. This can only be operated in good weather conditions with low winds.</p>
<b>Stand</b>	<p>Physical location of an aircraft parking position for either passenger or cargo aircraft.</p>
<b>Storage premises</b>	<p>A building or place used for the storage of goods, materials, plant or machinery for commercial purposes and where the storage is not ancillary to any business premises or retail premises on the same parcel of land.</p>
<b>Structures</b>	<p>Means:</p> <ol style="list-style-type: none"> <li>Bridges</li> <li>Fences</li> <li>Towers and pylons</li> <li>Tents and other temporary structures</li> </ol>
<b>Sydney Gateway</b>	<p>A major transport project, to be delivered by Roads and Maritime, to provide a high capacity road link between WestConnex at St Peters Interchange, Sydney Airport and Port Botany.</p>
<b>Takeaway food and drink premises</b>	<p>Food and drink premises that are predominantly used for the preparation and sale of food or drink (or both) for immediate consumption away from the premises.</p>
<b>Taxiways</b>	<p>Taxiways are defined paths providing for the safe and expeditious surface movement of aircraft between runways and aprons. Due to its traffic levels, Sydney Airport has a complex taxiway system including rapid exit taxiways (RETs). RETs enable aircraft, after landing, to vacate runways at higher speeds, thus reducing runway occupancy time.</p>

Term	Definition
Temporary structure	Includes a booth, tent or other temporary enclosure (whether or not part of the booth, tent or enclosure is permanent), and also includes a mobile structure.
Terminal	Terminal means a transport building or place used for processing, assembling, boarding and disembarking of passengers to/from aircraft and includes associated facilities to support airport operations and passengers.
Terminal Control Area (TMA)	A volume of controlled airspace surrounding a major airport where there is a high volume of traffic.
Terminal Instrument Flight Procedures (TIFP)	Procedures to govern flight under conditions in which flight by outside visual reference is not safe. This involves flying by reference to instruments in the flight deck and navigating by reference to electronic signals.
Thresholds	Points on the runway from which the landing distance available to an aircraft is measured. A threshold is determined with reference to the obstacle-free approach gradient required for the particular category of runway. Where there is no obstacle infringement, the threshold and runway end normally coincide. Where obstacles infringe the approach surface it is necessary to displace the threshold to achieve the required obstacle-free gradient. A number of Sydney Airport's runways have displaced thresholds.
Tourist or visitor accommodation	A building or place that provides temporary or short-term accommodation on a commercial basis, and includes hotel or motel accommodation, serviced apartments, bed and breakfast accommodation and backpackers' accommodation.
Transfer corridor	Provision of an area for the facilitation of inter-terminal transfers of passengers and baggage.
Transport depot	A building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a passenger transport undertaking, business, industry or shop.
Trigeneration plant	A plant that simultaneously provides electricity, heating, and cooling.
Utility undertaking	Any of the following undertakings carried on, or permitted to be carried on by authority of any government department or under the authority of or in pursuance of any commonwealth or state Act: <ul style="list-style-type: none"> <li>a. railway, road transport, water transport, air transport, wharf or river undertakings</li> <li>b. undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services, and</li> <li>c. a reference to a person carrying on a utility undertaking includes a reference to a council, electricity supply authority, government department, corporation, firm or authority carrying on the undertaking.</li> </ul>

Term	Definition
Vehicle sales or hire premises	A building or place used for the display, sale (whether by retail or wholesale) or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.
Warehouse or distribution centre	A building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale or distribution, but from which no retail sales are made.
Waterway or foreshore management activities	Activities comprising: <ul style="list-style-type: none"> <li>a. Riparian corridor and bank management, including erosion control, bank stabilisation, re snagging, weed management, revegetation and the creation of foreshore access ways,</li> <li>b. In-stream management or dredging to rehabilitate aquatic habitat or to maintain or restore environmental flows or tidal flows for ecological purposes, and</li> <li>c. Coastal management and beach nourishment, including erosion control, dune or foreshore stabilisation works, headland management, revegetation activities and foreshore access ways.</li> </ul>
WestConnex	A new motorway under construction to link the M4 motorway to the M5 motorway.
Wholesale supplies	The display, sale or hire of goods or materials by wholesale only to businesses that have an Australian business number registered under the <i>A New Tax System (Australian Business Number) Act 1999 of the Commonwealth</i> .
Works depot	A building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking, including construction) when not required for use. This includes ancillary temporary office facilities and amenities supporting such a depot.





# Appendix C

## History of Sydney Airport and Existing Facilities



# HISTORY OF SYDNEY AIRPORT AND EXISTING FACILITIES

## C1 Key stages in the development of Sydney Airport

Key stages in the development of Sydney Airport are set out in [Table C1-1](#) below.

**Table C1-1:** Development of Sydney Airport

	Year	Activity	Master Plan implications
Pre-aviation		The land on which the airport is sited – the northern shore of Botany Bay – is within the land on which the coastal Aboriginal people have lived for tens of thousands of years	A number of studies have been undertaken and have indicated that there are no Aboriginal archaeological sites or areas of potential archaeological sensitivity within the airport.
	19th century	Freshwater supply for Port Jackson sourced from ponds on eastern side of airport site (1835).  Construction of Alexandra Canal which was planned to connect Botany Bay with Port Jackson. During late 19th and early 20th centuries, airport site is used for industrial buildings including textile and flour mills.	The Engine and Mill Ponds are identified as environmentally significant areas in the Airport Environment Strategy – in recognition of pre-aviation uses of the airport site.
Early airport development	1911	The first flight occurs when an aircraft takes off from the former Ascot Racecourse (now part of the airport site).	Environmentally significant remnant fig trees remain within the area.
	1919	First passenger flight	
	1920s	Mascot Aerodrome officially opens and Commonwealth Government acquires the aerodrome.	This is part of a program to develop a nationwide airport network.
	1930s	Additional land is purchased, the main runway is surfaced with gravel and two ancillary grass runways are laid out.	These early runways were located in the vicinity of what is the T2/T3 and Jet Base.
	1940-45	New passenger terminal opens and airport is further developed during World War II to enhance its civilian and military facilities.	Elements of this building remain in the T2/T3 precinct and have been identified as having heritage significance.
	Post 1945	Cooks River is diverted and two new runways are built.	Key elements of existing airport laid out – in particular the runway.
Into the jet era	1959	Arrival of B707 and other jet and turbo-prop aircraft ushers in rapid growth in air travel.	Curfew at Sydney Airport first introduced after the government decided that these older noisy jet aircraft “will not be scheduled to take off or land during the quiet hours of the night”.
	1968	Main north-south runway (16R/34L) is extended by land reclamation into Botany Bay to cater for long-haul international jets.	Curfew remains a key operating influence for Sydney Airport.
	1970	First stage of international terminal opens on current site.	Location of General Holmes Drive under the runway and diversion of the southern and western suburbs ocean outfall sewer.
	1970s	Further expansion of the international and domestic terminals. In 1972, Runway 16/34 is extended into Botany Bay to its present length of 3,962m.	

	Year	Activity	Master Plan implications
Major airport expansion	1992	Major expansion of International terminal adds eight gates for B747-400 aircraft.	
	1994	The parallel runway (16L/34R) opens at its current length of 2,438m. New flight paths added.	
	1996	Current control tower opens.	Complements parallel runways.
	1997	Aircraft movement cap of 80 flights per hour is legislated.	The Long Term Operating Plan commences. Noise insulation program commences and is completed by the late 1990s.
	2000	International and domestic terminals significantly upgraded and expanded.	
	2000	Significant ground access infrastructure developed – the Airport Rail Link, the Eastern Distributor and M5 East Motorway.	
Post-privatisation	2002	Sale of Sydney Airport to Southern Cross Airports Corporation is completed.	Statutory requirement for development of a 20 year Master Plan for the airport.
	2004	Sydney Airport Master Plan 03/04 approved.	Sets out planning proposals for Sydney Airport for a 20 year period to 2023/24.
	2007	The first ever commercial flight by the new generation quieter A380 lands at Sydney Airport. Sydney Airport will soon become one of the busiest A380 airports in the world.	
	2009	Sydney Airport Master Plan 2009 approved.	Sets out planning proposals for Sydney Airport for a 20 year period to 2029.
	2011	Sydney Airport announces New Vision that will see terminal precincts transformed into integrated international, domestic and regional precincts without any change to operating restrictions.	The feedback and comments received during consultation on the New Vision have informed the preparation of the development plan in this Master Plan.
	2002–2013	Over \$2 billion of investments and other initiatives during the past decade have led to increased service levels, enhanced safety and security, delivered environmental improvements and increased capacity to meet demand.  Key projects include terminal upgrades, new car parks, new checked baggage screening facilities, runway end safety areas and making Sydney Airport ready for larger, quieter and more fuel efficient aircraft.	
	2014	Sydney Airport Master Plan 2033 approved.	Sets out planning proposals for Sydney Airport for a 20 year period to 2033.
	2015	Sydney Airport takes control of the operation of T3 giving Sydney Airport control of 100 percent of the airports terminal footprint	

## C2 Existing facilities

### 2.1 Existing terminals

Passenger terminals serve the needs of different types of users by:

- Processing check-in, security, border controls, aircraft boarding and disembarking, and baggage handling for travellers
- Providing for passengers waiting for or transferring between flights
- Providing passengers and airport visitors with facilities including food and beverage, toilets, shopping and other activities

Associated activities and infrastructure such as landside access, car parking and utilities support the operation of the terminals and facilitate the passenger experience.

Over many years, there has been substantial investment in the terminals at Sydney Airport. Terminal 1 (T1) and Terminal 2 (T2) are respectively the common user international and domestic facilities. Terminal 3 (T3) is currently a dedicated Qantas domestic terminal.

#### 2.1.1 Terminal 1

Opened in 1970, it is the current international terminal located in the North West Sector of the airport. Since that time, the terminal has been extensively modified and expanded.

T1 is a four level structure, with vertically separated arrival and departure passenger concourses currently supporting 25 contact aircraft gates with aerobridges and a walk-up gate, together with other bussed and layover stands in a number of locations on the airfield.

The current total floor area is approximately 288,000 square metres, including approximately 20,000m<sup>2</sup> of ramp offices. Major functional elements include:

- 216 departure check-in counters
- 15 check-in kiosks
- Integrated outbound baggage handling and security screening system
- 18 conventional and 24 eGate departure passport control positions
- Passenger and hand baggage screening facilities
- 44 conventional and 22 smart gate passport control positions
- Transfer passenger and baggage screening facilities
- 12 baggage reclaim units
- Inbound baggage screening facilities
- Extensive retail and related facilities



## 2.1.2 Terminals 2 and 3

The domestic terminal complex is located in the North East Sector of the airport and comprises two adjacent but currently unconnected buildings – T2 and T3.

T2 is a three-level structure which supports two single-level arrival/departure pier type concourses. Currently, the piers serve up to a total 23 contact aircraft gates and a number of stand-off bussed aircraft positions.

T3 is a three-level structure which is integrated with a single-level linear and satellite type arrival/ departure passenger concourse. Currently, the concourse provides a nominal 16 contact aircraft gates with aerobridges and several stand-off bussed aircraft positions.

T2 and T3 are not physically linked at terminal level, although underground pedestrian access between the terminal baggage halls is available via the links to the airport rail link domestic terminal station. Together, T2 and T3 have a gross floor area in excess of 140,000 square metres, including approximately 29,000 square metres of ramp offices. The existing terminal facilities provide good levels of service at current traffic levels. Major functional elements include:

- T2 – 50 check-in counters, no bag drops, 48 kiosks/passenger and hand baggage screening facilities
- T3 – 10 check-in counters, 24 bag drops, 48 kiosks/passenger and hand baggage screening facilities
- Transfer passenger and baggage screening facilities
- Integrated outbound baggage handling and security screening system
- A combined 11 baggage reclaim units

**Table C2-1:** Runway data

Runaway direction	Length (m)	Width (m)	Take-off run available (m)	Take-off distance available (m)	Accelerate stop distance available (m)	Landing distance available (m)
16R	3,962	45	3,962	4,052	3,992	3,877
34L	3,962	45	3,962	4,052	3,962	3,962
16L	2,438	45	2,438	2,528	2,438	2,207
34R	2,438	45	2,438	2,498	2,438	2,400
07	2,530	45	2,530	2,620	2,560	2,530
25	2,530	45	2,530	2,590	2,530	2,429

## 2.2 Existing movement areas

### 2.2.1 Runways

Sydney Airport has three runways. The dimensions and declared distances of these runways are given in [Table C2-1](#).

Runways 16R/34L and 16L/34R are parallel on an approximate north-south alignment separated by a distance of 1,037m. Runway 16R/34L is suitable for heavy long haul departures. Runway 07/25 crosses Runway 16R/34L and is on an approximate east-west alignment. Weather requires the exclusive use of Runway 07/25 for a limited number of hours per year when strong winds preclude the use of the north/south runways.

Runways 16R/34L and 07/25 and their supporting taxiways currently accommodate operations by Code F aircraft.

Sydney Airport has sophisticated equipment to assist with safe take-off and landing during low visibility conditions. This allows the airport to remain operational during a wide range of weather conditions:

- All runways are provided with precision approach path indicator systems (PAPIS) to provide visual approach slope guidance to aircraft
- Transmissometer units are operational on all runways and provide accurate visibility assessments to aircraft crews when operating in low visibility conditions. This technology facilitates increased aircraft movements in those conditions
- Stop bars have been commissioned at Sydney Airport to enhance runway safety and better facilitate low visibility operations
- Runways 16L and 16R are currently equipped with High Intensity Approach Lighting (HIAL) systems
- All runways are equipped with Instrument Landing Systems (ILS) to permit aircraft to conduct precision approaches in poor weather. Instrument landing systems are classified according to their ability to facilitate landings in poor weather conditions. Runways 16L and 16R currently facilitate approaches in visibility conditions down to 550 metres
- All runways have complying Runway End Safety Areas (RESAs)

### 2.2.2 Taxiways

Runways are supported by a comprehensive taxiway system designed to facilitate the efficient movement of aircraft between the runways and terminal areas. Rapid exit taxiways are provided on the parallel runways to minimise runway occupancy time.

### 2.2.3 Aprons and stands

Apron areas are provided to facilitate aircraft parking. The parking position is known as an aircraft stand (or gate). Existing aprons at Sydney Airport accommodate operations by the full range of aircraft types. Currently there are approximately 115 aircraft stands dedicated to supporting international, domestic, regional and freight operations.

There are a number of additional parking positions on the aprons within the general aviation area for aircraft of various sizes and Qantas currently provides parking positions for its own use within the engineering facilities north of T3 in the North East Sector of the airfield.

Apron areas also support activities associated with the servicing of aircraft such as baggage, freight, refuelling and flight catering and utilise a variety of ground support equipment (GSE) operated by third parties. A network of airside roads provides for GSE and other vehicle movements.

### 2.2.4 Engineering facilities

The engineering facilities are located in the North East Sector of the airport north of Terminal 3. The area comprises a lease area of approximately 30 hectares. The engineering facilities are used by Qantas for aircraft maintenance, layover parking and also contain a variety of aviation support facilities.

### 2.2.5 General aviation

The general aviation parking area is located in the North East Sector, adjacent to the Runway 25 threshold. The area provides aircraft parking for a number of freight, corporate and private aircraft as well as a variety of aviation support facilities such as maintenance hangars, freight handling and administrative buildings.

### 2.2.6 Helicopters

A helicopter precinct is located in the South East Sector adjacent to the Runway 25 threshold. The area includes a touchdown and lift-off area, taxiways, parking pads, storage/maintenance hangars and administrative buildings.

### 2.2.7 Emergency facilities

Sydney Airport has two marshalling areas for the staging of emergency vehicles and associated communication and coordination facilities located adjacent to the Aviation Rescue and Fire Fighting (ARFF) services facilities. There are also two emergency evacuation facilities for marine rescue and recovery located adjacent to the parallel runways within Botany Bay.

## 2.3 Existing support systems

### 2.3.1 Airservices Australia facilities

Airservices Australia is responsible for the provision of Air Traffic Control (ATC), ARFF and the provision and maintenance of radio navigation aids and systems.

The control tower is situated mid-way between runways 16R/34L and 16L/34R and south of Runway 07/25. The primary responsibility of ATC staff is the processing and separation of air traffic in both the initial and final stages of flight. ATC also provides surface movement control to aircraft and vehicles on the runways and taxiways.

Sydney Airport is equipped with an advanced surface movement guidance and control system (ASMGCS) to assist with identification and management of all aircraft and vehicles on the airport manoeuvring area. ASMGCS consists of an enhanced surface movement radar (SMR) combined with a multilateration system to track aircraft and vehicles on the airport surface (see [Section 6.8](#)).

The WAAM is a surveillance technology with a high update rate, which permits ATC to accurately undertake precision runway monitoring for aircraft on approach to the parallel runway system in poor weather conditions. It is critical to maintaining runway capacity in these conditions.

The terminal area radar provides a primary radar surveillance capability out to a radius of 50 nautical miles from Sydney Airport. It provides secondary radar coverage to about 175 nautical miles. This system is augmented by the WAAM and automatic dependent surveillance broadcast system.

Surveillance and navigation systems rely on the transmission of radio waves that must be protected from any structures or obstacles that could cause signal refraction or interference. Consequently, areas located either on-airport or off-airport surrounding these facilities may have development restrictions imposed through Sydney Airport's development approval assessment process.

The ARFF service has two on-airport fire stations and currently provides ICAO Category 9 standard during hours of flight operations, upgrading to Category 10 as required to facilitate A380 operations. The ARFF service is also equipped to undertake marine rescue within Botany Bay. A fire training area is located to the north of the ARFF facility near Runway 16L.

### 2.3.2 Bureau of Meteorology facilities

The Bureau of Meteorology (BOM) has a number of airport facilities to support aircraft operations. These include:

- A weather balloon-launching station
- Instrument enclosure
- A vertical wind profiler
- Visibility sensors
- Observation office

## 2.4 Overview existing freight facilities and service providers

The existing airside and landside cargo terminal facilities at Sydney Airport are occupied by and the responsibility of various service providers or Cargo Terminal Operators (CTOs).

Freight logistics at Sydney Airport are dominated by four main CTOs – Qantas, dnata, DHL and Menzies Freight. The area dedicated to freight operations/ international and domestic CTOs is approximately 13.7 hectares.

The airside terminal facilities are located on land leased from Sydney Airport. These are primarily located in the North West Sector for international air freight handling, and domestic air freight handling is located within the North East Sector (passenger terminal precinct of T2 and T3).

Livestock handling facilities are provided at Sydney Airport in accordance with Australian quarantine requirements in the current international precinct.

Off-site, there are well over 100 forwarders, logistics providers and integrators located within a 5km radius of Sydney Airport. These operations range in scale, complexity and degree of service from major operations to small owner-operators offering very basic services.

Sydney Airport air freight volumes are dominated by imported goods and associated handling requirements. As a hub airport, air freight to and from Sydney is transhipped via domestic routes, which produces different handling characteristics for airlines.

# Appendix D

## Compliance with Airports Act





# COMPLIANCE WITH AIRPORTS ACT

The Sydney Airport Master Plan must be prepared in accordance with the requirements of the *Airports Act 1996* and associated Regulations.

The legislation specifies elements that are to be addressed within an Airport Master Plan. The tables below should be used to reference how each element of the legislation is addressed within the Master Plan.

Requirements under Part 5, Division 3, Section 70(2) Final Master Plans	Chapter / Section Response
The purposes of a final master plan for an airport are:	
a. to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan	Chapters 2.0 and 3.0
b. to provide for the development of additional uses of the airport site	Chapter 10.0
c. to indicate to the public the intended uses of the airport site	Chapters 7.0 and 13.0
d. to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport	Chapters 13.0, 14.0, 15.0 and 16.0
e. to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	Chapter 14.0 and Environment Strategy 2019-2024
f. to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	Chapter 14.0 and Environment Strategy 2019-2024
g. to promote the continual improvement of environmental management at the airport	Chapter 14.0 and Environment Strategy 2019-2024

Requirements under Part 5, Division 3, Section 71(2) Contents of Draft or Final Master Plan	Chapter / Section Response
a. the airport-lessee company's development objectives for the airport	Chapter 2.0
b. the airport-lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport	Chapters 6.0, 7.0, 8.0, 9.0, 10.0, 11.0, 12.0, 13.0
c. the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects	Chapters 7.0, 8.0, 9.0, 10.0, 11.0, 12.0, 13.0
d. an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport	Chapter 15.0
da. flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	Chapter 15.0
e. the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels	Chapters 13.0, 15.0 and 16.0
f. the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	Chapter 14.0 and Environment Strategy 2019-2024
g. the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)	Chapter 14.0 and Environment Strategy 2019-2024

Requirements under Part 5, Division 3, Section 71(2) Contents of Draft or Final Master Plan	Chapter / Section Response
ga. in relation to the first 5 years of the master plan - a plan for a ground transport system on the landside of the airport that details: <ul style="list-style-type: none"> <li>i. a road network plan</li> <li>ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport</li> <li>iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport</li> <li>iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system</li> <li>v. the capacity of the ground transport system at the airport to support operations and other activities at the airport</li> <li>vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport</li> </ul>	Chapter 7.0 and 11.0
gb. in relation to the first 5 years of the master plan - detailed information on the proposed developments in the master plan that are to be used for: <ul style="list-style-type: none"> <li>i. commercial, community, office or retail purposes</li> <li>ii. for any other purpose that is not related to airport services</li> </ul>	Chapters 7.0 and 10.0
gc. in relation to the first 5 years of the master plan - the likely effect of the proposed developments in the master plan on: <ul style="list-style-type: none"> <li>i. employment levels at the airport</li> <li>ii. the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport</li> </ul>	Chapters 3.0 and 10.0
h. an environment strategy that details: <ul style="list-style-type: none"> <li>i. the airport-lessee company's objectives for the environmental management of the airport</li> <li>ii. the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant</li> <li>iii. the sources of environmental impact associated with airport operations</li> <li>iv. the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations</li> <li>v. the time frames for completion of those studies and reviews and for reporting on that monitoring</li> <li>vi. the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations</li> <li>vii. the time frames for completion of those specific measures</li> <li>viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations)</li> <li>ix. any other matters that are prescribed in the regulations.</li> </ul>	Chapter 14.0 and Environment Strategy 2019-2024
i. such other matters (if any) as are specified in the regulations.	Chapter 14.0 and Environment Strategy 2019-2024

Requirements under Part 5, Division 3, Section 71A Draft or final master plan must identify proposed sensitive developments	Chapter / Section Response
1. A draft or final master plan must identify any proposed sensitive development in the plan.	N/A
2. A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following:	N/A
a. a residential dwelling	
b. a community care facility	
c. a pre-school	
d. a primary, secondary, tertiary or other educational institution	
e. a hospital	
(2A) A sensitive development does not include the following:	Noted
a. an aviation educational facility	
b. accommodation for students studying at an aviation educational facility at the airport	
c. a facility with the primary purpose of providing emergency medical treatment and which does not have inpatient facilities	
d. a facility with the primary purpose of providing inhouse training to staff of an organisation conducting operations at the airport	
3. In this section:	Noted
<b>Aviation educational facility means any of the following:</b>	Noted
a. a flying training school	
b. an aircraft maintenance training school	
c. a facility that provides training in relation to air traffic control	
d. a facility that provides training for cabin crew	
e. any other facility with the primary purpose of providing training in relation to aviation related activities	
<b>Community care facility includes the following:</b>	Noted
a. a facility that provides aged care within the meaning given by the Aged Care Act 1997	
b. a retirement village within the meaning given by the Social Security Act 1991	Noted
c. a facility that provides respite care within the meaning given by the Aged Care Act 1997	

Requirements under Part 5, Division 3, Section 79 Public comment or advice to State etc.	Chapter / Section Response
<b>Advice to State etc.</b>	
<p>1A. Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan:</p> <ul style="list-style-type: none"> <li>a. the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;</li> <li>b. the authority of that State with responsibility for town planning or use of land;</li> <li>c. each local government body with responsibility for an area surrounding the airport.</li> </ul>	Commenced
<p>(1B) The draft plan submitted to the Minister must be accompanied by:</p> <ul style="list-style-type: none"> <li>a. a copy of the advice given under subsection (1A); and</li> <li>b. a written certificate signed on behalf of the company listing the names of those to whom the advice was given.</li> </ul>	Upcoming action
<b>Public comment</b>	
<p>1. After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:</p> <ul style="list-style-type: none"> <li>a. cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice: <ul style="list-style-type: none"> <li>(i) stating that the company has prepared a preliminary version of the draft plan; and</li> <li>(ii) stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and</li> <li>(iii) specifying the place or places where the copies will be available for inspection and purchase; and</li> <li>(iiia) in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and</li> <li>(iiib) in the case of a notice published in a newspaper—specifying the address of the airport's website; and</li> <li>(iv) in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and</li> </ul> </li> <li>b. make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and</li> <li>a. make copies of the preliminary version available free of charge to members of the public on the airport's website: <ul style="list-style-type: none"> <li>(i) in a readily accessible format that is acceptable to the Minister; and</li> <li>(ii) in accordance with the notice.</li> </ul> </li> </ul>	Upcoming action

Requirements under Part 5, Division 3, Section 79 Public comment or advice to State etc.	Chapter / Section Response
<p>2. If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by:</p> <p>a. copies of those comments; and</p> <p>b. a written certificate signed on behalf of the company:</p> <ul style="list-style-type: none"> <li>(i) listing the names of those members of the public; and</li> <li>(ii) summarising those comments; and</li> <li>(iii) demonstrating that the company has had due regard to those comments in preparing the draft plan; and</li> <li>(iv) setting out such other information (if any) about those comments as is specified in the regulations.</li> </ul>	Upcoming action
<p>3. Subsection (2) does not, by implication, limit the matters to which the company may have regard.</p>	Upcoming action

Requirements under Part 5, Division 3, Section 80 Consultations	Chapter / Section Response
<p>1. This section applies if:</p> <p>a. an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and</p> <p>b. before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following subparagraphs:</p> <ul style="list-style-type: none"> <li>(i) a State government;</li> <li>(ii) an authority of a State;</li> <li>(iii) a local government body;</li> <li>(iv) an airline or other user of the airport concerned;</li> <li>(v) any other person.</li> </ul>	Upcoming action
<p>2. The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:</p> <p>a. listing the names of the persons consulted; and</p> <p>b. summarising the views expressed by the persons consulted.</p>	Upcoming action



<b>Requirements under Regulation 5.02: Contents of Draft or Final Master Plan - general</b>	<b>Chapter / Section Response</b>
1. For paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified in an environment strategy:	Chapters 15.0 and 16.0
a. any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan	
b. for an area of an airport where a change of use of a kind described in subregulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed:	
(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations	
(ii) the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	
2. For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	Chapter 13.0 and Appendices B and F
3. For subsection 71(5) of the Act, a draft or final master plan must:	Chapter 7.0
a. address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(2) of the Transitional Act	
b. address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act, or subsection 26(3) of the Transitional Act.	

<b>Requirements under Regulation 5.02A: Contents of Draft or Final Master Plan - to be specified in Environment Strategy</b>	<b>Chapter / Section Response</b>
1. For subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, the matters in this regulation must be specified in an environment strategy.	Chapter 14.0 and Environment Strategy 2019-2024
2. The environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:	Chapter 14.0 and Environment Strategy 2019-2024
a. any relevant indigenous communities and organisations; and	
b. any relevant Commonwealth or State body	
3. The environment strategy must specify the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations.	Chapter 14.0 and Environment Strategy 2019-2024
4. The environment strategy must specify:	Chapter 14.0 and Environment Strategy 2019-2024
a. the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and	
b. the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).	

Requirements under Regulation 5.02B: Contents of Draft or Final Master Plan - to be addressed in Environment Strategy	Chapter / Section Response
1. For subsection 71(5) of the Act, a draft or final master plan must address the things in this regulation.	Chapter 14.0 and Environment Strategy 2019-2024
2. In specifying its objectives for the airport under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, an airport-lessee company must address its policies and targets for:	Chapter 14.0 and Environment Strategy 2019-2024
a. continuous improvement in the environmental consequences of activities at the airport	
b. progressive reduction in extant pollution at the airport	
c. development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards	
d. identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value	
e. involvement of the local community and airport users in development of any future strategy	
f. dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	
3. In specifying under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant, an airport-lessee company must address:	Chapter 14.0 and Environment Strategy 2019-2024
a. any relevant recommendation of the Australian Heritage Council	
b. any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters	
c. any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	
4. In specifying the sources of environmental impact under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, an airport-lessee company must address:	Chapter 14.0 and Environment Strategy 2019-2024
a. the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities	
b. water quality, including potentially affected groundwater, estuarine waters and marine waters	
c. soil quality, including that of land known to be already contaminated	
d. release, into the air, of substances that deplete stratospheric ozone	
e. generation and handling of hazardous waste and any other kind of waste	
f. usage of natural resources (whether renewable or non-renewable)	
g. usage of energy the production of which generates emissions of gases known as 'greenhouse gases'	
h. generation of noise.	

Requirements under Regulation 5.02B: Contents of Draft or Final Master Plan - to be addressed in Environment Strategy	Chapter / Section Response
<p>5. In specifying under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address:</p> <ul style="list-style-type: none"> <li>a. the matters mentioned in subregulation 5.02A(2) and subregulations 5.02B(3) and (4); and</li> <li>b. the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and</li> <li>c. the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures; and</li> <li>d. the professional qualifications that must be held by a person carrying out the monitoring; and</li> <li>e. the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and</li> <li>f. the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.</li> </ul>	Chapter 14.0 and Environment Strategy 2019-2024
6. In specifying under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing environmental impact, an airport-lessee company must address:	
a. the matters mentioned in subregulations (2) to (4); and	
b. the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.	
7. An airport-lessee company, in specifying the company's strategy for environmental management under subregulation 5.02A(3), must address the matters in subregulations (2) to (6).	
	Chapter 14.0 and Environment Strategy 2019-2024



# Appendix E

## Planning Laws and Regulations





# PLANNING LAWS AND REGULATIONS

Sydney Airport is subject to a range of airport specific, and general laws and regulations. The key planning laws and regulations that apply at Sydney Airport are set out in this Appendix.

## E1 Airport master planning

The *Airports Act 1996* (the Act) requires the Master Plan to identify Sydney Airport's intentions for land use and related development of the airport site where the uses and developments embrace – airside, landside, surface access, and land planning/zoning aspects.

This Master Plan has been prepared in accordance with the requirements of the Act.

A master plan must include the strategic direction for efficient and economic development at the airport and to indicate to the public the intended uses of the airport. A master plan must cover a period of 20 years and ordinarily, be reviewed every five years. A master plan must be displayed for public comment for 60 business days and must include:

- Development objectives and assessment of future needs
- Intentions for land use
- Australian Noise Exposure Forecast and the airport's intentions for managing noise
- Flight paths
- Airport environment strategy
- Ground transport plan
- Commercial activities
- Economic contributions

The *Airports Regulations 1997* provides land use, planning and building controls for Commonwealth leased airports. Part 5 of the regulations states that the master plan must set out proposals in a similar format to that required by state or territory legislation (as described above), specifically:

*'For Section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in land use planning, zoning and development legislation in force in the State or Territory in which the airport is located'.*

The land use definitions (see Appendix B) and terminology used in NSW planning legislation have been used, where appropriate, to provide a level of detail and transparency.

Additionally the Airports Regulations specify that for Subsection 71(5) of the Airports Act a master plan must address:

*'any obligation that has passed to the relevant airport — lessee company under Subsection 22 (2) of the Act or Subsection 26 (2) of the Transitional Act'.*

## E2 Airport developments

Construction of new development at the airport is subject to a robust development assessment process that provides a system for approving building activities. The *Airports (Building Control) Regulations 1996* establishes a system for approving appropriate building activities on the airport site.

Regulation 2.05 of the *Airports (Building Control) Regulations 1996* requires an application for approval of a building activity to include a statement describing how the proposed building activity is consistent with both the Master Plan and the Environment Strategy.

Building activities at the airport require a building activity approval from the Airport Building Controller (ABC) who is advised by the Airport Environment Officer (AEO). Both the ABC and the AEO are independent officers employed by the Commonwealth Department of Infrastructure, Regional Development and Cities.

In addition, a corresponding consent must also be granted by Sydney Airport. In this way, all proposed developments are assessed using the same process so as to determine whether the development is consistent with the Master Plan. This facilitates the independent assessment of development within the airport environment. Sydney Airport has an internal process for assessing development proposals which is described in more detail in section E3 below. A statutory assessment of the environmental impacts created by a new development is also undertaken by the AEO.

Where proposed works are deemed to require a Major Development Plan (MDP), an environmental assessment is carried out and community consultation is undertaken prior to seeking (pursuant to Division 4 Part 5 of the Act, including Section 89), approval from the Minister for Infrastructure and Transport. Major Development Plans may only be approved if they are consistent with the master plan in force for the airport.

## E3 Development assessment at Sydney Airport

Development at Sydney Airport is managed under a regulatory framework set by the Act and associated regulations as well as the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

### 3.1 Regulatory processes

The planning and development process for lodging, assessing and approving works at Sydney Airport is summarised in the flow chart attached at [Figure E3-1](#).

The *Airports (Building Control) Regulations 1996* require that carrying out a building activity, as defined in Section 98 of the Act (described as development in this Master Plan), must have written consent of the airport lessee company (Sydney Airport Corporation Limited). Prior to Sydney Airport's written consent, the planning and development process must be followed (refer to [Figure E3-1](#)). Key aspects of this process are:

- Consultation with Sydney Airport planning and development as to the need for a major development plan (MDP), Sydney Airport development application, application for Sydney Airport consent or an exemption
  - Application under the *Airports (Building Control) Regulations 1996*
  - Determine whether the development is consistent with Section 32 of the Act
  - Determine the development's consistency with the Master Plan and Environmental Strategy
  - Consultation with internal and external stakeholders, in particular, local government, regarding developments in proximity to boundaries as well as state government agencies
- A statutory assessment of the environmental impacts created by new developments, which is assessed by the airport environmental officer through the airport building controller, in accordance with the *Airport (Building Control) Regulations 1996*

Environmental impact assessment is regulated by the EPBC Act, the *Airport (Environmental Protection) Regulations 1997* and the [Sydney Airport Environmental Strategy 2019-2024](#).

Pursuant to the Act and *Airports (Building Control) Regulations 1996*, Sydney Airport's written consent must also be accompanied by the consent of the ABC before works commence. Works of a minor nature may be expected only after consultation with the ABC. ABC applications are made pursuant to the Act and *Airports (Building Control) Regulations 1996* and focus primarily on:

- Consistency of the development with the Master Plan
- Compliance with the Building Code of Australia

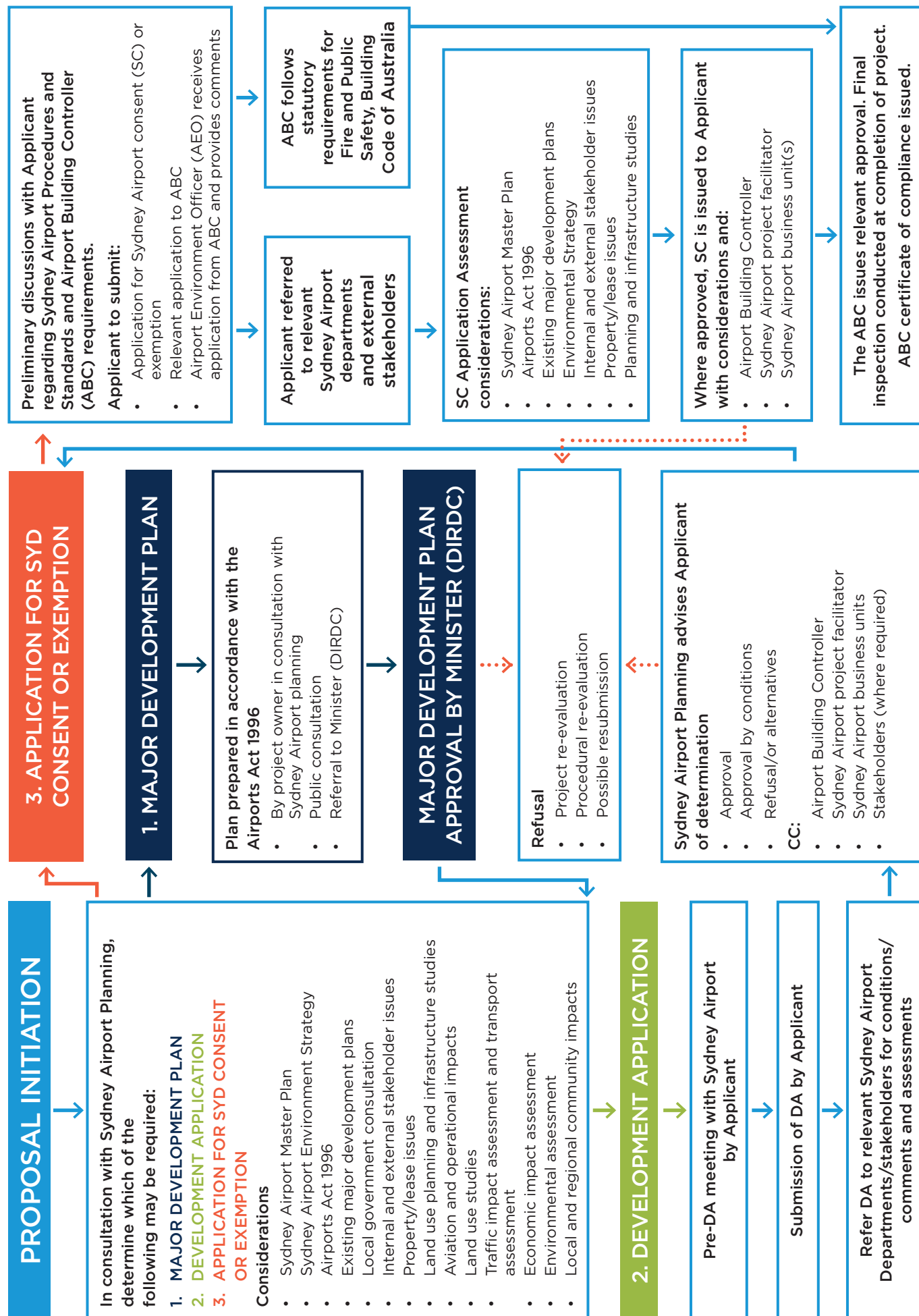


Figure E3-1: Sydney Airport planning and development process

## 3.2 Development standards

In addition to assessing proposals on regulatory compliance, proposals are also assessed on their performance in relation to a range of aviation, infrastructure, planning and environmental studies.

Due to the nature of the airport environment, development standards relating to each development are assessed on aviation-related standards not normally found in local planning ordinances. However, common planning standards and practices are applied to airport development where it is prudent to do so.

Sydney Airport's development standards are typically based on the list of documents and issues shown in [Table E3-1](#). Each development is assessed on its performance against each of these issues and corresponding guidelines and benchmark documents, in addition to the Land Use Plan (refer to [Chapter 13.0](#) of the Master Plan).

**Table E3-1:** Development Standard

Issue	Area	Sydney Airport guidelines and benchmark documents
Airside infrastructure	Aviation	MOS 139, ICAO Annex 14
Navigation surveillance systems	Aviation	Airservices Australia Navigational Aid Surface Drawings, MOS 172
Aircraft noise	Aviation	Building siting and insulation AS2021-2000 – Aircraft Noise Intrusion – Building, Siting and Construction
Obstacle limitation surface	Aviation	Airports (Protection of Airspace Regulations)
Runway end safety	Aviation	MOS 139
Lighting	Aviation	MOS 139
Bird hazard	Aviation	Wildlife management plan
Dust hazard	Aviation	Airport works plans
Aviation security	Aviation	Transport security program
Radar reflectivity and navigational aids	Aviation	Assessed on a case by case by Airservices Australia
Master grading	Infrastructure	Services master plan
Utilities	Infrastructure	Services master plan
Advertising and signage	Planning	Sydney Airport Master Plan; SEPP 64 principles
Land use	Planning	Sydney Airport Master Plan
Road traffic generation, traffic and transport management	Planning	Ground transport strategy, RTA guide to traffic generating development
Utilities protection	Planning	New southern railway, underground fuel and gas pipelines, SWSOOS, services master plan
Contaminated sites	Environmental	Contaminated sites register
Heritage	Environmental	Environment strategy and heritage management plan
Fuel storage	Environmental	Above-ground fuel storage policy
Asbestos	Environmental	Work health and safety standards
Environmentally sustainable development	Environmental	Environment strategy

## 3.3 External consultation

**Table E3-2** outlines a list of the agencies consulted on an ongoing basis. Note that agencies are consulted where there is a requirement for specific input on a particular issue. Other agencies not appearing below may also be consulted

**Table E3-2:** External Consultation

Consulted Body	Reason
Department of Planning and Environment (NSW)	Consultation regarding major on-airport developments
Airlines and tenants	Consultation regarding major on-airport developments
Local government authorities	Stakeholder consultation with local government on development interface issues on the airport boundary, including major developments
Airservices Australia and Civil Aviation Safety Authority	Radar/Navigational/OLS interference issues
Roads and Maritime Services	Trunk road access, advertising signage, traffic generating developments
Sydney Water Corporation	Potable water, trade waste, heritage (Alexandra Canal), air rights, SWSOOS
Sydney Ports Corporation	Port Botany/airport interface issues
Ausgrid	Electrical supply – network issues on-site/off-site
Joint User Hydrant Installations	Pipeline protection – hydrant installation and pipeline
Airport Link Company	New southern railway tunnel protection
APA Group	Moomba Gas pipeline protection
Department of Environment, Population and Energy	Heritage matters



## E4 Consistency with State environmental planning policies

### 4.1 Consistency with State environmental planning policies

State Environmental Planning Policy	Relevance to Sydney Airport
State Environmental Planning Policy No 33—Hazardous and Offensive Development (SEPP 33)	<p>SEPP 33 aims to identify potentially hazardous or offensive development and, in determining whether a development is hazardous or offensive industry, requires measures to be employed to reduce the impact of such development.</p> <p>Any proposed development of a hazardous or offensive nature on Sydney Airport requires development consent. Supporting information may include a hazard analysis prepared in accordance with relevant requirements.</p>
State Environmental Planning Policy No 55—Remediation of Land (SEPP 55)	<p>The objectives of SEPP 55 include the remediation of contaminated land for the purpose of reducing the risk to human health or another aspect of the environment. Under SEPP 55, a consent authority must not grant consent to a development unless it has considered whether the land is contaminated and whether it is suitable, or can be made suitable, for the proposed use.</p> <p>Sydney Airport has legislative requirements and internal processes to manage contaminated sites to achieve objectives similar to the aims and objectives of SEPP 55. These objectives are documented in Sydney Airport Environment Strategy.</p>
State Environmental Planning Policy No 64—Advertising and Signage (SEPP 64)	<p>SEPP 64 aims to ensure outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable location, and is of high quality design and finish.</p> <p>Consistent with the aims of SEPP 64, Sydney Airport considers issues of road safety, amenity, character and finish when assessing proposals for advertisements and signage within the airport.</p>
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	<p>The Vegetation in Non-Rural Areas SEPP aims to protect the biodiversity values of trees and other vegetation and preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.</p> <p>Vegetation at the airport consists predominantly of mown grassed areas with occasional low to open shrubland and woodlands, man-made wetlands and planted native and exotic trees. The Sydney Airport Environment Strategy 2019-2024 identifies two native plant community types occurring on the airport, their location and protection/ management measures.</p> <p>Management of vegetation at the airport is carried out in accordance with DIRDC's land clearing guidelines and the airport's replanting offset program. As part of the five year biodiversity action plan in the Environment Strategy 2019-2024, Sydney Airport proposes to develop an airport wide vegetation strategy which incorporates biodiversity offsets.</p>

State Environmental Planning Policy	Relevance to Sydney Airport
Coastal Management State Environment Planning Policy	<p>Sydney Airport acknowledges the introduction of the Coastal Management Act 2016 and the associated updates to the Coastal Management SEPP – the State Environmental Planning Policy (Coastal Management) 2018.</p> <p>The Coastal Management SEPP divides every part of the ‘coastal zone’ of NSW into one of three management areas. These are:</p> <ul style="list-style-type: none"> <li>• The coastal wetlands and littoral rainforests area</li> <li>• The coastal environment area</li> <li>• The coastal use area</li> </ul> <p>The purpose of a coastal management program is to ‘set the long-term strategy for the co-ordinated management of land within the coastal zone’. The focus of the program is to achieve the objectives of the Coastal Management Act. These objectives are wide-ranging and include:</p> <ul style="list-style-type: none"> <li>- Protect and enhance natural coastal processes and coastal environmental values including natural character, scenic value, biological diversity and ecosystem integrity and resilience</li> <li>- Recognise the coastal zone as a vital economic zone and to support sustainable coastal economies</li> <li>- Facilitate ecologically sustainable development in the coastal zone and promote sustainable land use planning decision-making</li> <li>- Promote integrated and co-ordinated coastal planning, management and reporting</li> <li>- Facilitate the identification of land in the coastal zone for acquisition by public or local authorities in order to promote the protection, enhancement, maintenance and restoration of the environment of the coastal zone.</li> </ul> <p>The coastal area around Sydney Airport is identified by the NSW Government as a ‘coastal use area’. The management objectives for the ‘coastal use area’ (set out in the Coastal Management Act) envisage that there will be urban development (with bulk and scale) on adjacent land.</p> <p>Sydney Airport is surrounded by waterways (including the coastal area). To minimise the impact of airport operations on surface water quality in adjacent waterways, we work closely with airport tenants, operators and contractors to manage activities that have the potential to impact on water quality and continue to identify opportunities to improve water quality. We have prepared a draft Stormwater Quality Management Plan which aims to improve the quality of stormwater leaving the airport site.</p> <p>The flood study mentioned in Master Plan 2039 is directly aimed at addressing the impacts of rising sea levels. Flood studies will be undertaken under the Climate Risk Assessment and Adaptation Plan. Sydney Airport has committed to periodic reviews and updates of the Adaptation Plan to ensure it evolves in response to new science, new global, Australian or aviation policies and new information. These documents identify risks associated with potential future climate scenarios and actions required to fully prepare for a climate resilient future.</p>

State Environmental Planning Policy	Relevance to Sydney Airport
<p>State Environmental Planning Policy (Three Ports) 2013</p>	<p>Three Ports SEPP identifies Port Botany as a State significant area for the development of port related facilities and development that supports the operations of Port Botany. Three Ports SEPP recognises the proximity of Sydney Airport and seeks to provide for development at Port Botany that does not, by its nature or scale, constitute an actual or potential obstruction or hazard to aircraft.</p> <p>Land to the east of Sydney Airport within the State Environmental Planning Policy is zoned primarily General Industry (IN1) and Special Activities (SP1).</p> <p>The proposed zoning of land on the eastern side of Sydney Airport recognises the proximity to SEPP (Port Botany). Sydney Airport also recognises the height and scale of development envisaged within SEPP (Port Botany) and its potential impacts on airport operations.</p>
<p>Sydney Regional Environmental Plan No 33—Cooks Cove (SREP 33)</p> <p>(Deemed State Environmental Planning Policy)</p>	<p>Under SREP 33, 20 hectares of the Cooks Cove northern precinct has been within a Trade and Technology Zone (TTZ). In part, the TTZ aims to:</p> <ul style="list-style-type: none"> <li>• Rezone land at Cooks Cove to encourage trade and technology uses, and to attract global-reach businesses which strengthen Sydney's international competitiveness, and</li> <li>• Capitalise on the physical proximity of the Cooks Cove site to Sydney Airport and Port Botany to create trade-focussed development</li> </ul> <p>Sydney Airport has long argued the importance of protecting employment lands in the vicinity of the airport. Sydney Airport therefore opposes current proposals to rezone the TTZ to permit residential development, including 25-storey towers.</p>

## 4.2 Consistency of Master Plan with relevant Local Environmental Plans

### 4.2.1 Introduction

Local Environmental Plans (LEPs) are prepared under Part 3 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and provide the statutory planning provisions and development controls for a local government area (LGA).

On 21 September 2005 a Standard Instrument – Principal Local Environmental Plan (LEP template) for all local government areas within the state of NSW was introduced by the NSW Minister for Planning and Environment. The *Bankstown Local Environmental Plan 2015* (BLEP) was developed in accordance with the standard instrument.

The Sydney Airport site is located within the Bayside and Inner West LGAs. These LGAs were formed following Council amalgamations in 2016, and until new comprehensive LEPs for these Councils are made, the previous Council's LEPs apply. These are:

- Botany Bay LEP 2013
- Rockdale LEP 2011 (which form Bayside Council)
- Marrickville LEP 2011 (which along with Ashfield and Leichhardt Council, formed Inner West Council)

The relevant associated provisions under each LEP are outlined in this appendix, together with an assessment of the consistency of the Master Plan's land use zones with the relevant provisions.

### 4.2.2 Land Use Definitions on Sydney Airport

Land use definitions for LEPs are required to meet the definitions in the NSW Standard LEP template. Definitions of terms used for the Sydney Airport Master Plan are provided in [Appendix G](#).

### 4.2.3 Bayside Council

The relevant zoning provisions of Botany Bay LEP 2013, and the Rockdale LEP 2011, as they relate to the Airport Site and adjoin land are detailed below.

#### Botany Bay LEP 2013

The relevant zoning provisions of Botany Bay LEP, as they relate to Sydney Airport and its land use zones, are detailed below.

##### Zone SP2 Infrastructure (Airport)

The airport site is zoned SP2 Infrastructure (Airport) under the Botany Bay LEP 2013, specifically for airport use. The objectives of the SP2 Infrastructure zone are:

- To provide for infrastructure and related uses and
- To prevent development that is not compatible with or that may detract from the provision of infrastructure

Environmental protection works in this zone are permitted without consent. Land uses permitted with consent in this zone include development for the airport or development ordinarily incidental or ancillary to development for the purpose of an airport.

The Master Plan has divided this portion of the land into the following separate zones to accurately reflect on-site activities. These zones include:

- AD1 – Aviation Activities and Aviation Support Facilities
- AD2 – Airport Terminal and Support Services
- AD3 – Airport Logistics and Support
- AD4 – Utilities Reservation
- AD5 – Aviation Reservation
- BD1 – Business Development
- BD2 – Enviro-Business Park
- EC1 – Environmental Conservation

Each zone provides for specific types of land uses related to airport operations and other development that is considered ancillary or incidental to airport operations, including the business, industrial and commercial land uses. The aviation related land uses are therefore consistent with the SP2 Infrastructure (Airport) zoning under Botany Bay LEP 2013.

### **Zone SP2 Infrastructure (Railway) and (Classified Road)**

Adjacent to the SP2 Infrastructure (Airport) zone along the northern and eastern perimeter of the airport are areas of land zoned either SP2 Infrastructure (Railway) or SP2 Infrastructure (Classified Road) under the Botany Bay LEP. These major transport network services provide a buffer between the airport and adjacent industrial and business development zones, and also provide access to Port Botany. The objectives of these zones are to provide for infrastructure and related uses, and to prevent development that is not compatible with or that may detract from the provision of infrastructure. Environmental protection works are permitted without consent in this zone. Land uses permitted with consent in this zone include development for the purpose of a railway or development ordinarily incidental or ancillary to development for the purpose of a railway.

The zones specified under the Master Plan will not conflict with or prevent the efficient operations of SP2 Infrastructure (Railway) or (Classified Road) zones.

### **IN1 General Industrial**

A large parcel of land located to the north of the airport site between Coward Street and Qantas Drive is zoned IN1 General Industrial. There is also a small portion south of General Holmes Drive on the western side of McFall Street. The objectives of this zone include to provide a wide range of industrial and warehouse land uses, encourage employment opportunities, minimise any adverse effect of industry on other land uses and to support and protect industrial land for industrial uses. A wide range of employment uses are permitted with consent in the IN1 General Industrial zone.

Land zoned IN1 General Industrial adjoins land zoned proposed to be zoned AD1 (Aviation Activity and Aviation Support Facilities) and AD3 (Airport Logistics and Support) zones under the Master Plan which are considered to be complementary land uses to contribute towards an aviation-related commercial/light industrial hub.

### **B5 Business Development**

Land to the north-east of the Airport site, between land zoned IN1 General Industrial and Wentworth Avenue is zoned B5 Business Development. A portion of the railway that that elsewhere is zoned SP2 Infrastructure (railway) is also part of this B5 zone. There is another small portion of land zoned B5 east of the site, near the intersection of Botany Road and the M1. The objective of this zone is 'to enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres'.

This zone adjoins land proposed to be zoned AD1 (Aviation Activity and Aviation Support Facilities), AD2 (Airport Terminal and Support Services), AD3 (Airport Logistics and Support) on the Airport site. Uses that are permissible with consent under these zones comprise aviation-related activities, including aviation support facilities, passenger transport terminals and support services as well as a business development. These uses are considered to be complementary with the objectives, and permissible uses within the B5 zone.

### **B4 Mixed Use**

A parcel of land east of the Airport site, on the eastern side of Botany Road is zoned B4 Mixed Use. The objective of this zone is to provide a mixture of compatible land uses and to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling. Uses permissible on this site include a range of commercial and retail uses, as well as shop top housing and apartment buildings. As this zoned land is east of both General Holmes Drive and Botany Road, and the B5 Business Development zone, this is considered to be a transition zone to residential zones further east.

### **IN2 Light Industrial**

On the eastern side of Botany Road, south of Wentworth Avenue, land is zoned IN1 Light Industrial. The objectives of this zone include providing a wide range of light industrial, warehouse and related used, encourage employment opportunities and to support the viability of centres, to minimise any adverse effect of industry on other land uses and support and protect industrial land for industrial uses. This is near land proposed to be zoned BD1 Business Development and EC1 Environmental Conservation, and is considered to be a compatible zoning.

## **R2 Low Density Residential**

A small portion of land zoned R2 Low Density Residential is located between the IN2 zoned land and Southern Cross Drive. Although this use is generally not consistent with the Airport zones and industrial and business uses in the vicinity, this is likely a legacy area given the age of some of the housing stock, and established when conflicting land use zones was not as regulated as today.

## **SP1 Special Activity (Recreation Facility)**

On the southern side of Southern Cross Drive, east of Botany Road, is part of the Botany Water Reserves including the Mills Stream. This is zoned SP1 Special Activity (Recreation Facility) and objectives of this zone includes to provide for sites with special natural characteristics that are not provided for in other zones, and facilitating development that is in keeping with the special characterises of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land. This is a State significant landscape heritage item and also of regional importance as a major recharge source for the Sydney basin aquifer.

## **B7 Business Park**

East of the Airport site, and on the southern side of Bay Street and the Mill Pond waterway, is an area of land zoned B7 Business Park. The objectives of the zone include providing a range of office and light industrial uses, to encourage employment opportunities and enable other land uses that provide facilities or services to meet the day to day needs of workers. This is considered to be a consistent use with the operations of the airport, and could provide for a range of support employment activity, which are considered to be uses complementary to the airport site.

## **RE1 Public Recreation**

The southern-most parcel of land adjoining the eastern boundary of the airport site, south of General Holmes Drive, and adjoining the Mill Stream and Botany Bay foreshore, is a parcel of land zoned RE1 known as Sir Joseph Banks Park, and is approximately 26 hectares. Objectives of the zone include to enable land to be used for public open space or recreational purposes, provide a range of recreational setting and activities and compatible land uses, and protect and enhance the natural environment for recreational purposes. The EC1 zone in this portion of the site provides a buffer to airport operations in the west and minimises the potential for land use conflicts between land zoned under the Botany Bay LEP and the Master Plan. Given the environmental characteristics of this land, this zone is considered appropriate and not a conflicting use for the airport.

## **Rockdale Local Environmental Plan 2011**

The relevant zoning provisions of Rockdale LEP, as they relate to Sydney Airport and its land use zones, are detailed below.

### **Zone SP2 Infrastructure (Airport)**

The portion of the airport site located within the Rockdale LGA is zoned SP2 Infrastructure (Airport), which permits development for airport purposes. Development that is ordinarily ancillary to airport purposes is permissible with consent in this zone. The Master Plan has zoned this land for five (5) separate purposes. These are:

- AD1 – Aviation Activities and Aviation Support Facilities
- AD2 – Airport Terminal and Support Services
- AD3 – Airport Logistics and Support
- BD1 – Business Development
- BD2 – Enviro-Business Park

The provisions of the Rockdale LEP that relate to land adjoining Sydney Airport are discussed below.

### **Zone RE1 Public Recreation**

Land zoned RE1 Public Recreation, known as Kyeemagh Reserve, is located on the western side the Cooks River between Muddy Bay and Botany Bay. Another parcel RE1 zoned land further north of the land zoned under the SREP (Cooks Cove) site known as Cahill Park, is located along the foreshore of the Cooks River, west of the Airport site. Another parcel of RE1 zoned land adjoins the Cooks River between Muddy Bay and Botany Bay, known as Kyeemagh Reserve and Beach. The objectives of this zone are to enable land to be used for public open space or recreational purposes, provide for a range of recreational activities and compatible uses, and to protect and enhance the natural environment for recreation purposes. The types of uses that are permissible in the zone include recreational facilities, community facilities, child care centres and kiosks.

The western sector of the airport site adjacent on the opposite of the Cooks River to Cahill Park is proposed to be zoned BD1 (Business Development) and AD1 (Aviation Activity and Aviation Support Facilities) and under the Master Plan. The part of the Airport site on the opposite side of the Cooks River of Kyeemagh Reserve is proposed to be zoned AD1 (Aviation Activity and Aviation Support Facilities).

The separation achieved by the Cooks River ensures that the proposed zonings will not conflict with the public recreation areas. Amenity impacts on existing open space areas will remain unchanged from the existing zones



### **Clause 6.3 Development in areas subject to aircraft noise**

The provisions of Clause 6.3 of Rockdale LEP 2011 place specific controls on developing land within areas directly affected by aircraft noise. That is, land in proximity to the airport site and within an ANEF contour of 20 or greater. The provision directs council to ensure the guidelines provided in Australian Standard *AS 2021:2015 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* are incorporated in the design and construction of buildings that are affected by noise and vibration associated with airport operations.

## **Marrickville Local Environmental Plan 2011**

The relevant zoning provisions of Marrickville Local Environmental Plan 2011 (Marrickville LEP), as they relate to Sydney Airport and its land use zones, are detailed below.

### **Infrastructure (Air Transport Facilities)**

A portion of the northern sector of the airport site, around Alexandra Canal, is located within the Inner West LGA and subject to the Marrickville LEP 2011. Sydney Airport is zoned SP2 Infrastructure (Air Transport Facilities) under Marrickville LEP. The Master Plan has zoned this land for three (3) separate purposes. These are:

- AD1 – Aviation Activity and Aviation Support Facilities
- AD2 – Airport Terminal and Support Services
- AD3 – Airport Logistics and Support

The objective of the SP2 (Infrastructure) zone is ‘to provide for infrastructure and related uses, to prevent development that is not compatible with or that may detract from the provision of infrastructure and to protect and provide for land used for community purposes’.

Under the SP2 Infrastructure (Air Transport Facilities) zone, home occupations are permitted without consent. Roads and any development that is ordinarily incidental or ancillary to development for the purpose of air transport facilities is permitted with consent in the SP2 Infrastructure (Air Transport Facilities) zone). All other land uses are prohibited in this zone.

The Master Plan proposes to zone this land as AD1 (Aviation Activity and Aviation Support Facilities), AD2 (Airport Terminal and Support Services) and AD3 (Airport Logistics and Support) which permit uses that are fundamental to airport operations.

### **Zone IN1 General Industrial**

Sydney Airport owns a freehold parcel of land north of Airport Drive and Alexandra Canal, which is within the airport boundary. This freehold land does not fall within the Commonwealth’s landholding of the airport. This land is therefore governed under the provisions of the NSW EP&A Act and Marrickville LEP and is zoned IN1 General Industrial under Marrickville LEP.

The purpose of the IN1 zone is to provide for industrial and warehouse uses, to encourage employment, minimise adverse effect of industry on other land uses, and to protect industrial land in proximity to Sydney Airport and Port Botany. For the adjoining land subject to the Master Plan, the zone AD3 – Airport Logistics and Support is to apply, which permits uses that support airport operations.

Types of development permissible with consent in the IN1 zone include (but are not limited to) dwelling houses, general industries, light industries, neighbourhood shops, and takeaway and food and drink premises. While permissible with consent in the IN1 zone, development consent in relation to dwelling houses only applies to alterations or additions to existing dwellings. It is also noted that a number of airport related uses, such as air transport facilities, airstrips and passenger transport facilities, are prohibited in the IN1 zone.

Existing development within the IN1 zone comprises a number of uses prohibited under Marrickville LEP, including animal boarding or training establishments, commercial premises, child care centres, and air transport facilities. Aviation-related uses within the AD3 zone would not unreasonably intensify the use of this area beyond what currently exists. In addition, there are no sensitive land uses adjoining or in proximity to this portion of the airport site.

A portion of the IN1 zoned land is owned by Sydney Airport but is not zoned under the Master Plan and is not subject to the requirements of the Act or the Master Plan.

### **RE1 Public Recreation**

Land zoned RE1 Public Recreation is located adjacent to the airport site, to the north of Alexandra Canal. A small portion of this land is located adjacent to land zoned AD1 (Aviation Activity and Aviation Support Facilities) and AD2 (Airport Terminal and Support Services) under the Master Plan. The objective of the RE1 zone is to enable land to be used for public open space or recreational purposes, provide a range of recreational settings and activities, community facilities, services and compatible land uses, and to protect and enhance the natural environment for recreational purposes.

The location of the RE1 zone on the opposite side of Alexandra Canal, coupled with the purpose of the zone, minimises the potential for land use conflicts between this land and the airport site. In addition, RE1 zoned land provides a buffer between residential development to the north and airport operations.

### **Zone SP2 Infrastructure (Rail Infrastructure Facilities, Air Transport Facilities and Stormwater Management Systems)**

Land within the Marrickville portion of the site is zoned SP2 Infrastructure and includes land for purposes including rail infrastructure facilities, air transport facilities and stormwater management systems. The objective of the SP2 Infrastructure zone is to 'provide for infrastructure and related uses, prevent development that is not compatible with or that may detract from the provision of infrastructure and to protect and provide for land used for community purposes'.

Alexandra Canal to the north of the airport is zoned SP2 Infrastructure for the purpose of stormwater management systems. Port Botany freight line and Airport Drive are zoned SP2 Infrastructure (Rail Infrastructure Facilities and Air Transport Facilities respectively). This zoning supports airport operations and is therefore consistent with the AD2 zone under the Master Plan.

### **Development in areas subject to aircraft noise**

Marrickville LEP 2011 contains provisions, in section 6.5, relating to development on land that is near the airport, has an ANEF contour of 20 or greater and where the consent authority considers the land to be affected by aircraft related noise. This provision places specific controls on development within these areas and requires the consent authority to consider the following:

- Whether the development will result in an increase in the number of dwellings or people affected by aircraft noise
- The location of the development in relation to the criteria contained in Australian Standard AS 2021:2015, *Acoustics Aircraft Noise Intrusion - Building Siting and Construction*
- Satisfaction that the development will meet the indoor design sound levels in relation to the criteria provided in Australian Standard AS 2021:2000, *Acoustics - Aircraft noise intrusion - Building Siting and Construction*

Marrickville LEP 2011 contains provisions relating to the protection of airspace operations to direct the consent authority when assessing development applications to have regard to whether the proposed development will penetrate the limitation or operations surface. Development consent must not be granted if the consent authority and commonwealth body are satisfied that the proposed development will penetrate the limitation or operations surface.

#### 4.2.4 Commercial and retail development in areas adjacent to Sydney Airport

The Act requires the Master Plan to include an analysis of how the proposed developments in the Master Plan fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport.

**Chapter 10.0** of the Master Plan (Commercial Development Plan) describes the type of commercial and retail development that may occur on the airport site over the planning period for the Master Plan, including the first five years.

Sydney Airport has a strong track record of delivering appropriate commercial activities/developments that enhance the passenger and other airport user needs. Sydney Airport's commercial planning activities comprise only 5.8 percent of allocated land. The majority of proposed future commercial development is expected to involve hotel accommodation for passengers, offices for aviation related businesses and general retail for passengers, their 'meeters and greeters', staff and related aviation service providers.

Therefore, having regard to the commercial and retail developments that are permitted by the various LEPs operating in areas adjacent to the Airport and given the type of commercial and retail development Sydney Airport anticipates will occur on the airport site over the planning period (including the next five years), the proposed on-airport developments fit within the planning schemes for areas adjacent to the Airport.

# Appendix F

## Runway Modes of Operation



# RUNWAY MODES OF OPERATION

To facilitate noise sharing and implementation of the Long Term Operating Plan for Sydney Airport, Airservices Australia has adopted a preferred runway selection system which, depending on weather and traffic, utilises the runway modes of operation on specified days and times. The following arrangements set out in [Tables F1-1](#) and [F1-2](#), and [Figure F1-1](#) became effective on 1 July 2010.

**Table F1-1:** Preferred runway selection – Monday to Friday

Time	Preferred Options	Runway Operation
2300 to 0600	1	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1	SODPROPS – Departures 16L / Arrivals 34L
	2	Departures 16L&R / Arrivals 34L (shoulder curfew). If traffic permits.
	3	Departures 34R, 25 & 34L/Arrivals 34L&R (Mode 8), or
		Departures 25 / Arrivals 34L&R (Mode 7), or
		Departures 16L&R / Arrivals 25 (Mode 5), or
		Departures 16L&R / Arrivals 07 (Mode 14A)
	4	34 (Mode 9) or 16 (Mode 10)
0700 to 2245	5	07 (Mode 12) or 25 (Mode 13)
	1	SODPROPS – Departures 16L / Arrivals 34L
	2	Departures 16L&R / Arrivals 07 (Mode 14A), or
		Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or
		Departures 25 / Arrivals 34L&R (Mode 7), or
		Departures 16L&R / Arrivals 25 (Mode 5)
2245 to 2300	3	34 (Mode 9) or 16 (Mode 10)
	4	07 (Mode 12) or 25 (Mode 13)
	1	SODPROPS – Departures 16L (mandatory) / Arrivals 34L
	2	Departures 16L&R (mandatory) / Arrivals 34L (shoulder curfew) unless there would be significant delays to either departing or arriving aircraft, or traffic complexity requires a variation or weather conditions preclude the use of 34L
	3	Departures 16L&R / Arrivals 25 (Mode 5), or
		Departures 16L&R / Arrivals 07 (Mode 14A)
2245 to 2300	4	16 (Mode 10)

**Notes:**

- Runway 34 and Runway 16 parallel runway operations should only be considered for use if required for traffic management purposes during the following hours:
  - 0700 to 1100 Monday to Saturday
  - 0800 to 1100 Sunday
  - 1500 to 2000 Sunday to Friday.
- In order to take advantage of suitable traffic dispositions, variations to these times will occur.
- 20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions
- This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

Source: Airservices, Sydney Airport Operational Statistics, January 2018

**Table F1-2:** Preferred runway selection – Saturday and Sunday

Time	Preferred Options	Runway Operation
2300 to 0600	1	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700 Saturday	1	SODPROPS – Departures 16L / Arrivals 34L
0600 to 0800 Sunday	2	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3	Departures 16L&R / Arrivals 25 (Mode 5), or
		Departures 16L&R / Arrivals 07 (Mode 14A), or
		Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or
		Departures 25 / Arrivals 34L&R (Mode 7)
	4	34 (Mode 9) or 16 (Mode 10)
	5	07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday	1	SODPROPS – Departures 16L / Arrivals 34L or
0800 to 2200 Sunday	2	Departures 16L&R / Arrivals 07 (Mode 14A), or
		Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or
		Departures 25 / Arrivals 34L&R (Mode 7), or
		Departures 16L&R / Arrivals 25 (Mode 5)
	3	34 (Mode 9) or 16 (Mode 10)
	4	07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1	SODPROPS – Departures 16L (Mandatory) / Arrivals 34L
	2	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3	Departures 16L&R / Arrivals 25 (Mode 5)
	4	Departures 16L&R / Arrivals 07 (Mode 14A)
	5	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8)
	6	Departures 25 / Arrivals 34L&R (Mode 7)
	7	34 (Mode 9) or 16 (Mode 10)
	8	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1	SODPROPS – Departures 16L&R (Mandatory) / Arrivals 34L
	2	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3	Departures 16L&R / Arrivals 25 (Mode 5), or
		Departures 16L&R / Arrivals 07 (Mode 14A)
	4	16 (Mode 10)

**Notes:**

1. Runway 34 and Runway 16 parallel runway operations should only be considered for use if required for traffic management purposes during the following hours:
  - a. 0700 to 1100 Monday to Saturday
  - b. 0800 to 1100 Sunday
  - c. 1500 to 2000 Sunday to Friday.
2. In order to take advantage of suitable traffic dispositions, variations to these times will occur.
3. 20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions
4. This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

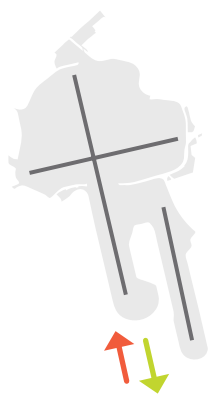
Source: Airservices, Sydney Airport Operational Statistics, January 2018



### Mode 1 - Curfew

D 16R  
A 34L

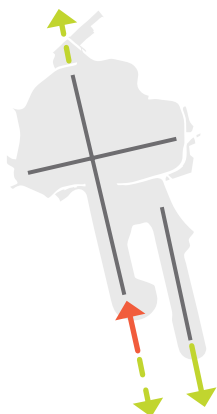
Departures to South  
Arrivals from South



### SODPROPS

D 16L, 16R(h)  
A 34L

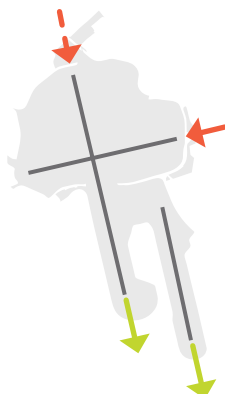
Departures to South  
Arrivals from South



### Mode 5

D 16L, 16R  
A 25, 16R(h)

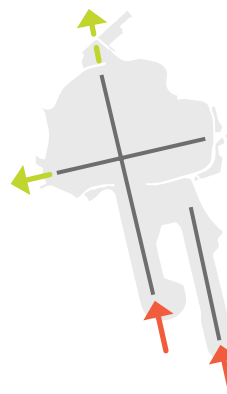
Departures to South  
Arrivals from East



### Mode 7

D 25, 34L(h)  
A 34L, 34R

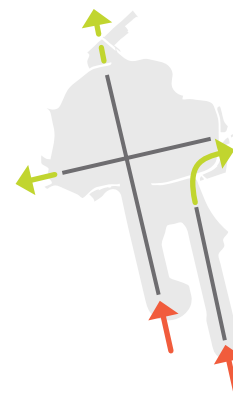
Departures to West  
Arrivals from South



### Mode 8

D 25, 34R, 34L(h)  
A 34L, 34R

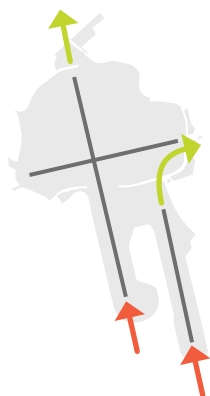
Departures to West,  
East & North East  
Arrivals from South



### Mode 9

D 34L, 34R  
A 34L, 34R

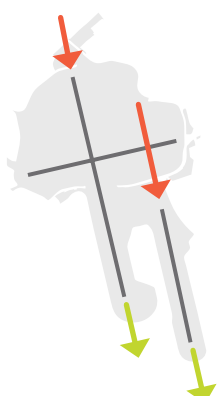
Departures to North & East  
Arrivals from South



### Mode 10

D 16L, 16R  
A 16L, 16R

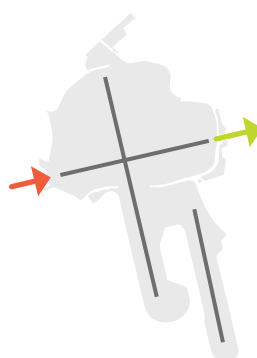
Departures to South  
Arrivals from North



### Mode 12

D 07  
A 07

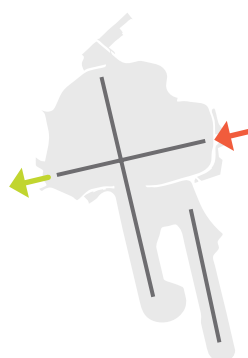
Departures to East  
Arrivals from West



### Mode 13

D 25  
A 25

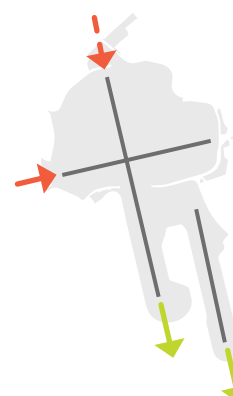
Departures to West  
Arrivals from East



### Mode 14a

D 16L, 16R  
A 07, 16R(h)

Departures to South  
Arrivals from West



Departure

Long Haul (h) Departure

Arrival

Long Haul (h) Arrival

Source: Airservices, Sydney Airport Operational Statistics, January 2018

Figure F1-1: Runway modes of operation

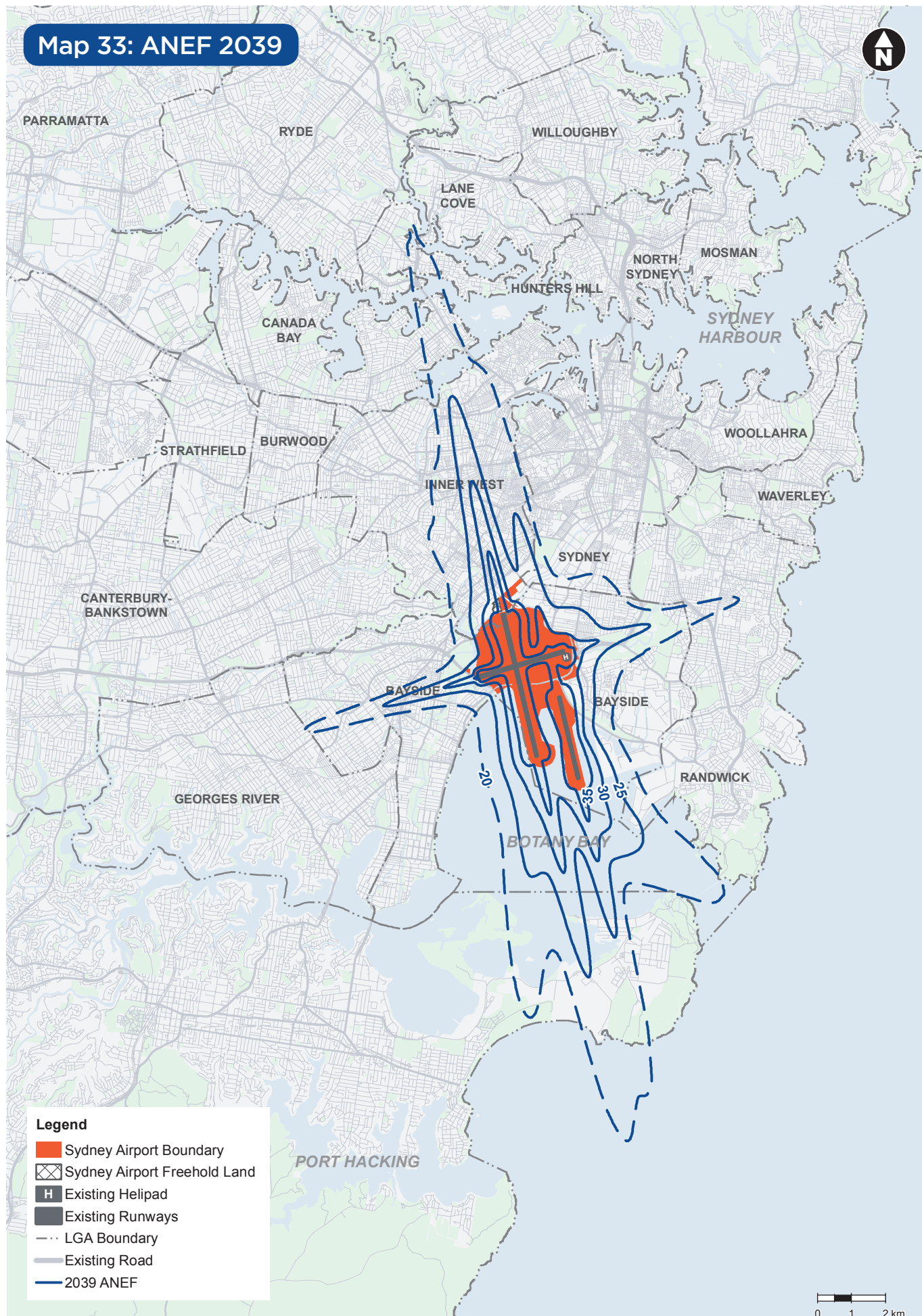
# Appendix G

ANEF





# Map 33: ANEF 2039



2026 Daily Movements by Runway														
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 07							Runway 25						
737800	9.44	1.42	10.85	4.88	0.60	5.48	16.33	7.80	1.81	9.62	5.49	0.92	6.42	16.03
737MAX	3.15	0.47	3.62	1.63	0.20	1.83	5.44	2.60	0.60	3.21	1.83	0.31	2.14	5.34
747400	0.20	0.00	0.20	0.11	0.02	0.13	0.33	0.17	0.00	0.17	0.12	0.03	0.15	0.32
777200	1.32	0.06	1.39	0.28	0.07	0.35	1.74	0.81	0.11	0.92	0.63	0.13	0.76	1.68
777300	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.03	0.03	0.08	0.00	0.08	0.11
7773ER	0.41	0.10	0.51	0.49	0.02	0.51	1.02	0.29	0.11	0.41	0.55	0.05	0.60	1.01
7878R	0.98	0.34	1.32	0.56	0.13	0.69	2.01	0.76	0.29	1.06	0.81	0.34	1.15	2.21
A320-232	1.65	0.45	2.10	0.94	0.10	1.04	3.14	1.36	0.58	1.94	1.03	0.15	1.19	3.13
A320NEO	0.55	0.15	0.70	0.31	0.03	0.35	1.05	0.45	0.19	0.65	0.34	0.05	0.40	1.04
A321-232	1.54	0.27	1.81	0.52	0.15	0.66	2.47	1.20	0.37	1.57	0.65	0.24	0.89	2.46
A321NEO	0.51	0.09	0.60	0.17	0.05	0.22	0.82	0.40	0.12	0.52	0.22	0.08	0.30	0.82
A330-343	3.22	0.46	3.68	1.34	0.22	1.57	5.25	2.64	0.60	3.24	2.21	0.27	2.48	5.72
A340-642	0.08	0.00	0.08	0.07	0.00	0.07	0.15	0.05	0.00	0.05	0.04	0.00	0.04	0.10
A380-841	0.27	0.06	0.32	0.23	0.05	0.28	0.60	0.22	0.12	0.34	0.33	0.10	0.43	0.77
A380-861	0.11	0.02	0.14	0.10	0.02	0.12	0.26	0.09	0.05	0.15	0.14	0.04	0.19	0.33
CNA441	0.00	0.38	0.38	0.00	0.04	0.04	0.43	0.00	0.52	0.52	0.00	0.17	0.17	0.69
CNA680	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.00	0.02	0.02	0.05
DHC830	2.30	0.07	2.37	1.58	0.15	1.73	4.10	2.29	0.16	2.45	1.90	0.16	2.06	4.51
DO228	0.08	0.03	0.12	0.09	0.02	0.11	0.22	0.09	0.04	0.13	0.10	0.03	0.13	0.25
DO328	1.01	0.06	1.07	0.38	0.08	0.47	1.54	0.86	0.08	0.94	0.48	0.07	0.56	1.50
F10062	0.40	0.00	0.40	0.11	0.00	0.11	0.51	0.23	0.00	0.23	0.09	0.00	0.09	0.33
GV	0.00	0.02	0.02	0.00	0.02	0.02	0.04	0.00	0.07	0.07	0.00	0.33	0.33	0.40
LEAR35	0.00	0.15	0.15	0.08	0.00	0.09	0.23	0.00	0.17	0.17	0.06	0.03	0.09	0.25
MD11GE	0.07	0.00	0.07	0.06	0.00	0.06	0.13	0.06	0.00	0.06	0.04	0.00	0.04	0.09
SF340	3.30	0.08	3.38	1.52	0.17	1.69	5.07	2.73	0.07	2.80	1.65	0.16	1.81	4.61
BAE146	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	30.58	4.71	35.30	15.48	2.15	17.63	52.93	25.11	6.14	31.25	18.80	3.69	22.49	53.74
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 16L							Runway 34R						
737800	39.56	14.33	53.88	55.14	17.53	72.67	126.55	33.00	11.63	44.63	40.43	15.55	55.98	100.61
737MAX	13.19	4.78	17.96	18.38	5.84	24.22	42.18	11.00	3.88	14.88	13.48	5.18	18.66	33.54
747400	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
777200	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
777300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7773ER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7878R	0.00	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A320-232	6.01	2.25	8.26	10.20	3.51	13.71	21.98	5.37	2.14	7.51	7.74	2.98	10.72	18.24
A320NEO	2.00	0.75	2.75	3.40	1.17	4.57	7.32	1.79	0.71	2.50	2.58	0.99	3.57	6.08
A321-232	6.07	2.91	8.98	7.33	3.86	11.19	20.17	5.34	2.85	8.19	5.94	3.37	9.31	17.50
A321NEO	2.02	0.97	2.99	2.44	1.29	3.73	6.72	1.78	0.95	2.73	1.98	1.12	3.10	5.83
A330-343	5.45	0.87	6.33	11.48	2.07	13.55	19.88	4.60	1.16	5.76	8.55	1.69	10.24	16.00
A340-642	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A380-841	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A380-861	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA441	0.00	2.58	2.58	0.00	3.83	3.83	6.41	0.00	2.75	2.75	0.00	3.97	3.97	6.72
CNA680	0.00	0.52	0.52	0.00	0.43	0.43	0.95	0.00	0.43	0.43	0.00	0.56	0.56	0.99
DHC830	13.27	2.14	15.42	11.96	1.55	13.51	28.92	10.87	1.61	12.47	9.41	1.32	10.73	23.21
DO228	0.58	0.43	1.01	0.46	0.55	1.01	2.02	0.30	0.55	0.85	0.50	0.40	0.90	1.74
DO328	1.51	0.00	1.51	1.71	0.60	2.30	3.81	1.76	0.00	1.76	1.21	0.41	1.62	3.39
F10062	0.74	0.00	0.74	1.15	0.00	1.15	1.89	0.63	0.00	0.63	0.65	0.00	0.65	1.27
GV	0.00	0.52	0.52	0.00	0.93	0.93	1.45	0.00	0.43	0.43	0.00	0.62	0.62	1.05
LEAR35	0.00	1.04	1.04	0.57	0.43	1.01	2.05	0.00	1.43	1.43	0.29	0.55	0.84	2.27
MD11GE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SF340	4.49	0.00	4.49	5.85	0.00	5.85	10.34	4.48	0.00	4.48	4.31	0.00	4.31	8.79
BAE146	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	94.89	34.11	129.00	130.07	43.68	173.75	302.75	80.91	30.53	111.43	97.07	38.73	135.80	247.23

2026 Daily Movements by Runway														
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 16R							Runway 34L						
737800	22.80	8.20	<b>30.99</b>	15.53	3.51	<b>19.04</b>	<b>50.03</b>	17.13	8.39	<b>25.52</b>	12.96	2.95	<b>15.91</b>	<b>41.44</b>
737MAX	7.60	2.73	<b>10.33</b>	5.17	1.17	<b>6.35</b>	<b>16.68</b>	5.71	2.80	<b>8.51</b>	4.32	0.98	<b>5.30</b>	<b>13.81</b>
747400	2.16	0.00	<b>2.16</b>	1.43	0.75	<b>2.18</b>	<b>4.33</b>	1.48	0.00	<b>1.48</b>	1.00	0.54	<b>1.55</b>	<b>3.02</b>
777200	5.27	2.51	<b>7.78</b>	7.29	2.71	<b>10.00</b>	<b>17.78</b>	6.60	2.32	<b>8.92</b>	5.79	2.08	<b>7.88</b>	<b>16.80</b>
777300	0.00	0.85	<b>0.85</b>	0.93	0.00	<b>0.93</b>	<b>1.78</b>	0.00	1.12	<b>1.12</b>	0.98	0.00	<b>0.98</b>	<b>2.09</b>
7773ER	3.02	2.64	<b>5.66</b>	6.47	1.06	<b>7.53</b>	<b>13.20</b>	3.28	4.15	<b>7.42</b>	4.49	0.87	<b>5.35</b>	<b>12.77</b>
7878R	7.65	4.26	<b>11.91</b>	9.56	4.66	<b>14.22</b>	<b>26.13</b>	7.61	5.11	<b>12.71</b>	7.07	3.78	<b>10.85</b>	<b>23.56</b>
A320-232	3.98	2.35	<b>6.33</b>	2.47	0.00	<b>2.47</b>	<b>8.80</b>	2.60	2.01	<b>4.60</b>	1.62	0.00	<b>1.62</b>	<b>6.22</b>
A320NEO	1.33	0.78	<b>2.11</b>	0.82	0.00	<b>0.82</b>	<b>2.93</b>	0.87	0.67	<b>1.53</b>	0.54	0.00	<b>0.54</b>	<b>2.07</b>
A321-232	3.57	0.85	<b>4.42</b>	1.24	1.89	<b>3.13</b>	<b>7.55</b>	2.11	0.66	<b>2.77</b>	0.83	1.74	<b>2.57</b>	<b>5.35</b>
A321NEO	1.19	0.28	<b>1.47</b>	0.41	0.63	<b>1.04</b>	<b>2.52</b>	0.70	0.22	<b>0.92</b>	0.28	0.58	<b>0.86</b>	<b>1.78</b>
A330-343	18.02	4.55	<b>22.57</b>	15.69	4.21	<b>19.90</b>	<b>42.47</b>	16.65	5.77	<b>22.42</b>	12.92	3.35	<b>16.26</b>	<b>38.69</b>
A340-642	0.58	0.00	<b>0.58</b>	0.57	0.00	<b>0.57</b>	<b>1.15</b>	0.28	0.00	<b>0.28</b>	0.31	0.00	<b>0.31</b>	<b>0.60</b>
A380-841	2.93	2.93	<b>5.86</b>	4.29	2.21	<b>6.49</b>	<b>12.35</b>	2.19	3.90	<b>6.08</b>	3.55	1.84	<b>5.39</b>	<b>11.47</b>
A380-861	1.25	1.26	<b>2.51</b>	1.84	0.95	<b>2.78</b>	<b>5.29</b>	0.94	1.67	<b>2.61</b>	1.52	0.79	<b>2.31</b>	<b>4.92</b>
CNA441	0.00	0.88	<b>0.88</b>	0.00	1.43	<b>1.43</b>	<b>2.31</b>	0.00	2.89	<b>2.89</b>	0.00	0.55	<b>0.55</b>	<b>3.44</b>
CNA680	0.00	0.00	<b>0.00</b>	0.00	0.00	<b>0.00</b>	<b>0.00</b>	0.00	0.00	<b>0.00</b>	0.00	0.00	<b>0.00</b>	<b>0.00</b>
DHC830	11.18	0.54	<b>11.72</b>	12.30	2.10	<b>14.40</b>	<b>26.11</b>	8.18	0.40	<b>8.57</b>	8.85	1.73	<b>10.57</b>	<b>19.15</b>
DO228	0.44	0.56	<b>1.00</b>	0.99	0.00	<b>0.99</b>	<b>2.00</b>	0.51	0.39	<b>0.90</b>	0.86	0.00	<b>0.86</b>	<b>1.76</b>
DO328	4.29	1.65	<b>5.94</b>	4.87	1.19	<b>6.06</b>	<b>12.00</b>	3.57	1.21	<b>4.79</b>	4.14	0.85	<b>4.99</b>	<b>9.77</b>
F10062	0.00	0.00	<b>0.00</b>	0.00	0.00	<b>0.00</b>	<b>0.00</b>	0.00	0.00	<b>0.00</b>	0.00	0.00	<b>0.00</b>	<b>0.00</b>
GV	0.00	0.54	<b>0.54</b>	0.00	0.10	<b>0.10</b>	<b>0.65</b>	0.00	0.41	<b>0.41</b>	0.00	0.00	<b>0.00</b>	<b>0.41</b>
LEAR35	0.00	0.00	<b>0.00</b>	0.00	0.43	<b>0.43</b>	<b>0.43</b>	0.00	0.21	<b>0.21</b>	0.00	0.56	<b>0.56</b>	<b>0.77</b>
MD11GE	0.58	0.00	<b>0.58</b>	0.57	0.00	<b>0.57</b>	<b>1.15</b>	0.29	0.00	<b>0.29</b>	0.33	0.00	<b>0.33</b>	<b>0.62</b>
SF340	16.15	1.67	<b>17.81</b>	16.05	3.66	<b>19.71</b>	<b>37.52</b>	14.86	1.18	<b>16.04</b>	12.61	3.01	<b>15.62</b>	<b>31.66</b>
BAE146	0.00	0.00	<b>0.00</b>	0.00	3.00	<b>3.00</b>	<b>3.00</b>	0.00	3.00	<b>3.00</b>	0.00	0.00	<b>0.00</b>	<b>3.00</b>
<b>TOTAL</b>	<b>113.98</b>	<b>40.04</b>	<b>154.02</b>	<b>108.50</b>	<b>35.64</b>	<b>144.15</b>	<b>298.17</b>	<b>95.54</b>	<b>48.45</b>	<b>144.00</b>	<b>84.97</b>	<b>26.21</b>	<b>111.18</b>	<b>255.17</b>

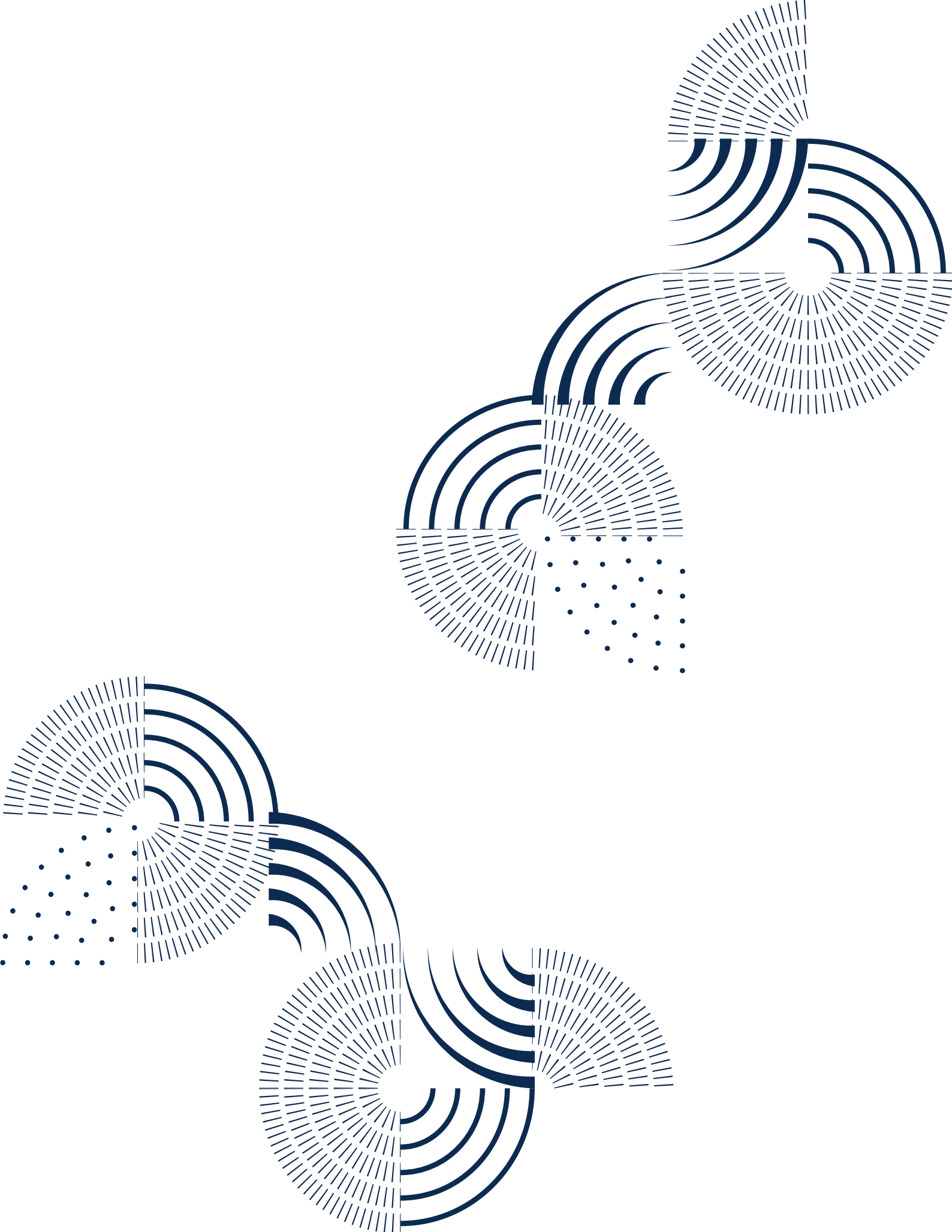
2039 Daily Movements by Runway														
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 07							Runway 25						
737800	6.15	0.90	<b>7.05</b>	3.00	0.35	<b>3.35</b>	<b>10.40</b>	4.98	1.15	<b>6.12</b>	3.41	0.55	<b>3.96</b>	<b>10.08</b>
737MAX	6.15	0.90	<b>7.05</b>	3.00	0.35	<b>3.35</b>	<b>10.40</b>	4.98	1.15	<b>6.12</b>	3.41	0.55	<b>3.96</b>	<b>10.08</b>
747400	0.13	0.00	<b>0.13</b>	0.16	0.00	<b>0.16</b>	<b>0.28</b>	0.09	0.00	<b>0.09</b>	0.09	0.00	<b>0.09</b>	<b>0.18</b>
777200	1.80	0.37	<b>2.17</b>	0.47	0.12	<b>0.59</b>	<b>2.76</b>	0.97	0.29	<b>1.26</b>	0.71	0.24	<b>0.95</b>	<b>2.21</b>
777300	0.00	0.00	<b>0.00</b>	0.00	0.00	<b>0.00</b>	<b>0.01</b>	0.02	0.00	<b>0.02</b>	0.04	0.00	<b>0.04</b>	<b>0.05</b>
7773ER	1.34	0.15	<b>1.48</b>	0.83	0.08	<b>0.91</b>	<b>2.40</b>	1.09	0.29	<b>1.38</b>	1.38	0.39	<b>1.77</b>	<b>3.15</b>
7878R	3.27	0.60	<b>3.87</b>	1.60	0.28	<b>1.88</b>	<b>5.75</b>	2.37	0.64	<b>3.01</b>	2.25	0.57	<b>2.82</b>	<b>5.83</b>
A320-232	0.92	0.28	<b>1.20</b>	0.42	0.06	<b>0.48</b>	<b>1.68</b>	0.73	0.34	<b>1.08</b>	0.47	0.09	<b>0.56</b>	<b>1.64</b>
A320NEO	0.92	0.28	<b>1.20</b>	0.42	0.06	<b>0.48</b>	<b>1.68</b>	0.73	0.34	<b>1.08</b>	0.47	0.09	<b>0.56</b>	<b>1.64</b>
A321-232	0.86	0.19	<b>1.05</b>	0.43	0.10	<b>0.53</b>	<b>1.59</b>	0.64	0.25	<b>0.90</b>	0.42	0.16	<b>0.58</b>	<b>1.48</b>
A321NEO	0.86	0.19	<b>1.05</b>	0.43	0.10	<b>0.53</b>	<b>1.59</b>	0.64	0.25	<b>0.90</b>	0.42	0.16	<b>0.58</b>	<b>1.48</b>
A330-343	0.28	0.27	<b>0.55</b>	0.19	0.06	<b>0.25</b>	<b>0.80</b>	0.44	0.26	<b>0.69</b>	0.53	0.11	<b>0.64</b>	<b>1.33</b>
A380-841	0.51	0.07	<b>0.58</b>	0.24	0.05	<b>0.29</b>	<b>0.87</b>	0.28	0.13	<b>0.41</b>	0.38	0.10	<b>0.48</b>	<b>0.89</b>
A380-861	0.22	0.03	<b>0.25</b>	0.10	0.02	<b>0.12</b>	<b>0.37</b>	0.12	0.05	<b>0.17</b>	0.16	0.04	<b>0.20</b>	<b>0.38</b>
CNA441	0.09	0.41	<b>0.49</b>	0.19	0.02	<b>0.22</b>	<b>0.71</b>	0.12	0.52	<b>0.65</b>	0.19	0.11	<b>0.30</b>	<b>0.95</b>
CNA680	0.00	0.01	<b>0.01</b>	0.00	0.00	<b>0.00</b>	<b>0.01</b>	0.00	0.02	<b>0.02</b>	0.01	0.00	<b>0.01</b>	<b>0.03</b>
DHC830	5.57	0.14	<b>5.71</b>	3.08	0.32	<b>3.40</b>	<b>9.11</b>	4.96	0.19	<b>5.15</b>	3.46	0.32	<b>3.78</b>	<b>8.93</b>
DO228	0.08	0.03	<b>0.12</b>	0.09	0.02	<b>0.11</b>	<b>0.22</b>	0.09	0.04	<b>0.13</b>	0.10	0.03	<b>0.13</b>	<b>0.25</b>
F10062	1.23	0.05	<b>1.27</b>	0.56	0.08	<b>0.64</b>	<b>1.91</b>	0.98	0.05	<b>1.03</b>	0.59	0.07	<b>0.66</b>	<b>1.69</b>
GV	0.07	0.03	<b>0.11</b>	0.08	0.01	<b>0.09</b>	<b>0.19</b>	0.05	0.02	<b>0.08</b>	0.05	0.03	<b>0.08</b>	<b>0.16</b>
LEAR35	0.01	0.15	<b>0.15</b>	0.09	0.00	<b>0.09</b>	<b>0.24</b>	0.04	0.15	<b>0.19</b>	0.12	0.00	<b>0.12</b>	<b>0.31</b>
SF340	0.01	0.00	<b>0.01</b>	0.02	0.00	<b>0.02</b>	<b>0.03</b>	0.05	0.00	<b>0.05</b>	0.05	0.00	<b>0.05</b>	<b>0.10</b>
<b>TOTAL</b>	<b>30.48</b>	<b>5.03</b>	<b>35.52</b>	<b>15.40</b>	<b>2.10</b>	<b>17.50</b>	<b>53.02</b>	<b>24.37</b>	<b>6.15</b>	<b>30.52</b>	<b>18.69</b>	<b>3.61</b>	<b>22.30</b>	<b>52.83</b>



2039 Daily Movements by Runway														
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 16L							Runway 34R						
737800	24.51	8.14	32.64	34.04	9.49	43.53	76.18	21.41	6.55	27.97	24.78	8.33	33.11	61.08
737MAX	24.51	8.14	32.64	34.04	9.49	43.53	76.18	21.41	6.55	27.97	24.78	8.33	33.11	61.08
747400	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
777200	0.50	0.00	0.50	0.59	0.00	0.59	1.08	0.45	0.00	0.45	0.35	0.00	0.35	0.80
777300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7773ER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7878R	6.45	2.35	8.80	11.35	2.96	14.30	23.10	5.41	2.67	8.08	9.31	2.22	11.54	19.62
A320-232	2.25	0.56	2.80	4.86	2.00	6.87	9.67	2.28	0.63	2.91	3.55	1.60	5.15	8.06
A320NEO	2.25	0.56	2.80	4.86	2.00	6.87	9.67	2.28	0.63	2.91	3.55	1.60	5.15	8.06
A321-232	4.11	2.35	6.45	3.77	2.60	6.37	12.82	2.95	2.11	5.06	2.57	2.22	4.79	9.85
A321NEO	4.11	2.35	6.45	3.77	2.60	6.37	12.82	2.95	2.11	5.06	2.57	2.22	4.79	9.85
A330-343	2.16	0.00	2.16	0.59	0.43	1.03	3.19	1.49	0.00	1.49	0.33	0.55	0.87	2.37
A380-841	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A380-861	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CNA441	1.50	3.29	4.80	2.26	3.08	5.34	10.14	1.29	3.57	4.86	1.76	3.38	5.14	10.00
CNA680	0.00	0.53	0.53	0.42	0.00	0.42	0.95	0.00	0.44	0.44	0.57	0.00	0.57	1.00
DHC830	17.75	2.16	19.91	16.80	1.55	18.35	38.25	15.48	1.62	17.10	12.83	1.32	14.15	31.25
DO228	0.58	0.43	1.01	0.46	0.55	1.01	2.02	0.30	0.55	0.84	0.50	0.40	0.90	1.74
F10062	2.64	0.00	2.64	6.48	1.68	8.16	10.80	2.44	0.00	2.44	4.53	1.18	5.71	8.15
GV	0.58	0.56	1.14	0.58	0.52	1.10	2.24	0.29	0.39	0.67	0.30	0.43	0.73	1.40
LEAR35	0.46	0.62	1.08	1.45	0.00	1.45	2.53	0.50	0.87	1.37	1.34	0.00	1.34	2.71
SF340	0.55	0.00	0.55	0.60	0.00	0.60	1.15	0.39	0.00	0.39	0.34	0.00	0.34	0.72
TOTAL	94.89	32.02	126.92	126.91	38.96	165.87	292.79	81.33	28.68	110.01	93.94	33.79	127.73	237.74
Aircraft	Arrivals			Departures				Arrivals			Departures			
	Day	Night	Total	Day	Night	Total	All	Day	Night	Total	Day	Night	Total	All
	Runway 16R							Runway 34L						
737800	12.61	5.96	18.57	9.54	3.19	12.73	31.30	9.21	5.93	15.15	8.24	2.58	10.82	25.97
737MAX	12.61	5.96	18.57	9.54	3.19	12.73	31.30	9.21	5.93	15.15	8.24	2.58	10.82	25.97
747400	1.16	0.00	1.16	1.15	0.00	1.15	2.31	0.62	0.00	0.62	0.60	0.00	0.60	1.22
777200	6.09	3.98	10.07	7.18	5.34	12.52	22.60	6.19	3.36	9.55	4.71	4.30	9.00	18.56
777300	0.41	0.00	0.41	0.43	0.00	0.43	0.84	0.57	0.00	0.57	0.53	0.00	0.53	1.10
7773ER	10.65	6.89	17.54	16.25	3.70	19.95	37.50	10.92	6.67	17.59	12.54	2.82	15.36	32.95
7878R	19.64	8.68	28.32	17.97	7.88	25.85	54.17	17.25	8.68	25.93	14.33	7.27	21.60	47.53
A320-232	2.15	1.63	3.78	0.88	0.00	0.88	4.67	1.34	1.39	2.73	0.56	0.00	0.56	3.29
A320NEO	2.15	1.63	3.78	0.88	0.00	0.88	4.67	1.34	1.39	2.73	0.56	0.00	0.56	3.29
A321-232	1.68	0.53	2.21	1.35	1.27	2.62	4.83	0.92	0.41	1.33	0.96	1.15	2.11	3.44
A321NEO	1.68	0.53	2.21	1.35	1.27	2.62	4.83	0.92	0.41	1.33	0.96	1.15	2.11	3.44
A330-343	3.32	3.25	6.56	5.66	2.42	8.08	14.64	3.32	3.23	6.55	4.70	2.42	7.13	13.67
A380-841	3.69	3.06	6.75	4.75	2.35	7.10	13.85	3.21	3.05	6.26	4.21	1.93	6.13	12.39
A380-861	1.58	1.31	2.89	2.04	1.01	3.04	5.94	1.38	1.31	2.68	1.80	0.83	2.63	5.31
CNA441	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.21
CNA680	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DHC830	26.39	1.65	28.04	27.94	5.76	33.70	61.73	21.92	1.17	23.09	20.89	4.74	25.63	48.72
DO228	0.44	0.56	1.00	0.99	0.00	0.99	2.00	0.51	0.39	0.90	0.86	0.00	0.86	1.76
F10062	4.87	1.11	5.98	1.41	0.00	1.41	7.40	3.83	0.79	4.63	1.43	0.00	1.43	6.05
GV	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LEAR35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.21
SF340	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	111.12	46.72	157.85	109.31	37.39	146.70	304.55	92.67	44.51	137.19	86.12	31.77	117.89	255.08

HELIPAD								
Year	Helicopter	Arrivals			Departures			
		Day	Night	Total	Day	Night	Total	All
2026	EC130	22.19	1.35	23.54	22.19	1.35	23.54	47.08
2039	EC130	25.70	1.57	27.26	25.70	1.57	27.26	54.53





# Appendix H

## Operational Laws and Regulations



# 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.

## H1 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.

## H2 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.

## H3 Noise sharing and the long term operating plan

The Sydney Airport 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 flights over residential areas cannot be avoided, the LTOP aims to safely share the noise between communities.

Ten RMO are currently available for use at Sydney Airport to facilitate noise sharing consistent with LTOP. [Appendix F](#) sets out the RMO in use at Sydney Airport.

The implementation of noise sharing arrangements is monitored by the SACF and an IMC. SACF is the main body for community consultation on Sydney Airport flight paths and their impacts. SACF includes representatives from all levels of government, industry and community.

## H4 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
- 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

## H5 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

MOS Part 139 sets out the standards and operating procedures for certified, registered aerodromes and other aerodromes used in air transport operations.



# Appendix I

Public Exhibition of  
Preliminary Draft  
Master Plan 2039





## I1 Public notification

Notification of the public and key stakeholders occurred in three phases: direct correspondence; digital engagement; and advertising.

- Correspondence was sent to more than 700 key stakeholders on the first day of public exhibition to notify them that the period had commenced. Included was a summary of Master Plan 2039, how to access background and information materials, where to direct any questions, and how to make a submission. Stakeholders included the Sydney Airport Community Forum, key ministers, shadow ministers and agencies of the NSW and Australian Governments, members of parliament, mayors and general managers of local councils, business, tourism and industry groups and airline and other aviation industry representatives
- Sydney Airport utilised social media to reach almost 160,000 followers to promote the beginning of public exhibition, and included links to the Master Plan 2039 website
- On 27 August 2018, a quarter page advertisement appeared on page 7 of the Sydney Morning Herald to advise the broader community that Master Plan 2039 was available for review and comment. It included details such as:
  - What Master Plan 2039 is and the issues it covers
  - Where to view and how to download the Master Plan 2039 and associated materials
  - How to make a submission
  - How to seek further information via email or phone

## I2 Public display of the Master Plan 2039

Throughout exhibition, the full Master Plan 2039, Environment Strategy 2019-2024 and a range of materials were available on Sydney Airport's Master Plan 2039 website.

Sydney Airport also arranged for various locations across Sydney to host copies of Master Plan 2039 and Environmental Strategy 2019-2024 so members of the public could view the document in their local communities. Refer to Figure I1-1 for a list of all locations. Map 34 provides a visual representation of all the locations.

At these locations there were posters and postcards advising the community that Master Plan 2039 was available online.

Sydney Airport also prepared other documents to assist with the consultation and engagement process, including:

- A 16-page Master Plan 2039 summary booklet
- Fact sheets covering issues of community interest, including:
  - About Sydney Airport
  - Managing Aircraft Noise
  - Safeguarding Sydney Airport
  - Future Development of the Airport
  - Environment
  - Climate Change
  - Sustainability
  - Sydney Airport and the Local Community, and
  - Stakeholder and Community Engagement
- Frequently asked questions and answers
- Master Plan 2039 information postcard, with links to the website and community information line

**Figure I1-1 Static Displays - For duration of public exhibition period**

	Location	Council/LGA
S1	Sydney Airport - International T1	Basyside
S2	Sydney Airport - Domestic T2	Basyside
S3	Campsie Library	Canterbury Bankstown
S4	Kogarah Library	Georges River
S5	Leichhardt Library	Inner West
S6	Bowen Library	Randwick
S7	Lane Cove Library	Lane Cove
S8	Chatswood Library	Willoughby
S9	Five Dock Library	Canada Bay
S10	Sutherland Library	Sutherland Shire
S11	Campsie Council Customer Service Centre	Canterbury Bankstown
S12	Glebe Contact Centre	City of Sydney
S13	Woollahra Council Customer Service Office	Woollahra
S14	Leichhardt Service Centre	Inner West
S15	Lane Cove Council Civic Centre	Lane Cove
S16	Sutherland Shire Council Customer Service Centre	Sutherland
S17	Willoughby City Council	Willoughby
S18	Kings Cross Contact Centre	City of Sydney
S19	Town Hall Contact Centre	City of Sydney
S20	St Peters Library	Sydenham
S21	Marrickville Library	Inner West
S22	Greenwich Library	Lane Cove
S23	Rockdale Customer Service Centre	Bayside
S24	Eastgardens Customer Service Centre	Bayside

## 13 Website information

As required under the Act, Master Plan 2039 was hosted online and was available to download free of charge. Sydney Airport also developed a standalone website, on which Master Plan 2039 and other supporting documents were made available throughout the public exhibition period, and in the weeks following.

At [www.masterplan2039.com.au](http://www.masterplan2039.com.au), information about Master Plan 2039, details of community information sessions, downloadable copies of Master Plan 2039 and associated information resources, interactive maps and an online submission form were available.

Hard copies of Master Plan 2039 were mailed on request.

## 14 Digital engagement

The release of Master Plan 2039 was advertised across Sydney Airport's social media platforms, with the airport's main website hosting a link to the dedicated Master Plan 2039 website.

A number of local councils also used their own social media resources to advertise planned community information sessions.

Sydney Airport also designed and executed a Google AdWords campaign for the duration of the public exhibition period. This ensured the top position when relevant search terms were used.

During the public exhibition period, the advertisement was seen by more than 68,000 people. Of these, over 3,800 (5.55 per cent) clicked on the advertisement and were directed to the Master Plan 2039 website.

## 15 Community updates

As well as notification through digital engagement, the community was kept informed via state, local and community language newspapers.

In addition to formal notification in the Sydney Morning Herald, Sydney Airport placed at least one quarter page advertisement in a range of local community newspapers across Sydney, including:

- Blacktown Advocate
- Blue Mountains Gazette
- Canterbury-Bankstown Express
- Central Courier
- Fairfield Advance
- Hawkesbury Gazette
- Hills Shire Times
- Hornsby Advocate
- Inner West Courier
- Liverpool Leader
- Macarthur Chronicle
- Manly Daily
- Mosman Daily
- North Shore Times
- Northern District Times
- Parramatta Advertiser
- Penrith Press
- Rouse Hill Times
- Southern Courier
- St George and Sutherland Shire Leader
- Wentworth Courier

To ensure information on Master Plan 2039 was available for people living in rural and regional communities across NSW, community updates were also prominently placed in The Land, NSW's major regional newspaper.

During the public exhibition period, Sydney Airport was conscious of the need to ensure that the consultation process for Master Plan 2039 addressed the diversity in the local community, particularly as there are significant non-English speaking communities living in many areas close to the airport. Two quarter page advertisements were translated and placed in the following community language newspapers:

- La Fiamma (Italian)
- Extra Informativo (Spanish)
- The Greek Herald (Greek)
- Viet Luan (Vietnamese)
- Al-Furat (Arabic)
- The Chinese Herald (Chinese)
- Sydney Korean Herald (Korean)
- Indomedia (Indonesian)

## 16 Community information sessions

One of the most effective methods to disseminate information, raise awareness, respond to queries and receive feedback is to meet members of the community, in a one-on-one and face-to-face context.

To facilitate this, twelve community information sessions were held across Sydney during the public exhibition period. At these sessions, community members were able to discuss relevant matters with the Sydney Airport team. They were also free to review the full suite of documents in hard copy, take materials home for further reading, and receive the full Master Plan 2039 on USB. For a majority of these sessions, a senior Sydney Airport staff member was present to answer questions.

The issues raised by members of the community varied across sessions, however some of the recurring issues included aircraft noise management, ground transport and the expected future role of Western Sydney Airport.

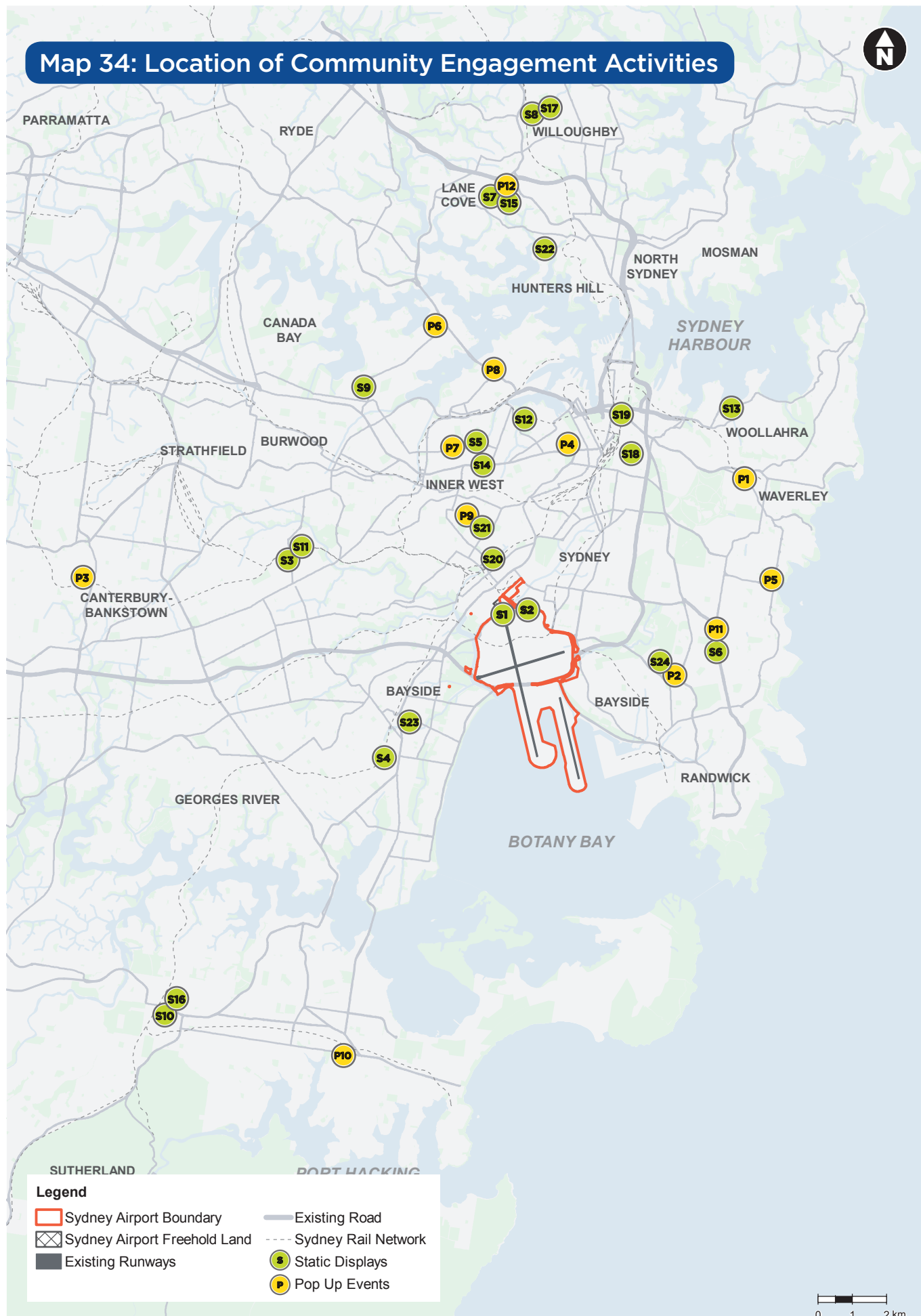
The community information sessions were held in the following areas on the following dates:

**Figure I1-2 Community information Sessions**

	Location	Council/LGA	Date
P1	Eastgate Shopping Centre	Waverley	5 September 2018
P2	Eastgardens Library	Bayside	30 October 2018
P3	Bankstown Square Shopping Centre	Canterbury Bankstown	23 September 2018
P4	Glebe Markets	City of Sydney	20 October 2018
P5	Taste of Coogee Festival	Randwick	2 September 2018
P6	Sutton Place Drummoyne	Canada Bay	12 November 2018
P7	Norton Street Plaza	Inner West	1 September 2018
P8	Rozelle Market	Inner West	7 October 2018
P9	Marrickville Market	Inner West	9 September 2018
P10	Caringbah Shopping Village	Sutherland Shire	12 October 2018
P11	Pacific Square Maroubra	Bayside	18 October 2018
P12	Lane Cove Plaza	Lane Cove	15 September 2018

A public meeting was also organised by Hunters Hill Council and held on 25 October 2018, at which Sydney Airport representatives were on hand to answer questions from members of the public about Master Plan 2039.

# Map 34: Location of Community Engagement Activities



## **17 Informing communities living in the vicinity of Sydney Airport or underneath or near flight paths**

After release of Master Plan 2039 for public comment, around 270,000 households were letterboxed. These households received the Master Plan 2039 postcard, alerting them to the public exhibition, how to access materials, and where to seek further information.

## **18 Master Plan 2039 community information line and email**

A Master Plan 2039-specific 1800 community information line and email address were established to provide the community and other stakeholders with an easily accessible point of contact to ask questions or seek further information.

The 1800 number and email address appeared on Master Plan 2039 collateral (excluding summary booklet), including in all advertisements.

19 calls were made to the 1800 line during the public exhibition period. The majority of these sought assistance with making a submission, with other contacts seeking responses to specific questions.

Nearly 280 emails were received, the majority lodging submissions, with others seeking further information.

## **19 Briefings and presentations during public comment period**

In the correspondence sent to key stakeholders at the commencement of Master Plan 2039 public exhibition period, Sydney Airport offered, on request, to provide a more detailed briefing and/or attend relevant meetings to provide more information and be available to answer questions.

As a result, several dozen meetings were held during the public exhibition period with a wide range of aviation industry, community, government and other stakeholders.

# 110 Submissions received and issued raised in submissions

Between 27 August and 20 November 2018, 135 submissions were received. A further 143 submissions were received after the public exhibition period concluded, making a total of 278 submissions.

All submitters received a written acknowledgement from Sydney Airport.

The submissions received and the comments within them raised a wide range of issues, varying across all stakeholder groups.

Individual members of the community, predominantly those living in areas close to the airport or underneath or near to flight paths, raised matters relating to the impact of operations at Sydney Airport on everyday life. Traffic, road congestion, carparking, the cost of public transport, the forecast increase in flights and the impacts of aircraft noise, local environmental impacts and sustainability were frequently raised, with specific comments differing largely by area or frequency of use of the airport itself, or the roads around it. Many community stakeholders also raised Sydney Airport's operating restrictions, and called for there to be no change to existing curfew arrangements.

A majority of all submissions received (from many individuals, local and peak bicycle user groups and local governments), raised the future of the existing Alexandra Canal cycleway, which passes along Airport Drive adjacent to the canal. Changes to Master Plan 2039 were made to clarify the future of this cycleway.

Consistent with its terms of reference, the Sydney Airport Community Forum (SACF) raised issues around aircraft noise and related matters. These included the forecast increase in flights and associated noise impacts, the effect that increases would have on the airport's ability to share noise in accordance with the

Long Term Operating Plan, the role of the future Western Sydney Airport in relation to ongoing operations at Sydney Airport and the way in which forecast noise impacts were communicated to the community via the master plan.

Business and industry stakeholders were concerned with a range of matters concerning the operations of Sydney Airport, including support for the significant economic activity and jobs Sydney Airport generates or facilitates and comments concerning future planned development at the airport and the impact this may have on various forms of off-airport development. As airport operations have direct planning implications for land around them, changes in this space are of great interest to these stakeholders. The need to consider reform of operating restrictions was also raised by some of these stakeholders.

Local government and local members of parliament were concerned with similar issues to those raised by the community and the SACF. Local government also raised climate change, environment and sustainability matters (including water and air quality) as well as future land use planning on the airport site. Significant feedback was also received from local government during the separate and targeted consultation process for the draft Australian Noise Exposure Forecast, which occurred in the lead up to Master Plan 2039 being released for public comment. A number of councils from rural and regional NSW emphasised the importance of ensuring continued guaranteed access to Sydney Airport for regional airlines.

The NSW Government raised a wide range of issues, predominantly focussed on ground transport (including road and public transport access), aircraft noise and related issues, on-airport land use planning, soil management and contamination, air and water quality, the importance of the visitor economy to NSW, potential impacts of non-aviation related development, the National Airports Safeguarding Framework, the relationship between operations at Sydney Airport and Port Botany and importance of regional airline access.

As required by the Act, Sydney Airport gave due regard to all comments (including late submissions) in the submissions when preparing the draft Master Plan 2039. Also as required by the Act, copies of all comments were submitted with the draft Master Plan 2039 to the Minister for Infrastructure, Transport and Regional Development.

The Minister approved the draft Master Plan 2039 on 28 March 2019, at which point it became the final Master Plan 2039.









