

17 April 2025

**To all aviation customers of Sydney Airport Corporation Limited at Sydney (Kingsford Smith) Airport**

This letter serves to inform and notify you about proposed variations to the *Sydney Airport Conditions of Use Version 5.3 (COU)* due to take effect from 1 July 2025. All terms used in this letter are reflective of the terms defined in the COU, unless otherwise indicated.

Sydney Airport (**SYD**) proposes a number of variations to charges and terms as summarised in this notice.

We provide this notice and the attached *Sydney Airport Conditions of Use Version 5.4 (Updated COU)* in compliance with our consultation obligations under the COU.

We invite you to review and provide feedback on the proposed variations, which are summarised below and appear in mark-up in the Updated COU (enclosed). We will consider your feedback as part of the consultation process.

**Section A: Variation to Charges****1. Aircraft Parking Charge for General Aviation – Clause 6(a) of Schedule 5**

SYD proposes an adjustment to the Aircraft Parking Charge applicable to General Aviation to better align with existing parking charges across the airport, promoting efficient use of the airfield and disincentivising long stay parking. A summary of the proposed variation to Aircraft Parking Charges for General Aviation is set out in the table below:

MTOW	Current charge (ex. GST)	Varied charge (ex. GST)
Up to 20,000 kg	\$140.00	\$35.00 per 15 minute period or part thereof for the first 180 minutes per turnaround; or  for turnarounds in excess of 180 minutes, a total daily rate of \$3,220.00.
20,001 - 40,000 kg	\$190.00	
> 40,000 kg	\$280.00	

**2. Runway Charge, General Aviation – Clause 4(b) of Schedule 5**

SYD proposes an adjustment to the Runway Charge for General Aviation to better reflect the costs of provision of services and facilities at the airport.

A summary of the proposed variation to the Runway Charge for General Aviation is summarised in the table below:

Charge type	Current charge (ex. GST)	Varied charge (ex. GST)
Per 1,000kg MTOW	\$6.91	\$17.00
Minimum movement charge	\$60.00	\$340.00

**3. Ground Power Units and Preconditioned Air – Clause 10 of Schedule 5**

To support SYD's sustainability targets and objectives, we propose to mandate the use of Ground Power Units (**GPU**) and Preconditioned Air (**PCA**) facilities whenever those facilities are available for use. Improved utilisation of this equipment reduces the need for aircraft to use Auxiliary Power Units (**APU**) and burn Jet A1 fuel whilst on gate, which will reduce aircraft emissions and noise impacts on our surrounding local community.

SYD also proposes to charge for GPU and PCA usage whenever those facilities are available for use, irrespective of whether those facilities or an alternate power source is used, to incentivise the take-up of GPU and PCA facilities in order to reduce noise and emissions. Provided GPU and PCA facilities are available on gate, SYD proposes to charge aviation customers:

- (a) for use of ground power facilities per 15 minutes of use per unit used (**Actual Usage**); or
- (b) where you have not used ground power facilities but those facilities were available, your charge will be calculated by reference to time on bay less 30 minutes per 15 minutes per unit available (**Available Usage**).

The proposed ground power charge is a blended rate that covers your use of PCA facilities, which SYD does not propose to separately charge. SYD proposes that PCA usage is captured within the blended rate (determined by applying 33.33% of the PCA charge to account for an assumed usage reflective of the average PCA usage in a 12 month period).

In addition to mandating the use of GPU and PCA facilities when available, SYD is proposing an adjustment to the GPU and PCA charges, which have not been varied since 2014. Since 2014, the cost of energy has risen significantly. SYD is proposing to increase the current charges by 14%, which reflects half of the cumulative CPI increase from the period between 2014 to 2024 (at an effective annual rate of 2.7%).

For the avoidance of doubt, the proposed ground power charge has been determined through applying a 14% increase to the current GPU and PCA charge but applying only 33.33% of the PCA charge to the blended rate (which, as described above, reflects the average use of PCA facilities during a 12-month period).

The proposed varied charges, effective 1 July 2025 are summarised in the tables below:

Item	Aircraft Code	Current charge (ex. GST)	Varied charge (ex. GST)
GPU	4F and 4E	\$14.75	Combined blended GPU and PCA rate as shown in the table below
GPU	4D and 4C	\$7.37	
PCA	4F and 4E	\$13.11	
PCA	4D	\$11.82	
PCA	4C	\$7.87	

Item	Aircraft Code	Varied charge (ex. GST) <sup>1</sup>
Combined GPU and PCA	4F and 4E	\$21.74
Combined GPU and PCA	4C	\$11.35
Combined GPU and PCA	4D	\$12.83

1. single blended rate capturing GPU and PCA

#### 4. Environmental Charge – Clause 11 of Schedule 5

To incentivise prompt reporting and accountability for environmental spills and to maintain safety on the airfield, SYD proposes to introduce an Environmental Charge for spillages. Our objective in introducing this charge is to limit spillage events and encourage the prompt reporting of spillage events when they occur.

The proposed Environmental Charge will apply to:

- (a) each fuel, hydraulics or waste spillage event arising from the use of the Airport (which should be reported immediately); and
- (b) where a bay or other airside area that was last used by a customer, contains a fuel, hydraulics or waste spillage.

The proposed Environmental Charge is summarised in the table below:

Charge type	Charge (ex. GST)
Unreported spillages	\$300.00
Reported spillages	\$150.00

## 5. Other charges

The following charges are proposed to be escalated at or below CPI. When applying CPI, SYD proposes to use the most recent “All Groups – Australia CPI” to determine the varied charge from 1 July 2025. In this instance the most recent “All groups CPI” is December Quarter 2023 to December Quarter 2024, which is 2.4%.

Clause	Charge	Current charge (ex. GST)	Varied charge (ex. GST)
Schedule 5(1)(a)	International Terminal Charge	\$29.09	\$29.12
Schedule 5(1)(b)	International Runway Charge	\$14.68	\$14.88
Schedule 5(1)(b)	International Runway Charge, Minimum Charge	\$60.00	\$61.45
Schedule 5(1)(c)	International Terminal Security Charge	\$6.27	\$6.42
Schedule 5(1)(d)	International Airfield Security Charge	\$0.37	\$0.38
Schedule 5(1)(e)	International CUTE Charge	\$0.130	\$0.133
Schedule 5(2)(a)	Domestic Terminal Charge	\$8.93	\$9.15
Schedule 5(2)(b)	New Investment Charge	\$0.40	\$0.41
Schedule 5(2)(c)	Passenger-based Runway Charge	\$5.88	\$6.02
Schedule 5(2)(c)	Passenger-based Runway Charge, Minimum Charge	\$60.00	\$61.45
Schedule 5(2)(d)	Domestic Security Charge	\$3.02	\$3.09
Schedule 5(2)(e)	Domestic Airfield Security Charge	\$0.25	\$0.26
Schedule 5(4)(a)	Runway Charge – Freight Flights	\$11.38	\$11.66
Schedule 5(4)(a)	Runway Charge – Freight Flights, Minimum Charge	\$60.00	\$61.45
Schedule 5(5)	MTOW-based ASM Charge (Shared Airfield Security)	\$0.23	\$0.24
Schedule 5(7)	Helicopter Charge	\$30.00	\$30.73
Schedule 5(8)	Passenger Data Administration Charge	\$1,000.00	\$1,024.25
Schedule 5(9)	Domestic Terminal Overnight Opening Fee	\$500.00	\$512.12

## 6. Implementation

SYD proposes to implement and invoice the proposed varied charges outlined above from 1 July 2025.

## Section B: Amendment of terms

SYD proposes to include several additional or varied terms in the next version of the COU, including:

1. additional information requirements from air operators, to enable SYD to assess their creditworthiness and ability to perform their obligations under the COU (clause 2.1), levy charges or improve services (clause 5);
2. changes to the type, form and amount of security that may need to be provided by air operators (clause 3) and consequences for non-payment of charges or provision of security (clause 13.6);
3. confirmation of SYD's security interests in PPS Items and that SYD may register security interests under the PPS Act (clause 4);
4. clarification and changes to SYD's ability to use an air operator's information for the purposes of Airport operational, security, safety and planning purposes, including to whom SYD may disclose air operators' information for those purposes (clause 5.10);
5. updated list of Operating Manuals that air operators are required to comply with (clause 7.1) and confirming the application of Operating Manuals to air operators with overdue invoices (clause 13.5);
6. changes to the purpose for which air operators can and cannot use our facilities and services (clause 7);
7. changes to improve sustainability, environmental and safety outcomes at the airport and reduce emissions and noise, including: (clauses 7 and 8)
  - a. mandated use of GPU and PCA facilities where they are available for use, and prohibiting use of APUs except as permitted under our Operating Manuals;
  - b. a commitment from air operators to use reasonable endeavours to procure and use a blend of sustainable aviation fuel when it becomes available through the Airport infrastructure;
  - c. a commitment from air operators to use all reasonable endeavours to reduce noise and carbon emissions, and to work with Airservices Australia to implement continuous climb and descent operations and use the most up-to-date air navigation technology;
  - d. a requirement to immediately report and address spillages; and
  - e. clarifying safety obligations and Airport Operating Licence requirements;
8. a GST clause, which clarifies that all airport users pay GST as applicable on a supply made under the COU (clause 12);
9. updated rights and procedures in respect of moving and detaining aircraft and dealing with abandoned aircraft (clauses 13 and 15). This includes providing SYD with a right to move aircraft for safety, security, operational, maintenance or development reasons, and to dispose of aircraft after providing notice in certain limited circumstances (i.e. if your aircraft is disabled or abandoned);
10. updated insurance requirements applicable to air operators (clause 20 and Schedule 1);
11. an obligation to comply with the Privacy Act and follow set procedures in response to a Cyber Security Incident (clause 24);
12. strengthened anti-slavery and human trafficking commitments and new anti-bribery and anti-corruption commitments, to ensure ethical conduct and the protection of human rights across all aspects of our operations (clause 25);
13. clauses to clarify the validity of the conditions in the COU if any part is unenforceable and requirements for the provision of notices (clauses 27 and 31); and
14. various updated definitions to reflect the various changes to the COU (clause 32).

The full set of proposed changes appear in mark-up in the Updated COU (enclosed).

## Section C: Feedback Request

SYD welcomes comments and feedback regarding the proposed variations outlined in this notice and accompanying attachments. Interested parties are invited to submit their feedback to Sydney Airport's Conditions of Use mailbox at [Conditions.use@syd.com.au](mailto:Conditions.use@syd.com.au) by no later than **19 May 2025**.

Following consultation with air operators, and taking into account any feedback received, SYD will, in line with established practices, make an independent decision about any variations to its terms of access and aeronautical charges, and will notify you in advance of any variation taking effect in accordance with our obligations. Airport users should also make independent decisions in relation to SYD's charges.

We thank you for your participation in this process and please contact Bianca Pelliccia, Head of Aviation Commercial on +61 414 401 012 if you have queries in relation to this document.

Sincerely,



**Joe Walsh**

General Manager, Aviation Commercial

Encl: *Sydney Airport Conditions of Use Version 5.4*