

Section Five

Appendices



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Section Five Appendices

Appendix A
Abbreviations

Abbreviation	Name in full
AAA	Australian Airports Association
ABC	Airport Building Controller
ADSB	Automatic dependent surveillance-broadcast
AEO	Airport Environmental Officer
AES	Airport Environment Strategy
AFP	Australian Federal Police
ANEF	Australian Noise Exposure Forecast
APU	Auxiliary power unit
ARFF	Airport Rescue and Fire Fighting
A-SMGCS	Advanced surface movement guidance and control system
ATC	Air traffic control
BARA	Board of Airline Representatives of Australia
BES Standards	Built Environment Sustainability Standards
BITRE	Bureau of Infrastructure, Transport and Regional Economics
CAF	Conventional aviation fuel
CAGR	Compound annual growth rate
CASA	Civil Aviation Safety Authority
CBD	Central business district
CCTV	Closed circuit television
CEO	Chief executive officer
CISG	Cyber and Infrastructure Security Group
CTOs	Cargo Terminal Operators
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DITRDCSA	Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
DME	Distance measuring equipment
dMP	Draft Master Plan
EMP	Environmental Management Plan

Abbreviation	Name in full
EMS	Environmental Management System
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
ESG	Environmental, social and governance
FEGPU	Fixed electrical ground power unit
FTE	Full-time equivalent
GA	General aviation
GDP	Gross domestic product
GHG	Greenhouse gas
GLS	GBAS landing systems
GNSS	Global navigation satellite system
GSE	Ground support equipment
GSP	Gross State Product
HIAL	High intensity approach lighting
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ILS	Instrument landing system
IMF	International Monetary Fund
ISO	International Organization for Standardization
ITP	Into-plane
JFI	Jet fuel infrastructure
JUHI	Joint user hydrant installation (now referred to as jet fuel infrastructure (JFI) facility)
LCC	Low-cost carrier
LEP	Local environmental plan
LGA	Local government area
LTOP	Long Term Operating Plan for Sydney Airport and Associated Airspace
MCT	Minimum connection time
MDP	Major Development Plan

Abbreviation	Name in full
MOS	Manual of standards
MoU	Memorandum of Understanding
N70	Noise events louder than 70dB(A)
NASAG	National Airport Safeguarding Advisory Group
NASF	NASF National Airports Safeguarding Framework
NSW	New South Wales
OECD	Organisation for Economic Co-operation and Development
OLS	Obstacle limitation surface
PANS-OPS	Procedures for air navigation services – aircraft operations
PCA	Preconditioned air
pdMP	Preliminary draft Master Plan
PFAS	Perfluoroalkyl and polyfluoroalkyl substances
PPA	Power purchase agreement
PSA	Public safety area
PSZ	Public safety zone
RET	Rapid exit taxiway
RMO	Runway mode of operation
RNP	Required navigation performance
RPT	Regular public transport
SACF	Sydney Airport Community Forum
SAF	Sustainable aviation fuel
SEPP	State Environmental Planning Policy
SIDs	Standard instrument departures
SMR	Surface movement radar
SODPROPS	Simultaneous opposite direction parallel runway operations
STARs	Standard arrival routes
SWSOOS	Southern and Western Suburbs Ocean Outfall Sewer

Abbreviation	Name in full
T1	Terminal 1
T2	Terminal 2
T3	Terminal 3
T-Bus	Sydney Airport terminal transfer shuttle bus service between T1 and T2/T3
TFI	Tourism Futures International
TfNSW	Transport for New South Wales
WHS	Work health and safety
WSI	Western Sydney International (Nancy-Bird Walton) Airport
WWTP	Wastewater treatment plant

Appendix B

Glossary of terms

Term	Definition
Advertisement	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.
Advertising structure	A structure used or to be used principally for the display of an advertisement.
Aircraft apron	The part of an airport where aircraft are parked and serviced, enabling passengers to board and disembark and cargo to be loaded and unloaded.
Aircraft maintenance facility	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.
Airport	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.
Airport Master Plan	The principal planning document required under the <i>Airports Act 1996</i> , setting out a 20-year plan for each leased federal airport.
Airservices Australia	The Australian Government agency providing air traffic control management and related airside services to the aviation industry.
Airside	The aircraft movement area of an airport, adjacent land and buildings that is access-controlled.
Airside passenger holding facility	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.
Amusement centre	A building or place (not being part of a pub or registered club) used principally for playing: a) Billiards, pool or other like games, or b) Electronic or mechanical amusement devices, such as pinball machines, computer or video games and the like.
Animal boarding or training establishment	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.
Aprons	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.
Australian noise exposure forecast (ANEF)	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 <i>AS 2021:2015 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction</i> 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.
Aviation activity	Any activity for the arrival, departure, movement or operation of aircraft and includes aircraft aprons, helipads, heliports, runways, taxiways and the like.
Aviation support facility	Any aircraft maintenance facility, engine-run area, ground support equipment, airline catering, airline office, transport depot and associated ground-based activities necessary for the orderly and efficient operation of aviation activity.
BES Standards	Standards which seek to deliver sustainable development practices across all stages of building and infrastructure projects at Sydney Airport. The BES standards define both mandatory minimum requirements as well as optional requirements for aspiring towards enhanced sustainability outcomes on development projects at Sydney Airport.
Building identification sign	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.

Term	Definition
Bulky goods premises	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: a) A large area for handling, display or storage, or b) 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 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.
Business identification sign	A sign that indicates: a) The name of the person or business, and b) The nature of the business carried on by the person at the premises or place at which the sign is displayed And may include the address of the premises or place and a logo or other symbol that identifies the business.
Business premises	A building or place at or on which: a) 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 b) A service is provided directly to members of the public on a regular basis 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.
Car park	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.
Child care centre	A building or place used for the supervision and care of children that: a) Provides long day care, pre-school care, occasional child care or out-of-school-hours care, and b) Does not provide overnight accommodation for children other than those related to the owner or operator of the centre but does not include: a) A building or place used for home-based child care, or b) An out-of-home care service provided by an agency or organisation accredited by the NSW Office of the Children’s Guardian, or c) A baby-sitting, playgroup or child-minding service that is organised informally by the parent of the children concerned, or 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 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 f) A service that is concerned primarily with the provision of: i. lessons or coaching in, or providing for participation in, a cultural, recreational or religious or sporting activity, or ii. private tutoring, or g) A school, or h) A service provided at exempt premises (within the meaning of Section 200 of the <i>Children and Young Persons (Care and Protection) Act 1998</i>), such as hospitals, but only if the service is established, registered or licensed as part of the institution operating on those premises.
Civil Aviation Safety Authority (CASA)	An independent statutory body responsible for regulating aviation safety in Australia and the safety of Australian aircraft overseas.
Coastal protection works	Means: a) Beach nourishment activities or works, and b) Activities or works to reduce the impact of coastal hazards on land adjacent to tidal waters, including (but not limited to) seawalls, revetments and groynes.

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Appendix B
Glossary of terms

Term	Definition
Code	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. 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.
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).
Development	For the purposes of this Master Plan means: a) Constructing buildings or other structures, b) Altering the structure of buildings or other structures, c) Undertaking, constructing or altering earthworks (whether or not in relation to buildings or other structures), d) Undertaking, constructing or altering engineering works, electrical works or hydraulic works (whether or not in relation to buildings or other structures), e) Demolishing, destroying, dismantling or removing: i. Buildings or other structures, or ii. Earthworks, or iii. Engineering works, or iv. Electrical works, or v. Hydraulic works f) Undertaking land clearing.
Earthworks or engineering works	Means: a) Runways, taxiways and aprons, b) Surface car parks c) Retaining walls d) Dams e) Roads f) Railways g) Pipelines h) Tunnels.
Educational establishment	A building or place used for education (including teaching), being: a) A school, or b) A tertiary institution, including a university or a TAFE establishment that provides formal education and is constituted by or under an Act.
Entertainment facility	A theatre, cinema, musical hall, concert hall, dance hall and the like, but does not include a pub, nightclub or registered club.
Environmental facility	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.
Environmental protection works	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.
Existing leases	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.

Term	Definition
Flight path movement maps	These maps provide an indication of where aircraft fly and how many overflights there are over a particular period.
Food and drink premises	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: A restaurant or cafe Take away food and drink premises A pub A small bar.
Freight handling and transport facility	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.
Function centre	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.
Gate	Physical location where passengers depart/arrive at terminal to access aircraft – either directly for contact stands or via bus or walking for remote stands.
Ground transport interchange	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.
Helipad	A place not open to the public used for the taking off and landing of helicopters.
Heliport	A place open to the public used for the taking off and landing of helicopters whether or not it includes: a) A terminal building, or b) Facilities for the parking, storage or repair of helicopters.
Heritage item	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.
Heritage significance	Archaeological, architectural, cultural, historical, natural or aesthetic value, scientific or social value.
Hotel or motel accommodation	A building or place (whether or not licensed premises under the <i>Liquor Act 2007</i> in accordance with the <i>Airports (Control of On-Airport Activities) Regulations 2026</i> Part 2): a) comprising rooms or self-contained suites, and b) that may provide meals to guests or the general public and facilities for the parking of guests’ vehicles, but does not include backpackers accommodation, a boarding house, bed & breakfast accommodation or farm stay accommodation.
Industrial retail outlet	A building or place that: a) is used in conjunction with an industry (including a light industry) but not in conjunction with a warehouse or distribution centre, and b) is situated on the land on which the industry is carried out, and c) 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. but does not include a warehouse or distribution centre.
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.

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Appendix B
Glossary of terms

Term	Definition
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 <i>Airports Act 1996</i> for airport lessee-companies to provide information to the Australian 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.
Marina	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: a) Facility for the construction, repair, maintenance, storage, sale of hire of boats, and b) Facility for providing fuelling, sewage pump-out or other services for boats, and c) Facility for launching or landing boats, such as slipways or hoists, and d) Associated car parking, commercial, tourist or recreational or club facility that is ancillary to a boat storage facility, and e) Associated single mooring.
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 two 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.

Term	Definition
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.
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 <i>Liquor Act 1982</i> , 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: a) A children’s playground, or b) An area used for community sporting activities, or c) A park, reserve or garden or the like d) Any ancillary buildings 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 any applicable requirements of the <i>Airports (Control of On-Airport Activities) Regulations 2026</i> , holds a club licence under the <i>Liquor Act 2007</i> .
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 <i>Roads Act 1993</i> 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 take-off or landing operations.

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Appendix B
Glossary of terms

Term	Definition
Runways	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: – Runway 16R/34L is the main north-south runway – Runway 16L/34R is the shorter parallel north-south runway – Runway 07/25 is the east-west runway. 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. Runway 34L is used by aircraft landing or taking off towards the north. 34 approximates to a compass bearing of 340°. Runway 34R is used by aircraft landing towards the north and taking off to the north-east and east. Runway 07 is used by aircraft landing or taking off towards the east. 07 approximates to a compass bearing of 70°. Runway 25 is used by aircraft landing or taking off towards the west. 25 approximates to a compass bearing of 250°.
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	Scope 2 greenhouse gas emissions are the emissions released to the atmosphere from the indirect consumption of an energy commodity. Scope 2 emissions from one facility are part of the scope 1 emissions from another facility.
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	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: a) The ancillary sale by retail of spare parts and accessories for motor vehicles b) The cleaning of motor vehicles c) Installation of accessories d) Inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting or chassis restoration) e) The ancillary retail selling or hiring of general merchandise or services or both.
Sewage reticulation system	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: a) Pipelines and tunnels, and b) Pumping stations, and c) Dosing facilities, and d) Odour control works, and e) Sewage overflow structures, and f) Vent stacks.
Shop	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.

Term	Definition
Signage	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: a) Building identification signs, and b) Business identification signs, and c) Advertisements, d) but does not include traffic signs or traffic control facilities.
Simultaneous opposite direction parallel runway operations	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.
Stand	Physical location of an aircraft parking position for either passenger or cargo aircraft.
Storage premises	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.
Structures	Means: a) Bridges b) Fences c) Towers and pylons d) Tents and other temporary structures.
Sydney Gateway	A high capacity road link between WestConnex at St Peters Interchange, Sydney Airport and Port Botany, opened by Transport for NSW in September 2024.
Takeaway food and drink premises	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.
Taxiways	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.
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.
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.

Appendix B

Glossary of terms

Term	Definition
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: a) railway, road transport, water transport, air transport, wharf or river undertakings b) undertakings for the supply of water, hydraulic power, electricity, liquid fuel, or gas or the provision of sewerage or drainage services, and 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.
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: a) Riparian corridor and bank management, including erosion control, bank stabilisation, re snagging, weed management, revegetation and the creation of foreshore access ways, b) In-stream management or dredging to rehabilitate aquatic habitat or to maintain or restore environmental flows or tidal flows for ecological purposes.
WestConnex	A motorway linking the M4 motorway, the M5 motorway, and including the M4 East and M8.
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</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

C1 Key stages in the development of Sydney Airport

Key stages in the development of Sydney Airport are set out in Table C-1 below:

Table C-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 Dharawal people of coastal Sydney have lived for tens of thousands of years.	A number of studies have been undertaken and have indicated that there are no First Nations archaeological sites or areas of potential archaeological sensitivity within the airport.
	19th century	Freshwater supply for Sydney 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.	Any impacts on the Engine and Mill Ponds, as Commonwealth land, would be assessed having regard to the EPBC Act.
	1911	The first flight occurs when an aircraft takes off from the former Ascot Racecourse (now part of the airport site), piloted by JJ Hammond.	Post 1945 Cooks River is diverted and two new runways are built. Key elements of existing airport laid out – in particular the runway.
	1919	First passenger flight piloted by Sydney Airport’s founder Nigel Love.	
	1920s	Mascot Aerodrome officially opens and Australian 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.
	1940-1945	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.
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	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.	

Appendix C

History of Sydney Airport and existing facilities

Table C-1 Development of Sydney Airport continued

	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.
	2006	T1 gate/terminal upgrades to facilitate A380 capacity.	
	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% of the airport’s terminal footprint.	
	2018	Sydney Airport Master Plan 2039 approved.	Sets out planning proposals for Sydney Airport for a 20 year period to 2039.
	2018	Wentworth Avenue to General Holmes Drive extension completed.	
	2024	Sydney Gateway completed.	
	2024	Additional South East Sector aprons.	

C2 Existing facilities

Existing terminals

- Passenger terminals serve the needs of various user groups, 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.

Infrastructure such as landside access, car parking, and utilities support the operation of terminals and inform the overall passenger experience.

Throughout its operational life, Sydney Airport has substantially invested into terminals. Terminal 1 (T1) and Terminal 2 (T2) are respectively the common user international and domestic facilities, while Terminal 3 (T3) is currently a dedicated Qantas domestic terminal.

Terminal 1

- T1 is the current international terminal, located in the North West Sector of the airport. Since its opening in 1970, the terminal has been subject to extensive modification and expansion.
- T1 is a four-level structure, with vertically separated arrival and departure passenger concourses, supporting 25 contact aircraft gates with aerobridges and a walk-up gate, together with other bussed and layover stands in numerous locations on the airfield.
- The current total floor area is approximately 288,000m², including approximately 20,000m² 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.

Appendix C

History of Sydney Airport and existing facilities

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 140,000m², including approximately 29,000m² 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 C-2 Runway details

Runway 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

Existing movement areas

Runways

- Sydney Airport has three runways. The dimensions and declared distances of these runways are given in Table C-2.
- Runways 16R/34L and 16L/34R are parallel on an approximate north-south alignment, separated by 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 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.
- Runway 34L and 34 R have reduced length HIAL.
- 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 16R and 34L currently facilitate approaches in visibility conditions down to 300 metres RVR.
- All runways have 90m Runway End Safety Areas (RESAs).
- A satellite based landing system provides precision approaches to all runway ends.

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.

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.

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.

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.

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.

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.

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Appendix C

History of Sydney Airport and existing facilities

Existing support systems

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.

Wide Area Multilateration (WAM) 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 10 standard service. 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.

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.

Overview of existing freight facilities and service providers

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

Freight logistics at Sydney Airport are mainly carried out by four 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 5 km 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 mainly comprise 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

Requirements of an airport master plan and AES

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.

Airports Act 1996

Requirements under Part 5, Division 3, Section 70(2) Final Master Plans	Chapter / Section response
2. 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 and 3
b) to provide for the development of additional uses of the airport site	Chapters 7, 8, 9, 10 and 13
c) to indicate to the public the intended uses of the airport site	Chapters 7, 8, 9, 10 and 13
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, 14, and 15
e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	Chapters 4, 14, 15, 16, 17, 18 and 19
f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	Chapters 16, 17, 18 and 19
g) to promote the continual improvement of environmental management at the airport	Chapters 4, 16, 17, 18 and 19

Requirements under Part 5, Division 3, Section 71(2) Contents of Draft or Final Master Plan	Chapter / Section Response
2. In the case of an airport other than a joint-user airport, a draft or final master plan must specify:	
a) the airport-lessee company’s development objectives for the airport	Chapter 2
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, 7, 8, 9, 10, 11, 12 and 13
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, 8, 9, 10, 11, 12 and 13
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	Chapters 14 and 15
da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	Chapter 14
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, 14 and 15
f) the airport-lessee company’s assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	Chapters 4, 13, 16, 17, 18 and 19
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)	Chapters 4, 13, 16, 17, 18 and 19

Appendix D

Requirements of an airport master plan and AES

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: i. a road network plan ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport 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 iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system v. the capacity of the ground transport system at the airport to support operations and other activities at the airport 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	Chapters 7 and 11
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: i. commercial, community, office or retail purposes ii. for any other purpose that is not related to airport services	Chapters 7 and 10
gc) in relation to the first 5 years of the master plan – the likely effect of the proposed developments in the master plan on: i. employment levels at the airport 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	Chapters 3 and 10
h) in relation to the first 5 years of the master plan – an environment strategy that details: i. the airport-lessee company’s objectives for the environmental management of the airport 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 iii. the sources of environmental impact associated with airport operations 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 v. the time frames for completion of those studies and reviews and for reporting on that monitoring 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 vii. the time frames for completion of those specific measures viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations) ix. any other matters that are prescribed in the regulations	i. Chapters 17–19 Objectives for environmental management areas ii. Chapter 16 Introduction to the AES, Environmental Significance iii. Chapters 17–19 Risk processes for environmental management areas iv. Chapters 17–19 Monitoring actions for environmental management areas v. Chapters 17–19 Monitoring actions for environmental management areas vi. Chapters 17–19 Risk processes for environmental management areas vii. Chapters 17–19 All prevention or mitigation measures ongoing. Other timeframes included in monitoring actions for environmental management areas viii. Chapter 5 Stakeholder and Community Engagement ix. See following
i) such other matters (if any) as are specified in the regulations	See following

Requirements under Part 5, Division 3, Section 71(2) Contents of Draft or Final Master Plan	Chapter / Section Response
6. In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc) or (3)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:	
a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located	Chapter 13 and Appendix E
b) if the draft or final master plan is not consistent with those planning schemes – the justification for the inconsistencies	Chapter 13 and Appendix E
8. In developing plans referred to in paragraph (2)(e) and (3)(e), an airport-lessee company must have regard to Australian Standard AS 2021-2000 (“Acoustics – Aircraft noise intrusion – Building siting and construction”) as in force or existing at that time	Chapters 13, 14, 15 and Appendix E

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	Chapter 13
2. A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following: 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	N/A
2a) A sensitive development does not include the following: a. an aviation educational facility	Noted
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: Aviation educational facility means any of the following: 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	Noted
Community care facility includes the following:	
a. a facility that provides aged care within the meaning given by the <i>Aged Care Act 1997</i>	Noted
b. a retirement village within the meaning given by the <i>Social Security Act 1991</i>	Noted
c. a facility that provides respite care within the meaning given by the <i>Aged Care Act 1997</i>	Noted

Section Five Appendices

Appendix D

Requirements of an airport master plan and AES

Requirements under Part 5, Division 3, Section 79 Public comment or advice to State etc.	Chapter / Section Response
Advice to State etc	
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: a. the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land; b. the authority of that State with responsibility for town planning or use of land; c. each local government body with responsibility for an area surrounding the airport	Completed
1B) The draft plan submitted to the Minister must be accompanied by: a. a copy of the advice given under subsection (1A); and b. a written certificate signed on behalf of the company listing the names of those to whom the advice was given	Completed
Public comment	
1. After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also: 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: i) stating that the company has prepared a preliminary version of the draft plan; and 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 iii) specifying the place or places where the copies will be available for inspection and purchase; and 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 iiib) in the case of a notice published in a newspaper— specifying the address of the airport’s website; and 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 b. make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and c. make copies of the preliminary version available free of charge to members of the public on the airport’s website: i) in a readily accessible format that is acceptable to the Minister; and ii) in accordance with the notice	Completed
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: a. copies of those comments; and b. a written certificate signed on behalf of the company: i) listing the names of those members of the public; and ii) summarising those comments; and iii) demonstrating that the company has had due regard to those comments in preparing the draft plan; and iv) setting out such other information (if any) about those comments as is specified in the regulations	Completed
3. Subsection (2) does not, by implication, limit the matters to which the company may have regard	Completed

Requirements under Part 5, Division 3, Section 80 Consultations	Chapter / Section Response
1. This section applies if: a. an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and 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: i) a State government; ii) an authority of a State; iii) a local government body; iv) an airline or other user of the airport concerned; v) any other person	Completed
2. The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company: a. listing the names of the persons consulted; and b. summarising the views expressed by the persons consulted	Completed

Airports Regulations 2024

Requirements under Part 3 – Land Use, Planning and Building Controls	Chapter / Section Response
Section 15. Contents of draft or final master plan – general	
1. For the purposes of paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified as matters that must be set out in a draft or final master plan for an airport: a) any change to the OLS or PANS-OPS surfaces for the airport 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 that instrument; and ii) the airport-lessee company’s plans for dealing with any soil pollution referred to in the report	a. Chapter 15 b. Chapters 16 and 17
2. If a matter set out in an airport master plan, in accordance with section 71 of the Act, describes intentions for land use and related development embracing landside aspects, the proposals must (as far as possible) be described in an amount of detail that: a) is equivalent to that required by; and b) uses 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	Chapters 7, 10, 13, 15, and 16, and Appendices A, B, E and F.
3. In subsection 1): OLS and PANS-OPS surface have the same meanings as in the <i>Airports (Protection of Airspace) Regulations 1996</i>	Noted

Appendix D

Requirements of an airport master plan and AES

Section 16. Contents of draft or final master plan—matters to be detailed in environment strategy

1. For the purposes of subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, subsection (2) of this section prescribes matters that an environment strategy specified in a draft or final master plan for an airport must detail	See below
2. The environment strategy must detail the following matters: a) 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: i) any relevant indigenous communities and organisations; and ii) any relevant Commonwealth or State body; b) 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; c) the training necessary for appropriate environment management of the airport by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; d) 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 (c)	a) Chapter 18 Flora, Fauna and Heritage, Indigenous Heritage ai) Chapter 5 Stakeholder and Community Engagement, Chapter 18 Flora, fauna and heritage aii) Chapter 5 Stakeholder and Community Engagement b) Chapter 16 Introduction to the AES, Environmental Management at Sydney Airport, Environmental Management component of the EMS (Figure 16-1) c) Chapter 16 Introduction to the AES, Environmental Management at Sydney Airport, Training d) Chapter 16 Introduction to the AES, Environmental Management at Sydney Airport, Training
3. In specifying the airport-lessee company’s strategy for environmental management under paragraph (2)(b), the airport-lessee company must address the matters mentioned in subsections 17(2) to (6), to the extent that the matters are relevant to that strategy	See below

Section 17. Contents of draft or final master plan—things to be addressed in environment strategy

2. In specifying, under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, the airport-lessee company’s objectives for the environmental management of the airport, the draft or final master plan must address the company’s policies and targets for: a) continuous improvement in the environmental consequences of activities at the airport; and b) progressive reduction in extant pollution at the airport; and c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and 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; and e) involvement of the local community and airport users in development of any future strategy; and f) dissemination of the strategy to sublessees, licensees, other airport users and the local community	a) Chapter 16 Environmental management areas, ambitions, Chapters 17–19 Objectives and action plans for environmental management areas b) Chapters 17–19 Objectives and action plans for environmental management areas c) Chapter 16, Introduction to the AES, Environmental Management at Sydney Airport d) Chapter 16 Introduction to the AES, Environmental Management at Sydney Airport, Chapter 16 Introduction to the AES, Environmental Significance Chapter 18 Flora, Fauna and Heritage e) Chapter 5 Stakeholder and Community Engagement f) Chapter 5 Stakeholder and Community Engagement
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Requirements under Part 3 – Land Use, Planning and Building Controls	Chapter / Section Response
Section 17. Contents of draft or final master plan—things to be addressed in environment strategy continued	
3. In specifying, under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant, the draft or final master plan must address: a) any relevant recommendation of the Australian Heritage Council; and b) any relevant recommendation of the Environment Department regarding biota, habitat, heritage or similar matters; and 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	a) Chapter 5 Stakeholder and Community Engagement b) Chapter 5 Stakeholder and Community Engagement c) Chapter 5 Stakeholder and Community Engagement
4. In specifying, under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, the sources of environmental impact associated with airport operations or civil aviation operations at the airport (as appropriate), the draft or final master plan must address: 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; and b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and c) soil quality, including that of land known to be already contaminated; and d) release, into the air, of substances that deplete stratospheric ozone; and e) generation and handling of hazardous waste and any other kind of waste; and f) usage of natural resources (whether renewable or nonrenewable); and g) usage of energy the production of which generates emissions of greenhouse gases (within the meaning of the National Greenhouse and Energy Reporting Act 2007); and h) generation of noise	a) Chapter 17 Pollution Management, Air Quality b) Chapter 17 Pollution Management, Surface Water Quality c) Chapter 17 Pollution Management, Contamination d) Chapter 17 Pollution Management, Air Quality e) Chapter 19 Sustainability, Waste f) Chapter 19 Sustainability, Natural Resource Use g) Chapter 19 Sustainability, Greenhouse Gas Emissions h) Chapter 17 Pollution Management, Ground-based Noise
5. In specifying, under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act, the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address: a) the matters mentioned in paragraph 16(2)(a) and in subsections (3) and (4) of this section; and 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 c) the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures; and d) the professional qualifications that must be held by a person carrying out the monitoring; and e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary	a) Outlined above b) Chapter 16 Introduction to the AES, Environmental Significance Chapter 18 Flora, Fauna and Heritage c) Chapter 16 Introduction to the AES, Environmental Significance Chapter 18 Flora, Fauna and Heritage d) Chapter 16 Introduction to the AES, Environmental Significance Chapter 18 Flora, Fauna and Heritage e) Chapter 17 Pollution Management, Ground-based Noise f) Chapter 16 Introduction to the AES, Environmental Management at Sydney Airport, Annual Environment Reporting
6. In specifying, under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, 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 or civil aviation operations at the airport (as the case may be), the draft or final master plan must address: a) the matters mentioned in subsections (2) to (4) of this section; and b) the means by which the airport-lessee company proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those measures	a) See above b) Chapters 17–19 Monitoring actions for environmental management areas

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

Under section 70(1) of the *Airports Act 1996* (Act), each airport is required to produce a final Master Plan.

Section 71(2) specifies the matters that must be set out in a Master Plan.

A Master Plan must cover a period of 20 years and is to be reviewed every five years.

A Master Plan must be displayed for public comment for 60 business days and include:

- Development objectives and an assessment of future needs for services and facilities relating to the airport.
- Intentions for land use and related development at the airport site.
- An Australian Noise Exposure Forecast (ANEF) for the areas surrounding the airport.
- Plans for managing aircraft noise intrusions in areas forecast to be subject to exposure above the significant ANEF levels.
- Flight paths at the airport.
- An assessment of environmental issues and plans for dealing with them (addressed in the Airport Environment Strategy).
- A plan for the landside ground transport system (addressed in the Ground Transport Plan).
- Detailed information on proposed developments to be used for commercial and other purposes not related to airport services.
- Information on the likely effect of proposed developments in the Master Plan on employment levels at the airport, as well as on the local and regional economy and community.

Part 3 of the *Airports Regulations 2024* (Airports Regulations) addresses land use, planning and building controls for Commonwealth leased airports.

Section 15(2) of the Airports Regulations states that:

If a matter set out in an airport master plan, in accordance with section 71 of the Act, describes intentions for land use and related development embracing landside aspects, the proposals must (as far as possible) be described in an amount of detail that:

- a) is equivalent to that required by; and*
 - b) uses 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.*

Land use terminology in NSW planning legislation generally has been used, where appropriate, to provide a level of detail and transparency. Appendix B (Glossary of terms) includes specific definitions for terms used in Appendix F (Permissible land Uses).

E2 Airport developments

Land use, planning and building controls is regulated by Part 5 of the Act.

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 (Building Regulations) established a system for the approval of appropriate building activities at Sydney Airport. The Building Regulations were replaced by a similar system under the Airports (Building Control) Regulations 2025 from 1 April 2026.

Building Activities

Regulation 2.02 of the Building Regulations requires an application to be made for approval to carry out building activity at Sydney Airport.

Regulation 2.05 of the Building Regulations requires an application for approval of a building activity to include a statement describing how the proposed building activity is consistent with the Master Plan and the Airport 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, Transport, Regional Development, Communications, Sport and the Arts.

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.

Major Development Plans

All 'major airport development' (as defined in section 89 of the Act) requires a Major Development Plan (MDP). The forms of major airport development are summarised in chapter 13 of the Master Plan.

An MDP is to include an assessment of the environmental impacts that might reasonably be expected to be associated with the development, and the plan for dealing with those environmental impacts.

Community consultation is also required to be undertaken in accordance with sections 92 and 93 of the Act, prior to seeking approval of the draft MDP from the Minister for Infrastructure, Transport, Regional Development and Local Government.

The approval process for major airport development is set out in section 94 of the Act. MDPs 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).

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 E-1.

The Building Regulations 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 E-1). Key aspects of this process are:

- Consultation with Sydney Airport planning and development as to the need for a MDP, Sydney Airport development application, application for Sydney Airport consent or an exemption.
- Application under the Building Regulations.
- Determination of whether the development is consistent with section 32 of the Act.
- Determination of the development's consistency with the Master Plan and Airport Environmental Strategy.
- Consultation with internal and external stakeholders, in particular, local government, regarding developments in proximity to boundaries as well as State government agencies.

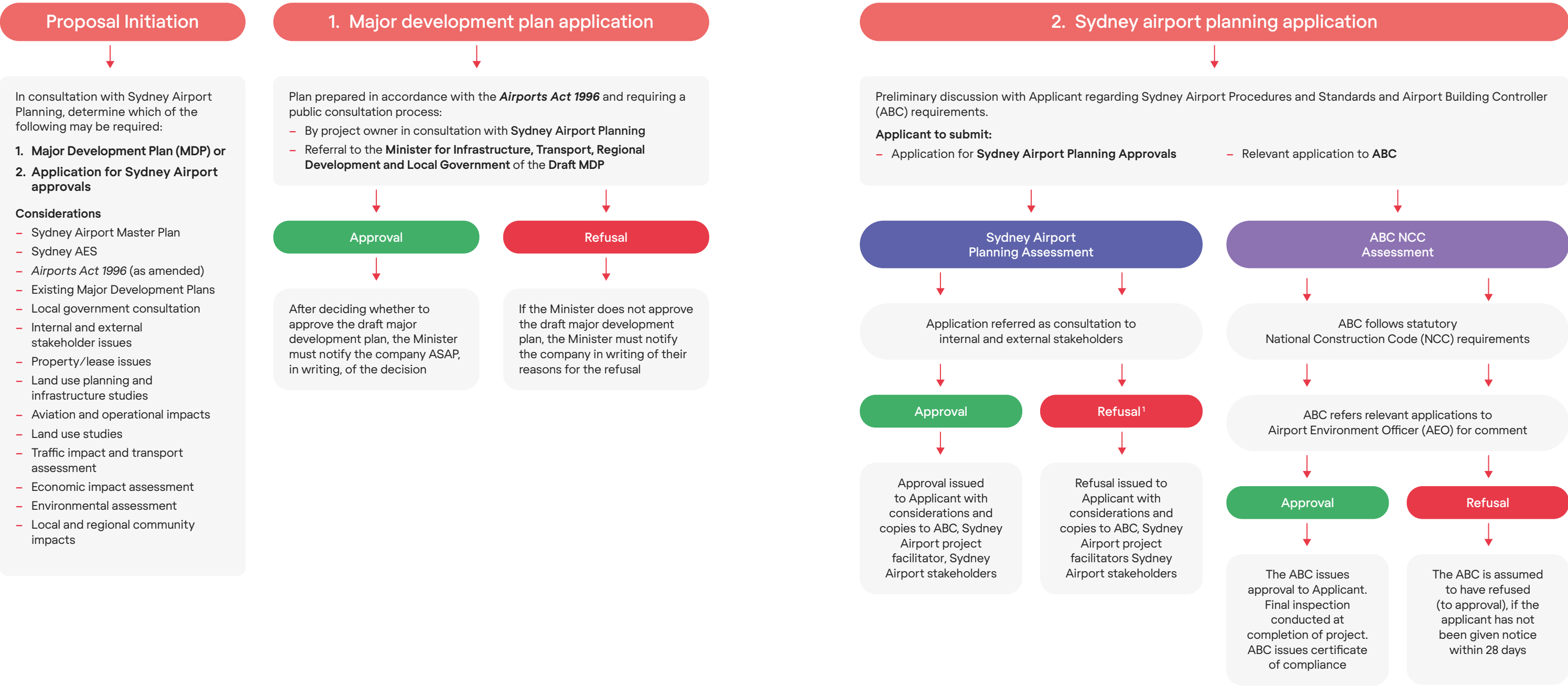
Pursuant to the Act and Building Regulations, Sydney Airport's written consent must also be accompanied by the consent of the ABC before works commence. Works of a minor nature may be exempted only after consultation with the ABC. Applications to the ABC are made pursuant to the Act and Building Regulations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

- Consistency of the development with the Master Plan.
- Compliance with the National Construction Code.
- An assessment of the environmental impacts created by new developments, which is assessed by the AEO through the ABC, in accordance with the Building Regulations.
- An assessment of the environmental impact, which is regulated by the EPBC Act, the *Airports (Environment Protection) Regulations 1997* and the Sydney Airport Environmental Strategy 2025-2030.

Appendix E

Planning laws and regulations

Figure E-1 Sydney Airport planning and development process



1. In line with Airport (Building Control) Regulations, regulation 28 – Sydney Airport must not refuse consent to an application for building approval unless the proposed building activity is inconsistent with the airport’s: final master plan; or an approved MDP; the airport’s final environment strategy, or the airport-lessee company’s planning objectives for the airport.

Section Five Appendices

Appendix E

Planning laws and regulations

Development standards

In addition to assessing proposals for 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 E-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 E-1 Development standards

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	AS2021-2015 – Acoustics – Aircraft Noise Intrusion – Building, Siting and Construction
Obstacle limitation surface	Aviation	<i>Airports (Protection of Airspace) Regulations 2026</i>
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 basis by Airservices Australia
Master grading	Infrastructure	Services master plan
Utilities	Infrastructure	Services master plan
Advertising and signage	Planning	Sydney Airport Master Plan; principles contained in Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021
Land use	Planning	Sydney Airport Master Plan
Road traffic generation, traffic and transport management	Planning	Ground transport strategy, Transport for NSW Guide to Transport Impact Assessment
Utilities protection	Planning	New southern railway, underground fuel and gas pipelines, Southern and Western Suburbs Ocean Outfall Sewer (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

External consultation

Table E-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 E-2 External consultation

Consulted Body	Reason
Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts	Airport planning and development
Airservices Australia and Civil Aviation Safety Authority	Radar/Navigational/OLS interference issues
Department of Planning, Housing and Infrastructure (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
	Potable water, trade waste, heritage (Alexandra Canal), air rights, SWSOOS
NSW Ports	Port Botany/airport interface issues
Transport for NSW	Public and active transport considerations, truck road access, advertising signage, traffic generating developments
Ausgrid	Electrical supply – network issues on-site/off-site
Airport Link Company	New southern railway tunnel protection
Jemena	Gas pipeline protection
Department of Climate Change, Energy, the Environment and Water	Heritage matters

Appendix E

Planning laws and regulations

E4 Consistency with State Environmental Planning Policies

Table E-3 Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Relevance to Sydney Airport
SEPP (Resilience and Hazards) 2021	Hazards The aims of Chapter 3 of the Resilience and Hazards include to: – amend the definitions of hazardous and offensive industries where used in environmental planning instruments; – render ineffective a provision of any environmental planning instrument that prohibits development for the purpose of a storage facility on the ground that the facility is hazardous or offensive if it is not a hazardous or offensive storage establishment as defined in this chapter; – ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and – ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact. Any proposed development of a hazardous or offensive nature on Sydney Airport requires approval under the Act. Supporting information may include a hazard analysis prepared in accordance with relevant requirements. Contaminated Land Chapter 4 of the Resilience and Hazards SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk to human health or another aspect of the environment: – by specifying when consent is required, and when it is not required, for a remediation work, and – by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and – by requiring that a remediation work meet certain standards and notification requirements. Sydney Airport has legislative requirements and internal processes to manage contaminated sites to achieve objectives similar to the aims and objectives of the Resilience and Hazards SEPP. These objectives are documented in the AES.

Table E-3 Consistency with State Environmental Planning Policies continued

State Environmental Planning Policy	Relevance to Sydney Airport
SEPP (Resilience and Hazards) 2021	Coastal Management Sydney Airport acknowledges the <i>Coastal Management Act 2016</i> (CM Act) and Chapter 2 of the Resilience and Hazards SEPP. Chapter 2 of the Resilience and Hazards SEPP refers to section 5 of the CM Act which provides that the ‘coastal zone’ of NSW means the area of land comprised of the following four coastal management areas: – the coastal wetlands and littoral rainforests area; – the coastal vulnerability area; – the coastal environment area; and – the coastal use area. Section 12 of the CM Act states 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 with a focus on achieving the objectives’ of the CM Act. The objectives are outlined in section 3 of the CM Act and include: – protecting and enhancing natural coastal processes and coastal environmental values including natural character, scenic value, biological diversity and ecosystem integrity and resilience, and – recognising the coastal zone as a vital economic zone and to support sustainable coastal economies, and – facilitating ecologically sustainable development in the coastal zone and promote sustainable land use planning decision-making. The coastal area around Sydney Airport is identified as a ‘coastal use area’ by the State Environmental Planning Policy (Resilience and Hazards) 2021 Coastal Use Area Map. The management objectives for the ‘coastal use area’ (as set out in section 9 of the CM Act) envisage that there will be urban development (with bulk and scale) on adjacent land. 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 Stormwater Quality Management Plan which aims to improve the quality of stormwater leaving the airport site. The flood study mentioned in Master Plan 2045 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. Division 5 of the <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> is to be considered if any coastal protection works are undertaken.
Chapter 3 of State Environmental Planning Policy (Industry and Employment) 2021	Chapter 3 of the Industry and Employment SEPP aims to ensure outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high quality, design and finish. Consistent with the aims of the Industry and Employment SEPP, Sydney Airport considers issues of road safety, amenity, character and finish when assessing proposals for advertisements and signage within the airport.

Appendix E

Planning laws and regulations

Table E-3 Consistency with State Environmental Planning Policies continued

State Environmental Planning Policy	Relevance to Sydney Airport
SEPP (Biodiversity and Conservation) 2021	Chapter 2 of the Biodiversity and Conservation SEPP aims to: a) protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and b) preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. Management of vegetation at the airport is carried out in accordance with the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA) Land Clearing – leased Federal airports Guidelines for Airport Lessee Companies 2015 and the airport’s replanting offset program. As part of the five year biodiversity action plan in the Environment Strategy 2025-2030, Sydney Airport includes an airport wide vegetation strategy which incorporates biodiversity offsets.
SEPP (Transport and Infrastructure) 2021	Chapter 5 of the Transport and Infrastructure SEPP identifies Port Botany as a State significant area to provide for port related facilities and development that support the operations of Port Botany. It 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. Land to the south-east of Sydney Airport is zoned IN1 General Industrial and IN2 Light Industrial under the Transport and Infrastructure SEPP. The zoning of land on the eastern side of Sydney Airport recognises the proximity to Port Botany. Sydney Airport also recognises the height and scale of development envisaged within Port Botany and its potential impacts on airport operations.
SEPP (Precincts – Eastern Harbour City) 2021	Under Chapter 6 of the Precincts – Eastern Harbour City SEPP, the zoning for the Cooks Cove site: – Encourages trade and technology uses, and to attract global-reach businesses which strengthen Sydney’s international competitiveness, and – Capitalises on the physical proximity of the Cooks Cove site to Sydney Airport and Port Botany to create trade-focussed development.

Consistency of Master Plan with relevant Local Environmental Plans

Introduction

The Sydney Airport site is located within the Bayside and Inner West LGAs.

The following LEPs apply:

- Bayside Local Environmental Plan 2021 (Bayside LEP)
- Inner West Local Environmental Plan 2022 (Inner West LEP)

The relevant 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 these provisions.

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 B.

Bayside Council

The relevant zoning provisions of Bayside LEP, as they relate to the Airport Site and adjoining land are outlined below.

Zone SP2 Infrastructure (Airport)

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

- To provide for infrastructure and related uses.
- 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 include aquaculture, roads, the purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose.

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 land uses related to airport operations and other development considered ancillary or incidental to airport operations. This includes business, industrial, and commercial land uses. Aviation-related land uses are therefore consistent with the SP2 Infrastructure (Airport) zoning under Bayside LEP.

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

Appendix E

Planning laws and regulations

E4 General Industrial

A large parcel of land located to the north of the airport site between Coward Street and Qantas Drive is zoned E4 General Industrial. Further, on the eastern side of Botany Road, south of Wentworth Avenue, land is zoned E4 General Industrial. This is near land proposed to be zoned BD1 Business Development and EC1 Environmental Conservation and is considered to be a compatible zoning.

The objectives of this zone include: to provide a wide range of industrial, and warehouse land uses encourage employment opportunities, to 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 E4 General Industrial zone.

E3 Productivity Support

Located to the north-east of the Airport site, between land zoned E4 General Industrial and General Holmes Drive, is land zoned E3 Productivity Support. A portion of the railway that is zoned SP2 Infrastructure (railway) also forms part of this E3 zoned land. There is another small portion of land zoned E3 east of the site, near the intersection of Botany Road and General Holmes Drive.

East of the Airport site, and on the southern side of Bay Street and the Mill Pond waterway, is an area of land zoned E3 Productivity Support.

The objectives of this zone include providing a range of services, light industries, warehouses and offices, and enabling other land uses to meet the day to day needs of workers.

Such uses are considered to be consistent 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.

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. These uses are considered to be complementary with the objectives, and permissible uses within the E3 zone.

MU1 Mixed Use

A parcel of land east of the Airport site, on the eastern side of Botany Road is zoned MU1 Mixed Use.

Objectives of this zone include: to encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities, and to minimise conflict between land uses within this zone and land uses within adjoining zones.

Land uses permitted with consent include a range of commercial and retail uses, as well as shop top housing and other residential occupations.

As this zoned land is east of both General Holmes Drive and Botany Road, and the E3 Productivity Support zone, it is considered to fall within a transition zone to residential zones further east.

R2 Low Density Residential

A small portion of land zoned R2 Low Density Residential is located between the E4 zoned land and Southern Cross Drive. Another small pocket of R2 zoned land is present between Botany Drive and Bay Street. 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 – Outdoor)

On the southern side of Southern Cross Drive, east of Botany Road, is part of the Botany Water Reserves including the Mill Stream. This is zoned SP1 Special Activities (Recreation Facility – Outdoor).

The objectives of this zone include: to provide for sites with special natural characteristics that are not provided for in other zones, and to facilitate development that is in keeping with the special characteristics 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.

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 approximately 26 hectares in area.

Objectives of the zone include to enable land to be used for public open space or recreational purposes, to provide a range of recreational settings and activities and compatible land uses, and to 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 Bayside 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.

Land zoned RE1 Public Recreation under the Bayside LEP also includes:

- Kyeemagh Reserve, which is located on the western side the Cooks River between Muddy Creek and Botany Bay.
- Cahill Park, which is located along the foreshore of the Cooks River, west of the Airport site.

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

There are a number of areas adjacent to the runways that are zoned W2 (Recreational Waterways) or W3 (Working Waterways). Part of the water east of Runway 16L/34R is unzoned. There is also a wedge of land within the Sydney Airport site south of General Holmes Drive which is unzoned under the Bayside LEP.

Zone W2 Recreational Waterways

The objectives of this zone include protecting the values of recreational waterways, and allowing for water-based recreation (including recreational fishing).

This zone permits environmental protection works without consent.

The uses that are permitted with consent include aquaculture, boat sheds, jetties, moorings and water recreation structures.

Zone W3 Working Waterways

The objectives of the zone include enabling the efficient movement and operation of commercial shipping and maritime industries, and minimising impacts on ecological values arising from the active use of waterways

This zone permits environmental protection works without consent.

The uses that are permitted with consent include aquaculture, port facilities, water recreation structures and wharf or boating facilities.

Clause 6.8 Development in areas subject to aircraft noise

The objectives of this clause include to:

- prevent certain noise sensitive developments from being located near the Sydney (Kingsford-Smith) Airport and its flight paths;
- assist in minimising the impact of aircraft noise from the airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings; and
- ensure that development in the vicinity of that airport does not hinder or have any other adverse impact on the ongoing, safe, and efficient operation of the airport.

The provisions 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.

Appendix E

Planning laws and regulations

Inner West Council

The relevant zoning provisions of Inner West LEP, as they relate to the airport site and adjoining land are detailed below.

SP2 Infrastructure (Air Transport Facilities)

A portion of the northern sector of the airport site, around Alexandra Canal, is located within the Inner West LGA. Sydney Airport is zoned SP2 Infrastructure (Air Transport Facilities) under the Inner West LEP.

The objectives of the SP2 Infrastructure zone include providing for infrastructure and related uses, and preventing development that is not compatible with or that may detract from the provision of infrastructure.

No uses are permitted without consent.

Under this zone, uses permitted with consent include roads; the purpose shown on the Land Zoning Map (being air transport facilities), and any development ordinarily incidental for that purpose.

The Master Plan has zoned this land for 3 separate purposes. These are:

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

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

There is additional land within the northern portion of the site that is also zoned SP2 Infrastructure and designated for various infrastructure related purposes (including rail infrastructure facilities, air transport facilities and stormwater management systems).

The objectives of the SP2 Infrastructure zone are described above.

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.

Zone E4 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. It is not zoned under the Master Plan, and is not subject to the requirements of the Act. This land is therefore governed under the provisions of the NSW EP&A Act and is zoned E4 General Industrial under Inner West LEP.

The objectives of the E4 General Industrial zone include: providing a range of industrial, warehouse, logistics and related land uses, minimising any adverse effect of industry on other land uses, and protecting industrial land in proximity to Sydney Airport, Port Botany and the Eastern Economic Corridor. No uses are permitted without consent.

Under the zone, uses permitted with consent include depots, freight transport facilities, general industries, light industries, and warehouse or distribution centres.

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.

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 objectives of the RE1 zone include enabling land to be used for public open space or recreational purposes and conserving the natural environment.

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.

Clause 6.8 Development in areas subject to aircraft noise

The objectives of this clause are to:

- prevent certain noise sensitive developments from being located near the Sydney (Kingsford-Smith) Airport and its flight paths.
- assist in minimising the impact of aircraft noise from the airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings.
- ensure that development in the vicinity of that airport does not hinder or have any other adverse impact on the ongoing safe, and efficient operation of the airport.

The provisions 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.

Commercial and retail development in areas adjacent to Sydney Airport

As required by the Act, 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 4.9% 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.

The area immediately adjacent (west) of the T1 International Precinct (North West Sector) is predominantly zoned ‘SP4 Enterprise’, although it is separated by the Cooks River. The SP4 zone permits Food and Drink Premises, Hotel or Motel Accommodation, and Shops which align with the proposed commercial and retail developments envisioned in the Master Plan.

The area immediately adjacent (east) of the proposed commercial and retail developments in the T2/T3 Domestic Precinct (North East Sector) is zoned E3 Productivity Support under the Bayside Local Environmental Plan 2021. The E3 zone permits, Business Premises, Food and Drink Premises, and Hotel or Motel Accommodation which align with the proposed commercial and retail developments envisioned in the Master Plan.

The area immediately adjacent (east) of the proposed commercial and retail developments in the South East Sector is zoned IN1 General Industrial under the State Environmental Planning Policy (Transport and Infrastructure) 2021, and RE1 Public Recreation under the Bayside Local Environmental Plan 2021. The IN1 zone permits a range of industrial type uses including General Industries, Vehicle Repair Stations and Office Premises which align with the proposed commercial and retail developments envisioned in the Master Plan.

The proposed commercial and retail developments are compatible with existing buildings and land uses surrounding the airport and will not cause significant land use conflicts, as they are typically minor and isolated projects in the context of Sydney Airport.

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.

Section Five Appendices

Appendix F
Permissible land uses

Table F-1 AD1 – Aviation Activity and Aviation Support Facilities

Objectives	Permissible uses with consent	
1. Protect the long term viability and operational efficiency of Sydney Airport for its primary aviation function.	Advertisement	Public administration building
	Advertising structure	Research station
	Aircraft maintenance facility	Road
2. Provide for aviation activities and aviation support facilities.	Airside passenger holding facility	Service station
	Aviation activity	Signage
3. Facilitate compatible and ancillary functions within the zone, provided that development does not render the land permanently unfit for aviation activities.	Aviation support facility	Takeaway food and drink premises
	Car park	Temporary structure
	Food and drink premises	Transfer corridor
4. Coordinate the orderly and economic use and development of land until such time as it is required for aviation activities or aviation support facilities.	Freight handling and transport facility	Transport depot
	Liquid fuel depot and distribution facility	Utility undertaking
	Navigational aids	Warehouse and distribution centre
	Office premises	Works depot
5. Appropriately consider and manage heritage items.	Parking space	
	Passenger transport facility	

Table F-2 AD2 – Airport Terminal and Support Services

Objectives	Permissible uses with consent	
1. Protect the long term viability and operational efficiency of Sydney Airport for its primary aviation function.	Advertisement	Office premises
	Advertising structure	Parking space
	Aircraft maintenance facility	Passenger transport facility
2. Facilitate development of contemporary passenger terminals and related facilities for the handling, transfer and processing of passengers that are capable of meeting the standards expected by international, domestic and regional travellers, as well as supporting the needs of Sydney Airport’s workforce.	Airside passenger holding facility	Public administration building
	Amusement centre	Restaurant
	Aviation activity	Recreational facility (indoor)
	Aviation support facility	Retail premises
	Business premises	Road
	Car park	Service station
	Child care centre	Shop
3. Provide for aviation activities and support facilities.	Convenience store	Signage
	Entertainment facility	Takeaway food and drink premises
4. Facilitate compatible and ancillary functions within the zone provided that development does not render the land permanently unfit for aviation activities.	Food and drink premises	Temporary structure
	Freight handling and transport facility	Terminal
	Function centre	Tourist or visitor accommodation
	Hotel or motel accommodation	Transfer corridor
5. Encourage employment opportunities.	Kiosk	Transport depot
6. Appropriately consider and manage heritage items.	Liquid fuel depot and distribution facility	Utility undertaking
	Medical centre	Vehicle sales or hire premises
	Mixed use development	Warehouse and distribution centre
	Navigational aids	Works depot

Table F-3 AD3 – Airport Logistics and Support

Objectives	Permissible uses with consent	
1. Protect the long term viability and operational efficiency of Sydney Airport for its primary aviation function.	Advertisement	Parking space
	Advertising structure	Passenger transport facility
	Aircraft maintenance facility	Public administration building
2. Facilitate the development of freight services and airport logistics (and ancillary office space).	Animal boarding or training establishment	Research station
	Aviation activity	Road
	Aviation support facility	Self-storage units
3. Facilitate compatible and ancillary functions within the zone provided that development does not render the land permanently unfit for aviation activities.	Business premises	Service station
	Car park	Signage
	Freight handling and transport facility	Storage premises
4. Be sure development is compatible, where practicable, with surrounding land uses in this area.	Hotel or motel accommodation, excluding any areas in the PSZ	Takeaway food and drink premises
	Industrial retail outlet	Temporary structure
	Industry	Tourist or visitor accommodation, excluding any areas in the PSZ
5. Appropriately consider and manage heritage items.	Light industry	Transfer corridor
	Liquid fuel depot and distribution facility	Transport depot
	Mixed use development	Utility undertaking
	Navigational aids	Vehicle sales or hire premises
	Office premises, excluding any areas in the PSZ	Warehouse and distribution centre
		Wholesale supplies
		Works depot

Table F-4 AD4 – Utilities Reservation

Objectives	Permissible Uses with Consent
1. Accommodate special uses off the airport site that are consistent and compatible with surrounding development and land use zones.	Advertisement
	Advertising structure
2. Appropriately consider and manage heritage items.	Coastal protection works
	Recreation areas
	Road
	Utility undertaking
	Waterway or foreshore management activities

Section Five Appendices

Appendix F
Permissible land uses

Table F-5 AD5 – Aviation Reservation

Objectives	Permissible uses with consent	
1. Protect the long-term viability and operational efficiency of Sydney Airport for its primary function.	Advertisement	Parking space
	Advertising structure	Passenger transport facility
	Aircraft maintenance facility	Public administration building
2. Co-ordinate the orderly and economic use and development of land until such time as it is required for aviation activities or aviation support facilities.	Animal boarding or training establishment	Research station
	Aviation activity	Restaurant
	Aviation support facility	Recreational facility (indoor)
	Business premises	Retail premises
3. Integrate compatible aviation, business and industrial activities in accessible locations.	Car park	Road
	Convenience store	Self-storage units
4. Facilitate the development of freight services and airport logistics (and ancillary office space).	Educational establishment, excluding any areas in the PSZ	Service station
	Food and drink premises	Shop
	Freight handling and transport facility	Signage
5. Encourage appropriate employment opportunities in accessible locations.	Hotel or motel accommodation, excluding any areas in the PSZ	Storage premises
	Industrial retail outlet	Takeaway food and drink premises
6. Be sure that development will not render the land permanently unfit for aviation activities or aviation support facilities when it is required for these purposes.	Industry	Temporary structure
	Kiosk	Tourist or visitor accommodation, excluding any areas in the PSZ
	Landscape and garden supplies	Transfer corridor
	Light industry	Transport depot
7. Appropriately consider and manage heritage items.	Liquid fuel depot and distribution facility	Utility undertaking
	Medical centre	Vehicle sales and hire premises
	Mixed use development	Warehouse and distribution centre
	Navigational aids	Wholesale supplies
	Office premises, excluding any areas in the PSZ	Works depot

Table F-6 BD1 – Business Development

Objectives	Permissible uses with consent	
1. Enable a mix of business, retail and industrial uses in locations that are close to and that support the functioning of the Airport.	Advertisement	Office premises
	Advertising structure	Parking space
	Aviation activity	Passenger transport facility
	Aviation support facility	Public administration building
2. Integrate suitable and compatible land uses in accessible locations so as to maximise public transport patronage and encourage active transport.	Bulky goods premises	Research station
	Business premises	Restaurant
	Car park	Retail premises
3. Encourage employment opportunities and promote businesses along main roads.	Child care centre	Road
	Convenience store	Self-storage units
	Educational establishment	Service station
4. Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of the local workforce.	Entertainment facility	Shop
	Food and drink premises	Signage
	Freight handling and transport facility	Storage premises
	Function centre	Takeaway food and drink premises
5. Appropriately consider and manage heritage items.	Hotel or motel accommodation	Temporary structure
	Industrial retail outlet	Tourist or visitor accommodation
6. Maximise, where possible, the use of existing access and egress points to the on-airport road network.	Industry	Transfer corridor
	Kiosk	Transport depot
	Landscape and garden supplies	Utility undertaking
	Light industry	Vehicle sales and hire premises
	Marina	Warehouse and distribution centre
	Medical centre	Wholesale supplies
	Mixed use development	

Appendix F

Permissible land uses

Table F-7 BD2 – Enviro-Business Park

Objectives	Permissible uses with consent
1. Provide for a limited range of sustainable development, particularly for business purposes, that will not compromise the ecological, cultural or scientific value of this land or adjacent land including the Mill and Engine Ponds and the Mill Stream.	Advertisement Advertising structure Animal boarding or training establishment Business premises
2. Enable delivery of buildings that achieve design excellence with particular regard to the surrounding natural and built environment and the associated sensitivities.	Child care centre
3. Encourage appropriate employment opportunities in accessible locations.	Earthworks or engineering works Environmental facility Environmental protection works
4. Enable a limited range of other land uses that will provide facilities and services to meet the day-to-day needs of the local workforce.	Food and drink premises Office premises Parking space Recreation area Road Service station Sewage reticulation system Signage Takeaway food and drink premises Utility undertaking Vehicle sales and hire premises
5. Incorporate appropriate environmental management principles and controls into development proposals.	
6. Appropriately consider and manage heritage items.	

Table F-8 EC1 – Environmental Conservation

Objectives	Permissible uses with consent
1. Protect the ecological and scenic values of the waterways in this area.	Advertisement Advertising structure Coastal protection works Environmental protection works
2. Maintain the health and natural flows of the waterways.	Kiosk Parking space Recreation area Road Signage Utility undertaking Waterway and foreshore management activities
3. Enable maintenance dredging of the Mill Stream and related activities to maintain water depths and to manage and control sediment accumulation.	
4. Appropriately consider and manage heritage items.	

Appendix G

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. The system utilises the runway modes of operation on specified days and times, considering weather and traffic. The following arrangements, set out in Tables G-1 and G-2, and Figure G-1 have been in effect since 1 July 2010.

Table G-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 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 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3	34 (Mode 9) or 16 (Mode 10)
2245 to 2300	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)
	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.

Appendix G

Runway modes of operation

Table G-2 Preferred runway selection – Saturday and Sunday

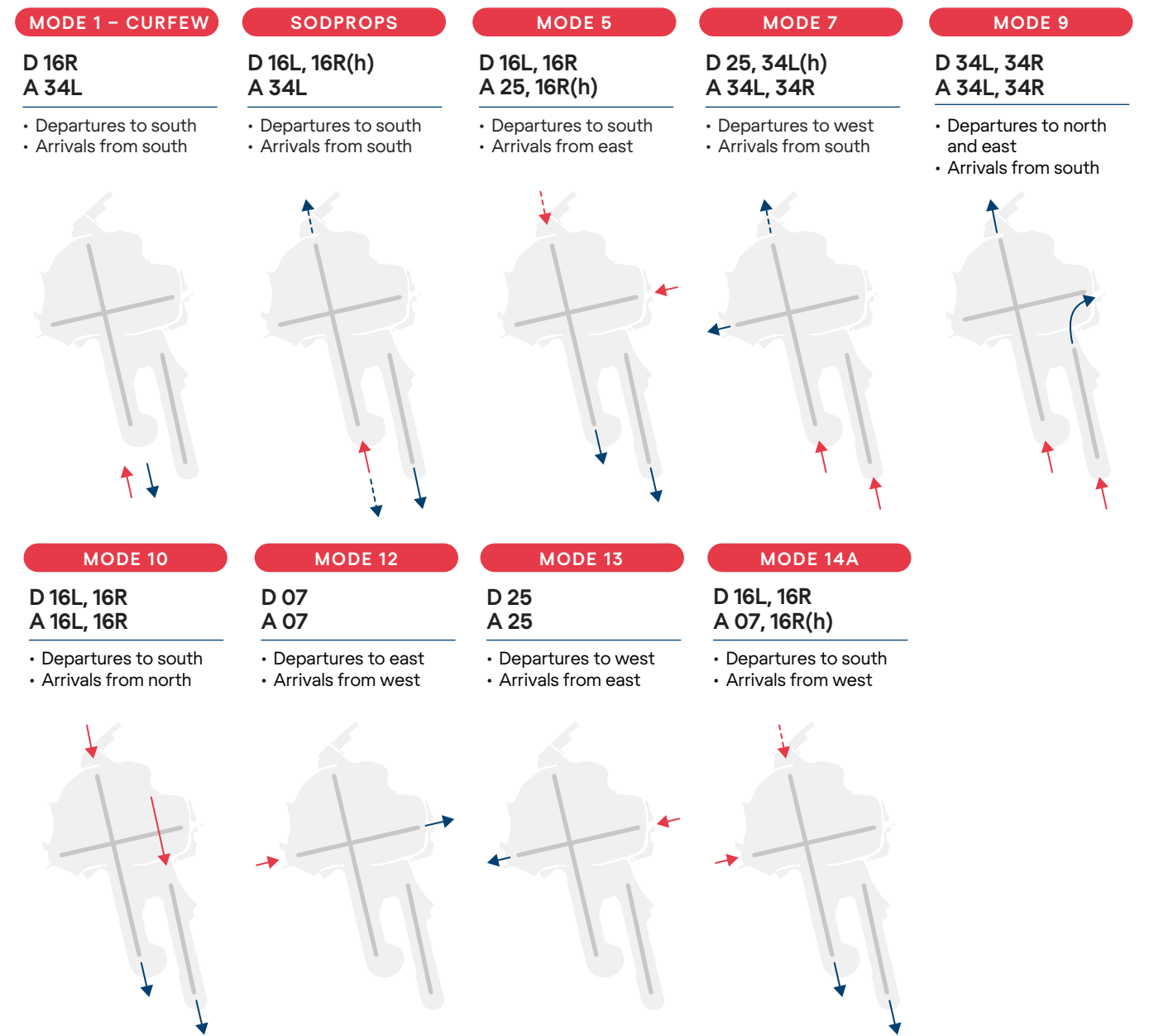
Time	Preferred options	Runway operation
2300 to 0600	1	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700 Saturday	1	SODPROPS – Departures 16L / Arrivals 34L
0600 to 0800 Sunday	2	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 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 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)
	1	SODPROPS – Departures 16L (Mandatory) / Arrivals 34L
2200 to 2245	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 25 / Arrivals 34L&R (Mode 7)
	6	34 (Mode 9) or 16 (Mode 10)
	7	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:

- 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.

Figure G-1 Runway modes of operation

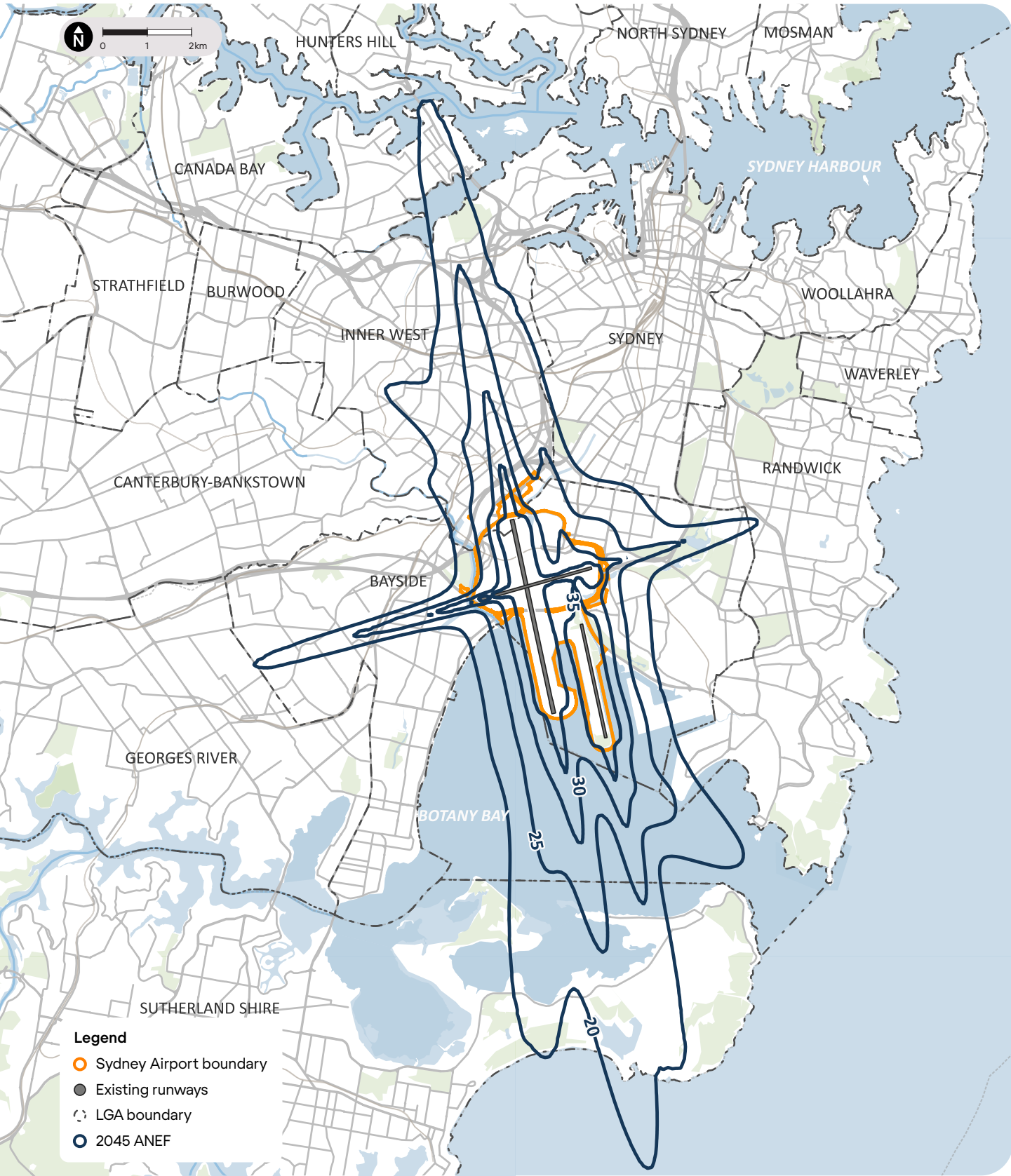


Source: Airservices, Sydney Airport Operational Statistics January 2018 Departure --> Long Haul (h) Departure --> Arrival --> Long Haul (h) Arrival -->

Appendix H

ANEF 2045

Map H-1 ANEF 2045



Aircraft movements counts for 16R

Aircraft	Arrivals		Departures		Total	
	Day	Night	Day	Night	Day	Night
Runway 16R						
7879	24.481	13.6942	28.9043	14.4313	53.3853	28.1255
A350-941	12.3946	10.749	13.2957	11.7074	25.6904	22.4564
A330-343	6.0511	1.5575	7.7048	1.346	13.7559	2.9035
7773ER	5.2482	2.743	4.0063	4.9966	9.2545	7.7396
7878R	1.463	2.3711	3.4475	1.8032	4.9105	4.1742
747400	1.0618		0.5006	0.4857	1.5624	0.4857
7673ER	0.4386		0.5139	0.6777	0.9525	0.6777
A330-301	0.5176			0.4857	0.5176	0.4857
A321-232	21.7922	0.7192	13.1209	5.8201	34.9131	6.5394
7378MAX	17.2955	2.5633	9.5069	2.7051	26.8023	5.2684
737800	3.1028	0.0213			3.1028	0.0213
A320-271N	0.5067		1.088	0.6619	1.5948	0.6619
737700				0.4857		0.4857
DHC830-C	14.101	0.4699	11.5224	0.4857	25.6234	0.9556
SF340-C	15.0313	0.5079	12.7863	3.3241	27.8176	3.8319
DHC6	2.1519	0.4857	2.6102	0.4857	4.7621	0.9714
Total	125.6373	35.8822	109.0079	49.9019	234.6452	85.784

Aircraft movements counts for 34L

Aircraft	Arrivals		Departures		Total	
	Day	Night	Day	Night	Day	Night
Runway 34L						
7879	24.9671	14.1789	27.4006	8.0428	52.3677	22.2217
A350-941	12.3004	9.798	13.4116	6.1888	25.712	15.9868
A330-343	5.8222	1.4324	7.0891	0.6417	12.9113	2.0741
7773ER	4.5658	3.2307	3.8611	2.9483	8.4268	6.179
7878R	1.5053	3.5967	3.4555	1.1855	4.9609	4.7822
747400	0.8914		0.4864	0.5049	1.3778	0.5049
7673ER	0.5605		0.4762	0.3174	1.0367	0.3174
A330-301	0.457			0.5049	0.457	0.5049
A321-232	21.5642	7.4324	12.5064	5.133	34.0707	12.5654
7378MAX	17.2484	6.4396	9.2694	2.2682	26.5178	8.7078
737800	2.7851	0.3174			2.7851	0.3174
A320-271N	0.4709		0.8751	0.331	1.346	0.331
737700				0.5049		0.5049
DHC830-C	13.472	0.8817	11.1819	0.5049	24.6539	1.3866
SF340-C	14.5684	0.8359	11.8185	3.6259	26.3869	4.4618
DHC6	1.7698	0.5049	2.3104	0.5049	4.0802	1.0098
Total	122.9485	48.6486	104.1421	33.2071	227.0906	81.8557

Section Five Appendices

Appendix H
ANEF 2045

Aircraft movements counts for 16L

Aircraft	Arrivals		Departures		Total		
	Day	Night	Day	Night	Day	Night	Total
	Runway 16L						
7879	4.3618	1.3813	3.5286	1.9011	7.8903	3.2824	11.1728
A350-941	0.5139	0.021	0.5463	0.4478	1.0602	0.4688	1.529
A330-343	1.4142	0.4857	1.052		2.4662	0.4857	2.9519
7878R		0.4478				0.4478	0.4478
7673ER		0.0222				0.0222	0.0222
A321-232	41.832	6.9344	52.3769	12.4176	94.2089	19.352	113.5609
7378MAX	21.3189	4.7964	32.1089	9.1183	53.4278	13.9148	67.3426
737800	4.9881	0.4691	8.0207	1.6333	13.0088	2.1024	15.1112
A320-271N	2.1642		1.0771		3.2414		3.2414
737700	1.5887		1.0727		2.6613		2.6613
A320-232	1.0469		0.5418	0.6619	1.5887	0.6619	2.2506
BD-700-1A10	1.0618		0.5309	0.6619	1.5926	0.6619	2.2546
DHC830-C	15.0463	0.5743	17.9752	2.5447	33.0214	3.119	36.1404
SF340-C	10.752	0.9714	10.0751	1.5954	20.8271	2.5668	23.3939
DHC6	1.053		0.5067		1.5597		1.5597
CNA441	1.0618	0.0222	1.0618	0.6619	2.1235	0.6841	2.8076
Total	108.2034	16.1258	130.4745	31.6441	238.678	47.7698	286.4478

Aircraft movements counts for 34R

Aircraft	Arrivals		Departures		Total		
	Day	Night	Day	Night	Day	Night	Total
	Runway 34R						
7879	4.5398	1.6063	3.3849	1.4621	7.9247	3.0684	10.9932
A350-941	0.4762	0.3108	0.4377	0.5507	0.9139	0.8615	1.7754
A330-343	1.5699	0.5049	0.9247		2.4946	0.5049	2.9995
7878R		0.5507				0.5507	0.5507
7673ER		0.331				0.331	0.331
A321-232	39.9991	12.1204	52.2438	12.468	92.2429	24.5884	116.8312
7378MAX	20.0976	7.1963	32.0817	7.7874	52.1792	14.9837	67.1629
737800	4.8936	0.8681	7.7647	1.3408	12.6583	2.2089	14.8672
A320-271N	1.7721		0.8834		2.6556		2.6556
737700	1.3615		0.8831		2.2446		2.2446
A320-232	0.9241		0.4374	0.331	1.3615	0.331	1.6925
BD-700-1A10	0.8914		0.4457	0.331	1.3371	0.331	1.6681
DHC830-C	14.5368	1.8288	17.5259	2.4286	32.0628	4.2574	36.3201
SF340-C	9.9736	1.0098	9.6371	1.3866	19.6108	2.3964	22.0071
DHC6	0.9086		0.4709		1.3794		1.3794
CNA441	0.8914	0.331	0.8914	0.331	1.7828	0.6619	2.4447
Total	102.8357	26.6579	128.0124	28.417	230.8481	55.075	285.9231

Aircraft movements counts for 07

Aircraft	Arrivals		Departures		Total		Total
	Day	Night	Day	Night	Day	Night	
	Runway 07						
7879	0.08	0.0215	0.0632	0.0209	0.1431	0.0423	0.1855
A350-941	0.0329	0.0176	0.0297	0.0121	0.0625	0.0297	0.0922
A330-343	0.0093	0.0028	0.0167	0.0014	0.0259	0.0041	0.03
7773ER	0.0199	0.0038	0.0151	0.0072	0.035	0.011	0.046
7878R	0.0017	0.0059	0.0131	0.0013	0.0148	0.0072	0.022
747400	0.0047		0.0025	0.0018	0.0072	0.0018	0.009
7673ER	0.0002	0.4415	0.0004	0.0005	0.0006	0.442	0.4426
A330-301	0.0045			0.0018	0.0045	0.0018	0.0064
A321-232	0.2378	9.1882	0.2395	0.0245	0.4773	9.2127	9.6899
7378MAX	0.1253	5.3265	0.1236	0.0169	0.2488	5.3434	5.5922
737800	0.0321	0.877	0.0258	0.0042	0.0578	0.8812	0.9391
A320-271N	0.0087		0.0064	0.0005	0.0151	0.0005	0.0156
737700	0.005		0.0034	0.0018	0.0084	0.0018	0.0103
A320-232	0.0039		0.0011	0.0005	0.005	0.0005	0.0056
BD-700-1A10	0.0047		0.0023	0.0005	0.007	0.0005	0.0076
DHC830-C	0.1046	2.2094	0.0962	0.0064	0.2008	2.2158	2.4166
SF340-C	0.0828	0.447	0.0858	0.0121	0.1686	0.4591	0.6278
DHC6	0.0149	0.0018	0.0098	0.0018	0.0247	0.0037	0.0284
CNA441	0.0047	0.4415	0.0047	0.0005	0.0094	0.442	0.4514
Total	0.7776	18.9843	0.739	0.1171	1.5166	19.1013	20.6179

Aircraft movements counts for 25

Aircraft	Arrivals		Departures		Total		Total
	Day	Night	Day	Night	Day	Night	
	Runway 25						
7879	0.5703	0.1178	0.7184	0.1419	1.2888	0.2597	1.5485
A350-941	0.282	0.1035	0.279	0.0933	0.5611	0.1968	0.7579
A330-343	0.1333	0.0168	0.2128	0.0109	0.3461	0.0277	0.3738
7773ER	0.1661	0.0224	0.1176	0.0479	0.2837	0.0704	0.354
7878R	0.03	0.0278	0.0838	0.0101	0.1138	0.0379	0.1517
747400	0.0422		0.0105	0.0076	0.0527	0.0076	0.0602
7673ER	0.0008	0.2054	0.0095	0.0044	0.0102	0.2098	0.22
A330-301	0.0209			0.0076	0.0209	0.0076	0.0284
A321-232	1.5747	4.6054	1.5124	0.1368	3.0872	4.7422	7.8293
7378MAX	0.9143	2.6779	0.9096	0.104	1.8239	2.7819	4.6059
737800	0.1983	0.4471	0.1889	0.0217	0.3871	0.4688	0.8559
A320-271N	0.0774		0.0699	0.0066	0.1473	0.0066	0.1539
737700	0.0448		0.0409	0.0076	0.0857	0.0076	0.0932
A320-232	0.0251		0.0198	0.0066	0.0448	0.0066	0.0514
BD-700-1A10	0.0422		0.0211	0.0066	0.0632	0.0066	0.0698
DHC830-C	0.7393	1.036	0.6984	0.0297	1.4377	1.0656	2.5033
SF340-C	0.5918	0.2281	0.5972	0.0559	1.189	0.2839	1.473
DHC6	0.1018	0.0076	0.0921	0.0076	0.1939	0.0151	0.209
CNA441	0.0422	0.2054	0.0422	0.0066	0.0843	0.212	0.2963
Total	5.5974	9.7012	5.6241	0.7129	11.2215	10.4141	21.6356

Appendix H

ANEF 2045

Aircraft movements counts for HELI

	Arrivals		Departures		Total		Total
	Day	Night	Day	Night	Day	Night	
Aircraft	HELI						
EC130	16.88	0.12	16.88	0.12	33.76	0.24	34
Total	16.88	0.12	16.88	0.12	33.76	0.24	34

Appendix I

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.

I1 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 2023*, 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, Transport, Regional Development and Local Government may grant dispensations for other aircraft to operate during the curfew period.

Sections 12 and 17 of the Curfew Act will prevent all flights (except those operating in an emergency or exceptional circumstances) from flying to or from Sydney Airport between 11pm and 6am after WSI is specified by the Minister as being able to be used for night aircraft movements. The Minister has announced that such a specification will be gazetted indicating that this will occur from 1 November 2026.

I2 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. ACL Asia Pacific Coordination Pty Ltd (ACL) allocates slots and manages slot coordination at Sydney Airport.

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

- ACL will first allocate slots to airline operators with historic precedence.
- ACL will then allocate slots to new entrant airlines.
- Remaining slots will then be allocated having regard to aims set out in the slot laws.

However, the slot laws contain a mechanism that preserves a certain number of slots for airlines operating regional NSW services in an effort to guarantee access to Sydney Airport for regional communities. Before allocating slots, ACL must consider any advice provided by Sydney Airport or Airservices Australia as to the likely effect of allocation on the operational efficiency or capacity of Sydney Airport.

The Act has been amended to allow up to 85 aircraft movements per hour in limited circumstances following significant flight disruptions caused by adverse weather or the like.

Appendix I

Operational laws and regulations

I3 Noise sharing and the long term operating plan

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

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

The implementation of noise sharing arrangements is monitored by the Sydney Airport Community Forum (SACF) and an LTOP Implementation Monitoring Committee (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, including Sydney Airport.

I4 Aviation security

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

I5 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 J

Public Exhibition of preliminary draft Master Plan 2045

Sydney Airport’s community and stakeholder consultation and engagement while preparing Master Plan 2045 was extensive and far exceeded that undertaken for any previous master plan.

Notification of the public and key stakeholders

Notification of the public and key stakeholders occurred in several phases: statutory public notifications; direct correspondence to key stakeholders; and digital engagement.

- In accordance with section 79(1)(a) of the *Airports Act 1996* (the Act), quarter page public notices were placed on page 6 of both the *Sydney Morning Herald* and *Daily Telegraph* on 16 September 2025 to advise the broader community that preliminary draft Master Plan 2045 (pdMP) had been placed on public exhibition for 62 business days from 17 September 2025 until 12 December 2025. These newspapers, which circulate across NSW, have a combined daily readership of around 500,000 people. It included details such as:
 - What Master Plan 2045 is and the issues it covers
 - Where to view and how to download the Master Plan 2045 and associated materials
 - How to make a submission
 - How to seek further information via email or phone
- Correspondence was sent to around 700 key stakeholders on the first day of public exhibition to notify them that the pdMP consultation period had commenced. This included a summary of Master Plan 2045, how to access background materials on Sydney Airport’s website, where to direct any questions and how to make a submission. Stakeholders included:
 - Sydney Airport Community Forum
 - Relevant ministers and shadow ministers in the Australian and NSW Governments
 - Relevant agencies of the Australian and NSW Governments
 - All Members of Parliament in the Australian and NSW Parliaments representing electorates in NSW
 - All Mayors and the General Manager/Chief Executive Officer of all local councils in NSW
 - Airlines and other key aviation stakeholders
 - Business, tourism and industry groups
 - Businesses operating on the Sydney Airport site
- In accordance with sections 79(1A) of the Act, the NSW Minister for Planning and Public Spaces, the Secretary of the NSW Department of Planning, Housing and Infrastructure, Bayside Council, Inner West Council, City of Sydney Council and Sutherland Shire Council were notified on 12 September 2025 of Sydney Airport’s intention to give the Minister for Infrastructure, Transport, Regional Development and Local Government the draft Master Plan 2045 following the pdMP statutory consultation period.
- Sydney Airport used its social media channels on Facebook, LinkedIn, Instagram and X (Twitter) – collectively reaching around 500,000 followers – to promote the beginning of the pdMP public exhibition period and included links to the Master Plan 2045 website.

Public display of the Master Plan 2045

Throughout the public exhibition period, the pdMP (which included the Airport Environment Strategy 2025-2030) and a range of other materials were available to download from Sydney Airport’s Master Plan 2045 website.

Sydney Airport also arranged for 30 locations across Sydney to host copies of the pdMP, including public libraries and local council offices so members of the public could view the document in their local community. Refer to Table J-1 for a list of all locations. Map J-1 shows these locations.

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

- Master Plan 2045 Community Newsletter (pdMP Summary)
- Facts Sheets covering key issues of community interest, including:
 - Terminal Upgrades
 - Airfield Upgrades
 - Noise Management
 - Ground Transport
 - Sydney Airport and the Local Community
 - Economy
 - Climate
 - Environment
- Frequently asked questions and answers

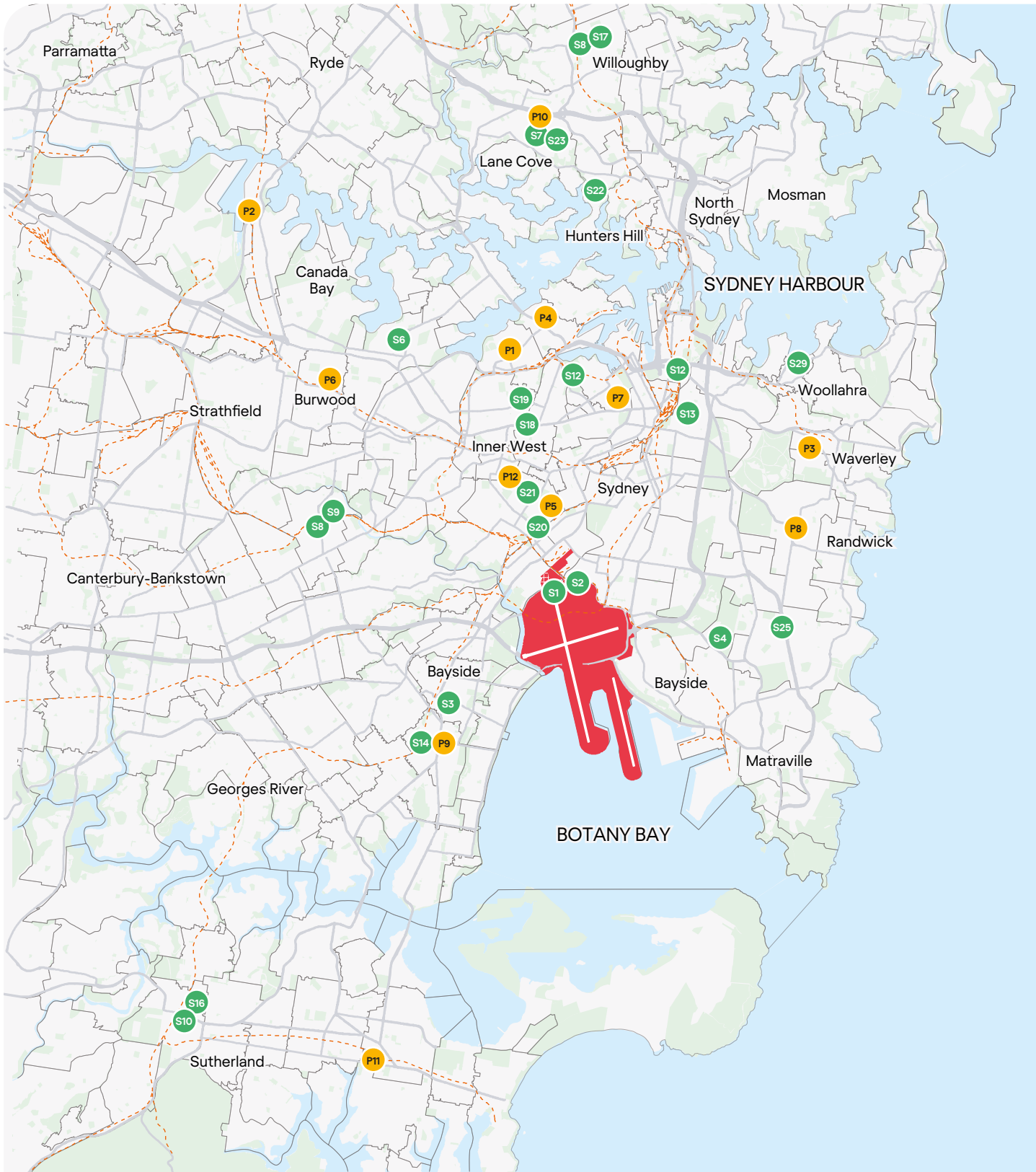
Section Five Appendices

Appendix J
Public Exhibition of preliminary draft Master Plan 2045

Table J-1 Addresses of drop-in sessions and display locations

Location		Council/local government area
S1	Sydney Airport – International T1	Bayside
S2	Sydney Airport – Domestic T2	Bayside
S3	Rockdale Customer Service Centre	Bayside
S4	Westfield Eastgardens	Bayside/Randwick City boundary
S5	Five Dock Library	Canada Bay
S6	Concord Library	Canada Bay
S7	The Connection at Rhodes	Canada Bay
S8	Campsie Library	Canterbury-Bankstown
S9	Campsie Council Customer Service Centre	Canterbury-Bankstown
S10	Glebe Contact Centre	City of Sydney
S11	Kings Cross Contact Centre	City of Sydney
S12	Sydney City Council Town Hall	City of Sydney
S13	Green Square Contact Centre	City of Sydney
S14	Kogarah Library	Georges River
S15	Hurstville Library	Georges River
S16	South Hurstville Library	Georges River
S17	Penshurst Library	Georges River
S18	Leichhardt Library	Inner West
S19	Leichhardt Service Centre	Inner West
S20	St Peters/Sydenham Library	Inner West
S21	Marrickville Library	Inner West
S22	Lane Cove Council Civic Centre	Lane Cove
S23	Lane Cove Library	Lane Cove
S24	Greenwich Library	Lane Cove
S25	Lionel Bowen Library	Randwick City
S26	Sutherland Library	Sutherland Shire
S27	Sutherland Customer Service Centre	Sutherland
S28	Willoughby City Council	Willoughby City
S29	Woollahra Customer Service Office	Woollahra
S30	Waverley Customer Services Centre	Waverley

Map J-1 Location of Community Engagement Activities



Legend

Sydney Airport boundary

Sydney Airport freehold land

Existing runways

Existing roads

Sydney rail network

Static displays

Pop-up events

Appendix J

Public Exhibition of preliminary draft Master Plan 2045

Table J-2 Community and stakeholder engagement timeline

Timing	Actions
16 September 2025 (Day zero)	– In accordance with s.79(1) of the Airports Act 1996 (the Act), a public notice was published in a newspaper circulating generally in NSW that pdMP2045 has been released for 62-business days public comment. – In accordance with s.79(1A) of the Act, Sydney Airport advised the following stakeholders of its intention to give the Minister a draft version of Master Plan 2045: • NSW Minister for Planning and Public Spaces • NSW Department of Planning, Housing and Infrastructure • Bayside, Inner West and City of Sydney Councils – Master Plan 2045 website went live, where copies of the pdMP 2045, Fact Sheets and Frequently Asked Questions could be downloaded. Website also included dates, times and locations of upcoming Community Information Sessions. – pdMP2045 community email and phone line activated.
17 September 2025 (Day 1)	– 62-business-day public exhibition period for pdMP2045 formally commenced. – Copy of pdMP2045 displayed at Sydney Airport’s reception
Days 1-5	– Letters sent to all key stakeholders advising them that the pdMP2045 had been released for public comment and a face-to-face briefing offered. – Digital engagement commenced via Sydney Airport’s social media platforms. – Public displays of pdMP2045 in key public locations such as public libraries in key local government areas.
Days 5-15	– Master Plan 2045 Community Newsletter delivered to more than 400,000 households in the vicinity of Sydney Airport. – Public advertisements placed in key local media, advising that the pdMP2045 has been released for public comment. This included key community language newspapers such as Italian, Spanish, Greek, Vietnamese, Arabic, Chinese and Korean languages.
Days 15-40	– Community information sessions held in key locations in the Inner West, Bayside, Sutherland Shire, Randwick City, Canada Bay, City of Sydney, Waverley, Canterbury Bankstown, Burwood and Lane Cove local government areas. – Community webinar held.
12 December 2025 (Day 62)	Public exhibition period for pdMP2045 ended.

Website information

As required by the Act, the pdMP was hosted online and was available to download free-of-charge. Sydney Airport developed a standalone Master Plan 2045 website, on which the pdMP and other supporting documents were made available throughout the public exhibition period.

Details of upcoming community information sessions and the Webinar were also provided, as well as phone and email contact details where members of the public could seek further information.

Throughout the public exhibition period, there were nearly 34,000 visitors to the website with the pdMP being downloaded more than 7,400 times.

Hard copies of the pdMP were also mailed on request.

Digital engagement

As noted above, Sydney Airport used its social media channels on Facebook, LinkedIn, Instagram and X (Twitter) – collectively reaching around 500,000 followers – to promote the beginning of the public exhibition period and included links to the Master Plan 2045 website.

A number of local councils also used their own social media resources to advertise planned community information sessions in advance. Sydney Airport also targeted social media notifications to relevant areas in advance of these sessions.

Community update

As well as public notification through digital engagement and the statutory public notices being placed in the *Sydney Morning Herald* and *Daily Telegraph*, the community was kept informed via quarter page advertisements being placed in the following local and community language newspapers:

- St George and Sutherland Shire Leader
- Wentworth Courier
- La Fiamma (Italian)
- Extra Informativo (Spanish)
- The Greek Herald (Greek)
- Chieu Duong (Vietnamese)
- An Nahar (Arabic)
- Al Bairak (Arabic)
- Chinese Herald (Chinese)
- The Korean Herald (Korean)

Appendix J

Public Exhibition of preliminary draft Master Plan 2045

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 local 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 pdMP. For each of these sessions, senior Sydney Airport staff members were present to answer questions.

The issues raised by the 637 members of the community who attended one of the sessions varied, however some of the recurring issues included aircraft noise management, ground transport, the need to reduce emissions and the expected future role of Western Sydney International (Nancy-Bird Walton) Airport (WSI).

The community information sessions were held in the following areas (as shown in Map J-1) on the following dates:

Table J-3 Community Information Sessions

	Location	Council/local government area	Date
P1	Orange Grove Markets, Lilyfield	Inner West	11 October 2025
P2	Rhodes Waterside Shopping Centre, Rhodes	Canada Bay	14 October 2025
P3	Eastgate Shopping Centre, Bondi Junction	Waverley	17 October 2025
P4	Rozelle Markets, Rozelle	Inner West	18 October 2025
P5	Marrickville Metro, Marrickville	Inner West	21 October 2025
P6	Burwood Plaza, Burwood	Burwood	23 October 2025
P7	Glebe Markets, Glebe	City of Sydney	25 October 2025
P8	Royal Randwick Shopping Centre	Randwick City	28 October 2025
P9	Rockdale Plaza, Rockdale	Bayside	30 October 2025
P10	Lane Cove Plaza	Lane Cove	1 November 2025
P11	Caringbah Shopping Village	Sutherland Shire	6 November 2025
P12	Marrickville Organic Food Markets	Marrickville	9 November 2025

An online Webinar was also held on 20 October 2025, with 70 attendees from a range of local government areas across Sydney and NSW.

Informing communities living in the vicinity of Sydney Airport

After the release of the pdMP for public comment, a Master Plan 2045 Community Newsletter was distributed to around 406,000 households, reaching more than one million Sydneysiders. As shown in Map J-1, the area letterboxed included all or parts of the Bayside, Inner West, Randwick City, Waverley, Woollahra, Canterbury-Bankstown, Burwood, City of Sydney, Lane Cove, Hunters Hill, Canada Bay, Georges River and Sutherland Shire local government areas.

Master Plan 2045 community information line and email

A Master Plan 2045-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 2045 collateral materials, including in all advertisements. 12 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 340 emails were received, the majority lodging submissions, with others seeking further information.

Briefings and presentations during public comment period

In the correspondence sent to key stakeholders at the commencement of the pdMP 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.

This was in addition to the preliminary engagement meetings held with more than 250 individual stakeholders while the pdMP was being finalised and prior to its public exhibition.

Submissions received and issues raised in submissions

Between 17 September and 12 December 2025, 271 submissions were received. Two further submissions were received after the public exhibition period concluded, making a total of 273 submissions. This compares to 278 submissions for Sydney Airport’s previous Master Plan 2039.

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 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, movement limit or noise sharing arrangements.

Many submissions received from individuals, local and peak bicycle user groups and local governments raised the need for active transport to be facilitated.

Consistent with its terms of reference, the Sydney Airport Community Forum’s community members raised issues around aircraft noise and related matters. These included the forecast increase in flights and associated noise impacts, the effect that forecast increases in flight numbers would have on the airport’s ability to share noise in accordance with the Long Term Operating Plan, the role of WSI in relation to future operations at Sydney Airport and the way in which forecast noise impacts were communicated to the community via the master plan.

There was also wide 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.

Local government and local members of parliament were concerned with similar issues to those raised by the community. 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 (ANEF), which occurred in the lead up to Master Plan 2045 being released for public comment. The draft ANEF 2045 was endorsed for technical accuracy by Airservices Australia on 26 February 2026. 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, 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 in the submissions when preparing the draft Master Plan 2045. Also as required by the Act, copies of all comments were submitted with the draft Master Plan 2045 to the Minister for Infrastructure, Transport, Regional Development and Local Government.

The Minister approved the draft Master Plan 2045 on 11 August 2026, at which point it became the final Master Plan 2045.

SYD