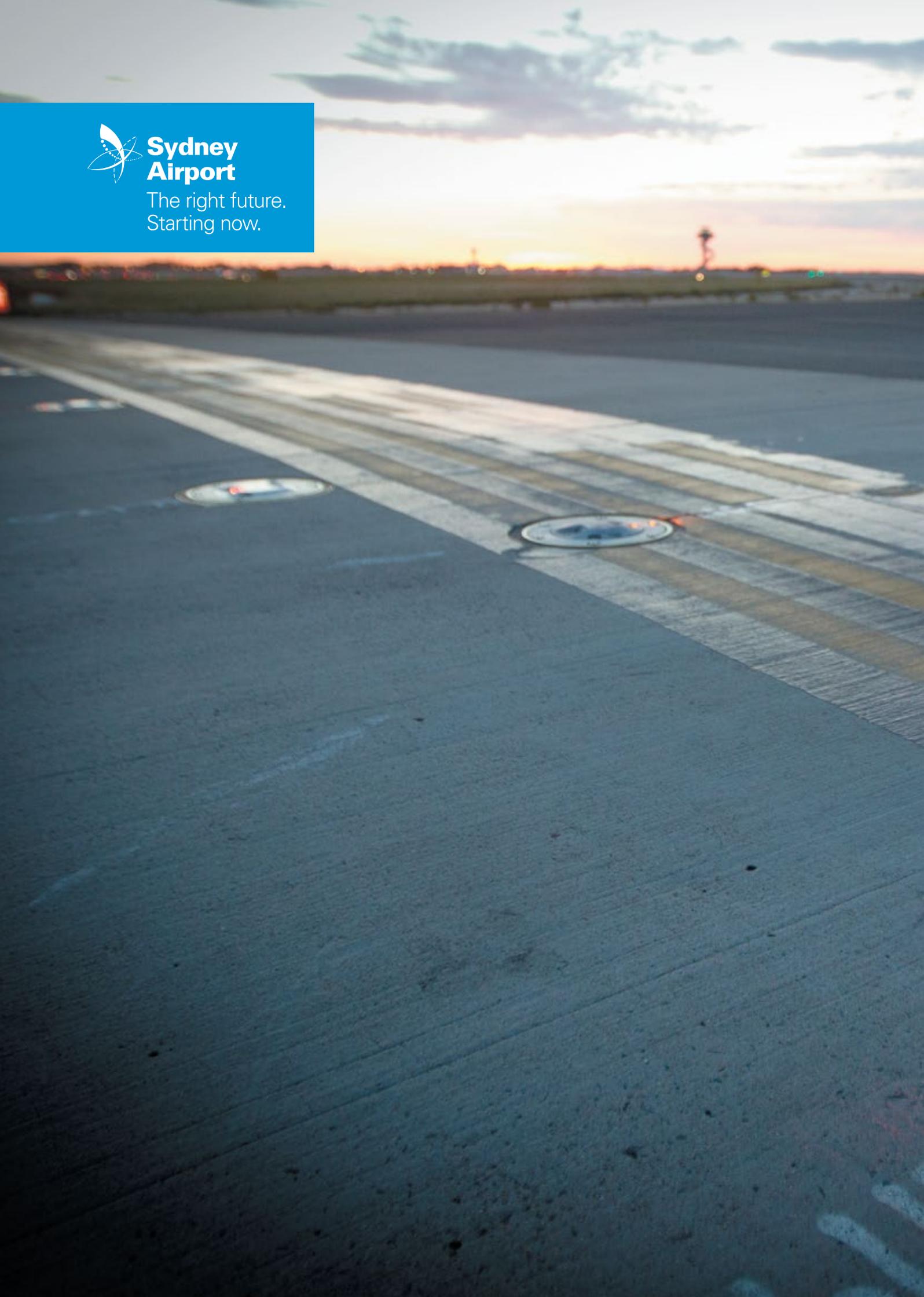




**Sydney  
Airport**

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Starting now.

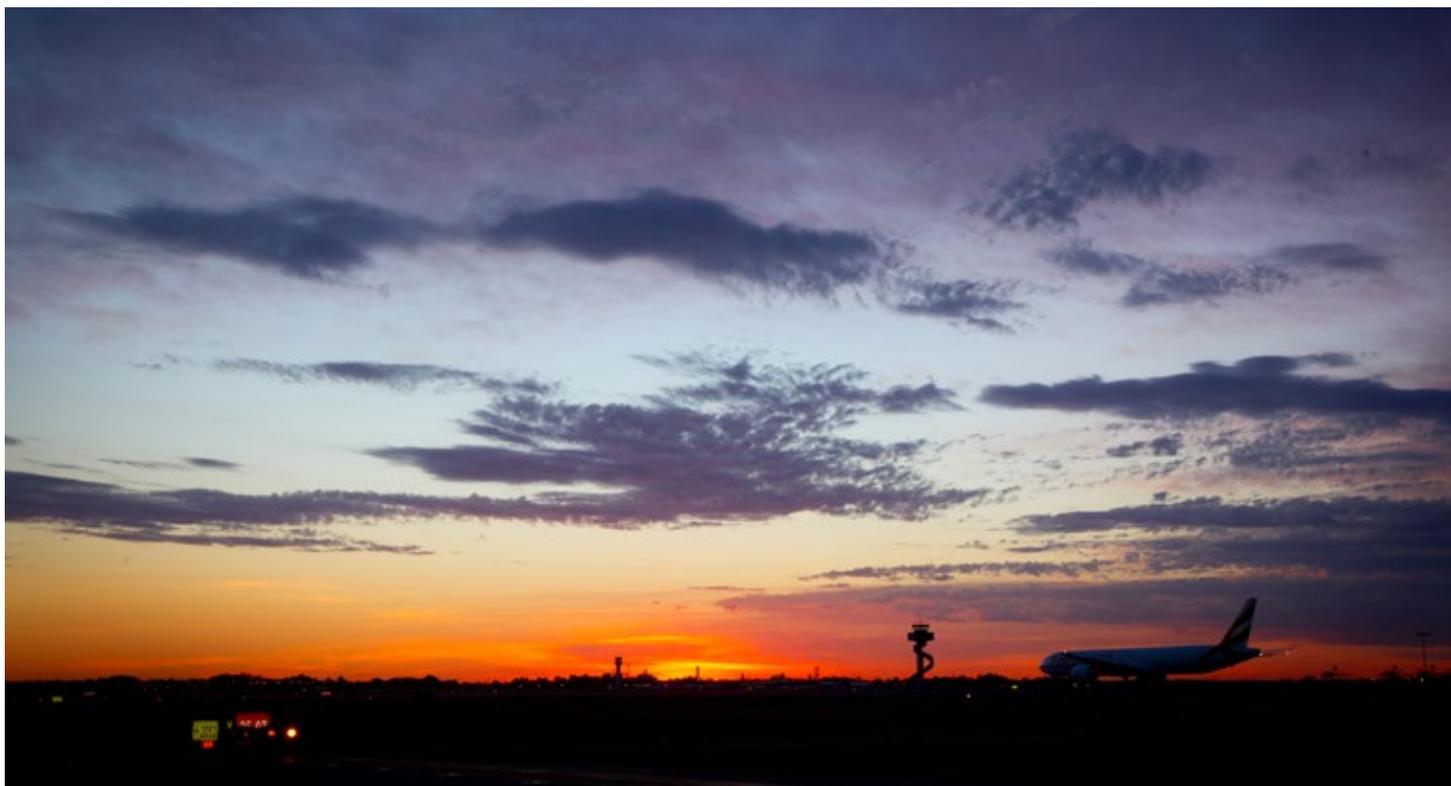




# 15.0

**IMPLEMENTATION**

# 15.0 IMPLEMENTATION



## Key points

- This chapter provides an indicative staging and implementation framework for the Master Plan
- Sydney Airport works closely with airlines and other stakeholders to discuss the timing and priority of investments
- Major development plans are then required for designated major developments. Such development proposals are the subject of further community consultation, environmental assessment and ministerial approval
- Implementation of the development plan is expected to be realised in a staged manner taking into account:
  - Actual and forecast passenger and aircraft demand
  - Compliance with safety standards
  - Airline/stakeholder needs and investment consultation
  - Staging of infrastructure delivery
  - Continuity of airport operations during construction
  - Asset life and utilisation
  - Regulatory planning approvals

## The Master Plan outlines Sydney Airport's development plan for the staged development of Sydney Airport for the period to 2033.

### 15.1 Indicative staging and implementation framework

This Master Plan provides a 20 year strategic planning framework for the future development of Sydney Airport. It demonstrates the necessary flexibility to ensure that future aviation industry trends, changing customer needs and demands are appropriately met through the provision of new or enhanced infrastructure in a timely manner.

The development plan outlined in this Master Plan represents the proposed development program, which is expected to be realised in a staged manner. These developments are largely triggered as a result of increased passenger and aircraft demand, airline customer needs and the proposed development of the two integrated international, domestic and regional terminal precincts.

Major development plans are also required for

designated major airport developments, the triggers for which are set out in the Airports Act. Such development proposals are the subject of further airline and community consultation, environmental assessment and ministerial approval. The development of the airport will continue to be refined and prioritised in response to changing market conditions and customer priorities which may impact timing.

The following implementation plan is a high level indicative summary of the potential phasing associated with this Master Plan. The actual timing of each of the proposed developments will depend on the realisation of the demand triggers, Sydney Airport's assessment of forecast market conditions, commercial discussions with stakeholders, the carrying out of any necessary environmental assessments, internal and external approval processes, and the outcome of stakeholder consultation processes.

The proposed implementation plan is not a commitment that any particular project will be undertaken. The developments listed in this section may take place before or after the time periods indicated, consistent with this Master Plan.

Some of these projects are also consistent with the current approved Master Plan 2009. As such, planning for them commenced in 2012 and it is anticipated that preliminary draft major development plans will be released for public comment in due course.

### First five year period

It is anticipated that the following projects or works may commence in the first five year period:

#### Ground transport

- Development of a landside bridge across Alexandra Canal to access the Northern Airport precinct. Redevelopment of part of the northern precinct for uses such as vehicle storage, logistics and aviation support
- Staged development of Terminal 1 (T1) precinct road augmentation, car parking and ground transport facilities
- Staged development of Terminal 1/Terminal 2 (T2/T3) precinct road augmentation and ground transport works. Including reconfiguration and widening of existing roads and development of new roads and intersections at entries/exits to the precinct
- Public bus facilities and additional multi-storey car parking capacity within the T2/T3 precinct
- Staged development of sections of the airside transfer corridor and facilities to improve connectivity between the T1 and T2/T3 terminal precincts

#### Aprons and airfield

- Development of a high intensity approach lighting systems and associated infrastructure for Runways 16R and 34L to support low visibility CATII operations
- Apron expansion and associated taxiway works for aircraft parking in the South West, South East and North West Sectors of the airport to meet aircraft parking demand and provide contingency/staging parking to implement development works throughout the airport
- Extension and reconfiguration of taxiway sections in the South East Sectors to facilitate improved aircraft operation to T2 and turboprop aircraft intersection departures
- Staged demolition of the current aircraft maintenance and engineering facilities in the existing Jet Base and the staged development of taxiways, aprons and associated infrastructure to facilitate international operations in the North East Sector north of T3
- Reconfiguration of the T2 apron to facilitate additional contact gates
- Staged reconfiguration of the T1 Pier C apron to facilitate the introduction of domestic and regional operations

#### Terminals

- Development of additional Code F aircraft contact gates and expansion of the terminal to accommodate additional gate lounge capacity at T1
- Augmentation of T1 for passenger processing facilities and amenities to improve capacity, efficiency and customer service. This includes implementation of passenger self-service technology and may include augmentation of facilities such as check-in, security screening, baggage reclaims, secondary line and primary line reconfiguration and expansion of the outbound baggage handling system
- Augmentation of T2 for passenger processing facilities and amenities to improve capacity, efficiency and customer service. This may include such items such as check-in, security screening, outbound baggage handling, bus gates, baggage reclaim and retail
- Development of additional gate lounges to complement the additional T2 contact gates
- Staged development of a western terminal link terminals T2 and T3
- Staged development of T1 Pier C to integrate processing of domestic and regional aircraft and passengers in the North West Sector. Includes reconfiguration of aircraft gates, apron,

development of dual taxiways and terminal processing and amenities

- Staged development of the new international terminal and associated pier north of T3 to integrate processing of international aircraft and passengers in the North East Sector. Includes additional aircraft contact gates, apron, dual taxiways and terminal processing facilities and amenities

#### **Other**

- Development of new Qantas maintenance and engineering hangars and engine run facility on the northern perimeter of the North East Sector
- Staged relocation of some general and corporate aviation facilities to the South East Sector
- A mix of aviation support and commercial developments such as aircraft maintenance and engineering facilities, freight, fuel, multi-storey car parking modules, hotel accommodation, office developments and other commercial facilities are proposed in various sectors of the airport. These developments include developments by Sydney Airport and other stakeholders

### **Second five year period**

The timing of development beyond the initial five year period is of course more indicative and subject to specific demand triggers being reached and a range of other factors including commercial agreements and changes in the airline industry. Further, the Airports Act provides for the final Master Plan to remain in force for five years. Consequently, the Master Plan will again be reviewed and updated in 2019. The following projects are anticipated to commence within the second five year period:

#### **Ground transport**

- Continued T2/T3 precinct augmentation of road, ground access and car parking facilities
- Continued T1 precinct augmentation of road, ground access and car park facilities
- Augmentation of pedestrian paths to facilitate improved access between the ground transport facilities and terminals and complement the ground transport developments
- Staged development of sections of the airside transfer corridor and facilities to improve connectivity between the T1 and T2/T3 terminal precincts

#### **Aprons and airfield**

- Staged modification of Taxiways B & C to the east of Runway 16R/34L to facilitate larger aircraft operations, including the staged modification in the South East Sector of taxiway bridges and the southern extension of Taxiway B to the end of Runway 16R/34L

- Apron expansion and associated taxiway works for aircraft parking in the North East, North West and South East Sector of the airport to facilitate international Code E and F aircraft operations in the North East Sector and meet apron demand

#### **Terminals**

- Completion of proposed development of T1 to facilitate and integrate processing of domestic and regional aircraft and passengers. Continued augmentation of T1 for passenger processing facilities and amenities to improve capacity, efficiency and customer service
- Completion of the new international terminal and pier expansion and modification of T3 to facilitate processing of international aircraft and passengers
- Completion of a western terminal link between terminals T2 and T3 to facilitate passengers and aircraft contact gates

#### **Other**

- A mix of aviation support and commercial developments such as aircraft maintenance and engineering facilities, freight, fuel, multi-storey car parking modules, hotel accommodation, office developments and other commercial facilities are proposed in various sectors of the airport
- Staged replacement of any displaced vehicle storage, rental car and aviation support facilities in the South East Sector
- Continued staged relocation of business and general aviation facilities to the South East Sector

### **Third five year period**

The following projects are anticipated to commence within the third five year period, dependent on the realisation of traffic demand and other factors:

#### **Ground transport**

- Staged development of ground access in the T1 and T2/T3 terminal precincts to improve the level of service and capacity. This includes development of multi-storey car parks to minimise at-grade traffic circulation and further airside transfer corridor improvements
- Development of road and ground transport improvements to the North East and South East Sectors of the airport, including improved entry and exits as well as landside connections between the South East Sectors

#### **Aprons and airfield**

- Staged development and reconfiguration of aprons east of T2 to facilitate future terminal and pier development in the T2/T3 precinct

- Additional expansion of the South East Sector aircraft parking positions to meet aircraft parking demand, provide staging areas for other works, contingency bays and parking for business and general aviation users
- Development of new taxiways to improve airport operations and improved connectivity to remote aircraft parking positions

#### **Terminals**

- Augmentation of T1 and T2/T3 terminal facilities to improve passenger processing and amenity
- Augmentation of T2 to provide additional passenger facilities and provide additional Code E aircraft operations

#### **Other**

- Development of associated infrastructure to support the new Airservices Australia facilities
- Continued relocation of business and general aviation facilities to the South East Sector
- A mix of aviation support and commercial developments including such things as maintenance and engineering facilities, freight, fuel, multi-storey car parking modules, hotel accommodation, office developments and other commercial facilities in various sectors of the airport

### **Fourth five year period**

Indicative projects for the final five year period include the following:

#### **Ground transport**

- Continued staged development of ground access projects in the T1 and T2/T3 terminal precincts to improve level of service and capacity. This includes staged development of multi-storey car parks to minimise at-grade traffic circulation
- Staged development of improved passenger circulation paths within the T1 and T2/T3 precincts to complement ground transport improvements/developments

#### **Aprons and airfield**

- Development of new taxiways to support terminal and apron developments and improve airport operations, including improved connectivity to aircraft parking positions
- Development of new rapid exit taxiways
- Development of parallel taxiways in the North East Sector to support operations of the T2 terminal expansion and facilitate improved airfield efficiency
- New taxiways to support Runway 16L/34R to facilitate improved aircraft circulation and efficiency for smaller aircraft operations

#### **Terminals**

- Staged development of T1 Pier D to the south of existing Pier C to facilitate increased passenger and aircraft contact gate growth in domestic and regional operations
- Staged development of the T2 expansion to the east including the proposed development of Piers C and D with swing gate capability to facilitate additional common use aircraft contact parking for international, domestic and regional aircraft
- Development of an eastern terminal link between the new international terminal and T2 Pier C to facilitate passengers and baggage

#### **Other**

- Staged development of the South East Sector facilities
- A mix of aviation support and commercial developments including such things as aircraft maintenance and engineering facilities, freight, fuel, multi-storey car parking modules, hotel accommodation, office developments and other commercial facilities in various sectors of the airport