

SYDNEY-W25

Runway Movement Rate:

- No more than 80 planned movements in any 60 minute period, checked at 15 minute intervals
- No more than 21 planned movements in any 15 minute period
- No more than 8 planned movements in any 5 minute period
- No more than 50 planned arrival movements in any 60 minute period, checked at 15 minute intervals

TERMINAL 1

Apron Parking at the International Passenger Terminal (Terminal 1)

- Up to 55 parking positions in total (25 active contact, 23 active non-contact, 9 layover, minus 2 bays for construction/contingency)

Active contact parking at T1:

- 6 bays for aircraft up to Code F
- 17 bays for aircraft up to Code E (including the 2 bays above for construction/contingency)
- 2 bays for Code C aircraft

Active non-contact parking at T1:

- 18 bays for aircraft up to Code E, of which 5 are for arrivals only, 2 are shared with domestic layover and 2 are shared with domestic active contact
- 3 bays for Code C aircraft
- *2 further bays for Code C aircraft, with the first of these additional bays reducing Code E (but not Code C) capacity by 2, and the second of these additional bays reducing Code E (but not Code C) capacity by 1*

Layover-only parking at T1:

- 1 bay for aircraft up to Code F, with no corresponding reduction in active parking
- *6 bays for aircraft up to Code F, with each used bay reducing active non-contact arrivals capacity for aircraft up to Code E by 1 bay*
- 1 bay for aircraft up to Code E

Layover-only parking for use by T1 and domestic:

- 5 bays for aircraft up to Code E
- *2 further bays for Code C aircraft, with each used bay reducing Code E (but not Code C) capacity by 1*

Qantas layovers:

- All Qantas T1 layovers must be handled within Qantas Jetbase capacity *Note: Aircraft scheduled to stop in excess of 90 minutes (depending on size) may be required to change gate position or be moved to a remote parking area. Transit and quick turnaround aircraft scheduled to depart less than two hours after arrival will generally be allowed to remain at the terminal but may be asked to change their apron position.*

Apron Parking at the International Freight Terminal

Maximum occupancy for arriving and departing aircraft is 90 Minutes, for transit and turnaround aircraft 180 minutes during the period 06:30 to 13:00 local.

No new or re-timed freighter flights will be accepted between 10:00 and 13:00 local. Ad hoc slots may be available during these times after the historic baseline date for each season. Ad hoc freight series during these times will not accrue historic precedence regardless of series length. Historic status of existing operations will be maintained providing minimum usage requirements are met.

Note: Layover freighter aircraft are not permitted between 06:30 and 13:00 local, subject to availability and confirmation from Sydney Airport, and if approved, such slots will not be able to accrue historical precedence. Freight aircraft accommodated on passenger aircraft positions will not be able to accrue historic precedence and will only receive a conditional allocation.

Maximum Passenger Arrival Rate (T1)

7430 inward seats in any 60 minute period

Maximum Passenger Departure Rate (T1)

6380 outward seats in any 60 minute period

TERMINALS 2 & 3 COMBINED

Apron Parking at the Common User Domestic Terminals (Terminals 2 and 3) Combined

- Up to 58 parking positions in total (up to 35 active contact, 16 active non-contact, 10 layover, minus 3 bays for construction/contingency)

Active contact parking at T2/T3 combined:

- 9 bays for Code E or Code C Jet aircraft, of which 2 are shared with T1 active non-contact
 - *T2 limit: 4 bays for Code E or Code C Jet aircraft*
 - *T3 limit: 5 bays for Code E or Code C Jet aircraft, of which 2 are shared with T1 active non-contact*
- 17 bays for Code C Jet aircraft (including 2 bays above for construction/contingency), of which 3 are shared for use by turbo-prop
 - *T2 limit: 12 bays for Code C Jet aircraft*
 - *T3 limit: 6 bays for Code C Jet aircraft, of which 3 are shared for use by turbo-prop*
- 6 further bays for up to Code C Jet aircraft, with each used bay reducing Code E (but not Code C Jet) capacity by 1
 - *T2 limit: 4 further bays for Code C Jet aircraft, with each used bay reducing Code E (but not Code C Jet) capacity by 1*
 - *T3 limit: 2 further bays for Code C Jet aircraft, with each used bay reducing Code E (but not Code C Jet) capacity by 1*
- 3 bays for turbo-prop aircraft
 - *T2 limit: 0 bays for turbo-prop aircraft*
 - *T3 limit: 3 bays for turbo-prop aircraft*

Active non-contact parking at T2/T3 combined:

- 16 bays for turbo-prop aircraft (including 1 bay above for construction/contingency)
 - *T2 limit: 11 bays for turbo-prop aircraft*
 - *T3 limit: 7 bays for turbo-prop aircraft*

Layover-only parking for use by T1 and domestic (for airlines without home base):

- Qantas domestic layovers must be handled within Qantas Jetbase capacity
- Other domestic layovers: capacity as outlined in the Terminal 1 section above

Layover-only parking at T2/T3 combined (for airlines without home base):

- Qantas domestic layovers must be handled within Qantas Jetbase capacity
- Other domestic layovers:
 - 2 bays for aircraft up to Code E, shared with T1 active non-contact
 - *1 further bay for aircraft up to Code C Jet, reducing Code E (but not Code C Jet) capacity by 1, shared with T1 active non-contact*
 - *2 further bays for Code C Jet aircraft, with one used bay reducing T2 active non-contact turbo-prop capacity by 1*

Maximum Passenger Arrival Rate (T2)

3550 inward seats in any 60 minute period

Maximum Passenger Departure Rate (T2)

3600 outward seats in any 60 minute period

Maximum Passenger Arrival Rate (T3)

2920 inward seats in any 60 minute period

Maximum Passenger Departure Rate (T3)

2820 outward seats in any 60 minute period

ALL TERMINALS

New and Changed Slot Requests for NW25

May receive a conditional slot while operational needs are assessed.

Linked Schedules

To enable apron parking assessments and to accrue historic precedence for all slot pairs, all carriers must submit linked schedules as part of their initial submission and once again on completion of their handback activity prior to HBD. Airlines that do not provide linked schedule information, and request changes to their existing slots or new slots, will attract a lower allocation priority for these requests.

Away-based carriers must also re-submit all changes to historic links after HBD for an updated apron parking assessment. Subject to availability, these changes may need to be approved on a non-historic basis.

Curfew

23:00 to 06:00 local daily, no planned **arrivals** between 22:35 to 06:00 local time inclusive (last permitted slot 22:30 and first permitted 06:05) and no planned **departures** between 22:45 to 05:55 local time inclusive (last permitted slot 22:30 and first permitted 06:00).

The only exception are 21 international arrival movements per week between 05:05 and 05:55 local which are subject to government approval.

No take-offs permitted to the North (Runway 34L & 34R after 22:45 local). (Penalty \$850,000)

Local Time

26OCT25 – 04APR26 UTC +11:00