

Sydney Airport Corporation Limited

ACN 082 578 809

The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000

Sydney International Airport, NSW 2020 Australia

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SYD

SYDNEY - S26

ALL TIMES LOCAL TIME

Runway Hourly Movement Rate:

Hours	Arrivals	Total
2300-0559	0*	0*
0600-0659	50	77
0700-1059	50	80
1100-1659	50	77
1700-1959	50	80
2000-2259	50	77

** Exemptions apply subject to Government approval*

Freight Movements Only

Hours	Total
0800-1059	0

Runway Sub Constraints

Constraint	Total
15 mins	21
5 mins	8

Terminal Capacity

T60 seats, rolling every 30 mins	Arrivals	Departures
T1	7,430	6,380
T2	3,550	3,600
T3	2,920	2,820

TERMINAL 1

Apron Parking at the International Passenger Terminal (Terminal 1)

Qantas Layovers:

- All Qantas T1 layovers must be handled within Qantas Jetbase capacity

T1		Active contact	Active non-contact	Layover-only
Up to F		6	0	1 (or 5, but active non-contact E reduces by 4)
Up to E – no MARS		15	6	1
	Shared with Dom layover	0	2	0
	Shared with Dom active contact	0	2	0
		0	2	0
Up to E – MARS	Shared with Dom layover	0	3 E or 5 C	9 E or 15 C
Up to E – construction & contingency		2	0	0
	Arrivals only	0	3	0
C		2	3	0
Total inc construction & contingency		25	Range 18 E / 3 C to 15 E / 8 C	Range 11 E / 0 C to 2 E / 15 C without reducing active non-contact

Note: Aircraft scheduled to stop more than 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.

*MARS = Multiple Aircraft Ramp System, a flexible gate configuration allowing two smaller aircraft or one larger aircraft to use a single gate.

TERMINALS 2 & 3 COMBINED

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

- Qantas domestic layovers must be handled within Qantas Jetbase capacity

T2/T3 combined		Active contact	Active non-contact	Layover-only
Jet up to E – no MARS		2	0	0
	Shared with T1 active non-contact	1	0	2
Jet up to E – MARS		1 E or 2 C	0	0
	Shared with T1 active non-contact	1 E or 2 C	0	0
	Shared with int layover	0	0	9 E or 15 C
C Jet		20	0	0 (or 2, but active non-contact turbo-prop reduces to 13)
	Shared for use by turbo-prop	3	0	0
C Jet – construction & contingency		2	0	0
Turbo-prop		3	15	0
Turbo-prop – construction & contingency		0	1	0
Total inc construction & contingency		Range 5 E / 25 C / 3 TP to 3 E / 29 C / 3 TP	16	Range 11 E / 0 C to 2 E / 15 C without reducing active non-contact

T2 only		Active contact	Active non-contact	Layover-only
Jet up to E – no MARS	Shared with T1 active non-contact	0	0	2
Jet up to E – MARS	Shared with int layover	0	0	9 E or 15 C
C Jet		20	0	0 (or 2, but active non-contact turbo-prop reduces to 9)
C Jet – construction & contingency		1	0	0
Turbo-prop		0	11	0
Turbo-prop – construction & contingency		0	1	0
Total inc construction & contingency		21	12	Range 11 E / 0 C to 2 E / 15 C without reducing active non-contact

T3 only		Active contact	Active non-contact	Layover-only
Jet up to E – no MARS		2	0	0
	Shared with T1 active non-contact	1	0	0
Jet up to E – MARS		1 E or 2 C	0	0
	Shared with T1 active non-contact	1 E or 2 C	0	0
C Jet		3	0	0
	Shared for use by turbo-prop	3	0	0
C Jet – construction & contingency		1	0	0
Turbo-prop		3	7	0
Total inc construction & contingency		Range 5 E / 7 C / 3 TP to 3 E / 11 C / 3 TP	7	0

ALL TERMINALS

Freight Movement Parking

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

No new or re-timed freighter flights will be accepted between 08:00 and 11:00 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 not permitted between 06:00 and 13:00 local, unless approved by the airport, subject to availability. Such requests will be considered against ad hoc availability only.

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, may 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** 22:30 to 06:05 local and no planned **departures** between 22:30 to 06:00 local), except for 24 international arrival movements per week between 05:05 and 05:59 local (subject to government approval).

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

Local Time

29MAR25	–	04APR26	UTC	+11:00	(AEDT)
05APR26	–	03OCT26	UTC	+10:00	(AEST)
04OCT26	–	24OCT26	UTC	+11:00	(AEDT)