



**Australian Government**

**Department of Infrastructure and Regional Development**

## Sydney (Kingsford-Smith) Airport

Sydney (Kingsford-Smith) Airport is one of the most important pieces of aviation infrastructure in Australia and will remain the primary airport in the Sydney region. Passenger numbers at Sydney (Kingsford-Smith) Airport will continue to grow over the next few decades, until maximum capacity has been reached. However, an airport for Western Sydney is also needed to meet demand in the medium and long term.

### Sydney Airport Master Plan

The Australian Government has approved Sydney Airport's Master Plan; however, approval of the Airport's Master Plan does not negate the need for a second airport.

The Master Plan is a 20 year operational and strategic vision for the airport site, which shows how the airport will cater to the needs of airport users. While the Sydney Airport Master Plan is a crucial planning document, it is not required to assess how to meet all demand in the Sydney region. A new Master Plan is required every five years.

### Efficiency of Sydney Airport

As one of the most important pieces of transport and economic infrastructure in Sydney, the Government will support measures to increase the efficiency of the airport where community amenity is not unduly compromised.

The Government's commitment to WestConnex and the Moorebank Intermodal Terminal will help to improve efficiency at Sydney (Kingsford-Smith) Airport by reducing congestion in the airport/Port Botany precinct and allowing better access to the airport for airport users.

A number of regulatory settings, such as a curfew, are in place to balance the operational needs of the airport with community amenity. Any changes to these arrangements would need to be considered against the impact it would have on surrounding communities. However, any changes to these arrangements would only provide limited additional capacity and would not remove the need for a second airport.

### Right of first refusal

As part of the Government's sale of Sydney (Kingsford-Smith) Airport in 2002, the purchaser was provided with the opportunity to develop and operate a second major airport in the Sydney region, within 100 kilometres of the Sydney GPO. This right was built into the sale price and granted due to the uncertainty at the time over the development of a second airport.

The Government will meet its obligations under the right of first refusal and this has been factored into the project timeline.