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# APPENDIX F

# APPENDIX F COMPLIANCE WITH RELEVANT AIRPORT LEGISLATION

The following tables provide a checklist of relevant airport legislation and a reference to the relevant section of the Preliminary Draft Master Plan (PDMP) for compliance purposes.

## 1.0 Introduction

Relevant Statutory instrument	Requirement	Relevant Section of PDMP
AA s.70(1)	For each airport there must be a final master plan.	N/A
AA s.70(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; and (b) to provide for the development of additional uses of the airport site; and (c) to indicate to the public the intended uses of the airport site; and (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; and (e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards; and (f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and (g) to promote the continual improvement of environmental management at the airport.	Chapters 4 and 11  Chapter 11 Chapter 11 Chapter 11  Chapter 13  Chapters 11 and 13  Chapter 13
AA s.71(2)(a)	The master plan must specify Sydney Airport's development objectives for the airport.	Executive summary and Chapters 4 and 11
AA s.71(6)	In specifying such an objective, the master plan must address: (a) the extent (if any) of consistency with planning schemes in force under New South Wales ( <b>NSW</b> ) law; and (b) if the draft or final master plan is not consistent with those planning schemes—the justification for the inconsistencies.	Sections 11.6-11.7 and Appendix E  N/A
AR 1997 - 5.02(3)	The master plan must address: (a) any obligation that has passed to Sydney Airport under the lease from the Commonwealth; (b) any existing interests in the land leased from the Commonwealth.	Chapter 4
AA s.72(1)	The plan relates to a period of 20 years (the <b>planning period</b> ).	Executive summary and Chapter 11
AA s.76(1)	The planning period begins immediately after the expiry of the master plan that is currently in force.	Chapter 1 and Appendix E

## 2.0 Community consultation and engagement

Relevant Statutory instrument	Requirement	Relevant Section of PDMP
AA s.79(1A)	The following persons must be advised, in writing, of the intention to give the minister the draft master plan: (a) the minister with responsibility for town planning or use of land in NSW; (b) the NSW Department of Planning and Infrastructure; (c) each local government body with responsibility for an area surrounding the airport.	Section 1.2 Section 1.2 Section 1.2
AA s.79(1B)	The master plan must be accompanied by: (a) a copy of the advice given under 79(1A); and (b) a written certificate signed on behalf of Sydney Airport, listing the names of those to whom the advice was given.	N/A (advice to accompany DMP)
AA s.79(1)	Sydney Airport must publish in a newspaper circulating generally in NSW, and on the airport's website, a notice: (i) stating that it 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 (iv) 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 (v) in the case of a notice published in a newspaper - specifying the address of the airport's website; and (vi) 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	Section 1.3
	Sydney Airport must: (a) make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and (b) 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.	Section 1.3
AA s.79(2)	If members of the public (including persons covered by subsection 79(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 Sydney Airport: (i) listing the names of those members of the public; and (ii) summarising those comments; and (iii) demonstrating that Sydney Airport 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.	Section 1.4 (relevant to Draft Master Plan)

Relevant Statutory instrument	Requirement	Relevant Section of PDMP
AA s.80	<p>If, before the publication under subsection 79, Sydney Airport consulted any of the following:</p> <ul style="list-style-type: none"> <li>(i) a state government;</li> <li>(ii) an authority of a state;</li> <li>(iii) a local government body;</li> <li>(iv) an airline or other user of the airport concerned;</li> <li>(v) any other person,</li> </ul> <p>the plan must be accompanied by a written statement signed on behalf of Sydney Airport:</p> <ul style="list-style-type: none"> <li>(a) listing the names of the persons consulted; and</li> <li>(b) summarising the views expressed by the persons consulted.</li> </ul>	Section 1.2 and Appendix G

### 3.0 Statutory and policy framework

Relevant Statutory instrument	Requirement	Relevant section of PDMP
AA s.71(2)(d)	The master plan must specify an Australian noise exposure forecast (ANEF) (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport.	Section 14.4
AA s.71(2)(e)	The master plan must specify Sydney Airport's plans, developed following consultation 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. "Significant ANEF levels" means a noise above 30 ANEF levels.	Section 14.2
AA s.71(8)	In developing such plans, regard must be had to Australian Standard AS 2021–2000 ("Acoustics–Aircraft Noise Intrusion–Building Siting And Construction") as in force or existing at that time.	Section 14.2.1
AA s.78(2A)	<p>If a final master plan (the <b>original plan</b>) for an airport is in force, and a more recent ANEF for the airport is endorsed in the manner approved by the Minister, Sydney Airport must give the minister, in writing, a draft master plan that is expressed to replace the original plan. Sydney Airport must give the minister the draft master plan:</p> <ul style="list-style-type: none"> <li>(a) within 180 days of the more recent ANEF being endorsed; or</li> <li>(b) such longer period as is approved by the minister.</li> </ul>	Relevant to Final Master Plan

### 4.0 Economic and regional significance

Relevant Statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(gc)	<p>The master plan must specify, in relation to the first 5 years of the master plan, the likely effect of the proposed developments in the master plan on:</p> <ul style="list-style-type: none"> <li>(ii) employment levels at the airport; and</li> <li>(iii) 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.</li> </ul>	Section 2.2 Chapter 2, Sections 11.6-11.7 and Appendix E
AA s.71(6)	<p>In specifying such proposals, the master plan must address:</p> <ul style="list-style-type: none"> <li>(a) the extent (if any) of consistency with planning schemes in force under NSW law; and</li> <li>(b) if the master plan is not consistent with those planning schemes—the justification for the inconsistencies.</li> </ul>	Sections 11.6-11.7 and Appendix E N/A

Relevant Statutory instrument	Requirement	Relevant section of the PDMP
AA s.71A	<p>The master plan must also identify any proposed sensitive development.</p> <p>A <b>sensitive development</b> is the development of, or a redevelopment that increases the capacity of, any of the following:</p> <ul style="list-style-type: none"> <li>(a) a residential dwelling;</li> <li>(b) a community care facility;</li> <li>(c) a pre-school;</li> <li>(d) a primary, secondary, tertiary or other educational institution;</li> <li>(e) a hospital.</li> </ul> <p>A <b>sensitive development</b> does not include the following:</p> <ul style="list-style-type: none"> <li>(a) an aviation educational facility;</li> <li>(b) accommodation for students studying at an aviation educational facility at the airport;</li> <li>(c) a facility with the primary purpose of providing emergency medical treatment and which does not have inpatient facilities;</li> <li>(d) a facility with the primary purpose of providing in house training to staff of an organisation conducting operations at the airport.</li> </ul>	N/A

## 5.0 Aviation activity forecasts

Relevant statutory instrument	Requirement	Relevant section of the PDMP
71(2)(b)	The master plan must specify Sydney Airport'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.	Section 3.3
71(2)(da)	The master plan must specify flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport.	Section 14.3

## 6.0 Airfield – master plan concept

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AR 1997 -5.02(1) (a)	The master plan must specify 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. ( <i>OLS</i> has customary use as an acronym for obstacle limitation surface. <i>PANS-OPS</i> is an acronym for procedures for air navigation systems operations.)	Section 12.7
AA s.71(2)(c)	The master plan must specify Sydney Airport'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 4, 5, 6, 7, 8, 9, 10, 11
AA s.71(6)	<p>In specifying such intentions, the master plan must address:</p> <ul style="list-style-type: none"> <li>(a) the extent (if any) of consistency with planning schemes in force under NSW law; and</li> <li>(b) if the master plan is not consistent with those planning schemes - the justification for the inconsistencies.</li> </ul>	<p>Sections 11.6-11.7 and Appendix E</p> <p>N/A</p>

## 7.0 Ground transport development concept

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(ga)	The master plan must specify, 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: <ul style="list-style-type: none"> <li>(i) a road network plan; and</li> <li>(ii) the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and</li> <li>(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; and</li> <li>(iv) the arrangements for working with the state or local authorities or other bodies responsible for the road network and the public transport system; and</li> <li>(v) the capacity of the ground transport system at the airport to support operations and other activities at the airport; and</li> <li>(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.</li> </ul>	Chapter 7 and Appendix A
AA s.71(6)	In specifying such a plan, the master plan must address: <ul style="list-style-type: none"> <li>(a) the extent (if any) of consistency with planning schemes in force under NSW law; and</li> <li>(b) if the master plan is not consistent with those planning schemes – the justification for the inconsistencies.</li> </ul>	Sections 11.6-11.7, and Appendix E N/A

## 8.0 Freight – development concept

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(b)	The master plan must specify Sydney Airport'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.	Chapter 8
AA s.71(2)(c)	The master plan must specify Sydney Airport'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.	Chapter 8 and Section 11.5
AA s.71(6)	In specifying such intentions, the master plan must address: <ul style="list-style-type: none"> <li>(a) the extent (if any) of consistency with planning schemes in force under NSW law; and</li> <li>(b) if the master plan is not consistent with those planning schemes – the justification for the inconsistencies.</li> </ul>	Sections 11.6-11.7 and Appendix E N/A

## 9.0 Development concept for aviation support facilities and utilities

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(c)	The master plan must specify Sydney Airport'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.	Chapter 9, 11.5.1 and 11.454
AA s.71(6)	In specifying such intentions, the master plan must address: <ul style="list-style-type: none"> <li>(a) the extent (if any) of consistency with planning schemes in force under NSW law; and</li> <li>(b) if the master plan is not consistent with those planning schemes – the justification for the inconsistencies.</li> </ul>	Sections 11.6-11.7 and Appendix E N/A

## 10.0 Commercial development concept

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(gb)	The master plan must specify, 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; or (ii) for any other purpose that is not related to airport services.	Chapter 10
AA s.71(6)	In specifying such proposals, the master plan must address: (a) the extent (if any) of consistency with planning schemes in force under NSW law; and (b) if the master plan is not consistent with those planning schemes - the justification for the inconsistencies.	Sections 11.6-11.7 and Appendix E N/A

## 11.0 Land use plan

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(c)	The master plan must specify Sydney Airport'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.	Chapter 11
AA s.71(6)	In specifying such intentions, the master plan must address: (a) the extent (if any) of consistency with planning schemes in force under NSW law; and (b) if the master plan is not consistent with those planning schemes – the justification for the inconsistencies.	Sections 11.6-11.7 and Appendix E N/A

## 12.0 Safety and security

Relevant statutory instruments	Requirement	Relevant section of the PDMP
AA s.71(da)	The master plan must specify flight paths at the airport.	Section 14.3
CASR 98 139.250	The airport must have a safety management system (SMS) that complies with the standards set out in the manual of standards (i.e. 'Manual of Standards (MOS) – Subpart 139.H' issued by the Civil Aviation Safety Authority (CASA) under Regulation 139.712, as in force from time to time).	Section 12.1
CASR 98 171	A SMS must be in place to protect navigation aid and radar restricted surfaces.	Section 12.7

### 13.0 Sustainability, climate change and environmental management

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.71(2)(d)	The master plan must specify an ANEF (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport.	Section 14.4
AA s.71(2)(da)	The master plan must specify flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport.	Section 14.3
AA s.71(2)(e)	The master plan must specify Sydney Airport'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.	Section 14.2
AA s.71(8)	In developing such plans, regard must be had to Australian Standard AS 2021-2000 ("Acoustics – Aircraft Noise Intrusion – Building Siting and Construction") as in force or existing at that time.	Section 14.2
AA s.71(2)(f)	The master plan must specify Sydney Airport's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan.	Section 13.5
AA s.71(2)(g)	The master plan must specify Sydney Airport's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts).	Section 13.6
AA s.71(2)(h)	The master plan must specify an environment strategy that details: <ul style="list-style-type: none"> <li>(i) Sydney Airport's objectives for the environmental management of the airport; and</li> <li>(ii) the areas (if any) within the airport site which Sydney Airport, in consultation with state and federal conservation bodies, identifies as environmentally significant;</li> <li>(iii) the sources of environmental impact associated with airport operations; and</li> <li>(iv) the studies, reviews and monitoring to be carried out by Sydney Airport in connection with the environmental impact associated with airport operations; and</li> <li>(v) the time frames for completion of those studies and reviews and for reporting on that monitoring; and</li> <li>(vi) the specific measures to be carried out by Sydney Airport for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and</li> <li>(vii) the time frames for completion of those specific measures; and</li> <li>(viii) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and</li> <li>(ix) any other matters that are prescribed in the regulations.</li> </ul>	Section 13.3 and attachment
AA s.72(2)	The environment strategy must relate to a period of 5 years.	Attachment
AR 1997-5.02(1)(b)	The master plan must specify, for an area of the airport where a change of use of a kind described in subregulation 6.07 (2) of the Airports (Environment Protection) Regulations 1997 (i.e. a change of use that affects the soil in an area of land and that necessitates greater environmental protection measures because the use will result in land being used in a way, or for a purpose, that will, or is reasonably likely to, cause greater harm to an aspect of the environment or to the health, safety, or in any respect, the welfare of, human beings) is proposed: <ul style="list-style-type: none"> <li>(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those regulations; and</li> <li>(ii) Sydney Airport's plans for dealing with any soil pollution referred to in the report.</li> </ul>	Section 11.3

## 14.0 Implementation

Relevant statutory instrument	Requirement	Relevant section of the PDMP
AA s.85	<p>If Sydney Airport becomes aware that a particular matter may significantly affect the achievement of the master plan it must, within 60 days after it becomes aware of that matter, give the minister a written notice:</p> <ul style="list-style-type: none"> <li>(a) setting out particulars of the matter; and</li> <li>(b) explaining the effect of the matter on the achievement of the plan.</li> </ul>	N/A (relevant to Final Master Plan)
AA s.86	<p>If the minister approves a draft master plan or a draft variation of a final master plan, Sydney Airport must:</p> <ul style="list-style-type: none"> <li>(a) cause to be published in a newspaper circulating generally in NSW, and on the airport's website, a notice: <ul style="list-style-type: none"> <li>(i) stating that the plan or variation has been approved; and</li> <li>(ii) stating that copies of the plan or variation will be available for inspection and purchase by members of the public during normal office hours while the plan remains in force; and</li> <li>(iii) specifying the place or places where the copies will be available for inspection and purchase; and</li> <li>(iv) in the case of a notice published in a newspaper - stating that copies of the plan or variation will be available free of charge to members of the public on the airport's website while the plan remains in force; and</li> <li>(v) in the case of a notice published in a newspaper - specifying the address of the airport's website; and</li> </ul> </li> <li>(b) make copies of the plan or variation available for inspection and purchase by members of the public in accordance with the notice; and</li> <li>(ba) make copies of the plan or variation available free of charge to members of the public on the airport's website: <ul style="list-style-type: none"> <li>(i) in a readily accessible format that is acceptable to the Minister; and</li> <li>(ii) in accordance with the notice.</li> </ul> </li> </ul>	N/A (relevant to Final Master Plan)

