

31 May 2006

To all customers of Sydney Airport Corporation Limited at Sydney (Kingsford Smith) Airport



Variation of Aeronautical Charges from 1 July 2006: Security and Security-Related New Investment

This notice provides airlines with advice about **changes to take effect from 1 July 2006** to the aeronautical charges set out in Schedule 5 to the Sydney Airport Conditions of Use, Version 2.10, dated 1 January 2006 ("Conditions of Use") and any Sydney Airport Conditions of Use signed by Sydney Airport users.

From 1 July 2006:

The International PSC is to increase by **\$0.35 (excluding GST)** to recover the forecast cost of security services including 100% checked bag screening, additional security measures and recovery of security-related new investment works. This is in addition to the increase also notified on 31 May 2006 for 'New Investment (excluding security-related)' .

This increase to the international PSC is in addition to any applicable charges already set out in Schedule 5 to the Conditions of Use which are not affected by this notification. Minimum charges continue to apply as specified in Schedule 5.

Security Charges

The security component of the International PSC is to be revised from 1 July 2006 from the current rate of \$4.71 to \$5.05 (excluding GST). The increase is to recover the forecast cost of providing security services in financial year 2007 in compliance with government requirements including 100% checked bag screening measures, counter terrorist first response services and additional security measures. The costs to be recovered take into account an expected over-recovery in financial year 2006 of approximately \$0.4m.

Security-Related New Investment Works

SACL has completed a number of new security-related investment projects previously agreed with airlines and these have been incorporated in the rates from 1 July 2006. These projects include piers B & C staff access upgrade, upgrade AOCC security and surveillance facilities and upgrade of access control swipe readers.

The combined cost of these three projects is \$0.01 per international passenger.

Commencement of Revised Charges

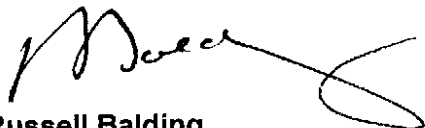
The attached revised Schedule 5 (version 2.11) of our Conditions of Use is to be taken to be the schedule of charges for use of Sydney Airport facilities and services from and including 1 July 2006.

I have also enclosed a summary table of Sydney Airport charges for your information. However, Schedule 5 of the Conditions of Use, together with this notice, represents the official statement of charges.

These new charges will be invoiced, and must be paid, in the same way as other applicable charges set out in Schedule 5 to the Conditions of Use.

If you have any queries in relation to this notice, or the application of the new charges, please contact Dominic Schuster, Manager Aviation Pricing and Economics, telephone (02) 9667 6407, or dominic.schuster@syd.com.au.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Russell Balding', with a long, sweeping flourish extending to the right.

Russell Balding
Chief Executive

31 May 2006

To all customers of Sydney Airport Corporation Limited at Sydney (Kingsford Smith) Airport



Variation of Aeronautical Charges from 1 July 2006: New Investment (excluding security-related)

This notice provides airlines with advice about **changes to take effect from 1 July 2006** to the aeronautical charges set out in Schedule 5 to the Sydney Airport Conditions of Use, Version 2.10, dated 1 January 2006 ("Conditions of Use") and any Sydney Airport Conditions of Use signed by Sydney Airport users.

From 1 July 2006:

The International PSC is to increase by **\$0.62 (excluding GST)** to recover international airline users' share of new investment works excluding security-related investment. This is in addition to the increase also notified on 31 May 2006 for 'Security and Security-related New Investment'.

The Domestic PSC is to increase to **\$3.00 (excluding GST)** – (up by **\$0.02**) to recover domestic airline users' share of the cost of new investment works.

The tonnage based charge applicable to non-passenger services (other than regionals) is to increase to **\$3.67 (excluding GST)** – (up by **\$0.03**) to recover their share of the cost of new investment works.

These revised charges are in addition to any applicable charges already set out in Schedule 5 to the Conditions of Use which are not affected by this notification. Minimum charges continue to apply as specified in Schedule 5.

Necessary New Investment Works

SACL has completed a number of new investment projects previously agreed with airlines and these have been incorporated in the rates from 1 July 2006. These projects are completed elements of the airfield ground lighting and A380 works.

The combined cost of these projects is \$0.62 per international passenger, \$0.02 per domestic passenger and \$0.03 per tonne MTOW for freight and general aviation users (all charges excluding GST).

Commencement of Revised Charges

The attached revised Schedule 5 (version 2.11) of our Conditions of Use is to be taken to be the schedule of charges for use of Sydney Airport facilities and services from and including 1 July 2006.

I have also enclosed a summary table of Sydney Airport charges for your information. However, Schedule 5 of the Conditions of Use, together with this notice, represents the official statement of charges.

These new charges will be invoiced, and must be paid, in the same way as other applicable charges set out in Schedule 5 to the Conditions of Use.

If you have any queries in relation to this notice, or the application of the new charges, please contact Dominic Schuster, Manager Aviation Pricing and Economics, telephone (02) 9667 6407, or dominic.schuster@syd.com.au.

Yours faithfully

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Russell Balding
Chief Executive

SCHEDULE 5

(clause 7.2)

Aeronautical charges effective from 1 July 2006

Note: this table is provided as a guide to charges at Sydney Airport. Our charges depend upon the facilities and services you use at the Airport.

<i>If you use these facilities & services...</i>	<i>...then these are the applicable items of Schedule 5 which you must pay</i>
International operations at Terminal 1	<ul style="list-style-type: none"> • Item 1 • Item 8 • Item 11 (where applicable)
Domestic operations at Terminal 2	<ul style="list-style-type: none"> • Item 2 • Item 5 • Item 6 • Item 8 • Item 9(a) • Item 10
Regional operations at Terminal 2	<ul style="list-style-type: none"> • Item 3 • Item 8 • Item 9(b) • Item 11
Domestic operations at terminal other than Terminal 2	<ul style="list-style-type: none"> • Item 2 • Item 5 • Item 6 • Item 8 (where applicable)
Regional operations at terminal other than Terminal 2	<ul style="list-style-type: none"> • Item 3 • Item 8 (where applicable)
Freight operations	<ul style="list-style-type: none"> • Item 4 • Item 7 (where applicable) • Item 8 (where applicable)
General aviation operations	<ul style="list-style-type: none"> • Item 4 • Item 7 (where applicable) • Item 8
Helicopter operations	<ul style="list-style-type: none"> • Item 12 • Item 8

1. Passenger Charge – International Services

A charge of \$21.34 (GST exclusive) and \$23.47 (GST inclusive¹) per Embarking Passenger and Disembarking Passenger (excluding Transit Passengers, Transfer Passengers, Infants and Positioning Crew) on fixed wing passenger aircraft embarking or disembarking passengers through the Sydney Airport international terminal (described as Terminal 1), subject to a minimum charge per runway movement of \$50.00 (GST exclusive) and \$55.00 (GST inclusive).

2. Passenger-based Runway Charge – Domestic Services

A charge of \$3.00 (GST exclusive) and \$3.30 (GST inclusive) per Embarking Passenger and Disembarking Passenger (excluding Infants and Positioning Crew) on fixed wing passenger aircraft operating a Domestic Service, subject to a minimum charge per movement of \$50.00 (GST exclusive) and \$55.00 (GST inclusive).

3. Runway Charge – Regional Services

A charge of \$3.44 (GST Exclusive) and \$3.78 (GST inclusive) per 1,000kg MTOW pro rata for each fixed wing passenger aircraft movement (take-off or landing) operating a Regional Service, subject to a minimum charge per movement of \$50.00 (GST exclusive) and \$55.00 (GST inclusive)²,

4. Runway Charge – where paragraphs 1, 2 or 3 do not apply

For each fixed wing powered and un-powered aircraft not subject to passenger charges under 1, 2 or 3 above, a charge per runway movement (take-off or landing) of \$3.67 (GST exclusive) and \$4.04 (GST inclusive) per 1,000kg MTOW pro rata, subject to a minimum charge per movement of \$50.00 (GST exclusive) and \$55.00 (GST inclusive).

5. Passenger-based CTFR Charge – Domestic Services

A charge of \$0.17 (GST exclusive) and \$0.19 (GST inclusive) per Embarking Passenger and Disembarking Passenger (excluding Infants and Positioning Crew) on fixed wing passenger aircraft operating a Domestic Service.

6. Passenger-based ASM Charge – Domestic Services

A charge of \$0.20 (GST exclusive) and \$0.22 (GST inclusive) per Embarking Passenger and Disembarking Passenger (excluding Infants and Positioning Crew) on fixed wing passenger aircraft operating a Domestic Service.

¹ GST on invoices calculated in accordance with GST legislation.

² At SACL's discretion, a reduced minimum charge will be offered for regular public transport operations of regional airlines as follows (exclusive of GST):

- Scheduled Regional Services (MTOW 0-5 tonnes) - \$20.00 (GST exclusive) and \$22.00 (GST inclusive) per movement; and
- Scheduled Regional Services (MTOW 5-10 tonnes) - \$41.25 (GST exclusive) and \$45.38 (GST inclusive) per movement.

7. Counter Terrorist First Response (CTFR) & ASM Charge – where paragraphs 1 or 5 & 6 do not apply

A CTFR & ASM charge per *landing* of:

- a) in the case of an international service, \$2.04 (GST exclusive) and \$2.24 (GST inclusive) per 1,000kg MTOW pro rata for all aircraft weighing more than 20,000kg MTOW, and not subject to passenger charges under 1 above; and
- b) in the case of a domestic service, \$0.98 (GST exclusive) and \$1.08 (GST inclusive) per 1,000kg MTOW pro rata for all aircraft weighing more than 20,000kg MTOW, and not subject to passenger charges under 5 & 6 above.

8. Aircraft Parking Charge

- a) For each aircraft parked in a designated general aviation parking area for a period in excess of two hours, a charge of \$60.00 (GST exclusive) and \$66.00 (GST inclusive) per calendar day or part thereof.
- b) For any other aircraft parked in a designated aviation parking area between 6am and 11pm (non curfew hours), a charge of \$35 (GST exclusive) and \$38.50 (GST inclusive) per 15 minute period or part thereof.
- c) For any dedicated freighter aircraft, permitted under the *Sydney Airport Curfew Act 1995* to operate during curfew hours, parked in a designated aviation parking area between 11pm and 6am (curfew hours), a charge of \$35 (GST exclusive) and \$38.50 (GST inclusive) per 15 minute period or part thereof.

In paragraphs (b) & (c), “designated aviation parking area” means an aircraft parking area owned or leased by SACL other than:

- (i) a designated general aviation parking area; or
- (ii) an aircraft parking area which is the subject of a current lease or licence granted by SACL or our predecessors.

9. Terminal 2 Passenger Use Charges³

For airlines using the domestic common user passenger terminal facilities described as Terminal 2 (which are owned and operated by SACL):

- a) a charge per arriving and departing passenger on a Domestic Service of \$6.50 (GST exclusive) and \$7.15 (GST inclusive);
- b) a charge per arriving and departing passenger on a Regional Service of \$4.50 (GST exclusive) and \$4.95 (GST inclusive).

³ This charge includes a component for 45 minutes of parking on the aprons associated with Terminal 2 while an aircraft is processing passengers through that terminal. However, charges are still payable under item 8 for use of designated aircraft parking areas in all other circumstances.

10. Terminal 2 Domestic Passenger Security Charge

A charge of \$1.00 (GST exclusive) and \$1.10 (GST inclusive) per Embarking and Disembarking Passenger (excluding Infants and Positioning Crew) on a Domestic Service utilising Terminal 2.

11. Terminal 2 Regional Passenger Security Charge

A charge of \$0.87 (GST exclusive) and \$0.96 (GST inclusive) per Embarking and Disembarking Passenger (excluding Infants and Positioning Crew) on a Regional Service utilising Terminal 2.

12. Bussing/Stand-off position discount

For aircraft using the international passenger terminal facilities, owned or leased and operated by SACL, and embarking or disembarking passengers by means other than an aerobridge, a *discount* per movement of \$200.00 (GST exclusive) and \$220.00 (GST inclusive).

13. Helicopter charge

For each rotary wing aircraft arriving or departing from any part of Sydney Airport, including leased or licensed premises, a fixed charge per movement (both landing and take-off) of \$25.00 (GST exclusive) and \$27.50 (GST inclusive).

Information Requirements

If you are subject to passenger-based charges under this Schedule 5, you must provide the following information under Clause 3.2 and/or 3.3 of the Sydney Airport Conditions of Use:

- the number of Embarking Passengers on your aircraft operating at the Airport on each day, with Transit Passengers, Transfer Passengers, Infants and Positioning Crew shown separately; and
- the number of Disembarking Passengers on your aircraft operating at the Airport on each day, with Transit Passengers, Transfer Passengers, Infants and Positioning Crew shown separately.

Combination passenger/freight aircraft

If you operate an aircraft that carries a combination of passengers and freight, where freight is carried in areas of the aircraft typically used for carrying passengers, you must advise us of the aircraft configuration and agree to pay a combination of the charges in this Schedule 5 that we consider to be reasonable.

Sydney Airport Aeronautical Charges* from 1 July 2006

Charge	International	Domestic (QF Terminal)	Domestic (T2 Common Use Terminal)	Regional	Freight	G/A
Passenger Services Charge	\$21.34 (ex GST) \$23.47 (incl GST) per pax arrive & depart, excl transfer, transit, infants and positioning crew** (Terminal charge = \$9.80)		\$6.50 (ex GST) \$7.15 (incl GST) per pax arrive / depart***	\$4.50 (ex GST) \$4.95 (incl GST) per pax arrive / depart***		
Runway charges	Incl in PSC (Runway charge = \$6.49)	\$3.00 (ex GST) \$3.30 (incl GST) per arriving and departing pax **	\$3.00 (ex GST) \$3.30 (incl GST) per arriving and departing pax **	\$3.44 (ex GST); \$3.78 (incl GST) per tonne take-off/landing **	\$3.67 (ex GST) \$4.04 (incl GST) per tonne take-off/land ** (Rotary wing: \$25.00 (ex GST) per mvmt)	
Counter Terrorist First Response	Incl in PSC (CTFR = \$0.79)	\$0.17 (ex GST) \$0.19 (incl GST) per arriving and departing pax	\$0.17 (ex GST) \$0.19 (incl GST) per arriving and departing pax			
Additional Security Measures	Incl in PSC (ASM = \$0.92)	\$0.20 (ex GST) \$0.22 (incl GST) per arriving and departing pax	\$0.20 (ex GST) \$0.22 (incl GST) per arriving and departing pax			
Passenger Security	Incl in PSC (CBS = \$1.91) (Pax screen = \$1.43)	Responsibility of airline	\$1.00 (ex GST) \$1.10 (incl GST) per arr & dep pax	\$0.87 (ex GST) \$0.96 (incl GST) per arr & dep pax (Terminal 2)		
Apron parking (non-curfew hours)	\$35 (ex GST) \$38.50 (incl GST) per 15 minutes	Leased aprons	45 min included in terminal charge \$35 (ex GST) per 15 min	45 min included in terminal charge \$35 (ex GST) per 15 min	\$35 (ex GST) \$38.50 (incl GST) per 15 min ****	\$60 (ex GST) \$66 (incl GST) per day on GA aprons
Bussing/Stand-off Discount	\$200 (ex GST) \$220 (incl GST) per mvmt					

* This table is intended to summarise Sydney Airport's aeronautical charges. Full conditions of use, including applicable charges, are contained in the Sydney Airport Conditions of Use, Version 2.9, 1 July 2005 or as signed with customers.

** Subject to \$50 minimum charge. Regional Service discretionary minimum \$20 for 0-5 tonne & \$41.25 for 5-10 t (all excl GST).

*** Includes apron parking and check-in counter use.

**** Apron charges also payable during curfew hours for operational use by curfew exempt freight aircraft.