

## Appendix I: Equitable Treatment Metrics

	Measurement	Definition	Terminal 1		Terminal 2		Terminal 3		Terminal 4		Terminal 5		Notes
			Current	Mplan-Intention*	2014	Mplan-Intention*	Current	Mplan-Intention*	Current	Mplan-Intention*	Current	Mplan-Intention*	
<b>1.0 Traffic</b>	1.1 MPPA	Million Passengers Per Annum (MPPA) - defined as quantum of total passengers served in each terminal per annum. Calculation: - for existing terminals based on an annual terminal throughput for a last calendar year - for new terminals calculated as sum of airlines' (who are planned to occupy a new terminal) annual throughput for a last calendar year	13.5		15.8		18.6		9.8		26.1		Data from BOSS 2012 - T2 calculated using figures from expected airline tenants in 2012, note excludes Virgin domestic operation due to no historic data
	1.2 ATMPA	Air Traffic Movements (ATMs) per annum - defined as quantum of aircraft movements in each terminal per annum. Calculation: - for existing terminals based on air traffic movements in each terminal for a last calendar year - for new terminals calculated as sum of aircraft movements for all airlines (who are planned to occupy a new terminal) for a last calendar year	120,044		115,320		95,416		60,071		193,539		Data from BOSS 2012 - T2 calculated using figures from expected airline tenants in 2012, note excludes Virgin domestic operation due to no historic data
	1.3 Peak hour departing flow - all pax	Peak Hour Passengers - number of enplaning and deplaning passengers (including transfer passengers) served in each terminal counted as 30th peak hour (clock hour) of the last calendar year	2,684 (ATD) 2,491 (STD)		3,550 (ATD) 2,570 (STD)		4,847 (ATD) 4,714 (STD)		2,855 (ATD) 2,583 (STD)		5,398 (ATD) 4,289 (STD)		Clock Hour ATD and STD figures used for 2012, T2 figures use 2012 data for airlines expected to use T2 excluding Virgin domestics
<b>2.0 Terminal area - total</b>	2.1 Terminal, campus GFA (sqm)	Terminal, campus GFA (Gross Flow Area) - floor area inside the building envelope, including the external walls, and excluding the roof. For terminal or campus it is calculated as a sum of GFAs for all levels and all piers and satellites. In case, there is an external building which process either passengers or baggage for particular terminal, but it is not a part of main terminal or satellite structure, then area of this building should be added to main terminal / campus area.	199,250		297,900		222,700		132,300		526,000		Rounded to nearest 100m2. Terminal 1 excludes T2B, T2 does not assume TTS i.e. walkway included. T2 includes T2A & T2B, T5 includes T5A, B & C

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<b>3.0 Passenger Infrastructure</b>	3.1	Number of check-in desks & bagdrops	For each terminal sum of all check-in desks and bagdrops which have connection to baggage system.	114		116		217		127		150		Check-in desk numbers as per S13 CAT allocations for T1, T3 and T4
	3.2	Number of self service kiosks	For each terminal sum of all self service units (either check-in or transfer)	72		60		89		49		96		updated based on info received from Terminal Integrated planners (26MAR13), only includes active kiosks
	3.3	Number of security lanes (machines)	For each terminal sum of all security lanes (departure and transfer) which are used for passengers processing. Security machines dedicated for staff processing are not included.	22		29		25		18		26		There are plans to extend T3 and T4 central search areas
	3.4	Number of ticket desks (total)		53		54		81		56		26		This figure excludes 'Check in desks' that are being used as 'Ticketing/Assistance/Upgrade desks'. Counts individual serving positions.
	3.5	Number of immigration lanes + ACS	For each terminal sum of all immigration lanes and ACS lanes (arrivals and transfer) which are used for passenger processing.	38		44		46		42		41		Immigration lanes exclude ACS+
	3.6	Published intra-terminal MCT	Published intra-terminal MCT for each terminal. If there is a different MCT for different flows, then separate MCTs should be indicated for each flow.	60mins		-		70mins		60mins		60mins		MCT reflects both passenger and baggage processes
	3.7	Distance to walk unaided from IDL to furthest aircraft gate (m)	Unaided walking distance measured from central security search exit to the furthest aircraft gate either in terminal building or satellite. All aids such as sidewalks, elevators, escalators, people mover systems are excluded. Distance for each terminal should be presented on drawings.	610		915		855		730		450		Rounded to nearest 5m, T2 not assumed to have TTS
	3.8	Number of CIP Lounges available (total)		6		-		11		6		4		
3.9	Number of CIP Lounges requested		0		6		2		1		1			
<b>4.0 Baggage Infrastructure</b>	4.1	Length of reclaim belts	For each terminal sum of re-claim belts' length (in meters) which is presentable to passengers, length of feeds to the belts is excluded; both domestic and international.	408		706		724		443		718		
	4.2	Number of MUPs	Number of MUPs (make-up) positions in each baggage hall (both departures and transfer)	185		0		250		155		330		Only currently usable MUPs have been included
	4.3	ADP (avg time to input belt - arrivals)	Arrivals Delivery Performance for departure baggage - measured as average for first bag (FB), last bag (LB) and % in target	LB ADP 87% in 35min		(FB) 85% of flights in 15min, (LB) 85% of flights in 35min		LB ADP 76% in 35min		LB ADP 67% in 35min		LB ADP 72% in 35min		Source: Merlin data, Feb '12 to Feb '13, T2 is target performance
	4.4	ADP (avg time to input belt - transfers)	Arrivals Delivery Performance for transfer baggage - measured as average for transfer bags and % in target	Tx avg 21mins, Tx ADP 75%		85% of bags in 25min		Tx avg 25mins, Tx ADP 61%		Tx avg 25mins, Tx ADP 57%		Tx avg 24mins, Tx ADP 61%		Source: Merlin data, Feb '12 to Feb '13, T2 is target performance

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<b>5.0 Aircraft Infrastructure</b>	5.1	Number of aircraft stands (centrelines)	32		33 (35 in 2016)		47 (192L & 192R counted as two small stands)		35		60		Declared physical stand supply for summer 2013
	5.2	Number of pier served aircraft stands (centrelines)	28		25		31		21		45		Physical stand supply
<b>6.0 Terminal access</b>	6.1	Number of car park spaces	MSCP1: 585 MSCP1a: 1,670		1,340		1,540		898		3,580		T5 MSCP is also utilised by staff
	6.2	Walking distance (m) to check-in area from underground	295		565		405		45		140		Rounded to nearest 5m
	6.3	Walking distance (m) to check-in area from HEX	105		310		185		120		80		Rounded to nearest 5m
	6.4	Walking distance (m) to check-in area from public bus	310		370		500		125		165		Rounded to nearest 5m

\*Masterplan figures will be populated with the expected facilities at 2019, once the Q6 regulatory settlement has been concluded.