

September 2026

Sydney Airport Capacity & Slot Management Forum

SYD



Acknowledgement of Country

Sydney Airport acknowledges the Dharawal People of Coastal Sydney who are the Traditional Custodians of the lands, waterways and skyways where we work and live.

We pay our respects to them, Elders past and present, and to other Aboriginal and Torres Strait Islander peoples who have made this area their home.

We recognise the continuation of cultural, spiritual and educational practices of First Nations peoples throughout Australia.



Antitrust Reminder

The purpose of this forum is to provide the airport community with a view on matters relating to airport capacity for the Northern Winter '26 season. Only matters related to the scope of the Forum may be discussed during Forum meetings.

Under competition law, competitors should not discuss or exchange any confidential or competitively sensitive information or seek to discuss or agree the terms on which they acquire or supply competing services.

Forum attendees should not divulge any confidential or competitively sensitive information during today's meeting. By way of non-exhaustive example, attendees should not share information regarding pricing, costs, route schedules, route changes, aircraft capacity, use of a particular aircraft type or a particular aircraft on a route, or any information regarding an airline's commercial strategy.

Should an airline need to convey such information **to the coordinator**, this should be done bilaterally, outside of the Forum.

If today's discussion veers towards competitively sensitive topics, the Chair or any Forum attendee should intervene and remind all attendees that competitively sensitive matters must not be discussed.

Sydney Airport Capacity & Slot Management Forum

Frequency:

Held **twice annually**, aligned with the **World Airport Slot Guidelines (WASG)**.

Purpose:

To provide the airport community with updates and insights on **airport capacity planning**.

Focus Season:

Northen Summer (*28 March 2027 – 30 October 2027*)

Key Topics:

Legislative Updates

Overview of regulatory changes.

NS26 Performance Review

Summary of performance to date and key learnings.

Proposed Capacity Declaration

Details on runway, terminal, and stand capacity planning.

Coordination Challenges

Insights into major works and their impact on future season capacity.

Airport Development Update

Progress and plans for airfield and terminal infrastructure.

Stakeholder Engagement

Invitation to participate in discussions on all key topics.

Agenda

Welcome & Introduction	11:00 - 11:05
Sydney Airport - Paul Petrykowycz	
Airfield Performance NS26	11:05 - 11:25
AirServices Australia - Simon Godsmark	
Airfield, Terminal, Runway & Stand Capacity Declaration	11:25 - 11:45
Sydney Airport - Joseph Headey	
Slot Management Scheme	11:45 - 12:05
Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts - Neermala Cash	
S26 Seasonal Report & S27 Coordination	12:05 - 12:25
ACL Asia Pacific - Darren Batty	
Q & A / End of S27 SACSMF	12:25 - 12:30
Sydney Airport - Paul Petrykowycz	



Simon Godsmark

Air Services Australia

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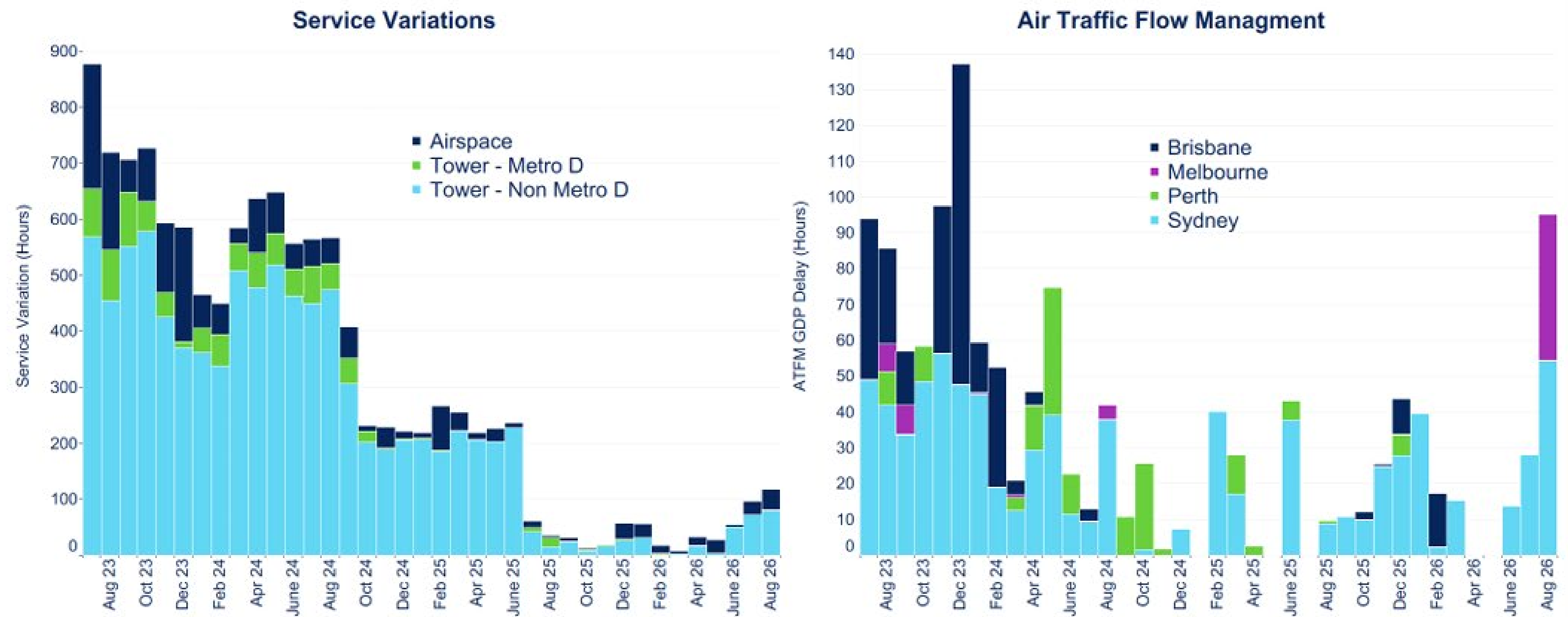
NS26 Airfield Performance

August 2026

Air traffic service provision

In August, network service outcomes were impacted by workforce resilience challenges at Sydney and short-notice implementation of amended arrival management procedures at Melbourne Airport. There were isolated service variations in a small number of locations, including Sunshine Coast Tower where full service coverage was restored in the second half of the month. Airservices is progressing a comprehensive resilience plan including recruitment, training, roster resilience and system initiatives to enhance service consistency across the network, with Sydney remaining a priority focus.

Figure 18. Hours of variation from published levels across Airspace Groups and Air Traffic Control Towers (left) and Airservices attributable ATFM GDP delay (right).



Source: Airservices ODAS. Variations to published services comprise of Temporary Restricted Areas and tower closure periods. During the periods of variations to published services at aerodromes, services in adjacent Class G airspace are generally unaffected (e.g. provision of flight, traffic information and safety alerting). Service variations are with respect to published services as per ERSA including any approvals by the Civil Aviation Safety Authority (CASA) for temporary amendments.

Air Traffic Flow Management (ATFM)

ATFM ground delays remained a small proportion of total network delay at 2.4% in August, with Airservices contributing 0.6%. ATFM ground delays in Sydney were higher at 3.7%, with Airservices contributing 2.3%. As a consequence, Airservices attributable ground delay at Sydney this month was around four times higher than the monthly average in the previous financial year. While average airborne and ground delay minutes per flight remained stable across the network during this period, in Sydney ATFM ground delay minutes per flight increased from an average 7.4 min to 10.3 min (39% higher than average).

Figure 15. Key Ground Delay Program (GDP) metrics.

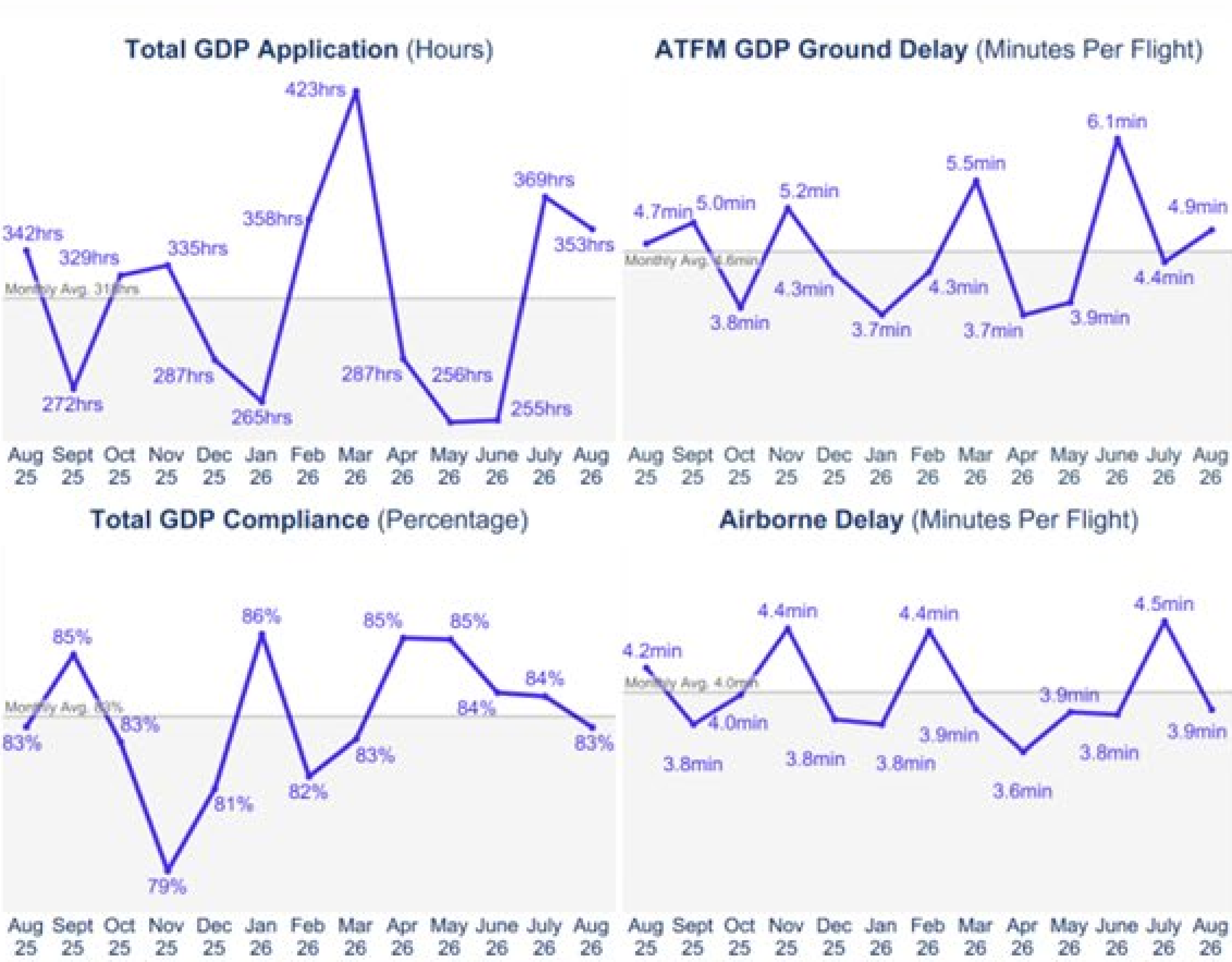
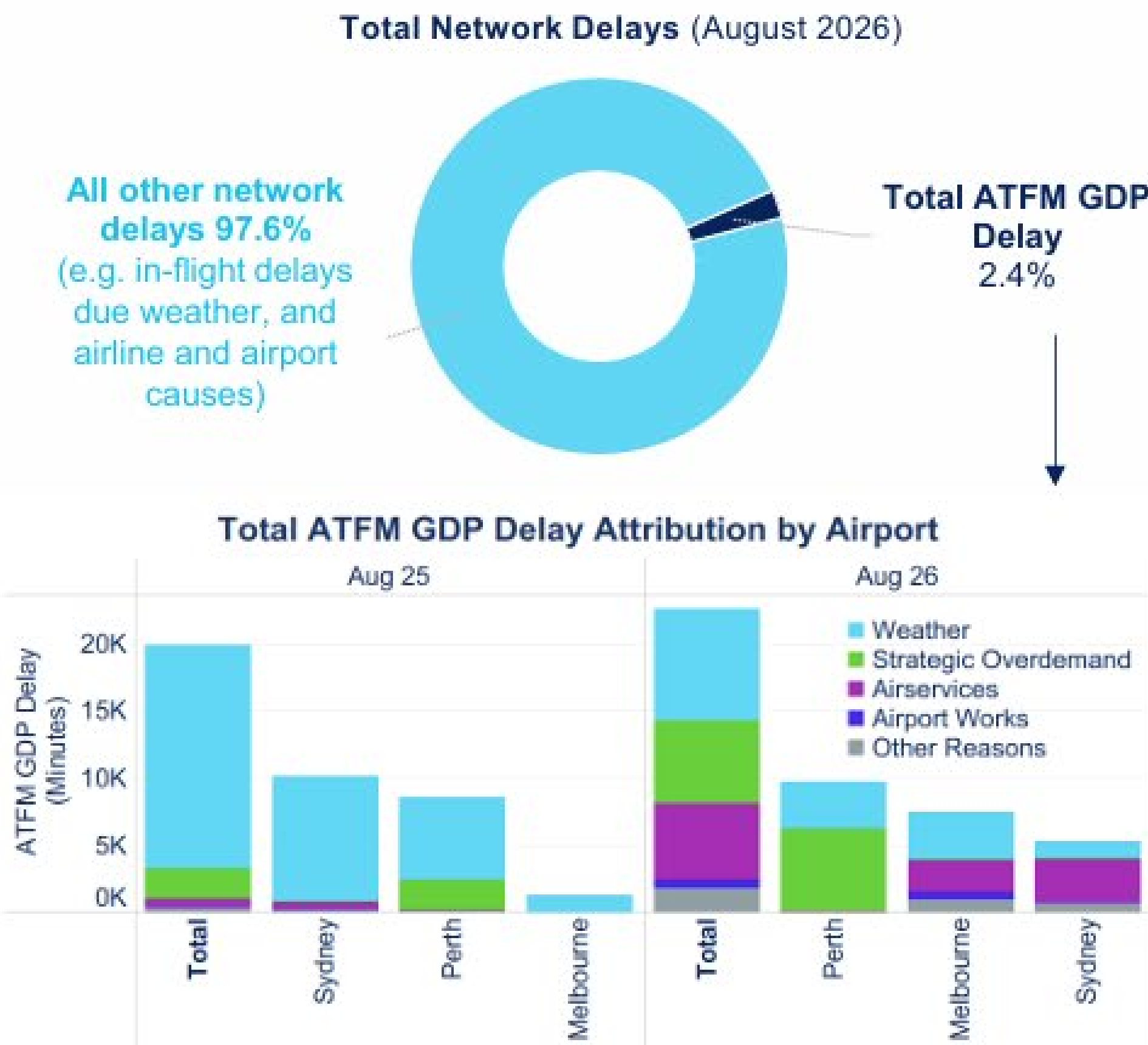


Figure 16. ATFM (GDP) delay minutes as part of total network delays (top) and by airport and attribution (bottom).



Source: Airservices ODAS.

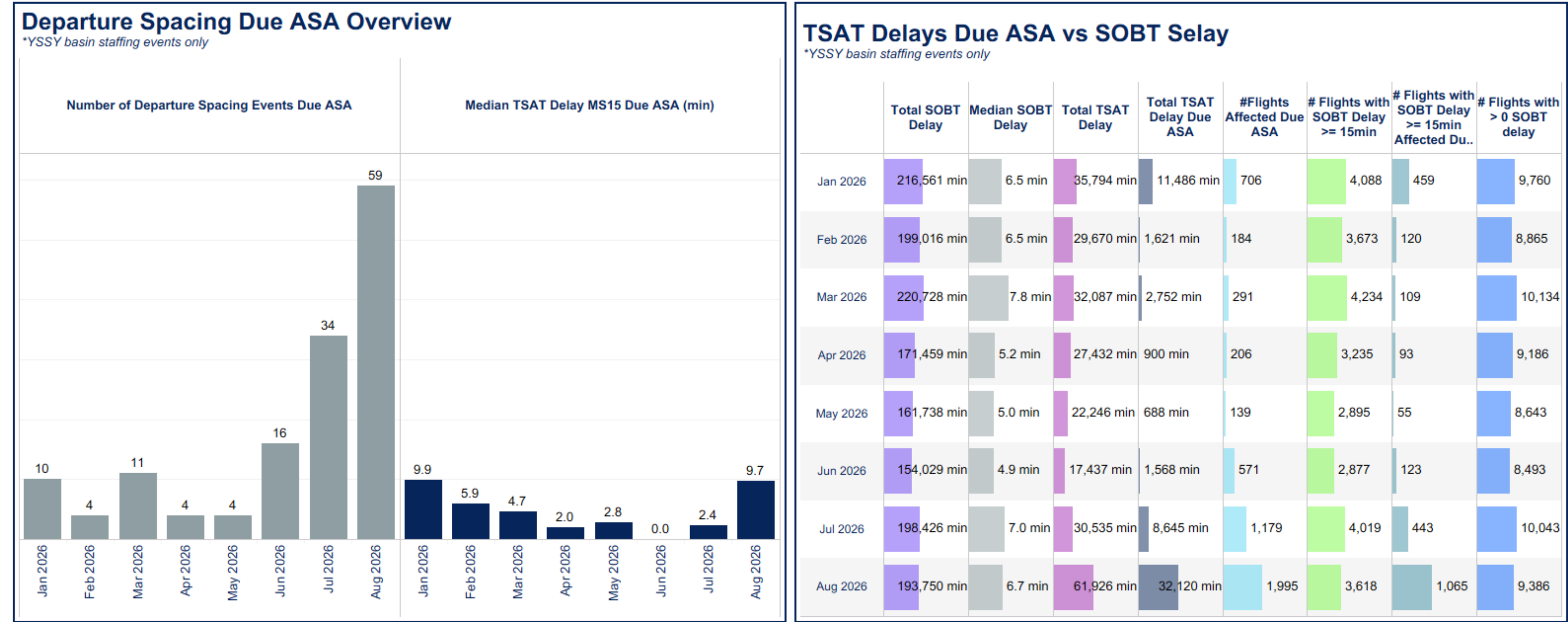
GDP compliance represents the proportion of flights into an airport that departed compliant with their assigned GDP slot.
Ground delay is measured as the average, and airborne delay is measured as the 75th percentile.

TSAT Delay overview – AsA attributable events

Departure spacing is tactically used to manage demand and capacity constraints.

Jan-July 2026 saw between 3-11% of flights with an SOBT v's AOBT of greater than 15min

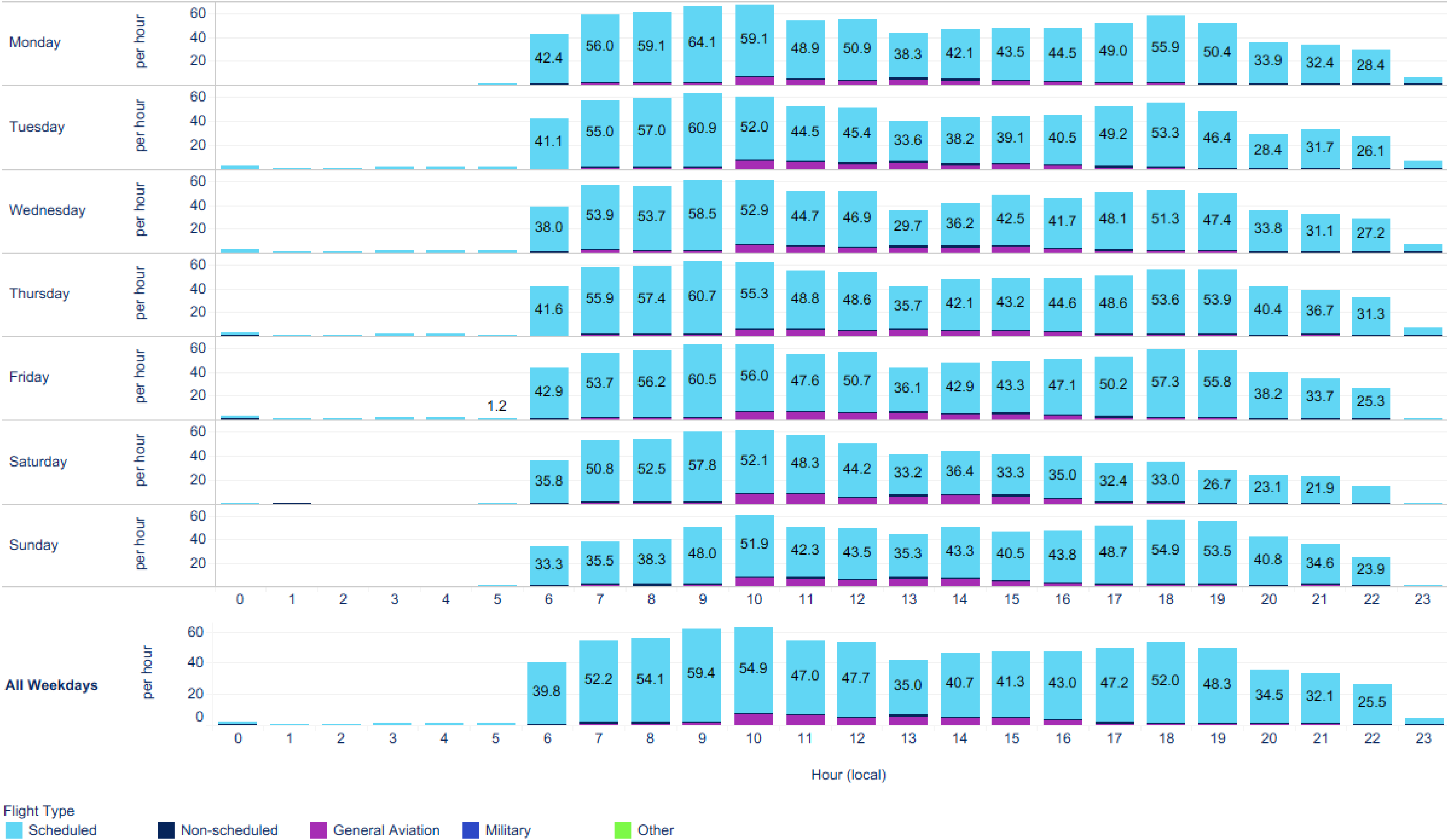
August saw higher impacts with almost 30% of flight with an SOBT v's AOBT of greater than 15min due to Airlservices.



*Negative delay values set to 0, anything over 1440min ignored
*Flights flagged as departure spaced is an estimate only.
*MS15 - TSAT delay captured at AOBT.
*Indicative only, numbers subject to change once methodology reviewed for ongoing reporting.
*Some YSSY Basin staffing departure spacing events may have been missed due to input error.
*Proof of concept for emergency reporting, numbers subject change when main pipeline in place

Average Hourly Movements by Flight Type

Movements by day of the week at YSSY airport
(averaged between 1/01/2026 and 31/08/2026)

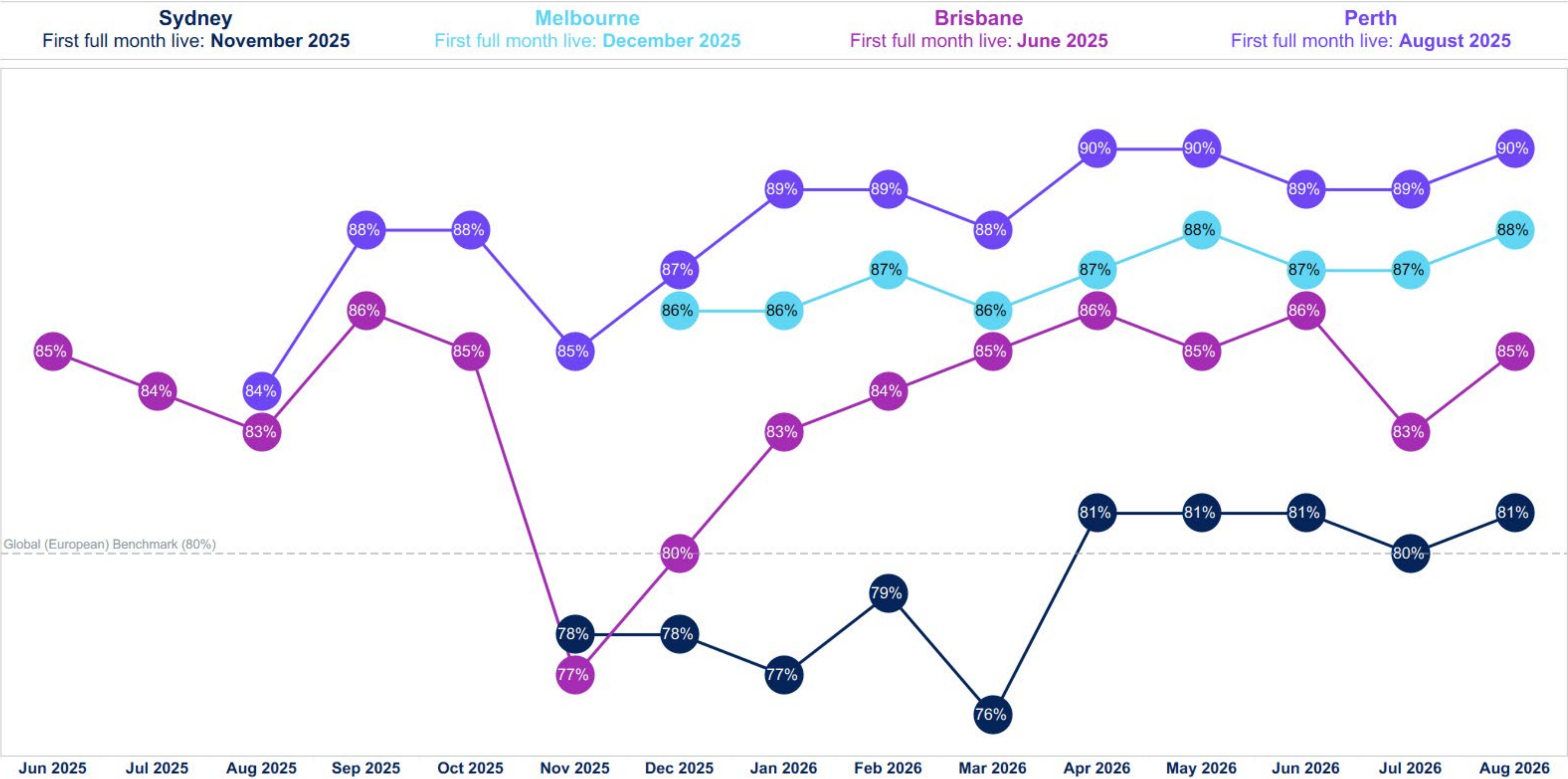


SY A-CDM TOBT compliance

TOBT compliance at Sydney is below all other Australian A-CDM ports and below the target goal of at least 80%.

Majority of system configuration and fault finding has been completed to improve TSAT stability and now required rest of industry effort to improve performance

Towing and bay conflict activation will assist significantly in A-CDM performance and is scheduled to commence in Q4 2026



SY A-CDM TOBT compliance

Operator performance is tracked through TOBT compliance with both VA and REX continuing to outperform other operators.

	March 2026	April 2026	May 2026	June 2026	July 2026	August 2026
Overall	76.43% (9,883 / 12,931)	81.36% (10,350 / 12,721) 4.93%	80.81% (9,775 / 12,097) -0.56%	80.58% (9,534 / 11,832) -0.23%	80.35% (10,524 / 13,098) -0.23%	81.05% (10,054 / 12,405) 0.70%

Operators with Top 10 Total Flights (hover over operator stats to show trend graph)

Major Operator	March 2026	April 2026	May 2026	June 2026	July 2026	August 2026
Virgin Australia	89.38% (2,247 / 2,514)	91.87% (2,238 / 2,436) 2.49%	91.88% (2,162 / 2,353) 0.01%	92.79% (2,110 / 2,274) 0.91%	91.91% (2,374 / 2,583) -0.88%	91.71% (2,201 / 2,400) -0.20%
REX Regional Express	90.89% (698 / 768)	92.82% (633 / 682) 1.93%	92.25% (583 / 632) -0.57%	91.67% (594 / 648) -0.58%	89.52% (666 / 744) -2.15%	91.62% (700 / 764) 2.11%
Jetstar	80.64% (1,612 / 1,999)	84.37% (1,932 / 2,290) 3.73%	84.52% (1,562 / 1,848) 0.16%	82.48% (1,507 / 1,827) -2.04%	82.91% (1,863 / 2,247) 0.43%	81.44% (1,588 / 1,950) -1.47%
Qantas	73.18% (2,412 / 3,296)	80.37% (2,522 / 3,138) 7.19%	80.47% (2,543 / 3,160) 0.11%	78.84% (2,459 / 3,119) -1.64%	79.39% (2,616 / 3,295) 0.55%	83.03% (2,563 / 3,087) 3.63%
Qantas Link	72.12% (1,239 / 1,718)	79.86% (1,360 / 1,703) 7.74%	76.17% (1,272 / 1,670) -3.69%	78.11% (1,267 / 1,622) 1.95%	76.60% (1,316 / 1,718) -1.51%	76.91% (1,332 / 1,732) 0.30%
Dnata	71.87% (820 / 1,141)	75.37% (823 / 1,092) 3.50%	74.22% (783 / 1,055) -1.15%	75.83% (772 / 1,018) 1.62%	73.43% (832 / 1,133) -2.40%	76.67% (838 / 1,093) 3.24%
Menzies	67.56% (379 / 561)	75.76% (397 / 524) 8.21%	78.41% (425 / 542) 2.65%	76.56% (405 / 529) -1.85%	74.48% (432 / 580) -2.08%	72.77% (425 / 584) -1.71%
Swissport	56.77% (151 / 266)	58.63% (146 / 249) 1.87%	54.70% (128 / 234) -3.93%	53.48% (123 / 230) -1.22%	58.10% (147 / 253) 4.62%	51.54% (117 / 227) -6.56%
National Jet Express	20.41% (10 / 49)	26.32% (15 / 57) 5.91%	16.67% (8 / 48) -9.65%	21.43% (3 / 14) 4.76%	100.00% (1 / 1) 78.57%	

A-CDM Partners

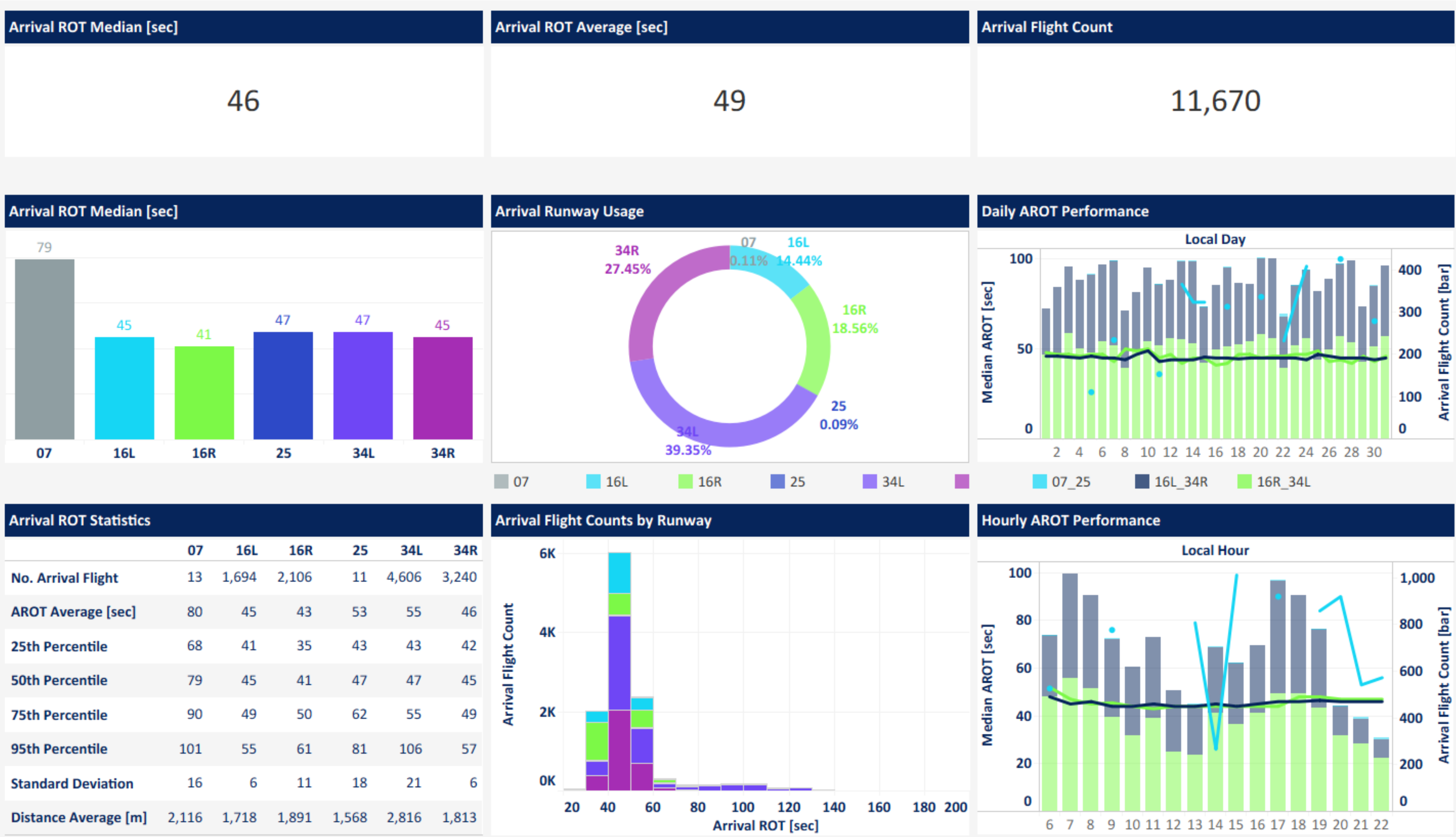
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Alliance	0.00% (0 / 1)					

SY Runway Occupancy Time – Arrivals

TOBT compliance at Sydney is below all other Australian A-CDM ports and below the target goal of at least 80%.

Majority of system configuration and fault finding has been completed to improve TSAT stability and now required rest of industry effort to improve performance

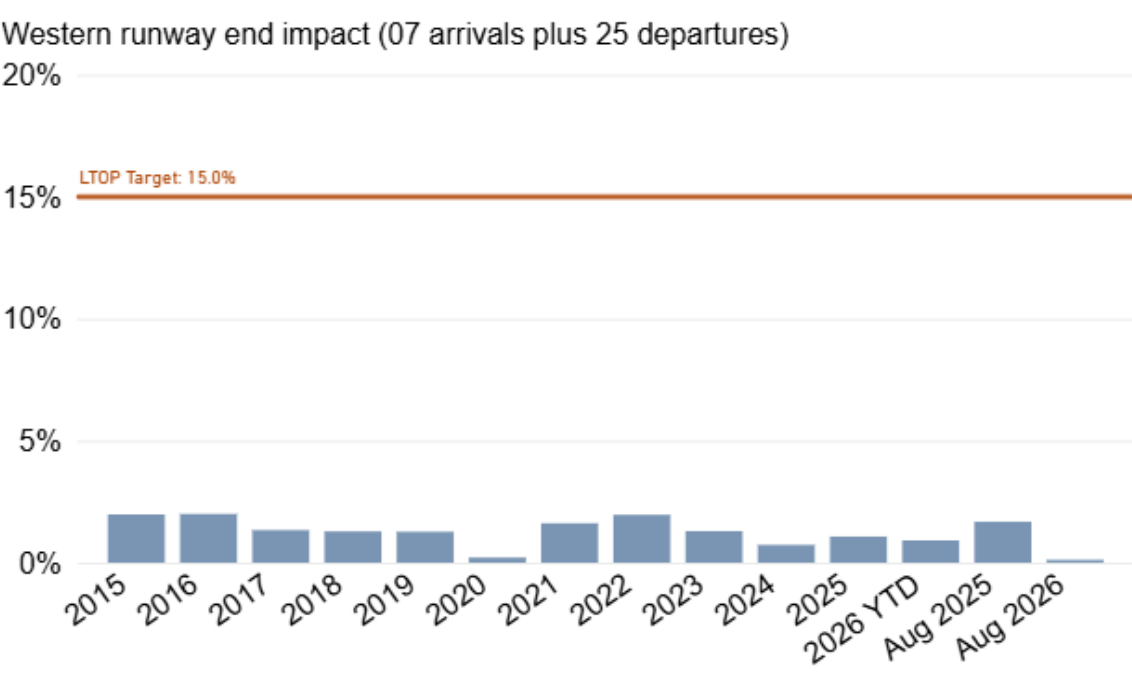
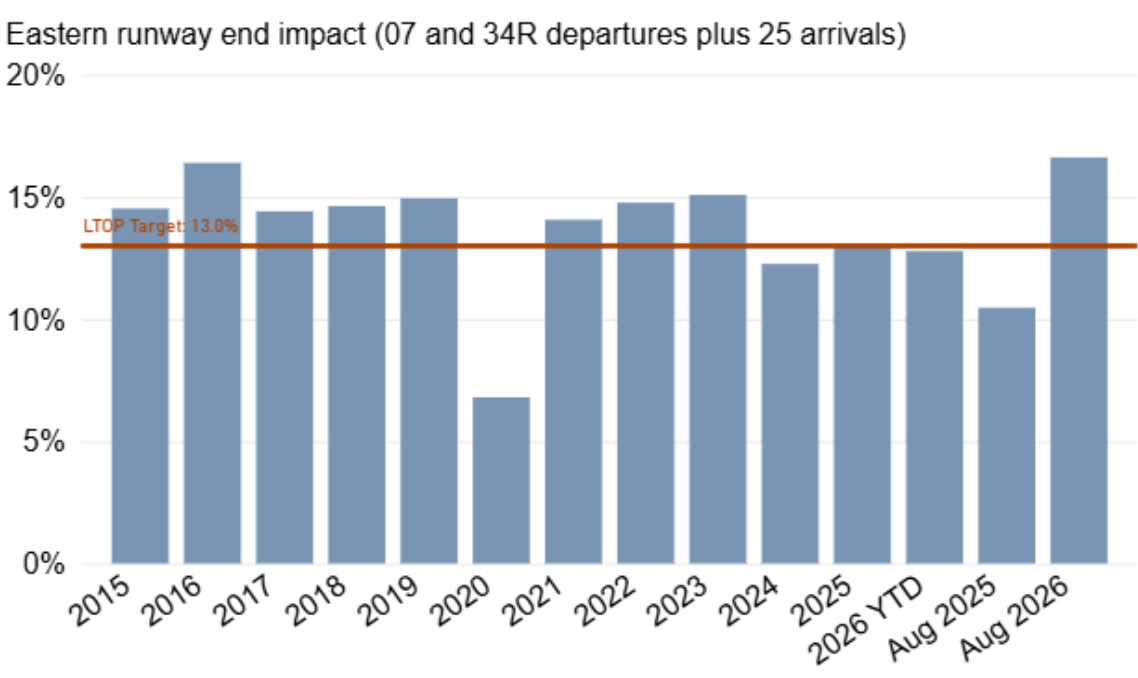
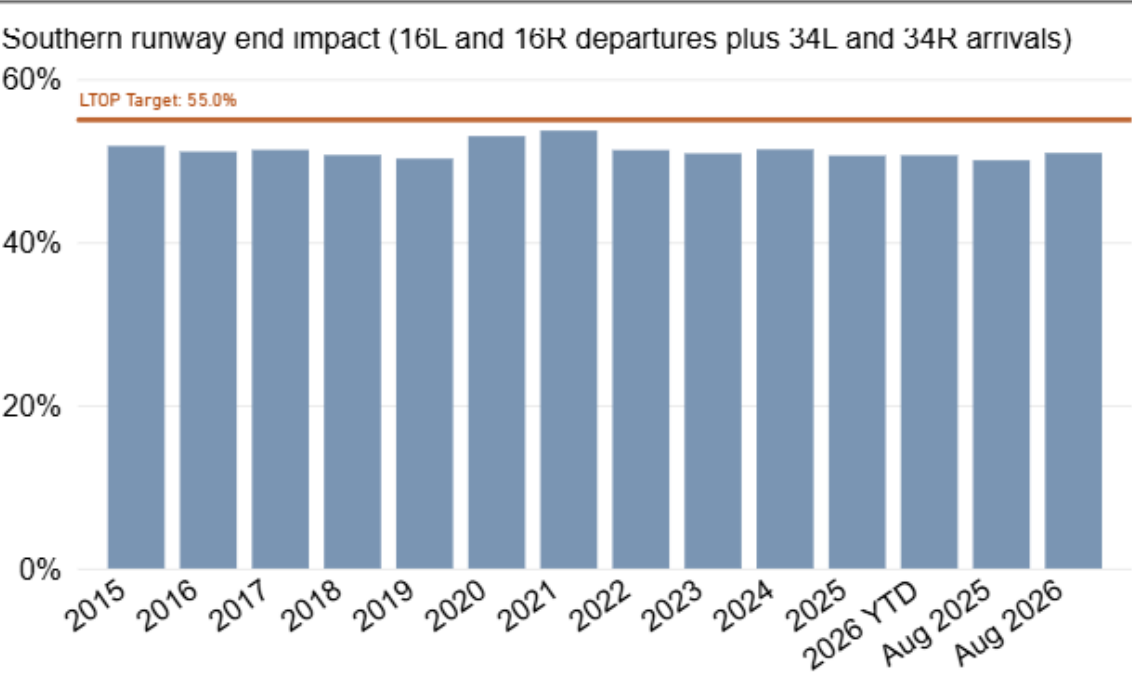
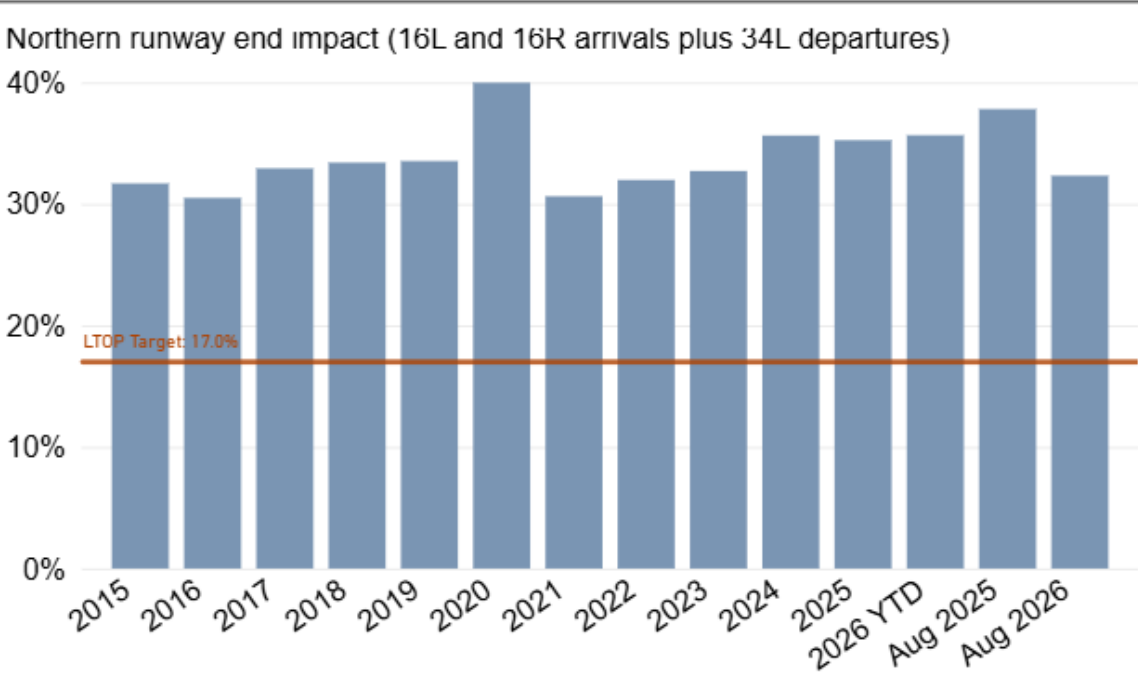
Towing and bay conflict activation will assist significantly in A-CDM performance



SY LTOP

LTOP performance in August continues aligns with previous monthly performance

- North in Aug is slightly down on the usual approx. 35% usage
- South is hovering around 50% monthly usage
- East is generally in line with LTOP target
- West continues to remain low.



Total Runway Movements

2026		2025	
Aug-26	Jul-26	Aug-25	Jul-25
24,986 Total	26,505 Total	25,348 Total	26,227 Total
806 Daily Avg	855 Daily Avg	818 Daily Avg	846 Daily Avg

Runway End Impact LTOP Targets

Long Term Operating Plan

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels

	LTOP Target		Aug-26		Jul-26
North	17%	▲	32.33%	▼	35.77%
South	55%	▼	50.93%	▲	50.12%
East	13%	▲	16.62%	▲	12.62%
West	15%	▼	0.12%	▼	1.49%

▲▼ LTOP Target VS Aug-26 ▼▲ Aug-26 VS Jul-26

Mode Utilization

Number of days individual mode used in excess of 9 hours

29

Airport Mode	Days
Mode 9	18
Mode 10	11

4.94%

Usage of LTOP runway modes on non-curfew hours

16 PRM Operations

Precision Runway Monitor

Days procedure used

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

ATIS time

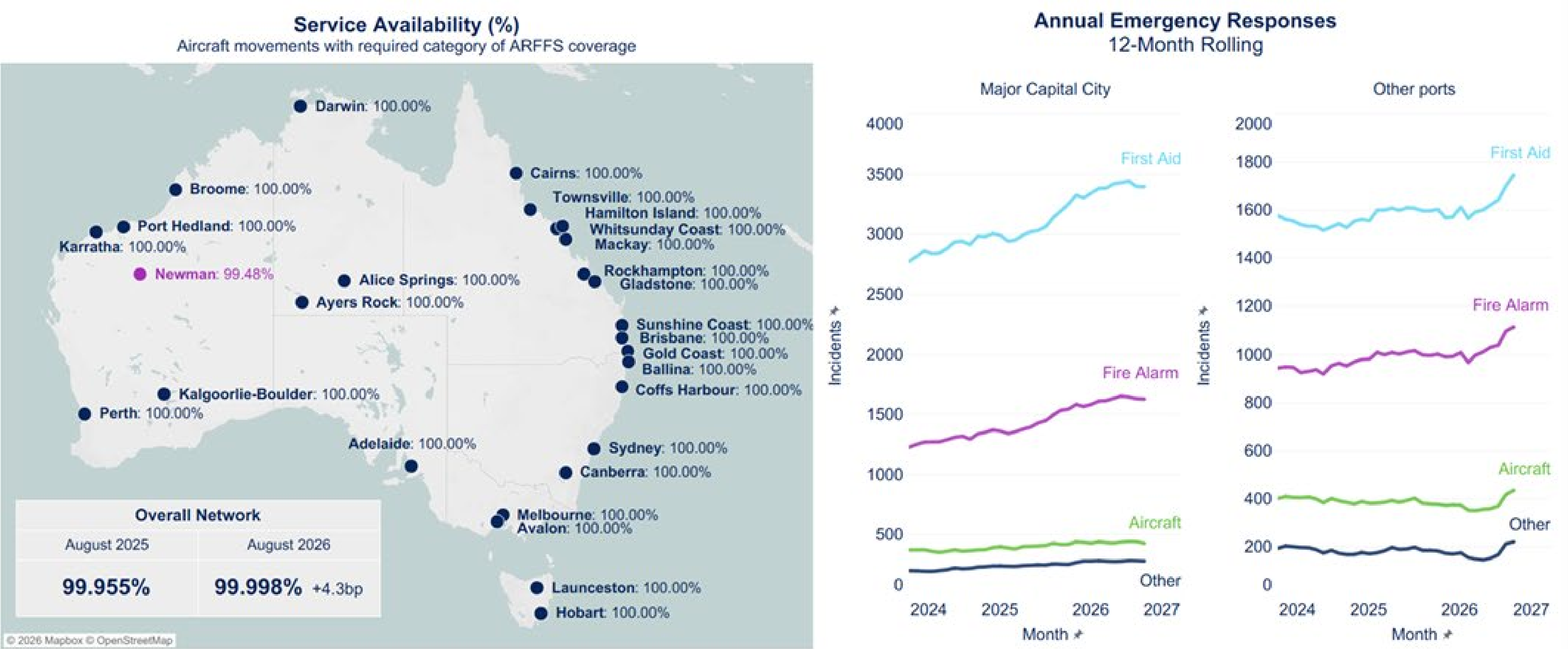
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If you have questions about this report please contact:
Noise Complaints and Information Service
Noise Complaint, enquiry and Feedback Form:
<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>
Web: <http://www.airservicesaustralia.com/aircraftnoise/>

Aviation Rescue Fire Fighting Service

National ARFF service availability reached its highest level since reporting began in September 2023, while demand for ARFFS continued to grow, with callouts increasing by an average of more than 7% per annum over the past two years.

Figure 19. ARFFS service availability by airport and overall network in August 2026 with year-on-year change (left) and rolling annual emergency responses (right).



Source: Airservices ODAS and ARFFS TRAX. Service availability is based on aircraft movements that received applicable category of ARFFS coverage during published ERSA hours. Airservices attributable causes in reduction of service include staffing and equipment (e.g. vehicles). Major capital city airports include Sydney, Melbourne, Brisbane, and Perth. In addition to aircraft-related incidents, fire alarms, and first aid, ARFF units also respond to a wide range of events - including hazardous materials, medical emergencies, security threats, non-aircraft fires, and mutual aid requests.

Joseph Headey

Sydney Airport

SYD

September 2026

Northern Summer 2027 Draft Capacity Declaration

SYD

Infrastructure and Capacity Planning

Northern Summer NS27– Draft Capacity Declaration

Runway Hourly Movement Rate

Hours	Arr	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

Hours	Total
0700-1059 (Freight only)	0

Runway Sub Constraints

Constraint	Total
15 mins	21
5 mins	8

NB all times are local time

Northern Summer NS27– Draft Capacity Declaration

Terminal Capacity

T60 seats	Arrivals	Departures
T1, rolling every 5 mins	8,380	6,570
T2, rolling every 30 mins	3,550	3,600
T3, rolling every 30 mins	2,920	2,820

T30 seats	Arrivals
T1, rolling every 5 mins	5,500

T15 seats	Arrivals
T1, rolling every 5 mins	3,460

Apron Parking Summary (excl MARS & QF Layovers)

International	Active	Layover
Up to F	6	3
Up to E	28	8
C	5	0

Domestic	T2 Active	T3 Active	T2+T3 Active
C Jet	20	13	28
TP	11	10	20
Total	29	20	45
+ Layover	19	N/A	N/A
Total inc layover	48	N/A	N/A

Bus gates

T30 remote departures	Movements
T1 total, rolling every 5 mins	4*
T1 widebody, rolling every 5 mins	3*

*During S27 ACL will run this parameter as a trial soft constraint to assess effectiveness



Northern Summer NS27

- SW Sector **bays 71-72** closed for works
- No planned long -term construction works on active bays during the season
- One contingency contact bay and two contingency remote bays

Active capacity:

- Code F:
 - 6 contact
- Code E:
 - 16 contact
 - 12 T1 remote (6 Freight, 3 NP, 3 SW Sector)
- Code C:
 - 2 contact
 - 3 remote
 - *(+2 from MARS at NP)*
 - *(+1 from bay 77)*
- TOTAL
- 34 Widebody (6 Code F, 28 Code E)
- 5 Narrowbody
- **1 Code E contact bay closed for construction/contingency**

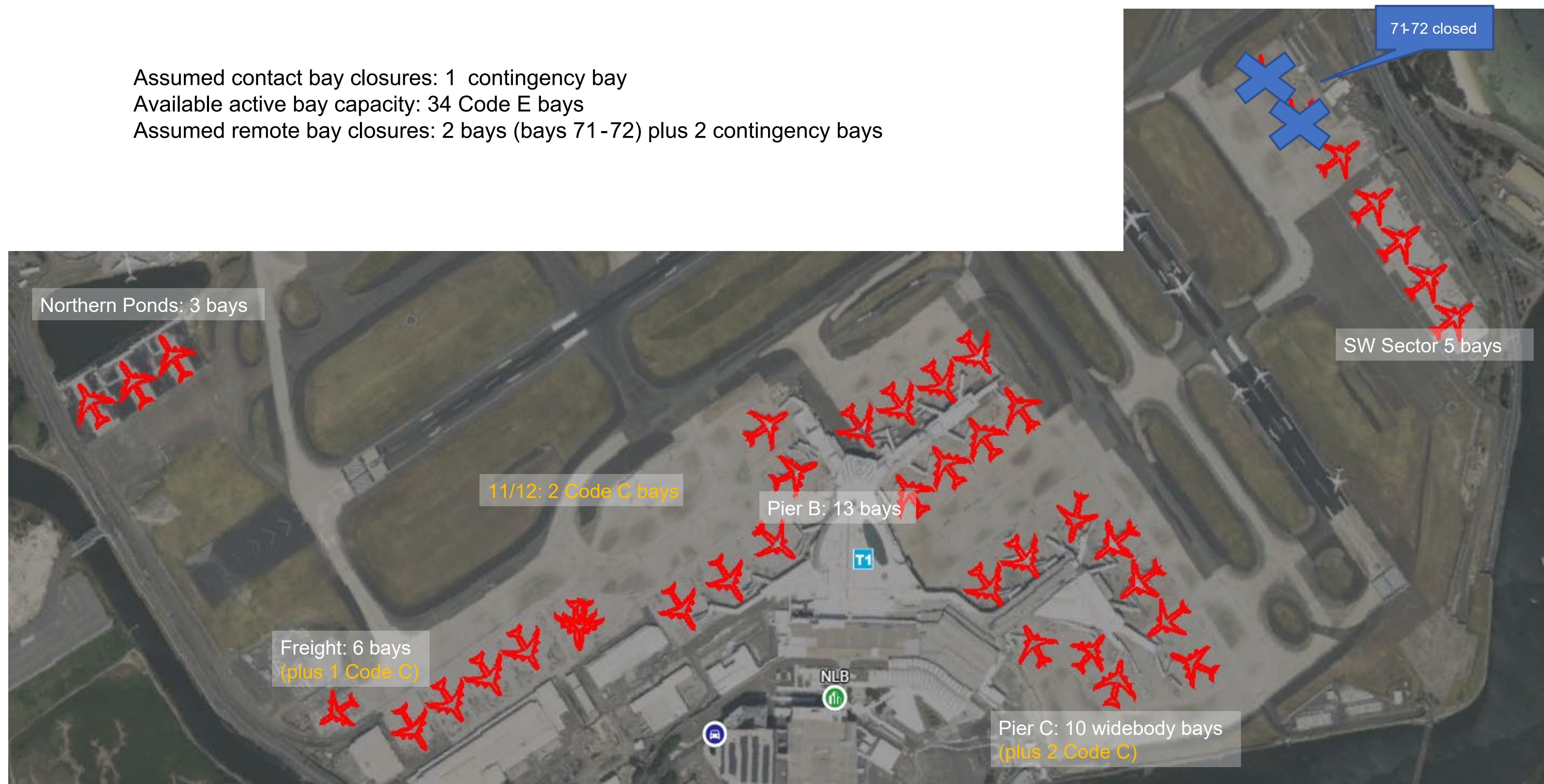
Current layover -only capacity:

- Code F:
 - 3 at SE Sector
- Code E:
 - 3 at SE Sector
 - 2 at Dom4
 - 3 at Dom6
- Code C:
 - *(+4 from MARS at SE Sector)*
 - *(+2 from MARS at Dom6)*
- TOTAL
- 11 Widebody (3 Code F, 8 Code E)
- **4 Code E layover/remote bays closed for construction/contingency (bays 71 -72 construction, 73 -74 contingency)**

Northern Summer NS27– Draft Capacity Declaration

Apron Parking at the International Passenger Terminal (Terminal 1)

Assumed contact bay closures: 1 contingency bay
 Available active bay capacity: 34 Code E bays
 Assumed remote bay closures: 2 bays (bays 71-72) plus 2 contingency bays



Neermala Cash

Dept of Infrastructure, Transport, Regional Development, Communication, Sport and the Arts



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts**

Regulator Update

Sydney Airport Capacity & Slot Management Forum

Presented by Neermala Cash

Sydney Airport Demand Management Regulatory and Policy team of DITRDSCSA

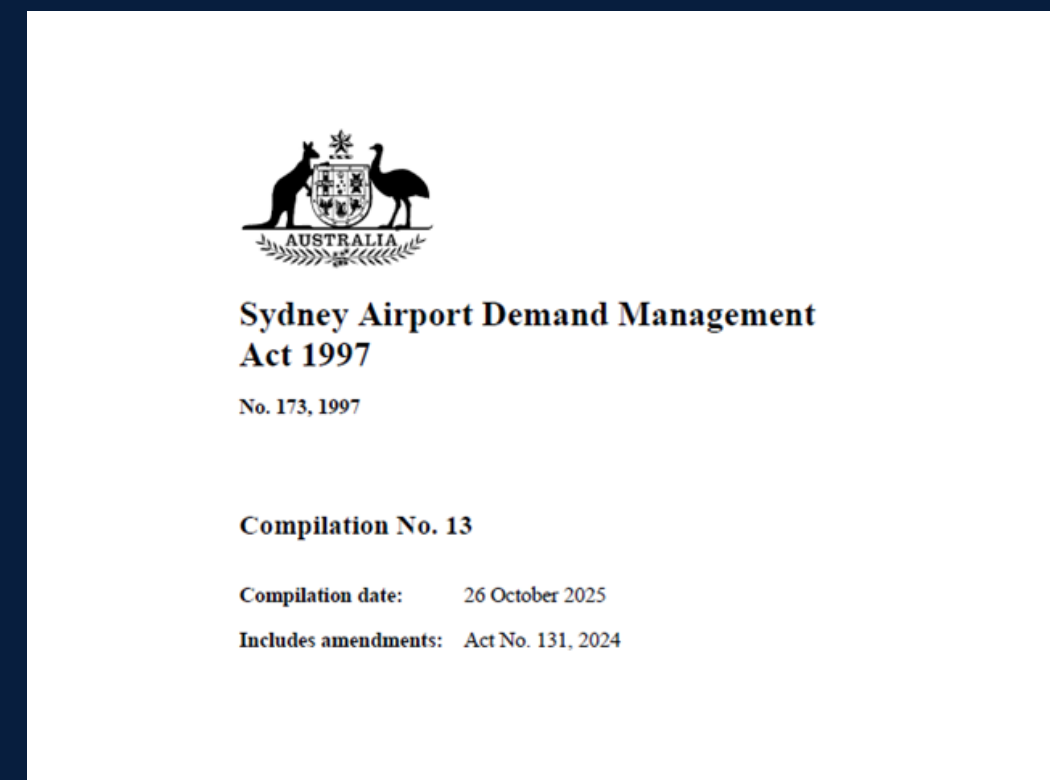
29 September 2026

Recap of new Regulatory Framework

- New regulatory framework commenced on 26 October 2025 with the Act, Regulations & Scheme taking effect.
- Designed to ensure the competitive, fair, efficient, and transparent use of scarce capacity at Sydney Airport.
- This means the department (as Regulator) and Transport Minister now hold the civil penalty and enforcement powers.
- Compliance Committee re-established as an independent Ministerial **advisory** body.
- Data published by Slot Manager now verified by airlines and aligned with mid-season and end-of-season reporting. Slot Manager publications : 9 March 2026, 27 May 2026, and 4 September 2026 on ACL website
- First full season (NW25) under the new legislative framework completed, second full season (NS26) nearly complete.

Components of the Regulatory Framework

The Act provides for:



- Movement cap & Recovery period
- Civil penalties for slot misuse
- Slot management scheme
- Compliance & Enforcement
- The Compliance Committee
- Information management

The Regulations provide for:



- Recovery period declarations
- Compliance Committee membership & procedures
- Stakeholder obligations for information management
- Publication & sharing of documents

The Scheme provides for:



- A slot allocation & management system
- Slot swaps, variations & losses
- Monitoring slot use
- Administrative actions for non-compliance
- Slot audits

Our Regulatory focus post-reform

The March 2026 [Compliance and Enforcement Strategy](#) provides three focus areas for the Regulator.

01 IN-SEASON MANAGEMENT

Manage slots before operation

Work with industry before operation to manage allocated slots and retain evidence of compliance.

SLOT MANAGER ENGAGEMENT WITH OPERATORS

- Failure to use
- No slot
- Not in accordance with requirements

Prevent slot misuse.

02 WILLINGNESS TO COMPLY

Respond and correct

Assess how entities respond to information requests and improvement plans. Accountability, timely engagement and effective corrective action demonstrate a commitment to prevent recurrence.

SLOT MANAGER ENGAGEMENT WITH OPERATORS

- Off slot
- Failure to use

Demonstrate corrective action.

03 COMPETITION IMPACTS

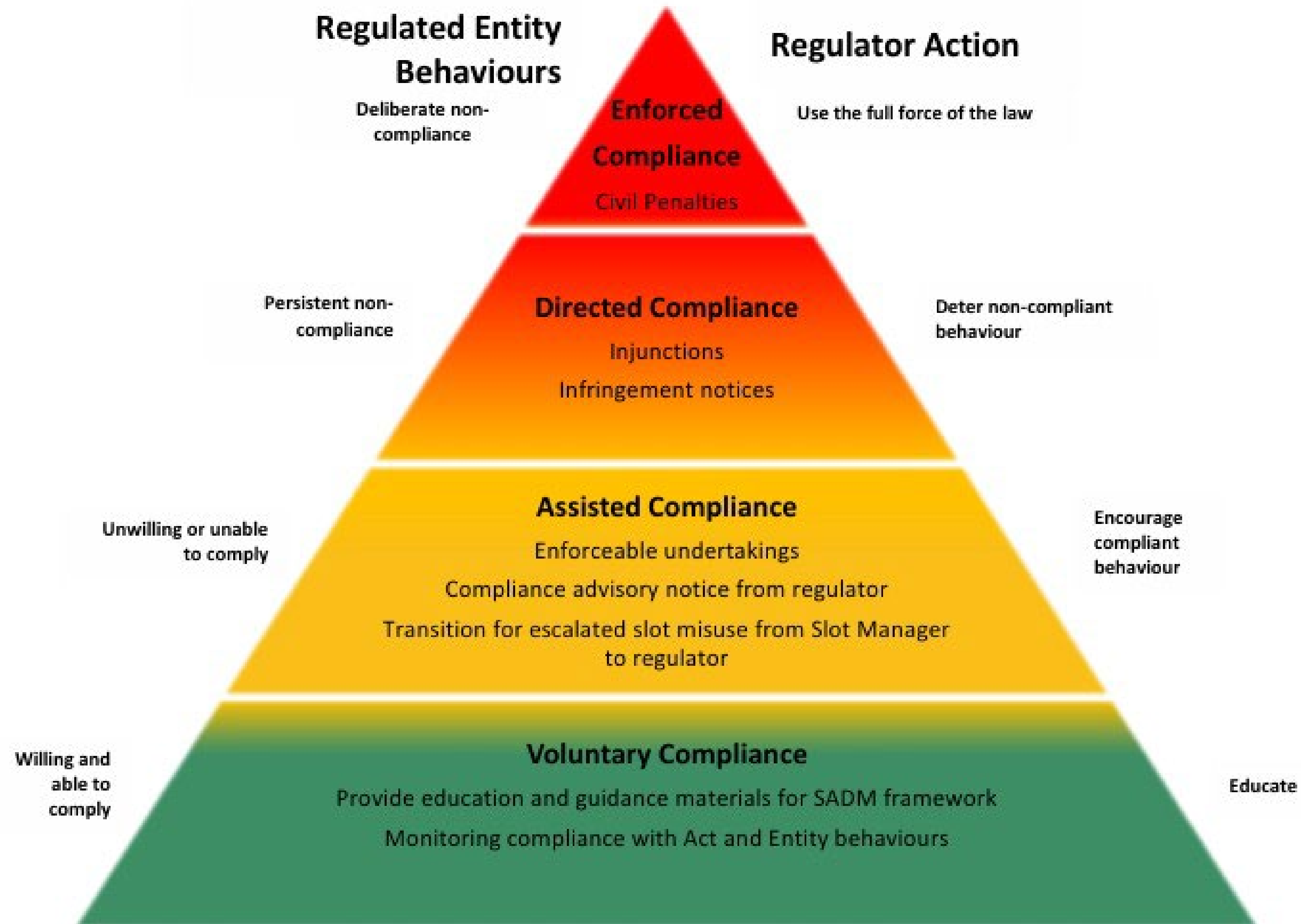
Access for all

Identify tactical non-utilisation and other misuse that leaves peak slots unused or restricts competition. Allocation and operational data will inform measures to discourage this behaviour.

- Failure to return
- No prospect of use

Maintain competition.

Figure 1: Compliance and Enforcement Escalation Model

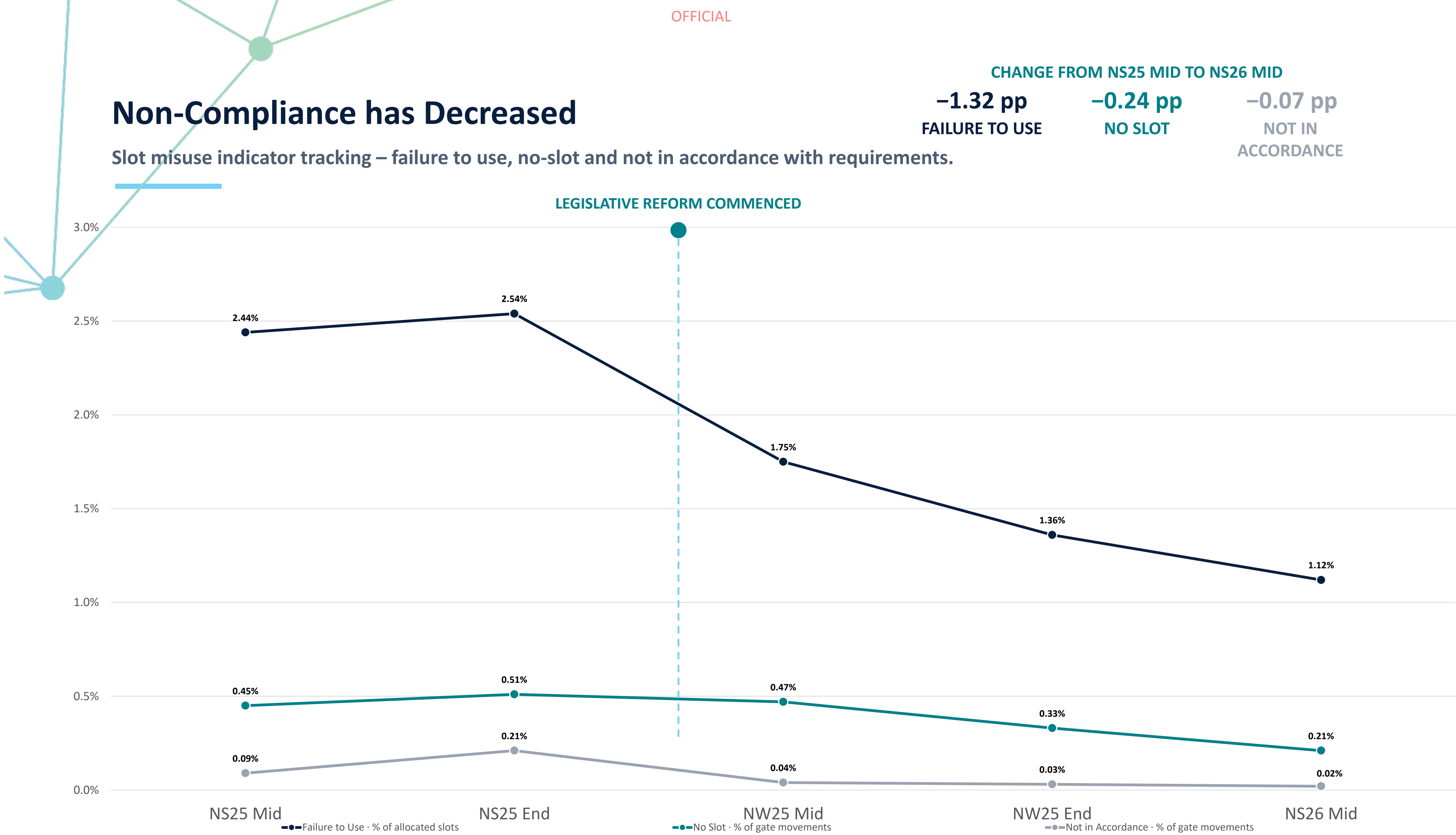


Update since April 2026

- Published updated versions of the following regulatory guidance on the department's website :
 - Minister's Statement of Expectations to the Slot Manager (updated 19 August 2026)
 - Guidance to the Slot Manager on Operator Non-Compliance (updated 31 August 2026)
 - Guidance to the Slot Manager on Publication of Information (updated 17 September 2026)
- Compliance Committee has met 3 times since its re-establishment as an independent **advisory** body to the Transport Minister – Refer to Committee's Terms of Reference
- 2026 deep dive into tactical non-utilisation of slots on 5 domestic key routes (Adelaide, Brisbane, Canberra, Gold Coast and Melbourne) at Sydney Airport, based on NW25 season data.
 - Across the 5 key routes, overall non-utilisation improved from 9.2% in NW23 to < 5% in NW25.
 - Whole-of-airport slot non-utilisation improved from 25.2% in NW23 to 3.7% in NW25.
 - Slot requests were better aligned with operations.

Non-Compliance has Decreased

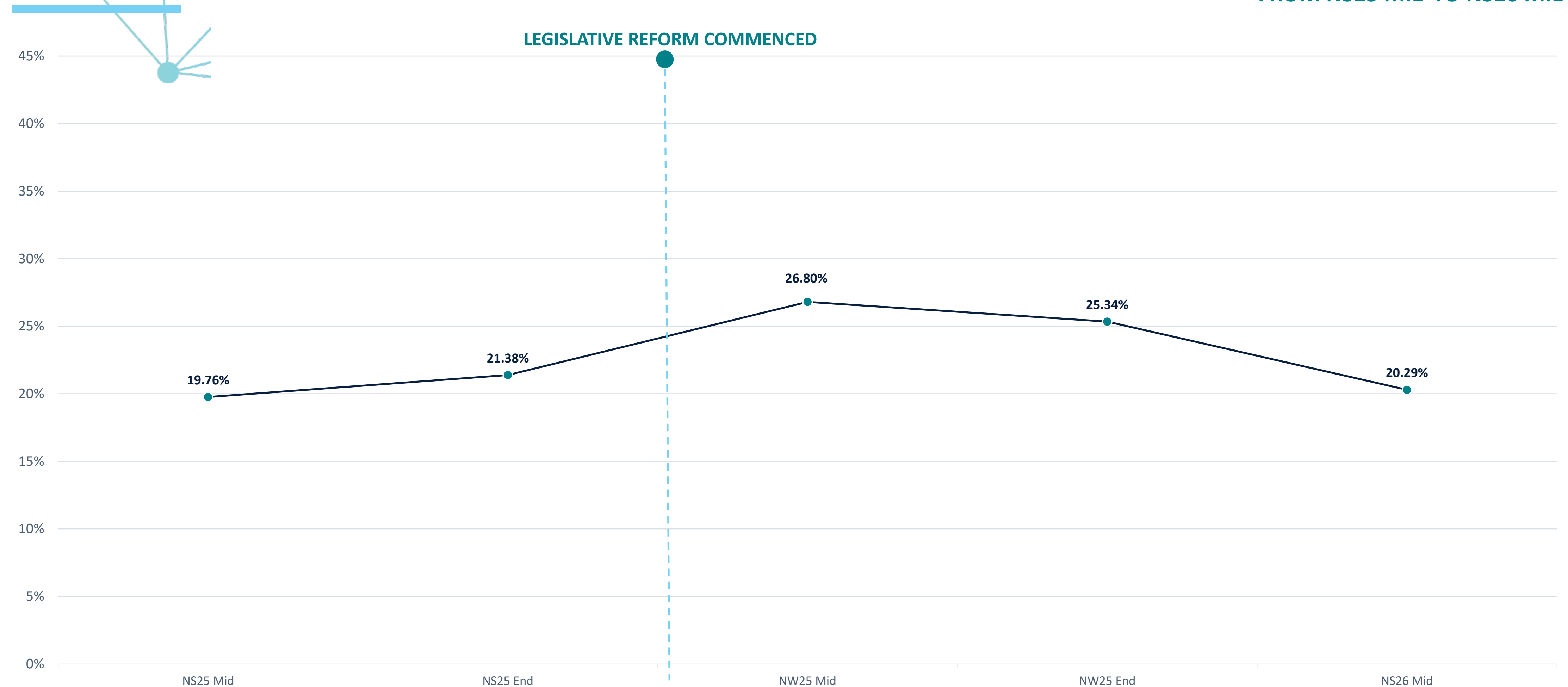
Slot misuse indicator tracking – failure to use, no-slot and not in accordance with requirements.



Note: End of Season includes Mid-season data

Off-Slot Results

Off-slot misuse as a percentage of gate movements.



Note: End of Season includes Mid-season data



Link to Regulator website:

[Demand Management at Sydney Airport | Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts](#)

Link to Slot Manager website:

[Our Resources - ACL Sydney](#)



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts**

Q&A

Darren Batty

ACL—Asia Pacific

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Sydney Airport Capacity & Slot Management Forum

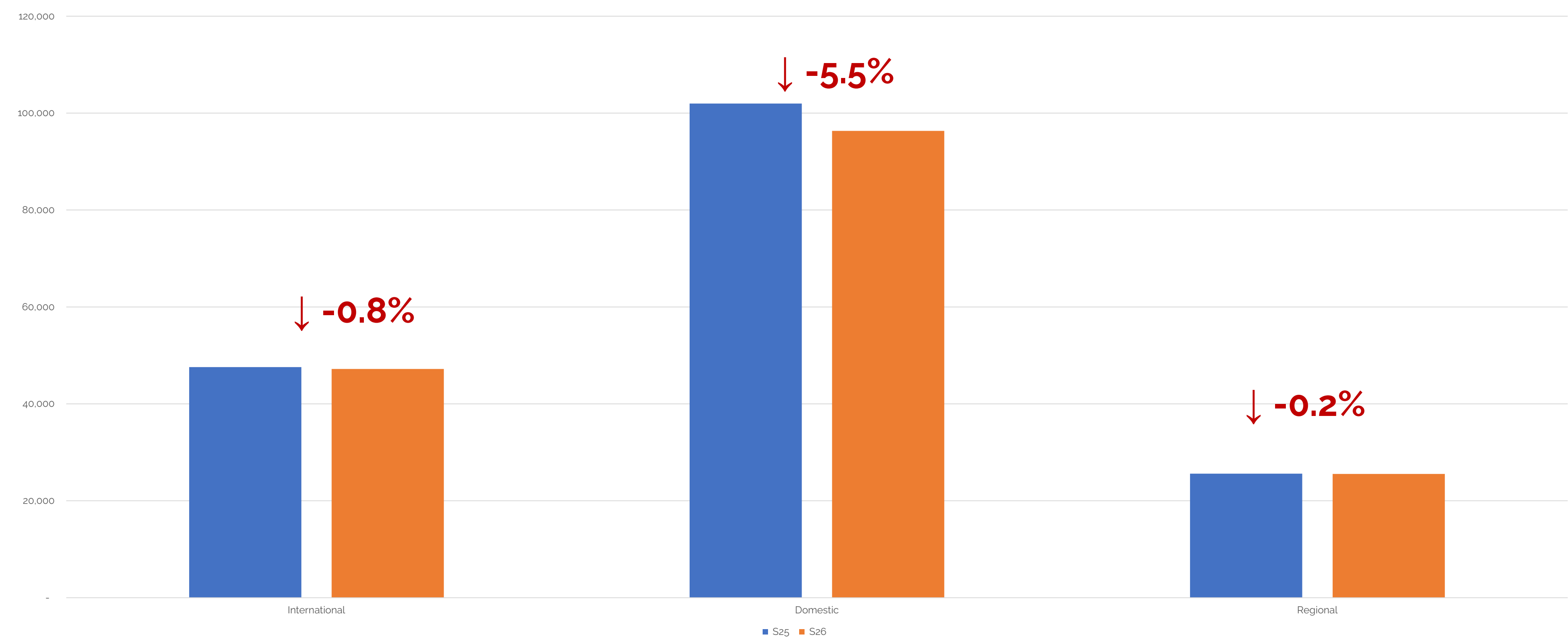
NS26 Seasonal Report & NS27 Coordination

25 Sep 2026

Presented by Darren Batty
Coordination Manager – ACL Asia Pacific

Integrity | Together | Own it | Professional | Striving for better

NS26 Movements - By Route Group



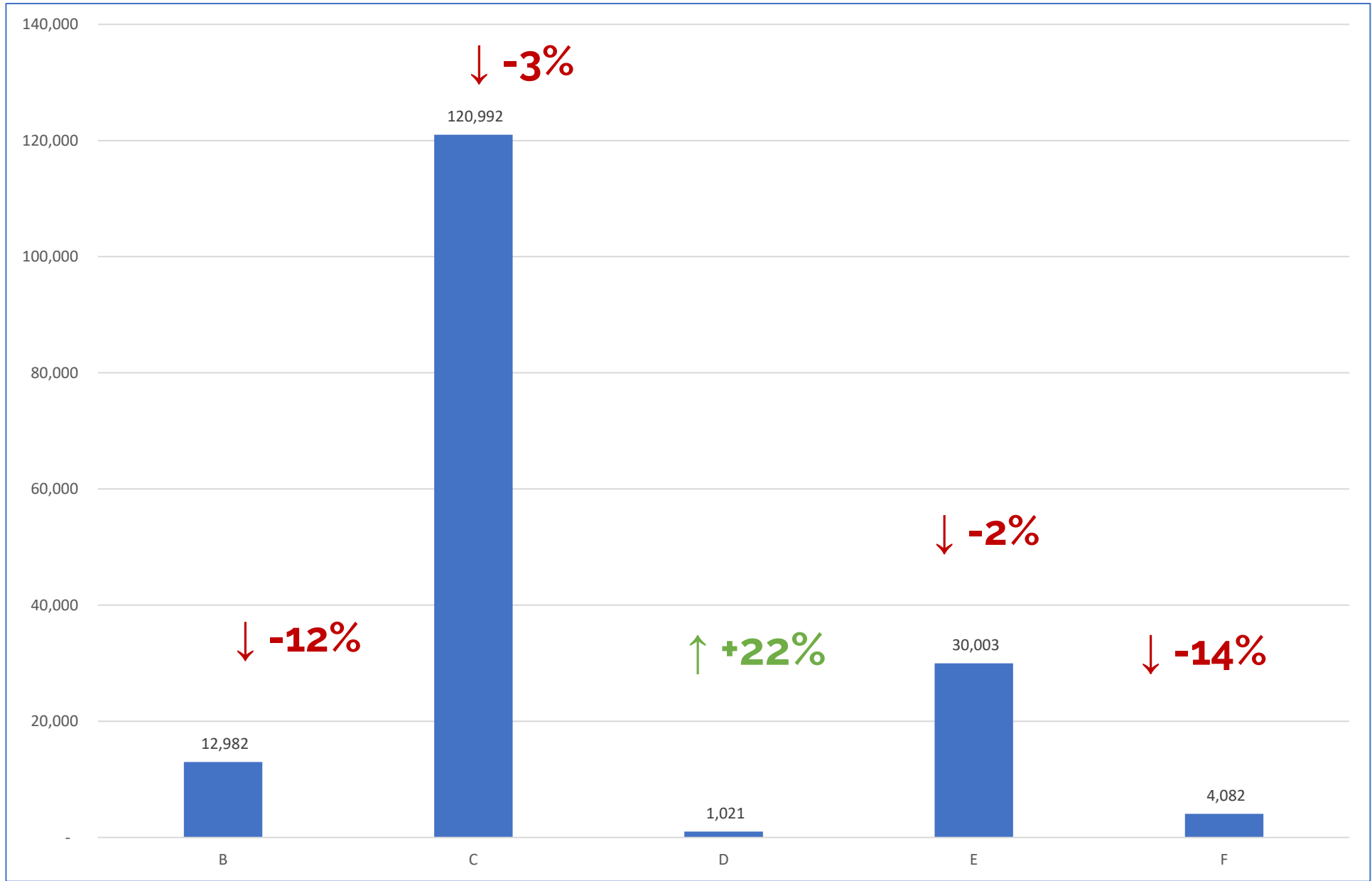
Down 3.5% overall

NS26 Movement Analysis – Types of Operation

By Service Type

Service Type	S26	v S25	%
J	160,915	-3.2%	95.2%
F	6,245	-18.0%	3.7%
P	797	22.4%	0.5%
C	873	68.5%	0.5%
G	194	48.1%	0.1%
H	65	-21.7%	0.0%
Total	169,089	-3.5%	

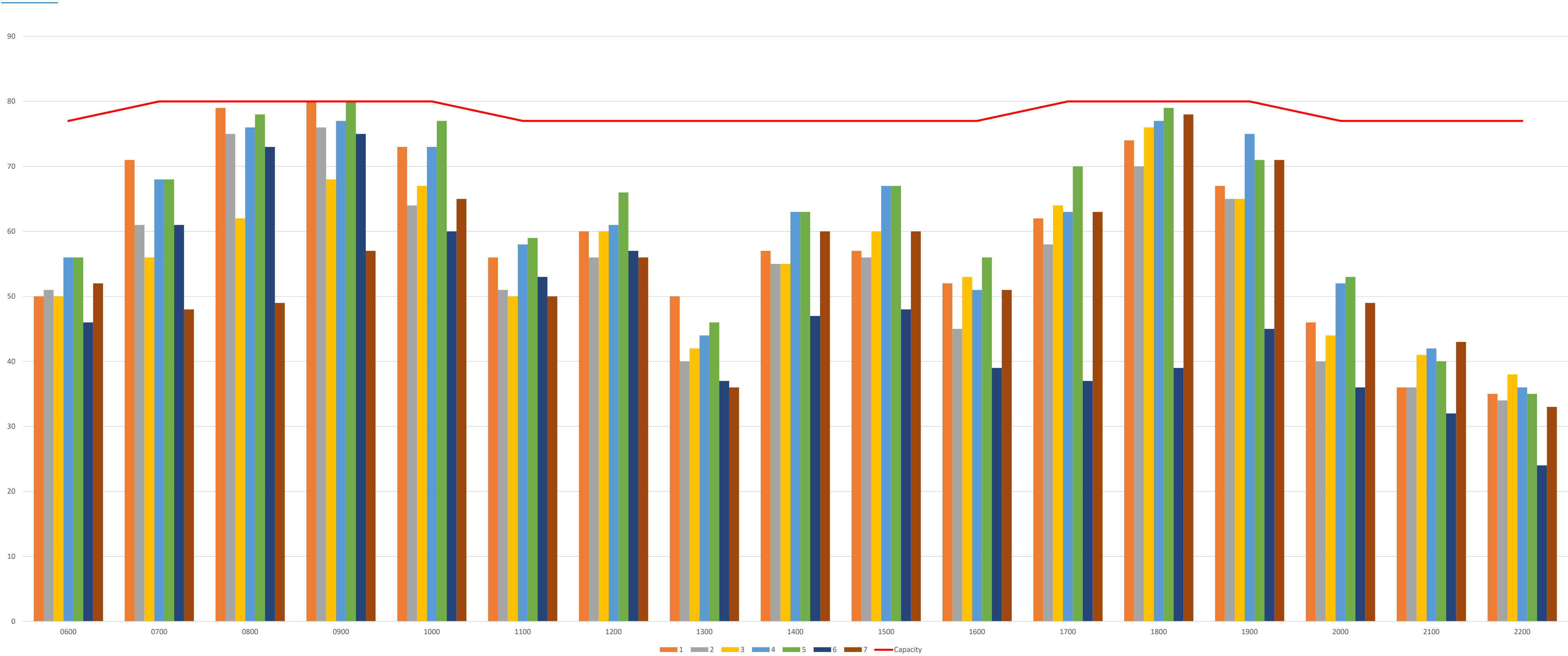
By ICAO Group



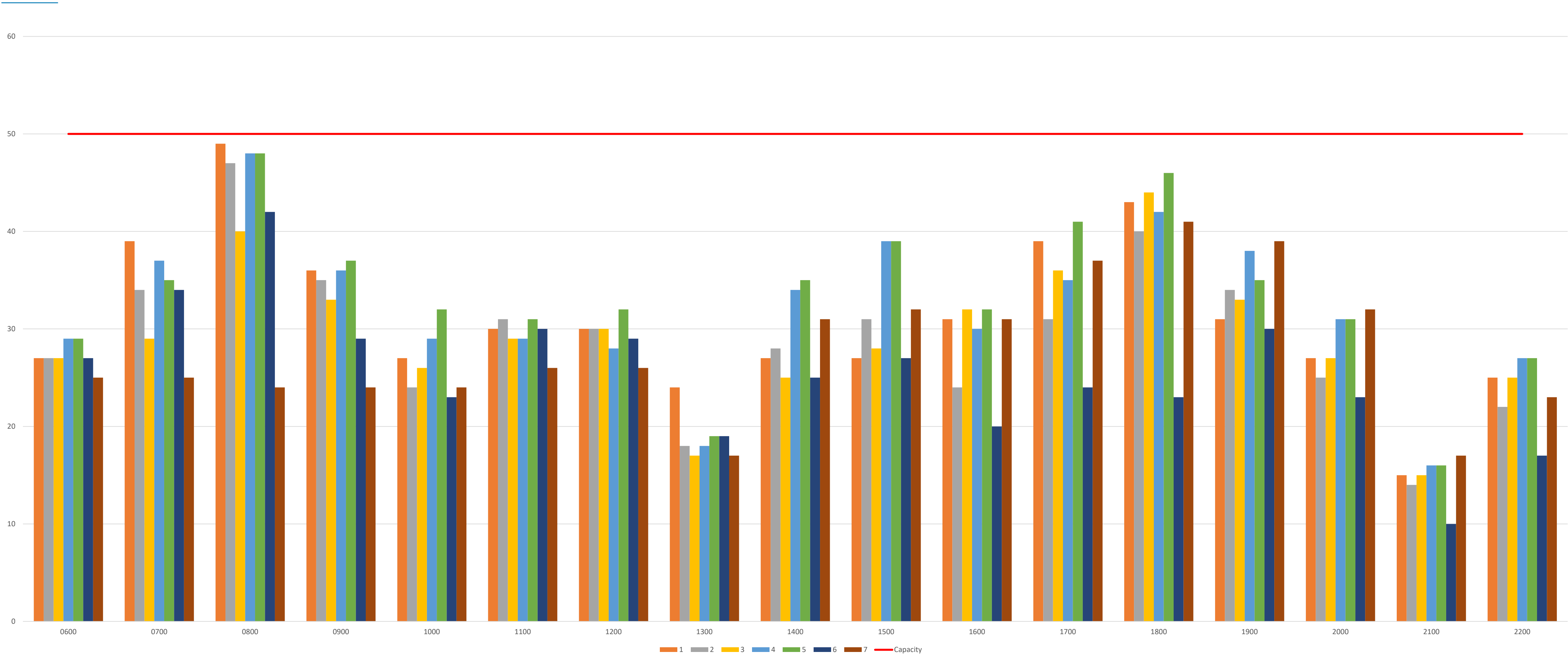
Capacity Constraints - By Reason Code

	Initial Coordination (SAL)		Start Of Season (SOS)	
Total Demand	194,653		183,230	
Allocated	194,266	99.8%	183,210	100.0%
Cleared OK	177,136	91.2%	179,479	98.0%
Not OK	17,130	8.8%	3,731	2.0%
Runway (R60/15/5)	16,013	93.5%	3,350	89.8%
Ground time (GRD)	661	3.9%	68	1.8%
Terminal (T60/30)	206	1.2%	72	1.9%
Curfew (CF)	190	1.1%	60	1.6%
Apron (AA)	60	0.4%	181	4.9%

NS26 Runway Hourly (R60) Movements - Total

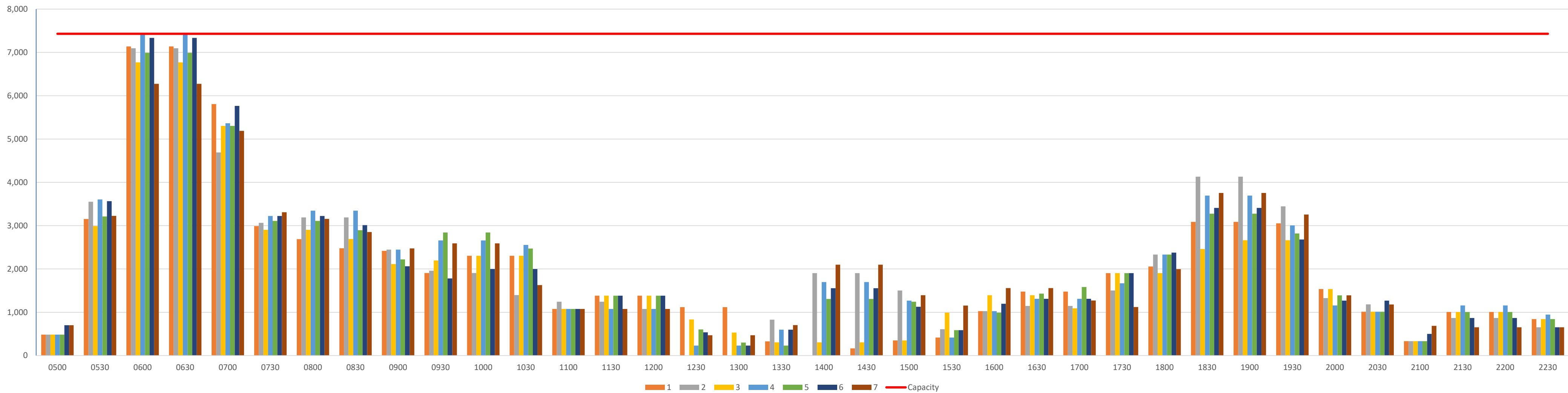


NS26 Runway Hourly (R60) Movements - Arrivals

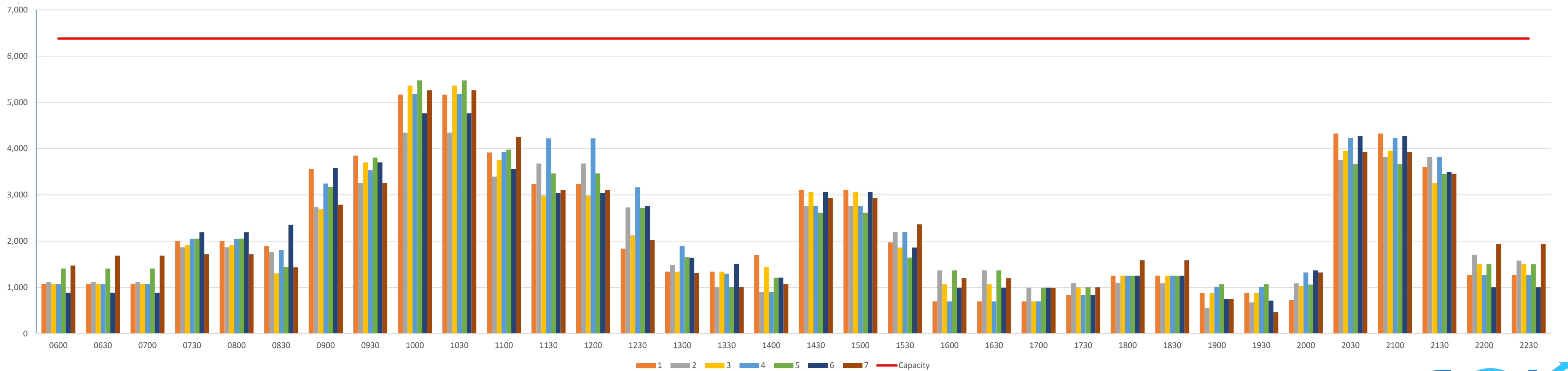


NS26 Terminal – T1 International - T60/30

Arrivals



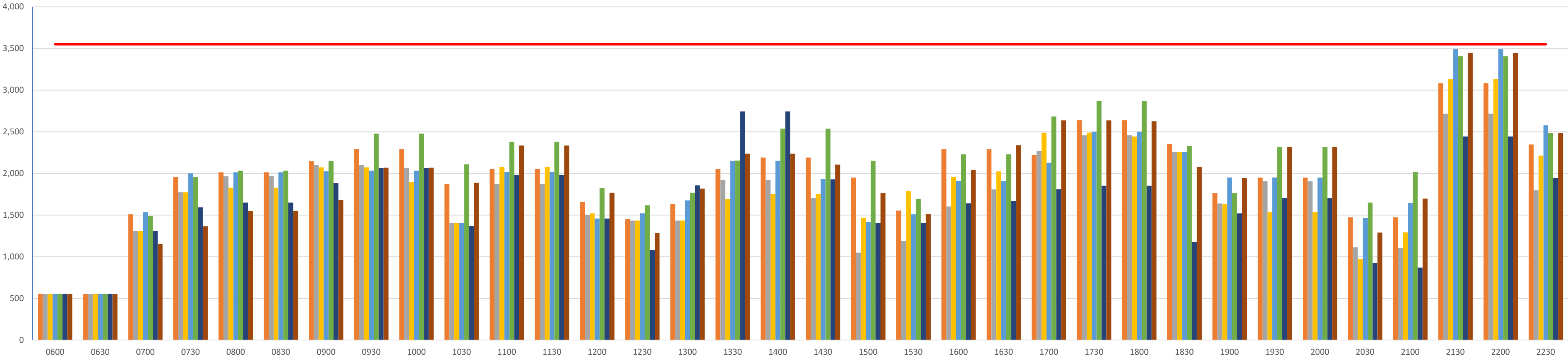
Departures



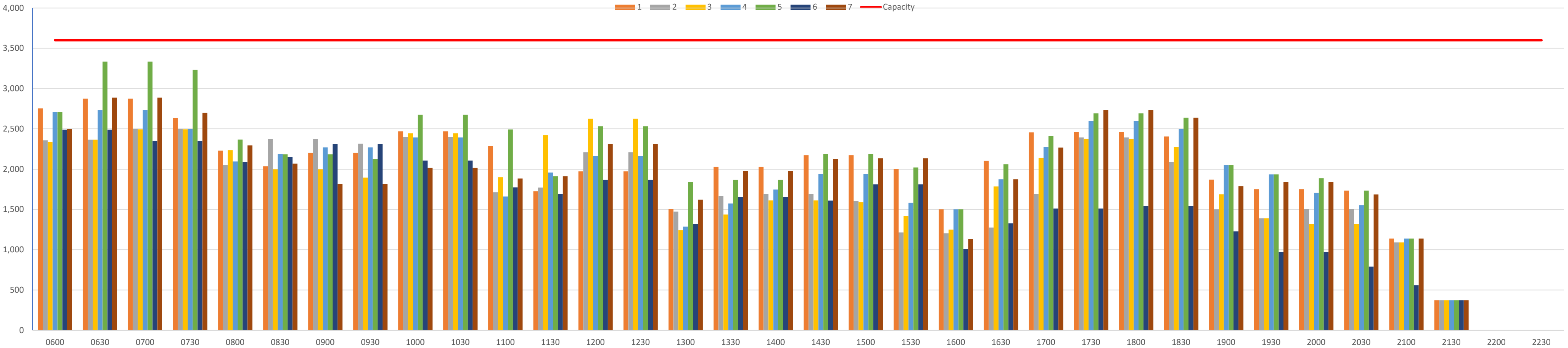
Peak Week: 21-27 Sep 26

NS26 Terminal – T2 Domestic - T60/30

Arrivals

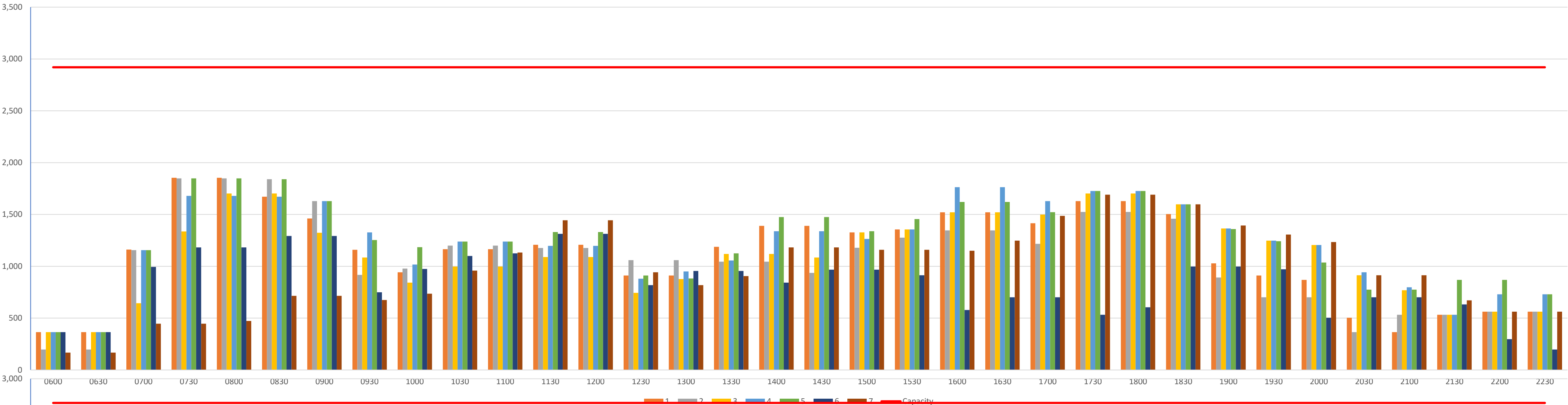


Departures

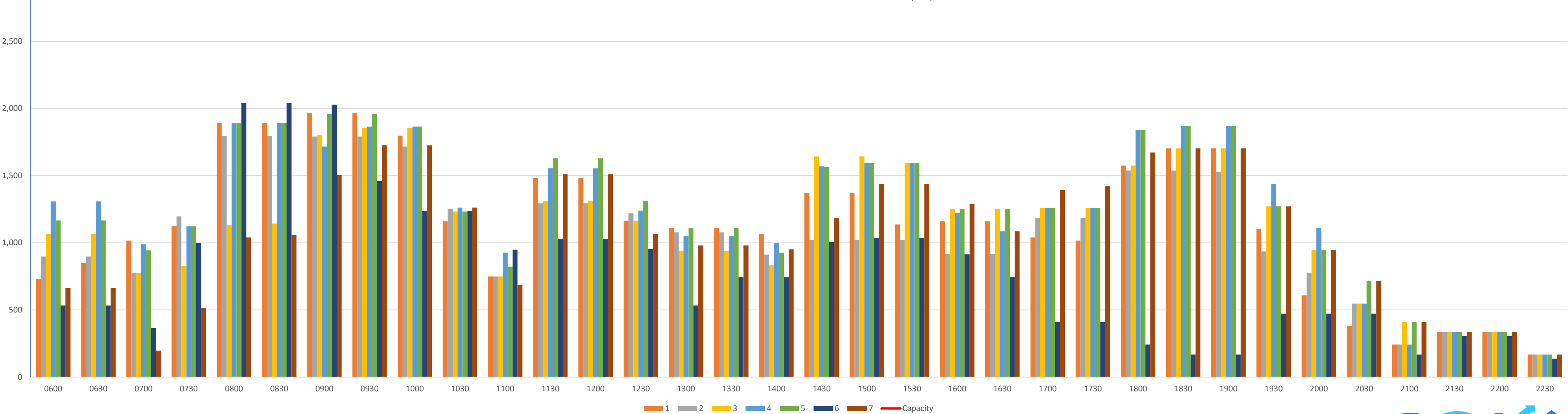


NS26 Terminal – T3 Domestic - T60/30

Arrivals



Departures



NS27 Coordination

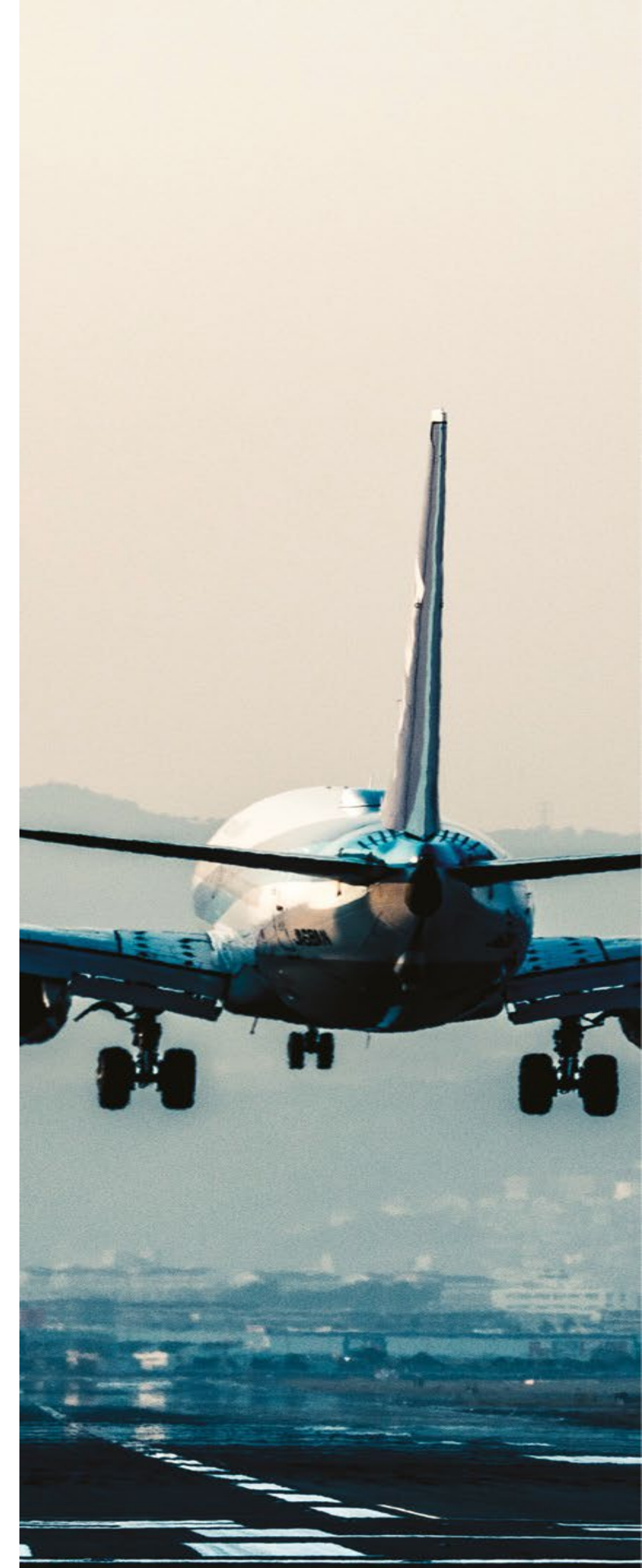
website page: [ACL APAC - Sydney page](#)

Slot allocation based on:

- Capacity Declaration provided by SYD,
- Sydney Airport Slot Management Scheme 2025,
- IATA Worldwide Airport Slot Guidelines (WASG).
- Change: Series of slots increasing from 5 to 7 slots from NS27. Refer to *Guidance Change of WASG Definition of Series from NS27*

Requesting slots

- Refer to *Guidance to Airline Operators*
- Slots can be requested in UTC or Local time
- To assist with parking parameter evaluation applications should be:
 - Submitted in turnaround format,
 - Arrivals and departures must be balanced as well as sub-fleet type.
- Realistic and accurate to allow most efficient use of available capacity – only request slots intended to operate.



NS27 Coordination

website page: [ACL APAC - Sydney page](#)

Eligibility to Historic Precedence

- For NS27 (based on NS26) historics will be based on the 2025 Scheme and ACL policy
- SHLs (incl Failed Historics) have been sent out and the Agreed Historics deadline is 1 Oct 26
- Refer to *Historic Determination Policy (Annex 1 of Sydney Airport Demand Management – ACL Guidance Version 8)*

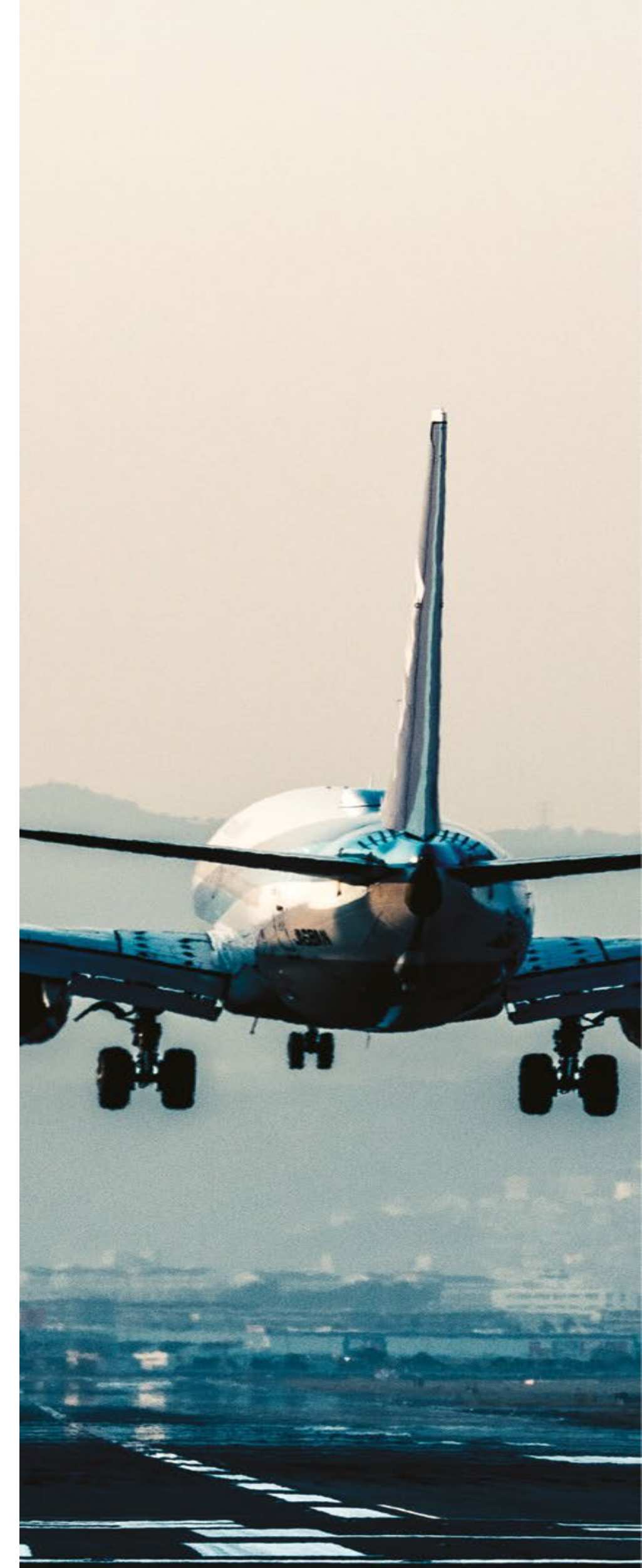
Slot Allocation Policy: refer to *Guidance to Slot Allocation Decisions*

Sydney Airport Demand Management legislation

- New Regulations and Scheme commenced on 26 October 25
- Refer to *Sydney Airport Demand Management – ACL Guidance Version 8* for ACL's interpretation of the legislative framework.

Coming soon!

- Day of operation slot process changes from 19 Oct (tbc)
- Streamline the slot request process and improve automation of slot requests.
- Information will be circulated shortly on this





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SYD