STATEMENT OF DECISION TO ALLOCATE A SLOT TO BRITISH AIRWAYS AT SYDNEY AIRPORT FOR THE NORTHERN SUMMER 2027 SEASON

Introduction

The Minister for Infrastructure, Transport, Regional Development and Local Government issued a Statement of Expectations to the Slot Manager of Sydney Airport in August 2026[1].

This Statement of Expectations relates to the functions of the Slot Manager as set out in the:

- Sydney Airport Demand Management Act 1997;
- Sydney Airport Demand Management Regulations 1998;
- Sydney Airport Compliance Scheme 2012; and
- Sydney Airport Slot Management Scheme 2013 and other applicable legislation.

It sets out the Minister's views on the appropriate strategic direction for the Slot Manager, governance, transparency and data, stakeholder engagement and key activities.

The statement requires the Slot Manager to provide written reasons to all affected operators (and a copy to the department) within 7 days of an allocation decision where all the following circumstances exist:

1. more than one operator applied for a slot; and
2. an operator which applied for the slot owns shares in the Slot Manager body corporate (or is related to an operator that owns shares in the Slot Manager) (if applicable); and
3. the slot series was not allocated on the basis of historical precedence.

British Airways is a member of Airport Coordination Limited, the parent company of ACL Asia Pacific (ACL), who is the appointed Slot Manager for Sydney Airport. In compliance with the Statement of Expectations this statement sets out the details of a slot allocation made for the Northern Summer 2027 scheduling season to British Airways.

Background Information

- British Airways has operated at Sydney for many seasons and met the use it or lose it test in Northern Summer 2026 to entitle the operator to the same slot in the Northern Summer 2027 season.
- British Airways requested a ten minute retime to its historic arrival time from 0705 local time (shoulder[2]) and 0605 local time (main part of season[3]) to 0715 local time (shoulder) and 0615 local (main).

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[1] Statement of Expectations - Slot Manager for Sydney Airport
[2] Shoulder season – 28 March to 03 April 2027 and 03 October to 30 October 2027
[3] Main Season – 04 April 2027 – 02 October 2027

- Sydney Airport declares a 60-minute, 15-minute and 5-minute runway constraint as well as passenger terminal limits and parking limits.
- British Airways held the historic slot in the required 60-minute and 15-minute sub constraint and therefore the allocation decision was only concerned with the 5-minute sub constraint. The terminal and parking constraints were not considerations in this allocation decision due to the available capacity and/or the historic position held by British Airways.
- Qantas requested an arrival at 0610 local time for the main part of the season in their initial submission for QF002, retiming from its historic time of 0510 to 0610 and was confirmed at that requested time.
- LATAM requested an arrival at 0615 local time for the main part of the season in their initial submission for LA809, retime from its historic time of 0650 to 0615 and was confirmed at that requested time.

Allocation Decision

British Airways held a historic slot in the required period. ACL therefore only needed to consider its request to retime to that slot.

ACL first reviewed competing requests for British Airways' requested arrival times, 0715 in the shoulder period and 0615 in the main part of the season. Most were requests to retain historic slots or new requests to fill gaps in historic series. LATAM (LA809) requested a retime from a historic time of 0650 to 0615 in the main part of the season.

There was insufficient available capacity at 0615 to satisfy both British Airways and LATAM.

LATAM received its requested time of 0615 and ACL moved the British Airways' slot five minutes earlier. British Airways moved from its historic time of 0705 in the shoulder period and 0605 in the main part of the season to 0710 and 0610 respectively, five minutes earlier than requested.

This decision was based on improving the times held by both carriers and minimising slot fragmentation.

The 0610 window had enough capacity for British Airways and all other requests for that time.

No further allocation decisions were therefore necessary.