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28 October 2024

Committee Secretary
Rural and Regional Affairs and Transport Legislation Committee
PO Box 6100
Parliament House
Canberra ACT 2600

By email: rrat.sen@aph.gov.au

Dear Committee Secretary,

Submission in relation to Sydney Airport Demand Management Amendment Bill 2024

The Board of Airline representatives Australia (BARA) is an industry association representing the interests of most international carriers that serve Australia, focused on assisting their aviation operations to and within Australia. BARA members (list provided as Appendix A) represent approximately 60% of all international aviation capacity operated to Australia (Bureau of Infrastructure and Transport Research Economics (BITRE) CY2023 data).

BARA thanks the Committee for allowing further input to the proposed Sydney Demand Management Amendment Bill 2024 (the Bill). BARA members are all IATA members, and with respect to slot management (at Sydney or any other Australian or international airport) therefore support the application of global rules and procedures aligned with the Worldwide Airport Slot Guidelines (WASG) as administered by the Worldwide Airport Slots Board (WASB).

BARA members support in general the objective to reform some of the specific objectives and rules of the Sydney Airport Demand Management Act 1997 (the Act), in order to promote greater efficiency and maximum use of capacity at Sydney Airport (KSA). As Sydney is the primary international airport for service to Australia, it is the Australian airport with the greatest number of BARA members providing service, and members are therefore supportive of initiatives to improve KSAs opportunities to provide additional capacity (to allow for growth) and to recover quickly from disruption events which otherwise can have significant downstream consequences for international carriers.

BARA members have enjoyed strong support from the airport Coordination Services provided at KSA over many years and have full confidence in both the current coordinator and the WASG rules. BARA is not a 'slot expert' and therefore provides the following more general commentary on the Bill objectives: -

- The WASG is a live document which can adjust according to need and the demands of all players in the aviation ecosystem. In particular for long-haul international carriers, the requirement to coordinate slots at both ends of routes to & from Australia is always challenging. BARA recommends that the Act Amendment Bill 2024 incorporate to the maximum extent possible some of the flexibility which is inherent in the WASG.
- BARA strongly supports the application of a flexible recovery period with an increased number of movements permissible at KSA to allow operations to re-stabilise faster back towards established timetables. It is important that Airservices Australia be able to fully utilise the enhanced number of movements during the agreed recovery periods without fear of draconian compliance action should movements even temporarily exceed the proposed recovery movement caps. What is more critical to both users and the public at large is the more rapid return to 'normal operations' post disruption, which minimises the current sometimes extensive downstream effects of delays including additional re-scheduled services operating at otherwise 'quieter' times from KSA.
- BARA supports efforts to increase compliance with the existing scheme, however considers that the Bill is lacking clarity as to the process of compliance and the overall objectives – which should be to promote maximum efficiency and increase compliance where possible (whilst recognising and allowing for known non-compliance variation). It is not clear from the Bill how the penalty unit system will be applied or would work to improve compliance, and BARA members are concerned that they could be inappropriately non-compliant and subject to civil penalties without clarity as to how they should operate.
- Reporting and timing: BARA recommends that the Bill align with WASG rules with respect to the return and management of slots. Sydney KSA has local slot management requirements which are covered under the existing Act, however for the purposes of planning and management of schedules, KSA is simply one of hundreds of international airports to which BARA members provide services. A unique set of deadlines outside of the well known and accepted WASG Slot Return Deadline (SRD) and Historic Baseline Date (HBD) dates may lead to inefficiencies and unforeseen compliance issues at KSA if different rules or deadlines (the Bill refers to 14 days lead-times) than those to which the global aviation industry are working towards are in place only at KSA. This could be contrary to the objectives of the Bill which is to improve access and competition at KSA.
- BARA observes that the existing reporting and use requirements of slots is extensive and urges against additional reporting requirements specifically for application to the Bill, where existing reporting could be either streamlined or further shared to meet the Bill objectives.

BARA thanks the Committee for encouraging input and appreciates the opportunity to provide these comments. Please contact BARA should you wish for any further clarification on any point.

Yours sincerely

Stephen Pearse
Executive Director

Appendix A: BARA member airline list



Appendix A: Current BARA Airline members

- AIRASIA X
- AIR ASIA Berhad
- INDONESIA AIR ASIA
- PHILIPPINES AIR ASIA
- THAI AIR ASIA
- THAI AIR ASIA X

AIR CANADA

AIR NIUGINI

AIR MAURITIUS

AIR NEW ZEALAND

AIRCALIN

AIR VANUATU

ALL NIPPON AIRWAYS

AMERICAN AIRLINES

ASIANA AIRLINES

CATHAY PACIFIC AIRWAYS

CHINA AIRLINES

CHINA EASTERN AIRLINES

CHINA SOUTHERN AIRLINES

DELTA AIR LINES

ETIHAD AIRWAYS

EVA AIRWAYS

FIJI AIRWAYS

GARUDA INDONESIA

HAWAIIAN AIRLINES

JAPAN AIRLINES

LATAM AIRLINES

MALAYSIA AIRLINES

NAURU AIRLINES

PHILIPPINE AIRLINES

QATAR AIRWAYS

ROYAL BRUNEI AIRLINES

SCOOT

SINGAPORE AIRLINES

SOLOMON AIRLINES

SOUTH AFRICAN AIRWAYS

SRILANKAN AIRLINES

THAI AIRWAYS INTERNATIONAL

TURKISH AIRLINES

UNITED AIRLINES

VIETNAM AIRLINES

VIRGIN AUSTRALIA