



AIRPORT COORDINATION AUSTRALIA

Registered as Airport Coordination Australia Pty. Ltd. (ABN 16 082 075 901)

To Scheduling Departments of

- International Airlines Serving Australia,
- Domestic Airlines serving Sydney

**Coordination and Allocation of Timeslots
2004 Northern Summer Schedules
(28 March 2004 - 30 October 2004)
113th Schedule Conference
Singapore, November 2003**

Timeslot requests for all international services at all Australian International airports, for Domestic New Entrant and Incumbent services at Australian airports using common user terminals and for all operations at Sydney Airport during the 2004 Northern Summer Scheduling period should be submitted to Airport Coordination Australia

NOT LATER THAN 23:59 UTC 12 October 2003,

either by Sita message to HDQACXH, Fax: +61 2 9313 4210 or e-mail: aca@coordaus.com.au. The initial allocation of timeslots will be based on requests received by the deadline. Requests received after the deadline will be accorded a lower priority.

Please note that the IATA Scheduling season for the coordination of Australian airports covers the period from 27 March 2003 16:00 UTC to 29 October 2004 15:59 UTC.

Submissions should be made in SSIM Chapter 6 format in **UTC**. However, submissions in local time will be accepted, provided that the time mode is clearly stated and variations for Daylight Saving Time periods are correctly accounted for.

When using the new Chapter 6 format, slot listings for flights with S04 historical precedence should be used as the basis for any changes. These were advised by SHL in September 2003. Airlines wishing to check their detailed slot allocations for S03 should refer to the appropriate section of our Website (www.coordaus.com.au) using their allocated sign-in codes.

All submissions **must** include details for flights that commence in the W03 season on 26 and 27 March 2004 UTC and arrive or depart at Australian airports in the S03 season **after 16:00 UTC on Saturday 27 March 2003**. (Refer also to SSIM Appendix H [d] for out of season movements).

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For your guidance scheduling guidelines as declared by the appropriate airport authority and NAC utilisation charts are attached to assist with planning. (Sydney Airport and International Terminals at Adelaide, Brisbane, Cairns, Darwin, Melbourne, and Perth are SCR [Level 3] airports):

While no formal schedule co-ordination exists for Goldcoast (Coolangatta), Hobart, Port Hedland, Townsville, and Norfolk Island in view of the very limited facilities available, airlines planning international operations or domestic operations requiring common use facilities through these airports are requested to forward their proposed timings by SMA (Level 2 Airports)

The 1995 Sydney Curfew Act and subsequent regulations do not permit the operation of any international movement earlier than 06:05 local, except for 24 international passenger aircraft arrivals per week in the 05:00 hour. Airlines are reminded that the curfew at Sydney (23:00 - 06:00 local) is absolute. Also, longhaul flights must takeoff by 22:45 local if the runway direction is to the North (Runway 34L) and it is therefore recommended not to **schedule** longhaul international departures **later than 22:00** local.

Note: The Australian Government regards the proper observation of the curfew as an obligation which **must** be followed by all carriers operating into Sydney. It is a very important operating requirement of the Airport. Any deliberate breaches of the curfew will be fully pursued through the Australian courts. The Australian Department of Transport has advised that any deliberate breach will be a matter which the Government will have full regard to in considering future access to the Airport for the carrier concerned.

The Sydney Airport Demand Management Act 1997, Slot Management Scheme 1998 as amended in 2001 and Sydney Airport Demand Management Regulations 1998 apply to all runway movements at Sydney Airport. It is an offence (with severe financial penalties) to arrive or depart without a slot allocated by Airport Coordination Australia, therefore, great care has to be taken with flights that operate over the season boundary in order to avoid such severe fines.

Yours faithfully,

Ernst J. Krolke
Chief Executive Officer
29 September 2003

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