



Airport Coordination Australia

ABN 16 082 075 901

Level 3 Suite 1227 International Terminal (T1)

Sydney International Airport NSW 2020

Phone: +61 (0)2 9313 5469

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To Scheduling Departments of

- International Airlines Serving Australia,
- Domestic Airlines serving Darwin, Brisbane and Sydney

**Coordination and Allocation of Timeslots
2010 Northern Winter Schedules
(31 October 2010 - 27 March 2011)
126th Schedule Conference
Berlin , June 2010**

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 Brisbane, Darwin and Sydney Airports during the 2010 Northern Winter Scheduling period should be submitted to Airport Coordination Australia

NOT LATER THAN 23:59 UTC 13 May 2010,

Preferably by e-mail to slots@coordaus.com.au , or otherwise either by Sita message to HDQACXH, or Fax: +61 2 9313 4210. 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 Scheduling season for the coordination of Australian airports covers the period from 30 October 2010 16:00 UTC to 26 March 2011 23:59 UTC.

Therefore, all submissions **must** include details for flights that commence in the S10 season on 29 and 30 October 2010 UTC and arrive or depart at Australian airports in the W10 season **after 16:00 UTC on Saturday 30 October 2010**. (Refer also to SSIM Appendix H page 463 for clearances for flights partly out of season).

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 on the SCR reference line as '/LT' and that variations for Daylight Saving Time periods are correctly accounted for. **It is essential to use the aircraft type in Appendix 6 of the SSIM Manual and *not* the aircraft group to ensure the appropriate apron space is allocated. For example do NOT use 777 but use 772, 77L, 773 or 77W. Do NOT use 330 but use 332 or 333 etc..**

Slot listings for flights with W10 historical precedence based on W09 operations as agreed by 03 May 2010 should be used as the basis for any changes. . Airlines wishing to check their detailed slot allocations for W09 should refer to the appropriate section of our Website (www.coordaus.com.au) using the allocated sign-in code (User: Airlines, Password: aca123). **Remember, that historic precedence may NOT be granted to flights where capacity relevant elements change in the initial filings.**



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For your information scheduling guidelines as declared by the appropriate airport authority and capacity utilisation charts are available on our Website to assist with planning. (Darwin, and Sydney airports and International Terminals at Adelaide, Brisbane, Cairns, Goldcoast, Melbourne, and Perth are SCR [Level 3] airports).

While no formal schedule co-ordination exists for Hobart, Newcastle, Port Hedland, Townsville, and Norfolk Island in view of the very limited facilities available, airlines planning international operations or domestic operations requiring access to common user 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. Airlines are reminded that the curfew at Sydney (23:00 - 06:00 local, scheduling limit 22:30 - 06:05) is absolute. Also, longhaul flights **must takeoff** before 22:45 local if the runway direction is to the North (Runway 34L) and it is therefore recommended not to **schedule new** longhaul international departures **later than 21:45** 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 Infrastructure, Transport, Regional Services and Local Government 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 as amended in 2009, 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 should to be taken with the filing of flights that operate over the season boundary in order to avoid such severe fines.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'YJK', is written over a light blue horizontal line.

Ernst J. Krolke
Chief Executive Officer
04 May 2010