



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

Fax: +61 (0)2 9313 4210

To Scheduling Departments of

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

**Coordination and Allocation of Timeslots
2006 Northern Summer Schedules
(26 March to 28 October 2006)
117th Schedule Conference
Osaka, November 2005**

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 Darwin and Sydney Airports during the 2006 Northern Summer Scheduling period should be submitted to Airport Coordination Australia

NOT LATER THAN 23:59 UTC 13 October 2005,

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 IATA Scheduling season for the coordination of Australian airports covers the period from 25 March 2006 16:00 UTC to 28 October 2006 15:59 UTC.

Therefore, all submissions **must** include details for flights that commence in the W05 season on 24 and 25 March 2006 UTC and arrive or depart at Australian airports in the S06 season **after 16:00 UTC on Saturday 25 March 2006**. (Refer also to SSIM Appendix H page 541 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 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.**

Slot listings for flights with S06 historical precedence based on S05 operations should be used as the basis for any changes. These were advised by SHL in early September 2005. Airlines wishing to check their detailed slot allocations for S05 should refer to the



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

Fax: +61 (0)2 9313 4210

appropriate section of our Website (www.coordaus.com.au) using their allocated sign-in codes.). Discrepancies should be settled with ACA by 6 October 2005.

For your guidance scheduling guidelines as declared by the appropriate airport authority and NAC utilisation charts are available on our website to assist with planning. (Darwin and Sydney airports and International Terminals at Adelaide, Brisbane, Cairns, 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 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, 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 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 the signature line.

Ernst J. Krolke
Chief Executive Officer
20 September 2005