

# Asia/Pacific Airport Coordinators Association (APACA)

## Agenda Item 5

Slot Performance  
(including 80/20 and ontime performance)

4th APACA meeting  
15 June, 2012  
Barcelona, Spain

# Airport Coordination Australia

## Presentation to APACA

### Treatment of Historic Precedence and On-time Performance in Sydney

Ernst J. Krolke, Chief Executive Officer  
June 2012



# Requirements for Historic Precedence (80/20)

- n The 1998 Sydney Airport Demand Management Act stipulates that
  - A slot is a permission to operate an aircraft movement on a (local) day.
  - A series of slot must be utilised 80% in a season.
  - The Slot Manager (Coordinator) may grant exemptions in exceptional circumstances.
    - n Weather, Volcanic Ash, Industrial disputes, Airport closures etc
- n The Act includes a Compliance Scheme that requires the use of a slot within a tolerance.

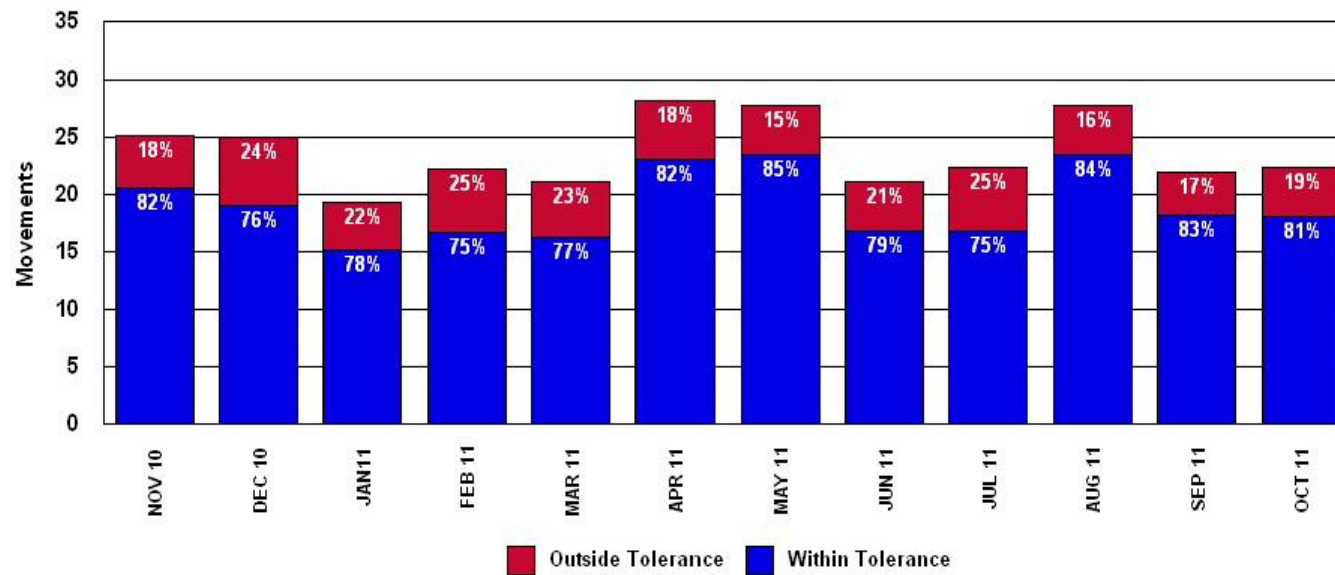
# Compliance Scheme Use of Slots

- n The Act and 1998 Slot Management Scheme require that slot utilisation within a tolerance:
  - Flight time less than 3 hours have a tolerance of +/- 15 Minutes
  - Flight time longer than 3 hours have a tolerance of +/- 30 Minutes
  - Airlines have to give a reason why a flight is out of tolerance.
    - n 80% of flights in a series must with within tolerance or excused
    - n Series less than 80% within tolerance will be fined but will not lose their historic precedence
    - n Movements out of tolerance may be excused if outside airline influence
    - n Fines range from AUD 550 to AUD 88,000 depending on the number of fines that an airline accrues in a season
  - In S11 (April – October 2011) 115,842 movements were recorded with 24789 (21.4%) out of tolerance affected by Volcanic Ash. The reasons given for 1696 (6.8%) movements were not excused but most were between 1 and 6 occurrences avoiding a fine.

# SLOT MANAGEMENT AT SYDNEY AIRPORT

## Compliance Committee Report

Total Performance - W10/S11 (November 2010 - October 2011)



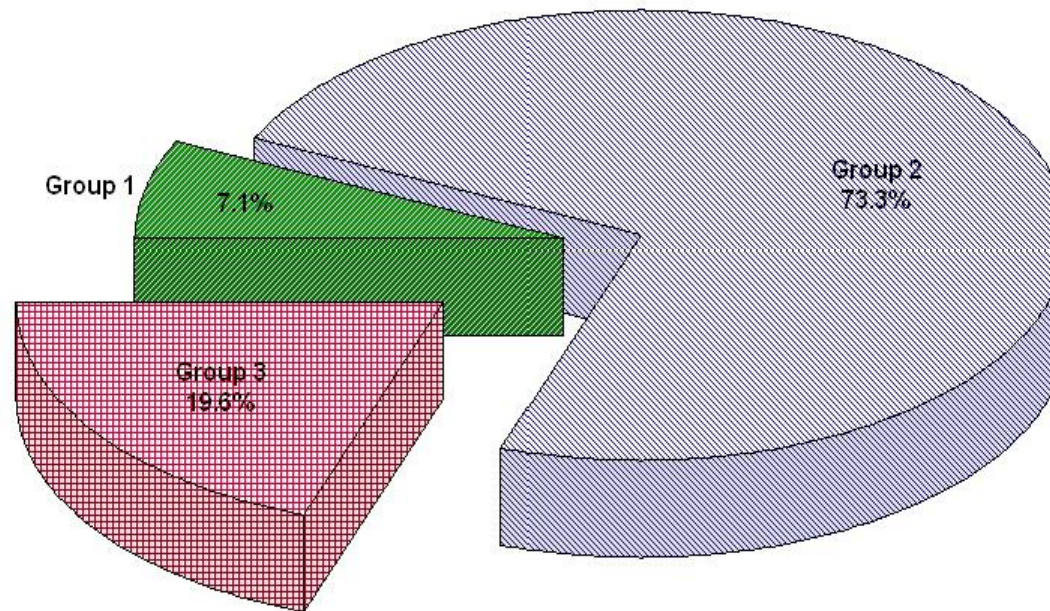
Updated March 12



# SYDNEY AIRPORT

## Summary of Off Schedule Reasons by Group S11 (April - October 2011)

### Delay Reasons



Group 1: Reduced acceptance rates, Airport access and facilities restrictions, Industrial disputes (A-C)

Group 2: ATC, Safety, Safety related, Security, Weather, Consequential. Block Time, (D-I, P)

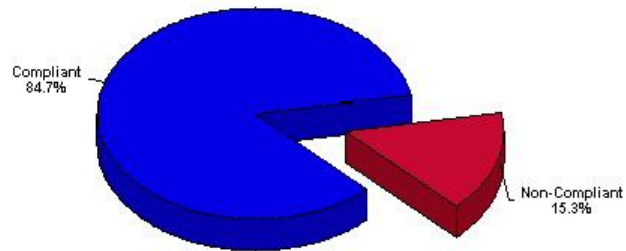
Group 3: Aircraft & Ground Services equip, Pax convenience, Other, Nil Response, Disputed, Engineering & related (J-O)

# SYDNEY AIRPORT

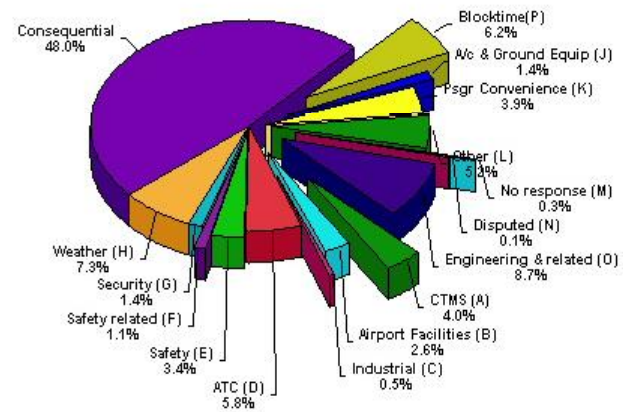
## Compliance Performance of Recorded Flights

S11 (April - October 2011)

### Compliance



### Reasons for Off-Schedule

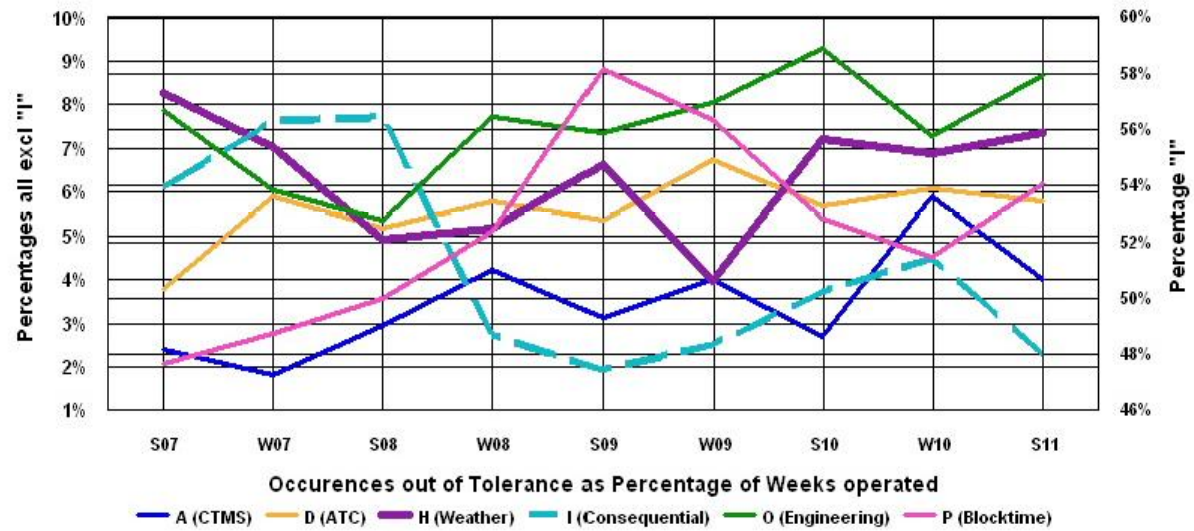


March 2012





## Compliance - Sydney Airport Percentage Variations for Major Reasons S07 -S11 (April 2007 - October 2011)

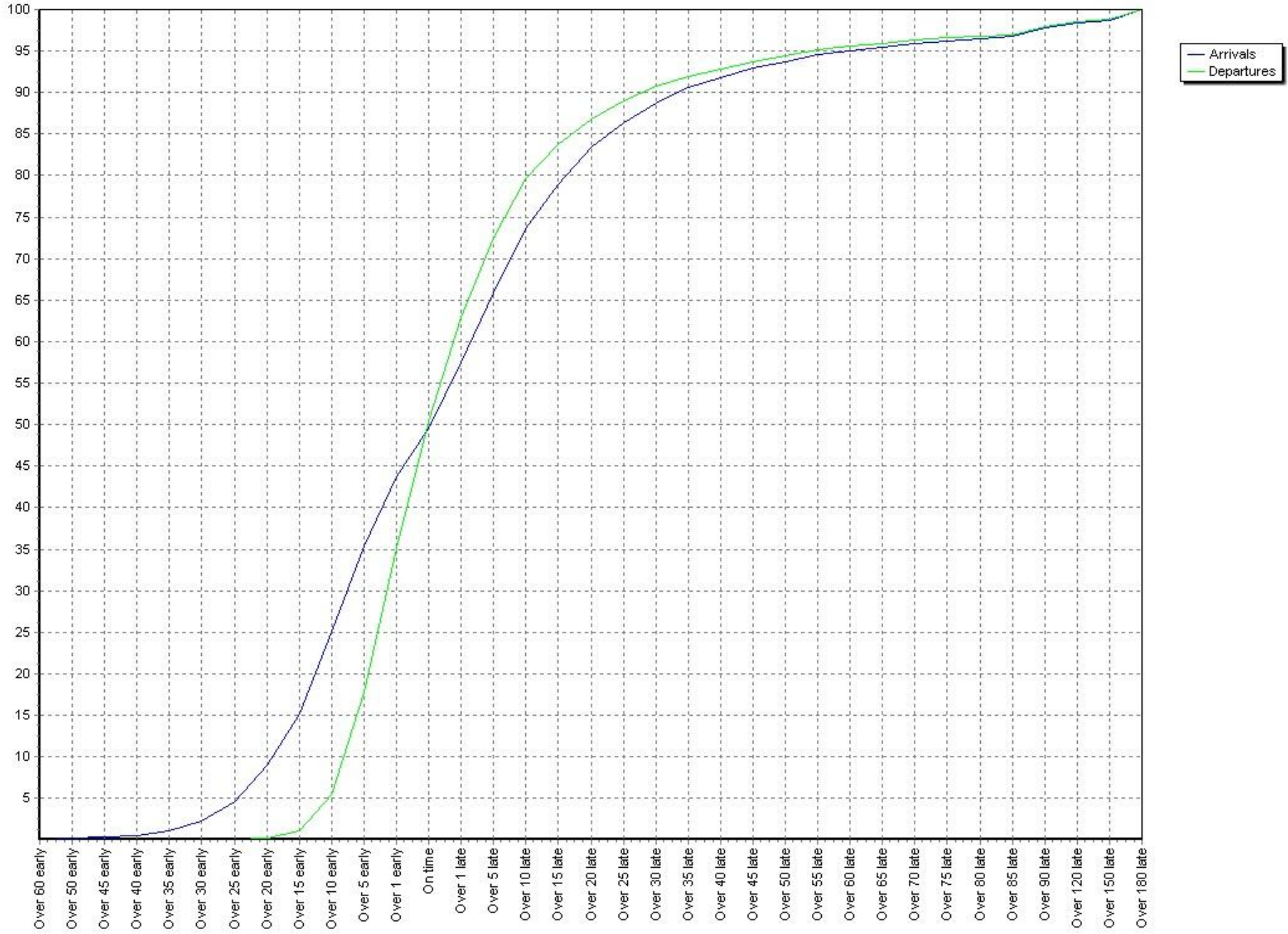


March 2012





Cumulative Punctuality International Flights April - October 2011



Cumulative Punctuality Domestic Flights April - October 2011

