

STANDING COMMITTEE ON STATE DEVELOPMENT

Inquiry into Regional Aviation Services

Questions on Notice to Ernst J. Krolke

1. Provision of a list of slot that will go back to the slot pool at the end of October 2014.

06:25 am departure Monday to Friday

06:45 am departure Monday to Friday

06:45 am departure Monday to Friday

09:15 am arrival Monday to Friday and Sunday

09:40 am arrival Monday to Friday

09:45 am arrival Monday to Friday

04:30 pm departure Monday to Friday and Sunday

04:30 pm departure Monday to Friday and Sunday

05:00 pm departure Monday to Friday

07:20 pm arrival Friday and Sunday

2. How many peak period slots are taken up by 19-seater aircraft?

2 flights (4 movements) per week for a six week period in August/September 2014

3. Compliance of Slot usage by NSW Regional airlines

During the current scheduling period, between 30 March and 30 August 2014 the 3 airlines operating regular passenger service between Sydney and NSW ports achieved an average 82.2% operation within 15 minutes of the allocated slot time. The major reasons for delays were weather related.

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Supplementary questions to Ernst J. Krolke

1. An aircraft that is engaged in a 'no slot' movement operated into or out of Sydney Airport without having obtained a slot allocation from the Slot Manager (Airport Coordination Australia). The penalty as per the Sydney Airport Demand Management Act is 2,000 penalty units.
An aircraft that is engaged in a 'off-slot' movements operated into or out of Sydney Airport outside the tolerance of 15 minutes of the allocated slot time. The compliance Scheme of the Act exempts such operations if the reason is outside the operator's influence (like Weather, Safety or Security related issues. If a flight in a season is more than 20% off-slot, the Compliance Committee may direct the Slot Manager (ACA) to issue an infringement notice. The fines start with 5 penalty units but increase to 200 penalty units for repeat offenders. So far, ACA has not issued any penalty notices.
2. 50 arrival movements in an hour can be achieved on the best available runway combination on the day. To achieve a higher rate would require technology that is not available and a lesser diversity of aircraft sizes. Sydney Airport has a great variety of aircraft sizes in the peak periods from 19-seater to 500-seater aircraft. Wake turbulence requires greater preparation for smaller aircraft.
3. The 80 movement cap is a political/environmental decision. To increase the movement rate the Act would have to be amended. There would be a benefit if the movement rate could be increased.