

Sydney Airport Domestic Slot Audit

Slot Report

November, 2024

Sydney Airport Domestic Slot Audit

Slot Report

Version 1.1

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Terms and Acronyms

Term or Acronym	Definition
ACA	Airport Coordination Australia ¹
AHP	Australian Holiday Period
AODB	Airport Operational Database
GA	General Aviation
HBD	Historic Baseline Date
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
JNUS	Justified Non- Utilisation of Slots
JQ	Jetstar Airways (IATA Code)
NUS	Non-Utilisation of Slots
PRSS	Permanent Regional Service Series
QF	Qantas (IATA Code)
REX	Regional Express
RPT	Regular Public Transport
SACL	Sydney Airport Corporation Limited
SAL	Slot Allocation List
SHL	Slot Historic List
SIR	Slot Information Request
VA	Virgin Australia (IATA Code)
ZL	Regional Express (IATA Code)

¹ In 2024, Airport Coordination Australia (ACA) was renamed as Capacity Optimisation Group. During the audit period and on commencement of this report, it was still known as ACA.

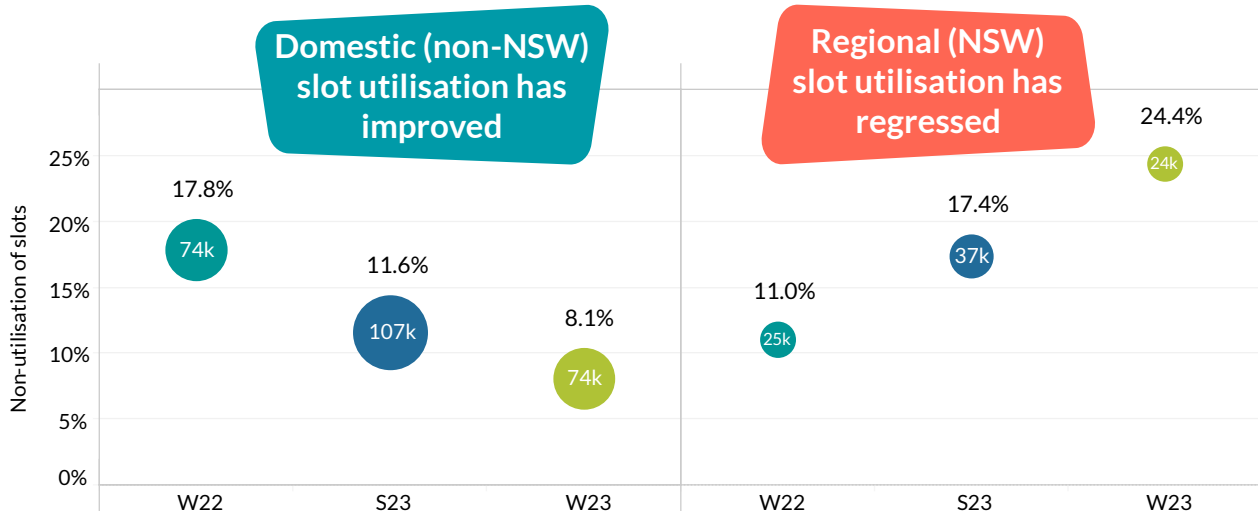
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Key issues and insights

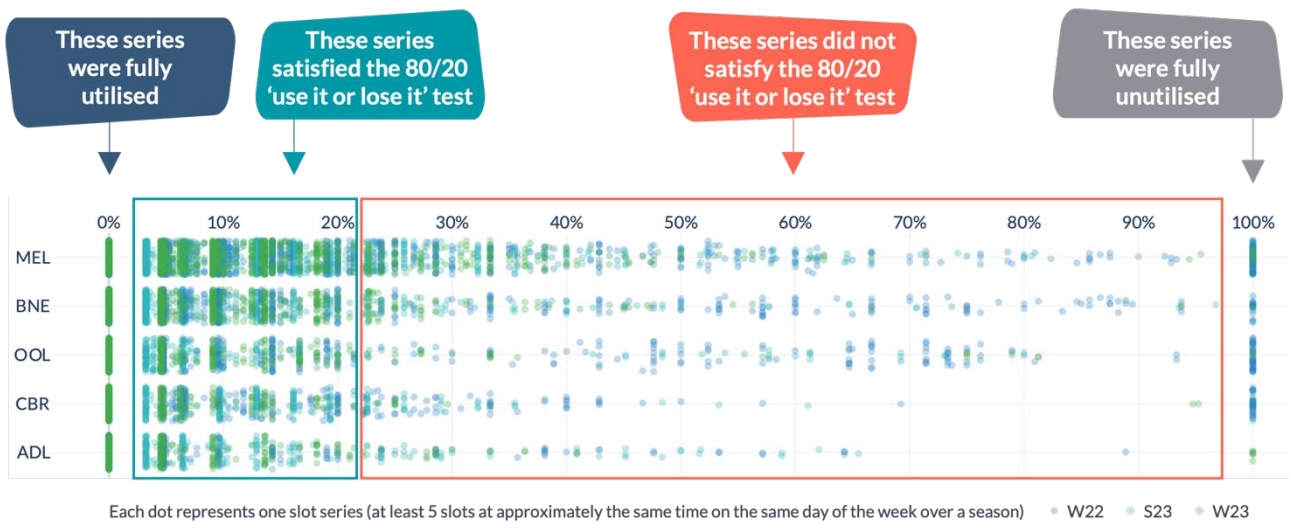
Slot utilisation is improving as operating conditions return to normal

Between October 2022 and March 2024, over three scheduling seasons, slot utilisation improved for most airlines in most markets. In Sydney, approximately 60% of slots are for Domestic (non-NSW) flights, with non-utilisation dropping from 17.8% in W22 to 8.1% in W23. Regional (intra-NSW) slots account for about 20% and saw non-utilisation increase from 11.0% in W22 to 24.4% in W23, due to temporary operational issues affecting a single airline.



Higher frequency routes attract higher non-utilisation rates

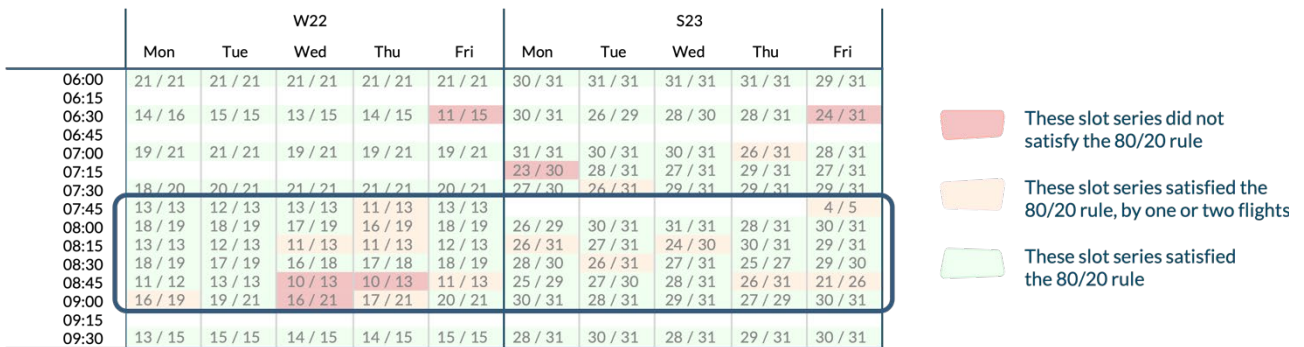
Routes from Sydney (SYD) to major cities with frequent services continue to have non-utilisation rates higher than the domestic average (excluding regional NSW). Throughout the audit period, Melbourne (MEL), Brisbane (BNE), Gold Coast (OOL), Canberra (CBR) and Adelaide (ADL) have consistently exhibited notably high rates. Airlines explain that when managing disruptions or contingency plans, they consider multiple factors, and cancelling flights on high-frequency routes is often more effective for restoring network stability while minimising customer inconvenience. However, since business-focused capital city schedules are densest during peak periods, higher non-utilisation on these routes disproportionately impacts peak period slot utilisation.



Airlines with large slot holdings can tactically spread non-utilisation across numerous series during peak periods.

Airlines with a significant number of slots at an airport can choose not to use certain slots from multiple different series (a series being a set of at least 5 slots at approximately the same time on the same day of the week over a season). By doing this selectively during busy periods, they can avoid using some slots while still meeting the 80/20 rule.

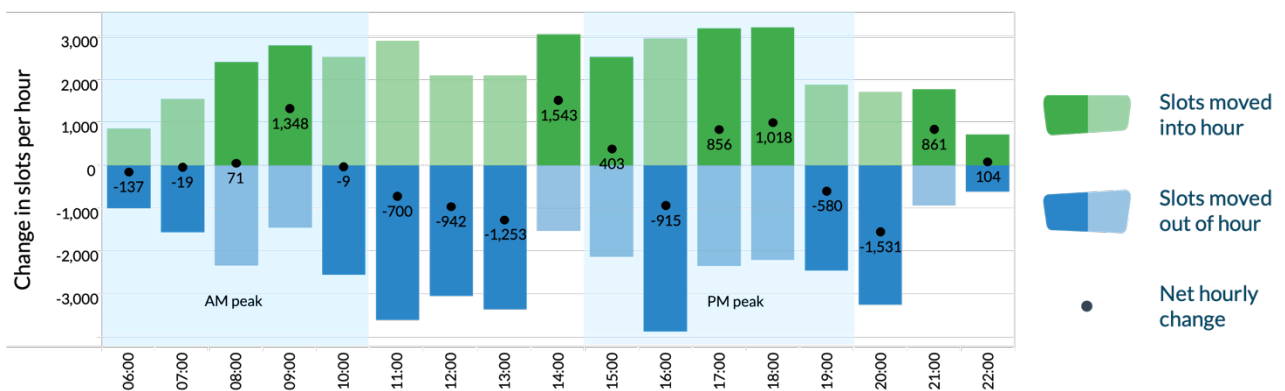
The audit observed patterns of non-utilisation clustered around the 80% 'use it or lose it' utilisation threshold on high-frequency routes, especially during peak periods. This "spreading out" of unused slots across different series ensures they still meet the minimum usage requirement overall, allowing them to keep control of their slots in the long term while gaining some operational flexibility. This can help them adjust their schedules to current demand without losing their rights to valuable slots in future seasons.



Airlines do not always accrue historic rights for slot series, yet are able to reacquire the same series

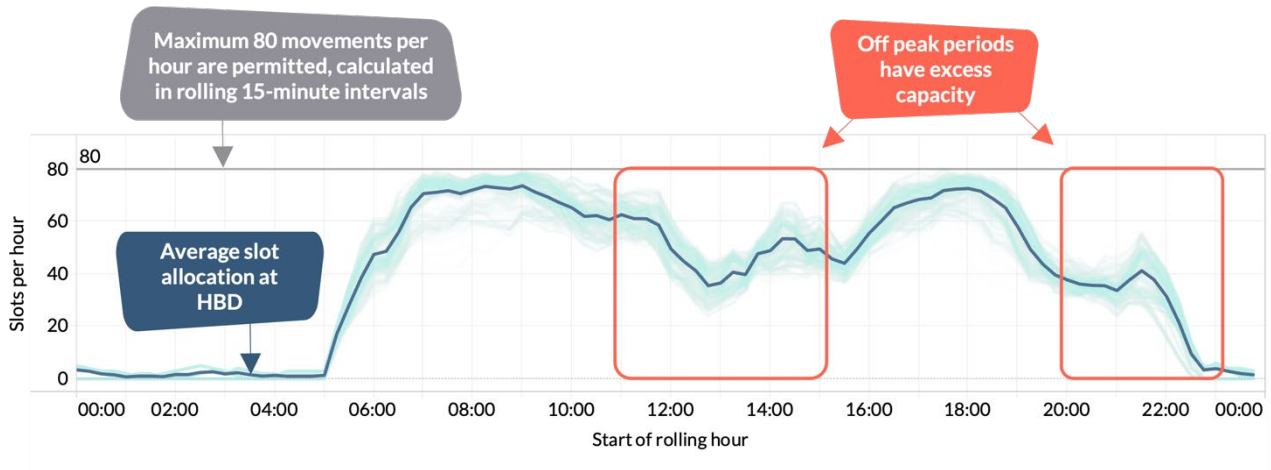
Airlines can reacquire the same slots without accruing historic rights due to several factors that make the process more achievable. The availability of excess capacity during off-peak times means that airlines often face little competition when requesting slots, even if they failed to meet the 80% utilisation requirement. Airlines can also adjust the timing of slot series that have accrued historic rights to obtain more favourable schedules.

By requesting changes to these existing slots, they can move into peak periods where demand is higher. During the audit period, 4,052 slot series were moved into peak periods while 2,798 moved out, resulting in a net increase of 1,254 slot series in peak times. This shift is facilitated by the Slot Management Scheme, which prioritises allocating available slots to airlines seeking changes to their historic slot series. This mechanism allows airlines to enhance their slot portfolios over time, mitigating the impact of lost historic rights and optimising their schedules.



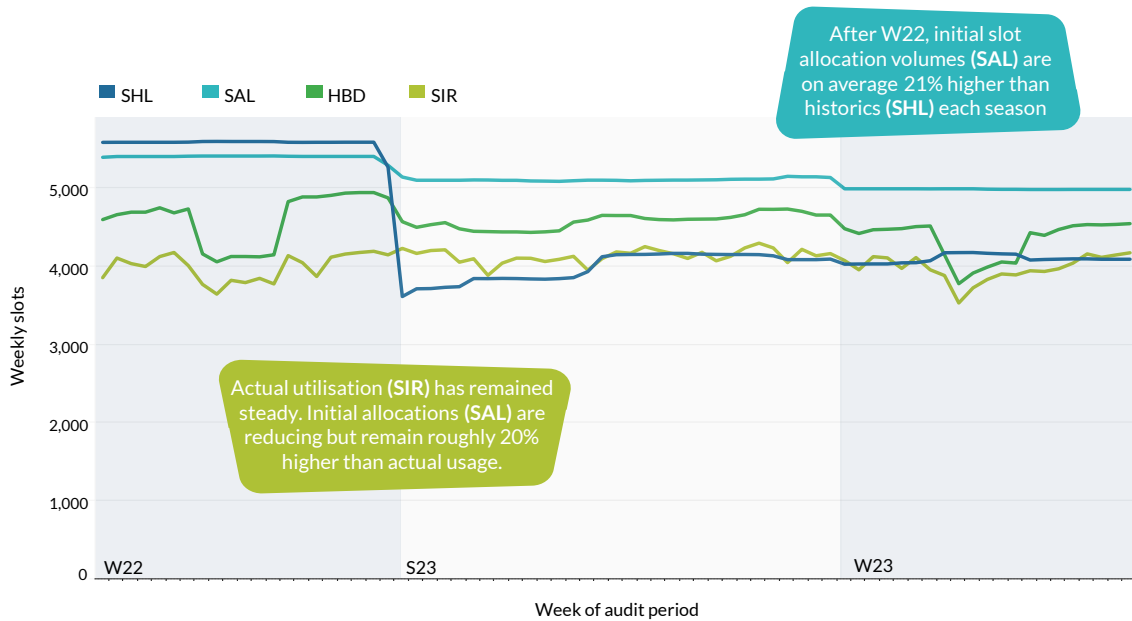
The 80/20 rule is not an effective compliance tool outside peak periods

Airlines that do not meet the 80% utilisation rate required for historic flying rights in off peak periods can still reacquire the same slot series in subsequent seasons. This is because off-peak periods often have available capacity, allowing airlines to request and regain the same slots if there are no competing requests. As a result, the intended compliance mechanism of the 80/20 rule loses effectiveness outside of peak times, since airlines face minimal consequences for underutilisation in these times.



Airlines are receiving more slots than they earned historic rights for in previous seasons

Airlines typically receive more slot offers at the Slot Initial Allocation Listing (SAL) than they end up reserving by the Historic Baseline Date (HBD). Although the HBD file is the main benchmark for measuring slot usage by airlines, requesting and allocating more slots than needed increases the Slot Coordinator's workload and can falsely suggest that prior to HBD, slots are more limited than they actually are. Recent seasons have shown improvement, and airlines explain that their slot requests are heavily influenced by the performance of previous seasons. As operating conditions stabilize, the gap in slot volumes between SAL and HBD is expected to keep narrowing.



Airlines are not scheduling more flights than their available fleet can service

Throughout the audit period, each airline consistently had more deployable aircraft available than their schedules required. This means in general, airlines had sufficient fleet capacity to meet the demand indicated by their published schedules. Factors such as aircraft retirements, new deliveries, planned or unplanned maintenance, and manufacturer directives can influence when individual aircraft are available for service. Despite these fluctuations, the total available fleet remained adequate to fulfill scheduled operations.



Executive summary

This report, commissioned by the Department of Infrastructure, Transport, Regional Development, Communications, and the Arts (the Department), summarises an audit of domestic slot usage at Sydney Airport for the three scheduling seasons spanning from October 2022 to March 2024.

Key findings from the audit reveal a gradual improvement in slot utilisation as operating conditions return to normal following the COVID-19 pandemic. Between Winter 2022 (W22) and Winter 2023 (W23), the rate of non-utilisation of domestic slots decreased significantly from 17.8% in W22 to 8.1% in W23, while regional (intra-NSW) slots saw an increase in non-utilisation due to operational issues experienced by a single airline.

The most recently completed season (W23) is the first season for several years without any major external influences that may affect performance such as wide-ranging Ministerial Directives, waivers and travel restrictions. While it is important to recognise improved utilisation, future audits will determine whether the decreasing trend in domestic (non-NSW) slot utilisation continues and returns to historical levels.

High-frequency routes, such as those connecting Sydney to Melbourne, Brisbane, and Canberra exhibited disproportionately high non-utilisation rates compared to other domestic routes. Airlines explained that cancellations on these routes were often used as a tactical approach to manage network disruptions while minimising passenger inconvenience. This behaviour targeting trunk routes however, contributes to a higher concentration of non-utilised slots during peak travel periods where schedules are most dense. By focusing cancellations on high-frequency routes, airlines can quickly re-accommodate affected passengers on alternative services, but this practice leads to underutilisation of valuable slots during peak demand periods, ultimately impacting the efficiency of the slot allocation system.

Additionally, airlines with large slot holdings often spread non-utilisation across multiple different slot series to ensure compliance with the minimum 80% usage requirement, while still retaining operational flexibility. By underutilising slots across multiple series, they maintain control over their slot portfolio without exceeding the non-utilisation threshold, allowing them to adapt their schedules without losing valuable peak-time slots.

The audit further found that airlines do not always accrue historic rights for slot series, yet they are often able to reacquire the same series in subsequent seasons. This is possible due to the provision within the Sydney Airport Demand Management Act, which prioritises airlines adjusting historic slots over a new request for a slot at the same time. This practice enables airlines to secure more favourable schedules and retain control of valuable slots during peak periods, even if they have previously failed to meet the required utilisation threshold.

The audit identified challenges with the effectiveness of the 80/20 rule as a compliance tool outside peak periods. The analysis revealed that airlines often reacquired the same slots in subsequent seasons without meeting the historic utilisation threshold, largely due to excess capacity and a lack of competing requests for slots during off-peak times. With minimal consequences for underutilisation otherwise, this weakens the intended regulatory pressure to ensure efficient use of slots year-round.

The number of slots offered to airlines in the Slot Initial Allocation Listing (SAL) is consistently higher than the slots carried forward with historic rights and those eventually reserved by the Historic Baseline Date (HBD). While the HBD file is the key benchmark for measuring slot utilisation, requesting and trading more slots than are ultimately reserved increases the Slot Coordinator's workload and may create the impression that slot availability is more limited than it actually is. Recent seasons show improvement, and airlines explain that slot filings are influenced by past seasons. As conditions stabilise, the gap between SAL and HBD is expected to narrow.

Throughout the audit period, each airline consistently had more deployable aircraft available than required by their schedules. While factors such as aircraft retirements, delivery delays, maintenance, and manufacturer directives can impact availability, the total fleet remained sufficient to meet the demand reflected in published schedules. Despite these fluctuations, airlines ensured they did not schedule more flights than their available fleet could support.

1 Introduction

This document is a report summarising the findings of a slot usage audit conducted at Sydney Airport. It investigates the utilisation of domestic slots by major airlines, focusing on the three scheduling seasons between October 2022 and March 2024. The report aims to understand how slot allocation and utilisation impact competition and community protections. The audit analyses trends in slot requests, scheduling and utilisation, including the reasons for non-utilisation. It also examines how airlines manage their slot portfolios, including changes to historic slot allocations and the impact of justified non-utilisation of slots (JNUS) declarations. Finally, the report provides insights into the capacity of airlines to operate their allocated slots.

1.1 Background and context

The Australian Government is enacting a package of reforms targeting the operation of the Sydney Airport Demand Management System. This package includes a commitment to prepare and publicly release an independent audit of slot usage at Sydney Airport. This legislative review ties in with views expressed in industry feedback shared during the development of the Aviation White Paper, where aviation stakeholders referenced difficulty accessing slots at capacity-constrained airports as potentially limiting competition and eroding community protections.

The Department engaged To70 Aviation to analyse domestic slot usage throughout the slot scheduling process and operating seasons for Northern Winter 2022, Northern Summer 2023, and Northern Winter 2023 (30 October 2022 – 30 March 2024). This timeframe is referred to as the "audit period." The audit period took place before any of the previously mentioned reform measures were announced or legislated.

1.2 Audit scope

The audit identified observable patterns of behaviour by major domestic airlines operating at Sydney Airport, prepared findings for consultation and discussion with operators and stakeholders, consolidated data with supporting rationale and context, and summarised the results for consideration by internal stakeholders through a preliminary findings report. This report is a summary of those findings, containing the key issues and observations from the audit. Specific terminology, concepts, and timelines related to slot management mentioned within the report are explained in more detail at Section 2.

The audit period for consideration encompasses three past scheduling seasons between October 2022 and March 2024:

1. Northern Winter 2022: 21 weeks (30 October 2022 – 25 March 2023)
2. Northern Summer 2023: 31 weeks (26 March 2023 – 28 October 2023)
3. Northern Winter 2023: 22 weeks (29 October 2023 – 30 March 2024)

The audit includes an analysis of domestic passenger and freight scheduled operations from Sydney Airport and excludes charter, general aviation and international 'tag' flights. When aggregated by airlines, the following groups are considered:

- Qantas (including Qantas mainline and QantasLink),
- Jetstar,
- Virgin Australia,
- Regional Express (including jet and regional operations), and
- Other airlines (namely Link Airways and FlyPelican).

The audit focuses on identifying trends and patterns in regular domestic and regional city pairs. Routes with one or fewer daily movements are unlikely to provide sufficient data to inform demonstrable patterns. Where wet-leased aircraft are used, for example in the case of Alliance Airlines operating on behalf of Qantas, the flights are considered to be operated by the lessee, (e.g. Qantas).

This document compares slots held by airlines at multiple points over the slot allocation process and actual flights operated. Slots held but not operated are referred to as **non-utilised** rather than cancelled to avoid confusion with flights cancelled on the day of operation.

In this document, the term 'audit' refers to data analysis aimed at understanding trends in slot requests, scheduling, and utilisation. This analysis does not involve an external or internal audit in the sense of the principles, methodologies, and processes outlined in ISO 19011:2018 *Guidelines for Auditing Management Systems*.

1.3 Methodology

The audit of slot utilisation at Sydney Airport, covering the period from October 2022 to March 2024, involved a multi-faceted methodology encompassing data collection, analysis, and consultation with airlines.

1.3.1 Data collection and matching

Slot data

The audit utilised various data sets to understand slot allocation and utilisation. The **Slot Allocation List (SAL)**, **Slot Historic List (SHL)** and **Historic Baseline Data (HBD)** were matched with the **end-of-season Slot Information Request (SIR)** data providing slot allocation at the seasons' end. This allowed analysis of the slot allocation process, providing details on how individual slots were obtained and utilised through each season.

Actual operational data

To understand actual flight activity, operational flight data was also collected from Sydney Airport (SACL) and Airservices Australia based on runway movements.

Matching slot data with actual operational data

A matching algorithm was used to link the slot information to actual flight operations, providing a comprehensive picture of all aircraft movements into and out of Sydney Airport during the audit period. Slots with a matching flight are considered utilised, while slots where a matching flight could not be found are considered non-utilised.

1.3.2 Non-utilisation calculation and analysis

After matching the data sets, the audit calculated slot utilisation and non-utilisation rates. Importantly, for the report, non-utilisation was considered a slot held as of HBD for which no corresponding flight was operated. This excludes additional flights added during the season or flights for which no corresponding slot was found.

To understand the non-utilisation trends, flights were categorised as domestic (inter-state) and regional (intra-state). The audit examined non-utilisation rates at various levels, including overall trends, individual airlines, specific routes, and individual slot series. This multi-level analysis aimed to identify any patterns of slot underutilisation and potential areas requiring further investigation or explanation from the airlines.

1.3.3 Consideration of Justified Non-Utilisation of Slots (JNUS)

The audit acknowledges the existence of mechanisms like waivers and dispensations, allowing airlines to retain historical slots despite not achieving the 80/20 rule if non-utilisation was beyond their control.

The report identified specific occurrences of waivers and their potential impact on slot availability and utilisation during the audit period.

Furthermore, the audit examined the impact of **Justified Non-Utilisation of Slots (JNUS)**, a mechanism within Sydney's slot management framework allowing airlines to retain slots even if unused due to exceptional circumstances beyond their control, such as extreme weather or ATC issues.

The audit analysed JNUS declarations by season and assessed their impact on slot utilisation by comparing the number of non-operated slots during JNUS periods with non-JNUS periods.

1.3.4 Fleet capacity analysis

To assess airlines' capacity to operate their requested slots, the audit compared published schedules with fleet information provided by the airlines. By analysing schedules and fleet data, the audit determined the number of aircraft required to be deployed at any given time to operate the published schedule. This demand was then compared with the airlines' fleet capacity to assess potential shortfalls. In cases where demand exceeded capacity, the audit sought further information from the airlines regarding their scheduling and operational plans.

1.3.5 Airline consultation and feedback

A key aspect of the audit methodology involved gathering information and explanations from airlines regarding slot non-utilisation. The four main carriers – Qantas, Virgin Australia, Jetstar, and Regional Express – participated in consultation sessions, provided data, and shared feedback on preliminary findings.

Airlines were asked to categorise reasons for non-utilised slots, such as technical issues, weather, operational resilience, or crew resource constraints. A report of preliminary findings was issued to airlines, and they were invited to provide additional comments and justifications for observed patterns. Follow-up consultation sessions were held with airlines that accepted the invitation for further discussion. This feedback helped identify factors contributing to non-utilisation and offered context for potential patterns or areas of concern.

The audit report accentuates the importance of transparency and accountability in the slot allocation process at Sydney Airport and recognises the voluntary participation of all stakeholders. The applied methodology aimed to provide a thorough and comprehensive understanding of slot utilisation trends and to identify any potential areas for improvement within the slot management system.

2 Slot Management at Sydney Airport

This section provides an overview of the slot management processes at Sydney Airport, focusing specifically on the aspects that have implications for the audit. It aims to highlight key concepts, procedures, and regulations that are referenced throughout the analysis in this report to assist with understanding the issues.



Sydney Airport's operations are significantly constrained by both legislative and infrastructure-related factors that set it apart from other major airports. Most often, physical capacity such as the number of runways or terminal gates is a primary constraint on capacity. Runway movements at Sydney Airport however, are also restricted by two pieces of legislation: the Sydney Airport Demand Management Act 1997 and the Sydney Airport Curfew Act 1995.

Sydney Airport Demand Management Act 1997:

This Act establishes a regulatory framework that caps runway movements (take-offs and landings) at 80 per hour. This restriction has the effect of balancing airport movements with the need to minimise noise and environmental impact on surrounding communities, but it also limits the airport's potential capacity. The cap is enforced on a rolling 15-minute basis, meaning that every 15 minutes, movements in the upcoming hour are recalculated to ensure they do not exceed 80 within any 60-minute period. In a related but non-legislated measure, Sydney Airport's coordination parameters also limit movements to no more than 21 in any 15-minute period, which has the effect of distributing traffic more evenly across each hour.

Sydney Airport Curfew Act 1995:

The Curfew Act further restricts operations by prohibiting flights between 11 p.m. and 6 a.m., except for a few specific circumstances. This curfew aims to minimise noise disturbance for the surrounding community, reflecting the airport's effort to maintain its social license to operate.

2.1 What is a slot?

A slot as defined by the Worldwide Airport Slot Guidelines (WASG) is a permission given by a coordinator for a planned operation to use the full range of airport infrastructure necessary to arrive or depart an airport, on a specific date and time. The Sydney Airport Demand Management Act has a separate definition of a slot, in that a slot is a permission for a gate movement. A slot allocated under the Slot Management Scheme will permit a specified gate movement, on a specified time, and on a specified day.

2.2 What is a slot series?

Slots are organised into series, as long as the pattern of slots meets certain criteria. The total number of slots in a series, is the amount by which the 80/20 'use it or lose it' rule is calculated to determine historical precedence. Slots that are not part of a slot series cannot earn historic rights. Generally speaking, the rule is: If you hold a slot series at an airport, and operated it successfully (at least 80%) in the prior corresponding season, then you're entitled to that same slot series this year.

A slot series is defined in the Worldwide Airport Slot Guidelines (WASG) as a series of **at least 5** slots that are:

- Allocated for the same, or approximately the same time
- On the same day of the week
- Distributed regularly in the same season

Airlines get a higher preference from the slot coordinator when requesting slots in a series, and they also give airlines greater certainty about their scheduling from year to year. Once an airline operates a series sufficiently (at least 80%), it can receive a historical precedence or often simply an "historic". Note also there is no reference to aircraft or destinations, so technically a single slot series could be used to fly to more than one destination across the season.

							Same day of week	Same time	Distributed regularly (at least 5)	
FRIDAY	FRIDAY	FRIDAY	FRIDAY	FRIDAY	FRIDAY	FRIDAY				This is a slot series
15 NOV	22 NOV	29 NOV	6 DEC	13 DEC	20 DEC	27 DEC	✓	✓	✓	
ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	✓	✓	✓	
10:00AM	10:00AM	10:00AM	10:00AM	10:00AM	10:00AM	10:00AM	✓	✓	✓	
	FRIDAY	FRIDAY		FRIDAY	FRIDAY	FRIDAY				This is not a slot series (not distributed regularly)
×	22 NOV	29 NOV	×	13 DEC	20 DEC	27 DEC	✓	✓	✗	
	ARRIVAL	ARRIVAL		ARRIVAL	ARRIVAL	ARRIVAL	✓	✓	✗	
	10:00AM	10:00AM		10:00AM	10:00AM	10:00AM				
FRIDAY	MONDAY	FRIDAY	THURS	FRIDAY	FRIDAY	SUNDAY				This is not a slot series (different days of week)
15 NOV	25 NOV	29 NOV	5 DEC	13 DEC	20 DEC	29 DEC	✗	✓	✓	
ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	✗	✓	✓	
10:00AM	10:00AM	10:00AM	10:00AM	10:00AM	10:00AM	10:00AM				

2.3 Slot scheduling seasons

Slots are organised into two scheduling seasons set up by the Worldwide Airport Slot Guidelines (WASG). The seasons were originally created to be in line with European Daylight Savings Periods between summer and winter. To account for this northern hemisphere definition, in Australia they are sometimes known as Northern Summer (NS) and Northern Winter (NW). In this report, they are referred to as Summer (S) and Winter (W).

- The Summer season begins on the last Sunday in March, lasting for either 30 or 31 weeks.
- The Winter season begins on the last Sunday in October and runs for either 21 or 22 weeks.

MARCH						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Summer season begins
(30 or 31 weeks)

OCTOBER						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Winter season begins
(21 or 22 weeks)

2.4 Key milestones leading up to a scheduling season

6 months prior

Slot Historics Listing

SHL

The slot coordinator informs each airline which slot series from the previous season they are eligible to carry forward into the next season.

5 ½ months prior

Agreed Historics Deadline

Occasionally, there is some back-and-forth between airlines regarding whether some non-utilisation from the previous season was beyond their control and, therefore, should be counted as utilised.

5 months prior

Initial Submission Deadline

Airlines submit their full schedule for the upcoming season, essentially a "wishlist" of preferred operating times. This typically includes a combination of matched historic slots from the previous season, requests for time adjustments, and proposals for new flights.

4 ½ months prior

Slot Allocation Listing

SAL

The coordinator allocates initial slots to airlines based on the guidelines outlined in the Worldwide Airport Slot Guidelines (WASG), and any local rules specific to Sydney Airport.

4 months prior

Slot Conference

Airlines, airports, and coordinators collaborate to resolve as many airline requests as possible. These requests and changes continue right up until the Historic Baseline Date.

2 ½ months prior

Series Return Deadline

Airlines are encouraged to return any complete slot series they no longer intend to operate by this date, so that they can be reallocated.

2 months prior

Historics Baseline Date

HBD

The final date to return slots from your series that you do not plan to operate, to ensure they are excluded from forming the baseline for future historical precedence.

Last Sunday in
March or October

SEASON BEGINS

2.5 Primary stakeholders

Airport Coordination Australia (ACA) now known as Capacity Optimisation Group, is the organisation appointed by the Minister to manage slot allocations at Sydney Airport. ACA plays a crucial role in ensuring that the airport operates within the constraints set by the Sydney Airport Demand Management Act 1997. It has an independent Director, and its ownership includes several key airport stakeholders:

- Virgin Australia Pty Ltd
- Qantas Airways Limited
- Regional Aviation Association of Australia
- Sydney Airport Corporation Limited

Each stakeholder is represented on the company’s Board, with an independent Chair. As the Slot Manager, ACA is responsible for coordinating the allocation of slots, which are essential for managing aircraft operations at congested airports like Sydney.

2.6 How does the Slot Coordinator allocate slots?

Initial Submission: Airlines begin by submitting a request for slots to the coordinator, detailing their desired schedule for the upcoming season. This is called an "Initial Submission".

Historic Precedence: Airlines that successfully operate a slot series (at least 5 slots on the same day of the week at approximately the same time) for at least 80% of the time in a season gain "historic precedence". This gives them the right to operate the same slots in the following season of the same type (Northern Summer/Winter). However, if they operate less than 80% of the allocated slots, they are not entitled to historic precedence.

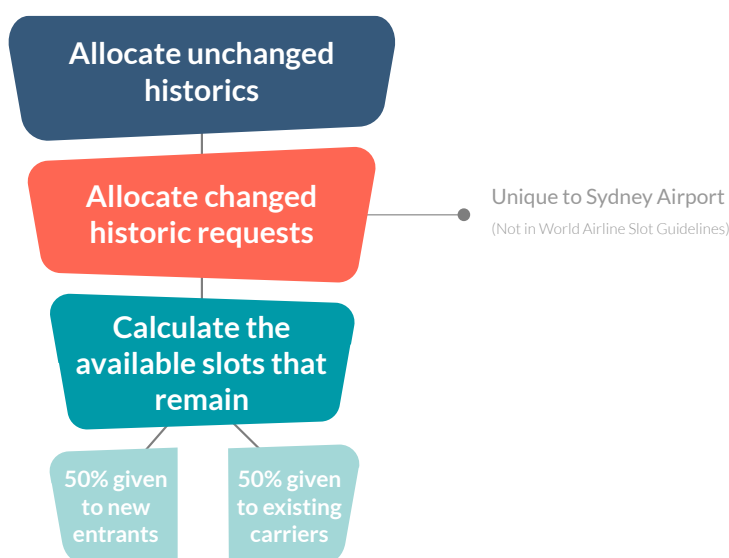
Slot Allocation List (SAL): The slot coordinator assesses the airline's request, considering factors such as airport capacity, existing slots, and the Worldwide Airport Slot Guidelines (WASG). Based on this assessment, the coordinator issues a "Slot Allocation List (SAL)", proposing initial slot allocations to each airline.

Negotiation and Adjustment: Airlines can then negotiate with the coordinator and other airlines to try and secure slots that better meet their needs. This may involve swapping slots, adjusting schedules, or seeking additional slots. This often happens at the IATA Slot Conference, where airlines, coordinators, and airports gather to facilitate slot exchanges.

New Entrants: The concept of a "new entrant" plays a key role in slot allocation. The Sydney Airport Demand Management Act defines a new entrant as an operator with fewer than 5 on a given day. The WASG defines it as a carrier who would hold fewer than 7 slots (e.g., 3x daily return flights = 6 slots) on those days if their request for slots was accepted. New entrants have a chance to acquire slots in a pool specifically reserved for them (50% of the available slots).

Like a funnel, the availability of slots gets thinner the further down you go from the top. Within each allocation pool, prioritisation of competing requests for the same slot series is determined by the Slot Coordinator according to WASG. Deliberations include:

- The length/period of the proposed operation.
- The introduction of a year-round operation, or a request to extend an existing operation to run year-round.
- Time spent on the waitlist.
- Operational factors (e.g., curfew at other airports).
- Encouraging competition.



3 Findings and observations

An effective slot management system aims to maximise the utilisation of airport capacity while ensuring fair and equitable access for all airlines. The Sydney Demand Management Scheme should support the Slot Coordinator’s efforts to maximise the number of flights that can operate at the airport, especially during valuable peak times. While 100% utilisation is neither achievable nor realistic due to uncontrollable factors in air travel, even a 5% non-utilisation rate can leave hundreds of slots unused each week—slots that could otherwise be available for new or expanded services.

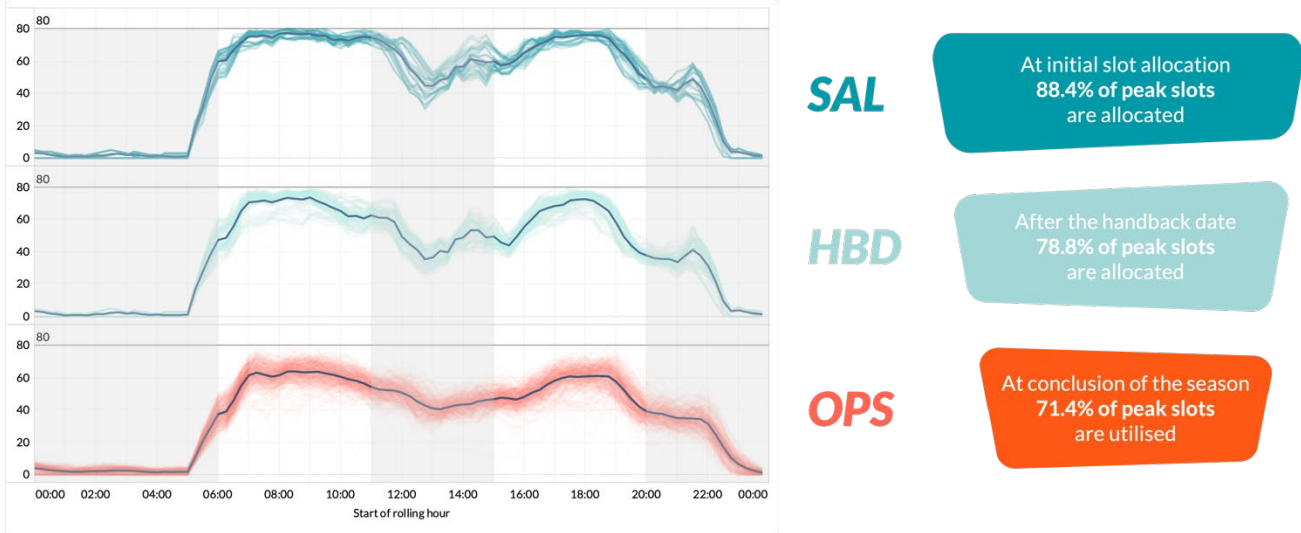


Figure 1 – Audit period (W22 / S23 / W23) average weekday peak slot allocation and utilisation

Analysing the hourly allocation and utilisation of slots for all weekdays during the audit period in Figure 1 reveals that 88.4% of peak slots were allocated on average at the initial slot allocation (SAL) milestone, before dropping 9.6% to 78.8% after unrequired slots were returned at the Historic Baseline Date (HBD). Final utilisation, at the conclusion of all seasons in the audit period, dropped further to 71.4%. Slots to domestic and regional destinations from Sydney make up approximately 60% and 20% of the total slot pool, with the rest allocated to international flights. The allocation of domestic and regional slots between airlines is shown in Figure 2 below.

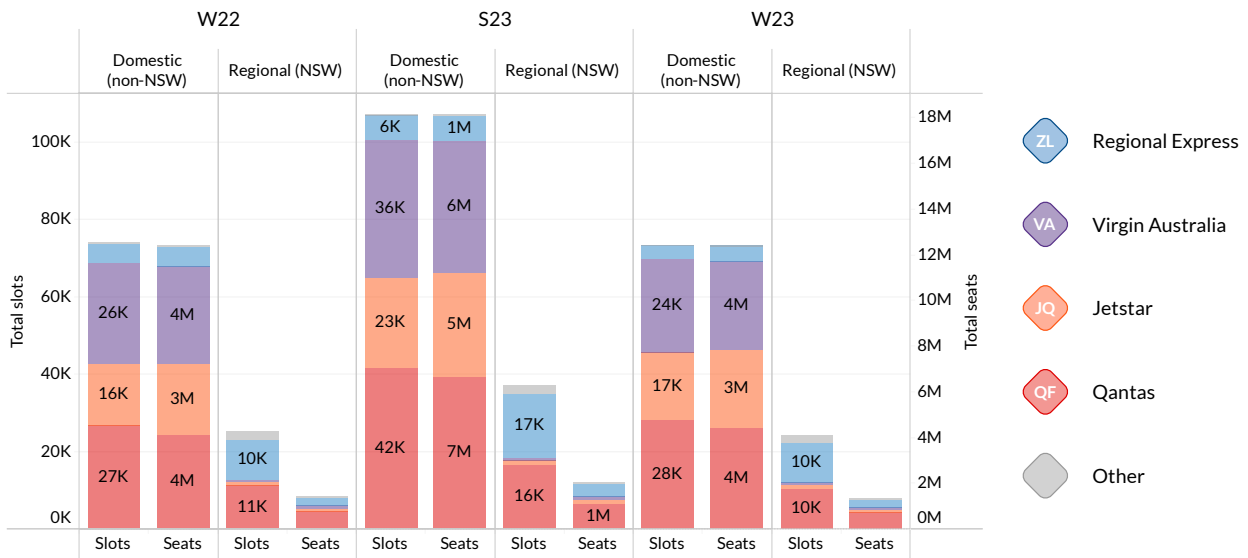


Figure 2 – Distribution of slots and seats by airline and season

3.1 Slot utilisation is improving as operating conditions return to normal

Slot utilisation at Sydney Airport is generally improving as operating conditions return to normal following the COVID-19 pandemic. The audit, covering three scheduling seasons—Winter 2022 (W22), Summer 2023 (S23), and Winter 2023 (W23)—reveals that non-utilisation of domestic slots decreased from 17.8% in W22 to 8.1% in W23. Non-utilisation of regional slots (intra-NSW) from Sydney has increased over the same period, from 11.0% in W22 to 24.4% in W23.

These trends are shown in Figure 3. The size of the circle shows the relative number of slots held each season, while the position on the y-axis shows the non-utilisation rate. Labels show the percentage of non-utilisation above the total number of slots. Higher positioned or larger circles have a larger impact on the overall non-utilisation of slots. This data includes all major carriers holding domestic RPT² slots at Sydney Airport and excludes international operations. A further breakdown of non-utilisation rates to individual airline is included at Figure 5.

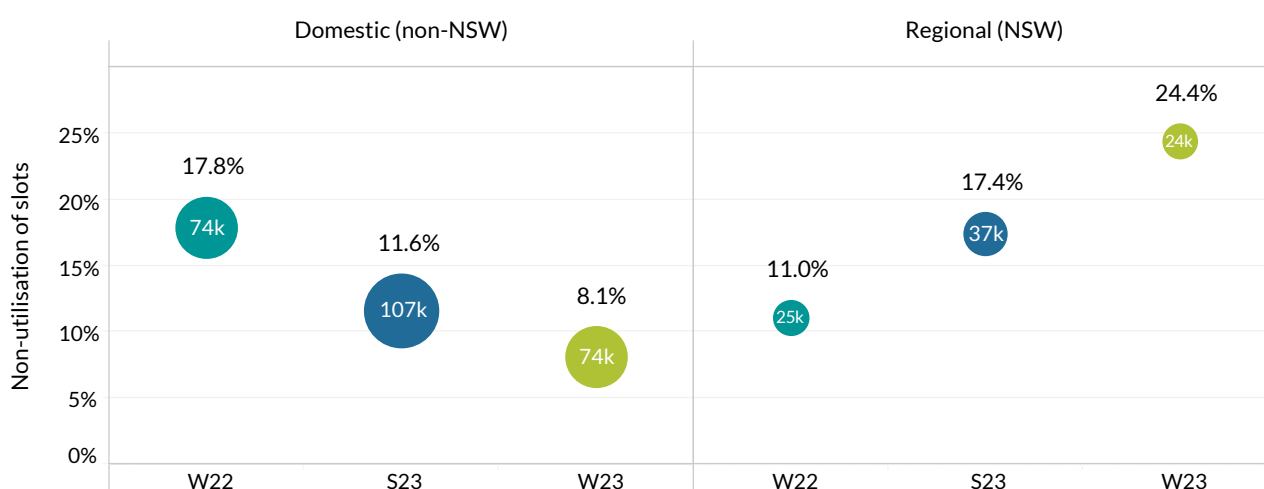


Figure 3 – Non-utilisation rates of slots from W22 to W23

Several factors contribute to the general changes in utilisation trends:

- 1. Stabilising operating conditions:** W23 was the first season in several years without major external influences like ministerial directives, waivers, and widespread travel restrictions (excluding those for international services).
- 2. Airlines adapting to demand and resourcing fluctuations:** Airlines are becoming more adept at managing their schedules in response to changing demand and resource availability, leading to better slot utilisation.
- 3. Operational issues related to regional aircraft and crew availability:** Challenges with crew availability and aircraft reliability impacted the ability for one airline to operate all their held slots on Regional (NSW) routes.

² RPT slots are defined as slots filed with flight type J (Scheduled Passenger Service) or G (Additional Passenger Service). This excludes freight, charter, GA or positioning / training operations.

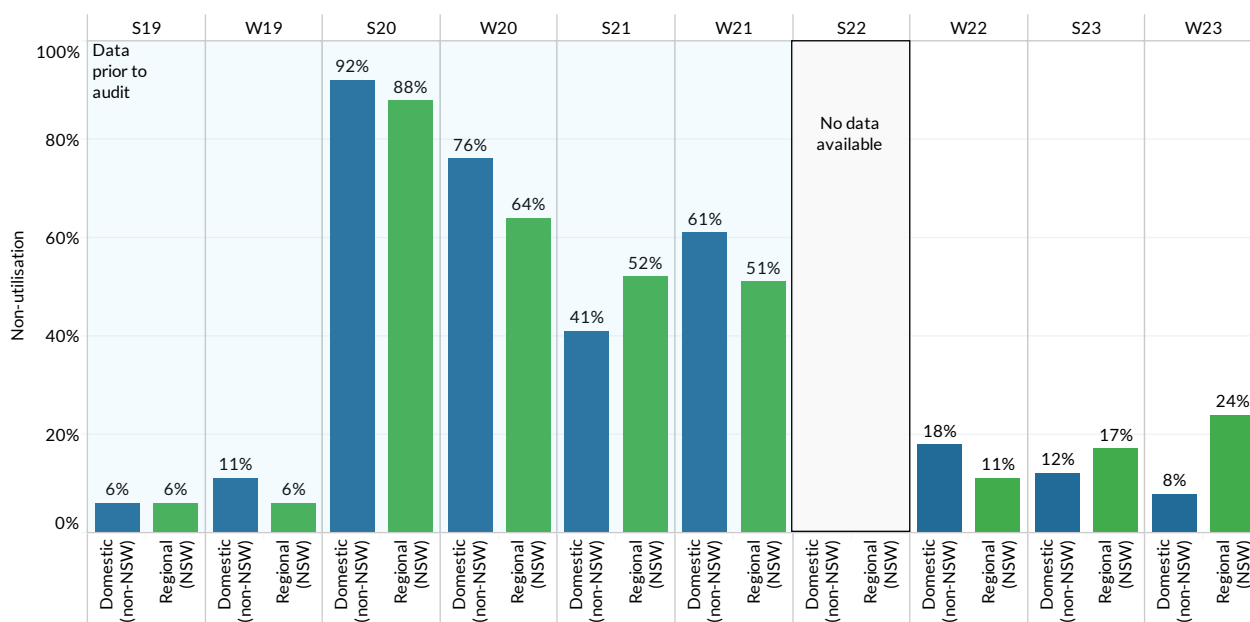


Figure 4 – Non-utilisation rates of slots from S19 to W23

Slot non-utilisation has been compared with previous analysis and is summarised by season and slot type in Figure 4. Prior to this audit, previous analysis covered the S19–W21 scheduling seasons, parts of which were heavily affected by the COVID-19 travel restrictions. No data is available for the S22 scheduling season, as it falls outside both this and previous analysis.

When comparing the pre-COVID-19 period (S19 and W19) from the previous analysis with the audit period (W22 to W23), non-utilisation has improved in recent seasons. However, domestic and regional non-utilisation generally remains higher than the S19 and W19 levels. Future analysis will determine whether the declining trend in domestic (non-NSW) slot non-utilisation continues and stabilises at or below pre-COVID-19 levels.

Waivers and dispensations refer to provisions that allow airlines to retain their historical slots, even if they fail to meet the 80/20 rule, provided the non-use of slots is due to circumstances beyond the airline's control. These waivers may be granted by the Slot Manager under direction of the Minister for Transport. Waivers usually vary the administration of the 80/20 'use it or lose it' rule and can apply to all operations at Sydney Airport or to specific flights affected by particular issues.

It is important to distinguish these waivers from Justified Non-Utilisation of Slots (JNUS) periods, which are declared by the Slot Manager in accordance with legislation and pertain to specific conditions that affect Sydney Airport's capacity, such as inclement weather or reduced visibility from fog. Below is a list of notable instances where waivers have been granted:

COVID-19 era slot relief

While the W22 season marked the end of domestic waivers introduced during the COVID-19 pandemic and related border closures, the historic slots submitted for audit, in the form of Slot Historic Lists (SHL), were based on slots that had an active waiver. As a result, more historic slots may have been available than would typically be offered. This has been considered in relevant sections of this report.

Regional Waivers in W23

Before the Historic Baseline Date (HBD) for W23, both Qantas and Regional Express separately requested waivers for their regional operations due to aircraft and crew availability issues. However, due to delays in assessing the requests, the outcomes were not known until after the HBD. Although Qantas was not granted a waiver for W23, due to the delayed timing of the response to their request, they were permitted to remove flights from the slot pool after the HBD without incurring penalties. The adjusted slot files following these removals were used for the analysis in this report. Regional Express was granted a dispensation for a portion of their regional flights during the W23 season.

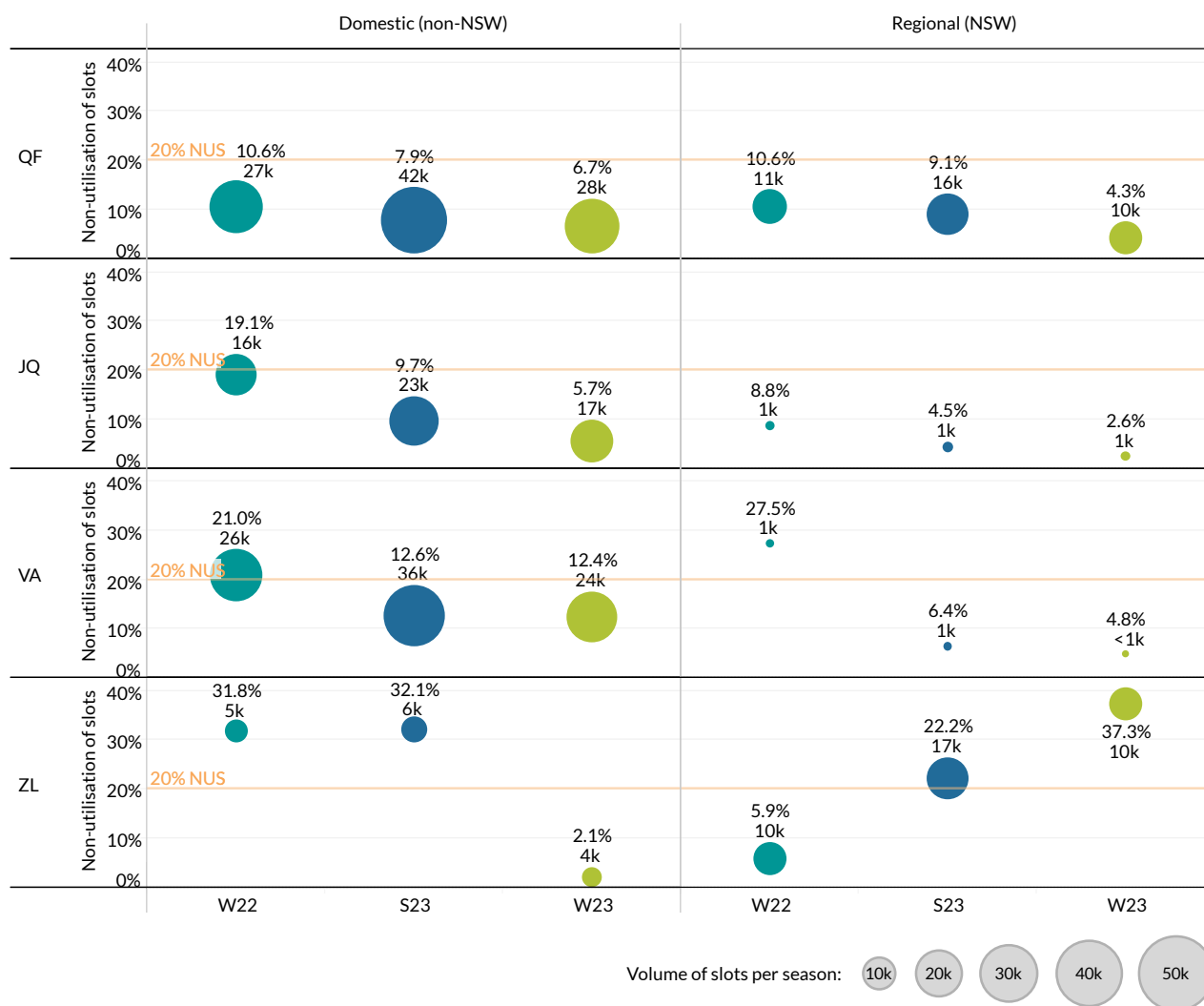


Figure 5 – Non-utilisation rates of slots by operator and season

The results in Figure 5 above are broken down by individual airline, focusing on the major domestic carriers: Qantas (QF - including both mainline and Qantas Link services), Jetstar (JQ), Virgin Australia (VA), and Regional Express (ZL). As in Figure 3 above, the size of each circle represents the number of slots held by each group, while the height of the centre of each circle indicates the proportion of non-utilised slots. The 20% threshold is shown to reflect the 80/20 "use it or lose it" rule, though it is important to note that this applies to individual slot series, whereas this graph aggregates data at a higher level.

The results in Figure 5 demonstrate that all four domestic airlines experienced improvements in slot utilisation for inter-state domestic services over the audit period. Qantas (QF) has the largest domestic slot holding, and non-utilisation decreased over time, from 10.6% in W22 to 6.7% in W23. For Jetstar (JQ), a considerable improvement in non-utilisation is evident starting from 19.1% in W22 down to 5.7% in W23, greatly reducing the proportion of unused slots. Virgin Australia’s (VA) non-utilisation peaked at 21.0% in W22, reducing to 12.4% in W23. Rex (ZL) had the highest non-utilisation rate among the airlines, peaking at 32.1% in S23, but also achieved the lowest by W23, dropping sharply to 2.1%.

In regional markets, Qantas (QF) and Rex (ZL) hold the majority of slots, in roughly equal amounts. Qantas has consistently improved slot utilisation in the Regional NSW market, effectively halving the rate of non-utilisation from 9.1% in S23 to 4.3% in W23. Rex was the only airline to see an increase in non-utilisation of regional slots. This was attributed to issues with aircraft and crew availability that affected their ability to operate all slots held after HBD. A targeted waiver granted dispensation to Rex for a portion of these slots in W23. Virgin Australia and Jetstar only operate to a single regional port from Sydney (BNK – Ballina/Byron Bay), meaning they hold a relatively small number of regional slots compared to Qantas and Regional Express.

3.2 Higher frequency routes attract tactically higher non-utilisation rates

Routes from Sydney to major cities such as Melbourne (MEL), Brisbane (BNE), Gold Coast (OOL), Canberra (CBR) and Adelaide (ADL), which have frequent services, consistently exhibit higher non-utilisation rates compared to the average for other domestic routes (excluding regional NSW). Non-utilisation rates for all domestic (non-NSW) routes from Sydney are shown in Figure 6, showing a stronger improvement on smaller capacity domestic routes.

The difference between weekday and weekend utilisation has also decreased and almost converges on all routes by W23, which is reflective of the overall improvement in utilisation discussed previously.

Business-focused travel on capital city routes sees the highest demand during peak periods, leading to denser flight schedules. Higher non-utilisation rates on these routes disproportionately affect peak period slot utilisation, raising concerns about potential underutilisation of highly valuable peak period slots. Smaller airlines may not have the fleet size and network reach to build a suitable buffer into their schedule, as demonstrated previously by the drop to 2.1% non-utilisation by Rex (ZL) in W23 on their capital city routes.

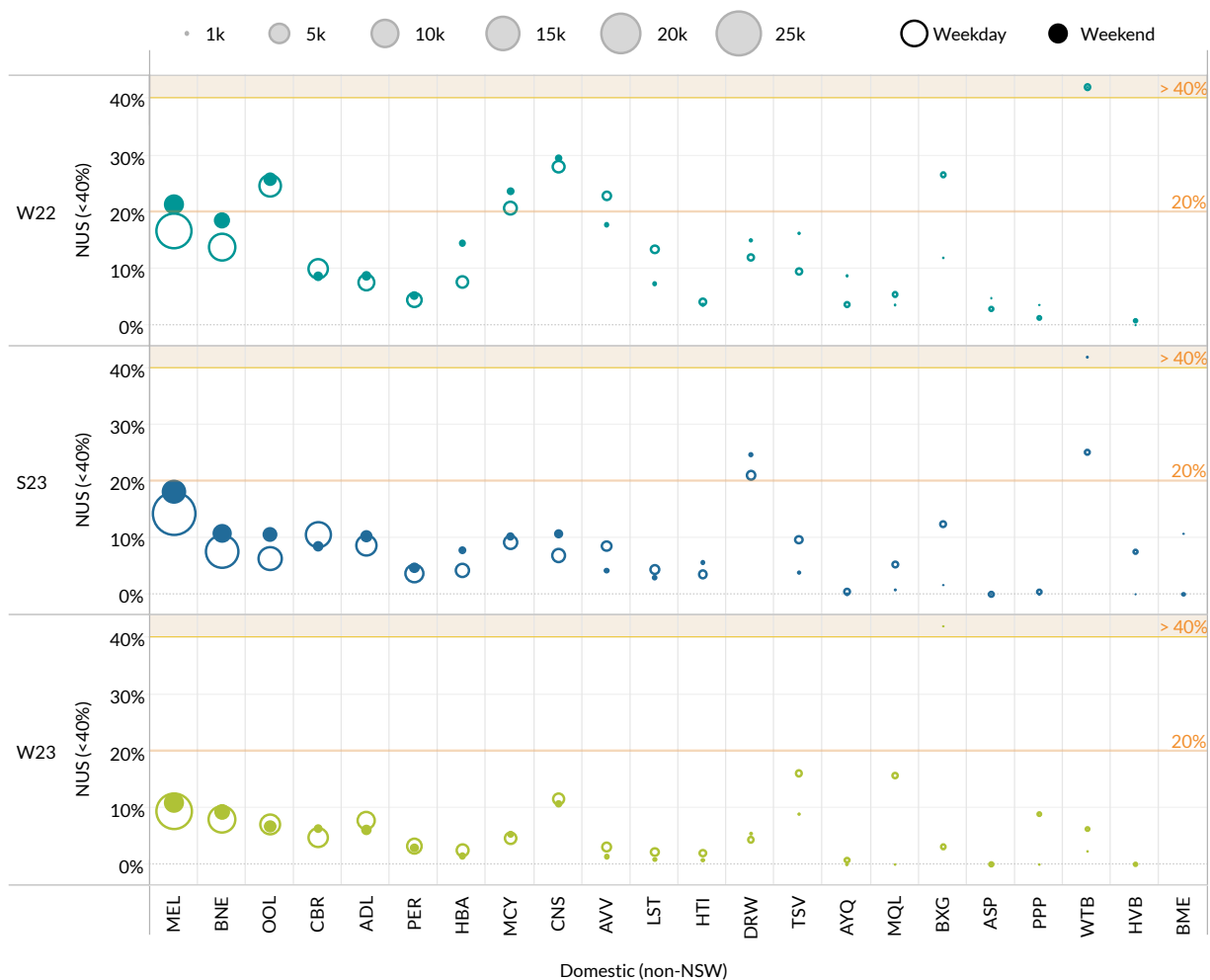
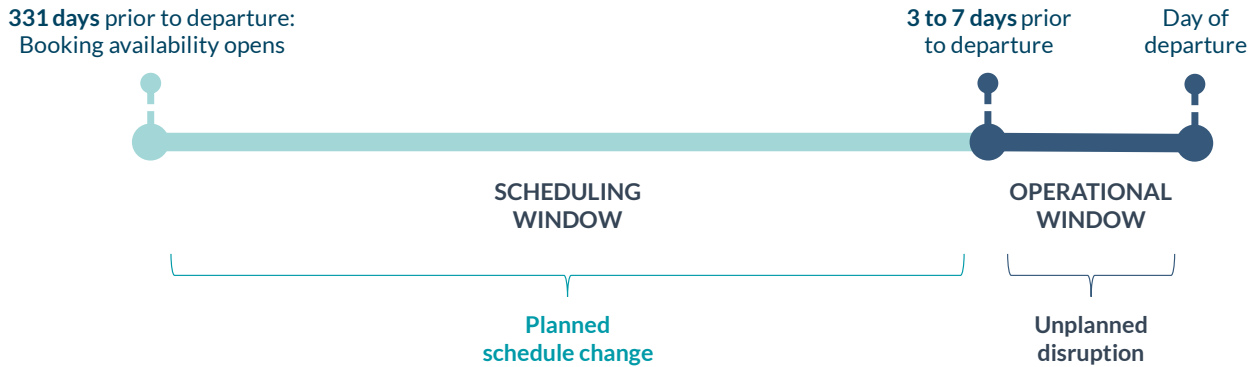


Figure 6 – Non-utilisation rate of domestic slots by individual destination

Airlines attribute higher non-utilisation rates on high frequency routes to several factors, including:

- **Network stability and disruption management:** Removing flights on high-frequency routes is a more effective way to restore network stability and minimise passenger disruption in cases of disruption or contingency situations.
- **Passenger re-accommodation:** The frequency of flights on these routes allows for quicker re-accommodation of passengers on alternative services within a shorter timeframe.

During unforeseen events the restoration of network stability and minimising customer disruption are primary justifications given by airlines for high non-utilisation. However, this only applies to changes made within the operational window. The operational window refers to the period when control shifts from scheduling or planning teams, who strategically manage long-term schedules, to operational teams, who handle unplanned disruptions caused by factors such as weather, crew availability, or aircraft issues that emerge on or near the day of operations. The exact timing on this handover of control will differ between airlines, but generally occurs around 3 to 7 days prior to the day of departure.



Changes to flights assigned a slot can also occur outside of the operational window, often referred to as schedule changes or retiming. Airlines provided data that allocated non-utilised slots between these two categories. All of the high-frequency routes mentioned earlier, except for Gold Coast (OOL), show non-utilisation rates in Figure 7 above the domestic average for unplanned disruption. This suggests they are more susceptible than most routes to tactical management during day-of-operations disruption handling in addition to any non-utilisation arising from a planned schedule change actioned outside the operational window.

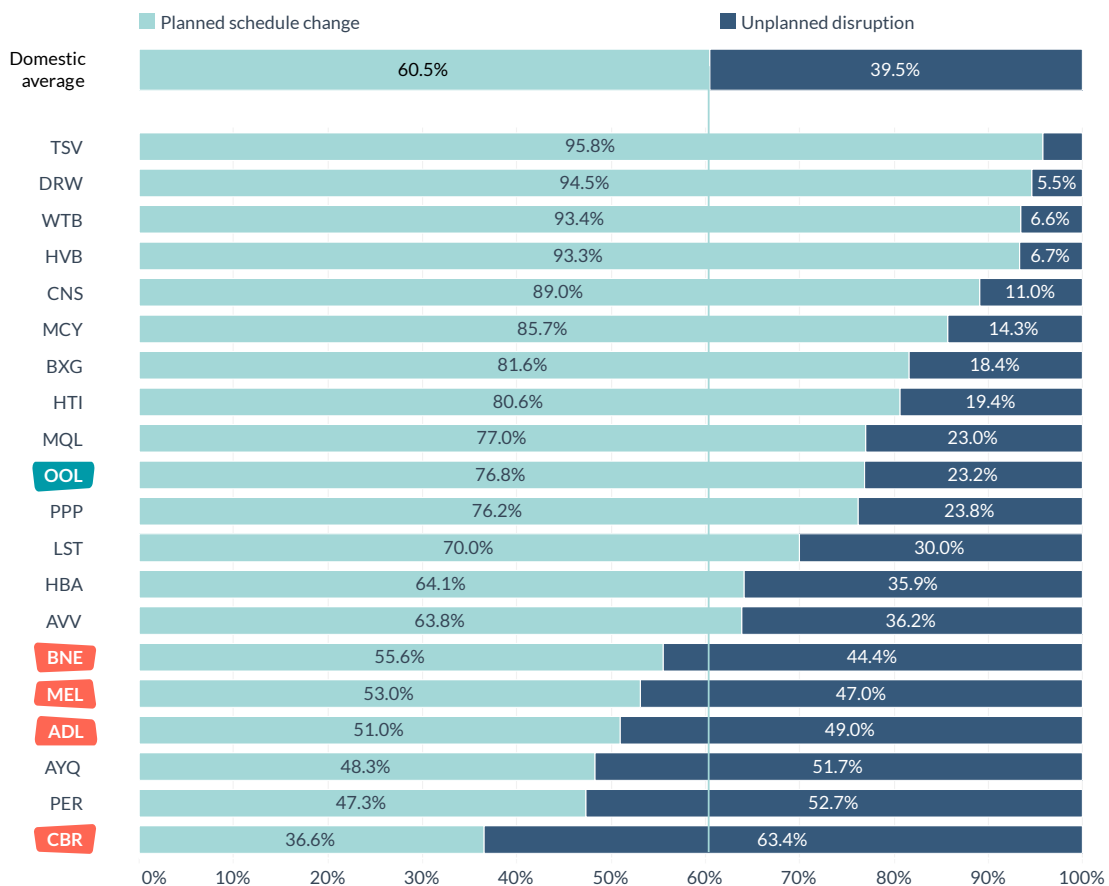


Figure 7 – Reason for non-utilisation of domestic (non-NSW) slots

Another way to display the issue is to analyse the utilisation rates of individual slot series for domestic routes. Figure 8 below plots each slot series in the audit period by the rate of non-utilisation. Slot series are represented in a different colour for each of the three scheduling seasons. Clusters of dots on the 0% axis at the left show many series were fully utilised, with no removals or cancellations. At the opposite end, dots on the 100% axis were not operated at all, which would be the case for an entire schedule of flights at a certain time being removed.



Figure 8 – Distribution of slot series' non-utilisation rates for all seasons

As a point of comparison, Alice Springs (ASP), Proserpine (PPP), Hamilton Island (HTI), and Ayers Rock/Uluru (AYQ) all demonstrate strong performance. These are popular destinations in remote locations, with limited services, often operating only once a day. The cost and consequence of cancellations on these routes are therefore higher. The utilisation of slot series on these routes differs significantly from high-frequency capital city routes, which not only have more frequent services but also display much more variable performance.

Tactically targeting high-capacity routes for cancellations can have both positive and negative effects. While it may help to restore overall network stability during unforeseen events, it does not lessen the individual disruption experienced by passengers whose travel plans are affected.

3.3 Airlines with large slot holdings can tactically spread non-utilisation across numerous series during peak periods

Where an individual airline holds multiple slots at similar times it is possible for airlines to spread non-utilisation across multiple slot series to avoid a single series failing to operate 80% of movements and not achieving a historic slot in the following season. Analysis showed that this is especially prevalent on the higher capacity routes identified in section 3.2, and is in fact only possible for airlines that have high frequency schedules on busy routes. To mitigate the influence on non-utilisation from factors outside of an airline’s control causing flight disruptions, any non-utilised slot that occurred during a period of Justified Non-Utilisation of Slots (JNUS), was counted as operated for this analysis.

The audit observed patterns of non-utilisation clustered around the 80% threshold on high-frequency routes, especially during peak periods. This "spreading out" of unutilised slots across different series allows airlines to meet the minimum usage requirement overall, enabling them to keep control of their slots in the long term while gaining some operational flexibility. This can help them adjust their schedules to current demand without losing their rights to valuable slots in future seasons.

This is illustrated below in Figure 9, showing an extract of Sydney-Melbourne departure slots during the morning peak period broken down by 15-minute intervals. In the boxed sections are several slot series that did not satisfy the 80/20 ‘use it or lose it’ rule, indicated by red shading. These series would not have earned historic rights, requiring the airline to reapply for the same series allocation in the following corresponding season, with no guarantee of securing the same slot time. Several series highlighted in red in W22, which were subsequently returned in W23, demonstrate that this outcome remains possible.

The yellow shaded series did satisfy the 80/20 rule, with a margin of one or two flights for the entire season. The checkerboard-like distribution of these series which narrowly met the utilisation test, allows airlines to reduce overall capacity while maintaining control of their slots in the next corresponding season. An extended version of these charts covering major routes for all four main carriers is included in the appendix to this report.

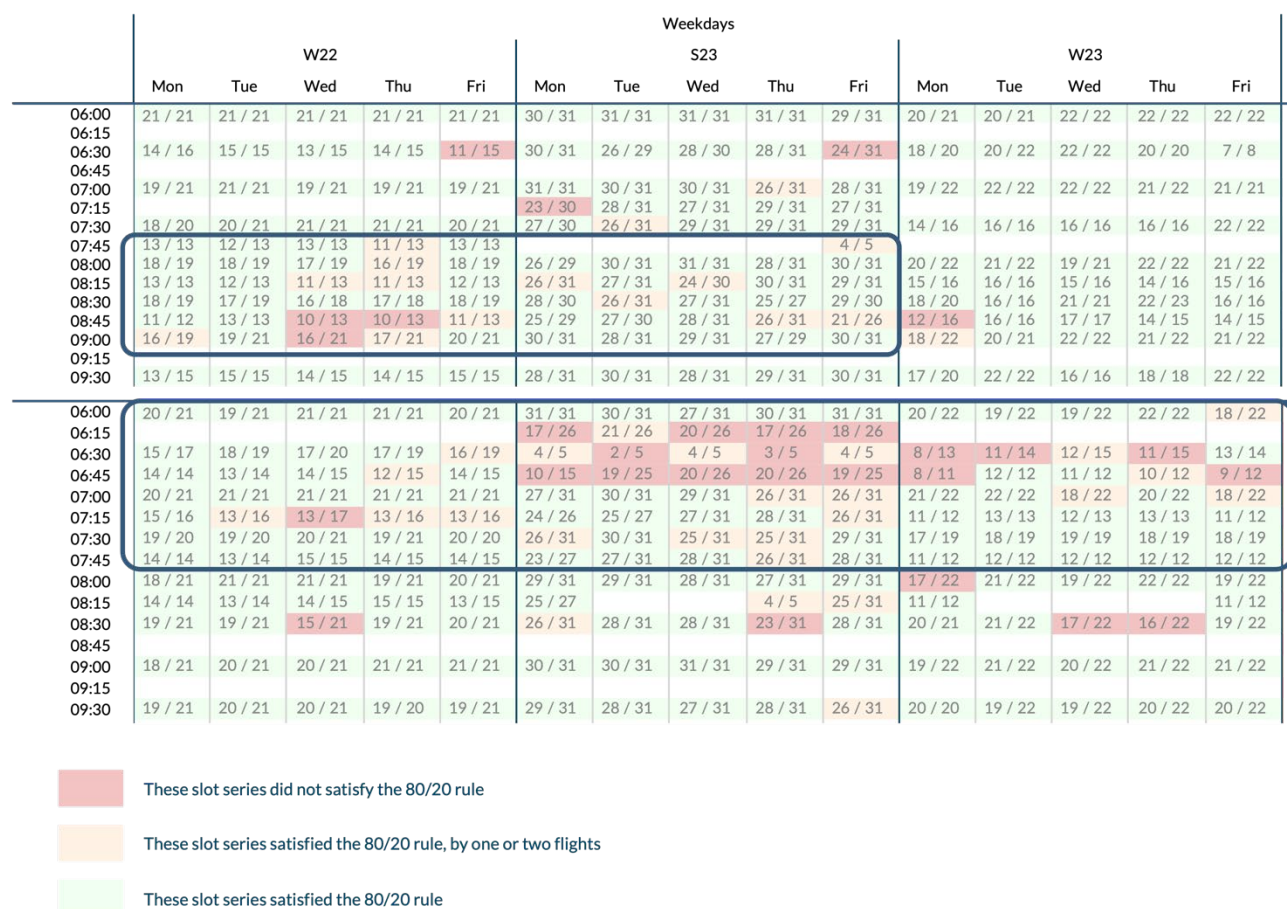


Figure 9 – Sydney to Melbourne morning peak departure slot series utilisation for QF (top) and VA (bottom)

3.4 Airlines do not always accrue historic rights for slot series, yet are able to reacquire the same series

The Scheme permits mobility of slot series throughout the day, prioritising retimed historic slots over new requests for the same time. This allows airlines to potentially reacquire lost historic rights in subsequent seasons by adjusting the timing of other series which did earn historic rights, enabling shifts into peak periods where demand is higher. During the audit period, there was a net increase of 1,254 slot series moved into peak periods.

	QF	JQ	VA	ZL	Total
Slot series moved into peak	2,852	340	0	860	4,052
Slot series moved within peak	2,971	1,472	482	1,177	6,102
Slot series moved out of peak	2,383	264	130	21	2,798
Slot series stays out of peak	13,739	5,914	2,913	2,859	25,425
Net peak period change	469	76	-130	839	1,254

The chart in Figure 10 below plots the total amount of slots moved in and out of the peak period for all carriers, with a black dot in each column which sums the net change as a result of these movements in each hour. Green (positive) bars show the number of flights that have moved into that clock hour, while blue (negative) bars show how many flights have moved out of this hour. This illustrates the airlines' ability to move slots throughout the day, and whether historic (SHL) slots have been moved into or out of peak periods. This analysis does not include new slots entering the pool, or slots in the SHL files that were not held as of HBD.

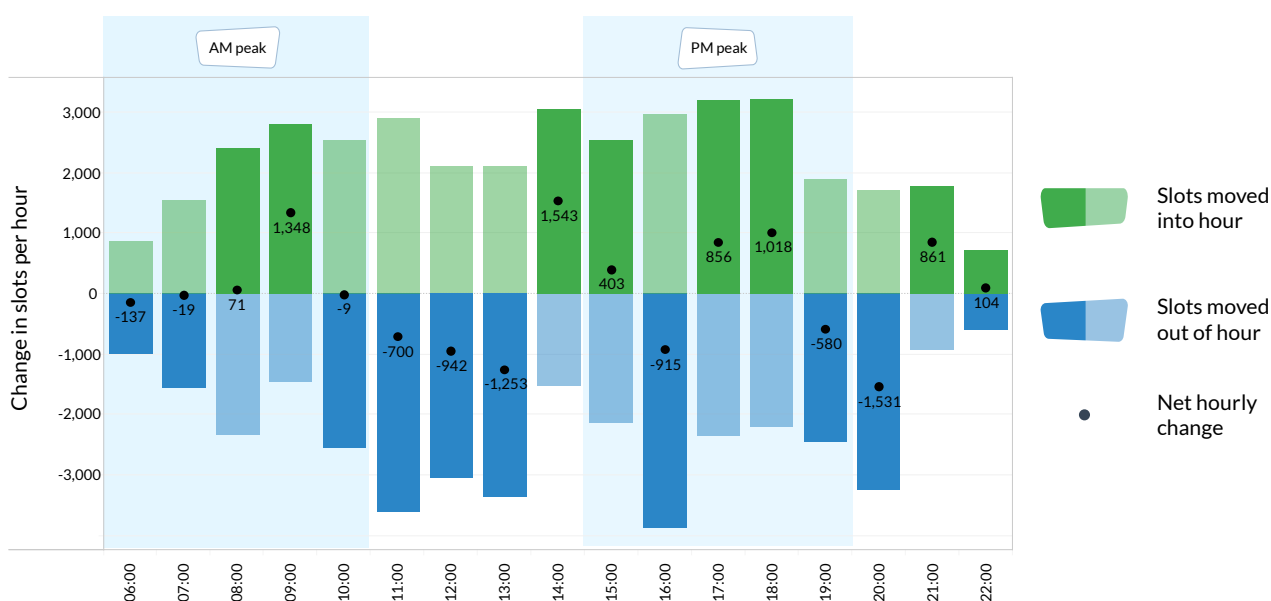


Figure 10 – Net change in slot series for all seasons by hour

The effect is observable during the morning peak, with net movements rising at 09:00 before dropping off each hour through the middle of the day until 14:00. Additional spikes are observed at 15:00, 17:00, and 18:00 during the PM peak. This process allows airlines to continue optimising their slot portfolios, even if they have lost historic rights due to low utilisation. The ability to shift slots, coupled with the availability of capacity during off-peak times, enables airlines to reacquire slots, often without historic rights.

Figure 11 gives an illustrated impression of the flow of changes related to slot series from SHL to SIR for all seasons, highlighting how flights are changed and utilised over the process. The key points in the diagram include the flow from SHL to HBD (representing changes like aircraft type, port, and time) and finally to SIR, which indicates whether the slot was utilised or not. New Flights in the HBD stage indicate requests for new slot series without historic rights. Historic slots not taken are exaggerated by the W22 SHL being inordinately high due to the remnant influence of waivers from the previous season, and a higher return of slots during the December/January holiday period (also known as AHP) when demand is expectedly lower.

Data behind this graphic is based on flight number, operation type (arrival or departure) and day of operation. Depending on the airline and slot management practice, flight numbers may not necessarily represent slot series. This is a limitation of the analysis and may manifest in the below Figure 11 as slot series being incorrectly recorded as changed.

A degree of slot retiming is always necessary to accommodate changes in airline schedules, including occasions where a slot needs retiming to fit in with available capacity at the airport on the other end of the flight, which may be similarly slot constrained. Time changes affect 16.9% of flights, indicating that such adjustments are common and impact nearly one-sixth of slot series. Also demonstrated is how airlines are offered more slots than they earned historic for in previous seasons, with an increase at HBD over SHL. This is discussed in more detail at Section 3.6. The ability for airlines to change existing historic slots as supported by the scheme, and available capacity in off-peak times are the main causes for airlines being able to reacquire the same slot series despite not always maintaining historic rights.

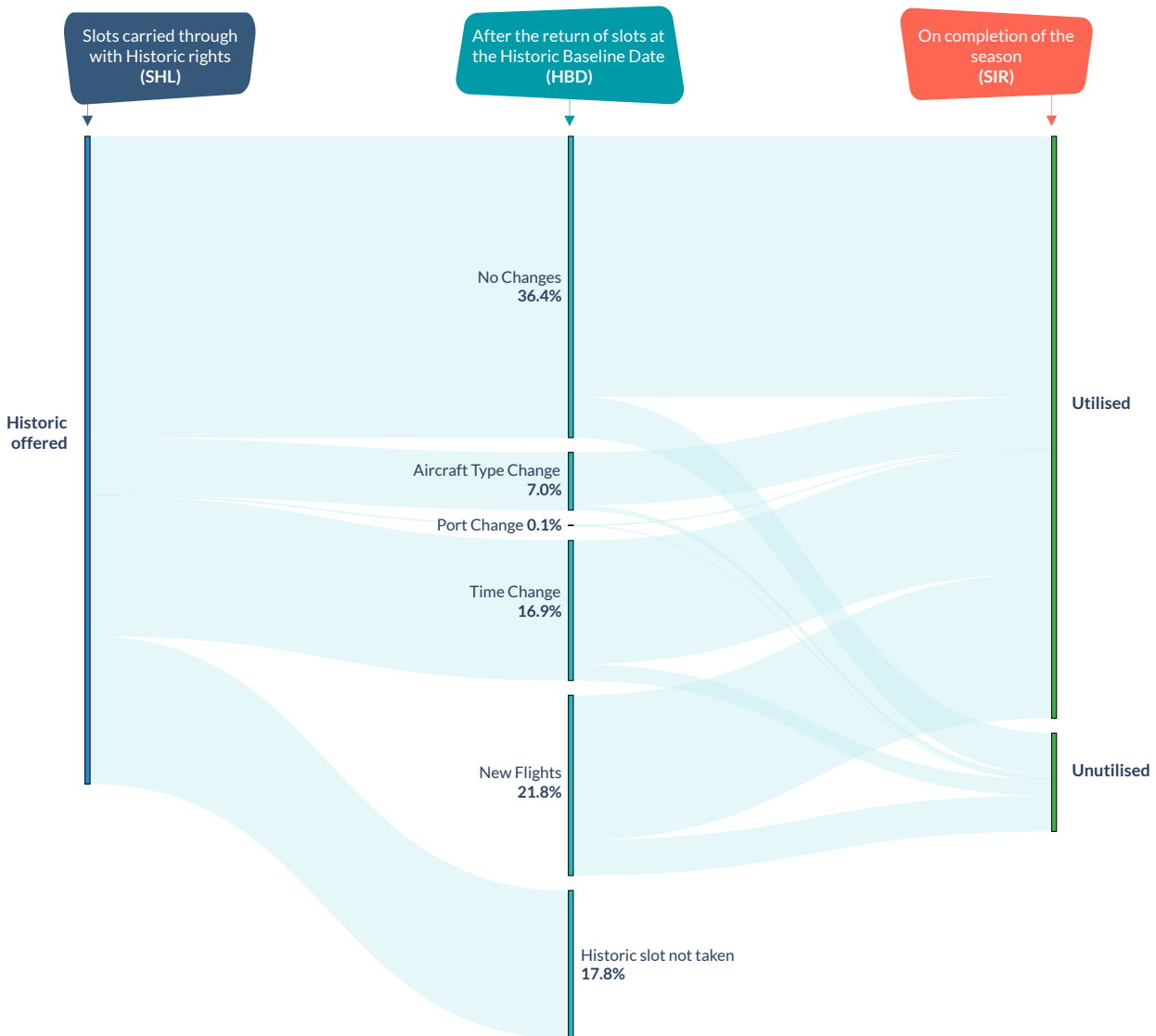


Figure 11 – Changes to slot series between SHL, HBD and SIR for all seasons

3.5 The 80/20 rule is not an effective compliance tool outside peak periods

One way airlines can reacquire slots without historic rights is by taking advantage of available capacity during off-peak periods. This allows them to request and regain the same slots in subsequent seasons if no other airlines are competing for them. As a result, the 80/20 rule, which is designed to ensure efficient slot usage, is less effective outside peak times, as airlines face minimal consequences for underutilisation during these periods.

This chart in Figure 12 shows the slot availability over a rolling hour at three stages: SAL, HBD, and the Actual stage, over the course of a day. Each stage is represented by a different colour:

- SAL (dark teal, top graph)
- HBD (light green, middle graph)
- Actual operated slots (orange, bottom graph)

At each milestone the effect of the curfew period is evident, before a strong increase in slot usage, peaking between 06:00 and 10:00. SAL and HBD are nearly fully allocated during this period, with actual usage lower. Excess capacity is available during off-peak times, particularly during the middle of the day and late evening. Airlines are generally not scheduling as many flights during these hours, due to lower passenger demand.

The double-peak pattern (morning and afternoon) is typical for a capital city airport in Australia. Sydney has an additional peak close to the nightly curfew, as a large number of international flights depart during this time. The predictability of demand peaks, along with excess capacity during other times, means that airlines face fewer challenges and less competition when reacquiring slot series that have not gained historic rights in off-peak periods. Slot series utilisation charts in the appendix to this report highlight occasions where off-peak slot series which failed to satisfy the 80/20 rule in W22, were reacquired for the subsequent corresponding season in W23.

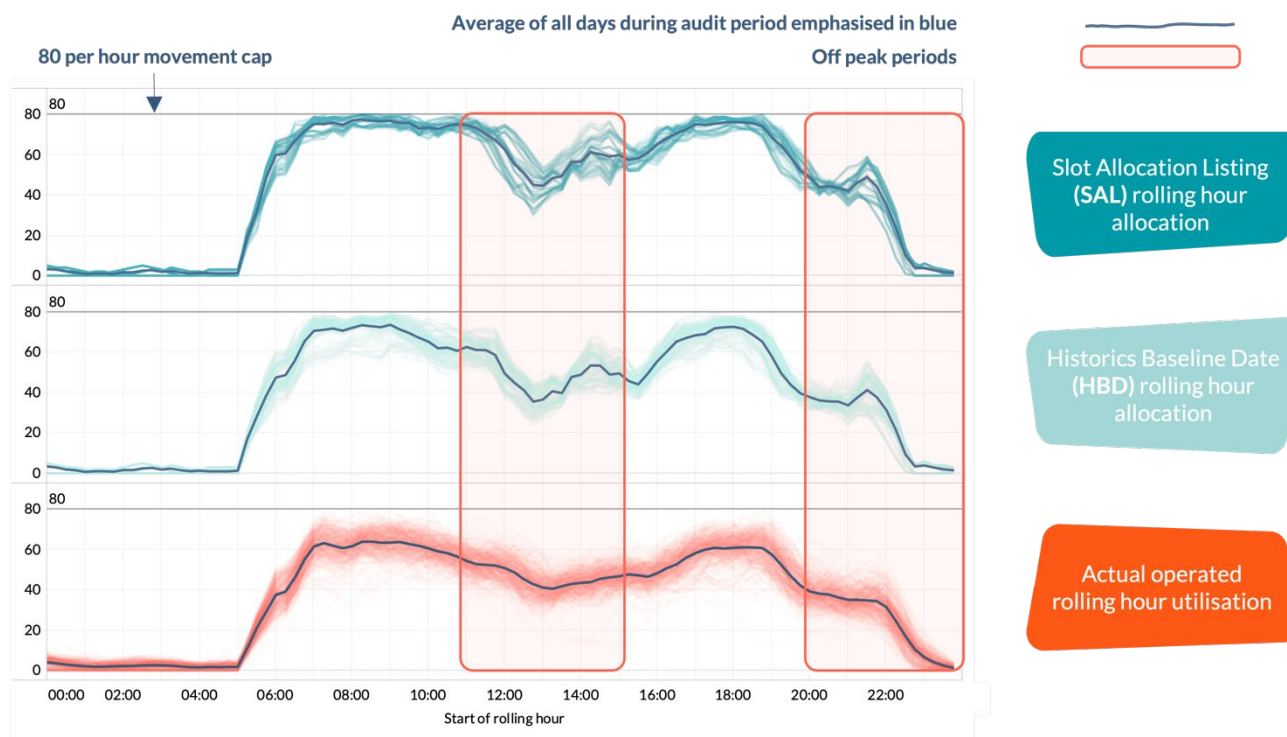


Figure 12 – Slot availability by rolling (15-minute interval) hour

3.6 Airlines are receiving more slots than they earned historic rights for in previous seasons

Airlines operating at Sydney Airport are consistently receiving more slots than they earned historic rights for in prior seasons. The Slot Initial Allocation Listing (SAL), which outlines the initial slot offerings made to airlines, exceeded the number of slots carried forward with historic rights in S23 and W23. This pattern is particularly noticeable on high-frequency capital city routes where the reduction from SAL to the Historics Baseline Date (HBD) is frequently around 20%.

There are legitimate reasons why the initial offering made to airlines would be higher than the amount carried forward with historic rights, such as to avoid fragmentation or breaking up of slot series, and the addition of new flights. Airlines are also under no obligation to operate any slots offered prior to handing back unrequired slots at HBD. Prior to HBD it is expected that airlines will modify and optimise their slot allocations. This is entirely permissible and consistent with WASG and international practice.

In Figure 13 below the number of seasonal slots at each milestone through the slot allocation process is shown in a waterfall format, with the change number of slots represented by rises (in green) or drops (in blue). Domestic and regional slots for the four major domestic carriers are included in this dataset.

Total slot volumes in W22 and W23 are markedly lower than S23 due to the removal of slots within the 6-week Australian Holiday Period (AHP) from calculations. This covers the period during December and January with lower demand due to the Christmas and New Year holidays and specific rules allow for slots to be retained during this period without meeting the 80/20 rule. In order to mitigate the impact of this variation on the analysis, slots during this period were not counted.

As referenced previously in this report, the high SHL slot volume in W22 is anomalous due to waivers in effect from the previous seasons applying historic rights to more slot series.

For each milestone, the effect should be interpreted as follows:

SHL	The total slots for which historic rights were earned during the previous corresponding season
SAL	The total slots offered to airlines following their initial slot filing. Positive values (in green) indicate an increase, while negative values (in blue) represent a reduction in the number of slots.
HBD	The total slots committed by airlines at historic baseline date following the slot handback deadline
SIR	The total slots utilised, calculated on completion of the season

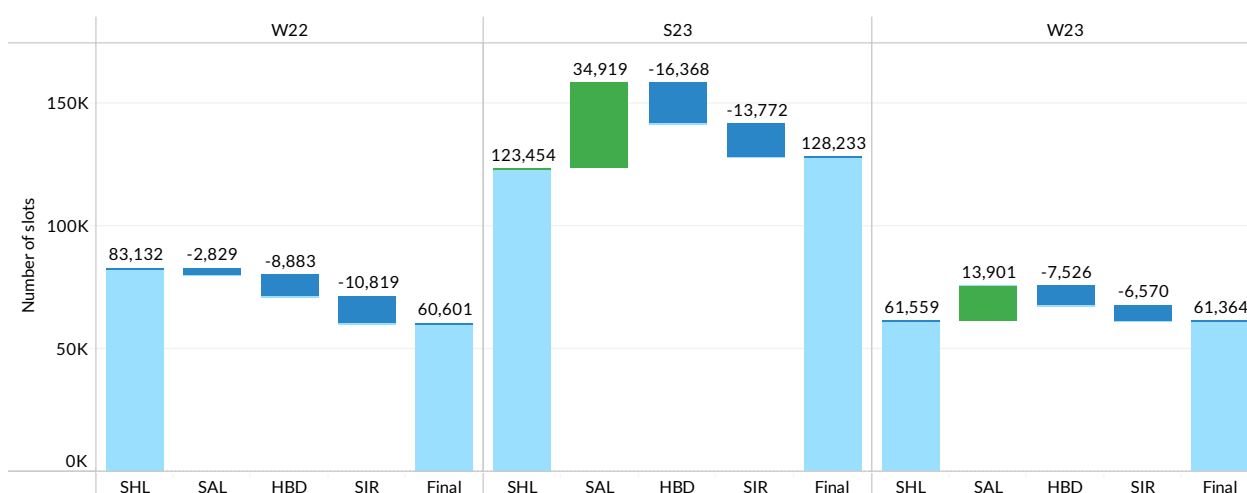


Figure 13 – Slot availability and utilisation between allocation stages by season

There is a strong correlation between the Slot Allocation List (SAL) stage and final slot utilisation (SIR), dropping between 18% and 24% in each season. In S23 and W23, where the SAL stage adds a significant number of slots, the final utilisation is ultimately higher. By contrast, in W22, where the SAL change is negative, final slot utilisation is noticeably lower than SHL. This is the impact of the W22 SHL being much higher than usual, due to the influence of waivers mentioned earlier.

Across all seasons, we see a consistent pattern of slot reductions at the HBD and SIR stages, suggesting that these stages regularly result in the removal of a significant portion of slots, regardless of the initial slot count. The magnitude of these reductions may vary slightly, but they always play a significant role in decreasing the final slot utilisation.

While the key metric for slot compliance is comparing end-of-season performance against the Historic Baseline Date (HBD), examining changes in slot volumes relative to the Slot Historic List (SHL) and Slot Allocation List (SAL) is crucial for understanding airline motivations. Although any slots returned at HBD are redistributed into the pool, it is important to understand why these slots are being allocated in the first place.

Figure 14 below shows the same dataset aggregated by week throughout the audit period. As discussed in Figure 13 above, the SHL volumes through the S23 and W23 seasons are lower than the SAL and HBD volumes, indicating that airlines are obtaining more slots than those for which they retained historic precedence. For most weeks during these seasons the SHL line is similar to the final SIR line, meaning a similar number of flights were operated as were obtained through historical precedence, however this does not offer insight into whether these were the same flights.

The number of weekly slots offered after the initial filing (SAL) remains consistent across each season, with greater seasonal variation appearing after slots are returned prior to the Historic Baseline Date (HBD). This is particularly evident in the two winter seasons, where the Australian Holiday Period (AHP) shows a drop in slots held as of HBD. Variation from week to week increases with the HBD lines, which is expected as airlines match their schedules to fluctuation in anticipated demand. Lastly, the SIR line captures variations from all the operational and scheduling changes made between HBD and the day of operations.

Although the SIR line drops during the holiday period within winter seasons, it does not decline as sharply as the HBD line, indicating that non-utilisation levels are lower during this period. While detailed analysis of AHP has not been carried out for this report, the impact of this can be seen with continuation of slots in the SHL file over throughout both winter scheduling seasons.

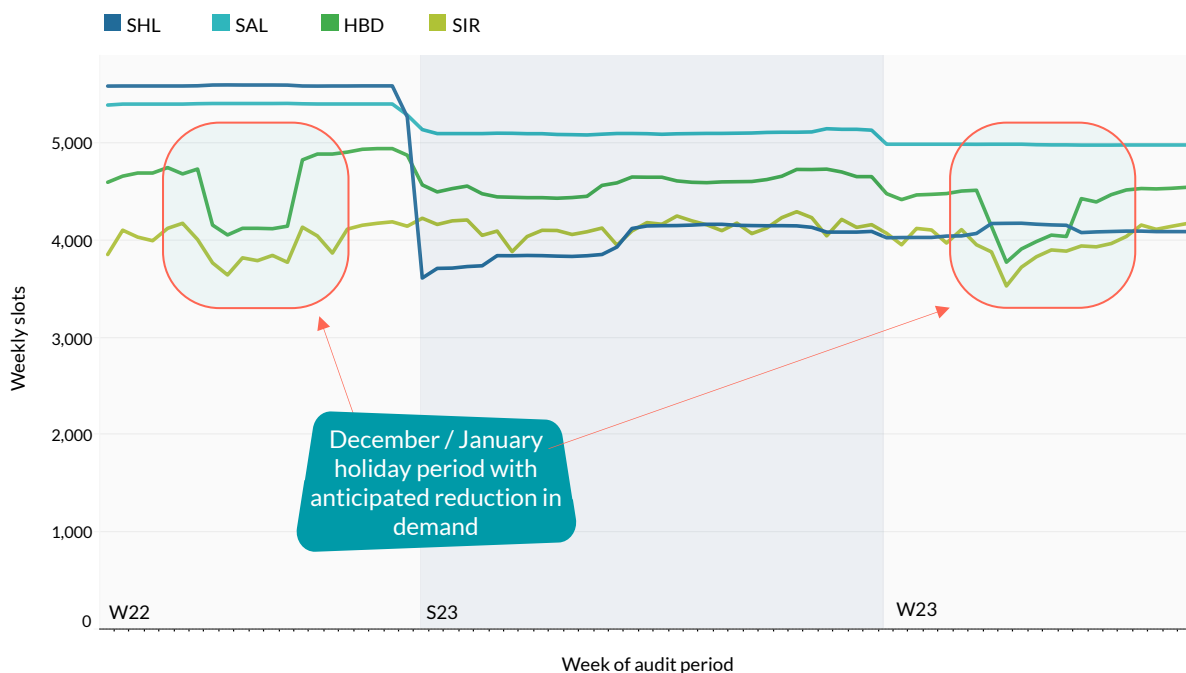


Figure 14 – Weekly slots at each milestone in the slot allocation process for all seasons

3.7 Airlines are not scheduling more flights than their available fleet can service

The audit specifically examined whether airlines were scheduling more flights than their available fleet could service and found no evidence of this occurring. The analysis compared published schedules with fleet information provided by the airlines to verify operators' ability to service their allocated slots. This involved analysing scheduled demand against fleet capacity on a 15-minute granularity to determine the number of aircraft needed to be deployed at any given time to operate the aircraft block time for published schedules. Figure 15 summarise this analysis of the major domestic aircraft types for each airline by season.

The audit considered various factors that could affect aircraft availability, including:

- Aircraft retirement and new deliveries
- Planned and unplanned maintenance
- Manufacturer directives

The audit analysed specific examples of this finding through detailed analysis of fleet demand versus capacity for major airlines including Qantas (QF), Jetstar (JQ), Virgin Australia (VA), and Regional Express (ZL).

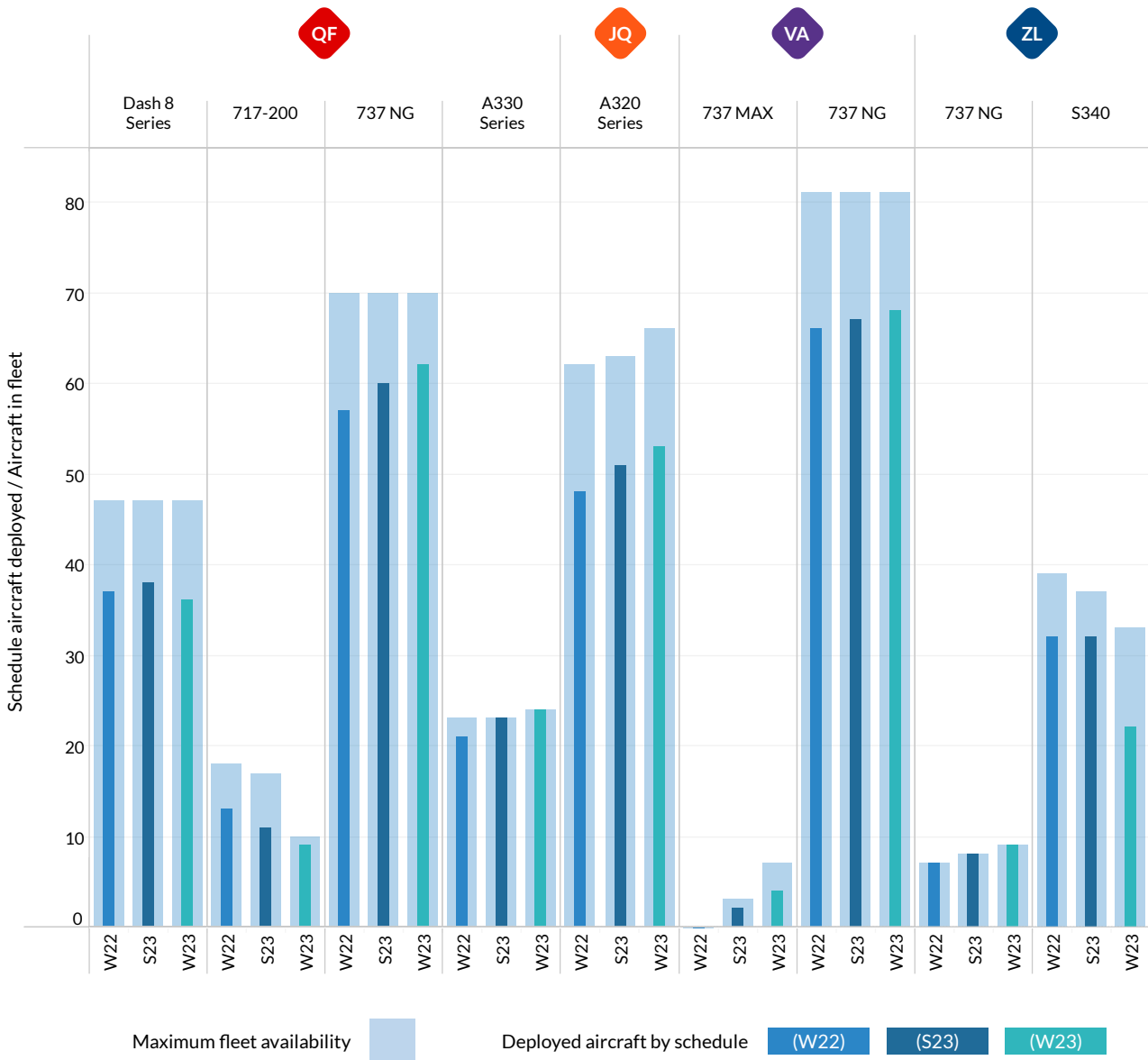


Figure 15 – Airline fleet capacity and scheduled demand by season

Qantas: While the demand for Qantas' A330 series aircraft sometimes matched the available fleet for those specific types, the airline clarified that these aircraft are used interchangeably with 737-800s for domestic operations. When considering the combined fleet of 737-800s, and A330s, demand remained below capacity throughout the audit period.

Virgin Australia: The audit analysed the demand for Virgin's 737-family aircraft (considered as a single type due to similar size and operational flexibility) and found that capacity consistently exceeded demand throughout the audit period.

Jetstar: Analysis of Jetstar's A320 and A321 fleet revealed occasional instances where demand for A321s slightly surpassed available capacity. However, Jetstar considers its A320 and A321 fleet as a single narrowbody fleet, and the overall capacity of this combined fleet was sufficient to service its published schedule.

Regional Express: The audit identified that for each scheduling season, Regional Express's scheduled demand for 737-800 aircraft matched the available capacity. The airline attributed this high aircraft utilisation to delays in aircraft deliveries.

The audit concluded that while fleet availability can fluctuate due to various factors, airlines are generally scheduling their flights in a manner that ensures they have enough aircraft to operate their allocated slots.

However, it's important to acknowledge that:

- The audit relied on fleet information provided by the airlines.
- While the total fleet capacity may be sufficient, airlines might need to adjust aircraft assignments or make operational changes to accommodate specific demand fluctuations or unexpected events.

Continued monitoring of airline scheduling practices, fleet capacity and aircraft substitutions will be necessary to ensure the ongoing efficient use of slots at Sydney Airport.

4 Conclusion

The audit of Sydney Airport's domestic slot usage highlights a complex landscape where operational efficiency, regulatory compliance, and competitive fairness are all at play. Slot utilisation has shown significant improvement since the challenges of the COVID-19 pandemic, demonstrating the resilience and adaptability of airlines in response to changing conditions. However, notable issues, particularly related to the tactical management of slot non-utilisation and the limitations of existing regulatory mechanisms, continue to impact the equitable distribution and efficient use of slots.

One of the key findings of this audit is that airlines often employ tactical approaches to manage their slot portfolios, including selective non-utilisation on high-frequency routes across multiple slot series, with both positive and negative impacts. These practices are permissible under the scheme and provide the necessary operational flexibility to airlines to manage disruption caused by factors both in and out of their control. However, this also has implications for the overall efficiency and fairness of the slot allocation system, especially during peak periods.

The effectiveness of the 80/20 rule as a compliance tool is also weakened during off-peak times, where excess capacity and limited competition allow airlines to retain slots despite low utilisation rates. The connection between these issues is evident in how airlines leverage both high-frequency routes and multiple slot series to maintain control over their slots. The ability to spread non-utilisation across different series allows airlines to maintain compliance with the 80/20 rule on most series while reducing overall capacity, effectively bypassing regulatory intent while still retaining operational flexibility.

Another important link is between the flexibility of reacquiring slots without accruing historic rights and the weakened regulatory compliance efficacy during off-peak periods. The excess capacity of slots during these off-peak times, combined with the ability to retime and reacquire them inside peak times, undermines the competitive fairness that the regulatory framework is designed to protect. This, in turn, may have broader implications for new entrants trying to establish themselves in a market dominated by established players with significant slot holdings. The system in place during the audit period inadvertently favours incumbents, as they can retain their strategic positions by constantly maintaining and improving their slot portfolio.

It is recognised that the patterns of behaviour observed are permissible and airlines are making use of conventional slot management strategies to manage their slot portfolio for a combination of operational and commercial objectives. The conclusion drawn from these findings is that, while improvement has been shown, there remains a need for more effective regulatory oversight to ensure that slot allocation at Sydney Airport meets its intended goals of fairness, efficiency, and transparency. Addressing these challenges is crucial to enhancing the long-term sustainability of airport operations and ensuring that both incumbents and new entrants can access the limited capacity at one of Australia's most constrained airports.

The audit underscores the importance of transparency and accountability in the slot management process. Stakeholders, including regulatory bodies, airlines, and the public, must work collaboratively to address the gaps identified in this report. By doing so, Sydney Airport can continue to serve as a vital hub for domestic aviation while balancing the interests of all parties involved. Improved oversight, stricter compliance mechanisms, and a more transparent allocation process will be key to achieving a fairer and more efficient use of this critical infrastructure.



Appendices

A.1 QF slot series utilisation by season and route

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
06:00	15/15	15/15	15/15	15/15	15/15	31/31	31/31	30/31	29/31	31/31	21/22	18/22	18/22	18/21	18/22	8/8						7/8	
07:00																							
08:00	20/21	21/21	21/21	19/21	20/21	31/31	30/31	31/31	31/31	31/31	21/22	22/22	22/22	22/22	22/22	21/21	21/21	31/31	28/31	22/22	22/22	22/22	22/22
09:00																							
10:00																							
11:00	21/21	21/21	21/21	21/21	21/21	31/31	29/31	31/31	31/31	30/30	21/22	22/22	22/22	19/22	22/22	21/22	22/22	29/30	29/31	22/22	22/22	22/22	22/22
12:00				9/14	10/14	31/31	29/31	31/31	31/31	31/31	15/15	8/8	14/15	13/15	15/15	21/21	21/21	30/31	31/31	22/22	22/22	22/22	22/22
13:00																							
14:00																							
15:00	13/21		15/21	13/21	20/21	31/31	31/31	31/31	31/31	30/31	21/22	21/22	22/22	21/22	22/22	21/21	14/21	31/31	30/31	22/22	20/22	20/22	20/22
16:00	21/21	21/21	21/21	21/21	21/21	6/7	5/7	7/7	6/7	30/31	18/21	16/22	16/22	19/22	19/21	21/21	21/21	27/31	6/6	22/22	18/21	18/21	18/21
17:00	15/15	15/15	14/15	15/15	15/15	31/31	29/31	31/31	31/31	30/31	22/22	22/22	21/22	22/22	22/22	15/15	15/15		31/31	22/22	22/22	22/22	22/22
18:00	21/21	20/21	21/21	21/21	20/21	29/31	28/31	28/31	31/31	29/31	16/16	16/16	16/16	15/16	16/16				29/31	22/22	16/16	16/16	16/16
19:00																							
20:00	21/21	21/21	21/21	21/21	20/21	30/31	31/31	31/31	29/31	31/31	22/22	22/22	22/22	22/22	21/21	20/20	21/21	31/31	31/31	22/22	22/22	22/22	22/22
21:00																							
22:00																							

Slot Summary | By Time of Day | QF | ADL | 60

Figure 16 – QF slot series utilisation by season / Adelaide (ADL)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
06:00	21/21	21/21	21/21	21/21	21/21	31/31	28/31	30/31	30/31	29/31	21/21	20/21	22/22	22/22	21/22	21/21	19/21	31/31	31/31	22/22	22/22	21/22	21/22
09:00	7/21	12/21	19/21	5/21	17/21	29/31	29/31	31/31	29/31	30/31	20/20	20/20	19/19	19/19	18/19	5/21	20/21	19/21	30/31	22/22	22/22	22/22	21/22
12:00	21/21	21/21	21/21	20/21	21/21																		
15:00						31/31	31/31	27/31	27/31	31/31	22/22	22/22	22/22	22/22	22/22			27/31	31/31	22/22	22/22	22/22	22/22
18:00	21/21	21/21	21/21	21/21	21/21	28/31	26/31	29/31	30/31	31/31	21/22	22/22	21/22	22/22	22/22	19/21			29/31				
21:00																							
06:00	17/21	20/21	21/21	21/21	19/21	29/31	29/31	26/31	28/31	30/31	20/20	21/22	21/22	21/22	21/22	20/21	18/21	31/31	28/31	22/22	22/22	22/22	21/22
09:00	21/21	21/21	21/21	21/21	21/21	31/31	27/31	29/31	30/31	29/31	21/21	20/21	22/22	22/22	21/22	21/21	19/21	30/31	30/31	22/22	22/22	22/22	21/22
12:00	7/21	12/20	19/21	5/21	18/21	29/31	29/31	31/31	29/31	30/31	20/20	20/20	19/19	19/19	18/19	5/21	20/21	20/31	30/31	21/22	21/22	21/22	21/22
15:00	21/21	21/21	21/21	20/21	21/21	29/31	31/31	27/31	27/31	31/31	22/22	22/22	22/22	22/22	22/22	20/21			31/31	22/22	22/22	22/22	22/22
18:00																							
21:00																							

Slot Summary | By Time of Day | QF | ABX | 180

Figure 17 – QF slot series utilisation by season / Albury (ABX)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
06:00	17/21	21/21	20/21	21/21	20/21	22/31	21/31	20/31	21/31	21/31						5/21		19/31					
09:00																							
12:00	20/21	21/21	19/21	20/21	20/21	29/31	30/31	30/31	24/31	28/31	21/22	22/22	22/22	21/22	21/22	21/21	21/21	30/31	30/31	22/22	22/22	22/22	22/22
15:00	20/21	20/21	21/21	19/21	21/21	30/31	27/31	29/31	31/31	31/31	21/22					6/6	20/21	26/31	30/31	22/22	22/22	22/22	22/22
18:00	2/21	1/21	3/21	20/21	20/21														24/30				
21:00																							
06:00	21/21	4/21	4/21		19/21	31/31				27/31						20/21		23/30		22/22			
09:00	18/21	21/21	20/21	23/42	20/21	23/31	21/31	20/31	22/31	21/31		21/22		21/22	21/22	5/21		26/31		22/22			
12:00																							
15:00	20/21	21/21	20/21	20/21	19/21	30/31	30/31	31/31	24/30	28/31	21/22	22/22	22/22	20/22	22/22	21/21	20/21	29/31	30/31	22/22	22/22	22/22	22/22
18:00	20/21	19/21	21/21	19/21	21/21	30/31	27/31	30/31	31/31	30/31							19/21		24/31				
21:00																							

Slot Summary | By Time of Day | QF | BNK | 180

Figure 18 – QF slot series utilisation by season / Ballina/Byron Bay (BNK)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	22/30	24/30	25/30	26/30	21/30	45/62	51/62	52/62	43/62	47/62					11/15	14/15					
	07:00	30/34	30/34	32/34	32/34	29/34	56/62	58/62	58/62	54/62	55/62	22/22	22/22	22/22	22/22	21/22	33/38	23/28		21/22	15/15	
	08:00	21/21	18/21	17/21	15/20	15/21	27/31	29/31	30/31	27/31	27/31	22/22	21/22	22/22	22/22	22/22	17/21	21/21		12/12	6/6	
	09:00	29/30	29/30	29/30	27/30	28/30	58/62	57/62	57/62	50/62	54/62	31/32	32/32	32/32	32/32	31/32	14/15	15/15	31/31	16/16	14/14	
	10:00	21/21	21/21	21/21	21/21	21/21	27/30	30/30	28/31	29/31	29/31	21/22	22/22	22/22	22/22	21/22	21/21	6/6	30/31	1/21	21/22	
	11:00											20/20	20/20	22/22	22/22	20/22						
	12:00	22/22	21/21	21/21	21/21	21/21			30/31	26/31	29/31						21/21	20/21	28/31	30/31	22/22	22/22
	13:00						28/31	29/31	28/31	28/31	30/31	15/16	16/16									
	14:00	15/21	20/21	21/21	19/21	20/21	27/30	28/31	27/31	26/31	26/31	19/22	21/22	21/22	22/22	20/22	21/21	19/21	31/31	25/31	22/22	20/22
	15:00	17/21	20/21	31/36	34/36	30/36	25/31	26/31	59/62	52/61	51/62	15/16	14/16	46/48	45/48	28/32	25/36					
	16:00	15/17	14/17	29/32	26/31	31/32	27/29	31/31	56/62	58/62	55/62	34/38	36/37	37/38	36/38	36/38	25/32			51/62	22/22	38/39
	17:00	28/32	30/32	31/32	31/32	30/32	57/62	58/62	60/62	60/63	57/62	43/44	43/44	44/44	44/44	43/44	21/21	35/36	31/31	55/62		44/44
	18:00	6/6	20/21	6/6	19/21	21/21	31/31	31/31	31/31	31/31	31/31	16/16	16/16	16/16	15/16	16/16			31/31	31/31		16/16
	19:00	15/15		15/15																		
	20:00	21/21	20/21	21/21	21/21	21/21											21/21	20/21				
21:00						30/31	31/31	31/31	29/31	30/30	22/22	22/22	22/22	22/22	22/22				30/31	22/22	22/22	
22:00																						
Arrivals	06:00	20/21	21/21	19/21	20/21	19/21	28/31	30/31	31/31	29/31	27/31					21/21	20/21	27/31	30/31			
	07:00											21/21	21/21	22/22	22/22	22/22					22/22	21/21
	08:00	25/30	25/30	26/30	28/30	27/30	50/62	53/61	55/62	54/62	57/62	16/22	17/22	18/22	17/22	17/22			30/31			
	09:00	28/32	30/32	29/32	31/32	28/31	50/62	55/62	51/61	49/62	52/62	35/38	36/38	37/38	37/38	35/37	33/36	14/15	24/29		21/21	20/21
	10:00	37/38	34/38	33/36	32/38	28/37	54/62	55/61	58/62	51/61	54/62	22/22	22/22	22/22	22/22	21/22	29/37	21/21			12/12	22/22
	11:00	14/15	14/15	15/15	15/15	14/15	57/62	57/62	58/61	52/62	51/62	31/32	32/32	32/32	31/32	31/32	14/15	15/15	31/31		16/16	14/14
	12:00	21/21	21/21	21/21	21/21	21/21	27/30	30/31	28/31	29/31	30/31	21/22	22/22	21/22	22/22	21/22	21/21	21/21	30/31	31/31	1/19	21/22
	13:00																					
	14:00	22/22	21/21	21/21	21/21	21/21			30/31	28/32	29/31	20/20	20/20	22/22	22/22	19/22	21/21	20/21			22/22	22/22
	15:00						56/62	56/62	56/62	53/61	56/62	15/16	16/16						28/31	31/31		
	16:00								29/31	24/30	26/31								31/31	25/31		
	17:00	14/21	20/21	47/51	46/50	44/51			29/31	24/30	26/31	20/22	20/22	52/54	54/54	48/54	21/21	32/36			22/22	20/22
	18:00	49/55	51/55	49/55	47/55	45/55	51/60	56/62	85/93	87/93	79/93	49/54	51/53	52/54	51/54	35/38	43/58			78/93	22/22	37/38
	19:00	12/15	14/15	15/15	14/15	14/15	28/31	30/31	29/31	30/31	25/31	29/31	30/31	30/31	31/32	15/16	14/15			28/31		1/1
	20:00	20/21	21/21	18/21	21/21	20/21	28/31	27/31	30/31	29/31	28/31	21/22	22/22	22/22	21/22	21/22	21/21	20/21	31/31	24/31		22/22
21:00																						
22:00																						

Slot Summary | By Time of Day | QF | CBR | 60

Figure 21 – QF slot series utilisation by season / Canberra (CBR)

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	21/21	21/21	21/21	21/21	31/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	21/21	21/21	31/31	31/31	22/22	22/22	
	09:00																					
	12:00																					
	15:00																					
	18:00					6/7	31/31	11/11	12/12	12/12	31/31					13/17	15/17	6/8		31/31		13/17
	21:00																					
Arrivals	06:00	6/8				31/31	31/31	11/11	12/12	12/12	12/17				14/17	6/7		30/31		14/17		
	09:00																					
	12:00																					
	15:00	20/21	21/21	21/21	21/21	31/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	21/22	22/22	21/21	21/21	31/31	31/31	22/22	22/22	
	18:00																					
	21:00																					

Slot Summary | By Time of Day | QF | DRW | 180

Figure 22 – QF slot series utilisation by season / Darwin (DRW)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00	6 / 6			6 / 6											2 / 6	3 / 6						
	07:00																						
	08:00																						
	09:00	20 / 21	20 / 21	19 / 21	20 / 21	20 / 21	31 / 31	31 / 31	31 / 31	30 / 31	29 / 31	21 / 22	22 / 22	22 / 22	20 / 22	21 / 22	20 / 21	20 / 21	31 / 31	31 / 31	22 / 22	19 / 21	
	10:00	19 / 21	18 / 21	18 / 21	17 / 21	18 / 21						22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	18 / 21	18 / 21			22 / 22	22 / 22	
	11:00																						
	12:00																						
	13:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21	31 / 31	31 / 31	22 / 22	22 / 22	
	14:00																						
	15:00																						
	16:00																						
	17:00																						
	18:00						31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	6 / 6				6 / 6			31 / 31	31 / 31		6 / 6	
	19:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21						19 / 22	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21			22 / 22	22 / 22	
20:00																							
21:00																							
22:00																							
Arrivals	06:00																						
	07:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	29 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21	31 / 31	31 / 31	22 / 22	22 / 22		
	08:00																						
	09:00	6 / 6				6 / 6										2 / 6	2 / 6						
	10:00																						
	11:00																						
	12:00	19 / 21	20 / 21	19 / 21	20 / 21	19 / 21						21 / 22	22 / 22	22 / 22	20 / 22	21 / 22	20 / 21	20 / 21			22 / 22	20 / 22	
	13:00																						
	14:00	19 / 21	18 / 21	18 / 21	17 / 21	18 / 21	31 / 31	31 / 31	31 / 31	30 / 31	29 / 31	21 / 22	22 / 22	21 / 22	22 / 22	21 / 22	18 / 21	18 / 21	31 / 31	31 / 31	22 / 22	22 / 22	
	15:00																						
	16:00																						
	17:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21	31 / 31	31 / 31	22 / 22	22 / 22	
	18:00																						
	19:00																						
20:00																							
21:00											4 / 5											6 / 6	
22:00																							

Slot Summary | By Time of Day | QF | OOL | 60

Figure 23 – QF slot series utilisation by season / Gold Coast (OOL)

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	20 / 21	14 / 21	19 / 21	18 / 21	20 / 21	27 / 31	3 / 31	28 / 31	27 / 31	27 / 31	20 / 21			4 / 9	1 / 21		1 / 30				
	09:00																					
	12:00																					
	15:00	20 / 21	20 / 21	21 / 21	20 / 21	20 / 21	27 / 31	30 / 31	28 / 31	28 / 31	28 / 31	18 / 20	1 / 1	1 / 1	1 / 1	21 / 22	21 / 21			31 / 31	19 / 22	
	18:00																					
	21:00																					
Arrivals	06:00	18 / 21	13 / 21	19 / 21	18 / 21	20 / 21	27 / 31	1 / 31	28 / 31	27 / 31	27 / 31	20 / 21			2 / 8	1 / 21		0 / 30				
	09:00																					
	12:00																					
	15:00	20 / 21	19 / 21	21 / 21	20 / 21	20 / 21	27 / 31	30 / 31	27 / 31	28 / 31	28 / 31	18 / 20	1 / 1	1 / 1	1 / 1	21 / 22	21 / 21			29 / 31	20 / 22	
	18:00																					
	21:00																					

Slot Summary | By Time of Day | QF | GFF | 180

Figure 24 – QF slot series utilisation by season / Griffith (GFF)

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	29 / 31	31 / 31	31 / 31	30 / 31	21 / 21	22 / 22	21 / 21	21 / 22	22 / 22	20 / 21	19 / 20	31 / 31	30 / 31	21 / 22	22 / 22
	09:00																					
	12:00																					
	15:00																					
	21:00																					
Arrivals	06:00																					
	09:00																					
	12:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	28 / 31	31 / 31	30 / 30	31 / 31	21 / 21	22 / 22	22 / 22	21 / 22	22 / 22	19 / 21	20 / 21	31 / 31	30 / 31	21 / 22	22 / 22
	15:00																					
	21:00																					

Slot Summary | By Time of Day | QF | HTI | 180

Figure 25 – QF slot series utilisation by season / Hamilton Island (HTI)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	21/21	21/21	21/21	21/21	20/21	58/62	62/62	61/62	62/62	56/62	44/44	44/44	43/44	43/44	43/44	21/21	21/21	31/31	30/31	22/22	22/22
	09:00	21/21	21/21	21/21	20/21	21/21	61/62	30/31	60/62	30/31	59/62	22/22	22/22	22/22	22/22	22/22	19/21	21/21	31/31	58/62	22/22	22/22
	12:00	41/42	35/35	34/35	34/35	42/42	60/62	60/61	61/62	61/62	61/62	44/44	43/44	41/44	44/44	44/44	19/21	36/36	56/61	60/62	44/44	44/44
	15:00	21/21	21/21	21/21	21/21	21/21											20/21	21/21				
	18:00	42/42	42/42	42/42	42/42	41/42	62/62	60/62	60/62	61/61	62/62	40/43	42/44	42/44	39/44	44/44	15/15	41/42	31/31	62/62	22/22	44/44
	21:00																					
Arrivals	06:00	20/21	21/21	21/21	21/21	21/21	31/31	31/31	30/31	30/30	31/31	22/22	22/22	22/22	22/22	21/22	41/42	14/14	31/31	30/30	22/22	
	09:00	21/21	21/21	21/21	21/21	21/21	57/62	31/31	62/62	62/62	59/62	22/22	21/21	22/22	23/23	21/22	20/21	21/21	57/62	31/31		
	12:00	20/21	21/21	20/21	21/21	20/21	62/62	60/62	61/62	31/31	57/62	40/44	41/44	42/44	38/43	43/43	36/36	30/31	31/31	44/44	44/44	
	15:00	40/41	35/35	34/35	35/35	41/42	61/62	60/61	56/61	61/62	58/62	44/44	44/44	42/44	44/44	44/44	42/42	42/42	29/31	59/61	43/44	43/44
	18:00	21/21	21/21	21/21	21/21	20/21	28/30	30/31	29/30	30/31	30/31	21/21	21/21	22/22	22/22	22/22	20/21	21/21	31/31	28/30	22/22	22/22
	21:00																					

Slot Summary | By Time of Day | QF | PER | 180

Figure 30 – QF slot series utilisation by season / Perth (PER)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00	21/21	20/21	21/21	21/21	21/21	31/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	19/21	21/21	31/31	31/31	22/22	22/22	
	09:00	20/21	21/21	20/21	21/21	20/21	31/31	31/31	31/31	31/31	29/31	22/22	22/22	22/22	22/22	22/22	16/21	20/21			22/22	22/22	
	12:00	6/6	6/6	6/6	6/6	6/6											5/6	5/6					
	15:00	20/21	20/21	21/21	21/21	21/21	31/31	31/31	31/31	30/31	31/31	22/22	22/22	22/22	22/22	22/22			31/31			22/22	
	18:00																						
	21:00																						
Arrivals	06:00	21/21	20/21	20/21	21/21	21/21	31/31	31/31	31/31	31/31	29/31	22/22	22/22	22/22	22/22	22/22	19/21	16/21	29/30		22/22		
	09:00	20/21	20/21	20/21	21/21	20/21	31/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	20/21	21/21	31/31	31/31	22/22	22/22	
	12:00																						
	15:00																						
	18:00	26/27	27/27	26/27	27/27	26/27												5/6	25/27				
	21:00																						

Slot Summary | By Time of Day | QF | MCY | 180

Figure 31 – QF slot series utilisation by season / Sunshine Coast (MCY)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00	20/21	4/21	2/21	3/21	20/21	29/31				1/31	29/31	22/22			22/22	1/21		1/30				
	09:00																						
	12:00	3/21	2/21	3/21	20/21	20/21					29/31	30/31				19/22	21/22			30/31		22/22	
	15:00																						
	18:00																						
	21:00																						
Arrivals	06:00	20/21	3/21	3/21	3/21	20/21	29/31				2/31	28/31	22/22			22/22	2/21		1/30				
	09:00																						
	12:00																						
	15:00																						
	18:00																						
	21:00	2/21	1/21	2/21	20/21	20/21										18/22	20/22			30/31		21/22	

Slot Summary | By Time of Day | QF | WTB | 180

Figure 32 – QF slot series utilisation by season / Toowoomba (WTB)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00	18/21	20/21	21/21	20/21	19/21	28/31	28/31	30/31	26/31	30/31	21/22	21/22	22/22	21/22	20/22	20/21	21/21	30/31	31/31	21/22	22/22	
	09:00	15/21	18/21	1/21	19/21	16/21	30/31	28/31	30/31	30/31	31/31	19/19	18/19	19/19	19/19	20/20	19/21	21/21	29/31	31/31	22/22	22/22	
	12:00	18/21	21/21	21/21	21/21	20/21	30/31	31/31	29/31	27/31	30/31								22/31	31/31			
	15:00	18/21	21/21	21/21	21/21	20/21	30/31	31/31	29/31	29/31	31/31	21/22	22/22	22/22	22/22	22/22		21/21				22/22	
	18:00	21/21	21/21	21/21	21/21	20/21	30/31	31/31	29/31	29/31	31/31	22/22	22/22	21/22	22/22	20/22		21/21		31/31		20/20	
	21:00																						
Arrivals	06:00	19/21	20/21	21/21	20/21	21/21	31/31	31/31	31/31	27/30	28/31	18/20	21/22	22/22	20/22	22/22	20/21		31/31		20/22		
	09:00	15/21	17/21	2/21	19/21	16/21	30/31	28/31	30/31	30/30	31/31	19/19	18/19	18/19	19/19	20/20	19/21	21/21	29/31	22/31	21/22	22/22	
	12:00						30/31	31/31	29/31	28/31	30/31								31/31				
	15:00																						
	18:00	18/21	21/21	21/21	21/21	20/21						22/22	22/22	22/22	22/22	21/22		21/21				22/22	
	21:00																						

Slot Summary | By Time of Day | QF | WGA | 180

Figure 33 – QF slot series utilisation by season / Wagga Wagga (WGA)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

A.2 VA slot series utilisation by season and route

	Weekdays										Weekends													
	W22					S23					W23					W22		S23		W23				
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun			
Departures	06:00					28/31	23/31	29/31	29/31	29/31	21/22	22/22	22/22	20/22	20/21	16/16	1/1	16/31		13/18	3/3			
	07:00	21/21	21/21	21/21	21/21	21/21	28/31	23/31	29/31	29/31	29/31	21/22	22/22	22/22	20/22	20/21	16/16	1/1	16/31		13/18	3/3		
	08:00																							
	09:00	18/21	20/21	19/21	20/21	19/21	27/31	30/31	29/31	27/31	31/31	20/22	21/22	22/22	22/22	20/22	20/21	18/21	28/31	30/31	21/22	20/22		
	10:00																							
	11:00	21/21	20/21	21/21	21/21	21/21	18/31	17/31	17/31	31/31	28/31	22/22	22/22	22/22	21/22	21/22	21/21	21/21	29/31	31/31	20/21	22/22		
	12:00																							
	13:00						25/26	21/26	22/26	24/26	26/26													
	14:00																				23/26	26/26	21/21	21/22
	15:00						25/26	19/26	21/26	23/26	21/26	20/21	19/22	21/22	22/22	20/22					25/26	4/4	20/21	
	16:00						28/30	30/31	31/31	31/31	29/31	16/19	14/18	17/18	17/19	13/17	6/6	20/21	25/26	30/31			16/20	
	17:00	18/21	21/21	21/21	21/21	20/21																		
18:00																								
19:00	21/21	21/21	21/21	20/20	19/20	30/31	31/31	31/31	31/31	29/31	21/21	22/22	19/22	21/22	21/21	16/16	20/20	5/5	29/31	1/3	20/21			
20:00																								
21:00																								
22:00																								
Arrivals	06:00																							
	07:00	18/21	20/21	19/21	20/21	19/21	23/31	26/31	30/31	27/30	31/31	20/22	20/22	21/21	20/21	19/22	20/21	19/20	28/31	27/30	19/22	19/22		
	08:00																							
	09:00																							
	10:00	20/21	21/21	21/21	21/21	6/6	31/31	27/31	31/31	29/31	30/31	21/22	21/22	22/22	22/22	20/21	16/16	2/2	17/31		14/19	2/2		
	11:00					15/15																		
	12:00	20/21	21/21	21/21	21/21	20/21	31/31	28/31	27/31	28/31	31/31	0/5	0/9	1/8	1/8	0/5	21/21	19/21	30/31	31/31	20/20	22/22		
	13:00																							
	14:00																							
	15:00	21/21	20/21	21/21	21/21	21/21	29/31	29/31	30/31	31/31	28/31	22/22	22/22	22/22	21/22	21/22	21/21	21/21	27/29	31/31	21/22	22/22		
	16:00																							
	17:00						24/26	24/26	25/26	25/26	24/26										25/26	26/26		
18:00																								
19:00											14/15	9/9	9/9	15/15	18/18					17/17	15/15			
20:00																								
21:00						12/26	8/26	8/26	23/26	19/26	19/21	19/22	20/22	21/22	19/22					24/26		18/21		
22:00	17/20	21/21	20/21	20/20	19/20	28/31	28/30	31/31	31/31	28/31	13/18	14/18	15/18	15/19	12/15	1/1	19/20			27/31		13/18		

Slot Summary | By Time of Day | VA | ADL | 60

Figure 34 – VA slot series utilisation by season / Adelaide (ADL)

	Weekdays										Weekends											
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00																					
	09:00	21/21	21/21	21/21	21/21	21/21	30/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	21/22	22/22	20/20	19/19	26/26	30/31	20/22	22/22
	12:00	20/20	8/20	8/20	21/21	20/20	28/30	1/5	1/5	27/31	30/31	19/21				16/22	22/22	5/19	21/21	5/5	30/31	21/22
	15:00																					
	21:00	1/8	0/8	2/8	2/8	3/8												1/7				
Arrivals	06:00	4/7	2/8	2/8	2/8	3/8																
	09:00																					
	12:00	21/21	21/21	21/21	21/21	20/21	30/31	31/31	31/31	31/31	31/31	21/22	22/22	22/22	21/22	22/22	20/20	19/19	26/26	30/31	20/22	22/22
	15:00	20/20	7/20	8/20	21/21	20/20	28/30	1/5	1/5	27/31	30/31	18/21				15/15	22/22	5/19	21/21	5/5	29/31	21/22
	21:00																					

Slot Summary | By Time of Day | VA | BNK | 180

Figure 35 – VA slot series utilisation by season / Ballina/Byron Bay (BNK)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule



	Weekdays															Weekends					
	W22					S23					W23					W22		S23		W23	
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
06:00	15/15	15/15	14/15	13/15	13/15	23/31	29/31	31/31	30/31	27/31	15/16	13/16	15/16	11/16	14/16	0/15		27/31	31/31	18/21	11/11
06:30						19/22	28/31	31/31	31/31	30/31	20/20	21/22	19/22	19/22	19/22	21/21	20/21	27/31	31/31	18/21	11/11
07:00	19/21	20/21	19/21	20/21	21/21	28/31	28/31	31/31	31/31	30/31	20/20	21/22	19/22	19/22	19/22	21/21	20/21	27/31	31/31	18/21	11/11
07:30	14/15	14/15	15/15	15/15	14/15	26/27	26/31	29/31	27/31	30/31	13/13	13/14	15/15	15/15	14/14	15/15	1/15	21/31	23/31	21/22	22/22
08:00	21/21	20/21	21/21	19/21	21/21	27/31	28/31	29/31	26/31	27/31	20/22	19/22	20/22	20/22	20/22	21/22	14/15	29/31	23/31	21/22	22/22
08:30	14/15					13/15	4/5			3/5	14/17	17/18	19/19	18/20	19/20	3/15			15/17	19/22	20/22
09:00	19/21	21/21	19/21	21/21	19/21	29/30	31/31	29/31	30/31	29/31	21/22	21/22	22/22	22/22	21/22		30/31	27/31	19/22		
09:30																					
10:00	20/21	21/21	20/21	19/21	19/21	30/31	30/31	29/31	28/31	28/31	21/22	18/22	18/22	22/22	19/22	19/21	21/21	25/31	29/31	20/22	20/21
10:30	15/15	15/15	15/15	15/15	15/15	30/31	30/31	27/31	31/31	29/31	9/17		1/1	3/16	12/17	12/14	30/31	25/31	1/1	13/22	
11:00	19/21	6/6	6/6	19/21	21/21	4/5	4/5	4/5	4/5	4/5	17/22	21/22	19/22	21/22	20/22	21/21	21/21	4/5	4/5	21/22	21/22
11:30																					
12:00	5/20	7/18	3/18	9/21	10/21	23/26										6/21	9/21				
12:30																					
13:00	21/21	3/3	3/3	21/21	21/21	31/31	31/31	31/31	31/31	30/31	22/22	22/22	20/22	19/22	21/22	0/1	20/20	29/31	31/31	21/22	19/21
13:30																					
14:00	7/20	17/18	17/18	8/21	10/21					20/26						20/21	8/21	20/26	24/26		
14:30																					
15:00	19/21	18/18	18/18	17/19	18/21	29/31	30/31	28/31	28/31	30/31	20/22	21/22	21/22	21/22	20/22	16/20	19/21	30/31	31/31	21/22	19/22
15:30																					
16:00	20/21	21/21	21/21	21/21	19/21	30/31	29/31	28/31	31/31	28/31	18/22	20/22	19/22	20/22	18/22	7/21	21/21	24/31	30/31	19/22	19/22
16:30																					
17:00	19/21	21/21	20/21	21/21	19/21	27/31	29/31	31/31	26/30	25/31	21/21	18/22	22/22	20/22	21/21	17/17	20/20	31/31	27/31	19/21	21/22
17:30	1/8	0/8	2/8		4/8																
18:00	20/21	19/21	21/21	21/21	18/21	29/31	29/31	29/31	24/31	26/31	22/22	21/22	22/22	20/22	16/22	6/6	21/21	0/1	28/31	5/19	16/21
18:30	13/19	0/8	3/8	2/6	18/21	27/28	29/31	29/31	29/31	25/31	20/22	22/22	22/22	21/22	12/16	18/20	25/31		25/31		14/16
19:00	19/21	21/21	21/21	21/21	20/21	25/31	31/31	30/31	24/30	29/31	16/17	18/22	22/22	19/21	17/21	2/16	19/20	26/31	29/31	20/22	21/22
19:30	14/15	1/15	3/15	17/20	17/20	16/26	11/26	11/26	28/31	29/31			12/15	14/16	16/19		25/31		25/31		15/15
20:00						5/5	5/5	5/5	5/5	5/5	19/22	2/2	2/2	21/22	19/22		3/5		3/5		17/20
20:30	20/21	20/21	21/21	21/21	21/21	26/26	24/26	25/26	21/26	30/31				10/16	1/1	21/21	25/31		25/31		13/19
21:00																					
21:30	2/15			3/15	15/15				16/26	26/26	20/21	21/22	21/22	20/22	18/21		5/15	20/26			15/17
22:00																					

Slot Summary | By Time of Day | VA | BNE | 30

Figure 36 – VA slot series utilisation by season / Brisbane (BNE)

	Weekdays															Weekends					
	W22					S23					W23					W22		S23		W23	
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
06:00	19/21	19/20	20/20	20/20	21/21	31/48	31/31	31/31	31/31	31/31	2/16	20/22	4/16	4/16	6/16	21/21	20/20	40/57	40/57	22/35	28/41
09:00	6/23	3/15	3/15	3/15	3/15						20/22	21/22	20/22	22/22	22/22	1/15	1/15				
12:00	21/21	21/21	21/21	21/21	21/21	36/36	30/31	31/31	36/36	36/36	31/38	28/29	26/29	14/29	33/39	21/21	21/21	31/31	36/36	36/44	34/38
15:00	6/21	4/18	7/18	5/21	12/28	22/26	9/26	9/26	23/26	24/26						3/21	9/21	18/26	25/26		
18:00	3/3	3/3	3/3	3/3	3/3											2/2	1/1				
21:00																					
06:00																					
09:00	5/10	3/3	3/3	6/11	4/4							4/4	5/5			4/11	2/3	10/26	11/26	1/5	3/3
12:00	19/21	19/20	20/20	20/20	21/21											20/21	21/21	31/31	31/31	21/21	18/20
15:00						31/31	31/31	31/31	31/31	31/31	17/19	19/22	16/22	21/21	22/22			31/31	31/31	22/22	21/22
18:00	21/34	22/36	22/36	23/36	16/28	31/31	30/31	31/31	31/31	31/31	20/22	22/22	21/22	10/22	22/22	5/20	9/21	31/31	31/31	22/22	21/22
21:00	9/21	4/18	5/18	9/21	14/21	27/31	12/26	9/26	28/31	29/31	10/18	6/8	5/8	4/4	10/17	4/21	12/21	18/26	30/31	14/24	8/11

Slot Summary | By Time of Day | VA | CNS | 180

Figure 37 – VA slot series utilisation by season / Cairns (CNS)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

		Weekdays															Weekends					
		W22					S23					W23					W22		S23		W23	
		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
Departures	06:00																					
	07:00	17 / 17	17 / 17	17 / 17	16 / 16	15 / 16	29 / 31	28 / 31	28 / 30	27 / 31	27 / 31	16 / 16	16 / 16	15 / 15	15 / 15	15 / 15	16 / 16	1 / 1	27 / 31		18 / 19	
	08:00	20 / 21	20 / 21	19 / 21	21 / 21	19 / 21	23 / 31	23 / 31	26 / 31	25 / 31	22 / 31	20 / 22	22 / 22	21 / 22	20 / 22	20 / 22	5 / 5	1 / 1				
	09:00	14 / 17	14 / 17	15 / 17	14 / 16	14 / 16	29 / 31	29 / 31	31 / 31	28 / 31	27 / 31	19 / 20	21 / 21	21 / 21	20 / 21	19 / 19	15 / 16	15 / 15	31 / 31	31 / 31	15 / 15	17 / 17
	10:00	21 / 21	21 / 21	21 / 21	21 / 21	20 / 21	27 / 27	28 / 31	29 / 31	30 / 31	30 / 31	16 / 16	16 / 19	16 / 18	16 / 16	17 / 17	20 / 20	5 / 5	29 / 31		14 / 21	
	11:00																					
	12:00	21 / 21	21 / 21	21 / 21	20 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	30 / 31	21 / 22	22 / 22	22 / 22	22 / 22	22 / 22	5 / 5	1 / 1				
	13:00																					
	14:00	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4																
	15:00																					
	16:00	17 / 17	17 / 17	17 / 17	17 / 17	17 / 17	30 / 31	31 / 31	31 / 31	31 / 31	31 / 31	43 / 43	44 / 44	44 / 44	44 / 44	42 / 42		1 / 1			22 / 22	22 / 22
	17:00	35 / 38	35 / 38	35 / 38	37 / 37	33 / 37	57 / 62	59 / 62	56 / 62	58 / 62	56 / 59	14 / 15	14 / 15	14 / 15	15 / 15	14 / 15	22 / 22	36 / 37	31 / 31	53 / 58		13 / 14
	18:00																					
	19:00	19 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	31 / 31	31 / 31	31 / 31	30 / 31	20 / 21	22 / 22	22 / 22	22 / 22	19 / 20		4 / 5			2 / 2	22 / 22
20:00	19 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	1 / 2	20 / 20		31 / 31			
21:00																						
22:00																						
Arrivals	06:00																					
	07:00	28 / 38	27 / 38	32 / 38	24 / 37	28 / 36	29 / 31	29 / 31	29 / 31	28 / 31	27 / 31	16 / 16	16 / 16	15 / 15	15 / 15	15 / 15	36 / 37	17 / 17	27 / 31		14 / 14	
	08:00	23 / 24	28 / 32	16 / 17	29 / 31	16 / 16	28 / 31	28 / 31	31 / 31	28 / 31	28 / 31	38 / 41	42 / 42	41 / 42	39 / 42	38 / 40			31 / 31	31 / 31	21 / 22	22 / 22
	09:00	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4	31 / 31	29 / 31	31 / 31	31 / 31	26 / 31						4 / 4	4 / 4				
	10:00	17 / 17	17 / 17	17 / 17	17 / 17	16 / 17	27 / 27	28 / 31	29 / 31	29 / 31	30 / 31	16 / 16	16 / 16	16 / 16	16 / 16	16 / 16	16 / 16	1 / 1	31 / 31		21 / 21	
	11:00	21 / 21	21 / 21	21 / 21	20 / 21	21 / 21	26 / 31	26 / 31	27 / 31	26 / 31	25 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	5 / 5	1 / 1				4 / 4
	12:00																					
	13:00	4 / 4	4 / 4	4 / 4	4 / 4	4 / 4																
	14:00																					
	15:00	17 / 17	17 / 17	17 / 17	17 / 17	17 / 17	30 / 31	31 / 31	31 / 31	31 / 31	31 / 31	21 / 21	22 / 22	22 / 22	22 / 22	20 / 22		1 / 1				
	16:00	21 / 21	21 / 21	21 / 21	21 / 21	21 / 21	31 / 31	30 / 31	28 / 31	30 / 31	30 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22		21 / 21	21 / 21	31 / 31	29 / 31	22 / 22
	17:00	16 / 17	14 / 17	14 / 17	16 / 16	12 / 16	26 / 31	28 / 31	28 / 31	28 / 31	28 / 31	13 / 16	14 / 17	14 / 16	15 / 16	15 / 16		1 / 1	15 / 16		24 / 28	14 / 15
	18:00	17 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	31 / 31	31 / 31	31 / 31	30 / 31	20 / 22	22 / 22	22 / 22	22 / 22	19 / 21		4 / 5				
	19:00																					
20:00	20 / 21	21 / 21	21 / 21	21 / 21	21 / 21	30 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	1 / 2	20 / 20		31 / 31	2 / 2	21 / 22	
21:00																						
22:00																						

Slot Summary | By Time of Day | VA | CBR | 60

Figure 38 – VA slot series utilisation by season / Canberra (CBR)

		Weekdays															Weekends					
		W22					S23					W23					W22		S23		W23	
		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
Departures	06:00																					
	09:00																					
	12:00																					
	15:00																					
	21:00	11 / 15	10 / 15	11 / 15	11 / 15	12 / 15	0 / 20	0 / 20	0 / 20	0 / 21	2 / 21						9 / 14		0 / 21		0 / 20	
Arrivals	06:00																					
	09:00	13 / 16	12 / 15	11 / 15	12 / 15	12 / 15	1 / 20	1 / 20	0 / 20	0 / 20	2 / 21						11 / 15					
	12:00																					
	15:00																					
	21:00																					

Slot Summary | By Time of Day | VA | DRW | 180

Figure 39 – VA slot series utilisation by season / Darwin (DRW)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays																				Weekends			
	W22					S23					W23					W22		S23		W23				
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun			
Departures	06:00	4/15	4/15	2/15	3/15	3/15	5/5	5/5	5/5	5/5	5/5	16/20	16/20	16/20	15/20	16/20	1/15	1/15	5/5	4/5	14/20	7/7		
	07:00	20/21	20/21	21/21	21/21	18/21	25/26	24/26	25/26	24/25	25/26	5/16	10/16	7/16	8/16	8/16	17/20	18/20	15/26	14/26	4/19	0/14		
	08:00	20/21	21/21	20/21	19/21	21/21	30/31	26/31	29/31	30/31	31/31	22/22	22/22	21/22	22/22	20/22	20/21	21/21	30/31	30/31	16/22	22/22		
	09:00	18/21	21/21	21/21	21/21	20/21	30/31	30/31	29/31	31/31	31/31	20/22	22/22	22/22	22/22	22/22	20/21	20/21	27/31	30/31	22/22	21/22		
	10:00	20/21	20/21	20/21	21/21	21/21	30/31	30/31	30/31	31/31	31/31	22/22	20/22	22/22	22/22	22/22	21/24	21/21	29/31	31/31	21/22	21/22		
	11:00	6/17	5/14	3/14	7/15	10/17	10/26			9/26	10/26					7/17	7/17	12/26	14/26					
	12:00	17/21	19/21	19/21	18/21	18/21	30/31	31/31	30/31	30/31	30/31	21/22	22/22	22/22	21/22	22/22	17/21	18/21	29/31	31/31	22/22	21/22		
	13:00	20/21	10/21	8/21	8/21	21/21	5/5			4/5	5/5	42/44				42/44	42/44	20/21	20/21	5/5	4/5	40/44		
	14:00	19/20	17/17	17/17	17/17	20/21	31/31	31/31	31/31	31/31	31/31	21/22	21/22	21/21			20/21	20/21	27/31	31/31	22/22			
	15:00	12/21	6/21	7/21	13/21	16/21	26/26	26/26	26/26	26/26	26/26						5/21	11/20	21/26	26/26	2/2			
	16:00	19/21	19/20	19/20	21/21	21/21	31/31	31/31	31/31	31/31	31/31	21/21	22/22	22/22	19/22	22/22	20/21	20/21	25/31	30/31	22/22	22/22		
	17:00	15/15	15/15	15/15	14/15	14/15	5/5	5/5	5/5	4/5	5/5	22/22	20/21	20/22	22/22	19/22	1/15	14/14	5/5	5/5	14/19	20/22		
	18:00	20/21	21/21	21/21	20/21	20/21	30/31	27/31	27/31	31/31	30/31	21/22	22/22	20/22	22/22	19/22	21/21	21/21	30/30	30/31	21/21	20/22		
19:00	8/20	6/20	8/20	6/19	7/19	25/26	11/26	11/26	25/26	25/26					0/15	7/19	22/23							
20:00	2/9	1/1	1/1	8/15	10/15	4/5					15/17	4/7	1/2	15/18	17/19	1/4	7/14		11/31		17/20			
21:00																								
22:00																								

Slot Summary | By Time of Day | VA | OOL | 60

Figure 40 – VA slot series utilisation by season / Gold Coast (OOL)

	Weekdays																				Weekends			
	W22					S23					W23					W22		S23		W23				
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun			
Departures	06:00																							
	09:00	21/21	21/21	21/21	21/21	21/21	26/26	26/26	26/26	26/26	26/26	21/22	22/22	22/22	22/22	22/22	20/20	19/20	29/31	31/31	22/22	18/18		
	12:00						5/5	5/5	13/13	26/26	26/26	21/22	22/22	22/22	22/22	22/22	18/15	15/15	31/31	29/31	22/22	20/20		
	15:00											22/22	22/22	22/22	22/22	22/22	20/21	20/21	26/31	30/31	22/22	22/22		
	18:00																20/21	20/20	29/31	30/31	16/22	22/22		
	21:00																20/21	20/21	27/31	30/31	22/22	21/22		
Arrivals	06:00																							
	09:00																							
	12:00	21/21	21/21	21/21	21/21	21/21	26/26	5/5	13/13	26/26	26/26	21/22	22/22	21/22	22/22	21/21	20/21	20/21	29/31	31/31	22/22	21/22		
	15:00						5/5	5/5	5/5	5/5	5/5						6/21	20/21	4/5	4/5				
	18:00											43/44	22/22	22/22	42/44	41/44	20/21	20/21	17/31	30/31	41/44	41/44		
	21:00																5/21	11/20						

Slot Summary | By Time of Day | VA | HTI | 180

Figure 41 – VA slot series utilisation by season / Hamilton Island (HTI)

	Weekdays																				Weekends			
	W22					S23					W23					W22		S23		W23				
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun			
Departures	06:00	22/24	24/24	24/24	24/24	24/24	30/31	29/31	30/31	30/31	30/31	21/22	22/22	22/22	21/22	22/22	23/24	21/23	5/5	26/31	21/22	22/22		
	09:00	15/15	15/15	15/15	15/15	15/15	30/31	31/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	15/15	14/15	31/31	31/31	22/22	22/22		
	12:00																							
	15:00	6/6	6/6	6/6	6/6	6/6	3/5			5/5	4/5	18/21			16/17	18/21	3/3	5/5	4/5	1/1	21/22			
	21:00	14/15			15/15	15/15												14/15						
Arrivals	06:00	17/18	18/18	18/18	18/18	18/18	30/31	30/31	30/31	30/31	30/31	22/22	22/22	22/22	22/22	22/22	17/18	16/17	5/5	26/31	11/12	9/9		
	09:00	21/21	21/21	21/21	21/21	21/21	30/31	30/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	21/21	20/21	31/31	31/31	22/22	22/22		
	12:00																							
	15:00																							
	21:00	19/21	5/6	6/6	21/21	21/21	3/5			5/5	4/5	17/22			16/22	18/22	3/3	19/20	4/5	1/1	20/21			

Slot Summary | By Time of Day | VA | HBA | 180

Figure 42 – VA slot series utilisation by season / Hobart (HBA)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends									
	W22					S23					W23					W22		S23		W23					
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun				
Departures	06:00	10 / 21	10 / 21	8 / 21	9 / 21	9 / 21																			
	09:00	26 / 32	19 / 21	19 / 21	23 / 29	30 / 32	44 / 62	32 / 35	32 / 36	32 / 36	46 / 62	22 / 22	22 / 22	22 / 22	22 / 22	7 / 21	7 / 21	60 / 61	46 / 62	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	
	12:00						31 / 31	31 / 31	31 / 31	31 / 31	31 / 31				1 / 9	9 / 18	31 / 32	25 / 31		21 / 22	21 / 22	8 / 16			
	15:00	20 / 21	21 / 21	20 / 21	20 / 21	19 / 21																			
	18:00	10 / 22	11 / 22	10 / 23	8 / 22	3 / 15						22 / 22	22 / 22	22 / 22	22 / 22	9 / 21	20 / 20	1 / 5		1 / 1			22 / 22		
	21:00																								
Arrivals	06:00																								
	09:00	4 / 15	3 / 15	3 / 15	3 / 15	3 / 15										1 / 15	1 / 15								
	12:00	21 / 21	21 / 21	21 / 21	20 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	20 / 21	15 / 21	30 / 31	26 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	
	15:00	11 / 17	4 / 6	4 / 6	8 / 14	16 / 17	14 / 31	1 / 4	1 / 5	1 / 5	14 / 31	5 / 12			1 / 10	10 / 18	17 / 17	16 / 16	31 / 31	20 / 31	21 / 22	9 / 21			
	18:00	21 / 29	21 / 29	22 / 28	22 / 29	19 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	21 / 22	22 / 22	21 / 22	9 / 21	20 / 20	1 / 5	31 / 31	1 / 1			22 / 22		
	21:00	1 / 15	1 / 15	1 / 15	2 / 15	3 / 15											2 / 15								

Slot Summary | By Time of Day | VA | MCY | 180

Figure 46 – VA slot series utilisation by season / Sunshine Coast (MCY)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends					
	W22					S23					W23					W22		S23		W23	
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
06:00	18/21	18/21	21/21	17/21	18/21	27/31	29/31	30/31	29/31	25/31	21/22	21/22	22/22	22/22	20/22	14/21	12/21	28/31	26/31	20/22	18/22
06:30																					
07:00																					
07:30																					
08:00																					
08:30																					
09:00																					
09:30						24/26	25/26	26/26	25/26	24/26							24/26	23/26			
10:00	14/19	13/13	17/19	18/19	14/19	5/5	5/5	5/5	4/5	4/5	20/22	21/22	21/22	22/22	20/22	16/19	5/6	4/5	4/5	22/22	21/22
10:30																					
11:00																					
11:30																					
12:00																					
12:30	9/16	7/15	7/15	11/15	12/15	10/10	9/9	8/9	8/9	10/11	13/17	9/9	8/9	13/17	18/22	10/15	13/14	10/11	11/11	17/22	18/22
13:00																					
13:30						5/5	5/5	5/5	5/5	4/5								5/5	5/5		
14:00																					
14:30																					
15:00																					
15:30																					
16:00																					
16:30	19/20	18/21	19/21	18/21	19/21	16/21	5/17	6/17	12/17	16/21	22/22	22/22	21/22	22/22	22/22	17/21	15/20	11/17	16/19	22/22	22/22
17:00																					
17:30	10/12	11/12	11/12	11/12	9/12	30/31	29/31	31/31	28/31	28/31	7/7	5/5	5/5	7/7	6/7	3/12	11/12	28/31	29/31	7/7	7/8
18:00	15/21	20/21	13/21	17/21	12/21	23/26	29/31	29/31	29/31	28/31	19/22	19/22	20/22	22/22	21/22	18/21	14/21	28/31	27/31	14/22	20/22
18:30						28/31	29/31	29/31	29/31	28/31								28/31	27/31		
19:00						23/26	12/14	20/22	26/26	25/26								15/15	26/26		
19:30						5/5	5/5	5/5	4/5	5/5	20/22	22/22	21/22	20/21	21/22	20/20	18/20	4/5	5/5	21/22	21/22
20:00	21/21	19/21	21/21	21/21	17/21																
20:30																					
21:00																					
21:30																					
22:00																					
22:30																					

Slot Summary | By Time of Day | JQ | BNE | 30

Figure 50 – JQ slot series utilisation by season / Brisbane (BNE)

	Weekdays															Weekends					
	W22					S23					W23					W22		S23		W23	
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun
06:00	19/21	20/21	21/21	21/21	18/21	29/31	31/31	31/31	30/31	31/31	21/22	21/22	21/22	21/22	22/22	20/21	14/21	29/31	29/30	21/22	21/22
09:00	19/21	7/8	21/21	14/14	20/21	17/17	17/17	19/19	18/19	35/19	20/22	20/22	21/22	10/10	22/22	20/21	21/21	26/26	23/26	21/22	21/22
12:00						28/28	28/28	28/28	26/28	26/29								27/29	29/29		
15:00	20/21	19/27	15/21	15/21	19/21						21/22	21/22	21/22	22/22	22/22	14/25	16/21			22/22	21/22
18:00						30/30	19/20	20/20	24/25	28/31	5/6	6/6	6/6	6/6	7/7			21/24	30/31	7/7	6/7
21:00																					
06:00																					
09:00	20/21	7/8	20/21	14/14	20/21	21/21	22/22	24/24	22/24	20/24	20/22	12/14	21/22	10/10	22/22	20/21	21/21	30/31	28/31	21/22	21/22
12:00	18/21	20/21	21/21	21/21	19/21	28/31	31/31	31/31	30/31	31/31	21/22	21/22	21/22	22/22	22/22	20/21	14/21	30/31	30/31	21/22	20/22
15:00		6/6																			
18:00						29/29	19/20	20/20	24/25	28/31	5/6	6/6	6/6	6/6	7/7	4/4		22/24	30/31	7/7	5/7
21:00	20/21	13/21	14/21	14/21	17/21	23/23	23/23	22/23	21/23	20/24	21/22	21/22	19/22	20/22	19/22	10/21	15/21	21/24	24/24	22/22	21/22

Slot Summary | By Time of Day | JQ | CNS | 180

Figure 51 – JQ slot series utilisation by season / Cairns (CNS)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
Departures	06:00	19 / 20	20 / 21	20 / 21	20 / 21	25 / 31	10 / 13	12 / 13	13 / 14	23 / 31	20 / 22	20 / 22	20 / 22	22 / 22	22 / 22	19 / 21	20 / 20	30 / 31	24 / 31	22 / 22	20 / 22	
	09:00	8 / 8	5 / 5	6 / 6	6 / 6	7 / 7	30 / 31	31 / 31	31 / 31	30 / 31	31 / 31	22 / 22	22 / 22	22 / 22	21 / 22	22 / 22	6 / 6	4 / 8	30 / 31	29 / 31	22 / 22	21 / 22
	12:00	19 / 21	20 / 21	21 / 21	21 / 21	19 / 21	31 / 31	31 / 31	31 / 31	31 / 31	29 / 31	22 / 22	22 / 22	22 / 22	21 / 22	22 / 22	20 / 21	19 / 21	31 / 31	29 / 31	21 / 22	22 / 22
	15:00																					
	18:00	16 / 19	7 / 15	16 / 17	18 / 19	18 / 19	17 / 17	6 / 17	7 / 17	12 / 17	17 / 17	13 / 14	10 / 10	8 / 9	15 / 15	22 / 22	5 / 16	15 / 17	10 / 18	13 / 17	11 / 11	21 / 22
	21:00																					
Arrivals	06:00	19 / 20	20 / 21	20 / 21	20 / 21	25 / 31	9 / 13	11 / 13	13 / 14	22 / 31	20 / 22	20 / 22	21 / 22	22 / 22	22 / 22	19 / 21	20 / 20	30 / 31	24 / 31	22 / 22	20 / 22	
	09:00	8 / 8	4 / 5	6 / 6	6 / 6	7 / 7	30 / 31	31 / 31	31 / 31	29 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	6 / 6	4 / 8	30 / 31	29 / 31	22 / 22	20 / 22	
	12:00	19 / 21	20 / 21	20 / 21	20 / 21	19 / 21	31 / 31	31 / 31	31 / 31	31 / 31	28 / 31	21 / 22	22 / 22	22 / 22	22 / 22	20 / 21	19 / 21	31 / 31	29 / 31	21 / 22	22 / 22	
	15:00																					
	18:00																					
	21:00	14 / 19	7 / 15	15 / 17	18 / 19	17 / 19	16 / 17	6 / 17	7 / 17	12 / 17	17 / 17	13 / 14	10 / 10	8 / 9	14 / 15	22 / 22	5 / 16	15 / 17	10 / 18	13 / 17	11 / 11	21 / 22

Slot Summary | By Time of Day | JQ | MCY | 180

Figure 59 – JQ slot series utilisation by season / Sunshine Coast (MCY)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00																						
	07:00																						
	08:00																						
	09:00	4 / 21	4 / 21	3 / 21	2 / 21	3 / 21										1 / 21	1 / 21						
	10:00																						
	11:00																						
	12:00	20 / 21	21 / 21	21 / 21	21 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21	31 / 31	31 / 31	22 / 22	22 / 22	
	13:00																						
	14:00																						
	15:00																						
	16:00	3 / 21	2 / 21	3 / 21	2 / 21	3 / 21										0 / 21	3 / 21						
	17:00																						
	18:00																						
	19:00																						
20:00																							
21:00																							
22:00																							
Arrivals	06:00																						
	07:00																						
	08:00																						
	09:00																						
	10:00																						
	11:00																						
	12:00	2 / 21	4 / 21	1 / 21	3 / 21	4 / 21										2 / 21	2 / 21						
	13:00																						
	14:00																						
	15:00	20 / 21	21 / 21	21 / 21	21 / 21	21 / 21	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31	22 / 22	22 / 22	22 / 22	22 / 22	22 / 22	21 / 21	21 / 21	31 / 31	31 / 31	22 / 22	22 / 22	
	16:00																						
	17:00																						
	18:00																						
	19:00																						
20:00	2 / 21	1 / 21	2 / 21	2 / 21	3 / 21										0 / 21	2 / 21							
21:00																							
22:00																							

Slot Summary | By Time of Day | ZL | OOL | 60

Figure 62 – ZL slot series utilisation by season / Gold Coast (OOL)

	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00					30 / 31	31 / 31	30 / 31	31 / 31	31 / 31													
	09:00	20 / 20	20 / 20	20 / 20	20 / 20	20 / 20					21 / 21	21 / 21	22 / 22	21 / 21	21 / 21	16 / 16	14 / 14	30 / 31	30 / 31	24 / 30	3 / 22	7 / 22	
	12:00	15 / 15	15 / 15	15 / 15	15 / 15	15 / 15					2 / 16	6 / 16	4 / 16	4 / 16	4 / 16							20 / 20	
	15:00	19 / 21	19 / 21	18 / 21	20 / 21	20 / 21				1 / 1	20 / 20	22 / 22	22 / 22	22 / 22	21 / 21			15 / 16	15 / 16			4 / 16	
	18:00						27 / 31	27 / 30	28 / 31	26 / 31	28 / 30					15 / 15	19 / 19	25 / 30	28 / 31		2 / 22	20 / 20	
	21:00																						
Arrivals	06:00	34 / 34	34 / 36	34 / 36	33 / 36	35 / 36	27 / 31	29 / 32	31 / 33	31 / 32	27 / 31	22 / 36	28 / 37	26 / 38	26 / 38	26 / 38	35 / 36		29 / 31		21 / 37		
	09:00	21 / 21	21 / 21	21 / 21	20 / 21	21 / 21						20 / 20	22 / 22	22 / 22	22 / 22	22 / 22	37 / 37	14 / 14	31 / 32	1 / 1	22 / 42	8 / 28	
	12:00	3 / 15	2 / 15	3 / 15	2 / 15	5 / 15	31 / 31	31 / 31	31 / 31	31 / 31	31 / 31							14 / 14	14 / 14			2 / 16	
	15:00																						
	18:00																						
	21:00																						

Slot Summary | By Time of Day | ZL | GFF | 180

Figure 63 – ZL slot series utilisation by season / Griffith (GFF)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

Departures	Weekdays															Weekends						
	W22					S23					W23					W22		S23		W23		
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun	
06:00																						
06:15																						
06:30																						
06:45																						
07:00	21/21	19/21	20/21	21/21	21/21	31/31	31/31	30/31	31/31	31/31	21/21	22/22	22/22	22/22	22/22	21/21	21/21	31/31	31/31	21/21	22/22	
07:15																						
07:30																						
07:45																						
08:00																						
08:15																						
08:30																						
08:45																						
09:00																						
09:15																						
09:30						5/31	4/31	3/31	5/31	8/31	20/20	20/20	19/19	22/22	22/22			1/31	3/31	21/22	21/22	
09:45	20/21	21/21	21/21	21/21	20/21	31/31	31/31	30/31	31/31	31/31						19/21	20/21	31/31	31/31			
10:00																						
10:15																						
10:30																						
10:45																						
11:00	14/21	13/21	12/21	13/21	13/21						21/21	22/22	22/22	21/22	22/22	20/21	19/21			22/22	22/22	
11:15																						
11:30																						
11:45	21/21	21/21	21/21	21/21	21/21	19/31	14/31	13/31	15/31	20/31	0/6	0/6	1/6	2/6	1/6	21/21	20/21	23/31	16/31	0/6	1/6	
12:00																						
12:15																						
12:30																						
12:45																						
13:00																						
13:15																						
13:30																						
13:45																						
14:00																						
14:15																						
14:30																						
14:45																						
15:00	3/21	2/21	2/21	2/21	5/21	6/30	1/31	2/31	3/31	6/31					0/21	3/21	1/25	30/31				
15:15																						
15:30																						
15:45																						
16:00	18/21	15/21	17/21	17/21	19/21						21/21	20/20	19/19	22/22	21/22	19/21	19/21			22/22	20/20	
16:15																						
16:30																						
16:45	20/21	21/21	21/21	20/21	20/21	30/31	30/31	31/31	31/31	31/31	22/22	22/22	22/22	22/22	22/22	0/21	20/21	1/31	1/31	1/1	20/20	
17:00						31/31	28/31	30/31	31/31	31/31								31/31				
17:15																						
17:30																						
17:45																						
18:00											20/20	22/22	22/22	22/22	22/22						22/22	
18:15																						
18:30																						
18:45																						
19:00																						
19:15						31/31	31/31	30/31	31/31	31/31												
19:30	20/21	21/21	12/21	20/21	21/21	16/31	14/31	12/31	16/31	16/31						0/21	20/21	11/31	18/31	31/31	3/31	
19:45																						
20:00											22/22	22/22									16/16	21/21
20:15																						
20:30													22/22									
20:45																						
21:00	2/20	1/21	12/21	2/21	3/21											0/21	2/21					
21:15																						
21:30																						
21:45																						
22:00																						

Slot Summary | By Time of Day | ZL | MEL | 15

Figure 64 – ZL slot series utilisation by season / Melbourne (MEL) Departures

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule






	Weekdays															Weekends							
	W22					S23					W23					W22		S23		W23			
	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Sat	Sun	Sat	Sun		
Departures	06:00	35 / 36	34 / 35	32 / 36	33 / 36	33 / 36	33 / 60	36 / 60	35 / 62	33 / 61	38 / 61	20 / 36	22 / 37	23 / 38	25 / 38	26 / 38	20 / 21	19 / 20	31 / 31	26 / 31	20 / 22	4 / 4	
	09:00																					18 / 18	
	12:00																						
	15:00	30 / 36	28 / 32	31 / 36	31 / 34	34 / 38	37 / 60	28 / 61	32 / 61	36 / 62	35 / 60	16 / 34	14 / 33	14 / 32	14 / 33	21 / 33	20 / 21	30 / 35	22 / 30	29 / 60	11 / 16	19 / 33	
	18:00	19 / 19	20 / 20	19 / 19	19 / 20	20 / 20	31 / 31	31 / 31	30 / 31	31 / 31	31 / 31	19 / 19	20 / 20	20 / 20	22 / 22	20 / 21	18 / 19	19 / 19	30 / 31	31 / 31	22 / 22	20 / 20	
21:00																							
Arrivals	06:00	20 / 21	20 / 21	21 / 21	21 / 21	21 / 21	29 / 30	30 / 30	30 / 31	31 / 31	31 / 31	20 / 20	20 / 21	22 / 22	22 / 22	21 / 22	20 / 21	19 / 20	30 / 31	26 / 31	20 / 22	4 / 4	
	09:00	14 / 15	13 / 14	12 / 15	12 / 15	12 / 15	4 / 30	4 / 30	3 / 31	4 / 30	7 / 30	2 / 16	6 / 16	5 / 16	4 / 16	4 / 16	1 / 15	19 / 20	23 / 30	24 / 30	11 / 16	19 / 19	
	12:00	19 / 19	17 / 17	20 / 20	18 / 18	20 / 21	31 / 31	26 / 31	29 / 31	31 / 31	30 / 30	14 / 18	10 / 17	10 / 16	11 / 17	17 / 17	20 / 21	18 / 19	23 / 30	24 / 30	11 / 16	15 / 17	
	15:00																						
	18:00	30 / 35	29 / 35	29 / 34	33 / 37	35 / 37	35 / 60	33 / 61	31 / 61	35 / 62	33 / 61	21 / 35	24 / 36	23 / 36	25 / 38	22 / 37	19 / 20	32 / 36	30 / 31	35 / 61	22 / 22	21 / 36	
21:00																							

Slot Summary | By Time of Day | ZL | WGA | 180

Figure 67 – ZL slot series utilisation by season / Wagga Wagga (WGA)

- These slot series did not satisfy the 80/20 rule
- These slot series satisfied the 80/20 rule, by one or two flights
- These slot series satisfied the 80/20 rule

to70.

-  Brisbane
-  Melbourne
-  Bangkok
-  Bengaluru
-  Shanghai
-  Singapore
-  Brussels
-  Frankfurt
-  Geneva
-  London
-  The Hague
-  Toronto
-  Bogota
-  São Paulo