

From: Ernst J. Krolke [mailto:ejkrolke@coordaus.com.au]
Sent: Wednesday, 21 June 2006 11:12 AM
To: Toohey, Carl
Subject: RE: List of questions from the ACCC [SEC=UNCLASSIFIED]

Dear Mr. Toohey,

Before responding to your questions I wish to clarify what a 'slot' means at Australian airports.

- At Sydney
 - for a domestic flight using Terminal 3 (Qantas) it is an arrival or departure runway movement
 - for domestic and NSW regional flights using Terminal 2 it is an arrival or departing runway movement, availability of an apron position and the flow rate of passengers through the terminal
 - for international flights using Terminal 1 runway, apron and terminal constraints apply as for Terminal 2
- At Brisbane and Melbourne slot allocation only applied for international services
 - There is no runway coordination
 - Slot allocation applied to apron availability and passenger flow through the terminal.

Question 1: Currently, the morning peak period (07:00 to 10:00) is apron constrained at Sydney and Brisbane and no new flights could be added during this period on most days of the week by any airline.

Question 2: If Qantas and/or Air New Zealand would hand back slots as a result of the TNA, such slots would be returned to the slot pool at the respective Australian airport and be available for allocation to any airlines (other than for NSW regional services during the peak periods). Slots are not route specific, except for NSW regional routes at Sydney.

Question 3 and 4: I suggest that you contact the coordinator in New Zealand, Mr. Lawrence Hannan at Air New Zealand. His email address is laurie.hannan@airnz.co.nz.

My response can be put on the public record. If you have any further questions please do not hesitate to contact me.

Kind regards,

Ernst J. Krolke

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22/06/2006

From: Toohey, Carl [mailto:Carl.Toohy@ACCC.GOV.AU]
Sent: Tuesday, 13 June 2006 11:31
To: Ernst J. Krolke
Cc: Arnaud, Isabelle; D'Etorre, Gina
Subject: List of questions from the ACCC [SEC=UNCLASSIFIED]

Dear Mr Krolke,

Apologies that it has taken me a little while to get back to you with a list of questions on which we are seeking further clarification. But as we discussed some weeks ago, as part of our assessment of the trans-Tasman Network Agreement (TNA) proposed by Qantas and Air New Zealand, we are interested in issues surrounding access to slots.

Specifically, we are interested if you could provide feedback on the following issues:

- Would Virgin Blue/Emirates likely face any difficulties in gaining access to slots at any of the major airports in Australia should it decide to increase service frequency on the trans-Tasman? Is there a difference between 'peak' and 'non-peak' periods in this context? Could they gain access to slots to match the frequency of Qantas or Air NZ on the main business routes from Sydney/Melbourne to Auckland/Wellington?
- In the event that the Trans-Tasman Network Agreement (TNA) is authorised, and the Applicants (Qantas and Air New Zealand) remove capacity from certain routes, what would happen to the associated slots? Would Qantas/Air NZ be free to use these slots for other international routes (i.e. non trans-Tasman) and domestic routes, or would they be re-allocated to other airlines operating on the trans-Tasman?
- To your knowledge, does Virgin Blue/Emirates currently face any problems in gaining access to slots at any of the major airports in NZ? Is there a difference between 'peak' and 'non-peak' periods in this context?
- To your knowledge, would Virgin Blue/Emirates face any difficulties in gaining access to slots any of the major airports in NZ should it decide to increase service frequency on the trans-Tasman? Is there a difference between 'peak' and 'non-peak' periods in this context?

Please let me know if you would prefer to provide a written response to these questions, or if a phone conversation would be more convenient.

In the event of a phone conversation, please let me know of a suitable time for you.

Kind regards

Carl Toohey
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22/06/2006