

# **Sydney Airport Operational Statistics**

## April 2016

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

April 2016

### Total Runway Movements (excluding helicopter operations) (refer pages 6-11)

There were a total of 27,308 aircraft movements this month (daily average 910.27). Last month there were a total of 28,319 movements (daily average 913.52) and for the same month last year there were a total of 26,320 movements (daily average 877.33).

### Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 13 days and Mode 10 on 13 days. Crossing runway modes (including Sodprops) were used for 13.46% of non Curfew hours.

Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

### Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 13)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North 32.53% - This result is above the LTOP target and above the previous month (32.19%)

South 51.44% - This result is below the LTOP target and above the previous month (51.28%)

East 14.41% - This result is above the LTOP target and below the previous month (14.97%)

West 1.63% - This result is below the LTOP target and above the previous month (1.56%)

### 16 Precision Runway Monitor (PRM) Operations (refer page 15)

This procedure was used on 4, 7, 12, 13, 18, and 19 of April for a total of 14 hours and 8 minutes (ATIS time).

### Noise Complaints & Information Service Airservices Australia

telephone 1-800-802-584  
facsimile (02) 9556-6641  
e-mail [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com)  
internet [www.airservicesaustralia.com](http://www.airservicesaustralia.com)

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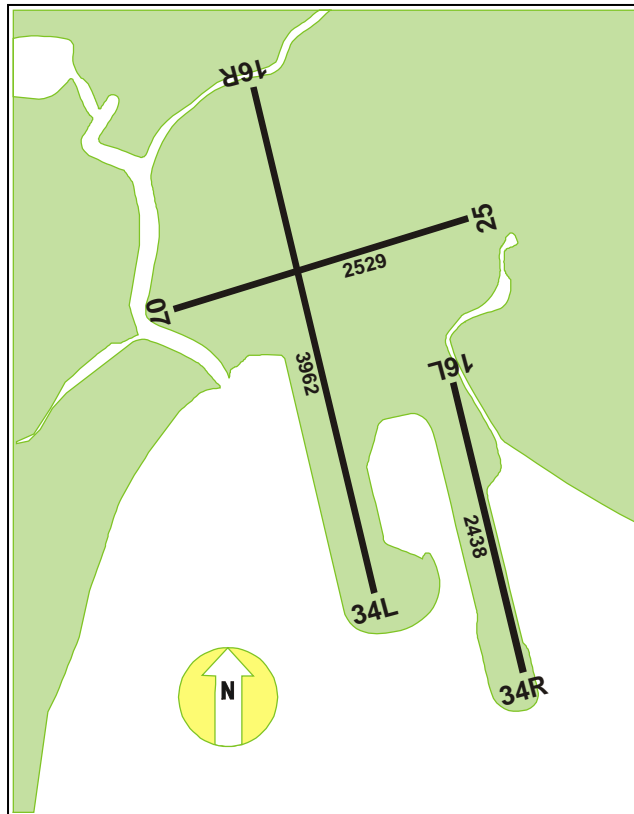
This report is available on the Internet at Airservices Australia website at

[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

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\* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

# Sydney Airport Runways



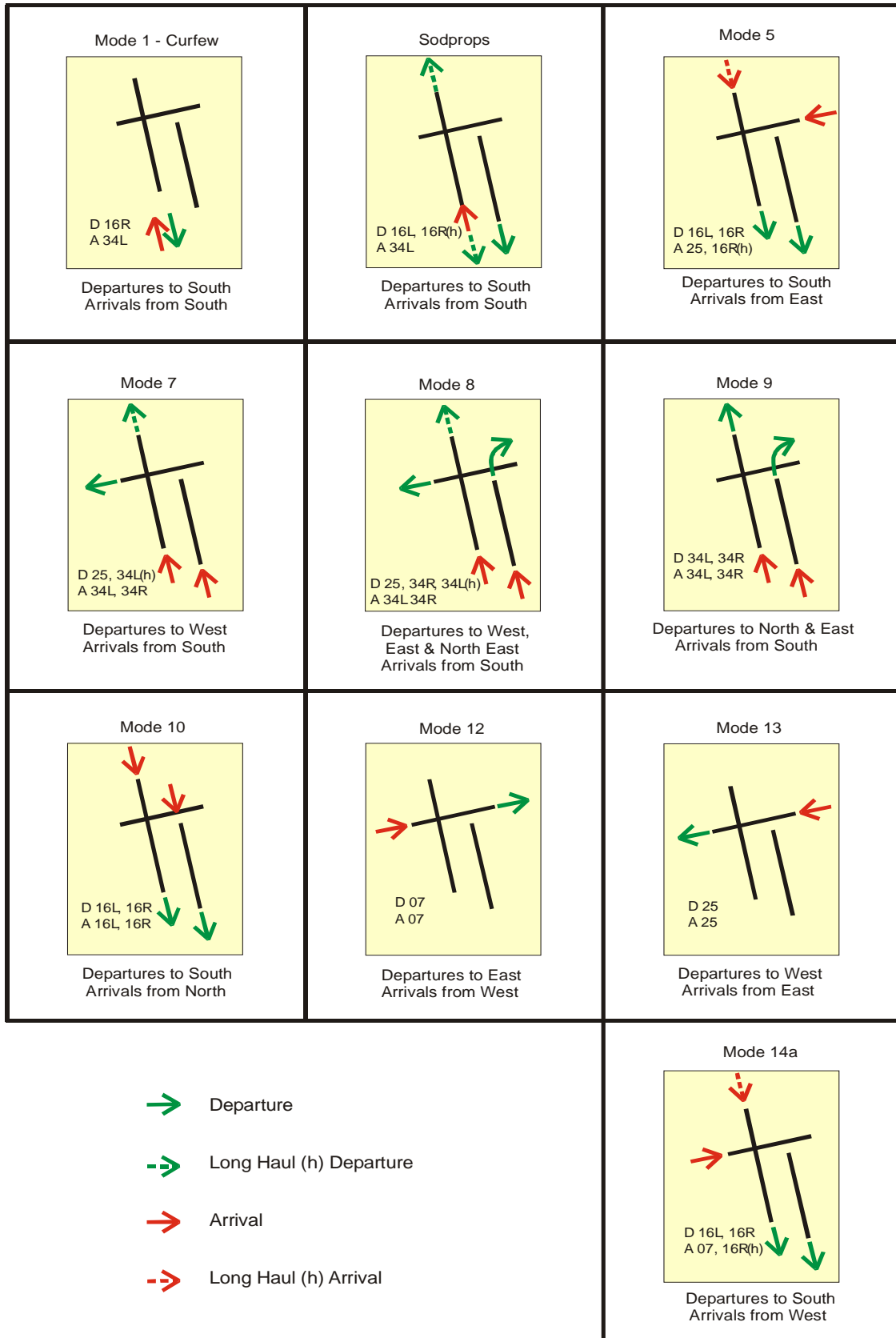
Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L      Main North-South runway  
 Runway 16L/34R      Parallel North-South runway.  
 Runway 07/25        East-West runway.

Runways 16L and 16R      Used by aircraft landing or taking off towards the South.  
 (16=approx. 160 degrees magnetic bearing)  
 Runway 34L                Used by aircraft landing or taking off towards the North.  
 (34=approx. 340 degrees magnetic bearing)  
 Runway 34R                Used by aircraft landing toward the north and taking off to the East.  
 Runway 07                 Used by aircraft landing or taking off towards the East.  
 (07=approx. 070 degrees magnetic bearing)  
 Runway 25                 Used by aircraft landing or taking off towards the West.  
 (25=approx. 250 degrees magnetic bearing)

Movements over the North      =16L(arr) + 16R(arr) + 34L(dep)  
 Movements over the South      =16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)  
 Movements over the East        =07(dep) + 25(arr) + 34R(dep)  
 Movements over the West        =07(arr) + 25(dep)

# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

Rwy 34 and Rwy 16 Parallel Runway operations should only be considered for use if required for traffic management purposes during the following hours:

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

In order to take advantage of suitable traffic dispositions, variations to these times will occur.

20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions

This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700 Saturday	1.	SODPROPS - Departures 16L / Arrivals 34L
0600 To 0800 Sunday	2.	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday	1.	SODPROPS - Departures 16L / Arrivals 34L
0800 To 2200 Sunday	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3.	Departures 16L&R / Arrivals 25 (Mode 5)
	4.	Departures 16L&R / Arrivals 07 (Mode 14A)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8)
	6.	Departures 25 / Arrivals 34L&R (Mode 7)
	7.	34 (Mode 9) or 16 (Mode 10)
	8.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-2016	2	0	2	0	14	14	0	6	6	0	1	1	306	223	529	205	277	482	0	0	0	1034
02-Apr-2016	77	0	77	0	62	62	13	90	103	50	0	50	171	110	281	70	100	170	0	0	0	743
03-Apr-2016	1	0	1	184	151	335	244	294	538	0	0	0	2	0	2	0	0	0	0	0	0	876
04-Apr-2016	0	0	0	117	66	183	134	166	300	0	0	0	152	122	274	74	127	201	0	0	0	958
05-Apr-2016	0	0	0	0	0	0	0	10	10	0	0	0	292	206	498	168	246	414	0	0	0	922
06-Apr-2016	1	0	1	4	2	6	7	19	26	0	0	0	278	206	484	172	242	414	0	0	0	931
07-Apr-2016	32	0	32	200	182	382	272	316	588	0	0	0	4	0	4	0	0	0	0	0	0	1006
08-Apr-2016	0	0	0	0	0	0	0	8	8	0	0	0	296	231	527	216	281	497	0	0	0	1032
09-Apr-2016	39	0	39	117	130	247	209	221	430	0	0	0	23	14	37	0	0	0	0	0	0	753
10-Apr-2016	1	0	1	0	50	50	0	3	3	0	0	0	306	208	514	128	193	321	0	0	0	889
11-Apr-2016	42	0	42	149	165	314	197	258	455	0	0	0	52	24	76	34	40	74	0	0	0	961
12-Apr-2016	27	0	27	195	168	363	238	294	532	0	0	0	8	0	8	0	0	0	0	0	0	930
13-Apr-2016	44	0	44	173	172	345	235	284	519	0	0	0	7	0	7	0	0	0	0	0	0	915
14-Apr-2016	1	0	1	0	9	9	0	9	9	0	0	0	300	215	515	186	255	441	0	0	0	975
15-Apr-2016	1	0	1	0	0	0	0	5	5	0	0	0	305	215	520	198	280	478	0	0	0	1004
16-Apr-2016	0	0	0	44	40	84	134	116	250	0	0	0	132	98	230	77	119	196	0	0	0	760
17-Apr-2016	0	0	0	181	148	329	247	296	543	0	0	0	1	0	1	0	0	0	0	0	0	873
18-Apr-2016	0	0	0	212	149	361	261	332	593	0	0	0	5	0	5	0	0	0	0	0	0	959
19-Apr-2016	1	0	1	170	164	334	244	270	514	0	0	0	46	16	62	0	6	6	0	0	0	917
20-Apr-2016	75	0	75	17	28	45	21	101	122	0	0	0	212	146	358	142	196	338	0	0	0	938
21-Apr-2016	1	0	1	0	0	0	0	7	7	0	0	0	302	212	514	198	276	474	0	0	0	996
22-Apr-2016	1	0	1	199	190	389	233	302	535	42	0	42	24	4	28	5	10	15	0	0	0	1010
23-Apr-2016	0	0	0	130	122	252	198	239	437	48	0	48	2	0	2	0	0	0	0	0	0	739
24-Apr-2016	0	0	0	145	124	269	239	266	505	0	0	0	4	0	4	0	0	0	0	0	0	778
25-Apr-2016	9	0	9	95	109	204	135	161	296	0	10	10	125	89	214	79	89	168	0	0	0	901
26-Apr-2016	40	0	40	0	78	78	0	36	36	0	8	8	282	174	456	140	165	305	0	0	0	923
27-Apr-2016	0	0	0	0	0	0	0	5	5	0	0	0	304	201	505	152	248	400	0	0	0	910
28-Apr-2016	1	0	1	0	0	0	0	11	11	0	0	0	309	210	519	174	260	434	0	0	0	965
29-Apr-2016	0	0	0	0	0	0	0	8	8	0	0	0	325	223	548	174	270	444	0	0	0	1000
30-Apr-2016	0	0	0	0	52	52	0	6	6	1	30	31	258	143	401	107	113	220	0	0	0	710
<b>Total</b>	<b>396</b>	<b>0</b>	<b>396</b>	<b>2332</b>	<b>2375</b>	<b>4707</b>	<b>3261</b>	<b>4139</b>	<b>7400</b>	<b>141</b>	<b>49</b>	<b>190</b>	<b>4833</b>	<b>3290</b>	<b>8123</b>	<b>2699</b>	<b>3793</b>	<b>6492</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27308</b>

## Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-2016	0	0	0	0	14	14	0	4	4	0	0	0	249	137	386	131	233	364	0	0	0	768
02-Apr-2016	62	0	62	0	57	57	13	71	84	37	0	37	145	81	226	40	79	119	0	0	0	585
03-Apr-2016	0	0	0	135	113	248	201	227	428	0	0	0	2	0	2	0	0	0	0	0	0	678
04-Apr-2016	0	0	0	76	46	122	107	116	223	0	0	0	131	91	222	40	107	147	0	0	0	714
05-Apr-2016	0	0	0	0	0	0	0	9	9	0	0	0	235	128	363	103	202	305	0	0	0	677
06-Apr-2016	0	0	0	3	2	5	4	17	21	0	0	0	214	124	338	118	202	320	0	0	0	684
07-Apr-2016	29	0	29	130	138	268	216	233	449	0	0	0	3	0	3	0	0	0	0	0	0	749
08-Apr-2016	0	0	0	0	0	0	0	5	5	0	0	0	246	148	394	136	235	371	0	0	0	770
09-Apr-2016	33	0	33	77	104	181	168	173	341	0	0	0	21	14	35	0	0	0	0	0	0	590
10-Apr-2016	0	0	0	0	39	39	0	2	2	0	0	0	251	141	392	93	167	260	0	0	0	693
11-Apr-2016	40	0	40	96	128	224	150	184	334	0	0	0	42	14	56	23	37	60	0	0	0	714
12-Apr-2016	26	0	26	128	123	251	188	221	409	0	0	0	4	0	4	0	0	0	0	0	0	690
13-Apr-2016	37	0	37	112	132	244	187	208	395	0	0	0	5	0	5	0	0	0	0	0	0	681
14-Apr-2016	1	0	1	0	7	7	0	7	7	0	0	0	249	137	386	111	208	319	0	0	0	720
15-Apr-2016	0	0	0	0	0	0	0	4	4	0	0	0	244	132	376	134	237	371	0	0	0	751
16-Apr-2016	0	0	0	34	34	68	105	94	199	0	0	0	111	72	183	50	97	147	0	0	0	597
17-Apr-2016	0	0	0	130	112	242	210	231	441	0	0	0	1	0	1	0	0	0	0	0	0	684
18-Apr-2016	0	0	0	137	111	248	215	252	467	0	0	0	2	0	2	0	0	0	0	0	0	717
19-Apr-2016	0	0	0	105	121	226	192	195	387	0	0	0	43	13	56	0	6	6	0	0	0	675
20-Apr-2016	63	0	63	12	19	31	16	84	100	0	0	0	161	80	241	93	165	258	0	0	0	693
21-Apr-2016	0	0	0	0	0	0	0	6	6	0	0	0	240	133	373	133	230	363	0	0	0	742
22-Apr-2016	0	0	0	132	147	279	182	218	400	38	0	38	21	4	25	5	10	15	0	0	0	757
23-Apr-2016	0	0	0	89	96	185	164	194	358	42	0	42	2	0	2	0	0	0	0	0	0	587
24-Apr-2016	0	0	0	104	98	202	203	211	414	0	0	0	2	0	2	0	0	0	0	0	0	618
25-Apr-2016	6	0	6	67	82	149	103	111	214	0	10	10	107	68	175	58	75	133	0	0	0	687
26-Apr-2016	38	0	38	0	61	61	0	34	34	0	8	8	214	96	310	85	137	222	0	0	0	673
27-Apr-2016	0	0	0	0	0	0	0	4	4	0	0	0	240	121	361	96	209	305	0	0	0	670
28-Apr-2016	1	0	1	0	0	0	0	9	9	0	0	0	254	128	382	104	219	323	0	0	0	715
29-Apr-2016	0	0	0	0	0	0	0	7	7	0	0	0	266	139	405	106	229	335	0	0	0	747
30-Apr-2016	0	0	0	0	47	47	0	5	5	0	20	20	213	104	317	70	95	165	0	0	0	554
<b>Total</b>	<b>336</b>	<b>0</b>	<b>336</b>	<b>1567</b>	<b>1831</b>	<b>3398</b>	<b>2624</b>	<b>3136</b>	<b>5760</b>	<b>117</b>	<b>38</b>	<b>155</b>	<b>3918</b>	<b>2105</b>	<b>6023</b>	<b>1729</b>	<b>3179</b>	<b>4908</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20580</b>

# Runway Movement Summary – Non Jet Aircraft Only <sup>1</sup>

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-2016	2	0	2	0	0	0	0	2	2	0	1	1	57	86	143	74	44	118	0	0	0	266
02-Apr-2016	15	0	15	0	5	5	0	19	19	13	0	13	26	29	55	30	21	51	0	0	0	158
03-Apr-2016	1	0	1	49	38	87	43	67	110	0	0	0	0	0	0	0	0	0	0	0	0	198
04-Apr-2016	0	0	0	41	20	61	27	50	77	0	0	0	21	31	52	34	20	54	0	0	0	244
05-Apr-2016	0	0	0	0	0	0	0	1	1	0	0	0	57	78	135	65	44	109	0	0	0	245
06-Apr-2016	1	0	1	1	0	1	3	2	5	0	0	0	64	82	146	54	40	94	0	0	0	247
07-Apr-2016	3	0	3	70	44	114	56	83	139	0	0	0	1	0	1	0	0	0	0	0	0	257
08-Apr-2016	0	0	0	0	0	0	0	3	3	0	0	0	50	83	133	80	46	126	0	0	0	262
09-Apr-2016	6	0	6	40	26	66	41	48	89	0	0	0	2	0	2	0	0	0	0	0	0	163
10-Apr-2016	1	0	1	0	11	11	0	1	1	0	0	0	55	67	122	35	26	61	0	0	0	196
11-Apr-2016	2	0	2	53	37	90	47	74	121	0	0	0	10	10	20	11	3	14	0	0	0	247
12-Apr-2016	1	0	1	67	45	112	50	73	123	0	0	0	4	0	4	0	0	0	0	0	0	240
13-Apr-2016	7	0	7	61	40	101	48	76	124	0	0	0	2	0	2	0	0	0	0	0	0	234
14-Apr-2016	0	0	0	0	2	2	0	2	2	0	0	0	51	78	129	75	47	122	0	0	0	255
15-Apr-2016	1	0	1	0	0	0	0	1	1	0	0	0	61	83	144	64	43	107	0	0	0	253
16-Apr-2016	0	0	0	10	6	16	29	22	51	0	0	0	21	26	47	27	22	49	0	0	0	163
17-Apr-2016	0	0	0	51	36	87	37	65	102	0	0	0	0	0	0	0	0	0	0	0	0	189
18-Apr-2016	0	0	0	75	38	113	46	80	126	0	0	0	3	0	3	0	0	0	0	0	0	242
19-Apr-2016	1	0	1	65	43	108	52	75	127	0	0	0	3	3	6	0	0	0	0	0	0	242
20-Apr-2016	12	0	12	5	9	14	5	17	22	0	0	0	51	66	117	49	31	80	0	0	0	245
21-Apr-2016	1	0	1	0	0	0	0	1	1	0	0	0	62	79	141	65	46	111	0	0	0	254
22-Apr-2016	1	0	1	67	43	110	51	84	135	4	0	4	3	0	3	0	0	0	0	0	0	253
23-Apr-2016	0	0	0	41	26	67	34	45	79	6	0	6	0	0	0	0	0	0	0	0	0	152
24-Apr-2016	0	0	0	41	26	67	36	55	91	0	0	0	2	0	2	0	0	0	0	0	0	160
25-Apr-2016	3	0	3	28	27	55	32	50	82	0	0	0	18	21	39	21	14	35	0	0	0	214
26-Apr-2016	2	0	2	0	17	17	0	2	2	0	0	0	68	78	146	55	28	83	0	0	0	250
27-Apr-2016	0	0	0	0	0	0	0	1	1	0	0	0	64	80	144	56	39	95	0	0	0	240
28-Apr-2016	0	0	0	0	0	0	0	2	2	0	0	0	55	82	137	70	41	111	0	0	0	250
29-Apr-2016	0	0	0	0	0	0	0	1	1	0	0	0	59	84	143	68	41	109	0	0	0	253
30-Apr-2016	0	0	0	0	5	5	0	1	1	1	10	11	45	39	84	37	18	55	0	0	0	156
<b>Total</b>	<b>60</b>	<b>0</b>	<b>60</b>	<b>765</b>	<b>544</b>	<b>1309</b>	<b>637</b>	<b>1003</b>	<b>1640</b>	<b>24</b>	<b>11</b>	<b>35</b>	<b>915</b>	<b>1185</b>	<b>2100</b>	<b>970</b>	<b>614</b>	<b>1584</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6728</b>

(1) Includes miscellaneous General Aviation aircraft - refer Noise And Flight Path Monitoring System Sydney Quarterly Report for more detail.

# Hourly Runway Movement Summary – All Movements <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Apr-2016	3	1	1	3	2	0	31	80	69	73	74	68	65	49	56	68	57	79	67	72	46	38	30	2	1034
02-Apr-2016	0	0	1	0	0	0	26	53	69	64	56	67	58	36	41	44	39	44	37	39	26	21	21	1	743
03-Apr-2016	0	0	0	2	0	2	31	38	53	56	64	58	48	45	61	61	51	63	74	70	37	42	20	0	876
04-Apr-2016	0	0	0	1	0	3	48	73	61	79	72	71	53	36	59	58	60	63	65	58	35	31	29	3	958
05-Apr-2016	3	0	1	2	3	4	48	67	78	69	69	51	51	41	44	59	48	72	65	60	29	32	23	3	922
06-Apr-2016	3	1	2	2	0	3	44	70	75	61	66	61	50	43	48	52	49	69	68	66	34	28	29	7	931
07-Apr-2016	4	1	2	3	1	0	51	70	78	70	72	65	55	44	54	56	51	65	77	73	38	44	27	5	1006
08-Apr-2016	2	1	3	3	0	3	48	68	70	69	71	72	58	41	72	54	66	66	74	73	47	46	22	3	1032
09-Apr-2016	0	1	1	0	0	5	35	52	67	67	64	63	45	40	44	51	38	45	39	40	18	28	10	0	753
10-Apr-2016	0	0	0	0	1	3	32	40	50	60	59	61	50	45	53	61	57	67	77	64	40	43	24	2	889
11-Apr-2016	1	1	1	0	0	3	45	79	71	73	74	69	53	42	58	58	51	63	66	65	31	24	29	4	961
12-Apr-2016	4	0	1	3	2	0	45	66	71	73	73	70	49	43	49	51	49	64	69	64	32	27	21	4	930
13-Apr-2016	3	0	2	4	0	2	40	67	82	64	76	58	46	36	50	56	47	64	70	59	31	30	25	3	915
14-Apr-2016	2	0	1	3	0	2	43	72	77	69	70	67	47	44	52	58	47	68	74	62	40	40	31	6	975
15-Apr-2016	2	2	0	4	2	3	40	75	76	59	74	66	51	51	57	56	64	67	70	70	48	45	21	1	1004
16-Apr-2016	3	0	0	0	0	3	35	54	75	55	74	66	43	44	47	41	36	42	38	44	21	27	12	0	760
17-Apr-2016	0	1	0	0	0	1	31	38	56	51	63	61	43	46	60	57	57	57	65	70	56	38	22	0	873
18-Apr-2016	2	2	1	0	0	2	45	73	74	67	71	73	53	41	60	57	53	62	68	62	31	32	27	3	959
19-Apr-2016	0	0	0	2	1	4	46	66	80	59	70	63	57	36	52	57	47	65	66	64	25	27	27	3	917
20-Apr-2016	4	1	1	3	0	3	42	73	74	66	68	60	48	43	52	55	47	69	70	63	31	35	26	4	938
21-Apr-2016	2	1	1	3	0	3	44	73	79	72	68	72	49	44	50	60	55	68	71	62	34	48	33	4	996
22-Apr-2016	1	2	1	3	2	4	43	70	78	70	67	69	53	42	61	56	64	61	70	73	55	37	26	2	1010
23-Apr-2016	2	0	1	0	0	1	36	47	65	68	63	62	46	42	50	45	31	45	39	39	18	25	13	1	739
24-Apr-2016	2	0	0	0	1	2	31	39	54	45	65	56	45	40	56	56	46	65	55	45	28	30	17	0	778
25-Apr-2016	2	0	1	1	0	2	40	46	62	61	72	56	49	37	59	55	58	69	77	68	32	34	20	0	901
26-Apr-2016	0	0	1	0	0	4	45	77	78	66	69	64	46	37	50	55	54	65	72	55	31	32	19	3	923
27-Apr-2016	3	0	0	3	1	3	41	74	72	62	72	55	45	44	55	52	48	65	71	56	32	31	22	3	910
28-Apr-2016	2	0	1	3	0	2	45	71	79	68	73	59	52	39	56	49	52	70	73	62	40	41	23	5	965
29-Apr-2016	1	3	1	3	0	5	43	73	77	67	72	69	49	48	54	58	60	69	75	68	36	49	19	1	1000
30-Apr-2016	0	0	0	0	0	3	34	50	69	65	64	64	50	33	45	45	32	36	32	37	19	19	12	1	710
<b>Total</b>	<b>51</b>	<b>18</b>	<b>25</b>	<b>51</b>	<b>16</b>	<b>75</b>	<b>1208</b>	<b>1894</b>	<b>2119</b>	<b>1948</b>	<b>2065</b>	<b>1916</b>	<b>1507</b>	<b>1252</b>	<b>1605</b>	<b>1641</b>	<b>1514</b>	<b>1867</b>	<b>1934</b>	<b>1803</b>	<b>1021</b>	<b>1024</b>	<b>680</b>	<b>74</b>	<b>27308</b>
<b>Avg.</b>	<b>1.70</b>	<b>0.60</b>	<b>0.83</b>	<b>1.70</b>	<b>0.53</b>	<b>2.50</b>	<b>40.27</b>	<b>63.13</b>	<b>70.63</b>	<b>64.93</b>	<b>68.83</b>	<b>63.87</b>	<b>50.23</b>	<b>41.73</b>	<b>53.50</b>	<b>54.70</b>	<b>50.47</b>	<b>62.23</b>	<b>64.47</b>	<b>60.10</b>	<b>34.03</b>	<b>34.13</b>	<b>22.67</b>	<b>2.47</b>	<b>910.27</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

# Hourly Runway Movement Summary – Arrivals <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Apr-2016	0	1	0	3	0	0	15	43	39	36	34	34	26	23	27	28	32	42	33	29	29	21	17	1	513
02-Apr-2016	0	0	1	0	0	0	18	34	32	30	25	37	21	19	22	22	21	25	18	20	18	8	10	0	381
03-Apr-2016	0	0	0	2	0	2	23	20	25	28	21	23	20	20	33	25	22	36	40	32	23	23	13	0	431
04-Apr-2016	0	0	0	1	0	3	26	37	33	39	33	32	20	15	33	28	30	34	35	27	18	18	14	1	477
05-Apr-2016	1	0	1	1	1	4	27	42	36	36	28	27	22	17	21	25	26	39	33	30	16	17	9	1	460
06-Apr-2016	1	1	2	0	0	3	25	41	37	33	25	27	21	24	23	19	24	40	34	31	20	15	13	3	462
07-Apr-2016	0	0	2	2	0	0	30	39	39	39	30	29	26	22	26	22	26	38	39	36	22	24	15	2	508
08-Apr-2016	0	0	2	1	0	3	27	40	35	34	31	31	24	20	37	22	32	37	38	34	22	28	12	2	512
09-Apr-2016	0	1	0	0	0	5	25	32	29	34	27	29	18	21	25	25	21	27	19	22	10	14	4	0	388
10-Apr-2016	0	0	0	0	0	3	24	22	23	31	18	24	19	20	25	32	27	38	38	30	18	27	15	1	435
11-Apr-2016	0	1	1	0	0	3	22	45	34	33	35	34	20	18	30	23	27	36	37	29	20	12	14	0	474
12-Apr-2016	2	0	1	2	1	0	28	33	37	38	37	31	18	21	28	18	26	35	39	32	17	11	11	2	468
13-Apr-2016	1	0	2	1	0	2	22	38	42	31	34	27	19	16	24	26	25	35	36	31	18	17	11	1	459
14-Apr-2016	0	0	1	1	0	2	23	41	40	36	27	33	16	25	28	20	24	38	36	31	26	22	16	1	487
15-Apr-2016	0	2	0	3	0	3	23	43	39	30	29	28	21	26	29	26	33	36	35	31	28	25	13	1	504
16-Apr-2016	1	0	0	0	0	3	24	31	36	27	30	29	18	26	27	21	17	24	18	25	14	11	5	0	387
17-Apr-2016	0	1	0	0	0	1	24	24	26	25	20	23	18	22	29	27	23	33	34	34	33	21	11	0	429
18-Apr-2016	1	2	0	0	0	2	24	37	36	38	35	31	22	15	33	23	24	35	38	32	16	20	14	0	478
19-Apr-2016	0	0	0	1	1	3	24	35	39	34	36	32	22	15	28	20	22	36	39	31	14	13	15	1	461
20-Apr-2016	1	1	1	1	0	3	24	39	39	33	25	30	21	22	21	24	25	37	42	28	18	18	13	1	467
21-Apr-2016	0	1	1	1	0	3	26	40	44	33	30	32	20	20	27	26	26	36	39	32	20	28	15	1	501
22-Apr-2016	0	1	0	2	1	4	23	43	42	31	28	30	23	21	33	22	29	34	34	35	27	22	17	2	504
23-Apr-2016	1	0	0	0	0	1	27	28	34	31	23	27	21	21	29	22	14	27	22	23	11	11	5	0	378
24-Apr-2016	1	0	0	0	1	2	24	22	27	21	21	24	18	19	25	25	23	41	26	28	12	18	10	0	388
25-Apr-2016	0	0	1	1	0	2	26	26	28	28	27	25	20	16	30	25	28	40	40	28	20	19	13	0	443
26-Apr-2016	0	0	0	0	0	4	25	41	38	35	29	32	17	20	25	23	27	35	39	27	20	16	8	1	462
27-Apr-2016	1	0	0	2	0	3	23	43	37	30	28	27	18	23	24	19	30	39	38	25	19	18	7	2	456
28-Apr-2016	1	0	1	1	0	2	24	41	43	34	29	30	18	21	25	19	28	41	36	33	23	24	9	1	484
29-Apr-2016	0	2	1	1	0	5	25	41	38	35	25	31	21	25	24	32	25	44	39	27	17	32	9	0	499
30-Apr-2016	0	0	0	0	0	3	24	32	36	28	24	31	23	14	27	22	16	25	17	22	11	7	4	0	366
<b>Total</b>	<b>12</b>	<b>14</b>	<b>18</b>	<b>27</b>	<b>5</b>	<b>74</b>	<b>725</b>	<b>1073</b>	<b>1063</b>	<b>971</b>	<b>844</b>	<b>880</b>	<b>611</b>	<b>607</b>	<b>818</b>	<b>711</b>	<b>753</b>	<b>1063</b>	<b>1011</b>	<b>875</b>	<b>580</b>	<b>560</b>	<b>342</b>	<b>25</b>	<b>13662</b>
<b>Avg.</b>	<b>0.40</b>	<b>0.47</b>	<b>0.60</b>	<b>0.90</b>	<b>0.17</b>	<b>2.47</b>	<b>24.17</b>	<b>35.77</b>	<b>35.43</b>	<b>32.37</b>	<b>28.13</b>	<b>29.33</b>	<b>20.37</b>	<b>20.23</b>	<b>27.27</b>	<b>23.70</b>	<b>25.10</b>	<b>35.43</b>	<b>33.70</b>	<b>29.17</b>	<b>19.33</b>	<b>18.67</b>	<b>11.40</b>	<b>0.83</b>	<b>455.40</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

## Hourly Runway Movement Summary – Departures <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Apr-2016	3	0	1	0	2	0	16	37	30	37	40	34	39	26	29	40	25	37	34	43	17	17	13	1	521
02-Apr-2016	0	0	0	0	0	0	8	19	37	34	31	30	37	17	19	22	18	19	19	19	8	13	11	1	362
03-Apr-2016	0	0	0	0	0	0	8	18	28	28	43	35	28	25	28	36	29	27	34	38	14	19	7	0	445
04-Apr-2016	0	0	0	0	0	0	22	36	28	40	39	39	33	21	26	30	30	29	30	31	17	13	15	2	481
05-Apr-2016	2	0	0	1	2	0	21	25	42	33	41	24	29	24	23	34	22	33	32	30	13	15	14	2	462
06-Apr-2016	2	0	0	2	0	0	19	29	38	28	41	34	29	19	25	33	25	29	34	35	14	13	16	4	469
07-Apr-2016	4	1	0	1	1	0	21	31	39	31	42	36	29	22	28	34	25	27	38	37	16	20	12	3	498
08-Apr-2016	2	1	1	2	0	0	21	28	35	35	40	41	34	21	35	32	34	29	36	39	25	18	10	1	520
09-Apr-2016	0	0	1	0	0	0	10	20	38	33	37	34	27	19	19	26	17	18	20	18	8	14	6	0	365
10-Apr-2016	0	0	0	0	1	0	8	18	27	29	41	37	31	25	28	29	30	29	39	34	22	16	9	1	454
11-Apr-2016	1	0	0	0	0	0	23	34	37	40	39	35	33	24	28	35	24	27	29	36	11	12	15	4	487
12-Apr-2016	2	0	0	1	1	0	17	33	34	35	36	39	31	22	21	33	23	29	30	32	15	16	10	2	462
13-Apr-2016	2	0	0	3	0	0	18	29	40	33	42	31	27	20	26	30	22	29	34	28	13	13	14	2	456
14-Apr-2016	2	0	0	2	0	0	20	31	37	33	43	34	31	19	24	38	23	30	38	31	14	18	15	5	488
15-Apr-2016	2	0	0	1	2	0	17	32	37	29	45	38	30	25	28	30	31	31	35	39	20	20	8	0	500
16-Apr-2016	2	0	0	0	0	0	11	23	39	28	44	37	25	18	20	20	19	18	20	19	7	16	7	0	373
17-Apr-2016	0	0	0	0	0	0	7	14	30	26	43	38	25	24	31	30	34	24	31	36	23	17	11	0	444
18-Apr-2016	1	0	1	0	0	0	21	36	38	29	36	42	31	26	27	34	29	27	30	30	15	12	13	3	481
19-Apr-2016	0	0	0	1	0	1	22	31	41	25	34	31	35	21	24	37	25	29	27	33	11	14	12	2	456
20-Apr-2016	3	0	0	2	0	0	18	34	35	33	43	30	27	21	31	31	22	32	28	35	13	17	13	3	471
21-Apr-2016	2	0	0	2	0	0	18	33	35	39	38	40	29	24	23	34	29	32	32	30	14	20	18	3	495
22-Apr-2016	1	1	1	1	1	0	20	27	36	39	39	39	30	21	28	34	35	27	36	38	28	15	9	0	506
23-Apr-2016	1	0	1	0	0	0	9	19	31	37	40	35	25	21	21	23	17	18	17	16	7	14	8	1	361
24-Apr-2016	1	0	0	0	0	0	7	17	27	24	44	32	27	21	31	31	23	24	29	17	16	12	7	0	390
25-Apr-2016	2	0	0	0	0	0	14	20	34	33	45	31	29	21	29	30	30	29	37	40	12	15	7	0	458
26-Apr-2016	0	0	1	0	0	0	20	36	40	31	40	32	29	17	25	32	27	30	33	28	11	16	11	2	461
27-Apr-2016	2	0	0	1	1	0	18	31	35	32	44	28	27	21	31	33	18	26	33	31	13	13	15	1	454
28-Apr-2016	1	0	0	2	0	0	21	30	36	34	44	29	34	18	31	30	24	29	37	29	17	17	14	4	481
29-Apr-2016	1	1	0	2	0	0	18	32	39	32	47	38	28	23	30	26	35	25	36	41	19	17	10	1	501
30-Apr-2016	0	0	0	0	0	0	10	18	33	37	40	33	27	19	18	23	16	11	15	15	8	12	8	1	344
<b>Total</b>	<b>39</b>	<b>4</b>	<b>7</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>483</b>	<b>821</b>	<b>1056</b>	<b>977</b>	<b>1221</b>	<b>1036</b>	<b>896</b>	<b>645</b>	<b>787</b>	<b>930</b>	<b>761</b>	<b>804</b>	<b>923</b>	<b>928</b>	<b>441</b>	<b>464</b>	<b>338</b>	<b>49</b>	<b>13646</b>
<b>Avg.</b>	<b>1.30</b>	<b>0.13</b>	<b>0.23</b>	<b>0.80</b>	<b>0.37</b>	<b>0.03</b>	<b>16.10</b>	<b>27.37</b>	<b>35.20</b>	<b>32.57</b>	<b>40.70</b>	<b>34.53</b>	<b>29.87</b>	<b>21.50</b>	<b>26.23</b>	<b>31.00</b>	<b>25.37</b>	<b>26.80</b>	<b>30.77</b>	<b>30.93</b>	<b>14.70</b>	<b>15.47</b>	<b>11.27</b>	<b>1.63</b>	<b>454.87</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

## Mode Utilisation Summary (Total Hours by Day) <sup>1</sup>

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Apr-16	07:00	00:13	00:54	-	-	-	15:51	-	-	-	-	-	-
02-Apr-16	07:00	00:20	03:12	02:23	-	-	06:42	00:13	-	-	04:07	-	-
03-Apr-16	07:00	00:31	-	-	-	-	-	16:27	-	-	-	-	-
04-Apr-16	07:00	00:18	-	-	-	-	08:52	07:48	-	-	-	-	-
05-Apr-16	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
06-Apr-16	07:00	00:19	-	-	-	-	16:12	00:27	-	-	-	-	-
07-Apr-16	07:00	00:24	-	-	-	-	-	15:18	-	-	01:16	-	-
08-Apr-16	07:00	00:33	-	-	-	-	16:25	-	-	-	-	-	-
09-Apr-16	07:00	00:43	01:14	-	-	-	-	12:20	-	-	02:40	-	-
10-Apr-16	07:00	00:26	02:31	-	-	-	14:01	-	-	-	-	-	-
11-Apr-16	07:00	00:14	-	-	-	-	02:21	11:35	-	-	02:47	-	-
12-Apr-16	07:00	00:24	-	-	-	-	-	14:28	-	-	02:06	-	-
13-Apr-16	07:00	00:10	-	-	-	-	-	14:09	-	-	02:39	-	-
14-Apr-16	07:00	-	01:04	-	-	-	16:00	-	-	-	-	-	-
15-Apr-16	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
16-Apr-16	07:00	00:32	-	-	-	-	07:25	09:01	-	-	-	-	-
17-Apr-16	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
18-Apr-16	07:00	00:16	-	-	-	-	-	16:42	-	-	-	-	-
19-Apr-16	07:00	00:17	01:59	-	-	-	00:39	14:03	-	-	-	-	-
20-Apr-16	07:00	00:18	-	-	-	-	11:02	01:47	-	-	03:50	-	-
21-Apr-16	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
22-Apr-16	07:00	00:18	-	01:53	-	-	00:51	13:55	-	-	-	-	-
23-Apr-16	07:00	00:20	-	03:57	-	-	-	12:41	-	-	-	-	-
24-Apr-16	07:00	00:34	-	-	-	-	-	16:24	-	-	-	-	-
25-Apr-16	07:00	00:38	00:52	-	00:50	-	06:00	07:56	-	-	00:41	-	-
26-Apr-16	07:00	00:26	04:00	-	00:33	-	09:36	-	-	-	02:23	-	-
27-Apr-16	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
28-Apr-16	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
29-Apr-16	07:00	00:38	-	-	-	-	16:20	-	-	-	-	-	-
30-Apr-16	07:00	00:51	07:04	-	01:39	-	07:23	-	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>11:52</b>	<b>22:54</b>	<b>08:14</b>	<b>03:03</b>	<b>00:00</b>	<b>239:15</b>	<b>202:09</b>	<b>00:00</b>	<b>00:00</b>	<b>22:33</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.33%</b>	<b>4.49%</b>	<b>1.62%</b>	<b>0.60%</b>	<b>0.00%</b>	<b>46.91%</b>	<b>39.63%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>4.42%</b>	<b>0.00%</b>	<b>0.00%</b>

(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

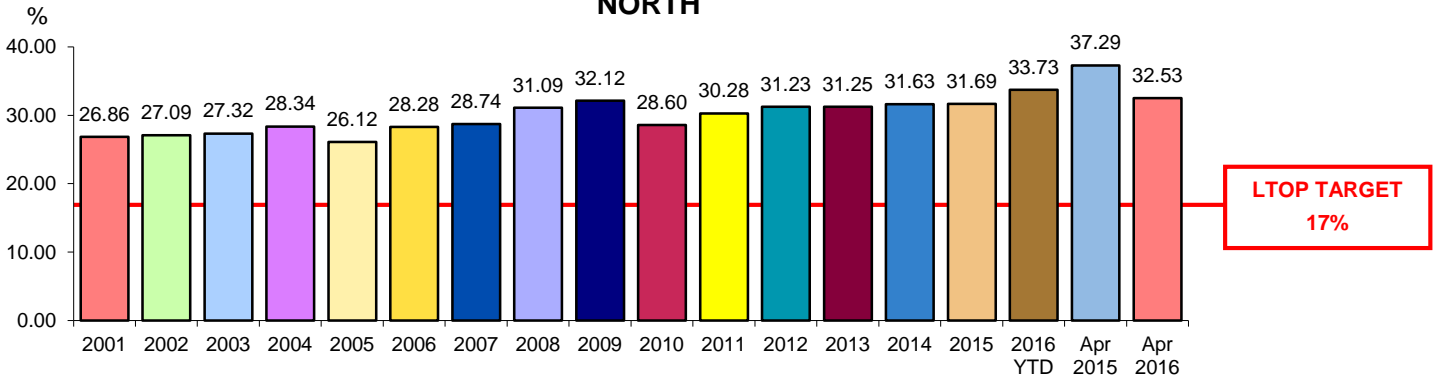
## Cumulative Mode Utilisation from 1 January 2016

Time	1.88%	3.42%	1.45%	0.56%	0.00%	44.04%	43.81%	0.09%	0.08%	4.65%	0.00%	0.00%
<b>Movements</b>	<b>0.38%</b>	<b>2.23%</b>	<b>0.97%</b>	<b>0.38%</b>	<b>0.00%</b>	<b>46.99%</b>	<b>45.80%</b>	<b>0.06%</b>	<b>0.09%</b>	<b>3.09%</b>	<b>0.00%</b>	<b>0.00%</b>

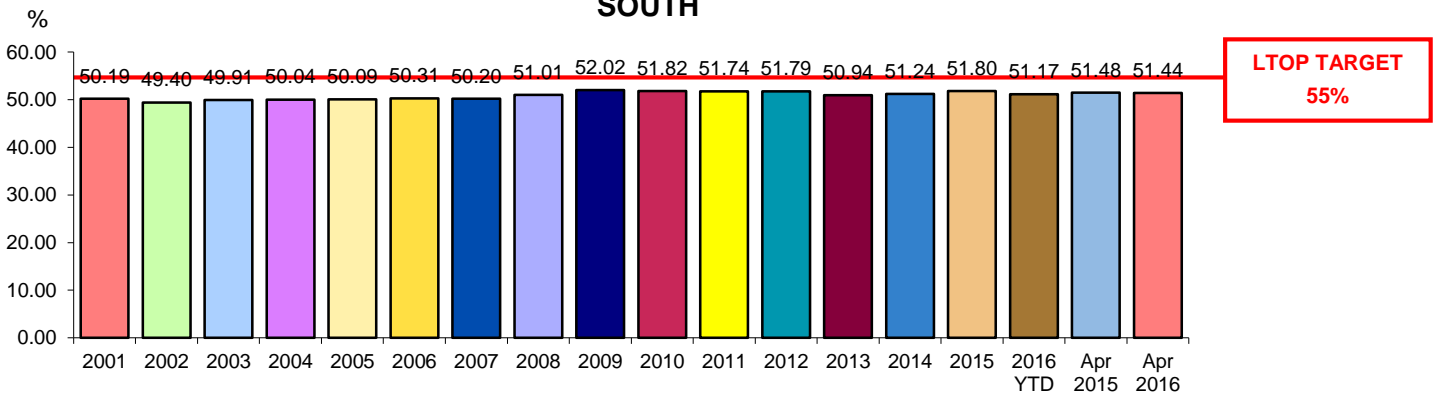
# Runway End Impact to 30 April 2016

Includes comparisons with annual figures for 1998 to 2015, 2016 Year to Date, current month this year and corresponding month last year.

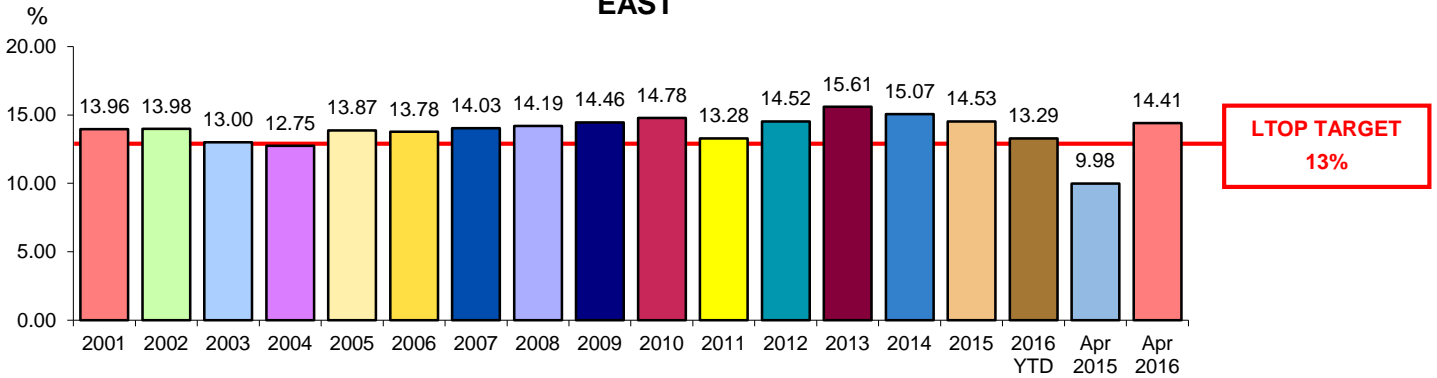
## NORTH



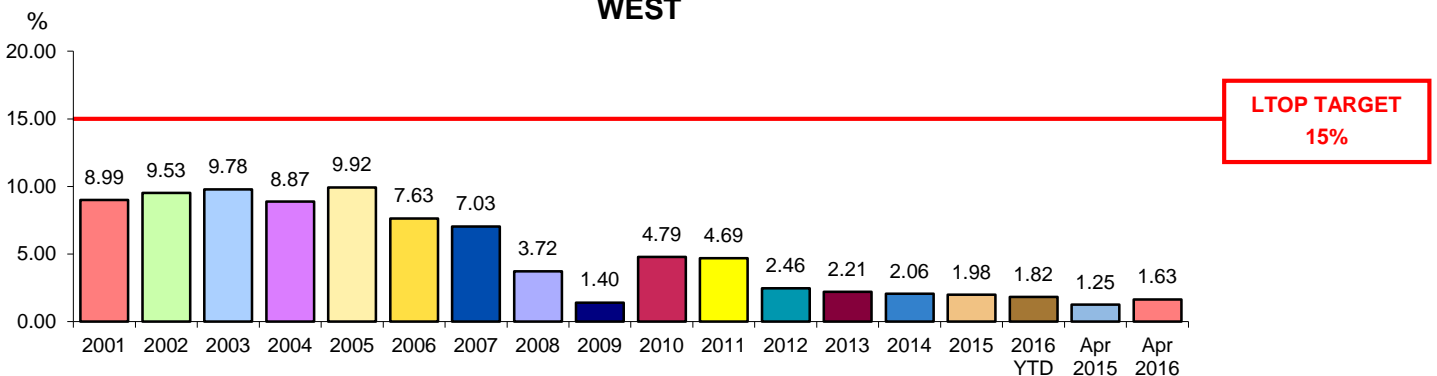
## SOUTH



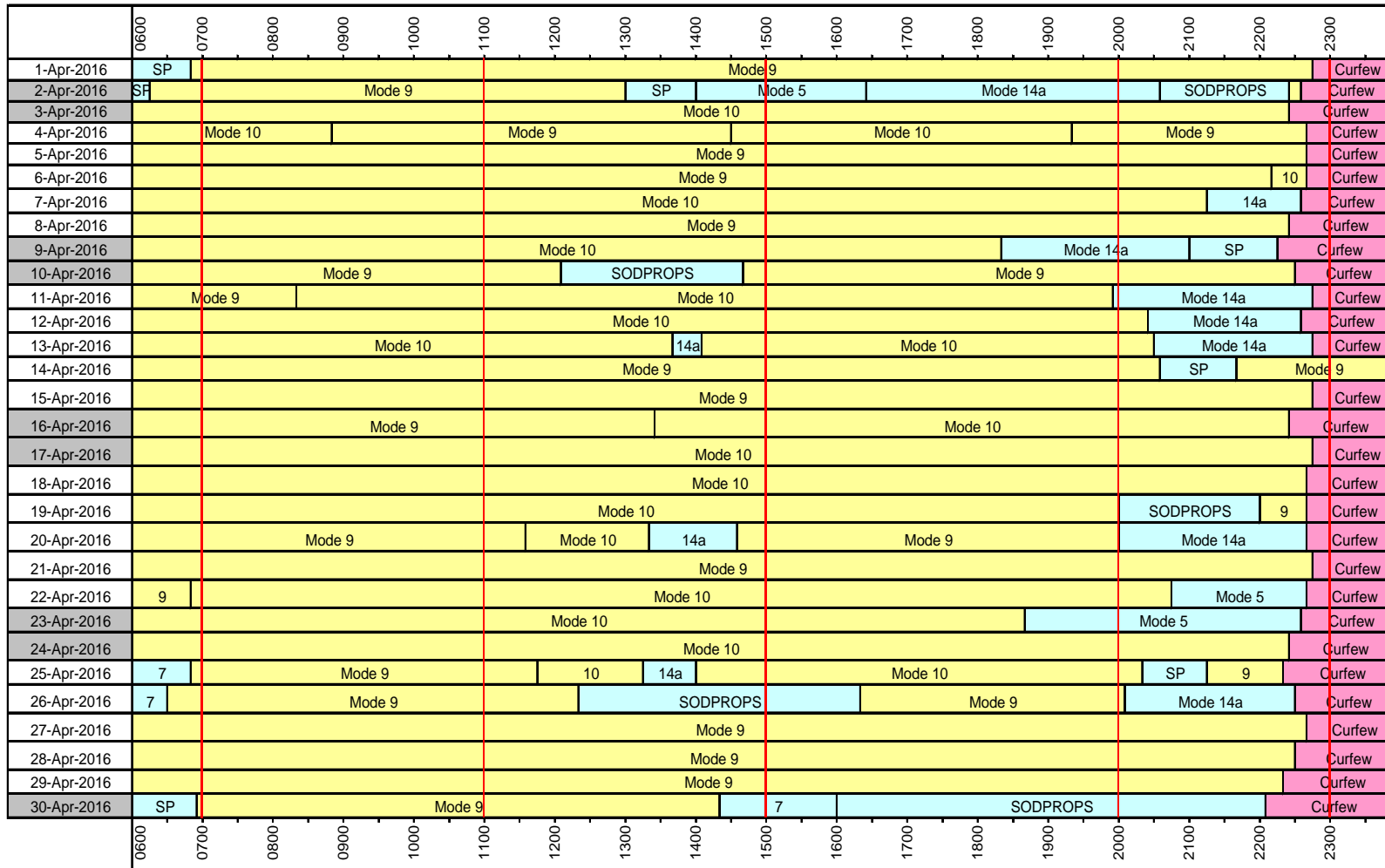
## EAST



## WEST



# Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **April 2016**.

### Days on which Runway 16 PRM was used and hours of usage (ATIS time)

Date	PRM		Hours of PRM operation
	Start Time	End Time	
4/04/2016	07:01	09:48	2:47
7/04/2016	06:55	09:42	2:47
12/04/2016	06:38	07:19	0:41
12/04/2016	07:43	09:12	1:29
12/04/2016	09:47	10:37	0:50
13/04/2016	06:39	08:59	2:20
18/04/2016	06:57	08:29	1:32
19/04/2016	07:12	08:54	1:42

### Number of Runway 16 arrivals during PRM operations and their runway assignment

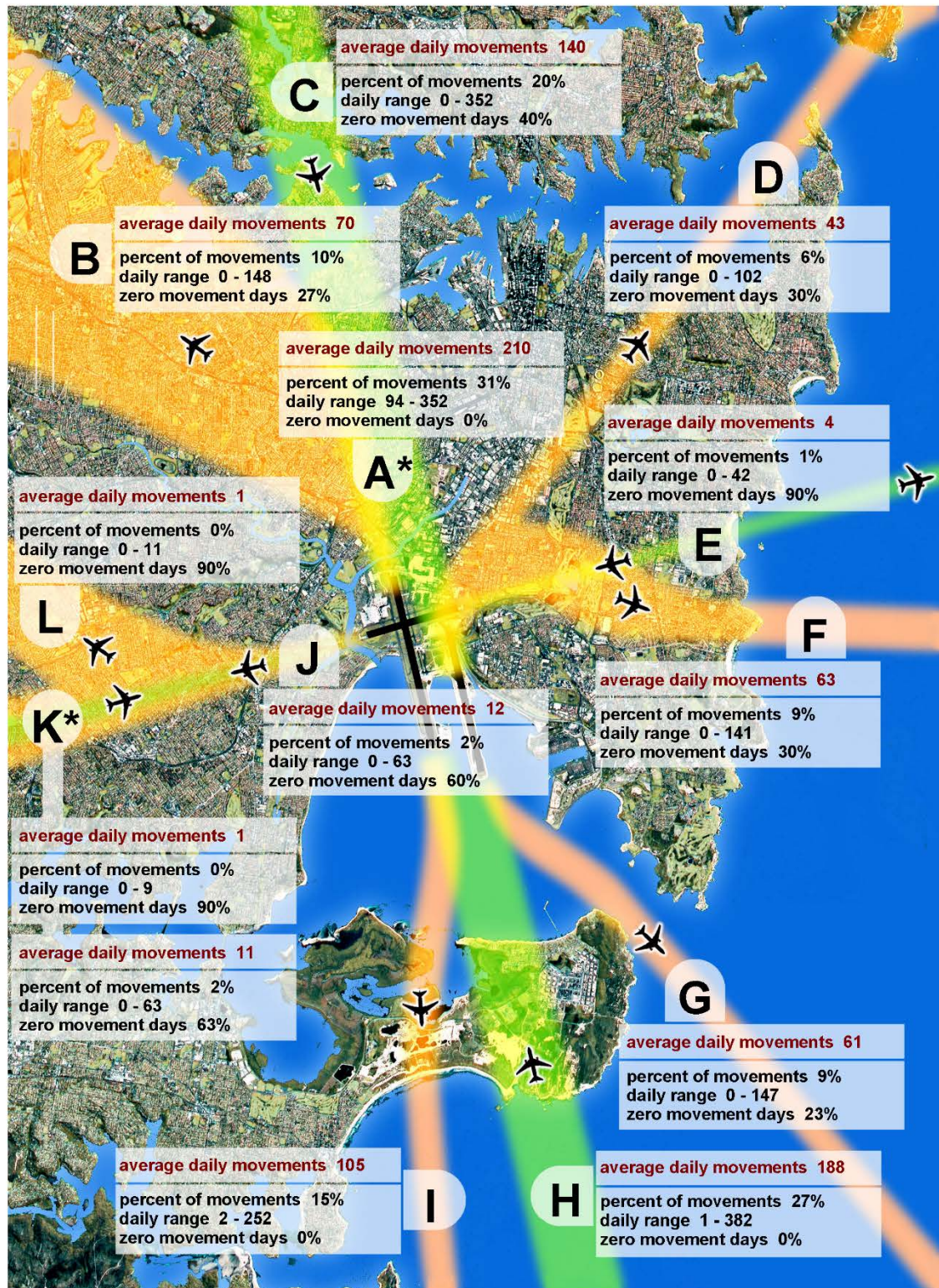
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/04/2016	70	32	38
7/04/2016	107	52	55
12/04/2016	104	48	56
13/04/2016	84	38	46
18/04/2016	56	27	29
19/04/2016	64	31	33

## **Noise Complaints & Information Service**

The Noise Complaints & Information Service is a function of Airservices Australia located at Sydney Airport. Information on noise complaints will be published as a separate report on Airservices Australia website.

# Sydney Airport : Jet Flight Path Movements

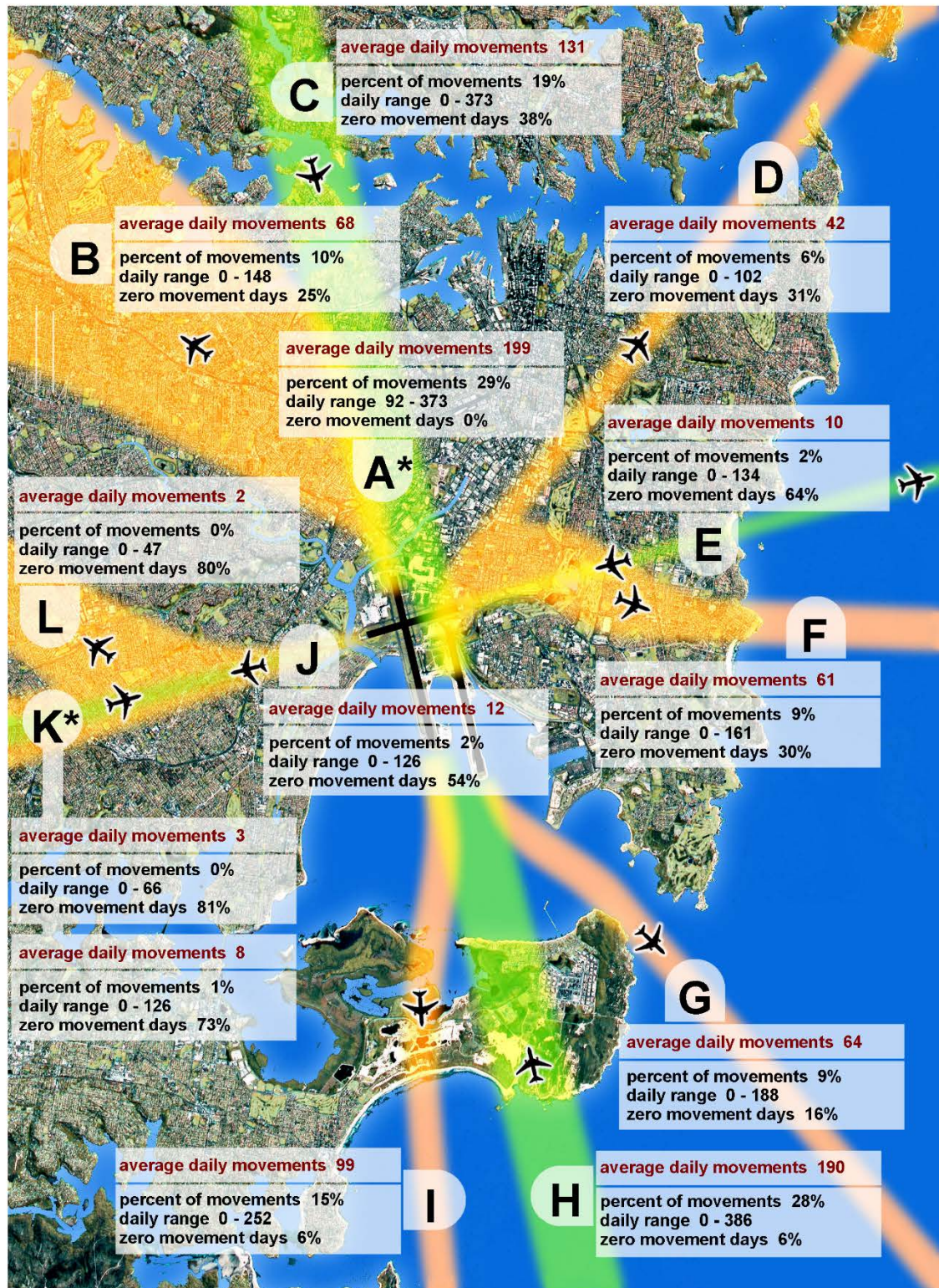
1 April 2016 to 30 April 2016, All Jets



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

# Sydney Airport : Jet Flight Path Movements

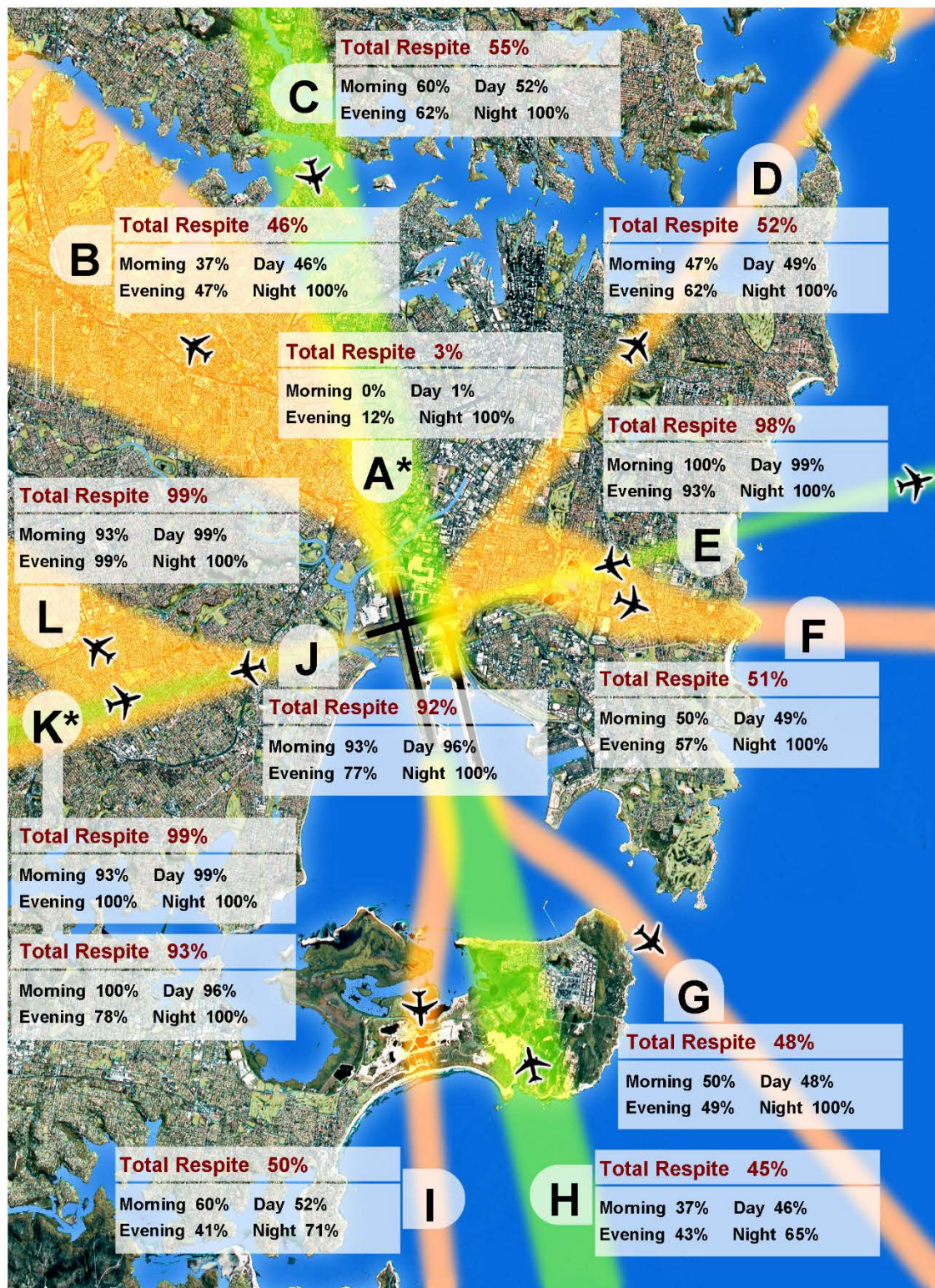
1 May 2015 to 30 April 2016, All Jets



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

# Sydney Airport : Jet Aircraft Respite (R60)

1 April 2016 to 30 April 2016, All Jets



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

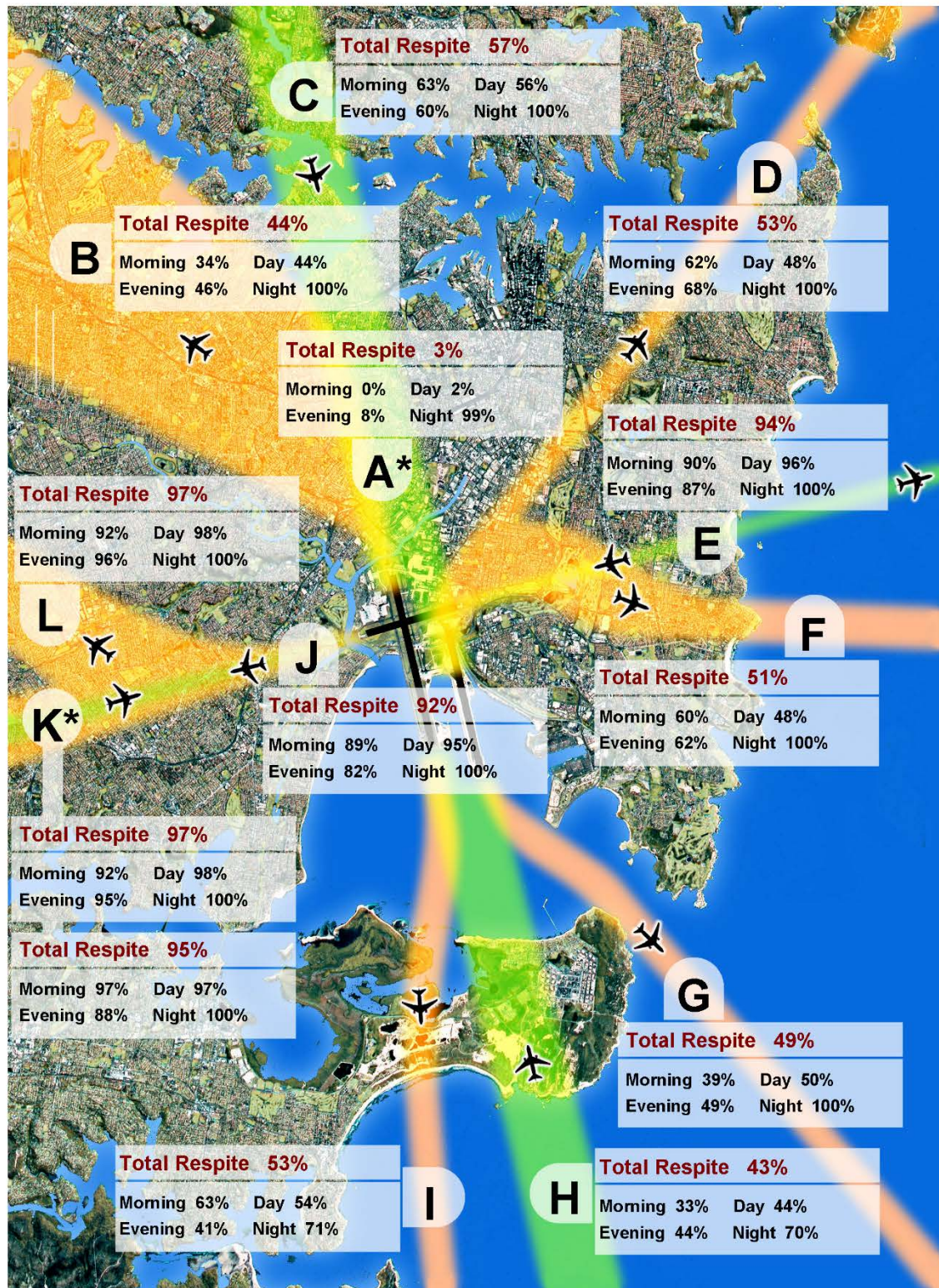
A respite interval is a 60 minute period when there are no jet movements (R60).

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 May 2015 to 30 April 2016, All Jets



Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).

A respite interval is a 60 minute period when there are no jet movements (R60).

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

## Sydney Airport - Jet Flight Path Movements (Explanation) May 2015 to April 2016

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">October 2015</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">January 2016</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2015</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East – Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2015</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East – Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2015</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South – Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South – Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2015</a> and <a href="#">Mode 7</a> was in <a href="#">June 2015</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South – Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J,K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">June 2015</a> , <a href="#">Mode 14A</a> in <a href="#">February 2016</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

## **Sydney Airport - Jet Aircraft Respite (R60) (Explanation)**

### **Respite**

The respite figures in the map are based on the concept of a **respice hour** being a **whole clock hour** where there are **no aircraft movements**.

<b>Total Respite</b>	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period May 2015 to April 2016, during which there were no movements.
<b>Morning Respite</b>	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
<b>Day Respite</b>	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
<b>Evening Respite</b>	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
<b>Curfew (Night)</b>	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **May 2015 to April 2016 for 53%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### **Notes**

- Propeller movements have not been taken into account.
- The information presented in the map is derived from the Airport Noise and Operations Management System (ANOMS) data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for April 2016.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of April 2016

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (LAmax) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during April 2016 along with the Daily N70 values for the three months up to and including April are given in Table 1.

<i>Location</i>	<i>CNE Apr</i>	<i>Operational Days Apr</i>	<i>N70 Apr</i>	<i>N70 Mar</i>	<i>N70 Feb</i>
<i>Threshold rwy 34</i>	<i>10,503</i>	<i>29.9</i>	<i>343</i>	<i>341</i>	<i>308</i>
<i>Penshurst</i>	<i>492</i>	<i>29.9</i>	<i>13</i>	<i>13</i>	<i>22</i>
<i>Bexley</i>	<i>118</i>	<i>7.7</i>	<i>14</i>	<i>14</i>	<i>24</i>
<i>Sydenham</i>	<i>5,534</i>	<i>29.9</i>	<i>185</i>	<i>183</i>	<i>197</i>
<i>Johnston St Annandale</i>	<i>2,800</i>	<i>29.9</i>	<i>77</i>	<i>72</i>	<i>95</i>
<i>Church St. St Peters</i>	<i>3,733</i>	<i>29.9</i>	<i>92</i>	<i>95</i>	<i>128</i>
<i>Leichhardt PEMU 36</i>	<i>3,420</i>	<i>29.9</i>	<i>107</i>	<i>108</i>	<i>135</i>
<i>Eastlakes</i>	<i>2,353</i>	<i>29.7</i>	<i>66</i>	<i>70</i>	<i>54</i>
<i>Coogee</i>	<i>398</i>	<i>29.9</i>	<i>9</i>	<i>8</i>	<i>4</i>
<i>Kurnell</i>	<i>3,067</i>	<i>29.9</i>	<i>92</i>	<i>94</i>	<i>69</i>
<i>Croydon</i>	<i>742</i>	<i>29.9</i>	<i>18</i>	<i>21</i>	<i>14</i>
<i>Hunters Hill</i>	<i>4,748</i>	<i>29.9</i>	<i>68</i>	<i>69</i>	<i>82</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including April 2016.**

The N70 values for April 2016 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE\_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE\_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

<b>Runway 34L</b> AM 17 PM 45 Day 258 Night 10 WE_D 312 WE_N 9	<b>Penshurst</b> AM 1 PM 11 Day 3 Night 0 WE_D 12 WE_N 0	<b>Bexley</b> AM 0 PM 6 Day 0 Night 0 WE_D 29 WE_N 0	<b>Eastlakes</b> AM 3 PM 5 Day 50 Night 0 WE_D 83 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 5 Night 0 WE_D 17 WE_N 0	<b>Sydenham</b> AM 11 PM 18 Day 163 Night 0 WE_D 167 WE_N 0	<b>Leichhardt PEMU36</b> AM 8 PM 9 Day 102 Night 1 WE_D 80 WE_N 0	<b>Kurnell</b> AM 4 PM 5 Day 74 Night 0 WE_D 107 WE_N 0
<b>Annandale</b> AM 3 PM 5 Day 81 Night 0 WE_D 51 WE_N 0	<b>St Peters</b> AM 4 PM 8 Day 89 Night 0 WE_D 74 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 13 Night 0 WE_D 21 WE_N 0	<b>Hunters Hull</b> AM 7 PM 6 Day 62 Night 1 WE_D 51 WE_N 0

**Table 2. N70 values for the different periods of the day.**

Due to normal maintenance activities and occasional upgrading of the system any one NMT may not have been operational for the entire sample period. As a result the average at each NMT is performed only for the period in which the NMT was operating; this ensures the daily N70 figure is not influenced by NMT downtime.

#### DISCLAIMER

*The Sydney Airport Operational Statistics report contains a summary of data collected over the specified period and is intended to convey the best information available at the time from the Noise and Flight Path Monitoring System (NFPMS), Noise Complaint Monitoring System (NCMS) and Transparent Noise Information Package (TNIP). These system databases and programs are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.*