

# **Sydney Airport Operational Statistics**

## March 2016

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**March 2016**

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

There were a total of **28,319** aircraft movements this month (daily average **913.52**). Last month there were a total of **26,401** movements (daily average **910.38**) and for the same month last year there were a total of **27,372** movements (daily average **882.97**).

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

Individual mode use in excess of 9 hours occurred on **29** days this month, Mode 9 on 17 days and Mode 10 on 12 days . Crossing runway modes (including Sodprops) were used for **10.87%** 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 **32.19%** - This result is above the LTOP target and below the previous month (**35.55%**)

South **51.28%** - This result is below the LTOP target and above the previous month (**51.11%**)

East **14.97%** - This result is above the LTOP target and above the previous month (**10.72%**)

West **1.56%** - This result is below the LTOP target and below the previous month (**2.62%**)

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

This procedure was used on 15, 16, 17, 21, 22 and 29 of March for a total of 20 hours and 35 minutes (ATIS time).

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## Table of Contents

Preview .....	1
Table of Contents.....	2
Sydney Airport Runways .....	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft .....	6
Runway Movement Summary – Jet Aircraft only .....	7
Runway Movement Summary – Non Jet Aircraft only.....	8
Hourly Runway Movement Summary– All Movements .....	9
Hourly Runway Movement Summary – Arrivals .....	10
Hourly Runway Movement Summary – Departures.....	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2016 .....	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 31 March 2016).....	17
Jet Flight Path Movements * (1 April 2015 - 31 March 2016).....	18
Jet Aircraft Respite (R60) * (1 - 31 March 2016).....	19
Jet Aircraft Respite (R60) * (1 April 2015 - 31 March 2016).....	20
Jet Flight Path Movements (Explanation) .....	21
Jet Aircraft Respite (R60) (Explanation) .....	22
Measured Daily N70 Values .....	23

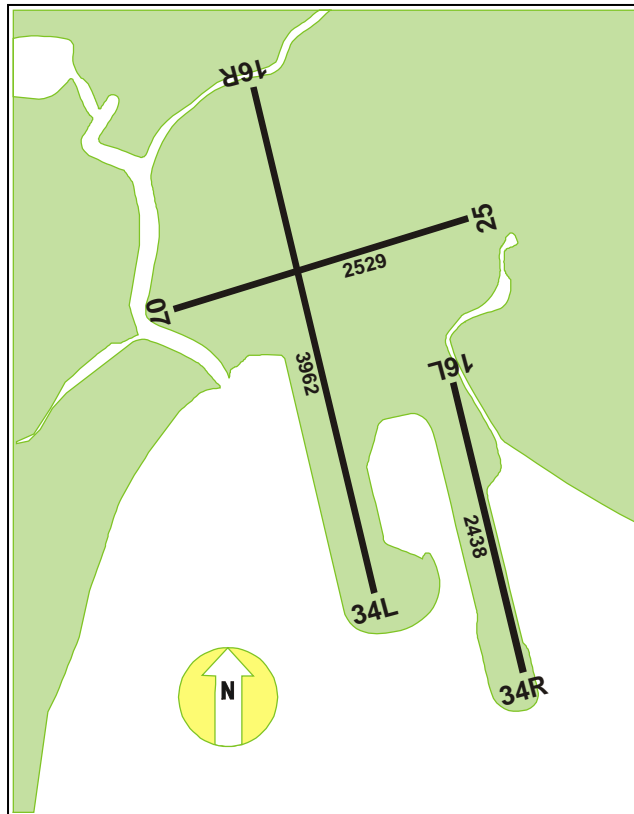
This report is available on the Internet at Airservices Australia website at

[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



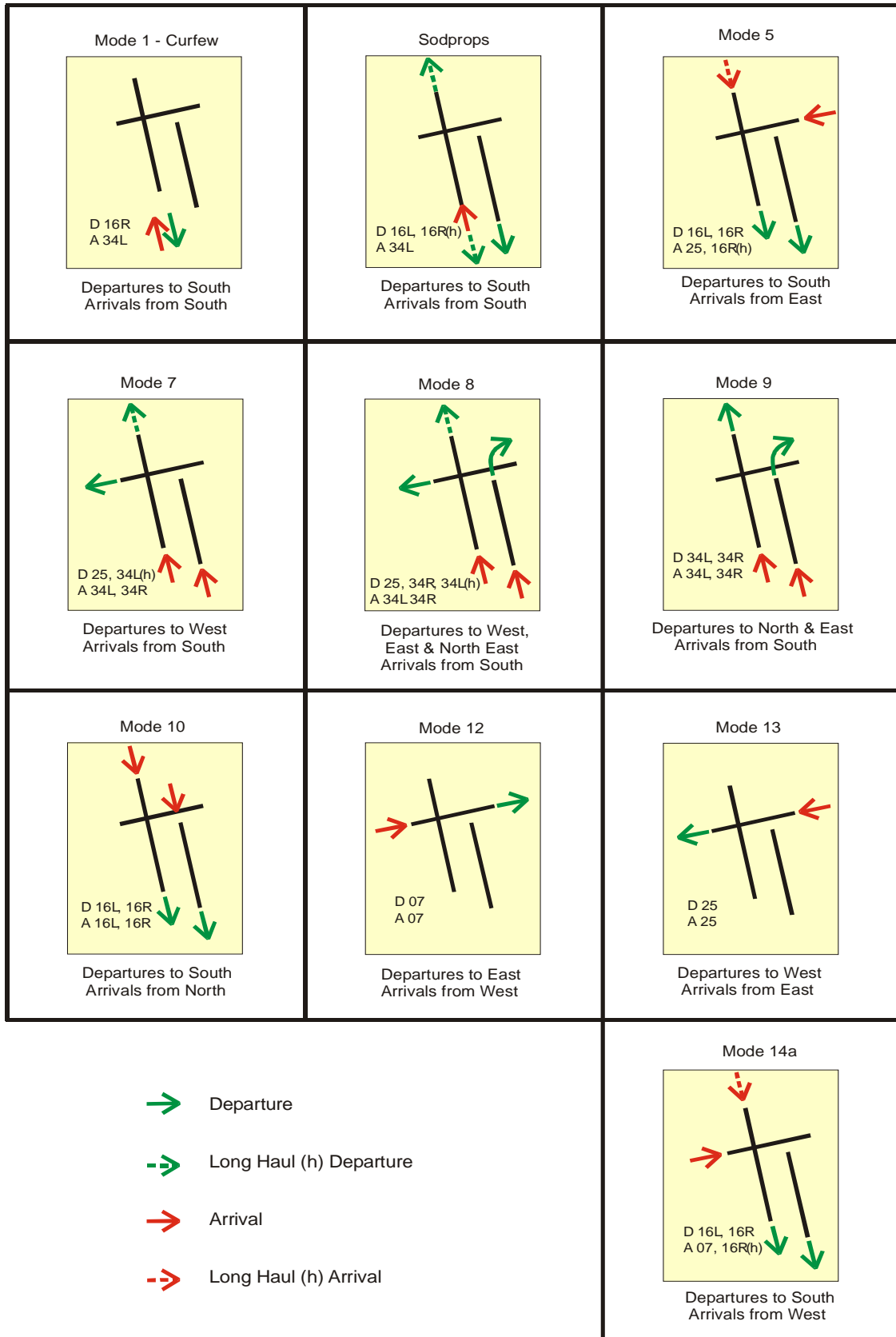
Runway numbers refer to the direction an aircraft is flying.

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.	<b>SODPROPS</b> - 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.	<b>SODPROPS</b> - 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.	<b>SODPROPS</b> - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) <b>unless</b> there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation <b>or</b> 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.	<b>SODPROPS</b> - 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.	<b>SODPROPS</b> - 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.	<b>SODPROPS</b> - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) <b>unless</b> 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.	<b>SODPROPS</b> - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) <b>unless</b> there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation <b>or</b> 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-Mar-2016	1	0	1	0	7	7	0	10	10	0	0	0	290	203	493	164	231	395	0	0	0	906
02-Mar-2016	0	0	0	0	12	12	0	8	8	0	0	0	310	196	506	162	254	416	0	0	0	942
03-Mar-2016	0	2	2	0	12	12	0	8	8	0	0	0	292	211	503	193	253	446	0	0	0	971
04-Mar-2016	0	0	0	0	0	0	0	7	7	0	0	0	303	220	523	194	271	465	0	0	0	995
05-Mar-2016	0	0	0	0	5	5	0	1	1	0	0	0	253	169	422	124	181	305	0	0	0	733
06-Mar-2016	1	0	1	0	13	13	0	1	1	0	0	0	281	201	482	143	228	371	0	0	0	868
07-Mar-2016	1	0	1	0	15	15	0	5	5	0	0	0	298	212	510	177	245	422	0	0	0	953
08-Mar-2016	2	0	2	0	0	0	0	8	8	0	0	0	269	202	471	183	244	427	0	0	0	908
09-Mar-2016	0	0	0	0	0	0	0	7	7	0	0	0	282	209	491	186	255	441	0	0	0	939
10-Mar-2016	32	0	32	158	157	315	193	256	449	15	0	15	57	29	86	31	41	72	0	0	0	969
11-Mar-2016	1	0	1	0	0	0	0	7	7	0	0	0	306	219	525	195	280	475	0	0	0	1008
12-Mar-2016	1	0	1	0	7	7	0	0	0	0	1	1	273	175	448	117	184	301	0	0	0	758
13-Mar-2016	0	0	0	0	0	0	0	2	2	0	0	0	285	197	482	136	241	377	0	0	0	861
14-Mar-2016	20	0	20	105	86	191	125	181	306	0	1	1	131	95	226	87	107	194	0	0	0	938
15-Mar-2016	0	0	0	197	147	344	268	317	585	0	0	0	4	0	4	0	0	0	0	0	0	933
16-Mar-2016	0	1	1	192	162	354	279	315	594	0	0	0	7	0	7	0	0	0	0	0	0	956
17-Mar-2016	9	6	15	56	37	93	70	93	163	0	0	0	230	164	394	132	195	327	0	0	0	992
18-Mar-2016	0	0	0	53	78	131	94	75	169	38	54	92	188	138	326	120	154	274	0	0	0	992
19-Mar-2016	9	0	9	77	107	184	173	166	339	0	0	0	94	41	135	35	47	82	0	0	0	749
20-Mar-2016	1	0	1	169	162	331	255	287	542	0	0	0	0	0	0	0	0	0	0	0	0	874
21-Mar-2016	0	0	0	202	159	361	269	321	590	0	1	1	2	0	2	0	0	0	0	0	0	954
22-Mar-2016	0	0	0	198	152	350	257	316	573	9	0	9	7	0	7	0	0	0	0	0	0	939
23-Mar-2016	49	0	49	136	159	295	187	238	425	8	0	8	79	42	121	22	38	60	0	0	0	958
24-Mar-2016	2	0	2	0	15	15	0	6	6	0	1	1	329	219	548	180	268	448	0	0	0	1020
25-Mar-2016	1	0	1	20	67	87	47	53	100	1	1	2	250	147	397	131	180	311	0	0	0	898
26-Mar-2016	128	1	129	77	101	178	114	225	339	0	0	0	41	8	49	8	17	25	0	0	0	720
27-Mar-2016	63	0	63	117	127	244	207	268	475	0	1	1	2	0	2	0	0	0	0	0	0	785
28-Mar-2016	27	0	27	165	167	332	259	299	558	0	0	0	1	0	1	0	0	0	0	0	0	918
29-Mar-2016	1	0	1	208	170	378	266	301	567	1	1	2	2	0	2	0	0	0	0	0	0	950
30-Mar-2016	1	0	1	23	66	89	36	87	123	38	0	38	240	160	400	138	165	303	0	0	0	954
31-Mar-2016	31	0	31	171	176	347	231	305	536	41	0	41	19	4	23	0	0	0	0	0	0	978
<b>Total</b>	<b>381</b>	<b>10</b>	<b>391</b>	<b>2324</b>	<b>2366</b>	<b>4690</b>	<b>3330</b>	<b>4173</b>	<b>7503</b>	<b>151</b>	<b>61</b>	<b>212</b>	<b>5125</b>	<b>3461</b>	<b>8586</b>	<b>2858</b>	<b>4079</b>	<b>6937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28319</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-Mar-2016	0	0	0	0	7	7	0	7	7	0	0	0	226	123	349	100	184	284	0	0	0	647
02-Mar-2016	0	0	0	0	12	12	0	7	7	0	0	0	251	119	370	94	207	301	0	0	0	690
03-Mar-2016	0	2	2	0	12	12	0	6	6	0	0	0	238	135	373	122	204	326	0	0	0	719
04-Mar-2016	0	0	0	0	0	0	0	4	4	0	0	0	239	136	375	131	231	362	0	0	0	741
05-Mar-2016	0	0	0	0	5	5	0	1	1	0	0	0	208	120	328	83	155	238	0	0	0	572
06-Mar-2016	0	0	0	0	12	12	0	0	0	0	0	0	238	137	375	100	193	293	0	0	0	680
07-Mar-2016	0	0	0	0	15	15	0	5	5	0	0	0	245	135	380	107	201	308	0	0	0	708
08-Mar-2016	1	0	1	0	0	0	0	6	6	0	0	0	214	123	337	115	199	314	0	0	0	658
09-Mar-2016	0	0	0	0	0	0	0	6	6	0	0	0	229	131	360	120	215	335	0	0	0	701
10-Mar-2016	30	0	30	103	121	224	151	192	343	10	0	10	47	12	59	19	30	49	0	0	0	715
11-Mar-2016	1	0	1	0	0	0	0	5	5	0	0	0	247	135	382	125	238	363	0	0	0	751
12-Mar-2016	0	0	0	0	6	6	0	0	0	0	1	1	227	126	353	74	157	231	0	0	0	591
13-Mar-2016	0	0	0	0	0	0	0	0	0	0	0	0	233	137	370	103	204	307	0	0	0	677
14-Mar-2016	15	0	15	74	62	136	103	142	245	0	1	1	102	61	163	55	88	143	0	0	0	703
15-Mar-2016	0	0	0	123	102	225	219	236	455	0	0	0	4	0	4	0	0	0	0	0	0	684
16-Mar-2016	0	0	0	118	118	236	227	235	462	0	0	0	6	0	6	0	0	0	0	0	0	704
17-Mar-2016	8	4	12	32	24	56	63	67	130	0	0	0	180	109	289	87	164	251	0	0	0	738
18-Mar-2016	0	0	0	33	67	100	77	52	129	32	34	66	144	90	234	79	130	209	0	0	0	738
19-Mar-2016	8	0	8	39	90	129	148	136	284	0	0	0	78	24	102	28	36	64	0	0	0	587
20-Mar-2016	0	0	0	126	125	251	216	227	443	0	0	0	0	0	0	0	0	0	0	0	0	694
21-Mar-2016	0	0	0	129	115	244	220	244	464	0	1	1	2	0	2	0	0	0	0	0	0	711
22-Mar-2016	0	0	0	128	107	235	204	235	439	8	0	8	5	0	5	0	0	0	0	0	0	687
23-Mar-2016	32	0	32	77	121	198	154	172	326	7	0	7	68	28	96	19	32	51	0	0	0	710
24-Mar-2016	1	0	1	0	15	15	0	4	4	0	1	1	271	141	412	115	225	340	0	0	0	773
25-Mar-2016	0	0	0	15	56	71	42	46	88	1	0	1	210	100	310	80	152	232	0	0	0	702
26-Mar-2016	104	0	104	55	80	135	101	188	289	0	0	0	36	5	41	4	16	20	0	0	0	589
27-Mar-2016	54	0	54	84	97	181	180	222	402	0	1	1	0	0	0	0	0	0	0	0	0	638
28-Mar-2016	15	0	15	119	129	248	222	231	453	0	0	0	0	0	0	0	0	0	0	0	0	716
29-Mar-2016	0	0	0	125	127	252	222	218	440	0	0	0	1	0	1	0	0	0	0	0	0	693
30-Mar-2016	0	0	0	15	49	64	28	69	97	27	0	27	209	98	307	74	140	214	0	0	0	709
31-Mar-2016	30	0	30	107	134	241	192	226	418	26	0	26	16	3	19	0	0	0	0	0	0	734
<b>Total</b>	<b>299</b>	<b>6</b>	<b>305</b>	<b>1502</b>	<b>1808</b>	<b>3310</b>	<b>2769</b>	<b>3189</b>	<b>5958</b>	<b>111</b>	<b>39</b>	<b>150</b>	<b>4174</b>	<b>2228</b>	<b>6402</b>	<b>1834</b>	<b>3401</b>	<b>5235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21360</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-Mar-2016	1	0	1	0	0	0	0	3	3	0	0	0	64	80	144	64	47	111	0	0	0	259
02-Mar-2016	0	0	0	0	0	0	0	1	1	0	0	0	59	77	136	68	47	115	0	0	0	252
03-Mar-2016	0	0	0	0	0	0	0	2	2	0	0	0	54	76	130	71	49	120	0	0	0	252
04-Mar-2016	0	0	0	0	0	0	0	3	3	0	0	0	64	84	148	63	40	103	0	0	0	254
05-Mar-2016	0	0	0	0	0	0	0	0	0	0	0	0	45	49	94	41	26	67	0	0	0	161
06-Mar-2016	1	0	1	0	1	1	0	1	1	0	0	0	43	64	107	43	35	78	0	0	0	188
07-Mar-2016	1	0	1	0	0	0	0	0	0	0	0	0	53	77	130	70	44	114	0	0	0	245
08-Mar-2016	1	0	1	0	0	0	0	2	2	0	0	0	55	79	134	68	45	113	0	0	0	250
09-Mar-2016	0	0	0	0	0	0	0	1	1	0	0	0	53	78	131	66	40	106	0	0	0	238
10-Mar-2016	2	0	2	55	36	91	42	64	106	5	0	5	10	17	27	12	11	23	0	0	0	254
11-Mar-2016	0	0	0	0	0	0	0	2	2	0	0	0	59	84	143	70	42	112	0	0	0	257
12-Mar-2016	1	0	1	0	1	1	0	0	0	0	0	0	46	49	95	43	27	70	0	0	0	167
13-Mar-2016	0	0	0	0	0	0	0	2	2	0	0	0	52	60	112	33	37	70	0	0	0	184
14-Mar-2016	5	0	5	31	24	55	22	39	61	0	0	0	29	34	63	32	19	51	0	0	0	235
15-Mar-2016	0	0	0	74	45	119	49	81	130	0	0	0	0	0	0	0	0	0	0	0	0	249
16-Mar-2016	0	1	1	74	44	118	52	80	132	0	0	0	1	0	1	0	0	0	0	0	0	252
17-Mar-2016	1	2	3	24	13	37	7	26	33	0	0	0	50	55	105	45	31	76	0	0	0	254
18-Mar-2016	0	0	0	20	11	31	17	23	40	6	20	26	44	48	92	41	24	65	0	0	0	254
19-Mar-2016	1	0	1	38	17	55	25	30	55	0	0	0	16	17	33	7	11	18	0	0	0	162
20-Mar-2016	1	0	1	43	37	80	39	60	99	0	0	0	0	0	0	0	0	0	0	0	0	180
21-Mar-2016	0	0	0	73	44	117	49	77	126	0	0	0	0	0	0	0	0	0	0	0	0	243
22-Mar-2016	0	0	0	70	45	115	53	81	134	1	0	1	2	0	2	0	0	0	0	0	0	252
23-Mar-2016	17	0	17	59	38	97	33	66	99	1	0	1	11	14	25	3	6	9	0	0	0	248
24-Mar-2016	1	0	1	0	0	0	0	2	2	0	0	0	58	78	136	65	43	108	0	0	0	247
25-Mar-2016	1	0	1	5	11	16	5	7	12	0	1	1	40	47	87	51	28	79	0	0	0	196
26-Mar-2016	24	1	25	22	21	43	13	37	50	0	0	0	5	3	8	4	1	5	0	0	0	131
27-Mar-2016	9	0	9	33	30	63	27	46	73	0	0	0	2	0	2	0	0	0	0	0	0	147
28-Mar-2016	12	0	12	46	38	84	37	68	105	0	0	0	1	0	1	0	0	0	0	0	0	202
29-Mar-2016	1	0	1	83	43	126	44	83	127	1	1	2	1	0	1	0	0	0	0	0	0	257
30-Mar-2016	1	0	1	8	17	25	8	18	26	11	0	11	31	62	93	64	25	89	0	0	0	245
31-Mar-2016	1	0	1	64	42	106	39	79	118	15	0	15	3	1	4	0	0	0	0	0	0	244
<b>Total</b>	<b>82</b>	<b>4</b>	<b>86</b>	<b>822</b>	<b>558</b>	<b>1380</b>	<b>561</b>	<b>984</b>	<b>1545</b>	<b>40</b>	<b>22</b>	<b>62</b>	<b>951</b>	<b>1233</b>	<b>2184</b>	<b>1024</b>	<b>678</b>	<b>1702</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6959</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-Mar-2016	2	2	2	2	2	1	27	70	78	62	67	67	55	39	46	48	52	62	61	59	40	27	31	4	906
02-Mar-2016	3	0	0	3	2	0	34	69	80	70	69	62	51	41	53	57	48	61	69	64	41	27	35	3	942
03-Mar-2016	1	0	0	2	2	0	31	73	79	70	70	57	56	46	56	54	51	64	69	60	48	39	38	5	971
04-Mar-2016	5	0	1	4	1	0	31	70	74	70	74	58	57	43	61	58	58	67	67	72	52	37	33	2	995
05-Mar-2016	1	0	1	0	0	0	24	58	64	71	63	52	62	38	40	50	34	46	30	36	28	18	17	0	733
06-Mar-2016	0	1	0	0	1	0	18	42	42	59	64	53	57	43	57	58	51	65	79	64	49	35	30	0	868
07-Mar-2016	1	1	1	0	0	1	40	72	73	72	77	59	58	43	55	54	52	60	63	60	49	30	28	4	953
08-Mar-2016	3	1	1	3	1	1	33	67	78	69	66	54	62	35	44	50	53	64	65	54	45	24	31	4	908
09-Mar-2016	2	0	2	2	1	0	32	72	77	68	72	56	55	37	49	60	53	63	69	63	40	29	32	5	939
10-Mar-2016	3	0	1	1	3	0	30	77	68	67	74	60	59	41	52	59	49	58	67	67	53	36	40	4	969
11-Mar-2016	2	3	2	2	4	0	31	67	79	76	65	60	57	49	62	67	54	72	71	69	53	34	29	0	1008
12-Mar-2016	0	0	1	1	0	0	25	56	69	70	68	57	59	42	46	51	34	45	39	30	24	26	13	2	758
13-Mar-2016	2	0	0	0	0	1	19	39	46	60	65	54	52	47	55	55	54	75	67	69	45	29	27	0	861
14-Mar-2016	0	0	0	0	0	0	39	70	73	67	75	65	59	34	56	51	57	59	67	65	38	28	30	5	938
15-Mar-2016	3	0	0	2	2	0	28	66	76	77	71	61	59	42	47	53	48	60	70	62	42	25	35	4	933
16-Mar-2016	4	2	0	2	2	2	32	68	76	71	74	64	51	37	53	55	51	61	66	71	43	33	29	9	956
17-Mar-2016	6	0	1	1	3	1	37	72	74	66	67	72	61	46	50	44	64	65	65	72	48	34	39	4	992
18-Mar-2016	3	1	1	4	1	0	34	72	71	73	72	62	56	48	62	51	50	56	68	64	64	44	33	2	992
19-Mar-2016	1	0	0	0	0	0	28	45	70	70	69	68	55	41	42	44	34	43	37	34	27	24	17	0	749
20-Mar-2016	0	0	0	1	0	0	24	37	43	59	66	53	58	39	57	56	54	59	66	71	62	36	32	1	874
21-Mar-2016	0	0	0	0	0	0	42	66	72	69	72	63	59	43	57	57	56	60	64	67	46	30	27	4	954
22-Mar-2016	5	1	2	2	1	1	32	73	77	69	73	59	61	39	51	47	50	67	66	61	46	24	31	1	939
23-Mar-2016	5	2	0	4	3	0	31	70	78	70	71	49	61	36	51	54	53	69	60	74	50	29	35	3	958
24-Mar-2016	4	2	0	2	2	0	33	77	74	67	78	70	65	50	50	58	60	64	71	70	50	36	37	0	1020
25-Mar-2016	2	1	0	0	1	0	34	71	65	67	76	70	55	46	57	51	50	56	57	41	43	30	24	1	898
26-Mar-2016	1	0	1	1	1	0	24	50	65	62	69	56	49	36	45	42	37	44	41	30	28	21	15	2	720
27-Mar-2016	2	0	0	0	0	1	23	40	42	57	57	55	54	40	60	53	45	62	58	42	34	31	29	0	785
28-Mar-2016	0	1	1	0	0	1	32	58	60	58	65	60	62	49	48	68	55	59	69	68	45	31	28	0	918
29-Mar-2016	1	0	1	1	1	0	39	65	71	69	69	61	63	48	50	51	54	58	66	66	47	31	31	7	950
30-Mar-2016	3	1	0	2	1	1	35	70	72	71	67	65	55	52	46	60	49	68	63	63	41	30	34	5	954
31-Mar-2016	0	1	0	1	2	1	37	75	77	70	74	61	62	40	52	61	45	65	78	60	40	35	37	4	978
<b>Total</b>	<b>65</b>	<b>20</b>	<b>19</b>	<b>43</b>	<b>37</b>	<b>12</b>	<b>959</b>	<b>1977</b>	<b>2143</b>	<b>2096</b>	<b>2159</b>	<b>1863</b>	<b>1785</b>	<b>1310</b>	<b>1610</b>	<b>1677</b>	<b>1555</b>	<b>1877</b>	<b>1948</b>	<b>1848</b>	<b>1361</b>	<b>943</b>	<b>927</b>	<b>85</b>	<b>28319</b>
<b>Avg.</b>	<b>2.10</b>	<b>0.65</b>	<b>0.61</b>	<b>1.39</b>	<b>1.19</b>	<b>0.39</b>	<b>30.94</b>	<b>63.77</b>	<b>69.13</b>	<b>67.61</b>	<b>69.65</b>	<b>60.10</b>	<b>57.58</b>	<b>42.26</b>	<b>51.94</b>	<b>54.10</b>	<b>50.16</b>	<b>60.55</b>	<b>62.84</b>	<b>59.61</b>	<b>43.90</b>	<b>30.42</b>	<b>29.90</b>	<b>2.74</b>	<b>913.52</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-Mar-2016	0	1	1	2	0	1	10	40	39	34	34	35	22	21	19	22	25	31	33	28	24	19	12	2	455
02-Mar-2016	0	0	0	2	1	0	16	37	46	35	32	29	20	24	22	23	25	35	41	25	23	16	18	2	472
03-Mar-2016	0	0	0	1	1	0	12	45	42	34	33	26	22	23	27	22	26	36	33	29	29	26	15	3	485
04-Mar-2016	1	0	1	3	0	0	13	40	39	38	33	25	27	22	27	28	30	36	33	31	29	22	18	1	497
05-Mar-2016	1	0	1	0	0	0	16	36	33	35	29	29	22	18	20	26	21	26	12	21	15	10	6	0	377
06-Mar-2016	0	0	0	0	1	0	12	25	22	27	28	23	18	23	25	27	24	34	42	28	29	22	15	0	425
07-Mar-2016	1	1	1	0	0	0	19	42	41	33	35	29	22	21	26	23	28	30	32	31	29	16	14	2	476
08-Mar-2016	0	0	1	2	0	1	16	38	42	35	33	25	26	18	19	23	29	32	33	27	24	17	11	2	454
09-Mar-2016	0	0	2	1	0	0	14	41	44	34	32	30	19	21	20	26	27	35	37	27	24	18	13	3	468
10-Mar-2016	0	0	1	1	1	0	12	44	31	38	36	28	26	18	27	23	25	34	34	31	33	23	19	1	486
11-Mar-2016	1	1	1	2	1	0	13	37	44	42	30	26	22	28	27	30	27	40	40	25	32	20	13	0	502
12-Mar-2016	0	0	1	0	0	0	16	35	33	38	27	29	25	25	23	26	18	25	18	15	15	15	5	2	391
13-Mar-2016	0	0	0	0	0	0	12	22	24	31	27	23	19	23	24	27	24	42	35	29	27	20	12	0	421
14-Mar-2016	0	0	0	0	0	0	17	44	36	33	36	33	21	14	27	23	30	32	34	32	22	18	13	3	468
15-Mar-2016	0	0	0	1	1	0	16	36	43	36	33	28	28	20	20	22	24	34	38	30	24	16	16	3	469
16-Mar-2016	0	1	0	2	1	0	15	39	42	37	32	28	22	18	22	26	23	36	38	33	22	24	14	3	478
17-Mar-2016	1	0	1	1	1	1	16	37	39	38	28	38	29	20	22	22	30	37	33	34	28	22	17	2	497
18-Mar-2016	0	1	0	3	0	0	17	37	39	39	36	29	24	22	26	30	20	27	34	34	35	22	16	2	493
19-Mar-2016	1	0	0	0	0	0	20	26	40	32	29	35	21	22	24	18	23	25	18	17	17	13	7	0	388
20-Mar-2016	0	0	0	1	0	0	14	22	22	27	29	24	18	17	30	26	23	33	33	35	32	22	16	1	425
21-Mar-2016	0	0	0	0	0	0	21	35	41	32	31	35	26	19	26	24	28	31	35	32	26	18	11	2	473
22-Mar-2016	2	1	1	1	1	0	16	37	43	36	37	30	27	18	22	20	24	35	38	26	28	13	14	1	471
23-Mar-2016	1	1	0	3	1	0	15	41	44	32	35	26	22	18	20	25	29	38	37	32	26	16	17	2	481
24-Mar-2016	1	1	0	2	0	0	18	42	38	30	41	30	27	28	22	25	30	39	36	31	27	25	18	0	511
25-Mar-2016	2	0	0	0	1	0	15	40	38	29	38	32	24	23	26	23	27	31	31	18	27	14	11	0	450
26-Mar-2016	1	0	0	1	1	0	16	31	31	27	35	26	19	16	24	24	20	28	19	16	17	9	6	1	368
27-Mar-2016	1	0	0	0	0	1	14	26	18	28	25	26	20	17	28	21	23	33	33	20	23	19	13	0	389
28-Mar-2016	0	1	0	0	0	1	17	33	28	27	28	30	23	24	25	30	29	29	36	34	23	17	17	0	452
29-Mar-2016	1	0	0	1	1	0	18	37	38	33	32	29	29	24	24	22	27	32	33	32	30	21	12	2	478
30-Mar-2016	1	0	0	2	0	1	15	40	40	34	34	29	25	20	22	28	23	37	35	25	27	19	16	3	476
31-Mar-2016	0	1	0	1	1	0	15	40	43	36	38	30	26	19	24	25	24	41	33	28	25	26	15	2	493
<b>Total</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>33</b>	<b>14</b>	<b>6</b>	<b>476</b>	<b>1125</b>	<b>1143</b>	<b>1040</b>	<b>1006</b>	<b>895</b>	<b>721</b>	<b>644</b>	<b>740</b>	<b>760</b>	<b>786</b>	<b>1034</b>	<b>1017</b>	<b>856</b>	<b>792</b>	<b>578</b>	<b>420</b>	<b>45</b>	<b>14169</b>
<b>Avg.</b>	<b>0.52</b>	<b>0.32</b>	<b>0.39</b>	<b>1.06</b>	<b>0.45</b>	<b>0.19</b>	<b>15.35</b>	<b>36.29</b>	<b>36.87</b>	<b>33.55</b>	<b>32.45</b>	<b>28.87</b>	<b>23.26</b>	<b>20.77</b>	<b>23.87</b>	<b>24.52</b>	<b>25.35</b>	<b>33.35</b>	<b>32.81</b>	<b>27.61</b>	<b>25.55</b>	<b>18.65</b>	<b>13.55</b>	<b>1.45</b>	<b>457.06</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-Mar-2016	2	1	1	0	2	0	17	30	39	28	33	32	33	18	27	26	27	31	28	31	16	8	19	2	451
02-Mar-2016	3	0	0	1	1	0	18	32	34	35	37	33	31	17	31	34	23	26	28	39	18	11	17	1	470
03-Mar-2016	1	0	0	1	1	0	19	28	37	36	37	31	34	23	29	32	25	28	36	31	19	13	23	2	486
04-Mar-2016	4	0	0	1	1	0	18	30	35	32	41	33	30	21	34	30	28	31	34	41	23	15	15	1	498
05-Mar-2016	0	0	0	0	0	0	8	22	31	36	34	23	40	20	20	24	13	20	18	15	13	8	11	0	356
06-Mar-2016	0	1	0	0	0	0	6	17	20	32	36	30	39	20	32	31	27	31	37	36	20	13	15	0	443
07-Mar-2016	0	0	0	0	0	1	21	30	32	39	42	30	36	22	29	31	24	30	31	29	20	14	14	2	477
08-Mar-2016	3	1	0	1	1	0	17	29	36	34	33	29	36	17	25	27	24	32	32	27	21	7	20	2	454
09-Mar-2016	2	0	0	1	1	0	18	31	33	34	40	26	36	16	29	34	26	28	32	36	16	11	19	2	471
10-Mar-2016	3	0	0	0	2	0	18	33	37	29	38	32	33	23	25	36	24	24	33	36	20	13	21	3	483
11-Mar-2016	1	2	1	0	3	0	18	30	35	34	35	34	35	21	35	37	27	32	31	44	21	14	16	0	506
12-Mar-2016	0	0	0	1	0	0	9	21	36	32	41	28	34	17	23	25	16	20	21	15	9	11	8	0	367
13-Mar-2016	2	0	0	0	0	1	7	17	22	29	38	31	33	24	31	28	30	33	32	40	18	9	15	0	440
14-Mar-2016	0	0	0	0	0	0	22	26	37	34	39	32	38	20	29	28	27	27	33	33	16	10	17	2	470
15-Mar-2016	3	0	0	1	1	0	12	30	33	41	38	33	31	22	27	31	24	26	32	32	18	9	19	1	464
16-Mar-2016	4	1	0	0	1	2	17	29	34	34	42	36	29	19	31	29	28	25	28	38	21	9	15	6	478
17-Mar-2016	5	0	0	0	2	0	21	35	35	28	39	34	32	26	28	22	34	28	32	38	20	12	22	2	495
18-Mar-2016	3	0	1	1	1	0	17	35	32	34	36	33	32	26	36	21	30	29	34	30	29	22	17	0	499
19-Mar-2016	0	0	0	0	0	0	8	19	30	38	40	33	34	19	18	26	11	18	19	17	10	11	10	0	361
20-Mar-2016	0	0	0	0	0	0	10	15	21	32	37	29	40	22	27	30	31	26	33	36	30	14	16	0	449
21-Mar-2016	0	0	0	0	0	0	21	31	31	37	41	28	33	24	31	33	28	29	29	35	20	12	16	2	481
22-Mar-2016	3	0	1	1	0	1	16	36	34	33	36	29	34	21	29	27	26	32	28	35	18	11	17	0	468
23-Mar-2016	4	1	0	1	2	0	16	29	34	38	36	23	39	18	31	29	24	31	23	42	24	13	18	1	477
24-Mar-2016	3	1	0	0	2	0	15	35	36	37	37	40	38	22	28	33	30	25	35	39	23	11	19	0	509
25-Mar-2016	0	1	0	0	0	0	19	31	27	38	38	38	31	23	31	28	23	25	26	23	16	16	13	1	448
26-Mar-2016	0	0	1	0	0	0	8	19	34	35	34	30	30	20	21	18	17	16	22	14	11	12	9	1	352
27-Mar-2016	1	0	0	0	0	0	9	14	24	29	32	29	34	23	32	32	22	29	25	22	11	12	16	0	396
28-Mar-2016	0	0	1	0	0	0	15	25	32	31	37	30	39	25	23	38	26	30	33	34	22	14	11	0	466
29-Mar-2016	0	0	1	0	0	0	21	28	33	36	37	32	34	24	26	29	27	26	33	34	17	10	19	5	472
30-Mar-2016	2	1	0	0	1	0	20	30	32	37	33	36	30	32	24	32	26	31	28	38	14	11	18	2	478
31-Mar-2016	0	0	0	0	1	1	22	35	34	34	36	31	36	21	28	36	21	24	45	32	15	9	22	2	485
<b>Total</b>	<b>49</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>483</b>	<b>852</b>	<b>1000</b>	<b>1056</b>	<b>1153</b>	<b>968</b>	<b>1064</b>	<b>666</b>	<b>870</b>	<b>917</b>	<b>769</b>	<b>843</b>	<b>931</b>	<b>992</b>	<b>569</b>	<b>365</b>	<b>507</b>	<b>40</b>	<b>14150</b>
<b>Avg.</b>	<b>1.58</b>	<b>0.32</b>	<b>0.23</b>	<b>0.32</b>	<b>0.74</b>	<b>0.19</b>	<b>15.58</b>	<b>27.48</b>	<b>32.26</b>	<b>34.06</b>	<b>37.19</b>	<b>31.23</b>	<b>34.32</b>	<b>21.48</b>	<b>28.06</b>	<b>29.58</b>	<b>24.81</b>	<b>27.19</b>	<b>30.03</b>	<b>32.00</b>	<b>18.35</b>	<b>11.77</b>	<b>16.35</b>	<b>1.29</b>	<b>456.45</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-Mar-16	07:00	00:20	00:25	-	-	-	16:13	-	-	-	-	-	-
02-Mar-16	07:00	00:15	00:54	-	-	-	15:49	-	-	-	-	-	-
03-Mar-16	07:00	00:20	00:43	-	-	-	15:55	-	-	-	-	-	-
04-Mar-16	07:00	00:13	-	-	-	-	16:45	-	-	-	-	-	-
05-Mar-16	07:00	00:24	00:45	-	-	-	15:49	-	-	-	-	-	-
06-Mar-16	07:00	00:21	01:19	-	-	-	15:18	-	-	-	-	-	-
07-Mar-16	07:00	00:14	00:47	-	-	-	15:57	-	-	-	-	-	-
08-Mar-16	07:00	00:13	-	-	-	-	16:45	-	-	-	-	-	-
09-Mar-16	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
10-Mar-16	07:00	00:09	00:45	00:36	-	-	02:10	11:43	-	-	01:34	-	-
11-Mar-16	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
12-Mar-16	07:00	00:28	01:08	-	-	-	15:22	-	-	-	-	-	-
13-Mar-16	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
14-Mar-16	07:00	00:22	00:56	-	-	-	05:42	08:39	-	-	01:19	-	-
15-Mar-16	07:00	00:12	-	-	-	-	-	16:46	-	-	-	-	-
16-Mar-16	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
17-Mar-16	07:00	00:17	-	-	-	-	12:28	03:51	00:22	-	-	-	-
18-Mar-16	07:00	00:13	00:49	-	-	-	09:21	04:52	-	01:42	-	-	-
19-Mar-16	07:00	00:19	01:47	-	-	-	02:39	11:12	-	-	01:01	-	-
20-Mar-16	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
21-Mar-16	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
22-Mar-16	07:00	00:20	-	00:37	-	-	-	16:01	-	-	-	-	-
23-Mar-16	07:00	00:09	02:05	00:43	-	-	01:53	09:42	-	-	02:24	-	-
24-Mar-16	07:00	00:13	01:39	-	-	-	15:06	-	-	-	-	-	-
25-Mar-16	07:00	00:17	02:31	-	-	-	10:35	03:35	-	-	-	-	-
26-Mar-16	07:00	00:15	00:24	-	-	-	01:40	06:46	-	-	07:51	-	-
27-Mar-16	07:00	00:16	-	-	-	-	-	12:53	-	-	03:49	-	-
28-Mar-16	07:00	00:26	-	-	-	-	-	15:33	-	-	00:59	-	-
29-Mar-16	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
30-Mar-16	07:00	00:10	02:34	01:41	-	-	10:08	02:23	-	-	-	-	-
31-Mar-16	07:00	00:06	00:53	01:51	-	-	-	12:35	-	-	01:31	-	-
<b>Total</b>	<b>217:00</b>	<b>08:35</b>	<b>20:33</b>	<b>05:31</b>	<b>00:00</b>	<b>00:00</b>	<b>265:36</b>	<b>204:04</b>	<b>00:22</b>	<b>01:42</b>	<b>20:32</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>	<b>1.63%</b>	<b>3.90%</b>	<b>1.05%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>50.40%</b>	<b>38.73%</b>	<b>0.07%</b>	<b>0.32%</b>	<b>3.90%</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).

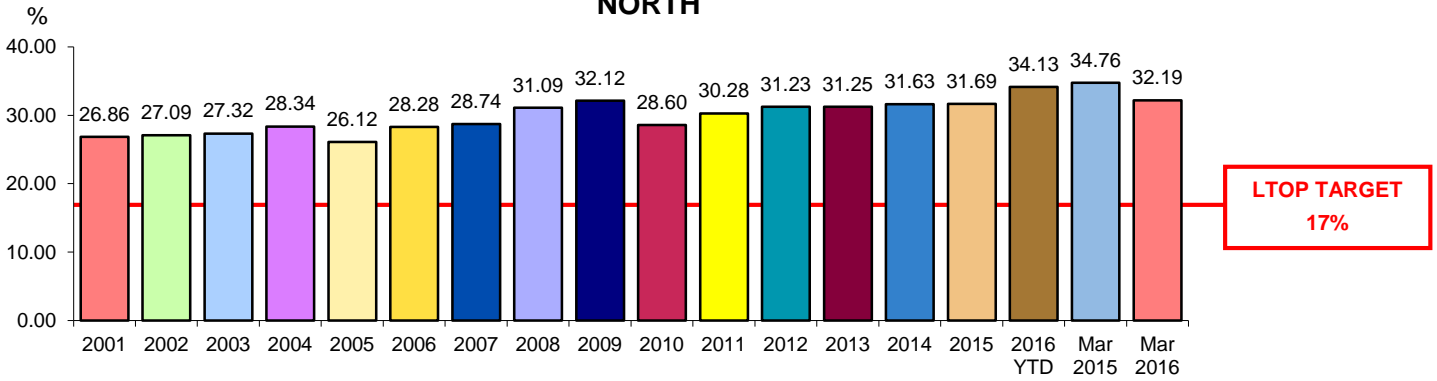
## Cumulative Mode Utilisation from 1 January 2016

<b>Time</b>	<b>1.73%</b>	<b>3.07%</b>	<b>1.40%</b>	<b>0.55%</b>	<b>0.00%</b>	<b>43.10%</b>	<b>45.18%</b>	<b>0.12%</b>	<b>0.11%</b>	<b>4.73%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.40%</b>	<b>1.99%</b>	<b>0.95%</b>	<b>0.34%</b>	<b>0.00%</b>	<b>45.61%</b>	<b>47.32%</b>	<b>0.08%</b>	<b>0.12%</b>	<b>3.18%</b>	<b>0.00%</b>	<b>0.00%</b>

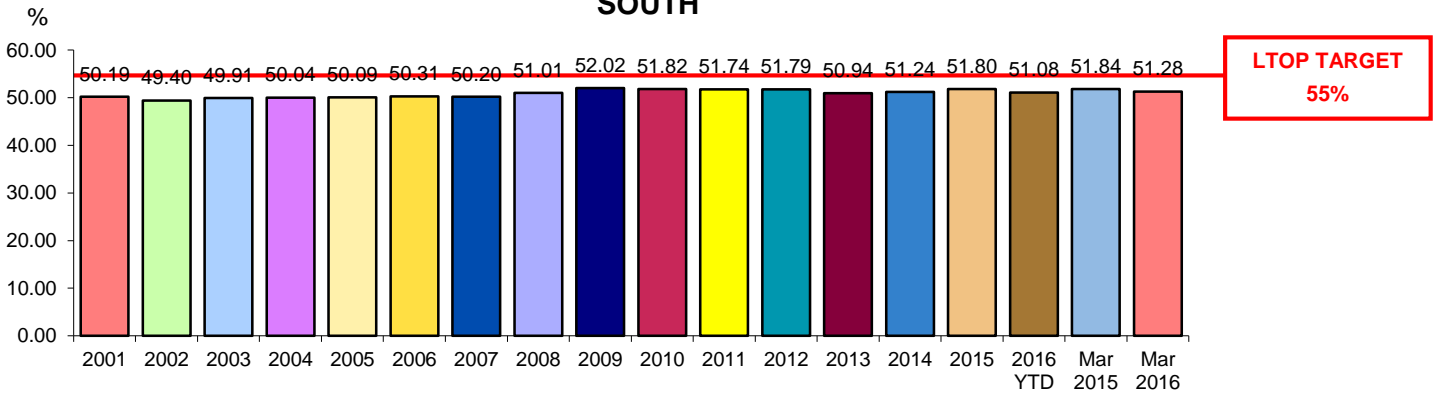
# Runway End Impact to 31 March 2016

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

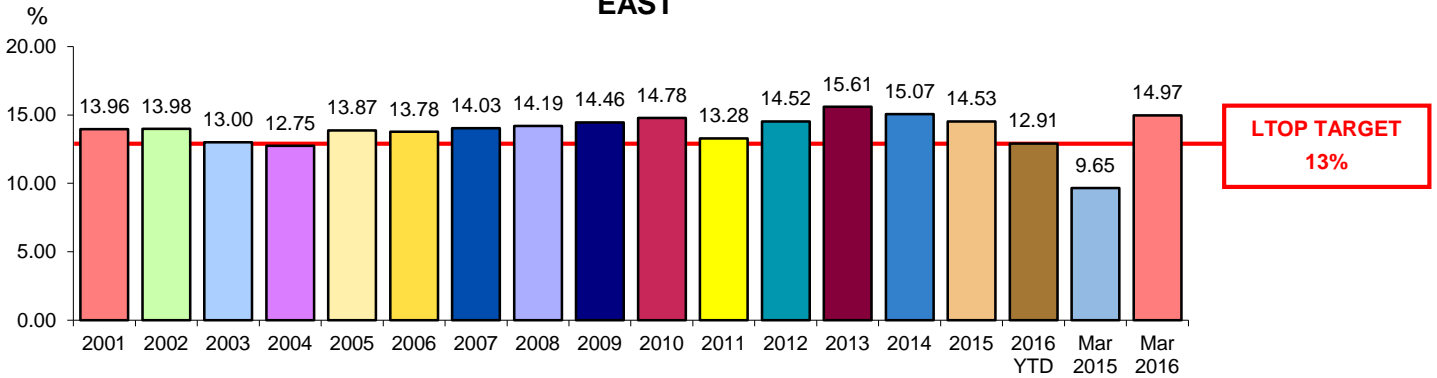
## NORTH



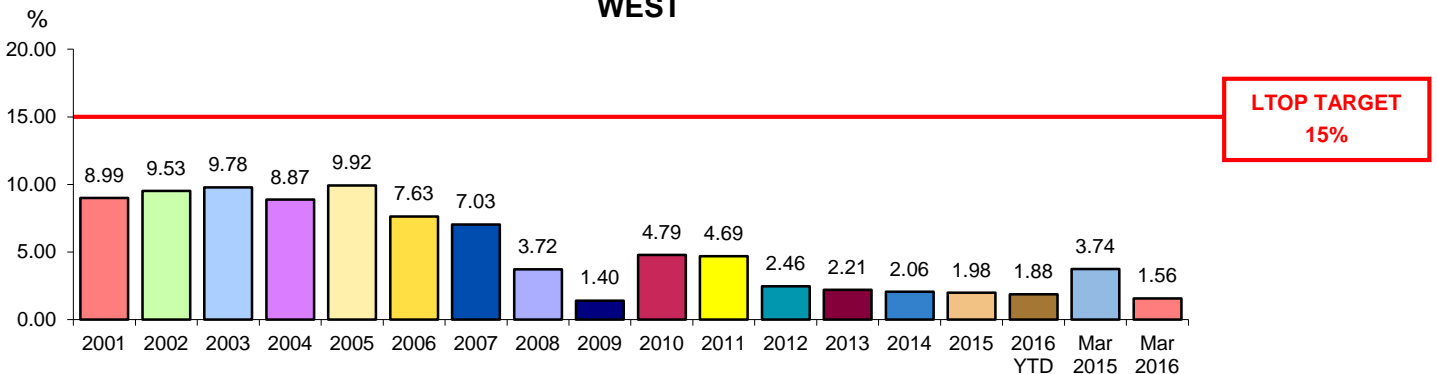
## SOUTH



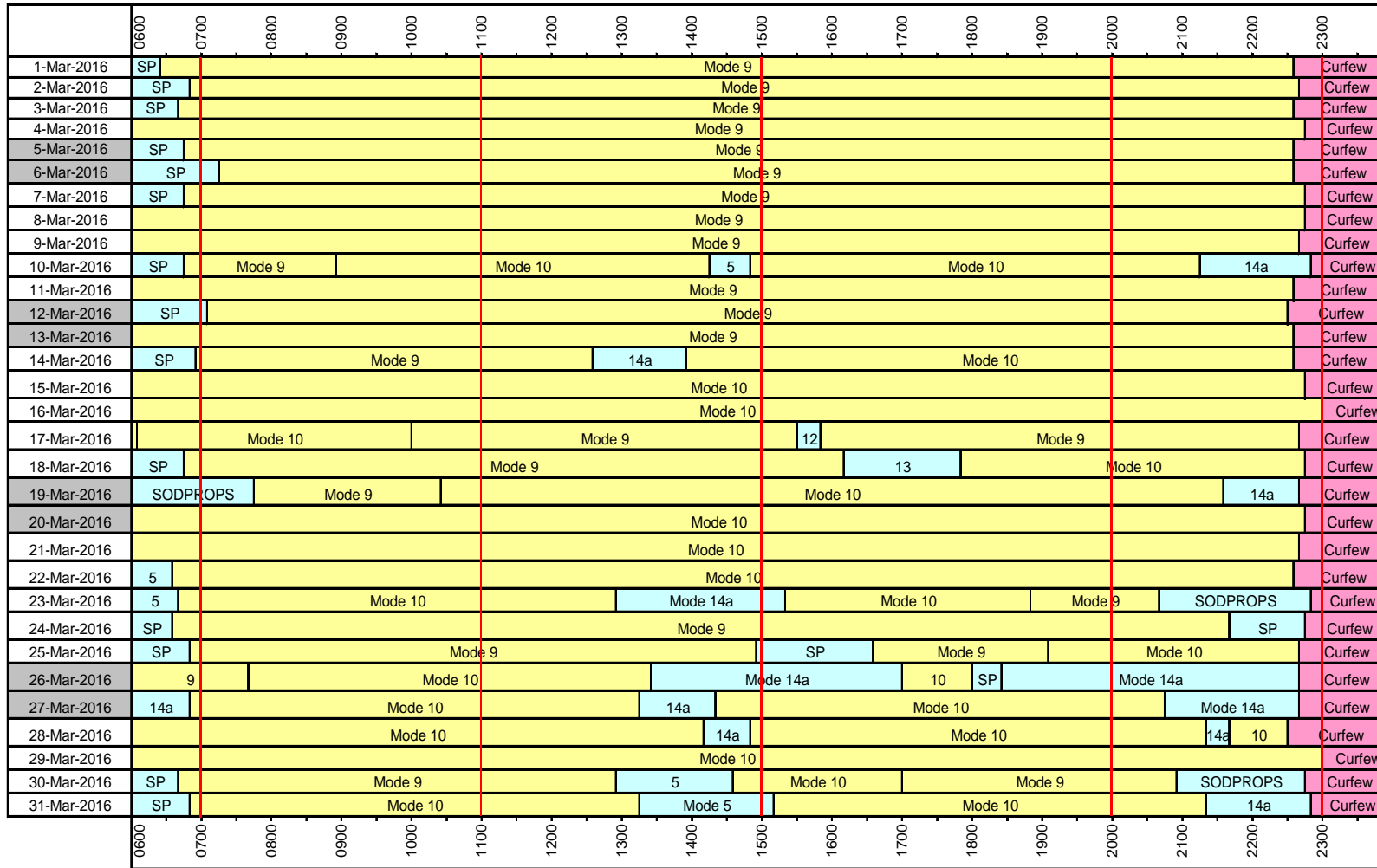
## EAST



## 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 **March 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	
15/03/2016	07:00	10:16	3:16
16/03/2016	06:56	10:19	3:23
17/03/2016	07:02	11:58	4:56
21/03/2016	06:54	10:24	3:30
22/03/2016	06:55	09:11	2:16
22/03/2016	10:03	10:45	0:42
29/03/2016	06:54	09:26	2:32

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

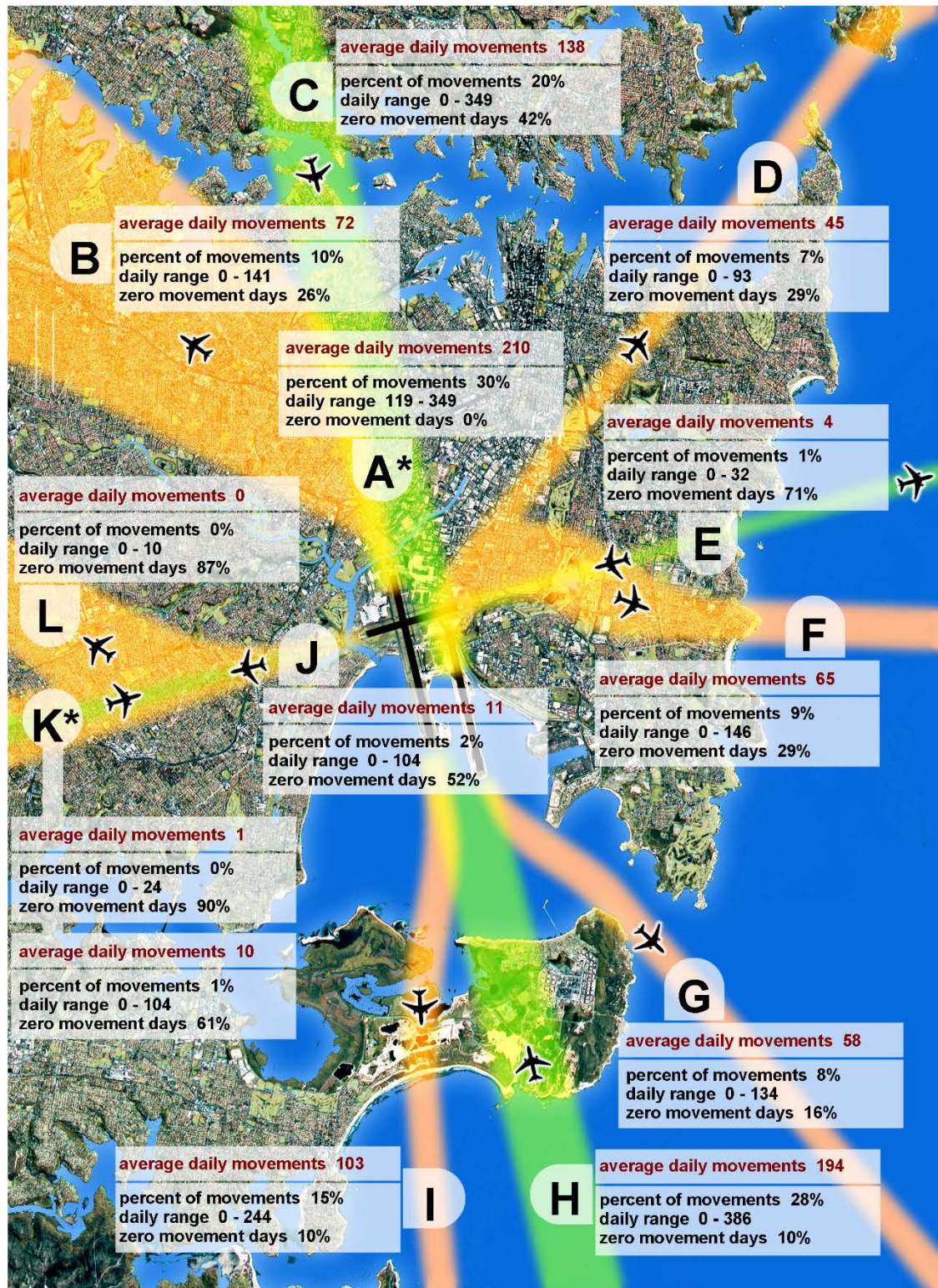
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
15/03/2016	125	61	64
16/03/2016	127	58	69
17/03/2016	113	53	60
21/03/2016	121	56	65
22/03/2016	113	55	58
29/03/2016	93	43	50

## **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

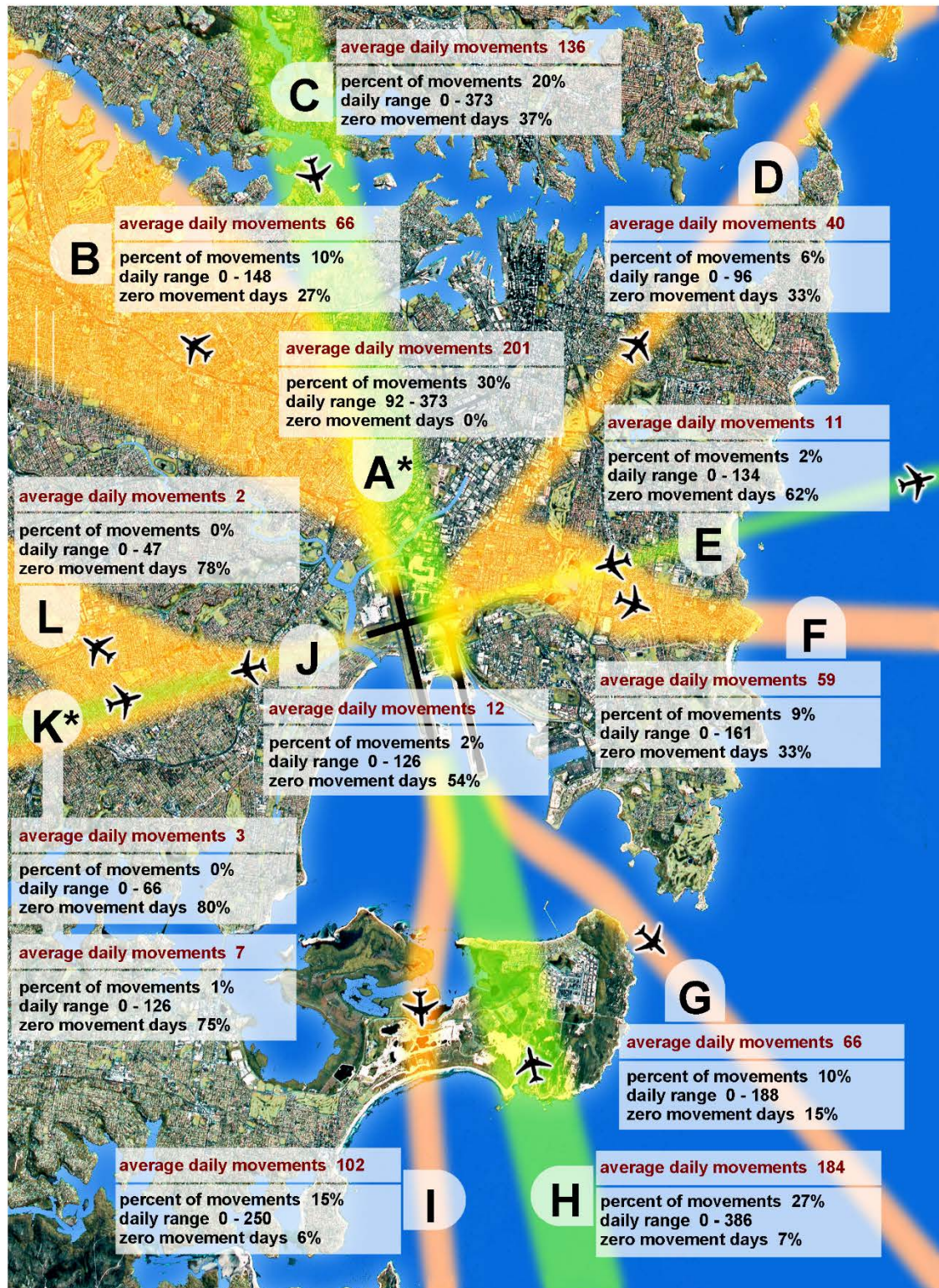
1 March 2016 to 31 March 2016, All Jets



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

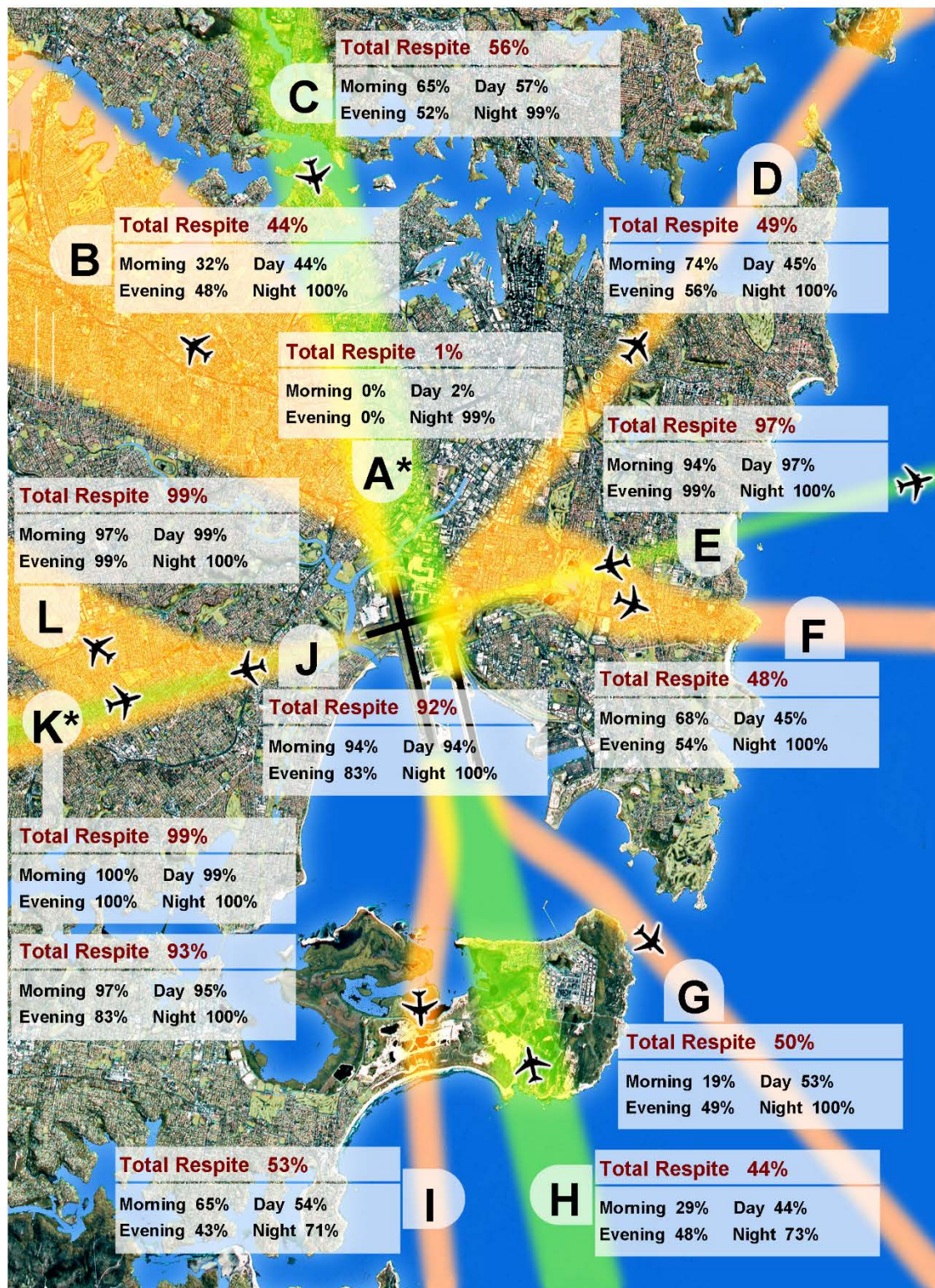
1 April 2015 to 31 March 2016, All Jets



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 March 2016 to 31 March 2016, All Jets



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

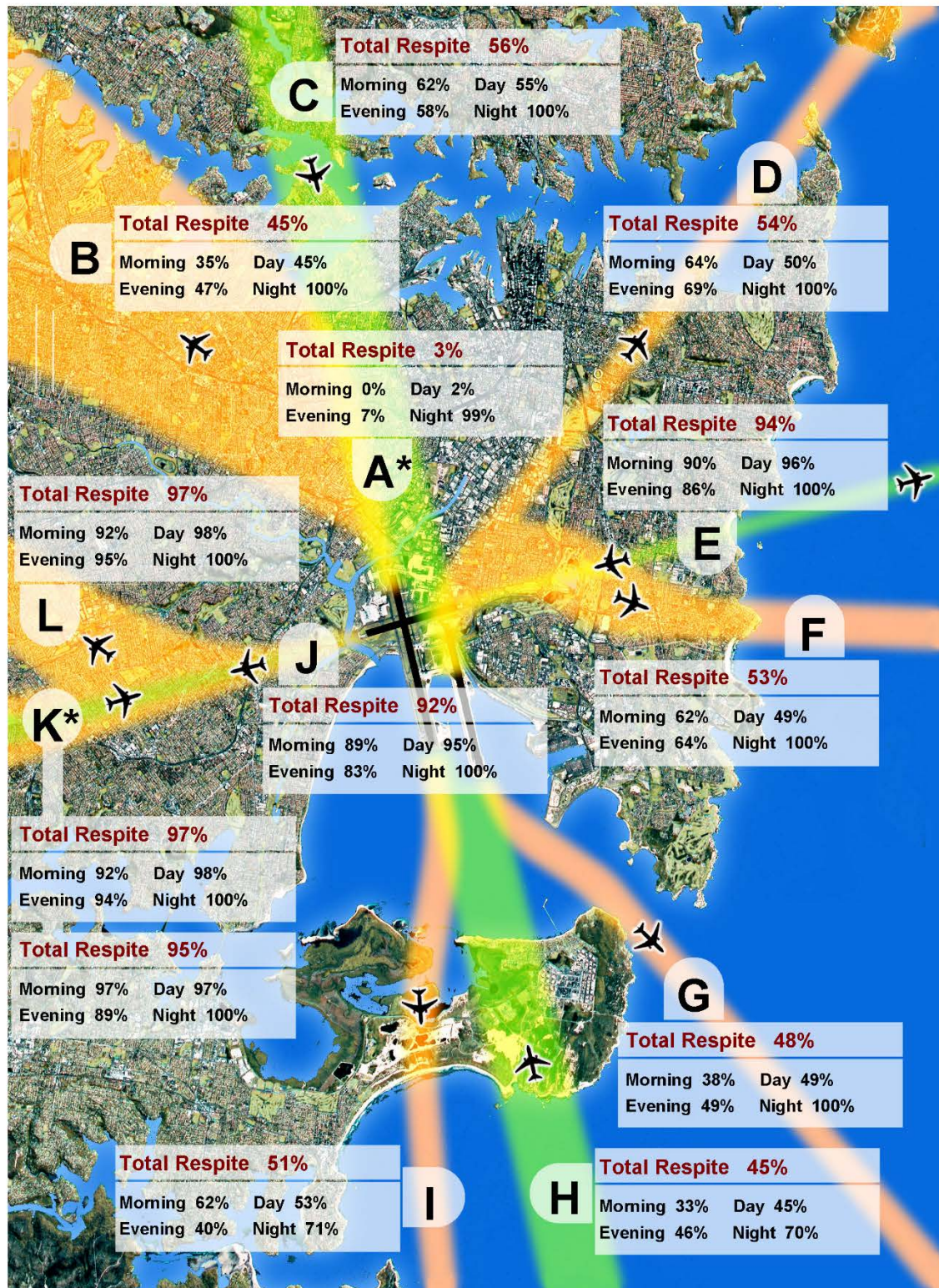
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2015 to 31 March 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) April 2015 to March 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="#">April 2015</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 April 2015 to March 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 54%**. This means that over the period **April 2015 to March 2016 for 54%** 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 March 2016.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of March 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 March 2016 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Mar</i>	<i>Operational Days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Threshold rwy 34</i>	<i>10,821</i>	<i>30.9</i>	<i>341</i>	<i>308</i>	<i>307</i>
<i>Penshurst</i>	<i>462</i>	<i>30.9</i>	<i>13</i>	<i>22</i>	<i>9</i>
<i>Bexley</i>	<i>465</i>	<i>30.9</i>	<i>14</i>	<i>24</i>	<i>13</i>
<i>Sydenham</i>	<i>5,673</i>	<i>30.9</i>	<i>183</i>	<i>197</i>	<i>195</i>
<i>Johnston St Annandale</i>	<i>2,777</i>	<i>30.9</i>	<i>72</i>	<i>95</i>	<i>82</i>
<i>Church St. St Peters</i>	<i>3,950</i>	<i>30.9</i>	<i>95</i>	<i>128</i>	<i>114</i>
<i>Leichhardt PEMU 36</i>	<i>3,504</i>	<i>30.9</i>	<i>108</i>	<i>135</i>	<i>128</i>
<i>Eastlakes</i>	<i>2,547</i>	<i>30.9</i>	<i>70</i>	<i>54</i>	<i>56</i>
<i>Coogee</i>	<i>369</i>	<i>30.9</i>	<i>8</i>	<i>4</i>	<i>9</i>
<i>Kurnell</i>	<i>3,197</i>	<i>30.9</i>	<i>94</i>	<i>69</i>	<i>74</i>
<i>Croydon</i>	<i>823</i>	<i>30.9</i>	<i>21</i>	<i>14</i>	<i>14</i>
<i>Hunters Hill</i>	<i>4,778</i>	<i>30.9</i>	<i>69</i>	<i>82</i>	<i>81</i>

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

The N70 values for March 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 14 PM 48 Day 254 Night 9 WE_D 318 WE_N 6	<b>Penshurst</b> AM 0 PM 5 Day 5 Night 0 WE_D 19 WE_N 0	<b>Bexley</b> AM 0 PM 5 Day 6 Night 0 WE_D 22 WE_N 0	<b>Eastlakes</b> AM 2 PM 5 Day 56 Night 0 WE_D 87 WE_N 0
<b>Coogee</b> AM 1 PM 0 Day 6 Night 0 WE_D 9 WE_N 0	<b>Sydenham</b> AM 7 PM 26 Day 160 Night 0 WE_D 147 WE_N 0	<b>Leichhardt PEMU36</b> AM 5 PM 16 Day 103 Night 0 WE_D 58 WE_N 0	<b>Kurnell</b> AM 0 PM 8 Day 77 Night 0 WE_D 116 WE_N 0
<b>Annandale</b> AM 1 PM 8 Day 79 Night 0 WE_D 28 WE_N 0	<b>St Peters</b> AM 2 PM 12 Day 92 Night 0 WE_D 65 WE_N 0	<b>Croydon</b> AM 0 PM 3 Day 15 Night 0 WE_D 25 WE_N 0	<b>Hunters Hull</b> AM 5 PM 10 Day 64 Night 0 WE_D 36 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.*