

# **Sydney Airport Operational Statistics**

June 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

June 2013

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

There were a total of 25,604 aircraft movements this month (daily average 853.47). Last month there were a total of 26,646 movements (daily average 859.55) and for the same month last year there were a total of 24,705 movements (daily average 823.50).

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

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 9 days and Mode 10 on 15 days and Mode 5 on 1 day. Crossing runway modes (including Sodprops) were used for 20.07% 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 35.01% - This result is above the LTOP target and above the previous month (31.07%)

South 51.87% - This result is below the LTOP target and above the previous month (51.26%)

East 12.12% - This result is below the LTOP target and below the previous month (15.74%)

West 1% - This result is below the LTOP target and below the previous month (1.93%)

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

This procedure was used on 19, 25, 26, 27 and 28 of June for a total of 9 hours and 52 minutes (ATIS time).

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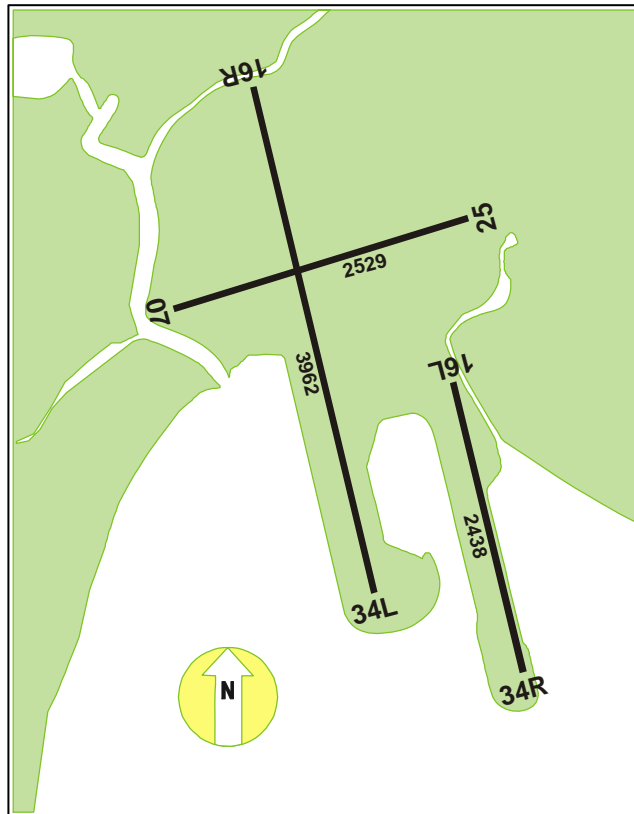
This report is available on the Internet at Airservices Australia website at

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

**click on** “Publications”.

\* 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



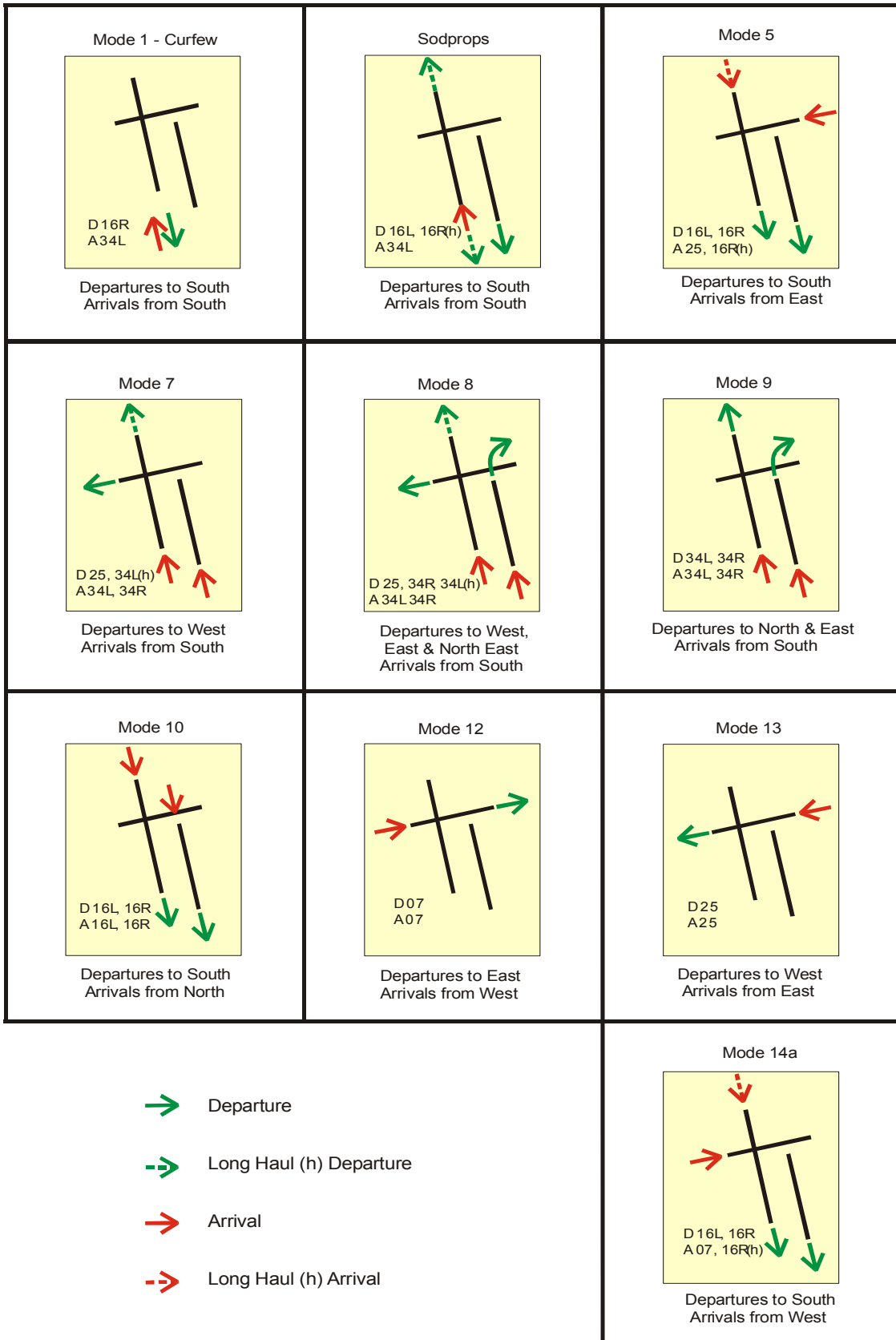
Runway numbers refer to the direction an aircraft is flying.

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-Jun-2013	1	0	1	0	18	18	0	0	0	0	14	14	241	154	395	93	136	229	0	0	0	657
02-Jun-2013	0	0	0	152	122	274	218	286	504	0	0	0	19	2	21	3	3	6	0	0	0	805
03-Jun-2013	0	0	0	155	150	305	201	293	494	68	0	68	35	10	45	0	0	0	0	0	0	912
04-Jun-2013	0	0	0	139	153	292	144	277	421	91	1	92	75	20	95	0	0	0	0	0	0	900
05-Jun-2013	3	0	3	0	12	12	1	9	10	0	0	0	298	209	507	144	222	366	0	0	0	898
06-Jun-2013	1	0	1	0	17	17	0	9	9	0	30	30	270	197	467	192	207	399	0	0	0	923
07-Jun-2013	1	0	1	74	57	131	92	133	225	25	29	54	165	119	284	121	134	255	0	0	0	950
08-Jun-2013	0	0	0	61	91	152	102	207	309	137	2	139	32	13	45	0	0	0	0	0	0	645
09-Jun-2013	1	0	1	0	65	65	0	1	1	0	2	2	272	155	427	65	124	189	0	0	0	685
10-Jun-2013	1	0	1	2	4	6	12	13	25	1	2	3	275	186	461	128	224	352	0	0	0	848
11-Jun-2013	0	0	0	7	32	39	10	26	36	2	2	4	269	196	465	145	169	314	0	0	0	858
12-Jun-2013	0	0	0	0	12	12	0	9	9	0	0	0	273	212	485	160	215	375	0	0	0	881
13-Jun-2013	0	0	0	0	0	0	0	9	9	1	12	13	291	197	488	161	219	380	0	0	0	890
14-Jun-2013	0	0	0	0	7	7	1	6	7	0	33	33	288	202	490	192	237	429	0	0	0	966
15-Jun-2013	0	0	0	52	87	139	105	238	343	184	2	186	4	0	4	0	0	0	0	0	0	672
16-Jun-2013	2	0	2	110	147	257	170	234	404	2	1	3	99	28	127	0	0	0	0	0	0	793
17-Jun-2013	1	0	1	92	135	227	131	212	343	58	3	61	139	54	193	45	58	103	0	0	0	928
18-Jun-2013	1	0	1	145	126	271	220	310	530	66	2	68	9	0	9	0	0	0	0	0	0	879
19-Jun-2013	0	0	0	172	130	302	231	317	548	34	1	35	8	0	8	0	0	0	0	0	0	893
20-Jun-2013	0	0	0	142	137	279	193	324	517	119	0	119	8	0	8	0	0	0	0	0	0	923
21-Jun-2013	0	0	0	132	92	224	194	234	428	1	21	22	92	67	159	67	67	134	0	0	0	967
22-Jun-2013	0	0	0	129	99	228	226	248	474	0	0	0	5	0	5	0	0	0	0	0	0	707
23-Jun-2013	0	0	0	174	130	304	221	286	507	0	1	1	3	0	3	0	0	0	0	0	0	815
24-Jun-2013	0	0	0	57	67	124	106	164	270	92	2	94	112	109	221	83	110	193	0	0	0	902
25-Jun-2013	1	0	1	170	136	306	281	315	596	0	0	0	6	0	6	0	0	0	0	0	0	909
26-Jun-2013	1	0	1	205	135	340	248	324	572	0	2	2	3	0	3	0	0	0	0	0	0	918
27-Jun-2013	76	0	76	173	143	316	220	328	548	0	0	0	5	0	5	0	0	0	0	0	0	945
28-Jun-2013	1	0	1	152	110	262	203	239	442	0	1	1	77	60	137	50	74	124	0	0	0	967
29-Jun-2013	1	0	1	129	114	243	237	241	478	0	1	1	4	0	4	0	0	0	0	0	0	727
30-Jun-2013	1	0	1	160	125	285	223	304	527	23	0	23	5	0	5	0	0	0	0	0	0	841
<b>Total</b>	<b>93</b>	<b>0</b>	<b>93</b>	<b>2784</b>	<b>2653</b>	<b>5437</b>	<b>3990</b>	<b>5596</b>	<b>9586</b>	<b>904</b>	<b>164</b>	<b>1068</b>	<b>3382</b>	<b>2190</b>	<b>5572</b>	<b>1649</b>	<b>2199</b>	<b>3848</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25604</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-Jun-2013	0	0	0	0	15	15	0	0	0	0	8	8	192	111	303	62	119	181	0	0	0	507
02-Jun-2013	0	0	0	104	87	191	175	215	390	0	0	0	18	2	20	3	3	6	0	0	0	607
03-Jun-2013	0	0	0	102	108	210	153	210	363	41	0	41	31	7	38	0	0	0	0	0	0	652
04-Jun-2013	0	0	0	80	104	184	109	193	302	56	0	56	71	16	87	0	0	0	0	0	0	629
05-Jun-2013	0	0	0	0	11	11	0	8	8	0	0	0	224	119	343	84	179	263	0	0	0	625
06-Jun-2013	0	0	0	0	16	16	0	8	8	0	23	23	217	114	331	114	165	279	0	0	0	657
07-Jun-2013	0	0	0	52	38	90	65	93	158	24	19	43	127	78	205	75	112	187	0	0	0	683
08-Jun-2013	0	0	0	36	69	105	86	168	254	104	0	104	29	11	40	0	0	0	0	0	0	503
09-Jun-2013	1	0	1	0	59	59	0	1	1	0	0	0	225	103	328	42	103	145	0	0	0	534
10-Jun-2013	0	0	0	2	2	4	12	12	24	0	1	1	218	119	337	75	176	251	0	0	0	617
11-Jun-2013	0	0	0	7	27	34	10	25	35	2	0	2	203	116	319	86	129	215	0	0	0	605
12-Jun-2013	0	0	0	0	12	12	0	9	9	0	0	0	205	124	329	93	173	266	0	0	0	616
13-Jun-2013	0	0	0	0	0	0	0	9	9	0	10	10	225	117	342	98	168	266	0	0	0	627
14-Jun-2013	0	0	0	0	7	7	0	3	3	0	22	22	217	123	340	123	189	312	0	0	0	684
15-Jun-2013	0	0	0	31	62	93	80	191	271	144	1	145	3	0	3	0	0	0	0	0	0	512
16-Jun-2013	0	0	0	80	115	195	120	169	289	1	0	1	93	20	113	0	0	0	0	0	0	598
17-Jun-2013	1	0	1	59	102	161	90	148	238	31	1	32	123	31	154	26	47	73	0	0	0	659
18-Jun-2013	0	0	0	86	82	168	180	229	409	40	0	40	8	0	8	0	0	0	0	0	0	625
19-Jun-2013	0	0	0	95	88	183	180	224	404	29	1	30	6	0	6	0	0	0	0	0	0	623
20-Jun-2013	0	0	0	82	86	168	151	241	392	88	0	88	6	0	6	0	0	0	0	0	0	654
21-Jun-2013	0	0	0	83	61	144	146	171	317	1	16	17	80	42	122	37	55	92	0	0	0	692
22-Jun-2013	0	0	0	85	73	158	190	204	394	0	0	0	3	0	3	0	0	0	0	0	0	555
23-Jun-2013	0	0	0	123	94	217	180	216	396	0	0	0	3	0	3	0	0	0	0	0	0	616
24-Jun-2013	0	0	0	35	44	79	90	128	218	61	0	61	85	67	152	51	89	140	0	0	0	650
25-Jun-2013	0	0	0	89	88	177	236	230	466	0	0	0	5	0	5	0	0	0	0	0	0	648
26-Jun-2013	0	0	0	127	93	220	192	234	426	0	0	0	2	0	2	0	0	0	0	0	0	648
27-Jun-2013	58	0	58	105	94	199	175	246	421	0	0	0	5	0	5	0	0	0	0	0	0	683
28-Jun-2013	0	0	0	83	81	164	176	181	357	0	0	0	59	30	89	32	59	91	0	0	0	701
29-Jun-2013	0	0	0	88	87	175	196	196	392	0	0	0	3	0	3	0	0	0	0	0	0	570
30-Jun-2013	1	0	1	117	90	207	178	233	411	21	0	21	3	0	3	0	0	0	0	0	0	643
<b>Total</b>	<b>61</b>	<b>0</b>	<b>61</b>	<b>1751</b>	<b>1895</b>	<b>3646</b>	<b>3170</b>	<b>4195</b>	<b>7365</b>	<b>643</b>	<b>102</b>	<b>745</b>	<b>2689</b>	<b>1350</b>	<b>4039</b>	<b>1001</b>	<b>1766</b>	<b>2767</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18623</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-Jun-2013	1	0	1	0	3	3	0	0	0	0	6	6	49	43	92	31	17	48	0	0	0	150
02-Jun-2013	0	0	0	48	35	83	43	71	114	0	0	0	1	0	1	0	0	0	0	0	0	198
03-Jun-2013	0	0	0	53	42	95	48	83	131	27	0	27	4	3	7	0	0	0	0	0	0	260
04-Jun-2013	0	0	0	59	49	108	35	84	119	35	1	36	4	4	8	0	0	0	0	0	0	271
05-Jun-2013	3	0	3	0	1	1	1	1	2	0	0	0	74	90	164	60	43	103	0	0	0	273
06-Jun-2013	1	0	1	0	1	1	0	1	1	0	7	7	53	83	136	78	42	120	0	0	0	266
07-Jun-2013	1	0	1	22	19	41	27	40	67	1	10	11	38	41	79	46	22	68	0	0	0	267
08-Jun-2013	0	0	0	25	22	47	16	39	55	33	2	35	3	2	5	0	0	0	0	0	0	142
09-Jun-2013	0	0	0	0	6	6	0	0	0	0	2	2	47	52	99	23	21	44	0	0	0	151
10-Jun-2013	1	0	1	0	2	2	0	1	1	1	1	2	57	67	124	53	48	101	0	0	0	231
11-Jun-2013	0	0	0	0	5	5	0	1	1	0	2	2	66	80	146	59	40	99	0	0	0	253
12-Jun-2013	0	0	0	0	0	0	0	0	0	0	0	0	68	88	156	67	42	109	0	0	0	265
13-Jun-2013	0	0	0	0	0	0	0	0	0	1	2	3	66	80	146	63	51	114	0	0	0	263
14-Jun-2013	0	0	0	0	0	0	1	3	4	0	11	11	71	79	150	69	48	117	0	0	0	282
15-Jun-2013	0	0	0	21	25	46	25	47	72	40	1	41	1	0	1	0	0	0	0	0	0	160
16-Jun-2013	2	0	2	30	32	62	50	65	115	1	1	2	6	8	14	0	0	0	0	0	0	195
17-Jun-2013	0	0	0	33	33	66	41	64	105	27	2	29	16	23	39	19	11	30	0	0	0	269
18-Jun-2013	1	0	1	59	44	103	40	81	121	26	2	28	1	0	1	0	0	0	0	0	0	254
19-Jun-2013	0	0	0	77	42	119	51	93	144	5	0	5	2	0	2	0	0	0	0	0	0	270
20-Jun-2013	0	0	0	60	51	111	42	83	125	31	0	31	2	0	2	0	0	0	0	0	0	269
21-Jun-2013	0	0	0	49	31	80	48	63	111	0	5	5	12	25	37	30	12	42	0	0	0	275
22-Jun-2013	0	0	0	44	26	70	36	44	80	0	0	0	2	0	2	0	0	0	0	0	0	152
23-Jun-2013	0	0	0	51	36	87	41	70	111	0	1	1	0	0	0	0	0	0	0	0	0	199
24-Jun-2013	0	0	0	22	23	45	16	36	52	31	2	33	27	42	69	32	21	53	0	0	0	252
25-Jun-2013	1	0	1	81	48	129	45	85	130	0	0	0	1	0	1	0	0	0	0	0	0	261
26-Jun-2013	1	0	1	78	42	120	56	90	146	0	2	2	1	0	1	0	0	0	0	0	0	270
27-Jun-2013	18	0	18	68	49	117	45	82	127	0	0	0	0	0	0	0	0	0	0	0	0	262
28-Jun-2013	1	0	1	69	29	98	27	58	85	0	1	1	18	30	48	18	15	33	0	0	0	266
29-Jun-2013	1	0	1	41	27	68	41	45	86	0	1	1	1	0	1	0	0	0	0	0	0	157
30-Jun-2013	0	0	0	43	35	78	45	71	116	2	0	2	2	0	2	0	0	0	0	0	0	198
<b>Total</b>	<b>32</b>	<b>0</b>	<b>32</b>	<b>1033</b>	<b>758</b>	<b>1791</b>	<b>820</b>	<b>1401</b>	<b>2221</b>	<b>261</b>	<b>62</b>	<b>323</b>	<b>693</b>	<b>840</b>	<b>1533</b>	<b>648</b>	<b>433</b>	<b>1081</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6981</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-Jun-2013	1	0	0	0	2	2	35	49	59	54	67	47	42	40	45	34	30	37	37	34	15	20	7	0	657
02-Jun-2013	2	0	0	0	0	3	28	41	48	48	50	52	44	40	57	51	54	57	67	65	50	29	18	1	805
03-Jun-2013	0	0	1	0	0	3	44	73	75	74	71	54	42	44	55	55	53	58	63	58	33	30	23	3	912
04-Jun-2013	4	0	2	1	1	2	41	73	71	67	61	52	56	48	43	52	55	62	68	57	35	25	20	4	900
05-Jun-2013	2	1	2	3	1	2	41	73	70	68	59	57	47	47	55	49	52	56	72	55	37	26	20	3	898
06-Jun-2013	1	0	2	2	1	2	47	65	75	64	66	56	43	46	48	49	56	56	68	61	51	33	28	3	923
07-Jun-2013	2	0	1	2	2	2	44	71	68	66	66	61	49	47	56	50	65	63	73	59	52	32	19	0	950
08-Jun-2013	0	0	0	0	0	0	39	44	58	62	59	45	43	42	43	37	33	35	31	28	20	16	10	0	645
09-Jun-2013	0	2	0	0	0	2	31	29	47	47	44	45	40	40	48	46	48	50	44	50	24	34	14	0	685
10-Jun-2013	0	0	0	2	0	0	30	37	58	67	64	60	44	49	56	51	58	58	71	58	37	29	19	0	848
11-Jun-2013	1	0	0	0	0	2	30	44	40	44	72	68	55	61	44	59	47	64	74	59	41	28	21	4	858
12-Jun-2013	3	0	1	3	1	3	42	68	79	58	62	56	45	44	51	46	57	57	60	63	37	19	20	6	881
13-Jun-2013	1	0	0	0	0	2	31	51	52	57	73	64	57	46	46	53	51	59	76	57	41	33	35	5	890
14-Jun-2013	3	1	2	3	1	3	42	71	68	74	70	58	46	49	56	60	67	61	70	63	42	35	19	2	966
15-Jun-2013	0	1	0	0	0	2	36	48	70	58	57	48	43	39	48	39	31	39	38	29	20	19	6	1	672
16-Jun-2013	1	1	0	0	0	3	31	32	50	53	55	44	42	45	48	52	60	58	64	67	35	36	15	1	793
17-Jun-2013	1	0	1	1	1	4	44	62	73	65	71	66	52	45	47	57	53	64	75	55	33	33	21	4	928
18-Jun-2013	0	0	3	3	2	3	44	66	72	63	61	58	44	44	44	54	49	59	67	58	32	26	22	5	879
19-Jun-2013	1	0	1	3	1	3	35	60	65	67	60	66	44	43	51	56	52	61	70	64	38	27	21	4	893
20-Jun-2013	1	1	1	3	2	3	43	73	71	69	62	57	42	41	49	60	51	60	73	61	42	28	28	2	923
21-Jun-2013	2	1	3	2	1	3	43	60	65	73	65	62	54	50	53	55	64	68	69	71	42	35	25	1	967
22-Jun-2013	0	0	2	0	0	3	40	47	58	58	59	59	46	37	56	39	34	40	33	34	24	28	9	1	707
23-Jun-2013	1	0	0	1	0	3	35	38	50	46	51	53	44	43	55	50	55	62	70	63	42	31	22	0	815
24-Jun-2013	0	0	1	0	0	2	41	69	68	70	72	69	46	39	47	55	53	55	63	57	34	32	28	1	902
25-Jun-2013	2	0	2	3	1	2	50	63	67	64	66	65	48	52	48	48	47	65	62	61	36	25	28	4	909
26-Jun-2013	1	1	1	1	1	0	41	60	68	73	63	58	54	51	52	43	55	61	67	66	33	40	24	4	918
27-Jun-2013	0	0	1	3	0	2	44	70	73	68	66	59	44	46	53	53	50	65	70	67	43	32	33	3	945
28-Jun-2013	1	1	2	2	0	2	45	68	69	69	65	62	52	49	57	55	59	56	61	66	52	41	32	1	967
29-Jun-2013	1	0	1	0	0	4	36	40	66	62	60	59	52	48	40	40	43	39	39	37	25	18	17	0	727
30-Jun-2013	1	1	0	1	0	2	35	36	44	53	54	51	47	47	56	55	60	59	70	65	45	38	21	0	841
<b>Total</b>	<b>33</b>	<b>11</b>	<b>30</b>	<b>39</b>	<b>18</b>	<b>69</b>	<b>1168</b>	<b>1681</b>	<b>1897</b>	<b>1861</b>	<b>1871</b>	<b>1711</b>	<b>1407</b>	<b>1362</b>	<b>1507</b>	<b>1503</b>	<b>1542</b>	<b>1684</b>	<b>1865</b>	<b>1688</b>	<b>1091</b>	<b>878</b>	<b>625</b>	<b>63</b>	<b>25604</b>
<b>Avg.</b>	<b>1.10</b>	<b>0.37</b>	<b>1.00</b>	<b>1.30</b>	<b>0.60</b>	<b>2.30</b>	<b>38.93</b>	<b>56.03</b>	<b>63.23</b>	<b>62.03</b>	<b>62.37</b>	<b>57.03</b>	<b>46.90</b>	<b>45.40</b>	<b>50.23</b>	<b>50.10</b>	<b>51.40</b>	<b>56.13</b>	<b>62.17</b>	<b>56.27</b>	<b>36.37</b>	<b>29.27</b>	<b>20.83</b>	<b>2.10</b>	<b>853.47</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-Jun-2013	0	0	0	0	2	2	22	32	26	21	27	28	20	19	22	14	19	24	16	22	7	11	1	0	335
02-Jun-2013	2	0	0	0	0	3	20	21	19	25	19	19	15	17	28	21	25	35	33	31	31	17	11	0	392
03-Jun-2013	0	0	1	0	0	3	25	36	40	34	32	28	14	23	27	26	24	34	33	30	16	19	13	1	459
04-Jun-2013	2	0	1	1	0	2	24	38	36	32	26	26	23	21	24	19	25	39	32	33	20	14	9	2	449
05-Jun-2013	1	0	2	1	1	2	20	40	36	29	29	26	20	23	26	23	24	31	37	27	22	17	8	1	446
06-Jun-2013	0	0	2	0	0	2	23	37	39	28	31	28	15	25	24	20	24	34	37	27	29	20	17	1	463
07-Jun-2013	1	0	1	0	1	2	23	36	39	27	29	33	19	24	28	22	29	38	33	31	30	19	13	0	478
08-Jun-2013	0	0	0	0	0	0	26	24	30	22	23	26	19	23	21	18	21	23	14	18	10	9	5	0	332
09-Jun-2013	0	2	0	0	0	2	21	20	20	18	16	14	17	21	20	17	30	31	17	28	18	18	8	0	338
10-Jun-2013	0	0	0	2	0	0	13	14	37	33	26	26	18	25	26	26	25	34	31	31	20	18	14	0	419
11-Jun-2013	0	0	0	0	0	2	15	13	18	32	39	35	24	26	20	30	20	42	36	28	22	18	10	3	433
12-Jun-2013	1	0	1	2	0	2	23	36	36	26	28	30	18	20	23	21	27	35	31	29	23	9	11	1	433
13-Jun-2013	0	0	0	0	0	1	16	18	32	32	39	31	22	20	25	24	22	39	37	25	23	24	20	3	453
14-Jun-2013	0	1	2	0	1	3	20	38	38	33	28	30	18	26	28	29	27	34	34	31	23	22	13	2	481
15-Jun-2013	0	1	0	0	0	2	22	32	34	21	24	25	19	21	25	16	18	24	17	20	10	11	2	1	345
16-Jun-2013	1	0	0	0	0	3	21	18	19	22	22	18	18	19	22	22	28	36	30	36	18	21	9	0	383
17-Jun-2013	1	0	1	0	1	4	25	34	37	34	29	31	19	19	27	28	21	38	35	30	19	20	12	1	466
18-Jun-2013	0	0	3	1	1	3	22	38	38	27	27	32	10	20	25	26	24	32	34	30	20	18	9	1	441
19-Jun-2013	0	0	1	2	0	3	22	30	39	28	24	31	16	22	24	28	21	35	37	35	19	16	10	2	445
20-Jun-2013	0	1	1	2	0	3	20	38	40	31	30	27	16	19	25	25	24	35	37	28	24	21	14	1	462
21-Jun-2013	0	1	3	0	0	3	25	27	37	34	28	33	20	27	28	24	26	38	38	32	24	20	18	0	486
22-Jun-2013	0	0	2	0	0	3	26	25	31	21	25	28	20	22	30	14	18	26	14	19	15	17	4	0	360
23-Jun-2013	1	0	0	0	0	3	23	20	20	22	16	21	19	19	27	23	26	35	33	32	26	19	13	0	398
24-Jun-2013	0	0	1	0	0	2	24	32	33	38	35	32	14	17	25	24	25	35	33	27	18	19	16	0	450
25-Jun-2013	1	0	2	1	0	2	25	30	38	33	31	30	20	26	23	20	25	36	33	26	24	12	20	0	458
26-Jun-2013	0	1	1	0	1	0	23	29	41	28	24	34	21	25	25	16	28	37	33	30	23	24	11	2	457
27-Jun-2013	0	0	1	1	0	2	21	35	39	36	29	30	15	21	30	23	21	37	39	26	29	19	19	1	474
28-Jun-2013	0	1	2	0	0	2	25	37	37	29	28	29	23	22	29	27	24	31	34	36	26	21	19	1	483
29-Jun-2013	1	0	1	0	0	4	23	22	36	26	28	26	20	25	23	21	20	23	20	19	13	10	10	0	371
30-Jun-2013	1	1	0	1	0	2	23	17	19	24	19	26	13	23	27	25	27	35	37	30	26	21	15	0	412
<b>Total</b>	<b>13</b>	<b>9</b>	<b>29</b>	<b>14</b>	<b>8</b>	<b>67</b>	<b>661</b>	<b>867</b>	<b>984</b>	<b>846</b>	<b>811</b>	<b>833</b>	<b>545</b>	<b>660</b>	<b>757</b>	<b>672</b>	<b>718</b>	<b>1006</b>	<b>925</b>	<b>847</b>	<b>628</b>	<b>524</b>	<b>354</b>	<b>24</b>	<b>12802</b>
<b>Avg.</b>	<b>0.43</b>	<b>0.30</b>	<b>0.97</b>	<b>0.47</b>	<b>0.27</b>	<b>2.23</b>	<b>22.03</b>	<b>28.90</b>	<b>32.80</b>	<b>28.20</b>	<b>27.03</b>	<b>27.77</b>	<b>18.17</b>	<b>22.00</b>	<b>25.23</b>	<b>22.40</b>	<b>23.93</b>	<b>33.53</b>	<b>30.83</b>	<b>28.23</b>	<b>20.93</b>	<b>17.47</b>	<b>11.80</b>	<b>0.80</b>	<b>426.73</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-Jun-2013	1	0	0	0	0	0	13	17	33	33	40	19	22	21	23	20	11	13	21	12	8	9	6	0	322
02-Jun-2013	0	0	0	0	0	0	8	20	29	23	31	33	29	23	29	30	29	22	34	34	19	12	7	1	413
03-Jun-2013	0	0	0	0	0	0	19	37	35	40	39	26	28	21	28	29	29	24	30	28	17	11	10	2	453
04-Jun-2013	2	0	1	0	1	0	17	35	35	35	35	26	33	27	19	33	30	23	36	24	15	11	11	2	451
05-Jun-2013	1	1	0	2	0	0	21	33	34	39	30	31	27	24	29	26	28	25	35	28	15	9	12	2	452
06-Jun-2013	1	0	0	2	1	0	24	28	36	36	35	28	28	21	24	29	32	22	31	34	22	13	11	2	460
07-Jun-2013	1	0	0	2	1	0	21	35	29	39	37	28	30	23	28	28	36	25	40	28	22	13	6	0	472
08-Jun-2013	0	0	0	0	0	0	13	20	28	40	36	19	24	19	22	19	12	12	17	10	10	7	5	0	313
09-Jun-2013	0	0	0	0	0	0	10	9	27	29	28	31	23	19	28	29	18	19	27	22	6	16	6	0	347
10-Jun-2013	0	0	0	0	0	0	17	23	21	34	38	34	26	24	30	25	33	24	40	27	17	11	5	0	429
11-Jun-2013	1	0	0	0	0	0	15	31	22	12	33	33	31	35	24	29	27	22	38	31	19	10	11	1	425
12-Jun-2013	2	0	0	1	1	1	19	32	43	32	34	26	27	24	28	25	30	22	29	34	14	10	9	5	448
13-Jun-2013	1	0	0	0	0	1	15	33	20	25	34	33	35	26	21	29	29	20	39	32	18	9	15	2	437
14-Jun-2013	3	0	0	3	0	0	22	33	30	41	42	28	28	23	28	31	40	27	36	32	19	13	6	0	485
15-Jun-2013	0	0	0	0	0	0	14	16	36	37	33	23	24	18	23	23	13	15	21	9	10	8	4	0	327
16-Jun-2013	0	1	0	0	0	0	10	14	31	31	33	26	24	26	26	30	32	22	34	31	17	15	6	1	410
17-Jun-2013	0	0	0	1	0	0	19	28	36	31	42	35	33	26	20	29	32	26	40	25	14	13	9	3	462
18-Jun-2013	0	0	0	2	1	0	22	28	34	36	34	26	34	24	19	28	25	27	33	28	12	8	13	4	438
19-Jun-2013	1	0	0	1	1	0	13	30	26	39	36	35	28	21	27	28	31	26	33	29	19	11	11	2	448
20-Jun-2013	1	0	0	1	2	0	23	35	31	38	32	30	26	22	24	35	27	25	36	33	18	7	14	1	461
21-Jun-2013	2	0	0	2	1	0	18	33	28	39	37	29	34	23	25	31	38	30	31	39	18	15	7	1	481
22-Jun-2013	0	0	0	0	0	0	14	22	27	37	34	31	26	15	26	25	16	14	19	15	9	11	5	1	347
23-Jun-2013	0	0	0	1	0	0	12	18	30	24	35	32	25	24	28	27	29	27	37	31	16	12	9	0	417
24-Jun-2013	0	0	0	0	0	0	17	37	35	32	37	37	32	22	22	31	28	20	30	30	16	13	12	1	452
25-Jun-2013	1	0	0	2	1	0	25	33	29	31	35	35	28	26	25	28	22	29	29	35	12	13	8	4	451
26-Jun-2013	1	0	0	1	0	0	18	31	27	45	39	24	33	26	27	27	27	24	34	36	10	16	13	2	461
27-Jun-2013	0	0	0	2	0	0	23	35	34	32	37	29	29	25	23	30	29	28	31	41	14	13	14	2	471
28-Jun-2013	1	0	0	2	0	0	20	31	32	40	37	33	29	27	28	28	35	25	27	30	26	20	13	0	484
29-Jun-2013	0	0	0	0	0	0	13	18	30	36	32	33	32	23	17	19	23	16	19	18	12	8	7	0	356
30-Jun-2013	0	0	0	0	0	0	12	19	25	29	35	25	34	24	29	30	33	24	33	35	19	17	6	0	429
<b>Total</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>507</b>	<b>814</b>	<b>913</b>	<b>1015</b>	<b>1060</b>	<b>878</b>	<b>862</b>	<b>702</b>	<b>750</b>	<b>831</b>	<b>824</b>	<b>678</b>	<b>940</b>	<b>841</b>	<b>463</b>	<b>354</b>	<b>271</b>	<b>39</b>	<b>12802</b>
<b>Avg.</b>	<b>0.67</b>	<b>0.07</b>	<b>0.03</b>	<b>0.83</b>	<b>0.33</b>	<b>0.07</b>	<b>16.90</b>	<b>27.13</b>	<b>30.43</b>	<b>33.83</b>	<b>35.33</b>	<b>29.27</b>	<b>28.73</b>	<b>23.40</b>	<b>25.00</b>	<b>27.70</b>	<b>27.47</b>	<b>22.60</b>	<b>31.33</b>	<b>28.03</b>	<b>15.43</b>	<b>11.80</b>	<b>9.03</b>	<b>1.30</b>	<b>426.73</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-Jun-13	07:00	00:06	01:19	-	01:22	-	14:10	-	-	-	-	-	-
02-Jun-13	07:00	00:19	-	-	-	-	00:45	15:54	-	-	-	-	-
03-Jun-13	07:00	00:15	01:47	03:16 -	-	-	-	11:40 -	-	-	-	-	-
04-Jun-13	07:00	00:22	03:31	04:21 -	-	-	-	08:43 -	-	-	-	-	-
05-Jun-13	07:00	00:34	02:02	-	-	- 14:	22 -	-	-	-	-	-	-
06-Jun-13	07:00	00:21	00:49	- 01:	46 -	-	14:01	-	-	-	-	-	-
07-Jun-13	07:00	00:22	-	01:16	01:30	-	08:23	05:26	-	-	-	-	-
08-Jun-13	07:00	00:43	02:32	07:25	-	-	-	06:17	-	-	-	-	-
09-Jun-13	07:00	00:39	06:45	-	-	-	09:34	-	-	-	-	-	-
10-Jun-13	07:00	00:32	-	-	-	-	15:16	01:10	-	-	-	-	-
11-Jun-13	07:00	00:24	02:32	-	-	-	12:28	01:33	-	-	-	-	-
12-Jun-13	07:00	00:17	00:48	-	-	- 15:	53 -	-	-	-	-	-	-
13-Jun-13	07:00	00:18	-	- 01:	47 -	-	14:53	-	-	-	-	-	-
14-Jun-13	07:00	00:41	00:23	- 02:	00 -	-	13:54	-	-	-	-	-	-
15-Jun-13	07:00	00:58	-	10:28	-	-	-	05:32	-	-	-	-	-
16-Jun-13	07:00	00:41	04:55	-	-	-	-	11:22	-	-	-	-	-
17-Jun-13	07:00	00:21	03:28	02:25 -	-	-	03:15	07:27 -	-	-	-	-	-
18-Jun-13	07:00	00:21	-	03:07 -	-	-	-	13:30 -	-	-	-	-	-
19-Jun-13	07:00	00:16	-	02:14 -	-	-	-	14:28 -	-	-	-	-	-
20-Jun-13	07:00	00:27	-	05:46 -	-	-	-	10:45 -	-	-	-	-	-
21-Jun-13	07:00	00:16	-	- 01:	08 -	-	03:56	11:37	-	-	-	-	-
22-Jun-13	07:00	00:40	-	-	-	-	-	16:18	-	-	-	-	-
23-Jun-13	07:00	00:28	-	-	-	-	-	16:30	-	-	-	-	-
24-Jun-13	07:00	00:22	-	04:06 -	-	-	06:20	06:09 -	-	-	-	-	-
25-Jun-13	07:00	00:04	-	-	-	-	-	16:54	-	-	-	-	-
26-Jun-13	07:00	00:06	-	-	-	-	-	16:52	-	-	-	-	-
27-Jun-13	07:00	00:15	-	-	-	-	-	13:07	-	-	03:36	-	-
28-Jun-13	07:00	00:07	-	-	-	-	04:40	12:11	-	-	-	-	-
29-Jun-13	07:00	00:33	-	-	-	-	-	16:25	-	-	-	-	-
30-Jun-13	07:00	00:26	-	00:56	-	-	-	15:36	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>12:43</b>	<b>30:57</b>	<b>45:25</b>	<b>09:36</b>	<b>00:00</b>	<b>151:58</b>	<b>255:39</b>	<b>00:00</b>	<b>00:00</b>	<b>03:36</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.50%</b>	<b>6.07%</b>	<b>8.91%</b>	<b>1.89%</b>	<b>0.00%</b>	<b>29.80%</b>	<b>50.13%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.71%</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).

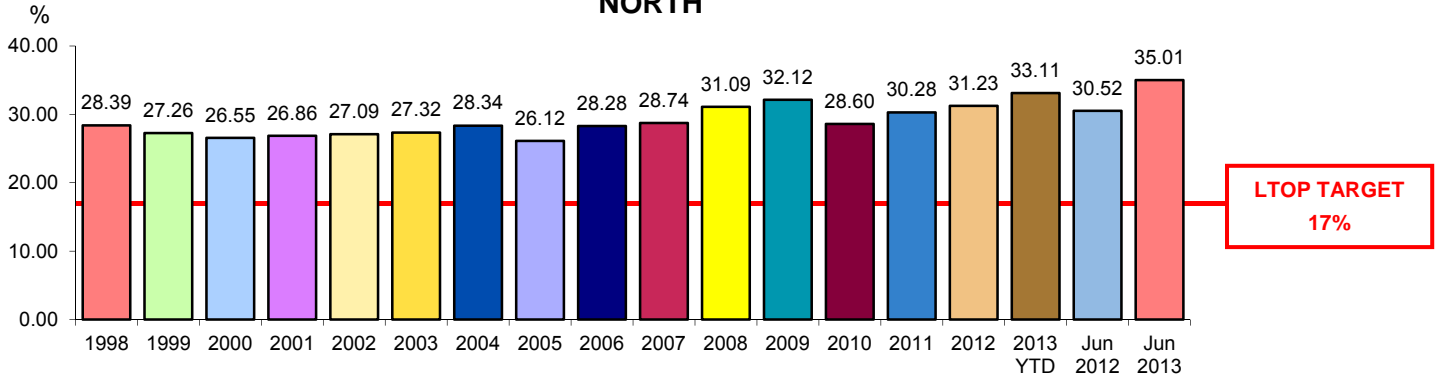
## Cumulative Mode Utilisation from 1 January 2013

<b>Time</b>	<b>2.14%</b>	<b>5.07%</b>	<b>5.08%</b>	<b>1.29%</b>	<b>0.00%</b>	<b>41.06%</b>	<b>42.24%</b>	<b>0.97%</b>	<b>0.24%</b>	<b>1.90%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.39%</b>	<b>3.46%</b>	<b>3.84%</b>	<b>0.96%</b>	<b>0.00%</b>	<b>44.06%</b>	<b>44.88%</b>	<b>0.77%</b>	<b>0.25%</b>	<b>1.40%</b>	<b>0.00%</b>	<b>0.00%</b>

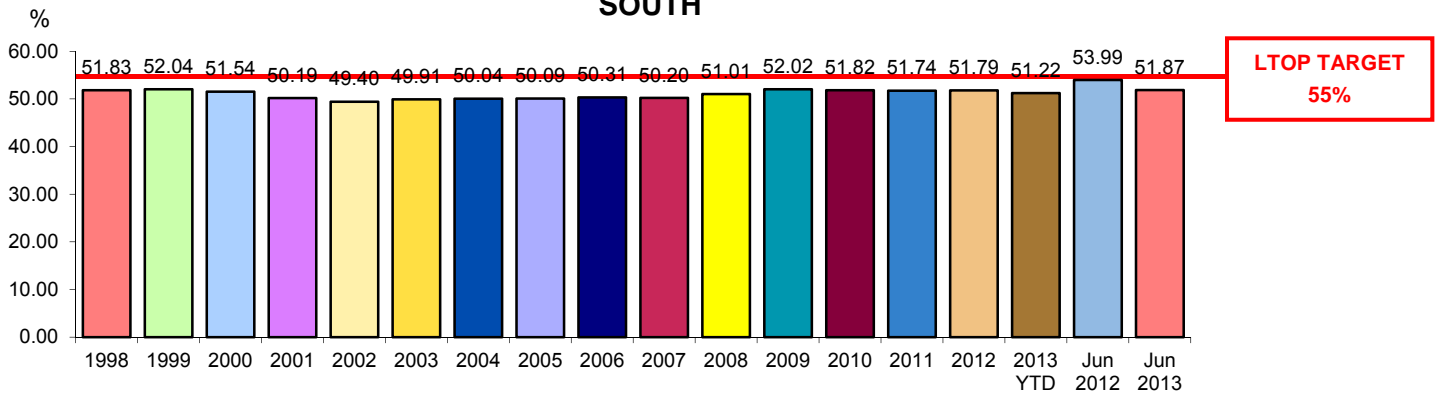
# Runway End Impact to 30 June 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 Year to Date, current month this year and corresponding month last year.

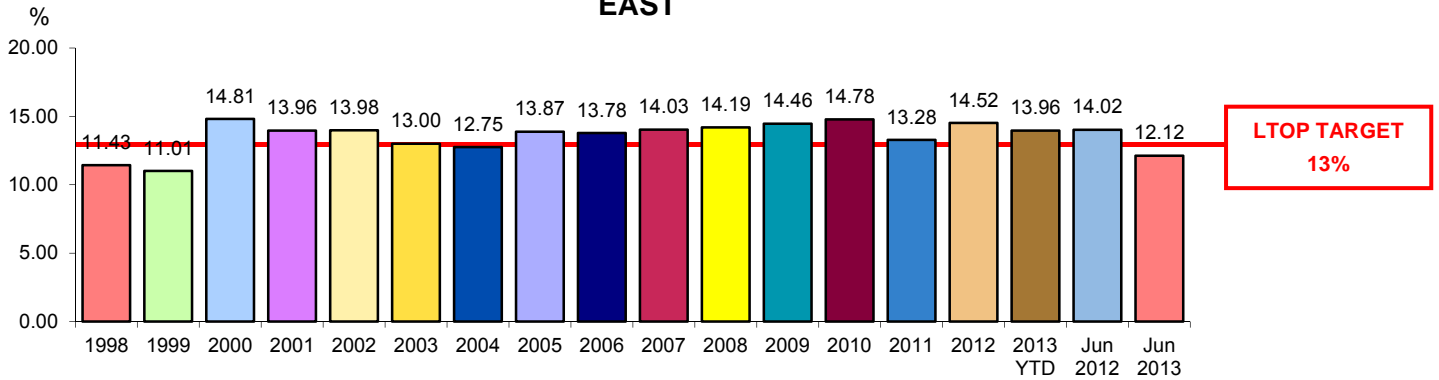
## NORTH



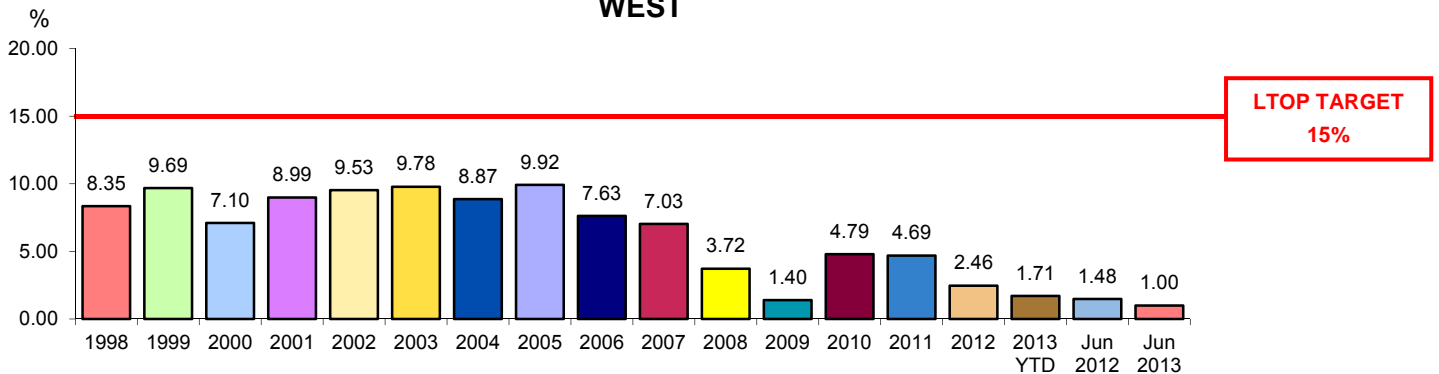
## SOUTH



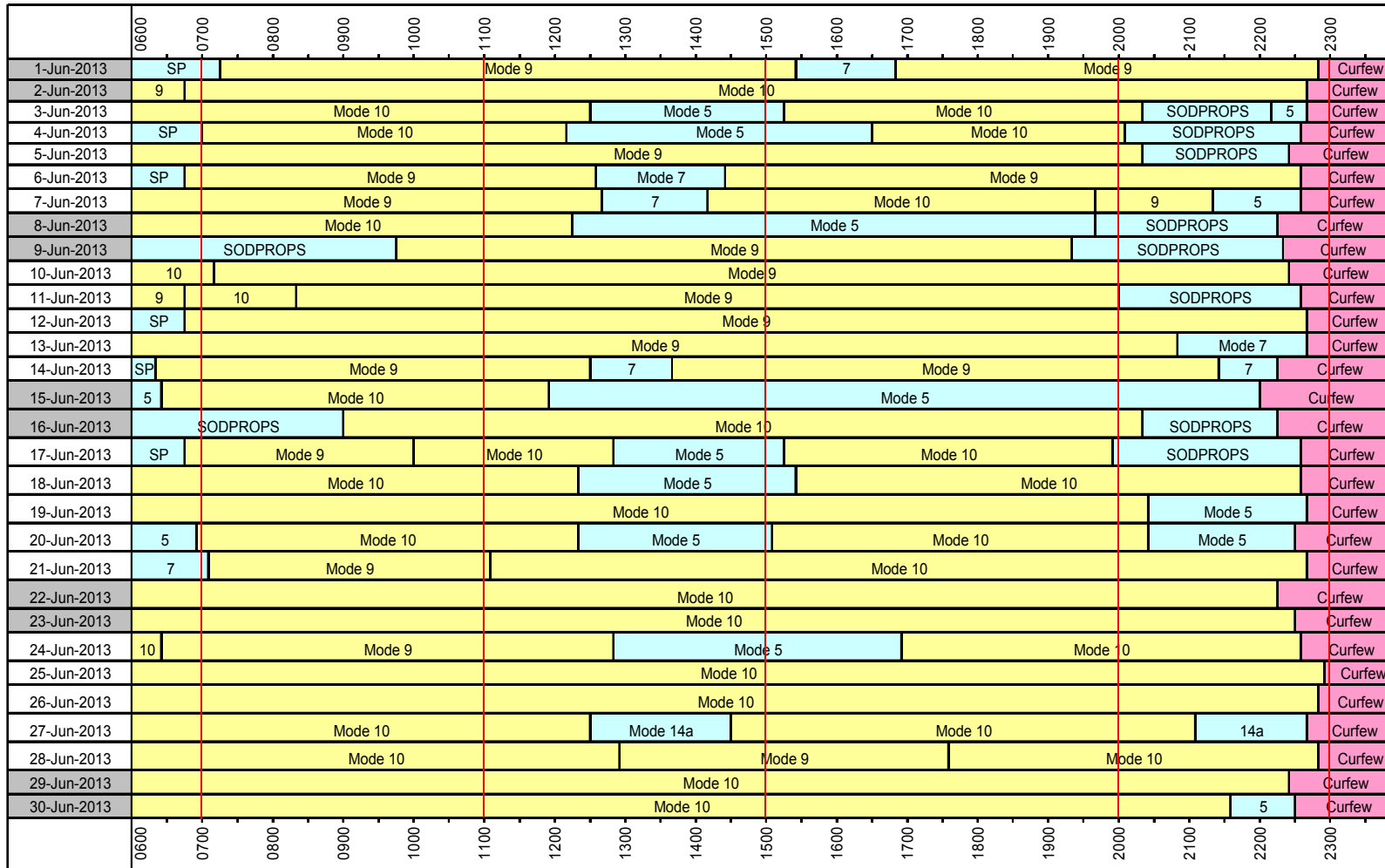
## EAST



## 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 **June 2013**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
19/06/2013	07:00	08:20	1:20
19/06/2013	08:53	09:24	0:31
25/06/2013	07:21	09:16	1:55
26/06/2013	06:57	09:09	2:12
27/06/2013	07:00	09:14	2:14
28/06/2013	06:54	08:34	1:40

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

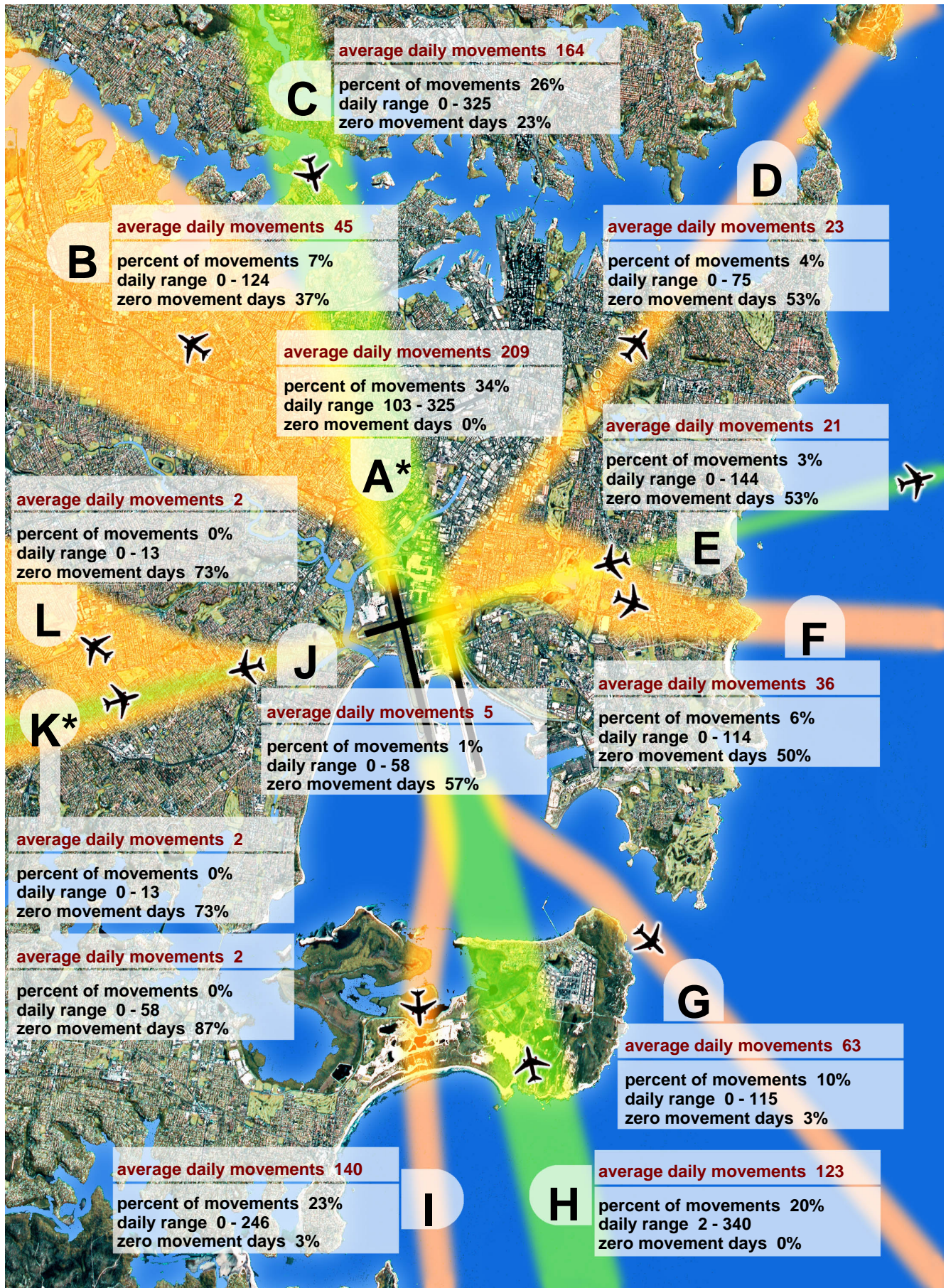
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
19/06/2013	61	25	36
25/06/2013	70	31	39
26/06/2013	75	34	41
27/06/2013	83	36	47
28/06/2013	60	26	34

## **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

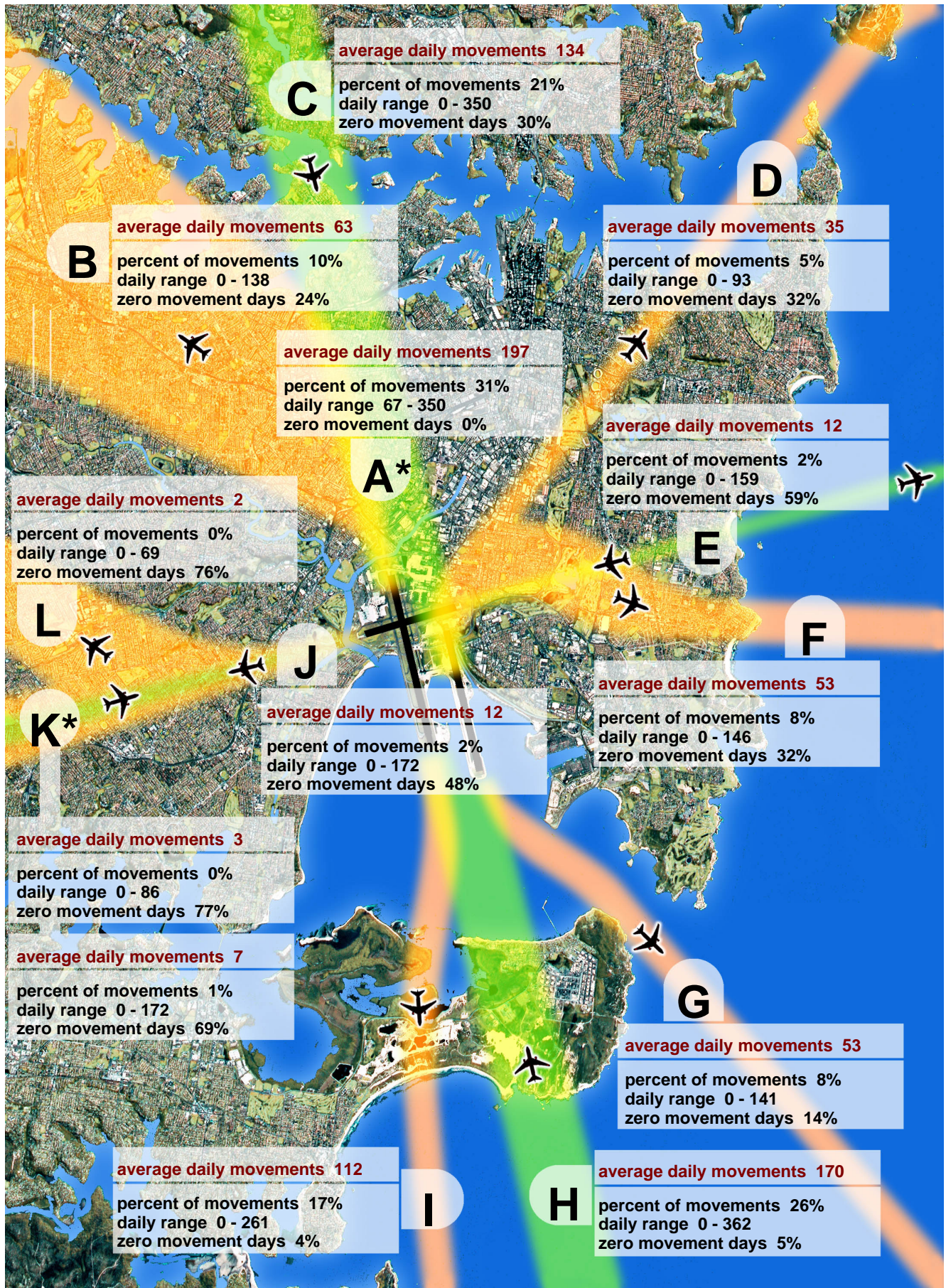
1 June 2013 to 30 June 2013, All Jets



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

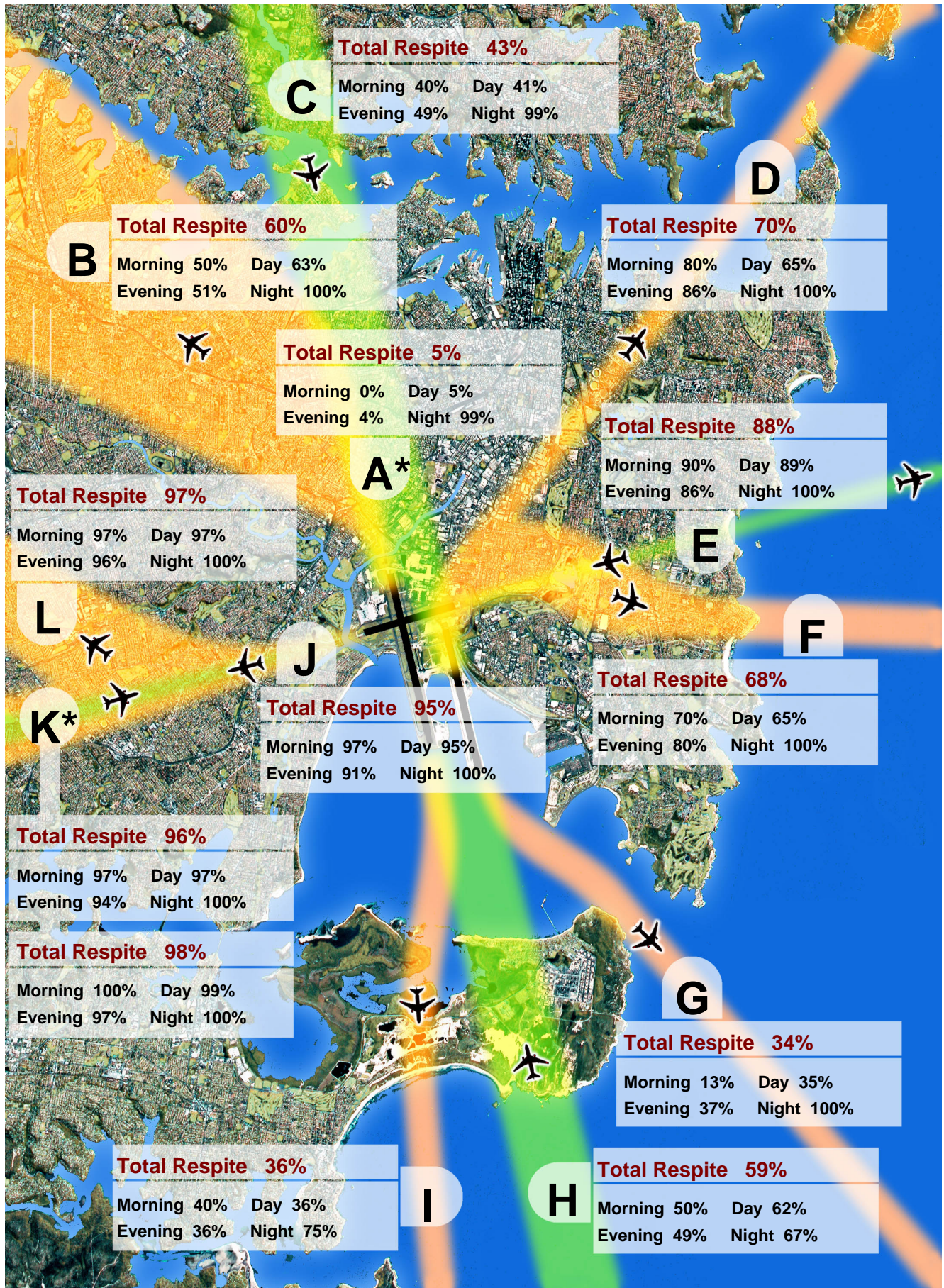
1 July 2012 to 30 June 2013, All Jets



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 June 2013 to 30 June 2013, All Jets



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

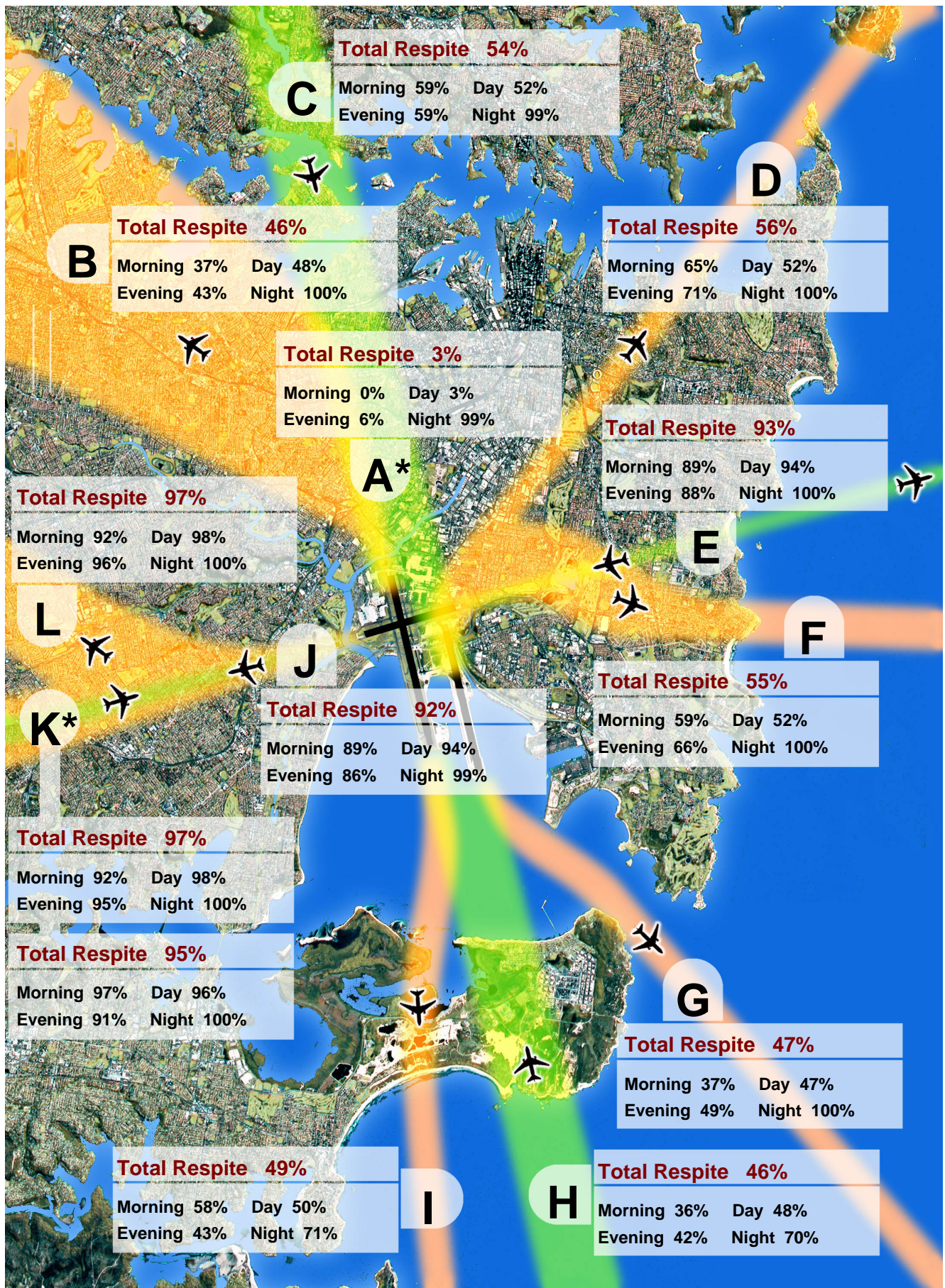
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2012 to 30 June 2013, 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) July 2012 to June 2013

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="#">March 2013</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="#">June 2013</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="#">March 2013</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 2013</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="#">March 2013</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="#">March 2013</a> and <a href="#">Mode 7</a> was in <a href="#">May 2013</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="#">May 2013</a> , <a href="#">Mode 14A</a> in <a href="#">January 2013</a> & <a href="#">Mode 8</a> have 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 **respite 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 July 2012 to June 2013, 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 56%**. This means that over the period **July 2012 to June 2013 for 56%** 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 June 2013.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 2013

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 June 2013 along with the Daily N70 values for the three months up to and including June are given in Table 1.

<i>Location</i>	<i>CNE Jun</i>	<i>Operational Days Jun</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Threshold rwy 34</i>	<i>10,187</i>	<i>29.9 335</i>		<i>344</i>	<i>351</i>
<i>Penshurst</i>	<i>285</i>	<i>29.9 5</i>		<i>7</i>	<i>12</i>
<i>Bexley</i>	<i>291</i>	<i>29.9 7</i>		<i>11</i>	<i>14</i>
<i>Sydenham</i>	<i>4,454</i>	<i>24.9 178</i>		<i>164</i>	<i>184</i>
<i>Johnston St Annandale</i>	<i>3,760</i>	<i>29.9 92</i>		<i>70</i>	<i>89</i>
<i>Church St. St Peters</i>	<i>5,371</i>	<i>29.9 116</i>		<i>102</i>	<i>116</i>
<i>Leichhardt PEMU 36</i>	<i>4,130</i>	<i>29.9 132</i>		<i>96</i>	<i>119</i>
<i>Eastlakes</i>	<i>2,143</i>	<i>29.9 66</i>		<i>81</i>	<i>60</i>
<i>Coogee</i>	<i>1,032</i>	<i>29.9 32</i>		<i>37</i>	<i>22</i>
<i>Kurnell</i>	<i>2,067</i>	<i>29.9 59</i>		<i>75</i>	<i>65</i>
<i>Croydon</i>	<i>465</i>	<i>29.9 12</i>		<i>13</i>	<i>17</i>
<i>Hunters Hill</i>	<i>6,448</i>	<i>29.9 98</i>		<i>66</i>	<i>84</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including June 2013.**

The N70 values for June 2013 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.

Runway 34L				Penhurst				Bexley				Eastlakes			
AM	17	PM	44	AM	0	PM	2	AM	0	PM	2	AM	2	PM	7
Day	260	Night	9	Day	3	Night	0	Day	4	Night	0	Day	54	Night	0
WE_D	292	WE_N	7	WE_D	4	WE_N	0	WE_D	8	WE_N	0	WE_D	73	WE_N	0

Coogee				Sydenham				Leichhardt PEMU36				Kurnell			
AM	1	PM	5	AM	9	PM	19	AM	8	PM	14	AM	1	PM	3
Day	22	Night	0	Day	148	Night	1	Day	110	Night	1	Day	53	Night	0
WE_D	41	WE_N	0	WE_D	181	WE_N	0	WE_D	128	WE_N	1	WE_D	61	WE_N	0

Annandale				St Peters				Croydon				Hunters Hull			
AM	2	PM	6	AM	4	PM	11	AM	0	PM	2	AM	8	PM	10
Day	87	Night	0	Day	106	Night	0	Day	9	Night	0	Day	77	Night	0
WE_D	82	WE_N	0	WE_D	104	WE_N	0	WE_D	13	WE_N	0	WE_D	96	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.*