

# **Sydney Airport Operational Statistics**

## November 2015

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### November 2015

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

There were a total of 27,170 aircraft movements this month (daily average 905.67). Last month there were a total of 28,192 movements (daily average 909.42) and for the same month last year there were a total of 26,075 movements (daily average 869.17).

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

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 16 days and Mode 10 on 10 days. Crossing runway modes (including Sodprops) were used for 10.48% 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 31.57% - This result is above the LTOP target and above the previous month (28.26%)

South 50.87% - This result is below the LTOP target and below the previous month (51.76%)

East 15.73% - This result is above the LTOP target and below the previous month (18.2%)

West 1.83% - This result is below the LTOP target and above the previous month (1.77%)

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

This procedure was used on 3, 4, 11, 20, and 30 of November for a total of 12 hours and 44 minutes (ATIS time).

#### Noise Complaints & Information Service Airservices Australia

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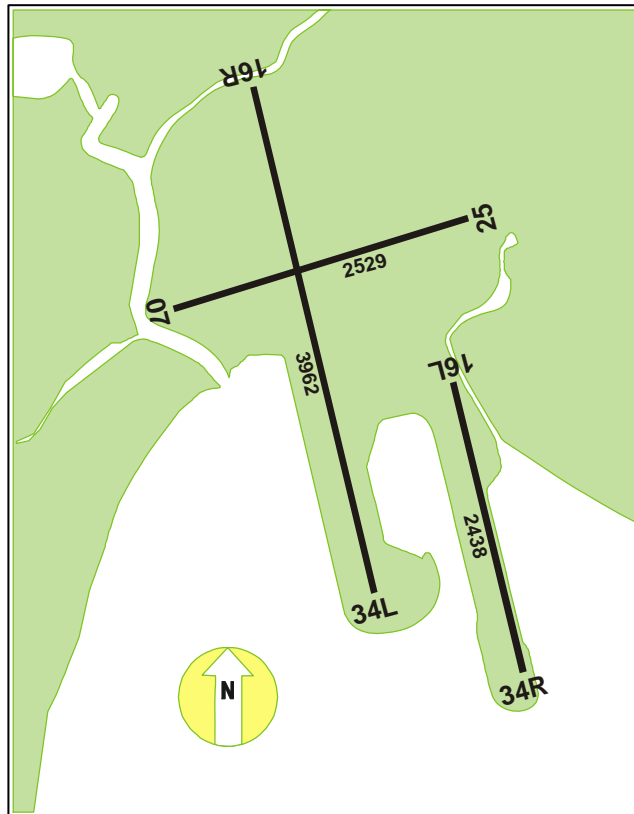
This report is available on the Internet at Airservices Australia website at

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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



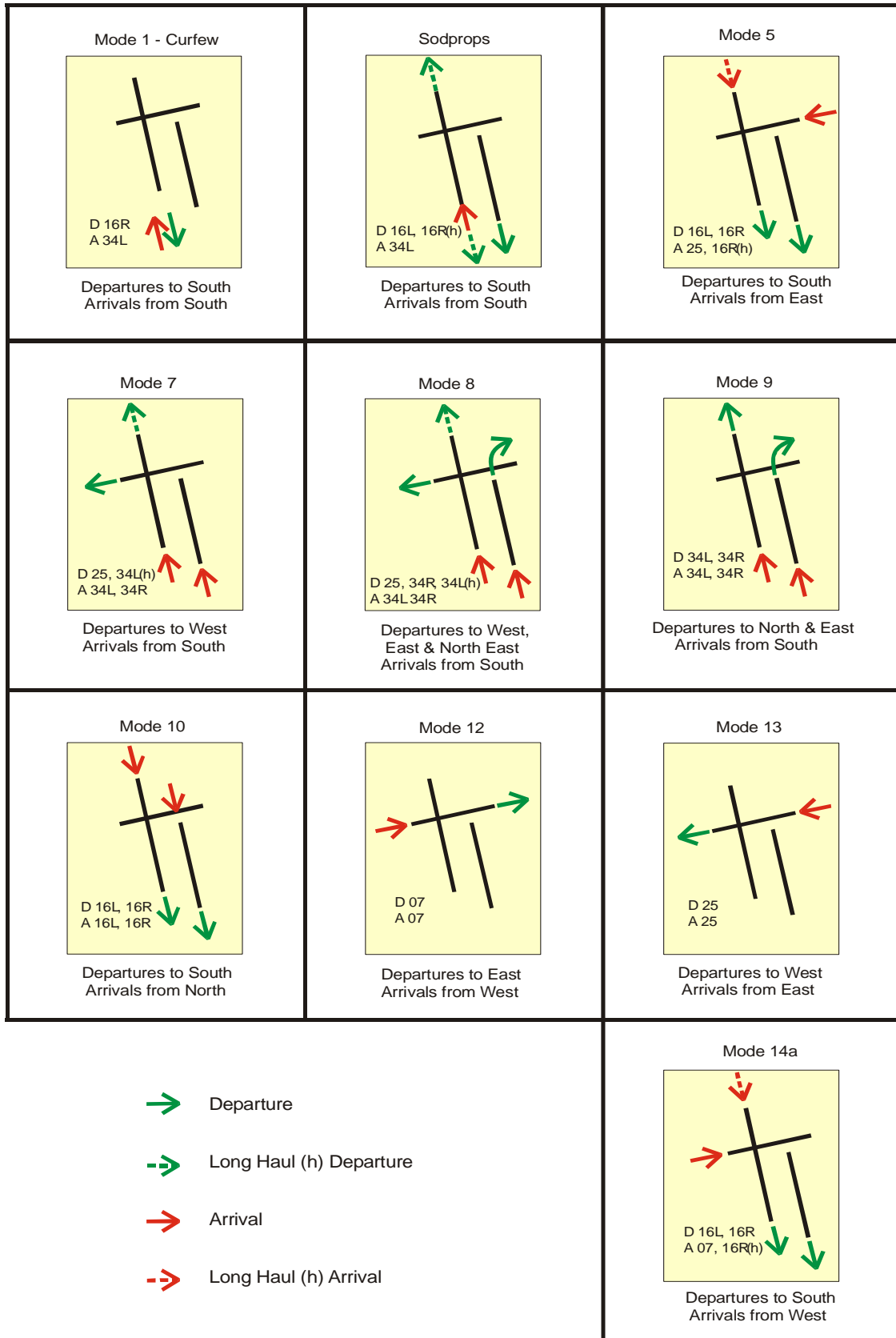
Runway numbers refer to the direction an aircraft is flying.

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.	<b>Curfew – Departures 16R / Arrivals 34L</b> (Mode 1)
0600 to 0700	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> (Shoulder Curfew). If traffic permits.
	3.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	4.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
0700 to 2245	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	3.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
2245 to 2300	1.	<b>SODPROPS - Departures 16L (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> (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 <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	4.	<b>16</b> (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.	<b>Curfew – Departures 16R / Arrivals 34L</b> (Mode 1)
0600 to 0700 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0600 To 0800 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> (Shoulder Curfew). If traffic permits.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7)
	4.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
0700 to 2200 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0800 To 2200 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	3.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
2200 to 2245	1.	<b>SODPROPS - Departures 16L (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> (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 are not suitable.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8)
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7)
	7.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
2245 to 2300	1.	<b>SODPROPS - Departures 16L (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> (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 <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	4.	<b>16</b> (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-Nov-2015	0	0	0	0	15	15	0	5	5	0	0	0	276	193	469	140	216	356	0	0	0	845
02-Nov-2015	0	0	0	112	102	214	171	193	364	0	0	0	111	65	176	62	94	156	0	0	0	910
03-Nov-2015	1	0	1	179	137	316	227	286	513	10	0	10	7	0	7	0	0	0	0	0	0	847
04-Nov-2015	0	0	0	116	89	205	137	192	329	1	0	1	130	83	213	74	99	173	0	0	0	921
05-Nov-2015	2	0	2	0	0	0	1	11	12	0	0	0	286	195	481	192	266	458	0	0	0	953
06-Nov-2015	0	0	0	19	16	35	19	37	56	6	25	31	286	191	477	150	221	371	0	0	0	970
07-Nov-2015	0	0	0	133	121	254	230	232	462	10	0	10	3	0	3	0	0	0	0	0	0	729
08-Nov-2015	31	0	31	152	139	291	207	295	502	26	1	27	0	0	0	0	0	0	0	0	0	851
09-Nov-2015	0	0	0	66	79	145	104	118	222	0	0	0	198	114	312	105	164	269	0	0	0	948
10-Nov-2015	19	0	19	7	17	24	26	44	70	0	0	0	252	172	424	150	219	369	0	0	0	906
11-Nov-2015	0	0	0	157	151	308	196	227	423	5	0	5	77	39	116	34	52	86	0	0	0	938
12-Nov-2015	1	0	1	0	0	0	0	11	11	0	17	17	296	197	493	188	262	450	0	0	0	972
13-Nov-2015	0	0	0	92	82	174	117	149	266	0	0	0	173	114	287	106	142	248	0	0	0	975
14-Nov-2015	0	0	0	134	109	243	240	243	483	0	0	0	0	0	0	0	0	0	0	0	0	726
15-Nov-2015	0	0	0	162	138	300	258	295	553	0	0	0	0	0	0	0	0	0	0	0	0	853
16-Nov-2015	35	0	35	166	212	378	231	259	490	0	0	0	47	12	59	0	0	0	0	0	0	962
17-Nov-2015	0	0	0	0	6	6	0	10	10	0	0	0	298	201	499	170	250	420	0	0	0	935
18-Nov-2015	0	0	0	61	63	124	114	117	231	0	0	0	183	140	323	121	158	279	0	0	0	957
19-Nov-2015	0	0	0	0	29	29	0	10	10	0	0	0	331	195	526	157	254	411	0	0	0	976
20-Nov-2015	0	0	0	57	44	101	92	106	198	0	0	0	206	164	370	149	192	341	0	0	0	1010
21-Nov-2015	157	0	157	77	125	202	133	231	364	9	0	9	0	0	0	0	0	0	0	0	0	732
22-Nov-2015	0	0	0	0	28	28	0	1	1	0	0	0	301	196	497	125	219	344	0	0	0	870
23-Nov-2015	57	0	57	148	184	332	179	237	416	0	0	0	61	27	88	32	40	72	0	0	0	965
24-Nov-2015	1	0	1	0	0	0	0	10	10	0	12	12	285	207	492	183	234	417	0	0	0	932
25-Nov-2015	2	0	2	0	10	10	0	14	14	0	0	0	311	206	517	161	246	407	0	0	0	950
26-Nov-2015	0	0	0	88	51	139	89	113	202	116	130	246	116	94	210	79	92	171	0	0	0	968
27-Nov-2015	1	0	1	110	107	217	138	173	311	10	0	10	140	97	237	99	129	228	0	0	0	1004
28-Nov-2015	0	0	0	0	0	0	0	3	3	0	5	5	271	195	466	106	153	259	0	0	0	733
29-Nov-2015	1	0	1	0	0	0	0	2	2	0	0	0	280	197	477	129	235	364	0	0	0	844
30-Nov-2015	0	0	0	104	97	201	128	154	282	8	0	8	167	106	273	88	136	224	0	0	0	988
<b>Total</b>	<b>308</b>	<b>0</b>	<b>308</b>	<b>2140</b>	<b>2151</b>	<b>4291</b>	<b>3037</b>	<b>3778</b>	<b>6815</b>	<b>201</b>	<b>190</b>	<b>391</b>	<b>5092</b>	<b>3400</b>	<b>8492</b>	<b>2800</b>	<b>4073</b>	<b>6873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27170</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-Nov-2015	0	0	0	0	14	14	0	4	4	0	0	0	226	130	356	100	180	280	0	0	0	654
02-Nov-2015	0	0	0	79	74	153	132	143	275	0	0	0	88	39	127	34	78	112	0	0	0	667
03-Nov-2015	0	0	0	120	97	217	181	214	395	8	0	8	4	0	4	0	0	0	0	0	0	624
04-Nov-2015	0	0	0	72	65	137	107	145	252	1	0	1	119	46	165	39	87	126	0	0	0	681
05-Nov-2015	2	0	2	0	0	0	0	9	9	0	0	0	239	116	355	110	218	328	0	0	0	694
06-Nov-2015	0	0	0	9	11	20	16	29	45	5	21	26	230	115	345	91	185	276	0	0	0	712
07-Nov-2015	0	0	0	90	94	184	191	186	377	9	0	9	1	0	1	0	0	0	0	0	0	571
08-Nov-2015	29	0	29	110	104	214	165	233	398	23	0	23	0	0	0	0	0	0	0	0	0	664
09-Nov-2015	0	0	0	39	62	101	77	88	165	0	0	0	165	63	228	64	135	199	0	0	0	693
10-Nov-2015	17	0	17	7	16	23	22	41	63	0	0	0	189	95	284	93	175	268	0	0	0	655
11-Nov-2015	0	0	0	92	119	211	163	158	321	5	0	5	61	25	86	25	44	69	0	0	0	692
12-Nov-2015	0	0	0	0	0	0	0	8	8	0	16	16	238	116	354	119	216	335	0	0	0	713
13-Nov-2015	0	0	0	68	64	132	95	110	205	0	0	0	139	72	211	62	118	180	0	0	0	728
14-Nov-2015	0	0	0	83	84	167	208	196	404	0	0	0	0	0	0	0	0	0	0	0	0	571
15-Nov-2015	0	0	0	121	105	226	212	227	439	0	0	0	0	0	0	0	0	0	0	0	0	665
16-Nov-2015	19	0	19	100	164	264	184	180	364	0	0	0	44	10	54	0	0	0	0	0	0	701
17-Nov-2015	0	0	0	0	6	6	0	9	9	0	0	0	249	124	373	91	201	292	0	0	0	680
18-Nov-2015	0	0	0	40	50	90	95	88	183	0	0	0	142	83	225	74	129	203	0	0	0	701
19-Nov-2015	0	0	0	0	29	29	0	9	9	0	0	0	268	120	388	96	207	303	0	0	0	729
20-Nov-2015	0	0	0	31	32	63	82	79	161	0	0	0	163	103	266	95	161	256	0	0	0	746
21-Nov-2015	126	0	126	44	99	143	111	181	292	8	0	8	0	0	0	0	0	0	0	0	0	569
22-Nov-2015	0	0	0	0	22	22	0	1	1	0	0	0	252	131	383	86	187	273	0	0	0	679
23-Nov-2015	44	0	44	93	142	235	145	174	319	0	0	0	52	11	63	16	34	50	0	0	0	711
24-Nov-2015	0	0	0	0	0	0	0	8	8	0	11	11	229	129	358	110	185	295	0	0	0	672
25-Nov-2015	0	0	0	0	10	10	0	12	12	0	0	0	245	124	369	106	208	314	0	0	0	705
26-Nov-2015	0	0	0	61	36	97	77	88	165	83	94	177	97	65	162	45	73	118	0	0	0	719
27-Nov-2015	0	0	0	71	81	152	111	131	242	8	0	8	116	53	169	63	112	175	0	0	0	746
28-Nov-2015	0	0	0	0	0	0	0	1	1	0	5	5	225	144	369	70	135	205	0	0	0	580
29-Nov-2015	1	0	1	0	0	0	0	2	2	0	0	0	229	134	363	100	205	305	0	0	0	671
30-Nov-2015	0	0	0	60	74	134	106	115	221	7	0	7	132	62	194	59	113	172	0	0	0	728
<b>Total</b>	<b>238</b>	<b>0</b>	<b>238</b>	<b>1390</b>	<b>1654</b>	<b>3044</b>	<b>2480</b>	<b>2869</b>	<b>5349</b>	<b>157</b>	<b>147</b>	<b>304</b>	<b>4142</b>	<b>2110</b>	<b>6252</b>	<b>1748</b>	<b>3386</b>	<b>5134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20321</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-Nov-2015	0	0	0	0	1	1	0	1	1	0	0	0	50	63	113	40	36	76	0	0	0	191
02-Nov-2015	0	0	0	33	28	61	39	50	89	0	0	0	23	26	49	28	16	44	0	0	0	243
03-Nov-2015	1	0	1	59	40	99	46	72	118	2	0	2	3	0	3	0	0	0	0	0	0	223
04-Nov-2015	0	0	0	44	24	68	30	47	77	0	0	0	11	37	48	35	12	47	0	0	0	240
05-Nov-2015	0	0	0	0	0	0	1	2	3	0	0	0	47	79	126	82	48	130	0	0	0	259
06-Nov-2015	0	0	0	10	5	15	3	8	11	1	4	5	56	76	132	59	36	95	0	0	0	258
07-Nov-2015	0	0	0	43	27	70	39	46	85	1	0	1	2	0	2	0	0	0	0	0	0	158
08-Nov-2015	2	0	2	42	35	77	42	62	104	3	1	4	0	0	0	0	0	0	0	0	0	187
09-Nov-2015	0	0	0	27	17	44	27	30	57	0	0	0	33	51	84	41	29	70	0	0	0	255
10-Nov-2015	2	0	2	0	1	1	4	3	7	0	0	0	63	77	140	57	44	101	0	0	0	251
11-Nov-2015	0	0	0	65	32	97	33	69	102	0	0	0	16	14	30	9	8	17	0	0	0	246
12-Nov-2015	1	0	1	0	0	0	0	3	3	0	1	1	58	81	139	69	46	115	0	0	0	259
13-Nov-2015	0	0	0	24	18	42	22	39	61	0	0	0	34	42	76	44	24	68	0	0	0	247
14-Nov-2015	0	0	0	51	25	76	32	47	79	0	0	0	0	0	0	0	0	0	0	0	0	155
15-Nov-2015	0	0	0	41	33	74	46	68	114	0	0	0	0	0	0	0	0	0	0	0	0	188
16-Nov-2015	16	0	16	66	48	114	47	79	126	0	0	0	3	2	5	0	0	0	0	0	0	261
17-Nov-2015	0	0	0	0	0	0	0	1	1	0	0	0	49	77	126	79	49	128	0	0	0	255
18-Nov-2015	0	0	0	21	13	34	19	29	48	0	0	0	41	57	98	47	29	76	0	0	0	256
19-Nov-2015	0	0	0	0	0	0	0	1	1	0	0	0	63	75	138	61	47	108	0	0	0	247
20-Nov-2015	0	0	0	26	12	38	10	27	37	0	0	0	43	61	104	54	31	85	0	0	0	264
21-Nov-2015	31	0	31	33	26	59	22	50	72	1	0	1	0	0	0	0	0	0	0	0	0	163
22-Nov-2015	0	0	0	0	6	6	0	0	0	0	0	0	49	65	114	39	32	71	0	0	0	191
23-Nov-2015	13	0	13	55	42	97	34	63	97	0	0	0	9	16	25	16	6	22	0	0	0	254
24-Nov-2015	1	0	1	0	0	0	0	2	2	0	1	1	56	78	134	73	49	122	0	0	0	260
25-Nov-2015	2	0	2	0	0	0	0	2	2	0	0	0	66	82	148	55	38	93	0	0	0	245
26-Nov-2015	0	0	0	27	15	42	12	25	37	33	36	69	19	29	48	34	19	53	0	0	0	249
27-Nov-2015	1	0	1	39	26	65	27	42	69	2	0	2	24	44	68	36	17	53	0	0	0	258
28-Nov-2015	0	0	0	0	0	0	0	2	2	0	0	0	46	51	97	36	18	54	0	0	0	153
29-Nov-2015	0	0	0	0	0	0	0	0	0	0	0	0	51	63	114	29	30	59	0	0	0	173
30-Nov-2015	0	0	0	44	23	67	22	39	61	1	0	1	35	44	79	29	23	52	0	0	0	260
<b>Total</b>	<b>70</b>	<b>0</b>	<b>70</b>	<b>750</b>	<b>497</b>	<b>1247</b>	<b>557</b>	<b>909</b>	<b>1466</b>	<b>44</b>	<b>43</b>	<b>87</b>	<b>950</b>	<b>1290</b>	<b>2240</b>	<b>1052</b>	<b>687</b>	<b>1739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6849</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-Nov-2015	0	1	1	0	0	1	25	35	41	55	57	56	54	47	54	58	50	50	61	75	53	34	34	3	845
02-Nov-2015	0	0	0	0	0	0	37	72	69	65	72	64	59	39	52	53	55	53	65	59	39	29	24	4	910
03-Nov-2015	4	0	0	4	2	0	31	66	70	59	61	56	46	36	50	45	48	59	59	58	39	25	26	3	847
04-Nov-2015	4	0	1	2	4	0	34	63	64	69	66	61	56	44	55	50	46	60	55	69	54	29	27	8	921
05-Nov-2015	6	1	0	2	2	2	34	67	71	67	59	59	61	43	48	57	58	62	63	65	56	30	35	5	953
06-Nov-2015	5	0	0	0	4	0	32	59	75	74	63	60	54	27	41	53	72	70	70	66	55	51	35	4	970
07-Nov-2015	1	0	0	1	1	0	22	44	71	66	67	53	60	46	38	41	38	45	38	31	30	20	15	1	729
08-Nov-2015	1	0	0	0	2	0	20	38	42	51	64	50	53	47	56	57	50	61	76	64	50	40	27	2	851
09-Nov-2015	2	0	0	1	0	0	36	73	76	66	69	67	54	44	51	55	55	60	73	63	44	24	31	4	948
10-Nov-2015	4	0	0	1	3	2	34	70	76	64	69	53	55	39	51	48	47	60	69	60	38	30	30	3	906
11-Nov-2015	4	0	0	2	2	0	32	65	77	72	71	59	53	36	53	51	55	59	70	71	42	31	28	5	938
12-Nov-2015	1	1	1	2	4	0	37	69	75	66	73	56	62	38	49	51	52	63	65	70	57	37	39	4	972
13-Nov-2015	3	1	0	4	2	0	33	73	67	74	64	66	59	42	42	50	39	70	64	61	61	59	41	0	975
14-Nov-2015	0	0	0	1	0	0	26	42	62	67	63	60	61	44	41	49	41	35	37	32	29	15	20	1	726
15-Nov-2015	0	1	0	1	0	1	22	30	50	57	61	49	53	43	58	51	57	63	71	71	50	30	31	3	853
16-Nov-2015	0	2	0	1	1	0	39	69	79	74	73	64	61	38	55	57	55	65	67	65	42	24	28	3	962
17-Nov-2015	4	0	2	2	1	3	35	74	76	60	63	57	65	35	55	49	52	66	73	59	44	24	33	3	935
18-Nov-2015	4	0	0	1	4	3	32	70	79	68	63	58	58	42	57	49	51	70	61	66	49	35	35	2	957
19-Nov-2015	1	1	1	0	3	2	34	74	73	64	74	60	50	47	52	53	60	70	71	61	47	38	35	5	976
20-Nov-2015	4	0	1	2	1	1	39	68	75	73	66	64	59	46	54	57	66	62	76	53	60	44	36	3	1010
21-Nov-2015	2	0	0	0	0	1	22	49	62	64	66	57	62	40	43	50	34	40	40	37	27	20	16	0	732
22-Nov-2015	0	0	0	0	0	0	18	38	44	53	69	53	56	45	61	53	57	72	71	67	53	34	25	1	870
23-Nov-2015	0	0	0	0	0	0	34	77	77	73	71	61	62	45	52	54	54	65	67	64	47	33	25	4	965
24-Nov-2015	3	0	0	3	1	2	34	70	76	62	67	58	65	43	51	52	45	71	62	60	45	26	33	3	932
25-Nov-2015	3	2	0	1	2	1	31	78	71	66	71	52	59	44	46	54	52	63	67	68	51	31	32	5	950
26-Nov-2015	2	3	1	2	0	3	32	71	76	66	69	47	47	47	62	50	50	48	55	65	58	56	49	9	968
27-Nov-2015	4	0	0	2	2	1	35	60	71	71	73	66	58	53	51	60	61	66	70	77	57	36	29	1	1004
28-Nov-2015	0	0	1	0	1	1	24	45	64	67	65	57	58	43	42	43	37	46	39	37	26	19	17	1	733
29-Nov-2015	0	0	0	0	0	0	24	34	44	54	64	52	57	46	51	56	56	67	62	59	51	32	35	0	844
30-Nov-2015	0	0	0	0	0	0	36	68	79	78	75	67	61	44	57	52	57	66	76	61	44	28	35	4	988
<b>Total</b>	<b>62</b>	<b>13</b>	<b>9</b>	<b>35</b>	<b>42</b>	<b>24</b>	<b>924</b>	<b>1811</b>	<b>2032</b>	<b>1965</b>	<b>2008</b>	<b>1742</b>	<b>1718</b>	<b>1273</b>	<b>1528</b>	<b>1558</b>	<b>1550</b>	<b>1807</b>	<b>1893</b>	<b>1814</b>	<b>1398</b>	<b>964</b>	<b>906</b>	<b>94</b>	<b>27170</b>
<b>Avg.</b>	<b>2.07</b>	<b>0.43</b>	<b>0.30</b>	<b>1.17</b>	<b>1.40</b>	<b>0.80</b>	<b>30.80</b>	<b>60.37</b>	<b>67.73</b>	<b>65.50</b>	<b>66.93</b>	<b>58.07</b>	<b>57.27</b>	<b>42.43</b>	<b>50.93</b>	<b>51.93</b>	<b>51.67</b>	<b>60.23</b>	<b>63.10</b>	<b>60.47</b>	<b>46.60</b>	<b>32.13</b>	<b>30.20</b>	<b>3.13</b>	<b>905.67</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-Nov-2015	0	1	0	0	0	1	17	19	20	25	25	28	16	25	22	29	20	33	38	30	28	19	19	1	416
02-Nov-2015	0	0	0	0	0	0	20	40	34	30	36	33	22	18	24	26	28	27	34	28	23	19	12	2	456
03-Nov-2015	1	0	0	4	0	0	14	40	33	30	31	27	18	20	22	19	26	33	29	27	21	15	12	2	424
04-Nov-2015	1	0	1	1	2	0	16	32	33	40	32	33	16	24	22	21	24	32	32	34	28	16	15	3	458
05-Nov-2015	2	1	0	1	1	1	14	37	37	33	24	38	19	24	22	28	29	32	33	33	29	24	17	2	481
06-Nov-2015	2	0	0	0	2	0	17	33	41	35	25	32	23	14	22	31	31	33	30	31	30	27	20	1	480
07-Nov-2015	1	0	0	1	1	0	14	28	37	32	28	29	25	24	20	20	21	24	18	16	18	11	7	1	376
08-Nov-2015	0	0	0	0	2	0	12	20	22	25	28	23	14	23	26	25	21	39	38	29	29	23	17	0	416
09-Nov-2015	1	0	0	1	0	0	14	38	36	36	34	37	20	21	24	22	28	33	37	31	27	13	18	2	473
10-Nov-2015	1	0	0	1	2	0	16	39	40	33	33	30	19	22	22	20	22	33	37	29	21	19	13	2	454
11-Nov-2015	1	0	0	1	1	0	14	37	41	36	33	30	19	18	21	24	30	32	37	32	26	21	13	2	469
12-Nov-2015	0	0	1	2	2	0	15	36	39	34	38	30	20	19	26	21	26	35	34	33	28	28	15	3	485
13-Nov-2015	0	1	0	4	0	0	17	39	36	37	29	40	18	25	23	26	20	28	29	31	33	28	24	0	488
14-Nov-2015	0	0	0	1	0	0	18	22	31	33	30	32	25	21	23	28	20	19	17	19	15	9	11	0	374
15-Nov-2015	0	0	0	1	0	1	14	17	28	28	27	22	15	20	25	23	27	35	38	31	30	18	20	0	420
16-Nov-2015	0	1	0	0	1	0	18	39	41	35	34	34	21	20	25	25	28	35	35	31	26	15	13	2	479
17-Nov-2015	2	0	0	1	1	1	19	41	40	30	31	33	24	21	22	18	25	35	36	30	27	14	15	2	468
18-Nov-2015	1	0	0	1	2	1	15	41	39	34	27	33	24	20	28	21	26	41	32	25	30	22	14	2	479
19-Nov-2015	0	0	1	0	2	0	14	40	35	37	35	34	17	23	25	23	27	46	29	28	28	27	14	3	488
20-Nov-2015	1	0	1	1	1	0	18	36	43	35	28	36	23	25	25	30	28	36	40	16	31	27	22	1	504
21-Nov-2015	1	0	0	0	0	1	15	29	29	35	30	31	22	23	24	21	18	26	18	20	16	10	7	0	376
22-Nov-2015	0	0	0	0	0	0	13	19	24	26	28	27	15	21	26	26	27	41	37	29	29	22	16	0	426
23-Nov-2015	0	0	0	0	0	0	16	43	39	32	35	34	24	22	22	23	30	31	35	33	27	16	12	3	477
24-Nov-2015	1	0	0	1	1	0	15	41	37	31	36	34	26	22	24	19	23	36	37	28	24	17	14	2	469
25-Nov-2015	1	0	0	1	1	0	17	41	40	32	37	26	20	23	20	24	25	30	42	29	28	20	15	2	474
26-Nov-2015	1	1	0	1	0	2	15	38	39	36	34	24	24	25	23	20	24	17	32	34	34	34	27	3	488
27-Nov-2015	0	0	0	2	0	0	17	32	36	37	35	33	24	26	22	31	29	35	38	35	30	21	15	0	498
28-Nov-2015	0	0	1	0	0	0	17	26	38	28	29	31	22	25	23	23	19	24	16	22	14	12	6	1	377
29-Nov-2015	0	0	0	0	0	0	16	19	24	24	27	26	16	23	20	28	27	38	30	30	24	16	22	0	410
30-Nov-2015	0	0	0	0	0	0	16	36	42	40	34	37	27	17	27	24	26	41	41	26	28	16	15	2	495
<b>Total</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>26</b>	<b>22</b>	<b>8</b>	<b>473</b>	<b>998</b>	<b>1054</b>	<b>979</b>	<b>933</b>	<b>937</b>	<b>618</b>	<b>654</b>	<b>700</b>	<b>719</b>	<b>755</b>	<b>980</b>	<b>979</b>	<b>850</b>	<b>782</b>	<b>579</b>	<b>460</b>	<b>44</b>	<b>13578</b>
<b>Avg.</b>	<b>0.60</b>	<b>0.17</b>	<b>0.17</b>	<b>0.87</b>	<b>0.73</b>	<b>0.27</b>	<b>15.77</b>	<b>33.27</b>	<b>35.13</b>	<b>32.63</b>	<b>31.10</b>	<b>31.23</b>	<b>20.60</b>	<b>21.80</b>	<b>23.33</b>	<b>23.97</b>	<b>25.17</b>	<b>32.67</b>	<b>32.63</b>	<b>28.33</b>	<b>26.07</b>	<b>19.30</b>	<b>15.33</b>	<b>1.47</b>	<b>452.60</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-Nov-2015	0	0	1	0	0	0	8	16	21	30	32	28	38	22	32	29	30	17	23	45	25	15	15	2	429
02-Nov-2015	0	0	0	0	0	0	17	32	35	35	36	31	37	21	28	27	27	26	31	31	16	10	12	2	454
03-Nov-2015	3	0	0	0	2	0	17	26	37	29	30	29	28	16	28	26	22	26	30	31	18	10	14	1	423
04-Nov-2015	3	0	0	1	2	0	18	31	31	29	34	28	40	20	33	29	22	28	23	35	26	13	12	5	463
05-Nov-2015	4	0	0	1	1	1	20	30	34	34	35	21	42	19	26	29	29	30	30	32	27	6	18	3	472
06-Nov-2015	3	0	0	0	2	0	15	26	34	39	38	28	31	13	19	22	41	37	40	35	25	24	15	3	490
07-Nov-2015	0	0	0	0	0	0	8	16	34	34	39	24	35	22	18	21	17	21	20	15	12	9	8	0	353
08-Nov-2015	1	0	0	0	0	0	8	18	20	26	36	27	39	24	30	32	29	22	38	35	21	17	10	2	435
09-Nov-2015	1	0	0	0	0	0	22	35	40	30	35	30	34	23	27	33	27	27	36	32	17	11	13	2	475
10-Nov-2015	3	0	0	0	1	2	18	31	36	31	36	23	36	17	29	28	25	27	32	31	17	11	17	1	452
11-Nov-2015	3	0	0	1	1	0	18	28	36	36	38	29	34	18	32	27	25	27	33	39	16	10	15	3	469
12-Nov-2015	1	1	0	0	2	0	22	33	36	32	35	26	42	19	23	30	26	28	31	37	29	9	24	1	487
13-Nov-2015	3	0	0	0	2	0	16	34	31	37	35	26	41	17	19	24	19	42	35	30	28	31	17	0	487
14-Nov-2015	0	0	0	0	0	0	8	20	31	34	33	28	36	23	18	21	21	16	20	13	14	6	9	1	352
15-Nov-2015	0	1	0	0	0	0	8	13	22	29	34	27	38	23	33	28	30	28	33	40	20	12	11	3	433
16-Nov-2015	0	1	0	1	0	0	21	30	38	39	39	30	40	18	30	32	27	30	32	34	16	9	15	1	483
17-Nov-2015	2	0	2	1	0	2	16	33	36	30	32	24	41	14	33	31	27	31	37	29	17	10	18	1	467
18-Nov-2015	3	0	0	0	2	2	17	29	40	34	36	25	34	22	29	28	25	29	29	41	19	13	21	0	478
19-Nov-2015	1	1	0	0	1	2	20	34	38	27	39	26	33	24	27	30	33	24	42	33	19	11	21	2	488
20-Nov-2015	3	0	0	1	0	1	21	32	32	38	38	28	36	21	29	27	38	26	36	37	29	17	14	2	506
21-Nov-2015	1	0	0	0	0	0	7	20	33	29	36	26	40	17	19	29	16	14	22	17	11	10	9	0	356
22-Nov-2015	0	0	0	0	0	0	5	19	20	27	41	26	41	24	35	27	30	31	34	38	24	12	9	1	444
23-Nov-2015	0	0	0	0	0	0	18	34	38	41	36	27	38	23	30	31	24	34	32	31	20	17	13	1	488
24-Nov-2015	2	0	0	2	0	2	19	29	39	31	31	24	39	21	27	33	22	35	25	32	21	9	19	1	463
25-Nov-2015	2	2	0	0	1	1	14	37	31	34	34	26	39	21	26	30	27	33	25	39	23	11	17	3	476
26-Nov-2015	1	2	1	1	0	1	17	33	37	30	35	23	23	22	39	30	26	31	23	31	24	22	22	6	480
27-Nov-2015	4	0	0	0	2	1	18	28	35	34	38	33	34	27	29	29	32	31	32	42	27	15	14	1	506
28-Nov-2015	0	0	0	0	1	1	7	19	26	39	36	26	36	18	19	20	18	22	23	15	12	7	11	0	356
29-Nov-2015	0	0	0	0	0	0	8	15	20	30	37	26	41	23	31	28	29	29	32	29	27	16	13	0	434
30-Nov-2015	0	0	0	0	0	0	20	32	37	38	41	30	34	27	30	28	31	25	35	35	16	12	20	2	493
<b>Total</b>	<b>44</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>16</b>	<b>451</b>	<b>813</b>	<b>978</b>	<b>986</b>	<b>1075</b>	<b>805</b>	<b>1100</b>	<b>619</b>	<b>828</b>	<b>839</b>	<b>795</b>	<b>827</b>	<b>914</b>	<b>964</b>	<b>616</b>	<b>385</b>	<b>446</b>	<b>50</b>	<b>13592</b>
<b>Avg.</b>	<b>1.47</b>	<b>0.27</b>	<b>0.13</b>	<b>0.30</b>	<b>0.67</b>	<b>0.53</b>	<b>15.03</b>	<b>27.10</b>	<b>32.60</b>	<b>32.87</b>	<b>35.83</b>	<b>26.83</b>	<b>36.67</b>	<b>20.63</b>	<b>27.60</b>	<b>27.97</b>	<b>26.50</b>	<b>27.57</b>	<b>30.47</b>	<b>32.13</b>	<b>20.53</b>	<b>12.83</b>	<b>14.87</b>	<b>1.67</b>	<b>453.07</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-Nov-15	07:00	00:15	01:09	-	-	-	15:34	-	-	-	-	-	-
02-Nov-15	07:00	00:09	-	-	-	-	05:16	11:33	-	-	-	-	-
03-Nov-15	07:00	00:11	-	00:53	-	-	-	15:54	-	-	-	-	-
04-Nov-15	07:00	00:14	-	-	-	-	07:22	09:22	-	-	-	-	-
05-Nov-15	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
06-Nov-15	07:00	00:12	-	-	00:54	-	14:16	01:14	-	00:21	-	-	-
07-Nov-15	07:00	00:18	-	00:53	-	-	-	15:47	-	-	-	-	-
08-Nov-15	07:00	00:18	-	01:46	-	-	-	13:19	-	-	01:34	-	-
09-Nov-15	07:00	00:19	-	-	-	-	10:18	06:21	-	-	-	-	-
10-Nov-15	07:00	00:14	00:44	-	-	-	13:17	02:02	-	-	00:40	-	-
11-Nov-15	07:00	00:18	-	00:16	-	-	04:16	12:08	-	-	-	-	-
12-Nov-15	07:00	00:04	-	-	01:50	-	15:04	-	-	-	-	-	-
13-Nov-15	07:00	00:14	00:47	-	-	-	08:37	07:20	-	-	-	-	-
14-Nov-15	07:00	00:11	-	-	-	-	-	16:47	-	-	-	-	-
15-Nov-15	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
16-Nov-15	07:00	00:10	02:29	-	-	-	-	12:46	-	-	01:33	-	-
17-Nov-15	07:00	00:16	00:34	-	-	-	16:08	-	-	-	-	-	-
18-Nov-15	07:00	00:06	00:52	-	00:01	-	09:49	06:09	-	-	-	-	-
19-Nov-15	07:00	00:12	02:31	-	-	-	14:15	-	-	-	-	-	-
20-Nov-15	07:00	00:16	-	-	-	-	11:12	05:30	-	-	-	-	-
21-Nov-15	07:00	00:32	-	00:47	-	-	-	06:58	-	-	08:40	-	-
22-Nov-15	07:00	00:26	02:38	-	-	-	13:54	-	-	-	-	-	-
23-Nov-15	07:00	00:21	00:47	-	-	-	01:57	10:44	-	-	03:08	-	-
24-Nov-15	07:00	00:16	-	-	00:42	-	16:00	-	-	-	-	-	-
25-Nov-15	07:00	00:14	00:42	-	-	-	16:02	-	-	-	-	-	-
26-Nov-15	07:00	00:09	-	-	01:01	-	05:10	05:42	-	04:55	-	-	-
27-Nov-15	07:00	00:18	-	00:52	-	-	07:56	07:52	-	-	-	-	-
28-Nov-15	07:00	00:24	-	-	00:30	-	16:04	-	-	-	-	-	-
29-Nov-15	07:00	00:04	-	-	-	-	16:54	-	-	-	-	-	-
30-Nov-15	07:00	00:20	-	00:46	-	-	09:19	06:33	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>07:59</b>	<b>13:17</b>	<b>06:15</b>	<b>05:00</b>	<b>00:00</b>	<b>265:36</b>	<b>190:54</b>	<b>00:00</b>	<b>05:16</b>	<b>15:36</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>1.57%</b>	<b>2.61%</b>	<b>1.23%</b>	<b>0.98%</b>	<b>0.00%</b>	<b>52.08%</b>	<b>37.44%</b>	<b>0.00%</b>	<b>1.04%</b>	<b>3.06%</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).

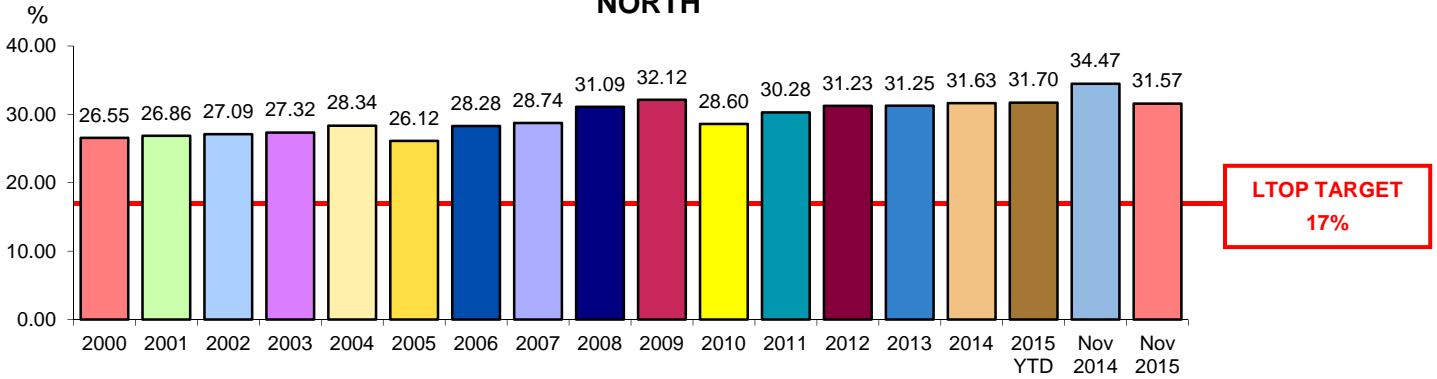
## Cumulative Mode Utilisation from 1 January 2015

<b>Time</b>	<b>2.15%</b>	<b>6.11%</b>	<b>4.05%</b>	<b>1.92%</b>	<b>0.00%</b>	<b>43.21%</b>	<b>38.63%</b>	<b>0.03%</b>	<b>0.50%</b>	<b>3.40%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.38%</b>	<b>4.42%</b>	<b>2.79%</b>	<b>1.30%</b>	<b>0.00%</b>	<b>46.44%</b>	<b>41.72%</b>	<b>0.01%</b>	<b>0.45%</b>	<b>2.49%</b>	<b>0.00%</b>	<b>0.00%</b>

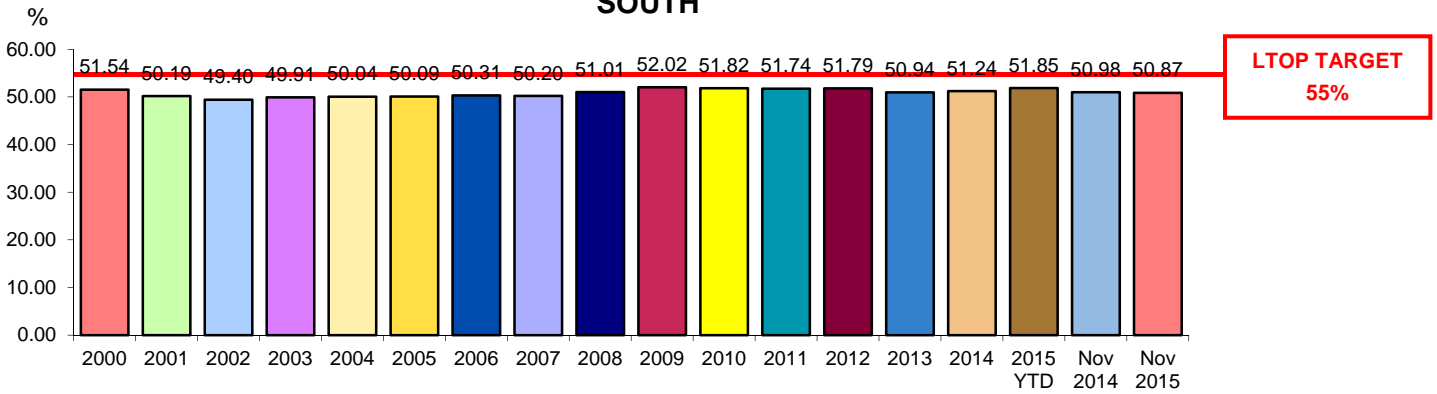
# Runway End Impact to 30 November 2015

Includes comparisons with annual figures for 1998 to 2014, 2015 Year to Date, current month this year and corresponding month last year.

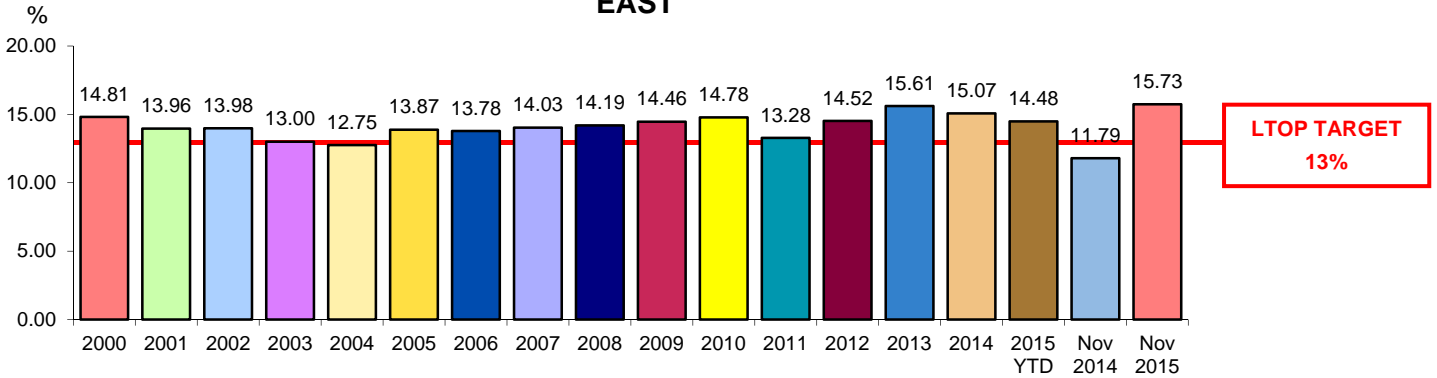
## NORTH



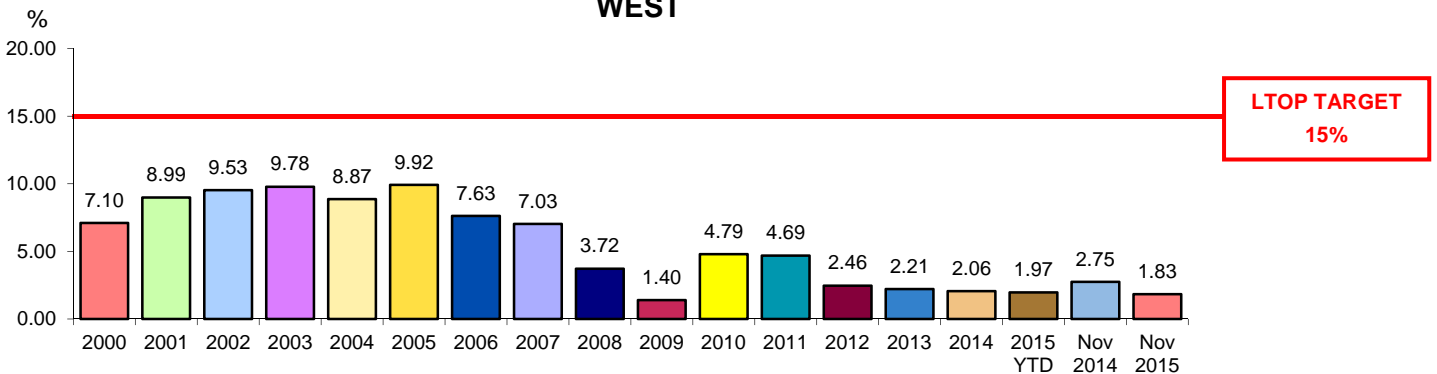
## SOUTH



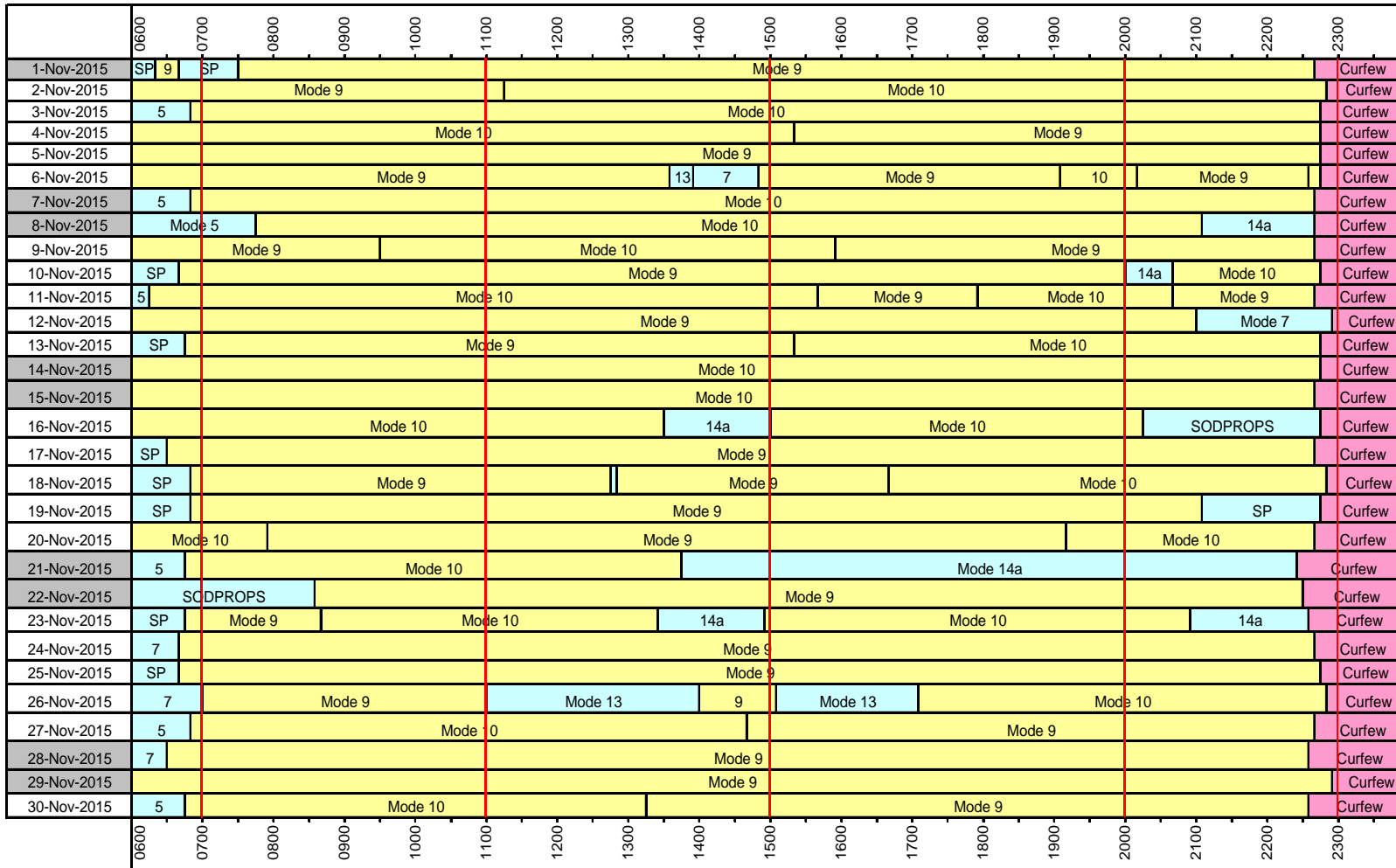
## EAST



## 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 **November 2015**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
3/11/2015	06:49	10:31	3:42
4/11/2015	06:55	09:29	2:34
11/11/2015	06:57	09:31	2:34
20/11/2015	07:07	07:45	0:38
30/11/2015	06:29	09:45	3:16

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

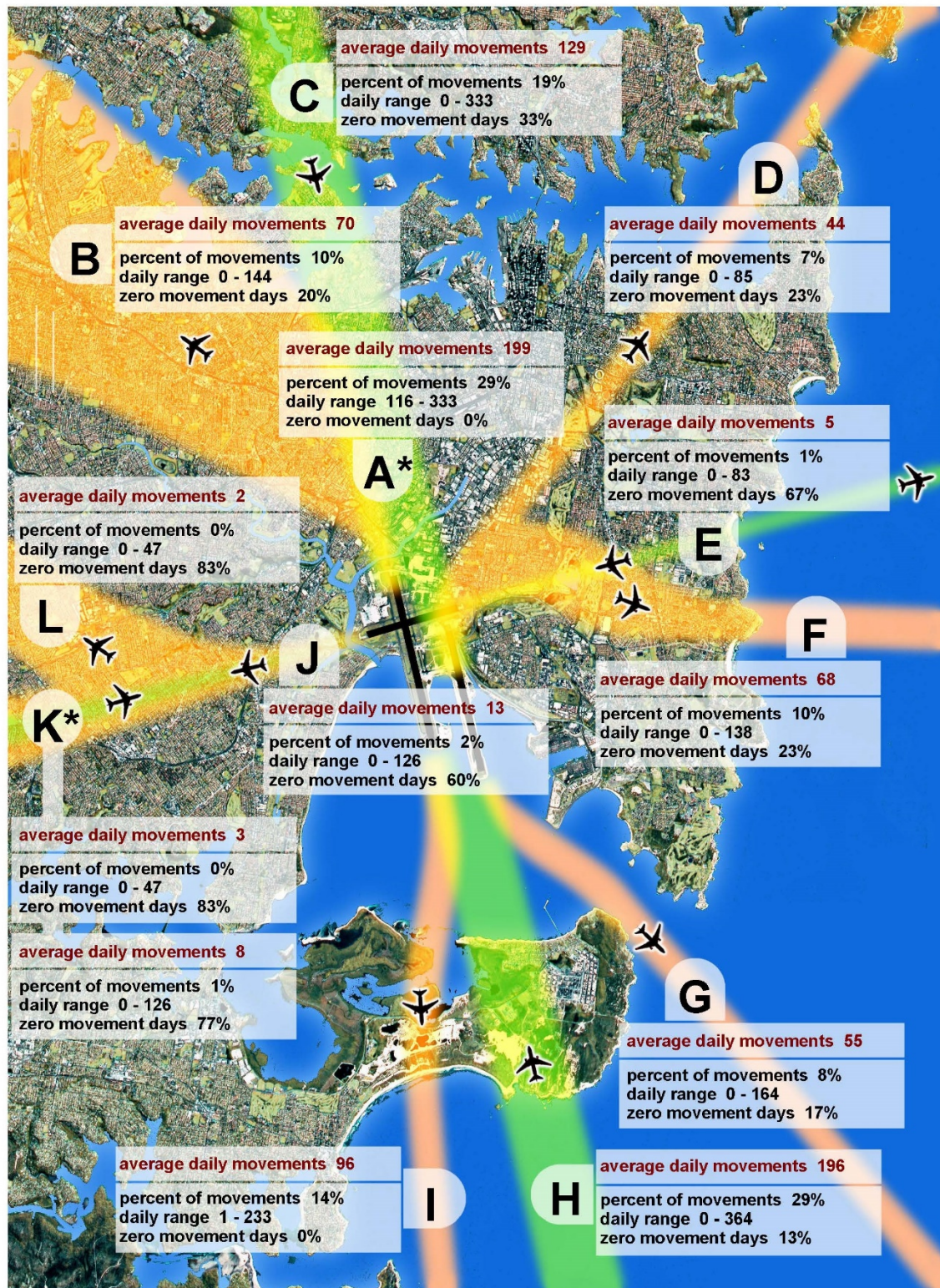
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
3/11/2015	119	55	64
4/11/2015	83	37	46
11/11/2015	99	47	52
20/11/2015	26	13	13
30/11/2015	117	54	63

## **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

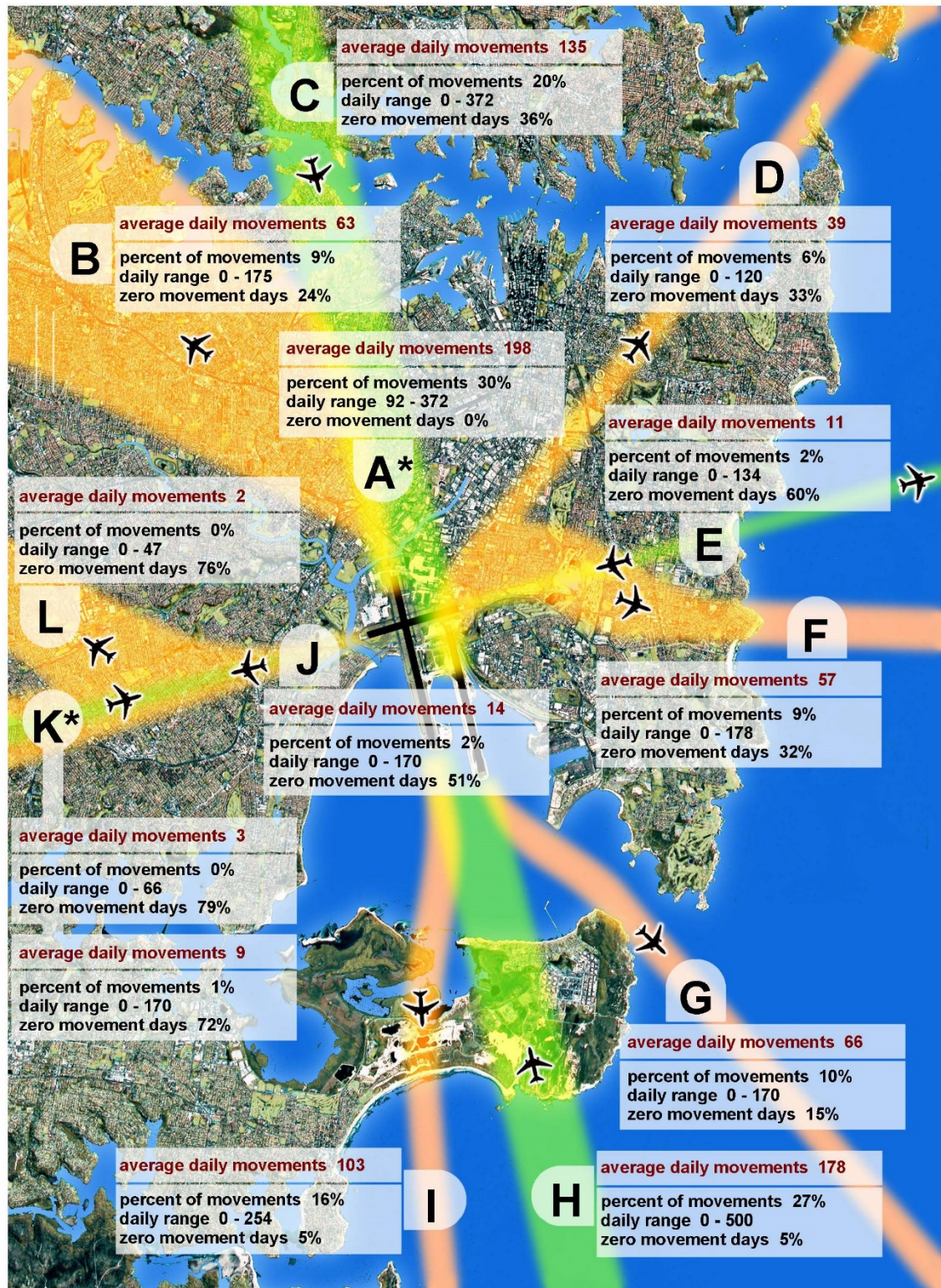
1 Nov 2015 to 30 Nov 2015, All Jets



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

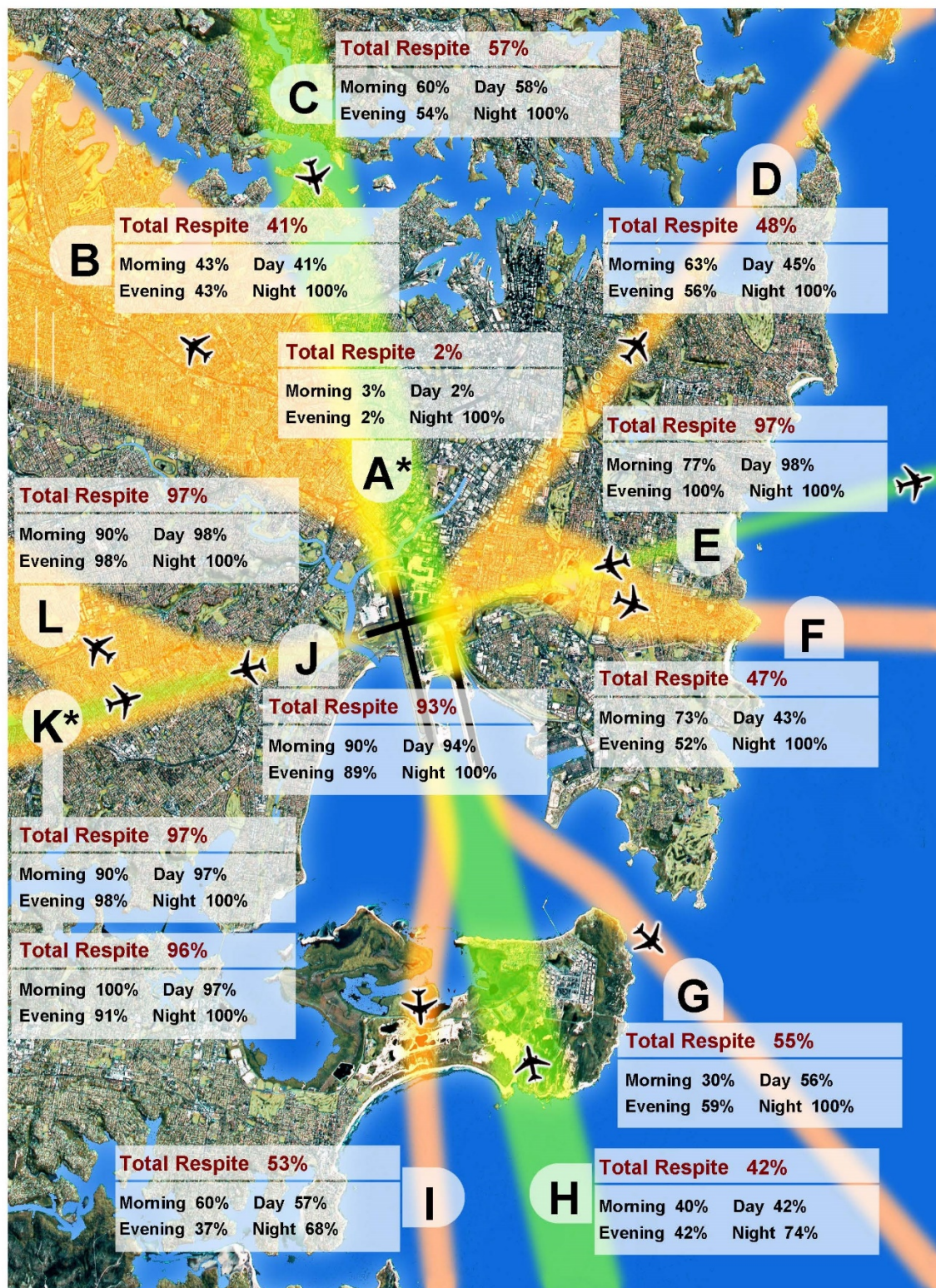
1 Dec 2014 to 30 Nov 2015, All Jets



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 Nov 2015 to 30 Nov 2015, All Jets



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

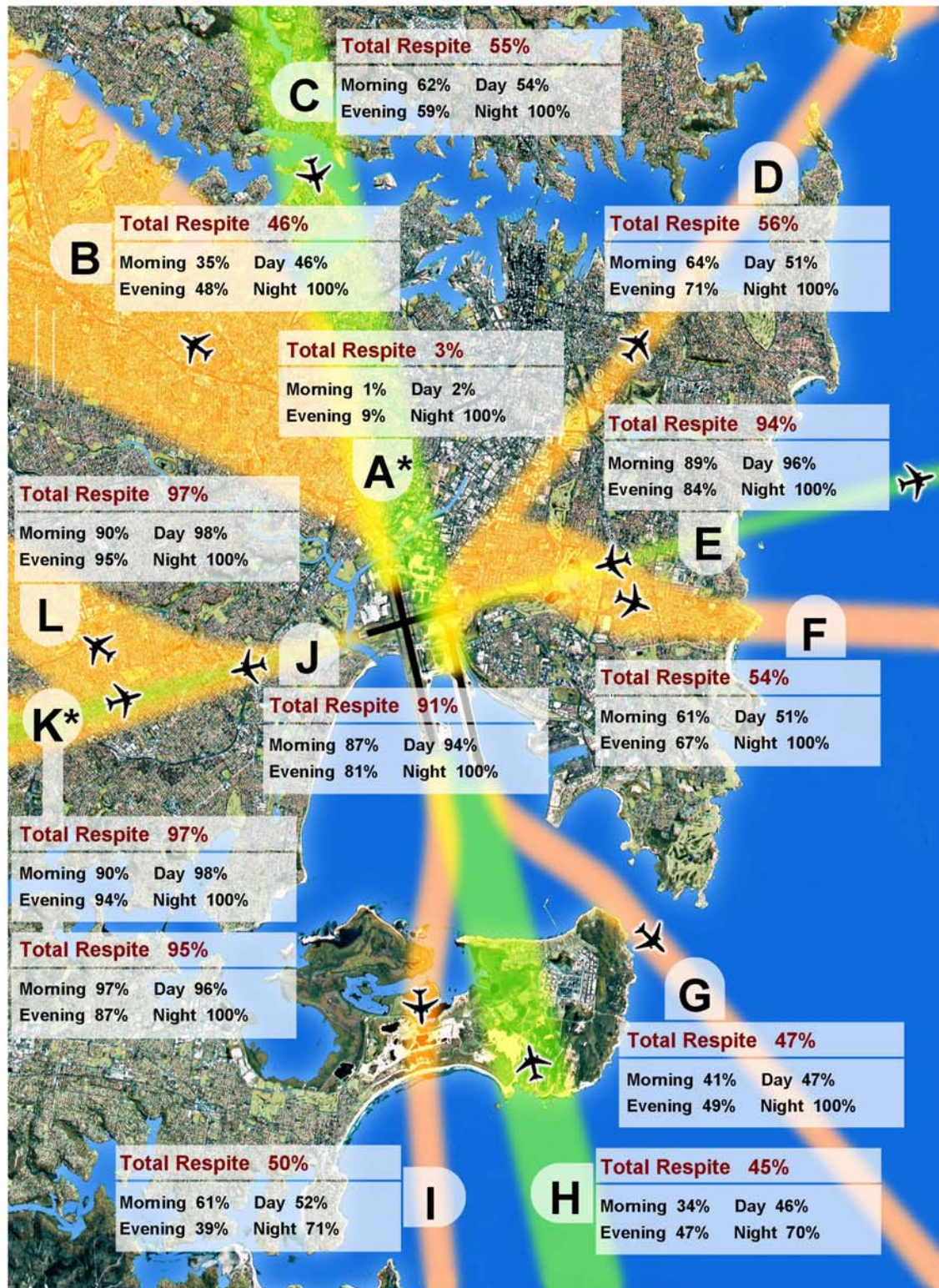
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Dec 2014 to 30 Nov 2015, 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) December 2014 to November 2015

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="#">March 2015</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 **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 December 2014 to November 2015, 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 **December 2014 to November 2015 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 November 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of November 2015

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 November 2015 along with the Daily N70 values for the three months up to and including November are given in Table 1.

<i>Location</i>	<i>CNE Nov</i>	<i>Operational Days Nov</i>	<i>N70 Nov</i>	<i>N70 Oct</i>	<i>N70 Sep</i>
<i>Threshold rwy 34</i>	<i>10,675</i>	<i>29.9</i>	<i>347</i>	<i>364</i>	<i>328</i>
<i>Penshurst</i>	<i>446</i>	<i>29.9</i>	<i>12</i>	<i>15</i>	<i>13</i>
<i>Bexley</i>	<i>508</i>	<i>29.9</i>	<i>15</i>	<i>16</i>	<i>14</i>
<i>Sydenham</i>	<i>5,322</i>	<i>29.9</i>	<i>177</i>	<i>162</i>	<i>188</i>
<i>Johnston St Annandale</i>	<i>2,554</i>	<i>29.9</i>	<i>68</i>	<i>49</i>	<i>93</i>
<i>Church St. St Peters</i>	<i>4,063</i>	<i>29.9</i>	<i>104</i>	<i>87</i>	<i>121</i>
<i>Leichhardt PEMU 36</i>	<i>3,211</i>	<i>29.9</i>	<i>102</i>	<i>73</i>	<i>134</i>
<i>Eastlakes</i>	<i>2,439</i>	<i>29.9</i>	<i>68</i>	<i>78</i>	<i>64</i>
<i>Coogee</i>	<i>430</i>	<i>26.4</i>	<i>11</i>	<i>8</i>	<i>20</i>
<i>Kurnell</i>	<i>3,196</i>	<i>29.9</i>	<i>94</i>	<i>107</i>	<i>63</i>
<i>Croydon</i>	<i>701</i>	<i>29.9</i>	<i>17</i>	<i>21</i>	<i>9</i>
<i>Hunters Hill</i>	<i>4,371</i>	<i>29.9</i>	<i>62</i>	<i>47</i>	<i>81</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including November 2015.**

The N70 values for November 2015 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 16 PM 51 Day 260 Night 10 WE_D 301 WE_N 6	<b>Penshurst</b> AM 0 PM 4 Day 4 Night 0 WE_D 21 WE_N 0	<b>Bexley</b> AM 1 PM 4 Day 6 Night 0 WE_D 23 WE_N 0	<b>Eastlakes</b> AM 3 PM 7 Day 65 Night 0 WE_D 48 WE_N 0
<b>Coogee</b> AM 2 PM 0 Day 10 Night 0 WE_D 9 WE_N 1	<b>Sydenham</b> AM 5 PM 25 Day 142 Night 0 WE_D 187 WE_N 0	<b>Leichhardt PEMU36</b> AM 3 PM 13 Day 77 Night 0 WE_D 122 WE_N 0	<b>Kurnell</b> AM 1 PM 9 Day 90 Night 0 WE_D 76 WE_N 0
<b>Annandale</b> AM 1 PM 7 Day 58 Night 0 WE_D 74 WE_N 0	<b>St Peters</b> AM 2 PM 13 Day 86 Night 0 WE_D 109 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 15 Night 0 WE_D 13 WE_N 0	<b>Hunters Hull</b> AM 3 PM 9 Day 45 Night 0 WE_D 77 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.*