

# **Sydney Airport Operational Statistics**

## October 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

October 2013

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

There were a total of 28,114 aircraft movements this month (daily average 906.90). Last month there were a total of 27,010 movements (daily average 900.33) and for the same month last year there were a total of 27,858 movements (daily average 898.65).

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

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 15 days and Mode 10 on 9 days. Crossing runway modes (including Sodprops) were used for 16.77% 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 31.38% - This result is above the LTOP target and above the previous month (26.05%)

South 48.87% - This result is below the LTOP target and below the previous month (49.47%)

East 16.23% - This result is above the LTOP target and below the previous month (21.22%)

West 3.51% - This result is below the LTOP target and above the previous month (3.26%)

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

This procedure was used on 11, 22, and 29 of October for a total of 4 hours and 54 minutes (ATIS time).

### Noise Complaints & Information Service Environmental Services Airservices Australia

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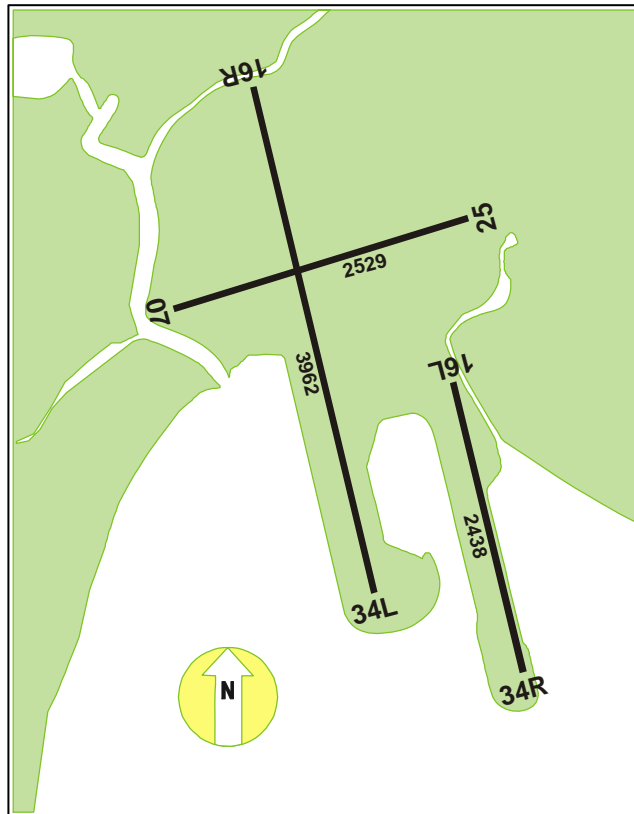
This report is available on the Internet at Airservices Australia website at

[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



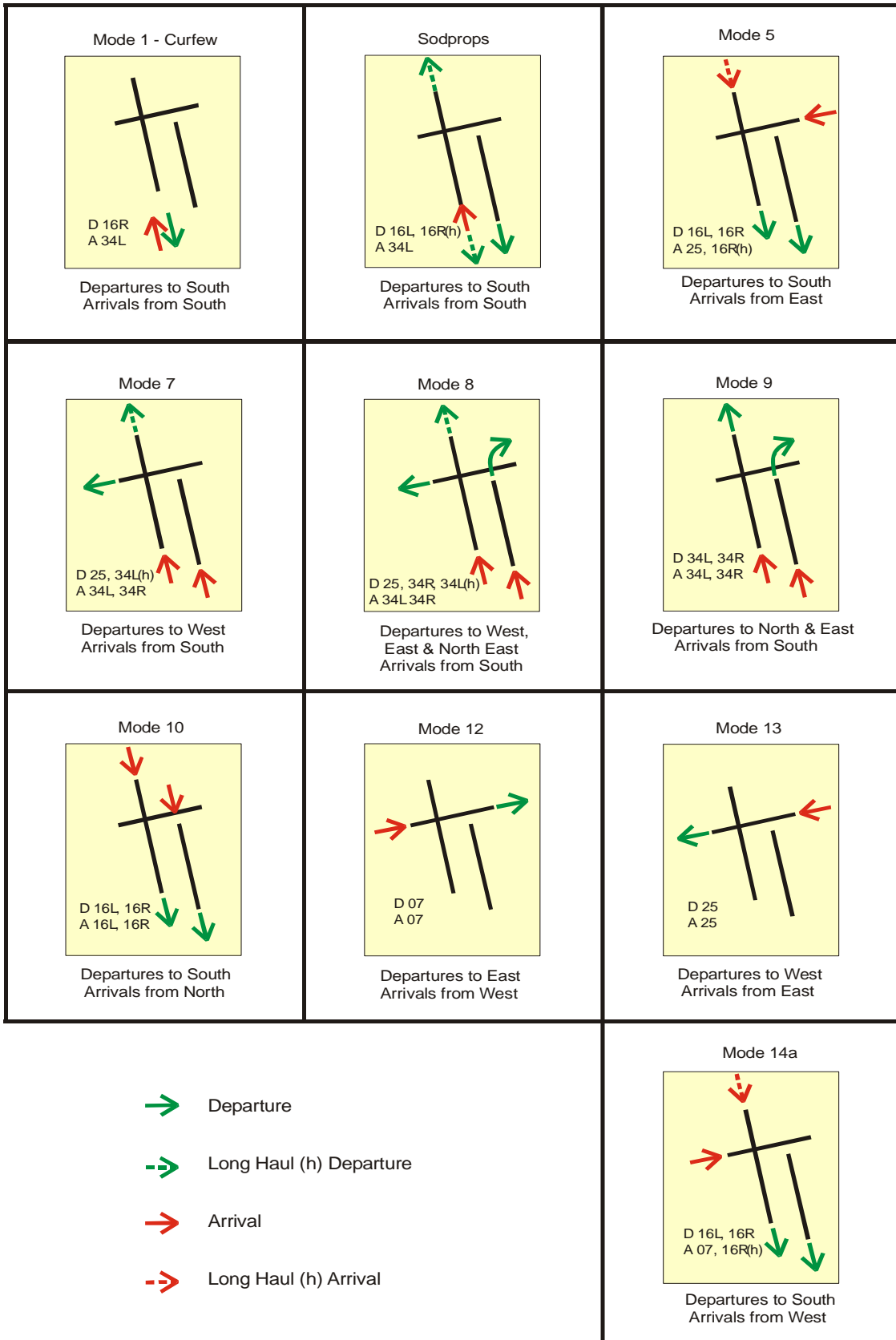
Runway numbers refer to the direction an aircraft is flying.

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.	<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-Oct-2013	0	0	0	31	6	37	38	42	80	121	143	264	166	135	301	118	145	263	0	0	0	945
02-Oct-2013	1	0	1	0	18	18	1	6	7	0	17	17	296	212	508	177	222	399	0	0	0	950
03-Oct-2013	1	0	1	201	140	341	265	340	605	0	0	0	25	6	31	5	7	12	0	0	0	990
04-Oct-2013	2	0	2	202	159	361	236	319	555	16	1	17	42	15	57	3	0	3	0	0	0	995
05-Oct-2013	130	98	228	0	0	0	0	9	9	0	17	17	150	130	280	105	113	218	0	0	0	752
06-Oct-2013	2	0	2	0	47	47	3	36	39	50	1	51	242	159	401	99	168	267	0	0	0	807
07-Oct-2013	1	0	1	188	141	329	234	319	553	27	0	27	1	0	1	0	0	0	0	0	0	911
08-Oct-2013	0	0	0	198	136	334	274	337	611	0	0	0	4	0	4	0	0	0	0	0	0	949
09-Oct-2013	0	0	0	0	23	23	0	7	7	0	0	0	312	213	525	160	234	394	0	0	0	949
10-Oct-2013	1	0	1	9	2	11	13	18	31	0	2	2	275	220	495	189	246	435	0	0	0	975
11-Oct-2013	0	0	0	119	90	209	150	189	339	0	0	0	171	100	271	63	122	185	0	0	0	1004
12-Oct-2013	2	0	2	0	13	13	1	5	6	0	1	1	277	168	445	100	174	274	0	0	0	741
13-Oct-2013	0	0	0	34	20	54	44	42	86	138	137	275	131	117	248	60	110	170	0	0	0	833
14-Oct-2013	0	0	0	187	142	329	237	330	567	45	1	46	2	0	2	0	0	0	0	0	0	944
15-Oct-2013	2	0	2	17	41	58	16	48	64	1	2	3	297	174	471	143	202	345	0	0	0	943
16-Oct-2013	4	0	4	0	12	12	0	9	9	0	6	6	287	218	505	182	232	414	0	0	0	950
17-Oct-2013	1	0	1	59	29	88	76	74	150	72	91	163	148	137	285	124	149	273	0	0	0	960
18-Oct-2013	2	0	2	128	102	230	163	229	392	11	1	12	118	71	189	68	95	163	0	0	0	988
19-Oct-2013	1	0	1	0	7	7	0	1	1	0	0	0	259	174	433	112	172	284	0	0	0	726
20-Oct-2013	71	66	137	4	10	14	9	17	26	0	1	1	181	149	330	128	171	299	0	0	0	807
21-Oct-2013	2	0	2	0	0	0	1	6	7	0	0	0	273	216	489	198	245	443	0	0	0	941
22-Oct-2013	2	0	2	121	84	205	144	181	325	0	5	5	118	88	206	69	90	159	0	0	0	902
23-Oct-2013	0	0	0	0	13	13	0	8	8	110	117	227	215	162	377	133	165	298	0	0	0	923
24-Oct-2013	1	0	1	108	102	210	144	210	354	37	1	38	113	82	195	83	87	170	0	0	0	968
25-Oct-2013	0	0	0	45	35	80	64	94	158	2	11	13	234	155	389	143	197	340	0	0	0	980
26-Oct-2013	98	0	98	56	110	166	88	199	287	34	0	34	90	28	118	12	17	29	0	0	0	732
27-Oct-2013	2	0	2	99	69	168	130	161	291	0	0	0	123	94	217	51	100	151	0	0	0	829
28-Oct-2013	3	0	3	93	67	160	94	132	226	1	3	4	166	130	296	110	136	246	0	0	0	935
29-Oct-2013	0	0	0	189	133	322	259	318	577	0	0	0	7	0	7	0	0	0	0	0	0	906
30-Oct-2013	20	0	20	165	135	300	236	328	564	28	0	28	8	0	8	0	0	0	0	0	0	920
31-Oct-2013	79	0	79	93	80	173	107	189	296	1	1	2	120	97	217	85	107	192	0	0	0	959
<b>Total</b>	<b>428</b>	<b>164</b>	<b>592</b>	<b>2346</b>	<b>1966</b>	<b>4312</b>	<b>3027</b>	<b>4203</b>	<b>7230</b>	<b>694</b>	<b>559</b>	<b>1253</b>	<b>4851</b>	<b>3450</b>	<b>8301</b>	<b>2720</b>	<b>3706</b>	<b>6426</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28114</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-Oct-2013	0	0	0	25	4	29	35	33	68	81	100	181	128	86	214	76	117	193	0	0	0	685
02-Oct-2013	0	0	0	0	18	18	0	6	6	0	14	14	232	125	357	113	184	297	0	0	0	692
03-Oct-2013	0	0	0	127	94	221	212	254	466	0	0	0	24	6	30	4	7	11	0	0	0	728
04-Oct-2013	0	0	0	125	115	240	183	231	414	14	0	14	38	13	51	3	0	3	0	0	0	722
05-Oct-2013	106	77	183	0	0	0	0	8	8	0	15	15	124	100	224	66	92	158	0	0	0	588
06-Oct-2013	2	0	2	0	42	42	3	35	38	47	0	47	195	101	296	67	143	210	0	0	0	635
07-Oct-2013	0	0	0	124	97	221	187	240	427	25	0	25	1	0	1	0	0	0	0	0	0	674
08-Oct-2013	0	0	0	122	88	210	222	256	478	0	0	0	3	0	3	0	0	0	0	0	0	691
09-Oct-2013	0	0	0	0	23	23	0	7	7	0	0	0	247	124	371	96	195	291	0	0	0	692
10-Oct-2013	0	0	0	9	2	11	11	17	28	0	0	0	219	136	355	115	199	314	0	0	0	708
11-Oct-2013	0	0	0	67	65	132	120	143	263	0	0	0	135	57	192	42	103	145	0	0	0	732
12-Oct-2013	1	0	1	0	13	13	1	3	4	0	1	1	229	118	347	62	150	212	0	0	0	578
13-Oct-2013	0	0	0	27	18	45	40	30	70	96	93	189	109	81	190	40	93	133	0	0	0	627
14-Oct-2013	0	0	0	116	99	215	181	247	428	42	0	42	2	0	2	0	0	0	0	0	0	687
15-Oct-2013	0	0	0	6	30	36	15	32	47	1	1	2	233	105	338	81	160	241	0	0	0	664
16-Oct-2013	1	0	1	0	12	12	0	8	8	0	5	5	234	125	359	106	193	299	0	0	0	684
17-Oct-2013	0	0	0	42	23	65	61	57	118	57	67	124	120	86	206	69	119	188	0	0	0	701
18-Oct-2013	0	0	0	68	73	141	137	168	305	9	1	10	94	41	135	50	80	130	0	0	0	721
19-Oct-2013	0	0	0	0	7	7	0	1	1	0	0	0	212	122	334	72	149	221	0	0	0	563
20-Oct-2013	54	42	96	4	10	14	8	15	23	0	0	0	146	97	243	86	140	226	0	0	0	602
21-Oct-2013	0	0	0	0	0	0	0	6	6	0	0	0	222	135	357	124	201	325	0	0	0	688
22-Oct-2013	0	0	0	59	60	119	128	138	266	0	4	4	92	49	141	48	69	117	0	0	0	647
23-Oct-2013	0	0	0	0	12	12	0	8	8	72	71	143	178	106	284	76	136	212	0	0	0	659
24-Oct-2013	0	0	0	76	71	147	111	156	267	25	1	26	96	50	146	44	70	114	0	0	0	700
25-Oct-2013	0	0	0	26	24	50	42	70	112	1	9	10	185	88	273	96	163	259	0	0	0	704
26-Oct-2013	75	0	75	34	87	121	74	158	232	24	0	24	79	23	102	6	14	20	0	0	0	574
27-Oct-2013	0	0	0	67	50	117	110	120	230	0	0	0	99	63	162	35	85	120	0	0	0	629
28-Oct-2013	1	0	1	56	48	104	68	95	163	1	3	4	131	72	203	74	115	189	0	0	0	664
29-Oct-2013	0	0	0	108	89	197	215	232	447	0	0	0	4	0	4	0	0	0	0	0	0	648
30-Oct-2013	11	0	11	100	90	190	191	240	431	17	0	17	6	0	6	0	0	0	0	0	0	655
31-Oct-2013	58	0	58	64	51	115	83	140	223	1	1	2	103	63	166	45	87	132	0	0	0	696
<b>Total</b>	<b>309</b>	<b>119</b>	<b>428</b>	<b>1452</b>	<b>1415</b>	<b>2867</b>	<b>2438</b>	<b>3154</b>	<b>5592</b>	<b>513</b>	<b>386</b>	<b>899</b>	<b>3920</b>	<b>2172</b>	<b>6092</b>	<b>1696</b>	<b>3064</b>	<b>4760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20638</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-Oct-2013	0	0	0	6	2	8	3	9	12	40	43	83	38	49	87	42	28	70	0	0	0	260
02-Oct-2013	1	0	1	0	0	0	1	0	1	0	3	3	64	87	151	64	38	102	0	0	0	258
03-Oct-2013	1	0	1	74	46	120	53	86	139	0	0	0	1	0	1	1	0	1	0	0	0	262
04-Oct-2013	2	0	2	77	44	121	53	88	141	2	1	3	4	2	6	0	0	0	0	0	0	273
05-Oct-2013	24	21	45	0	0	0	0	1	1	0	2	2	26	30	56	39	21	60	0	0	0	164
06-Oct-2013	0	0	0	0	5	5	0	1	1	3	1	4	47	58	105	32	25	57	0	0	0	172
07-Oct-2013	1	0	1	64	44	108	47	79	126	2	0	2	0	0	0	0	0	0	0	0	0	237
08-Oct-2013	0	0	0	76	48	124	52	81	133	0	0	0	1	0	1	0	0	0	0	0	0	258
09-Oct-2013	0	0	0	0	0	0	0	0	0	0	0	0	65	89	154	64	39	103	0	0	0	257
10-Oct-2013	1	0	1	0	0	0	2	1	3	0	2	2	56	84	140	74	47	121	0	0	0	267
11-Oct-2013	0	0	0	52	25	77	30	46	76	0	0	0	36	43	79	21	19	40	0	0	0	272
12-Oct-2013	1	0	1	0	0	0	0	2	2	0	0	0	48	50	98	38	24	62	0	0	0	163
13-Oct-2013	0	0	0	7	2	9	4	12	16	42	44	86	22	36	58	20	17	37	0	0	0	206
14-Oct-2013	0	0	0	71	43	114	56	83	139	3	1	4	0	0	0	0	0	0	0	0	0	257
15-Oct-2013	2	0	2	11	11	22	1	16	17	0	1	1	64	69	133	62	42	104	0	0	0	279
16-Oct-2013	3	0	3	0	0	0	0	1	1	0	1	1	53	93	146	76	39	115	0	0	0	266
17-Oct-2013	1	0	1	17	6	23	15	17	32	15	24	39	28	51	79	55	30	85	0	0	0	259
18-Oct-2013	2	0	2	60	29	89	26	61	87	2	0	2	24	30	54	18	15	33	0	0	0	267
19-Oct-2013	1	0	1	0	0	0	0	0	0	0	0	0	47	52	99	40	23	63	0	0	0	163
20-Oct-2013	17	24	41	0	0	0	1	2	3	0	1	1	35	52	87	42	31	73	0	0	0	205
21-Oct-2013	2	0	2	0	0	0	1	0	1	0	0	0	51	81	132	74	44	118	0	0	0	253
22-Oct-2013	2	0	2	62	24	86	16	43	59	0	1	1	26	39	65	21	21	42	0	0	0	255
23-Oct-2013	0	0	0	0	1	1	0	0	0	38	46	84	37	56	93	57	29	86	0	0	0	264
24-Oct-2013	1	0	1	32	31	63	33	54	87	12	0	12	17	32	49	39	17	56	0	0	0	268
25-Oct-2013	0	0	0	19	11	30	22	24	46	1	2	3	49	67	116	47	34	81	0	0	0	276
26-Oct-2013	23	0	23	22	23	45	14	41	55	10	0	10	11	5	16	6	3	9	0	0	0	158
27-Oct-2013	2	0	2	32	19	51	20	41	61	0	0	0	24	31	55	16	15	31	0	0	0	200
28-Oct-2013	2	0	2	37	19	56	26	37	63	0	0	0	35	58	93	36	21	57	0	0	0	271
29-Oct-2013	0	0	0	81	44	125	44	86	130	0	0	0	3	0	3	0	0	0	0	0	0	258
30-Oct-2013	9	0	9	65	45	110	45	88	133	11	0	11	2	0	2	0	0	0	0	0	0	265
31-Oct-2013	21	0	21	29	29	58	24	49	73	0	0	0	17	34	51	40	20	60	0	0	0	263
<b>Total</b>	<b>119</b>	<b>45</b>	<b>164</b>	<b>894</b>	<b>551</b>	<b>1445</b>	<b>589</b>	<b>1049</b>	<b>1638</b>	<b>181</b>	<b>173</b>	<b>354</b>	<b>931</b>	<b>1278</b>	<b>2209</b>	<b>1024</b>	<b>642</b>	<b>1666</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7476</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-Oct-2013	4	2	1	2	2	4	54	74	75	68	62	57	46	45	42	65	54	53	50	49	50	44	37	5	945
02-Oct-2013	2	0	1	5	0	4	51	64	72	68	67	59	42	51	55	59	61	59	73	60	38	27	27	5	950
03-Oct-2013	1	1	0	4	0	2	52	77	68	71	62	65	50	41	54	56	56	64	72	66	56	35	34	3	990
04-Oct-2013	1	0	3	2	0	1	57	74	70	63	64	64	52	55	56	62	68	70	68	67	40	36	20	2	995
05-Oct-2013	1	0	0	1	1	3	45	49	73	52	64	56	47	49	44	46	43	42	41	36	18	25	15	1	752
06-Oct-2013	1	2	0	0	0	0	22	40	46	55	48	55	54	35	59	54	47	63	68	53	43	35	27	0	807
07-Oct-2013	1	1	2	0	1	0	35	60	64	64	63	62	59	42	56	57	53	71	73	55	39	27	24	2	911
08-Oct-2013	2	0	0	1	1	0	34	76	71	78	65	55	60	42	56	59	58	59	70	55	41	33	29	4	949
09-Oct-2013	2	0	0	4	1	0	29	71	76	73	54	57	61	45	55	50	60	70	75	63	37	29	33	4	949
10-Oct-2013	2	0	1	2	3	0	38	74	69	73	65	59	55	37	61	57	51	59	68	62	63	37	35	4	975
11-Oct-2013	1	0	2	2	4	0	38	68	70	73	68	59	66	44	55	67	58	70	73	65	53	39	29	0	1004
12-Oct-2013	1	1	0	0	0	0	22	61	60	62	56	57	59	40	48	48	38	43	44	32	24	25	18	2	741
13-Oct-2013	0	2	1	0	1	0	25	45	47	55	55	51	54	38	47	50	51	50	51	62	48	49	47	4	833
14-Oct-2013	2	0	0	0	1	1	34	71	64	72	70	64	56	53	48	65	51	64	69	54	37	39	26	3	944
15-Oct-2013	4	1	1	4	1	0	34	77	75	68	63	65	51	40	59	55	58	69	68	56	36	32	21	5	943
16-Oct-2013	3	0	3	3	0	1	35	74	76	66	55	67	56	41	53	60	57	69	67	63	43	25	28	5	950
17-Oct-2013	0	1	1	3	1	1	34	74	79	69	57	62	55	41	40	59	55	53	61	56	62	50	42	4	960
18-Oct-2013	2	2	1	3	2	1	35	67	66	77	73	65	53	44	59	67	58	62	67	68	46	44	25	1	988
19-Oct-2013	0	2	0	0	0	0	20	59	61	64	54	60	54	45	44	50	39	39	41	27	23	27	15	2	726
20-Oct-2013	2	0	0	1	0	0	22	47	36	55	51	52	53	38	47	44	40	44	49	44	68	59	48	7	807
21-Oct-2013	2	0	0	0	0	0	37	58	53	60	54	68	78	60	48	65	52	67	71	60	38	28	38	4	941
22-Oct-2013	1	0	0	2	3	1	38	75	68	69	61	59	54	42	49	58	56	52	67	56	34	31	24	2	902
23-Oct-2013	2	1	1	4	1	0	34	76	70	63	56	59	50	44	43	50	48	73	66	72	47	31	28	4	923
24-Oct-2013	1	1	4	2	1	1	36	74	68	73	60	61	54	48	52	54	56	63	73	73	45	34	32	2	968
25-Oct-2013	3	0	1	3	1	1	39	74	72	67	66	63	55	47	51	66	58	71	69	62	44	43	22	2	980
26-Oct-2013	1	0	0	0	0	0	23	58	68	59	57	61	53	40	44	50	35	44	41	30	27	23	16	2	732
27-Oct-2013	2	0	1	1	0	0	22	38	43	56	52	51	53	41	44	65	48	67	77	65	47	34	22	0	829
28-Oct-2013	0	0	0	0	0	1	38	51	67	64	65	66	76	45	48	60	53	73	76	53	37	32	25	5	935
29-Oct-2013	4	1	2	2	3	0	31	64	65	77	61	63	53	42	43	56	58	57	66	63	37	26	29	3	906
30-Oct-2013	3	2	1	3	1	0	36	73	76	59	57	60	51	45	47	59	53	66	71	56	41	32	23	5	920
31-Oct-2013	5	0	2	1	3	0	35	73	76	62	64	62	50	44	48	58	56	65	70	71	48	32	30	4	959
<b>Total</b>	<b>56</b>	<b>20</b>	<b>29</b>	<b>55</b>	<b>32</b>	<b>22</b>	<b>1085</b>	<b>2016</b>	<b>2044</b>	<b>2035</b>	<b>1869</b>	<b>1864</b>	<b>1710</b>	<b>1364</b>	<b>1555</b>	<b>1771</b>	<b>1629</b>	<b>1871</b>	<b>1995</b>	<b>1754</b>	<b>1310</b>	<b>1063</b>	<b>869</b>	<b>96</b>	<b>28114</b>
<b>Avg.</b>	<b>1.81</b>	<b>0.65</b>	<b>0.94</b>	<b>1.77</b>	<b>1.03</b>	<b>0.71</b>	<b>35.00</b>	<b>65.03</b>	<b>65.94</b>	<b>65.65</b>	<b>60.29</b>	<b>60.13</b>	<b>55.16</b>	<b>44.00</b>	<b>50.16</b>	<b>57.13</b>	<b>52.55</b>	<b>60.35</b>	<b>64.35</b>	<b>56.58</b>	<b>42.26</b>	<b>34.29</b>	<b>28.03</b>	<b>3.10</b>	<b>906.90</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-Oct-2013	2	0	0	1	2	3	30	42	34	28	24	36	15	23	21	32	28	24	23	24	29	33	17	3	474
02-Oct-2013	1	0	1	3	0	3	25	32	42	29	25	30	19	23	28	28	30	33	35	28	25	16	16	3	475
03-Oct-2013	0	1	0	2	0	2	27	40	36	32	29	29	20	23	24	28	26	35	39	30	31	23	19	1	497
04-Oct-2013	0	0	3	0	0	1	30	39	35	29	29	28	26	24	29	34	32	41	26	36	23	23	12	1	501
05-Oct-2013	1	0	0	1	1	3	29	29	33	18	26	31	24	22	24	24	20	26	19	20	11	15	8	0	385
06-Oct-2013	1	1	0	0	0	0	10	23	21	27	21	20	18	19	28	23	20	39	33	30	26	20	16	0	396
07-Oct-2013	0	1	2	0	0	0	15	30	35	32	31	29	20	22	27	25	24	41	37	22	25	18	14	1	451
08-Oct-2013	1	0	0	1	0	0	11	41	40	41	32	25	23	23	31	28	23	31	35	29	21	25	13	2	476
09-Oct-2013	0	0	0	2	1	0	9	38	41	31	31	29	21	24	26	23	28	38	41	26	21	22	17	3	472
10-Oct-2013	0	0	0	2	1	0	12	39	44	35	32	27	19	19	33	24	24	31	36	29	35	25	19	1	487
11-Oct-2013	0	0	1	2	1	0	11	36	41	38	34	30	22	26	34	27	27	38	34	31	27	23	20	0	503
12-Oct-2013	1	0	0	0	0	0	11	38	32	24	29	27	22	25	25	21	21	25	20	20	14	14	11	0	380
13-Oct-2013	0	2	0	0	1	0	13	26	21	23	26	17	20	22	24	22	24	24	27	26	26	34	29	0	407
14-Oct-2013	2	0	0	0	0	0	12	33	42	37	30	30	24	27	23	30	22	39	33	24	25	24	12	2	471
15-Oct-2013	2	0	1	2	0	0	13	43	41	33	31	32	18	24	30	23	29	39	32	27	23	19	12	2	476
16-Oct-2013	1	0	2	1	0	1	14	42	39	28	30	27	21	26	27	25	27	38	35	28	27	18	14	2	473
17-Oct-2013	0	1	1	1	0	1	11	40	42	34	28	28	20	21	20	34	21	24	29	28	39	33	22	2	480
18-Oct-2013	0	2	0	2	1	1	11	33	38	40	34	27	22	24	28	33	26	33	36	32	24	28	15	0	490
19-Oct-2013	0	2	0	0	0	0	10	36	33	27	26	25	25	28	19	24	21	25	18	14	14	18	6	1	372
20-Oct-2013	1	0	0	1	0	0	13	28	13	25	26	17	17	22	22	27	21	22	22	24	37	28	26	1	393
21-Oct-2013	2	0	0	0	0	0	13	25	31	29	34	33	37	26	23	31	23	38	38	26	22	19	22	2	474
22-Oct-2013	0	0	0	2	2	0	14	37	38	35	31	29	23	25	23	26	25	30	33	26	22	21	11	1	454
23-Oct-2013	1	0	1	1	0	0	14	40	35	31	29	27	19	23	24	25	22	32	39	32	28	19	14	2	458
24-Oct-2013	0	1	2	1	0	1	16	39	38	33	32	30	22	23	24	24	23	35	38	34	28	25	16	1	486
25-Oct-2013	1	0	0	2	0	1	15	38	39	36	32	27	23	25	26	30	25	33	39	30	22	28	14	2	488
26-Oct-2013	1	0	0	0	0	0	13	35	32	27	30	27	22	23	23	23	20	28	17	17	17	14	9	0	378
27-Oct-2013	1	0	1	0	0	0	12	22	22	22	25	16	21	22	21	28	22	38	39	32	30	20	11	0	405
28-Oct-2013	0	0	0	0	0	1	16	24	31	33	38	36	31	20	24	25	29	40	38	23	22	20	13	3	467
29-Oct-2013	1	1	1	1	2	0	17	32	34	36	27	30	26	20	21	28	28	32	35	31	21	16	14	1	455
30-Oct-2013	1	2	1	2	0	0	15	38	39	26	32	23	23	24	23	24	27	35	37	25	27	20	9	4	457
31-Oct-2013	2	0	1	1	1	0	15	36	38	33	31	30	20	22	27	26	24	36	38	34	32	20	15	3	485
<b>Total</b>	<b>23</b>	<b>14</b>	<b>18</b>	<b>31</b>	<b>13</b>	<b>18</b>	<b>477</b>	<b>1074</b>	<b>1080</b>	<b>952</b>	<b>915</b>	<b>852</b>	<b>683</b>	<b>720</b>	<b>782</b>	<b>825</b>	<b>762</b>	<b>1023</b>	<b>1001</b>	<b>838</b>	<b>774</b>	<b>681</b>	<b>466</b>	<b>44</b>	<b>14066</b>
<b>Avg.</b>	<b>0.74</b>	<b>0.45</b>	<b>0.58</b>	<b>1.00</b>	<b>0.42</b>	<b>0.58</b>	<b>15.39</b>	<b>34.65</b>	<b>34.84</b>	<b>30.71</b>	<b>29.52</b>	<b>27.48</b>	<b>22.03</b>	<b>23.23</b>	<b>25.23</b>	<b>26.61</b>	<b>24.58</b>	<b>33.00</b>	<b>32.29</b>	<b>27.03</b>	<b>24.97</b>	<b>21.97</b>	<b>15.03</b>	<b>1.42</b>	<b>453.74</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-Oct-2013	2	2	1	1	0	1	24	32	41	40	38	21	31	22	21	33	26	29	27	25	21	11	20	2	471
02-Oct-2013	1	0	0	2	0	1	26	32	30	39	42	29	23	28	27	31	31	26	38	32	13	11	11	2	475
03-Oct-2013	1	0	0	2	0	0	25	37	32	39	33	36	30	18	30	28	30	29	33	36	25	12	15	2	493
04-Oct-2013	1	0	0	2	0	0	27	35	35	34	35	36	26	31	27	28	36	29	42	31	17	13	8	1	494
05-Oct-2013	0	0	0	0	0	0	16	20	40	34	38	25	23	27	20	22	23	16	22	16	7	10	7	1	367
06-Oct-2013	0	1	0	0	0	0	12	17	25	28	27	35	36	16	31	31	27	24	35	23	17	15	11	0	411
07-Oct-2013	1	0	0	0	1	0	20	30	29	32	32	33	39	20	29	32	29	30	36	33	14	9	10	1	460
08-Oct-2013	1	0	0	0	1	0	23	35	31	37	33	30	37	19	25	31	35	28	35	26	20	8	16	2	473
09-Oct-2013	2	0	0	2	0	0	20	33	35	42	23	28	40	21	29	27	32	32	34	37	16	7	16	1	477
10-Oct-2013	2	0	1	0	2	0	26	35	25	38	33	32	36	18	28	33	27	28	32	33	28	12	16	3	488
11-Oct-2013	1	0	1	0	3	0	27	32	29	35	34	29	44	18	21	40	31	32	39	34	26	16	9	0	501
12-Oct-2013	0	1	0	0	0	0	11	23	28	38	27	30	37	15	23	27	17	18	24	12	10	11	7	2	361
13-Oct-2013	0	0	1	0	0	0	12	19	26	32	29	34	34	16	23	28	27	26	24	36	22	15	18	4	426
14-Oct-2013	0	0	0	0	1	1	22	38	22	35	40	34	32	26	25	35	29	25	36	30	12	15	14	1	473
15-Oct-2013	2	1	0	2	1	0	21	34	34	35	32	33	33	16	29	32	29	30	36	29	13	13	9	3	467
16-Oct-2013	2	0	1	2	0	0	21	32	37	38	25	40	35	15	26	35	30	31	32	35	16	7	14	3	477
17-Oct-2013	0	0	0	2	1	0	23	34	37	35	29	34	35	20	20	25	34	29	32	28	23	17	20	2	480
18-Oct-2013	2	0	1	1	1	0	24	34	28	37	39	38	31	20	31	34	32	29	31	36	22	16	10	1	498
19-Oct-2013	0	0	0	0	0	0	10	23	28	37	28	35	29	17	25	26	18	14	23	13	9	9	9	1	354
20-Oct-2013	1	0	0	0	0	0	9	19	23	30	25	35	36	16	25	17	19	22	27	20	31	31	22	6	414
21-Oct-2013	0	0	0	0	0	0	24	33	22	31	20	35	41	34	25	34	29	29	33	34	16	9	16	2	467
22-Oct-2013	1	0	0	0	1	1	24	38	30	34	30	30	31	17	26	32	31	22	34	30	12	10	13	1	448
23-Oct-2013	1	1	0	3	1	0	20	36	35	32	27	32	31	21	19	25	26	41	27	40	19	12	14	2	465
24-Oct-2013	1	0	2	1	1	0	20	35	30	40	28	31	32	25	28	30	33	28	35	39	17	9	16	1	482
25-Oct-2013	2	0	1	1	1	0	24	36	33	31	34	36	32	22	25	36	33	38	30	32	22	15	8	0	492
26-Oct-2013	0	0	0	0	0	0	10	23	36	32	27	34	31	17	21	27	15	16	24	13	10	9	7	2	354
27-Oct-2013	1	0	0	1	0	0	10	16	21	34	27	35	32	19	23	37	26	29	38	33	17	14	11	0	424
28-Oct-2013	0	0	0	0	0	0	22	27	36	31	27	30	45	25	24	35	24	33	38	30	15	12	12	2	468
29-Oct-2013	3	0	1	1	1	0	14	32	31	41	34	33	27	22	22	28	30	25	31	32	16	10	15	2	451
30-Oct-2013	2	0	0	1	1	0	21	35	37	33	25	37	28	21	24	35	26	31	34	31	14	12	14	1	463
31-Oct-2013	3	0	1	0	2	0	20	37	38	29	33	32	30	22	21	32	32	29	32	37	16	12	15	1	474
<b>Total</b>	<b>33</b>	<b>6</b>	<b>11</b>	<b>24</b>	<b>19</b>	<b>4</b>	<b>608</b>	<b>942</b>	<b>964</b>	<b>1083</b>	<b>954</b>	<b>1012</b>	<b>1027</b>	<b>644</b>	<b>773</b>	<b>946</b>	<b>867</b>	<b>848</b>	<b>994</b>	<b>916</b>	<b>536</b>	<b>382</b>	<b>403</b>	<b>52</b>	<b>14048</b>
<b>Avg.</b>	<b>1.06</b>	<b>0.19</b>	<b>0.35</b>	<b>0.77</b>	<b>0.61</b>	<b>0.13</b>	<b>19.61</b>	<b>30.39</b>	<b>31.10</b>	<b>34.94</b>	<b>30.77</b>	<b>32.65</b>	<b>33.13</b>	<b>20.77</b>	<b>24.94</b>	<b>30.52</b>	<b>27.97</b>	<b>27.35</b>	<b>32.06</b>	<b>29.55</b>	<b>17.29</b>	<b>12.32</b>	<b>13.00</b>	<b>1.68</b>	<b>453.16</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-Oct-13	07:00	00:15	-	-	-	-	08:51	02:10	-	05:42	-	-	-
02-Oct-13	07:00	00:20	00:43	-	02:14	-	13:41	-	-	-	-	-	-
03-Oct-13	07:00	00:09	-	-	-	-	00:48	16:01	-	-	-	-	-
04-Oct-13	07:00	00:39	01:39	00:41	-	-	-	13:59	-	-	-	-	-
05-Oct-13	07:00	00:34	-	-	00:48	-	09:27	-	06:09	-	-	-	-
06-Oct-13	07:00	00:15	02:57	02:24	-	-	11:13	-	-	-	00:08	-	-
07-Oct-13	07:00	00:19	-	01:37	-	-	-	15:02	-	-	-	-	-
08-Oct-13	07:00	00:06	-	-	-	-	-	16:52	-	-	-	-	-
09-Oct-13	07:00	00:11	01:31	-	-	-	15:16	-	-	-	-	-	-
10-Oct-13	07:00	00:12	-	-	-	-	15:45	01:01	-	-	-	-	-
11-Oct-13	07:00	00:17	01:35	-	-	-	06:16	08:49	-	-	-	-	-
12-Oct-13	07:00	00:35	00:57	-	-	-	15:26	-	-	-	-	-	-
13-Oct-13	07:00	00:17	01:08	-	-	-	07:33	02:06	-	05:53	-	-	-
14-Oct-13	07:00	00:04	-	01:57	-	-	-	14:57	-	-	-	-	-
15-Oct-13	07:00	00:33	01:13	-	-	-	13:29	01:42	-	-	-	-	-
16-Oct-13	07:00	00:19	00:41	-	00:20	-	15:38	-	-	-	-	-	-
17-Oct-13	07:00	00:10	-	-	-	-	09:09	04:04	-	03:34	-	-	-
18-Oct-13	07:00	00:19	-	00:50	-	-	06:19	09:29	-	-	-	-	-
19-Oct-13	07:00	00:13	00:42	-	-	-	16:03	-	-	-	-	-	-
20-Oct-13	07:00	-	00:50	-	-	-	12:37	00:27	03:04	-	-	-	-
21-Oct-13	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
22-Oct-13	07:00	00:35	-	-	00:11	-	07:36	08:36	-	-	-	-	-
23-Oct-13	07:00	00:11	01:50	-	-	-	10:01	-	-	04:55	-	-	-
24-Oct-13	07:00	00:12	00:48	01:40	-	-	05:17	09:01	-	-	-	-	-
25-Oct-13	07:00	00:25	-	-	01:32	-	10:46	04:14	-	-	-	-	-
26-Oct-13	07:00	00:32	03:29	01:28	-	-	01:34	05:01	-	-	04:53	-	-
27-Oct-13	07:00	00:19	01:06	-	-	-	07:24	08:08	-	-	-	-	-
28-Oct-13	07:00	00:34	-	-	00:40	-	09:26	06:17	-	-	-	-	-
29-Oct-13	07:00	00:19	-	-	-	-	-	16:39	-	-	-	-	-
30-Oct-13	07:00	00:21	-	01:13	-	-	-	14:31	-	-	00:53	-	-
31-Oct-13	07:00	00:15	00:02	-	-	-	06:31	06:19	-	-	03:49	-	-
<b>Total</b>	<b>217:00</b>	<b>10:16</b>	<b>21:18</b>	<b>11:53</b>	<b>05:47</b>	<b>00:00</b>	<b>253:01</b>	<b>185:36</b>	<b>09:13</b>	<b>20:06</b>	<b>09:44</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>	<b>1.95%</b>	<b>4.04%</b>	<b>2.26%</b>	<b>1.10%</b>	<b>0.00%</b>	<b>48.01%</b>	<b>35.22%</b>	<b>1.75%</b>	<b>3.81%</b>	<b>1.85%</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).

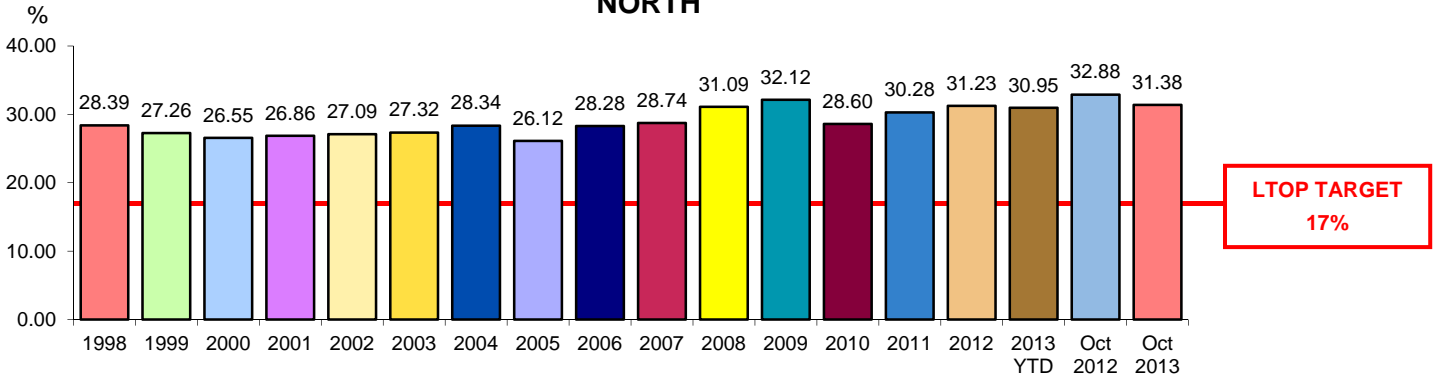
## Cumulative Mode Utilisation from 1 January 2013

<b>Time</b>	<b>2.28%</b>	<b>6.21%</b>	<b>4.31%</b>	<b>2.17%</b>	<b>0.00%</b>	<b>46.68%</b>	<b>34.60%</b>	<b>0.80%</b>	<b>1.36%</b>	<b>1.59%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.48%</b>	<b>4.35%</b>	<b>3.22%</b>	<b>1.64%</b>	<b>0.00%</b>	<b>50.65%</b>	<b>36.63%</b>	<b>0.62%</b>	<b>1.27%</b>	<b>1.15%</b>	<b>0.00%</b>	<b>0.00%</b>

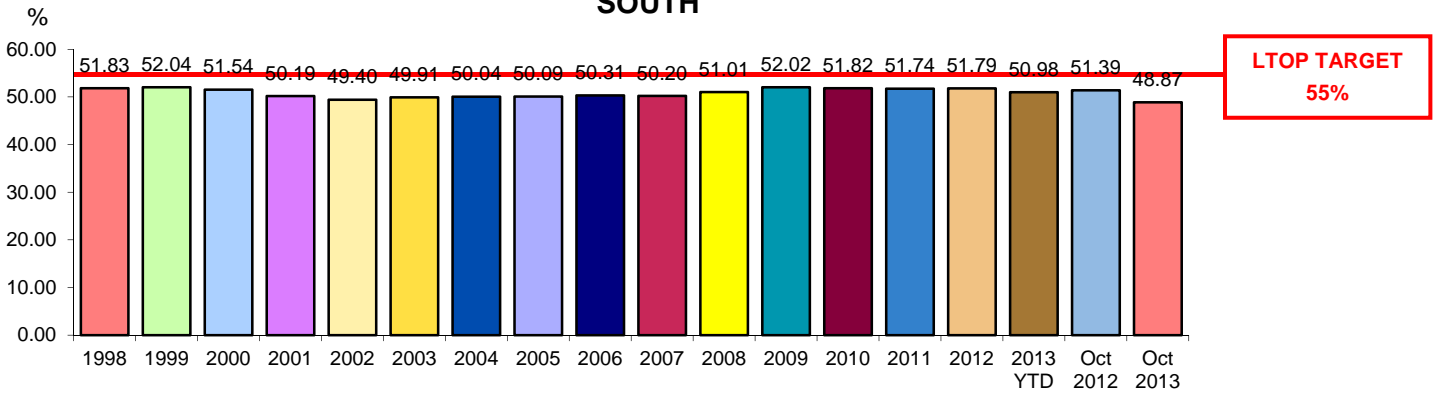
# Runway End Impact to 31 October 2013

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

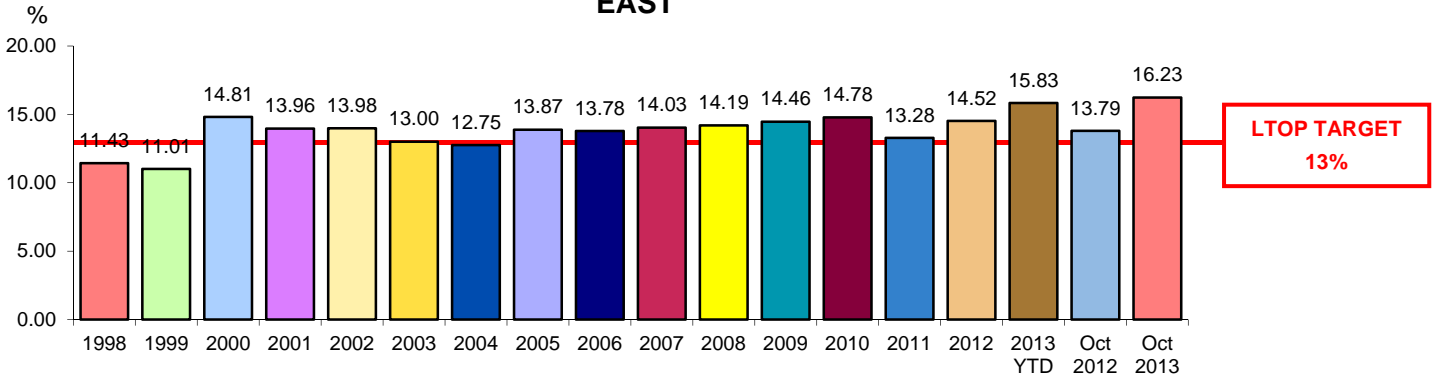
## NORTH



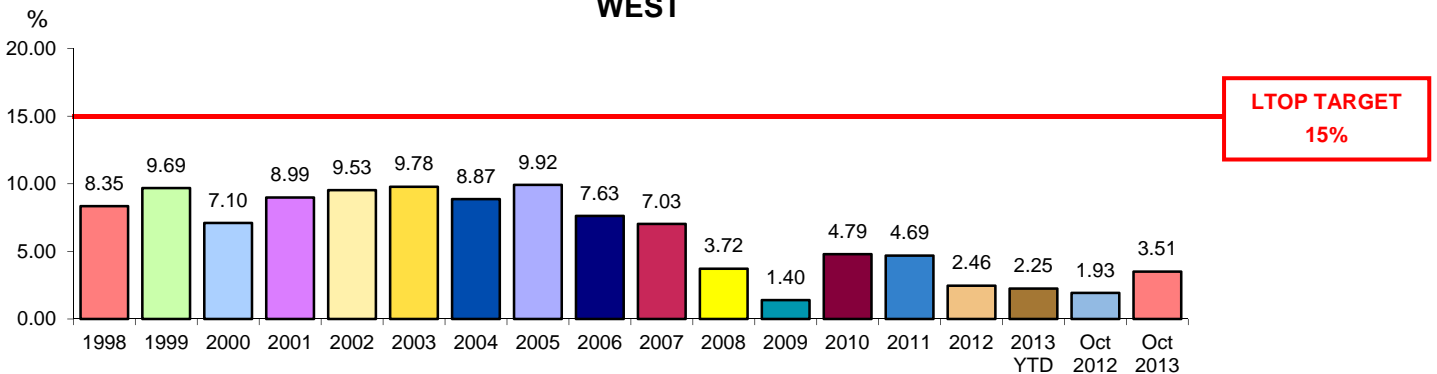
## SOUTH



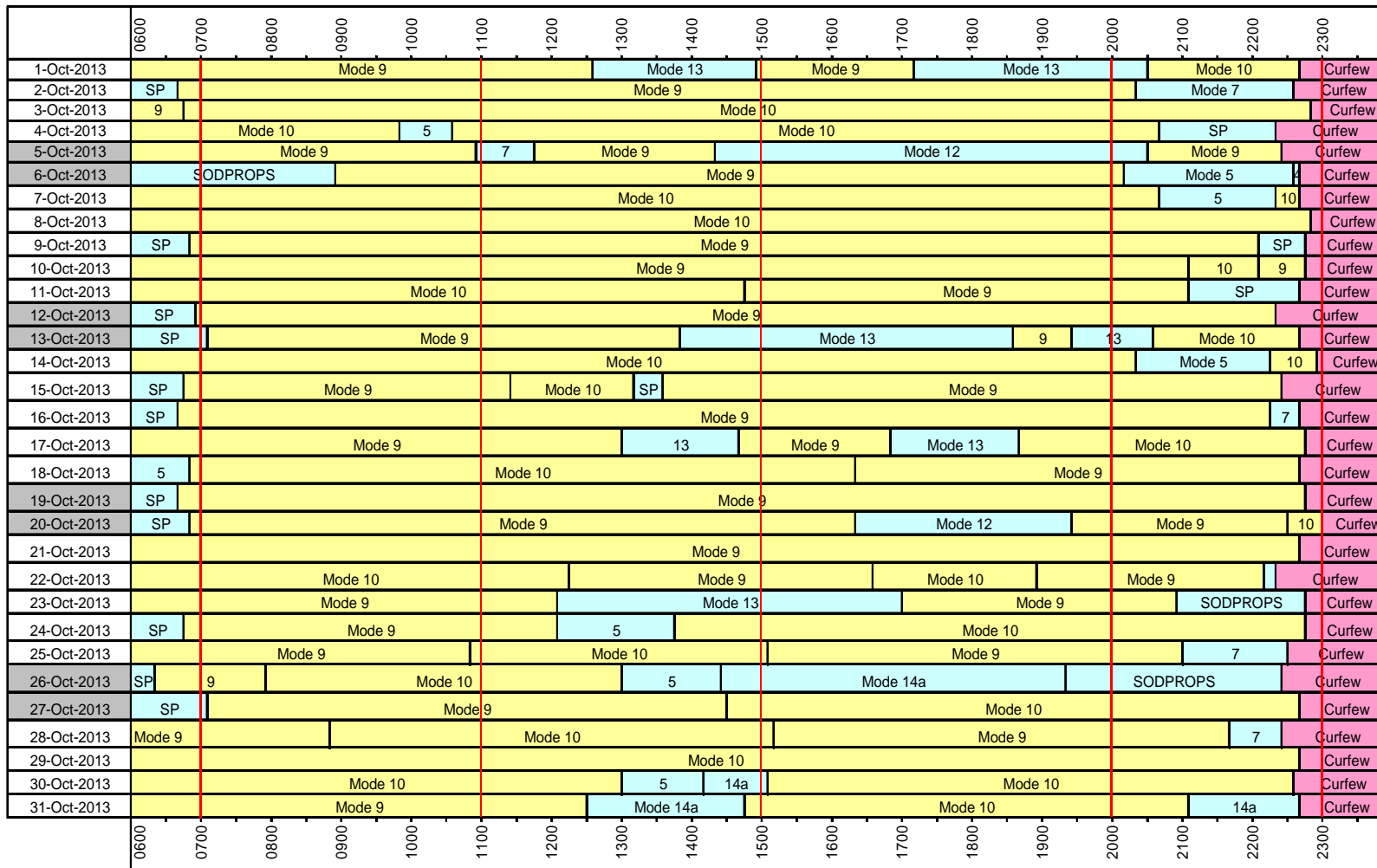
## EAST



## 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 **October 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	
11/10/2013	06:46	09:36	2:50
11/10/2013	10:09	10:45	0:36
22/10/2013	06:59	08:26	1:27
29/10/2013	07:51	07:52	0:01

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

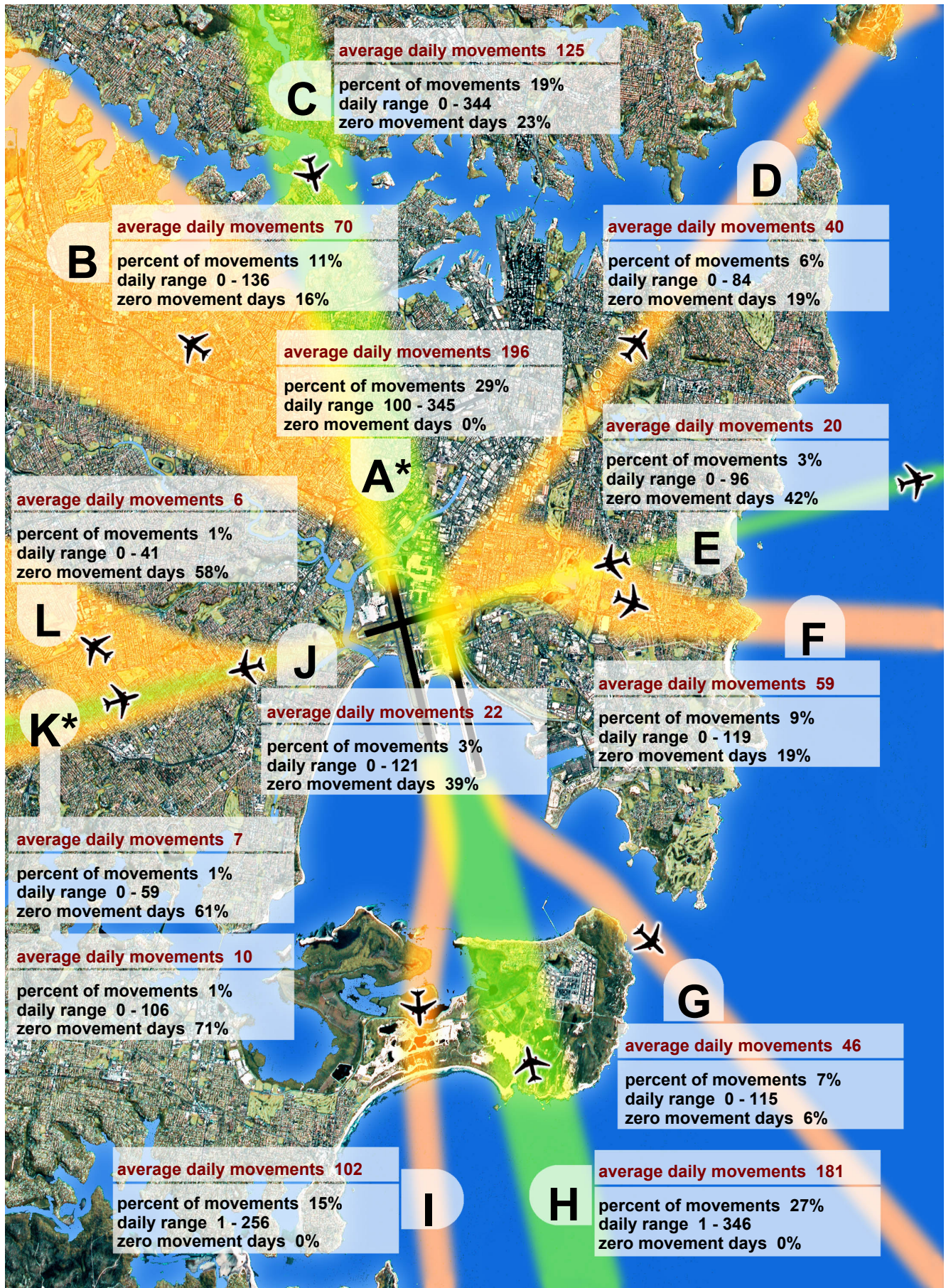
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
11/10/2013	123	57	66
22/10/2013	55	24	31
29/10/2013	1	1	0

## **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

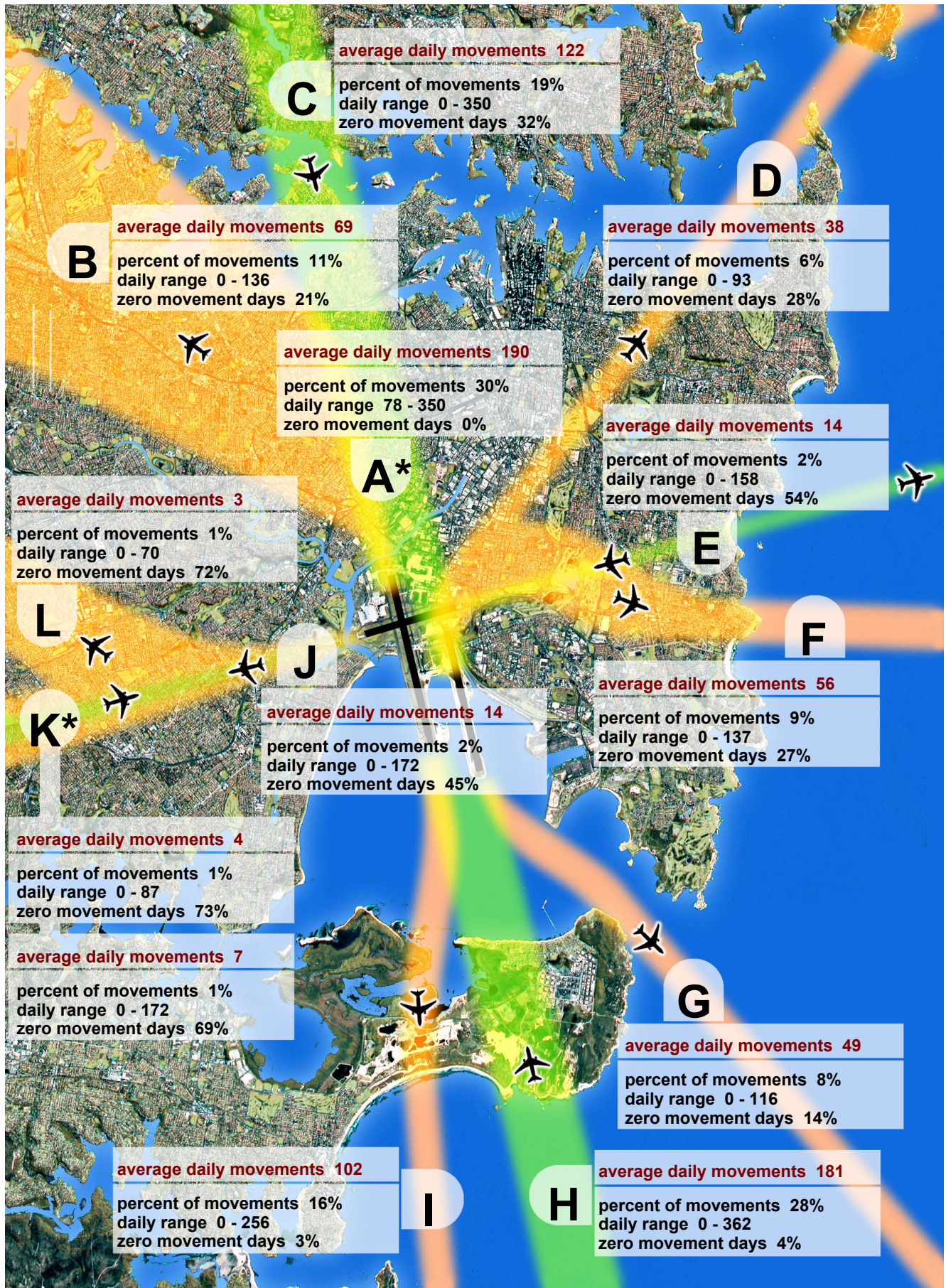
1 Oct 2013 to 31 Oct 2013, All Jets



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

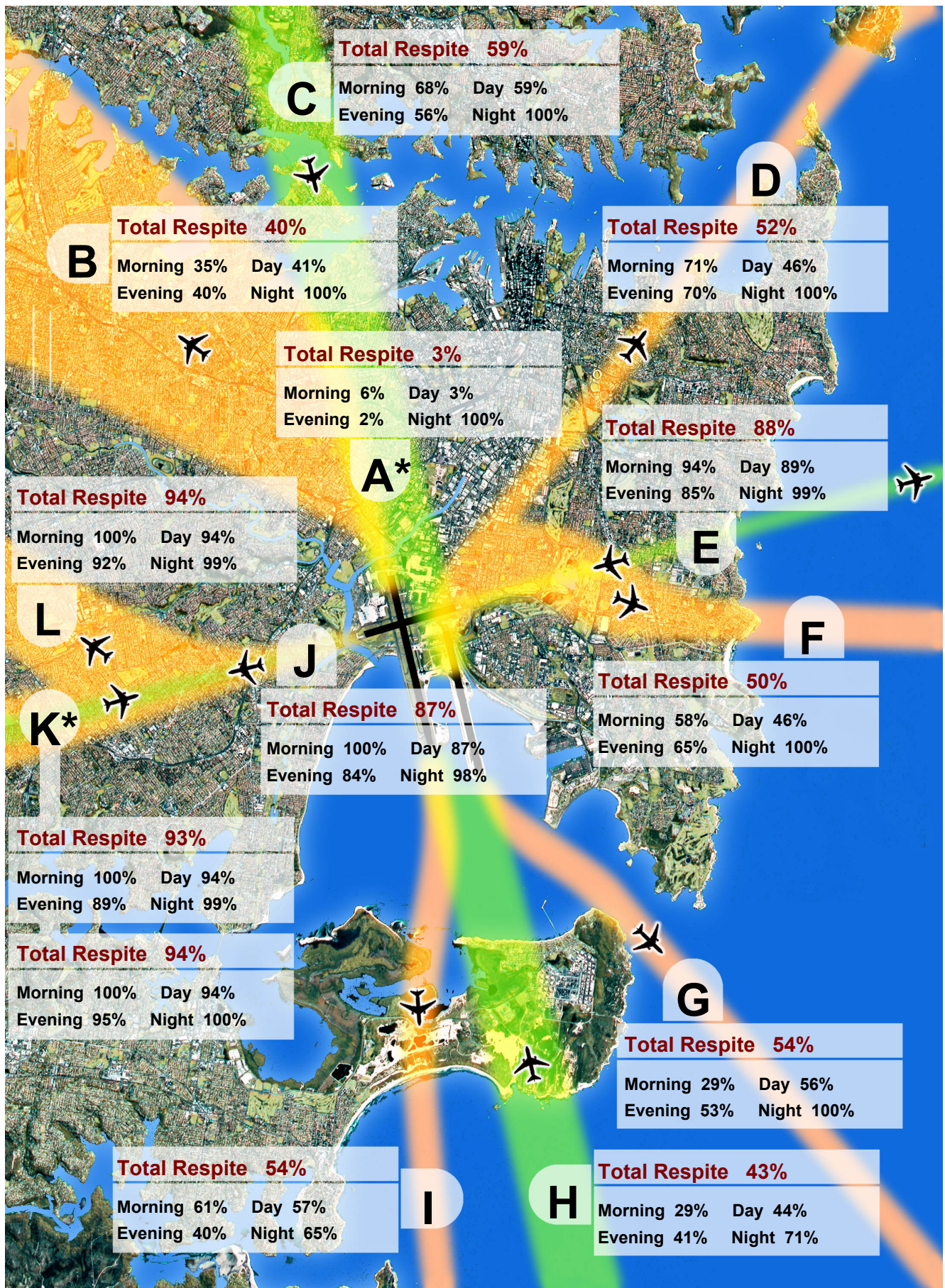
1 Nov 2012 to 31 Oct 2013, All Jets



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 Oct 2013 to 31 Oct 2013, All Jets



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

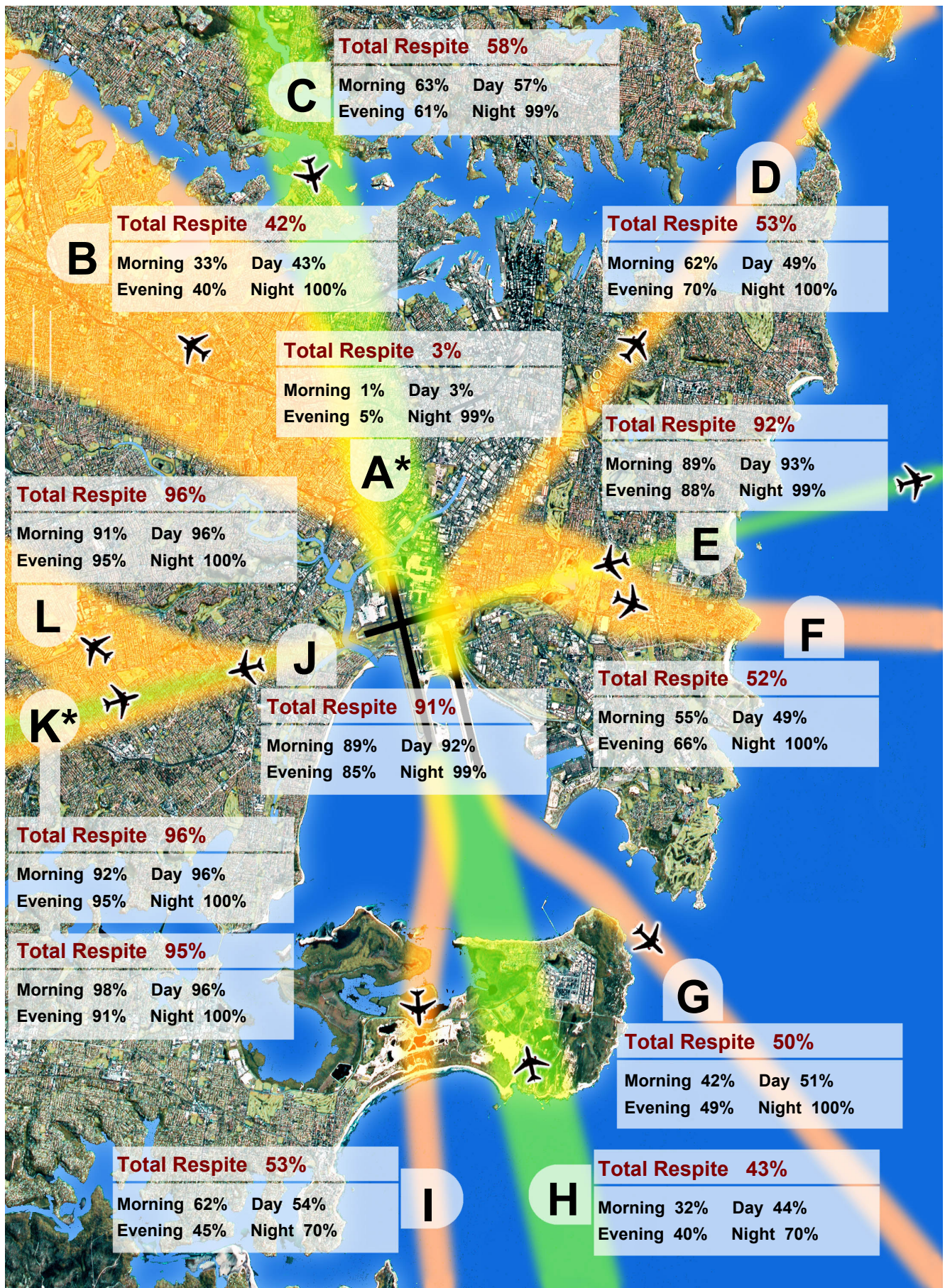
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2012 to 31 Oct 2013, All Jets



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

Total movements = 234,959

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) November 2012 to October 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="#">September 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="#">September 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="#">September 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="#">September 2013</a> and <a href="#">Mode 7</a> was in <a href="#">July 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="#">July 2013</a> , <a href="#">Mode 14A</a> in <a href="#">January 2013</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 November 2012 to October 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 53%**. This means that over the period **November 2012 to October 2013 for 53%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### **Notes**

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

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for October 2013.

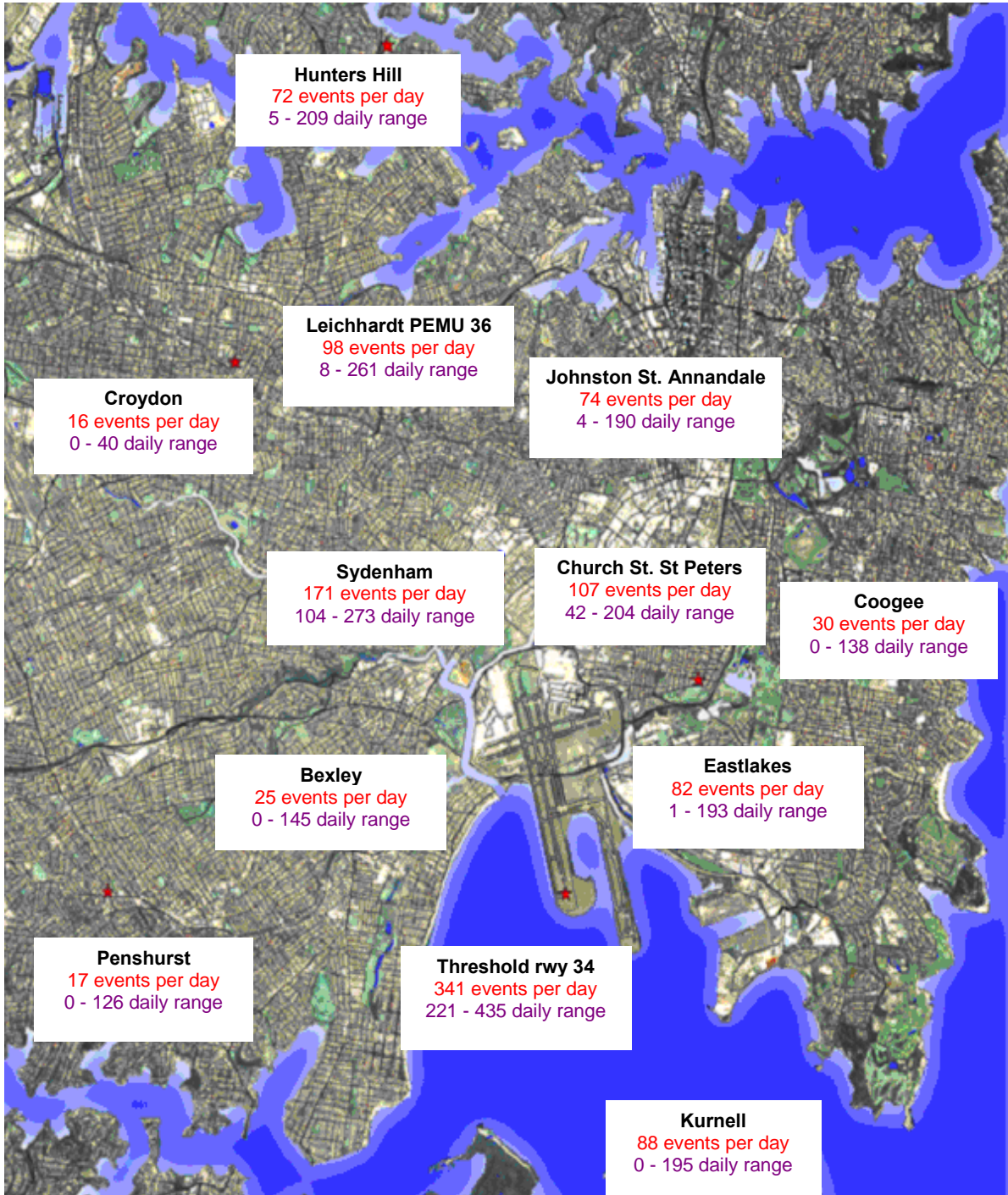


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2013

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L<sub>Amax</sub>) 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 October 2013 along with the Daily N70 values for the three months up to and including October are given in Table 1.

<i>Location</i>	<i>CNE Oct</i>	<i>Operational Days Oct</i>	<i>N70 Oct</i>	<i>N70 Sep</i>	<i>N70 Aug</i>
<i>Threshold rwy 34</i>	<i>10,842</i>	<i>30.9</i>	<i>342</i>	<i>363</i>	<i>371</i>
<i>Penshurst</i>	<i>732</i>	<i>30.9</i>	<i>17</i>	<i>11</i>	<i>11</i>
<i>Bexley</i>	<i>864</i>	<i>30.9</i>	<i>25</i>	<i>18</i>	<i>18</i>
<i>Sydenham</i>	<i>5,324</i>	<i>30.9</i>	<i>172</i>	<i>149</i>	<i>149</i>
<i>Johnston St Annandale</i>	<i>2,970</i>	<i>30.9</i>	<i>75</i>	<i>36</i>	<i>46</i>
<i>Church St. St Peters</i>	<i>4,370</i>	<i>30.9</i>	<i>107</i>	<i>78</i>	<i>84</i>
<i>Leichhardt PEMU 36</i>	<i>3,216</i>	<i>30.8</i>	<i>99</i>	<i>52</i>	<i>58</i>
<i>Eastlakes</i>	<i>2,840</i>	<i>30.9</i>	<i>82</i>	<i>104</i>	<i>89</i>
<i>Coogee</i>	<i>1,048</i>	<i>30.9</i>	<i>30</i>	<i>38</i>	<i>29</i>
<i>Kurnell</i>	<i>3,166</i>	<i>30.9</i>	<i>88</i>	<i>120</i>	<i>106</i>
<i>Croydon</i>	<i>770</i>	<i>30.9</i>	<i>16</i>	<i>22</i>	<i>19</i>
<i>Hunters Hill</i>	<i>4,936</i>	<i>30.8</i>	<i>73</i>	<i>38</i>	<i>39</i>

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

The N70 values for October 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	16	PM	46	AM	0	PM	2	AM	0	PM	3	AM	3	PM	10
Day	255	Night	10	Day	11	Night	0	Day	18	Night	0	Day	71	Night	0
WE_D	317	WE_N	6	WE_D	29	WE_N	0	WE_D	33	WE_N	1	WE_D	76	WE_N	1

Coogee				Sydenham				Leichhardt PEMU36				Kurnell			
AM	0	PM	6	AM	6	PM	27	AM	3	PM	19	AM	1	PM	7
Day	26	Night	0	Day	141	Night	0	Day	79	Night	0	Day	83	Night	0
WE_D	19	WE_N	0	WE_D	164	WE_N	1	WE_D	88	WE_N	0	WE_D	77	WE_N	0

Annandale				St Peters				Croydon				Hunters Hull			
AM	1	PM	11	AM	2	PM	15	AM	1	PM	2	AM	3	PM	14
Day	66	Night	0	Day	91	Night	0	Day	13	Night	0	Day	58	Night	0
WE_D	66	WE_N	0	WE_D	102	WE_N	0	WE_D	20	WE_N	0	WE_D	64	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.*