

# **Sydney Airport Operational Statistics**

## August 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**August 2012**

### **Total Runway Movements** (excluding helicopter operations) (refer pages 5-10)

There were a total of 27,562 aircraft movements this month (daily average 889.10). Last month there were a total of 27,217 movements (daily average 877.97) and for the same month last year there were a total of 25,839 movements (daily average 833.52).

### **Mode Utilisation** (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 17 days, Mode 10 on 8 days and Mode 13 on 1 day. Crossing runway modes (including Sodprops) were used for 21.64% 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 12)

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 27.91% - This result is above the LTOP target and below the previous month (33.26%)

South 51.57%- This result is below the LTOP target and below the previous month (53.11%)

East 18.11% - This result is above the LTOP target and above the previous month (12.26%)

West 2.39% - This result is below the LTOP target and above the previous month (1.35%)

### **16 Precision Runway Monitor (PRM) Operations** (refer page 14)

This procedure was not used in August.

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

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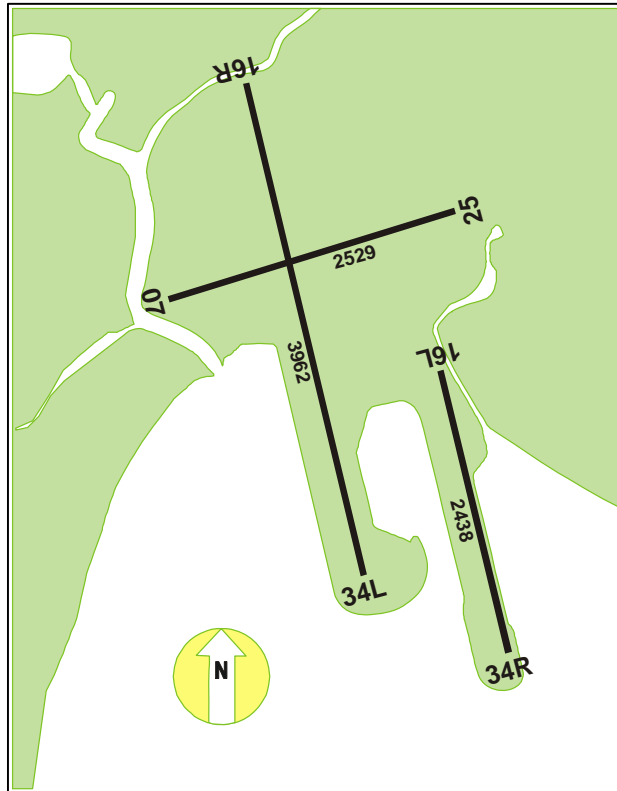
This report is available on the Internet at Airservices Australia website at

[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)

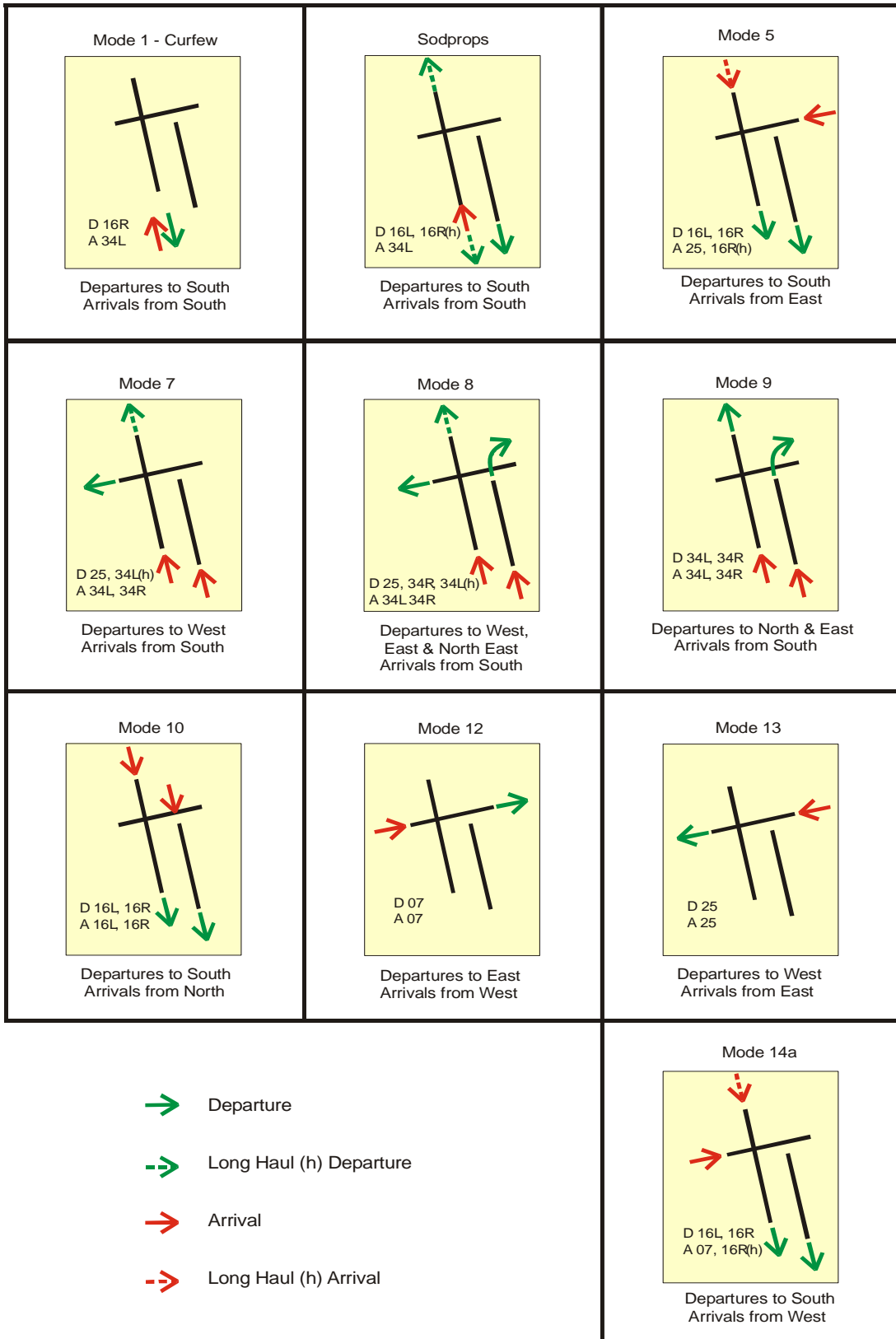
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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)

<b>Monday to Friday</b>		
<b>2300 to 0600</b>	<b>1.</b>	<b>Curfew – Departures 16R / Arrivals 34L (Mode 1)</b>
<b>0600 to 0700</b>	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</b> <b>16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or</b> <b>25</b> (Mode 13)
<b>0700 to 2245</b>	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</b> <b>16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or</b> <b>25</b> (Mode 13)
<b>2245 to 2300</b>	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 <b>or</b> 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.

<b>Saturday and Sunday</b>		
<b>2300 to 0600</b>	<b>1.</b>	<b>Curfew – Departures 16R / Arrivals 34L (Mode 1)</b>
<b>0600 to 0700</b> <b>Saturday</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0600 to 0800</b> <b>Sunday</b>	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</b> <b>16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or</b> <b>25</b> (Mode 13)
<b>0700 to 2200</b> <b>Saturday</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0800 to 2200</b> <b>Sunday</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</b> <b>16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or</b> <b>25</b> (Mode 13)
<b>2200 to 2245</b>	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 <b>or</b> 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</b> <b>16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) <b>or</b> <b>25</b> (Mode 13)
<b>2245 to 2300</b>	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 <b>or</b> 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-Aug-12	0	0	0	188	139	327	246	318	564	0	4	4	25	3	28	0	0	0	0	0	0	923
02-Aug-12	1	0	1	155	143	298	245	316	561	34	5	39	42	10	52	0	0	0	0	0	0	951
03-Aug-12	2	0	2	42	85	127	54	72	126	0	2	2	281	165	446	101	156	257	0	0	0	960
04-Aug-12	1	0	1	19	79	98	38	39	77	0	29	29	233	122	355	75	69	144	0	0	0	704
05-Aug-12	0	0	0	0	50	50	0	1	1	2	20	22	300	199	499	92	145	237	0	0	0	809
06-Aug-12	0	0	0	126	129	255	164	257	421	32	2	34	103	35	138	31	37	68	0	0	0	916
07-Aug-12	1	0	1	0	46	46	0	7	7	0	24	24	312	181	493	136	189	325	0	0	0	896
08-Aug-12	1	0	1	0	35	35	0	6	6	1	1	2	322	189	511	134	230	364	0	0	0	919
09-Aug-12	0	0	0	34	60	94	49	78	127	209	179	388	135	85	220	45	63	108	0	0	0	937
10-Aug-12	0	0	0	188	134	322	217	314	531	28	1	29	22	5	27	5	6	11	0	0	0	920
11-Aug-12	0	0	0	142	105	247	228	245	473	0	0	0	0	0	0	0	0	0	0	0	0	720
12-Aug-12	0	0	0	149	111	260	220	306	526	25	2	27	0	0	0	0	0	0	0	0	0	813
13-Aug-12	28	0	28	129	121	250	168	246	414	28	0	28	89	47	136	23	45	68	0	0	0	924
14-Aug-12	1	0	1	0	40	40	0	7	7	0	2	2	323	192	515	127	212	339	0	0	0	904
15-Aug-12	1	0	1	0	37	37	0	11	11	1	1	2	311	198	509	144	213	357	0	0	0	917
16-Aug-12	3	0	3	0	80	80	1	7	8	1	1	2	347	183	530	123	199	322	0	0	0	945
17-Aug-12	0	0	0	0	0	0	1	6	7	37	34	71	289	197	486	163	252	415	0	0	0	979
18-Aug-12	0	0	0	0	0	0	0	0	0	213	192	405	112	85	197	47	69	116	0	0	0	718
19-Aug-12	0	0	0	136	117	253	231	300	531	0	0	0	35	8	43	0	0	0	0	0	0	827
20-Aug-12	2	0	2	0	0	0	0	6	6	0	1	1	272	221	493	191	234	425	0	0	0	927
21-Aug-12	1	0	1	0	0	0	0	9	9	1	0	1	279	213	492	171	237	408	0	0	0	911
22-Aug-12	2	0	2	0	0	0	1	9	10	0	1	1	294	215	509	167	239	406	0	0	0	928
23-Aug-12	0	0	0	0	0	0	0	7	7	26	17	43	275	211	486	175	242	417	0	0	0	953
24-Aug-12	0	0	0	0	0	0	1	6	7	0	16	16	296	213	509	182	242	424	0	0	0	956
25-Aug-12	31	0	31	0	61	61	3	52	55	48	2	50	209	113	322	74	110	184	0	0	0	703
26-Aug-12	0	0	0	90	102	192	132	169	301	0	0	0	143	78	221	29	74	103	0	0	0	817
27-Aug-12	0	0	0	0	40	40	0	5	5	0	0	0	305	209	514	162	216	378	0	0	0	937
28-Aug-12	3	0	3	0	11	11	0	9	9	1	0	1	284	191	475	168	238	406	0	0	0	905
29-Aug-12	0	0	0	0	0	0	0	6	6	0	1	1	286	206	492	169	250	419	0	0	0	918
30-Aug-12	0	0	0	0	47	47	1	7	8	29	45	74	303	179	482	155	202	357	0	0	0	968
31-Aug-12	0	0	0	109	91	200	130	175	305	0	0	0	161	103	264	79	109	188	0	0	0	957
Total	78	0	78	1507	1863	3370	2130	2996	5126	716	582	1298	6388	4056	10444	2968	4278	7246	0	0	0	27562

## 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-Aug-12	0	0	0	119	97	216	191	234	425	0	0	0	22	2	24	0	0	0	0	0	0	665
02-Aug-12	0	0	0	102	102	204	192	238	430	21	1	22	36	9	45	0	0	0	0	0	0	701
03-Aug-12	0	0	0	23	69	92	46	54	100	0	0	0	210	98	308	69	132	201	0	0	0	701
04-Aug-12	0	0	0	12	67	79	35	33	68	0	24	24	193	88	281	44	59	103	0	0	0	555
05-Aug-12	0	0	0	0	46	46	0	0	0	0	16	16	251	136	387	58	116	174	0	0	0	623
06-Aug-12	0	0	0	82	94	176	122	183	305	19	1	20	85	21	106	21	34	55	0	0	0	662
07-Aug-12	0	0	0	0	38	38	0	6	6	0	19	19	251	112	363	76	150	226	0	0	0	652
08-Aug-12	0	0	0	0	33	33	0	5	5	1	0	1	249	109	358	82	189	271	0	0	0	668
09-Aug-12	0	0	0	16	46	62	36	63	99	159	122	281	104	53	157	28	55	83	0	0	0	682
10-Aug-12	0	0	0	123	97	220	172	234	406	18	0	18	20	5	25	5	6	11	0	0	0	680
11-Aug-12	0	0	0	102	81	183	186	198	384	0	0	0	0	0	0	0	0	0	0	0	0	567
12-Aug-12	0	0	0	99	77	176	181	235	416	24	0	24	0	0	0	0	0	0	0	0	0	616
13-Aug-12	15	0	15	80	89	169	138	182	320	23	0	23	73	31	104	12	36	48	0	0	0	679
14-Aug-12	0	0	0	0	33	33	0	7	7	0	1	1	256	117	373	74	171	245	0	0	0	659
15-Aug-12	0	0	0	0	35	35	0	8	8	0	1	1	238	117	355	91	170	261	0	0	0	660
16-Aug-12	0	0	0	0	68	68	0	6	6	0	0	0	268	101	369	77	166	243	0	0	0	686
17-Aug-12	0	0	0	0	0	0	0	3	3	22	23	45	234	115	349	97	216	313	0	0	0	710
18-Aug-12	0	0	0	0	0	0	0	0	0	159	150	309	95	67	162	32	58	90	0	0	0	561
19-Aug-12	0	0	0	100	86	186	184	230	414	0	0	0	32	7	39	0	0	0	0	0	0	639
20-Aug-12	1	0	1	0	0	0	0	6	6	0	0	0	222	138	360	118	195	313	0	0	0	680
21-Aug-12	0	0	0	0	0	0	0	7	7	0	0	0	220	135	355	103	186	289	0	0	0	651
22-Aug-12	0	0	0	0	0	0	0	7	7	0	0	0	227	131	358	106	198	304	0	0	0	669
23-Aug-12	0	0	0	0	0	0	0	7	7	17	11	28	227	131	358	107	201	308	0	0	0	701
24-Aug-12	0	0	0	0	0	0	0	4	4	0	13	13	241	130	371	109	203	312	0	0	0	700
25-Aug-12	22	0	22	0	50	50	3	42	45	31	1	32	173	80	253	53	98	151	0	0	0	553
26-Aug-12	0	0	0	67	75	142	93	118	211	0	0	0	126	58	184	21	68	89	0	0	0	626
27-Aug-12	0	0	0	0	32	32	0	4	4	0	0	0	234	124	358	105	181	286	0	0	0	680
28-Aug-12	0	0	0	0	11	11	0	7	7	1	0	1	230	115	345	99	190	289	0	0	0	653
29-Aug-12	0	0	0	0	0	0	0	5	5	0	1	1	217	124	341	110	203	313	0	0	0	660
30-Aug-12	0	0	0	0	46	46	0	5	5	21	28	49	233	108	341	102	163	265	0	0	0	706
31-Aug-12	0	0	0	71	63	134	102	129	231	0	0	0	127	68	195	50	94	144	0	0	0	704
Total	38	0	38	996	1435	2431	1681	2260	3941	516	412	928	5094	2530	7624	1849	3538	5387	0	0	0	20349

# 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-Aug-12	0	0	0	69	42	111	55	84	139	0	4	4	3	1	4	0	0	0	0	0	0	258
02-Aug-12	1	0	1	53	41	94	53	78	131	13	4	17	6	1	7	0	0	0	0	0	0	250
03-Aug-12	2	0	2	19	16	35	8	18	26	0	2	2	71	67	138	32	24	56	0	0	0	259
04-Aug-12	1	0	1	7	12	19	3	6	9	0	5	5	40	34	74	31	10	41	0	0	0	149
05-Aug-12	0	0	0	0	4	4	0	1	1	2	4	6	49	63	112	34	29	63	0	0	0	186
06-Aug-12	0	0	0	44	35	79	42	74	116	13	1	14	18	14	32	10	3	13	0	0	0	254
07-Aug-12	1	0	1	0	8	8	0	1	1	0	5	5	61	69	130	60	39	99	0	0	0	244
08-Aug-12	1	0	1	0	2	2	0	1	1	0	1	1	73	80	153	52	41	93	0	0	0	251
09-Aug-12	0	0	0	18	14	32	13	15	28	50	57	107	31	32	63	17	8	25	0	0	0	255
10-Aug-12	0	0	0	65	37	102	45	80	125	10	1	11	2	0	2	0	0	0	0	0	0	240
11-Aug-12	0	0	0	40	24	64	42	47	89	0	0	0	0	0	0	0	0	0	0	0	0	153
12-Aug-12	0	0	0	50	34	84	39	71	110	1	2	3	0	0	0	0	0	0	0	0	0	197
13-Aug-12	13	0	13	49	32	81	30	64	94	5	0	5	16	16	32	11	9	20	0	0	0	245
14-Aug-12	1	0	1	0	7	7	0	0	0	0	1	1	67	75	142	53	41	94	0	0	0	245
15-Aug-12	1	0	1	0	2	2	0	3	3	1	0	1	73	81	154	53	43	96	0	0	0	257
16-Aug-12	3	0	3	0	12	12	1	1	2	1	1	2	79	82	161	46	33	79	0	0	0	259
17-Aug-12	0	0	0	0	0	0	1	3	4	15	11	26	55	82	137	66	36	102	0	0	0	269
18-Aug-12	0	0	0	0	0	0	0	0	0	54	42	96	17	18	35	15	11	26	0	0	0	157
19-Aug-12	0	0	0	36	31	67	47	70	117	0	0	0	3	1	4	0	0	0	0	0	0	188
20-Aug-12	1	0	1	0	0	0	0	0	0	0	1	1	50	83	133	73	39	112	0	0	0	247
21-Aug-12	1	0	1	0	0	0	0	2	2	1	0	1	59	78	137	68	51	119	0	0	0	260
22-Aug-12	2	0	2	0	0	0	1	2	3	0	1	1	67	84	151	61	41	102	0	0	0	259
23-Aug-12	0	0	0	0	0	0	0	0	0	9	6	15	48	80	128	68	41	109	0	0	0	252
24-Aug-12	0	0	0	0	0	0	1	2	3	0	3	3	55	83	138	73	39	112	0	0	0	256
25-Aug-12	9	0	9	0	11	11	0	10	10	17	1	18	36	33	69	21	12	33	0	0	0	150
26-Aug-12	0	0	0	23	27	50	39	51	90	0	0	0	17	20	37	8	6	14	0	0	0	191
27-Aug-12	0	0	0	0	8	8	0	1	1	0	0	0	71	85	156	57	35	92	0	0	0	257
28-Aug-12	3	0	3	0	0	0	0	2	2	0	0	0	54	76	130	69	48	117	0	0	0	252
29-Aug-12	0	0	0	0	0	0	0	1	1	0	0	0	69	82	151	59	47	106	0	0	0	258
30-Aug-12	0	0	0	0	1	1	1	2	3	8	17	25	70	71	141	53	39	92	0	0	0	262
31-Aug-12	0	0	0	38	28	66	28	46	74	0	0	0	34	35	69	29	15	44	0	0	0	253
Total	40	0	40	511	428	939	449	736	1185	200	170	370	1294	1526	2820	1119	740	1859	0	0	0	7213

(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-Aug-12	1	1	2	3	0	4	46	72	64	65	62	63	47	48	55	53	55	61	67	59	39	32	21	3	923
02-Aug-12	3	1	3	3	1	4	44	74	75	59	68	62	43	47	54	57	54	65	64	57	48	31	28	6	951
03-Aug-12	2	1	3	2	1	2	42	75	74	63	70	57	49	46	61	59	56	63	72	65	45	33	18	1	960
04-Aug-12	0	0	1	1	0	4	33	48	66	59	57	54	47	40	49	40	38	37	50	36	19	18	7	0	704
05-Aug-12	0	0	1	0	0	3	32	29	50	47	58	51	47	39	60	55	47	59	75	62	41	35	18	0	809
06-Aug-12	0	1	0	1	0	4	48	70	59	70	73	66	47	48	50	53	54	59	72	54	33	29	21	4	916
07-Aug-12	3	0	2	2	1	3	45	72	74	57	72	53	49	45	52	55	47	51	64	59	39	25	22	4	896
08-Aug-12	3	0	1	3	0	3	46	72	75	62	60	56	47	43	62	52	53	58	74	57	36	30	23	3	919
09-Aug-12	3	0	3	2	0	6	43	70	68	70	58	62	49	48	51	51	56	49	49	57	48	46	42	6	937
10-Aug-12	2	0	0	5	1	3	45	54	61	54	70	66	56	38	48	55	55	57	51	59	54	48	38	0	920
11-Aug-12	1	0	0	0	0	0	38	42	65	67	62	55	47	41	57	38	41	36	45	33	24	20	7	1	720
12-Aug-12	1	1	0	1	0	1	30	37	49	42	56	50	43	42	62	55	51	64	72	66	44	30	14	2	813
13-Aug-12	0	0	1	0	1	3	41	68	66	75	69	73	46	49	59	46	57	58	69	47	40	26	25	5	924
14-Aug-12	0	0	1	2	1	3	45	63	69	66	65	66	47	42	59	49	46	61	72	52	36	33	20	6	904
15-Aug-12	2	1	3	2	1	4	42	74	70	64	61	60	43	41	63	48	54	61	75	56	33	32	23	4	917
16-Aug-12	1	0	3	2	0	4	45	69	70	65	70	60	43	43	52	59	52	67	69	57	43	38	27	6	945
17-Aug-12	2	2	1	3	1	5	47	67	80	72	70	66	48	41	47	62	65	57	59	70	52	33	28	1	979
18-Aug-12	1	1	0	1	1	4	39	46	66	54	62	46	47	48	45	43	40	36	43	42	23	18	12	0	718
19-Aug-12	1	0	0	1	0	3	34	36	52	46	59	50	49	39	59	61	47	60	66	70	45	31	16	2	827
20-Aug-12	0	2	0	0	0	5	43	70	74	65	70	73	43	44	60	46	51	60	68	57	40	27	25	4	927
21-Aug-12	2	1	1	3	0	3	43	71	77	63	70	63	39	46	54	53	51	58	65	63	32	30	20	3	911
22-Aug-12	3	0	3	2	1	3	49	67	79	66	61	59	48	43	57	55	52	56	72	59	36	34	18	5	928
23-Aug-12	0	0	2	3	1	4	46	66	70	70	67	66	45	47	54	50	49	40	63	73	51	44	39	3	953
24-Aug-12	2	0	2	2	1	3	44	68	69	70	68	67	49	38	59	61	56	64	63	66	49	36	19	0	956
25-Aug-12	0	0	1	1	0	5	38	46	65	56	60	49	46	42	47	45	36	39	46	30	24	17	9	1	703
26-Aug-12	0	1	0	0	0	3	31	35	48	49	57	51	48	39	60	51	55	69	65	64	39	37	15	0	817
27-Aug-12	0	2	0	0	1	5	45	70	79	67	72	63	46	43	57	52	51	65	72	54	33	31	25	4	937
28-Aug-12	2	0	2	3	1	4	43	71	78	67	64	65	42	43	51	55	41	61	70	54	38	24	23	3	905
29-Aug-12	2	0	1	3	0	3	45	67	78	65	61	61	41	46	55	45	58	60	71	63	32	30	28	3	918
30-Aug-12	2	1	1	3	0	2	44	72	71	65	64	67	43	44	65	44	52	66	72	73	44	35	33	5	968
31-Aug-12	2	0	2	3	1	3	45	67	79	68	68	62	48	43	67	60	51	56	67	65	50	29	21	0	957
<b>Total</b>	<b>41</b>	<b>16</b>	<b>40</b>	<b>57</b>	<b>15</b>	<b>106</b>	<b>1301</b>	<b>1908</b>	<b>2120</b>	<b>1928</b>	<b>2004</b>	<b>1862</b>	<b>1432</b>	<b>1346</b>	<b>1731</b>	<b>1608</b>	<b>1571</b>	<b>1753</b>	<b>2002</b>	<b>1779</b>	<b>1210</b>	<b>962</b>	<b>685</b>	<b>85</b>	<b>27562</b>
<b>Avg.</b>	<b>1.32</b>	<b>0.52</b>	<b>1.29</b>	<b>1.84</b>	<b>0.48</b>	<b>3.42</b>	<b>41.97</b>	<b>61.55</b>	<b>68.39</b>	<b>62.19</b>	<b>64.65</b>	<b>60.06</b>	<b>46.19</b>	<b>43.42</b>	<b>55.84</b>	<b>51.87</b>	<b>50.68</b>	<b>56.55</b>	<b>64.58</b>	<b>57.39</b>	<b>39.03</b>	<b>31.03</b>	<b>22.10</b>	<b>2.74</b>	<b>889.10</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-Aug-12	0	1	1	1	0	4	20	42	30	27	30	36	18	24	25	21	30	35	35	27	24	19	9	0	459
02-Aug-12	2	1	3	0	0	4	22	40	35	31	29	33	15	23	29	26	28	37	31	27	28	17	14	2	477
03-Aug-12	1	0	2	1	1	2	23	41	36	28	32	28	20	23	28	29	29	37	38	30	20	18	12	1	480
04-Aug-12	0	0	1	0	0	4	22	32	31	25	24	28	17	20	29	18	22	24	24	21	12	10	2	0	366
05-Aug-12	0	0	0	0	0	3	20	15	23	24	20	23	13	19	31	23	23	38	36	31	21	18	13	0	394
06-Aug-12	0	0	0	1	0	4	27	39	31	30	34	32	17	22	25	25	27	34	33	26	19	17	11	2	456
07-Aug-12	1	0	2	0	0	3	22	43	35	24	36	30	20	19	30	21	23	28	34	27	23	14	12	2	449
08-Aug-12	1	0	1	1	0	3	23	40	34	30	24	30	26	18	31	21	26	36	37	24	21	16	14	1	458
09-Aug-12	0	0	2	0	0	6	18	39	38	31	24	29	24	24	25	26	25	25	25	30	27	26	25	3	472
10-Aug-12	0	0	0	3	1	3	23	26	29	33	37	33	18	17	25	28	25	25	26	30	28	29	21	0	460
11-Aug-12	1	0	0	0	0	0	24	27	34	27	25	29	21	23	28	16	23	23	21	19	17	9	3	0	370
12-Aug-12	1	0	0	1	0	0	18	21	22	18	23	20	15	17	32	26	22	39	40	31	21	15	12	0	394
13-Aug-12	0	0	1	0	1	3	22	31	35	43	34	31	18	21	31	23	29	33	33	20	25	15	15	1	465
14-Aug-12	0	0	1	1	0	3	23	33	34	34	32	30	19	23	29	14	25	36	35	22	23	21	11	2	451
15-Aug-12	0	0	3	1	0	4	22	42	34	27	28	31	18	20	32	21	27	35	36	27	18	19	11	1	457
16-Aug-12	0	0	3	0	0	4	22	38	36	33	34	25	17	22	29	25	23	40	34	23	24	23	17	3	475
17-Aug-12	0	0	1	1	1	5	22	38	45	30	32	32	20	19	25	32	29	24	37	32	28	15	21	1	490
18-Aug-12	1	0	0	1	1	4	25	30	30	25	26	24	22	18	24	24	16	25	24	22	14	11	5	0	372
19-Aug-12	0	0	0	1	0	3	22	17	21	21	24	21	21	16	32	23	25	37	36	32	20	16	13	1	402
20-Aug-12	0	1	0	0	0	5	25	35	40	31	35	32	16	21	31	19	23	35	34	28	24	13	15	2	465
21-Aug-12	0	0	1	1	0	3	21	38	41	29	32	29	16	24	28	22	26	33	34	29	15	18	11	1	452
22-Aug-12	1	0	2	0	1	3	23	41	40	29	27	32	20	22	26	24	26	33	37	26	19	18	12	2	464
23-Aug-12	0	0	2	0	0	4	24	33	38	35	32	29	15	24	30	23	21	25	35	41	23	17	24	1	476
24-Aug-12	1	0	1	1	0	3	21	39	38	32	29	34	18	19	31	33	20	32	37	31	28	20	11	0	479
25-Aug-12	0	0	1	1	0	4	23	34	27	23	26	26	16	23	25	21	21	28	21	17	13	8	6	1	365
26-Aug-12	0	1	0	0	0	3	18	18	19	22	25	19	19	18	29	19	27	44	34	28	20	20	11	0	394
27-Aug-12	0	1	0	0	1	5	21	40	40	33	32	28	18	20	31	22	27	34	37	26	19	16	14	2	467
28-Aug-12	0	0	1	1	1	4	23	39	42	30	30	33	14	22	26	22	21	37	35	26	21	14	13	1	456
29-Aug-12	0	0	1	1	0	3	18	38	38	28	28	35	18	21	26	18	30	37	34	30	18	19	13	1	455
30-Aug-12	0	1	1	1	0	2	22	39	36	30	30	32	17	23	35	18	22	42	40	33	23	19	20	2	488
31-Aug-12	0	0	2	2	0	3	23	37	42	29	33	30	20	20	33	24	25	29	36	35	24	15	17	0	479
<b>Total</b>	<b>10</b>	<b>6</b>	<b>33</b>	<b>21</b>	<b>8</b>	<b>104</b>	<b>682</b>	<b>1065</b>	<b>1054</b>	<b>892</b>	<b>907</b>	<b>904</b>	<b>566</b>	<b>645</b>	<b>891</b>	<b>707</b>	<b>766</b>	<b>1020</b>	<b>1029</b>	<b>851</b>	<b>660</b>	<b>525</b>	<b>408</b>	<b>33</b>	<b>13787</b>
<b>Avg.</b>	<b>0.32</b>	<b>0.19</b>	<b>1.06</b>	<b>0.68</b>	<b>0.26</b>	<b>3.35</b>	<b>22.00</b>	<b>34.35</b>	<b>34.00</b>	<b>28.77</b>	<b>29.26</b>	<b>29.16</b>	<b>18.26</b>	<b>20.81</b>	<b>28.74</b>	<b>22.81</b>	<b>24.71</b>	<b>32.90</b>	<b>33.19</b>	<b>27.45</b>	<b>21.29</b>	<b>16.94</b>	<b>13.16</b>	<b>1.06</b>	<b>444.74</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-Aug-12	1	0	1	2	0	0	26	30	34	38	32	27	29	24	30	32	25	26	32	32	15	13	12	3	464
02-Aug-12	1	0	0	3	1	0	22	34	40	28	39	29	28	24	25	31	26	28	33	30	20	14	14	4	474
03-Aug-12	1	1	1	1	0	0	19	34	38	35	38	29	29	23	33	30	27	26	34	35	25	15	6	0	480
04-Aug-12	0	0	0	1	0	0	11	16	35	34	33	26	30	20	20	22	16	13	26	15	7	8	5	0	338
05-Aug-12	0	0	1	0	0	0	12	14	27	23	38	28	34	20	29	32	24	21	39	31	20	17	5	0	415
06-Aug-12	0	1	0	0	0	0	21	31	28	40	39	34	30	26	25	28	27	25	39	28	14	12	10	2	460
07-Aug-12	2	0	0	2	1	0	23	29	39	33	36	23	29	26	22	34	24	23	30	32	16	11	10	2	447
08-Aug-12	2	0	0	2	0	0	23	32	41	32	36	26	21	25	31	31	27	22	37	33	15	14	9	2	461
09-Aug-12	3	0	1	2	0	0	25	31	30	39	34	33	25	24	26	25	31	24	24	27	21	20	17	3	465
10-Aug-12	2	0	0	2	0	0	22	28	32	21	33	33	38	21	23	27	30	32	25	29	26	19	17	0	460
11-Aug-12	0	0	0	0	0	0	14	15	31	40	37	26	26	18	29	22	18	13	24	14	7	11	4	1	350
12-Aug-12	0	1	0	0	0	1	12	16	27	24	33	30	28	25	30	29	29	25	32	35	23	15	2	2	419
13-Aug-12	0	0	0	0	0	0	19	37	31	32	35	42	28	28	28	23	28	25	36	27	15	11	10	4	459
14-Aug-12	0	0	0	1	1	0	22	30	35	32	33	36	28	19	30	35	21	25	37	30	13	12	9	4	453
15-Aug-12	2	1	0	1	1	0	20	32	36	37	33	29	25	21	31	27	27	26	39	29	15	13	12	3	460
16-Aug-12	1	0	0	2	0	0	23	31	34	32	36	35	26	21	23	34	29	27	35	34	19	15	10	3	470
17-Aug-12	2	2	0	2	0	0	25	29	35	42	38	34	28	22	22	30	36	33	22	38	24	18	7	0	489
18-Aug-12	0	1	0	0	0	0	14	16	36	29	36	22	25	30	21	19	24	11	19	20	9	7	7	0	346
19-Aug-12	1	0	0	0	0	0	12	19	31	25	35	29	28	23	27	38	22	23	30	38	25	15	3	1	425
20-Aug-12	0	1	0	0	0	0	18	35	34	34	35	41	27	23	29	27	28	25	34	29	16	14	10	2	462
21-Aug-12	2	1	0	2	0	0	22	33	36	34	38	34	23	22	26	31	25	25	31	34	17	12	9	2	459
22-Aug-12	2	0	1	2	0	0	26	26	39	37	34	27	28	21	31	31	26	23	35	33	17	16	6	3	464
23-Aug-12	0	0	0	3	1	0	22	33	32	35	35	37	30	23	24	27	28	15	28	32	28	27	15	2	477
24-Aug-12	1	0	1	1	1	0	23	29	31	38	39	33	31	19	28	28	36	32	26	35	21	16	8	0	477
25-Aug-12	0	0	0	0	0	1	15	12	38	33	34	23	30	19	22	24	15	11	25	13	11	9	3	0	338
26-Aug-12	0	0	0	0	0	0	13	17	29	27	32	32	29	21	31	32	28	25	31	36	19	17	4	0	423
27-Aug-12	0	1	0	0	0	0	24	30	39	34	40	35	28	23	26	30	24	31	35	28	14	15	11	2	470
28-Aug-12	2	0	1	2	0	0	20	32	36	37	34	32	28	21	25	33	20	24	35	28	17	10	10	2	449
29-Aug-12	2	0	0	2	0	0	27	29	40	37	33	26	23	25	29	27	28	23	37	33	14	11	15	2	463
30-Aug-12	2	0	0	2	0	0	22	33	35	35	34	35	26	21	30	26	30	24	32	40	21	16	13	3	480
31-Aug-12	2	0	0	1	1	0	22	30	37	39	35	32	28	23	34	36	26	27	31	30	26	14	4	0	478
<b>Total</b>	<b>31</b>	<b>10</b>	<b>7</b>	<b>36</b>	<b>7</b>	<b>2</b>	<b>619</b>	<b>843</b>	<b>1066</b>	<b>1036</b>	<b>1097</b>	<b>958</b>	<b>866</b>	<b>701</b>	<b>840</b>	<b>901</b>	<b>805</b>	<b>733</b>	<b>973</b>	<b>928</b>	<b>550</b>	<b>437</b>	<b>277</b>	<b>52</b>	<b>13775</b>
<b>Avg.</b>	<b>1.00</b>	<b>0.32</b>	<b>0.23</b>	<b>1.16</b>	<b>0.23</b>	<b>0.06</b>	<b>19.97</b>	<b>27.19</b>	<b>34.39</b>	<b>33.42</b>	<b>35.39</b>	<b>30.90</b>	<b>27.94</b>	<b>22.61</b>	<b>27.10</b>	<b>29.06</b>	<b>25.97</b>	<b>23.65</b>	<b>31.39</b>	<b>29.94</b>	<b>17.74</b>	<b>14.10</b>	<b>8.94</b>	<b>1.68</b>	<b>444.35</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	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Aug-12	07:00	00:18	00:47	-	-	-	-	15:53	-	-	-	-	-
02-Aug-12	07:00	00:07	01:46	01:25	-	-	-	13:40	-	-	-	-	-
03-Aug-12	07:00	00:25	04:28	-	-	-	09:08	02:56	-	-	-	-	-
04-Aug-12	07:00	00:36	06:41	-	01:58	-	04:48	02:54	-	-	-	-	-
05-Aug-12	07:00	00:39	03:37	-	01:38	-	11:04	-	-	-	-	-	-
06-Aug-12	07:00	00:21	02:30	01:20	-	-	02:27	10:19	-	-	-	-	-
07-Aug-12	07:00	00:16	04:14	-	01:02	-	11:26	-	-	-	-	-	-
08-Aug-12	07:00	00:18	03:14	-	-	-	13:26	-	-	-	-	-	-
09-Aug-12	07:00	-	02:07	00:24	-	-	03:35	02:40	-	08:09	-	-	-
10-Aug-12	07:00	00:03	-	01:13	-	-	00:45	14:57	-	-	-	-	-
11-Aug-12	07:00	00:28	-	-	-	-	-	16:30	-	-	-	-	-
12-Aug-12	07:00	00:25	-	01:33	-	-	-	15:00	-	-	-	-	-
13-Aug-12	07:00	00:18	01:51	01:12	-	-	02:23	10:00	-	-	01:12	-	-
14-Aug-12	07:00	00:30	03:43	-	-	-	12:45	-	-	-	-	-	-
15-Aug-12	07:00	00:29	03:09	-	-	-	13:20	-	-	-	-	-	-
16-Aug-12	07:00	00:22	05:58	-	-	-	10:38	-	-	-	-	-	-
17-Aug-12	07:00	00:17	-	-	-	-	15:14	-	-	01:27	-	-	-
18-Aug-12	07:00	00:35	-	-	01:33	-	04:59	-	-	09:50	-	-	-
19-Aug-12	07:00	00:33	01:31	-	-	-	-	14:54	-	-	-	-	-
20-Aug-12	07:00	00:15	-	-	-	-	16:43	-	-	-	-	-	-
21-Aug-12	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
22-Aug-12	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
23-Aug-12	07:00	00:13	-	-	-	-	15:42	-	-	01:03	-	-	-
24-Aug-12	07:00	00:26	-	-	01:34	-	14:58	-	-	-	-	-	-
25-Aug-12	07:00	00:46	04:24	01:58	-	-	08:27	-	-	-	01:22	-	-
26-Aug-12	07:00	00:36	02:25	-	-	-	05:40	08:16	-	-	-	-	-
27-Aug-12	07:00	00:14	02:20	-	-	-	14:24	-	-	-	-	-	-
28-Aug-12	07:00	00:20	00:41	-	-	-	15:57	-	-	-	-	-	-
29-Aug-12	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
30-Aug-12	07:00	00:09	03:22	-	-	-	11:56	-	-	01:30	-	-	-
31-Aug-12	07:00	00:21	01:34	-	-	-	06:22	08:40	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>11:54</b>	<b>60:33</b>	<b>9:09</b>	<b>7:47</b>	<b>00:00</b>	<b>276:12</b>	<b>136:44</b>	<b>00:00</b>	<b>22:02</b>	<b>2:34</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.26%</b>	<b>11.49%</b>	<b>1.74%</b>	<b>1.48%</b>	<b>0.00%</b>	<b>52.41%</b>	<b>25.95%</b>	<b>0.00%</b>	<b>4.18%</b>	<b>0.49%</b>	<b>0.00%</b>	<b>0.00%</b>

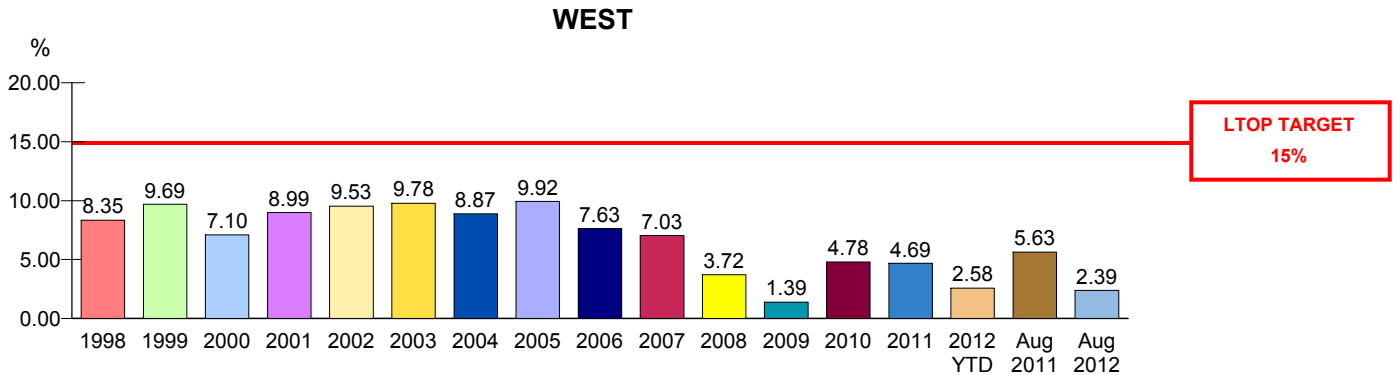
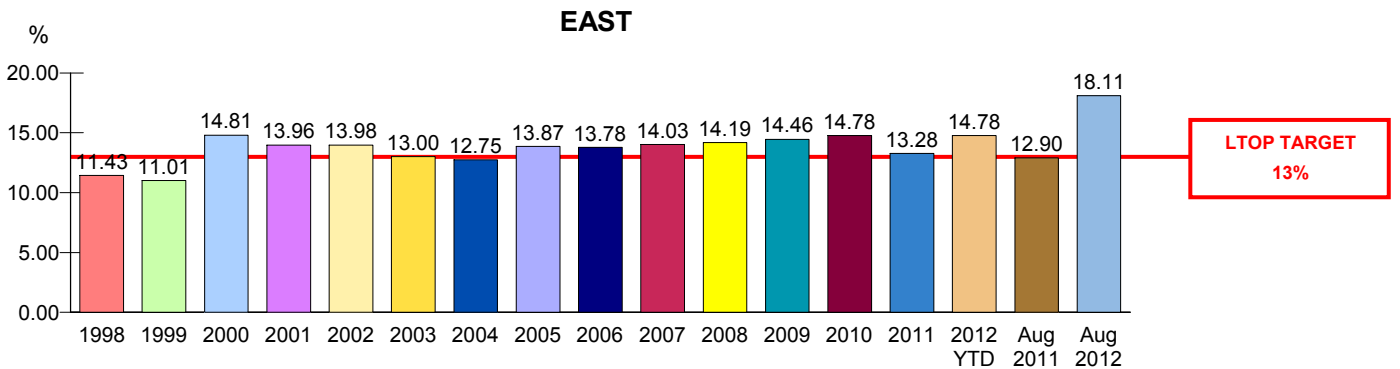
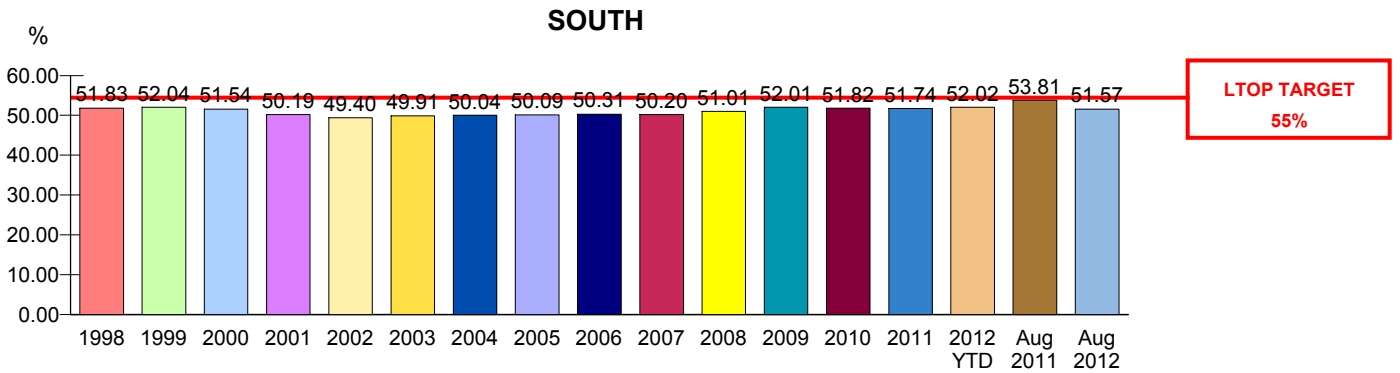
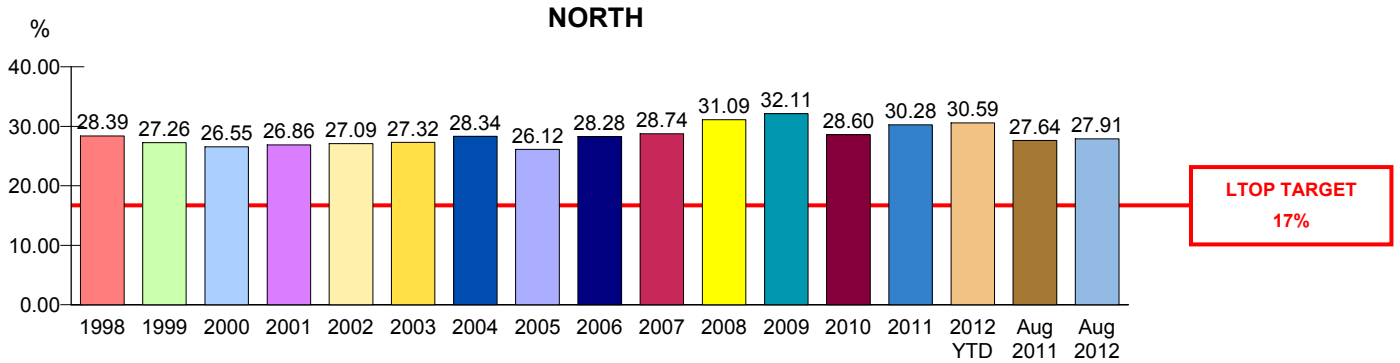
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

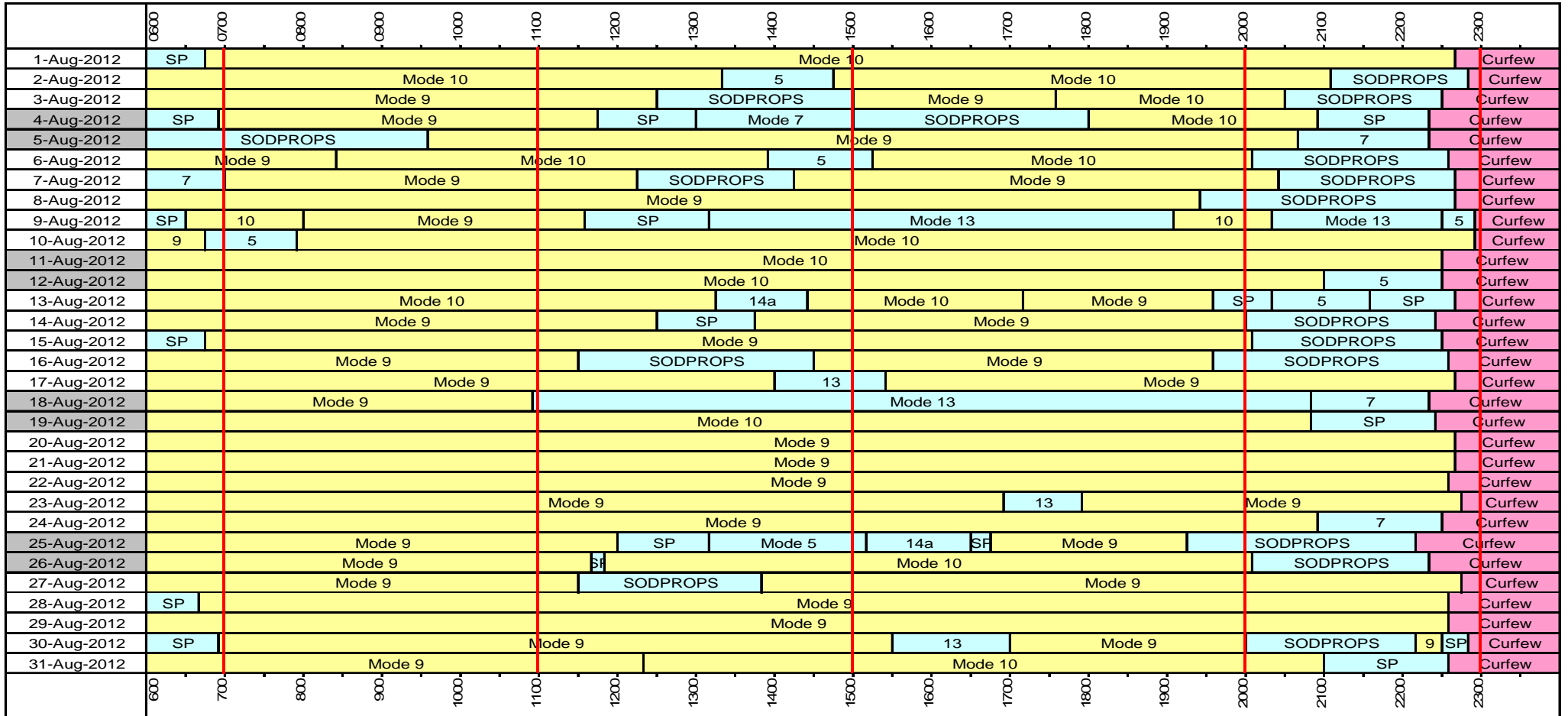
Time	2.21%	8.38%	6.11%	1.67%	0.00%	41.39%	35.27%	0.00%	1.49%	3.47%	0.00%	0.01%
Movements	0.40%	6.56%	4.66%	1.23%	0.00%	44.92%	38.12%	0.00%	1.37%	2.74%	0.00%	0.01%

## Runway End Impact to 31 August 2012

Includes comparisons with annual figures for 1998 to 2011, 2012 Year to Date, current month this year and corresponding month last year.



## 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 **August 2012**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
-	-	-	-

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

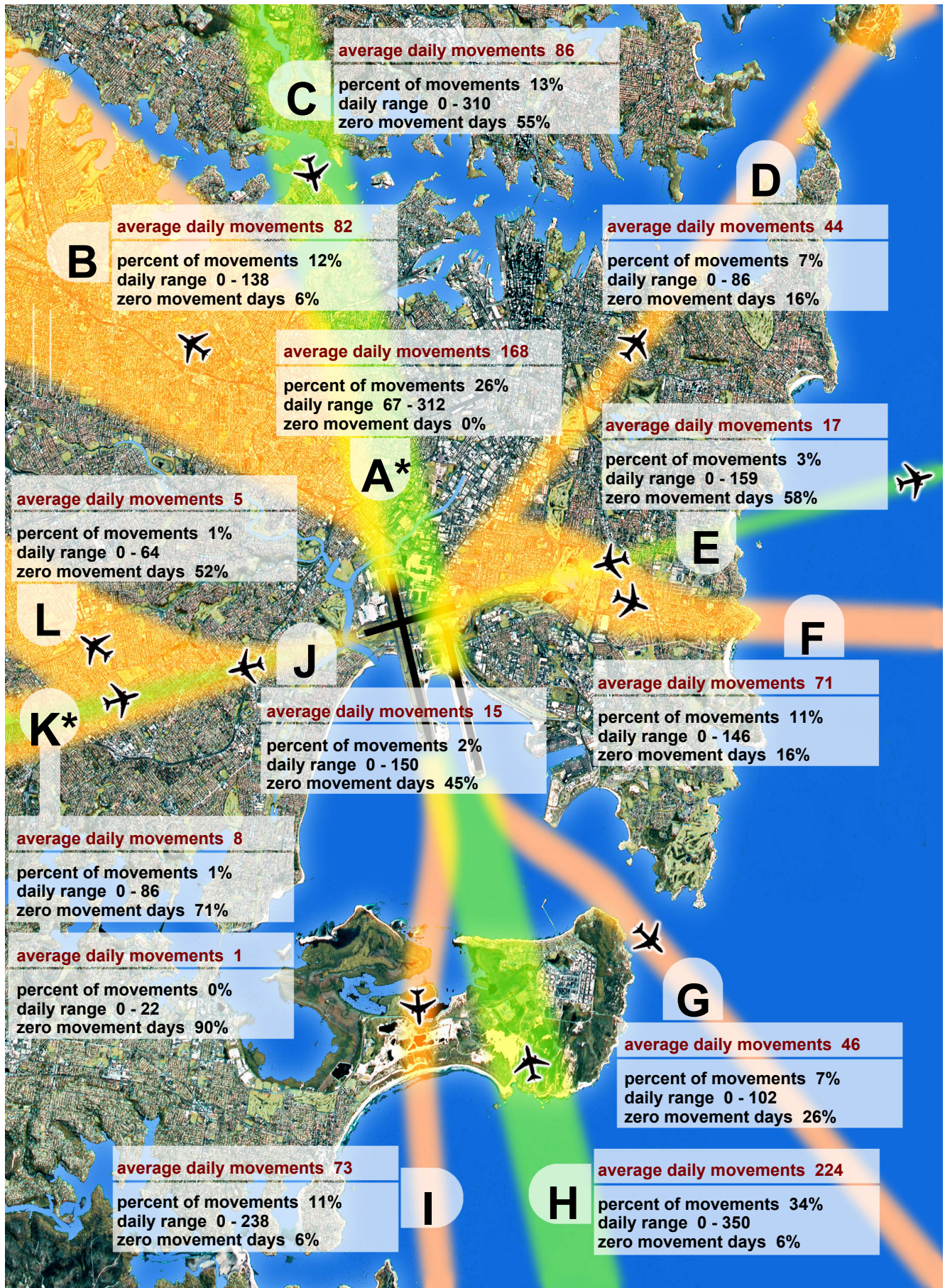
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
-	-	-	-

## **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

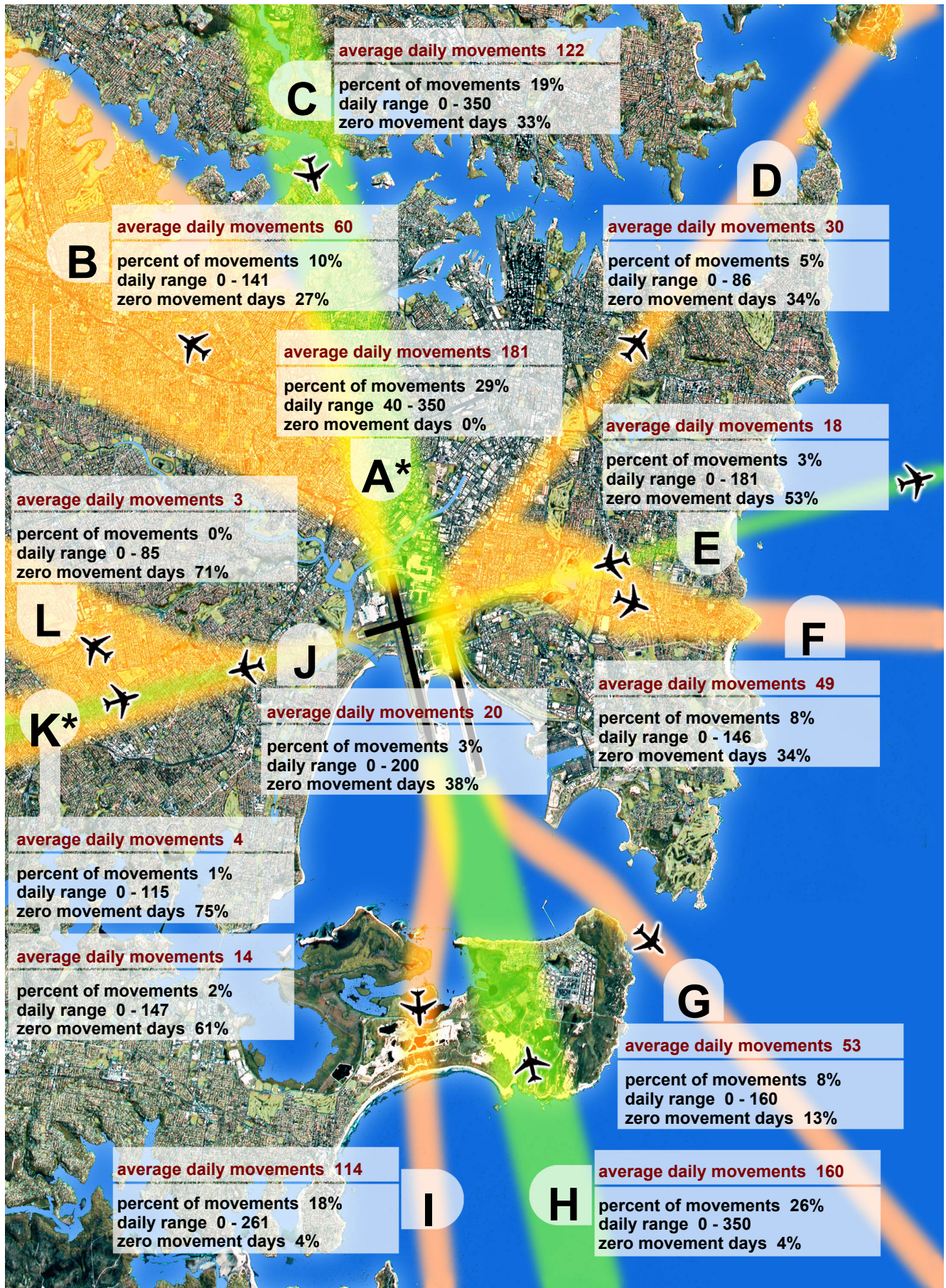
1 Aug 2012 to 31 Aug 2012, All Jets



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

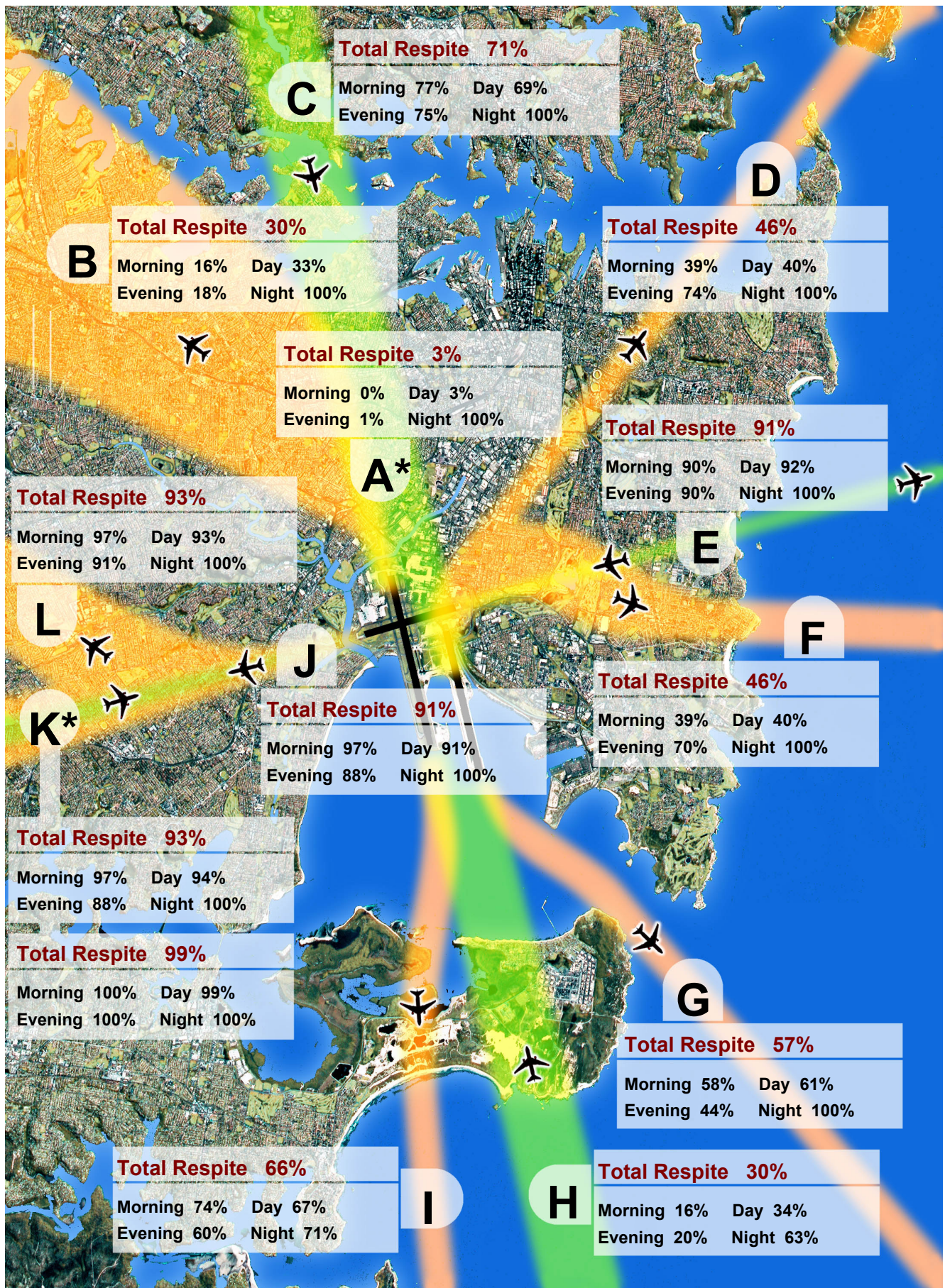
1 Sept 2011 to 31 Aug 2012, All Jets



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 Aug 2012 to 31 Aug 2012, All Jets



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

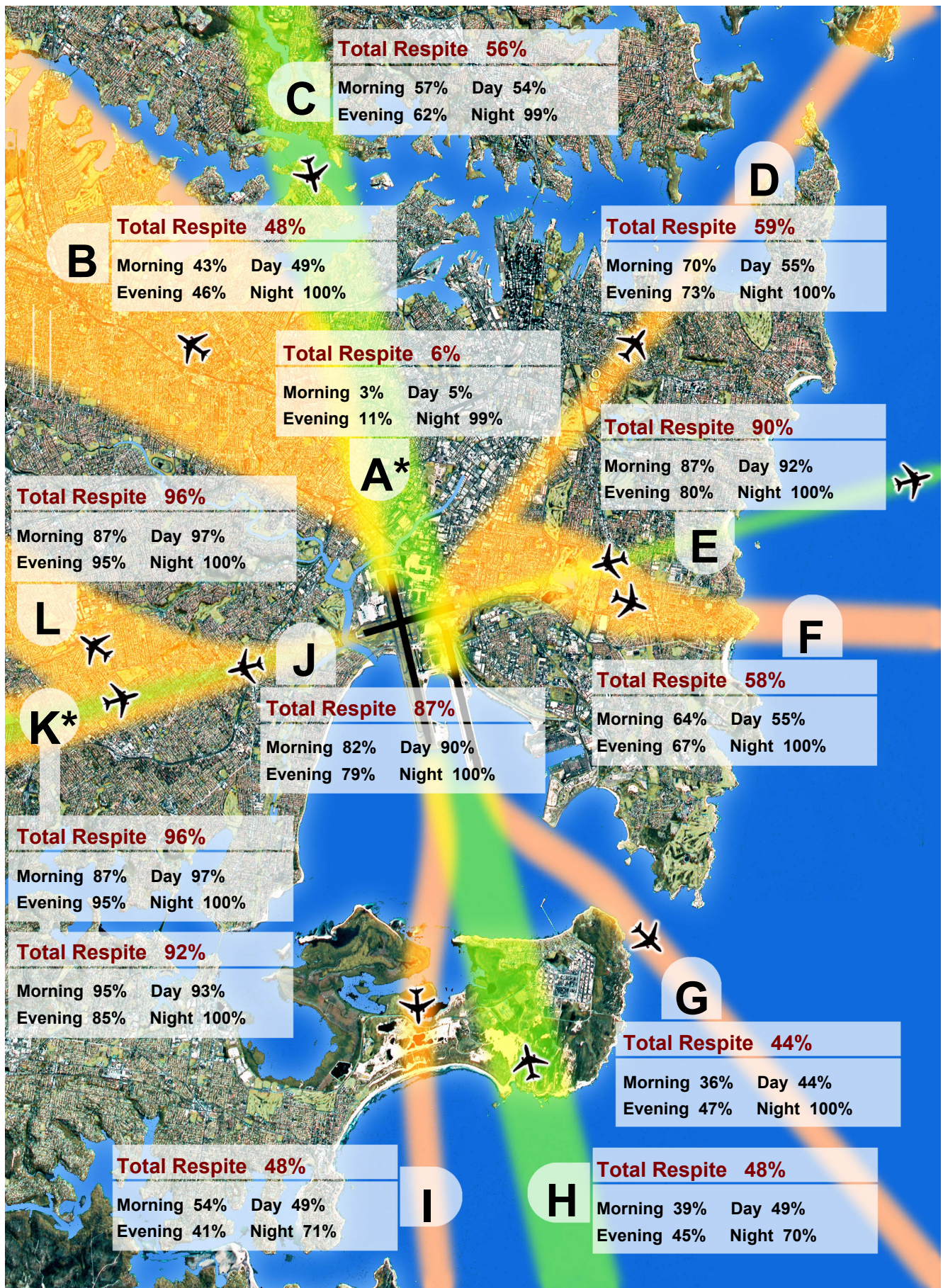
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Sept 2011 to 31 Aug 2012, 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)

### September 2011 to August 2012

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="#">August 2012</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="#">December 2011</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="#">August 2012</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="#">May 2012</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="#">August 2012</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="#">August 2012</a> and <a href="#">Mode 7</a> was in <a href="#">September 2011</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="#">September 2011</a> , <a href="#">Mode 14A</a> in <a href="#">October 2011</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**.

**Total Respite** 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 September 2011 to August 2012, during which there were no movements.

**Morning Respite** is based on the above criteria for the period 6am to 7am for all 7 days of the week.

**Day Respite** is based on the above criteria for the period 7am to 8pm for all 7 days of the week.

**Evening Respite** is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.

**Curfew (Night)** 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 59%**. This means that over the period **September 2011 to August 2012 for 59%** 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 August 2012.

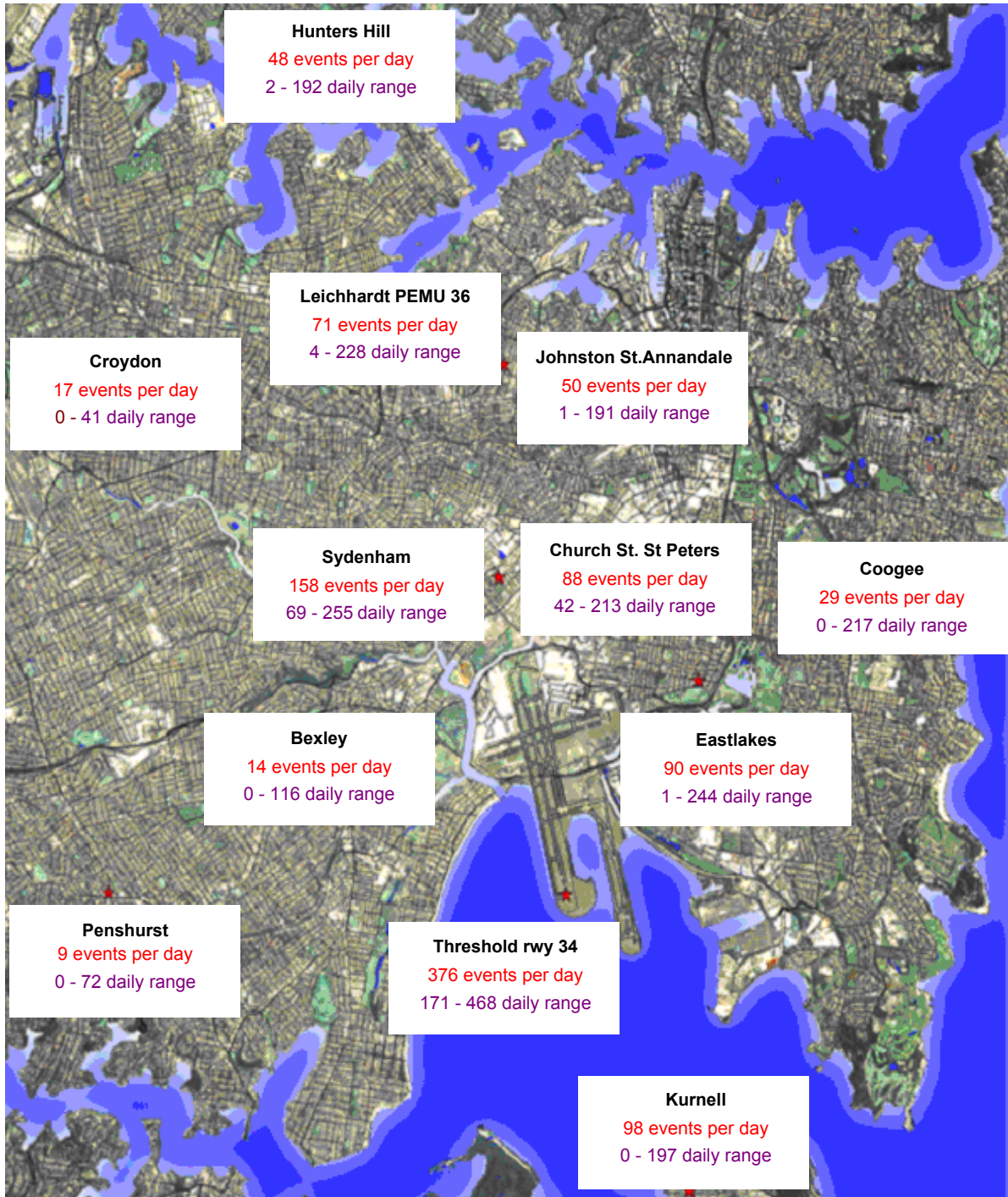


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of August 2012

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 August 2012 along with the Daily N70 values for the three months up to and including August are given in Table 1.

<i>Location</i>	<i>CNE Aug</i>	<i>Operational Days Aug</i>	<i>N70 Aug</i>	<i>N70 Jul</i>	<i>N70 Jun</i>
<i>Threshold rwy 34</i>	11,902	30.9	376	366	353
<i>Penshurst</i>	628	30.9	9	5	6
<i>Bexley</i>	844	30.9	14	9	10
<i>Sydenham</i>	4,899	30.9	158	183	166
<i>Johnston St. Annandale</i>	2,124	30.9	50	81	60
<i>Church St. St Peters</i>	3,683	30.9	88	81	81
<i>Leichhardt PEMU 36</i>	2,337	30.9	71	116	89
<i>Eastlakes</i>	3,000	30.9	90	65	66
<i>Coogee</i>	981	30.9	29	21	23
<i>Kurnell</i>	3,776	30.9	98	67	71
<i>Croydon</i>	787	30.9	17	14	16
<i>Hunters Hill</i>	3,323	30.8	48	79	63

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including August 2012.**

The N70 values for August 2012 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 22 PM 52 Day 283 Night 13 WE_D 295 WE_N 5	<b>Penshurst</b> AM 0 PM 1 Day 5 Night 0 WE_D 15 WE_N 0	<b>Bexley</b> AM 1 PM 2 Day 9 Night 0 WE_D 24 WE_N 0	<b>Eastlakes</b> AM 5 PM 9 Day 85 Night 0 WE_D 66 WE_N 0
<b>Coogee</b> AM 1 PM 4 Day 19 Night 0 WE_D 40 WE_N 0	<b>Sydenham</b> AM 6 PM 18 Day 131 Night 0 WE_D 165 WE_N 1	<b>Leichhardt PEMU36</b> AM 2 PM 6 Day 50 Night 0 WE_D 106 WE_N 1	<b>Kurnell</b> AM 4 PM 5 Day 107 Night 0 WE_D 42 WE_N 0
<b>Annandale</b> AM 0 PM 4 Day 39 Night 0 WE_D 71 WE_N 0	<b>St Peters</b> AM 2 PM 11 Day 71 Night 0 WE_D 102 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 15 Night 0 WE_D 12 WE_N 0	<b>Hunters Hill</b> AM 2 PM 3 Day 33 Night 0 WE_D 75 WE_N 1

**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.*