

Sydney Airport Operational Statistics

July 2012

PREVIEW

Sydney Airport Operational Statistics Report Preview

July 2012

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

There were a total of 27,217 aircraft movements this month (daily average 877.97). Last month there were a total of 24,705 movements (daily average 823.50) and for the same month last year there were a total of 25,693 movements (daily average 828.81).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 12 days and Mode 10 on 13 days. Crossing runway modes (including Sodprops) were used for 21.20% 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 33.26% - This result is above the LTOP target and above the previous month (30.52%)

South 53.11%- This result is below the LTOP target and below the previous month (53.98%)

East 12.26% - This result is below the LTOP target and below the previous month (14.01%)

West 1.35% - This result is below the LTOP target and below the previous month (1.47%)

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

This procedure was used on 5, 6, 24 and 31 July for a total of 7 hours and 19 minutes (ATIS time).

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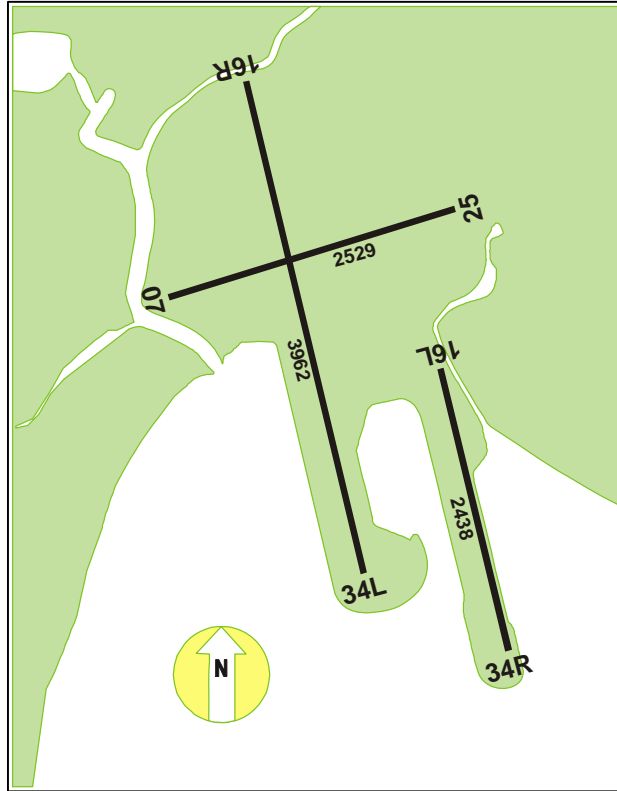
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

click on “Publications”.

* This information is produced using Airservices Australia’s Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L Main North-South runway
 Runway 16L/34R Parallel North-South runway.
 Runway 07/25 East-West runway.

Runways 16L and 16R Used by aircraft landing or taking off towards the South.
 (16=approx. 160 degrees magnetic bearing)

Runway 34L Used by aircraft landing or taking off towards the North.
 (34=approx. 340 degrees magnetic bearing)

Runway 34R Used by aircraft landing toward the north and taking off to the East.

Runway 07 Used by aircraft landing or taking off towards the East.
 (07=approx. 070 degrees magnetic bearing)

Runway 25 Used by aircraft landing or taking off towards the West.
 (25=approx. 250 degrees magnetic bearing)

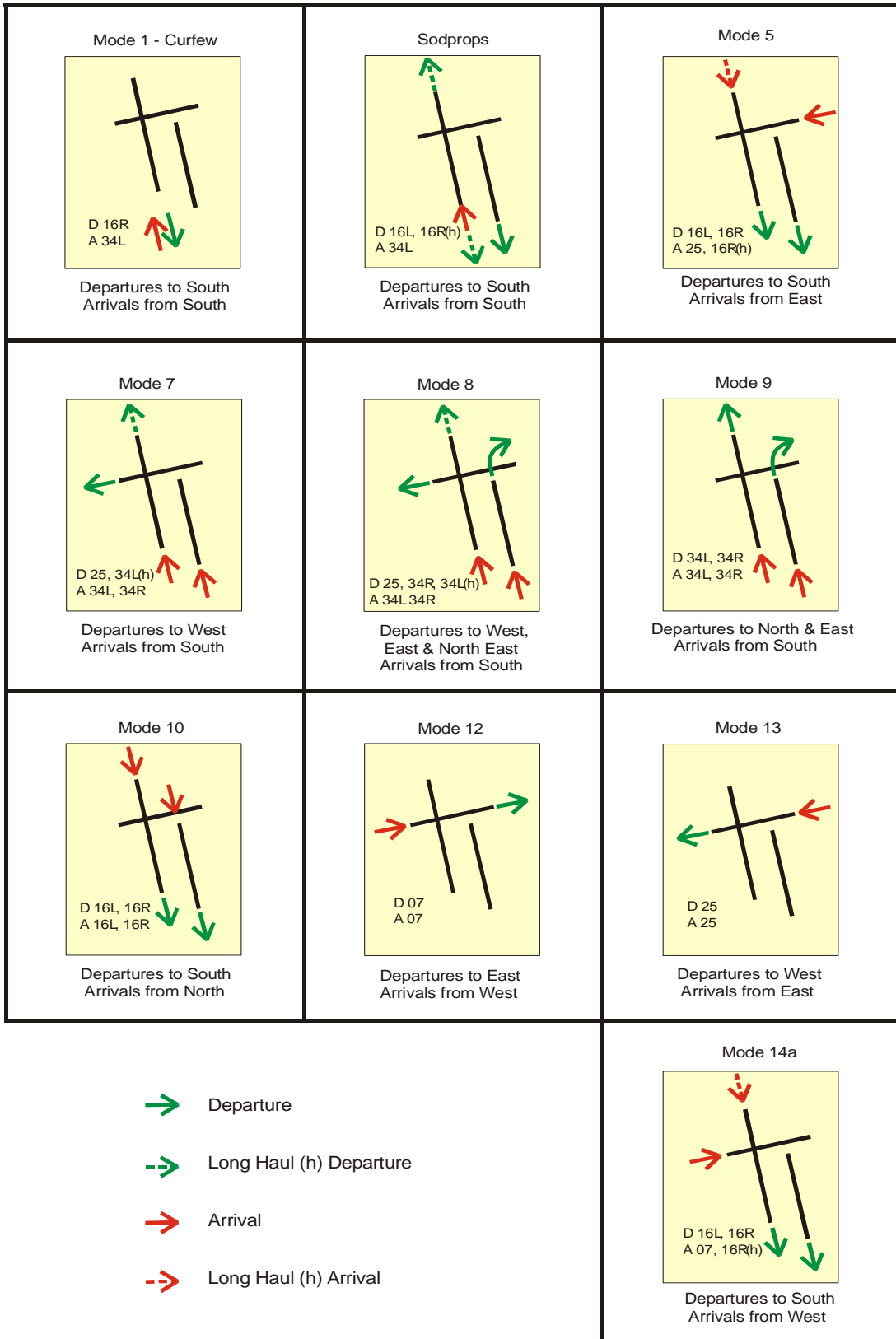
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

Movements over the East =07(dep) + 25(arr) + 34R(dep)

Movements over the West =07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

| Monday to Friday | | |
|-------------------------|-----------|--|
| 2300 to 0600 | 1. | Curfew – Departures 16R / Arrivals 34L (Mode 1) |
| 0600 to 0700 | 1. | SODPROPS - Departures 16L / Arrivals 34L |
| | 2. | Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits. |
| | 3. | Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A) |
| | 4. | 34 (Mode 9) or 16 (Mode 10) |
| | 5. | 07 (Mode 12) or 25 (Mode 13) |
| 0700 to 2245 | 1. | SODPROPS - Departures 16L / Arrivals 34L |
| | 2. | Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5) |
| | 3. | 34 (Mode 9) or 16 (Mode 10) |
| | 4. | 07 (Mode 12) or 25 (Mode 13) |
| 2245 to 2300 | 1. | SODPROPS - Departures 16L (Mandatory) / Arrivals 34L |
| | 2. | Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. |
| | 3. | Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A) |
| | 4. | 16 (Mode 10) |

Rwy 34 and Rwy 16 Parallel Runway operations should only be considered for use if required for traffic management purposes during the following hours:

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

In order to take advantage of suitable traffic dispositions, variations to these times will occur.

20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions

This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

| Saturday and Sunday | | |
|--|-----------|--|
| 2300 to 0600 | 1. | Curfew – Departures 16R / Arrivals 34L (Mode 1) |
| 0600 to 0700 Saturday | 1. | SODPROPS - Departures 16L / Arrivals 34L |
| 0600 to 0800 Sunday | 2. | Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits. |
| | 3. | Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7) |
| | 4. | 34 (Mode 9) or 16 (Mode 10) |
| | 5. | 07 (Mode 12) or 25 (Mode 13) |
| 0700 to 2200 Saturday | 1. | SODPROPS - Departures 16L / Arrivals 34L |
| 0800 to 2200 Sunday | 2. | Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5) |
| | 3. | 34 (Mode 9) or 16 (Mode 10) |
| | 4. | 07 (Mode 12) or 25 (Mode 13) |
| 2200 to 2245 | 1. | SODPROPS - Departures 16L (Mandatory) / Arrivals 34L |
| | 2. | Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable. |
| | 3. | Departures 16L&R / Arrivals 25 (Mode 5) |
| | 4. | Departures 16L&R / Arrivals 07 (Mode 14A) |
| | 5. | Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) |
| | 6. | Departures 25 / Arrivals 34L&R (Mode 7) |
| | 7. | 34 (Mode 9) or 16 (Mode 10) |
| | 8. | 07 (Mode 12) or 25 (Mode 13) |
| 2245 to 2300 | 1. | SODPROPS - Departures 16L (Mandatory) / Arrivals 34L |
| | 2. | Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. |
| | 3. | Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A) |
| | 4. | 16 (Mode 10) |

Runway Movement Summary – All Aircraft

| Date | Runway 07 | | | Runway 16 Left | | | Runway 16 Right | | | Runway 25 | | | Runway 34 Left | | | Runway 34 Right | | | Unknown Runway | | | Day |
|-----------|-----------|-----|-------|----------------|------|-------|-----------------|------|-------|-----------|-----|-------|----------------|------|-------|-----------------|------|-------|----------------|-----|-------|-------|
| | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | |
| 01-Jul-12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 5 | 23 | 30 | 53 | 249 | 185 | 434 | 119 | 197 | 316 | 0 | 0 | 0 | 809 |
| 02-Jul-12 | 0 | 0 | 0 | 74 | 82 | 156 | 103 | 132 | 235 | 0 | 0 | 0 | 197 | 132 | 329 | 85 | 112 | 197 | 0 | 0 | 0 | 917 |
| 03-Jul-12 | 0 | 0 | 0 | 148 | 173 | 321 | 196 | 243 | 439 | 0 | 2 | 2 | 109 | 36 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 907 |
| 04-Jul-12 | 0 | 0 | 0 | 187 | 129 | 316 | 266 | 328 | 594 | 0 | 3 | 3 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 918 |
| 05-Jul-12 | 1 | 0 | 1 | 205 | 135 | 340 | 264 | 338 | 602 | 1 | 2 | 3 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 952 |
| 06-Jul-12 | 1 | 0 | 1 | 206 | 141 | 347 | 264 | 336 | 600 | 0 | 1 | 1 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 954 |
| 07-Jul-12 | 0 | 0 | 0 | 126 | 103 | 229 | 240 | 248 | 488 | 0 | 0 | 0 | 19 | 3 | 22 | 3 | 5 | 8 | 0 | 0 | 0 | 747 |
| 08-Jul-12 | 2 | 0 | 2 | 50 | 170 | 220 | 61 | 83 | 144 | 29 | 3 | 32 | 243 | 120 | 363 | 5 | 44 | 49 | 0 | 0 | 0 | 810 |
| 09-Jul-12 | 2 | 0 | 2 | 0 | 44 | 44 | 0 | 29 | 29 | 34 | 2 | 36 | 274 | 188 | 462 | 147 | 188 | 335 | 0 | 0 | 0 | 908 |
| 10-Jul-12 | 1 | 0 | 1 | 6 | 2 | 8 | 3 | 9 | 12 | 1 | 0 | 1 | 282 | 198 | 480 | 159 | 241 | 400 | 0 | 0 | 0 | 902 |
| 11-Jul-12 | 0 | 0 | 0 | 0 | 13 | 13 | 1 | 11 | 12 | 2 | 47 | 49 | 295 | 185 | 480 | 161 | 208 | 369 | 0 | 0 | 0 | 923 |
| 12-Jul-12 | 1 | 0 | 1 | 0 | 19 | 19 | 0 | 8 | 8 | 0 | 14 | 14 | 323 | 199 | 522 | 149 | 235 | 384 | 0 | 0 | 0 | 948 |
| 13-Jul-12 | 1 | 0 | 1 | 0 | 17 | 17 | 0 | 4 | 4 | 0 | 0 | 0 | 320 | 205 | 525 | 153 | 244 | 397 | 0 | 0 | 0 | 944 |
| 14-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 59 | 61 | 266 | 144 | 410 | 109 | 151 | 260 | 0 | 0 | 0 | 731 |
| 15-Jul-12 | 0 | 0 | 0 | 0 | 67 | 67 | 0 | 1 | 1 | 3 | 36 | 39 | 300 | 188 | 488 | 96 | 135 | 231 | 0 | 0 | 0 | 826 |
| 16-Jul-12 | 3 | 0 | 3 | 0 | 84 | 84 | 1 | 3 | 4 | 1 | 4 | 5 | 345 | 212 | 557 | 117 | 165 | 282 | 0 | 0 | 0 | 935 |
| 17-Jul-12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 59 | 59 | 280 | 192 | 472 | 178 | 200 | 378 | 0 | 0 | 0 | 918 |
| 18-Jul-12 | 0 | 0 | 0 | 50 | 132 | 182 | 62 | 89 | 151 | 0 | 2 | 2 | 284 | 143 | 427 | 63 | 100 | 163 | 0 | 0 | 0 | 925 |
| 19-Jul-12 | 1 | 0 | 1 | 165 | 122 | 287 | 233 | 334 | 567 | 49 | 2 | 51 | 21 | 4 | 25 | 0 | 5 | 5 | 0 | 0 | 0 | 936 |
| 20-Jul-12 | 1 | 0 | 1 | 101 | 101 | 202 | 149 | 264 | 413 | 96 | 0 | 96 | 79 | 44 | 123 | 50 | 60 | 110 | 0 | 0 | 0 | 945 |
| 21-Jul-12 | 0 | 0 | 0 | 126 | 94 | 220 | 203 | 252 | 455 | 38 | 1 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 715 |
| 22-Jul-12 | 0 | 0 | 0 | 145 | 116 | 261 | 238 | 299 | 537 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 800 |
| 23-Jul-12 | 1 | 0 | 1 | 169 | 129 | 298 | 243 | 321 | 564 | 39 | 1 | 40 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 908 |
| 24-Jul-12 | 0 | 0 | 0 | 131 | 110 | 241 | 170 | 231 | 401 | 1 | 0 | 1 | 107 | 47 | 154 | 34 | 56 | 90 | 0 | 0 | 0 | 887 |
| 25-Jul-12 | 1 | 0 | 1 | 22 | 17 | 39 | 39 | 65 | 104 | 0 | 1 | 1 | 231 | 172 | 403 | 133 | 171 | 304 | 0 | 0 | 0 | 852 |
| 26-Jul-12 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 6 | 6 | 0 | 73 | 73 | 286 | 178 | 464 | 183 | 203 | 386 | 0 | 0 | 0 | 941 |
| 27-Jul-12 | 0 | 0 | 0 | 74 | 135 | 209 | 103 | 131 | 234 | 2 | 1 | 3 | 227 | 122 | 349 | 71 | 86 | 157 | 0 | 0 | 0 | 952 |
| 28-Jul-12 | 0 | 0 | 0 | 63 | 120 | 183 | 102 | 202 | 304 | 121 | 0 | 121 | 76 | 23 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 707 |
| 29-Jul-12 | 0 | 0 | 0 | 120 | 123 | 243 | 155 | 272 | 427 | 62 | 2 | 64 | 49 | 2 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 785 |
| 30-Jul-12 | 0 | 0 | 0 | 172 | 128 | 300 | 275 | 326 | 601 | 0 | 1 | 1 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 909 |
| 31-Jul-12 | 2 | 0 | 2 | 170 | 128 | 298 | 250 | 322 | 572 | 28 | 1 | 29 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 906 |
| Total | 22 | 0 | 22 | 2510 | 2646 | 5156 | 3621 | 4898 | 8519 | 532 | 347 | 879 | 4898 | 2922 | 7820 | 2015 | 2806 | 4821 | 0 | 0 | 0 | 27217 |

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-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 15 | 14 | 29 | 201 | 125 | 326 | 89 | 167 | 256 | 0 | 0 | 0 | 616 |
| 02-Jul-12 | 0 | 0 | 0 | 48 | 62 | 110 | 80 | 97 | 177 | 0 | 0 | 0 | 154 | 85 | 239 | 52 | 94 | 146 | 0 | 0 | 0 | 672 |
| 03-Jul-12 | 0 | 0 | 0 | 95 | 132 | 227 | 156 | 186 | 342 | 0 | 0 | 0 | 90 | 21 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 680 |
| 04-Jul-12 | 0 | 0 | 0 | 122 | 90 | 212 | 211 | 250 | 461 | 0 | 1 | 1 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 679 |
| 05-Jul-12 | 0 | 0 | 0 | 134 | 94 | 228 | 216 | 261 | 477 | 1 | 0 | 1 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 712 |
| 06-Jul-12 | 0 | 0 | 0 | 133 | 99 | 232 | 212 | 250 | 462 | 0 | 1 | 1 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 699 |
| 07-Jul-12 | 0 | 0 | 0 | 82 | 79 | 161 | 198 | 200 | 398 | 0 | 0 | 0 | 15 | 3 | 18 | 3 | 5 | 8 | 0 | 0 | 0 | 585 |
| 08-Jul-12 | 0 | 0 | 0 | 30 | 141 | 171 | 51 | 65 | 116 | 28 | 0 | 28 | 197 | 74 | 271 | 3 | 40 | 43 | 0 | 0 | 0 | 629 |
| 09-Jul-12 | 0 | 0 | 0 | 0 | 40 | 40 | 0 | 25 | 25 | 29 | 0 | 29 | 219 | 119 | 338 | 96 | 156 | 252 | 0 | 0 | 0 | 684 |
| 10-Jul-12 | 1 | 0 | 1 | 4 | 1 | 5 | 3 | 7 | 10 | 1 | 0 | 1 | 234 | 131 | 365 | 98 | 199 | 297 | 0 | 0 | 0 | 679 |
| 11-Jul-12 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 8 | 8 | 1 | 30 | 31 | 239 | 118 | 357 | 94 | 172 | 266 | 0 | 0 | 0 | 675 |
| 12-Jul-12 | 0 | 0 | 0 | 0 | 19 | 19 | 0 | 8 | 8 | 0 | 13 | 13 | 261 | 119 | 380 | 89 | 191 | 280 | 0 | 0 | 0 | 700 |
| 13-Jul-12 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 3 | 3 | 0 | 0 | 0 | 251 | 124 | 375 | 97 | 205 | 302 | 0 | 0 | 0 | 695 |
| 14-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | 229 | 109 | 338 | 67 | 128 | 195 | 0 | 0 | 0 | 578 |
| 15-Jul-12 | 0 | 0 | 0 | 0 | 55 | 55 | 0 | 0 | 0 | 2 | 33 | 35 | 237 | 118 | 355 | 67 | 113 | 180 | 0 | 0 | 0 | 625 |
| 16-Jul-12 | 0 | 0 | 0 | 0 | 68 | 68 | 1 | 3 | 4 | 1 | 0 | 1 | 271 | 131 | 402 | 72 | 143 | 215 | 0 | 0 | 0 | 690 |
| 17-Jul-12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 43 | 43 | 231 | 125 | 356 | 102 | 161 | 263 | 0 | 0 | 0 | 670 |
| 18-Jul-12 | 0 | 0 | 0 | 37 | 104 | 141 | 45 | 59 | 104 | 0 | 1 | 1 | 210 | 86 | 296 | 38 | 85 | 123 | 0 | 0 | 0 | 665 |
| 19-Jul-12 | 0 | 0 | 0 | 96 | 80 | 176 | 185 | 254 | 439 | 44 | 0 | 44 | 19 | 4 | 23 | 0 | 5 | 5 | 0 | 0 | 0 | 687 |
| 20-Jul-12 | 0 | 0 | 0 | 66 | 70 | 136 | 113 | 202 | 315 | 70 | 0 | 70 | 70 | 23 | 93 | 29 | 50 | 79 | 0 | 0 | 0 | 693 |
| 21-Jul-12 | 0 | 0 | 0 | 94 | 70 | 164 | 160 | 210 | 370 | 35 | 0 | 35 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 570 |
| 22-Jul-12 | 0 | 0 | 0 | 106 | 87 | 193 | 198 | 233 | 431 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 626 |
| 23-Jul-12 | 0 | 0 | 0 | 108 | 86 | 194 | 191 | 245 | 436 | 34 | 1 | 35 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 669 |
| 24-Jul-12 | 0 | 0 | 0 | 81 | 78 | 159 | 138 | 175 | 313 | 0 | 0 | 0 | 92 | 27 | 119 | 15 | 46 | 61 | 0 | 0 | 0 | 652 |
| 25-Jul-12 | 1 | 0 | 1 | 16 | 15 | 31 | 33 | 54 | 87 | 0 | 0 | 0 | 180 | 108 | 288 | 85 | 136 | 221 | 0 | 0 | 0 | 628 |
| 26-Jul-12 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 4 | 4 | 0 | 51 | 51 | 232 | 111 | 343 | 112 | 168 | 280 | 0 | 0 | 0 | 690 |
| 27-Jul-12 | 0 | 0 | 0 | 48 | 107 | 155 | 78 | 93 | 171 | 1 | 0 | 1 | 182 | 75 | 257 | 40 | 73 | 113 | 0 | 0 | 0 | 697 |
| 28-Jul-12 | 0 | 0 | 0 | 41 | 96 | 137 | 82 | 166 | 248 | 90 | 0 | 90 | 68 | 17 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| 29-Jul-12 | 0 | 0 | 0 | 87 | 91 | 178 | 121 | 213 | 334 | 51 | 0 | 51 | 45 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 609 |
| 30-Jul-12 | 0 | 0 | 0 | 114 | 88 | 202 | 218 | 247 | 465 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 672 |
| 31-Jul-12 | 0 | 0 | 0 | 99 | 82 | 181 | 199 | 246 | 445 | 25 | 0 | 25 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 656 |
| Total | 4 | 0 | 4 | 1641 | 1974 | 3615 | 2889 | 3775 | 6664 | 428 | 233 | 661 | 3959 | 1854 | 5813 | 1248 | 2337 | 3585 | 0 | 0 | 0 | 20342 |

Runway Movement Summary – Non Jet Aircraft Only ¹

| 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-Jul-12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16 | 24 | 48 | 60 | 108 | 30 | 30 | 60 | 0 | 0 | 0 | 193 |
| 02-Jul-12 | 0 | 0 | 0 | 26 | 20 | 46 | 23 | 35 | 58 | 0 | 0 | 0 | 43 | 47 | 90 | 33 | 18 | 51 | 0 | 0 | 0 | 245 |
| 03-Jul-12 | 0 | 0 | 0 | 53 | 41 | 94 | 40 | 57 | 97 | 0 | 2 | 2 | 19 | 15 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 04-Jul-12 | 0 | 0 | 0 | 65 | 39 | 104 | 55 | 78 | 133 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 05-Jul-12 | 1 | 0 | 1 | 71 | 41 | 112 | 48 | 77 | 125 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 06-Jul-12 | 1 | 0 | 1 | 73 | 42 | 115 | 52 | 86 | 138 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 07-Jul-12 | 0 | 0 | 0 | 44 | 24 | 68 | 42 | 48 | 90 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 08-Jul-12 | 2 | 0 | 2 | 20 | 29 | 49 | 10 | 18 | 28 | 1 | 3 | 4 | 46 | 46 | 92 | 2 | 4 | 6 | 0 | 0 | 0 | 181 |
| 09-Jul-12 | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 4 | 4 | 5 | 2 | 7 | 55 | 69 | 124 | 51 | 32 | 83 | 0 | 0 | 0 | 224 |
| 10-Jul-12 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 48 | 67 | 115 | 61 | 42 | 103 | 0 | 0 | 0 | 223 |
| 11-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 17 | 18 | 56 | 67 | 123 | 67 | 36 | 103 | 0 | 0 | 0 | 248 |
| 12-Jul-12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 62 | 80 | 142 | 60 | 44 | 104 | 0 | 0 | 0 | 248 |
| 13-Jul-12 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 69 | 81 | 150 | 56 | 39 | 95 | 0 | 0 | 0 | 249 |
| 14-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 16 | 37 | 35 | 72 | 42 | 23 | 65 | 0 | 0 | 0 | 153 |
| 15-Jul-12 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 1 | 1 | 1 | 3 | 4 | 63 | 70 | 133 | 29 | 22 | 51 | 0 | 0 | 0 | 201 |
| 16-Jul-12 | 3 | 0 | 3 | 0 | 16 | 16 | 0 | 0 | 0 | 0 | 4 | 4 | 74 | 81 | 155 | 45 | 22 | 67 | 0 | 0 | 0 | 245 |
| 17-Jul-12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 49 | 67 | 116 | 76 | 39 | 115 | 0 | 0 | 0 | 248 |
| 18-Jul-12 | 0 | 0 | 0 | 13 | 28 | 41 | 17 | 30 | 47 | 0 | 1 | 1 | 74 | 57 | 131 | 25 | 15 | 40 | 0 | 0 | 0 | 260 |
| 19-Jul-12 | 1 | 0 | 1 | 69 | 42 | 111 | 48 | 80 | 128 | 5 | 2 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 20-Jul-12 | 1 | 0 | 1 | 35 | 31 | 66 | 36 | 62 | 98 | 26 | 0 | 26 | 9 | 21 | 30 | 21 | 10 | 31 | 0 | 0 | 0 | 252 |
| 21-Jul-12 | 0 | 0 | 0 | 32 | 24 | 56 | 43 | 42 | 85 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 22-Jul-12 | 0 | 0 | 0 | 39 | 29 | 68 | 40 | 66 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 23-Jul-12 | 1 | 0 | 1 | 61 | 43 | 104 | 52 | 76 | 128 | 5 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 24-Jul-12 | 0 | 0 | 0 | 50 | 32 | 82 | 32 | 56 | 88 | 1 | 0 | 1 | 15 | 20 | 35 | 19 | 10 | 29 | 0 | 0 | 0 | 235 |
| 25-Jul-12 | 0 | 0 | 0 | 6 | 2 | 8 | 6 | 11 | 17 | 0 | 1 | 1 | 51 | 64 | 115 | 48 | 35 | 83 | 0 | 0 | 0 | 224 |
| 26-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 22 | 22 | 54 | 67 | 121 | 71 | 35 | 106 | 0 | 0 | 0 | 251 |
| 27-Jul-12 | 0 | 0 | 0 | 26 | 28 | 54 | 25 | 38 | 63 | 1 | 1 | 2 | 45 | 47 | 92 | 31 | 13 | 44 | 0 | 0 | 0 | 255 |
| 28-Jul-12 | 0 | 0 | 0 | 22 | 24 | 46 | 20 | 36 | 56 | 31 | 0 | 31 | 8 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 29-Jul-12 | 0 | 0 | 0 | 33 | 32 | 65 | 34 | 59 | 93 | 11 | 2 | 13 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 30-Jul-12 | 0 | 0 | 0 | 58 | 40 | 98 | 57 | 79 | 136 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 31-Jul-12 | 2 | 0 | 2 | 71 | 46 | 117 | 51 | 76 | 127 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| Total | 18 | 0 | 18 | 869 | 672 | 1541 | 732 | 1123 | 1855 | 104 | 114 | 218 | 939 | 1068 | 2007 | 767 | 469 | 1236 | 0 | 0 | 0 | 6875 |

(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 ¹

| 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-Jul-12 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 39 | 47 | 47 | 48 | 45 | 44 | 46 | 54 | 52 | 51 | 66 | 75 | 61 | 37 | 39 | 26 | 1 | 809 |
| 02-Jul-12 | 0 | 1 | 0 | 1 | 0 | 4 | 41 | 70 | 72 | 71 | 66 | 66 | 50 | 40 | 62 | 50 | 46 | 61 | 67 | 58 | 36 | 27 | 24 | 4 | 917 |
| 03-Jul-12 | 2 | 1 | 1 | 2 | 2 | 3 | 43 | 58 | 69 | 64 | 65 | 61 | 53 | 40 | 56 | 49 | 53 | 63 | 63 | 61 | 35 | 33 | 25 | 5 | 907 |
| 04-Jul-12 | 1 | 0 | 2 | 3 | 0 | 3 | 41 | 67 | 73 | 61 | 69 | 55 | 51 | 43 | 60 | 46 | 56 | 62 | 67 | 60 | 42 | 28 | 24 | 4 | 918 |
| 05-Jul-12 | 1 | 1 | 4 | 3 | 1 | 3 | 44 | 67 | 70 | 61 | 66 | 69 | 45 | 54 | 55 | 50 | 53 | 57 | 64 | 64 | 52 | 32 | 30 | 6 | 952 |
| 06-Jul-12 | 3 | 3 | 2 | 2 | 2 | 2 | 44 | 66 | 71 | 65 | 65 | 64 | 55 | 48 | 53 | 54 | 61 | 66 | 72 | 55 | 50 | 30 | 19 | 2 | 954 |
| 07-Jul-12 | 1 | 1 | 1 | 2 | 0 | 3 | 35 | 48 | 60 | 62 | 59 | 61 | 51 | 42 | 57 | 37 | 43 | 39 | 48 | 35 | 27 | 25 | 9 | 1 | 747 |
| 08-Jul-12 | 2 | 0 | 1 | 0 | 0 | 3 | 26 | 38 | 47 | 46 | 56 | 49 | 43 | 44 | 54 | 55 | 51 | 62 | 73 | 66 | 46 | 35 | 13 | 0 | 810 |
| 09-Jul-12 | 2 | 1 | 0 | 1 | 0 | 3 | 43 | 68 | 75 | 67 | 67 | 68 | 47 | 44 | 52 | 50 | 47 | 60 | 63 | 54 | 37 | 30 | 24 | 5 | 908 |
| 10-Jul-12 | 2 | 1 | 2 | 5 | 2 | 3 | 39 | 29 | 67 | 57 | 64 | 74 | 61 | 48 | 49 | 54 | 58 | 54 | 67 | 58 | 41 | 31 | 33 | 3 | 902 |
| 11-Jul-12 | 2 | 1 | 3 | 4 | 0 | 3 | 37 | 70 | 71 | 63 | 61 | 69 | 48 | 40 | 54 | 51 | 57 | 67 | 66 | 49 | 40 | 37 | 26 | 4 | 923 |
| 12-Jul-12 | 1 | 0 | 2 | 1 | 2 | 4 | 45 | 70 | 67 | 64 | 65 | 59 | 55 | 46 | 50 | 54 | 55 | 63 | 66 | 61 | 37 | 40 | 38 | 3 | 948 |
| 13-Jul-12 | 2 | 0 | 1 | 3 | 0 | 3 | 43 | 69 | 75 | 67 | 63 | 70 | 48 | 46 | 56 | 52 | 58 | 62 | 65 | 57 | 52 | 34 | 18 | 0 | 944 |
| 14-Jul-12 | 2 | 0 | 0 | 0 | 0 | 6 | 34 | 48 | 57 | 61 | 63 | 47 | 53 | 43 | 46 | 45 | 38 | 38 | 41 | 45 | 27 | 23 | 13 | 1 | 731 |
| 15-Jul-12 | 0 | 0 | 1 | 1 | 1 | 3 | 28 | 37 | 47 | 47 | 58 | 48 | 50 | 53 | 48 | 57 | 51 | 61 | 73 | 70 | 42 | 32 | 18 | 0 | 826 |
| 16-Jul-12 | 1 | 0 | 1 | 1 | 0 | 5 | 45 | 77 | 74 | 65 | 70 | 63 | 51 | 46 | 56 | 51 | 58 | 59 | 65 | 55 | 37 | 24 | 27 | 4 | 935 |
| 17-Jul-12 | 2 | 0 | 3 | 2 | 1 | 4 | 41 | 66 | 75 | 66 | 63 | 60 | 49 | 49 | 52 | 50 | 48 | 67 | 66 | 59 | 38 | 26 | 28 | 3 | 918 |
| 18-Jul-12 | 3 | 1 | 1 | 3 | 1 | 3 | 42 | 70 | 69 | 62 | 61 | 60 | 43 | 48 | 56 | 51 | 53 | 67 | 70 | 60 | 33 | 34 | 31 | 3 | 925 |
| 19-Jul-12 | 2 | 0 | 1 | 4 | 0 | 4 | 40 | 57 | 68 | 60 | 68 | 65 | 48 | 53 | 48 | 54 | 52 | 68 | 72 | 59 | 45 | 34 | 29 | 5 | 936 |
| 20-Jul-12 | 3 | 0 | 1 | 4 | 1 | 5 | 39 | 75 | 73 | 73 | 68 | 55 | 44 | 50 | 63 | 55 | 49 | 68 | 67 | 52 | 49 | 37 | 14 | 0 | 945 |
| 21-Jul-12 | 0 | 0 | 0 | 0 | 1 | 1 | 35 | 44 | 61 | 56 | 58 | 57 | 47 | 42 | 50 | 45 | 40 | 38 | 52 | 32 | 25 | 22 | 9 | 0 | 715 |
| 22-Jul-12 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 33 | 48 | 48 | 58 | 50 | 42 | 45 | 56 | 51 | 53 | 62 | 63 | 62 | 47 | 31 | 16 | 1 | 800 |
| 23-Jul-12 | 0 | 1 | 1 | 0 | 1 | 4 | 45 | 68 | 67 | 75 | 66 | 66 | 46 | 41 | 62 | 49 | 51 | 56 | 67 | 49 | 36 | 31 | 22 | 4 | 908 |
| 24-Jul-12 | 2 | 0 | 2 | 3 | 1 | 3 | 42 | 64 | 68 | 62 | 60 | 63 | 47 | 44 | 55 | 50 | 53 | 55 | 61 | 59 | 38 | 28 | 24 | 3 | 887 |
| 25-Jul-12 | 1 | 0 | 2 | 3 | 0 | 1 | 22 | 36 | 20 | 45 | 56 | 68 | 69 | 62 | 51 | 59 | 60 | 64 | 66 | 57 | 41 | 36 | 29 | 4 | 852 |
| 26-Jul-12 | 3 | 1 | 2 | 2 | 0 | 4 | 37 | 70 | 77 | 63 | 61 | 66 | 48 | 44 | 52 | 58 | 58 | 57 | 64 | 66 | 39 | 34 | 31 | 4 | 941 |
| 27-Jul-12 | 4 | 0 | 1 | 3 | 0 | 3 | 39 | 78 | 71 | 53 | 66 | 71 | 53 | 42 | 55 | 63 | 58 | 64 | 72 | 62 | 44 | 32 | 17 | 1 | 952 |
| 28-Jul-12 | 0 | 1 | 0 | 0 | 1 | 4 | 35 | 53 | 63 | 56 | 63 | 50 | 46 | 36 | 47 | 46 | 43 | 33 | 47 | 35 | 22 | 16 | 10 | 0 | 707 |
| 29-Jul-12 | 0 | 1 | 1 | 1 | 0 | 4 | 31 | 33 | 47 | 48 | 54 | 51 | 43 | 40 | 55 | 51 | 51 | 60 | 70 | 62 | 36 | 33 | 12 | 1 | 785 |
| 30-Jul-12 | 1 | 1 | 0 | 0 | 0 | 5 | 47 | 64 | 75 | 63 | 65 | 66 | 41 | 47 | 58 | 47 | 52 | 66 | 70 | 52 | 36 | 28 | 22 | 3 | 909 |
| 31-Jul-12 | 2 | 1 | 1 | 4 | 2 | 3 | 44 | 67 | 75 | 64 | 67 | 64 | 44 | 40 | 55 | 53 | 52 | 55 | 60 | 57 | 43 | 28 | 22 | 3 | 906 |
| Total | 45 | 17 | 37 | 58 | 19 | 104 | 1187 | 1799 | 1999 | 1862 | 1939 | 1880 | 1515 | 1406 | 1677 | 1589 | 1609 | 1820 | 2002 | 1732 | 1210 | 950 | 683 | 78 | 27217 |
| Avg. | 1.45 | 0.55 | 1.19 | 1.87 | 0.61 | 3.35 | 38.29 | 58.03 | 64.48 | 60.06 | 62.55 | 60.65 | 48.87 | 45.35 | 54.10 | 51.26 | 51.90 | 58.71 | 64.58 | 55.87 | 39.03 | 30.65 | 22.03 | 2.52 | 877.97 |

(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 ¹

| 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-Jul-12 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 21 | 20 | 22 | 19 | 20 | 17 | 16 | 25 | 24 | 27 | 39 | 36 | 30 | 19 | 19 | 16 | 1 | 392 |
| 02-Jul-12 | 0 | 1 | 0 | 1 | 0 | 4 | 20 | 40 | 40 | 32 | 27 | 35 | 19 | 20 | 31 | 23 | 21 | 36 | 35 | 27 | 19 | 14 | 13 | 1 | 459 |
| 03-Jul-12 | 0 | 1 | 1 | 2 | 0 | 3 | 24 | 27 | 39 | 33 | 25 | 33 | 21 | 18 | 30 | 22 | 27 | 38 | 29 | 25 | 18 | 21 | 14 | 2 | 453 |
| 04-Jul-12 | 0 | 0 | 2 | 1 | 0 | 3 | 21 | 38 | 42 | 26 | 31 | 25 | 24 | 22 | 27 | 18 | 27 | 36 | 31 | 32 | 23 | 16 | 13 | 0 | 458 |
| 05-Jul-12 | 1 | 1 | 2 | 1 | 1 | 2 | 24 | 34 | 38 | 30 | 29 | 32 | 20 | 24 | 29 | 23 | 26 | 34 | 33 | 33 | 23 | 17 | 18 | 2 | 477 |
| 06-Jul-12 | 1 | 1 | 1 | 1 | 1 | 2 | 22 | 37 | 39 | 32 | 26 | 35 | 20 | 24 | 26 | 25 | 24 | 39 | 33 | 32 | 24 | 19 | 12 | 0 | 476 |
| 07-Jul-12 | 1 | 1 | 0 | 1 | 0 | 3 | 22 | 33 | 31 | 23 | 24 | 32 | 21 | 21 | 29 | 16 | 25 | 25 | 22 | 20 | 18 | 13 | 6 | 1 | 388 |
| 08-Jul-12 | 1 | 0 | 1 | 0 | 0 | 3 | 15 | 20 | 18 | 22 | 23 | 19 | 14 | 20 | 25 | 24 | 24 | 41 | 39 | 31 | 21 | 19 | 10 | 0 | 390 |
| 09-Jul-12 | 1 | 0 | 0 | 1 | 0 | 3 | 21 | 39 | 44 | 27 | 31 | 32 | 21 | 19 | 27 | 23 | 24 | 34 | 33 | 25 | 22 | 14 | 15 | 1 | 457 |
| 10-Jul-12 | 0 | 1 | 2 | 3 | 1 | 3 | 22 | 14 | 24 | 30 | 38 | 41 | 27 | 17 | 19 | 32 | 25 | 29 | 36 | 27 | 22 | 16 | 22 | 1 | 452 |
| 11-Jul-12 | 0 | 1 | 2 | 1 | 0 | 3 | 19 | 38 | 35 | 31 | 22 | 38 | 18 | 21 | 26 | 22 | 32 | 34 | 32 | 21 | 27 | 19 | 16 | 1 | 459 |
| 12-Jul-12 | 0 | 0 | 2 | 0 | 1 | 4 | 23 | 38 | 34 | 27 | 25 | 34 | 26 | 20 | 25 | 25 | 29 | 34 | 36 | 25 | 17 | 26 | 21 | 1 | 473 |
| 13-Jul-12 | 0 | 0 | 1 | 1 | 0 | 3 | 23 | 38 | 39 | 30 | 31 | 34 | 21 | 16 | 28 | 22 | 28 | 36 | 36 | 27 | 30 | 17 | 13 | 0 | 474 |
| 14-Jul-12 | 1 | 0 | 0 | 0 | 0 | 6 | 21 | 30 | 28 | 25 | 27 | 24 | 22 | 19 | 27 | 22 | 19 | 23 | 22 | 21 | 20 | 12 | 7 | 1 | 377 |
| 15-Jul-12 | 0 | 0 | 1 | 0 | 1 | 3 | 19 | 15 | 22 | 20 | 24 | 21 | 22 | 19 | 24 | 26 | 24 | 37 | 41 | 32 | 19 | 17 | 12 | 0 | 399 |
| 16-Jul-12 | 0 | 0 | 0 | 1 | 0 | 5 | 25 | 41 | 37 | 33 | 31 | 30 | 24 | 19 | 25 | 22 | 32 | 36 | 30 | 26 | 23 | 11 | 14 | 2 | 467 |
| 17-Jul-12 | 1 | 0 | 3 | 1 | 0 | 3 | 22 | 38 | 40 | 27 | 26 | 35 | 19 | 19 | 29 | 20 | 26 | 40 | 30 | 26 | 21 | 20 | 14 | 1 | 461 |
| 18-Jul-12 | 0 | 1 | 1 | 1 | 1 | 3 | 20 | 39 | 35 | 26 | 28 | 31 | 18 | 23 | 25 | 24 | 26 | 42 | 34 | 25 | 18 | 21 | 16 | 1 | 459 |
| 19-Jul-12 | 0 | 0 | 1 | 2 | 0 | 4 | 20 | 31 | 35 | 27 | 29 | 34 | 21 | 26 | 24 | 25 | 28 | 37 | 36 | 26 | 22 | 22 | 17 | 2 | 469 |
| 20-Jul-12 | 0 | 0 | 1 | 1 | 1 | 5 | 20 | 40 | 40 | 33 | 32 | 27 | 18 | 24 | 34 | 20 | 23 | 44 | 29 | 28 | 25 | 20 | 11 | 0 | 476 |
| 21-Jul-12 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 25 | 34 | 19 | 25 | 32 | 18 | 19 | 30 | 19 | 20 | 25 | 23 | 17 | 16 | 14 | 5 | 0 | 368 |
| 22-Jul-12 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 17 | 18 | 22 | 27 | 21 | 11 | 21 | 30 | 20 | 30 | 37 | 31 | 30 | 20 | 18 | 9 | 1 | 385 |
| 23-Jul-12 | 0 | 0 | 1 | 0 | 1 | 4 | 25 | 39 | 32 | 33 | 30 | 34 | 22 | 19 | 30 | 18 | 27 | 32 | 32 | 24 | 21 | 19 | 13 | 1 | 457 |
| 24-Jul-12 | 0 | 0 | 1 | 1 | 1 | 3 | 22 | 35 | 38 | 26 | 27 | 31 | 19 | 20 | 29 | 21 | 25 | 33 | 30 | 28 | 23 | 14 | 15 | 1 | 443 |
| 25-Jul-12 | 0 | 0 | 2 | 1 | 0 | 1 | 5 | 11 | 11 | 26 | 34 | 37 | 36 | 28 | 21 | 27 | 31 | 35 | 34 | 22 | 25 | 21 | 16 | 2 | 426 |
| 26-Jul-12 | 1 | 1 | 2 | 0 | 0 | 4 | 18 | 36 | 40 | 28 | 27 | 36 | 18 | 21 | 28 | 26 | 27 | 32 | 36 | 26 | 20 | 21 | 19 | 2 | 469 |
| 27-Jul-12 | 2 | 0 | 1 | 1 | 0 | 3 | 23 | 43 | 36 | 22 | 31 | 37 | 19 | 19 | 23 | 35 | 26 | 36 | 36 | 30 | 22 | 21 | 11 | 0 | 477 |
| 28-Jul-12 | 0 | 1 | 0 | 0 | 1 | 4 | 24 | 34 | 28 | 19 | 28 | 25 | 18 | 18 | 25 | 22 | 23 | 22 | 22 | 20 | 14 | 9 | 5 | 0 | 362 |
| 29-Jul-12 | 0 | 0 | 0 | 1 | 0 | 4 | 22 | 17 | 21 | 21 | 20 | 22 | 13 | 19 | 28 | 22 | 27 | 38 | 31 | 34 | 19 | 17 | 10 | 0 | 386 |
| 30-Jul-12 | 0 | 1 | 0 | 0 | 0 | 5 | 24 | 34 | 43 | 24 | 31 | 29 | 17 | 21 | 30 | 19 | 31 | 35 | 32 | 26 | 23 | 16 | 12 | 1 | 454 |
| 31-Jul-12 | 0 | 0 | 1 | 2 | 2 | 2 | 24 | 37 | 39 | 32 | 27 | 33 | 15 | 23 | 29 | 21 | 26 | 29 | 29 | 29 | 26 | 16 | 12 | 1 | 455 |
| Total | 10 | 11 | 29 | 25 | 13 | 101 | 653 | 979 | 1020 | 828 | 855 | 949 | 619 | 635 | 838 | 708 | 810 | 1068 | 989 | 825 | 660 | 539 | 407 | 27 | 13598 |
| Avg. | 0.32 | 0.35 | 0.94 | 0.81 | 0.42 | 3.26 | 21.06 | 31.58 | 32.90 | 26.71 | 27.58 | 30.61 | 19.97 | 20.48 | 27.03 | 22.84 | 26.13 | 34.45 | 31.90 | 26.61 | 21.29 | 17.39 | 13.13 | 0.87 | 438.65 |

(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 ¹

| 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-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 18 | 27 | 25 | 29 | 25 | 27 | 30 | 29 | 28 | 24 | 27 | 39 | 31 | 18 | 20 | 10 | 0 | 417 |
| 02-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 30 | 32 | 39 | 39 | 31 | 31 | 20 | 31 | 27 | 25 | 25 | 32 | 31 | 17 | 13 | 11 | 3 | 458 |
| 03-Jul-12 | 2 | 0 | 0 | 0 | 2 | 0 | 19 | 31 | 30 | 31 | 40 | 28 | 32 | 22 | 26 | 27 | 26 | 25 | 34 | 36 | 17 | 12 | 11 | 3 | 454 |
| 04-Jul-12 | 1 | 0 | 0 | 2 | 0 | 0 | 20 | 29 | 31 | 35 | 38 | 30 | 27 | 21 | 33 | 28 | 29 | 26 | 36 | 28 | 19 | 12 | 11 | 4 | 460 |
| 05-Jul-12 | 0 | 0 | 2 | 2 | 0 | 1 | 20 | 33 | 32 | 31 | 37 | 37 | 25 | 30 | 26 | 27 | 27 | 23 | 31 | 31 | 29 | 15 | 12 | 4 | 475 |
| 06-Jul-12 | 2 | 2 | 1 | 1 | 1 | 0 | 22 | 29 | 32 | 33 | 39 | 29 | 35 | 24 | 27 | 29 | 37 | 27 | 39 | 23 | 26 | 11 | 7 | 2 | 478 |
| 07-Jul-12 | 0 | 0 | 1 | 1 | 0 | 0 | 13 | 15 | 29 | 39 | 35 | 29 | 30 | 21 | 28 | 21 | 18 | 14 | 26 | 15 | 9 | 12 | 3 | 0 | 359 |
| 08-Jul-12 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 18 | 29 | 24 | 33 | 30 | 29 | 24 | 29 | 31 | 27 | 21 | 34 | 35 | 25 | 16 | 3 | 0 | 420 |
| 09-Jul-12 | 1 | 1 | 0 | 0 | 0 | 0 | 22 | 29 | 31 | 40 | 36 | 36 | 26 | 25 | 25 | 27 | 23 | 26 | 30 | 29 | 15 | 16 | 9 | 4 | 451 |
| 10-Jul-12 | 2 | 0 | 0 | 2 | 1 | 0 | 17 | 15 | 43 | 27 | 26 | 33 | 34 | 31 | 30 | 22 | 33 | 25 | 31 | 31 | 19 | 15 | 11 | 2 | 450 |
| 11-Jul-12 | 2 | 0 | 1 | 3 | 0 | 0 | 18 | 32 | 36 | 32 | 39 | 31 | 30 | 19 | 28 | 29 | 25 | 33 | 34 | 28 | 13 | 18 | 10 | 3 | 464 |
| 12-Jul-12 | 1 | 0 | 0 | 1 | 1 | 0 | 22 | 32 | 33 | 37 | 40 | 25 | 29 | 26 | 25 | 29 | 26 | 29 | 30 | 36 | 20 | 14 | 17 | 2 | 475 |
| 13-Jul-12 | 2 | 0 | 0 | 2 | 0 | 0 | 20 | 31 | 36 | 37 | 32 | 36 | 27 | 30 | 28 | 30 | 30 | 26 | 29 | 30 | 22 | 17 | 5 | 0 | 470 |
| 14-Jul-12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 29 | 36 | 36 | 23 | 31 | 24 | 19 | 23 | 19 | 15 | 19 | 24 | 7 | 11 | 6 | 0 | 354 |
| 15-Jul-12 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 22 | 25 | 27 | 34 | 27 | 28 | 34 | 24 | 31 | 27 | 24 | 32 | 38 | 23 | 15 | 6 | 0 | 427 |
| 16-Jul-12 | 1 | 0 | 1 | 0 | 0 | 0 | 20 | 36 | 37 | 32 | 39 | 33 | 27 | 27 | 31 | 29 | 26 | 23 | 35 | 29 | 14 | 13 | 13 | 2 | 468 |
| 17-Jul-12 | 1 | 0 | 0 | 1 | 1 | 1 | 19 | 28 | 35 | 39 | 37 | 25 | 30 | 30 | 23 | 30 | 22 | 27 | 36 | 33 | 17 | 6 | 14 | 2 | 457 |
| 18-Jul-12 | 3 | 0 | 0 | 2 | 0 | 0 | 22 | 31 | 34 | 36 | 33 | 29 | 25 | 25 | 31 | 27 | 27 | 25 | 36 | 35 | 15 | 13 | 15 | 2 | 466 |
| 19-Jul-12 | 2 | 0 | 0 | 2 | 0 | 0 | 20 | 26 | 33 | 33 | 39 | 31 | 27 | 27 | 24 | 29 | 24 | 31 | 36 | 33 | 23 | 12 | 12 | 3 | 467 |
| 20-Jul-12 | 3 | 0 | 0 | 3 | 0 | 0 | 19 | 35 | 33 | 40 | 36 | 28 | 26 | 26 | 29 | 35 | 26 | 24 | 38 | 24 | 24 | 17 | 3 | 0 | 469 |
| 21-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 27 | 37 | 33 | 25 | 29 | 23 | 20 | 26 | 20 | 13 | 29 | 15 | 9 | 8 | 4 | 0 | 347 |
| 22-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 30 | 26 | 31 | 29 | 31 | 24 | 26 | 31 | 23 | 25 | 32 | 32 | 27 | 13 | 7 | 0 | 415 |
| 23-Jul-12 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 29 | 35 | 42 | 36 | 32 | 24 | 22 | 32 | 31 | 24 | 24 | 35 | 25 | 15 | 12 | 9 | 3 | 451 |
| 24-Jul-12 | 2 | 0 | 1 | 2 | 0 | 0 | 20 | 29 | 30 | 36 | 33 | 32 | 28 | 24 | 26 | 29 | 28 | 22 | 31 | 31 | 15 | 14 | 9 | 2 | 444 |
| 25-Jul-12 | 1 | 0 | 0 | 2 | 0 | 0 | 17 | 25 | 9 | 19 | 22 | 31 | 33 | 34 | 30 | 32 | 29 | 29 | 32 | 35 | 16 | 15 | 13 | 2 | 426 |
| 26-Jul-12 | 2 | 0 | 0 | 2 | 0 | 0 | 19 | 34 | 37 | 35 | 34 | 30 | 30 | 23 | 24 | 32 | 31 | 25 | 28 | 40 | 19 | 13 | 12 | 2 | 472 |
| 27-Jul-12 | 2 | 0 | 0 | 2 | 0 | 0 | 16 | 35 | 35 | 31 | 35 | 34 | 34 | 23 | 32 | 28 | 32 | 28 | 36 | 32 | 22 | 11 | 6 | 1 | 475 |
| 28-Jul-12 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 35 | 37 | 35 | 25 | 28 | 18 | 22 | 24 | 20 | 11 | 25 | 15 | 8 | 7 | 5 | 0 | 345 |
| 29-Jul-12 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | 16 | 26 | 27 | 34 | 29 | 30 | 21 | 27 | 29 | 24 | 22 | 39 | 28 | 17 | 16 | 2 | 1 | 399 |
| 30-Jul-12 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 30 | 32 | 39 | 34 | 37 | 24 | 26 | 28 | 28 | 21 | 31 | 38 | 26 | 13 | 12 | 10 | 2 | 455 |
| 31-Jul-12 | 2 | 1 | 0 | 2 | 0 | 1 | 20 | 30 | 36 | 32 | 40 | 31 | 29 | 17 | 26 | 32 | 26 | 26 | 31 | 28 | 17 | 12 | 10 | 2 | 451 |
| Total | 35 | 6 | 8 | 33 | 6 | 3 | 534 | 820 | 979 | 1034 | 1084 | 931 | 896 | 771 | 839 | 881 | 799 | 752 | 1013 | 907 | 550 | 411 | 276 | 51 | 13619 |
| Avg. | 1.13 | 0.19 | 0.26 | 1.06 | 0.19 | 0.10 | 17.23 | 26.45 | 31.58 | 33.35 | 34.97 | 30.03 | 28.90 | 24.87 | 27.06 | 28.42 | 25.77 | 24.26 | 32.68 | 29.26 | 17.74 | 13.26 | 8.90 | 1.65 | 439.32 |

(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) ¹

| 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-Jul-12 | 07:00 | 00:16 | - | - | - | - | 15:29 | - | - | 01:13 | - | - | - |
| 02-Jul-12 | 07:00 | 00:13 | 03:19 | - | - | - | 07:09 | 06:17 | - | - | - | - | - |
| 03-Jul-12 | 07:00 | 00:11 | 05:07 | - | - | - | - | 11:40 | - | - | - | - | - |
| 04-Jul-12 | 07:00 | 00:11 | - | - | - | - | - | 16:46 | - | - | - | - | - |
| 05-Jul-12 | 07:00 | 00:10 | - | - | - | - | - | 16:48 | - | - | - | - | - |
| 06-Jul-12 | 07:00 | 00:31 | - | - | - | - | - | 16:27 | - | - | - | - | - |
| 07-Jul-12 | 07:00 | 00:44 | - | - | - | - | 00:34 | 15:40 | - | - | - | - | - |
| 08-Jul-12 | 07:00 | 00:26 | 08:05 | 01:35 | - | - | 03:42 | 03:09 | - | - | - | - | - |
| 09-Jul-12 | 07:00 | 00:11 | 02:04 | 02:07 | - | - | 12:36 | - | - | - | - | - | - |
| 10-Jul-12 | 07:00 | 00:19 | - | - | - | - | 16:04 | 00:35 | - | - | - | - | - |
| 11-Jul-12 | 07:00 | 00:22 | 00:50 | - | 02:18 | - | 13:27 | - | - | - | - | - | - |
| 12-Jul-12 | 07:00 | 00:18 | 01:02 | - | 01:20 | - | 14:18 | - | - | - | - | - | - |
| 13-Jul-12 | 07:00 | 00:32 | 01:09 | - | - | - | 15:17 | - | - | - | - | - | - |
| 14-Jul-12 | 07:00 | 00:34 | - | - | 04:49 | - | 11:35 | - | - | - | - | - | - |
| 15-Jul-12 | 07:00 | 00:41 | 04:13 | - | 02:49 | - | 09:15 | - | - | - | - | - | - |
| 16-Jul-12 | 07:00 | 00:20 | 04:44 | - | - | - | 11:54 | - | - | - | - | - | - |
| 17-Jul-12 | 07:00 | 00:21 | - | - | 03:54 | - | 12:43 | - | - | - | - | - | - |
| 18-Jul-12 | 07:00 | 00:11 | 07:36 | - | - | - | 05:46 | 03:24 | - | - | - | - | - |
| 19-Jul-12 | 07:00 | - | 00:06 | 02:39 | - | - | 00:23 | 13:50 | - | - | - | - | - |
| 20-Jul-12 | 07:00 | 00:30 | - | 04:26 | - | - | 03:32 | 08:30 | - | - | - | - | - |
| 21-Jul-12 | 07:00 | 00:36 | - | 02:29 | - | - | - | 13:52 | - | - | - | - | - |
| 22-Jul-12 | 07:00 | 00:23 | - | - | - | - | - | 16:35 | - | - | - | - | - |
| 23-Jul-12 | 07:00 | 00:12 | - | 02:19 | - | - | - | 14:27 | - | - | - | - | - |
| 24-Jul-12 | 07:00 | 00:19 | 01:36 | - | - | - | 03:44 | 11:18 | - | - | - | - | - |
| 25-Jul-12 | 07:00 | 00:18 | - | - | - | - | 12:21 | 04:19 | - | - | - | - | - |
| 26-Jul-12 | 07:00 | 00:17 | 00:44 | - | 03:37 | - | 12:19 | - | - | - | - | - | - |
| 27-Jul-12 | 07:00 | 00:21 | 05:55 | - | - | - | 05:06 | 05:36 | - | - | - | - | - |
| 28-Jul-12 | 07:00 | 00:44 | 04:25 | 05:31 | - | - | - | 06:17 | - | - | - | - | - |
| 29-Jul-12 | 07:00 | 00:44 | 02:13 | 03:28 | - | - | - | 10:33 | - | - | - | - | - |
| 30-Jul-12 | 07:00 | 00:14 | - | - | - | - | - | 16:44 | - | - | - | - | - |
| 31-Jul-12 | 07:00 | 00:20 | - | 01:43 | - | - | - | 14:55 | - | - | - | - | - |
| Total | 217:00 | 11:58 | 53:16 | 26:21 | 18:49 | 00:00 | 187:24 | 227:52 | 00:00 | 1:13 | 00:00 | 00:00 | 00:00 |
| % Used | | 2.27% | 10.11% | 5.00% | 3.57% | 0.00% | 35.56% | 43.24% | 0.00% | 0.23% | 0.00% | 0.00% | 0.00% |

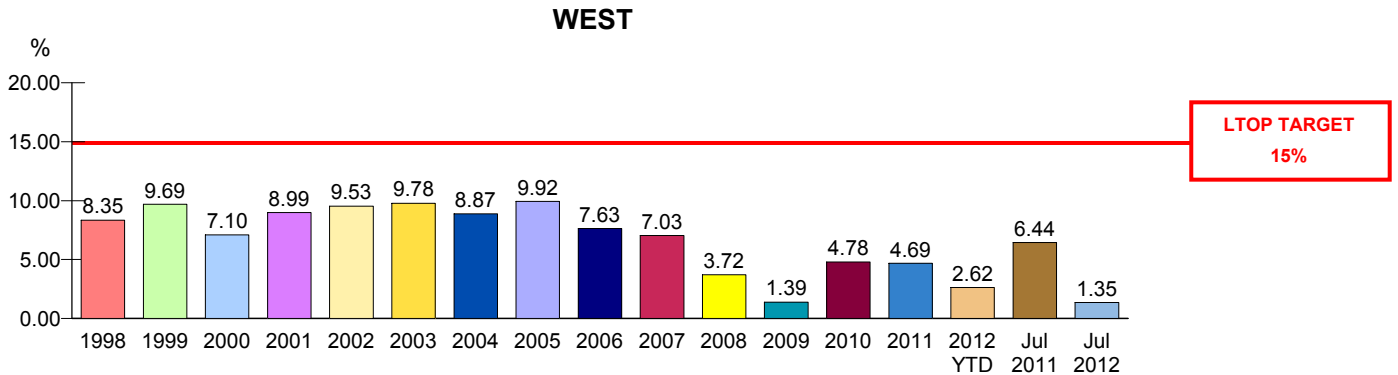
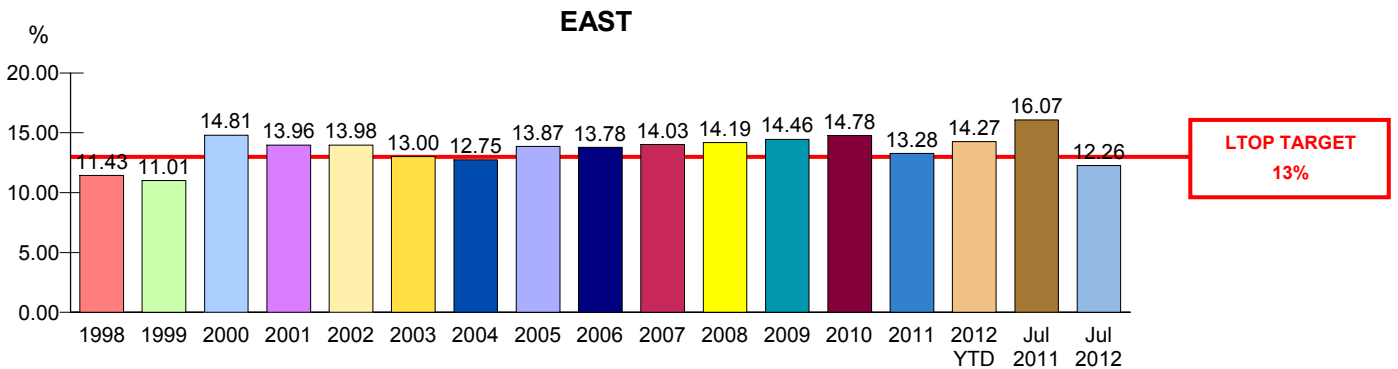
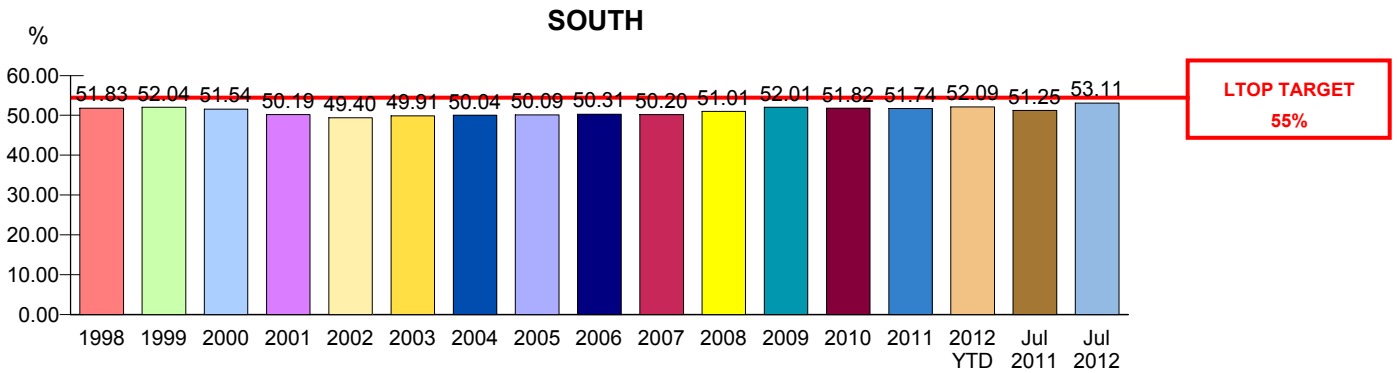
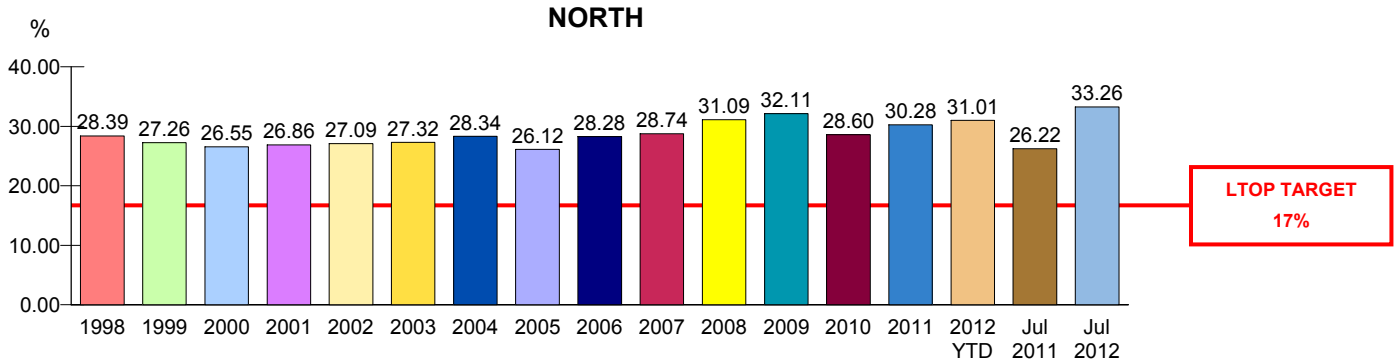
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2012

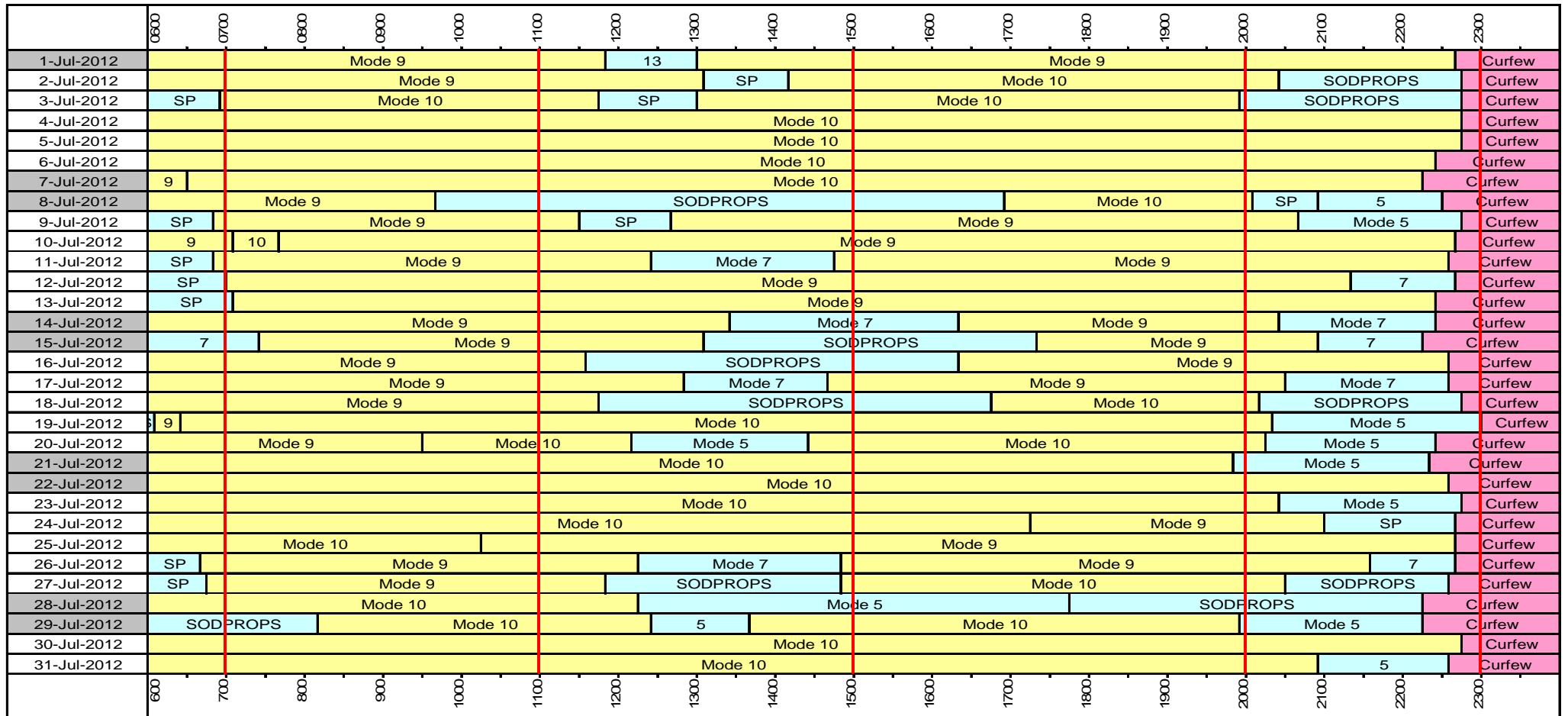
| | | | | | | | | | | | | |
|-----------|-------|-------|-------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| Time | 2.20% | 7.92% | 6.75% | 1.69% | 0.00% | 39.79% | 36.63% | 0.00% | 1.09% | 3.90% | 0.00% | 0.01% |
| Movements | 0.40% | 6.30% | 5.16% | 1.27% | 0.00% | 42.93% | 39.84% | 0.00% | 1.01% | 3.09% | 0.00% | 0.01% |

Runway End Impact to 31 July 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 **July 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 | |
| 5/07/2012 | 6:49 | 8:21 | 1:32 |
| 6/07/2012 | 7:05 | 9:06 | 2:01 |
| 24/07/2012 | 6:50 | 9:09 | 2:19 |
| 31/07/2012 | 7:07 | 8:34 | 1:27 |

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

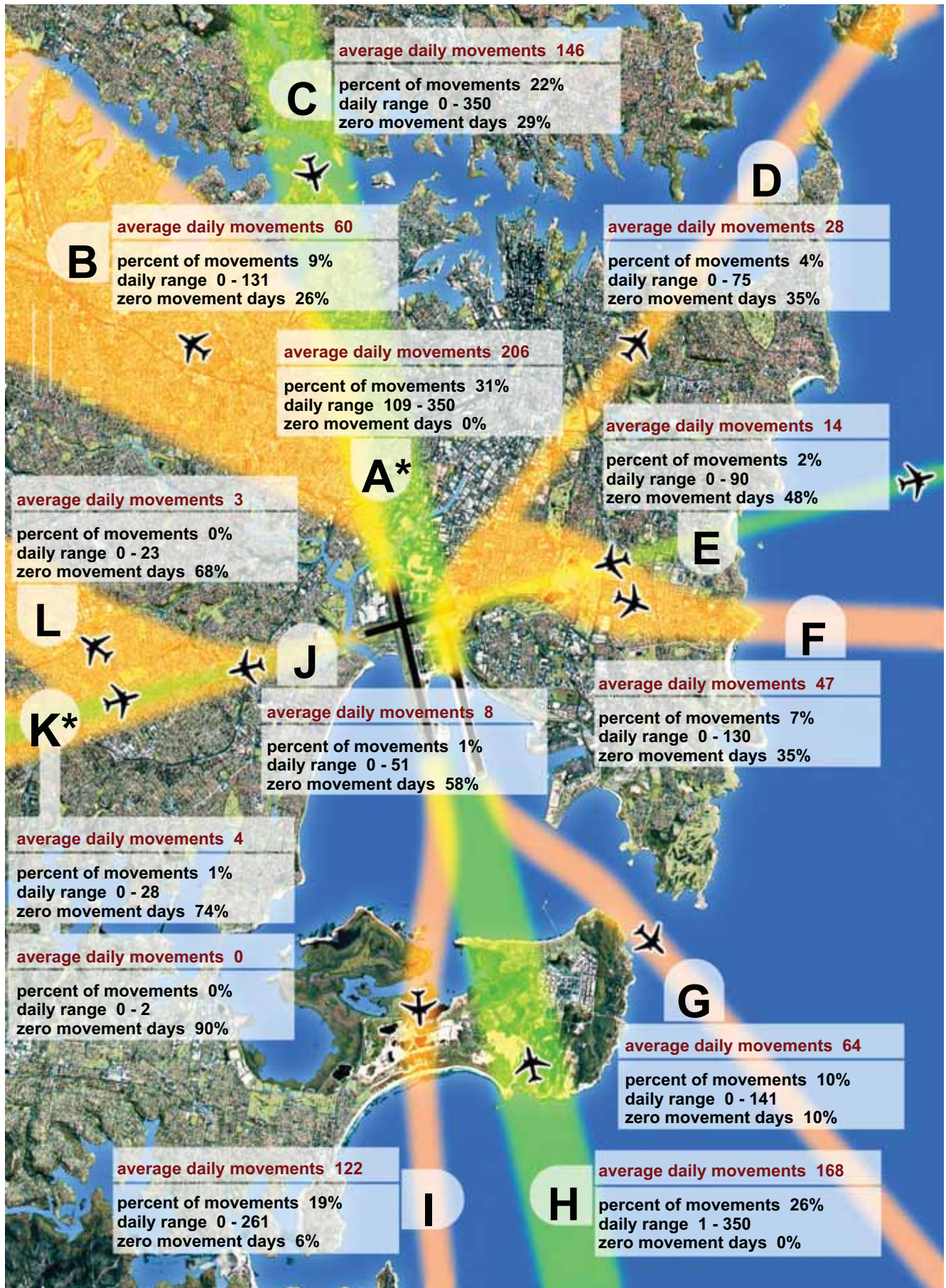
| Date | Number of arrivals on Runway 16 during PRM | Runway assignment | |
|------------|--|-------------------|-----|
| | | 16L | 16R |
| 5/07/2012 | 51 | 22 | 29 |
| 6/07/2012 | 78 | 38 | 40 |
| 24/07/2012 | 84 | 37 | 47 |
| 31/07/2012 | 58 | 27 | 31 |

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

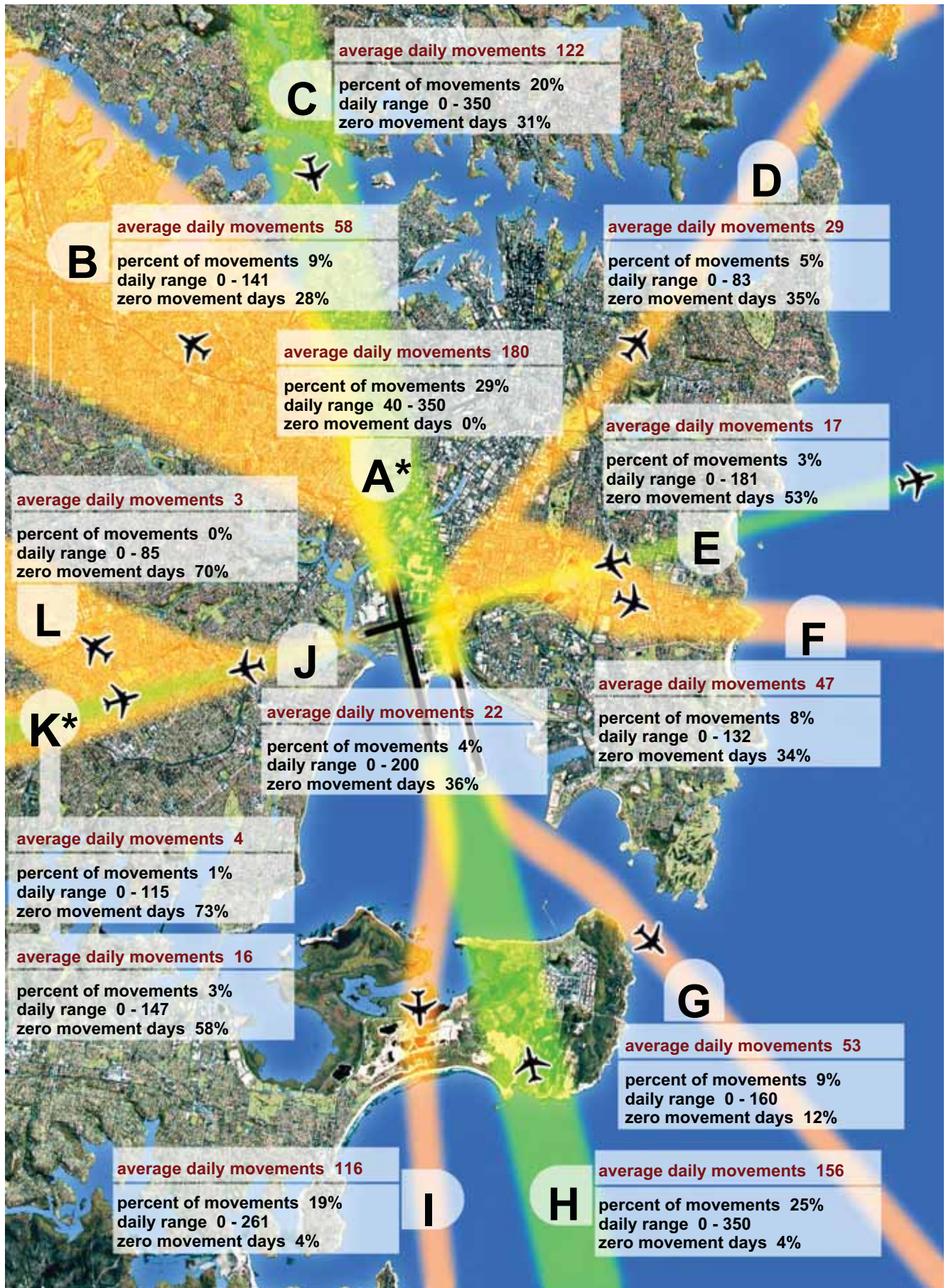
1 July 2012 to 31 July 2012, All Jets



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

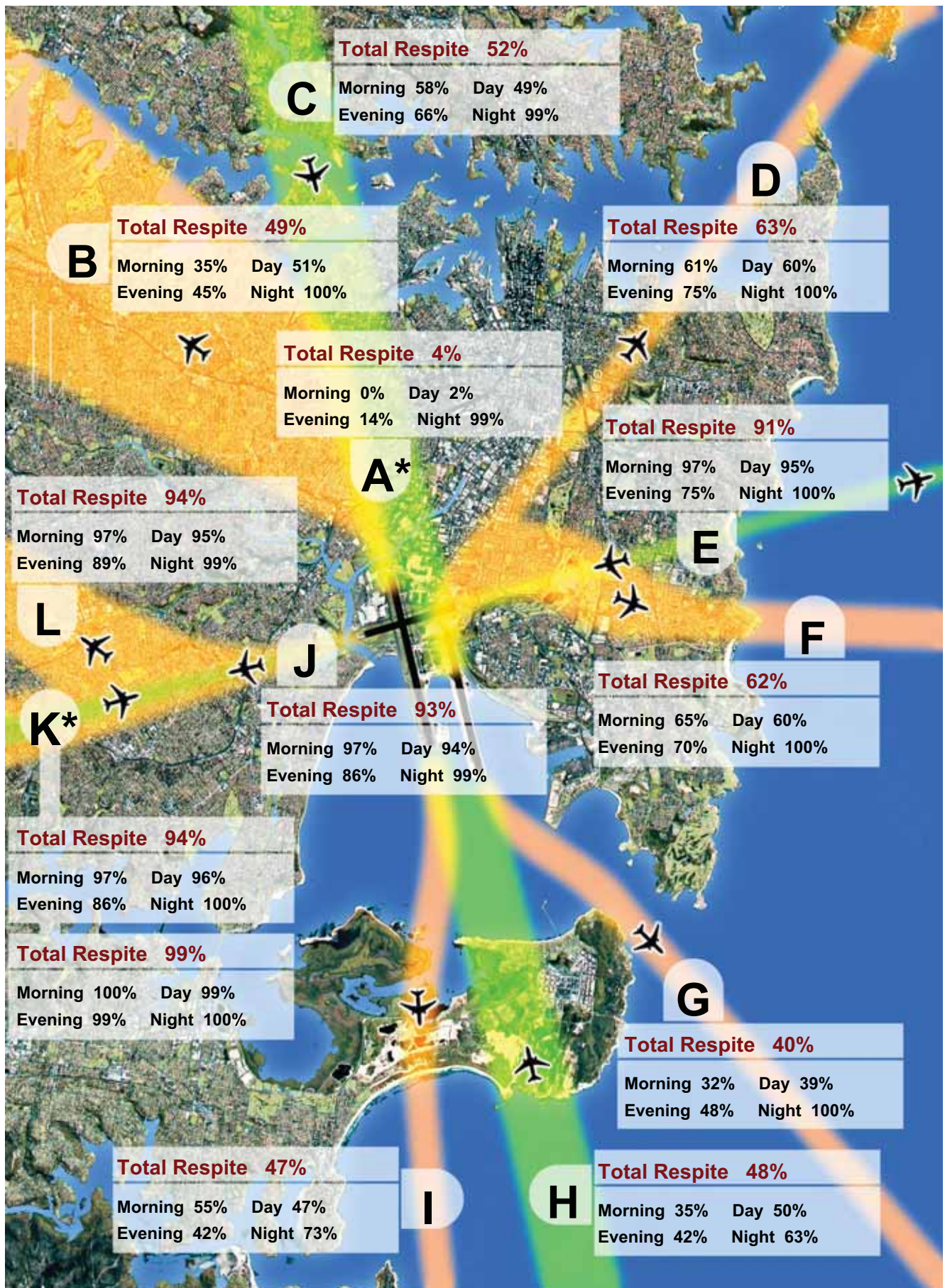
1 Aug 2011 to 31 July 2012, All Jets



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 July 2012 to 31 July 2012, All Jets



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

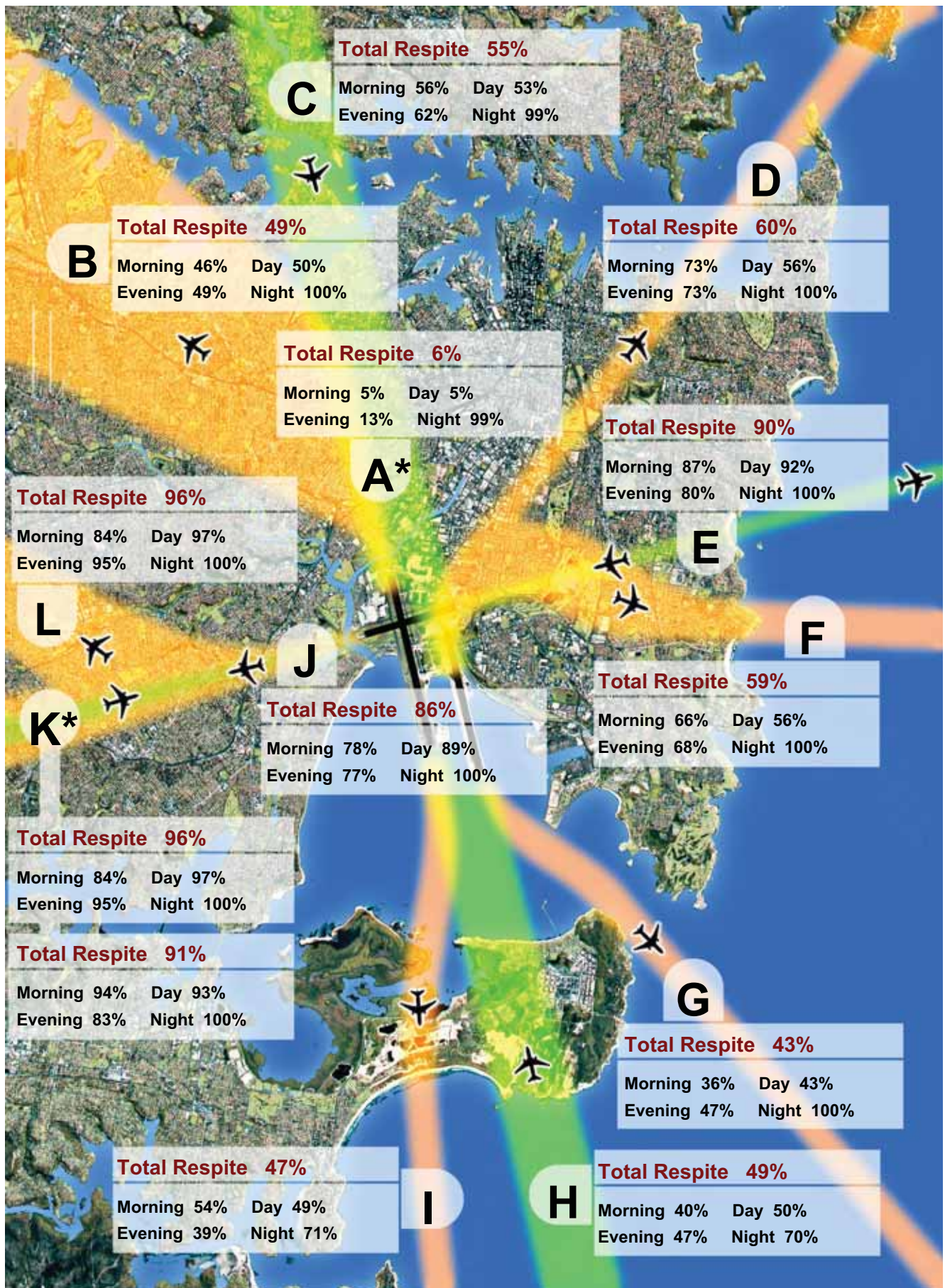
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Aug 2011 to 31 July 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)

August 2011 to July 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 |
|---------------------|--|--|
| A | Inner north | |
| | Arrivals from and departures to the north (L16L, L16R, D34L) | |
| B | North-west | Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in November 2011 . |
| | Departures off runway 34L | |
| C | North shore | Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in December 2011 . |
| | Arrivals from the north on runways 16L and 16R | |
| D | North-east | Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2011 . |
| | Departures off runway 34R to the north-east | |
| E | East - Coogee | Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in May 2012 . |
| | Arrivals on runway 25 and departures from runway 07 | |
| F | East - Maroubra | Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2011 . |
| | Departures from runway 34R that turn hard east | |
| G | South - Botany Bay Heads | |
| | Departures from runway 16L | |
| H | South - Kurnell Peninsula | Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2011 and Mode 7 was in August 2011 . |
| | Arrivals on runways 34L and 34R | |
| I | South - Kurnell Sand Hills | |
| | Departures from runway 16R | |
| J, K & L | West | Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in August 2011 , Mode 14A in October 2011 & Mode 8 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 August 2011 to July 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 60%**. This means that over the period **August 2011 to July 2012 for 60%** 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 July 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 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 July 2012 along with the Daily N70 values for the three months up to and including July are given in Table 1.

| <i>Location</i> | <i>CNE Jul</i> | <i>Operational Days Jul</i> | <i>N70 Jul</i> | <i>N70 Jun</i> | <i>N70 May</i> |
|-------------------------------|--------------------|---------------------------------|--------------------|--------------------|--------------------|
| <i>Threshold rwy 34</i> | <i>11,515</i> | <i>30.9</i> | <i>366</i> | <i>353</i> | <i>350</i> |
| <i>Penshurst</i> | <i>443</i> | <i>30.9</i> | <i>5</i> | <i>6</i> | <i>8</i> |
| <i>Bexley</i> | <i>544</i> | <i>30.9</i> | <i>9</i> | <i>10</i> | <i>15</i> |
| <i>Sydenham</i> | <i>5,678</i> | <i>30.9</i> | <i>183</i> | <i>166</i> | <i>149</i> |
| <i>Johnston St. Annandale</i> | <i>3,418</i> | <i>30.9</i> | <i>81</i> | <i>60</i> | <i>53</i> |
| <i>Church St. St Peters</i> | <i>4,024</i> | <i>30.9</i> | <i>81</i> | <i>81</i> | <i>93</i> |
| <i>Leichhardt PEMU 36</i> | <i>3,778</i> | <i>30.9</i> | <i>116</i> | <i>89</i> | <i>81</i> |
| <i>Eastlakes</i> | <i>2,210</i> | <i>30.9</i> | <i>65</i> | <i>66</i> | <i>98</i> |
| <i>Coogee</i> | <i>721</i> | <i>30.9</i> | <i>21</i> | <i>23</i> | <i>57</i> |
| <i>Kurnell</i> | <i>2,646</i> | <i>30.9</i> | <i>67</i> | <i>71</i> | <i>64</i> |
| <i>Croydon</i> | <i>592</i> | <i>30.9</i> | <i>14</i> | <i>16</i> | <i>15</i> |
| <i>Hunters Hill</i> | <i>5,790</i> | <i>30.9</i> | <i>79</i> | <i>63</i> | <i>54</i> |

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

The N70 values for July 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.

| | | | |
|---|---|---|--|
| Runway 34L AM 21 PM 49 Day 282 Night 13 WE_D 304 WE_N 6 | Penshurst AM 0 PM 1 Day 3 Night 0 WE_D 6 WE_N 0 | Bexley AM 0 PM 2 Day 6 Night 0 WE_D 11 WE_N 0 | Eastlakes AM 2 PM 14 Day 50 Night 0 WE_D 65 WE_N 0 |
| Coogee AM 0 PM 9 Day 6 Night 0 WE_D 35 WE_N 0 | Sydenham AM 9 PM 18 Day 161 Night 0 WE_D 168 WE_N 0 | Leichhardt PEMU36 AM 6 PM 9 Day 102 Night 1 WE_D 111 WE_N 0 | Kurnell AM 2 PM 6 Day 71 Night 0 WE_D 40 WE_N 0 |
| Annandale AM 2 PM 4 Day 78 Night 0 WE_D 73 WE_N 0 | St Peters AM 2 PM 6 Day 71 Night 0 WE_D 86 WE_N 0 | Croydon AM 1 PM 2 Day 11 Night 0 WE_D 14 WE_N 0 | Hunters Hill AM 6 PM 7 Day 66 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.