

# **Sydney Airport Operational Statistics**

## September 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

September 2012

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

There were a total of 26,861 aircraft movements this month (daily average 895.37). Last month there were a total of 27,562 movements (daily average 889.10) and for the same month last year there were a total of 25,093 movements (daily average 836.43).

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

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 16 days and Mode 10 on 8 days. Crossing runway modes (including Sodprops) were used for 20.94% 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 27.98% - This result is above the LTOP target and above the previous month (27.91%)

South 52.27%- This result is below the LTOP target and above the previous month (51.57%)

East 17.05% - This result is above the LTOP target and below the previous month (18.11%)

West 2.68% - This result is below the LTOP target and above the previous month (2.39%)

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

This procedure was used on 11 and 17 September for a total of 4 hours and 51 minutes (ATIS time).

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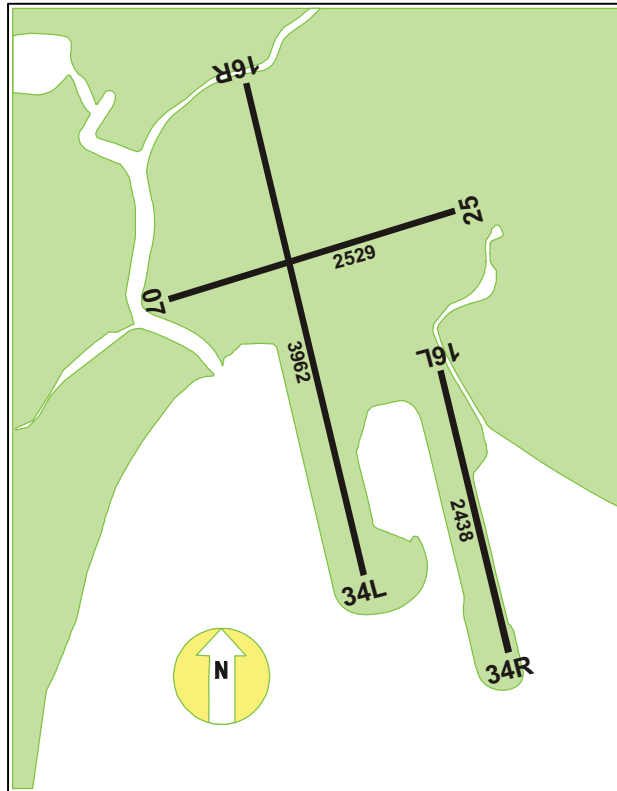
This report is available on the Internet at Airservices Australia website at

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

**click on** “Publications”.

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

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

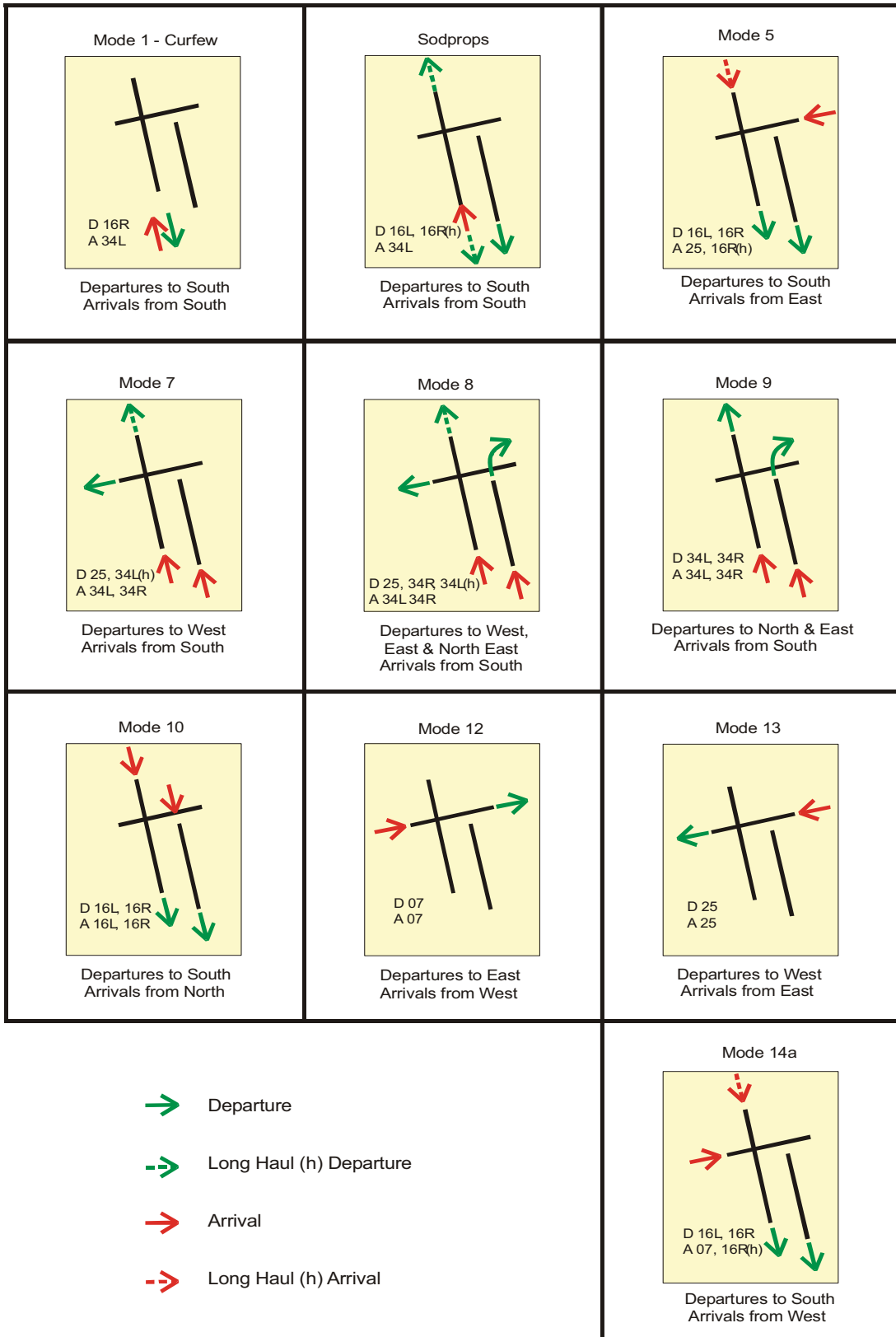
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

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

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

<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-Sep-12	0	0	0	117	113	230	185	226	411	0	0	0	58	7	65	16	11	27	0	0	0	733
02-Sep-12	51	0	51	16	84	100	16	69	85	0	24	24	242	139	381	83	114	197	0	0	0	838
03-Sep-12	0	0	0	47	112	159	53	64	117	0	15	15	275	153	428	95	124	219	0	0	0	938
04-Sep-12	0	1	1	12	74	86	13	23	36	1	9	10	303	183	486	133	171	304	0	0	0	923
05-Sep-12	0	0	0	0	12	12	0	7	7	1	1	2	289	211	500	166	233	399	0	0	0	920
06-Sep-12	1	0	1	0	0	0	0	9	9	1	25	26	290	191	481	190	250	440	0	0	0	957
07-Sep-12	0	0	0	0	0	0	0	4	4	132	178	310	213	141	354	124	143	267	0	0	0	935
08-Sep-12	0	0	0	0	90	90	0	0	0	3	1	4	311	153	464	62	114	176	0	0	0	734
09-Sep-12	0	0	0	156	120	276	212	289	501	0	0	0	30	11	41	7	12	19	0	0	0	837
10-Sep-12	2	0	2	0	0	0	0	5	5	0	0	0	290	210	500	179	257	436	0	0	0	943
11-Sep-12	0	0	0	161	122	283	205	323	528	83	2	85	5	0	5	0	0	0	0	0	0	901
12-Sep-12	1	0	1	0	9	9	0	6	6	0	7	7	282	206	488	175	238	413	0	0	0	924
13-Sep-12	1	0	1	121	90	211	152	233	385	44	1	45	108	69	177	66	95	161	0	0	0	980
14-Sep-12	1	0	1	108	156	264	138	228	366	51	1	52	154	53	207	32	49	81	0	0	0	971
15-Sep-12	164	0	164	48	82	130	71	202	273	0	1	1	72	28	100	31	50	81	0	0	0	749
16-Sep-12	0	0	0	0	46	46	1	0	1	0	1	1	260	182	442	140	194	334	0	0	0	824
17-Sep-12	1	0	1	196	144	340	267	316	583	0	2	2	2	0	2	0	0	0	0	0	0	928
18-Sep-12	2	0	2	0	0	0	0	8	8	0	13	13	270	201	471	187	237	424	0	0	0	918
19-Sep-12	41	0	41	124	164	288	136	220	356	0	0	0	137	50	187	25	34	59	0	0	0	931
20-Sep-12	2	0	2	0	27	27	0	6	6	0	0	0	322	209	531	159	238	397	0	0	0	963
21-Sep-12	1	0	1	27	37	64	33	61	94	22	0	22	256	182	438	151	212	363	0	0	0	982
22-Sep-12	119	0	119	55	72	127	93	177	270	1	1	2	89	51	140	37	64	101	0	0	0	759
23-Sep-12	1	0	1	0	22	22	0	1	1	1	0	1	265	201	466	139	208	347	0	0	0	838
24-Sep-12	0	0	0	177	154	331	252	324	576	25	2	27	33	4	37	2	0	2	0	0	0	973
25-Sep-12	0	0	0	134	90	224	160	221	381	0	0	0	116	70	186	68	98	166	0	0	0	957
26-Sep-12	2	0	2	0	0	0	0	7	7	0	0	0	294	221	515	185	255	440	0	0	0	964
27-Sep-12	0	0	0	0	11	11	0	7	7	0	0	0	313	212	525	176	254	430	0	0	0	973
28-Sep-12	2	0	2	4	7	11	20	17	37	0	1	1	284	212	496	185	257	442	0	0	0	989
29-Sep-12	1	0	1	8	13	21	13	46	59	109	43	152	171	124	295	86	146	232	0	0	0	760
30-Sep-12	0	0	0	115	117	232	152	211	363	3	1	4	118	46	164	12	44	56	0	0	0	819
Total	393	1	394	1626	1968	3594	2172	3310	5482	477	329	806	5852	3720	9572	2911	4102	7013	0	0	0	26861

## 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-Sep-12	0	0	0	88	88	176	145	180	325	0	0	0	49	5	54	10	11	21	0	0	0	576
02-Sep-12	35	0	35	10	65	75	14	47	61	0	21	21	198	89	287	60	101	161	0	0	0	640
03-Sep-12	0	0	0	35	88	123	39	47	86	0	14	14	219	89	308	55	107	162	0	0	0	693
04-Sep-12	0	0	0	7	58	65	9	16	25	0	9	9	238	113	351	82	142	224	0	0	0	674
05-Sep-12	0	0	0	0	12	12	0	6	6	0	0	0	217	127	344	112	191	303	0	0	0	665
06-Sep-12	0	0	0	0	0	0	0	8	8	0	21	21	234	110	344	120	208	328	0	0	0	701
07-Sep-12	0	0	0	0	0	0	0	3	3	89	126	215	180	92	272	71	120	191	0	0	0	681
08-Sep-12	0	0	0	0	79	79	0	0	0	3	0	3	248	106	354	41	100	141	0	0	0	577
09-Sep-12	0	0	0	112	88	200	171	218	389	0	0	0	28	10	38	6	10	16	0	0	0	643
10-Sep-12	0	0	0	0	0	0	0	4	4	0	0	0	229	127	356	117	215	332	0	0	0	692
11-Sep-12	0	0	0	91	80	171	166	241	407	64	0	64	5	0	5	0	0	0	0	0	0	647
12-Sep-12	0	0	0	0	9	9	0	5	5	0	7	7	223	119	342	106	197	303	0	0	0	666
13-Sep-12	0	0	0	78	61	139	115	173	288	40	0	40	88	44	132	41	80	121	0	0	0	720
14-Sep-12	0	0	0	66	120	186	109	172	281	35	1	36	126	29	155	22	44	66	0	0	0	724
15-Sep-12	132	0	132	28	67	95	60	169	229	0	0	0	63	15	78	19	40	59	0	0	0	593
16-Sep-12	0	0	0	0	41	41	0	0	0	0	0	0	217	117	334	99	165	264	0	0	0	639
17-Sep-12	0	0	0	128	102	230	216	236	452	0	0	0	1	0	1	0	0	0	0	0	0	683
18-Sep-12	0	0	0	0	0	0	0	6	6	0	11	11	217	126	343	118	194	312	0	0	0	672
19-Sep-12	26	0	26	77	124	201	104	156	260	0	0	0	111	27	138	17	30	47	0	0	0	672
20-Sep-12	0	0	0	0	22	22	0	5	5	0	0	0	259	131	390	97	198	295	0	0	0	712
21-Sep-12	0	0	0	16	30	46	30	48	78	20	0	20	211	109	320	85	178	263	0	0	0	727
22-Sep-12	89	0	89	42	58	100	75	149	224	1	0	1	77	33	110	25	53	78	0	0	0	602
23-Sep-12	1	0	1	0	22	22	0	1	1	0	0	0	220	131	351	98	174	272	0	0	0	647
24-Sep-12	0	0	0	111	113	224	198	242	440	23	1	24	26	1	27	2	0	2	0	0	0	717
25-Sep-12	0	0	0	83	62	145	119	164	283	0	0	0	107	44	151	39	83	122	0	0	0	701
26-Sep-12	0	0	0	0	0	0	0	5	5	0	0	0	228	129	357	119	213	332	0	0	0	694
27-Sep-12	0	0	0	0	11	11	0	6	6	0	0	0	244	129	373	113	207	320	0	0	0	710
28-Sep-12	1	0	1	4	7	11	20	14	34	0	1	1	217	129	346	125	218	343	0	0	0	736
29-Sep-12	1	0	1	6	10	16	10	43	53	100	35	135	134	90	224	55	124	179	0	0	0	608
30-Sep-12	0	0	0	85	91	176	116	163	279	2	0	2	107	39	146	11	39	50	0	0	0	653
Total	285	0	285	1067	1508	2575	1716	2527	4243	377	247	624	4721	2310	7031	1865	3442	5307	0	0	0	20065



# 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-Sep-12	0	0	0	29	25	54	40	46	86	0	0	0	9	2	11	6	0	6	0	0	0	157
02-Sep-12	16	0	16	6	19	25	2	22	24	0	3	3	44	50	94	23	13	36	0	0	0	198
03-Sep-12	0	0	0	12	24	36	14	17	31	0	1	1	56	64	120	40	17	57	0	0	0	245
04-Sep-12	0	1	1	5	16	21	4	7	11	1	0	1	65	70	135	51	29	80	0	0	0	249
05-Sep-12	0	0	0	0	0	0	0	1	1	1	1	2	72	84	156	54	42	96	0	0	0	255
06-Sep-12	1	0	1	0	0	0	0	1	1	1	4	5	56	81	137	70	42	112	0	0	0	256
07-Sep-12	0	0	0	0	0	0	0	1	1	43	52	95	33	49	82	53	23	76	0	0	0	254
08-Sep-12	0	0	0	0	11	11	0	0	0	0	1	1	63	47	110	21	14	35	0	0	0	157
09-Sep-12	0	0	0	44	32	76	41	71	112	0	0	0	2	1	3	1	2	3	0	0	0	194
10-Sep-12	2	0	2	0	0	0	0	1	1	0	0	0	61	83	144	62	42	104	0	0	0	251
11-Sep-12	0	0	0	70	42	112	39	82	121	19	2	21	0	0	0	0	0	0	0	0	0	254
12-Sep-12	1	0	1	0	0	0	0	1	1	0	0	0	59	87	146	69	41	110	0	0	0	258
13-Sep-12	1	0	1	43	29	72	37	60	97	4	1	5	20	25	45	25	15	40	0	0	0	260
14-Sep-12	1	0	1	42	36	78	29	56	85	16	0	16	28	24	52	10	5	15	0	0	0	247
15-Sep-12	32	0	32	20	15	35	11	33	44	0	1	1	9	13	22	12	10	22	0	0	0	156
16-Sep-12	0	0	0	0	5	5	1	0	1	0	1	1	43	65	108	41	29	70	0	0	0	185
17-Sep-12	1	0	1	68	42	110	51	80	131	0	2	2	1	0	1	0	0	0	0	0	0	245
18-Sep-12	2	0	2	0	0	0	0	2	2	0	2	2	53	75	128	69	43	112	0	0	0	246
19-Sep-12	15	0	15	47	40	87	32	64	96	0	0	0	26	23	49	8	4	12	0	0	0	259
20-Sep-12	2	0	2	0	5	5	0	1	1	0	0	0	63	78	141	62	40	102	0	0	0	251
21-Sep-12	1	0	1	11	7	18	3	13	16	2	0	2	45	73	118	66	34	100	0	0	0	255
22-Sep-12	30	0	30	13	14	27	18	28	46	0	1	1	12	18	30	12	11	23	0	0	0	157
23-Sep-12	0	0	0	0	0	0	0	0	0	1	0	1	45	70	115	41	34	75	0	0	0	191
24-Sep-12	0	0	0	66	41	107	54	82	136	2	1	3	7	3	10	0	0	0	0	0	0	256
25-Sep-12	0	0	0	51	28	79	41	57	98	0	0	0	9	26	35	29	15	44	0	0	0	256
26-Sep-12	2	0	2	0	0	0	0	2	2	0	0	0	66	92	158	66	42	108	0	0	0	270
27-Sep-12	0	0	0	0	0	0	0	1	1	0	0	0	69	83	152	63	47	110	0	0	0	263
28-Sep-12	1	0	1	0	0	0	0	3	3	0	0	0	67	83	150	60	39	99	0	0	0	253
29-Sep-12	0	0	0	2	3	5	3	3	6	9	8	17	37	34	71	31	22	53	0	0	0	152
30-Sep-12	0	0	0	30	26	56	36	48	84	1	1	2	11	7	18	1	5	6	0	0	0	166
Total	108	1	109	559	460	1019	456	783	1239	100	82	182	1131	1410	2541	1046	660	1706	0	0	0	6796

(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-Sep-12	1	0	0	0	0	3	37	47	57	62	66	58	46	45	44	45	41	42	47	35	24	20	12	1	733
02-Sep-12	2	0	0	0	2	3	32	40	46	44	60	52	48	47	54	57	54	63	73	60	46	31	22	2	838
03-Sep-12	0	0	0	1	1	6	42	75	72	71	73	66	47	42	57	56	49	61	75	50	40	28	23	3	938
04-Sep-12	4	1	3	3	2	3	42	78	75	64	60	62	42	43	56	52	51	61	65	63	35	31	23	4	923
05-Sep-12	2	0	0	4	0	3	43	69	75	62	64	58	43	45	62	52	52	62	72	56	37	31	25	3	920
06-Sep-12	2	2	4	2	1	6	47	73	76	63	65	65	43	44	54	54	56	63	70	56	44	34	30	3	957
07-Sep-12	2	1	2	4	0	3	50	76	74	66	69	60	43	47	51	45	54	49	49	58	59	45	27	1	935
08-Sep-12	0	0	0	0	0	4	38	47	61	63	64	62	43	37	48	50	43	35	48	42	21	21	7	0	734
09-Sep-12	1	2	0	0	0	3	39	33	48	51	56	50	42	45	56	54	58	65	69	59	50	39	14	3	837
10-Sep-12	1	0	2	0	0	4	45	70	76	72	69	66	45	44	62	43	56	67	68	59	36	31	22	5	943
11-Sep-12	1	0	1	4	2	2	45	65	72	66	68	59	45	38	59	51	47	61	66	54	39	31	22	3	901
12-Sep-12	3	0	0	4	0	3	42	74	74	62	69	58	40	44	56	54	55	59	69	61	37	34	23	3	924
13-Sep-12	3	0	5	1	1	4	46	78	69	70	68	67	44	48	53	53	58	58	69	71	45	31	32	6	980
14-Sep-12	2	0	3	2	0	4	49	68	68	67	76	67	43	41	63	58	60	66	68	65	44	35	20	2	971
15-Sep-12	0	1	1	0	0	4	34	50	68	54	51	64	52	44	44	53	40	39	51	36	24	29	10	0	749
16-Sep-12	0	0	0	1	0	3	34	34	46	46	63	47	47	41	57	59	50	60	65	62	50	38	21	0	824
17-Sep-12	1	0	0	0	0	2	52	66	67	74	66	72	51	45	50	52	50	57	57	62	45	30	24	5	928
18-Sep-12	3	0	2	2	1	5	40	69	72	66	61	66	44	43	54	54	55	56	62	57	45	33	25	3	918
19-Sep-12	5	0	2	2	1	3	44	63	72	63	65	64	47	48	53	54	56	65	67	58	38	30	28	3	931
20-Sep-12	1	0	3	2	0	5	48	76	74	61	63	63	48	42	48	59	58	58	77	63	48	29	33	4	963
21-Sep-12	2	0	2	2	0	3	43	75	71	73	70	67	48	43	62	53	62	62	70	67	49	31	25	2	982
22-Sep-12	1	1	0	0	0	4	36	51	64	62	58	65	50	40	51	46	44	34	48	41	24	25	13	1	759
23-Sep-12	0	0	1	0	0	4	30	38	47	45	61	49	47	40	58	55	58	70	66	72	40	37	19	1	838
24-Sep-12	1	1	0	1	1	5	44	74	78	66	71	72	49	44	55	53	66	65	69	59	41	28	25	5	973
25-Sep-12	2	0	1	3	0	4	46	72	75	65	62	66	53	47	54	59	57	59	71	66	36	27	28	4	957
26-Sep-12	1	1	2	3	1	4	44	69	74	71	69	64	48	46	57	49	59	57	77	63	40	33	28	4	964
27-Sep-12	2	0	1	3	0	4	40	79	74	64	62	65	51	44	54	53	60	67	76	67	40	32	31	4	973
28-Sep-12	3	0	1	3	0	4	47	71	74	71	64	66	51	51	53	60	55	69	70	40	63	34	35	4	989
29-Sep-12	0	1	0	1	0	4	34	54	71	63	58	64	48	36	51	46	33	38	48	44	25	23	17	1	760
30-Sep-12	1	0	0	0	0	4	32	43	47	47	60	60	46	41	59	53	51	63	72	51	36	32	19	2	819
<b>Total</b>	<b>47</b>	<b>11</b>	<b>36</b>	<b>48</b>	<b>13</b>	<b>113</b>	<b>1245</b>	<b>1877</b>	<b>2017</b>	<b>1874</b>	<b>1931</b>	<b>1864</b>	<b>1394</b>	<b>1305</b>	<b>1635</b>	<b>1582</b>	<b>1588</b>	<b>1731</b>	<b>1954</b>	<b>1697</b>	<b>1201</b>	<b>933</b>	<b>683</b>	<b>82</b>	<b>26861</b>
<b>Avg.</b>	<b>1.57</b>	<b>0.37</b>	<b>1.20</b>	<b>1.60</b>	<b>0.43</b>	<b>3.77</b>	<b>41.50</b>	<b>62.57</b>	<b>67.23</b>	<b>62.47</b>	<b>64.37</b>	<b>62.13</b>	<b>46.47</b>	<b>43.50</b>	<b>54.50</b>	<b>52.73</b>	<b>52.93</b>	<b>57.70</b>	<b>65.13</b>	<b>56.57</b>	<b>40.03</b>	<b>31.10</b>	<b>22.77</b>	<b>2.73</b>	<b>895.37</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-Sep-12	1	0	0	0	0	3	22	30	27	26	29	30	19	22	25	20	20	28	20	20	15	11	7	1	376
02-Sep-12	0	0	0	0	2	3	19	22	21	21	26	21	16	20	24	28	28	40	35	29	22	16	15	0	408
03-Sep-12	0	0	0	1	1	5	21	43	40	28	37	32	19	17	30	25	24	37	36	20	24	16	13	1	470
04-Sep-12	1	0	3	2	0	3	21	43	38	28	28	31	17	21	29	21	28	33	31	29	23	17	13	2	462
05-Sep-12	0	0	0	2	0	3	20	39	38	29	30	31	17	20	32	22	24	36	34	29	18	16	16	0	456
06-Sep-12	1	1	3	0	0	6	22	38	44	27	29	36	15	19	30	23	28	39	34	25	23	20	18	1	482
07-Sep-12	1	0	1	2	0	3	25	42	38	32	34	30	15	21	23	21	23	20	30	37	28	26	16	1	469
08-Sep-12	0	0	0	0	0	4	22	29	31	23	29	33	15	19	24	26	22	25	24	22	12	13	3	0	376
09-Sep-12	1	1	0	0	0	3	25	15	22	22	22	23	12	19	28	20	29	40	31	31	30	20	10	1	405
10-Sep-12	1	0	1	0	0	4	22	35	45	32	33	32	19	19	33	16	30	37	34	29	20	15	12	2	471
11-Sep-12	0	0	0	3	1	2	22	34	38	33	34	31	16	17	34	17	25	33	30	29	24	17	13	1	454
12-Sep-12	1	0	0	2	0	3	18	41	35	26	34	32	16	22	27	23	25	37	33	30	20	19	13	1	458
13-Sep-12	1	0	3	0	0	4	24	41	37	33	29	36	15	22	28	25	26	32	41	32	23	15	22	3	492
14-Sep-12	0	0	2	1	0	4	22	36	37	30	36	36	13	22	31	29	24	37	39	24	24	22	14	1	484
15-Sep-12	0	1	1	0	0	4	19	33	29	25	27	32	16	22	23	24	22	26	25	19	15	17	6	0	386
16-Sep-12	0	0	0	1	0	3	19	16	20	24	24	22	17	17	29	25	24	34	33	32	28	18	15	0	401
17-Sep-12	0	0	0	0	0	2	28	33	35	42	29	38	16	19	27	20	24	31	31	31	29	14	15	2	466
18-Sep-12	1	0	1	1	0	5	20	36	36	34	27	33	15	23	27	24	26	30	31	28	28	15	18	0	459
19-Sep-12	2	0	2	1	0	3	20	32	38	30	30	36	16	23	26	24	29	34	34	27	22	18	15	1	463
20-Sep-12	1	0	1	1	0	5	21	44	35	30	29	33	16	22	24	26	29	35	43	25	22	17	22	2	483
21-Sep-12	0	0	2	0	0	3	21	41	39	35	33	30	20	21	30	26	25	37	36	29	31	12	18	1	490
22-Sep-12	1	0	0	0	0	4	22	32	32	24	25	31	23	21	26	24	22	24	23	24	14	12	9	1	394
23-Sep-12	0	0	1	0	0	4	18	19	20	22	22	22	15	17	32	21	26	45	37	30	22	19	13	1	406
24-Sep-12	0	1	0	1	0	5	24	39	41	32	35	34	18	22	25	26	31	36	35	30	25	13	14	2	489
25-Sep-12	0	0	1	1	0	3	25	39	37	28	29	32	26	17	30	27	29	33	38	30	20	13	19	1	478
26-Sep-12	0	1	2	1	0	3	18	38	42	34	32	31	20	21	28	18	27	36	40	29	23	17	18	2	481
27-Sep-12	0	0	1	1	0	4	22	42	40	26	24	38	19	22	26	27	27	39	38	31	23	18	19	2	489
28-Sep-12	1	0	1	1	0	3	24	39	38	32	28	35	19	28	22	30	23	41	36	18	32	21	21	2	495
29-Sep-12	0	1	0	1	0	4	20	34	32	23	25	31	20	18	32	19	15	26	26	22	13	14	11	1	388
30-Sep-12	1	0	0	0	0	4	20	21	20	20	28	26	15	20	26	22	28	42	31	26	21	17	11	1	400
Total	15	6	26	23	4	109	646	1026	1025	851	877	938	515	613	831	699	763	1023	989	817	674	498	429	34	13431
Avg.	0.50	0.20	0.87	0.77	0.13	3.63	21.53	34.20	34.17	28.37	29.23	31.27	17.17	20.43	27.70	23.30	25.43	34.10	32.97	27.23	22.47	16.60	14.30	1.13	447.70

(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-Sep-12	0	0	0	0	0	0	15	17	30	36	37	28	27	23	19	25	21	14	27	15	9	9	5	0	357
02-Sep-12	2	0	0	0	0	0	13	18	25	23	34	31	32	27	30	29	26	23	38	31	24	15	7	2	430
03-Sep-12	0	0	0	0	0	1	21	32	32	43	36	34	28	25	27	31	25	24	39	30	16	12	10	2	468
04-Sep-12	3	1	0	1	2	0	21	35	37	36	32	31	25	22	27	31	23	28	34	34	12	14	10	2	461
05-Sep-12	2	0	0	2	0	0	23	30	37	33	34	27	26	25	30	30	28	26	38	27	19	15	9	3	464
06-Sep-12	1	1	1	2	1	0	25	35	32	36	36	29	28	25	24	31	28	24	36	31	21	14	12	2	475
07-Sep-12	1	1	1	2	0	0	25	34	36	34	35	30	28	26	28	24	31	29	19	21	31	19	11	0	466
08-Sep-12	0	0	0	0	0	0	16	18	30	40	35	29	28	18	24	24	21	10	24	20	9	8	4	0	358
09-Sep-12	0	1	0	0	0	0	14	18	26	29	34	27	30	26	28	34	29	25	38	28	20	19	4	2	432
10-Sep-12	0	0	1	0	0	0	23	35	31	40	36	34	26	25	29	27	26	30	34	30	16	16	10	3	472
11-Sep-12	1	0	1	1	1	0	23	31	34	33	34	28	29	21	25	34	22	28	36	25	15	14	9	2	447
12-Sep-12	2	0	0	2	0	0	24	33	39	36	35	26	24	22	29	31	30	22	36	31	17	15	10	2	466
13-Sep-12	2	0	2	1	1	0	22	37	32	37	39	31	29	26	25	28	32	26	28	39	22	16	10	3	488
14-Sep-12	2	0	1	1	0	0	27	32	31	37	40	31	30	19	32	29	36	29	29	41	20	13	6	1	487
15-Sep-12	0	0	0	0	0	0	15	17	39	29	24	32	36	22	21	29	18	13	26	17	9	12	4	0	363
16-Sep-12	0	0	0	0	0	0	15	18	26	22	39	25	30	24	28	34	26	26	32	30	22	20	6	0	423
17-Sep-12	1	0	0	0	0	0	24	33	32	32	37	34	35	26	23	32	26	26	26	31	16	16	9	3	462
18-Sep-12	2	0	1	1	1	0	20	33	36	32	34	33	29	20	27	30	29	26	31	29	17	18	7	3	459
19-Sep-12	3	0	0	1	1	0	24	31	34	33	35	28	31	25	27	30	27	31	33	31	16	12	13	2	468
20-Sep-12	0	0	2	1	0	0	27	32	39	31	34	30	32	20	24	33	29	23	34	38	26	12	11	2	480
21-Sep-12	2	0	0	2	0	0	22	34	32	38	37	37	28	22	32	27	37	25	34	38	18	19	7	1	492
22-Sep-12	0	1	0	0	0	0	14	19	32	38	33	34	27	19	25	22	22	10	25	17	10	13	4	0	365
23-Sep-12	0	0	0	0	0	0	12	19	27	23	39	27	32	23	26	34	32	25	29	42	18	18	6	0	432
24-Sep-12	1	0	0	0	1	0	20	35	37	34	36	38	31	22	30	27	35	29	34	29	16	15	11	3	484
25-Sep-12	2	0	0	2	0	1	21	33	38	37	33	34	27	30	24	32	28	26	33	36	16	14	9	3	479
26-Sep-12	1	0	0	2	1	1	26	31	32	37	37	33	28	25	29	31	32	21	37	34	17	16	10	2	483
27-Sep-12	2	0	0	2	0	0	18	37	34	38	38	27	32	22	28	26	33	28	38	36	17	14	12	2	484
28-Sep-12	2	0	0	2	0	1	23	32	36	39	36	31	32	23	31	30	32	28	34	22	31	13	14	2	494
29-Sep-12	0	0	0	0	0	0	14	20	39	40	33	33	28	18	19	27	18	12	22	22	12	9	6	0	372
30-Sep-12	0	0	0	0	0	0	12	22	27	27	32	34	31	21	33	31	23	21	41	25	15	15	8	1	419
Total	32	5	10	25	9	4	599	851	992	1023	1054	926	879	692	804	883	825	708	965	880	527	435	254	48	13430
Avg.	1.07	0.17	0.33	0.83	0.30	0.13	19.97	28.37	33.07	34.10	35.13	30.87	29.30	23.07	26.80	29.43	27.50	23.60	32.17	29.33	17.57	14.50	8.47	1.60	447.67

(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-Sep-12	07:00	00:31	01:18	-	-	-	01:10	13:59	-	-	-	-	-
02-Sep-12	07:00	00:20	04:06	-	01:29	-	07:38	01:06	-	-	02:17	-	-
03-Sep-12	07:00	00:19	06:10	-	00:47	-	06:29	03:13	-	-	-	-	-
04-Sep-12	07:00	00:15	04:15	-	00:41	-	11:02	00:44	-	-	-	-	-
05-Sep-12	07:00	00:18	00:46	-	-	-	15:54	-	-	-	-	-	-
06-Sep-12	07:00	00:20	-	-	02:04	-	14:34	-	-	-	-	-	-
07-Sep-12	07:00	00:24	-	-	00:38	-	09:23	-	-	06:32	-	-	-
08-Sep-12	07:00	00:27	06:21	-	-	-	10:10	-	-	-	-	-	-
09-Sep-12	07:00	00:30	-	-	-	-	01:31	14:57	-	-	-	-	-
10-Sep-12	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
11-Sep-12	07:00	00:20	-	04:26	-	-	-	12:11	-	-	-	-	-
12-Sep-12	07:00	00:19	00:31	-	00:35	-	15:33	-	-	-	-	-	-
13-Sep-12	07:00	00:14	-	02:10	-	-	04:55	09:39	-	-	-	-	-
14-Sep-12	07:00	00:25	04:03	02:35	-	-	02:16	07:37	-	-	-	-	-
15-Sep-12	07:00	00:41	00:16	-	-	-	03:15	04:42	-	-	08:03	-	-
16-Sep-12	07:00	00:33	03:07	-	-	-	13:18	-	-	-	-	-	-
17-Sep-12	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
18-Sep-12	07:00	00:21	-	-	01:25	-	15:12	-	-	-	-	-	-
19-Sep-12	07:00	00:19	04:50	-	-	-	01:46	08:23	-	-	01:38	-	-
20-Sep-12	07:00	00:27	01:34	-	-	-	14:57	-	-	-	-	-	-
21-Sep-12	07:00	00:22	00:46	00:55	-	-	12:27	02:26	-	-	-	-	-
22-Sep-12	07:00	00:44	-	-	-	-	04:25	06:34	-	-	05:14	-	-
23-Sep-12	07:00	00:45	02:23	-	-	-	13:50	-	-	-	-	-	-
24-Sep-12	07:00	-	01:07	01:54	-	-	-	13:58	-	-	-	-	-
25-Sep-12	07:00	00:22	-	-	-	-	06:01	10:34	-	-	-	-	-
26-Sep-12	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
27-Sep-12	07:00	00:17	00:44	-	-	-	15:57	-	-	-	-	-	-
28-Sep-12	07:00	00:15	-	-	-	-	15:47	00:56	-	-	-	-	-
29-Sep-12	07:00	00:46	-	02:49	-	-	09:53	00:37	-	02:53	-	-	-
30-Sep-12	07:00	00:34	02:38	-	-	-	03:23	10:22	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>12:28</b>	<b>45:02</b>	<b>14:52</b>	<b>7:42</b>	<b>00:00</b>	<b>264:23</b>	<b>138:49</b>	<b>00:00</b>	<b>9:25</b>	<b>17:14</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.45%</b>	<b>8.83%</b>	<b>2.92%</b>	<b>1.51%</b>	<b>0.00%</b>	<b>51.84%</b>	<b>27.22%</b>	<b>0.00%</b>	<b>1.85%</b>	<b>3.38%</b>	<b>0.00%</b>	<b>0.00%</b>

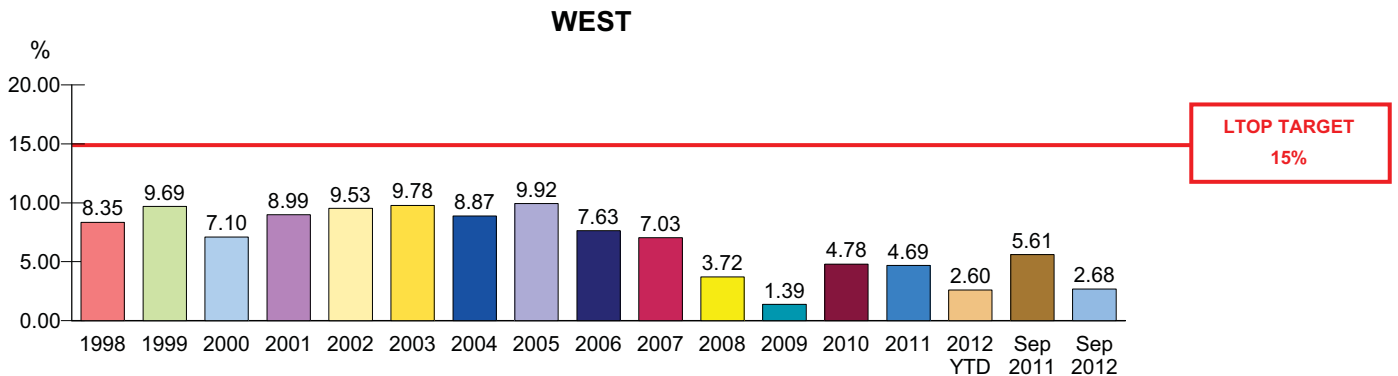
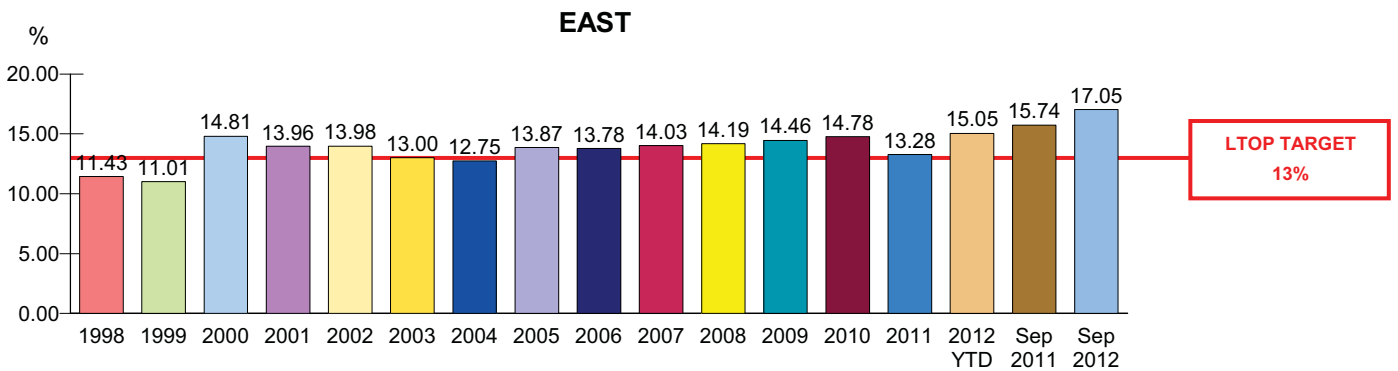
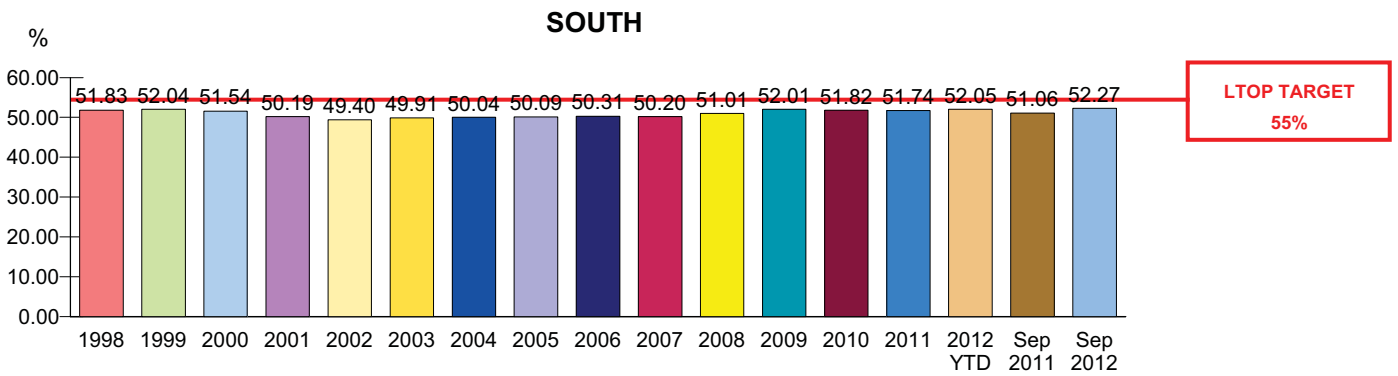
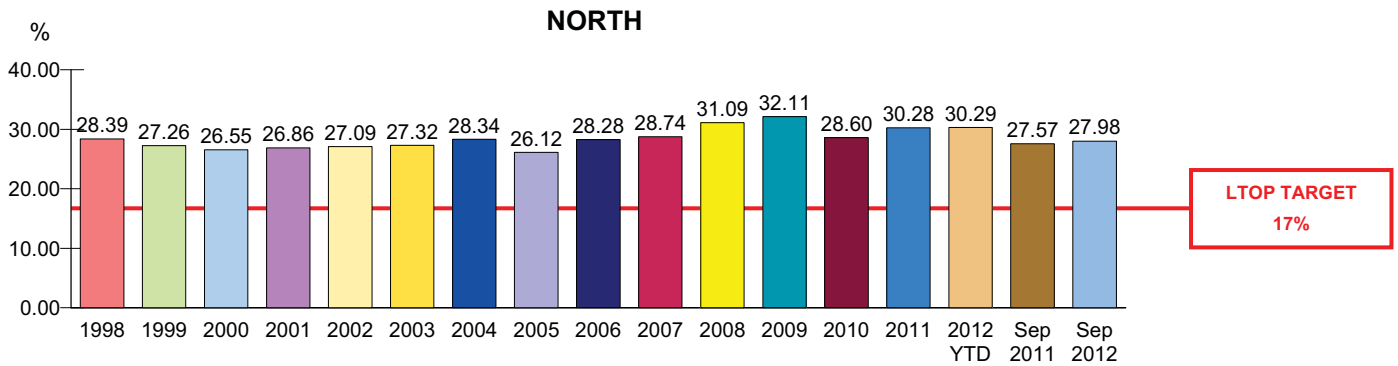
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

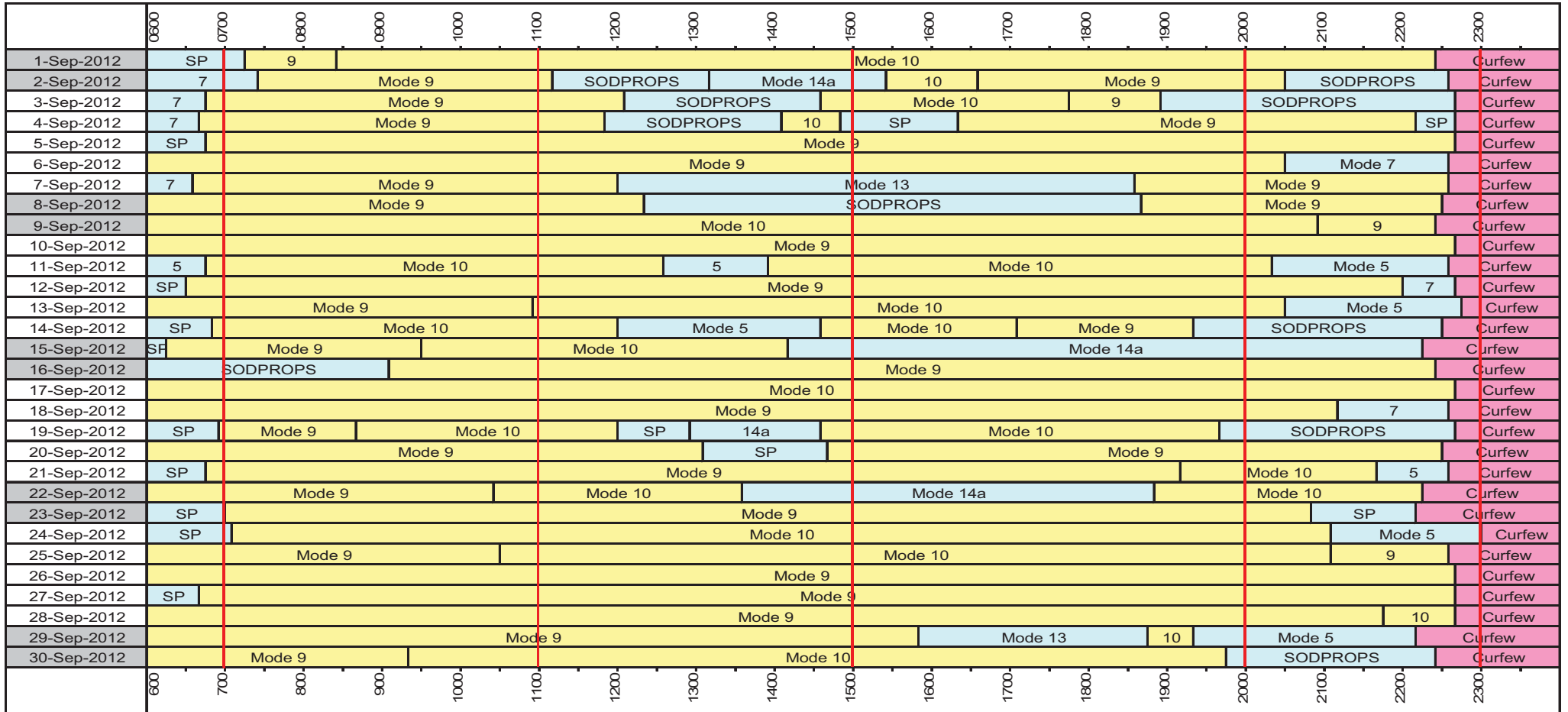
Time	2.24%	8.43%	5.76%	1.65%	0.00%	42.54%	34.39%	0.00%	1.52%	3.46%	0.00%	0.01%
Movements	0.40%	6.60%	4.35%	1.21%	0.00%	46.24%	37.06%	0.00%	1.39%	2.74%	0.00%	0.01%

## Runway End Impact to 30 September 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 **September 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	
11/09/2012	6:42	8:51	2:09
17/09/2012	6:59	9:41	2:42

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

Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
11/09/2012	69	32	37
17/09/2012	98	47	51

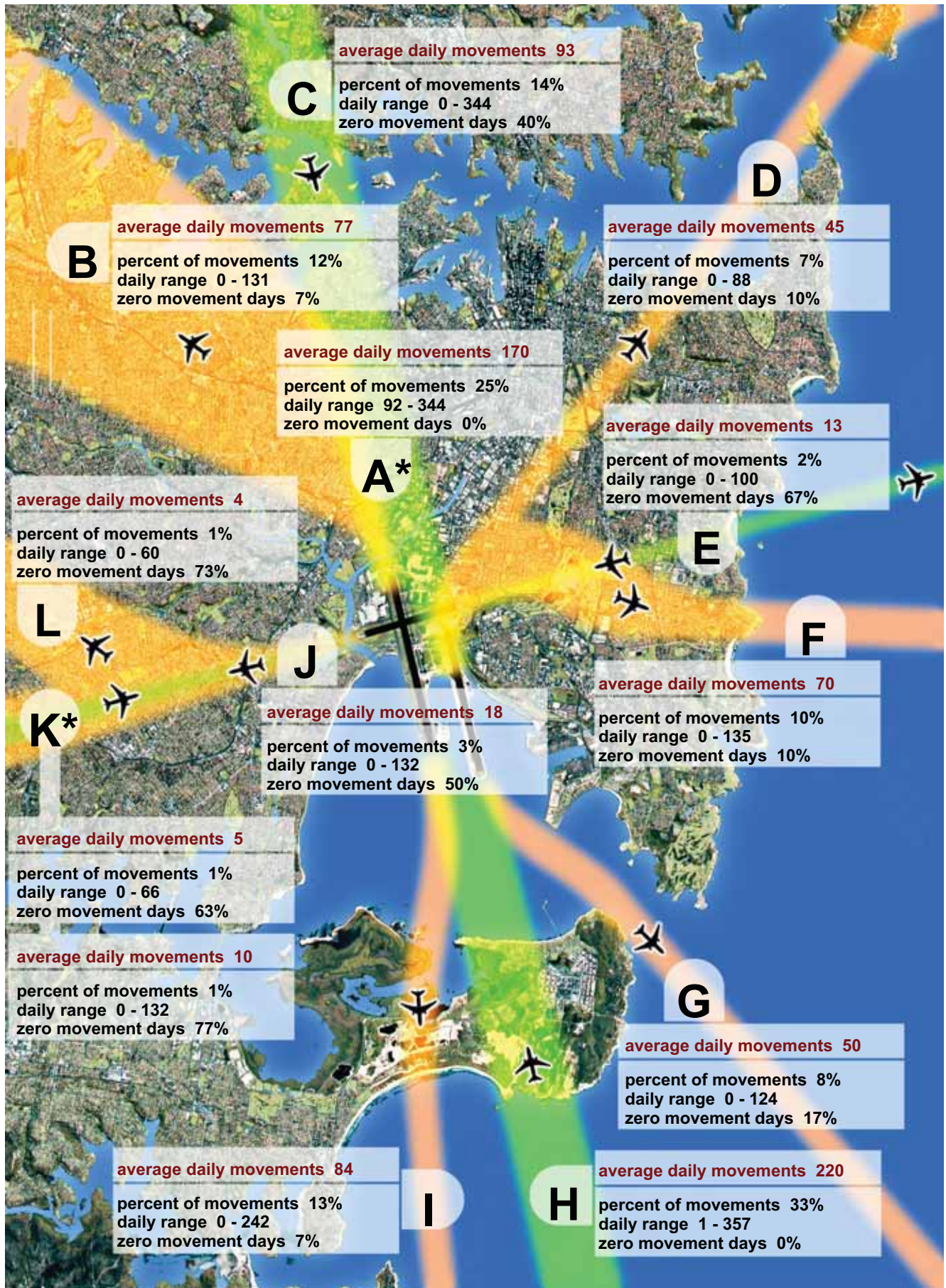


## **Noise Complaints & Information Service**

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 Sept 2012 to 30 Sept 2012, All Jets

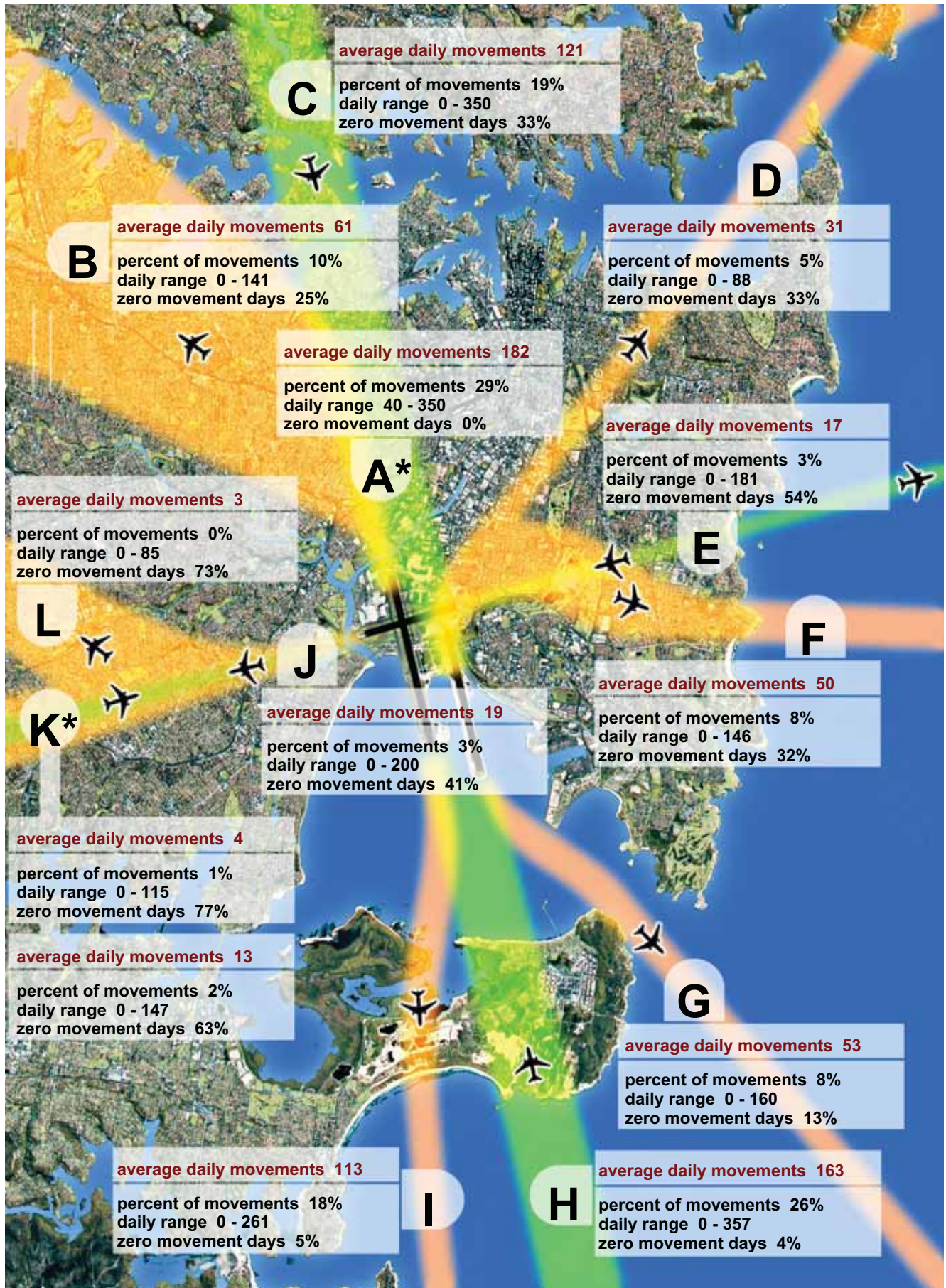


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 Oct 2011 to 30 Sept 2012, All Jets

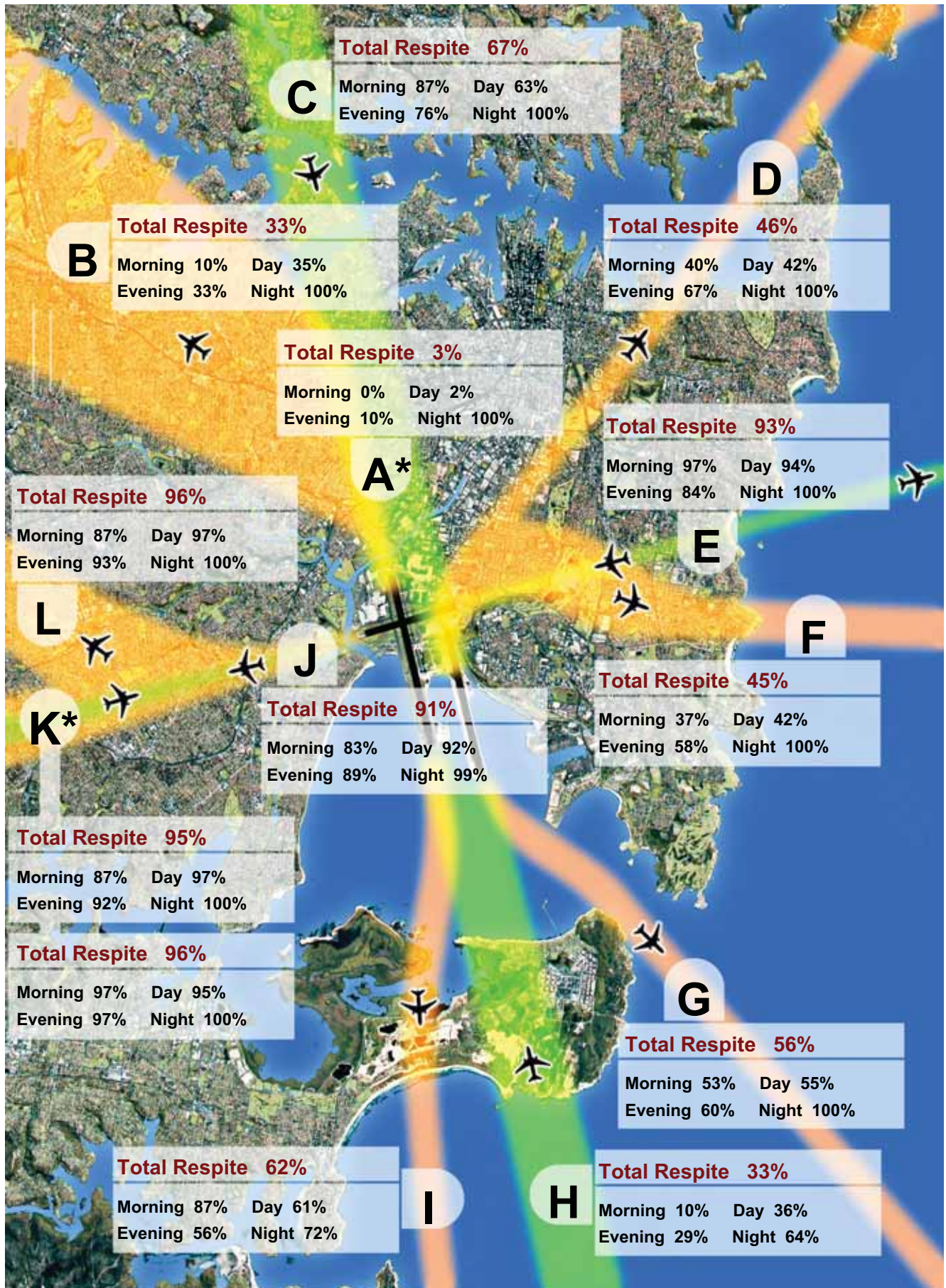


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Sept 2012 to 30 Sept 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).

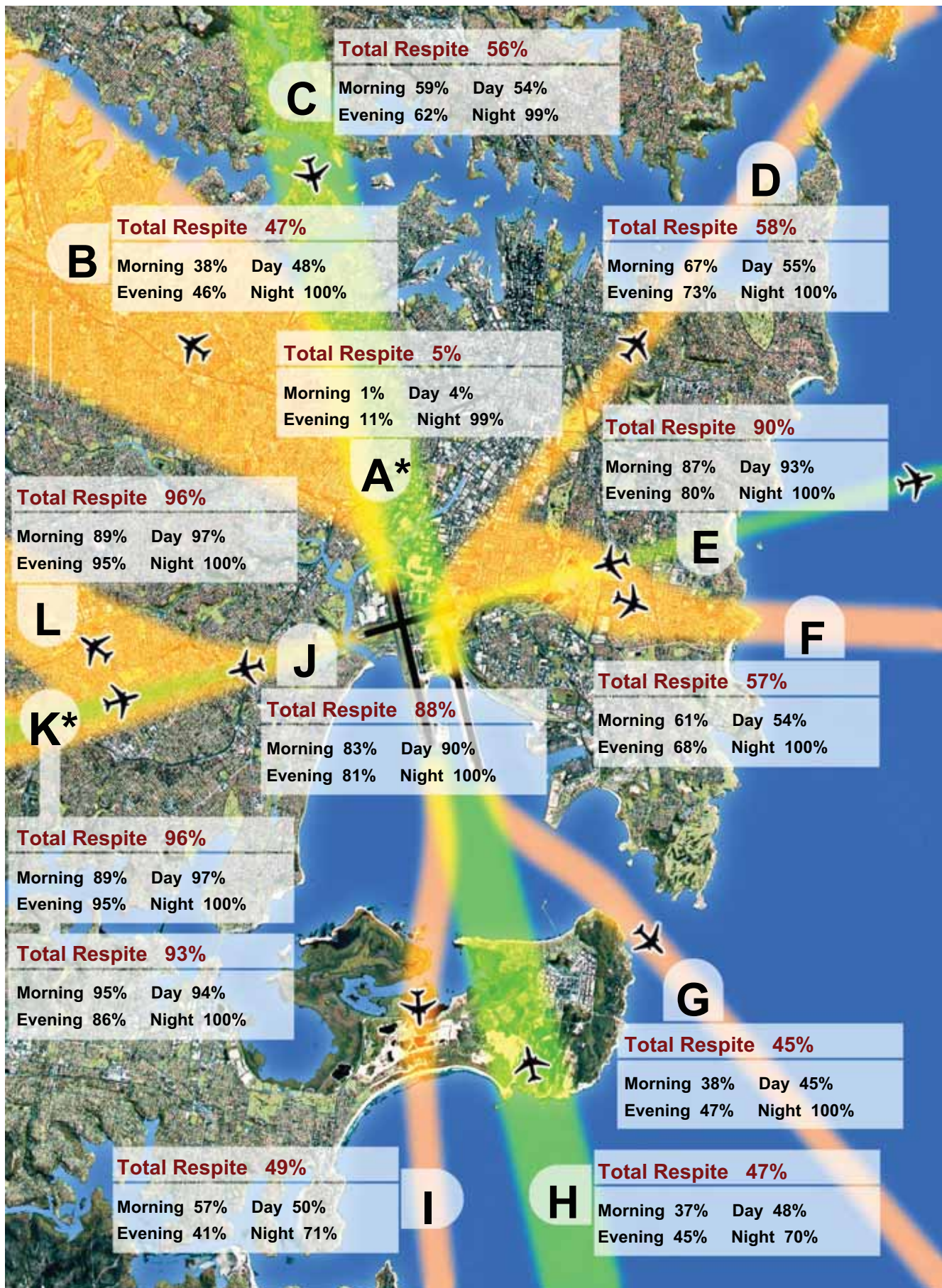
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 Oct 2011 to 30 Sept 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)

### October 2011 to September 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="#">July 2012</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	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 July 2012, 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 October 2011 to September 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 58%**. This means that over the period **October 2011 to September 2012 for 58%** 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 September 2012.



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

<i>Location</i>	<i>CNE Sep</i>	<i>Operational Days Sep</i>	<i>N70 Sep</i>	<i>N70 Aug</i>	<i>N70 Jul</i>
<i>Threshold rwy 34</i>	11,497	29.9	374	376	366
<i>Penshurst</i>	764	29.9	16	9	5
<i>Bexley</i>	867	29.9	21	14	9
<i>Sydenham</i>	4,550	29.8	151	158	183
<i>Johnston St. Annandale</i>	2,072	29.9	54	50	81
<i>Church St. St Peters</i>	3,424	29.9	90	88	81
<i>Leichhardt PEMU 36</i>	2,358	29.9	73	71	116
<i>Eastlakes</i>	2,743	29.9	83	90	65
<i>Coogee</i>	778	29.9	21	29	21
<i>Kurnell</i>	3,653	29.9	98	98	67
<i>Croydon</i>	692	29.9	15	17	14
<i>Hunters Hill</i>	3,551	29.9	50	48	79

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

The N70 values for September 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 49 Day 283 Night 13 WE_D 318 WE_N 6	<b>Penshurst</b> AM 1 PM 1 Day 4 Night 0 WE_D 35 WE_N 0	<b>Bexley</b> AM 2 PM 2 Day 7 Night 0 WE_D 40 WE_N 0	<b>Eastlakes</b> AM 5 PM 13 Day 77 Night 0 WE_D 62 WE_N 0
<b>Coogee</b> AM 1 PM 7 Day 15 Night 0 WE_D 17 WE_N 0	<b>Sydenham</b> AM 5 PM 17 Day 135 Night 0 WE_D 141 WE_N 0	<b>Leichhardt PEMU36</b> AM 1 PM 7 Day 66 Night 0 WE_D 73 WE_N 0	<b>Kurnell</b> AM 3 PM 10 Day 102 Night 0 WE_D 63 WE_N 0
<b>Annandale</b> AM 0 PM 3 Day 52 Night 0 WE_D 50 WE_N 0	<b>St Peters</b> AM 1 PM 9 Day 83 Night 0 WE_D 84 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 12 Night 0 WE_D 15 WE_N 0	<b>Hunters Hill</b> AM 1 PM 4 Day 44 Night 0 WE_D 51 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.*