

# **Sydney Airport Operational Statistics**

## August 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

August 2013

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

There were a total of 27,153 aircraft movements this month (daily average 875.90). Last month there were a total of 27,768 movements (daily average 895.74) and for the same month last year there were a total of 27,562 movements (daily average 889.10).

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

Individual mode use in excess of 9 hours occurred on 21 days this month, Mode 9 on 16 days and Mode 10 on 4 days and Sodprops on 1 day. Crossing runway modes (including Sodprops) were used for 26.13% of non Curfew hours.

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

### Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 13)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North 26.90% - This result is above the LTOP target and below the previous month (27.11%)

South 51.83% - This result is below the LTOP target and below the previous month (52.36%)

East 18.49% - This result is above the LTOP target and above the previous month (18.04%)

West 2.78% - This result is below the LTOP target and above the previous month (2.49%)

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

This procedure was not used in August 2013.

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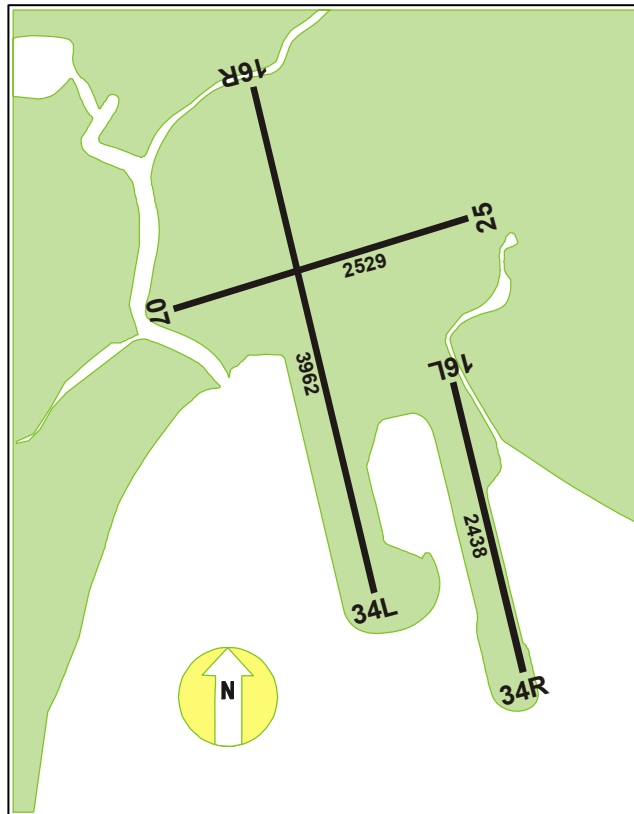
This report is available on the Internet at Airservices Australia website at

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

**click on** “Publications”.

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

# Sydney Airport Runways



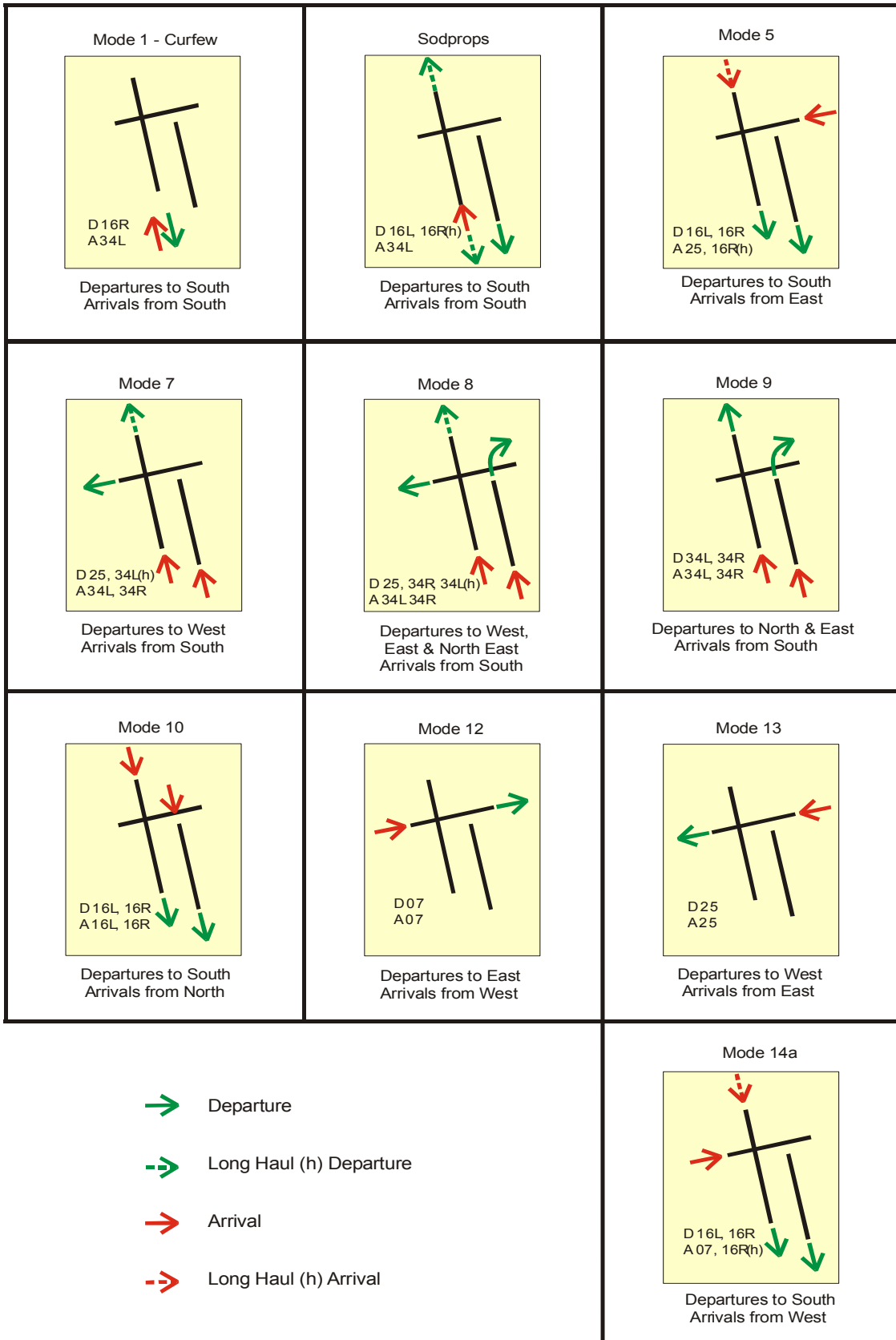
Runway numbers refer to the direction an aircraft is flying.

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

Runways 16L and 16R	Used by aircraft landing or taking off towards the South. (16=approx. 160 degrees magnetic bearing)
Runway 34L	Used by aircraft landing or taking off towards the North. (34=approx. 340 degrees magnetic bearing)
Runway 34R	Used by aircraft landing toward the north and taking off to the East.
Runway 07	Used by aircraft landing or taking off towards the East. (07=approx. 070 degrees magnetic bearing)
Runway 25	Used by aircraft landing or taking off towards the West. (25=approx. 250 degrees magnetic bearing)

Movements over the North	=16L(arr) + 16R(arr) + 34L(dep)
Movements over the South	=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
Movements over the East	=07(dep) + 25(arr) + 34R(dep)
Movements over the West	=07(arr) + 25(dep)

# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

Saturday and Sunday		
2300 to 0600	1.	<b>Curfew – Departures 16R / Arrivals 34L</b> (Mode 1)
0600 to 0700 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0600 To 0800 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> (Shoulder Curfew). If traffic permits.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), or Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), or Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), or Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7)
	4.	<b>34</b> (Mode 9) or <b>16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) or <b>25</b> (Mode 13)
0700 to 2200 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0800 To 2200 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), or Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), or Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7), or Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	3.	<b>34</b> (Mode 9) or <b>16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) or <b>25</b> (Mode 13)
2200 to 2245	1.	<b>SODPROPS - Departures 16L (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> (Shoulder Curfew) <b>unless</b> there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or 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) or <b>16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) or <b>25</b> (Mode 13)
2245 to 2300	1.	<b>SODPROPS - Departures 16L (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> (Shoulder Curfew) <b>unless</b> there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), or Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	4.	<b>16</b> (Mode 10)

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Aug-2013	0	0	0	116	114	230	136	210	346	30	3	33	142	69	211	55	78	133	0	0	0	953
02-Aug-2013	0	0	0	0	52	52	0	3	3	0	10	10	321	219	540	161	193	354	0	0	0	959
03-Aug-2013	0	0	0	0	103	103	0	15	15	24	1	25	272	146	418	56	67	123	0	0	0	684
04-Aug-2013	0	0	0	0	17	17	0	10	10	75	76	151	215	161	376	101	145	246	0	0	0	800
05-Aug-2013	0	0	0	0	1	1	0	5	5	0	43	43	249	200	449	196	200	396	0	0	0	894
06-Aug-2013	4	0	4	20	25	45	27	43	70	0	0	0	247	173	420	139	191	330	0	0	0	869
07-Aug-2013	1	0	1	144	126	270	187	241	428	1	0	1	86	54	140	31	33	64	0	0	0	904
08-Aug-2013	0	0	0	206	144	350	225	311	536	15	0	15	24	9	33	5	13	18	0	0	0	952
09-Aug-2013	2	0	2	0	77	77	1	3	4	0	1	1	323	211	534	152	181	333	0	0	0	951
10-Aug-2013	1	0	1	14	50	64	21	75	96	63	58	121	168	89	257	87	65	152	0	0	0	691
11-Aug-2013	1	0	1	0	19	19	1	1	2	0	98	98	261	159	420	130	138	268	0	0	0	808
12-Aug-2013	0	0	0	0	2	2	0	21	21	119	93	212	199	162	361	137	184	321	0	0	0	917
13-Aug-2013	1	0	1	0	19	19	2	3	5	0	0	0	311	197	508	139	226	365	0	0	0	898
14-Aug-2013	0	0	0	0	0	0	0	10	10	1	0	1	288	217	505	162	234	396	0	0	0	912
15-Aug-2013	1	0	1	190	136	326	257	328	585	18	0	18	8	0	8	0	0	0	0	0	0	938
16-Aug-2013	1	0	1	0	0	0	0	3	3	0	0	0	310	205	515	165	263	428	0	0	0	947
17-Aug-2013	0	0	0	0	5	5	0	6	6	1	15	16	217	155	372	133	154	287	0	0	0	686
18-Aug-2013	0	0	0	0	0	0	1	1	2	1	16	17	258	195	453	142	202	344	0	0	0	816
19-Aug-2013	1	0	1	69	54	123	74	117	191	153	116	269	107	81	188	55	89	144	0	0	0	916
20-Aug-2013	0	0	0	45	78	123	43	154	197	100	17	117	178	96	274	91	117	208	0	0	0	919
21-Aug-2013	0	0	0	123	76	199	108	202	310	40	2	42	106	82	188	67	88	155	0	0	0	894
22-Aug-2013	3	0	3	0	0	0	0	7	7	1	48	49	300	197	497	185	226	411	0	0	0	967
23-Aug-2013	0	0	0	0	0	0	0	4	4	1	12	13	295	212	507	181	252	433	0	0	0	957
24-Aug-2013	46	2	48	93	123	216	120	188	308	1	2	3	96	28	124	1	0	1	0	0	0	700
25-Aug-2013	2	0	2	0	73	73	1	13	14	17	1	18	281	178	459	102	157	259	0	0	0	825
26-Aug-2013	1	0	1	89	138	227	114	146	260	2	3	5	209	98	307	51	77	128	0	0	0	928
27-Aug-2013	49	0	49	71	90	161	93	166	259	0	1	1	153	99	252	83	99	182	0	0	0	904
28-Aug-2013	0	0	0	109	86	195	155	211	366	29	2	31	100	83	183	70	83	153	0	0	0	928
29-Aug-2013	1	0	1	0	0	0	1	5	6	1	0	1	287	215	502	198	270	468	0	0	0	978
30-Aug-2013	0	0	0	0	3	3	1	25	26	38	1	39	263	203	466	185	254	439	0	0	0	973
31-Aug-2013	20	1	21	72	140	212	120	129	249	7	0	7	131	63	194	2	0	2	0	0	0	685
<b>Total</b>	<b>135</b>	<b>3</b>	<b>138</b>	<b>1361</b>	<b>1751</b>	<b>3112</b>	<b>1688</b>	<b>2656</b>	<b>4344</b>	<b>738</b>	<b>619</b>	<b>1357</b>	<b>6405</b>	<b>4256</b>	<b>10661</b>	<b>3262</b>	<b>4279</b>	<b>7541</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27153</b>

## Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Aug-2013	0	0	0	73	86	159	98	149	247	20	2	22	124	40	164	31	64	95	0	0	0	687
02-Aug-2013	0	0	0	0	44	44	0	3	3	0	9	9	234	129	363	110	159	269	0	0	0	688
03-Aug-2013	0	0	0	0	91	91	0	11	11	18	0	18	224	107	331	31	56	87	0	0	0	538
04-Aug-2013	0	0	0	0	17	17	0	10	10	52	46	98	171	107	278	74	119	193	0	0	0	596
05-Aug-2013	0	0	0	0	1	1	0	4	4	0	37	37	201	124	325	121	160	281	0	0	0	648
06-Aug-2013	4	0	4	10	19	29	23	29	52	0	0	0	196	107	303	80	153	233	0	0	0	621
07-Aug-2013	0	0	0	81	91	172	146	180	326	1	0	1	72	34	106	23	26	49	0	0	0	654
08-Aug-2013	0	0	0	117	97	214	188	228	416	14	0	14	23	6	29	4	11	15	0	0	0	688
09-Aug-2013	0	0	0	0	68	68	0	3	3	0	0	0	253	126	379	88	146	234	0	0	0	684
10-Aug-2013	0	0	0	8	44	52	16	58	74	55	44	99	144	68	212	49	52	101	0	0	0	538
11-Aug-2013	0	0	0	0	19	19	0	0	0	0	72	72	216	105	321	85	112	197	0	0	0	609
12-Aug-2013	0	0	0	0	2	2	0	21	21	88	66	154	166	95	261	78	152	230	0	0	0	668
13-Aug-2013	0	0	0	0	18	18	1	3	4	0	0	0	244	117	361	80	179	259	0	0	0	642
14-Aug-2013	0	0	0	0	0	0	0	7	7	0	0	0	227	133	360	92	188	280	0	0	0	647
15-Aug-2013	1	0	1	116	89	205	202	247	449	17	0	17	6	0	6	0	0	0	0	0	0	678
16-Aug-2013	0	0	0	0	0	0	0	3	3	0	0	0	239	121	360	107	220	327	0	0	0	690
17-Aug-2013	0	0	0	0	5	5	0	5	5	1	11	12	185	114	299	87	133	220	0	0	0	541
18-Aug-2013	0	0	0	0	0	0	0	1	1	0	15	15	202	125	327	107	166	273	0	0	0	616
19-Aug-2013	1	0	1	36	38	74	60	85	145	114	79	193	85	52	137	35	75	110	0	0	0	660
20-Aug-2013	0	0	0	28	53	81	32	113	145	65	13	78	146	52	198	53	98	151	0	0	0	653
21-Aug-2013	0	0	0	79	49	128	75	142	217	37	0	37	85	54	139	42	75	117	0	0	0	638
22-Aug-2013	1	0	1	0	0	0	0	6	6	0	33	33	234	122	356	113	180	293	0	0	0	689
23-Aug-2013	0	0	0	0	0	0	0	3	3	1	10	11	227	127	354	115	208	323	0	0	0	691
24-Aug-2013	36	0	36	60	99	159	87	149	236	0	1	1	88	20	108	1	0	1	0	0	0	541
25-Aug-2013	0	0	0	0	62	62	1	11	12	16	0	16	219	104	323	69	132	201	0	0	0	614
26-Aug-2013	0	0	0	47	109	156	95	108	203	2	0	2	159	54	213	33	61	94	0	0	0	668
27-Aug-2013	25	0	25	49	60	109	67	112	179	0	0	0	130	71	201	46	78	124	0	0	0	638
28-Aug-2013	0	0	0	77	53	130	104	152	256	25	1	26	83	52	135	38	70	108	0	0	0	655
29-Aug-2013	0	0	0	0	0	0	0	4	4	1	0	1	232	129	361	115	219	334	0	0	0	700
30-Aug-2013	0	0	0	0	3	3	1	21	22	33	1	34	198	118	316	119	210	329	0	0	0	704
31-Aug-2013	16	0	16	49	116	165	92	100	192	6	0	6	106	49	155	2	0	2	0	0	0	536
<b>Total</b>	<b>84</b>	<b>0</b>	<b>84</b>	<b>830</b>	<b>1333</b>	<b>2163</b>	<b>1288</b>	<b>1968</b>	<b>3256</b>	<b>566</b>	<b>440</b>	<b>1006</b>	<b>5119</b>	<b>2662</b>	<b>7781</b>	<b>2028</b>	<b>3502</b>	<b>5530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19820</b>



# Runway Movement Summary – Non Jet Aircraft Only <sup>1</sup>

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Aug-2013	0	0	0	43	28	71	38	61	99	10	1	11	18	29	47	24	14	38	0	0	0	266
02-Aug-2013	0	0	0	0	8	8	0	0	0	0	1	1	87	90	177	51	34	85	0	0	0	271
03-Aug-2013	0	0	0	0	12	12	0	4	4	6	1	7	48	39	87	25	11	36	0	0	0	146
04-Aug-2013	0	0	0	0	0	0	0	0	0	23	30	53	44	54	98	27	26	53	0	0	0	204
05-Aug-2013	0	0	0	0	0	0	0	1	1	0	6	6	48	76	124	75	40	115	0	0	0	246
06-Aug-2013	0	0	0	10	6	16	4	14	18	0	0	0	51	66	117	59	38	97	0	0	0	248
07-Aug-2013	1	0	1	63	35	98	41	61	102	0	0	0	14	20	34	8	7	15	0	0	0	250
08-Aug-2013	0	0	0	89	47	136	37	83	120	1	0	1	1	3	4	1	2	3	0	0	0	264
09-Aug-2013	2	0	2	0	9	9	1	0	1	0	1	1	70	85	155	64	35	99	0	0	0	267
10-Aug-2013	1	0	1	6	6	12	5	17	22	8	14	22	24	21	45	38	13	51	0	0	0	153
11-Aug-2013	1	0	1	0	0	0	1	1	2	0	26	26	45	54	99	45	26	71	0	0	0	199
12-Aug-2013	0	0	0	0	0	0	0	0	0	31	27	58	33	67	100	59	32	91	0	0	0	249
13-Aug-2013	1	0	1	0	1	1	1	0	1	0	0	0	67	80	147	59	47	106	0	0	0	256
14-Aug-2013	0	0	0	0	0	0	0	3	3	1	0	1	61	84	145	70	46	116	0	0	0	265
15-Aug-2013	0	0	0	74	47	121	55	81	136	1	0	1	2	0	2	0	0	0	0	0	0	260
16-Aug-2013	1	0	1	0	0	0	0	0	0	0	0	0	71	84	155	58	43	101	0	0	0	257
17-Aug-2013	0	0	0	0	0	0	0	1	1	0	4	4	32	41	73	46	21	67	0	0	0	145
18-Aug-2013	0	0	0	0	0	0	1	0	1	1	1	2	56	70	126	35	36	71	0	0	0	200
19-Aug-2013	0	0	0	33	16	49	14	32	46	39	37	76	22	29	51	20	14	34	0	0	0	256
20-Aug-2013	0	0	0	17	25	42	11	41	52	35	4	39	32	44	76	38	19	57	0	0	0	266
21-Aug-2013	0	0	0	44	27	71	33	60	93	3	2	5	21	28	49	25	13	38	0	0	0	256
22-Aug-2013	2	0	2	0	0	0	0	1	1	1	15	16	66	75	141	72	46	118	0	0	0	278
23-Aug-2013	0	0	0	0	0	0	0	1	1	0	2	2	68	85	153	66	44	110	0	0	0	266
24-Aug-2013	10	2	12	33	24	57	33	39	72	1	1	2	8	8	16	0	0	0	0	0	0	159
25-Aug-2013	2	0	2	0	11	11	0	2	2	1	1	2	62	74	136	33	25	58	0	0	0	211
26-Aug-2013	1	0	1	42	29	71	19	38	57	0	3	3	50	44	94	18	16	34	0	0	0	260
27-Aug-2013	24	0	24	22	30	52	26	54	80	0	1	1	23	28	51	37	21	58	0	0	0	266
28-Aug-2013	0	0	0	32	33	65	51	59	110	4	1	5	17	31	48	32	13	45	0	0	0	273
29-Aug-2013	1	0	1	0	0	0	1	1	2	0	0	0	55	86	141	83	51	134	0	0	0	278
30-Aug-2013	0	0	0	0	0	0	0	4	4	5	0	5	65	85	150	66	44	110	0	0	0	269
31-Aug-2013	4	1	5	23	24	47	28	29	57	1	0	1	25	14	39	0	0	0	0	0	0	149
<b>Total</b>	<b>51</b>	<b>3</b>	<b>54</b>	<b>531</b>	<b>418</b>	<b>949</b>	<b>400</b>	<b>688</b>	<b>1088</b>	<b>172</b>	<b>179</b>	<b>351</b>	<b>1286</b>	<b>1594</b>	<b>2880</b>	<b>1234</b>	<b>777</b>	<b>2011</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7333</b>

(1) Includes miscellaneous General Aviation aircraft - refer Noise And Flight Path Monitoring System Sydney Quarterly Report for more detail.

# Hourly Runway Movement Summary – All Movements <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Aug-2013	5	1	2	2	0	3	51	70	76	66	67	56	51	40	60	53	51	68	69	60	38	35	26	3	953
02-Aug-2013	1	0	3	2	0	2	47	74	70	62	65	59	53	42	54	59	61	69	72	65	43	35	19	2	959
03-Aug-2013	0	0	0	0	0	3	34	53	59	52	62	57	42	37	46	41	31	36	40	37	23	21	10	0	684
04-Aug-2013	3	0	1	1	0	4	25	41	43	41	55	47	46	45	54	49	47	61	63	69	52	32	20	1	800
05-Aug-2013	0	0	0	0	0	2	40	67	71	60	73	65	50	50	47	47	54	61	65	54	32	26	27	3	894
06-Aug-2013	1	0	0	3	2	3	49	71	72	63	58	56	44	46	40	50	46	49	56	62	34	33	26	5	869
07-Aug-2013	2	0	1	3	2	2	42	69	71	68	66	49	45	50	49	52	55	61	59	69	33	27	26	3	904
08-Aug-2013	1	0	1	3	0	2	45	65	73	61	75	64	47	44	46	56	60	54	71	69	44	35	31	5	952
09-Aug-2013	1	0	2	3	0	4	48	72	65	61	65	60	51	50	57	56	59	62	73	65	36	37	24	0	951
10-Aug-2013	0	0	0	0	0	3	37	50	66	51	61	53	40	44	47	38	32	36	44	34	20	23	12	0	691
11-Aug-2013	0	0	1	1	0	3	27	33	46	49	50	42	48	41	57	57	53	70	65	70	40	32	21	2	808
12-Aug-2013	0	0	0	0	0	3	43	74	76	68	67	65	45	40	49	51	61	61	64	62	33	27	25	3	917
13-Aug-2013	0	0	2	2	1	3	48	68	70	74	66	50	44	46	49	56	51	62	71	52	34	25	21	3	898
14-Aug-2013	2	1	3	1	2	4	42	71	77	64	61	56	41	41	52	51	59	62	66	61	39	31	20	5	912
15-Aug-2013	1	0	3	1	2	3	43	72	77	62	66	59	44	45	54	53	52	59	71	64	46	36	23	2	938
16-Aug-2013	1	0	2	2	0	3	48	71	73	61	64	60	50	49	55	61	48	60	71	66	47	30	22	3	947
17-Aug-2013	2	1	1	0	1	3	38	52	69	53	57	50	40	39	43	45	33	39	38	30	20	23	8	1	686
18-Aug-2013	1	0	0	0	0	3	27	39	40	44	57	48	50	44	57	56	55	63	67	70	39	31	23	2	816
19-Aug-2013	1	1	1	0	0	3	45	76	71	69	69	63	47	44	49	51	46	48	68	74	36	22	26	6	916
20-Aug-2013	2	1	1	3	1	3	48	74	65	67	65	59	42	45	49	54	55	57	75	60	40	29	19	5	919
21-Aug-2013	2	0	2	4	0	4	50	61	69	65	67	54	42	41	50	46	61	61	73	57	35	24	20	6	894
22-Aug-2013	0	1	1	3	3	3	48	72	79	65	64	50	43	52	49	63	54	69	73	62	47	35	27	4	967
23-Aug-2013	0	2	1	4	0	3	42	74	70	68	68	57	48	48	53	56	60	63	69	70	46	31	24	0	957
24-Aug-2013	1	0	0	1	0	2	39	49	63	56	62	51	51	45	43	43	34	33	38	35	25	21	7	1	700
25-Aug-2013	0	0	1	2	1	3	28	41	46	41	51	49	50	40	58	61	62	68	65	64	38	38	17	1	825
26-Aug-2013	1	0	0	1	1	3	50	70	73	60	70	69	47	47	50	53	48	68	73	53	39	25	22	5	928
27-Aug-2013	0	1	0	1	1	3	47	78	69	70	63	53	42	47	54	54	50	60	68	58	30	28	21	6	904
28-Aug-2013	2	0	1	5	0	2	46	72	80	57	69	57	40	47	57	45	59	62	73	62	38	26	24	4	928
29-Aug-2013	2	0	2	1	0	4	46	78	73	72	66	62	44	49	54	53	54	68	73	65	42	34	32	4	978
30-Aug-2013	2	0	1	5	1	3	50	69	76	63	68	58	54	50	51	57	58	70	69	66	46	34	21	1	973
31-Aug-2013	0	0	1	1	0	3	34	51	60	56	56	51	51	43	42	43	35	34	37	31	23	20	11	2	685
<b>Total</b>	<b>34</b>	<b>9</b>	<b>34</b>	<b>55</b>	<b>18</b>	<b>92</b>	<b>1307</b>	<b>1977</b>	<b>2088</b>	<b>1869</b>	<b>1973</b>	<b>1729</b>	<b>1432</b>	<b>1391</b>	<b>1575</b>	<b>1610</b>	<b>1584</b>	<b>1794</b>	<b>1979</b>	<b>1816</b>	<b>1138</b>	<b>906</b>	<b>655</b>	<b>88</b>	<b>27153</b>
<b>Avg.</b>	<b>1.10</b>	<b>0.29</b>	<b>1.10</b>	<b>1.77</b>	<b>0.58</b>	<b>2.97</b>	<b>42.16</b>	<b>63.77</b>	<b>67.35</b>	<b>60.29</b>	<b>63.65</b>	<b>55.77</b>	<b>46.19</b>	<b>44.87</b>	<b>50.81</b>	<b>51.94</b>	<b>51.10</b>	<b>57.87</b>	<b>63.84</b>	<b>58.58</b>	<b>36.71</b>	<b>29.23</b>	<b>21.13</b>	<b>2.84</b>	<b>875.90</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

# Hourly Runway Movement Summary – Arrivals <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Aug-2013	1	1	2	0	0	3	28	36	39	30	31	27	20	20	33	21	23	41	30	34	21	24	13	1	479
02-Aug-2013	0	0	2	1	0	2	22	40	38	27	26	31	24	20	24	30	24	42	35	32	25	21	14	2	482
03-Aug-2013	0	0	0	0	0	3	22	33	27	19	28	28	21	17	21	20	15	25	17	25	15	11	5	0	352
04-Aug-2013	2	0	0	0	0	4	18	22	21	17	19	17	17	23	25	22	21	31	34	37	30	17	13	1	391
05-Aug-2013	0	0	0	0	0	2	18	39	37	28	31	27	23	27	23	23	25	34	36	20	19	17	15	1	445
06-Aug-2013	0	0	0	2	2	3	25	40	34	30	27	27	15	23	23	21	23	29	33	27	22	19	11	1	437
07-Aug-2013	1	0	1	1	2	2	22	38	35	27	28	27	18	27	22	23	26	36	30	31	22	17	13	1	450
08-Aug-2013	0	0	1	1	0	2	23	31	37	35	34	29	13	20	28	27	25	33	38	27	28	26	15	2	475
09-Aug-2013	0	0	2	1	0	4	23	37	36	25	28	30	22	23	29	23	30	36	38	28	21	24	18	0	478
10-Aug-2013	0	0	0	0	0	3	24	29	31	20	26	24	18	24	24	19	15	25	19	22	13	12	6	0	354
11-Aug-2013	0	0	0	1	0	3	18	15	23	21	18	17	18	18	26	24	28	41	34	32	24	16	14	2	393
12-Aug-2013	0	0	0	0	0	3	21	38	44	29	28	32	20	18	24	24	26	34	38	25	20	19	11	1	455
13-Aug-2013	0	0	2	0	1	2	25	35	42	35	26	27	18	23	24	27	20	39	32	25	23	14	11	2	453
14-Aug-2013	0	1	2	0	2	3	22	38	40	27	25	31	14	20	25	24	26	36	30	29	27	19	9	1	451
15-Aug-2013	0	0	2	0	2	3	20	39	41	28	31	29	14	25	27	22	26	35	33	30	31	26	9	1	474
16-Aug-2013	0	0	2	0	0	3	24	40	35	27	27	31	21	24	26	29	18	38	37	31	27	18	15	3	476
17-Aug-2013	1	0	0	0	0	3	25	31	35	18	24	24	20	19	23	23	14	29	15	22	10	11	4	0	351
18-Aug-2013	1	0	0	0	0	3	21	21	16	18	23	14	22	22	27	23	28	40	33	31	26	19	13	1	402
19-Aug-2013	1	0	1	0	0	3	25	40	35	30	32	30	18	21	24	23	22	24	40	39	20	14	14	3	459
20-Aug-2013	0	1	1	2	0	3	28	35	34	30	25	33	16	21	25	24	25	32	37	29	26	17	11	2	457
21-Aug-2013	1	0	1	2	0	4	24	33	38	27	30	27	16	19	25	21	31	32	37	27	23	14	10	2	444
22-Aug-2013	0	0	1	3	0	3	23	41	40	31	27	28	16	24	23	30	26	43	31	28	32	23	14	2	489
23-Aug-2013	0	1	0	2	0	3	22	37	39	24	28	33	17	24	26	26	26	35	40	33	26	15	20	0	477
24-Aug-2013	0	0	0	1	0	2	24	30	31	18	26	25	26	23	23	21	14	23	17	22	14	13	3	1	357
25-Aug-2013	0	0	0	1	1	3	22	21	19	17	17	18	18	22	24	29	30	40	35	27	25	23	11	0	403
26-Aug-2013	0	0	0	1	1	3	24	34	40	27	32	35	17	24	23	26	22	39	37	24	24	18	11	4	466
27-Aug-2013	0	0	0	1	0	3	24	41	39	30	23	30	15	22	27	24	21	36	37	27	18	17	11	3	449
28-Aug-2013	0	0	1	3	0	2	23	41	42	21	32	29	17	24	29	17	29	37	33	32	23	15	12	1	463
29-Aug-2013	1	0	2	0	0	3	24	38	41	33	29	31	17	25	26	24	24	40	40	24	25	23	17	1	488
30-Aug-2013	1	0	1	3	0	3	24	38	39	27	30	29	21	28	22	28	24	41	37	32	25	20	14	0	487
31-Aug-2013	0	0	1	1	0	3	21	33	27	20	24	25	25	21	22	21	17	24	15	22	11	13	4	2	352
<b>Total</b>	<b>10</b>	<b>4</b>	<b>25</b>	<b>27</b>	<b>11</b>	<b>89</b>	<b>709</b>	<b>1064</b>	<b>1075</b>	<b>796</b>	<b>835</b>	<b>845</b>	<b>577</b>	<b>691</b>	<b>773</b>	<b>739</b>	<b>724</b>	<b>1070</b>	<b>998</b>	<b>874</b>	<b>696</b>	<b>555</b>	<b>361</b>	<b>41</b>	<b>13589</b>
<b>Avg.</b>	<b>0.32</b>	<b>0.13</b>	<b>0.81</b>	<b>0.87</b>	<b>0.35</b>	<b>2.87</b>	<b>22.87</b>	<b>34.32</b>	<b>34.68</b>	<b>25.68</b>	<b>26.94</b>	<b>27.26</b>	<b>18.61</b>	<b>22.29</b>	<b>24.94</b>	<b>23.84</b>	<b>23.35</b>	<b>34.52</b>	<b>32.19</b>	<b>28.19</b>	<b>22.45</b>	<b>17.90</b>	<b>11.65</b>	<b>1.32</b>	<b>438.35</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

# Hourly Runway Movement Summary – Departures <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Aug-2013	4	0	0	2	0	0	23	34	37	36	36	29	31	20	27	32	28	27	39	26	17	11	13	2	474
02-Aug-2013	1	0	1	1	0	0	25	34	32	35	39	28	29	22	30	29	37	27	37	33	18	14	5	0	477
03-Aug-2013	0	0	0	0	0	0	12	20	32	33	34	29	21	20	25	21	16	11	23	12	8	10	5	0	332
04-Aug-2013	1	0	1	1	0	0	7	19	22	24	36	30	29	22	29	27	26	30	29	32	22	15	7	0	409
05-Aug-2013	0	0	0	0	0	0	22	28	34	32	42	38	27	23	24	24	29	27	29	34	13	9	12	2	449
06-Aug-2013	1	0	0	1	0	0	24	31	38	33	31	29	29	23	17	29	23	20	23	35	12	14	15	4	432
07-Aug-2013	1	0	0	2	0	0	20	31	36	41	38	22	27	23	27	29	29	25	29	38	11	10	13	2	454
08-Aug-2013	1	0	0	2	0	0	22	34	36	26	41	35	34	24	18	29	35	21	33	42	16	9	16	3	477
09-Aug-2013	1	0	0	2	0	0	25	35	29	36	37	30	29	27	28	33	29	26	35	37	15	13	6	0	473
10-Aug-2013	0	0	0	0	0	0	13	21	35	31	35	29	22	20	23	19	17	11	25	12	7	11	6	0	337
11-Aug-2013	0	0	1	0	0	0	9	18	23	28	32	25	30	23	31	33	25	29	31	38	16	16	7	0	415
12-Aug-2013	0	0	0	0	0	0	22	36	32	39	39	33	25	22	25	27	35	27	26	37	13	8	14	2	462
13-Aug-2013	0	0	0	2	0	1	23	33	28	39	40	23	26	23	25	29	31	23	39	27	11	11	10	1	445
14-Aug-2013	2	0	1	1	0	1	20	33	37	37	36	25	27	21	27	27	33	26	36	32	12	12	11	4	461
15-Aug-2013	1	0	1	1	0	0	23	33	36	34	35	30	30	20	27	31	26	24	38	34	15	10	14	1	464
16-Aug-2013	1	0	0	2	0	0	24	31	38	34	37	29	29	25	29	32	30	22	34	35	20	12	7	0	471
17-Aug-2013	1	1	1	0	1	0	13	21	34	35	33	26	20	20	20	22	19	10	23	8	10	12	4	1	335
18-Aug-2013	0	0	0	0	0	0	6	18	24	26	34	34	28	22	30	33	27	23	34	39	13	12	10	1	414
19-Aug-2013	0	1	0	0	0	0	20	36	36	39	37	33	29	23	25	28	24	24	28	35	16	8	12	3	457
20-Aug-2013	2	0	0	1	1	0	20	39	31	37	40	26	26	24	24	30	30	25	38	31	14	12	8	3	462
21-Aug-2013	1	0	1	2	0	0	26	28	31	38	37	27	26	22	25	25	30	29	36	30	12	10	10	4	450
22-Aug-2013	0	1	0	0	3	0	25	31	39	34	37	22	27	28	26	33	28	26	42	34	15	12	13	2	478
23-Aug-2013	0	1	1	2	0	0	20	37	31	44	40	24	31	24	27	30	34	28	29	37	20	16	4	0	480
24-Aug-2013	1	0	0	0	0	0	15	19	32	38	36	26	25	22	20	22	20	10	21	13	11	8	4	0	343
25-Aug-2013	0	0	1	1	0	0	6	20	27	24	34	31	32	18	34	32	32	28	30	37	13	15	6	1	422
26-Aug-2013	1	0	0	0	0	0	26	36	33	33	38	34	30	23	27	27	26	29	36	29	15	7	11	1	462
27-Aug-2013	0	1	0	0	1	0	23	37	30	40	40	23	27	25	27	30	29	24	31	31	12	11	10	3	455
28-Aug-2013	2	0	0	2	0	0	23	31	38	36	37	28	23	23	28	28	30	25	40	30	15	11	12	3	465
29-Aug-2013	1	0	0	1	0	1	22	40	32	39	37	31	27	24	28	29	30	28	33	41	17	11	15	3	490
30-Aug-2013	1	0	0	2	1	0	26	31	37	36	38	29	33	22	29	29	34	29	32	34	21	14	7	1	486
31-Aug-2013	0	0	0	0	0	0	13	18	33	36	32	26	26	22	20	22	18	10	22	9	12	7	7	0	333
<b>Total</b>	<b>24</b>	<b>5</b>	<b>9</b>	<b>28</b>	<b>7</b>	<b>3</b>	<b>598</b>	<b>913</b>	<b>1013</b>	<b>1073</b>	<b>1138</b>	<b>884</b>	<b>855</b>	<b>700</b>	<b>802</b>	<b>871</b>	<b>860</b>	<b>724</b>	<b>981</b>	<b>942</b>	<b>442</b>	<b>351</b>	<b>294</b>	<b>47</b>	<b>13564</b>
<b>Avg.</b>	<b>0.77</b>	<b>0.16</b>	<b>0.29</b>	<b>0.90</b>	<b>0.23</b>	<b>0.10</b>	<b>19.29</b>	<b>29.45</b>	<b>32.68</b>	<b>34.61</b>	<b>36.71</b>	<b>28.52</b>	<b>27.58</b>	<b>22.58</b>	<b>25.87</b>	<b>28.10</b>	<b>27.74</b>	<b>23.35</b>	<b>31.65</b>	<b>30.39</b>	<b>14.26</b>	<b>11.32</b>	<b>9.48</b>	<b>1.52</b>	<b>437.55</b>

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

## Mode Utilisation Summary (Total Hours by Day) <sup>1</sup>

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Aug-13	07:00	00:25	02:28	01:19	-	-	04:06	08:39	-	-	-	-	-
02-Aug-13	07:00	00:33	02:56	-	01:19	-	12:10	-	-	-	-	-	-
03-Aug-13	07:00	00:32	09:53	01:14	-	-	05:18	-	-	-	-	-	-
04-Aug-13	07:00	-	01:34	-	-	-	12:30	-	-	02:54	-	-	-
05-Aug-13	07:00	00:25	00:06	-	03:09	-	13:18	-	-	-	-	-	-
06-Aug-13	07:00	-	01:20	-	-	-	12:59	02:01	-	-	00:38	-	-
07-Aug-13	07:00	00:22	01:05	-	-	-	03:53	11:37	-	-	-	-	-
08-Aug-13	07:00	-	-	00:59	-	-	01:00	14:59	-	-	-	-	-
09-Aug-13	07:00	00:43	05:19	-	-	-	10:56	-	-	-	-	-	-
10-Aug-13	07:00	00:41	03:04	03:14	03:28	-	04:51	01:39	-	-	-	-	-
11-Aug-13	07:00	00:34	01:53	-	05:33	-	08:57	-	-	-	-	-	-
12-Aug-13	07:00	00:13	-	01:44	-	-	10:36	-	-	04:24	-	-	-
13-Aug-13	07:00	00:21	03:02	-	-	-	13:35	-	-	-	-	-	-
14-Aug-13	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
15-Aug-13	07:00	00:28	-	00:54	-	-	-	15:36	-	-	-	-	-
16-Aug-13	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
17-Aug-13	07:00	01:08	01:01	-	00:54	-	13:54	-	-	-	-	-	-
18-Aug-13	07:00	00:25	-	-	01:29	-	15:04	-	-	-	-	-	-
19-Aug-13	07:00	00:21	-	01:04	00:24	-	04:43	04:17	-	06:06	-	-	-
20-Aug-13	07:00	00:27	-	04:10	01:55	-	07:02	03:23	-	-	-	-	-
21-Aug-13	07:00	00:28	-	02:16	-	-	05:25	08:48	-	-	-	-	-
22-Aug-13	07:00	00:19	-	-	03:05	-	13:34	-	-	-	-	-	-
23-Aug-13	07:00	00:27	-	-	01:27	-	15:04	-	-	-	-	-	-
24-Aug-13	07:00	00:47	05:31	-	-	-	-	08:23	-	-	02:17	-	-
25-Aug-13	07:00	00:26	04:56	00:53	-	-	10:43	-	-	-	-	-	-
26-Aug-13	07:00	00:07	05:34	-	-	-	04:39	06:38	-	-	-	-	-
27-Aug-13	07:00	00:32	02:40	-	-	-	05:33	05:53	-	-	02:19	-	-
28-Aug-13	07:00	00:27	-	01:43	-	-	05:13	09:35	-	-	-	-	-
29-Aug-13	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
30-Aug-13	07:00	00:21	-	01:51	-	-	14:46	-	-	-	-	-	-
31-Aug-13	07:00	00:40	06:56	00:20	-	-	-	07:33	-	-	01:28	-	-
<b>Total</b>	<b>217:00</b>	<b>13:30</b>	<b>59:25</b>	<b>21:46</b>	<b>22:48</b>	<b>00:00</b>	<b>280:08</b>	<b>109:08</b>	<b>00:00</b>	<b>13:25</b>	<b>06:42</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>	<b>2.56%</b>	<b>11.28%</b>	<b>4.13%</b>	<b>4.33%</b>	<b>0.00%</b>	<b>53.16%</b>	<b>20.71%</b>	<b>0.00%</b>	<b>2.55%</b>	<b>1.27%</b>	<b>0.00%</b>	<b>0.00%</b>	

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

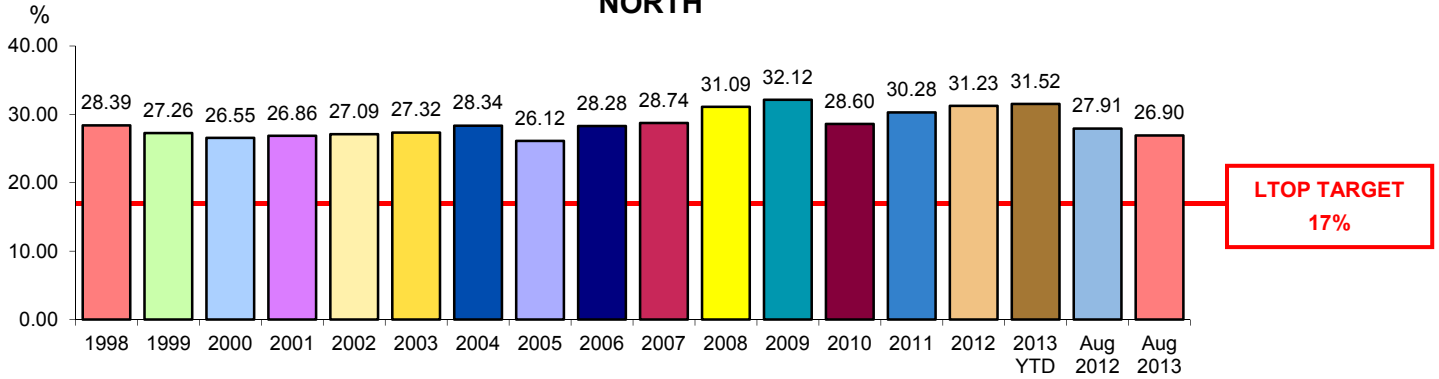
## Cumulative Mode Utilisation from 1 January 2013

<b>Time</b>	<b>2.33%</b>	<b>6.56%</b>	<b>4.61%</b>	<b>2.29%</b>	<b>0.00%</b>	<b>44.76%</b>	<b>36.43%</b>	<b>0.72%</b>	<b>0.59%</b>	<b>1.70%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.48%</b>	<b>4.67%</b>	<b>3.50%</b>	<b>1.75%</b>	<b>0.00%</b>	<b>48.53%</b>	<b>38.72%</b>	<b>0.57%</b>	<b>0.55%</b>	<b>1.22%</b>	<b>0.00%</b>	<b>0.00%</b>

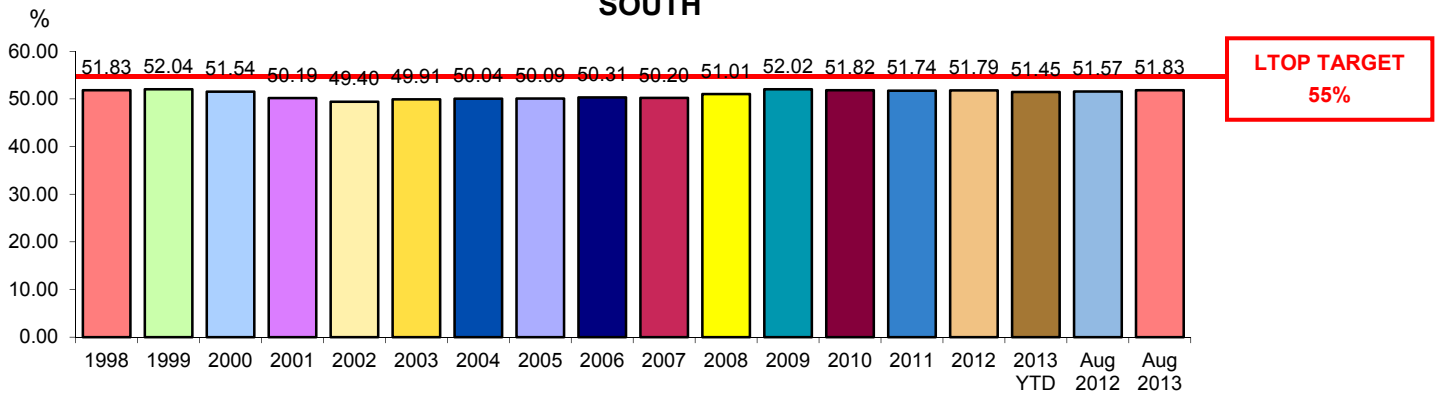
# Runway End Impact to 31 August 2013

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

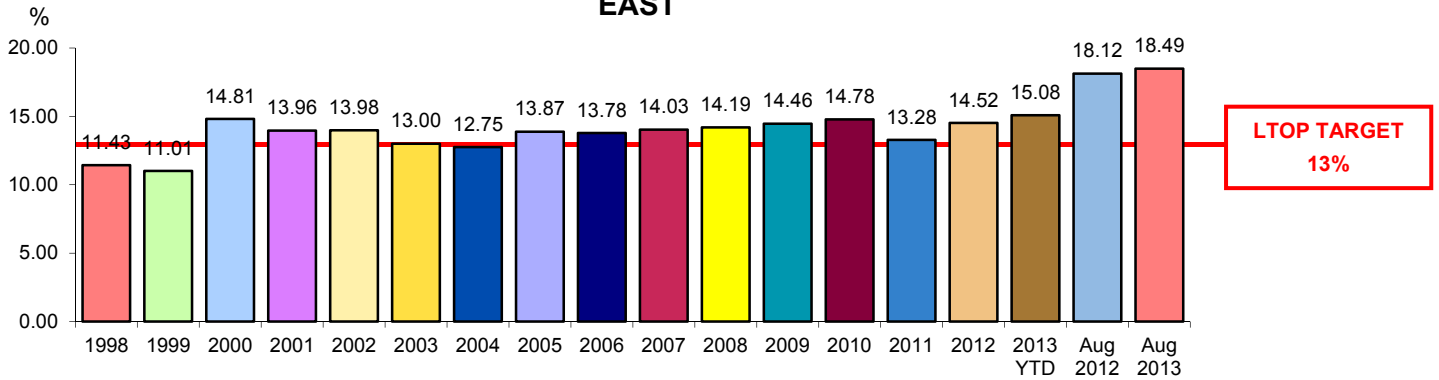
## NORTH



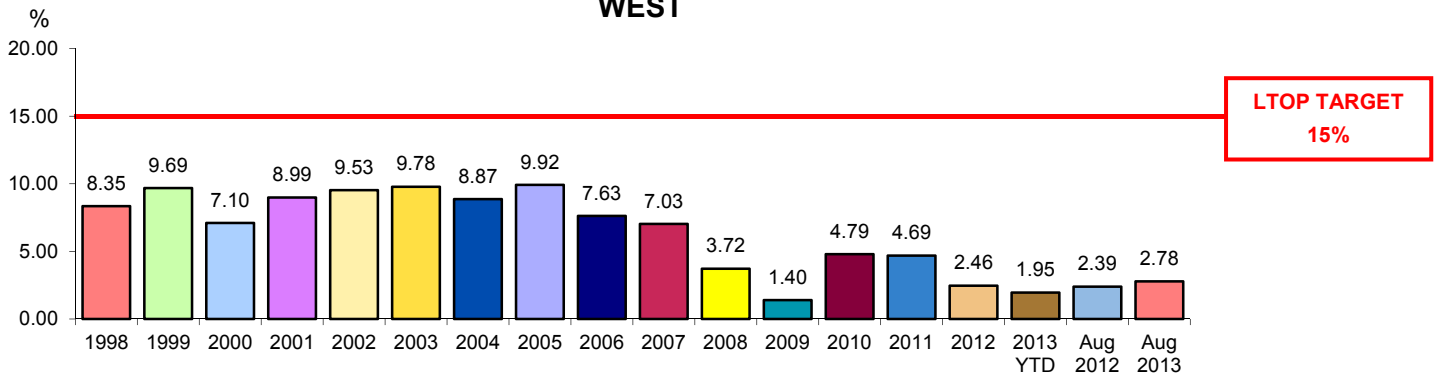
## SOUTH



## EAST



## WEST



# Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1-Aug-2013		Mode 9				Mode 10		5		Mode 10					SODPROPS			Curfew
2-Aug-2013	SP		Mode 9					SODPROPS		Mode 9						7		Curfew
3-Aug-2013	SP		Mode 9					5		SODPROPS								Curfew
4-Aug-2013	SP		Mode 9		Mode 9					Mode 13		Mode 9						Curfew
5-Aug-2013			Mode 9					Mode 7			Mode 9					7		Curfew
6-Aug-2013						Mode 9						Mode 10		SP		14a		Curfew
7-Aug-2013			Mode 10					SP		Mode 10					Mode 9			Curfew
8-Aug-2013	9								Mode 10								5	Curfew
9-Aug-2013	SP		Mode 9					SODPROPS		Mode 9					SODPROPS			Curfew
10-Aug-2013			Mode 9				10		Mode 7			Mode 5			SODPROPS			Curfew
11-Aug-2013	SODPROPS		7			Mode 9			Mode 7			Mode 9				Mode 7		Curfew
12-Aug-2013			Mode 9						Mode 13			Mode 9			13		Mode 5	Curfew
13-Aug-2013						Mode 9									SODPROPS			Curfew
14-Aug-2013								Mode 9										Curfew
15-Aug-2013	5								Mode 10									Curfew
16-Aug-2013									Mode 9									Curfew
17-Aug-2013	7								Mode 9							SP	urfe	Curfew
18-Aug-2013	7								Mode 9									Curfew
19-Aug-2013			Mode 9			Mode 10		5		Mode 13			Mode 10			7	13	Curfew
20-Aug-2013		Mode 9			Mode 10				Mode 5		10		Mode 9			Mode 7		Curfew
21-Aug-2013			Mode 9							Mode 10						Mode 5		Curfew
22-Aug-2013			Mode 9					7			Mode 9					Mode 7		Curfew
23-Aug-2013									Mode 9								7	Curfew
24-Aug-2013	SP					Mode 10				Mode 14a				SODPROPS				Curfew
25-Aug-2013			Mode 9					SODPROPS			Mode 9			SODPROPS		5		Curfew
26-Aug-2013			Mode 10						SODPROPS			Mode 9			SODPROPS			Curfew
27-Aug-2013			Mode 9				SP	10		Mode 14a			Mode 10			SODPROPS		Curfew
28-Aug-2013			Mode 9							Mode 10						Mode 5		Curfew
29-Aug-2013										Mode 9								Curfew
30-Aug-2013										Mode 9							Mode 5	Curfew
31-Aug-2013	SP		Mode 10					SODPROPS	5		Mode 10			14a		SODPROPS		Curfew

**Weekend**

**Curfew Mode** CURFEW: Dep 16R Arr 34L

**Parallel Modes** M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

**Crossing Modes** SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07

# Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **August 2013**.

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

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

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

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

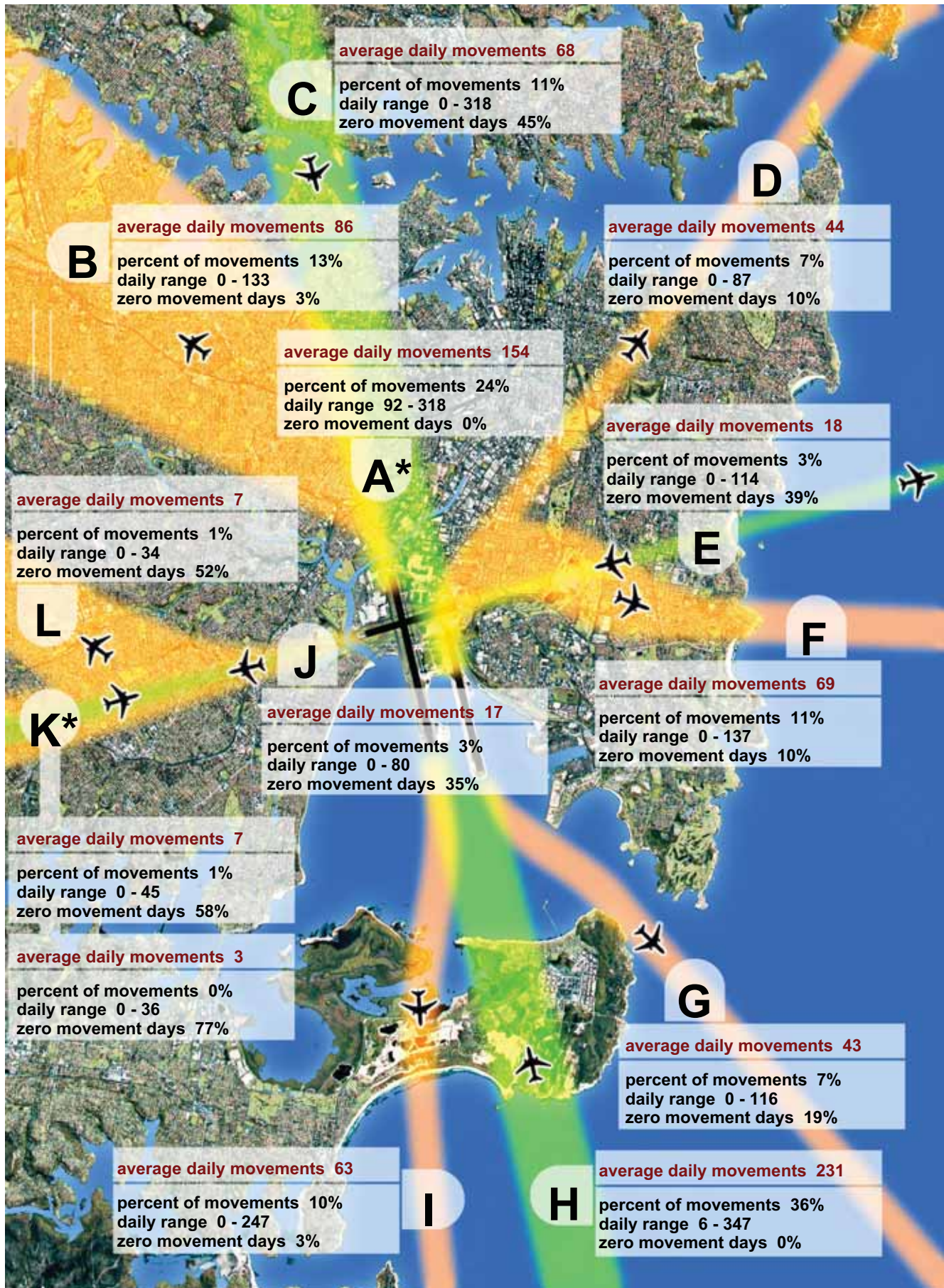


## **Noise Complaints & Information Service**

The Noise Complaints & Information Service is a function of Airservices Australia located at Sydney Airport. Information on noise complaints will be published as a separate report on Airservices Australia website.

# Sydney Airport : Jet Flight Path Movements

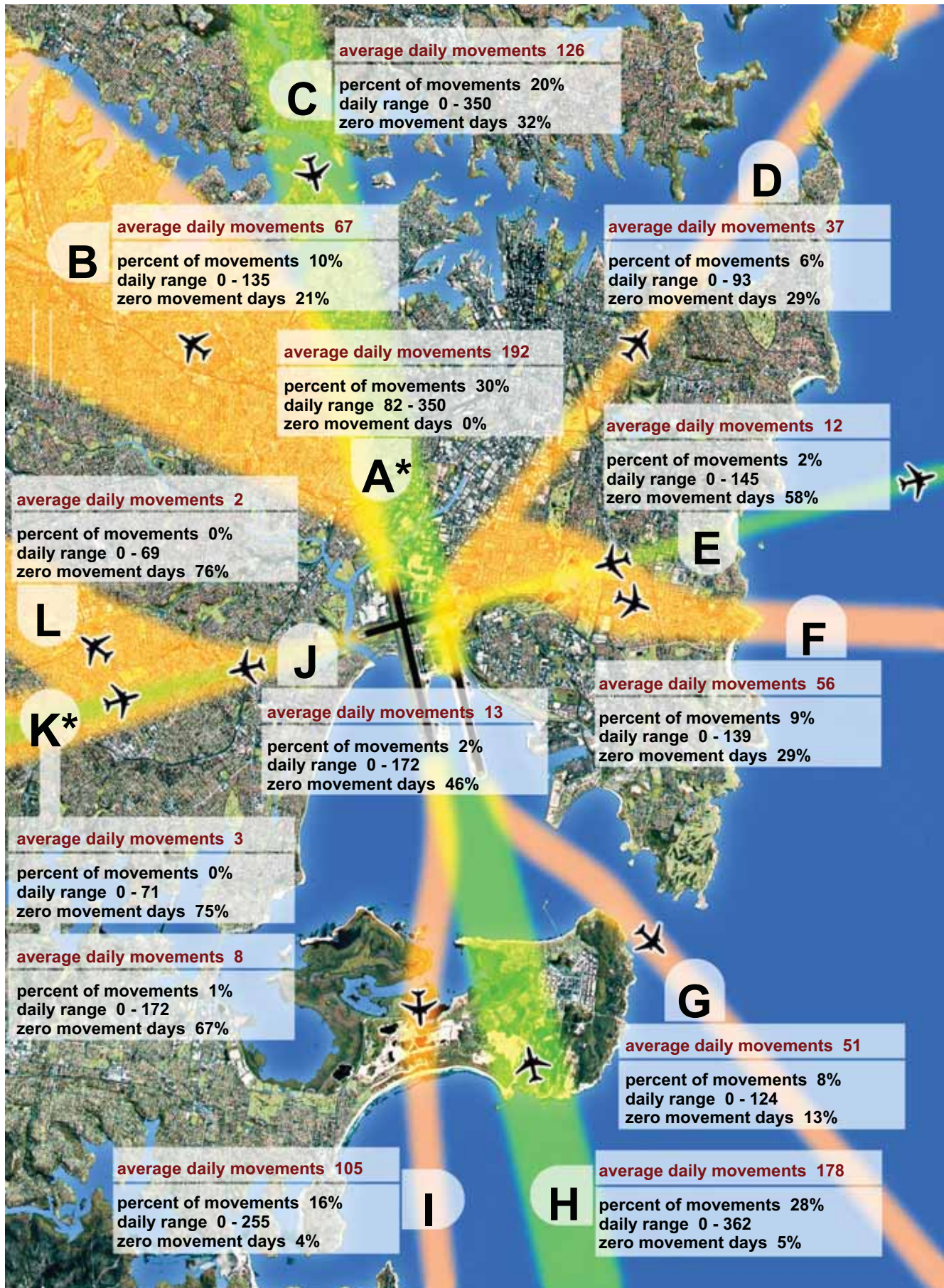
1 Aug 2013 to 31 Aug 2013, All Jets



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

# Sydney Airport : Jet Flight Path Movements

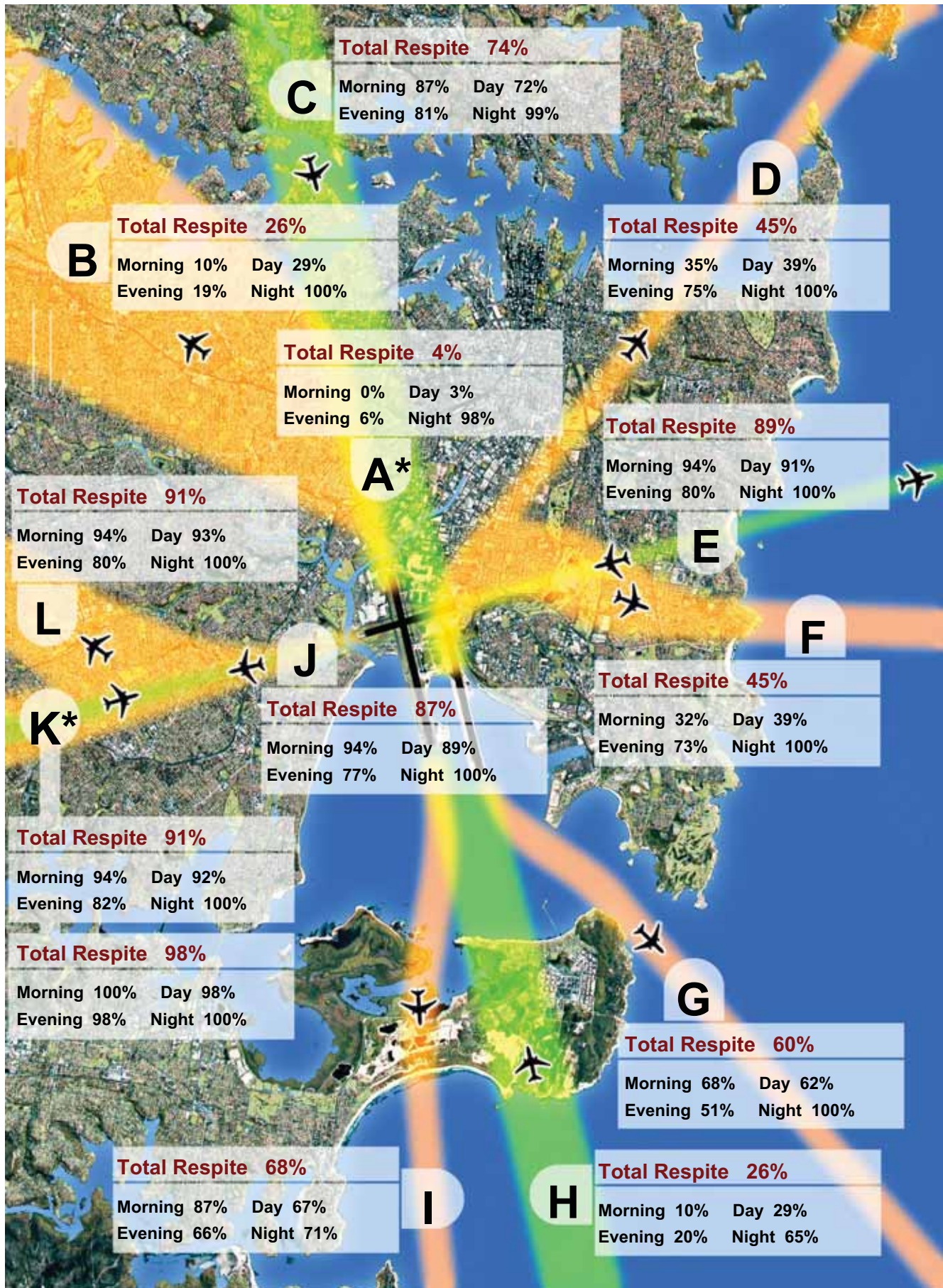
1 Sept 2012 to 31 Aug 2013, All Jets



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

# Sydney Airport : Jet Aircraft Respite (R60)

1 Aug 2013 to 31 Aug 2013, All Jets



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

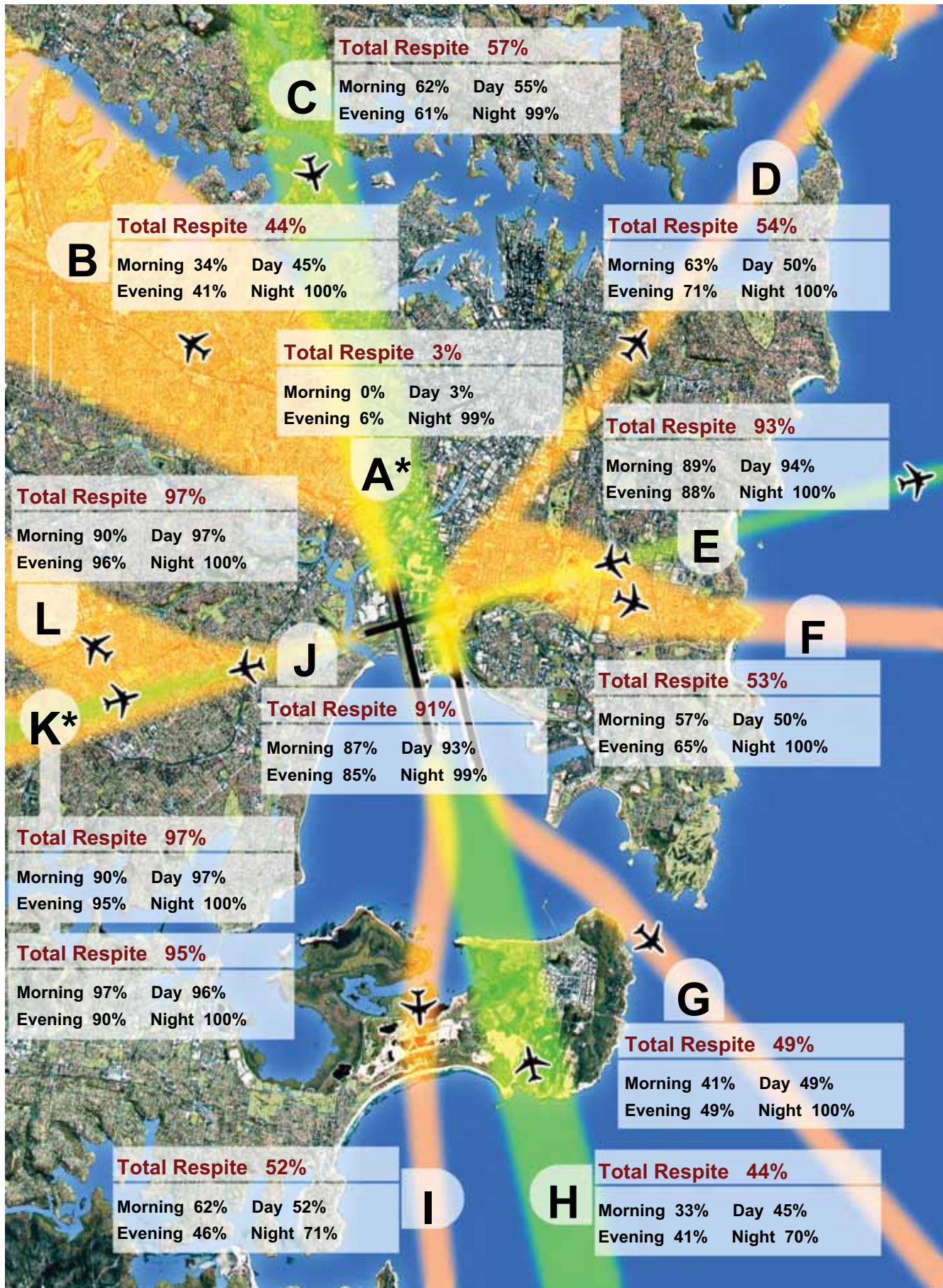
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 Sept 2012 to 31 Aug 2013, All Jets



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

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

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

Total Respite: 06:00 to 23:00

## Sydney Airport - Jet Flight Path Movements (Explanation) September 2012 to August 2013

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">July 2013</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2013</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">July 2013</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East – Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2013</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East – Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">July 2013</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South – Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South – Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">July 2013</a> and <a href="#">Mode 7</a> was in <a href="#">July 2013</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South – Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J,K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2013</a> , <a href="#">Mode 14A</a> in <a href="#">January 2013</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

## **Sydney Airport - Jet Aircraft Respite (R60) (Explanation)**

### **Respite**

The respite figures in the map are based on the concept of a **respite hour** being a **whole clock hour** where there are **no aircraft movements**.

<b>Total Respite</b>	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period September 2012 to August 2013, during which there were no movements.
<b>Morning Respite</b>	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
<b>Day Respite</b>	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
<b>Evening Respite</b>	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
<b>Curfew (Night)</b>	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 54%**. This means that over the period **September 2012 to August 2013 for 54%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### **Notes**

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

# Measured Daily N70 Values

## Description

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



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



The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (LAmax) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during August 2013 along with the Daily N70 values for the three months up to and including August are given in Table 1.

<i>Location</i>	<i>CNE Aug</i>	<i>Operational Days Aug</i>	<i>N70 Aug</i>	<i>N70 Jul</i>	<i>N70 Jun</i>
<i>Threshold rwy 34</i>	<i>11,698</i>	<i>30.9</i>	<i>371</i>	<i>385</i>	<i>335</i>
<i>Penshurst</i>	<i>574</i>	<i>30.9</i>	<i>11</i>	<i>9</i>	<i>5</i>
<i>Bexley</i>	<i>666</i>	<i>30.9</i>	<i>18</i>	<i>17</i>	<i>7</i>
<i>Sydenham</i>	<i>4,629</i>	<i>30.9</i>	<i>149</i>	<i>159</i>	<i>178</i>
<i>Johnston St Annandale</i>	<i>1,820</i>	<i>30.9</i>	<i>46</i>	<i>44</i>	<i>92</i>
<i>Church St. St Peters</i>	<i>3,231</i>	<i>30.9</i>	<i>84</i>	<i>87</i>	<i>116</i>
<i>Leichhardt PEMU 36</i>	<i>1,915</i>	<i>30.9</i>	<i>58</i>	<i>54</i>	<i>132</i>
<i>Eastlakes</i>	<i>2,978</i>	<i>30.9</i>	<i>89</i>	<i>82</i>	<i>66</i>
<i>Coogee</i>	<i>1,017</i>	<i>30.9</i>	<i>29</i>	<i>15</i>	<i>32</i>
<i>Kurnell</i>	<i>3,990</i>	<i>30.9</i>	<i>106</i>	<i>124</i>	<i>59</i>
<i>Croydon</i>	<i>873</i>	<i>30.9</i>	<i>19</i>	<i>23</i>	<i>12</i>
<i>Hunters Hill</i>	<i>2,983</i>	<i>30.9</i>	<i>39</i>	<i>34</i>	<i>98</i>

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

The N70 values for August 2013 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE\_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE\_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

<b>Runway 34L</b> AM 21 PM 46 Day 268 Night 10 WE_D 338 WE_N 8	<b>Penhurst</b> AM 0 PM 2 Day 9 Night 0 WE_D 10 WE_N 0	<b>Bexley</b> AM 0 PM 3 Day 16 Night 0 WE_D 15 WE_N 0	<b>Eastlakes</b> AM 6 PM 12 Day 74 Night 0 WE_D 80 WE_N 0
<b>Coogee</b> AM 1 PM 9 Day 23 Night 0 WE_D 18 WE_N 0	<b>Sydenham</b> AM 5 PM 15 Day 135 Night 1 WE_D 132 WE_N 0	<b>Leichhardt PEMU36</b> AM 2 PM 6 Day 60 Night 0 WE_D 32 WE_N 0	<b>Kurnell</b> AM 4 PM 7 Day 90 Night 0 WE_D 115 WE_N 0
<b>Annandale</b> AM 1 PM 4 Day 52 Night 0 WE_D 23 WE_N 0	<b>St Peters</b> AM 3 PM 9 Day 81 Night 0 WE_D 65 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 14 Night 0 WE_D 25 WE_N 0	<b>Hunters Hull</b> AM 2 PM 4 Day 41 Night 0 WE_D 21 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.*