



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
August 2011

Produced by Environmental Services

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**August 2011**

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

There were a total of **25,839** aircraft movements this month (daily average **833.52**). Last month there were a total of **25,693** movements (daily average **828.81**) and for the same month last year there were a total of **25,574** movements (daily average **824.97**).

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

Individual mode use in excess of 9 hours occurred on **21** days this month, Mode **9** on **13** days and Mode **10** on **8** days. Crossing runway modes (including Sodprops) were used for **31.44%** 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 **27.64%** - This result is above the LTOP target and above the previous month (**26.22%**)

South **53.81%**- This result is below the LTOP target and above the previous month (**51.25%**)

East **12.90%** - This result is below the LTOP target and below the previous month (**16.07%**)

West **5.63%** - This result is below the LTOP target and below the previous month (**6.44%**)

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

This procedure was used on 12 and 30 August for a total of 3 hours and 36 minutes (ATIS time)

**Noise Enquiry Service** (refer pages 15-20)

A total of **2665** complaints, comments and enquiries were received as follows:

**2549** Sydney suburbs complaints from **171** complainants

**30** Sydney suburbs comments and enquiries

**86** non Sydney Airport or Sydney suburbs (NSW only) complaints, comments and enquiries

**Noise Enquiry Service  
Environmental Services  
Airservices Australia**

telephone 1-800 0-802-584

facsimile (02) 9556-6641

e-mail [neu@airservicesaustralia.com](mailto:neu@airservicesaustralia.com)

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

## Table of Contents

Preview .....	i
Table of Contents.....	1
Sydney Airport Runways.....	2
Runway Modes of Operation .....	3
Preferred Runway Selection .....	4
Runway Movement Summary – All Aircraft .....	5
Runway Movement Summary – Jet Aircraft only .....	6
Runway Movement Summary – Non Jet Aircraft only .....	7
Hourly Runway Movement Summary– All Movements.....	8
Hourly Runway Movement Summary – Arrivals .....	9
Hourly Runway Movement Summary – Departures.....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2011 .....	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Enquiry Service.....	15
Complaints Graphs – Complaints vs Complainants.....	16
Complaints History / Top Complaint Suburbs .....	17
Complaint Density by Suburb .....	18
Recorded Complaints vs Complainants, by Suburb .....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney .....	20
Jet Flight Path Movements * (1 – 31 August 2011) .....	21
Jet Flight Path Movements * (1 September 2010 - 31 August 2011).....	22
Jet Aircraft Respite (R60) * (1 – 31 August 2011).....	23
Jet Aircraft Respite (R60) * (1 September 2010 - 31 August 2011).....	24
Jet Flight Path Movements (Explanation) .....	25
Jet Aircraft Respite (R60) (Explanation) .....	26
Measured Daily N70 Values .....	27

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

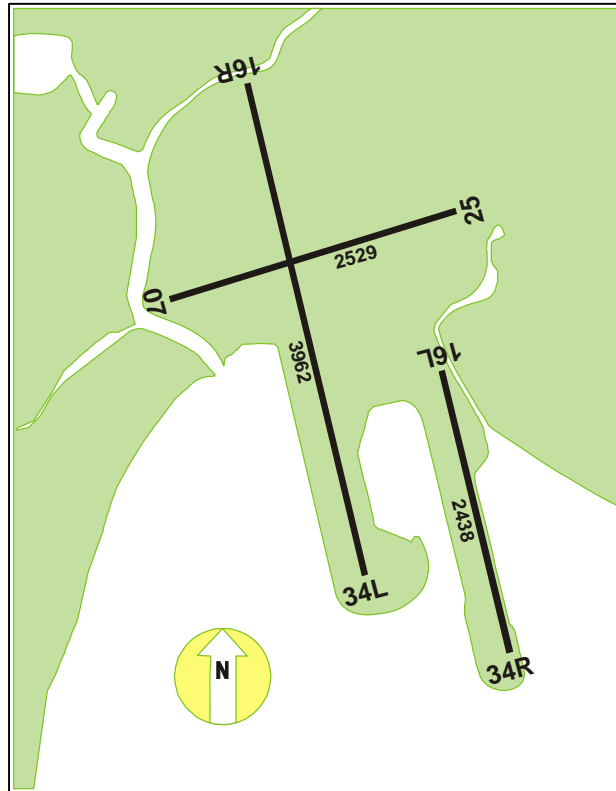
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

**click on** “Projects & Services”, “Reports & Statistics” **then**

“Sydney Airport Operational Statistics”.

\* 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, Transport, Regional Development and Local Government.

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

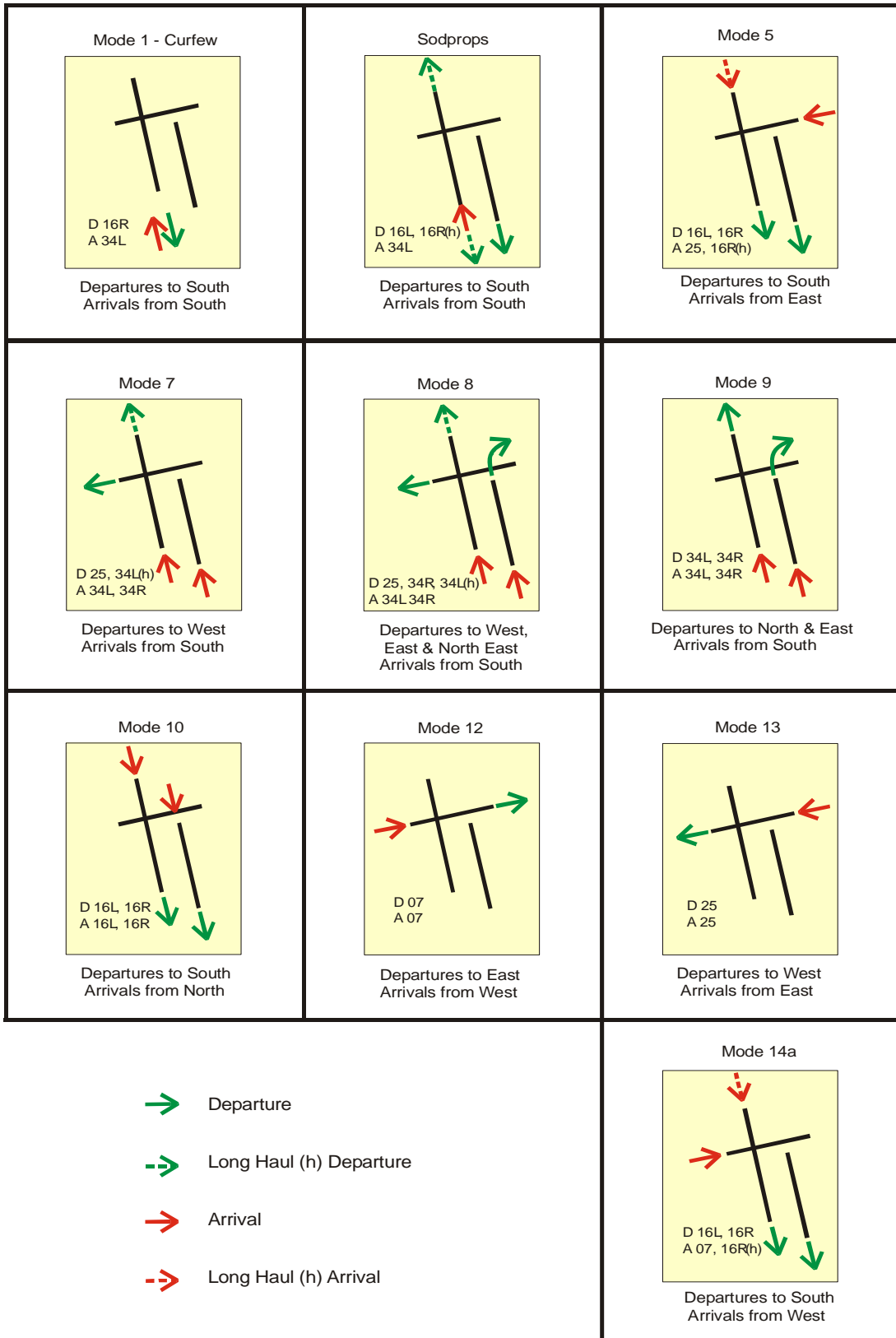
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

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

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

# Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Aug-11	4	0	4	0	69	69	0	4	4	0	9	9	304	198	502	128	153	281	0	0	0	869
02-Aug-11	0	0	0	0	54	54	0	9	9	1	36	37	308	172	480	122	155	277	0	0	0	857
03-Aug-11	3	0	3	0	26	26	0	6	6	0	58	58	261	179	440	165	168	333	0	0	0	866
04-Aug-11	0	0	0	0	16	16	0	9	9	0	18	18	284	193	477	162	209	371	0	0	0	891
05-Aug-11	0	0	0	0	16	16	0	4	4	1	17	18	294	205	499	149	203	352	0	0	0	889
06-Aug-11	0	0	0	0	0	0	0	4	4	2	15	17	227	142	369	117	163	280	0	0	0	670
07-Aug-11	0	0	0	0	0	0	0	1	1	0	79	79	230	185	415	138	123	261	0	0	0	756
08-Aug-11	0	0	0	22	121	143	36	53	89	0	0	0	281	150	431	80	96	176	0	0	0	839
09-Aug-11	0	0	0	49	108	157	79	110	189	0	0	0	238	121	359	67	89	156	0	0	0	861
10-Aug-11	0	0	0	0	13	13	0	9	9	0	81	81	266	172	438	163	165	328	0	0	0	869
11-Aug-11	0	0	0	75	116	191	117	150	267	2	0	2	202	102	304	55	79	134	0	0	0	898
12-Aug-11	0	0	0	165	130	295	236	316	552	45	0	45	8	0	8	0	0	0	0	0	0	900
13-Aug-11	127	0	127	0	129	129	7	87	94	0	4	4	187	89	276	32	25	57	0	0	0	687
14-Aug-11	1	0	1	88	97	185	169	279	448	85	12	97	20	0	20	6	0	6	0	0	0	757
15-Aug-11	37	0	37	89	73	162	117	180	297	1	38	39	107	64	171	78	68	146	0	0	0	852
16-Aug-11	46	0	46	13	19	32	23	62	85	0	19	19	218	151	369	129	178	307	0	0	0	858
17-Aug-11	4	0	4	0	0	0	0	7	7	0	16	16	293	192	485	128	215	343	0	0	0	855
18-Aug-11	1	0	1	4	36	40	5	63	68	61	18	79	249	157	406	119	163	282	0	0	0	876
19-Aug-11	0	0	0	141	97	238	180	251	431	1	18	19	78	33	111	49	50	99	0	0	0	898
20-Aug-11	76	0	76	77	85	162	198	249	447	1	0	1	0	0	0	0	0	0	0	0	0	686
21-Aug-11	134	0	134	93	105	198	142	287	429	0	0	0	2	0	2	0	0	0	0	0	0	763
22-Aug-11	109	0	109	123	120	243	197	316	513	0	0	0	4	0	4	0	0	0	0	0	0	869
23-Aug-11	0	0	0	151	143	294	224	275	499	2	1	3	58	8	66	0	0	0	0	0	0	862
24-Aug-11	2	0	2	0	0	0	0	9	9	0	20	20	279	197	476	148	213	361	0	0	0	868
25-Aug-11	0	0	0	0	42	42	0	9	9	0	24	24	316	176	492	131	192	323	0	0	0	890
26-Aug-11	121	0	121	80	106	186	104	236	340	0	0	0	106	53	159	40	51	91	0	0	0	897
27-Aug-11	2	0	2	35	71	106	53	52	105	14	0	14	173	114	287	71	86	157	0	0	0	671
28-Aug-11	51	2	53	30	86	116	55	128	183	3	14	17	179	82	261	51	80	131	0	0	0	761
29-Aug-11	43	0	43	69	99	168	114	206	320	60	3	63	101	65	166	52	64	116	0	0	0	876
30-Aug-11	49	0	49	163	124	287	216	313	529	0	0	0	7	0	7	0	0	0	0	0	0	872
31-Aug-11	147	2	149	67	87	154	96	246	342	0	0	0	77	41	118	49	64	113	0	0	0	876
<b>Total</b>	<b>957</b>	<b>4</b>	<b>961</b>	<b>1534</b>	<b>2188</b>	<b>3722</b>	<b>2368</b>	<b>3930</b>	<b>6298</b>	<b>279</b>	<b>500</b>	<b>779</b>	<b>5357</b>	<b>3241</b>	<b>8598</b>	<b>2429</b>	<b>3052</b>	<b>5481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25839</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-11	0	0	0	0	55	55	0	3	3	0	8	8	240	126	366	85	130	215	0	0	0	647
02-Aug-11	0	0	0	0	41	41	0	7	7	1	26	27	239	110	349	80	132	212	0	0	0	636
03-Aug-11	1	0	1	0	25	25	0	5	5	0	43	43	214	112	326	99	137	236	0	0	0	636
04-Aug-11	0	0	0	0	11	11	0	6	6	0	15	15	228	122	350	99	172	271	0	0	0	653
05-Aug-11	0	0	0	0	15	15	0	3	3	0	14	14	227	126	353	95	165	260	0	0	0	645
06-Aug-11	0	0	0	0	0	0	0	4	4	2	14	16	182	104	286	88	142	230	0	0	0	536
07-Aug-11	0	0	0	0	0	0	0	1	1	0	65	65	187	129	316	101	97	198	0	0	0	580
08-Aug-11	0	0	0	15	97	112	29	37	66	0	0	0	211	88	299	50	84	134	0	0	0	611
09-Aug-11	0	0	0	35	82	117	62	74	136	0	0	0	176	78	254	40	75	115	0	0	0	622
10-Aug-11	0	0	0	0	13	13	0	6	6	0	61	61	207	106	313	104	133	237	0	0	0	630
11-Aug-11	0	0	0	56	89	145	90	112	202	2	0	2	150	62	212	32	64	96	0	0	0	657
12-Aug-11	0	0	0	105	94	199	185	234	419	36	0	36	7	0	7	0	0	0	0	0	0	661
13-Aug-11	106	0	106	0	111	111	6	72	78	0	3	3	139	61	200	21	21	42	0	0	0	540
14-Aug-11	0	0	0	69	67	136	137	218	355	61	11	72	17	0	17	6	0	6	0	0	0	586
15-Aug-11	20	0	20	61	45	106	86	129	215	1	34	35	103	44	147	44	56	100	0	0	0	623
16-Aug-11	39	0	39	7	12	19	17	49	66	0	15	15	174	95	269	80	145	225	0	0	0	633
17-Aug-11	0	0	0	0	0	0	0	5	5	0	15	15	226	118	344	82	177	259	0	0	0	623
18-Aug-11	0	0	0	2	25	27	5	47	52	42	15	57	198	98	296	77	134	211	0	0	0	643
19-Aug-11	0	0	0	86	69	155	140	186	326	0	15	15	70	19	89	29	40	69	0	0	0	654
20-Aug-11	66	0	66	57	63	120	153	208	361	1	0	1	0	0	0	0	0	0	0	0	0	548
21-Aug-11	113	0	113	68	75	143	111	222	333	0	0	0	1	0	1	0	0	0	0	0	0	590
22-Aug-11	78	0	78	71	81	152	163	237	400	0	0	0	2	0	2	0	0	0	0	0	0	632
23-Aug-11	0	0	0	88	103	191	180	206	386	2	0	2	51	7	58	0	0	0	0	0	0	637
24-Aug-11	0	0	0	0	0	0	0	6	6	0	16	16	223	126	349	94	176	270	0	0	0	641
25-Aug-11	0	0	0	0	39	39	0	7	7	0	19	19	249	107	356	81	154	235	0	0	0	656
26-Aug-11	85	0	85	47	79	126	86	180	266	0	0	0	80	25	105	28	42	70	0	0	0	652
27-Aug-11	0	0	0	22	65	87	45	41	86	12	0	12	147	84	231	44	71	115	0	0	0	531
28-Aug-11	34	2	36	22	67	89	42	98	140	3	11	14	151	49	200	40	71	111	0	0	0	590
29-Aug-11	37	0	37	47	72	119	83	153	236	38	1	39	84	40	124	31	52	83	0	0	0	638
30-Aug-11	42	0	42	101	81	182	171	242	413	0	0	0	5	0	5	0	0	0	0	0	0	642
31-Aug-11	113	1	114	41	57	98	71	188	259	0	0	0	67	22	89	29	55	84	0	0	0	644
<b>Total</b>	<b>734</b>	<b>3</b>	<b>737</b>	<b>1000</b>	<b>1633</b>	<b>2633</b>	<b>1862</b>	<b>2986</b>	<b>4848</b>	<b>201</b>	<b>401</b>	<b>602</b>	<b>4255</b>	<b>2058</b>	<b>6313</b>	<b>1559</b>	<b>2525</b>	<b>4084</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19217</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-11	4	0	4	0	14	14	0	1	1	0	1	1	64	72	136	43	23	66	0	0	0	222
02-Aug-11	0	0	0	0	13	13	0	2	2	0	10	10	69	62	131	42	23	65	0	0	0	221
03-Aug-11	2	0	2	0	1	1	0	1	1	0	15	15	47	67	114	66	31	97	0	0	0	230
04-Aug-11	0	0	0	0	5	5	0	3	3	0	3	3	56	71	127	63	37	100	0	0	0	238
05-Aug-11	0	0	0	0	1	1	0	1	1	1	3	4	67	79	146	54	38	92	0	0	0	244
06-Aug-11	0	0	0	0	0	0	0	0	0	0	1	1	45	38	83	29	21	50	0	0	0	134
07-Aug-11	0	0	0	0	0	0	0	0	0	0	14	14	43	56	99	37	26	63	0	0	0	176
08-Aug-11	0	0	0	7	24	31	7	16	23	0	0	0	70	62	132	30	12	42	0	0	0	228
09-Aug-11	0	0	0	14	26	40	17	36	53	0	0	0	62	43	105	27	14	41	0	0	0	239
10-Aug-11	0	0	0	0	0	0	0	3	3	0	20	20	59	66	125	59	32	91	0	0	0	239
11-Aug-11	0	0	0	19	27	46	27	38	65	0	0	0	52	40	92	23	15	38	0	0	0	241
12-Aug-11	0	0	0	60	36	96	51	82	133	9	0	9	1	0	1	0	0	0	0	0	0	239
13-Aug-11	21	0	21	0	18	18	1	15	16	0	1	1	48	28	76	11	4	15	0	0	0	147
14-Aug-11	1	0	1	19	30	49	32	61	93	24	1	25	3	0	3	0	0	0	0	0	0	171
15-Aug-11	17	0	17	28	28	56	31	51	82	0	4	4	4	20	24	34	12	46	0	0	0	229
16-Aug-11	7	0	7	6	7	13	6	13	19	0	4	4	44	56	100	49	33	82	0	0	0	225
17-Aug-11	4	0	4	0	0	0	0	2	2	0	1	1	67	74	141	46	38	84	0	0	0	232
18-Aug-11	1	0	1	2	11	13	0	16	16	19	3	22	51	59	110	42	29	71	0	0	0	233
19-Aug-11	0	0	0	55	28	83	40	65	105	1	3	4	8	14	22	20	10	30	0	0	0	244
20-Aug-11	10	0	10	20	22	42	45	41	86	0	0	0	0	0	0	0	0	0	0	0	0	138
21-Aug-11	21	0	21	25	30	55	31	65	96	0	0	0	1	0	1	0	0	0	0	0	0	173
22-Aug-11	31	0	31	52	39	91	34	79	113	0	0	0	2	0	2	0	0	0	0	0	0	237
23-Aug-11	0	0	0	63	40	103	44	69	113	0	1	1	7	1	8	0	0	0	0	0	0	225
24-Aug-11	2	0	2	0	0	0	0	3	3	0	4	4	56	71	127	54	37	91	0	0	0	227
25-Aug-11	0	0	0	0	3	3	0	2	2	0	5	5	67	69	136	50	38	88	0	0	0	234
26-Aug-11	36	0	36	33	27	60	18	56	74	0	0	0	26	28	54	12	9	21	0	0	0	245
27-Aug-11	2	0	2	13	6	19	8	11	19	2	0	2	26	30	56	27	15	42	0	0	0	140
28-Aug-11	17	0	17	8	19	27	13	30	43	0	3	3	28	33	61	11	9	20	0	0	0	171
29-Aug-11	6	0	6	22	27	49	31	53	84	22	2	24	17	25	42	21	12	33	0	0	0	238
30-Aug-11	7	0	7	62	43	105	45	71	116	0	0	0	2	0	2	0	0	0	0	0	0	230
31-Aug-11	34	1	35	26	30	56	25	58	83	0	0	0	10	19	29	20	9	29	0	0	0	232
<b>Total</b>	<b>223</b>	<b>1</b>	<b>224</b>	<b>534</b>	<b>555</b>	<b>1089</b>	<b>506</b>	<b>944</b>	<b>1450</b>	<b>78</b>	<b>99</b>	<b>177</b>	<b>1102</b>	<b>1183</b>	<b>2285</b>	<b>870</b>	<b>527</b>	<b>1397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6622</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-11	1	0	1	0	0	4	41	64	66	63	59	59	42	43	47	50	49	61	69	52	41	24	30	3	869
02-Aug-11	2	1	1	2	1	4	46	64	67	69	57	56	41	35	51	50	50	63	58	53	38	24	20	4	857
03-Aug-11	1	1	0	3	1	3	43	61	71	62	61	59	43	37	47	50	52	56	63	62	32	30	23	5	866
04-Aug-11	2	2	1	3	0	5	44	58	68	66	62	60	50	28	55	53	49	66	65	58	36	34	22	4	891
05-Aug-11	1	1	1	3	0	4	44	58	71	66	60	52	45	36	61	53	52	64	73	58	41	31	14	0	889
06-Aug-11	0	0	1	1	0	4	34	49	66	49	60	49	38	35	41	41	37	41	41	39	20	15	9	0	670
07-Aug-11	2	0	0	0	1	4	31	36	45	40	57	48	41	37	43	48	48	58	66	58	47	28	17	1	756
08-Aug-11	0	0	1	0	1	4	41	62	71	63	57	53	39	37	44	51	47	61	62	54	31	32	24	4	839
09-Aug-11	5	1	2	5	2	4	49	61	74	57	63	55	41	31	50	56	47	60	61	53	30	28	22	4	861
10-Aug-11	5	0	2	1	1	3	36	61	77	60	62	58	42	35	50	53	50	65	62	57	37	26	24	2	869
11-Aug-11	4	1	1	3	1	4	43	67	74	61	65	49	45	38	46	57	57	61	73	54	38	28	23	5	898
12-Aug-11	2	0	4	3	1	2	42	60	68	66	59	63	45	38	60	54	57	61	67	58	43	28	18	1	900
13-Aug-11	0	1	2	0	0	5	34	46	66	51	54	53	42	36	38	43	40	42	45	41	20	21	7	0	687
14-Aug-11	1	0	0	0	0	3	31	33	48	43	53	45	45	33	51	54	50	57	63	61	39	29	17	1	757
15-Aug-11	0	0	0	0	0	4	41	61	70	61	57	65	37	43	46	49	45	64	67	53	38	25	23	3	852
16-Aug-11	3	2	1	3	1	3	43	69	68	62	59	56	42	35	48	56	43	62	64	54	34	26	19	5	858
17-Aug-11	1	3	1	3	0	3	39	56	72	59	64	63	38	30	46	52	53	50	63	56	39	33	26	5	855
18-Aug-11	0	0	1	3	0	4	44	62	63	65	65	54	42	37	49	50	47	65	71	61	35	24	29	5	876
19-Aug-11	3	0	3	3	0	4	41	59	71	63	56	57	44	39	50	58	54	64	60	62	42	40	23	2	898
20-Aug-11	1	2	0	1	0	0	37	43	60	53	51	57	41	38	40	45	38	39	48	38	24	14	16	0	686
21-Aug-11	0	0	0	0	0	1	33	33	50	42	48	54	42	31	47	54	49	61	69	62	41	26	19	1	763
22-Aug-11	1	1	0	0	1	2	43	65	63	63	69	58	39	42	43	56	51	60	71	52	37	25	24	3	869
23-Aug-11	4	0	0	3	2	3	46	65	63	69	64	57	35	35	49	49	56	58	66	55	31	28	20	4	862
24-Aug-11	3	0	2	3	1	4	38	62	70	64	61	54	44	38	47	53	53	65	67	55	32	27	23	2	868
25-Aug-11	2	0	3	2	0	4	44	61	74	64	68	54	45	33	51	54	49	64	63	61	41	27	23	3	890
26-Aug-11	4	0	2	2	1	5	41	64	70	58	64	59	48	36	52	56	48	64	68	66	39	33	16	1	897
27-Aug-11	0	0	0	1	0	4	29	36	58	61	63	56	39	32	42	41	33	43	44	38	21	15	14	1	671
28-Aug-11	0	0	0	2	1	3	30	32	48	48	45	48	44	38	48	49	52	62	68	61	35	29	18	0	761
29-Aug-11	1	1	0	0	0	5	45	62	73	66	56	64	41	35	50	48	53	64	64	60	36	25	22	5	876
30-Aug-11	3	0	2	2	0	2	45	62	65	70	64	58	40	40	46	51	53	58	63	55	36	28	22	7	872
31-Aug-11	1	0	2	2	0	3	43	63	71	65	59	66	35	40	50	49	47	63	64	62	34	22	29	6	876
<b>Total</b>	<b>53</b>	<b>17</b>	<b>34</b>	<b>54</b>	<b>16</b>	<b>107</b>	<b>1241</b>	<b>1735</b>	<b>2041</b>	<b>1849</b>	<b>1842</b>	<b>1739</b>	<b>1295</b>	<b>1121</b>	<b>1488</b>	<b>1583</b>	<b>1509</b>	<b>1822</b>	<b>1948</b>	<b>1709</b>	<b>1088</b>	<b>825</b>	<b>636</b>	<b>87</b>	<b>25839</b>
<b>Avg.</b>	<b>1.71</b>	<b>0.55</b>	<b>1.10</b>	<b>1.74</b>	<b>0.52</b>	<b>3.45</b>	<b>40.03</b>	<b>55.97</b>	<b>65.84</b>	<b>59.65</b>	<b>59.42</b>	<b>56.10</b>	<b>41.77</b>	<b>36.16</b>	<b>48.00</b>	<b>51.06</b>	<b>48.68</b>	<b>58.77</b>	<b>62.84</b>	<b>55.13</b>	<b>35.10</b>	<b>26.61</b>	<b>20.52</b>	<b>2.81</b>	<b>833.52</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-11	0	0	1	0	0	4	23	37	35	22	27	30	22	18	22	24	25	36	33	22	25	14	15	1	436
02-Aug-11	0	1	1	1	0	4	25	37	40	24	25	27	19	17	28	17	30	35	26	25	23	15	10	1	431
03-Aug-11	0	1	0	2	0	3	21	36	39	21	28	29	22	17	24	19	29	31	29	31	17	15	13	2	429
04-Aug-11	0	1	1	1	0	5	25	36	39	21	30	30	18	14	31	21	25	38	32	27	17	21	12	1	446
05-Aug-11	0	0	1	1	0	4	25	34	43	21	26	23	25	15	32	18	23	39	39	26	23	19	7	0	444
06-Aug-11	0	0	1	0	0	4	22	32	30	21	26	22	17	16	24	18	21	26	17	24	11	11	3	0	346
07-Aug-11	2	0	0	0	0	3	20	21	19	17	20	20	16	15	23	23	24	31	35	30	25	16	8	0	368
08-Aug-11	0	0	0	0	1	4	22	34	38	26	29	24	20	14	24	20	27	33	29	23	21	17	11	2	419
09-Aug-11	2	0	1	2	0	4	26	36	40	24	29	25	22	13	25	22	24	36	29	22	20	19	10	2	433
10-Aug-11	1	0	2	0	1	3	17	35	41	25	26	27	21	14	25	23	26	37	30	24	24	16	11	0	429
11-Aug-11	1	1	1	2	0	4	24	38	38	22	27	25	24	18	26	23	31	35	35	25	21	16	12	2	451
12-Aug-11	1	0	4	0	0	2	24	34	39	24	28	31	21	19	31	21	27	33	32	32	24	14	12	1	454
13-Aug-11	0	1	1	0	0	4	23	29	32	17	22	28	19	15	21	23	22	26	24	20	12	13	1	0	353
14-Aug-11	1	0	0	0	0	3	20	19	17	19	25	17	18	12	27	23	27	31	36	28	19	15	11	1	369
15-Aug-11	0	0	0	0	0	4	22	34	38	25	29	28	19	18	25	19	25	35	33	26	21	16	11	1	429
16-Aug-11	1	0	1	2	0	3	23	37	37	25	30	25	20	17	27	19	24	35	29	25	21	19	8	1	429
17-Aug-11	1	1	1	1	0	3	18	32	35	29	29	27	19	13	25	22	26	30	29	29	22	18	13	2	425
18-Aug-11	0	0	1	1	0	4	24	35	36	25	26	26	21	18	26	19	28	36	37	26	17	16	16	1	439
19-Aug-11	2	0	2	1	0	4	22	33	39	27	22	27	20	21	25	22	27	33	29	33	22	23	14	1	449
20-Aug-11	0	1	0	1	0	0	24	29	32	16	25	25	19	17	22	20	23	23	23	17	17	7	11	0	352
21-Aug-11	0	0	0	0	0	1	23	20	19	20	21	18	15	14	25	22	23	35	37	32	20	15	10	1	371
22-Aug-11	1	0	0	0	1	2	23	36	34	26	33	27	16	20	24	22	27	35	35	21	20	16	13	1	433
23-Aug-11	2	0	0	2	0	3	25	34	34	36	28	26	18	17	25	18	29	34	34	19	21	18	10	2	435
24-Aug-11	0	0	2	1	0	4	18	36	37	25	28	29	23	14	23	25	26	34	33	23	20	17	10	1	429
25-Aug-11	1	0	3	0	0	4	22	36	40	26	33	24	21	14	27	22	27	32	33	29	22	17	13	1	447
26-Aug-11	1	0	2	0	1	3	20	35	36	29	31	23	25	16	25	25	22	36	36	32	23	20	9	1	451
27-Aug-11	0	0	0	1	0	4	18	19	34	29	26	24	16	17	28	16	17	28	21	20	13	7	9	1	348
28-Aug-11	0	0	0	0	1	3	20	17	18	22	20	20	17	17	23	22	26	37	30	31	18	18	9	0	369
29-Aug-11	0	1	0	0	0	5	23	37	39	24	25	35	17	16	26	17	31	35	32	25	22	17	10	2	439
30-Aug-11	0	0	2	0	0	2	26	34	39	30	29	23	19	21	25	20	29	32	27	24	22	15	13	3	435
31-Aug-11	0	0	2	0	0	3	21	37	39	29	26	28	17	20	26	19	24	38	33	25	18	16	14	1	436
<b>Total</b>	<b>17</b>	<b>8</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>103</b>	<b>689</b>	<b>999</b>	<b>1076</b>	<b>747</b>	<b>829</b>	<b>793</b>	<b>606</b>	<b>507</b>	<b>790</b>	<b>644</b>	<b>795</b>	<b>1035</b>	<b>957</b>	<b>796</b>	<b>621</b>	<b>496</b>	<b>329</b>	<b>33</b>	<b>12924</b>
<b>Avg.</b>	<b>0.55</b>	<b>0.26</b>	<b>0.97</b>	<b>0.61</b>	<b>0.16</b>	<b>3.32</b>	<b>22.23</b>	<b>32.23</b>	<b>34.71</b>	<b>24.10</b>	<b>26.74</b>	<b>25.58</b>	<b>19.55</b>	<b>16.35</b>	<b>25.48</b>	<b>20.77</b>	<b>25.65</b>	<b>33.39</b>	<b>30.87</b>	<b>25.68</b>	<b>20.03</b>	<b>16.00</b>	<b>10.61</b>	<b>1.06</b>	<b>416.90</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 – 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-11	1	0	0	0	0	0	18	27	31	41	32	29	20	25	25	26	24	25	36	30	16	10	15	2	433
02-Aug-11	2	0	0	1	1	0	21	27	27	45	32	29	22	18	23	33	20	28	32	28	15	9	10	3	426
03-Aug-11	1	0	0	1	1	0	22	25	32	41	33	30	21	20	23	31	23	25	34	31	15	15	10	3	437
04-Aug-11	2	1	0	2	0	0	19	22	29	45	32	30	32	14	24	32	24	28	33	31	19	13	10	3	445
05-Aug-11	1	1	0	2	0	0	19	24	28	45	34	29	20	21	29	35	29	25	34	32	18	12	7	0	445
06-Aug-11	0	0	0	1	0	0	12	17	36	28	34	27	21	19	17	23	16	15	24	15	9	4	6	0	324
07-Aug-11	0	0	0	0	1	1	11	15	26	23	37	28	25	22	20	25	24	27	31	28	22	12	9	1	388
08-Aug-11	0	0	1	0	0	0	19	28	33	37	28	29	19	23	20	31	20	28	33	31	10	15	13	2	420
09-Aug-11	3	1	1	3	2	0	23	25	34	33	34	30	19	18	25	34	23	24	32	31	10	9	12	2	428
10-Aug-11	4	0	0	1	0	0	19	26	36	35	36	31	21	21	25	30	24	28	32	33	13	10	13	2	440
11-Aug-11	3	0	0	1	1	0	19	29	36	39	38	24	21	20	20	34	26	26	38	29	17	12	11	3	447
12-Aug-11	1	0	0	3	1	0	18	26	29	42	31	32	24	19	29	33	30	28	35	26	19	14	6	0	446
13-Aug-11	0	0	1	0	0	1	11	17	34	34	32	25	23	21	17	20	18	16	21	21	8	8	6	0	334
14-Aug-11	0	0	0	0	0	0	11	14	31	24	28	28	27	21	24	31	23	26	27	33	20	14	6	0	388
15-Aug-11	0	0	0	0	0	0	19	27	32	36	28	37	18	25	21	30	20	29	34	27	17	9	12	2	423
16-Aug-11	2	2	0	1	1	0	20	32	31	37	29	31	22	18	21	37	19	27	35	29	13	7	11	4	429
17-Aug-11	0	2	0	2	0	0	21	24	37	30	35	36	19	17	21	30	27	20	34	27	17	15	13	3	430
18-Aug-11	0	0	0	2	0	0	20	27	27	40	39	28	21	19	23	31	19	29	34	35	18	8	13	4	437
19-Aug-11	1	0	1	2	0	0	19	26	32	36	34	30	24	18	25	36	27	31	31	29	20	17	9	1	449
20-Aug-11	1	1	0	0	0	0	13	14	28	37	26	32	22	21	18	25	15	16	25	21	7	7	5	0	334
21-Aug-11	0	0	0	0	0	0	10	13	31	22	27	36	27	17	22	32	26	26	32	30	21	11	9	0	392
22-Aug-11	0	1	0	0	0	0	20	29	29	37	36	31	23	22	19	34	24	25	36	31	17	9	11	2	436
23-Aug-11	2	0	0	1	2	0	21	31	29	33	36	31	17	18	24	31	27	24	32	36	10	10	10	2	427
24-Aug-11	3	0	0	2	1	0	20	26	33	39	33	25	21	24	24	28	27	31	34	32	12	10	13	1	439
25-Aug-11	1	0	0	2	0	0	22	25	34	38	35	30	24	19	24	32	22	32	30	32	19	10	10	2	443
26-Aug-11	3	0	0	2	0	2	21	29	34	29	33	36	23	20	27	31	26	28	32	34	16	13	7	0	446
27-Aug-11	0	0	0	0	0	0	11	17	24	32	37	32	23	15	14	25	16	15	23	18	8	8	5	0	323
28-Aug-11	0	0	0	2	0	0	10	15	30	26	25	28	27	21	25	27	26	25	38	30	17	11	9	0	392
29-Aug-11	1	0	0	0	0	0	22	25	34	42	31	29	24	19	24	31	22	29	32	35	14	8	12	3	437
30-Aug-11	3	0	0	2	0	0	19	28	26	40	35	35	21	19	21	31	24	26	36	31	14	13	9	4	437
31-Aug-11	1	0	0	2	0	0	22	26	32	36	33	38	18	20	24	30	23	25	31	37	16	6	15	5	440
<b>Total</b>	<b>36</b>	<b>9</b>	<b>4</b>	<b>35</b>	<b>11</b>	<b>4</b>	<b>552</b>	<b>736</b>	<b>965</b>	<b>1102</b>	<b>1013</b>	<b>946</b>	<b>689</b>	<b>614</b>	<b>698</b>	<b>939</b>	<b>714</b>	<b>787</b>	<b>991</b>	<b>913</b>	<b>467</b>	<b>329</b>	<b>307</b>	<b>54</b>	<b>12915</b>
<b>Avg.</b>	<b>1.16</b>	<b>0.29</b>	<b>0.13</b>	<b>1.13</b>	<b>0.35</b>	<b>0.13</b>	<b>17.81</b>	<b>23.74</b>	<b>31.13</b>	<b>35.55</b>	<b>32.68</b>	<b>30.52</b>	<b>22.23</b>	<b>19.81</b>	<b>22.52</b>	<b>30.29</b>	<b>23.03</b>	<b>25.39</b>	<b>31.97</b>	<b>29.45</b>	<b>15.06</b>	<b>10.61</b>	<b>9.90</b>	<b>1.74</b>	<b>416.61</b>

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

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

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Aug-11	07:00	00:20	04:15	-	00:37	-	11:45	-	-	-	-	-	-
02-Aug-11	07:00	00:20	03:16	-	02:00	-	11:21	-	-	-	-	-	-
03-Aug-11	07:00	00:21	02:42	-	02:58	-	10:57	-	-	-	-	-	-
04-Aug-11	07:00	00:28	01:29	-	00:57	-	14:04	-	-	-	-	-	-
05-Aug-11	07:00	00:25	01:04	-	00:57	-	14:31	-	-	-	-	-	-
06-Aug-11	07:00	00:53	-	-	01:59	-	14:06	-	-	-	-	-	-
07-Aug-11	07:00	00:28	-	-	05:00	-	11:30	-	-	-	-	-	-
08-Aug-11	07:00	00:23	07:53	-	-	-	06:27	02:15	-	-	-	-	-
09-Aug-11	07:00	00:25	06:10	-	00:01	-	05:35	04:46	-	-	-	-	-
10-Aug-11	07:00	00:28	00:48	-	05:06	-	10:35	-	-	-	-	-	-
11-Aug-11	07:00	00:31	04:43	-	-	-	04:37	07:07	-	-	-	-	-
12-Aug-11	07:00	00:23	-	02:37	-	-	-	13:58	-	-	-	-	-
13-Aug-11	07:00	00:58	06:39	-	00:14	-	02:16	-	-	-	06:50	-	-
14-Aug-11	07:00	00:32	-	04:15	01:07	-	-	11:03	-	-	-	-	-
15-Aug-11	07:00	00:23	-	-	03:06	-	03:54	07:43	-	-	01:51	-	-
16-Aug-11	07:00	00:30	-	-	00:57	-	11:06	01:51	-	-	02:33	-	-
17-Aug-11	07:00	00:19	-	-	00:51	-	15:48	-	-	-	-	-	-
18-Aug-11	07:00	00:14	01:44	02:57	01:08	-	10:35	00:18	-	-	-	-	-
19-Aug-11	07:00	00:17	-	-	00:53	-	02:57	12:51	-	-	-	-	-
20-Aug-11	07:00	00:09	-	-	-	-	-	11:44	-	-	05:05	-	-
21-Aug-11	07:00	00:29	-	-	-	-	-	09:42	-	-	06:47	-	-
22-Aug-11	07:00	00:26	-	-	-	-	-	10:49	-	-	05:43	-	-
23-Aug-11	07:00	00:33	02:39	-	-	-	-	13:46	-	-	-	-	-
24-Aug-11	07:00	00:16	-	-	01:00	-	15:42	-	-	-	-	-	-
25-Aug-11	07:00	00:25	03:40	-	01:06	-	11:47	-	-	-	-	-	-
26-Aug-11	07:00	00:31	00:54	-	-	-	03:23	06:20	-	-	05:49	-	-
27-Aug-11	07:00	00:32	04:14	00:56	-	-	07:44	03:30	-	-	-	-	-
28-Aug-11	07:00	00:31	03:03	-	00:56	-	05:35	04:09	-	-	02:41	-	-
29-Aug-11	07:00	00:19	01:26	02:57	-	-	03:30	06:17	-	-	02:27	-	-
30-Aug-11	07:00	00:07	-	-	-	-	-	13:58	-	-	02:53	-	-
31-Aug-11	07:00	00:23	-	-	-	-	03:38	05:28	-	-	07:28	-	-
<b>Total</b>	<b>217:00</b>	<b>13:49</b>	<b>56:49</b>	<b>13:44</b>	<b>31:01</b>	<b>00:00</b>	<b>213:35</b>	<b>147:44</b>	<b>00:00</b>	<b>00:00</b>	<b>50:12</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.62%</b>	<b>10.78%</b>	<b>2.61%</b>	<b>5.89%</b>	<b>0.00%</b>	<b>40.53%</b>	<b>28.03%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>9.53%</b>	<b>0.00%</b>	<b>0.00%</b>

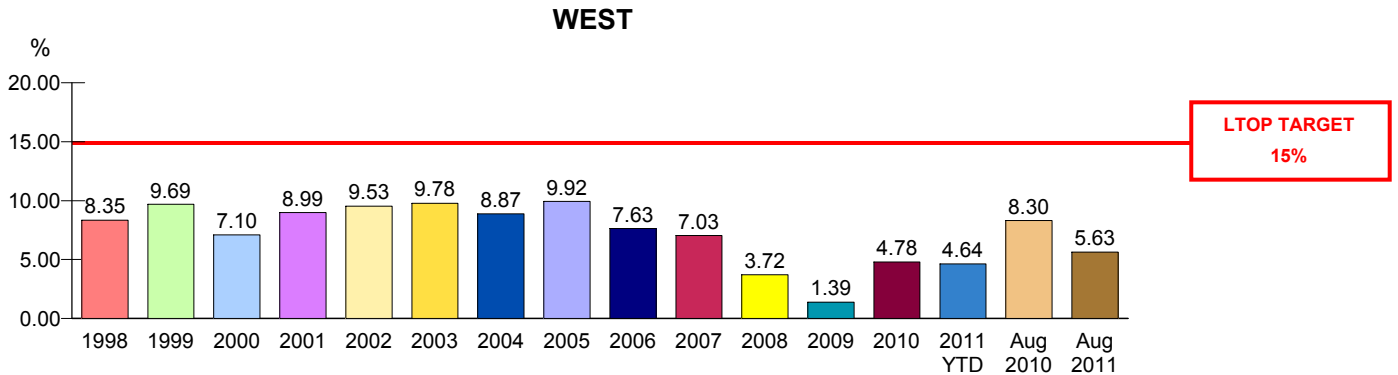
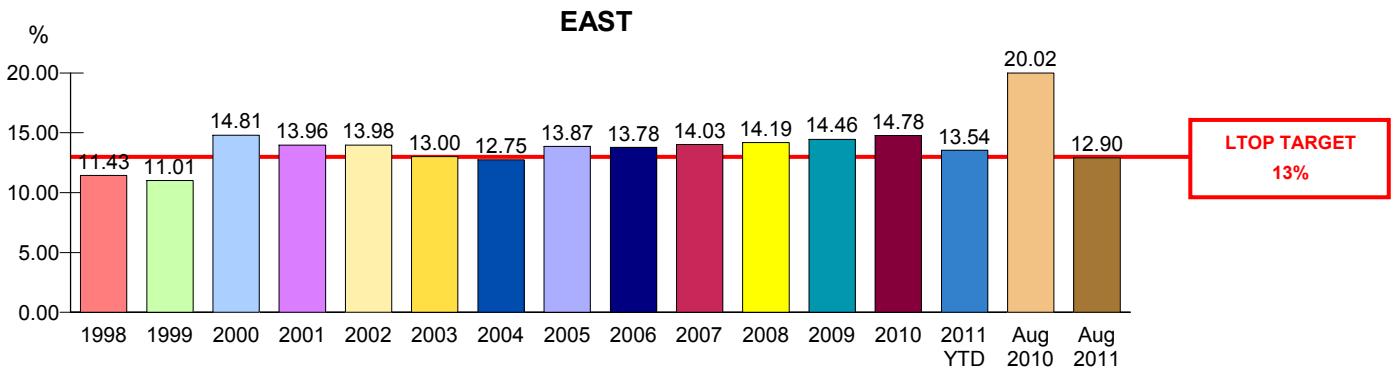
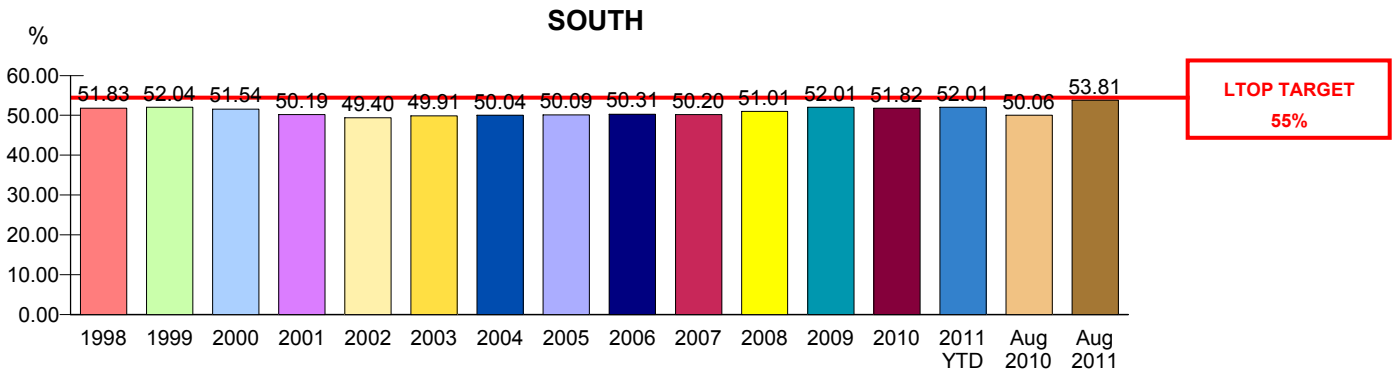
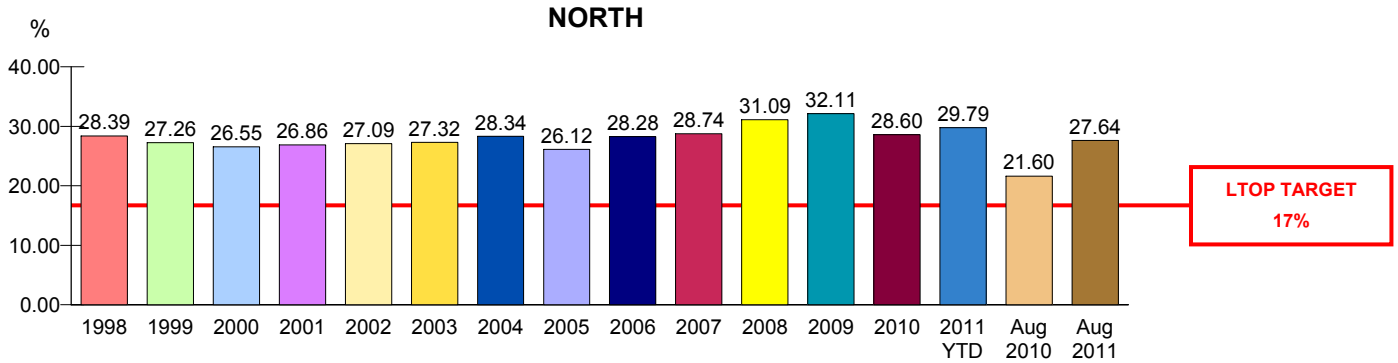
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

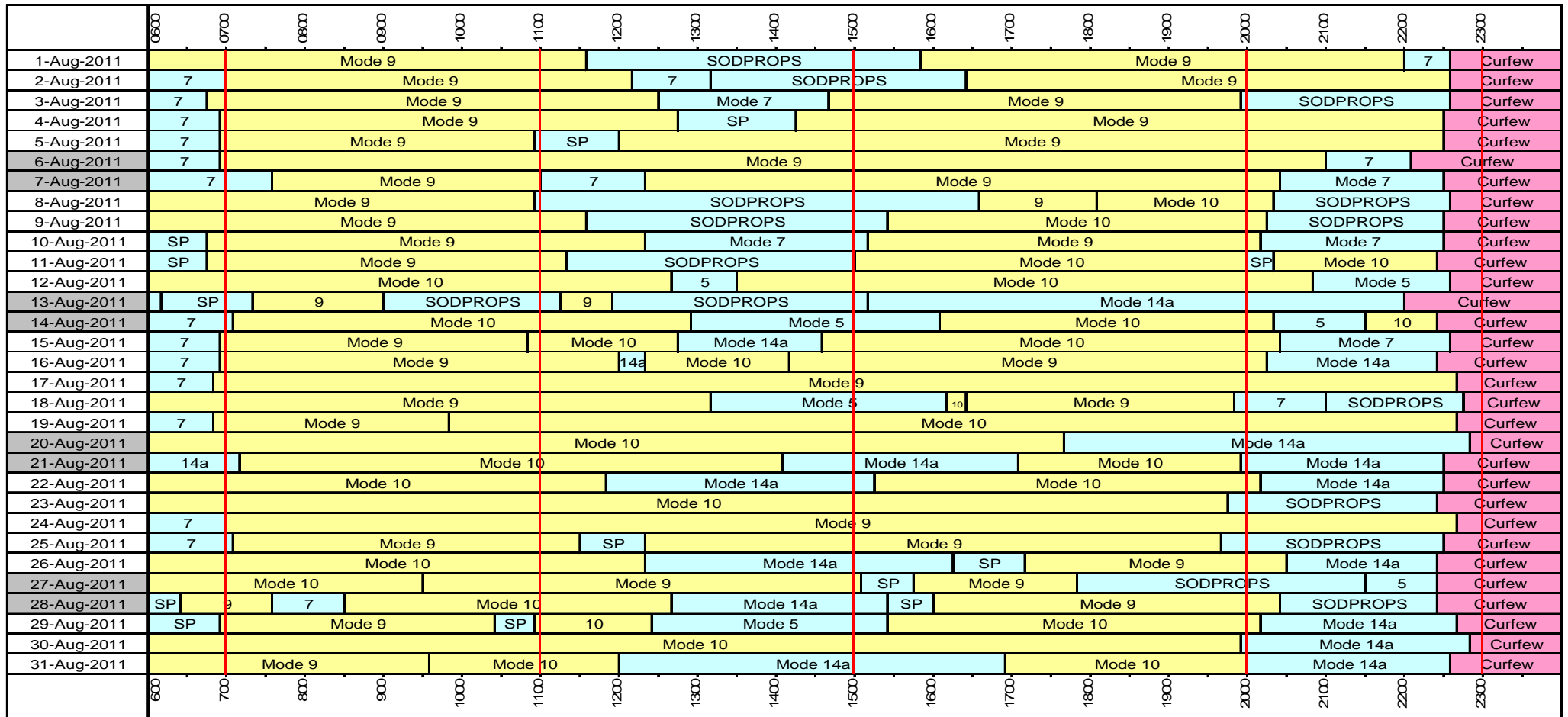
Time	2.30%	7.09%	6.21%	5.47%	0.00%	36.30%	35.51%	0.02%	1.31%	5.80%	0.00%	0.00%
Movements	0.37%	5.79%	4.68%	4.18%	0.00%	40.29%	38.90%	0.01%	1.08%	4.69%	0.00%	0.00%

## Runway End Impact to 31 August 2011

Includes comparisons with annual figures for 1998 to 2010, 2011 Year to Date, current month this year and corresponding month last year.



## Sydney Airport - Daily Mode Usage



**Weekend**

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

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

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

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **August 2011**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
12-Aug-2011	7:07	8:32	1:25
30-Aug-2011	7:04	9:15	2:11

### 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
12-Aug-2011	52	25	27
30-Aug-2011	83	41	42

### Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	-	-

## Noise Enquiry Service

The Noise Enquiry Service is a function of Airservices Australia located at Sydney Airport. For more information visit the website at:

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

[www.privacy.gov.au](http://www.privacy.gov.au)

The Telecommunications Act 1997 (Commonwealth)

[www.acma.gov.au](http://www.acma.gov.au)

The responsibilities of the Service include the recording of complaints, comments and enquiries regarding aircraft operations and noise for flights within Australia.

The Service is available **from 9 am to 5 pm, Monday to Friday** Australian Eastern Standard Time / Eastern Daylight Saving Time. Outside of these hours Voice Mail is used to record these calls. The Service can be contacted by:

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	<a href="mailto:neu@airservicesaustralia.com">neu@airservicesaustralia.com</a>

In addition complaints can be lodged via the internet at:

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

Complaints received are entered directly into a computer database. Any personal information collected is protected and will not be passed onto any unrelated parties. Statistical information generated from the computer database is produced for this Report, and is also made available to the Sydney Airport Community Forum (SACF). For more information visit the website at:

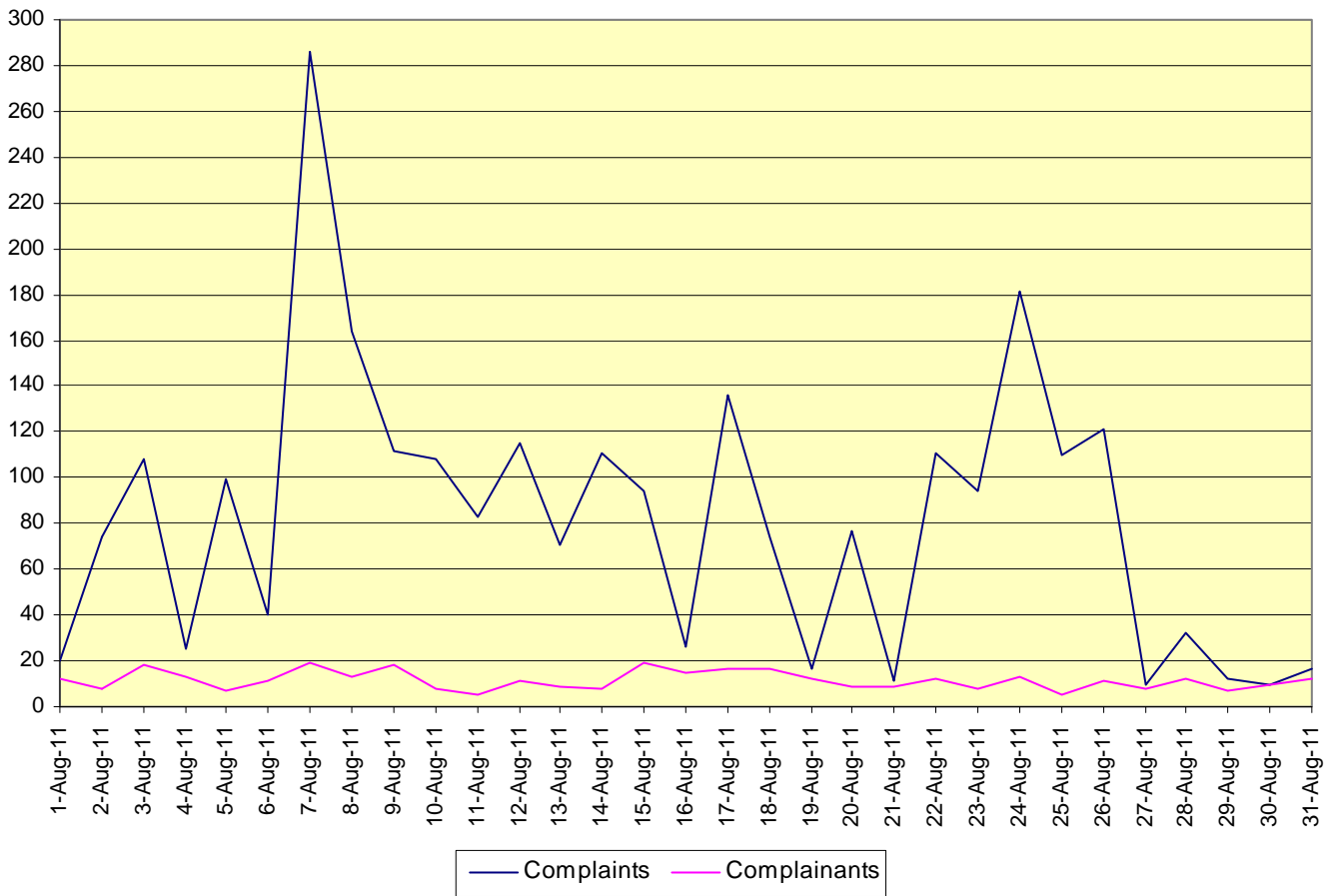
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – August 2011

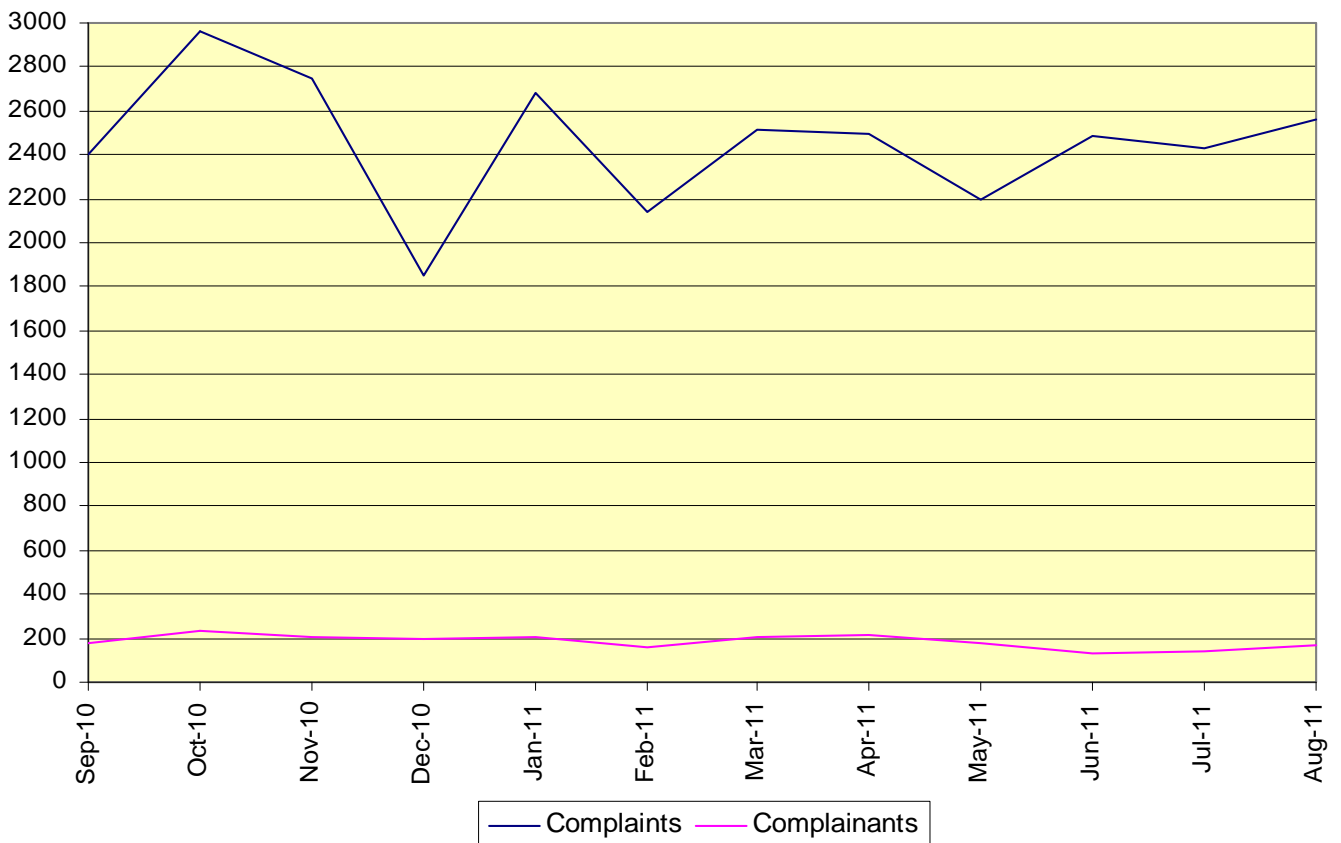
➤ Sydney Suburbs Complaints	
• By phone .....	406
• By correspondence .....	10
• By internet .....	236
• By e-mail .....	17
• By WebTrak .....	1880
➤ Sydney Suburbs Complaints – suburb not specified .....	7
➤ Sydney Suburbs Comments and Enquiries .....	30
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	77
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	9
➤ Callback / Information Requests (NSW Only) .....	266

# Complaints Graphs

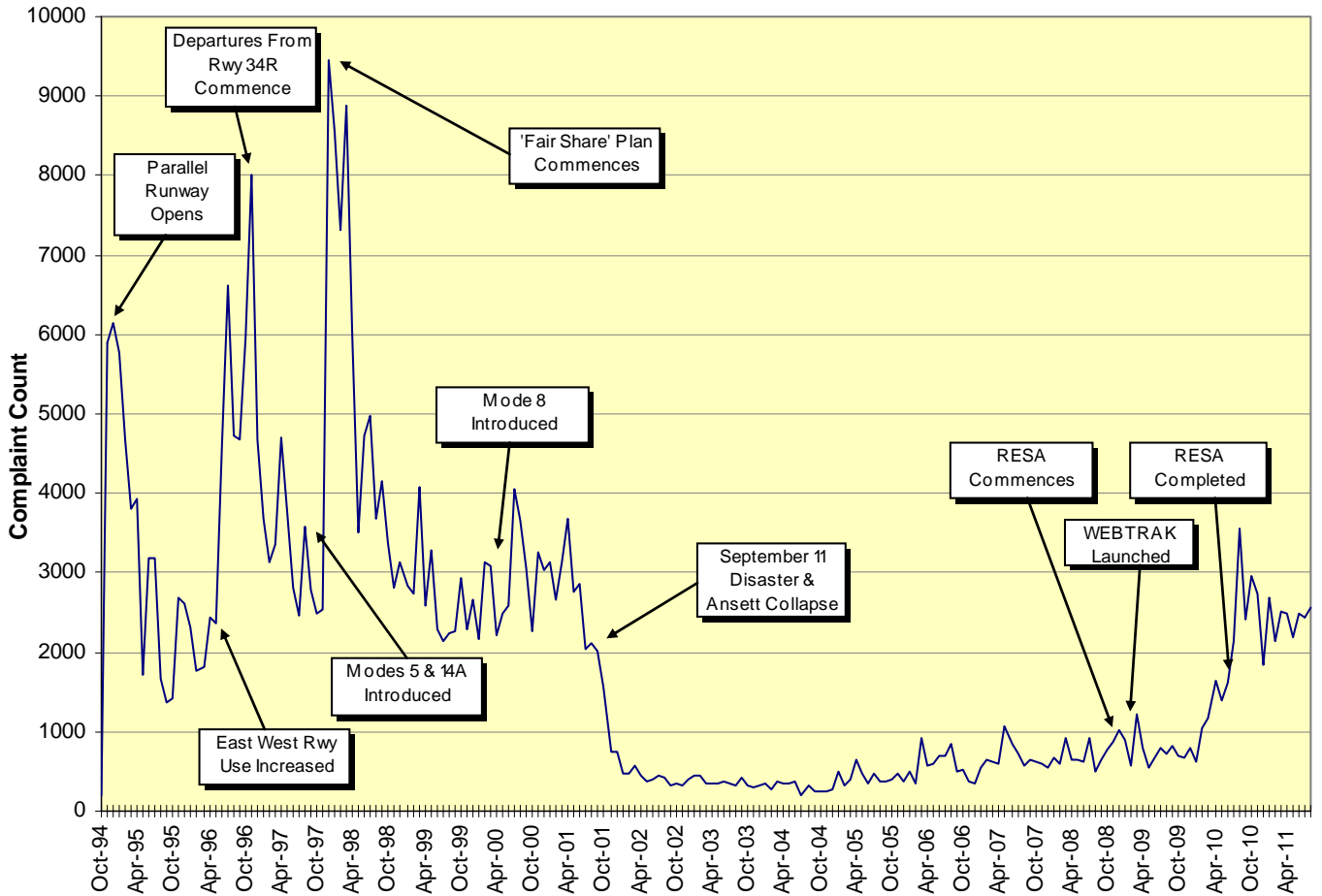
## Complaints vs Complainants – 1 August to 31 August 2011



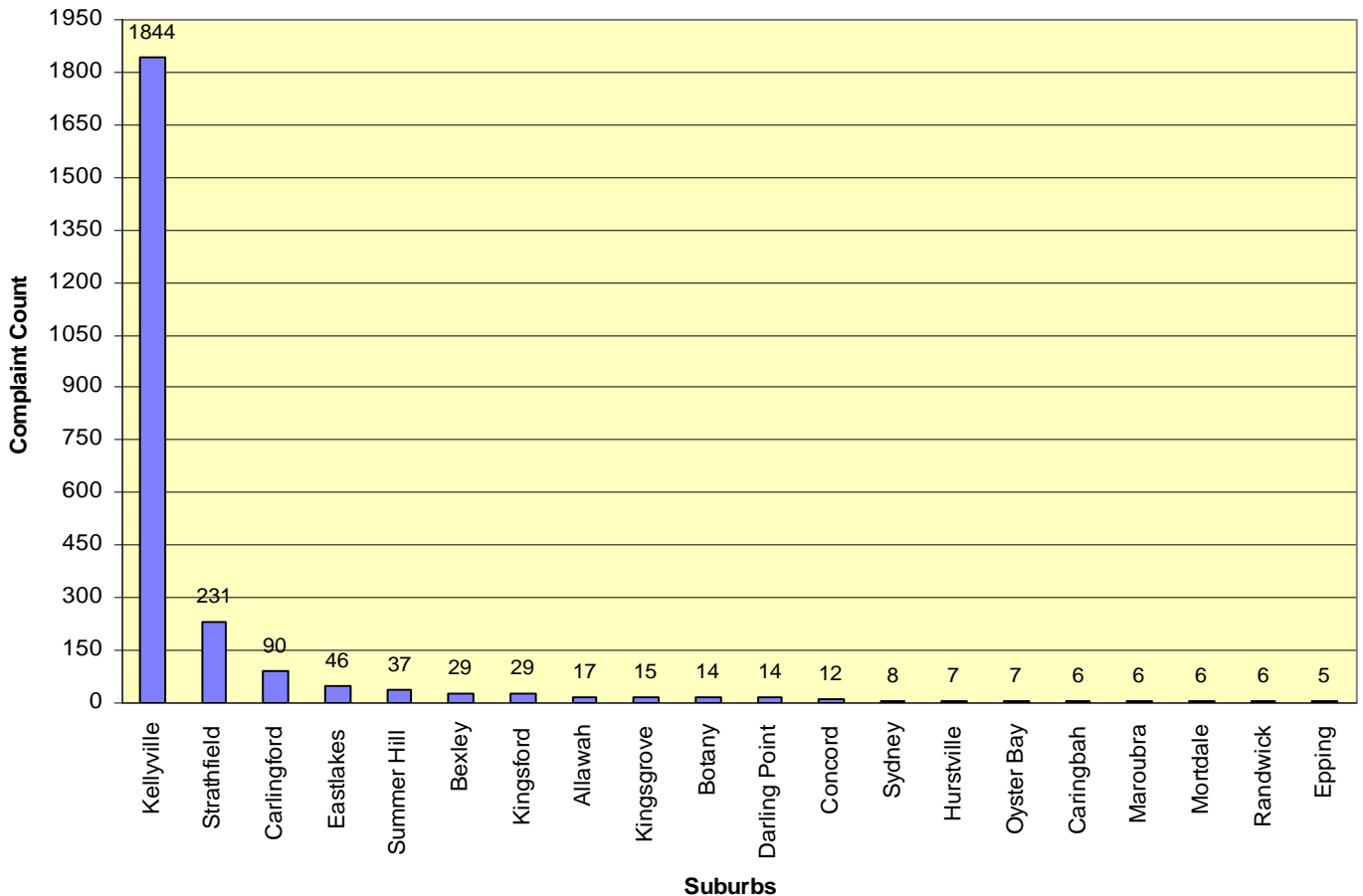
## Complaints vs Complainants – Monthly



# Complaints History

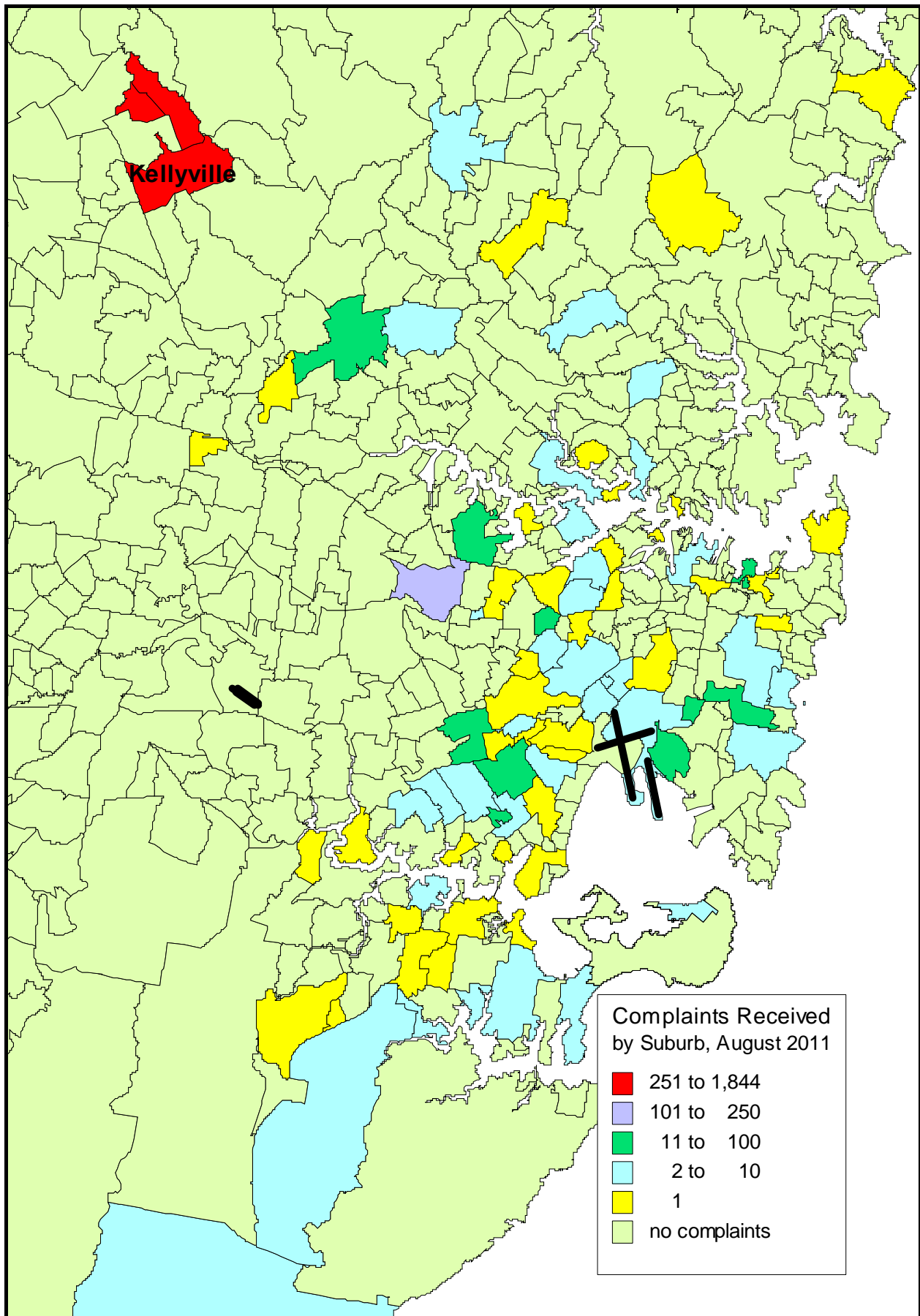


## Top 20 Complaint Suburbs – 1 August to 31 August 2011



# Complaint Density by Suburb

1 August to 31 August 2011



## Recorded Complaints vs Complainants, by Suburb

1 August to 31 August 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	7	3	Hurstville	7	4
Abbotsford	1	1	Jannali	1	1
Alexandria	1	1	Kellyville	1844	1
Alfords Point	1	1	Killara	3	1
Allawah	17	6	Kingsford	29	5
Annandale	1	1	Kingsgrove	15	3
Arncliffe	1	1	Kirrawee	1	1
Balmain East	1	1	Kogarah	1	1
Banksia	1	1	Kurnell	3	2
Bardwell Park	2	2	Leichhardt	2	2
Bardwell Valley	1	1	Lilyfield	2	2
Belrose	1	1	Lugarno	1	1
Bexley	29	8	Maroubra	6	3
Bexley North	1	1	Marrickville	4	3
Bondi Junction	1	1	Mascot	5	4
Botany	14	8	Mcmahons Point	1	1
Burwood Heights	3	1	Mona Vale	1	1
Caringbah	6	2	Mortdale	6	5
Carlingford	90	4	Mount Riverview	1	1
Carlton	4	2	North Parramatta	1	1
Carss Park	1	1	Oyster Bay	7	1
Chatswood	2	2	Penshurst	2	2
Concord	12	4	Petersham	1	1
Connells Point	1	1	Randwick	6	4
Coogee	2	1	Razorback	1	1
Cronulla	2	1	Riverview	1	1
Croydon	1	1	Rockdale	4	4
Darling Point	14	5	Rozelle	1	1
Darlinghurst	1	1	Sans Souci	1	1
Double Bay	1	1	South	1	1
Drummoyne	2	1	St Peters	3	3
Dulwich Hill	2	2	Stanwell Tops	1	1
Earlwood	1	1	Strathfield	231	2
Eastlakes	46	4	Summer Hill	37	2
Engadine	1	1	Sydenham	3	3
Epping	5	1	Sydney	8	3
Grays Point	4	2	Sylvania	1	1
Greenwich	2	1	Taren Point	1	1
Gymea	1	1	Tempe	4	1
Haberfield	1	1	Turramurra	1	1
Helensburgh	2	2	Vaucluse	1	1
Hornsby	2	2	Woolwich	1	1
Hunters Hill	3	3	Yarrowarrah	1	1
Hurlstone Park	1	1	Yowie Bay	4	2
<b>Total Complaints</b>	<b>2549</b>		<b>Total Complainants</b>		<b>171</b>

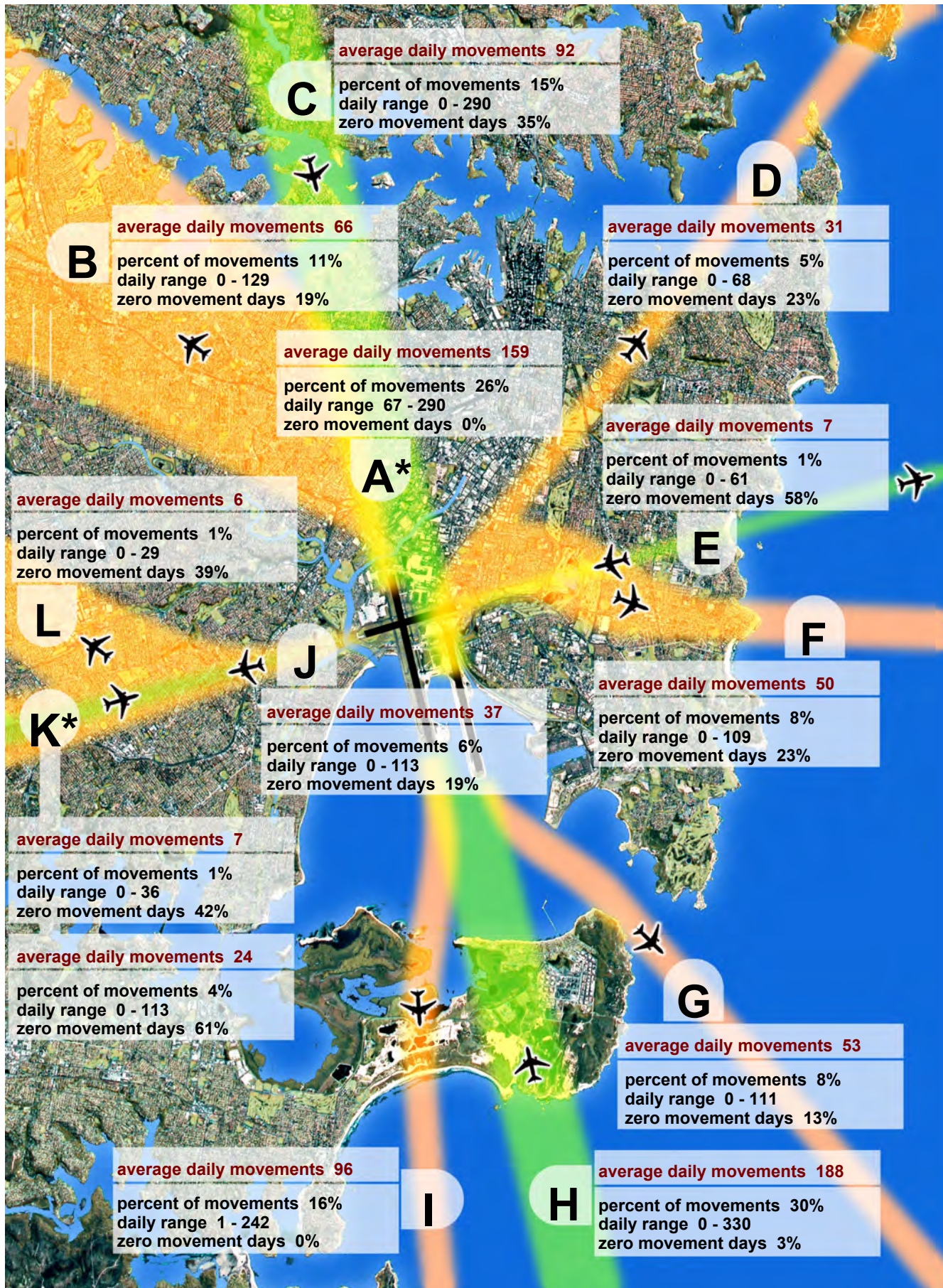
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 August to 31 August 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	31	8	Kiama	1	1
Bellingen	1	1	Mt Riverview	1	1
Camden	14	6	Royal Prince Alfred	1	1
Crooked River Winery	1	1	Tocumwal	2	1
Dural	1	1	Valley Heights	1	1
Grafton	1	1	Warnervale	1	1
Holsworthy	13	13	Williamtown	7	7
Katoomba	1	1			
<b>Total Complaints</b>		<b>77</b>	<b>Total Complainants</b>		<b>45</b>

# Sydney Airport : Jet Flight Path Movements

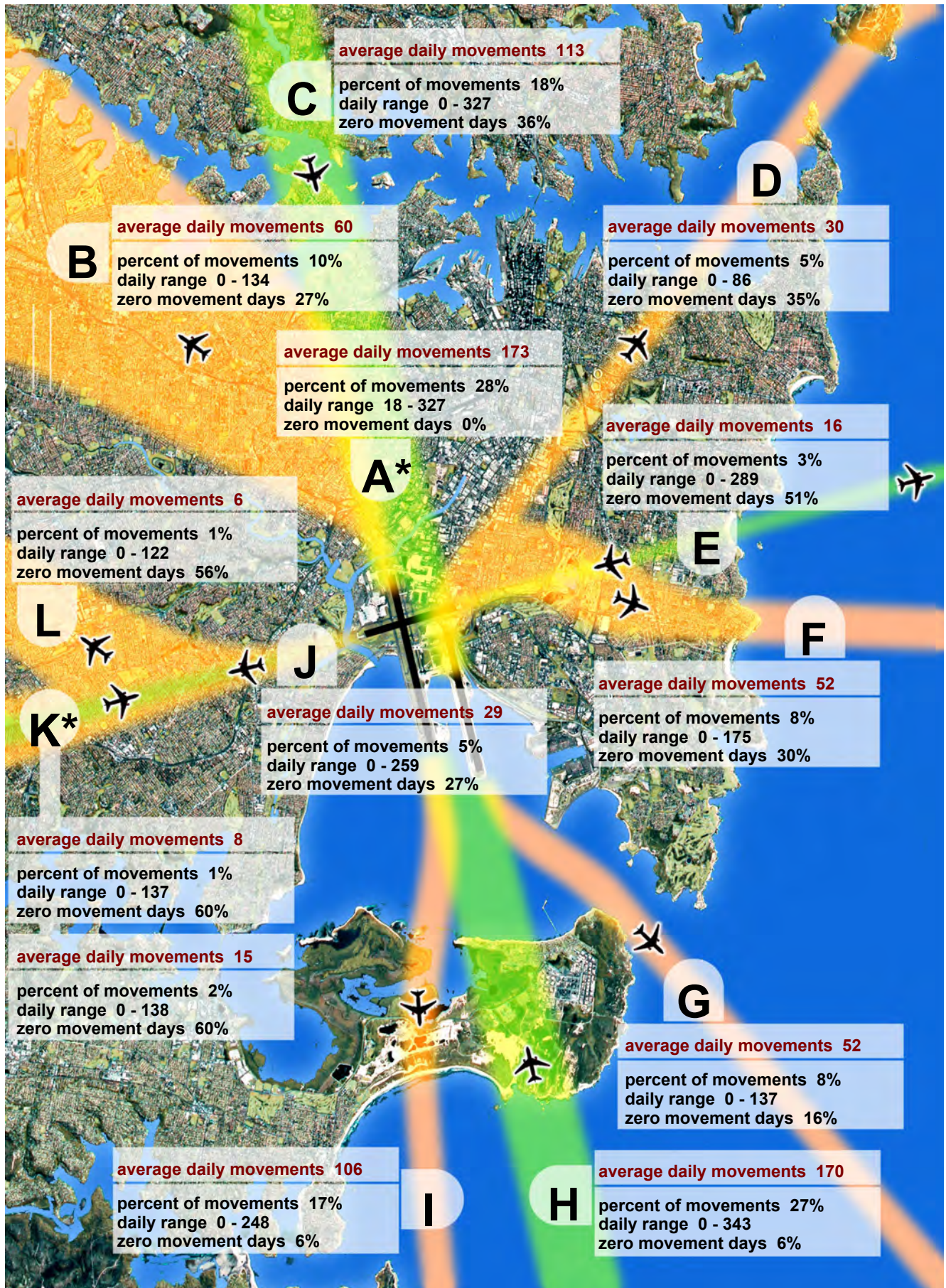
1 Aug 2011 to 31 Aug 2011, All Jets



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

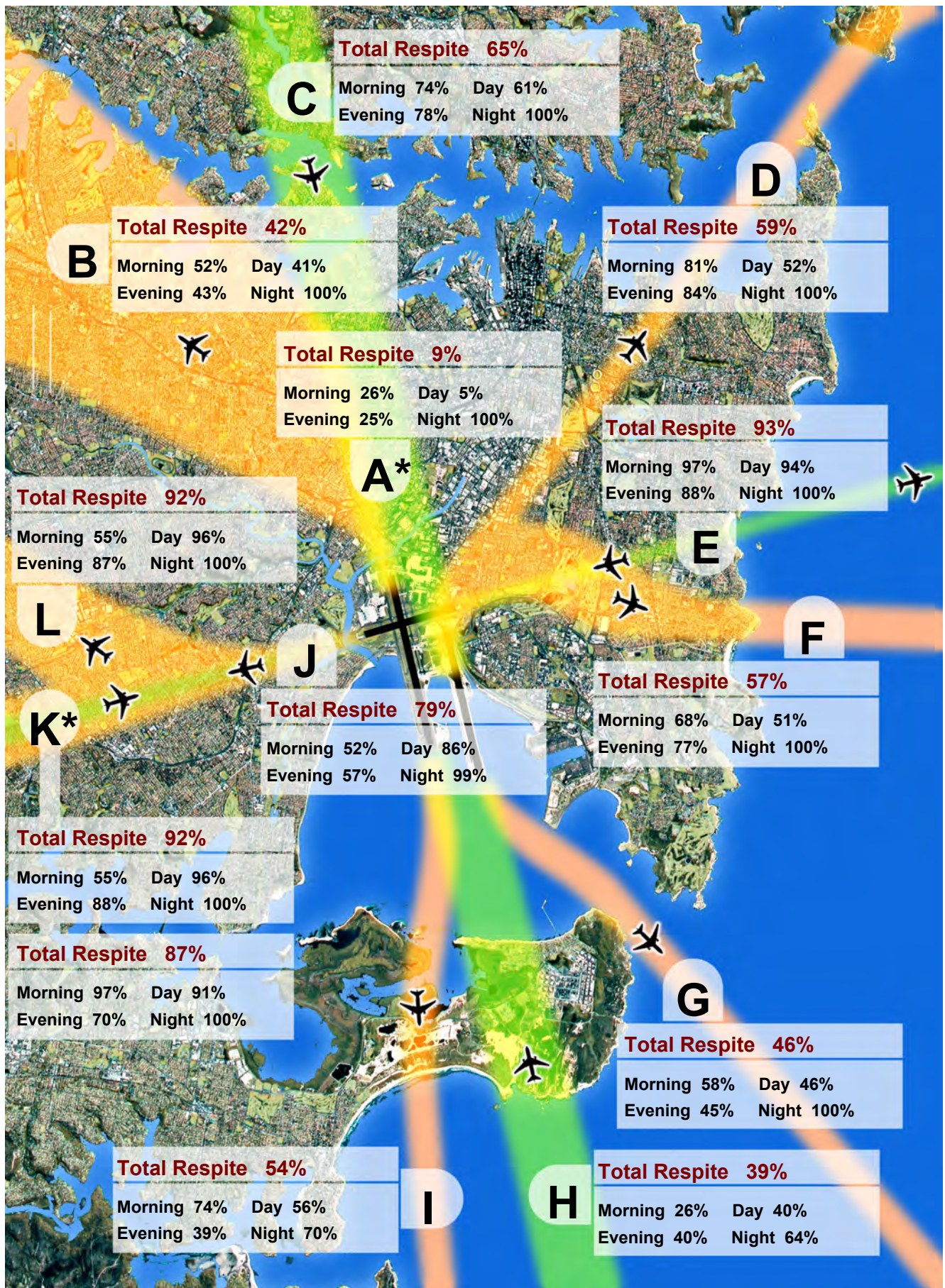
1 Sept 2010 to 31 Aug 2011, All Jets



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 2011 to 31 Aug 2011, All Jets



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

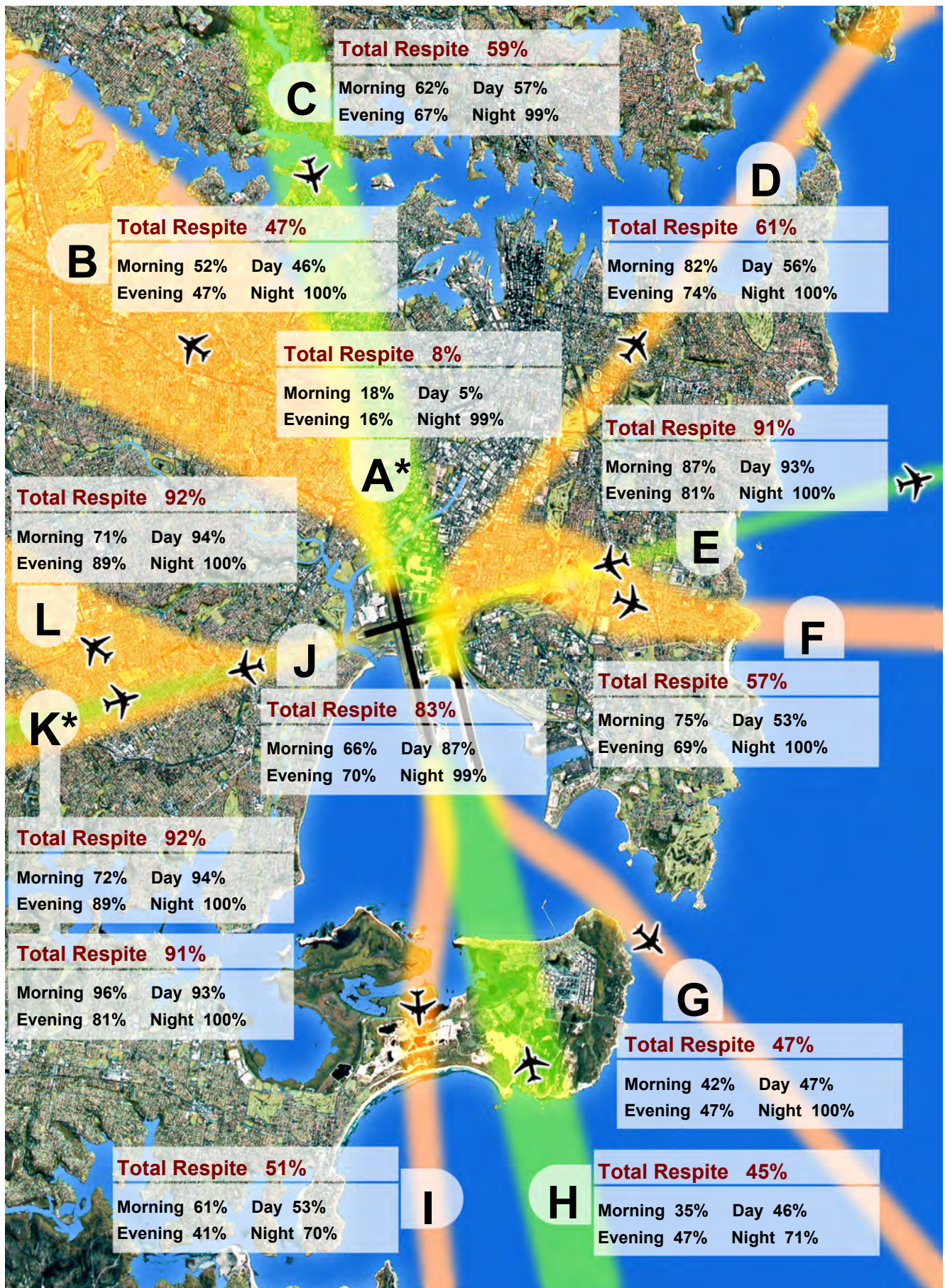
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2010 to 31 Aug 2011, 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 2010 to August 2011

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="#">October 2010</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="#">April 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="#">October 2010</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 2011</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="#">October 2010</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="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">July 2011</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2011</a> , <a href="#">Mode 14A</a> in <a href="#">January 2011</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period September 2010 to August 2011, 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 61%**. This means that over the period **September 2010 to August 2011 for 61%** 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 2011.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of August 2011

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 2011 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>	10,227	30.9	325	307	291
<i>Penshurst</i>	1,497	30.9	37	19	17
<i>Bexley</i>	1,633	30.9	45	37	28
<i>Sydenham</i>	4,791	30.9	154	150	160
<i>Johnston St. Annandale</i>	2,311	30.9	54	52	62
<i>Church St. St Peters</i>	3,005	30.9	72	87	90
<i>Leichhardt PEMU 36</i>	2,537	30.9	78	68	92
<i>Eastlakes</i>	1,942	30.9	57	82	69
<i>Coogee</i>	567	30.9	14	44	39
<i>Kurnell</i>	3,186	30.9	80	86	66
<i>Croydon</i>	634	30.9	13	15	13
<i>Hunters Hill</i>	3,967	30.9	48	44	57

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including August 2011.**

The N70 values for August 2011 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 18 PM 39 Day 251 Night 13 WE_D 263 WE_N 5	<b>Penshurst</b> AM 4 PM 13 Day 14 Night 0 WE_D 55 WE_N 0	<b>Bexley</b> AM 7 PM 14 Day 18 Night 0 WE_D 63 WE_N 0	<b>Eastlakes</b> AM 1 PM 4 Day 55 Night 0 WE_D 44 WE_N 0
<b>Coogee</b> AM 0 PM 1 Day 11 Night 0 WE_D 17 WE_N 0	<b>Sydenham</b> AM 5 PM 13 Day 142 Night 0 WE_D 135 WE_N 0	<b>Leichhardt PEMU36</b> AM 4 PM 5 Day 69 Night 0 WE_D 80 WE_N 1	<b>Kurnell</b> AM 3 PM 5 Day 81 Night 1 WE_D 52 WE_N 0
<b>Annandale</b> AM 1 PM 3 Day 53 Night 0 WE_D 46 WE_N 0	<b>St Peters</b> AM 1 PM 7 Day 66 Night 0 WE_D 69 WE_N 0	<b>Croydon</b> AM 0 PM 2 Day 11 Night 0 WE_D 10 WE_N 0	<b>Hunters Hill</b> AM 4 PM 3 Day 41 Night 0 WE_D 50 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.*