

# **Sydney Airport Operational Statistics**

## December 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

December 2012

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

There were a total of 26,515 aircraft movements this month (daily average 855.32). Last month there were a total of 26,758 movements (daily average 891.93) and for the same month last year there were a total of 25,652 movements (daily average 827.48).

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

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 13 days and Mode 10 on 14 days. Crossing runway modes (including Sodprops) were used for 13.57% of non Curfew hours.

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

### Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 12)

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

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

North 33.47% - This result is above the LTOP target and below the previous month (35.38%)

South 50.96%- This result is below the LTOP target and above the previous month (50.77%)

East 12.82% - This result is below the LTOP target and above the previous month (12.35%)

West 2.74% - This result is below the LTOP target and above the previous month (1.48%)

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

This procedure was used on 3,11,12,17 and 21 December for a total of 15 hours and 48 minutes (ATIS time).

## Noise Complaints & Information Service Environmental Services Airservices Australia

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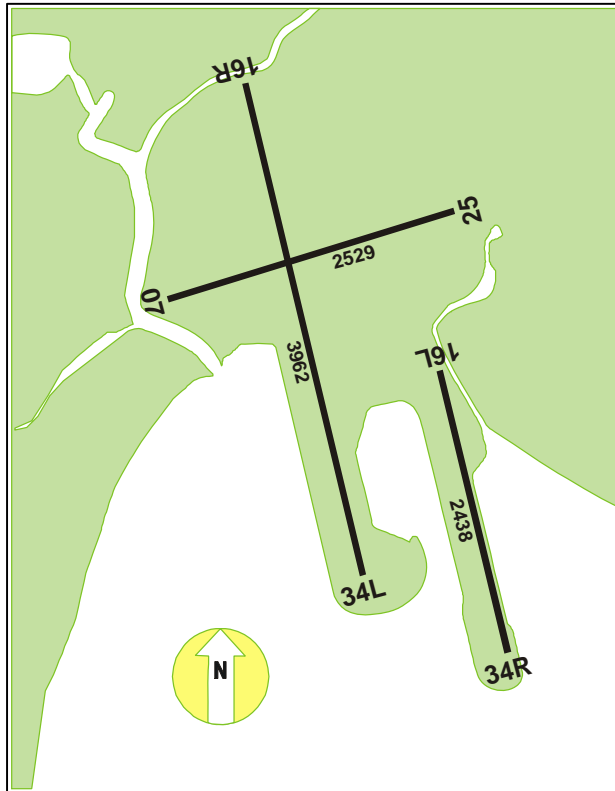
This report is available on the Internet at Airservices Australia website at

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

**click on** “Publications”.

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

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

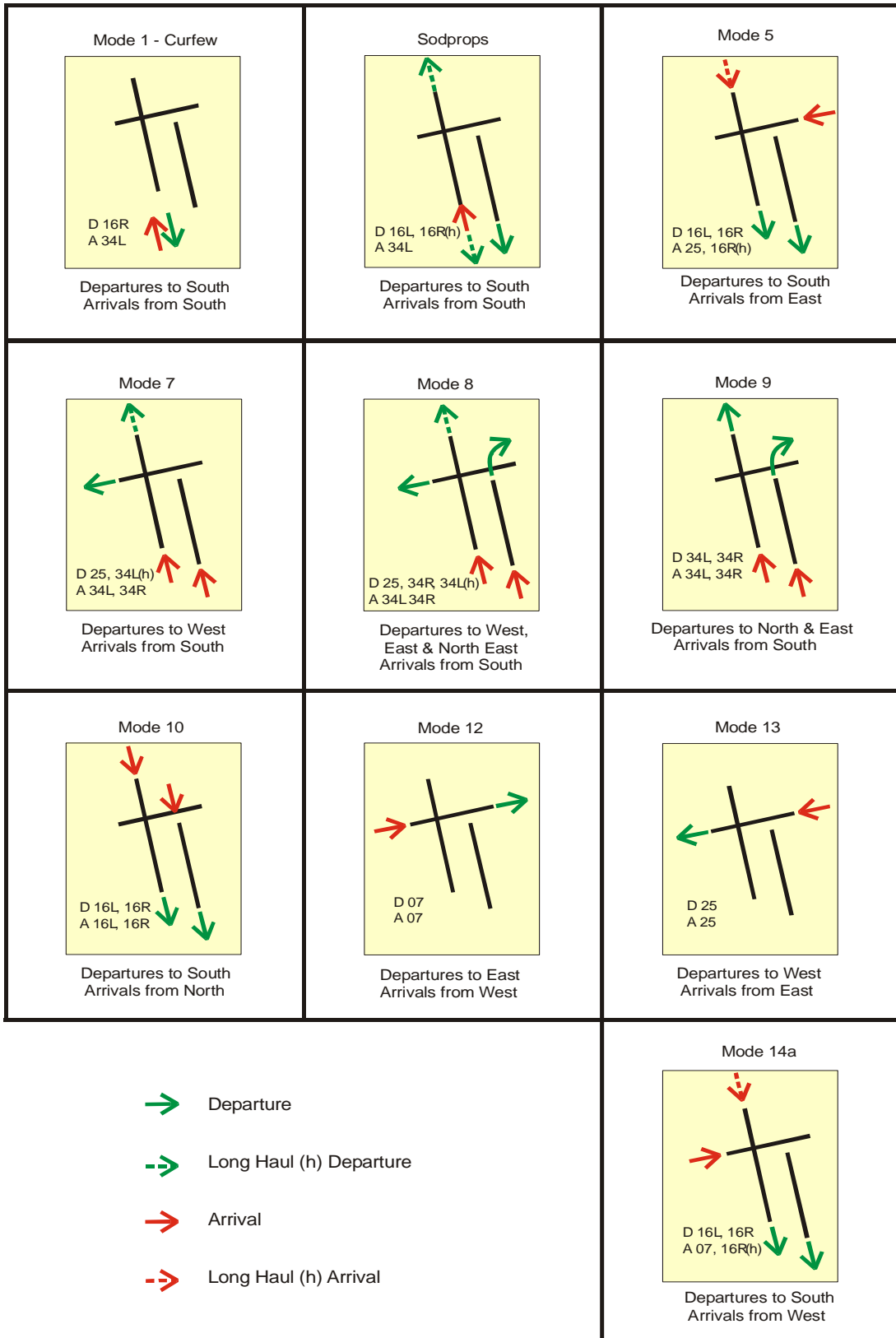
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

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

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Dec-12	1	0	1	0	0	0	0	2	2	0	5	5	272	168	440	105	181	286	0	0	0	734
02-Dec-12	0	0	0	162	119	281	238	302	540	1	0	1	1	0	1	0	0	0	0	0	0	823
03-Dec-12	2	0	2	105	78	183	122	177	299	0	0	0	148	96	244	93	119	212	0	0	0	940
04-Dec-12	0	0	0	98	98	196	138	180	318	36	43	79	141	64	205	48	74	122	0	0	0	920
05-Dec-12	1	0	1	69	49	118	111	146	257	203	207	410	48	23	71	19	33	52	0	0	0	909
06-Dec-12	43	0	43	168	151	319	259	330	589	0	0	0	18	3	21	0	0	0	0	0	0	972
07-Dec-12	3	0	3	0	12	12	0	9	9	3	1	4	292	200	492	176	251	427	0	0	0	947
08-Dec-12	40	34	74	0	5	5	0	2	2	0	8	8	247	149	396	83	152	235	0	0	0	720
09-Dec-12	0	1	1	142	145	287	194	255	449	1	0	1	49	9	58	0	0	0	0	0	0	796
10-Dec-12	0	0	0	210	139	349	266	338	604	0	0	0	1	0	1	0	0	0	0	0	0	954
11-Dec-12	0	0	0	194	135	329	264	327	591	0	0	0	6	0	6	0	0	0	0	0	0	926
12-Dec-12	51	0	51	152	150	302	194	305	499	10	0	10	54	15	69	0	0	0	0	0	0	931
13-Dec-12	0	0	0	0	9	9	0	8	8	0	0	0	315	213	528	164	242	406	0	0	0	951
14-Dec-12	0	0	0	0	0	0	0	10	10	0	0	0	320	213	533	169	266	435	0	0	0	978
15-Dec-12	1	0	1	0	19	19	0	3	3	6	16	22	261	162	423	114	164	278	0	0	0	746
16-Dec-12	1	0	1	4	61	65	19	19	38	0	1	1	276	178	454	102	161	263	0	0	0	822
17-Dec-12	77	0	77	177	137	314	210	329	539	0	0	0	1	0	1	0	0	0	0	0	0	931
18-Dec-12	16	0	16	8	51	59	15	56	71	0	0	0	286	176	462	129	170	299	0	0	0	907
19-Dec-12	2	0	2	0	0	0	0	12	12	0	0	0	278	216	494	179	232	411	0	0	0	919
20-Dec-12	0	0	0	138	99	237	177	234	411	0	16	16	98	61	159	59	66	125	0	0	0	948
21-Dec-12	70	1	71	163	146	309	228	319	547	6	2	8	4	0	4	0	0	0	0	0	0	939
22-Dec-12	3	0	3	0	0	0	0	2	2	0	10	10	275	174	449	123	201	324	0	0	0	788
23-Dec-12	5	0	5	0	0	0	0	1	1	0	0	0	273	194	467	119	214	333	0	0	0	806
24-Dec-12	2	0	2	7	4	11	14	15	29	0	0	0	238	180	418	151	198	349	0	0	0	809
25-Dec-12	0	0	0	104	93	197	213	217	430	0	0	0	2	0	2	0	0	0	0	0	0	629
26-Dec-12	1	0	1	121	117	238	245	285	530	24	2	26	0	0	0	0	0	0	0	0	0	795
27-Dec-12	48	0	48	94	96	190	133	209	342	6	0	6	107	55	162	42	66	108	0	0	0	856
28-Dec-12	0	0	0	117	104	221	161	193	354	0	0	0	106	61	167	53	74	127	0	0	0	869
29-Dec-12	34	0	34	149	111	260	184	252	436	8	0	8	0	0	0	0	0	0	0	0	0	738
30-Dec-12	5	0	5	109	132	241	201	232	433	0	0	0	60	21	81	0	0	0	0	0	0	760
31-Dec-12	1	0	1	0	0	0	0	0	0	1	9	10	249	167	416	130	195	325	0	0	0	752
<b>Total</b>	<b>407</b>	<b>36</b>	<b>443</b>	<b>2491</b>	<b>2260</b>	<b>4751</b>	<b>3586</b>	<b>4769</b>	<b>8355</b>	<b>305</b>	<b>320</b>	<b>625</b>	<b>4426</b>	<b>2798</b>	<b>7224</b>	<b>2058</b>	<b>3059</b>	<b>5117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26515</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-Dec-12	0	0	0	0	0	0	0	1	1	0	5	5	218	124	342	72	152	224	0	0	0	572
02-Dec-12	0	0	0	110	84	194	201	234	435	0	0	0	1	0	1	0	0	0	0	0	0	630
03-Dec-12	2	0	2	58	59	117	106	129	235	0	0	0	118	57	175	65	98	163	0	0	0	692
04-Dec-12	0	0	0	69	69	138	109	135	244	23	35	58	110	34	144	24	61	85	0	0	0	669
05-Dec-12	1	0	1	49	30	79	86	110	196	137	140	277	39	16	55	5	30	35	0	0	0	643
06-Dec-12	27	0	27	104	105	209	213	247	460	0	0	0	11	1	12	0	0	0	0	0	0	708
07-Dec-12	0	0	0	0	12	12	0	5	5	1	0	1	239	120	359	107	210	317	0	0	0	694
08-Dec-12	31	29	60	0	4	4	0	0	0	0	8	8	198	109	307	55	129	184	0	0	0	563
09-Dec-12	0	1	1	102	111	213	157	196	353	1	0	1	46	3	49	0	0	0	0	0	0	617
10-Dec-12	0	0	0	131	101	232	219	248	467	0	0	0	1	0	1	0	0	0	0	0	0	700
11-Dec-12	0	0	0	106	90	196	219	240	459	0	0	0	6	0	6	0	0	0	0	0	0	661
12-Dec-12	30	0	30	84	108	192	159	217	376	7	0	7	49	14	63	0	0	0	0	0	0	668
13-Dec-12	0	0	0	0	9	9	0	6	6	0	0	0	245	128	373	103	197	300	0	0	0	688
14-Dec-12	0	0	0	0	0	0	0	8	8	0	0	0	248	126	374	109	226	335	0	0	0	717
15-Dec-12	0	0	0	0	16	16	0	2	2	5	16	21	209	117	326	79	138	217	0	0	0	582
16-Dec-12	0	0	0	4	49	53	19	15	34	0	0	0	221	115	336	73	137	210	0	0	0	633
17-Dec-12	60	0	60	111	96	207	166	242	408	0	0	0	1	0	1	0	0	0	0	0	0	676
18-Dec-12	15	0	15	6	39	45	11	45	56	0	0	0	215	105	320	79	137	216	0	0	0	652
19-Dec-12	1	0	1	0	0	0	0	10	10	0	0	0	222	133	355	109	189	298	0	0	0	664
20-Dec-12	0	0	0	89	69	158	142	175	317	0	14	14	79	36	115	31	51	82	0	0	0	686
21-Dec-12	56	0	56	106	103	209	170	237	407	5	0	5	4	0	4	0	0	0	0	0	0	681
22-Dec-12	2	0	2	0	0	0	0	1	1	0	8	8	225	128	353	83	172	255	0	0	0	619
23-Dec-12	0	0	0	0	0	0	0	1	1	0	0	0	226	128	354	84	179	263	0	0	0	618
24-Dec-12	1	0	1	7	3	10	13	13	26	0	0	0	182	119	301	103	164	267	0	0	0	605
25-Dec-12	0	0	0	84	77	161	189	192	381	0	0	0	1	0	1	0	0	0	0	0	0	543
26-Dec-12	0	0	0	91	86	177	193	226	419	22	0	22	0	0	0	0	0	0	0	0	0	618
27-Dec-12	33	0	33	60	64	124	112	164	276	6	0	6	90	38	128	30	60	90	0	0	0	657
28-Dec-12	0	0	0	90	79	169	127	157	284	0	0	0	89	37	126	33	62	95	0	0	0	674
29-Dec-12	34	0	34	106	91	197	155	211	366	6	0	6	0	0	0	0	0	0	0	0	0	603
30-Dec-12	4	0	4	80	103	183	170	183	353	0	0	0	54	19	73	0	0	0	0	0	0	613
31-Dec-12	0	0	0	0	0	0	0	0	0	1	9	10	206	121	327	91	164	255	0	0	0	592
<b>Total</b>	<b>297</b>	<b>30</b>	<b>327</b>	<b>1647</b>	<b>1657</b>	<b>3304</b>	<b>2936</b>	<b>3650</b>	<b>6586</b>	<b>214</b>	<b>235</b>	<b>449</b>	<b>3553</b>	<b>1828</b>	<b>5381</b>	<b>1335</b>	<b>2556</b>	<b>3891</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19938</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-Dec-12	1	0	1	0	0	0	0	1	1	0	0	0	54	44	98	33	29	62	0	0	0	162
02-Dec-12	0	0	0	52	35	87	37	68	105	1	0	1	0	0	0	0	0	0	0	0	0	193
03-Dec-12	0	0	0	47	19	66	16	48	64	0	0	0	30	39	69	28	21	49	0	0	0	248
04-Dec-12	0	0	0	29	29	58	29	45	74	13	8	21	31	30	61	24	13	37	0	0	0	251
05-Dec-12	0	0	0	20	19	39	25	36	61	66	67	133	9	7	16	14	3	17	0	0	0	266
06-Dec-12	16	0	16	64	46	110	46	83	129	0	0	0	7	2	9	0	0	0	0	0	0	264
07-Dec-12	3	0	3	0	0	0	0	4	4	2	1	3	53	80	133	69	41	110	0	0	0	253
08-Dec-12	9	5	14	0	1	1	0	2	2	0	0	0	49	40	89	28	23	51	0	0	0	157
09-Dec-12	0	0	0	40	34	74	37	59	96	0	0	0	3	6	9	0	0	0	0	0	0	179
10-Dec-12	0	0	0	79	38	117	47	90	137	0	0	0	0	0	0	0	0	0	0	0	0	254
11-Dec-12	0	0	0	88	45	133	45	87	132	0	0	0	0	0	0	0	0	0	0	0	0	265
12-Dec-12	21	0	21	68	42	110	35	88	123	3	0	3	5	1	6	0	0	0	0	0	0	263
13-Dec-12	0	0	0	0	0	0	0	2	2	0	0	0	70	85	155	61	45	106	0	0	0	263
14-Dec-12	0	0	0	0	0	0	0	2	2	0	0	0	72	87	159	60	40	100	0	0	0	261
15-Dec-12	1	0	1	0	3	3	0	1	1	1	0	1	52	45	97	35	26	61	0	0	0	164
16-Dec-12	1	0	1	0	12	12	0	4	4	0	1	1	55	63	118	29	24	53	0	0	0	189
17-Dec-12	17	0	17	66	41	107	44	87	131	0	0	0	0	0	0	0	0	0	0	0	0	255
18-Dec-12	1	0	1	2	12	14	4	11	15	0	0	0	71	71	142	50	33	83	0	0	0	255
19-Dec-12	1	0	1	0	0	0	0	2	2	0	0	0	56	83	139	70	43	113	0	0	0	255
20-Dec-12	0	0	0	49	30	79	35	59	94	0	2	2	19	25	44	28	15	43	0	0	0	262
21-Dec-12	14	1	15	57	43	100	58	82	140	1	2	3	0	0	0	0	0	0	0	0	0	258
22-Dec-12	1	0	1	0	0	0	0	1	1	0	2	2	50	46	96	40	29	69	0	0	0	169
23-Dec-12	5	0	5	0	0	0	0	0	0	0	0	0	47	66	113	35	35	70	0	0	0	188
24-Dec-12	1	0	1	0	1	1	1	2	3	0	0	0	56	61	117	48	34	82	0	0	0	204
25-Dec-12	0	0	0	20	16	36	24	25	49	0	0	0	1	0	1	0	0	0	0	0	0	86
26-Dec-12	1	0	1	30	31	61	52	59	111	2	2	4	0	0	0	0	0	0	0	0	0	177
27-Dec-12	15	0	15	34	32	66	21	45	66	0	0	0	17	17	34	12	6	18	0	0	0	199
28-Dec-12	0	0	0	27	25	52	34	36	70	0	0	0	17	24	41	20	12	32	0	0	0	195
29-Dec-12	0	0	0	43	20	63	29	41	70	2	0	2	0	0	0	0	0	0	0	0	0	135
30-Dec-12	1	0	1	29	29	58	31	49	80	0	0	0	6	2	8	0	0	0	0	0	0	147
31-Dec-12	1	0	1	0	0	0	0	0	0	0	0	0	43	46	89	39	31	70	0	0	0	160
<b>Total</b>	<b>110</b>	<b>6</b>	<b>116</b>	<b>844</b>	<b>603</b>	<b>1447</b>	<b>650</b>	<b>1119</b>	<b>1769</b>	<b>91</b>	<b>85</b>	<b>176</b>	<b>873</b>	<b>970</b>	<b>1843</b>	<b>723</b>	<b>503</b>	<b>1226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6577</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-Dec-12	3	1	0	1	0	0	23	50	63	59	57	58	62	34	43	53	46	42	49	30	27	16	17	0	734
02-Dec-12	0	0	0	0	0	0	18	38	48	51	56	49	52	44	51	58	49	56	61	61	41	40	46	4	823
03-Dec-12	0	0	0	1	0	1	34	67	65	65	71	67	63	43	46	60	57	64	64	65	40	33	29	5	940
04-Dec-12	4	1	1	0	5	1	36	71	70	72	51	60	62	38	42	62	49	60	70	58	42	30	29	6	920
05-Dec-12	2	4	2	4	3	1	36	68	48	54	54	47	50	53	45	49	58	75	69	61	58	35	28	5	909
06-Dec-12	4	1	3	4	3	0	31	68	78	64	66	68	53	50	52	57	52	64	71	61	46	37	33	6	972
07-Dec-12	5	1	1	2	2	1	32	62	70	64	66	56	69	46	56	58	62	66	67	59	39	45	17	1	947
08-Dec-12	1	1	1	3	1	0	24	51	60	61	54	56	52	39	46	46	40	44	44	32	31	18	15	0	720
09-Dec-12	0	0	1	0	0	0	19	37	45	51	55	46	58	37	49	54	53	57	59	62	56	34	21	2	796
10-Dec-12	0	1	1	0	1	1	33	66	65	67	68	68	69	47	46	58	63	63	68	59	42	35	29	4	954
11-Dec-12	7	1	1	3	1	0	30	74	68	70	68	61	56	43	41	58	59	59	71	56	42	26	27	4	926
12-Dec-12	4	3	1	2	2	0	31	74	73	71	63	61	51	42	48	58	55	58	76	59	35	28	30	6	931
13-Dec-12	2	0	0	2	2	0	25	75	68	68	65	59	59	45	51	61	54	59	71	70	47	35	28	5	951
14-Dec-12	1	4	1	4	1	2	30	77	66	72	71	60	58	45	51	62	60	61	75	62	44	37	34	0	978
15-Dec-12	0	2	0	1	1	0	21	56	59	56	59	61	59	44	44	54	37	42	43	37	31	22	16	1	746
16-Dec-12	1	2	0	0	1	0	21	38	44	50	59	50	53	41	51	61	58	59	68	63	45	30	27	0	822
17-Dec-12	0	0	1	0	1	0	30	68	70	71	71	70	56	38	47	61	53	68	69	54	45	27	27	4	931
18-Dec-12	5	2	2	1	2	4	31	61	72	67	63	55	54	42	44	56	63	56	67	55	42	32	28	3	907
19-Dec-12	5	2	2	2	2	2	28	68	64	68	69	62	55	42	47	55	55	62	58	66	39	31	32	3	919
20-Dec-12	6	3	1	3	2	2	34	66	64	59	68	60	65	44	50	49	61	58	67	63	50	35	33	5	948
21-Dec-12	2	1	1	0	2	3	28	66	67	65	72	58	58	44	45	66	60	60	66	64	46	41	22	2	939
22-Dec-12	2	1	0	1	0	1	20	53	65	63	62	62	59	44	40	57	45	48	42	39	37	25	22	0	788
23-Dec-12	0	2	0	0	0	0	19	42	45	50	58	51	53	46	48	56	48	57	63	65	42	30	30	1	806
24-Dec-12	2	0	0	1	0	0	27	64	57	60	65	67	52	36	43	57	45	51	58	43	35	25	21	0	809
25-Dec-12	1	2	0	0	0	1	25	47	45	52	56	44	28	47	31	33	38	38	35	34	34	24	14	0	629
26-Dec-12	0	1	0	0	0	2	31	51	54	57	56	56	46	39	44	57	51	63	53	47	43	23	19	2	795
27-Dec-12	0	0	0	0	2	0	29	60	63	59	66	64	52	42	50	57	56	58	59	49	35	28	24	3	856
28-Dec-12	2	1	1	1	2	0	30	71	60	58	66	65	44	45	50	50	56	62	52	60	42	26	25	0	869
29-Dec-12	1	0	1	0	1	0	22	53	62	59	61	57	55	42	44	45	38	50	42	37	31	23	13	1	738
30-Dec-12	0	0	0	0	0	0	20	39	45	53	49	46	46	41	45	64	43	62	61	51	40	34	20	1	760
31-Dec-12	0	0	0	0	0	1	22	58	56	55	63	65	51	30	46	48	49	54	45	39	26	24	18	2	752
<b>Total</b>	<b>60</b>	<b>37</b>	<b>22</b>	<b>36</b>	<b>37</b>	<b>23</b>	<b>840</b>	<b>1839</b>	<b>1879</b>	<b>1891</b>	<b>1928</b>	<b>1809</b>	<b>1700</b>	<b>1313</b>	<b>1436</b>	<b>1720</b>	<b>1613</b>	<b>1776</b>	<b>1863</b>	<b>1661</b>	<b>1253</b>	<b>929</b>	<b>774</b>	<b>76</b>	<b>26515</b>
<b>Avg.</b>	<b>1.94</b>	<b>1.19</b>	<b>0.71</b>	<b>1.16</b>	<b>1.19</b>	<b>0.74</b>	<b>27.10</b>	<b>59.32</b>	<b>60.61</b>	<b>61.00</b>	<b>62.19</b>	<b>58.35</b>	<b>54.84</b>	<b>42.35</b>	<b>46.32</b>	<b>55.48</b>	<b>52.03</b>	<b>57.29</b>	<b>60.10</b>	<b>53.58</b>	<b>40.42</b>	<b>29.97</b>	<b>24.97</b>	<b>2.45</b>	<b>855.32</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-Dec-12	2	0	0	1	0	0	13	32	30	25	30	26	28	15	28	25	21	23	25	16	18	12	8	0	378
02-Dec-12	0	0	0	0	0	0	10	22	19	25	30	20	17	17	25	25	20	29	31	27	24	28	32	1	402
03-Dec-12	0	0	0	0	0	1	13	37	40	32	34	32	22	18	24	30	25	35	35	32	23	21	14	2	470
04-Dec-12	1	1	1	0	4	0	18	32	40	39	23	30	22	15	25	33	19	39	29	27	27	19	15	2	461
05-Dec-12	0	3	2	2	1	1	15	40	25	26	24	24	23	22	20	24	30	32	34	32	29	25	14	3	451
06-Dec-12	1	0	1	3	2	0	10	37	41	30	36	33	23	20	28	27	22	37	41	26	27	23	17	3	488
07-Dec-12	1	0	1	1	1	1	11	27	41	36	30	31	27	21	31	28	26	34	37	25	23	30	11	0	474
08-Dec-12	1	1	1	1	1	0	14	32	29	24	28	27	19	23	28	24	16	26	22	17	15	14	7	0	370
09-Dec-12	0	0	0	0	0	0	10	23	19	24	27	19	19	15	28	22	24	30	32	28	31	22	13	0	386
10-Dec-12	0	1	0	0	1	1	13	32	35	34	36	36	28	19	21	30	34	31	33	29	27	21	14	1	477
11-Dec-12	4	0	0	2	0	0	13	37	38	38	28	35	20	22	22	26	29	30	35	26	25	16	16	2	464
12-Dec-12	1	2	0	1	1	0	11	40	39	32	34	29	20	20	26	24	25	34	36	31	18	19	15	3	461
13-Dec-12	1	0	0	1	1	0	8	40	39	34	33	30	20	19	32	27	23	36	38	32	26	24	13	2	479
14-Dec-12	0	1	1	3	0	1	9	43	34	35	36	32	24	21	28	28	29	28	36	30	28	25	17	0	489
15-Dec-12	0	1	0	1	1	0	11	37	29	22	30	28	23	22	27	24	21	25	23	19	18	14	6	0	382
16-Dec-12	0	2	0	0	1	0	11	20	22	25	27	21	17	19	27	28	27	32	34	30	27	19	13	0	402
17-Dec-12	0	0	1	0	1	0	9	35	43	38	34	33	17	18	27	31	24	36	35	25	27	18	12	1	465
18-Dec-12	2	1	1	1	2	1	15	30	42	31	32	27	21	18	25	28	31	31	33	23	24	22	12	1	454
19-Dec-12	1	1	2	1	2	0	15	35	37	30	35	27	23	22	24	23	26	33	35	26	23	21	15	2	459
20-Dec-12	4	0	1	1	2	0	16	37	33	23	39	33	21	18	32	21	29	31	33	27	29	25	15	2	472
21-Dec-12	0	1	0	0	1	2	10	39	36	31	35	29	22	21	25	35	22	31	36	31	26	25	13	0	471
22-Dec-12	2	0	0	1	0	1	10	35	33	22	29	31	20	24	24	31	19	27	25	18	24	15	10	0	401
23-Dec-12	0	2	0	0	0	0	9	25	20	23	26	23	17	23	25	25	22	33	33	29	26	18	17	1	397
24-Dec-12	1	0	0	1	0	0	9	40	29	30	35	31	17	18	21	30	23	27	32	21	19	15	13	0	412
25-Dec-12	0	2	0	0	0	1	14	28	25	22	26	21	16	19	17	17	17	22	11	19	21	13	8	0	319
26-Dec-12	0	0	0	0	0	1	15	28	22	25	31	25	17	20	23	26	25	32	26	26	25	11	12	1	391
27-Dec-12	0	0	0	0	1	0	13	32	28	29	35	30	21	20	27	27	27	31	31	22	24	17	14	1	430
28-Dec-12	1	1	1	0	1	0	12	38	29	28	38	30	15	24	24	21	28	30	31	28	26	16	15	0	437
29-Dec-12	0	0	1	0	1	0	11	33	29	25	30	26	19	23	28	23	19	28	21	22	15	15	6	0	375
30-Dec-12	0	0	0	0	0	0	10	23	20	24	24	18	17	19	26	23	20	39	31	26	24	21	10	0	375
31-Dec-12	0	0	0	0	0	1	11	31	27	26	36	30	22	13	22	24	24	28	24	23	13	16	8	2	381
<b>Total</b>	<b>23</b>	<b>20</b>	<b>14</b>	<b>21</b>	<b>25</b>	<b>12</b>	<b>369</b>	<b>1020</b>	<b>973</b>	<b>888</b>	<b>971</b>	<b>867</b>	<b>637</b>	<b>608</b>	<b>790</b>	<b>810</b>	<b>747</b>	<b>960</b>	<b>958</b>	<b>793</b>	<b>732</b>	<b>600</b>	<b>405</b>	<b>30</b>	<b>13273</b>
<b>Avg.</b>	<b>0.74</b>	<b>0.65</b>	<b>0.45</b>	<b>0.68</b>	<b>0.81</b>	<b>0.39</b>	<b>11.90</b>	<b>32.90</b>	<b>31.39</b>	<b>28.65</b>	<b>31.32</b>	<b>27.97</b>	<b>20.55</b>	<b>19.61</b>	<b>25.48</b>	<b>26.13</b>	<b>24.10</b>	<b>30.97</b>	<b>30.90</b>	<b>25.58</b>	<b>23.61</b>	<b>19.35</b>	<b>13.06</b>	<b>0.97</b>	<b>428.16</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-Dec-12	1	1	0	0	0	0	10	18	33	34	27	32	34	19	15	28	25	19	24	14	9	4	9	0	356
02-Dec-12	0	0	0	0	0	0	8	16	29	26	26	29	35	27	26	33	29	27	30	34	17	12	14	3	421
03-Dec-12	0	0	0	1	0	0	21	30	25	33	37	35	41	25	22	30	32	29	29	33	17	12	15	3	470
04-Dec-12	3	0	0	0	1	1	18	39	30	33	28	30	40	23	17	29	30	21	41	31	15	11	14	4	459
05-Dec-12	2	1	0	2	2	0	21	28	23	28	30	23	27	31	25	25	28	43	35	29	29	10	14	2	458
06-Dec-12	3	1	2	1	1	0	21	31	37	34	30	35	30	30	24	30	30	27	30	35	19	14	16	3	484
07-Dec-12	4	1	0	1	1	0	21	35	29	28	36	25	42	25	25	30	36	32	30	34	16	15	6	1	473
08-Dec-12	0	0	0	2	0	0	10	19	31	37	26	29	33	16	18	22	24	18	22	15	16	4	8	0	350
09-Dec-12	0	0	1	0	0	0	9	14	26	27	28	27	39	22	21	32	29	27	27	34	25	12	8	2	410
10-Dec-12	0	0	1	0	0	0	20	34	30	33	32	32	41	28	25	28	29	32	35	30	15	14	15	3	477
11-Dec-12	3	1	1	1	1	0	17	37	30	32	40	26	36	21	19	32	30	29	36	30	17	10	11	2	462
12-Dec-12	3	1	1	1	1	0	20	34	34	39	29	32	31	22	22	34	30	24	40	28	17	9	15	3	470
13-Dec-12	1	0	0	1	1	0	17	35	29	34	32	29	39	26	19	34	31	23	33	38	21	11	15	3	472
14-Dec-12	1	3	0	1	1	1	21	34	32	37	35	28	34	24	23	34	31	33	39	32	16	12	17	0	489
15-Dec-12	0	1	0	0	0	0	10	19	30	34	29	33	36	22	17	30	16	17	20	18	13	8	10	1	364
16-Dec-12	1	0	0	0	0	0	10	18	22	25	32	29	36	22	24	33	31	27	34	33	18	11	14	0	420
17-Dec-12	0	0	0	0	0	0	21	33	27	33	37	37	39	20	20	30	29	32	34	29	18	9	15	3	466
18-Dec-12	3	1	1	0	0	3	16	31	30	36	31	28	33	24	19	28	32	25	34	32	18	10	16	2	453
19-Dec-12	4	1	0	1	0	2	13	33	27	38	34	35	32	20	23	32	29	29	23	40	16	10	17	1	460
20-Dec-12	2	3	0	2	0	2	18	29	31	36	29	27	44	26	18	28	32	27	34	36	21	10	18	3	476
21-Dec-12	2	0	1	0	1	1	18	27	31	34	37	29	36	23	20	31	38	29	30	33	20	16	9	2	468
22-Dec-12	0	1	0	0	0	0	10	18	32	41	33	31	39	20	16	26	26	21	17	21	13	10	12	0	387
23-Dec-12	0	0	0	0	0	0	10	17	25	27	32	28	36	23	23	31	26	24	30	36	16	12	13	0	409
24-Dec-12	1	0	0	0	0	0	18	24	28	30	30	36	35	18	22	27	22	24	26	22	16	10	8	0	397
25-Dec-12	1	0	0	0	0	0	11	19	20	30	30	23	12	28	14	16	21	16	24	15	13	11	6	0	310
26-Dec-12	0	1	0	0	0	1	16	23	32	32	25	31	29	19	21	31	26	31	27	21	18	12	7	1	404
27-Dec-12	0	0	0	0	1	0	16	28	35	30	31	34	31	22	23	30	29	27	28	27	11	11	10	2	426
28-Dec-12	1	0	0	1	1	0	18	33	31	30	28	35	29	21	26	29	28	32	21	32	16	10	10	0	432
29-Dec-12	1	0	0	0	0	0	11	20	33	34	31	31	36	19	16	22	19	22	21	15	16	8	7	1	363
30-Dec-12	0	0	0	0	0	0	10	16	25	29	25	28	29	22	19	41	23	23	30	25	16	13	10	1	385
31-Dec-12	0	0	0	0	0	0	11	27	29	29	27	35	29	17	24	24	25	26	21	16	13	8	10	0	371
<b>Total</b>	<b>37</b>	<b>17</b>	<b>8</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>471</b>	<b>819</b>	<b>906</b>	<b>1003</b>	<b>957</b>	<b>942</b>	<b>1063</b>	<b>705</b>	<b>646</b>	<b>910</b>	<b>866</b>	<b>816</b>	<b>905</b>	<b>868</b>	<b>521</b>	<b>329</b>	<b>369</b>	<b>46</b>	<b>13242</b>
<b>Avg.</b>	<b>1.19</b>	<b>0.55</b>	<b>0.26</b>	<b>0.48</b>	<b>0.39</b>	<b>0.35</b>	<b>15.19</b>	<b>26.42</b>	<b>29.23</b>	<b>32.35</b>	<b>30.87</b>	<b>30.39</b>	<b>34.29</b>	<b>22.74</b>	<b>20.84</b>	<b>29.35</b>	<b>27.94</b>	<b>26.32</b>	<b>29.19</b>	<b>28.00</b>	<b>16.81</b>	<b>10.61</b>	<b>11.90</b>	<b>1.48</b>	<b>427.16</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-Dec-12	07:00	00:26	-	-	00:24	-	16:08	-	-	-	-	-	-
02-Dec-12	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
03-Dec-12	07:00	00:17	-	-	-	-	08:35	08:06	-	-	-	-	-
04-Dec-12	07:00	00:24	02:26	-	-	-	04:06	08:26	-	01:35	-	-	-
05-Dec-12	07:00	00:18	-	-	-	-	02:06	05:58	-	08:35	-	-	-
06-Dec-12	07:00	00:15	00:53	-	-	-	-	14:03	-	-	01:47	-	-
07-Dec-12	07:00	00:18	00:44	-	-	-	15:56	-	-	-	-	-	-
08-Dec-12	07:00	00:27	00:26	-	00:51	-	13:27	-	01:46	-	-	-	-
09-Dec-12	07:00	00:19	02:54	-	-	-	-	13:45	-	-	-	-	-
10-Dec-12	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
11-Dec-12	07:00	00:12	-	-	-	-	-	16:46	-	-	-	-	-
12-Dec-12	07:00	-	02:52	00:44	-	-	-	11:15	-	-	02:07	-	-
13-Dec-12	07:00	00:12	00:45	-	-	-	16:01	-	-	-	-	-	-
14-Dec-12	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
15-Dec-12	07:00	00:28	01:21	-	01:03	-	14:05	-	-	-	-	-	-
16-Dec-12	07:00	00:12	03:53	-	-	-	11:30	01:23	-	-	-	-	-
17-Dec-12	07:00	00:08	-	-	-	-	-	12:31	-	-	04:19	-	-
18-Dec-12	07:00	00:07	02:52	-	-	-	11:50	01:04	-	-	01:03	-	-
19-Dec-12	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
20-Dec-12	07:00	00:13	-	-	00:57	-	04:05	11:42	-	-	-	-	-
21-Dec-12	07:00	00:12	-	00:41	-	-	-	12:45	-	-	03:19	-	-
22-Dec-12	07:00	00:12	-	-	00:59	-	15:47	-	-	-	-	-	-
23-Dec-12	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
24-Dec-12	07:00	00:12	-	-	-	-	15:18	01:28	-	-	-	-	-
25-Dec-12	07:00	00:34	-	-	-	-	-	16:24	-	-	-	-	-
26-Dec-12	07:00	00:35	-	01:37	-	-	-	14:46	-	-	-	-	-
27-Dec-12	07:00	00:21	-	00:32	-	-	05:55	08:11	-	-	01:58	-	-
28-Dec-12	07:00	00:18	00:46	-	-	-	04:32	11:22	-	-	-	-	-
29-Dec-12	07:00	00:23	-	00:49	-	-	-	13:17	-	-	02:28	-	-
30-Dec-12	07:00	00:20	02:45	-	-	-	-	13:10	-	-	00:43	-	-
31-Dec-12	07:00	00:22	-	-	00:50	-	15:46	-	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>9:33</b>	<b>22:41</b>	<b>4:25</b>	<b>5:06</b>	<b>00:00</b>	<b>225:13</b>	<b>230:12</b>	<b>1:46</b>	<b>10:10</b>	<b>17:48</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>1.81%</b>	<b>4.30%</b>	<b>0.84%</b>	<b>0.97%</b>	<b>0.00%</b>	<b>42.74%</b>	<b>43.69%</b>	<b>0.34%</b>	<b>1.93%</b>	<b>3.38%</b>	<b>0.00%</b>	<b>0.00%</b>

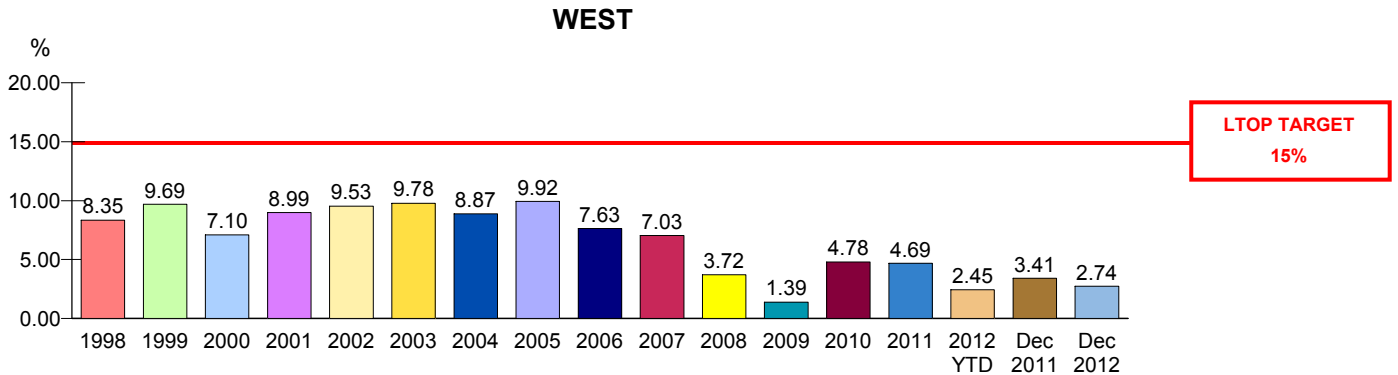
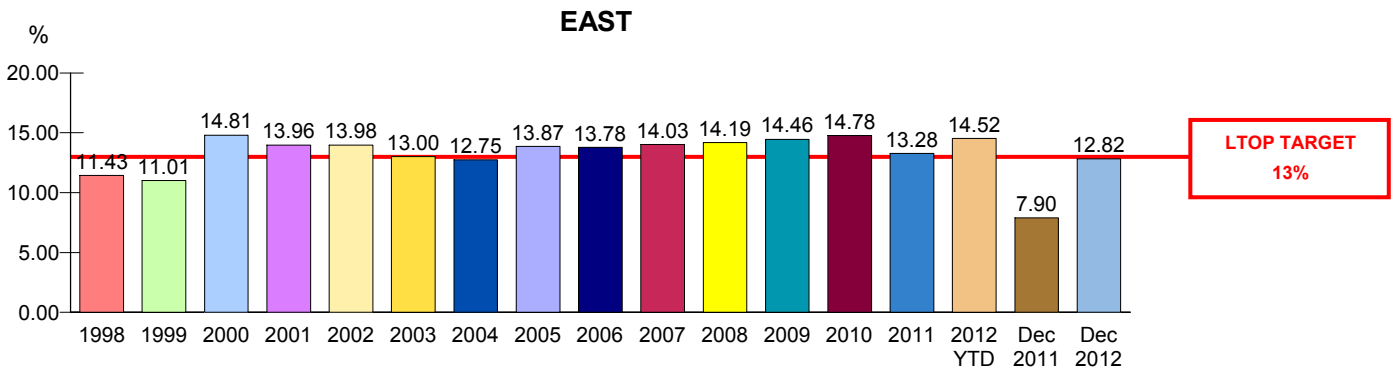
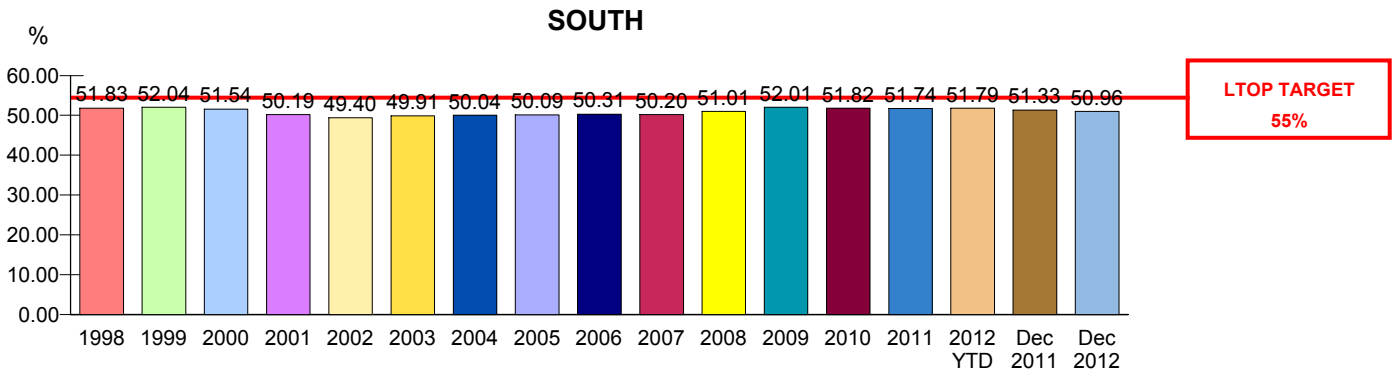
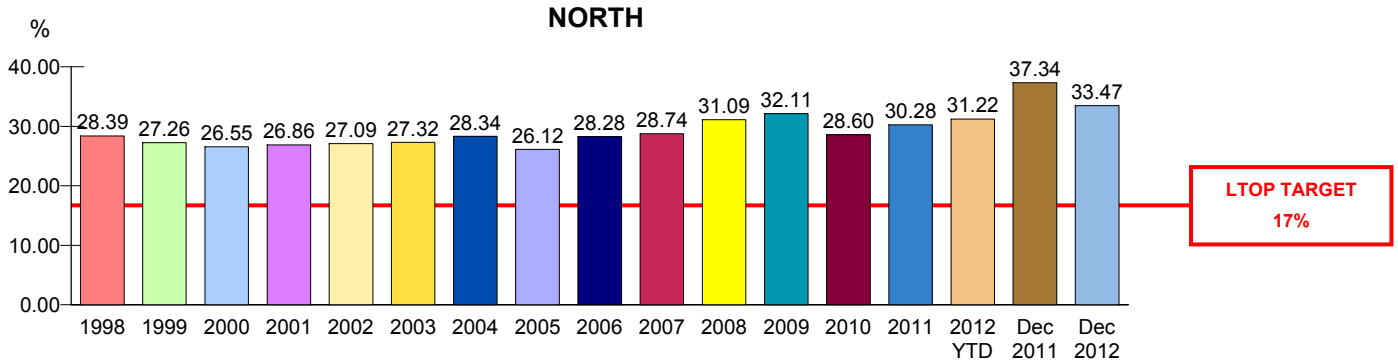
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

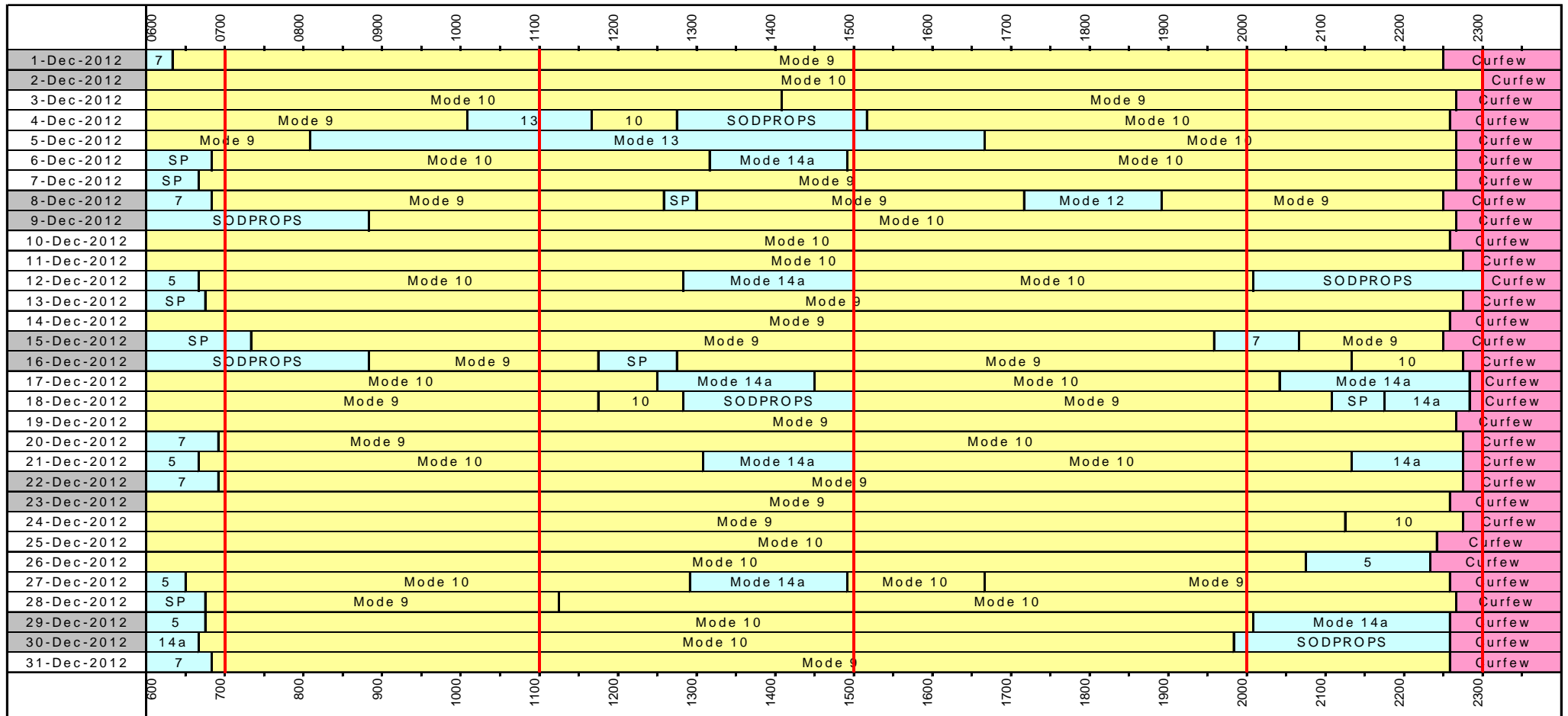
Time	2.28%	7.35%	4.66%	1.41%	0.00%	42.65%	36.80%	0.08%	1.31%	3.45%	0.00%	0.01%
Movements	0.51%	5.64%	3.48%	1.00%	0.00%	46.03%	39.37%	0.07%	1.20%	2.70%	0.00%	0.00%

## Runway End Impact to 31 December 2012

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



# Sydney Airport - Daily Mode Usage



**Weekend**

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

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

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

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **December 2012**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
03/12/2012	6:49	10:37	3:48
11/12/2012	6:47	9:36	2:49
12/12/2012	6:44	10:41	3:57
17/12/2012	6:41	9:28	2:47
21/12/2012	6:39	8:56	2:17

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

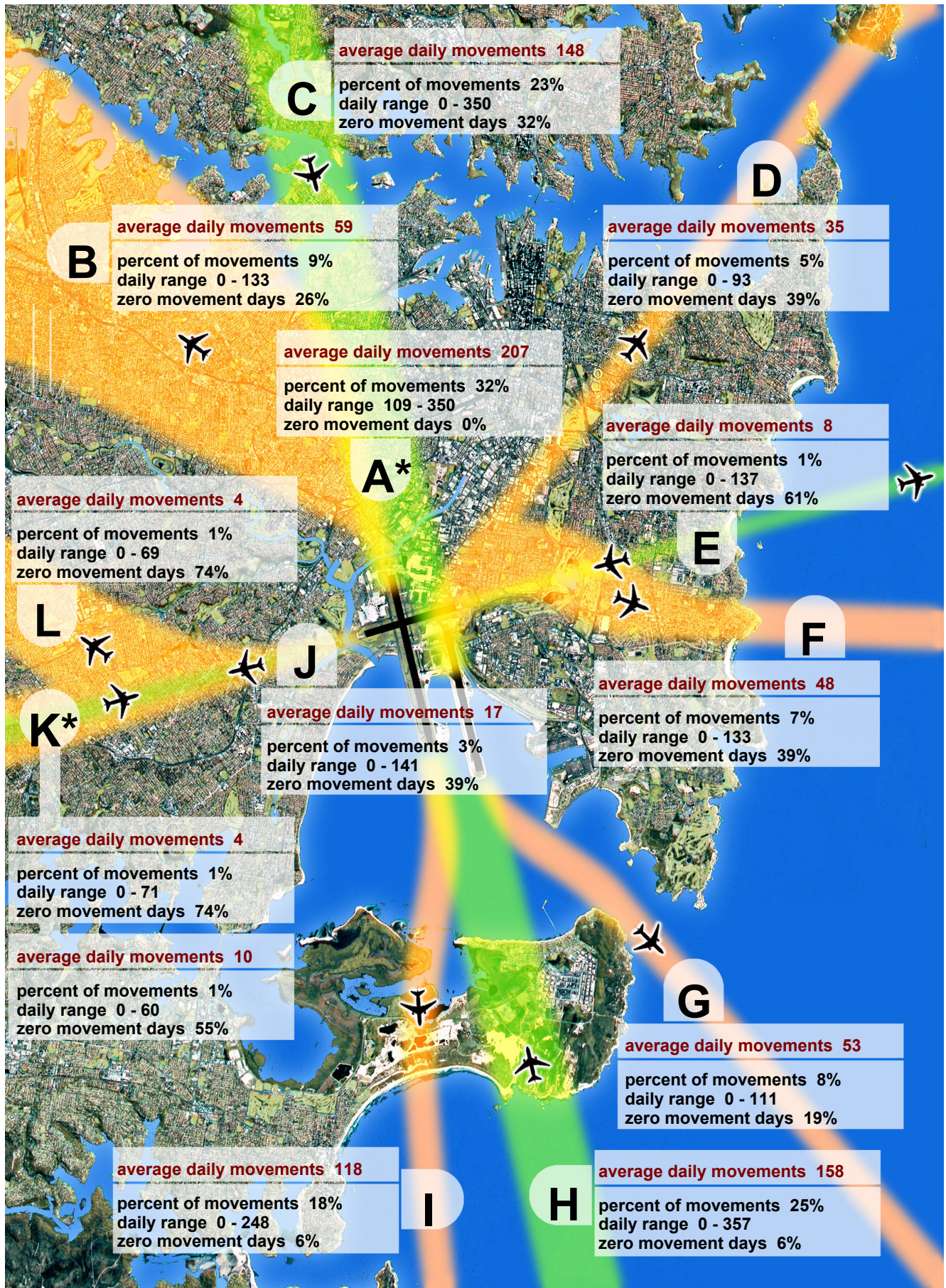
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
03/12/2012	135	60	75
11/12/2012	102	48	54
12/12/2012	134	64	70
17/12/2012	101	48	53
21/12/2012	76	33	43

## **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

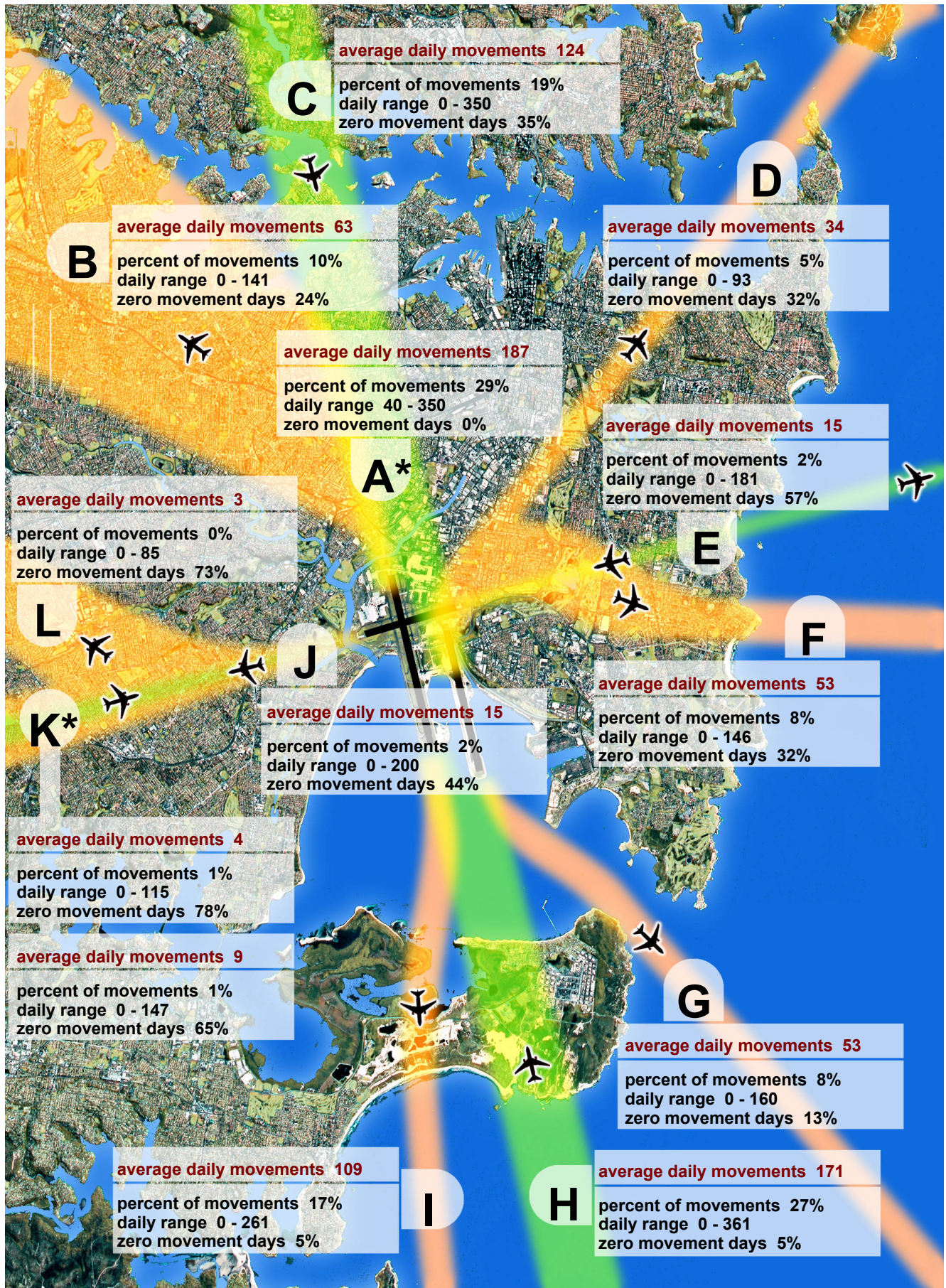
1 Dec 2012 to 31 Dec 2012, All Jets



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

# Sydney Airport : Jet Flight Path Movements

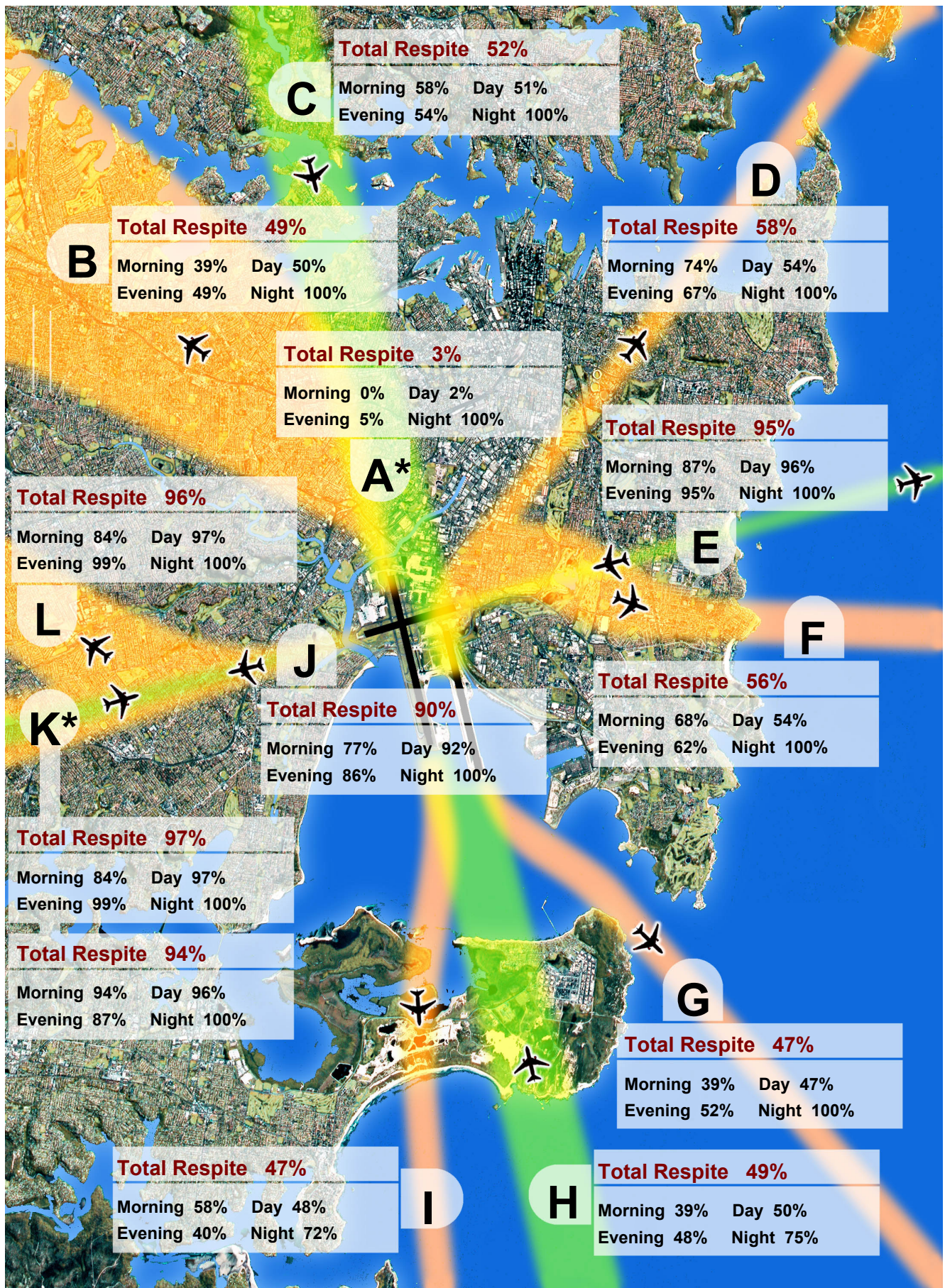
1 Jan 2012 to 31 Dec 2012, All Jets



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

# Sydney Airport : Jet Aircraft Respite (R60)

1 Dec 2012 to 31 Dec 2012, All Jets



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

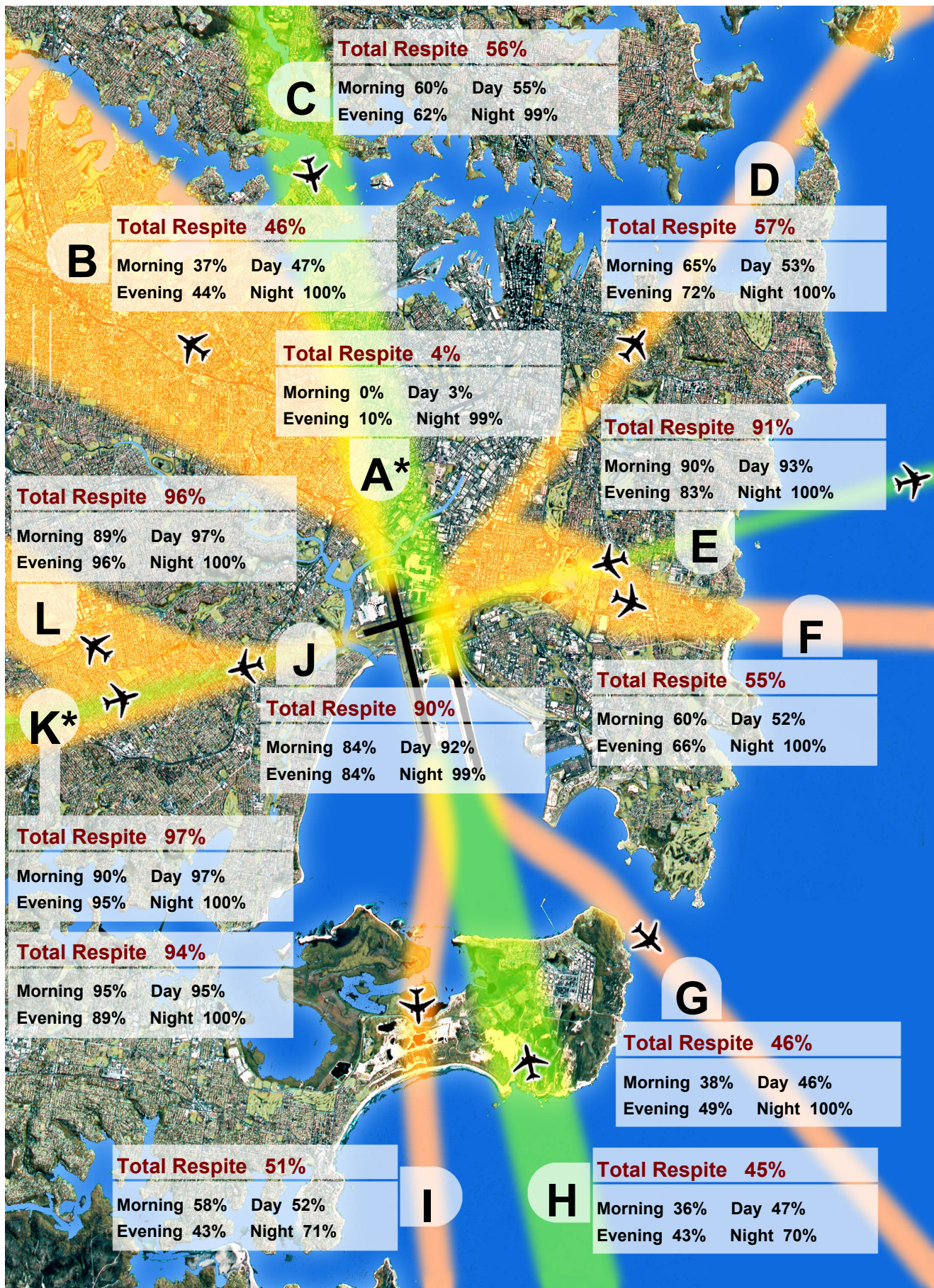
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2012 to 31 Dec 2012, All Jets



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

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

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

Total Respite: 06:00 to 23:00

## Sydney Airport - Jet Flight Path Movements (Explanation)

### January 2012 to December 2012

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

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

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">August 2012</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">November 2012</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">August 2012</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">May 2012</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">August 2012</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">August 2012</a> and <a href="#">Mode 7</a> was in <a href="#">July 2012</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<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 2012</a> , <a href="#">Mode 14A</a> in <a href="#">January 2012</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 January 2012 to December 2012, during which there were no movements.

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

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

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

**Curfew (Night)** is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 57%**. This means that over the period **January 2012 to December 2012 for 57%** 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 December 2012.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during December 2012 along with the Daily N70 values for the three months up to and including December are given in Table 1.

<i>Location</i>	<i>CNE Dec</i>	<i>Operational Days Dec</i>	<i>N70 Dec</i>	<i>N70 Nov</i>	<i>N70 Oct</i>
<i>Threshold rwy 34</i>	10,633	30.8	335	349	360
<i>Penshurst</i>	674	30.9	16	12	15
<i>Bexley</i>	730	30.9	21	13	17
<i>Sydenham</i>	5,570	30.9	179	194	187
<i>Johnston St. Annandale</i>	3,111	30.9	78	88	76
<i>Church St. St Peters</i>	4,661	30.9	110	120	108
<i>Leichhardt PEMU 36</i>	3,744	30.9	116	131	112
<i>Eastlakes</i>	2,070	30.9	57	58	62
<i>Coogee</i>	620	30.9	14	11	10
<i>Kurnell</i>	2,568	30.9	66	69	81
<i>Croydon</i>	520	30.9	12	13	14
<i>Hunters Hill</i>	5,753	30.9	85	97	85

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

The N70 values for December 2012 have also been calculated for six different periods:

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

These results are contained in Table 2.

<b>Runway 34L</b> AM 13 PM 43 Day 253 Night 9 WE_D 331 WE_N 7	<b>Penshurst</b> AM 1 PM 3 Day 11 Night 0 WE_D 19 WE_N 0	<b>Bexley</b> AM 1 PM 3 Day 15 Night 0 WE_D 22 WE_N 0	<b>Eastlakes</b> AM 2 PM 5 Day 45 Night 0 WE_D 71 WE_N 0
<b>Coogee</b> AM 1 PM 1 Day 13 Night 0 WE_D 8 WE_N 0	<b>Sydenham</b> AM 6 PM 27 Day 154 Night 1 WE_D 157 WE_N 0	<b>Leichhardt PEMU36</b> AM 4 PM 20 Day 111 Night 1 WE_D 70 WE_N 0	<b>Kurnell</b> AM 1 PM 6 Day 49 Night 0 WE_D 91 WE_N 0
<b>Annandale</b> AM 0 PM 10 Day 80 Night 0 WE_D 49 WE_N 0	<b>St Peters</b> AM 2 PM 13 Day 102 Night 0 WE_D 93 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 8 Night 0 WE_D 16 WE_N 0	<b>Hunters Hill</b> AM 3 PM 14 Day 81 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.*