

# **Sydney Airport Operational Statistics**

## December 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### December 2013

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

There were a total of 26,822 aircraft movements this month (daily average 865.23). Last month there were a total of 26,367 movements (daily average 878.90) and for the same month last year there were a total of 26,515 movements (daily average 855.32).

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

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 15 days and Mode 10 on 9 days. Crossing runway modes (including Sodprops) were used for 13.80% of non Curfew hours.

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

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

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

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

North 30.2% - This result is above the LTOP target and below the previous month (35.33%)

South 50.63% - This result is below the LTOP target and below the previous month (50.87%)

East 16.51% - This result is above the LTOP target and above the previous month (12.5%)

West 2.66% - This result is below the LTOP target and above the previous month (1.3%)

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

This procedure was used on 5, 12, 16 and 24 of December for a total of 8 hours and 17 minutes (ATIS time).

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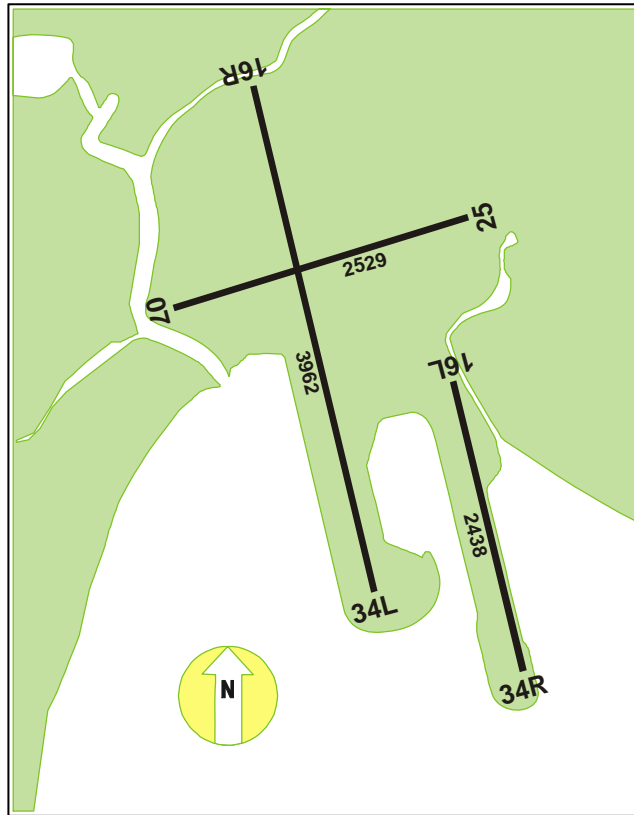
This report is available on the Internet at Airservices Australia website at

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

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

# Sydney Airport Runways



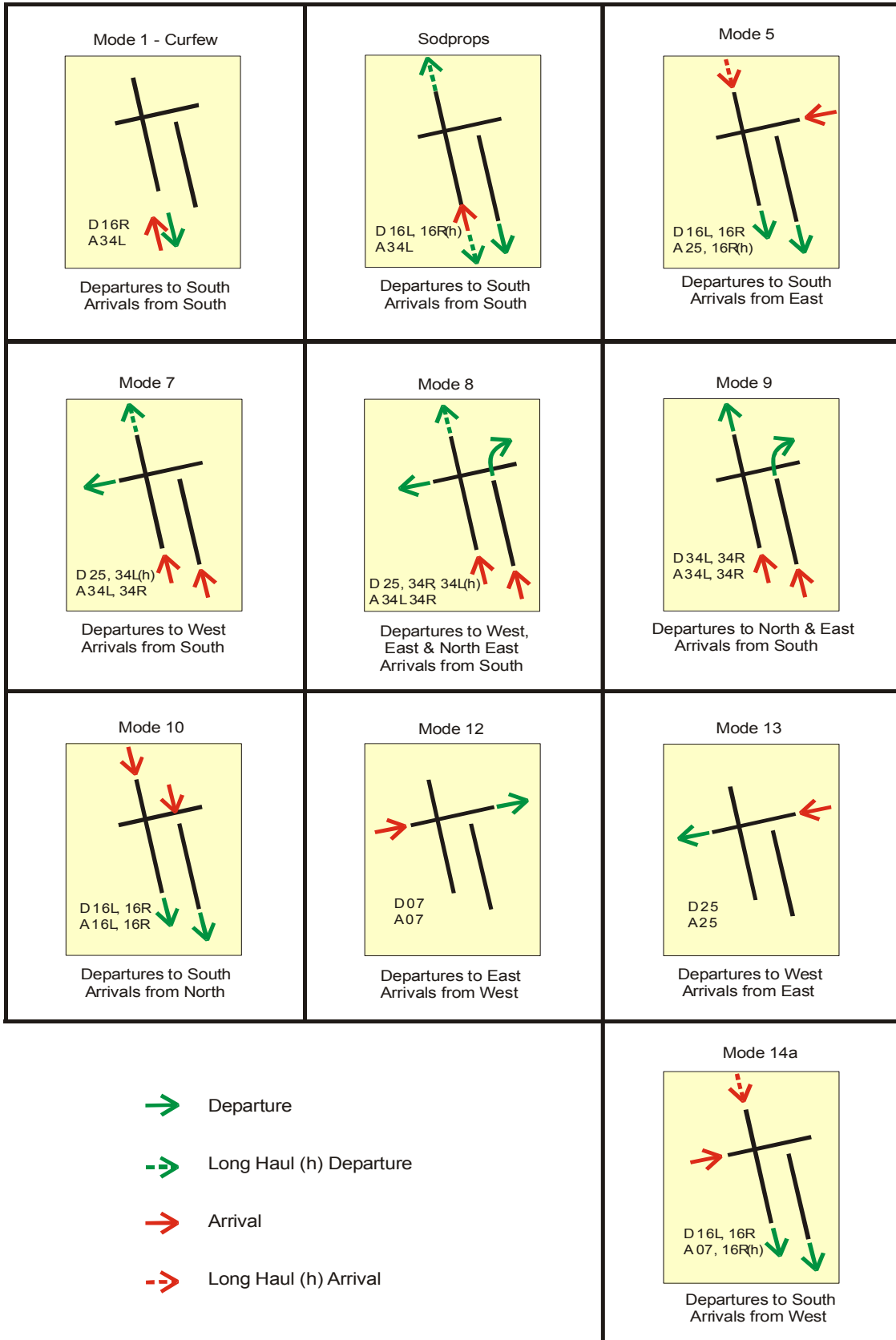
Runway numbers refer to the direction an aircraft is flying.

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

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

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

# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Dec-2013	1	0	1	141	111	252	166	245	411	1	16	17	87	26	113	14	26	40	0	0	0	834
02-Dec-2013	2	0	2	0	13	13	0	9	9	1	0	1	292	214	506	170	238	408	0	0	0	939
03-Dec-2013	1	0	1	0	12	12	0	7	7	0	0	0	299	200	499	162	227	389	0	0	0	908
04-Dec-2013	1	1	2	0	6	6	0	9	9	0	0	0	301	209	510	154	241	395	0	0	0	922
05-Dec-2013	0	1	1	86	58	144	113	148	261	191	179	370	40	45	85	27	19	46	0	0	0	907
06-Dec-2013	1	0	1	124	110	234	158	207	365	2	0	2	135	87	222	67	84	151	0	0	0	975
07-Dec-2013	130	0	130	0	47	47	3	116	119	0	8	8	166	99	265	76	87	163	0	0	0	732
08-Dec-2013	0	0	0	0	0	0	0	2	2	0	6	6	259	195	454	136	215	351	0	0	0	813
09-Dec-2013	0	0	0	0	11	11	0	3	3	1	0	1	299	217	516	173	247	420	0	0	0	951
10-Dec-2013	0	0	0	90	72	162	131	177	308	31	0	31	135	97	232	82	114	196	0	0	0	929
11-Dec-2013	17	0	17	0	9	9	1	23	24	0	0	0	284	218	502	156	215	371	0	0	0	923
12-Dec-2013	14	0	14	50	37	87	65	90	155	0	0	0	238	161	399	124	195	319	0	0	0	974
13-Dec-2013	1	0	1	49	47	96	39	74	113	0	0	0	245	167	412	159	210	369	0	0	0	991
14-Dec-2013	60	0	60	115	99	214	192	248	440	0	0	0	1	0	1	0	0	0	0	0	0	715
15-Dec-2013	58	0	58	131	118	249	204	299	503	0	0	0	2	0	2	0	0	0	0	0	0	812
16-Dec-2013	1	0	1	105	79	184	123	156	279	0	0	0	142	107	249	84	115	199	0	0	0	912
17-Dec-2013	2	0	2	0	0	0	0	11	11	0	0	0	290	204	494	160	234	394	0	0	0	901
18-Dec-2013	2	0	2	0	0	0	0	14	14	0	0	0	315	214	529	151	243	394	0	0	0	939
19-Dec-2013	0	0	0	0	11	11	0	12	12	0	0	0	307	200	507	184	261	445	0	0	0	975
20-Dec-2013	3	0	3	10	15	25	12	21	33	0	1	1	283	220	503	182	236	418	0	0	0	983
21-Dec-2013	0	0	0	158	117	275	227	259	486	11	1	12	0	0	0	0	0	0	0	0	0	773
22-Dec-2013	2	0	2	0	0	0	0	0	0	0	0	0	257	195	452	151	224	375	0	0	0	829
23-Dec-2013	8	0	8	80	58	138	108	136	244	0	0	0	135	108	243	94	124	218	0	0	0	851
24-Dec-2013	0	0	0	139	128	267	184	275	459	90	1	91	2	0	2	0	0	0	0	0	0	819
25-Dec-2013	0	0	0	0	0	0	0	2	2	0	10	10	262	145	407	63	172	235	0	0	0	654
26-Dec-2013	31	1	32	163	132	295	219	276	495	0	3	3	2	0	2	0	0	0	0	0	0	827
27-Dec-2013	57	0	57	161	127	288	202	305	507	0	0	0	13	3	16	1	8	9	0	0	0	877
28-Dec-2013	2	0	2	0	0	0	0	3	3	0	6	6	281	164	445	92	184	276	0	0	0	732
29-Dec-2013	16	0	16	146	119	265	221	283	504	0	0	0	3	0	3	0	0	0	0	0	0	788
30-Dec-2013	10	0	10	77	88	165	97	134	231	0	0	0	190	95	285	54	98	152	0	0	0	843
31-Dec-2013	61	0	61	54	89	143	86	141	227	0	1	1	159	79	238	43	81	124	0	0	0	794
<b>Total</b>	<b>481</b>	<b>3</b>	<b>484</b>	<b>1879</b>	<b>1713</b>	<b>3592</b>	<b>2551</b>	<b>3685</b>	<b>6236</b>	<b>328</b>	<b>232</b>	<b>560</b>	<b>5424</b>	<b>3669</b>	<b>9093</b>	<b>2759</b>	<b>4098</b>	<b>6857</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26822</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-2013	0	0	0	99	79	178	126	176	302	1	14	15	81	22	103	12	26	38	0	0	0	636
02-Dec-2013	2	0	2	0	13	13	0	6	6	1	0	1	236	136	372	102	198	300	0	0	0	694
03-Dec-2013	0	0	0	0	12	12	0	4	4	0	0	0	243	124	367	96	184	280	0	0	0	663
04-Dec-2013	0	1	1	0	6	6	0	7	7	0	0	0	238	129	367	99	202	301	0	0	0	682
05-Dec-2013	0	1	1	40	42	82	105	115	220	134	126	260	36	34	70	21	15	36	0	0	0	669
06-Dec-2013	1	0	1	78	79	157	115	151	266	1	0	1	117	57	174	45	71	116	0	0	0	715
07-Dec-2013	94	0	94	0	43	43	3	96	99	0	7	7	147	67	214	46	71	117	0	0	0	574
08-Dec-2013	0	0	0	0	0	0	0	1	1	0	6	6	218	126	344	87	182	269	0	0	0	620
09-Dec-2013	0	0	0	0	11	11	0	2	2	1	0	1	239	132	371	110	208	318	0	0	0	703
10-Dec-2013	0	0	0	57	47	104	96	130	226	29	0	29	114	60	174	43	95	138	0	0	0	671
11-Dec-2013	16	0	16	0	9	9	1	21	22	0	0	0	221	133	354	96	176	272	0	0	0	673
12-Dec-2013	9	0	9	25	23	48	59	62	121	0	0	0	187	104	291	84	165	249	0	0	0	718
13-Dec-2013	0	0	0	28	41	69	34	61	95	0	0	0	204	94	298	98	173	271	0	0	0	733
14-Dec-2013	56	0	56	72	75	147	158	204	362	0	0	0	0	0	0	0	0	0	0	0	0	565
15-Dec-2013	39	0	39	95	86	181	179	235	414	0	0	0	0	0	0	0	0	0	0	0	0	634
16-Dec-2013	0	0	0	60	54	114	100	115	215	0	0	0	121	75	196	62	100	162	0	0	0	687
17-Dec-2013	0	0	0	0	0	0	0	8	8	0	0	0	238	134	372	102	195	297	0	0	0	677
18-Dec-2013	0	0	0	0	0	0	0	12	12	0	0	0	252	139	391	99	205	304	0	0	0	707
19-Dec-2013	0	0	0	0	11	11	0	8	8	0	0	0	255	129	384	119	218	337	0	0	0	740
20-Dec-2013	0	0	0	7	15	22	12	20	32	0	0	0	226	146	372	127	196	323	0	0	0	749
21-Dec-2013	0	0	0	107	90	197	193	212	405	10	0	10	0	0	0	0	0	0	0	0	0	612
22-Dec-2013	0	0	0	0	0	0	0	0	0	0	0	0	218	137	355	108	190	298	0	0	0	653
23-Dec-2013	8	0	8	66	44	110	89	112	201	0	0	0	111	75	186	58	103	161	0	0	0	666
24-Dec-2013	0	0	0	86	94	180	161	219	380	71	0	71	2	0	2	0	0	0	0	0	0	633
25-Dec-2013	0	0	0	0	0	0	0	0	0	0	10	10	238	120	358	43	156	199	0	0	0	567
26-Dec-2013	20	0	20	122	97	219	190	225	415	0	2	2	0	0	0	0	0	0	0	0	0	656
27-Dec-2013	50	0	50	107	92	199	169	245	414	0	0	0	13	3	16	0	8	8	0	0	0	687
28-Dec-2013	0	0	0	0	0	0	0	1	1	0	5	5	244	127	371	59	159	218	0	0	0	595
29-Dec-2013	16	0	16	107	87	194	185	232	417	0	0	0	2	0	2	0	0	0	0	0	0	629
30-Dec-2013	8	0	8	44	69	113	92	108	200	0	0	0	152	66	218	44	85	129	0	0	0	668
31-Dec-2013	52	0	52	38	67	105	71	118	189	0	0	0	129	55	184	30	70	100	0	0	0	630
<b>Total</b>	<b>371</b>	<b>2</b>	<b>373</b>	<b>1238</b>	<b>1286</b>	<b>2524</b>	<b>2138</b>	<b>2906</b>	<b>5044</b>	<b>248</b>	<b>170</b>	<b>418</b>	<b>4482</b>	<b>2424</b>	<b>6906</b>	<b>1790</b>	<b>3451</b>	<b>5241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20506</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-2013	1	0	1	42	32	74	40	69	109	0	2	2	6	4	10	2	0	2	0	0	0	198
02-Dec-2013	0	0	0	0	0	0	0	3	3	0	0	0	56	78	134	68	40	108	0	0	0	245
03-Dec-2013	1	0	1	0	0	0	0	3	3	0	0	0	56	76	132	66	43	109	0	0	0	245
04-Dec-2013	1	0	1	0	0	0	0	2	2	0	0	0	63	80	143	55	39	94	0	0	0	240
05-Dec-2013	0	0	0	46	16	62	8	33	41	57	53	110	4	11	15	6	4	10	0	0	0	238
06-Dec-2013	0	0	0	46	31	77	43	56	99	1	0	1	18	30	48	22	13	35	0	0	0	260
07-Dec-2013	36	0	36	0	4	4	0	20	20	0	1	1	19	32	51	30	16	46	0	0	0	158
08-Dec-2013	0	0	0	0	0	0	0	1	1	0	0	0	41	69	110	49	33	82	0	0	0	193
09-Dec-2013	0	0	0	0	0	0	0	1	1	0	0	0	60	85	145	63	39	102	0	0	0	248
10-Dec-2013	0	0	0	33	25	58	35	47	82	2	0	2	21	37	58	39	19	58	0	0	0	258
11-Dec-2013	1	0	1	0	0	0	0	2	2	0	0	0	63	85	148	60	39	99	0	0	0	250
12-Dec-2013	5	0	5	25	14	39	6	28	34	0	0	0	51	57	108	40	30	70	0	0	0	256
13-Dec-2013	1	0	1	21	6	27	5	13	18	0	0	0	41	73	114	61	37	98	0	0	0	258
14-Dec-2013	4	0	4	43	24	67	34	44	78	0	0	0	1	0	1	0	0	0	0	0	0	150
15-Dec-2013	19	0	19	36	32	68	25	64	89	0	0	0	2	0	2	0	0	0	0	0	0	178
16-Dec-2013	1	0	1	45	25	70	23	41	64	0	0	0	21	32	53	22	15	37	0	0	0	225
17-Dec-2013	2	0	2	0	0	0	0	3	3	0	0	0	52	70	122	58	39	97	0	0	0	224
18-Dec-2013	2	0	2	0	0	0	0	2	2	0	0	0	63	75	138	52	38	90	0	0	0	232
19-Dec-2013	0	0	0	0	0	0	0	4	4	0	0	0	52	71	123	65	43	108	0	0	0	235
20-Dec-2013	3	0	3	3	0	3	0	1	1	0	1	1	57	74	131	55	40	95	0	0	0	234
21-Dec-2013	0	0	0	51	27	78	34	47	81	1	1	2	0	0	0	0	0	0	0	0	0	161
22-Dec-2013	2	0	2	0	0	0	0	0	0	0	0	0	39	58	97	43	34	77	0	0	0	176
23-Dec-2013	0	0	0	14	14	28	19	24	43	0	0	0	24	33	57	36	21	57	0	0	0	185
24-Dec-2013	0	0	0	53	34	87	23	56	79	19	1	20	0	0	0	0	0	0	0	0	0	186
25-Dec-2013	0	0	0	0	0	0	0	2	2	0	0	0	24	25	49	20	16	36	0	0	0	87
26-Dec-2013	11	1	12	41	35	76	29	51	80	0	1	1	2	0	2	0	0	0	0	0	0	171
27-Dec-2013	7	0	7	54	35	89	33	60	93	0	0	0	0	0	0	1	0	1	0	0	0	190
28-Dec-2013	2	0	2	0	0	0	0	2	2	0	1	1	37	37	74	33	25	58	0	0	0	137
29-Dec-2013	0	0	0	39	32	71	36	51	87	0	0	0	1	0	1	0	0	0	0	0	0	159
30-Dec-2013	2	0	2	33	19	52	5	26	31	0	0	0	38	29	67	10	13	23	0	0	0	175
31-Dec-2013	9	0	9	16	22	38	15	23	38	0	1	1	30	24	54	13	11	24	0	0	0	164
<b>Total</b>	<b>110</b>	<b>1</b>	<b>111</b>	<b>641</b>	<b>427</b>	<b>1068</b>	<b>413</b>	<b>779</b>	<b>1192</b>	<b>80</b>	<b>62</b>	<b>142</b>	<b>942</b>	<b>1245</b>	<b>2187</b>	<b>969</b>	<b>647</b>	<b>1616</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6316</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-2013	1	0	2	1	0	0	20	40	48	50	54	55	48	44	49	62	52	71	73	57	43	40	23	1	834
02-Dec-2013	0	1	2	1	0	0	35	74	68	71	76	59	57	46	48	59	57	65	72	50	37	30	28	3	939
03-Dec-2013	2	0	0	2	1	1	32	80	76	65	62	59	53	36	41	60	53	66	71	59	31	30	20	8	908
04-Dec-2013	3	1	2	2	2	0	32	71	71	60	63	50	60	45	48	61	55	63	66	66	37	30	27	7	922
05-Dec-2013	2	0	1	3	2	0	35	70	69	68	74	61	51	39	39	45	49	49	49	47	47	45	52	10	907
06-Dec-2013	2	2	0	3	2	0	37	64	63	69	58	70	61	48	48	60	64	64	70	68	44	47	30	1	975
07-Dec-2013	1	0	0	0	0	0	22	55	65	65	68	52	54	46	37	47	40	42	40	34	24	29	11	0	732
08-Dec-2013	0	1	1	0	0	1	19	38	47	49	61	48	55	33	52	62	52	65	65	61	44	33	26	0	813
09-Dec-2013	0	0	0	0	0	0	37	77	70	65	72	65	63	46	54	64	52	62	66	56	39	29	29	5	951
10-Dec-2013	4	2	0	3	3	2	42	79	76	61	63	56	55	43	53	53	56	59	68	56	31	35	24	5	929
11-Dec-2013	3	1	0	4	3	0	33	76	69	63	62	53	56	45	47	60	52	67	62	58	39	30	35	5	923
12-Dec-2013	1	1	0	2	5	1	35	73	69	69	67	64	55	45	44	62	55	67	71	66	54	34	30	4	974
13-Dec-2013	2	0	3	1	1	4	35	79	72	61	72	59	57	58	54	58	60	69	71	62	49	40	24	0	991
14-Dec-2013	0	0	1	0	0	0	23	52	65	59	61	57	51	46	38	46	35	40	38	36	25	25	17	0	715
15-Dec-2013	1	2	1	0	1	0	18	44	44	52	53	52	56	36	49	64	50	57	73	54	44	35	25	1	812
16-Dec-2013	0	0	0	0	0	0	32	67	65	61	62	65	64	54	44	53	54	65	64	53	42	34	28	5	912
17-Dec-2013	4	2	0	2	3	2	37	72	70	58	67	55	57	40	40	59	48	65	63	56	38	37	23	3	901
18-Dec-2013	6	3	0	1	5	2	34	74	69	59	68	54	52	50	46	55	54	64	69	57	46	34	34	3	939
19-Dec-2013	5	2	1	3	3	2	33	74	69	64	66	62	54	49	48	61	57	64	75	66	47	35	31	4	975
20-Dec-2013	5	0	1	3	3	0	31	79	71	60	64	63	63	50	50	61	62	61	75	68	49	34	28	2	983
21-Dec-2013	0	0	1	0	2	0	23	53	66	59	64	58	61	47	41	53	37	44	49	38	26	34	17	0	773
22-Dec-2013	1	0	0	0	0	0	19	37	43	54	60	52	57	39	44	60	53	67	74	62	39	38	30	0	829
23-Dec-2013	1	1	0	1	0	1	27	63	61	64	68	61	46	46	45	57	53	51	61	46	39	30	27	2	851
24-Dec-2013	2	0	0	3	2	0	30	63	65	54	63	56	46	45	45	55	45	59	62	44	33	29	17	1	819
25-Dec-2013	0	0	2	1	0	0	24	46	42	50	52	47	36	35	34	38	38	50	41	39	31	26	20	2	654
26-Dec-2013	0	2	2	2	0	2	30	58	61	49	65	54	51	39	45	59	49	57	60	53	39	29	21	0	827
27-Dec-2013	2	1	0	0	0	0	25	67	63	55	66	67	52	43	53	56	54	61	66	44	41	40	20	1	877
28-Dec-2013	2	1	1	0	0	1	21	53	61	57	63	51	59	40	41	45	38	48	44	34	28	30	13	1	732
29-Dec-2013	0	1	1	0	1	1	21	41	48	46	55	53	54	36	51	55	52	62	61	52	36	35	24	2	788
30-Dec-2013	0	0	1	0	0	0	30	55	65	54	67	60	49	43	47	59	51	63	63	47	31	29	26	3	843
31-Dec-2013	4	0	1	4	2	0	35	54	63	54	63	56	53	37	49	46	48	52	59	41	30	29	13	1	794
<b>Total</b>	<b>54</b>	<b>24</b>	<b>24</b>	<b>42</b>	<b>41</b>	<b>20</b>	<b>907</b>	<b>1928</b>	<b>1954</b>	<b>1825</b>	<b>1979</b>	<b>1774</b>	<b>1686</b>	<b>1349</b>	<b>1424</b>	<b>1735</b>	<b>1575</b>	<b>1839</b>	<b>1941</b>	<b>1630</b>	<b>1183</b>	<b>1035</b>	<b>773</b>	<b>80</b>	<b>26822</b>
<b>Avg.</b>	<b>1.74</b>	<b>0.77</b>	<b>0.77</b>	<b>1.35</b>	<b>1.32</b>	<b>0.65</b>	<b>29.26</b>	<b>62.19</b>	<b>63.03</b>	<b>58.87</b>	<b>63.84</b>	<b>57.23</b>	<b>54.39</b>	<b>43.52</b>	<b>45.94</b>	<b>55.97</b>	<b>50.81</b>	<b>59.32</b>	<b>62.61</b>	<b>52.58</b>	<b>38.16</b>	<b>33.39</b>	<b>24.94</b>	<b>2.58</b>	<b>865.23</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-2013	0	0	2	1	0	0	13	22	21	25	23	22	16	21	25	31	21	40	37	28	23	27	12	0	410
02-Dec-2013	0	1	2	0	0	0	14	38	40	31	39	27	24	21	26	24	30	34	35	24	22	23	9	1	465
03-Dec-2013	1	0	0	2	1	0	17	44	40	29	31	33	22	17	24	24	23	39	34	27	21	20	7	6	462
04-Dec-2013	0	0	2	2	0	0	13	39	37	27	31	21	29	24	23	24	25	35	35	31	23	20	10	5	456
05-Dec-2013	0	0	1	3	0	0	16	35	36	40	35	29	19	14	24	22	23	25	24	23	23	28	34	3	457
06-Dec-2013	0	0	0	3	0	0	18	28	36	38	25	37	27	21	25	28	31	35	36	25	26	33	15	0	487
07-Dec-2013	1	0	0	0	0	0	14	32	35	30	33	22	25	24	24	20	19	23	16	21	15	17	4	0	375
08-Dec-2013	0	0	1	0	0	1	12	21	22	24	26	22	18	15	26	25	24	35	35	28	26	25	9	0	395
09-Dec-2013	0	0	0	0	0	0	15	43	36	29	40	33	21	26	28	27	26	33	33	24	25	17	14	3	473
10-Dec-2013	1	1	0	3	1	0	21	42	40	29	29	29	25	22	27	25	27	32	29	30	20	22	12	2	469
11-Dec-2013	1	0	0	2	1	0	16	41	36	28	32	24	22	23	25	25	26	37	32	23	21	22	18	3	458
12-Dec-2013	1	0	0	1	2	1	16	36	38	37	31	32	22	22	22	30	20	39	41	27	35	21	15	2	491
13-Dec-2013	0	0	2	0	1	3	12	44	38	28	36	29	24	30	26	26	23	37	40	28	29	25	12	0	493
14-Dec-2013	0	0	1	0	0	0	14	30	35	25	30	28	21	27	21	19	17	23	18	20	14	18	7	0	368
15-Dec-2013	1	0	0	0	1	0	9	28	21	22	24	20	20	18	24	29	22	32	36	30	24	23	11	0	395
16-Dec-2013	0	0	0	0	0	0	16	33	38	29	29	34	26	24	24	25	25	34	35	24	22	23	11	3	455
17-Dec-2013	1	1	0	1	3	0	19	38	43	25	34	23	27	21	21	22	21	38	29	28	22	24	9	2	452
18-Dec-2013	3	1	0	1	3	1	16	39	33	31	33	26	22	25	25	22	23	37	37	24	28	22	15	1	468
19-Dec-2013	2	0	1	2	1	2	12	39	41	31	31	33	22	22	29	23	26	37	43	26	28	25	14	1	491
20-Dec-2013	2	0	1	2	1	0	15	43	35	29	32	33	21	27	28	25	26	34	41	30	27	21	16	1	490
21-Dec-2013	0	0	0	0	1	0	13	31	34	28	28	30	25	28	23	21	19	26	27	17	15	25	5	0	396
22-Dec-2013	1	0	0	0	0	0	9	21	23	24	29	19	20	21	23	25	25	43	35	31	23	25	13	0	410
23-Dec-2013	1	0	0	1	0	1	12	35	31	31	32	31	19	24	21	24	26	28	35	18	24	19	12	0	425
24-Dec-2013	0	0	0	3	0	0	14	36	33	24	29	28	21	21	25	26	18	34	34	25	18	18	8	0	415
25-Dec-2013	0	0	2	0	0	0	12	26	21	23	25	19	17	17	19	14	20	28	19	19	20	14	9	1	325
26-Dec-2013	0	0	2	0	0	2	12	32	31	23	30	23	23	19	25	23	24	31	33	28	24	19	11	0	415
27-Dec-2013	0	1	0	0	0	0	14	31	30	26	35	32	21	21	29	25	21	34	36	21	23	24	10	0	434
28-Dec-2013	2	1	0	0	0	0	12	32	30	23	30	26	26	20	26	20	20	27	18	20	17	21	4	0	375
29-Dec-2013	0	1	0	0	0	1	11	20	21	21	29	21	21	19	26	22	24	37	29	27	19	24	11	2	386
30-Dec-2013	0	0	1	0	0	0	14	29	33	27	32	28	20	23	25	24	27	35	35	22	19	18	14	2	428
31-Dec-2013	1	0	1	1	1	0	15	29	33	27	31	24	26	19	26	21	21	31	30	21	20	19	6	0	403
<b>Total</b>	<b>19</b>	<b>7</b>	<b>19</b>	<b>28</b>	<b>17</b>	<b>12</b>	<b>436</b>	<b>1037</b>	<b>1021</b>	<b>864</b>	<b>954</b>	<b>838</b>	<b>692</b>	<b>676</b>	<b>765</b>	<b>741</b>	<b>723</b>	<b>1033</b>	<b>997</b>	<b>770</b>	<b>696</b>	<b>682</b>	<b>357</b>	<b>38</b>	<b>13422</b>
<b>Avg.</b>	<b>0.61</b>	<b>0.23</b>	<b>0.61</b>	<b>0.90</b>	<b>0.55</b>	<b>0.39</b>	<b>14.06</b>	<b>33.45</b>	<b>32.94</b>	<b>27.87</b>	<b>30.77</b>	<b>27.03</b>	<b>22.32</b>	<b>21.81</b>	<b>24.68</b>	<b>23.90</b>	<b>23.32</b>	<b>33.32</b>	<b>32.16</b>	<b>24.84</b>	<b>22.45</b>	<b>22.00</b>	<b>11.52</b>	<b>1.23</b>	<b>432.97</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-2013	1	0	0	0	0	0	7	18	27	25	31	33	32	23	24	31	31	31	36	29	20	13	11	1	424
02-Dec-2013	0	0	0	1	0	0	21	36	28	40	37	32	33	25	22	35	27	31	37	26	15	7	19	2	474
03-Dec-2013	1	0	0	0	0	1	15	36	36	36	31	26	31	19	17	36	30	27	37	32	10	10	13	2	446
04-Dec-2013	3	1	0	0	2	0	19	32	34	33	32	29	31	21	25	37	30	28	31	35	14	10	17	2	466
05-Dec-2013	2	0	0	0	2	0	19	35	33	28	39	32	32	25	15	23	26	24	25	24	24	17	18	7	450
06-Dec-2013	2	2	0	0	2	0	19	36	27	31	33	33	34	27	23	32	33	29	34	43	18	14	15	1	488
07-Dec-2013	0	0	0	0	0	0	8	23	30	35	35	30	29	22	13	27	21	19	24	13	9	12	7	0	357
08-Dec-2013	0	1	0	0	0	0	7	17	25	25	35	26	37	18	26	37	28	30	30	33	18	8	17	0	418
09-Dec-2013	0	0	0	0	0	0	22	34	34	36	32	32	42	20	26	37	26	29	33	32	14	12	15	2	478
10-Dec-2013	3	1	0	0	2	2	21	37	36	32	34	27	30	21	26	28	29	27	39	26	11	13	12	3	460
11-Dec-2013	2	1	0	2	2	0	17	35	33	35	30	29	34	22	22	35	26	30	30	35	18	8	17	2	465
12-Dec-2013	0	1	0	1	3	0	19	37	31	32	36	32	33	23	22	32	35	28	30	39	19	13	15	2	483
13-Dec-2013	2	0	1	1	0	1	23	35	34	33	36	30	33	28	28	32	37	32	31	34	20	15	12	0	498
14-Dec-2013	0	0	0	0	0	0	9	22	30	34	31	29	30	19	17	27	18	17	20	16	11	7	10	0	347
15-Dec-2013	0	2	1	0	0	0	9	16	23	30	29	32	36	18	25	35	28	25	37	24	20	12	14	1	417
16-Dec-2013	0	0	0	0	0	0	16	34	27	32	33	31	38	30	20	28	29	31	29	29	20	11	17	2	457
17-Dec-2013	3	1	0	1	0	2	18	34	27	33	33	32	30	19	19	37	27	27	34	28	16	13	14	1	449
18-Dec-2013	3	2	0	0	2	1	18	35	36	28	35	28	30	25	21	33	31	27	32	33	18	12	19	2	471
19-Dec-2013	3	2	0	1	2	0	21	35	28	33	35	29	32	27	19	38	31	27	32	40	19	10	17	3	484
20-Dec-2013	3	0	0	1	2	0	16	36	36	31	32	30	42	23	22	36	36	27	34	38	22	13	12	1	493
21-Dec-2013	0	0	1	0	1	0	10	22	32	31	36	28	36	19	18	32	18	18	22	21	11	9	12	0	377
22-Dec-2013	0	0	0	0	0	0	10	16	20	30	31	33	37	18	21	35	28	24	39	31	16	13	17	0	419
23-Dec-2013	0	1	0	0	0	0	15	28	30	33	36	30	27	22	24	33	27	23	26	28	15	11	15	2	426
24-Dec-2013	2	0	0	0	2	0	16	27	32	30	34	28	25	24	20	29	27	25	28	19	15	11	9	1	404
25-Dec-2013	0	0	0	1	0	0	12	20	21	27	27	28	19	18	15	24	18	22	22	20	11	12	11	1	329
26-Dec-2013	0	2	0	2	0	0	18	26	30	26	35	31	28	20	20	36	25	26	27	25	15	10	10	0	412
27-Dec-2013	2	0	0	0	0	0	11	36	33	29	31	35	31	22	24	31	33	27	30	23	18	16	10	1	443
28-Dec-2013	0	0	1	0	0	1	9	21	31	34	33	25	33	20	15	25	18	21	26	14	11	9	9	1	357
29-Dec-2013	0	0	1	0	1	0	10	21	27	25	26	32	33	17	25	33	28	25	32	25	17	11	13	0	402
30-Dec-2013	0	0	0	0	0	0	16	26	32	27	35	32	29	20	22	35	24	28	28	25	12	11	12	1	415
31-Dec-2013	3	0	0	3	1	0	20	25	30	27	32	32	27	18	23	25	27	21	29	20	10	10	7	1	391
<b>Total</b>	<b>35</b>	<b>17</b>	<b>5</b>	<b>14</b>	<b>24</b>	<b>8</b>	<b>471</b>	<b>891</b>	<b>933</b>	<b>961</b>	<b>1025</b>	<b>936</b>	<b>994</b>	<b>673</b>	<b>659</b>	<b>994</b>	<b>852</b>	<b>806</b>	<b>944</b>	<b>860</b>	<b>487</b>	<b>353</b>	<b>416</b>	<b>42</b>	<b>13400</b>
<b>Avg.</b>	<b>1.13</b>	<b>0.55</b>	<b>0.16</b>	<b>0.45</b>	<b>0.77</b>	<b>0.26</b>	<b>15.19</b>	<b>28.74</b>	<b>30.10</b>	<b>31.00</b>	<b>33.06</b>	<b>30.19</b>	<b>32.06</b>	<b>21.71</b>	<b>21.26</b>	<b>32.06</b>	<b>27.48</b>	<b>26.00</b>	<b>30.45</b>	<b>27.74</b>	<b>15.71</b>	<b>11.39</b>	<b>13.42</b>	<b>1.35</b>	<b>432.26</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-13	07:00	00:30	-	-	01:25	-	03:13	11:50	-	-	-	-	-
02-Dec-13	07:00	00:23	00:51	-	-	-	15:44	-	-	-	-	-	-
03-Dec-13	07:00	00:15	00:47	-	-	-	15:56	-	-	-	-	-	-
04-Dec-13	07:00	00:06	00:36	-	-	-	16:16	-	-	-	-	-	-
05-Dec-13	07:00	00:14	-	-	-	-	01:57	06:19	-	08:27	-	-	-
06-Dec-13	07:00	00:19	00:30	-	-	-	06:31	09:37	-	-	-	-	-
07-Dec-13	07:00	00:27	04:02	-	01:03	-	05:17	-	-	-	06:08	-	-
08-Dec-13	07:00	00:23	-	-	01:04	-	15:31	-	-	-	-	-	-
09-Dec-13	07:00	00:15	00:43	-	-	-	16:00	-	-	-	-	-	-
10-Dec-13	07:00	00:12	-	01:46	-	-	06:46	08:13	-	-	-	-	-
11-Dec-13	07:00	-	01:15	-	-	-	14:52	-	-	-	00:52	-	-
12-Dec-13	07:00	00:14	-	-	-	-	12:42	03:13	-	-	00:48	-	-
13-Dec-13	07:00	00:26	00:44	-	-	-	12:52	02:55	-	-	-	-	-
14-Dec-13	07:00	00:24	-	-	-	-	-	12:26	-	-	04:08	-	-
15-Dec-13	07:00	00:12	-	-	-	-	-	13:48	-	-	02:58	-	-
16-Dec-13	07:00	00:17	-	-	-	-	08:59	07:42	-	-	-	-	-
17-Dec-13	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
18-Dec-13	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
19-Dec-13	07:00	00:17	00:45	-	-	-	15:56	-	-	-	-	-	-
20-Dec-13	07:00	00:21	00:46	-	-	-	15:01	00:49	-	-	-	-	-
21-Dec-13	07:00	00:18	-	00:58	-	-	-	15:42	-	-	-	-	-
22-Dec-13	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
23-Dec-13	07:00	00:20	-	-	-	-	08:08	07:26	-	-	01:03	-	-
24-Dec-13	07:00	00:30	-	04:56	-	-	-	11:32	-	-	-	-	-
25-Dec-13	07:00	00:27	-	-	01:01	-	15:30	-	-	-	-	-	-
26-Dec-13	07:00	00:16	-	-	-	-	-	15:17	-	-	01:25	-	-
27-Dec-13	07:00	00:19	-	-	-	-	01:01	12:47	-	-	02:50	-	-
28-Dec-13	07:00	00:28	-	-	00:43	-	15:47	-	-	-	-	-	-
29-Dec-13	07:00	00:22	-	-	-	-	-	15:37	-	-	00:59	-	-
30-Dec-13	07:00	00:20	01:45	-	-	-	07:57	06:07	-	-	00:48	-	-
31-Dec-13	07:00	00:34	02:14	-	-	-	05:24	05:19	-	-	03:26	-	-
<b>Total</b>	<b>217:00</b>	<b>10:41</b>	<b>15:04</b>	<b>07:41</b>	<b>05:18</b>	<b>00:00</b>	<b>287:26</b>	<b>166:48</b>	<b>00:00</b>	<b>08:27</b>	<b>25:30</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.03%</b>	<b>2.86%</b>	<b>1.46%</b>	<b>1.01%</b>	<b>0.00%</b>	<b>54.55%</b>	<b>31.65%</b>	<b>0.00%</b>	<b>1.60%</b>	<b>4.84%</b>	<b>0.00%</b>	<b>0.00%</b>

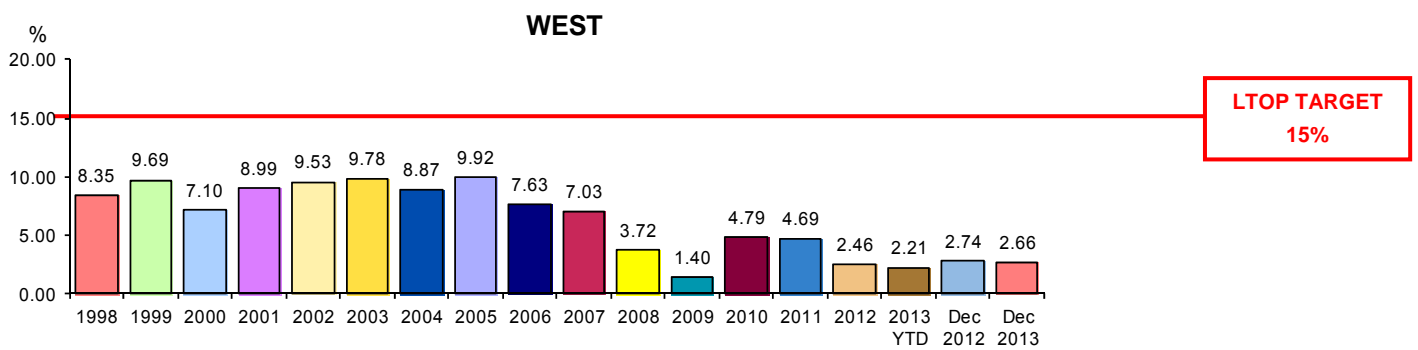
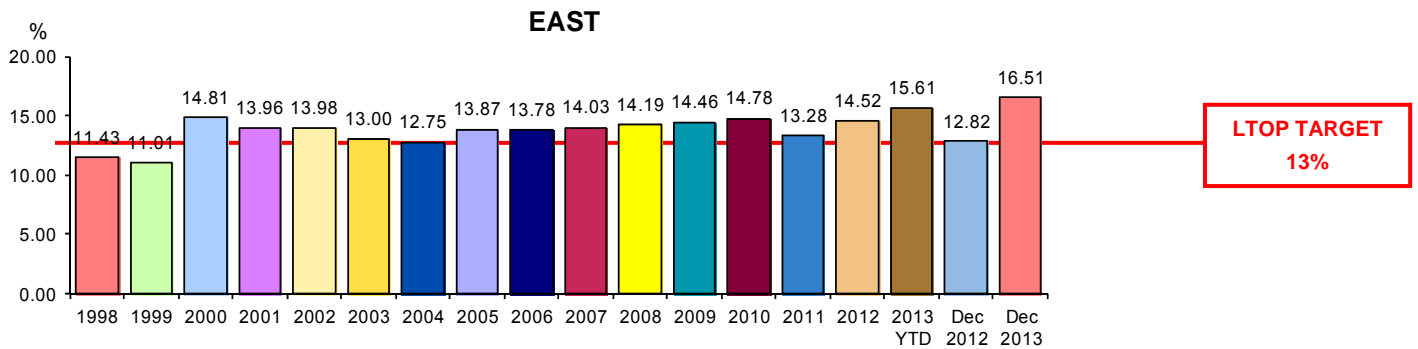
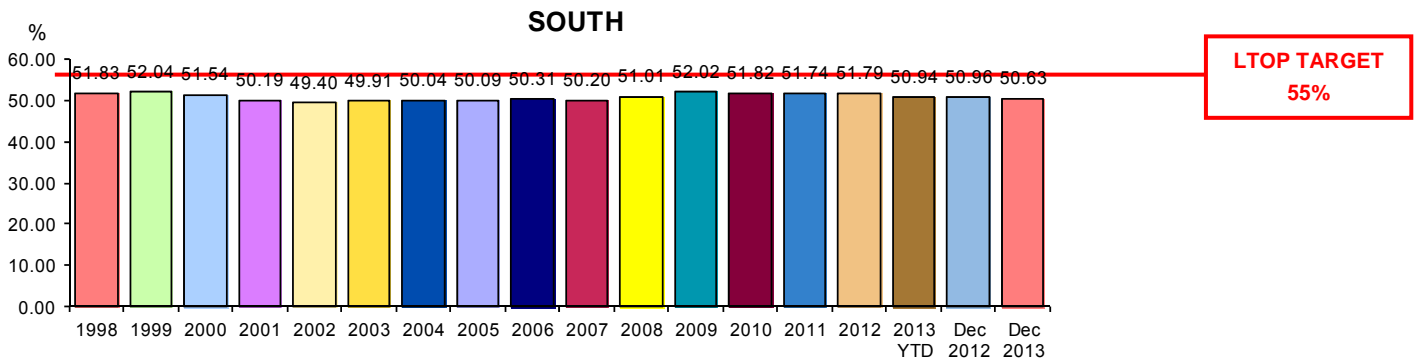
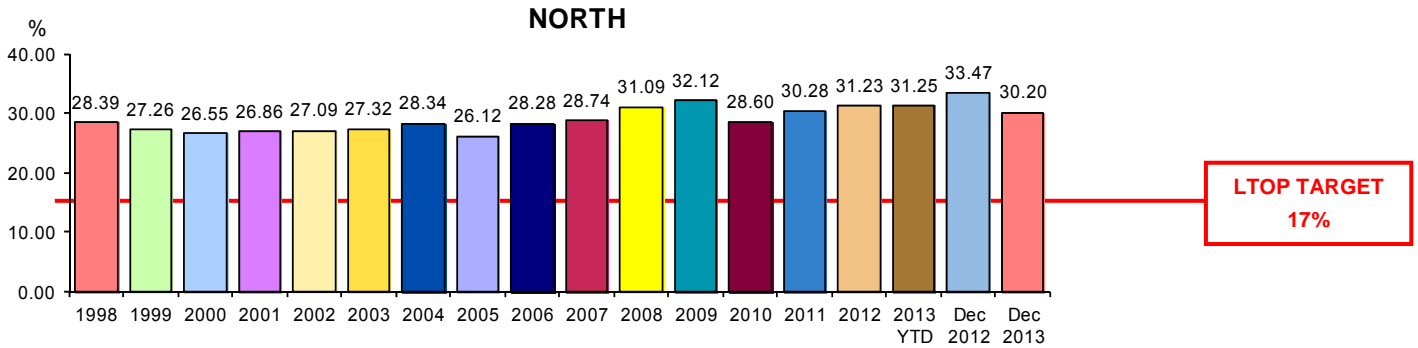
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2013

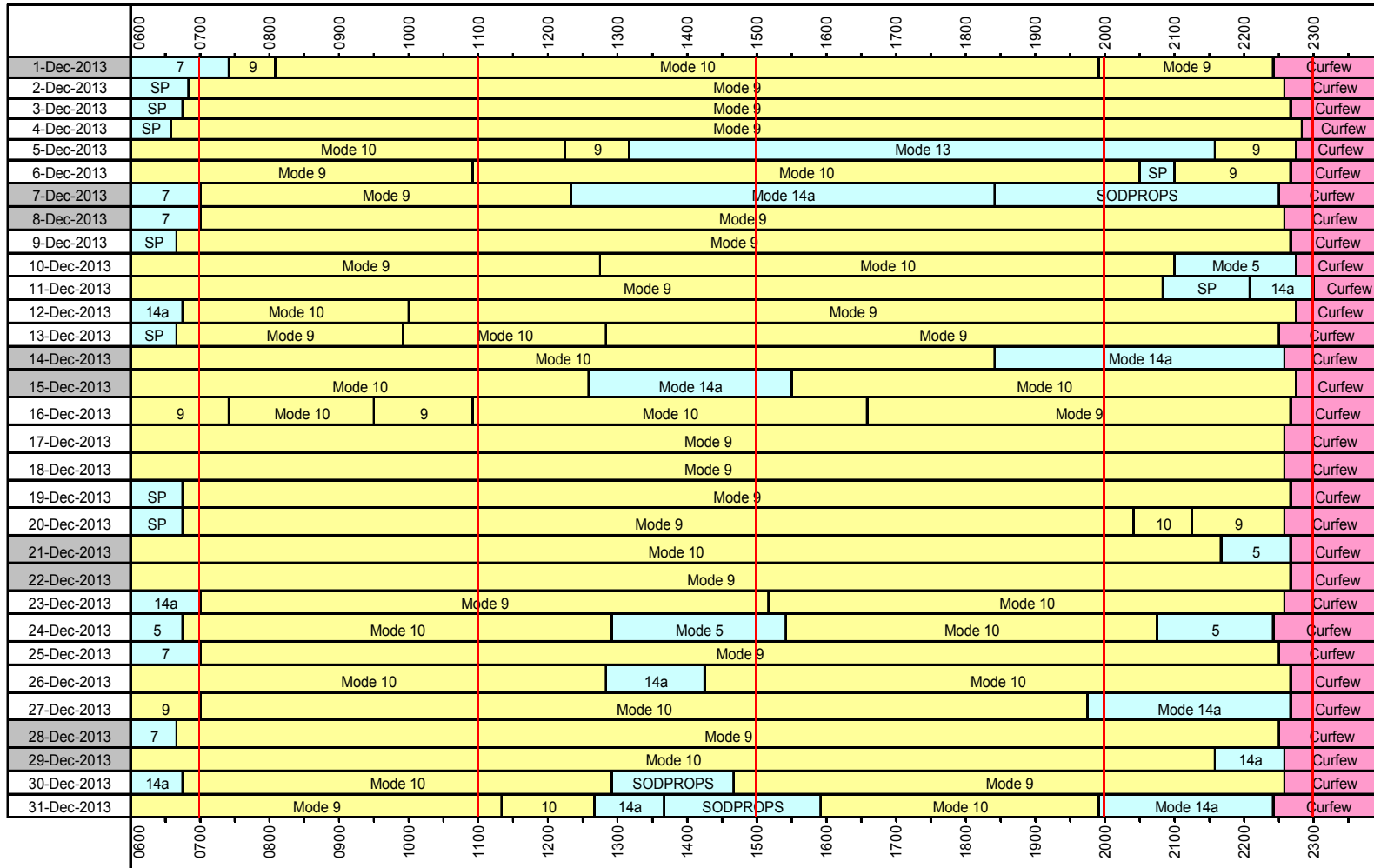
<b>Time</b>	<b>2.21%</b>	<b>5.67%</b>	<b>4.01%</b>	<b>1.91%</b>	<b>0.00%</b>	<b>46.69%</b>	<b>35.59%</b>	<b>0.66%</b>	<b>1.30%</b>	<b>1.95%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.47%</b>	<b>3.94%</b>	<b>2.99%</b>	<b>1.41%</b>	<b>0.00%</b>	<b>50.49%</b>	<b>37.60%</b>	<b>0.51%</b>	<b>1.21%</b>	<b>1.39%</b>	<b>0.00%</b>	<b>0.00%</b>

# Runway End Impact to 31 December 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 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 2013**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
5/12/2013	07:04	08:00	0:56
5/12/2013	08:53	10:15	1:22
12/12/2013	06:55	09:34	2:39
16/12/2013	06:59	08:56	1:57
24/12/2013	07:09	08:32	1:23

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

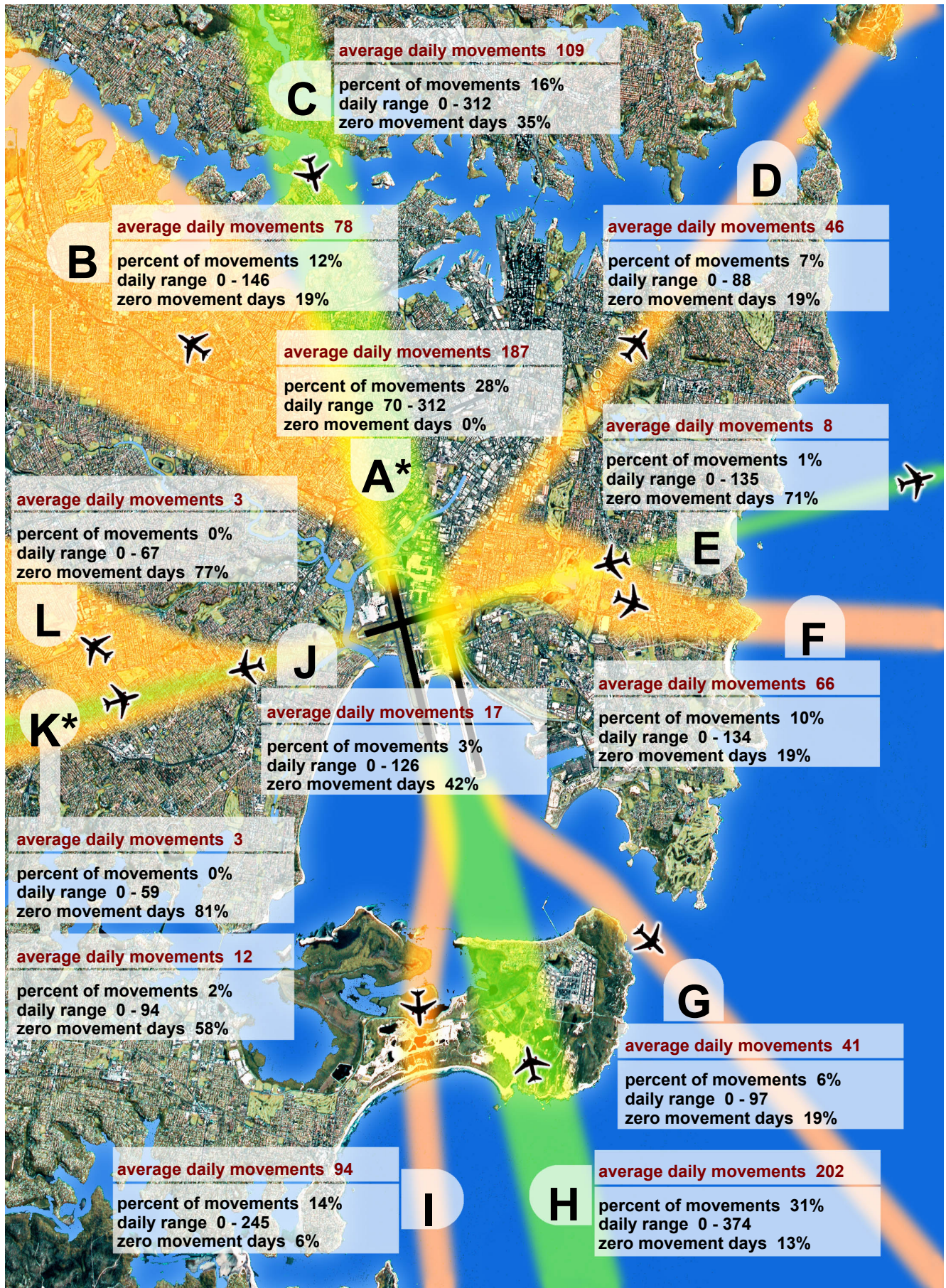
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
5/12/2013	84	37	47
12/12/2013	98	44	54
16/12/2013	59	28	31
24/12/2013	52	23	29

## **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

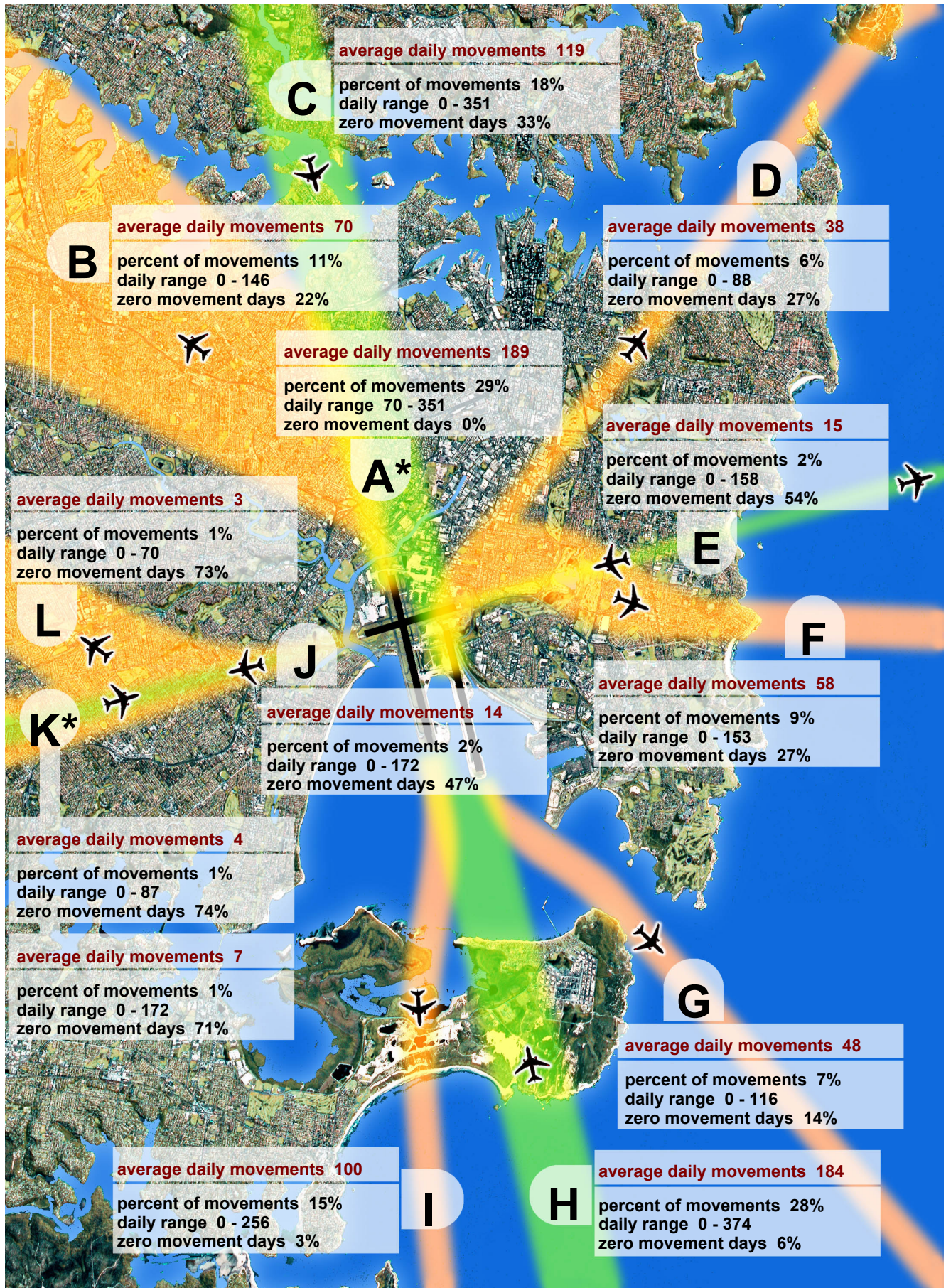
1 Dec 2013 to 31 Dec 2013, All Jets



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

# Sydney Airport : Jet Flight Path Movements

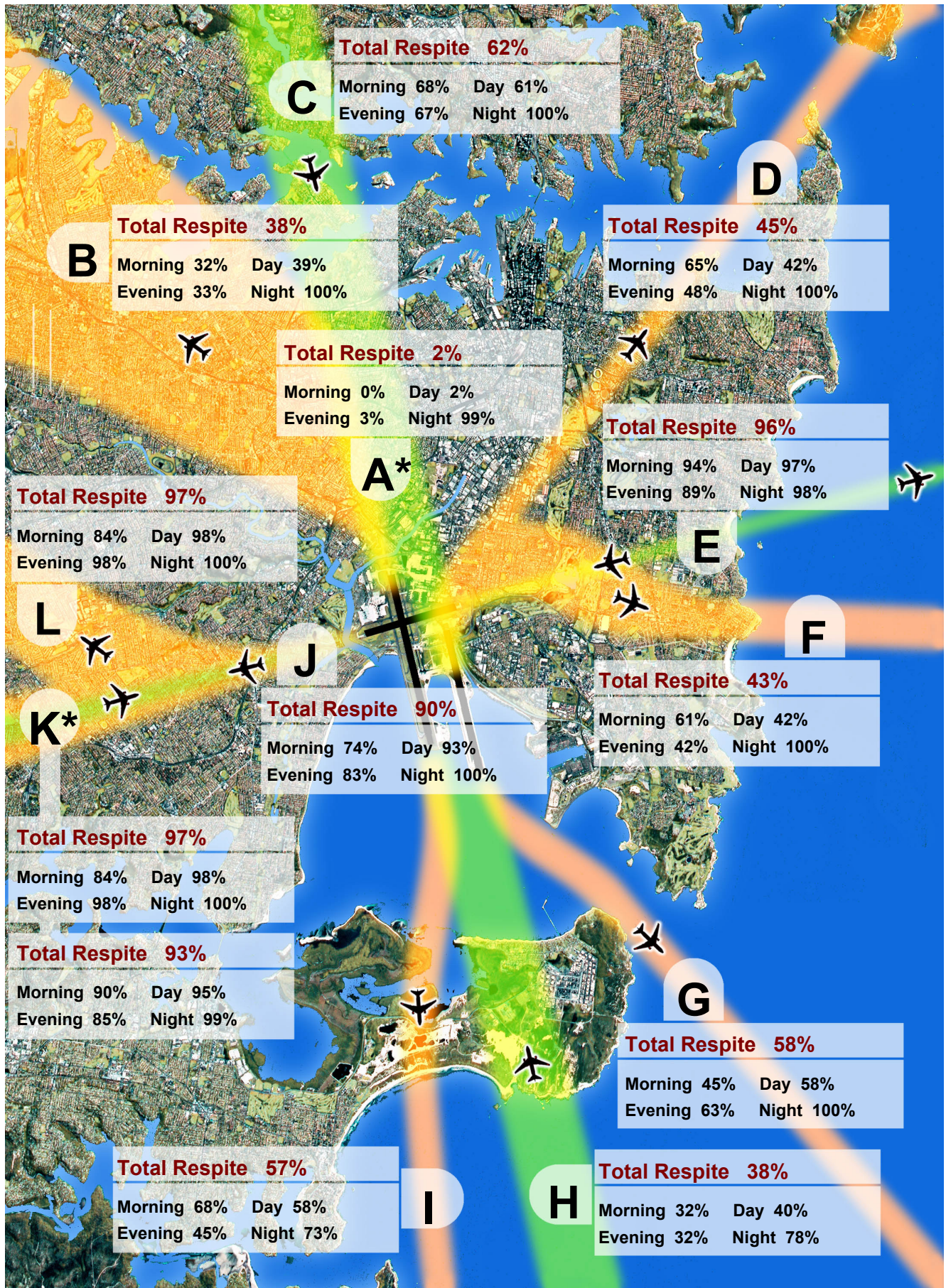
1 Jan 2013 to 31 Dec 2013, All Jets



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

# Sydney Airport : Jet Aircraft Respite (R60)

1 Dec 2013 to 31 Dec 2013, All Jets



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

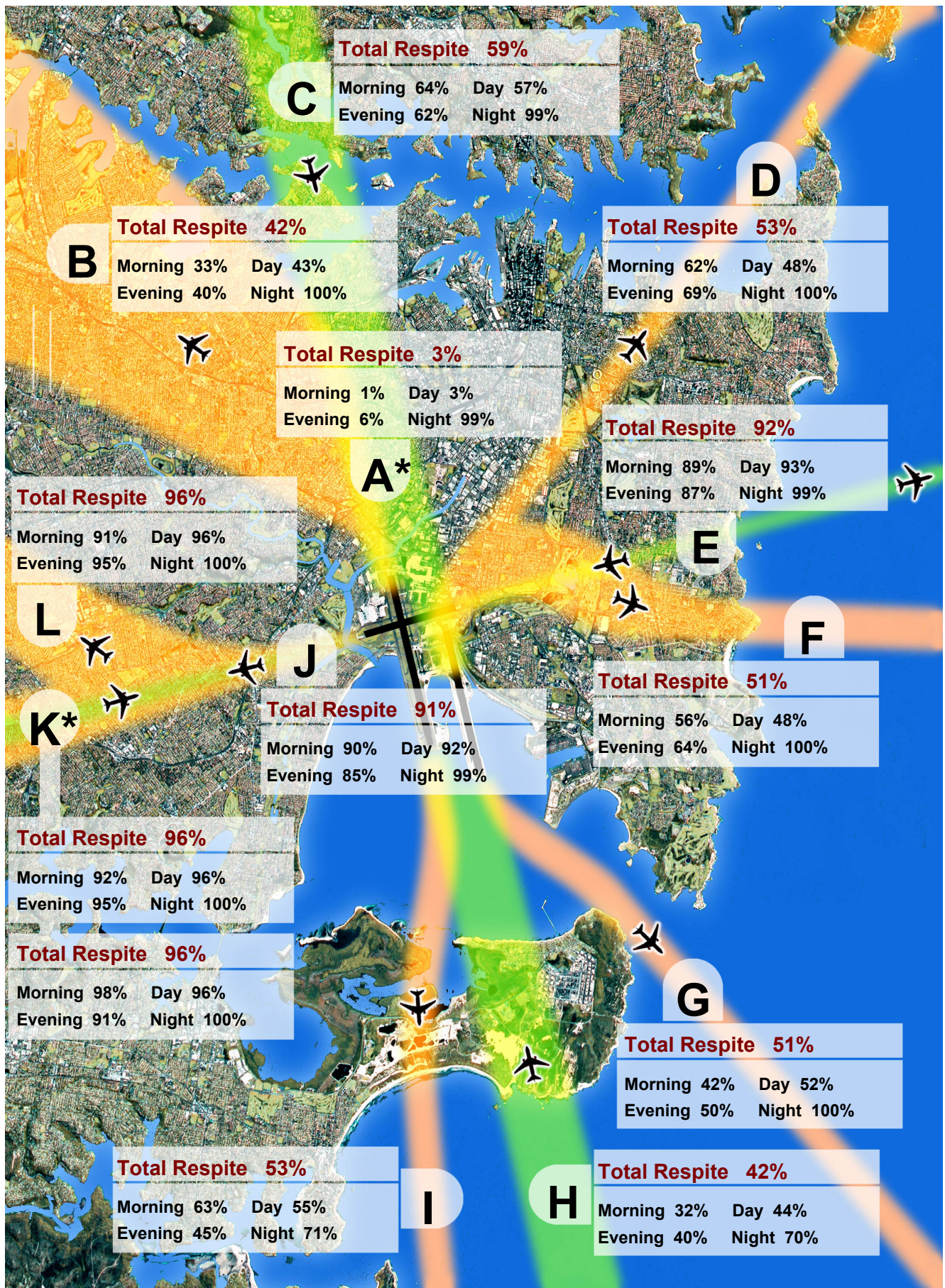
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2013 to 31 Dec 2013, All Jets



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

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

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

Total Respite: 06:00 to 23:00

## Sydney Airport - Jet Flight Path Movements (Explanation) January 2012 to December 2013

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

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

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">September 2013</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2013</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">September 2013</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East – Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">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="#">September 2013</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South – Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South – Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">September 2013</a> and <a href="#">Mode 7</a> was in <a href="#">July 2013</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South – Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J,K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2013</a> , <a href="#">Mode 14A</a> in <a href="#">January 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**.

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **January 2012 to December 2013 for 53%** 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 2013.

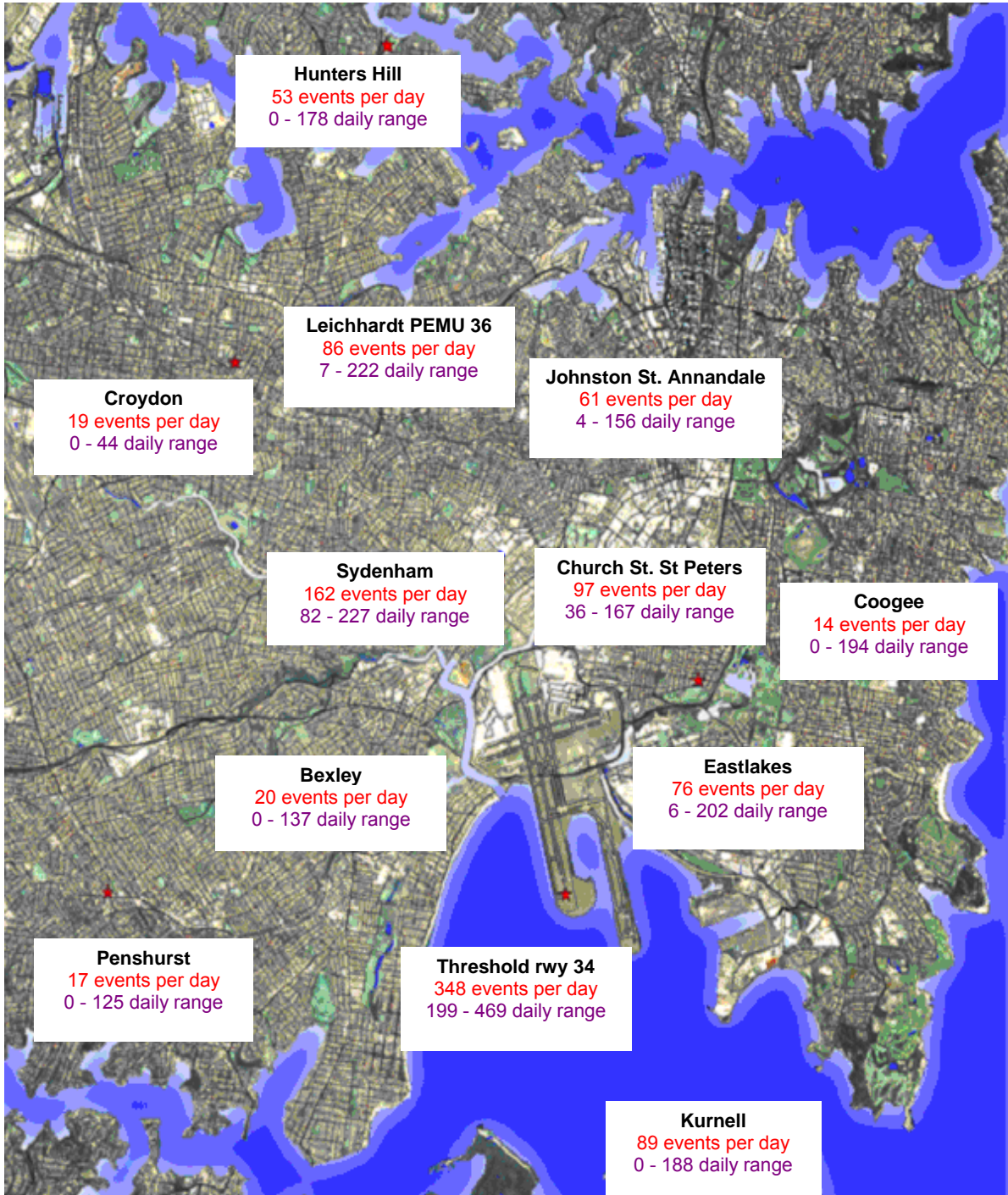


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of December 2013

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during December 2013 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>	<i>11,124</i>	<i>30.9</i>	<i>349</i>	<i>306</i>	<i>342</i>
<i>Penshurst</i>	<i>654</i>	<i>30.9</i>	<i>18</i>	<i>9</i>	<i>17</i>
<i>Bexley</i>	<i>675</i>	<i>30.9</i>	<i>20</i>	<i>11</i>	<i>25</i>
<i>Sydenham</i>	<i>5,038</i>	<i>30.9</i>	<i>163</i>	<i>185</i>	<i>172</i>
<i>Johnston St Annandale</i>	<i>2,369</i>	<i>30.9</i>	<i>61</i>	<i>95</i>	<i>75</i>
<i>Church St. St Peters</i>	<i>3,851</i>	<i>30.9</i>	<i>97</i>	<i>117</i>	<i>107</i>
<i>Leichhardt PEMU 36</i>	<i>2,780</i>	<i>30.9</i>	<i>86</i>	<i>129</i>	<i>99</i>
<i>Eastlakes</i>	<i>2,781</i>	<i>30.9</i>	<i>76</i>	<i>61</i>	<i>82</i>
<i>Coogee</i>	<i>605</i>	<i>30.9</i>	<i>15</i>	<i>18</i>	<i>30</i>
<i>Kurnell</i>	<i>3,372</i>	<i>30.9</i>	<i>90</i>	<i>70</i>	<i>88</i>
<i>Croydon</i>	<i>816</i>	<i>30.9</i>	<i>19</i>	<i>15</i>	<i>16</i>
<i>Hunters Hill</i>	<i>2,636</i>	<i>21.9</i>	<i>53</i>	<i>100</i>	<i>73</i>

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

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

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

These results are contained in Table 2.

<b>Runway 34L</b> AM 14 PM 47 Day 265 Night 10 WE_D 311 WE_N 5	<b>Penshurst</b> AM 2 PM 4 Day 7 Night 0 WE_D 31 WE_N 0	<b>Bexley</b> AM 2 PM 4 Day 9 Night 0 WE_D 33 WE_N 0	<b>Eastlakes</b> AM 2 PM 11 Day 71 Night 0 WE_D 50 WE_N 0
<b>Coogee</b> AM 0 PM 4 Day 12 Night 0 WE_D 5 WE_N 0	<b>Sydenham</b> AM 6 PM 20 Day 134 Night 0 WE_D 169 WE_N 0	<b>Leichhardt PEMU36</b> AM 3 PM 8 Day 68 Night 0 WE_D 104 WE_N 0	<b>Kurnell</b> AM 1 PM 10 Day 85 Night 0 WE_D 72 WE_N 0
<b>Annandale</b> AM 0 PM 4 Day 52 Night 0 WE_D 75 WE_N 0	<b>St Peters</b> AM 2 PM 9 Day 84 Night 0 WE_D 103 WE_N 0	<b>Croydon</b> AM 0 PM 3 Day 16 Night 0 WE_D 17 WE_N 0	<b>Hunters Hull</b> AM 2 PM 3 Day 37 Night 0 WE_D 79 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.*