

# **Sydney Airport Operational Statistics**

## February 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

February 2012

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

There were a total of 24,484 aircraft movements this month (daily average 844.28). Last month there were a total of 24,372 movements (daily average 786.19) and for the same month last year there were a total of 23,248 movements (daily average 830.29).

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

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 11 days and Mode 10 on 16 days. Crossing runway modes (including Sodprops) were used for 20.00% 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 33.34% - This result is above the LTOP target and above the previous month (31.42%)

South 51.08%- This result is below the LTOP target and above the previous month (50.09%)

East 12.00% - This result is below the LTOP target and below the previous month (12.15%)

West 3.56% - This result is below the LTOP target and below the previous month (6.31%)

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

This procedure was used on 1, 2, 7, 8, 9, 14, 15, 21, 22 and 29 February for a total of 22 hours and 38 minutes (ATIS time).

### Noise Complaints & Information Service Environmental Services Airservices Australia

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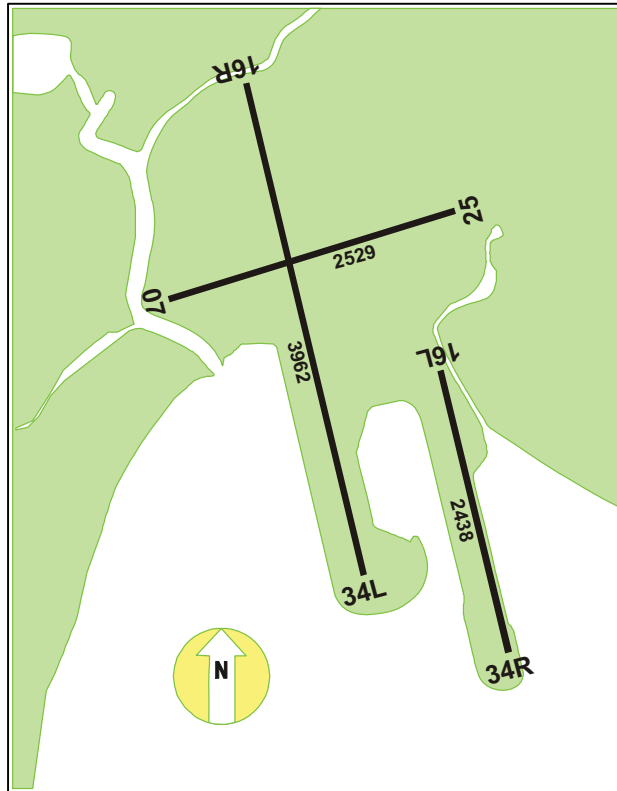
This report is available on the Internet at Airservices Australia website at

[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)

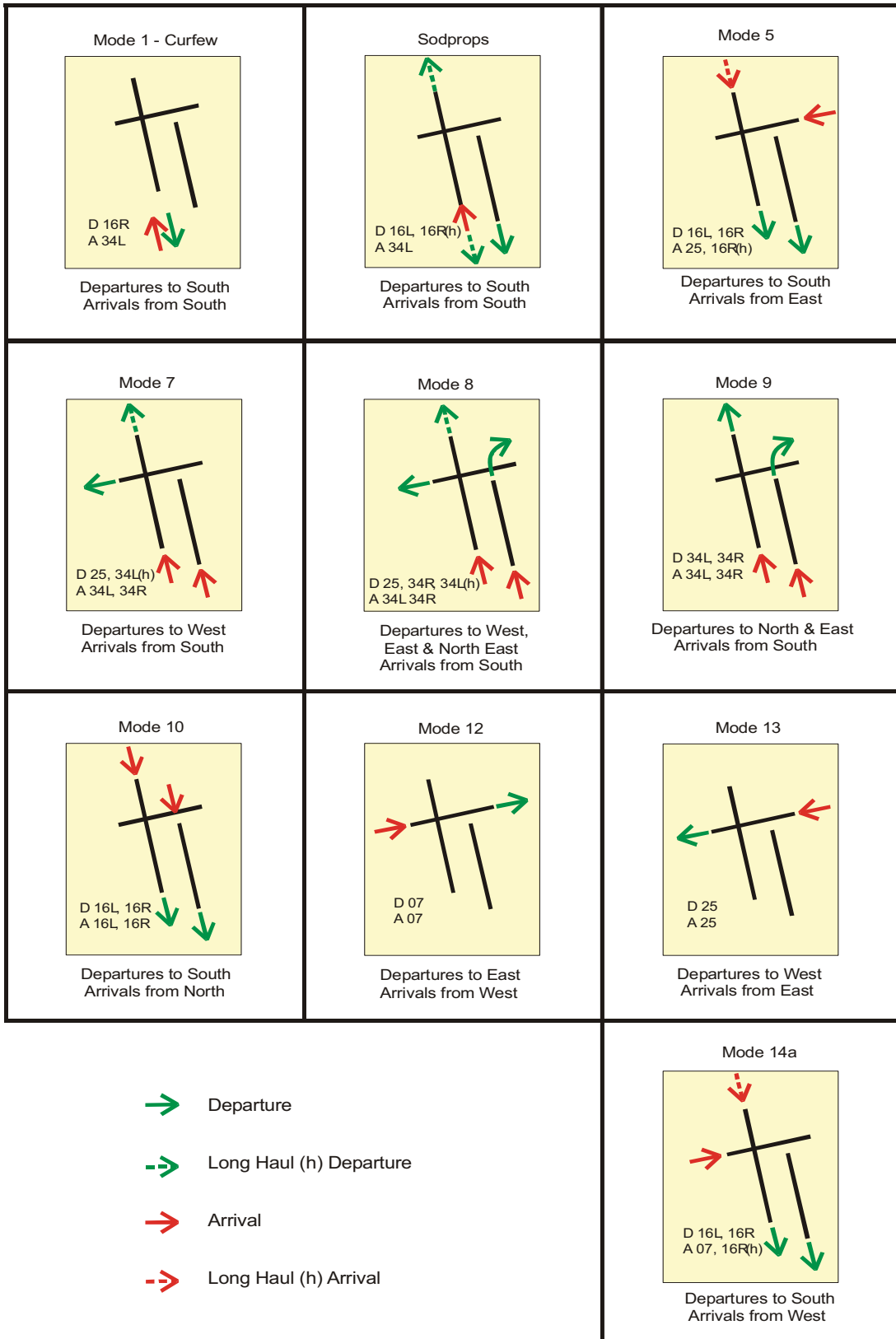
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Feb-12	97	0	97	140	122	262	193	319	512	0	0	0	4	0	4	0	0	0	0	0	0	875
02-Feb-12	126	0	126	133	123	256	184	330	514	0	0	0	6	0	6	0	0	0	0	0	0	902
03-Feb-12	2	0	2	154	130	284	207	315	522	80	3	83	5	0	5	0	0	0	0	0	0	896
04-Feb-12	91	0	91	92	88	180	164	240	404	1	0	1	0	0	0	0	0	0	0	0	0	676
05-Feb-12	2	0	2	0	73	73	0	4	4	0	0	0	260	172	432	101	139	240	0	0	0	751
06-Feb-12	0	0	0	163	128	291	247	304	551	30	1	31	3	0	3	0	0	0	0	0	0	876
07-Feb-12	81	0	81	133	124	257	211	308	519	0	0	0	7	0	7	0	0	0	0	0	0	864
08-Feb-12	116	0	116	117	122	239	174	316	490	18	0	18	6	0	6	0	0	0	0	0	0	869
09-Feb-12	3	0	3	120	97	217	164	205	369	0	0	0	99	58	157	59	80	139	0	0	0	885
10-Feb-12	2	0	2	0	0	0	0	9	9	0	0	0	234	199	433	216	242	458	0	0	0	902
11-Feb-12	5	0	5	116	96	212	184	241	425	46	2	48	0	0	0	0	0	0	0	0	0	690
12-Feb-12	28	0	28	116	111	227	173	283	456	56	0	56	7	0	7	0	0	0	0	0	0	774
13-Feb-12	40	0	40	167	124	291	222	319	541	9	0	9	8	0	8	0	0	0	0	0	0	889
14-Feb-12	47	0	47	157	126	283	229	311	540	0	0	0	8	0	8	0	0	0	0	0	0	878
15-Feb-12	2	0	2	56	39	95	90	113	203	0	0	0	179	147	326	110	148	258	0	0	0	884
16-Feb-12	2	0	2	0	13	13	0	13	13	0	0	0	279	196	475	164	223	387	0	0	0	890
17-Feb-12	1	0	1	0	0	0	0	8	8	1	0	1	277	212	489	184	241	425	0	0	0	924
18-Feb-12	74	1	75	78	94	172	136	235	371	61	0	61	2	0	2	0	0	0	0	0	0	681
19-Feb-12	20	0	20	7	37	44	23	114	137	106	0	106	133	112	245	86	131	217	0	0	0	769
20-Feb-12	27	0	27	144	129	273	200	308	508	67	1	68	4	0	4	0	0	0	0	0	0	880
21-Feb-12	1	0	1	175	127	302	258	314	572	0	0	0	4	0	4	0	0	0	0	0	0	879
22-Feb-12	41	0	41	116	127	243	175	315	490	108	3	111	5	0	5	0	0	0	0	0	0	890
23-Feb-12	5	0	5	0	13	13	0	19	19	0	0	0	290	191	481	164	235	399	0	0	0	917
24-Feb-12	0	0	0	0	50	50	0	5	5	0	0	0	313	196	509	144	204	348	0	0	0	912
25-Feb-12	1	0	1	0	10	10	0	0	0	0	0	0	217	149	366	131	172	303	0	0	0	680
26-Feb-12	2	0	2	0	6	6	0	3	3	0	18	18	260	184	444	113	188	301	0	0	0	774
27-Feb-12	5	0	5	0	0	0	0	7	7	1	0	1	283	212	495	161	231	392	0	0	0	900
28-Feb-12	22	0	22	85	66	151	96	151	247	0	0	0	159	103	262	86	121	207	0	0	0	889
29-Feb-12	1	0	1	178	132	310	257	314	571	0	0	0	6	0	6	0	0	0	0	0	0	888
Total	844	1	845	2447	2307	4754	3587	5423	9010	584	28	612	3058	2131	5189	1719	2355	4074	0	0	0	24484

## 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-Feb-12	63	0	63	85	82	167	165	244	409	0	0	0	4	0	4	0	0	0	0	0	0	643
02-Feb-12	93	0	93	78	80	158	153	247	400	0	0	0	4	0	4	0	0	0	0	0	0	655
03-Feb-12	0	0	0	89	91	180	169	234	403	61	0	61	3	0	3	0	0	0	0	0	0	647
04-Feb-12	72	0	72	60	64	124	133	197	330	1	0	1	0	0	0	0	0	0	0	0	0	527
05-Feb-12	0	0	0	0	60	60	0	1	1	0	0	0	215	111	326	68	120	188	0	0	0	575
06-Feb-12	0	0	0	100	87	187	195	230	425	27	0	27	1	0	1	0	0	0	0	0	0	640
07-Feb-12	54	0	54	82	83	165	179	233	412	0	0	0	5	0	5	0	0	0	0	0	0	636
08-Feb-12	82	0	82	68	80	148	142	238	380	15	0	15	4	0	4	0	0	0	0	0	0	629
09-Feb-12	3	0	3	72	61	133	129	156	285	0	0	0	81	33	114	40	71	111	0	0	0	646
10-Feb-12	1	0	1	0	0	0	0	6	6	0	0	0	195	122	317	131	201	332	0	0	0	656
11-Feb-12	4	0	4	78	69	147	151	199	350	38	1	39	0	0	0	0	0	0	0	0	0	540
12-Feb-12	20	0	20	76	76	152	140	219	359	53	0	53	7	0	7	0	0	0	0	0	0	591
13-Feb-12	30	0	30	102	82	184	180	241	421	8	0	8	3	0	3	0	0	0	0	0	0	646
14-Feb-12	40	0	40	89	81	170	186	231	417	0	0	0	4	0	4	0	0	0	0	0	0	631
15-Feb-12	0	0	0	31	27	58	76	87	163	0	0	0	136	93	229	74	120	194	0	0	0	644
16-Feb-12	2	0	2	0	13	13	0	10	10	0	0	0	222	125	347	99	175	274	0	0	0	646
17-Feb-12	0	0	0	0	0	0	0	6	6	1	0	1	217	131	348	118	200	318	0	0	0	673
18-Feb-12	62	0	62	51	69	120	112	192	304	43	0	43	0	0	0	0	0	0	0	0	0	529
19-Feb-12	16	0	16	7	29	36	23	96	119	86	0	86	101	65	166	58	105	163	0	0	0	586
20-Feb-12	24	0	24	81	86	167	166	230	396	44	0	44	2	0	2	0	0	0	0	0	0	633
21-Feb-12	0	0	0	100	84	184	214	232	446	0	0	0	3	0	3	0	0	0	0	0	0	633
22-Feb-12	37	0	37	67	83	150	139	239	378	75	2	77	5	0	5	0	0	0	0	0	0	647
23-Feb-12	5	0	5	0	13	13	0	18	18	0	0	0	230	111	341	100	192	292	0	0	0	669
24-Feb-12	0	0	0	0	43	43	0	3	3	0	0	0	241	116	357	91	168	259	0	0	0	662
25-Feb-12	0	0	0	0	10	10	0	0	0	0	0	0	172	105	277	93	147	240	0	0	0	527
26-Feb-12	2	0	2	0	4	4	0	1	1	0	15	15	204	120	324	83	155	238	0	0	0	584
27-Feb-12	1	0	1	0	0	0	0	5	5	0	0	0	226	133	359	102	191	293	0	0	0	658
28-Feb-12	18	0	18	57	48	105	78	111	189	0	0	0	120	66	186	49	93	142	0	0	0	640
29-Feb-12	0	0	0	105	88	193	209	234	443	0	0	0	3	0	3	0	0	0	0	0	0	639
<b>Total</b>	<b>629</b>	<b>0</b>	<b>629</b>	<b>1478</b>	<b>1593</b>	<b>3071</b>	<b>2939</b>	<b>4140</b>	<b>7079</b>	<b>452</b>	<b>18</b>	<b>470</b>	<b>2408</b>	<b>1331</b>	<b>3739</b>	<b>1106</b>	<b>1938</b>	<b>3044</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18032</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-Feb-12	34	0	34	55	40	95	28	75	103	0	0	0	0	0	0	0	0	0	0	0	0	232
02-Feb-12	33	0	33	55	43	98	31	83	114	0	0	0	2	0	2	0	0	0	0	0	0	247
03-Feb-12	2	0	2	65	39	104	38	81	119	19	3	22	2	0	2	0	0	0	0	0	0	249
04-Feb-12	19	0	19	32	24	56	31	43	74	0	0	0	0	0	0	0	0	0	0	0	0	149
05-Feb-12	2	0	2	0	13	13	0	3	3	0	0	0	45	61	106	33	19	52	0	0	0	176
06-Feb-12	0	0	0	63	41	104	52	74	126	3	1	4	2	0	2	0	0	0	0	0	0	236
07-Feb-12	27	0	27	51	41	92	32	75	107	0	0	0	2	0	2	0	0	0	0	0	0	228
08-Feb-12	34	0	34	49	42	91	32	78	110	3	0	3	2	0	2	0	0	0	0	0	0	240
09-Feb-12	0	0	0	48	36	84	35	49	84	0	0	0	18	25	43	19	9	28	0	0	0	239
10-Feb-12	1	0	1	0	0	0	0	3	3	0	0	0	39	77	116	85	41	126	0	0	0	246
11-Feb-12	1	0	1	38	27	65	33	42	75	8	1	9	0	0	0	0	0	0	0	0	0	150
12-Feb-12	8	0	8	40	35	75	33	64	97	3	0	3	0	0	0	0	0	0	0	0	0	183
13-Feb-12	10	0	10	65	42	107	42	78	120	1	0	1	5	0	5	0	0	0	0	0	0	243
14-Feb-12	7	0	7	68	45	113	43	80	123	0	0	0	4	0	4	0	0	0	0	0	0	247
15-Feb-12	2	0	2	25	12	37	14	26	40	0	0	0	43	54	97	36	28	64	0	0	0	240
16-Feb-12	0	0	0	0	0	0	0	3	3	0	0	0	57	71	128	65	48	113	0	0	0	244
17-Feb-12	1	0	1	0	0	0	0	2	2	0	0	0	60	81	141	66	41	107	0	0	0	251
18-Feb-12	12	1	13	27	25	52	24	43	67	18	0	18	2	0	2	0	0	0	0	0	0	152
19-Feb-12	4	0	4	0	8	8	0	18	18	20	0	20	32	47	79	28	26	54	0	0	0	183
20-Feb-12	3	0	3	63	43	106	34	78	112	23	1	24	2	0	2	0	0	0	0	0	0	247
21-Feb-12	1	0	1	75	43	118	44	82	126	0	0	0	1	0	1	0	0	0	0	0	0	246
22-Feb-12	4	0	4	49	44	93	36	76	112	33	1	34	0	0	0	0	0	0	0	0	0	243
23-Feb-12	0	0	0	0	0	0	0	1	1	0	0	0	60	80	140	64	43	107	0	0	0	248
24-Feb-12	0	0	0	0	7	7	0	2	2	0	0	0	72	80	152	53	36	89	0	0	0	250
25-Feb-12	1	0	1	0	0	0	0	0	0	0	0	0	45	44	89	38	25	63	0	0	0	153
26-Feb-12	0	0	0	0	2	2	0	2	2	0	3	3	56	64	120	30	33	63	0	0	0	190
27-Feb-12	4	0	4	0	0	0	0	2	2	1	0	1	57	79	136	59	40	99	0	0	0	242
28-Feb-12	4	0	4	28	18	46	18	40	58	0	0	0	39	37	76	37	28	65	0	0	0	249
29-Feb-12	1	0	1	73	44	117	48	80	128	0	0	0	3	0	3	0	0	0	0	0	0	249
<b>Total</b>	<b>215</b>	<b>1</b>	<b>216</b>	<b>969</b>	<b>714</b>	<b>1683</b>	<b>648</b>	<b>1283</b>	<b>1931</b>	<b>132</b>	<b>10</b>	<b>142</b>	<b>650</b>	<b>800</b>	<b>1450</b>	<b>613</b>	<b>417</b>	<b>1030</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6452</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-Feb-12	2	0	0	4	1	0	34	59	68	67	60	54	44	39	49	54	56	53	75	54	40	32	25	5	875
02-Feb-12	3	0	2	2	2	1	29	66	69	66	58	53	50	41	48	56	53	66	68	61	41	37	24	6	902
03-Feb-12	4	0	1	3	4	0	28	61	64	67	60	52	55	45	48	57	57	60	66	61	47	33	20	3	896
04-Feb-12	0	1	0	0	0	1	19	50	62	56	51	52	49	37	43	39	39	43	45	34	25	19	11	0	676
05-Feb-12	0	1	0	1	1	1	22	36	42	48	51	41	43	38	45	54	55	55	62	63	38	33	20	1	751
06-Feb-12	0	0	1	0	1	0	35	64	66	66	64	57	51	34	52	53	53	57	70	58	36	30	24	4	876
07-Feb-12	6	0	1	3	1	0	33	64	69	68	55	59	49	38	49	50	48	57	66	52	45	23	23	5	864
08-Feb-12	2	0	1	2	1	0	29	64	78	67	59	48	53	38	50	48	52	53	63	59	39	28	30	5	869
09-Feb-12	1	2	0	2	2	1	32	66	67	69	59	49	43	42	53	50	48	61	69	63	49	31	21	5	885
10-Feb-12	4	1	1	3	1	1	28	55	56	65	72	56	58	41	52	50	58	55	62	57	50	43	32	1	902
11-Feb-12	0	1	0	0	0	0	21	47	66	57	52	53	47	38	30	51	46	43	45	37	26	18	12	0	690
12-Feb-12	1	1	1	0	0	1	23	30	50	47	47	42	44	36	49	49	43	65	74	60	49	36	26	0	774
13-Feb-12	2	1	1	1	0	1	34	64	68	71	64	56	53	32	48	52	49	50	67	69	42	33	26	5	889
14-Feb-12	6	1	0	4	3	0	29	64	68	69	63	47	54	38	49	51	48	62	69	57	36	30	24	6	878
15-Feb-12	4	0	2	3	1	1	33	67	72	69	49	52	52	36	48	44	56	57	73	61	45	30	24	5	884
16-Feb-12	4	0	3	3	1	0	29	65	65	70	53	58	50	38	53	53	52	57	60	58	40	32	37	9	890
17-Feb-12	4	1	1	1	3	0	30	74	72	64	63	58	46	39	55	54	52	64	73	65	49	30	22	4	924
18-Feb-12	0	1	3	0	0	0	19	50	67	52	51	54	46	38	40	41	37	50	45	30	26	22	9	0	681
19-Feb-12	1	0	0	0	0	0	20	39	45	46	47	47	43	38	47	57	53	57	69	56	44	22	24	14	769
20-Feb-12	0	1	0	1	1	1	28	65	67	66	59	55	56	38	46	51	43	58	64	63	40	39	32	6	880
21-Feb-12	2	0	2	1	2	0	30	67	66	62	60	53	52	41	52	52	50	54	75	55	40	31	25	7	879
22-Feb-12	1	0	3	1	0	0	26	70	69	77	61	53	47	41	45	50	49	62	72	59	42	32	25	5	890
23-Feb-12	4	1	0	2	2	1	27	66	74	63	59	60	53	40	51	59	52	65	70	64	40	33	26	5	917
24-Feb-12	2	0	0	4	0	0	29	68	69	67	64	53	56	35	51	59	56	62	73	60	47	33	23	1	912
25-Feb-12	1	1	1	0	0	0	21	50	59	61	49	55	47	37	36	41	43	42	43	36	31	14	12	0	680
26-Feb-12	1	1	1	0	1	0	23	34	38	56	49	40	43	38	50	49	57	60	68	64	49	26	25	1	774
27-Feb-12	0	0	0	2	0	0	33	64	73	62	66	58	56	38	50	55	52	55	68	63	42	33	24	6	900
28-Feb-12	0	0	0	4	1	2	26	75	70	59	59	55	54	38	53	54	51	62	64	67	42	27	23	3	889
29-Feb-12	3	3	1	1	0	1	32	63	66	65	64	55	52	38	50	47	54	58	61	63	48	36	23	4	888
<b>Total</b>	<b>58</b>	<b>18</b>	<b>26</b>	<b>48</b>	<b>29</b>	<b>13</b>	<b>802</b>	<b>1707</b>	<b>1865</b>	<b>1822</b>	<b>1668</b>	<b>1525</b>	<b>1446</b>	<b>1110</b>	<b>1392</b>	<b>1480</b>	<b>1462</b>	<b>1643</b>	<b>1879</b>	<b>1649</b>	<b>1188</b>	<b>866</b>	<b>672</b>	<b>116</b>	<b>24484</b>
<b>Avg.</b>	<b>2.00</b>	<b>0.62</b>	<b>0.90</b>	<b>1.66</b>	<b>1.00</b>	<b>0.45</b>	<b>27.66</b>	<b>58.86</b>	<b>64.31</b>	<b>62.83</b>	<b>57.52</b>	<b>52.59</b>	<b>49.86</b>	<b>38.28</b>	<b>48.00</b>	<b>51.03</b>	<b>50.41</b>	<b>56.66</b>	<b>64.79</b>	<b>56.86</b>	<b>40.97</b>	<b>29.86</b>	<b>23.17</b>	<b>4.00</b>	<b>844.28</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-Feb-12	1	0	0	2	0	0	13	33	37	32	28	24	20	20	26	23	26	31	35	25	24	21	11	2	434
02-Feb-12	1	0	1	1	1	0	10	37	38	29	32	25	25	21	25	23	23	36	36	25	22	26	10	2	449
03-Feb-12	2	0	1	2	1	0	10	34	35	34	30	25	24	24	23	25	24	29	34	31	26	23	10	1	448
04-Feb-12	0	1	0	0	0	1	7	34	34	20	28	25	24	18	23	17	20	25	21	20	14	13	3	0	348
05-Feb-12	0	1	0	0	0	1	12	22	16	24	26	14	15	18	24	22	27	32	31	28	22	18	10	0	363
06-Feb-12	0	0	1	0	0	0	14	37	32	36	34	23	22	20	27	24	24	32	34	29	22	19	10	3	443
07-Feb-12	2	0	1	2	0	0	12	35	38	33	29	29	21	20	24	21	25	28	31	23	30	14	11	3	432
08-Feb-12	0	0	1	1	0	0	8	36	42	34	31	21	25	20	23	22	21	30	35	23	22	20	12	4	431
09-Feb-12	0	1	0	1	1	1	13	35	38	33	31	21	21	22	29	20	20	35	36	27	27	20	11	2	445
10-Feb-12	1	0	1	1	1	0	11	29	31	34	35	29	26	20	27	20	23	30	29	30	25	31	17	1	452
11-Feb-12	0	0	0	0	0	0	8	31	33	24	27	23	25	17	21	24	20	27	22	17	16	11	5	0	351
12-Feb-12	1	1	0	0	0	1	12	18	21	22	25	14	17	17	26	22	18	32	41	26	29	20	17	0	380
13-Feb-12	1	0	1	1	0	1	11	37	37	38	33	26	20	20	25	22	22	23	36	32	23	20	13	4	446
14-Feb-12	1	0	0	2	2	0	11	36	34	35	35	22	22	21	24	21	26	33	35	25	20	23	10	3	441
15-Feb-12	0	0	2	2	0	0	12	39	38	29	29	23	22	21	25	17	24	32	37	29	24	19	10	3	437
16-Feb-12	1	0	2	2	0	0	10	34	37	34	26	33	20	20	29	17	29	32	26	23	26	19	23	2	445
17-Feb-12	0	1	1	0	2	0	13	41	38	29	36	24	22	18	31	18	25	35	41	24	32	17	13	2	463
18-Feb-12	0	1	1	0	0	0	8	33	34	20	27	25	23	20	21	20	20	27	22	15	15	15	4	0	351
19-Feb-12	1	0	0	0	0	0	9	24	18	21	27	17	12	19	24	27	25	32	36	25	23	19	16	0	375
20-Feb-12	0	0	0	1	1	0	10	34	39	29	32	27	26	19	24	20	20	31	33	31	24	21	17	3	442
21-Feb-12	0	0	2	0	1	0	11	37	35	26	32	26	23	21	29	21	24	28	36	27	22	21	13	3	438
22-Feb-12	0	0	2	0	0	0	11	36	39	38	27	21	23	24	24	21	23	35	35	29	22	22	10	3	445
23-Feb-12	0	1	0	1	1	0	6	39	41	29	29	29	25	21	30	23	22	38	38	24	25	21	14	2	459
24-Feb-12	0	0	0	2	0	0	8	42	35	31	36	25	21	18	25	29	24	37	38	25	29	17	15	0	457
25-Feb-12	1	1	1	0	0	0	10	33	30	21	25	28	22	18	20	19	23	24	20	18	19	10	6	0	349
26-Feb-12	1	1	0	0	1	0	11	23	15	23	27	13	16	16	28	19	29	31	37	32	23	13	16	0	375
27-Feb-12	0	0	0	1	0	0	13	38	37	31	36	25	22	22	25	26	22	29	35	30	24	21	10	3	450
28-Feb-12	0	0	0	2	0	2	10	41	35	26	33	29	21	20	30	19	25	35	36	31	23	18	11	1	448
29-Feb-12	1	1	1	0	0	1	8	38	36	27	36	26	23	20	28	18	22	33	33	29	29	18	11	3	442
<b>Total</b>	<b>15</b>	<b>10</b>	<b>19</b>	<b>24</b>	<b>12</b>	<b>8</b>	<b>302</b>	<b>986</b>	<b>973</b>	<b>842</b>	<b>882</b>	<b>692</b>	<b>628</b>	<b>575</b>	<b>740</b>	<b>620</b>	<b>676</b>	<b>902</b>	<b>959</b>	<b>753</b>	<b>682</b>	<b>550</b>	<b>339</b>	<b>50</b>	<b>12239</b>
<b>Avg.</b>	<b>0.52</b>	<b>0.34</b>	<b>0.66</b>	<b>0.83</b>	<b>0.41</b>	<b>0.28</b>	<b>10.41</b>	<b>34.00</b>	<b>33.55</b>	<b>29.03</b>	<b>30.41</b>	<b>23.86</b>	<b>21.66</b>	<b>19.83</b>	<b>25.52</b>	<b>21.38</b>	<b>23.31</b>	<b>31.10</b>	<b>33.07</b>	<b>25.97</b>	<b>23.52</b>	<b>18.97</b>	<b>11.69</b>	<b>1.72</b>	<b>422.03</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-Feb-12	1	0	0	2	1	0	21	26	31	35	32	30	24	19	23	31	30	22	40	29	16	11	14	3	441
02-Feb-12	2	0	1	1	1	1	19	29	31	37	26	28	25	20	23	33	30	30	32	36	19	11	14	4	453
03-Feb-12	2	0	0	1	3	0	18	27	29	33	30	27	31	21	25	32	33	31	32	30	21	10	10	2	448
04-Feb-12	0	0	0	0	0	0	12	16	28	36	23	27	25	19	20	22	19	18	24	14	11	6	8	0	328
05-Feb-12	0	0	0	1	1	0	10	14	26	24	25	27	28	20	21	32	28	23	31	35	16	15	10	1	388
06-Feb-12	0	0	0	0	1	0	21	27	34	30	30	34	29	14	25	29	29	25	36	29	14	11	14	1	433
07-Feb-12	4	0	0	1	1	0	21	29	31	35	26	30	28	18	25	29	23	29	35	29	15	9	12	2	432
08-Feb-12	2	0	0	1	1	0	21	28	36	33	28	27	28	18	27	26	31	23	28	36	17	8	18	1	438
09-Feb-12	1	1	0	1	1	0	19	31	29	36	28	28	22	20	24	30	28	26	33	36	22	11	10	3	440
10-Feb-12	3	1	0	2	0	1	17	26	25	31	37	27	32	21	25	30	35	25	33	27	25	12	15	0	450
11-Feb-12	0	1	0	0	0	0	13	16	33	33	25	30	22	21	9	27	26	16	23	20	10	7	7	0	339
12-Feb-12	0	0	1	0	0	0	11	12	29	25	22	28	27	19	23	27	25	33	33	34	20	16	9	0	394
13-Feb-12	1	1	0	0	0	0	23	27	31	33	31	30	33	12	23	30	27	27	31	37	19	13	13	1	443
14-Feb-12	5	1	0	2	1	0	18	28	34	34	28	25	32	17	25	30	22	29	34	32	16	7	14	3	437
15-Feb-12	4	0	0	1	1	1	21	28	34	40	20	29	30	15	23	27	32	25	36	32	21	11	14	2	447
16-Feb-12	3	0	1	1	1	0	19	31	28	36	27	25	30	18	24	36	23	25	34	35	14	13	14	7	445
17-Feb-12	4	0	0	1	1	0	17	33	34	35	27	34	24	21	24	36	27	29	32	41	17	13	9	2	461
18-Feb-12	0	0	2	0	0	0	11	17	33	32	24	29	23	18	19	21	17	23	23	15	11	7	5	0	330
19-Feb-12	0	0	0	0	0	0	11	15	27	25	20	30	31	19	23	30	28	25	33	31	21	3	8	14	394
20-Feb-12	0	1	0	0	0	1	18	31	28	37	27	28	30	19	22	31	23	27	31	32	16	18	15	3	438
21-Feb-12	2	0	0	1	1	0	19	30	31	36	28	27	29	20	23	31	26	26	39	28	18	10	12	4	441
22-Feb-12	1	0	1	1	0	0	15	34	30	39	34	32	24	17	21	29	26	27	37	30	20	10	15	2	445
23-Feb-12	4	0	0	1	1	1	21	27	33	34	30	31	28	19	21	36	30	27	32	40	15	12	12	3	458
24-Feb-12	2	0	0	2	0	0	21	26	34	36	28	28	35	17	26	30	32	25	35	35	18	16	8	1	455
25-Feb-12	0	0	0	0	0	0	11	17	29	40	24	27	25	19	16	22	20	18	23	18	12	4	6	0	331
26-Feb-12	0	0	1	0	0	0	12	11	23	33	22	27	27	22	22	30	28	29	31	32	26	13	9	1	399
27-Feb-12	0	0	0	1	0	0	20	26	36	31	30	33	34	16	25	29	30	26	33	33	18	12	14	3	450
28-Feb-12	0	0	0	2	1	0	16	34	35	33	26	26	33	18	23	35	26	27	28	36	19	9	12	2	441
29-Feb-12	2	2	0	1	0	0	24	25	30	38	28	29	29	18	22	29	32	25	28	34	19	18	12	1	446
<b>Total</b>	<b>43</b>	<b>8</b>	<b>7</b>	<b>24</b>	<b>17</b>	<b>5</b>	<b>500</b>	<b>721</b>	<b>892</b>	<b>980</b>	<b>786</b>	<b>833</b>	<b>818</b>	<b>535</b>	<b>652</b>	<b>860</b>	<b>786</b>	<b>741</b>	<b>920</b>	<b>896</b>	<b>506</b>	<b>316</b>	<b>333</b>	<b>66</b>	<b>12245</b>
<b>Avg.</b>	<b>1.48</b>	<b>0.28</b>	<b>0.24</b>	<b>0.83</b>	<b>0.59</b>	<b>0.17</b>	<b>17.24</b>	<b>24.86</b>	<b>30.76</b>	<b>33.79</b>	<b>27.10</b>	<b>28.72</b>	<b>28.21</b>	<b>18.45</b>	<b>22.48</b>	<b>29.66</b>	<b>27.10</b>	<b>25.55</b>	<b>31.72</b>	<b>30.90</b>	<b>17.45</b>	<b>10.90</b>	<b>11.48</b>	<b>2.28</b>	<b>422.24</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-Feb-12	07:00	00:25	-	-	-	--		12:29	-	-	04:04	-	-
02-Feb-12	07:00	00:12	-	-	-	-	- 10:59		-	-	05:47	-	-
03-Feb-12	07:00	00:24	-	04:08	-	-	- 12:25		-	-	-	-	-
04-Feb-12	07:00	00:28	-	-	-	-	- 10:35		-	-	05:55	-	-
05-Feb-12	07:00	00:26	05:03	-	-	-	11:29 -		-	-	-	-	-
06-Feb-12	07:00	00:11	-	01:51	--		- 14:56		-	-	-	-	-
07-Feb-12	07:00	00:32	-	-	--		- 12:32		-	-	03:54	-	-
08-Feb-12	07:00	00:12	-	00:56	-	-	- 10:12		-	-	05:38	-	-
09-Feb-12	07:00	-	00:19	-	-	-	05:44 10:56		-	-	-	-	-
10-Feb-12	07:00	00:21	-	-	-	-	16:37 -		-	-	-	-	-
11-Feb-12	07:00	00:44	-	03:19	-	-	- 12:15		-	-	00:39	-	-
12-Feb-12	07:00	00:18	00:36	02:37	-	-	- 11:41		-	-	01:45	-	-
13-Feb-12	07:00	00:19	-	00:55	-	--		13:46	-	-	01:57	-	-
14-Feb-12	07:00	00:16	-	-	-	-	- 14:22		-	-	02:20	-	-
15-Feb-12	07:00	00:24	-	-	-	-	11:40 04:54		-	-	-	-	-
16-Feb-12	07:00	00:20	00:48	-	-	-	15:50 -		-	-	-	-	-
17-Feb-12	07:00	-	-	-	-	-	16:59 -		-	-	-	-	-
18-Feb-12	07:00	00:30	-	03:30	--		- 08:07		-	-	04:51	-	-
19-Feb-12	07:00	00:13	-	05:35	-	- 09:01		01:08	-	-	00:32	-	00:28
20-Feb-12	07:00	00:14	-	03:42	-	--		11:38	-	-	01:23	-	-
21-Feb-12	07:00	00:18	-	-	-	-	- 16:40		-	-	-	-	-
22-Feb-12	07:00	00:15	-	05:23	-	-	- 09:07		-	-	02:12	-	-
23-Feb-12	07:00	00:14	00:46	-	-	-	15:35 -		-	-	00:23	-	-
24-Feb-12	07:00	00:17	02:37	-	-	-	14:04 -		-	-	-	-	-
25-Feb-12	07:00	00:21 -	00:56		-	-	15:41 -		-	-	-	-	-
26-Feb-12	07:00	00:15	00:33	-	01:19	-	14:51 -		-	-	-	-	-
27-Feb-12	07:00	00:16	-	-	-	-	16:42 -		-	-	-	-	-
28-Feb-12	07:00	00:30	00:45	-	-	-	08:01 06:29		-	-	01:11	-	-
29-Feb-12	07:00	00:17	-	-	-	-	- 16:41		-	-	-	-	-
<b>Total</b>	<b>203:00</b>	<b>9:38</b>	<b>12:26</b>	<b>32:01</b>	<b>1:19</b>	<b>00:00</b>	<b>172:21</b>	<b>222:03</b>	<b>00:00</b>	<b>00:00</b>	<b>42:37</b>	<b>00:00</b>	<b>0:28</b>
<b>% Used</b>		<b>1.96%</b>	<b>2.52%</b>	<b>6.50%</b>	<b>0.27%</b>	<b>0.00%</b>	<b>34.96%</b>	<b>45.04%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>8.65%</b>	<b>0.00%</b>	<b>0.10%</b>

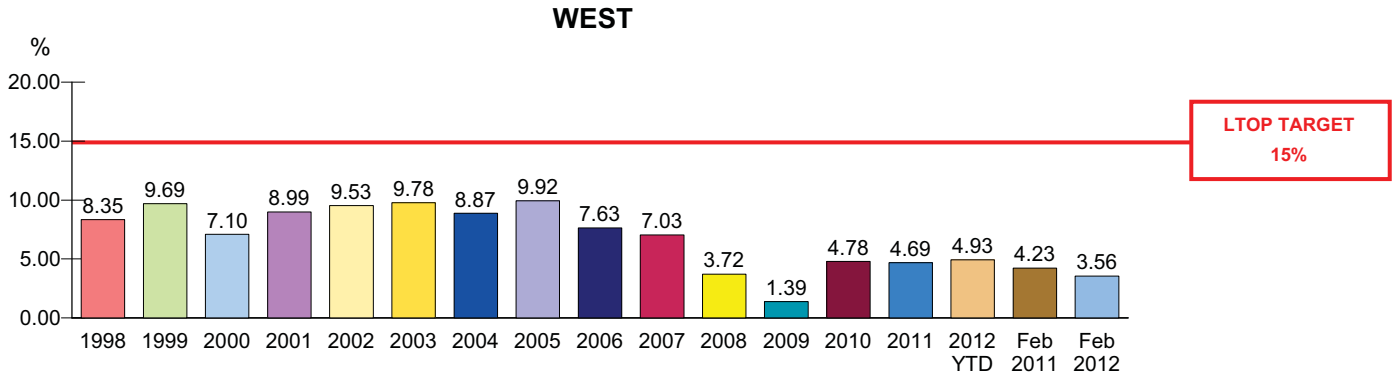
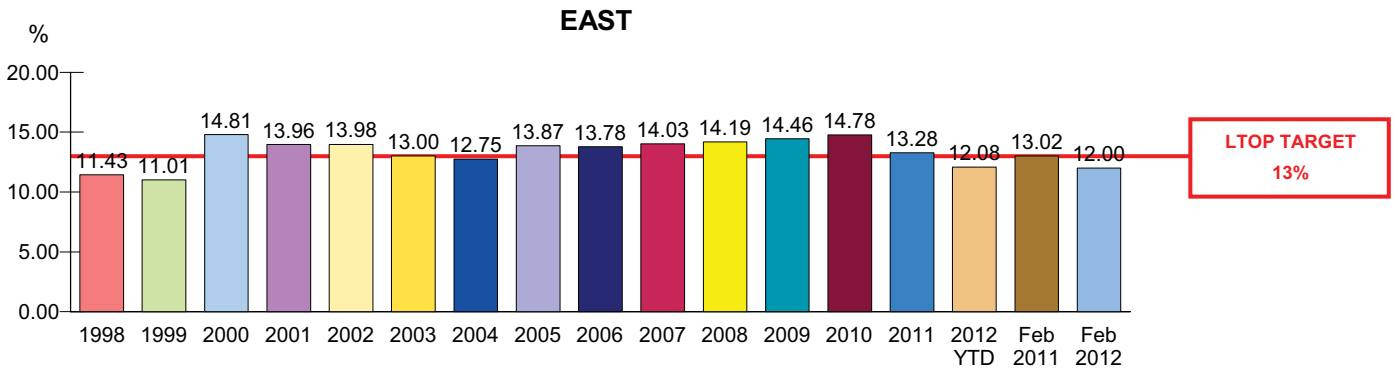
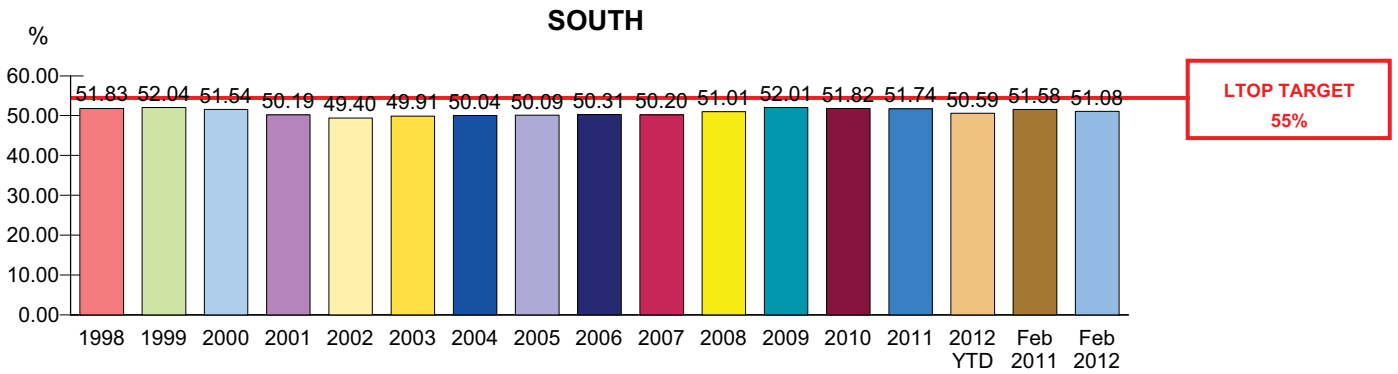
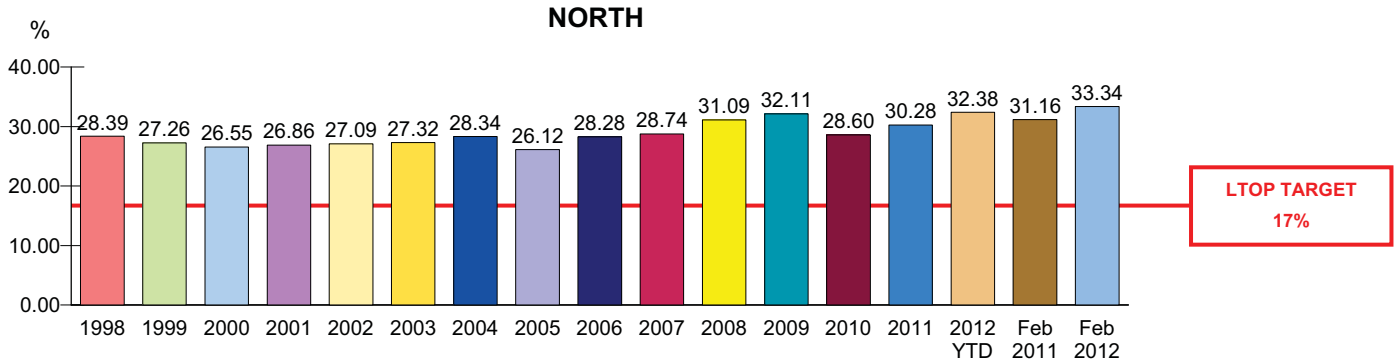
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

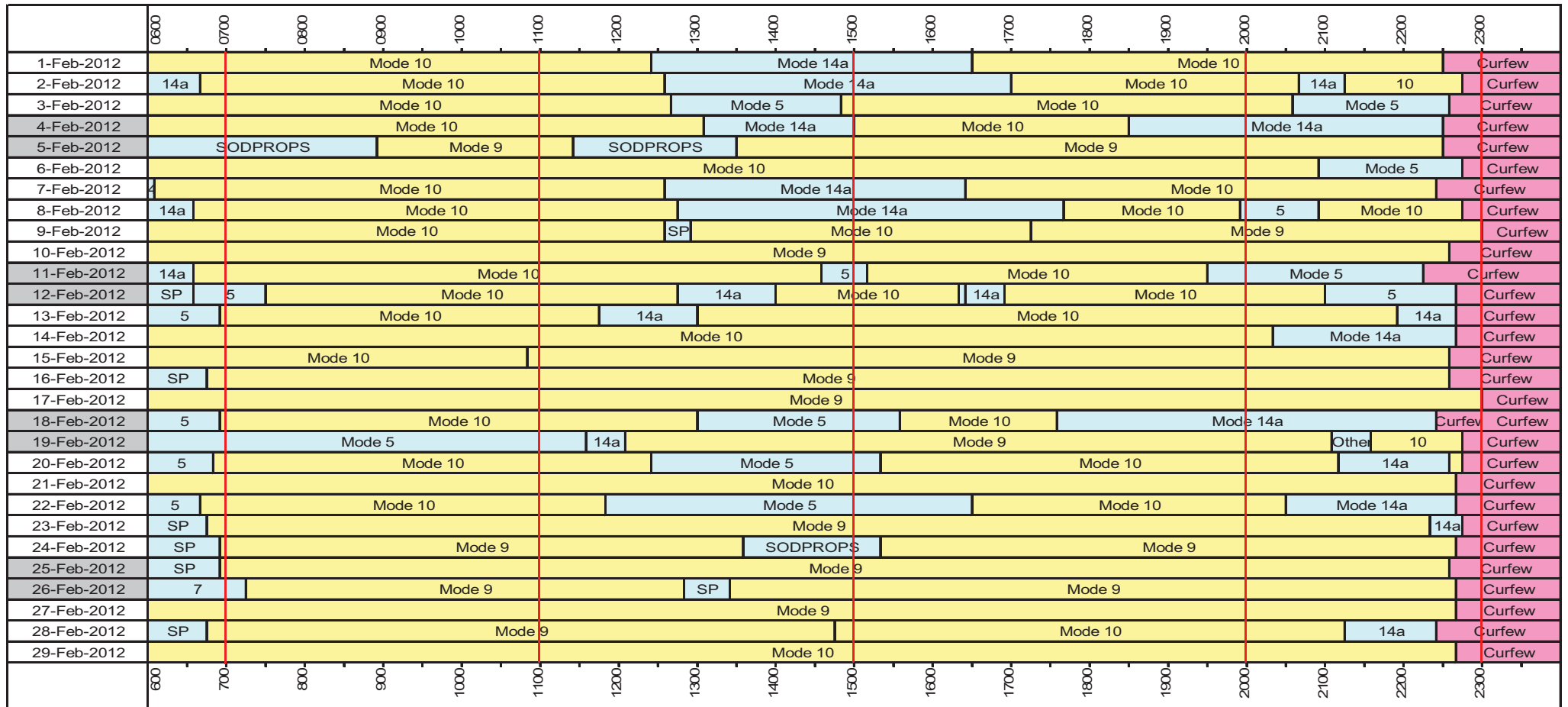
<b>Time</b>	<b>2.00%</b>	<b>2.06%</b>	<b>3.67%</b>	<b>0.48%</b>	<b>0.00%</b>	<b>38.76%</b>	<b>41.12%</b>	<b>0.00%</b>	<b>0.67%</b>	<b>11.19%</b>	<b>0.00%</b>	<b>0.05%</b>
<b>Movements</b>	<b>0.48%</b>	<b>1.39%</b>	<b>2.78%</b>	<b>0.30%</b>	<b>0.00%</b>	<b>40.15%</b>	<b>45.17%</b>	<b>0.00%</b>	<b>0.62%</b>	<b>9.08%</b>	<b>0.00%</b>	<b>0.03%</b>

## Runway End Impact to 29 February 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 **February 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	
1/02/2012	6:55	9:30	2:35
2/02/2012	6:37	9:08	2:31
7/02/2012	6:57	8:29	1:32
8/02/2012	6:36	9:12	2:36
9/02/2012	7:06	9:50	2:44
14/02/2012	6:50	9:04	2:14
15/02/2012	7:01	8:27	1:26
21/02/2012	6:57	8:38	1:41
22/02/2012	6:44	8:17	1:33
29/02/2012	6:47	10:33	3:46

### 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
1/02/2012	89	43	46
2/02/2012	82	39	43
7/02/2012	58	27	31
8/02/2012	86	40	46
9/02/2012	100	45	55
14/02/2012	75	33	42
15/02/2012	57	26	31
21/02/2012	62	28	34
22/02/2012	49	22	27
29/02/2012	123	50	73

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

Suburb	Number of complaints	Number of complainants
-	0	0

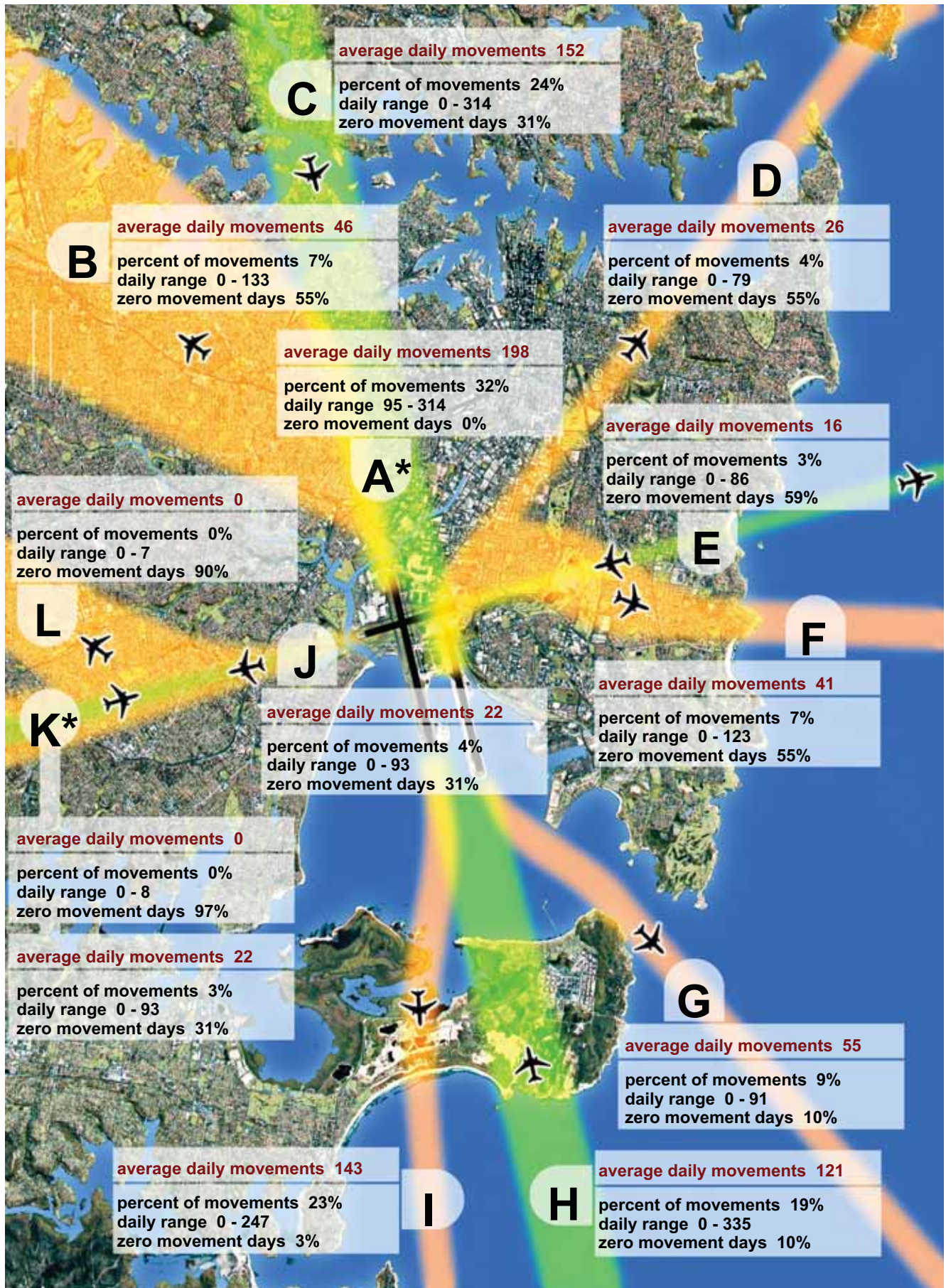


## **Noise Complaints & Information Service**

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 Feb 2012 to 29 Feb 2012, All Jets

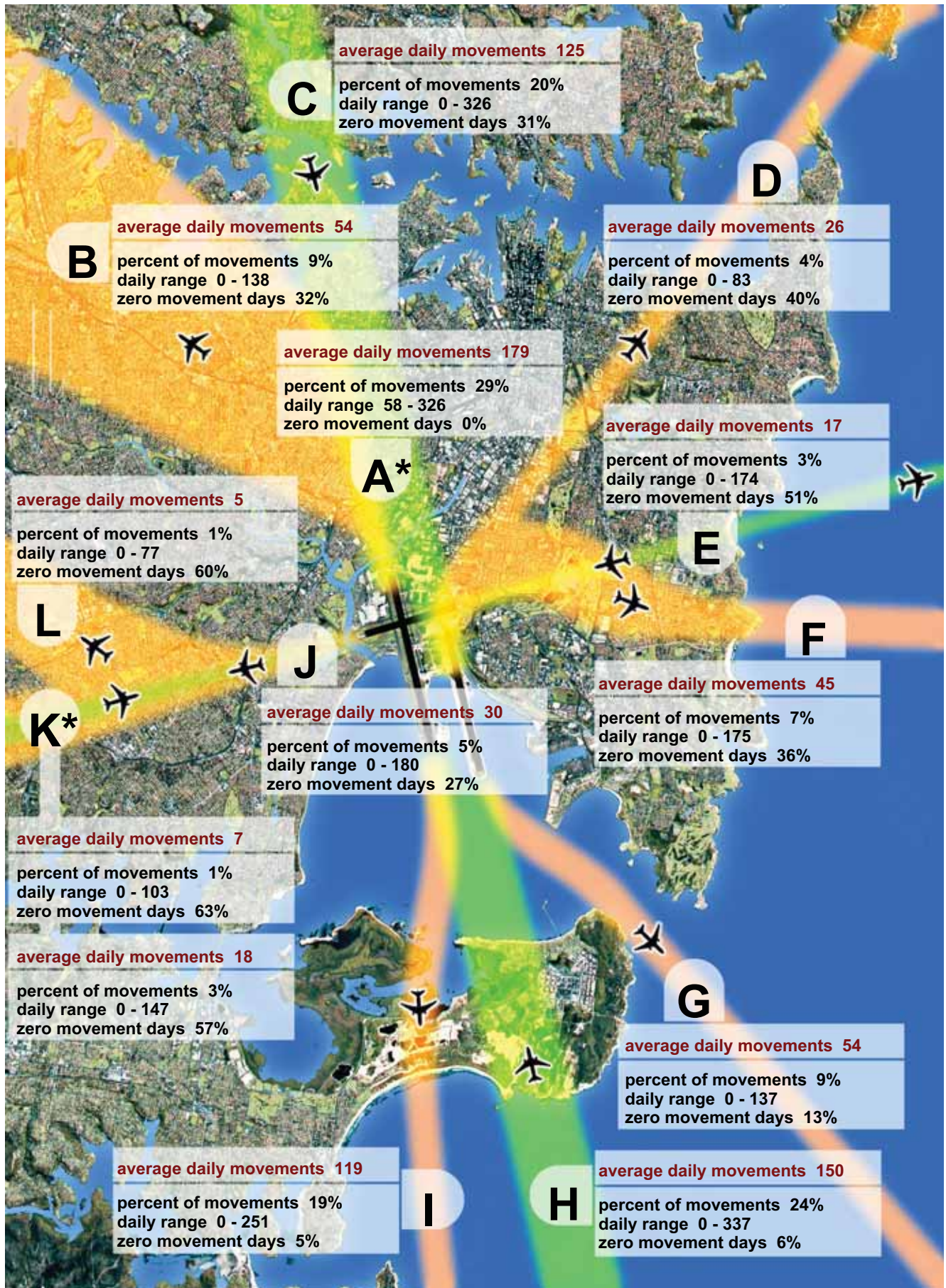


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 March 2011 to 29 Feb 2012, All Jets

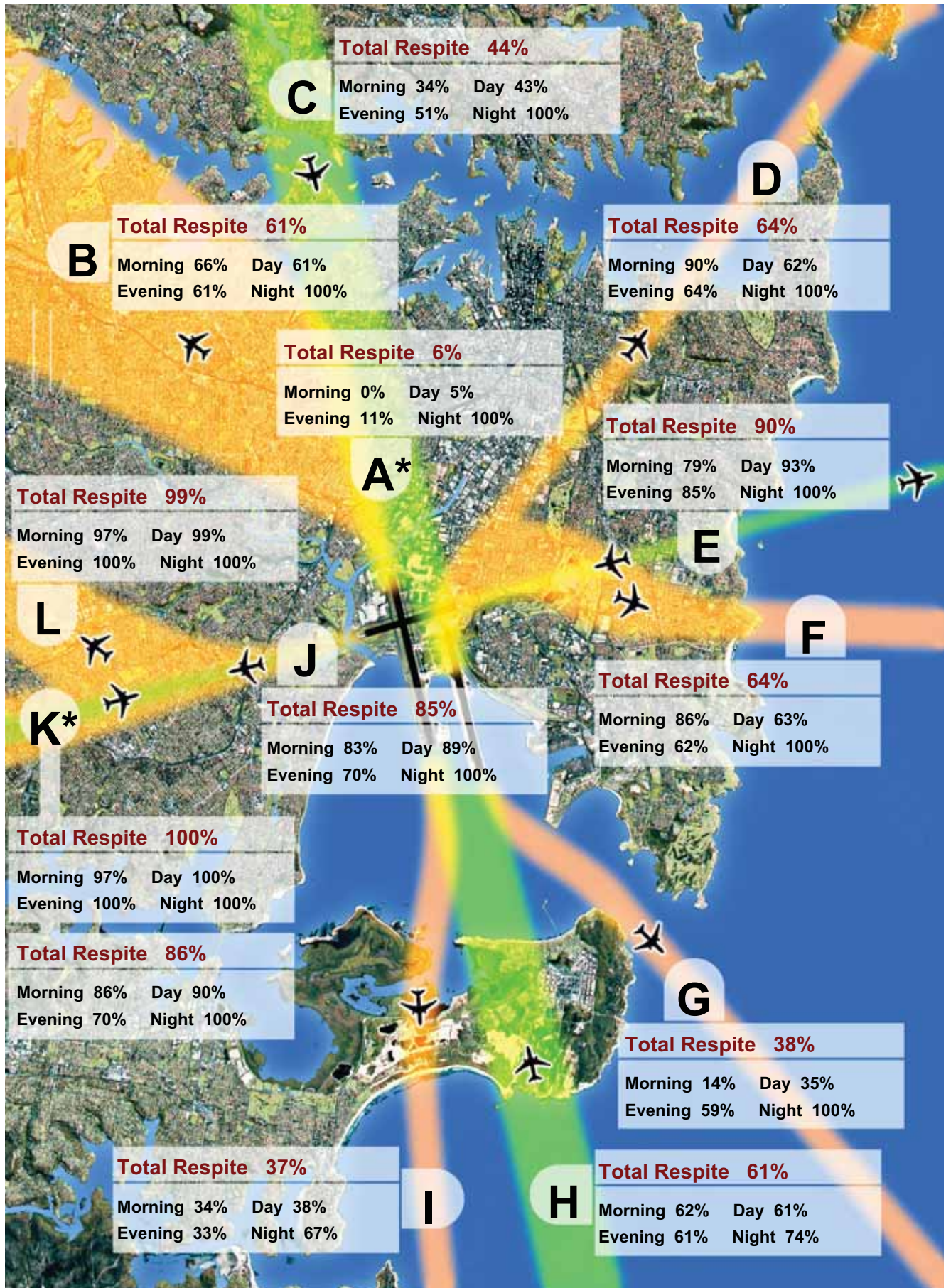


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2012 to 29 Feb 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).

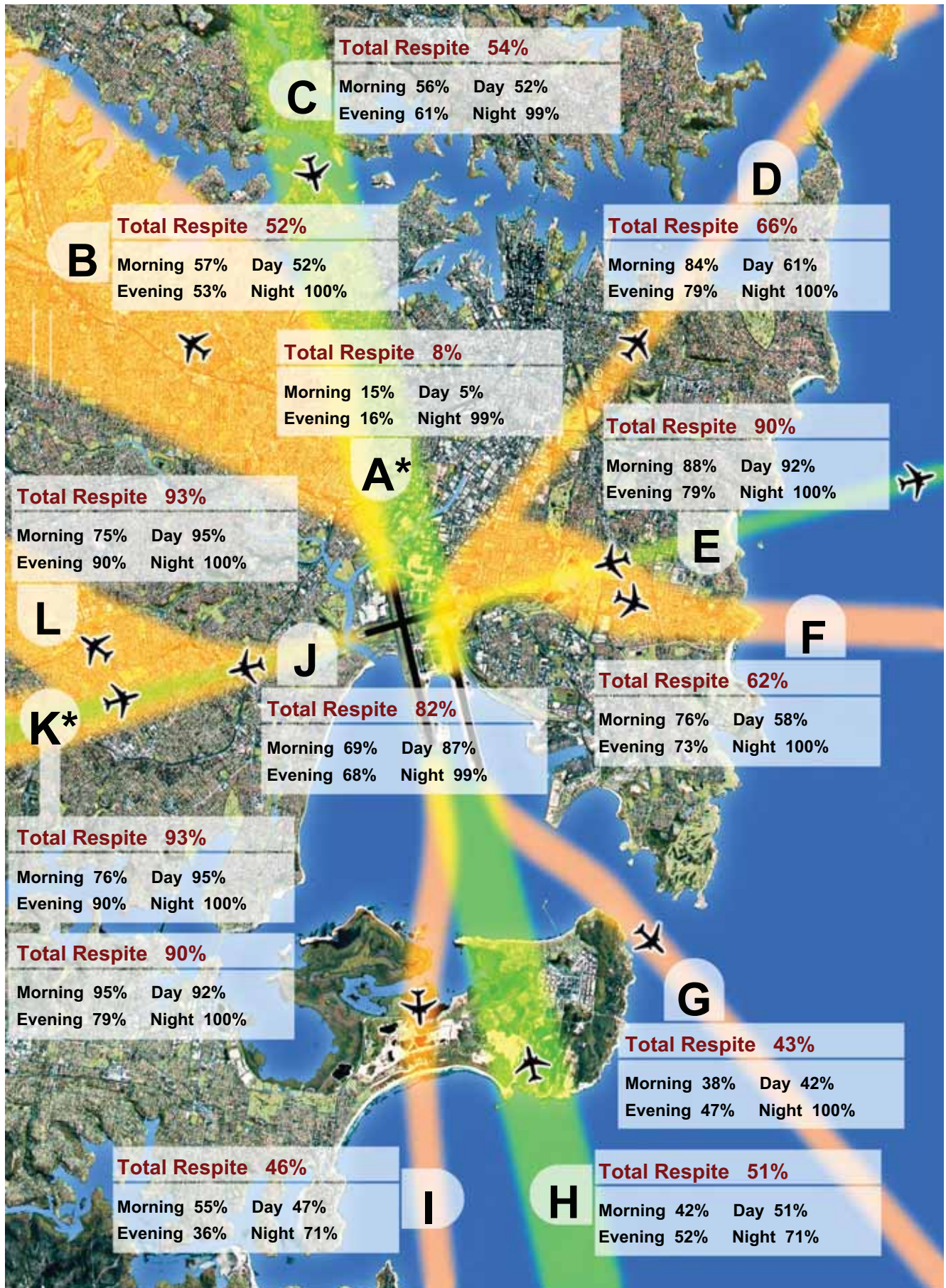
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 March 2011 to 29 Feb 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)

### March 2011 to February 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="#">November 2011</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">December 2011</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">November 2011</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="#">November 2011</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="#">November 2011</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="#">October 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 March 2011 to February 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 66%**. This means that over the period **March 2011 to February 2012 for 66%** 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 February 2012.



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

<i>Location</i>	<i>CNE Feb</i>	<i>Operational Days Feb</i>	<i>N70 Feb</i>	<i>N70 Jan</i>	<i>N70 Dec</i>
<i>Threshold rwy 34</i>	9,550	28.9	322	310	312
<i>Penshurst</i>	980	28.9	28	44	26
<i>Bexley</i>	915	28.9	30	48	28
<i>Sydenham</i>	5,150	28.9	177	163	193
<i>Johnston St. Annandale</i>	3,267	28.9	84	65	108
<i>Church St. St Peters</i>	4,460	28.9	108	89	126
<i>Leichhardt PEMU 36</i>	3,714	28.9	122	89	156
<i>Eastlakes</i>	2,015	28.9	63	51	49
<i>Coogee</i>	797	28.9	23	13	27
<i>Kurnell</i>	2,119	28.9	60	64	22
<i>Croydon</i>	462	28.9	12	14	10
<i>Hunters Hill</i>	5,603	28.9	86	71	109

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

The N70 values for February 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 12 PM 41 Day 262 Night 12 WE_D 267 WE_N 4	<b>Penshurst</b> AM 0 PM 8 Day 20 Night 0 WE_D 28 WE_N 0	<b>Bexley</b> AM 1 PM 9 Day 21 Night 0 WE_D 30 WE_N 0	<b>Eastlakes</b> AM 2 PM 9 Day 45 Night 0 WE_D 80 WE_N 0
<b>Coogee</b> AM 1 PM 4 Day 12 Night 0 WE_D 37 WE_N 0	<b>Sydenham</b> AM 7 PM 22 Day 162 Night 0 WE_D 141 WE_N 0	<b>Leichhardt PEMU36</b> AM 6 PM 15 Day 115 Night 1 WE_D 86 WE_N 0	<b>Kurnell</b> AM 0 PM 8 Day 54 Night 0 WE_D 55 WE_N 0
<b>Annandale</b> AM 0 PM 7 Day 89 Night 0 WE_D 52 WE_N 0	<b>St Peters</b> AM 1 PM 10 Day 109 Night 0 WE_D 77 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 10 Night 0 WE_D 12 WE_N 0	<b>Hunters Hill</b> AM 5 PM 10 Day 79 Night 0 WE_D 62 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.*