

# **Sydney Airport Operational Statistics**

## January 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

January 2013

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

There were a total of 25,433 aircraft movements this month (daily average 820.42). Last month there were a total of 26,515 movements (daily average 855.32) and for the same month last year there were a total of 24,372 movements (daily average 786.19).

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

Individual mode use in excess of 9 hours occurred on 22 days this month, Mode 9 on 15 days and Mode 10 on 11 days. Crossing runway modes (including Sodprops) were used for 14.64% 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 32.02% - This result is above the LTOP target and below the previous month (33.47%)

South 50.35%- This result is below the LTOP target and below the previous month (50.96%)

East 14.30% - This result is above the LTOP target and above the previous month (12.82%)

West 3.31% - This result is below the LTOP target and above the previous month (2.74%)

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

This procedure was used on 17, 23, 24 and 30 January for a total of 5 hours and 20 minutes (ATIS time).

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

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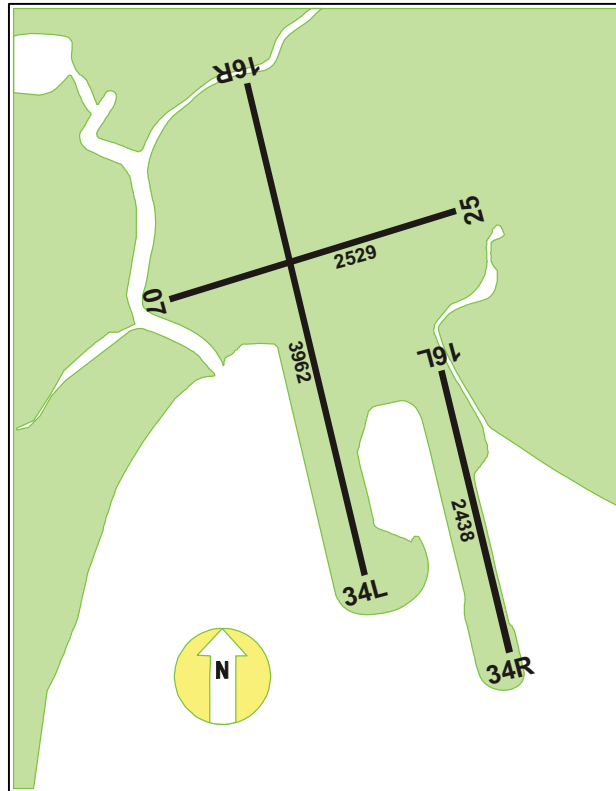
This report is available on the Internet at Airservices Australia website at

[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)

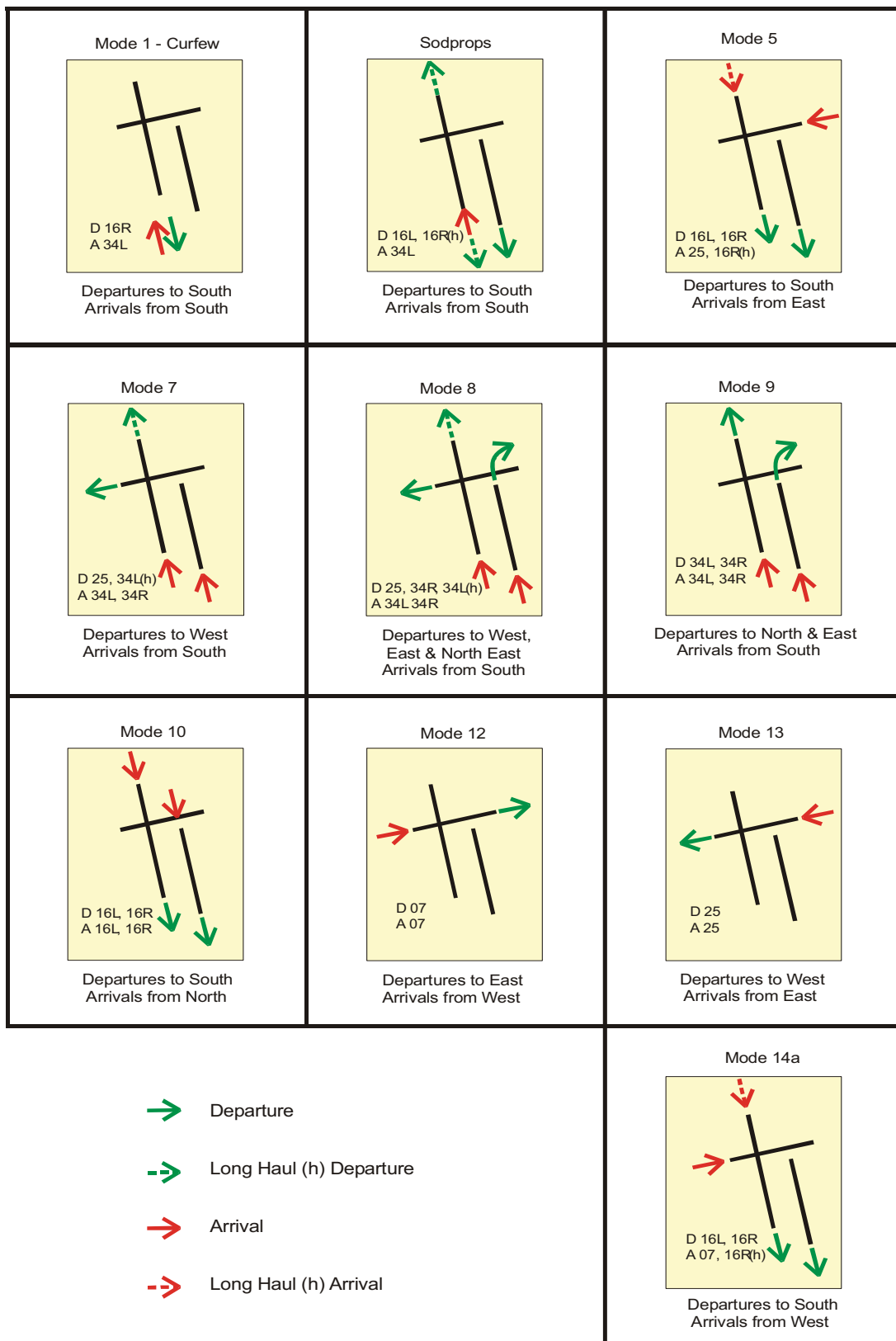
Runway 34R Used by aircraft landing toward the north and taking off to the East.

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 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) <b>or 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-Jan-13	84	0	84	77	123	200	132	235	367	5	1	6	62	15	77	0	0	0	0	0	0	734
02-Jan-13	66	0	66	144	129	273	198	290	488	1	0	1	2	0	2	0	0	0	0	0	0	830
03-Jan-13	1	0	1	78	124	202	104	149	253	9	2	11	180	83	263	47	64	111	0	0	0	841
04-Jan-13	2	0	2	0	12	12	1	7	8	0	0	0	281	189	470	151	227	378	0	0	0	870
05-Jan-13	0	0	0	0	0	0	0	3	3	0	0	0	263	162	425	109	196	305	0	0	0	733
06-Jan-13	79	0	79	0	55	55	7	58	65	1	1	2	211	135	346	79	146	225	0	0	0	772
07-Jan-13	0	0	0	100	86	186	125	168	293	6	0	6	136	78	214	52	93	145	0	0	0	844
08-Jan-13	0	0	0	0	13	13	0	7	7	0	9	9	283	184	467	129	190	319	0	0	0	815
09-Jan-13	14	0	14	174	125	299	222	286	508	0	0	0	2	0	2	0	0	0	0	0	0	823
10-Jan-13	0	0	0	24	23	47	52	55	107	0	0	0	224	164	388	130	190	320	0	0	0	862
11-Jan-13	2	0	2	0	14	14	0	6	6	0	9	9	263	185	448	167	223	390	0	0	0	869
12-Jan-13	17	0	17	88	78	166	164	187	351	11	1	12	63	34	97	31	57	88	0	0	0	731
13-Jan-13	1	0	1	144	116	260	230	279	509	4	0	4	0	0	0	0	0	0	0	0	0	774
14-Jan-13	0	0	0	177	126	303	245	305	550	0	0	0	4	0	4	0	0	0	0	0	0	857
15-Jan-13	49	0	49	66	68	134	96	155	251	0	0	0	139	84	223	59	93	152	0	0	0	809
16-Jan-13	1	1	2	17	66	83	35	31	66	0	1	1	251	165	416	111	150	261	0	0	0	829
17-Jan-13	0	0	0	53	39	92	76	100	176	0	0	0	203	146	349	108	154	262	0	0	0	879
18-Jan-13	0	0	0	22	12	34	48	61	109	1	0	1	231	179	410	126	179	305	0	0	0	859
19-Jan-13	20	0	20	135	106	241	216	257	473	5	0	5	0	0	0	0	0	0	0	0	0	739
20-Jan-13	58	0	58	125	122	247	206	292	498	5	0	5	3	0	3	0	0	0	0	0	0	811
21-Jan-13	2	0	2	0	11	11	0	3	3	0	0	0	274	202	476	157	217	374	0	0	0	866
22-Jan-13	4	1	5	28	22	50	42	39	81	0	0	0	225	162	387	126	191	317	0	0	0	840
23-Jan-13	0	0	0	178	116	294	252	314	566	0	0	0	2	0	2	0	0	0	0	0	0	862
24-Jan-13	35	0	35	166	125	291	226	315	541	3	1	4	4	0	4	0	0	0	0	0	0	875
25-Jan-13	0	0	0	0	0	0	1	6	7	0	2	2	297	198	495	157	239	396	0	0	0	900
26-Jan-13	116	96	212	0	0	0	0	5	5	0	0	0	176	134	310	74	119	193	0	0	0	720
27-Jan-13	0	0	0	0	0	0	3	4	7	0	2	2	272	188	460	104	202	306	0	0	0	775
28-Jan-13	170	159	329	0	0	0	0	9	9	0	0	0	114	108	222	66	87	153	0	0	0	713
29-Jan-13	1	0	1	117	90	207	161	193	354	0	0	0	98	68	166	61	70	131	0	0	0	859
30-Jan-13	86	0	86	122	127	249	208	296	504	0	0	0	4	0	4	0	0	0	0	0	0	843
31-Jan-13	5	0	5	0	0	0	0	7	7	0	0	0	284	198	482	162	243	405	0	0	0	899
Total	813	257	1070	2035	1928	3963	3050	4122	7172	51	29	80	4551	3061	7612	2206	3330	5536	0	0	0	25433

## 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-Jan-13	63	0	63	59	99	158	113	192	305	4	0	4	55	13	68	0	0	0	0	0	0	598
02-Jan-13	47	0	47	101	94	195	167	229	396	1	0	1	2	0	2	0	0	0	0	0	0	641
03-Jan-13	1	0	1	51	98	149	86	122	208	8	1	9	146	52	198	34	58	92	0	0	0	657
04-Jan-13	0	0	0	0	12	12	0	7	7	0	0	0	225	125	350	108	192	300	0	0	0	669
05-Jan-13	0	0	0	0	0	0	0	1	1	0	0	0	218	126	344	81	172	253	0	0	0	598
06-Jan-13	72	0	72	0	46	46	5	47	52	0	0	0	176	96	272	57	123	180	0	0	0	622
07-Jan-13	0	0	0	63	67	130	107	131	238	5	0	5	114	53	167	36	79	115	0	0	0	655
08-Jan-13	0	0	0	0	13	13	0	6	6	0	8	8	236	128	364	82	157	239	0	0	0	630
09-Jan-13	13	0	13	110	90	200	187	220	407	0	0	0	2	0	2	0	0	0	0	0	0	622
10-Jan-13	0	0	0	15	15	30	42	40	82	0	0	0	184	115	299	92	163	255	0	0	0	666
11-Jan-13	1	0	1	0	13	13	0	5	5	0	7	7	215	123	338	114	188	302	0	0	0	666
12-Jan-13	16	0	16	62	66	128	135	165	300	10	0	10	57	18	75	18	45	63	0	0	0	592
13-Jan-13	0	0	0	109	84	193	188	220	408	4	0	4	0	0	0	0	0	0	0	0	0	605
14-Jan-13	0	0	0	118	92	210	201	235	436	0	0	0	2	0	2	0	0	0	0	0	0	648
15-Jan-13	31	0	31	38	48	86	87	123	210	0	0	0	117	55	172	39	77	116	0	0	0	615
16-Jan-13	0	1	1	16	59	75	33	29	62	0	1	1	190	96	286	71	123	194	0	0	0	619
17-Jan-13	0	0	0	32	27	59	66	78	144	0	0	0	164	96	260	73	133	206	0	0	0	669
18-Jan-13	0	0	0	17	10	27	42	52	94	0	0	0	178	115	293	83	146	229	0	0	0	643
19-Jan-13	19	0	19	99	82	181	180	216	396	5	0	5	0	0	0	0	0	0	0	0	0	601
20-Jan-13	37	0	37	94	88	182	176	233	409	4	0	4	0	0	0	0	0	0	0	0	0	632
21-Jan-13	0	0	0	0	11	11	0	3	3	0	0	0	220	127	347	106	181	287	0	0	0	648
22-Jan-13	4	1	5	24	22	46	36	37	73	0	0	0	179	106	285	80	153	233	0	0	0	642
23-Jan-13	0	0	0	120	82	202	200	240	440	0	0	0	2	0	2	0	0	0	0	0	0	644
24-Jan-13	22	0	22	115	90	205	185	243	428	3	0	3	4	0	4	0	0	0	0	0	0	662
25-Jan-13	0	0	0	0	0	0	1	6	7	0	1	1	239	126	365	105	207	312	0	0	0	685
26-Jan-13	96	81	177	0	0	0	0	3	3	0	0	0	148	107	255	51	101	152	0	0	0	587
27-Jan-13	0	0	0	0	0	0	2	2	4	0	0	0	240	132	372	52	169	221	0	0	0	597
28-Jan-13	126	118	244	0	0	0	0	7	7	0	0	0	104	84	188	43	76	119	0	0	0	558
29-Jan-13	1	0	1	80	59	139	123	147	270	0	0	0	89	46	135	38	56	94	0	0	0	639
30-Jan-13	61	0	61	74	88	162	174	227	401	0	0	0	4	0	4	0	0	0	0	0	0	628
31-Jan-13	2	0	2	0	0	0	0	6	6	0	0	0	228	122	350	106	206	312	0	0	0	670
Total	612	201	813	1397	1455	2852	2536	3272	5808	44	18	62	3738	2061	5799	1469	2805	4274	0	0	0	19608



# 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-Jan-13	21	0	21	18	24	42	19	43	62	1	1	2	7	2	9	0	0	0	0	0	0	136
02-Jan-13	19	0	19	43	35	78	31	61	92	0	0	0	0	0	0	0	0	0	0	0	0	189
03-Jan-13	0	0	0	27	26	53	18	27	45	1	1	2	34	31	65	13	6	19	0	0	0	184
04-Jan-13	2	0	2	0	0	0	1	0	1	0	0	0	56	64	120	43	35	78	0	0	0	201
05-Jan-13	0	0	0	0	0	0	0	2	2	0	0	0	45	36	81	28	24	52	0	0	0	135
06-Jan-13	7	0	7	0	9	9	2	11	13	1	1	2	35	39	74	22	23	45	0	0	0	150
07-Jan-13	0	0	0	37	19	56	18	37	55	1	0	1	22	25	47	16	14	30	0	0	0	189
08-Jan-13	0	0	0	0	0	0	0	1	1	0	1	1	47	56	103	47	33	80	0	0	0	185
09-Jan-13	1	0	1	64	35	99	35	66	101	0	0	0	0	0	0	0	0	0	0	0	0	201
10-Jan-13	0	0	0	9	8	17	10	15	25	0	0	0	40	49	89	38	27	65	0	0	0	196
11-Jan-13	1	0	1	0	1	1	0	1	1	0	2	2	48	62	110	53	35	88	0	0	0	203
12-Jan-13	1	0	1	26	12	38	29	22	51	1	1	2	6	16	22	13	12	25	0	0	0	139
13-Jan-13	1	0	1	35	32	67	42	59	101	0	0	0	0	0	0	0	0	0	0	0	0	169
14-Jan-13	0	0	0	59	34	93	44	70	114	0	0	0	2	0	2	0	0	0	0	0	0	209
15-Jan-13	18	0	18	28	20	48	9	32	41	0	0	0	22	29	51	20	16	36	0	0	0	194
16-Jan-13	1	0	1	1	7	8	2	2	4	0	0	0	61	69	130	40	27	67	0	0	0	210
17-Jan-13	0	0	0	21	12	33	10	22	32	0	0	0	39	50	89	35	21	56	0	0	0	210
18-Jan-13	0	0	0	5	2	7	6	9	15	1	0	1	53	64	117	43	33	76	0	0	0	216
19-Jan-13	1	0	1	36	24	60	36	41	77	0	0	0	0	0	0	0	0	0	0	0	0	138
20-Jan-13	21	0	21	31	34	65	30	59	89	1	0	1	3	0	3	0	0	0	0	0	0	179
21-Jan-13	2	0	2	0	0	0	0	0	0	0	0	0	54	75	129	51	36	87	0	0	0	218
22-Jan-13	0	0	0	4	0	4	6	2	8	0	0	0	46	56	102	46	38	84	0	0	0	198
23-Jan-13	0	0	0	58	34	92	52	74	126	0	0	0	0	0	0	0	0	0	0	0	0	218
24-Jan-13	13	0	13	51	35	86	41	72	113	0	1	1	0	0	0	0	0	0	0	0	0	213
25-Jan-13	0	0	0	0	0	0	0	0	0	0	1	1	58	72	130	52	32	84	0	0	0	215
26-Jan-13	20	15	35	0	0	0	0	2	2	0	0	0	28	27	55	23	18	41	0	0	0	133
27-Jan-13	0	0	0	0	0	0	1	2	3	0	2	2	32	56	88	52	33	85	0	0	0	178
28-Jan-13	44	41	85	0	0	0	0	2	2	0	0	0	10	24	34	23	11	34	0	0	0	155
29-Jan-13	0	0	0	37	31	68	38	46	84	0	0	0	9	22	31	23	14	37	0	0	0	220
30-Jan-13	25	0	25	48	39	87	34	69	103	0	0	0	0	0	0	0	0	0	0	0	0	215
31-Jan-13	3	0	3	0	0	0	0	1	1	0	0	0	56	76	132	56	37	93	0	0	0	229
Total	201	56	257	638	473	1111	514	850	1364	7	11	18	813	1000	1813	737	525	1262	0	0	0	5825

(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-Jan-13	1	2	1	0	1	0	26	47	37	50	52	57	42	39	46	45	48	62	56	38	35	29	18	2	734
02-Jan-13	1	0	0	0	0	1	25	59	62	58	59	58	46	43	43	56	50	61	60	51	42	27	25	3	830
03-Jan-13	3	2	3	2	1	0	28	64	59	64	56	57	49	43	46	49	50	58	61	52	37	30	24	3	841
04-Jan-13	3	1	1	4	1	0	25	67	61	57	61	57	53	43	52	56	61	56	64	51	39	33	23	1	870
05-Jan-13	1	0	1	0	1	0	22	53	57	57	62	54	53	44	36	47	42	43	47	35	31	27	18	2	733
06-Jan-13	0	0	0	1	0	0	18	38	39	52	54	43	53	43	42	56	54	55	65	56	41	37	24	1	772
07-Jan-13	1	0	2	0	0	0	27	58	65	61	70	64	54	41	42	52	47	59	61	49	36	26	24	5	844
08-Jan-13	3	0	2	2	1	1	27	73	52	50	63	51	48	45	47	46	53	52	61	50	37	22	24	5	815
09-Jan-13	1	0	0	0	0	0	29	63	60	54	60	56	51	39	38	57	50	57	61	50	40	30	24	3	823
10-Jan-13	2	1	1	4	1	0	26	64	59	53	63	59	48	42	52	52	48	66	63	55	41	34	25	3	862
11-Jan-13	2	1	1	3	0	0	23	65	58	63	66	64	44	42	52	59	53	63	59	54	38	34	24	1	869
12-Jan-13	0	2	0	0	2	0	19	55	55	57	58	58	50	41	41	54	40	46	39	35	32	28	18	1	731
13-Jan-13	0	2	0	0	0	1	19	38	46	51	47	46	55	37	45	39	59	55	60	62	41	37	33	1	774
14-Jan-13	0	1	1	0	1	0	22	58	58	63	61	64	65	38	47	54	51	59	60	41	42	39	27	5	857
15-Jan-13	1	1	0	3	1	0	26	66	55	48	59	58	49	46	44	47	50	56	52	49	36	37	22	3	809
16-Jan-13	2	1	1	3	0	0	27	71	48	58	58	57	47	41	45	53	57	53	58	50	42	30	23	4	829
17-Jan-13	2	0	0	5	0	0	27	61	59	60	55	66	53	48	48	53	53	65	59	51	45	32	33	4	879
18-Jan-13	1	1	1	4	1	0	25	66	56	50	58	62	53	46	50	55	61	48	61	43	40	41	36	0	859
19-Jan-13	0	1	0	1	0	0	19	50	62	60	59	55	61	41	42	52	39	48	43	33	30	28	15	0	739
20-Jan-13	2	1	0	0	1	0	18	41	46	46	55	45	50	43	50	67	50	67	69	52	45	42	20	1	811
21-Jan-13	0	1	0	1	0	0	29	67	60	58	65	67	52	38	49	59	52	58	61	52	43	24	26	4	866
22-Jan-13	4	1	2	2	2	1	25	68	51	61	58	62	43	40	48	49	38	47	72	63	32	33	34	4	840
23-Jan-13	3	2	0	1	0	2	32	60	69	53	55	58	56	40	49	52	51	61	55	50	44	34	31	4	862
24-Jan-13	1	1	2	3	0	1	28	63	59	48	58	59	47	50	47	56	57	62	60	53	43	34	36	7	875
25-Jan-13	1	0	1	4	1	0	28	62	56	61	60	65	55	43	49	63	54	63	65	55	42	39	31	2	900
26-Jan-13	0	1	0	0	0	0	19	51	51	56	58	60	51	42	39	47	44	36	49	39	30	25	22	0	720
27-Jan-13	0	1	0	1	0	0	22	36	42	51	52	45	54	42	45	56	58	53	50	58	38	39	30	2	775
28-Jan-13	0	1	0	1	1	0	22	54	39	58	53	51	61	27	35	31	40	42	40	41	44	28	38	6	713
29-Jan-13	1	0	0	0	0	0	22	57	56	60	63	55	66	38	53	61	49	54	57	64	37	32	31	3	859
30-Jan-13	2	1	1	3	1	0	30	68	64	59	52	48	52	43	46	54	47	65	64	51	42	23	24	3	843
31-Jan-13	2	0	1	3	2	1	22	78	59	63	61	61	50	38	53	55	60	62	66	57	43	31	28	3	899
<b>Total</b>	<b>40</b>	<b>26</b>	<b>22</b>	<b>51</b>	<b>19</b>	<b>8</b>	<b>757</b>	<b>1821</b>	<b>1700</b>	<b>1740</b>	<b>1811</b>	<b>1762</b>	<b>1611</b>	<b>1286</b>	<b>1421</b>	<b>1632</b>	<b>1566</b>	<b>1732</b>	<b>1798</b>	<b>1540</b>	<b>1208</b>	<b>985</b>	<b>811</b>	<b>86</b>	<b>25433</b>
<b>Avg.</b>	<b>1.29</b>	<b>0.84</b>	<b>0.71</b>	<b>1.65</b>	<b>0.61</b>	<b>0.26</b>	<b>24.42</b>	<b>58.74</b>	<b>54.84</b>	<b>56.13</b>	<b>58.42</b>	<b>56.84</b>	<b>51.97</b>	<b>41.48</b>	<b>45.84</b>	<b>52.65</b>	<b>50.52</b>	<b>55.87</b>	<b>58.00</b>	<b>49.68</b>	<b>38.97</b>	<b>31.77</b>	<b>26.16</b>	<b>2.77</b>	<b>820.42</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-Jan-13	0	0	0	0	1	0	14	24	19	24	26	25	15	17	23	21	21	35	22	21	24	18	10	0	360
02-Jan-13	0	0	0	0	0	1	10	30	32	25	30	26	18	21	24	22	24	34	32	22	29	15	14	2	411
03-Jan-13	1	1	2	1	0	0	10	39	22	30	29	30	18	19	24	23	21	38	32	22	22	21	12	2	419
04-Jan-13	2	0	0	2	0	0	9	40	26	28	31	27	19	25	25	30	26	31	31	27	21	21	13	1	435
05-Jan-13	0	0	1	0	0	0	10	35	26	22	29	26	22	24	20	24	21	23	27	16	19	19	7	1	372
06-Jan-13	0	0	0	0	0	0	8	24	18	20	26	21	13	21	21	26	26	31	38	22	25	24	12	1	377
07-Jan-13	0	0	2	0	0	0	9	29	35	31	37	30	19	19	21	26	25	29	32	23	21	17	12	2	419
08-Jan-13	1	0	2	1	0	0	11	42	23	25	34	27	15	22	26	18	26	33	33	23	20	15	12	3	412
09-Jan-13	0	0	0	0	0	0	10	34	33	23	30	29	19	19	22	23	23	33	29	26	27	19	11	2	412
10-Jan-13	0	1	1	1	1	0	10	34	31	24	32	26	17	20	33	21	22	37	33	25	25	23	11	2	430
11-Jan-13	0	1	1	1	0	0	6	36	30	30	37	30	13	21	30	25	27	30	34	24	22	20	14	0	432
12-Jan-13	0	2	0	0	1	0	9	36	22	23	31	29	17	21	27	29	16	26	20	18	20	18	8	1	374
13-Jan-13	0	1	0	0	0	1	7	24	19	22	28	21	17	19	22	18	26	29	31	24	26	24	19	1	379
14-Jan-13	0	1	0	0	1	0	7	29	33	28	33	34	26	15	26	25	25	29	32	16	29	23	12	2	426
15-Jan-13	0	1	0	2	0	0	7	40	26	21	39	24	16	22	27	22	20	36	28	17	24	25	10	2	409
16-Jan-13	0	1	1	1	0	0	8	42	23	26	33	26	17	19	28	20	29	27	33	21	27	22	9	2	415
17-Jan-13	0	0	0	3	0	0	7	33	37	27	25	36	16	23	30	20	27	38	29	21	28	22	16	2	440
18-Jan-13	0	0	1	2	1	0	9	38	26	28	32	30	20	23	27	26	23	29	34	16	17	25	21	0	428
19-Jan-13	0	0	0	1	0	0	8	32	33	25	29	29	19	20	25	27	20	26	20	19	20	17	6	0	376
20-Jan-13	1	0	0	0	1	0	7	24	23	20	25	20	13	23	26	31	20	39	34	26	27	25	11	1	397
21-Jan-13	0	1	0	1	0	0	12	39	29	25	38	29	19	20	25	25	27	33	32	22	26	15	12	3	433
22-Jan-13	1	0	2	1	1	1	10	37	24	31	32	29	16	17	29	25	23	28	31	21	19	25	20	2	425
23-Jan-13	0	1	0	0	0	2	15	34	31	25	29	28	19	23	31	21	19	31	28	25	31	25	12	2	432
24-Jan-13	0	1	1	1	0	1	7	35	28	22	31	33	16	22	28	20	29	36	30	17	34	23	17	2	434
25-Jan-13	0	0	1	3	0	0	10	36	27	33	32	29	21	22	26	28	24	31	38	22	28	25	18	1	455
26-Jan-13	0	0	0	0	0	0	10	30	23	26	26	31	21	21	24	24	20	22	23	19	19	20	7	0	366
27-Jan-13	0	1	0	0	0	0	10	22	18	24	26	16	19	21	25	26	24	25	31	30	21	21	18	1	379
28-Jan-13	0	0	0	1	1	0	10	32	20	29	27	32	16	12	16	15	20	17	19	20	22	18	22	1	350
29-Jan-13	0	0	0	0	0	0	11	33	32	29	30	30	26	17	31	21	24	31	32	31	22	21	15	2	438
30-Jan-13	0	1	0	2	0	0	14	37	32	25	27	22	23	19	24	22	25	34	33	25	29	12	12	2	420
31-Jan-13	0	0	1	2	0	1	10	42	29	29	29	29	20	15	34	24	30	31	36	28	25	21	13	2	451
<b>Total</b>	<b>6</b>	<b>14</b>	<b>16</b>	<b>26</b>	<b>8</b>	<b>7</b>	<b>295</b>	<b>1042</b>	<b>830</b>	<b>800</b>	<b>943</b>	<b>854</b>	<b>565</b>	<b>622</b>	<b>800</b>	<b>728</b>	<b>733</b>	<b>952</b>	<b>937</b>	<b>689</b>	<b>749</b>	<b>639</b>	<b>406</b>	<b>45</b>	<b>12706</b>
<b>Avg.</b>	<b>0.19</b>	<b>0.45</b>	<b>0.52</b>	<b>0.84</b>	<b>0.26</b>	<b>0.23</b>	<b>9.52</b>	<b>33.61</b>	<b>26.77</b>	<b>25.81</b>	<b>30.42</b>	<b>27.55</b>	<b>18.23</b>	<b>20.06</b>	<b>25.81</b>	<b>23.48</b>	<b>23.65</b>	<b>30.71</b>	<b>30.23</b>	<b>22.23</b>	<b>24.16</b>	<b>20.61</b>	<b>13.10</b>	<b>1.45</b>	<b>409.87</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-Jan-13	1	2	1	0	0	0	12	23	18	26	26	32	27	22	23	24	27	27	34	17	11	11	8	2	374
02-Jan-13	1	0	0	0	0	0	15	29	30	33	29	32	28	22	19	34	26	27	28	29	13	12	11	1	419
03-Jan-13	2	1	1	1	1	0	18	25	37	34	27	27	31	24	22	26	29	20	29	30	15	9	12	1	422
04-Jan-13	1	1	1	2	1	0	16	27	35	29	30	30	34	18	27	26	35	25	33	24	18	12	10	0	435
05-Jan-13	1	0	0	0	1	0	12	18	31	35	33	28	31	20	16	23	21	20	20	19	12	8	11	1	361
06-Jan-13	0	0	0	1	0	0	10	14	21	32	28	22	40	22	21	30	28	24	27	34	16	13	12	0	395
07-Jan-13	1	0	0	0	0	0	18	29	30	30	33	34	35	22	21	26	22	30	29	26	15	9	12	3	425
08-Jan-13	2	0	0	1	1	1	16	31	29	25	29	24	33	23	21	28	27	19	28	27	17	7	12	2	403
09-Jan-13	1	0	0	0	0	0	19	29	27	31	30	27	32	20	16	34	27	24	32	24	13	11	13	1	411
10-Jan-13	2	0	0	3	0	0	16	30	28	29	31	33	31	22	19	31	26	29	30	30	16	11	14	1	432
11-Jan-13	2	0	0	2	0	0	17	29	28	33	29	34	31	21	22	34	26	33	25	30	16	14	10	1	437
12-Jan-13	0	0	0	0	1	0	10	19	33	34	27	29	33	20	14	25	24	20	19	17	12	10	10	0	357
13-Jan-13	0	1	0	0	0	0	12	14	27	29	19	25	38	18	23	21	33	26	29	38	15	13	14	0	395
14-Jan-13	0	0	1	0	0	0	15	29	25	35	28	30	39	23	21	29	26	30	28	25	13	16	15	3	431
15-Jan-13	1	0	0	1	1	0	19	26	29	27	20	34	33	24	17	25	30	20	24	32	12	12	12	1	400
16-Jan-13	2	0	0	2	0	0	19	29	25	32	25	31	30	22	17	33	28	26	25	29	15	8	14	2	414
17-Jan-13	2	0	0	2	0	0	20	28	22	33	30	30	37	25	18	33	26	27	30	30	17	10	17	2	439
18-Jan-13	1	1	0	2	0	0	16	28	30	22	26	32	33	23	23	29	38	19	27	27	23	16	15	0	431
19-Jan-13	0	1	0	0	0	0	11	18	29	35	30	26	42	21	17	25	19	22	23	14	10	11	9	0	363
20-Jan-13	1	1	0	0	0	0	11	17	23	26	30	25	37	20	24	36	30	28	35	26	18	17	9	0	414
21-Jan-13	0	0	0	0	0	0	17	28	31	33	27	38	33	18	24	34	25	25	29	30	17	9	14	1	433
22-Jan-13	3	1	0	1	1	0	15	31	27	30	26	33	27	23	19	24	15	19	41	42	13	8	14	2	415
23-Jan-13	3	1	0	1	0	0	17	26	38	28	26	30	37	17	18	31	32	30	27	25	13	9	19	2	430
24-Jan-13	1	0	1	2	0	0	21	28	31	26	27	26	31	28	19	36	28	26	30	36	9	11	19	5	441
25-Jan-13	1	0	0	1	1	0	18	26	29	28	28	36	34	21	23	35	30	32	27	33	14	14	13	1	445
26-Jan-13	0	1	0	0	0	0	9	21	28	30	32	29	30	21	15	23	24	14	26	20	11	5	15	0	354
27-Jan-13	0	0	0	1	0	0	12	14	24	27	26	29	35	21	20	30	34	28	19	28	17	18	12	1	396
28-Jan-13	0	1	0	0	0	0	12	22	19	29	26	19	45	15	19	16	20	25	21	21	22	10	16	5	363
29-Jan-13	1	0	0	0	0	0	11	24	24	31	33	25	40	21	22	40	25	23	25	33	15	11	16	1	421
30-Jan-13	2	0	1	1	1	0	16	31	32	34	25	26	29	24	22	32	22	31	31	26	13	11	12	1	423
31-Jan-13	2	0	0	1	2	0	12	36	30	34	32	32	30	23	19	31	30	31	30	29	18	10	15	1	448
<b>Total</b>	<b>34</b>	<b>12</b>	<b>6</b>	<b>25</b>	<b>11</b>	<b>1</b>	<b>462</b>	<b>779</b>	<b>870</b>	<b>940</b>	<b>868</b>	<b>908</b>	<b>1046</b>	<b>664</b>	<b>621</b>	<b>904</b>	<b>833</b>	<b>780</b>	<b>861</b>	<b>851</b>	<b>459</b>	<b>346</b>	<b>405</b>	<b>41</b>	<b>12727</b>
<b>Avg.</b>	<b>1.10</b>	<b>0.39</b>	<b>0.19</b>	<b>0.81</b>	<b>0.35</b>	<b>0.03</b>	<b>14.90</b>	<b>25.13</b>	<b>28.06</b>	<b>30.32</b>	<b>28.00</b>	<b>29.29</b>	<b>33.74</b>	<b>21.42</b>	<b>20.03</b>	<b>29.16</b>	<b>26.87</b>	<b>25.16</b>	<b>27.77</b>	<b>27.45</b>	<b>14.81</b>	<b>11.16</b>	<b>13.06</b>	<b>1.32</b>	<b>410.55</b>

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

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

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Jan-13	07:00	00:22	03:04	00:44	-	-	-	08:37	-	-	04:11	-	-
02-Jan-13	07:00	00:15	-	-	-	-	-	13:26	-	-	03:17	-	-
03-Jan-13	07:00	00:22	03:12	00:59	-	-	05:49	06:35	-	-	-	-	-
04-Jan-13	07:00	00:18	00:47	-	-	-	15:53	-	-	-	-	-	-
05-Jan-13	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
06-Jan-13	07:00	00:19	02:36	-	-	-	10:06	-	-	-	03:56	-	-
07-Jan-13	07:00	-	-	00:49	-	-	08:04	08:05	-	-	-	-	-
08-Jan-13	07:00	00:12	00:52	-	01:27	-	14:26	-	-	-	-	-	-
09-Jan-13	07:00	00:30	-	-	-	-	-	15:43	-	-	00:45	-	-
10-Jan-13	07:00	00:21	-	-	-	-	13:38	02:59	-	-	-	-	-
11-Jan-13	07:00	00:24	00:51	-	01:17	-	14:25	-	-	-	-	-	-
12-Jan-13	07:00	00:24	00:33	00:48	-	-	03:31	10:34	-	-	01:07	-	-
13-Jan-13	07:00	00:15	-	00:50	-	-	-	15:53	-	-	-	-	-
14-Jan-13	07:00	00:06	-	-	-	-	-	16:52	-	-	-	-	-
15-Jan-13	07:00	00:25	-	-	-	-	07:58	05:27	-	-	03:08	-	-
16-Jan-13	07:00	00:17	03:53	-	-	-	10:23	02:25	-	-	-	-	-
17-Jan-13	07:00	00:17	-	-	-	-	11:48	04:53	-	-	-	-	-
18-Jan-13	07:00	00:07	-	-	-	-	13:23	03:28	-	-	-	-	-
19-Jan-13	07:00	00:24	-	00:54	-	-	-	14:06	-	-	01:33	-	-
20-Jan-13	07:00	00:33	-	00:44	-	-	-	13:40	-	-	02:00	-	-
21-Jan-13	07:00	00:15	00:49	-	-	-	15:54	-	-	-	-	-	-
22-Jan-13	07:00	00:11	00:56	-	-	-	12:49	03:01	-	-	-	-	-
23-Jan-13	07:00	00:11	-	-	-	-	-	16:47	-	-	-	-	-
24-Jan-13	07:00	00:13	-	00:39	-	-	-	14:19	-	-	01:46	-	-
25-Jan-13	07:00	00:11	-	-	-	-	16:47	-	-	-	-	-	-
26-Jan-13	07:00	00:28	-	-	-	-	11:13	-	05:17	-	-	-	-
27-Jan-13	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
28-Jan-13	07:00	-	-	-	-	-	07:53	-	09:06	-	-	-	-
29-Jan-13	07:00	00:20	-	-	-	-	05:39	10:59	-	-	-	-	-
30-Jan-13	07:00	00:24	-	-	-	-	-	12:10	-	-	04:24	-	-
31-Jan-13	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>9:35</b>	<b>17:38</b>	<b>6:31</b>	<b>2:45</b>	<b>00:00</b>	<b>249:42</b>	<b>200:8</b>	<b>14:24</b>	<b>00:00</b>	<b>26:12</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>1.82%</b>	<b>3.35%</b>	<b>1.24%</b>	<b>0.52%</b>	<b>0.00%</b>	<b>47.38%</b>	<b>37.98%</b>	<b>2.73%</b>	<b>0.00%</b>	<b>4.97%</b>	<b>0.00%</b>	<b>0.00%</b>

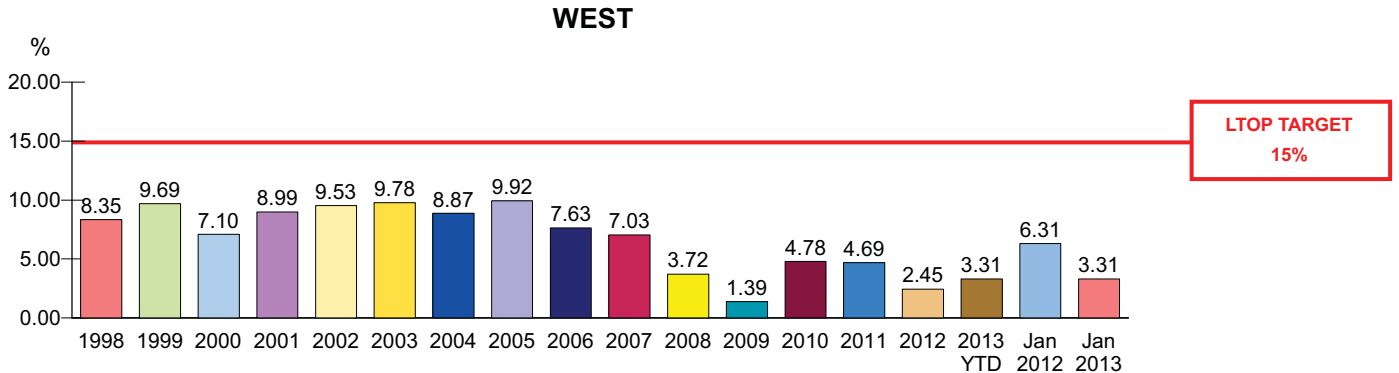
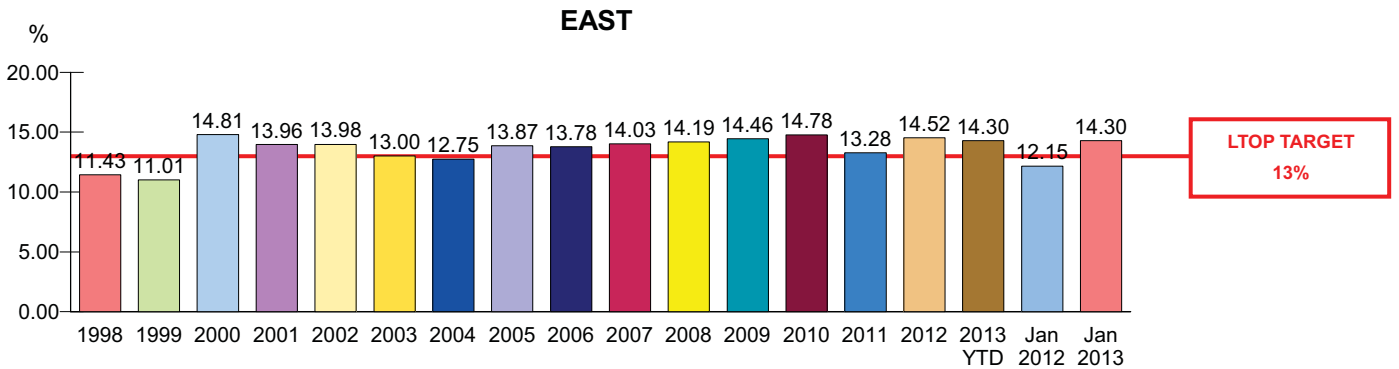
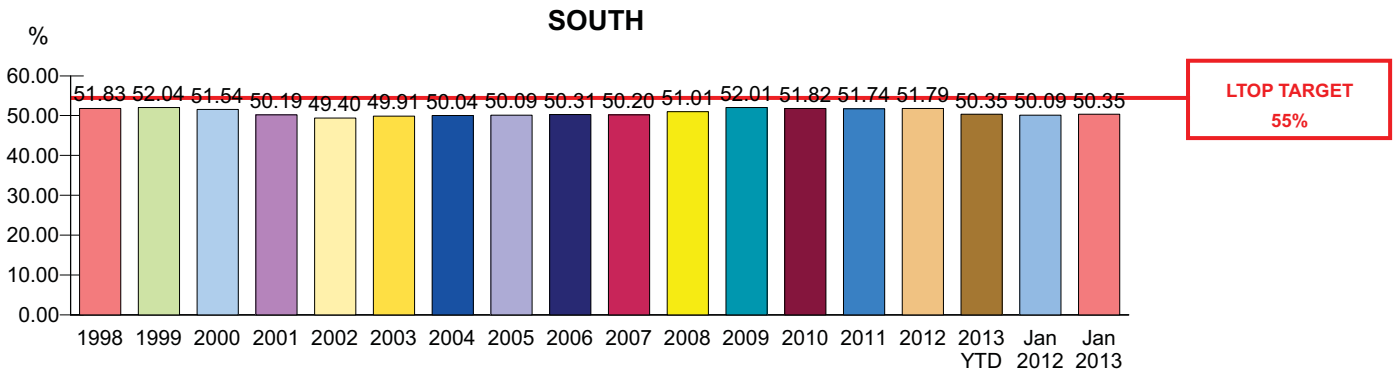
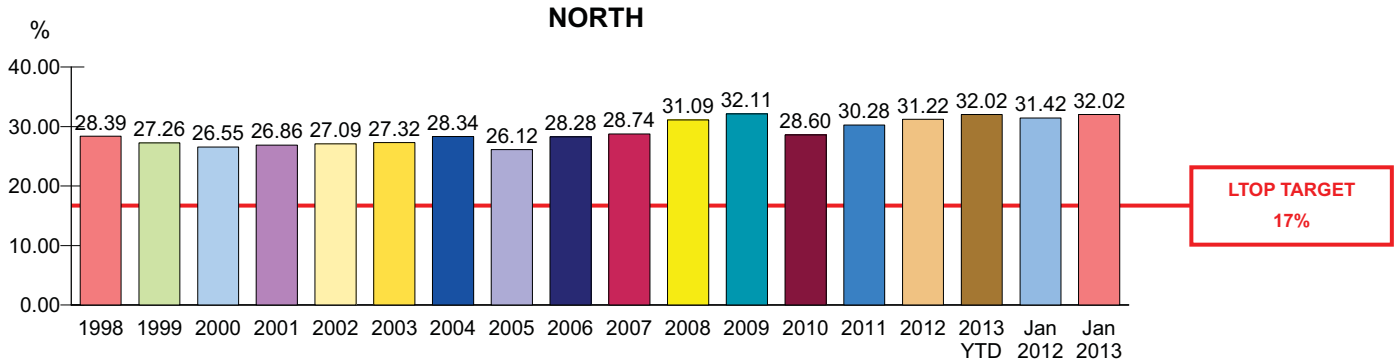
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2013

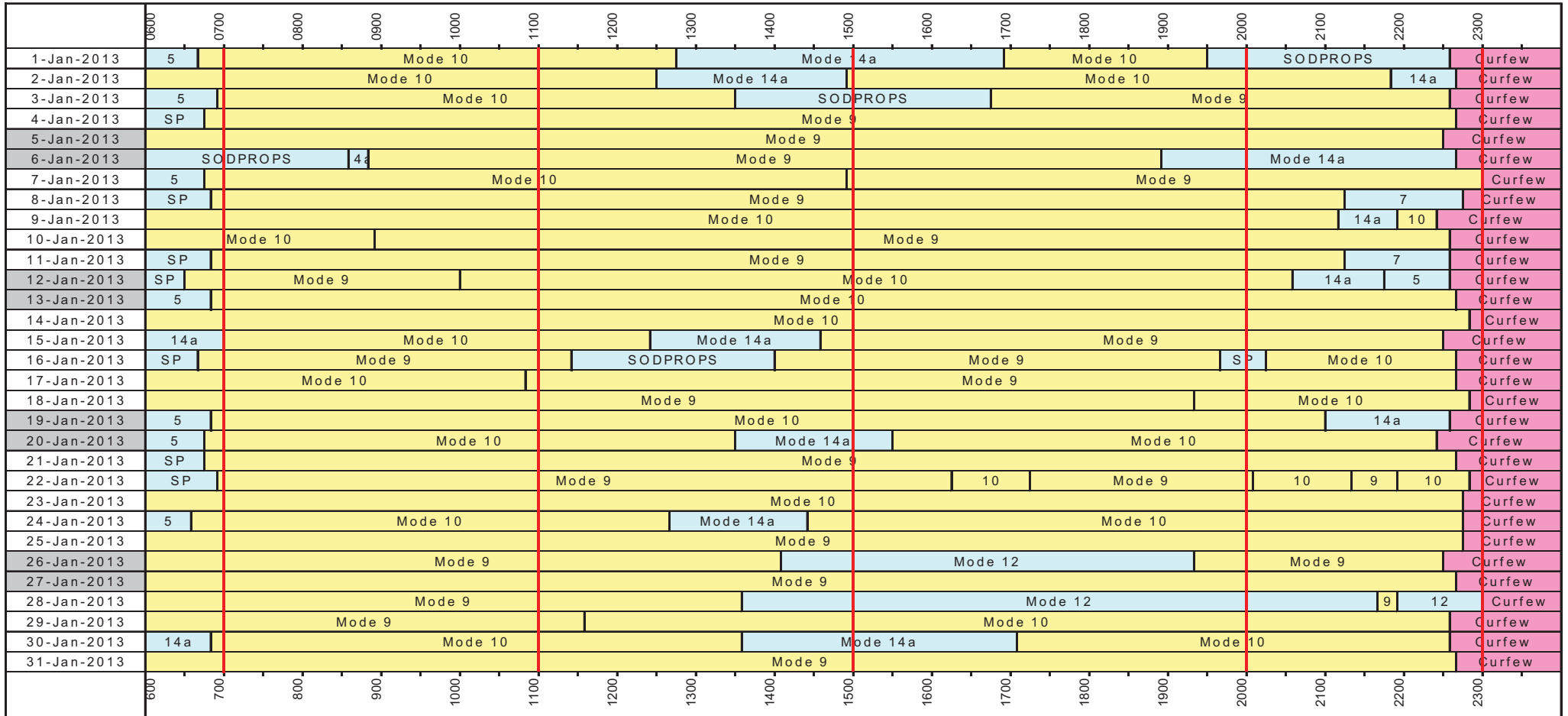
Time	1.82%	3.35%	1.24%	0.52%	0.00%	47.38%	37.98%	2.73%	0.00%	4.97%	0.00%	0.00%
Movements	0.44%	2.38%	0.56%	0.31%	0.00%	49.96%	39.91%	2.28%	0.00%	4.17%	0.00%	0.00%

## Runway End Impact to 31 January 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 **January 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	
17/01/2013	7:10	8:29	1:19
23/01/2013	6:54	8:11	1:17
24/01/2013	6:55	8:17	1:22
30/01/2013	6:50	8:12	1:22

### 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
17/01/2013	49	24	25
23/01/2013	42	18	24
24/01/2013	45	17	28
30/01/2013	46	21	25

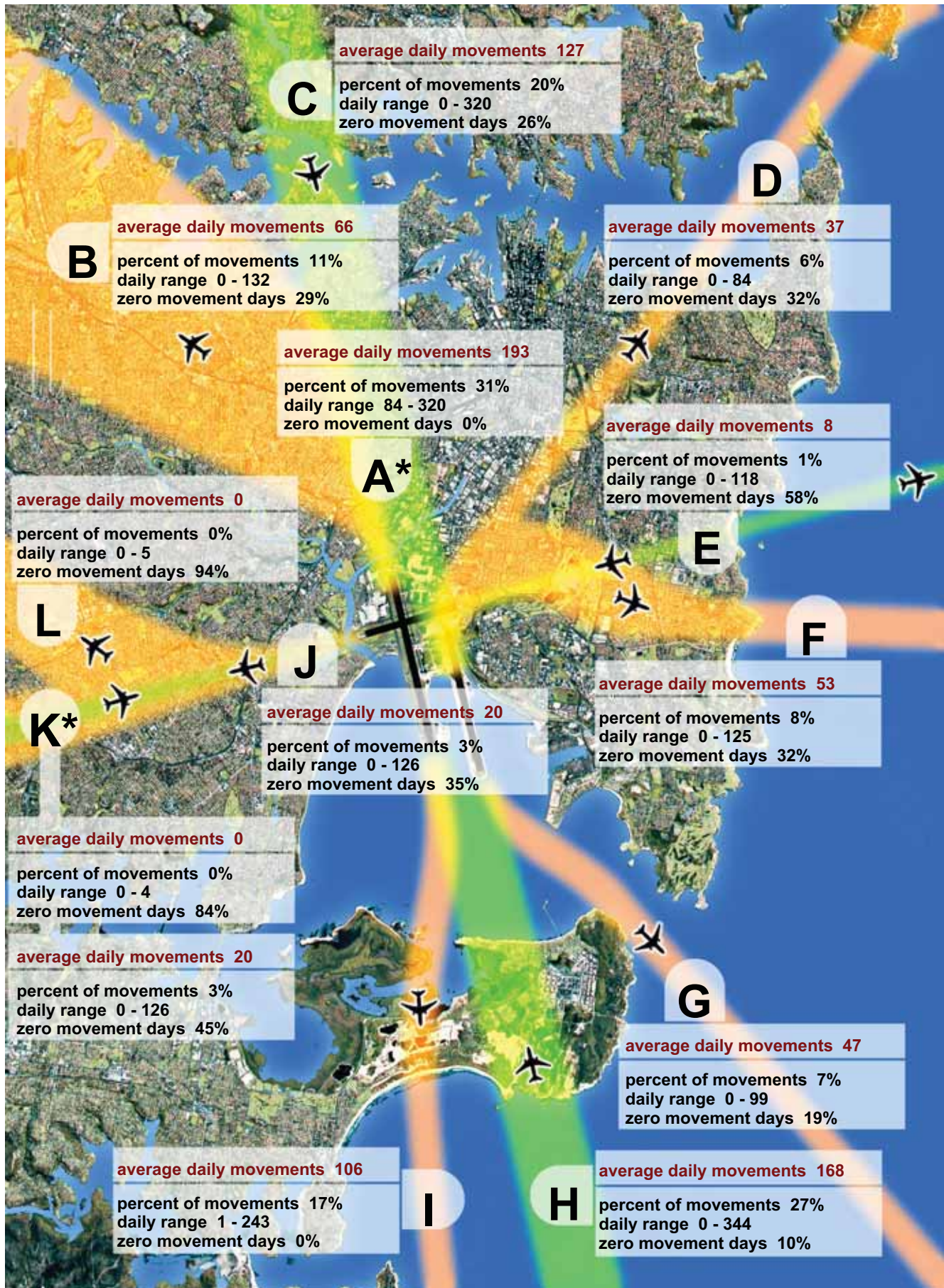


## **Noise Complaints & Information Service**

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 Jan 2013 to 31 Jan 2013, All Jets

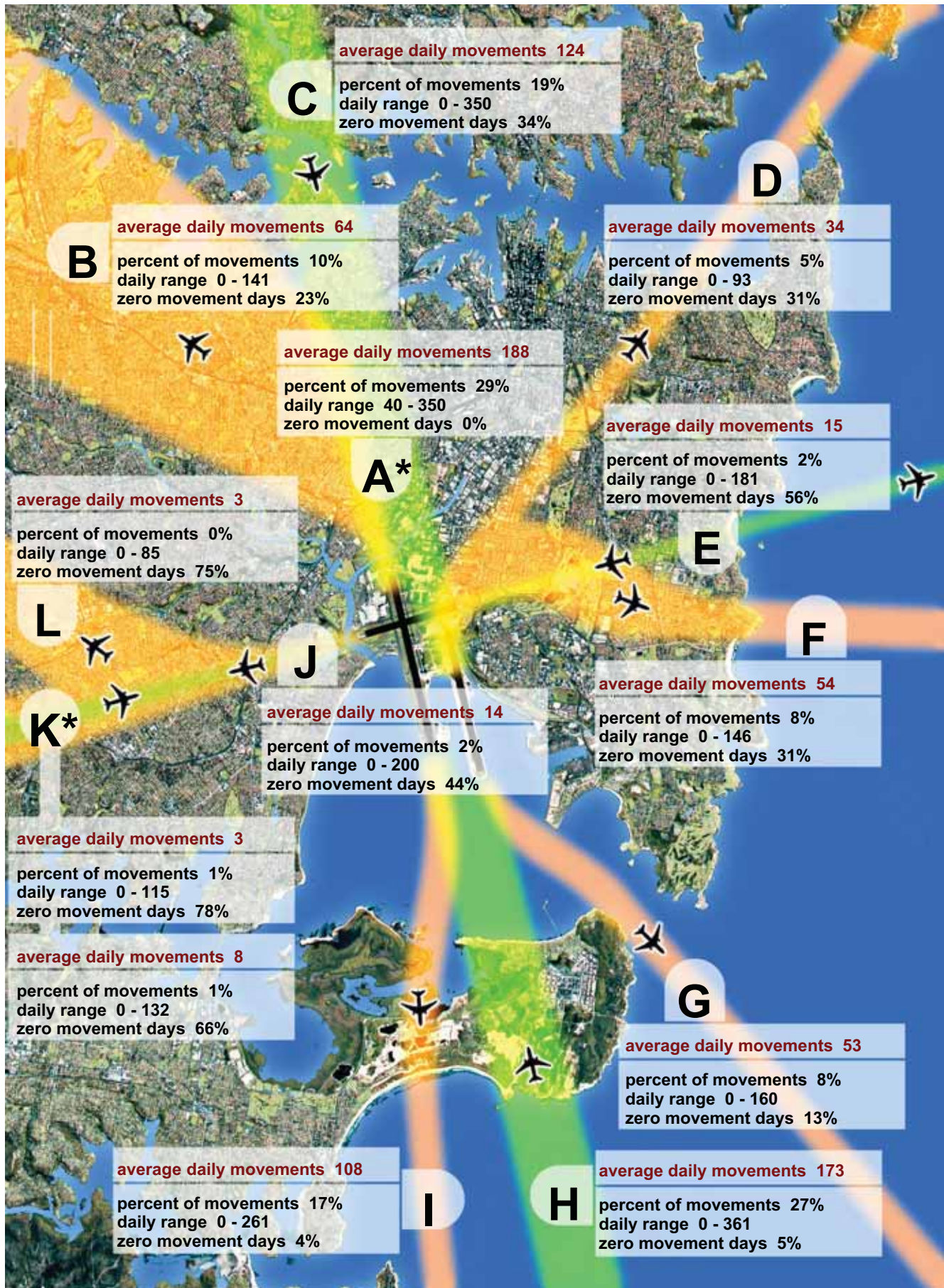


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 Feb 2012 to 31 Jan 2013, All Jets

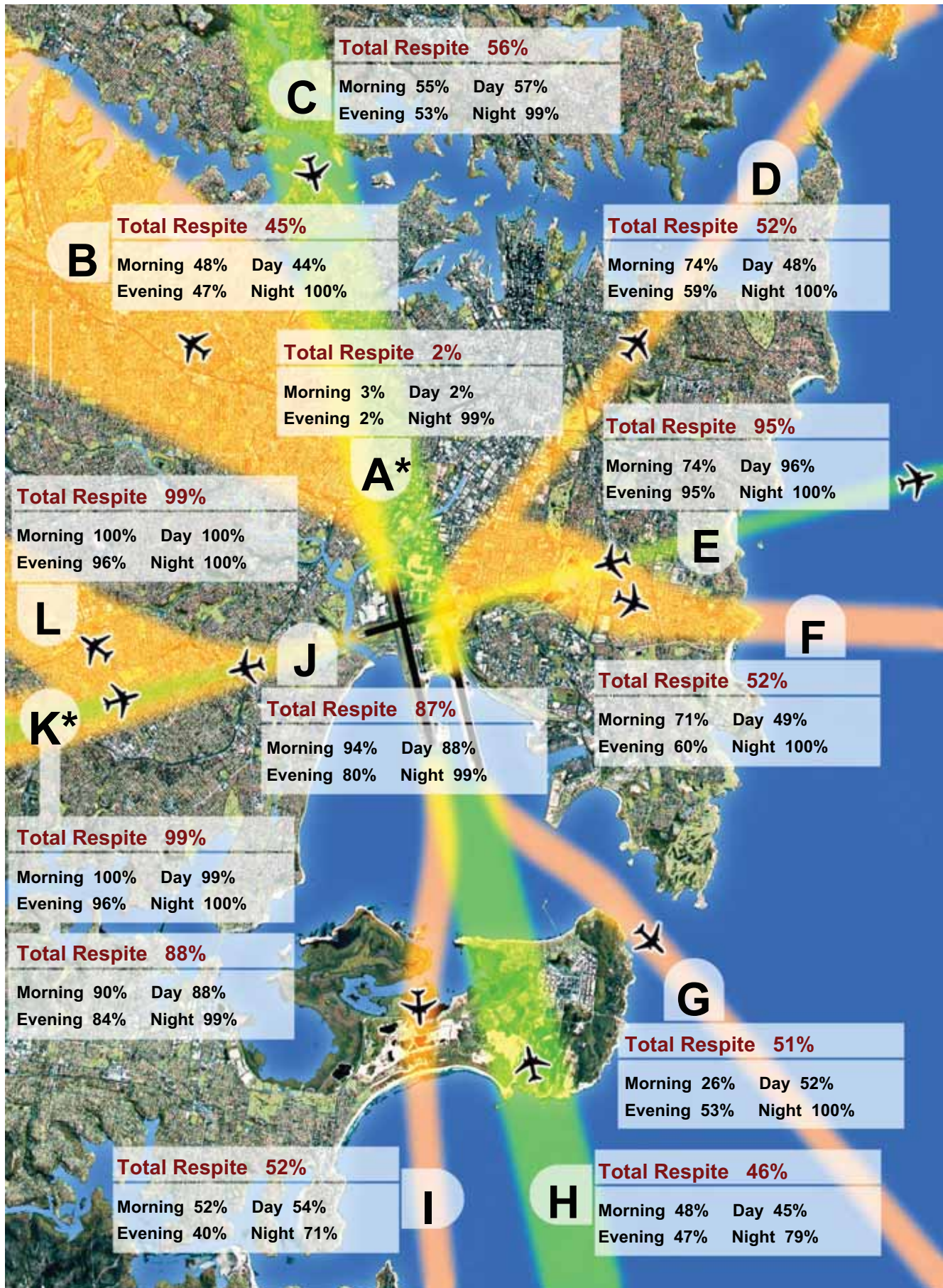


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2013 to 31 Jan 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).

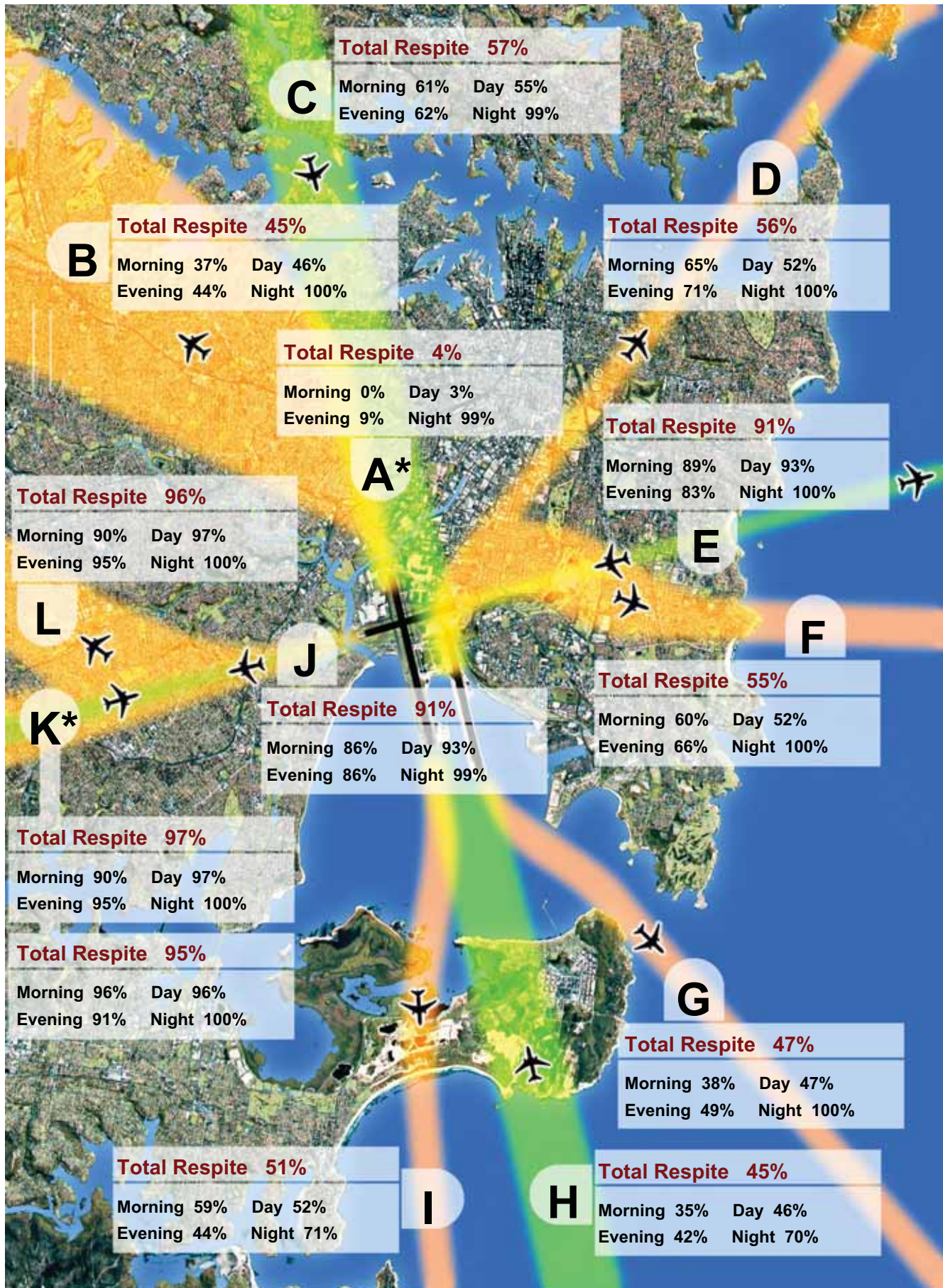
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2012 to 31 Jan 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)

### February 2012 to January 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="#">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="#">February 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 February 2012 to January 2013, 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 56%**. This means that over the period **February 2012 to January 2013 for 56%** 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 January 2013.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 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 January 2013 along with the Daily N70 values for the three months up to and including January are given in Table 1.

<b>Location</b>	<b>CNE Jan</b>	<b>Operational Days Jan</b>	<b>N70 Jan</b>	<b>N70 Dec</b>	<b>N70 Nov</b>
<i>Threshold rwy 34</i>	9,865	29.4	331	335	349
<i>Penshurst</i>	944	30.9	26	16	12
<i>Bexley</i>	916	30.9	27	21	13
<i>Sydenham</i>	5,207	30.9	168	179	194
<i>Johnston St. Annandale</i>	2,518	30.9	64	78	88
<i>Church St. St Peters</i>	4,112	30.9	97	110	120
<i>Leichhardt PEMU 36</i>	3,225	30.9	100	116	131
<i>Eastlakes</i>	2,197	30.9	60	57	58
<i>Coogee</i>	429	30.9	8	14	11
<i>Kurnell</i>	2,694	30.9	71	66	69
<i>Croydon</i>	618	30.9	15	12	12
<i>Hunters Hill</i>	4,807	30.9	72	85	97

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

The N70 values for January 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 11 PM 43 Day 248 Night 7 WE_D 311 WE_N 5	<b>Penshurst</b> AM 1 PM 6 Day 21 Night 0 WE_D 20 WE_N 0	<b>Bexley</b> AM 1 PM 7 Day 22 Night 0 WE_D 21 WE_N 0	<b>Eastlakes</b> AM 2 PM 5 Day 44 Night 0 WE_D 85 WE_N 0
<b>Coogee</b> AM 1 PM 1 Day 5 Night 0 WE_D 8 WE_N 0	<b>Sydenham</b> AM 5 PM 25 Day 144 Night 1 WE_D 148 WE_N 1	<b>Leichhardt PEMU36</b> AM 4 PM 17 Day 93 Night 1 WE_D 59 WE_N 0	<b>Kurnell</b> AM 0 PM 5 Day 56 Night 0 WE_D 101 WE_N 0
<b>Annandale</b> AM 0 PM 10 Day 65 Night 0 WE_D 33 WE_N 0	<b>St Peters</b> AM 1 PM 14 Day 90 Night 0 WE_D 73 WE_N 0	<b>Croydon</b> AM 0 PM 2 Day 11 Night 0 WE_D 20 WE_N 0	<b>Hunters Hill</b> AM 3 PM 11 Day 67 Night 0 WE_D 44 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.*