

# **Sydney Airport Operational Statistics**

July 2013

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

July 2013

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

There were a total of 27,768 aircraft movements this month (daily average 895.74). Last month there were a total of 25,604 movements (daily average 853.47) and for the same month last year there were a total of 27,217 movements (daily average 877.97).

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

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 20 days and Mode 10 on 3 days and Mode 7 on 1 day. Crossing runway modes (including Sodprops) were used for 23.80% 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 27.11% - This result is above the LTOP target and below the previous month (35.01%)

South 52.36% - This result is below the LTOP target and above the previous month (51.87%)

East 18.04% - This result is above the LTOP target and above the previous month (12.12%)

West 2.49% - This result is below the LTOP target and above the previous month (1%)

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

This procedure was not used in July 2013.

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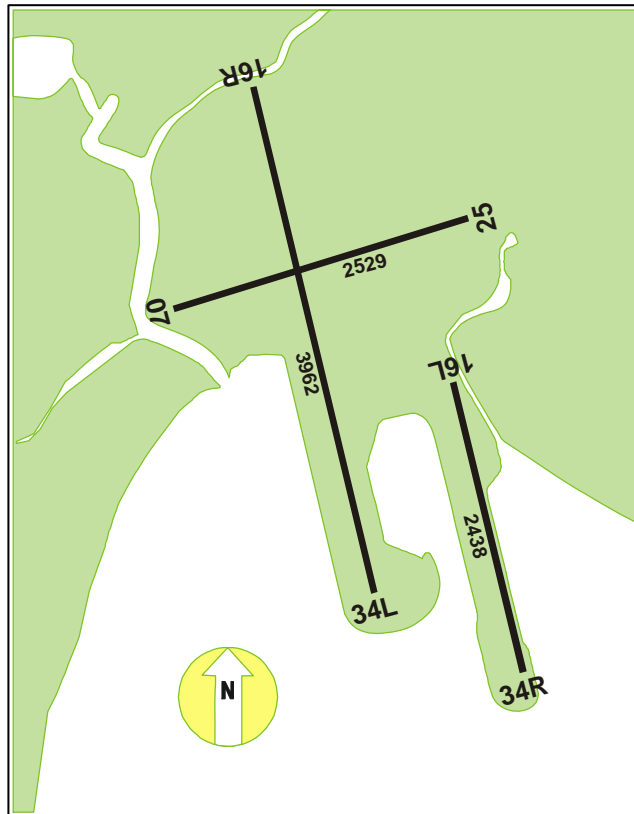
This report is available on the Internet at Airservices Australia website at

[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



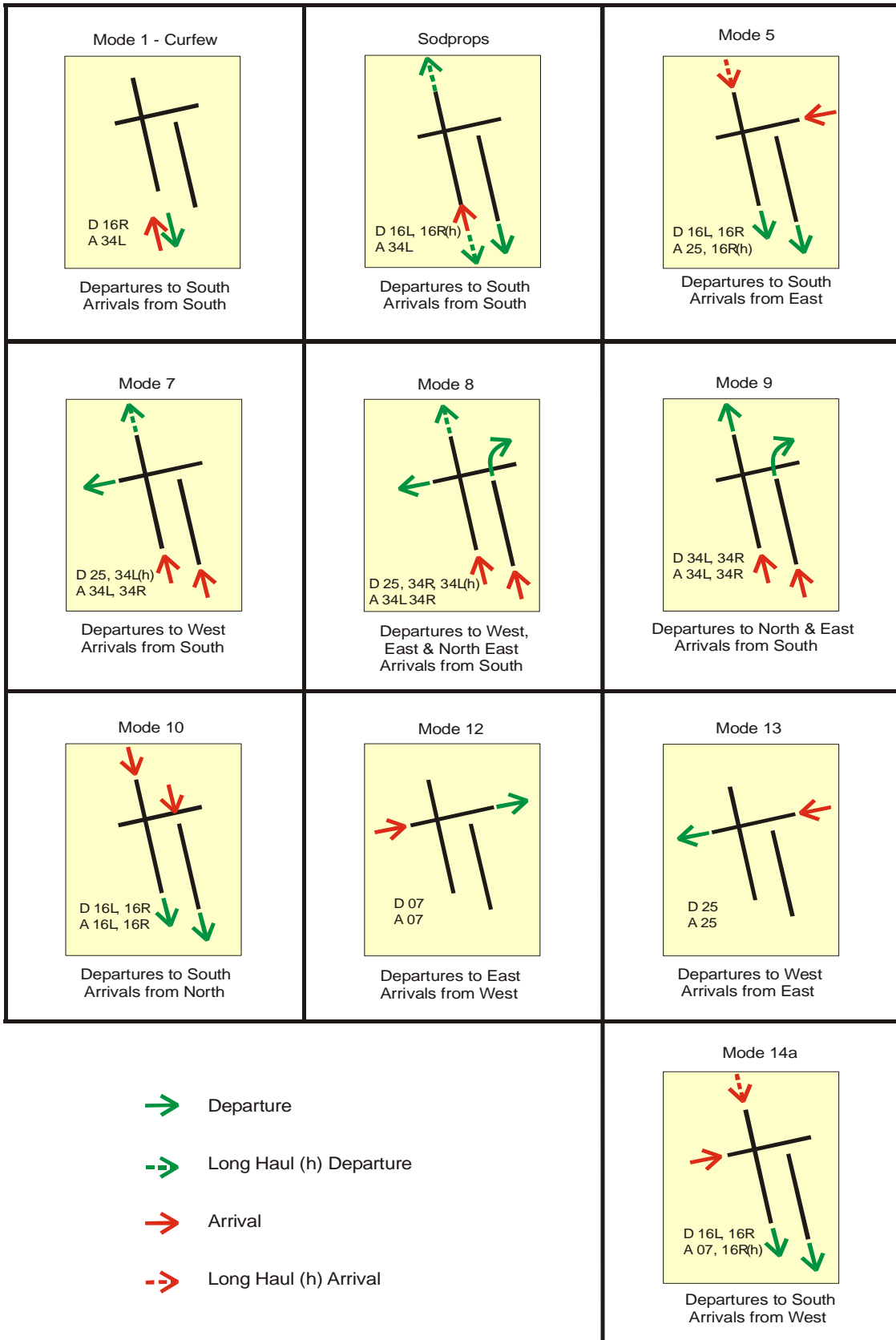
Runway numbers refer to the direction an aircraft is flying.

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)

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-Jul-2013	1	0	1	74	90	164	87	139	226	37	0	37	198	128	326	83	126	209	0	0	0	963
02-Jul-2013	1	0	1	0	103	103	5	10	15	0	0	0	347	196	543	107	148	255	0	0	0	917
03-Jul-2013	1	0	1	0	0	0	0	8	8	0	29	29	296	211	507	178	228	406	0	0	0	951
04-Jul-2013	0	0	0	0	4	4	0	7	7	0	36	36	301	204	505	181	233	414	0	0	0	966
05-Jul-2013	0	0	0	0	12	12	2	5	7	85	83	168	251	184	435	152	197	349	0	0	0	971
06-Jul-2013	0	0	0	0	37	37	0	2	2	1	78	79	244	144	388	133	101	234	0	0	0	740
07-Jul-2013	2	0	2	0	93	93	1	0	1	1	2	3	292	190	482	117	150	267	0	0	0	848
08-Jul-2013	0	0	0	83	85	168	112	156	268	47	2	49	134	117	251	96	117	213	0	0	0	949
09-Jul-2013	1	0	1	180	122	302	217	281	498	0	0	0	41	28	69	31	33	64	0	0	0	934
10-Jul-2013	28	0	28	122	87	209	124	222	346	31	26	57	99	66	165	68	78	146	0	0	0	951
11-Jul-2013	2	0	2	93	91	184	101	169	270	46	1	47	149	114	263	98	107	205	0	0	0	971
12-Jul-2013	1	0	1	80	70	150	89	116	205	29	1	30	187	148	335	98	141	239	0	0	0	960
13-Jul-2013	48	0	48	0	18	18	8	35	43	11	59	70	185	130	315	116	118	234	0	0	0	728
14-Jul-2013	0	0	0	0	6	6	0	2	2	0	13	13	258	191	449	156	219	375	0	0	0	845
15-Jul-2013	2	0	2	0	43	43	0	4	4	1	29	30	294	201	495	173	191	364	0	0	0	938
16-Jul-2013	0	0	0	1	73	74	0	5	5	0	1	1	320	198	518	124	166	290	0	0	0	888
17-Jul-2013	5	0	5	0	59	59	0	8	8	1	0	1	326	218	544	131	181	312	0	0	0	929
18-Jul-2013	0	0	0	0	13	13	0	11	11	0	0	0	287	215	502	189	236	425	0	0	0	951
19-Jul-2013	0	0	0	0	3	3	0	7	7	0	0	0	277	214	491	201	243	444	0	0	0	945
20-Jul-2013	0	0	0	0	0	0	0	0	0	0	143	143	204	114	318	149	86	235	0	0	0	696
21-Jul-2013	0	0	0	0	0	0	1	1	2	0	54	54	255	176	431	144	184	328	0	0	0	815
22-Jul-2013	1	0	1	0	7	7	0	4	4	0	13	13	298	209	507	166	235	401	0	0	0	933
23-Jul-2013	0	0	0	70	101	171	89	113	202	3	2	5	205	136	341	87	102	189	0	0	0	908
24-Jul-2013	0	0	0	195	147	342	227	303	530	0	0	0	35	12	47	0	0	0	0	0	0	919
25-Jul-2013	0	0	0	0	37	37	0	4	4	0	1	1	315	215	530	169	226	395	0	0	0	967
26-Jul-2013	0	0	0	70	47	117	85	93	178	1	0	1	198	163	361	121	172	293	0	0	0	950
27-Jul-2013	2	0	2	0	60	60	1	3	4	1	2	3	270	161	431	90	123	213	0	0	0	713
28-Jul-2013	4	0	4	0	0	0	2	0	2	1	15	16	256	193	449	137	205	342	0	0	0	813
29-Jul-2013	0	0	0	0	9	9	0	4	4	0	2	2	285	211	496	177	240	417	0	0	0	928
30-Jul-2013	0	0	0	86	86	172	116	143	259	0	0	0	158	110	268	80	93	173	0	0	0	872
31-Jul-2013	0	0	0	182	135	317	228	324	552	34	0	34	6	0	6	0	0	0	0	0	0	909
<b>Total</b>	<b>99</b>	<b>0</b>	<b>99</b>	<b>1236</b>	<b>1638</b>	<b>2874</b>	<b>1495</b>	<b>2179</b>	<b>3674</b>	<b>330</b>	<b>592</b>	<b>922</b>	<b>6971</b>	<b>4797</b>	<b>11768</b>	<b>3752</b>	<b>4679</b>	<b>8431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27768</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-Jul-2013	0	0	0	52	68	120	63	97	160	21	0	21	161	85	246	53	104	157	0	0	0	704
02-Jul-2013	0	0	0	0	90	90	5	10	15	0	0	0	265	116	381	68	119	187	0	0	0	673
03-Jul-2013	0	0	0	0	0	0	0	6	6	0	17	17	240	135	375	108	191	299	0	0	0	697
04-Jul-2013	0	0	0	0	4	4	0	6	6	0	27	27	249	128	377	105	188	293	0	0	0	707
05-Jul-2013	0	0	0	0	9	9	0	5	5	61	51	112	196	124	320	97	162	259	0	0	0	705
06-Jul-2013	0	0	0	0	36	36	0	0	0	1	62	63	213	105	318	77	85	162	0	0	0	579
07-Jul-2013	0	0	0	0	79	79	0	0	0	0	0	0	238	119	357	81	125	206	0	0	0	642
08-Jul-2013	0	0	0	62	59	121	84	114	198	33	0	33	108	74	182	54	98	152	0	0	0	686
09-Jul-2013	0	0	0	112	85	197	178	212	390	0	0	0	37	18	55	15	25	40	0	0	0	682
10-Jul-2013	24	0	24	82	58	140	90	163	253	23	22	45	86	39	125	37	64	101	0	0	0	688
11-Jul-2013	0	0	0	65	63	128	76	122	198	29	0	29	131	77	208	56	90	146	0	0	0	709
12-Jul-2013	0	0	0	55	50	105	60	85	145	26	0	26	146	92	238	61	116	177	0	0	0	691
13-Jul-2013	45	0	45	0	18	18	7	28	35	5	43	48	155	98	253	72	98	170	0	0	0	569
14-Jul-2013	0	0	0	0	6	6	0	1	1	0	13	13	212	119	331	103	183	286	0	0	0	637
15-Jul-2013	0	0	0	0	39	39	0	2	2	0	20	20	232	124	356	110	154	264	0	0	0	681
16-Jul-2013	0	0	0	1	62	63	0	5	5	0	1	1	252	124	376	73	131	204	0	0	0	649
17-Jul-2013	3	0	3	0	47	47	0	7	7	1	0	1	255	130	385	75	153	228	0	0	0	671
18-Jul-2013	0	0	0	0	12	12	0	10	10	0	0	0	224	135	359	118	187	305	0	0	0	686
19-Jul-2013	0	0	0	0	2	2	0	5	5	0	0	0	224	131	355	120	199	319	0	0	0	681
20-Jul-2013	0	0	0	0	0	0	0	0	0	0	112	112	176	89	265	98	70	168	0	0	0	545
21-Jul-2013	0	0	0	0	0	0	0	1	1	0	44	44	205	112	317	100	151	251	0	0	0	613
22-Jul-2013	1	0	1	0	7	7	0	4	4	0	10	10	232	128	360	105	191	296	0	0	0	678
23-Jul-2013	0	0	0	43	74	117	65	76	141	2	1	3	168	92	260	48	83	131	0	0	0	652
24-Jul-2013	0	0	0	129	104	233	170	222	392	0	0	0	32	12	44	0	0	0	0	0	0	669
25-Jul-2013	0	0	0	0	34	34	0	3	3	0	0	0	251	130	381	99	179	278	0	0	0	696
26-Jul-2013	0	0	0	48	33	81	68	70	138	1	0	1	146	99	245	75	140	215	0	0	0	680
27-Jul-2013	1	0	1	0	56	56	0	1	1	0	1	1	223	116	339	61	105	166	0	0	0	564
28-Jul-2013	2	0	2	0	0	0	0	0	0	1	14	15	203	122	325	100	169	269	0	0	0	611
29-Jul-2013	0	0	0	0	9	9	0	2	2	0	0	0	223	129	352	114	200	314	0	0	0	677
30-Jul-2013	0	0	0	54	59	113	91	101	192	0	0	0	124	70	194	45	77	122	0	0	0	621
31-Jul-2013	0	0	0	115	90	205	171	241	412	30	0	30	5	0	5	0	0	0	0	0	0	652
<b>Total</b>	<b>76</b>	<b>0</b>	<b>76</b>	<b>818</b>	<b>1253</b>	<b>2071</b>	<b>1128</b>	<b>1599</b>	<b>2727</b>	<b>234</b>	<b>438</b>	<b>672</b>	<b>5612</b>	<b>3072</b>	<b>8684</b>	<b>2328</b>	<b>3837</b>	<b>6165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20395</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-Jul-2013	1	0	1	22	22	44	24	42	66	16	0	16	37	43	80	30	22	52	0	0	0	259
02-Jul-2013	1	0	1	0	13	13	0	0	0	0	0	0	82	80	162	39	29	68	0	0	0	244
03-Jul-2013	1	0	1	0	0	0	0	2	2	0	12	12	56	76	132	70	37	107	0	0	0	254
04-Jul-2013	0	0	0	0	0	0	0	1	1	0	9	9	52	76	128	76	45	121	0	0	0	259
05-Jul-2013	0	0	0	0	3	3	2	0	2	24	32	56	55	60	115	55	35	90	0	0	0	266
06-Jul-2013	0	0	0	0	1	1	0	2	2	0	16	16	31	39	70	56	16	72	0	0	0	161
07-Jul-2013	2	0	2	0	14	14	1	0	1	1	2	3	54	71	125	36	25	61	0	0	0	206
08-Jul-2013	0	0	0	21	26	47	28	42	70	14	2	16	26	43	69	42	19	61	0	0	0	263
09-Jul-2013	1	0	1	68	37	105	39	69	108	0	0	0	4	10	14	16	8	24	0	0	0	252
10-Jul-2013	4	0	4	40	29	69	34	59	93	8	4	12	13	27	40	31	14	45	0	0	0	263
11-Jul-2013	2	0	2	28	28	56	25	47	72	17	1	18	18	37	55	42	17	59	0	0	0	262
12-Jul-2013	1	0	1	25	20	45	29	31	60	3	1	4	41	56	97	37	25	62	0	0	0	269
13-Jul-2013	3	0	3	0	0	0	1	7	8	6	16	22	30	32	62	44	20	64	0	0	0	159
14-Jul-2013	0	0	0	0	0	0	0	1	1	0	0	0	46	72	118	53	36	89	0	0	0	208
15-Jul-2013	2	0	2	0	4	4	0	2	2	1	9	10	62	77	139	63	37	100	0	0	0	257
16-Jul-2013	0	0	0	0	11	11	0	0	0	0	0	0	68	74	142	51	35	86	0	0	0	239
17-Jul-2013	2	0	2	0	12	12	0	1	1	0	0	0	71	88	159	56	28	84	0	0	0	258
18-Jul-2013	0	0	0	0	1	1	0	1	1	0	0	0	63	80	143	71	49	120	0	0	0	265
19-Jul-2013	0	0	0	0	1	1	0	2	2	0	0	0	53	83	136	81	44	125	0	0	0	264
20-Jul-2013	0	0	0	0	0	0	0	0	0	0	31	31	28	25	53	51	16	67	0	0	0	151
21-Jul-2013	0	0	0	0	0	0	1	0	1	0	10	10	50	64	114	44	33	77	0	0	0	202
22-Jul-2013	0	0	0	0	0	0	0	0	0	0	3	3	66	81	147	61	44	105	0	0	0	255
23-Jul-2013	0	0	0	27	27	54	24	37	61	1	1	2	37	44	81	39	19	58	0	0	0	256
24-Jul-2013	0	0	0	66	43	109	57	81	138	0	0	0	3	0	3	0	0	0	0	0	0	250
25-Jul-2013	0	0	0	0	3	3	0	1	1	0	1	1	64	85	149	70	47	117	0	0	0	271
26-Jul-2013	0	0	0	22	14	36	17	23	40	0	0	0	52	64	116	46	32	78	0	0	0	270
27-Jul-2013	1	0	1	0	4	4	1	2	3	1	1	2	47	45	92	29	18	47	0	0	0	149
28-Jul-2013	2	0	2	0	0	0	2	0	2	0	1	1	53	71	124	37	36	73	0	0	0	202
29-Jul-2013	0	0	0	0	0	0	0	2	2	0	2	2	62	82	144	63	40	103	0	0	0	251
30-Jul-2013	0	0	0	32	27	59	25	42	67	0	0	0	34	40	74	35	16	51	0	0	0	251
31-Jul-2013	0	0	0	67	45	112	57	83	140	4	0	4	1	0	1	0	0	0	0	0	0	257
<b>Total</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>418</b>	<b>385</b>	<b>803</b>	<b>367</b>	<b>580</b>	<b>947</b>	<b>96</b>	<b>154</b>	<b>250</b>	<b>1359</b>	<b>1725</b>	<b>3084</b>	<b>1424</b>	<b>842</b>	<b>2266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7373</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-Jul-2013	0	2	0	0	2	2	46	71	72	67	69	74	47	53	53	57	58	60	71	62	39	28	28	2	963
02-Jul-2013	2	0	1	4	2	2	46	74	69	59	66	55	54	44	49	56	51	53	70	65	37	31	24	3	917
03-Jul-2013	3	1	0	2	2	3	49	67	72	61	71	56	43	59	54	51	61	68	69	65	35	32	22	5	951
04-Jul-2013	1	2	3	2	0	3	47	73	79	62	68	60	49	47	50	52	55	64	66	70	45	33	33	2	966
05-Jul-2013	3	1	2	3	0	3	47	72	76	65	65	60	50	48	47	50	52	66	67	77	53	41	23	0	971
06-Jul-2013	1	0	1	2	0	3	40	45	66	57	67	55	44	44	50	48	32	44	42	33	27	27	12	0	740
07-Jul-2013	0	1	1	0	0	3	34	35	47	44	58	51	47	45	49	64	61	62	73	70	46	34	22	1	848
08-Jul-2013	1	0	0	0	0	5	48	73	76	66	72	64	50	44	53	57	54	63	70	57	40	29	23	4	949
09-Jul-2013	1	1	1	2	2	1	52	61	74	65	67	67	52	45	52	56	55	62	66	58	35	26	30	3	934
10-Jul-2013	1	2	3	2	1	4	49	70	73	63	70	56	46	49	61	56	50	59	70	67	36	30	30	3	951
11-Jul-2013	2	0	1	4	0	3	53	70	72	63	74	59	51	43	51	57	58	64	75	62	44	34	27	4	971
12-Jul-2013	2	1	3	2	0	4	46	68	67	59	74	62	44	53	51	59	61	69	73	63	41	42	16	0	960
13-Jul-2013	1	2	0	1	0	4	39	51	60	59	69	51	38	47	47	41	39	48	38	37	23	20	13	0	728
14-Jul-2013	1	1	0	1	0	4	34	37	43	46	58	46	45	46	62	59	52	60	68	69	53	28	32	0	845
15-Jul-2013	1	1	0	0	1	3	44	72	75	63	71	66	49	47	48	58	51	60	68	56	42	34	24	4	938
16-Jul-2013	1	1	2	3	0	4	46	76	71	65	63	52	47	41	47	54	42	56	68	54	41	28	23	3	888
17-Jul-2013	2	0	2	5	0	2	40	75	68	67	58	55	49	48	50	54	58	69	72	59	39	31	23	3	929
18-Jul-2013	1	0	2	3	1	3	47	73	76	64	63	55	50	46	50	58	48	62	70	62	44	32	37	4	951
19-Jul-2013	1	0	2	2	0	3	47	70	74	65	62	60	51	50	57	58	56	61	69	62	30	31	27	7	945
20-Jul-2013	0	1	0	0	0	3	33	52	58	52	61	51	49	47	44	37	34	41	44	35	20	23	9	2	696
21-Jul-2013	1	1	1	1	3	3	28	38	46	38	56	48	43	44	51	52	57	64	68	70	41	40	20	1	815
22-Jul-2013	0	1	1	1	0	2	50	68	72	62	72	63	50	48	51	46	54	66	68	59	41	31	23	4	933
23-Jul-2013	2	0	0	4	0	2	45	73	79	64	62	55	48	37	55	56	51	60	69	57	33	31	23	2	908
24-Jul-2013	3	1	1	3	0	0	47	62	76	65	63	55	45	57	50	49	56	54	70	65	40	27	27	3	919
25-Jul-2013	1	0	2	1	0	3	46	69	76	69	62	63	44	48	57	53	58	69	70	61	44	36	30	5	967
26-Jul-2013	2	0	2	2	0	3	46	70	74	61	69	50	52	55	58	55	57	69	73	64	37	35	16	0	950
27-Jul-2013	0	1	0	0	2	4	35	49	58	63	63	50	45	44	44	42	38	37	49	35	21	21	9	3	713
28-Jul-2013	0	0	1	0	0	4	28	37	46	49	52	48	40	47	55	55	59	67	71	61	40	33	19	1	813
29-Jul-2013	1	0	1	0	1	3	48	72	74	67	71	51	55	48	52	51	52	67	69	55	34	29	24	3	928
30-Jul-2013	1	0	1	3	2	3	49	70	65	63	63	49	37	45	48	60	52	58	69	55	32	18	22	7	872
31-Jul-2013	1	1	1	3	0	2	46	66	65	67	64	55	43	54	50	45	60	60	70	64	36	30	22	4	909
<b>Total</b>	<b>37</b>	<b>22</b>	<b>35</b>	<b>56</b>	<b>19</b>	<b>91</b>	<b>1355</b>	<b>1959</b>	<b>2099</b>	<b>1880</b>	<b>2023</b>	<b>1742</b>	<b>1457</b>	<b>1473</b>	<b>1596</b>	<b>1646</b>	<b>1622</b>	<b>1862</b>	<b>2055</b>	<b>1829</b>	<b>1169</b>	<b>945</b>	<b>713</b>	<b>83</b>	<b>27768</b>
<b>Avg.</b>	<b>1.19</b>	<b>0.71</b>	<b>1.13</b>	<b>1.81</b>	<b>0.61</b>	<b>2.94</b>	<b>43.71</b>	<b>63.19</b>	<b>67.71</b>	<b>60.65</b>	<b>65.26</b>	<b>56.19</b>	<b>47.00</b>	<b>47.52</b>	<b>51.48</b>	<b>53.10</b>	<b>52.32</b>	<b>60.06</b>	<b>66.29</b>	<b>59.00</b>	<b>37.71</b>	<b>30.48</b>	<b>23.00</b>	<b>2.68</b>	<b>895.74</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-Jul-2013	0	1	0	0	1	2	26	35	38	33	30	32	19	23	27	30	28	35	37	28	20	16	18	1	480
02-Jul-2013	0	0	1	3	0	2	24	40	34	27	28	29	19	24	25	26	24	31	38	26	23	21	12	3	460
03-Jul-2013	1	0	0	1	1	3	26	36	38	26	27	29	17	32	24	24	28	43	32	31	23	20	10	3	475
04-Jul-2013	1	1	2	0	0	3	23	40	37	33	27	31	19	22	29	22	24	36	33	35	25	22	17	0	482
05-Jul-2013	2	1	2	1	0	3	24	39	41	26	28	31	20	23	24	24	25	34	35	38	27	26	16	0	490
06-Jul-2013	0	0	1	1	0	3	25	24	34	23	30	26	18	25	28	21	15	30	16	19	16	17	6	0	378
07-Jul-2013	0	1	0	0	0	3	22	16	24	18	19	20	17	19	23	33	28	36	42	31	31	13	16	1	413
08-Jul-2013	0	0	0	0	0	5	22	39	40	28	32	32	20	20	25	29	24	39	34	27	25	15	15	1	472
09-Jul-2013	0	1	1	2	0	0	27	34	38	32	34	32	18	21	29	27	23	36	33	26	22	15	18	1	470
10-Jul-2013	0	0	2	0	1	4	25	35	41	26	30	26	20	22	33	25	24	35	36	30	20	22	14	1	472
11-Jul-2013	1	0	1	2	0	3	27	33	42	30	31	30	21	20	28	26	26	39	34	30	29	18	16	2	489
12-Jul-2013	1	0	2	0	0	4	21	36	38	28	30	32	16	26	22	27	31	42	35	34	22	24	13	0	484
13-Jul-2013	1	0	0	0	0	4	24	30	30	24	26	22	17	25	27	21	19	30	15	20	14	13	6	0	368
14-Jul-2013	0	1	0	1	0	4	20	21	16	20	21	19	18	24	29	26	28	34	31	33	31	17	20	0	414
15-Jul-2013	1	0	0	0	1	3	22	38	37	33	34	28	18	23	26	25	26	34	35	25	25	24	11	1	470
16-Jul-2013	1	0	2	1	0	4	23	42	34	33	25	26	20	21	23	29	17	30	32	27	23	19	12	1	445
17-Jul-2013	0	0	2	3	0	2	19	39	34	32	21	31	20	22	25	23	30	40	34	28	26	19	12	1	463
18-Jul-2013	0	0	1	2	0	3	24	37	40	30	23	30	21	22	28	25	20	40	33	26	29	21	20	1	476
19-Jul-2013	0	0	2	0	0	3	22	38	40	30	23	33	20	26	27	21	27	39	37	31	17	22	16	4	478
20-Jul-2013	0	1	0	0	0	3	21	30	29	20	25	23	23	22	25	12	20	26	23	21	10	14	5	0	353
21-Jul-2013	1	1	0	0	3	3	19	20	20	16	21	18	17	20	26	22	24	42	35	32	26	21	12	1	400
22-Jul-2013	0	1	1	0	0	2	26	32	39	32	36	28	19	21	25	21	26	40	33	24	28	17	13	1	465
23-Jul-2013	1	0	0	2	0	2	26	35	43	27	25	33	18	14	30	21	29	35	34	25	24	17	12	1	454
24-Jul-2013	1	1	1	1	0	0	27	30	38	29	26	28	18	30	25	20	28	33	32	29	29	16	13	2	457
25-Jul-2013	0	0	2	0	0	3	23	37	40	31	25	29	19	24	28	25	27	40	33	28	28	24	15	3	484
26-Jul-2013	1	0	2	0	0	3	22	39	38	24	28	28	23	28	29	21	25	42	35	32	22	23	10	0	475
27-Jul-2013	0	0	0	0	1	4	22	32	28	25	26	23	22	20	24	20	21	24	24	19	12	11	5	1	364
28-Jul-2013	0	0	1	0	0	4	21	20	20	20	16	21	15	23	26	24	32	37	38	26	22	21	12	1	400
29-Jul-2013	0	0	1	0	1	3	24	38	39	26	32	31	19	24	25	23	24	42	31	26	21	19	12	1	462
30-Jul-2013	0	0	1	2	1	3	25	38	35	28	26	24	16	21	25	31	22	34	35	26	22	12	12	1	440
31-Jul-2013	1	0	1	1	0	1	25	31	35	33	28	22	23	25	25	15	31	34	36	32	22	16	11	2	450
<b>Total</b>	<b>14</b>	<b>10</b>	<b>29</b>	<b>23</b>	<b>10</b>	<b>89</b>	<b>727</b>	<b>1034</b>	<b>1080</b>	<b>843</b>	<b>833</b>	<b>847</b>	<b>590</b>	<b>712</b>	<b>815</b>	<b>739</b>	<b>776</b>	<b>1112</b>	<b>1011</b>	<b>865</b>	<b>714</b>	<b>575</b>	<b>400</b>	<b>35</b>	<b>13883</b>
<b>Avg.</b>	<b>0.45</b>	<b>0.32</b>	<b>0.94</b>	<b>0.74</b>	<b>0.32</b>	<b>2.87</b>	<b>23.45</b>	<b>33.35</b>	<b>34.84</b>	<b>27.19</b>	<b>26.87</b>	<b>27.32</b>	<b>19.03</b>	<b>22.97</b>	<b>26.29</b>	<b>23.84</b>	<b>25.03</b>	<b>35.87</b>	<b>32.61</b>	<b>27.90</b>	<b>23.03</b>	<b>18.55</b>	<b>12.90</b>	<b>1.13</b>	<b>447.84</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-Jul-2013	0	1	0	0	1	0	20	36	34	34	39	42	28	30	26	27	30	25	34	34	19	12	10	1	483
02-Jul-2013	2	0	0	1	2	0	22	34	35	32	38	26	35	20	24	30	27	22	32	39	14	10	12	0	457
03-Jul-2013	2	1	0	1	1	0	23	31	34	35	44	27	26	27	30	27	33	25	37	34	12	12	12	2	476
04-Jul-2013	0	1	1	2	0	0	24	33	42	29	41	29	30	25	21	30	31	28	33	35	20	11	16	2	484
05-Jul-2013	1	0	0	2	0	0	23	33	35	39	37	29	30	25	23	26	27	32	32	39	26	15	7	0	481
06-Jul-2013	1	0	0	1	0	0	15	21	32	34	37	29	26	19	22	27	17	14	26	14	11	10	6	0	362
07-Jul-2013	0	0	1	0	0	0	12	19	23	26	39	31	30	26	26	31	33	26	31	39	15	21	6	0	435
08-Jul-2013	1	0	0	0	0	0	26	34	36	38	40	32	30	24	28	28	30	24	36	30	15	14	8	3	477
09-Jul-2013	1	0	0	0	2	1	25	27	36	33	33	35	34	24	23	29	32	26	33	32	13	11	12	2	464
10-Jul-2013	1	2	1	2	0	0	24	35	32	37	40	30	26	27	28	31	26	24	34	37	16	8	16	2	479
11-Jul-2013	1	0	0	2	0	0	26	37	30	33	43	29	30	23	23	31	32	25	41	32	15	16	11	2	482
12-Jul-2013	1	1	1	2	0	0	25	32	29	31	44	30	28	27	29	32	30	27	38	29	19	18	3	0	476
13-Jul-2013	0	2	0	1	0	0	15	21	30	35	43	29	21	22	20	20	20	18	23	17	9	7	7	0	360
14-Jul-2013	1	0	0	0	0	0	14	16	27	26	37	27	27	22	33	33	24	26	37	36	22	11	12	0	431
15-Jul-2013	0	1	0	0	0	0	22	34	38	30	37	38	31	24	22	33	25	26	33	31	17	10	13	3	468
16-Jul-2013	0	1	0	2	0	0	23	34	37	32	38	26	27	20	24	25	25	26	36	27	18	9	11	2	443
17-Jul-2013	2	0	0	2	0	0	21	36	34	35	37	24	29	26	25	31	28	29	38	31	13	12	11	2	466
18-Jul-2013	1	0	1	1	1	0	23	36	36	34	40	25	29	24	22	33	28	22	37	36	15	11	17	3	475
19-Jul-2013	1	0	0	2	0	0	25	32	34	35	39	27	31	24	30	37	29	22	32	31	13	9	11	3	467
20-Jul-2013	0	0	0	0	0	0	12	22	29	32	36	28	26	25	19	25	14	15	21	14	10	9	4	2	343
21-Jul-2013	0	0	1	1	0	0	9	18	26	22	35	30	26	24	25	30	33	22	33	38	15	19	8	0	415
22-Jul-2013	0	0	0	1	0	0	24	36	33	30	36	35	31	27	26	25	28	26	35	35	13	14	10	3	468
23-Jul-2013	1	0	0	2	0	0	19	38	36	37	37	22	30	23	25	35	22	25	35	32	9	14	11	1	454
24-Jul-2013	2	0	0	2	0	0	20	32	38	36	37	27	27	27	25	29	28	21	38	36	11	11	14	1	462
25-Jul-2013	1	0	0	1	0	0	23	32	36	38	37	34	25	24	29	28	31	29	37	33	16	12	15	2	483
26-Jul-2013	1	0	0	2	0	0	24	31	36	37	41	22	29	27	29	34	32	27	38	32	15	12	6	0	475
27-Jul-2013	0	1	0	0	1	0	13	17	30	38	37	27	23	24	20	22	17	13	25	16	9	10	4	2	349
28-Jul-2013	0	0	0	0	0	0	7	17	26	29	36	27	25	24	29	31	27	30	33	35	18	12	7	0	413
29-Jul-2013	1	0	0	0	0	0	24	34	35	41	39	20	36	24	27	28	28	25	38	29	13	10	12	2	466
30-Jul-2013	1	0	0	1	1	0	24	32	30	35	37	25	21	24	23	29	30	24	34	29	10	6	10	6	432
31-Jul-2013	0	1	0	2	0	1	21	35	30	34	36	33	20	29	25	30	29	26	34	32	14	14	11	2	459
<b>Total</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>33</b>	<b>9</b>	<b>2</b>	<b>628</b>	<b>925</b>	<b>1019</b>	<b>1037</b>	<b>1190</b>	<b>895</b>	<b>867</b>	<b>761</b>	<b>781</b>	<b>907</b>	<b>846</b>	<b>750</b>	<b>1044</b>	<b>964</b>	<b>455</b>	<b>370</b>	<b>313</b>	<b>48</b>	<b>13885</b>
<b>Avg.</b>	<b>0.74</b>	<b>0.39</b>	<b>0.19</b>	<b>1.06</b>	<b>0.29</b>	<b>0.06</b>	<b>20.26</b>	<b>29.84</b>	<b>32.87</b>	<b>33.45</b>	<b>38.39</b>	<b>28.87</b>	<b>27.97</b>	<b>24.55</b>	<b>25.19</b>	<b>29.26</b>	<b>27.29</b>	<b>24.19</b>	<b>33.68</b>	<b>31.10</b>	<b>14.68</b>	<b>11.94</b>	<b>10.10</b>	<b>1.55</b>	<b>447.90</b>

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

## 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-Jul-13	07:00	02:17	00:36	03:25	-	-	05:16	05:22	-	-	-	-	-
02-Jul-13	07:00	02:12	04:35	-	-	-	09:26	00:44	-	-	-	-	-
03-Jul-13	07:00	02:20	-	-	01:21	-	13:17	-	-	-	-	-	-
04-Jul-13	07:00	00:19	00:18	-	01:42	-	14:38	-	-	-	-	-	-
05-Jul-13	07:00	00:18	01:26	-	-	-	11:42	-	-	03:31	-	-	-
06-Jul-13	07:00	00:22	02:42	-	04:44	-	09:09	-	-	-	-	-	-
07-Jul-13	07:00	00:06	06:41	-	-	-	10:11	-	-	-	-	-	-
08-Jul-13	07:00	00:23	00:45	02:12	-	-	06:40	06:57	-	-	-	-	-
09-Jul-13	07:00	00:18	-	-	-	-	01:52	14:48	-	-	-	-	-
10-Jul-13	07:00	00:14	-	01:29	01:05	-	04:02	08:48	-	-	01:19	-	-
11-Jul-13	07:00	00:24	01:35	02:13	-	-	06:26	06:19	-	-	-	-	-
12-Jul-13	07:00	00:18	01:18	01:22	-	-	09:18	04:40	-	-	-	-	-
13-Jul-13	07:00	00:29	00:51	-	03:32	-	08:43	-	-	-	03:22	-	-
14-Jul-13	07:00	00:25	00:53	-	01:07	-	14:32	-	-	-	-	-	-
15-Jul-13	07:00	-	04:16	-	01:31	-	11:11	-	-	-	-	-	-
16-Jul-13	07:00	00:00	06:06	-	-	-	10:52	-	-	-	-	-	-
17-Jul-13	07:00	00:28	03:36	-	-	-	12:54	-	-	-	-	-	-
18-Jul-13	07:00	00:23	00:42	-	-	-	15:53	-	-	-	-	-	-
19-Jul-13	07:00	00:10	00:03	-	-	-	16:45	-	-	-	-	-	-
20-Jul-13	07:00	00:49	-	-	10:20	-	05:49	-	-	-	-	-	-
21-Jul-13	07:00	00:25	-	-	04:11	-	12:22	-	-	-	-	-	-
22-Jul-13	07:00	00:09	00:54	-	01:15	-	14:39	-	-	-	-	-	-
23-Jul-13	07:00	00:12	04:57	-	-	-	06:26	05:22	-	-	-	-	-
24-Jul-13	07:00	00:21	01:12	-	-	-	-	15:25	-	-	-	-	-
25-Jul-13	07:00	00:23	03:06	-	-	-	13:29	-	-	-	-	-	-
26-Jul-13	07:00	00:26	00:49	-	-	-	10:41	05:02	-	-	-	-	-
27-Jul-13	07:00	00:33	04:39	-	-	-	11:46	-	-	-	-	-	-
28-Jul-13	07:00	00:26	-	-	01:19	-	15:13	-	-	-	-	-	-
29-Jul-13	07:00	00:14	00:31	-	-	-	16:13	-	-	-	-	-	-
30-Jul-13	07:00	00:15	02:56	-	-	-	05:45	08:01	-	-	-	-	-
31-Jul-13	07:00	00:32	-	01:50	-	-	-	14:36	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>16:40</b>	<b>55:40</b>	<b>12:33</b>	<b>32:13</b>	<b>00:00</b>	<b>305:23</b>	<b>96:11</b>	<b>00:00</b>	<b>03:31</b>	<b>04:42</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>3.16%</b>	<b>10.56%</b>	<b>2.38%</b>	<b>6.12%</b>	<b>0.00%</b>	<b>57.95%</b>	<b>18.25%</b>	<b>0.00%</b>	<b>0.67%</b>	<b>0.89%</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).

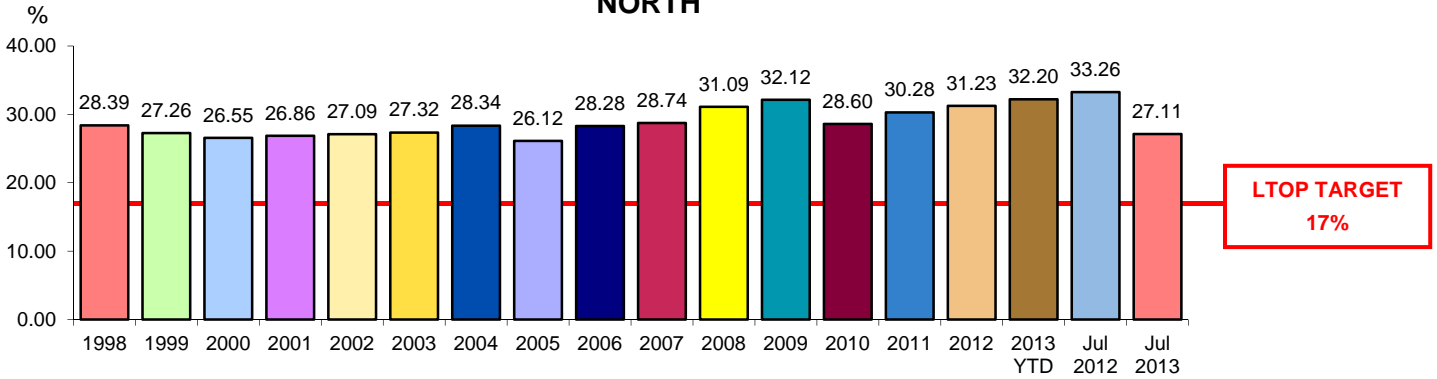
## Cumulative Mode Utilisation from 1 January 2013

<b>Time</b>	<b>2.29%</b>	<b>5.87%</b>	<b>4.68%</b>	<b>2.00%</b>	<b>0.00%</b>	<b>43.53%</b>	<b>38.73%</b>	<b>0.83%</b>	<b>0.31%</b>	<b>1.76%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.48%</b>	<b>4.17%</b>	<b>3.57%</b>	<b>1.53%</b>	<b>0.00%</b>	<b>46.96%</b>	<b>41.06%</b>	<b>0.65%</b>	<b>0.31%</b>	<b>1.26%</b>	<b>0.00%</b>	<b>0.00%</b>

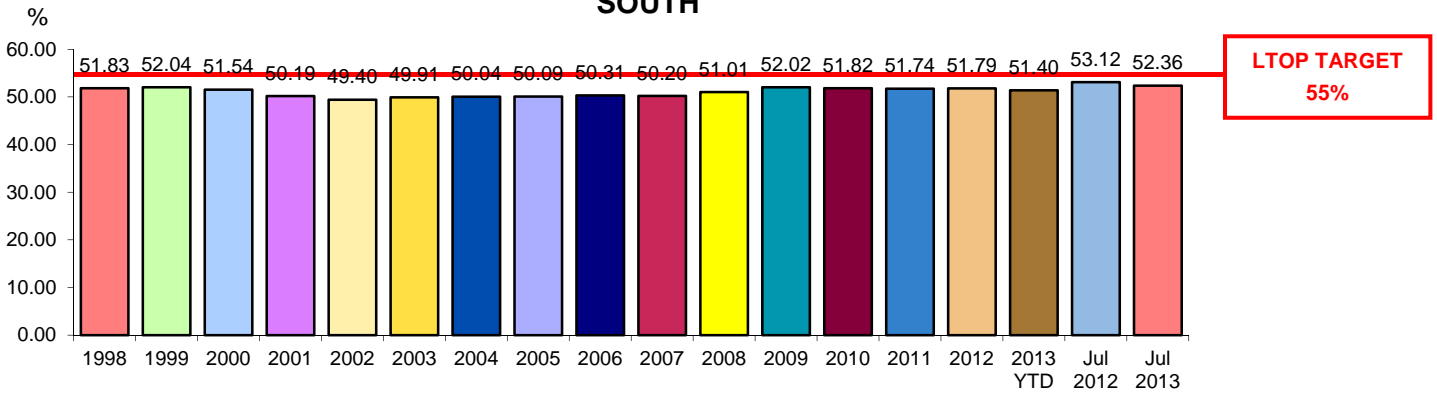
# Runway End Impact to 31 July 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 Year to Date, current month this year and corresponding month last year.

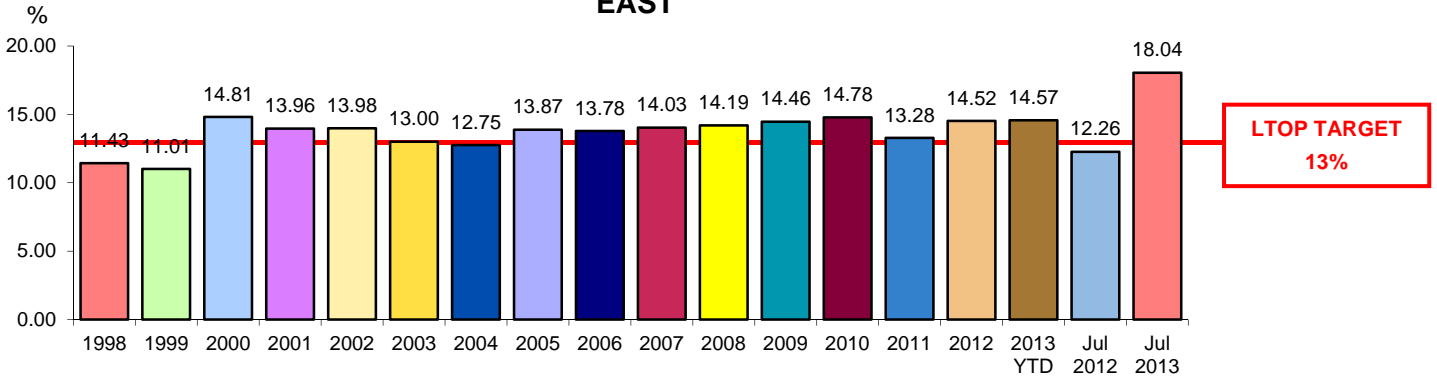
## NORTH



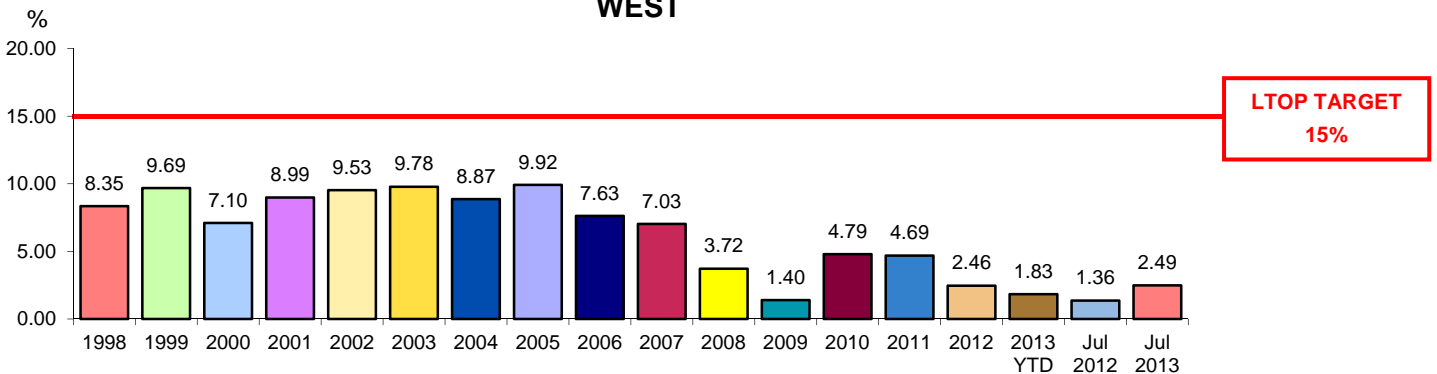
## SOUTH



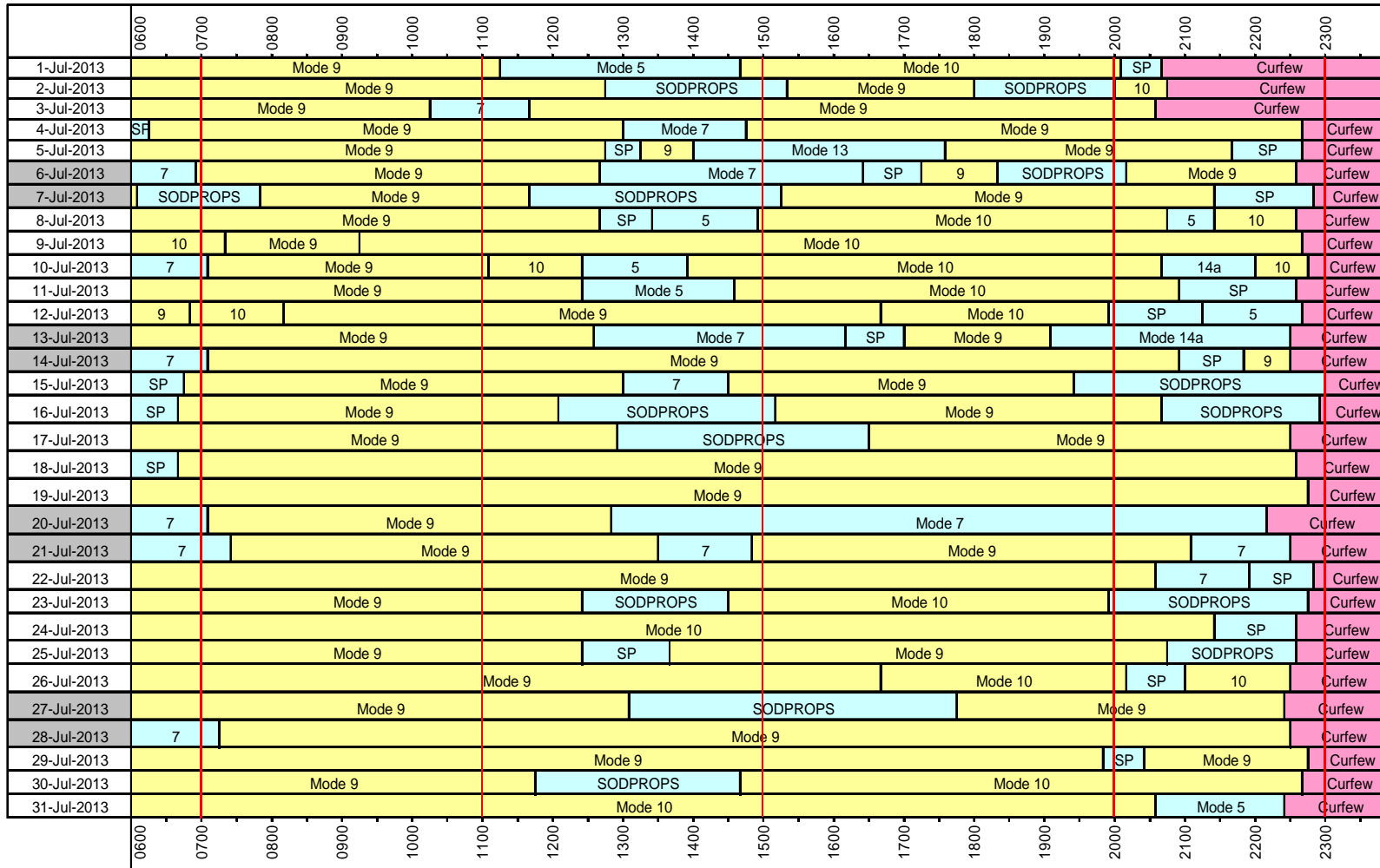
## EAST



## WEST



# 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 **July 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	
-	-	-	-

### 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
-	-	-	-

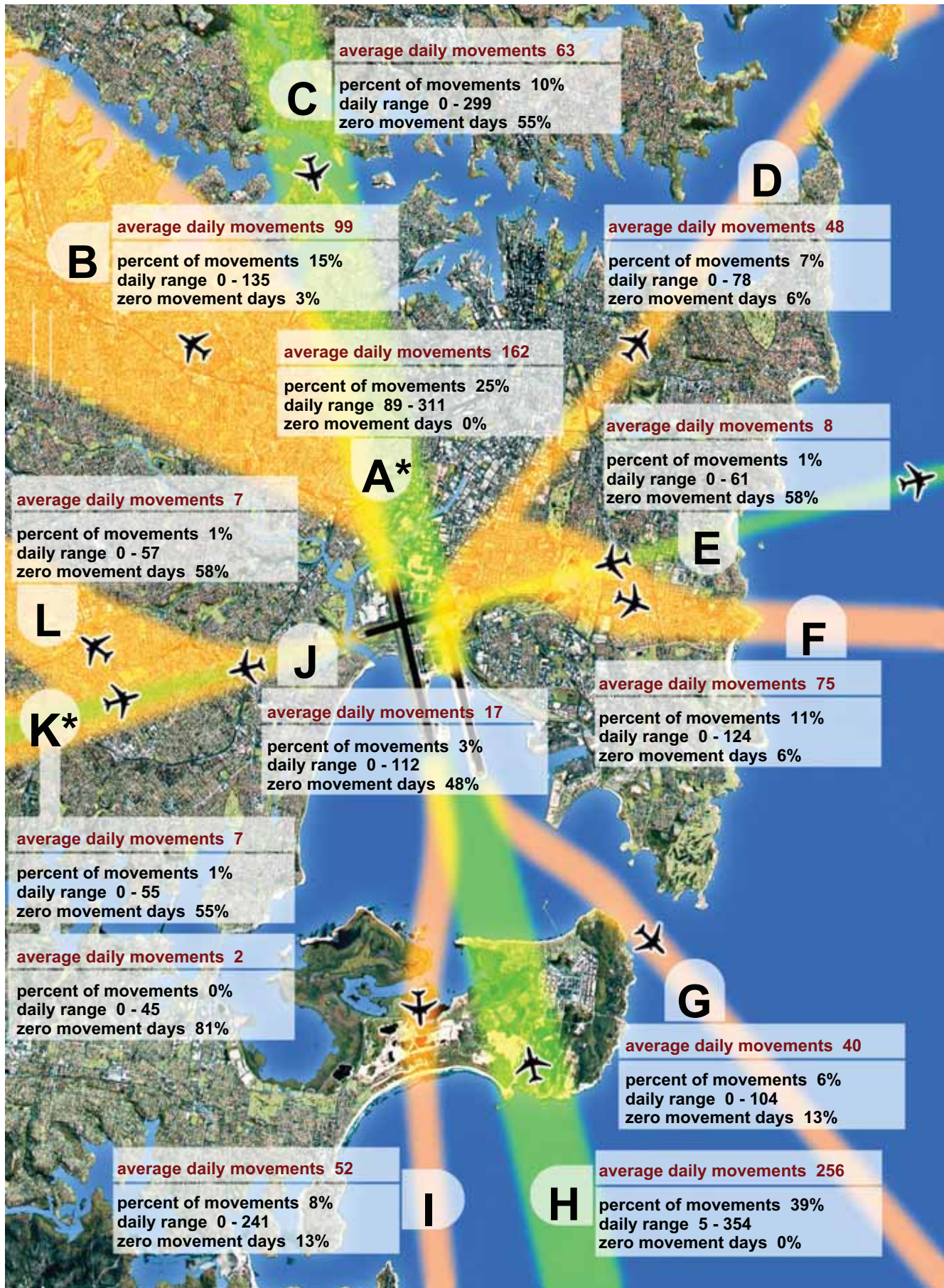


## **Noise Complaints & Information Service**

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 July 2013 to 31 July 2013, All Jets

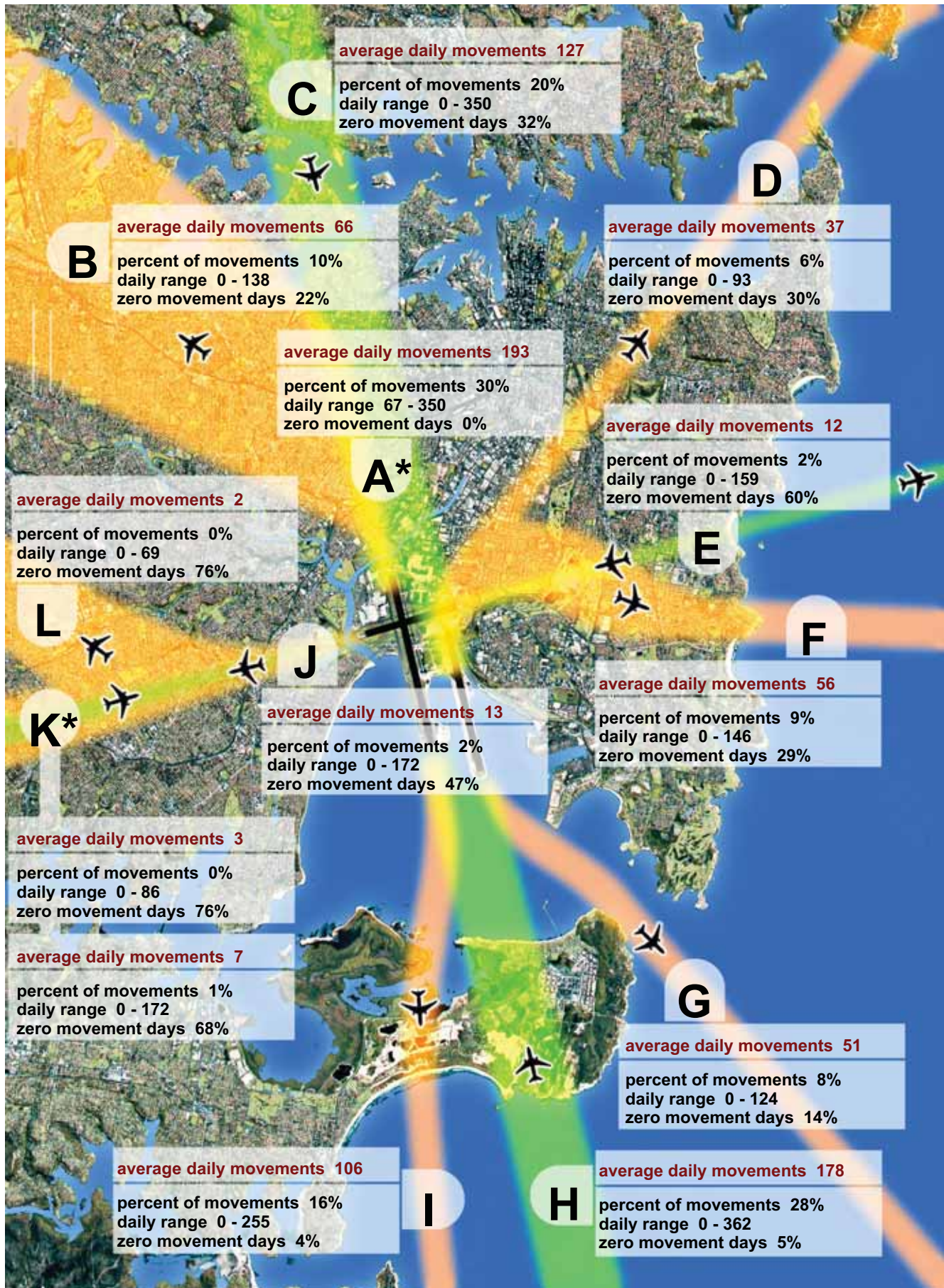


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 Aug 2012 to 31 July 2013, All Jets

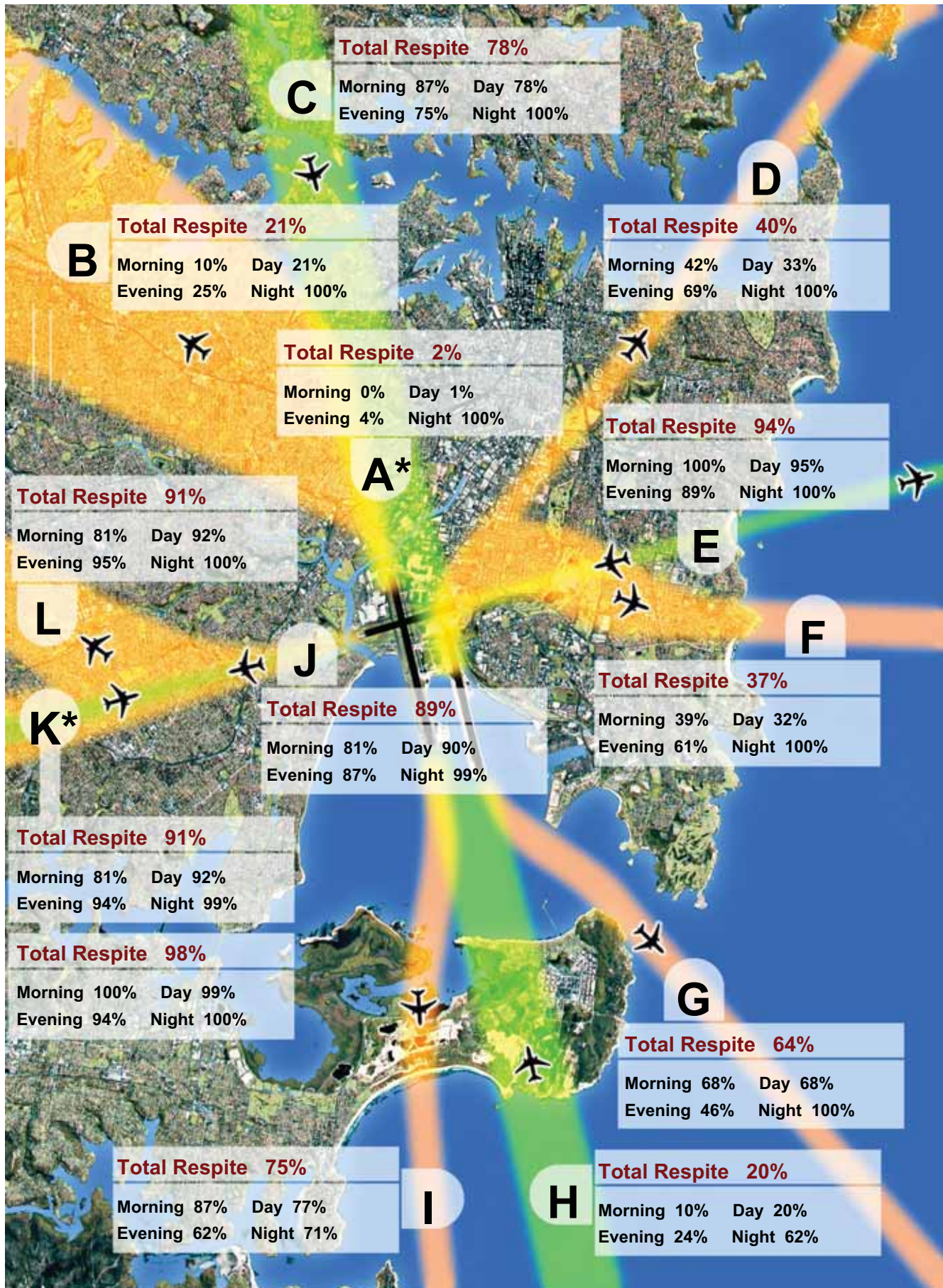


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 July 2013 to 31 July 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).

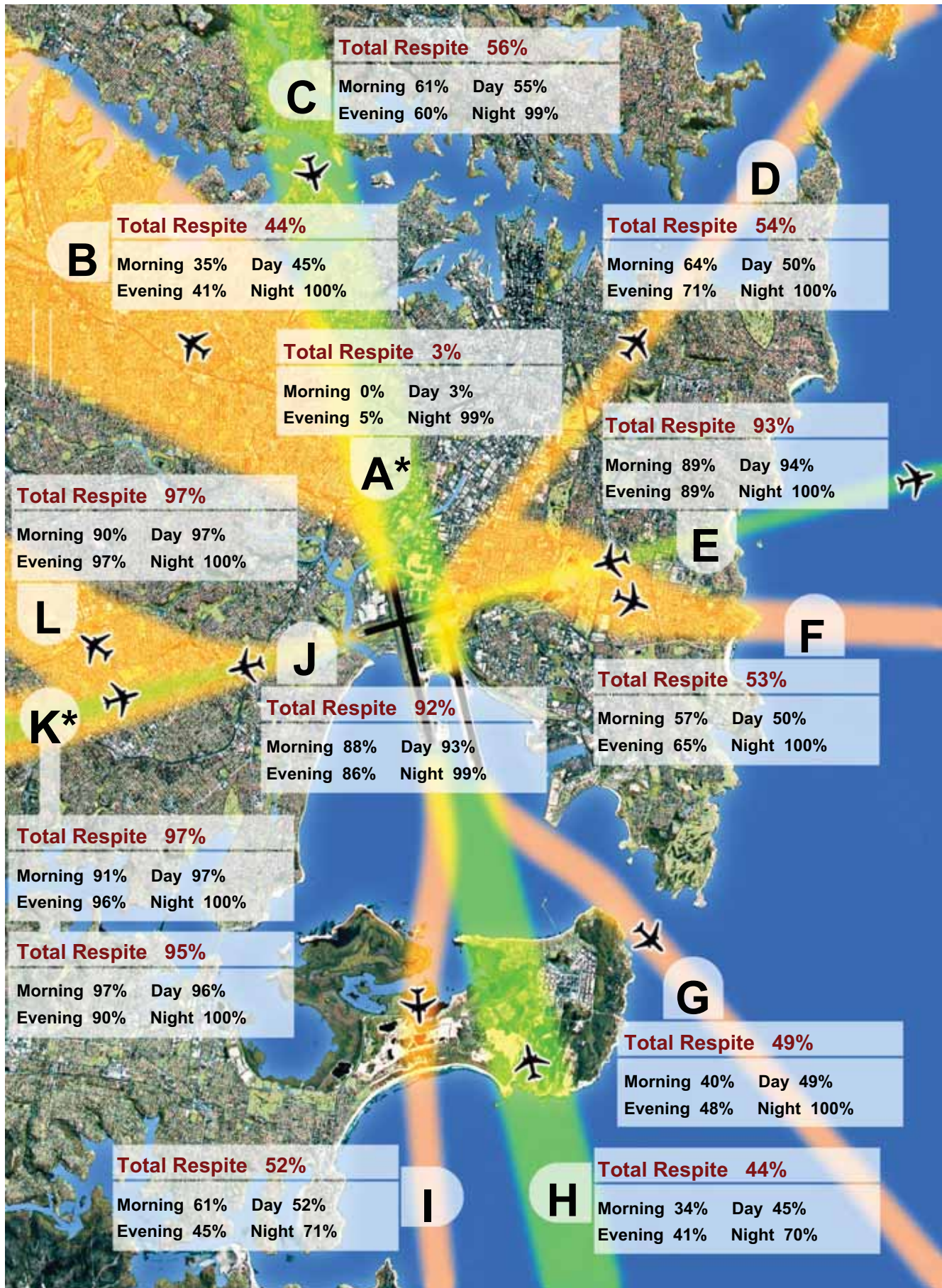
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 Aug 2012 to 31 July 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) August 2012 to July 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="#">July 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="#">July 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="#">June 2013</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="#">July 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="#">July 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 2013</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 August 2012 to July 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 54%**. This means that over the period **August 2012 to July 2013 for 54%** 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 July 2013.



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

<i>Location</i>	<i>CNE Jul</i>	<i>Operational Days Jul</i>	<i>N70 Jul</i>	<i>N70 Jun</i>	<i>N70 May</i>
<i>Threshold rwy 34</i>	<i>12,207</i>	<i>30.9</i>	<i>385</i>	<i>335</i>	<i>344</i>
<i>Penshurst</i>	<i>517</i>	<i>30.9</i>	<i>9</i>	<i>5</i>	<i>7</i>
<i>Bexley</i>	<i>639</i>	<i>30.9</i>	<i>17</i>	<i>7</i>	<i>11</i>
<i>Sydenham</i>	<i>4,248</i>	<i>26.5</i>	<i>159</i>	<i>178</i>	<i>164</i>
<i>Johnston St Annandale</i>	<i>1,663</i>	<i>30.9</i>	<i>44</i>	<i>92</i>	<i>70</i>
<i>Church St. St Peters</i>	<i>3,268</i>	<i>30.9</i>	<i>87</i>	<i>116</i>	<i>102</i>
<i>Leichhardt PEMU 36</i>	<i>1,748</i>	<i>30.9</i>	<i>54</i>	<i>132</i>	<i>96</i>
<i>Eastlakes</i>	<i>2,773</i>	<i>30.9</i>	<i>82</i>	<i>66</i>	<i>81</i>
<i>Coogee</i>	<i>587</i>	<i>30.9</i>	<i>15</i>	<i>32</i>	<i>37</i>
<i>Kurnell</i>	<i>4,619</i>	<i>30.9</i>	<i>124</i>	<i>59</i>	<i>75</i>
<i>Croydon</i>	<i>1,019</i>	<i>30.9</i>	<i>23</i>	<i>12</i>	<i>13</i>
<i>Hunters Hill</i>	<i>2,863</i>	<i>30.9</i>	<i>34</i>	<i>98</i>	<i>66</i>

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

The N70 values for July 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.

Runway 34L				Penhurst				Bexley				Eastlakes			
AM	21	PM	52	AM	1	PM	2	AM	2	PM	2	AM	4	PM	6
Day	281	Night	11	Day	2	Night	0	Day	5	Night	0	Day	71	Night	0
WE_D	326	WE_N	9	WE_D	22	WE_N	0	WE_D	38	WE_N	0	WE_D	86	WE_N	0

Coogee				Sydenham				Leichhardt PEMU36				Kurnell			
AM	0	PM	3	AM	6	PM	18	AM	3	PM	7	AM	4	PM	6
Day	11	Night	0	Day	139	Night	0	Day	51	Night	0	Day	109	Night	0
WE_D	20	WE_N	0	WE_D	143	WE_N	1	WE_D	31	WE_N	0	WE_D	136	WE_N	0

Annandale				St Peters				Croydon				Hunters Hull			
AM	1	PM	4	AM	3	PM	10	AM	1	PM	3	AM	3	PM	4
Day	45	Night	0	Day	78	Night	0	Day	20	Night	0	Day	32	Night	0
WE_D	24	WE_N	0	WE_D	75	WE_N	0	WE_D	22	WE_N	0	WE_D	19	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.*