

# **Sydney Airport Operational Statistics**

## October 2014

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

October 2014

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

There were a total of 27,853 aircraft movements this month (daily average 898.48). Last month there were a total of 26,856 movements (daily average 895.20) and for the same month last year there were a total of 28,114 movements (daily average 906.90).

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

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 9 on 16 days and Mode 10 on 11 days and Mode 4 on 1 day. Crossing runway modes (including Sodprops) were used for 11.74% 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 31.75% - This result is above the LTOP target and below the previous month (34.8%)

South 52.07% - This result is below the LTOP target and above the previous month (51.17%)

East 15.27% - This result is above the LTOP target and above the previous month (12.8%)

West 0.91% - This result is below the LTOP target and below the previous month (1.22%)

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

This procedure was used on 8, 15, 17, 20, and 24 of October for a total of 14 hours (ATIS time).

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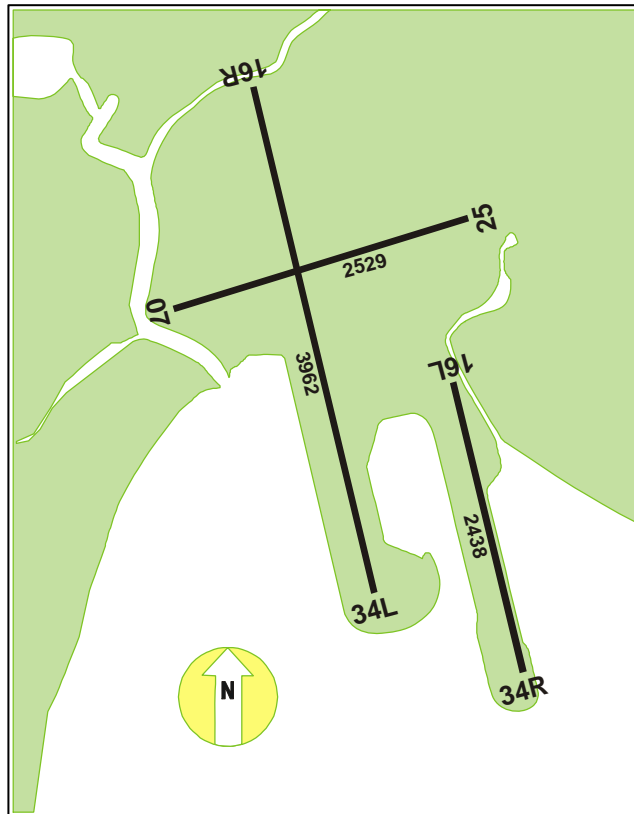
This report is available on the Internet at Airservices Australia website at

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**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



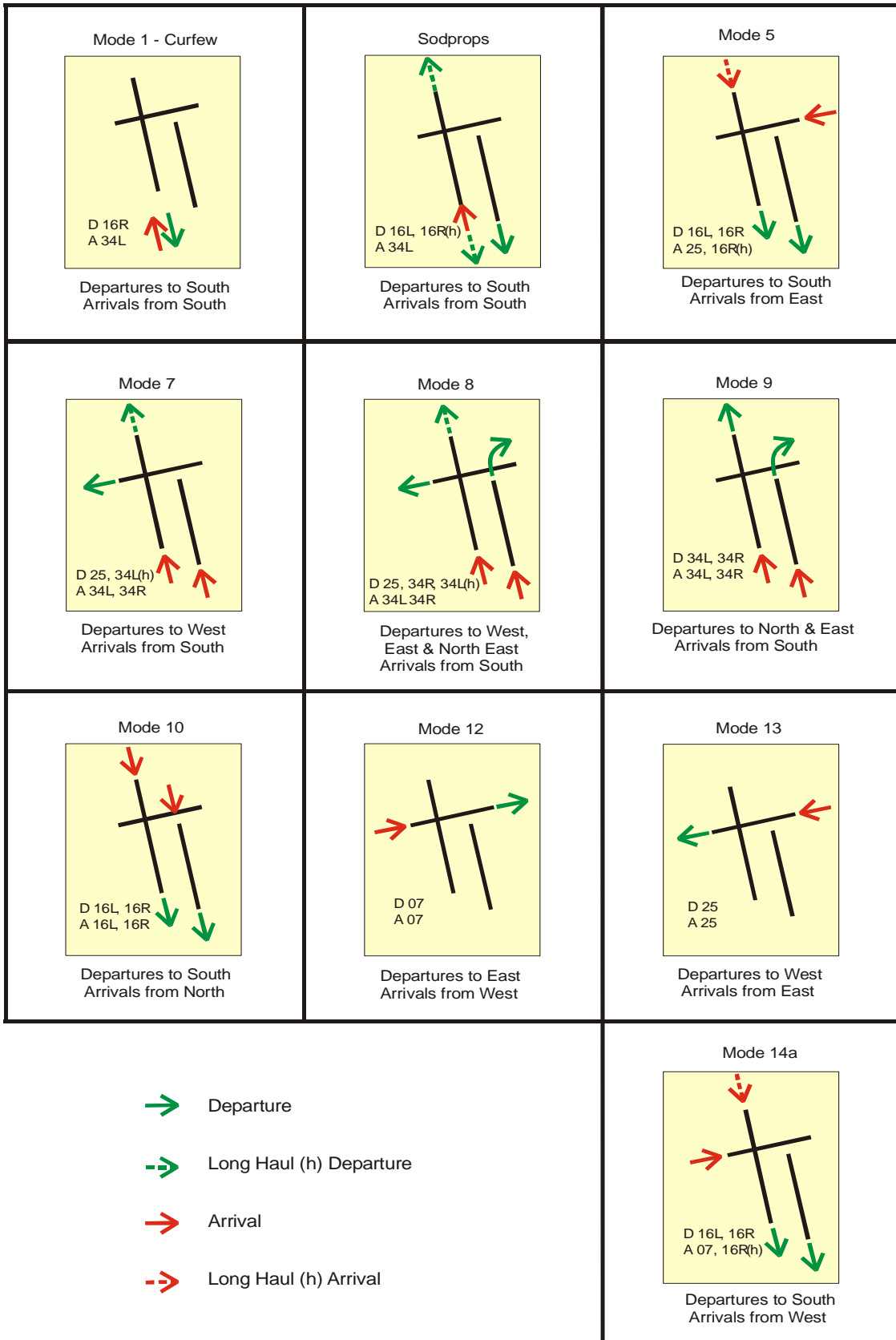
Runway numbers refer to the direction an aircraft is flying.

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), <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)
0700 to 2245	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)
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 <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.

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), <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)
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), <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)
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 <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)
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 <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-Oct-2014	0	0	0	175	203	378	263	272	535	24	1	25	8	0	8	0	0	0	0	0	0	946
02-Oct-2014	0	0	0	0	20	20	0	7	7	0	1	1	322	203	525	170	253	423	0	0	0	976
03-Oct-2014	35	0	35	146	178	324	204	243	447	0	0	0	65	25	90	35	39	74	0	0	0	970
04-Oct-2014	0	0	0	0	0	0	0	3	3	0	0	0	268	172	440	120	193	313	0	0	0	756
05-Oct-2014	0	0	0	57	86	143	152	149	301	0	0	0	129	69	198	59	108	167	0	0	0	809
06-Oct-2014	1	1	2	27	21	48	42	53	95	11	0	11	240	169	409	121	214	335	0	0	0	900
07-Oct-2014	1	0	1	95	111	206	152	178	330	27	2	29	112	74	186	77	91	168	0	0	0	920
08-Oct-2014	24	0	24	183	191	374	260	291	551	0	0	0	7	0	7	0	0	0	0	0	0	956
09-Oct-2014	41	0	41	0	31	31	0	34	34	1	0	1	282	189	471	163	230	393	0	0	0	971
10-Oct-2014	2	0	2	0	18	18	0	9	9	0	0	0	325	219	544	173	257	430	0	0	0	1003
11-Oct-2014	3	0	3	0	6	6	0	1	1	0	8	8	290	200	490	94	148	242	0	0	0	750
12-Oct-2014	2	0	2	0	29	29	0	3	3	0	0	0	289	202	491	117	193	310	0	0	0	835
13-Oct-2014	0	0	0	54	45	99	77	107	184	0	0	0	201	134	335	121	172	293	0	0	0	911
14-Oct-2014	0	0	0	156	144	300	234	263	497	13	0	13	4	0	4	0	0	0	0	0	0	814
15-Oct-2014	0	0	0	182	160	342	264	302	566	16	0	16	1	0	1	0	0	0	0	0	0	925
16-Oct-2014	0	0	0	21	93	114	41	35	76	0	0	0	287	170	457	136	180	316	0	0	0	963
17-Oct-2014	24	0	24	194	171	365	266	317	583	0	0	0	4	0	4	0	0	0	0	0	0	976
18-Oct-2014	2	0	2	25	123	148	26	33	59	0	0	0	276	133	409	56	74	130	0	0	0	748
19-Oct-2014	1	0	1	0	14	14	0	3	3	0	1	1	278	192	470	125	214	339	0	0	0	828
20-Oct-2014	34	0	34	188	189	377	247	290	537	0	0	0	2	0	2	0	0	0	0	0	0	950
21-Oct-2014	0	0	0	85	191	276	127	122	249	0	0	0	209	88	297	36	52	88	0	0	0	910
22-Oct-2014	0	0	0	0	13	13	0	10	10	0	0	0	304	201	505	170	250	420	0	0	0	948
23-Oct-2014	1	0	1	91	75	166	144	161	305	0	0	0	146	111	257	97	128	225	0	0	0	954
24-Oct-2014	0	0	0	30	32	62	30	19	49	0	1	1	272	196	468	151	240	391	0	0	0	971
25-Oct-2014	41	0	41	112	125	237	205	219	424	6	2	8	1	0	1	0	0	0	0	0	0	711
26-Oct-2014	2	0	2	110	89	199	159	185	344	0	7	7	93	73	166	39	69	108	0	0	0	826
27-Oct-2014	0	0	0	13	8	21	27	38	65	21	4	25	253	182	435	137	225	362	0	0	0	908
28-Oct-2014	0	0	0	0	24	24	0	9	9	0	9	9	304	187	491	156	215	371	0	0	0	904
29-Oct-2014	3	0	3	99	129	228	139	129	268	0	0	0	137	94	231	77	113	190	0	0	0	920
30-Oct-2014	0	0	0	0	11	11	0	9	9	0	0	0	321	200	521	152	246	398	0	0	0	939
31-Oct-2014	1	0	1	24	16	40	40	38	78	0	0	0	273	195	468	139	229	368	0	0	0	955
<b>Total</b>	<b>218</b>	<b>1</b>	<b>219</b>	<b>2067</b>	<b>2546</b>	<b>4613</b>	<b>3099</b>	<b>3532</b>	<b>6631</b>	<b>119</b>	<b>36</b>	<b>155</b>	<b>5703</b>	<b>3678</b>	<b>9381</b>	<b>2721</b>	<b>4133</b>	<b>6854</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27853</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-Oct-2014	0	0	0	121	164	285	198	192	390	24	0	24	6	0	6	0	0	0	0	0	0	705
02-Oct-2014	0	0	0	0	20	20	0	5	5	0	1	1	258	128	386	112	207	319	0	0	0	731
03-Oct-2014	33	0	33	96	139	235	160	177	337	0	0	0	50	14	64	26	37	63	0	0	0	732
04-Oct-2014	0	0	0	0	0	0	0	2	2	0	0	0	228	129	357	78	169	247	0	0	0	606
05-Oct-2014	0	0	0	42	68	110	133	122	255	0	0	0	103	41	144	38	94	132	0	0	0	641
06-Oct-2014	0	0	0	20	17	37	36	40	76	11	0	11	201	113	314	81	182	263	0	0	0	701
07-Oct-2014	1	0	1	70	83	153	114	122	236	19	2	21	94	51	145	44	78	122	0	0	0	678
08-Oct-2014	23	0	23	121	149	270	203	209	412	0	0	0	5	0	5	0	0	0	0	0	0	710
09-Oct-2014	27	0	27	0	26	26	0	28	28	0	0	0	228	111	339	107	192	299	0	0	0	719
10-Oct-2014	1	0	1	0	18	18	0	7	7	0	0	0	255	138	393	114	215	329	0	0	0	748
11-Oct-2014	1	0	1	0	6	6	0	1	1	0	8	8	235	148	383	63	126	189	0	0	0	588
12-Oct-2014	0	0	0	0	25	25	0	1	1	0	0	0	232	129	361	82	162	244	0	0	0	631
13-Oct-2014	0	0	0	43	32	75	62	85	147	0	0	0	161	83	244	75	146	221	0	0	0	687
14-Oct-2014	0	0	0	89	100	189	193	193	386	13	0	13	2	0	2	0	0	0	0	0	0	590
15-Oct-2014	0	0	0	117	119	236	211	227	438	14	0	14	1	0	1	0	0	0	0	0	0	689
16-Oct-2014	0	0	0	15	79	94	35	20	55	0	0	0	223	108	331	87	146	233	0	0	0	713
17-Oct-2014	21	0	21	128	131	259	209	234	443	0	0	0	3	0	3	0	0	0	0	0	0	726
18-Oct-2014	1	0	1	17	111	128	20	23	43	0	0	0	224	91	315	34	60	94	0	0	0	581
19-Oct-2014	1	0	1	0	13	13	0	3	3	0	0	0	227	127	354	86	177	263	0	0	0	634
20-Oct-2014	31	0	31	122	147	269	198	211	409	0	0	0	2	0	2	0	0	0	0	0	0	711
21-Oct-2014	0	0	0	50	159	209	106	87	193	0	0	0	158	49	207	23	40	63	0	0	0	672
22-Oct-2014	0	0	0	0	13	13	0	8	8	0	0	0	248	128	376	110	209	319	0	0	0	716
23-Oct-2014	1	0	1	68	52	120	118	125	243	0	0	0	118	73	191	55	104	159	0	0	0	714
24-Oct-2014	0	0	0	16	28	44	26	9	35	0	1	1	204	128	332	113	202	315	0	0	0	727
25-Oct-2014	29	0	29	74	102	176	176	175	351	6	0	6	0	0	0	0	0	0	0	0	0	562
26-Oct-2014	0	0	0	84	62	146	118	132	250	0	7	7	82	55	137	26	61	87	0	0	0	627
27-Oct-2014	0	0	0	13	8	21	25	33	58	14	3	17	195	106	301	88	188	276	0	0	0	673
28-Oct-2014	0	0	0	0	23	23	0	8	8	0	9	9	247	113	360	89	171	260	0	0	0	660
29-Oct-2014	0	0	0	55	107	162	113	86	199	0	0	0	115	56	171	52	95	147	0	0	0	679
30-Oct-2014	0	0	0	0	11	11	0	8	8	0	0	0	253	119	372	90	202	292	0	0	0	683
31-Oct-2014	0	0	0	12	13	25	33	30	63	0	0	0	213	119	332	96	194	290	0	0	0	710
<b>Total</b>	<b>170</b>	<b>0</b>	<b>170</b>	<b>1373</b>	<b>2025</b>	<b>3398</b>	<b>2487</b>	<b>2603</b>	<b>5090</b>	<b>101</b>	<b>31</b>	<b>132</b>	<b>4571</b>	<b>2357</b>	<b>6928</b>	<b>1769</b>	<b>3457</b>	<b>5226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20944</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-Oct-2014	0	0	0	54	39	93	65	80	145	0	1	1	2	0	2	0	0	0	0	0	0	241
02-Oct-2014	0	0	0	0	0	0	0	2	2	0	0	0	64	75	139	58	46	104	0	0	0	245
03-Oct-2014	2	0	2	50	39	89	44	66	110	0	0	0	15	11	26	9	2	11	0	0	0	238
04-Oct-2014	0	0	0	0	0	0	0	1	1	0	0	0	40	43	83	42	24	66	0	0	0	150
05-Oct-2014	0	0	0	15	18	33	19	27	46	0	0	0	26	28	54	21	14	35	0	0	0	168
06-Oct-2014	1	1	2	7	4	11	6	13	19	0	0	0	39	56	95	40	32	72	0	0	0	199
07-Oct-2014	0	0	0	25	28	53	38	56	94	8	0	8	18	23	41	33	13	46	0	0	0	242
08-Oct-2014	1	0	1	62	42	104	57	82	139	0	0	0	2	0	2	0	0	0	0	0	0	246
09-Oct-2014	14	0	14	0	5	5	0	6	6	1	0	1	54	78	132	56	38	94	0	0	0	252
10-Oct-2014	1	0	1	0	0	0	0	2	2	0	0	0	70	81	151	59	42	101	0	0	0	255
11-Oct-2014	2	0	2	0	0	0	0	0	0	0	0	0	55	52	107	31	22	53	0	0	0	162
12-Oct-2014	2	0	2	0	4	4	0	2	2	0	0	0	57	73	130	35	31	66	0	0	0	204
13-Oct-2014	0	0	0	11	13	24	15	22	37	0	0	0	40	51	91	46	26	72	0	0	0	224
14-Oct-2014	0	0	0	67	44	111	41	70	111	0	0	0	2	0	2	0	0	0	0	0	0	224
15-Oct-2014	0	0	0	65	41	106	53	75	128	2	0	2	0	0	0	0	0	0	0	0	0	236
16-Oct-2014	0	0	0	6	14	20	6	15	21	0	0	0	64	62	126	49	34	83	0	0	0	250
17-Oct-2014	3	0	3	66	40	106	57	83	140	0	0	0	1	0	1	0	0	0	0	0	0	250
18-Oct-2014	1	0	1	8	12	20	6	10	16	0	0	0	52	42	94	22	14	36	0	0	0	167
19-Oct-2014	0	0	0	0	1	1	0	0	0	0	1	1	51	65	116	39	37	76	0	0	0	194
20-Oct-2014	3	0	3	66	42	108	49	79	128	0	0	0	0	0	0	0	0	0	0	0	0	239
21-Oct-2014	0	0	0	35	32	67	21	35	56	0	0	0	51	39	90	13	12	25	0	0	0	238
22-Oct-2014	0	0	0	0	0	0	0	2	2	0	0	0	56	73	129	60	41	101	0	0	0	232
23-Oct-2014	0	0	0	23	23	46	26	36	62	0	0	0	28	38	66	42	24	66	0	0	0	240
24-Oct-2014	0	0	0	14	4	18	4	10	14	0	0	0	68	68	136	38	38	76	0	0	0	244
25-Oct-2014	12	0	12	38	23	61	29	44	73	0	2	2	1	0	1	0	0	0	0	0	0	149
26-Oct-2014	2	0	2	26	27	53	41	53	94	0	0	0	11	18	29	13	8	21	0	0	0	199
27-Oct-2014	0	0	0	0	0	0	2	5	7	7	1	8	58	76	134	49	37	86	0	0	0	235
28-Oct-2014	0	0	0	0	1	1	0	1	1	0	0	0	57	74	131	67	44	111	0	0	0	244
29-Oct-2014	3	0	3	44	22	66	26	43	69	0	0	0	22	38	60	25	18	43	0	0	0	241
30-Oct-2014	0	0	0	0	0	0	0	1	1	0	0	0	68	81	149	62	44	106	0	0	0	256
31-Oct-2014	1	0	1	12	3	15	7	8	15	0	0	0	60	76	136	43	35	78	0	0	0	245
<b>Total</b>	<b>48</b>	<b>1</b>	<b>49</b>	<b>694</b>	<b>521</b>	<b>1215</b>	<b>612</b>	<b>929</b>	<b>1541</b>	<b>18</b>	<b>5</b>	<b>23</b>	<b>1132</b>	<b>1321</b>	<b>2453</b>	<b>952</b>	<b>676</b>	<b>1628</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6909</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-Oct-2014	1	1	2	2	0	2	51	77	65	70	66	60	40	47	51	59	59	62	67	67	38	25	30	4	946
02-Oct-2014	2	0	2	3	0	3	49	75	79	67	61	63	43	48	49	57	57	66	76	60	47	31	35	3	976
03-Oct-2014	2	0	2	3	1	4	51	69	72	69	64	56	53	50	59	54	64	63	69	68	44	36	15	2	970
04-Oct-2014	1	0	0	0	0	3	40	55	66	64	64	60	47	41	45	45	40	47	39	40	23	24	11	1	756
05-Oct-2014	0	0	0	1	1	0	22	38	47	53	53	53	50	37	56	53	52	63	71	48	46	36	28	1	809
06-Oct-2014	1	1	0	0	1	1	40	57	65	59	74	55	55	40	53	58	49	64	67	63	39	29	28	1	900
07-Oct-2014	3	1	1	1	0	0	41	71	73	72	68	61	47	41	52	51	49	67	75	56	37	29	21	3	920
08-Oct-2014	5	0	0	3	1	0	33	66	74	77	67	64	51	36	58	53	60	70	75	57	39	36	26	5	956
09-Oct-2014	2	0	1	3	1	0	36	77	75	65	69	60	54	40	54	60	53	64	71	65	45	40	33	3	971
10-Oct-2014	6	0	0	3	2	2	40	75	71	71	66	68	51	45	60	54	64	72	73	64	45	40	28	3	1003
11-Oct-2014	1	0	0	0	0	0	28	48	70	62	61	60	59	42	39	47	52	38	38	41	29	18	16	1	750
12-Oct-2014	2	2	0	0	1	0	27	36	46	55	60	48	50	39	50	56	52	67	72	66	42	36	26	2	835
13-Oct-2014	1	0	0	0	1	1	45	70	72	73	75	56	58	40	49	51	52	59	21	37	69	42	35	4	911
14-Oct-2014	3	1	1	1	3	1	35	66	72	67	60	65	48	40	53	51	45	58	66	44	24	8	2	0	814
15-Oct-2014	0	0	0	0	1	0	26	57	58	69	66	58	59	53	52	59	57	62	76	55	52	33	28	4	925
16-Oct-2014	2	3	0	3	1	0	33	78	63	68	72	59	53	44	52	52	54	67	69	72	47	33	35	3	963
17-Oct-2014	3	2	0	3	1	1	41	71	65	70	66	62	60	45	60	57	58	70	70	66	49	29	25	2	976
18-Oct-2014	1	3	0	2	1	1	29	52	64	62	60	60	55	38	48	51	37	41	43	35	30	21	12	2	748
19-Oct-2014	1	0	0	1	1	0	26	38	42	55	57	50	51	35	53	58	55	64	73	67	42	32	27	0	828
20-Oct-2014	0	0	0	0	0	0	41	65	67	72	78	71	51	39	57	60	54	66	70	57	41	33	24	4	950
21-Oct-2014	2	0	0	1	3	0	37	70	76	69	63	62	48	38	49	54	47	67	67	57	41	28	29	2	910
22-Oct-2014	5	0	0	4	1	1	38	67	73	68	59	60	52	42	55	54	64	67	72	64	41	31	26	4	948
23-Oct-2014	1	3	1	3	2	0	31	78	73	68	63	63	51	42	55	50	53	64	69	63	51	35	31	4	954
24-Oct-2014	1	0	1	4	0	0	39	71	64	74	61	60	61	46	49	62	58	69	74	66	48	34	28	1	971
25-Oct-2014	0	0	0	0	0	0	21	27	56	65	78	63	54	46	40	51	35	41	39	34	27	19	13	2	711
26-Oct-2014	0	0	0	1	0	0	25	39	40	58	56	50	55	41	59	53	47	60	68	68	47	39	19	1	826
27-Oct-2014	0	0	0	1	0	0	39	74	61	67	65	57	59	41	49	56	55	54	62	54	42	37	31	4	908
28-Oct-2014	4	1	1	4	1	0	35	74	68	63	66	63	56	32	62	46	48	60	66	57	39	26	28	4	904
29-Oct-2014	3	0	0	2	2	0	32	77	71	65	62	59	51	32	53	49	56	63	64	68	48	27	29	7	920
30-Oct-2014	1	1	0	3	3	1	34	77	68	62	65	58	59	39	55	51	52	63	65	69	45	34	29	5	939
31-Oct-2014	1	0	1	3	1	0	39	71	60	77	67	56	61	35	57	57	60	60	69	70	51	32	26	1	955
<b>Total</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>55</b>	<b>30</b>	<b>21</b>	<b>1104</b>	<b>1966</b>	<b>2016</b>	<b>2056</b>	<b>2012</b>	<b>1840</b>	<b>1642</b>	<b>1274</b>	<b>1633</b>	<b>1669</b>	<b>1638</b>	<b>1898</b>	<b>1996</b>	<b>1798</b>	<b>1308</b>	<b>953</b>	<b>774</b>	<b>83</b>	<b>27853</b>
<b>Avg.</b>	<b>1.77</b>	<b>0.61</b>	<b>0.42</b>	<b>1.77</b>	<b>0.97</b>	<b>0.68</b>	<b>35.61</b>	<b>63.42</b>	<b>65.03</b>	<b>66.32</b>	<b>64.90</b>	<b>59.35</b>	<b>52.97</b>	<b>41.10</b>	<b>52.68</b>	<b>53.84</b>	<b>52.84</b>	<b>61.23</b>	<b>64.39</b>	<b>58.00</b>	<b>42.19</b>	<b>30.74</b>	<b>24.97</b>	<b>2.68</b>	<b>898.48</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-Oct-2014	0	1	2	0	0	2	28	41	32	30	32	23	19	21	30	24	31	33	33	34	25	12	15	2	470
02-Oct-2014	0	0	2	1	0	3	29	42	39	28	28	30	19	23	26	24	31	35	38	26	27	22	19	0	492
03-Oct-2014	1	0	2	1	0	4	28	40	36	26	30	30	24	22	29	23	32	32	38	30	25	21	10	1	485
04-Oct-2014	1	0	0	0	0	3	27	37	28	24	28	28	23	18	26	22	24	26	19	22	14	13	5	0	388
05-Oct-2014	0	0	0	1	1	0	13	23	21	20	23	21	14	21	31	22	25	34	38	20	29	25	14	1	397
06-Oct-2014	0	0	0	0	1	1	19	30	34	33	35	20	21	19	31	19	26	34	36	27	22	17	16	1	442
07-Oct-2014	2	1	0	0	0	0	21	40	40	33	33	28	18	22	28	19	28	34	37	26	23	16	12	3	464
08-Oct-2014	2	0	0	2	0	0	17	36	40	37	29	27	19	21	34	16	31	38	37	30	23	18	13	4	474
09-Oct-2014	1	0	0	2	0	0	15	44	42	31	35	25	21	21	29	20	29	37	34	33	26	24	16	2	487
10-Oct-2014	2	0	0	3	0	2	18	43	38	31	33	33	19	23	32	21	32	39	34	30	27	22	18	0	500
11-Oct-2014	1	0	0	0	0	0	17	30	39	25	26	27	25	22	23	28	26	22	15	27	16	9	9	0	387
12-Oct-2014	1	2	0	0	0	0	18	21	23	22	25	18	16	20	27	20	26	40	36	33	24	20	15	1	408
13-Oct-2014	1	0	0	0	0	1	21	38	41	32	38	25	23	21	25	23	25	33	14	21	30	23	16	2	453
14-Oct-2014	0	0	1	1	2	0	18	36	41	27	31	30	19	24	26	22	21	32	34	16	18	8	0	0	407
15-Oct-2014	0	0	0	0	1	0	16	33	38	28	31	27	22	24	31	18	29	37	44	23	33	14	13	1	463
16-Oct-2014	1	2	0	2	0	0	16	42	34	36	35	24	22	24	29	17	28	38	35	33	26	21	19	1	485
17-Oct-2014	2	0	0	2	0	1	18	38	39	31	32	27	21	29	32	20	28	39	36	32	28	16	15	2	488
18-Oct-2014	1	1	0	0	1	1	19	33	36	20	28	27	23	24	30	24	20	23	16	23	15	14	5	1	385
19-Oct-2014	0	0	0	1	1	0	19	21	22	19	28	16	17	19	26	20	28	39	38	33	24	15	18	0	404
20-Oct-2014	0	0	0	0	0	0	17	33	38	40	35	30	18	23	29	25	27	33	36	30	22	20	13	2	471
21-Oct-2014	0	0	0	1	1	0	18	39	41	32	32	27	21	19	25	19	26	38	31	30	23	18	15	1	457
22-Oct-2014	3	0	0	2	0	0	18	40	35	32	31	25	20	23	30	19	35	37	38	30	25	19	10	2	474
23-Oct-2014	0	1	1	2	1	0	14	47	36	32	32	25	22	23	29	18	26	33	38	32	25	26	14	2	479
24-Oct-2014	0	0	1	2	0	0	19	37	37	33	26	30	25	23	26	26	28	38	35	32	27	21	16	1	483
25-Oct-2014	0	0	0	0	0	0	13	12	31	36	37	28	22	25	24	24	19	24	17	24	12	10	6	1	365
26-Oct-2014	0	0	0	1	0	0	17	23	20	22	25	18	20	21	28	22	23	33	35	34	30	21	9	1	403
27-Oct-2014	0	0	0	0	0	0	17	41	33	34	32	28	23	23	24	25	22	27	34	25	25	23	14	1	451
28-Oct-2014	2	0	1	3	0	0	19	43	40	26	33	30	25	18	30	18	25	30	35	29	24	15	12	2	460
29-Oct-2014	1	0	0	2	0	0	13	44	39	30	29	28	22	16	27	17	27	33	37	30	29	17	11	3	455
30-Oct-2014	0	1	0	2	1	1	15	45	38	26	35	26	25	20	28	16	27	39	33	29	26	23	14	3	473
31-Oct-2014	0	0	0	2	0	0	18	42	33	37	32	24	26	16	29	24	29	35	39	30	29	15	16	1	477
<b>Total</b>	<b>22</b>	<b>9</b>	<b>10</b>	<b>33</b>	<b>10</b>	<b>19</b>	<b>575</b>	<b>1114</b>	<b>1084</b>	<b>913</b>	<b>959</b>	<b>805</b>	<b>654</b>	<b>668</b>	<b>874</b>	<b>655</b>	<b>834</b>	<b>1045</b>	<b>1020</b>	<b>874</b>	<b>752</b>	<b>558</b>	<b>398</b>	<b>42</b>	<b>13927</b>
<b>Avg.</b>	<b>0.71</b>	<b>0.29</b>	<b>0.32</b>	<b>1.06</b>	<b>0.32</b>	<b>0.61</b>	<b>18.55</b>	<b>35.94</b>	<b>34.97</b>	<b>29.45</b>	<b>30.94</b>	<b>25.97</b>	<b>21.10</b>	<b>21.55</b>	<b>28.19</b>	<b>21.13</b>	<b>26.90</b>	<b>33.71</b>	<b>32.90</b>	<b>28.19</b>	<b>24.26</b>	<b>18.00</b>	<b>12.84</b>	<b>1.35</b>	<b>449.26</b>

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

# 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-Oct-2014	1	0	0	2	0	0	23	36	33	40	34	37	21	26	21	35	28	29	34	33	13	13	15	2	476
02-Oct-2014	2	0	0	2	0	0	20	33	40	39	33	33	24	25	23	33	26	31	38	34	20	9	16	3	484
03-Oct-2014	1	0	0	2	1	0	23	29	36	43	34	26	29	28	30	31	32	31	31	38	19	15	5	1	485
04-Oct-2014	0	0	0	0	0	0	13	18	38	40	36	32	24	23	19	23	16	21	20	18	9	11	6	1	368
05-Oct-2014	0	0	0	0	0	0	9	15	26	33	30	32	36	16	25	31	27	29	33	28	17	11	14	0	412
06-Oct-2014	1	1	0	0	0	0	21	27	31	26	39	35	34	21	22	39	23	30	31	36	17	12	12	0	458
07-Oct-2014	1	0	1	1	0	0	20	31	33	39	35	33	29	19	24	32	21	33	38	30	14	13	9	0	456
08-Oct-2014	3	0	0	1	1	0	16	30	34	40	38	37	32	15	24	37	29	32	38	27	16	18	13	1	482
09-Oct-2014	1	0	1	1	1	0	21	33	33	34	34	35	33	19	25	40	24	27	37	32	19	16	17	1	484
10-Oct-2014	4	0	0	0	2	0	22	32	33	40	33	35	32	22	28	33	32	33	39	34	18	18	10	3	503
11-Oct-2014	0	0	0	0	0	0	11	18	31	37	35	33	34	20	16	19	26	16	23	14	13	9	7	1	363
12-Oct-2014	1	0	0	0	1	0	9	15	23	33	35	30	34	19	23	36	26	27	36	33	18	16	11	1	427
13-Oct-2014	0	0	0	0	1	0	24	32	31	41	37	31	35	19	24	28	27	26	7	16	39	19	19	2	458
14-Oct-2014	3	1	0	0	1	1	17	30	31	40	29	35	29	16	27	29	24	26	32	28	6	0	2	0	407
15-Oct-2014	0	0	0	0	0	0	10	24	20	41	35	31	37	29	21	41	28	25	32	32	19	19	15	3	462
16-Oct-2014	1	1	0	1	1	0	17	36	29	32	37	35	31	20	23	35	26	29	34	39	21	12	16	2	478
17-Oct-2014	1	2	0	1	1	0	23	33	26	39	34	35	39	16	28	37	30	31	34	34	21	13	10	0	488
18-Oct-2014	0	2	0	2	0	0	10	19	28	42	32	33	32	14	18	27	17	18	27	12	15	7	7	1	363
19-Oct-2014	1	0	0	0	0	0	7	17	20	36	29	34	34	16	27	38	27	25	35	34	18	17	9	0	424
20-Oct-2014	0	0	0	0	0	0	24	32	29	32	43	41	33	16	28	35	27	33	34	27	19	13	11	2	479
21-Oct-2014	2	0	0	0	2	0	19	31	35	37	31	35	27	19	24	35	21	29	36	27	18	10	14	1	453
22-Oct-2014	2	0	0	2	1	1	20	27	38	36	28	35	32	19	25	35	29	30	34	34	16	12	16	2	474
23-Oct-2014	1	2	0	1	1	0	17	31	37	36	31	38	29	19	26	32	27	31	31	31	26	9	17	2	475
24-Oct-2014	1	0	0	2	0	0	20	34	27	41	35	30	36	23	23	36	30	31	39	34	21	13	12	0	488
25-Oct-2014	0	0	0	0	0	0	8	15	25	29	41	35	32	21	16	27	16	17	22	10	15	9	7	1	346
26-Oct-2014	0	0	0	0	0	0	8	16	20	36	31	32	35	20	31	31	24	27	33	34	17	18	10	0	423
27-Oct-2014	0	0	0	1	0	0	22	33	28	33	33	29	36	18	25	31	33	27	28	29	17	14	17	3	457
28-Oct-2014	2	1	0	1	1	0	16	31	28	37	33	33	31	14	32	28	23	30	31	28	15	11	16	2	444
29-Oct-2014	2	0	0	0	2	0	19	33	32	35	33	31	29	16	26	32	29	30	27	38	19	10	18	4	465
30-Oct-2014	1	0	0	1	2	0	19	32	30	36	30	32	34	19	27	35	25	24	32	40	19	11	15	2	466
31-Oct-2014	1	0	1	1	1	0	21	29	27	40	35	32	35	19	28	33	31	25	30	40	22	17	10	0	478
<b>Total</b>	<b>33</b>	<b>10</b>	<b>3</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>529</b>	<b>852</b>	<b>932</b>	<b>1143</b>	<b>1053</b>	<b>1035</b>	<b>988</b>	<b>606</b>	<b>759</b>	<b>1014</b>	<b>804</b>	<b>853</b>	<b>976</b>	<b>924</b>	<b>556</b>	<b>395</b>	<b>376</b>	<b>41</b>	<b>13926</b>
<b>Avg.</b>	<b>1.06</b>	<b>0.32</b>	<b>0.10</b>	<b>0.71</b>	<b>0.65</b>	<b>0.06</b>	<b>17.06</b>	<b>27.48</b>	<b>30.06</b>	<b>36.87</b>	<b>33.97</b>	<b>33.39</b>	<b>31.87</b>	<b>19.55</b>	<b>24.48</b>	<b>32.71</b>	<b>25.94</b>	<b>27.52</b>	<b>31.48</b>	<b>29.81</b>	<b>17.94</b>	<b>12.74</b>	<b>12.13</b>	<b>1.32</b>	<b>449.23</b>

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

## 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-Oct-14	07:00	00:27	-	01:44	-	-	-	14:47	-	-	-	-	-
02-Oct-14	07:00	00:13	02:10	-	-	-	14:35	-	-	-	-	-	-
03-Oct-14	07:00	00:41	-	-	-	-	02:36	11:51	-	-	01:49	-	-
04-Oct-14	07:00	00:29	-	-	-	-	16:29	-	-	-	-	-	-
05-Oct-14	07:00	00:20	-	-	-	-	07:02	09:36	-	-	-	-	-
06-Oct-14	07:00	00:18	-	00:44	-	-	13:49	02:06	-	-	-	-	-
07-Oct-14	07:00	00:35	-	01:21	-	-	05:26	09:36	-	-	-	-	-
08-Oct-14	07:00	00:20	-	-	-	-	-	15:14	-	-	01:24	-	-
09-Oct-14	07:00	00:22	00:50	-	-	-	13:47	-	-	-	01:58	-	-
10-Oct-14	07:00	00:26	00:50	-	-	-	15:42	-	-	-	-	-	-
11-Oct-14	07:00	00:19	00:12	-	00:32	-	15:54	-	-	-	-	-	-
12-Oct-14	07:00	-	02:44	-	-	-	14:15	-	-	-	-	-	-
13-Oct-14	07:00	00:04	-	-	-	-	11:20	05:34	-	-	-	-	-
14-Oct-14	07:00	-	-	00:46	-	-	-	16:13	-	-	-	-	-
15-Oct-14	07:00	00:05	-	01:23	-	-	-	15:30	-	-	-	-	-
16-Oct-14	07:00	00:15	03:44	-	-	-	10:49	02:09	-	-	-	-	-
17-Oct-14	07:00	00:19	-	-	-	-	-	15:38	-	-	01:01	-	-
18-Oct-14	07:00	00:43	09:29	-	-	-	04:55	01:50	-	-	-	-	-
19-Oct-14	07:00	00:16	01:21	-	-	-	15:21	-	-	-	-	-	-
20-Oct-14	07:00	00:16	-	-	-	-	-	14:45	-	-	01:57	-	-
21-Oct-14	07:00	00:14	06:14	-	-	-	03:22	07:08	-	-	-	-	-
22-Oct-14	07:00	00:12	00:49	-	-	-	15:57	-	-	-	-	-	-
23-Oct-14	07:00	00:20	-	-	-	-	08:13	08:25	-	-	-	-	-
24-Oct-14	07:00	00:25	-	-	-	-	15:03	01:30	-	-	-	-	-
25-Oct-14	07:00	00:23	-	00:28	-	-	-	14:25	-	-	01:42	-	-
26-Oct-14	07:00	00:17	-	-	00:52	-	05:23	10:26	-	-	-	-	-
27-Oct-14	07:00	00:08	-	00:39	-	-	13:57	01:54	-	00:18	-	-	-
28-Oct-14	07:00	00:13	02:23	-	00:48	-	13:34	-	-	-	-	-	-
29-Oct-14	07:00	00:20	00:46	-	-	-	07:43	08:09	-	-	-	-	-
30-Oct-14	07:00	00:09	00:42	-	-	-	16:07	-	-	-	-	-	-
31-Oct-14	07:00	00:22	-	-	-	-	14:30	02:06	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>09:59</b>	<b>32:18</b>	<b>07:07</b>	<b>02:13</b>	<b>00:00</b>	<b>276:02</b>	<b>189:05</b>	<b>00:00</b>	<b>00:18</b>	<b>09:53</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>	<b>1.90%</b>	<b>6.13%</b>	<b>1.35%</b>	<b>0.42%</b>	<b>0.00%</b>	<b>52.38%</b>	<b>35.88%</b>	<b>0.00%</b>	<b>0.06%</b>	<b>1.88%</b>	<b>0.00%</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).

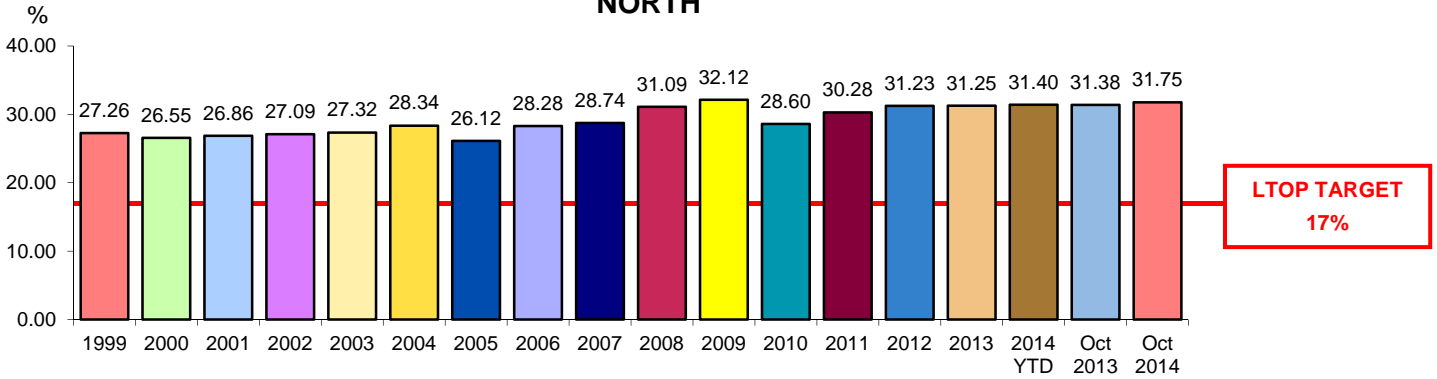
## Cumulative Mode Utilisation from 1 January 2014

Time	2.15%	4.74%	4.38%	2.02%	0.00%	47.13%	36.28%	0.01%	0.93%	2.37%	0.00%	0.00%
<b>Movements</b>	<b>0.36%</b>	<b>3.38%</b>	<b>3.02%</b>	<b>1.46%</b>	<b>0.00%</b>	<b>50.33%</b>	<b>38.93%</b>	<b>0.00%</b>	<b>0.87%</b>	<b>1.66%</b>	<b>0.00%</b>	<b>0.00%</b>

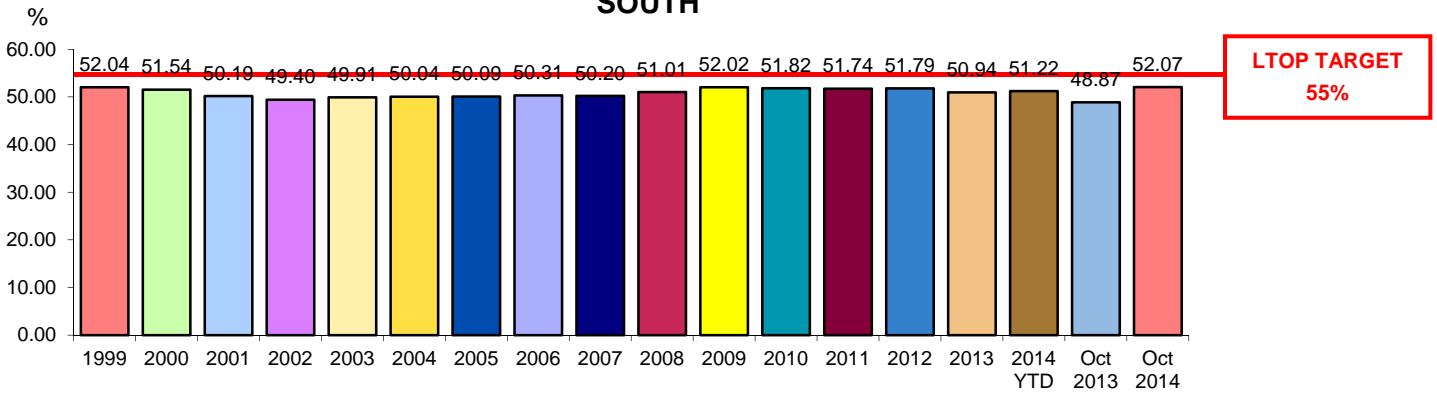
# Runway End Impact to 31 October 2014

Includes comparisons with annual figures for 1998 to 2013, 2014 Year to Date, current month this year and corresponding month last year.

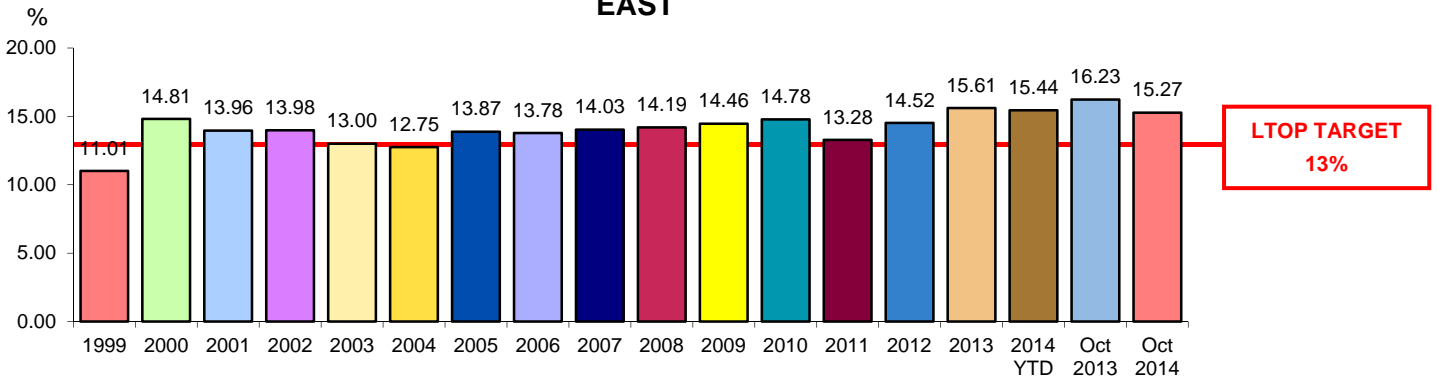
## NORTH



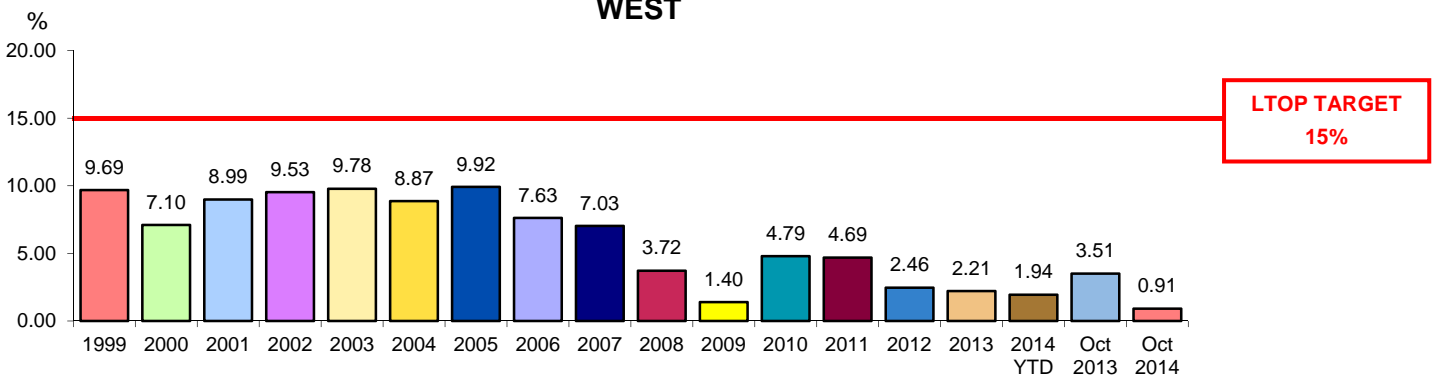
## SOUTH



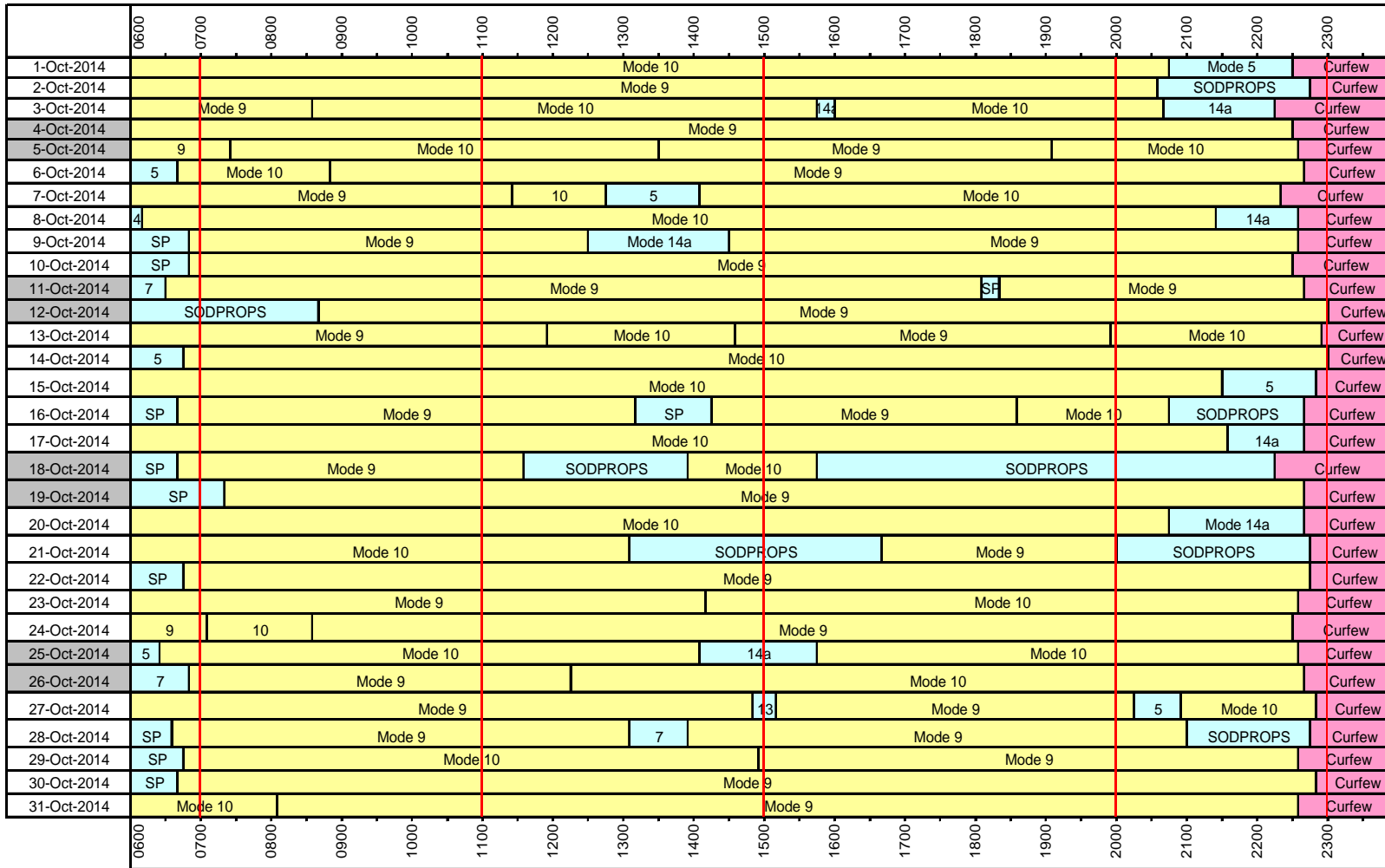
## EAST



## 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 **October 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
8/10/2014	07:11	09:37	2:26
8/10/2014	10:13	10:45	0:32
15/10/2014	06:53	09:21	2:28
17/10/2014	06:50	09:19	2:29
20/10/2014	07:05	10:41	3:36
24/10/2014	06:56	09:25	2:29

### 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
8/10/2014	112	53	59
15/10/2014	85	38	47
17/10/2014	92	38	54
20/10/2014	132	63	69
24/10/2014	60	30	30

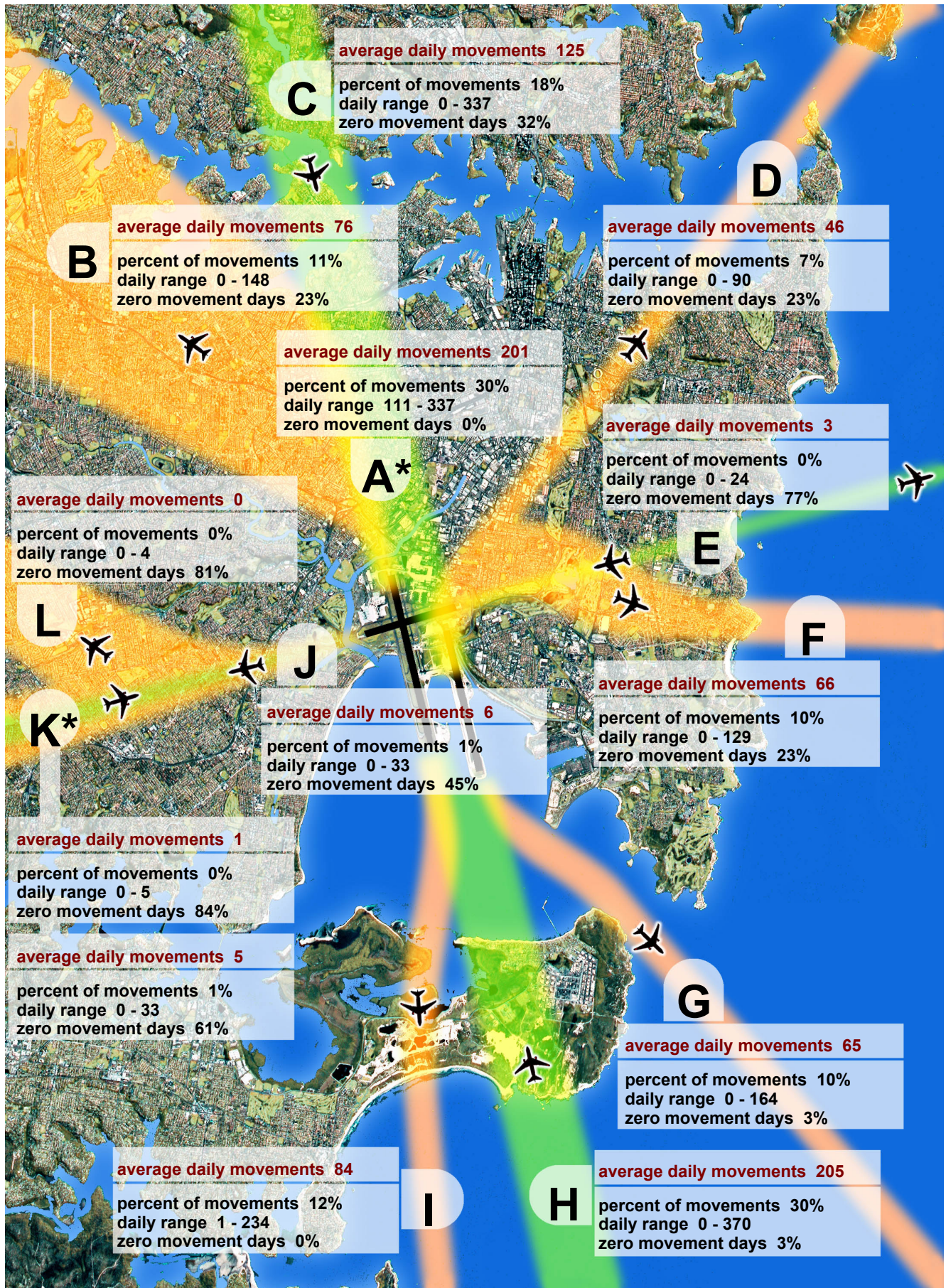


## **Noise Complaints & Information Service**

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

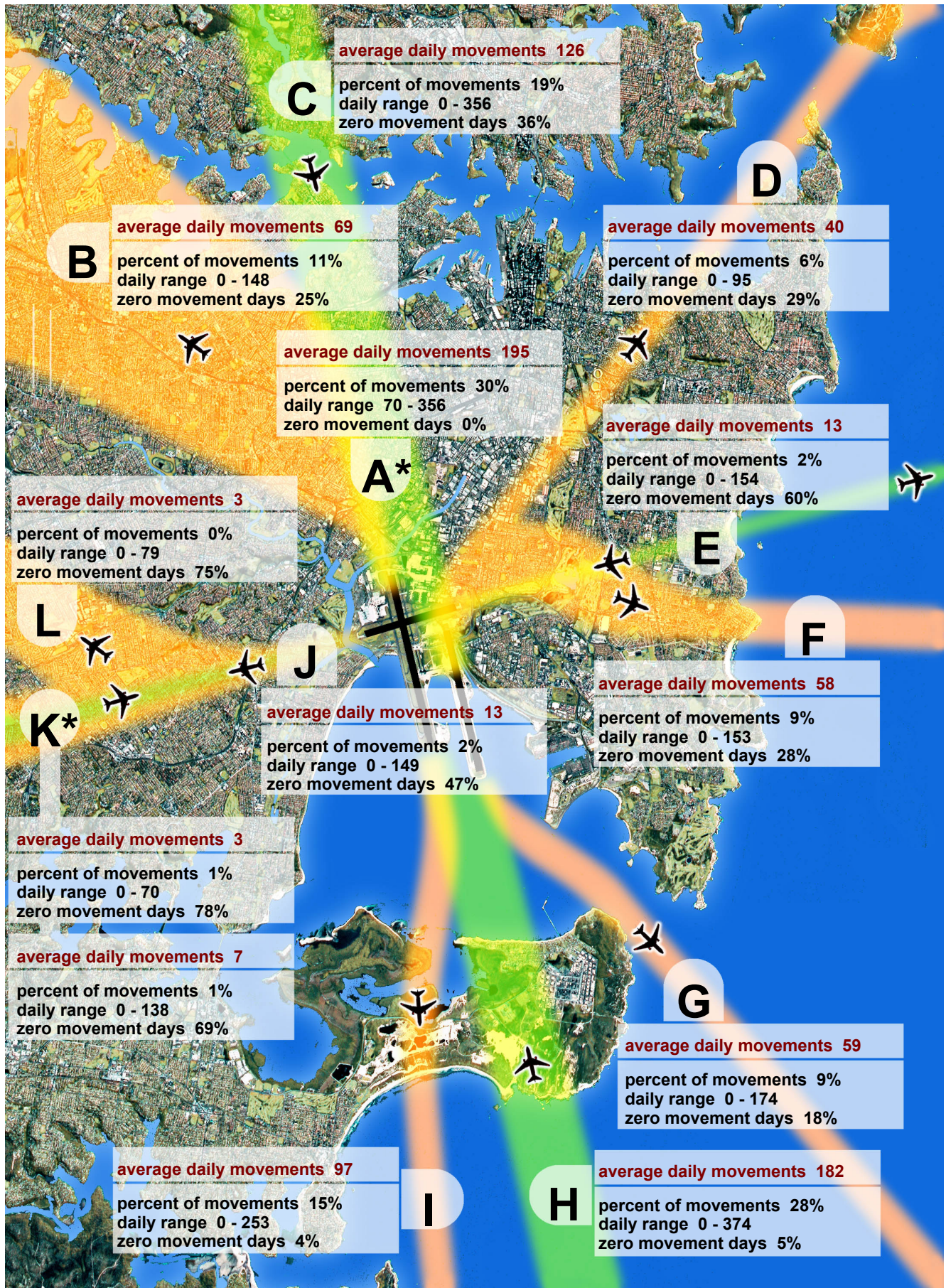
1 Oct 2014 to 31 Oct 2014, All Jets



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

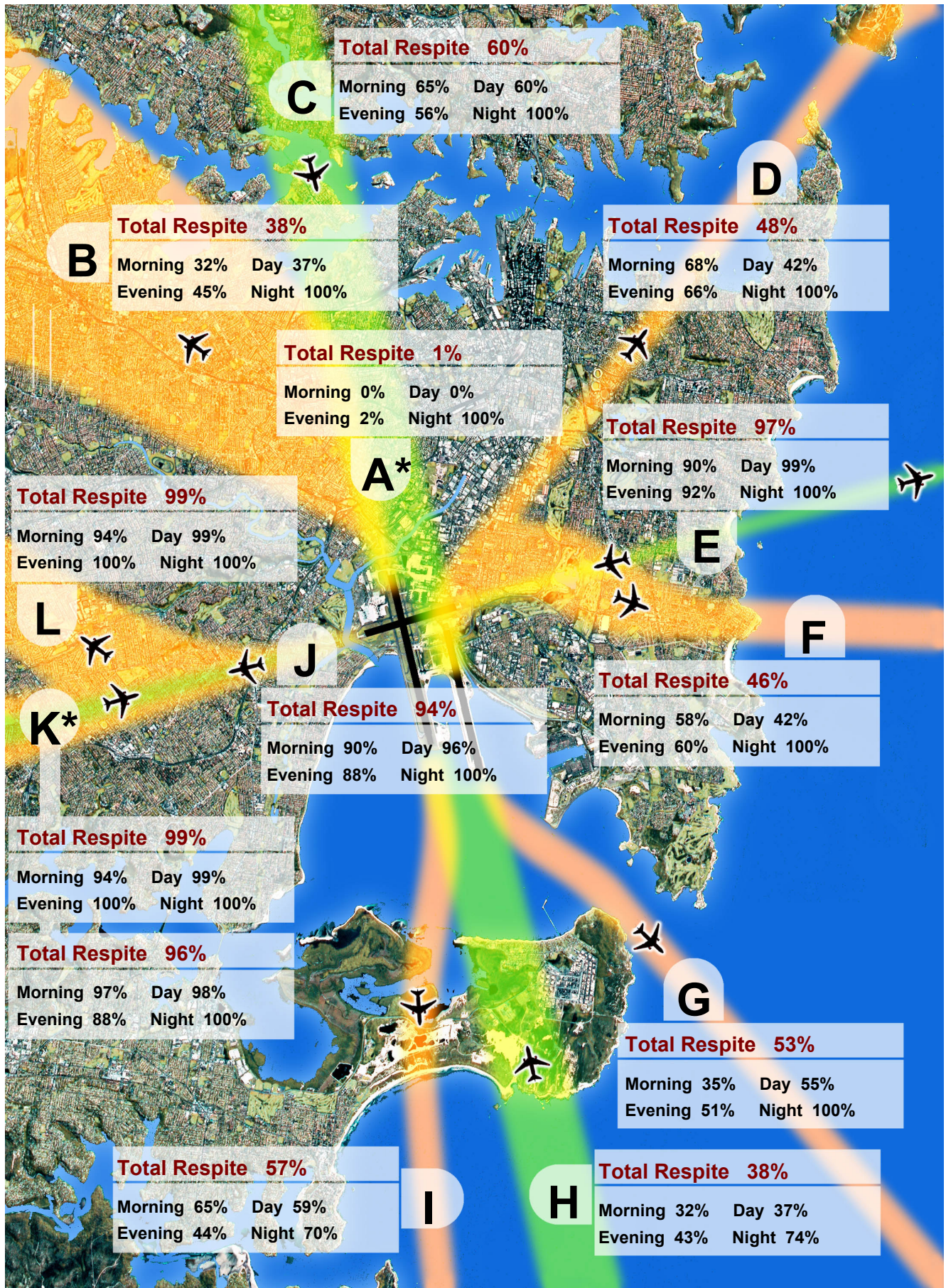
1 Nov 2013 to 31 Oct 2014, All Jets



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 Oct 2014 to 31 Oct 2014, All Jets



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

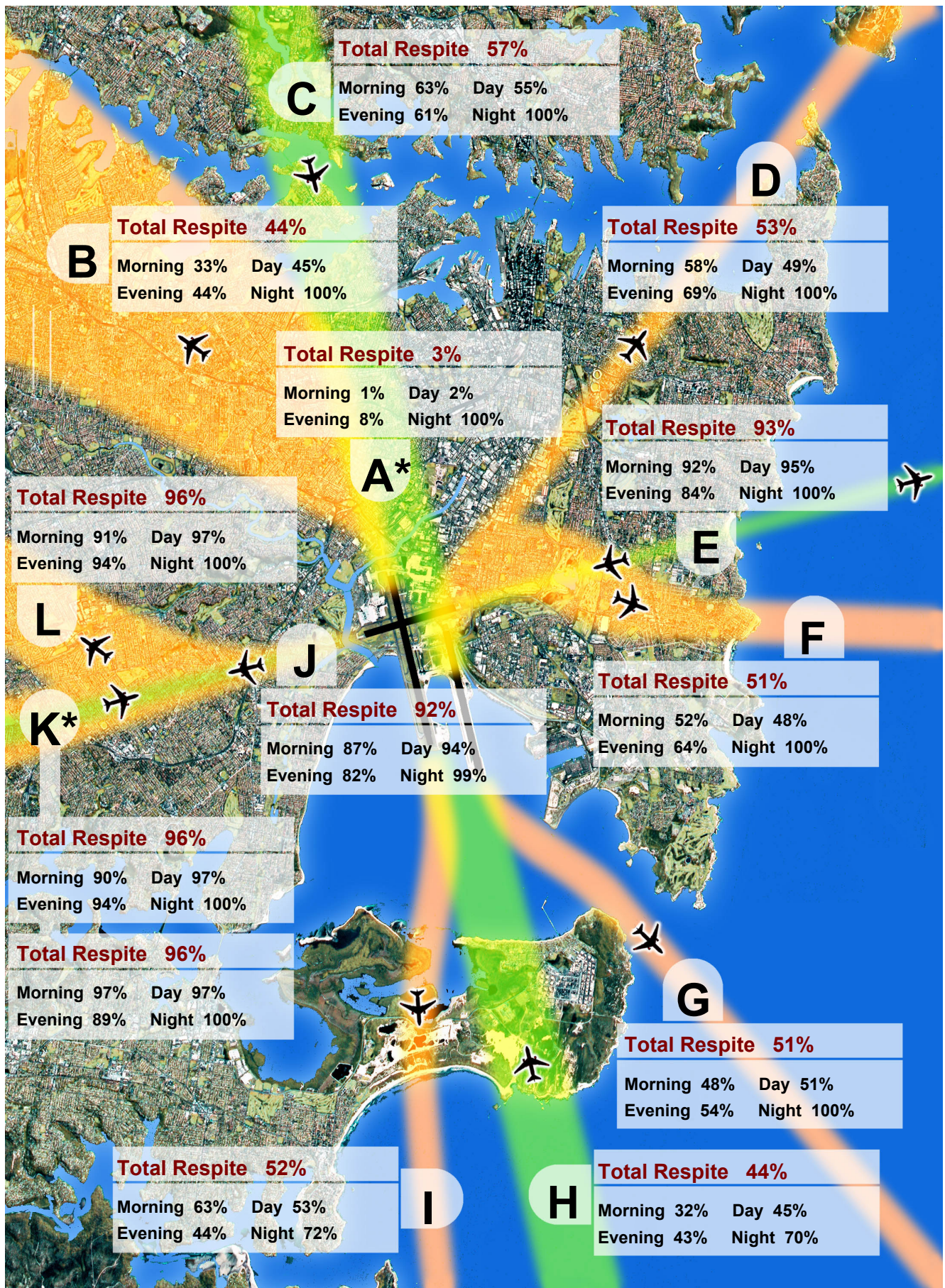
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2013 to 31 Oct 2014, 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) November 2013 to October 2014

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="#">January 2014</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="#">August 2014</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="#">January 2014</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="#">August 2014</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="#">January 2014</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="#">January 2014</a> and <a href="#">Mode 7</a> was in <a href="#">July 2014</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 2014</a> , <a href="#">Mode 14A</a> in <a href="#">January 2014</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

## **Sydney Airport - Jet Aircraft Respite (R60) (Explanation)**

### **Respite**

The respite figures in the map are based on the concept of a **respite hour** being a **whole clock hour** where there are **no aircraft movements**.

<b>Total Respite</b>	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period November 2013 to October 2014, during which there were no movements.
<b>Morning Respite</b>	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
<b>Day Respite</b>	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
<b>Evening Respite</b>	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
<b>Curfew (Night)</b>	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **November 2013 to October 2014 for 53%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### **Notes**

- Propeller movements have not been taken into account.
- The information presented in the map is derived from the Airport Noise and Operations Management System (ANOMS) data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for October 2014.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2014



The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L<sub>Amax</sub>) 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 October 2014 along with the Daily N70 values for the three months up to and including October are given in Table 1.

<i>Location</i>	<i>CNE Oct</i>	<i>Operational Days Oct</i>	<i>N70 Oct</i>	<i>N70 Sep</i>	<i>N70 Aug</i>
<i>Threshold rwy 34</i>	<i>11,274</i>	<i>30.9</i>	<i>354</i>	<i>332</i>	<i>303</i>
<i>Penshurst</i>	<i>301</i>	<i>30.9</i>	<i>7</i>	<i>9</i>	<i>10</i>
<i>Bexley</i>	<i>315</i>	<i>30.9</i>	<i>9</i>	<i>11</i>	<i>14</i>
<i>Sydenham</i>	<i>5,616</i>	<i>30.9</i>	<i>181</i>	<i>194</i>	<i>195</i>
<i>Johnston St Annandale</i>	<i>2,614</i>	<i>30.9</i>	<i>68</i>	<i>89</i>	<i>112</i>
<i>Church St. St Peters</i>	<i>4,108</i>	<i>30.9</i>	<i>103</i>	<i>117</i>	<i>132</i>
<i>Leichhardt PEMU 36</i>	<i>3,201</i>	<i>30.4</i>	<i>98</i>	<i>134</i>	<i>153</i>
<i>Eastlakes</i>	<i>2,352</i>	<i>30.9</i>	<i>66</i>	<i>61</i>	<i>60</i>
<i>Coogee</i>	<i>362</i>	<i>30.9</i>	<i>6</i>	<i>12</i>	<i>34</i>
<i>Kurnell</i>	<i>3,219</i>	<i>30.9</i>	<i>89</i>	<i>73</i>	<i>41</i>
<i>Croydon</i>	<i>813</i>	<i>30.9</i>	<i>18</i>	<i>13</i>	<i>9</i>
<i>Hunters Hill</i>	<i>3,427</i>	<i>24.4</i>	<i>61</i>	<i>87</i>	<i>97</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including October 2014.**

The N70 values for October 2014 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 17 PM 47 Day 261 Night 9 WE_D 331 WE_N 8	<b>Penshurst</b> AM 0 PM 2 Day 2 Night 0 WE_D 12 WE_N 0	<b>Bexley</b> AM 0 PM 3 Day 3 Night 0 WE_D 13 WE_N 0	<b>Eastlakes</b> AM 3 PM 7 Day 55 Night 0 WE_D 67 WE_N 0
<b>Coogee</b> AM 1 PM 3 Day 4 Night 0 WE_D 2 WE_N 0	<b>Sydenham</b> AM 7 PM 23 Day 153 Night 0 WE_D 172 WE_N 0	<b>Leichhardt PEMU36</b> AM 4 PM 15 Day 82 Night 0 WE_D 88 WE_N 0	<b>Kurnell</b> AM 1 PM 6 Day 82 Night 0 WE_D 87 WE_N 0
<b>Annandale</b> AM 1 PM 9 Day 61 Night 0 WE_D 60 WE_N 0	<b>St Peters</b> AM 2 PM 13 Day 89 Night 0 WE_D 99 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 15 Night 0 WE_D 20 WE_N 0	<b>Hunters Hull</b> AM 4 PM 10 Day 50 Night 0 WE_D 52 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.*