



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
September 2011

Produced by Environmental Services

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

September 2011

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

There were a total of 25,093 aircraft movements this month (daily average 836.43). Last month there were a total of 25,839 movements (daily average 833.52) and for the same month last year there were a total of 24,979 movements (daily average 832.63).

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

Individual mode use in excess of 9 hours occurred on 21 days this month, Mode 9 on 14 days and Mode 10 on 7 days. Crossing runway modes (including Sodprops) were used for 27.25% 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 27.57% - This result is above the LTOP target and below the previous month (27.64%)

South 51.06% - This result is below the LTOP target and below the previous month (53.81%)

East 15.74% - This result is above the LTOP target and above the previous month (12.90%)

West 5.61% - This result is below the LTOP target and below the previous month (5.63%)

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

This procedure was not used in September.

### Noise Enquiry Service (refer pages 15-20)

A total of 1747 complaints, comments and enquiries were received as follows:

1656 Sydney suburbs complaints from 138 complainants

29 Sydney suburbs comments and enquiries

62 non Sydney Airport or Sydney suburbs (NSW only) complaints, comments and enquiries

### Noise Enquiry Service Environmental Services Airservices Australia

telephone 1-800-802-584  
facsimile (02) 9556-6641  
e-mail [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com)  
internet [www.airservicesaustralia.com](http://www.airservicesaustralia.com)

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

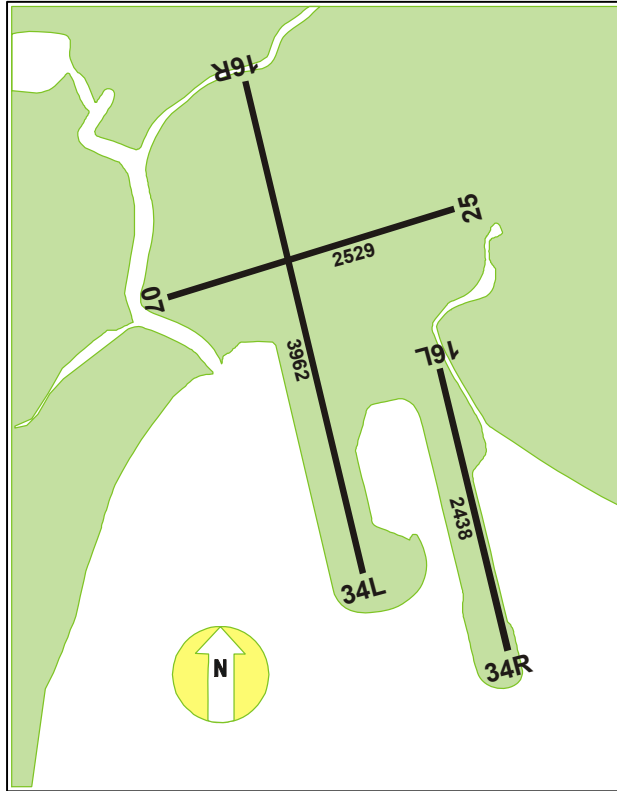
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

**click on** “Projects & Services”, “Reports & Statistics” **then**

“Sydney Airport Operational Statistics”.

\* 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, Transport, Regional Development and Local Government.

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

Runways 16L and 16R Used by aircraft landing or taking off towards the South.  
 (16=approx. 160 degrees magnetic bearing)

Runway 34L Used by aircraft landing or taking off towards the North.  
 (34=approx. 340 degrees magnetic bearing)

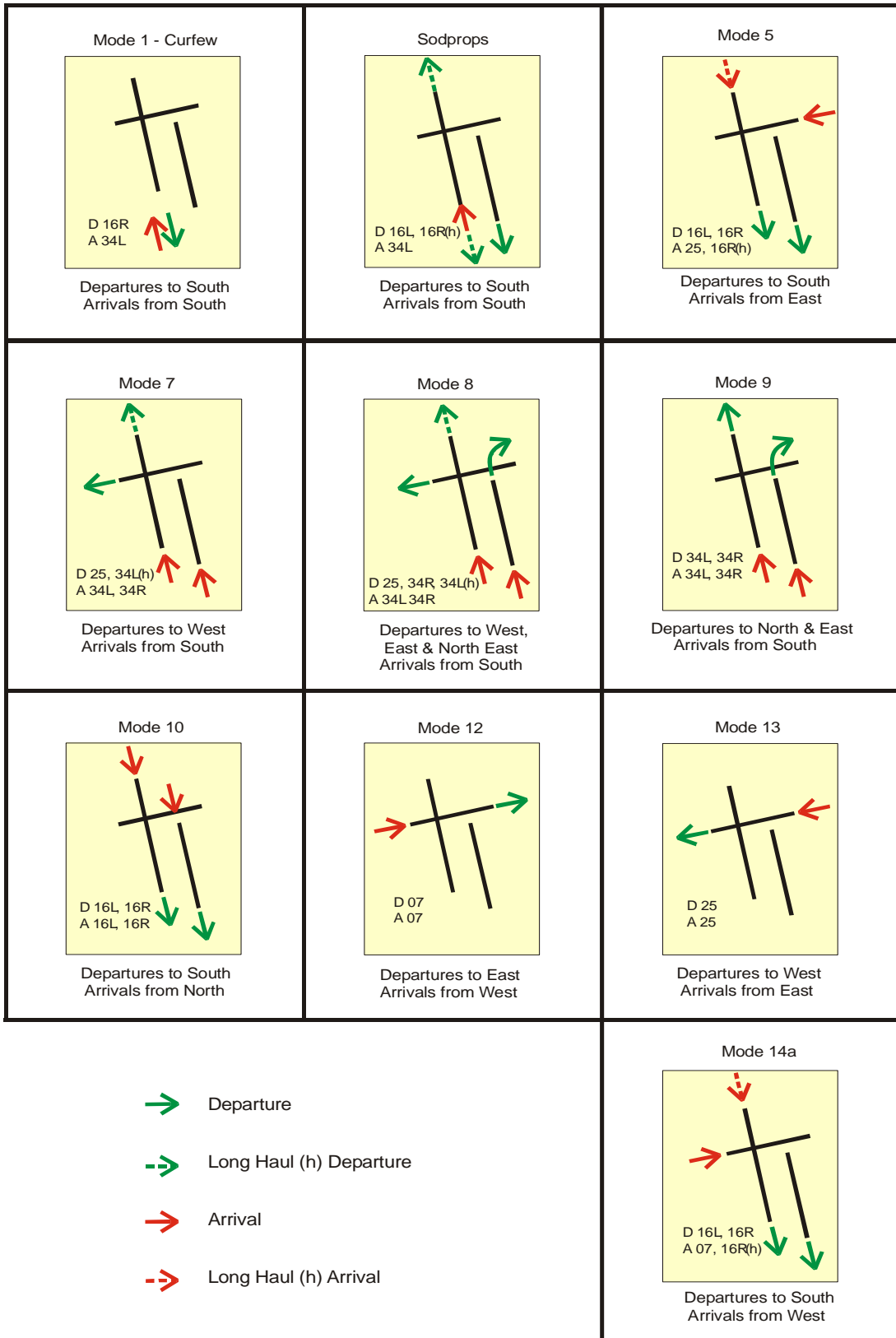
Runway 34R Used by aircraft landing toward the north and taking off to the East.

Runway 07 Used by aircraft landing or taking off towards the East.  
 (07=approx. 070 degrees magnetic bearing)

Runway 25 Used by aircraft landing or taking off towards the West.  
 (25=approx. 250 degrees magnetic bearing)

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Sep-11	113	0	113	144	128	272	180	319	499	0	0	0	9	0	9	0	0	0	0	0	0	893
02-Sep-11	42	0	42	165	128	293	218	312	530	13	3	16	6	0	6	0	0	0	0	0	0	887
03-Sep-11	2	0	2	0	0	0	0	1	1	0	11	11	241	155	396	108	167	275	0	0	0	685
04-Sep-11	1	0	1	0	13	13	0	3	3	0	8	8	267	185	452	109	186	295	0	0	0	772
05-Sep-11	1	0	1	0	38	38	0	4	4	0	19	19	304	185	489	131	184	315	0	0	0	866
06-Sep-11	2	0	2	0	0	0	0	7	7	1	19	20	269	192	461	160	211	371	0	0	0	861
07-Sep-11	98	1	99	126	128	254	186	303	489	0	1	1	15	1	16	0	0	0	0	0	0	859
08-Sep-11	114	1	115	72	89	161	94	220	314	1	0	1	119	53	172	41	79	120	0	0	0	883
09-Sep-11	0	0	0	146	126	272	204	316	520	87	0	87	7	0	7	0	0	0	0	0	0	886
10-Sep-11	0	0	0	53	102	155	93	212	305	160	3	163	44	8	52	0	0	0	0	0	0	675
11-Sep-11	1	0	1	49	102	151	68	148	216	100	1	101	120	81	201	28	55	83	0	0	0	753
12-Sep-11	85	0	85	107	129	236	153	282	435	27	4	31	49	12	61	2	0	2	0	0	0	850
13-Sep-11	1	0	1	0	0	0	0	10	10	0	34	34	288	178	466	145	205	350	0	0	0	861
14-Sep-11	0	0	0	0	15	15	2	10	12	2	56	58	254	179	433	163	169	332	0	0	0	850
15-Sep-11	2	0	2	83	123	206	100	129	229	0	8	8	207	111	318	63	77	140	0	0	0	903
16-Sep-11	2	0	2	0	14	14	0	6	6	0	21	21	303	194	497	146	214	360	0	0	0	900
17-Sep-11	9	0	9	60	50	110	92	122	214	1	0	1	137	71	208	59	97	156	0	0	0	698
18-Sep-11	1	0	1	93	75	168	127	197	324	39	23	62	83	51	134	31	42	73	0	0	0	762
19-Sep-11	4	0	4	0	0	0	0	5	5	0	22	22	259	205	464	170	208	378	0	0	0	873
20-Sep-11	0	0	0	33	32	65	53	101	154	159	128	287	113	82	195	64	78	142	0	0	0	843
21-Sep-11	31	0	31	26	101	127	46	93	139	0	24	24	241	112	353	82	100	182	0	0	0	856
22-Sep-11	0	0	0	0	13	13	0	16	16	12	0	12	289	204	493	148	214	362	0	0	0	896
23-Sep-11	22	0	22	78	61	139	96	147	243	0	44	44	148	100	248	102	96	198	0	0	0	894
24-Sep-11	133	0	133	88	97	185	137	244	381	0	0	0	4	0	4	0	0	0	0	0	0	703
25-Sep-11	1	1	2	129	109	238	241	281	522	0	0	0	0	0	0	0	0	0	0	0	0	762
26-Sep-11	139	0	139	127	129	256	178	318	496	0	0	0	1	0	1	0	0	0	0	0	0	892
27-Sep-11	0	0	0	0	12	12	0	10	10	0	0	0	297	200	497	144	217	361	0	0	0	880
28-Sep-11	6	0	6	0	14	14	0	14	14	0	1	1	289	186	475	127	221	348	0	0	0	858
29-Sep-11	0	0	0	0	0	0	0	14	14	22	40	62	325	175	500	106	211	317	0	0	0	893
30-Sep-11	0	0	0	0	0	0	2	9	11	131	129	260	207	150	357	108	163	271	0	0	0	899
<b>Total</b>	<b>810</b>	<b>3</b>	<b>813</b>	<b>1579</b>	<b>1828</b>	<b>3407</b>	<b>2270</b>	<b>3853</b>	<b>6123</b>	<b>755</b>	<b>599</b>	<b>1354</b>	<b>4895</b>	<b>3070</b>	<b>7965</b>	<b>2237</b>	<b>3194</b>	<b>5431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25093</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-Sep-11	90	0	90	84	87	171	145	242	387	0	0	0	7	0	7	0	0	0	0	0	0	655
02-Sep-11	38	0	38	105	91	196	161	228	389	10	0	10	4	0	4	0	0	0	0	0	0	637
03-Sep-11	1	0	1	0	0	0	0	0	0	0	11	11	194	111	305	79	149	228	0	0	0	545
04-Sep-11	1	0	1	0	13	13	0	2	2	0	7	7	220	118	338	75	156	231	0	0	0	592
05-Sep-11	0	0	0	0	29	29	0	3	3	0	16	16	234	114	348	86	153	239	0	0	0	635
06-Sep-11	0	0	0	0	0	0	0	6	6	1	15	16	222	124	346	98	176	274	0	0	0	642
07-Sep-11	68	0	68	82	88	170	146	226	372	0	0	0	13	1	14	0	0	0	0	0	0	624
08-Sep-11	81	0	81	41	59	100	77	166	243	1	0	1	97	30	127	27	70	97	0	0	0	649
09-Sep-11	0	0	0	86	90	176	163	232	395	67	0	67	5	0	5	0	0	0	0	0	0	643
10-Sep-11	0	0	0	35	80	115	77	176	253	122	0	122	40	6	46	0	0	0	0	0	0	536
11-Sep-11	0	0	0	33	78	111	56	110	166	76	0	76	101	59	160	23	49	72	0	0	0	585
12-Sep-11	63	0	63	60	88	148	127	211	338	15	4	19	45	11	56	1	0	1	0	0	0	625
13-Sep-11	0	0	0	0	0	0	0	6	6	0	30	30	228	114	342	95	164	259	0	0	0	637
14-Sep-11	0	0	0	0	15	15	2	9	11	1	44	45	213	114	327	96	135	231	0	0	0	629
15-Sep-11	0	0	0	48	94	142	85	103	188	0	8	8	158	61	219	43	66	109	0	0	0	666
16-Sep-11	1	0	1	0	13	13	0	4	4	0	17	17	238	118	356	90	176	266	0	0	0	657
17-Sep-11	6	0	6	40	34	74	77	99	176	1	0	1	106	55	161	51	87	138	0	0	0	556
18-Sep-11	0	0	0	70	50	120	96	146	242	35	21	56	71	42	113	24	37	61	0	0	0	592
19-Sep-11	0	0	0	0	0	0	0	4	4	0	18	18	208	132	340	112	169	281	0	0	0	643
20-Sep-11	0	0	0	21	22	43	41	78	119	120	85	205	90	57	147	35	62	97	0	0	0	611
21-Sep-11	19	0	19	15	79	94	34	74	108	0	20	20	194	60	254	52	83	135	0	0	0	630
22-Sep-11	0	0	0	0	13	13	0	14	14	11	0	11	218	127	345	101	174	275	0	0	0	658
23-Sep-11	19	0	19	52	45	97	77	109	186	0	29	29	120	67	187	56	80	136	0	0	0	654
24-Sep-11	96	0	96	68	76	144	117	202	319	0	0	0	4	0	4	0	0	0	0	0	0	563
25-Sep-11	0	0	0	97	79	176	198	221	419	0	0	0	0	0	0	0	0	0	0	0	0	595
26-Sep-11	104	0	104	74	89	163	151	242	393	0	0	0	1	0	1	0	0	0	0	0	0	661
27-Sep-11	0	0	0	0	12	12	0	8	8	0	0	0	239	129	368	86	174	260	0	0	0	648
28-Sep-11	4	0	4	0	14	14	0	12	12	0	0	0	225	113	338	74	175	249	0	0	0	617
29-Sep-11	0	0	0	0	0	0	0	13	13	17	22	39	248	111	359	67	175	242	0	0	0	653
30-Sep-11	0	0	0	0	0	0	0	7	7	97	89	186	168	99	267	63	138	201	0	0	0	661
<b>Total</b>	<b>591</b>	<b>0</b>	<b>591</b>	<b>1011</b>	<b>1338</b>	<b>2349</b>	<b>1830</b>	<b>2953</b>	<b>4783</b>	<b>574</b>	<b>436</b>	<b>1010</b>	<b>3911</b>	<b>1973</b>	<b>5884</b>	<b>1434</b>	<b>2648</b>	<b>4082</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18699</b>

# Runway Movement Summary - Non-Jet Aircraft Only

1

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-Sep-11	23	0	23	60	41	101	35	77	112	0	0	0	2	0	2	0	0	0	0	0	0	238
02-Sep-11	4	0	4	60	37	97	57	84	141	3	3	6	2	0	2	0	0	0	0	0	0	250
03-Sep-11	1	0	1	0	0	0	0	1	1	0	0	0	47	44	91	29	18	47	0	0	0	140
04-Sep-11	0	0	0	0	0	0	0	1	1	0	1	1	47	67	114	34	30	64	0	0	0	180
05-Sep-11	1	0	1	0	9	9	0	1	1	0	3	3	70	71	141	45	31	76	0	0	0	231
06-Sep-11	2	0	2	0	0	0	0	1	1	0	4	4	47	68	115	62	35	97	0	0	0	219
07-Sep-11	30	1	31	44	40	84	40	77	117	0	1	1	2	0	2	0	0	0	0	0	0	235
08-Sep-11	33	1	34	31	30	61	17	54	71	0	0	0	22	23	45	14	9	23	0	0	0	234
09-Sep-11	0	0	0	60	36	96	41	84	125	20	0	20	2	0	2	0	0	0	0	0	0	243
10-Sep-11	0	0	0	18	22	40	16	36	52	38	3	41	4	2	6	0	0	0	0	0	0	139
11-Sep-11	1	0	1	16	24	40	12	38	50	24	1	25	19	22	41	5	6	11	0	0	0	168
12-Sep-11	22	0	22	47	41	88	26	71	97	12	0	12	4	1	5	1	0	1	0	0	0	225
13-Sep-11	1	0	1	0	0	0	0	4	4	0	4	4	60	64	124	50	41	91	0	0	0	224
14-Sep-11	0	0	0	0	0	0	0	1	1	1	12	13	41	65	106	67	34	101	0	0	0	221
15-Sep-11	2	0	2	35	29	64	15	26	41	0	0	0	49	50	99	20	11	31	0	0	0	237
16-Sep-11	1	0	1	0	1	1	0	2	2	0	4	4	65	76	141	56	38	94	0	0	0	243
17-Sep-11	3	0	3	20	16	36	15	23	38	0	0	0	31	16	47	8	10	18	0	0	0	142
18-Sep-11	1	0	1	23	25	48	31	51	82	4	2	6	12	9	21	7	5	12	0	0	0	170
19-Sep-11	4	0	4	0	0	0	0	1	1	0	4	4	51	73	124	58	39	97	0	0	0	230
20-Sep-11	0	0	0	12	10	22	12	23	35	39	43	82	23	25	48	29	16	45	0	0	0	232
21-Sep-11	12	0	12	11	22	33	12	19	31	0	4	4	47	52	99	30	17	47	0	0	0	226
22-Sep-11	0	0	0	0	0	0	0	2	2	1	0	1	71	77	148	47	40	87	0	0	0	238
23-Sep-11	3	0	3	26	16	42	19	38	57	0	15	15	28	33	61	46	16	62	0	0	0	240
24-Sep-11	37	0	37	20	21	41	20	42	62	0	0	0	0	0	0	0	0	0	0	0	0	140
25-Sep-11	1	1	2	32	30	62	43	60	103	0	0	0	0	0	0	0	0	0	0	0	0	167
26-Sep-11	35	0	35	53	40	93	27	76	103	0	0	0	0	0	0	0	0	0	0	0	0	231
27-Sep-11	0	0	0	0	0	0	0	2	2	0	0	0	58	71	129	58	43	101	0	0	0	232
28-Sep-11	2	0	2	0	0	0	0	2	2	0	1	1	64	73	137	53	46	99	0	0	0	241
29-Sep-11	0	0	0	0	0	0	0	1	1	5	18	23	77	64	141	39	36	75	0	0	0	240
30-Sep-11	0	0	0	0	0	0	2	2	4	34	40	74	39	51	90	45	25	70	0	0	0	238
<b>Total</b>	<b>219</b>	<b>3</b>	<b>222</b>	<b>568</b>	<b>490</b>	<b>1058</b>	<b>440</b>	<b>900</b>	<b>1340</b>	<b>181</b>	<b>163</b>	<b>344</b>	<b>984</b>	<b>1097</b>	<b>2081</b>	<b>803</b>	<b>546</b>	<b>1349</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6394</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-Sep-11	2	1	0	2	2	4	43	60	67	65	66	61	40	37	52	55	55	63	65	65	36	26	22	4	893
02-Sep-11	2	0	2	4	2	3	43	64	69	65	64	62	40	34	53	55	53	69	62	62	37	28	14	0	887
03-Sep-11	1	1	1	1	0	4	31	46	65	53	51	57	42	26	44	43	38	43	46	40	21	20	10	1	685
04-Sep-11	0	2	0	0	1	4	31	34	51	41	49	49	39	35	51	60	49	66	63	66	40	28	12	1	772
05-Sep-11	0	0	0	0	0	5	41	67	75	67	64	55	39	38	46	54	47	61	68	57	34	25	20	3	866
06-Sep-11	1	1	1	1	0	3	48	63	76	62	61	53	31	38	54	52	52	60	67	56	33	26	18	4	861
07-Sep-11	3	1	0	3	1	4	42	69	71	63	58	51	40	36	52	52	48	62	66	56	29	29	19	4	859
08-Sep-11	2	1	2	2	0	5	44	61	69	70	59	53	42	43	48	50	43	67	68	65	31	26	27	5	883
09-Sep-11	1	1	2	2	0	4	45	60	65	65	66	58	39	38	59	48	53	59	62	63	39	31	25	1	886
10-Sep-11	2	1	0	0	0	5	34	46	67	48	58	50	39	33	39	46	36	42	47	32	22	19	8	1	675
11-Sep-11	1	0	0	0	1	3	32	36	50	43	47	47	41	30	44	57	50	56	72	62	35	26	19	1	753
12-Sep-11	1	0	0	0	0	4	45	65	72	57	66	50	43	36	46	53	44	60	68	55	31	27	23	4	850
13-Sep-11	2	0	1	3	2	4	47	65	73	59	64	53	38	34	51	54	45	64	67	48	37	23	21	6	861
14-Sep-11	2	0	2	1	1	5	40	59	78	63	59	53	40	29	50	50	47	58	63	58	38	23	29	2	850
15-Sep-11	0	1	1	3	1	3	47	61	74	60	62	56	53	36	47	56	52	65	63	64	37	30	26	5	903
16-Sep-11	3	3	3	2	1	3	41	67	75	63	61	59	43	37	54	49	55	66	64	67	40	26	18	0	900
17-Sep-11	1	1	0	0	0	4	34	52	67	53	57	51	39	34	45	40	37	47	44	33	24	21	13	1	698
18-Sep-11	1	1	0	0	0	4	33	33	49	48	44	49	40	34	50	55	48	61	68	63	37	28	15	1	762
19-Sep-11	0	0	0	0	0	4	45	70	72	60	54	51	42	39	47	52	50	59	73	54	36	35	27	3	873
20-Sep-11	3	2	1	1	2	5	42	56	66	55	55	52	44	36	43	51	51	66	63	57	34	29	24	5	843
21-Sep-11	1	1	2	4	0	3	40	64	74	56	60	57	35	34	46	49	46	61	64	60	39	32	24	4	856
22-Sep-11	2	0	1	3	0	4	39	66	66	62	59	65	43	42	49	60	46	65	64	61	37	32	26	4	896
23-Sep-11	4	0	2	2	0	4	44	66	72	62	56	53	47	37	56	50	53	58	69	67	42	33	16	1	894
24-Sep-11	0	0	0	0	0	4	36	50	69	53	57	53	45	28	45	39	41	43	44	39	21	24	11	1	703
25-Sep-11	0	1	1	3	0	0	37	36	51	38	51	49	37	30	50	49	57	58	67	58	36	31	22	0	762
26-Sep-11	0	1	0	0	0	1	53	67	71	58	57	65	37	37	53	58	45	72	65	55	41	30	23	3	892
27-Sep-11	2	0	0	4	1	3	47	69	72	69	58	54	43	38	51	50	56	56	67	53	39	23	20	5	880
28-Sep-11	3	1	2	2	0	3	41	67	76	58	63	52	39	37	54	54	50	54	52	53	26	26	37	8	858
29-Sep-11	1	2	1	4	1	4	40	61	62	59	58	52	45	43	47	50	56	52	68	63	37	35	39	13	893
30-Sep-11	2	0	1	3	2	3	42	58	70	65	53	59	47	43	45	47	56	62	72	56	47	37	27	2	899
<b>Total</b>	<b>43</b>	<b>23</b>	<b>26</b>	<b>50</b>	<b>18</b>	<b>109</b>	<b>1227</b>	<b>1738</b>	<b>2034</b>	<b>1740</b>	<b>1737</b>	<b>1629</b>	<b>1232</b>	<b>1072</b>	<b>1471</b>	<b>1538</b>	<b>1459</b>	<b>1775</b>	<b>1891</b>	<b>1688</b>	<b>1036</b>	<b>829</b>	<b>635</b>	<b>93</b>	<b>25093</b>
<b>Avg.</b>	<b>1.43</b>	<b>0.77</b>	<b>0.87</b>	<b>1.67</b>	<b>0.60</b>	<b>3.63</b>	<b>40.90</b>	<b>57.93</b>	<b>67.80</b>	<b>58.00</b>	<b>57.90</b>	<b>54.30</b>	<b>41.07</b>	<b>35.73</b>	<b>49.03</b>	<b>51.27</b>	<b>48.63</b>	<b>59.17</b>	<b>63.03</b>	<b>56.27</b>	<b>34.53</b>	<b>27.63</b>	<b>21.17</b>	<b>3.10</b>	<b>836.43</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-Sep-11	2	0	0	2	0	4	21	32	37	29	28	28	18	18	30	23	27	37	33	28	20	17	11	1	446
02-Sep-11	1	0	1	3	0	2	24	35	38	30	30	27	18	16	28	20	28	37	32	29	19	20	6	0	444
03-Sep-11	1	1	1	0	0	4	20	32	28	19	25	27	22	9	28	18	21	24	22	20	13	12	3	1	351
04-Sep-11	0	0	0	0	1	4	21	19	22	17	23	17	15	17	27	26	25	39	31	31	20	16	6	0	377
05-Sep-11	0	0	0	0	0	5	22	38	39	28	31	22	22	17	23	20	27	38	32	25	22	15	10	0	436
06-Sep-11	1	0	0	1	0	3	25	36	38	30	27	25	16	17	30	15	31	30	33	25	21	20	6	2	432
07-Sep-11	0	0	0	2	0	4	21	39	40	23	27	24	22	16	25	19	28	36	32	25	17	16	8	1	425
08-Sep-11	0	1	2	0	0	5	24	32	38	31	23	28	20	18	26	20	21	40	33	27	18	16	16	2	441
09-Sep-11	1	0	2	0	0	4	23	32	37	33	29	27	16	19	33	16	22	36	32	29	17	20	15	1	444
10-Sep-11	1	0	0	0	0	5	22	31	29	18	27	24	19	17	23	20	18	26	21	20	13	12	3	1	350
11-Sep-11	0	0	0	0	1	3	21	21	20	19	20	17	16	13	21	24	27	32	41	24	19	15	11	1	366
12-Sep-11	1	0	0	0	0	4	23	38	40	19	33	24	17	16	24	21	23	34	33	26	16	17	13	1	423
13-Sep-11	1	0	0	2	0	4	24	41	35	30	27	26	16	16	28	23	24	36	29	22	23	16	9	2	434
14-Sep-11	0	0	2	0	1	4	19	35	42	25	26	26	19	12	27	20	27	30	33	22	24	14	13	0	421
15-Sep-11	0	1	0	1	1	3	25	32	37	28	30	32	20	17	24	25	27	35	33	29	18	22	13	2	455
16-Sep-11	1	2	1	1	1	3	22	38	41	26	24	31	17	18	27	20	27	37	33	29	24	20	8	0	451
17-Sep-11	1	1	0	0	0	4	22	33	30	21	26	24	18	16	25	17	23	27	18	18	15	13	5	1	358
18-Sep-11	0	1	0	0	0	3	22	18	21	21	18	19	15	16	25	23	27	34	37	30	18	18	7	1	374
19-Sep-11	0	0	0	0	0	4	22	39	38	24	30	26	17	16	26	15	29	33	39	20	20	23	12	0	433
20-Sep-11	2	0	1	1	0	5	22	31	37	26	31	21	18	17	22	23	23	31	31	29	17	22	10	2	422
21-Sep-11	0	0	2	2	0	3	17	39	41	22	26	28	18	14	22	21	24	33	33	26	24	19	11	1	426
22-Sep-11	1	0	1	1	0	4	19	38	36	28	29	30	17	19	27	26	24	38	33	23	18	22	14	1	449
23-Sep-11	2	0	2	0	0	4	24	39	38	23	27	28	18	17	29	22	24	32	35	36	19	18	8	1	446
24-Sep-11	0	0	0	0	0	4	23	32	34	18	25	26	25	11	23	20	21	24	23	21	14	13	5	0	362
25-Sep-11	0	0	1	2	0	0	26	22	16	18	22	17	16	9	29	22	27	32	32	30	20	19	11	0	371
26-Sep-11	0	0	0	0	0	1	32	37	33	27	27	29	17	16	28	23	26	38	34	26	22	18	10	1	445
27-Sep-11	0	0	0	3	0	3	27	40	38	31	27	26	18	16	29	21	29	29	34	22	24	13	10	1	441
28-Sep-11	2	0	2	0	0	3	23	37	37	25	25	27	17	21	26	24	25	24	30	24	15	17	18	0	422
29-Sep-11	1	1	0	3	0	4	23	35	29	28	30	25	19	19	24	22	30	32	33	25	19	24	24	3	453
30-Sep-11	0	0	1	2	0	3	22	35	38	28	22	30	19	20	26	22	25	31	31	27	32	17	15	2	448
<b>Total</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>26</b>	<b>5</b>	<b>106</b>	<b>681</b>	<b>1006</b>	<b>1027</b>	<b>745</b>	<b>795</b>	<b>761</b>	<b>545</b>	<b>483</b>	<b>785</b>	<b>631</b>	<b>760</b>	<b>985</b>	<b>946</b>	<b>768</b>	<b>581</b>	<b>524</b>	<b>311</b>	<b>29</b>	<b>12546</b>
<b>Avg.</b>	<b>0.63</b>	<b>0.27</b>	<b>0.63</b>	<b>0.87</b>	<b>0.17</b>	<b>3.53</b>	<b>22.70</b>	<b>33.53</b>	<b>34.23</b>	<b>24.83</b>	<b>26.50</b>	<b>25.37</b>	<b>18.17</b>	<b>16.10</b>	<b>26.17</b>	<b>21.03</b>	<b>25.33</b>	<b>32.83</b>	<b>31.53</b>	<b>25.60</b>	<b>19.37</b>	<b>17.47</b>	<b>10.37</b>	<b>0.97</b>	<b>418.20</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-Sep-11	0	1	0	0	2	0	22	28	30	36	38	33	22	19	22	32	28	26	32	37	16	9	11	3	447
02-Sep-11	1	0	1	1	2	1	19	29	31	35	34	35	22	18	25	35	25	32	30	33	18	8	8	0	443
03-Sep-11	0	0	0	1	0	0	11	14	37	34	26	30	20	17	16	25	17	19	24	20	8	8	7	0	334
04-Sep-11	0	2	0	0	0	0	10	15	29	24	26	32	24	18	24	34	24	27	32	35	20	12	6	1	395
05-Sep-11	0	0	0	0	0	0	19	29	36	39	33	33	17	21	23	34	20	23	36	32	12	10	10	3	430
06-Sep-11	0	1	1	0	0	0	23	27	38	32	34	28	15	21	24	37	21	30	34	31	12	6	12	2	429
07-Sep-11	3	1	0	1	1	0	21	30	31	40	31	27	18	20	27	33	20	26	34	31	12	13	11	3	434
08-Sep-11	2	0	0	2	0	0	20	29	31	39	36	25	22	25	22	30	22	27	35	38	13	10	11	3	442
09-Sep-11	0	1	0	2	0	0	22	28	28	32	37	31	23	19	26	32	31	23	30	34	22	11	10	0	442
10-Sep-11	1	1	0	0	0	0	12	15	38	30	31	26	20	16	16	26	18	16	26	12	9	7	5	0	325
11-Sep-11	1	0	0	0	0	0	11	15	30	24	27	30	25	17	23	33	23	24	31	38	16	11	8	0	387
12-Sep-11	0	0	0	0	0	0	22	27	32	38	33	26	26	20	22	32	21	26	35	29	15	10	10	3	427
13-Sep-11	1	0	1	1	2	0	23	24	38	29	37	27	22	18	23	31	21	28	38	26	14	7	12	4	427
14-Sep-11	2	0	0	1	0	1	21	24	36	38	33	27	21	17	23	30	20	28	30	36	14	9	16	2	429
15-Sep-11	0	0	1	2	0	0	22	29	37	32	32	24	33	19	23	31	25	30	30	35	19	8	13	3	448
16-Sep-11	2	1	2	1	0	0	19	29	34	37	37	28	26	19	27	29	28	29	31	38	16	6	10	0	449
17-Sep-11	0	0	0	0	0	0	12	19	37	32	31	27	21	18	20	23	14	20	26	15	9	8	8	0	340
18-Sep-11	1	0	0	0	0	1	11	15	28	27	26	30	25	18	25	32	21	27	31	33	19	10	8	0	388
19-Sep-11	0	0	0	0	0	0	23	31	34	36	24	25	25	23	21	37	21	26	34	34	16	12	15	3	440
20-Sep-11	1	2	0	0	2	0	20	25	29	29	24	31	26	19	21	28	28	35	32	28	17	7	14	3	421
21-Sep-11	1	1	0	2	0	0	23	25	33	34	34	29	17	20	24	28	22	28	31	34	15	13	13	3	430
22-Sep-11	1	0	0	2	0	0	20	28	30	34	30	35	26	23	22	34	22	27	31	38	19	10	12	3	447
23-Sep-11	2	0	0	2	0	0	20	27	34	39	29	25	29	20	27	28	29	26	34	31	23	15	8	0	448
24-Sep-11	0	0	0	0	0	0	13	18	35	35	32	27	20	17	22	19	20	19	21	18	7	11	6	1	341
25-Sep-11	0	1	0	1	0	0	11	14	35	20	29	32	21	21	21	27	30	26	35	28	16	12	11	0	391
26-Sep-11	0	1	0	0	0	0	21	30	38	31	30	36	20	21	25	35	19	34	31	29	19	12	13	2	447
27-Sep-11	2	0	0	1	1	0	20	29	34	38	31	28	25	22	22	29	27	27	33	31	15	10	10	4	439
28-Sep-11	1	1	0	2	0	0	18	30	39	33	38	25	22	16	28	30	25	30	22	29	11	9	19	8	436
29-Sep-11	0	1	1	1	1	0	17	26	33	31	28	27	26	24	23	28	26	20	35	38	18	11	15	10	440
30-Sep-11	2	0	0	1	2	0	20	23	32	37	31	29	28	23	19	25	31	31	41	29	15	20	12	0	451
<b>Total</b>	<b>24</b>	<b>15</b>	<b>7</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>546</b>	<b>732</b>	<b>1007</b>	<b>995</b>	<b>942</b>	<b>868</b>	<b>687</b>	<b>589</b>	<b>686</b>	<b>907</b>	<b>699</b>	<b>790</b>	<b>945</b>	<b>920</b>	<b>455</b>	<b>305</b>	<b>324</b>	<b>64</b>	<b>12547</b>
<b>Avg.</b>	<b>0.80</b>	<b>0.50</b>	<b>0.23</b>	<b>0.80</b>	<b>0.43</b>	<b>0.10</b>	<b>18.20</b>	<b>24.40</b>	<b>33.57</b>	<b>33.17</b>	<b>31.40</b>	<b>28.93</b>	<b>22.90</b>	<b>19.63</b>	<b>22.87</b>	<b>30.23</b>	<b>23.30</b>	<b>26.33</b>	<b>31.50</b>	<b>30.67</b>	<b>15.17</b>	<b>10.17</b>	<b>10.80</b>	<b>2.13</b>	<b>418.23</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	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Sep-11	07:00	00:24	-	-	-	-	-	10:35	-	-	05:59	-	-
02-Sep-11	07:00	00:39	-	00:57	-	-	-	13:07	-	-	02:15	-	-
03-Sep-11	07:00	00:25	-	-	00:48	-	15:45	-	-	-	-	-	-
04-Sep-11	07:00	00:46	01:15	-	00:33	-	14:24	-	-	-	-	-	-
05-Sep-11	07:00	00:23	02:44	-	01:01	-	12:50	-	-	-	-	-	-
06-Sep-11	07:00	-	-	00:39	01:28	-	14:51	-	-	-	-	-	-
07-Sep-11	07:00	00:30	00:33	00:16	-	-	-	10:40	-	-	04:58	-	-
08-Sep-11	07:00	00:12	-	00:06	-	-	05:41	05:30	-	-	05:29	-	-
09-Sep-11	07:00	00:19	-	04:29	-	-	-	12:10	-	-	-	-	-
10-Sep-11	07:00	01:11	02:17	08:00	-	-	-	05:29	-	-	-	-	-
11-Sep-11	07:00	00:32	03:09	04:26	-	-	04:47	04:03	-	-	-	-	-
12-Sep-11	07:00	00:21	02:21	01:44	00:12	-	-	08:27	-	-	03:51	-	-
13-Sep-11	07:00	00:33	-	-	02:41	-	13:44	-	-	-	-	-	-
14-Sep-11	07:00	00:18	00:53	-	04:43	-	11:03	-	-	-	-	-	-
15-Sep-11	07:00	-	04:08	-	01:02	-	05:53	05:55	-	-	-	-	-
16-Sep-11	07:00	00:35	01:54	-	00:57	-	13:31	-	-	-	-	-	-
17-Sep-11	07:00	00:41	-	-	-	-	09:48	05:39	-	-	00:50	-	-
18-Sep-11	07:00	00:33	-	02:19	01:40	-	03:43	08:42	-	-	-	-	-
19-Sep-11	07:00	00:19	-	-	00:55	-	15:44	-	-	-	-	-	-
20-Sep-11	07:00	00:32	-	02:17	-	-	05:48	02:48	-	05:32	-	-	-
21-Sep-11	07:00	00:30	04:53	-	01:01	-	05:46	02:54	-	-	01:52	-	-
22-Sep-11	07:00	00:21	00:55	00:17	-	-	15:25	-	-	-	-	-	-
23-Sep-11	07:00	00:33	00:30	-	02:27	-	05:58	06:18	-	-	01:10	-	-
24-Sep-11	07:00	00:33	-	-	-	-	-	09:56	-	-	06:29	-	-
25-Sep-11	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
26-Sep-11	07:00	00:24	-	-	-	-	-	09:45	-	-	06:49	-	-
27-Sep-11	07:00	00:28	00:32	-	-	-	15:58	-	-	-	-	-	-
28-Sep-11	07:00	-	00:35	-	-	-	16:02	-	-	-	00:21	-	-
29-Sep-11	07:00	00:26	-	-	00:40	-	14:51	-	-	01:01	-	-	-
30-Sep-11	07:00	00:15	-	-	00:18	-	10:32	-	-	05:52	-	-	-
<b>Total</b>	<b>210:00</b>	<b>13:26</b>	<b>26:45</b>	<b>25:36</b>	<b>20:34</b>	<b>00:00</b>	<b>232:14</b>	<b>138:45</b>	<b>00:00</b>	<b>12:27</b>	<b>40:08</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.64%</b>	<b>5.25%</b>	<b>5.02%</b>	<b>4.03%</b>	<b>0.00%</b>	<b>45.54%</b>	<b>27.21%</b>	<b>0.00%</b>	<b>2.44%</b>	<b>7.87%</b>	<b>0.00%</b>	<b>0.00%</b>

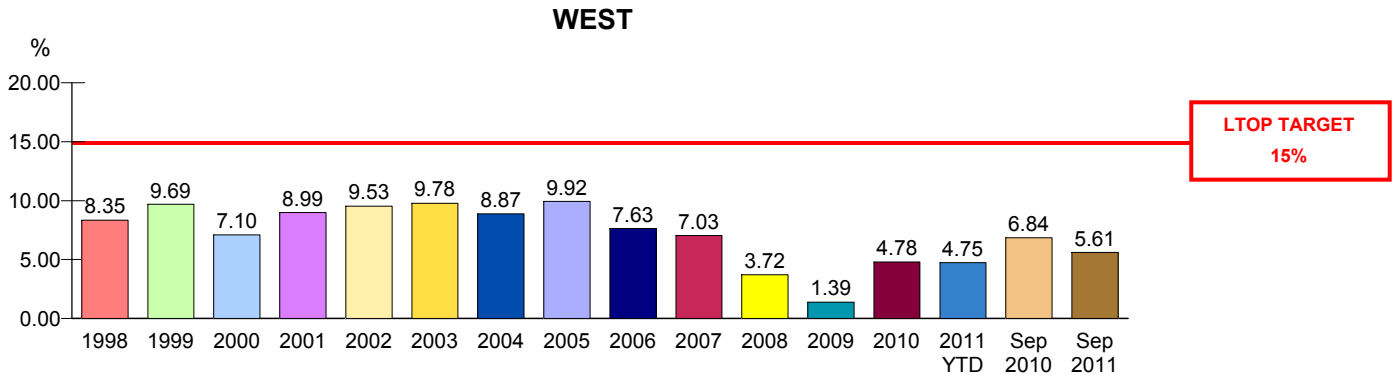
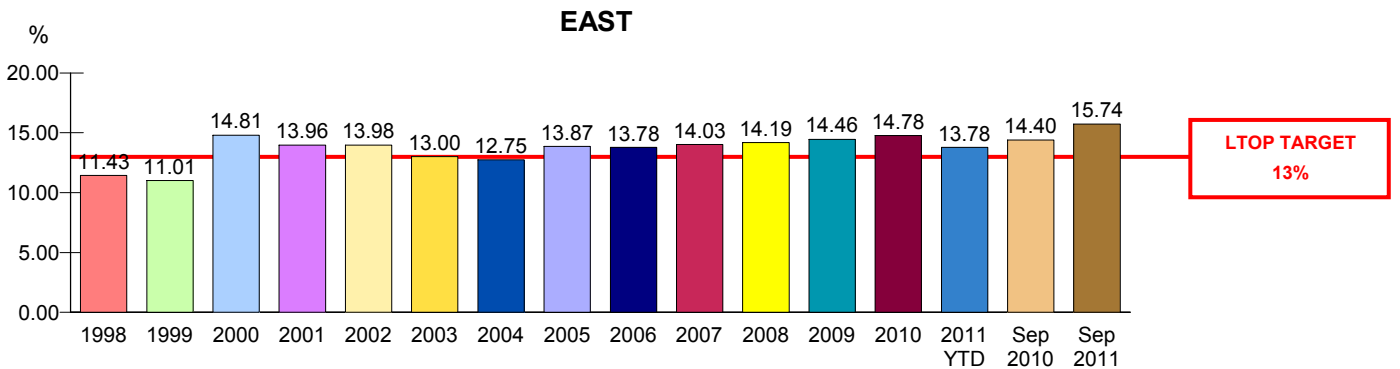
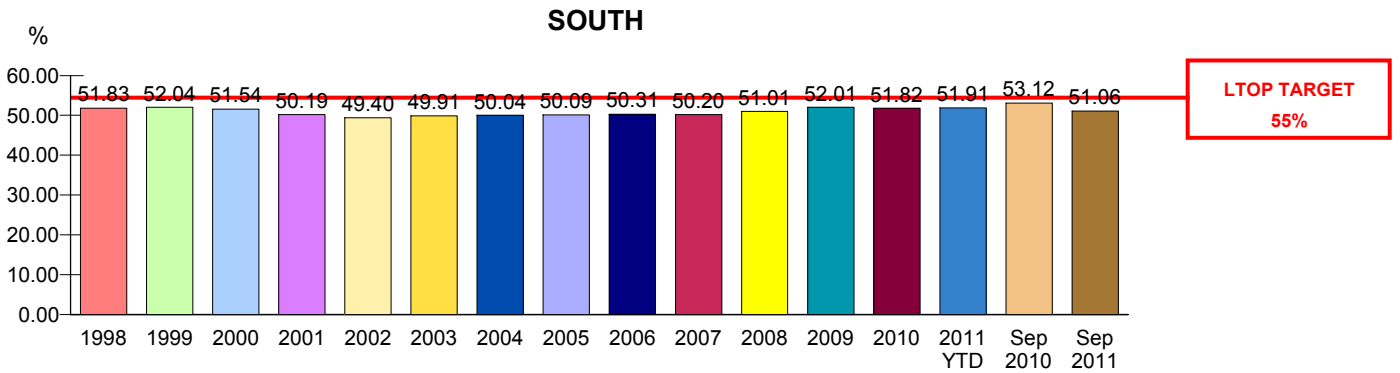
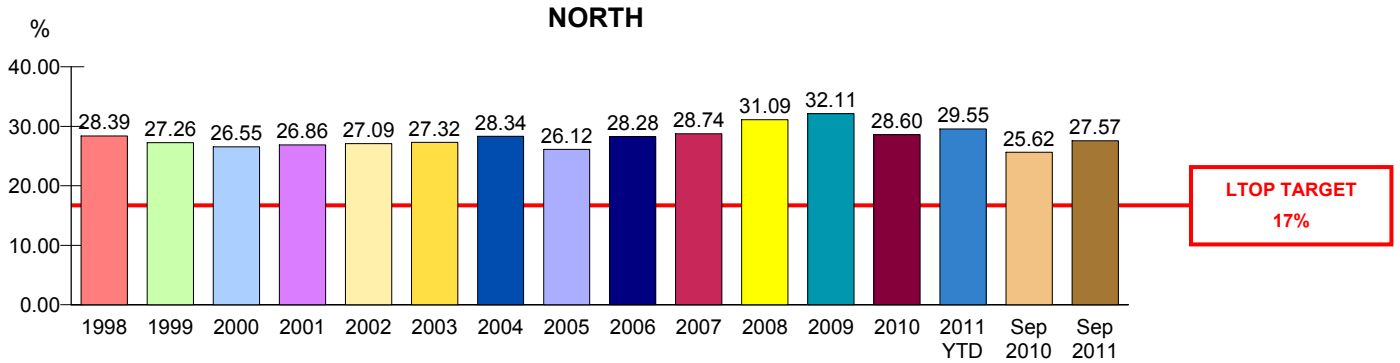
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

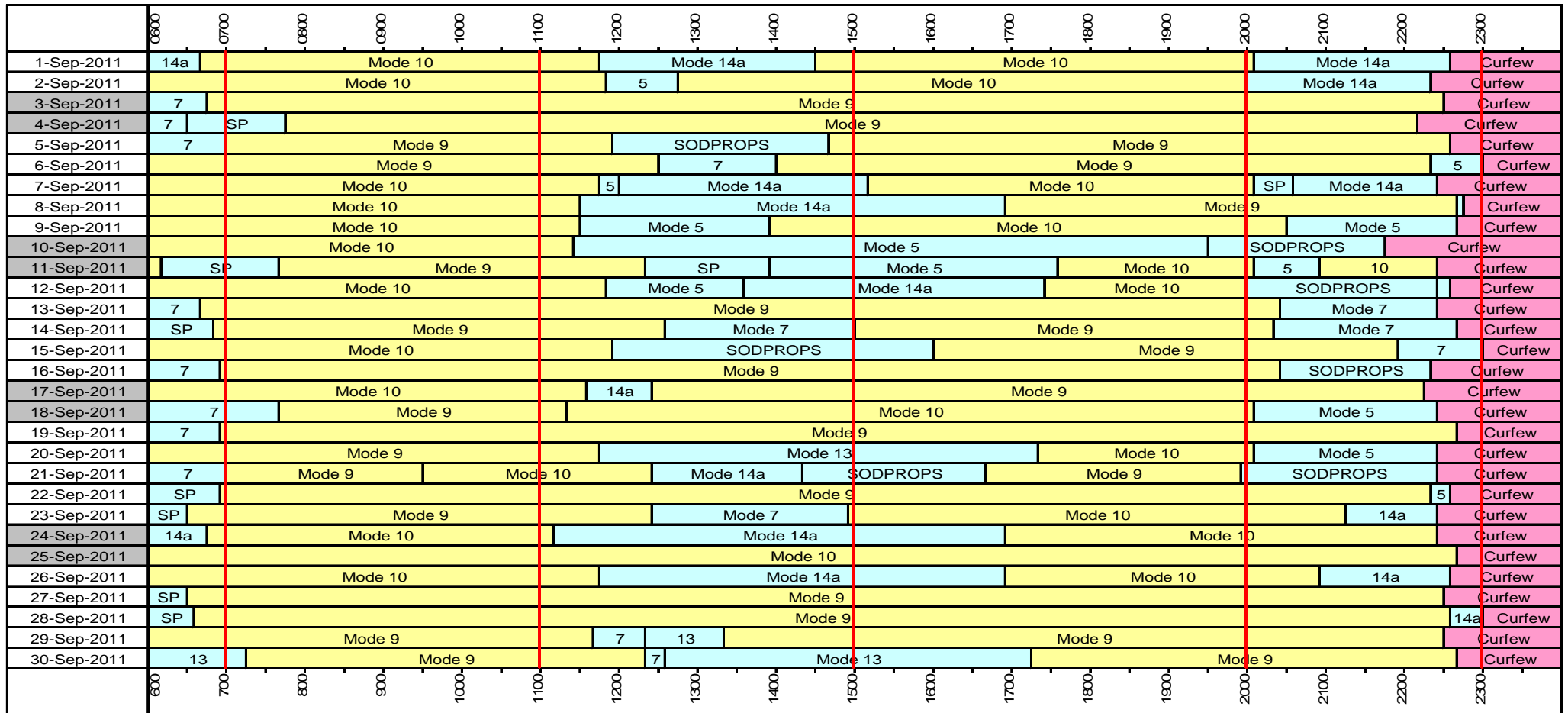
Time	2.33%	6.89%	6.08%	5.31%	0.00%	37.31%	34.60%	0.01%	1.43%	6.03%	0.00%	0.00%
Movements	0.39%	5.60%	4.60%	4.06%	0.00%	41.22%	38.00%	0.01%	1.22%	4.90%	0.00%	0.00%

## Runway End Impact to 30 September 2011

Includes comparisons with annual figures for 1998 to 2010, 2011 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 **September 2011**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
Nil	-	-	-

### 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
Nil	-	-	-

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

Suburb	Number of complaints	Number of complainants
-	-	-

## Noise Enquiry Service

The Noise Enquiry Service is a function of Airservices Australia located at Sydney Airport. For more information visit the website at:

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

[www.privacy.gov.au](http://www.privacy.gov.au)

The Telecommunications Act 1997 (Commonwealth)

[www.acma.gov.au](http://www.acma.gov.au)

The responsibilities of the Service include the recording of complaints, comments and enquiries regarding aircraft operations and noise for flights within Australia.

The Service is available **from 9 am to 5 pm, Monday to Friday** Australian Eastern Standard Time / Eastern Daylight Saving Time. Outside of these hours Voice Mail is used to record these calls. The Service can be contacted by:

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	<a href="mailto:ncis@airservicesaustralia.com">ncis@airservicesaustralia.com</a>

In addition complaints can be lodged via the internet at:

<https://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/>

Complaints received are entered directly into a computer database. Any personal information collected is protected and will not be passed onto any unrelated parties. Statistical information generated from the computer database is produced for this Report, and is also made available to the Sydney Airport Community Forum (SACF). For more information visit the website at:

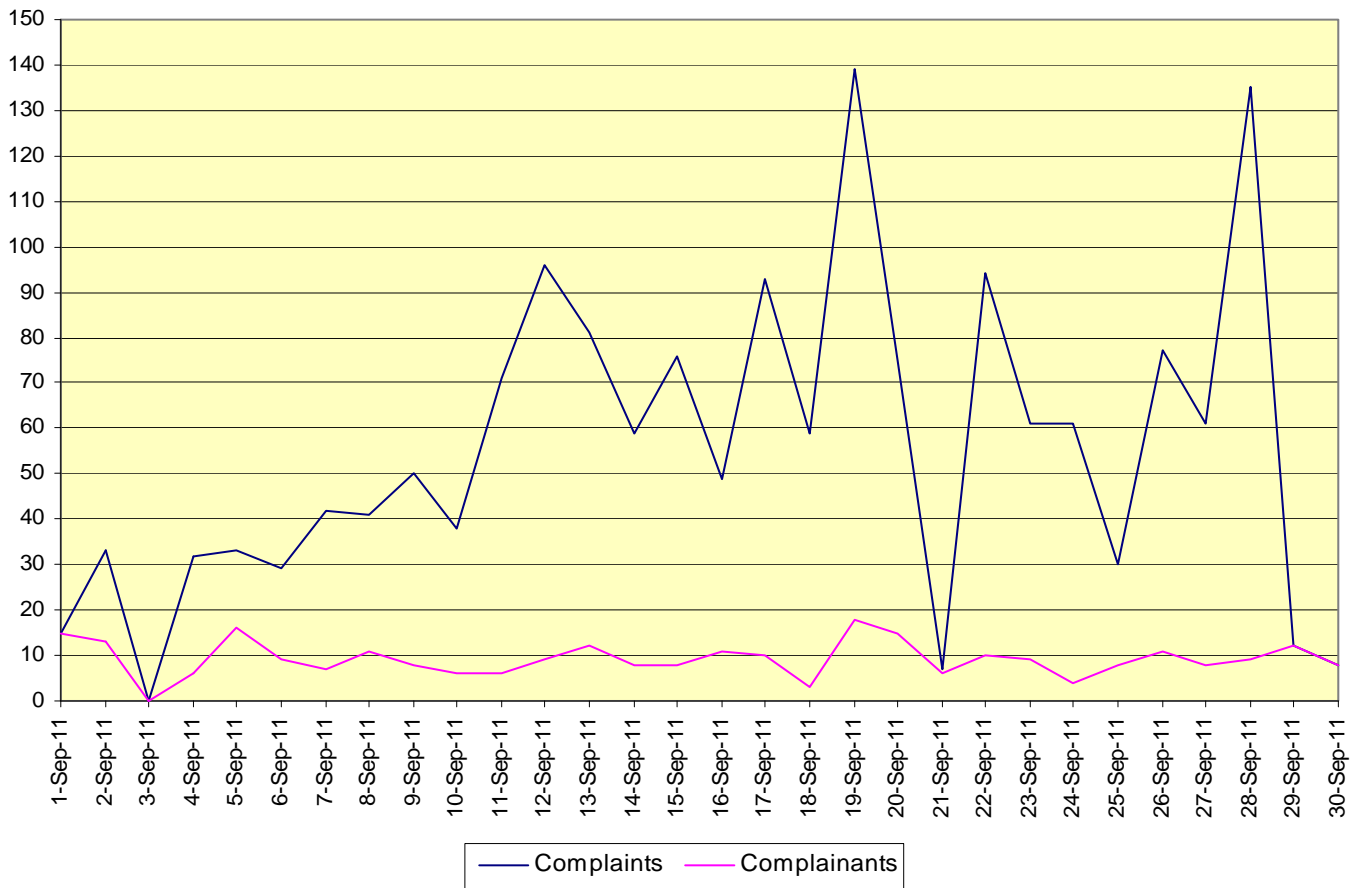
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

## Summary of Section Activity – September 2011

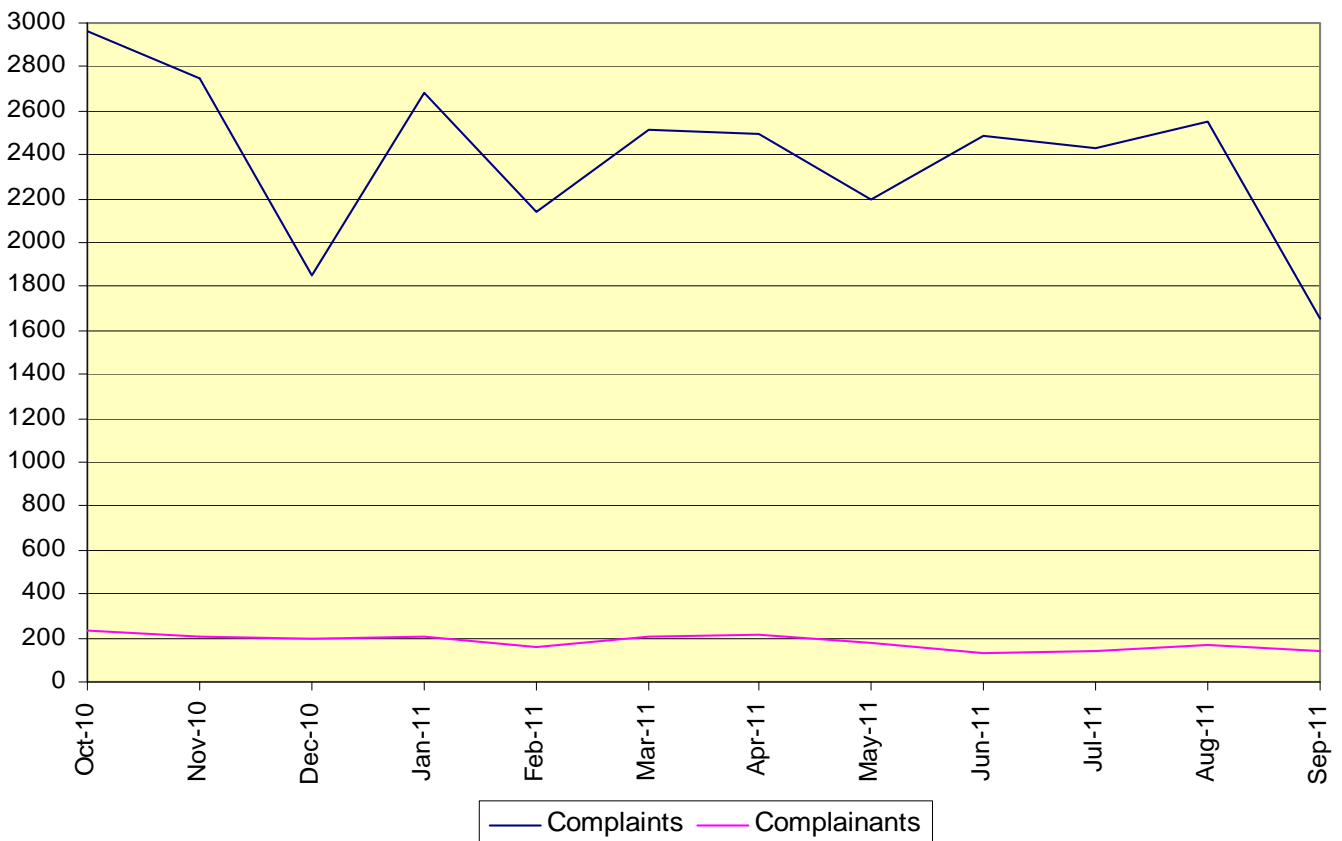
➤ Sydney Suburbs Complaints	
• By phone .....	192
• By correspondence .....	16
• By internet .....	349
• By e-mail .....	10
• By WebTrak .....	1089
➤ Sydney Suburbs Complaints – suburb not specified .....	5
➤ Sydney Suburbs Comments and Enquiries .....	29
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	52
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries ... ..	10
➤ Callback / Information Requests (NSW Only) .....	289

# Complaints Graphs

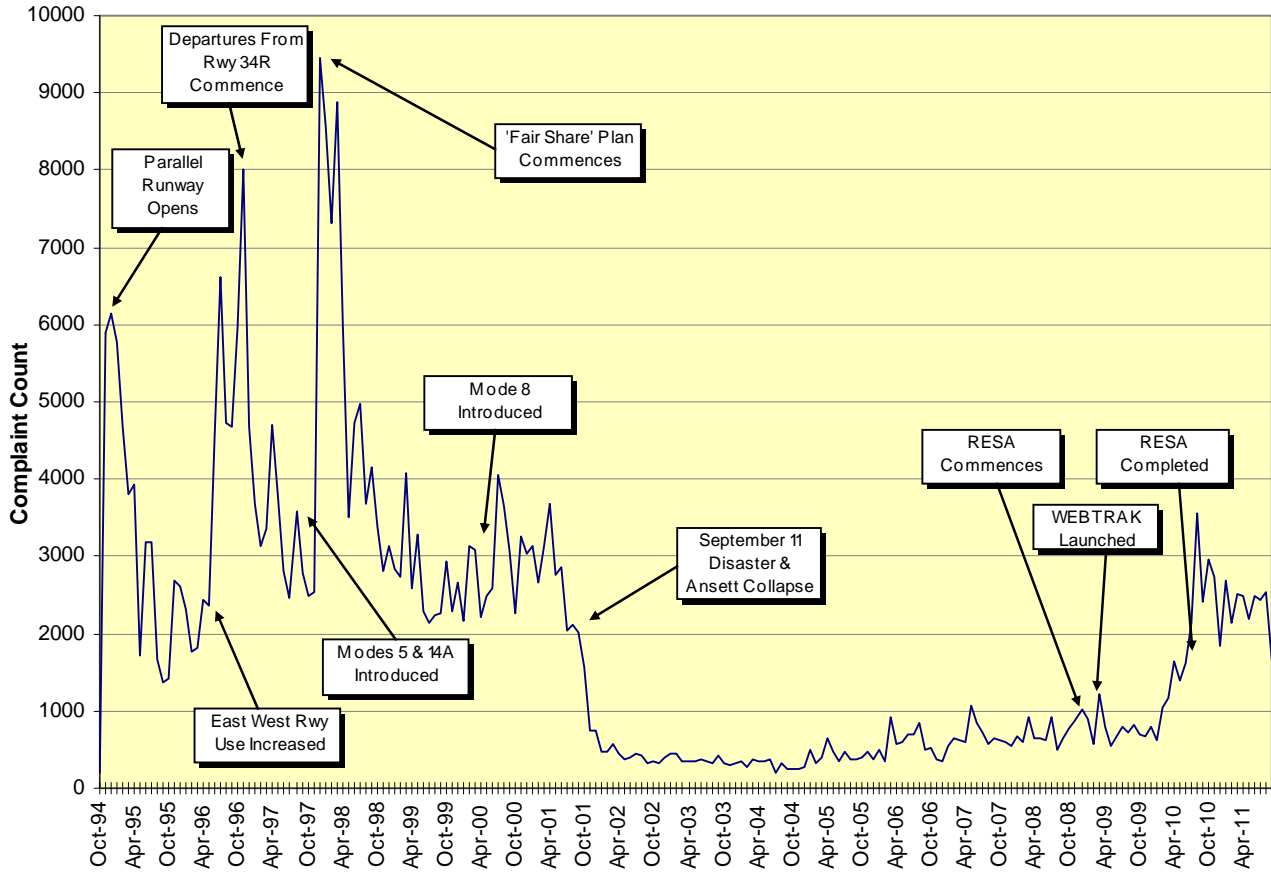
## Complaints vs Complainants – 1 September to 30 September 2011



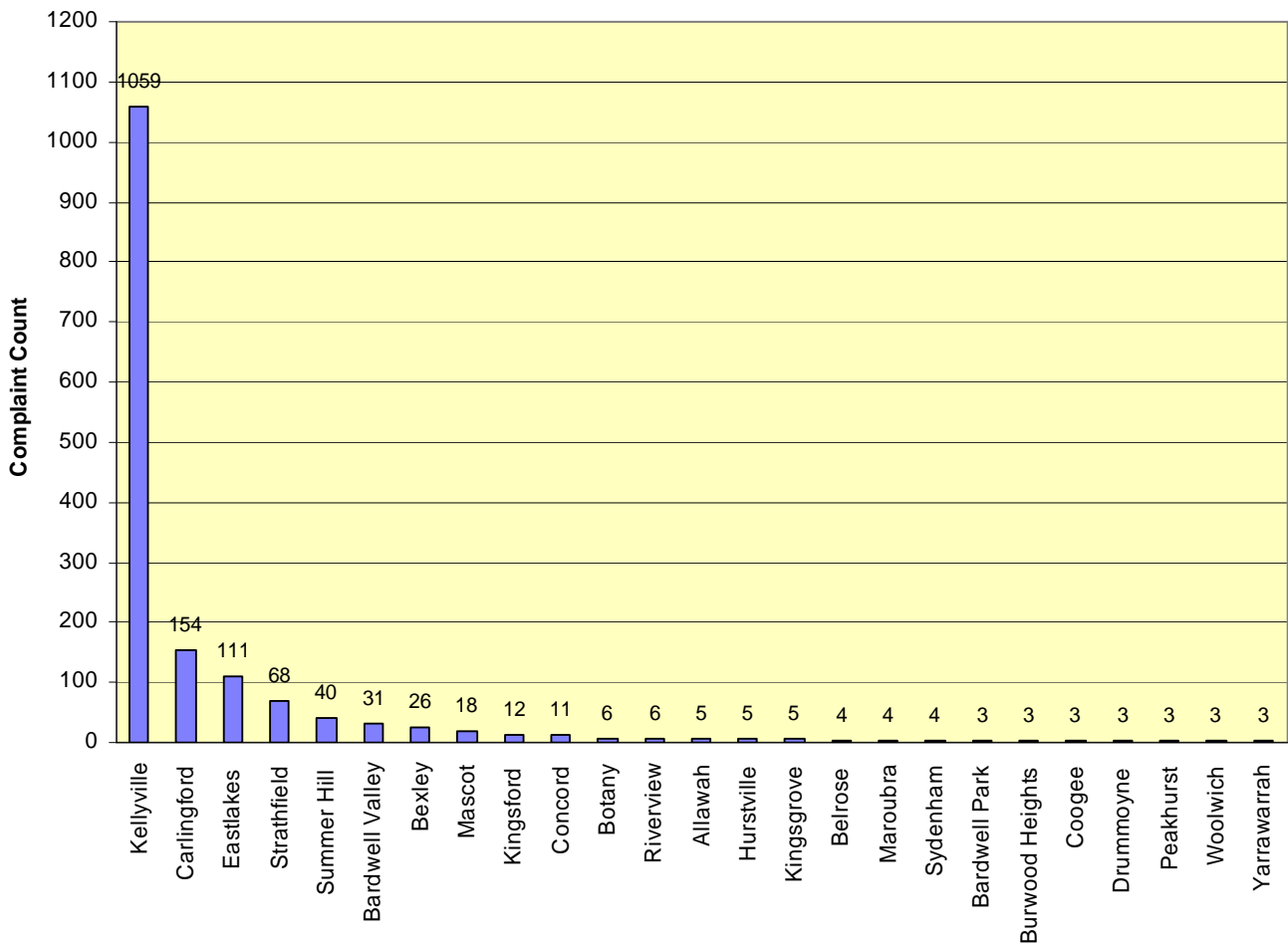
## Complaints vs Complainants – Monthly



# Complaints History

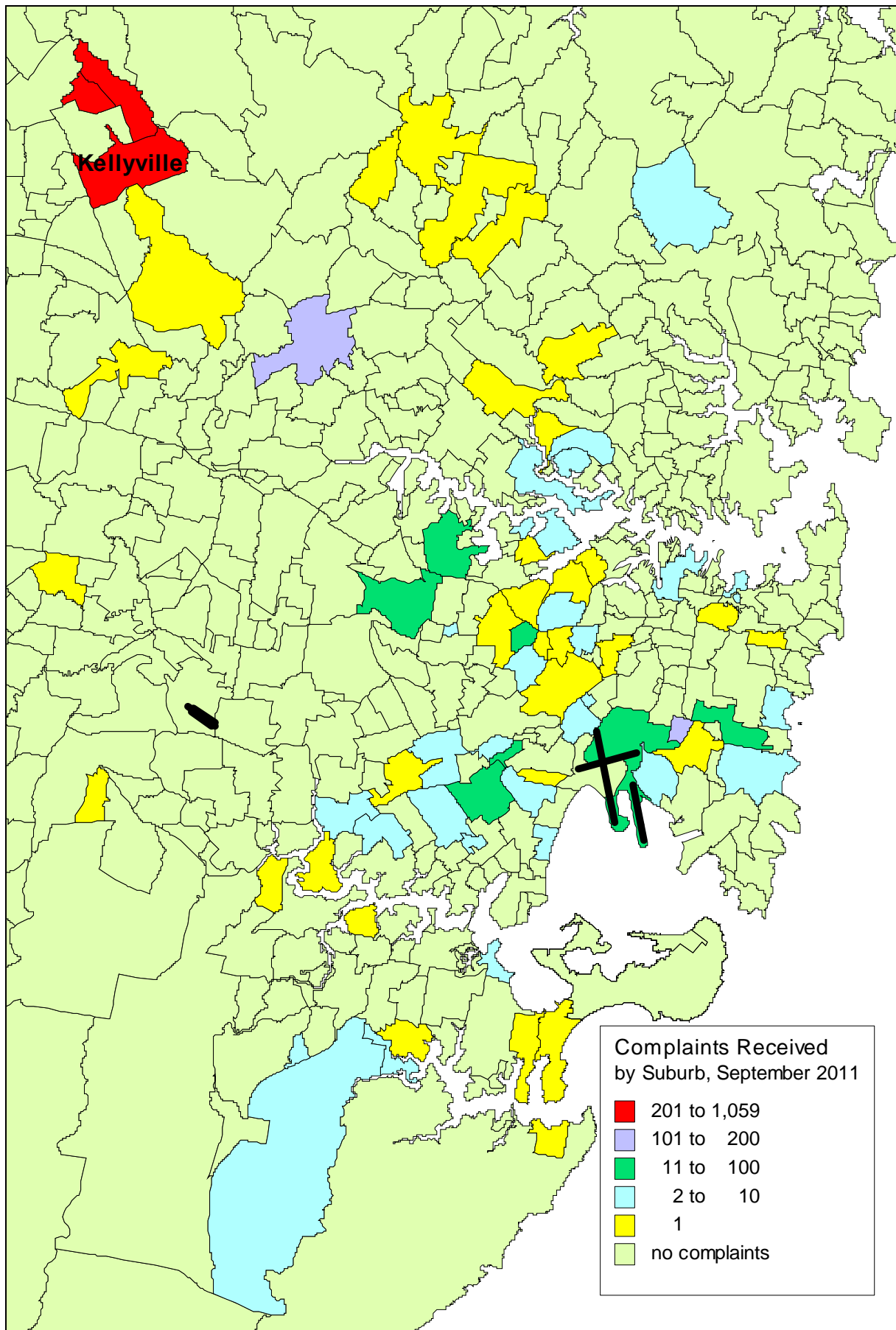


## Top 20 Complaint Suburbs – 1 September to 30 September 2011



# Complaint Density by Suburb

1 September to 30 September 2011



## Recorded Complaints vs Complainants, by Suburb

1 September to 30 September 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	5	1	Leichhardt	2	2
Alfords Point	1	1	Lewisham	1	1
Allawah	5	3	Lilyfield	1	1
Ashfield	1	1	Lindfield	1	1
Banksia	1	1	Lugarno	1	1
Bardwell Park	3	3	Maroubra	4	4
Bardwell Valley	31	1	Marrickville	1	1
Baulkham Hills	1	1	Mascot	18	17
Belrose	4	1	Monterey	2	2
Beverly Hills	1	1	Mortdale	2	2
Bexley	26	4	Newtown	1	1
Bondi Junction	1	1	North Ryde	1	1
Botany	6	3	Paddington	1	1
Bundeena	1	1	Pagewood	1	1
Burwood Heights	3	1	Peakhurst	3	3
Carlingford	154	4	Petersham	1	1
Chiswick	2	2	Riverview	6	2
Como	1	1	Rockdale	2	2
Concord	11	1	Rozelle	1	1
Coogee	3	3	Russell Lea	1	1
Cronulla	1	1	Stanmore	2	2
Darling Point	2	1	Stanwell Tops	1	1
Drummoyne	3	3	Strathfield	68	2
Dulwich Hill	2	2	Summer Hill	40	2
Eastlakes	111	8	Sydenham	4	2
Fairfield West	1	1	Sydney	2	2
Grays Point	2	1	Taren Point	2	1
Gymea Bay	1	1	Tempe	2	2
Haberfield	1	1	Toongabbie	1	1
Hornsby	1	1	Turramurra	1	1
Hunters Hill	2	2	Wahroonga	1	1
Hurstville	5	4	Wattle Grove	1	1
Kellyville	1059	1	Westleigh	1	1
Kingsford	12	4	Woolooware	1	1
Kingsgrove	5	1	Woolwich	3	1
Lane Cove	2	2	Yarrawarra	3	1
Lane Cove West	1	1			
<b>Total Complaints</b>	<b>1656</b>		<b>Total Complainants</b>	<b>138</b>	

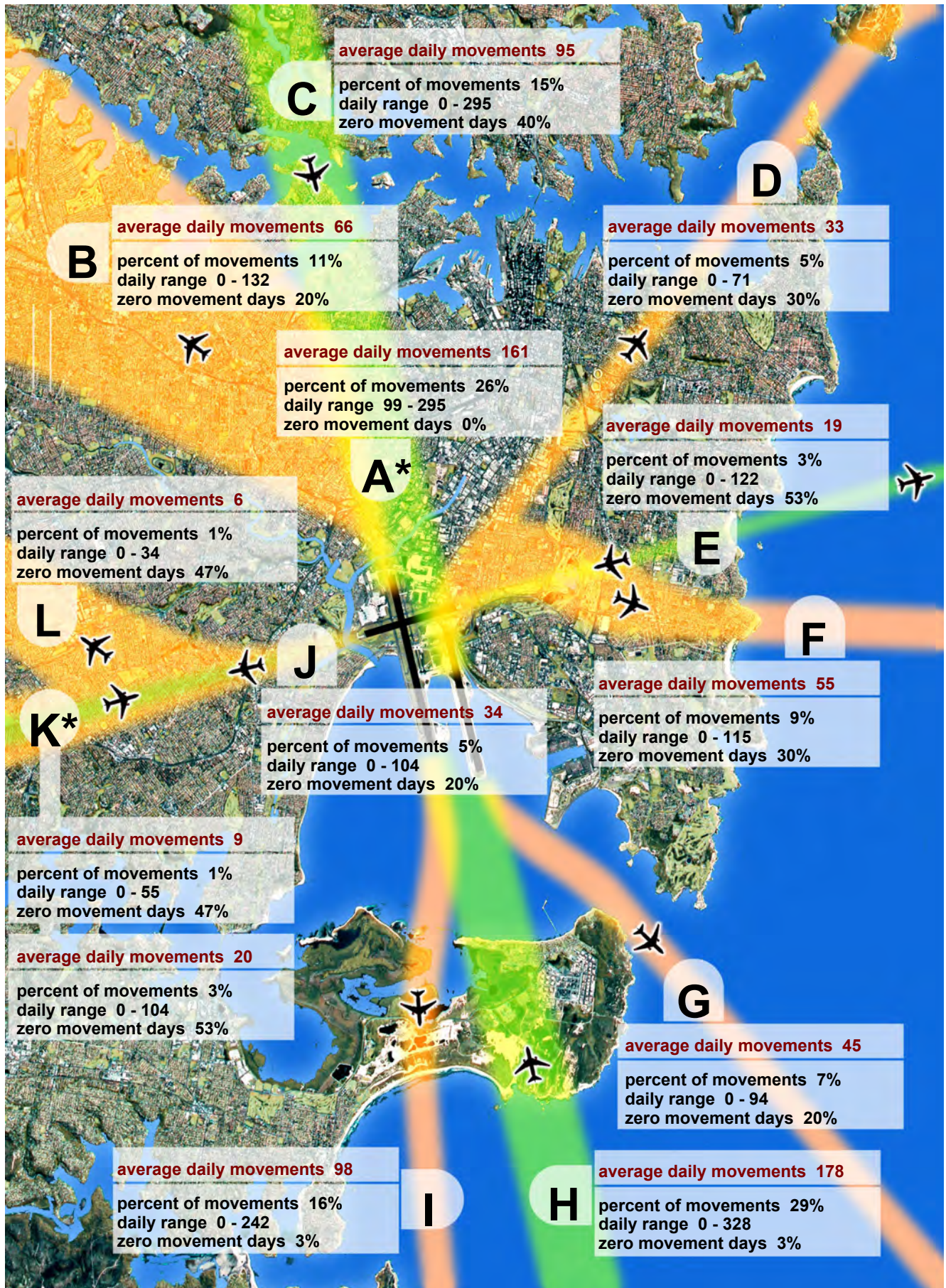
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 September to 30 September 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Katoomba	1	1
Bankstown	25	14	Lismore	2	2
Boeill Creek	1	1	Maitland	1	1
Camden	3	2	Newcastle Airport	1	1
Camperdown	1	1	Pheasants Nest	1	1
Coffs Harbour	1	1	Richmond	4	2
Concord	1	1	Rutherford	1	1
Darlington Point	1	1	The Oaks Airstrip	1	1
Forster	1	1	Warnervale	1	1
Grafton	1	1	Williamtown	3	3
<b>Total Complaints</b>	<b>52</b>	<b>Total Complainants</b>	<b>38</b>		

# Sydney Airport : Jet Flight Path Movements

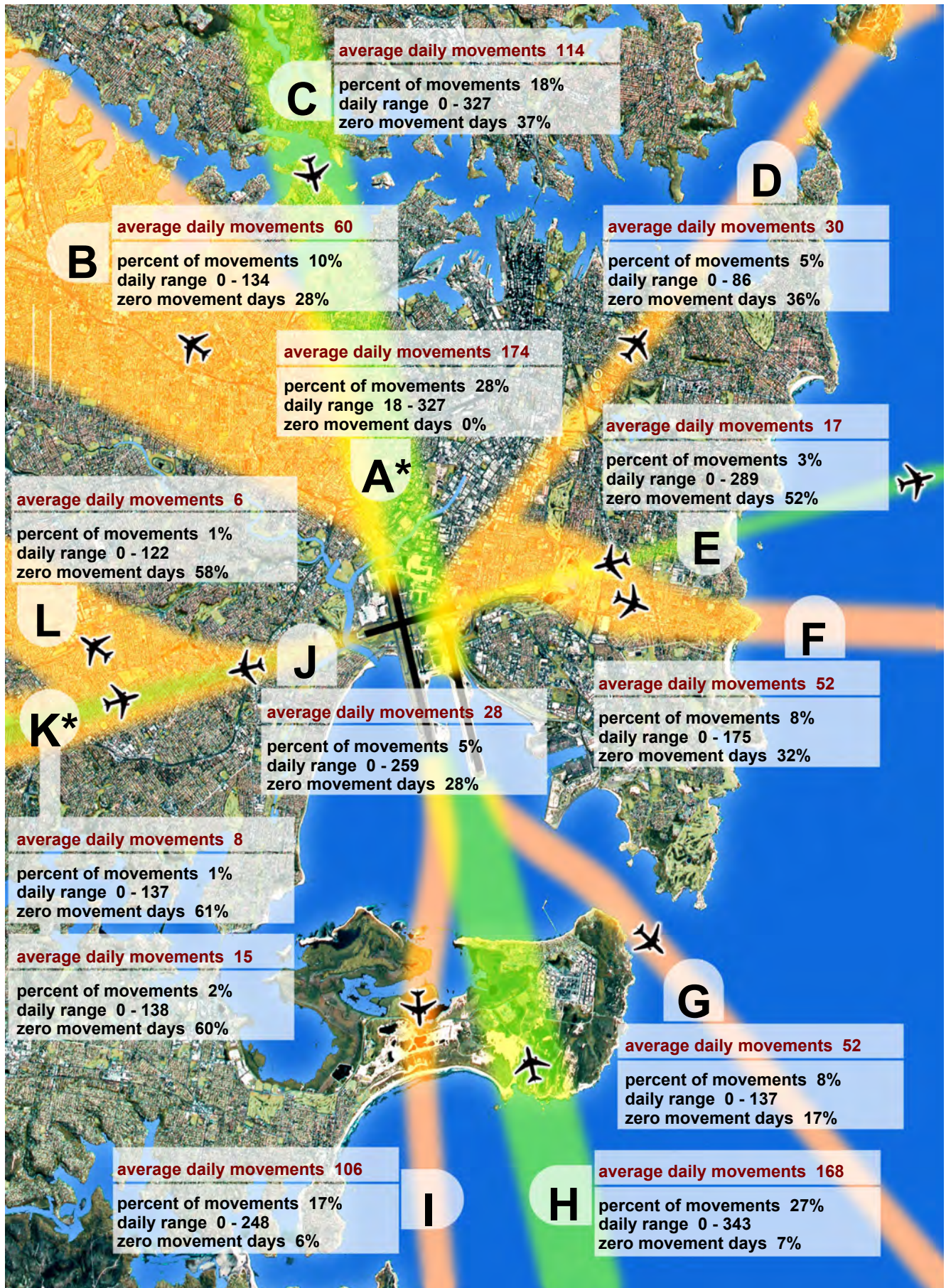
1 Sept 2011 to 30 Sept 2011, All Jets



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

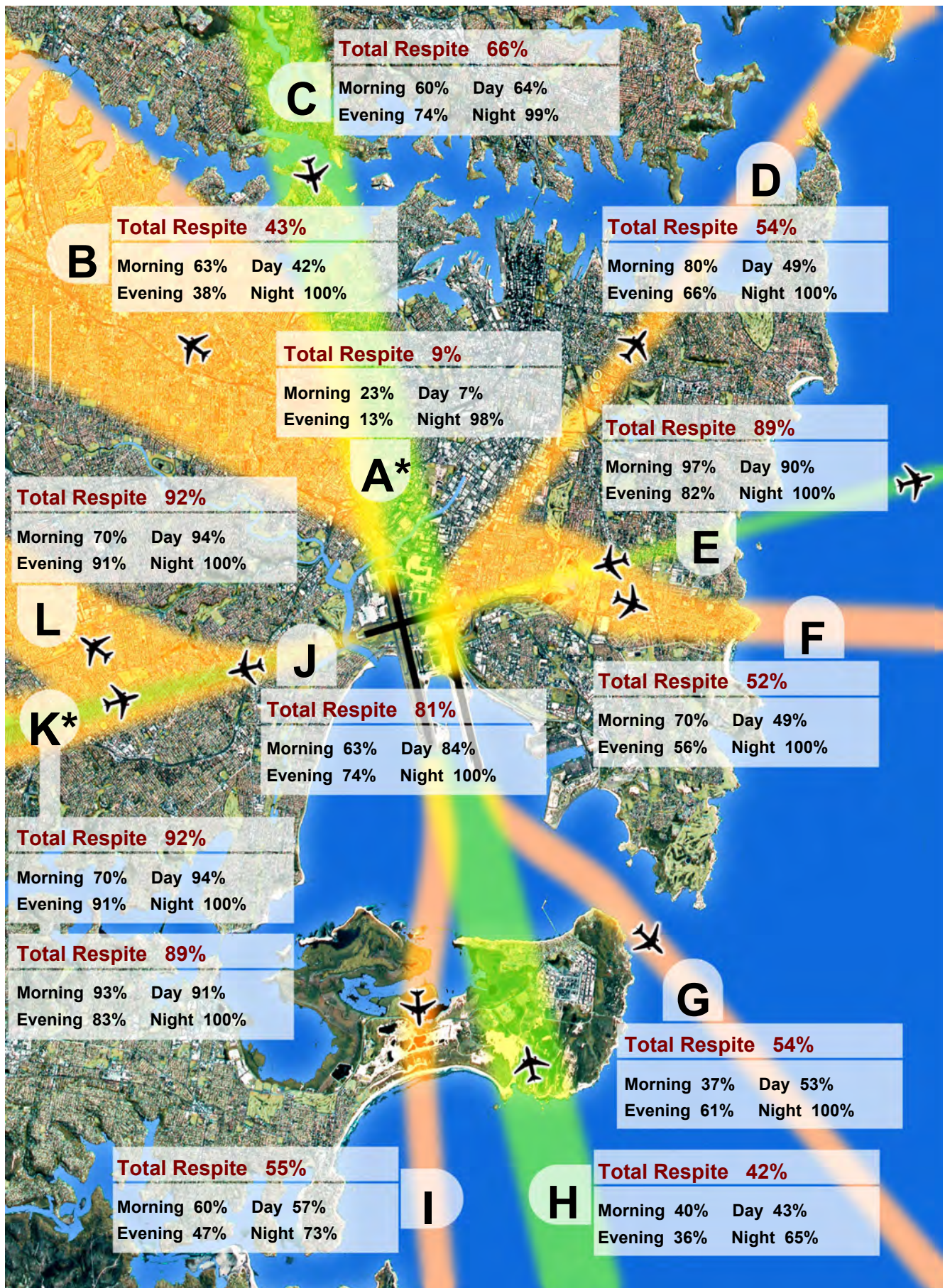
1 Oct 2010 to 30 Sept 2011, All Jets



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 Sept 2011 to 30 Sept 2011, All Jets



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

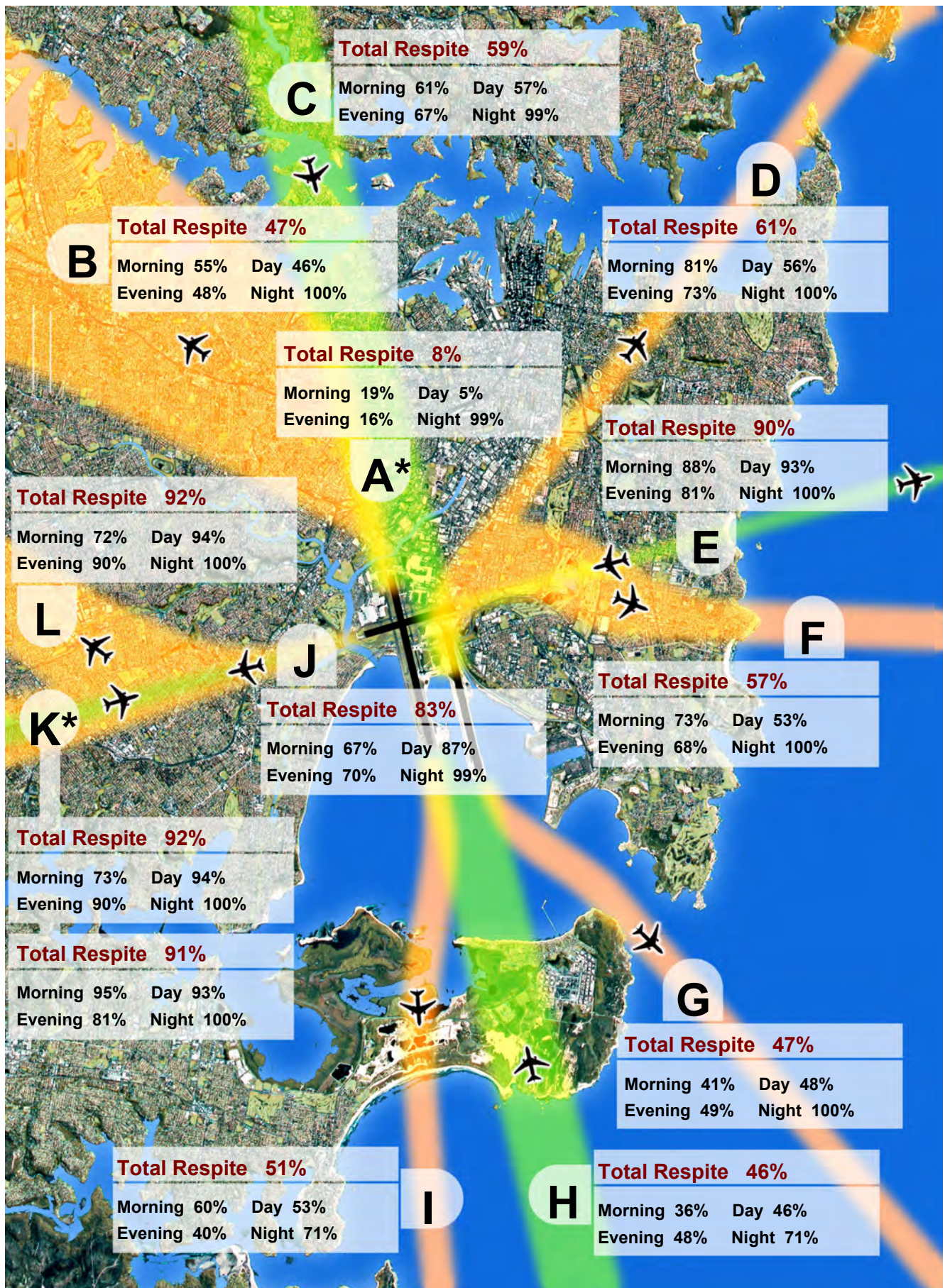
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2010 to 30 Sept 2011, 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)

### October 2010 to September 2011

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="#">October 2010</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="#">April 2011</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">May 2011</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</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="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">July 2011</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2011</a> , <a href="#">Mode 14A</a> in <a href="#">January 2011</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period October 2010 to September 2011, 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 61%**. This means that over the period **October 2010 to September 2011 for 61%** 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 September 2011.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of September 2011

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 September 2011 along with the Daily N70 values for the three months up to and including September are given in Table 1.

<i>Location</i>	<i>CNE Sep</i>	<i>Operational Days Sep</i>	<i>N70 Sep</i>	<i>N70 Aug</i>	<i>N70 Jul</i>
<i>Threshold rwy 34</i>	10,449	29.9	340	325	307
<i>Penshurst</i>	1,233	29.9	33	37	19
<i>Bexley</i>	1,492	29.9	41	45	37
<i>Sydenham</i>	4,420	29.9	147	154	150
<i>Johnston St. Annandale</i>	2,293	29.9	56	54	52
<i>Church St. St Peters</i>	3,473	29.9	84	72	87
<i>Leichhardt PEMU 36</i>	2,443	29.9	78	78	68
<i>Eastlakes</i>	2,571	29.9	79	57	82
<i>Coogee</i>	1,045	29.9	31	14	44
<i>Kurnell</i>	3,089	29.9	77	80	86
<i>Croydon</i>	609	29.9	14	13	15
<i>Hunters Hill</i>	3,677	29.9	49	48	44

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including September 2011.**

The N70 values for September 2011 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 18 PM 45 Day 263 Night 13 WE_D 269 WE_N 6	<b>Penshurst</b> AM 3 PM 9 Day 26 Night 0 WE_D 19 WE_N 0	<b>Bexley</b> AM 5 PM 10 Day 32 Night 0 WE_D 24 WE_N 1	<b>Eastlakes</b> AM 2 PM 10 Day 69 Night 0 WE_D 74 WE_N 0
<b>Coogee</b> AM 1 PM 5 Day 21 Night 0 WE_D 40 WE_N 0	<b>Sydenham</b> AM 7 PM 11 Day 128 Night 1 WE_D 145 WE_N 1	<b>Leichhardt PEMU36</b> AM 6 PM 2 Day 62 Night 1 WE_D 95 WE_N 1	<b>Kurnell</b> AM 2 PM 7 Day 79 Night 0 WE_D 44 WE_N 1
<b>Annandale</b> AM 2 PM 2 Day 50 Night 0 WE_D 61 WE_N 0	<b>St Peters</b> AM 2 PM 6 Day 76 Night 0 WE_D 83 WE_N 0	<b>Croydon</b> AM 0 PM 2 Day 12 Night 0 WE_D 11 WE_N 0	<b>Hunters Hill</b> AM 6 PM 1 Day 37 Night 0 WE_D 61 WE_N 1

**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.*