



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics February 2010

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### February 2010

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

There was a total of 22,840 aircraft movements this month (daily average 815.71). Last month there were a total of 23,680 movements (daily average 763.87) and for the same month last year there were a total of 21,686 movements (daily average 774.50).

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

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 10 days, Mode 10 on 13 days and Mode 15 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 22.43% of non Curfew hours.

#### 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. In addition the SACL RESA works have had a direct impact on these percentages. This month's results are as follows:

North 33.34% - This result is above the LTOP target but below the previous month (33.87%).

South 51.26% - This result is below the LTOP target but above the previous month (51.22%).

East 12.88% - This result is below the LTOP target but above the previous month (12.48%).

West 2.51% - This result is below the LTOP target but above the previous month (2.41%).

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

This procedure was used on the 02,16,17,18,19 and 24 of February for a total of 10 hours and 43 minutes (ATIS time).

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

A total of 1222 complaints, comments and enquiries were received as follows:

1040 Sydney suburbs complaints from 201 complainants

30 Sydney suburbs comments and enquiries

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

#### Noise Enquiry Service Environment and Climate Change Airservices Australia

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

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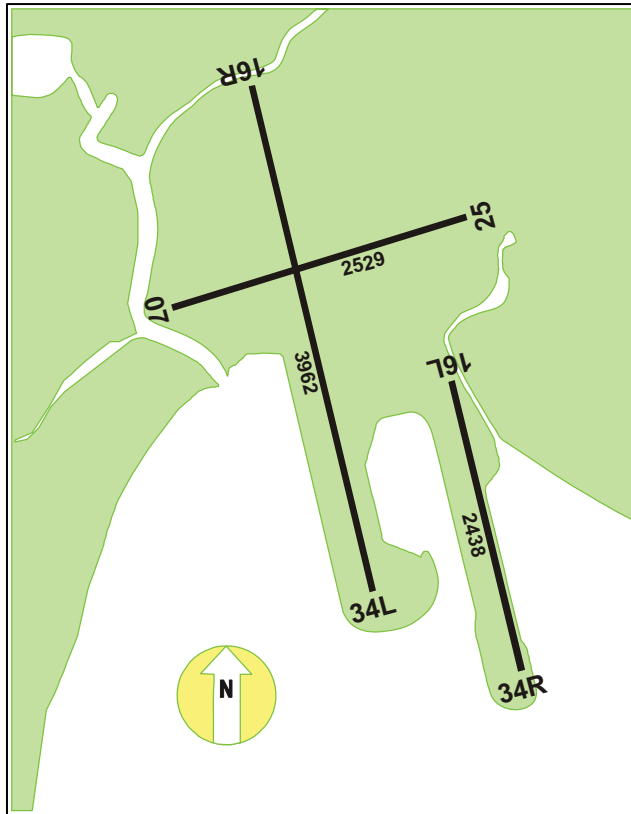
This report is available on the Internet at Airservices Australia website at

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

**click on** “Projects & Services”, “Reports & Statistics” **then**  
“Sydney Airport Operational Statistics”.

\* This information is produced using 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)

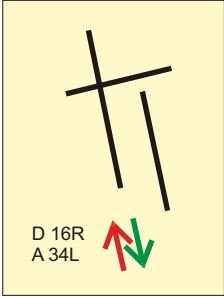
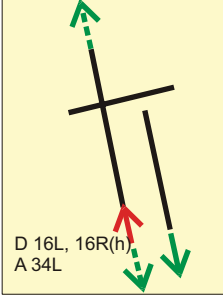
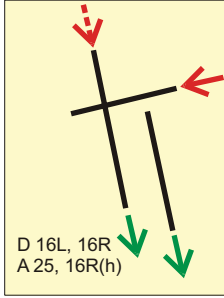
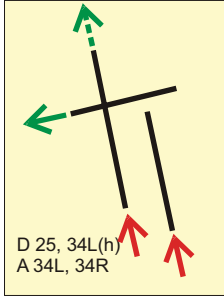
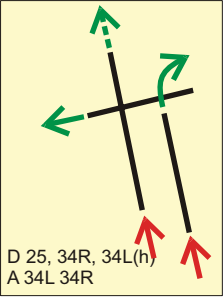
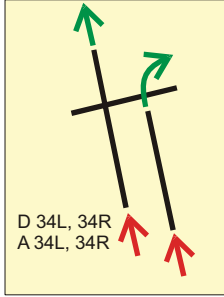
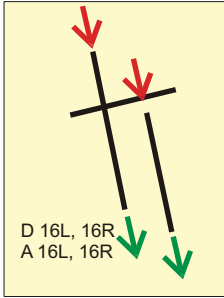
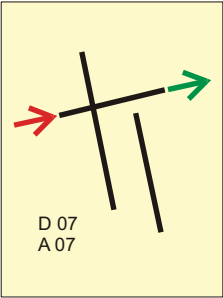
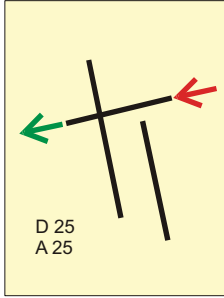
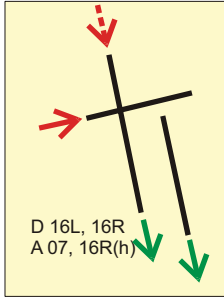
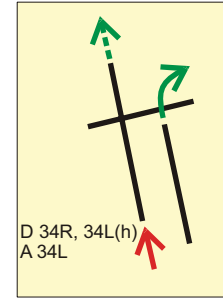




Runway 34R                                      Used by aircraft landing toward the north and taking off to the East.

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

<p>Mode 1 - Curfew</p>  <p>D 16R A 34L</p> <p>Departures to South Arrivals from South</p>	<p>Sodprops</p>  <p>D 16L, 16R(h) A 34L</p> <p>Departures to South Arrivals from South</p>	<p>Mode 5</p>  <p>D 16L, 16R A 25, 16R(h)</p> <p>Departures to South Arrivals from East</p>
<p>Mode 7</p>  <p>D 25, 34L(h) A 34L, 34R</p> <p>Departures to West Arrivals from South</p>	<p>Mode 8</p>  <p>D 25, 34R, 34L(h) A 34L 34R</p> <p>Departures to West, East &amp; North East Arrivals from South</p>	<p>Mode 9</p>  <p>D 34L, 34R A 34L, 34R</p> <p>Departures to North &amp; East Arrivals from South</p>
<p>Mode 10</p>  <p>D 16L, 16R A 16L, 16R</p> <p>Departures to South Arrivals from North</p>	<p>Mode 12</p>  <p>D 07 A 07</p> <p>Departures to East Arrivals from West</p>	<p>Mode 13</p>  <p>D 25 A 25</p> <p>Departures to West Arrivals from East</p>
<p>Mode 14a</p>  <p>D 16L, 16R A 07, 16R(h)</p> <p>Departures to South Arrivals from West</p>	<p>Mode 15</p>  <p>D 34R, 34L(h) A 34L</p> <p>Departures to East Arrivals from South</p>	<ul style="list-style-type: none"> <li> Departure</li> <li> Long Haul (h) Departure</li> <li> Arrival</li> <li> Long Haul (h) Arrival</li> </ul>

# Sydney Airport Preferred Runway Selection

Effective from 21 May 2009 (TLI 09 0163; LOA 714 V5)

<b>Monday to Friday</b>		
2300 to 0600	1.	<b>Curfew – Departures 16R / Arrivals 34L (Mode 1)</b>
0600 to 0700	1.	<b>SODPROPS</b> - Departures <b>16L</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> ( <i>Shoulder Curfew</i> ). If traffic permits.
	3.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 8</i> ), or Departures <b>25</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 7</i> ), or Departures <b>16L&amp;R</b> / Arrivals <b>25</b> ( <i>Mode 5</i> ), or Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> )
	4.	Departures <b>34R</b> / Arrivals <b>34L</b> ( <i>Mode 15</i> ) – <b>refer Note 1 below.</b>
	5.	<b>34</b> ( <i>Mode 9</i> ) or <b>16</b> ( <i>Mode 10</i> )
	6.	<b>07</b> ( <i>Mode 12</i> ) or <b>25</b> ( <i>Mode 13</i> )
0700 to 2245	1.	<b>SODPROPS</b> - Departures <b>16L</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> ), or Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 8</i> ), or Departures <b>25</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 7</i> ), or Departures <b>16L&amp;R</b> / Arrivals <b>25</b> ( <i>Mode 5</i> )
	3.	Departures <b>34R</b> / Arrivals <b>34L</b> ( <i>Mode 15</i> ) – <b>refer Note 1 below.</b>
	4.	<b>34</b> ( <i>Mode 9</i> ) or <b>16</b> ( <i>Mode 10</i> )
	5.	<b>07</b> ( <i>Mode 12</i> ) or <b>25</b> ( <i>Mode 13</i> )
2245 to 2300	1.	<b>SODPROPS</b> - Departures <b>16L (Mandatory)</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> ( <i>Shoulder Curfew</i> ) <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> ( <i>Mode 5</i> ), or Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> )
	4.	<b>16</b> ( <i>Mode 10</i> )

*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.**

**Note 1** – Mode 15 is a temporary mode of operations that is only approved for use during the RESA period and will cease on the completion of the RESA works (expected April 2010). Implementation of this Mode is for weekdays between the hours 0600 to 0700, 1230 to 1430 and after 2000, Saturday afternoons and Sunday morning 0600 to 0800 when conditions are suitable and traffic patterns permit.

<b>Saturday and Sunday</b>		
2300 to 0600	1.	<b>Curfew – Departures 16R / Arrivals 34L (Mode 1)</b>
<i>0600 to 0700 Saturday 0600 to 0800</i>	1.	<b>SODPROPS</b> - Departures <b>16L</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> ( <i>Shoulder Curfew</i> ). If traffic permits.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> ( <i>Mode 5</i> ), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> ), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 8</i> ), or Departures <b>25</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 7</i> )
	4.	Departures <b>34R</b> / Arrivals <b>34L</b> ( <i>Mode 15</i> ) – <b>refer Note 1 below.</b>
	5.	<b>34</b> ( <i>Mode 9</i> ) or <b>16</b> ( <i>Mode 10</i> )
	6.	<b>07</b> ( <i>Mode 12</i> ) or <b>25</b> ( <i>Mode 13</i> )
<i>0700 to 2200 Saturday 0800 to 2200</i>	1.	<b>SODPROPS</b> - Departures <b>16L</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> ), or Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 8</i> ), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 7</i> ), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25</b> ( <i>Mode 5</i> )
	3.	Departures <b>34R</b> / Arrivals <b>34L</b> ( <i>Mode 15</i> ) – <b>refer Note 1 below.</b>
	4.	<b>34</b> ( <i>Mode 9</i> ) or <b>16</b> ( <i>Mode 10</i> )
	5.	<b>07</b> ( <i>Mode 12</i> ) or <b>25</b> ( <i>Mode 13</i> )
2200 to 2245	1.	<b>SODPROPS</b> - Departures <b>16L (Mandatory)</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> ( <i>Shoulder Curfew</i> ) <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> ( <i>Mode 5</i> )
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> )
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 8</i> )
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R</b> ( <i>Mode 7</i> )
	7.	<b>34</b> ( <i>Mode 9</i> ) or <b>16</b> ( <i>Mode 10</i> )
	8.	<b>07</b> ( <i>Mode 12</i> ) or <b>25</b> ( <i>Mode 13</i> )
2245 to 2300	1.	<b>SODPROPS</b> - Departures <b>16L (Mandatory)</b> / Arrivals <b>34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L</b> ( <i>Shoulder Curfew</i> ) <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> ( <i>Mode 5</i> ), or Departures <b>16L&amp;R</b> / Arrivals <b>07</b> ( <i>Mode 14A</i> )
	4.	<b>16</b> ( <i>Mode 10</i> )

## Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-10	40	0	40	54	67	121	77	129	206	0	0	0	177	104	281	63	111	174	0	0	0	822
02-Feb-10	50	0	50	132	105	237	204	284	488	0	0	0	11	0	11	0	0	0	0	0	0	786
03-Feb-10	44	0	44	147	115	262	206	290	496	0	0	0	7	0	7	0	0	0	0	0	0	809
04-Feb-10	37	7	44	0	1	1	0	23	23	0	0	0	229	208	437	162	190	352	0	0	0	857
05-Feb-10	11	0	11	17	12	29	26	37	63	0	0	0	242	183	425	134	201	335	0	0	0	863
06-Feb-10	0	0	0	150	99	249	191	227	418	0	0	0	0	0	0	0	0	0	0	0	0	667
07-Feb-10	25	0	25	149	113	262	206	286	492	0	0	0	0	0	0	0	0	0	0	0	0	779
08-Feb-10	5	1	6	0	3	3	3	11	14	0	0	0	289	194	483	131	219	350	0	0	0	856
09-Feb-10	1	0	1	0	0	0	0	12	12	0	17	17	280	157	437	131	223	354	0	0	0	821
10-Feb-10	1	0	1	0	14	14	1	10	11	0	0	0	301	183	484	104	201	305	0	0	0	815
11-Feb-10	0	0	0	0	42	42	1	7	8	0	0	0	305	179	484	130	205	335	0	0	0	869
12-Feb-10	15	0	15	60	58	118	87	106	193	0	0	0	189	127	316	89	151	240	0	0	0	882
13-Feb-10	0	0	0	125	98	223	222	235	457	4	0	4	1	0	1	0	0	0	0	0	0	685
14-Feb-10	0	0	0	67	82	149	123	133	256	0	10	10	129	79	208	54	91	145	0	0	0	768
15-Feb-10	16	0	16	44	36	80	74	108	182	19	20	39	142	123	265	135	141	276	0	0	0	858
16-Feb-10	0	0	0	144	108	252	255	301	556	9	0	9	4	0	4	0	0	0	0	0	0	821
17-Feb-10	49	0	49	137	123	260	225	302	527	8	0	8	5	0	5	0	0	0	0	0	0	849
18-Feb-10	55	0	55	161	139	300	224	305	529	0	0	0	6	0	6	0	0	0	0	0	0	890
19-Feb-10	5	0	5	156	123	279	218	278	496	0	1	1	58	23	81	8	25	33	0	0	0	895
20-Feb-10	0	0	0	0	13	13	0	2	2	0	0	0	241	140	381	105	171	276	0	0	0	672
21-Feb-10	0	0	0	0	10	10	0	1	1	0	0	0	289	172	461	94	215	309	0	0	0	781
22-Feb-10	1	0	1	0	17	17	1	3	4	0	0	0	318	201	519	115	215	330	0	0	0	871
23-Feb-10	56	0	56	120	116	236	181	269	450	0	0	0	38	13	51	15	14	29	0	0	0	822
24-Feb-10	53	0	53	147	119	266	217	305	522	0	0	0	6	0	6	0	0	0	0	0	0	847
25-Feb-10	59	0	59	148	138	286	221	304	525	0	0	0	21	4	25	0	0	0	0	0	0	895
26-Feb-10	2	0	2	0	16	16	0	10	10	0	0	0	309	194	503	147	231	378	0	0	0	909
27-Feb-10	0	0	0	0	14	14	0	2	2	0	0	0	299	133	432	42	185	227	0	0	0	675
28-Feb-10	0	0	0	77	84	161	162	209	371	43	1	44	57	38	95	42	63	105	0	0	0	776
<b>Total</b>	<b>525</b>	<b>8</b>	<b>533</b>	<b>2035</b>	<b>1865</b>	<b>3900</b>	<b>3125</b>	<b>4189</b>	<b>7314</b>	<b>83</b>	<b>49</b>	<b>132</b>	<b>3953</b>	<b>2455</b>	<b>6408</b>	<b>1701</b>	<b>2852</b>	<b>4553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22840</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-Feb-10	34	0	34	38	48	86	59	99	158	0	0	0	145	69	214	32	95	127	0	0	0	619
02-Feb-10	43	0	43	86	72	158	167	225	392	0	0	0	3	0	3	0	0	0	0	0	0	596
03-Feb-10	38	0	38	85	80	165	179	223	402	0	0	0	3	0	3	0	0	0	0	0	0	608
04-Feb-10	34	6	40	0	1	1	0	18	18	0	0	0	193	143	336	93	152	245	0	0	0	640
05-Feb-10	9	0	9	13	9	22	25	32	57	0	0	0	196	115	311	80	169	249	0	0	0	648
06-Feb-10	0	0	0	106	77	183	167	197	364	0	0	0	0	0	0	0	0	0	0	0	0	547
07-Feb-10	24	0	24	102	82	184	178	222	400	0	0	0	0	0	0	0	0	0	0	0	0	608
08-Feb-10	4	1	5	0	3	3	2	10	12	0	0	0	242	131	373	72	178	250	0	0	0	643
09-Feb-10	0	0	0	0	0	0	0	7	7	0	15	15	232	102	334	83	186	269	0	0	0	625
10-Feb-10	0	0	0	0	14	14	0	7	7	0	0	0	243	119	362	64	169	233	0	0	0	616
11-Feb-10	0	0	0	0	35	35	1	5	6	0	0	0	246	111	357	80	175	255	0	0	0	653
12-Feb-10	14	0	14	44	47	91	69	78	147	0	0	0	146	77	223	56	128	184	0	0	0	659
13-Feb-10	0	0	0	85	77	162	188	195	383	4	0	4	0	0	0	0	0	0	0	0	0	549
14-Feb-10	0	0	0	47	61	108	107	98	205	0	10	10	110	59	169	40	81	121	0	0	0	613
15-Feb-10	12	0	12	28	26	54	63	83	146	16	17	33	121	78	199	79	114	193	0	0	0	637
16-Feb-10	0	0	0	91	75	166	214	234	448	8	0	8	2	0	2	0	0	0	0	0	0	624
17-Feb-10	43	0	43	86	86	172	178	233	411	6	0	6	4	0	4	0	0	0	0	0	0	636
18-Feb-10	49	0	49	101	98	199	183	235	418	0	0	0	4	0	4	0	0	0	0	0	0	670
19-Feb-10	3	0	3	99	89	188	171	204	375	0	0	0	50	20	70	7	24	31	0	0	0	667
20-Feb-10	0	0	0	0	13	13	0	0	0	0	0	0	203	102	305	69	151	220	0	0	0	538
21-Feb-10	0	0	0	0	10	10	0	0	0	0	0	0	246	117	363	64	183	247	0	0	0	620
22-Feb-10	0	0	0	0	17	17	0	2	2	0	0	0	261	128	389	64	181	245	0	0	0	653
23-Feb-10	50	0	50	82	83	165	142	209	351	0	0	0	33	8	41	5	12	17	0	0	0	624
24-Feb-10	47	0	47	96	83	179	170	235	405	0	0	0	5	0	5	0	0	0	0	0	0	636
25-Feb-10	52	0	52	89	99	188	173	230	403	0	0	0	19	3	22	0	0	0	0	0	0	665
26-Feb-10	0	0	0	0	16	16	0	5	5	0	0	0	249	120	369	89	193	282	0	0	0	672
27-Feb-10	0	0	0	0	14	14	0	2	2	0	0	0	248	95	343	22	162	184	0	0	0	543
28-Feb-10	0	0	0	57	59	116	134	168	302	41	0	41	43	22	65	29	54	83	0	0	0	607
<b>Total</b>	<b>456</b>	<b>7</b>	<b>463</b>	<b>1335</b>	<b>1374</b>	<b>2709</b>	<b>2570</b>	<b>3256</b>	<b>5826</b>	<b>75</b>	<b>42</b>	<b>117</b>	<b>3247</b>	<b>1619</b>	<b>4866</b>	<b>1028</b>	<b>2407</b>	<b>3435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17416</b>



## Runway Movement Summary – Non Jet Aircraft Only <sup>1</sup>

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-10	6	0	6	16	19	35	18	30	48	0	0	0	32	35	67	31	16	47	0	0	0	203
02-Feb-10	7	0	7	46	33	79	37	59	96	0	0	0	8	0	8	0	0	0	0	0	0	190
03-Feb-10	6	0	6	62	35	97	27	67	94	0	0	0	4	0	4	0	0	0	0	0	0	201
04-Feb-10	3	1	4	0	0	0	0	5	5	0	0	0	36	65	101	69	38	107	0	0	0	217
05-Feb-10	2	0	2	4	3	7	1	5	6	0	0	0	46	68	114	54	32	86	0	0	0	215
06-Feb-10	0	0	0	44	22	66	24	30	54	0	0	0	0	0	0	0	0	0	0	0	0	120
07-Feb-10	1	0	1	47	31	78	28	64	92	0	0	0	0	0	0	0	0	0	0	0	0	171
08-Feb-10	1	0	1	0	0	0	1	1	2	0	0	0	47	63	110	59	41	100	0	0	0	213
09-Feb-10	1	0	1	0	0	0	0	5	5	0	2	2	48	55	103	48	37	85	0	0	0	196
10-Feb-10	1	0	1	0	0	0	1	3	4	0	0	0	58	64	122	40	32	72	0	0	0	199
11-Feb-10	0	0	0	0	7	7	0	2	2	0	0	0	59	68	127	50	30	80	0	0	0	216
12-Feb-10	1	0	1	16	11	27	18	28	46	0	0	0	43	50	93	33	23	56	0	0	0	223
13-Feb-10	0	0	0	40	21	61	34	40	74	0	0	0	1	0	1	0	0	0	0	0	0	136
14-Feb-10	0	0	0	20	21	41	16	35	51	0	0	0	19	20	39	14	10	24	0	0	0	155
15-Feb-10	4	0	4	16	10	26	11	25	36	3	3	6	21	45	66	56	27	83	0	0	0	221
16-Feb-10	0	0	0	53	33	86	41	67	108	1	0	1	2	0	2	0	0	0	0	0	0	197
17-Feb-10	6	0	6	51	37	88	47	69	116	2	0	2	1	0	1	0	0	0	0	0	0	213
18-Feb-10	6	0	6	60	41	101	41	70	111	0	0	0	2	0	2	0	0	0	0	0	0	220
19-Feb-10	2	0	2	57	34	91	47	74	121	0	1	1	8	3	11	1	1	2	0	0	0	228
20-Feb-10	0	0	0	0	0	0	0	2	2	0	0	0	38	38	76	36	20	56	0	0	0	134
21-Feb-10	0	0	0	0	0	0	0	1	1	0	0	0	43	55	98	30	32	62	0	0	0	161
22-Feb-10	1	0	1	0	0	0	1	1	2	0	0	0	57	73	130	51	34	85	0	0	0	218
23-Feb-10	6	0	6	38	33	71	39	60	99	0	0	0	5	5	10	10	2	12	0	0	0	198
24-Feb-10	6	0	6	51	36	87	47	70	117	0	0	0	1	0	1	0	0	0	0	0	0	211
25-Feb-10	7	0	7	59	39	98	48	74	122	0	0	0	2	1	3	0	0	0	0	0	0	230
26-Feb-10	2	0	2	0	0	0	0	5	5	0	0	0	60	74	134	58	38	96	0	0	0	237
27-Feb-10	0	0	0	0	0	0	0	0	0	0	0	0	51	38	89	20	23	43	0	0	0	132
28-Feb-10	0	0	0	20	25	45	28	41	69	2	1	3	14	16	30	13	9	22	0	0	0	169
<b>Total</b>	<b>69</b>	<b>1</b>	<b>70</b>	<b>700</b>	<b>491</b>	<b>1191</b>	<b>555</b>	<b>933</b>	<b>1488</b>	<b>8</b>	<b>7</b>	<b>15</b>	<b>706</b>	<b>836</b>	<b>1542</b>	<b>673</b>	<b>445</b>	<b>1118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5424</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

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-10	0	2	1	1	2	0	35	59	67	59	60	57	47	36	49	49	45	54	64	47	31	30	23	4	822
02-Feb-10	9	3	1	3	2	1	32	57	65	62	59	48	41	36	41	44	37	50	65	44	28	32	20	6	786
03-Feb-10	4	3	1	1	2	1	32	53	61	60	63	55	43	44	48	45	44	55	59	50	33	29	19	4	809
04-Feb-10	6	1	1	2	2	1	31	55	55	62	64	52	56	34	49	52	47	54	59	58	49	26	37	4	857
05-Feb-10	4	3	1	2	2	0	26	55	67	70	54	57	46	43	45	35	57	64	60	59	45	40	27	1	863
06-Feb-10	0	0	1	0	0	0	28	40	53	62	54	54	41	39	43	45	33	42	41	28	25	23	14	1	667
07-Feb-10	0	1	0	1	0	0	20	33	46	48	58	36	51	41	49	54	51	58	62	67	49	29	24	1	779
08-Feb-10	0	2	0	0	0	0	29	58	69	60	65	50	50	41	46	52	50	57	74	51	37	36	26	3	856
09-Feb-10	5	2	0	2	3	0	37	59	64	73	50	47	44	38	39	54	44	56	65	46	32	35	21	5	821
10-Feb-10	1	2	2	2	1	1	32	64	69	58	50	51	46	35	44	43	43	50	59	53	31	33	36	9	815
11-Feb-10	1	2	1	2	2	0	30	66	69	67	56	59	46	42	42	49	46	58	65	55	41	35	31	4	869
12-Feb-10	5	2	2	3	1	1	32	68	69	67	55	51	48	41	53	47	34	57	57	54	49	51	31	4	882
13-Feb-10	1	0	0	0	0	0	28	38	55	68	57	49	47	42	49	38	42	36	39	33	26	22	14	1	685
14-Feb-10	0	0	1	1	0	0	26	33	44	57	45	45	42	40	49	46	59	57	47	64	52	37	22	1	768
15-Feb-10	0	1	0	1	1	0	37	57	71	71	57	51	53	40	51	49	42	63	63	52	36	31	28	3	858
16-Feb-10	4	1	0	1	4	0	40	54	68	63	56	46	46	41	42	44	44	62	63	47	37	31	24	3	821
17-Feb-10	3	1	1	2	2	0	38	54	69	68	53	57	42	43	47	45	50	57	69	53	35	35	20	5	849
18-Feb-10	3	1	1	2	1	2	38	60	71	68	57	51	47	39	49	45	46	73	76	57	33	35	28	7	890
19-Feb-10	4	0	1	1	3	0	36	59	69	74	55	51	51	44	54	48	55	66	77	58	35	36	17	1	895
20-Feb-10	0	2	0	1	1	0	28	50	54	67	52	53	42	34	41	40	33	40	41	34	25	19	13	2	672
21-Feb-10	2	0	0	0	1	1	21	33	50	51	50	43	46	43	49	53	56	60	68	62	39	30	23	0	781
22-Feb-10	1	2	0	1	0	1	37	64	69	67	58	59	50	41	52	51	51	51	62	56	37	31	25	5	871
23-Feb-10	4	2	1	1	3	1	34	61	67	62	57	50	40	38	48	44	47	60	64	49	32	33	20	4	822
24-Feb-10	2	2	2	2	1	0	37	56	67	65	59	49	40	46	46	45	48	63	68	51	36	34	22	6	847
25-Feb-10	4	2	1	2	1	1	33	66	70	63	60	56	48	37	53	46	51	63	75	56	36	39	28	4	895
26-Feb-10	3	2	2	2	2	0	36	61	66	71	60	49	52	41	52	55	57	63	69	62	39	34	29	2	909
27-Feb-10	2	0	0	0	0	0	29	50	60	60	55	49	43	37	48	33	37	38	44	30	23	21	16	0	675
28-Feb-10	1	1	0	0	0	1	19	38	43	49	51	42	52	39	46	44	56	63	70	55	45	36	24	1	776
<b>Total</b>	<b>69</b>	<b>40</b>	<b>21</b>	<b>36</b>	<b>37</b>	<b>12</b>	<b>881</b>	<b>1501</b>	<b>1747</b>	<b>1772</b>	<b>1570</b>	<b>1417</b>	<b>1300</b>	<b>1115</b>	<b>1324</b>	<b>1295</b>	<b>1305</b>	<b>1570</b>	<b>1725</b>	<b>1431</b>	<b>1016</b>	<b>903</b>	<b>662</b>	<b>91</b>	<b>22840</b>
<b>Avg.</b>	<b>2.46</b>	<b>1.43</b>	<b>0.75</b>	<b>1.29</b>	<b>1.32</b>	<b>0.43</b>	<b>31.46</b>	<b>53.61</b>	<b>62.39</b>	<b>63.29</b>	<b>56.07</b>	<b>50.61</b>	<b>46.43</b>	<b>39.82</b>	<b>47.29</b>	<b>46.25</b>	<b>46.61</b>	<b>56.07</b>	<b>61.61</b>	<b>51.11</b>	<b>36.29</b>	<b>32.25</b>	<b>23.64</b>	<b>3.25</b>	<b>815.71</b>

## Hourly Runway Movement Summary – Arrivals

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-10	0	2	0	1	1	0	14	40	35	25	29	28	19	18	27	17	24	30	31	19	20	18	9	4	411
02-Feb-10	2	1	1	3	1	1	12	37	36	30	31	23	23	16	21	11	24	25	30	17	17	22	9	4	397
03-Feb-10	0	1	0	1	1	1	15	33	35	23	32	26	21	23	24	12	27	28	27	24	19	21	7	3	404
04-Feb-10	1	1	0	2	0	1	15	29	28	35	36	25	19	17	28	21	22	25	31	29	24	17	19	3	428
05-Feb-10	0	2	0	2	0	0	11	33	38	29	28	27	19	22	24	23	26	29	29	26	21	27	14	0	430
06-Feb-10	0	0	1	0	0	0	14	28	29	27	26	22	22	20	22	19	17	24	20	13	15	15	7	0	341
07-Feb-10	0	0	0	1	0	0	10	21	19	22	30	15	19	20	26	20	25	35	32	32	22	16	15	0	380
08-Feb-10	0	1	0	0	0	0	11	37	39	28	35	20	21	20	26	23	22	32	36	19	21	24	11	2	428
09-Feb-10	1	0	0	2	1	0	18	34	38	31	26	25	20	20	22	16	26	27	32	17	21	23	10	2	412
10-Feb-10	0	1	1	1	0	1	12	44	35	22	27	29	17	18	24	10	23	27	33	16	18	24	20	4	407
11-Feb-10	1	0	1	1	1	0	11	41	38	29	32	31	13	23	24	16	23	30	35	24	23	24	13	2	436
12-Feb-10	1	0	2	2	0	1	11	43	38	29	28	26	20	17	34	17	16	34	31	27	24	19	17	3	440
13-Feb-10	1	0	0	0	0	0	13	25	32	31	26	21	21	22	30	14	23	21	18	20	14	13	6	1	352
14-Feb-10	0	0	0	1	0	0	15	19	18	26	26	14	20	16	26	19	28	32	23	33	25	20	11	1	373
15-Feb-10	0	0	0	1	1	0	16	35	41	30	31	24	24	19	27	17	23	36	30	20	19	22	14	0	430
16-Feb-10	1	0	0	1	2	0	16	34	40	29	27	23	22	21	19	18	21	36	26	19	23	22	12	0	412
17-Feb-10	1	0	1	1	0	0	14	34	38	33	28	26	17	21	27	13	27	31	33	22	21	24	10	2	424
18-Feb-10	0	0	1	1	0	2	17	34	40	33	27	24	24	17	29	14	22	42	34	23	22	22	15	3	446
19-Feb-10	1	0	1	0	1	0	14	37	40	35	24	26	18	26	32	16	28	35	35	23	23	21	8	1	445
20-Feb-10	0	1	0	1	0	0	14	35	29	28	26	23	22	17	24	17	19	24	16	17	13	14	4	2	346
21-Feb-10	1	0	0	0	1	1	10	22	22	22	27	17	18	21	26	19	31	34	37	24	20	19	11	0	383
22-Feb-10	1	2	0	0	0	1	14	42	38	27	31	27	22	23	28	19	23	28	30	22	22	20	12	3	435
23-Feb-10	0	1	1	0	2	0	14	40	37	28	28	24	21	20	23	13	26	32	28	18	22	21	9	2	410
24-Feb-10	0	1	1	1	0	0	13	35	36	33	26	25	20	25	26	12	22	36	32	19	22	23	11	4	423
25-Feb-10	1	1	1	1	0	1	14	39	40	26	34	28	21	18	32	12	25	37	34	22	21	26	13	2	449
26-Feb-10	1	0	1	1	1	0	13	40	38	32	32	22	21	21	33	22	25	36	37	24	20	21	16	1	458
27-Feb-10	0	0	0	0	0	0	14	35	30	25	25	20	23	21	24	14	19	24	20	15	14	14	4	0	341
28-Feb-10	1	0	0	0	0	1	9	25	17	23	27	15	22	15	27	23	25	32	41	17	25	24	12	0	381
<b>Total</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>11</b>	<b>374</b>	<b>951</b>	<b>944</b>	<b>791</b>	<b>805</b>	<b>656</b>	<b>569</b>	<b>557</b>	<b>735</b>	<b>467</b>	<b>662</b>	<b>862</b>	<b>841</b>	<b>601</b>	<b>571</b>	<b>576</b>	<b>319</b>	<b>49</b>	<b>11422</b>
<b>Avg.</b>	<b>0.54</b>	<b>0.54</b>	<b>0.46</b>	<b>0.89</b>	<b>0.46</b>	<b>0.39</b>	<b>13.36</b>	<b>33.96</b>	<b>33.71</b>	<b>28.25</b>	<b>28.75</b>	<b>23.43</b>	<b>20.32</b>	<b>19.89</b>	<b>26.25</b>	<b>16.68</b>	<b>23.64</b>	<b>30.79</b>	<b>30.04</b>	<b>21.46</b>	<b>20.39</b>	<b>20.57</b>	<b>11.39</b>	<b>1.75</b>	<b>407.93</b>

## Hourly Runway Movement Summary – Departures

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-10	0	0	1	0	1	0	21	19	32	34	31	29	28	18	22	32	21	24	33	28	11	12	14	0	411
02-Feb-10	7	2	0	0	1	0	20	20	29	32	28	25	18	20	20	33	13	25	35	27	11	10	11	2	389
03-Feb-10	4	2	1	0	1	0	17	20	26	37	31	29	22	21	24	33	17	27	32	26	14	8	12	1	405
04-Feb-10	5	0	1	0	2	0	16	26	27	27	28	27	37	17	21	31	25	29	28	29	25	9	18	1	429
05-Feb-10	4	1	1	0	2	0	15	22	29	41	26	30	27	21	21	12	31	35	31	33	24	13	13	1	433
06-Feb-10	0	0	0	0	0	0	14	12	24	35	28	32	19	19	21	26	16	18	21	15	10	8	7	1	326
07-Feb-10	0	1	0	0	0	0	10	12	27	26	28	21	32	21	23	34	26	23	30	35	27	13	9	1	399
08-Feb-10	0	1	0	0	0	0	18	21	30	32	30	30	29	21	20	29	28	25	38	32	16	12	15	1	428
09-Feb-10	4	2	0	0	2	0	19	25	26	42	24	22	24	18	17	38	18	29	33	29	11	12	11	3	409
10-Feb-10	1	1	1	1	1	0	20	20	34	36	23	22	29	17	20	33	20	23	26	37	13	9	16	5	408
11-Feb-10	0	2	0	1	1	0	19	25	31	38	24	28	33	19	18	33	23	28	30	31	18	11	18	2	433
12-Feb-10	4	2	0	1	1	0	21	25	31	38	27	25	28	24	19	30	18	23	26	27	25	32	14	1	442
13-Feb-10	0	0	0	0	0	0	15	13	23	37	31	28	26	20	19	24	19	15	21	13	12	9	8	0	333
14-Feb-10	0	0	1	0	0	0	11	14	26	31	19	31	22	24	23	27	31	25	24	31	27	17	11	0	395
15-Feb-10	0	1	0	0	0	0	21	22	30	41	26	27	29	21	24	32	19	27	33	32	17	9	14	3	428
16-Feb-10	3	1	0	0	2	0	24	20	28	34	29	23	24	20	23	26	23	26	37	28	14	9	12	3	409
17-Feb-10	2	1	0	1	2	0	24	20	31	35	25	31	25	22	20	32	23	26	36	31	14	11	10	3	425
18-Feb-10	3	1	0	1	1	0	21	26	31	35	30	27	23	22	20	31	24	31	42	34	11	13	13	4	444
19-Feb-10	3	0	0	1	2	0	22	22	29	39	31	25	33	18	22	32	27	31	42	35	12	15	9	0	450
20-Feb-10	0	1	0	0	1	0	14	15	25	39	26	30	20	17	17	23	14	16	25	17	12	5	9	0	326
21-Feb-10	1	0	0	0	0	0	11	11	28	29	23	26	28	22	23	34	25	26	31	38	19	11	12	0	398
22-Feb-10	0	0	0	1	0	0	23	22	31	40	27	32	28	18	24	32	28	23	32	34	15	11	13	2	436
23-Feb-10	4	1	0	1	1	1	20	21	30	34	29	26	19	18	25	31	21	28	36	31	10	12	11	2	412
24-Feb-10	2	1	1	1	1	0	24	21	31	32	33	24	20	21	20	33	26	27	36	32	14	11	11	2	424
25-Feb-10	3	1	0	1	1	0	19	27	30	37	26	28	27	19	21	34	26	26	41	34	15	13	15	2	446
26-Feb-10	2	2	1	1	1	0	23	21	28	39	28	27	31	20	19	33	32	27	32	38	19	13	13	1	451
27-Feb-10	2	0	0	0	0	0	15	15	30	35	30	29	20	16	24	19	18	14	24	15	9	7	12	0	334
28-Feb-10	0	1	0	0	0	0	10	13	26	26	24	27	30	24	19	21	31	31	29	38	20	12	12	1	395
<b>Total</b>	<b>54</b>	<b>25</b>	<b>8</b>	<b>11</b>	<b>24</b>	<b>1</b>	<b>507</b>	<b>550</b>	<b>803</b>	<b>981</b>	<b>765</b>	<b>761</b>	<b>731</b>	<b>558</b>	<b>589</b>	<b>828</b>	<b>643</b>	<b>708</b>	<b>884</b>	<b>830</b>	<b>445</b>	<b>327</b>	<b>343</b>	<b>42</b>	<b>11418</b>
<b>Avg.</b>	<b>1.93</b>	<b>0.89</b>	<b>0.29</b>	<b>0.39</b>	<b>0.86</b>	<b>0.04</b>	<b>18.11</b>	<b>19.64</b>	<b>28.68</b>	<b>35.04</b>	<b>27.32</b>	<b>27.18</b>	<b>26.11</b>	<b>19.93</b>	<b>21.04</b>	<b>29.57</b>	<b>22.96</b>	<b>25.29</b>	<b>31.57</b>	<b>29.64</b>	<b>15.89</b>	<b>11.68</b>	<b>12.25</b>	<b>1.50</b>	<b>407.79</b>

## Mode Utilisation Summary (Total Hours by Day)

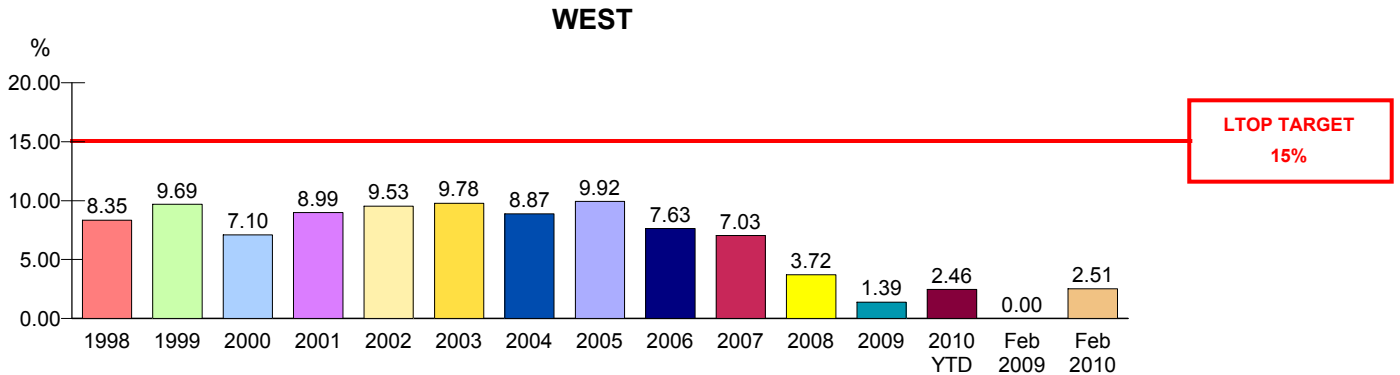
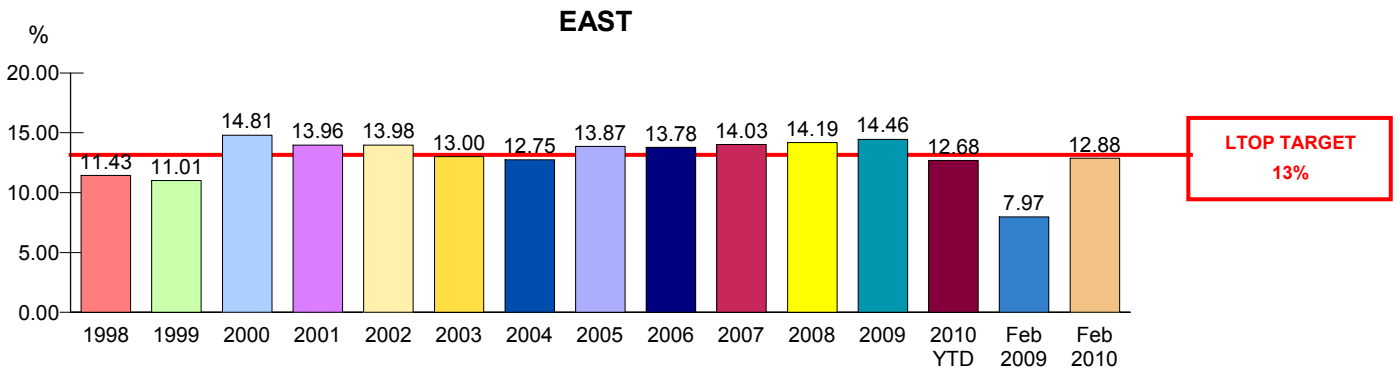
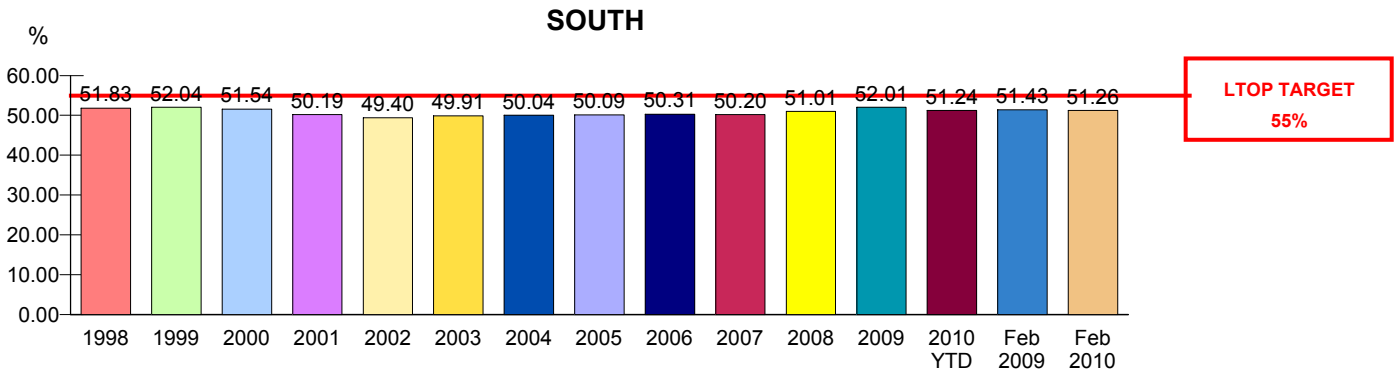
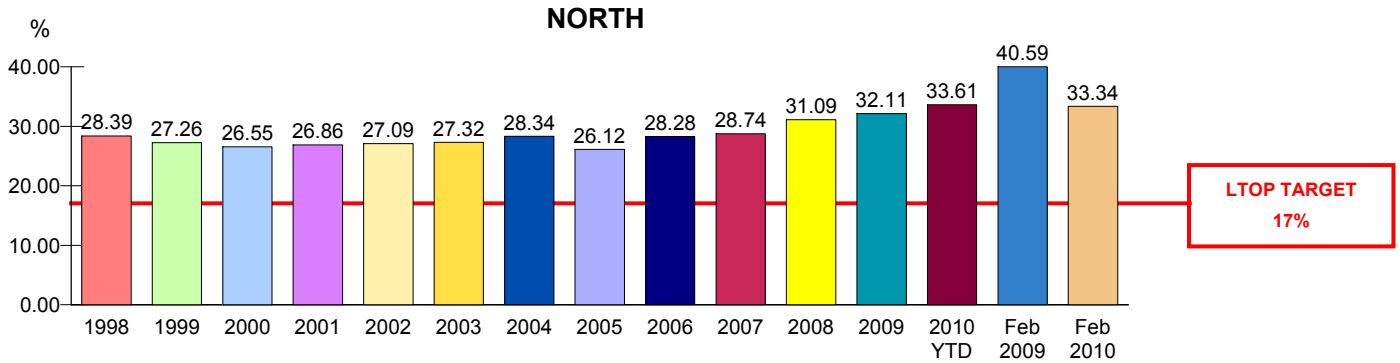
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Feb-10	07:00	00:28	00:51	-	-	-	05:49	05:20	-	-	02:21	02:07	-
02-Feb-10	07:00	00:19	-	-	-	-	-	13:34	-	-	03:05	-	-
03-Feb-10	07:00	00:33	-	-	-	-	-	13:29	-	-	02:56	-	-
04-Feb-10	07:00	-	-	-	-	-	14:39	-	00:55	-	00:40	00:44	-
05-Feb-10	07:00	00:14	-	-	-	-	13:36	01:53	-	-	00:23	00:50	-
06-Feb-10	07:00	00:19	-	-	-	-	-	16:39	-	-	-	-	-
07-Feb-10	07:00	00:17	-	-	-	-	-	15:19	-	-	01:22	-	-
08-Feb-10	07:00	00:20	-	-	-	-	12:57	-	-	-	00:48	02:52	-
09-Feb-10	07:00	00:23	-	-	00:56	-	12:13	-	-	-	-	03:25	-
10-Feb-10	07:00	00:13	00:45	-	-	-	11:51	-	-	-	-	04:08	-
11-Feb-10	07:00	00:09	02:18	-	-	-	11:51	-	-	-	-	02:40	-
12-Feb-10	07:00	-	-	-	-	-	07:59	05:16	-	-	01:00	02:42	-
13-Feb-10	07:00	00:24	-	00:12	-	-	-	16:22	-	-	-	-	-
14-Feb-10	07:00	00:25	-	-	00:59	-	06:47	08:46	-	-	-	-	-
15-Feb-10	07:00	00:18	-	01:06	01:01	-	09:34	04:08	-	-	00:49	-	-
16-Feb-10	07:00	00:16	-	00:39	-	-	-	16:03	-	-	-	-	-
17-Feb-10	07:00	00:14	-	00:29	-	-	-	13:36	-	-	02:39	-	-
18-Feb-10	07:00	00:15	-	-	-	-	-	14:03	-	-	02:40	-	-
19-Feb-10	07:00	00:24	-	-	-	-	00:39	12:54	-	-	00:41	02:18	-
20-Feb-10	07:00	00:29	00:56	-	-	-	07:40	-	-	-	-	07:52	-
21-Feb-10	07:00	00:25	00:54	-	-	-	10:11	-	-	-	-	05:27	-
22-Feb-10	07:00	00:22	00:50	-	-	-	13:53	-	-	-	-	01:53	-
23-Feb-10	07:00	00:16	00:45	-	-	-	01:05	11:23	-	-	03:28	-	-
24-Feb-10	07:00	00:25	-	-	-	-	-	13:37	-	-	02:56	-	-
25-Feb-10	07:00	00:17	00:59	-	-	-	-	12:44	-	-	02:57	-	-
26-Feb-10	07:00	00:19	00:44	-	-	-	13:38	-	-	-	-	02:17	-
27-Feb-10	07:00	00:29	00:58	-	-	-	05:35	-	-	-	-	09:56	-
28-Feb-10	07:00	00:22	-	02:43	-	-	03:09	10:44	-	-	-	-	-
<b>Total</b>	<b>196:00</b>	<b>9:21</b>	<b>10:04</b>	<b>5:12</b>	<b>2:58</b>	<b>00:00</b>	<b>163:15</b>	<b>205:59</b>	<b>0:55</b>	<b>00:00</b>	<b>28:51</b>	<b>49:18</b>	<b>00:00</b>
<b>% Used</b>		<b>1.97%</b>	<b>2.12%</b>	<b>1.09%</b>	<b>0.62%</b>	<b>0.00%</b>	<b>34.30%</b>	<b>43.27%</b>	<b>0.20%</b>	<b>0.00%</b>	<b>6.06%</b>	<b>10.36%</b>	<b>0.00%</b>

## Cumulative Mode Utilisation from 1 January 2010

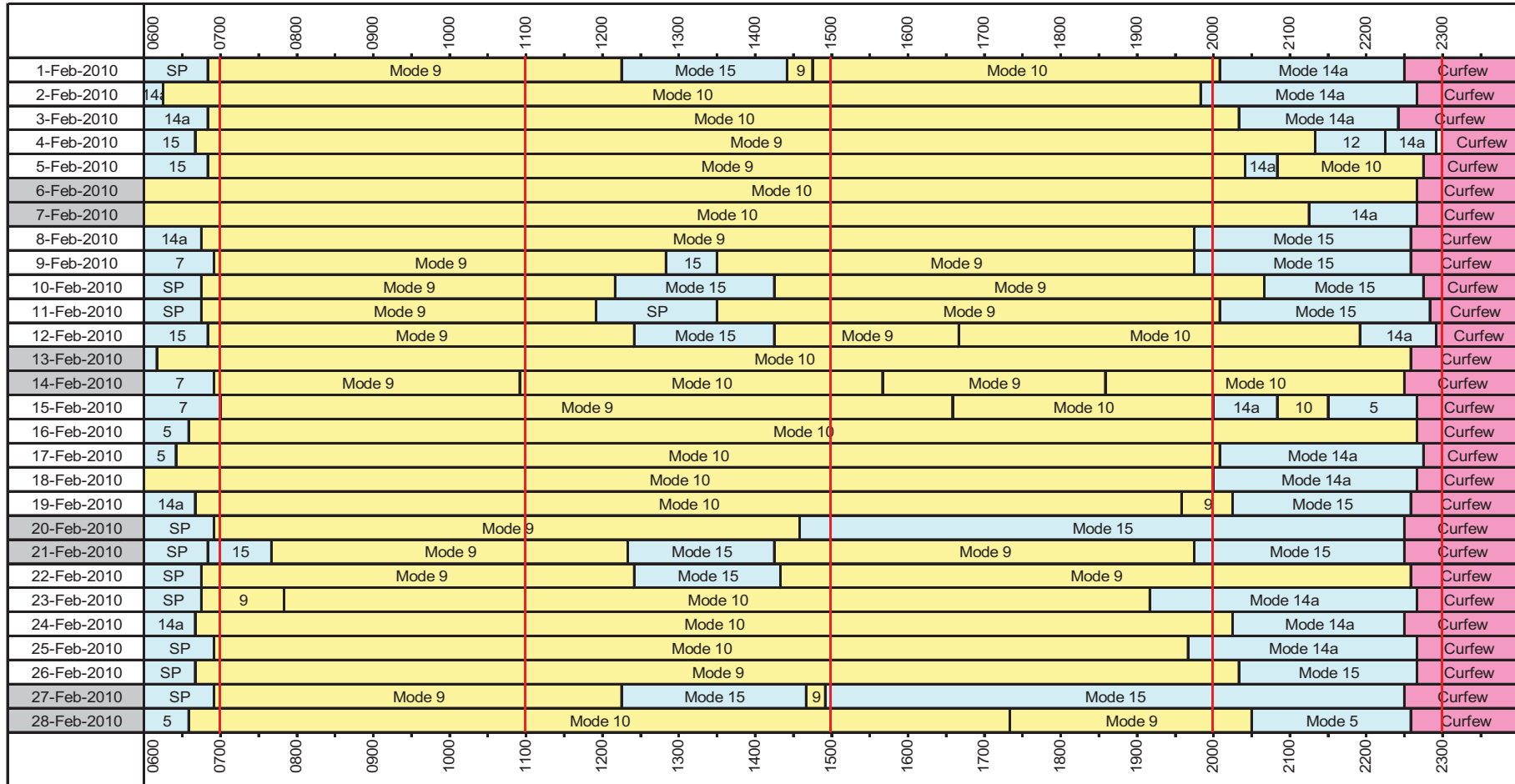
Time	2.07%	2.19%	1.64%	0.95%	0.00%	34.15%	44.43%	0.09%	0.16%	5.64%	8.66%	0.00%
Movements	0.32%	1.56%	1.18%	0.61%	0.00%	38.08%	47.33%	0.06%	0.17%	4.06%	6.64%	0.00%

## Runway End Impact to 28 February 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 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 M15: Dep 34R Arr 34L

## 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 and the community, to meet the requirements of the Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **February 2010**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
02 Feb 2010	6:48	8:07	1:19
16 Feb 2010	6:55	9:20	2:25
17 Feb 2010	6:47	8:16	1:29
18 Feb 2010	6:56	8:04	1:08
19 Feb 2010	6:51	9:44	2:53
24 Feb 2010	6:41	8:10	1:29

### 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
02 Feb 2010	46	22	24
16 Feb 2010	88	40	48
17 Feb 2010	47	20	27
18 Feb 2010	38	16	22
19 Feb 2010	111	53	58
24 Feb 2010	44	19	25

### 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	community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

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

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:

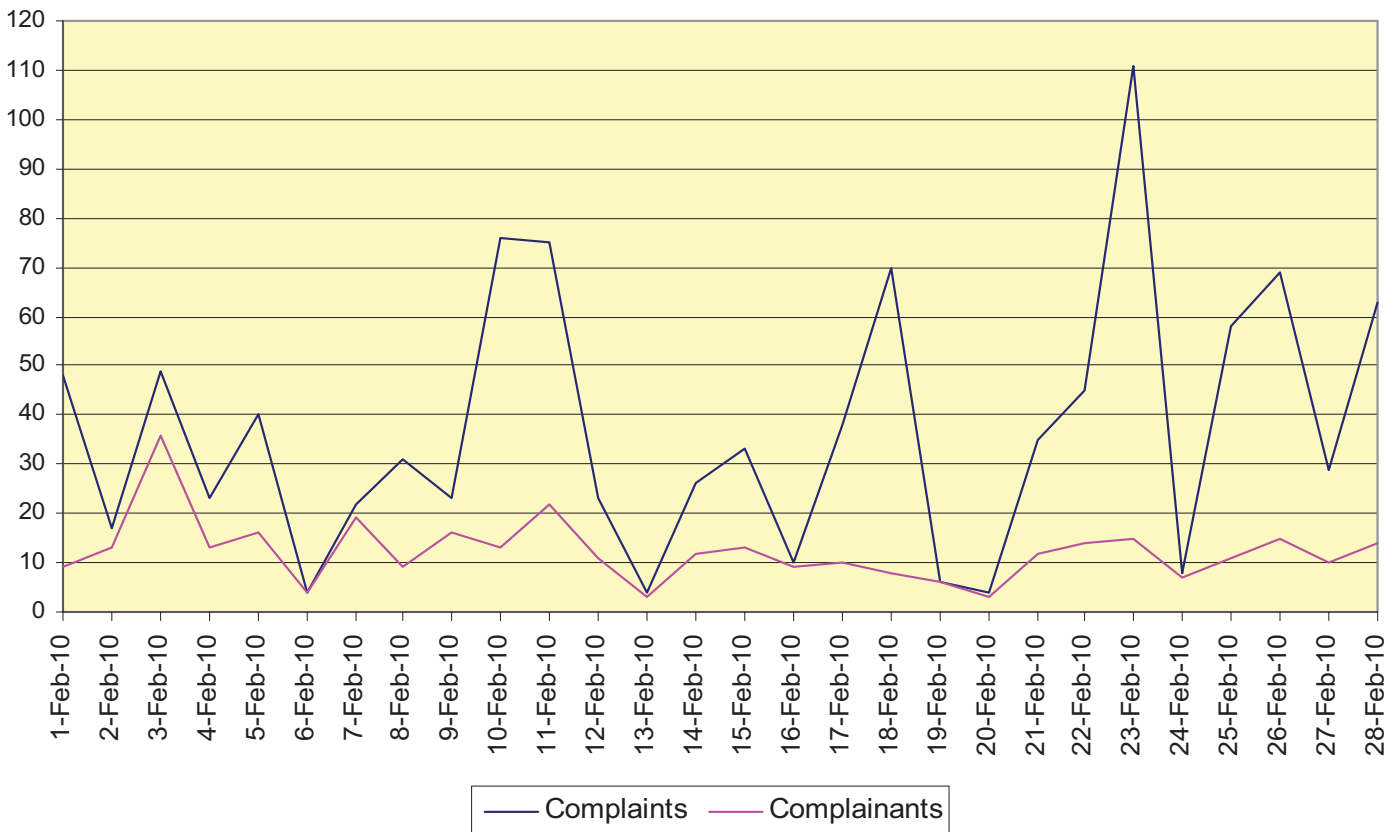
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – February 2010

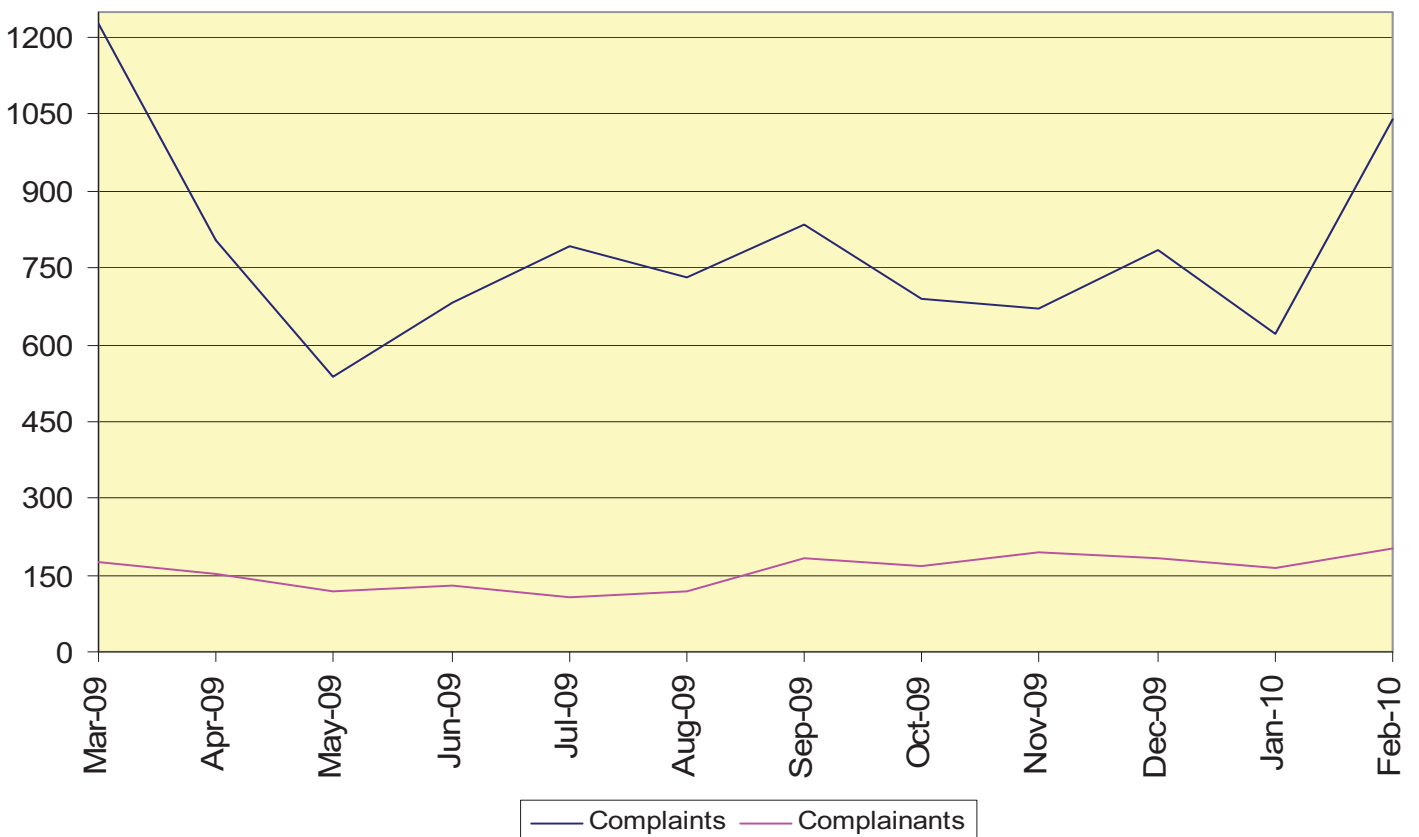
➤ Sydney Suburbs Complaints	
• By phone .....	340
• By correspondence.....	18
• By internet .....	170
• By e-mail.....	508
• By WebTrak.....	4
➤ Sydney Suburbs Complaints – suburb not specified.....	8
➤ Sydney Suburbs Comments and Enquiries.....	30
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	114
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	38
➤ Callback / Information Requests (NSW Only) .....	475

## Complaints Graphs

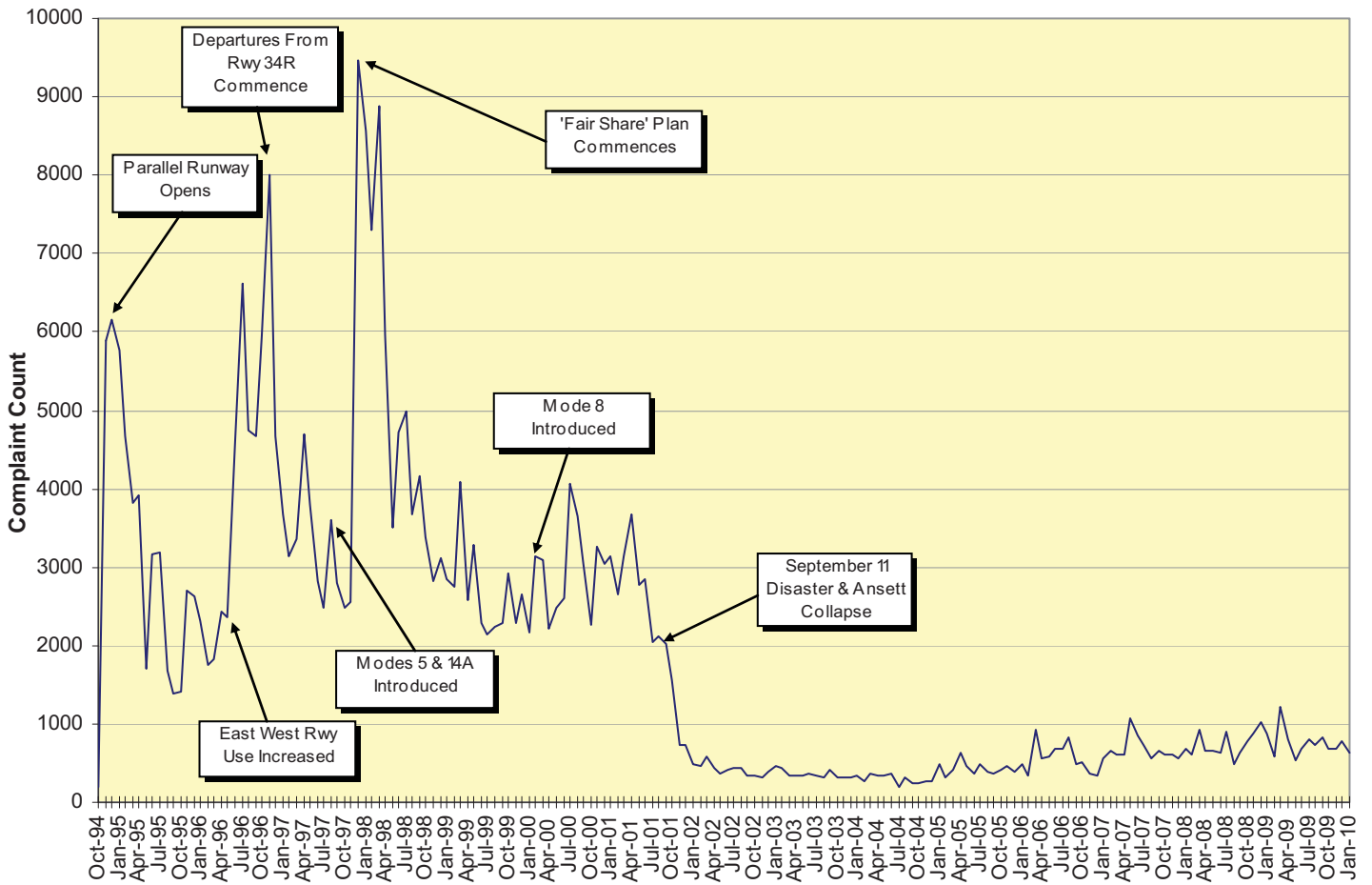
### Complaints vs Complainants – 1 February to 28 February 2010



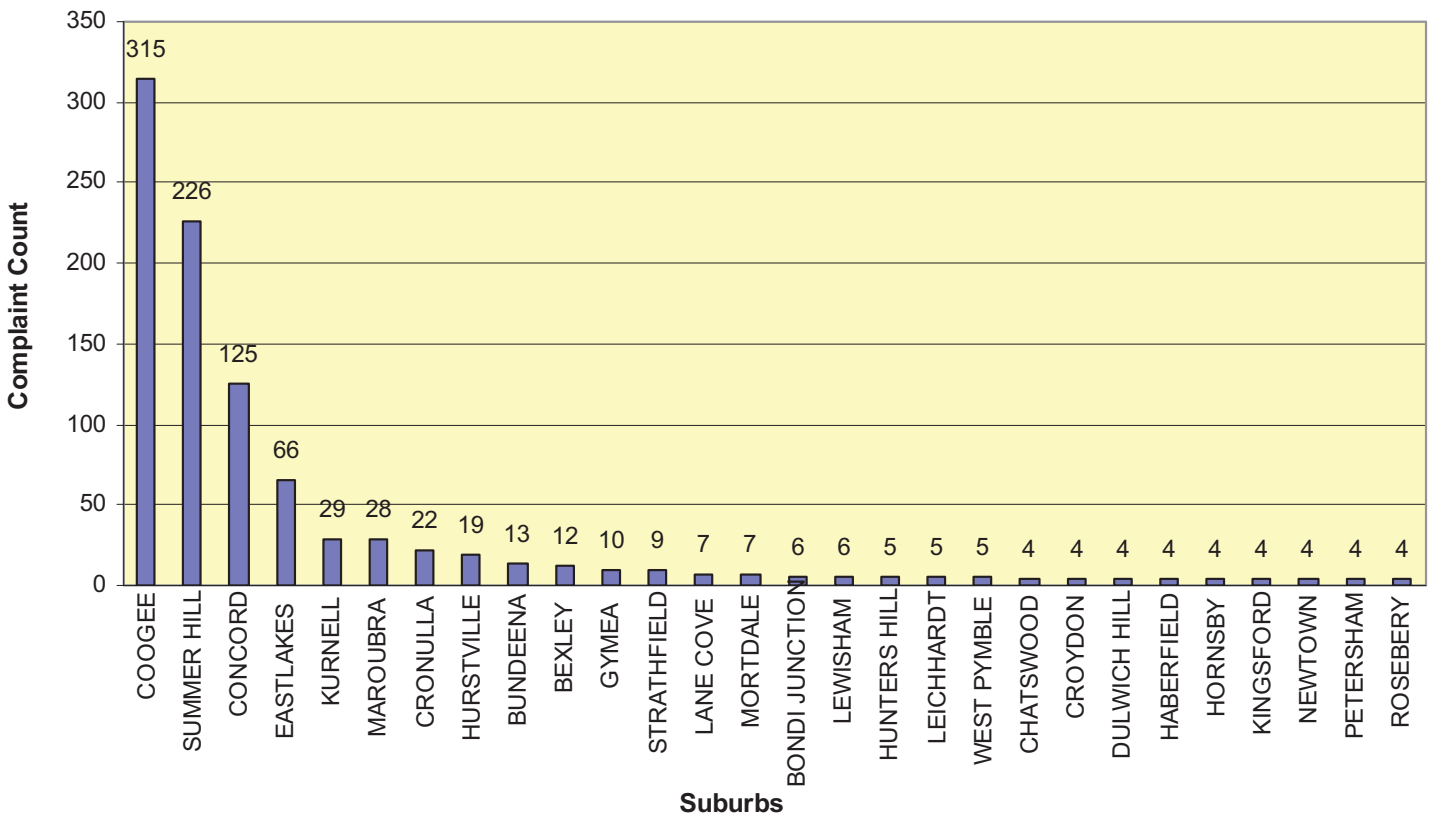
### Complaints vs Complainants – Monthly



# Complaints History

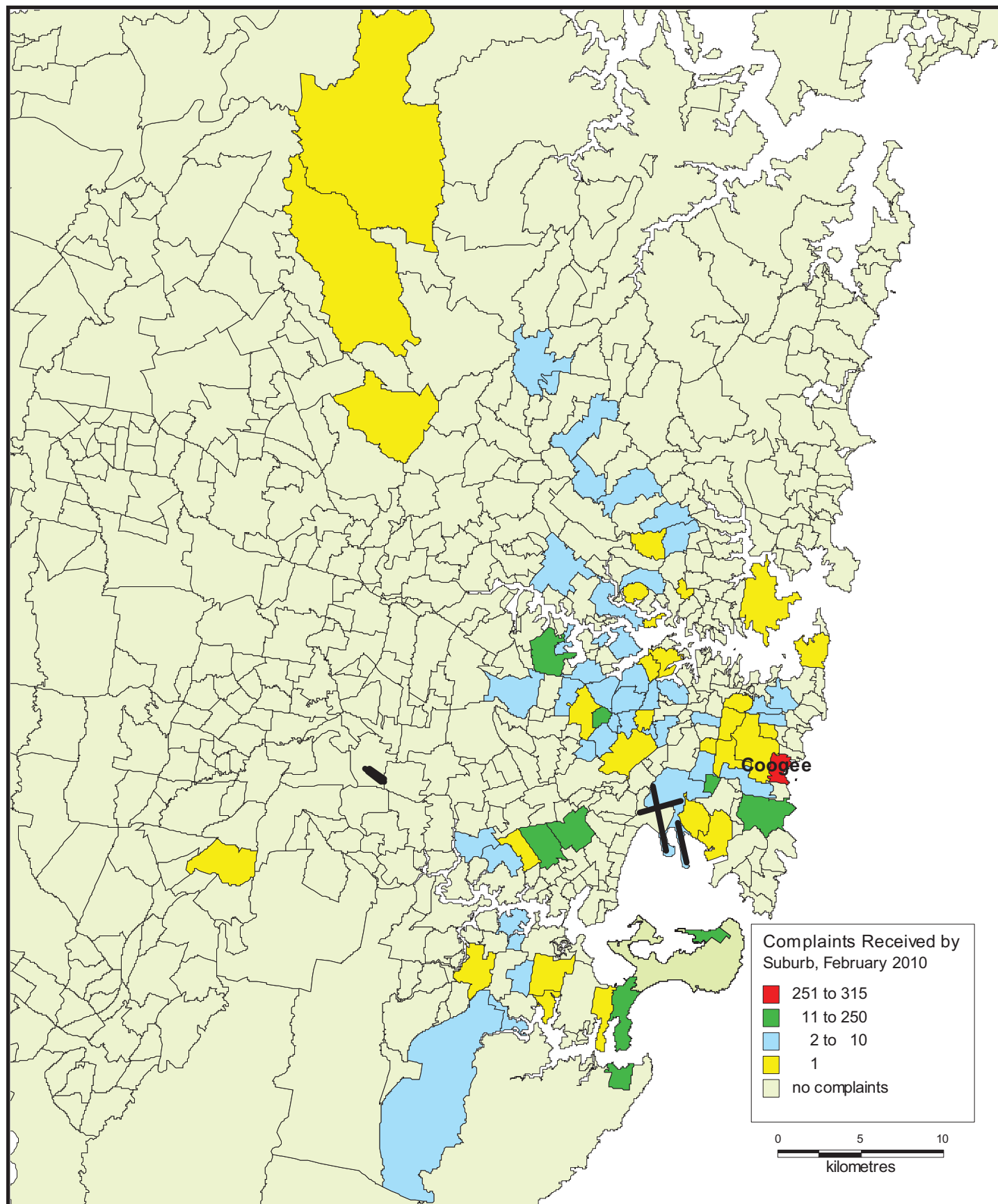


## Top 20 Complaint Suburbs – 1 February to 28 February 2010



# Complaint Density by Suburb

1 February to 28 February 2010



## Recorded Complaints vs Complainants, by Suburb

1 February to 28 February 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	8	6	Lane Cove	7	3
Annandale	2	2	Leichhardt	5	4
Ashfield	1	1	Lewisham	6	4
Balmain	1	1	Lilyfield	2	2
Banksmeadow	1	1	Maroubra	28	8
Bellevue Hill	3	1	Marrickville	1	1
Bexley	12	7	Mascot	3	3
Bondi Junction	6	4	McMahons Point	3	1
Botany	1	1	Miranda	1	1
Bundeena	13	10	Mortdale	7	4
Cabarita	2	1	Mosman	1	1
Castle Hill	1	1	Newtown	4	4
Centennial Park	1	1	Oyster Bay	2	1
Chatswood	4	1	Paddington	1	1
Chatswood West	1	1	Peakhurst	3	3
Chiswick	2	1	Penshurst	1	1
Concord	125	4	Petersham	4	3
Coogee	315	5	Queens Park	1	1
Cronulla	22	13	Randwick	1	1
Croydon	4	3	Redfern	2	2
Drummoyne	3	1	Riverview	1	1
Dulwich Hill	4	4	Rosebery	4	2
Eastlakes	66	2	Roseville	2	2
Enmore	3	2	Rozelle	1	1
Five Dock	3	3	Ryde	2	2
Glebe	2	2	St Leonards	1	1
Glenfield	1	1	Stanmore	1	1
Glenorie	1	1	Strathfield	9	1
Grays Point	2	1	Summer Hill	226	4
Gymea	10	3	Sutherland	1	1
Haberfield	4	1	Turramurra	3	3
Hornsby	4	4	Undercliffe	1	1
Hunters Hill	5	5	Vaucluse	1	1
Hurlstone Park	2	1	Waitara	2	1
Hurstville	19	3	West Pymble	5	1
Kareela	3	1	Woollahra	2	2
Kensington	1	1	Woolooware	1	1
Kenthurst	1	1	Woolwich	1	1
Killara	2	2	Yowie Bay	1	1
Kingsford	4	3	Zetland	1	1
Kurnell	29	17			

<b>Total Complaints</b>	<b>1040</b>	<b>Total Complainants</b>	<b>201</b>
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## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

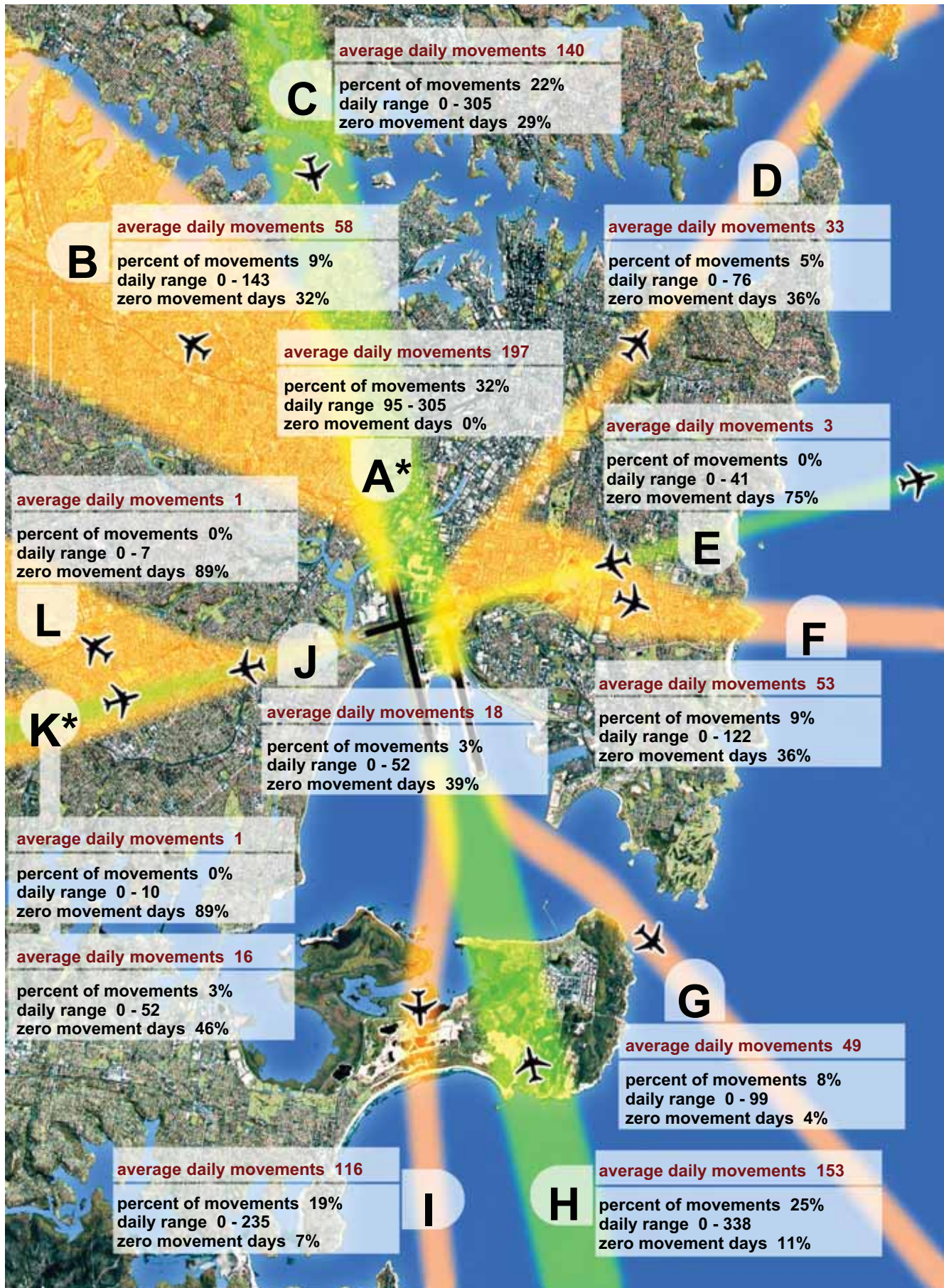
1 February to 28 February 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	26	22	Richmond	5	3
Braidwood	1	1	Sydney Childrens Hospital	1	1
Camden	66	22	Tocumwal	1	1
Coffs Harbour	2	2	Wentworth Falls	1	1
Karabar	1	1	Williamtown	4	4
Not Specified	3	3	Wollongong	3	3
<b>Total Complaints</b>	<b>114</b>		<b>Total Complainants</b>		<b>64</b>



# Sydney Airport : Jet Flight Path Movements

1 Feb 2010 to 28 Feb 2010, All Jets

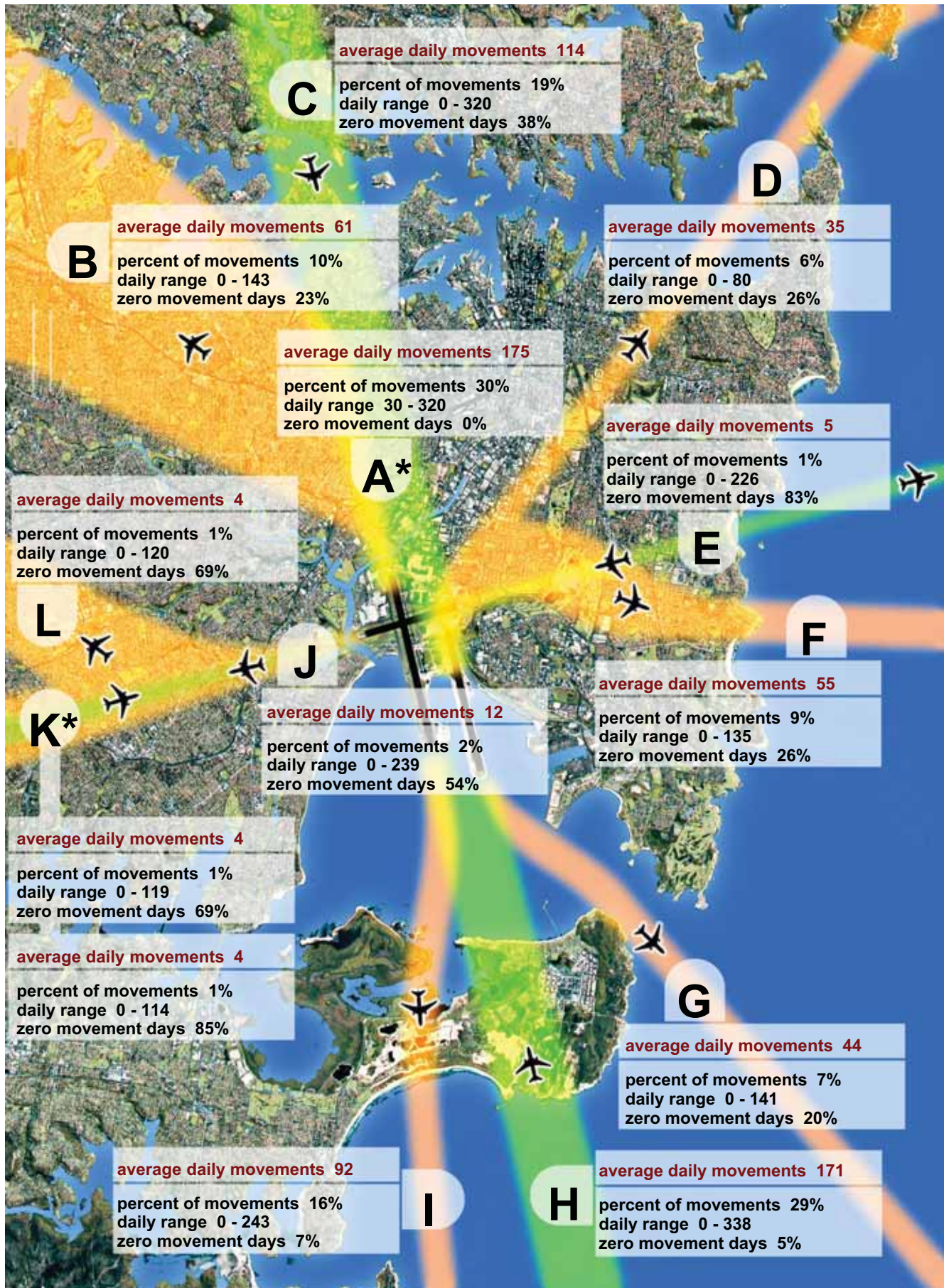


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 March 2009 to 28 Feb 2010, All Jets

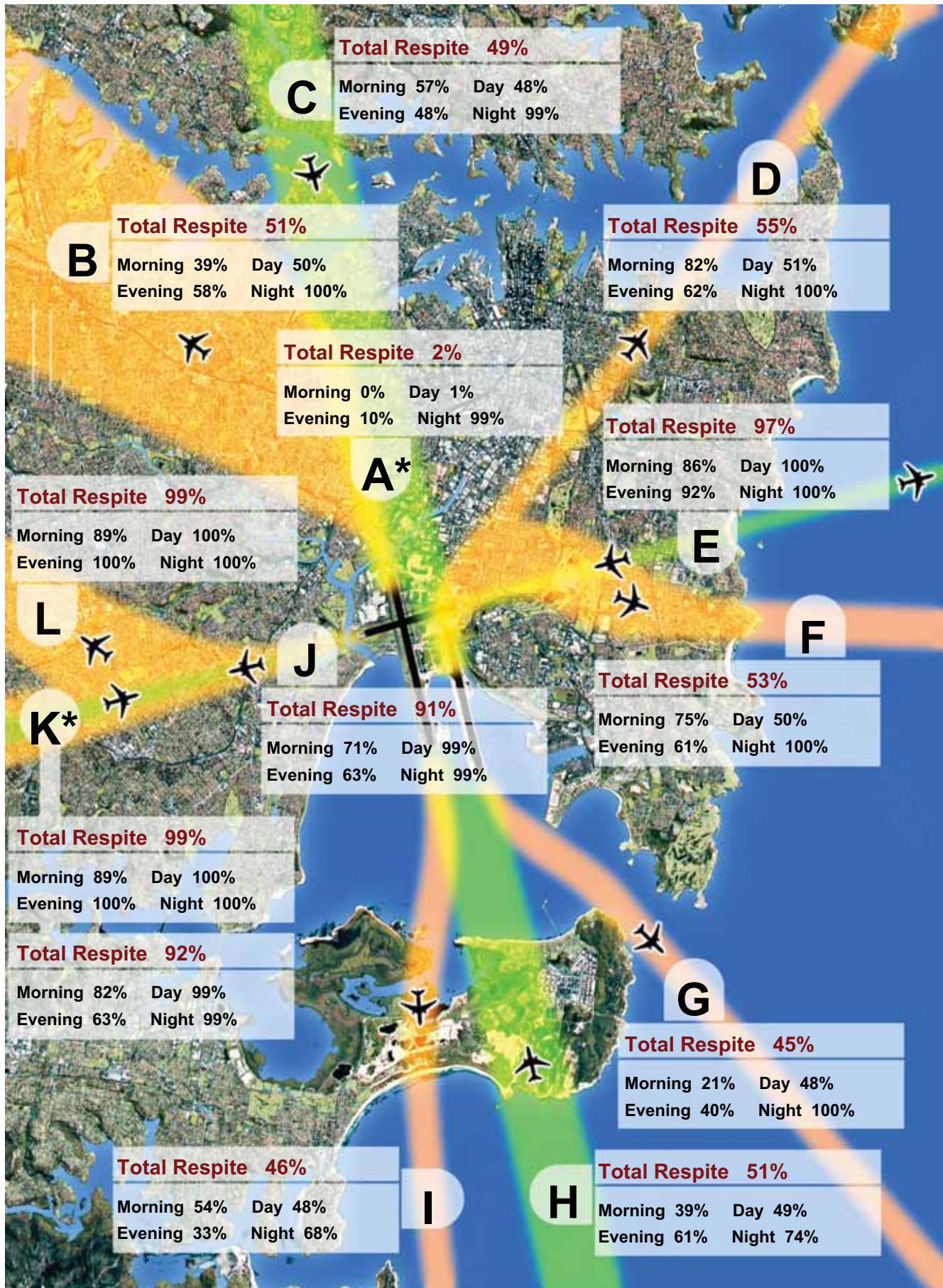


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2010 to 28 Feb 2010, All Jets



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

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

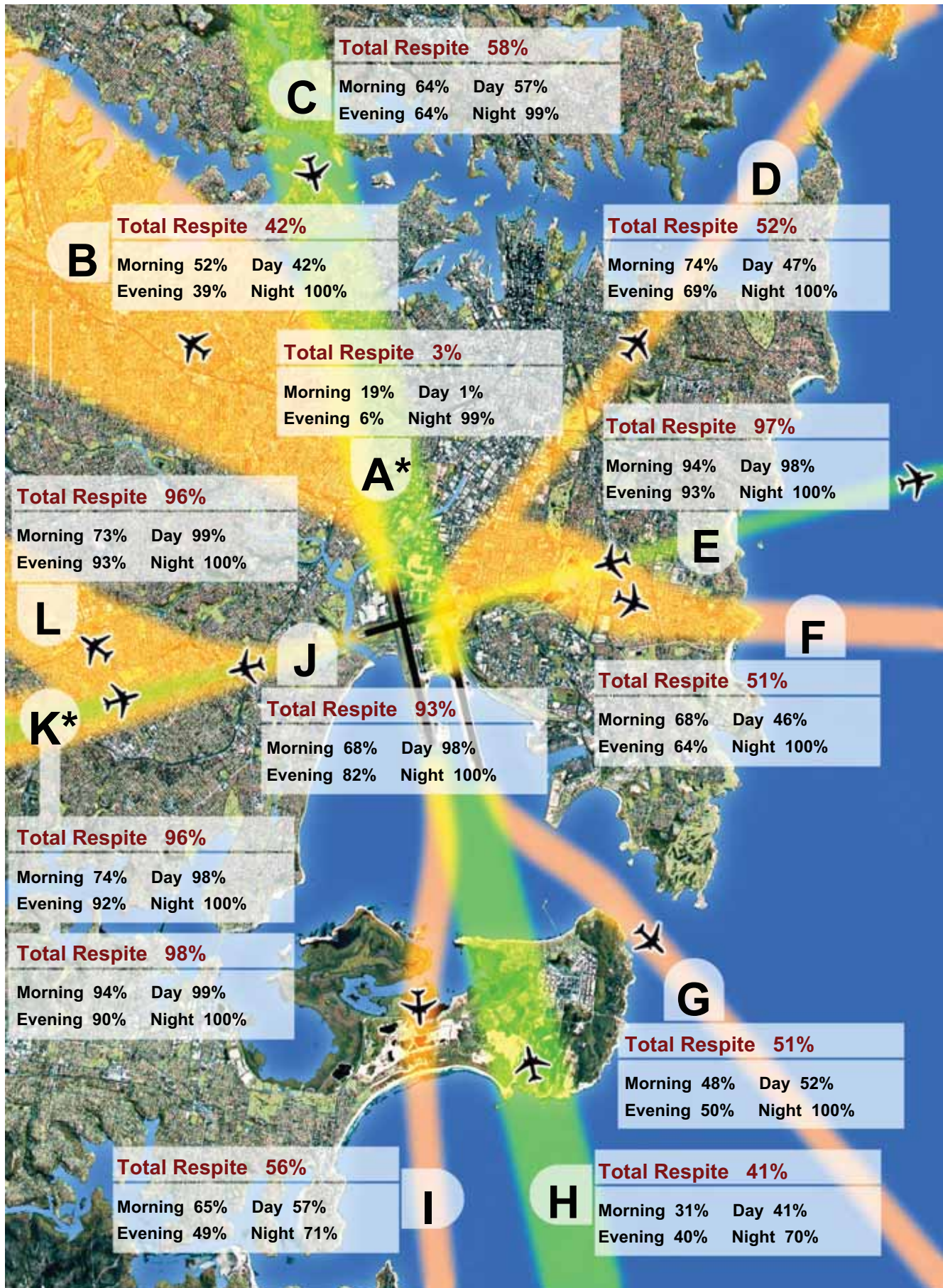
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 March 2009 to 28 Feb 2010, All Jets



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

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

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

Total Respite: 06:00 to 23:00

## Sydney Airport - Jet Flight Path Movements (Explanation)

### March 2009 to February 2010

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 preliminary Aviation Data Processor data and is subject to change.

	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="#">June 2009</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="#">May 2009</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Modes 9 &amp; 15</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">June 2009</a> and <a href="#">Mode 15</a> <a href="#">March 2009</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="#">December 2009</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Modes 9 &amp; 15</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">June 2009</a> and <a href="#">Mode 15</a> in <a href="#">March 2009</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="#">June 2009</a> and <a href="#">Mode 7</a> was in <a href="#">July 2009</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 2009</a> , <a href="#">Mode 14A</a> in <a href="#">February 2010</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **March 2009 to February 2010**, 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 52%**. This means that over the period **March 2009 to February 2010 for 52%** 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 an Airport Noise and Operations Management System (ANOMS) at all the major Australian airports. Environment and Climate Change regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for February 2010.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2010

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (LAmax) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during February 2010 along with the Daily N70 values for the three months up to and including February are given in Table 1.

<b>Location</b>	<b>CNE Feb</b>	<b>Operational Days Feb</b>	<b>N70 Feb</b>	<b>N70 Jan</b>	<b>N70 Dec</b>
<i>Threshold rwy 34</i>	7,582	27.9	264	256	250
<i>Penshurst</i>	606	27.9	19	15	13
<i>Bexley</i>	629	27.9	21	17	15
<i>Sydenham</i>	5,034	27.9	180	169	175
<i>Johnston St. Annandale</i>	2,267	27.9	67	66	71
<i>Church St. St Peters</i>	3,118	27.9	94	99	99
<i>Leichhardt PEMU 36</i>	2,932	27.9	99	111	106
<i>Eastlakes</i>	1,363	27.9	47	45	49
<i>Coogee</i>	234	27.9	6	9	7
<i>Kurnell</i>	1,801	27.9	61	45	51
<i>Croydon</i>	488	27.9	16	13	11
<i>Hunters Hill</i>	3,023	27.9	66	70	75

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including February 2010.**

The N70 values for February 2010 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 13 PM 35 Day 213 Night 12 WE_D 229 WE_N 3	<b>Penshurst</b> AM 2 PM 21 Day 1 Night 0 WE_D 5 WE_N 0	<b>Bexley</b> AM 3 PM 23 Day 1 Night 0 WE_D 5 WE_N 0	<b>Eastlakes</b> AM 2 PM 5 Day 39 Night 0 WE_D 48 WE_N 0
<b>Coogee</b> AM 1 PM 1 Day 3 Night 0 WE_D 10 WE_N 0	<b>Sydenham</b> AM 5 PM 14 Day 166 Night 0 WE_D 168 WE_N 1	<b>Leichhardt PEMU36</b> AM 3 PM 7 Day 85 Night 0 WE_D 105 WE_N 1	<b>Kurnell</b> AM 0 PM 1 Day 66 Night 0 WE_D 44 WE_N 0
<b>Annandale</b> AM 0 PM 3 Day 65 Night 0 WE_D 65 WE_N 0	<b>St Peters</b> AM 1 PM 6 Day 88 Night 0 WE_D 93 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 13 Night 0 WE_D 15 WE_N 0	<b>Hunters Hill</b> AM 2 PM 5 Day 57 Night 0 WE_D 67 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 Airport Noise and Operations Management System (ANOMS), Aviation Data Processor (ADP), 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.*