



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics January 2010

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### January 2010

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

There was a total of 23,680 aircraft movements this month (daily average 763.87). Last month there were a total of 24,618 movements (daily average 794.13) and for the same month last year there were a total of 22,866 movements (daily average 737.61).

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

Individual mode use in excess of 9 hours occurred on 22 days this month, Mode 9 on 10 days and Mode 10 on 12 days. Crossing runway modes (including Sodprops & Mode 15) were used for 20.52% 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 33.87% - This result is above the LTOP target but below the previous month (34.69%).

South 51.22% - This result is below the LTOP target but above the previous month (50.94%).

East 12.48% - This result is below the LTOP target but above the previous month (12.42%).

West 2.41% - This result is below the LTOP target but above the previous month (1.93%).

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

This procedure was used on the 11 and 14 January for a total of 3 hours and 26 minutes (ATIS time).

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

A total of 784 complaints, comments and enquiries were received as follows:

622 Sydney suburbs complaints from 161 complainants

34 Sydney suburbs comments and enquiries

128 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

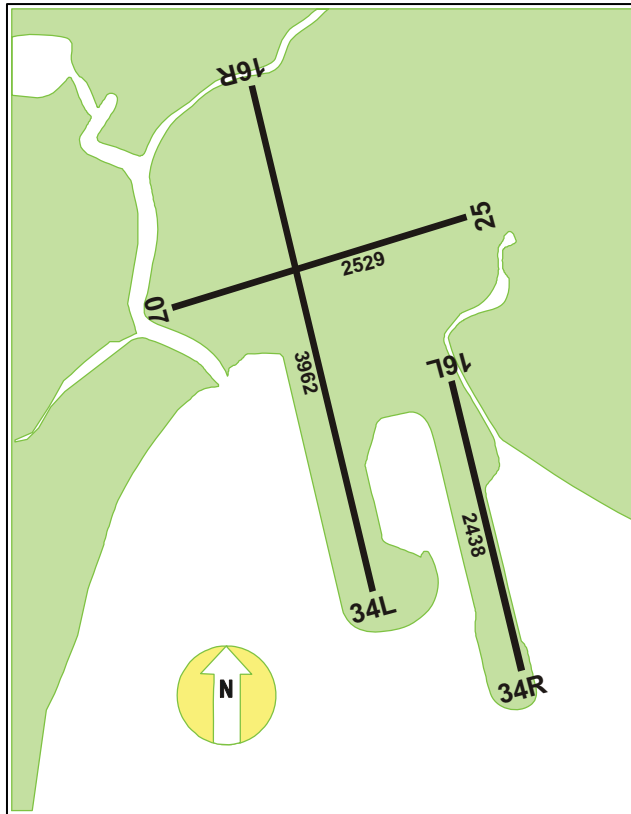
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

**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.

On 9/8/10 amendments were made to this report as a result of data validation checks following the commissioning of the upgraded NFPMS.

# 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)

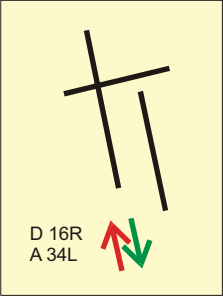
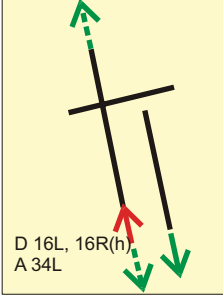
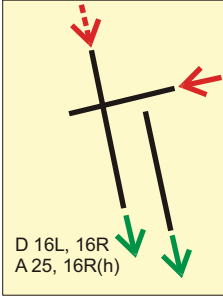
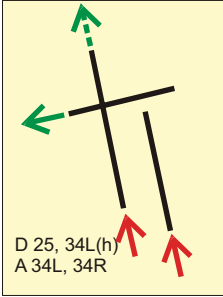
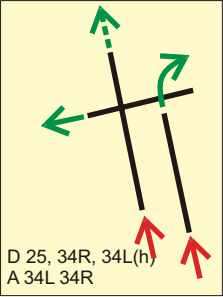
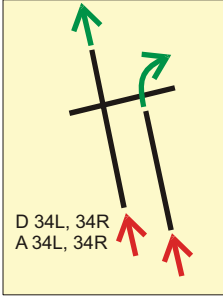
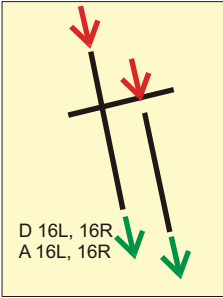
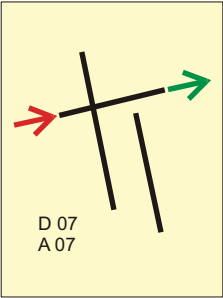
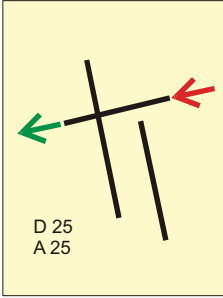
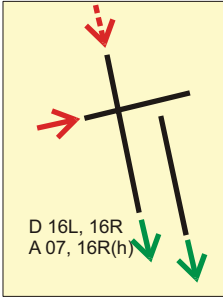
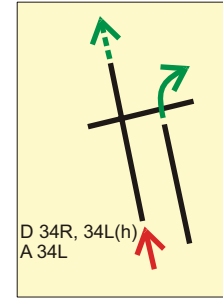




Runway 34R Used by aircraft landing toward the north and taking off to the East.

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> ) – refer Note 1 below.
	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> ) – refer Note 1 below.
	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> ) – refer Note 1 below.
	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> ) – refer Note 1 below.
	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-Jan-10	1	0	1	0	0	0	0	2	2	0	34	34	250	136	386	63	152	215	0	0	0	638
02-Jan-10	0	0	0	35	46	81	60	60	120	0	0	0	179	101	280	74	133	207	0	0	0	688
03-Jan-10	49	0	49	121	110	231	202	267	469	0	1	1	0	0	0	0	0	0	0	0	0	750
04-Jan-10	3	0	3	40	35	75	66	79	145	0	0	0	197	129	326	88	146	234	0	0	0	783
05-Jan-10	0	0	0	0	12	12	0	12	12	0	0	0	275	153	428	87	188	275	0	0	0	727
06-Jan-10	0	0	0	133	120	253	207	264	471	29	1	30	16	2	18	0	0	0	0	0	0	772
07-Jan-10	45	2	47	124	105	229	204	273	477	0	0	0	8	0	8	0	0	0	0	0	0	761
08-Jan-10	7	0	7	47	41	88	75	95	170	0	0	0	184	115	299	77	142	219	0	0	0	783
09-Jan-10	1	0	1	0	12	12	0	3	3	0	5	5	289	143	432	50	166	216	0	0	0	669
10-Jan-10	5	0	5	114	110	224	199	259	458	36	0	36	1	0	1	0	0	0	0	0	0	724
11-Jan-10	9	0	9	30	25	55	39	51	90	0	0	0	228	149	377	87	171	258	0	0	0	789
12-Jan-10	0	2	2	0	0	0	0	9	9	0	0	0	269	152	421	115	215	330	0	0	0	762
13-Jan-10	4	0	4	147	113	260	241	286	527	0	0	0	10	0	10	0	0	0	0	0	0	801
14-Jan-10	0	0	0	142	116	258	210	288	498	36	0	36	10	0	10	0	0	0	0	0	0	802
15-Jan-10	43	0	43	149	116	265	216	300	516	0	0	0	6	0	6	0	0	0	0	0	0	830
16-Jan-10	1	0	1	1	4	5	18	19	37	0	7	7	224	137	361	97	167	264	0	0	0	675
17-Jan-10	0	0	0	109	113	222	205	259	464	24	0	24	32	3	35	0	0	0	0	0	0	745
18-Jan-10	0	0	0	40	56	96	61	110	171	72	41	113	165	101	266	74	96	170	0	0	0	816
19-Jan-10	0	0	0	88	77	165	133	171	304	8	1	9	129	67	196	41	83	124	0	0	0	798
20-Jan-10	0	0	0	66	94	160	99	121	220	0	0	0	192	94	286	51	100	151	0	0	0	817
21-Jan-10	43	0	43	72	65	137	95	138	233	0	0	0	146	100	246	66	119	185	0	0	0	844
22-Jan-10	6	0	6	76	62	138	99	126	225	0	0	0	165	121	286	76	119	195	0	0	0	850
23-Jan-10	0	0	0	44	35	79	79	84	163	0	14	14	172	92	264	57	110	167	0	0	0	687
24-Jan-10	41	0	41	112	102	214	206	268	474	0	0	0	0	1	1	0	1	1	0	0	0	731
25-Jan-10	0	0	0	1	0	1	0	5	5	0	0	0	289	170	459	107	224	331	0	0	0	796
26-Jan-10	138	1	139	47	78	125	83	194	277	0	0	0	73	38	111	32	58	90	0	0	0	742
27-Jan-10	4	0	4	164	123	287	242	288	530	0	0	0	5	0	5	0	0	0	0	0	0	826
28-Jan-10	0	0	0	77	59	136	121	168	289	11	0	11	149	77	226	52	102	154	0	0	0	816
29-Jan-10	0	0	0	120	95	215	204	259	463	0	19	19	63	21	84	29	34	63	0	0	0	844
30-Jan-10	44	0	44	107	103	210	186	227	413	0	0	0	1	0	1	0	0	0	0	0	0	668
31-Jan-10	5	1	6	0	2	2	3	6	9	0	0	0	247	161	408	112	209	321	0	0	0	746
<b>Total</b>	<b>449</b>	<b>6</b>	<b>455</b>	<b>2206</b>	<b>2029</b>	<b>4235</b>	<b>3553</b>	<b>4691</b>	<b>8244</b>	<b>216</b>	<b>123</b>	<b>339</b>	<b>3974</b>	<b>2263</b>	<b>6237</b>	<b>1435</b>	<b>2735</b>	<b>4170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23680</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-Jan-10	1	0	1	0	0	0	0	2	2	0	30	30	221	113	334	47	132	179	0	0	0	546
02-Jan-10	0	0	0	32	43	75	53	54	107	0	0	0	153	76	229	49	109	158	0	0	0	569
03-Jan-10	47	0	47	82	81	163	172	217	389	0	0	0	0	0	0	0	0	0	0	0	0	599
04-Jan-10	3	0	3	25	26	51	62	62	124	0	0	0	163	102	265	62	123	185	0	0	0	628
05-Jan-10	0	0	0	0	12	12	0	6	6	0	0	0	226	109	335	64	164	228	0	0	0	581
06-Jan-10	0	0	0	94	92	186	173	212	385	25	0	25	10	2	12	0	0	0	0	0	0	608
07-Jan-10	40	0	40	88	79	167	173	222	395	0	0	0	3	0	3	0	0	0	0	0	0	605
08-Jan-10	6	0	6	30	29	59	67	74	141	0	0	0	146	82	228	55	121	176	0	0	0	610
09-Jan-10	0	0	0	0	12	12	0	1	1	0	5	5	242	115	357	37	141	178	0	0	0	553
10-Jan-10	5	0	5	83	81	164	168	214	382	34	0	34	0	0	0	0	0	0	0	0	0	585
11-Jan-10	8	0	8	20	18	38	37	35	72	0	0	0	191	111	302	50	146	196	0	0	0	616
12-Jan-10	0	1	1	0	0	0	0	4	4	0	0	0	230	110	340	77	187	264	0	0	0	609
13-Jan-10	4	0	4	100	81	181	210	234	444	0	0	0	4	0	4	0	0	0	0	0	0	633
14-Jan-10	0	0	0	94	86	180	181	230	411	33	0	33	3	0	3	0	0	0	0	0	0	627
15-Jan-10	37	0	37	104	81	185	178	242	420	0	0	0	1	0	1	0	0	0	0	0	0	643
16-Jan-10	0	0	0	1	3	4	18	16	34	0	7	7	185	106	291	72	142	214	0	0	0	550
17-Jan-10	0	0	0	81	83	164	168	213	381	23	0	23	28	3	31	0	0	0	0	0	0	599
18-Jan-10	0	0	0	30	46	76	49	94	143	60	25	85	138	69	207	45	84	129	0	0	0	640
19-Jan-10	0	0	0	58	53	111	112	139	251	8	1	9	102	45	147	30	71	101	0	0	0	619
20-Jan-10	0	0	0	42	76	118	85	93	178	0	0	0	156	64	220	32	85	117	0	0	0	633
21-Jan-10	38	0	38	42	55	97	86	104	190	0	0	0	108	63	171	49	99	148	0	0	0	644
22-Jan-10	4	0	4	50	44	94	91	95	186	0	0	0	130	88	218	51	101	152	0	0	0	654
23-Jan-10	0	0	0	40	28	68	74	76	150	0	13	13	139	69	208	34	90	124	0	0	0	563
24-Jan-10	39	0	39	80	71	151	175	227	402	0	0	0	0	1	1	0	0	0	0	0	0	593
25-Jan-10	0	0	0	0	0	0	0	5	5	0	0	0	243	122	365	70	191	261	0	0	0	631
26-Jan-10	114	0	114	29	54	83	67	157	224	0	0	0	66	28	94	23	51	74	0	0	0	589
27-Jan-10	4	0	4	112	89	201	197	232	429	0	0	0	3	0	3	0	0	0	0	0	0	637
28-Jan-10	0	0	0	52	44	96	105	135	240	10	0	10	118	52	170	34	84	118	0	0	0	634
29-Jan-10	0	0	0	90	66	156	156	204	360	0	17	17	53	9	62	17	27	44	0	0	0	639
30-Jan-10	39	0	39	71	80	151	161	193	354	0	0	0	0	0	0	0	0	0	0	0	0	544
31-Jan-10	4	1	5	0	2	2	3	5	8	0	0	0	206	113	319	85	175	260	0	0	0	594
<b>Total</b>	<b>393</b>	<b>2</b>	<b>395</b>	<b>1530</b>	<b>1515</b>	<b>3045</b>	<b>3021</b>	<b>3797</b>	<b>6818</b>	<b>193</b>	<b>98</b>	<b>291</b>	<b>3268</b>	<b>1652</b>	<b>4920</b>	<b>983</b>	<b>2323</b>	<b>3306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18775</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-Jan-10	0	0	0	0	0	0	0	0	0	0	4	4	29	23	52	16	20	36	0	0	0	92
02-Jan-10	0	0	0	3	3	6	7	6	13	0	0	0	26	25	51	25	24	49	0	0	0	119
03-Jan-10	2	0	2	39	29	68	30	50	80	0	1	1	0	0	0	0	0	0	0	0	0	151
04-Jan-10	0	0	0	15	9	24	4	17	21	0	0	0	34	27	61	26	23	49	0	0	0	155
05-Jan-10	0	0	0	0	0	0	0	6	6	0	0	0	49	44	93	23	24	47	0	0	0	146
06-Jan-10	0	0	0	39	28	67	34	52	86	4	1	5	6	0	6	0	0	0	0	0	0	164
07-Jan-10	5	2	7	36	26	62	31	51	82	0	0	0	5	0	5	0	0	0	0	0	0	156
08-Jan-10	1	0	1	17	12	29	8	21	29	0	0	0	38	33	71	22	21	43	0	0	0	173
09-Jan-10	1	0	1	0	0	0	0	2	2	0	0	0	47	28	75	13	25	38	0	0	0	116
10-Jan-10	0	0	0	31	29	60	31	45	76	2	0	2	1	0	1	0	0	0	0	0	0	139
11-Jan-10	1	0	1	10	7	17	2	16	18	0	0	0	37	38	75	37	25	62	0	0	0	173
12-Jan-10	0	1	1	0	0	0	0	5	5	0	0	0	39	42	81	38	28	66	0	0	0	153
13-Jan-10	0	0	0	47	32	79	31	52	83	0	0	0	6	0	6	0	0	0	0	0	0	168
14-Jan-10	0	0	0	48	30	78	29	58	87	3	0	3	7	0	7	0	0	0	0	0	0	175
15-Jan-10	6	0	6	45	35	80	38	58	96	0	0	0	5	0	5	0	0	0	0	0	0	187
16-Jan-10	1	0	1	0	1	1	0	3	3	0	0	0	39	31	70	25	25	50	0	0	0	125
17-Jan-10	0	0	0	28	30	58	37	46	83	1	0	1	4	0	4	0	0	0	0	0	0	146
18-Jan-10	0	0	0	10	10	20	12	16	28	12	16	28	27	32	59	29	12	41	0	0	0	176
19-Jan-10	0	0	0	30	24	54	21	32	53	0	0	0	27	22	49	11	12	23	0	0	0	179
20-Jan-10	0	0	0	24	18	42	14	28	42	0	0	0	36	30	66	19	15	34	0	0	0	184
21-Jan-10	5	0	5	30	10	40	9	34	43	0	0	0	38	37	75	17	20	37	0	0	0	200
22-Jan-10	2	0	2	26	18	44	8	31	39	0	0	0	35	33	68	25	18	43	0	0	0	196
23-Jan-10	0	0	0	4	7	11	5	8	13	0	1	1	33	23	56	23	20	43	0	0	0	124
24-Jan-10	2	0	2	32	31	63	31	41	72	0	0	0	0	0	0	0	1	1	0	0	0	138
25-Jan-10	0	0	0	1	0	1	0	0	0	0	0	0	46	48	94	37	33	70	0	0	0	165
26-Jan-10	24	1	25	18	24	42	16	37	53	0	0	0	7	10	17	9	7	16	0	0	0	153
27-Jan-10	0	0	0	52	34	86	45	56	101	0	0	0	2	0	2	0	0	0	0	0	0	189
28-Jan-10	0	0	0	25	15	40	16	33	49	1	0	1	31	25	56	18	18	36	0	0	0	182
29-Jan-10	0	0	0	30	29	59	48	55	103	0	2	2	10	12	22	12	7	19	0	0	0	205
30-Jan-10	5	0	5	36	23	59	25	34	59	0	0	0	1	0	1	0	0	0	0	0	0	124
31-Jan-10	1	0	1	0	0	0	0	1	1	0	0	0	41	48	89	27	34	61	0	0	0	152
<b>Total</b>	<b>56</b>	<b>4</b>	<b>60</b>	<b>676</b>	<b>514</b>	<b>1190</b>	<b>532</b>	<b>894</b>	<b>1426</b>	<b>23</b>	<b>25</b>	<b>48</b>	<b>706</b>	<b>611</b>	<b>1317</b>	<b>452</b>	<b>412</b>	<b>864</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4905</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-Jan-10	3	0	0	0	0	0	28	32	40	46	44	37	46	37	40	35	49	45	52	31	32	28	13	0	638
02-Jan-10	1	2	0	1	2	1	31	46	54	55	55	53	44	30	46	43	33	39	51	35	30	21	15	0	688
03-Jan-10	1	0	0	0	1	0	24	32	48	48	53	47	52	41	44	50	52	56	51	48	46	33	23	0	750
04-Jan-10	0	0	0	1	0	0	36	51	61	58	54	47	47	41	43	42	50	55	56	47	37	30	23	4	783
05-Jan-10	5	2	1	3	0	1	31	53	61	51	49	49	35	33	40	38	44	45	66	37	30	27	22	4	727
06-Jan-10	3	1	1	3	1	2	30	52	61	58	55	49	43	33	41	41	48	54	63	41	34	29	25	4	772
07-Jan-10	3	2	1	5	0	1	28	51	63	52	48	56	38	33	42	41	44	59	63	44	29	27	27	4	761
08-Jan-10	3	2	1	3	3	1	29	53	59	55	55	51	48	38	40	51	45	54	53	52	38	29	19	1	783
09-Jan-10	2	2	0	0	0	1	24	39	53	57	57	51	48	36	44	43	30	39	43	33	28	20	18	1	669
10-Jan-10	1	2	0	0	0	1	20	33	48	52	44	46	42	35	45	50	53	55	65	44	34	35	19	0	724
11-Jan-10	0	1	2	1	0	1	32	56	62	57	56	52	46	35	47	48	45	58	58	38	35	33	23	3	789
12-Jan-10	5	2	2	2	1	1	29	56	59	52	54	44	46	34	41	38	50	48	58	53	29	29	24	5	762
13-Jan-10	3	3	1	2	3	3	34	56	61	59	54	48	43	34	42	43	48	51	55	45	38	39	30	6	801
14-Jan-10	3	0	3	0	4	0	29	54	61	55	57	55	46	35	40	46	40	59	66	49	36	31	26	7	802
15-Jan-10	4	2	1	1	2	2	29	56	64	54	54	57	52	44	49	47	49	61	64	49	36	33	19	1	830
16-Jan-10	0	1	1	1	0	1	24	46	57	65	49	52	42	35	46	43	35	38	45	29	27	21	17	0	675
17-Jan-10	2	0	2	1	0	0	21	37	41	50	47	43	46	34	50	58	53	54	68	52	30	32	24	0	745
18-Jan-10	0	0	0	0	0	0	34	62	66	58	54	59	46	39	45	49	49	52	65	43	33	32	26	4	816
19-Jan-10	3	2	1	1	1	1	35	52	66	58	58	43	45	41	45	40	49	50	64	46	35	34	22	6	798
20-Jan-10	3	2	1	1	2	3	31	59	63	63	55	51	40	47	36	58	44	55	66	47	31	32	24	3	817
21-Jan-10	5	3	1	3	2	1	32	58	64	61	58	52	51	37	47	45	47	58	63	56	34	35	26	5	844
22-Jan-10	5	5	0	0	2	2	34	55	63	66	55	58	47	43	50	52	50	47	64	68	40	30	21	0	857
23-Jan-10	0	0	0	1	0	0	27	45	64	58	59	52	50	38	47	40	37	43	39	28	28	23	11	0	690
24-Jan-10	0	0	1	0	0	0	19	31	43	48	51	45	46	44	42	50	55	55	63	52	32	31	17	0	725
25-Jan-10	1	2	0	0	1	1	31	54	65	57	54	55	52	37	44	49	46	53	58	41	36	36	19	1	793
26-Jan-10	0	1	2	0	0	1	30	50	56	52	53	48	41	34	45	49	39	62	63	46	26	27	14	3	742
27-Jan-10	2	0	1	0	0	0	32	51	63	63	62	52	45	41	49	46	49	59	56	57	33	35	24	5	825
28-Jan-10	4	3	3	1	4	1	30	49	66	59	59	53	43	37	44	45	45	51	57	40	44	41	30	7	816
29-Jan-10	6	2	1	4	3	2	32	59	64	62	57	57	47	37	45	49	54	56	61	50	46	29	20	1	844
30-Jan-10	3	2	0	0	1	2	25	45	64	56	55	50	41	39	43	36	37	37	35	33	25	25	13	1	668
31-Jan-10	0	1	0	1	0	1	20	37	47	46	51	45	46	38	46	54	51	56	61	49	38	34	22	2	746
<b>Total</b>	<b>71</b>	<b>45</b>	<b>27</b>	<b>36</b>	<b>33</b>	<b>31</b>	<b>891</b>	<b>1510</b>	<b>1807</b>	<b>1731</b>	<b>1666</b>	<b>1557</b>	<b>1404</b>	<b>1160</b>	<b>1368</b>	<b>1419</b>	<b>1420</b>	<b>1604</b>	<b>1792</b>	<b>1383</b>	<b>1050</b>	<b>941</b>	<b>656</b>	<b>78</b>	<b>23680</b>
<b>Avg.</b>	<b>2.29</b>	<b>1.45</b>	<b>0.87</b>	<b>1.16</b>	<b>1.06</b>	<b>1.00</b>	<b>28.74</b>	<b>48.71</b>	<b>58.29</b>	<b>55.84</b>	<b>53.74</b>	<b>50.23</b>	<b>45.29</b>	<b>37.42</b>	<b>44.13</b>	<b>45.77</b>	<b>45.81</b>	<b>51.74</b>	<b>57.81</b>	<b>44.61</b>	<b>33.87</b>	<b>30.35</b>	<b>21.16</b>	<b>2.52</b>	<b>763.87</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-Jan-10	1	0	0	0	0	0	12	23	20	20	20	17	17	19	23	10	29	25	23	14	20	15	6	0	314
02-Jan-10	1	1	0	0	1	1	13	30	25	23	28	25	20	16	27	16	16	25	25	18	17	14	6	0	348
03-Jan-10	1	0	0	0	0	0	11	20	24	20	24	23	21	20	23	21	21	33	28	26	24	21	11	0	372
04-Jan-10	0	0	0	0	0	0	16	30	32	21	29	21	23	22	23	17	24	29	28	24	23	18	11	3	394
05-Jan-10	1	1	0	2	0	1	13	33	29	24	26	22	18	17	20	12	22	26	29	17	20	18	8	3	362
06-Jan-10	0	1	0	3	0	2	11	31	31	30	27	23	21	16	22	13	22	32	30	20	19	18	10	3	385
07-Jan-10	0	1	1	3	0	1	8	33	32	24	27	26	18	16	24	11	25	32	28	18	20	19	11	3	381
08-Jan-10	0	1	0	3	1	0	9	34	32	24	25	25	20	20	24	19	24	28	28	24	21	17	10	1	390
09-Jan-10	1	1	0	0	0	1	7	28	26	22	29	25	26	19	24	16	16	24	23	13	17	13	8	1	340
10-Jan-10	1	0	0	0	0	1	7	19	23	26	23	17	18	17	23	17	28	31	33	19	21	21	10	0	355
11-Jan-10	0	1	1	0	0	1	12	31	35	26	28	24	21	20	25	16	23	32	28	14	21	23	9	2	393
12-Jan-10	2	1	1	2	0	1	11	34	33	22	30	24	19	16	23	11	29	23	29	22	20	20	9	2	384
13-Jan-10	1	2	0	2	1	2	14	36	29	29	28	21	22	14	24	11	24	26	27	25	22	24	16	2	402
14-Jan-10	1	0	1	0	3	0	10	31	31	25	29	29	21	13	24	14	22	33	30	23	22	20	11	5	398
15-Jan-10	0	1	1	1	1	1	10	34	35	27	28	26	22	21	29	14	25	35	29	22	20	21	10	1	414
16-Jan-10	0	0	1	1	0	0	10	31	29	24	26	23	19	20	27	18	19	22	21	12	20	10	8	0	341
17-Jan-10	2	0	1	0	0	0	11	24	15	24	25	16	20	13	30	22	28	29	35	25	18	20	12	0	370
18-Jan-10	0	0	0	0	0	0	12	39	34	25	31	29	19	20	27	19	22	27	30	21	20	24	10	3	412
19-Jan-10	0	1	0	1	0	1	13	29	37	25	33	23	20	21	24	12	27	26	31	16	23	23	9	4	399
20-Jan-10	0	0	1	1	1	3	13	36	31	32	26	23	23	20	20	20	23	28	33	22	20	19	10	3	408
21-Jan-10	0	1	0	2	1	1	11	34	35	29	26	27	25	19	25	13	25	32	31	24	22	24	10	5	422
22-Jan-10	1	1	0	0	1	1	13	31	34	34	26	27	20	21	31	16	26	29	29	31	22	18	13	0	425
23-Jan-10	0	0	0	0	0	0	12	31	32	24	27	25	24	20	30	15	17	27	19	11	17	15	4	0	350
24-Jan-10	0	0	1	0	0	0	8	19	19	22	28	18	20	17	22	21	30	31	32	26	18	19	8	0	359
25-Jan-10	1	0	0	0	1	1	15	32	33	20	30	27	25	15	25	16	24	30	29	18	23	24	7	1	397
26-Jan-10	0	0	0	0	0	1	13	30	30	24	27	21	19	16	26	18	21	37	26	19	19	18	6	2	373
27-Jan-10	1	0	1	0	0	0	13	31	34	29	32	26	19	24	23	15	23	29	30	27	19	25	9	4	414
28-Jan-10	0	0	2	1	2	1	8	32	33	31	28	27	20	20	24	14	26	27	29	19	21	29	11	5	410
29-Jan-10	1	0	1	3	1	1	10	37	36	29	25	29	19	17	28	19	27	26	26	26	27	19	9	0	416
30-Jan-10	2	0	0	0	1	2	11	30	32	21	26	24	18	22	23	13	22	23	13	18	16	16	4	1	338
31-Jan-10	0	1	0	0	0	1	11	23	18	23	24	20	17	16	27	21	27	27	32	24	23	17	14	1	367
<b>Total</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>25</b>	<b>15</b>	<b>25</b>	<b>348</b>	<b>936</b>	<b>919</b>	<b>779</b>	<b>841</b>	<b>733</b>	<b>634</b>	<b>567</b>	<b>770</b>	<b>490</b>	<b>737</b>	<b>884</b>	<b>864</b>	<b>638</b>	<b>635</b>	<b>602</b>	<b>290</b>	<b>55</b>	<b>11833</b>
<b>Avg.</b>	<b>0.58</b>	<b>0.48</b>	<b>0.42</b>	<b>0.81</b>	<b>0.48</b>	<b>0.81</b>	<b>11.23</b>	<b>30.19</b>	<b>29.65</b>	<b>25.13</b>	<b>27.13</b>	<b>23.65</b>	<b>20.45</b>	<b>18.29</b>	<b>24.84</b>	<b>15.81</b>	<b>23.77</b>	<b>28.52</b>	<b>27.87</b>	<b>20.58</b>	<b>20.48</b>	<b>19.42</b>	<b>9.35</b>	<b>1.77</b>	<b>381.71</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-Jan-10	2	0	0	0	0	0	16	9	20	26	24	20	29	18	17	25	20	20	29	17	12	13	7	0	324
02-Jan-10	0	1	0	1	1	0	18	16	29	32	27	28	24	14	19	27	17	14	26	17	13	7	9	0	340
03-Jan-10	0	0	0	0	1	0	13	12	24	28	29	24	31	21	21	29	31	23	23	22	22	12	12	0	378
04-Jan-10	0	0	0	1	0	0	20	21	29	37	25	26	24	19	20	25	26	26	28	23	14	12	12	1	389
05-Jan-10	4	1	1	1	0	0	18	20	32	27	23	27	17	16	20	26	22	19	37	20	10	9	14	1	365
06-Jan-10	3	0	1	0	1	0	19	21	30	28	28	26	22	17	19	28	26	22	33	21	15	11	15	1	387
07-Jan-10	3	1	0	2	0	0	20	18	31	28	21	30	20	17	18	30	19	27	35	26	9	8	16	1	380
08-Jan-10	3	1	1	0	2	1	20	19	27	31	30	26	28	18	16	32	21	26	25	28	17	12	9	0	393
09-Jan-10	1	1	0	0	0	0	17	11	27	35	28	26	22	17	20	27	14	15	20	20	11	7	10	0	329
10-Jan-10	0	2	0	0	0	0	13	14	25	26	21	29	24	18	22	33	25	24	32	25	13	14	9	0	369
11-Jan-10	0	0	1	1	0	0	20	25	27	31	28	28	25	15	22	32	22	26	30	24	14	10	14	1	396
12-Jan-10	3	1	1	0	1	0	18	22	26	30	24	20	27	18	18	27	21	25	29	31	9	9	15	3	378
13-Jan-10	2	1	1	0	2	1	20	20	32	30	26	27	21	20	18	32	24	25	28	20	16	15	14	4	399
14-Jan-10	2	0	2	0	1	0	19	23	30	30	28	26	25	22	16	32	18	26	36	26	14	11	15	2	404
15-Jan-10	4	1	0	0	1	1	19	22	29	27	26	31	30	23	20	33	24	26	35	27	16	12	9	0	416
16-Jan-10	0	1	0	0	0	1	14	15	28	41	23	29	23	15	19	25	16	16	24	17	7	11	9	0	334
17-Jan-10	0	0	1	1	0	0	10	13	26	26	22	27	26	21	20	36	25	25	33	27	12	12	12	0	375
18-Jan-10	0	0	0	0	0	0	22	23	32	33	23	30	27	19	18	30	27	25	35	22	13	8	16	1	404
19-Jan-10	3	1	1	0	1	0	22	23	29	33	25	20	25	20	21	28	22	24	33	30	12	11	13	2	399
20-Jan-10	3	2	0	0	1	0	18	23	32	31	29	28	17	27	16	38	21	27	33	25	11	13	14	0	409
21-Jan-10	5	2	1	1	1	0	21	24	29	32	32	25	26	18	22	32	22	26	32	32	12	11	16	0	422
22-Jan-10	4	4	0	0	1	1	21	24	29	32	29	31	27	22	19	36	24	18	35	37	18	12	8	0	432
23-Jan-10	0	0	0	1	0	0	15	14	32	34	32	27	26	18	17	25	20	16	20	17	11	8	7	0	340
24-Jan-10	0	0	0	0	0	0	11	12	24	26	23	27	26	27	20	29	25	24	31	26	14	12	9	0	366
25-Jan-10	0	2	0	0	0	0	16	22	32	37	24	28	27	22	19	33	22	23	29	23	13	12	12	0	396
26-Jan-10	0	1	2	0	0	0	17	20	26	28	26	27	22	18	19	31	18	25	37	27	7	9	8	1	369
27-Jan-10	1	0	0	0	0	0	19	20	29	34	30	26	26	17	26	31	26	30	26	30	14	10	15	1	411
28-Jan-10	4	3	1	0	2	0	22	17	33	28	31	26	23	17	20	31	19	24	28	21	23	12	19	2	406
29-Jan-10	5	2	0	1	2	1	22	22	28	33	32	28	28	20	17	30	27	30	35	24	19	10	11	1	428
30-Jan-10	1	2	0	0	0	0	14	15	32	35	29	26	23	17	20	23	15	14	22	15	9	9	9	0	330
31-Jan-10	0	0	0	1	0	0	9	14	29	23	27	25	29	22	19	33	24	29	29	25	15	17	8	1	379
<b>Total</b>	<b>53</b>	<b>30</b>	<b>14</b>	<b>11</b>	<b>18</b>	<b>6</b>	<b>543</b>	<b>574</b>	<b>888</b>	<b>952</b>	<b>825</b>	<b>824</b>	<b>770</b>	<b>593</b>	<b>598</b>	<b>929</b>	<b>683</b>	<b>720</b>	<b>928</b>	<b>745</b>	<b>415</b>	<b>339</b>	<b>366</b>	<b>23</b>	<b>11847</b>
<b>Avg.</b>	<b>1.71</b>	<b>0.97</b>	<b>0.45</b>	<b>0.35</b>	<b>0.58</b>	<b>0.19</b>	<b>17.52</b>	<b>18.52</b>	<b>28.65</b>	<b>30.71</b>	<b>26.61</b>	<b>26.58</b>	<b>24.84</b>	<b>19.13</b>	<b>19.29</b>	<b>29.97</b>	<b>22.03</b>	<b>23.23</b>	<b>29.94</b>	<b>24.03</b>	<b>13.39</b>	<b>10.94</b>	<b>11.81</b>	<b>0.74</b>	<b>382.16</b>

## Mode Utilisation Summary (Total Hours by Day)

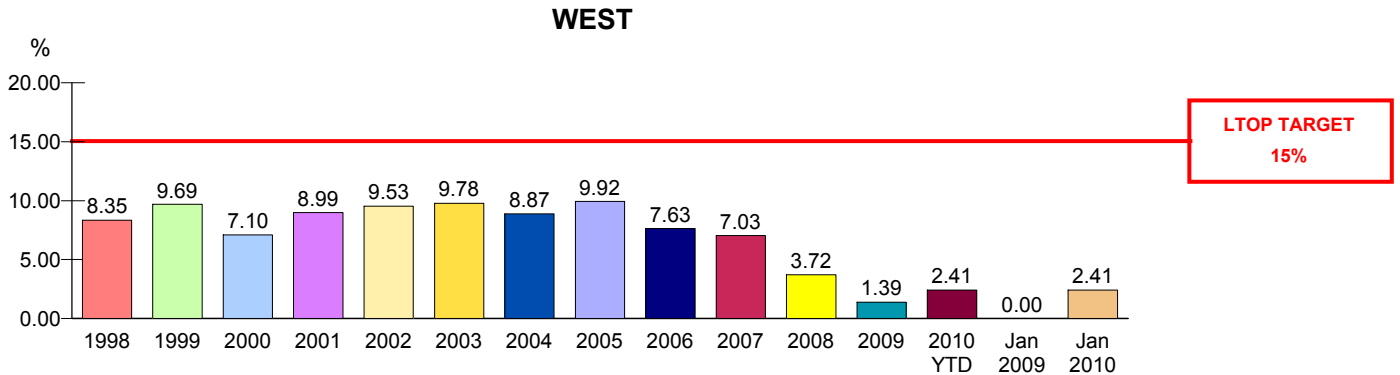
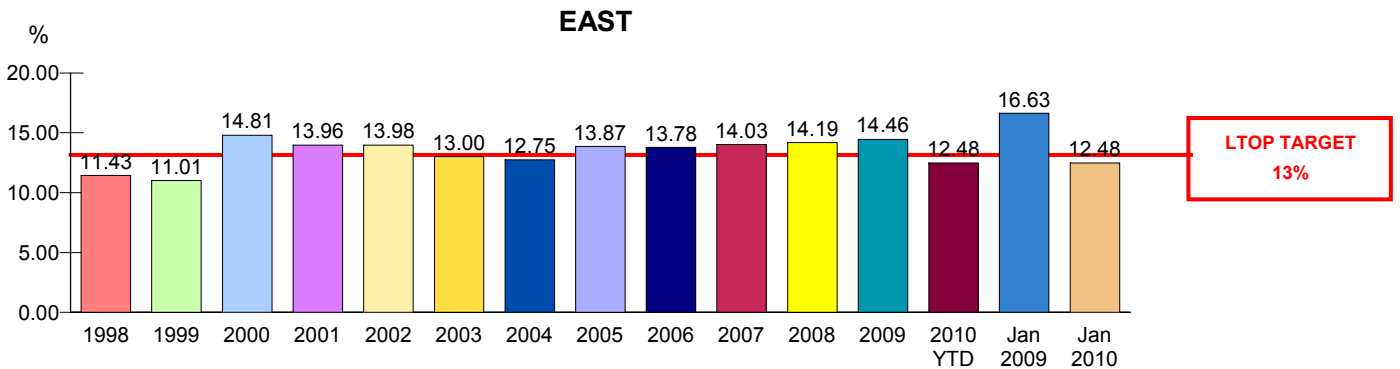
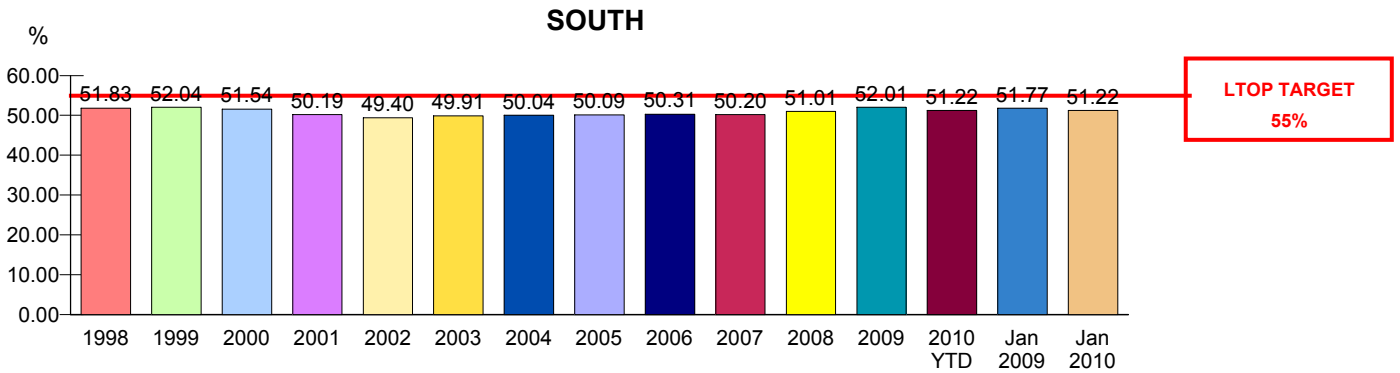
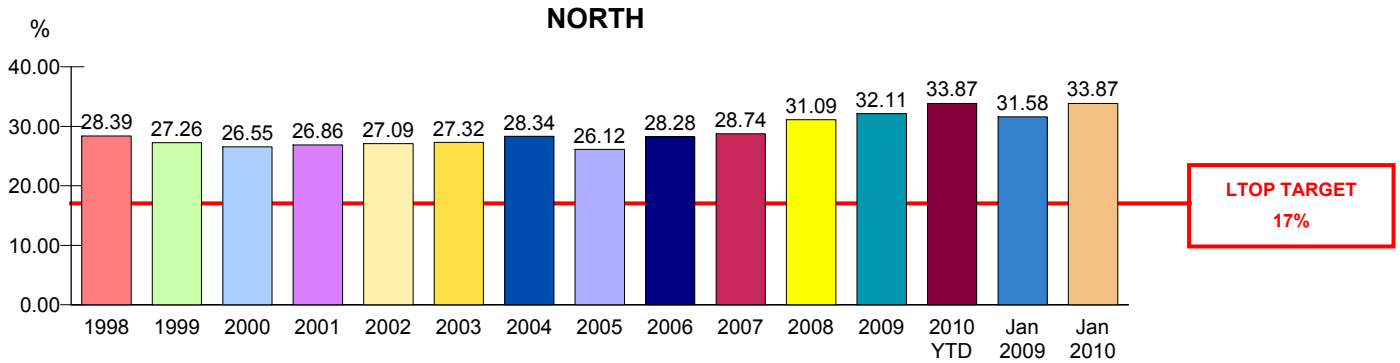
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Jan-10	07:00	00:38	-	-	03:17	-	11:05	-	-	-	-	01:58	-
02-Jan-10	07:00	00:29	01:45	-	-	-	09:52	04:51	-	-	-	-	-
03-Jan-10	07:00	00:16	-	-	-	-	-	13:57	-	-	02:45	-	-
04-Jan-10	07:00	00:25	-	-	-	-	09:53	04:13	-	-	00:07	02:19	-
05-Jan-10	07:00	00:33	00:52	-	-	-	11:23	-	-	-	-	04:09	-
06-Jan-10	07:00	00:27	00:18	01:38	-	-	-	14:35	-	-	-	-	-
07-Jan-10	07:00	00:17	-	-	-	-	-	14:05	-	-	02:36	-	-
08-Jan-10	07:00	00:20	-	-	-	-	08:40	04:12	-	-	00:55	02:50	-
09-Jan-10	07:00	00:21	00:53	-	01:02	-	08:35	-	-	-	-	06:05	-
10-Jan-10	07:00	00:34	-	01:55	-	-	-	13:27	-	-	01:01	-	-
11-Jan-10	07:00	00:22	-	-	-	-	10:50	02:13	-	-	00:46	02:46	-
12-Jan-10	07:00	-	-	-	-	-	10:57	-	-	-	-	06:02	-
13-Jan-10	07:00	-	-	-	-	-	-	16:32	-	-	00:27	-	-
14-Jan-10	07:00	00:02	-	02:28	-	-	-	14:28	-	-	-	-	-
15-Jan-10	07:00	00:22	-	-	-	-	-	14:31	-	-	02:05	-	-
16-Jan-10	07:00	00:21	-	-	00:19	-	14:35	01:42	-	-	-	-	-
17-Jan-10	07:00	00:23	01:47	01:15	-	-	-	13:32	-	-	-	-	-
18-Jan-10	07:00	00:15	01:34	02:13	-	-	06:27	03:52	-	01:39	-	00:57	-
19-Jan-10	07:00	00:20	00:43	01:02	-	-	04:15	08:34	-	-	-	02:03	-
20-Jan-10	07:00	00:21	02:59	-	-	-	05:33	05:55	-	-	-	02:09	-
21-Jan-10	07:00	00:20	00:57	-	-	-	08:06	05:05	-	-	02:29	-	-
22-Jan-10	07:00	00:26	-	-	-	-	09:56	06:18	-	-	00:18	-	-
23-Jan-10	07:00	00:13	-	-	00:57	-	08:10	07:37	-	-	-	-	-
24-Jan-10	07:00	00:35	-	-	-	-	-	14:04	-	-	02:19	-	-
25-Jan-10	07:00	00:24	-	-	-	-	12:27	-	-	-	-	04:07	-
26-Jan-10	07:00	00:33	-	-	-	-	04:19	04:40	-	-	07:26	-	-
27-Jan-10	07:00	00:16	-	-	-	-	-	16:30	-	-	00:12	-	-
28-Jan-10	07:00	00:18	-	00:43	-	-	08:00	07:57	-	-	-	-	-
29-Jan-10	07:00	00:15	-	-	00:57	-	02:10	13:36	-	-	-	-	-
30-Jan-10	07:00	00:28	-	-	-	-	-	12:57	-	-	03:33	-	-
31-Jan-10	07:00	00:23	-	-	-	-	13:51	-	-	-	00:39	02:05	-
<b>Total</b>	<b>217:00</b>	<b>11:25</b>	<b>11:54</b>	<b>11:16</b>	<b>6:35</b>	<b>00:00</b>	<b>179:12</b>	<b>239:35</b>	<b>00:00</b>	<b>1:39</b>	<b>27:44</b>	<b>37:34</b>	<b>00:00</b>
<b>% Used</b>		<b>2.17%</b>	<b>2.26%</b>	<b>2.14%</b>	<b>1.25%</b>	<b>0.00%</b>	<b>34.01%</b>	<b>45.47%</b>	<b>0.00%</b>	<b>0.31%</b>	<b>5.26%</b>	<b>7.13%</b>	<b>0.00%</b>

## Cumulative Mode Utilisation from 1 January 2010

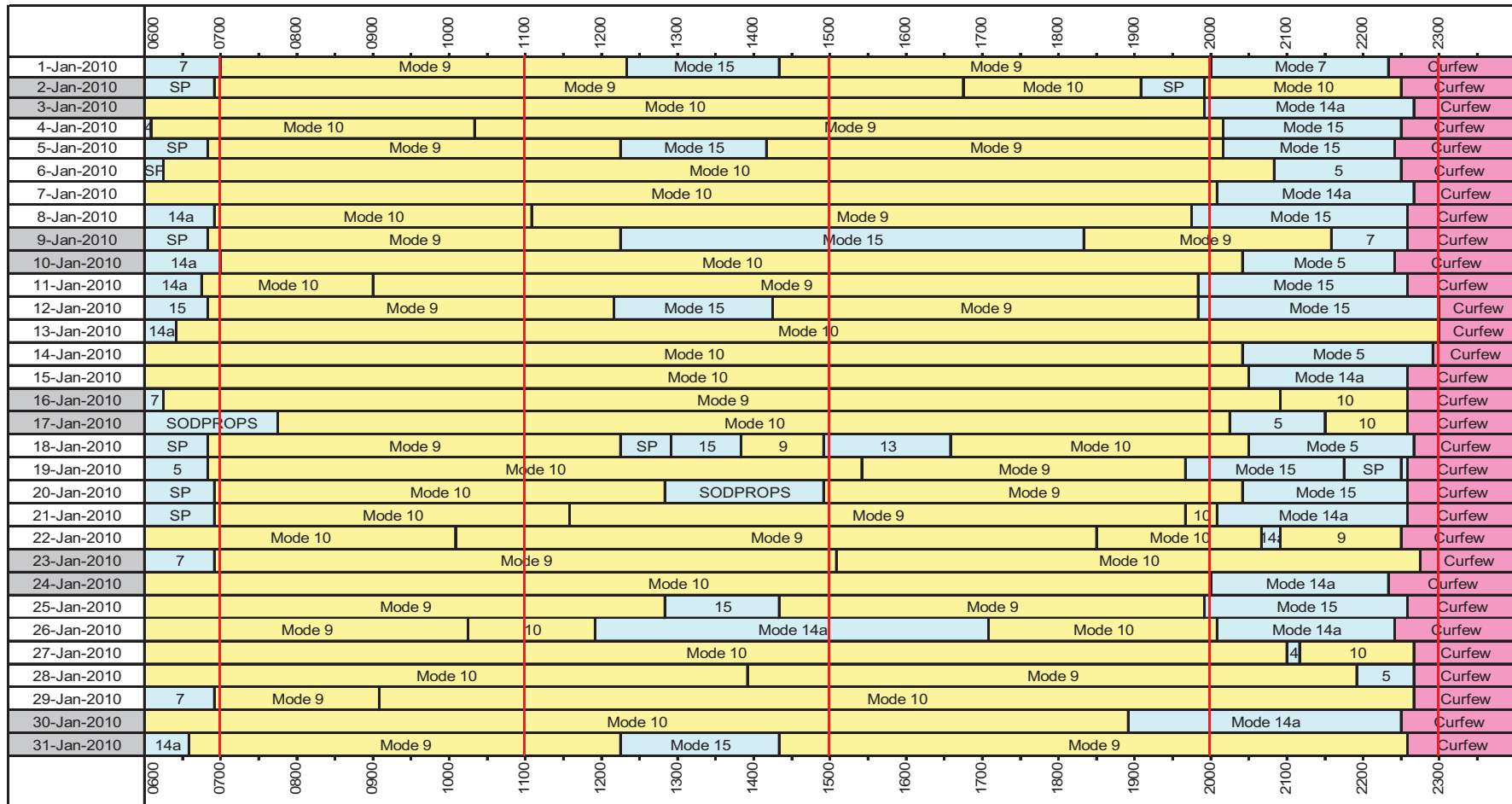
<b>Time</b>	<b>2.17%</b>	<b>2.26%</b>	<b>2.14%</b>	<b>1.25%</b>	<b>0.00%</b>	<b>34.01%</b>	<b>45.47%</b>	<b>0.00%</b>	<b>0.31%</b>	<b>5.26%</b>	<b>7.13%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.34%</b>	<b>1.68%</b>	<b>1.58%</b>	<b>0.78%</b>	<b>0.00%</b>	<b>36.88%</b>	<b>49.00%</b>	<b>0.00%</b>	<b>0.34%</b>	<b>3.86%</b>	<b>5.53%</b>	<b>0.00%</b>

## Runway End Impact to 31 January 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 **January 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	
11 Jan 2010	6:38	8:23	1:45
14 Jan 2010	6:43	8:24	1:41

### 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
11 Jan 2010	48	21	27
14 Jan 2010	51	20	31

### 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:

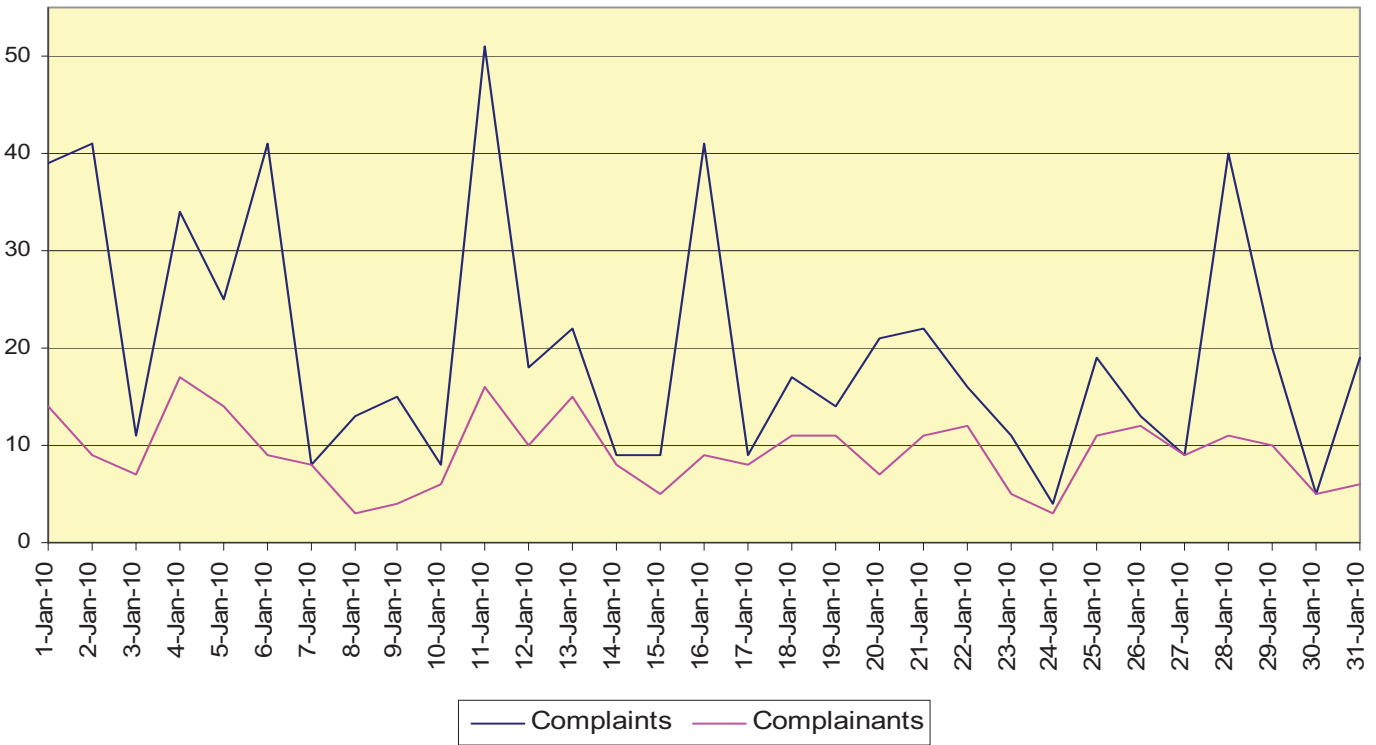
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – January 2010

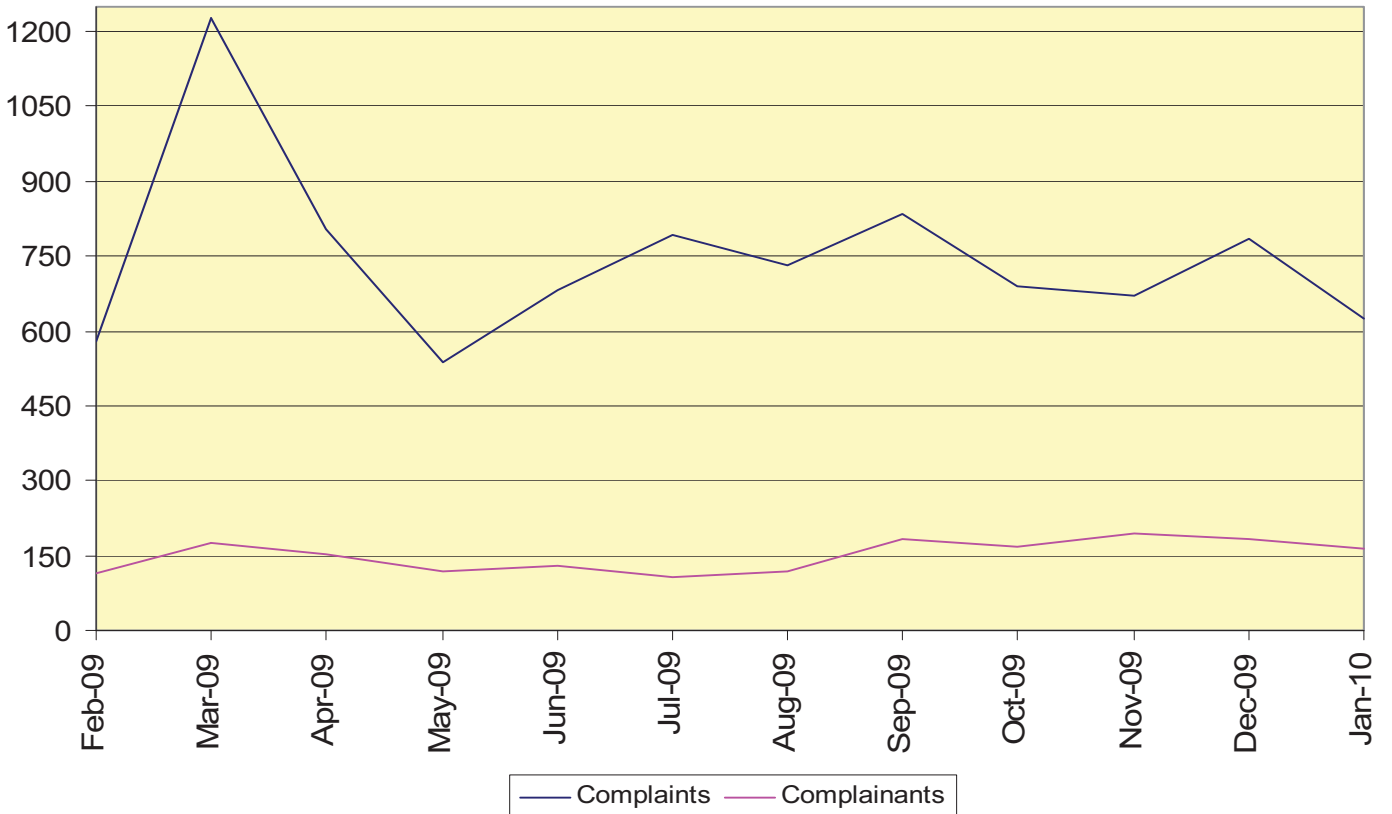
➤ Sydney Suburbs Complaints	
• By phone .....	251
• By correspondence.....	22
• By internet .....	122
• By e-mail.....	220
• By WebTrak.....	7
➤ Sydney Suburbs Complaints – suburb not specified .....	5
➤ Sydney Suburbs Comments and Enquiries.....	34
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	100
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	28
➤ Callback / Information Requests (NSW Only) .....	355

## Complaints Graphs

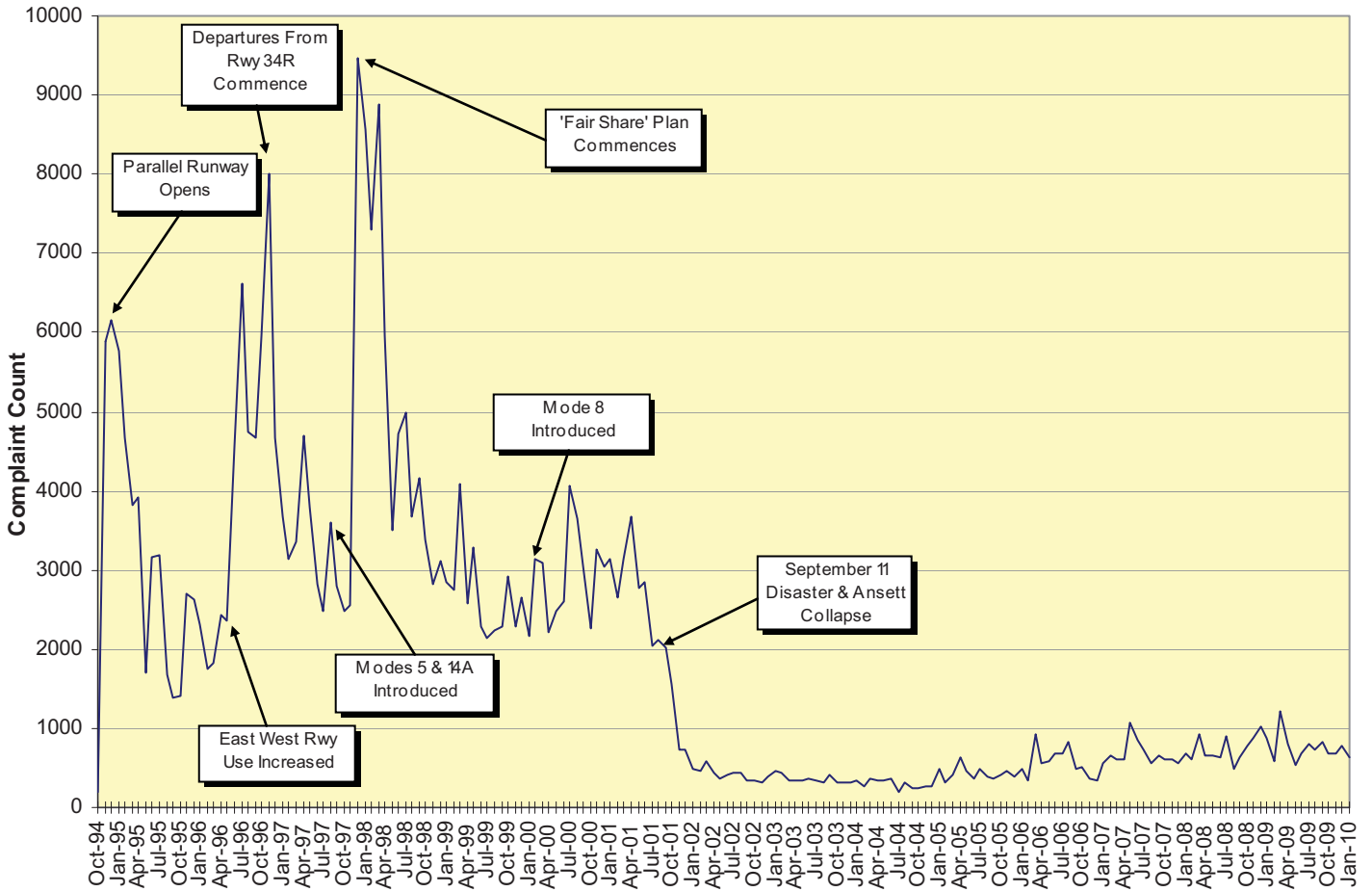
### Complaints vs Complainants – 1 January to 31 January 2010



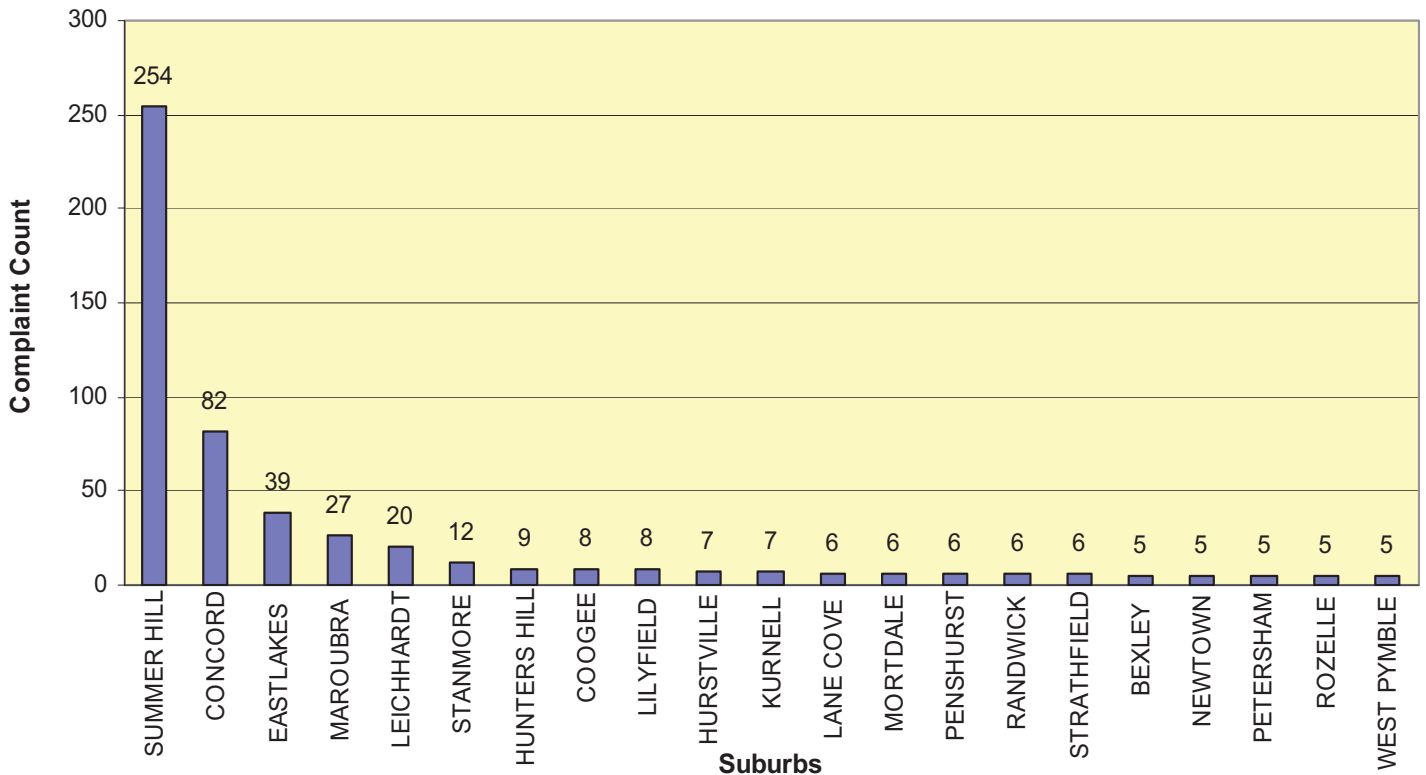
### Complaints vs Complainants – Monthly



# Complaints History

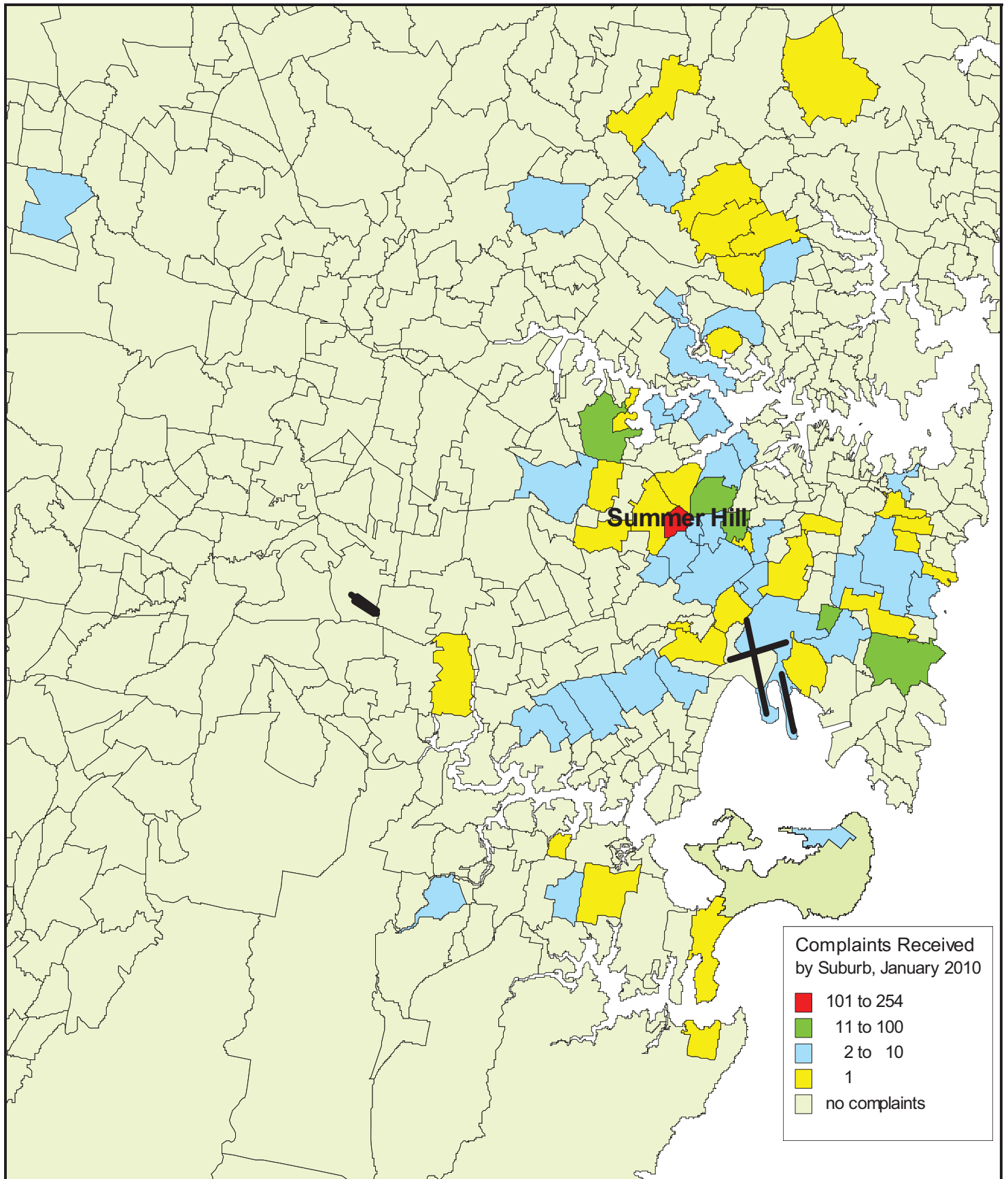


## Top 20 Complaint Suburbs – 1 January to 31 January 2010



# Complaint Density by Suburb

1 January to 31 January 2010



## Recorded Complaints vs Complainants, by Suburb

1 January to 31 January 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	5	2	Lane Cove	6	3
Abbotsford	2	1	Leichhardt	20	13
Alexandria	1	1	Lewisham	4	3
Arncliffe	1	1	Lilyfield	8	4
Ashfield	1	1	Lindfield	1	1
Belrose	1	1	Maroubra	27	6
Bexley	5	4	Marrickville	4	4
Bondi Junction	1	1	Marrickville South	1	1
Botany	1	1	Mascot	4	3
Bundeena	1	1	Miranda	1	1
Burwood	1	1	Mortdale	6	2
Cabarita	1	1	Newtown	5	4
Chatswood	3	2	Padstow	1	1
Chatswood West	1	1	Pagewood	2	2
Chiswick	2	2	Penshurst	6	3
Clovelly	1	1	Petersham	5	2
Concord	82	3	Queens Park	1	1
Coogee	8	4	Randwick	6	4
Cronulla	1	1	Redfern	1	1
Croydon Park	1	1	Riverview	1	1
Double Bay	3	3	Rockdale	2	2
Drummoyne	4	3	Rooty Hill	3	1
Dulwich Hill	3	2	Roseville	1	1
East Ryde	2	2	Rozelle	5	3
Eastlakes	39	2	St Peters	2	1
Enmore	1	1	Stanmore	12	6
Epping	3	3	Strathfield	6	2
Gymea	3	2	Summer Hill	254	6
Haberfield	1	1	Sydenham	3	2
Hunters Hill	9	7	Sydney South	1	1
Hurlstone Park	4	1	Tempe	1	1
Hurstville	7	1	Turramurra	1	1
Kareela	1	1	Turrella	1	1
Kensington	2	2	West Pymble	5	2
Killara	1	1	Woollahra	1	1
Kingsford	1	1	Woronora Heights	3	2
Kurnell	7	4			

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<b>Total Complaints</b>	<b>622</b>	<b>Total Complainants</b>	<b>161</b>
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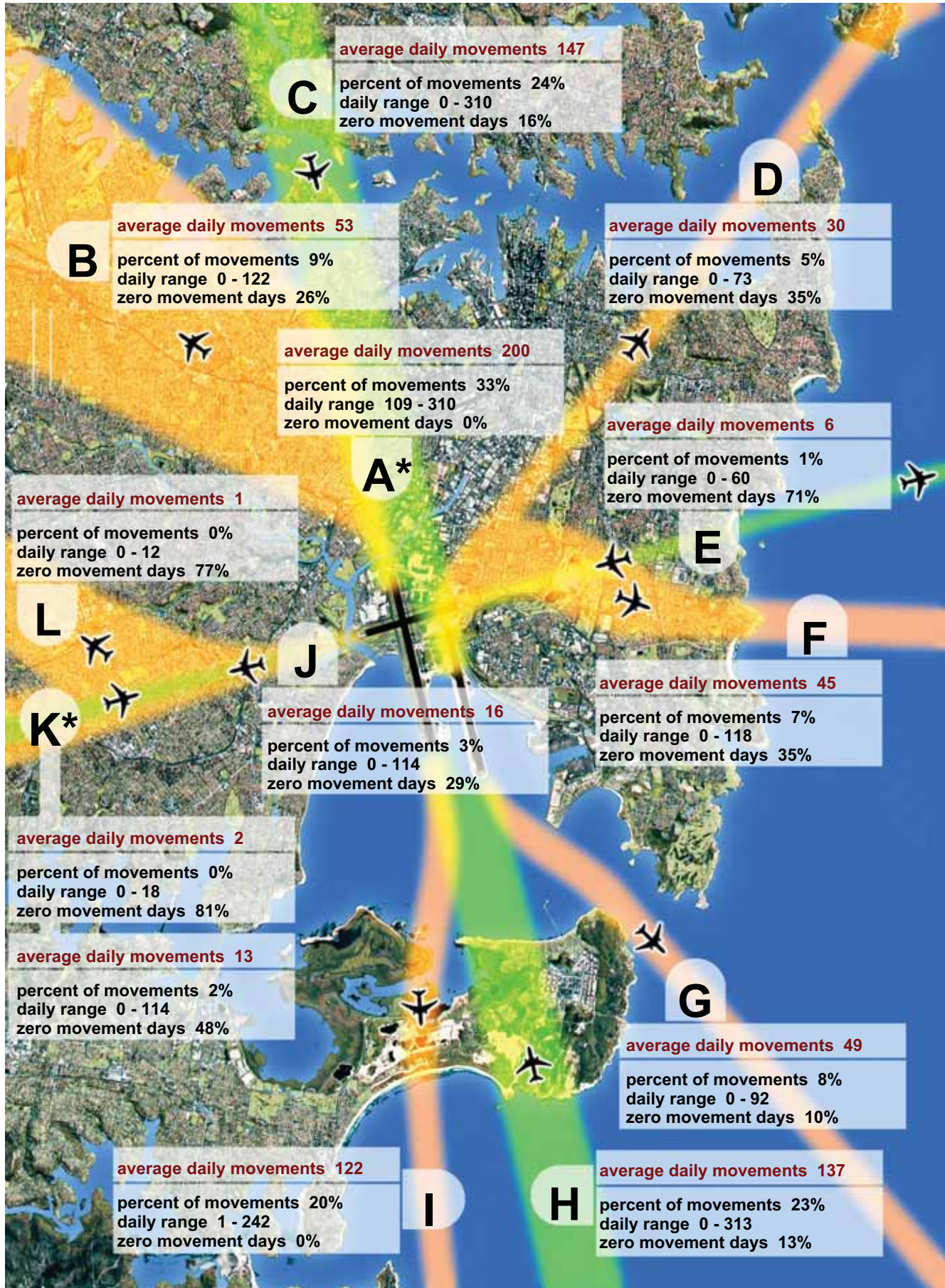
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 January to 31 January 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Narrabri	2	2
Avalon	1	1	Not Specified	4	4
Bankstown	22	17	Port Macquarie	2	2
Ben Bullen	1	1	Potts Hill	1	1
Birriwa	1	1	Prestons	1	1
Byron Bay	1	1	Spring Hill	1	1
Camden	50	18	Summer Hill	3	1
Coffs Harbour	1	1	Surry Hills	1	1
Concord	2	2	Wauchope	1	1
Michelago	1	1	Westmead	2	1
Mosman	1	1			
<b>Total Complaints</b>	<b>100</b>		<b>Total Complainants</b>		<b>60</b>

# Sydney Airport : Jet Flight Path Movements

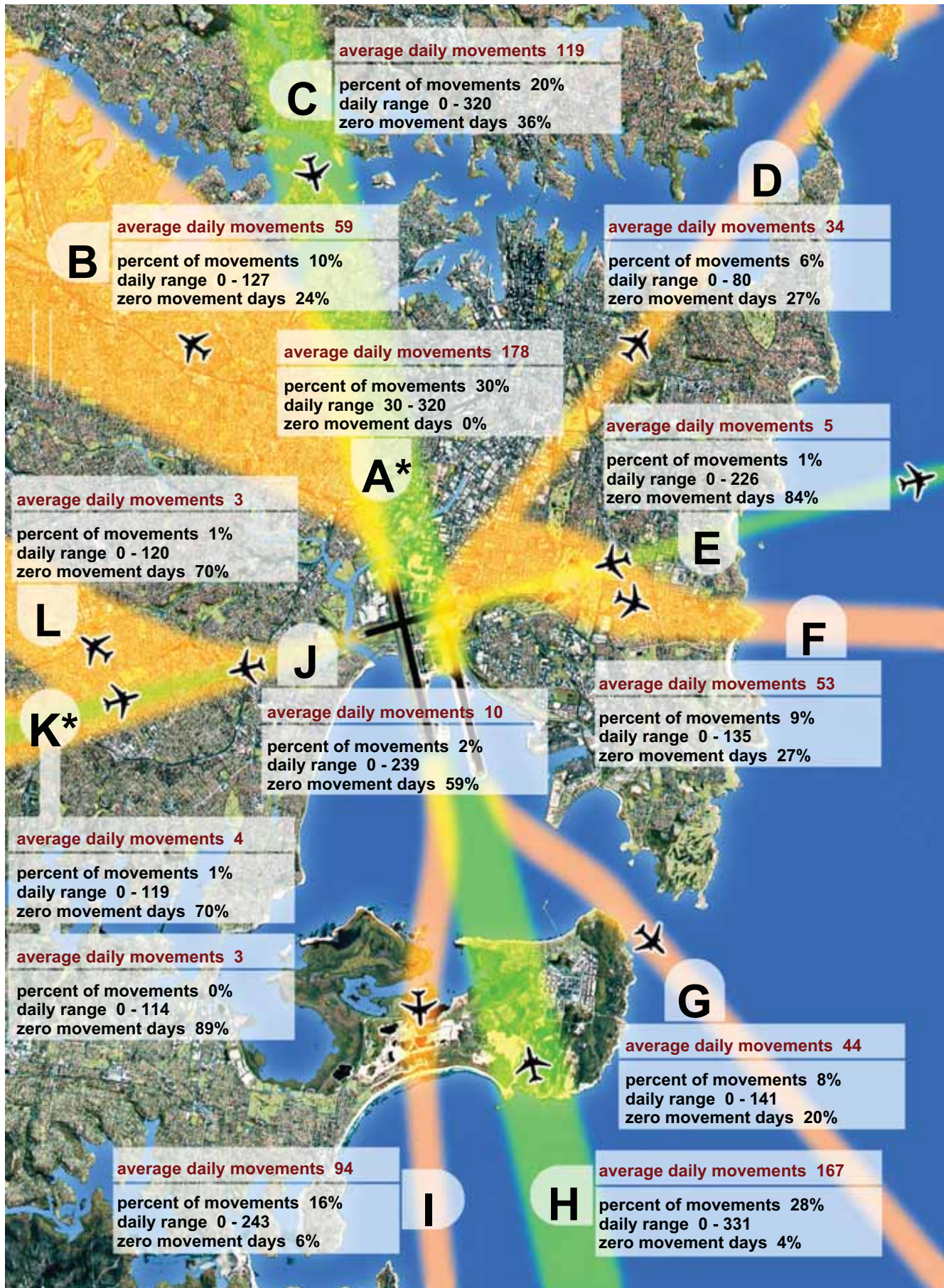
1 Jan 2010 to 31 Jan 2010, All Jets



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

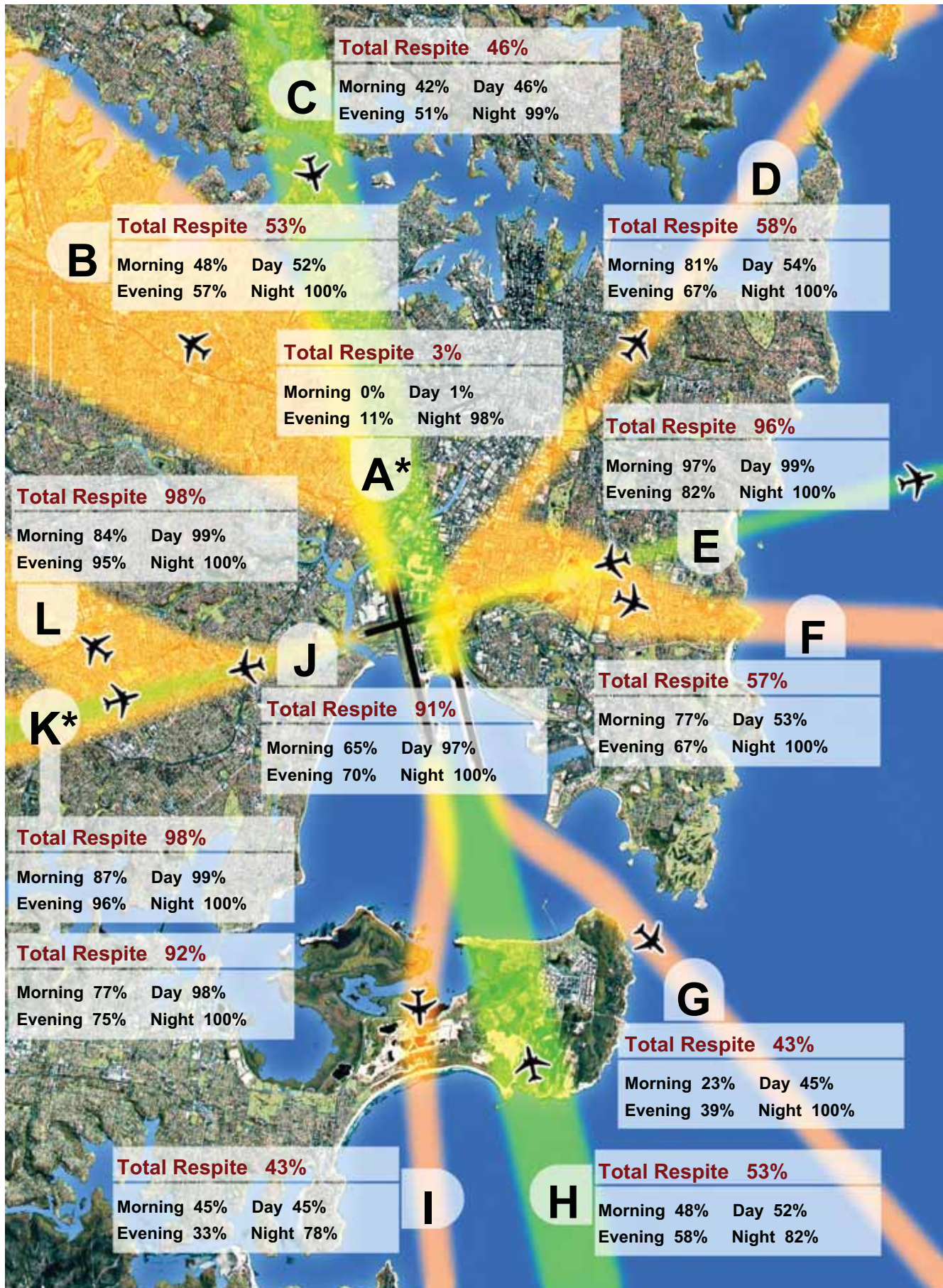
1 Feb 2009 to 31 Jan 2010, All Jets



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 Jan 2010 to 31 Jan 2010, All Jets



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

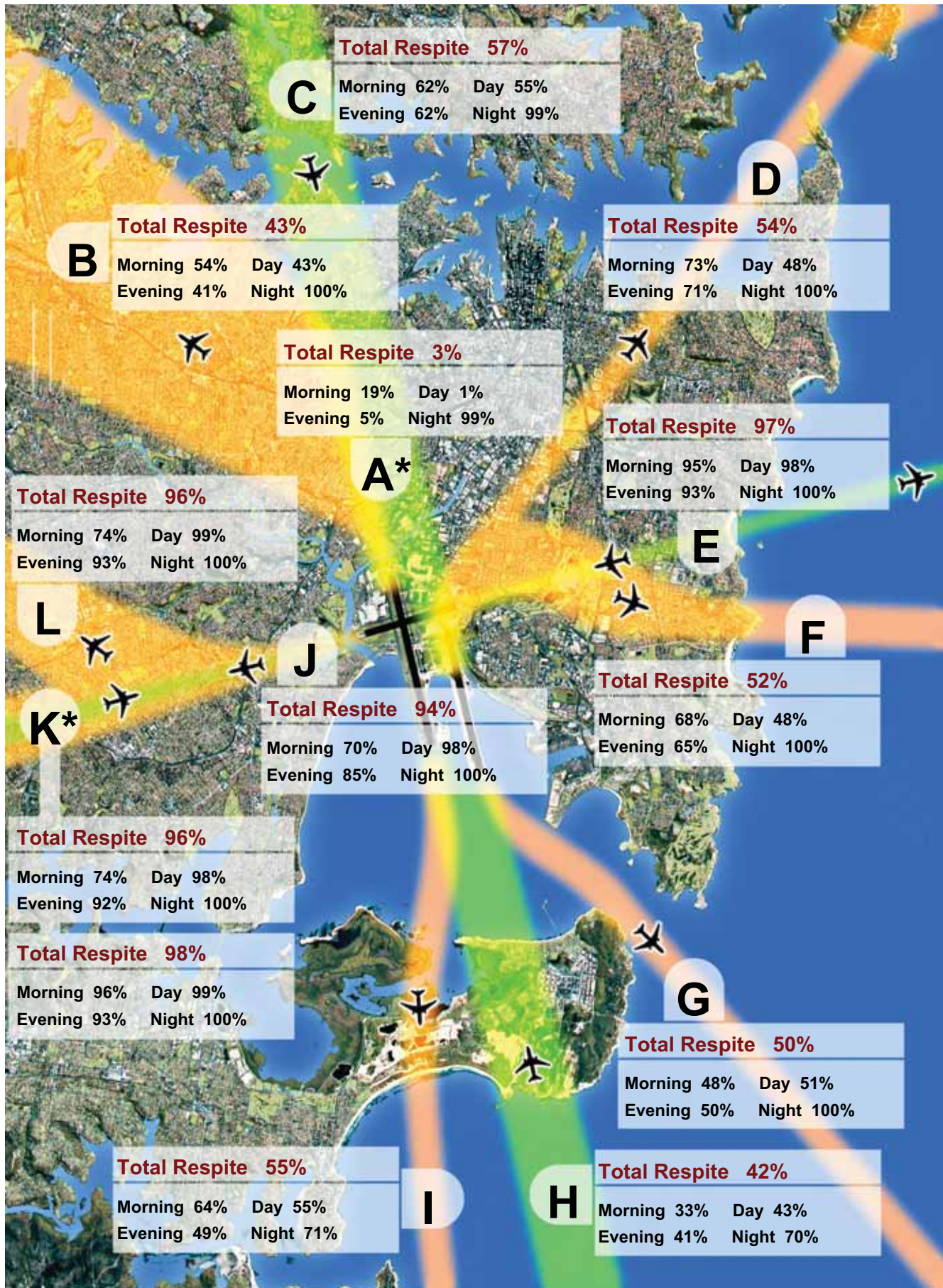
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Feb 2009 to 31 Jan 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)

### February 2009 to January 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="#">February 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> in <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 January 2010 & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **February 2009 to January 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 54%**. This means that over the period **February 2009 to January 2010 for 54%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### Notes

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

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates 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 January 2010.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 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 January 2010 along with the Daily N70 values for the three months up to and including January are given in Table 1.

<b>Location</b>	<b>CNE Jan</b>	<b>Operational Days Jan</b>	<b>N70 Jan</b>	<b>N70 Dec</b>	<b>N70 Nov</b>
<i>Threshold rwy 34</i>	7,936	31.0	256	250	267
<i>Penshurst</i>	522	31.0	15	13	14
<i>Bexley</i>	558	31.0	17	15	17
<i>Sydenham</i>	5,252	31.0	169	175	173
<i>Johnston St. Annandale</i>	2,519	31.0	66	71	64
<i>Church St. St Peters</i>	3,517	31.0	99	99	97
<i>Leichhardt PEMU 36</i>	3,609	30.9	111	106	95
<i>Eastlakes</i>	1,480	31.0	45	49	49
<i>Coogee</i>	387	31.0	9	7	6
<i>Kurnell</i>	1,675	31.0	45	51	62
<i>Croydon</i>	459	30.9	13	11	12
<i>Hunters Hill</i>	3,557	30.9	70	75	63

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

The N70 values for January 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 12 PM 36 Day 205 Night 11 WE_D 219 WE_N 3	<b>Penshurst</b> AM 2 PM 9 Day 5 Night 0 WE_D 15 WE_N 0	<b>Bexley</b> AM 3 PM 9 Day 6 Night 0 WE_D 17 WE_N 0	<b>Eastlakes</b> AM 1 PM 10 Day 38 Night 0 WE_D 37 WE_N 0
<b>Coogee</b> AM 0 PM 6 Day 3 Night 0 WE_D 9 WE_N 0	<b>Sydenham</b> AM 6 PM 15 Day 149 Night 0 WE_D 165 WE_N 1	<b>Leichhardt PEMU36</b> AM 4 PM 8 Day 97 Night 1 WE_D 112 WE_N 1	<b>Kurnell</b> AM 0 PM 1 Day 47 Night 0 WE_D 38 WE_N 0
<b>Annandale</b> AM 0 PM 3 Day 63 Night 0 WE_D 65 WE_N 0	<b>St Peters</b> AM 1 PM 7 Day 95 Night 0 WE_D 90 WE_N 0	<b>Croydon</b> AM 0 PM 2 Day 10 Night 0 WE_D 13 WE_N 0	<b>Hunters Hill</b> AM 4 PM 5 Day 60 Night 0 WE_D 72 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.*