



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics January 2011

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### January 2011

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

There were a total of 24,532 aircraft movements this month (daily average 791.35). Last month there were a total of 26,033 movements (daily average 839.77) and for the same month last year there were a total of 23,680 movements (daily average 737.61).

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

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 15 days and Mode 10 on 12 days. Crossing runway modes (including Sodprops) were used for 17.65% of non Curfew hours.

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

#### Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 12)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North 29.78% - This result is above the LTOP target and above the previous month (29.18%)

South 50.57%- This result is below the LTOP target but above the previous month (49.81%)

East 15.30% - This result is above the LTOP target but below the previous month (16.29%)

West 4.33% - This result is below the LTOP target and below the previous month (4.70%)

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

This procedure was not used in January 2011

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

A total of 2827 complaints, comments and enquiries were received as follows:

2683 Sydney suburbs complaints from 210 complainants

29 Sydney suburbs comments and enquiries

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

#### Measured Daily N70 Values (refer pages 27-29)

Coogee NMT was non operational from June 2010 ongoing due to site power issue.

Hunters Hill NMT was non operational from 2 January ongoing due to lightning strike.

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

telephone 1-800-802-584  
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internet [www.airservicesaustralia.com](http://www.airservicesaustralia.com)

## Table of Contents

Preview .....	i
Table of Contents.....	1
Sydney Airport Runways.....	2
Runway Modes of Operation .....	3
Preferred Runway Selection .....	4
Runway Movement Summary – All Aircraft .....	5
Runway Movement Summary – Jet Aircraft only .....	6
Runway Movement Summary – Non Jet Aircraft only .....	7
Hourly Runway Movement Summary– All Movements .....	8
Hourly Runway Movement Summary – Arrivals .....	9
Hourly Runway Movement Summary – Departures.....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2011 .....	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Enquiry Service.....	15
Complaints Graphs – Complaints vs Complainants.....	16
Complaints History / Top Complaint Suburbs .....	17
Complaint Density by Suburb .....	18
Recorded Complaints vs Complainants, by Suburb .....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney .....	20
Jet Flight Path Movements * (1 – 31 January 2011).....	21
Jet Flight Path Movements * (1 February 2010 - 31 January 2011) .....	22
Jet Aircraft Respite (R60) * (1 – 31 January 2011).....	23
Jet Aircraft Respite (R60) * (1 February 2010 - 31 January 2011) .....	24
Jet Flight Path Movements (Explanation) .....	25
Jet Aircraft Respite (R60) (Explanation) .....	26
Measured Daily N70 Values .....	27

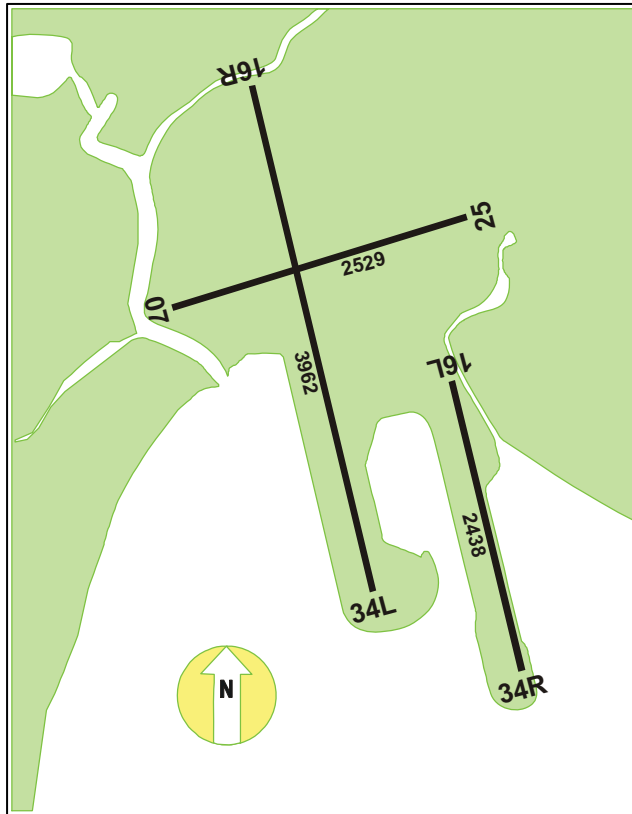
This report is available on the Internet at Airservices Australia website at

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

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

\* This information is produced using Airservices Australia’s Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure, Transport, Regional Development and Local Government.

# Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

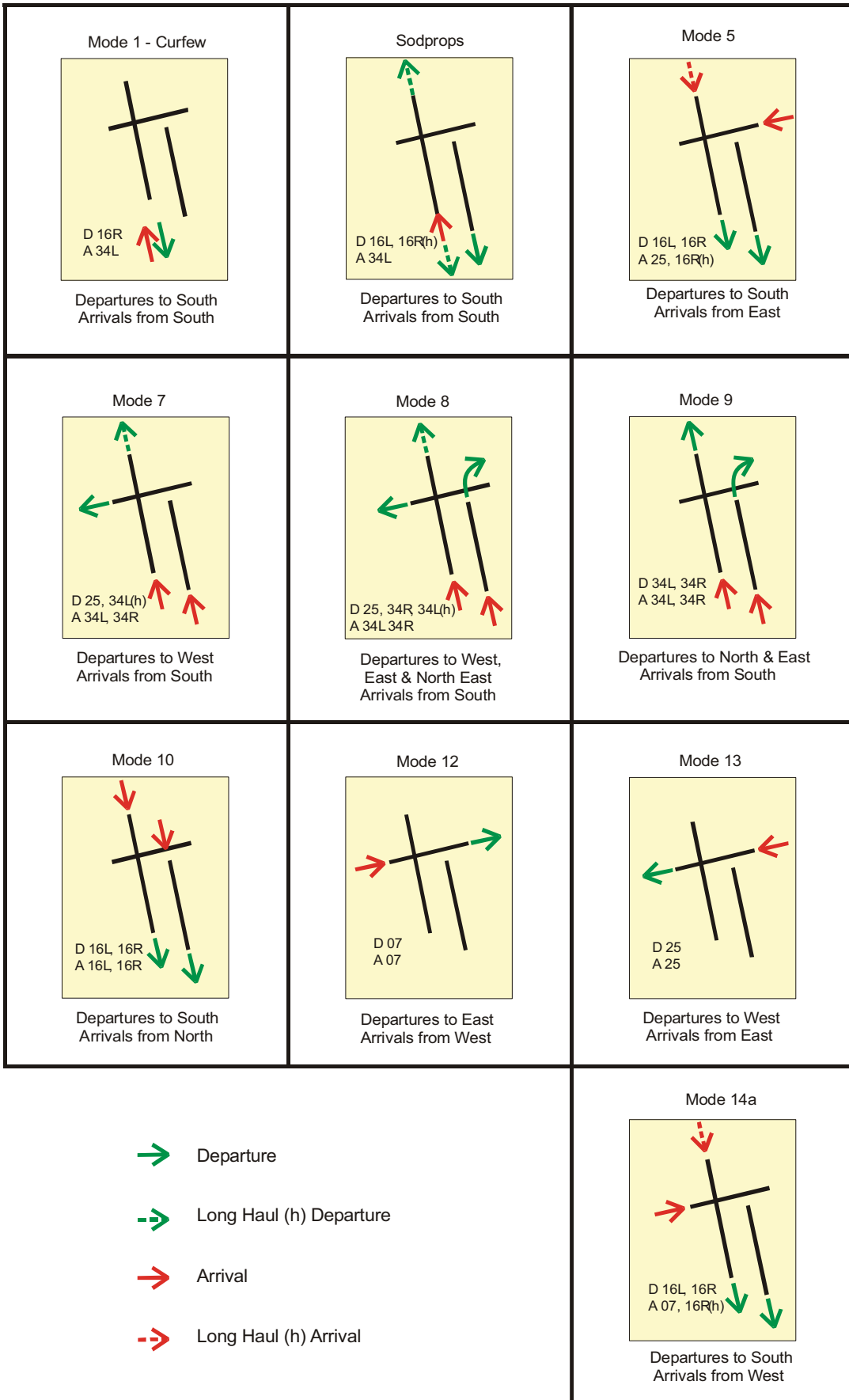
Movements over the North      =16L(arr) + 16R(arr) + 34L(dep)

Movements over the South      =16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)

Movements over the East      =07(dep) + 25(arr) + 34R(dep)

Movements over the West      =07(arr) + 25(dep)

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jan-11	1	0	1	0	16	16	1	1	2	0	0	0	232	141	373	91	165	256	0	0	0	648
02-Jan-11	33	0	33	132	117	249	203	269	472	0	0	0	2	0	2	0	0	0	0	0	0	756
03-Jan-11	0	0	0	141	125	266	213	281	494	50	3	53	0	0	0	0	0	0	0	0	0	813
04-Jan-11	25	0	25	118	115	233	172	270	442	76	3	79	2	0	2	0	0	0	0	0	0	781
05-Jan-11	31	0	31	106	123	229	179	242	421	25	3	28	47	20	67	0	0	0	0	0	0	776
06-Jan-11	1	0	1	135	111	246	206	289	495	54	0	54	6	0	6	0	0	0	0	0	0	802
07-Jan-11	1	0	1	149	108	257	202	259	461	5	1	6	42	20	62	0	17	17	0	0	0	804
08-Jan-11	162	0	162	25	57	82	34	168	202	0	0	0	88	42	130	44	74	118	0	0	0	694
09-Jan-11	123	1	124	24	53	77	51	129	180	0	0	0	116	89	205	56	107	163	0	0	0	749
10-Jan-11	144	0	144	65	97	162	92	220	312	0	0	0	79	39	118	37	63	100	0	0	0	836
11-Jan-11	1	0	1	0	0	0	0	10	10	0	0	0	270	163	433	127	224	351	0	0	0	795
12-Jan-11	4	0	4	0	0	0	0	7	7	0	0	0	233	174	407	164	225	389	0	0	0	807
13-Jan-11	0	0	0	0	0	0	0	10	10	0	0	0	261	166	427	140	223	363	0	0	0	800
14-Jan-11	3	0	3	0	11	11	0	4	4	0	0	0	294	187	481	123	215	338	0	0	0	837
15-Jan-11	53	0	53	0	15	15	13	50	63	0	0	0	179	129	308	115	154	269	0	0	0	708
16-Jan-11	18	0	18	70	89	159	139	167	306	0	0	0	93	59	152	60	78	138	0	0	0	773
17-Jan-11	1	0	1	104	84	188	184	208	392	0	1	1	86	58	144	48	72	120	0	0	0	846
18-Jan-11	79	0	79	126	119	245	200	297	497	5	1	6	4	0	4	0	0	0	0	0	0	831
19-Jan-11	59	0	59	125	106	231	184	259	443	8	0	8	38	25	63	17	39	56	0	0	0	860
20-Jan-11	47	0	47	64	62	126	91	143	234	0	0	0	154	88	242	77	135	212	0	0	0	861
21-Jan-11	1	0	1	0	0	0	0	7	7	0	0	0	270	184	454	162	250	412	0	0	0	874
22-Jan-11	4	1	5	0	9	9	0	1	1	0	1	1	269	148	417	93	186	279	0	0	0	712
23-Jan-11	14	17	31	0	0	0	0	1	1	0	9	9	267	161	428	95	206	301	0	0	0	770
24-Jan-11	1	0	1	14	12	26	50	41	91	0	0	0	235	160	395	103	193	296	0	0	0	809
25-Jan-11	87	0	87	75	80	155	106	198	304	6	0	6	87	51	138	43	73	116	0	0	0	806
26-Jan-11	41	0	41	24	46	70	78	125	203	7	0	7	162	83	245	70	125	195	0	0	0	761
27-Jan-11	37	0	37	129	122	251	211	299	510	44	0	44	0	0	0	0	0	0	0	0	0	842
28-Jan-11	40	0	40	143	126	269	229	295	524	7	0	7	3	0	3	0	0	0	0	0	0	843
29-Jan-11	4	1	5	0	4	4	3	11	14	7	0	7	220	142	362	118	183	301	0	0	0	693
30-Jan-11	0	0	0	0	0	0	0	2	2	0	26	26	271	173	444	107	197	304	0	0	0	776
31-Jan-11	0	0	0	0	0	0	0	3	3	0	0	0	289	195	484	145	237	382	0	0	0	869
<b>Total</b>	<b>1015</b>	<b>20</b>	<b>1035</b>	<b>1769</b>	<b>1807</b>	<b>3576</b>	<b>2841</b>	<b>4266</b>	<b>7107</b>	<b>294</b>	<b>48</b>	<b>342</b>	<b>4299</b>	<b>2697</b>	<b>6996</b>	<b>2035</b>	<b>3441</b>	<b>5476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24532</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-11	0	0	0	0	15	15	0	0	0	0	0	0	208	118	326	76	148	224	0	0	0	565
02-Jan-11	25	0	25	105	88	193	173	225	398	0	0	0	0	0	0	0	0	0	0	0	0	616
03-Jan-11	0	0	0	100	91	191	178	235	413	43	1	44	0	0	0	0	0	0	0	0	0	648
04-Jan-11	18	0	18	79	85	164	150	229	379	69	0	69	2	0	2	0	0	0	0	0	0	632
05-Jan-11	27	0	27	79	97	176	153	203	356	23	0	23	34	17	51	0	0	0	0	0	0	633
06-Jan-11	0	0	0	98	86	184	179	237	416	41	0	41	5	0	5	0	0	0	0	0	0	646
07-Jan-11	0	0	0	108	78	186	165	209	374	5	0	5	40	19	59	0	17	17	0	0	0	641
08-Jan-11	138	0	138	16	48	64	31	151	182	0	0	0	75	30	105	36	60	96	0	0	0	585
09-Jan-11	105	0	105	16	40	56	37	102	139	0	0	0	102	68	170	43	93	136	0	0	0	606
10-Jan-11	116	0	116	37	68	105	84	177	261	0	0	0	66	27	93	23	56	79	0	0	0	654
11-Jan-11	0	0	0	0	0	0	0	7	7	0	0	0	242	122	364	82	193	275	0	0	0	646
12-Jan-11	4	0	4	0	0	0	0	6	6	0	0	0	203	128	331	121	198	319	0	0	0	660
13-Jan-11	0	0	0	0	0	0	0	7	7	0	0	0	224	121	345	96	193	289	0	0	0	641
14-Jan-11	0	0	0	0	11	11	0	3	3	0	0	0	242	126	368	84	185	269	0	0	0	651
15-Jan-11	50	0	50	0	13	13	12	46	58	0	0	0	153	100	253	84	133	217	0	0	0	591
16-Jan-11	17	0	17	54	67	121	116	135	251	0	0	0	76	42	118	46	71	117	0	0	0	624
17-Jan-11	0	0	0	69	62	131	155	169	324	0	1	1	78	38	116	32	64	96	0	0	0	668
18-Jan-11	68	0	68	75	89	164	176	243	419	5	0	5	4	0	4	0	0	0	0	0	0	660
19-Jan-11	50	0	50	84	81	165	160	212	372	8	0	8	28	11	39	12	35	47	0	0	0	681
20-Jan-11	42	0	42	41	46	87	76	115	191	0	0	0	129	60	189	51	117	168	0	0	0	677
21-Jan-11	1	0	1	0	0	0	0	5	5	0	0	0	225	122	347	113	217	330	0	0	0	683
22-Jan-11	2	0	2	0	9	9	0	1	1	0	1	1	233	118	351	65	163	228	0	0	0	592
23-Jan-11	10	12	22	0	0	0	0	0	0	0	9	9	230	118	348	70	178	248	0	0	0	627
24-Jan-11	0	0	0	10	12	22	47	39	86	0	0	0	205	110	315	60	163	223	0	0	0	646
25-Jan-11	69	0	69	42	56	98	95	155	250	5	0	5	75	36	111	30	67	97	0	0	0	630
26-Jan-11	27	0	27	17	34	51	67	109	176	7	0	7	135	53	188	56	111	167	0	0	0	616
27-Jan-11	27	0	27	77	87	164	183	242	425	40	0	40	0	0	0	0	0	0	0	0	0	656
28-Jan-11	37	0	37	95	93	188	185	235	420	7	0	7	2	0	2	0	0	0	0	0	0	654
29-Jan-11	3	1	4	0	4	4	3	10	13	7	0	7	192	113	305	87	160	247	0	0	0	580
30-Jan-11	0	0	0	0	0	0	0	1	1	0	23	23	230	122	352	81	170	251	0	0	0	627
31-Jan-11	0	0	0	0	0	0	0	3	3	0	0	0	243	132	375	92	199	291	0	0	0	669
<b>Total</b>	<b>836</b>	<b>13</b>	<b>849</b>	<b>1202</b>	<b>1360</b>	<b>2562</b>	<b>2425</b>	<b>3511</b>	<b>5936</b>	<b>260</b>	<b>35</b>	<b>295</b>	<b>3681</b>	<b>1951</b>	<b>5632</b>	<b>1440</b>	<b>2991</b>	<b>4431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19705</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-11	1	0	1	0	1	1	1	1	2	0	0	0	24	23	47	15	17	32	0	0	0	83
02-Jan-11	8	0	8	27	29	56	30	44	74	0	0	0	2	0	2	0	0	0	0	0	0	140
03-Jan-11	0	0	0	41	34	75	35	46	81	7	2	9	0	0	0	0	0	0	0	0	0	165
04-Jan-11	7	0	7	39	30	69	22	41	63	7	3	10	0	0	0	0	0	0	0	0	0	149
05-Jan-11	4	0	4	27	26	53	26	39	65	2	3	5	13	3	16	0	0	0	0	0	0	143
06-Jan-11	1	0	1	37	25	62	27	52	79	13	0	13	1	0	1	0	0	0	0	0	0	156
07-Jan-11	1	0	1	41	30	71	37	50	87	0	1	1	2	1	3	0	0	0	0	0	0	163
08-Jan-11	24	0	24	9	9	18	3	17	20	0	0	0	13	12	25	8	14	22	0	0	0	109
09-Jan-11	18	1	19	8	13	21	14	27	41	0	0	0	14	21	35	13	14	27	0	0	0	143
10-Jan-11	28	0	28	28	29	57	8	43	51	0	0	0	13	12	25	14	7	21	0	0	0	182
11-Jan-11	1	0	1	0	0	0	0	3	3	0	0	0	28	41	69	45	31	76	0	0	0	149
12-Jan-11	0	0	0	0	0	0	0	1	1	0	0	0	30	46	76	43	27	70	0	0	0	147
13-Jan-11	0	0	0	0	0	0	0	3	3	0	0	0	37	45	82	44	30	74	0	0	0	159
14-Jan-11	3	0	3	0	0	0	0	1	1	0	0	0	52	61	113	39	30	69	0	0	0	186
15-Jan-11	3	0	3	0	2	2	1	4	5	0	0	0	26	29	55	31	21	52	0	0	0	117
16-Jan-11	1	0	1	16	22	38	23	32	55	0	0	0	17	17	34	14	7	21	0	0	0	149
17-Jan-11	1	0	1	35	22	57	29	39	68	0	0	0	8	20	28	16	8	24	0	0	0	178
18-Jan-11	11	0	11	51	30	81	24	54	78	0	1	1	0	0	0	0	0	0	0	0	0	171
19-Jan-11	9	0	9	41	25	66	24	47	71	0	0	0	10	14	24	5	4	9	0	0	0	179
20-Jan-11	5	0	5	23	16	39	15	28	43	0	0	0	25	28	53	26	18	44	0	0	0	184
21-Jan-11	0	0	0	0	0	0	0	2	2	0	0	0	45	62	107	49	33	82	0	0	0	191
22-Jan-11	2	1	3	0	0	0	0	0	0	0	0	0	36	30	66	28	23	51	0	0	0	120
23-Jan-11	4	5	9	0	0	0	0	1	1	0	0	0	37	43	80	25	28	53	0	0	0	143
24-Jan-11	1	0	1	4	0	4	3	2	5	0	0	0	30	50	80	43	30	73	0	0	0	163
25-Jan-11	18	0	18	33	24	57	11	43	54	1	0	1	12	15	27	13	6	19	0	0	0	176
26-Jan-11	14	0	14	7	12	19	11	16	27	0	0	0	27	30	57	14	14	28	0	0	0	145
27-Jan-11	10	0	10	52	35	87	28	57	85	4	0	4	0	0	0	0	0	0	0	0	0	186
28-Jan-11	3	0	3	48	33	81	44	60	104	0	0	0	1	0	1	0	0	0	0	0	0	189
29-Jan-11	1	0	1	0	0	0	0	1	1	0	0	0	28	29	57	31	23	54	0	0	0	113
30-Jan-11	0	0	0	0	0	0	0	1	1	0	3	3	41	51	92	26	27	53	0	0	0	149
31-Jan-11	0	0	0	0	0	0	0	0	0	0	0	0	46	63	109	53	38	91	0	0	0	200
<b>Total</b>	<b>179</b>	<b>7</b>	<b>186</b>	<b>567</b>	<b>447</b>	<b>1014</b>	<b>416</b>	<b>755</b>	<b>1171</b>	<b>34</b>	<b>13</b>	<b>47</b>	<b>618</b>	<b>746</b>	<b>1364</b>	<b>595</b>	<b>450</b>	<b>1045</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4827</b>

(1) Includes miscellaneous General Aviation aircraft - refer Noise And Flight Path Monitoring System Sydney Quarterly Report for more detail

# Hourly Runway Movement Summary – All Movements <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-11	0	0	0	1	1	1	16	40	46	47	41	51	47	40	39	39	45	41	45	36	27	30	14	1	648
02-Jan-11	0	1	1	0	1	0	23	40	46	49	49	48	57	37	41	45	54	53	61	50	35	38	25	2	756
03-Jan-11	1	1	2	0	1	0	32	48	63	61	59	54	51	33	41	49	59	56	62	51	32	33	23	1	813
04-Jan-11	1	2	1	0	0	0	30	49	65	55	57	50	45	39	45	49	41	56	60	49	33	29	21	4	781
05-Jan-11	4	0	2	1	2	1	30	54	62	61	44	47	42	42	41	47	45	54	58	43	34	36	23	3	776
06-Jan-11	2	2	1	2	3	0	30	53	62	60	50	50	43	32	43	52	55	56	62	48	30	37	24	5	802
07-Jan-11	2	2	0	3	3	0	27	55	65	49	52	56	47	38	45	49	54	58	63	47	35	32	22	0	804
08-Jan-11	2	0	1	0	2	0	24	51	60	53	52	53	46	32	37	38	40	42	47	39	28	29	18	0	694
09-Jan-11	1	0	0	0	0	1	20	39	45	54	49	47	47	37	46	48	52	48	70	53	36	32	23	1	749
10-Jan-11	1	3	1	1	0	0	35	53	61	64	57	63	48	36	42	48	52	58	61	51	34	36	29	2	836
11-Jan-11	5	1	1	1	2	1	24	55	64	52	57	50	47	35	40	52	48	53	55	53	36	29	31	3	795
12-Jan-11	3	1	1	3	2	0	32	52	66	61	49	54	44	35	39	44	44	61	61	53	41	30	28	3	807
13-Jan-11	4	0	3	3	1	0	23	52	62	61	51	53	44	29	45	54	47	54	62	46	39	35	28	4	800
14-Jan-11	2	0	1	2	1	0	31	57	67	56	54	47	53	35	51	54	56	59	61	55	38	36	20	1	837
15-Jan-11	0	0	0	0	0	1	27	48	60	55	50	54	50	35	35	37	48	47	49	37	33	25	16	1	708
16-Jan-11	1	0	0	0	1	0	23	45	42	58	44	55	42	38	42	51	51	61	70	56	39	37	17	0	773
17-Jan-11	2	2	0	1	0	0	31	63	64	65	52	59	52	40	42	48	47	54	64	59	38	33	25	5	846
18-Jan-11	3	0	1	3	2	0	28	61	63	55	56	56	47	38	41	49	53	52	70	49	40	35	24	5	831
19-Jan-11	2	1	2	2	1	0	31	61	63	63	64	56	48	40	48	43	54	52	69	50	40	40	27	3	860
20-Jan-11	2	2	2	1	2	0	28	59	64	66	54	61	49	38	43	59	56	52	66	51	38	36	28	4	861
21-Jan-11	5	0	1	2	1	1	29	67	71	61	54	52	55	42	43	55	60	58	65	64	33	36	19	0	874
22-Jan-11	1	0	0	0	1	0	24	49	61	62	48	47	56	41	38	42	44	43	51	35	27	25	16	1	712
23-Jan-11	0	0	1	0	0	1	19	49	38	54	47	54	39	42	37	54	51	62	69	60	37	37	19	0	770
24-Jan-11	0	1	1	0	0	0	31	63	59	58	52	57	51	34	43	48	44	54	67	49	32	37	26	2	809
25-Jan-11	4	1	2	0	2	2	33	54	56	65	60	55	44	34	42	49	49	49	63	53	41	25	23	0	806
26-Jan-11	2	2	0	1	1	0	24	42	55	56	52	53	44	33	45	45	54	53	59	52	34	34	19	1	761
27-Jan-11	0	0	1	0	0	0	28	53	58	69	57	58	47	39	49	57	46	57	57	59	43	37	23	4	842
28-Jan-11	1	1	0	1	1	0	30	57	69	63	57	59	45	38	49	53	56	61	63	52	36	32	18	1	843
29-Jan-11	0	0	0	0	0	0	23	44	60	57	55	51	39	39	35	44	45	44	47	37	28	24	19	2	693
30-Jan-11	1	0	1	0	0	0	21	38	42	56	48	50	44	41	46	51	50	58	65	68	37	35	24	0	776
31-Jan-11	0	0	0	0	0	0	33	61	77	62	51	61	48	47	41	51	43	62	71	58	38	39	24	2	869
<b>Total</b>	<b>52</b>	<b>23</b>	<b>27</b>	<b>28</b>	<b>31</b>	<b>9</b>	<b>840</b>	<b>1612</b>	<b>1836</b>	<b>1808</b>	<b>1622</b>	<b>1661</b>	<b>1461</b>	<b>1159</b>	<b>1314</b>	<b>1504</b>	<b>1543</b>	<b>1668</b>	<b>1893</b>	<b>1563</b>	<b>1092</b>	<b>1029</b>	<b>696</b>	<b>61</b>	<b>24532</b>
<b>Avg.</b>	<b>1.68</b>	<b>0.74</b>	<b>0.87</b>	<b>0.90</b>	<b>1.00</b>	<b>0.29</b>	<b>27.10</b>	<b>52.00</b>	<b>59.23</b>	<b>58.32</b>	<b>52.32</b>	<b>53.58</b>	<b>47.13</b>	<b>37.39</b>	<b>42.39</b>	<b>48.52</b>	<b>49.77</b>	<b>53.81</b>	<b>61.06</b>	<b>50.42</b>	<b>35.23</b>	<b>33.19</b>	<b>22.45</b>	<b>1.97</b>	<b>791.35</b>

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

# Hourly Runway Movement Summary – Arrivals <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-11	0	0	0	1	1	0	9	26	26	16	18	19	23	17	20	19	24	24	22	18	16	20	5	1	325
02-Jan-11	0	1	0	0	1	0	12	25	23	22	22	17	18	20	22	17	25	32	31	22	22	26	11	1	370
03-Jan-11	0	0	1	0	0	0	12	27	36	28	31	27	18	15	26	24	21	28	33	27	20	19	11	0	404
04-Jan-11	1	1	0	0	0	0	12	29	36	24	35	24	18	18	25	14	23	28	32	24	20	19	8	2	393
05-Jan-11	1	0	1	0	1	1	12	33	31	30	21	22	21	20	20	14	27	26	31	21	21	22	11	1	388
06-Jan-11	1	0	1	0	2	0	10	30	35	28	28	23	16	13	24	24	24	33	33	20	19	24	11	3	402
07-Jan-11	0	0	0	2	2	0	10	31	36	21	29	26	17	19	28	14	26	33	35	22	22	16	10	0	399
08-Jan-11	0	0	1	0	2	0	13	34	29	20	28	22	20	16	21	19	18	24	24	19	15	20	8	0	353
09-Jan-11	0	0	0	0	0	1	11	24	21	21	24	24	11	19	26	18	25	29	39	26	22	20	8	1	370
10-Jan-11	1	1	0	1	0	0	15	29	32	29	31	29	19	16	24	21	25	31	33	23	21	21	14	1	417
11-Jan-11	2	0	1	0	2	0	9	33	36	20	33	26	16	16	21	20	28	27	27	25	22	18	15	1	398
12-Jan-11	1	0	1	2	1	0	16	31	31	26	27	26	17	16	20	16	28	30	33	23	24	18	12	2	401
13-Jan-11	1	0	3	1	0	0	8	31	36	26	26	26	16	12	28	22	20	33	30	22	23	22	12	3	401
14-Jan-11	0	0	1	1	0	0	12	35	33	22	31	21	23	18	26	25	30	29	30	29	21	22	10	1	420
15-Jan-11	0	0	0	0	0	0	17	29	29	21	26	25	23	18	18	21	22	25	26	21	14	17	7	1	360
16-Jan-11	1	0	0	0	0	0	14	26	19	24	22	21	16	16	23	24	28	31	38	28	24	19	6	0	380
17-Jan-11	1	1	0	0	0	0	14	36	35	25	29	31	20	16	22	22	26	28	29	30	23	22	11	2	423
18-Jan-11	0	0	1	2	0	0	10	33	33	28	33	27	17	18	18	26	26	27	32	23	26	24	8	2	414
19-Jan-11	0	1	1	1	0	0	14	32	33	35	32	26	18	20	23	20	26	32	33	20	28	24	10	2	431
20-Jan-11	1	0	2	0	1	0	11	31	36	28	32	29	19	15	26	27	28	27	33	24	22	24	14	3	433
21-Jan-11	1	0	1	1	0	0	13	35	41	24	29	28	17	22	23	26	30	27	37	28	17	24	9	0	433
22-Jan-11	1	0	0	0	0	0	13	33	34	21	25	25	25	17	21	19	24	24	28	16	17	15	8	0	366
23-Jan-11	0	0	0	0	0	1	10	31	16	23	23	23	12	18	20	25	25	32	34	29	22	24	8	0	376
24-Jan-11	0	1	0	0	0	0	14	39	30	25	28	30	21	15	19	22	23	32	28	21	19	23	13	0	403
25-Jan-11	1	0	1	0	2	0	15	31	32	36	32	23	19	17	21	21	23	26	32	24	24	14	10	0	404
26-Jan-11	2	0	0	1	1	0	12	27	33	22	29	21	17	16	23	19	31	26	29	24	20	21	7	1	382
27-Jan-11	0	0	0	0	0	0	11	27	32	32	30	28	19	19	28	24	23	29	29	29	25	25	10	1	421
28-Jan-11	1	0	0	1	0	0	11	31	35	33	28	28	17	20	26	19	30	34	29	29	22	20	7	1	422
29-Jan-11	0	0	0	0	0	0	10	29	33	19	31	24	15	21	18	21	24	23	25	18	15	17	8	1	352
30-Jan-11	0	0	1	0	0	0	10	23	23	23	23	23	12	20	26	22	24	31	35	30	21	19	12	0	378
31-Jan-11	0	0	0	0	0	0	14	36	44	26	27	31	19	23	19	17	27	34	33	28	20	26	8	2	434
<b>Total</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>374</b>	<b>947</b>	<b>979</b>	<b>778</b>	<b>863</b>	<b>775</b>	<b>559</b>	<b>546</b>	<b>705</b>	<b>642</b>	<b>784</b>	<b>895</b>	<b>963</b>	<b>743</b>	<b>647</b>	<b>645</b>	<b>302</b>	<b>33</b>	<b>12253</b>
<b>Avg.</b>	<b>0.55</b>	<b>0.19</b>	<b>0.55</b>	<b>0.45</b>	<b>0.52</b>	<b>0.10</b>	<b>12.06</b>	<b>30.55</b>	<b>31.58</b>	<b>25.10</b>	<b>27.84</b>	<b>25.00</b>	<b>18.03</b>	<b>17.61</b>	<b>22.74</b>	<b>20.71</b>	<b>25.29</b>	<b>28.87</b>	<b>31.06</b>	<b>23.97</b>	<b>20.87</b>	<b>20.81</b>	<b>9.74</b>	<b>1.06</b>	<b>395.26</b>

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

## Hourly Runway Movement Summary – Departures <sup>1</sup>

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-11	0	0	0	0	0	1	7	14	20	31	23	32	24	23	19	20	21	17	23	18	11	10	9	0	323
02-Jan-11	0	0	1	0	0	0	11	15	23	27	27	31	39	17	19	28	29	21	30	28	13	12	14	1	386
03-Jan-11	1	1	1	0	1	0	20	21	27	33	28	27	33	18	15	25	38	28	29	24	12	14	12	1	409
04-Jan-11	0	1	1	0	0	0	18	20	29	31	22	26	27	21	20	35	18	28	28	25	13	10	13	2	388
05-Jan-11	3	0	1	1	1	0	18	21	31	31	23	25	21	22	21	33	18	28	27	22	13	14	12	2	388
06-Jan-11	1	2	0	2	1	0	20	23	27	32	22	27	27	19	19	28	31	23	29	28	11	13	13	2	400
07-Jan-11	2	2	0	1	1	0	17	24	29	28	23	30	30	19	17	35	28	25	28	25	13	16	12	0	405
08-Jan-11	2	0	0	0	0	0	11	17	31	33	24	31	26	16	16	19	22	18	23	20	13	9	10	0	341
09-Jan-11	1	0	0	0	0	0	9	15	24	33	25	23	36	18	20	30	27	19	31	27	14	12	15	0	379
10-Jan-11	0	2	1	0	0	0	20	24	29	35	26	34	29	20	18	27	27	27	28	28	13	15	15	1	419
11-Jan-11	3	1	0	1	0	1	15	22	28	32	24	24	31	19	19	32	20	26	28	28	14	11	16	2	397
12-Jan-11	2	1	0	1	1	0	16	21	35	35	22	28	27	19	19	28	16	31	28	30	17	12	16	1	406
13-Jan-11	3	0	0	2	1	0	15	21	26	35	25	27	28	17	17	32	27	21	32	24	16	13	16	1	399
14-Jan-11	2	0	0	1	1	0	19	22	34	34	23	26	30	17	25	29	26	30	31	26	17	14	10	0	417
15-Jan-11	0	0	0	0	0	1	10	19	31	34	24	29	27	17	17	16	26	22	23	16	19	8	9	0	348
16-Jan-11	0	0	0	0	1	0	9	19	23	34	22	34	26	22	19	27	23	30	32	28	15	18	11	0	393
17-Jan-11	1	1	0	1	0	0	17	27	29	40	23	28	32	24	20	26	21	26	35	29	15	11	14	3	423
18-Jan-11	3	0	0	1	2	0	18	28	30	27	23	29	30	20	23	23	27	25	38	26	14	11	16	3	417
19-Jan-11	2	0	1	1	1	0	17	29	30	28	32	30	30	20	25	23	28	20	36	30	12	16	17	1	429
20-Jan-11	1	2	0	1	1	0	17	28	28	38	22	32	30	23	17	32	28	25	33	27	16	12	14	1	428
21-Jan-11	4	0	0	1	1	1	16	32	30	37	25	24	38	20	20	29	30	31	28	36	16	12	10	0	441
22-Jan-11	0	0	0	0	1	0	11	16	27	41	23	22	31	24	17	23	20	19	23	19	10	10	8	1	346
23-Jan-11	0	0	1	0	0	0	9	18	22	31	24	31	27	24	17	29	26	30	35	31	15	13	11	0	394
24-Jan-11	0	0	1	0	0	0	17	24	29	33	24	27	30	19	24	26	21	22	39	28	13	14	13	2	406
25-Jan-11	3	1	1	0	0	2	18	23	24	29	28	32	25	17	21	28	26	23	31	29	17	11	13	0	402
26-Jan-11	0	2	0	0	0	0	12	15	22	34	23	32	27	17	22	26	23	27	30	28	14	13	12	0	379
27-Jan-11	0	0	1	0	0	0	17	26	26	37	27	30	28	20	21	33	23	28	28	30	18	12	13	3	421
28-Jan-11	0	1	0	0	1	0	19	26	34	30	29	31	28	18	23	34	26	27	34	23	14	12	11	0	421
29-Jan-11	0	0	0	0	0	0	13	15	27	38	24	27	24	18	17	23	21	21	22	19	13	7	11	1	341
30-Jan-11	1	0	0	0	0	0	11	15	19	33	25	27	32	21	20	29	26	27	30	38	16	16	12	0	398
31-Jan-11	0	0	0	0	0	0	19	25	33	36	24	30	29	24	22	34	16	28	38	30	18	13	16	0	435
<b>Total</b>	<b>35</b>	<b>17</b>	<b>10</b>	<b>14</b>	<b>15</b>	<b>6</b>	<b>466</b>	<b>665</b>	<b>857</b>	<b>1030</b>	<b>759</b>	<b>886</b>	<b>902</b>	<b>613</b>	<b>609</b>	<b>862</b>	<b>759</b>	<b>773</b>	<b>930</b>	<b>820</b>	<b>445</b>	<b>384</b>	<b>394</b>	<b>28</b>	<b>12279</b>
<b>Avg.</b>	<b>1.13</b>	<b>0.55</b>	<b>0.32</b>	<b>0.45</b>	<b>0.48</b>	<b>0.19</b>	<b>15.03</b>	<b>21.45</b>	<b>27.65</b>	<b>33.23</b>	<b>24.48</b>	<b>28.58</b>	<b>29.10</b>	<b>19.77</b>	<b>19.65</b>	<b>27.81</b>	<b>24.48</b>	<b>24.94</b>	<b>30.00</b>	<b>26.45</b>	<b>14.35</b>	<b>12.39</b>	<b>12.71</b>	<b>0.90</b>	<b>396.10</b>

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

## Mode Utilisation Summary (Total Hours by Day) <sup>1</sup>

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Jan-11	07:00	00:21	01:33	-	-	-	15:04	-	-	-	-	-	-
02-Jan-11	07:00	00:20	-	-	-	-	-	14:55	-	-	01:43	-	-
03-Jan-11	07:00	00:22	-	03:08	-	-	-	13:28	-	-	-	-	-
04-Jan-11	07:00	00:29	-	05:09	-	-	-	10:21	-	-	00:58	-	-
05-Jan-11	07:00	00:10	01:59	01:53	-	-	-	11:19	-	-	01:35	-	-
06-Jan-11	07:00	00:15	-	03:11	-	-	-	13:32	-	-	-	-	-
07-Jan-11	07:00	00:21	-	00:39	-	-	02:15	13:43	-	-	-	-	-
08-Jan-11	07:00	00:27	-	-	-	-	05:09	02:44	-	-	08:37	-	-
09-Jan-11	07:00	00:13	-	-	-	-	08:16	02:23	-	-	06:06	-	-
10-Jan-11	07:00	00:11	-	-	-	-	04:05	05:21	-	-	07:20	-	-
11-Jan-11	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
12-Jan-11	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
13-Jan-11	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
14-Jan-11	07:00	00:20	00:44	-	-	-	15:54	-	-	-	-	-	-
15-Jan-11	07:00	00:23	00:20	-	-	-	12:18	00:27	-	-	03:29	-	-
16-Jan-11	07:00	00:23	-	-	-	-	05:50	09:19	-	-	01:26	-	-
17-Jan-11	07:00	00:18	-	-	-	-	04:43	11:57	-	-	-	-	-
18-Jan-11	07:00	00:17	-	00:39	-	-	-	11:37	-	-	04:25	-	-
19-Jan-11	07:00	00:25	-	00:53	-	-	01:48	10:59	-	-	02:52	-	-
20-Jan-11	07:00	00:11	-	-	-	-	09:05	05:04	-	-	02:37	-	-
21-Jan-11	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
22-Jan-11	07:00	00:30	00:48	-	-	-	15:40	-	-	-	-	-	-
23-Jan-11	07:00	00:25	-	-	00:54	-	14:58	-	00:40	-	-	-	-
24-Jan-11	07:00	00:14	-	-	-	-	13:40	03:04	-	-	-	-	-
25-Jan-11	07:00	00:23	-	00:34	-	-	05:30	06:09	-	-	04:21	-	-
26-Jan-11	07:00	00:23	-	00:14	-	-	09:09	05:10	-	-	02:01	-	-
27-Jan-11	07:00	00:23	-	02:43	-	-	-	11:47	-	-	02:05	-	-
28-Jan-11	07:00	00:35	-	00:48	-	-	-	13:38	-	-	01:56	-	-
29-Jan-11	07:00	00:21	-	00:51	-	-	15:45	-	-	-	-	-	-
30-Jan-11	07:00	00:33	-	-	01:59	-	14:26	-	-	-	-	-	-
31-Jan-11	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>11:30</b>	<b>5:27</b>	<b>20:47</b>	<b>2:54</b>	<b>00:00</b>	<b>256:50</b>	<b>177:06</b>	<b>0:40</b>	<b>00:00</b>	<b>51:37</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.18%</b>	<b>1.04%</b>	<b>3.95%</b>	<b>0.55%</b>	<b>0.00%</b>	<b>48.74%</b>	<b>33.61%</b>	<b>0.13%</b>	<b>0.00%</b>	<b>9.80%</b>	<b>0.00%</b>	<b>0.00%</b>

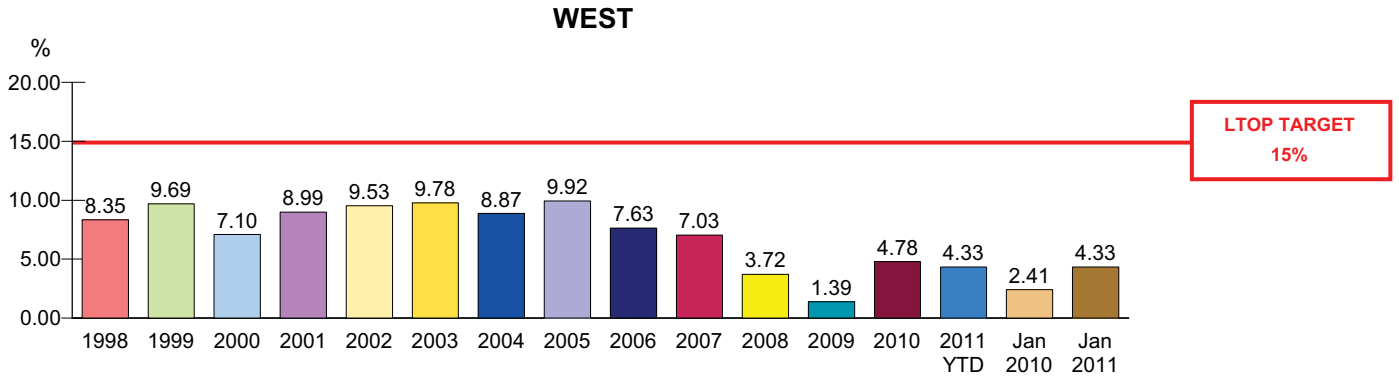
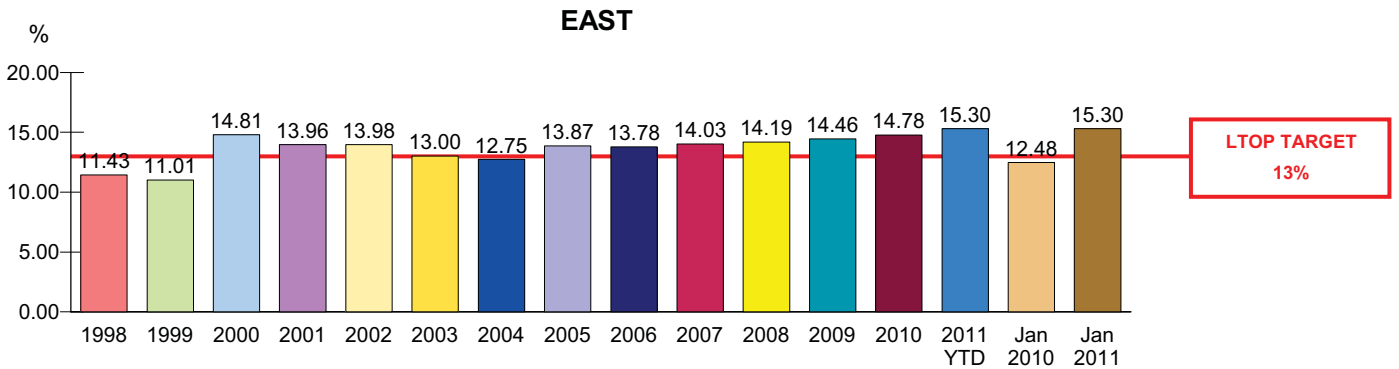
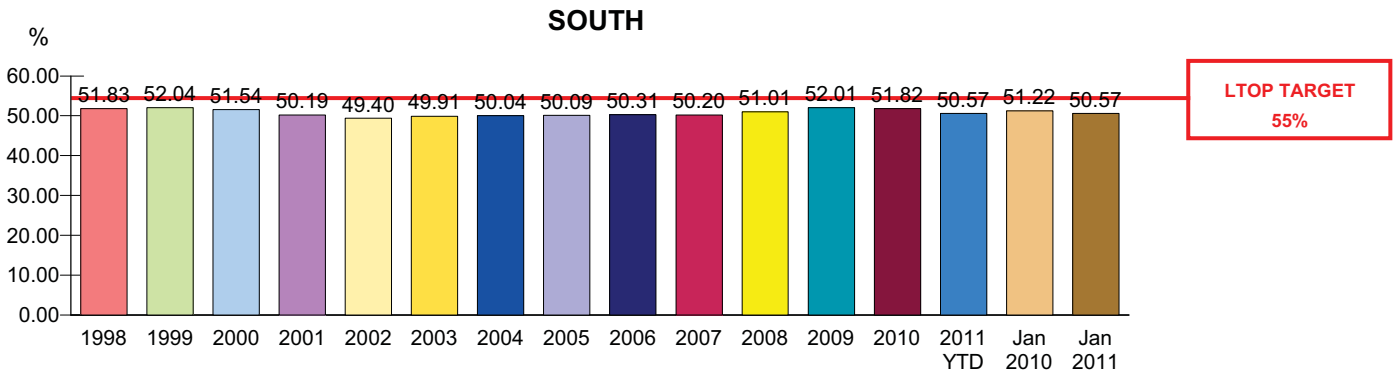
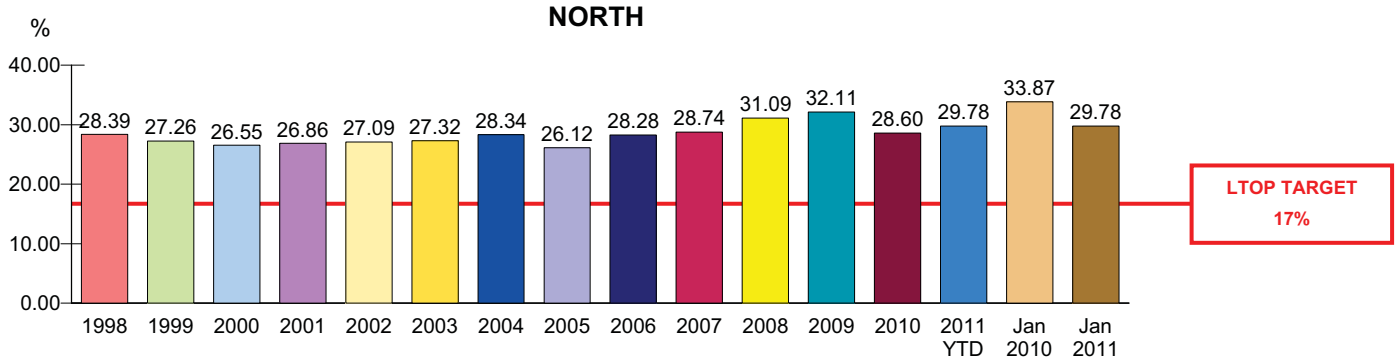
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

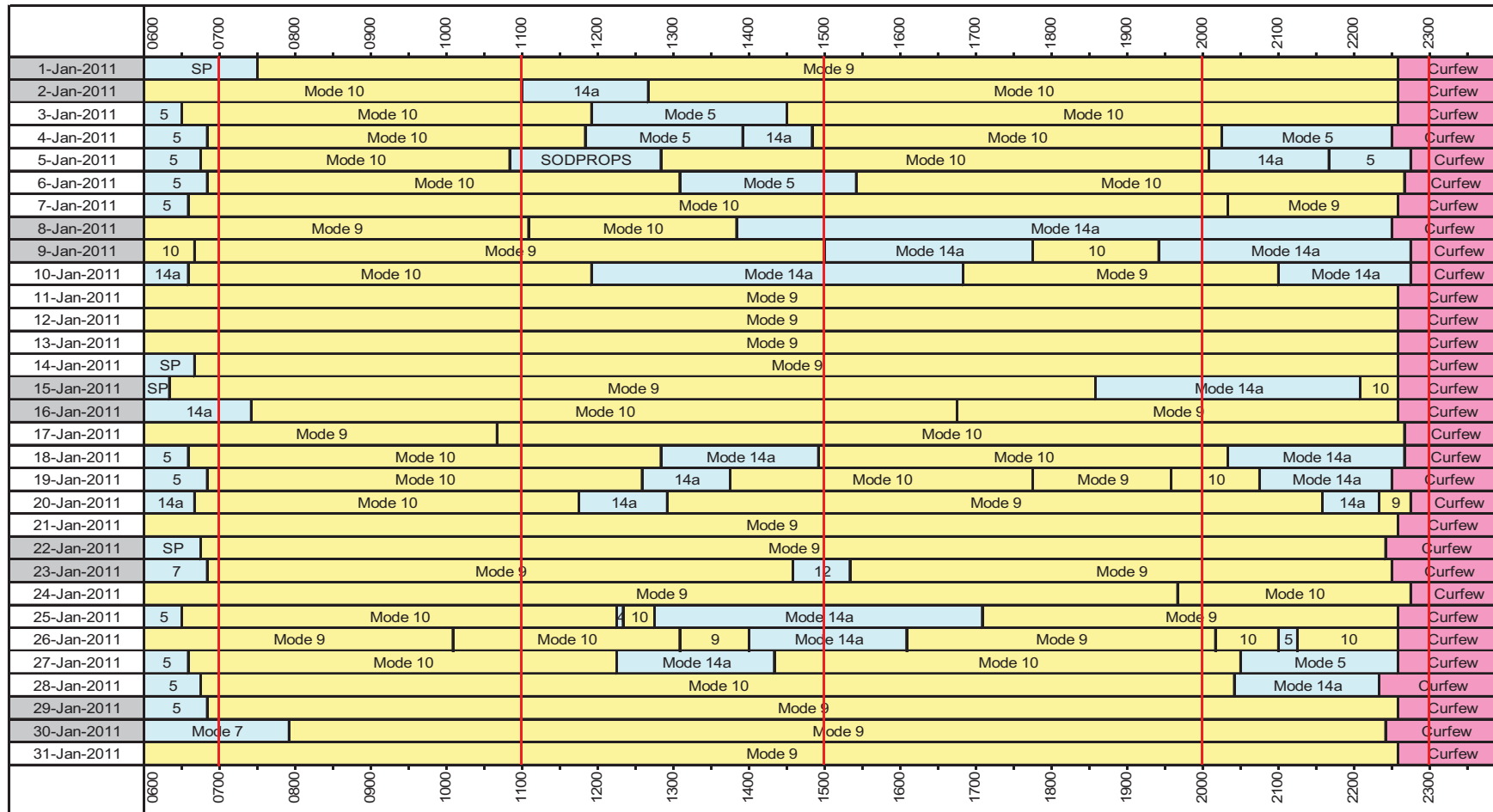
<b>Time</b>	<b>2.18%</b>	<b>1.04%</b>	<b>3.95%</b>	<b>0.55%</b>	<b>0.00%</b>	<b>48.74%</b>	<b>33.61%</b>	<b>0.13%</b>	<b>0.00%</b>	<b>9.80%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.44%</b>	<b>0.74%</b>	<b>2.88%</b>	<b>0.31%</b>	<b>0.00%</b>	<b>50.28%</b>	<b>36.96%</b>	<b>0.12%</b>	<b>0.00%</b>	<b>8.27%</b>	<b>0.00%</b>	<b>0.00%</b>

## Runway End Impact to 31 January 2011

Includes comparisons with annual figures for 1998 to 2010, 2011 Year to Date, current month this year and corresponding month last year.



## Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then Minister for the Environment and Heritage.

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **January 2011**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
NIL			

### Number of Runway 16 arrivals during PRM operations and their runway assignment

Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
NIL			

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

Suburb	Number of complaints	Number of complainants
NIL		



## 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:

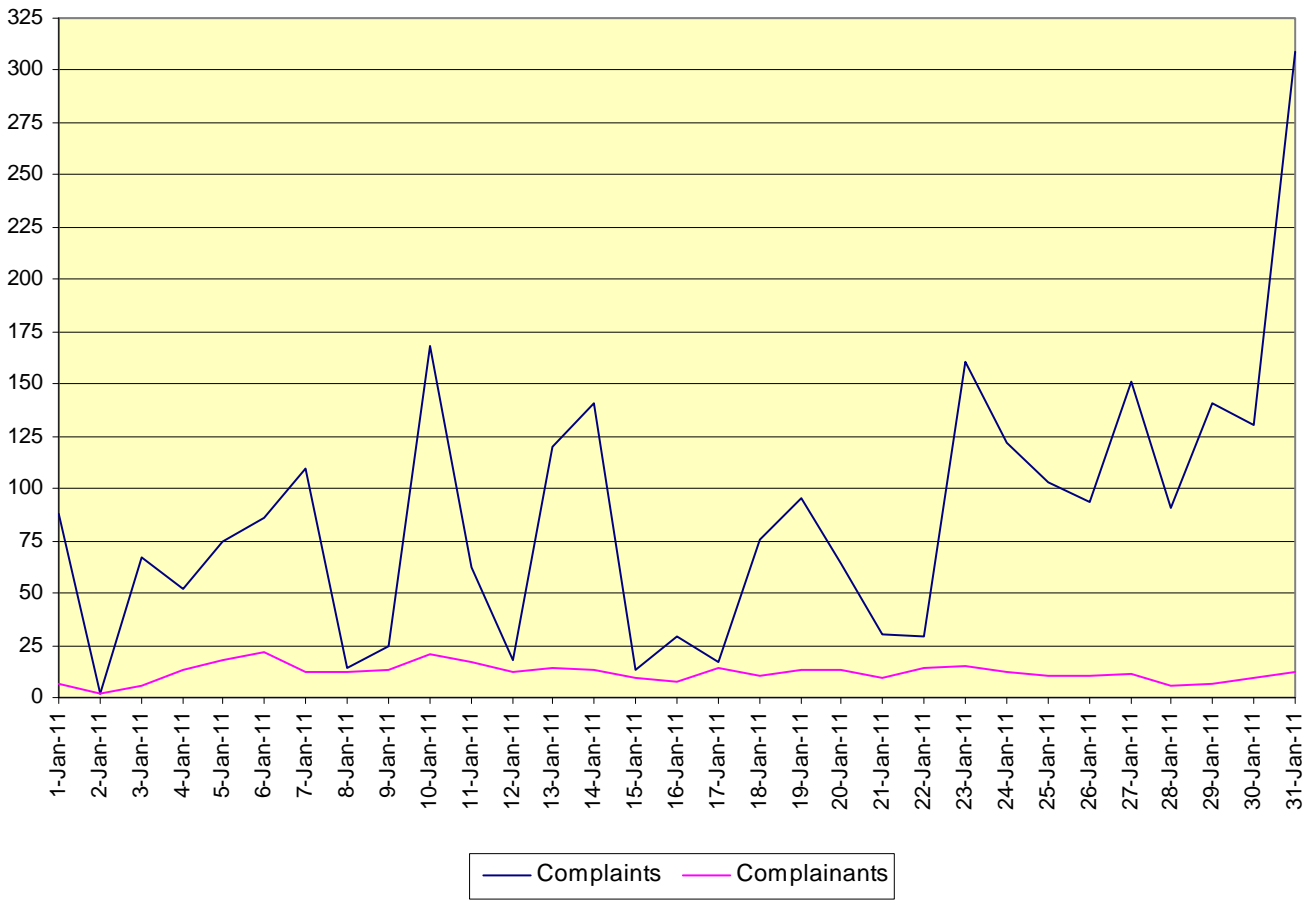
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – January 2011

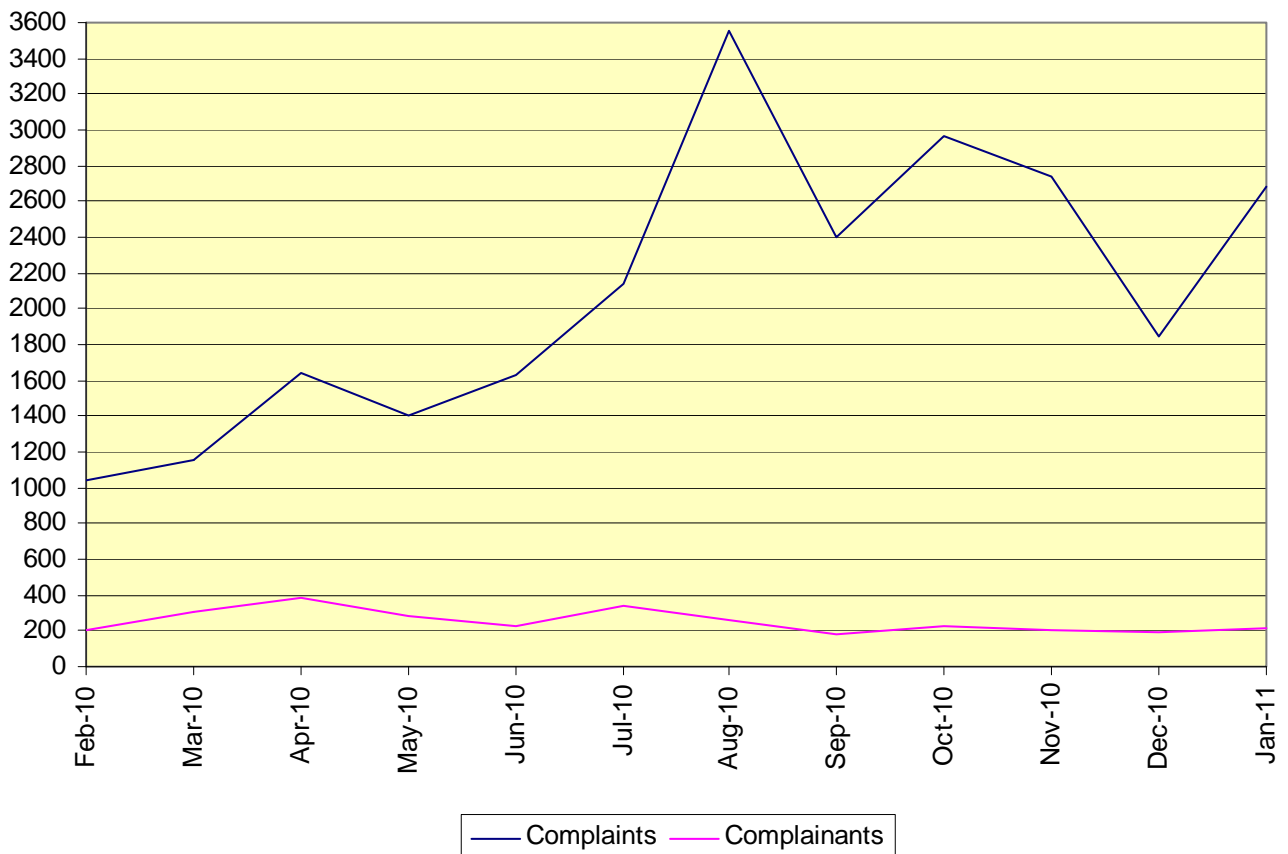
➤ Sydney Suburbs Complaints	
• By phone.....	348
• By correspondence .....	26
• By internet.....	696
• By e-mail.....	282
• By WebTrak.....	1331
➤ Sydney Suburbs Complaints – suburb not specified .....	13
➤ Sydney Suburbs Comments and Enquiries .....	29
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	73
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	42
➤ Callback / Information Requests (NSW Only).....	324

# Complaints Graphs

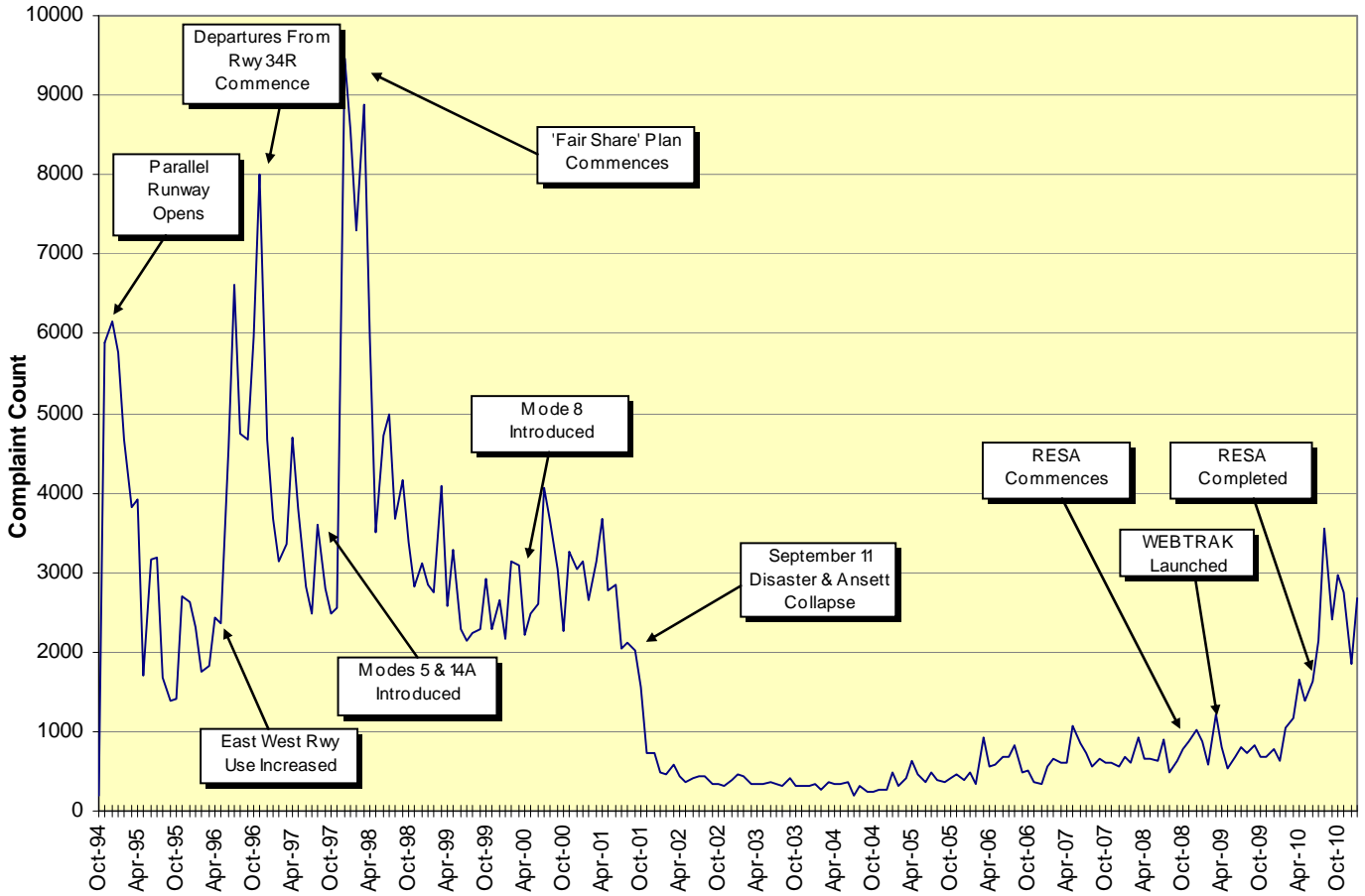
## Complaints vs Complainants – 1 January to 31 January 2011



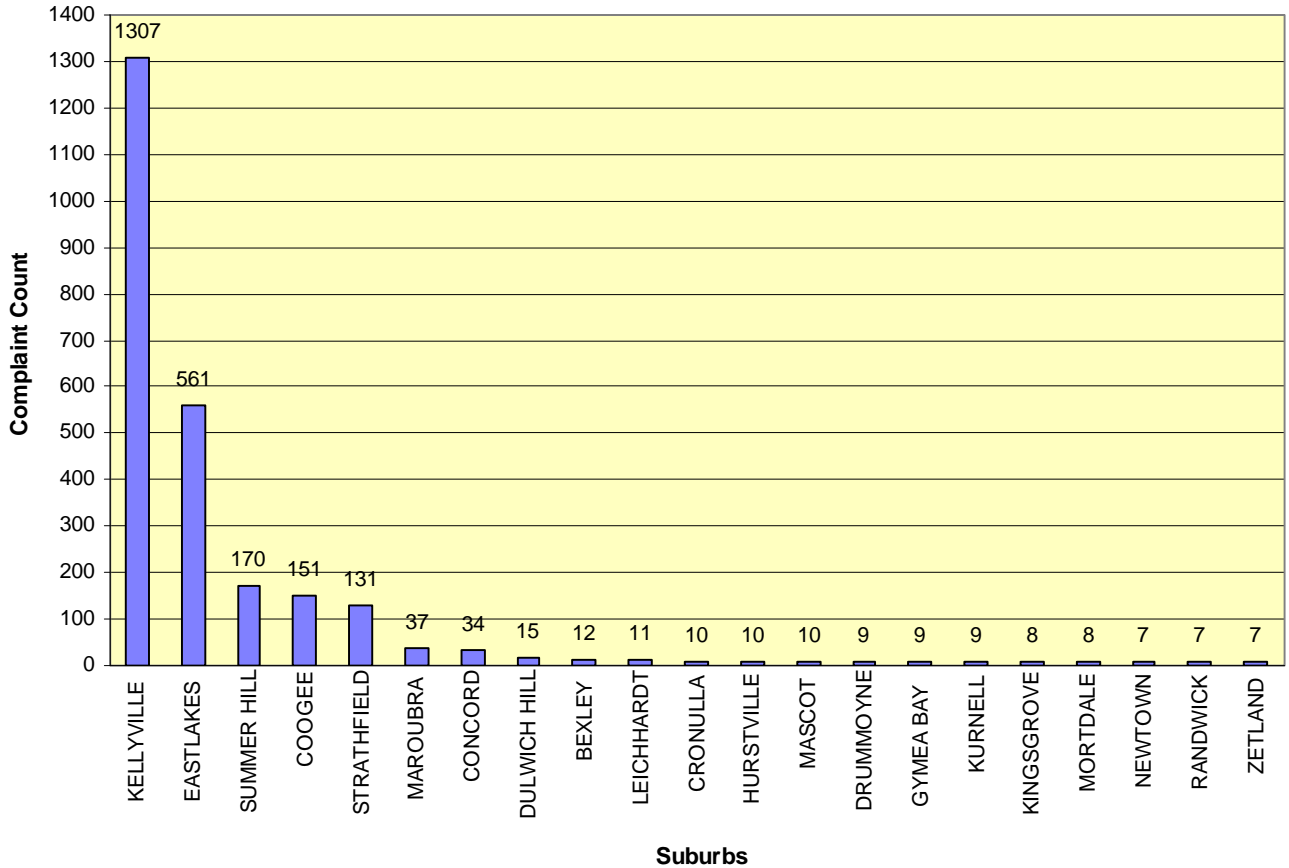
## Complaints vs Complainants – Monthly



# Complaints History

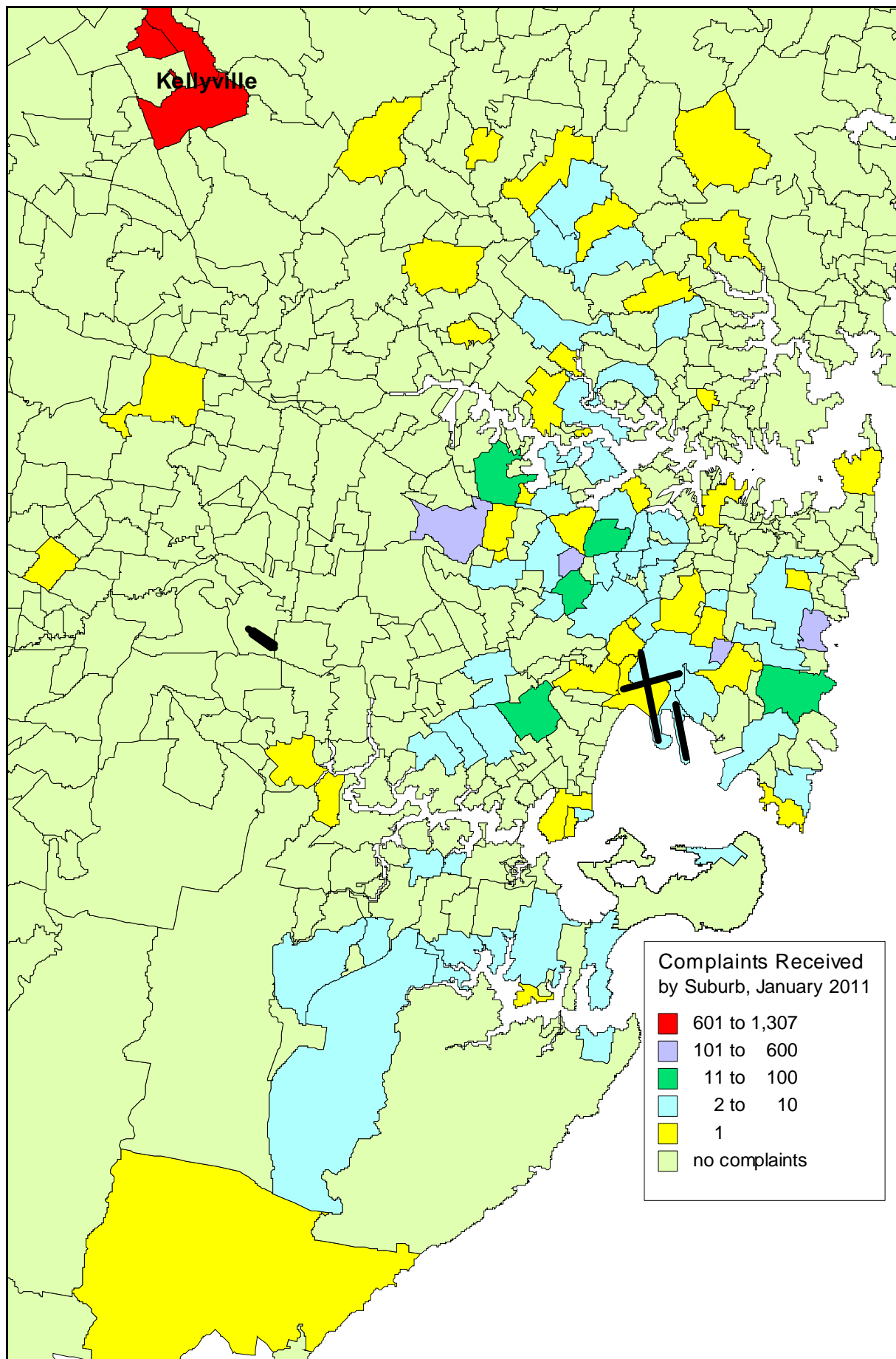


## Top 20 Complaint Suburbs – 1 January to 31 January 2011



# Complaint Density by Suburb

1 January to 31 January 2011



## Recorded Complaints vs Complainants, by Suburb

1 January to 31 January 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	13	2	Jannali	3	1
Abbotsford	2	2	Kareela	2	1
Alexandria	1	1	Kellyville	1307	1
Alfords Point	1	1	Killara	2	2
Annandale	3	3	Kingsford	4	4
Arncliffe	1	1	Kingsgrove	8	3
Ashfield	2	2	Kurnell	9	6
Belrose	1	1	Kyeemagh	1	1
Bexley	12	5	La Perouse	1	1
Bondi Junction	2	1	Lane Cove	3	3
Bonnyrigg	1	1	Leichhardt	11	11
Botany	2	1	Lilli Pilli	1	1
Bundeena	5	2	Lilyfield	3	3
Burwood	1	1	Linley Point	3	1
Burwood Heights	1	1	Little Bay	3	1
Camperdown	2	1	Loftus	2	1
Canada Bay	1	1	Maroubra	37	9
Caringbah	4	1	Marrickville	4	4
Chatswood	2	1	Mascot	10	5
Cherrybrook	1	1	Matraville	2	2
Chiswick	2	1	Mortdale	8	3
Concord	34	3	Newtown	7	4
Coogee	151	7	Normanhurst	1	1
Cronulla	10	8	North Ryde	5	4
Crows Nest	1	1	Pagewood	1	1
Croydon Park	6	2	Penshurst	2	2
Denistone	1	1	Petersham	5	4
Dolls Point	2	2	Picnic Point	1	1
Drummoyne	9	7	Pymble	2	2
Dulwich Hill	15	3	Queens Park	1	1
East Ryde	1	1	Randwick	7	4
Eastlakes	561	1	Rosebery	1	1
Engadine	3	1	Roseville	1	1
Epping	1	1	Rozelle	1	1
Five Dock	2	1	Sandringham	1	1
Forestville	1	1	Sans Souci	1	1
Gladesville	1	1	St Peters	2	2
Glebe	5	1	Stanmore	2	2
Gordon	1	1	Strathfield	131	1
Grays Point	5	4	Summer Hill	170	4
Greystanes	1	1	Sydenham	1	1
Gymea Bay	9	4	Sydney	1	1
Haberfield	1	1	Tempe	1	1
Helensburgh	1	1	Turramurra	1	1
Hunters Hill	4	3	Vaucluse	1	1
Huntleys Point	1	1	West Pymble	2	2
Hurlstone Park	3	1	Yowie Bay	3	3
Hurstville	10	5	Zetland	7	3

**Total Complaints**

**2683**

**Total Complainants**

**210**

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

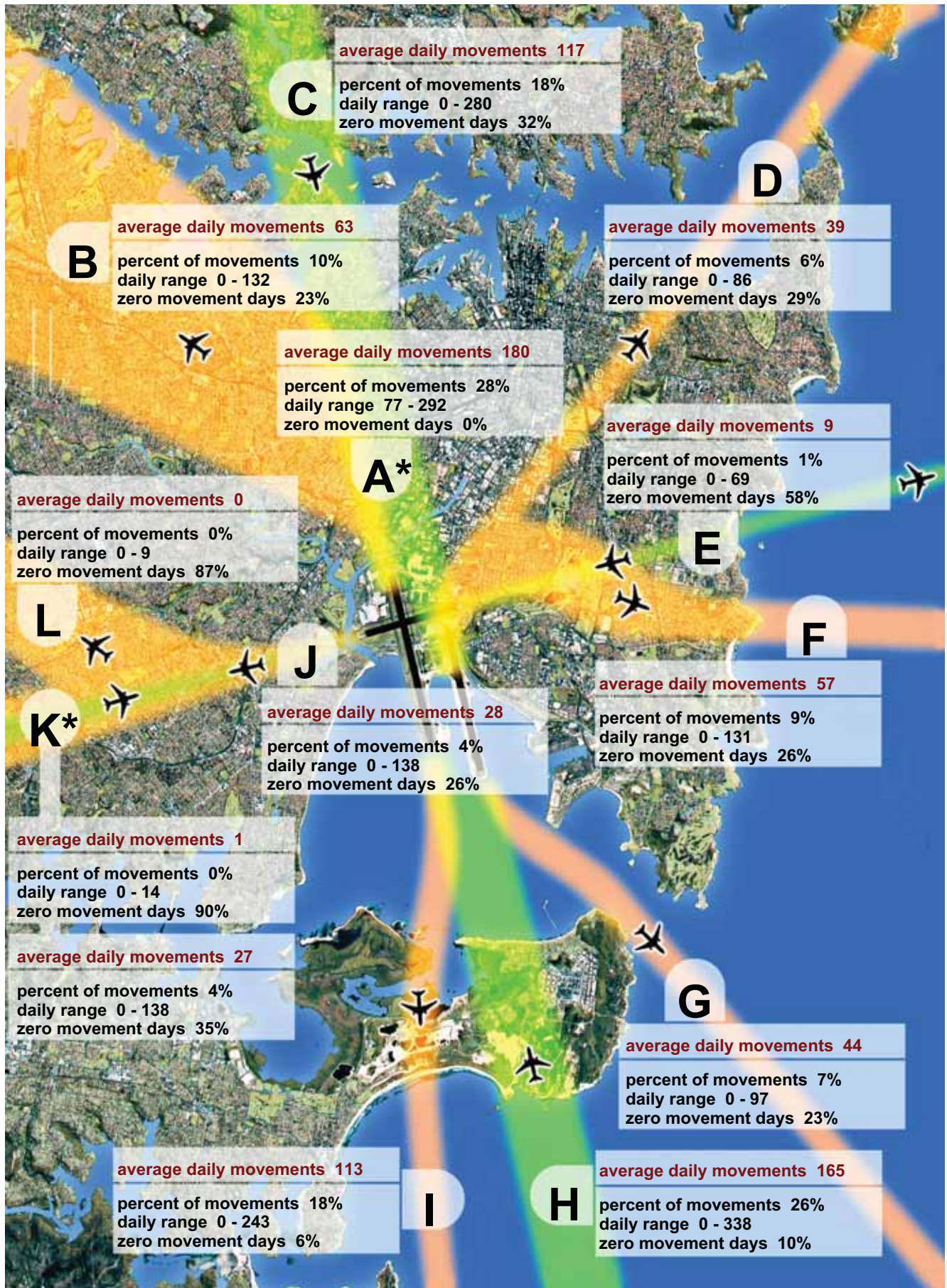
1 January to 31 January 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albury	1	1	Ocean Shores	1	1
Bankstown	23	15	Old Junee	1	1
Camden	24	10	Port Macquarie	1	1
Canowindra	1	1	Sydney Childrens	1	1
Dubbo	1	1	Hospital Randwick		
Kurrajong	1	1	Williamtown	11	8
Murwillumbah	1	1	Yenda	1	1
Not Specified	5	3			
<b>Total Complaints</b>		<b>73</b>	<b>Total Complainants</b>		<b>46</b>



# Sydney Airport : Jet Flight Path Movements

1 Jan 2011 to 31 Jan 2011, All Jets

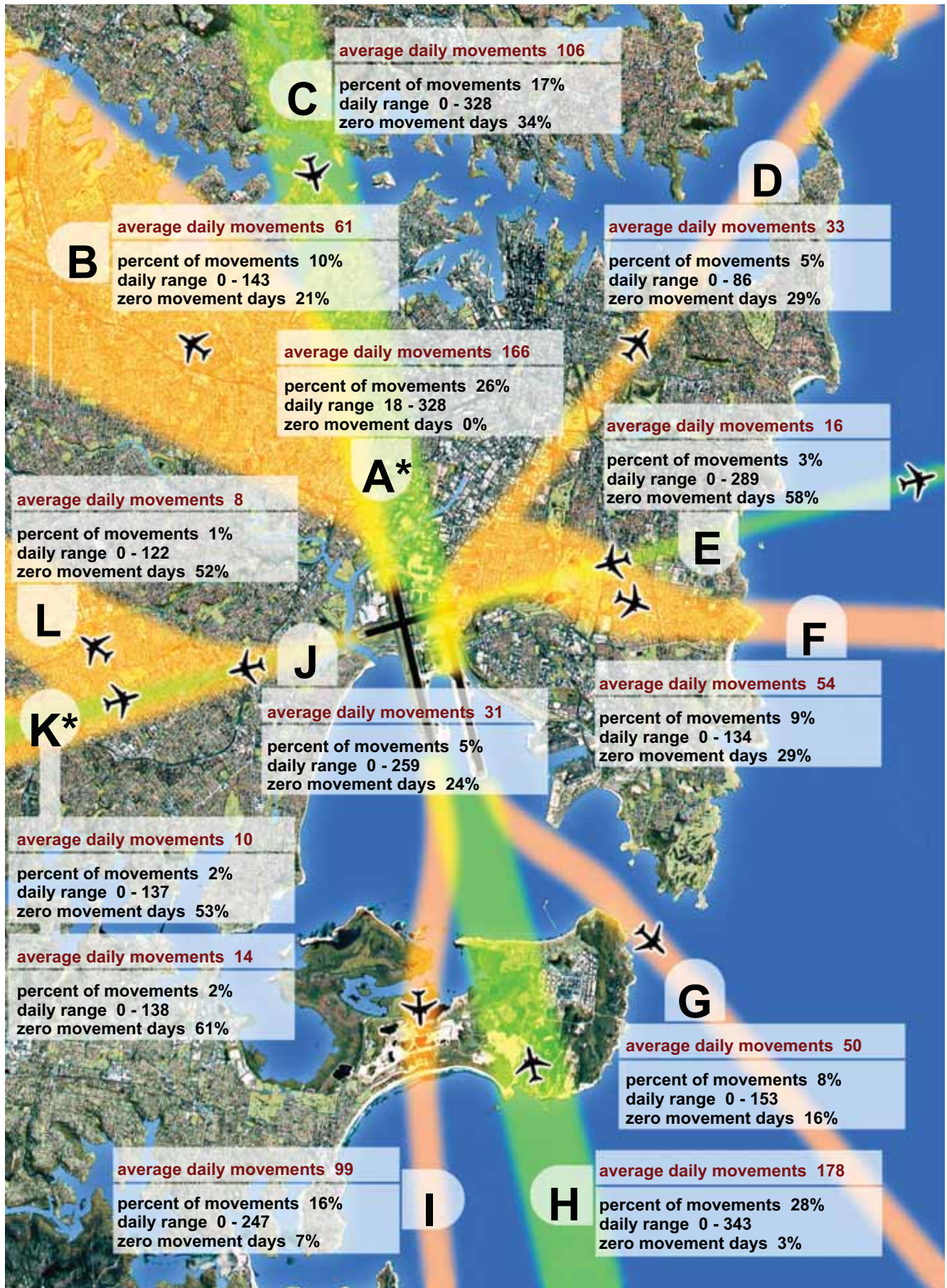


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 Feb 2010 to 31 Jan 2011, All Jets

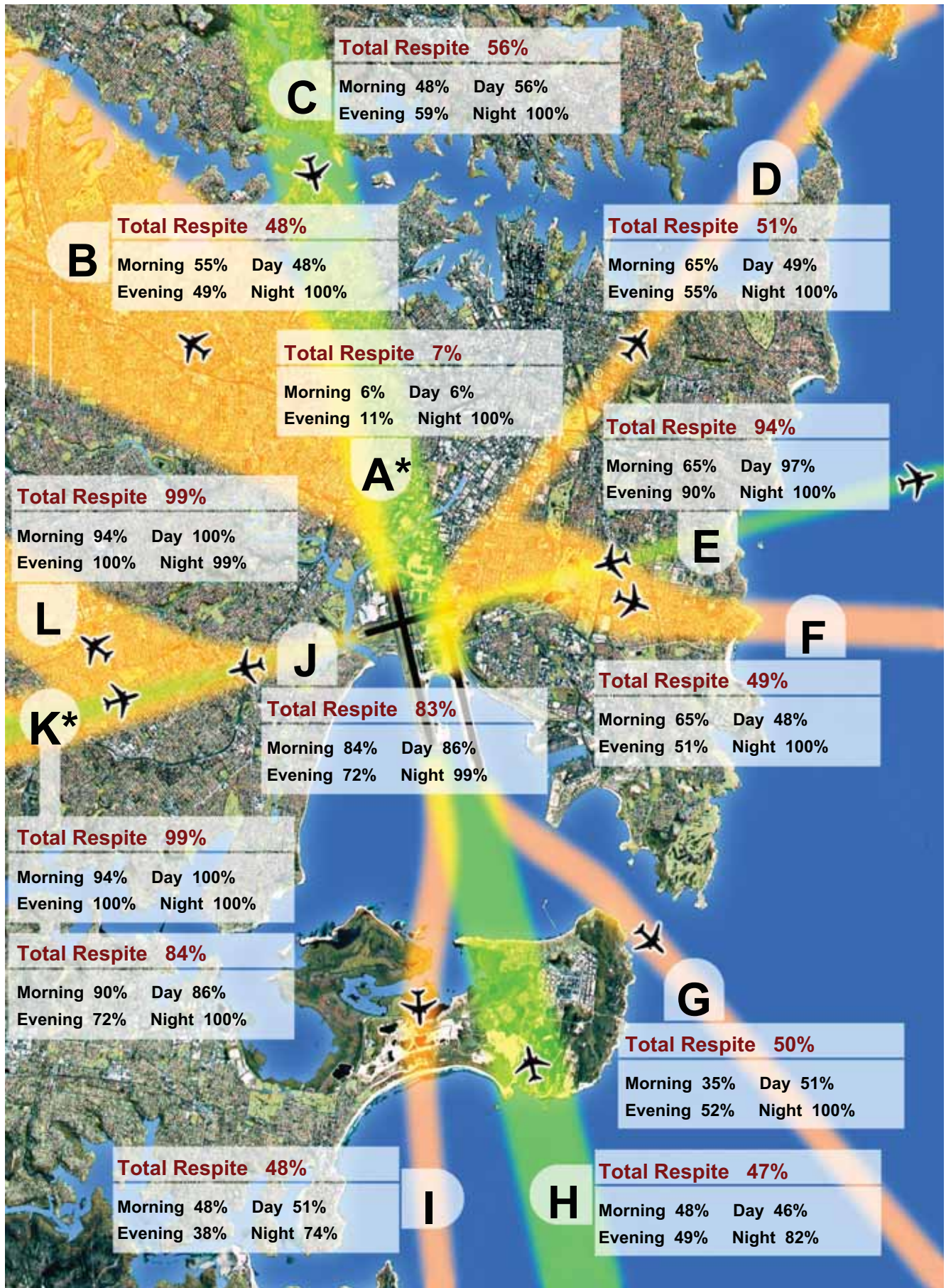


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2011 to 31 Jan 2011, All Jets



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

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

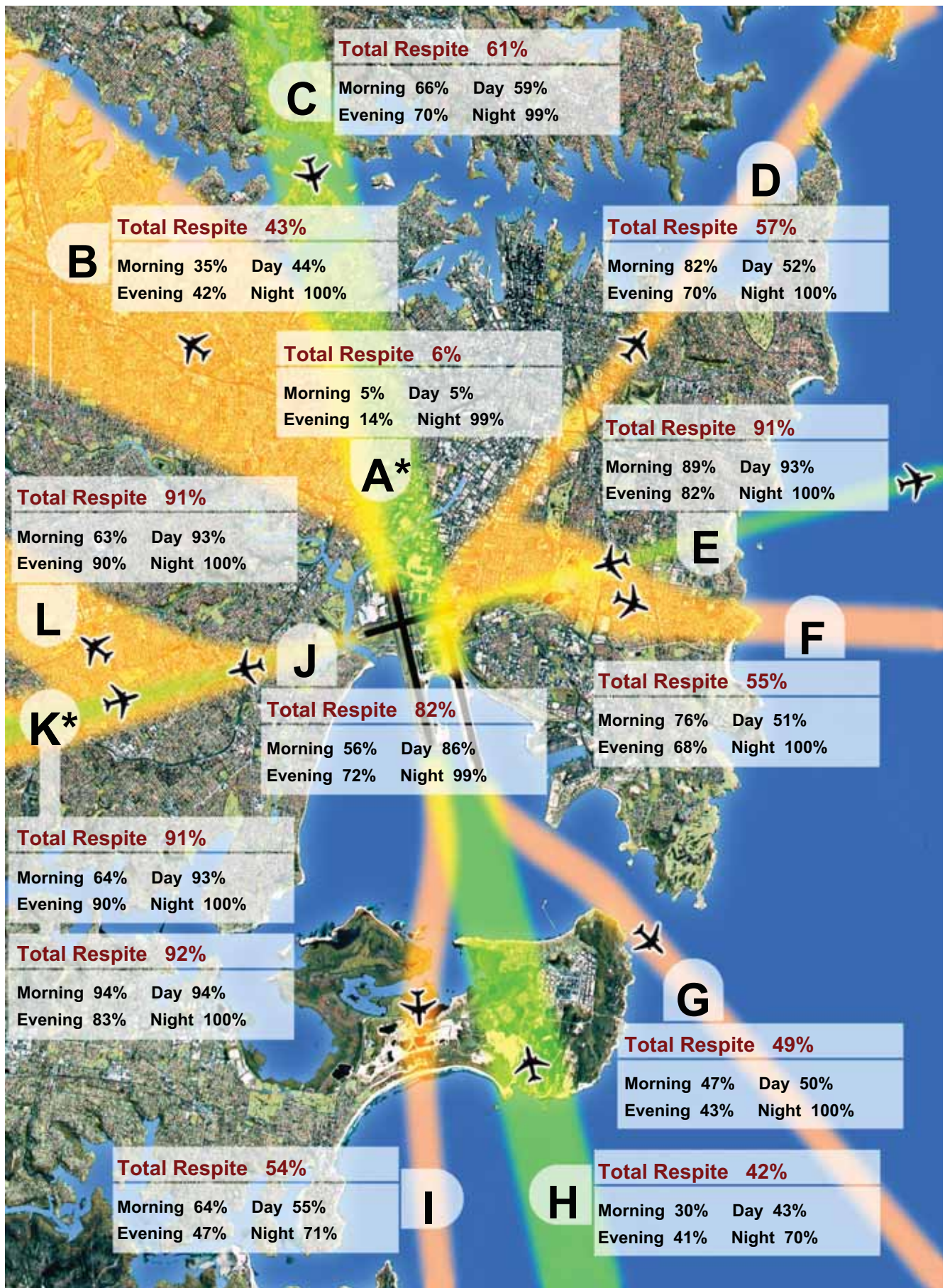
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2010 to 31 Jan 2011, All Jets



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

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

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

Total Respite: 06:00 to 23:00

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

### February 2010 to January 2011

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">October 2010</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">February 2010</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2010</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">May 2010</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="#">May 2010</a> , <a href="#">Mode 14A</a> in <a href="#">January 2011</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period February 2010 to January 2011, during which there were no movements.

**Morning Respite** is based on the above criteria for the period 6am to 7am for all 7 days of the week.

**Day Respite** is based on the above criteria for the period 7am to 8pm for all 7 days of the week.

**Evening Respite** is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.

**Curfew (Night)** is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 57%**. This means that over the period **February 2010 to January 2011 for 57%** 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 Airservices Australia's NFPMS.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.



# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. The Environment and Climate Change at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for January 2011.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during January 2011 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>	8,968	30.9	285	298	307
<i>Penshurst</i>	1,116	30.9	32	26	16
<i>Bexley</i>	1,072	30.9	34	34	18
<i>Sydenham</i>	5,019	30.9	162	158	168
<i>Johnston St. Annandale</i>	2,318	30.9	56	60	70
<i>Church St. St Peters</i>	3,761	30.9	88	91	98
<i>Leichhardt PEMU 36</i>	3,026	30.9	93	88	97
<i>Eastlakes</i>	2,208	30.9	64	76	68
<i>Coogee</i>	0	0.0	0	0	0
<i>Kurnell</i>	2,495	30.9	66	76	74
<i>Croydon</i>	574	30.9	13	14	16
<i>Hunters Hill</i>	11	1.8	4	61	71

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

The N70 values for January 2011 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE\_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE\_N), between midnight Friday to 6:00am
- Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

<b>Runway 34L</b> AM 12 PM 36 Day 230 Night 9 WE_D 260 WE_N 2	<b>Penshurst</b> AM 1 PM 9 Day 17 Night 0 WE_D 40 WE_N 0	<b>Bexley</b> AM 1 PM 10 Day 18 Night 0 WE_D 44 WE_N 0	<b>Eastlakes</b> AM 5 PM 10 Day 48 Night 0 WE_D 65 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	<b>Sydenham</b> AM 5 PM 20 Day 149 Night 0 WE_D 135 WE_N 0	<b>Leichhardt PEMU36</b> AM 3 PM 13 Day 97 Night 0 WE_D 50 WE_N 0	<b>Kurnell</b> AM 0 PM 5 Day 56 Night 0 WE_D 78 WE_N 0
<b>Annandale</b> AM 0 PM 4 Day 65 Night 0 WE_D 28 WE_N 0	<b>St Peters</b> AM 1 PM 8 Day 90 Night 0 WE_D 66 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 9 Night 0 WE_D 16 WE_N 0	<b>Hunters Hill</b> AM 0 PM 0 Day 0 Night 0 WE_D 3 WE_N 1

**Table 2. N70 values for the different periods of the day.**

Due to normal maintenance activities and occasional upgrading of the system any one NMT may not have been operational for the entire sample period. As a result the average at each NMT is performed only for the period in which the NMT was operating; this ensures the daily N70 figure is not influenced by NMT downtime.

#### DISCLAIMER

*The Sydney Airport Operational Statistics report contains a summary of data collected over the specified period and is intended to convey the best information available at the time from the Noise and Flight Path Monitoring System (NFPMS), Noise Complaint Monitoring System (NCMS) and Transparent Noise Information Package (TNIP). These system databases and programs are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.*