



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
June 2011

Produced by Environmental Services

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

June 2011

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

There were a total of 23,825 aircraft movements this month (daily average 794.17). Last month there were a total of 25,679 movements (daily average 828.35) and for the same month last year there were a total of 24,552 movements (daily average 818.40).

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

Individual mode use in excess of 9 hours occurred on 18 days this month, Sodprops on 1 day, Mode 9 on 7 days and Mode 10 on 10 days. Crossing runway modes (including Sodprops) were used for 33.52% 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 29.49% - This result is above the LTOP target and below the previous month (30.56%)

South 51.41% - This result is below the LTOP target and below the previous month (53.39%)

East 14.04% - This result is above the LTOP target and below the previous month (14.05%)

West 5.04% - This result is below the LTOP target and above the previous month (1.99%)

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

This procedure was not used in June 2011

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

A total of 2707 complaints, comments and enquiries were received as follows:

2489 Sydney suburbs complaints from 130 complainants

32 Sydney suburbs comments and enquiries

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

**Noise Enquiry Service  
Environmental Services  
Airservices Australia**

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

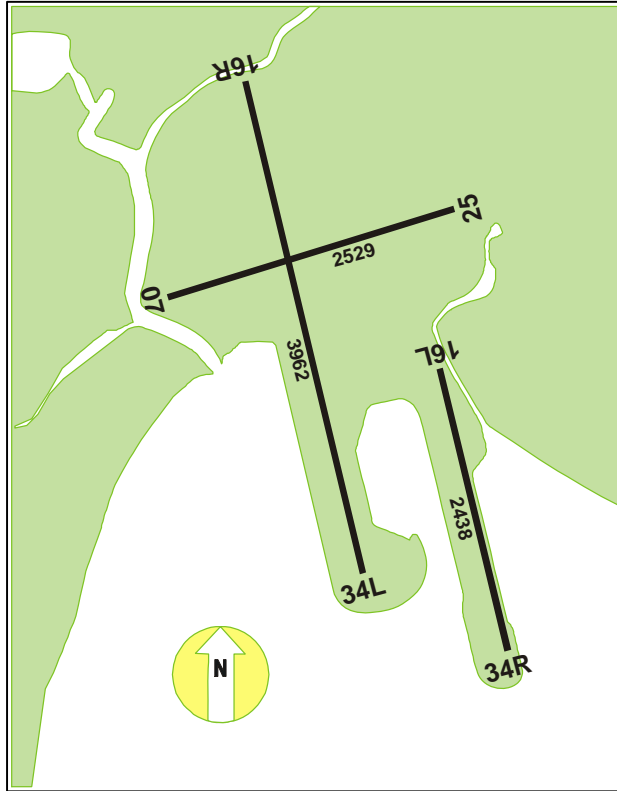
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

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

“Sydney Airport Operational Statistics”.

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

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

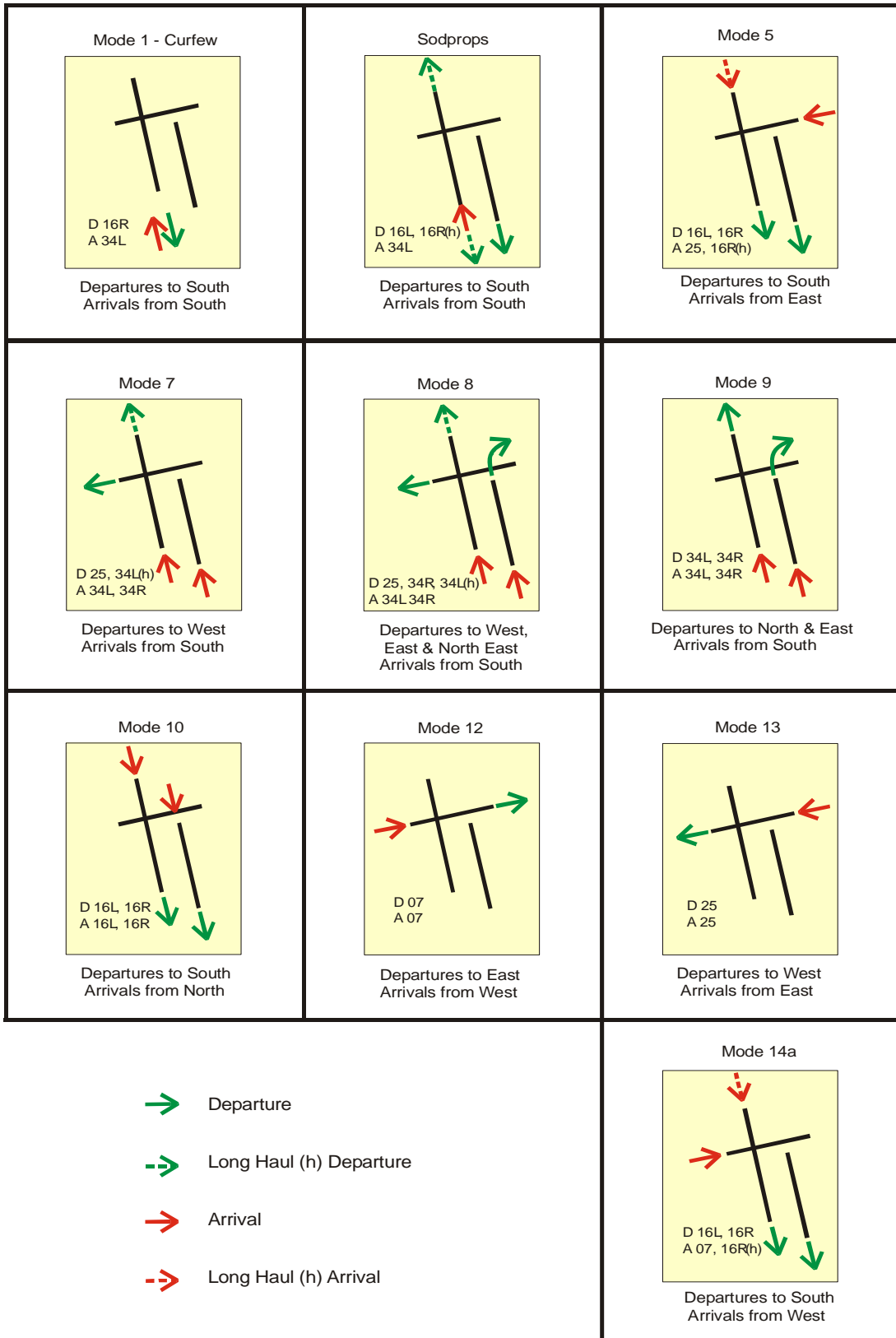
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

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

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-11	0	0	0	167	125	292	258	307	565	3	0	3	5	0	5	0	0	0	0	0	0	865
02-Jun-11	0	0	0	157	131	288	236	307	543	36	0	36	8	0	8	0	0	0	0	0	0	875
03-Jun-11	0	0	0	0	48	48	0	1	1	0	28	28	309	194	503	134	174	308	0	0	0	888
04-Jun-11	1	0	1	0	75	75	1	24	25	34	38	72	244	105	349	67	86	153	0	0	0	675
05-Jun-11	0	0	0	0	61	61	1	1	2	0	51	51	253	146	399	114	127	241	0	0	0	754
06-Jun-11	0	0	0	51	94	145	63	177	240	134	3	137	136	80	216	52	81	133	0	0	0	871
07-Jun-11	0	0	0	0	0	0	0	8	8	0	23	23	296	175	471	126	214	340	0	0	0	842
08-Jun-11	0	0	0	0	11	11	0	8	8	134	154	288	177	129	306	116	125	241	0	0	0	854
09-Jun-11	0	0	0	0	0	0	0	6	6	41	63	104	250	171	421	148	204	352	0	0	0	883
10-Jun-11	0	0	0	100	86	186	130	245	375	82	21	103	89	43	132	54	60	114	0	0	0	910
11-Jun-11	0	0	0	90	89	179	236	231	467	15	1	16	1	0	1	0	0	0	0	0	0	663
12-Jun-11	0	0	0	110	89	199	195	227	422	0	0	0	0	0	0	0	0	0	0	0	0	621
13-Jun-11	9	0	9	142	111	253	228	269	497	0	0	0	0	0	0	0	0	0	0	0	0	759
14-Jun-11	0	0	0	158	124	282	253	283	536	0	0	0	0	0	0	0	0	0	0	0	0	818
15-Jun-11	34	0	34	144	114	258	232	293	525	0	1	1	1	0	1	0	0	0	0	0	0	819
16-Jun-11	3	0	3	153	121	274	229	313	542	44	1	45	4	0	4	0	0	0	0	0	0	868
17-Jun-11	1	0	1	0	0	0	0	7	7	160	224	384	161	112	273	107	98	205	0	0	0	870
18-Jun-11	0	0	0	0	31	31	0	0	0	31	97	128	210	113	323	101	77	178	0	0	0	660
19-Jun-11	0	0	0	0	76	76	0	0	0	1	17	18	275	156	431	91	138	229	0	0	0	754
20-Jun-11	0	0	0	0	0	0	0	6	6	6	110	116	238	161	399	194	164	358	0	0	0	879
21-Jun-11	0	0	0	0	0	0	0	6	6	36	36	72	143	98	241	89	112	201	0	0	0	520
22-Jun-11	1	0	1	0	0	0	0	7	7	1	44	45	207	130	337	59	105	164	0	0	0	554
23-Jun-11	0	0	0	60	81	141	77	135	212	81	74	155	156	80	236	69	68	137	0	0	0	881
24-Jun-11	0	0	0	0	50	50	0	6	6	0	16	16	312	194	506	126	174	300	0	0	0	878
25-Jun-11	0	0	0	0	73	73	0	9	9	4	12	16	275	130	405	54	85	139	0	0	0	642
26-Jun-11	0	0	0	0	159	159	0	2	2	0	1	1	313	160	473	37	53	90	0	0	0	725
27-Jun-11	2	0	2	64	73	137	100	189	289	90	14	104	117	85	202	70	79	149	0	0	0	883
28-Jun-11	0	0	0	108	88	196	145	245	390	57	12	69	78	30	108	43	49	92	0	0	0	855
29-Jun-11	35	0	35	150	118	268	232	311	543	0	0	0	5	0	5	0	0	0	0	0	0	851
30-Jun-11	76	0	76	94	103	197	130	257	387	28	0	28	83	41	124	41	55	96	0	0	0	908
<b>Total</b>	<b>162</b>	<b>0</b>	<b>162</b>	<b>1748</b>	<b>2131</b>	<b>3879</b>	<b>2746</b>	<b>3880</b>	<b>6626</b>	<b>1018</b>	<b>1041</b>	<b>2059</b>	<b>4346</b>	<b>2533</b>	<b>6879</b>	<b>1892</b>	<b>2328</b>	<b>4220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23825</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-Jun-11	0	0	0	106	84	190	204	232	436	3	0	3	4	0	4	0	0	0	0	0	0	633
02-Jun-11	0	0	0	98	91	189	185	233	418	32	0	32	7	0	7	0	0	0	0	0	0	646
03-Jun-11	0	0	0	0	43	43	0	1	1	0	21	21	244	126	370	85	142	227	0	0	0	662
04-Jun-11	0	0	0	0	69	69	0	22	22	33	32	65	196	72	268	44	72	116	0	0	0	540
05-Jun-11	0	0	0	0	54	54	0	0	0	0	41	41	214	94	308	81	108	189	0	0	0	592
06-Jun-11	0	0	0	29	70	99	48	128	176	99	1	100	114	55	169	32	69	101	0	0	0	645
07-Jun-11	0	0	0	0	0	0	0	6	6	0	21	21	236	106	342	74	175	249	0	0	0	618
08-Jun-11	0	0	0	0	11	11	0	6	6	99	109	208	142	79	221	66	102	168	0	0	0	614
09-Jun-11	0	0	0	0	0	0	0	5	5	26	46	72	195	106	301	101	171	272	0	0	0	650
10-Jun-11	0	0	0	65	59	124	98	181	279	61	15	76	76	28	104	32	50	82	0	0	0	665
11-Jun-11	0	0	0	63	69	132	195	193	388	14	0	14	1	0	1	0	0	0	0	0	0	535
12-Jun-11	0	0	0	86	65	151	162	187	349	0	0	0	0	0	0	0	0	0	0	0	0	500
13-Jun-11	2	0	2	92	73	165	185	201	386	0	0	0	0	0	0	0	0	0	0	0	0	553
14-Jun-11	0	0	0	94	82	176	203	212	415	0	0	0	0	0	0	0	0	0	0	0	0	591
15-Jun-11	30	0	30	85	74	159	180	216	396	0	1	1	1	0	1	0	0	0	0	0	0	587
16-Jun-11	2	0	2	93	80	173	177	237	414	39	1	40	3	0	3	0	0	0	0	0	0	632
17-Jun-11	1	0	1	0	0	0	0	7	7	112	152	264	138	85	223	63	83	146	0	0	0	641
18-Jun-11	0	0	0	0	28	28	0	0	0	27	78	105	181	88	269	62	63	125	0	0	0	527
19-Jun-11	0	0	0	0	68	68	0	0	0	0	16	16	227	97	324	64	116	180	0	0	0	588
20-Jun-11	0	0	0	0	0	0	0	4	4	4	82	86	199	107	306	122	136	258	0	0	0	654
21-Jun-11	0	0	0	0	0	0	0	5	5	26	24	50	118	70	188	50	94	144	0	0	0	387
22-Jun-11	0	0	0	0	0	0	0	6	6	0	15	15	159	88	247	34	85	119	0	0	0	387
23-Jun-11	0	0	0	41	60	101	63	97	160	52	48	100	133	59	192	31	52	83	0	0	0	636
24-Jun-11	0	0	0	0	46	46	0	2	2	0	15	15	241	119	360	81	138	219	0	0	0	642
25-Jun-11	0	0	0	0	68	68	0	8	8	3	10	13	222	95	317	37	71	108	0	0	0	514
26-Jun-11	0	0	0	0	137	137	0	1	1	0	0	0	250	98	348	25	49	74	0	0	0	560
27-Jun-11	1	0	1	47	47	94	77	145	222	65	12	77	102	58	160	38	67	105	0	0	0	659
28-Jun-11	0	0	0	76	57	133	115	191	306	36	10	46	67	14	81	25	39	64	0	0	0	630
29-Jun-11	31	0	31	93	79	172	182	237	419	0	0	0	5	0	5	0	0	0	0	0	0	627
30-Jun-11	49	0	49	60	71	131	101	200	301	25	0	25	76	20	96	20	44	64	0	0	0	666
<b>Total</b>	<b>116</b>	<b>0</b>	<b>116</b>	<b>1128</b>	<b>1585</b>	<b>2713</b>	<b>2175</b>	<b>2963</b>	<b>5138</b>	<b>756</b>	<b>750</b>	<b>1506</b>	<b>3551</b>	<b>1664</b>	<b>5215</b>	<b>1167</b>	<b>1926</b>	<b>3093</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17781</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-Jun-11	0	0	0	61	41	102	54	75	129	0	0	0	1	0	1	0	0	0	0	0	0	232
02-Jun-11	0	0	0	59	40	99	51	74	125	4	0	4	1	0	1	0	0	0	0	0	0	229
03-Jun-11	0	0	0	0	5	5	0	0	0	0	7	7	65	68	133	49	32	81	0	0	0	226
04-Jun-11	1	0	1	0	6	6	1	2	3	1	6	7	48	33	81	23	14	37	0	0	0	135
05-Jun-11	0	0	0	0	7	7	1	1	2	0	10	10	39	52	91	33	19	52	0	0	0	162
06-Jun-11	0	0	0	22	24	46	15	49	64	35	2	37	22	25	47	20	12	32	0	0	0	226
07-Jun-11	0	0	0	0	0	0	0	2	2	0	2	2	60	69	129	52	39	91	0	0	0	224
08-Jun-11	0	0	0	0	0	0	0	2	2	35	45	80	35	50	85	50	23	73	0	0	0	240
09-Jun-11	0	0	0	0	0	0	0	1	1	15	17	32	55	65	120	47	33	80	0	0	0	233
10-Jun-11	0	0	0	35	27	62	32	64	96	21	6	27	13	15	28	22	10	32	0	0	0	245
11-Jun-11	0	0	0	27	20	47	41	38	79	1	1	2	0	0	0	0	0	0	0	0	0	128
12-Jun-11	0	0	0	24	24	48	33	40	73	0	0	0	0	0	0	0	0	0	0	0	0	121
13-Jun-11	7	0	7	50	38	88	43	68	111	0	0	0	0	0	0	0	0	0	0	0	0	206
14-Jun-11	0	0	0	64	42	106	50	71	121	0	0	0	0	0	0	0	0	0	0	0	0	227
15-Jun-11	4	0	4	59	40	99	52	77	129	0	0	0	0	0	0	0	0	0	0	0	0	232
16-Jun-11	1	0	1	60	41	101	52	76	128	5	0	5	1	0	1	0	0	0	0	0	0	236
17-Jun-11	0	0	0	0	0	0	0	0	0	48	72	120	23	27	50	44	15	59	0	0	0	229
18-Jun-11	0	0	0	0	3	3	0	0	0	4	19	23	29	25	54	39	14	53	0	0	0	133
19-Jun-11	0	0	0	0	8	8	0	0	0	1	1	2	48	59	107	27	22	49	0	0	0	166
20-Jun-11	0	0	0	0	0	0	0	2	2	2	28	30	39	54	93	72	28	100	0	0	0	225
21-Jun-11	0	0	0	0	0	0	0	1	1	10	12	22	25	28	53	39	18	57	0	0	0	133
22-Jun-11	1	0	1	0	0	0	0	1	1	1	29	30	48	42	90	25	20	45	0	0	0	167
23-Jun-11	0	0	0	19	21	40	14	38	52	29	26	55	23	21	44	38	16	54	0	0	0	245
24-Jun-11	0	0	0	0	4	4	0	4	4	0	1	1	71	75	146	45	36	81	0	0	0	236
25-Jun-11	0	0	0	0	5	5	0	1	1	1	2	3	53	35	88	17	14	31	0	0	0	128
26-Jun-11	0	0	0	0	22	22	0	1	1	0	1	1	63	62	125	12	4	16	0	0	0	165
27-Jun-11	1	0	1	17	26	43	23	44	67	25	2	27	15	27	42	32	12	44	0	0	0	224
28-Jun-11	0	0	0	32	31	63	30	54	84	21	2	23	11	16	27	18	10	28	0	0	0	225
29-Jun-11	4	0	4	57	39	96	50	74	124	0	0	0	0	0	0	0	0	0	0	0	0	224
30-Jun-11	27	0	27	34	32	66	29	57	86	3	0	3	7	21	28	21	11	32	0	0	0	242
<b>Total</b>	<b>46</b>	<b>0</b>	<b>46</b>	<b>620</b>	<b>546</b>	<b>1166</b>	<b>571</b>	<b>917</b>	<b>1488</b>	<b>262</b>	<b>291</b>	<b>553</b>	<b>795</b>	<b>869</b>	<b>1664</b>	<b>725</b>	<b>402</b>	<b>1127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6044</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-Jun-11	2	1	2	2	1	1	43	64	70	57	61	61	41	32	54	51	52	64	66	56	27	31	23	3	865
02-Jun-11	0	1	1	1	0	5	41	66	71	64	58	55	44	33	53	49	53	63	67	58	33	30	25	4	875
03-Jun-11	0	1	0	3	0	3	41	60	69	61	61	51	51	37	53	53	55	65	69	60	44	34	16	1	888
04-Jun-11	0	0	2	1	0	4	32	47	65	51	59	58	37	35	44	44	35	37	42	34	23	19	4	2	675
05-Jun-11	1	1	1	0	0	3	28	35	46	44	43	56	42	31	53	50	54	61	68	55	38	32	12	0	754
06-Jun-11	2	1	0	0	1	4	41	68	70	60	55	62	45	37	49	56	44	56	69	62	30	30	22	7	871
07-Jun-11	1	1	2	2	0	3	42	58	75	56	61	55	45	35	48	48	49	62	62	56	33	25	18	5	842
08-Jun-11	1	1	3	1	1	3	39	64	79	66	50	45	40	32	45	51	50	58	64	64	39	32	22	4	854
09-Jun-11	1	2	1	3	1	3	40	65	75	61	54	44	53	35	47	58	49	62	64	63	41	33	25	3	883
10-Jun-11	3	2	1	4	0	4	43	61	68	59	65	52	48	40	51	56	56	67	62	67	44	36	20	1	910
11-Jun-11	1	0	1	0	0	1	36	44	68	53	53	52	45	32	40	41	37	35	42	35	23	16	8	0	663
12-Jun-11	0	1	2	0	0	0	31	30	47	40	41	42	37	32	41	50	38	39	50	45	23	21	11	0	621
13-Jun-11	0	0	1	1	0	1	41	45	52	40	52	44	42	31	46	48	51	53	59	59	38	29	23	3	759
14-Jun-11	1	0	1	1	0	0	39	57	66	63	63	56	43	30	42	49	45	55	64	50	35	29	27	2	818
15-Jun-11	2	0	0	0	2	0	38	57	64	54	52	55	40	38	47	54	50	54	65	58	34	26	26	3	819
16-Jun-11	5	3	1	3	2	1	41	53	64	61	60	56	45	33	48	55	46	65	64	67	37	30	24	4	868
17-Jun-11	1	1	0	3	1	3	37	69	65	58	61	58	40	34	47	43	54	54	55	51	44	49	39	3	870
18-Jun-11	0	0	0	1	0	4	29	37	69	58	58	50	39	35	40	43	39	37	40	35	22	15	9	0	660
19-Jun-11	1	0	0	0	0	3	27	36	43	50	41	47	46	34	49	55	54	61	61	67	31	28	19	1	754
20-Jun-11	0	2	0	0	0	5	46	66	71	58	64	55	39	36	54	44	51	62	68	64	35	30	26	3	879
21-Jun-11	2	1	0	3	1	4	45	64	72	52	53	43	41	25	34	24	11	6	11	10	4	6	8	0	520
22-Jun-11	0	0	1	1	0	2	8	11	11	12	12	27	19	13	55	49	51	50	64	56	42	35	31	4	554
23-Jun-11	2	2	3	2	1	3	40	62	64	58	59	52	46	41	47	56	51	58	70	56	37	40	27	4	881
24-Jun-11	2	0	2	1	1	3	35	62	68	56	56	62	47	45	45	58	53	60	61	66	39	31	24	1	878
25-Jun-11	0	0	2	0	1	4	27	47	63	47	56	49	40	34	39	43	31	35	34	35	28	15	12	0	642
26-Jun-11	0	0	1	0	1	3	26	25	46	44	48	53	38	35	46	50	46	54	64	60	39	30	16	0	725
27-Jun-11	0	2	1	0	1	4	38	66	72	54	67	59	44	37	49	54	55	69	61	61	33	30	23	3	883
28-Jun-11	4	1	1	3	2	3	42	59	75	60	57	64	43	35	47	51	48	64	66	49	33	24	22	2	855
29-Jun-11	2	0	0	3	4	1	42	64	68	61	60	47	47	30	51	51	54	61	61	55	38	26	21	4	851
30-Jun-11	4	1	0	3	1	5	36	62	76	52	65	58	48	38	46	60	57	64	71	60	39	34	24	4	908
<b>Total</b>	<b>38</b>	<b>25</b>	<b>30</b>	<b>42</b>	<b>22</b>	<b>83</b>	<b>1094</b>	<b>1604</b>	<b>1912</b>	<b>1610</b>	<b>1645</b>	<b>1568</b>	<b>1275</b>	<b>1015</b>	<b>1410</b>	<b>1494</b>	<b>1419</b>	<b>1631</b>	<b>1764</b>	<b>1614</b>	<b>1006</b>	<b>846</b>	<b>607</b>	<b>71</b>	<b>23825</b>
<b>Avg.</b>	<b>1.27</b>	<b>0.83</b>	<b>1.00</b>	<b>1.40</b>	<b>0.73</b>	<b>2.77</b>	<b>36.47</b>	<b>53.47</b>	<b>63.73</b>	<b>53.67</b>	<b>54.83</b>	<b>52.27</b>	<b>42.50</b>	<b>33.83</b>	<b>47.00</b>	<b>49.80</b>	<b>47.30</b>	<b>54.37</b>	<b>58.80</b>	<b>53.80</b>	<b>33.53</b>	<b>28.20</b>	<b>20.23</b>	<b>2.37</b>	<b>794.17</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-Jun-11	0	1	2	1	0	1	20	38	35	23	34	28	18	13	29	19	29	34	32	31	14	20	10	1	433
02-Jun-11	0	1	1	0	0	5	20	36	37	25	31	27	18	16	28	19	28	36	32	26	18	20	12	1	437
03-Jun-11	0	1	0	2	0	3	21	37	34	26	26	24	25	17	29	19	29	35	38	25	24	19	8	1	443
04-Jun-11	0	0	2	0	0	4	23	32	30	21	24	27	15	17	25	21	20	23	17	20	12	12	0	2	347
05-Jun-11	1	1	0	0	0	3	18	22	20	18	17	21	19	13	26	21	29	33	33	28	23	16	6	0	368
06-Jun-11	0	1	0	0	1	4	24	36	38	24	22	31	22	16	24	26	25	29	39	28	17	15	11	3	436
07-Jun-11	0	1	2	0	0	3	24	32	38	26	30	26	20	17	25	17	27	33	31	26	19	14	10	1	422
08-Jun-11	0	0	2	1	0	3	21	38	40	27	21	26	19	11	25	25	22	31	29	33	25	16	11	1	427
09-Jun-11	0	1	1	1	1	3	22	36	38	26	26	23	20	16	26	23	26	32	32	33	18	20	14	1	439
10-Jun-11	1	0	1	2	0	4	22	37	39	27	27	22	20	17	29	21	32	37	28	37	20	21	10	1	455
11-Jun-11	0	0	1	0	0	1	26	27	32	19	26	26	22	13	21	23	21	20	20	20	13	9	2	0	342
12-Jun-11	0	1	1	0	0	0	23	21	20	18	15	15	15	11	21	22	18	23	31	24	13	7	6	0	305
13-Jun-11	0	0	0	0	0	1	28	30	24	18	23	18	16	10	26	20	23	33	32	25	23	13	13	3	379
14-Jun-11	0	0	1	0	0	0	22	35	38	32	27	23	20	11	22	17	26	31	31	23	22	20	10	0	411
15-Jun-11	0	0	0	0	1	0	23	29	35	17	26	30	20	17	24	22	24	32	34	31	19	15	11	1	411
16-Jun-11	2	0	1	2	1	1	22	29	35	32	25	28	18	11	27	22	24	36	32	35	17	19	13	1	433
17-Jun-11	0	1	0	2	0	3	20	37	33	24	29	23	20	15	24	23	24	25	23	24	30	32	17	0	429
18-Jun-11	0	0	0	1	0	4	19	23	39	23	26	24	16	16	24	19	23	20	19	21	14	7	4	0	342
19-Jun-11	1	0	0	0	0	3	17	21	18	21	17	18	17	15	25	23	31	32	33	30	19	16	9	1	367
20-Jun-11	0	1	0	0	0	4	25	37	36	21	34	26	18	17	26	18	23	38	35	29	20	18	11	1	438
21-Jun-11	0	1	0	2	0	4	26	39	40	20	26	22	21	13	14	11	6	3	5	8	4	2	1	0	268
22-Jun-11	0	0	1	0	0	2	7	7	6	5	5	9	9	5	24	20	24	25	34	26	25	21	12	1	268
23-Jun-11	1	0	2	0	1	3	21	35	29	30	27	29	22	16	24	24	28	29	37	26	19	24	13	3	443
24-Jun-11	0	0	1	0	1	2	19	32	40	24	25	33	23	15	23	25	27	32	34	28	23	19	11	1	438
25-Jun-11	0	0	1	0	1	4	18	32	27	17	27	23	20	15	21	23	17	20	21	17	16	9	4	0	333
26-Jun-11	0	0	0	0	1	3	17	13	21	22	20	20	15	15	21	19	23	35	31	29	21	17	7	0	350
27-Jun-11	0	2	0	0	1	4	23	35	41	18	37	24	16	15	27	26	28	38	30	30	19	17	11	1	443
28-Jun-11	1	0	1	3	0	3	23	35	40	28	28	29	20	17	24	18	27	37	25	26	21	12	13	0	431
29-Jun-11	1	0	0	3	1	1	22	37	37	20	28	23	25	11	26	19	29	34	30	28	23	15	8	1	422
30-Jun-11	1	1	0	2	0	5	19	37	38	21	36	24	19	18	25	25	29	35	34	26	22	22	11	2	452
<b>Total</b>	<b>9</b>	<b>14</b>	<b>21</b>	<b>22</b>	<b>10</b>	<b>81</b>	<b>635</b>	<b>935</b>	<b>978</b>	<b>673</b>	<b>765</b>	<b>722</b>	<b>568</b>	<b>429</b>	<b>735</b>	<b>630</b>	<b>742</b>	<b>901</b>	<b>882</b>	<b>793</b>	<b>573</b>	<b>487</b>	<b>279</b>	<b>28</b>	<b>11912</b>
<b>Avg.</b>	<b>0.30</b>	<b>0.47</b>	<b>0.70</b>	<b>0.73</b>	<b>0.33</b>	<b>2.70</b>	<b>21.17</b>	<b>31.17</b>	<b>32.60</b>	<b>22.43</b>	<b>25.50</b>	<b>24.07</b>	<b>18.93</b>	<b>14.30</b>	<b>24.50</b>	<b>21.00</b>	<b>24.73</b>	<b>30.03</b>	<b>29.40</b>	<b>26.43</b>	<b>19.10</b>	<b>16.23</b>	<b>9.30</b>	<b>0.93</b>	<b>397.07</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-Jun-11	2	0	0	1	1	0	23	26	35	34	27	33	23	19	25	32	23	30	34	25	13	11	13	2	432
02-Jun-11	0	0	0	1	0	0	21	30	34	39	27	28	26	17	25	30	25	27	35	32	15	10	13	3	438
03-Jun-11	0	0	0	1	0	0	20	23	35	35	35	27	26	20	24	34	26	30	31	35	20	15	8	0	445
04-Jun-11	0	0	0	1	0	0	9	15	35	30	35	31	22	18	19	23	15	14	25	14	11	7	4	0	328
05-Jun-11	0	0	1	0	0	0	10	13	26	26	26	35	23	18	27	29	25	28	35	27	15	16	6	0	386
06-Jun-11	2	0	0	0	0	0	17	32	32	36	33	31	23	21	25	30	19	27	30	34	13	15	11	4	435
07-Jun-11	1	0	0	2	0	0	18	26	37	30	31	29	25	18	23	31	22	29	31	30	14	11	8	4	420
08-Jun-11	1	1	1	0	1	0	18	26	39	39	29	19	21	21	20	26	28	27	35	31	14	16	11	3	427
09-Jun-11	1	1	0	2	0	0	18	29	37	35	28	21	33	19	21	35	23	30	32	30	23	13	11	2	444
10-Jun-11	2	2	0	2	0	0	21	24	29	32	38	30	28	23	22	35	24	30	34	30	24	15	10	0	455
11-Jun-11	1	0	0	0	0	0	10	17	36	34	27	26	23	19	19	18	16	15	22	15	10	7	6	0	321
12-Jun-11	0	0	1	0	0	0	8	9	27	22	26	27	22	21	20	28	20	16	19	21	10	14	5	0	316
13-Jun-11	0	0	1	1	0	0	13	15	28	22	29	26	26	21	20	28	28	20	27	34	15	16	10	0	380
14-Jun-11	1	0	0	1	0	0	17	22	28	31	36	33	23	19	20	32	19	24	33	27	13	9	17	2	407
15-Jun-11	2	0	0	0	1	0	15	28	29	37	26	25	20	21	23	32	26	22	31	27	15	11	15	2	408
16-Jun-11	3	3	0	1	1	0	19	24	29	29	35	28	27	22	21	33	22	29	32	32	20	11	11	3	435
17-Jun-11	1	0	0	1	1	0	17	32	32	34	32	35	20	19	23	20	30	29	32	27	14	17	22	3	441
18-Jun-11	0	0	0	0	0	0	10	14	30	35	32	26	23	19	16	24	16	17	21	14	8	8	5	0	318
19-Jun-11	0	0	0	0	0	0	10	15	25	29	24	29	29	19	24	32	23	29	28	37	12	12	10	0	387
20-Jun-11	0	1	0	0	0	1	21	29	35	37	30	29	21	19	28	26	28	24	33	35	15	12	15	2	441
21-Jun-11	2	0	0	1	1	0	19	25	32	32	27	21	20	12	20	13	5	3	6	2	0	4	7	0	252
22-Jun-11	0	0	0	1	0	0	1	4	5	7	7	18	10	8	31	29	27	25	30	30	17	14	19	3	286
23-Jun-11	1	2	1	2	0	0	19	27	35	28	32	23	24	25	23	32	23	29	33	30	18	16	14	1	438
24-Jun-11	2	0	1	1	0	1	16	30	28	32	31	29	24	30	22	33	26	28	27	38	16	12	13	0	440
25-Jun-11	0	0	1	0	0	0	9	15	36	30	29	26	20	19	18	20	14	15	13	18	12	6	8	0	309
26-Jun-11	0	0	1	0	0	0	9	12	25	22	28	33	23	20	25	31	23	19	33	31	18	13	9	0	375
27-Jun-11	0	0	1	0	0	0	15	31	31	36	30	35	28	22	22	28	27	31	31	31	14	13	12	2	440
28-Jun-11	3	1	0	0	2	0	19	24	35	32	29	35	23	18	23	33	21	27	41	23	12	12	9	2	424
29-Jun-11	1	0	0	0	3	0	20	27	31	41	32	24	22	19	25	32	25	27	31	27	15	11	13	3	429
30-Jun-11	3	0	0	1	1	0	17	25	38	31	29	34	29	20	21	35	28	29	37	34	17	12	13	2	456
<b>Total</b>	<b>29</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>459</b>	<b>669</b>	<b>934</b>	<b>937</b>	<b>880</b>	<b>846</b>	<b>707</b>	<b>586</b>	<b>675</b>	<b>864</b>	<b>677</b>	<b>730</b>	<b>882</b>	<b>821</b>	<b>433</b>	<b>359</b>	<b>328</b>	<b>43</b>	<b>11913</b>
<b>Avg.</b>	<b>0.97</b>	<b>0.37</b>	<b>0.30</b>	<b>0.67</b>	<b>0.40</b>	<b>0.07</b>	<b>15.30</b>	<b>22.30</b>	<b>31.13</b>	<b>31.23</b>	<b>29.33</b>	<b>28.20</b>	<b>23.57</b>	<b>19.53</b>	<b>22.50</b>	<b>28.80</b>	<b>22.57</b>	<b>24.33</b>	<b>29.40</b>	<b>27.37</b>	<b>14.43</b>	<b>11.97</b>	<b>10.93</b>	<b>1.43</b>	<b>397.10</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	Mode14a 16/07	Mode 15 34R/34L	Other
01-Jun-11	07:00	00:18	-	00:19	-	-	-	16:21	-	-	-	-	-
02-Jun-11	07:00	00:29	-	01:43	-	-	-	14:46	-	-	-	-	-
03-Jun-11	07:00	00:32	03:26	-	01:41	-	11:19	-	-	-	-	-	-
04-Jun-11	07:00	00:54	05:17	02:28	02:38	-	05:40	-	-	-	-	-	-
05-Jun-11	07:00	00:28	03:45	-	03:51	-	08:53	-	-	-	-	-	-
06-Jun-11	07:00	00:30	02:06	06:16	-	-	04:43	03:22	-	-	-	-	-
07-Jun-11	07:00	00:17	00:05	-	02:22	-	14:13	-	-	-	-	-	-
08-Jun-11	07:00	00:27	00:45	-	01:43	-	07:37	-	-	06:25	-	-	-
09-Jun-11	07:00	00:14	-	-	01:43	-	13:04	-	-	01:57	-	-	-
10-Jun-11	07:00	00:22	-	04:17	00:54	-	03:31	07:53	-	-	-	-	-
11-Jun-11	07:00	00:32	-	01:07	-	-	-	15:19	-	-	-	-	-
12-Jun-11	07:00	00:32	-	-	-	-	-	16:26	-	-	-	-	-
13-Jun-11	07:00	00:23	-	-	-	-	-	16:16	-	-	00:19	-	-
14-Jun-11	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
15-Jun-11	07:00	-	-	-	-	-	-	14:29	-	-	02:30	-	-
16-Jun-11	07:00	-	-	02:41	-	-	-	14:17	-	-	-	-	-
17-Jun-11	07:00	00:25	-	-	03:08	-	06:30	-	-	06:55	-	-	-
18-Jun-11	07:00	00:38	04:01	-	04:48	-	06:00	-	-	01:30	-	-	-
19-Jun-11	07:00	00:30	04:50	-	02:03	-	09:35	-	-	-	-	-	-
20-Jun-11	07:00	00:15	-	-	06:25	-	10:18	-	-	-	-	-	-
21-Jun-11	07:00	00:26	-	-	-	-	08:55	-	-	07:37	-	-	-
22-Jun-11	07:00	-	-	-	05:53	-	11:06	-	-	-	-	-	-
23-Jun-11	07:00	00:15	02:19	01:38	01:36	-	04:12	04:51	-	02:04	-	-	-
24-Jun-11	07:00	00:19	04:14	-	00:51	-	11:32	-	-	-	-	-	-
25-Jun-11	07:00	00:45	07:11	00:12	01:52	-	06:57	-	-	-	-	-	-
26-Jun-11	07:00	00:38	11:44	-	-	-	04:36	-	-	-	-	-	-
27-Jun-11	07:00	00:23	-	04:46	00:54	-	05:09	05:45	-	-	-	-	-
28-Jun-11	07:00	00:11	-	02:50	00:31	-	02:51	10:34	-	-	-	-	-
29-Jun-11	07:00	00:34	-	-	-	-	-	14:29	-	-	01:55	-	-
30-Jun-11	07:00	00:22	00:43	01:30	-	-	03:13	07:22	-	-	03:47	-	-
<b>Total</b>	<b>210:00</b>	<b>12:25</b>	<b>50:31</b>	<b>29:51</b>	<b>43:01</b>	<b>00:00</b>	<b>160:06</b>	<b>178:57</b>	<b>00:00</b>	<b>26:29</b>	<b>8:32</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.44%</b>	<b>9.91%</b>	<b>5.86%</b>	<b>8.44%</b>	<b>0.00%</b>	<b>31.39%</b>	<b>35.09%</b>	<b>0.00%</b>	<b>5.19%</b>	<b>1.68%</b>	<b>0.00%</b>	<b>0.00%</b>

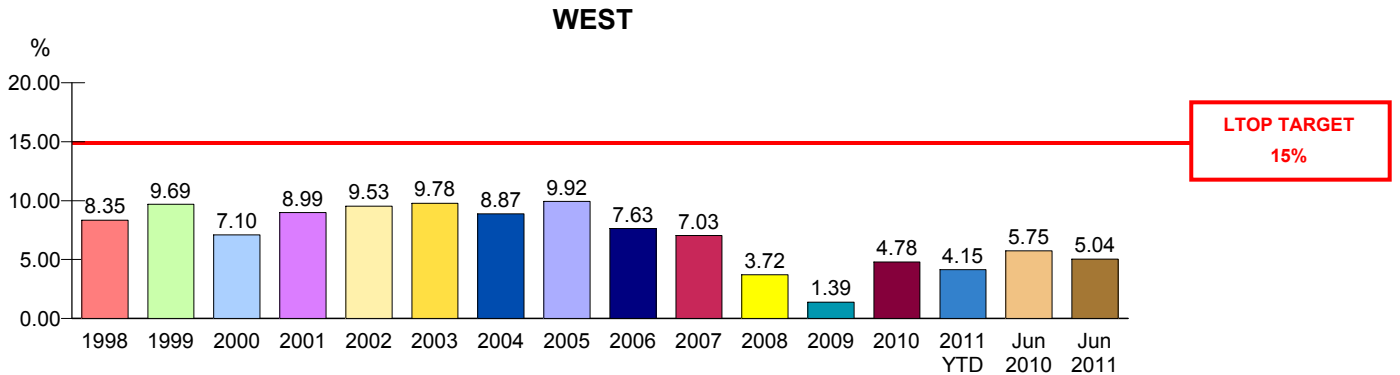
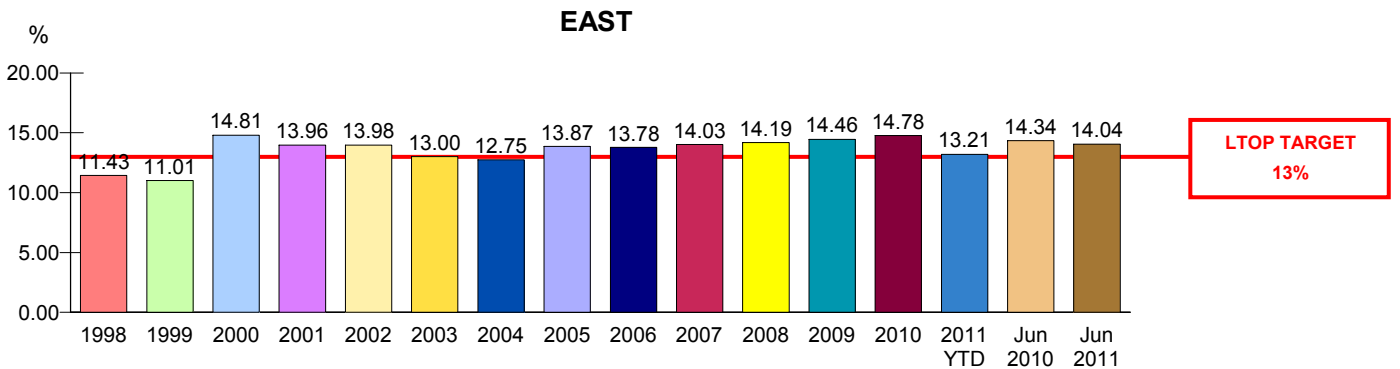
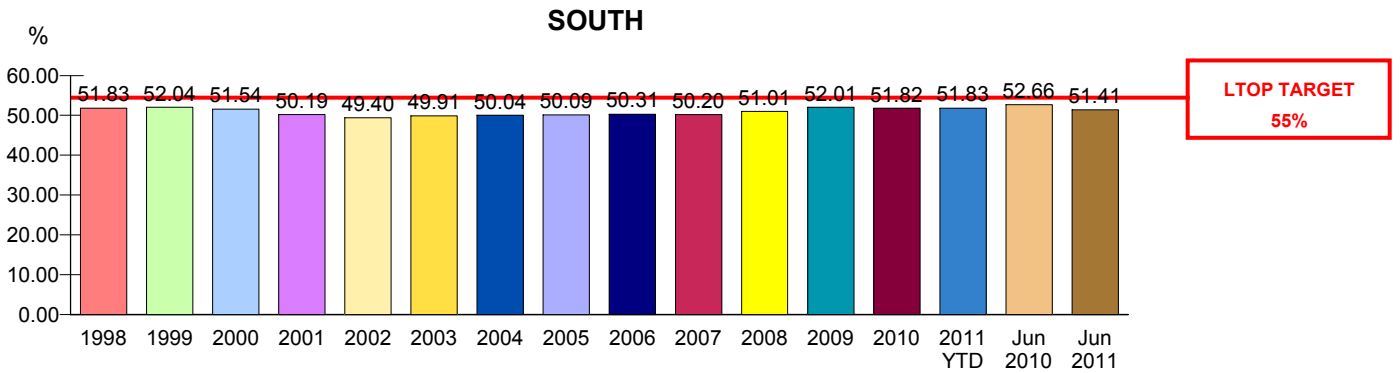
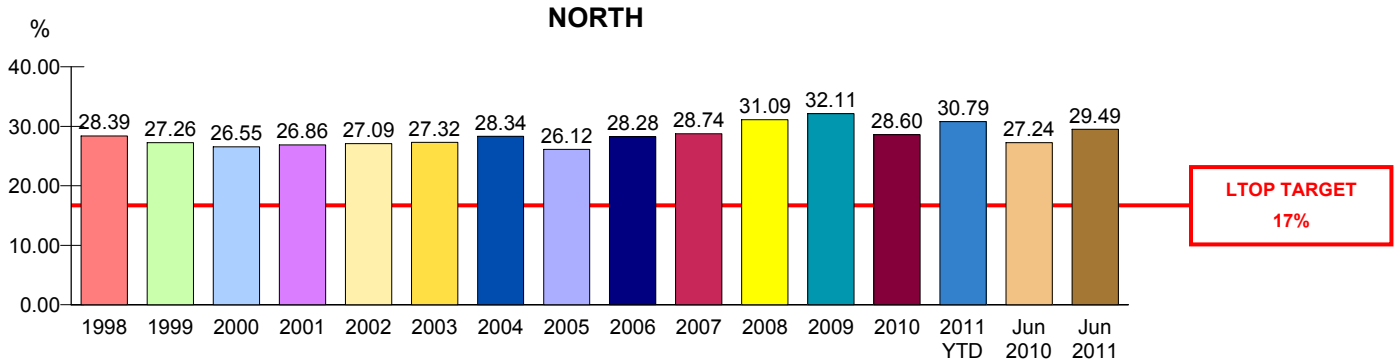
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

Time	2.21%	5.83%	6.92%	4.19%	0.00%	35.00%	38.79%	0.02%	0.87%	6.16%	0.00%	0.00%
Movements	0.36%	4.64%	5.18%	3.13%	0.00%	38.56%	42.42%	0.02%	0.64%	5.06%	0.00%	1.04%

## Runway End Impact to 30 June 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

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1-Jun-2011										Mode 10					5		Mode 10		Curfew
2-Jun-2011										Mode 10							Mode 5		Curfew
3-Jun-2011		7							Mode 9		7	SP					SODPROPS		Curfew
4-Jun-2011		7							Mode 9								Mode 7		Curfew
5-Jun-2011		SP							Mode 9								SODPROPS		Curfew
6-Jun-2011									Mode 9		SP	10					Mode 5		Curfew
7-Jun-2011									Mode 9								Mode 7		Curfew
8-Jun-2011		SP							Mode 9								Mode 13		Curfew
9-Jun-2011									Mode 9								Mode 7		Curfew
10-Jun-2011		7							Mode 9		10						Mode 5		Curfew
11-Jun-2011									Mode 10								5		Curfew
12-Jun-2011									Mode 10								10		Curfew
13-Jun-2011									Mode 10								14a		Curfew
14-Jun-2011									Mode 10										Curfew
15-Jun-2011									Mode 10								Mode 14a		Curfew
16-Jun-2011									Mode 10								Mode 5		Curfew
17-Jun-2011		7							Mode 9								Mode 13		Curfew
18-Jun-2011									SODPROPS								Mode 7		Curfew
19-Jun-2011		SP							Mode 9								SODPROPS		Curfew
20-Jun-2011									Mode 9								Mode 7		Curfew
21-Jun-2011									Mode 9								Mode 13		Curfew
22-Jun-2011									Mode 9								Mode 7		Curfew
23-Jun-2011		7							Mode 9		7						Mode 13		Curfew
24-Jun-2011		7							Mode 9								5		Curfew
25-Jun-2011		7							Mode 9								SP		Curfew
26-Jun-2011									Mode 9								SODPROPS		Curfew
27-Jun-2011		7							Mode 9								9		Curfew
28-Jun-2011		7							Mode 9								SP		Curfew
29-Jun-2011									Mode 9								Mode 5		Curfew
30-Jun-2011		SP							Mode 9								Mode 10		Curfew

**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 **June 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	
-	-	-	-

### 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
-	-	-	-

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

Suburb	Number of complaints	Number of complainants
-	-	-

## Noise Enquiry Service

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

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

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

The Telecommunications Act 1997 (Commonwealth)

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

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

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

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

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:

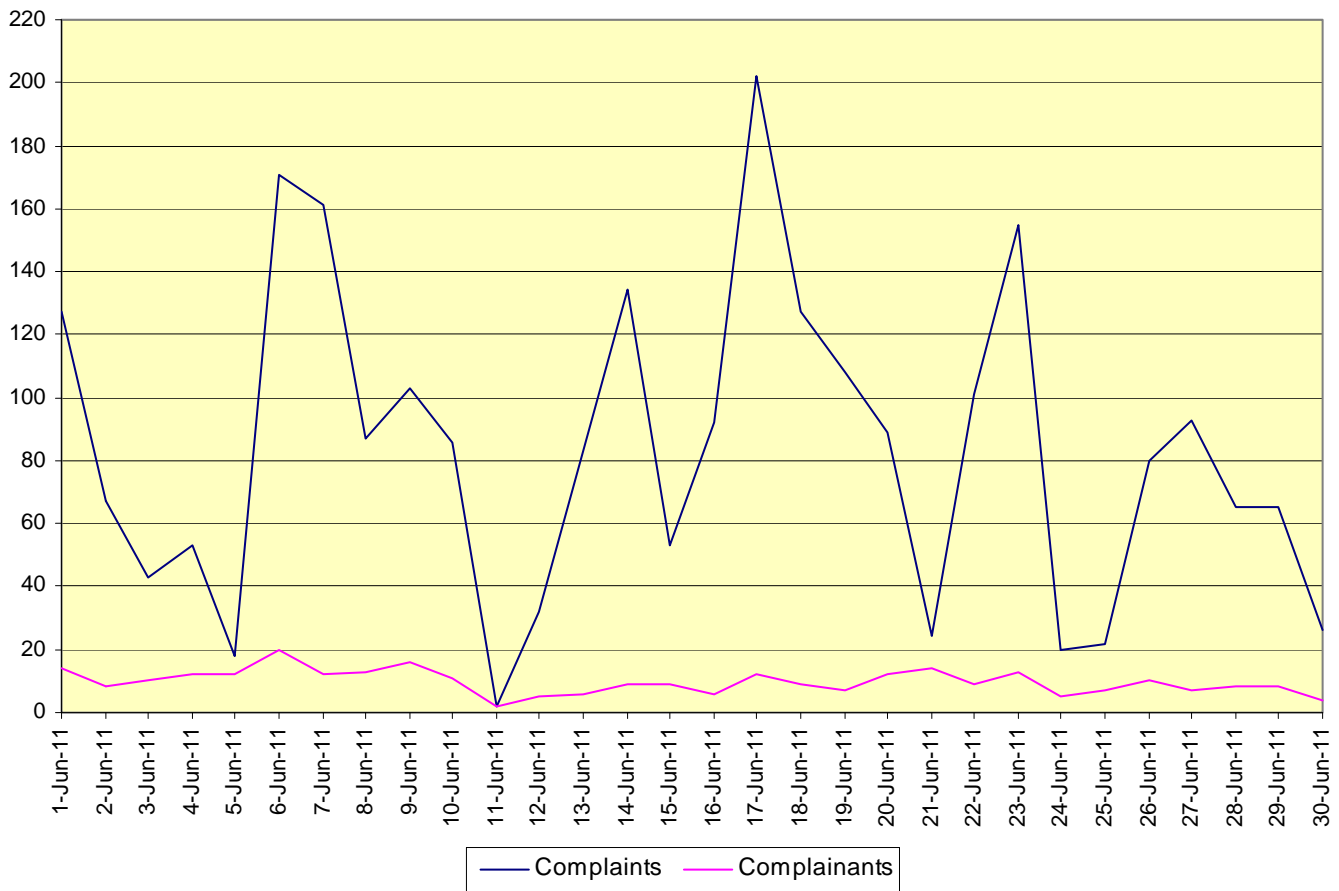
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

## Summary of Section Activity – June 2011

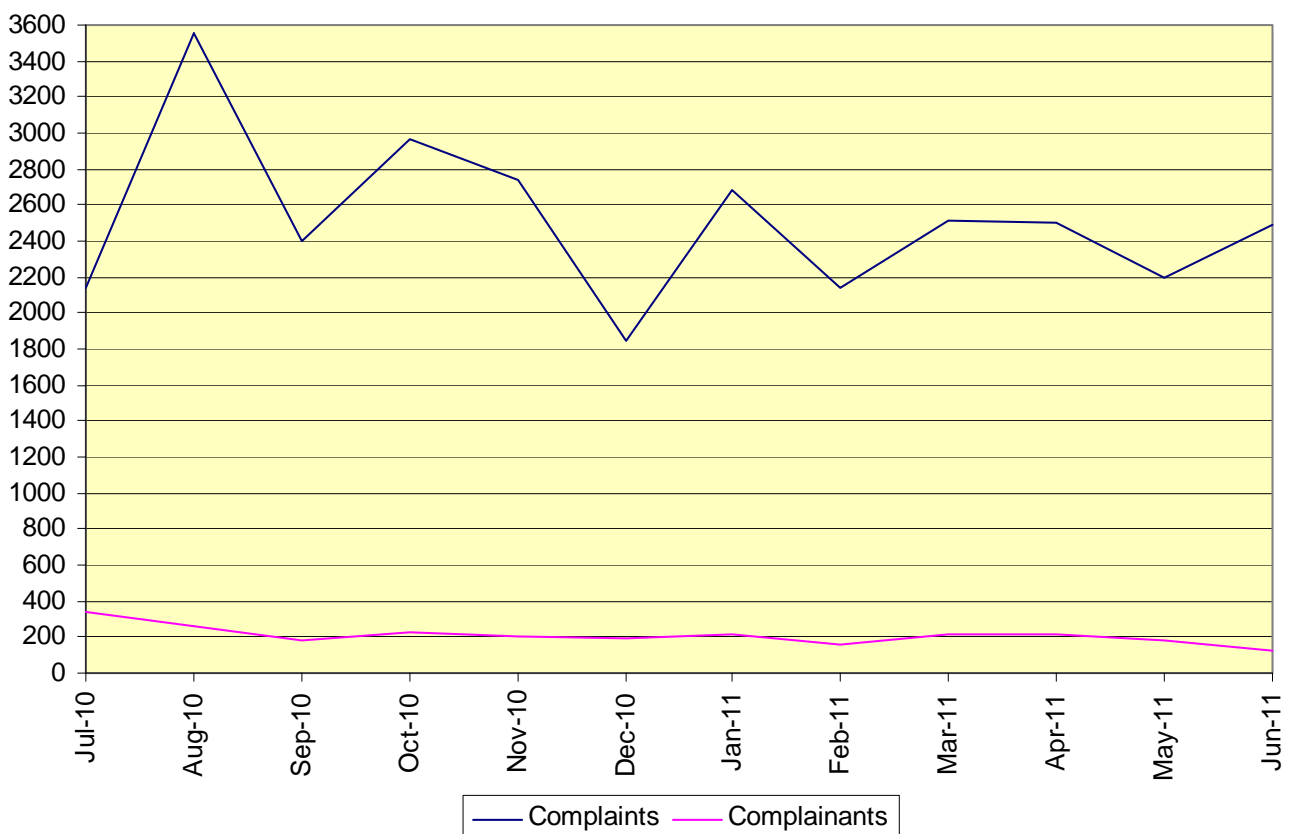
- Sydney Suburbs Complaints
  - By phone ..... 228
  - By correspondence ..... 12
  - By internet ..... 670
  - By e-mail ..... 12
  - By WebTrak ..... 1567
- Sydney Suburbs Complaints – suburb not specified ..... 7
- Sydney Suburbs Comments and Enquiries ..... 32
- Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints ..... 177
- Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries ..... 9
- Callback / Information Requests (NSW Only) ..... 297

# Complaints Graphs

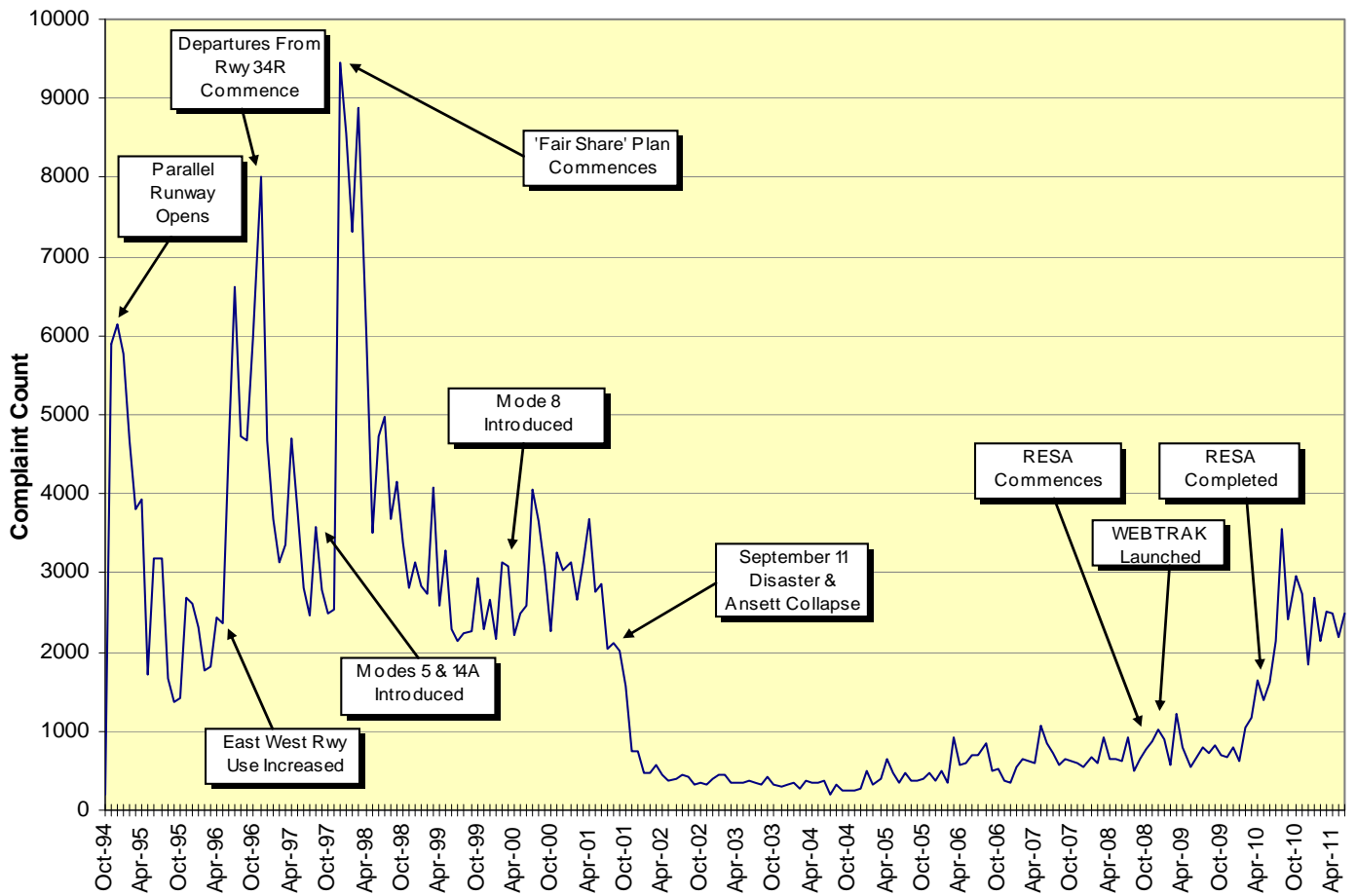
## Complaints vs Complainants – 1 June to 30 June 2011



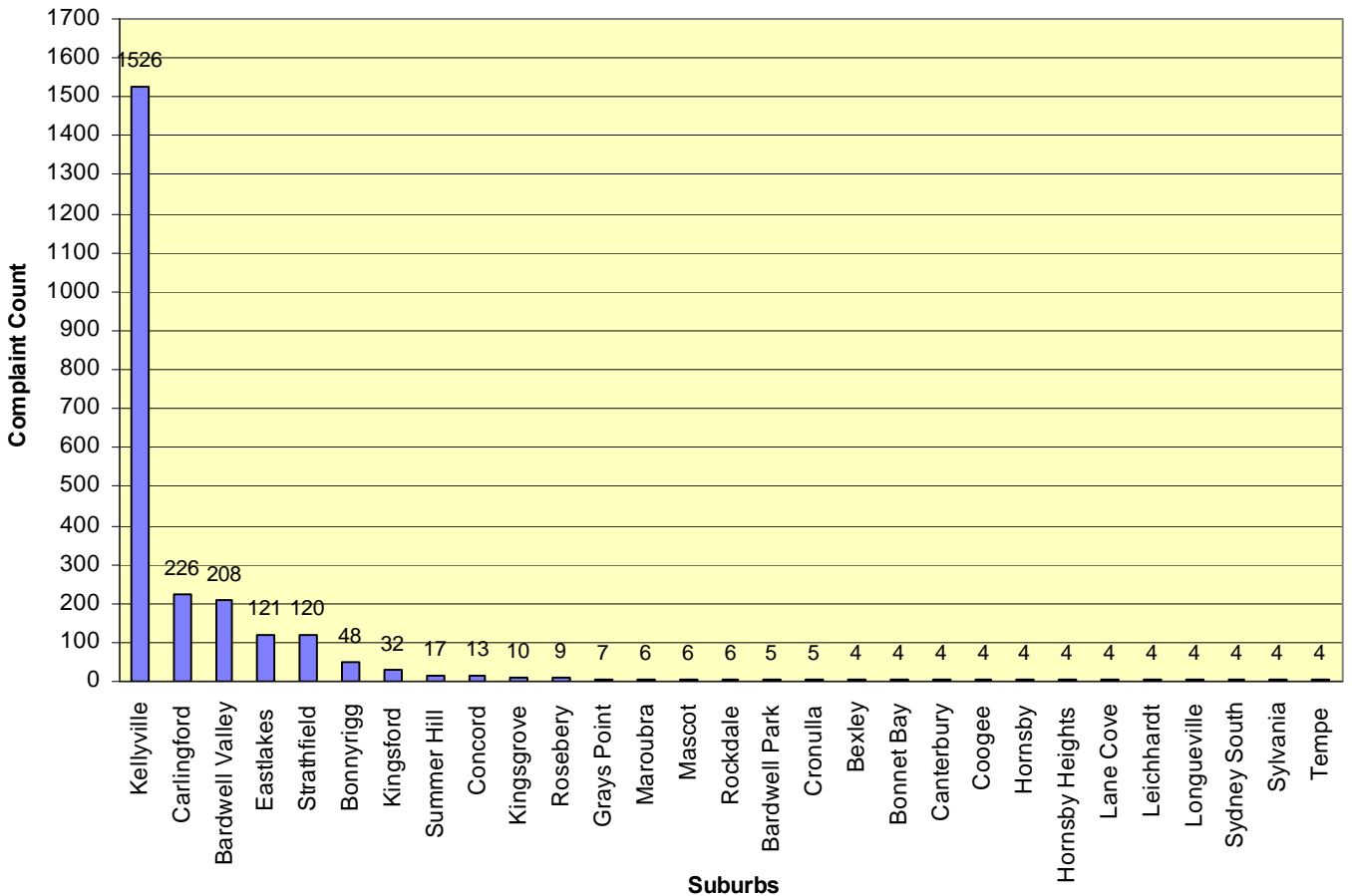
## Complaints vs Complainants – Monthly



# Complaints History

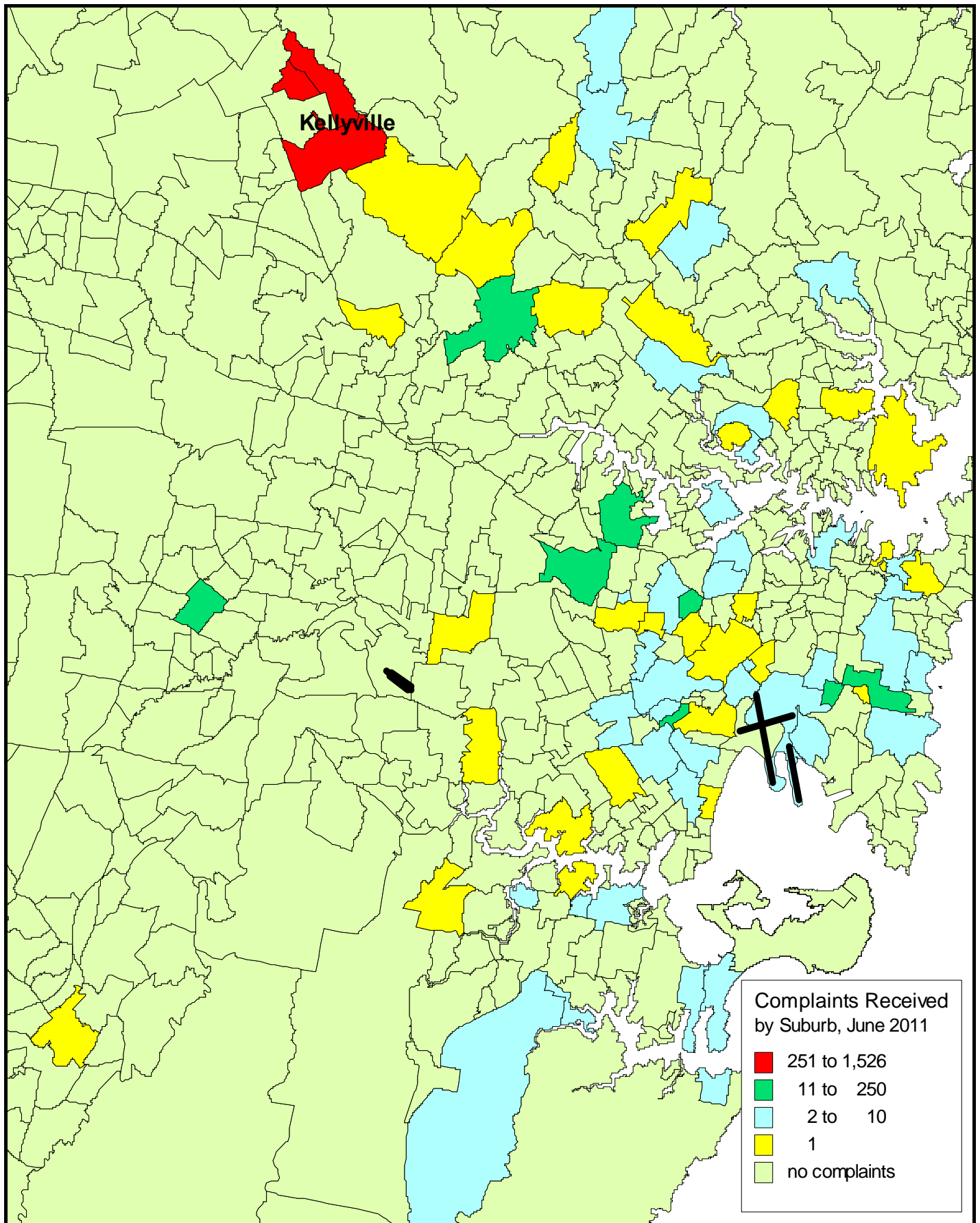


## Top 20 Complaint Suburbs – 1 June to 30 June 2011



# Complaint Density by Suburb

1 June to 30 June 2011



# Recorded Complaints vs Complainants, by Suburb

1 June to 30 June 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	7	1	Kogarah	2	1
Arncliffe	1	1	Lane Cove	4	2
Artarmon	1	1	Leichhardt	4	3
Ashbury	1	1	Lilyfield	2	2
Ashfield	2	2	Longueville	4	2
Bardwell Park	5	2	Macquarie Park	1	1
Bardwell Valley	208	2	Maroubra	6	4
Bellevue Hill	1	1	Marrickville	1	1
Bexley	4	2	Mascot	6	3
Bonnet Bay	4	2	Menai	1	1
Bonnyrigg	48	4	Monterey	1	1
Botany	3	2	Mosman	1	1
Bundeena	2	1	North Ryde	2	2
Burwood Heights	3	1	Northbridge	1	1
Campbelltown	1	1	Oatley	1	1
Canterbury	4	1	Oyster Bay	1	1
Carlingford	226	3	Padstow	1	1
Castle Hill	1	1	Pymble	2	1
Concord	13	1	Randwick	3	3
Coogee	4	3	Riverview	1	1
Cronulla	5	5	Rockdale	6	4
Croydon Park	1	1	Rosebery	9	2
Daceyville	1	1	St Peters	1	1
Darling Point	1	1	Stanmore	1	1
Double Bay	2	1	Strathfield	120	2
Drummoyne	3	2	Summer Hill	17	2
Dulwich Hill	1	1	Sydenham	2	1
Earlwood	2	1	Sydney	2	2
Eastlakes	121	3	Sydney South	4	3
Epping	1	1	Sylvania	4	2
Forestville	2	1	Tempe	4	3
Grays Point	7	2	Turrumurra	1	1
Hornsby	4	3	West Pennant Hills	1	1
Hornsby Heights	4	2	Westleigh	1	1
Hurstville	1	1	Winston Hills	1	1
Kareela	2	1	Woollahra	2	1
Kellyville	1526	1	Woolooware	2	2
Kingsford	32	4	Yagoona	1	1
Kingsgrove	10	1			
<b>Total Complaints</b>	<b>2489</b>		<b>Total Complainants</b>	<b>130</b>	

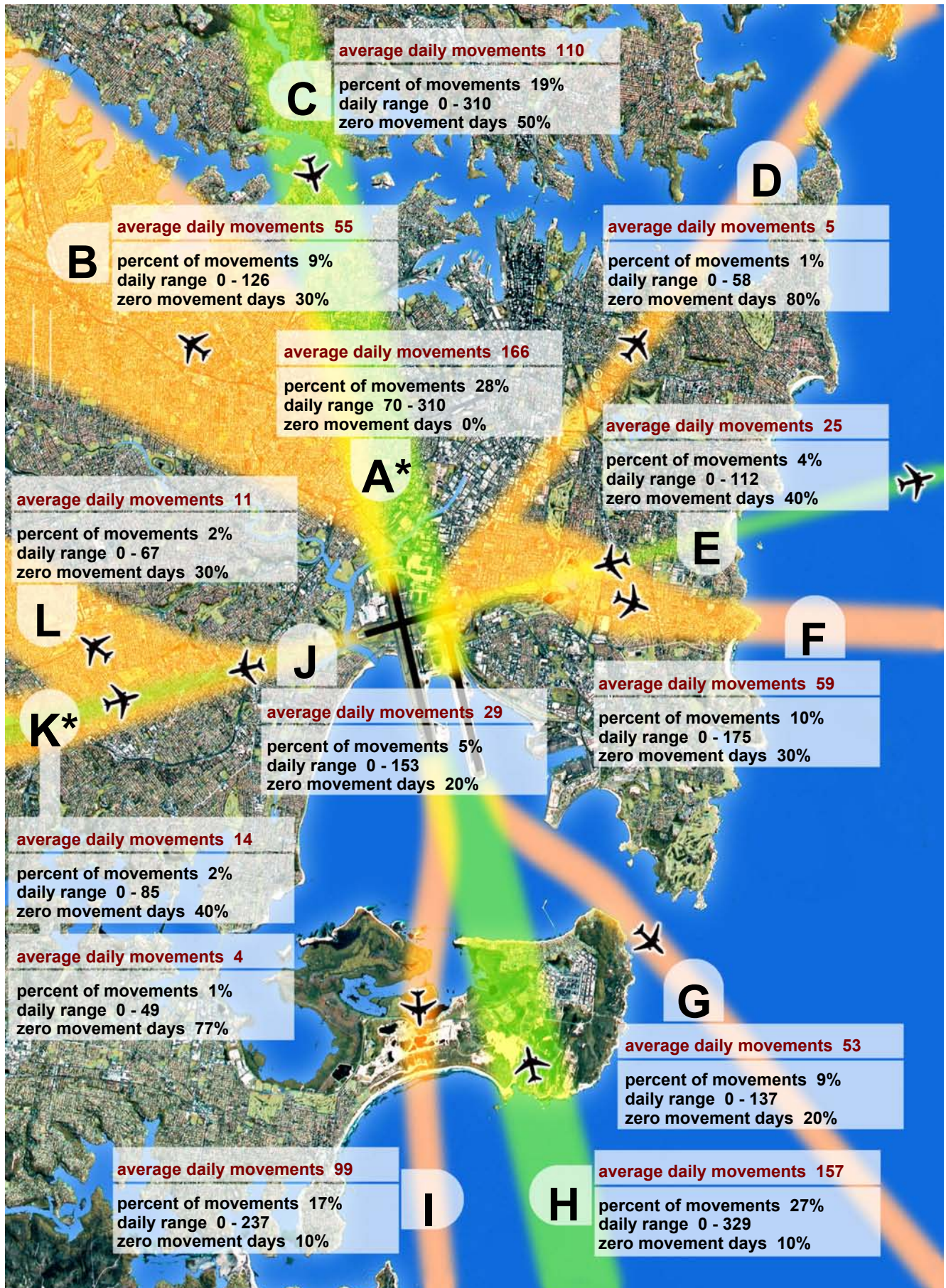
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 June to 30 June 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albury	2	1	Mount Hunter	1	1
Badja	1	1	Mudgee	1	1
Bankstown	137	12	Not Specified	3	1
Camden	5	3	Nowra	1	1
Carlingford	6	1	Paddington	1	1
Cooks Hill	6	1	Port Macquarie	3	3
Crescent Head	1	1	Tamworth	1	1
Deniliquin	1	1	Warrawong	1	1
Dyers Crossing	1	1	Wedderburn	1	1
Elands	1	1	Williamtown	1	1
Gulgong	1	1	Wooyung	1	1
<b>Total Complaints</b>	<b>177</b>	<b>Total Complainants</b>	<b>37</b>		

# Sydney Airport : Jet Flight Path Movements

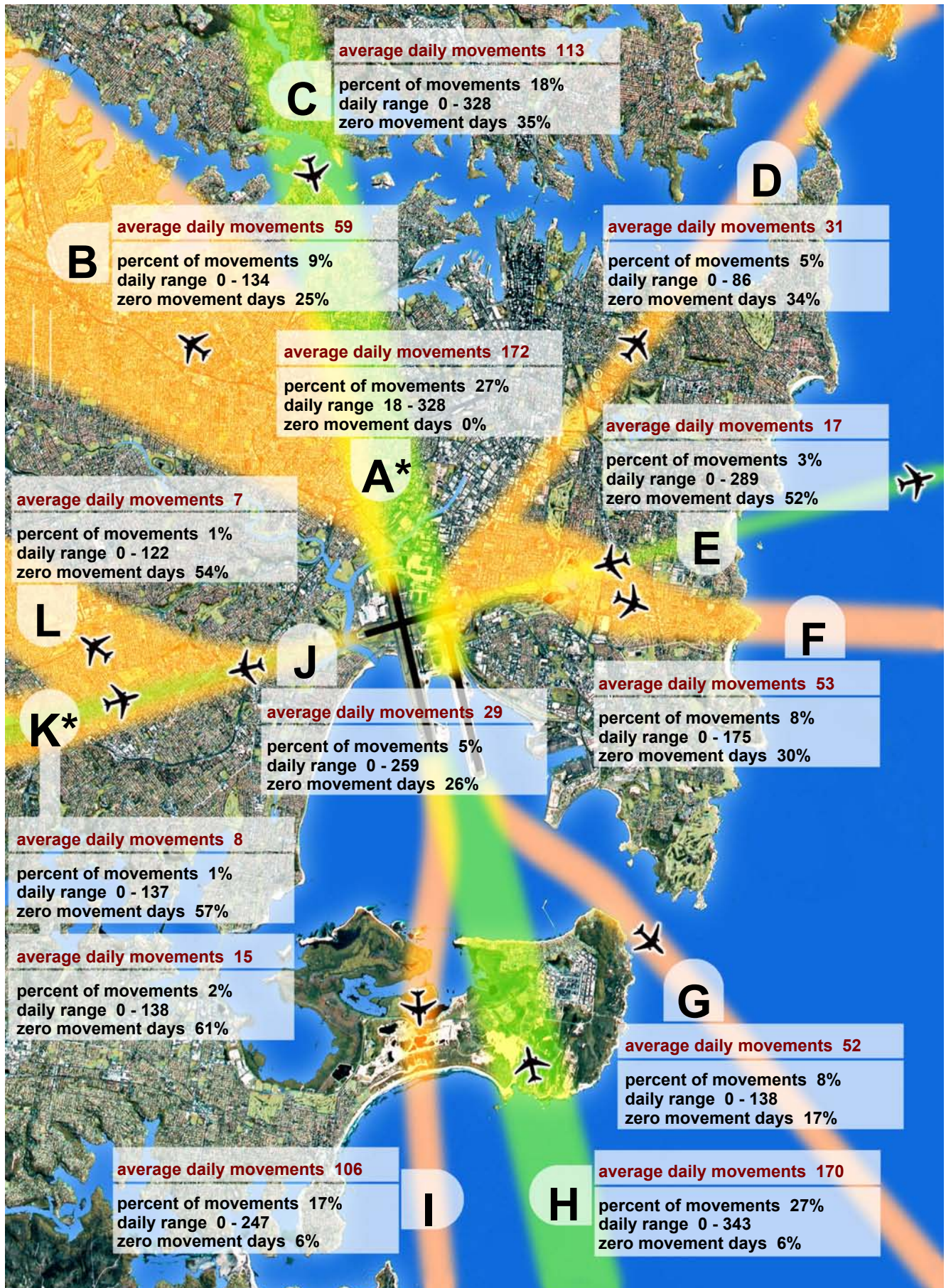
1 June 2011 to 30 June 2011, All Jets



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

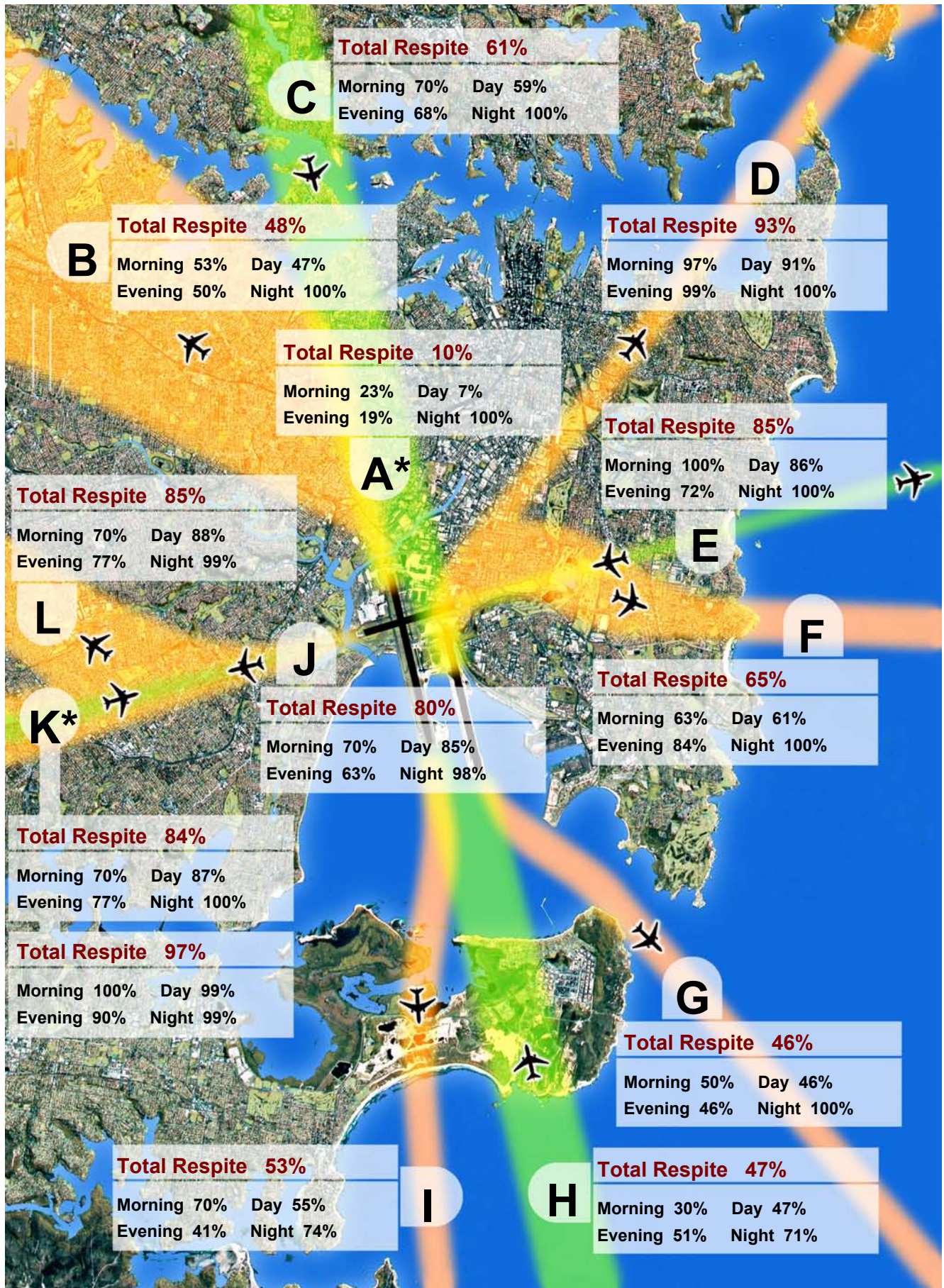
1 July 2010 to 30 June 2011, All Jets



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 June 2011 to 30 June 2011, All Jets



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

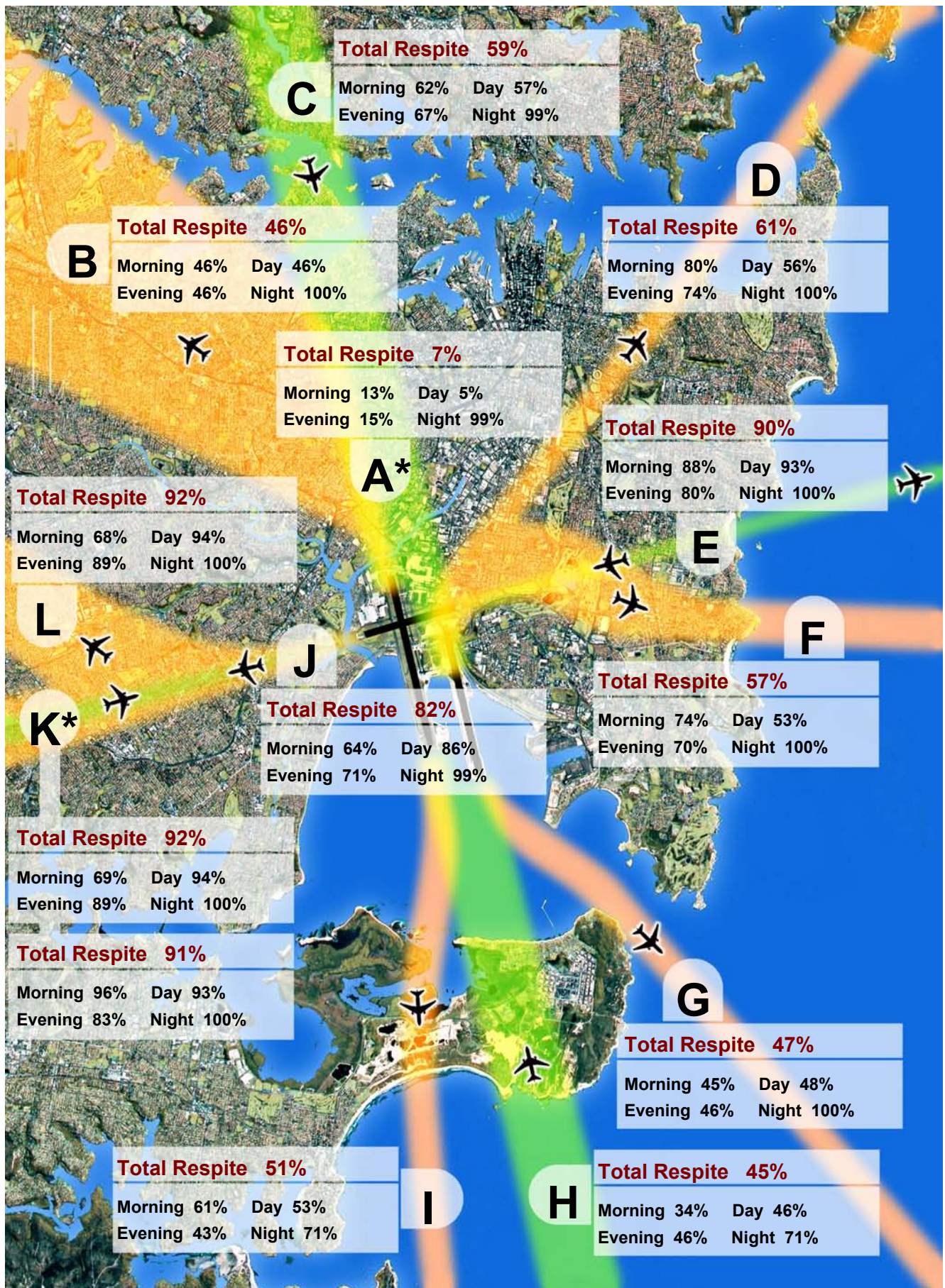
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2010 to 30 June 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)

### July 2010 to June 2011

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

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

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">October 2010</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">April 2011</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">May 2011</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">August 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="#">August 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 July 2010 to June 2011, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 61%**. This means that over the period **July 2010 to June 2011 for 61%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### Notes

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

# Measured Daily N70 Values

## Description

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



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 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 June 2011 along with the Daily N70 values for the three months up to and including June are given in Table 1.

<i>Location</i>	<i>CNE Jun</i>	<i>Operational Days Jun</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Threshold rwy 34</i>	8,864	29.9	291	307	292
<i>Penshurst</i>	796	29.9	17	7	24
<i>Bexley</i>	1,066	29.9	28	13	30
<i>Sydenham</i>	4,803	29.9	160	169	182
<i>Johnston St. Annandale</i>	2,574	29.9	62	74	86
<i>Church St. St Peters</i>	3,747	29.9	90	98	108
<i>Leichhardt PEMU 36</i>	2,906	29.9	92	106	127
<i>Eastlakes</i>	2,285	29.9	69	77	58
<i>Coogee</i>	1,296	29.9	39	44	28
<i>Kurnell</i>	2,627	29.9	66	58	46
<i>Croydon</i>	523	29.9	13	11	9
<i>Hunters Hill</i>	4,465	29.9	57	67	83

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

The N70 values for June 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 16 PM 36 Day 218 Night 11 WE_D 260 WE_N 5	<b>Penshurst</b> AM 2 PM 6 Day 11 Night 0 WE_D 10 WE_N 0	<b>Bexley</b> AM 4 PM 7 Day 19 Night 0 WE_D 20 WE_N 0	<b>Eastlakes</b> AM 2 PM 11 Day 65 Night 0 WE_D 45 WE_N 0
<b>Coogee</b> AM 0 PM 11 Day 37 Night 0 WE_D 15 WE_N 1	<b>Sydenham</b> AM 7 PM 15 Day 144 Night 1 WE_D 140 WE_N 1	<b>Leichhardt PEMU36</b> AM 6 PM 8 Day 88 Night 1 WE_D 60 WE_N 1	<b>Kurnell</b> AM 3 PM 5 Day 59 Night 0 WE_D 61 WE_N 0
<b>Annandale</b> AM 1 PM 4 Day 68 Night 0 WE_D 31 WE_N 0	<b>St Peters</b> AM 2 PM 9 Day 88 Night 0 WE_D 67 WE_N 0	<b>Croydon</b> AM 0 PM 2 Day 11 Night 0 WE_D 11 WE_N 0	<b>Hunters Hill</b> AM 5 PM 5 Day 52 Night 0 WE_D 38 WE_N 0

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

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

#### DISCLAIMER

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