



AIRSERVICES AUSTRALIA

Sydney Airport  
Operational Statistics  
March 2009

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### March 2009

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

There were a total of 24,134 aircraft movements this month (daily average 778.51). Last month there were a total of 21,686 movements (daily average 774.50) and for the same month last year there were a total of 25,161 movements (daily average 811.64).

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

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 10 on 11 days and , Mode 9 on 14 days. Crossing runway modes (including Sodprops & Mode 15) were used for 21.84% of non Curfew hours.

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

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

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. In addition the SACL RESA works have had a direct impact on these percentages. This month's results are as follows:

North 32.12% - This result is above the LTOP target but below the previous month (40.57%).

South 52.59% - This result is above the LTOP target and also above the previous month (51.47%).

East 15.29% - This result is above the LTOP target and also above the previous month (7.96%).

West 0.00% - This result is below the LTOP target and equal to the previous month (0.00%).

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

This procedure was not utilized this month.

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

A total of 1419 complaints, comments and enquiries were received as follows:

1227 Sydney suburbs complaints from 174 complainants

53 Sydney suburbs comments and enquiries

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

#### Noise Enquiry Service Environment and Climate Change 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)**

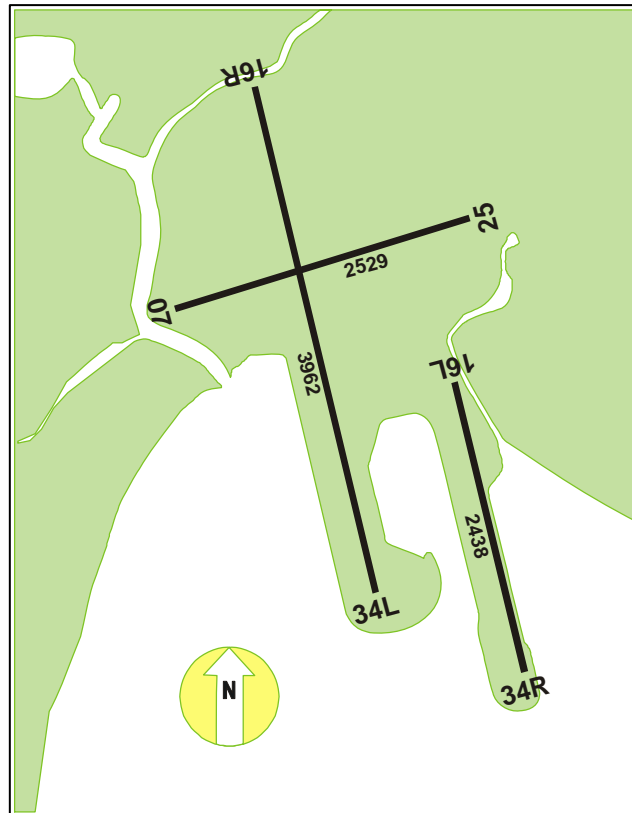
***click on*** "Projects & Services", "Reports & Statistics" ***then***

"Sydney Airport Operational Statistics".

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This information is produced using the TNIP software package developed by the Department of Infrastructure, Transport, Regional Development and Local Government

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L  
Runway 16L/34R  
Runway 07/25

Main North-South runway  
Parallel North-South runway.  
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)

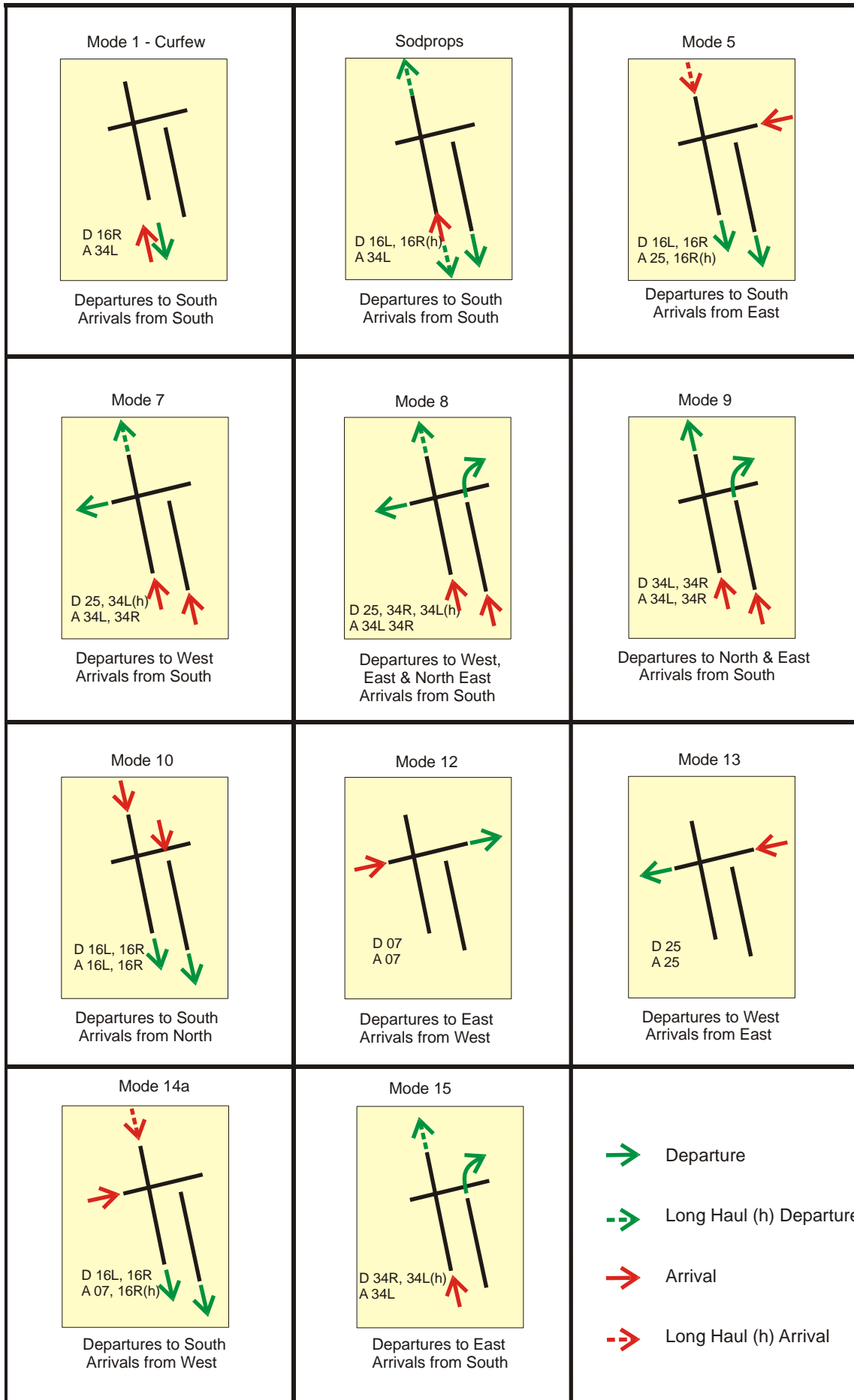
Runway 25

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

Movements over the North  
Movements over the South  
Movements over the East  
Movements over the West

=16L(arr) + 16R(arr) + 34L(dep)  
=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)  
=07(dep) + 25(arr) + 34R(dep)  
=07(arr) + 25(dep)

# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

<b>Monday to Friday</b>		
<b>2300 to 0600</b>	1.	<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>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>0700 to 2245 / 2300</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> , <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L (Mode 4)</b> <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 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	4.	<b>16 (Mode 10)</b>

*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>	1.	<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.	<b>Curfew Act - Departures 16L&amp;R/Arrivals 34L (Mode 4)</b> <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 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> , <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b>
	4.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	5.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<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 (Mode 14A)</b> , <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2200 to 2245</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L (Mode 4)</b> <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 (Mode 5)</b>
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b>
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b>
	7.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	8.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L (Mode 4)</b> . The arrivals runway (34L) may be varied if 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. Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	4.	<b>16 (Mode 10)</b>

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-09	0	1	1	118	102	220	238	274	512	0	0	0	1	0	1	0	0	0	734
02-Mar-09	0	0	0	0	1	1	0	1	1	0	0	0	290	179	469	123	235	358	829
03-Mar-09	0	1	1	0	0	0	0	10	10	0	0	0	289	166	455	116	220	336	802
04-Mar-09	0	0	0	91	77	168	173	216	389	0	0	0	102	57	159	48	68	116	832
05-Mar-09	0	0	0	140	131	271	254	283	537	0	0	0	20	0	20	0	0	0	828
06-Mar-09	0	0	0	68	57	125	108	146	254	0	0	0	165	92	257	76	122	198	834
07-Mar-09	0	0	0	93	100	193	207	206	413	0	0	0	31	12	43	0	0	0	649
08-Mar-09	0	0	0	126	109	235	218	255	473	0	0	0	2	0	2	0	0	0	710
09-Mar-09	0	0	0	144	111	255	201	251	452	0	0	0	57	24	81	8	30	38	826
10-Mar-09	0	1	1	4	3	7	15	20	35	0	0	0	250	158	408	124	207	331	782
11-Mar-09	0	0	0	153	107	260	242	305	547	0	0	0	7	0	7	0	0	0	814
12-Mar-09	0	0	0	0	0	0	0	10	10	0	0	0	296	189	485	108	200	308	803
13-Mar-09	0	0	0	0	7	7	0	10	10	0	0	0	311	182	493	109	226	335	845
14-Mar-09	0	0	0	0	12	12	0	4	4	0	0	0	254	147	401	73	150	223	640
15-Mar-09	0	0	0	66	89	155	108	138	246	0	0	0	135	79	214	50	72	122	737
16-Mar-09	0	0	0	86	72	158	124	150	274	0	0	0	148	86	234	48	100	148	814
17-Mar-09	0	0	0	90	75	165	155	195	350	0	0	0	96	47	143	53	68	121	779
18-Mar-09	0	0	0	0	28	28	0	9	9	0	0	0	301	175	476	100	194	294	807
19-Mar-09	0	0	0	0	5	5	0	10	10	0	0	0	294	167	461	118	223	341	817
20-Mar-09	0	0	0	43	33	76	67	77	144	0	0	0	212	144	356	88	164	252	828
21-Mar-09	0	0	0	0	42	42	1	8	9	0	0	0	276	131	407	52	132	184	642
22-Mar-09	0	0	0	5	33	38	15	17	32	0	0	0	277	139	416	55	178	233	719
23-Mar-09	0	0	0	0	0	0	0	2	2	0	0	0	269	182	451	134	218	352	805
24-Mar-09	0	0	0	0	0	0	0	10	10	0	0	0	290	164	454	98	210	308	772
25-Mar-09	0	0	0	0	0	0	0	12	12	0	0	0	282	181	463	124	217	341	816
26-Mar-09	0	0	0	8	62	70	36	33	69	0	0	0	256	149	405	113	168	281	825
27-Mar-09	0	0	0	159	123	282	259	305	564	0	0	0	1	0	1	0	0	0	847
28-Mar-09	0	0	0	0	63	63	0	4	4	0	0	0	281	125	406	51	124	175	648
29-Mar-09	0	0	0	0	49	49	0	3	3	0	0	0	281	163	444	79	162	241	737
30-Mar-09	0	0	0	172	118	290	237	293	530	0	0	0	5	0	5	0	0	0	825
31-Mar-09	0	0	0	160	113	273	230	281	511	0	0	0	4	0	4	0	0	0	788
<b>Total</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1726</b>	<b>1722</b>	<b>3448</b>	<b>2888</b>	<b>3538</b>	<b>6426</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5483</b>	<b>3138</b>	<b>8621</b>	<b>1948</b>	<b>3688</b>	<b>5636</b>	<b>24134</b>

## Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-09	0	0	0	84	72	156	195	212	407	0	0	0	0	0	0	0	0	0	563
02-Mar-09	0	0	0	0	1	1	0	1	1	0	0	0	228	110	338	71	190	261	601
03-Mar-09	0	1	1	0	0	0	0	6	6	0	0	0	223	100	323	72	179	251	581
04-Mar-09	0	0	0	63	49	112	127	162	289	0	0	0	82	37	119	28	58	86	606
05-Mar-09	0	0	0	85	90	175	199	212	411	0	0	0	17	0	17	0	0	0	603
06-Mar-09	0	0	0	43	40	83	82	113	195	0	0	0	135	52	187	45	102	147	612
07-Mar-09	0	0	0	58	74	132	166	165	331	0	0	0	28	11	39	0	0	0	502
08-Mar-09	0	0	0	91	75	166	178	196	374	0	0	0	0	0	0	0	0	0	540
09-Mar-09	0	0	0	87	75	162	157	188	345	0	0	0	50	16	66	7	26	33	606
10-Mar-09	0	1	1	3	3	6	14	16	30	0	0	0	192	92	284	75	168	243	564
11-Mar-09	0	0	0	102	72	174	191	234	425	0	0	0	5	0	5	0	0	0	604
12-Mar-09	0	0	0	0	0	0	0	5	5	0	0	0	234	117	351	60	164	224	580
13-Mar-09	0	0	0	0	7	7	0	4	4	0	0	0	239	109	348	69	190	259	618
14-Mar-09	0	0	0	0	9	9	0	4	4	0	0	0	203	109	312	49	126	175	500
15-Mar-09	0	0	0	42	64	106	84	103	187	0	0	0	119	58	177	40	62	102	572
16-Mar-09	0	0	0	49	54	103	103	116	219	0	0	0	113	51	164	33	82	115	601
17-Mar-09	0	0	0	59	50	109	119	147	266	0	0	0	78	29	107	33	55	88	570
18-Mar-09	0	0	0	0	23	23	0	5	5	0	0	0	227	107	334	68	163	231	593
19-Mar-09	0	0	0	0	5	5	0	7	7	0	0	0	230	100	330	71	184	255	597
20-Mar-09	0	0	0	25	23	48	59	57	116	0	0	0	157	85	242	59	139	198	604
21-Mar-09	0	0	0	0	36	36	0	6	6	0	0	0	219	92	311	32	115	147	500
22-Mar-09	0	0	0	3	29	32	15	15	30	0	0	0	219	82	301	40	149	189	552
23-Mar-09	0	0	0	0	0	0	0	2	2	0	0	0	211	115	326	85	181	266	594
24-Mar-09	0	0	0	0	0	0	0	6	6	0	0	0	226	102	328	58	171	229	563
25-Mar-09	0	0	0	0	0	0	0	7	7	0	0	0	226	113	339	75	182	257	603
26-Mar-09	0	0	0	5	55	60	32	28	60	0	0	0	200	84	284	64	136	200	604
27-Mar-09	0	0	0	106	83	189	203	228	431	0	0	0	1	0	1	0	0	0	621
28-Mar-09	0	0	0	0	56	56	0	3	3	0	0	0	222	85	307	33	107	140	506
29-Mar-09	0	0	0	0	44	44	0	0	0	0	0	0	231	105	336	52	135	187	567
30-Mar-09	0	0	0	109	80	189	198	230	428	0	0	0	4	0	4	0	0	0	621
31-Mar-09	0	0	0	97	74	171	188	218	406	0	0	0	4	0	4	0	0	0	581
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1111</b>	<b>1243</b>	<b>2354</b>	<b>2310</b>	<b>2696</b>	<b>5006</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4323</b>	<b>1961</b>	<b>6284</b>	<b>1219</b>	<b>3064</b>	<b>4283</b>	<b>17929</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			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-09	0	1	1	34	30	64	43	62	105	0	0	0	1	0	1	0	0	0	171
02-Mar-09	0	0	0	0	0	0	0	0	0	0	0	0	62	69	131	52	45	97	228
03-Mar-09	0	0	0	0	0	0	0	4	4	0	0	0	66	66	132	44	41	85	221
04-Mar-09	0	0	0	28	28	56	46	54	100	0	0	0	20	20	40	20	10	30	226
05-Mar-09	0	0	0	55	41	96	55	71	126	0	0	0	3	0	3	0	0	0	225
06-Mar-09	0	0	0	25	17	42	26	33	59	0	0	0	30	40	70	31	20	51	222
07-Mar-09	0	0	0	35	26	61	41	41	82	0	0	0	3	1	4	0	0	0	147
08-Mar-09	0	0	0	35	34	69	40	59	99	0	0	0	2	0	2	0	0	0	170
09-Mar-09	0	0	0	57	36	93	44	63	107	0	0	0	7	8	15	1	4	5	220
10-Mar-09	0	0	0	1	0	1	1	4	5	0	0	0	58	66	124	49	39	88	218
11-Mar-09	0	0	0	51	35	86	51	71	122	0	0	0	2	0	2	0	0	0	210
12-Mar-09	0	0	0	0	0	0	0	5	5	0	0	0	62	72	134	48	36	84	223
13-Mar-09	0	0	0	0	0	0	0	6	6	0	0	0	72	73	145	40	36	76	227
14-Mar-09	0	0	0	0	3	3	0	0	0	0	0	0	51	38	89	24	24	48	140
15-Mar-09	0	0	0	24	25	49	24	35	59	0	0	0	16	21	37	10	10	20	165
16-Mar-09	0	0	0	37	18	55	21	34	55	0	0	0	35	35	70	15	18	33	213
17-Mar-09	0	0	0	31	25	56	36	48	84	0	0	0	18	18	36	20	13	33	209
18-Mar-09	0	0	0	0	5	5	0	4	4	0	0	0	74	68	142	32	31	63	214
19-Mar-09	0	0	0	0	0	0	0	3	3	0	0	0	64	67	131	47	39	86	220
20-Mar-09	0	0	0	18	10	28	8	20	28	0	0	0	55	59	114	29	25	54	224
21-Mar-09	0	0	0	0	6	6	1	2	3	0	0	0	57	39	96	20	17	37	142
22-Mar-09	0	0	0	2	4	6	0	2	2	0	0	0	58	57	115	15	29	44	167
23-Mar-09	0	0	0	0	0	0	0	0	0	0	0	0	58	67	125	49	37	86	211
24-Mar-09	0	0	0	0	0	0	0	4	4	0	0	0	64	62	126	40	39	79	209
25-Mar-09	0	0	0	0	0	0	0	5	5	0	0	0	56	68	124	49	35	84	213
26-Mar-09	0	0	0	3	7	10	4	5	9	0	0	0	56	65	121	49	32	81	221
27-Mar-09	0	0	0	53	40	93	56	77	133	0	0	0	0	0	0	0	0	0	226
28-Mar-09	0	0	0	0	7	7	0	1	1	0	0	0	59	40	99	18	17	35	142
29-Mar-09	0	0	0	0	5	5	0	3	3	0	0	0	50	58	108	27	27	54	170
30-Mar-09	0	0	0	63	38	101	39	63	102	0	0	0	1	0	1	0	0	0	204
31-Mar-09	0	0	0	63	39	102	42	63	105	0	0	0	0	0	0	0	0	0	207
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>615</b>	<b>479</b>	<b>1094</b>	<b>578</b>	<b>842</b>	<b>1420</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1160</b>	<b>1177</b>	<b>2337</b>	<b>729</b>	<b>624</b>	<b>1353</b>	<b>6205</b>

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

## Hourly Runway Movement Summary – All Movements

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Mar-09	1	1	0	0	1	0	16	35	48	50	47	41	56	30	45	59	46	56	63	55	38	31	15	0	734
02-Mar-09	1	0	0	0	0	2	27	62	73	58	56	54	48	35	49	54	48	52	69	48	35	32	23	3	829
03-Mar-09	5	1	0	4	0	1	26	64	59	55	48	44	47	41	43	55	52	51	65	50	34	33	19	5	802
04-Mar-09	4	0	2	3	0	1	29	67	63	59	52	54	51	33	45	55	45	57	65	47	42	31	22	5	832
05-Mar-09	5	0	2	3	1	0	28	62	60	57	60	44	52	43	45	49	45	58	65	53	36	34	20	6	828
06-Mar-09	4	2	2	3	1	1	24	62	68	59	51	51	55	33	44	56	54	58	64	55	39	27	19	2	834
07-Mar-09	1	0	0	0	0	0	20	58	56	51	50	44	49	38	35	45	34	41	38	32	22	20	13	2	649
08-Mar-09	0	1	0	2	0	0	20	32	49	40	43	52	49	30	41	49	49	50	57	58	41	30	16	1	710
09-Mar-09	1	2	1	1	0	0	25	55	62	65	63	47	58	38	50	55	48	53	65	51	33	27	23	3	826
10-Mar-09	6	1	0	4	1	1	27	67	63	53	49	41	47	34	45	50	42	53	63	52	35	26	20	2	782
11-Mar-09	4	2	1	3	2	2	28	61	70	59	48	51	46	33	43	51	47	50	65	55	40	29	21	3	814
12-Mar-09	4	1	0	3	1	0	27	62	61	57	54	43	49	34	44	49	43	56	61	59	34	32	23	6	803
13-Mar-09	4	3	2	2	2	0	28	65	74	59	52	52	51	33	43	54	52	51	67	59	44	30	16	2	845
14-Mar-09	1	0	0	1	0	0	21	55	59	47	55	43	40	33	40	43	41	23	49	34	10	21	23	1	640
15-Mar-09	1	0	1	1	0	0	15	40	49	46	47	48	50	32	44	53	51	48	68	59	38	29	17	0	737
16-Mar-09	2	0	1	0	0	0	29	70	66	59	57	46	53	36	48	48	45	48	59	50	34	33	27	3	814
17-Mar-09	6	2	0	3	2	1	25	71	63	46	55	43	49	33	37	52	44	53	59	51	33	28	19	4	779
18-Mar-09	5	1	2	3	0	0	27	72	65	55	54	50	43	34	38	53	44	57	66	50	36	32	17	3	807
19-Mar-09	5	1	1	3	0	1	27	70	63	50	54	46	46	38	44	48	48	50	66	56	38	34	23	5	817
20-Mar-09	3	2	0	5	0	0	29	57	65	61	49	50	51	42	43	56	46	57	64	59	40	29	18	2	828
21-Mar-09	1	1	1	0	0	0	20	51	60	54	51	45	45	35	38	41	35	40	41	30	22	21	9	1	642
22-Mar-09	0	2	0	1	1	0	17	38	42	48	46	45	43	36	44	52	46	54	65	57	34	28	19	1	719
23-Mar-09	0	0	1	0	0	0	28	67	62	62	55	50	52	36	46	47	48	42	64	53	33	25	28	6	805
24-Mar-09	4	2	1	2	2	0	35	61	68	51	49	43	40	32	43	46	46	44	62	57	31	28	21	4	772
25-Mar-09	3	2	1	4	1	1	31	67	64	55	53	49	47	30	43	49	47	54	69	50	33	35	23	5	816
26-Mar-09	4	1	2	3	1	0	27	67	64	58	44	56	48	34	45	55	46	46	71	56	34	37	22	4	825
27-Mar-09	3	0	2	0	1	0	29	64	63	63	53	51	55	39	45	58	55	53	66	56	42	33	15	1	847
28-Mar-09	0	2	2	1	0	0	20	55	65	51	50	45	44	37	37	40	37	39	42	31	21	17	12	0	648
29-Mar-09	1	2	0	0	1	0	21	39	40	53	43	43	43	39	43	51	50	51	70	58	36	31	22	0	737
30-Mar-09	1	0	2	0	0	0	33	67	70	52	44	44	41	44	45	52	37	54	61	54	46	44	29	5	825
31-Mar-09	4	2	1	1	2	0	31	53	55	62	51	41	49	37	44	41	50	45	62	63	33	29	26	6	788
<b>Total</b>	<b>84</b>	<b>34</b>	<b>28</b>	<b>56</b>	<b>20</b>	<b>11</b>	<b>790</b>	<b>1816</b>	<b>1889</b>	<b>1695</b>	<b>1583</b>	<b>1456</b>	<b>1497</b>	<b>1102</b>	<b>1339</b>	<b>1566</b>	<b>1421</b>	<b>1544</b>	<b>1911</b>	<b>1598</b>	<b>1067</b>	<b>916</b>	<b>620</b>	<b>91</b>	<b>24134</b>
<b>Avg.</b>	<b>2.71</b>	<b>1.10</b>	<b>0.90</b>	<b>1.81</b>	<b>0.65</b>	<b>0.35</b>	<b>25.48</b>	<b>58.58</b>	<b>60.94</b>	<b>54.68</b>	<b>51.06</b>	<b>46.97</b>	<b>48.29</b>	<b>35.55</b>	<b>43.19</b>	<b>50.52</b>	<b>45.84</b>	<b>49.81</b>	<b>61.65</b>	<b>51.55</b>	<b>34.42</b>	<b>29.55</b>	<b>20.00</b>	<b>2.94</b>	<b>778.52</b>

## Hourly Runway Movement Summary – Arrivals

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Mar-09	1	0	0	0	1	0	10	20	23	22	26	17	18	15	28	23	20	33	31	26	17	17	9	0	357
02-Mar-09	1	0	0	0	0	1	14	35	37	25	29	27	20	14	33	19	24	29	35	14	20	21	13	2	413
03-Mar-09	1	0	0	2	0	0	16	39	29	24	26	27	20	16	23	27	24	28	29	22	19	20	10	3	405
04-Mar-09	1	0	1	1	0	1	17	40	29	27	30	27	17	14	29	22	20	33	28	22	21	20	11	3	414
05-Mar-09	2	0	1	1	0	0	14	40	32	22	31	27	21	19	26	18	23	33	25	23	21	21	10	4	414
06-Mar-09	1	1	1	1	1	1	13	35	36	25	25	32	19	16	27	24	28	28	27	25	22	15	13	1	417
07-Mar-09	1	0	0	0	0	0	13	38	28	18	23	23	23	18	21	21	15	26	16	18	11	13	5	0	331
08-Mar-09	0	1	0	1	0	0	13	17	25	17	24	21	19	10	27	20	25	25	30	23	22	16	9	1	346
09-Mar-09	1	0	1	0	0	0	15	29	33	31	30	25	26	16	27	23	23	30	30	20	18	17	14	1	410
10-Mar-09	1	1	0	2	1	1	17	38	33	23	27	25	16	15	28	17	23	26	31	22	16	19	10	1	393
11-Mar-09	1	0	1	2	0	1	18	33	40	22	26	25	20	15	24	17	26	28	29	25	17	20	10	2	402
12-Mar-09	0	0	0	2	0	0	17	37	33	21	28	25	21	16	24	19	22	30	30	22	19	22	12	4	404
13-Mar-09	0	1	1	2	0	0	15	40	36	23	29	29	21	13	26	23	24	27	35	23	22	17	12	1	420
14-Mar-09	1	0	0	0	0	0	16	33	29	18	28	18	17	18	22	21	25	16	22	14	9	13	6	1	327
15-Mar-09	0	0	1	0	0	0	10	23	21	21	26	19	18	15	28	20	25	25	35	24	20	15	13	0	359
16-Mar-09	1	0	1	0	0	0	14	45	28	23	36	24	21	17	27	18	25	23	29	17	18	24	13	2	406
17-Mar-09	1	1	0	2	1	1	16	43	31	18	31	23	22	15	22	21	21	27	25	23	17	21	10	2	394
18-Mar-09	0	0	2	1	0	0	18	45	30	21	33	23	17	16	21	20	23	32	31	18	20	19	9	2	401
19-Mar-09	1	0	1	1	0	0	17	43	28	21	31	25	21	16	26	18	24	25	32	23	22	22	12	3	412
20-Mar-09	0	0	0	3	0	0	17	32	34	27	26	27	22	17	27	17	23	31	32	22	24	16	12	1	410
21-Mar-09	0	0	1	0	0	0	14	33	32	18	27	19	23	16	20	20	20	24	17	14	14	13	3	1	329
22-Mar-09	0	1	0	1	0	0	12	22	19	20	25	19	15	17	26	20	24	30	34	21	20	16	10	0	352
23-Mar-09	0	0	1	0	0	0	14	43	29	26	28	28	21	13	29	18	26	22	34	16	16	18	17	4	403
24-Mar-09	0	0	1	2	0	0	21	40	30	21	27	20	20	12	28	17	21	27	31	22	16	20	10	2	388
25-Mar-09	0	1	0	2	0	1	21	41	28	22	30	26	17	13	23	21	25	27	33	20	19	22	12	2	406
26-Mar-09	1	0	2	2	0	0	16	41	33	20	21	35	21	14	24	23	21	27	36	21	17	25	12	1	413
27-Mar-09	0	0	0	0	1	0	17	34	36	23	28	26	24	15	28	23	27	27	33	25	20	22	9	1	419
28-Mar-09	0	1	1	0	0	0	14	37	35	16	25	20	20	15	21	21	19	25	18	15	11	14	4	0	332
29-Mar-09	1	0	0	0	0	0	13	23	18	25	21	17	15	20	23	18	26	26	39	22	18	21	14	0	360
30-Mar-09	1	0	1	0	0	0	15	40	39	22	27	27	17	21	24	19	15	30	29	16	26	26	16	3	414
31-Mar-09	0	1	1	0	1	0	12	32	32	26	25	23	18	24	22	18	21	29	30	28	13	21	15	2	394
<b>Total</b>	<b>18</b>	<b>9</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>7</b>	<b>469</b>	<b>1091</b>	<b>946</b>	<b>688</b>	<b>849</b>	<b>749</b>	<b>610</b>	<b>491</b>	<b>784</b>	<b>626</b>	<b>708</b>	<b>849</b>	<b>916</b>	<b>646</b>	<b>565</b>	<b>586</b>	<b>335</b>	<b>50</b>	<b>12045</b>
<b>Avg.</b>	<b>0.58</b>	<b>0.29</b>	<b>0.61</b>	<b>0.90</b>	<b>0.19</b>	<b>0.23</b>	<b>15.13</b>	<b>35.19</b>	<b>30.52</b>	<b>22.19</b>	<b>27.39</b>	<b>24.16</b>	<b>19.68</b>	<b>15.84</b>	<b>25.29</b>	<b>20.19</b>	<b>22.84</b>	<b>27.39</b>	<b>29.55</b>	<b>20.84</b>	<b>18.23</b>	<b>18.90</b>	<b>10.81</b>	<b>1.61</b>	<b>388.55</b>

## Hourly Runway Movement Summary – Departures

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Mar-09	0	1	0	0	0	0	6	15	25	28	21	24	38	15	17	36	26	23	32	29	21	14	6	0	377
02-Mar-09	0	0	0	0	0	1	13	27	36	33	27	27	28	21	16	35	24	23	34	34	15	11	10	1	416
03-Mar-09	4	1	0	2	0	1	10	25	30	31	22	17	27	25	20	28	28	23	36	28	15	13	9	2	397
04-Mar-09	3	0	1	2	0	0	12	27	34	32	22	27	34	19	16	33	25	24	37	25	21	11	11	2	418
05-Mar-09	3	0	1	2	1	0	14	22	28	35	29	17	31	24	19	31	22	25	40	30	15	13	10	2	414
06-Mar-09	3	1	1	2	0	0	11	27	32	34	26	19	36	17	17	32	26	30	37	30	17	12	6	1	417
07-Mar-09	0	0	0	0	0	0	7	20	28	33	27	21	26	20	14	24	19	15	22	14	11	7	8	2	318
08-Mar-09	0	0	0	1	0	0	7	15	24	23	19	31	30	20	14	29	24	25	27	35	19	14	7	0	364
09-Mar-09	0	2	0	1	0	0	10	26	29	34	33	22	32	22	23	32	25	23	35	31	15	10	9	2	416
10-Mar-09	5	0	0	2	0	0	10	29	30	30	22	16	31	19	17	33	19	27	32	30	19	7	10	1	389
11-Mar-09	3	2	0	1	2	1	10	28	30	37	22	26	26	18	19	34	21	22	36	30	23	9	11	1	412
12-Mar-09	4	1	0	1	1	0	10	25	28	36	26	18	28	18	20	30	21	26	31	37	15	10	11	2	399
13-Mar-09	4	2	1	0	2	0	13	25	38	36	23	23	30	20	17	31	28	24	32	36	22	13	4	1	425
14-Mar-09	0	0	0	1	0	0	5	22	30	29	27	25	23	15	18	22	16	7	27	20	1	8	17	0	313
15-Mar-09	1	0	0	1	0	0	5	17	28	25	21	29	32	17	16	33	26	23	33	35	18	14	4	0	378
16-Mar-09	1	0	0	0	0	0	15	25	38	36	21	22	32	19	21	30	20	25	30	33	16	9	14	1	408
17-Mar-09	5	1	0	1	1	0	9	28	32	28	24	20	27	18	15	31	23	26	34	28	16	7	9	2	385
18-Mar-09	5	1	0	2	0	0	9	27	35	34	21	27	26	18	17	33	21	25	35	32	16	13	8	1	406
19-Mar-09	4	1	0	2	0	1	10	27	35	29	23	21	25	22	18	30	24	25	34	33	16	12	11	2	405
20-Mar-09	3	2	0	2	0	0	12	25	31	34	23	23	29	25	16	39	23	26	32	37	16	13	6	1	418
21-Mar-09	1	1	0	0	0	0	6	18	28	36	24	26	22	19	18	21	15	16	24	16	8	8	6	0	313
22-Mar-09	0	1	0	0	1	0	5	16	23	28	21	26	28	19	18	32	22	24	31	36	14	12	9	1	367
23-Mar-09	0	0	0	0	0	0	14	24	33	36	27	22	31	23	17	29	22	20	30	37	17	7	11	2	402
24-Mar-09	4	2	0	0	2	0	14	21	38	30	22	23	20	20	15	29	25	17	31	35	15	8	11	2	384
25-Mar-09	3	1	1	2	1	0	10	26	36	33	23	23	30	17	20	28	22	27	36	30	14	13	11	3	410
26-Mar-09	3	1	0	1	1	0	11	26	31	38	23	21	27	20	21	32	25	19	35	35	17	12	10	3	412
27-Mar-09	3	0	2	0	0	0	12	30	27	40	25	25	31	24	17	35	28	26	33	31	22	11	6	0	428
28-Mar-09	0	1	1	1	0	0	6	18	30	35	25	25	24	22	16	19	18	14	24	16	10	3	8	0	316
29-Mar-09	0	2	0	0	1	0	8	16	22	28	22	26	28	19	20	33	24	25	31	36	18	10	8	0	377
30-Mar-09	0	0	1	0	0	0	18	27	31	30	17	17	24	23	21	33	22	24	32	38	20	18	13	2	411
31-Mar-09	4	1	0	1	1	0	19	21	23	36	26	18	31	13	22	23	29	16	32	35	20	8	11	4	394
<b>Total</b>	<b>66</b>	<b>25</b>	<b>9</b>	<b>28</b>	<b>14</b>	<b>4</b>	<b>321</b>	<b>725</b>	<b>943</b>	<b>1007</b>	<b>734</b>	<b>707</b>	<b>887</b>	<b>611</b>	<b>555</b>	<b>940</b>	<b>713</b>	<b>695</b>	<b>995</b>	<b>952</b>	<b>502</b>	<b>330</b>	<b>285</b>	<b>41</b>	<b>12089</b>
<b>Avg.</b>	<b>2.13</b>	<b>0.81</b>	<b>0.29</b>	<b>0.90</b>	<b>0.45</b>	<b>0.13</b>	<b>10.35</b>	<b>23.39</b>	<b>30.42</b>	<b>32.48</b>	<b>23.68</b>	<b>22.81</b>	<b>28.61</b>	<b>19.71</b>	<b>17.90</b>	<b>30.32</b>	<b>23.00</b>	<b>22.42</b>	<b>32.10</b>	<b>30.71</b>	<b>16.19</b>	<b>10.65</b>	<b>9.19</b>	<b>1.32</b>	<b>389.97</b>

## Mode Utilisation Summary (Total Hours by Day)

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Mar-09	7:00	0:24	-	-	-	-	-	16:36	-	-	-	-	-
02-Mar-09	7:00	0:27	-	-	-	-	11:31	-	-	-	-	5:02	-
03-Mar-09	7:00	0:10	-	-	-	-	12:18	-	-	-	-	4:32	-
04-Mar-09	7:00	0:25	-	-	-	-	4:23	11:38	-	-	-	0:34	-
05-Mar-09	7:00	0:19	0:56	-	-	-	-	15:45	-	-	-	-	-
06-Mar-09	7:00	0:27	0:38	-	-	-	6:00	7:25	-	-	-	2:30	-
07-Mar-09	7:00	0:56	2:11	-	-	-	-	13:53	-	-	-	-	-
08-Mar-09	7:00	0:15	-	-	-	-	-	16:45	-	-	-	-	-
09-Mar-09	7:00	0:21	-	-	-	-	1:08	13:20	-	-	-	2:10	-
10-Mar-09	7:00	0:19	-	-	-	-	13:28	1:21	-	-	-	1:52	-
11-Mar-09	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-	-
12-Mar-09	7:00	0:25	-	-	-	-	12:22	-	-	-	-	4:13	-
13-Mar-09	7:00	0:26	0:52	-	-	-	11:34	-	-	-	-	4:08	-
14-Mar-09	7:00	0:16	1:14	-	-	-	13:21	-	-	-	-	2:09	-
15-Mar-09	7:00	0:27	2:20	-	-	-	5:56	8:16	-	-	-	-	-
16-Mar-09	7:00	0:18	0:52	-	-	-	5:16	7:53	-	-	-	2:41	-
17-Mar-09	7:00	0:17	0:46	-	-	-	4:18	11:39	-	-	-	-	-
18-Mar-09	7:00	0:10	2:19	-	-	-	10:00	-	-	-	-	4:31	-
19-Mar-09	7:00	0:15	0:46	-	-	-	12:59	-	-	-	-	3:00	-
20-Mar-09	7:00	0:17	-	-	-	-	9:01	4:03	-	-	-	3:39	-
21-Mar-09	7:00	1:02	5:27	-	-	-	5:32	-	-	-	-	4:59	-
22-Mar-09	7:00	0:23	2:51	-	-	-	5:52	1:17	-	-	-	6:37	-
23-Mar-09	7:00	0:10	-	-	-	-	16:11	-	-	-	-	0:39	-
24-Mar-09	7:00	0:18	-	-	-	-	11:13	-	-	-	-	5:29	-
25-Mar-09	7:00	0:19	-	-	-	-	14:13	-	-	-	-	2:28	-
26-Mar-09	7:00	0:19	4:00	-	-	-	10:28	2:13	-	-	-	-	-
27-Mar-09	7:00	0:25	-	-	-	-	-	16:35	-	-	-	-	-
28-Mar-09	7:00	0:25	5:24	-	-	-	5:57	-	-	-	-	5:14	-
29-Mar-09	7:00	0:10	5:08	-	-	-	9:52	-	-	-	-	1:50	-
30-Mar-09	7:00	0:10	-	-	-	-	-	16:50	-	-	-	-	-
31-Mar-09	7:00	0:11	-	-	-	-	-	16:49	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>11:04</b>	<b>35:45</b>	<b>0:00</b>	<b>0:00</b>	<b>0:00</b>	<b>212:54</b>	<b>199:00</b>	<b>0:00</b>	<b>0:00</b>	<b>0:00</b>	<b>68:17</b>	<b>0:00</b>
<b>% Used</b>		<b>2.10%</b>	<b>6.78%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>40.40%</b>	<b>37.76%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>12.96%</b>	<b>0.00%</b>

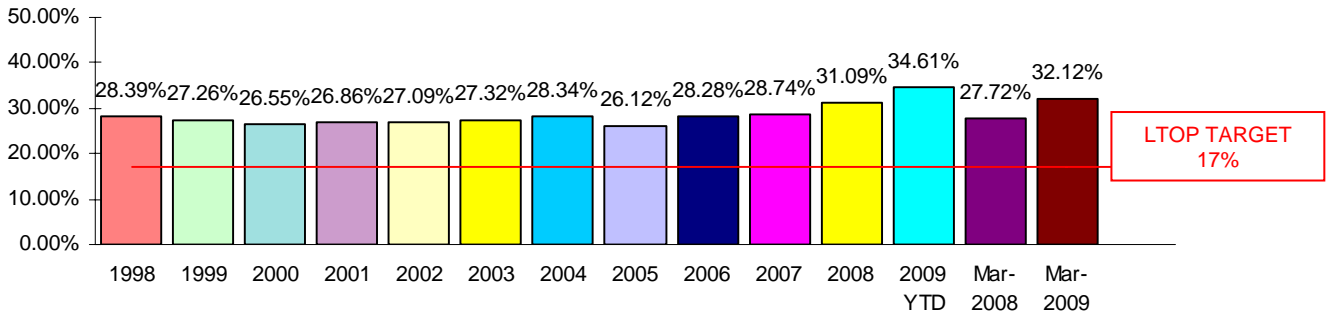
## Cumulative Mode Utilisation from 1 January 2009

<b>Time</b>	<b>1.96%</b>	<b>4.40%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>35.26%</b>	<b>46.53%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>11.85%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.34%</b>	<b>3.14%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>39.94%</b>	<b>47.68%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>8.90%</b>	<b>0.00%</b>

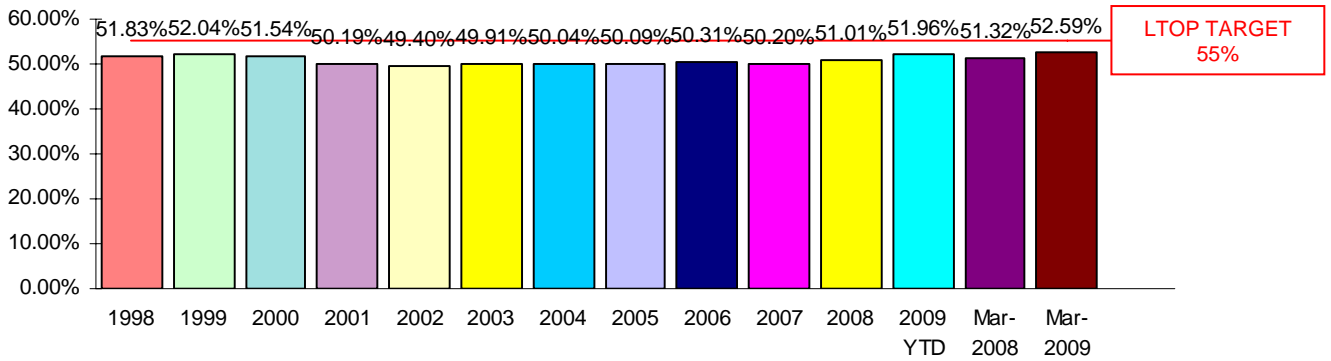
# Runway End Impact to 31 March 2009

Includes comparisons with annual figures for 1998 to 2008, 2009 Year to Date, current month this year and corresponding month last year.

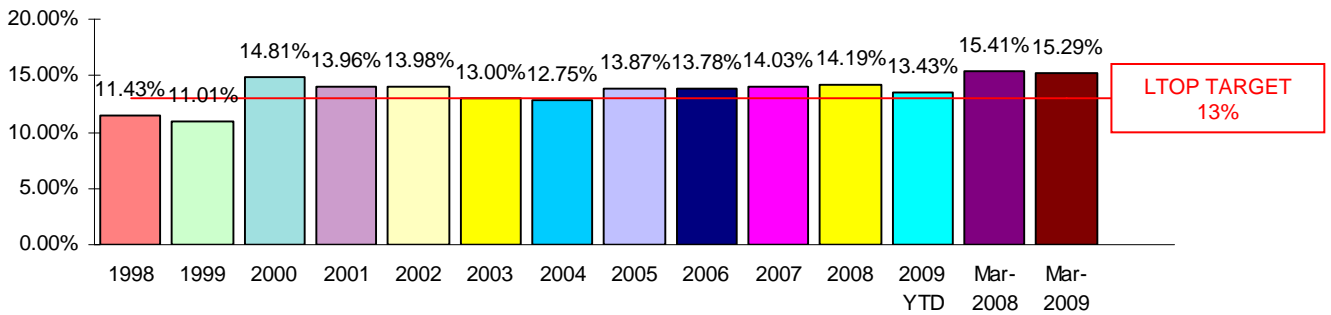
## NORTH



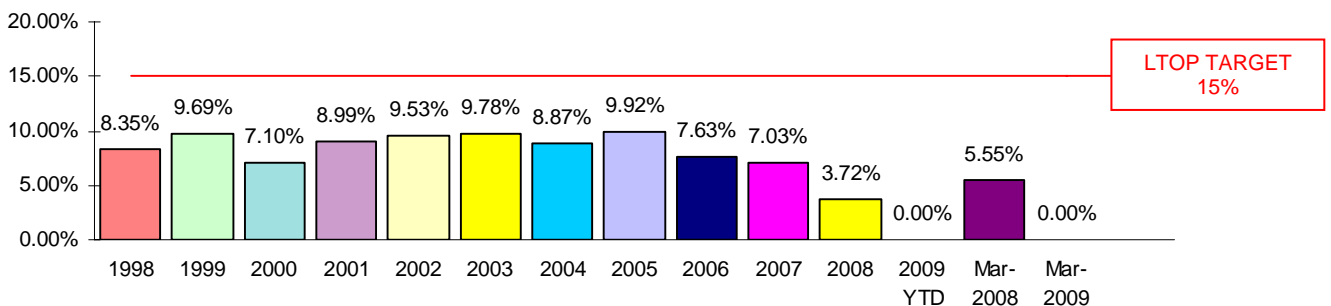
## SOUTH



## EAST



## WEST



# Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1-Mar-2009									10										Curfew
2-Mar-2009	15			9				15				9				15			Curfew
3-Mar-2009	15			9				15				9					15		Curfew
4-Mar-2009	15			9								10							Curfew
5-Mar-2009	SP									10									Curfew
6-Mar-2009	SP		9					10					9			15			Curfew
7-Mar-2009								10							SODPROPS				Curfew
8-Mar-2009									10										Curfew
9-Mar-2009								10							9	15			Curfew
10-Mar-2009	15			9				15				9					10		Curfew
11-Mar-2009									10										Curfew
12-Mar-2009	15			9			9	15				9				15			Curfew
13-Mar-2009	SP			9				15				9				15			Curfew
14-Mar-2009	SP			9				15				9		9					Curfew
15-Mar-2009	SP			9			SP		10			9			10				Curfew
16-Mar-2009	SP				10							9			15		10		Curfew
17-Mar-2009	SP			9								10							Curfew
18-Mar-2009	SP			9			SP	15				9				15			Curfew
19-Mar-2009	SP							9								15			Curfew
20-Mar-2009			10			9		15				9				15			Curfew
21-Mar-2009	15			9				15		SODPROPS		15			SODPROPS				Curfew
22-Mar-2009		SODPROPS				15						9				15	10		Curfew
23-Mar-2009	15								9										Curfew
24-Mar-2009	15			9				15				9				15			Curfew
25-Mar-2009	15			9				15					9						Curfew
26-Mar-2009	SP		9		SP	9		SODPROPS				9				10			Curfew
27-Mar-2009									10										Curfew
28-Mar-2009	SP			9						SODPROPS					15				Curfew
29-Mar-2009		SODPROPS			9			15				9				SODPROPS			Curfew
30-Mar-2009									10										Curfew
31-Mar-2009									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 **M15:** Dep 34R Arr 34L

## Precision Runway Monitor (PRM) Operations

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

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

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

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia and the community, to meet the requirements of the Minister for the Environment and Heritage.

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **February 2009**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
March - 09	-	-	-

### 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
March - 09	-	-	-

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

Suburb	Number of complaints	Number of complainants
-	-	-

## Noise Enquiry Service

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

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

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

The Telecommunications Act 1997 (Commonwealth)

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

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail [community.relations@airservicesaustralia.com](mailto: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:

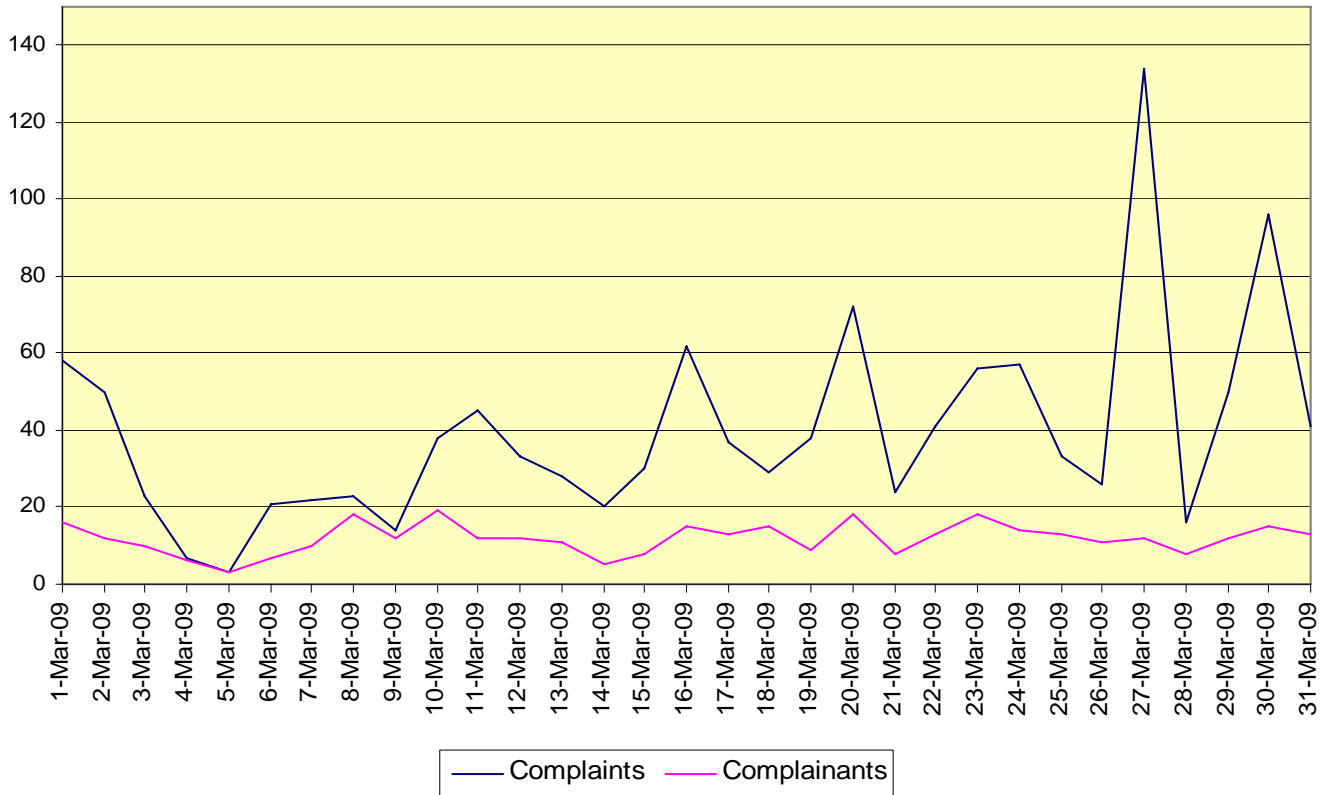
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – March 2009

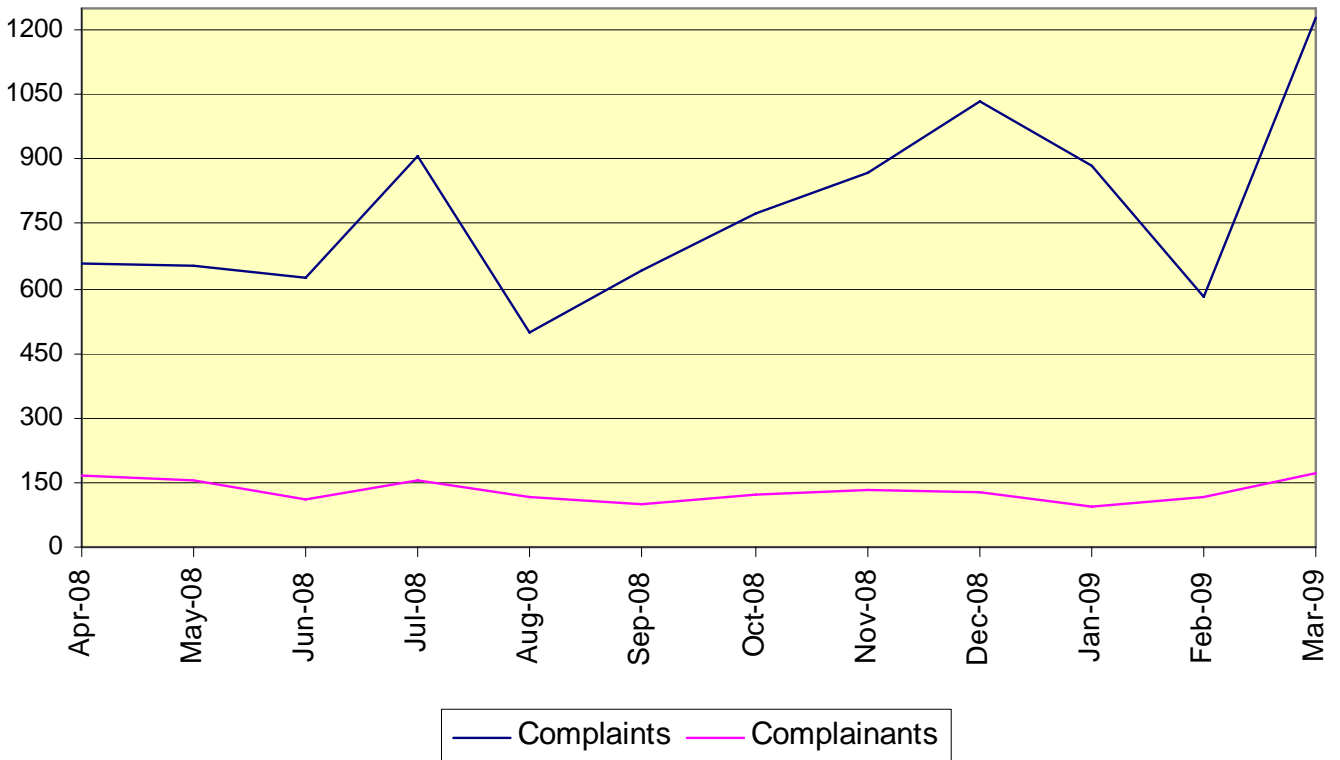
➤ Sydney Suburbs Complaints	
• By phone.....	299
• By correspondence .....	30
• By internet.....	545
• By e-mail.....	353
➤ Sydney Suburbs Complaints – suburb not specified .....	8
➤ Sydney Suburbs Comments and Enquiries .....	53
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	120
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	19
➤ Callback / Information Requests (NSW Only).....	293

# Complaints Graphs

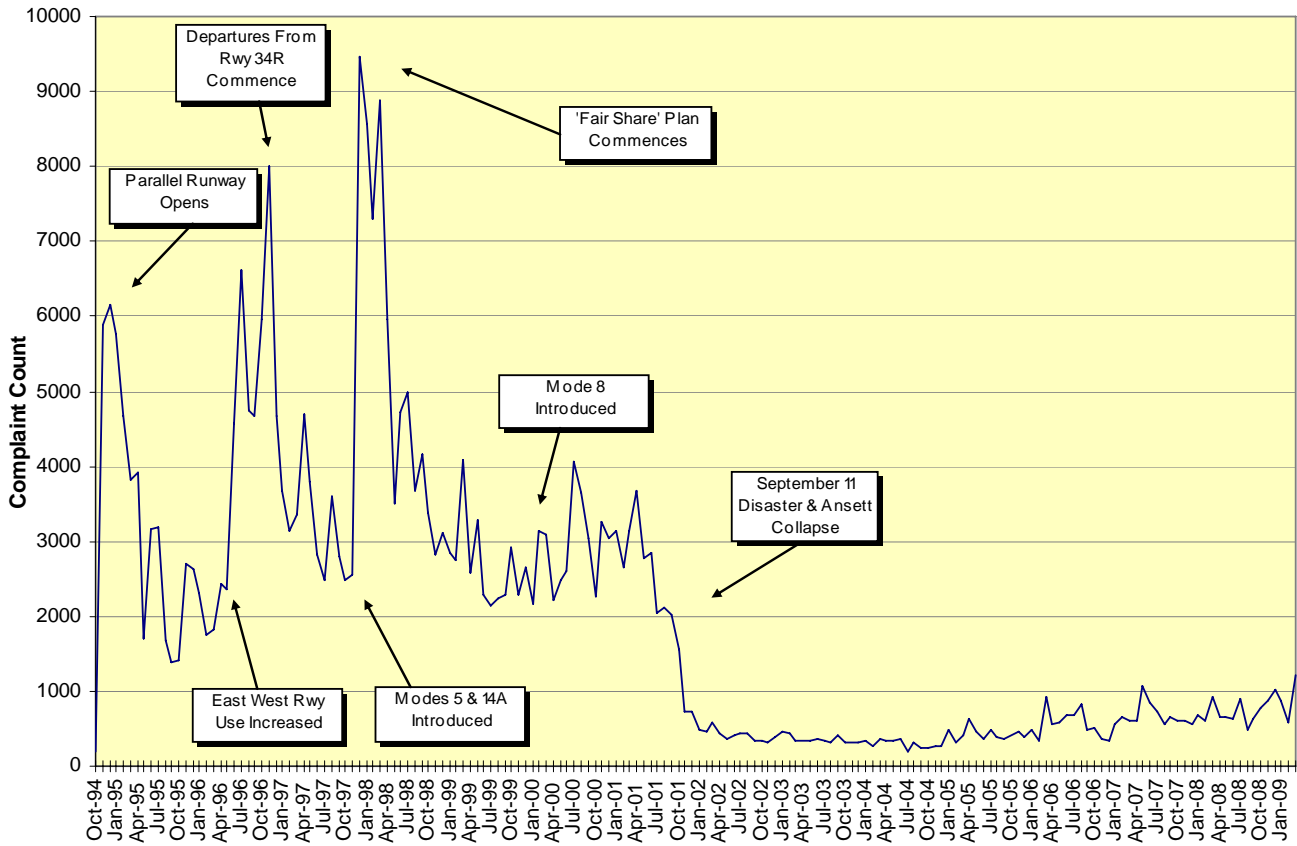
## Complaints vs Complainants – 1 March to 31 March 2009



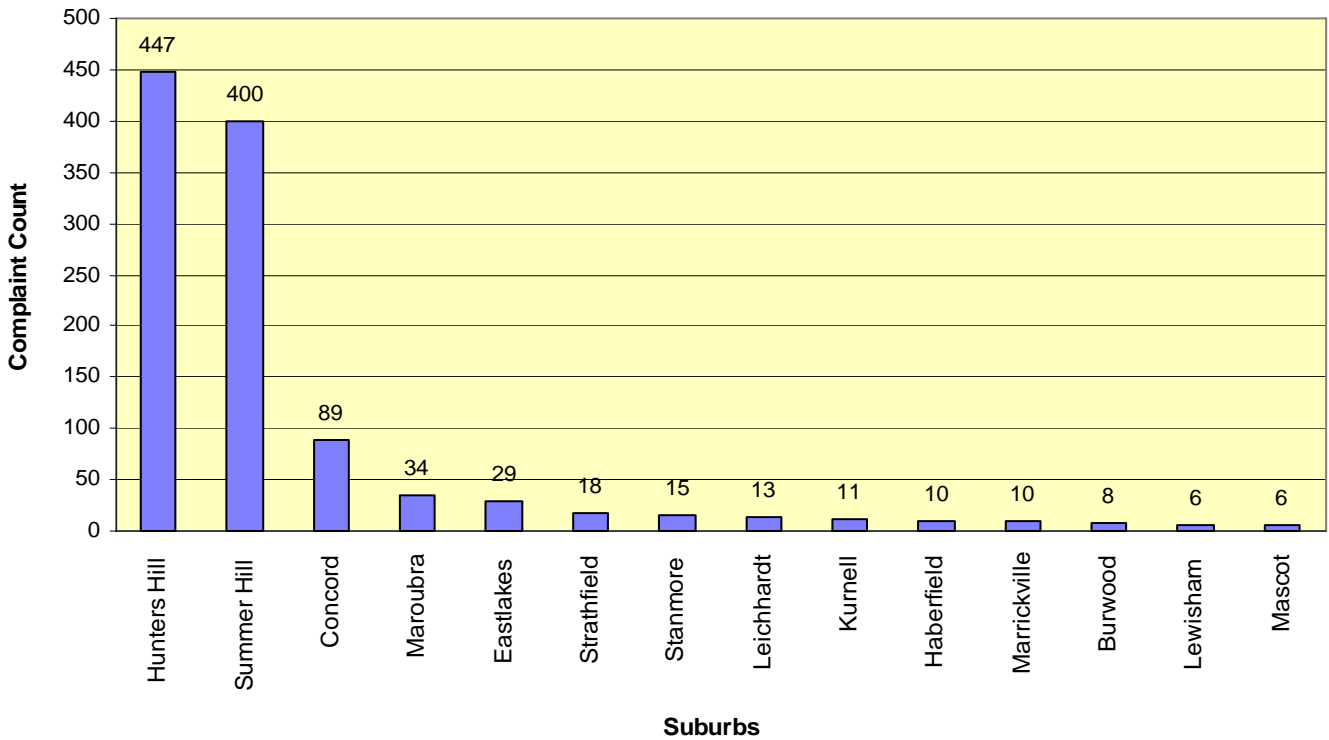
## Complaints vs Complainants – Monthly



# Complaints History

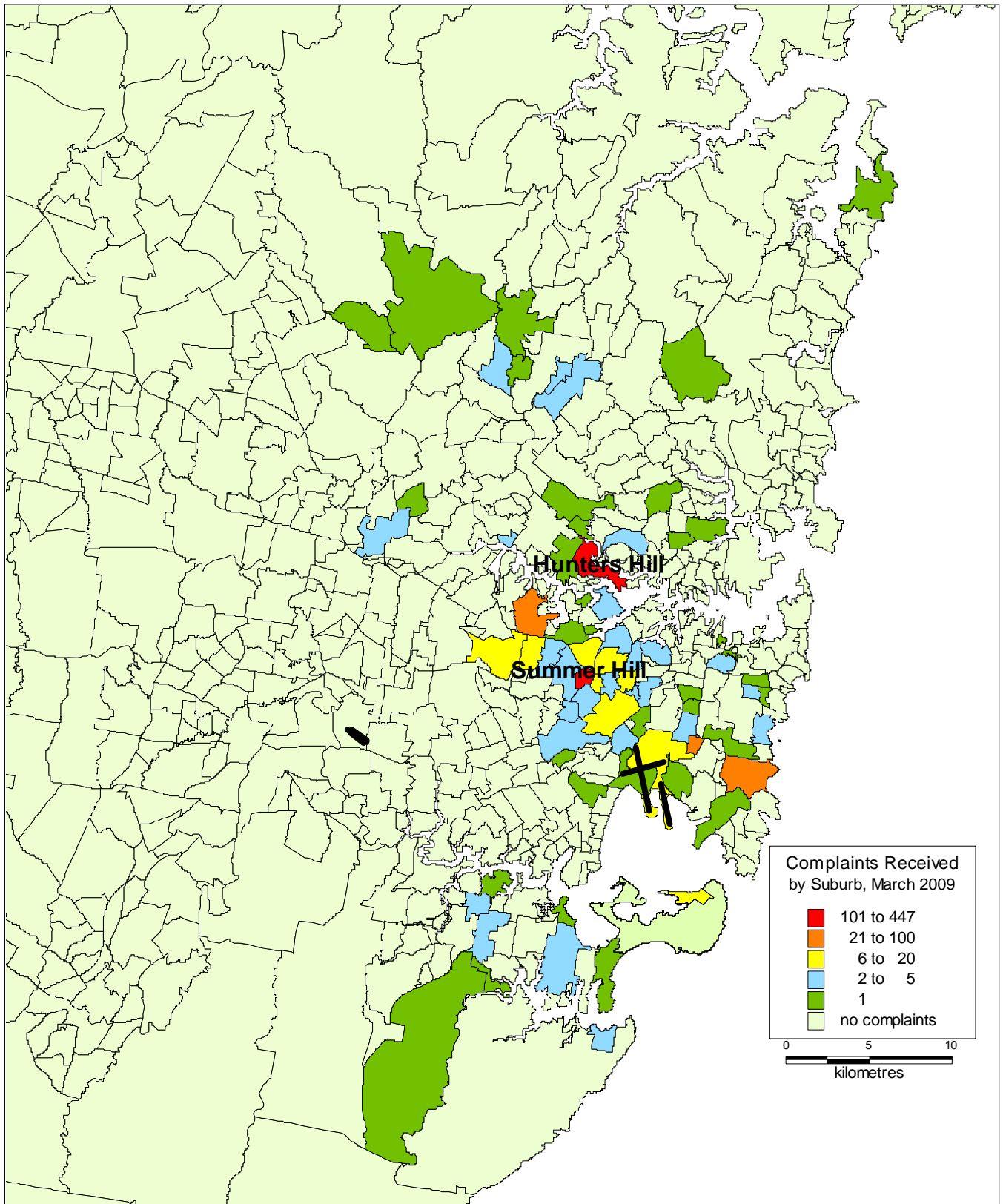


## Top Complaint Suburbs – 1 March to 31 March 2009



# Complaint Density by Suburb

1 March to 31 March 2009



## Recorded Complaints vs Complainants, by Suburb

1 March to 31 March 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	8	4	Kurnell	11	7
Annandale	2	2	Kyeemagh	1	1
Ashfield	3	3	Lane Cove	5	2
Avalon	1	1	Leichhardt	13	9
Bardwell Park	1	1	Lewisham	6	2
Belrose	1	1	Lilyfield	4	3
Bondi Junction	1	1	Maroubra	34	7
Botany	1	1	Marrickville	10	9
Bundeena	4	2	Mascot	6	6
Burwood	8	1	Matraville	1	1
Caringbah	2	1	Meadowbank	3	2
Chatswood	1	1	Naremburn	1	1
Chiswick	1	1	Newtown	2	2
Concord	89	2	Normanurst	1	1
Coogee	4	3	North Ryde	1	1
Cronulla	1	1	Northbridge	1	1
Croydon	3	3	Oatlands	1	1
Drummoyne	3	2	Oyster Bay	1	1
Dulwich Hill	5	4	Paddington	4	4
Dural	1	1	Parramatta	5	1
Earlwood	4	3	Petersham	3	3
East Ryde	1	1	Queens Park	2	2
Eastlakes	29	1	Rockdale	1	1
Edgecliff	1	1	Rodd Point	1	1
Elizabeth Bay	1	1	Rosebery	5	2
Enmore	3	1	St Peters	1	1
Five Dock	1	1	Stanmore	15	3
Gladesville	1	1	Strathfield	18	3
Glebe	3	2	Summer Hill	400	9
Glenhaven	1	1	Sydney South	1	1
Grays Point	1	1	Taren Point	1	1
Haberfield	10	5	Tempe	5	4
Hornsby	1	1	Thornleigh	2	1
Hunters Hill	447	14	Turramurra	2	2
Hurlstone Park	3	1	Warrawee	2	1
Jannali	4	1	Waterloo	1	1
Kingsford	1	1	Waverley	1	1
Kirrawee	2	1	Zetland	1	1
<b>Total Complaints</b>	<b>1227</b>		<b>Total Complainants</b>		<b>174</b>

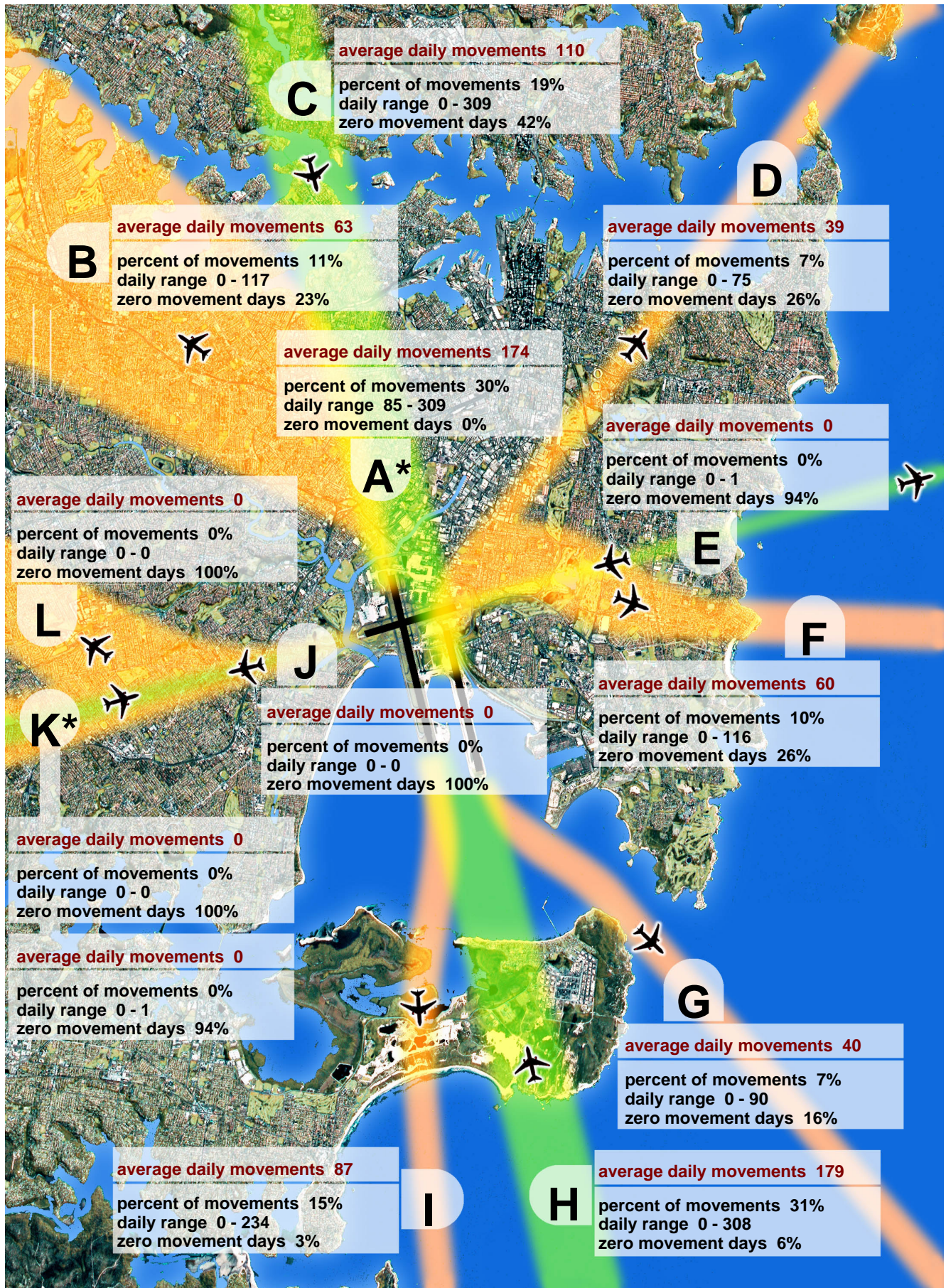
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 March to 31 March 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	76	31	Kirribilli	1	1
Camden	9	6	Moree	1	1
Williamstown	10	7	Neutral Bay	1	1
Balgowlah	1	1	New Brighton	2	1
Bermagui	1	1	Not Specified	2	1
Bilpin	2	1	Razorback	1	1
Campbelltown Hospital	1	1	Royal North Shore Hospital	1	1
Casino	1	1	Royal Prince Alfred Hospital	1	1
Cessnock	1	1	South Golden Beach	1	1
Cronulla	1	1	Thora	1	1
Doonside	1	1	Wentworthville	1	1
Helensburgh	2	1	Windsor	1	1
<b>Total Complaints</b>	<b>120</b>		<b>Total Complainants</b>		<b>65</b>

# Sydney Airport : Jet Flight Path Movements

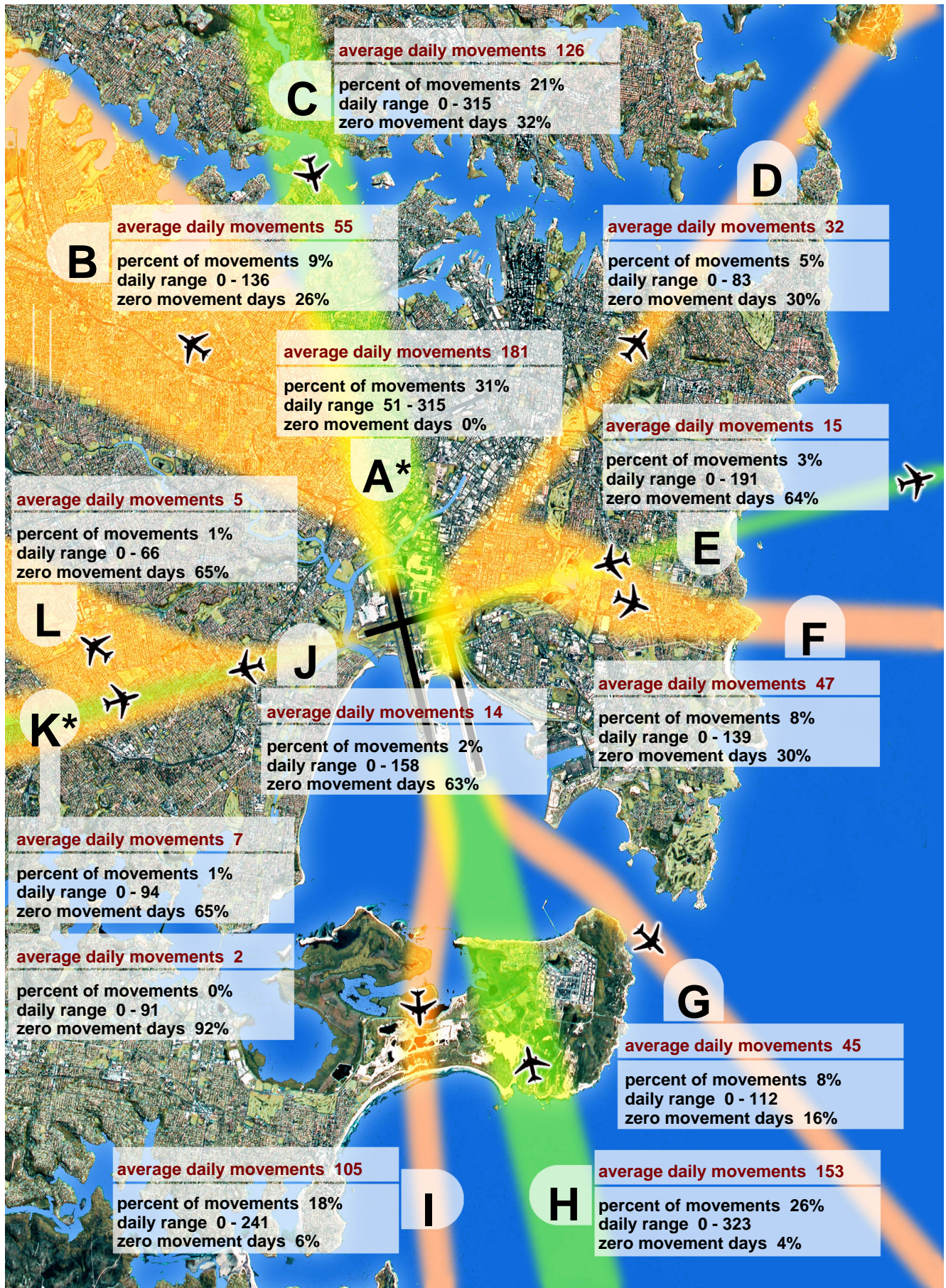
1 March 2009 to 31 March 2009, All Jets



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

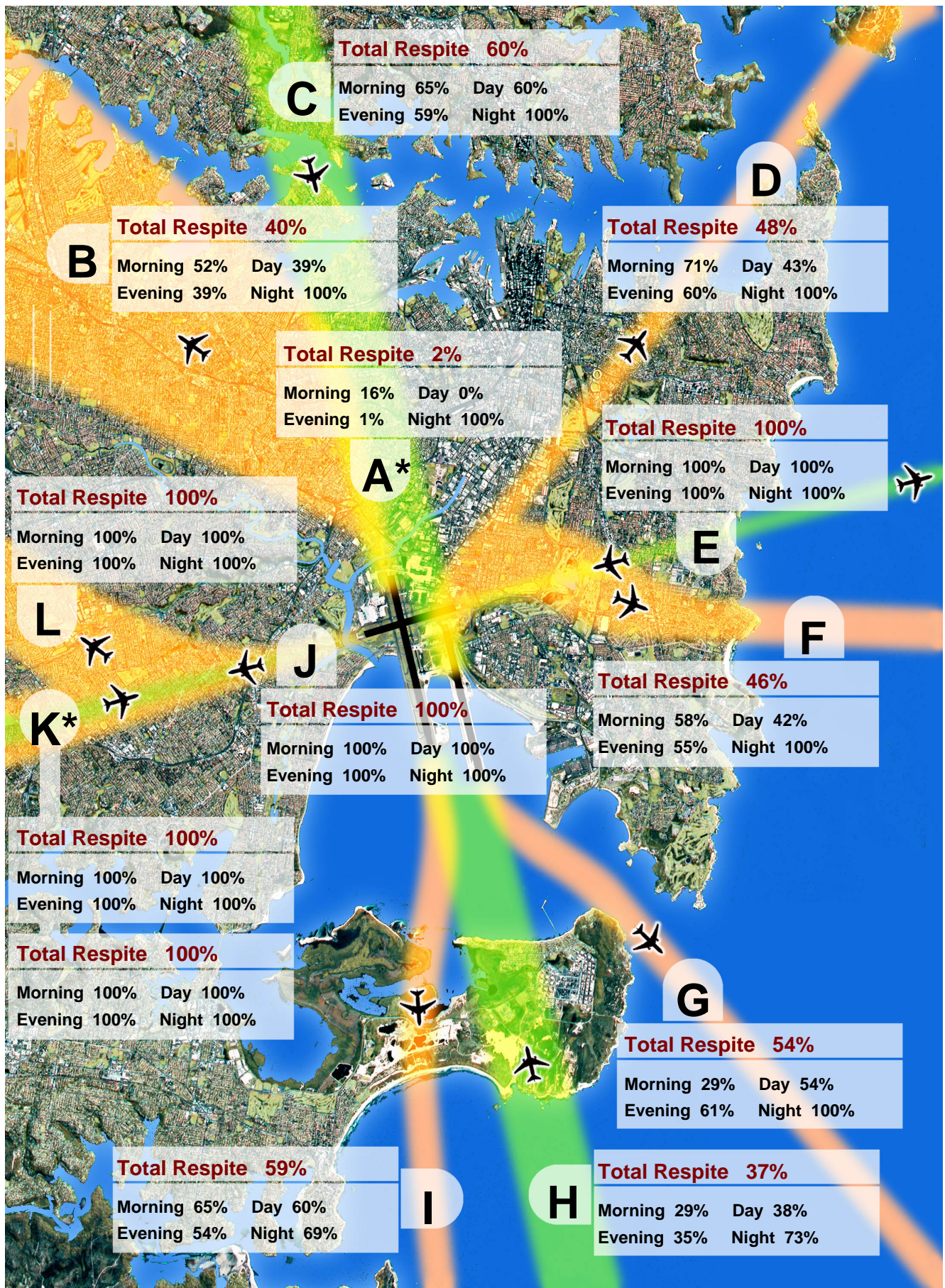
1 April 2008 to 31 March 2009, All Jets



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 March 2009 to 31 March 2009, All Jets



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

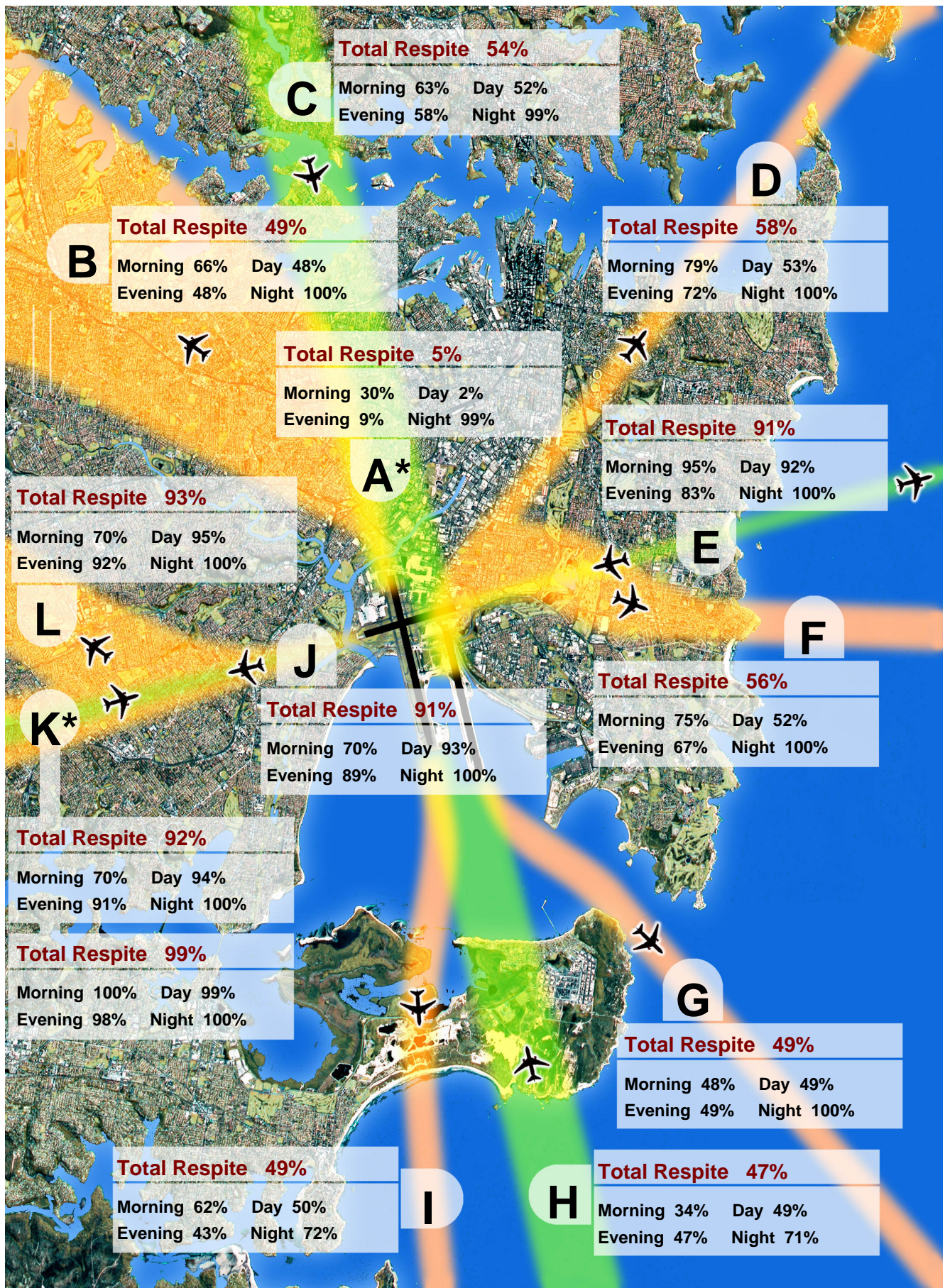
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2008 to 31 March 2009, 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)

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

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from preliminary Aviation Data Processor data and is subject to change.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">November 2008</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">February 2009</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">November 2008</a> and <a href="#">Mode 15</a> in <a href="#">January 2009</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">May 2008</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">November 2008</a> and <a href="#">Mode 15</a> in <a href="#">January 2009</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">November 2008</a> and <a href="#">Mode 7</a> was in <a href="#">July 2008</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 Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2008</a> , <a href="#">Mode 14A</a> in <a href="#">April 2008</a> and <a href="#">Mode 8</a> was <a href="#">not used</a> 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 **April 2008 to March 2009**, 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) Respite** 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 58%**. This means that over the period **April 2008 to March 2009 for 58%** 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 preliminary Aviation Data Processor 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. The Environment Services Branch 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 March 2009.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of March 2009

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 March 2009 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Sept</i>	<i>Operational days Sept</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Runway 34L</i>	<i>4,463</i>	<i>30.0</i>	<i>144</i>	<i>176</i>	<i>184</i>
<i>Penshurst</i>	<i>57</i>	<i>31.0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Bexley</i>	<i>34</i>	<i>31.0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Eastlakes</i>	<i>1,588</i>	<i>31.0</i>	<i>49</i>	<i>21</i>	<i>48</i>
<i>Coogee</i>	<i>292</i>	<i>31.0</i>	<i>3</i>	<i>2</i>	<i>2</i>
<i>Sydenham</i>	<i>5,008</i>	<i>31.0</i>	<i>160</i>	<i>163</i>	<i>141</i>
<i>Leichhardt</i>	<i>3,345</i>	<i>31.0</i>	<i>104</i>	<i>155</i>	<i>91</i>
<i>Kurnell</i>	<i>2,119</i>	<i>31.0</i>	<i>62</i>	<i>32</i>	<i>52</i>
<i>Annandale</i>	<i>1,910</i>	<i>31.0</i>	<i>52</i>	<i>89</i>	<i>15</i>
<i>St Peters</i>	<i>3,042</i>	<i>31.0</i>	<i>91</i>	<i>116</i>	<i>83</i>
<i>Croydon</i>	<i>671</i>	<i>31.0</i>	<i>19</i>	<i>8</i>	<i>14</i>
<i>Hunters Hill</i>	<i>2,805</i>	<i>31.0</i>	<i>49</i>	<i>85</i>	<i>46</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including March 2009**

The N70 values for March 2009 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 6 PM 20 Day 117 Night 6 WE_D 132 WE_N 1	<b>Penshurst</b> AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	<b>Bexley</b> AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	<b>Eastlakes</b> AM 1 PM 7 Day 45 Night 0 WE_D 38 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 3 Night 0 WE_D 2 WE_N 0	<b>Sydenham</b> AM 6 PM 21 Day 136 Night 0 WE_D 151 WE_N 0	<b>Leichhardt</b> AM 4 PM 16 Day 85 Night 1 WE_D 100 WE_N 1	<b>Kurnell</b> AM 0 PM 4 Day 66 Night 0 WE_D 40 WE_N 0
<b>Annandale</b> AM 0 PM 5 Day 49 Night 0 WE_D 46 WE_N 0	<b>St Peters</b> AM 1 PM 9 Day 84 Night 0 WE_D 82 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 15 Night 0 WE_D 18 WE_N 0	<b>Hunters Hill</b> AM 3 PM 8 Day 38 Night 0 WE_D 49 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), Aviation Data Processor (ADP), Noise Complaint Monitoring System (NCMS) and Transparent Noise Information Package (TNIP). These system databases and programs are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.*