



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics October 2010

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### October 2010

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

There were a total of 26,031 aircraft movements this month (daily average 839.71). Last month there were a total of 24,979 movements (daily average 832.63) and for the same month last year there were a total of 25,223 movements (daily average 813.65).

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

Individual mode use in excess of 9 hours occurred on 30 days this month, Mode 9 on 18 days, Mode 10 on 11 days and Mode 13 on 1 day. Crossing runway modes (including Sodprops) were used for 22.20% 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 27.08% - This result is above the LTOP target and above the previous month (25.62%)

South 51.12% - This result is below the LTOP target and below the previous month (53.12%)

East 17.27% - This result is above the LTOP target and above the previous month (14.40%)

West 4.51% - This result is below the LTOP target and below the previous month (6.84%)

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

This procedure was used on 19, 25, 27 and 28 October for a total of 9 hours and 03 minutes (ATIS time)

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

A total of 3084 complaints, comments and enquiries were received as follows:

2963 Sydney suburbs complaints from 229 complainants

37 Sydney suburbs comments and enquiries

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

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

Coogee (NMT 100) was non operational from June 2010 ongoing due to site power issue.

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

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

# Table of Contents

Preview.....	i
Table of Contents.....	1
Sydney Airport Runways.....	2
Runway Modes of Operation.....	3
Preferred Runway Selection.....	4
Runway Movement Summary – All Aircraft.....	5
Runway Movement Summary – Jet Aircraft only.....	6
Runway Movement Summary – Non Jet Aircraft only.....	7
Hourly Runway Movement Summary– All Movements.....	8
Hourly Runway Movement Summary – Arrivals.....	9
Hourly Runway Movement Summary – Departures.....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2010.....	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Enquiry Service.....	15
Complaints Graphs – Complaints vs Complainants.....	16
Complaints History / Top Complaint Suburbs.....	17
Complaint Density by Suburb.....	18
Recorded Complaints vs Complainants, by Suburb.....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney.....	20
Jet Flight Path Movements * (1 - 31 October 2010).....	21
Jet Flight Path Movements * (1 November 2009 – 31 October 2010).....	22
Jet Aircraft Respite (R60) * (1 - 31 October 2010).....	23
Jet Aircraft Respite (R60) * (1 November 2009 – 31 October 2010).....	24
Jet Flight Path Movements (Explanation).....	25
Jet Aircraft Respite (R60) (Explanation).....	26
Measured Daily N70 Values.....	27

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

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

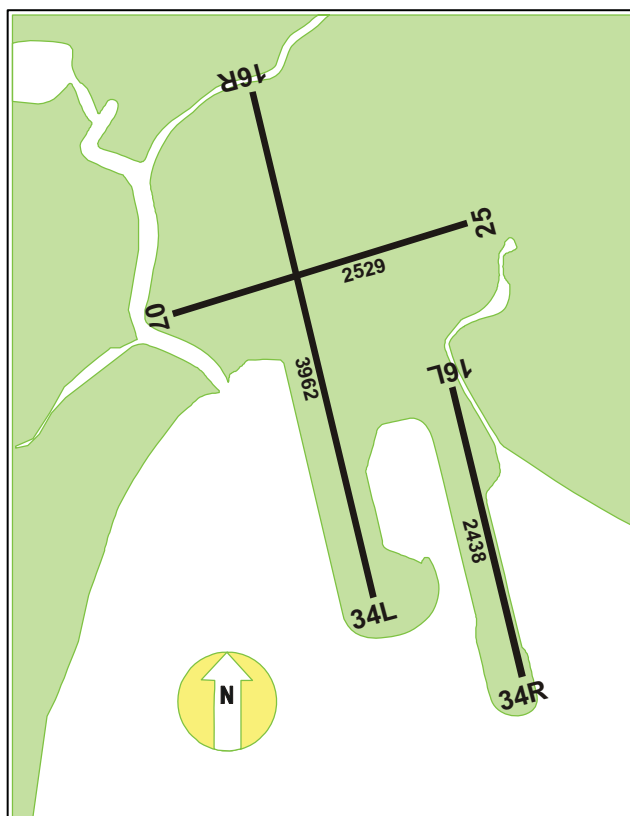
***click on*** “Projects & Services”, “Reports & Statistics” ***then***

***"Sydney Airport Operational Statistics"***.

\*

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

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L  
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)

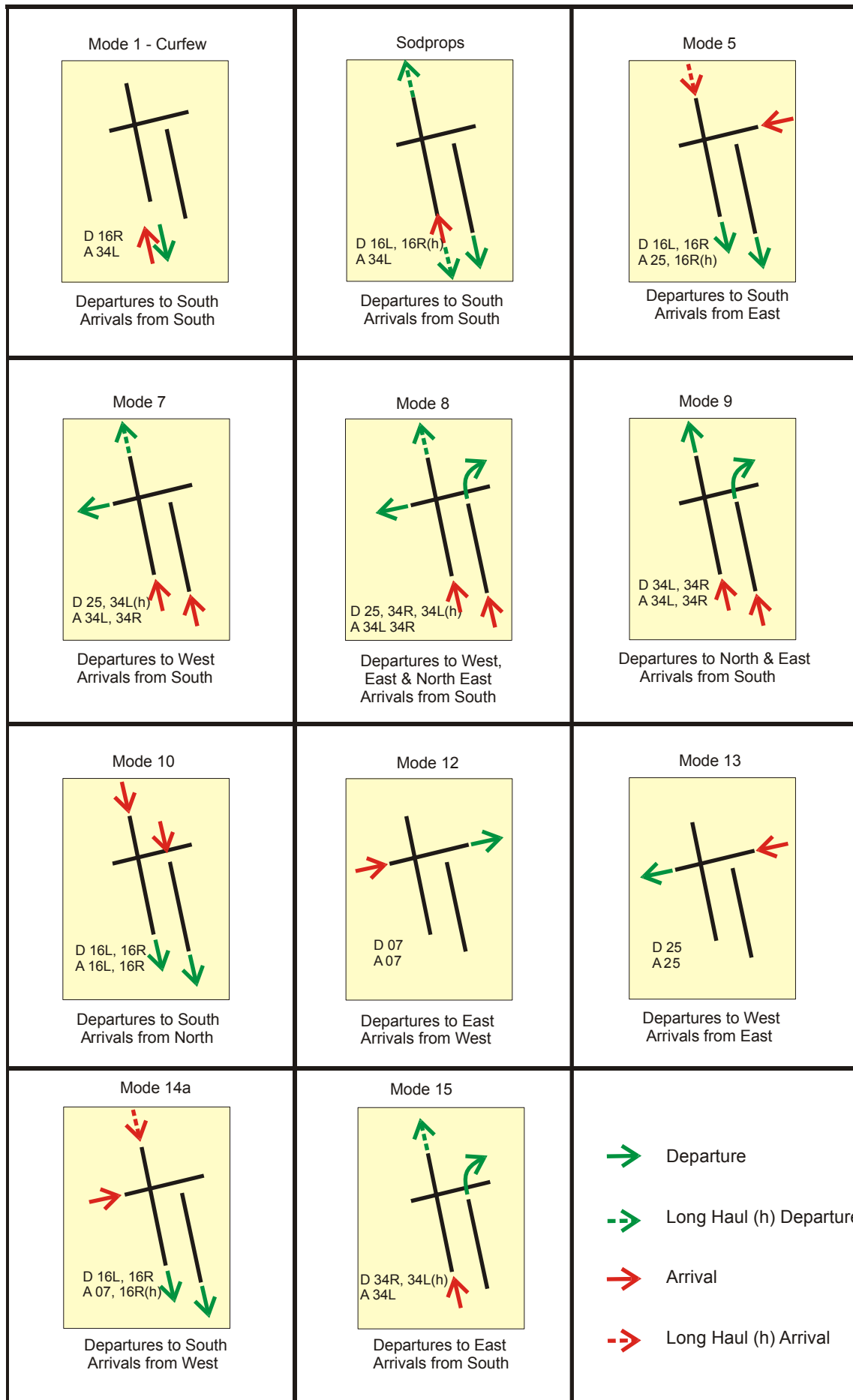
Runway 25

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 <sup>1</sup>



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

## 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-Oct-10	0	1	1	0	31	31	1	7	8	0	18	18	304	188	492	159	225	384	0	0	0	934
02-Oct-10	1	0	1	0	0	0	0	4	4	0	14	14	262	154	416	123	195	318	0	0	0	753
03-Oct-10	7	1	8	12	19	31	32	43	75	0	1	1	225	153	378	105	172	277	0	0	0	770
04-Oct-10	1	0	1	0	0	0	0	3	3	0	1	1	256	190	446	170	238	408	0	0	0	859
05-Oct-10	23	0	23	39	47	86	56	81	137	0	1	1	209	142	351	115	167	282	0	0	0	880
06-Oct-10	8	0	8	100	79	179	142	183	325	0	0	0	120	77	197	54	95	149	0	0	0	858
07-Oct-10	48	0	48	103	103	206	137	222	359	0	1	1	103	52	155	57	69	126	0	0	0	895
08-Oct-10	98	0	98	150	125	275	192	321	513	0	8	8	15	1	16	0	0	0	0	0	0	910
09-Oct-10	36	0	36	91	114	205	142	180	322	1	3	4	95	37	132	11	23	34	0	0	0	733
10-Oct-10	120	0	120	97	110	207	149	291	440	15	0	15	0	0	0	0	0	0	0	0	0	782
11-Oct-10	9	0	9	0	7	7	2	15	17	0	0	0	256	191	447	176	229	405	0	0	0	885
12-Oct-10	1	0	1	0	0	0	0	8	8	0	0	0	287	184	471	143	233	376	0	0	0	856
13-Oct-10	5	0	5	0	0	0	1	11	12	0	0	0	274	198	472	150	225	375	0	0	0	864
14-Oct-10	0	0	0	0	67	67	0	8	8	0	32	32	322	172	494	123	161	284	0	0	0	885
15-Oct-10	1	0	1	0	0	0	0	6	6	0	7	7	269	198	467	179	245	424	0	0	0	905
16-Oct-10	0	0	0	0	0	0	0	2	2	354	314	668	4	18	22	0	0	0	0	0	0	692
17-Oct-10	0	0	0	0	106	106	0	3	3	0	39	39	302	152	454	73	97	170	0	0	0	772
18-Oct-10	1	0	1	129	137	266	167	212	379	1	43	44	115	42	157	30	5	35	0	0	0	882
19-Oct-10	47	0	47	151	120	271	209	305	514	19	0	19	4	0	4	0	0	0	0	0	0	855
20-Oct-10	4	0	4	0	62	62	0	10	10	0	17	17	311	177	488	123	179	302	0	0	0	883
21-Oct-10	1	0	1	0	10	10	0	6	6	0	0	0	275	189	464	166	235	401	0	0	0	882
22-Oct-10	0	0	0	0	50	50	0	6	6	0	2	2	318	194	512	137	206	343	0	0	0	913
23-Oct-10	6	0	6	9	23	32	37	42	79	6	22	28	200	116	316	108	146	254	0	0	0	715
24-Oct-10	0	0	0	132	115	247	209	277	486	34	1	35	0	0	0	0	0	0	0	0	0	768
25-Oct-10	0	0	0	172	134	306	223	302	525	41	0	41	2	0	2	0	0	0	0	0	0	874
26-Oct-10	2	0	2	0	8	8	0	7	7	0	1	1	283	183	466	152	231	383	0	0	0	867
27-Oct-10	51	0	51	148	134	282	180	302	482	42	0	42	14	3	17	0	0	0	0	0	0	874
28-Oct-10	130	0	130	134	133	267	176	310	486	0	0	0	6	0	6	0	0	0	0	0	0	889
29-Oct-10	35	0	35	0	25	25	0	34	34	0	0	0	271	188	459	153	215	368	0	0	0	921
30-Oct-10	0	0	0	0	0	0	0	1	1	0	14	14	244	151	395	118	176	294	0	0	0	704
31-Oct-10	0	0	0	0	0	0	0	0	0	0	0	0	273	178	451	104	216	320	0	0	0	771
<b>Total</b>	<b>635</b>	<b>2</b>	<b>637</b>	<b>1467</b>	<b>1759</b>	<b>3226</b>	<b>2055</b>	<b>3202</b>	<b>5257</b>	<b>513</b>	<b>539</b>	<b>1052</b>	<b>5619</b>	<b>3528</b>	<b>9147</b>	<b>2729</b>	<b>3983</b>	<b>6712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26031</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-Oct-10	0	1	1	0	29	29	0	3	3	0	15	15	234	110	344	102	188	290	0	0	0	682
02-Oct-10	0	0	0	0	0	0	0	3	3	0	13	13	225	120	345	79	163	242	0	0	0	603
03-Oct-10	6	1	7	10	14	24	29	34	63	0	0	0	195	105	300	68	149	217	0	0	0	611
04-Oct-10	1	0	1	0	0	0	0	1	1	0	1	1	211	126	337	117	201	318	0	0	0	658
05-Oct-10	20	0	20	27	34	61	44	65	109	0	0	0	173	91	264	67	141	208	0	0	0	662
06-Oct-10	7	0	7	62	58	120	110	136	246	0	0	0	98	48	146	36	82	118	0	0	0	637
07-Oct-10	43	0	43	63	72	135	101	164	265	0	1	1	86	27	113	34	57	91	0	0	0	648
08-Oct-10	80	0	80	91	85	176	150	241	391	0	8	8	10	1	11	0	0	0	0	0	0	666
09-Oct-10	30	0	30	56	91	147	117	146	263	0	3	3	82	29	111	8	22	30	0	0	0	584
10-Oct-10	95	0	95	72	75	147	120	229	349	15	0	15	0	0	0	0	0	0	0	0	0	606
11-Oct-10	8	0	8	0	7	7	2	10	12	0	0	0	210	122	332	107	188	295	0	0	0	654
12-Oct-10	0	0	0	0	0	0	0	6	6	0	0	0	238	116	354	83	195	278	0	0	0	638
13-Oct-10	4	0	4	0	0	0	1	10	11	0	0	0	217	125	342	95	187	282	0	0	0	639
14-Oct-10	0	0	0	0	55	55	0	5	5	0	20	20	248	106	354	81	136	217	0	0	0	651
15-Oct-10	0	0	0	0	0	0	0	4	4	0	7	7	212	122	334	118	205	323	0	0	0	668
16-Oct-10	0	0	0	0	0	0	0	2	2	289	259	548	1	18	19	0	0	0	0	0	0	569
17-Oct-10	0	0	0	0	88	88	0	3	3	0	32	32	245	101	346	56	84	140	0	0	0	609
18-Oct-10	0	0	0	79	105	184	135	156	291	0	29	29	99	31	130	14	3	17	0	0	0	651
19-Oct-10	43	0	43	89	77	166	169	235	404	13	0	13	2	0	2	0	0	0	0	0	0	628
20-Oct-10	1	0	1	0	51	51	0	5	5	0	15	15	241	107	348	75	147	222	0	0	0	642
21-Oct-10	0	0	0	0	10	10	0	3	3	0	0	0	217	117	334	105	190	295	0	0	0	642
22-Oct-10	0	0	0	0	46	46	0	5	5	0	2	2	247	117	364	87	166	253	0	0	0	670
23-Oct-10	2	0	2	8	22	30	36	39	75	4	13	17	165	87	252	74	127	201	0	0	0	577
24-Oct-10	0	0	0	97	84	181	173	219	392	32	0	32	0	0	0	0	0	0	0	0	0	605
25-Oct-10	0	0	0	101	95	196	187	230	417	37	0	37	1	0	1	0	0	0	0	0	0	651
26-Oct-10	0	0	0	0	8	8	0	5	5	0	1	1	225	112	337	96	188	284	0	0	0	635
27-Oct-10	43	0	43	91	97	188	143	227	370	33	0	33	12	2	14	0	0	0	0	0	0	648
28-Oct-10	104	0	104	75	93	168	147	236	383	0	0	0	5	0	5	0	0	0	0	0	0	660
29-Oct-10	27	0	27	0	23	23	0	27	27	0	0	0	217	115	332	96	179	275	0	0	0	684
30-Oct-10	0	0	0	0	0	0	0	0	0	0	14	14	207	112	319	80	153	233	0	0	0	566
31-Oct-10	0	0	0	0	0	0	0	0	0	0	0	0	225	119	344	75	183	258	0	0	0	602
<b>Total</b>	<b>514</b>	<b>2</b>	<b>516</b>	<b>921</b>	<b>1319</b>	<b>2240</b>	<b>1664</b>	<b>2449</b>	<b>4113</b>	<b>423</b>	<b>433</b>	<b>856</b>	<b>4548</b>	<b>2286</b>	<b>6834</b>	<b>1753</b>	<b>3334</b>	<b>5087</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19646</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-Oct-10	0	0	0	0	2	2	1	4	5	0	3	3	70	78	148	57	37	94	0	0	0	252
02-Oct-10	1	0	1	0	0	0	0	1	1	0	1	1	37	34	71	44	32	76	0	0	0	150
03-Oct-10	1	0	1	2	5	7	3	9	12	0	1	1	30	48	78	37	23	60	0	0	0	159
04-Oct-10	0	0	0	0	0	0	0	2	2	0	0	0	45	64	109	53	37	90	0	0	0	201
05-Oct-10	3	0	3	12	13	25	12	16	28	0	1	1	36	51	87	48	26	74	0	0	0	218
06-Oct-10	1	0	1	38	21	59	32	47	79	0	0	0	22	29	51	18	13	31	0	0	0	221
07-Oct-10	5	0	5	40	31	71	36	58	94	0	0	0	17	25	42	23	12	35	0	0	0	247
08-Oct-10	18	0	18	59	40	99	42	80	122	0	0	0	5	0	5	0	0	0	0	0	0	244
09-Oct-10	6	0	6	35	23	58	25	34	59	1	0	1	13	8	21	3	1	4	0	0	0	149
10-Oct-10	25	0	25	25	35	60	29	62	91	0	0	0	0	0	0	0	0	0	0	0	0	176
11-Oct-10	1	0	1	0	0	0	0	5	5	0	0	0	46	69	115	69	41	110	0	0	0	231
12-Oct-10	1	0	1	0	0	0	0	2	2	0	0	0	49	68	117	60	38	98	0	0	0	218
13-Oct-10	1	0	1	0	0	0	0	1	1	0	0	0	57	73	130	55	38	93	0	0	0	225
14-Oct-10	0	0	0	0	12	12	0	3	3	0	12	12	74	66	140	42	25	67	0	0	0	234
15-Oct-10	1	0	1	0	0	0	0	2	2	0	0	0	57	76	133	61	40	101	0	0	0	237
16-Oct-10	0	0	0	0	0	0	0	0	0	65	55	120	3	0	3	0	0	0	0	0	0	123
17-Oct-10	0	0	0	0	18	18	0	0	0	0	7	7	57	51	108	17	13	30	0	0	0	163
18-Oct-10	1	0	1	50	32	82	32	56	88	1	14	15	16	11	27	16	2	18	0	0	0	231
19-Oct-10	4	0	4	62	43	105	40	70	110	6	0	6	2	0	2	0	0	0	0	0	0	227
20-Oct-10	3	0	3	0	11	11	0	5	5	0	2	2	70	70	140	48	32	80	0	0	0	241
21-Oct-10	1	0	1	0	0	0	0	3	3	0	0	0	58	72	130	61	45	106	0	0	0	240
22-Oct-10	0	0	0	0	4	4	0	1	1	0	0	0	71	77	148	50	40	90	0	0	0	243
23-Oct-10	4	0	4	1	1	2	1	3	4	2	9	11	35	29	64	34	19	53	0	0	0	138
24-Oct-10	0	0	0	35	31	66	36	58	94	2	1	3	0	0	0	0	0	0	0	0	0	163
25-Oct-10	0	0	0	71	39	110	36	72	108	4	0	4	1	0	1	0	0	0	0	0	0	223
26-Oct-10	2	0	2	0	0	0	0	2	2	0	0	0	58	71	129	56	43	99	0	0	0	232
27-Oct-10	8	0	8	57	37	94	37	75	112	9	0	9	2	1	3	0	0	0	0	0	0	226
28-Oct-10	26	0	26	59	40	99	29	74	103	0	0	0	1	0	1	0	0	0	0	0	0	229
29-Oct-10	8	0	8	0	2	2	0	7	7	0	0	0	54	73	127	57	36	93	0	0	0	237
30-Oct-10	0	0	0	0	0	0	0	1	1	0	0	0	37	39	76	38	23	61	0	0	0	138
31-Oct-10	0	0	0	0	0	0	0	0	0	0	0	0	48	59	107	29	33	62	0	0	0	169
<b>Total</b>	<b>121</b>	<b>0</b>	<b>121</b>	<b>546</b>	<b>440</b>	<b>986</b>	<b>391</b>	<b>753</b>	<b>1144</b>	<b>90</b>	<b>106</b>	<b>196</b>	<b>1071</b>	<b>1242</b>	<b>2313</b>	<b>976</b>	<b>649</b>	<b>1625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6385</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-Oct-10	4	2	2	3	1	2	46	70	77	66	64	54	47	42	60	54	53	66	76	59	38	26	22	0	934
02-Oct-10	2	0	1	0	0	2	42	48	63	70	57	59	47	38	45	45	48	42	44	31	32	25	12	0	753
03-Oct-10	0	1	0	0	1	0	23	40	41	49	45	57	46	40	46	48	60	58	64	54	42	29	25	1	770
04-Oct-10	1	1	1	1	0	0	31	57	62	61	54	52	56	42	59	55	45	64	74	60	29	31	19	4	859
05-Oct-10	2	1	1	2	2	0	35	66	72	69	56	54	43	43	51	58	46	60	69	63	31	32	21	3	880
06-Oct-10	5	1	1	2	2	0	32	64	61	65	64	58	39	34	47	51	45	62	67	61	36	26	30	5	858
07-Oct-10	3	2	2	3	1	1	38	71	70	62	59	60	36	36	52	52	52	61	72	58	38	33	28	5	895
08-Oct-10	5	1	0	4	2	1	37	66	70	67	68	56	43	36	58	54	54	66	72	61	39	28	18	4	910
09-Oct-10	1	1	1	0	0	1	30	51	66	67	53	56	47	32	45	51	31	44	51	36	28	24	16	1	733
10-Oct-10	0	0	0	0	0	0	25	38	52	50	43	50	46	38	48	56	57	61	73	57	36	30	21	1	782
11-Oct-10	2	2	0	0	1	0	32	69	68	73	57	62	55	38	53	52	44	60	68	61	33	29	23	3	885
12-Oct-10	4	1	1	2	2	0	35	67	70	59	57	55	44	34	48	58	49	57	69	55	33	28	25	3	856
13-Oct-10	4	0	1	2	2	1	36	60	71	61	55	49	45	39	44	58	52	58	59	60	37	28	40	2	864
14-Oct-10	5	2	0	1	1	1	38	65	70	62	56	54	45	40	43	59	54	63	74	56	37	26	30	3	885
15-Oct-10	4	0	1	3	2	0	34	65	66	67	55	63	44	48	46	61	60	64	61	61	46	32	22	0	905
16-Oct-10	1	0	0	1	0	0	26	33	47	48	50	49	47	49	43	45	45	37	46	45	33	24	22	1	692
17-Oct-10	0	0	2	0	0	0	24	35	49	45	49	50	46	38	48	54	58	60	71	62	35	27	18	1	772
18-Oct-10	0	0	0	1	0	0	38	70	76	61	59	55	50	35	50	50	56	63	68	57	33	33	24	3	882
19-Oct-10	4	0	1	2	1	0	38	67	68	64	54	53	43	32	49	57	46	62	69	57	35	25	24	4	855
20-Oct-10	5	4	0	3	2	0	33	66	68	69	55	50	45	36	46	55	52	64	67	60	37	32	28	6	883
21-Oct-10	4	0	1	3	1	0	31	65	67	65	54	55	49	37	54	55	54	61	75	57	28	36	27	3	882
22-Oct-10	5	0	2	1	2	1	39	70	75	68	57	51	51	43	54	58	52	59	76	61	38	25	23	2	913
23-Oct-10	2	0	0	0	1	0	29	55	59	69	52	51	49	33	24	48	50	46	46	35	27	22	17	0	715
24-Oct-10	0	0	0	0	0	0	23	38	41	52	48	49	44	36	48	58	56	56	70	62	41	28	18	0	768
25-Oct-10	1	0	0	0	1	1	32	63	68	70	62	62	49	33	51	59	47	58	71	53	38	28	25	2	874
26-Oct-10	4	1	4	2	1	0	33	71	70	62	62	55	44	37	55	51	49	57	62	56	35	31	23	2	867
27-Oct-10	3	0	3	4	0	0	30	65	72	69	52	60	41	36	53	46	48	66	71	54	44	31	23	3	874
28-Oct-10	3	0	1	2	3	0	33	66	70	64	57	52	50	40	46	58	53	65	74	55	34	33	26	4	889
29-Oct-10	3	2	0	4	1	0	33	70	73	70	56	65	48	43	56	57	53	60	76	62	39	31	18	1	921
30-Oct-10	1	0	0	1	0	0	29	44	67	68	61	54	46	40	39	47	31	42	48	33	18	20	15	0	704
31-Oct-10	0	1	0	0	0	0	28	34	47	53	48	49	48	37	43	51	52	62	60	72	36	30	20	0	771
<b>Total</b>	<b>78</b>	<b>23</b>	<b>26</b>	<b>47</b>	<b>30</b>	<b>11</b>	<b>1013</b>	<b>1809</b>	<b>1996</b>	<b>1945</b>	<b>1719</b>	<b>1699</b>	<b>1433</b>	<b>1185</b>	<b>1504</b>	<b>1661</b>	<b>1552</b>	<b>1804</b>	<b>2043</b>	<b>1714</b>	<b>1086</b>	<b>883</b>	<b>703</b>	<b>67</b>	<b>26031</b>
<b>Avg.</b>	<b>2.52</b>	<b>0.74</b>	<b>0.84</b>	<b>1.52</b>	<b>0.97</b>	<b>0.35</b>	<b>32.68</b>	<b>58.35</b>	<b>64.39</b>	<b>62.74</b>	<b>55.45</b>	<b>54.81</b>	<b>46.23</b>	<b>38.23</b>	<b>48.52</b>	<b>53.58</b>	<b>50.06</b>	<b>58.19</b>	<b>65.90</b>	<b>55.29</b>	<b>35.03</b>	<b>28.48</b>	<b>22.68</b>	<b>2.16</b>	<b>839.71</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-Oct-10	2	0	1	1	1	2	28	42	37	28	30	24	23	18	32	19	29	38	35	25	18	17	14	0	464
02-Oct-10	1	0	1	0	0	2	28	27	36	26	24	31	21	18	23	26	23	20	23	18	19	14	5	0	386
03-Oct-10	0	1	0	0	0	0	13	26	18	20	26	20	16	23	23	21	32	36	29	25	23	16	13	0	381
04-Oct-10	1	0	1	1	0	0	13	33	35	33	26	25	17	22	31	22	21	37	35	27	15	19	11	2	427
05-Oct-10	0	1	1	1	1	0	16	36	42	30	28	25	15	23	28	22	26	33	36	24	19	22	10	3	442
06-Oct-10	1	0	0	2	0	0	13	34	33	34	33	26	17	14	28	19	25	31	37	24	16	19	15	3	424
07-Oct-10	1	1	2	1	0	1	15	43	36	33	27	29	12	18	32	19	26	34	37	20	24	20	15	2	448
08-Oct-10	2	0	0	3	1	0	15	41	40	30	33	25	14	21	31	22	26	40	33	26	23	15	13	1	455
09-Oct-10	1	0	0	0	0	1	17	36	36	24	27	23	19	18	27	21	19	24	26	17	17	15	8	0	376
10-Oct-10	0	0	0	0	0	0	15	23	22	22	20	19	16	21	20	30	25	35	34	30	18	16	15	0	381
11-Oct-10	1	1	0	0	1	0	11	38	41	33	34	27	21	20	28	20	24	30	37	23	22	18	11	2	443
12-Oct-10	0	1	1	2	0	0	14	39	39	28	31	25	17	16	29	22	29	29	32	23	20	18	13	3	431
13-Oct-10	1	0	1	1	1	0	19	37	40	26	21	23	18	19	27	22	26	29	33	24	19	18	24	1	430
14-Oct-10	2	0	0	1	0	1	19	38	40	24	31	24	19	20	25	23	29	33	36	23	22	19	14	2	445
15-Oct-10	0	0	1	2	1	0	15	37	36	36	28	28	18	22	25	27	25	34	30	30	22	20	12	0	449
16-Oct-10	1	0	0	0	0	0	12	22	24	23	24	23	25	24	23	18	25	23	24	22	16	14	14	1	358
17-Oct-10	0	0	1	0	0	0	14	20	24	19	24	16	19	21	21	22	31	35	34	27	20	14	13	0	375
18-Oct-10	0	0	0	0	0	0	17	39	45	25	32	25	19	17	28	25	27	33	34	23	20	20	12	2	443
19-Oct-10	1	0	1	1	0	0	16	36	40	29	28	26	15	17	29	23	22	36	29	28	21	16	14	2	430
20-Oct-10	2	1	0	2	1	0	13	39	40	28	26	26	18	19	20	24	29	34	28	28	20	21	15	4	438
21-Oct-10	1	0	1	2	0	0	12	37	38	30	29	27	16	17	32	23	29	30	38	23	16	27	11	3	442
22-Oct-10	2	0	1	1	1	1	16	40	41	31	33	19	23	20	32	21	28	31	37	28	18	15	15	1	455
23-Oct-10	1	0	0	0	1	0	15	40	28	28	23	27	20	20	13	27	22	23	24	17	16	13	8	0	366
24-Oct-10	0	0	0	0	0	0	13	24	18	21	27	17	16	17	27	22	29	33	33	31	21	15	11	0	375
25-Oct-10	1	0	0	0	1	0	13	37	40	32	30	29	16	17	30	24	25	32	35	24	19	18	14	1	438
26-Oct-10	2	0	3	1	0	0	13	43	40	26	35	24	19	19	33	15	28	29	29	23	23	19	12	1	437
27-Oct-10	1	0	2	1	0	0	10	39	40	30	27	28	17	17	31	23	19	34	36	21	25	22	10	2	435
28-Oct-10	0	0	1	2	1	0	11	38	40	29	29	28	20	19	24	27	25	38	33	23	22	22	12	2	446
29-Oct-10	1	0	0	3	0	0	13	41	44	31	28	32	17	22	32	20	28	31	36	29	21	21	9	0	459
30-Oct-10	1	0	0	0	0	0	14	29	35	36	29	23	21	19	23	21	14	28	21	16	10	15	7	0	362
31-Oct-10	0	1	0	0	0	0	15	21	24	21	22	20	16	19	21	22	28	35	30	35	21	16	10	0	377
<b>Total</b>	<b>27</b>	<b>7</b>	<b>19</b>	<b>28</b>	<b>11</b>	<b>8</b>	<b>468</b>	<b>1075</b>	<b>1092</b>	<b>866</b>	<b>865</b>	<b>764</b>	<b>560</b>	<b>597</b>	<b>828</b>	<b>692</b>	<b>794</b>	<b>988</b>	<b>994</b>	<b>757</b>	<b>606</b>	<b>554</b>	<b>380</b>	<b>38</b>	<b>13018</b>
<b>Avg.</b>	<b>0.87</b>	<b>0.23</b>	<b>0.61</b>	<b>0.90</b>	<b>0.35</b>	<b>0.26</b>	<b>15.10</b>	<b>34.68</b>	<b>35.23</b>	<b>27.94</b>	<b>27.90</b>	<b>24.65</b>	<b>18.06</b>	<b>19.26</b>	<b>26.71</b>	<b>22.32</b>	<b>25.61</b>	<b>31.87</b>	<b>32.06</b>	<b>24.42</b>	<b>19.55</b>	<b>17.87</b>	<b>12.26</b>	<b>1.23</b>	<b>419.94</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-Oct-10	2	2	1	2	0	0	18	28	40	38	34	30	24	24	28	35	24	28	41	34	20	9	8	0	470
02-Oct-10	1	0	0	0	0	0	14	21	27	44	33	28	26	20	22	19	25	22	21	13	13	11	7	0	367
03-Oct-10	0	0	0	0	1	0	10	14	23	29	19	37	30	17	23	27	28	22	35	29	19	13	12	1	389
04-Oct-10	0	1	0	0	0	0	18	24	27	28	28	27	39	20	28	33	24	27	39	33	14	12	8	2	432
05-Oct-10	2	0	0	1	1	0	19	30	30	39	28	29	28	20	23	36	20	27	33	39	12	10	11	0	438
06-Oct-10	4	1	1	0	2	0	19	30	28	31	31	32	22	20	19	32	20	31	30	37	20	7	15	2	434
07-Oct-10	2	1	0	2	1	0	23	28	34	29	32	31	24	18	20	33	26	27	35	38	14	13	13	3	447
08-Oct-10	3	1	0	1	1	1	22	25	30	37	35	31	29	15	27	32	28	26	39	35	16	13	5	3	455
09-Oct-10	0	1	1	0	0	0	13	15	30	43	26	33	28	14	18	30	12	20	25	19	11	9	8	1	357
10-Oct-10	0	0	0	0	0	0	10	15	30	28	23	31	30	17	28	26	32	26	39	27	18	14	6	1	401
11-Oct-10	1	1	0	0	0	0	21	31	27	40	23	35	34	18	25	32	20	30	31	38	11	11	12	1	442
12-Oct-10	4	0	0	0	2	0	21	28	31	31	26	30	27	18	19	36	20	28	37	32	13	10	12	0	425
13-Oct-10	3	0	0	1	1	1	17	23	31	35	34	26	27	20	17	36	26	29	26	36	18	10	16	1	434
14-Oct-10	3	2	0	0	1	0	19	27	30	38	25	30	26	20	18	36	25	30	38	33	15	7	16	1	440
15-Oct-10	4	0	0	1	1	0	19	28	30	31	27	35	26	26	21	34	35	30	31	31	24	12	10	0	456
16-Oct-10	0	0	0	1	0	0	14	11	23	25	26	26	22	25	20	27	20	14	22	23	17	10	8	0	334
17-Oct-10	0	0	1	0	0	0	10	15	25	26	25	34	27	17	27	32	27	25	37	35	15	13	5	1	397
18-Oct-10	0	0	0	1	0	0	21	31	31	36	27	30	31	18	22	25	29	30	34	34	13	13	12	1	439
19-Oct-10	3	0	0	1	1	0	22	31	28	35	26	27	28	15	20	34	24	26	40	29	14	9	10	2	425
20-Oct-10	3	3	0	1	1	0	20	27	28	41	29	24	27	17	26	31	23	30	39	32	17	11	13	2	445
21-Oct-10	3	0	0	1	1	0	19	28	29	35	25	28	33	20	22	32	25	31	37	34	12	9	16	0	440
22-Oct-10	3	0	1	0	1	0	23	30	34	37	24	32	28	23	22	37	24	28	39	33	20	10	8	1	458
23-Oct-10	1	0	0	0	0	0	14	15	31	41	29	24	29	13	11	21	28	23	22	18	11	9	9	0	349
24-Oct-10	0	0	0	0	0	0	10	14	23	31	21	32	28	19	21	36	27	23	37	31	20	13	7	0	393
25-Oct-10	0	0	0	0	0	1	19	26	28	38	32	33	33	16	21	35	22	26	36	29	19	10	11	1	436
26-Oct-10	2	1	1	1	1	0	20	28	30	36	27	31	25	18	22	36	21	28	33	33	12	12	11	1	430
27-Oct-10	2	0	1	3	0	0	20	26	32	39	25	32	24	19	22	23	29	32	35	33	19	9	13	1	439
28-Oct-10	3	0	0	0	2	0	22	28	30	35	28	24	30	21	22	31	28	27	41	32	12	11	14	2	443
29-Oct-10	2	2	0	1	1	0	20	29	29	39	28	33	31	21	24	37	25	29	40	33	18	10	9	1	462
30-Oct-10	0	0	0	1	0	0	15	15	32	32	32	31	25	21	16	26	17	14	27	17	8	5	8	0	342
31-Oct-10	0	0	0	0	0	0	13	13	23	32	26	29	32	18	22	29	24	27	30	37	15	14	10	0	394
<b>Total</b>	<b>51</b>	<b>16</b>	<b>7</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>545</b>	<b>734</b>	<b>904</b>	<b>1079</b>	<b>854</b>	<b>935</b>	<b>873</b>	<b>588</b>	<b>676</b>	<b>969</b>	<b>758</b>	<b>816</b>	<b>1049</b>	<b>957</b>	<b>480</b>	<b>329</b>	<b>323</b>	<b>29</b>	<b>13013</b>
<b>Avg.</b>	<b>1.65</b>	<b>0.52</b>	<b>0.23</b>	<b>0.61</b>	<b>0.61</b>	<b>0.10</b>	<b>17.58</b>	<b>23.68</b>	<b>29.16</b>	<b>34.81</b>	<b>27.55</b>	<b>30.16</b>	<b>28.16</b>	<b>18.97</b>	<b>21.81</b>	<b>31.26</b>	<b>24.45</b>	<b>26.32</b>	<b>33.84</b>	<b>30.87</b>	<b>15.48</b>	<b>10.61</b>	<b>10.42</b>	<b>0.94</b>	<b>419.77</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-Oct-10	07:00	00:31	02:46	-	00:56	-	12:45	-	-	-	-	-	-
02-Oct-10	07:00	00:42	-	-	01:03	-	14:49	-	-	-	00:23	-	-
03-Oct-10	07:00	00:14	-	-	-	-	14:11	02:12	-	-	00:20	-	-
04-Oct-10	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
05-Oct-10	07:00	00:14	01:26	-	-	-	10:01	04:04	-	-	01:12	-	-
06-Oct-10	07:00	00:19	-	-	-	-	06:53	09:28	-	-	00:17	-	-
07-Oct-10	07:00	00:14	00:49	-	-	-	04:00	09:28	-	-	02:26	-	-
08-Oct-10	07:00	00:17	-	-	00:32	-	-	10:43	-	-	05:25	-	-
09-Oct-10	07:00	00:25	02:57	-	00:38	-	01:57	09:14	-	-	01:46	-	-
10-Oct-10	07:00	00:13	-	00:50	-	-	-	09:06	-	-	06:48	-	-
11-Oct-10	07:00	00:17	-	-	-	-	15:48	-	-	-	00:53	-	-
12-Oct-10	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
13-Oct-10	07:00	00:02	-	-	-	-	16:44	-	-	-	00:12	-	-
14-Oct-10	07:00	00:17	04:09	-	01:20	-	11:11	-	-	-	-	-	-
15-Oct-10	07:00	00:26	-	-	00:41	-	15:51	-	-	-	-	-	-
16-Oct-10	07:00	00:21	-	-	-	-	-	-	-	16:37	-	-	-
17-Oct-10	07:00	00:22	07:48	-	02:41	-	06:06	-	-	-	-	-	-
18-Oct-10	07:00	00:37	04:01	-	02:13	-	00:38	09:28	-	-	-	-	-
19-Oct-10	07:00	00:07	-	01:07	-	-	-	12:56	-	-	02:48	-	-
20-Oct-10	07:00	-	03:59	-	00:42	-	12:17	-	-	-	-	-	-
21-Oct-10	07:00	00:05	00:31	-	-	-	16:22	-	-	-	-	-	-
22-Oct-10	07:00	00:19	02:42	-	-	-	13:56	-	-	-	-	-	-
23-Oct-10	07:00	00:12	01:11	-	00:59	-	10:29	03:16	-	00:20	00:29	-	-
24-Oct-10	07:00	00:20	-	02:07	-	-	-	14:31	-	-	-	-	-
25-Oct-10	07:00	-	-	02:28	-	-	-	14:31	-	-	-	-	-
26-Oct-10	07:00	-	00:35	-	-	-	16:24	-	-	-	-	-	-
27-Oct-10	07:00	00:20	00:54	02:36	-	-	-	10:30	-	-	02:37	-	-
28-Oct-10	07:00	00:09	-	-	-	-	-	09:54	-	-	06:55	-	-
29-Oct-10	07:00	00:25	00:48	-	-	-	14:19	-	-	-	01:26	-	-
30-Oct-10	07:00	00:19	-	-	00:52	-	15:47	-	-	-	-	-	-
31-Oct-10	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>9:19</b>	<b>34:43</b>	<b>9:10</b>	<b>12:41</b>	<b>00:00</b>	<b>280:31</b>	<b>129:28</b>	<b>00:00</b>	<b>16:58</b>	<b>34:4</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>1.77%</b>	<b>6.59%</b>	<b>1.74%</b>	<b>2.41%</b>	<b>0.00%</b>	<b>53.23%</b>	<b>24.57%</b>	<b>0.00%</b>	<b>3.22%</b>	<b>6.47%</b>	<b>0.00%</b>	<b>0.00%</b>

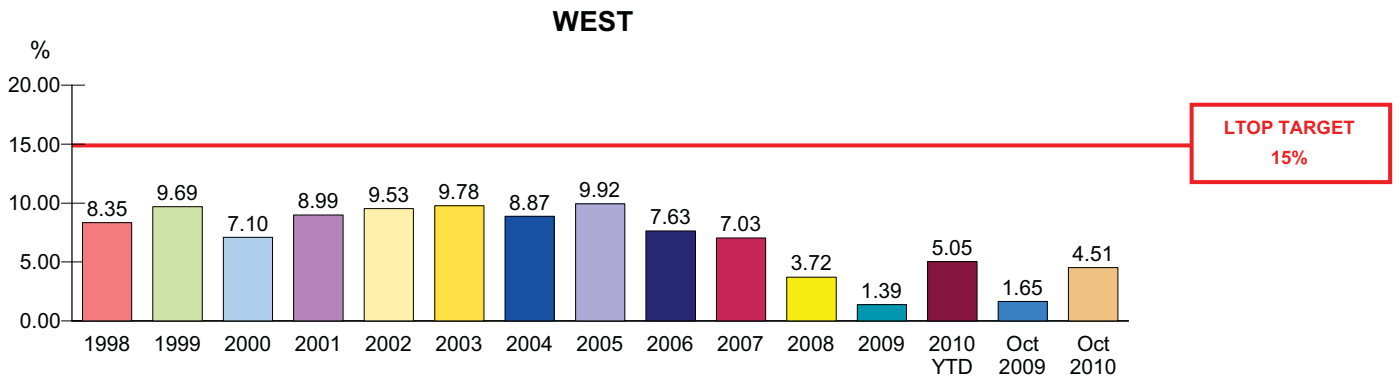
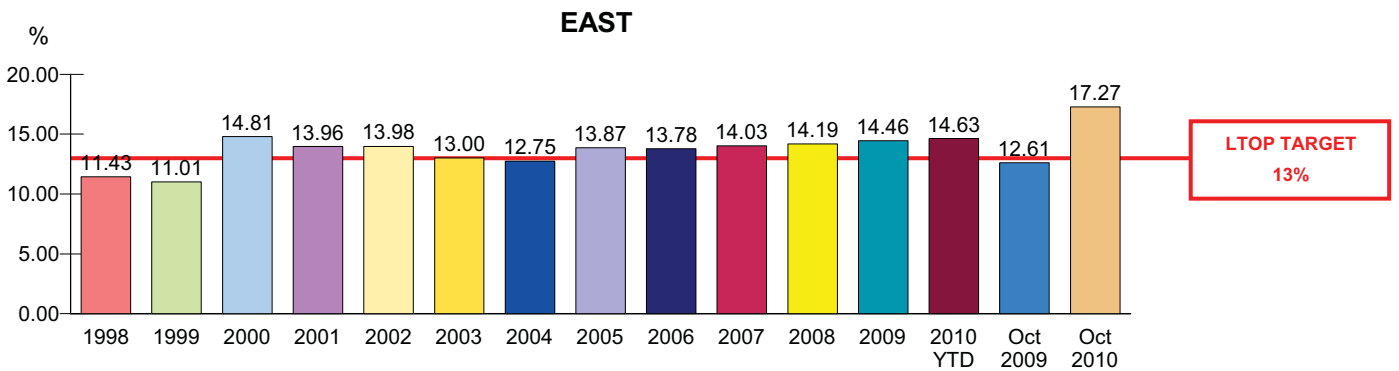
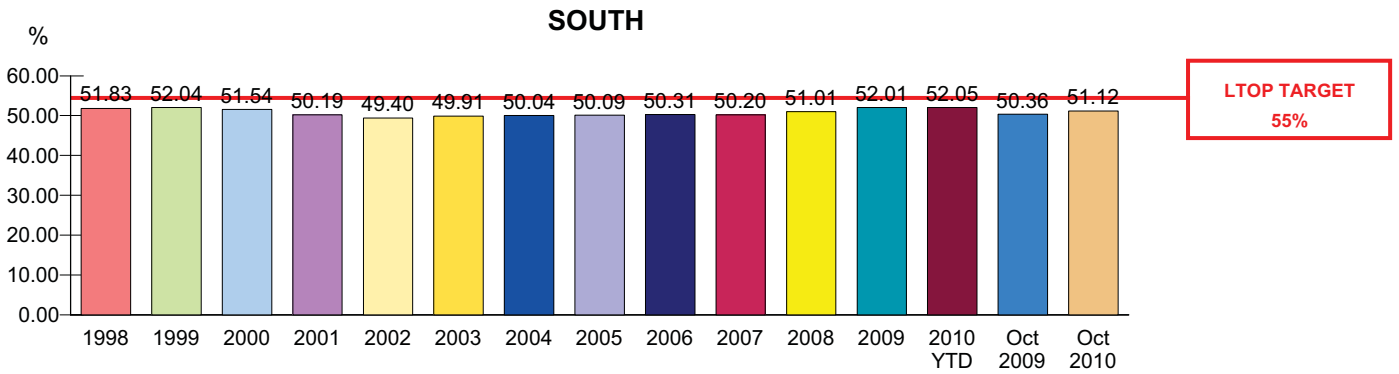
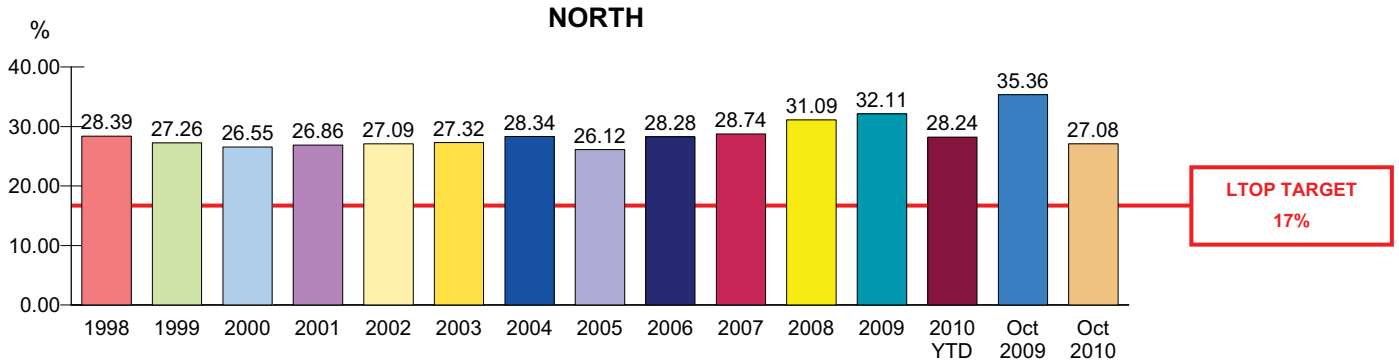
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2010

<b>Time</b>	<b>2.32%</b>	<b>7.53%</b>	<b>5.34%</b>	<b>6.78%</b>	<b>0.00%</b>	<b>36.75%</b>	<b>31.88%</b>	<b>0.06%</b>	<b>1.46%</b>	<b>5.01%</b>	<b>2.86%</b>	<b>0.01%</b>
<b>Movements</b>	<b>0.35%</b>	<b>5.83%</b>	<b>4.12%</b>	<b>5.54%</b>	<b>0.00%</b>	<b>41.56%</b>	<b>35.07%</b>	<b>0.04%</b>	<b>1.34%</b>	<b>4.02%</b>	<b>2.12%</b>	<b>0.00%</b>

## Runway End Impact to 31 October 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 Year to Date, current month this year and corresponding month last year.



# Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300							
1-Oct-2010	7	Mode 9														SODPROPS	Curfew								
2-Oct-2010	7	Mode 9														14a	Mode 9	Curfew							
3-Oct-2010	Mode 9		Mode 10			Mode 9														14a	Curfew				
4-Oct-2010	Mode 9														Curfew										
5-Oct-2010	Mode 9					Mode 10				Mode 9					SP	14a	Curfew								
6-Oct-2010	14a	Mode 10														Mode 9				Curfew					
7-Oct-2010	SP	Mode 9					Mode 10										Mode 14a			Curfew					
8-Oct-2010	7	Mode 10					Mode 14a				Mode 10					Mode 14a				Curfew					
9-Oct-2010	Mode 10														Mode 14a	SP	Mode 9	SODPROPS	7	Curfew					
10-Oct-2010	5	Mode 10					Mode 14a				Mode 10					Mode 14a				Curfew					
11-Oct-2010	14a	Mode 9														Curfew									
12-Oct-2010	Mode 9														Curfew										
13-Oct-2010	Mode 9														14a	Curfew									
14-Oct-2010	Mode 9					7	SODPROPS				Mode 9					SP	Mode 9	7	Curfew						
15-Oct-2010	Mode 9														7	Curfew									
16-Oct-2010	Mode 13														Curfew										
17-Oct-2010	Mode 7		Mode 9			SODPROPS					Mode 9					SODPROPS				Curfew					
18-Oct-2010	SP	Mode 10					SP	Mode 7		9	Mode 10					SODPROPS				Curfew					
19-Oct-2010	Mode 10														5	Mode 10					Mode 14a				Curfew
20-Oct-2010	SP	7	Mode 9					SODPROPS					Mode 9					Curfew							
21-Oct-2010	SP	Mode 9														Curfew									
22-Oct-2010	SP	Mode 9					SP	9	SP	Mode 9										Curfew					
23-Oct-2010	SP	Mode 9					7	Mode 9			13	14a	Mode 9					Mode 10				Curfew			
24-Oct-2010	Mode 10														Mode 5				Curfew						
25-Oct-2010	Mode 10														Mode 5				Curfew						
26-Oct-2010	SP	Mode 9														Curfew									
27-Oct-2010	SP	Mode 10					Mode 5				Mode 10		14a	Mode 10					Mode 14a				Curfew		
28-Oct-2010	14a	Mode 10					Mode 14a					Mode 10					Mode 14a				Curfew				
29-Oct-2010	SP	Mode 9														14a	Mode 9					Curfew			
30-Oct-2010	7	Mode 9														Curfew									
31-Oct-2010	Mode 9														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 **October 2010**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
19 Oct 2010	7:01	9:31	2:30
25 Oct 2010	6:52	9:25	2:33
27 Oct 2010	7:39	9:19	1:40
28 Oct 2010	6:49	9:09	2:20

### 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
19 Oct 2010	93 43		50
25 Oct 2010	94 42		52
27 Oct 2010	67 36		31
28 Oct 2010	86 40		46

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

Suburb	Number of complaints	Number of complainants
-	-	-



## Noise Enquiry Service

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

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

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

The Telecommunications Act 1997 (Commonwealth)

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

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

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

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

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

Complaints received are entered directly into a computer database. Any personal information collected is protected and will not be passed onto any unrelated parties. Statistical information generated from the computer database is produced for this Report, and is also made available to the Sydney Airport Community Forum (SACF). For more information visit the website at:

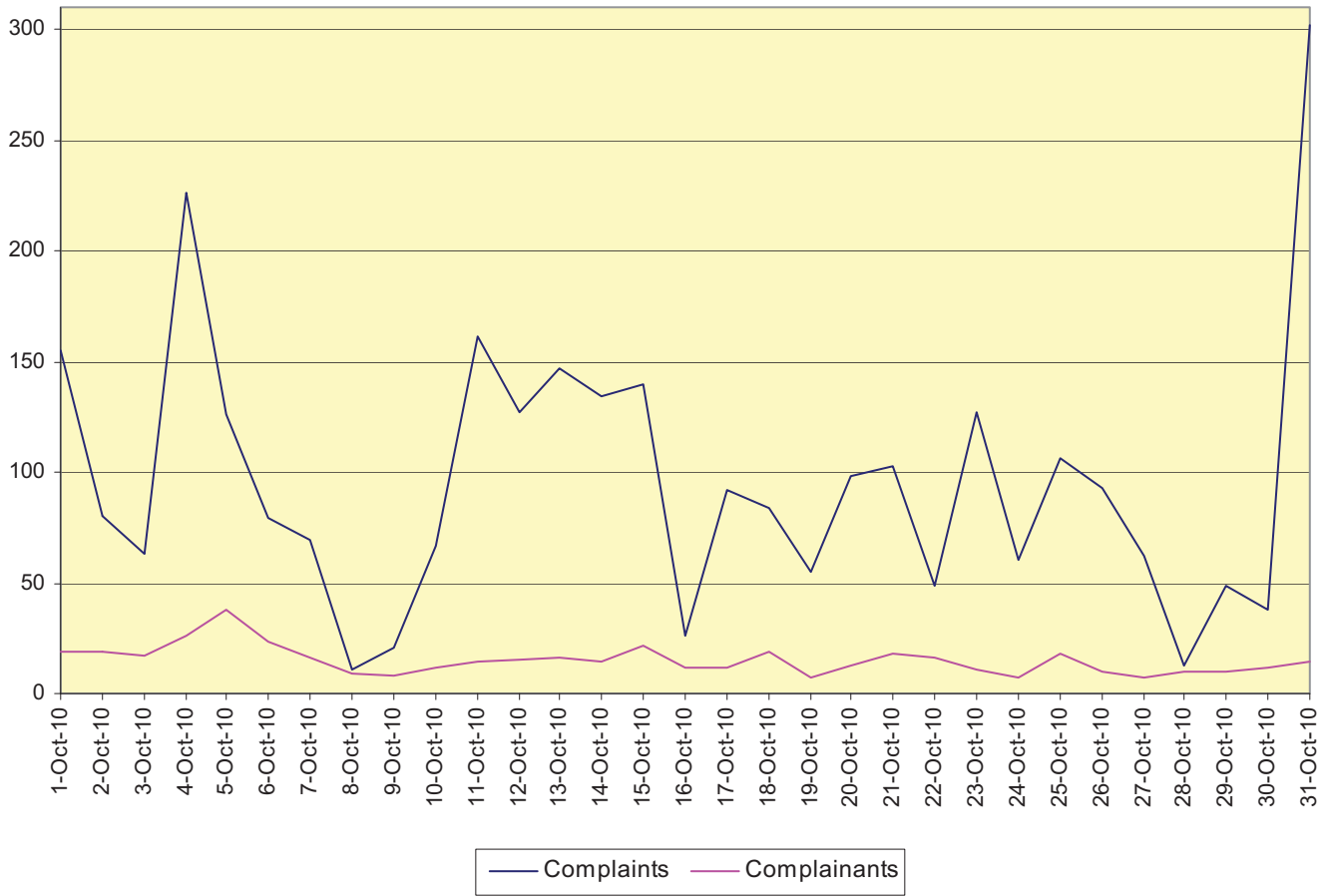
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

## Summary of Section Activity – October 2010

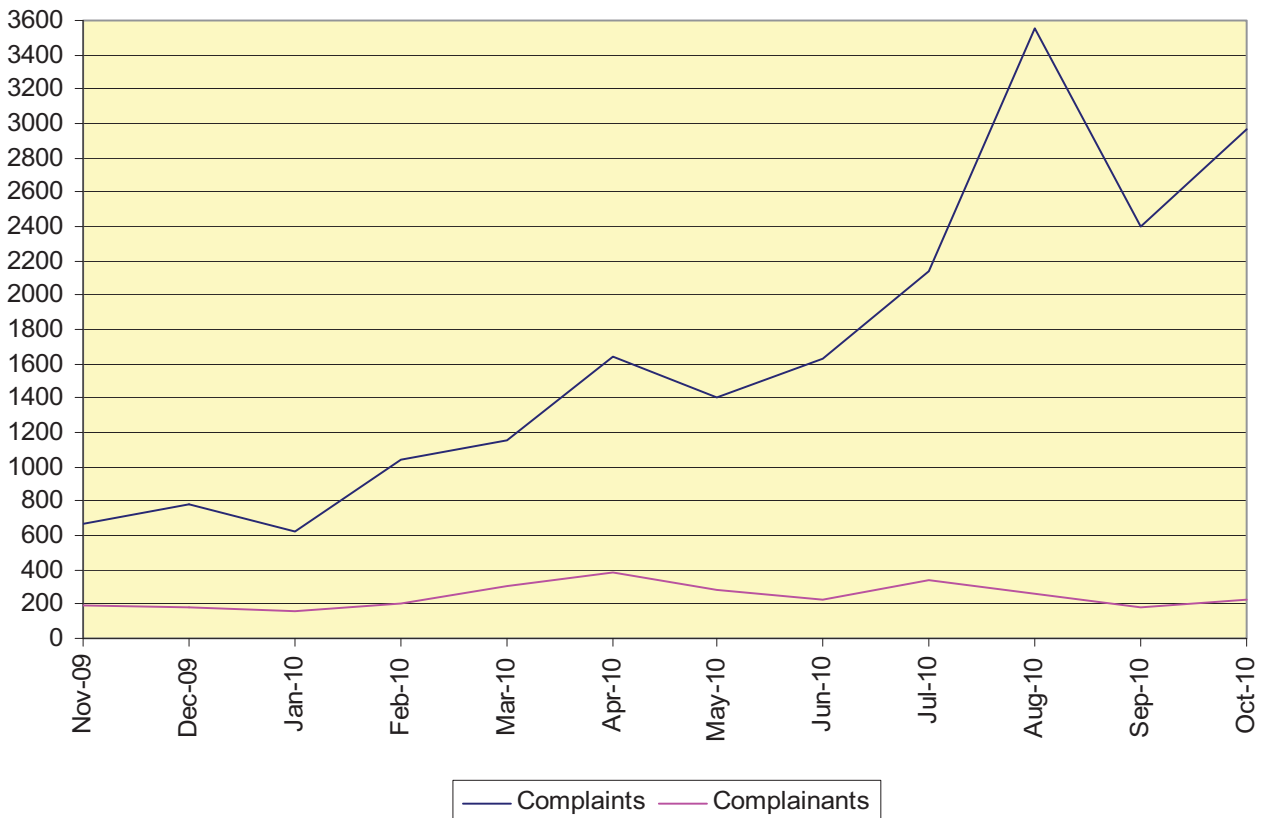
➤ Sydney Suburbs Complaints	
• By phone .....	708
• By correspondence.....	25
• By internet .....	605
• By e-mail.....	479
• By WebTrak.....	1146
➤ Sydney Suburbs Complaints – suburb not specified .....	8
➤ Sydney Suburbs Comments and Enquiries.....	37
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	70
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	14
➤ Callback / Information Requests (NSW Only) .....	404

# Complaints Graphs

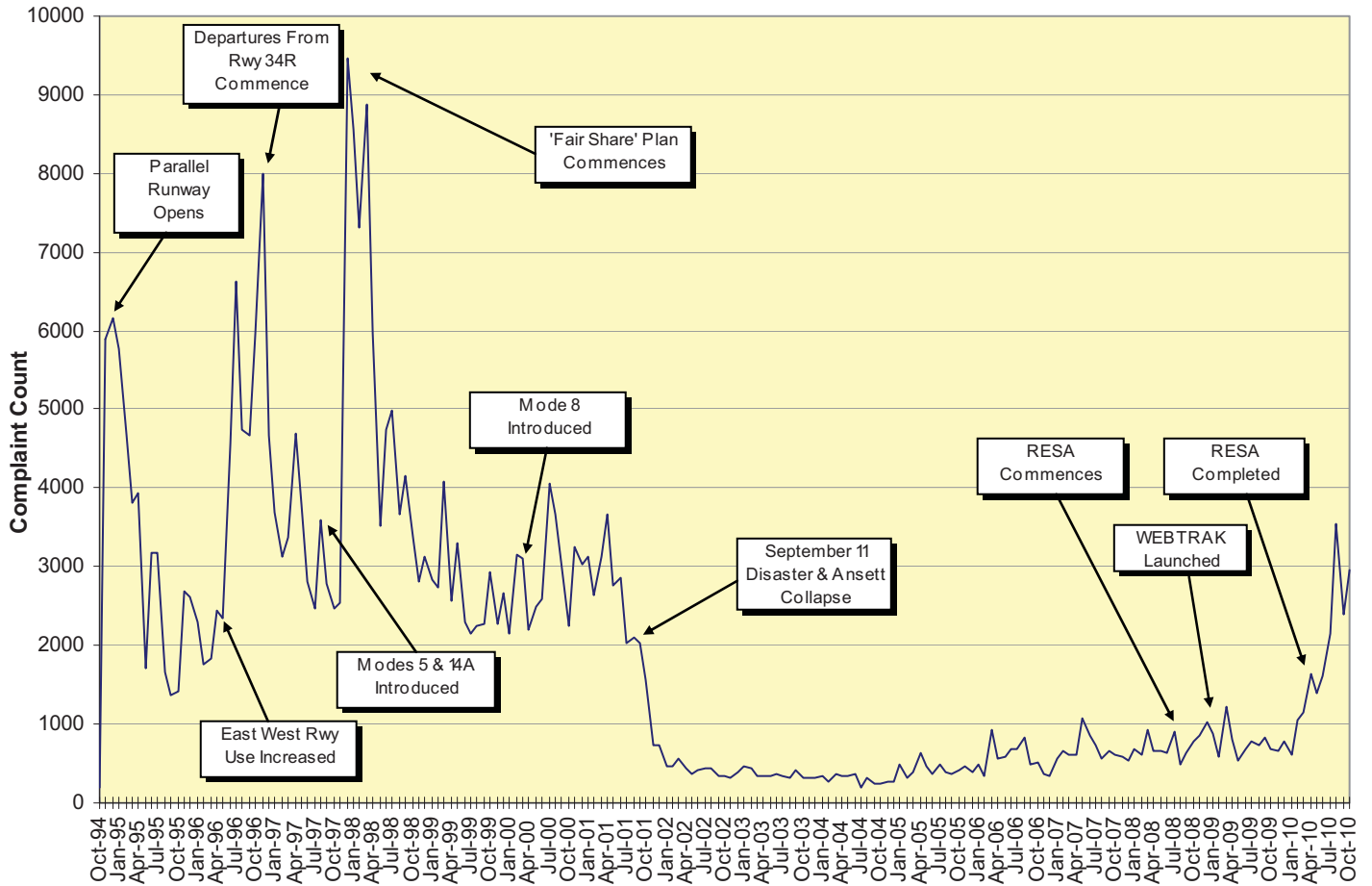
## Complaints vs Complainants – 1 October to 31 October 2010



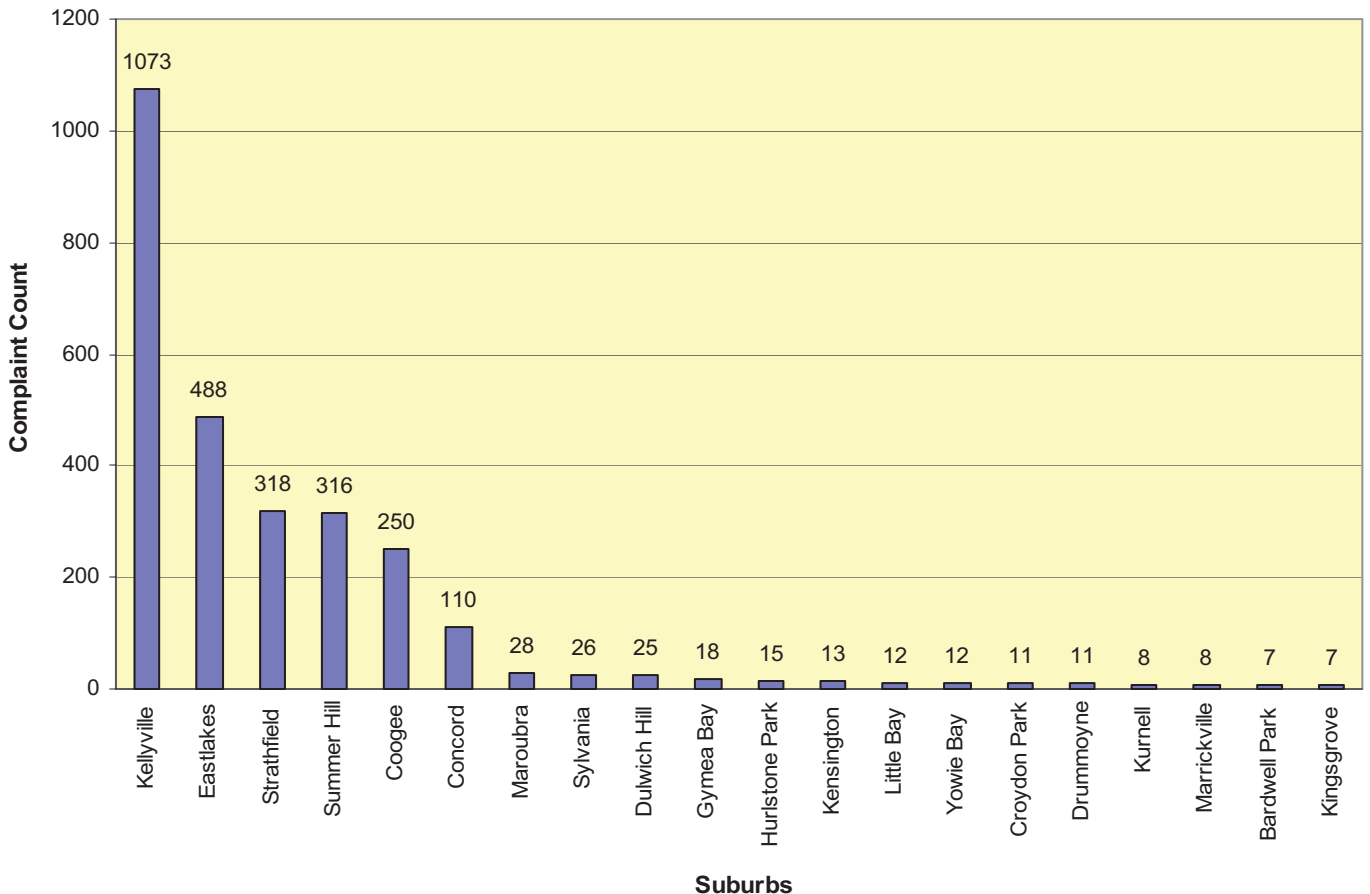
## Complaints vs Complainants – Monthly



# Complaints History

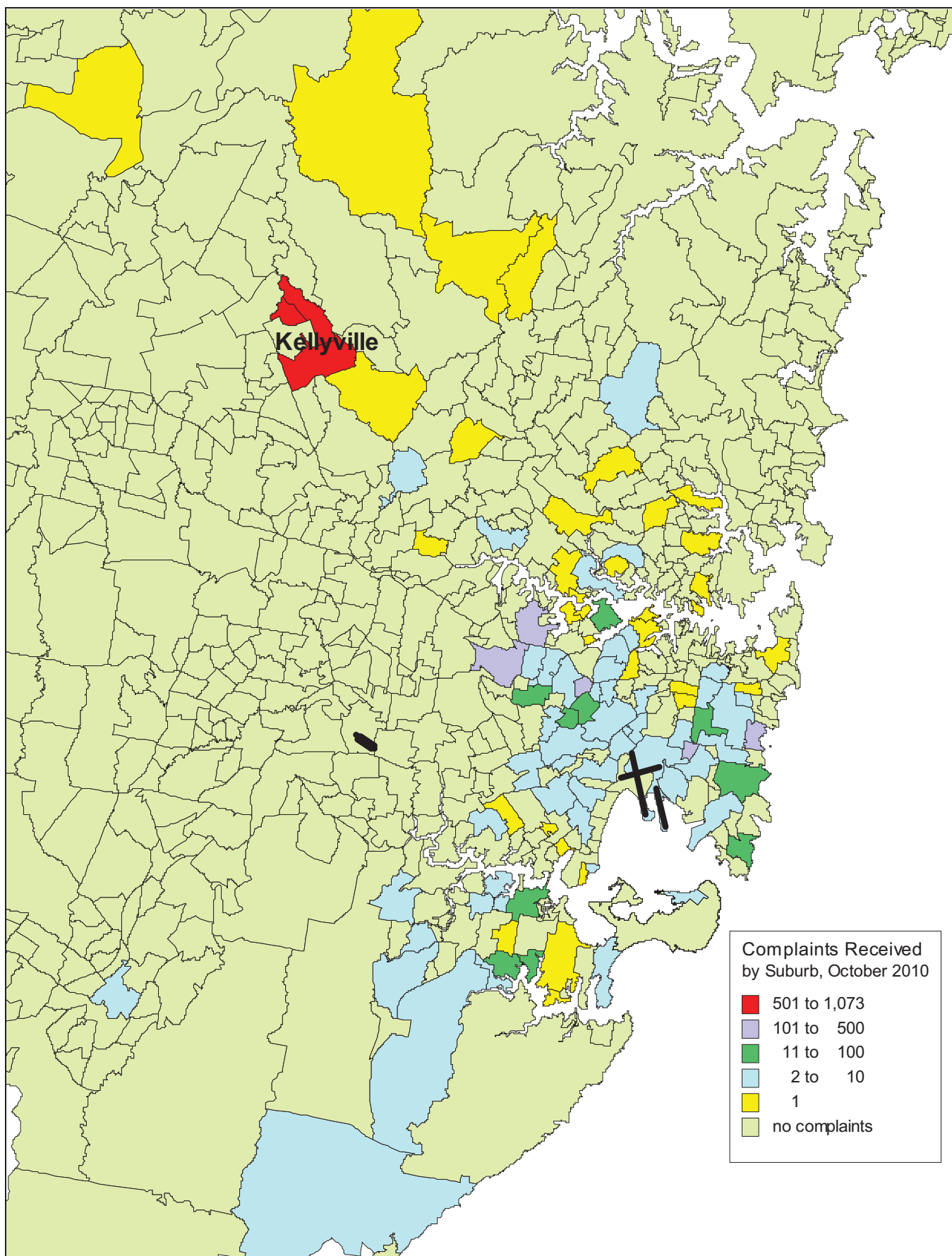


## Top 20 Complaint Suburbs – 1 October to 31 October 2010



# Complaint Density by Suburb

1 October to 31 October 2010



# Recorded Complaints vs Complainants, by Suburb

1 October to 31 October 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	8	4	Kingsford	5	3
Abbotsford	1	1	Kingsgrove	7	1
Allawah	1	1	Kirribilli	1	1
Annandale	1	1	Kogarah	3	1
Arncliffe	4	3	Kogarah Bay	1	1
Ashfield	5	3	Kurnell	8	2
Balmain	1	1	Lane Cove	2	2
Bardwell Park	7	3	Leichhardt	6	4
Beecroft	1	1	Lewisham	4	2
Bexley	5	4	Lilli Pilli	1	1
Birchgrove	1	1	Lilyfield	5	4
Bondi Junction	1	1	Little Bay	12	1
Botany	3	2	Maroubra	28	10
Burwood	4	1	Marrickville	8	6
Burwood Heights	2	1	Mascot	4	3
Campbelltown	2	2	Matraville	4	2
Canterbury	5	4	Menai	3	1
Caringbah	1	1	Mortdale	5	3
Castle Cove	1	1	Neutral Bay	1	1
Castle Hill	1	1	Newtown	3	1
Centennial Park	3	2	North Rocks	2	1
Chatswood	1	1	North Ryde	1	1
Chiswick	1	1	Northbridge	1	1
Concord	110	2	Oyster Bay	5	1
Coogee	250	8	Paddington	2	2
Cronulla	2	1	Pagewood	5	2
Croydon	4	3	Penshurst	1	1
Croydon Park	11	1	Petersham	2	2
Dolls Point	3	3	Queens Park	2	2
Drummoyne	11	5	Randwick	2	2
Dulwich Hill	25	17	Redfern	1	1
Earlwood	4	2	Riverview	1	1
Eastlakes	488	3	Rockdale	5	3
Engadine	4	2	Rodd Point	1	1
Freemans Reach	1	1	Rose Bay	1	1
Galston	1	1	Rosebery	2	2
Gladesville	1	1	Rozelle	2	1
Glenorie	1	1	Rydalmere	1	1
Grays Point	4	3	Sandringham	1	1
Gymea	1	1	St Ives	3	2
Gymea Bay	18	5	St Peters	2	2
Helensburgh	3	1	Stanwell Tops	1	1
Henley	1	1	Strathfield	318	1
Hornsby Heights	1	1	Summer Hill	316	6
Hunters Hill	5	4	Sydenham	2	2
Hurlstone Park	15	2	Sylvania	26	3
Jannali	3	2	Tempe	5	5
Kareela	6	1	Waterloo	1	1
Katoomba	2	1	West Ryde	4	1
Kellyville	1073	1	Woronora Heights	2	2
Kensington	13	6	Yowie Bay	12	4
Killara	1	1			

**Total Complaints**

**2963**

**Total Complainants**

**229**

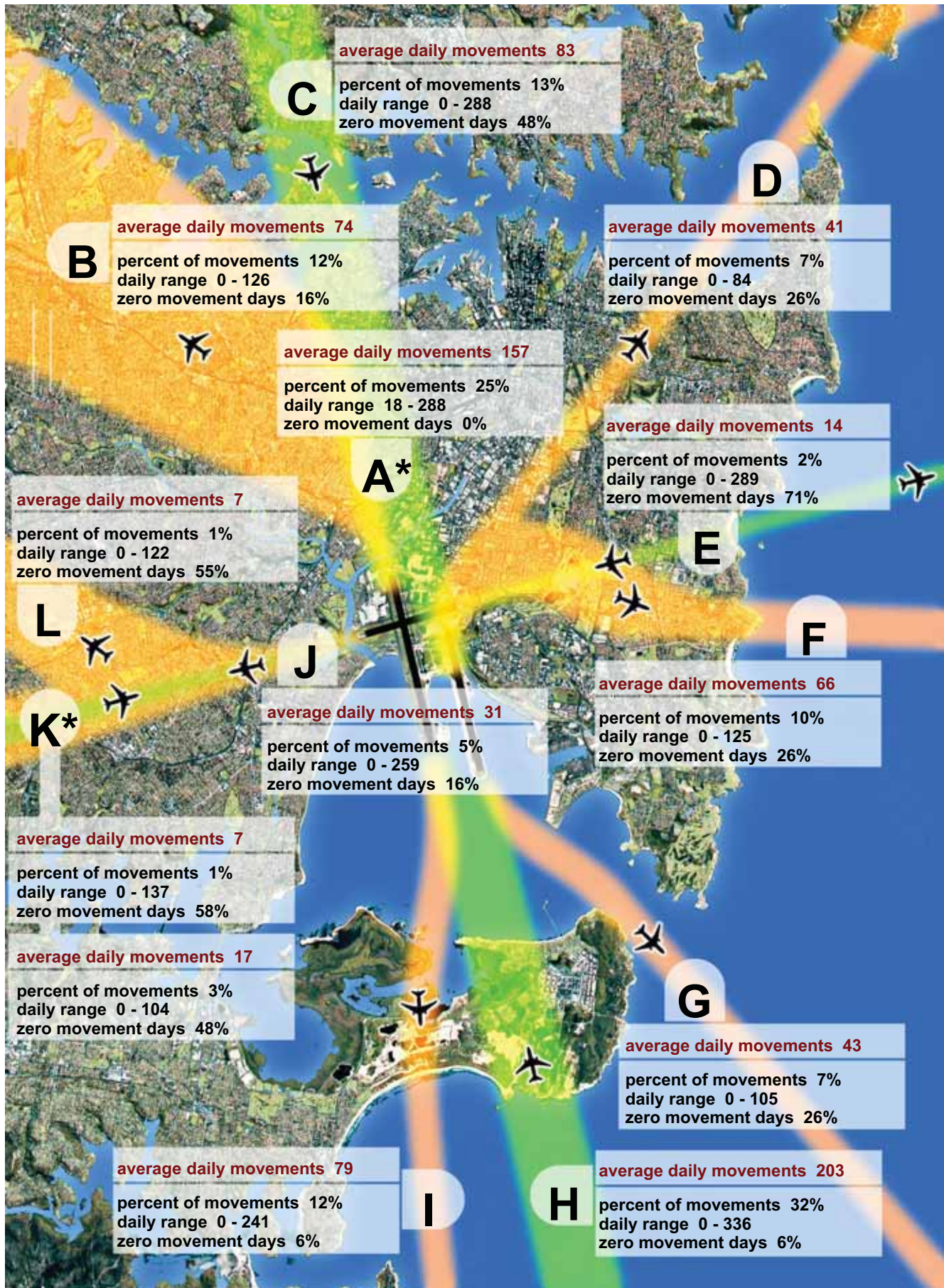
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 October to 31 October 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Cessnock	1	1	Not Specified	6	4
Coffs Harbour	2	2	Taree	1	1
Coolongolook	1	1	Ulladulla	1	1
Dural	1	1	Werrington	1	1
Freemans Reach	1	1	Bankstown	24	20
Galston	1	1	Camden	14	5
Green Point	1	1	Williamtown	14	10
Murrumbateman	1	1			
<b>Total Complaints</b>	<b>70</b>		<b>Total Complainants</b>		<b>51</b>

# Sydney Airport : Jet Flight Path Movements

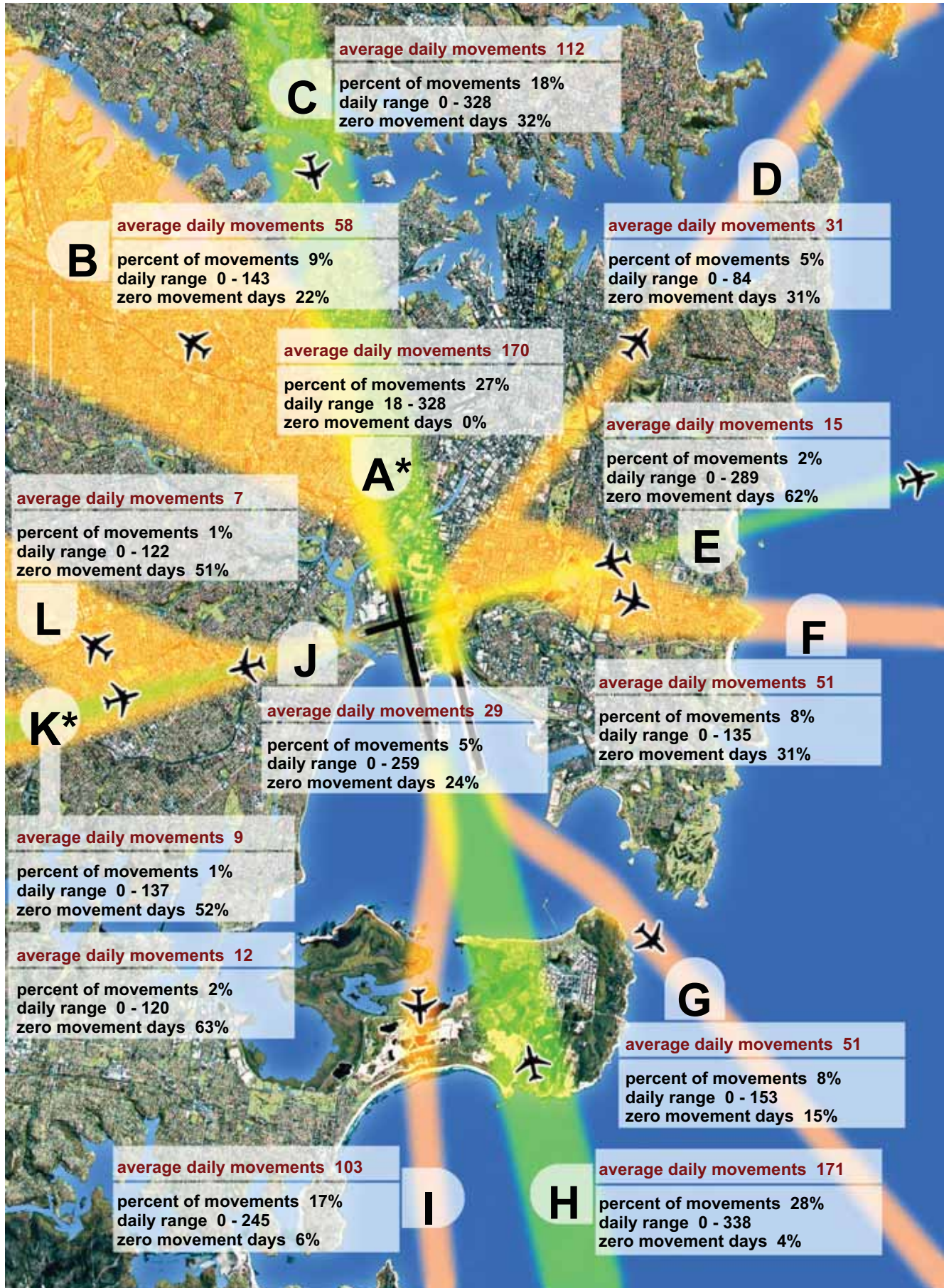
1 Oct 2010 to 31 Oct 2010, All Jets



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

# Sydney Airport : Jet Flight Path Movements

1 Nov 2009 to 31 Oct 2010, All Jets

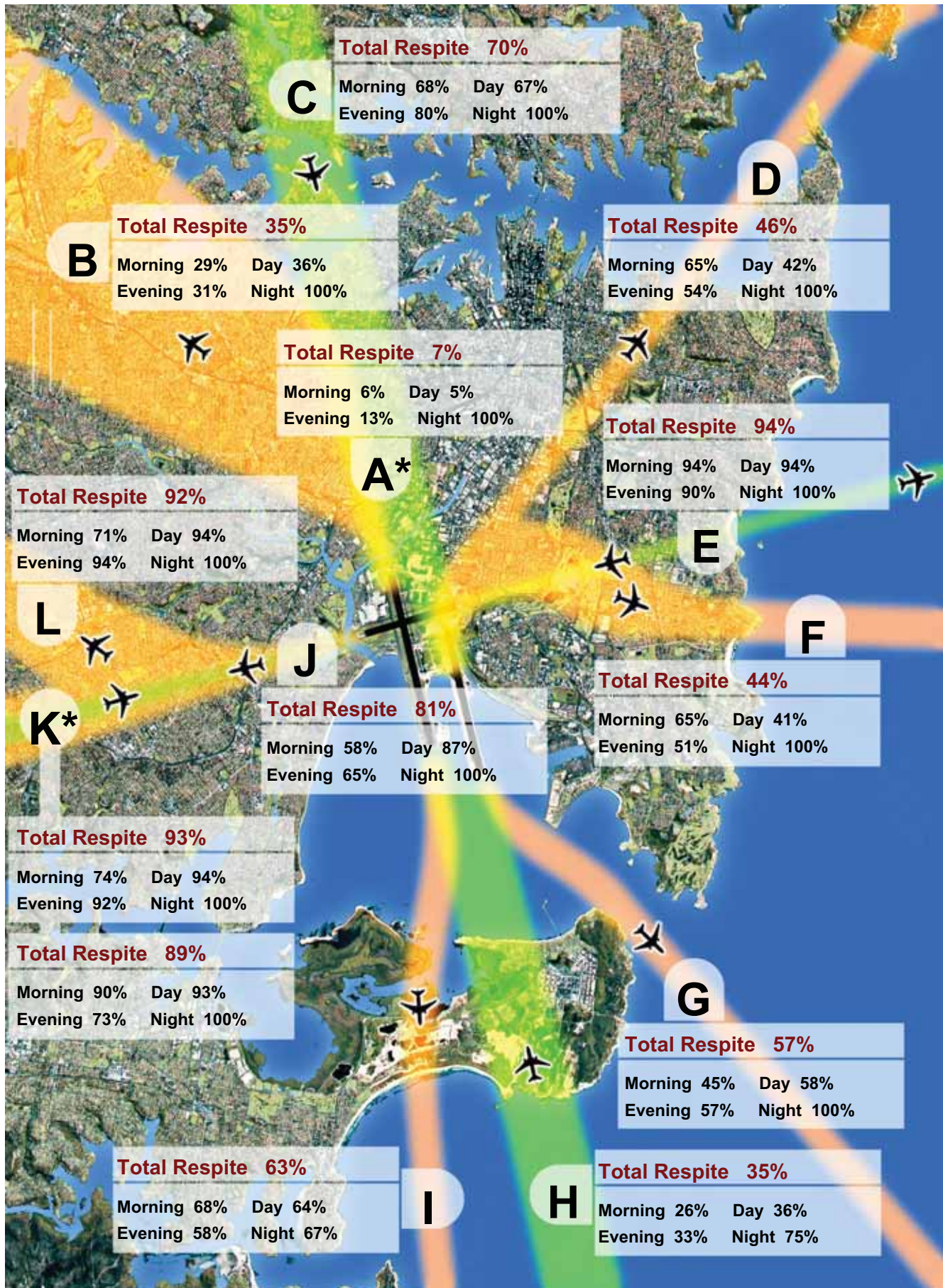


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Oct 2010 to 31 Oct 2010, All Jets



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

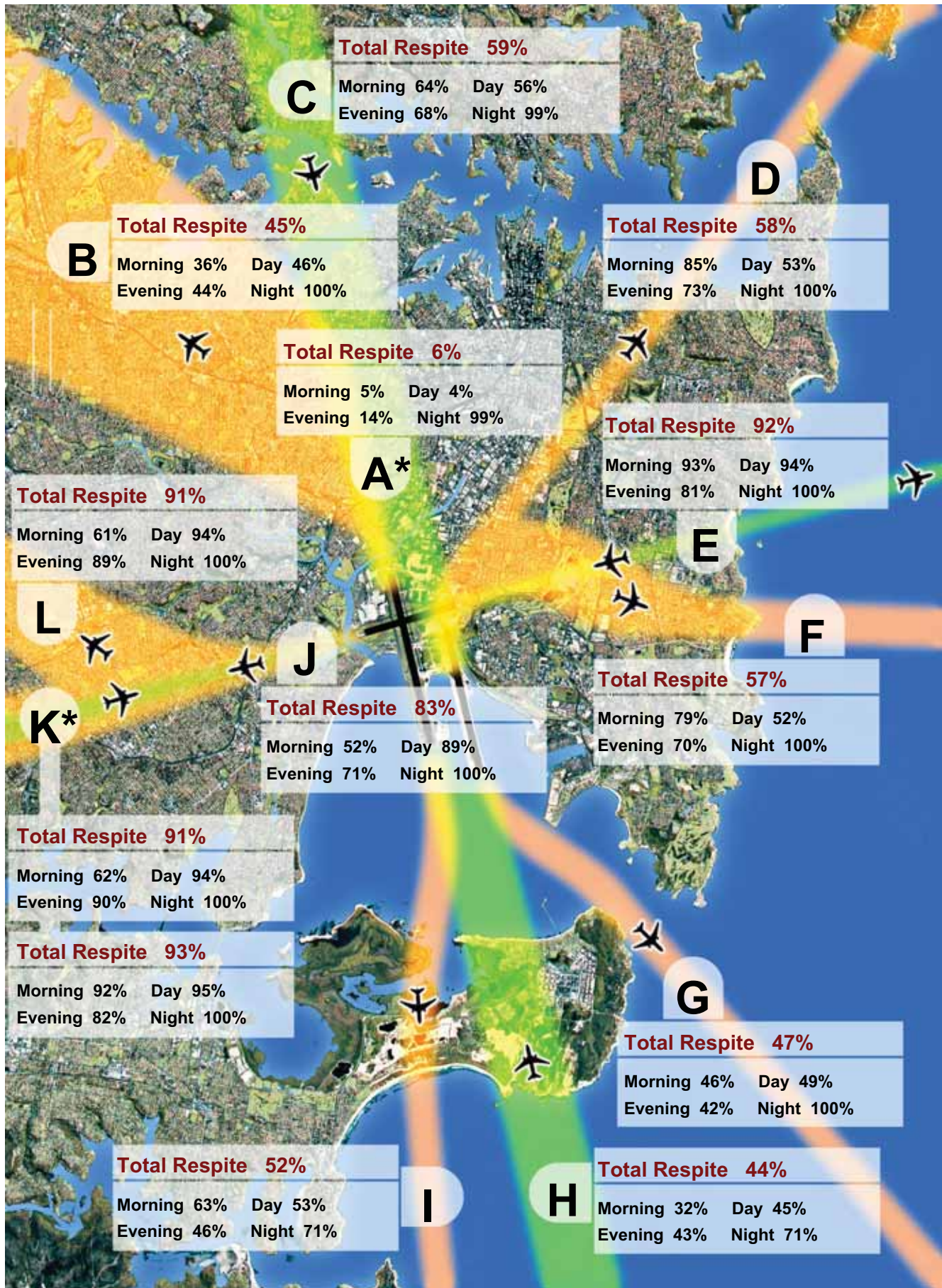
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 Nov 2009 to 31 Oct 2010, All Jets



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

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

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

Total Respite: 06:00 to 23:00

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

### November 2009 to October 2010

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

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from 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="#">December 2009</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2010</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">May 2010</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">May 2010</a> , <a href="#">Mode 14A</a> in <a href="#">September 2010</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **November 2009 to October 2010**, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 58%**. This means that over the period **November 2009 to October 2010 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 Airservices Australia's NFPMS.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environment and Climate Change at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for October 2010.



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

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

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

<i>Location</i>	<i>CNE Oct</i>	<i>Operational Days Oct</i>	<i>N70 Oct</i>	<i>N70 Sep</i>	<i>N70 Aug</i>
<i>Threshold rwy 34</i>	9,457	30.9	300	304	290
<i>Penshurst</i>	1,138	30.9	26	38	31
<i>Bexley</i>	1,155	30.9	33	49	51
<i>Sydenham</i>	4,637	30.9	149	140	119
<i>Johnston St. Annandale</i>	2,047	30.9	49	49	29
<i>Church St. St Peters</i>	3,403	30.9	82	79	62
<i>Leichhardt PEMU 36</i>	2,211	30.9	68	72	42
<i>Eastlakes</i>	2,718	30.9	82	64	101
<i>Coogee</i>	0	0.0	0	0	0
<i>Kurnell</i>	3,543	30.9	90	79	100
<i>Croydon</i>	762	30.9	19	15	20
<i>Hunters Hill</i>	3,532	30.9	49	50	30

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

The N70 values for October 2010 have also been calculated for six different periods:

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

These results are contained in Table 2.

<b>Runway 34L</b> AM 14 PM 39 Day 246 Night 11 WE_D 250 WE_N 2	<b>Penshurst</b> AM 2 PM 12 Day 9 Night 0 WE_D 33 WE_N 0	<b>Bexley</b> AM 3 PM 13 Day 11 Night 0 WE_D 45 WE_N 0	<b>Eastlakes</b> AM 2 PM 9 Day 66 Night 0 WE_D 94 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	<b>Sydenham</b> AM 5 PM 11 Day 139 Night 0 WE_D 134 WE_N 0	<b>Leichhardt PEMU36</b> AM 2 PM 2 Day 68 Night 0 WE_D 59 WE_N 0	<b>Kurnell</b> AM 1 PM 7 Day 92 Night 0 WE_D 68 WE_N 0
<b>Annandale</b> AM 0 PM 1 Day 53 Night 0 WE_D 37 WE_N 0	<b>St Peters</b> AM 1 PM 6 Day 83 Night 0 WE_D 67 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 15 Night 0 WE_D 21 WE_N 0	<b>Hunters Hill</b> AM 2 PM 1 Day 48 Night 0 WE_D 44 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.*