

# **Sydney Airport Operational Statistics**

## June 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

June 2012

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

There were a total of 24,705 aircraft movements this month (daily average 823.50). Last month there were a total of 25,811 movements (daily average 832.61) and for the same month last year there were a total of 23,825 movements (daily average 794.17).

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

Individual mode use in excess of 9 hours occurred on 23 days this month, Mode 4 on 2 days, Mode 9 on 11 days, Mode 10 on 10 days. Crossing runway modes (including Sodprops) were used for 25.70% 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 30.52% - This result is above the LTOP target and above the previous month (27.39%)

South 53.98%- This result is below the LTOP target and above the previous month (53.17%)

East 14.01% - This result is above the LTOP target and below the previous month (16.95%)

West 1.47% - This result is below the LTOP target and below the previous month (2.47%)

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

This procedure was used on 12 June and 17 June for a total of 2 hours and 25 minutes (ATIS time).

## Noise Complaints & Information Service Environmental Services Airservices Australia

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## 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 2012 .....	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Complaints & Information Service.....	15
Jet Flight Path Movements * (1 – 30 June 2012).....	16
Jet Flight Path Movements * (1 July 2011 – 30 June 2012) .....	17
Jet Aircraft Respite (R60) * (1 – 30 June 2012).....	18
Jet Aircraft Respite (R60) * (1 July 2011 – 30 June 2012).....	19
Jet Flight Path Movements (Explanation) .....	20
Jet Aircraft Respite (R60) (Explanation) .....	21
Measured Daily N70 Values .....	22

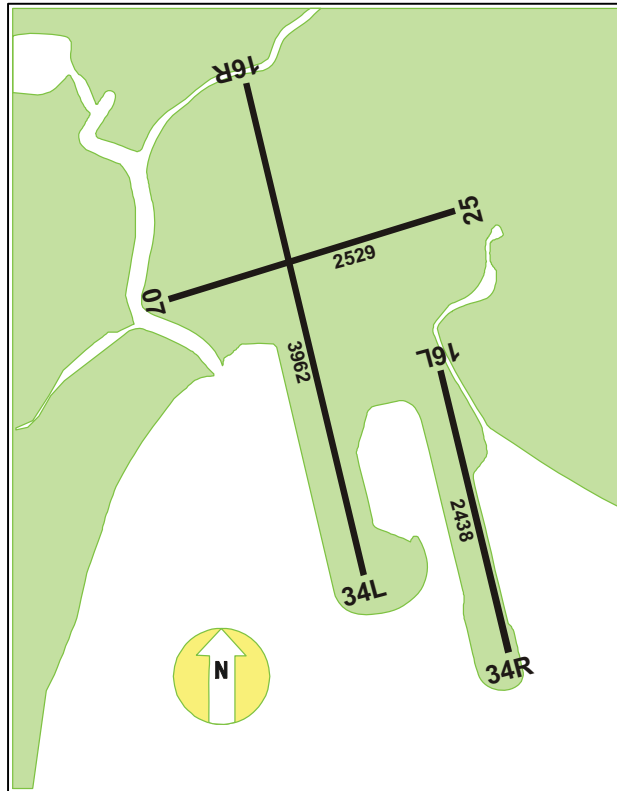
This report is available on the Internet at Airservices Australia website at

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

**click on** “Publications”.

\* 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 and Transport.

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

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

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

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

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

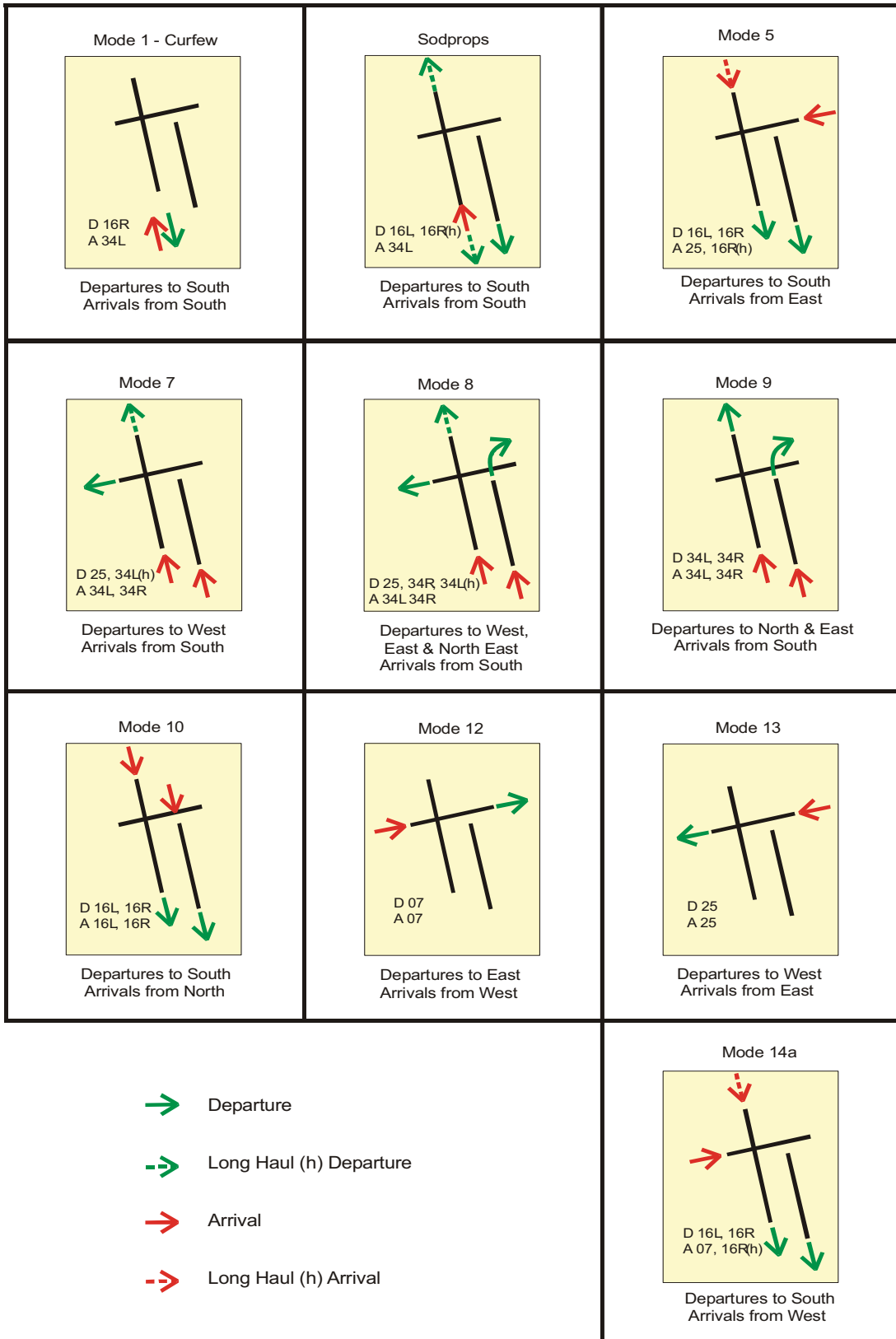
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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

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

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

# Runway Modes of Operation



## Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-12	1	0	1	0	94	94	0	20	20	19	1	20	309	186	495	124	148	272	0	0	0	902
02-Jun-12	0	0	0	121	81	202	219	244	463	0	0	0	6	0	6	0	0	0	0	0	0	671
03-Jun-12	0	0	0	117	88	205	167	240	407	25	2	27	42	29	71	14	29	43	0	0	0	753
04-Jun-12	0	0	0	0	68	68	0	5	5	0	2	2	313	181	494	108	164	272	0	0	0	841
05-Jun-12	0	0	0	76	56	132	99	151	250	34	16	50	134	91	225	70	96	166	0	0	0	823
06-Jun-12	0	0	0	154	117	271	227	311	538	40	1	41	1	0	1	0	0	0	0	0	0	851
07-Jun-12	0	0	0	125	118	243	180	327	507	134	2	136	9	0	9	0	0	0	0	0	0	895
08-Jun-12	0	0	0	88	90	178	121	168	289	1	14	15	168	95	263	74	85	159	0	0	0	904
09-Jun-12	0	0	0	0	104	104	0	4	4	0	11	11	298	132	430	49	69	118	0	0	0	667
10-Jun-12	0	0	0	108	88	196	182	243	425	5	1	6	25	5	30	5	6	11	0	0	0	668
11-Jun-12	0	0	0	148	119	267	254	290	544	1	2	3	3	0	3	0	0	0	0	0	0	817
12-Jun-12	18	0	18	156	121	277	250	304	554	0	1	1	4	0	4	0	0	0	0	0	0	854
13-Jun-12	0	0	0	163	119	282	221	312	533	34	1	35	7	0	7	0	0	0	0	0	0	857
14-Jun-12	1	0	1	0	32	32	1	6	7	0	0	0	308	188	496	134	211	345	0	0	0	881
15-Jun-12	1	0	1	0	15	15	0	3	3	0	2	2	306	198	504	146	232	378	0	0	0	903
16-Jun-12	1	0	1	0	4	4	3	1	4	0	17	17	228	150	378	116	152	268	0	0	0	672
17-Jun-12	0	0	0	0	11	11	1	1	2	57	107	164	220	144	364	88	129	217	0	0	0	758
18-Jun-12	0	0	0	44	135	179	63	64	127	0	3	3	267	150	417	65	82	147	0	0	0	873
19-Jun-12	0	0	0	64	65	129	85	138	223	61	43	104	141	92	233	71	89	160	0	0	0	849
20-Jun-12	1	0	1	0	52	52	0	9	9	1	8	9	305	190	495	121	178	299	0	0	0	865
21-Jun-12	2	0	2	0	0	0	0	8	8	1	12	13	304	195	499	146	236	382	0	0	0	904
22-Jun-12	1	0	1	0	0	0	1	3	4	0	50	50	282	183	465	166	213	379	0	0	0	899
23-Jun-12	1	0	1	0	176	176	0	1	1	3	3	6	338	127	465	22	34	56	0	0	0	705
24-Jun-12	0	0	0	0	111	111	2	0	2	1	11	12	306	182	488	69	102	171	0	0	0	784
25-Jun-12	1	0	1	31	96	127	50	85	135	39	14	53	240	151	391	83	99	182	0	0	0	889
26-Jun-12	0	0	0	167	110	277	251	300	551	0	1	1	4	0	4	0	0	0	0	0	0	833
27-Jun-12	0	0	0	141	134	275	202	279	481	20	0	20	66	18	84	5	10	15	0	0	0	875
28-Jun-12	0	0	0	0	7	7	1	33	34	38	9	47	258	180	438	154	217	371	0	0	0	897
29-Jun-12	2	0	2	0	11	11	1	4	5	0	0	0	291	213	504	164	224	388	0	0	0	910
30-Jun-12	1	0	1	10	48	58	34	56	90	38	0	38	210	132	342	70	106	176	0	0	0	705
Total	31	0	31	1713	2270	3983	2615	3610	6225	552	334	886	5393	3212	8605	2064	2911	4975	0	0	0	24705

## Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-12	0	0	0	0	82	82	0	15	15	16	0	16	232	105	337	76	122	198	0	0	0	648
02-Jun-12	0	0	0	89	59	148	170	198	368	0	0	0	4	0	4	0	0	0	0	0	0	520
03-Jun-12	0	0	0	76	59	135	134	183	317	23	0	23	38	23	61	11	25	36	0	0	0	572
04-Jun-12	0	0	0	0	56	56	0	4	4	0	0	0	244	114	358	70	138	208	0	0	0	626
05-Jun-12	0	0	0	48	35	83	83	113	196	20	13	33	110	60	170	37	75	112	0	0	0	594
06-Jun-12	0	0	0	94	73	167	172	234	406	35	0	35	1	0	1	0	0	0	0	0	0	609
07-Jun-12	0	0	0	78	73	151	136	250	386	103	0	103	6	0	6	0	0	0	0	0	0	646
08-Jun-12	0	0	0	55	63	118	90	121	211	1	13	14	131	61	192	48	70	118	0	0	0	653
09-Jun-12	0	0	0	0	91	91	0	3	3	0	11	11	232	91	323	30	56	86	0	0	0	514
10-Jun-12	0	0	0	73	61	134	156	194	350	1	1	2	24	5	29	5	6	11	0	0	0	526
11-Jun-12	0	0	0	83	80	163	219	219	438	0	1	1	2	0	2	0	0	0	0	0	0	604
12-Jun-12	10	0	10	86	78	164	207	225	432	0	0	0	4	0	4	0	0	0	0	0	0	610
13-Jun-12	0	0	0	95	77	172	168	230	398	30	0	30	6	0	6	0	0	0	0	0	0	606
14-Jun-12	0	0	0	0	30	30	0	5	5	0	0	0	243	107	350	80	173	253	0	0	0	638
15-Jun-12	0	0	0	0	15	15	0	3	3	0	0	0	236	116	352	88	191	279	0	0	0	649
16-Jun-12	0	0	0	0	4	4	0	0	0	0	12	12	178	105	283	83	131	214	0	0	0	513
17-Jun-12	0	0	0	0	9	9	0	0	0	36	73	109	186	97	283	60	109	169	0	0	0	570
18-Jun-12	0	0	0	25	110	135	51	45	96	0	0	0	201	89	290	40	71	111	0	0	0	632
19-Jun-12	0	0	0	38	42	80	65	101	166	48	27	75	113	60	173	40	75	115	0	0	0	609
20-Jun-12	1	0	1	0	45	45	0	8	8	0	8	8	229	108	337	76	146	222	0	0	0	621
21-Jun-12	1	0	1	0	0	0	0	5	5	1	11	12	236	114	350	92	196	288	0	0	0	656
22-Jun-12	0	0	0	0	0	0	0	3	3	0	35	35	220	114	334	101	174	275	0	0	0	647
23-Jun-12	0	0	0	0	160	160	0	1	1	3	0	3	268	84	352	13	28	41	0	0	0	557
24-Jun-12	0	0	0	0	92	92	0	0	0	1	11	12	243	111	354	46	89	135	0	0	0	593
25-Jun-12	0	0	0	18	73	91	39	62	101	33	14	47	177	89	266	55	83	138	0	0	0	643
26-Jun-12	0	0	0	102	69	171	201	229	430	0	0	0	3	0	3	0	0	0	0	0	0	604
27-Jun-12	0	0	0	87	90	177	153	202	355	13	0	13	57	16	73	4	10	14	0	0	0	632
28-Jun-12	0	0	0	0	5	5	1	28	29	34	4	38	207	110	317	88	178	266	0	0	0	655
29-Jun-12	0	0	0	0	9	9	0	3	3	0	0	0	230	127	357	100	188	288	0	0	0	657
30-Jun-12	1	0	1	10	43	53	31	46	77	29	0	29	164	92	256	43	91	134	0	0	0	550
Total	13	0	13	1057	1683	2740	2076	2730	4806	427	234	661	4225	1998	6223	1286	2425	3711	0	0	0	18154



## Runway Movement Summary – Non Jet Aircraft Only <sup>1</sup>

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-12	1	0	1	0	12	12	0	5	5	3	1	4	77	81	158	48	26	74	0	0	0	254
02-Jun-12	0	0	0	32	22	54	49	46	95	0	0	0	2	0	2	0	0	0	0	0	0	151
03-Jun-12	0	0	0	41	29	70	33	57	90	2	2	4	4	6	10	3	4	7	0	0	0	181
04-Jun-12	0	0	0	0	12	12	0	1	1	0	2	2	69	67	136	38	26	64	0	0	0	215
05-Jun-12	0	0	0	28	21	49	16	38	54	14	3	17	24	31	55	33	21	54	0	0	0	229
06-Jun-12	0	0	0	60	44	104	55	77	132	5	1	6	0	0	0	0	0	0	0	0	0	242
07-Jun-12	0	0	0	47	45	92	44	77	121	31	2	33	3	0	3	0	0	0	0	0	0	249
08-Jun-12	0	0	0	33	27	60	31	47	78	0	1	1	37	34	71	26	15	41	0	0	0	251
09-Jun-12	0	0	0	0	13	13	0	1	1	0	0	0	66	41	107	19	13	32	0	0	0	153
10-Jun-12	0	0	0	35	27	62	26	49	75	4	0	4	1	0	1	0	0	0	0	0	0	142
11-Jun-12	0	0	0	65	39	104	35	71	106	1	1	2	1	0	1	0	0	0	0	0	0	213
12-Jun-12	8	0	8	70	43	113	43	79	122	0	1	1	0	0	0	0	0	0	0	0	0	244
13-Jun-12	0	0	0	68	42	110	53	82	135	4	1	5	1	0	1	0	0	0	0	0	0	251
14-Jun-12	1	0	1	0	2	2	1	1	2	0	0	0	65	81	146	54	38	92	0	0	0	243
15-Jun-12	1	0	1	0	0	0	0	0	0	0	2	2	70	82	152	58	41	99	0	0	0	254
16-Jun-12	1	0	1	0	0	0	3	1	4	0	5	5	50	45	95	33	21	54	0	0	0	159
17-Jun-12	0	0	0	0	2	2	1	1	2	21	34	55	34	47	81	28	20	48	0	0	0	188
18-Jun-12	0	0	0	19	25	44	12	19	31	0	3	3	66	61	127	25	11	36	0	0	0	241
19-Jun-12	0	0	0	26	23	49	20	37	57	13	16	29	28	32	60	31	14	45	0	0	0	240
20-Jun-12	0	0	0	0	7	7	0	1	1	1	0	1	76	82	158	45	32	77	0	0	0	244
21-Jun-12	1	0	1	0	0	0	0	3	3	0	1	1	68	81	149	54	40	94	0	0	0	248
22-Jun-12	1	0	1	0	0	0	1	0	1	0	15	15	62	69	131	65	39	104	0	0	0	252
23-Jun-12	1	0	1	0	16	16	0	0	0	0	3	3	70	43	113	9	6	15	0	0	0	148
24-Jun-12	0	0	0	0	19	19	2	0	2	0	0	0	63	71	134	23	13	36	0	0	0	191
25-Jun-12	1	0	1	13	23	36	11	23	34	6	0	6	63	62	125	28	16	44	0	0	0	246
26-Jun-12	0	0	0	65	41	106	50	71	121	0	1	1	1	0	1	0	0	0	0	0	0	229
27-Jun-12	0	0	0	54	44	98	49	77	126	7	0	7	9	2	11	1	0	1	0	0	0	243
28-Jun-12	0	0	0	0	2	2	0	5	5	4	5	9	51	70	121	66	39	105	0	0	0	242
29-Jun-12	2	0	2	0	2	2	1	1	2	0	0	0	61	86	147	64	36	100	0	0	0	253
30-Jun-12	0	0	0	0	5	5	3	10	13	9	0	9	46	40	86	27	15	42	0	0	0	155
<b>Total</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>656</b>	<b>587</b>	<b>1243</b>	<b>539</b>	<b>880</b>	<b>1419</b>	<b>125</b>	<b>100</b>	<b>225</b>	<b>1168</b>	<b>1214</b>	<b>2382</b>	<b>778</b>	<b>486</b>	<b>1264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6551</b>

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

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

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-12	2	2	0	4	2	5	39	67	70	69	65	49	48	42	50	48	59	62	69	60	44	30	15	1	902
02-Jun-12	1	1	0	2	0	4	36	50	66	54	56	53	41	37	44	36	40	37	36	28	22	18	8	1	671
03-Jun-12	0	0	0	1	0	4	28	33	48	43	49	46	39	35	53	51	44	57	69	62	48	29	13	1	753
04-Jun-12	0	0	1	0	0	4	37	52	61	70	66	61	47	39	45	51	49	53	64	53	33	26	25	4	841
05-Jun-12	1	1	3	3	0	3	41	67	75	59	59	56	41	41	49	35	37	48	48	47	47	31	28	3	823
06-Jun-12	2	0	0	1	1	0	38	61	63	62	60	55	50	43	54	48	49	54	63	56	31	31	25	4	851
07-Jun-12	3	0	3	3	0	4	41	67	73	59	64	55	44	39	48	53	48	61	66	63	41	28	26	6	895
08-Jun-12	3	0	2	3	0	3	41	62	73	65	61	60	48	46	51	55	49	68	60	62	45	30	17	0	904
09-Jun-12	3	0	0	0	0	4	37	52	58	54	53	47	47	40	45	43	41	32	39	28	21	15	8	0	667
10-Jun-12	0	2	0	1	0	2	33	32	42	41	45	40	44	32	51	42	42	45	40	51	37	25	20	1	668
11-Jun-12	1	0	0	2	1	3	35	51	52	53	56	59	51	40	51	47	50	58	62	64	39	25	14	3	817
12-Jun-12	2	0	0	1	1	2	40	64	72	59	65	58	45	40	50	49	51	55	62	57	31	26	21	3	854
13-Jun-12	2	1	2	3	1	2	38	62	64	72	54	59	44	48	48	46	49	56	69	53	32	27	21	4	857
14-Jun-12	1	0	2	3	0	3	42	66	64	63	55	61	46	35	50	51	55	63	67	54	39	33	24	4	881
15-Jun-12	1	0	1	3	0	3	44	68	74	59	64	59	44	40	53	53	58	66	68	59	41	34	10	1	903
16-Jun-12	0	1	2	1	0	4	36	50	64	51	58	46	48	36	46	39	35	31	42	31	18	17	13	3	672
17-Jun-12	0	0	1	2	1	3	31	37	42	49	50	45	41	38	48	48	52	57	64	62	40	29	17	1	758
18-Jun-12	2	0	0	1	0	4	42	68	71	64	64	57	52	40	53	46	48	67	66	48	34	20	21	5	873
19-Jun-12	2	2	1	3	0	4	43	63	75	58	60	56	45	37	51	48	46	61	63	48	35	25	20	3	849
20-Jun-12	1	0	2	2	1	4	34	66	64	62	53	56	52	43	55	44	56	59	77	52	31	26	20	5	865
21-Jun-12	2	1	3	2	0	4	41	73	65	59	55	56	51	40	48	46	51	62	74	61	42	33	30	5	904
22-Jun-12	2	1	1	4	2	3	44	59	74	56	68	59	48	45	49	52	49	60	66	64	43	29	19	2	899
23-Jun-12	0	0	1	0	0	5	34	41	64	59	57	47	50	44	44	47	36	39	46	32	26	21	11	1	705
24-Jun-12	0	2	1	0	0	3	28	34	48	53	50	46	45	39	52	53	50	62	67	62	43	28	17	1	784
25-Jun-12	1	0	1	1	0	4	45	65	75	66	66	57	46	43	49	58	49	57	66	53	25	32	28	2	889
26-Jun-12	3	2	1	3	1	0	44	65	50	57	61	58	44	41	47	42	47	55	66	57	34	26	26	3	833
27-Jun-12	3	0	2	2	0	3	40	60	66	62	62	60	41	41	52	52	50	62	69	57	33	31	23	4	875
28-Jun-12	3	1	2	4	0	4	37	62	67	61	55	62	47	40	52	50	52	60	68	57	48	36	25	4	897
29-Jun-12	4	0	3	1	1	3	44	61	68	63	61	59	47	48	55	48	58	63	68	61	42	34	18	0	910
30-Jun-12	2	0	1	1	1	4	34	53	66	54	59	53	44	37	49	40	36	35	48	36	19	22	11	0	705
<b>Total</b>	<b>47</b>	<b>17</b>	<b>36</b>	<b>57</b>	<b>13</b>	<b>98</b>	<b>1147</b>	<b>1711</b>	<b>1914</b>	<b>1756</b>	<b>1751</b>	<b>1635</b>	<b>1380</b>	<b>1209</b>	<b>1492</b>	<b>1421</b>	<b>1436</b>	<b>1645</b>	<b>1832</b>	<b>1578</b>	<b>1064</b>	<b>817</b>	<b>574</b>	<b>75</b>	<b>24705</b>
<b>Avg.</b>	<b>1.57</b>	<b>0.57</b>	<b>1.20</b>	<b>1.90</b>	<b>0.43</b>	<b>3.27</b>	<b>38.23</b>	<b>57.03</b>	<b>63.80</b>	<b>58.53</b>	<b>58.37</b>	<b>54.50</b>	<b>46.00</b>	<b>40.30</b>	<b>49.73</b>	<b>47.37</b>	<b>47.87</b>	<b>54.83</b>	<b>61.07</b>	<b>52.60</b>	<b>35.47</b>	<b>27.23</b>	<b>19.13</b>	<b>2.50</b>	<b>823.50</b>

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

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

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-12	1	2	0	2	0	4	20	39	41	30	26	26	19	20	25	19	29	33	37	30	23	17	10	0	453
02-Jun-12	1	0	0	2	0	4	24	31	30	21	24	29	16	19	25	16	21	22	20	17	13	8	3	0	346
03-Jun-12	0	0	0	1	0	4	18	18	19	20	19	19	12	16	27	21	21	34	35	30	25	16	9	1	365
04-Jun-12	0	0	1	0	0	4	18	26	38	37	30	27	17	17	23	24	22	31	32	26	17	17	13	1	421
05-Jun-12	1	0	3	1	0	3	23	35	38	26	29	29	16	18	25	14	19	25	26	25	28	18	11	0	413
06-Jun-12	0	0	0	1	1	0	22	28	33	32	28	29	21	17	28	18	24	29	31	30	15	21	13	1	422
07-Jun-12	1	0	2	1	0	4	20	36	40	26	30	29	15	20	26	20	26	37	31	27	23	18	14	2	448
08-Jun-12	1	0	2	1	0	3	21	36	41	25	27	32	17	24	25	18	25	39	30	32	22	19	12	0	452
09-Jun-12	1	0	0	0	0	4	25	33	29	18	22	24	20	20	24	26	19	21	18	18	14	7	4	0	347
10-Jun-12	0	2	0	0	0	2	23	15	19	16	17	16	16	13	25	19	21	23	24	25	20	17	11	1	325
11-Jun-12	0	0	0	1	0	3	22	26	25	23	27	30	20	17	26	18	26	31	35	31	19	14	10	2	406
12-Jun-12	1	0	0	1	0	2	21	33	38	30	28	33	17	17	28	20	24	30	34	27	14	18	11	1	428
13-Jun-12	0	1	2	1	0	2	17	34	33	36	25	31	19	18	24	20	26	30	35	27	15	17	11	1	425
14-Jun-12	0	0	2	1	0	3	21	38	31	29	29	33	14	16	30	20	28	35	33	22	23	22	13	1	444
15-Jun-12	0	0	1	1	0	3	23	41	39	24	25	35	17	17	27	22	26	36	35	31	23	19	8	0	453
16-Jun-12	0	1	2	0	0	4	24	34	30	18	26	27	16	15	24	23	16	22	22	18	7	12	6	1	348
17-Jun-12	0	0	1	2	0	3	22	18	19	20	18	21	11	19	26	19	25	29	37	28	19	14	14	1	366
18-Jun-12	1	0	0	1	0	4	24	39	35	28	30	25	22	20	25	20	23	40	34	27	17	11	12	1	439
19-Jun-12	0	2	1	1	0	4	24	35	36	25	28	34	16	14	28	20	20	34	30	24	20	15	10	1	422
20-Jun-12	0	0	2	0	1	4	16	37	27	31	25	30	23	19	28	17	28	35	38	25	14	16	10	2	428
21-Jun-12	0	1	3	0	0	4	22	40	29	29	26	34	17	17	24	22	23	37	37	27	25	19	16	1	453
22-Jun-12	1	0	1	2	1	3	23	36	41	25	27	32	18	21	26	20	21	35	36	26	22	15	16	2	450
23-Jun-12	0	0	1	0	0	5	21	23	35	28	22	24	21	20	22	24	20	23	25	16	17	11	6	0	364
24-Jun-12	0	2	1	0	0	3	16	19	22	24	21	20	15	15	25	21	24	37	32	31	23	13	13	1	378
25-Jun-12	0	0	0	1	0	4	25	36	39	33	29	32	18	18	22	24	25	36	32	23	10	20	17	0	444
26-Jun-12	1	1	1	1	0	0	26	35	30	29	27	33	14	18	24	16	21	32	33	28	20	17	14	1	422
27-Jun-12	1	0	2	1	0	3	21	32	30	35	28	27	18	20	27	19	24	37	32	26	18	20	11	2	434
28-Jun-12	2	1	1	1	0	4	19	35	37	21	27	34	19	17	28	20	27	33	35	28	29	18	14	1	451
29-Jun-12	2	0	2	0	1	3	24	36	34	31	26	30	18	24	29	17	28	33	35	29	20	24	12	0	458
30-Jun-12	1	0	0	0	1	4	21	35	30	23	27	26	16	22	23	18	19	22	25	20	14	9	7	0	363
Total	16	13	31	24	5	97	646	959	968	793	773	851	518	548	769	595	701	941	939	774	569	482	331	25	12368
Avg.	0.53	0.43	1.03	0.80	0.17	3.23	21.53	31.97	32.27	26.43	25.77	28.37	17.27	18.27	25.63	19.83	23.37	31.37	31.30	25.80	18.97	16.07	11.03	0.83	412.27

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

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

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-12	1	0	0	2	2	1	19	28	29	39	39	23	29	22	25	29	30	29	32	30	21	13	5	1	449
02-Jun-12	0	1	0	0	0	0	12	19	36	33	32	24	25	18	19	20	19	15	16	11	9	10	5	1	325
03-Jun-12	0	0	0	0	0	0	10	15	29	23	30	27	27	19	26	30	23	23	34	32	23	13	4	0	388
04-Jun-12	0	0	0	0	0	0	19	26	23	33	36	34	30	22	22	27	27	22	32	27	16	9	12	3	420
05-Jun-12	0	1	0	2	0	0	18	32	37	33	30	27	25	23	24	21	18	23	22	22	19	13	17	3	410
06-Jun-12	2	0	0	0	0	0	16	33	30	30	32	26	29	26	26	30	25	25	32	26	16	10	12	3	429
07-Jun-12	2	0	1	2	0	0	21	31	33	33	34	26	29	19	22	33	22	24	35	36	18	10	12	4	447
08-Jun-12	2	0	0	2	0	0	20	26	32	40	34	28	31	22	26	37	24	29	30	30	23	11	5	0	452
09-Jun-12	2	0	0	0	0	0	12	19	29	36	31	23	27	20	21	17	22	11	21	10	7	8	4	0	320
10-Jun-12	0	0	0	1	0	0	10	17	23	25	28	24	28	19	26	23	21	22	16	26	17	8	9	0	343
11-Jun-12	1	0	0	1	1	0	13	25	27	30	29	29	31	23	25	29	24	27	27	33	20	11	4	1	411
12-Jun-12	1	0	0	0	1	0	19	31	34	29	37	25	28	23	22	29	27	25	28	30	17	8	10	2	426
13-Jun-12	2	0	0	2	1	0	21	28	31	36	29	28	25	30	24	26	23	26	34	26	17	10	10	3	432
14-Jun-12	1	0	0	2	0	0	21	28	33	34	26	28	32	19	20	31	27	28	34	32	16	11	11	3	437
15-Jun-12	1	0	0	2	0	0	21	27	35	35	39	24	27	23	26	31	32	30	33	28	18	15	2	1	450
16-Jun-12	0	0	0	1	0	0	12	16	34	33	32	19	32	21	22	16	19	9	20	13	11	5	7	2	324
17-Jun-12	0	0	0	0	1	0	9	19	23	29	32	24	30	19	22	29	27	28	27	34	21	15	3	0	392
18-Jun-12	1	0	0	0	0	0	18	29	36	36	34	32	30	20	28	26	25	27	32	21	17	9	9	4	434
19-Jun-12	2	0	0	2	0	0	19	28	39	33	32	22	29	23	23	28	26	27	33	24	15	10	10	2	427
20-Jun-12	1	0	0	2	0	0	18	29	37	31	28	26	29	24	27	27	28	24	39	27	17	10	10	3	437
21-Jun-12	2	0	0	2	0	0	19	33	36	30	29	22	34	23	24	24	28	25	37	34	17	14	14	4	451
22-Jun-12	1	1	0	2	1	0	21	23	33	31	41	27	30	24	23	32	28	25	30	38	21	14	3	0	449
23-Jun-12	0	0	0	0	0	0	13	18	29	31	35	23	29	24	22	23	16	16	21	16	9	10	5	1	341
24-Jun-12	0	0	0	0	0	0	12	15	26	29	29	26	30	24	27	32	26	25	35	31	20	15	4	0	406
25-Jun-12	1	0	1	0	0	0	20	29	36	33	37	25	28	25	27	34	24	21	34	30	15	12	11	2	445
26-Jun-12	2	1	0	2	1	0	18	30	20	28	34	25	30	23	23	26	26	23	33	29	14	9	12	2	411
27-Jun-12	2	0	0	1	0	0	19	28	36	27	34	33	23	21	25	33	26	25	37	31	15	11	12	2	441
28-Jun-12	1	0	1	3	0	0	18	27	30	40	28	28	28	23	24	30	25	27	33	29	19	18	11	3	446
29-Jun-12	2	0	1	1	0	0	20	25	34	32	35	29	29	24	26	31	30	30	33	32	22	10	6	0	452
30-Jun-12	1	0	1	1	0	0	13	18	36	31	32	27	28	15	26	22	17	13	23	16	5	13	4	0	342
Total	31	4	5	33	8	1	501	752	946	963	978	784	862	661	723	826	735	704	893	804	495	335	243	50	12337
Avg.	1.03	0.13	0.17	1.10	0.27	0.03	16.70	25.07	31.53	32.10	32.60	26.13	28.73	22.03	24.10	27.53	24.50	23.47	29.77	26.80	16.50	11.17	8.10	1.67	411.23

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

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

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Jun-12	07:00	00:20	05:08	01:08	-	-	10:21	-	-	-	-	-	-
02-Jun-12	07:00	00:36	-	-	-	-	-	16:22	-	-	-	-	-
03-Jun-12	07:00	00:42	-	01:33	-	-	02:34	12:09	-	-	-	-	-
04-Jun-12	07:00	-	04:33	-	-	-	12:26	-	-	-	-	-	-
05-Jun-12	07:00	00:10	-	01:37	00:39	-	06:20	08:11	-	-	-	-	-
06-Jun-12	07:00	00:13	-	01:59	-	-	-	14:46	-	-	-	-	-
07-Jun-12	07:00	00:22	-	06:30	-	-	-	10:05	-	-	-	-	-
08-Jun-12	07:00	00:29	02:24	-	00:54	-	05:14	07:56	-	-	-	-	-
09-Jun-12	07:00	01:04	09:56	-	00:58	-	05:00	-	-	-	-	-	-
10-Jun-12	07:00	00:05	-	00:07	-	-	01:13	15:32	-	-	-	-	-
11-Jun-12	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
12-Jun-12	07:00	00:21	-	-	-	-	-	15:34	-	-	01:03	-	-
13-Jun-12	07:00	00:24	-	02:14	-	-	-	14:20	-	-	-	-	-
14-Jun-12	07:00	00:20	02:57	-	-	-	13:41	-	-	-	-	-	-
15-Jun-12	07:00	00:33	00:50	-	-	-	15:35	-	-	-	-	-	-
16-Jun-12	07:00	00:19	00:23	-	02:32	-	13:43	-	-	-	-	-	-
17-Jun-12	07:00	00:29	01:36	-	03:11	-	09:12	-	-	02:30	-	-	-
18-Jun-12	07:00	00:18	08:14	-	-	-	05:10	03:16	-	-	-	-	-
19-Jun-12	07:00	00:27	01:13	02:06	00:36	-	05:23	05:40	-	01:30	-	-	-
20-Jun-12	07:00	00:27	03:28	-	01:10	-	11:52	-	-	-	-	-	-
21-Jun-12	07:00	-	-	-	00:47	-	16:12	-	-	-	-	-	-
22-Jun-12	07:00	00:30	-	-	03:09	-	13:19	-	-	-	-	-	-
23-Jun-12	07:00	00:41	14:12	-	-	-	02:05	-	-	-	-	-	-
24-Jun-12	07:00	00:43	07:22	-	00:58	-	07:54	-	-	-	-	-	-
25-Jun-12	07:00	00:08	04:22	02:01	00:53	-	06:43	02:50	-	-	-	-	-
26-Jun-12	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
27-Jun-12	07:00	00:20	02:14	01:18	-	-	00:59	12:06	-	-	-	-	-
28-Jun-12	07:00	00:10	-	02:02	00:38	-	14:07	-	-	-	-	-	-
29-Jun-12	07:00	00:28	00:57	-	-	-	15:33	-	-	-	-	-	-
30-Jun-12	07:00	00:37	03:05	01:34	-	-	08:41	03:00	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>12:05</b>	<b>73:03</b>	<b>24:15</b>	<b>16:32</b>	<b>00:00</b>	<b>203:26</b>	<b>175:29</b>	<b>00:00</b>	<b>4:01</b>	<b>1:03</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.37%</b>	<b>14.33%</b>	<b>4.76%</b>	<b>3.24%</b>	<b>0.00%</b>	<b>39.89%</b>	<b>34.41%</b>	<b>0.00%</b>	<b>0.79%</b>	<b>0.21%</b>	<b>0.00%</b>	<b>0.00%</b>

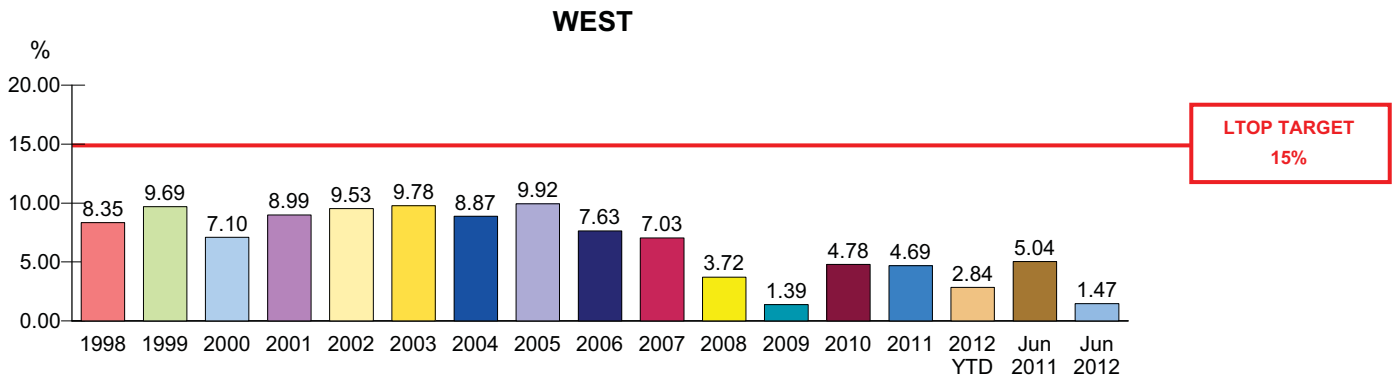
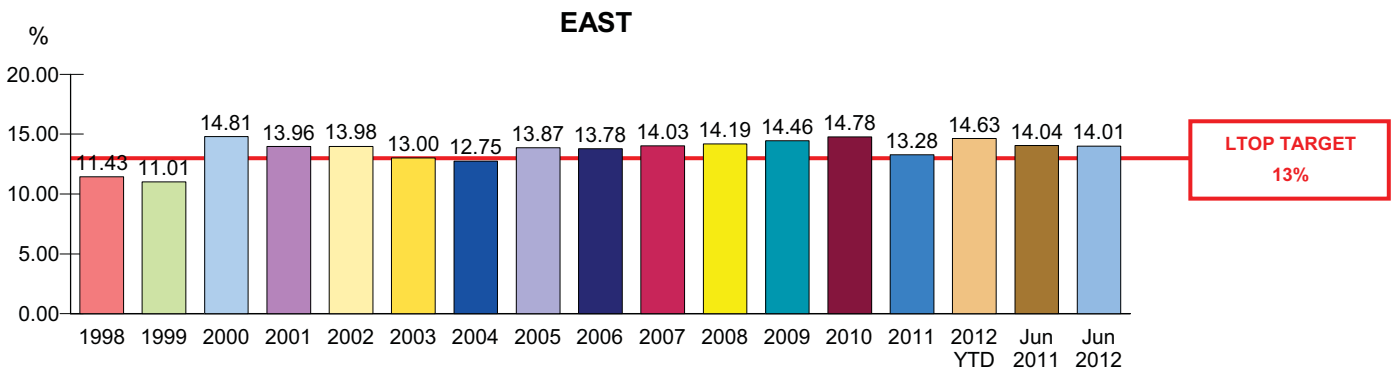
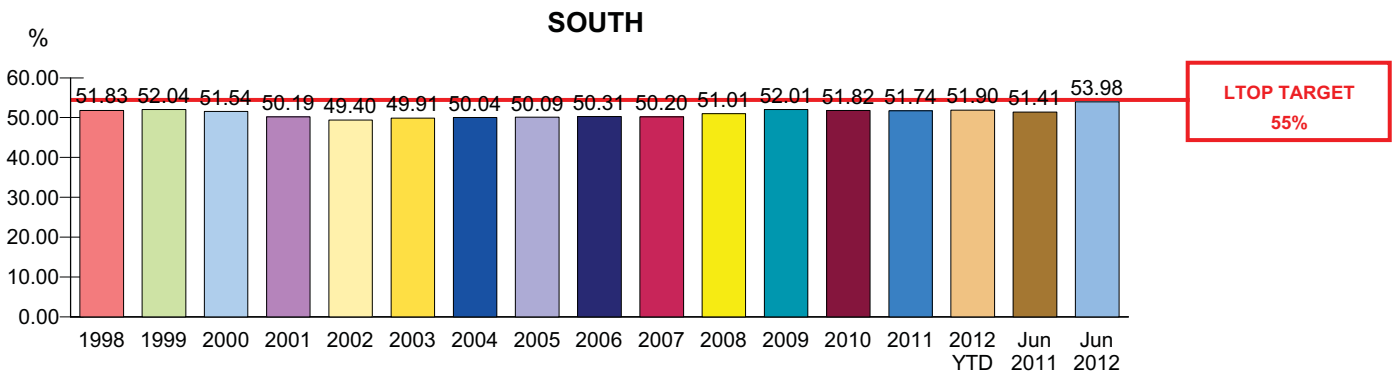
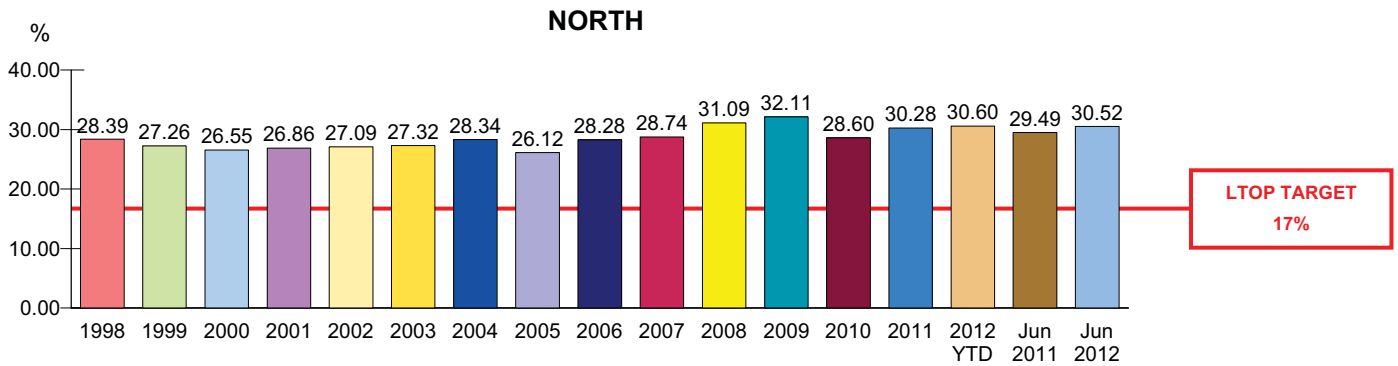
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

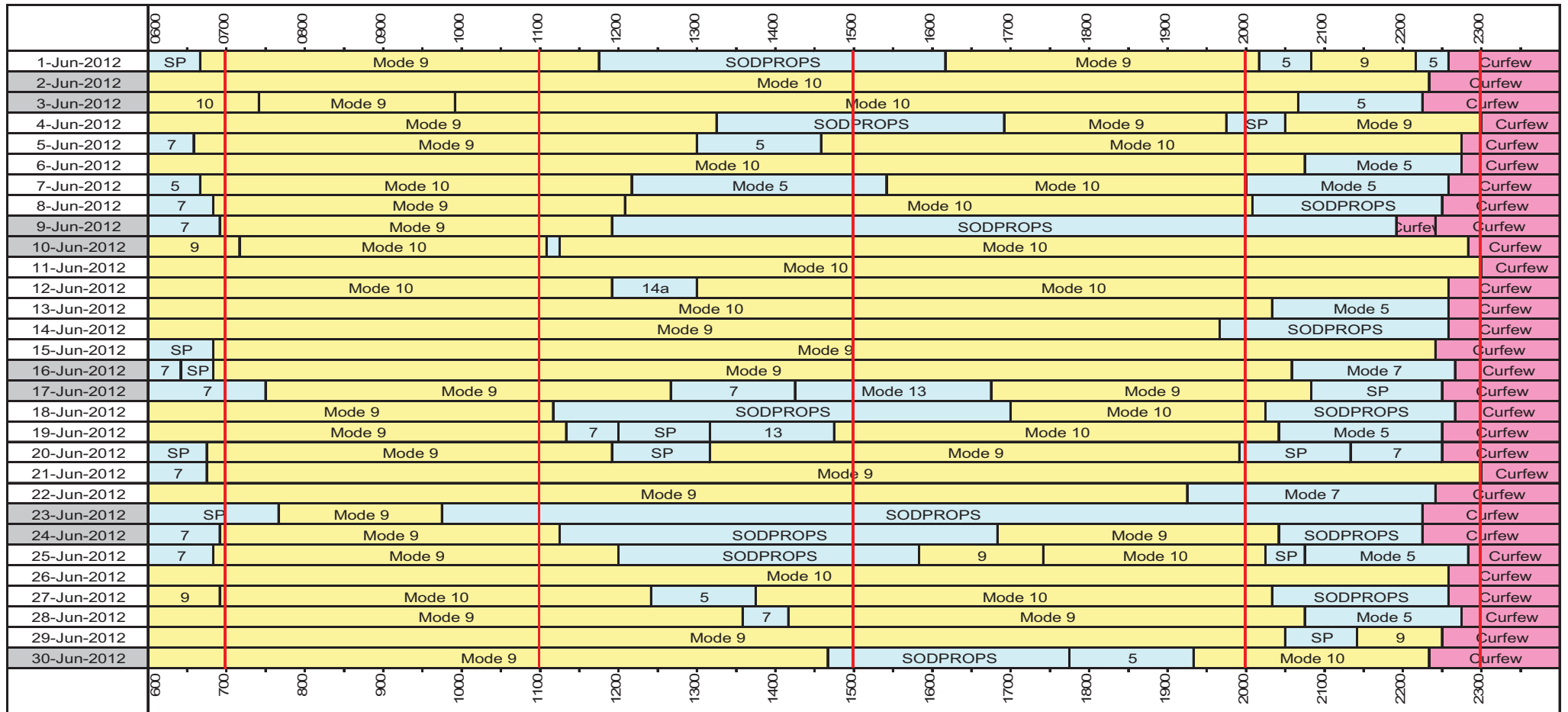
<b>Time</b>	<b>2.19%</b>	<b>7.55%</b>	<b>7.05%</b>	<b>1.37%</b>	<b>0.00%</b>	<b>40.51%</b>	<b>35.50%</b>	<b>0.00%</b>	<b>1.24%</b>	<b>4.57%</b>	<b>0.00%</b>	<b>0.02%</b>
<b>Movements</b>	<b>0.40%</b>	<b>5.91%</b>	<b>5.47%</b>	<b>1.01%</b>	<b>0.00%</b>	<b>43.64%</b>	<b>38.76%</b>	<b>0.00%</b>	<b>1.15%</b>	<b>3.65%</b>	<b>0.00%</b>	<b>0.01%</b>

## Runway End Impact to 30 June 2012

Includes comparisons with annual figures for 1998 to 2011, 2012 Year to Date, current month this year and corresponding month last year.



## Sydney Airport - Daily Mode Usage



**Weekend**

**Curfew Mode** CURFEW: Dep 16R Arr 34L

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

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

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **June 2012**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
12/06/2012	6:53	9:17	2:24
27/06/2012	7:13	7:14	0:01

### 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
12/06/2012	83	35	48
27/06/2012	1	1	0

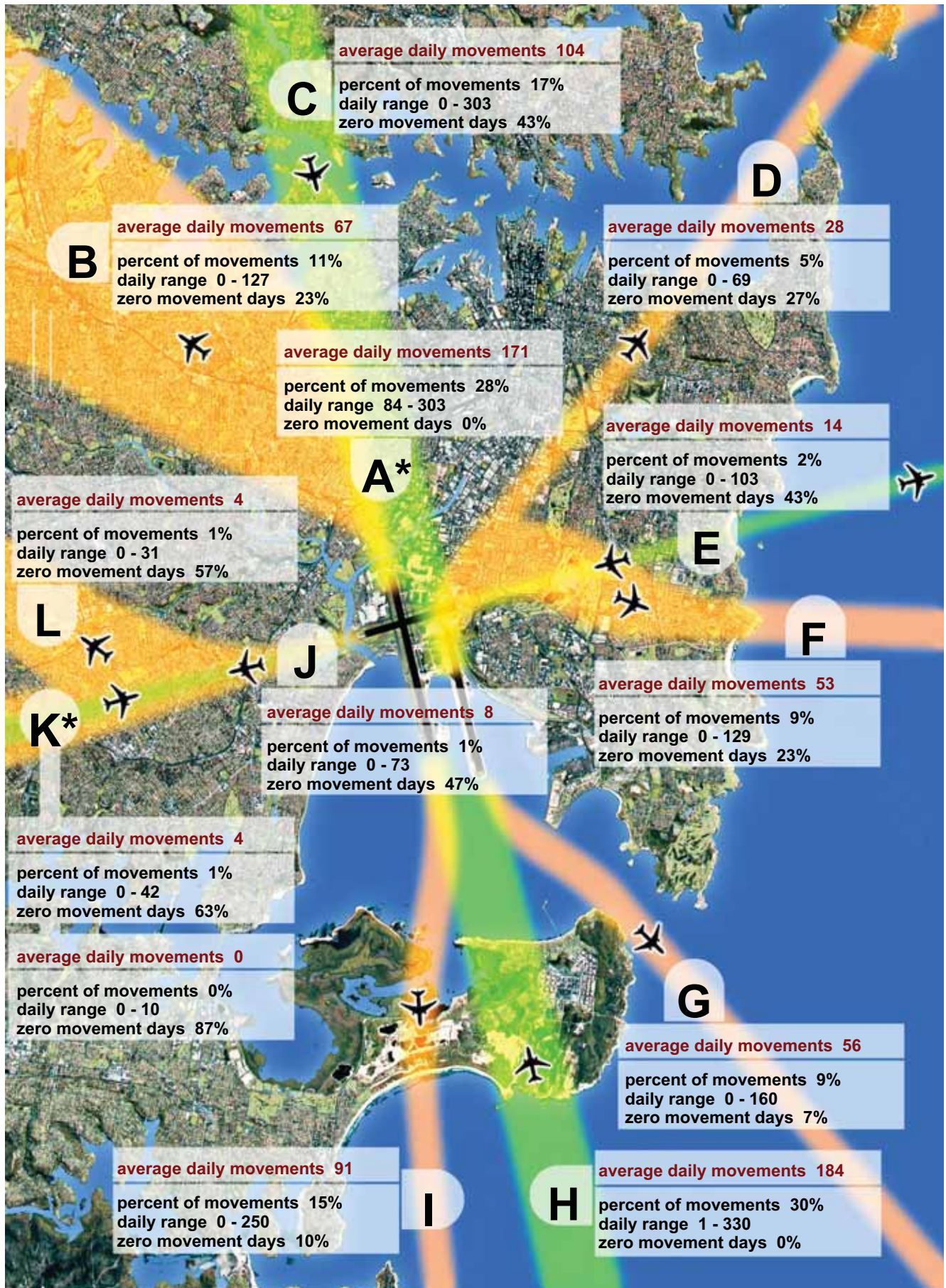


## **Noise Complaints & Information Service**

The Noise Complaints & Information Service is a function of Airservices Australia located at Sydney Airport. Information on noise complaints will be published as a separate report on Airservices Australia website.

# Sydney Airport : Jet Flight Path Movements

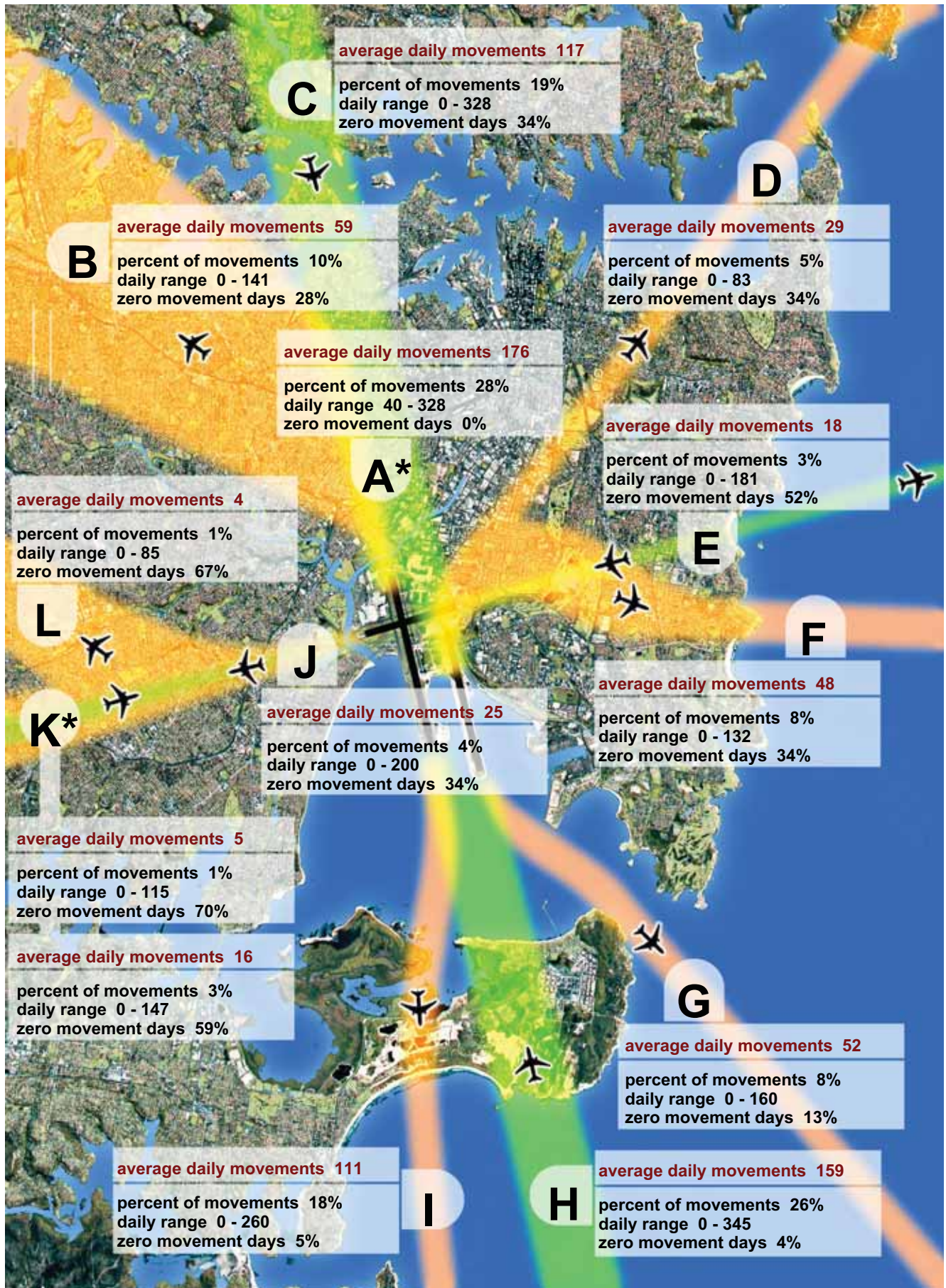
1 June 2012 to 30 June 2012, All Jets



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

# Sydney Airport : Jet Flight Path Movements

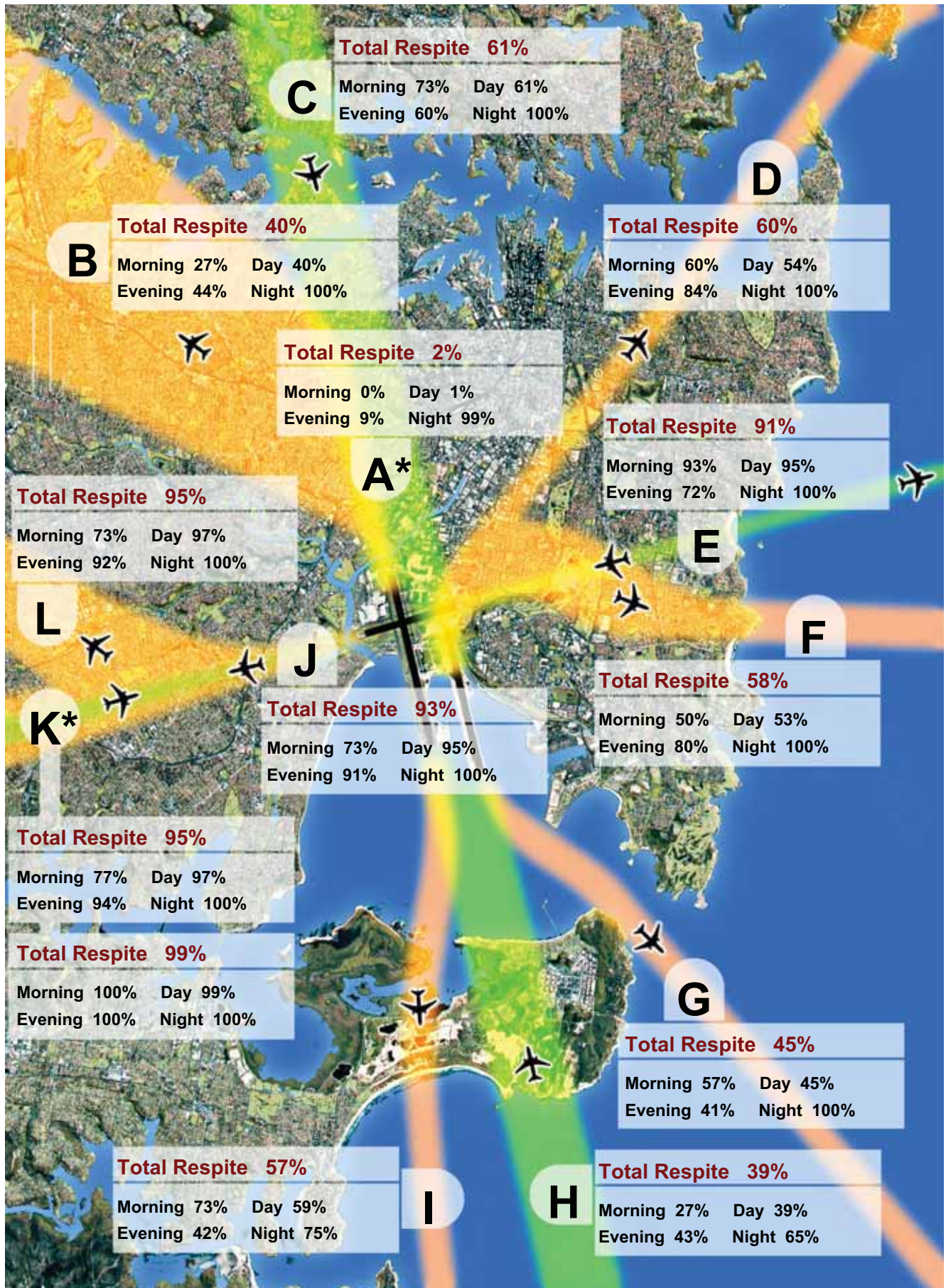
1 July 2011 to 30 June 2012, All Jets



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

# Sydney Airport : Jet Aircraft Respite (R60)

1 June 2012 to 30 June 2012, All Jets



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

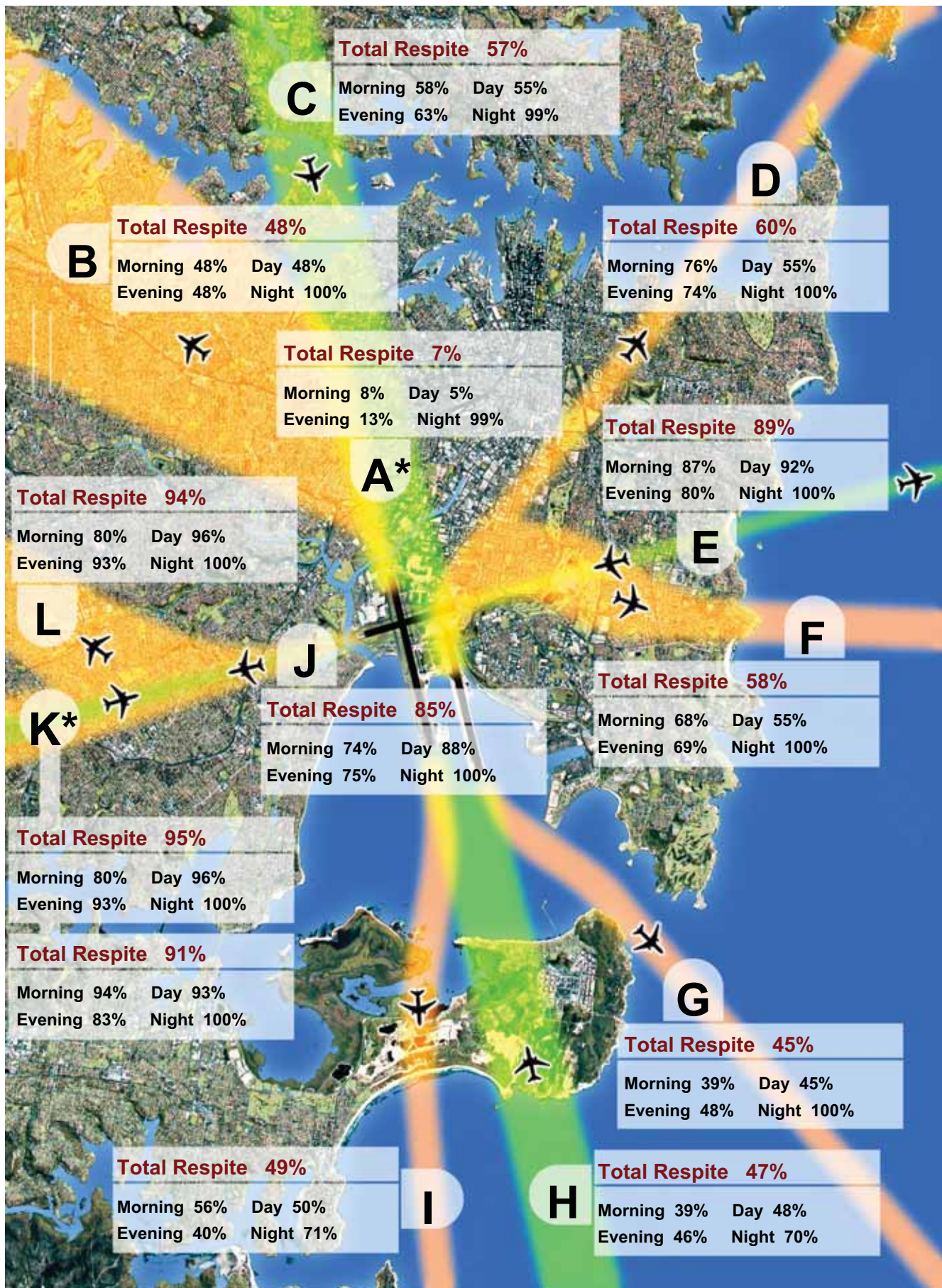
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 July 2011 to 30 June 2012, All Jets



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

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

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

Total Respite: 06:00 to 23:00

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

### July 2011 to June 2012

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="#">November 2011</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 2011</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">November 2011</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 2012</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="#">November 2011</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="#">November 2011</a> and <a href="#">Mode 7</a> was in <a href="#">July 2011</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2011</a> , <a href="#">Mode 14A</a> in <a href="#">October 2011</a> & <a href="#">Mode 8</a> has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period July 2011 to June 2012, 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 60%**. This means that over the period **July 2011 to June 2012 for 60%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### Notes

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

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for June 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 2012



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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during June 2012 along with the Daily N70 values for the three months up to and including June are given in Table 1.

<i>Location</i>	<i>CNE Jun</i>	<i>Operational Days Jun</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Threshold rwy 34</i>	<i>10,800</i>	<i>29.9</i>	<i>353</i>	<i>350</i>	<i>353</i>
<i>Penshurst</i>	<i>564</i>	<i>29.9</i>	<i>6</i>	<i>8</i>	<i>10</i>
<i>Bexley</i>	<i>567</i>	<i>29.9</i>	<i>10</i>	<i>15</i>	<i>14</i>
<i>Sydenham</i>	<i>5,011</i>	<i>29.9</i>	<i>166</i>	<i>149</i>	<i>164</i>
<i>Johnston St. Annandale</i>	<i>2,437</i>	<i>29.9</i>	<i>60</i>	<i>53</i>	<i>70</i>
<i>Church St. St Peters</i>	<i>3,340</i>	<i>29.9</i>	<i>81</i>	<i>93</i>	<i>107</i>
<i>Leichhardt PEMU 36</i>	<i>2,780</i>	<i>29.9</i>	<i>89</i>	<i>81</i>	<i>95</i>
<i>Eastlakes</i>	<i>2,130</i>	<i>29.9</i>	<i>66</i>	<i>98</i>	<i>81</i>
<i>Coogee</i>	<i>778</i>	<i>29.9</i>	<i>23</i>	<i>57</i>	<i>35</i>
<i>Kurnell</i>	<i>2,671</i>	<i>29.9</i>	<i>71</i>	<i>64</i>	<i>70</i>
<i>Croydon</i>	<i>646</i>	<i>29.9</i>	<i>16</i>	<i>15</i>	<i>17</i>
<i>Hunters Hill</i>	<i>4,296</i>	<i>29.9</i>	<i>63</i>	<i>54</i>	<i>66</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including June 2012.**

The N70 values for June 2012 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 18 PM 42 Day 275 Night 12 WE_D 304 WE_N 6	<b>Penshurst</b> AM 1 PM 1 Day 2 Night 0 WE_D 6 WE_N 0	<b>Bexley</b> AM 3 PM 2 Day 4 Night 0 WE_D 12 WE_N 0	<b>Eastlakes</b> AM 3 PM 15 Day 58 Night 0 WE_D 45 WE_N 0
<b>Coogee</b> AM 1 PM 12 Day 11 Night 0 WE_D 19 WE_N 0	<b>Sydenham</b> AM 8 PM 15 Day 151 Night 0 WE_D 149 WE_N 1	<b>Leichhardt PEMU36</b> AM 4 PM 8 Day 83 Night 1 WE_D 70 WE_N 1	<b>Kurnell</b> AM 3 PM 3 Day 73 Night 0 WE_D 51 WE_N 0
<b>Annandale</b> AM 1 PM 3 Day 62 Night 0 WE_D 44 WE_N 0	<b>St Peters</b> AM 2 PM 6 Day 73 Night 0 WE_D 80 WE_N 0	<b>Croydon</b> AM 1 PM 1 Day 13 Night 0 WE_D 19 WE_N 0	<b>Hunters Hill</b> AM 4 PM 5 Day 57 Night 0 WE_D 52 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.*