

# **Sydney Airport Operational Statistics**

March 2014

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**March 2014**

### **Total Runway Movements** (excluding helicopter operations) (refer pages 6-11)

There were a total of 26,976 aircraft movements this month (daily average 870.19). Last month there were a total of 23,957 movements (daily average 855.61) and for the same month last year there were a total of 26,919 movements (daily average 868.35).

### **Mode Utilisation** (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 9 on 17 days and Mode 10 on 11 days . Crossing runway modes (including Sodprops) were used for 12.68% 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 13)

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 31.54% - This result is above the LTOP target and below the previous month (33.65%)

South 50.93% - This result is below the LTOP target and below the previous month (51.19%)

East 15.99% - This result is above the LTOP target and above the previous month (12.74%)

West 1.55% - This result is below the LTOP target and below the previous month (2.43%)

### **16 Precision Runway Monitor (PRM) Operations** (refer page 15)

This procedure was used on 3, 4, 6, 13, 19, 20, 24, 26, and 31 of March for a total of 15 hours and 36 minutes (ATIS time).

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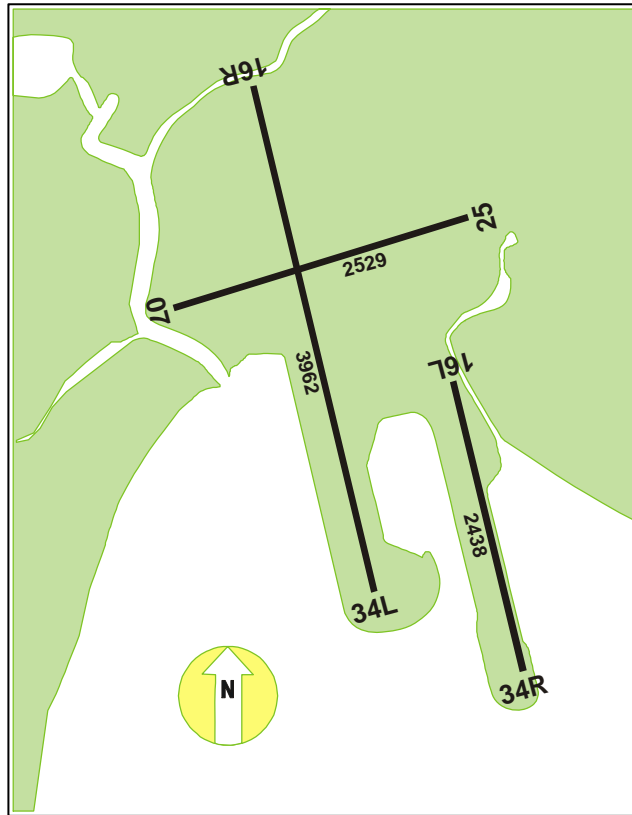
This report is available on the Internet at Airservices Australia website at

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

**click on** “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



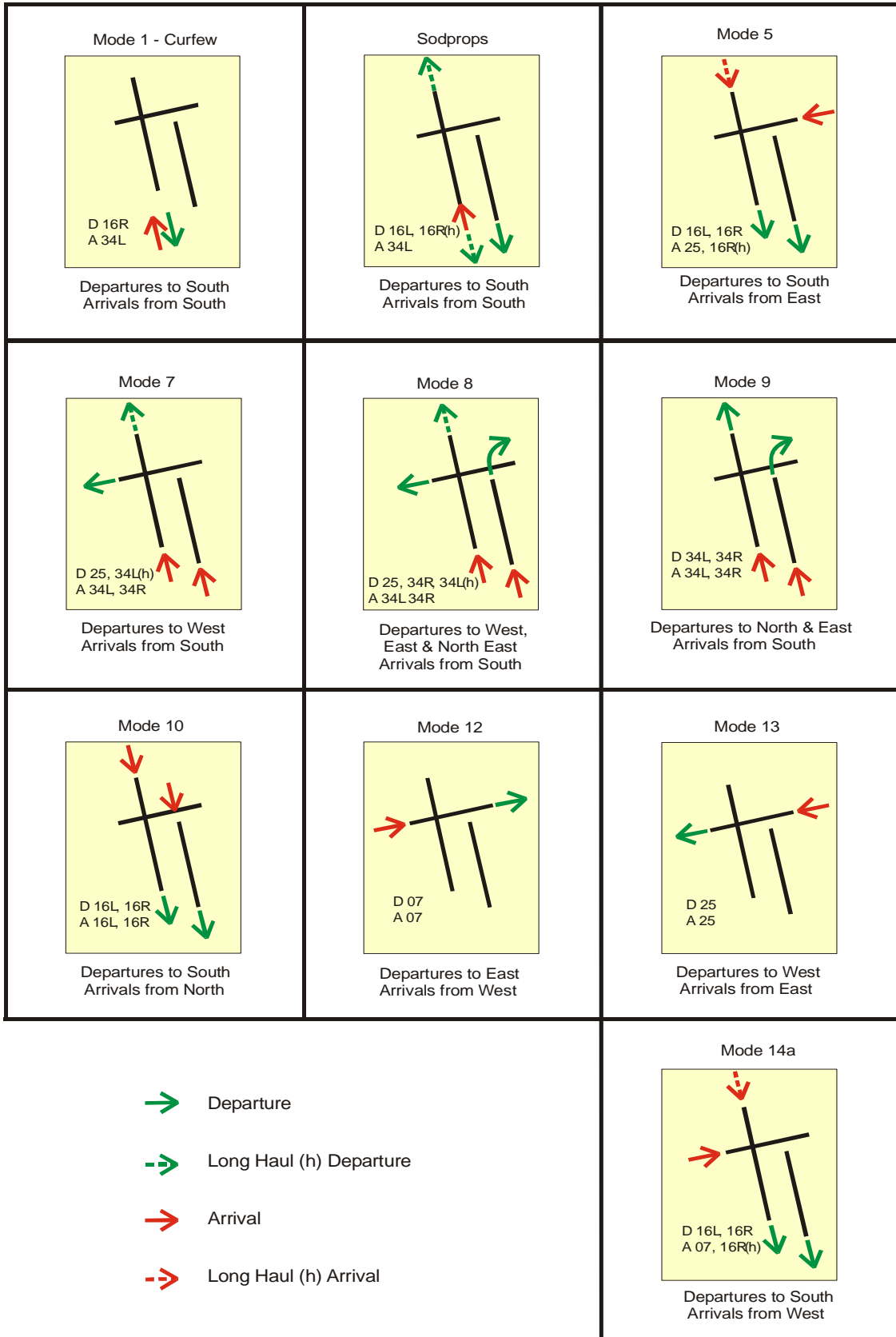
Runway numbers refer to the direction an aircraft is flying.

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)

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

Saturday and Sunday		
2300 to 0600	1.	<b>Curfew – Departures 16R / Arrivals 34L</b> (Mode 1)
0600 to 0700 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0600 To 0800 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>34L</b> (Shoulder Curfew). If traffic permits.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7)
	4.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
0700 to 2200 Saturday	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
0800 To 2200 Sunday	2.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A), <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8), <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7), <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	3.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
2200 to 2245	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 or traffic complexity requires a variation <b>or</b> weather conditions are not suitable.
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25</b> (Mode 5)
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07</b> (Mode 14A)
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R</b> (Mode 8)
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R</b> (Mode 7)
	7.	<b>34</b> (Mode 9) <b>or 16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) <b>or 25</b> (Mode 13)
2245 to 2300	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 or 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-Mar-2014	4	0	4	97	99	196	252	240	492	0	0	0	1	0	1	0	0	0	0	0	0	693
02-Mar-2014	0	0	0	139	150	289	233	258	491	26	1	27	1	0	1	0	1	1	0	0	0	809
03-Mar-2014	1	0	1	180	183	363	229	251	480	15	1	16	23	16	39	7	8	15	0	0	0	914
04-Mar-2014	1	0	1	138	107	245	129	178	307	0	0	0	131	67	198	43	87	130	0	0	0	881
05-Mar-2014	4	0	4	0	30	30	6	12	18	0	0	0	284	197	481	151	205	356	0	0	0	889
06-Mar-2014	1	0	1	183	191	374	257	286	543	38	0	38	6	0	6	0	0	0	0	0	0	962
07-Mar-2014	3	0	3	0	6	6	4	15	19	8	0	8	294	203	497	166	255	421	0	0	0	954
08-Mar-2014	17	0	17	0	6	6	2	15	17	0	1	1	260	177	437	84	146	230	0	0	0	708
09-Mar-2014	2	0	2	0	0	0	0	5	5	0	18	18	271	177	448	116	209	325	0	0	0	798
10-Mar-2014	2	0	2	0	11	11	0	2	2	0	0	0	277	207	484	165	230	395	0	0	0	894
11-Mar-2014	2	0	2	0	10	10	0	6	6	0	2	2	284	196	480	158	227	385	0	0	0	885
12-Mar-2014	2	0	2	62	104	166	85	133	218	42	0	42	189	120	309	75	98	173	0	0	0	910
13-Mar-2014	35	0	35	169	144	313	220	323	543	48	1	49	4	0	4	0	0	0	0	0	0	944
14-Mar-2014	1	0	1	0	11	11	0	6	6	0	0	0	295	214	509	182	254	436	0	0	0	963
15-Mar-2014	0	0	0	0	0	0	0	1	1	9	2	11	257	161	418	92	173	265	0	0	0	695
16-Mar-2014	0	0	0	23	35	58	38	49	87	50	22	72	207	151	358	79	166	245	0	0	0	820
17-Mar-2014	1	0	1	0	6	6	0	6	6	0	1	1	290	213	503	174	236	410	0	0	0	927
18-Mar-2014	0	0	0	0	11	11	0	12	12	0	0	0	292	194	486	155	230	385	0	0	0	894
19-Mar-2014	32	0	32	172	159	331	247	295	542	0	2	2	9	0	9	0	0	0	0	0	0	916
20-Mar-2014	37	0	37	122	98	220	164	249	413	0	0	0	111	52	163	42	75	117	0	0	0	950
21-Mar-2014	7	0	7	0	0	0	0	7	7	0	1	1	307	205	512	164	265	429	0	0	0	956
22-Mar-2014	0	0	0	11	15	26	33	38	71	6	0	6	187	142	329	117	141	258	0	0	0	690
23-Mar-2014	2	0	2	22	34	56	79	95	174	17	0	17	191	142	333	89	151	240	0	0	0	822
24-Mar-2014	1	0	1	196	146	342	253	306	559	2	1	3	3	0	3	0	0	0	0	0	0	908
25-Mar-2014	48	0	48	64	58	122	104	152	256	0	12	12	143	100	243	82	115	197	0	0	0	878
26-Mar-2014	2	0	2	50	35	85	70	89	159	0	0	0	218	156	374	110	181	291	0	0	0	911
27-Mar-2014	2	0	2	0	0	0	2	10	12	0	9	9	297	205	502	177	245	422	0	0	0	947
28-Mar-2014	0	0	0	0	11	11	3	4	7	1	84	85	297	176	473	178	204	382	0	0	0	958
29-Mar-2014	2	0	2	96	108	204	136	239	375	133	1	134	1	0	1	0	0	0	0	0	0	716
30-Mar-2014	30	0	30	142	137	279	212	284	496	16	6	22	10	1	11	0	0	0	0	0	0	838
31-Mar-2014	1	0	1	167	175	342	221	266	487	0	12	12	81	23	104	0	0	0	0	0	0	946
<b>Total</b>	<b>240</b>	<b>0</b>	<b>240</b>	<b>2033</b>	<b>2080</b>	<b>4113</b>	<b>2979</b>	<b>3832</b>	<b>6811</b>	<b>411</b>	<b>177</b>	<b>588</b>	<b>5221</b>	<b>3495</b>	<b>8716</b>	<b>2606</b>	<b>3902</b>	<b>6508</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26976</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-Mar-2014	2	0	2	52	75	127	220	196	416	0	0	0	0	0	0	0	0	0	0	0	0	545
02-Mar-2014	0	0	0	97	115	212	191	196	387	24	0	24	1	0	1	0	1	1	0	0	0	625
03-Mar-2014	1	0	1	110	142	252	185	172	357	14	0	14	20	16	36	6	7	13	0	0	0	673
04-Mar-2014	0	0	0	77	76	153	108	127	235	0	0	0	106	40	146	32	76	108	0	0	0	642
05-Mar-2014	2	0	2	0	27	27	4	11	15	0	0	0	229	119	348	92	167	259	0	0	0	651
06-Mar-2014	1	0	1	109	145	254	208	206	414	36	0	36	4	0	4	0	0	0	0	0	0	709
07-Mar-2014	0	0	0	0	6	6	4	14	18	8	0	8	231	126	357	111	214	325	0	0	0	714
08-Mar-2014	12	0	12	0	6	6	2	14	16	0	0	0	212	130	342	54	123	177	0	0	0	553
09-Mar-2014	0	0	0	0	0	0	0	5	5	0	15	15	225	116	341	81	177	258	0	0	0	619
10-Mar-2014	1	0	1	0	10	10	0	2	2	0	0	0	223	128	351	99	188	287	0	0	0	651
11-Mar-2014	0	0	0	0	10	10	0	5	5	0	0	0	229	117	346	91	185	276	0	0	0	637
12-Mar-2014	0	0	0	42	81	123	68	98	166	36	0	36	146	71	217	38	82	120	0	0	0	662
13-Mar-2014	32	0	32	105	99	204	182	245	427	30	0	30	4	0	4	0	0	0	0	0	0	697
14-Mar-2014	0	0	0	0	11	11	0	5	5	0	0	0	238	135	373	111	210	321	0	0	0	710
15-Mar-2014	0	0	0	0	0	0	0	1	1	8	1	9	207	115	322	61	150	211	0	0	0	543
16-Mar-2014	0	0	0	16	29	45	35	37	72	45	14	59	167	103	270	52	141	193	0	0	0	639
17-Mar-2014	1	0	1	0	6	6	0	5	5	0	1	1	231	130	361	109	195	304	0	0	0	678
18-Mar-2014	0	0	0	0	10	10	0	9	9	0	0	0	237	117	354	85	184	269	0	0	0	642
19-Mar-2014	28	0	28	112	117	229	189	216	405	0	1	1	6	0	6	0	0	0	0	0	0	669
20-Mar-2014	21	0	21	75	63	138	135	190	325	0	0	0	95	32	127	25	64	89	0	0	0	700
21-Mar-2014	6	0	6	0	0	0	0	5	5	0	0	0	242	126	368	104	223	327	0	0	0	706
22-Mar-2014	0	0	0	11	13	24	32	33	65	5	0	5	146	102	248	80	120	200	0	0	0	542
23-Mar-2014	0	0	0	18	27	45	62	80	142	16	0	16	152	90	242	64	122	186	0	0	0	631
24-Mar-2014	0	0	0	123	104	227	209	226	435	0	0	0	2	0	2	0	0	0	0	0	0	664
25-Mar-2014	35	0	35	41	36	77	83	114	197	0	11	11	118	64	182	41	92	133	0	0	0	635
26-Mar-2014	0	0	0	26	24	50	65	63	128	0	0	0	167	97	264	69	153	222	0	0	0	664
27-Mar-2014	0	0	0	0	0	0	1	10	11	0	8	8	244	124	368	108	203	311	0	0	0	698
28-Mar-2014	0	0	0	0	10	10	1	4	5	0	55	55	248	116	364	107	175	282	0	0	0	716
29-Mar-2014	1	0	1	58	85	143	116	191	307	107	0	107	1	0	1	0	0	0	0	0	0	559
30-Mar-2014	28	0	28	100	102	202	169	219	388	16	6	22	10	1	11	0	0	0	0	0	0	651
31-Mar-2014	0	0	0	95	127	222	182	197	379	0	11	11	71	16	87	0	0	0	0	0	0	699
<b>Total</b>	<b>171</b>	<b>0</b>	<b>171</b>	<b>1267</b>	<b>1556</b>	<b>2823</b>	<b>2451</b>	<b>2896</b>	<b>5347</b>	<b>345</b>	<b>123</b>	<b>468</b>	<b>4212</b>	<b>2231</b>	<b>6443</b>	<b>1620</b>	<b>3252</b>	<b>4872</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20124</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-Mar-2014	2	0	2	45	24	69	32	44	76	0	0	0	1	0	1	0	0	0	0	0	0	148
02-Mar-2014	0	0	0	42	35	77	42	62	104	2	1	3	0	0	0	0	0	0	0	0	0	184
03-Mar-2014	0	0	0	70	41	111	44	79	123	1	1	2	3	0	3	1	1	2	0	0	0	241
04-Mar-2014	1	0	1	61	31	92	21	51	72	0	0	0	25	27	52	11	11	22	0	0	0	239
05-Mar-2014	2	0	2	0	3	3	2	1	3	0	0	0	55	78	133	59	38	97	0	0	0	238
06-Mar-2014	0	0	0	74	46	120	49	80	129	2	0	2	2	0	2	0	0	0	0	0	0	253
07-Mar-2014	3	0	3	0	0	0	0	1	1	0	0	0	63	77	140	55	41	96	0	0	0	240
08-Mar-2014	5	0	5	0	0	0	0	1	1	0	1	1	48	47	95	30	23	53	0	0	0	155
09-Mar-2014	2	0	2	0	0	0	0	0	0	0	3	3	46	61	107	35	32	67	0	0	0	179
10-Mar-2014	1	0	1	0	1	1	0	0	0	0	0	0	54	79	133	66	42	108	0	0	0	243
11-Mar-2014	2	0	2	0	0	0	0	1	1	0	2	2	55	79	134	67	42	109	0	0	0	248
12-Mar-2014	2	0	2	20	23	43	17	35	52	6	0	6	43	49	92	37	16	53	0	0	0	248
13-Mar-2014	3	0	3	64	45	109	38	78	116	18	1	19	0	0	0	0	0	0	0	0	0	247
14-Mar-2014	1	0	1	0	0	0	0	1	1	0	0	0	57	79	136	71	44	115	0	0	0	253
15-Mar-2014	0	0	0	0	0	0	0	0	0	1	1	2	50	46	96	31	23	54	0	0	0	152
16-Mar-2014	0	0	0	7	6	13	3	12	15	5	8	13	40	48	88	27	25	52	0	0	0	181
17-Mar-2014	0	0	0	0	0	0	0	1	1	0	0	0	59	83	142	65	41	106	0	0	0	249
18-Mar-2014	0	0	0	0	1	1	0	3	3	0	0	0	55	77	132	70	46	116	0	0	0	252
19-Mar-2014	4	0	4	60	42	102	58	79	137	0	1	1	3	0	3	0	0	0	0	0	0	247
20-Mar-2014	16	0	16	47	35	82	29	59	88	0	0	0	16	20	36	17	11	28	0	0	0	250
21-Mar-2014	1	0	1	0	0	0	0	2	2	0	1	1	65	79	144	60	42	102	0	0	0	250
22-Mar-2014	0	0	0	0	2	2	1	5	6	1	0	1	41	40	81	37	21	58	0	0	0	148
23-Mar-2014	2	0	2	4	7	11	17	15	32	1	0	1	39	52	91	25	29	54	0	0	0	191
24-Mar-2014	1	0	1	73	42	115	44	80	124	2	1	3	1	0	1	0	0	0	0	0	0	244
25-Mar-2014	13	0	13	23	22	45	21	38	59	0	1	1	25	36	61	41	23	64	0	0	0	243
26-Mar-2014	2	0	2	24	11	35	5	26	31	0	0	0	51	59	110	41	28	69	0	0	0	247
27-Mar-2014	2	0	2	0	0	0	1	0	1	0	1	1	53	81	134	69	42	111	0	0	0	249
28-Mar-2014	0	0	0	0	1	1	2	0	2	1	29	30	49	60	109	71	29	100	0	0	0	242
29-Mar-2014	1	0	1	38	23	61	20	48	68	26	1	27	0	0	0	0	0	0	0	0	0	157
30-Mar-2014	2	0	2	42	35	77	43	65	108	0	0	0	0	0	0	0	0	0	0	0	0	187
31-Mar-2014	1	0	1	72	48	120	39	69	108	0	1	1	10	7	17	0	0	0	0	0	0	247
<b>Total</b>	<b>69</b>	<b>0</b>	<b>69</b>	<b>766</b>	<b>524</b>	<b>1290</b>	<b>528</b>	<b>936</b>	<b>1464</b>	<b>66</b>	<b>54</b>	<b>120</b>	<b>1009</b>	<b>1264</b>	<b>2273</b>	<b>986</b>	<b>650</b>	<b>1636</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6852</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-Mar-2014	2	0	0	0	1	0	21	44	62	60	60	53	53	40	36	48	40	36	41	33	27	24	12	0	693
02-Mar-2014	0	0	1	0	0	0	18	39	45	53	54	46	49	44	53	55	48	71	69	58	48	31	26	1	809
03-Mar-2014	0	0	0	0	0	0	39	70	77	68	67	57	46	50	52	56	54	58	67	58	34	33	24	4	914
04-Mar-2014	2	0	0	3	1	0	30	72	78	59	61	53	53	40	46	53	48	70	71	50	34	27	25	5	881
05-Mar-2014	2	0	0	3	2	0	32	70	77	65	62	54	51	48	45	54	16	42	75	69	52	33	34	3	889
06-Mar-2014	2	1	1	1	2	0	34	65	71	71	69	61	51	42	51	63	53	69	74	63	56	34	24	4	962
07-Mar-2014	1	0	1	2	1	0	35	76	75	61	62	56	56	46	50	63	60	66	66	70	41	32	33	1	954
08-Mar-2014	1	1	0	2	0	0	25	48	65	59	65	50	57	42	32	48	35	39	40	37	23	24	15	0	708
09-Mar-2014	2	2	0	0	0	0	24	34	42	52	54	45	51	37	51	50	58	71	70	62	39	30	24	0	798
10-Mar-2014	0	0	0	0	1	0	32	71	66	67	77	55	49	44	48	58	51	65	64	52	40	29	22	3	894
11-Mar-2014	2	0	1	3	1	1	38	70	78	62	60	56	50	41	49	48	52	65	72	51	31	31	21	2	885
12-Mar-2014	5	0	2	1	2	0	34	77	75	63	63	54	45	46	49	56	55	61	70	52	34	34	29	3	910
13-Mar-2014	2	0	0	0	2	0	35	74	72	62	63	62	45	50	51	58	55	65	77	59	50	34	25	3	944
14-Mar-2014	3	1	0	3	2	1	37	75	69	72	60	56	52	49	58	66	53	60	73	70	53	29	20	1	963
15-Mar-2014	0	1	0	0	0	0	26	49	68	60	57	54	51	40	41	47	31	25	35	50	22	17	20	1	695
16-Mar-2014	0	0	0	0	0	0	23	41	44	50	56	48	46	36	59	58	48	58	56	70	54	40	32	1	820
17-Mar-2014	0	1	2	0	0	0	35	72	79	73	69	60	51	45	53	56	54	62	63	55	37	32	25	3	927
18-Mar-2014	3	1	2	2	1	2	35	77	71	62	60	55	50	40	54	54	46	66	71	53	35	29	21	4	894
19-Mar-2014	1	1	3	5	2	1	35	73	76	70	61	56	42	49	48	53	52	62	66	61	41	32	23	3	916
20-Mar-2014	3	0	3	2	2	0	39	74	72	69	62	56	51	45	48	59	56	66	74	54	49	33	29	4	950
21-Mar-2014	2	2	1	3	3	0	33	71	69	65	63	65	47	48	55	60	53	67	70	62	47	37	30	3	956
22-Mar-2014	1	0	0	0	0	0	25	50	67	57	58	56	46	40	39	42	38	40	27	40	29	20	13	2	690
23-Mar-2014	2	1	0	0	1	0	19	41	48	54	53	38	56	43	51	58	43	68	73	65	49	32	26	1	822
24-Mar-2014	0	0	0	1	0	0	35	68	71	70	67	60	55	28	36	40	60	72	61	51	52	41	35	5	908
25-Mar-2014	2	0	0	2	3	0	31	68	74	63	66	57	42	43	46	56	55	58	62	56	40	26	26	2	878
26-Mar-2014	3	0	3	1	2	2	28	70	70	72	53	59	53	47	48	54	52	59	65	66	41	32	28	3	911
27-Mar-2014	3	0	2	2	2	0	31	70	68	64	63	63	52	46	51	56	54	60	64	77	51	33	32	3	947
28-Mar-2014	4	1	1	1	3	1	31	77	70	64	65	58	53	43	52	56	65	68	70	68	49	33	24	1	958
29-Mar-2014	0	0	0	1	0	0	24	46	62	65	63	52	53	40	53	50	33	41	39	35	24	18	16	1	716
30-Mar-2014	0	0	0	0	0	0	23	41	40	58	55	58	47	43	56	57	53	64	72	58	46	34	32	1	838
31-Mar-2014	0	1	2	1	0	0	35	71	69	77	63	65	64	49	49	60	61	65	67	47	37	35	24	4	946
<b>Total</b>	<b>48</b>	<b>14</b>	<b>25</b>	<b>39</b>	<b>34</b>	<b>8</b>	<b>942</b>	<b>1944</b>	<b>2070</b>	<b>1967</b>	<b>1911</b>	<b>1718</b>	<b>1567</b>	<b>1344</b>	<b>1510</b>	<b>1692</b>	<b>1532</b>	<b>1839</b>	<b>1964</b>	<b>1752</b>	<b>1265</b>	<b>949</b>	<b>770</b>	<b>72</b>	<b>26976</b>
<b>Avg.</b>	<b>1.55</b>	<b>0.45</b>	<b>0.81</b>	<b>1.26</b>	<b>1.10</b>	<b>0.26</b>	<b>30.39</b>	<b>62.71</b>	<b>66.77</b>	<b>63.45</b>	<b>61.65</b>	<b>55.42</b>	<b>50.55</b>	<b>43.35</b>	<b>48.71</b>	<b>54.58</b>	<b>49.42</b>	<b>59.32</b>	<b>63.35</b>	<b>56.52</b>	<b>40.81</b>	<b>30.61</b>	<b>24.84</b>	<b>2.32</b>	<b>870.19</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-Mar-2014	1	0	0	0	1	0	14	27	29	27	28	24	26	21	24	22	20	18	18	19	16	15	4	0	354
02-Mar-2014	0	0	1	0	0	0	13	21	18	23	26	16	20	23	26	24	22	39	37	29	25	23	13	0	399
03-Mar-2014	0	0	0	0	0	0	15	37	45	30	34	24	21	23	31	23	24	28	38	28	21	20	10	3	455
04-Mar-2014	0	0	0	2	0	0	13	37	43	29	30	26	23	18	27	21	20	40	34	26	21	17	12	3	442
05-Mar-2014	0	0	0	3	0	0	14	41	40	30	29	24	22	26	26	18	6	21	43	34	33	19	14	2	445
06-Mar-2014	1	1	1	0	1	0	13	31	41	38	31	32	17	20	29	24	29	38	34	35	33	23	11	2	485
07-Mar-2014	0	0	1	1	0	0	15	40	36	26	32	28	26	21	26	29	28	35	37	31	25	17	20	1	475
08-Mar-2014	1	0	0	2	0	0	16	29	35	22	30	25	27	23	19	24	15	22	20	21	12	15	5	0	363
09-Mar-2014	1	2	0	0	0	0	17	20	18	20	25	16	23	18	25	20	28	38	36	27	23	20	12	0	389
10-Mar-2014	0	0	0	0	1	0	14	38	36	33	39	23	19	23	23	25	26	37	30	22	27	18	8	2	444
11-Mar-2014	0	0	1	1	0	1	18	39	42	26	30	27	25	20	27	18	25	36	35	24	18	22	8	1	444
12-Mar-2014	3	0	2	0	1	0	17	42	40	25	33	22	20	23	25	24	23	34	36	23	22	25	13	2	455
13-Mar-2014	0	0	0	0	1	0	18	35	39	27	30	33	18	26	26	23	29	37	39	25	34	24	9	3	476
14-Mar-2014	0	1	0	2	1	0	16	42	35	32	27	25	28	20	30	27	26	33	44	29	30	18	11	1	478
15-Mar-2014	0	1	0	0	0	0	19	31	34	21	29	22	26	23	22	23	14	22	17	23	11	9	11	0	358
16-Mar-2014	0	0	0	0	0	0	15	23	21	19	24	18	19	21	26	25	19	37	28	30	32	23	16	1	397
17-Mar-2014	0	0	2	0	0	0	18	38	45	31	33	28	21	23	28	26	25	32	33	27	24	18	12	1	465
18-Mar-2014	2	0	1	1	0	2	16	42	38	29	30	23	24	21	28	18	22	36	37	27	23	17	9	1	447
19-Mar-2014	1	1	2	2	1	1	14	41	41	31	30	25	20	27	23	20	24	34	31	34	27	19	9	2	460
20-Mar-2014	1	0	1	1	1	0	18	38	39	31	30	25	22	24	24	25	29	38	35	25	31	24	12	2	476
21-Mar-2014	1	1	1	1	2	0	15	37	38	26	31	32	22	23	30	23	22	39	38	28	25	25	17	1	478
22-Mar-2014	1	0	0	0	0	0	19	30	34	23	29	21	23	24	20	23	16	22	18	18	14	12	5	2	354
23-Mar-2014	1	0	0	0	1	0	13	25	18	23	24	17	21	20	24	25	22	34	38	32	27	20	14	1	400
24-Mar-2014	0	0	0	1	0	0	17	34	40	36	35	28	23	8	20	27	30	29	28	23	31	24	18	3	455
25-Mar-2014	1	0	0	1	1	0	14	33	41	30	33	25	24	20	24	24	23	29	35	29	24	16	13	1	441
26-Mar-2014	1	0	2	0	1	1	16	38	38	30	24	25	25	21	26	23	23	29	36	31	29	21	9	1	450
27-Mar-2014	1	0	2	1	1	0	15	34	38	35	26	34	21	24	27	21	27	35	37	28	32	19	18	2	478
28-Mar-2014	2	0	1	1	1	1	13	41	38	29	30	27	24	20	26	27	27	37	41	29	29	21	13	1	479
29-Mar-2014	0	0	0	1	0	0	18	29	33	21	32	21	26	23	33	22	18	22	17	20	13	11	7	1	368
30-Mar-2014	0	0	0	0	0	0	12	28	16	25	26	20	17	25	29	19	24	37	37	29	25	20	21	0	410
31-Mar-2014	0	1	1	0	0	0	13	38	40	38	31	29	28	24	24	25	28	36	34	21	22	23	12	2	470
<b>Total</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>478</b>	<b>1059</b>	<b>1089</b>	<b>866</b>	<b>921</b>	<b>765</b>	<b>701</b>	<b>676</b>	<b>798</b>	<b>718</b>	<b>714</b>	<b>1004</b>	<b>1021</b>	<b>827</b>	<b>759</b>	<b>598</b>	<b>366</b>	<b>42</b>	<b>13490</b>
<b>Avg.</b>	<b>0.61</b>	<b>0.26</b>	<b>0.61</b>	<b>0.68</b>	<b>0.48</b>	<b>0.19</b>	<b>15.42</b>	<b>34.16</b>	<b>35.13</b>	<b>27.94</b>	<b>29.71</b>	<b>24.68</b>	<b>22.61</b>	<b>21.81</b>	<b>25.74</b>	<b>23.16</b>	<b>23.03</b>	<b>32.39</b>	<b>32.94</b>	<b>26.68</b>	<b>24.48</b>	<b>19.29</b>	<b>11.81</b>	<b>1.35</b>	<b>435.16</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-Mar-2014	1	0	0	0	0	0	7	17	33	33	32	29	27	19	12	26	20	18	23	14	11	9	8	0	339
02-Mar-2014	0	0	0	0	0	0	5	18	27	30	28	30	29	21	27	31	26	32	32	29	23	8	13	1	410
03-Mar-2014	0	0	0	0	0	0	24	33	32	38	33	33	25	27	21	33	30	30	29	30	13	13	14	1	459
04-Mar-2014	2	0	0	1	1	0	17	35	35	30	31	27	30	22	19	32	28	30	37	24	13	10	13	2	439
05-Mar-2014	2	0	0	0	2	0	18	29	37	35	33	30	29	22	19	36	10	21	32	35	19	14	20	1	444
06-Mar-2014	1	0	0	1	1	0	21	34	30	33	38	29	34	22	22	39	24	31	40	28	23	11	13	2	477
07-Mar-2014	1	0	0	1	1	0	20	36	39	35	30	28	30	25	24	34	32	31	29	39	16	15	13	0	479
08-Mar-2014	0	1	0	0	0	0	9	19	30	37	35	25	30	19	13	24	20	17	20	16	11	9	10	0	345
09-Mar-2014	1	0	0	0	0	0	7	14	24	32	29	29	28	19	26	30	30	33	34	35	16	10	12	0	409
10-Mar-2014	0	0	0	0	0	0	18	33	30	34	38	32	30	21	25	33	25	28	34	30	13	11	14	1	450
11-Mar-2014	2	0	0	2	1	0	20	31	36	36	30	29	25	21	22	30	27	29	37	27	13	9	13	1	441
12-Mar-2014	2	0	0	1	1	0	17	35	35	38	30	32	25	23	24	32	32	27	34	29	12	9	16	1	455
13-Mar-2014	2	0	0	0	1	0	17	39	33	35	33	29	27	24	25	35	26	28	38	34	16	10	16	0	468
14-Mar-2014	3	0	0	1	1	1	21	33	34	40	33	31	24	29	28	39	27	27	29	41	23	11	9	0	485
15-Mar-2014	0	0	0	0	0	0	7	18	34	39	28	32	25	17	19	24	17	3	18	27	11	8	9	1	337
16-Mar-2014	0	0	0	0	0	0	8	18	23	31	32	30	27	15	33	33	29	21	28	40	22	17	16	0	423
17-Mar-2014	0	1	0	0	0	0	17	34	34	42	36	32	30	22	25	30	29	30	30	28	13	14	13	2	462
18-Mar-2014	1	1	1	1	1	0	19	35	33	33	30	32	26	19	26	36	24	30	34	26	12	12	12	3	447
19-Mar-2014	0	0	1	3	1	0	21	32	35	39	31	31	22	22	25	33	28	28	35	27	14	13	14	1	456
20-Mar-2014	2	0	2	1	1	0	21	36	33	38	32	31	29	21	24	34	27	28	39	29	18	9	17	2	474
21-Mar-2014	1	1	0	2	1	0	18	34	31	39	32	33	25	25	25	37	31	28	32	34	22	12	13	2	478
22-Mar-2014	0	0	0	0	0	0	6	20	33	34	29	35	23	16	19	19	22	18	9	22	15	8	8	0	336
23-Mar-2014	1	1	0	0	0	0	6	16	30	31	29	21	35	23	27	33	21	34	35	33	22	12	12	0	422
24-Mar-2014	0	0	0	0	0	0	18	34	31	34	32	32	32	20	16	13	30	43	33	28	21	17	17	2	453
25-Mar-2014	1	0	0	1	2	0	17	35	33	33	33	32	18	23	22	32	32	29	27	27	16	10	13	1	437
26-Mar-2014	2	0	1	1	1	1	12	32	32	42	29	34	28	26	22	31	29	30	29	35	12	11	19	2	461
27-Mar-2014	2	0	0	1	1	0	16	36	30	29	37	29	31	22	24	35	27	25	27	49	19	14	14	1	469
28-Mar-2014	2	1	0	0	2	0	18	36	32	35	35	31	29	23	26	29	38	31	29	39	20	12	11	0	479
29-Mar-2014	0	0	0	0	0	0	6	17	29	44	31	31	27	17	20	28	15	19	22	15	11	7	9	0	348
30-Mar-2014	0	0	0	0	0	0	11	13	24	33	29	38	30	18	27	38	29	27	35	29	21	14	11	1	428
31-Mar-2014	0	0	1	1	0	0	22	33	29	39	32	36	36	25	25	35	33	29	33	26	15	12	12	2	476
<b>Total</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>18</b>	<b>19</b>	<b>2</b>	<b>464</b>	<b>885</b>	<b>981</b>	<b>1101</b>	<b>990</b>	<b>953</b>	<b>866</b>	<b>668</b>	<b>712</b>	<b>974</b>	<b>818</b>	<b>835</b>	<b>943</b>	<b>925</b>	<b>506</b>	<b>351</b>	<b>404</b>	<b>30</b>	<b>13486</b>
<b>Avg.</b>	<b>0.94</b>	<b>0.19</b>	<b>0.19</b>	<b>0.58</b>	<b>0.61</b>	<b>0.06</b>	<b>14.97</b>	<b>28.55</b>	<b>31.65</b>	<b>35.52</b>	<b>31.94</b>	<b>30.74</b>	<b>27.94</b>	<b>21.55</b>	<b>22.97</b>	<b>31.42</b>	<b>26.39</b>	<b>26.94</b>	<b>30.42</b>	<b>29.84</b>	<b>16.32</b>	<b>11.32</b>	<b>13.03</b>	<b>0.97</b>	<b>435.03</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-Mar-14	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
02-Mar-14	07:00	00:22	-	02:01	-	-	-	14:35	-	-	-	-	-
03-Mar-14	07:00	00:20	-	00:58	-	-	01:30	13:51	-	-	00:18	-	-
04-Mar-14	07:00	-	00:01	-	-	-	07:23	09:34	-	-	-	-	-
05-Mar-14	07:00	00:23	01:58	-	-	-	13:47	00:50	-	-	-	-	-
06-Mar-14	07:00	00:26	-	01:56	-	-	-	14:35	-	-	-	-	-
07-Mar-14	07:00	00:20	-	00:56	-	-	15:42	-	-	-	-	-	-
08-Mar-14	07:00	00:13	00:37	-	-	-	14:45	-	-	-	01:22	-	-
09-Mar-14	07:00	00:24	-	-	01:39	-	14:55	-	-	-	-	-	-
10-Mar-14	07:00	00:14	00:38	-	-	-	16:06	-	-	-	-	-	-
11-Mar-14	07:00	00:22	00:41	-	-	-	15:55	-	-	-	-	-	-
12-Mar-14	07:00	00:07	03:15	01:51	-	-	06:13	05:32	-	-	-	-	-
13-Mar-14	07:00	00:28	-	02:03	-	-	-	12:49	-	-	01:37	-	-
14-Mar-14	07:00	00:18	00:47	-	-	-	15:53	-	-	-	-	-	-
15-Mar-14	07:00	00:10	-	-	-	-	16:30	-	-	00:18	-	-	-
16-Mar-14	07:00	00:13	-	01:21	-	-	12:35	01:56	-	00:52	-	-	-
17-Mar-14	07:00	00:24	00:24	-	-	-	16:10	-	-	-	-	-	-
18-Mar-14	07:00	00:34	00:50	-	-	-	15:34	-	-	-	-	-	-
19-Mar-14	07:00	00:05	-	-	-	-	-	14:50	-	-	02:03	-	-
20-Mar-14	07:00	00:17	00:08	-	-	-	05:07	09:58	-	-	01:27	-	-
21-Mar-14	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
22-Mar-14	07:00	00:19	00:31	00:39	-	-	12:41	02:47	-	-	-	-	-
23-Mar-14	07:00	00:22	-	01:20	-	-	10:49	04:26	-	-	-	-	-
24-Mar-14	07:00	00:10	-	-	-	-	-	16:48	-	-	-	-	-
25-Mar-14	07:00	00:08	-	-	00:53	-	07:18	06:10	-	-	02:29	-	-
26-Mar-14	07:00	00:13	-	-	-	-	13:11	03:34	-	-	-	-	-
27-Mar-14	07:00	00:17	-	-	01:38	-	15:03	-	-	-	-	-	-
28-Mar-14	07:00	00:24	00:52	-	03:39	-	12:03	-	-	-	-	-	-
29-Mar-14	07:00	00:36	-	07:49	-	-	-	08:33	-	-	-	-	-
30-Mar-14	07:00	00:11	00:20	00:45	00:27	-	-	13:47	-	-	01:26	-	-
31-Mar-14	07:00	00:34	02:52	-	00:44	-	-	12:48	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>10:03</b>	<b>13:59</b>	<b>21:45</b>	<b>09:02</b>	<b>00:00</b>	<b>276:02</b>	<b>184:07</b>	<b>00:00</b>	<b>01:10</b>	<b>10:45</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>1.91%</b>	<b>2.65%</b>	<b>4.13%</b>	<b>1.72%</b>	<b>0.00%</b>	<b>52.38%</b>	<b>34.94%</b>	<b>0.00%</b>	<b>0.22%</b>	<b>2.04%</b>	<b>0.00%</b>	<b>0.00%</b>

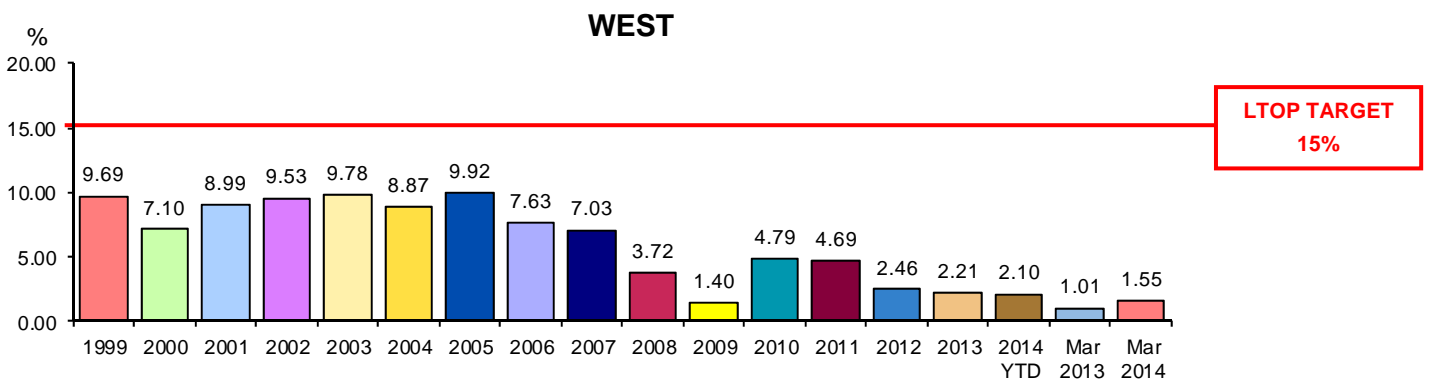
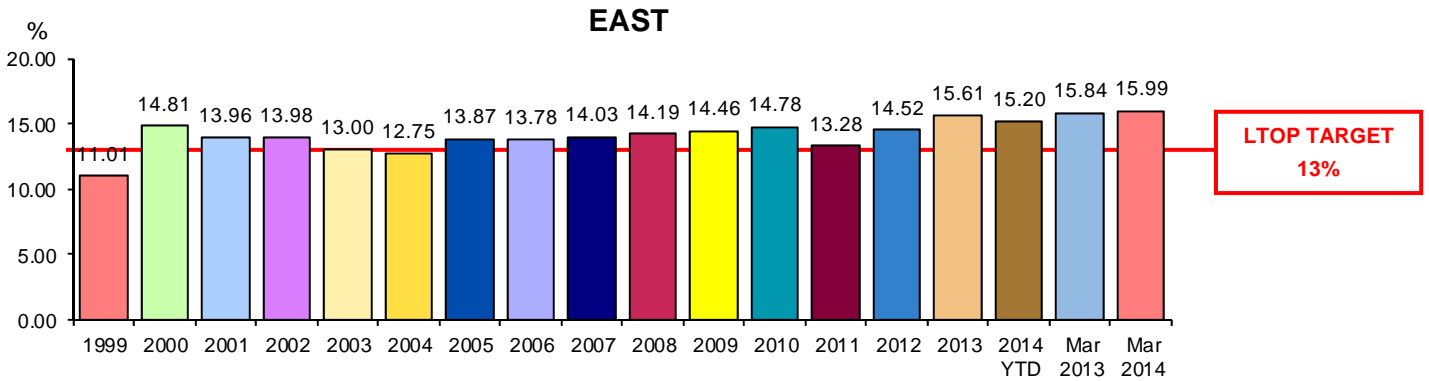
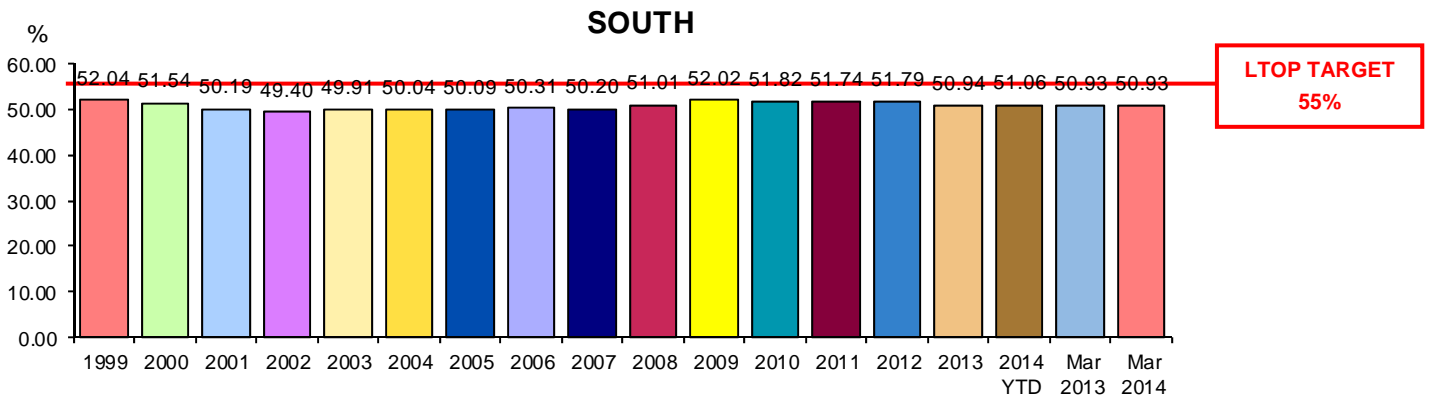
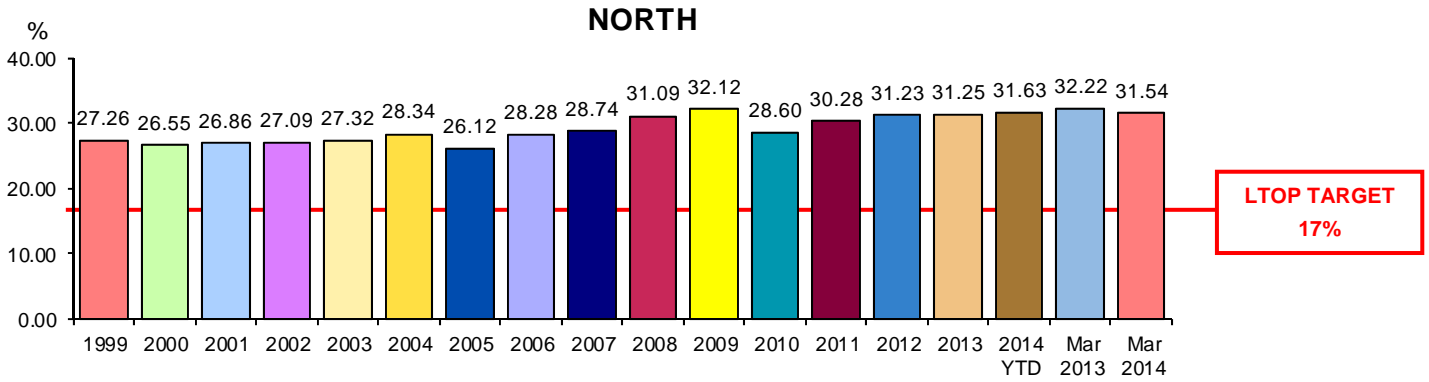
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2014

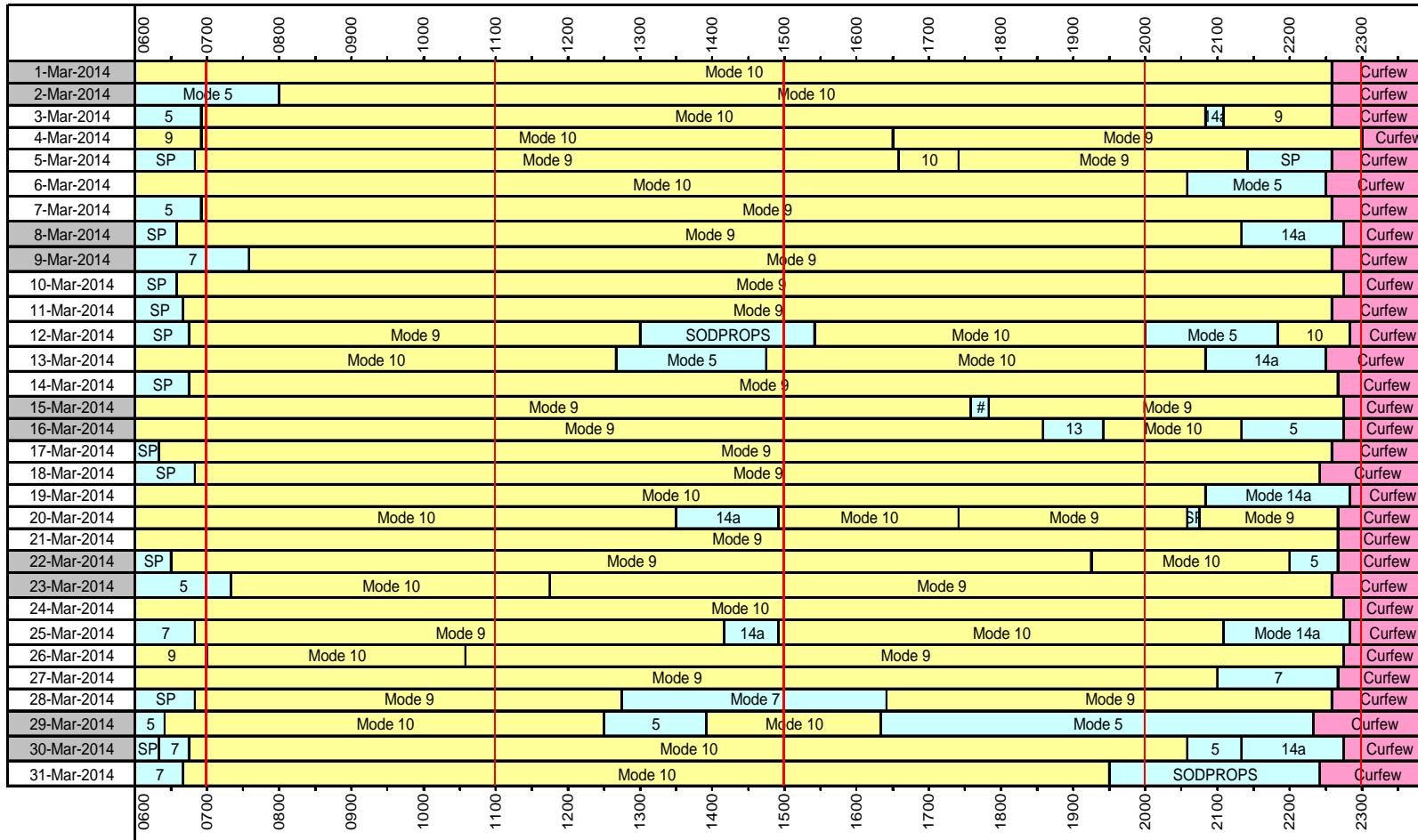
<b>Time</b>	<b>1.93%</b>	<b>2.51%</b>	<b>3.02%</b>	<b>0.86%</b>	<b>0.00%</b>	<b>51.20%</b>	<b>35.87%</b>	<b>0.02%</b>	<b>0.08%</b>	<b>4.52%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.40%</b>	<b>1.74%</b>	<b>2.11%</b>	<b>0.60%</b>	<b>0.00%</b>	<b>52.99%</b>	<b>38.95%</b>	<b>0.01%</b>	<b>0.07%</b>	<b>3.12%</b>	<b>0.00%</b>	<b>0.00%</b>

# Runway End Impact to 31 March 2014

Includes comparisons with annual figures for 1998 to 2013, 2014 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 **March 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
3/03/2014	06:46	07:12	0:26
4/03/2014	06:44	08:37	1:53
6/03/2014	06:58	10:45	3:47
13/03/2014	06:43	08:41	1:58
19/03/2014	06:47	07:17	0:30
20/03/2014	07:19	08:35	1:16
24/03/2014	06:48	08:17	1:29
24/03/2014	09:12	10:33	1:21
26/03/2014	06:40	09:14	2:34
31/03/2014	06:59	07:21	0:22

### 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
3/03/2014	5	2	3
4/03/2014	66	31	35
6/03/2014	132	61	71
13/03/2014	70	29	41
19/03/2014	10	1	9
20/03/2014	51	24	27
24/03/2014	99	44	55
26/03/2014	85	37	48
31/03/2014	11	4	7

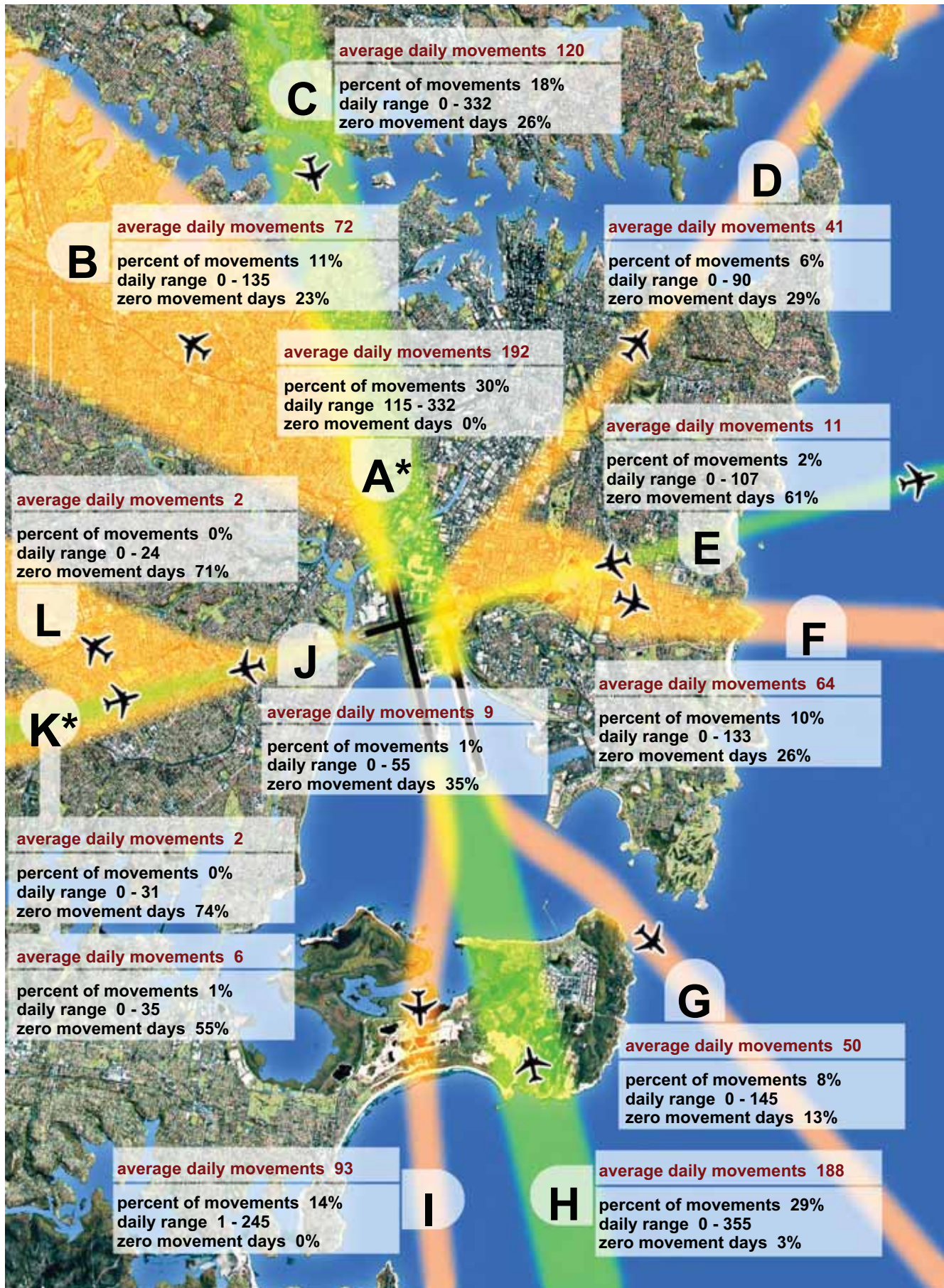


## **Noise Complaints & Information Service**

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

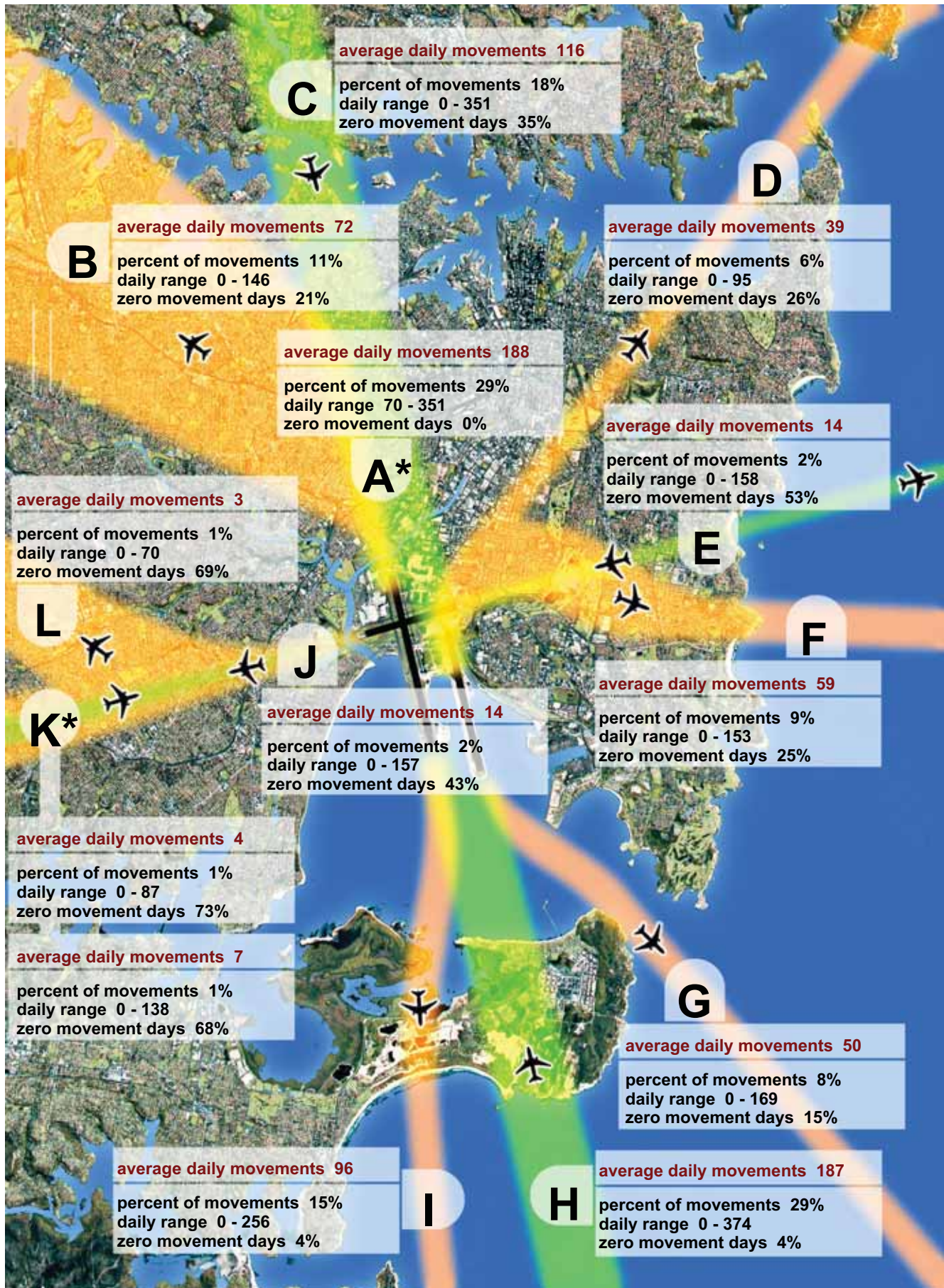
1 March 2014 to 31 March 2014, All Jets



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

# Sydney Airport : Jet Flight Path Movements

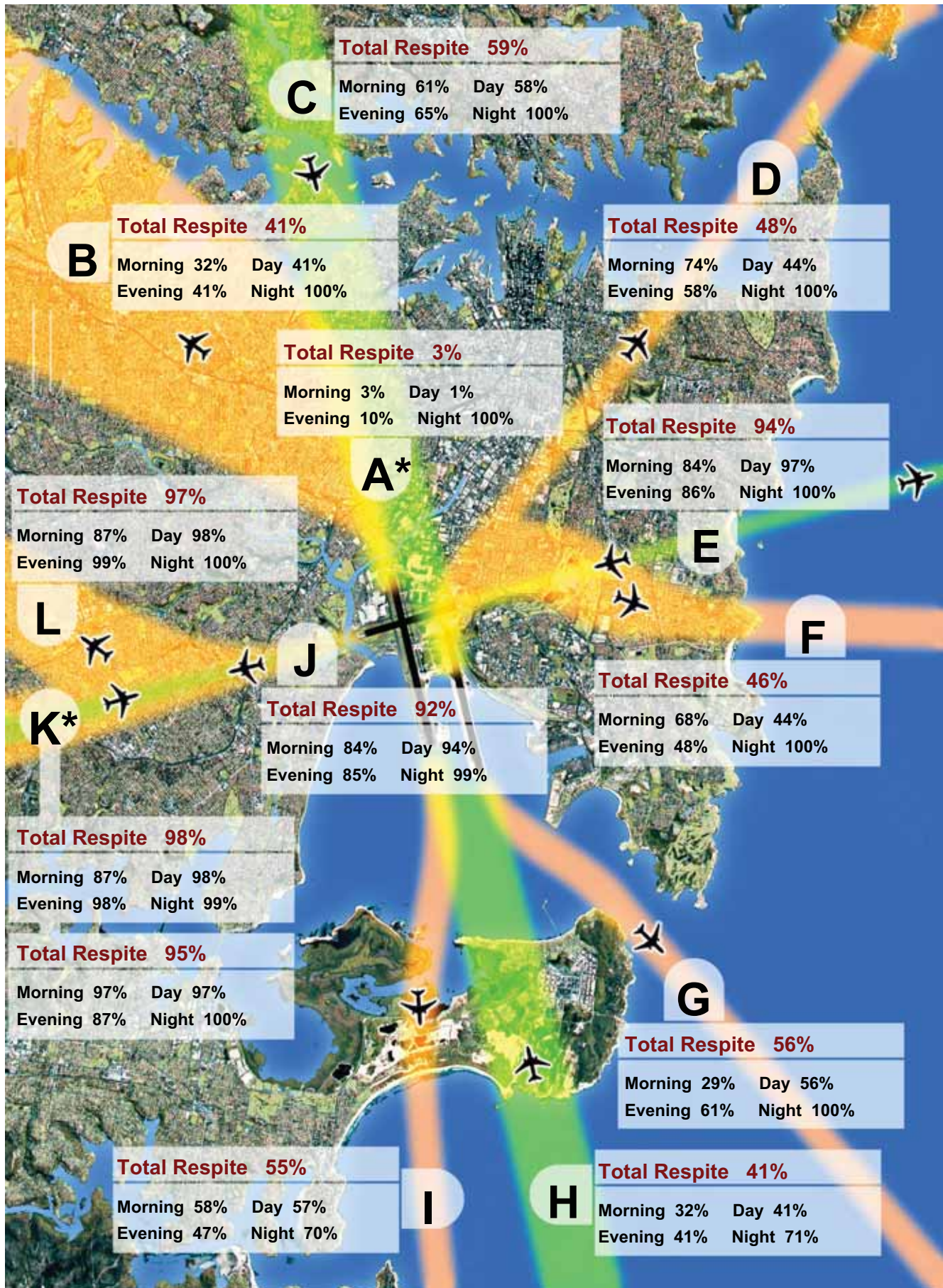
1 April 2013 to 31 March 2014, All Jets



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

# Sydney Airport : Jet Aircraft Respite (R60)

1 March 2014 to 31 March 2014, All Jets



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

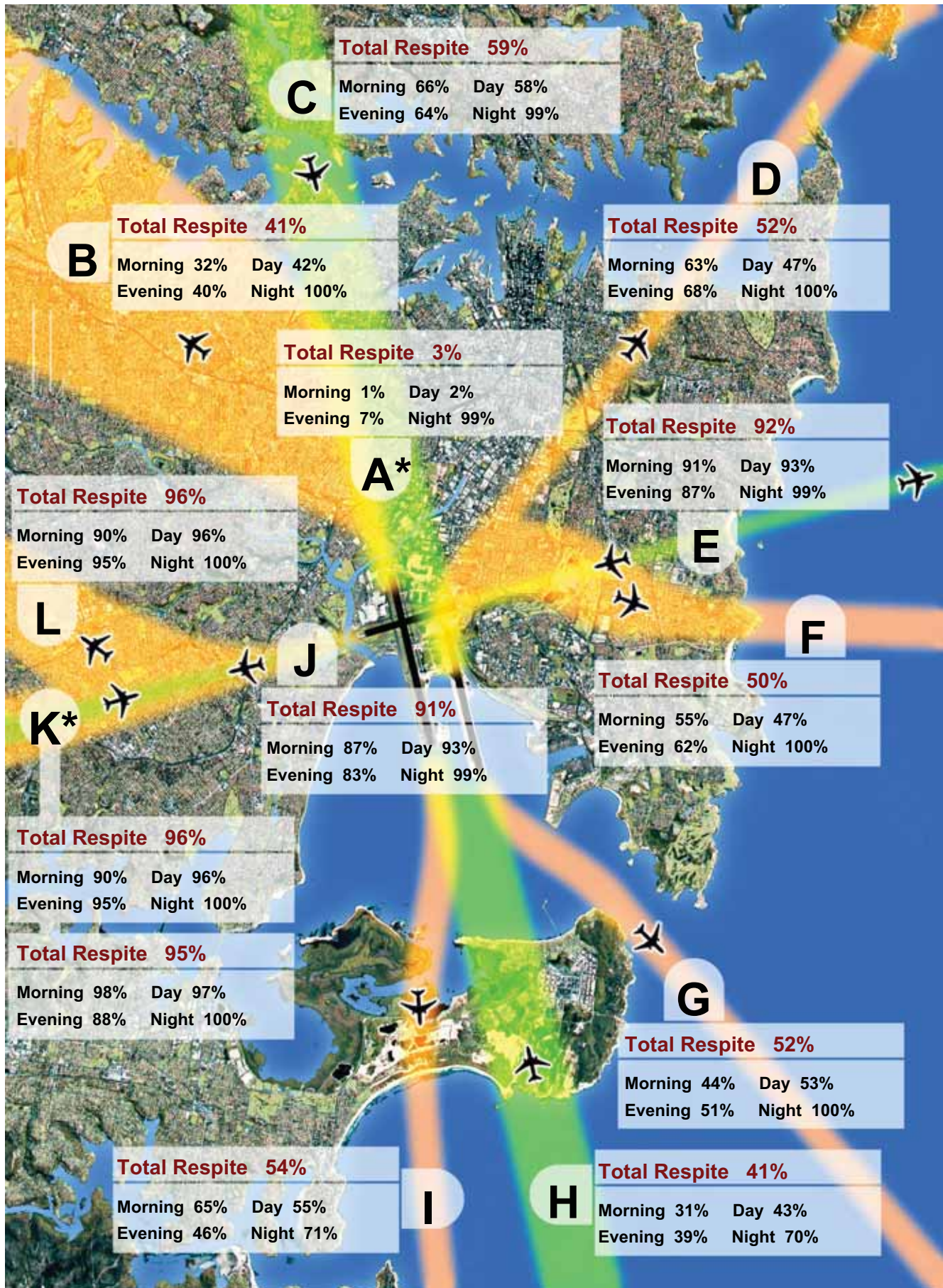
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

# Sydney Airport : Jet Aircraft Respite (R60)

1 April 2013 to 31 March 2014, 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) April 2013 to March 2014

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="#">September 2013</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="#">June 2013</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="#">September 2013</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 2013</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="#">September 2013</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="#">September 2013</a> and <a href="#">Mode 7</a> was in <a href="#">July 2013</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 2013</a> , <a href="#">Mode 14A</a> in <a href="#">January 2014</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**.

<b>Total Respite</b>	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period April 2013 to March 2014, during which there were no movements.
<b>Morning Respite</b>	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
<b>Day Respite</b>	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
<b>Evening Respite</b>	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
<b>Curfew (Night)</b>	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 52%**. This means that over the period **April 2013 to March 2014 for 52%** 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 March 2014.

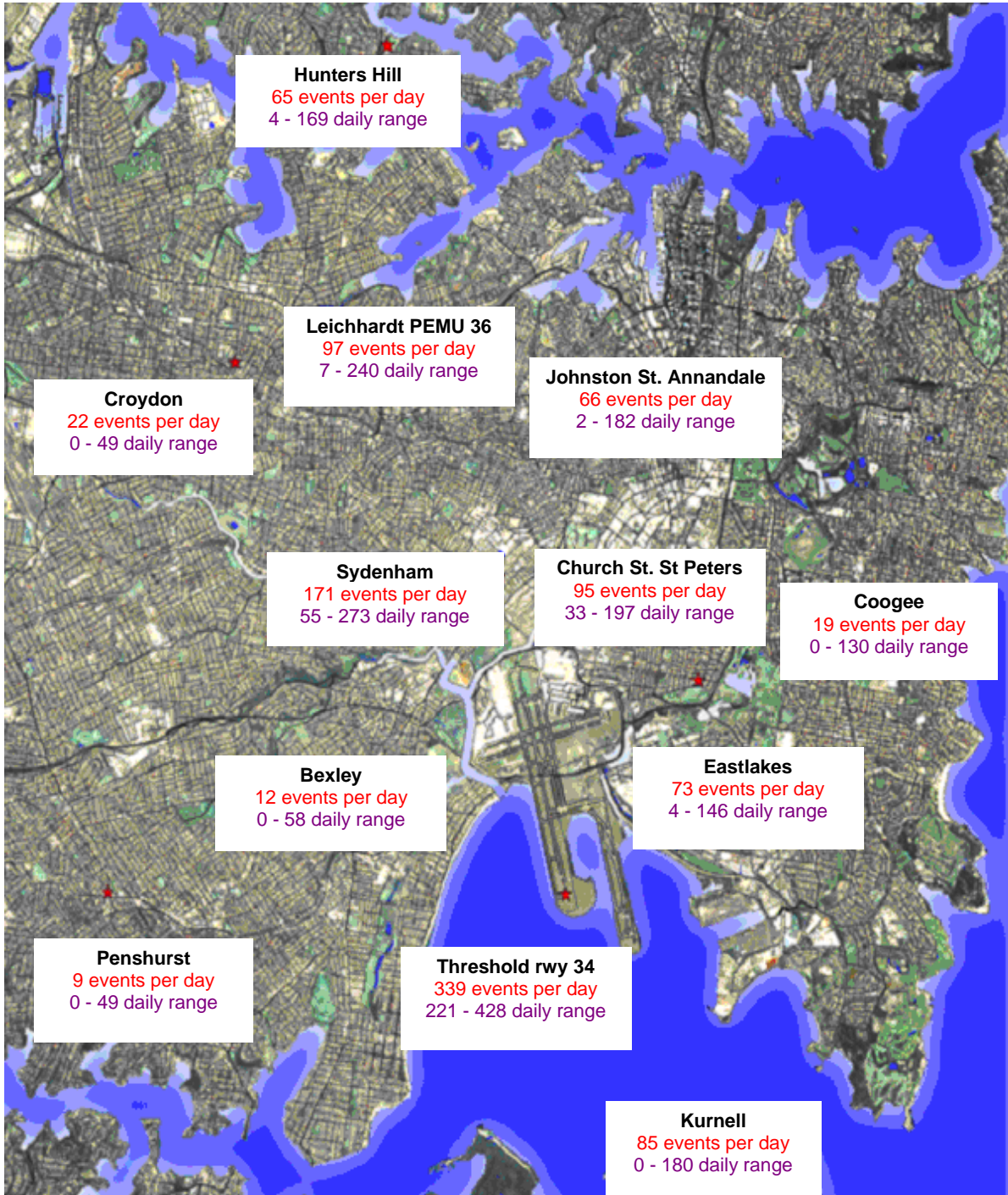


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of March 2014



The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L<sub>Amax</sub>) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during March 2014 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Mar</i>	<i>Operational Days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Threshold rwy 34</i>	<i>10,758</i>	<i>30.9</i>	<i>340</i>	<i>301</i>	<i>340</i>
<i>Penshurst</i>	<i>381</i>	<i>30.9</i>	<i>9</i>	<i>19</i>	<i>18</i>
<i>Bexley</i>	<i>417</i>	<i>30.9</i>	<i>12</i>	<i>20</i>	<i>20</i>
<i>Sydenham</i>	<i>5,132</i>	<i>29.8</i>	<i>172</i>	<i>181</i>	<i>158</i>
<i>Johnston St Annandale</i>	<i>2,538</i>	<i>30.9</i>	<i>66</i>	<i>76</i>	<i>54</i>
<i>Church St. St Peters</i>	<i>3,970</i>	<i>30.9</i>	<i>96</i>	<i>106</i>	<i>89</i>
<i>Leichhardt PEMU 36</i>	<i>3,193</i>	<i>30.9</i>	<i>97</i>	<i>119</i>	<i>84</i>
<i>Eastlakes</i>	<i>2,520</i>	<i>30.9</i>	<i>73</i>	<i>61</i>	<i>69</i>
<i>Coogee</i>	<i>714</i>	<i>30.9</i>	<i>19</i>	<i>12</i>	<i>9</i>
<i>Kurnell</i>	<i>2,972</i>	<i>30.9</i>	<i>85</i>	<i>68</i>	<i>86</i>
<i>Croydon</i>	<i>800</i>	<i>30.9</i>	<i>22</i>	<i>13</i>	<i>20</i>
<i>Hunters Hill</i>	<i>4,361</i>	<i>30.9</i>	<i>65</i>	<i>79</i>	<i>65</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including March 2014.**

The N70 values for March 2014 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 15 PM 48 Day 254 Night 7 WE_D 318 WE_N 5	<b>Penshurst</b> AM 1 PM 6 Day 3 Night 0 WE_D 6 WE_N 0	<b>Bexley</b> AM 1 PM 6 Day 4 Night 1 WE_D 10 WE_N 1	<b>Eastlakes</b> AM 3 PM 11 Day 51 Night 0 WE_D 93 WE_N 0
<b>Coogee</b> AM 2 PM 6 Day 8 Night 0 WE_D 24 WE_N 0	<b>Sydenham</b> AM 6 PM 21 Day 152 Night 0 WE_D 139 WE_N 0	<b>Leichhardt PEMU36</b> AM 4 PM 10 Day 99 Night 0 WE_D 55 WE_N 0	<b>Kurnell</b> AM 0 PM 7 Day 67 Night 0 WE_D 110 WE_N 0
<b>Annandale</b> AM 0 PM 5 Day 76 Night 0 WE_D 27 WE_N 0	<b>St Peters</b> AM 1 PM 11 Day 97 Night 0 WE_D 63 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 17 Night 0 WE_D 27 WE_N 0	<b>Hunters Hull</b> AM 4 PM 7 Day 64 Night 0 WE_D 38 WE_N 0

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

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

#### DISCLAIMER

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