

# **Sydney Airport Operational Statistics**

April 2012

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

April 2012

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

There were a total of 25,528 aircraft movements this month (daily average 850.93). Last month there were a total of 26,197 movements (daily average 845.06) and for the same month last year there were a total of 25,039 movements (daily average 834.63).

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

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 13 days, Mode 10 on 11 days and Mode 13 on 1 day. Crossing runway modes (including Sodprops) were used for 21.87% 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 30.86% - This result is above the LTOP target and above the previous month (30.28%)

South 51.50%- This result is below the LTOP target and below the previous month (51.54%)

East 15.46% - This result is above the LTOP target and below the previous month (16.90%)

West 2.17% - This result is below the LTOP target and above the previous month (1.26%)

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

This procedure was used on 17 and 18 April for a total of 3 hours and 12 minutes (ATIS time).

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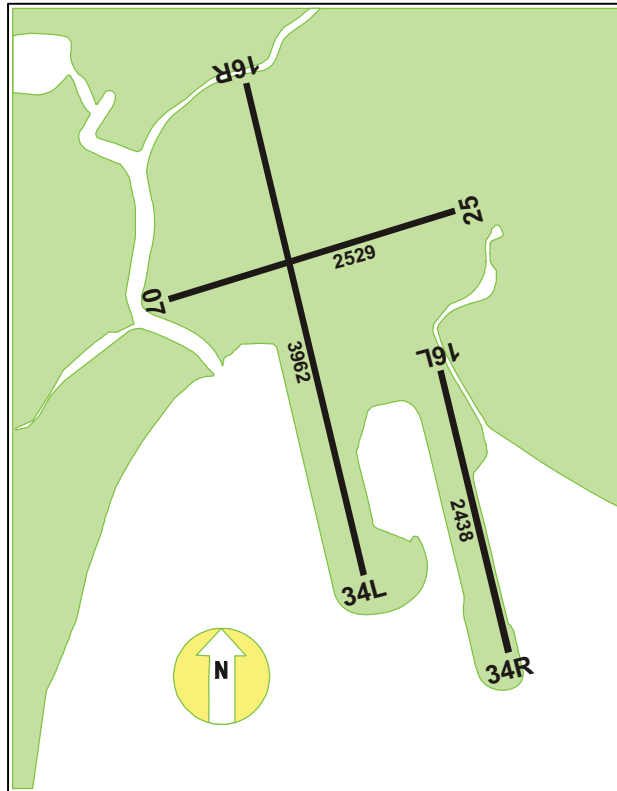
This report is available on the Internet at Airservices Australia website at

[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)

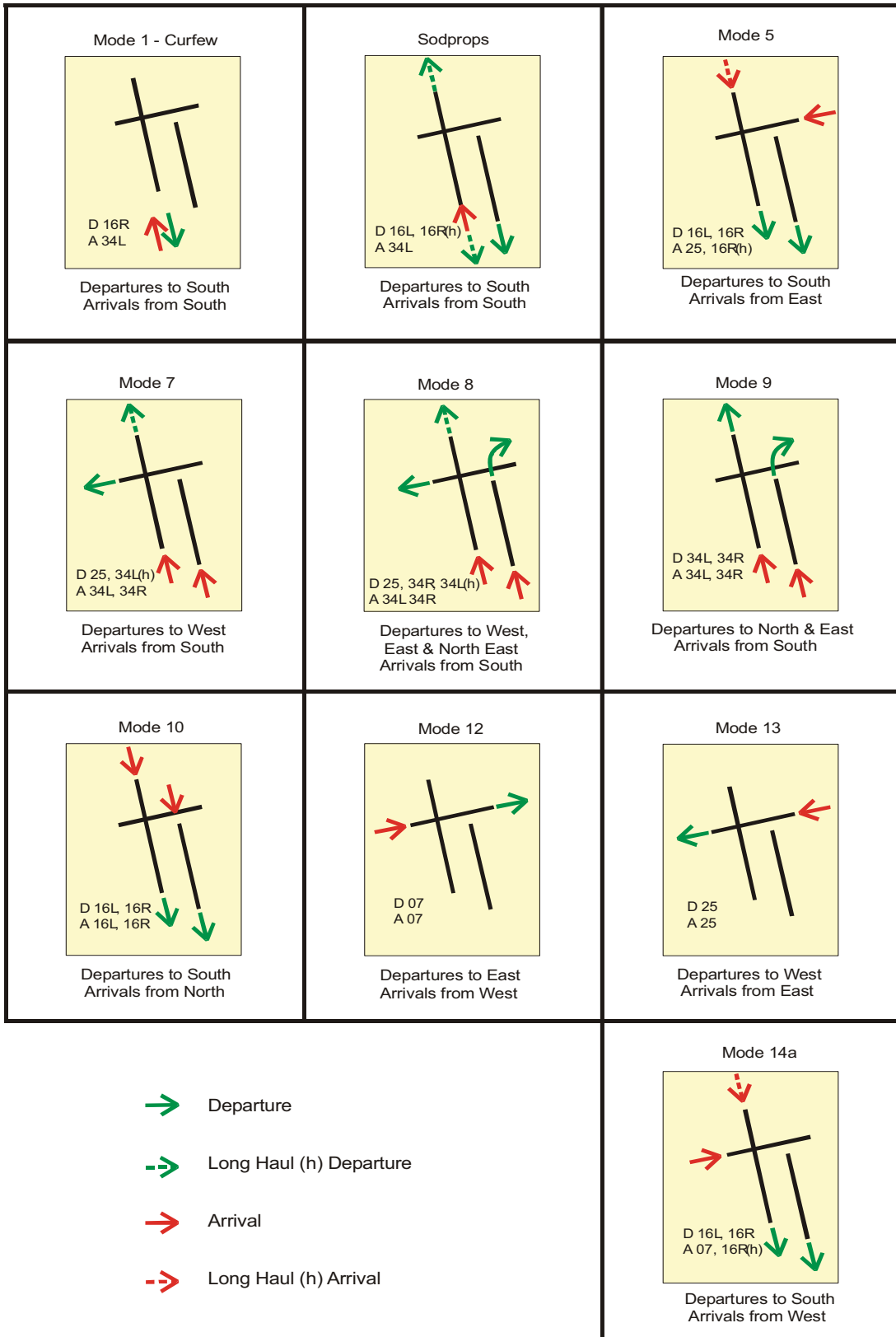
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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)

<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 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	5.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	4.	<b>07</b> (Mode 12) <b>or 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 16</b> (Mode 10)
	8.	<b>07</b> (Mode 12) <b>or 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-Apr-12	75	0	75	76	85	161	68	189	257	16	1	17	121	64	185	29	71	100	0	0	0	795
02-Apr-12	15	0	15	150	145	295	211	297	508	32	0	32	54	14	68	0	0	0	0	0	0	918
03-Apr-12	0	0	0	0	54	54	0	6	6	0	0	0	318	206	524	143	198	341	0	0	0	925
04-Apr-12	0	0	0	0	18	18	0	8	8	0	0	0	305	215	520	161	230	391	0	0	0	937
05-Apr-12	1	0	1	0	34	34	0	5	5	0	0	0	299	213	512	163	209	372	0	0	0	924
06-Apr-12	3	0	3	0	18	18	0	0	0	0	0	0	272	197	469	163	214	377	0	0	0	867
07-Apr-12	16	0	16	71	88	159	134	184	318	28	1	29	80	32	112	20	30	50	0	0	0	684
08-Apr-12	0	0	0	0	12	12	1	0	1	0	1	1	258	166	424	79	181	260	0	0	0	698
09-Apr-12	0	0	0	72	108	180	130	231	361	105	2	107	92	36	128	23	43	66	0	0	0	842
10-Apr-12	0	0	0	186	125	311	217	331	548	59	1	60	2	0	2	0	0	0	0	0	0	921
11-Apr-12	1	0	1	189	127	316	249	328	577	1	0	1	6	0	6	0	0	0	0	0	0	901
12-Apr-12	2	0	2	166	148	314	204	287	491	25	1	26	61	14	75	0	0	0	0	0	0	908
13-Apr-12	0	0	0	0	0	0	0	5	5	0	21	21	293	205	498	175	234	409	0	0	0	933
14-Apr-12	2	0	2	0	0	0	1	3	4	0	0	0	260	172	432	118	189	307	0	0	0	745
15-Apr-12	29	0	29	71	133	204	90	152	242	28	0	28	151	89	240	18	37	55	0	0	0	798
16-Apr-12	3	0	3	154	129	283	175	310	485	92	3	95	28	7	35	5	10	15	0	0	0	916
17-Apr-12	10	0	10	187	126	313	256	327	583	0	0	0	4	0	4	0	0	0	0	0	0	910
18-Apr-12	2	0	2	48	45	93	69	96	165	0	0	0	203	148	351	130	167	297	0	0	0	908
19-Apr-12	0	0	0	116	91	207	151	202	353	19	0	19	103	108	211	74	67	141	0	0	0	931
20-Apr-12	1	0	1	0	0	0	0	5	5	0	1	1	289	218	507	177	235	412	0	0	0	926
21-Apr-12	1	0	1	122	101	223	218	248	466	27	0	27	0	0	0	0	0	0	0	0	0	717
22-Apr-12	1	0	1	16	34	50	30	42	72	0	0	0	232	162	394	94	158	252	0	0	0	769
23-Apr-12	2	0	2	0	0	0	0	4	4	0	0	0	277	207	484	155	227	382	0	0	0	872
24-Apr-12	0	0	0	0	19	19	0	11	11	32	36	68	271	164	435	119	193	312	0	0	0	845
25-Apr-12	0	0	0	0	0	0	0	1	1	227	282	509	102	59	161	52	43	95	0	0	0	766
26-Apr-12	0	0	0	123	126	249	161	298	459	127	0	127	28	4	32	0	0	0	0	0	0	867
27-Apr-12	19	0	19	76	101	177	116	181	297	34	1	35	150	88	238	56	79	135	0	0	0	901
28-Apr-12	0	0	0	0	29	29	0	1	1	0	7	7	283	152	435	78	152	230	0	0	0	702
29-Apr-12	0	0	0	140	123	263	199	286	485	29	0	29	12	0	12	0	0	0	0	0	0	789
30-Apr-12	3	0	3	96	112	208	132	199	331	35	11	46	139	67	206	55	64	119	0	0	0	913
<b>Total</b>	<b>186</b>	<b>0</b>	<b>186</b>	<b>2059</b>	<b>2131</b>	<b>4190</b>	<b>2812</b>	<b>4237</b>	<b>7049</b>	<b>916</b>	<b>369</b>	<b>1285</b>	<b>4693</b>	<b>3007</b>	<b>7700</b>	<b>2087</b>	<b>3031</b>	<b>5118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25528</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-Apr-12	52	0	52	54	58	112	52	144	196	15	0	15	106	48	154	23	62	85	0	0	0	614
02-Apr-12	9	0	9	91	106	197	173	217	390	21	0	21	48	12	60	0	0	0	0	0	0	677
03-Apr-12	0	0	0	0	42	42	0	5	5	0	0	0	249	128	377	90	166	256	0	0	0	680
04-Apr-12	0	0	0	0	18	18	0	6	6	0	0	0	233	133	366	110	189	299	0	0	0	689
05-Apr-12	0	0	0	0	33	33	0	2	2	0	0	0	227	128	355	104	171	275	0	0	0	665
06-Apr-12	1	0	1	0	18	18	0	0	0	0	0	0	224	134	358	107	178	285	0	0	0	662
07-Apr-12	15	0	15	54	72	126	104	156	260	21	0	21	71	23	94	17	23	40	0	0	0	556
08-Apr-12	0	0	0	0	12	12	0	0	0	0	0	0	219	123	342	57	152	209	0	0	0	563
09-Apr-12	0	0	0	46	78	124	110	182	292	75	1	76	78	21	99	16	38	54	0	0	0	645
10-Apr-12	0	0	0	124	82	206	169	260	429	51	0	51	2	0	2	0	0	0	0	0	0	688
11-Apr-12	0	0	0	127	85	212	201	252	453	1	0	1	4	0	4	0	0	0	0	0	0	670
12-Apr-12	1	0	1	108	108	216	157	215	372	20	0	20	55	11	66	0	0	0	0	0	0	675
13-Apr-12	0	0	0	0	0	0	0	3	3	0	15	15	231	129	360	112	197	309	0	0	0	687
14-Apr-12	1	0	1	0	0	0	1	2	3	0	0	0	212	128	340	84	164	248	0	0	0	592
15-Apr-12	25	0	25	50	105	155	66	111	177	27	0	27	123	62	185	14	32	46	0	0	0	615
16-Apr-12	2	0	2	99	87	186	139	237	376	72	1	73	23	6	29	4	10	14	0	0	0	680
17-Apr-12	9	0	9	118	83	201	208	249	457	0	0	0	2	0	2	0	0	0	0	0	0	669
18-Apr-12	1	0	1	30	29	59	51	75	126	0	0	0	166	90	256	84	141	225	0	0	0	667
19-Apr-12	0	0	0	68	60	128	125	151	276	15	0	15	88	79	167	43	53	96	0	0	0	682
20-Apr-12	0	0	0	0	0	0	0	4	4	0	0	0	226	141	367	119	197	316	0	0	0	687
21-Apr-12	0	0	0	80	76	156	182	208	390	27	0	27	0	0	0	0	0	0	0	0	0	573
22-Apr-12	0	0	0	11	30	41	30	32	62	0	0	0	192	107	299	61	133	194	0	0	0	596
23-Apr-12	0	0	0	0	0	0	0	3	3	0	0	0	222	128	350	97	188	285	0	0	0	638
24-Apr-12	0	0	0	0	18	18	0	7	7	18	24	42	210	98	308	70	154	224	0	0	0	599
25-Apr-12	0	0	0	0	0	0	0	0	0	156	200	356	86	44	130	31	30	61	0	0	0	547
26-Apr-12	0	0	0	75	86	161	125	222	347	97	0	97	23	4	27	0	0	0	0	0	0	632
27-Apr-12	12	0	12	50	74	124	86	137	223	30	0	30	117	53	170	31	65	96	0	0	0	655
28-Apr-12	0	0	0	0	26	26	0	0	0	0	5	5	227	109	336	50	129	179	0	0	0	546
29-Apr-12	0	0	0	100	86	186	159	220	379	26	0	26	10	0	10	0	0	0	0	0	0	601
30-Apr-12	1	0	1	61	80	141	96	148	244	22	9	31	121	38	159	32	53	85	0	0	0	661
Total	129	0	129	1346	1552	2898	2234	3248	5482	694	255	949	3795	1977	5772	1356	2525	3881	0	0	0	19111



# 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-Apr-12	23	0	23	22	27	49	16	45	61	1	1	2	15	16	31	6	9	15	0	0	0	181
02-Apr-12	6	0	6	59	39	98	38	80	118	11	0	11	6	2	8	0	0	0	0	0	0	241
03-Apr-12	0	0	0	0	12	12	0	1	1	0	0	0	69	78	147	53	32	85	0	0	0	245
04-Apr-12	0	0	0	0	0	0	0	2	2	0	0	0	72	82	154	51	41	92	0	0	0	248
05-Apr-12	1	0	1	0	1	1	0	3	3	0	0	0	72	85	157	59	38	97	0	0	0	259
06-Apr-12	2	0	2	0	0	0	0	0	0	0	0	0	48	63	111	56	36	92	0	0	0	205
07-Apr-12	1	0	1	17	16	33	30	28	58	7	1	8	9	9	18	3	7	10	0	0	0	128
08-Apr-12	0	0	0	0	0	0	1	0	1	0	1	1	39	43	82	22	29	51	0	0	0	135
09-Apr-12	0	0	0	26	30	56	20	49	69	30	1	31	14	15	29	7	5	12	0	0	0	197
10-Apr-12	0	0	0	62	43	105	48	71	119	8	1	9	0	0	0	0	0	0	0	0	0	233
11-Apr-12	1	0	1	62	42	104	48	76	124	0	0	0	2	0	2	0	0	0	0	0	0	231
12-Apr-12	1	0	1	58	40	98	47	72	119	5	1	6	6	3	9	0	0	0	0	0	0	233
13-Apr-12	0	0	0	0	0	0	0	2	2	0	6	6	62	76	138	63	37	100	0	0	0	246
14-Apr-12	1	0	1	0	0	0	0	1	1	0	0	0	48	44	92	34	25	59	0	0	0	153
15-Apr-12	4	0	4	21	28	49	24	41	65	1	0	1	28	27	55	4	5	9	0	0	0	183
16-Apr-12	1	0	1	55	42	97	36	73	109	20	2	22	5	1	6	1	0	1	0	0	0	236
17-Apr-12	1	0	1	69	43	112	48	78	126	0	0	0	2	0	2	0	0	0	0	0	0	241
18-Apr-12	1	0	1	18	16	34	18	21	39	0	0	0	37	58	95	46	26	72	0	0	0	241
19-Apr-12	0	0	0	48	31	79	26	51	77	4	0	4	15	29	44	31	14	45	0	0	0	249
20-Apr-12	1	0	1	0	0	0	0	1	1	0	1	1	63	77	140	58	38	96	0	0	0	239
21-Apr-12	1	0	1	42	25	67	36	40	76	0	0	0	0	0	0	0	0	0	0	0	0	144
22-Apr-12	1	0	1	5	4	9	0	10	10	0	0	0	40	55	95	33	25	58	0	0	0	173
23-Apr-12	2	0	2	0	0	0	0	1	1	0	0	0	55	79	134	58	39	97	0	0	0	234
24-Apr-12	0	0	0	0	1	1	0	4	4	14	12	26	61	66	127	49	39	88	0	0	0	246
25-Apr-12	0	0	0	0	0	0	0	1	1	71	82	153	16	15	31	21	13	34	0	0	0	219
26-Apr-12	0	0	0	48	40	88	36	76	112	30	0	30	5	0	5	0	0	0	0	0	0	235
27-Apr-12	7	0	7	26	27	53	30	44	74	4	1	5	33	35	68	25	14	39	0	0	0	246
28-Apr-12	0	0	0	0	3	3	0	1	1	0	2	2	56	43	99	28	23	51	0	0	0	156
29-Apr-12	0	0	0	40	37	77	40	66	106	3	0	3	2	0	2	0	0	0	0	0	0	188
30-Apr-12	2	0	2	35	32	67	36	51	87	13	2	15	18	29	47	23	11	34	0	0	0	252
<b>Total</b>	<b>57</b>	<b>0</b>	<b>57</b>	<b>713</b>	<b>579</b>	<b>1292</b>	<b>578</b>	<b>989</b>	<b>1567</b>	<b>222</b>	<b>114</b>	<b>336</b>	<b>898</b>	<b>1030</b>	<b>1928</b>	<b>731</b>	<b>506</b>	<b>1237</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6417</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-Apr-12	0	0	1	0	0	3	30	38	44	57	45	53	43	40	50	55	46	48	61	75	57	34	15	0	795
02-Apr-12	1	0	0	1	0	4	42	60	72	65	70	69	50	40	56	49	49	67	65	57	38	32	27	4	918
03-Apr-12	1	0	1	2	1	3	44	70	68	62	70	61	49	48	48	53	50	63	69	61	42	30	25	4	925
04-Apr-12	2	0	1	3	1	3	41	63	69	61	64	60	43	46	66	52	54	56	73	63	42	39	30	5	937
05-Apr-12	2	3	1	4	1	2	45	65	71	64	64	54	55	45	55	58	55	61	70	62	41	26	19	1	924
06-Apr-12	0	0	0	0	0	3	44	63	66	73	59	63	47	46	54	54	50	61	59	50	38	17	20	0	867
07-Apr-12	2	0	0	0	0	5	33	44	60	49	54	56	42	40	46	38	36	44	47	34	25	24	4	1	684
08-Apr-12	1	0	0	1	0	3	27	36	48	50	45	47	36	37	50	39	48	49	45	34	44	39	19	0	698
09-Apr-12	2	1	0	0	0	4	38	57	63	62	58	61	41	41	50	48	47	61	68	55	37	27	19	2	842
10-Apr-12	0	0	0	0	0	1	53	58	67	72	57	70	48	45	56	47	48	62	65	68	39	34	27	4	921
11-Apr-12	2	1	1	4	0	3	42	61	68	69	55	63	50	43	52	46	54	60	67	63	36	34	23	4	901
12-Apr-12	2	0	0	4	0	3	45	64	69	62	65	55	51	40	52	50	51	62	61	63	44	37	24	4	908
13-Apr-12	3	0	1	3	1	3	46	64	68	68	63	58	53	49	53	60	49	62	64	64	52	30	18	1	933
14-Apr-12	1	0	0	1	0	3	36	52	61	63	58	58	46	44	49	45	38	41	47	38	31	23	8	2	745
15-Apr-12	0	2	0	0	0	3	31	37	50	54	54	43	41	42	57	47	51	60	63	62	49	30	20	2	798
16-Apr-12	0	1	0	2	0	4	45	63	69	69	70	62	50	45	52	48	47	67	67	58	37	32	23	5	916
17-Apr-12	1	1	1	2	1	0	48	63	67	67	58	57	53	39	53	45	51	57	65	69	44	33	30	5	910
18-Apr-12	3	0	1	2	4	2	45	55	66	66	61	60	56	34	51	48	55	53	64	63	48	36	30	5	908
19-Apr-12	3	1	1	3	0	4	45	55	66	68	66	59	54	47	51	53	51	57	55	64	63	36	24	5	931
20-Apr-12	3	0	3	3	0	3	40	57	67	67	70	50	62	42	56	53	59	58	66	63	42	42	18	2	926
21-Apr-12	0	0	0	0	0	0	14	38	52	63	64	62	52	40	46	46	45	48	45	36	33	20	13	0	717
22-Apr-12	0	1	0	0	2	3	25	19	39	49	55	52	50	42	53	53	54	56	62	57	43	39	14	1	769
23-Apr-12	0	1	0	0	0	3	44	62	62	65	64	63	43	43	49	47	48	59	68	58	38	27	24	4	872
24-Apr-12	4	0	1	4	3	5	40	67	69	64	60	53	35	42	48	54	42	54	65	53	37	31	12	2	845
25-Apr-12	0	1	1	1	1	3	39	62	56	53	49	51	49	44	48	43	39	43	51	56	33	29	12	2	766
26-Apr-12	0	1	1	0	1	4	38	60	66	61	64	57	46	43	54	44	48	65	69	56	35	31	17	6	867
27-Apr-12	3	0	3	3	0	4	38	69	70	66	64	55	49	45	53	56	50	66	67	54	40	34	11	1	901
28-Apr-12	2	0	1	0	0	3	30	46	64	59	60	52	49	39	48	43	32	42	43	35	25	18	10	1	702
29-Apr-12	0	1	1	1	0	4	28	33	57	46	50	38	49	43	54	55	43	63	69	66	41	28	19	0	789
30-Apr-12	1	0	1	0	0	3	46	64	76	72	64	59	46	40	57	53	49	67	64	60	34	26	25	6	913
<b>Total</b>	<b>39</b>	<b>15</b>	<b>21</b>	<b>44</b>	<b>16</b>	<b>91</b>	<b>1162</b>	<b>1645</b>	<b>1890</b>	<b>1866</b>	<b>1800</b>	<b>1701</b>	<b>1438</b>	<b>1274</b>	<b>1567</b>	<b>1482</b>	<b>1439</b>	<b>1712</b>	<b>1844</b>	<b>1697</b>	<b>1208</b>	<b>918</b>	<b>580</b>	<b>79</b>	<b>25528</b>
<b>Avg.</b>	<b>1.30</b>	<b>0.50</b>	<b>0.70</b>	<b>1.47</b>	<b>0.53</b>	<b>3.03</b>	<b>38.73</b>	<b>54.83</b>	<b>63.00</b>	<b>62.20</b>	<b>60.00</b>	<b>56.70</b>	<b>47.93</b>	<b>42.47</b>	<b>52.23</b>	<b>49.40</b>	<b>47.97</b>	<b>57.07</b>	<b>61.47</b>	<b>56.57</b>	<b>40.27</b>	<b>30.60</b>	<b>19.33</b>	<b>2.63</b>	<b>850.93</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-Apr-12	0	0	1	0	0	3	20	20	16	30	20	20	15	17	24	25	22	31	36	35	25	16	9	0	385
02-Apr-12	0	0	0	1	0	2	22	33	38	35	36	32	19	18	27	21	24	39	31	27	22	20	14	1	462
03-Apr-12	0	0	1	1	0	3	23	40	33	31	37	33	14	23	22	21	30	35	33	27	25	12	16	1	461
04-Apr-12	1	0	1	2	0	3	20	36	33	32	26	34	20	20	31	21	25	35	37	28	25	20	15	1	466
05-Apr-12	1	2	0	3	0	2	21	37	36	32	27	31	20	22	28	26	26	35	39	27	20	14	13	1	463
06-Apr-12	0	0	0	0	0	3	21	39	36	31	28	33	17	22	27	25	25	40	28	24	18	9	12	0	438
07-Apr-12	1	0	0	0	0	5	21	24	30	20	22	30	16	19	27	16	17	31	22	19	14	13	2	0	349
08-Apr-12	1	0	0	1	0	3	17	21	21	18	18	22	14	16	23	14	28	34	25	8	25	19	10	0	338
09-Apr-12	2	1	0	0	0	4	22	31	32	26	28	28	19	17	23	23	24	35	34	24	21	14	12	2	422
10-Apr-12	0	0	0	0	0	1	28	28	37	34	31	36	19	18	32	18	23	35	36	29	20	22	16	1	464
11-Apr-12	0	0	1	2	0	3	20	31	37	32	22	36	21	17	26	21	26	36	31	32	17	22	13	0	446
12-Apr-12	1	0	0	2	0	3	22	35	34	30	31	27	22	19	28	19	27	35	34	27	24	22	14	2	458
13-Apr-12	0	0	1	1	1	3	24	36	37	31	25	33	23	23	26	22	25	39	33	30	23	18	13	1	468
14-Apr-12	1	0	0	1	0	3	23	31	28	28	23	30	18	21	29	18	19	31	23	19	16	14	4	1	381
15-Apr-12	0	2	0	0	0	3	18	20	22	22	23	20	14	16	28	19	24	41	35	29	22	15	14	0	387
16-Apr-12	0	1	0	2	0	4	24	32	37	33	33	27	23	21	22	20	25	40	33	27	22	16	13	2	457
17-Apr-12	0	1	1	1	0	0	24	35	37	31	30	30	18	17	28	18	25	32	35	32	26	16	19	1	457
18-Apr-12	1	0	1	2	2	2	22	27	34	34	27	30	24	15	25	24	27	30	29	32	29	16	17	2	452
19-Apr-12	1	1	1	1	0	4	22	30	33	32	30	28	25	20	23	22	28	33	34	34	27	18	15	1	463
20-Apr-12	1	0	3	1	0	3	19	34	39	33	26	29	26	19	28	22	26	36	33	33	20	23	12	1	467
21-Apr-12	0	0	0	0	0	0	1	22	33	34	34	25	21	15	26	27	22	29	22	17	20	12	8	0	368
22-Apr-12	0	1	0	0	0	3	15	5	17	26	26	24	15	19	29	23	24	34	31	27	24	20	9	1	373
23-Apr-12	0	1	0	0	0	3	23	36	29	31	31	29	17	22	20	21	25	37	36	23	22	14	13	1	434
24-Apr-12	1	0	1	4	1	4	21	37	37	28	29	28	13	19	23	23	20	32	32	20	22	19	7	1	422
25-Apr-12	0	1	0	1	1	3	22	38	24	25	22	25	23	21	20	20	19	26	25	28	14	15	7	1	381
26-Apr-12	0	1	0	0	1	4	20	34	32	32	31	25	19	21	27	19	24	40	32	27	19	18	10	3	439
27-Apr-12	0	0	3	1	0	4	21	40	38	24	28	29	22	20	26	23	26	36	30	31	24	16	8	1	451
28-Apr-12	1	0	1	0	0	3	18	27	34	22	27	30	17	23	24	21	13	31	22	19	15	7	5	1	361
29-Apr-12	0	0	1	1	0	3	18	16	25	19	21	15	18	20	27	21	21	38	37	31	21	13	14	0	380
30-Apr-12	1	0	0	0	0	3	26	35	40	33	31	31	20	18	28	20	27	38	32	27	19	16	12	3	460
Total	14	12	17	28	6	87	618	910	959	869	823	850	572	578	777	633	717	1044	940	793	641	489	346	30	12753
Avg.	0.47	0.40	0.57	0.93	0.20	2.90	20.60	30.33	31.97	28.97	27.43	28.33	19.07	19.27	25.90	21.10	23.90	34.80	31.33	26.43	21.37	16.30	11.53	1.00	425.10

(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-Apr-12	0	0	0	0	0	0	10	18	28	27	25	33	28	23	26	30	24	17	25	40	32	18	6	0	410
02-Apr-12	1	0	0	0	0	2	20	27	34	30	34	37	31	22	29	28	25	28	34	30	16	12	13	3	456
03-Apr-12	1	0	0	1	1	0	21	30	35	31	33	28	35	25	26	32	20	28	36	34	17	18	9	3	464
04-Apr-12	1	0	0	1	1	0	21	27	36	29	38	26	23	26	35	31	29	21	36	35	17	19	15	4	471
05-Apr-12	1	1	1	1	1	0	24	28	35	32	37	23	35	23	27	32	29	26	31	35	21	12	6	0	461
06-Apr-12	0	0	0	0	0	0	23	24	30	42	31	30	30	24	27	29	25	21	31	26	20	8	8	0	429
07-Apr-12	1	0	0	0	0	0	12	20	30	29	32	26	26	21	19	22	19	13	25	15	11	11	2	1	335
08-Apr-12	0	0	0	0	0	0	10	15	27	32	27	25	22	21	27	25	20	15	20	26	19	20	9	0	360
09-Apr-12	0	0	0	0	0	0	16	26	31	36	30	33	22	24	27	25	23	26	34	31	16	13	7	0	420
10-Apr-12	0	0	0	0	0	0	25	30	30	38	26	34	29	27	24	29	25	27	29	39	19	12	11	3	457
11-Apr-12	2	1	0	2	0	0	22	30	31	37	33	27	29	26	26	25	28	24	36	31	19	12	10	4	455
12-Apr-12	1	0	0	2	0	0	23	29	35	32	34	28	29	21	24	31	24	27	27	36	20	15	10	2	450
13-Apr-12	3	0	0	2	0	0	22	28	31	37	38	25	30	26	27	38	24	23	31	34	29	12	5	0	465
14-Apr-12	0	0	0	0	0	0	13	21	33	35	35	28	28	23	20	27	19	10	24	19	15	9	4	1	364
15-Apr-12	0	0	0	0	0	0	13	17	28	32	31	23	27	26	29	28	27	19	28	33	27	15	6	2	411
16-Apr-12	0	0	0	0	0	0	21	31	32	36	37	35	27	24	30	28	22	27	34	31	15	16	10	3	459
17-Apr-12	1	0	0	1	1	0	24	28	30	36	28	27	35	22	25	27	26	25	30	37	18	17	11	4	453
18-Apr-12	2	0	0	0	2	0	23	28	32	32	34	30	32	19	26	24	28	23	35	31	19	20	13	3	456
19-Apr-12	2	0	0	2	0	0	23	25	33	36	36	31	29	27	28	31	23	24	21	30	36	18	9	4	468
20-Apr-12	2	0	0	2	0	0	21	23	28	34	44	21	36	23	28	31	33	22	33	30	22	19	6	1	459
21-Apr-12	0	0	0	0	0	0	13	16	19	29	30	37	31	25	20	19	23	19	23	19	13	8	5	0	349
22-Apr-12	0	0	0	0	2	0	10	14	22	23	29	28	35	23	24	30	30	22	31	30	19	19	5	0	396
23-Apr-12	0	0	0	0	0	0	21	26	33	34	33	34	26	21	29	26	23	22	32	35	16	13	11	3	438
24-Apr-12	3	0	0	0	2	1	19	30	32	36	31	25	22	23	25	31	22	22	33	33	15	12	5	1	423
25-Apr-12	0	0	1	0	0	0	17	24	32	28	27	26	26	23	28	23	20	17	26	28	19	14	5	1	385
26-Apr-12	0	0	1	0	0	0	18	26	34	29	33	32	27	22	27	25	24	25	37	29	16	13	7	3	428
27-Apr-12	3	0	0	2	0	0	17	29	32	42	36	26	27	25	27	33	24	30	37	23	16	18	3	0	450
28-Apr-12	1	0	0	0	0	0	12	19	30	37	33	22	32	16	24	22	19	11	21	16	10	11	5	0	341
29-Apr-12	0	1	0	0	0	1	10	17	32	27	29	23	31	23	27	34	22	25	32	35	20	15	5	0	409
30-Apr-12	0	0	1	0	0	0	20	29	36	39	33	28	26	22	29	33	22	29	32	33	15	10	13	3	453
Total	25	3	4	16	10	4	544	735	931	997	977	851	866	696	790	849	722	668	904	904	567	429	234	49	12775
Avg.	0.83	0.10	0.13	0.53	0.33	0.13	18.13	24.50	31.03	33.23	32.57	28.37	28.87	23.20	26.33	28.30	24.07	22.27	30.13	30.13	18.90	14.30	7.80	1.63	425.83

(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	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Apr-12	07:00	00:33	00:54	00:56	-	-	05:43	04:50	-	-	04:01	-	-
02-Apr-12	07:00	00:21	02:24	01:44	-	-	-	11:52	-	-	00:36	-	-
03-Apr-12	07:00	00:17	02:59	-	-	-	13:42	-	-	-	-	-	-
04-Apr-12	07:00	00:16	01:11	-	-	-	15:31	-	-	-	-	-	-
05-Apr-12	07:00	00:28	02:40	-	-	-	13:50	-	-	-	-	-	-
06-Apr-12	07:00	00:22	00:53	-	-	-	15:43	-	-	-	-	-	-
07-Apr-12	07:00	01:01	01:33	01:22	-	-	02:16	09:45	-	-	00:59	-	-
08-Apr-12	07:00	00:15	01:26	-	-	-	15:17	-	-	-	-	-	-
09-Apr-12	07:00	00:24	01:01	04:57	-	-	03:02	07:33	-	-	-	-	-
10-Apr-12	07:00	00:10	-	02:49	-	-	-	13:59	-	-	-	-	-
11-Apr-12	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
12-Apr-12	07:00	00:17	02:30	01:18	-	-	-	12:53	-	-	-	-	-
13-Apr-12	07:00	00:34	-	-	00:45	-	15:38	-	-	-	-	-	-
14-Apr-12	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
15-Apr-12	07:00	00:18	05:38	01:45	-	-	02:43	05:06	-	-	01:27	-	-
16-Apr-12	07:00	-	-	04:52	-	-	00:54	11:12	-	-	-	-	-
17-Apr-12	07:00	00:10	-	-	-	-	-	16:16	-	-	00:32	-	-
18-Apr-12	07:00	00:14	-	-	-	-	11:29	05:15	-	-	-	-	-
19-Apr-12	07:00	00:16	-	00:46	-	-	05:44	10:11	-	-	-	-	-
20-Apr-12	07:00	00:26	00:09	-	-	-	16:22	-	-	-	-	-	-
21-Apr-12	07:00	00:28	-	02:05	-	-	-	14:25	-	-	-	-	-
22-Apr-12	07:00	00:31	02:14	-	-	-	11:47	02:25	-	-	-	-	-
23-Apr-12	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
24-Apr-12	07:00	00:35	02:29	-	00:34	-	12:05	-	-	01:13	-	-	-
25-Apr-12	07:00	00:29	-	-	03:41	-	02:39	-	-	10:08	-	-	-
26-Apr-12	07:00	00:17	00:52	06:38	-	-	-	09:10	-	-	-	-	-
27-Apr-12	07:00	00:52	01:55	01:43	-	-	04:43	06:45	-	-	00:59	-	-
28-Apr-12	07:00	00:26	03:13	-	00:40	-	12:38	-	-	-	-	-	-
29-Apr-12	07:00	00:30	01:00	01:44	-	-	-	13:43	-	-	-	-	-
30-Apr-12	07:00	00:17	03:01	01:53	00:37	-	03:27	07:42	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>12:21</b>	<b>38:11</b>	<b>34:37</b>	<b>6:20</b>	<b>00:00</b>	<b>218:37</b>	<b>179:50</b>	<b>00:00</b>	<b>11:22</b>	<b>8:36</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.42%</b>	<b>7.49%</b>	<b>6.79%</b>	<b>1.24%</b>	<b>0.00%</b>	<b>42.87%</b>	<b>35.26%</b>	<b>0.00%</b>	<b>2.23%</b>	<b>1.69%</b>	<b>0.00%</b>	<b>0.00%</b>

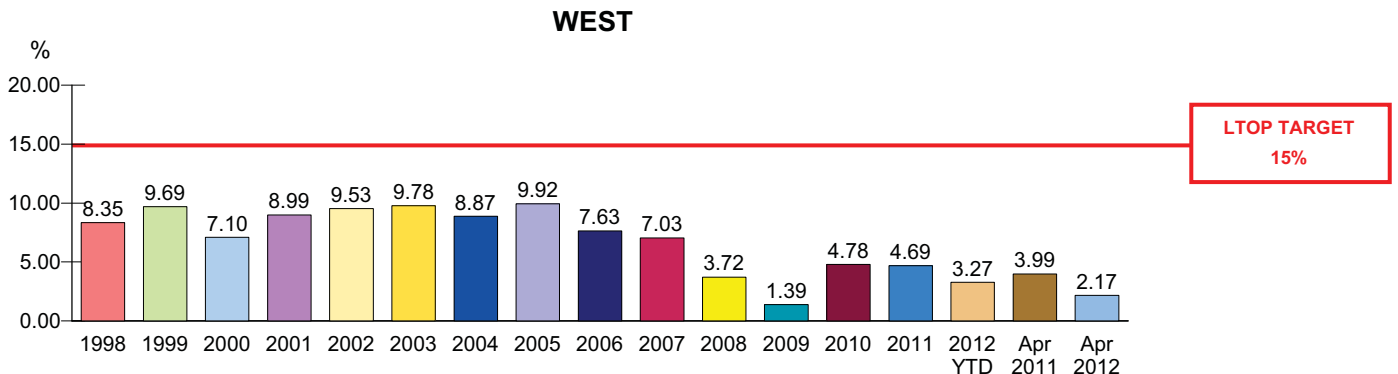
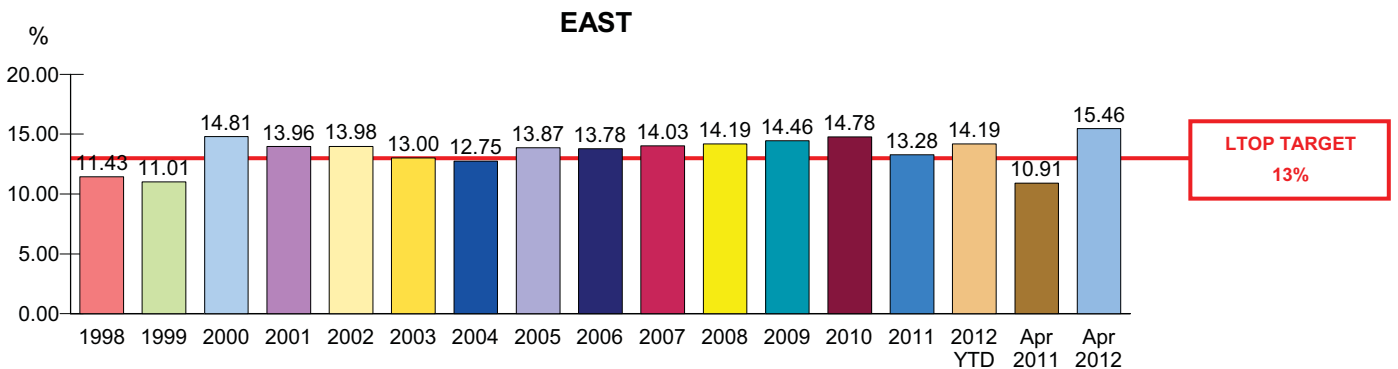
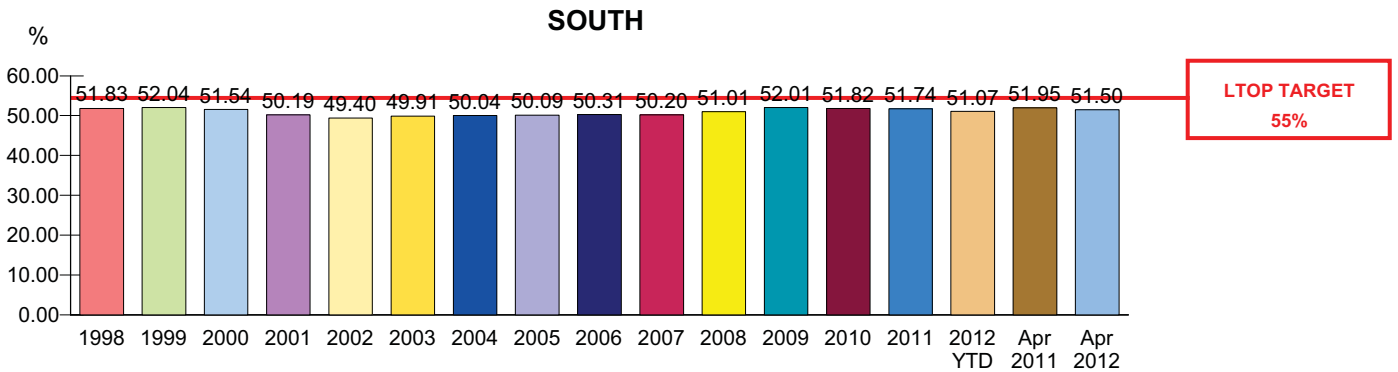
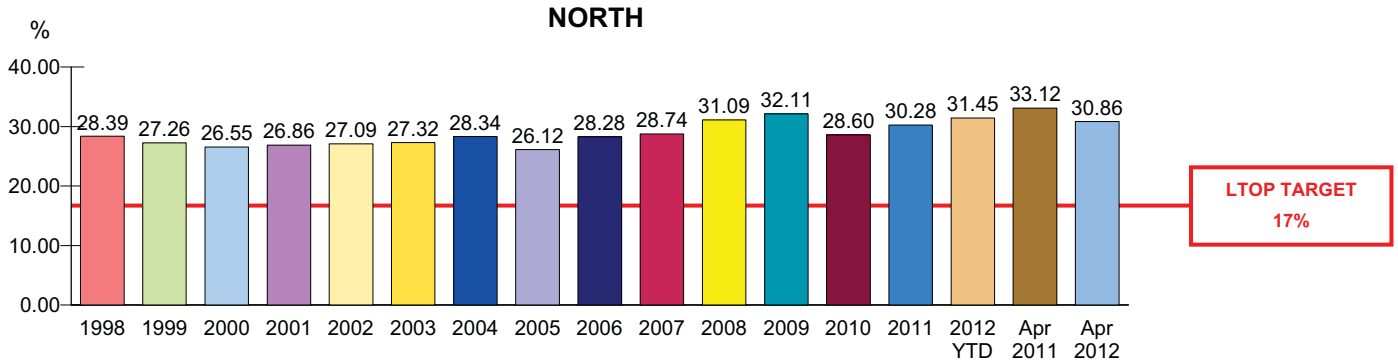
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2012

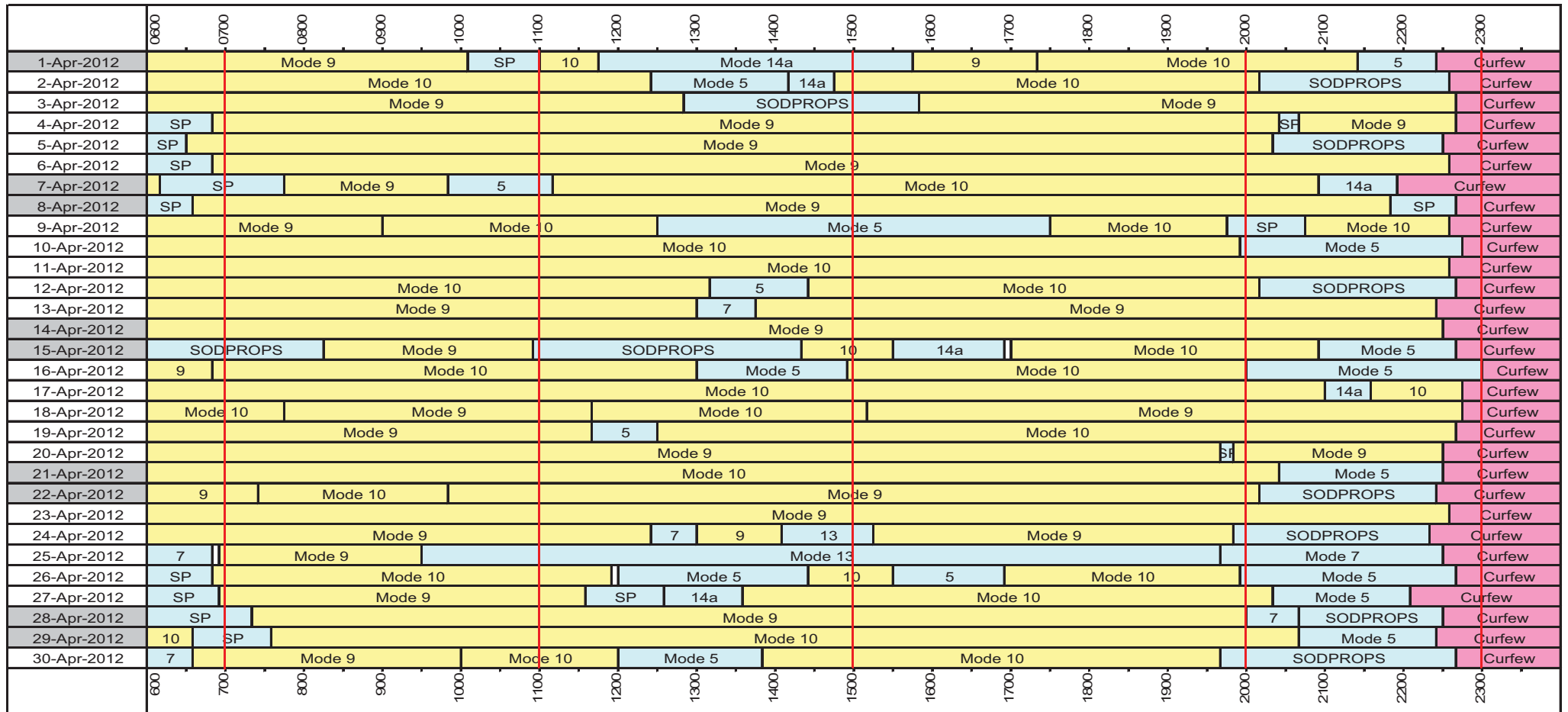
Time	2.11%	4.07%	5.85%	0.61%	0.00%	42.05%	37.65%	0.00%	0.93%	6.70%	0.00%	0.02%
Movements	0.41%	2.99%	4.58%	0.41%	0.00%	44.12%	41.27%	0.00%	0.86%	5.34%	0.00%	0.01%

## Runway End Impact to 30 April 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 **April 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	
17/04/2012	6:57	9:15	2:18
18/04/2012	6:45	7:40	0:54

### 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
17/04/2012	81	36	45
18/04/2012	21	11	10

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

Suburb	Number of complaints	Number of complainants
-	-	-

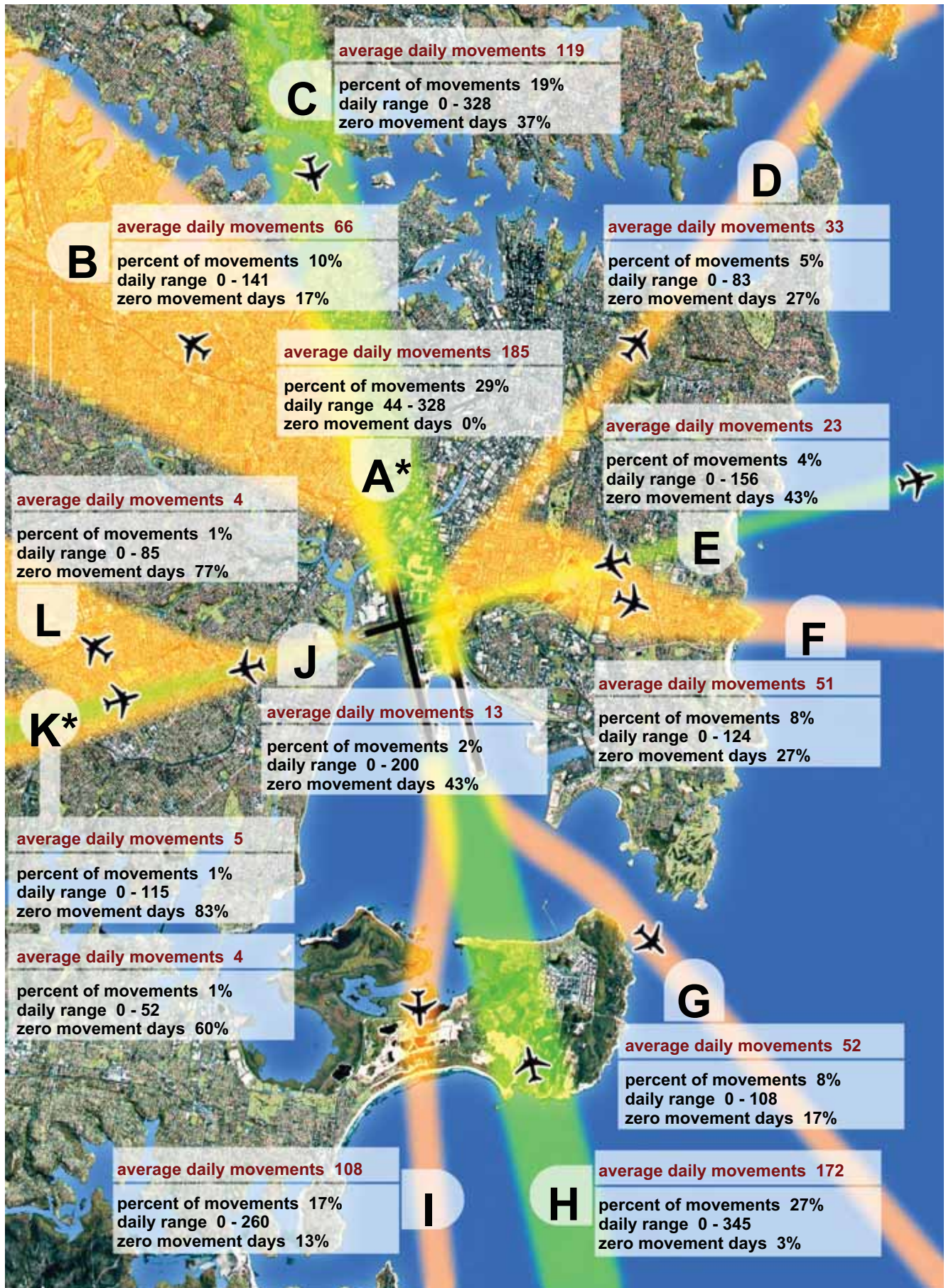


## **Noise Complaints & Information Service**

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 April 2012 to 30 April 2012, All Jets

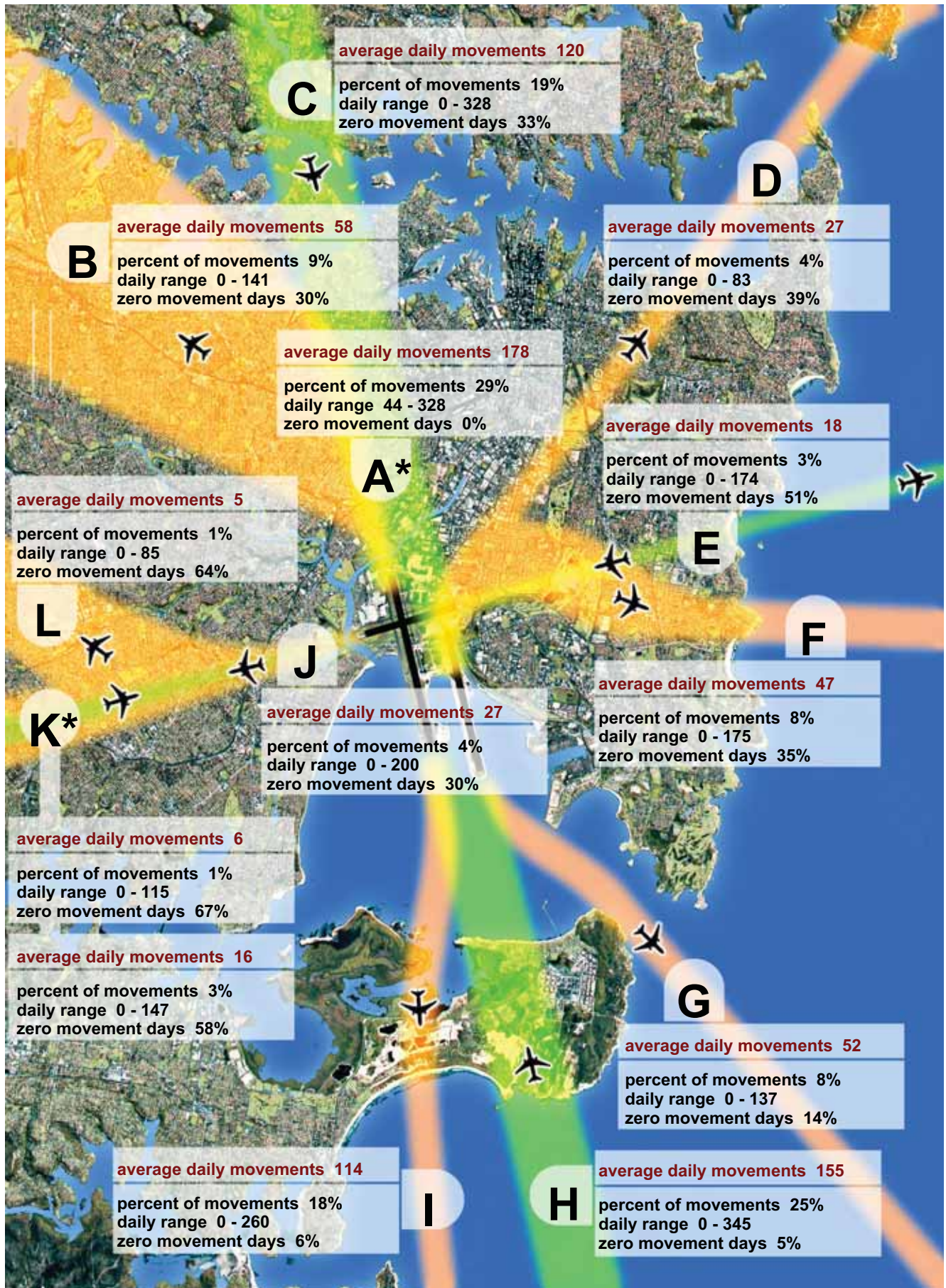


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 May 2011 to 30 April 2012, All Jets

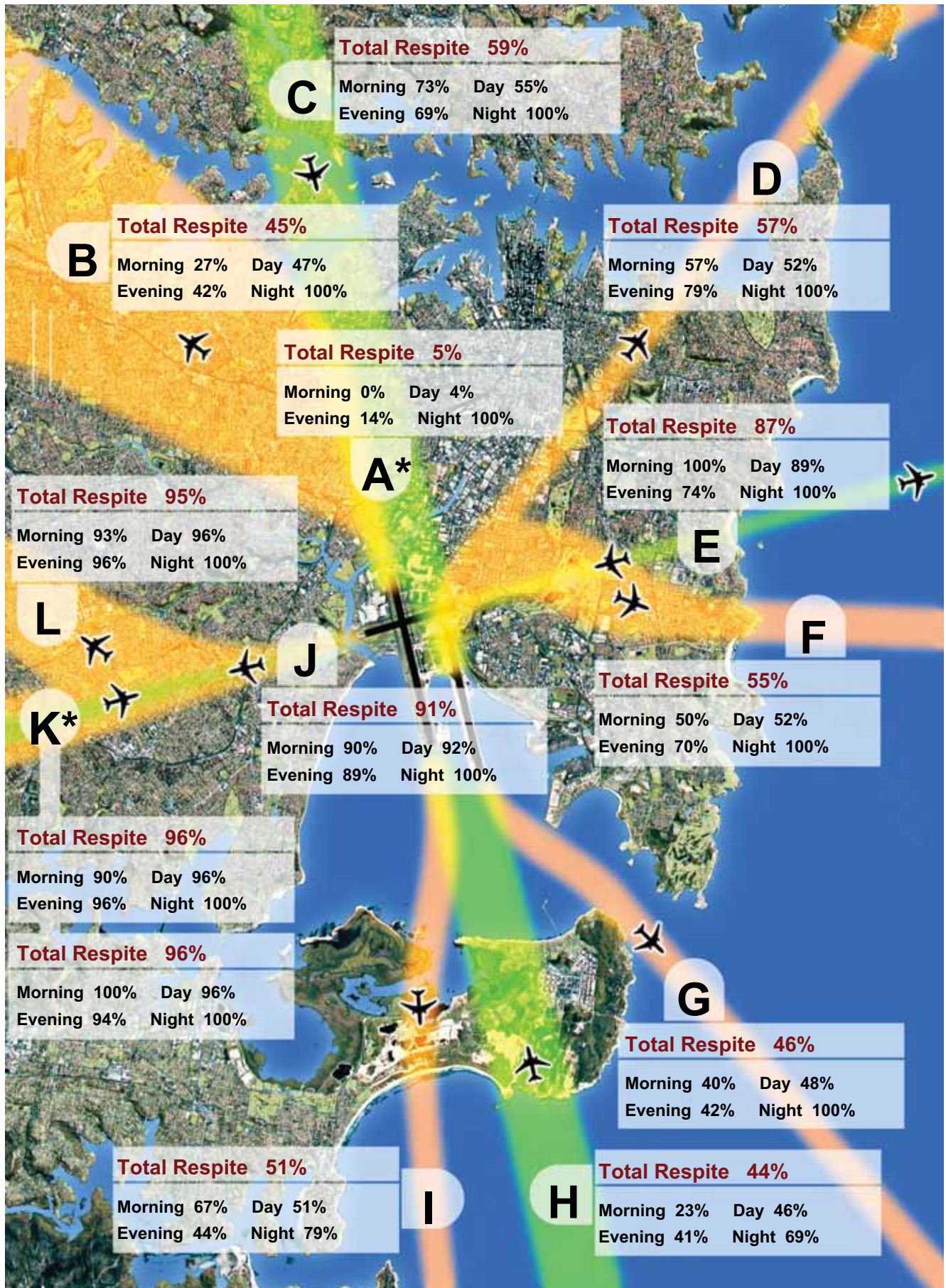


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 April 2012 to 30 April 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).

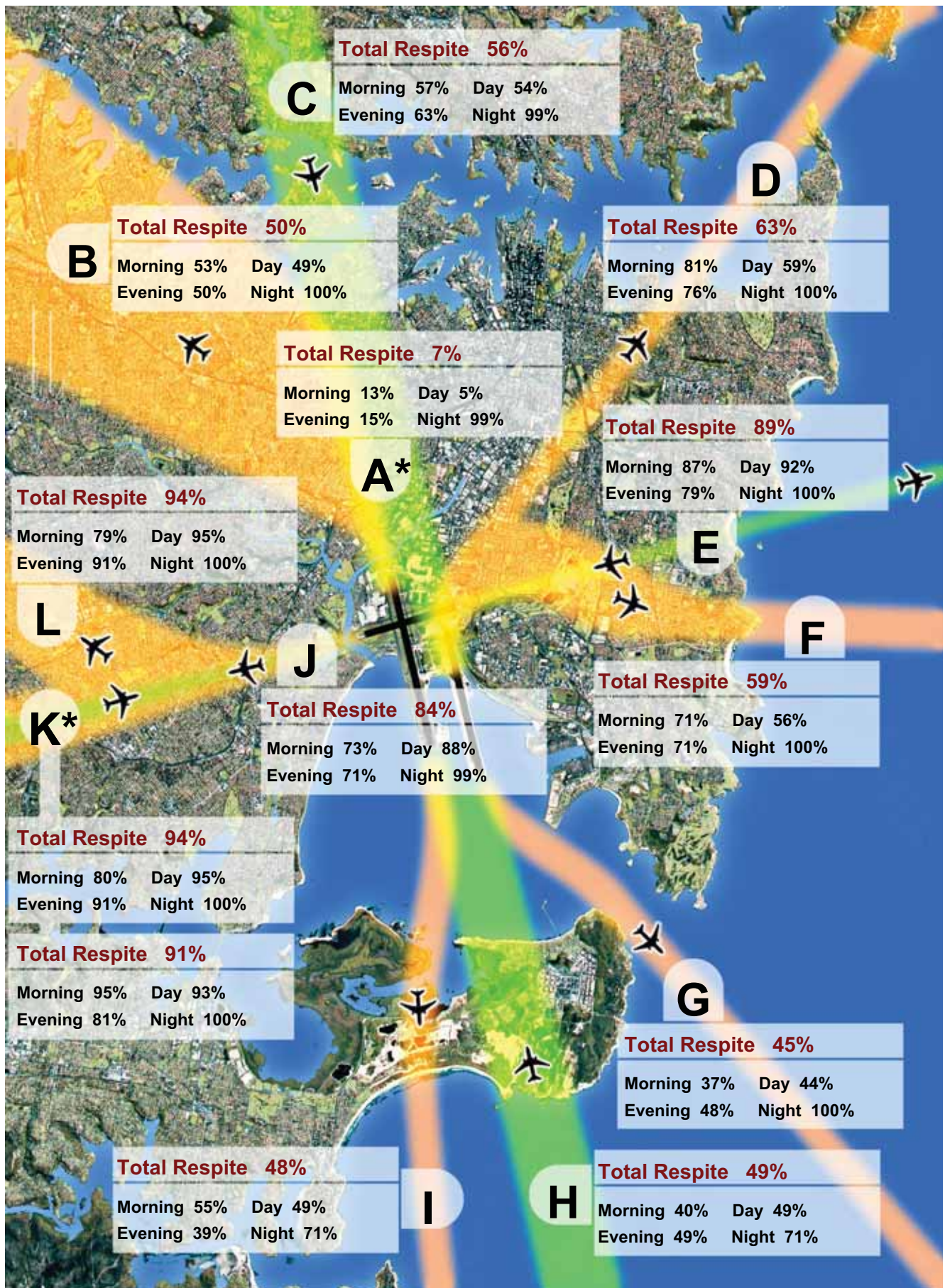
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 May 2011 to 30 April 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)

### May 2011 to April 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 2011</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">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 May 2011 to April 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 63%**. This means that over the period **May 2011 to April 2012 for 63%** 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 April 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of April 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 April 2012 along with the Daily N70 values for the three months up to and including April are given in Table 1.

<i>Location</i>	<i>CNE Apr</i>	<i>Operational Days Apr</i>	<i>N70 Apr</i>	<i>N70 Mar</i>	<i>N70 Feb</i>
<i>Threshold rwy 34</i>	10,838	29.9	353	330	322
<i>Penshurst</i>	523	29.9	10	9	28
<i>Bexley</i>	564	29.9	14	11	30
<i>Sydenham</i>	4,931	29.9	164	167	177
<i>Johnston St. Annandale</i>	2,675	29.9	70	66	84
<i>Church St. St Peters</i>	4,265	29.9	107	105	108
<i>Leichhardt PEMU 36</i>	3,004	29.9	95	96	122
<i>Eastlakes</i>	2,658	29.9	81	85	63
<i>Coogee</i>	1,225	29.9	35	35	23
<i>Kurnell</i>	2,590	29.9	70	84	60
<i>Croydon</i>	688	29.9	17	14	12
<i>Hunters Hill</i>	4,588	29.9	66	68	86

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

The N70 values for April 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 21 PM 47 Day 266 Night 12 WE_D 311 WE_N 6	<b>Penshurst</b> AM 1 PM 1 Day 7 Night 0 WE_D 14 WE_N 0	<b>Bexley</b> AM 1 PM 2 Day 11 Night 0 WE_D 15 WE_N 0	<b>Eastlakes</b> AM 2 PM 14 Day 72 Night 0 WE_D 64 WE_N 0
<b>Coogee</b> AM 0 PM 9 Day 33 Night 0 WE_D 18 WE_N 0	<b>Sydenham</b> AM 8 PM 16 Day 145 Night 0 WE_D 150 WE_N 0	<b>Leichhardt PEMU36</b> AM 5 PM 7 Day 87 Night 0 WE_D 85 WE_N 0	<b>Kurnell</b> AM 3 PM 5 Day 71 Night 0 WE_D 50 WE_N 0
<b>Annandale</b> AM 2 PM 3 Day 70 Night 0 WE_D 58 WE_N 0	<b>St Peters</b> AM 3 PM 9 Day 99 Night 0 WE_D 97 WE_N 0	<b>Croydon</b> AM 1 PM 3 Day 14 Night 0 WE_D 14 WE_N 0	<b>Hunters Hill</b> AM 5 PM 5 Day 59 Night 0 WE_D 57 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.*