



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics February 2011

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

### February 2011

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

There were a total of 23,248 aircraft movements this month (daily average 830.29). Last month there were a total of 24,532 movements (daily average 791.35) and for the same month last year there were a total of 22,840 movements (daily average 815.71).

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

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 12 days, Mode 10 on 13 days. Crossing runway modes (including Sodprops) were used for 21.01% 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 31.16% - This result is above the LTOP target and above the previous month (29.78%)

South 51.58% - This result is below the LTOP target and above the previous month (50.57%)

East 13.02% - This result is above the LTOP target and below the previous month (15.30%)

West 4.23% - This result is below the LTOP target and below the previous month (4.33%)

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

This procedure was not used in February 2011

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

A total of 2283 complaints, comments and enquiries were received as follows:

2141 Sydney suburbs complaints from 159 complainants

38 Sydney suburbs comments and enquiries

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

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

Coogee NMT was non operational from June 2010 ongoing due to site power issue.  
Hunters Hill NMT became operational from 7 February ongoing following a lightning strike.

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

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

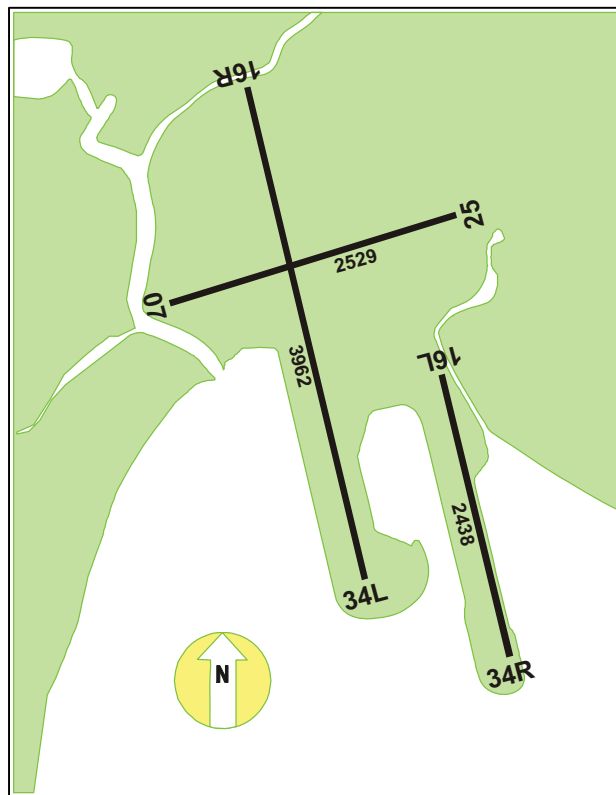
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

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

“Sydney Airport Operational Statistics”.

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

## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L 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)

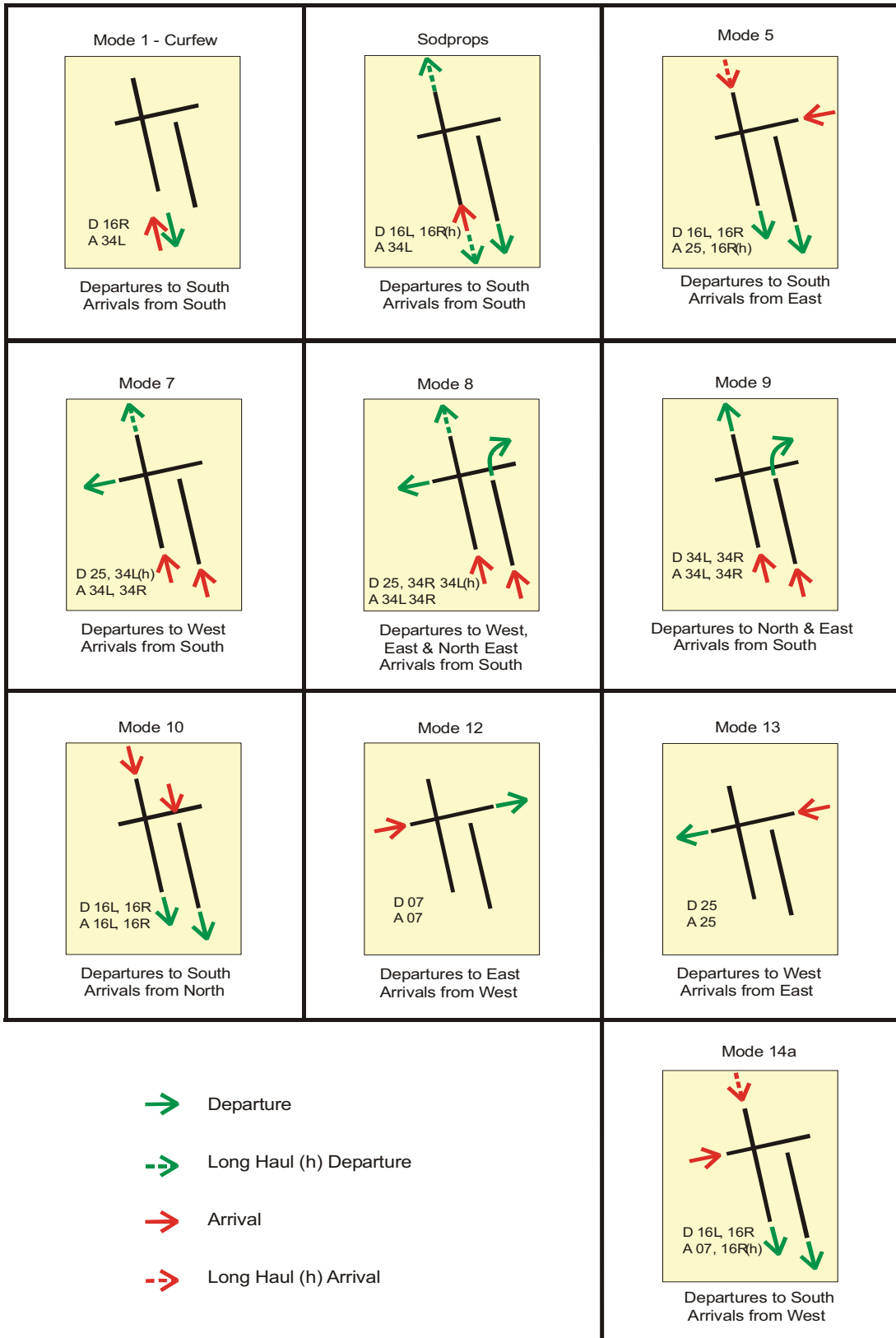
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Feb-11	0	0	0	0	0	0	0	7	7	0	1	1	288	189	477	131	217	348	0	0	0	833
02-Feb-11	98	0	98	55	75	130	98	187	285	7	0	7	104	67	171	56	89	145	0	0	0	836
03-Feb-11	33	0	33	102	111	213	173	256	429	30	0	30	57	18	75	36	42	78	0	0	0	858
04-Feb-11	5	0	5	0	0	0	0	14	14	0	16	16	290	193	483	144	221	365	0	0	0	883
05-Feb-11	1	0	1	0	13	13	0	4	4	2	2	4	243	155	398	108	154	262	0	0	0	682
06-Feb-11	1	0	1	121	103	224	170	219	389	0	1	1	65	44	109	12	26	38	0	0	0	762
07-Feb-11	54	0	54	156	133	289	214	291	505	0	0	0	3	0	3	0	0	0	0	0	0	851
08-Feb-11	127	0	127	118	130	248	166	296	462	6	0	6	6	0	6	0	0	0	0	0	0	849
09-Feb-11	40	0	40	131	123	254	242	306	548	6	0	6	5	0	5	0	0	0	0	0	0	853
10-Feb-11	1	0	1	0	0	0	0	8	8	1	17	18	311	189	500	140	237	377	0	0	0	904
11-Feb-11	3	1	4	5	4	9	8	13	21	0	1	1	296	195	491	139	238	377	0	0	0	903
12-Feb-11	1	0	1	81	82	163	203	245	448	66	0	66	2	0	2	0	0	0	0	0	0	680
13-Feb-11	2	0	2	107	120	227	180	279	459	87	0	87	1	0	1	0	0	0	0	0	0	776
14-Feb-11	110	0	110	126	133	259	186	301	487	9	2	11	5	0	5	0	0	0	0	0	0	872
15-Feb-11	97	0	97	129	123	252	181	296	477	12	0	12	9	0	9	0	0	0	0	0	0	847
16-Feb-11	24	0	24	93	87	180	117	178	295	16	0	16	134	81	215	42	86	128	0	0	0	858
17-Feb-11	0	0	0	0	14	14	0	3	3	0	0	0	281	192	473	164	237	401	0	0	0	891
18-Feb-11	17	1	18	166	127	293	214	326	540	47	1	48	2	0	2	0	0	0	0	0	0	901
19-Feb-11	0	0	0	0	0	0	0	2	2	0	13	13	235	147	382	114	165	279	0	0	0	676
20-Feb-11	89	0	89	70	150	220	116	216	332	0	0	0	102	29	131	0	0	0	0	0	0	772
21-Feb-11	53	0	53	160	139	299	230	300	530	0	0	0	0	0	0	0	0	0	0	0	0	882
22-Feb-11	42	0	42	153	131	284	220	285	505	5	0	5	2	0	2	0	0	0	0	0	0	838
23-Feb-11	99	0	99	131	125	256	180	303	483	8	1	9	5	0	5	0	0	0	0	0	0	852
24-Feb-11	1	0	1	0	71	71	0	7	7	0	0	0	322	175	497	135	195	330	0	0	0	906
25-Feb-11	0	1	1	0	31	31	0	7	7	0	0	0	309	198	507	141	226	367	0	0	0	913
26-Feb-11	1	0	1	0	0	0	0	0	0	0	1	1	251	148	399	107	184	291	0	0	0	692
27-Feb-11	2	0	2	49	36	85	64	105	169	35	11	46	167	118	285	62	136	198	0	0	0	785
28-Feb-11	16	0	16	0	5	5	0	15	15	0	0	0	253	192	445	178	234	412	0	0	0	893
<b>Total</b>	<b>917</b>	<b>3</b>	<b>920</b>	<b>1953</b>	<b>2066</b>	<b>4019</b>	<b>2962</b>	<b>4469</b>	<b>7431</b>	<b>337</b>	<b>67</b>	<b>404</b>	<b>3748</b>	<b>2330</b>	<b>6078</b>	<b>1709</b>	<b>2687</b>	<b>4396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23248</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-Feb-11	0	0	0	0	0	0	0	6	6	0	0	0	253	134	387	70	181	251	0	0	0	644
02-Feb-11	71	0	71	32	52	84	80	147	227	6	0	6	84	39	123	38	72	110	0	0	0	621
03-Feb-11	23	0	23	60	76	136	146	196	342	24	0	24	47	7	54	18	36	54	0	0	0	633
04-Feb-11	4	0	4	0	0	0	0	10	10	0	14	14	229	123	352	90	181	271	0	0	0	651
05-Feb-11	0	0	0	0	12	12	0	2	2	1	1	2	214	126	340	74	135	209	0	0	0	565
06-Feb-11	0	0	0	89	79	168	141	172	313	0	0	0	57	30	87	8	20	28	0	0	0	596
07-Feb-11	40	0	40	97	91	188	182	228	410	0	0	0	2	0	2	0	0	0	0	0	0	640
08-Feb-11	98	0	98	68	90	158	143	230	373	5	0	5	4	0	4	0	0	0	0	0	0	638
09-Feb-11	36	0	36	78	88	166	199	239	438	5	0	5	3	0	3	0	0	0	0	0	0	648
10-Feb-11	0	0	0	0	0	0	0	5	5	0	13	13	262	121	383	77	197	274	0	0	0	675
11-Feb-11	1	0	1	4	4	8	8	8	16	0	0	0	235	127	362	85	198	283	0	0	0	670
12-Feb-11	0	0	0	54	64	118	172	209	381	60	0	60	0	0	0	0	0	0	0	0	0	559
13-Feb-11	0	0	0	74	88	162	158	221	379	69	0	69	0	0	0	0	0	0	0	0	0	610
14-Feb-11	75	0	75	71	93	164	167	232	399	8	0	8	3	0	3	0	0	0	0	0	0	649
15-Feb-11	76	0	76	73	82	155	157	230	387	11	0	11	6	0	6	0	0	0	0	0	0	635
16-Feb-11	19	0	19	51	66	117	100	135	235	11	0	11	110	50	160	27	72	99	0	0	0	641
17-Feb-11	0	0	0	0	14	14	0	3	3	0	0	0	236	124	360	97	195	292	0	0	0	669
18-Feb-11	16	0	16	99	89	188	179	247	426	32	0	32	1	0	1	0	0	0	0	0	0	663
19-Feb-11	0	0	0	0	0	0	0	1	1	0	12	12	196	110	306	79	145	224	0	0	0	543
20-Feb-11	66	0	66	49	118	167	92	165	257	0	0	0	96	22	118	0	0	0	0	0	0	608
21-Feb-11	31	0	31	89	98	187	211	230	441	0	0	0	0	0	0	0	0	0	0	0	0	659
22-Feb-11	37	0	37	94	88	182	178	223	401	4	0	4	2	0	2	0	0	0	0	0	0	626
23-Feb-11	77	0	77	79	87	166	148	233	381	7	1	8	5	0	5	0	0	0	0	0	0	637
24-Feb-11	1	0	1	0	63	63	0	6	6	0	0	0	262	104	366	81	163	244	0	0	0	680
25-Feb-11	0	1	1	0	31	31	0	4	4	0	0	0	240	119	359	87	185	272	0	0	0	667
26-Feb-11	0	0	0	0	0	0	0	0	0	0	0	0	213	112	325	70	161	231	0	0	0	556
27-Feb-11	1	0	1	34	26	60	50	83	133	32	9	41	147	82	229	41	112	153	0	0	0	617
28-Feb-11	14	0	14	0	5	5	0	11	11	0	0	0	207	122	329	109	193	302	0	0	0	661
<b>Total</b>	<b>686</b>	<b>1</b>	<b>687</b>	<b>1195</b>	<b>1504</b>	<b>2699</b>	<b>2511</b>	<b>3476</b>	<b>5987</b>	<b>275</b>	<b>50</b>	<b>325</b>	<b>3114</b>	<b>1552</b>	<b>4666</b>	<b>1051</b>	<b>2246</b>	<b>3297</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17661</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-Feb-11	0	0	0	0	0	0	0	1	1	0	1	1	35	55	90	61	36	97	0	0	0	189
02-Feb-11	27	0	27	23	23	46	18	40	58	1	0	1	20	28	48	18	17	35	0	0	0	215
03-Feb-11	10	0	10	42	35	77	27	60	87	6	0	6	10	11	21	18	6	24	0	0	0	225
04-Feb-11	1	0	1	0	0	0	0	4	4	0	2	2	61	70	131	54	40	94	0	0	0	232
05-Feb-11	1	0	1	0	1	1	0	2	2	1	1	2	29	29	58	34	19	53	0	0	0	117
06-Feb-11	1	0	1	32	24	56	29	47	76	0	1	1	8	14	22	4	6	10	0	0	0	166
07-Feb-11	14	0	14	59	42	101	32	63	95	0	0	0	1	0	1	0	0	0	0	0	0	211
08-Feb-11	29	0	29	50	40	90	23	66	89	1	0	1	2	0	2	0	0	0	0	0	0	211
09-Feb-11	4	0	4	53	35	88	43	67	110	1	0	1	2	0	2	0	0	0	0	0	0	205
10-Feb-11	1	0	1	0	0	0	0	3	3	1	4	5	49	68	117	63	40	103	0	0	0	229
11-Feb-11	2	1	3	1	0	1	0	5	5	0	1	1	61	68	129	54	40	94	0	0	0	233
12-Feb-11	1	0	1	27	18	45	31	36	67	6	0	6	2	0	2	0	0	0	0	0	0	121
13-Feb-11	2	0	2	33	32	65	22	58	80	18	0	18	1	0	1	0	0	0	0	0	0	166
14-Feb-11	35	0	35	55	40	95	19	69	88	1	2	3	2	0	2	0	0	0	0	0	0	223
15-Feb-11	21	0	21	56	41	97	24	66	90	1	0	1	3	0	3	0	0	0	0	0	0	212
16-Feb-11	5	0	5	42	21	63	17	43	60	5	0	5	24	31	55	15	14	29	0	0	0	217
17-Feb-11	0	0	0	0	0	0	0	0	0	0	0	0	45	68	113	67	42	109	0	0	0	222
18-Feb-11	1	1	2	67	38	105	35	79	114	15	1	16	1	0	1	0	0	0	0	0	0	238
19-Feb-11	0	0	0	0	0	0	0	1	1	0	1	1	39	37	76	35	20	55	0	0	0	133
20-Feb-11	23	0	23	21	32	53	24	51	75	0	0	0	6	7	13	0	0	0	0	0	0	164
21-Feb-11	22	0	22	71	41	112	19	70	89	0	0	0	0	0	0	0	0	0	0	0	0	223
22-Feb-11	5	0	5	59	43	102	42	62	104	1	0	1	0	0	0	0	0	0	0	0	0	212
23-Feb-11	22	0	22	52	38	90	32	70	102	1	0	1	0	0	0	0	0	0	0	0	0	215
24-Feb-11	0	0	0	0	8	8	0	1	1	0	0	0	60	71	131	54	32	86	0	0	0	226
25-Feb-11	0	0	0	0	0	0	0	3	3	0	0	0	69	79	148	54	41	95	0	0	0	246
26-Feb-11	1	0	1	0	0	0	0	0	0	0	1	1	38	36	74	37	23	60	0	0	0	136
27-Feb-11	1	0	1	15	10	25	14	22	36	3	2	5	20	36	56	21	24	45	0	0	0	168
28-Feb-11	2	0	2	0	0	0	0	4	4	0	0	0	46	70	116	69	41	110	0	0	0	232
<b>Total</b>	<b>231</b>	<b>2</b>	<b>233</b>	<b>758</b>	<b>562</b>	<b>1320</b>	<b>451</b>	<b>993</b>	<b>1444</b>	<b>62</b>	<b>17</b>	<b>79</b>	<b>634</b>	<b>778</b>	<b>1412</b>	<b>658</b>	<b>441</b>	<b>1099</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5587</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-Feb-11	3	1	1	2	1	0	33	58	70	70	52	57	45	36	43	47	51	51	65	55	40	26	22	4	833
02-Feb-11	4	0	4	2	2	1	33	56	67	64	57	54	44	36	50	49	46	55	65	59	33	29	21	5	836
03-Feb-11	6	2	2	3	3	0	29	61	68	61	55	51	52	36	41	54	53	60	70	51	31	40	25	4	858
04-Feb-11	2	1	1	2	1	0	32	69	67	65	56	52	47	42	49	52	48	63	65	60	34	43	29	3	883
05-Feb-11	0	1	0	0	0	2	22	53	57	62	49	46	55	37	35	45	42	37	45	32	25	19	18	0	682
06-Feb-11	0	2	0	1	1	1	20	37	48	51	41	54	45	38	39	55	47	48	64	53	42	46	29	0	762
07-Feb-11	0	1	0	1	1	0	34	58	66	65	61	58	55	36	46	48	45	63	66	56	34	31	22	4	851
08-Feb-11	3	1	1	2	2	2	31	67	66	63	62	59	40	39	49	47	47	65	65	49	32	32	22	3	849
09-Feb-11	4	0	1	2	2	1	27	62	65	72	48	52	44	42	52	54	46	59	68	57	35	35	22	3	853
10-Feb-11	1	1	2	2	3	0	28	69	68	70	60	59	47	42	54	51	58	63	74	57	34	34	24	3	904
11-Feb-11	3	2	2	1	1	1	34	68	77	68	51	56	53	42	51	56	47	52	69	60	41	40	27	1	903
12-Feb-11	0	1	0	0	0	0	22	49	59	56	60	55	45	32	38	40	44	39	41	40	25	20	14	0	680
13-Feb-11	0	0	0	0	1	2	20	38	50	54	45	56	44	39	39	53	54	58	62	53	46	42	19	1	776
14-Feb-11	2	1	0	0	1	1	30	58	63	65	61	64	51	43	47	56	49	64	67	56	32	31	25	5	872
15-Feb-11	5	1	3	2	2	1	33	54	51	55	57	61	60	43	41	57	51	55	62	59	33	26	31	4	847
16-Feb-11	4	1	2	1	1	0	31	56	60	63	62	61	48	37	49	53	51	58	68	61	34	29	24	4	858
17-Feb-11	2	0	1	1	0	0	29	67	70	63	66	58	49	39	48	51	64	61	69	62	34	31	24	2	891
18-Feb-11	3	3	1	1	1	1	33	53	59	70	60	69	55	38	52	58	59	63	68	59	43	34	18	0	901
19-Feb-11	0	0	1	0	0	2	21	44	57	69	55	52	43	37	39	44	40	43	40	38	21	17	13	0	676
20-Feb-11	1	0	0	1	2	0	19	38	44	49	43	55	49	34	48	61	45	56	72	57	39	35	24	0	772
21-Feb-11	0	1	1	0	0	1	32	59	59	61	61	63	63	45	47	45	52	64	57	62	40	33	34	2	882
22-Feb-11	1	0	0	0	0	0	32	61	62	64	62	58	41	40	46	48	50	57	66	61	32	31	22	4	838
23-Feb-11	3	0	1	2	1	1	27	61	60	65	64	52	46	36	50	51	56	59	65	55	31	36	25	5	852
24-Feb-11	3	1	1	2	1	0	28	63	69	67	60	57	44	44	53	52	65	64	73	56	36	38	27	2	906
25-Feb-11	2	0	3	2	2	0	34	61	75	73	61	59	49	41	50	54	53	68	69	55	43	36	23	0	913
26-Feb-11	0	1	0	0	0	1	22	43	69	58	59	53	53	35	41	43	43	43	40	32	24	17	15	0	692
27-Feb-11	0	2	1	2	0	0	23	35	49	49	51	53	43	44	48	49	53	63	71	59	36	35	18	1	785
28-Feb-11	0	0	0	0	0	0	34	59	61	67	62	68	51	45	50	50	54	59	69	66	36	32	26	4	893
<b>Total</b>	<b>52</b>	<b>24</b>	<b>29</b>	<b>32</b>	<b>29</b>	<b>18</b>	<b>793</b>	<b>1557</b>	<b>1736</b>	<b>1759</b>	<b>1581</b>	<b>1592</b>	<b>1361</b>	<b>1098</b>	<b>1295</b>	<b>1423</b>	<b>1413</b>	<b>1590</b>	<b>1775</b>	<b>1520</b>	<b>966</b>	<b>898</b>	<b>643</b>	<b>64</b>	<b>23248</b>
<b>Avg.</b>	<b>1.86</b>	<b>0.86</b>	<b>1.04</b>	<b>1.14</b>	<b>1.04</b>	<b>0.64</b>	<b>28.32</b>	<b>55.61</b>	<b>62.00</b>	<b>62.82</b>	<b>56.46</b>	<b>56.86</b>	<b>48.61</b>	<b>39.21</b>	<b>46.25</b>	<b>50.82</b>	<b>50.46</b>	<b>56.79</b>	<b>63.39</b>	<b>54.29</b>	<b>34.50</b>	<b>32.07</b>	<b>22.96</b>	<b>2.29</b>	<b>830.29</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-Feb-11	0	1	1	1	0	0	14	34	41	36	25	27	20	17	21	21	26	26	35	23	21	18	8	3	419
02-Feb-11	0	0	3	1	0	1	14	33	39	32	27	24	16	23	26	19	23	26	35	27	22	15	8	4	418
03-Feb-11	2	0	1	2	2	0	12	37	42	28	25	27	22	17	24	17	33	30	31	20	20	26	10	3	431
04-Feb-11	0	0	1	1	0	0	13	42	37	29	28	25	20	20	27	18	23	34	35	24	22	26	12	2	439
05-Feb-11	0	0	0	0	0	1	9	38	30	28	26	20	24	21	17	22	22	21	23	18	15	12	7	0	354
06-Feb-11	0	1	0	0	1	1	8	23	24	28	16	20	17	17	20	23	23	28	27	27	26	26	13	0	369
07-Feb-11	0	0	0	1	1	0	14	32	38	31	30	26	23	19	24	21	22	35	35	20	23	19	10	3	427
08-Feb-11	0	0	1	1	1	1	13	36	35	33	32	30	13	21	23	18	28	37	29	18	22	21	8	2	423
09-Feb-11	0	0	1	1	1	1	11	38	34	35	21	27	18	20	27	20	26	31	35	26	19	22	9	1	424
10-Feb-11	0	0	1	1	2	0	10	40	40	33	30	32	16	21	29	16	33	34	35	25	21	23	9	2	453
11-Feb-11	1	1	1	1	0	0	13	41	39	29	29	26	23	19	29	22	24	29	38	27	26	20	12	1	451
12-Feb-11	0	1	0	0	0	0	9	35	28	29	28	26	19	16	20	24	21	21	22	23	15	11	5	0	353
13-Feb-11	0	0	0	0	1	1	10	24	24	23	20	25	13	18	19	24	26	29	30	28	27	27	7	1	377
14-Feb-11	0	0	0	0	1	1	12	31	33	35	30	31	23	23	21	24	28	34	34	19	22	20	10	4	436
15-Feb-11	1	0	2	1	1	1	12	30	30	29	30	32	26	21	17	25	31	32	29	21	23	16	15	3	428
16-Feb-11	0	1	1	1	0	0	12	31	33	32	32	30	19	19	24	23	29	28	38	24	20	16	11	2	426
17-Feb-11	1	0	1	0	0	0	8	39	42	26	36	31	16	21	28	23	29	27	37	28	19	21	10	2	445
18-Feb-11	0	1	1	0	1	1	10	29	33	33	32	34	23	19	25	26	32	31	33	32	25	18	7	0	446
19-Feb-11	0	0	1	0	0	1	8	30	34	33	26	24	16	23	19	19	23	23	23	19	12	10	5	0	349
20-Feb-11	1	0	0	1	0	0	10	24	23	24	20	19	17	17	25	29	21	31	37	27	24	18	9	0	377
21-Feb-11	0	1	0	0	0	1	14	29	31	32	33	34	25	22	22	21	26	32	34	29	21	20	16	0	443
22-Feb-11	0	0	0	0	0	0	10	35	34	36	32	29	14	21	25	20	23	30	33	29	20	20	9	2	422
23-Feb-11	0	0	1	1	0	1	7	33	34	34	33	26	15	22	25	24	29	29	31	25	19	21	10	3	423
24-Feb-11	0	1	1	1	0	0	7	37	42	31	29	26	19	23	33	22	33	35	33	26	21	25	11	2	458
25-Feb-11	0	0	1	1	1	0	12	36	42	41	23	31	15	20	27	18	30	38	32	25	27	18	12	0	450
26-Feb-11	0	1	0	0	0	1	9	31	39	26	28	27	22	18	21	19	26	22	22	13	17	10	7	0	359
27-Feb-11	0	2	1	1	0	0	12	21	23	23	22	20	16	20	25	23	24	34	37	28	18	20	8	1	379
28-Feb-11	0	0	0	0	0	0	15	32	35	34	28	35	24	20	24	19	29	31	36	32	22	20	9	2	447
<b>Total</b>	<b>6</b>	<b>11</b>	<b>20</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>308</b>	<b>921</b>	<b>959</b>	<b>863</b>	<b>771</b>	<b>764</b>	<b>534</b>	<b>558</b>	<b>667</b>	<b>600</b>	<b>743</b>	<b>838</b>	<b>899</b>	<b>683</b>	<b>589</b>	<b>539</b>	<b>267</b>	<b>43</b>	<b>11626</b>
<b>Avg.</b>	<b>0.21</b>	<b>0.39</b>	<b>0.71</b>	<b>0.61</b>	<b>0.46</b>	<b>0.46</b>	<b>11.00</b>	<b>32.89</b>	<b>34.25</b>	<b>30.82</b>	<b>27.54</b>	<b>27.29</b>	<b>19.07</b>	<b>19.93</b>	<b>23.82</b>	<b>21.43</b>	<b>26.54</b>	<b>29.93</b>	<b>32.11</b>	<b>24.39</b>	<b>21.04</b>	<b>19.25</b>	<b>9.54</b>	<b>1.54</b>	<b>415.21</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-Feb-11	3	0	0	1	1	0	19	24	29	34	27	30	25	19	22	26	25	25	30	32	19	8	14	1	414
02-Feb-11	4	0	1	1	2	0	19	23	28	32	30	30	28	13	24	30	23	29	30	32	11	14	13	1	418
03-Feb-11	4	2	1	1	1	0	17	24	26	33	30	24	30	19	17	37	20	30	39	31	11	14	15	1	427
04-Feb-11	2	1	0	1	1	0	19	27	30	36	28	27	27	22	22	34	25	29	30	36	12	17	17	1	444
05-Feb-11	0	1	0	0	0	1	13	15	27	34	23	26	31	16	18	23	20	16	22	14	10	7	11	0	328
06-Feb-11	0	1	0	1	0	0	12	14	24	23	25	34	28	21	19	32	24	20	37	26	16	20	16	0	393
07-Feb-11	0	1	0	0	0	0	20	26	28	34	31	32	32	17	22	27	23	28	31	36	11	12	12	1	424
08-Feb-11	3	1	0	1	1	1	18	31	31	30	30	29	27	18	26	29	19	28	36	31	10	11	14	1	426
09-Feb-11	4	0	0	1	1	0	16	24	31	37	27	25	26	22	25	34	20	28	33	31	16	13	13	2	429
10-Feb-11	1	1	1	1	1	0	18	29	28	37	30	27	31	21	25	35	25	29	39	32	13	11	15	1	451
11-Feb-11	2	1	1	0	1	1	21	27	38	39	22	30	30	23	22	34	23	23	31	33	15	20	15	0	452
12-Feb-11	0	0	0	0	0	0	13	14	31	27	32	29	26	16	18	16	23	18	19	17	10	9	9	0	327
13-Feb-11	0	0	0	0	0	1	10	14	26	31	25	31	31	21	20	29	28	29	32	25	19	15	12	0	399
14-Feb-11	2	1	0	0	0	0	18	27	30	30	31	33	28	20	26	32	21	30	33	37	10	11	15	1	436
15-Feb-11	4	1	1	1	1	0	21	24	21	26	27	29	34	22	24	32	20	23	33	38	10	10	16	1	419
16-Feb-11	4	0	1	0	1	0	19	25	27	31	30	31	29	18	25	30	22	30	30	37	14	13	13	2	432
17-Feb-11	1	0	0	1	0	0	21	28	28	37	30	27	33	18	20	28	35	34	32	34	15	10	14	0	446
18-Feb-11	3	2	0	1	0	0	23	24	26	37	28	35	32	19	27	32	27	32	35	27	18	16	11	0	455
19-Feb-11	0	0	0	0	0	1	13	14	23	36	29	28	27	14	20	25	17	20	17	19	9	7	8	0	327
20-Feb-11	0	0	0	0	2	0	9	14	21	25	23	36	32	17	23	32	24	25	35	30	15	17	15	0	395
21-Feb-11	0	0	1	0	0	0	18	30	28	29	28	29	38	23	25	24	26	32	23	33	19	13	18	2	439
22-Feb-11	1	0	0	0	0	0	22	26	28	28	30	29	27	19	21	28	27	27	33	32	12	11	13	2	416
23-Feb-11	3	0	0	1	1	0	20	28	26	31	31	26	31	14	25	27	27	30	34	30	12	15	15	2	429
24-Feb-11	3	0	0	1	1	0	21	26	27	36	31	31	25	21	20	30	32	29	40	30	15	13	16	0	448
25-Feb-11	2	0	2	1	1	0	22	25	33	32	38	28	34	21	23	36	23	30	37	30	16	18	11	0	463
26-Feb-11	0	0	0	0	0	0	13	12	30	32	31	26	31	17	20	24	17	21	18	19	7	7	8	0	333
27-Feb-11	0	0	0	1	0	0	11	14	26	26	29	33	27	24	23	26	29	29	34	31	18	15	10	0	406
28-Feb-11	0	0	0	0	0	0	19	27	26	33	34	33	27	25	26	31	25	28	33	34	14	12	17	2	446
<b>Total</b>	<b>46</b>	<b>13</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>485</b>	<b>636</b>	<b>777</b>	<b>896</b>	<b>810</b>	<b>828</b>	<b>827</b>	<b>540</b>	<b>628</b>	<b>823</b>	<b>670</b>	<b>752</b>	<b>876</b>	<b>837</b>	<b>377</b>	<b>359</b>	<b>376</b>	<b>21</b>	<b>11622</b>
<b>Avg.</b>	<b>1.64</b>	<b>0.46</b>	<b>0.32</b>	<b>0.54</b>	<b>0.57</b>	<b>0.18</b>	<b>17.32</b>	<b>22.71</b>	<b>27.75</b>	<b>32.00</b>	<b>28.93</b>	<b>29.57</b>	<b>29.54</b>	<b>19.29</b>	<b>22.43</b>	<b>29.39</b>	<b>23.93</b>	<b>26.86</b>	<b>31.29</b>	<b>29.89</b>	<b>13.46</b>	<b>12.82</b>	<b>13.43</b>	<b>0.75</b>	<b>415.07</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-Feb-11	07:00	00:11	-	-	-	-	16:47	-	-	-	-	-	-
02-Feb-11	07:00	01:33	-	00:51	-	-	05:57	04:39	-	-	04:57	-	-
03-Feb-11	07:00	00:09	-	01:52	-	-	02:33	11:01	-	-	01:22	-	-
04-Feb-11	07:00	00:06	-	-	00:51	-	15:45	-	-	-	00:16	-	-
05-Feb-11	07:00	00:20	01:03	-	-	-	15:35	-	-	-	-	-	-
06-Feb-11	07:00	00:19	02:12	-	-	-	02:13	12:13	-	-	-	-	-
07-Feb-11	07:00	00:24	-	-	-	-	-	13:53	-	-	02:41	-	-
08-Feb-11	07:00	00:05	-	00:40	-	-	-	09:01	-	-	07:11	-	-
09-Feb-11	07:00	-	-	00:41	-	-	-	13:49	-	-	02:29	-	-
10-Feb-11	07:00	00:23	-	-	00:54	-	15:41	-	-	-	-	-	-
11-Feb-11	07:00	00:19	-	-	-	-	16:18	00:21	-	-	-	-	-
12-Feb-11	07:00	00:26	-	04:33	-	-	-	11:59	-	-	-	-	-
13-Feb-11	07:00	00:27	-	05:31	-	-	-	11:00	-	-	-	-	-
14-Feb-11	07:00	-	-	00:55	-	-	-	11:15	-	-	04:48	-	-
15-Feb-11	07:00	00:17	-	00:58	-	-	-	10:44	-	-	04:58	-	-
16-Feb-11	07:00	00:15	00:55	01:20	-	-	06:11	07:01	-	-	01:15	-	-
17-Feb-11	07:00	00:21	00:43	-	-	-	15:54	-	-	-	-	-	-
18-Feb-11	07:00	00:27	-	02:10	-	-	-	13:08	-	-	01:12	-	-
19-Feb-11	07:00	01:26	-	-	00:54	-	15:38	-	-	-	-	-	-
20-Feb-11	07:00	00:11	05:05	-	-	-	-	06:43	-	-	04:58	-	-
21-Feb-11	07:00	00:02	-	-	-	-	-	14:23	-	-	02:33	-	-
22-Feb-11	07:00	00:13	-	00:47	-	-	-	13:21	-	-	02:37	-	-
23-Feb-11	07:00	00:13	-	01:02	-	-	-	10:17	-	-	05:26	-	-
24-Feb-11	07:00	00:15	04:05	-	-	-	12:38	-	-	-	-	-	-
25-Feb-11	07:00	00:22	02:39	-	-	-	13:57	-	-	-	-	-	-
26-Feb-11	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
27-Feb-11	07:00	00:29	-	02:15	00:49	-	10:07	03:16	-	-	-	-	-
28-Feb-11	07:00	00:07	-	-	-	-	15:52	-	-	-	00:59	-	-
<b>Total</b>	<b>196:00</b>	<b>10:10</b>	<b>16:46</b>	<b>23:40</b>	<b>03:30</b>	<b>00:00</b>	<b>197:46</b>	<b>178:12</b>	<b>00:00</b>	<b>00:00</b>	<b>47:51</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.14%</b>	<b>3.52%</b>	<b>4.97%</b>	<b>0.74%</b>	<b>0.00%</b>	<b>41.55%</b>	<b>37.44%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>10.05%</b>	<b>0.00%</b>	<b>0.00%</b>

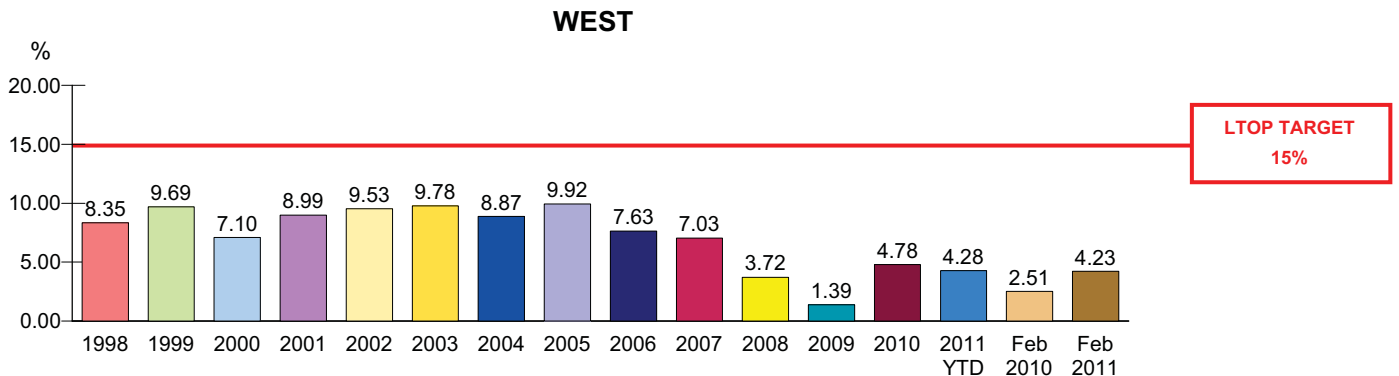
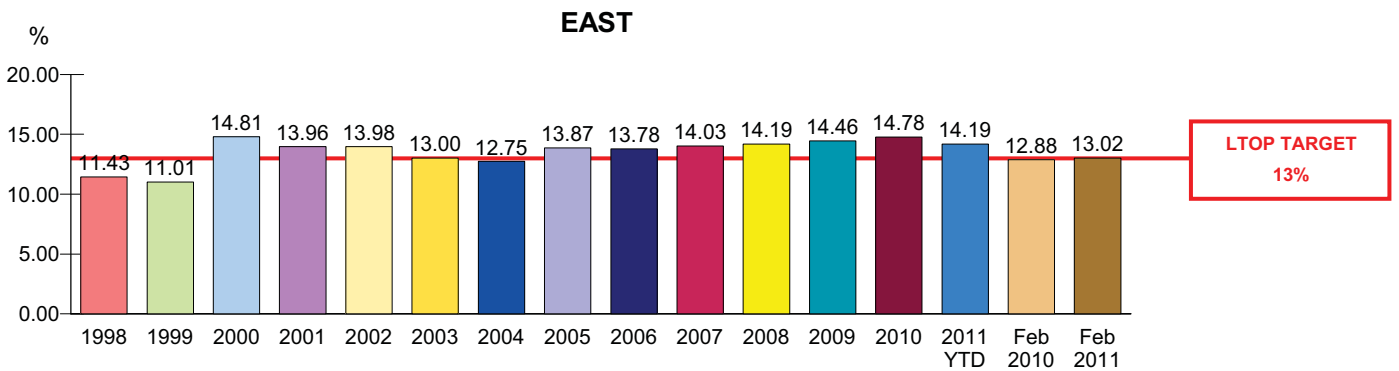
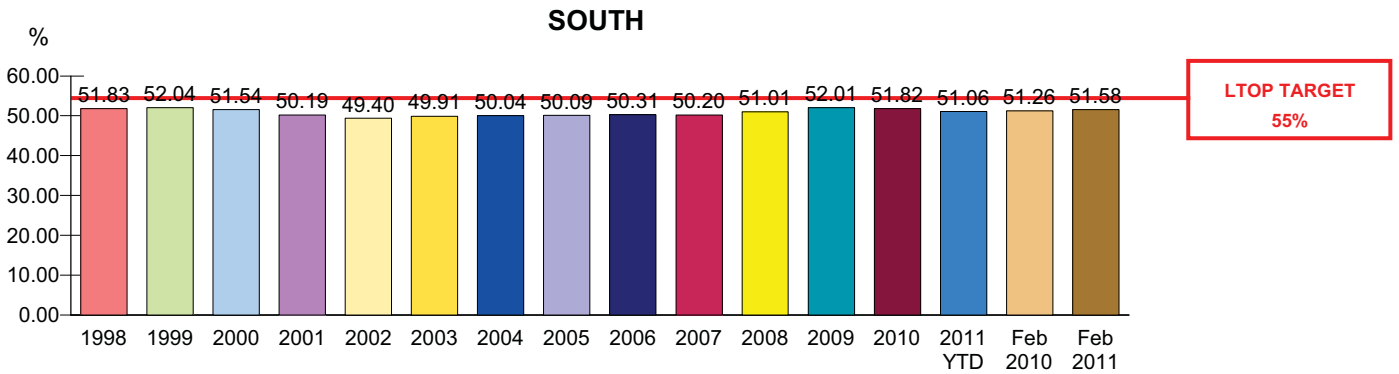
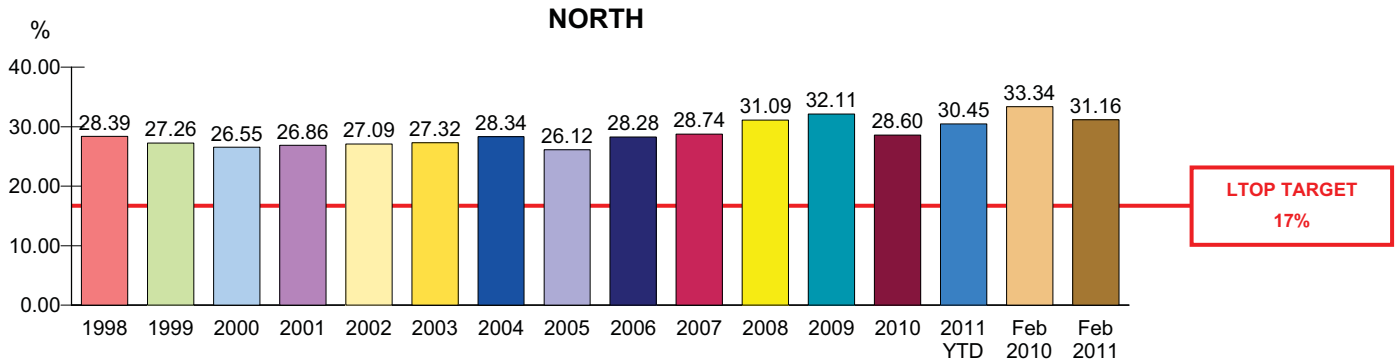
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

Time	2.16%	2.21%	4.42%	0.64%	0.00%	45.24%	35.36%	0.07%	0.00%	9.90%	0.00%	0.00%
<b>Movements</b>	<b>0.40%</b>	<b>1.62%</b>	<b>3.19%</b>	<b>0.35%</b>	<b>0.00%</b>	<b>46.91%</b>	<b>39.30%</b>	<b>0.06%</b>	<b>0.00%</b>	<b>8.17%</b>	<b>0.00%</b>	<b>0.00%</b>

## Runway End Impact to 28 February 2011

Includes comparisons with annual figures for 1998 to 2010, 2011 Year to Date, current month this year and corresponding month last year.



# Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1-Feb-2011										Mode 9									Curfew
2-Feb-2011	5				Mode 10				Mode 14a					Mode 9			14a		Curfew
3-Feb-2011	5		Mode 9		Mode 10			14a	5	14a				Mode 10					Curfew
4-Feb-2011	7									Mode 9									Curfew
5-Feb-2011		SP								Mode 9									Curfew
6-Feb-2011		SODPROPS			Mode 10			Mode 9						Mode 10					Curfew
7-Feb-2011				Mode 10				14a					Mode 10				Mode 14a		Curfew
8-Feb-2011	5			Mode 10					Mode 14a				Mode 10				Mode 14a		Curfew
9-Feb-2011	5									Mode 10							Mode 14a		Curfew
10-Feb-2011	7									Mode 9									Curfew
11-Feb-2011								Mode 9					10				Mode 9		Curfew
12-Feb-2011								Mode 10									Mode 5		Curfew
13-Feb-2011		Mode 5			Mode 10					Mode 5							Mode 10		Curfew
14-Feb-2011	5				Mode 10					Mode 14a							Mode 10		Curfew
15-Feb-2011	5				Mode 10					Mode 14a							Mode 14a		Curfew
16-Feb-2011	5				Mode 10				5	14a			10				Mode 9		Curfew
17-Feb-2011		SP								Mode 9							SP	9	Curfew
18-Feb-2011					Mode 10					Mode 5							Mode 10		Curfew
19-Feb-2011	7									Mode 9									Curfew
20-Feb-2011	14a				SODPROPS			Mode 10		Mode 14a			10	14a		Mode 10		SODPROPS	Curfew
21-Feb-2011								Mode 10					Mode 14a				Mode 10		Curfew
22-Feb-2011	5									Mode 10								Mode 14a	Curfew
23-Feb-2011	5				Mode 10					Mode 14a				Mode 10				Mode 14a	Curfew
24-Feb-2011		SP				Mode 9				SODPROPS				Mode 9					Curfew
25-Feb-2011		SP								Mode 9								SODPROPS	Curfew
26-Feb-2011										Mode 9									Curfew
27-Feb-2011	7									Mode 9							Mode 10		Curfew
28-Feb-2011	14a																	Mode 5	Curfew

**Weekend**

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

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

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

M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **February 2011**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
NIL			

### 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
NIL			

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

Suburb	Number of complaints	Number of complainants
NIL		



## Noise Enquiry Service

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

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

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

The Telecommunications Act 1997 (Commonwealth)

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

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

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

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	<a href="mailto:neu@airservicesaustralia.com">neu@airservicesaustralia.com</a>

In addition complaints can be lodged via the internet at:

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

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

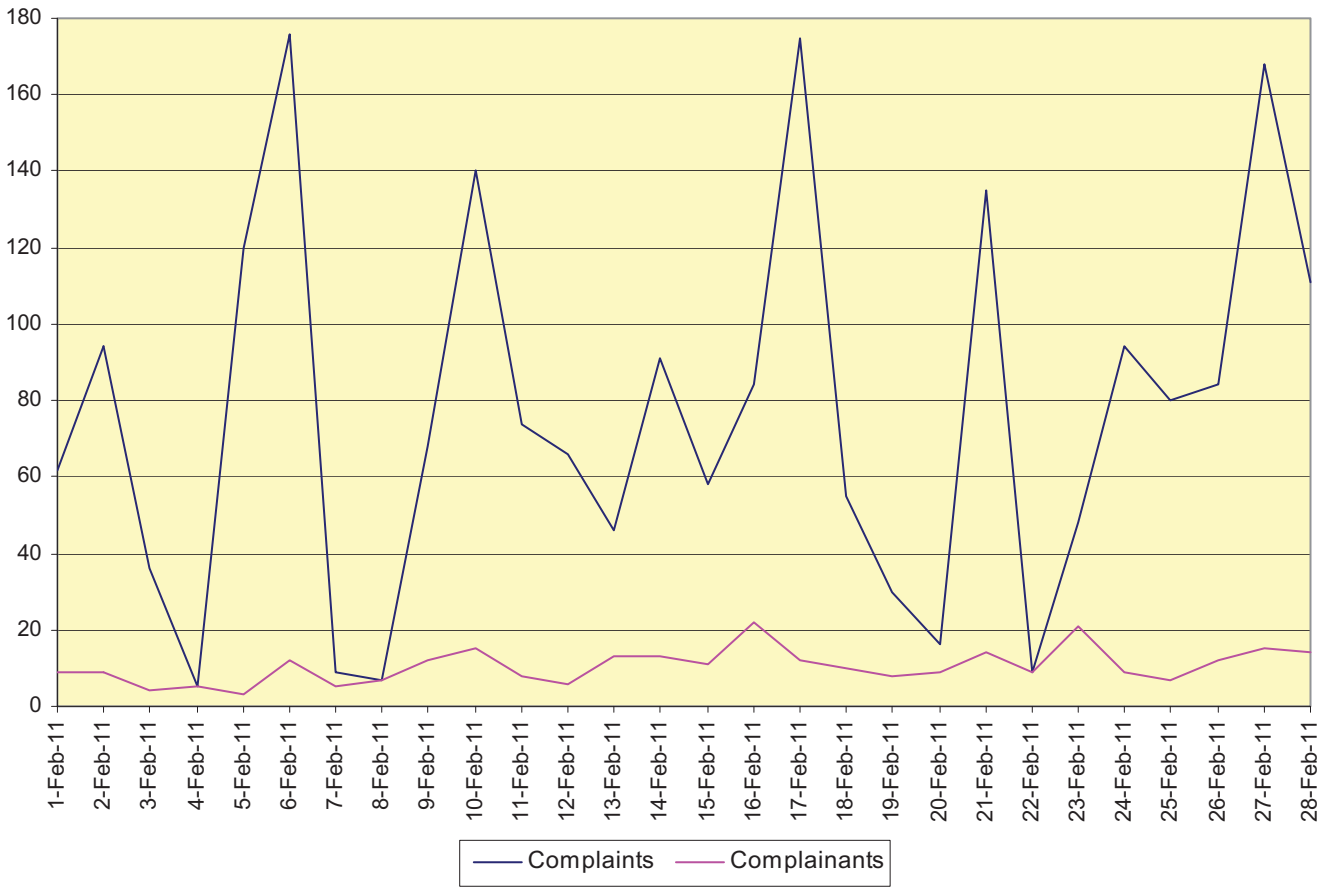
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

## Summary of Section Activity – February 2011

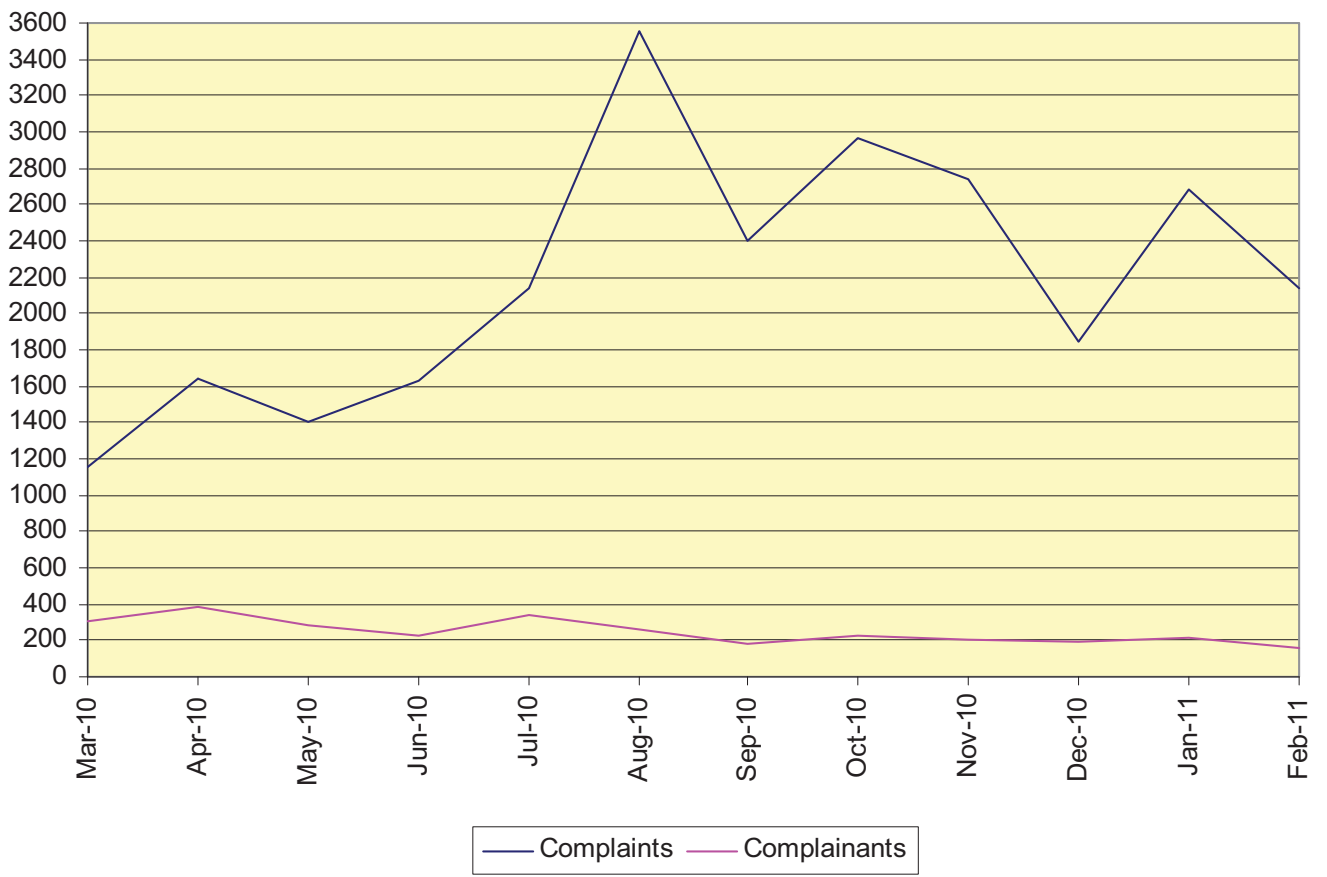
➤ Sydney Suburbs Complaints	
• By phone.....	367
• By correspondence.....	14
• By internet.....	536
• By e-mail.....	34
• By WebTrak.....	1190
➤ Sydney Suburbs Complaints – suburb not specified.....	2
➤ Sydney Suburbs Comments and Enquiries.....	38
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	83
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	21
➤ Callback / Information Requests (NSW Only).....	5306

# Complaints Graphs

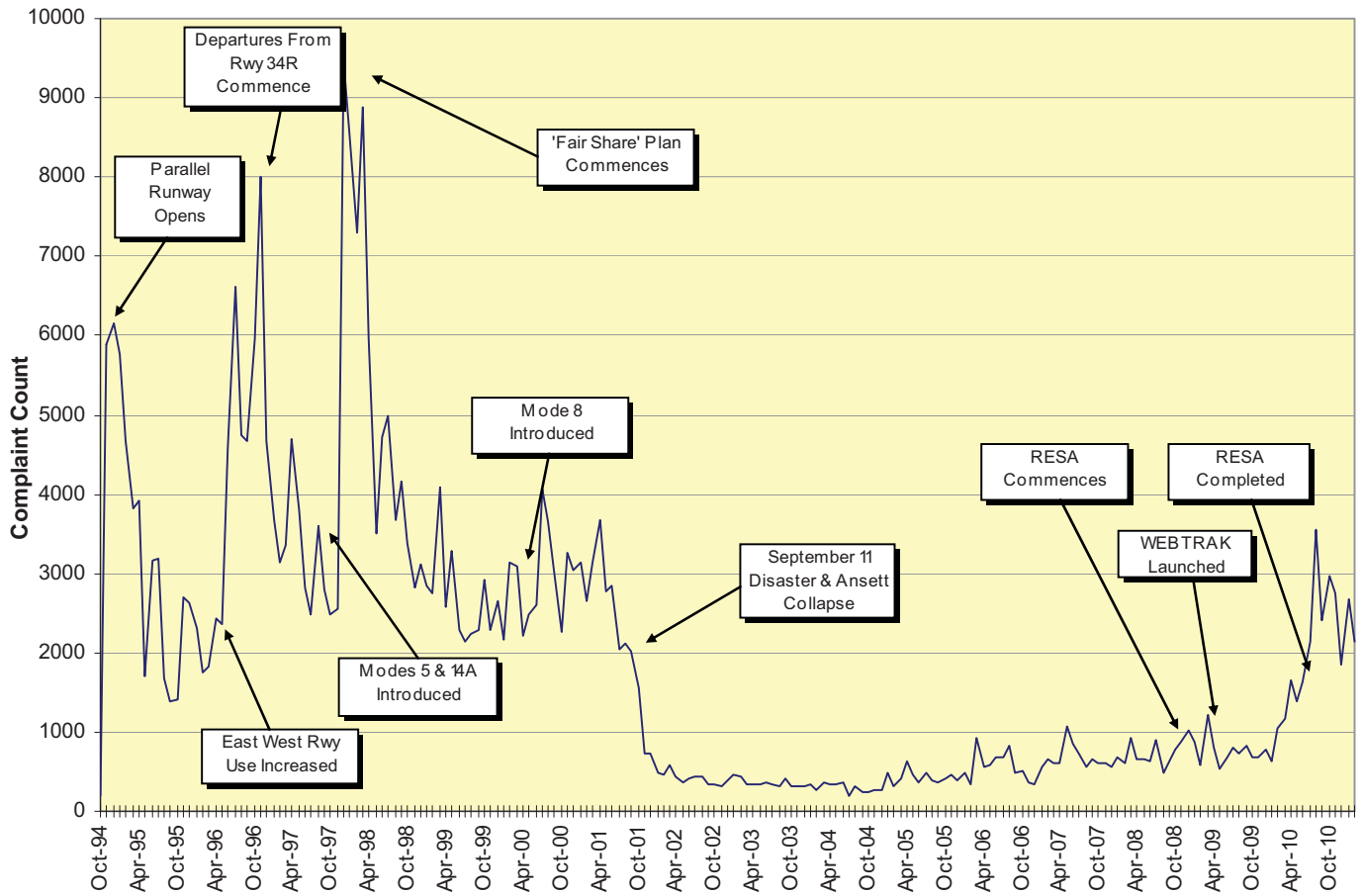
## Complaints vs Complainants – 1 February to 28 February 2011



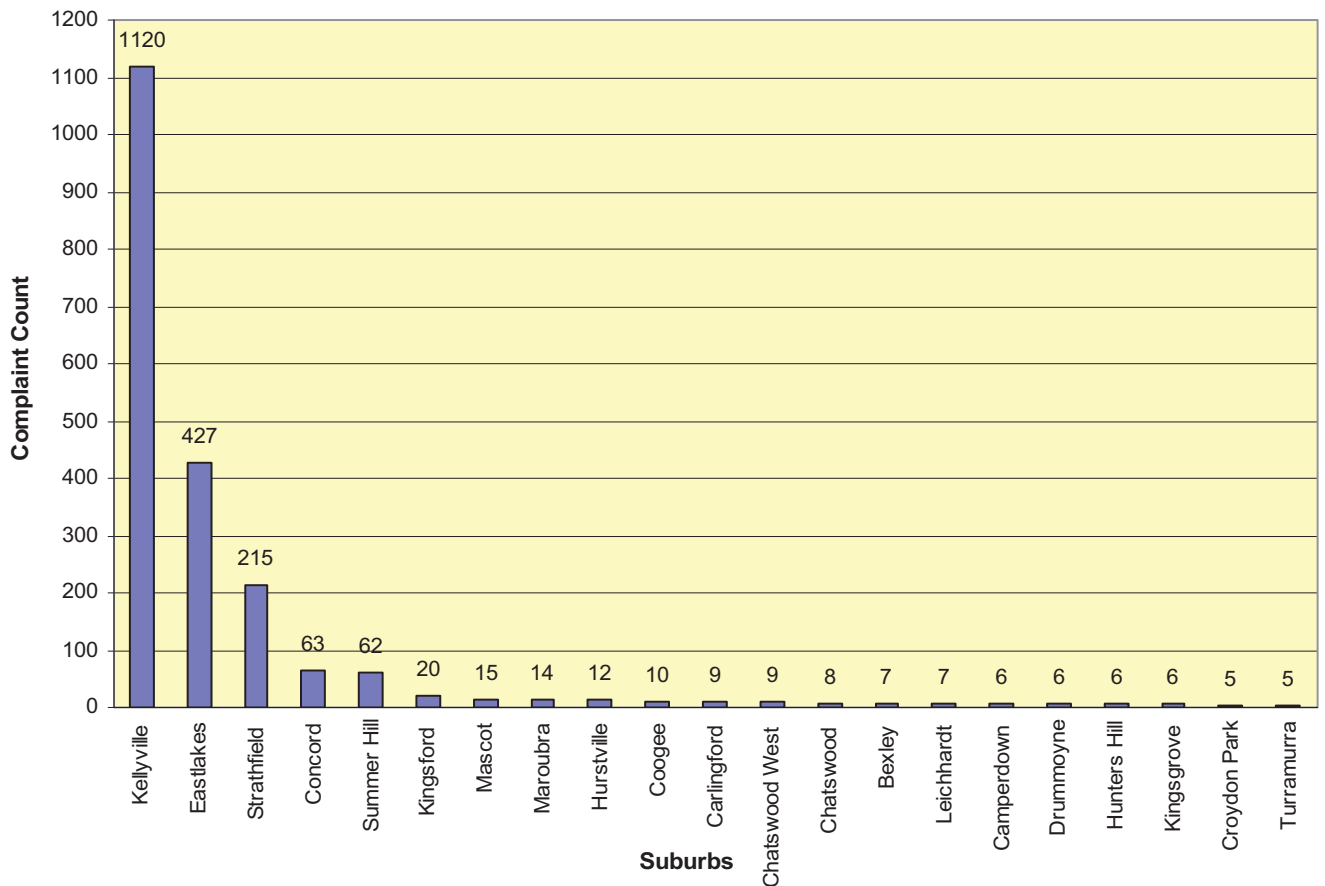
## Complaints vs Complainants – Monthly



# Complaints History

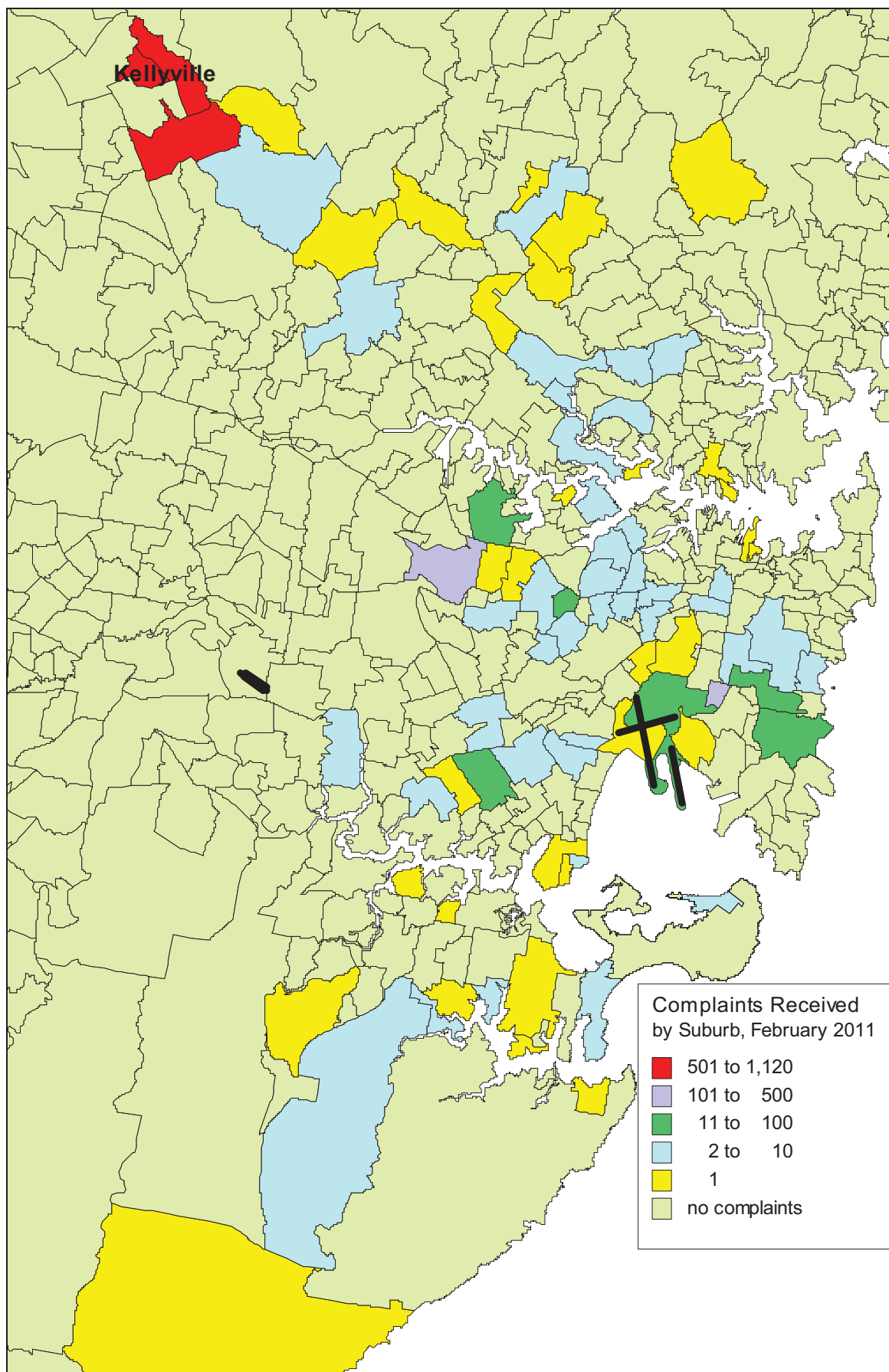


## Top 20 Complaint Suburbs – 1 February to 28 February 2011



# Complaint Density by Suburb

1 February to 28 February 2011



# Recorded Complaints vs Complainants, by Suburb

1 February to 28 February 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	2	1	Kingsford	20	4
Alexandria	1	1	Kingsgrove	6	1
Annandale	3	3	Kirribilli	1	1
Ashfield	2	2	Kurnell	4	3
Banksia	3	1	Kyeemagh	1	1
Belrose	1	1	Lane Cove	4	3
Bexley	7	5	Leichhardt	7	4
Botany	1	1	Lilli Pilli	1	1
Bundeena	1	1	Lilyfield	3	1
Burwood	1	1	Maroubra	14	8
Camperdown	6	2	Marsfield	1	1
Caringbah	1	1	Mascot	15	8
Carlingford	9	3	Mortdale	4	2
Castle Hill	2	1	Newtown	4	3
Chatswood	8	1	North Ryde	3	3
Chatswood West	9	1	North Sydney	1	1
Chiswick	1	1	Padstow	3	2
Como	1	1	Pennant Hills	1	1
Concord	63	2	Penshurst	1	1
Coogee	10	8	Petersham	2	2
Cronulla	3	3	Potts Point	1	1
Croydon	1	1	Pymble	1	1
Croydon Park	5	2	Randwick	4	2
Dolls Point	4	4	Redfern	2	1
Drummoyne	6	5	Rockdale	2	1
Dulwich Hill	2	2	Rozelle	2	2
East Ryde	2	2	Sandringham	1	1
Eastlakes	427	2	Sans Souci	1	1
Elizabeth Bay	1	1	St Peters	1	1
Engadine	1	1	Stanmore	2	1
Glenhaven	1	1	Strathfield	215	1
Grays Point	2	2	Summer Hill	62	4
Gymea Bay	1	1	Surry Hills	3	1
Helensburgh	1	1	Sydney South	1	1
Hunters Hill	6	4	Turrumurra	5	3
Hurlstone Park	3	1	Warrawee	1	1
Hurstville	12	4	West Pennant Hills	1	1
Kareela	1	1	West Pymble	1	1
Kellyville	1120	1	Woolwich	1	1
Kensington	3	2	Yowie Bay	4	3

<b>Total Complaints</b>	<b>2141</b>	<b>Total Complainants</b>	<b>159</b>
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## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

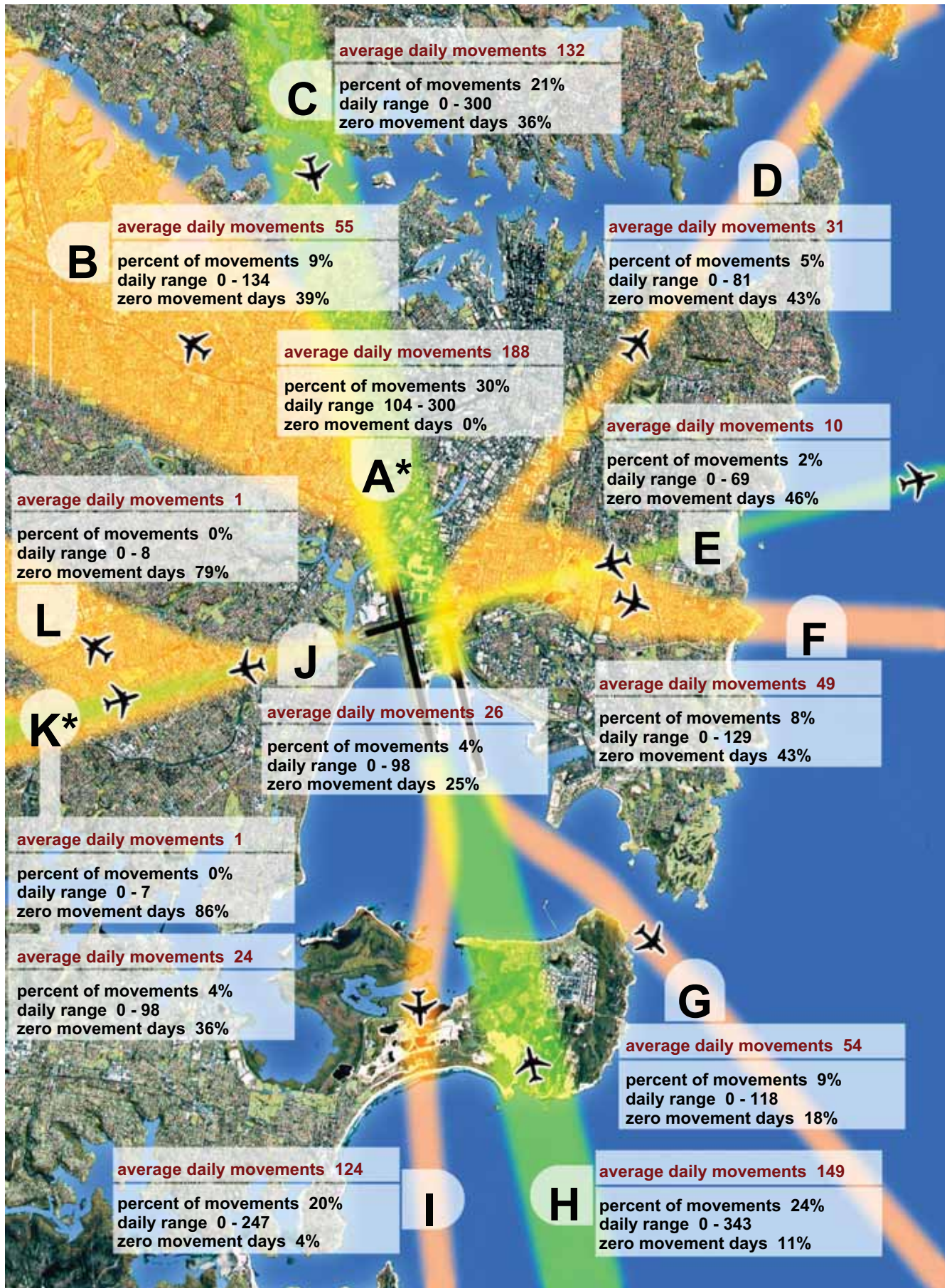
1 February to 28 February 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Abbotsbury	1	1	Maitland	1	1
Bankstown	24	16	Not Specified	1	1
Bar Beach	1	1	Port Macquarie	1	1
Bondi Beach	1	1	Suffolk Park	1	1
Camden	45	11	Tocumwal	1	1
Church Point	1	1	Williamtown	2	2
Dolls Point	1	1	Wollongong	1	1
Krawarree	1	1			
<b>Total Complaints</b>	<b>83</b>		<b>Total Complainants</b>		<b>41</b>



# Sydney Airport : Jet Flight Path Movements

1 Feb 2011 to 28 Feb 2011, All Jets

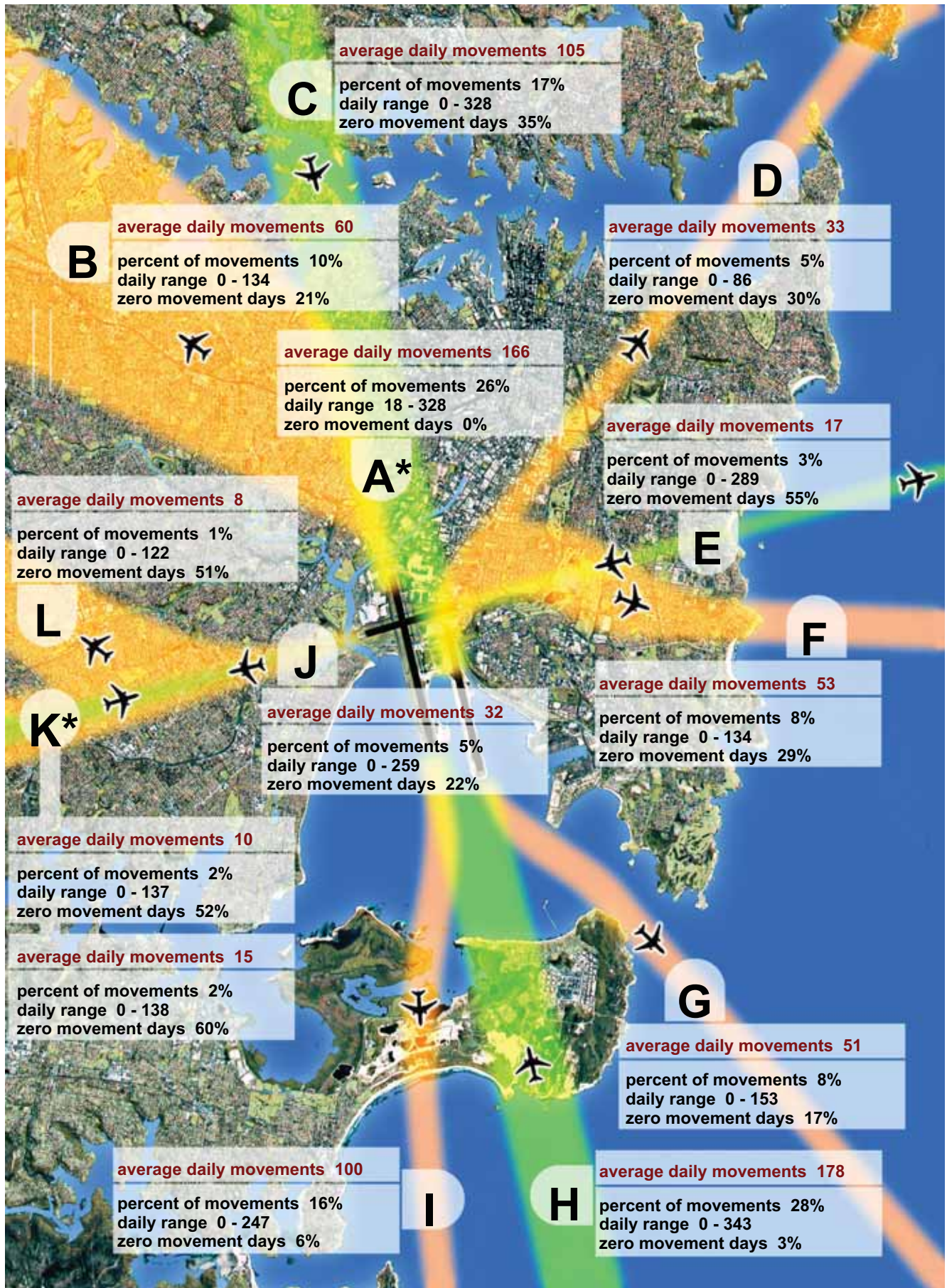


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 March 2010 to 28 Feb 2011, All Jets

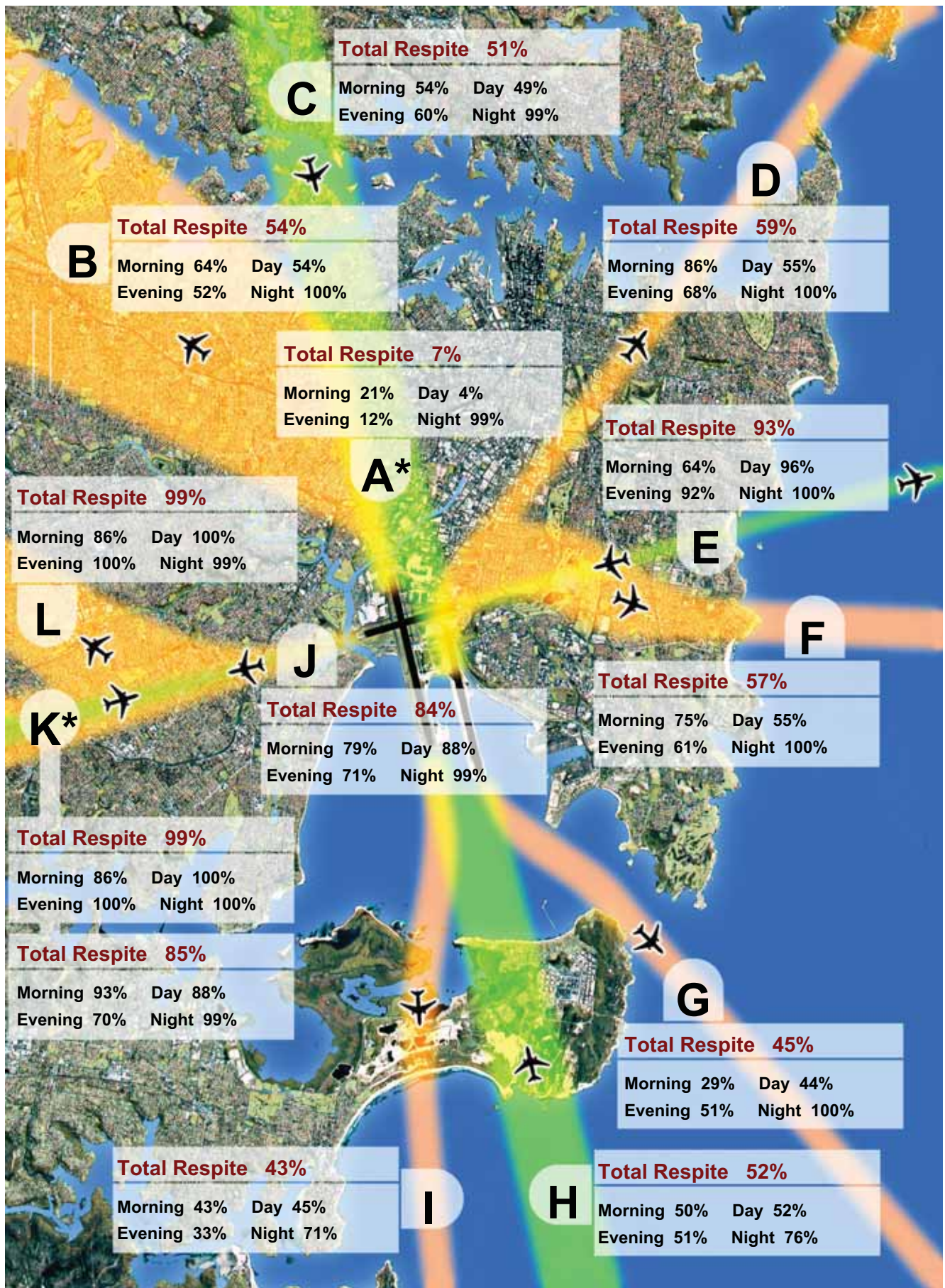


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2011 to 28 Feb 2011, 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).

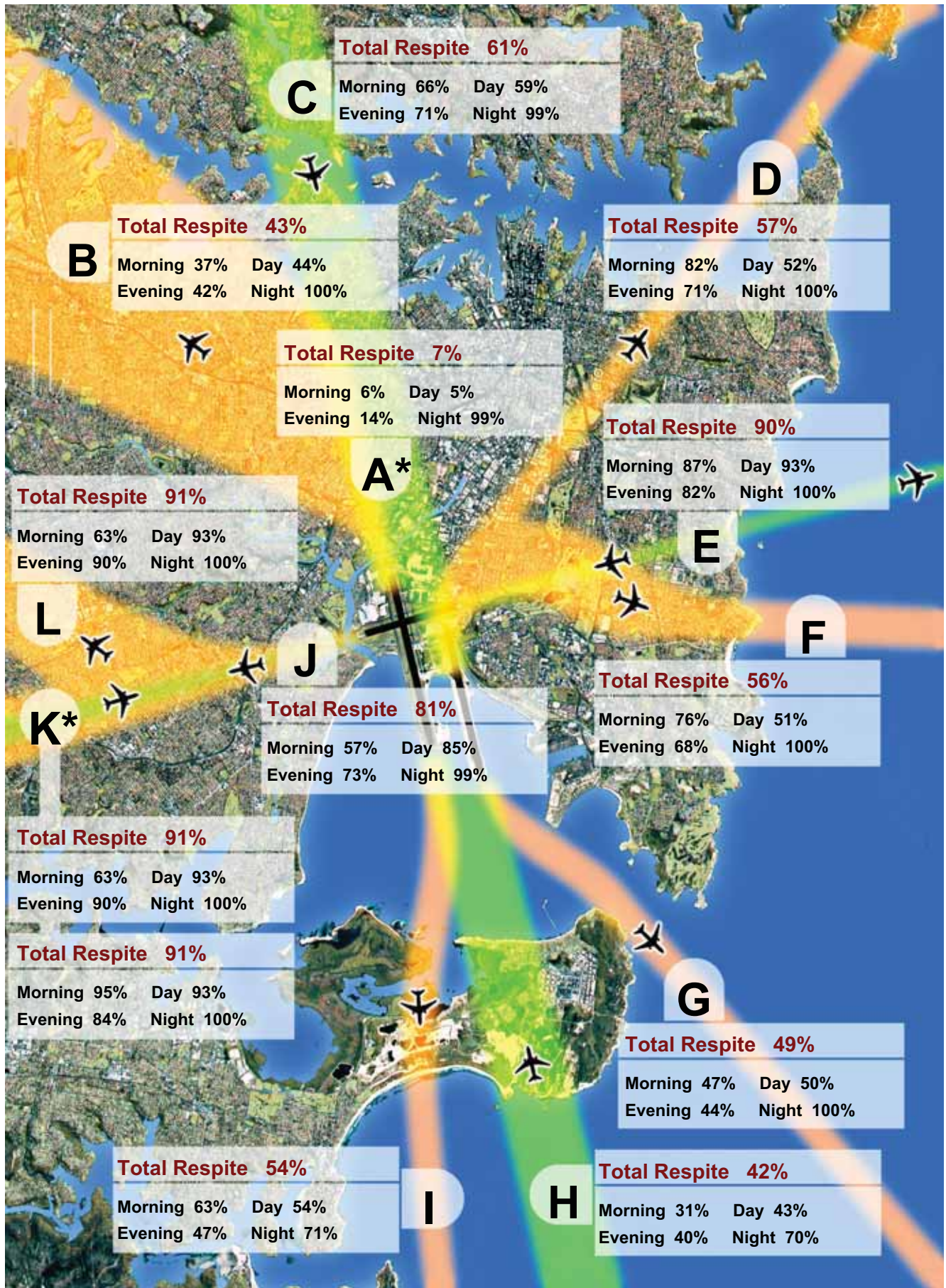
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 March 2010 to 28 Feb 2011, 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)

### March 2010 to February 2011

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

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">October 2010</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">March 2010</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2010</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from <a href="#">Modes 9 &amp; 7</a> . Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">October 2010</a> and <a href="#">Mode 7</a> was in <a href="#">May 2010</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell Sand Hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from <a href="#">Modes 7 &amp; 8</a> (departures) and <a href="#">Mode 14A</a> (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">May 2010</a> , <a href="#">Mode 14A</a> in <a href="#">January 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 March 2010 to February 2011, 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 57%**. This means that over the period **March 2010 to February 2011 for 57%** 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. The Environment and Climate Change at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for February 2011.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2011

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 February 2011 along with the Daily N70 values for the three months up to and including February are given in Table 1.

<b>Location</b>	<b>CNE Feb</b>	<b>Operational Days Feb</b>	<b>N70 Feb</b>	<b>N70 Jan</b>	<b>N70 Dec</b>
<i>Threshold rwy 34</i>	8,378	27.9	296	285	298
<i>Penshurst</i>	1,006	27.9	32	32	26
<i>Bexley</i>	1,046	27.9	36	34	34
<i>Sydenham</i>	4,853	27.9	173	162	158
<i>Johnston St. Annandale</i>	2,598	27.9	66	56	60
<i>Church St. St Peters</i>	3,878	27.9	98	88	91
<i>Leichhardt PEMU 36</i>	3,099	27.9	105	93	88
<i>Eastlakes</i>	1,903	27.9	58	64	76
<i>Coogee</i>	0	0.0	0	0	0
<i>Kurnell</i>	2,012	27.9	61	66	76
<i>Croydon</i>	497	27.9	12	13	14
<i>Hunters Hill</i>	3,565	20.6	74	4	61

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including February 2011.**

The N70 values for February 2011 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 12 PM 39 Day 240 Night 10 WE_D 260 WE_N 2	<b>Penshurst</b> AM 1 PM 13 Day 25 Night 0 WE_D 13 WE_N 1	<b>Bexley</b> AM 2 PM 14 Day 27 Night 0 WE_D 15 WE_N 1	<b>Eastlakes</b> AM 4 PM 5 Day 48 Night 0 WE_D 61 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	<b>Sydenham</b> AM 5 PM 18 Day 155 Night 0 WE_D 160 WE_N 1	<b>Leichhardt PEMU36</b> AM 3 PM 10 Day 96 Night 0 WE_D 95 WE_N 0	<b>Kurnell</b> AM 0 PM 5 Day 60 Night 0 WE_D 50 WE_N 0
<b>Annandale</b> AM 0 PM 3 Day 67 Night 0 WE_D 54 WE_N 0	<b>St Peters</b> AM 1 PM 7 Day 94 Night 0 WE_D 87 WE_N 0	<b>Croydon</b> AM 0 PM 3 Day 9 Night 0 WE_D 10 WE_N 0	<b>Hunters Hill</b> AM 3 PM 7 Day 71 Night 0 WE_D 59 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.*