



AIRSERVICES AUSTRALIA

# Sydney Airport Operational Statistics July 2011

Produced by Environmental Services

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

July 2011

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

There were a total of 25,693 aircraft movements this month (daily average 828.81). Last month there were a total of 23,825 movements (daily average 794.17) and for the same month last year there were a total of 26,185 movements (daily average 844.68).

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

Individual mode use in excess of 9 hours occurred on 22 days this month, Mode 13 on 1 day, Mode 9 on 14 days and Mode 10 on 7 days. Crossing runway modes (including Sodprops) were used for 36.57% 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 26.22% - This result is above the LTOP target and below the previous month (29.49%)

South 51.25%- This result is below the LTOP target and below the previous month (51.41%)

East 16.07% - This result is above the LTOP target and above the previous month (14.04%)

West 6.44% - This result is below the LTOP target and above the previous month (5.04%)

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

This procedure was used on 20 and 27 July for a total of 3 hours and 56 minutes (ATIS time)

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

A total of 2530 complaints, comments and enquiries were received as follows:

2434 Sydney suburbs complaints from 140 complainants

38 Sydney suburbs comments and enquiries

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

### Noise Enquiry Service Environmental Services Airservices Australia

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

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

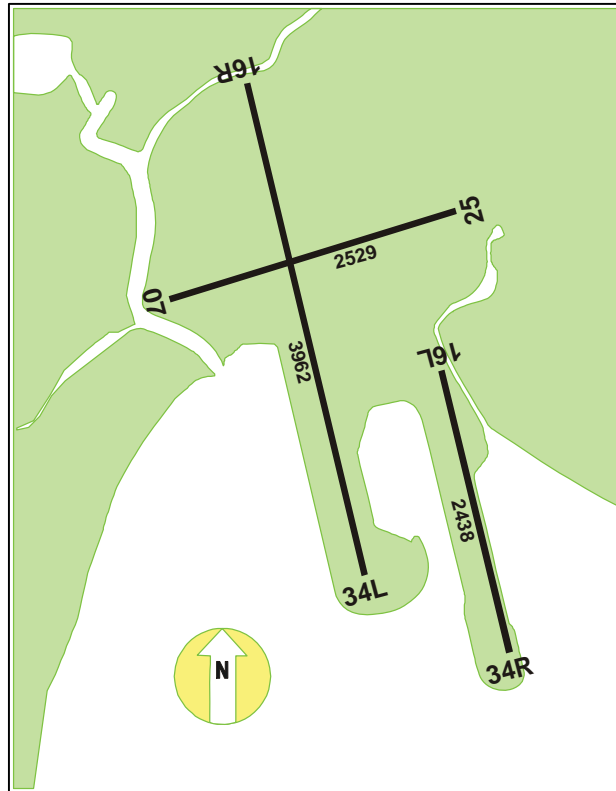
[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

**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)

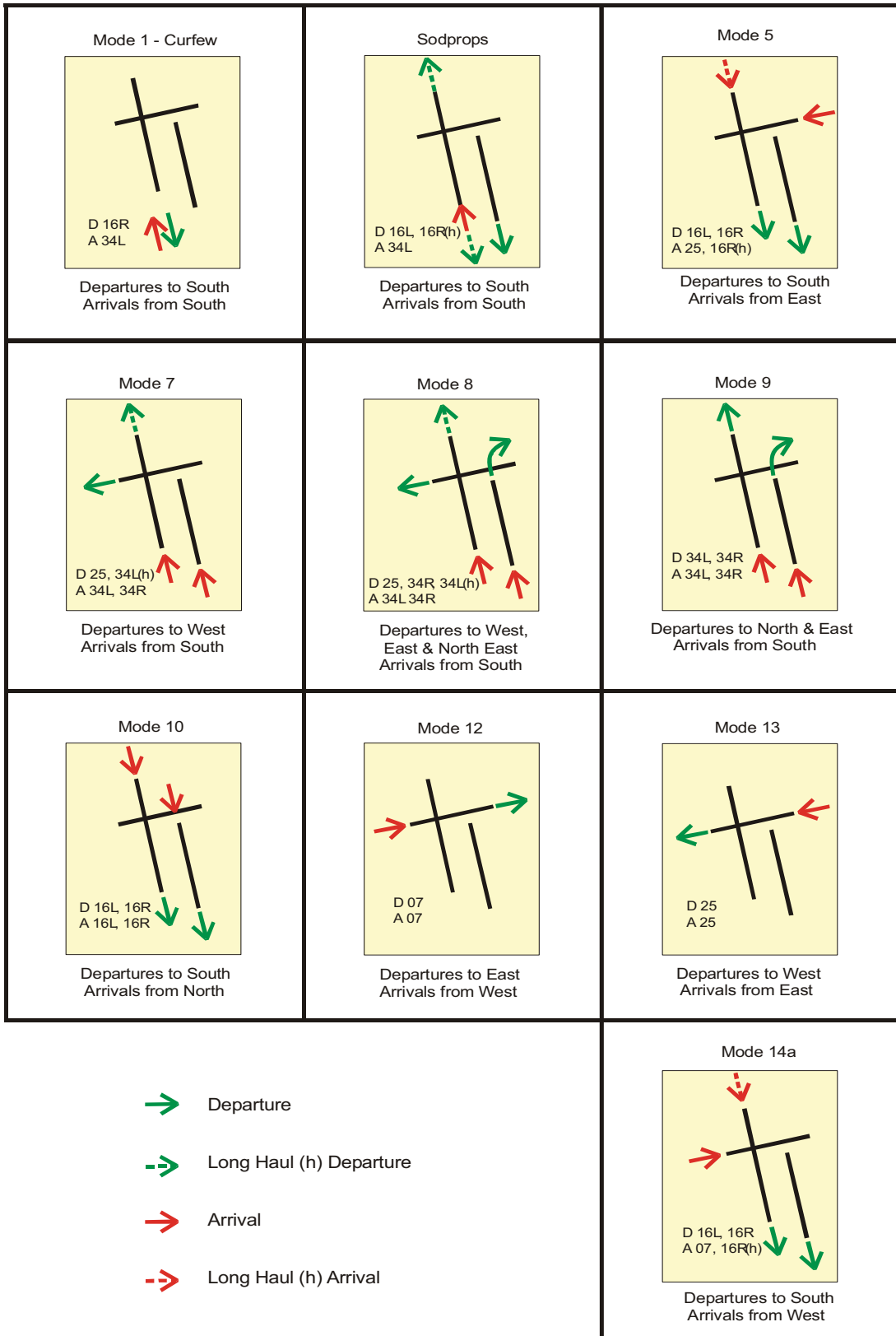
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Jul-11	1	0	1	160	126	286	229	329	558	60	2	62	8	0	8	0	0	0	0	0	0	915
02-Jul-11	1	0	1	0	1	1	0	2	2	0	42	42	247	138	385	111	153	264	0	0	0	695
03-Jul-11	2	0	2	0	0	0	2	4	6	2	56	58	224	172	396	151	172	323	0	0	0	785
04-Jul-11	0	0	0	0	0	0	0	3	3	1	51	52	258	196	454	177	192	369	0	0	0	878
05-Jul-11	0	0	0	0	0	0	1	9	10	176	242	418	163	84	247	87	88	175	0	0	0	850
06-Jul-11	0	0	0	0	0	0	0	6	6	8	120	128	253	148	401	167	155	322	0	0	0	857
07-Jul-11	0	0	0	59	50	109	111	154	265	232	212	444	13	0	13	3	0	3	0	0	0	834
08-Jul-11	0	0	0	0	0	0	0	4	4	0	97	97	271	175	446	187	175	362	0	0	0	909
09-Jul-11	0	0	0	0	0	0	0	1	1	103	146	249	173	106	279	83	86	169	0	0	0	698
10-Jul-11	0	0	0	0	8	8	0	0	0	37	167	204	212	116	328	124	106	230	0	0	0	770
11-Jul-11	0	0	0	0	103	103	0	4	4	0	1	1	335	191	526	106	142	248	0	0	0	882
12-Jul-11	0	0	0	0	5	5	0	36	36	51	55	106	240	168	408	145	169	314	0	0	0	869
13-Jul-11	0	0	0	0	56	56	0	9	9	4	24	28	290	181	471	138	164	302	0	0	0	866
14-Jul-11	0	0	0	120	137	257	171	313	484	132	2	134	27	0	27	0	0	0	0	0	0	902
15-Jul-11	1	0	1	189	133	322	249	321	570	10	2	12	6	0	6	0	0	0	0	0	0	911
16-Jul-11	1	0	1	0	54	54	3	2	5	0	57	57	264	125	389	93	103	196	0	0	0	702
17-Jul-11	1	0	1	0	21	21	0	0	0	1	59	60	263	163	426	106	150	256	0	0	0	764
18-Jul-11	2	0	2	30	124	154	42	86	128	40	1	41	254	140	394	74	91	165	0	0	0	884
19-Jul-11	0	0	0	0	36	36	6	52	58	91	41	132	232	158	390	103	138	241	0	0	0	857
20-Jul-11	0	0	0	178	135	313	234	291	525	12	0	12	1	0	1	0	0	0	0	0	0	851
21-Jul-11	0	0	0	188	131	319	254	315	569	0	0	0	4	0	4	0	0	0	0	0	0	892
22-Jul-11	0	0	0	189	131	320	250	313	563	0	0	0	2	0	2	0	0	0	0	0	0	885
23-Jul-11	0	0	0	88	91	179	135	234	369	121	0	121	3	0	3	0	0	0	0	0	0	672
24-Jul-11	0	0	0	0	117	117	0	1	1	2	1	3	298	171	469	76	101	177	0	0	0	767
25-Jul-11	0	0	0	0	93	93	0	5	5	1	0	1	330	189	519	99	145	244	0	0	0	862
26-Jul-11	0	0	0	44	109	153	66	100	166	21	34	55	231	111	342	65	65	130	0	0	0	846
27-Jul-11	0	0	0	157	124	281	197	311	508	64	1	65	9	0	9	0	0	0	0	0	0	863
28-Jul-11	1	0	1	0	17	17	0	6	6	0	95	95	264	168	432	179	156	335	0	0	0	886
29-Jul-11	1	0	1	5	83	88	15	17	32	0	33	33	313	178	491	121	142	263	0	0	0	908
30-Jul-11	1	0	1	0	24	24	0	5	5	0	13	13	268	143	411	81	144	225	0	0	0	679
31-Jul-11	1	0	1	0	32	32	0	0	0	1	89	90	251	144	395	112	124	236	0	0	0	754
<b>Total</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>1407</b>	<b>1941</b>	<b>3348</b>	<b>1965</b>	<b>2933</b>	<b>4898</b>	<b>1170</b>	<b>1643</b>	<b>2813</b>	<b>5707</b>	<b>3365</b>	<b>9072</b>	<b>2588</b>	<b>2961</b>	<b>5549</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25693</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-Jul-11	0	0	0	99	87	186	190	248	438	37	0	37	6	0	6	0	0	0	0	0	0	667
02-Jul-11	0	0	0	0	1	1	0	1	1	0	33	33	207	102	309	73	133	206	0	0	0	550
03-Jul-11	0	0	0	0	0	0	0	0	0	0	36	36	185	117	302	111	147	258	0	0	0	596
04-Jul-11	0	0	0	0	0	0	0	3	3	1	41	42	218	127	345	104	158	262	0	0	0	652
05-Jul-11	0	0	0	0	0	0	0	6	6	126	180	306	140	58	198	56	70	126	0	0	0	636
06-Jul-11	0	0	0	0	0	0	0	5	5	6	94	100	216	94	310	94	124	218	0	0	0	633
07-Jul-11	0	0	0	43	34	77	78	115	193	174	159	333	10	0	10	3	0	3	0	0	0	616
08-Jul-11	0	0	0	0	0	0	0	3	3	0	75	75	220	108	328	112	143	255	0	0	0	661
09-Jul-11	0	0	0	0	0	0	0	0	0	71	111	182	146	85	231	61	76	137	0	0	0	550
10-Jul-11	0	0	0	0	7	7	0	0	0	27	129	156	178	78	256	90	89	179	0	0	0	598
11-Jul-11	0	0	0	0	88	88	0	2	2	0	1	1	265	119	384	63	118	181	0	0	0	656
12-Jul-11	0	0	0	0	5	5	0	34	34	43	39	82	195	108	303	87	137	224	0	0	0	648
13-Jul-11	0	0	0	0	48	48	0	7	7	1	23	24	229	111	340	89	134	223	0	0	0	642
14-Jul-11	0	0	0	77	97	174	135	239	374	98	0	98	24	0	24	0	0	0	0	0	0	670
15-Jul-11	0	0	0	123	94	217	201	240	441	4	1	5	5	0	5	0	0	0	0	0	0	668
16-Jul-11	0	0	0	0	51	51	0	0	0	0	39	39	225	95	320	55	90	145	0	0	0	555
17-Jul-11	1	0	1	0	19	19	0	0	0	1	37	38	225	114	339	64	129	193	0	0	0	590
18-Jul-11	0	0	0	15	100	115	34	66	100	37	0	37	194	83	277	47	79	126	0	0	0	655
19-Jul-11	0	0	0	0	25	25	6	41	47	71	35	106	186	95	281	60	116	176	0	0	0	635
20-Jul-11	0	0	0	108	97	205	195	219	414	9	0	9	1	0	1	0	0	0	0	0	0	629
21-Jul-11	0	0	0	119	92	211	207	237	444	0	0	0	3	0	3	0	0	0	0	0	0	658
22-Jul-11	0	0	0	117	93	210	207	236	443	0	0	0	2	0	2	0	0	0	0	0	0	655
23-Jul-11	0	0	0	59	68	127	116	194	310	92	0	92	3	0	3	0	0	0	0	0	0	532
24-Jul-11	0	0	0	0	101	101	0	0	0	1	1	2	243	110	353	51	85	136	0	0	0	592
25-Jul-11	0	0	0	0	81	81	0	4	4	1	0	1	260	115	375	57	117	174	0	0	0	635
26-Jul-11	0	0	0	32	79	111	49	76	125	19	28	47	178	73	251	40	55	95	0	0	0	629
27-Jul-11	0	0	0	97	85	182	153	235	388	55	0	55	7	0	7	0	0	0	0	0	0	632
28-Jul-11	0	0	0	0	17	17	0	5	5	0	71	71	220	108	328	109	127	236	0	0	0	657
29-Jul-11	0	0	0	5	70	75	14	17	31	0	23	23	237	104	341	76	119	195	0	0	0	665
30-Jul-11	0	0	0	0	22	22	0	5	5	0	12	12	216	104	320	59	122	181	0	0	0	540
31-Jul-11	0	0	0	0	32	32	0	0	0	0	64	64	202	99	301	88	104	192	0	0	0	589
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>894</b>	<b>1493</b>	<b>2387</b>	<b>1585</b>	<b>2238</b>	<b>3823</b>	<b>874</b>	<b>1232</b>	<b>2106</b>	<b>4646</b>	<b>2207</b>	<b>6853</b>	<b>1649</b>	<b>2472</b>	<b>4121</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19291</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-Jul-11	1	0	1	61	39	100	39	81	120	23	2	25	2	0	2	0	0	0	0	0	0	248
02-Jul-11	1	0	1	0	0	0	0	1	1	0	9	9	40	36	76	38	20	58	0	0	0	145
03-Jul-11	2	0	2	0	0	0	2	4	6	2	20	22	39	55	94	40	25	65	0	0	0	189
04-Jul-11	0	0	0	0	0	0	0	0	0	0	10	10	40	69	109	73	34	107	0	0	0	226
05-Jul-11	0	0	0	0	0	0	1	3	4	50	62	112	23	26	49	31	18	49	0	0	0	214
06-Jul-11	0	0	0	0	0	0	0	1	1	2	26	28	37	54	91	73	31	104	0	0	0	224
07-Jul-11	0	0	0	16	16	32	33	39	72	58	53	111	3	0	3	0	0	0	0	0	0	218
08-Jul-11	0	0	0	0	0	0	0	1	1	0	22	22	51	67	118	75	32	107	0	0	0	248
09-Jul-11	0	0	0	0	0	0	0	1	1	32	35	67	27	21	48	22	10	32	0	0	0	148
10-Jul-11	0	0	0	0	1	1	0	0	0	10	38	48	34	38	72	34	17	51	0	0	0	172
11-Jul-11	0	0	0	0	15	15	0	2	2	0	0	0	70	72	142	43	24	67	0	0	0	226
12-Jul-11	0	0	0	0	0	0	0	2	2	8	16	24	45	60	105	58	32	90	0	0	0	221
13-Jul-11	0	0	0	0	8	8	0	2	2	3	1	4	61	70	131	49	30	79	0	0	0	224
14-Jul-11	0	0	0	43	40	83	36	74	110	34	2	36	3	0	3	0	0	0	0	0	0	232
15-Jul-11	1	0	1	66	39	105	48	81	129	6	1	7	1	0	1	0	0	0	0	0	0	243
16-Jul-11	1	0	1	0	3	3	3	2	5	0	18	18	39	30	69	38	13	51	0	0	0	147
17-Jul-11	0	0	0	0	2	2	0	0	0	0	22	22	38	49	87	42	21	63	0	0	0	174
18-Jul-11	2	0	2	15	24	39	8	20	28	3	1	4	60	57	117	27	12	39	0	0	0	229
19-Jul-11	0	0	0	0	11	11	0	11	11	20	6	26	46	63	109	43	22	65	0	0	0	222
20-Jul-11	0	0	0	70	38	108	39	72	111	3	0	3	0	0	0	0	0	0	0	0	0	222
21-Jul-11	0	0	0	69	39	108	47	78	125	0	0	0	1	0	1	0	0	0	0	0	0	234
22-Jul-11	0	0	0	72	38	110	43	77	120	0	0	0	0	0	0	0	0	0	0	0	0	230
23-Jul-11	0	0	0	29	23	52	19	40	59	29	0	29	0	0	0	0	0	0	0	0	0	140
24-Jul-11	0	0	0	0	16	16	0	1	1	1	0	1	55	61	116	25	16	41	0	0	0	175
25-Jul-11	0	0	0	0	12	12	0	1	1	0	0	0	70	74	144	42	28	70	0	0	0	227
26-Jul-11	0	0	0	12	30	42	17	24	41	2	6	8	53	38	91	25	10	35	0	0	0	217
27-Jul-11	0	0	0	60	39	99	44	76	120	9	1	10	2	0	2	0	0	0	0	0	0	231
28-Jul-11	1	0	1	0	0	0	0	1	1	0	24	24	44	60	104	70	29	99	0	0	0	229
29-Jul-11	1	0	1	0	13	13	1	0	1	0	10	10	76	74	150	45	23	68	0	0	0	243
30-Jul-11	1	0	1	0	2	2	0	0	0	0	1	1	52	39	91	22	22	44	0	0	0	139
31-Jul-11	1	0	1	0	0	0	0	0	0	1	25	26	49	45	94	24	20	44	0	0	0	165
<b>Total</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>513</b>	<b>448</b>	<b>961</b>	<b>380</b>	<b>695</b>	<b>1075</b>	<b>296</b>	<b>411</b>	<b>707</b>	<b>1061</b>	<b>1158</b>	<b>2219</b>	<b>939</b>	<b>489</b>	<b>1428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6402</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-Jul-11	1	2	1	1	3	3	41	60	70	59	64	57	47	41	48	59	62	62	71	58	51	35	18	1	915
02-Jul-11	0	2	1	0	1	4	34	47	55	56	57	60	42	27	44	42	37	45	43	41	20	24	13	0	695
03-Jul-11	2	2	1	0	2	7	32	37	50	41	59	48	46	30	54	54	49	65	66	61	33	34	12	0	785
04-Jul-11	0	1	0	0	0	5	46	62	70	69	60	57	48	36	50	47	48	64	68	51	35	30	28	3	878
05-Jul-11	3	2	0	3	1	4	47	66	70	50	44	50	53	45	46	42	49	57	62	57	41	31	24	3	850
06-Jul-11	4	0	1	3	0	3	39	62	63	56	52	63	41	33	49	51	51	56	67	66	32	32	28	5	857
07-Jul-11	2	2	0	4	0	4	42	39	51	50	47	49	47	49	41	64	45	54	59	57	52	30	41	5	834
08-Jul-11	2	0	0	4	0	4	40	63	69	71	64	57	49	34	50	60	49	66	65	68	44	32	18	0	909
09-Jul-11	0	1	1	0	0	4	37	45	61	55	54	60	41	35	37	43	39	44	40	42	27	18	12	2	698
10-Jul-11	1	0	0	1	0	3	32	38	47	45	47	50	44	30	52	51	46	65	62	58	43	32	22	1	770
11-Jul-11	3	0	0	1	0	4	44	64	66	67	63	55	44	36	51	50	48	59	68	60	40	30	25	4	882
12-Jul-11	1	1	0	3	3	3	45	65	66	68	58	57	38	37	48	49	47	63	68	52	38	30	25	4	869
13-Jul-11	2	3	3	2	0	4	37	57	68	72	60	46	45	33	45	49	52	59	63	64	37	30	32	3	866
14-Jul-11	4	0	1	3	1	4	38	66	70	63	64	56	46	37	52	48	55	64	66	59	36	38	28	3	902
15-Jul-11	1	0	2	2	1	3	42	67	71	65	63	61	52	34	52	54	57	56	60	67	40	37	23	1	911
16-Jul-11	1	1	1	1	2	3	32	46	63	61	59	54	40	31	42	43	38	41	48	37	24	23	11	0	702
17-Jul-11	0	1	0	0	0	4	33	36	51	38	48	51	38	33	53	50	45	58	60	71	41	33	20	0	764
18-Jul-11	1	0	0	0	0	5	35	61	63	69	66	59	42	46	50	49	51	62	76	57	34	28	27	3	884
19-Jul-11	3	3	3	1	0	3	40	70	63	66	60	54	40	37	50	50	42	58	61	57	37	30	26	3	857
20-Jul-11	2	0	1	1	0	0	38	54	60	69	61	53	49	33	49	53	52	54	60	57	39	34	29	3	851
21-Jul-11	4	1	1	3	1	1	40	58	60	66	62	63	46	35	49	49	54	59	65	57	46	35	34	3	892
22-Jul-11	1	1	1	3	0	0	43	60	56	62	65	61	47	38	49	56	52	56	68	62	50	37	17	0	885
23-Jul-11	0	2	0	1	0	3	33	43	62	54	54	51	45	30	42	41	40	42	45	33	22	18	11	0	672
24-Jul-11	0	0	0	3	0	3	33	34	44	42	50	50	40	32	47	49	49	64	63	65	48	28	21	2	767
25-Jul-11	0	0	1	0	1	4	41	63	67	70	60	60	43	35	51	44	50	57	63	60	32	26	29	5	862
26-Jul-11	2	1	0	4	2	3	47	60	61	67	59	54	44	32	48	53	49	60	63	51	34	29	20	3	846
27-Jul-11	2	1	2	4	2	3	40	58	66	58	63	60	44	33	49	49	49	63	58	59	40	30	23	7	863
28-Jul-11	0	1	1	4	0	4	44	56	69	65	60	56	50	36	52	53	47	64	68	54	38	35	25	4	886
29-Jul-11	1	1	2	2	0	3	45	59	69	65	61	60	47	32	54	61	51	70	68	65	36	37	19	0	908
30-Jul-11	0	1	1	0	0	5	32	54	63	50	39	53	45	32	53	35	45	43	41	37	19	21	9	1	679
31-Jul-11	0	0	0	0	0	2	31	34	53	48	44	48	42	28	55	52	50	58	61	64	38	28	17	1	754
<b>Total</b>	<b>43</b>	<b>30</b>	<b>25</b>	<b>54</b>	<b>20</b>	<b>105</b>	<b>1203</b>	<b>1684</b>	<b>1917</b>	<b>1837</b>	<b>1767</b>	<b>1713</b>	<b>1385</b>	<b>1080</b>	<b>1512</b>	<b>1550</b>	<b>1498</b>	<b>1788</b>	<b>1896</b>	<b>1747</b>	<b>1147</b>	<b>935</b>	<b>687</b>	<b>70</b>	<b>25693</b>
<b>Avg.</b>	<b>1.39</b>	<b>0.97</b>	<b>0.81</b>	<b>1.74</b>	<b>0.65</b>	<b>3.39</b>	<b>38.81</b>	<b>54.32</b>	<b>61.84</b>	<b>59.26</b>	<b>57.00</b>	<b>55.26</b>	<b>44.68</b>	<b>34.84</b>	<b>48.77</b>	<b>50.00</b>	<b>48.32</b>	<b>57.68</b>	<b>61.16</b>	<b>56.35</b>	<b>37.00</b>	<b>30.16</b>	<b>22.16</b>	<b>2.26</b>	<b>828.81</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-Jul-11	0	2	0	1	2	3	23	29	38	31	30	22	22	21	23	24	32	32	36	28	31	17	10	1	458
02-Jul-11	0	0	1	0	1	4	20	30	33	20	21	30	21	10	27	18	22	25	18	23	13	16	6	0	359
03-Jul-11	1	0	1	0	1	5	21	18	21	20	25	19	18	13	27	21	30	34	32	32	15	22	5	0	381
04-Jul-11	0	1	0	0	0	4	25	36	40	24	27	28	18	17	26	19	27	37	32	23	20	18	13	1	436
05-Jul-11	0	1	0	2	0	4	29	37	41	22	24	23	24	15	20	22	23	30	32	23	26	17	12	0	427
06-Jul-11	3	0	1	1	0	3	21	33	32	24	24	36	15	14	23	26	23	31	35	30	16	22	13	2	428
07-Jul-11	1	1	0	2	0	4	22	19	24	24	22	22	24	23	23	32	19	25	33	33	27	15	21	2	418
08-Jul-11	0	0	0	2	0	4	22	39	39	27	25	29	23	14	29	28	20	38	35	34	22	21	7	0	458
09-Jul-11	0	0	1	0	0	4	24	30	31	20	24	29	18	18	20	20	19	26	19	23	14	14	4	1	359
10-Jul-11	0	0	0	1	0	3	22	21	21	19	20	18	16	14	26	20	24	35	34	26	22	19	11	1	373
11-Jul-11	2	0	0	1	0	4	24	36	36	28	31	21	22	15	25	21	25	35	34	29	22	17	12	1	441
12-Jul-11	0	0	0	3	1	3	25	38	36	30	23	29	18	19	25	14	29	35	29	22	25	18	13	1	436
13-Jul-11	1	0	3	0	0	4	19	34	42	26	21	22	25	14	22	25	24	29	36	30	18	21	15	1	432
14-Jul-11	0	0	1	1	1	4	20	37	42	22	27	27	20	20	24	23	27	36	33	26	20	24	14	1	450
15-Jul-11	0	0	1	1	0	3	22	39	42	24	28	29	24	13	30	22	25	28	34	34	23	20	12	1	455
16-Jul-11	0	1	1	1	1	3	20	30	33	21	29	23	19	13	24	19	21	24	24	21	12	15	6	0	361
17-Jul-11	0	1	0	0	0	3	20	18	22	17	20	19	16	14	28	22	20	32	35	35	20	16	13	0	371
18-Jul-11	1	0	0	0	0	5	18	33	34	32	26	24	24	24	24	19	29	36	37	26	19	18	11	2	442
19-Jul-11	1	1	2	0	0	3	22	40	37	32	23	23	21	18	25	17	26	31	33	24	22	18	13	0	432
20-Jul-11	1	0	1	0	0	0	20	29	31	35	26	27	21	18	23	21	26	34	29	27	19	23	14	0	425
21-Jul-11	2	0	1	1	0	1	21	28	32	34	34	30	13	19	26	21	28	31	34	28	23	20	19	0	446
22-Jul-11	0	1	1	1	0	0	25	29	35	34	27	25	21	16	22	27	23	33	36	30	24	22	9	0	441
23-Jul-11	0	1	0	1	0	3	21	27	34	19	22	27	20	14	24	17	24	25	22	14	14	12	6	0	347
24-Jul-11	0	0	0	2	0	3	22	19	19	18	19	21	15	12	24	23	22	41	32	32	26	11	13	2	376
25-Jul-11	0	0	0	0	1	4	23	36	37	29	29	25	22	15	26	16	27	31	37	21	21	13	16	1	430
26-Jul-11	0	1	0	3	1	3	26	36	34	24	29	23	21	15	25	26	23	33	29	25	21	19	9	1	427
27-Jul-11	0	0	2	2	1	3	20	31	40	26	23	28	20	15	26	20	25	36	29	24	23	19	12	2	427
28-Jul-11	0	1	1	2	0	4	24	34	39	25	26	28	22	17	27	21	26	36	33	22	23	19	13	1	444
29-Jul-11	0	1	2	0	0	3	22	38	39	23	26	30	23	15	26	25	25	40	33	33	21	20	10	0	455
30-Jul-11	0	1	1	0	0	4	20	37	27	19	21	28	20	15	27	16	23	23	17	24	11	14	1	1	350
31-Jul-11	0	0	0	0	0	2	20	18	23	20	18	20	18	11	30	21	25	33	33	29	19	16	8	1	365
<b>Total</b>	<b>13</b>	<b>14</b>	<b>21</b>	<b>28</b>	<b>10</b>	<b>100</b>	<b>683</b>	<b>959</b>	<b>1034</b>	<b>769</b>	<b>770</b>	<b>785</b>	<b>624</b>	<b>491</b>	<b>777</b>	<b>666</b>	<b>762</b>	<b>995</b>	<b>965</b>	<b>831</b>	<b>632</b>	<b>556</b>	<b>341</b>	<b>24</b>	<b>12850</b>
<b>Avg.</b>	<b>0.42</b>	<b>0.45</b>	<b>0.68</b>	<b>0.90</b>	<b>0.32</b>	<b>3.23</b>	<b>22.03</b>	<b>30.94</b>	<b>33.35</b>	<b>24.81</b>	<b>24.84</b>	<b>25.32</b>	<b>20.13</b>	<b>15.84</b>	<b>25.06</b>	<b>21.48</b>	<b>24.58</b>	<b>32.10</b>	<b>31.13</b>	<b>26.81</b>	<b>20.39</b>	<b>17.94</b>	<b>11.00</b>	<b>0.77</b>	<b>414.52</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-Jul-11	1	0	1	0	1	0	18	31	32	28	34	35	25	20	25	35	30	30	35	30	20	18	8	0	457
02-Jul-11	0	2	0	0	0	0	14	17	22	36	36	30	21	17	17	24	15	20	25	18	7	8	7	0	336
03-Jul-11	1	2	0	0	1	2	11	19	29	21	34	29	28	17	27	33	19	31	34	29	18	12	7	0	404
04-Jul-11	0	0	0	0	0	1	21	26	30	45	33	29	30	19	24	28	21	27	36	28	15	12	15	2	442
05-Jul-11	3	1	0	1	1	0	18	29	29	28	20	27	29	30	26	20	26	27	30	34	15	14	12	3	423
06-Jul-11	1	0	0	2	0	0	18	29	31	32	28	27	26	19	26	25	28	25	32	36	16	10	15	3	429
07-Jul-11	1	1	0	2	0	0	20	20	27	26	25	27	23	26	18	32	26	29	26	24	25	15	20	3	416
08-Jul-11	2	0	0	2	0	0	18	24	30	44	39	28	26	20	21	32	29	28	30	34	22	11	11	0	451
09-Jul-11	0	1	0	0	0	0	13	15	30	35	30	31	23	17	17	23	20	18	21	19	13	4	8	1	339
10-Jul-11	1	0	0	0	0	0	10	17	26	26	27	32	28	16	26	31	22	30	28	32	21	13	11	0	397
11-Jul-11	1	0	0	0	0	0	20	28	30	39	32	34	22	21	26	29	23	24	34	31	18	13	13	3	441
12-Jul-11	1	1	0	0	2	0	20	27	30	38	35	28	20	18	23	35	18	28	39	30	13	12	12	3	433
13-Jul-11	1	3	0	2	0	0	18	23	26	46	39	24	20	19	23	24	28	30	27	34	19	9	17	2	434
14-Jul-11	4	0	0	2	0	0	18	29	28	41	37	29	26	17	28	25	28	28	33	33	16	14	14	2	452
15-Jul-11	1	0	1	1	1	0	20	28	29	41	35	32	28	21	22	32	32	28	26	33	17	17	11	0	456
16-Jul-11	1	0	0	0	1	0	12	16	30	40	30	31	21	18	18	24	17	17	24	16	12	8	5	0	341
17-Jul-11	0	0	0	0	0	1	13	18	29	21	28	32	22	19	25	28	25	26	25	36	21	17	7	0	393
18-Jul-11	0	0	0	0	0	0	17	28	29	37	40	35	18	22	26	30	22	26	39	31	15	10	16	1	442
19-Jul-11	2	2	1	1	0	0	18	30	26	34	37	31	19	19	25	33	16	27	28	33	15	12	13	3	425
20-Jul-11	1	0	0	1	0	0	18	25	29	34	35	26	28	15	26	32	26	20	31	30	20	11	15	3	426
21-Jul-11	2	1	0	2	1	0	19	30	28	32	28	33	33	16	23	28	26	28	31	29	23	15	15	3	446
22-Jul-11	1	0	0	2	0	0	18	31	21	28	38	36	26	22	27	29	29	23	32	32	26	15	8	0	444
23-Jul-11	0	1	0	0	0	0	12	16	28	35	32	24	25	16	18	24	16	17	23	19	8	6	5	0	325
24-Jul-11	0	0	0	1	0	0	11	15	25	24	31	29	25	20	23	26	27	23	31	33	22	17	8	0	391
25-Jul-11	0	0	1	0	0	0	18	27	30	41	31	35	21	20	25	28	23	26	26	39	11	13	13	4	432
26-Jul-11	2	0	0	1	1	0	21	24	27	43	30	31	23	17	23	27	26	27	34	26	13	10	11	2	419
27-Jul-11	2	1	0	2	1	0	20	27	26	32	40	32	24	18	23	29	24	27	29	35	17	11	11	5	436
28-Jul-11	0	0	0	2	0	0	20	22	30	40	34	28	28	19	25	32	21	28	35	32	15	16	12	3	442
29-Jul-11	1	0	0	2	0	0	23	21	30	42	35	30	24	17	28	36	26	30	35	32	15	17	9	0	453
30-Jul-11	0	0	0	0	0	1	12	17	36	31	18	25	25	17	26	19	22	20	24	13	8	7	8	0	329
31-Jul-11	0	0	0	0	0	0	11	16	30	28	26	28	24	17	25	31	25	25	28	35	19	12	9	0	389
<b>Total</b>	<b>30</b>	<b>16</b>	<b>4</b>	<b>26</b>	<b>10</b>	<b>5</b>	<b>520</b>	<b>725</b>	<b>883</b>	<b>1068</b>	<b>997</b>	<b>928</b>	<b>761</b>	<b>589</b>	<b>735</b>	<b>884</b>	<b>736</b>	<b>793</b>	<b>931</b>	<b>916</b>	<b>515</b>	<b>379</b>	<b>346</b>	<b>46</b>	<b>12843</b>
<b>Avg.</b>	<b>0.97</b>	<b>0.52</b>	<b>0.13</b>	<b>0.84</b>	<b>0.32</b>	<b>0.16</b>	<b>16.77</b>	<b>23.39</b>	<b>28.48</b>	<b>34.45</b>	<b>32.16</b>	<b>29.94</b>	<b>24.55</b>	<b>19.00</b>	<b>23.71</b>	<b>28.52</b>	<b>23.74</b>	<b>25.58</b>	<b>30.03</b>	<b>29.55</b>	<b>16.61</b>	<b>12.23</b>	<b>11.16</b>	<b>1.48</b>	<b>414.29</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.

## 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-Jul-11	07:00	00:17	-	02:52	-	-	-	13:49	-	-	-	-	-
02-Jul-11	07:00	00:23	00:14	-	03:06	-	13:14	-	-	-	-	-	-
03-Jul-11	07:00	00:36	-	-	02:37	-	13:45	-	-	-	-	-	-
04-Jul-11	07:00	00:25	-	-	03:58	-	12:35	-	-	-	-	-	-
05-Jul-11	07:00	00:16	-	-	03:12	-	05:15	-	-	08:14	-	-	-
06-Jul-11	07:00	00:13	-	-	06:45	-	09:43	-	-	00:17	-	-	-
07-Jul-11	07:00	00:08	-	01:37	00:10	-	-	06:00	-	09:02	-	-	-
08-Jul-11	07:00	00:35	-	-	05:17	-	11:06	-	-	-	-	-	-
09-Jul-11	07:00	00:28	-	-	04:21	-	06:44	-	-	05:25	-	-	-
10-Jul-11	07:00	00:21	00:32	-	07:13	-	06:51	-	-	02:00	-	-	-
11-Jul-11	07:00	00:14	07:29	-	-	-	09:15	-	-	-	-	-	-
12-Jul-11	07:00	00:20	-	02:23	03:03	-	11:11	-	-	-	-	-	-
13-Jul-11	07:00	00:22	03:55	-	02:04	-	10:36	-	-	-	-	-	-
14-Jul-11	07:00	00:27	00:53	05:55	-	-	-	09:42	-	-	-	-	-
15-Jul-11	07:00	00:17	-	00:26	-	-	-	16:15	-	-	-	-	-
16-Jul-11	07:00	00:40	03:35	-	03:31	-	09:12	-	-	-	-	-	-
17-Jul-11	07:00	00:37	02:06	-	03:03	-	11:11	-	-	-	-	-	-
18-Jul-11	07:00	00:20	06:23	02:09	-	-	05:39	02:27	-	-	-	-	-
19-Jul-11	07:00	00:14	01:40	02:00	00:58	-	09:27	00:21	-	02:15	-	-	-
20-Jul-11	07:00	00:11	-	00:41	-	-	-	16:06	-	-	-	-	-
21-Jul-11	07:00	00:10	-	-	-	-	-	16:48	-	-	-	-	-
22-Jul-11	07:00	00:19	-	-	-	-	-	16:39	-	-	-	-	-
23-Jul-11	07:00	00:49	-	07:16	-	-	-	08:53	-	-	-	-	-
24-Jul-11	07:00	00:27	08:47	-	-	-	07:44	-	-	-	-	-	-
25-Jul-11	07:00	00:12	07:10	-	-	-	09:36	-	-	-	-	-	-
26-Jul-11	07:00	00:24	04:46	01:08	02:26	-	04:24	03:49	-	-	-	-	-
27-Jul-11	07:00	00:20	-	03:14	-	-	-	13:24	-	-	-	-	-
28-Jul-11	07:00	00:25	00:43	-	05:32	-	10:17	-	-	-	-	-	-
29-Jul-11	07:00	00:20	04:55	-	01:54	-	08:39	01:09	-	-	-	-	-
30-Jul-11	07:00	01:00	01:23	-	01:02	-	13:33	-	-	-	-	-	-
31-Jul-11	07:00	00:36	02:00	-	05:40	-	08:41	-	-	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>12:56</b>	<b>56:38</b>	<b>29:46</b>	<b>66:02</b>	<b>00:00</b>	<b>208:49</b>	<b>125:28</b>	<b>00:00</b>	<b>27:15</b>	<b>00:00</b>	<b>00:00</b>	<b>00:00</b>
<b>% Used</b>		<b>2.46%</b>	<b>10.75%</b>	<b>5.65%</b>	<b>12.53%</b>	<b>0.00%</b>	<b>39.63%</b>	<b>23.81%</b>	<b>0.00%</b>	<b>5.17%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

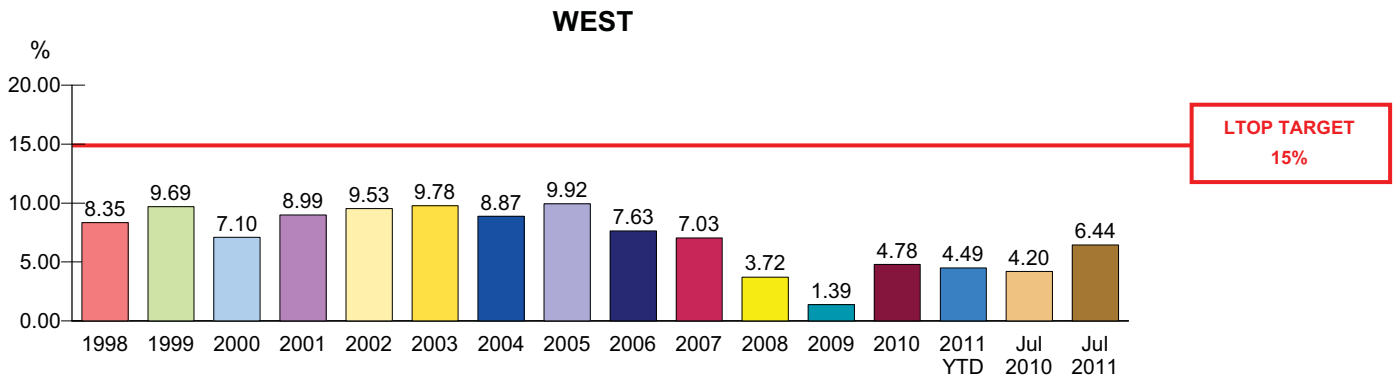
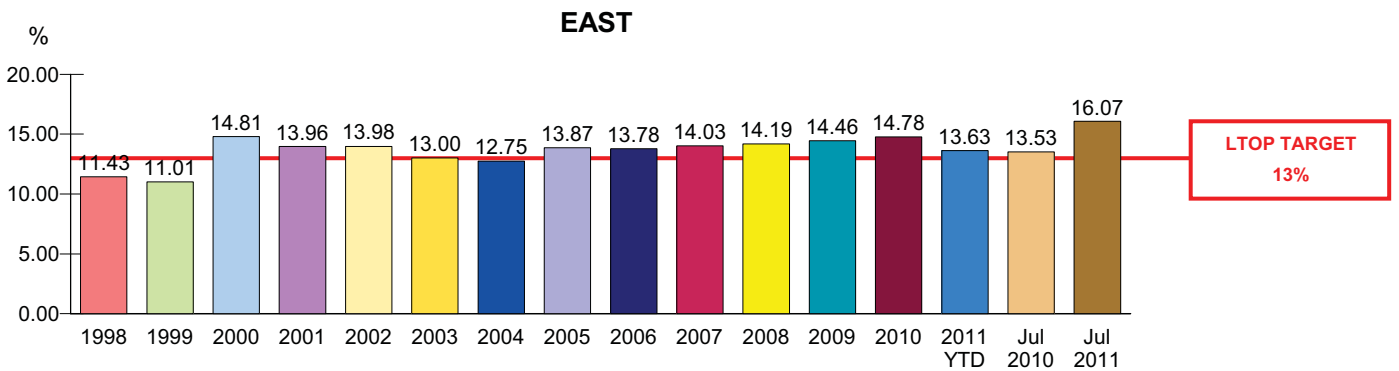
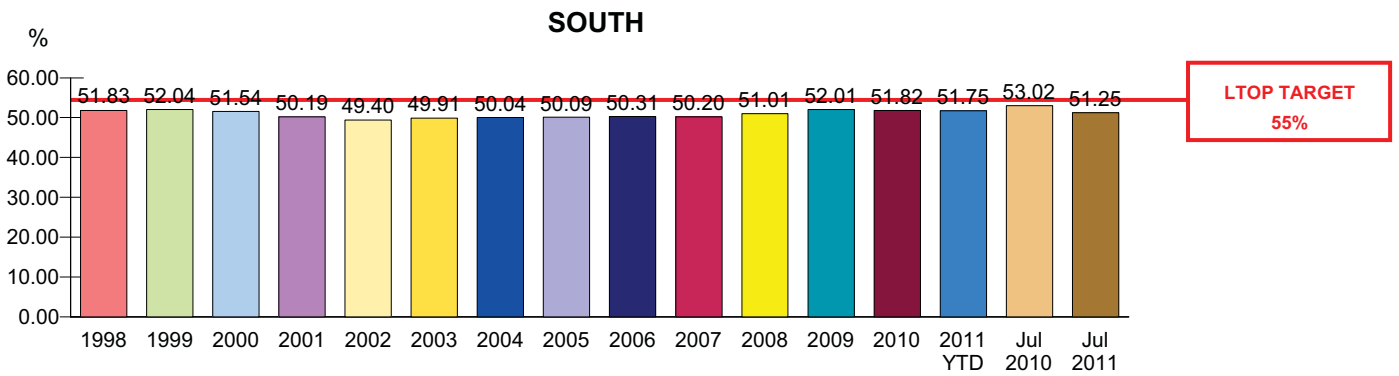
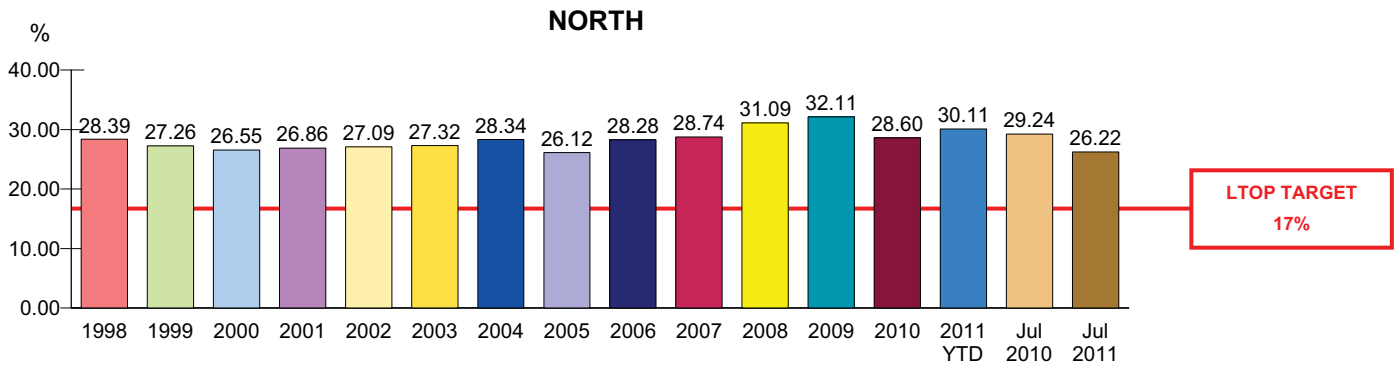
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

## Cumulative Mode Utilisation from 1 January 2011

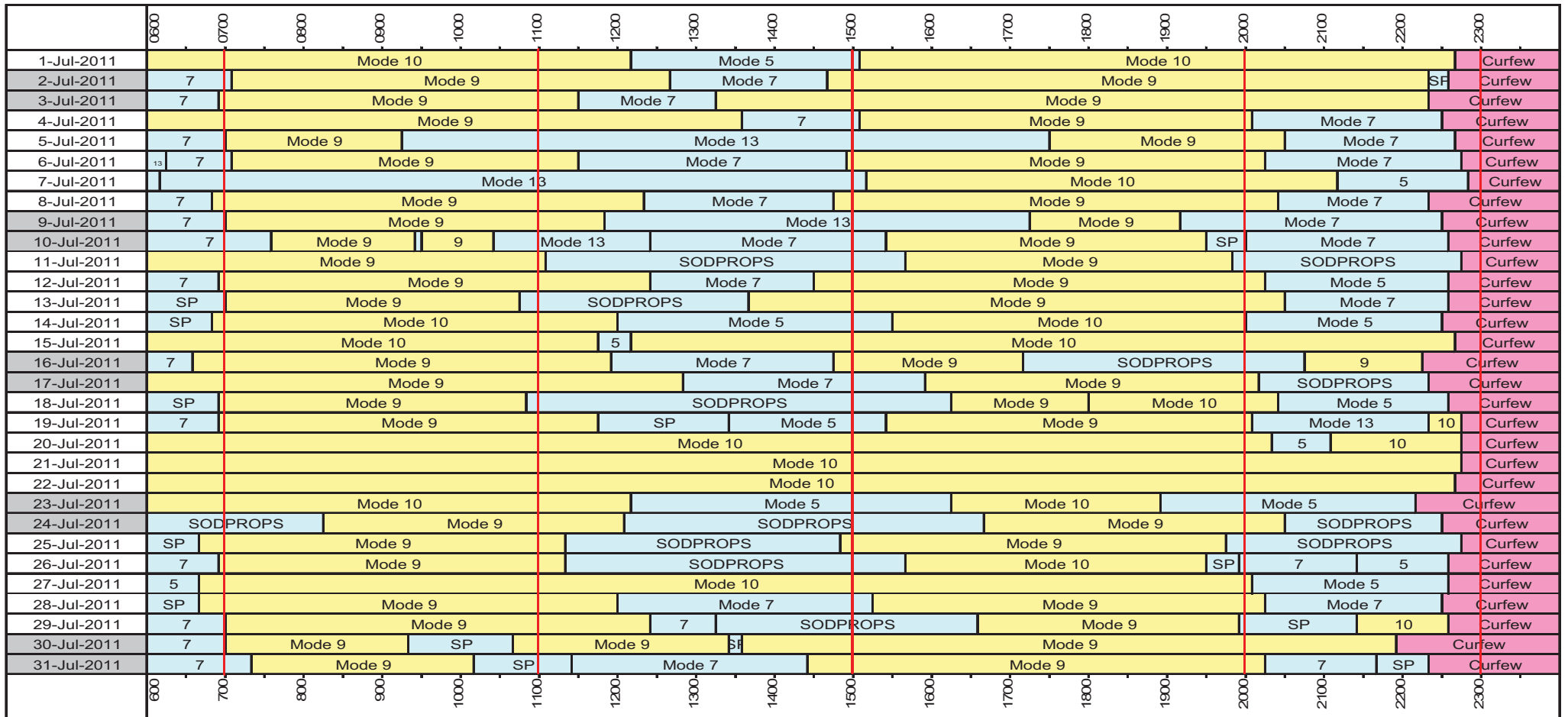
Time	2.25%	6.55%	6.73%	5.41%	0.00%	35.68%	36.61%	0.02%	1.50%	5.26%	0.00%	0.00%
Movements	0.37%	5.34%	5.06%	4.13%	0.00%	39.47%	40.07%	0.02%	1.24%	4.31%	0.00%	0.00%

## Runway End Impact to 31 July 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



- 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 **July 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	
20 Jul 2011	6:55	9:45	2:50
27 Jul 2011	7:03	8:09	1:06

### 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
20 Jul 2011	88	43	45
27 Jul 2011	37	17	20

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

Suburb	Number of complaints	Number of complainants
-	-	-



## Noise Enquiry Service

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

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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

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

The Telecommunications Act 1997 (Commonwealth)

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

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

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

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	<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:

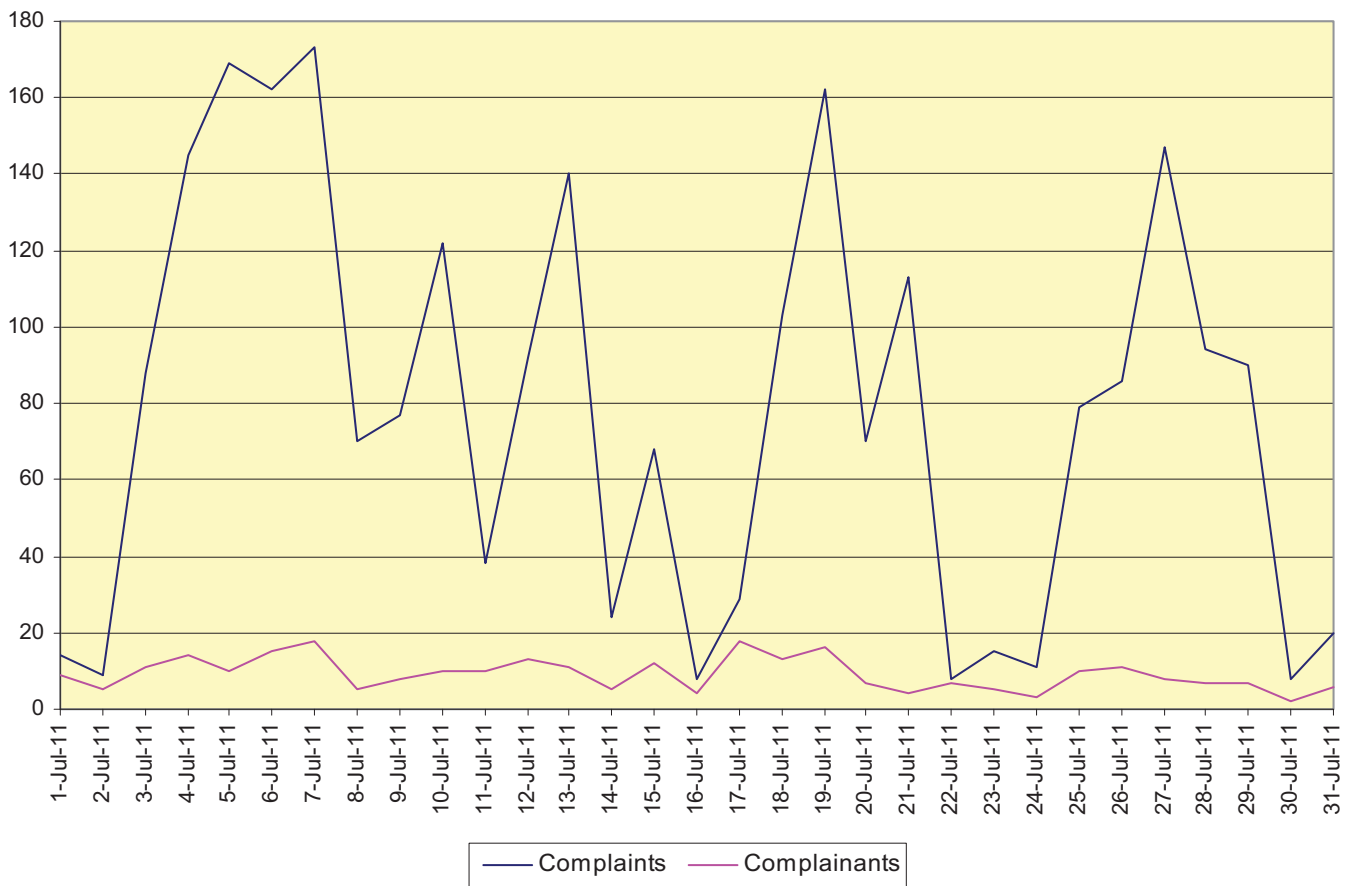
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

## Summary of Section Activity – July 2011

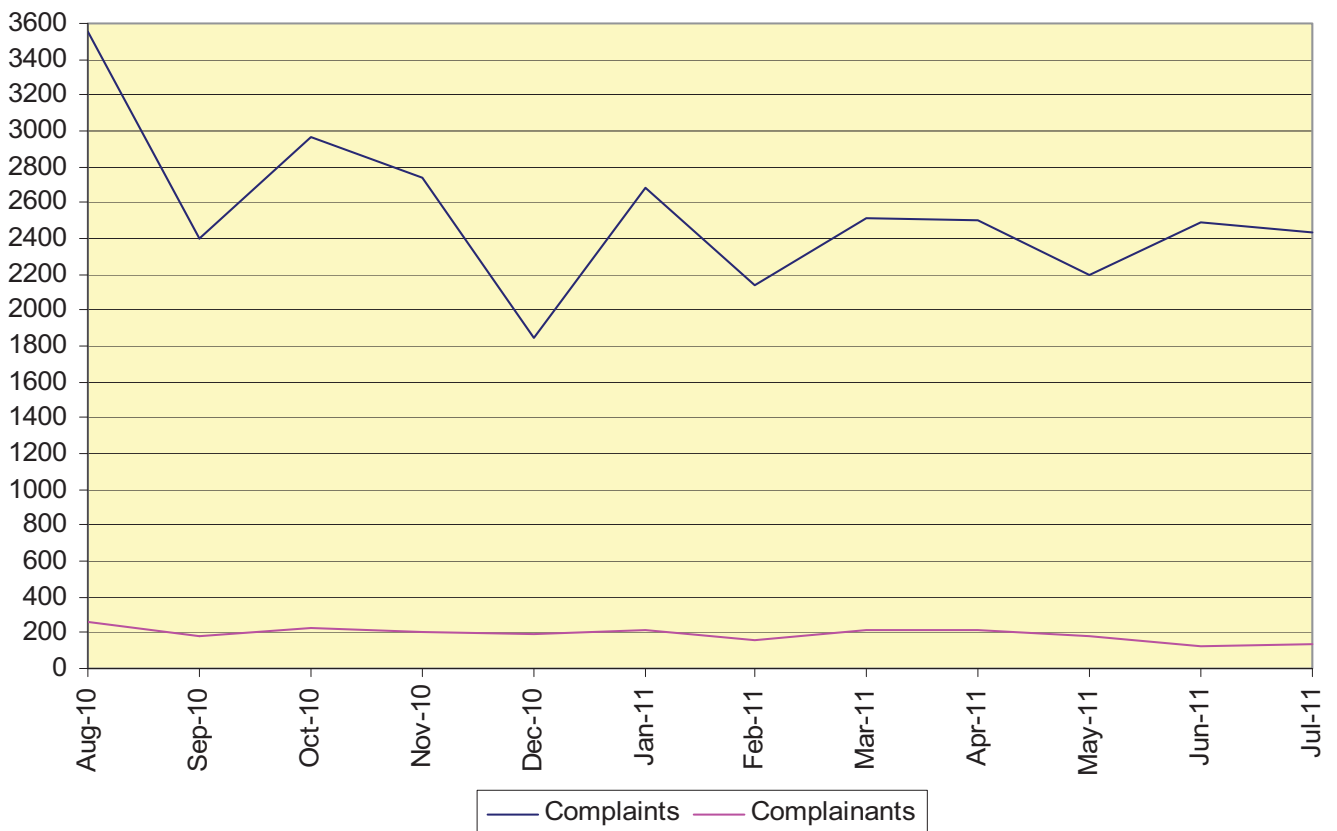
➤ Sydney Suburbs Complaints	
• By phone .....	261
• By correspondence .....	13
• By internet .....	351
• By e-mail .....	13
• By WebTrak .....	1796
➤ Sydney Suburbs Complaints – suburb not specified .....	4
➤ Sydney Suburbs Comments and Enquiries .....	38
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints .....	48
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries ... ..	10
➤ Callback / Information Requests (NSW Only) .....	256

# Complaints Graphs

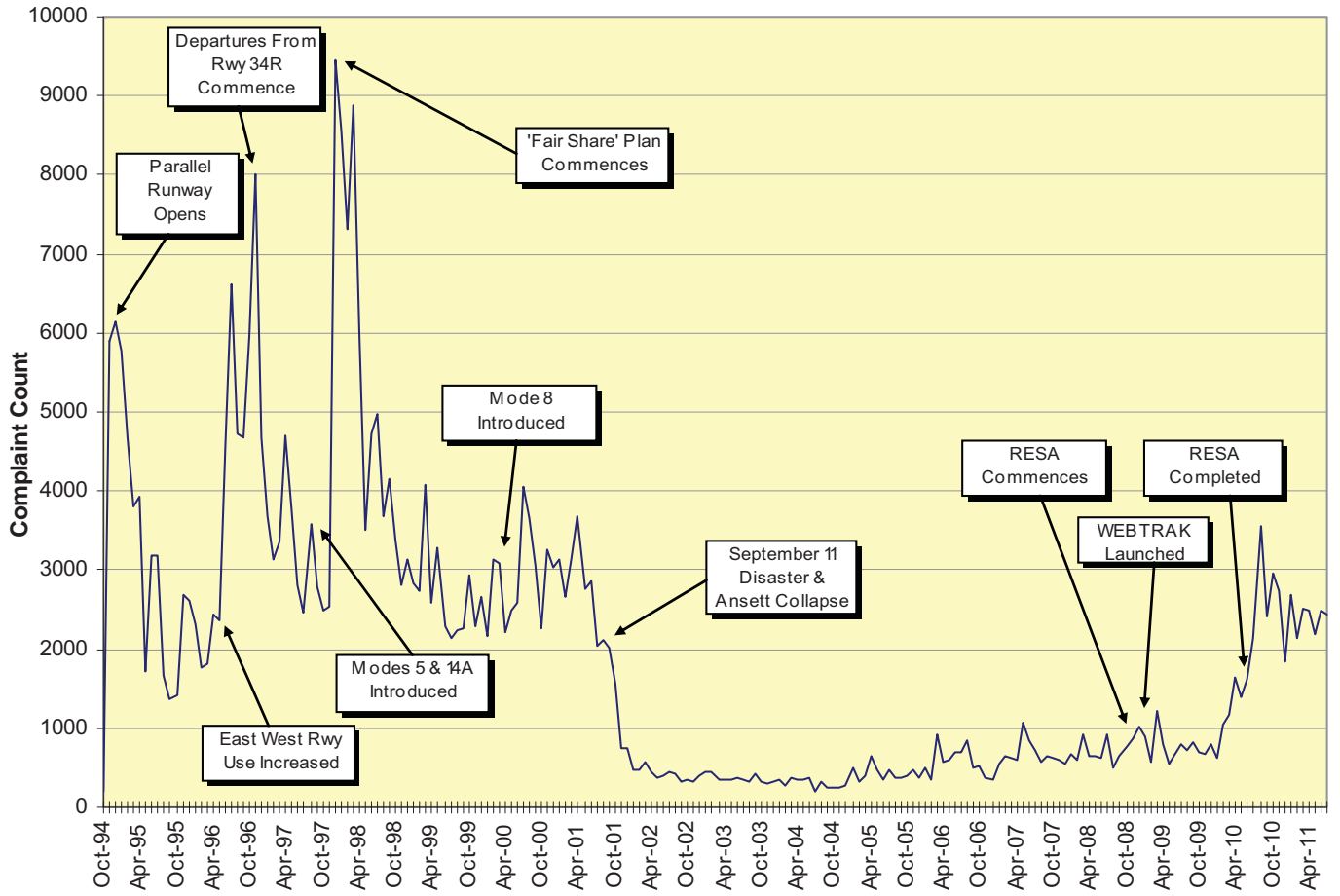
## Complaints vs Complainants – 1 July to 31 July 2011



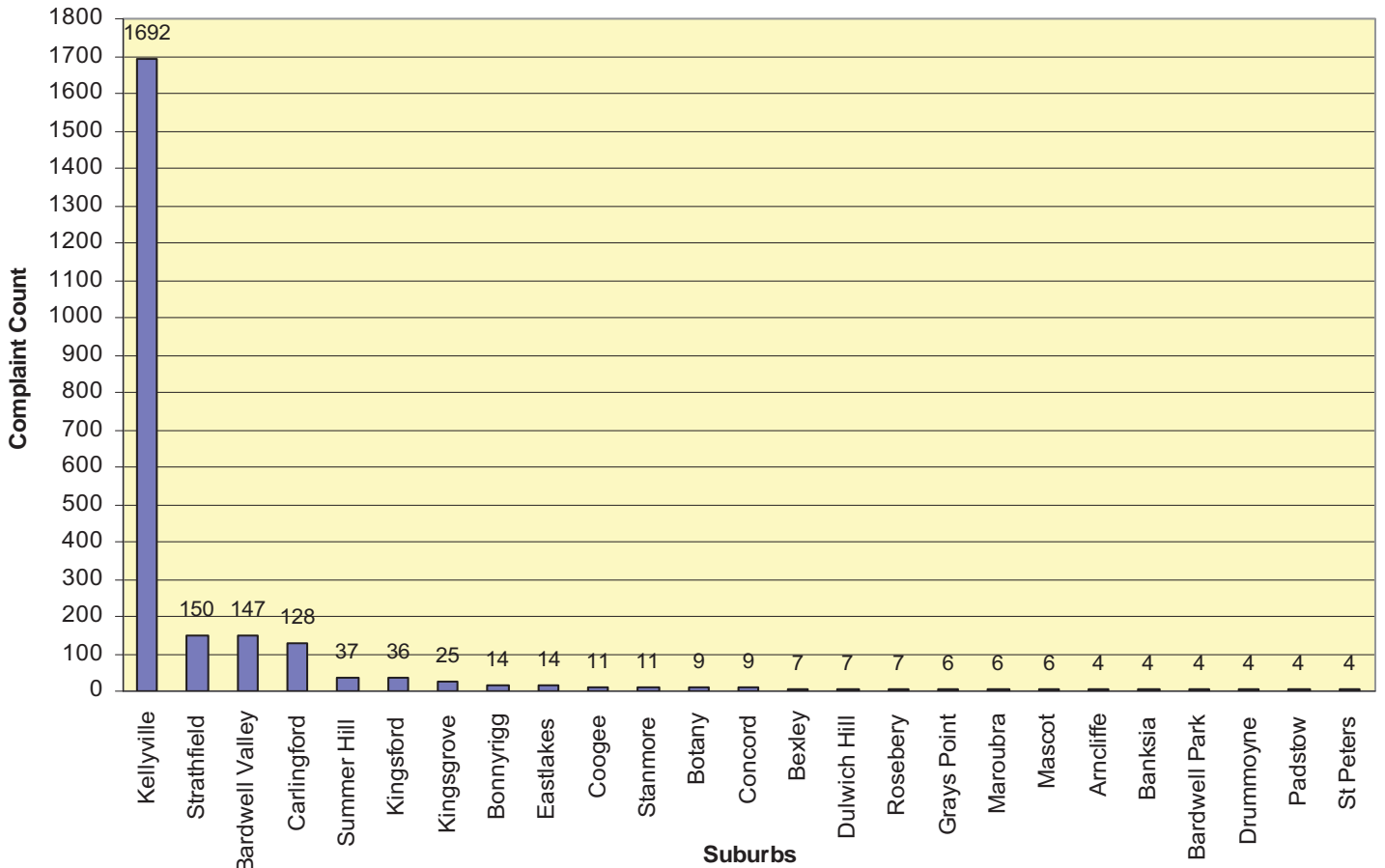
## Complaints vs Complainants – Monthly



# Complaints History

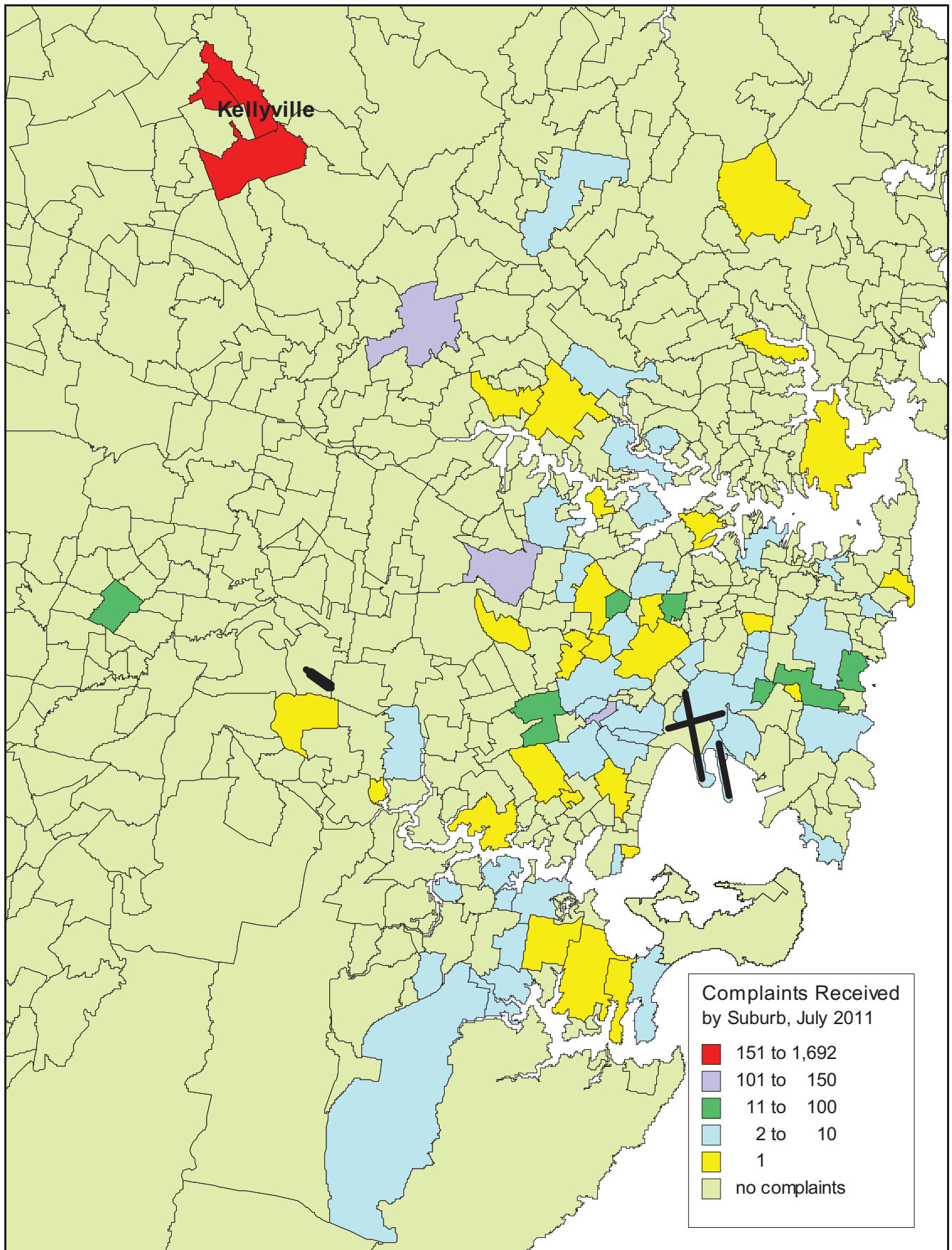


## Top 20 Complaint Suburbs – 1 July to 31 July 2011



# Complaint Density by Suburb

1 July to 31 July 2011



## Recorded Complaints vs Complainants, by Suburb

1 July to 31 July 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	4	2	Kellyville	1692	1
Abbotsford	1	1	Kingsford	36	8
Allawah	1	1	Kingsgrove	25	2
Arncliffe	4	4	Kogarah	1	1
Ashfield	1	1	La Perouse	3	2
Balmain	1	1	Leichhardt	2	2
Banksia	4	3	Loftus	3	1
Bardwell Park	4	3	Maroubra	6	4
Bardwell Valley	147	1	Marrickville	1	1
Belfield	1	1	Mascot	6	6
Belrose	1	1	Milperra	1	1
Bexley	7	3	Miranda	1	1
Bondi	2	1	Mosman	1	1
Bonnet Bay	3	1	North Bondi	1	1
Bonnyrigg	14	2	North Ryde	2	1
Botany	9	3	Oatley	1	1
Canterbury	1	1	Oyster Bay	3	1
Caringbah	1	1	Padstow	4	1
Carlingford	128	3	Petersham	1	1
Castle Cove	1	1	Randwick	2	2
Concord	9	3	Revesby Heights	1	1
Coogee	11	4	Riverview	3	1
Cronulla	3	3	Rockdale	2	2
Croydon	2	2	Rosebery	7	1
Daceyville	1	1	Ryde	1	1
Dolls Point	1	1	Sandringham	3	3
Double Bay	2	2	St Peters	4	1
Drummoyne	4	2	Stanmore	11	2
Dulwich Hill	7	3	Stanwell Tops	2	2
Earlwood	3	2	Strathfield	150	3
Eastlakes	14	3	Summer Hill	37	3
Grays Point	6	2	Sydney	3	2
GyMEA	2	2	Sylvania	2	1
GyMEA Bay	3	3	Wahroonga	2	1
Hunters Hill	2	1	Waterloo	1	1
Hurlstone Park	1	1	West Ryde	1	1
Hurstville	1	1	Wooloware	1	1
Kareela	2	2	Zetland	2	1
<b>Total Complaints</b>	<b>2434</b>		<b>Total Complainants</b>		<b>140</b>

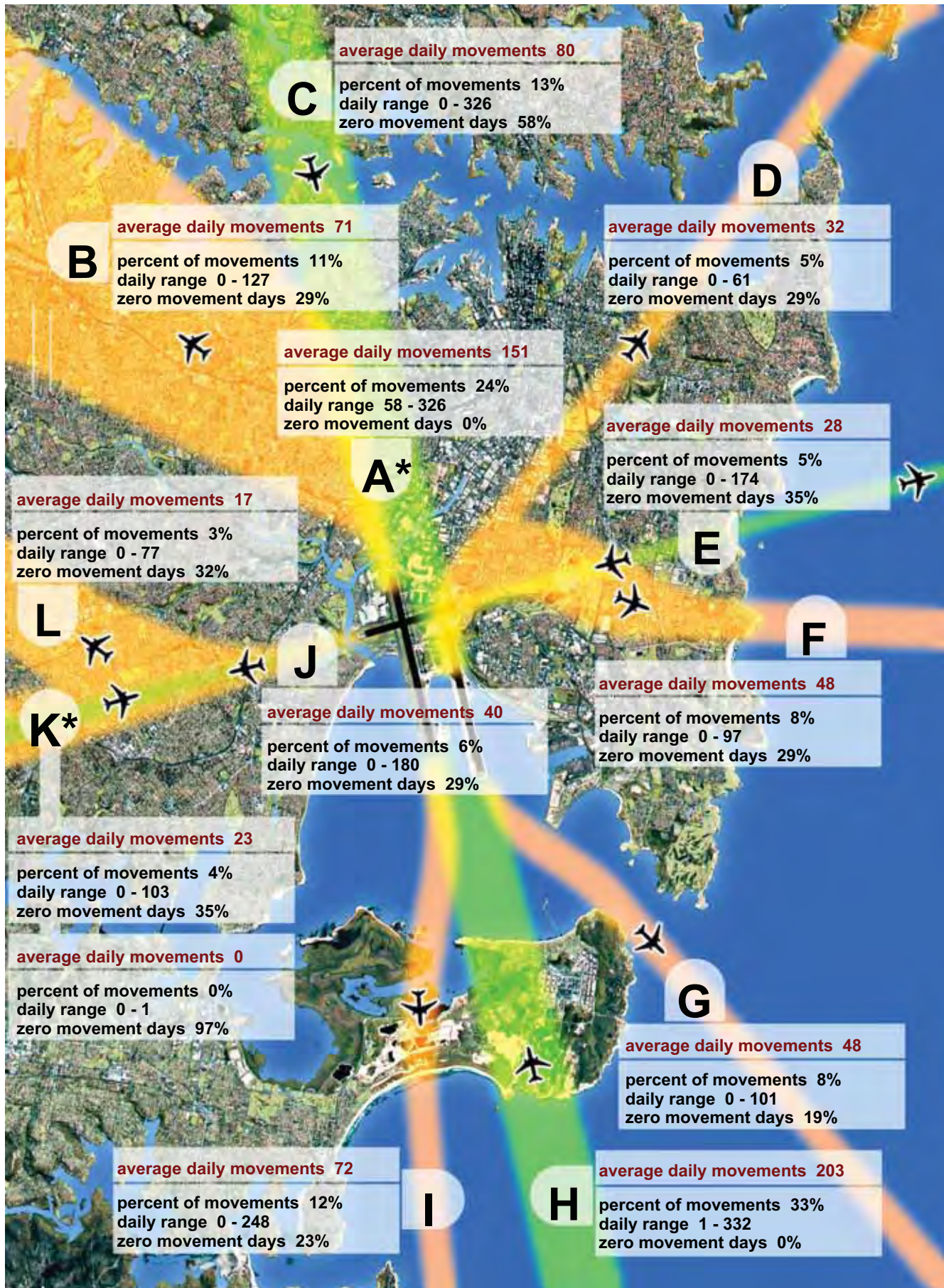
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 July to 31 July 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Argents Hill	1	1	Megan	1	1
Bankstown	21	9	Mudgee	1	1
Camden	5	3	Mullumbimby	1	1
Carlingford	5	3	Not Specified	1	1
Coffs Harbour	1	1	Orange	1	1
Glenreagh	1	1	Running Stream	1	1
Jindabyne	1	1	Rutherford	2	2
Lowanna	1	1	Southport	1	1
Maitland	1	1	Wooyung	2	1
<b>Total Complaints</b>	<b>48</b>		<b>Total Complainants</b>		<b>31</b>

# Sydney Airport : Jet Flight Path Movements

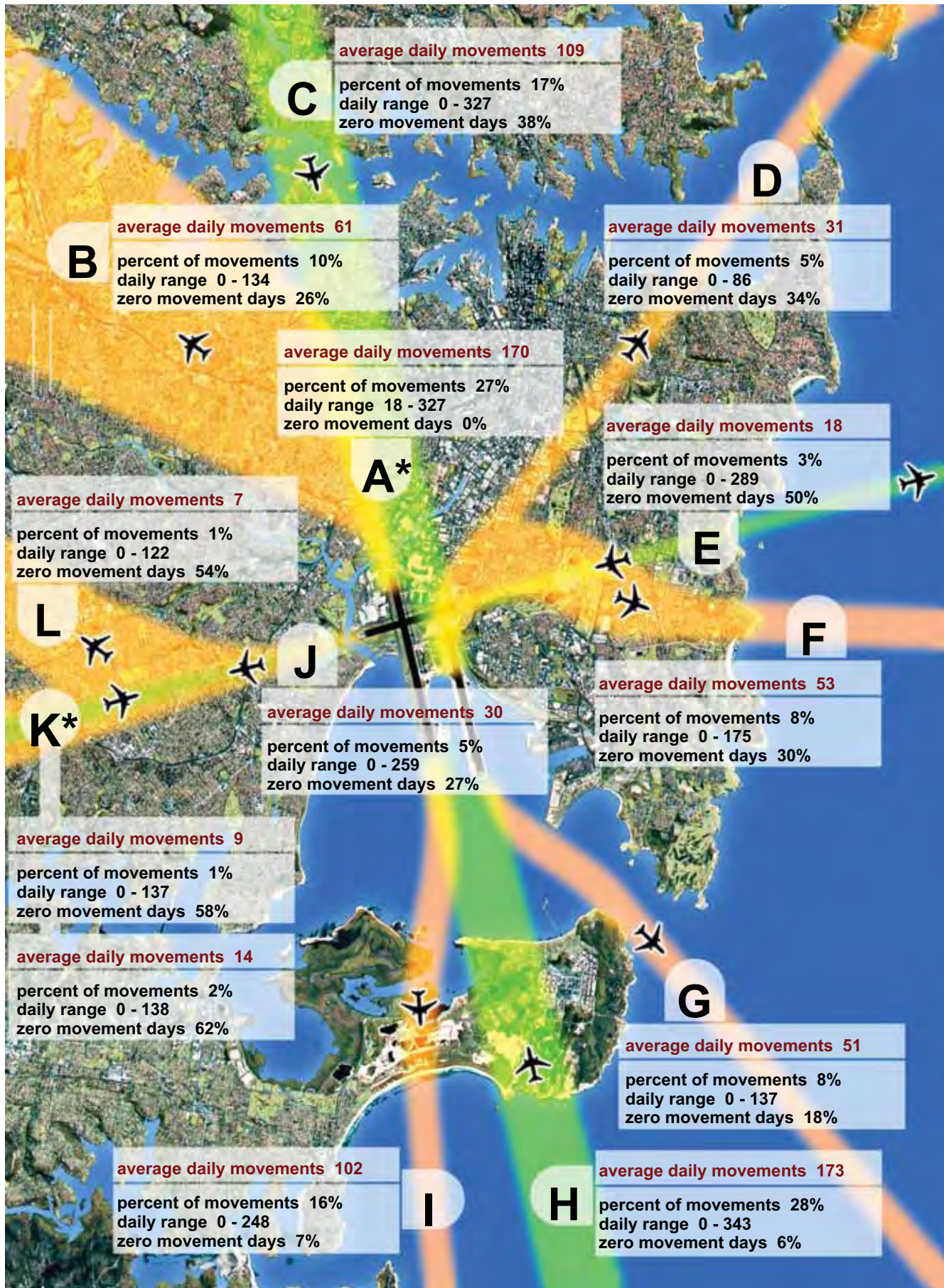
1 July 2011 to 31 July 2011, All Jets



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 Aug 2010 to 31 July 2011, All Jets

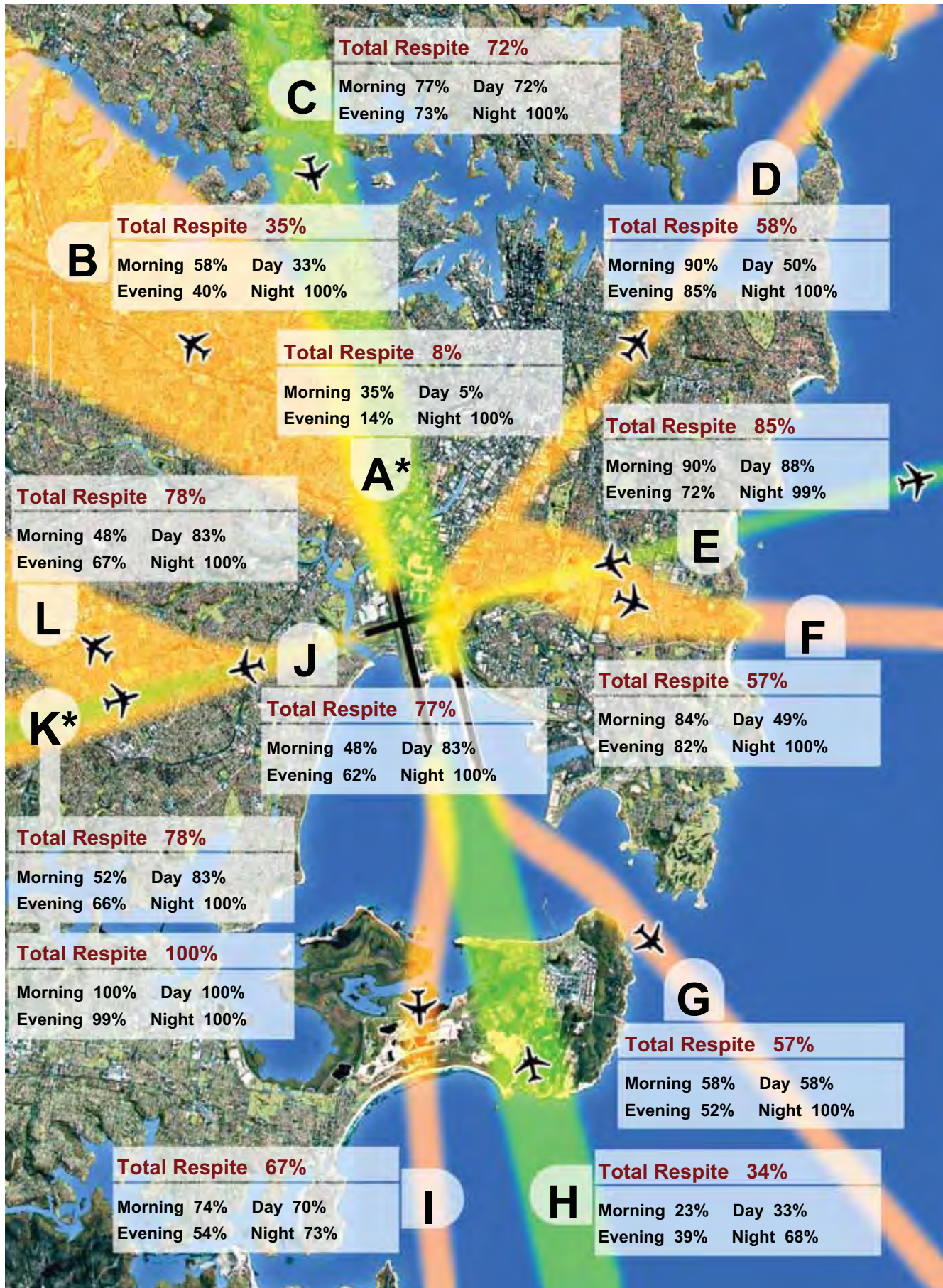


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 July 2011 to 31 July 2011, All Jets



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

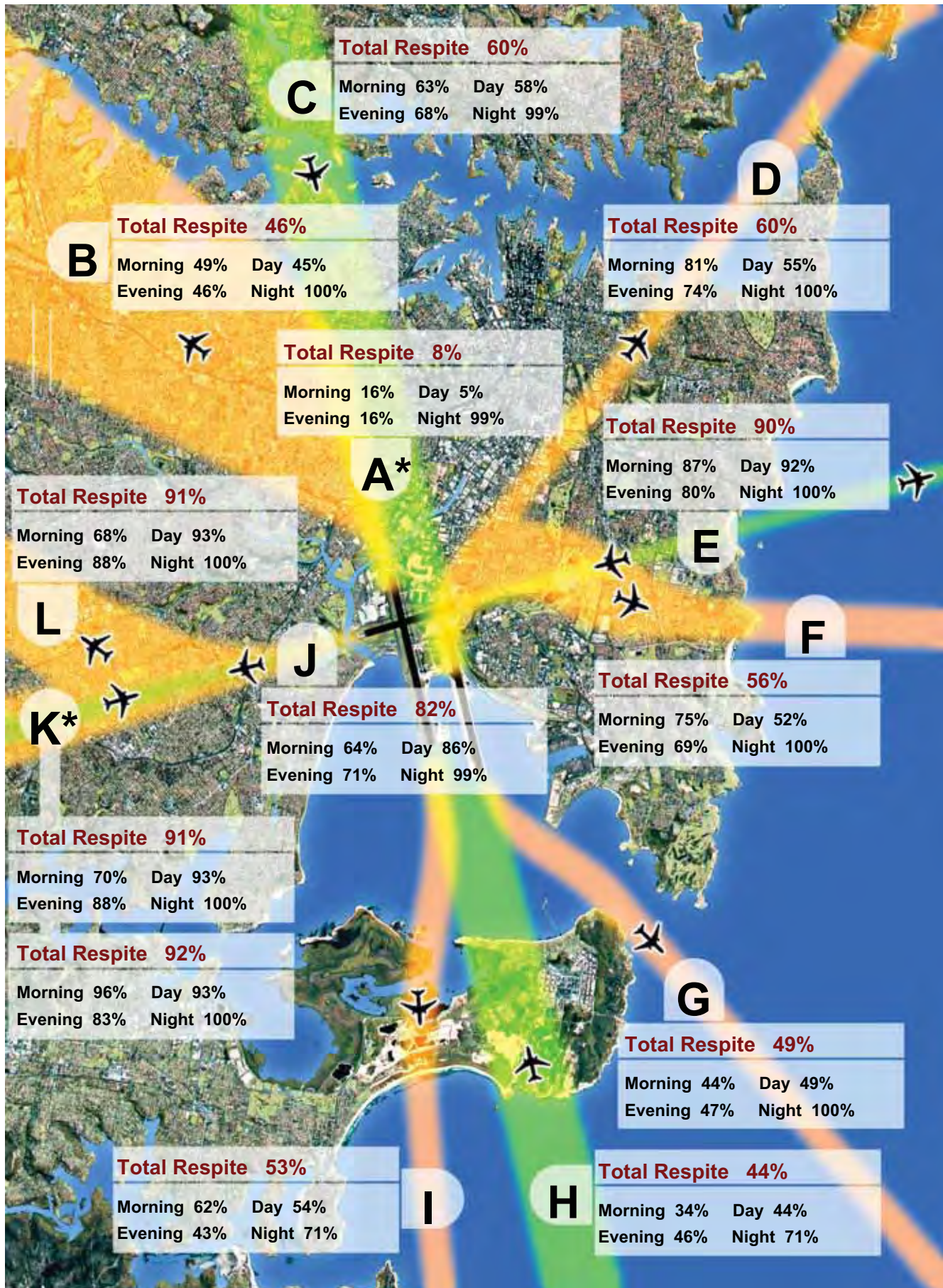
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Aug 2010 to 31 July 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)

### August 2010 to July 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="#">April 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="#">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="#">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="#">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="#">August 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="#">August 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 August 2010 to July 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 60%**. This means that over the period **August 2010 to July 2011 for 60%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### Notes

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

# Measured Daily N70 Values

## Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for July 2011.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 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 July 2011 along with the Daily N70 values for the three months up to and including July are given in Table 1.

<b>Location</b>	<b>CNE Jul</b>	<b>Operational Days Jul</b>	<b>N70 Jul</b>	<b>N70 Jun</b>	<b>N70 May</b>
<i>Threshold rwy 34</i>	9,653	30.9	307	291	307
<i>Penshurst</i>	950	30.9	19	17	7
<i>Bexley</i>	1,432	30.9	37	28	13
<i>Sydenham</i>	4,661	30.9	150	160	169
<i>Johnston St. Annandale</i>	2,339	30.9	52	62	74
<i>Church St. St Peters</i>	3,712	30.9	87	90	98
<i>Leichhardt PEMU 36</i>	2,199	30.9	68	92	106
<i>Eastlakes</i>	2,759	30.9	82	69	77
<i>Coogee</i>	1,488	30.9	44	39	44
<i>Kurnell</i>	3,424	30.9	86	66	58
<i>Croydon</i>	671	30.9	15	13	11
<i>Hunters Hill</i>	3,447	30.9	44	57	67

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

The N70 values for July 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 17 PM 38 Day 231 Night 12 WE_D 257 WE_N 6	<b>Penshurst</b> AM 3 PM 4 Day 11 Night 0 WE_D 22 WE_N 0	<b>Bexley</b> AM 6 PM 7 Day 20 Night 0 WE_D 44 WE_N 0	<b>Eastlakes</b> AM 2 PM 15 Day 64 Night 0 WE_D 82 WE_N 0
<b>Coogee</b> AM 2 PM 14 Day 32 Night 0 WE_D 33 WE_N 0	<b>Sydenham</b> AM 6 PM 17 Day 141 Night 0 WE_D 120 WE_N 1	<b>Leichhardt PEMU36</b> AM 5 PM 11 Day 72 Night 0 WE_D 23 WE_N 1	<b>Kurnell</b> AM 2 PM 6 Day 73 Night 0 WE_D 96 WE_N 0
<b>Annandale</b> AM 2 PM 6 Day 62 Night 0 WE_D 17 WE_N 0	<b>St Peters</b> AM 2 PM 10 Day 88 Night 0 WE_D 60 WE_N 0	<b>Croydon</b> AM 0 PM 1 Day 12 Night 0 WE_D 17 WE_N 0	<b>Hunters Hill</b> AM 5 PM 6 Day 46 Night 0 WE_D 13 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.*