Sydney Airport Operational Statistics

October 2016

connecting australian aviation

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2016

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

There were a total of 28,400 aircraft movements this month (daily average 916.13). Last month there were a total of 27,866 movements (daily average 928.87) and for the same month last year there were a total of 28,192 movements (daily average 909.42).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 16 days and Mode 10 on 11 days and . Crossing runway modes (including Sodprops) were used for 14.00% of non Curfew hours.

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

Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 13)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North 30.82% - This result is above the LTOP target and above the previous month (28.27%)

South 49.99% - This result is below the LTOP target and below the previous month (52.24%)

East 16.91% - This result is above the LTOP target and below the previous month (18.13%)

West 2.27% - This result is below the LTOP target and above the previous month (1.37%)

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

This procedure was used on 27 and 28 of October for a total of 5 hours and 9 minutes (ATIS time).

Noise Complaints & Information Service
Environmental Services
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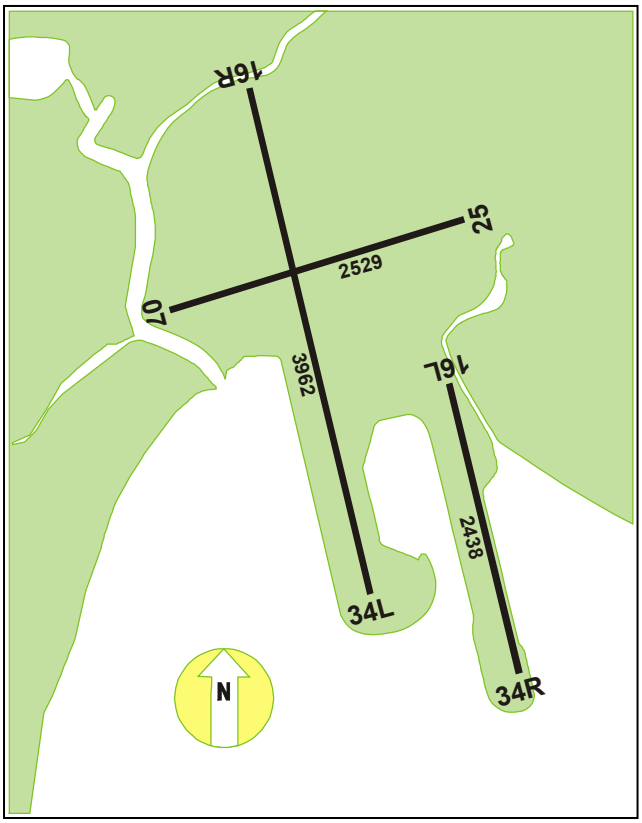
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

click on "Publications".

* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



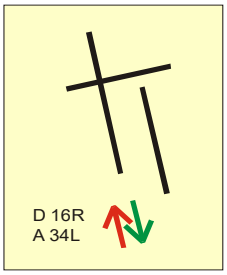
Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L	Main North-South runway
Runway 16L/34R	Parallel North-South runway.
Runway 07/25	East-West runway.
Runways 16L and 16R	Used by aircraft landing or taking off towards the South. (16=approx. 160 degrees magnetic bearing)
Runway 34L	Used by aircraft landing or taking off towards the North. (34=approx. 340 degrees magnetic bearing)
Runway 34R	Used by aircraft landing toward the north and taking off to the East.
Runway 07	Used by aircraft landing or taking off towards the East. (07=approx. 070 degrees magnetic bearing)
Runway 25	Used by aircraft landing or taking off towards the West. (25=approx. 250 degrees magnetic bearing)

Movements over the North	=16L(arr) + 16R(arr) + 34L(dep)
Movements over the South	=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
Movements over the East	=07(dep) + 25(arr) + 34R(dep)
Movements over the West	=07(arr) + 25(dep)

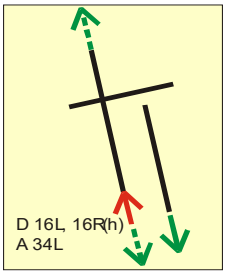
Runway Modes of Operation

Mode 1 - Curfew



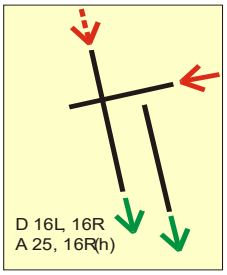
Departures to South
Arrivals from South

Sodprops



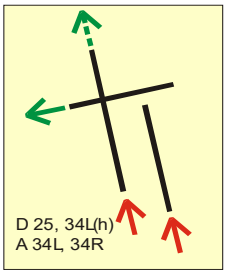
Departures to South
Arrivals from South

Mode 5



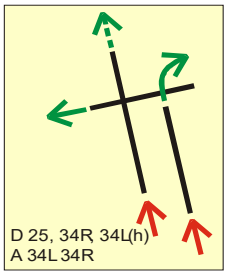
Departures to South
Arrivals from East

Mode 7



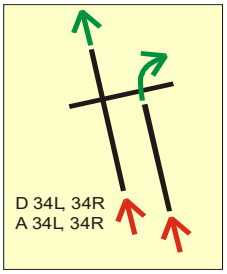
Departures to West
Arrivals from South

Mode 8



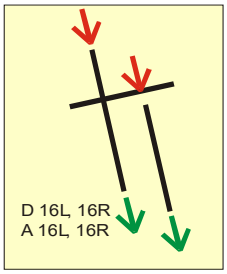
Departures to West,
East & North East
Arrivals from South

Mode 9



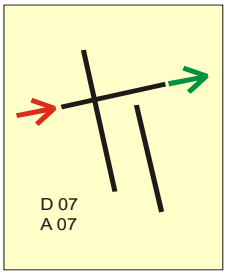
Departures to North & East
Arrivals from South

Mode 10



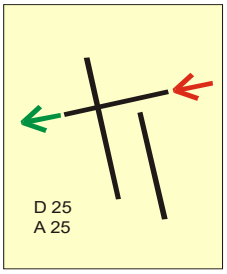
Departures to South
Arrivals from North

Mode 12



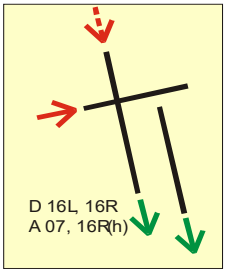
Departures to East
Arrivals from West

Mode 13

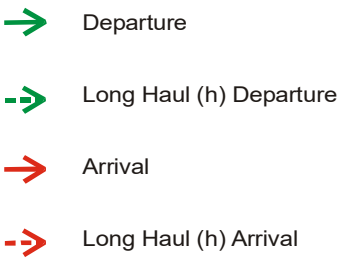


Departures to West
Arrivals from East

Mode 14a



Departures to South
Arrivals from West



Sydney Airport
Preferred Runway Selection

Effective from 1July 2010 (LOA 3181 V1)

Monday to Friday

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

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

0700 to 1100 Monday to Saturday
0800 to 1100 Sunday
1500 to 2000 Sunday to Friday

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

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

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

Saturday and Sunday

2300 to 0600	**1.**	**Curfew – Departures 16R / Arrivals 34L** (Mode 1)
0600 to 0700 Saturday 0600 To 0800 Sunday	**1.**	**SODPROPS -** Departures **16L** / Arrivals **34L**
	2.	Departures **16L&R** / Arrivals **34L** (Shoulder Curfew). If traffic permits.
	3.	Departures **16L&R** / Arrivals **25** (Mode 5), **or** Departures **16L&R** / Arrivals **07** (Mode 14A), **or** Departures **34R**, **25 & 34L** / Arrivals **34L&R** (Mode 8), **or** Departures **25** / Arrivals **34L&R** (Mode 7)
	4.	**34** (Mode 9) **or 16** (Mode 10)
	5.	**07** (Mode 12) **or 25** (Mode 13)
0700 to 2200 Saturday 0800 To 2200 Sunday	**1.**	**SODPROPS** - Departures **16L** / Arrivals **34L**
	2.	Departures **16L&R** / Arrivals **07** (Mode 14A), **or** Departures **34R, 25 & 34L** / Arrivals **34L&R** (Mode 8), **or** Departures **25** / Arrivals **34L&R** (Mode 7), **or** Departures **16L&R** / Arrivals **25** (Mode 5)
	3.	**34** (Mode 9) **or 16** (Mode 10)
	4.	**07** (Mode 12) **or 25** (Mode 13)
2200 to 2245	**1.**	**SODPROPS** - Departures **16L (Mandatory)** / Arrivals **34L**
	2.	Departures **16L&R (Mandatory)** / Arrivals **34L** (Shoulder Curfew) **unless** there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3.	Departures **16L&R** / Arrivals **25** (Mode 5)
	4.	Departures **16L&R** / Arrivals **07** (Mode 14A)
	5.	Departures **34R, 25 & 34L** / Arrivals **34L&R** (Mode 8)
	6.	Departures **25** / Arrivals **34L&R** (Mode 7)
	7.	**34** (Mode 9) **or 16** (Mode 10)
	8.	**07** (Mode 12) **or 25** (Mode 13)
2245 to 2300	**1.**	**SODPROPS** - Departures **16L (Mandatory)** / Arrivals **34L**
	2.	Departures **16L&R (Mandatory)** / Arrivals **34L** (Shoulder Curfew) **unless** there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation **or** weather conditions preclude the use of 34L.
	3.	Departures **16L&R** / Arrivals **25** (Mode 5), **or** Departures **16L&R** / Arrivals **07** (Mode 14A)
	4.	**16** (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-Oct-2016	0	0	0	0	0	0	0	2	2	113	141	254	207	116	323	83	119	202	0	0	0	781
02-Oct-2016	1	0	1	0	15	15	0	4	4	0	0	0	280	193	473	142	222	364	0	0	0	857
03-Oct-2016	0	0	0	0	0	0	0	9	9	140	129	269	175	140	315	128	184	312	0	0	0	905
04-Oct-2016	0	0	0	0	10	10	0	12	12	166	150	316	173	129	302	120	148	268	0	0	0	908
05-Oct-2016	0	0	0	77	127	204	109	128	237	1	0	1	212	107	319	92	131	223	0	0	0	984
06-Oct-2016	0	0	0	49	86	135	64	101	165	0	1	1	253	130	383	132	173	305	0	0	0	989
07-Oct-2016	0	0	0	0	2	2	0	6	6	0	0	0	322	231	553	178	268	446	0	0	0	1007
08-Oct-2016	0	0	0	116	111	227	249	243	492	1	16	17	18	2	20	2	0	2	0	0	0	758
09-Oct-2016	1	0	1	0	33	33	0	2	2	0	0	0	297	207	504	140	209	349	0	0	0	889
10-Oct-2016	0	0	0	65	61	126	95	143	238	77	30	107	156	113	269	99	139	238	0	0	0	978
11-Oct-2016	26	0	26	109	130	239	174	278	452	94	1	95	43	24	67	13	27	40	0	0	0	919
12-Oct-2016	0	0	0	108	133	241	138	161	299	0	0	0	140	96	236	82	92	174	0	0	0	950
13-Oct-2016	0	0	0	213	189	402	284	301	585	0	0	0	3	0	3	0	0	0	0	0	0	990
14-Oct-2016	0	0	0	129	131	260	165	194	359	1	0	1	135	83	218	82	110	192	0	0	0	1030
-Oct-2016	47	38	85	0	5	5	0	11	11	0	0	0	229	156	385	103	151	254	0	0	0	740
16-Oct-2016	0	0	0	0	0	0	1	0	1	0	1	1	275	206	481	159	240	399	0	0	0	882
17-Oct-2016	0	1	1	30	15	45	40	51	91	0	2	2	248	176	424	158	238	396	0	0	0	959
18-Oct-2016	0	0	0	0	12	12	0	10	10	0	1	1	292	204	496	178	243	421	0	0	0	940
19-Oct-2016	40	0	40	187	154	341	236	328	564	11	0	11	9	0	9	0	0	0	0	0	0	965
20-Oct-2016	1	0	1	0	9	9	1	7	8	0	0	0	309	215	524	183	260	443	0	0	0	985
21-Oct-2016	0	0	0	0	0	0	0	6	6	0	0	0	288	212	500	228	295	523	0	0	0	1029
22-Oct-2016	0	0	0	134	97	231	224	250	474	0	1	1	0	0	0	0	0	0	0	0	0	706
23-Oct-2016	0	0	0	146	148	294	240	297	537	40	0	40	2	0	2	1	0	1	0	0	0	874
24-Oct-2016	50	0	50	193	192	385	233	295	528	0	0	0	14	4	18	0	0	0	0	0	0	981
25-Oct-2016	1	0	1	0	19	19	0	10	10	0	1	1	304	187	491	163	245	408	0	0	0	930
26-Oct-2016	0	0	0	0	14	14	0	17	17	0	0	0	298	199	497	180	252	432	0	0	0	960
27-Oct-2016	1	0	1	209	184	393	270	299	569	0	1	1	6	0	6	0	0	0	0	0	0	970
28-Oct-2016	0	0	0	223	199	422	280	316	596	3	1	4	4	0	4	0	0	0	0	0	0	1026
29-Oct-2016	0	0	0	0	0	0	0	4	4	0	0	0	272	223	495	103	126	229	0	0	0	728
-Oct-2016	0	1	1	0	0	0	0	1	1	0	1	1	270	188	458	146	244	390	0	0	0	851
31-Oct-2016	0	0	0	160	190	350	244	256	500	0	0	0	61	18	79	0	0	0	0	0	0	929
Total	168	40	208	2148	2266	4414	3047	3742	6789	647	477	1124	5295	3559	8854	2895	4116	7011	0	0	0	28400

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-Oct-2016	0	0	0	0	0	0	0	2	2	75	114	189	178	88	266	65	102	167	0	0	0	624
02-Oct-2016	0	0	0	0	13	13	0	2	2	0	0	0	239	145	384	108	191	299	0	0	0	698
03-Oct-2016	0	0	0	0	0	0	0	9	9	106	90	196	148	101	249	93	159	252	0	0	0	706
04-Oct-2016	0	0	0	0	10	10	0	12	12	125	102	227	142	87	229	76	122	198	0	0	0	676
05-Oct-2016	0	0	0	54	109	163	82	100	182	1	0	1	175	59	234	63	108	171	0	0	0	751
06-Oct-2016	0	0	0	33	71	104	46	79	125	0	1	1	217	76	293	81	143	224	0	0	0	747
07-Oct-2016	0	0	0	0	2	2	0	5	5	0	0	0	264	151	415	110	224	334	0	0	0	756
08-Oct-2016	0	0	0	74	89	163	213	197	410	0	13	13	16	2	18	1	0	1	0	0	0	605
09-Oct-2016	0	0	0	0	29	29	0	1	1	0	0	0	244	140	384	102	176	278	0	0	0	692
10-Oct-2016	0	0	0	44	42	86	77	111	188	67	22	89	122	75	197	63	120	183	0	0	0	743
11-Oct-2016	18	0	18	62	92	154	137	214	351	78	1	79	37	13	50	10	22	32	0	0	0	684
12-Oct-2016	0	0	0	75	104	179	108	116	224	0	0	0	122	65	187	48	80	128	0	0	0	718
13-Oct-2016	0	0	0	135	139	274	233	224	457	0	0	0	3	0	3	0	0	0	0	0	0	734
14-Oct-2016	0	0	0	86	104	190	132	144	276	1	0	1	111	53	164	58	93	151	0	0	0	782
-Oct-2016	34	31	65	0	4	4	0	9	9	0	0	0	190	112	302	70	130	200	0	0	0	580
16-Oct-2016	0	0	0	0	0	0	0	0	0	0	1	1	227	138	365	113	203	316	0	0	0	682
17-Oct-2016	0	0	0	24	11	35	38	44	82	0	1	1	197	111	308	99	198	297	0	0	0	723
18-Oct-2016	0	0	0	0	12	12	0	8	8	0	0	0	230	128	358	116	198	314	0	0	0	692
19-Oct-2016	37	0	37	122	116	238	193	251	444	10	0	10	6	0	6	0	0	0	0	0	0	735
20-Oct-2016	0	0	0	0	9	9	0	6	6	0	0	0	257	137	394	114	216	330	0	0	0	739
21-Oct-2016	0	0	0	0	0	0	0	4	4	0	0	0	242	136	378	149	250	399	0	0	0	781
22-Oct-2016	0	0	0	101	78	179	186	203	389	0	0	0	0	0	0	0	0	0	0	0	0	568
23-Oct-2016	0	0	0	109	112	221	193	235	428	38	0	38	0	0	0	0	0	0	0	0	0	687
24-Oct-2016	35	0	35	123	147	270	201	222	423	0	0	0	12	3	15	0	0	0	0	0	0	743
25-Oct-2016	0	0	0	0	19	19	0	8	8	0	1	1	246	114	360	97	198	295	0	0	0	683
26-Oct-2016	0	0	0	0	14	14	0	14	14	0	0	0	248	126	374	112	210	322	0	0	0	724
27-Oct-2016	1	0	1	132	138	270	224	223	447	0	1	1	6	0	6	0	0	0	0	0	0	725
28-Oct-2016	0	0	0	147	154	301	228	230	458	3	0	3	3	0	3	0	0	0	0	0	0	765
29-Oct-2016	0	0	0	0	0	0	0	3	3	0	0	0	227	172	399	64	106	170	0	0	0	572
-Oct-2016	0	0	0	0	0	0	0	1	1	0	1	1	226	129	355	99	204	303	0	0	0	660
31-Oct-2016	0	0	0	98	147	245	188	179	367	0	0	0	54	15	69	0	0	0	0	0	0	681
Total	125	31	156	1419	1765	3184	2479	2856	5335	504	348	852	4389	2376	6765	1911	3453	5364	0	0	0	21656

Runway Movement Summary – Non Jet Aircraft Only [1]

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-Oct-2016	0	0	0	0	0	0	0	0	0	38	27	65	29	28	57	18	17	35	0	0	0	157
02-Oct-2016	1	0	1	0	2	2	0	2	2	0	0	0	41	48	89	34	31	65	0	0	0	159
03-Oct-2016	0	0	0	0	0	0	0	0	0	34	39	73	27	39	66	35	25	60	0	0	0	199
04-Oct-2016	0	0	0	0	0	0	0	0	0	41	48	89	31	42	73	44	26	70	0	0	0	232
05-Oct-2016	0	0	0	23	18	41	27	28	55	0	0	0	37	48	85	29	23	52	0	0	0	233
06-Oct-2016	0	0	0	16	15	31	18	22	40	0	0	0	36	54	90	51	30	81	0	0	0	242
07-Oct-2016	0	0	0	0	0	0	0	1	1	0	0	0	58	80	138	68	44	112	0	0	0	251
08-Oct-2016	0	0	0	42	22	64	36	46	82	1	3	4	2	0	2	1	0	1	0	0	0	153
09-Oct-2016	1	0	1	0	4	4	0	1	1	0	0	0	53	67	120	38	33	71	0	0	0	197
10-Oct-2016	0	0	0	21	19	40	18	32	50	10	8	18	34	38	72	36	19	55	0	0	0	235
11-Oct-2016	8	0	8	47	38	85	37	64	101	16	0	16	6	11	17	3	5	8	0	0	0	235
12-Oct-2016	0	0	0	33	29	62	30	45	75	0	0	0	18	31	49	34	12	46	0	0	0	232
13-Oct-2016	0	0	0	78	50	128	51	77	128	0	0	0	0	0	0	0	0	0	0	0	0	256
14-Oct-2016	0	0	0	43	27	70	33	50	83	0	0	0	24	30	54	24	17	41	0	0	0	248
-Oct-2016	13	7	20	0	1	1	0	2	2	0	0	0	39	44	83	33	21	54	0	0	0	160
16-Oct-2016	0	0	0	0	0	0	1	0	1	0	0	0	48	68	116	46	37	83	0	0	0	200
17-Oct-2016	0	1	1	6	4	10	2	7	9	0	1	1	51	65	116	59	40	99	0	0	0	236
18-Oct-2016	0	0	0	0	0	0	0	2	2	0	1	1	62	76	138	62	45	107	0	0	0	248
19-Oct-2016	3	0	3	65	38	103	43	77	120	1	0	1	3	0	3	0	0	0	0	0	0	230
20-Oct-2016	1	0	1	0	0	0	1	1	2	0	0	0	52	78	130	69	44	113	0	0	0	246
21-Oct-2016	0	0	0	0	0	0	0	2	2	0	0	0	46	76	122	79	45	124	0	0	0	248
22-Oct-2016	0	0	0	33	19	52	38	47	85	0	1	1	0	0	0	0	0	0	0	0	0	138
23-Oct-2016	0	0	0	37	36	73	47	62	109	2	0	2	2	0	2	1	0	1	0	0	0	187
24-Oct-2016	15	0	15	70	45	115	32	73	105	0	0	0	2	1	3	0	0	0	0	0	0	238
25-Oct-2016	1	0	1	0	0	0	0	2	2	0	0	0	58	73	131	66	47	113	0	0	0	247
26-Oct-2016	0	0	0	0	0	0	0	3	3	0	0	0	50	73	123	68	42	110	0	0	0	236
27-Oct-2016	0	0	0	77	46	123	46	76	122	0	0	0	0	0	0	0	0	0	0	0	0	245
28-Oct-2016	0	0	0	76	45	121	52	86	138	0	1	1	1	0	1	0	0	0	0	0	0	261
29-Oct-2016	0	0	0	0	0	0	0	1	1	0	0	0	45	51	96	39	20	59	0	0	0	156
-Oct-2016	0	1	1	0	0	0	0	0	0	0	0	0	44	59	103	47	40	87	0	0	0	191
31-Oct-2016	0	0	0	62	43	105	56	77	133	0	0	0	7	3	10	0	0	0	0	0	0	248
Total	43	9	52	729	501	1230	568	886	1454	143	129	272	906	1183	2089	984	663	1647	0	0	0	6744

(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 [1]

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-Oct-2016	3	2	0	0	1	4	34	60	70	71	54	49	47	50	46	52	43	40	40	41	25	31	16	2	781
02-Oct-2016	0	0	0	1	0	1	18	42	45	64	58	67	55	51	60	59	51	63	64	55	42	28	32	1	857
03-Oct-2016	0	0	1	1	0	0	35	61	56	74	64	59	57	38	52	52	61	53	51	47	43	40	46	14	905
04-Oct-2016	2	1	0	1	0	0	31	65	65	74	62	67	63	45	53	45	46	44	50	50	48	41	40	15	908
05-Oct-2016	5	1	2	2	2	1	29	69	72	75	64	60	61	42	60	56	58	65	75	71	44	30	33	7	984
06-Oct-2016	4	1	0	1	2	0	34	74	76	69	69	61	64	45	54	53	53	68	70	69	42	38	38	4	989
07-Oct-2016	4	0	2	0	2	1	30	71	77	62	74	67	62	47	56	67	50	69	67	69	44	37	46	3	1007
08-Oct-2016	1	0	0	0	1	0	23	50	65	66	67	62	57	42	49	44	42	44	37	38	25	23	20	2	758
09-Oct-2016	0	0	1	0	1	0	23	38	48	61	61	58	60	43	57	54	47	62	70	74	46	39	45	1	889
10-Oct-2016	2	0	1	1	0	0	35	71	79	77	63	66	68	40	44	70	54	66	63	62	43	33	36	4	978
11-Oct-2016	4	1	0	1	2	1	38	66	57	61	55	74	68	41	54	46	54	67	65	61	38	31	29	5	919
12-Oct-2016	2	0	1	0	2	0	34	74	73	70	74	55	57	44	49	53	58	62	66	70	39	29	35	3	950
13-Oct-2016	4	0	0	1	0	3	36	65	76	78	69	66	54	42	54	57	49	69	75	67	49	38	35	3	990
14-Oct-2016	4	0	0	2	2	0	33	65	79	79	65	71	64	47	64	61	56	75	67	74	49	39	32	2	1030
15-Oct-2016	0	1	0	1	1	1	23	56	69	62	62	67	54	43	43	46	37	38	36	34	19	24	22	1	740
16-Oct-2016	1	0	2	1	0	1	22	36	48	56	63	56	59	46	61	58	50	69	67	72	48	35	30	1	882
17-Oct-2016	0	0	1	0	0	0	35	75	75	72	66	63	58	40	52	60	50	67	68	66	49	25	35	2	959
18-Oct-2016	3	2	1	1	0	2	35	73	78	72	62	66	52	44	50	60	49	66	62	65	39	23	33	2	940
19-Oct-2016	4	0	1	2	3	2	38	71	78	70	67	64	48	44	53	56	51	69	68	69	39	28	34	6	965
20-Oct-2016	3	0	1	1	3	1	39	80	78	63	67	66	56	36	56	56	52	64	72	75	44	32	37	3	985
21-Oct-2016	5	0	1	1	1	2	34	74	75	74	71	67	60	43	61	60	61	75	67	77	50	33	36	1	1029
22-Oct-2016	0	0	0	0	0	0	26	38	69	61	64	56	56	36	47	48	34	36	39	32	22	19	22	1	706
23-Oct-2016	1	0	0	3	0	0	22	37	49	56	56	55	60	46	63	61	48	72	66	68	48	26	37	0	874
24-Oct-2016	0	0	0	1	1	0	36	77	82	70	67	67	59	38	57	59	56	70	63	73	41	29	34	1	981
25-Oct-2016	5	1	1	2	2	1	35	76	78	69	70	60	53	38	50	52	49	66	62	62	38	29	29	2	930
26-Oct-2016	6	0	2	1	2	0	29	80	72	69	69	65	55	40	56	57	47	70	62	68	40	34	33	3	960
27-Oct-2016	3	1	1	1	2	0	38	73	80	66	69	65	49	43	49	52	53	63	68	70	45	36	40	3	970
28-Oct-2016	3	1	2	1	4	0	32	65	76	79	68	69	60	45	64	60	57	66	66	77	58	37	35	1	1026
29-Oct-2016	0	1	0	2	0	0	23	47	66	67	63	65	56	40	41	45	37	35	37	31	28	16	27	1	728
30-Oct-2016	0	0	1	2	0	1	22	39	48	55	62	57	53	47	61	48	51	58	61	76	45	33	30	1	851
31-Oct-2016	1	2	0	1	0	0	40	68	71	71	66	67	50	41	58	55	51	63	62	58	40	31	30	3	929
Total	70	15	22	32	34	22	962	1936	2130	2113	2011	1957	1775	1327	1674	1702	1555	1894	1886	1921	1270	967	1027	98	28400
Avg.	2.26	0.48	0.71	1.03	1.10	0.71	31.03	62.45	68.71	68.16	64.87	63.13	57.26	42.81	54.00	54.90	50.16	61.10	60.84	61.97	40.97	31.19	33.13	3.16	916.13

(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 [1]

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-Oct-2016	2	0	0	0	1	4	23	37	36	29	22	23	24	24	23	25	21	20	24	24	15	15	9	2	403
02-Oct-2016	0	0	0	0	0	1	10	27	22	31	31	23	17	25	30	26	24	36	35	27	26	14	18	0	423
03-Oct-2016	0	0	1	1	0	0	16	35	28	38	28	24	21	20	23	26	29	25	24	24	23	24	28	5	443
04-Oct-2016	2	0	0	1	0	0	15	32	41	37	29	34	27	20	24	19	25	24	25	25	24	24	22	9	459
05-Oct-2016	2	0	1	2	1	0	13	37	41	37	30	30	23	21	32	20	27	38	41	32	24	19	18	2	491
06-Oct-2016	2	0	0	1	1	0	13	42	43	32	35	32	24	23	28	20	26	39	37	31	23	26	19	1	498
07-Oct-2016	1	0	2	0	1	1	12	42	41	28	37	31	25	27	25	30	27	39	34	27	23	17	29	1	500
08-Oct-2016	1	0	0	0	0	0	12	33	36	30	33	29	19	23	25	20	22	23	22	19	15	15	9	0	386
09-Oct-2016	0	0	1	0	1	0	14	22	25	29	28	27	21	20	28	23	20	36	39	36	20	26	22	0	438
10-Oct-2016	1	0	1	1	0	0	17	40	44	36	27	34	29	22	20	31	28	33	36	25	28	20	19	0	492
11-Oct-2016	2	0	0	1	1	0	19	34	30	29	24	43	30	19	23	20	29	35	34	30	23	20	11	2	459
12-Oct-2016	0	0	1	0	1	0	12	44	41	33	36	21	25	22	22	23	27	34	38	32	23	16	16	1	468
13-Oct-2016	2	0	0	1	0	0	18	37	41	40	32	35	17	25	25	26	23	36	37	32	27	28	17	1	500
14-Oct-2016	1	0	0	2	1	0	14	37	45	36	33	31	26	26	29	28	33	38	32	31	27	26	15	1	512
15-Oct-2016	0	1	0	0	1	1	15	39	31	27	31	32	22	21	23	21	22	22	18	19	10	14	9	0	379
16-Oct-2016	1	0	2	0	0	1	13	23	24	25	28	26	21	22	27	27	20	41	36	31	29	19	18	1	435
17-Oct-2016	0	0	0	0	0	0	18	40	46	31	31	28	22	20	23	27	29	36	37	29	26	14	18	1	476
18-Oct-2016	1	1	1	0	0	1	17	42	43	34	31	32	22	22	22	28	23	32	33	36	21	13	14	1	470
19-Oct-2016	1	0	1	1	3	0	17	41	45	32	35	26	19	25	21	22	25	38	38	34	23	17	16	3	483
20-Oct-2016	0	0	1	0	3	0	21	45	38	32	32	28	23	20	26	23	29	35	37	35	22	23	19	2	494
21-Oct-2016	1	0	1	0	1	2	16	42	39	38	34	32	23	24	30	28	32	41	35	33	22	20	21	1	516
22-Oct-2016	0	0	0	0	0	0	17	22	37	26	29	24	25	19	27	24	17	19	18	19	15	10	10	0	358
23-Oct-2016	1	0	0	2	0	0	12	24	26	23	27	21	24	19	30	28	19	40	36	29	28	16	24	0	429
24-Oct-2016	0	0	0	0	1	0	13	44	45	35	29	31	23	24	26	26	30	36	34	35	22	20	16	0	490
25-Oct-2016	2	0	1	1	2	0	20	41	42	31	38	28	19	24	19	25	25	33	34	30	22	17	13	1	468
26-Oct-2016	2	0	2	0	1	0	14	45	40	30	35	29	23	22	26	23	26	37	34	30	24	19	15	1	478
27-Oct-2016	2	0	1	0	1	0	17	40	41	35	32	32	19	22	24	22	27	32	34	33	26	26	18	2	486
28-Oct-2016	0	1	1	0	3	0	15	33	43	40	32	34	23	23	31	26	30	34	40	31	30	21	19	0	510
29-Oct-2016	0	0	0	2	0	0	13	32	34	29	33	32	20	21	23	22	22	18	18	19	17	9	11	0	375
30-Oct-2016	0	0	1	1	0	0	14	25	24	27	24	22	20	25	24	20	22	35	33	38	23	20	17	1	416
31-Oct-2016	0	2	0	1	0	0	19	41	36	31	33	31	22	22	24	26	25	37	31	26	22	21	13	2	465
Total	27	5	19	18	24	11	479	1118	1148	991	959	905	698	692	783	755	784	1022	1004	902	703	589	523	41	14200
Avg.	0.87	0.16	0.61	0.58	0.77	0.35	15.45	36.06	37.03	31.97	30.94	29.19	22.52	22.32	25.26	24.35	25.29	32.97	32.39	29.10	22.68	19.00	16.87	1.32	458.06

(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 [1]

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-Oct-2016	1	2	0	0	0	0	11	23	34	42	32	26	23	26	23	27	22	20	16	17	10	16	7	0	378
02-Oct-2016	0	0	0	1	0	0	8	15	23	33	27	44	38	26	30	33	27	27	29	28	16	14	14	1	434
03-Oct-2016	0	0	0	0	0	0	19	26	28	36	36	35	36	18	29	26	32	28	27	23	20	16	18	9	462
04-Oct-2016	0	1	0	0	0	0	16	33	24	37	33	33	36	25	29	26	21	20	25	25	24	17	18	6	449
05-Oct-2016	3	1	1	0	1	1	16	32	31	38	34	30	38	21	28	36	31	27	34	39	20	11	15	5	493
06-Oct-2016	2	1	0	0	1	0	21	32	33	37	34	29	40	22	26	33	27	29	33	38	19	12	19	3	491
07-Oct-2016	3	0	0	0	1	0	18	29	36	34	37	36	37	20	31	37	23	30	33	42	21	20	17	2	507
08-Oct-2016	0	0	0	0	1	0	11	17	29	36	34	33	38	19	24	24	20	21	15	19	10	8	11	2	372
09-Oct-2016	0	0	0	0	0	0	9	16	23	32	33	31	39	23	29	31	27	26	31	38	26	13	23	1	451
10-Oct-2016	1	0	0	0	0	0	18	31	35	41	36	32	39	18	24	39	26	33	27	37	15	13	17	4	486
11-Oct-2016	2	1	0	0	1	1	19	32	27	32	31	31	38	22	31	26	25	32	31	31	15	11	18	3	460
12-Oct-2016	2	0	0	0	1	0	22	30	32	37	38	34	32	22	27	30	31	28	28	38	16	13	19	2	482
13-Oct-2016	2	0	0	0	0	3	18	28	35	38	37	31	37	17	29	31	26	33	38	35	22	10	18	2	490
14-Oct-2016	3	0	0	0	1	0	19	28	34	43	32	40	38	21	35	33	23	37	35	43	22	13	17	1	518
15-Oct-2016	0	0	0	1	0	0	8	17	38	35	31	35	32	22	20	25	15	16	18	15	9	10	13	1	361
16-Oct-2016	0	0	0	1	0	0	9	13	24	31	35	30	38	24	34	31	30	28	31	41	19	16	12	0	447
17-Oct-2016	0	0	1	0	0	0	17	35	29	41	35	35	36	20	29	33	21	31	31	37	23	11	17	1	483
18-Oct-2016	2	1	0	1	0	1	18	31	35	38	31	34	30	22	28	32	26	34	29	29	18	10	19	1	470
19-Oct-2016	3	0	0	1	0	2	21	30	33	38	32	38	29	19	32	34	26	31	30	35	16	11	18	3	482
20-Oct-2016	3	0	0	1	0	1	18	35	40	31	35	38	33	16	30	33	23	29	35	40	22	9	18	1	491
21-Oct-2016	4	0	0	1	0	0	18	32	36	36	37	35	37	19	31	32	29	34	32	44	28	13	15	0	513
22-Oct-2016	0	0	0	0	0	0	9	16	32	35	35	32	31	17	20	24	17	17	21	13	7	9	12	1	348
23-Oct-2016	0	0	0	1	0	0	10	13	23	33	29	34	36	27	33	33	29	32	30	39	20	10	13	0	445
24-Oct-2016	0	0	0	1	0	0	23	33	37	35	38	36	36	14	31	33	26	34	29	38	19	9	18	1	491
25-Oct-2016	3	1	0	1	0	1	15	35	36	38	32	32	34	14	31	27	24	33	28	32	16	12	16	1	462
26-Oct-2016	4	0	0	1	1	0	15	35	32	39	34	36	32	18	30	34	21	33	28	38	16	15	18	2	482
27-Oct-2016	1	1	0	1	1	0	21	33	39	31	37	33	30	21	25	30	26	31	34	37	19	10	22	1	484
28-Oct-2016	3	0	1	1	1	0	17	32	33	39	36	35	37	22	33	34	27	32	26	46	28	16	16	1	516
29-Oct-2016	0	1	0	0	0	0	10	15	32	38	30	33	36	19	18	23	15	17	19	12	11	7	16	1	353
30-Oct-2016	0	0	0	1	0	1	8	14	24	28	38	35	33	22	37	28	29	23	28	38	22	13	13	0	435
31-Oct-2016	1	0	0	0	0	0	21	27	35	40	33	36	28	19	34	29	26	26	31	32	18	10	17	1	464
Total	43	10	3	14	10	11	483	818	982	1122	1052	1052	1077	635	891	947	771	872	882	1019	567	378	504	57	14200
Avg.	1.39	0.32	0.10	0.45	0.32	0.35	15.58	26.39	31.68	36.19	33.94	33.94	34.74	20.48	28.74	30.55	24.87	28.13	28.45	32.87	18.29	12.19	16.26	1.84	458.06

(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) [1]

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-Oct-16	07:00	00:24	-	-	03:52	-	07:43	-	-	04:59	-	-	-
02-Oct-16	07:00	00:22	01:19	-	-	-	15:17	-	-	-	-	-	-
03-Oct-16	07:00	00:15	-	-	-	-	11:04	-	-	05:39	-	-	-
04-Oct-16	07:00	-	00:51	-	-	-	09:01	-	-	07:06	-	-	-
05-Oct-16	07:00	00:14	03:32	-	-	-	06:44	06:27	-	-	-	-	-
06-Oct-16	07:00	00:03	02:55	-	-	-	09:22	04:38	-	-	-	-	-
07-Oct-16	07:00	00:10	00:16	-	-	-	16:32	-	-	-	-	-	-
08-Oct-16	07:00	00:30	-	-	01:21	-	-	15:07	-	-	-	-	-
09-Oct-16	07:00	00:16	02:48	-	-	-	13:54	-	-	-	-	-	-
10-Oct-16	07:00	00:11	-	02:15	-	-	08:09	05:10	-	01:12	-	-	-
11-Oct-16	07:00	00:25	-	04:49	-	-	01:54	08:30	-	-	01:19	-	-
12-Oct-16	07:00	00:16	02:30	-	-	-	05:04	09:08	-	-	-	-	-
13-Oct-16	07:00	00:25	-	-	-	-	-	16:33	-	-	-	-	-
14-Oct-16	07:00	00:18	00:51	-	-	-	06:35	09:13	-	-	-	-	-
15-Oct-16	07:00	00:23	00:39	-	-	-	13:48	-	02:08	-	-	-	-
16-Oct-16	07:00	00:28	-	-	-	-	16:30	-	-	-	-	-	-
17-Oct-16	07:00	00:11	-	-	-	-	13:36	03:11	-	-	-	-	-
18-Oct-16	07:00	00:22	00:44	-	-	-	15:52	-	-	-	-	-	-
19-Oct-16	07:00	-	-	00:37	-	-	-	13:54	-	-	02:27	-	-
20-Oct-16	07:00	00:15	00:31	-	-	-	16:12	-	-	-	-	-	-
21-Oct-16	07:00	00:09	-	-	-	-	16:49	-	-	-	-	-	-
22-Oct-16	07:00	00:18	-	-	-	-	-	16:40	-	-	-	-	-
23-Oct-16	07:00	00:14	-	02:09	-	-	-	14:35	-	-	-	-	-
24-Oct-16	07:00	00:06	00:57	-	-	-	-	13:46	-	-	02:08	-	-
25-Oct-16	07:00	00:21	01:29	-	-	-	15:08	-	-	-	-	-	-
26-Oct-16	07:00	00:22	00:46	-	-	-	15:50	-	-	-	-	-	-
27-Oct-16	07:00	00:16	-	-	-	-	-	16:42	-	-	-	-	-
28-Oct-16	07:00	00:17	-	00:08	-	-	-	16:33	-	-	-	-	-
29-Oct-16	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
30-Oct-16	07:00	-	-	-	-	-	16:59	-	-	-	-	-	-
31-Oct-16	07:00	00:08	02:46	-	-	-	-	14:04	-	-	-	-	-
Total	**217:00**	**08:30**	**23:01**	**10:00**	**05:13**	**00:00**	**268:50**	**184:18**	**02:08**	**18:58**	**05:56**	**00:00**	**00:00**
% Used		**1.61%**	**4.37%**	**1.90%**	**0.99%**	**0.00%**	**51.02%**	**34.98%**	**0.41%**	**3.60%**	**1.13%**	**0.00%**	**0.00%**

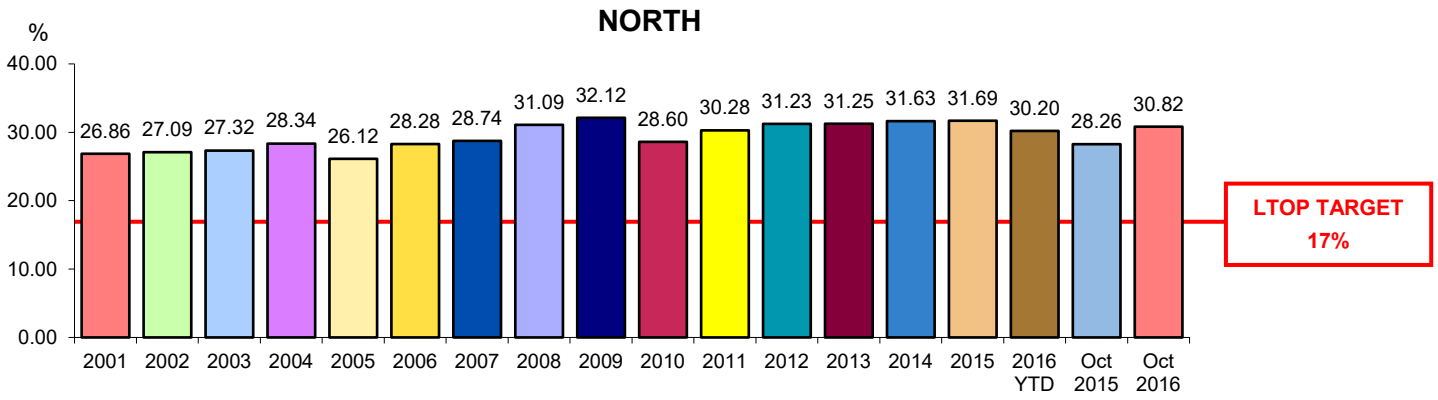
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

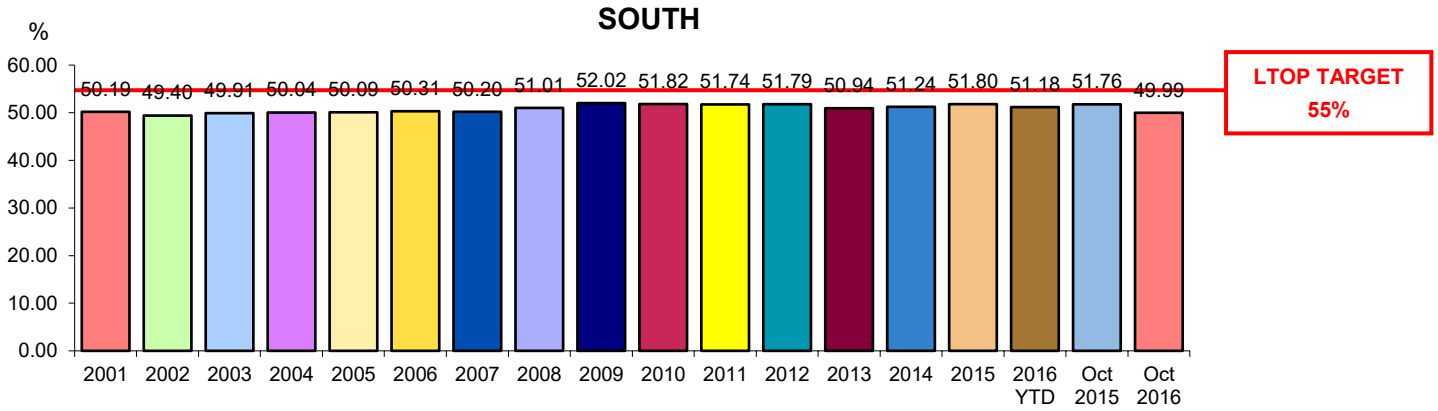
Cumulative Mode Utilisation from 1 January 2016

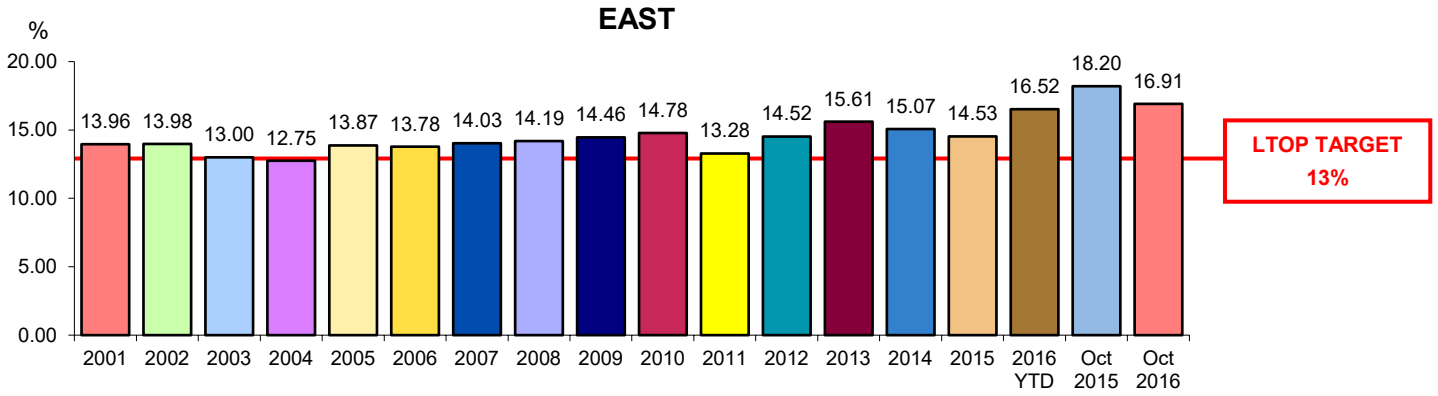
Time	**2.08%**	**6.60%**	**2.11%**	**1.64%**	**0.00%**	**51.01%**	**32.07%**	**0.48%**	**1.58%**	**2.43%**	**0.00%**	**0.00%**
Movements	**0.42%**	**4.46%**	**1.43%**	**1.09%**	**0.00%**	**55.13%**	**34.02%**	**0.34%**	**1.44%**	**1.66%**	**0.00%**	**0.00%**

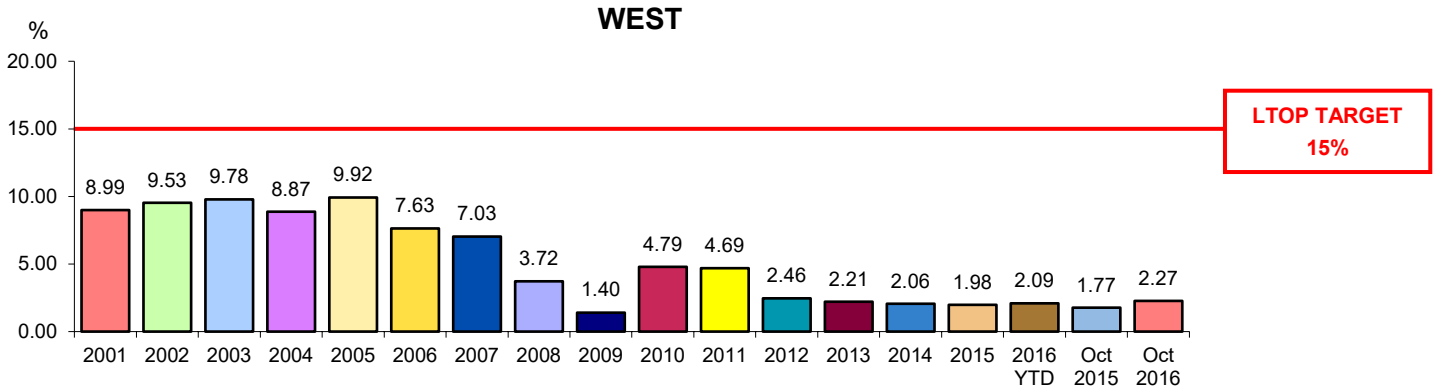
Runway End Impact to 31 October 2016

Includes comparisons with annual figures for 1998 to 2015, 2016 Year to Date, current month this year and corresponding month last year.

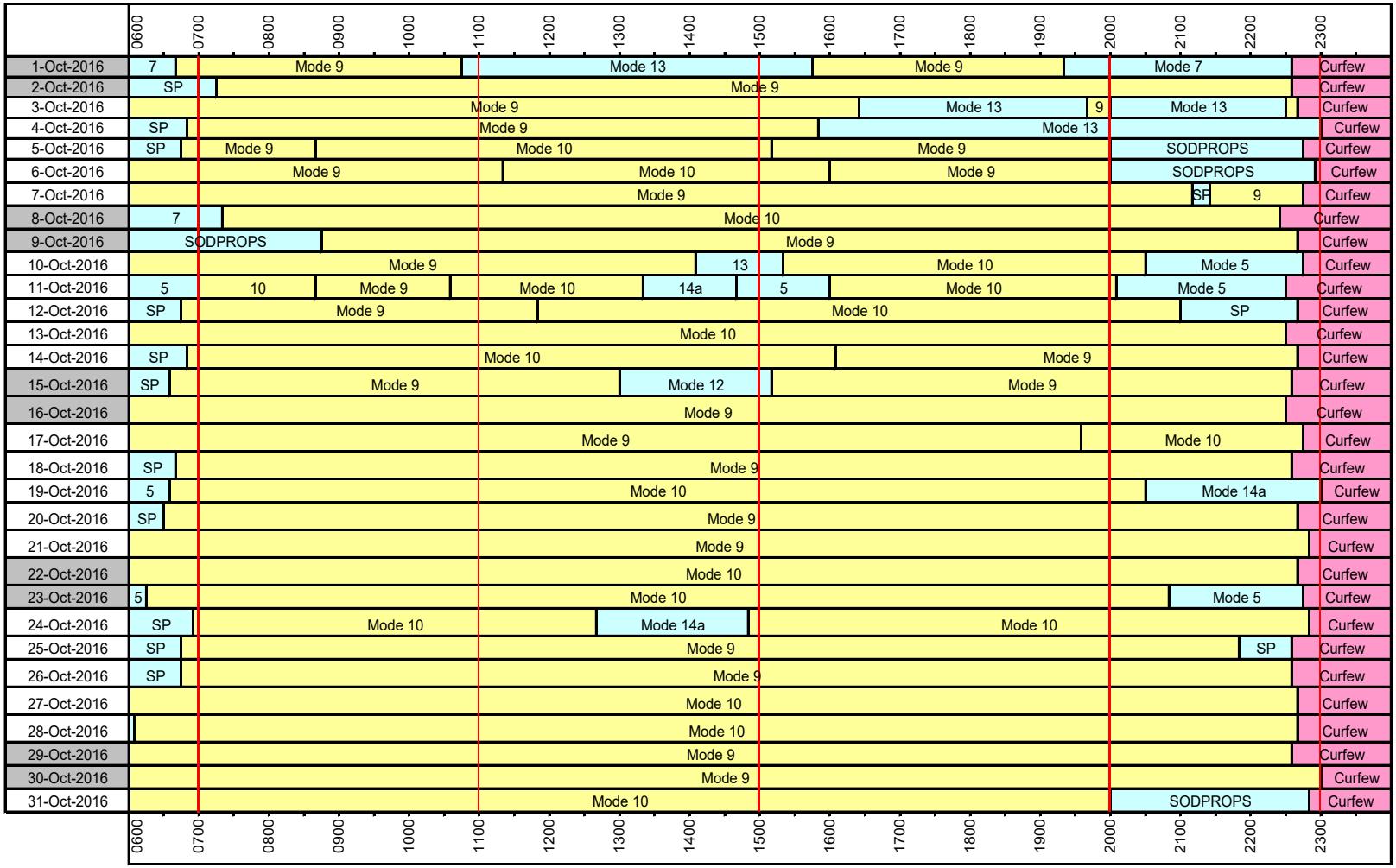








Sydney Airport - Daily Mode Usage



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 **October 2016**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
27/10/2016	06:50	09:24	2:34
28/10/2016	07:14	09:49	2:35

Number of Runway 16 arrivals during PRM operations and their runway assignment

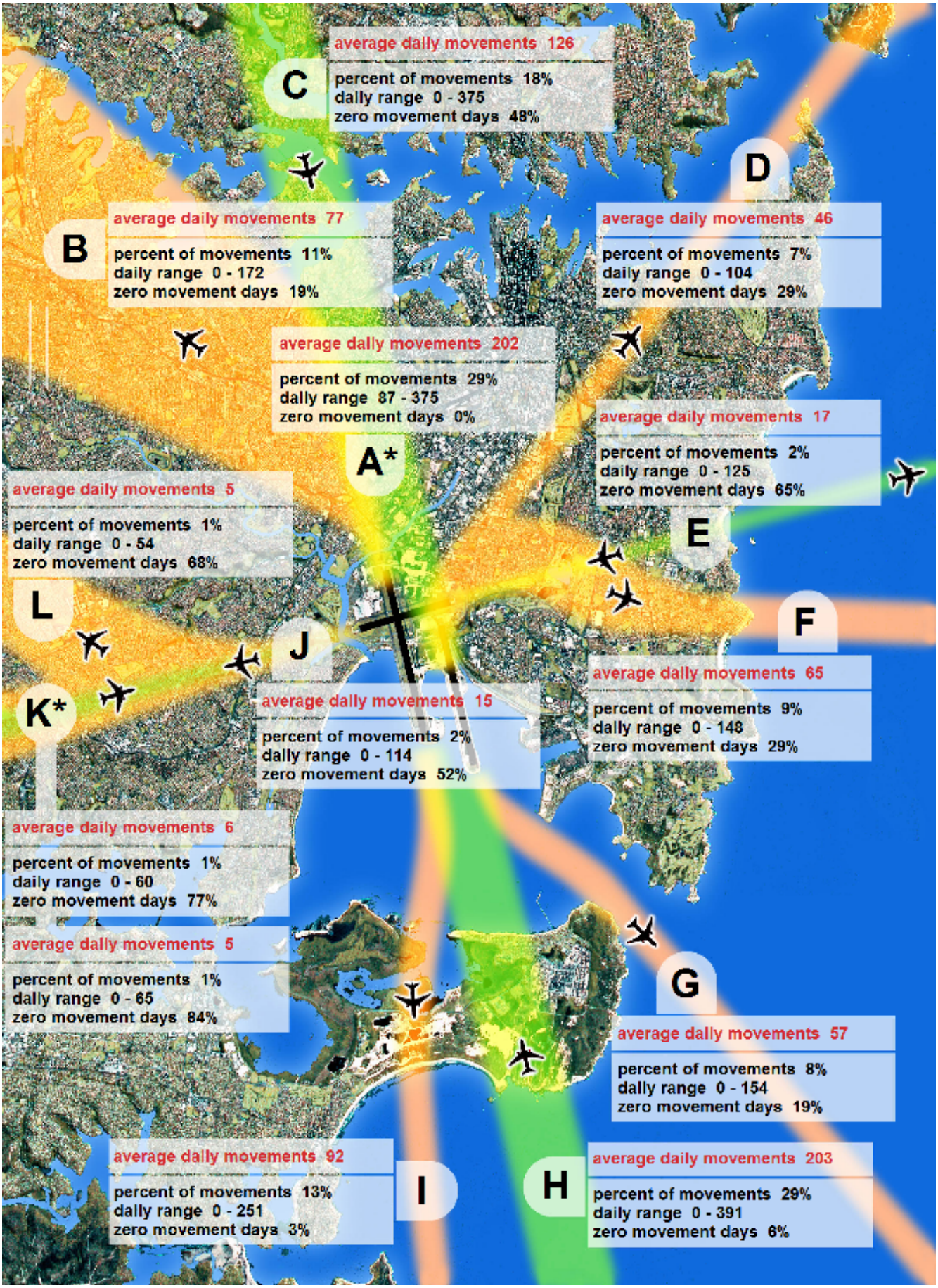
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
27/10/2016	98	47	51
28/10/2016	103	50	53

Noise Complaints & Information Service

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

Sydney Airport : Jet Flight Path Movements

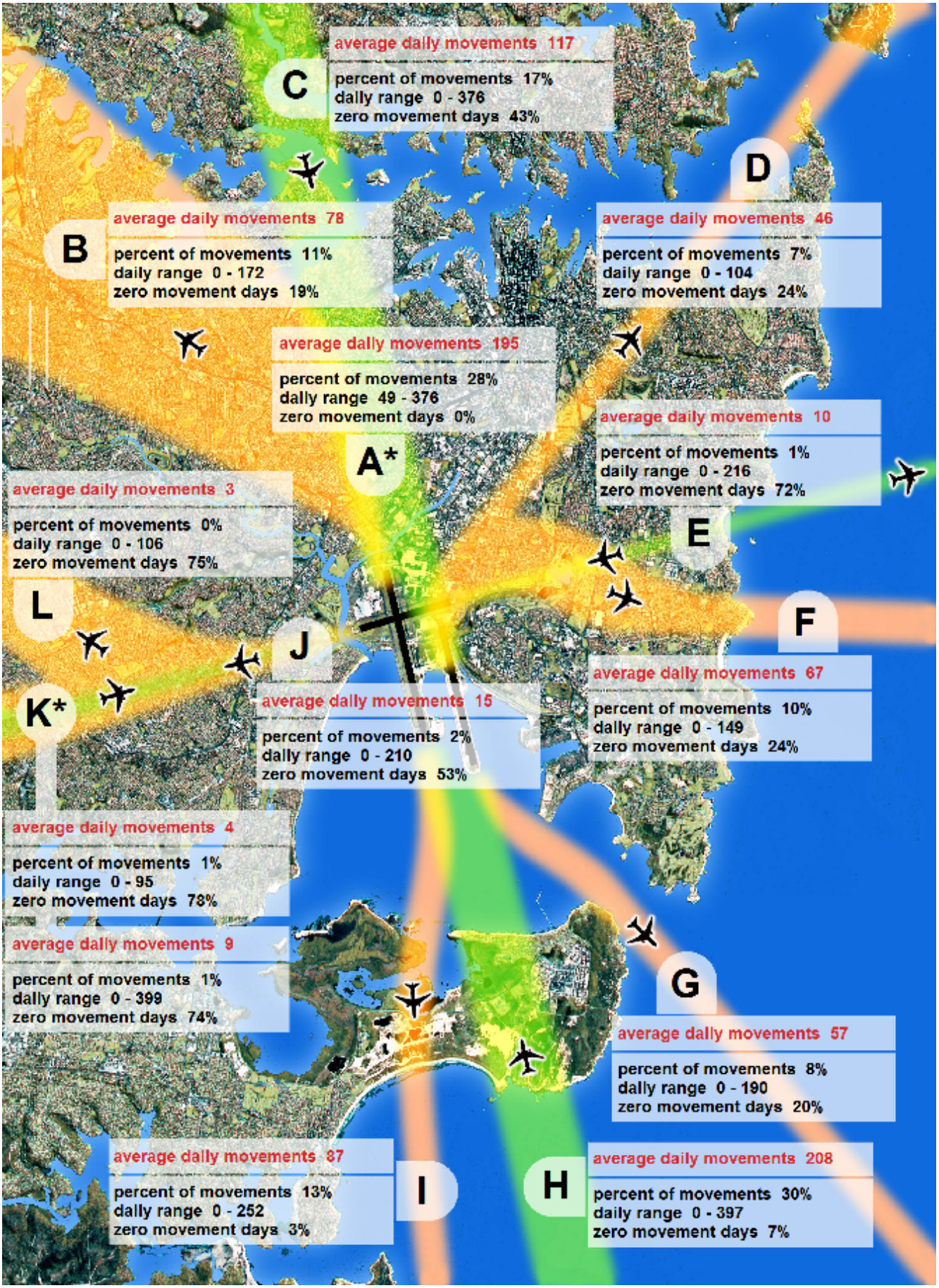
1 Oct 2016 to 31 Oct 2016, All Jets



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

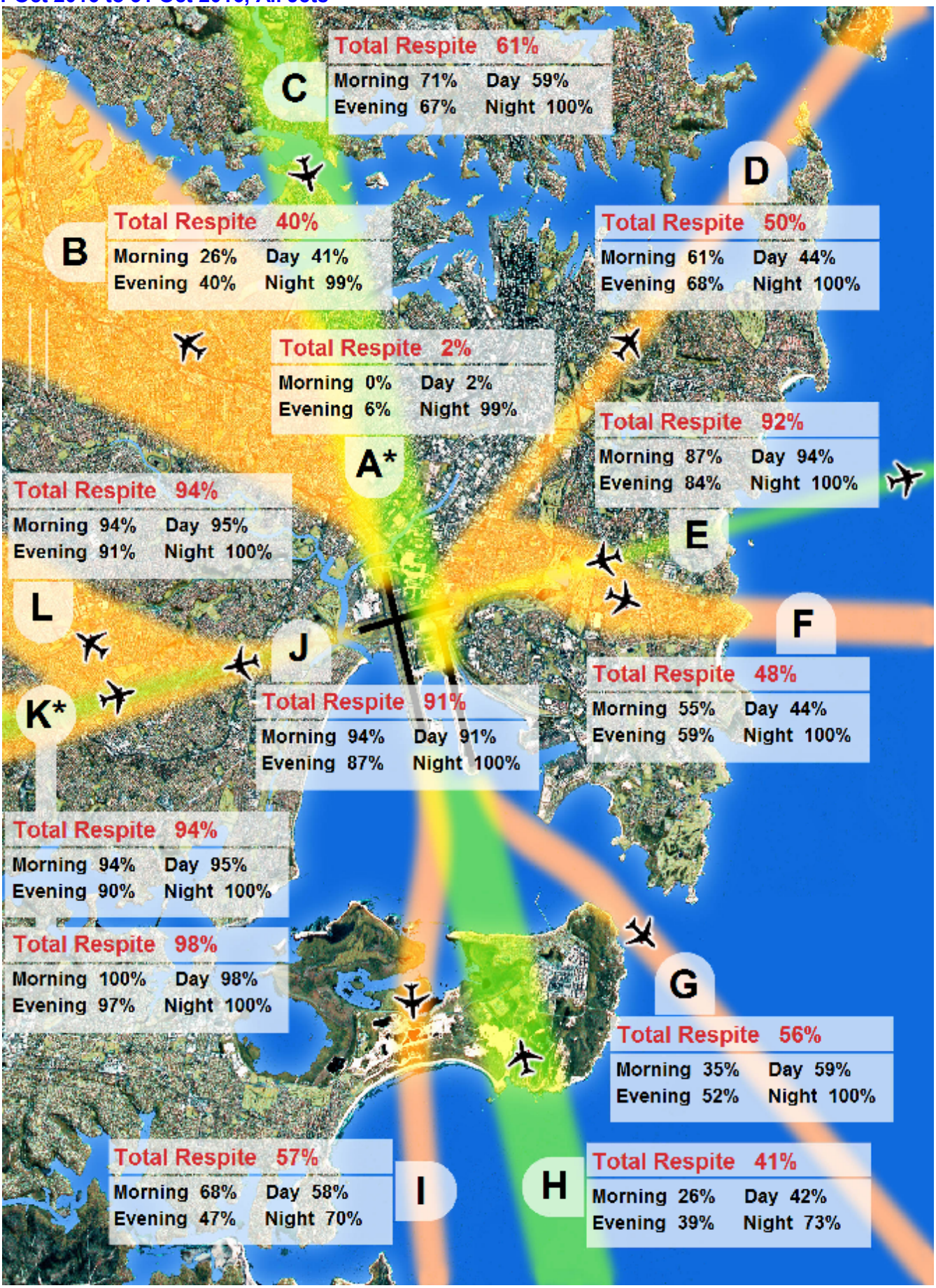
1 Nov 2015 to 31 Oct 2016, All Jets



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 Oct 2016 to 31 Oct 2016, All Jets



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

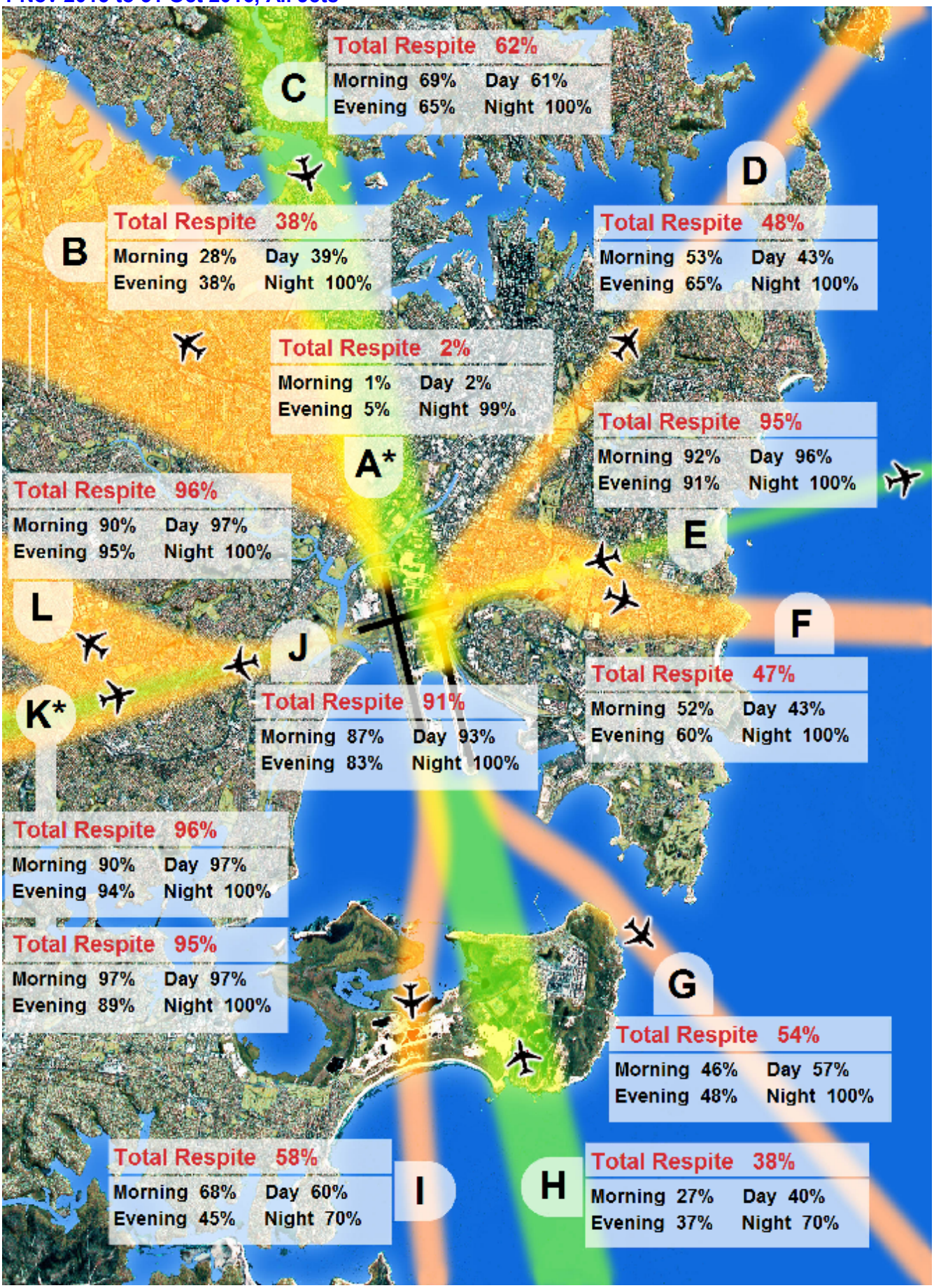
A respite interval is a 60 minutes period when there are no jet movements (R60).

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 Nov 2015 to 31 Oct 2016, 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 minutes 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)
November 2015 to October 2016

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
A	**Inner north** Arrivals from and departures to the north (L16L, L16R, D34L)	
B	**North-west** Departures off runway 34L	Area mainly gets overflights (departures) from Mode 9. Due to seasonal changes in wind patterns the highest use of this Mode was in May 2016.
C	**North shore** Arrivals from the north on runways 16L and 16R	Area mainly gets overflights (arrivals) from Mode 10. Due to seasonal changes in wind patterns the highest use of this Mode was in January 2016.
D	**North-east** Departures off runway 34R to the north-east	Area gets overflights (departures) from Mode 9. Due to seasonal changes in wind patterns the highest use of Mode 9 was in May 2016.
E	**East –** Coogee Arrivals on runway 25 and departures from runway 07	Area mainly gets overflights (arrivals) from Mode 5. Due to seasonal changes in wind patterns the highest use of this Mode was in June 2016.
F	**East** – Maroubra Departures from runway 34R that turn hard east	Area gets overflights (departures) from Mode 9. Due to seasonal changes in wind patterns the highest use of Mode 9 was in May 2016.
G	**South** – Botany Bay Heads Departures from runway 16L	
H	**South** – Kurnell Peninsula Arrivals on runways 34L and 34R	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of Mode 9 was in May 2016 and Mode 7 was in June 2016.
I	**South** – Kurnell Sand Hills Departures from runway 16R	
J,K & L	**West** Arrivals on runway 07 and departures from runway 25	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in June 2016, Mode 14A in February 2016 & Mode 8 has not been used during the past 12 months.

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 November 2015 to October 2016, 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.

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 October 2016.

Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2016

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 October 2016 along with the Daily N70 values for the three months up to and including October are given in Table 1.

Location	*CNE Oct*	*Operational Days Oct*	*N70 Oct*	*N70 Sep*	*N70 Aug*
Threshold rwy 34	*11,499*	30.9	361	387	372
Penshurst	*437*	30.9	9	8	4
Bexley	*540*	30.9	15	11	5
Sydenham	*5,377*	30.9	174	163	174
Johnston St Annandale	*2,645*	30.9	68	57	75
Church St. St Peters	*3,640*	30.9	86	81	88
Leichhardt PEMU 36	*3,216*	30.9	96	72	97
Eastlakes	*3,199*	30.9	88	89	75
Coogee	*957*	30.9	27	19	12
Kurnell	*3,175*	30.9	94	113	99
Croydon	*679*	30.9	17	22	16
Hunters Hill	*4,547*	30.9	61	47	63

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including October 2016.

The N70 values for October 2016 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.

Runway 34L			
AM	16	PM	49
Day	276	Night	9
WE_D	320	WE_N	7

Penshurst			
AM	0	PM	3
Day	5	Night	0
WE_D	11	WE_N	0

Bexley			
AM	0	PM	4
Day	10	Night	0
WE_D	18	WE_N	0

Eastlakes			
AM	3	PM	16
Day	73	Night	0
WE_D	75	WE_N	0

Coogee			
AM	1	PM	12
Day	15	Night	0
WE_D	23	WE_N	0

Sydenham			
AM	5	PM	20
Day	145	Night	0
WE_D	181	WE_N	0

Leichhardt PEMU36			
AM	3	PM	10
Day	80	Night	0
WE_D	102	WE_N	0

Kurnell			
AM	1	PM	7
Day	89	Night	0
WE_D	87	WE_N	0

Annandale			
AM	1	PM	6
Day	61	Night	0
WE_D	69	WE_N	0

St Peters			
AM	1	PM	9
Day	77	Night	0
WE_D	83	WE_N	0

Croydon			
AM	1	PM	3
Day	13	Night	0
WE_D	18	WE_N	0

Hunters Hull			
AM	2	PM	7
Day	47	Night	0
WE_D	69	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.