

Sydney Airport Operational Statistics

April 2013

PREVIEW

Sydney Airport Operational Statistics Report Preview

April 2013

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

There were a total of 26,843 aircraft movements this month (daily average 894.77). Last month there were a total of 26,919 movements (daily average 868.35) and for the same month last year there were a total of 25,528 movements (daily average 850.93).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 10 days and Mode 10 on 14 days. Crossing runway modes (including Sodprops) were used for 20.28% 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 33.83% - This result is above the LTOP target and above the previous month (32.22%)

South 52.36% - This result is below the LTOP target and above the previous month (50.93%)

East 12.15% - This result is below the LTOP target and below the previous month (15.84%)

West 1.66% - This result is below the LTOP target and above the previous month (1.01%)

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

This procedure was used on 3, 4 and 30 of April for a total of 5 hours and 44 minutes (ATIS time).

Noise Complaints & Information Service Environmental Services Airservices Australia

telephone 1-800-802-584
facsimile (02) 9556-6641
e-mail ncis@airservicesaustralia.com
internet www.airservicesaustralia.com

Table of Contents

Preview.....	1
Table of Contents	2
Sydney Airport Runways	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft.....	6
Runway Movement Summary – Jet Aircraft only	7
Runway Movement Summary – Non Jet Aircraft only	8
Hourly Runway Movement Summary– All Movements	9
Hourly Runway Movement Summary – Arrivals	10
Hourly Runway Movement Summary – Departures	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2013.....	12
Runway End Impact	13
Daily Mode Usage	14
PRM Statistics	15
Noise Enquiry Service	16
Jet Flight Path Movements * (1 - 30 April 2013).....	17
Jet Flight Path Movements * (1 May 2012 - 30 April 2013	18
Jet Aircraft Respite (R60) * (1 - 30 April 2013).....	19
Jet Aircraft Respite (R60) * (1 May 2012 - 30 April 2013).....	20
Jet Flight Path Movements (Explanation).....	21
Jet Aircraft Respite (R60) (Explanation).....	22
Measured Daily N70 Values.....	23

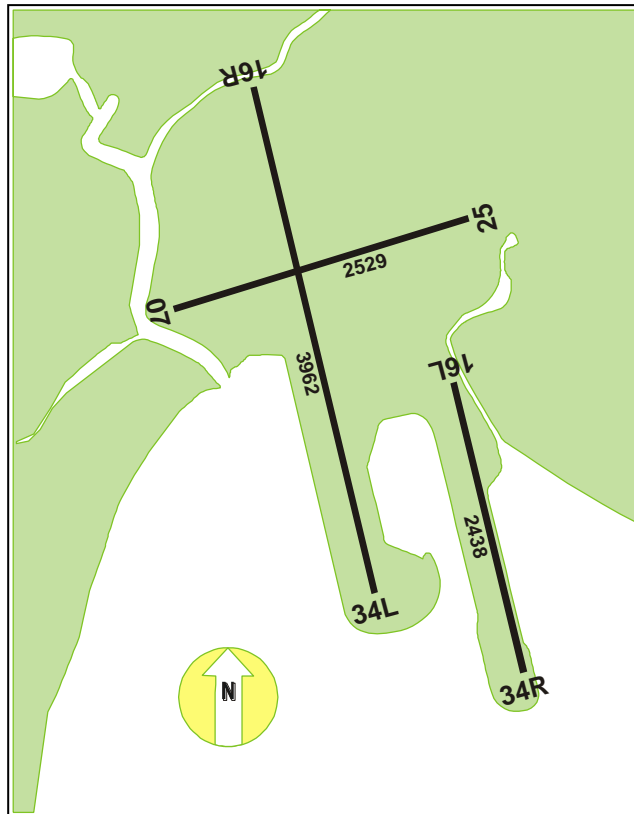
This report is available on the Internet at Airservices Australia website at

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



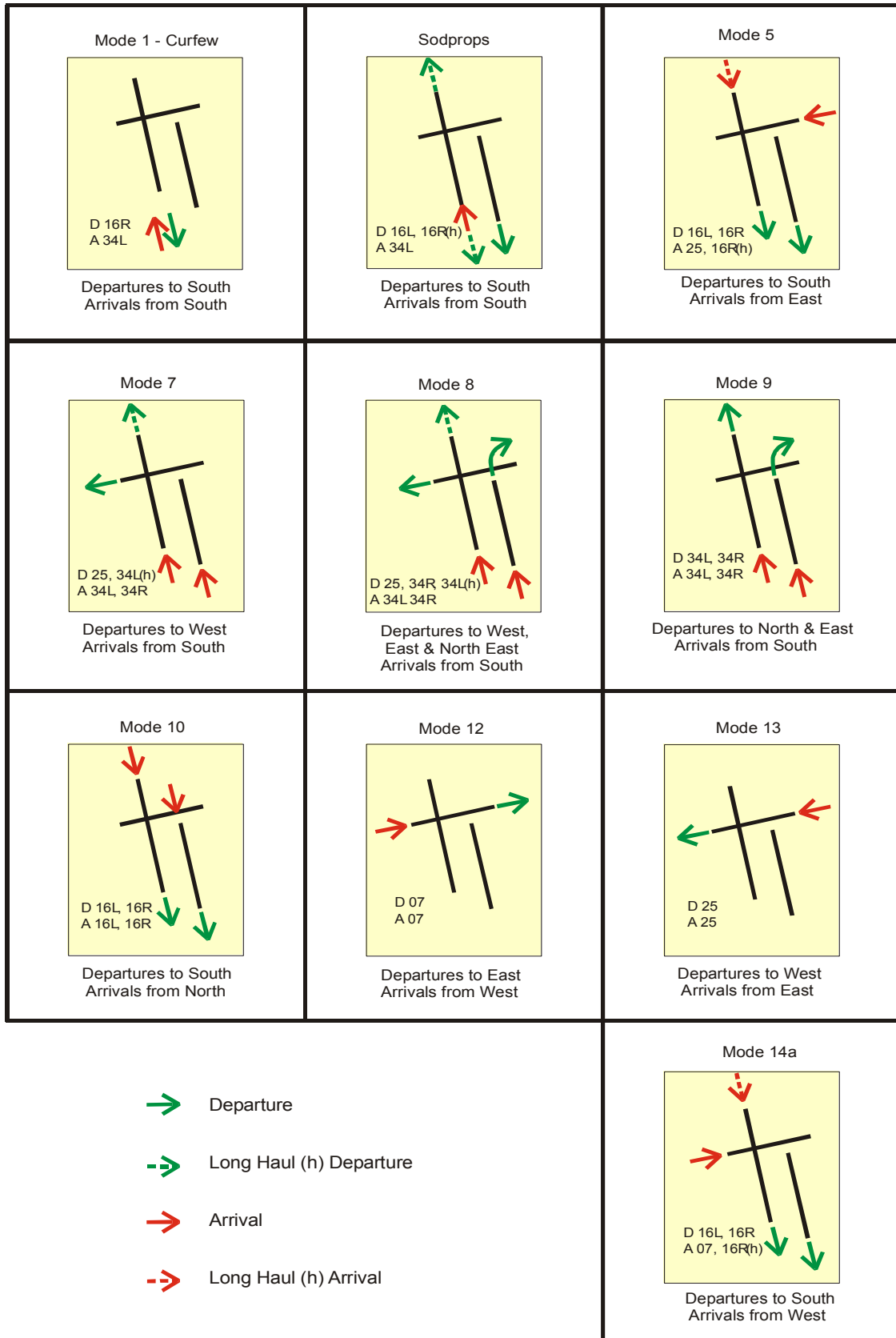
Runway numbers refer to the direction an aircraft is flying.

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



Sydney Airport Preferred Runway Selection

Effective from 1 July 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	1.	SODPROPS - Departures 16L / Arrivals 34L
0600 To 0800 Sunday	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	1.	SODPROPS - Departures 16L / Arrivals 34L
0800 To 2200 Sunday	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-Apr-2013	76	0	76	93	114	207	151	231	382	5	1	6	71	44	115	44	55	99	0	0	0	885
02-Apr-2013	35	0	35	124	129	253	189	241	430	1	2	3	78	42	120	43	54	97	0	0	0	938
03-Apr-2013	0	0	0	203	148	351	261	331	592	0	0	0	9	0	9	0	0	0	0	0	0	952
04-Apr-2013	0	0	0	199	153	352	250	327	577	28	0	28	8	0	8	0	0	0	0	0	0	965
05-Apr-2013	0	0	0	146	142	288	195	267	462	32	20	52	82	21	103	22	28	50	0	0	0	955
06-Apr-2013	41	0	41	3	15	18	17	52	69	1	0	1	203	132	335	104	156	260	0	0	0	724
07-Apr-2013	3	0	3	112	96	208	150	216	366	32	0	32	77	55	132	34	62	96	0	0	0	837
08-Apr-2013	45	0	45	115	86	201	123	210	333	0	1	1	116	85	201	76	91	167	0	0	0	948
09-Apr-2013	18	0	18	185	150	335	251	309	560	0	1	1	10	2	12	0	0	0	0	0	0	926
10-Apr-2013	1	0	1	0	0	0	0	8	8	0	0	0	311	216	527	158	247	405	0	0	0	941
11-Apr-2013	0	0	0	0	39	39	0	9	9	0	0	0	328	213	541	160	231	391	0	0	0	980
12-Apr-2013	1	0	1	0	20	20	1	4	5	0	0	0	332	209	541	159	249	408	0	0	0	975
13-Apr-2013	3	0	3	0	0	0	0	1	1	0	1	1	279	185	464	102	182	284	0	0	0	753
14-Apr-2013	0	0	0	9	43	52	13	13	26	0	0	0	279	178	457	107	199	306	0	0	0	841
15-Apr-2013	1	0	1	105	70	175	136	151	287	0	0	0	138	127	265	100	132	232	0	0	0	960
16-Apr-2013	0	0	0	187	147	334	223	318	541	52	0	52	4	0	4	0	0	0	0	0	0	931
17-Apr-2013	49	0	49	136	117	253	158	255	413	14	0	14	72	44	116	43	53	96	0	0	0	941
18-Apr-2013	12	0	12	144	108	252	183	246	429	1	1	2	92	55	147	53	75	128	0	0	0	970
19-Apr-2013	0	0	0	197	149	346	239	337	576	43	2	45	6	0	6	0	0	0	0	0	0	973
20-Apr-2013	0	0	0	137	112	249	218	244	462	23	1	24	0	0	0	0	0	0	0	0	0	735
21-Apr-2013	1	0	1	115	139	254	172	269	441	51	10	61	75	14	89	1	0	1	0	0	0	847
22-Apr-2013	0	0	0	0	36	36	0	4	4	0	0	0	304	213	517	172	224	396	0	0	0	953
23-Apr-2013	2	0	2	104	101	205	104	230	334	117	0	117	85	50	135	47	72	119	0	0	0	912
24-Apr-2013	1	0	1	79	126	205	88	109	197	0	0	0	232	151	383	74	96	170	0	0	0	956
25-Apr-2013	3	0	3	41	126	167	52	53	105	0	0	0	236	124	360	54	79	133	0	0	0	768
26-Apr-2013	5	0	5	37	68	105	50	93	143	38	1	39	194	149	343	116	133	249	0	0	0	884
27-Apr-2013	1	0	1	0	63	63	0	4	4	2	17	19	286	161	447	85	112	197	0	0	0	731
28-Apr-2013	1	0	1	0	35	35	0	1	1	0	52	52	269	167	436	145	178	323	0	0	0	848
29-Apr-2013	1	0	1	173	136	309	219	325	544	64	1	65	7	0	7	0	0	0	0	0	0	926
30-Apr-2013	34	0	34	151	129	280	205	313	518	50	0	50	6	0	6	0	0	0	0	0	0	888
Total	334	0	334	2795	2797	5592	3648	5171	8819	554	111	665	4189	2637	6826	1899	2708	4607	0	0	0	26843

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-2013	58	0	58	59	78	137	127	180	307	5	1	6	51	24	75	32	47	79	0	0	0	662
02-Apr-2013	33	0	33	78	93	171	133	180	313	1	1	2	66	18	84	25	41	66	0	0	0	669
03-Apr-2013	0	0	0	128	103	231	203	239	442	0	0	0	5	0	5	0	0	0	0	0	0	678
04-Apr-2013	0	0	0	102	102	204	214	241	455	26	0	26	6	0	6	0	0	0	0	0	0	691
05-Apr-2013	0	0	0	96	101	197	152	193	345	16	15	31	68	15	83	10	23	33	0	0	0	689
06-Apr-2013	38	0	38	2	14	16	15	44	59	1	0	1	161	92	253	68	132	200	0	0	0	567
07-Apr-2013	3	0	3	81	67	148	106	155	261	31	0	31	66	43	109	26	56	82	0	0	0	634
08-Apr-2013	39	0	39	76	58	134	89	150	239	0	0	0	93	57	150	47	75	122	0	0	0	684
09-Apr-2013	15	0	15	103	101	204	203	225	428	0	0	0	10	2	12	0	0	0	0	0	0	659
10-Apr-2013	0	0	0	0	0	0	0	8	8	0	0	0	239	130	369	100	202	302	0	0	0	679
11-Apr-2013	0	0	0	0	36	36	0	6	6	0	0	0	265	129	394	89	186	275	0	0	0	711
12-Apr-2013	0	0	0	0	20	20	0	3	3	0	0	0	258	129	387	104	205	309	0	0	0	719
13-Apr-2013	1	0	1	0	0	0	0	0	0	0	1	1	238	134	372	59	157	216	0	0	0	590
14-Apr-2013	0	0	0	4	36	40	9	9	18	0	0	0	229	115	344	75	169	244	0	0	0	646
15-Apr-2013	0	0	0	72	49	121	106	109	215	0	0	0	112	82	194	57	107	164	0	0	0	694
16-Apr-2013	0	0	0	106	99	205	190	237	427	36	0	36	4	0	4	0	0	0	0	0	0	672
17-Apr-2013	34	0	34	88	73	161	116	194	310	13	0	13	57	24	81	30	44	74	0	0	0	673
18-Apr-2013	8	0	8	90	70	160	146	189	335	1	0	1	79	33	112	30	59	89	0	0	0	705
19-Apr-2013	0	0	0	128	100	228	177	255	432	39	0	39	4	0	4	0	0	0	0	0	0	703
20-Apr-2013	0	0	0	89	85	174	184	200	384	20	0	20	0	0	0	0	0	0	0	0	0	578
21-Apr-2013	0	0	0	77	101	178	132	199	331	37	9	46	73	13	86	1	0	1	0	0	0	642
22-Apr-2013	0	0	0	0	34	34	0	3	3	0	0	0	236	130	366	108	178	286	0	0	0	689
23-Apr-2013	0	0	0	63	70	133	81	173	254	88	0	88	73	28	101	30	57	87	0	0	0	663
24-Apr-2013	0	0	0	54	97	151	61	73	134	0	0	0	180	100	280	45	79	124	0	0	0	689
25-Apr-2013	2	0	2	26	102	128	39	32	71	0	0	0	182	83	265	34	63	97	0	0	0	563
26-Apr-2013	0	0	0	27	50	77	36	64	100	28	0	28	148	97	245	73	107	180	0	0	0	630
27-Apr-2013	1	0	1	0	53	53	0	2	2	2	15	17	231	118	349	56	94	150	0	0	0	572
28-Apr-2013	0	0	0	0	33	33	0	1	1	0	33	33	229	112	341	95	149	244	0	0	0	652
29-Apr-2013	0	0	0	104	90	194	169	239	408	50	0	50	5	0	5	0	0	0	0	0	0	657
30-Apr-2013	25	0	25	90	82	172	163	232	395	32	0	32	6	0	6	0	0	0	0	0	0	630
Total	257	0	257	1743	1997	3740	2851	3835	6686	426	75	501	3374	1708	5082	1194	2230	3424	0	0	0	19690

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-Apr-2013	18	0	18	34	36	70	24	51	75	0	0	0	20	20	40	12	8	20	0	0	0	223
02-Apr-2013	2	0	2	46	36	82	56	61	117	0	1	1	12	24	36	18	13	31	0	0	0	269
03-Apr-2013	0	0	0	75	45	120	58	92	150	0	0	0	4	0	4	0	0	0	0	0	0	274
04-Apr-2013	0	0	0	97	51	148	36	86	122	2	0	2	2	0	2	0	0	0	0	0	0	274
05-Apr-2013	0	0	0	50	41	91	43	74	117	16	5	21	14	6	20	12	5	17	0	0	0	266
06-Apr-2013	3	0	3	1	1	2	2	8	10	0	0	0	42	40	82	36	24	60	0	0	0	157
07-Apr-2013	0	0	0	31	29	60	44	61	105	1	0	1	11	12	23	8	6	14	0	0	0	203
08-Apr-2013	6	0	6	39	28	67	34	60	94	0	1	1	23	28	51	29	16	45	0	0	0	264
09-Apr-2013	3	0	3	82	49	131	48	84	132	0	1	1	0	0	0	0	0	0	0	0	0	267
10-Apr-2013	1	0	1	0	0	0	0	0	0	0	0	0	72	86	158	58	45	103	0	0	0	262
11-Apr-2013	0	0	0	0	3	3	0	3	3	0	0	0	63	84	147	71	45	116	0	0	0	269
12-Apr-2013	1	0	1	0	0	0	1	1	2	0	0	0	74	80	154	55	44	99	0	0	0	256
13-Apr-2013	2	0	2	0	0	0	0	1	1	0	0	0	41	51	92	43	25	68	0	0	0	163
14-Apr-2013	0	0	0	5	7	12	4	4	8	0	0	0	50	63	113	32	30	62	0	0	0	195
15-Apr-2013	1	0	1	33	21	54	30	42	72	0	0	0	26	45	71	43	25	68	0	0	0	266
16-Apr-2013	0	0	0	81	48	129	33	81	114	16	0	16	0	0	0	0	0	0	0	0	0	259
17-Apr-2013	15	0	15	48	44	92	42	61	103	1	0	1	15	20	35	13	9	22	0	0	0	268
18-Apr-2013	4	0	4	54	38	92	37	57	94	0	1	1	13	22	35	23	16	39	0	0	0	265
19-Apr-2013	0	0	0	69	49	118	62	82	144	4	2	6	2	0	2	0	0	0	0	0	0	270
20-Apr-2013	0	0	0	48	27	75	34	44	78	3	1	4	0	0	0	0	0	0	0	0	0	157
21-Apr-2013	1	0	1	38	38	76	40	70	110	14	1	15	2	1	3	0	0	0	0	0	0	205
22-Apr-2013	0	0	0	0	2	2	0	1	1	0	0	0	68	83	151	64	46	110	0	0	0	264
23-Apr-2013	2	0	2	41	31	72	23	57	80	29	0	29	12	22	34	17	15	32	0	0	0	249
24-Apr-2013	1	0	1	25	29	54	27	36	63	0	0	0	52	51	103	29	17	46	0	0	0	267
25-Apr-2013	1	0	1	15	24	39	13	21	34	0	0	0	54	41	95	20	16	36	0	0	0	205
26-Apr-2013	5	0	5	10	18	28	14	29	43	10	1	11	46	52	98	43	26	69	0	0	0	254
27-Apr-2013	0	0	0	0	10	10	0	2	2	0	2	2	55	43	98	29	18	47	0	0	0	159
28-Apr-2013	1	0	1	0	2	2	0	0	0	0	19	19	40	55	95	50	29	79	0	0	0	196
29-Apr-2013	1	0	1	69	46	115	50	86	136	14	1	15	2	0	2	0	0	0	0	0	0	269
30-Apr-2013	9	0	9	61	47	108	42	81	123	18	0	18	0	0	0	0	0	0	0	0	0	258
Total	77	0	77	1052	800	1852	797	1336	2133	128	36	164	815	929	1744	705	478	1183	0	0	0	7153

(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-Apr-2013	0	0	0	0	0	1	36	55	58	66	59	58	59	43	51	63	54	58	69	61	41	30	22	1	885
02-Apr-2013	2	0	1	2	0	1	40	81	71	71	63	63	46	48	56	60	49	63	73	51	38	29	26	4	938
03-Apr-2013	5	2	0	2	3	3	28	67	64	71	66	61	60	43	55	62	60	67	67	62	45	27	29	3	952
04-Apr-2013	2	1	0	2	3	1	31	69	64	68	67	62	63	42	51	58	60	65	64	70	52	32	33	5	965
05-Apr-2013	3	0	0	2	3	1	34	73	64	67	64	66	52	45	52	65	62	67	72	57	53	30	22	1	955
06-Apr-2013	1	0	1	1	0	0	26	51	57	61	55	54	52	47	44	45	43	41	46	30	26	23	20	0	724
07-Apr-2013	1	0	0	2	0	2	35	42	49	45	60	54	45	40	59	57	56	59	69	63	45	32	21	1	837
08-Apr-2013	0	0	0	0	1	4	48	66	71	73	70	68	55	41	56	58	59	63	67	57	38	26	22	5	948
09-Apr-2013	2	0	1	4	1	5	45	69	61	69	59	68	59	41	51	52	56	65	68	59	35	26	28	2	926
10-Apr-2013	2	0	2	2	1	3	43	67	64	71	72	55	51	43	62	55	56	62	66	65	35	33	26	5	941
11-Apr-2013	3	0	3	3	0	4	47	74	77	65	69	62	44	41	59	52	59	65	71	64	49	37	28	4	980
12-Apr-2013	3	0	3	3	0	4	47	76	65	70	68	61	55	44	61	50	69	59	71	71	43	31	21	0	975
13-Apr-2013	0	0	0	0	0	4	36	52	65	58	68	56	49	39	47	46	43	43	45	35	27	24	14	2	753
14-Apr-2013	0	2	0	0	0	1	31	43	46	55	61	49	44	41	57	57	60	65	64	70	40	39	16	0	841
15-Apr-2013	0	0	0	0	1	4	42	80	76	71	65	67	48	49	55	55	56	58	65	65	41	35	24	3	960
16-Apr-2013	1	0	0	3	1	1	49	68	65	64	71	69	52	40	54	58	55	51	69	69	36	25	28	2	931
17-Apr-2013	2	0	2	2	0	3	44	67	67	71	68	69	47	45	58	51	60	61	73	59	34	30	25	3	941
18-Apr-2013	1	0	3	2	1	3	50	80	68	68	65	61	47	36	56	57	54	60	80	58	50	36	30	4	970
19-Apr-2013	1	3	2	3	0	4	46	74	67	61	69	68	48	44	57	60	62	68	74	61	43	36	22	0	973
20-Apr-2013	1	0	0	2	0	0	38	51	56	63	57	56	49	45	49	44	38	41	40	36	28	26	14	1	735
21-Apr-2013	1	0	1	1	0	2	31	41	51	52	56	50	48	39	57	64	61	65	70	65	37	35	20	0	847
22-Apr-2013	0	1	1	0	0	3	44	75	72	75	68	64	44	46	58	58	51	68	67	63	34	33	24	4	953
23-Apr-2013	0	0	1	3	1	3	51	76	71	51	73	62	41	44	54	51	53	60	67	62	30	31	23	4	912
24-Apr-2013	1	0	3	3	1	4	42	74	73	60	69	62	52	43	58	53	63	66	69	58	39	35	26	2	956
25-Apr-2013	0	0	1	1	0	3	42	64	59	50	59	48	40	40	47	48	44	47	56	45	32	28	14	0	768
26-Apr-2013	0	1	1	0	0	3	38	58	68	52	70	58	44	49	53	58	62	60	64	58	41	31	14	1	884
27-Apr-2013	1	2	0	1	0	6	43	55	58	60	60	48	48	44	50	37	41	44	47	31	19	26	8	2	731
28-Apr-2013	0	0	0	1	0	3	33	46	42	55	58	49	48	39	57	57	58	61	74	59	45	40	22	1	848
29-Apr-2013	0	0	0	2	1	4	47	72	75	69	67	70	42	50	55	52	53	62	59	60	30	31	21	4	926
30-Apr-2013	2	1	1	1	3	2	48	64	76	61	64	54	43	45	55	53	46	57	70	56	34	27	21	4	888
Total	35	13	27	48	21	82	1215	1930	1920	1893	1940	1792	1475	1296	1634	1636	1643	1771	1956	1720	1140	924	664	68	26843
Avg.	1.17	0.43	0.90	1.60	0.70	2.73	40.50	64.33	64.00	63.10	64.67	59.73	49.17	43.20	54.47	54.53	54.77	59.03	65.20	57.33	38.00	30.80	22.13	2.27	894.77

(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-Apr-2013	0	0	0	0	0	1	15	30	30	32	33	25	18	23	26	30	23	29	37	29	26	18	14	1	440
02-Apr-2013	1	0	1	1	0	1	15	43	36	37	32	28	16	26	31	24	23	34	35	25	26	19	13	3	470
03-Apr-2013	2	0	0	2	2	1	10	38	38	34	23	31	24	21	29	26	29	35	35	33	28	16	14	2	473
04-Apr-2013	1	1	0	1	2	1	11	33	37	34	37	36	16	23	29	29	23	33	34	34	31	22	15	2	485
05-Apr-2013	1	0	0	2	1	0	15	40	32	34	34	32	15	26	27	27	30	36	33	24	34	17	16	1	477
06-Apr-2013	0	0	1	0	0	0	16	33	30	22	26	26	20	30	22	20	23	23	20	18	15	14	10	0	369
07-Apr-2013	0	0	0	1	0	2	24	23	18	20	24	20	19	19	28	25	26	34	38	29	25	18	14	1	408
08-Apr-2013	0	0	0	0	0	4	25	35	39	36	32	32	18	20	26	30	29	36	34	28	23	13	12	3	475
09-Apr-2013	0	0	1	3	0	3	27	33	33	32	28	32	25	17	26	24	27	39	31	31	20	16	16	0	464
10-Apr-2013	1	0	2	1	0	3	23	36	33	28	32	27	23	20	30	24	28	38	34	30	21	20	14	2	470
11-Apr-2013	2	0	1	1	0	4	22	41	37	30	31	29	18	21	33	22	26	41	39	25	25	22	17	1	488
12-Apr-2013	1	0	3	1	0	4	25	38	37	30	29	36	20	20	33	27	28	37	32	32	25	19	16	0	493
13-Apr-2013	0	0	0	0	0	3	23	33	31	22	28	26	20	21	29	21	20	32	12	23	16	15	8	1	384
14-Apr-2013	0	2	0	0	0	1	21	23	18	21	27	18	19	17	28	26	29	38	28	37	25	20	10	0	408
15-Apr-2013	0	0	0	0	1	4	23	42	39	30	29	32	17	24	27	25	27	35	34	28	26	21	16	0	480
16-Apr-2013	0	0	0	2	0	1	26	32	33	35	33	33	21	18	26	33	20	32	35	37	17	15	16	1	466
17-Apr-2013	1	0	2	0	0	3	22	31	36	35	32	31	20	21	30	25	27	38	37	27	20	19	14	1	472
18-Apr-2013	0	0	2	0	1	3	27	41	35	33	30	26	18	18	29	23	24	36	43	25	32	20	17	2	485
19-Apr-2013	0	2	2	0	0	3	23	39	35	31	29	35	18	23	29	24	26	41	33	27	27	22	16	0	485
20-Apr-2013	1	0	0	1	0	0	25	30	34	21	24	26	16	25	26	22	20	29	16	20	18	17	6	1	378
21-Apr-2013	1	0	1	0	0	2	21	20	21	21	23	21	18	19	28	30	30	41	29	31	22	21	15	0	415
22-Apr-2013	0	0	1	0	0	3	23	40	40	32	28	34	14	19	31	27	26	42	28	34	18	20	14	2	476
23-Apr-2013	0	0	1	1	0	3	26	43	35	23	35	29	15	22	26	26	24	38	31	30	19	18	12	2	459
24-Apr-2013	0	0	2	1	1	4	21	38	37	24	33	32	19	18	30	25	30	39	37	26	22	21	13	1	474
25-Apr-2013	0	0	1	1	0	3	23	35	29	21	29	25	15	19	24	19	23	33	25	22	18	12	9	0	386
26-Apr-2013	0	1	1	0	0	3	22	32	32	21	30	31	17	23	26	24	33	36	29	27	23	18	10	1	440
27-Apr-2013	0	1	0	0	0	5	29	34	25	22	27	21	24	22	25	16	25	30	20	18	8	16	5	1	374
28-Apr-2013	0	0	0	1	0	3	23	23	17	22	22	22	17	16	31	24	33	37	31	31	25	23	13	1	415
29-Apr-2013	0	0	0	2	0	4	24	39	38	36	27	34	16	24	27	24	27	35	27	31	17	20	11	1	464
30-Apr-2013	0	1	1	1	1	2	26	33	40	30	25	25	17	22	29	22	23	33	38	28	18	18	11	2	446
Total	12	8	23	23	9	74	656	1031	975	849	872	855	553	637	841	744	782	1060	935	840	670	550	387	33	13419
Avg.	0.40	0.27	0.77	0.77	0.30	2.47	21.87	34.37	32.50	28.30	29.07	28.50	18.43	21.23	28.03	24.80	26.07	35.33	31.17	28.00	22.33	18.33	12.90	1.10	447.30

(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-Apr-2013	0	0	0	0	0	0	21	25	28	34	26	33	41	20	25	33	31	29	32	32	15	12	8	0	445
02-Apr-2013	1	0	0	1	0	0	25	38	35	34	31	35	30	22	25	36	26	29	38	26	12	10	13	1	468
03-Apr-2013	3	2	0	0	1	2	18	29	26	37	43	30	36	22	26	36	31	32	32	29	17	11	15	1	479
04-Apr-2013	1	0	0	1	1	0	20	36	27	34	30	26	47	19	22	29	37	32	30	36	21	10	18	3	480
05-Apr-2013	2	0	0	0	2	1	19	33	32	33	30	34	37	19	25	38	32	31	39	33	19	13	6	0	478
06-Apr-2013	1	0	0	1	0	0	10	18	27	39	29	28	32	17	22	25	20	18	26	12	11	9	10	0	355
07-Apr-2013	1	0	0	1	0	0	11	19	31	25	36	34	26	21	31	32	30	25	31	34	20	14	7	0	429
08-Apr-2013	0	0	0	0	1	0	23	31	32	37	38	36	37	21	30	28	30	27	33	29	15	13	10	2	473
09-Apr-2013	2	0	0	1	1	2	18	36	28	37	31	36	34	24	25	28	29	26	37	28	15	10	12	2	462
10-Apr-2013	1	0	0	1	1	0	20	31	31	43	40	28	28	23	32	31	28	24	32	35	14	13	12	3	471
11-Apr-2013	1	0	2	2	0	0	25	33	40	35	38	33	26	20	26	30	33	24	32	39	24	15	11	3	492
12-Apr-2013	2	0	0	2	0	0	22	38	28	40	39	25	35	24	28	23	41	22	39	39	18	12	5	0	482
13-Apr-2013	0	0	0	0	0	1	13	19	34	36	40	30	29	18	18	25	23	11	33	12	11	9	6	1	369
14-Apr-2013	0	0	0	0	0	0	10	20	28	34	34	31	25	24	29	31	31	27	36	33	15	19	6	0	433
15-Apr-2013	0	0	0	0	0	0	19	38	37	41	36	35	31	25	28	30	29	23	31	37	15	14	8	3	480
16-Apr-2013	1	0	0	1	1	0	23	36	32	29	38	36	31	22	28	25	35	19	34	32	19	10	12	1	465
17-Apr-2013	1	0	0	2	0	0	22	36	31	36	36	38	27	24	28	26	33	23	36	32	14	11	11	2	469
18-Apr-2013	1	0	1	2	0	0	23	39	33	35	35	35	29	18	27	34	30	24	37	33	18	16	13	2	485
19-Apr-2013	1	1	0	3	0	1	23	35	32	30	40	33	30	21	28	36	36	27	41	34	16	14	6	0	488
20-Apr-2013	0	0	0	1	0	0	13	21	22	42	33	30	33	20	23	22	18	12	24	16	10	9	8	0	357
21-Apr-2013	0	0	0	1	0	0	10	21	30	31	33	29	30	20	29	34	31	24	41	34	15	14	5	0	432
22-Apr-2013	0	1	0	0	0	0	21	35	32	43	40	30	30	27	27	31	25	26	39	29	16	13	10	2	477
23-Apr-2013	0	0	0	2	1	0	25	33	36	28	38	33	26	22	28	25	29	22	36	32	11	13	11	2	453
24-Apr-2013	1	0	1	2	0	0	21	36	36	36	36	30	33	25	28	28	33	27	32	32	17	14	13	1	482
25-Apr-2013	0	0	0	0	0	0	19	29	30	29	30	23	25	21	23	29	21	14	31	23	14	16	5	0	382
26-Apr-2013	0	0	0	0	0	0	16	26	36	31	40	27	27	26	27	34	29	24	35	31	18	13	4	0	444
27-Apr-2013	1	1	0	1	0	1	14	21	33	38	33	27	24	22	25	21	16	14	27	13	11	10	3	1	357
28-Apr-2013	0	0	0	0	0	0	10	23	25	33	36	27	31	23	26	33	25	24	43	28	20	17	9	0	433
29-Apr-2013	0	0	0	0	1	0	23	33	37	33	40	36	26	26	28	28	26	27	32	29	13	11	10	3	462
30-Apr-2013	2	0	0	0	2	0	22	31	36	31	39	29	26	23	26	31	23	24	32	28	16	9	10	2	442
Total	23	5	4	25	12	8	559	899	945	1044	1068	937	922	659	793	892	861	711	1021	880	470	374	277	35	13424
Avg.	0.77	0.17	0.13	0.83	0.40	0.27	18.63	29.97	31.50	34.80	35.60	31.23	30.73	21.97	26.43	29.73	28.70	23.70	34.03	29.33	15.67	12.47	9.23	1.17	447.47

(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-Apr-13	07:00	00:21	-	00:34	00:20	-	03:21	08:46	-	-	03:34	-	-
02-Apr-13	07:00	00:14	00:43	-	-	-	02:49	11:16	-	-	01:54	-	-
03-Apr-13	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
04-Apr-13	07:00	00:15	-	01:35	-	-	-	15:08	-	-	-	-	-
05-Apr-13	07:00	00:15	01:16	01:14	01:02	-	01:38	11:32	-	-	-	-	-
06-Apr-13	07:00	00:22	00:37	-	-	-	11:55	00:57	-	-	03:06	-	-
07-Apr-13	07:00	00:31	-	01:29	-	-	04:54	09:52	-	-	00:11	-	-
08-Apr-13	07:00	00:14	-	-	-	-	05:32	08:37	-	-	02:35	-	-
09-Apr-13	07:00	00:15	00:35	-	-	-	-	15:22	-	-	00:45	-	-
10-Apr-13	07:00	00:27	-	-	-	-	16:31	-	-	-	-	-	-
11-Apr-13	07:00	00:16	02:55	-	-	-	13:47	-	-	-	-	-	-
12-Apr-13	07:00	00:27	02:32	-	-	-	13:59	-	-	-	-	-	-
13-Apr-13	07:00	00:37	-	-	-	-	16:21	-	-	-	-	-	-
14-Apr-13	07:00	00:39	02:46	-	-	-	12:56	00:37	-	-	-	-	-
15-Apr-13	07:00	00:11	-	-	-	-	07:55	08:52	-	-	-	-	-
16-Apr-13	07:00	00:29	-	02:47	-	-	-	13:42	-	-	-	-	-
17-Apr-13	07:00	00:16	-	00:43	-	-	03:28	10:04	-	-	02:26	-	-
18-Apr-13	07:00	00:16	-	-	-	-	04:04	12:02	-	-	00:35	-	-
19-Apr-13	07:00	00:21	-	01:52	-	-	-	14:45	-	-	-	-	-
20-Apr-13	07:00	00:33	-	01:05	-	-	-	15:20	-	-	-	-	-
21-Apr-13	07:00	00:27	02:20	02:39	01:00	-	-	10:31	-	-	-	-	-
22-Apr-13	07:00	00:14	03:35	-	-	-	13:09	-	-	-	-	-	-
23-Apr-13	07:00	00:18	-	05:22	-	-	04:00	07:18	-	-	-	-	-
24-Apr-13	07:00	00:18	05:37	-	-	-	05:58	05:05	-	-	-	-	-
25-Apr-13	07:00	00:36	07:05	-	-	-	05:31	03:45	-	-	-	-	-
26-Apr-13	07:00	00:27	02:14	02:02	-	-	09:15	02:59	-	-	-	-	-
27-Apr-13	07:00	00:45	05:12	-	01:03	-	09:57	-	-	-	-	-	-
28-Apr-13	07:00	00:30	03:11	-	02:26	-	10:50	-	-	-	-	-	-
29-Apr-13	07:00	00:16	-	03:47	-	-	-	12:55	-	-	-	-	-
30-Apr-13	07:00	00:22	-	02:31	-	-	-	12:14	-	-	01:51	-	-
Total	210:00	12:01	40:44	27:44	05:53	00:00	178:02	228:30	00:00	00:00	17:01	00:00	00:00
% Used		2.36%	7.99%	5.44%	1.16%	0.00%	34.91%	44.81%	0.00%	0.00%	3.34%	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).

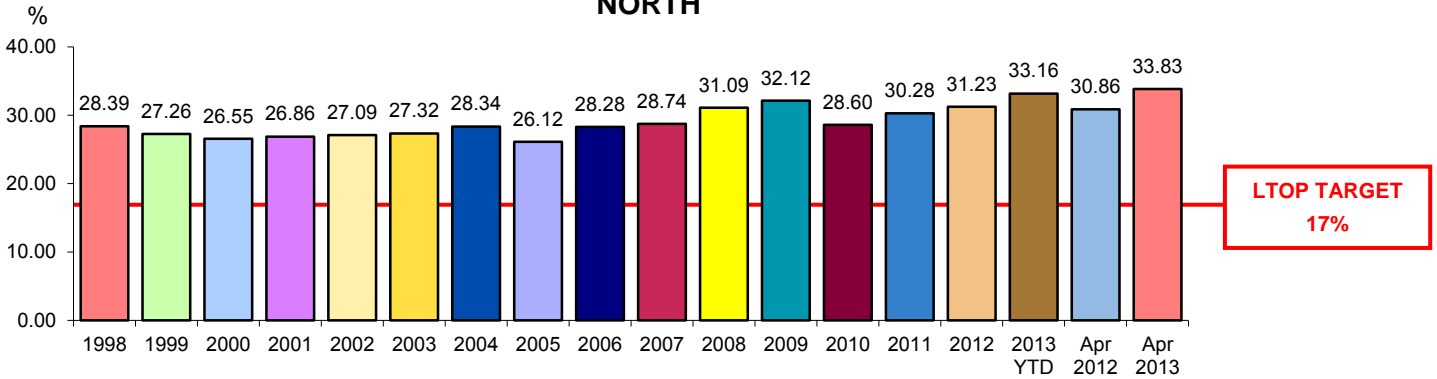
Cumulative Mode Utilisation from 1 January 2013

Time	1.93%	4.58%	3.29%	0.52%	0.00%	44.01%	41.58%	1.46%	0.00%	2.62%	0.00%	0.00%
Movements	0.39%	3.14%	2.32%	0.36%	0.00%	46.60%	44.10%	1.16%	0.00%	1.92%	0.00%	0.00%

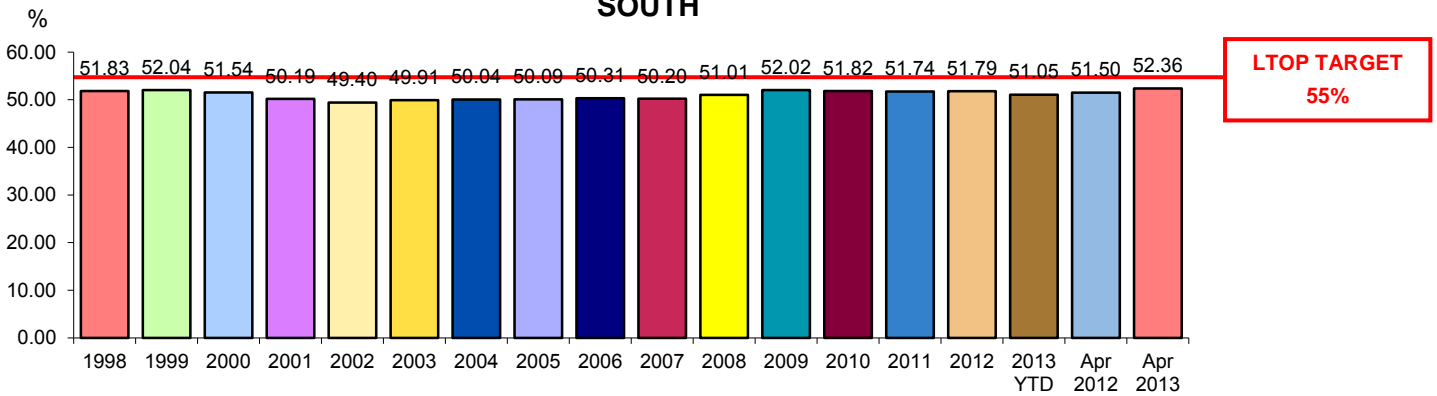
Runway End Impact to 30 April 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 Year to Date, current month this year and corresponding month last year.

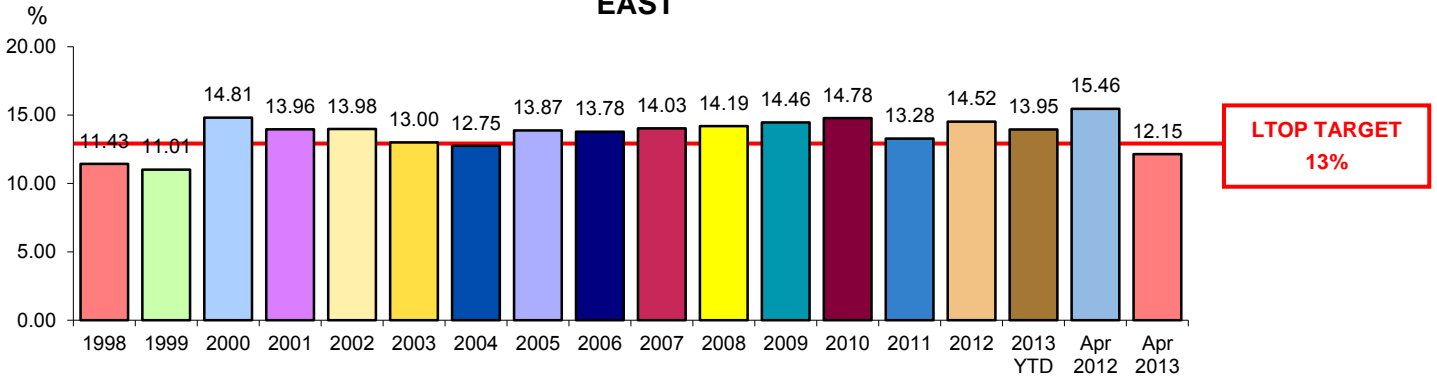
NORTH



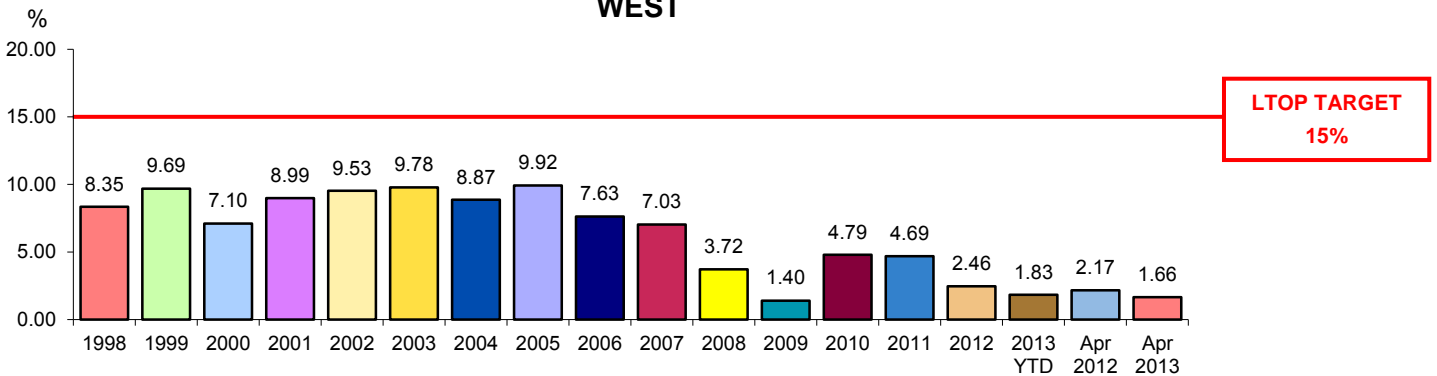
SOUTH



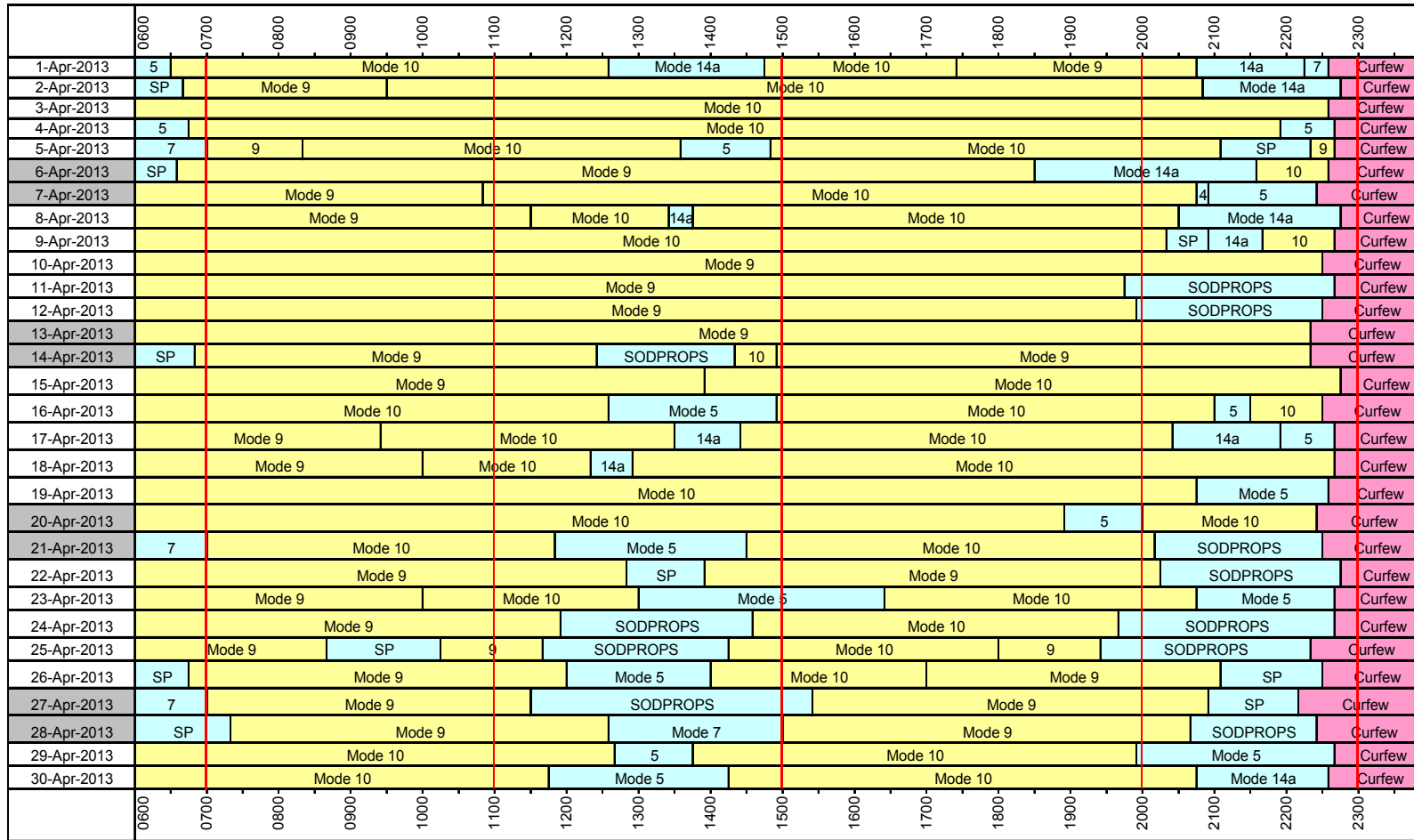
EAST



WEST



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25
M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **April 2013**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
3/04/2013	06:49	09:17	2:28
4/04/2013	06:48	08:25	1:37
30/04/2013	06:55	08:34	1:39

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

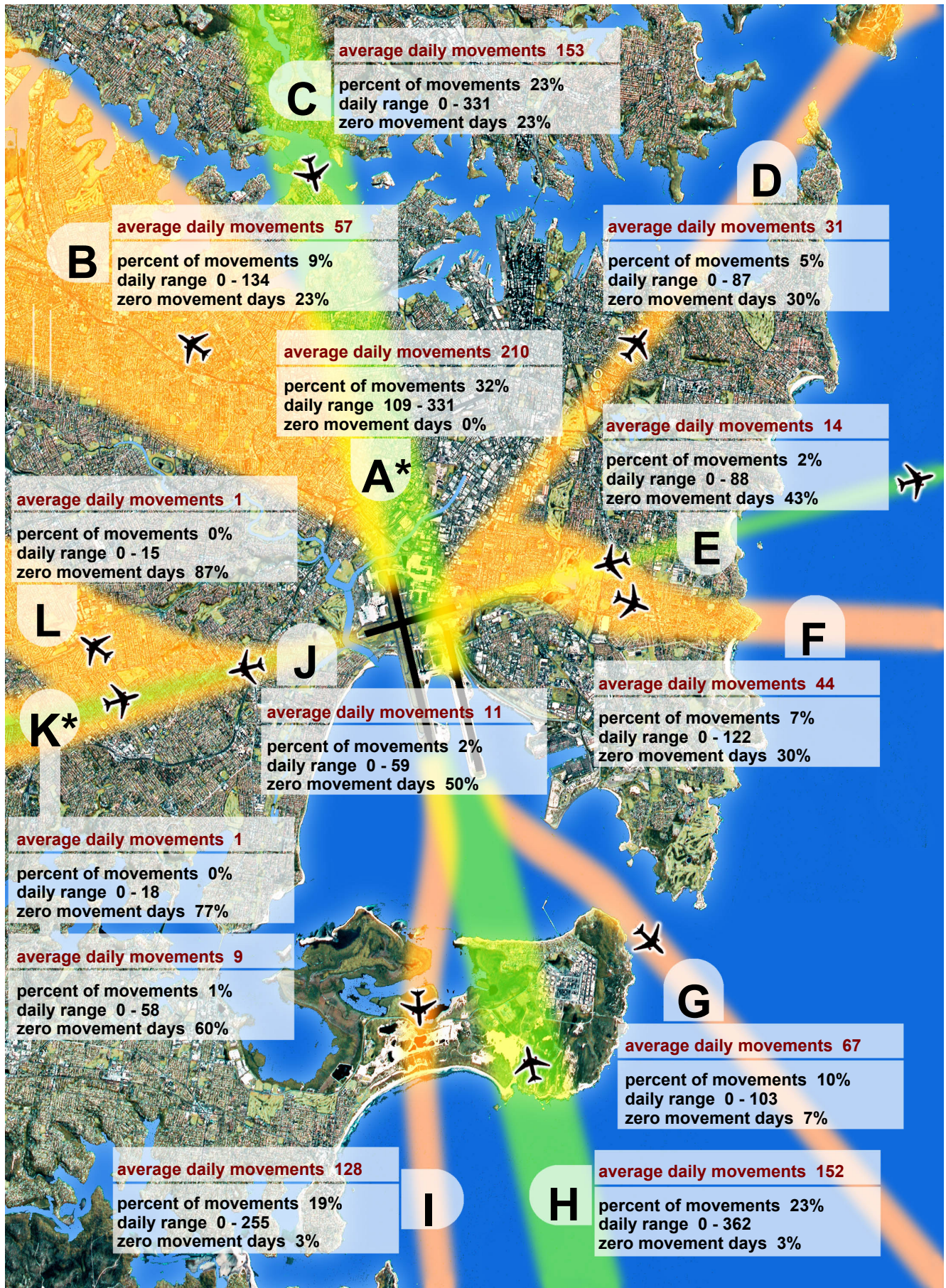
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
3/04/2013	89	40	49
4/04/2013	45	22	23
30/04/2013	60	29	31

Noise Complaints & Information Service

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

Sydney Airport : Jet Flight Path Movements

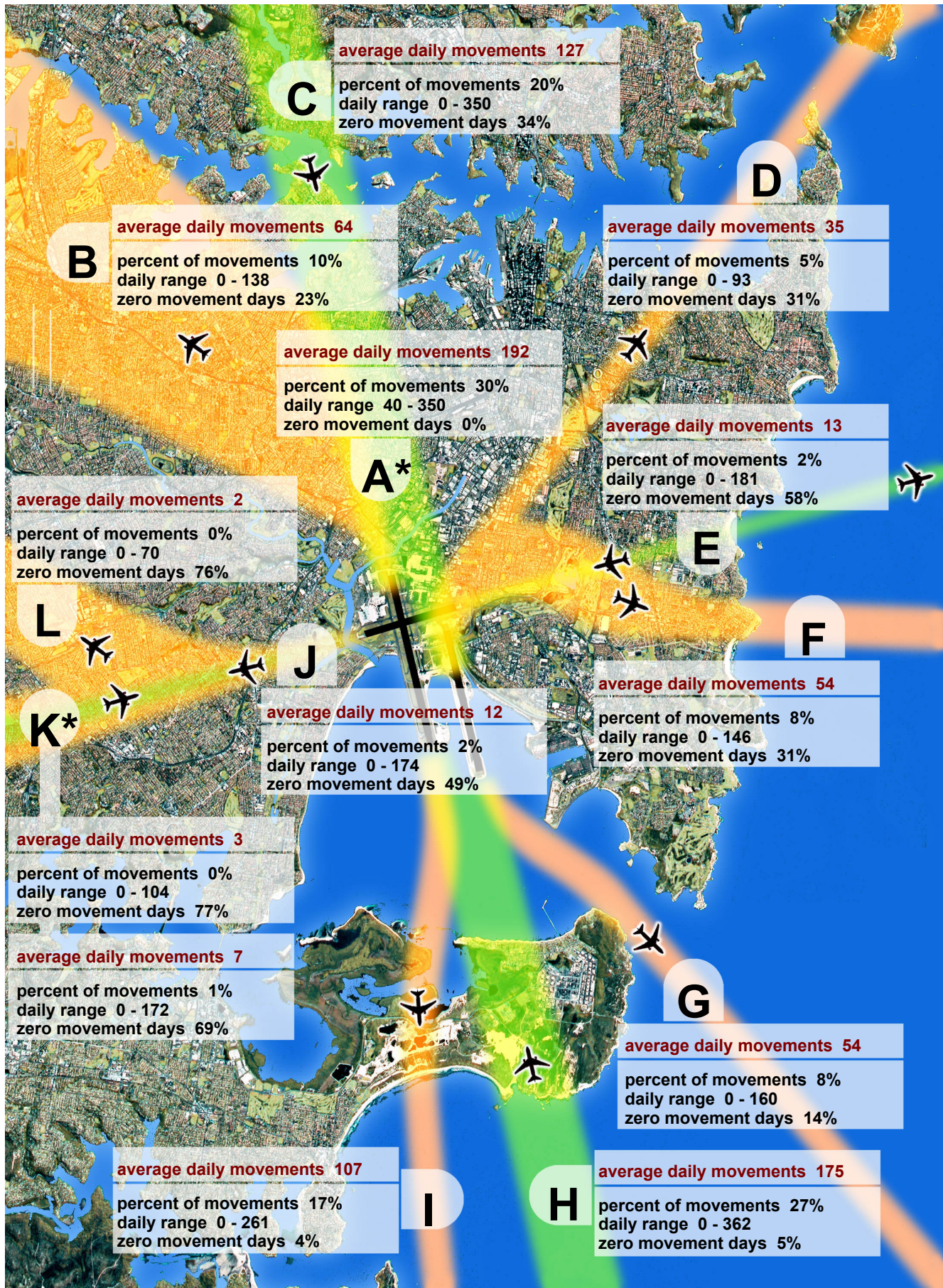
1 April 2013 to 30 April 2013, All Jets



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

Sydney Airport : Jet Flight Path Movements

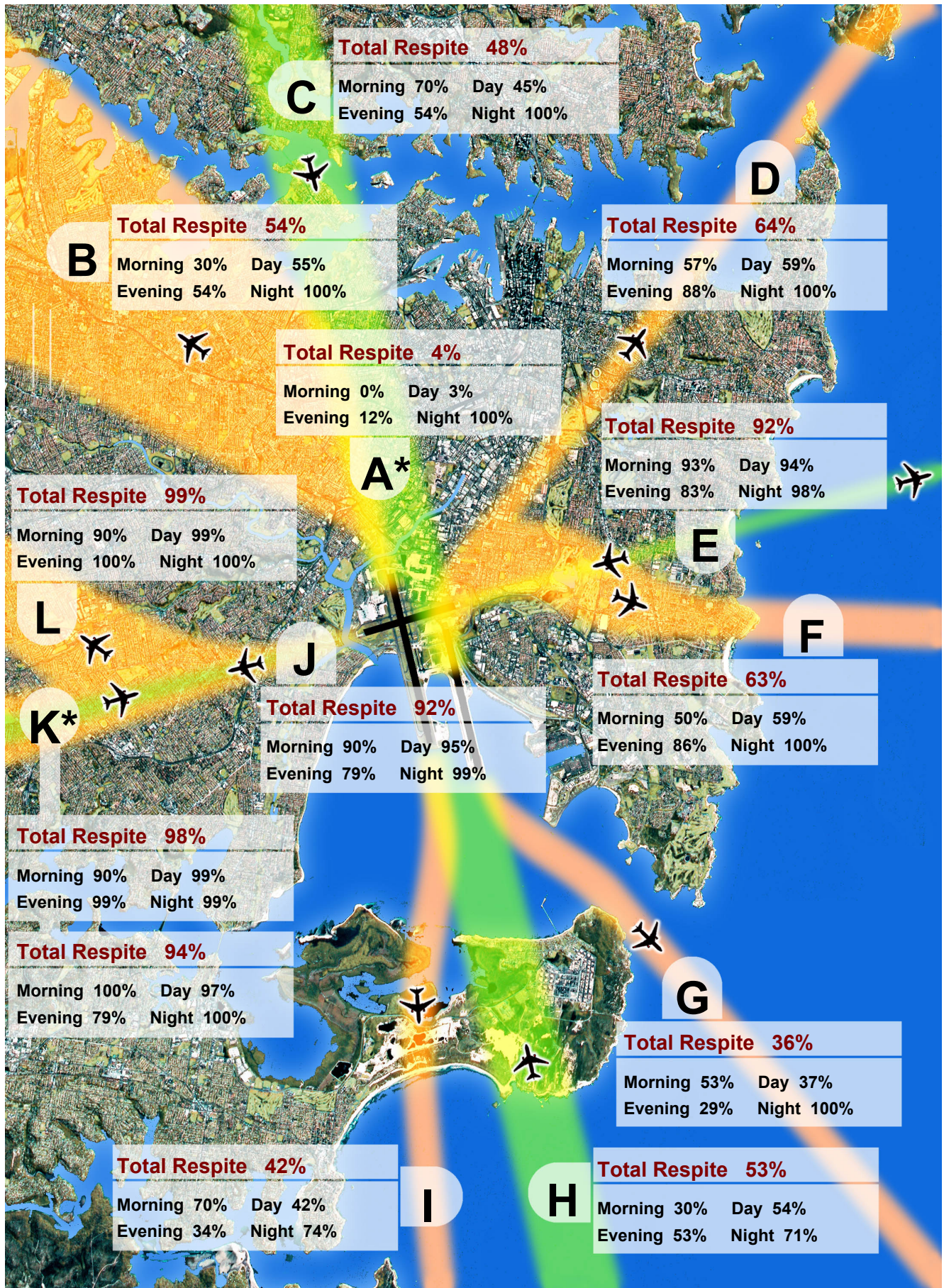
1 May 2012 to 30 April 2013, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 April 2013 to 30 April 2013, All Jets



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

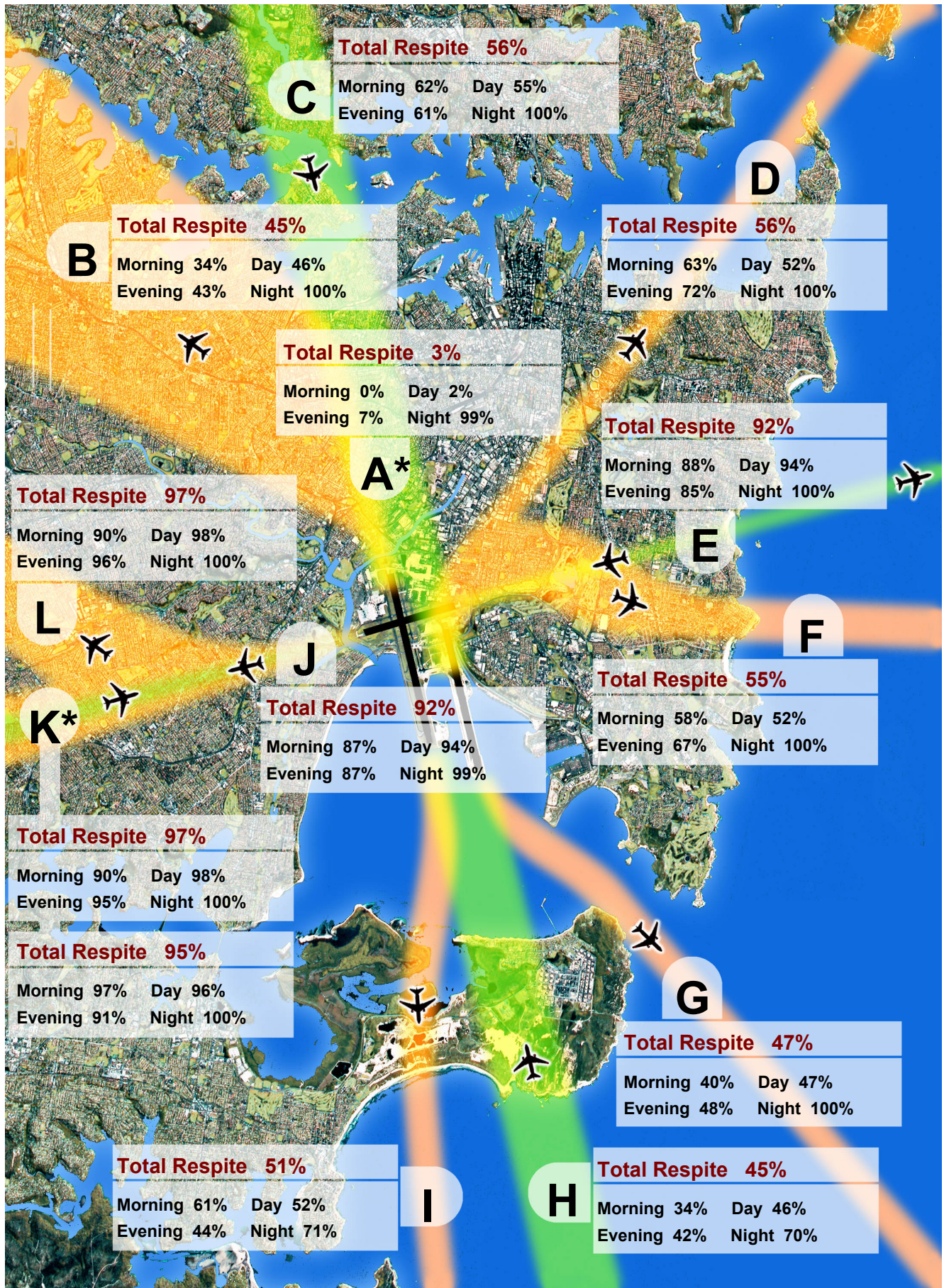
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 May 2012 to 30 April 2013, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation) May 2012 to April 2013

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	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in March 2013 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in November 2012 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in March 2013 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in May 2012 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in March 2013 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in March 2013 and Mode 7 was in July 2012 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	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 July 2012 , Mode 14A in January 2013 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

Sydney Airport - Jet Aircraft Respite (R60) (Explanation)

Respite

The respite figures in the map are based on the concept of a **respite hour** being a **whole clock hour** where there are **no aircraft movements**.

Total Respite	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period May 2012 to April 2013, 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 56%**. This means that over the period **May 2012 to April 2013 for 56%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for April 2013.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of April 2013

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L_{Amax}) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during April 2013 along with the Daily N70 values for the three months up to and including April are given in Table 1.

<i>Location</i>	<i>CNE Apr</i>	<i>Operational Days Apr</i>	<i>N70 Apr</i>	<i>N70 Mar</i>	<i>N70 Feb</i>
<i>Threshold rwy 34</i>	<i>10,691</i>	<i>29.9</i>	<i>351</i>	<i>347</i>	<i>335</i>
<i>Penshurst</i>	<i>435</i>	<i>29.9</i>	<i>12</i>	<i>8</i>	<i>11</i>
<i>Bexley</i>	<i>457</i>	<i>29.9</i>	<i>14</i>	<i>9</i>	<i>12</i>
<i>Sydenham</i>	<i>5,533</i>	<i>29.9</i>	<i>184</i>	<i>169</i>	<i>177</i>
<i>Johnston St Annandale</i>	<i>3,379</i>	<i>29.9</i>	<i>89</i>	<i>70</i>	<i>87</i>
<i>Church St. St Peters</i>	<i>4,796</i>	<i>29.9</i>	<i>116</i>	<i>99</i>	<i>106</i>
<i>Leichhardt PEMU 36</i>	<i>3,791</i>	<i>29.9</i>	<i>119</i>	<i>94</i>	<i>122</i>
<i>Eastlakes</i>	<i>2,037</i>	<i>29.9</i>	<i>60</i>	<i>73</i>	<i>67</i>
<i>Coogee</i>	<i>813</i>	<i>29.9</i>	<i>22</i>	<i>12</i>	<i>18</i>
<i>Kurnell</i>	<i>2,306</i>	<i>29.9</i>	<i>65</i>	<i>86</i>	<i>64</i>
<i>Croydon</i>	<i>666</i>	<i>29.9</i>	<i>17</i>	<i>18</i>	<i>12</i>
<i>Hunters Hill</i>	<i>5,820</i>	<i>29.9</i>	<i>84</i>	<i>66</i>	<i>87</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including April 2013.

The N70 values for April 2013 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 20 PM 43 Day 263 Night 9 WE_D 331 WE_N 7	Penhurst AM 0 PM 8 Day 5 Night 0 WE_D 8 WE_N 0	Bexley AM 0 PM 8 Day 6 Night 0 WE_D 10 WE_N 1	Eastlakes AM 3 PM 8 Day 46 Night 0 WE_D 68 WE_N 1
Coogee AM 1 PM 7 Day 14 Night 0 WE_D 21 WE_N 0	Sydenham AM 8 PM 18 Day 164 Night 0 WE_D 166 WE_N 1	Leichhardt PEMU36 AM 4 PM 12 Day 111 Night 0 WE_D 91 WE_N 0	Kurnell AM 3 PM 3 Day 54 Night 0 WE_D 75 WE_N 0
Annandale AM 1 PM 6 Day 90 Night 0 WE_D 64 WE_N 0	St Peters AM 2 PM 9 Day 110 Night 0 WE_D 100 WE_N 0	Croydon AM 1 PM 1 Day 13 Night 0 WE_D 21 WE_N 0	Hunters Hull AM 4 PM 9 Day 76 Night 0 WE_D 67 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.