

Sydney Airport Operational Statistics

April 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

April 2015

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

There were a total of **26,320** aircraft movements this month (daily average **877.33**). Last month there were a total of **27,371** movements (daily average **882.94**) and for the same month last year there were a total of **26,488** movements (daily average **882.93**).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on **28** days this month, Mode 9 on 9 days and Mode 10 on 19 days. Crossing runway modes (including Sodprops) were used for **13.38%** 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 **37.29%** - This result is above the LTOP target and above the previous month (**34.76%**)

South **51.48%** - This result is below the LTOP target and below the previous month (**51.85%**)

East **9.98%** - This result is below the LTOP target and above the previous month (**9.65%**)

West **1.25%** - This result is below the LTOP target and below the previous month (**3.74%**)

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

This procedure was used on 10, 13, 17, 20, 29, and 30 of April for a total of 13 hours and 36 minutes (ATIS time).

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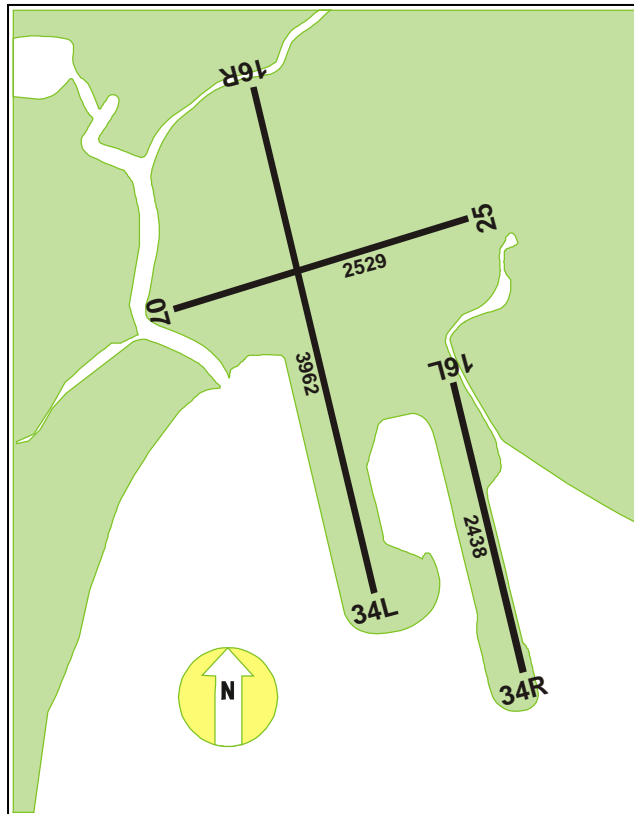
This report is available on the Internet at Airservices Australia website at

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* 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



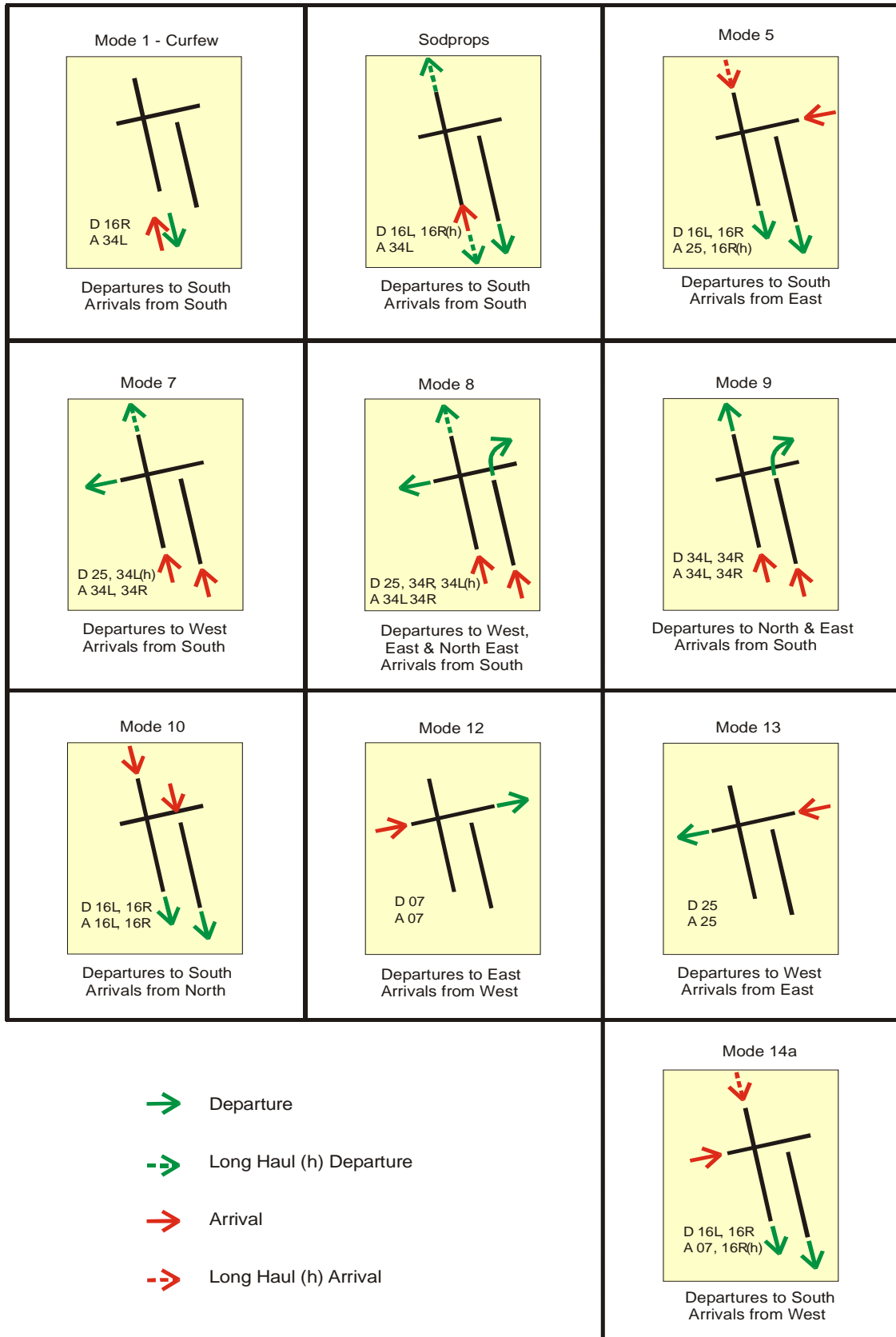
Runway numbers refer to the direction an aircraft is flying.

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-2015	0	0	0	0	0	0	0	6	6	0	0	0	299	216	515	172	260	432	0	0	0	953
02-Apr-2015	1	0	1	24	24	48	36	36	72	0	0	0	263	181	444	152	228	380	0	0	0	945
03-Apr-2015	0	0	0	193	149	342	241	281	522	0	1	1	0	0	0	0	0	0	0	0	0	865
04-Apr-2015	0	0	0	122	110	232	210	227	437	13	1	14	2	0	2	0	0	0	0	0	0	685
05-Apr-2015	0	0	0	91	148	239	194	204	398	25	0	25	57	13	70	0	0	0	0	0	0	732
06-Apr-2015	0	0	0	0	0	0	0	0	0	0	4	4	297	175	472	117	250	367	0	0	0	843
07-Apr-2015	0	0	0	0	0	0	0	6	6	0	20	20	286	183	469	170	236	406	0	0	0	901
08-Apr-2015	0	0	0	124	167	291	181	298	479	138	0	138	7	1	8	0	0	0	0	0	0	916
09-Apr-2015	0	0	0	189	191	380	296	289	585	0	0	0	3	0	3	0	1	1	0	0	0	969
10-Apr-2015	0	0	0	187	174	361	250	322	572	47	0	47	5	0	5	0	0	0	0	0	0	985
11-Apr-2015	110	0	110	64	96	160	84	164	248	0	12	12	100	53	153	28	46	74	0	0	0	757
12-Apr-2015	0	0	0	139	160	299	200	251	451	46	6	52	33	5	38	3	9	12	0	0	0	852
13-Apr-2015	0	0	0	174	195	369	253	283	536	39	0	39	6	0	6	0	0	0	0	0	0	950
14-Apr-2015	62	0	62	12	50	62	13	72	85	0	1	1	242	154	396	148	188	336	0	0	0	942
15-Apr-2015	0	0	0	0	11	11	0	7	7	0	0	0	296	209	505	173	255	428	0	0	0	951
16-Apr-2015	0	0	0	93	63	156	129	159	288	1	1	2	162	118	280	106	147	253	0	0	0	979
17-Apr-2015	11	0	11	118	129	247	160	175	335	0	0	0	107	79	186	89	109	198	0	0	0	977
18-Apr-2015	0	0	0	0	8	8	0	1	1	0	30	30	262	160	422	121	168	289	0	0	0	750
19-Apr-2015	1	0	1	138	163	301	243	259	502	25	0	25	4	0	4	0	0	0	0	0	0	833
20-Apr-2015	0	0	0	197	149	346	256	305	561	0	0	0	0	0	0	0	0	0	0	0	0	907
21-Apr-2015	0	0	0	180	128	308	218	258	476	0	0	0	0	0	0	0	0	0	0	0	0	784
22-Apr-2015	0	0	0	194	130	324	218	288	506	0	0	0	1	0	1	0	0	0	0	0	0	831
23-Apr-2015	0	0	0	173	144	317	224	280	504	0	20	20	39	12	51	17	0	17	0	0	0	909
24-Apr-2015	1	0	1	0	28	28	2	6	8	1	0	1	321	201	522	158	250	408	0	0	0	968
25-Apr-2015	0	0	0	14	41	55	32	41	73	0	0	0	217	128	345	85	121	206	0	0	0	679
26-Apr-2015	1	0	1	143	140	283	238	272	510	0	0	0	26	1	27	0	0	0	0	0	0	821
27-Apr-2015	1	0	1	165	196	361	234	266	500	23	0	23	29	2	31	0	0	0	0	0	0	916
28-Apr-2015	43	0	43	143	177	320	223	259	482	0	0	0	32	4	36	0	0	0	0	0	0	881
29-Apr-2015	0	0	0	166	166	332	282	297	579	0	0	0	6	0	6	0	0	0	0	0	0	917
30-Apr-2015	1	0	1	200	142	342	261	312	573	0	0	0	6	0	6	0	0	0	0	0	0	922
Total	232	0	232	3243	3279	6522	4678	5624	10302	358	96	454	3108	1895	5003	1539	2268	3807	0	0	0	26320

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-2015	0	0	0	0	0	0	0	5	5	0	0	0	245	133	378	101	217	318	0	0	0	701
02-Apr-2015	0	0	0	21	23	44	34	35	69	0	0	0	200	106	306	100	186	286	0	0	0	705
03-Apr-2015	0	0	0	137	115	252	206	228	434	0	1	1	0	0	0	0	0	0	0	0	0	687
04-Apr-2015	0	0	0	87	87	174	181	191	372	12	0	12	0	0	0	0	0	0	0	0	0	558
05-Apr-2015	0	0	0	71	121	192	159	167	326	24	0	24	49	11	60	0	0	0	0	0	0	602
06-Apr-2015	0	0	0	0	0	0	0	0	0	0	4	4	248	125	373	82	210	292	0	0	0	669
07-Apr-2015	0	0	0	0	0	0	0	5	5	0	17	17	225	116	341	116	194	310	0	0	0	673
08-Apr-2015	0	0	0	75	127	202	152	225	377	103	0	103	5	0	5	0	0	0	0	0	0	687
09-Apr-2015	0	0	0	127	143	270	236	213	449	0	0	0	3	0	3	0	0	0	0	0	0	722
10-Apr-2015	0	0	0	133	132	265	194	242	436	34	0	34	4	0	4	0	0	0	0	0	0	739
11-Apr-2015	87	0	87	32	75	107	77	125	202	0	10	10	81	43	124	21	41	62	0	0	0	592
12-Apr-2015	0	0	0	94	128	222	164	185	349	43	6	49	32	4	36	3	8	11	0	0	0	667
13-Apr-2015	0	0	0	115	157	272	199	203	402	34	0	34	4	0	4	0	0	0	0	0	0	712
14-Apr-2015	44	0	44	8	40	48	7	50	57	0	1	1	192	95	287	101	156	257	0	0	0	694
15-Apr-2015	0	0	0	0	11	11	0	6	6	0	0	0	228	129	357	123	216	339	0	0	0	713
16-Apr-2015	0	0	0	66	42	108	105	118	223	1	1	2	131	77	208	61	121	182	0	0	0	723
17-Apr-2015	10	0	10	80	106	186	120	128	248	0	0	0	88	41	129	64	93	157	0	0	0	730
18-Apr-2015	0	0	0	0	8	8	0	0	0	0	24	24	214	115	329	81	145	226	0	0	0	587
19-Apr-2015	0	0	0	100	129	229	201	196	397	23	0	23	3	0	3	0	0	0	0	0	0	652
20-Apr-2015	0	0	0	138	111	249	201	231	432	0	0	0	0	0	0	0	0	0	0	0	0	681
21-Apr-2015	0	0	0	121	95	216	183	201	384	0	0	0	0	0	0	0	0	0	0	0	0	600
22-Apr-2015	0	0	0	127	96	223	184	223	407	0	0	0	1	0	1	0	0	0	0	0	0	631
23-Apr-2015	0	0	0	111	99	210	171	205	376	0	18	18	37	12	49	14	0	14	0	0	0	667
24-Apr-2015	0	0	0	0	28	28	0	4	4	1	0	1	260	116	376	92	207	299	0	0	0	708
25-Apr-2015	0	0	0	12	39	51	30	36	66	0	0	0	173	92	265	56	100	156	0	0	0	538
26-Apr-2015	0	0	0	105	106	211	197	210	407	0	0	0	25	1	26	0	0	0	0	0	0	644
27-Apr-2015	0	0	0	109	156	265	179	187	366	20	0	20	27	1	28	0	0	0	0	0	0	679
28-Apr-2015	36	0	36	93	134	227	161	185	346	0	0	0	29	2	31	0	0	0	0	0	0	640
29-Apr-2015	0	0	0	108	126	234	221	216	437	0	0	0	5	0	5	0	0	0	0	0	0	676
30-Apr-2015	0	0	0	134	98	232	203	232	435	0	0	0	5	0	5	0	0	0	0	0	0	672
Total	177	0	177	2204	2532	4736	3765	4252	8017	295	82	377	2514	1219	3733	1015	1894	2909	0	0	0	19949

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-2015	0	0	0	0	0	0	0	1	1	0	0	0	54	83	137	71	43	114	0	0	0	252
02-Apr-2015	1	0	1	3	1	4	2	1	3	0	0	0	63	75	138	52	42	94	0	0	0	240
03-Apr-2015	0	0	0	56	34	90	35	53	88	0	0	0	0	0	0	0	0	0	0	0	0	178
04-Apr-2015	0	0	0	35	23	58	29	36	65	1	1	2	2	0	2	0	0	0	0	0	0	127
05-Apr-2015	0	0	0	20	27	47	35	37	72	1	0	1	8	2	10	0	0	0	0	0	0	130
06-Apr-2015	0	0	0	0	0	0	0	0	0	0	0	0	49	50	99	35	40	75	0	0	0	174
07-Apr-2015	0	0	0	0	0	0	0	1	1	0	3	3	61	67	128	54	42	96	0	0	0	228
08-Apr-2015	0	0	0	49	40	89	29	73	102	35	0	35	2	1	3	0	0	0	0	0	0	229
09-Apr-2015	0	0	0	62	48	110	60	76	136	0	0	0	0	0	0	0	1	1	0	0	0	247
10-Apr-2015	0	0	0	54	42	96	56	80	136	13	0	13	1	0	1	0	0	0	0	0	0	246
11-Apr-2015	23	0	23	32	21	53	7	39	46	0	2	2	19	10	29	7	5	12	0	0	0	165
12-Apr-2015	0	0	0	45	32	77	36	66	102	3	0	3	1	1	2	0	1	1	0	0	0	185
13-Apr-2015	0	0	0	59	38	97	54	80	134	5	0	5	2	0	2	0	0	0	0	0	0	238
14-Apr-2015	18	0	18	4	10	14	6	22	28	0	0	0	50	59	109	47	32	79	0	0	0	248
15-Apr-2015	0	0	0	0	0	0	0	1	1	0	0	0	68	80	148	50	39	89	0	0	0	238
16-Apr-2015	0	0	0	27	21	48	24	41	65	0	0	0	31	41	72	45	26	71	0	0	0	256
17-Apr-2015	1	0	1	38	23	61	40	47	87	0	0	0	19	38	57	25	16	41	0	0	0	247
18-Apr-2015	0	0	0	0	0	0	0	1	1	0	6	6	48	45	93	40	23	63	0	0	0	163
19-Apr-2015	1	0	1	38	34	72	42	63	105	2	0	2	1	0	1	0	0	0	0	0	0	181
20-Apr-2015	0	0	0	59	38	97	55	74	129	0	0	0	0	0	0	0	0	0	0	0	0	226
21-Apr-2015	0	0	0	59	33	92	35	57	92	0	0	0	0	0	0	0	0	0	0	0	0	184
22-Apr-2015	0	0	0	67	34	101	34	65	99	0	0	0	0	0	0	0	0	0	0	0	0	200
23-Apr-2015	0	0	0	62	45	107	53	75	128	0	2	2	2	0	2	3	0	3	0	0	0	242
24-Apr-2015	1	0	1	0	0	0	2	2	4	0	0	0	61	85	146	66	43	109	0	0	0	260
25-Apr-2015	0	0	0	2	2	4	2	5	7	0	0	0	44	36	80	29	21	50	0	0	0	141
26-Apr-2015	1	0	1	38	34	72	41	62	103	0	0	0	1	0	1	0	0	0	0	0	0	177
27-Apr-2015	1	0	1	56	40	96	55	79	134	3	0	3	2	1	3	0	0	0	0	0	0	237
28-Apr-2015	7	0	7	50	43	93	62	74	136	0	0	0	3	2	5	0	0	0	0	0	0	241
29-Apr-2015	0	0	0	58	40	98	61	81	142	0	0	0	1	0	1	0	0	0	0	0	0	241
30-Apr-2015	1	0	1	66	44	110	58	80	138	0	0	0	1	0	1	0	0	0	0	0	0	250
Total	55	0	55	1039	747	1786	913	1372	2285	63	14	77	594	676	1270	524	374	898	0	0	0	6371

(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-2015	2	1	0	1	1	0	30	72	69	71	63	68	62	40	55	53	51	67	69	61	46	35	32	4	953
02-Apr-2015	0	0	1	2	1	1	29	72	73	70	61	68	55	46	50	61	40	61	68	67	46	37	33	3	945
03-Apr-2015	0	0	0	0	0	0	26	65	64	69	68	60	66	52	50	59	43	56	55	46	37	31	18	0	865
04-Apr-2015	3	0	0	1	0	0	18	47	57	57	57	54	61	41	36	39	35	41	39	30	31	24	12	2	685
05-Apr-2015	0	1	4	1	0	3	29	32	51	49	63	45	42	42	49	43	42	60	52	49	34	25	16	0	732
06-Apr-2015	1	0	1	0	0	3	26	37	50	50	78	71	55	39	50	46	62	60	59	64	41	30	20	0	843
07-Apr-2015	0	0	0	0	0	3	42	69	71	60	71	62	41	37	57	50	53	56	66	63	37	31	25	7	901
08-Apr-2015	3	1	1	3	1	2	42	64	71	57	69	52	48	48	48	46	51	56	79	71	45	27	25	6	916
09-Apr-2015	2	1	3	4	1	0	44	69	73	57	76	66	54	38	49	56	57	69	74	64	46	37	24	5	969
10-Apr-2015	2	0	1	4	1	2	42	71	76	63	70	74	50	44	56	57	55	66	76	73	50	35	17	0	985
11-Apr-2015	1	1	1	2	0	4	31	54	69	67	65	60	49	40	39	48	39	43	46	41	26	23	8	0	757
12-Apr-2015	0	0	0	0	0	3	32	32	61	46	64	54	47	46	54	53	51	64	72	71	46	34	21	1	852
13-Apr-2015	0	1	1	0	0	3	47	69	76	68	74	71	56	35	56	52	50	65	70	62	37	36	18	3	950
14-Apr-2015	2	0	1	3	1	3	48	68	80	73	61	69	52	39	45	50	59	67	70	62	34	28	22	5	942
15-Apr-2015	2	1	1	1	2	3	46	68	76	66	67	63	50	42	52	51	57	62	72	61	41	37	26	4	951
16-Apr-2015	3	1	1	3	0	3	46	71	77	61	71	70	45	44	55	56	53	69	58	71	50	37	29	5	979
17-Apr-2015	3	1	1	5	0	3	45	67	77	65	74	68	48	42	56	50	57	63	67	68	57	37	22	1	977
18-Apr-2015	0	1	1	0	0	3	33	52	66	66	64	63	46	38	41	46	33	43	49	46	26	19	13	1	750
19-Apr-2015	0	0	2	0	2	3	29	35	56	49	60	61	46	36	57	50	50	60	66	73	48	32	18	0	833
20-Apr-2015	0	1	0	0	0	0	43	63	69	69	64	62	61	45	53	50	43	52	57	53	52	40	30	0	907
21-Apr-2015	3	0	0	0	0	0	36	47	50	48	57	55	54	45	36	47	37	46	55	51	48	34	31	4	784
22-Apr-2015	0	1	1	1	0	0	15	41	61	43	43	44	68	53	49	51	48	54	60	62	54	48	31	3	831
23-Apr-2015	3	2	0	4	2	2	38	46	54	62	69	67	49	50	41	63	52	65	71	62	43	35	23	6	909
24-Apr-2015	2	2	3	3	1	3	33	58	76	67	71	72	53	39	60	54	57	67	67	77	45	36	20	2	968
25-Apr-2015	0	1	0	0	0	4	32	47	66	55	61	65	43	32	40	43	19	33	44	34	25	22	13	0	679
26-Apr-2015	1	0	0	0	1	2	29	37	57	49	52	55	47	37	55	45	54	65	75	71	44	32	13	0	821
27-Apr-2015	0	1	0	0	0	3	43	74	75	63	76	66	43	39	50	52	48	67	70	58	37	26	22	3	916
28-Apr-2015	2	1	2	2	0	3	41	68	77	66	57	54	44	41	51	41	55	64	69	57	35	25	21	5	881
29-Apr-2015	2	0	1	3	0	2	41	64	78	65	69	57	44	39	50	54	49	65	75	63	42	25	25	4	917
30-Apr-2015	0	0	2	3	0	2	45	64	72	66	67	61	45	39	45	61	49	57	68	64	49	31	29	3	922
Total	37	19	29	46	14	63	1081	1723	2028	1817	1962	1857	1524	1248	1485	1527	1449	1763	1918	1795	1252	949	657	77	26320
Avg.	1.23	0.63	0.97	1.53	0.47	2.10	36.03	57.43	67.60	60.57	65.40	61.90	50.80	41.60	49.50	50.90	48.30	58.77	63.93	59.83	41.73	31.63	21.90	2.57	877.33

(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-2015	1	1	0	1	0	0	13	38	39	33	30	32	27	19	26	19	27	37	36	29	24	23	14	2	471
02-Apr-2015	0	0	1	1	1	0	11	41	42	30	34	31	21	26	25	24	20	34	41	24	26	24	16	3	476
03-Apr-2015	0	0	0	0	0	0	9	34	35	34	35	32	27	26	25	23	24	33	29	23	20	16	9	0	434
04-Apr-2015	2	0	0	0	0	0	11	30	31	20	29	25	26	20	21	22	18	18	18	21	18	11	5	1	347
05-Apr-2015	0	1	3	0	0	3	21	19	26	21	17	19	18	21	22	20	24	36	29	26	19	14	8	0	367
06-Apr-2015	1	0	1	0	0	3	13	11	28	26	42	25	22	23	21	28	28	31	31	26	27	15	12	0	414
07-Apr-2015	0	0	0	0	0	3	23	39	31	34	30	28	21	18	29	22	25	29	40	26	22	20	15	1	456
08-Apr-2015	1	0	1	2	0	2	23	34	39	21	29	22	23	25	20	23	24	32	39	35	25	14	14	2	450
09-Apr-2015	1	0	3	2	0	0	24	36	34	32	39	29	21	19	25	29	27	37	36	32	26	23	12	1	488
10-Apr-2015	0	0	1	2	1	2	23	38	37	31	33	33	21	22	27	24	28	35	38	33	27	21	12	0	489
11-Apr-2015	0	0	1	2	0	3	21	32	35	28	25	28	21	23	21	25	20	23	21	24	15	15	3	0	386
12-Apr-2015	0	0	0	0	0	3	24	15	31	22	21	22	18	20	25	26	25	38	38	30	27	22	14	0	421
13-Apr-2015	0	1	1	0	0	3	24	36	40	34	30	31	24	16	31	21	28	36	34	27	23	22	9	1	472
14-Apr-2015	0	0	0	2	0	3	27	37	42	33	29	32	24	19	25	23	29	35	38	29	19	18	12	1	477
15-Apr-2015	0	0	1	0	1	3	25	39	39	28	27	28	26	18	23	23	31	29	41	25	28	19	13	2	469
16-Apr-2015	0	1	1	1	0	3	25	38	37	32	34	28	22	22	28	24	26	36	28	33	33	24	13	2	491
17-Apr-2015	2	0	1	2	0	3	24	36	41	35	29	32	18	21	28	17	32	32	32	32	34	21	13	0	485
18-Apr-2015	0	1	0	0	0	3	23	30	33	29	27	31	16	24	24	20	17	25	23	24	15	11	6	1	383
19-Apr-2015	0	0	1	0	1	3	19	19	29	21	23	21	19	16	30	23	26	33	37	34	26	16	14	0	411
20-Apr-2015	0	1	0	0	0	0	25	34	38	32	28	30	25	21	25	24	20	26	29	27	28	25	15	0	453
21-Apr-2015	0	0	0	0	0	0	22	24	26	28	27	27	25	22	19	19	18	25	26	26	27	21	15	1	398
22-Apr-2015	0	0	0	0	0	0	15	20	29	24	24	25	29	16	19	22	26	26	34	32	31	22	18	1	413
23-Apr-2015	0	1	0	2	0	2	20	20	31	35	32	30	21	27	18	32	22	34	35	27	29	22	11	2	453
24-Apr-2015	0	2	2	1	1	3	18	27	44	33	30	32	23	18	32	25	26	39	36	34	22	21	12	2	483
25-Apr-2015	0	0	0	0	0	4	25	30	31	21	26	30	17	16	24	24	10	23	20	16	14	12	5	0	348
26-Apr-2015	1	0	0	0	1	2	22	17	31	20	20	21	19	17	24	22	26	39	41	33	25	20	7	0	408
27-Apr-2015	0	1	0	0	0	3	24	38	34	33	30	28	18	20	25	23	26	36	34	28	25	16	9	1	452
28-Apr-2015	0	1	2	0	0	3	24	38	39	29	24	25	23	17	28	14	28	32	36	27	23	15	11	2	441
29-Apr-2015	0	0	1	1	0	2	23	35	40	29	31	25	19	20	24	21	27	34	41	28	28	12	11	2	454
30-Apr-2015	0	0	2	1	0	2	26	34	39	32	31	28	21	18	22	29	24	30	35	28	30	21	13	2	468
Total	9	11	23	20	6	61	627	919	1051	860	866	830	655	610	736	691	732	953	996	839	736	556	341	30	13158
Avg.	0.30	0.37	0.77	0.67	0.20	2.03	20.90	30.63	35.03	28.67	28.87	27.67	21.83	20.33	24.53	23.03	24.40	31.77	33.20	27.97	24.53	18.53	11.37	1.00	438.60

(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-2015	1	0	0	0	1	0	17	34	30	38	33	36	35	21	29	34	24	30	33	32	22	12	18	2	482
02-Apr-2015	0	0	0	1	0	1	18	31	31	40	27	37	34	20	25	37	20	27	27	43	20	13	17	0	469
03-Apr-2015	0	0	0	0	0	0	17	31	29	35	33	28	39	26	25	36	19	23	26	23	17	15	9	0	431
04-Apr-2015	1	0	0	1	0	0	7	17	26	37	28	29	35	21	15	17	17	23	21	9	13	13	7	1	338
05-Apr-2015	0	0	1	1	0	0	8	13	25	28	46	26	24	21	27	23	18	24	23	23	15	11	8	0	365
06-Apr-2015	0	0	0	0	0	0	13	26	22	24	36	46	33	16	29	18	34	29	28	38	14	15	8	0	429
07-Apr-2015	0	0	0	0	0	0	19	30	40	26	41	34	20	19	28	28	28	27	26	37	15	11	10	6	445
08-Apr-2015	2	1	0	1	1	0	19	30	32	36	40	30	25	23	28	23	27	24	40	36	20	13	11	4	466
09-Apr-2015	1	1	0	2	1	0	20	33	39	25	37	37	33	19	24	27	30	32	38	32	20	14	12	4	481
10-Apr-2015	2	0	0	2	0	0	19	33	39	32	37	41	29	22	29	33	27	31	38	40	23	14	5	0	496
11-Apr-2015	1	1	0	0	0	1	10	22	34	39	40	32	28	17	18	23	19	20	25	17	11	8	5	0	371
12-Apr-2015	0	0	0	0	0	0	8	17	30	24	43	32	29	26	29	27	26	26	34	41	19	12	7	1	431
13-Apr-2015	0	0	0	0	0	0	23	33	36	34	44	40	32	19	25	31	22	29	36	35	14	14	9	2	478
14-Apr-2015	2	0	1	1	1	0	21	31	38	40	32	37	28	20	20	27	30	32	32	33	15	10	10	4	465
15-Apr-2015	2	1	0	1	1	0	21	29	37	38	40	35	24	24	29	28	26	33	31	36	13	18	13	2	482
16-Apr-2015	3	0	0	2	0	0	21	33	40	29	37	42	23	22	27	32	27	33	30	38	17	13	16	3	488
17-Apr-2015	1	1	0	3	0	0	21	31	36	30	45	36	30	21	28	33	25	31	35	36	23	16	9	1	492
18-Apr-2015	0	0	1	0	0	0	10	22	33	37	37	32	30	14	17	26	16	18	26	22	11	8	7	0	367
19-Apr-2015	0	0	1	0	1	0	10	16	27	28	37	40	27	20	27	27	24	27	29	39	22	16	4	0	422
20-Apr-2015	0	0	0	0	0	0	18	29	31	37	36	32	36	24	28	26	23	26	28	26	24	15	15	0	454
21-Apr-2015	3	0	0	0	0	0	14	23	24	20	30	28	29	23	17	28	19	21	29	25	21	13	16	3	386
22-Apr-2015	0	1	1	1	0	0	0	21	32	19	19	19	39	37	30	29	22	28	26	30	23	26	13	2	418
23-Apr-2015	3	1	0	2	2	0	18	26	23	27	37	37	28	23	23	31	30	31	36	35	14	13	12	4	456
24-Apr-2015	2	0	1	2	0	0	15	31	32	34	41	40	30	21	28	29	31	28	31	43	23	15	8	0	485
25-Apr-2015	0	1	0	0	0	0	7	17	35	34	35	35	26	16	16	19	9	10	24	18	11	10	8	0	331
26-Apr-2015	0	0	0	0	0	0	7	20	26	29	32	34	28	20	31	23	28	26	34	38	19	12	6	0	413
27-Apr-2015	0	0	0	0	0	0	19	36	41	30	46	38	25	19	25	29	22	31	36	30	12	10	13	2	464
28-Apr-2015	2	0	0	2	0	0	17	30	38	37	33	29	21	24	23	27	27	32	33	30	12	10	10	3	440
29-Apr-2015	2	0	0	2	0	0	18	29	38	36	38	32	25	19	26	33	22	31	34	35	14	13	14	2	463
30-Apr-2015	0	0	0	2	0	0	19	30	33	34	36	33	24	21	23	32	25	27	33	36	19	10	16	1	454
Total	28	8	6	26	8	2	454	804	977	957	1096	1027	869	638	749	836	717	810	922	956	516	393	316	47	13162
Avg.	0.93	0.27	0.20	0.87	0.27	0.07	15.13	26.80	32.57	31.90	36.53	34.23	28.97	21.27	24.97	27.87	23.90	27.00	30.73	31.87	17.20	13.10	10.53	1.57	438.73

(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-15	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
02-Apr-15	07:00	00:07	01:03	-	-	-	13:23	02:25	-	-	-	-	-
03-Apr-15	07:00	00:21	-	-	-	-	-	16:37	-	-	-	-	-
04-Apr-15	07:00	00:32	-	01:20	-	-	-	15:06	-	-	-	-	-
05-Apr-15	07:00	00:31	02:54	01:18	-	-	-	12:15	-	-	-	-	-
06-Apr-15	07:00	00:36	-	-	00:28	-	15:54	-	-	-	-	-	-
07-Apr-15	07:00	00:22	-	-	02:10	-	14:26	-	-	-	-	-	-
08-Apr-15	07:00	-	-	06:56	-	-	-	10:03	-	-	-	-	-
09-Apr-15	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
10-Apr-15	07:00	00:25	-	01:57	-	-	-	14:36	-	-	-	-	-
11-Apr-15	07:00	01:02	-	-	01:59	-	03:52	04:55	-	-	05:08	-	-
12-Apr-15	07:00	00:33	-	01:58	00:46	-	00:55	12:45	-	-	-	-	-
13-Apr-15	07:00	00:12	-	02:16	-	-	-	14:30	-	-	-	-	-
14-Apr-15	07:00	00:25	02:34	-	-	-	10:09	01:12	-	-	02:37	-	-
15-Apr-15	07:00	00:20	00:43	-	-	-	15:55	-	-	-	-	-	-
16-Apr-15	07:00	00:24	-	-	-	-	08:46	07:48	-	-	-	-	-
17-Apr-15	07:00	00:06	-	-	-	-	06:37	09:31	-	-	00:43	-	-
18-Apr-15	07:00	00:28	00:38	-	01:52	-	13:59	-	-	-	-	-	-
19-Apr-15	07:00	00:16	-	02:00	-	-	-	14:42	-	-	-	-	-
20-Apr-15	07:00	00:12	-	-	-	-	-	16:46	-	-	-	-	-
21-Apr-15	07:00	00:06	-	-	-	-	-	16:52	-	-	-	-	-
22-Apr-15	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
23-Apr-15	07:00	00:28	-	-	02:11	-	-	14:19	-	-	-	-	-
24-Apr-15	07:00	00:36	02:37	-	-	-	13:45	-	-	-	-	-	-
25-Apr-15	07:00	00:37	03:16	-	-	-	09:55	03:09	-	-	-	-	-
26-Apr-15	07:00	00:33	01:01	-	-	-	-	15:24	-	-	-	-	-
27-Apr-15	07:00	00:23	01:01	01:34	-	-	-	13:59	-	-	-	-	-
28-Apr-15	07:00	00:29	01:01	-	-	-	-	13:04	-	-	02:23	-	-
29-Apr-15	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
30-Apr-15	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
Total	210:00	11:37	16:51	19:22	09:28	00:00	144:22	297:21	00:00	00:00	10:54	00:00	00:00
% Used		2.28%	3.30%	3.80%	1.86%	0.00%	28.31%	58.31%	0.00%	0.00%	2.14%	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).

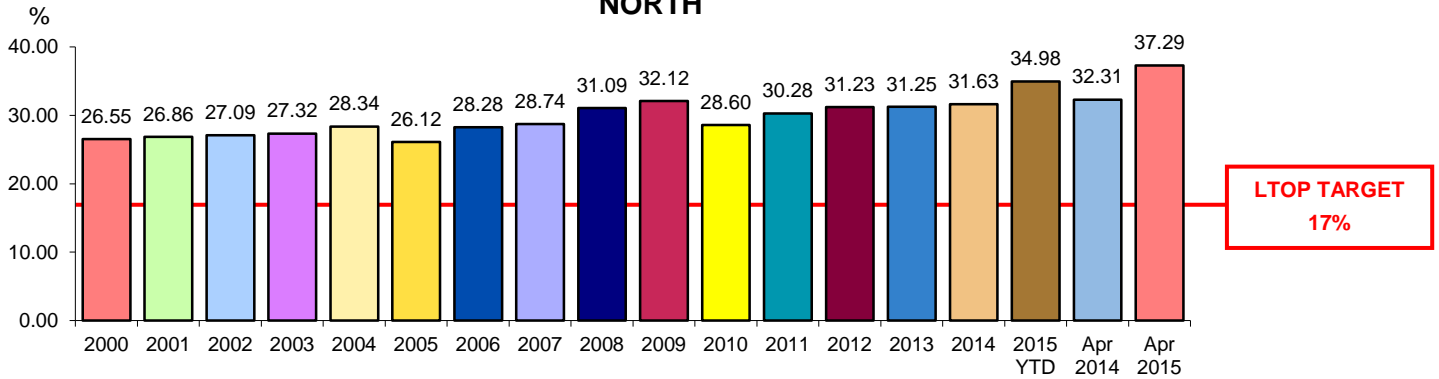
Cumulative Mode Utilisation from 1 January 2015

Time	1.93%	3.32%	2.43%	1.37%	0.00%	35.87%	49.06%	0.07%	0.00%	5.94%	0.00%	0.00%
Movements	0.40%	2.25%	1.68%	0.90%	0.00%	37.25%	53.02%	0.04%	0.00%	4.46%	0.00%	0.00%

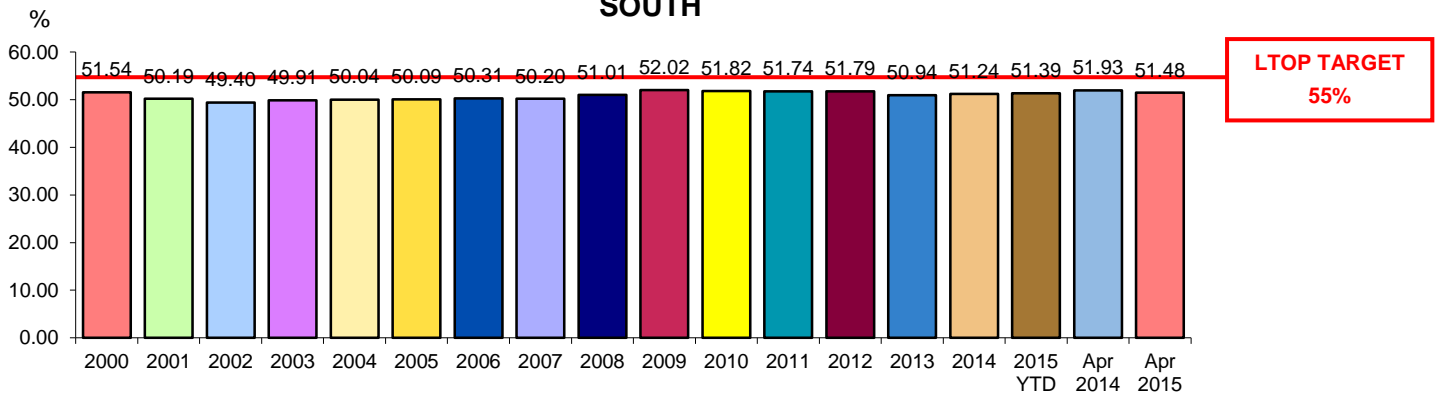
Runway End Impact to 30 April 2015

Includes comparisons with annual figures for 1998 to 2014, 2015 Year to Date, current month this year and corresponding month last year.

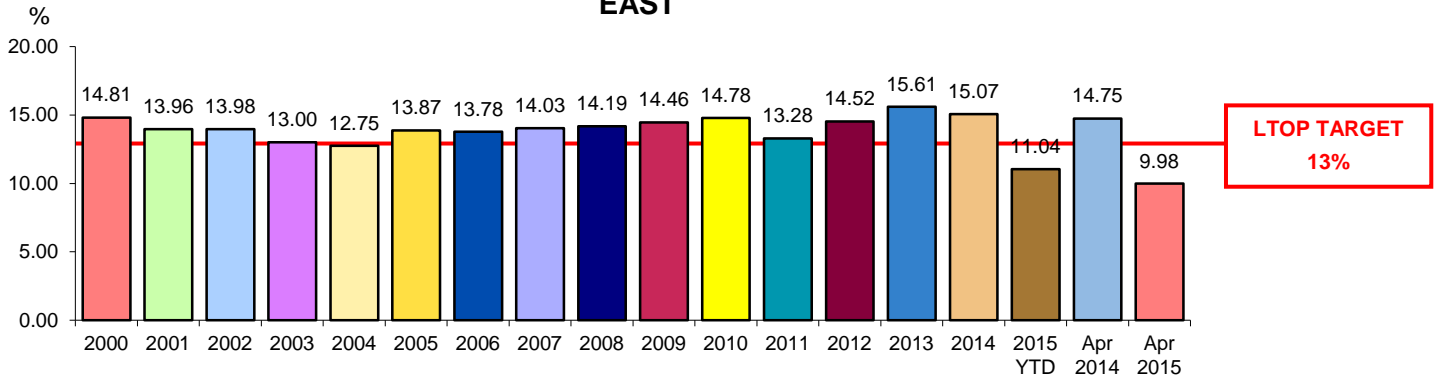
NORTH



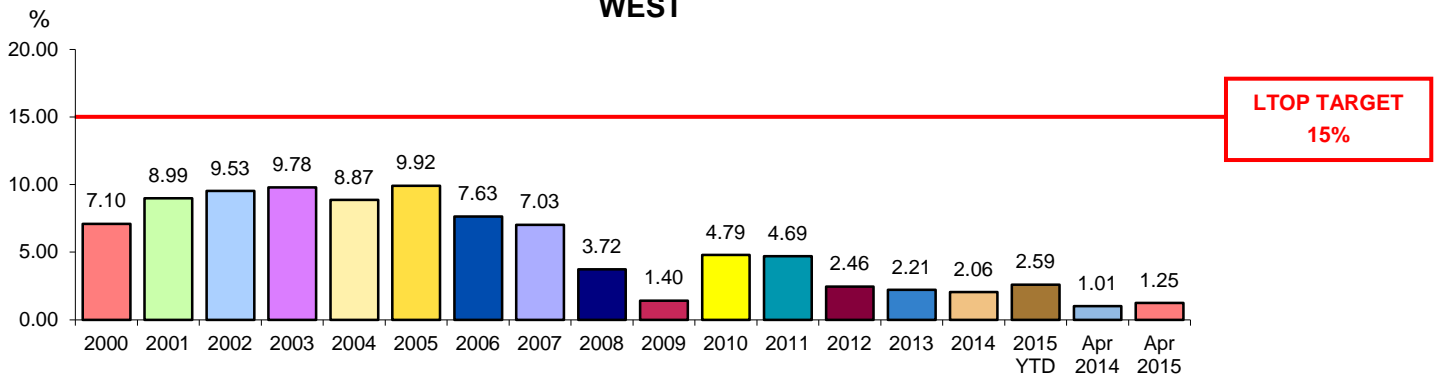
SOUTH



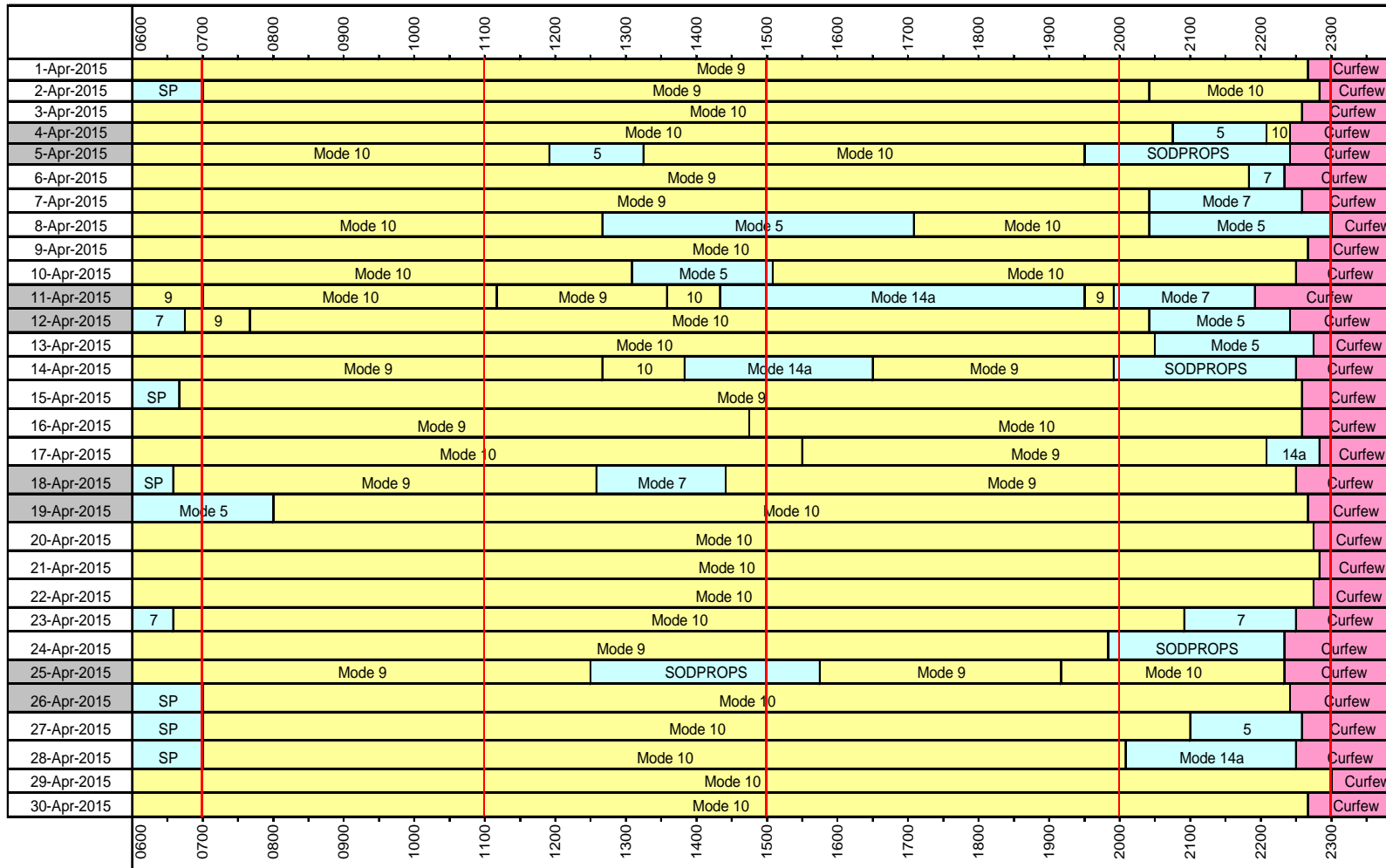
EAST



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 2015**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
10/04/2015	06:56	09:11	2:15
10/04/2015	09:46	10:56	1:10
13/04/2015	07:07	08:19	1:12
17/04/2015	07:01	09:26	2:25
20/04/2015	07:07	08:39	1:32
29/04/2015	07:01	09:27	2:26
29/04/2015	09:41	10:06	0:25
30/04/2015	07:08	09:19	2:11

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

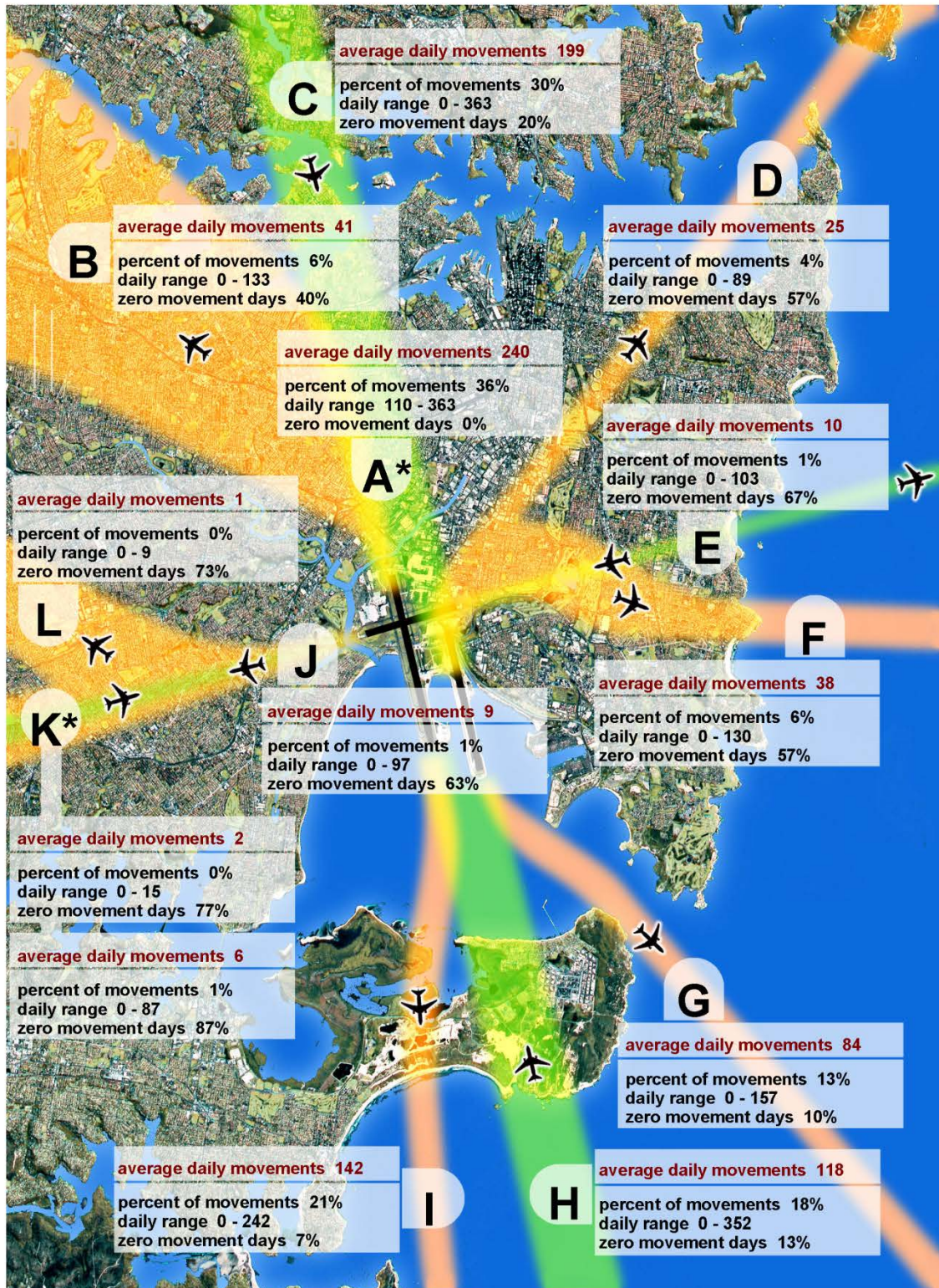
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
10/04/2015	118	56	62
13/04/2015	47	22	25
17/04/2015	96	45	51
20/04/2015	59	28	31
29/04/2015	99	41	58
30/04/2015	82	39	43

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

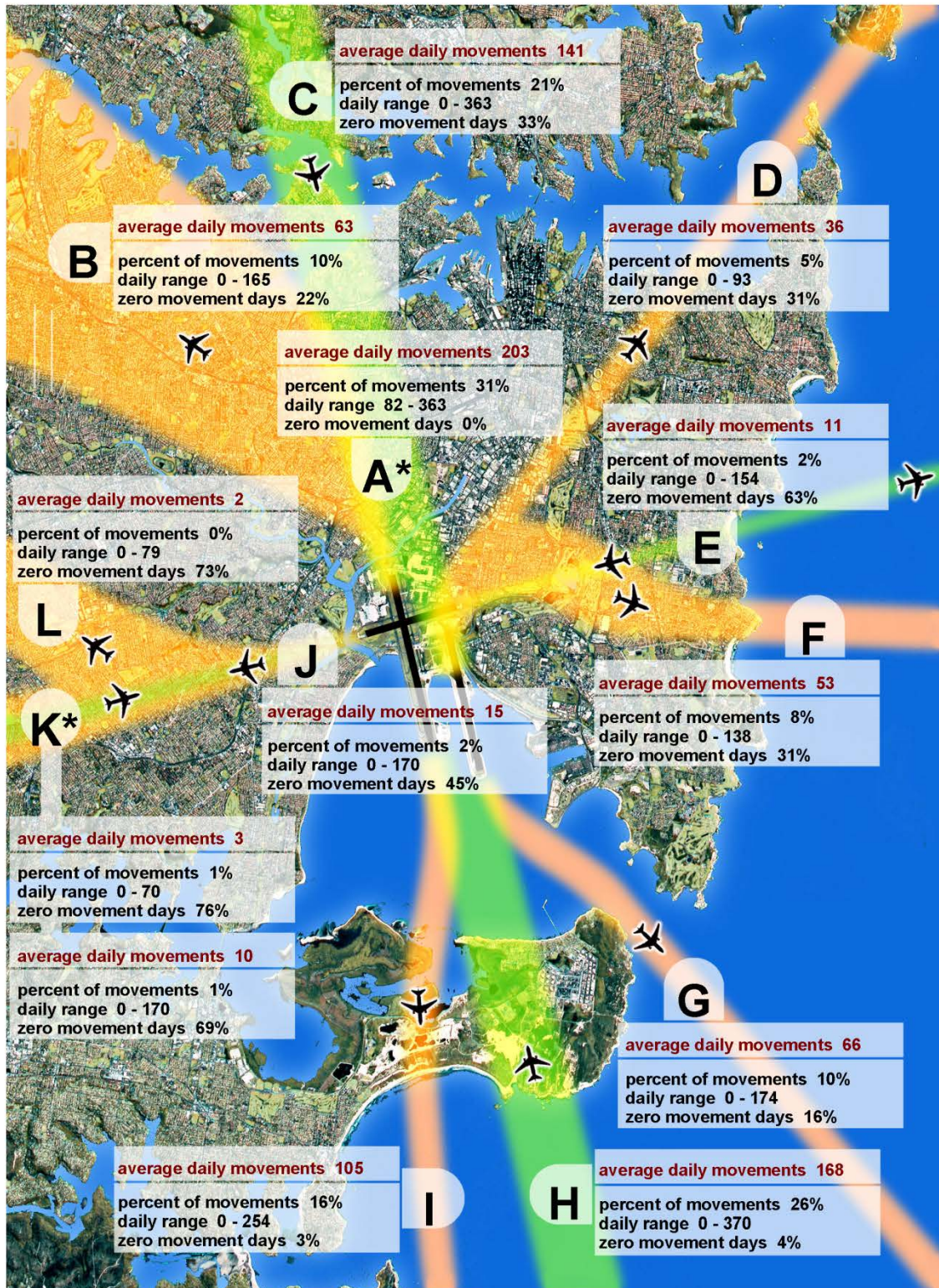
1 April 2015 to 30 April 2015, All Jets



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

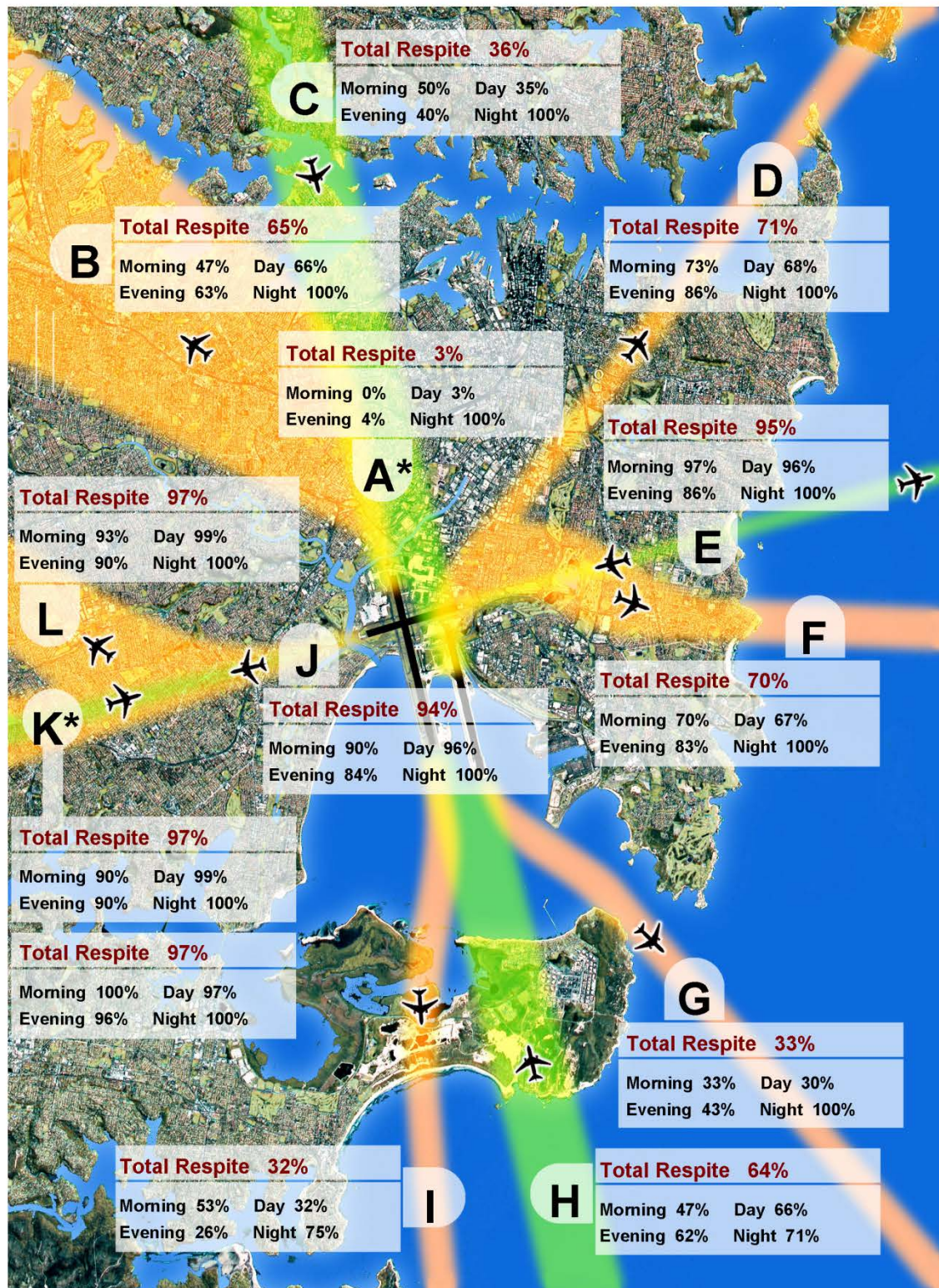
1 May 2014 to 30 April 2015, All Jets



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 2015 to 30 April 2015, All Jets



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

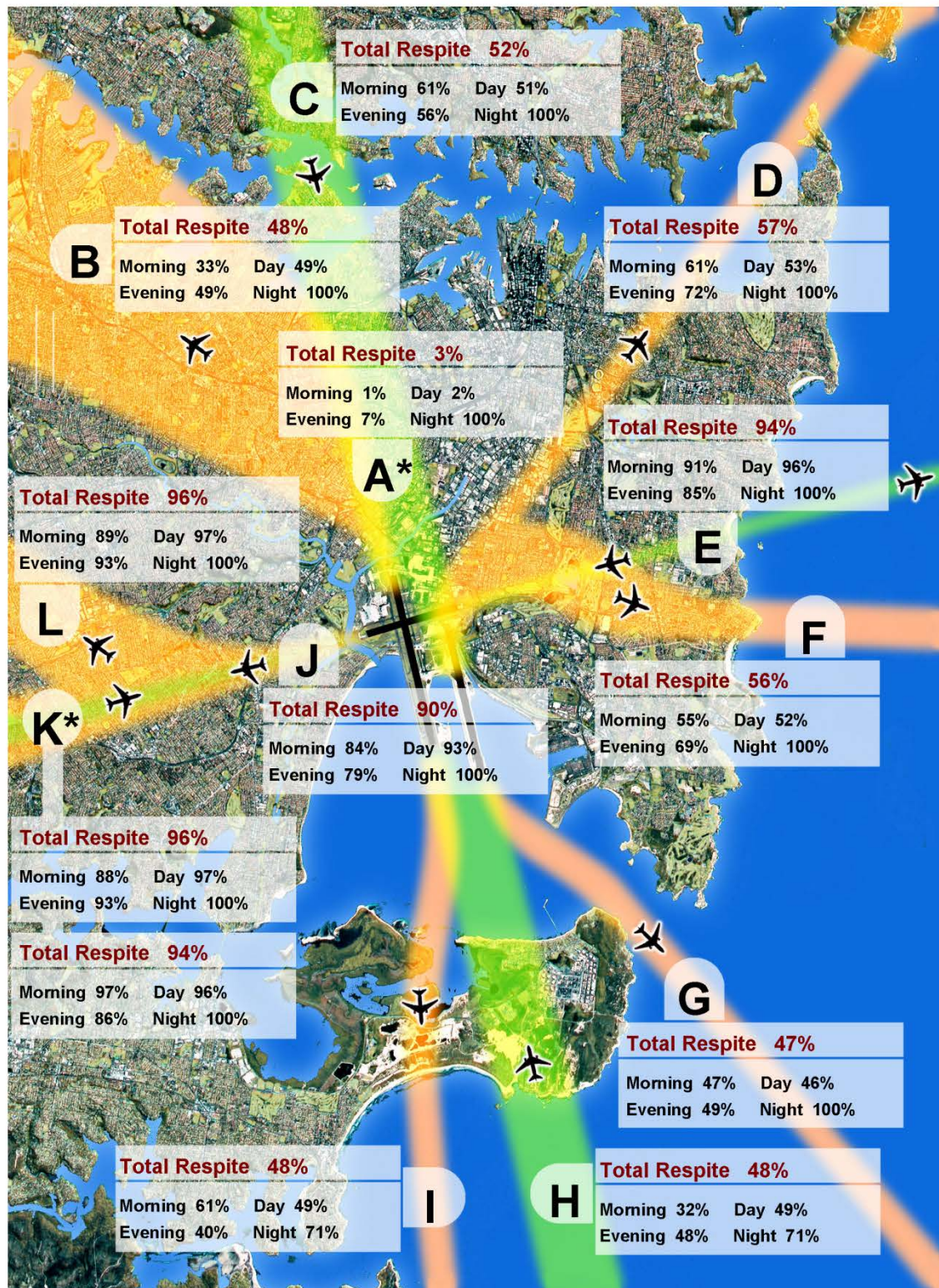
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2014 to 30 April 2015, 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 2014 to April 2015

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 July 2014 .
	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 August 2014 .
	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 July 2014 .
	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 August 2014 .
	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 July 2014 .
	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 July 2014 and Mode 7 was in July 2014 .
	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 2014 , Mode 14A in March 2015 & 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 2014 to April 2015, during which there were no movements.
Morning Respite	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
Day Respite	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
Evening Respite	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
Curfew (Night)	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 57%**. This means that over the period **May 2014 to April 2015 for 57%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. 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 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of April 2015

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during April 2015 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>	9,366	29.9	306	320	318
<i>Penshurst</i>	340	29.9	9	31	26
<i>Bexley</i>	362	29.9	11	33	29
<i>Sydenham</i>	6,074	29.9	203	191	185
<i>Johnston St Annandale</i>	3,932	29.9	104	85	81
<i>Church St. St Peters</i>	5,778	29.9	134	116	110
<i>Leichhardt PEMU 36</i>	4,851	29.9	152	132	119
<i>Eastlakes</i>	1,720	29.9	48	49	13
<i>Coogee</i>	550	29.9	14	5	5
<i>Kurnell</i>	1,851	29.9	53	53	61
<i>Croydon</i>	427	29.9	10	11	11
<i>Hunters Hill</i>	6,606	29.8	94	79	75

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including April 2015.

The N70 values for April 2015 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 40 Day 231 Night 9 WE_D 286 WE_N 7	Penshurst AM 0 PM 3 Day 3 Night 0 WE_D 17 WE_N 0	Bexley AM 1 PM 3 Day 3 Night 0 WE_D 20 WE_N 0	Eastlakes AM 2 PM 9 Day 37 Night 0 WE_D 46 WE_N 0
Coogee AM 1 PM 7 Day 9 Night 0 WE_D 9 WE_N 0	Sydenham AM 9 PM 25 Day 175 Night 1 WE_D 179 WE_N 1	Leichhardt PEMU36 AM 7 PM 20 Day 134 Night 0 WE_D 119 WE_N 1	Kurnell AM 2 PM 4 Day 44 Night 0 WE_D 61 WE_N 0
Annandale AM 3 PM 12 Day 95 Night 0 WE_D 84 WE_N 0	St Peters AM 5 PM 14 Day 121 Night 0 WE_D 116 WE_N 0	Croydon AM 0 PM 2 Day 8 Night 0 WE_D 11 WE_N 0	Hunters Hull AM 7 PM 12 Day 80 Night 0 WE_D 70 WE_N 1

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.