

Sydney Airport Operational Statistics

August 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

August 2015

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

There were a total of 27,485 aircraft movements this month (daily average 886.61). Last month there were a total of 28,180 movements (daily average 909.03) and for the same month last year there were a total of 26,768 movements (daily average 863.48).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 30 days this month. Mode 9 on 19 days, Mode 10 on 10 days and Sodprops on 1 day. Crossing runway modes (including Sodprops) were used for 19.33% 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 28.2% - This result is above the LTOP target and above the previous month (27.55%)

South 52.78% - This result is below the LTOP target and above the previous month (52.52%)

East 18.14% - This result is above the LTOP target and below the previous month (18.38%)

West 0.88% - This result is below the LTOP target and below the previous month (1.55%)

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

This procedure was used on 24 and 26 of August for a total of 5 hours and 48 minutes (ATIS time).

Noise Complaints & Information Service 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 2015	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 31 August 2015)	17
Jet Flight Path Movements * (1 September 2014 - 31 August 2015)	18
Jet Aircraft Respite (R60) * (1 - 31 August 2015).....	19
Jet Aircraft Respite (R60) * (1 September 2014 - 31 August 2015)	20
Jet Flight Path Movements (Explanation)	21
Jet Aircraft Respite (R60) (Explanation)	22
Measured Daily N70 Values.....	23

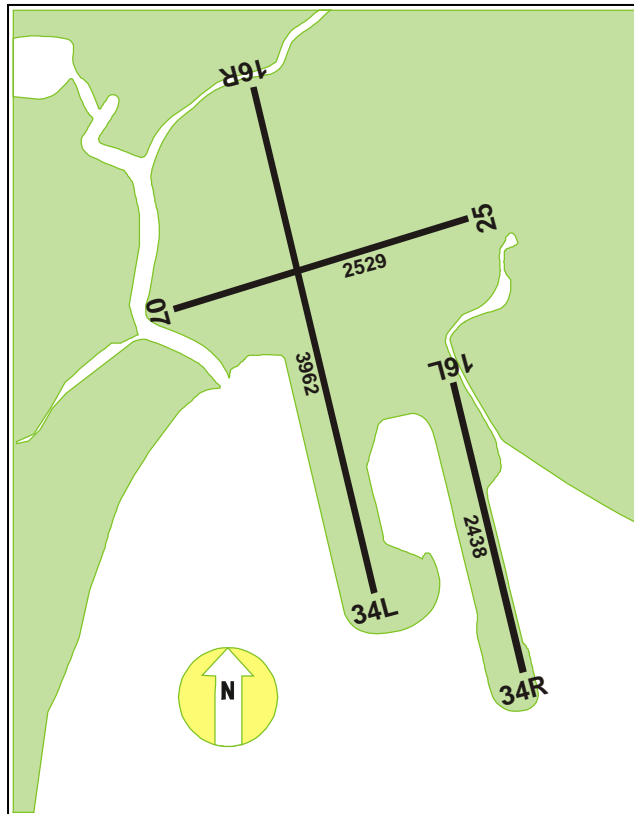
This report is available on the Internet at Airservices Australia website at

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



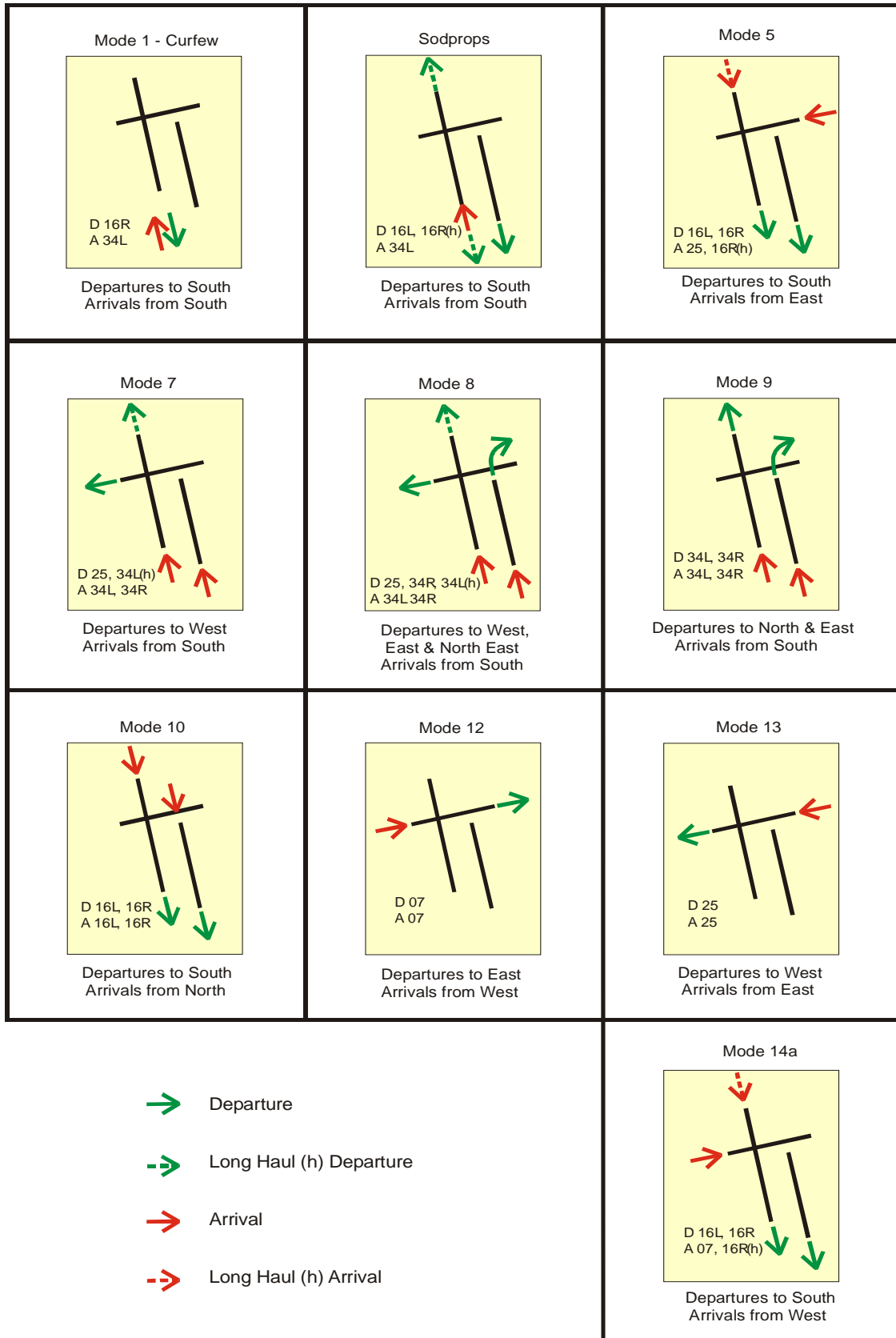
Runway numbers refer to the direction an aircraft is flying.

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-Aug-2015	1	0	1	0	0	0	0	2	2	0	2	2	265	165	430	101	187	288	0	0	0	723
02-Aug-2015	0	0	0	0	20	20	0	1	1	2	13	15	274	185	459	147	208	355	0	0	0	850
03-Aug-2015	0	0	0	39	56	95	56	79	135	52	12	64	204	154	358	111	172	283	0	0	0	935
04-Aug-2015	1	0	1	0	42	42	0	8	8	0	2	2	319	179	498	147	226	373	0	0	0	924
05-Aug-2015	1	0	1	0	18	18	0	6	6	1	2	3	303	196	499	151	238	389	0	0	0	916
06-Aug-2015	1	0	1	172	201	373	248	275	523	35	0	35	29	2	31	0	0	0	0	0	0	963
07-Aug-2015	0	0	0	94	97	191	135	176	311	45	0	45	126	88	214	79	124	203	0	0	0	964
08-Aug-2015	1	0	1	115	112	227	205	211	416	1	0	1	29	5	34	8	14	22	0	0	0	701
09-Aug-2015	0	0	0	0	77	77	0	1	1	0	40	40	289	158	447	111	140	251	0	0	0	816
10-Aug-2015	1	0	1	0	0	0	0	4	4	0	0	0	296	190	486	183	282	465	0	0	0	956
11-Aug-2015	0	0	0	0	86	86	1	8	9	0	0	0	331	181	512	120	179	299	0	0	0	906
12-Aug-2015	0	0	0	0	11	11	0	11	11	0	8	8	298	193	491	157	237	394	0	0	0	915
13-Aug-2015	0	0	0	0	27	27	0	55	55	68	0	68	269	172	441	141	224	365	0	0	0	956
14-Aug-2015	0	0	0	100	124	224	163	185	348	26	0	26	122	85	207	78	97	175	0	0	0	980
15-Aug-2015	18	0	18	91	115	206	172	197	369	0	0	0	63	13	76	17	23	40	0	0	0	709
16-Aug-2015	1	0	1	0	47	47	0	0	0	0	0	0	277	192	469	135	182	317	0	0	0	834
17-Aug-2015	0	0	0	7	46	53	12	35	47	27	0	27	265	183	448	151	207	358	0	0	0	933
18-Aug-2015	27	0	27	162	174	336	225	289	514	45	0	45	10	0	10	0	0	0	0	0	0	932
19-Aug-2015	0	0	0	0	44	44	0	9	9	0	0	0	322	191	513	135	214	349	0	0	0	915
20-Aug-2015	0	0	0	0	0	0	0	8	8	0	0	0	312	196	508	173	274	447	0	0	0	963
21-Aug-2015	2	0	2	0	0	0	0	4	4	0	0	0	311	212	523	174	279	453	0	0	0	982
22-Aug-2015	1	0	1	0	0	0	0	2	2	0	0	0	279	199	478	95	152	247	0	0	0	728
23-Aug-2015	4	0	4	5	2	7	20	12	32	0	1	1	247	177	424	130	228	358	0	0	0	826
24-Aug-2015	0	0	0	176	168	344	267	288	555	14	0	14	4	0	4	0	0	0	0	0	0	917
25-Aug-2015	0	0	0	25	19	44	37	46	83	1	0	1	238	162	400	149	222	371	0	0	0	899
26-Aug-2015	0	0	0	159	168	327	212	299	511	80	0	80	6	0	6	0	0	0	0	0	0	924
27-Aug-2015	0	0	0	0	13	13	0	10	10	0	14	14	310	197	507	167	244	411	0	0	0	955
28-Aug-2015	0	0	0	113	128	241	204	242	446	27	0	27	87	47	134	51	73	124	0	0	0	972
29-Aug-2015	0	0	0	0	114	114	0	5	5	0	0	0	314	142	456	53	92	145	0	0	0	720
30-Aug-2015	0	0	0	120	157	277	208	258	466	44	1	45	36	2	38	0	0	0	0	0	0	826
31-Aug-2015	86	0	86	138	197	335	192	264	456	1	1	2	55	11	66	0	0	0	0	0	0	945
Total	145	0	145	1516	2263	3779	2357	2990	5347	469	96	565	6290	3877	10167	2964	4518	7482	0	0	0	27485

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-Aug-2015	0	0	0	0	0	0	0	1	1	0	1	1	219	116	335	64	164	228	0	0	0	565
02-Aug-2015	0	0	0	0	18	18	0	0	0	1	12	13	224	122	346	105	172	277	0	0	0	654
03-Aug-2015	0	0	0	24	44	68	43	54	97	45	9	54	160	97	257	67	145	212	0	0	0	688
04-Aug-2015	0	0	0	0	37	37	0	7	7	0	0	0	243	103	346	94	183	277	0	0	0	667
05-Aug-2015	0	0	0	0	15	15	0	5	5	0	0	0	237	115	352	95	198	293	0	0	0	665
06-Aug-2015	0	0	0	105	152	257	192	196	388	33	0	33	25	1	26	0	0	0	0	0	0	704
07-Aug-2015	0	0	0	62	72	134	104	126	230	39	0	39	99	60	159	50	104	154	0	0	0	716
08-Aug-2015	1	0	1	79	88	167	165	166	331	1	0	1	27	4	31	6	13	19	0	0	0	550
09-Aug-2015	0	0	0	0	61	61	0	0	0	0	32	32	241	102	343	78	125	203	0	0	0	639
10-Aug-2015	0	0	0	0	0	0	0	3	3	0	0	0	222	110	332	126	238	364	0	0	0	699
11-Aug-2015	0	0	0	0	70	70	1	7	8	0	0	0	254	102	356	70	149	219	0	0	0	653
12-Aug-2015	0	0	0	0	11	11	0	9	9	0	7	7	231	113	344	99	196	295	0	0	0	666
13-Aug-2015	0	0	0	0	23	23	0	47	47	54	0	54	215	97	312	84	181	265	0	0	0	701
14-Aug-2015	0	0	0	72	96	168	119	130	249	24	0	24	104	57	161	42	80	122	0	0	0	724
15-Aug-2015	17	0	17	61	95	156	139	156	295	0	0	0	53	7	60	9	19	28	0	0	0	556
16-Aug-2015	0	0	0	0	42	42	0	0	0	0	0	0	230	129	359	93	151	244	0	0	0	645
17-Aug-2015	0	0	0	6	38	44	11	31	42	25	0	25	200	102	302	96	174	270	0	0	0	683
18-Aug-2015	24	0	24	109	127	236	172	206	378	29	0	29	7	0	7	0	0	0	0	0	0	674
19-Aug-2015	0	0	0	0	36	36	0	7	7	0	0	0	248	113	361	83	178	261	0	0	0	665
20-Aug-2015	0	0	0	0	0	0	0	5	5	0	0	0	247	119	366	113	228	341	0	0	0	712
21-Aug-2015	0	0	0	0	0	0	0	3	3	0	0	0	241	125	366	116	236	352	0	0	0	721
22-Aug-2015	0	0	0	0	0	0	0	1	1	0	0	0	218	145	363	68	128	196	0	0	0	560
23-Aug-2015	3	0	3	5	2	7	20	10	30	0	0	0	203	118	321	94	196	290	0	0	0	651
24-Aug-2015	0	0	0	102	128	230	228	214	442	8	0	8	4	0	4	0	0	0	0	0	0	684
25-Aug-2015	0	0	0	14	10	24	26	31	57	1	0	1	196	99	295	95	191	286	0	0	0	663
26-Aug-2015	0	0	0	102	124	226	169	223	392	61	0	61	4	0	4	0	0	0	0	0	0	683
27-Aug-2015	0	0	0	0	13	13	0	7	7	0	14	14	248	118	366	102	196	298	0	0	0	698
28-Aug-2015	0	0	0	69	98	167	158	182	340	25	0	25	72	23	95	32	60	92	0	0	0	719
29-Aug-2015	0	0	0	0	104	104	0	2	2	0	0	0	253	94	347	29	77	106	0	0	0	559
30-Aug-2015	0	0	0	87	121	208	169	197	366	33	0	33	33	2	35	0	0	0	0	0	0	642
31-Aug-2015	58	0	58	82	153	235	153	184	337	0	0	0	49	10	59	0	0	0	0	0	0	689
Total	103	0	103	979	1778	2757	1869	2210	4079	379	75	454	5007	2403	7410	1910	3782	5692	0	0	0	20495

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-Aug-2015	1	0	1	0	0	0	0	1	1	0	1	1	46	49	95	37	23	60	0	0	0	158
02-Aug-2015	0	0	0	0	2	2	0	1	1	1	1	2	50	63	113	42	36	78	0	0	0	196
03-Aug-2015	0	0	0	15	12	27	13	25	38	7	3	10	44	57	101	44	27	71	0	0	0	247
04-Aug-2015	1	0	1	0	5	5	0	1	1	0	2	2	76	76	152	53	43	96	0	0	0	257
05-Aug-2015	1	0	1	0	3	3	0	1	1	1	2	3	66	81	147	56	40	96	0	0	0	251
06-Aug-2015	1	0	1	67	49	116	56	79	135	2	0	2	4	1	5	0	0	0	0	0	0	259
07-Aug-2015	0	0	0	32	25	57	31	50	81	6	0	6	27	28	55	29	20	49	0	0	0	248
08-Aug-2015	0	0	0	36	24	60	40	45	85	0	0	0	2	1	3	2	1	3	0	0	0	151
09-Aug-2015	0	0	0	0	16	16	0	1	1	0	8	8	48	56	104	33	15	48	0	0	0	177
10-Aug-2015	1	0	1	0	0	0	0	1	1	0	0	0	74	80	154	57	44	101	0	0	0	257
11-Aug-2015	0	0	0	0	16	16	0	1	1	0	0	0	77	79	156	50	30	80	0	0	0	253
12-Aug-2015	0	0	0	0	0	0	0	2	2	0	1	1	67	80	147	58	41	99	0	0	0	249
13-Aug-2015	0	0	0	0	4	4	0	8	8	14	0	14	54	75	129	57	43	100	0	0	0	255
14-Aug-2015	0	0	0	28	28	56	44	55	99	2	0	2	18	28	46	36	17	53	0	0	0	256
15-Aug-2015	1	0	1	30	20	50	33	41	74	0	0	0	10	6	16	8	4	12	0	0	0	153
16-Aug-2015	1	0	1	0	5	5	0	0	0	0	0	0	47	63	110	42	31	73	0	0	0	189
17-Aug-2015	0	0	0	1	8	9	1	4	5	2	0	2	65	81	146	55	33	88	0	0	0	250
18-Aug-2015	3	0	3	53	47	100	53	83	136	16	0	16	3	0	3	0	0	0	0	0	0	258
19-Aug-2015	0	0	0	0	8	8	0	2	2	0	0	0	74	78	152	52	36	88	0	0	0	250
20-Aug-2015	0	0	0	0	0	0	0	3	3	0	0	0	65	77	142	60	46	106	0	0	0	251
21-Aug-2015	2	0	2	0	0	0	0	1	1	0	0	0	70	87	157	58	43	101	0	0	0	261
22-Aug-2015	1	0	1	0	0	0	0	1	1	0	0	0	61	54	115	27	24	51	0	0	0	168
23-Aug-2015	1	0	1	0	0	0	0	2	2	0	1	1	44	59	103	36	32	68	0	0	0	175
24-Aug-2015	0	0	0	74	40	114	39	74	113	6	0	6	0	0	0	0	0	0	0	0	0	233
25-Aug-2015	0	0	0	11	9	20	11	15	26	0	0	0	42	63	105	54	31	85	0	0	0	236
26-Aug-2015	0	0	0	57	44	101	43	76	119	19	0	19	2	0	2	0	0	0	0	0	0	241
27-Aug-2015	0	0	0	0	0	0	0	3	3	0	0	0	62	79	141	65	48	113	0	0	0	257
28-Aug-2015	0	0	0	44	30	74	46	60	106	2	0	2	15	24	39	19	13	32	0	0	0	253
29-Aug-2015	0	0	0	0	10	10	0	3	3	0	0	0	61	48	109	24	15	39	0	0	0	161
30-Aug-2015	0	0	0	33	36	69	39	61	100	11	1	12	3	0	3	0	0	0	0	0	0	184
31-Aug-2015	28	0	28	56	44	100	39	80	119	1	1	2	6	1	7	0	0	0	0	0	0	256
Total	42	0	42	537	485	1022	488	780	1268	90	21	111	1283	1474	2757	1054	736	1790	0	0	0	6990

(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-Aug-2015	0	0	0	0	1	2	36	51	65	64	67	61	44	39	39	47	34	41	41	33	28	22	7	1	723
02-Aug-2015	0	1	2	0	0	3	30	33	58	45	64	54	42	46	55	56	58	65	72	73	42	28	21	2	850
03-Aug-2015	0	0	1	1	1	3	47	73	72	65	71	62	48	43	53	51	51	74	64	60	38	30	22	5	935
04-Aug-2015	1	1	1	3	3	3	47	69	80	68	70	54	42	42	47	54	55	72	69	56	36	27	21	3	924
05-Aug-2015	3	0	2	2	1	4	39	74	76	58	71	60	40	43	51	50	51	69	65	62	40	28	23	4	916
06-Aug-2015	1	3	2	3	1	3	44	69	80	67	73	53	43	46	49	60	55	73	72	56	47	30	28	5	963
07-Aug-2015	1	0	2	3	0	3	40	71	76	64	65	64	48	49	59	58	51	73	74	63	50	31	18	1	964
08-Aug-2015	0	0	0	0	0	3	31	46	58	68	64	57	43	43	43	48	32	42	40	33	23	20	7	0	701
09-Aug-2015	0	0	0	0	0	3	31	34	46	49	67	50	40	43	54	50	54	65	70	67	45	27	20	1	816
10-Aug-2015	0	1	0	1	1	3	45	75	79	63	70	68	47	44	53	54	53	62	73	64	40	32	25	3	956
11-Aug-2015	2	0	1	2	1	3	45	75	71	58	66	62	43	37	47	54	52	67	75	62	29	27	23	4	906
12-Aug-2015	2	1	0	4	1	2	37	71	78	59	65	59	42	35	58	50	56	65	69	65	43	26	22	5	915
13-Aug-2015	3	0	1	3	0	3	44	72	76	62	70	69	39	39	44	61	56	65	74	64	50	30	27	4	956
14-Aug-2015	1	0	2	4	1	3	38	70	82	66	72	70	43	46	60	52	58	76	71	71	49	32	13	0	980
15-Aug-2015	2	0	1	0	0	3	30	55	69	65	61	56	45	40	42	43	29	39	41	31	27	21	8	1	709
16-Aug-2015	0	0	1	0	0	3	29	34	48	51	58	55	43	48	52	54	56	63	79	72	41	30	17	0	834
17-Aug-2015	0	0	0	0	0	3	43	70	80	68	70	66	44	44	49	57	49	65	71	60	42	26	24	2	933
18-Aug-2015	4	0	1	4	2	3	42	80	74	60	71	62	48	36	55	45	55	71	70	64	33	28	21	3	932
19-Aug-2015	2	0	1	5	0	4	41	69	78	62	67	60	33	40	51	54	50	68	74	61	41	29	22	3	915
20-Aug-2015	2	0	2	5	0	3	45	70	80	60	62	62	47	40	55	55	53	73	72	63	52	33	26	3	963
21-Aug-2015	2	0	0	3	1	4	40	70	73	65	68	72	50	40	62	60	53	67	74	73	49	35	20	1	982
22-Aug-2015	1	0	0	0	1	5	33	52	71	61	64	53	50	39	40	48	38	43	39	34	24	23	9	0	728
23-Aug-2015	0	1	0	0	1	3	29	38	45	52	59	54	38	43	59	50	54	64	65	70	50	29	21	1	826
24-Aug-2015	1	0	2	0	0	3	47	69	74	65	67	64	48	37	52	52	54	53	62	58	47	26	33	3	917
25-Aug-2015	2	1	0	4	1	3	45	68	62	65	62	63	49	36	52	48	54	63	69	61	39	26	24	2	899
26-Aug-2015	2	0	0	3	1	1	39	65	70	71	69	60	39	39	54	54	57	70	68	66	39	26	25	6	924
27-Aug-2015	3	1	2	3	0	2	43	73	76	61	74	60	47	37	57	55	58	64	67	68	41	30	30	3	955
28-Aug-2015	3	0	1	1	3	3	41	75	71	62	72	65	46	42	62	60	55	73	72	70	50	29	16	0	972
29-Aug-2015	0	0	0	2	0	4	33	52	64	63	66	55	42	42	40	49	36	39	40	36	25	19	10	3	720
30-Aug-2015	1	1	0	0	1	2	27	39	49	49	65	56	43	39	58	46	53	69	71	66	41	35	15	0	826
31-Aug-2015	1	1	1	0	0	3	43	72	79	68	74	65	46	42	52	57	54	65	69	60	37	29	23	4	945
Total	40	12	26	56	22	93	1204	1934	2160	1904	2084	1871	1362	1279	1604	1632	1574	1958	2032	1842	1238	864	621	73	27485
Avg.	1.29	0.39	0.84	1.81	0.71	3.00	38.84	62.39	69.68	61.42	67.23	60.35	43.94	41.26	51.74	52.65	50.77	63.16	65.55	59.42	39.94	27.87	20.03	2.35	886.61

(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-Aug-2015	0	0	0	0	0	2	27	30	30	31	26	27	19	20	23	23	20	21	20	16	17	13	2	0	367
02-Aug-2015	0	0	2	0	0	3	20	16	31	22	25	18	16	20	28	26	30	37	39	33	25	18	12	2	423
03-Aug-2015	0	0	0	1	0	3	27	35	38	31	31	27	21	18	28	23	28	40	30	30	21	19	10	1	462
04-Aug-2015	0	0	1	1	3	3	26	36	41	34	32	21	19	23	25	26	29	36	35	26	21	17	11	1	467
05-Aug-2015	1	0	2	0	1	3	22	35	43	29	31	26	17	22	25	21	28	37	34	28	23	15	11	2	456
06-Aug-2015	0	2	2	1	0	3	22	37	43	29	32	22	21	24	26	27	30	40	32	28	29	20	14	1	485
07-Aug-2015	0	0	1	1	0	3	21	41	36	30	27	29	21	24	30	24	28	41	32	30	27	21	11	1	479
08-Aug-2015	0	0	0	0	0	3	22	26	28	33	26	23	19	21	28	23	18	22	20	19	13	12	3	0	359
09-Aug-2015	0	0	0	0	0	3	21	18	21	23	24	20	15	19	25	25	26	40	36	27	27	18	12	0	400
10-Aug-2015	0	1	0	1	0	3	24	40	39	31	31	33	17	23	26	24	29	35	38	26	26	22	10	1	480
11-Aug-2015	0	0	1	1	0	3	23	43	33	28	31	28	15	20	23	23	31	35	40	26	18	17	11	2	452
12-Aug-2015	0	1	0	2	0	2	21	39	37	26	26	29	18	17	30	20	32	33	44	29	23	13	11	2	455
13-Aug-2015	0	0	1	1	0	3	25	38	38	29	32	31	16	19	22	27	31	35	39	28	29	20	13	1	478
14-Aug-2015	0	0	2	2	0	3	20	38	42	32	30	32	18	25	32	21	27	42	35	32	27	21	8	0	489
15-Aug-2015	2	0	0	0	0	3	21	34	31	32	23	22	22	23	24	21	16	21	18	18	14	12	4	0	361
16-Aug-2015	0	0	1	0	0	3	20	18	23	25	21	20	19	21	24	25	28	38	40	33	23	19	12	0	413
17-Aug-2015	0	0	0	0	0	3	26	37	38	29	31	29	18	21	27	22	31	34	35	28	25	18	10	0	462
18-Aug-2015	2	0	1	3	0	3	24	42	33	32	34	27	19	20	27	18	31	36	41	29	18	19	9	1	469
19-Aug-2015	0	0	1	3	0	3	20	40	39	27	28	25	15	22	25	24	30	33	40	31	24	16	10	1	457
20-Aug-2015	0	0	2	1	0	3	24	39	39	28	28	31	21	18	28	24	26	40	39	28	32	20	13	1	485
21-Aug-2015	0	0	0	2	0	4	21	35	36	36	27	37	19	20	29	27	24	40	36	35	22	22	14	1	487
22-Aug-2015	0	0	0	0	1	4	23	31	37	28	21	25	24	19	23	24	24	23	18	18	16	13	3	0	375
23-Aug-2015	0	0	0	0	1	3	21	21	23	23	18	22	16	18	29	21	29	36	39	30	26	17	13	0	406
24-Aug-2015	1	0	2	0	0	3	25	35	37	34	28	26	20	18	27	22	30	31	33	28	25	18	18	0	461
25-Aug-2015	1	0	0	3	0	3	25	34	30	32	30	26	21	17	28	22	30	34	38	24	24	16	12	0	450
26-Aug-2015	0	0	0	2	0	1	19	37	36	31	29	25	23	18	25	23	34	35	36	30	25	15	10	3	457
27-Aug-2015	0	1	2	1	0	2	24	41	36	29	31	32	18	17	30	23	31	36	35	28	25	20	15	0	477
28-Aug-2015	1	0	1	1	1	3	22	41	34	32	27	30	22	18	34	25	30	39	35	30	30	16	10	0	482
29-Aug-2015	0	0	0	1	0	4	24	28	31	30	26	25	16	23	23	26	21	21	16	20	14	13	3	2	367
30-Aug-2015	0	1	0	0	1	2	19	22	21	23	26	20	17	20	29	21	28	39	33	30	25	23	8	0	408
31-Aug-2015	0	1	1	0	0	3	21	37	43	31	29	32	19	21	26	25	32	35	34	29	21	19	11	2	472
Total	8	7	23	28	8	90	700	1044	1067	910	861	820	581	629	829	726	862	1065	1040	847	715	542	314	25	13741
Avg.	0.26	0.23	0.74	0.90	0.26	2.90	22.58	33.68	34.42	29.35	27.77	26.45	18.74	20.29	26.74	23.42	27.81	34.35	33.55	27.32	23.06	17.48	10.13	0.81	443.26

(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-Aug-2015	0	0	0	0	1	0	9	21	35	33	41	34	25	19	16	24	14	20	21	17	11	9	5	1	356
02-Aug-2015	0	1	0	0	0	0	10	17	27	23	39	36	26	26	27	30	28	28	33	40	17	10	9	0	427
03-Aug-2015	0	0	1	0	1	0	20	38	34	34	40	35	27	25	25	28	23	34	34	30	17	11	12	4	473
04-Aug-2015	1	1	0	2	0	0	21	33	39	34	38	33	23	19	22	28	26	36	34	30	15	10	10	2	457
05-Aug-2015	2	0	0	2	0	1	17	39	33	29	40	34	23	21	26	29	23	32	31	34	17	13	12	2	460
06-Aug-2015	1	1	0	2	1	0	22	32	37	38	41	31	22	22	23	33	25	33	40	28	18	10	14	4	478
07-Aug-2015	1	0	1	2	0	0	19	30	40	34	38	35	27	25	29	34	23	32	42	33	23	10	7	0	485
08-Aug-2015	0	0	0	0	0	0	9	20	30	35	38	34	24	22	15	25	14	20	20	14	10	8	4	0	342
09-Aug-2015	0	0	0	0	0	0	10	16	25	26	43	30	25	24	29	25	28	25	34	40	18	9	8	1	416
10-Aug-2015	0	0	0	0	1	0	21	35	40	32	39	35	30	21	27	30	24	27	35	38	14	10	15	2	476
11-Aug-2015	2	0	0	1	1	0	22	32	38	30	35	34	28	17	24	31	21	32	35	36	11	10	12	2	454
12-Aug-2015	2	0	0	2	1	0	16	32	41	33	39	30	24	18	28	30	24	32	25	36	20	13	11	3	460
13-Aug-2015	3	0	0	2	0	0	19	34	38	33	38	38	23	20	22	34	25	30	35	36	21	10	14	3	478
14-Aug-2015	1	0	0	2	1	0	18	32	40	34	42	38	25	21	28	31	31	34	36	39	22	11	5	0	491
15-Aug-2015	0	0	1	0	0	0	9	21	38	33	38	34	23	17	18	22	13	18	23	13	13	9	4	1	348
16-Aug-2015	0	0	0	0	0	0	9	16	25	26	37	35	24	27	28	29	28	25	39	39	18	11	5	0	421
17-Aug-2015	0	0	0	0	0	0	17	33	42	39	39	37	26	23	22	35	18	31	36	32	17	8	14	2	471
18-Aug-2015	2	0	0	1	2	0	18	38	41	28	37	35	29	16	28	27	24	35	29	35	15	9	12	2	463
19-Aug-2015	2	0	0	2	0	1	21	29	39	35	39	35	18	18	26	30	20	35	34	30	17	13	12	2	458
20-Aug-2015	2	0	0	4	0	0	21	31	41	32	34	31	26	22	27	31	27	33	33	35	20	13	13	2	478
21-Aug-2015	2	0	0	1	1	0	19	35	37	29	41	35	31	20	33	33	29	27	38	38	27	13	6	0	495
22-Aug-2015	1	0	0	0	0	1	10	21	34	33	43	28	26	20	17	24	14	20	21	16	8	10	6	0	353
23-Aug-2015	0	1	0	0	0	0	8	17	22	29	41	32	22	25	30	29	25	28	26	40	24	12	8	1	420
24-Aug-2015	0	0	0	0	0	0	22	34	37	31	39	38	28	19	25	30	24	22	29	30	22	8	15	3	456
25-Aug-2015	1	1	0	1	1	0	20	34	32	33	32	37	28	19	24	26	24	29	31	37	15	10	12	2	449
26-Aug-2015	2	0	0	1	1	0	20	28	34	40	40	35	16	21	29	31	23	35	32	36	14	11	15	3	467
27-Aug-2015	3	0	0	2	0	0	19	32	40	32	43	28	29	20	27	32	27	28	32	40	16	10	15	3	478
28-Aug-2015	2	0	0	0	2	0	19	34	37	30	45	35	24	24	28	35	25	34	37	40	20	13	6	0	490
29-Aug-2015	0	0	0	1	0	0	9	24	33	33	40	30	26	19	17	23	15	18	24	16	11	6	7	1	353
30-Aug-2015	1	0	0	0	0	0	8	17	28	26	39	36	26	19	29	25	25	30	38	36	16	12	7	0	418
31-Aug-2015	1	0	0	0	0	0	22	35	36	37	45	33	27	21	26	32	22	30	35	31	16	10	12	2	473
Total	32	5	3	28	14	3	504	890	1093	994	1223	1051	781	650	775	906	712	893	992	995	523	322	307	48	13744
Avg.	1.03	0.16	0.10	0.90	0.45	0.10	16.26	28.71	35.26	32.06	39.45	33.90	25.19	20.97	25.00	29.23	22.97	28.81	32.00	32.10	16.87	10.39	9.90	1.55	443.35

(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-Aug-15	07:00	00:37	-	-	-	-	16:21	-	-	-	-	-	-
02-Aug-15	07:00	00:29	01:28	-	01:38	-	13:22	-	-	-	-	-	-
03-Aug-15	07:00	00:12	00:40	02:05	-	-	10:39	02:48	-	00:31	-	-	-
04-Aug-15	07:00	00:21	04:06	-	-	-	12:31	-	-	-	-	-	-
05-Aug-15	07:00	00:12	02:15	-	-	-	14:31	-	-	-	-	-	-
06-Aug-15	07:00	00:13	00:56	01:53	-	-	-	13:56	-	-	-	-	-
07-Aug-15	07:00	00:38	-	01:51	-	-	06:37	07:51	-	-	-	-	-
08-Aug-15	07:00	00:45	-	-	-	-	01:32	14:41	-	-	-	-	-
09-Aug-15	07:00	00:34	04:24	-	02:45	-	09:15	-	-	-	-	-	-
10-Aug-15	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
11-Aug-15	07:00	00:20	06:39	-	-	-	09:59	-	-	-	-	-	-
12-Aug-15	07:00	00:22	00:58	-	01:38	-	14:00	-	-	-	-	-	-
13-Aug-15	07:00	00:20	00:50	03:31	-	-	12:17	-	-	-	-	-	-
14-Aug-15	07:00	00:16	00:49	01:39	-	-	05:03	09:09	-	-	-	-	-
15-Aug-15	07:00	00:38	01:13	-	-	-	01:20	11:52	-	-	01:54	-	-
16-Aug-15	07:00	00:32	03:21	-	-	-	13:05	-	-	-	-	-	-
17-Aug-15	07:00	00:21	02:13	01:44	-	-	11:58	00:41	-	-	-	-	-
18-Aug-15	07:00	00:17	-	02:03	-	-	-	12:42	-	-	01:55	-	-
19-Aug-15	07:00	00:22	02:57	-	-	-	13:39	-	-	-	-	-	-
20-Aug-15	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
21-Aug-15	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
22-Aug-15	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
23-Aug-15	07:00	00:31	00:14	-	-	-	14:48	01:14	-	-	00:10	-	-
24-Aug-15	07:00	00:02	-	00:42	-	-	-	16:14	-	-	-	-	-
25-Aug-15	07:00	00:21	-	-	-	-	14:18	02:19	-	-	-	-	-
26-Aug-15	07:00	00:12	-	04:40	-	-	-	12:06	-	-	-	-	-
27-Aug-15	07:00	00:21	00:45	-	01:42	-	14:10	-	-	-	-	-	-
28-Aug-15	07:00	00:41	-	01:20	-	-	04:03	10:53	-	-	-	-	-
29-Aug-15	07:00	00:53	10:35	-	-	-	05:30	-	-	-	-	-	-
30-Aug-15	07:00	00:38	01:43	02:13	-	-	-	12:24	-	-	-	-	-
31-Aug-15	07:00	00:29	02:28	-	-	-	-	10:13	-	-	03:47	-	-
Total	217:00	13:17	48:42	23:45	07:45	00:00	285:55	139:11	00:00	00:31	07:47	00:00	00:00
% Used	2.52%	9.24%	4.51%	1.47%	0.00%	54.26%	26.41%	0.00%	0.10%	1.48%	0.00%	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).

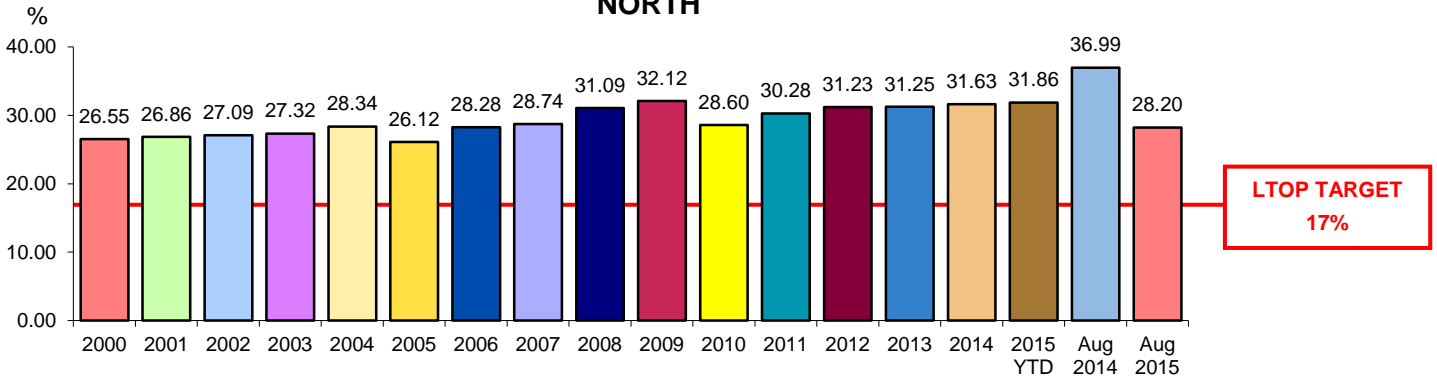
Cumulative Mode Utilisation from 1 January 2015

Time	2.25%	6.66%	4.66%	2.41%	0.00%	40.89%	39.28%	0.04%	0.53%	3.28%	0.00%	0.00%
Movements	0.38%	4.89%	3.22%	1.65%	0.00%	44.09%	42.84%	0.02%	0.48%	2.44%	0.00%	0.00%

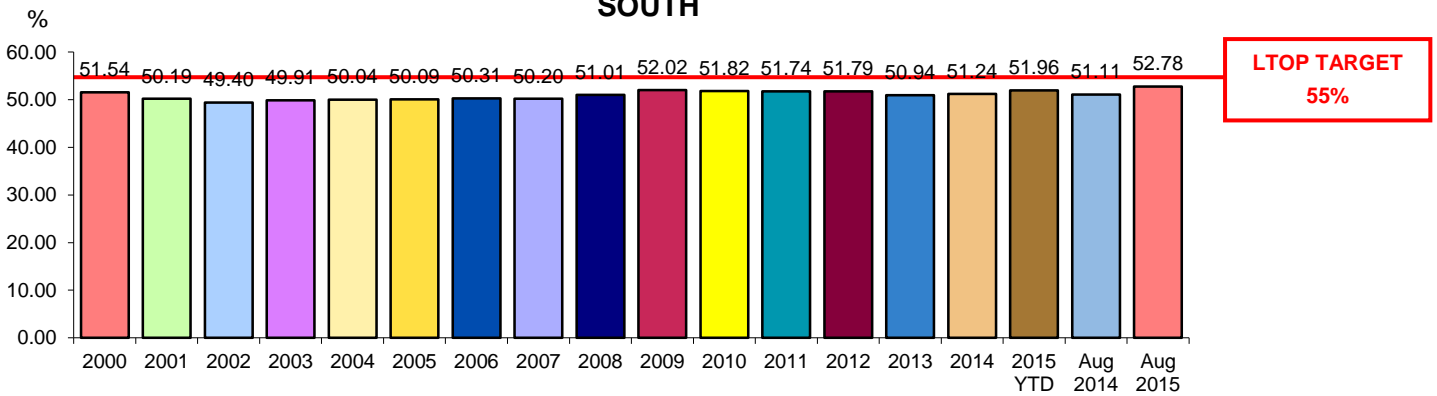
Runway End Impact to 31 August 2015

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

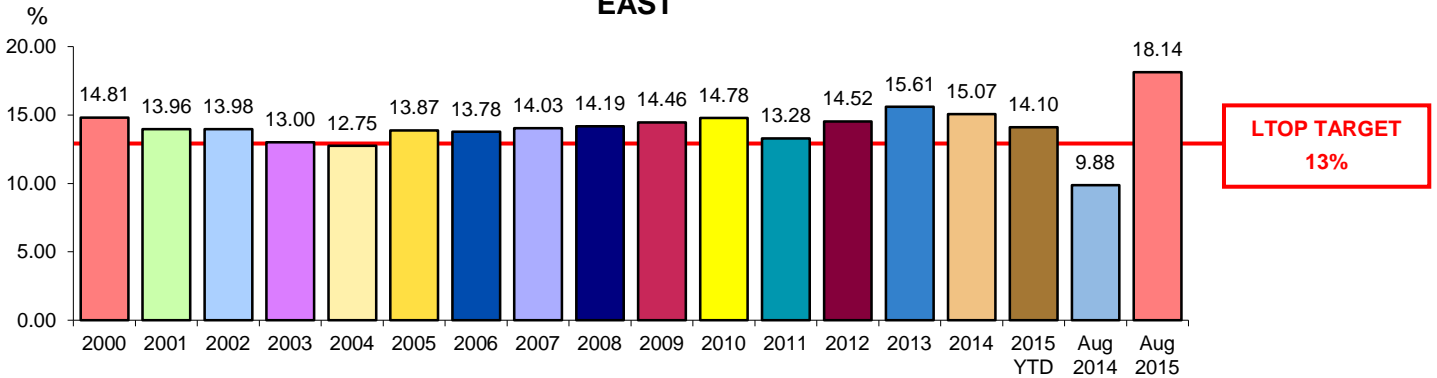
NORTH



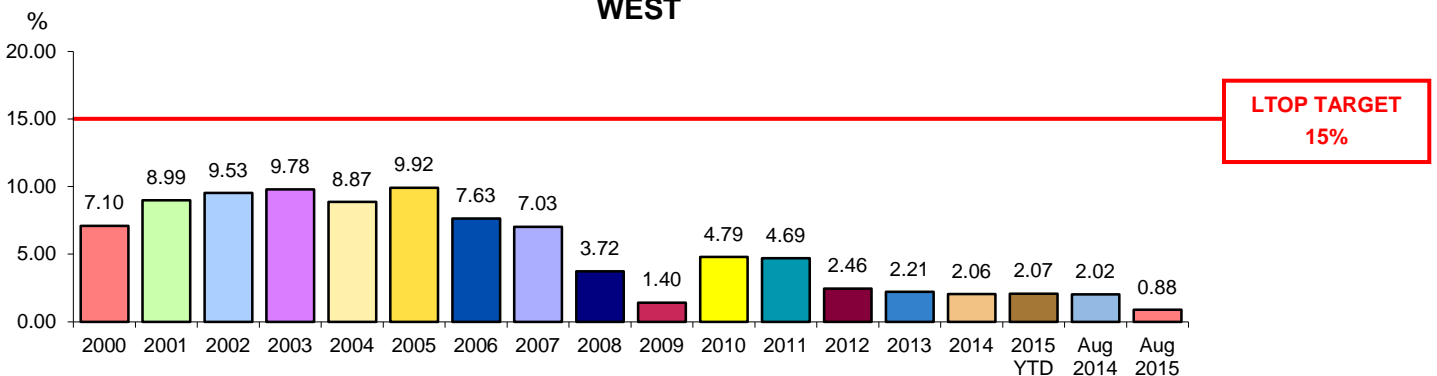
SOUTH



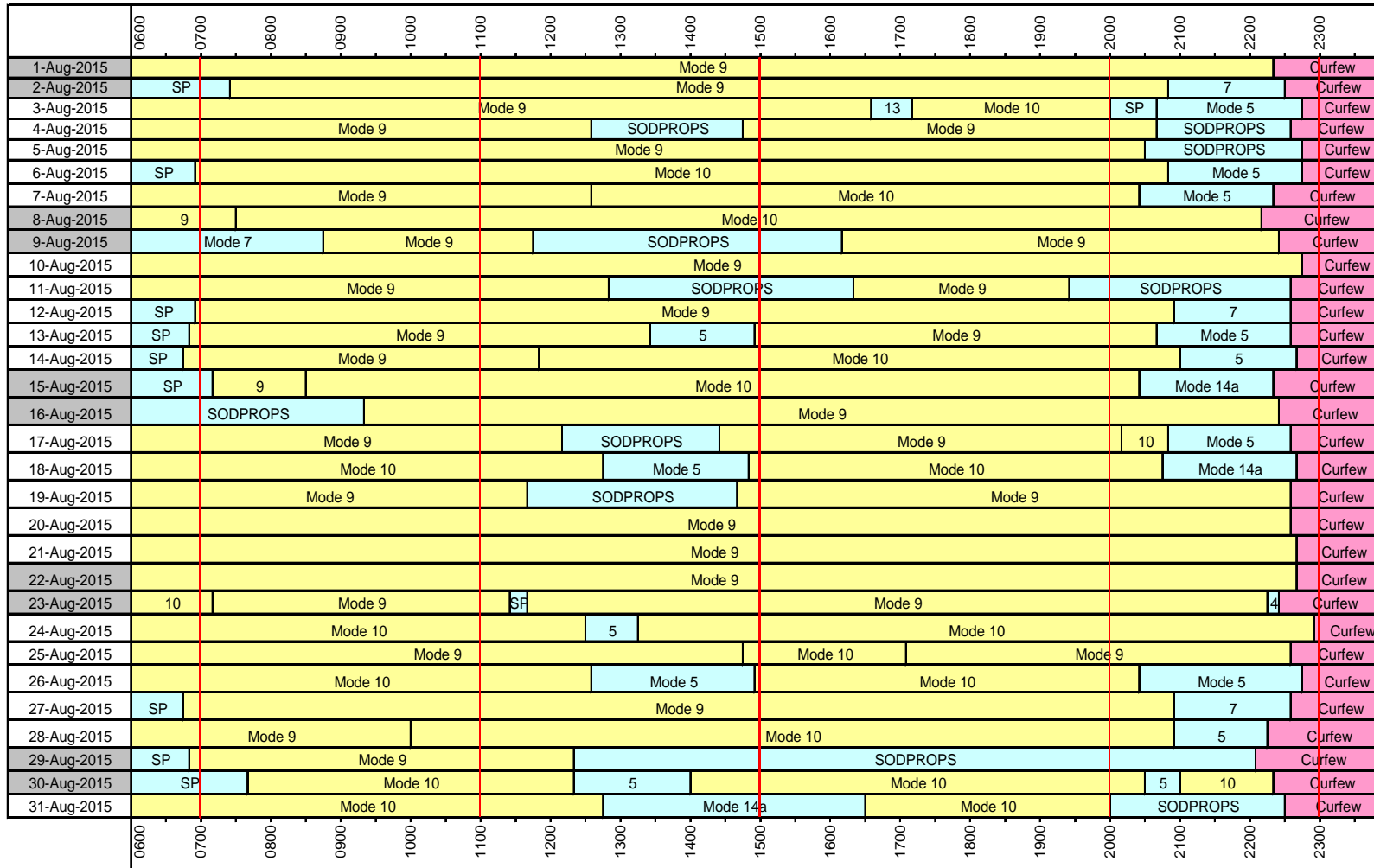
EAST



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 **August 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	
24/08/2015	06:49	09:46	2:57
26/08/2015	06:44	09:35	2:51

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

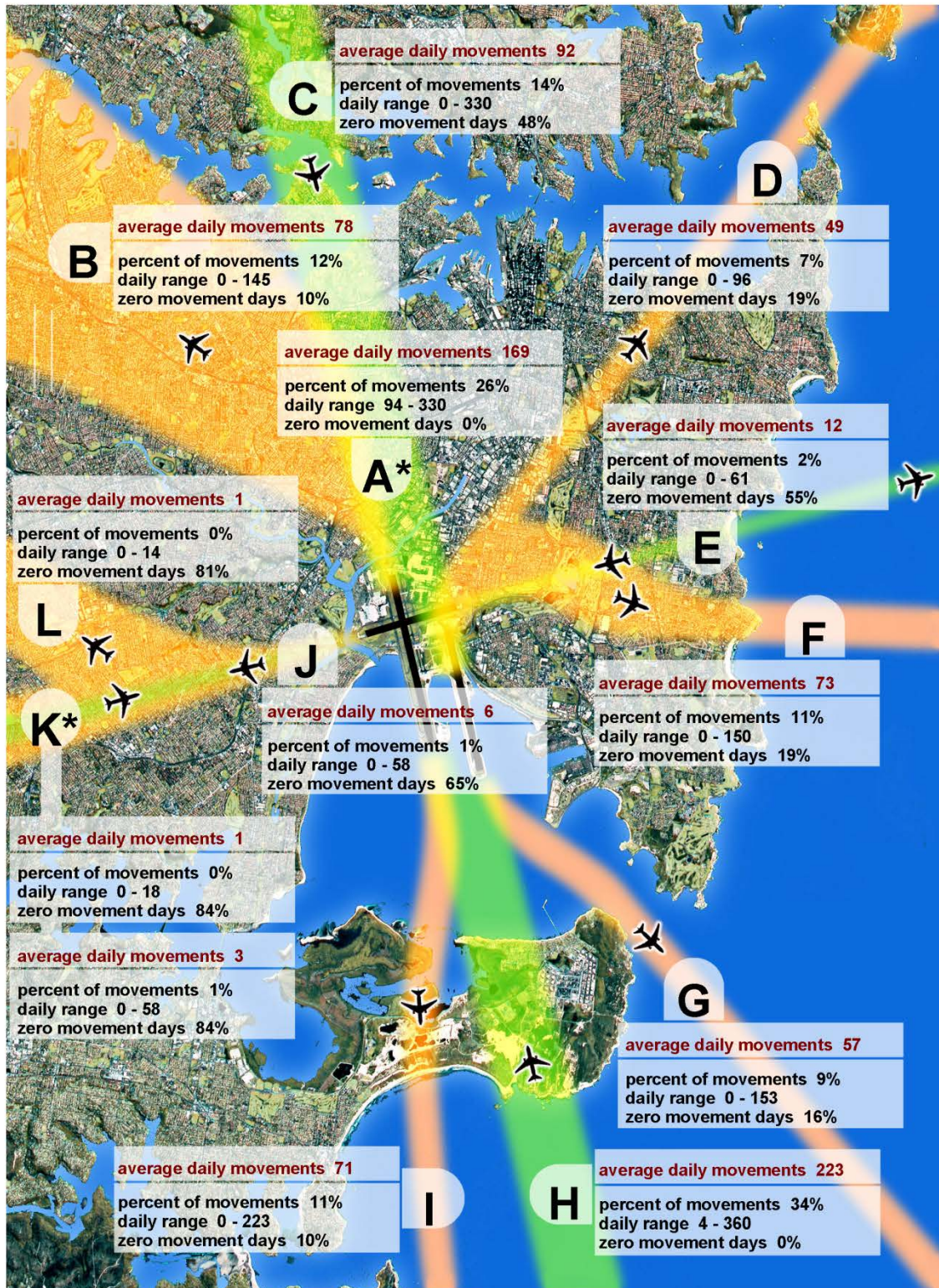
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
24/08/2015	102	45	57
26/08/2015	95	42	53

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

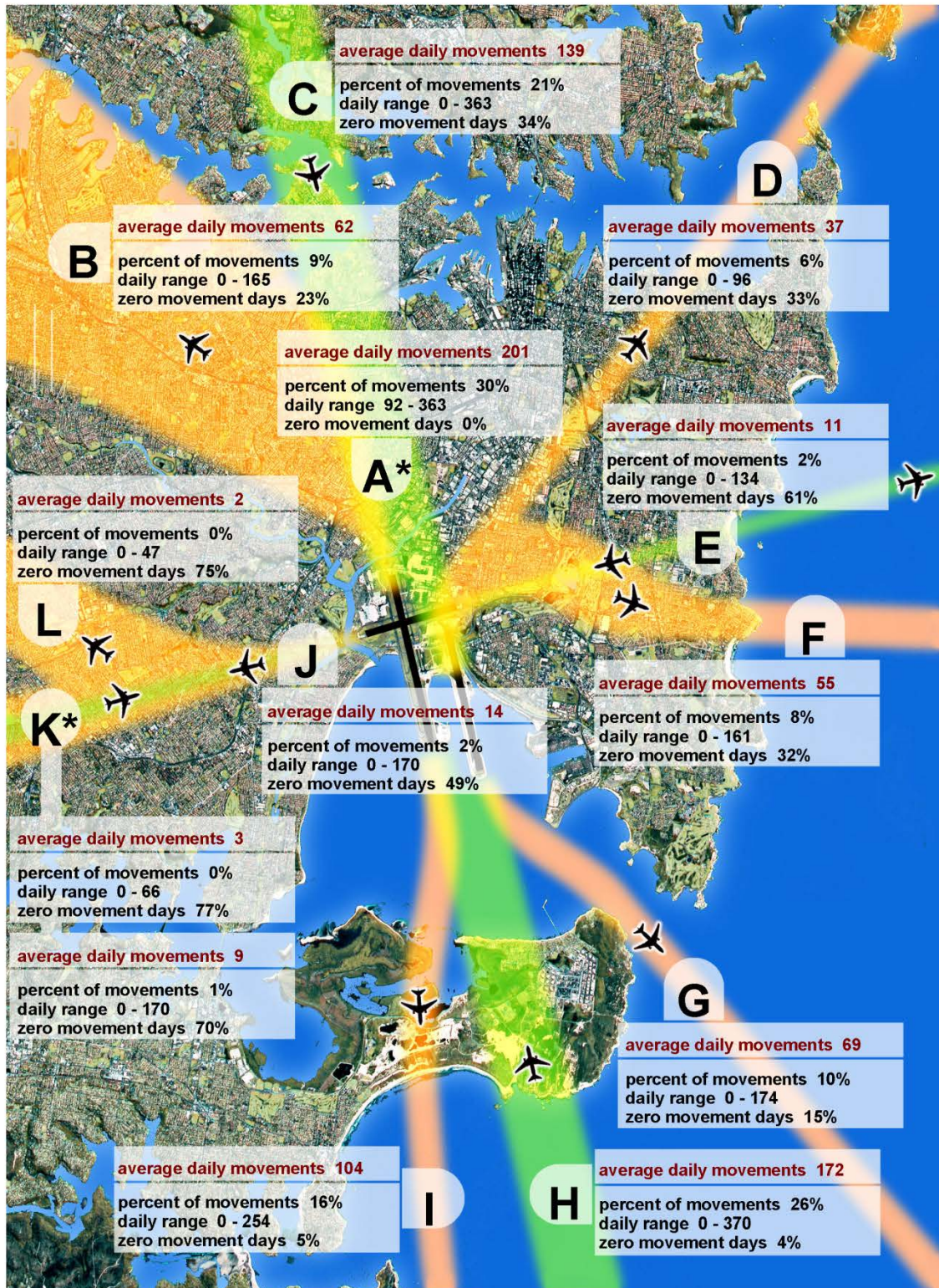
1 Aug 2015 to 31 Aug 2015, All Jets



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

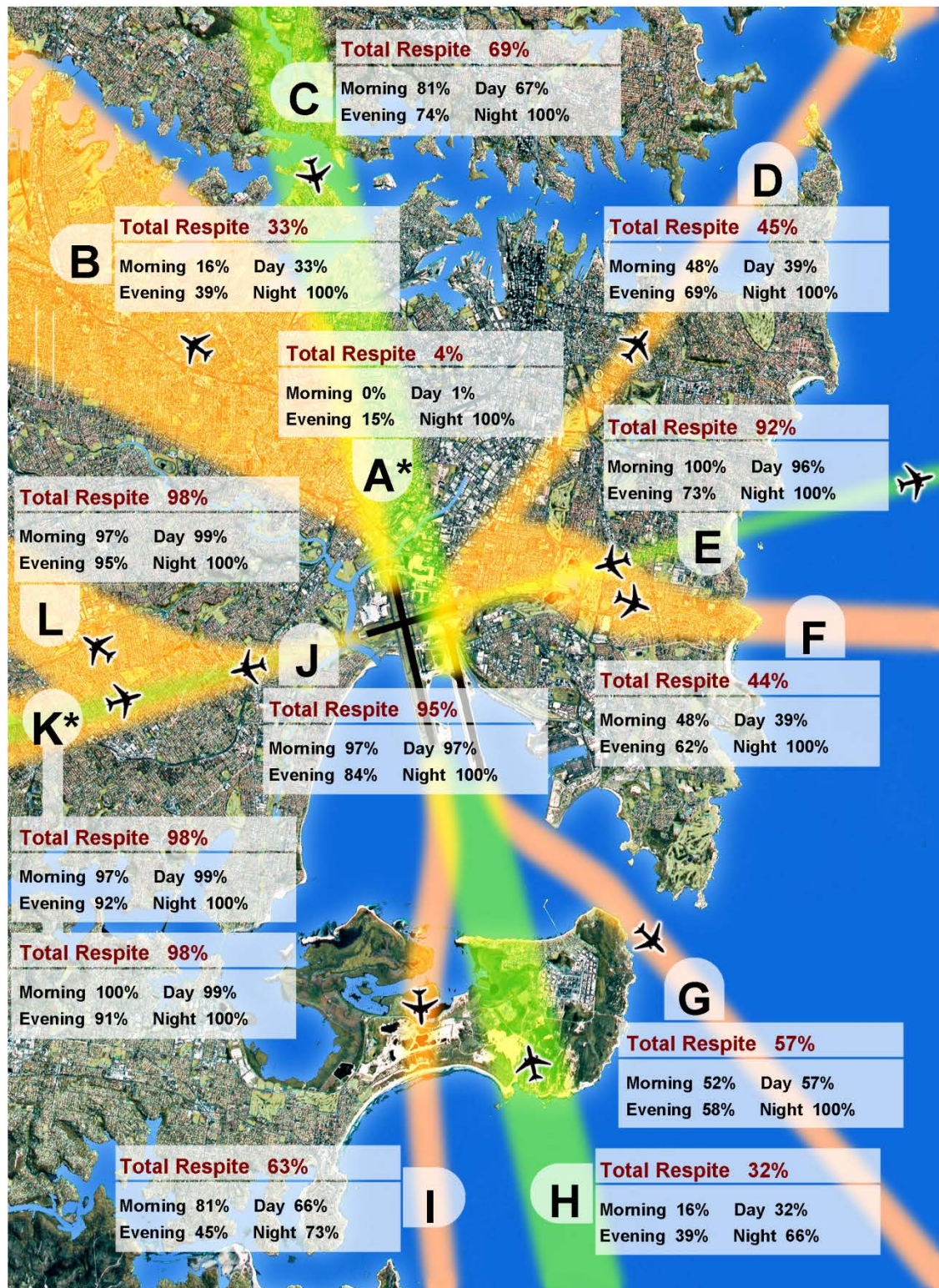
1 Sept 2014 to 31 Aug 2015, All Jets



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 Aug 2015 to 31 Aug 2015, All Jets



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

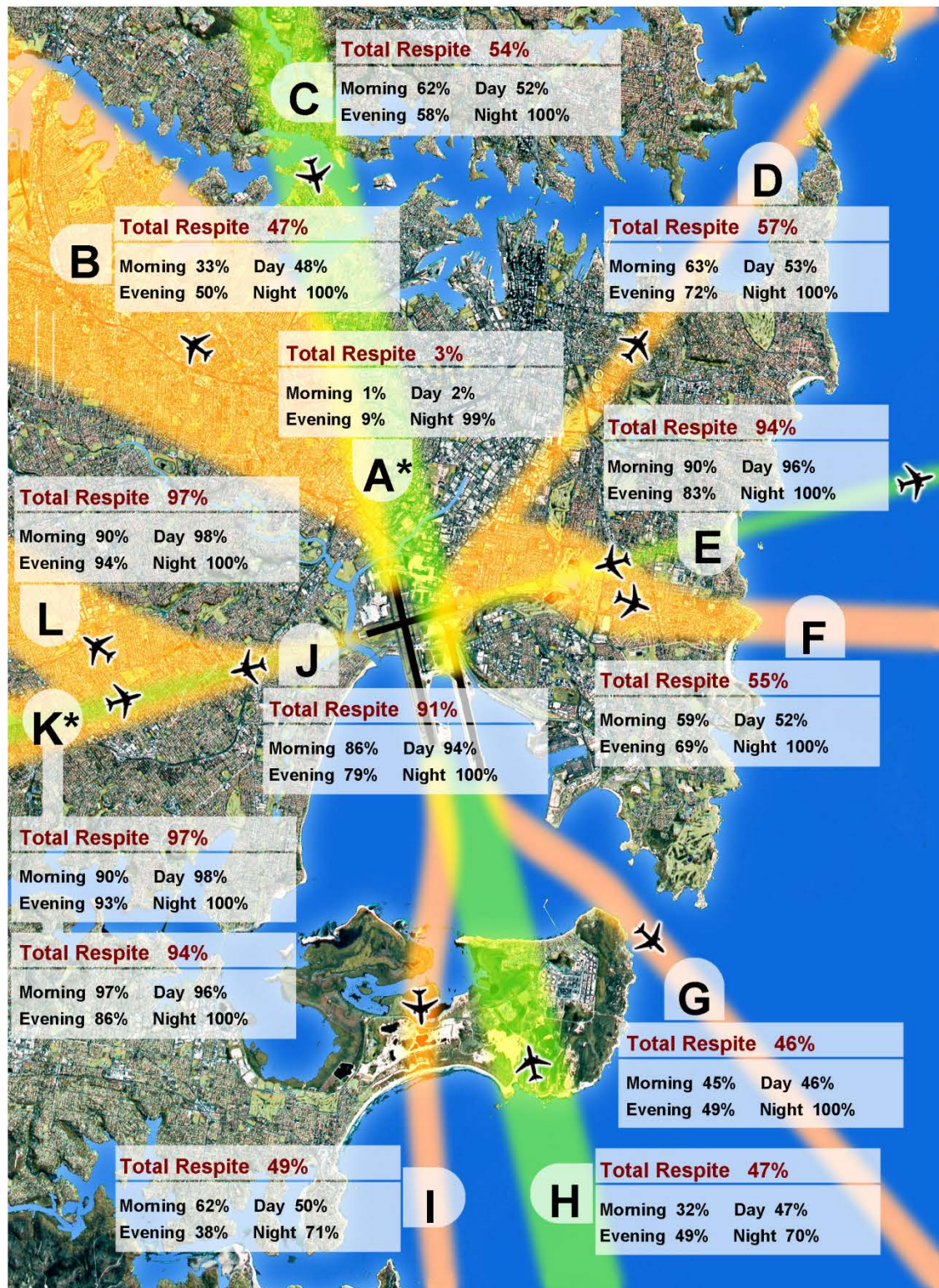
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Sept 2014 to 31 Aug 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) September 2014 to August 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 August 2015 .
	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 April 2015 .
	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 August 2015 .
	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 June 2015 .
	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 August 2015 .
	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 August 2015 and Mode 7 was in June 2015 .
	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 June 2015 , 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 September 2014 to August 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 **September 2014 to August 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 August 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of August 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 August 2015 along with the Daily N70 values for the three months up to and including August are given in Table 1.

<i>Location</i>	<i>CNE Aug</i>	<i>Operational Days Aug</i>	<i>N70 Aug</i>	<i>N70 Jul</i>	<i>N70 Jun</i>
<i>Threshold rwy 34</i>	<i>11,407</i>	<i>30.9</i>	<i>362</i>	<i>371</i>	<i>343</i>
<i>Penshurst</i>	<i>319</i>	<i>30.9</i>	<i>6</i>	<i>4</i>	<i>6</i>
<i>Bexley</i>	<i>324</i>	<i>30.9</i>	<i>7</i>	<i>9</i>	<i>11</i>
<i>Sydenham</i>	<i>5,012</i>	<i>30.9</i>	<i>161</i>	<i>158</i>	<i>166</i>
<i>Johnston St Annandale</i>	<i>1,879</i>	<i>30.9</i>	<i>48</i>	<i>54</i>	<i>71</i>
<i>Church St. St Peters</i>	<i>3,420</i>	<i>30.9</i>	<i>85</i>	<i>91</i>	<i>109</i>
<i>Leichhardt PEMU 36</i>	<i>2,549</i>	<i>30.9</i>	<i>77</i>	<i>75</i>	<i>99</i>
<i>Eastlakes</i>	<i>2,943</i>	<i>30.9</i>	<i>83</i>	<i>95</i>	<i>79</i>
<i>Coogee</i>	<i>723</i>	<i>30.9</i>	<i>18</i>	<i>34</i>	<i>29</i>
<i>Kurnell</i>	<i>3,431</i>	<i>30.9</i>	<i>97</i>	<i>95</i>	<i>79</i>
<i>Croydon</i>	<i>757</i>	<i>30.9</i>	<i>16</i>	<i>19</i>	<i>15</i>
<i>Hunters Hill</i>	<i>3,528</i>	<i>30.9</i>	<i>45</i>	<i>47</i>	<i>56</i>

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

The N70 values for August 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 20 PM 47 Day 270 Night 11 WE_D 313 WE_N 8	Penshurst AM 0 PM 2 Day 5 Night 0 WE_D 2 WE_N 0	Bexley AM 0 PM 3 Day 6 Night 0 WE_D 3 WE_N 0	Eastlakes AM 3 PM 13 Day 71 Night 0 WE_D 71 WE_N 0
Coogee AM 0 PM 8 Day 10 Night 0 WE_D 14 WE_N 0	Sydenham AM 6 PM 17 Day 134 Night 0 WE_D 172 WE_N 0	Leichhardt PEMU36 AM 4 PM 7 Day 58 Night 0 WE_D 97 WE_N 0	Kurnell AM 3 PM 7 Day 97 Night 0 WE_D 73 WE_N 0
Annandale AM 2 PM 3 Day 40 Night 0 WE_D 57 WE_N 0	St Peters AM 2 PM 8 Day 72 Night 0 WE_D 91 WE_N 0	Croydon AM 1 PM 2 Day 15 Night 0 WE_D 12 WE_N 0	Hunters Hull AM 3 PM 4 Day 33 Night 0 WE_D 54 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.