

Sydney Airport Operational Statistics

July 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

July 2015

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

There were a total of 28,180 aircraft movements this month (daily average 909.03). Last month there were a total of 26,258 movements (daily average 875.27) and for the same month last year there were a total of 27,532 movements (daily average 888.13).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 16 days, Mode 10 on 8 days and Sodprops on 1 day. Crossing runway modes (including Sodprops) were used for 26.19% 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 27.55% - This result is above the LTOP target and below the previous month (30.86%)

South 52.52% - This result is below the LTOP target and above the previous month (52.31%)

East 18.38% - This result is above the LTOP target and above the previous month (15.29%)

West 1.55% - This result is below the LTOP target and above the previous month (1.54%)

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

This procedure was used on 1, 8, and 17 of July for a total of 5 hours and 58 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

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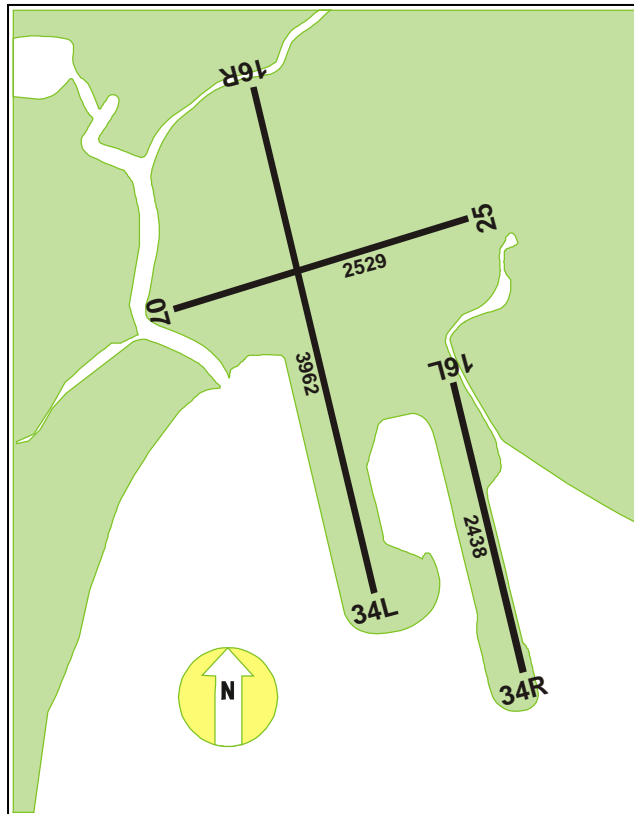
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* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



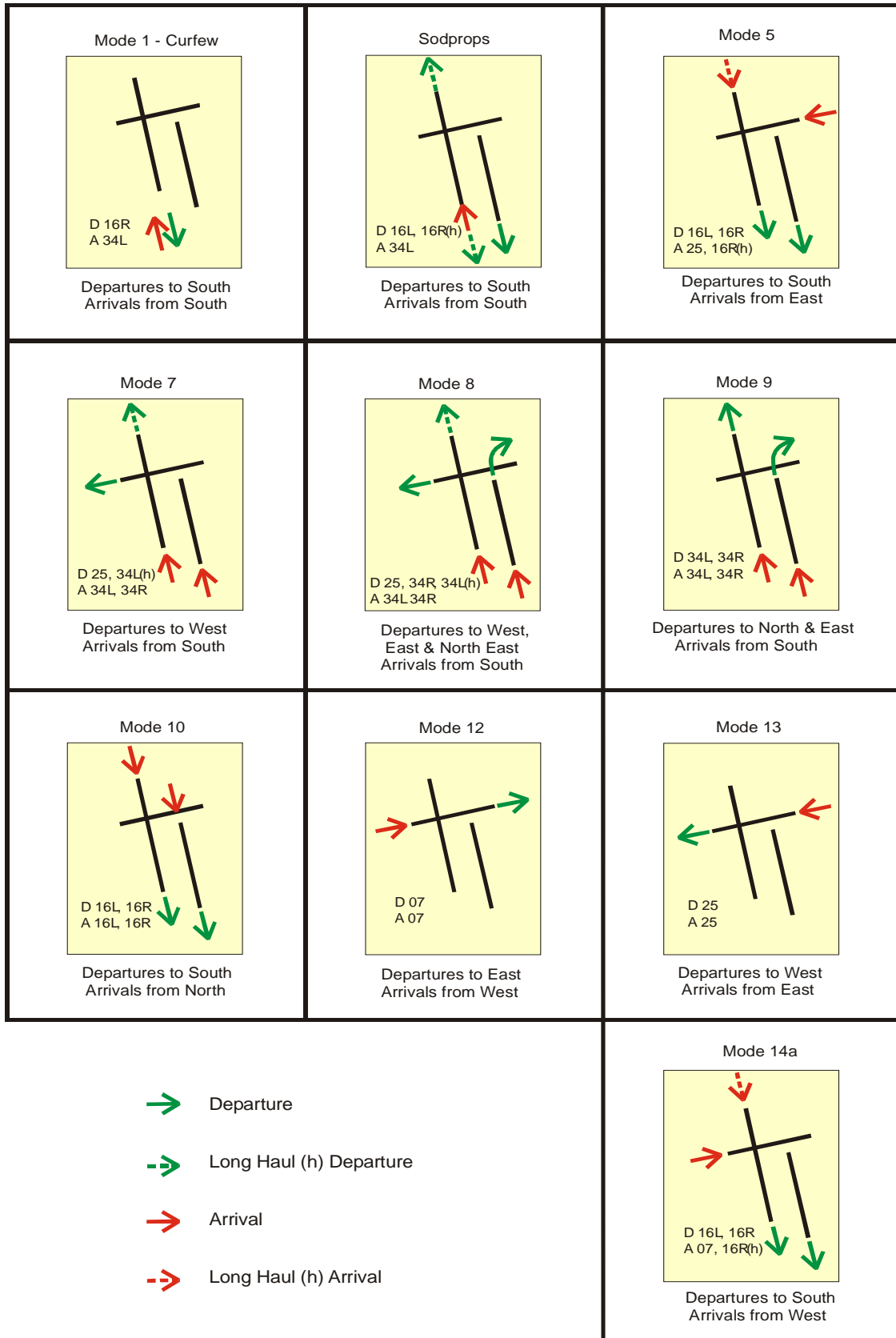
Runway numbers refer to the direction an aircraft is flying.

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-Jul-2015	3	0	3	155	203	358	225	236	461	0	1	1	87	37	124	0	0	0	0	0	0	947
02-Jul-2015	0	0	0	42	48	90	59	74	133	158	149	307	125	87	212	93	111	204	0	0	0	946
03-Jul-2015	0	0	0	160	211	371	210	251	461	45	0	45	59	17	76	5	5	10	0	0	0	963
04-Jul-2015	1	0	1	22	93	115	31	52	83	40	0	40	226	122	348	69	102	171	0	0	0	758
05-Jul-2015	0	0	0	0	99	99	0	3	3	1	7	8	314	170	484	102	148	250	0	0	0	844
06-Jul-2015	0	0	0	74	86	160	76	127	203	34	0	34	193	129	322	96	135	231	0	0	0	950
07-Jul-2015	0	0	0	123	148	271	172	245	417	72	0	72	63	23	86	39	48	87	0	0	0	933
08-Jul-2015	0	0	0	166	148	314	232	324	556	60	3	63	12	0	12	2	0	2	0	0	0	947
09-Jul-2015	0	0	0	0	61	61	3	31	34	31	0	31	310	169	479	138	219	357	0	0	0	962
10-Jul-2015	1	0	1	0	55	55	0	4	4	1	10	11	340	197	537	145	226	371	0	0	0	979
11-Jul-2015	0	0	0	7	0	7	23	18	41	2	3	5	237	150	387	118	199	317	0	0	0	757
12-Jul-2015	0	0	0	0	0	0	0	2	2	2	77	79	256	158	414	156	184	340	0	0	0	835
13-Jul-2015	0	0	0	0	0	0	0	6	6	123	132	255	183	161	344	143	161	304	0	0	0	909
14-Jul-2015	1	0	1	0	68	68	0	9	9	0	0	0	330	191	521	136	199	335	0	0	0	934
15-Jul-2015	1	0	1	0	72	72	1	42	43	46	1	47	293	175	468	123	181	304	0	0	0	935
16-Jul-2015	0	0	0	59	75	134	87	90	177	0	1	1	229	139	368	100	163	263	0	0	0	943
17-Jul-2015	0	0	0	177	173	350	224	294	518	18	0	18	64	20	84	0	0	0	0	0	0	970
18-Jul-2015	0	0	0	121	120	241	182	242	424	70	0	70	5	0	5	0	0	0	0	0	0	740
19-Jul-2015	0	0	0	127	133	260	190	294	484	99	0	99	4	0	4	0	0	0	0	0	0	847
20-Jul-2015	0	0	0	126	141	267	177	238	415	43	0	43	86	41	127	36	55	91	0	0	0	943
21-Jul-2015	1	0	1	0	11	11	0	7	7	1	0	1	293	197	490	171	243	414	0	0	0	924
22-Jul-2015	0	0	0	0	9	9	0	8	8	0	13	13	298	194	492	162	241	403	0	0	0	925
23-Jul-2015	0	0	0	93	85	178	123	156	279	45	0	45	145	104	249	79	130	209	0	0	0	960
24-Jul-2015	0	0	0	0	0	0	0	5	5	0	0	0	311	218	529	184	285	469	0	0	0	1003
25-Jul-2015	0	0	0	0	102	102	1	2	3	0	1	1	310	147	457	59	103	162	0	0	0	725
26-Jul-2015	0	0	0	0	7	7	0	1	1	1	0	1	287	182	469	133	235	368	0	0	0	846
27-Jul-2015	0	0	0	72	94	166	108	142	250	30	2	32	180	116	296	88	125	213	0	0	0	957
28-Jul-2015	0	0	0	84	102	186	142	143	285	0	0	0	158	111	269	85	108	193	0	0	0	933
29-Jul-2015	0	0	0	0	58	58	1	8	9	0	0	0	324	192	516	133	208	341	0	0	0	924
30-Jul-2015	2	0	2	0	0	0	0	7	7	0	26	26	302	200	502	179	250	429	0	0	0	966
31-Jul-2015	0	0	0	28	63	91	38	55	93	0	0	0	284	176	460	137	194	331	0	0	0	975
Total	10	0	10	1636	2465	4101	2305	3116	5421	922	426	1348	6308	3823	10131	2911	4258	7169	0	0	0	28180

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jul-2015	0	0	0	104	160	264	176	165	341	0	1	1	68	28	96	0	0	0	0	0	0	702
02-Jul-2015	0	0	0	26	39	65	50	55	105	120	99	219	100	59	159	58	94	152	0	0	0	700
03-Jul-2015	0	0	0	104	170	274	163	172	335	30	0	30	53	14	67	5	5	10	0	0	0	716
04-Jul-2015	0	0	0	15	83	98	23	40	63	32	0	32	187	86	273	46	86	132	0	0	0	598
05-Jul-2015	0	0	0	0	90	90	0	1	1	1	7	8	254	108	362	77	123	200	0	0	0	661
06-Jul-2015	0	0	0	55	66	121	56	96	152	31	0	31	145	81	226	64	115	179	0	0	0	709
07-Jul-2015	0	0	0	79	110	189	131	177	308	58	0	58	52	12	64	26	41	67	0	0	0	686
08-Jul-2015	0	0	0	104	109	213	180	238	418	47	0	47	11	0	11	2	0	2	0	0	0	691
09-Jul-2015	0	0	0	0	51	51	1	30	31	30	0	30	235	92	327	93	184	277	0	0	0	716
10-Jul-2015	0	0	0	0	45	45	0	3	3	1	9	10	269	119	388	91	191	282	0	0	0	728
11-Jul-2015	0	0	0	6	0	6	22	18	40	2	1	3	190	106	296	84	173	257	0	0	0	602
12-Jul-2015	0	0	0	0	0	0	0	0	0	1	58	59	219	106	325	104	156	260	0	0	0	644
13-Jul-2015	0	0	0	0	0	0	0	5	5	88	93	181	152	107	259	94	138	232	0	0	0	677
14-Jul-2015	0	0	0	0	59	59	0	5	5	0	0	0	256	108	364	80	164	244	0	0	0	672
15-Jul-2015	1	0	1	0	58	58	1	37	38	42	0	42	217	97	314	78	154	232	0	0	0	685
16-Jul-2015	0	0	0	40	57	97	73	67	140	0	0	0	172	84	256	64	134	198	0	0	0	691
17-Jul-2015	0	0	0	110	134	244	181	215	396	17	0	17	52	15	67	0	0	0	0	0	0	724
18-Jul-2015	0	0	0	81	96	177	143	190	333	64	0	64	3	0	3	0	0	0	0	0	0	577
19-Jul-2015	0	0	0	89	99	188	153	229	382	89	0	89	2	0	2	0	0	0	0	0	0	661
20-Jul-2015	0	0	0	80	112	192	141	180	321	33	0	33	67	17	84	23	43	66	0	0	0	696
21-Jul-2015	0	0	0	0	11	11	0	5	5	0	0	0	235	117	352	104	198	302	0	0	0	670
22-Jul-2015	0	0	0	0	9	9	0	6	6	0	11	11	239	119	358	101	199	300	0	0	0	684
23-Jul-2015	0	0	0	59	62	121	101	115	216	32	0	32	113	64	177	48	109	157	0	0	0	703
24-Jul-2015	0	0	0	0	0	0	0	4	4	0	0	0	250	132	382	117	240	357	0	0	0	743
25-Jul-2015	0	0	0	0	95	95	0	0	0	0	1	1	256	99	355	32	86	118	0	0	0	569
26-Jul-2015	0	0	0	0	7	7	0	0	0	1	0	1	243	118	361	88	201	289	0	0	0	658
27-Jul-2015	0	0	0	51	70	121	80	102	182	19	0	19	148	79	227	54	105	159	0	0	0	708
28-Jul-2015	0	0	0	56	74	130	104	98	202	0	0	0	136	75	211	47	90	137	0	0	0	680
29-Jul-2015	0	0	0	0	50	50	0	6	6	0	0	0	255	117	372	88	176	264	0	0	0	692
30-Jul-2015	0	0	0	0	0	0	0	5	5	0	25	25	244	120	364	110	206	316	0	0	0	710
31-Jul-2015	0	0	0	20	52	72	27	37	64	0	0	0	226	108	334	85	161	246	0	0	0	716
Total	1	0	1	1079	1968	3047	1806	2301	4107	738	305	1043	5049	2387	7436	1863	3572	5435	0	0	0	21069

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-Jul-2015	3	0	3	51	43	94	49	71	120	0	0	0	19	9	28	0	0	0	0	0	0	245
02-Jul-2015	0	0	0	16	9	25	9	19	28	38	50	88	25	28	53	35	17	52	0	0	0	246
03-Jul-2015	0	0	0	56	41	97	47	79	126	15	0	15	6	3	9	0	0	0	0	0	0	247
04-Jul-2015	1	0	1	7	10	17	8	12	20	8	0	8	39	36	75	23	16	39	0	0	0	160
05-Jul-2015	0	0	0	0	9	9	0	2	2	0	0	0	60	62	122	25	25	50	0	0	0	183
06-Jul-2015	0	0	0	19	20	39	20	31	51	3	0	3	48	48	96	32	20	52	0	0	0	241
07-Jul-2015	0	0	0	44	38	82	41	68	109	14	0	14	11	11	22	13	7	20	0	0	0	247
08-Jul-2015	0	0	0	62	39	101	52	86	138	13	3	16	1	0	1	0	0	0	0	0	0	256
09-Jul-2015	0	0	0	0	10	10	2	1	3	1	0	1	75	77	152	45	35	80	0	0	0	246
10-Jul-2015	1	0	1	0	10	10	0	1	1	0	1	1	71	78	149	54	35	89	0	0	0	251
11-Jul-2015	0	0	0	1	0	1	1	0	1	0	2	2	47	44	91	34	26	60	0	0	0	155
12-Jul-2015	0	0	0	0	0	0	0	2	2	1	19	20	37	52	89	52	28	80	0	0	0	191
13-Jul-2015	0	0	0	0	0	0	0	1	1	35	39	74	31	54	85	49	23	72	0	0	0	232
14-Jul-2015	1	0	1	0	9	9	0	4	4	0	0	0	74	83	157	56	35	91	0	0	0	262
15-Jul-2015	0	0	0	0	14	14	0	5	5	4	1	5	76	78	154	45	27	72	0	0	0	250
16-Jul-2015	0	0	0	19	18	37	14	23	37	0	1	1	57	55	112	36	29	65	0	0	0	252
17-Jul-2015	0	0	0	67	39	106	43	79	122	1	0	1	12	5	17	0	0	0	0	0	0	246
18-Jul-2015	0	0	0	40	24	64	39	52	91	6	0	6	2	0	2	0	0	0	0	0	0	163
19-Jul-2015	0	0	0	38	34	72	37	65	102	10	0	10	2	0	2	0	0	0	0	0	0	186
20-Jul-2015	0	0	0	46	29	75	36	58	94	10	0	10	19	24	43	13	12	25	0	0	0	247
21-Jul-2015	1	0	1	0	0	0	0	2	2	1	0	1	58	80	138	67	45	112	0	0	0	254
22-Jul-2015	0	0	0	0	0	0	0	2	2	0	2	2	59	75	134	61	42	103	0	0	0	241
23-Jul-2015	0	0	0	34	23	57	22	41	63	13	0	13	32	40	72	31	21	52	0	0	0	257
24-Jul-2015	0	0	0	0	0	0	0	1	1	0	0	0	61	86	147	67	45	112	0	0	0	260
25-Jul-2015	0	0	0	0	7	7	1	2	3	0	0	0	54	48	102	27	17	44	0	0	0	156
26-Jul-2015	0	0	0	0	0	0	0	1	1	0	0	0	44	64	108	45	34	79	0	0	0	188
27-Jul-2015	0	0	0	21	24	45	28	40	68	11	2	13	32	37	69	34	20	54	0	0	0	249
28-Jul-2015	0	0	0	28	28	56	38	45	83	0	0	0	22	36	58	38	18	56	0	0	0	253
29-Jul-2015	0	0	0	0	8	8	1	2	3	0	0	0	69	75	144	45	32	77	0	0	0	232
30-Jul-2015	2	0	2	0	0	0	0	2	2	0	1	1	58	80	138	69	44	113	0	0	0	256
31-Jul-2015	0	0	0	8	11	19	11	18	29	0	0	0	58	68	126	52	33	85	0	0	0	259
Total	9	0	9	557	497	1054	499	815	1314	184	121	305	1259	1436	2695	1048	686	1734	0	0	0	7111

(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-Jul-2015	2	1	1	5	0	3	43	64	74	66	67	65	49	37	52	54	50	70	76	69	44	27	25	3	947
02-Jul-2015	8	0	2	3	0	3	40	70	73	66	65	61	46	43	48	50	53	54	55	73	63	36	31	3	946
03-Jul-2015	2	1	1	3	0	1	40	70	75	74	70	61	51	46	56	64	51	63	68	64	48	32	21	1	963
04-Jul-2015	2	1	0	1	0	4	38	49	70	62	70	58	45	42	45	47	38	38	41	43	27	24	13	0	758
05-Jul-2015	0	1	0	0	2	2	30	34	50	47	60	64	42	43	59	57	52	69	71	71	37	31	21	1	844
06-Jul-2015	1	0	1	0	2	3	46	65	79	64	75	63	54	39	50	55	56	66	71	64	35	33	23	5	950
07-Jul-2015	2	1	0	3	1	3	51	59	81	65	68	61	53	43	44	48	53	63	66	69	43	28	23	5	933
08-Jul-2015	4	0	1	2	1	4	45	61	77	72	70	60	42	44	57	53	52	62	71	68	43	27	25	6	947
09-Jul-2015	1	0	3	3	0	3	39	73	74	62	66	62	50	42	48	59	57	68	69	66	50	38	25	4	962
10-Jul-2015	2	1	1	3	0	4	42	75	73	65	68	65	49	47	55	59	60	65	71	71	49	31	22	1	979
11-Jul-2015	0	0	1	0	0	4	33	44	70	67	67	65	41	42	47	45	44	40	42	40	16	32	16	1	757
12-Jul-2015	1	0	0	0	1	3	32	37	46	53	60	56	41	43	61	48	51	63	65	67	47	33	27	0	835
13-Jul-2015	0	1	0	0	0	4	40	60	72	64	75	73	43	40	50	48	50	49	65	69	45	32	25	4	909
14-Jul-2015	1	2	1	3	1	2	46	80	73	60	72	60	43	44	46	53	53	73	63	62	35	33	22	6	934
15-Jul-2015	1	0	2	3	0	3	45	68	78	62	69	57	42	38	52	55	60	59	72	67	44	27	24	7	935
16-Jul-2015	1	1	2	2	1	2	42	68	71	67	49	61	57	36	52	55	51	66	76	64	48	31	36	4	943
17-Jul-2015	3	0	2	3	1	2	41	60	64	67	63	70	54	37	70	56	56	69	64	77	45	41	25	0	970
18-Jul-2015	0	1	1	1	0	4	32	49	67	59	72	61	54	35	49	39	40	40	41	35	26	23	10	1	740
19-Jul-2015	0	0	0	0	1	2	30	38	47	56	60	60	42	42	61	53	53	70	67	63	47	36	18	1	847
20-Jul-2015	1	1	0	0	0	4	45	71	73	59	75	70	48	45	60	47	57	61	68	64	37	34	20	3	943
21-Jul-2015	3	1	1	4	1	4	44	74	72	67	65	60	50	40	49	48	52	62	78	57	40	27	21	4	924
22-Jul-2015	3	0	2	2	0	3	42	72	73	64	70	55	41	43	56	48	58	65	67	65	39	27	24	6	925
23-Jul-2015	1	1	1	4	2	3	38	71	65	73	60	60	49	39	55	60	58	68	72	61	49	36	33	1	960
24-Jul-2015	5	0	1	2	1	3	36	67	79	70	71	65	54	49	59	61	65	62	69	69	57	37	21	0	1003
25-Jul-2015	1	0	0	0	0	4	35	47	69	56	70	60	43	43	42	50	35	40	40	33	27	20	9	1	725
26-Jul-2015	0	1	0	1	1	3	29	40	49	54	58	60	41	43	59	48	61	64	74	72	38	31	18	1	846
27-Jul-2015	0	0	0	1	0	3	47	78	73	67	74	71	49	39	57	59	52	67	71	60	38	29	20	2	957
28-Jul-2015	3	0	0	4	0	3	52	75	76	62	71	62	45	41	46	50	58	67	70	63	31	29	22	3	933
29-Jul-2015	2	0	2	2	0	3	44	69	71	61	71	55	42	41	50	55	55	71	75	64	35	28	24	4	924
30-Jul-2015	3	0	1	5	0	3	46	75	74	60	71	68	43	43	49	58	51	73	67	69	43	34	27	3	966
31-Jul-2015	2	2	1	4	0	3	38	77	78	61	72	67	48	40	63	64	47	71	71	73	43	35	15	0	975
Total	55	17	28	64	16	95	1251	1940	2166	1952	2094	1936	1451	1289	1647	1646	1629	1918	2036	1952	1269	962	686	81	28180
Avg.	1.77	0.55	0.90	2.06	0.52	3.06	40.35	62.58	69.87	62.97	67.55	62.45	46.81	41.58	53.13	53.10	52.55	61.87	65.68	62.97	40.94	31.03	22.13	2.61	909.03

(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-Jul-2015	0	0	1	3	0	3	25	34	42	27	31	25	22	17	24	28	27	37	36	34	26	15	12	1	470
02-Jul-2015	4	0	1	1	0	3	23	38	37	33	30	28	18	20	25	30	23	26	24	35	38	23	16	1	477
03-Jul-2015	0	1	1	1	0	1	25	36	41	35	27	28	23	24	26	30	23	36	36	27	26	19	13	0	479
04-Jul-2015	1	1	0	1	0	4	28	26	36	27	27	28	18	22	30	20	23	19	18	22	18	14	6	0	389
05-Jul-2015	0	0	0	0	2	2	22	16	23	21	23	27	17	18	32	27	27	42	34	31	22	19	12	0	417
06-Jul-2015	0	0	1	0	2	3	27	32	42	30	34	27	23	18	24	24	34	35	35	28	19	20	13	2	473
07-Jul-2015	0	1	0	2	0	3	29	35	41	30	29	28	23	21	23	20	29	30	34	32	27	18	12	2	469
08-Jul-2015	1	0	1	1	0	4	24	31	42	37	29	23	21	23	27	24	28	32	39	31	26	14	13	1	472
09-Jul-2015	0	0	3	1	0	3	25	38	33	29	31	28	20	18	25	29	33	33	34	29	33	23	12	2	482
10-Jul-2015	0	1	1	1	0	4	25	39	37	28	30	27	22	24	25	30	31	36	37	29	29	17	13	1	487
11-Jul-2015	0	0	1	0	0	3	25	24	35	30	24	31	18	22	30	20	23	23	19	19	10	24	6	0	387
12-Jul-2015	0	0	0	0	0	3	22	16	25	24	20	24	16	19	29	21	28	36	35	32	30	16	18	0	414
13-Jul-2015	0	1	0	0	0	4	22	29	34	37	33	30	15	17	25	25	23	29	26	39	26	20	13	1	449
14-Jul-2015	1	0	1	2	0	2	27	42	37	27	32	28	20	19	23	24	31	37	36	21	21	22	13	1	467
15-Jul-2015	0	0	2	1	0	3	26	36	41	28	29	23	18	21	23	24	36	33	35	32	23	15	13	2	464
16-Jul-2015	0	1	2	1	0	2	23	40	37	29	26	27	21	17	27	24	28	38	38	26	27	21	19	1	475
17-Jul-2015	1	0	2	1	1	2	23	32	33	35	25	31	18	19	39	25	30	36	34	34	22	23	17	0	483
18-Jul-2015	0	0	0	1	0	4	22	28	33	27	28	28	24	20	30	18	23	21	19	17	16	14	5	0	378
19-Jul-2015	0	0	0	0	1	2	22	20	22	27	22	21	19	19	29	23	28	39	37	28	25	23	12	1	420
20-Jul-2015	0	1	0	0	0	4	23	33	37	33	32	32	17	24	29	22	30	36	31	30	24	19	10	1	468
21-Jul-2015	1	1	1	1	1	3	26	41	34	32	28	31	18	22	26	18	29	35	39	22	31	15	9	2	466
22-Jul-2015	1	0	2	0	0	3	23	38	37	32	26	25	16	25	26	20	35	34	39	27	22	14	13	2	460
23-Jul-2015	0	1	1	3	1	3	23	38	31	30	26	29	23	19	25	29	28	37	38	28	29	27	16	0	485
24-Jul-2015	2	0	1	1	0	3	21	39	38	29	26	30	21	28	31	30	33	32	36	28	32	21	13	0	495
25-Jul-2015	0	0	0	0	0	4	25	28	32	25	30	27	17	20	26	25	21	21	19	16	18	12	4	0	370
26-Jul-2015	0	0	0	1	1	3	21	22	24	25	19	23	19	18	29	20	34	39	38	32	23	17	12	1	421
27-Jul-2015	0	0	0	0	0	3	26	40	41	31	36	27	20	17	31	27	27	36	37	27	24	17	11	0	478
28-Jul-2015	1	0	0	2	0	3	31	39	35	31	32	28	21	20	23	20	32	36	36	29	19	20	10	1	469
29-Jul-2015	0	0	2	0	0	3	25	35	39	28	26	25	21	19	23	26	31	37	37	28	25	16	11	1	458
30-Jul-2015	0	0	1	3	0	3	26	41	30	33	33	30	18	21	26	26	25	41	33	32	25	23	12	1	483
31-Jul-2015	0	2	1	1	0	3	21	43	38	32	28	31	19	20	35	27	23	43	34	32	23	21	10	0	487
Total	13	11	26	29	9	93	756	1029	1087	922	872	850	606	631	846	756	876	1045	1023	877	759	582	369	25	14092
Avg.	0.42	0.35	0.84	0.94	0.29	3.00	24.39	33.19	35.06	29.74	28.13	27.42	19.55	20.35	27.29	24.39	28.26	33.71	33.00	28.29	24.48	18.77	11.90	0.81	454.58

(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-Jul-2015	2	1	0	2	0	0	18	30	32	39	36	40	27	20	28	26	23	33	40	35	18	12	13	2	477
02-Jul-2015	4	0	1	2	0	0	17	32	36	33	35	33	28	23	23	20	30	28	31	38	25	13	15	2	469
03-Jul-2015	2	0	0	2	0	0	15	34	34	39	43	33	28	22	30	34	28	27	32	37	22	13	8	1	484
04-Jul-2015	1	0	0	0	0	0	10	23	34	35	43	30	27	20	15	27	15	19	23	21	9	10	7	0	369
05-Jul-2015	0	1	0	0	0	0	8	18	27	26	37	37	25	25	27	30	25	27	37	40	15	12	9	1	427
06-Jul-2015	1	0	0	0	0	0	19	33	37	34	41	36	31	21	26	31	22	31	36	36	16	13	10	3	477
07-Jul-2015	2	0	0	1	1	0	22	24	40	35	39	33	30	22	21	28	24	33	32	37	16	10	11	3	464
08-Jul-2015	3	0	0	1	1	0	21	30	35	35	41	37	21	21	30	29	24	30	32	37	17	13	12	5	475
09-Jul-2015	1	0	0	2	0	0	14	35	41	33	35	34	30	24	23	30	24	35	35	37	17	15	13	2	480
10-Jul-2015	2	0	0	2	0	0	17	36	36	37	38	38	27	23	30	29	29	29	34	42	20	14	9	0	492
11-Jul-2015	0	0	0	0	0	1	8	20	35	37	43	34	23	20	17	25	21	17	23	21	6	8	10	1	370
12-Jul-2015	1	0	0	0	1	0	10	21	21	29	40	32	25	24	32	27	23	27	30	35	17	17	9	0	421
13-Jul-2015	0	0	0	0	0	0	18	31	38	27	42	43	28	23	25	23	27	20	39	30	19	12	12	3	460
14-Jul-2015	0	2	0	1	1	0	19	38	36	33	40	32	23	25	23	29	22	36	27	41	14	11	9	5	467
15-Jul-2015	1	0	0	2	0	0	19	32	37	34	40	34	24	17	29	31	24	26	37	35	21	12	11	5	471
16-Jul-2015	1	0	0	1	1	0	19	28	34	38	23	34	36	19	25	31	23	28	38	38	21	10	17	3	468
17-Jul-2015	2	0	0	2	0	0	18	28	31	32	38	39	36	18	31	31	26	33	30	43	23	18	8	0	487
18-Jul-2015	0	1	1	0	0	0	10	21	34	32	44	33	30	15	19	21	17	19	22	18	10	9	5	1	362
19-Jul-2015	0	0	0	0	0	0	8	18	25	29	38	39	23	23	32	30	25	31	30	35	22	13	6	0	427
20-Jul-2015	1	0	0	0	0	0	22	38	36	26	43	38	31	21	31	25	27	25	37	34	13	15	10	2	475
21-Jul-2015	2	0	0	3	0	1	18	33	38	35	37	29	32	18	23	30	23	27	39	35	9	12	12	2	458
22-Jul-2015	2	0	0	2	0	0	19	34	36	32	44	30	25	18	30	28	23	31	28	38	17	13	11	4	465
23-Jul-2015	1	0	0	1	1	0	15	33	34	43	34	31	26	20	30	31	30	31	34	33	20	9	17	1	475
24-Jul-2015	3	0	0	1	1	0	15	28	41	41	45	35	33	21	28	31	32	30	33	41	25	16	8	0	508
25-Jul-2015	1	0	0	0	0	0	10	19	37	31	40	33	26	23	16	25	14	19	21	17	9	8	5	1	355
26-Jul-2015	0	1	0	0	0	0	8	18	25	29	39	37	22	25	30	28	27	25	36	40	15	14	6	0	425
27-Jul-2015	0	0	0	1	0	0	21	38	32	36	38	44	29	22	26	32	25	31	34	33	14	12	9	2	479
28-Jul-2015	2	0	0	2	0	0	21	36	41	31	39	34	24	21	23	30	26	31	34	34	12	9	12	2	464
29-Jul-2015	2	0	0	2	0	0	19	34	32	33	45	30	21	22	27	29	24	34	38	36	10	12	13	3	466
30-Jul-2015	3	0	0	2	0	0	20	34	44	27	38	38	25	22	23	32	26	32	34	37	18	11	15	2	483
31-Jul-2015	2	0	0	3	0	0	17	34	40	29	44	36	29	20	28	37	24	28	37	41	20	14	5	0	488
Total	42	6	2	35	7	2	495	911	1079	1030	1222	1086	845	658	801	890	753	873	1013	1075	510	380	317	56	14088
Avg.	1.35	0.19	0.06	1.13	0.23	0.06	15.97	29.39	34.81	33.23	39.42	35.03	27.26	21.23	25.84	28.71	24.29	28.16	32.68	34.68	16.45	12.26	10.23	1.81	454.45

(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-Jul-15	07:00	00:24	04:09	-	-	-	-	12:25	-	-	-	-	-
02-Jul-15	07:00	-	-	01:35	-	-	06:29	02:55	-	06:00	-	-	-
03-Jul-15	07:00	00:18	02:06	01:55	-	-	00:34	12:04	-	-	-	-	-
04-Jul-15	07:00	00:24	06:12	02:14	-	-	06:21	01:46	-	-	-	-	-
05-Jul-15	07:00	00:20	06:20	-	01:03	-	09:15	-	-	-	-	-	-
06-Jul-15	07:00	00:22	02:28	01:43	-	-	07:27	04:56	-	-	-	-	-
07-Jul-15	07:00	00:15	-	03:49	-	-	02:41	10:12	-	-	-	-	-
08-Jul-15	07:00	00:26	-	03:01	-	-	00:13	13:18	-	-	-	-	-
09-Jul-15	07:00	00:19	02:55	01:36	-	-	12:08	-	-	-	-	-	-
10-Jul-15	07:00	00:31	02:49	-	01:21	-	12:16	-	-	-	-	-	-
11-Jul-15	07:00	00:21	-	-	-	-	14:30	01:30	-	00:37	-	-	-
12-Jul-15	07:00	00:23	-	-	03:58	-	12:37	-	-	-	-	-	-
13-Jul-15	07:00	00:22	-	-	01:51	-	09:28	-	-	05:16	-	-	-
14-Jul-15	07:00	00:15	05:48	-	-	-	10:54	-	-	-	-	-	-
15-Jul-15	07:00	00:13	04:05	02:39	-	-	10:00	-	-	-	-	-	-
16-Jul-15	07:00	00:17	02:28	-	-	-	09:33	04:40	-	-	-	-	-
17-Jul-15	07:00	00:22	02:25	00:40	-	-	-	13:30	-	-	-	-	-
18-Jul-15	07:00	00:38	-	04:21	-	-	-	11:59	-	-	-	-	-
19-Jul-15	07:00	00:43	-	04:39	-	-	-	11:36	-	-	-	-	-
20-Jul-15	07:00	00:32	00:49	02:42	-	-	02:49	10:06	-	-	-	-	-
21-Jul-15	07:00	-	00:45	-	-	-	16:14	-	-	-	-	-	-
22-Jul-15	07:00	00:20	00:38	-	01:53	-	14:07	-	-	-	-	-	-
23-Jul-15	07:00	00:21	-	01:58	-	-	07:43	06:55	-	-	-	-	-
24-Jul-15	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
25-Jul-15	07:00	00:43	09:41	-	-	-	06:34	-	-	-	-	-	-
26-Jul-15	07:00	00:40	01:00	-	-	-	15:18	-	-	-	-	-	-
27-Jul-15	07:00	00:18	02:41	01:36	-	-	06:36	05:46	-	-	-	-	-
28-Jul-15	07:00	00:21	01:57	-	-	-	06:18	08:21	-	-	-	-	-
29-Jul-15	07:00	00:20	05:15	-	-	-	11:23	-	-	-	-	-	-
30-Jul-15	07:00	00:21	-	-	02:02	-	14:35	-	-	-	-	-	-
31-Jul-15	07:00	00:30	02:35	-	-	-	11:42	02:10	-	-	-	-	-
Total	217:00	12:08	67:14	34:33	12:10	00:00	254:36	134:19	00:00	11:54	00:00	00:00	00:00
% Used		2.31%	12.76%	6.56%	2.31%	0.00%	48.32%	25.49%	0.00%	2.26%	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).

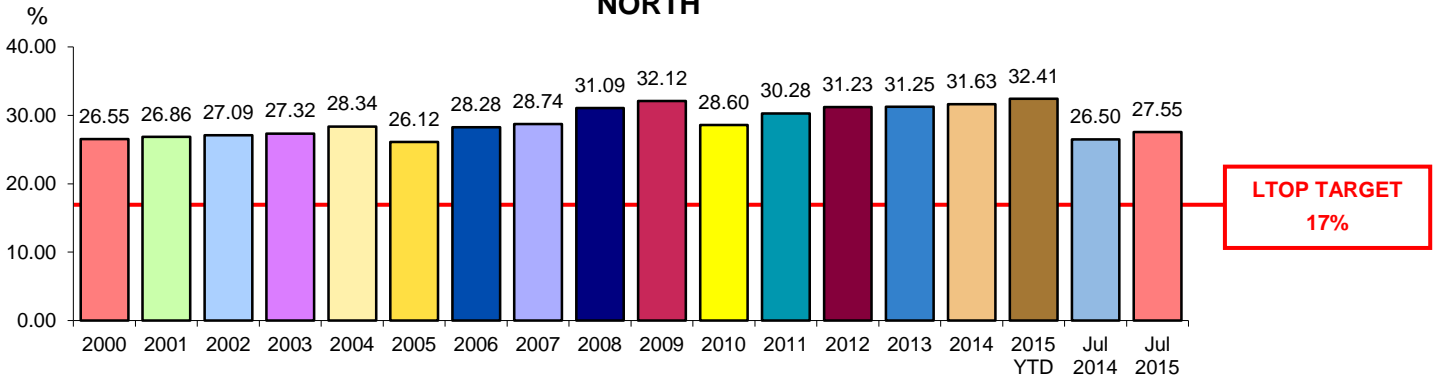
Cumulative Mode Utilisation from 1 January 2015

Time	2.20%	6.28%	4.69%	2.55%	0.00%	38.93%	41.16%	0.04%	0.59%	3.55%	0.00%	0.00%
Movements	0.38%	4.61%	3.25%	1.75%	0.00%	41.86%	44.94%	0.02%	0.54%	2.64%	0.00%	0.00%

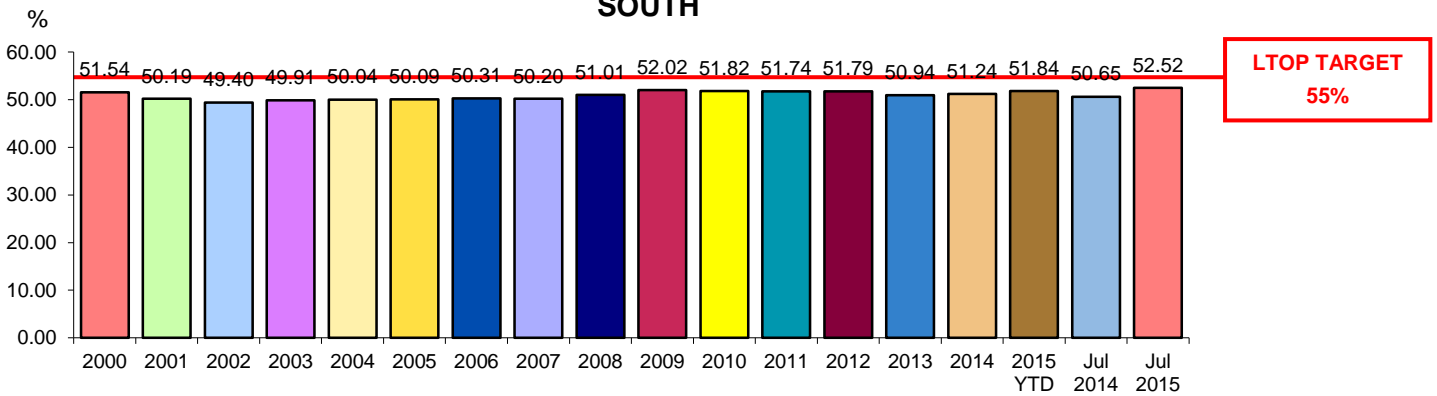
Runway End Impact to 31 July 2015

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

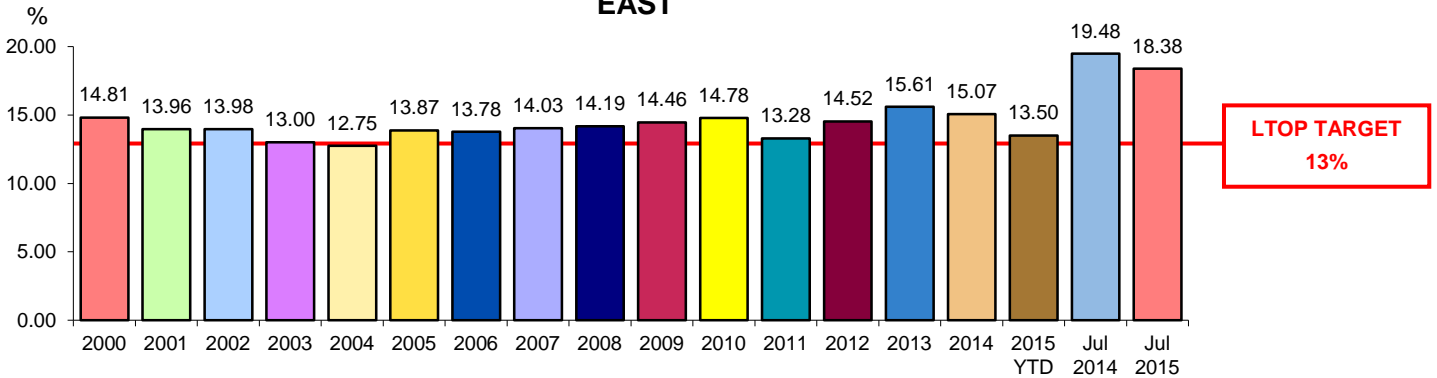
NORTH



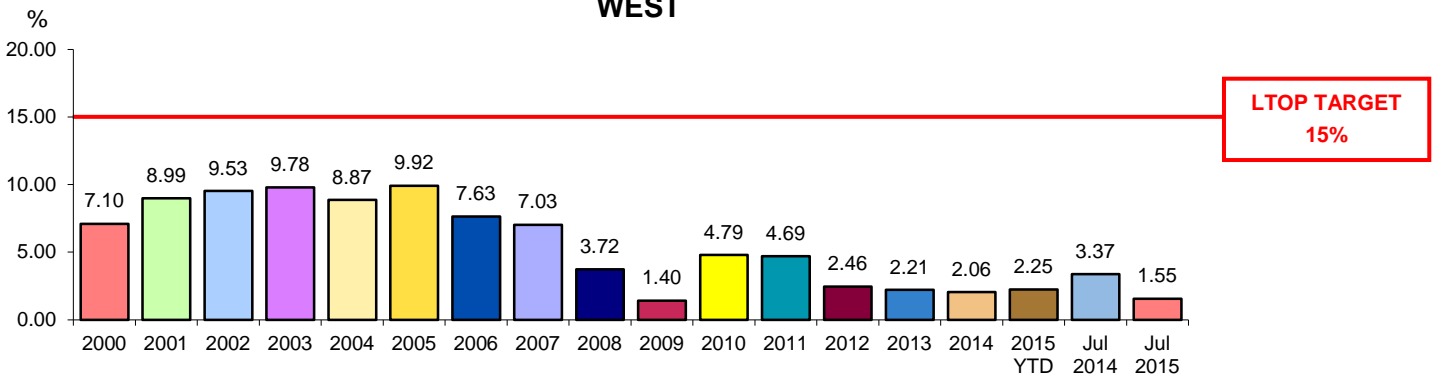
SOUTH



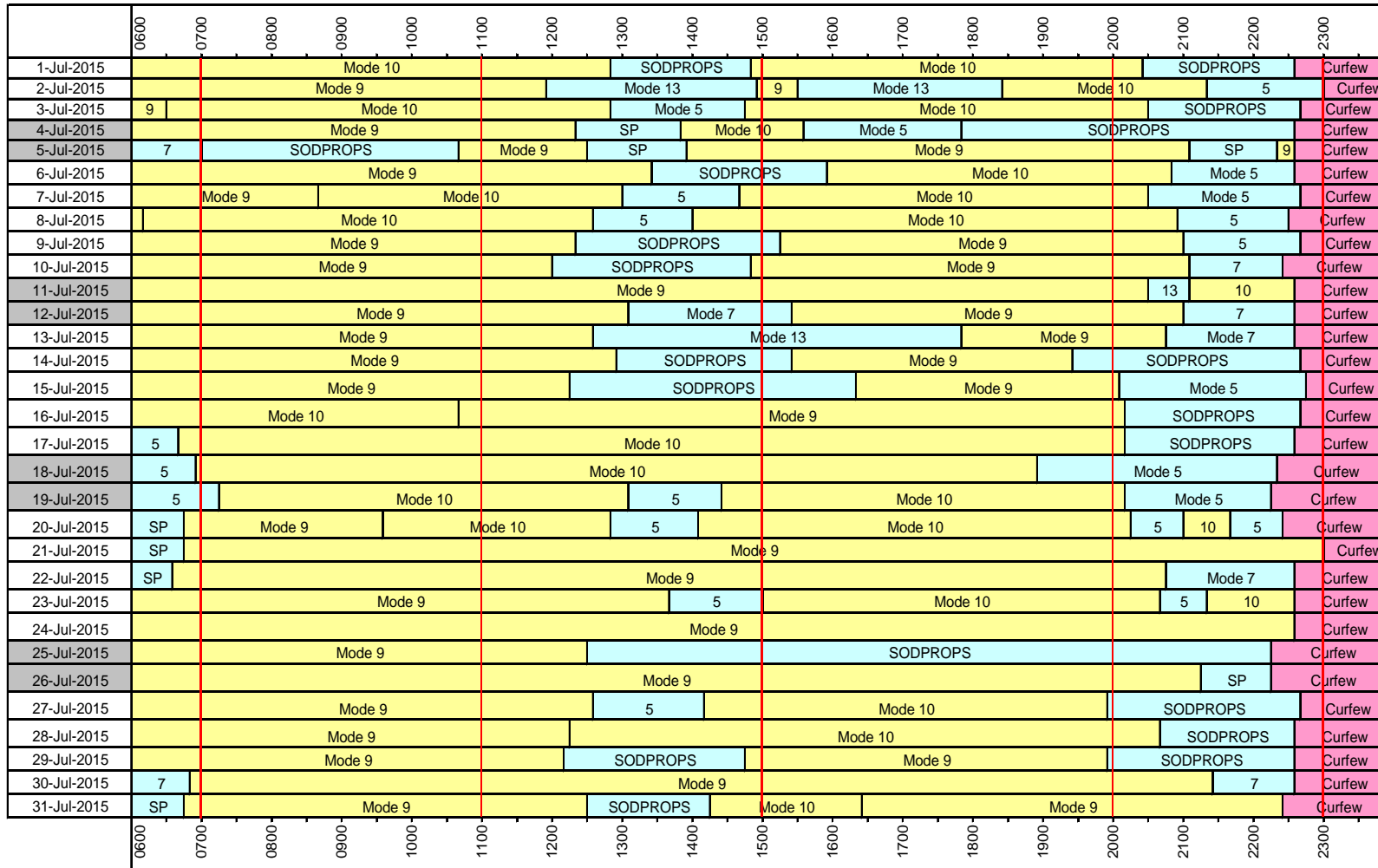
EAST



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 **July 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	
1/07/2015	07:05	08:50	1:45
8/07/2015	07:09	09:23	2:14
17/07/2015	07:15	09:14	1:59

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

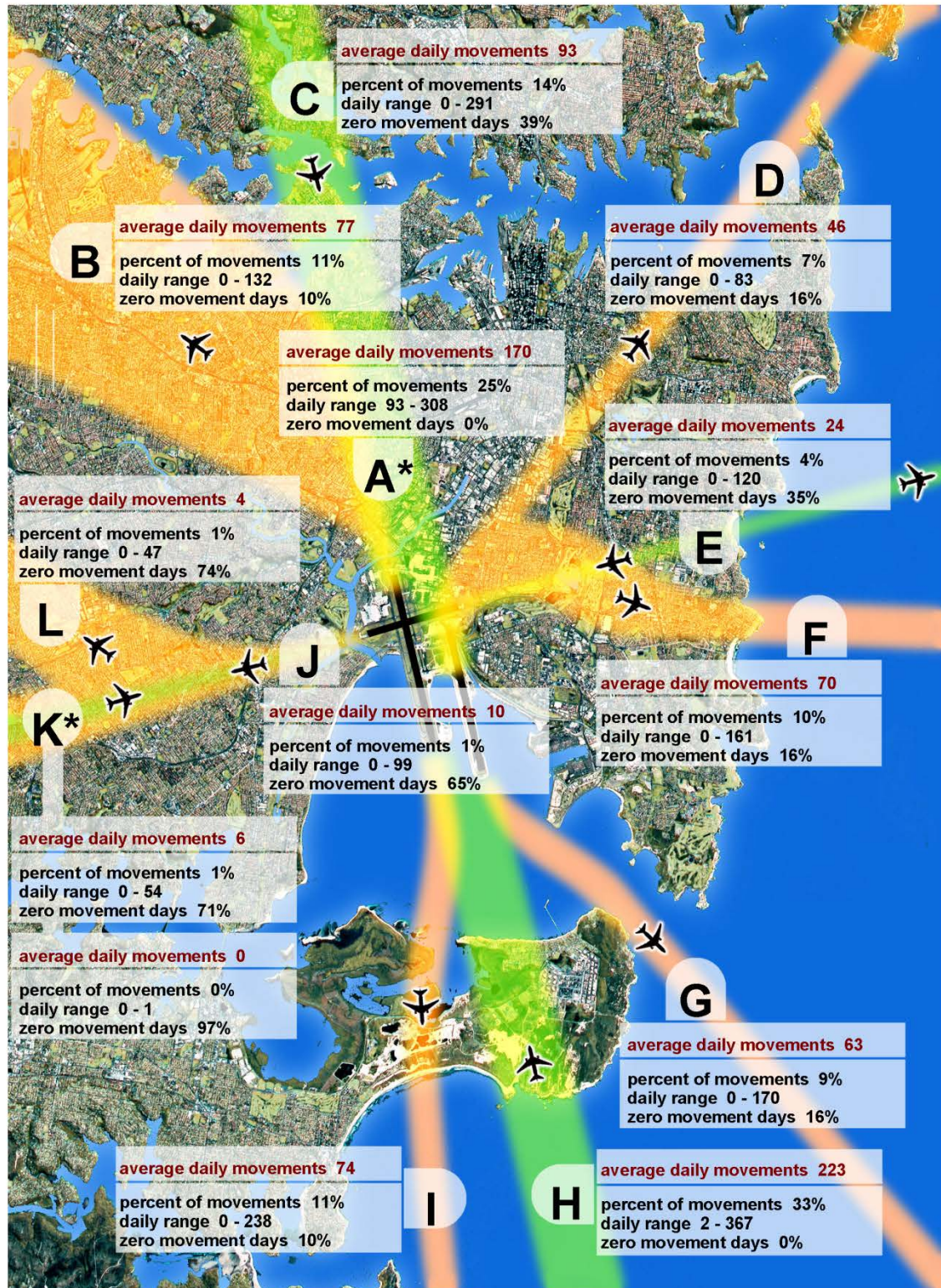
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
1/07/2015	69	31	38
8/07/2015	91	43	48
17/07/2015	70	32	38

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

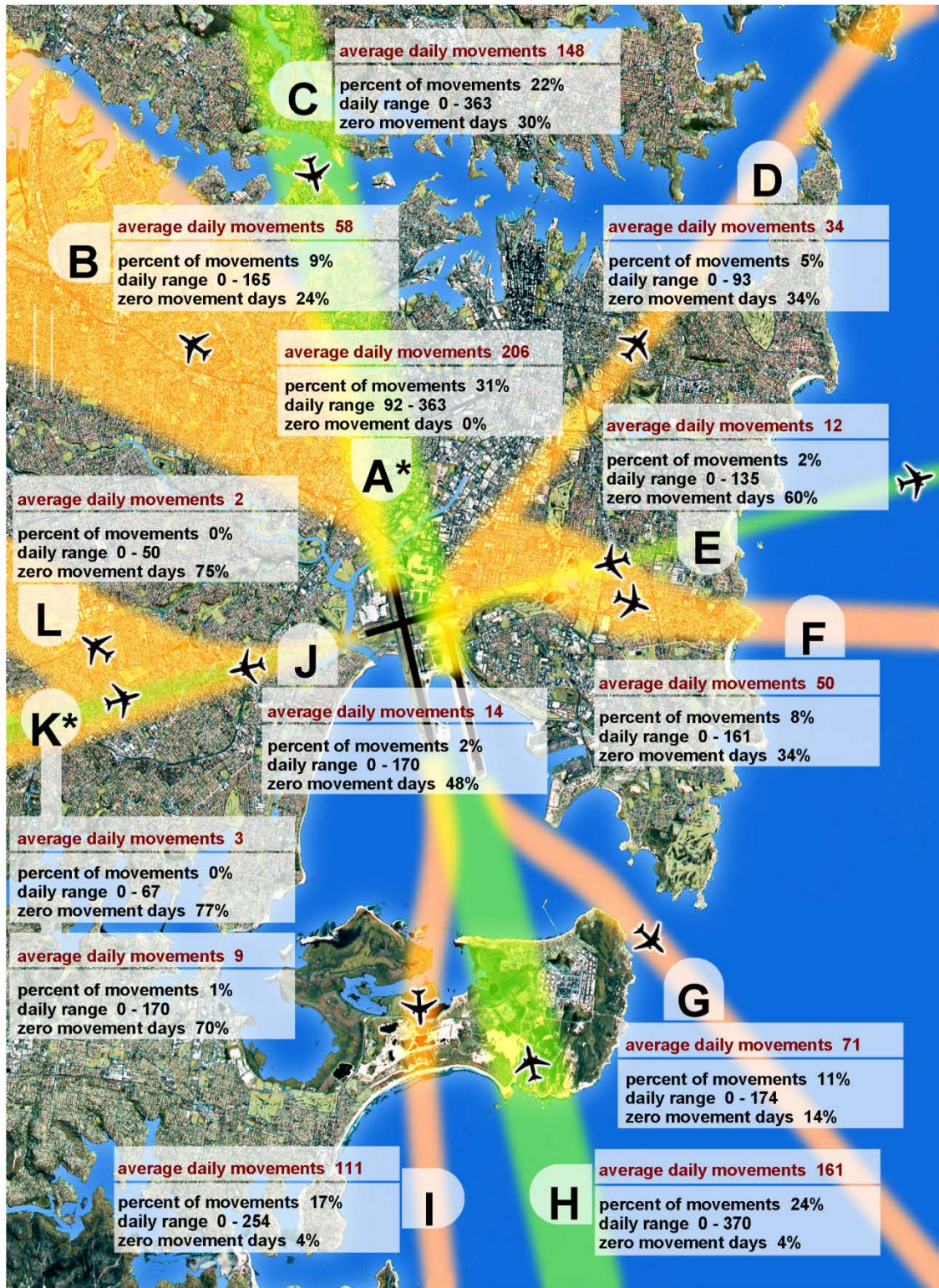
1 July 2015 to 31 July 2015, All Jets



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

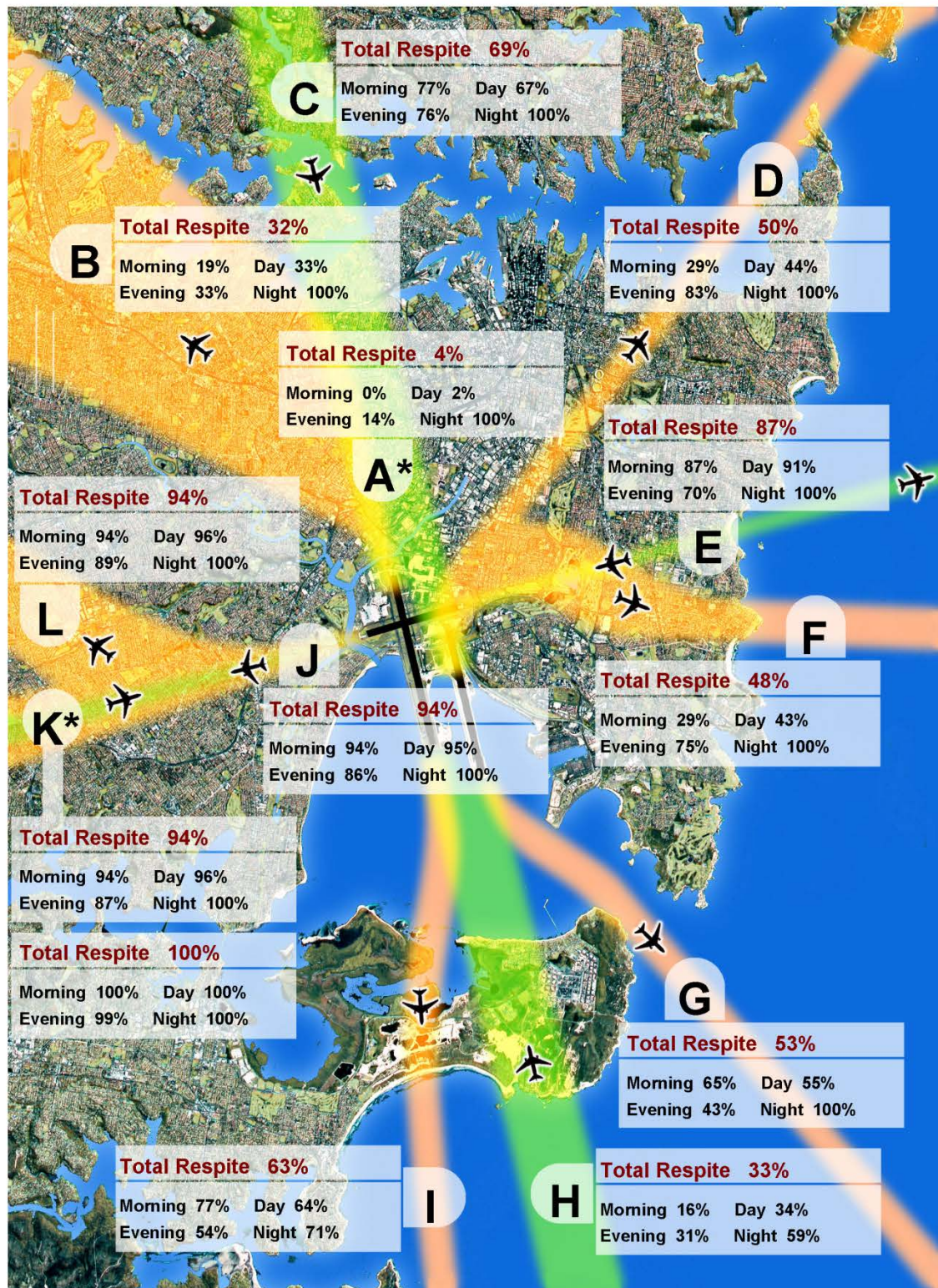
1 Aug 2014 to 31 July 2015, All Jets



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 July 2015 to 31 July 2015, All Jets



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

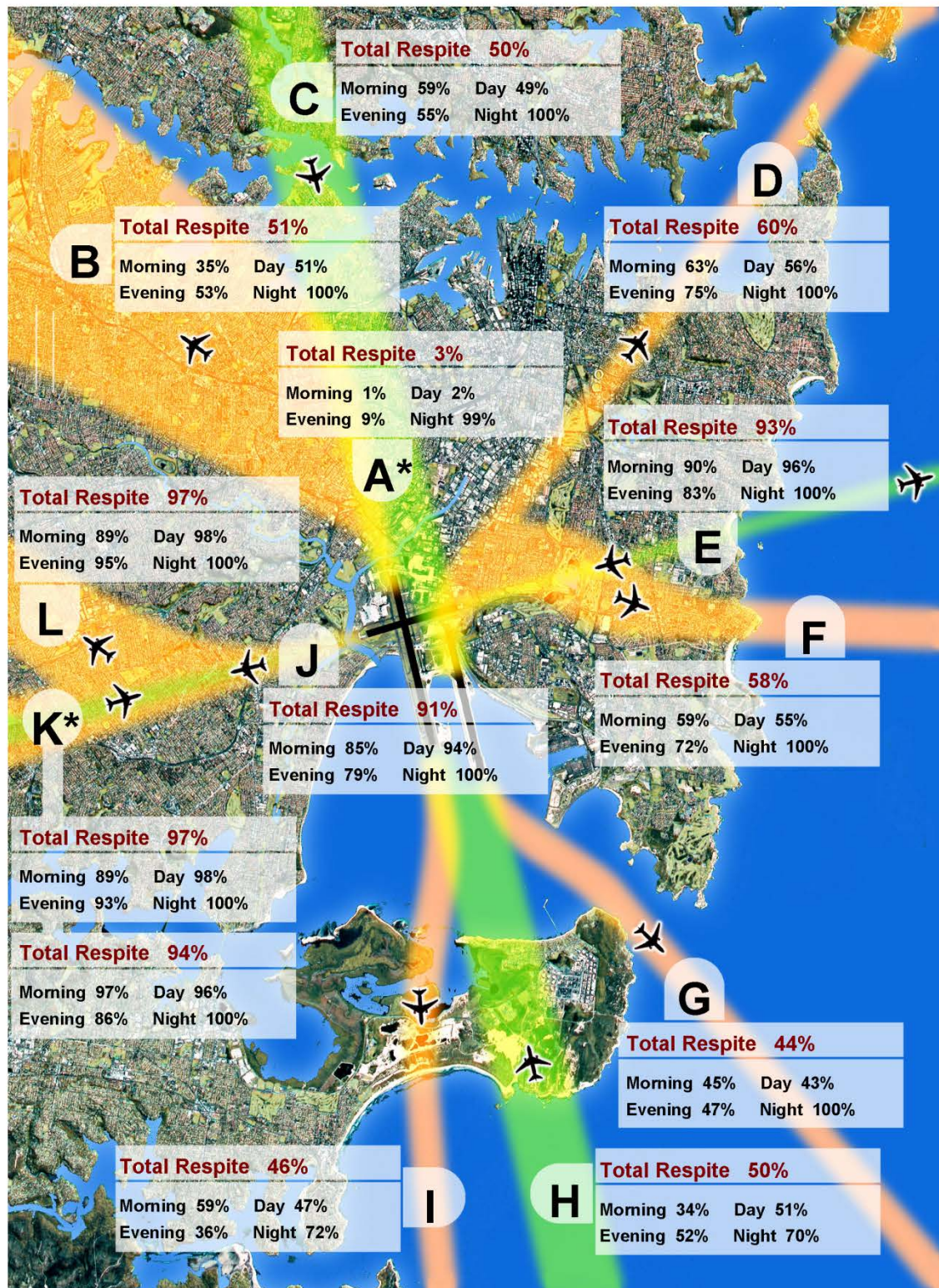
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Aug 2014 to 31 July 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) August 2014 to July 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 October 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 October 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 October 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 October 2014 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 August 2014 to July 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 60%**. This means that over the period **August 2014 to July 2015 for 60%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for July 2015.



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

<i>Location</i>	<i>CNE Jul</i>	<i>Operational Days Jul</i>	<i>N70 Jul</i>	<i>N70 Jun</i>	<i>N70 May</i>
<i>Threshold rwy 34</i>	<i>11,718</i>	<i>30.9</i>	<i>371</i>	<i>343</i>	<i>343</i>
<i>Penshurst</i>	<i>317</i>	<i>30.9</i>	<i>4</i>	<i>6</i>	<i>10</i>
<i>Bexley</i>	<i>397</i>	<i>30.9</i>	<i>9</i>	<i>11</i>	<i>15</i>
<i>Sydenham</i>	<i>4,922</i>	<i>30.9</i>	<i>158</i>	<i>166</i>	<i>159</i>
<i>Johnston St Annandale</i>	<i>2,044</i>	<i>30.9</i>	<i>54</i>	<i>71</i>	<i>61</i>
<i>Church St. St Peters</i>	<i>3,849</i>	<i>30.9</i>	<i>91</i>	<i>109</i>	<i>100</i>
<i>Leichhardt PEMU 36</i>	<i>2,500</i>	<i>30.9</i>	<i>75</i>	<i>99</i>	<i>87</i>
<i>Eastlakes</i>	<i>3,254</i>	<i>30.9</i>	<i>95</i>	<i>79</i>	<i>79</i>
<i>Coogee</i>	<i>1,144</i>	<i>30.9</i>	<i>34</i>	<i>29</i>	<i>32</i>
<i>Kurnell</i>	<i>3,346</i>	<i>30.9</i>	<i>95</i>	<i>79</i>	<i>78</i>
<i>Croydon</i>	<i>808</i>	<i>30.9</i>	<i>19</i>	<i>15</i>	<i>11</i>
<i>Hunters Hill</i>	<i>3,633</i>	<i>30.3</i>	<i>47</i>	<i>56</i>	<i>52</i>

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

The N70 values for July 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 49 Day 266 Night 12 WE_D 342 WE_N 9	Penshurst AM 1 PM 1 Day 4 Night 0 WE_D 1 WE_N 0	Bexley AM 1 PM 2 Day 9 Night 0 WE_D 2 WE_N 0	Eastlakes AM 4 PM 15 Day 80 Night 0 WE_D 84 WE_N 0
Coogee AM 1 PM 13 Day 24 Night 0 WE_D 23 WE_N 0	Sydenham AM 5 PM 16 Day 136 Night 0 WE_D 160 WE_N 0	Leichhardt PEMU36 AM 2 PM 7 Day 64 Night 0 WE_D 78 WE_N 0	Kurnell AM 5 PM 5 Day 91 Night 0 WE_D 81 WE_N 0
Annandale AM 1 PM 5 Day 46 Night 0 WE_D 59 WE_N 0	St Peters AM 2 PM 9 Day 77 Night 0 WE_D 97 WE_N 0	Croydon AM 1 PM 2 Day 17 Night 0 WE_D 15 WE_N 0	Hunters Hull AM 2 PM 4 Day 38 Night 0 WE_D 50 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.