

Sydney Airport Operational Statistics

June 2014

PREVIEW

Sydney Airport Operational Statistics Report Preview

June 2014

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

There were a total of 25,639 aircraft movements this month (daily average 854.63). Last month there were a total of 26,693 movements (daily average 861.06) and for the same month last year there were a total of 25,604 movements (daily average 853.47).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 16 days and Mode 10 on 8 days. Crossing runway modes (including Sodprops) were used for 19.37% 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 29.15% - This result is above the LTOP target and above the previous month (27.68%)

South 50.52% - This result is below the LTOP target and below the previous month (51.46%)

East 18.14% - This result is above the LTOP target and below the previous month (18.48%)

West 2.18% - This result is below the LTOP target and below the previous month (2.39%)

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

This procedure was used on 5, 6, and 10 of June for a total of 6 hours and 27 minutes (ATIS time).

Noise Complaints & Information Service

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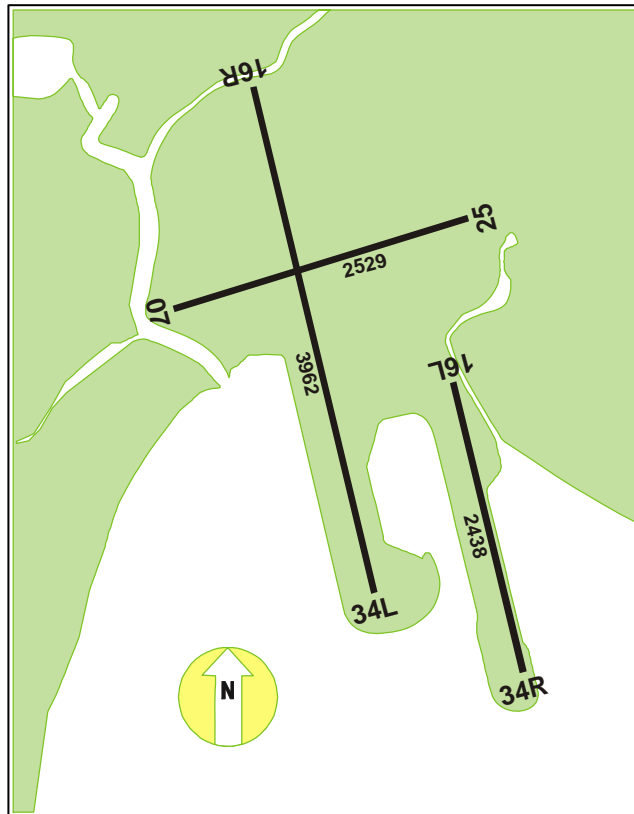
This report is available on the Internet at Airservices Australia website at

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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



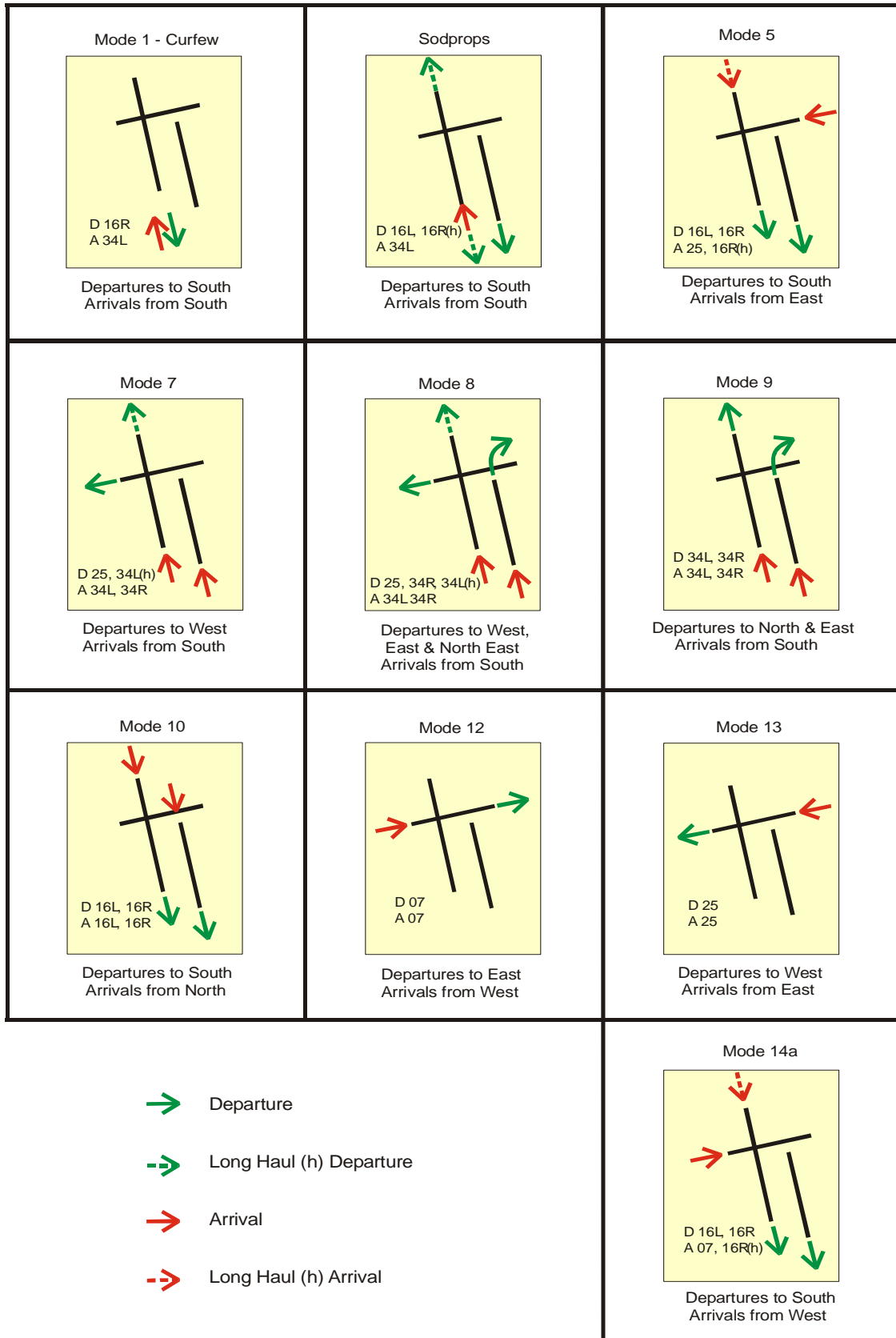
Runway numbers refer to the direction an aircraft is flying.

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-Jun-2014	1	0	1	3	4	7	22	13	35	0	20	20	237	178	415	129	190	319	0	0	0	797
02-Jun-2014	0	0	0	0	22	22	0	3	3	0	33	33	294	190	484	154	204	358	0	0	0	900
03-Jun-2014	0	0	0	0	0	0	0	6	6	0	35	35	285	184	469	147	200	347	0	0	0	857
04-Jun-2014	1	0	1	111	103	214	155	227	382	38	2	40	86	51	137	44	61	105	0	0	0	879
05-Jun-2014	2	0	2	199	140	339	235	318	553	0	0	0	23	2	25	7	5	12	0	0	0	931
06-Jun-2014	0	0	0	215	157	372	267	328	595	0	1	1	4	0	4	0	0	0	0	0	0	972
07-Jun-2014	0	0	0	106	96	202	191	227	418	31	4	35	18	1	19	1	0	1	0	0	0	675
08-Jun-2014	2	0	2	111	96	207	212	258	470	22	1	23	1	0	1	0	0	0	0	0	0	703
09-Jun-2014	0	0	0	120	91	211	169	212	381	1	10	11	88	59	147	48	68	116	0	0	0	866
10-Jun-2014	0	0	0	158	149	307	243	283	526	32	1	33	2	0	2	0	0	0	0	0	0	868
11-Jun-2014	2	0	2	81	102	183	124	186	310	41	3	44	142	80	222	52	76	128	0	0	0	889
12-Jun-2014	3	0	3	0	23	23	0	8	8	0	1	1	322	194	516	135	228	363	0	0	0	914
13-Jun-2014	2	0	2	0	43	43	1	2	3	0	0	0	322	197	519	146	230	376	0	0	0	943
14-Jun-2014	1	0	1	0	13	13	8	58	66	81	32	113	157	113	270	99	117	216	0	0	0	679
15-Jun-2014	0	0	0	56	76	132	78	84	162	97	76	173	114	99	213	50	73	123	0	0	0	803
16-Jun-2014	0	0	0	0	32	32	1	5	6	2	17	19	309	205	514	149	211	360	0	0	0	931
17-Jun-2014	0	0	0	88	108	196	140	203	343	73	0	73	86	43	129	40	62	102	0	0	0	843
18-Jun-2014	0	0	0	133	196	329	220	233	453	39	0	39	53	14	67	0	0	0	0	0	0	888
19-Jun-2014	0	0	0	0	0	0	0	6	6	0	0	0	319	201	520	147	260	407	0	0	0	933
20-Jun-2014	0	0	0	0	27	27	0	5	5	1	0	1	323	210	533	153	236	389	0	0	0	955
21-Jun-2014	101	0	101	0	58	58	9	65	74	0	0	0	170	120	290	63	90	153	0	0	0	676
22-Jun-2014	1	0	1	82	91	173	110	125	235	1	1	2	167	106	273	43	90	133	0	0	0	817
23-Jun-2014	1	0	1	0	10	10	0	3	3	0	0	0	288	198	486	157	239	396	0	0	0	896
24-Jun-2014	0	0	0	0	0	0	0	4	4	1	1	2	285	201	486	136	215	351	0	0	0	843
25-Jun-2014	1	0	1	0	0	0	0	6	6	143	151	294	195	143	338	99	139	238	0	0	0	877
26-Jun-2014	0	0	0	0	0	0	0	6	6	0	1	1	296	207	503	174	251	425	0	0	0	935
27-Jun-2014	2	1	3	0	0	0	0	5	5	1	1	2	299	212	511	154	234	388	0	0	0	909
28-Jun-2014	0	0	0	0	0	0	0	1	1	29	29	58	232	166	398	95	147	242	0	0	0	699
29-Jun-2014	0	0	0	0	0	0	0	0	0	1	19	20	264	195	459	139	205	344	0	0	0	823
30-Jun-2014	0	0	0	24	49	73	40	45	85	0	0	0	269	194	463	131	186	317	0	0	0	938
Total	120	1	121	1487	1686	3173	2225	2925	5150	634	439	1073	5650	3763	9413	2692	4017	6709	0	0	0	25639

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-Jun-2014	0	0	0	3	4	7	22	12	34	0	19	19	184	114	298	96	157	253	0	0	0	611
02-Jun-2014	0	0	0	0	22	22	0	3	3	0	24	24	232	120	352	98	166	264	0	0	0	665
03-Jun-2014	0	0	0	0	0	0	0	6	6	0	22	22	232	116	348	80	162	242	0	0	0	618
04-Jun-2014	0	0	0	77	72	149	104	169	273	35	1	36	72	32	104	28	50	78	0	0	0	640
05-Jun-2014	1	0	1	121	89	210	191	243	434	0	0	0	22	2	24	5	5	10	0	0	0	679
06-Jun-2014	0	0	0	137	112	249	219	250	469	0	1	1	4	0	4	0	0	0	0	0	0	723
07-Jun-2014	0	0	0	70	73	143	154	186	340	28	4	32	17	1	18	1	0	1	0	0	0	534
08-Jun-2014	0	0	0	84	73	157	176	213	389	22	0	22	1	0	1	0	0	0	0	0	0	569
09-Jun-2014	0	0	0	86	63	149	129	157	286	1	10	11	74	44	118	38	58	96	0	0	0	660
10-Jun-2014	0	0	0	91	103	194	193	209	402	29	0	29	2	0	2	0	0	0	0	0	0	627
11-Jun-2014	0	0	0	50	74	124	91	132	223	27	1	28	117	54	171	35	65	100	0	0	0	646
12-Jun-2014	0	0	0	0	23	23	0	8	8	0	0	0	252	119	371	87	184	271	0	0	0	673
13-Jun-2014	1	0	1	0	39	39	1	2	3	0	0	0	254	120	374	92	190	282	0	0	0	699
14-Jun-2014	0	0	0	0	12	12	7	48	55	70	22	92	121	81	202	66	97	163	0	0	0	524
15-Jun-2014	0	0	0	40	62	102	58	56	114	78	53	131	92	75	167	39	59	98	0	0	0	612
16-Jun-2014	0	0	0	0	28	28	0	3	3	2	15	17	236	127	363	100	172	272	0	0	0	683
17-Jun-2014	0	0	0	53	76	129	105	145	250	54	0	54	73	25	98	22	49	71	0	0	0	602
18-Jun-2014	0	0	0	85	153	238	166	162	328	26	0	26	46	11	57	0	0	0	0	0	0	649
19-Jun-2014	0	0	0	0	0	0	0	5	5	0	0	0	251	123	374	95	214	309	0	0	0	688
20-Jun-2014	0	0	0	0	27	27	0	4	4	0	0	0	252	130	382	97	192	289	0	0	0	702
21-Jun-2014	80	0	80	0	49	49	9	49	58	0	0	0	133	91	224	42	75	117	0	0	0	528
22-Jun-2014	0	0	0	58	73	131	78	81	159	0	0	0	152	80	232	28	78	106	0	0	0	628
23-Jun-2014	0	0	0	0	10	10	0	3	3	0	0	0	225	119	344	105	200	305	0	0	0	662
24-Jun-2014	0	0	0	0	0	0	0	4	4	0	0	0	227	124	351	77	174	251	0	0	0	606
25-Jun-2014	0	0	0	0	0	0	0	6	6	98	104	202	153	92	245	68	117	185	0	0	0	638
26-Jun-2014	0	0	0	0	0	0	0	5	5	0	0	0	239	131	370	109	207	316	0	0	0	691
27-Jun-2014	0	0	0	0	0	0	0	4	4	0	0	0	228	134	362	101	190	291	0	0	0	657
28-Jun-2014	0	0	0	0	0	0	0	0	0	25	25	50	190	124	314	64	129	193	0	0	0	557
29-Jun-2014	0	0	0	0	0	0	0	0	0	1	17	18	218	135	353	103	173	276	0	0	0	647
30-Jun-2014	0	0	0	18	39	57	31	29	60	0	0	0	207	128	335	90	158	248	0	0	0	700
Total	82	0	82	973	1276	2249	1734	2194	3928	496	318	814	4506	2452	6958	1766	3321	5087	0	0	0	19118

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-Jun-2014	1	0	1	0	0	0	0	1	1	0	1	1	53	64	117	33	33	66	0	0	0	186
02-Jun-2014	0	0	0	0	0	0	0	0	0	0	9	9	62	70	132	56	38	94	0	0	0	235
03-Jun-2014	0	0	0	0	0	0	0	0	0	0	13	13	53	68	121	67	38	105	0	0	0	239
04-Jun-2014	1	0	1	34	31	65	51	58	109	3	1	4	14	19	33	16	11	27	0	0	0	239
05-Jun-2014	1	0	1	78	51	129	44	75	119	0	0	0	1	0	1	2	0	2	0	0	0	252
06-Jun-2014	0	0	0	78	45	123	48	78	126	0	0	0	0	0	0	0	0	0	0	0	0	249
07-Jun-2014	0	0	0	36	23	59	37	41	78	3	0	3	1	0	1	0	0	0	0	0	0	141
08-Jun-2014	2	0	2	27	23	50	36	45	81	0	1	1	0	0	0	0	0	0	0	0	0	134
09-Jun-2014	0	0	0	34	28	62	40	55	95	0	0	0	14	15	29	10	10	20	0	0	0	206
10-Jun-2014	0	0	0	67	46	113	50	74	124	3	1	4	0	0	0	0	0	0	0	0	0	241
11-Jun-2014	2	0	2	31	28	59	33	54	87	14	2	16	25	26	51	17	11	28	0	0	0	243
12-Jun-2014	3	0	3	0	0	0	0	0	0	0	1	1	70	75	145	48	44	92	0	0	0	241
13-Jun-2014	1	0	1	0	4	4	0	0	0	0	0	0	68	77	145	54	40	94	0	0	0	244
14-Jun-2014	1	0	1	0	1	1	1	10	11	11	10	21	36	32	68	33	20	53	0	0	0	155
15-Jun-2014	0	0	0	16	14	30	20	28	48	19	23	42	22	24	46	11	14	25	0	0	0	191
16-Jun-2014	0	0	0	0	4	4	1	2	3	0	2	2	73	78	151	49	39	88	0	0	0	248
17-Jun-2014	0	0	0	35	32	67	35	58	93	19	0	19	13	18	31	18	13	31	0	0	0	241
18-Jun-2014	0	0	0	48	43	91	54	71	125	13	0	13	7	3	10	0	0	0	0	0	0	239
19-Jun-2014	0	0	0	0	0	0	0	1	1	0	0	0	68	78	146	52	46	98	0	0	0	245
20-Jun-2014	0	0	0	0	0	0	0	1	1	1	0	1	71	80	151	56	44	100	0	0	0	253
21-Jun-2014	21	0	21	0	9	9	0	16	16	0	0	0	37	29	66	21	15	36	0	0	0	148
22-Jun-2014	1	0	1	24	18	42	32	44	76	1	1	2	15	26	41	15	12	27	0	0	0	189
23-Jun-2014	1	0	1	0	0	0	0	0	0	0	0	0	63	79	142	52	39	91	0	0	0	234
24-Jun-2014	0	0	0	0	0	0	0	0	0	1	1	2	58	77	135	59	41	100	0	0	0	237
25-Jun-2014	1	0	1	0	0	0	0	0	0	45	47	92	42	51	93	31	22	53	0	0	0	239
26-Jun-2014	0	0	0	0	0	0	0	1	1	0	1	1	57	76	133	65	44	109	0	0	0	244
27-Jun-2014	2	1	3	0	0	0	0	1	1	1	1	2	71	78	149	53	44	97	0	0	0	252
28-Jun-2014	0	0	0	0	0	0	0	1	1	4	4	8	42	42	84	31	18	49	0	0	0	142
29-Jun-2014	0	0	0	0	0	0	0	0	0	0	2	2	46	60	106	36	32	68	0	0	0	176
30-Jun-2014	0	0	0	6	10	16	9	16	25	0	0	0	62	66	128	41	28	69	0	0	0	238
Total	38	1	39	514	410	924	491	731	1222	138	121	259	1144	1311	2455	926	696	1622	0	0	0	6521

(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-Jun-2014	0	1	0	1	0	3	28	40	37	56	51	48	42	44	51	51	51	63	73	66	36	28	27	0	797
02-Jun-2014	1	0	0	0	0	3	40	68	69	66	72	60	53	46	49	54	46	60	65	56	37	25	27	3	900
03-Jun-2014	1	1	1	3	1	3	41	67	69	71	59	53	39	45	40	52	56	60	65	49	34	26	18	3	857
04-Jun-2014	1	2	2	2	1	3	40	67	72	60	63	53	41	40	59	53	48	61	69	56	30	28	26	2	879
05-Jun-2014	3	0	1	2	1	4	33	68	65	63	65	63	49	42	49	59	57	56	71	65	50	35	27	3	931
06-Jun-2014	1	0	3	2	1	3	44	64	74	65	61	68	50	55	52	57	59	65	74	71	44	34	25	0	972
07-Jun-2014	1	0	0	1	1	3	31	51	63	61	63	53	49	38	43	45	30	34	34	29	17	20	8	0	675
08-Jun-2014	0	2	1	0	0	2	32	37	41	50	48	49	31	43	45	49	38	58	55	47	30	28	17	0	703
09-Jun-2014	2	0	0	0	0	4	36	58	54	58	63	54	54	45	54	57	50	57	67	66	39	27	21	0	866
10-Jun-2014	0	0	1	0	0	3	44	69	76	62	66	52	43	48	49	53	50	56	64	54	30	27	19	2	868
11-Jun-2014	5	2	0	2	1	4	35	68	78	62	59	61	41	39	52	60	53	62	71	53	28	27	21	5	889
12-Jun-2014	2	0	1	3	0	3	40	77	76	62	61	54	43	40	52	58	50	61	64	65	39	31	28	4	914
13-Jun-2014	1	0	1	1	0	5	38	78	71	66	62	63	50	43	55	59	56	66	70	66	41	33	18	0	943
14-Jun-2014	1	0	0	1	0	3	32	49	65	54	67	53	51	40	41	45	32	32	38	33	19	16	6	1	679
15-Jun-2014	1	1	0	1	1	3	31	36	45	54	50	49	40	43	47	52	59	50	72	71	40	34	22	1	803
16-Jun-2014	2	0	1	0	2	3	48	67	67	79	69	64	50	43	55	58	50	68	61	60	26	30	22	6	931
17-Jun-2014	0	0	0	5	0	2	46	74	67	57	64	55	42	39	43	61	46	57	58	50	28	30	17	2	843
18-Jun-2014	1	1	2	2	0	3	36	68	65	54	72	56	46	47	51	46	62	59	70	59	33	34	17	4	888
19-Jun-2014	2	2	2	2	0	3	45	67	67	64	60	57	45	50	49	59	58	61	63	74	41	30	29	3	933
20-Jun-2014	1	0	2	3	1	3	39	70	73	66	63	60	55	48	57	60	49	63	78	65	40	38	19	2	955
21-Jun-2014	0	0	1	0	0	3	34	43	59	58	64	51	52	44	40	49	33	32	34	28	24	22	5	0	676
22-Jun-2014	1	1	0	0	0	4	30	34	37	55	54	52	44	45	56	57	54	64	68	67	43	28	23	0	817
23-Jun-2014	1	0	0	1	0	3	37	59	77	74	67	61	47	51	48	54	48	52	68	57	37	26	25	3	896
24-Jun-2014	2	0	0	1	2	3	41	66	77	59	54	60	44	44	44	46	44	54	68	52	31	34	15	2	843
25-Jun-2014	1	1	0	2	1	3	42	75	74	58	61	53	47	45	38	49	50	57	51	67	42	32	25	3	877
26-Jun-2014	0	0	1	4	1	3	43	75	72	69	62	62	42	42	50	55	49	62	70	60	42	36	30	5	935
27-Jun-2014	2	2	2	3	0	3	40	74	72	59	58	49	40	42	44	60	52	57	78	67	41	37	24	3	909
28-Jun-2014	2	0	0	0	2	3	29	46	68	57	64	55	50	40	38	49	33	35	39	37	22	20	9	1	699
29-Jun-2014	0	0	0	0	0	3	31	32	55	45	61	53	43	40	50	58	51	59	72	70	41	34	25	0	823
30-Jun-2014	0	1	1	1	0	4	47	73	76	72	63	63	53	41	56	56	44	65	71	55	37	30	27	2	938
Total	35	17	23	43	16	95	1133	1820	1961	1836	1846	1684	1376	1312	1457	1621	1458	1686	1901	1715	1042	880	622	60	25639
Avg.	1.17	0.57	0.77	1.43	0.53	3.17	37.77	60.67	65.37	61.20	61.53	56.13	45.87	43.73	48.57	54.03	48.60	56.20	63.37	57.17	34.73	29.33	20.73	2.00	854.63

(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-Jun-2014	0	1	0	1	0	3	21	21	17	21	18	18	18	18	26	18	30	41	37	28	20	16	19	0	392
02-Jun-2014	1	0	0	0	0	3	22	34	37	32	33	28	19	23	26	21	24	34	38	24	19	13	16	1	448
03-Jun-2014	1	0	1	2	0	3	28	38	30	31	22	32	14	22	19	25	29	34	30	24	24	13	9	1	432
04-Jun-2014	0	1	2	0	1	3	25	35	36	25	27	27	17	19	29	20	26	33	35	28	17	16	12	1	435
05-Jun-2014	1	0	1	1	1	3	23	37	37	29	25	25	20	19	26	27	28	31	39	30	26	21	15	1	466
06-Jun-2014	0	0	2	0	1	3	27	30	40	28	27	33	23	23	26	27	27	35	39	35	23	21	16	0	486
07-Jun-2014	0	0	0	1	0	3	23	31	31	23	29	21	25	20	24	22	15	22	14	19	9	12	3	0	347
08-Jun-2014	0	1	0	0	0	2	23	21	19	17	19	15	16	22	21	19	21	38	25	27	16	17	9	0	348
09-Jun-2014	0	0	0	0	0	4	24	30	24	26	28	21	26	19	27	23	27	30	35	29	24	14	15	0	426
10-Jun-2014	0	0	1	0	0	2	26	35	41	25	31	24	17	25	26	20	27	31	33	27	19	15	10	0	435
11-Jun-2014	4	0	0	1	1	3	22	38	40	24	27	27	17	19	29	21	29	35	33	26	18	17	8	3	442
12-Jun-2014	1	0	1	1	0	3	26	40	34	28	29	26	16	20	29	23	27	32	33	33	21	20	16	1	460
13-Jun-2014	0	0	1	0	0	5	23	42	35	24	29	33	21	22	28	22	28	36	39	26	25	19	13	0	471
14-Jun-2014	1	0	0	0	0	3	24	27	33	20	27	26	24	20	25	20	15	22	20	20	8	8	2	1	346
15-Jun-2014	0	0	0	1	1	3	22	20	22	22	17	19	17	18	22	23	27	28	44	34	23	15	16	1	395
16-Jun-2014	1	0	0	0	2	3	25	36	38	34	31	29	20	20	29	26	25	38	30	29	13	18	12	2	461
17-Jun-2014	0	0	0	3	0	2	29	39	33	27	28	28	17	17	25	26	24	29	32	24	19	17	7	1	427
18-Jun-2014	0	1	2	0	0	3	22	37	34	22	34	28	18	21	25	20	33	30	37	31	19	21	6	1	445
19-Jun-2014	0	2	2	0	0	3	28	32	36	28	24	25	19	27	23	26	28	39	33	34	23	17	16	1	466
20-Jun-2014	0	0	1	1	1	3	23	36	39	29	27	31	23	24	29	22	25	39	40	27	19	23	14	1	477
21-Jun-2014	0	0	1	0	0	3	23	28	30	22	23	24	24	23	21	23	19	21	18	14	15	10	1	0	343
22-Jun-2014	0	1	0	0	0	4	22	20	15	26	19	19	16	22	28	23	28	42	35	28	25	16	15	0	404
23-Jun-2014	0	0	0	1	0	3	22	37	43	27	27	28	21	23	26	26	18	35	35	24	18	16	15	1	446
24-Jun-2014	0	0	0	1	1	3	26	35	39	27	21	28	19	24	23	16	24	29	36	23	21	17	8	1	422
25-Jun-2014	0	0	0	1	1	3	25	41	38	23	27	24	23	19	22	25	20	28	26	38	25	16	12	1	438
26-Jun-2014	0	0	1	2	1	3	25	35	43	33	26	28	17	22	26	22	26	37	33	25	27	21	15	2	470
27-Jun-2014	0	2	2	0	0	3	27	37	39	29	22	23	18	20	22	26	21	35	39	26	27	19	17	2	456
28-Jun-2014	1	0	0	0	2	3	24	27	37	20	24	24	22	20	22	22	16	23	23	18	12	11	4	1	356
29-Jun-2014	0	0	0	0	0	3	20	15	29	21	24	17	17	18	28	23	26	34	37	30	30	17	15	0	404
30-Jun-2014	0	0	0	1	0	4	25	36	42	34	28	29	23	20	27	24	25	34	34	24	22	18	14	0	464
Total	11	9	18	18	13	92	725	970	1011	777	773	760	587	629	759	681	738	975	982	805	607	494	350	24	12808
Avg.	0.37	0.30	0.60	0.60	0.43	3.07	24.17	32.33	33.70	25.90	25.77	25.33	19.57	20.97	25.30	22.70	24.60	32.50	32.73	26.83	20.23	16.47	11.67	0.80	426.93

(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-Jun-2014	0	0	0	0	0	0	7	19	20	35	33	30	24	26	25	33	21	22	36	38	16	12	8	0	405
02-Jun-2014	0	0	0	0	0	0	18	34	32	34	39	32	34	23	23	33	22	26	27	32	18	12	11	2	452
03-Jun-2014	0	1	0	1	1	0	13	29	39	40	37	21	25	23	21	27	27	26	35	25	10	13	9	2	425
04-Jun-2014	1	1	0	2	0	0	15	32	36	35	36	26	24	21	30	33	22	28	34	28	13	12	14	1	444
05-Jun-2014	2	0	0	1	0	1	10	31	28	34	40	38	29	23	23	32	29	25	32	35	24	14	12	2	465
06-Jun-2014	1	0	1	2	0	0	17	34	34	37	34	35	27	32	26	30	32	30	35	36	21	13	9	0	486
07-Jun-2014	1	0	0	0	1	0	8	20	32	38	34	32	24	18	19	23	15	12	20	10	8	8	5	0	328
08-Jun-2014	0	1	1	0	0	0	9	16	22	33	29	34	15	21	24	30	17	20	30	20	14	11	8	0	355
09-Jun-2014	2	0	0	0	0	0	12	28	30	32	35	33	28	26	27	34	23	27	32	37	15	13	6	0	440
10-Jun-2014	0	0	0	0	0	1	18	34	35	37	35	28	26	23	23	33	23	25	31	27	11	12	9	2	433
11-Jun-2014	1	2	0	1	0	1	13	30	38	38	32	34	24	20	23	39	24	27	38	27	10	10	13	2	447
12-Jun-2014	1	0	0	2	0	0	14	37	42	34	32	28	27	20	23	35	23	29	31	32	18	11	12	3	454
13-Jun-2014	1	0	0	1	0	0	15	36	36	42	33	30	29	21	27	37	28	30	31	40	16	14	5	0	472
14-Jun-2014	0	0	0	1	0	0	8	22	32	34	40	27	27	20	16	25	17	10	18	13	11	8	4	0	333
15-Jun-2014	1	1	0	0	0	0	9	16	23	32	33	30	23	25	25	29	32	22	28	37	17	19	6	0	408
16-Jun-2014	1	0	1	0	0	0	23	31	29	45	38	35	30	23	26	32	25	30	31	31	13	12	10	4	470
17-Jun-2014	0	0	0	2	0	0	17	35	34	30	36	27	25	22	18	35	22	28	26	26	9	13	10	1	416
18-Jun-2014	1	0	0	2	0	0	14	31	31	32	38	28	28	26	26	26	29	29	33	28	14	13	11	3	443
19-Jun-2014	2	0	0	2	0	0	17	35	31	36	36	32	26	23	26	33	30	22	30	40	18	13	13	2	467
20-Jun-2014	1	0	1	2	0	0	16	34	34	37	36	29	32	24	28	38	24	24	38	38	21	15	5	1	478
21-Jun-2014	0	0	0	0	0	0	11	15	29	36	41	27	28	21	19	26	14	11	16	14	9	12	4	0	333
22-Jun-2014	1	0	0	0	0	0	8	14	22	29	35	33	28	23	28	34	26	22	33	39	18	12	8	0	413
23-Jun-2014	1	0	0	0	0	0	15	22	34	47	40	33	26	28	22	28	30	17	33	33	19	10	10	2	450
24-Jun-2014	2	0	0	0	1	0	15	31	38	32	33	32	25	20	21	30	20	25	32	29	10	17	7	1	421
25-Jun-2014	1	1	0	1	0	0	17	34	36	35	34	29	24	26	16	24	30	29	25	29	17	16	13	2	439
26-Jun-2014	0	0	0	2	0	0	18	40	29	36	36	34	25	20	24	33	23	25	37	35	15	15	15	3	465
27-Jun-2014	2	0	0	3	0	0	13	37	33	30	36	26	22	22	22	34	31	22	39	41	14	18	7	1	453
28-Jun-2014	1	0	0	0	0	0	5	19	31	37	40	31	28	20	16	27	17	12	16	19	10	9	5	0	343
29-Jun-2014	0	0	0	0	0	0	11	17	26	24	37	36	26	22	22	35	25	25	35	40	11	17	10	0	419
30-Jun-2014	0	1	1	0	0	0	22	37	34	38	35	34	30	21	29	32	19	31	37	31	15	12	13	2	474
Total	24	8	5	25	3	3	408	850	950	1059	1073	924	789	683	698	940	720	711	919	910	435	386	272	36	12831
Avg.	0.80	0.27	0.17	0.83	0.10	0.10	13.60	28.33	31.67	35.30	35.77	30.80	26.30	22.77	23.27	31.33	24.00	23.70	30.63	30.33	14.50	12.87	9.07	1.20	427.70

(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-Jun-14	07:00	00:07	-	-	02:30	-	12:49	01:31	-	-	-	-	-
02-Jun-14	07:00	00:13	02:40	-	01:41	-	12:23	-	-	-	-	-	-
03-Jun-14	07:00	00:31	-	-	02:07	-	14:20	-	-	-	-	-	-
04-Jun-14	07:00	00:34	-	02:22	-	-	03:54	10:07	-	-	-	-	-
05-Jun-14	07:00	00:20	-	-	-	-	00:53	15:45	-	-	-	-	-
06-Jun-14	07:00	00:28	-	-	-	-	-	16:30	-	-	-	-	-
07-Jun-14	07:00	00:42	-	02:46	00:53	-	-	12:36	-	-	-	-	-
08-Jun-14	07:00	00:35	-	01:14	-	-	-	15:09	-	-	-	-	-
09-Jun-14	07:00	00:27	-	-	00:45	-	04:19	11:26	-	-	-	-	-
10-Jun-14	07:00	00:12	-	02:16	-	-	-	14:30	-	-	-	-	-
11-Jun-14	07:00	00:30	02:02	02:05	-	-	04:52	07:29	-	-	-	-	-
12-Jun-14	07:00	00:21	02:37	-	-	-	14:00	-	-	-	-	-	-
13-Jun-14	07:00	00:26	03:28	-	-	-	13:03	-	-	-	-	-	-
14-Jun-14	07:00	00:43	-	05:50	01:36	-	08:49	-	-	-	-	-	-
15-Jun-14	07:00	00:25	-	02:06	01:49	-	06:24	03:58	-	02:15	-	-	-
16-Jun-14	07:00	00:21	01:59	-	01:57	-	12:40	-	-	-	-	-	-
17-Jun-14	07:00	-	00:23	04:27	-	-	03:38	08:29	-	-	-	-	-
18-Jun-14	07:00	-	02:55	01:53	-	-	-	11:59	-	-	-	-	-
19-Jun-14	07:00	-	-	-	-	-	16:59	-	-	-	-	-	-
20-Jun-14	07:00	00:34	02:33	-	-	-	13:51	-	-	-	-	-	-
21-Jun-14	07:00	00:44	03:38	-	-	-	06:36	-	-	-	06:00	-	-
22-Jun-14	07:00	00:22	03:20	-	-	-	06:11	07:05	-	-	-	-	-
23-Jun-14	07:00	00:17	00:47	-	-	-	15:54	-	-	-	-	-	-
24-Jun-14	07:00	00:30	-	-	-	-	16:28	-	-	-	-	-	-
25-Jun-14	07:00	00:17	-	-	-	-	10:19	-	-	06:22	-	-	-
26-Jun-14	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
27-Jun-14	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
28-Jun-14	07:00	00:36	-	-	02:00	-	12:50	-	-	01:32	-	-	-
29-Jun-14	07:00	00:33	-	-	01:58	-	14:27	-	-	-	-	-	-
30-Jun-14	07:00	00:11	01:36	-	-	-	12:43	02:27	-	-	-	-	-
Total	210:00	12:02	28:05	25:03	17:20	00:00	271:56	139:07	00:00	10:10	06:00	00:00	00:00
% Used		2.36%	5.51%	4.92%	3.40%	0.00%	53.34%	27.29%	0.00%	1.99%	1.18%	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).

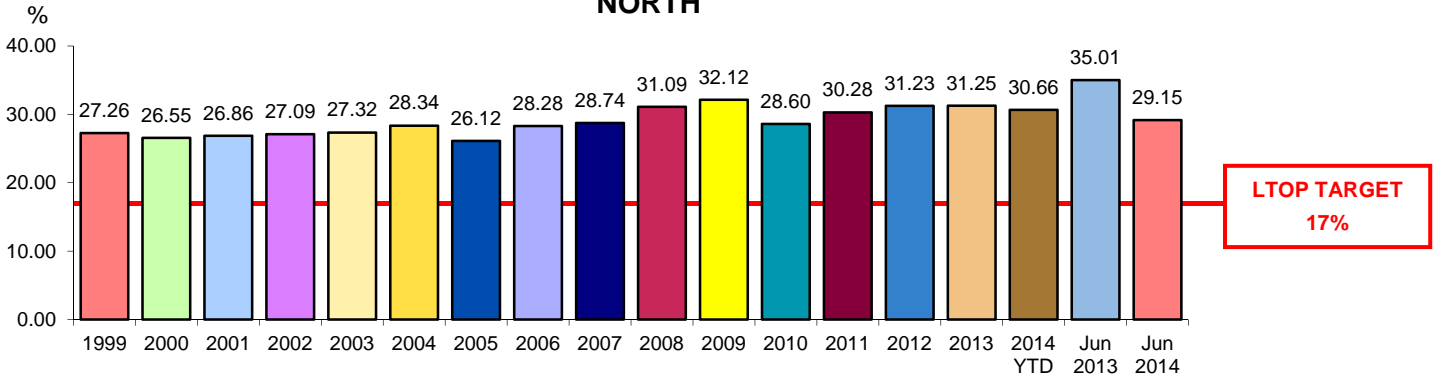
Cumulative Mode Utilisation from 1 January 2014

Time	2.15%	4.66%	4.46%	1.75%	0.00%	50.43%	33.00%	0.01%	0.64%	2.90%	0.00%	0.00%
Movements	0.38%	3.34%	3.10%	1.25%	0.00%	53.35%	35.93%	0.01%	0.61%	2.04%	0.00%	0.00%

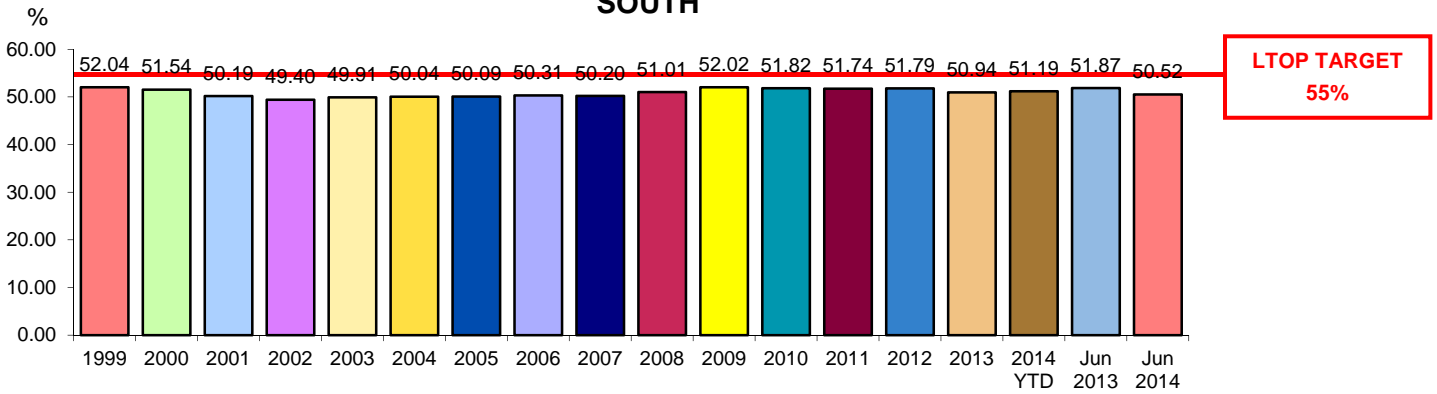
Runway End Impact to 30 June 2014

Includes comparisons with annual figures for 1998 to 2013, 2014 Year to Date, current month this year and corresponding month last year.

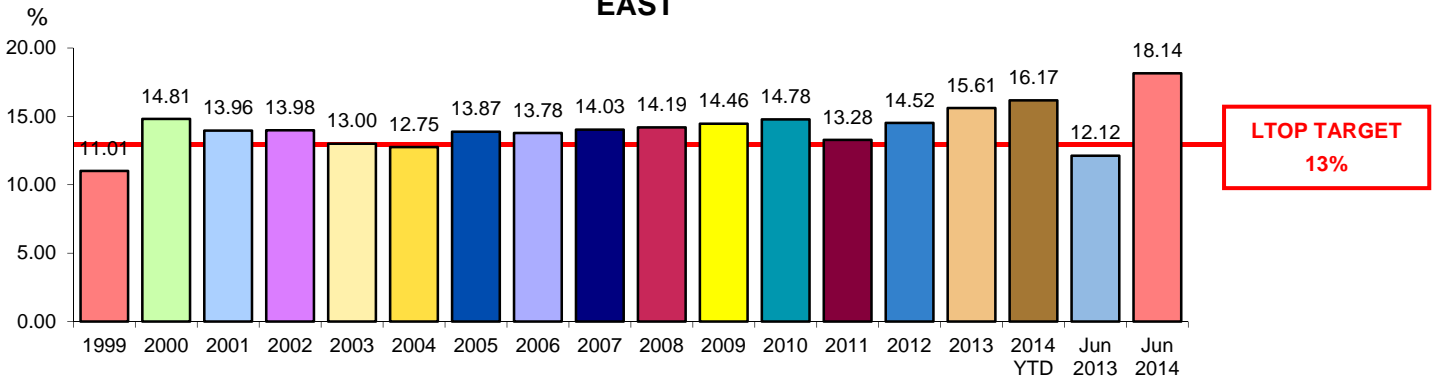
NORTH



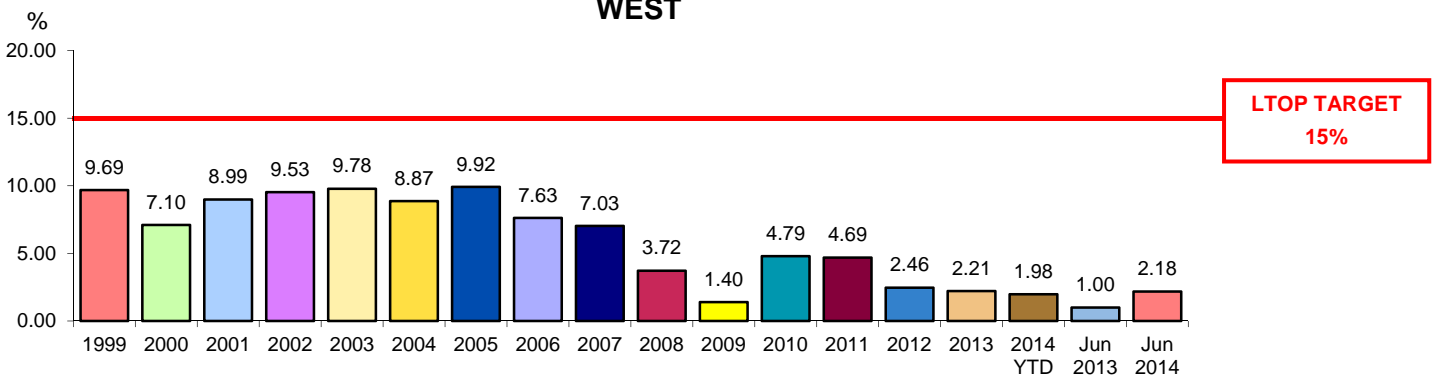
SOUTH



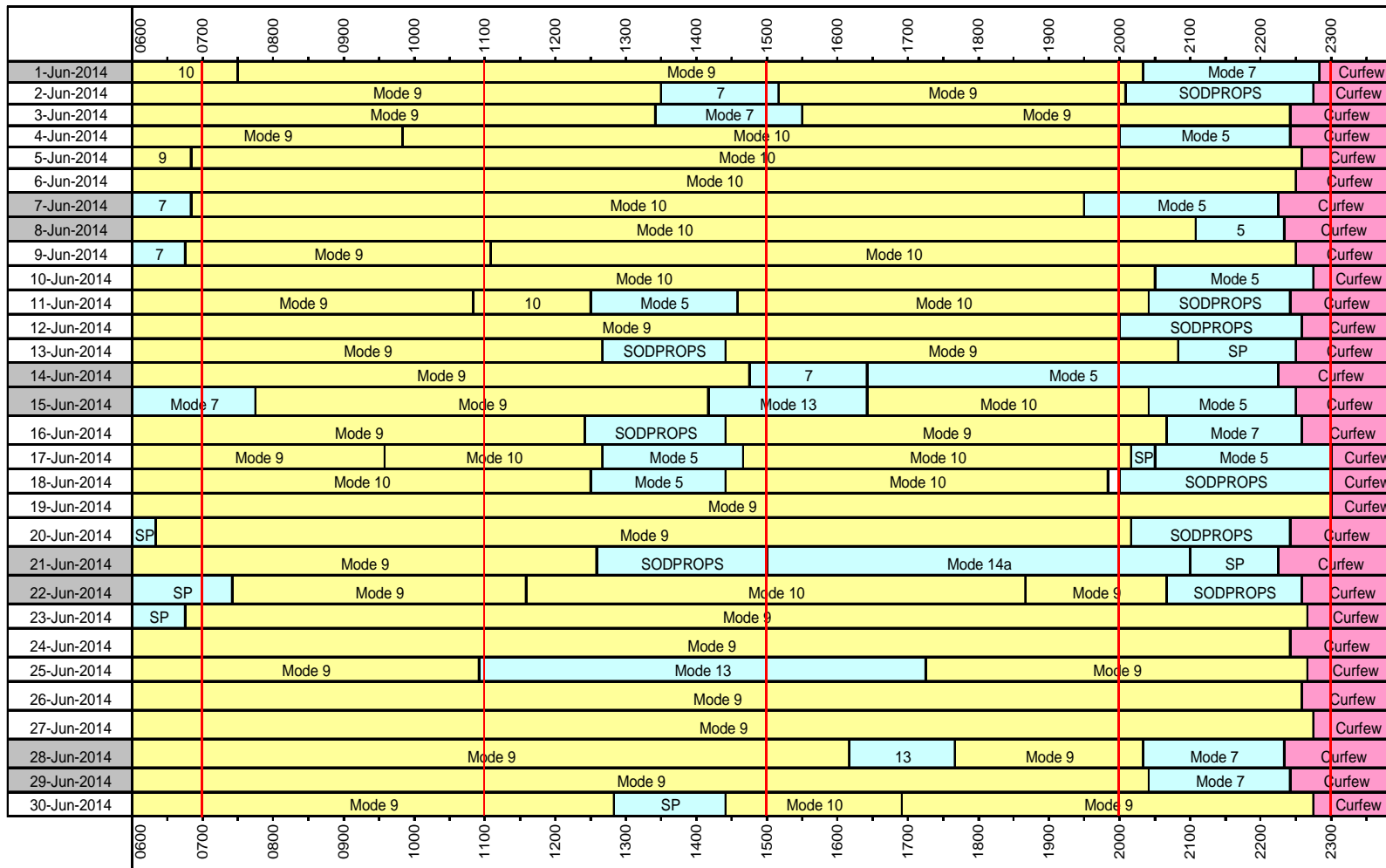
EAST



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 **June 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
5/06/2014	07:17	09:08	1:51
6/06/2014	06:39	09:16	2:37
10/06/2014	06:57	08:56	1:59

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

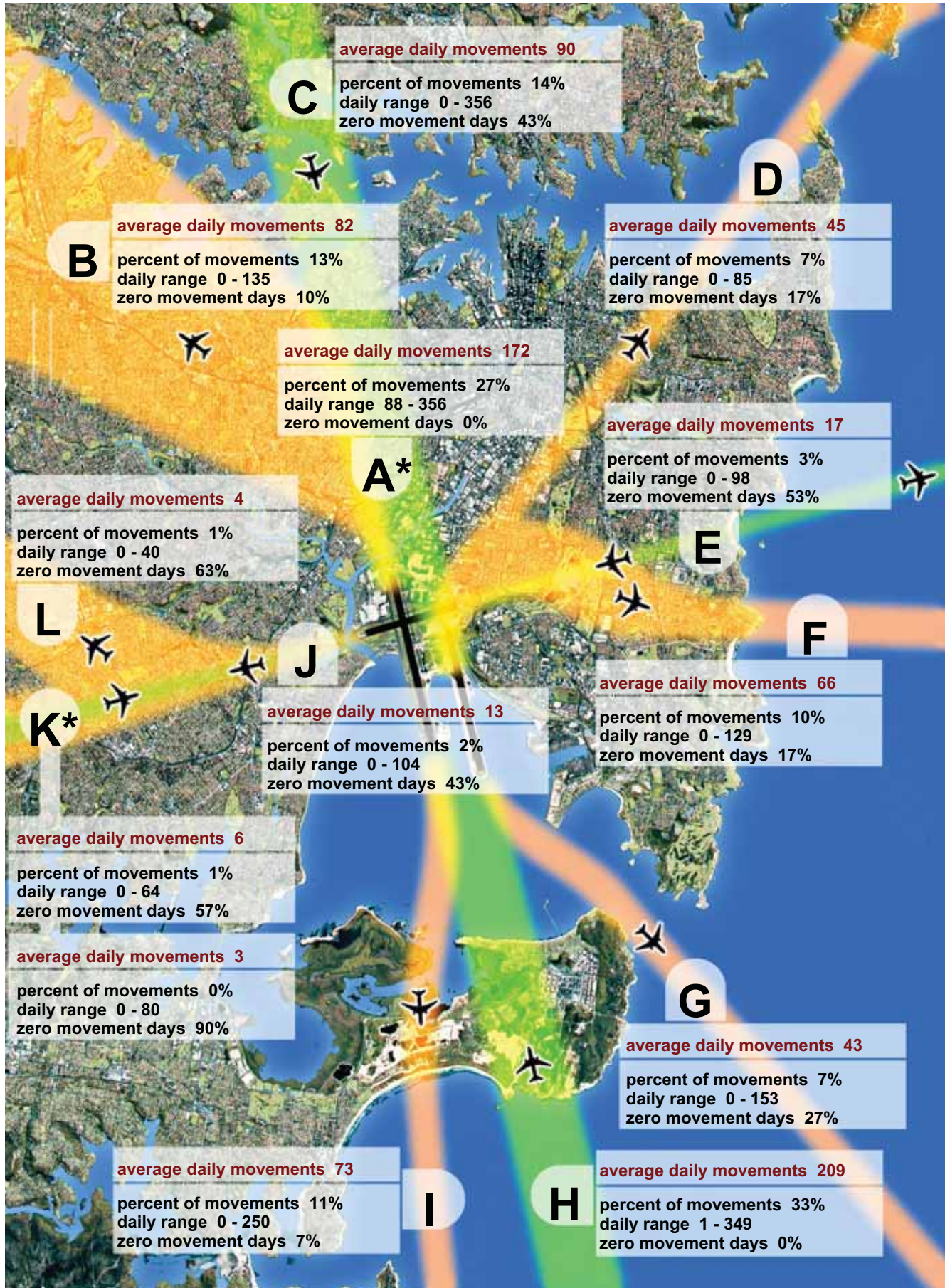
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
5/06/2014	69	33	36
6/06/2014	86	36	50
10/06/2014	75	35	40

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

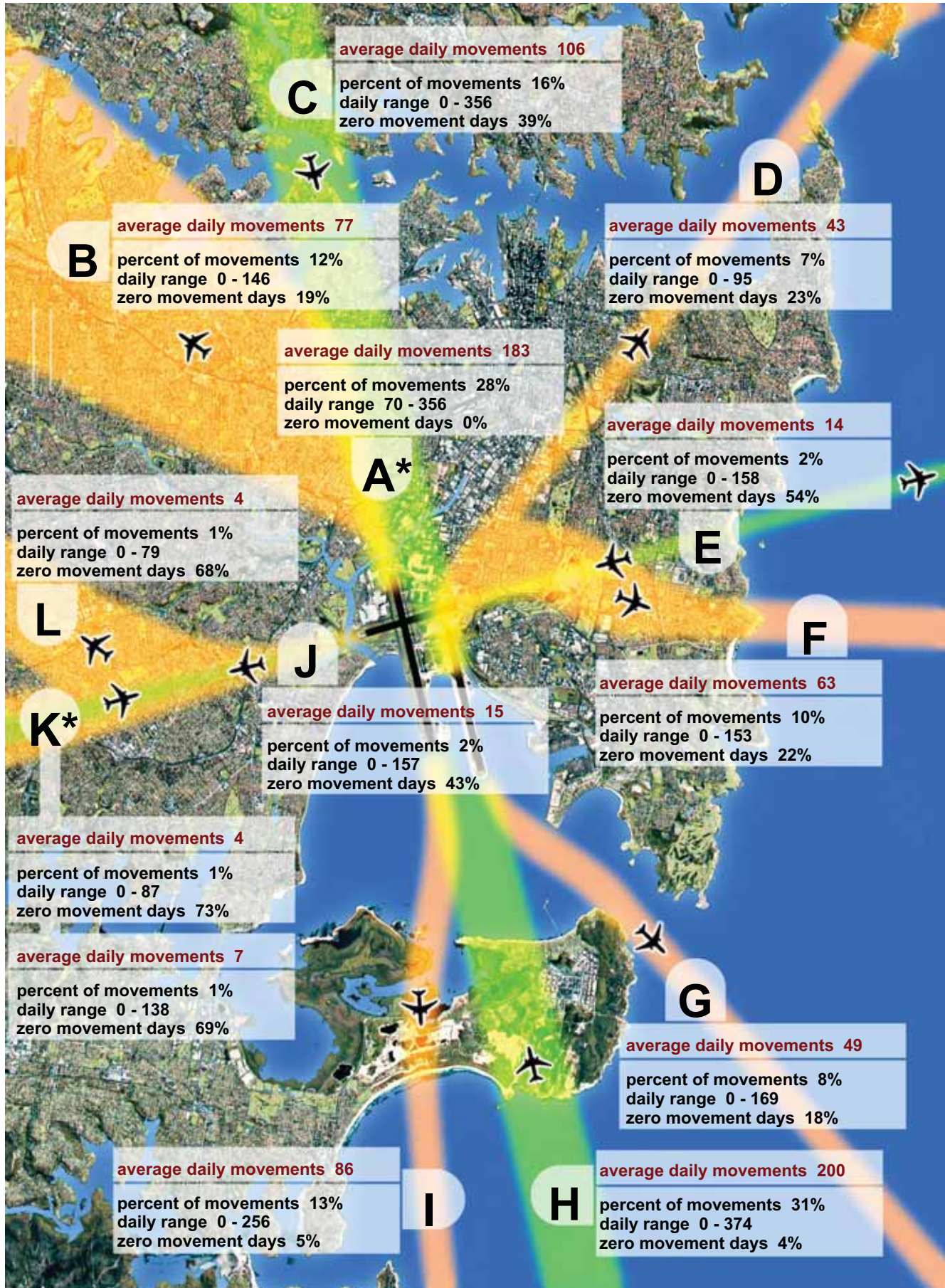
1 June 2014 to 30 June 2014, All Jets



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

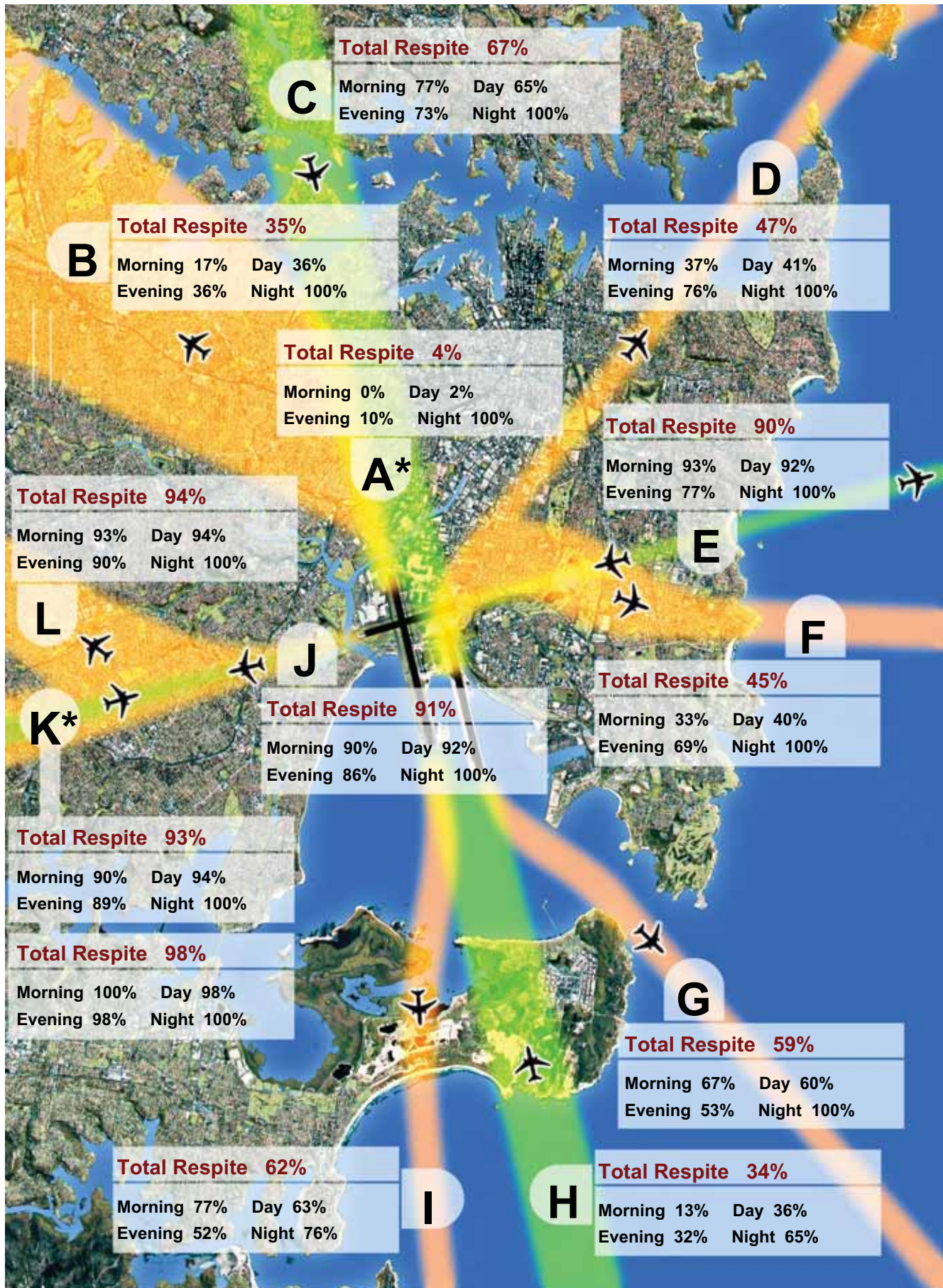
1 July 2013 to 30 June 2014, All Jets



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 June 2014 to 30 June 2014, All Jets



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

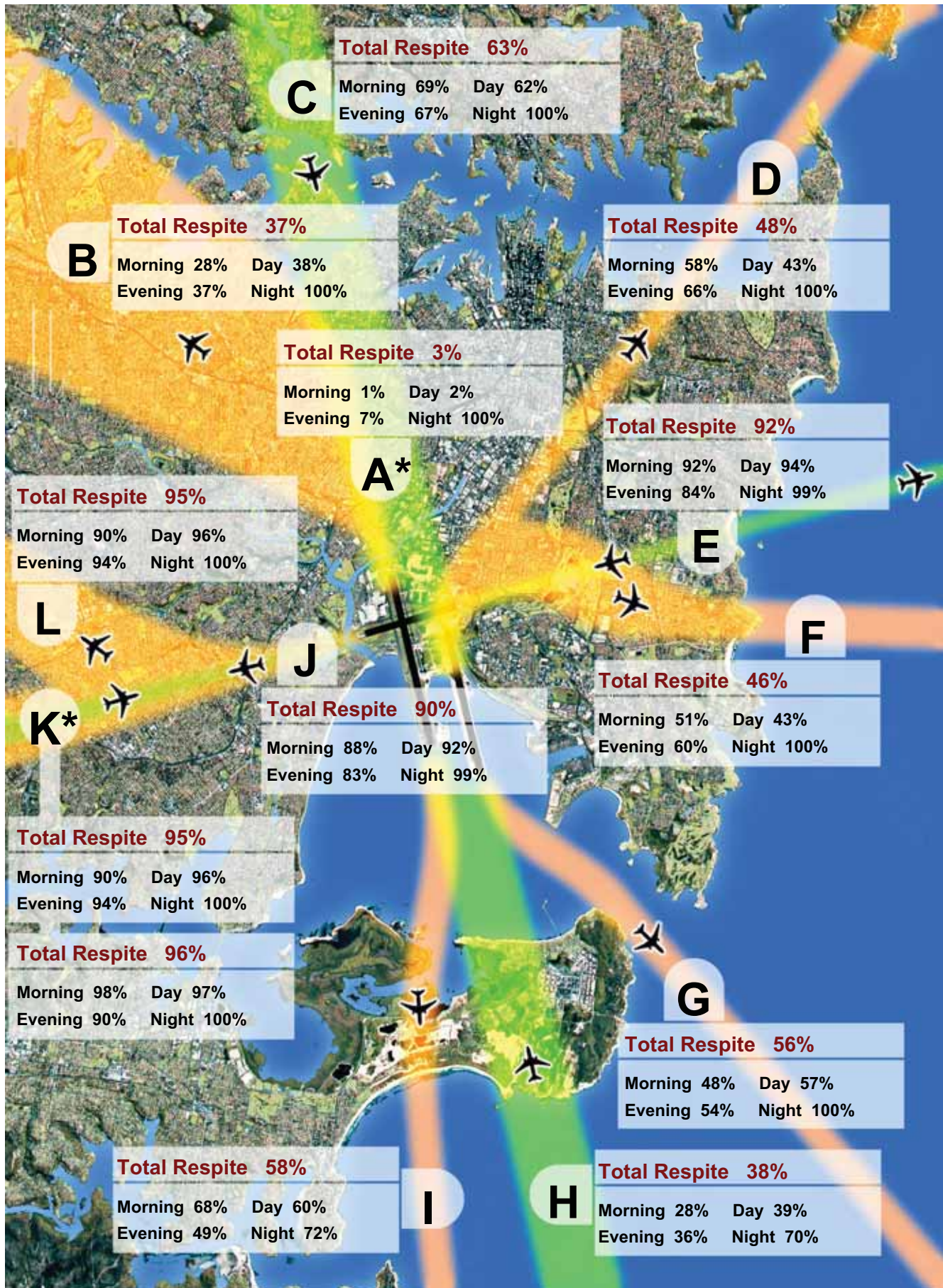
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2013 to 30 June 2014, 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) July 2013 to June 2014

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 September 2013 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in November 2013 .
	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 September 2013 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in April 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 September 2013 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 and Mode 7 was in July 2013 .
	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 2013 , Mode 14A in January 2014 & 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 July 2013 to June 2014, 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 48%**. This means that over the period **July 2013 to June 2014 for 48%** 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 June 2014.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 2014

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 June 2014 along with the Daily N70 values for the three months up to and including June are given in Table 1.

<i>Location</i>	<i>CNE Jun</i>	<i>Operational Days Jun</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Threshold rwy 34</i>	<i>11,033</i>	<i>29.9</i>	<i>361</i>	<i>356</i>	<i>339</i>
<i>Penshurst</i>	<i>405</i>	<i>29.9</i>	<i>8</i>	<i>9</i>	<i>7</i>
<i>Bexley</i>	<i>551</i>	<i>29.9</i>	<i>14</i>	<i>15</i>	<i>8</i>
<i>Sydenham</i>	<i>4,766</i>	<i>29.9</i>	<i>159</i>	<i>153</i>	<i>182</i>
<i>Johnston St Annandale</i>	<i>1,896</i>	<i>29.9</i>	<i>52</i>	<i>46</i>	<i>79</i>
<i>Church St. St Peters</i>	<i>3,458</i>	<i>29.9</i>	<i>87</i>	<i>82</i>	<i>103</i>
<i>Leichhardt PEMU 36</i>	<i>2,360</i>	<i>29.9</i>	<i>72</i>	<i>66</i>	<i>109</i>
<i>Eastlakes</i>	<i>2,832</i>	<i>29.9</i>	<i>85</i>	<i>87</i>	<i>76</i>
<i>Coogee</i>	<i>823</i>	<i>29.9</i>	<i>24</i>	<i>27</i>	<i>26</i>
<i>Kurnell</i>	<i>3,229</i>	<i>29.9</i>	<i>92</i>	<i>89</i>	<i>71</i>
<i>Croydon</i>	<i>890</i>	<i>29.9</i>	<i>21</i>	<i>21</i>	<i>19</i>
<i>Hunters Hill</i>	<i>3,539</i>	<i>29.9</i>	<i>43</i>	<i>42</i>	<i>74</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including June 2014.

The N70 values for June 2014 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 48 Day 263 Night 9 WE_D 327 WE_N 8	Penshurst AM 0 PM 1 Day 4 Night 0 WE_D 14 WE_N 0	Bexley AM 1 PM 2 Day 8 Night 0 WE_D 19 WE_N 0	Eastlakes AM 3 PM 11 Day 70 Night 0 WE_D 82 WE_N 0
Coogee AM 0 PM 8 Day 17 Night 0 WE_D 20 WE_N 0	Sydenham AM 7 PM 16 Day 140 Night 0 WE_D 145 WE_N 0	Leichhardt PEMU36 AM 3 PM 6 Day 66 Night 0 WE_D 61 WE_N 0	Kurnell AM 4 PM 6 Day 81 Night 0 WE_D 91 WE_N 0
Annandale AM 1 PM 3 Day 50 Night 0 WE_D 43 WE_N 0	St Peters AM 2 PM 8 Day 79 Night 0 WE_D 81 WE_N 0	Croydon AM 1 PM 3 Day 17 Night 0 WE_D 23 WE_N 0	Hunters Hull AM 3 PM 3 Day 38 Night 0 WE_D 41 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.