

Sydney Airport Operational Statistics

June 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

June 2015

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

There were a total of 26,258 aircraft movements this month (daily average 875.27). Last month there were a total of 26,635 movements (daily average 859.19) and for the same month last year there were a total of 25,639 movements (daily average 854.63).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 21 days this month, Mode 9 on 10 days, Mode 10 on 10 days and Mode 7 on 1 day. Crossing runway modes (including Sodprops) were used for 24.99% 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 30.86% - This result is above the LTOP target and above the previous month (29.06%)

South 52.31% - This result is below the LTOP target and below the previous month (52.43%)

East 15.29% - This result is above the LTOP target and below the previous month (16.18%)

West 1.54% - This result is below the LTOP target and below the previous month (2.33%)

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

This procedure was used on 10, 15, and 19 of June for a total of 7 hours and 51 minutes (ATIS time).

Noise Complaints & Information Service Environmental Services Airservices Australia

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

Table of Contents

Preview	1
Table of Contents.....	2
Sydney Airport Runways	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft	6
Runway Movement Summary – Jet Aircraft only	7
Runway Movement Summary – Non Jet Aircraft only.....	8
Hourly Runway Movement Summary– All Movements	9
Hourly Runway Movement Summary – Arrivals	10
Hourly Runway Movement Summary – Departures.....	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2015	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 30 June 2015).....	17
Jet Flight Path Movements * (1 July 2014 - 30 June 2015).....	18
Jet Aircraft Respite (R60) * (1 - 30 June 2015).....	19
Jet Aircraft Respite (R60) * (1 July 2014 - 30 June 2015).....	20
Jet Flight Path Movements (Explanation)	21
Jet Aircraft Respite (R60) (Explanation)	22
Measured Daily N70 Values.....	23

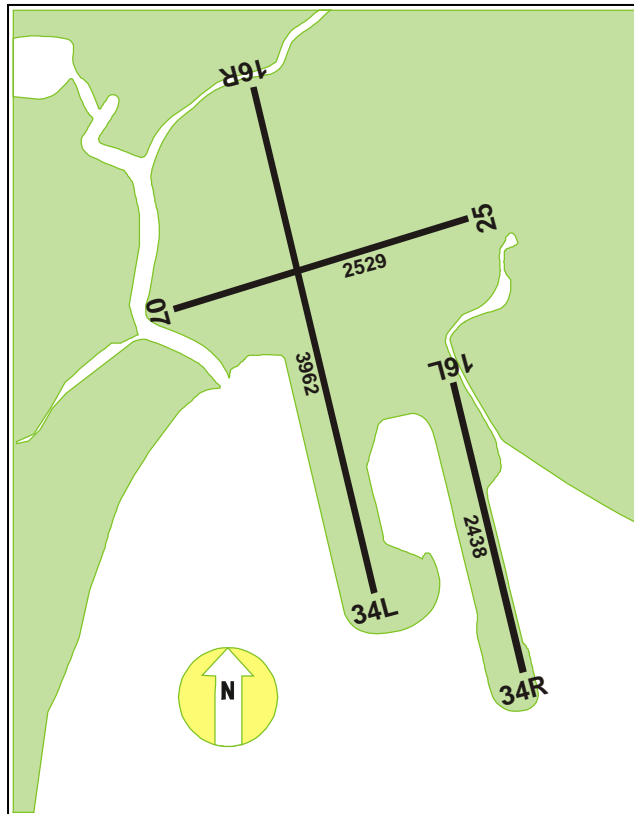
This report is available on the Internet at Airservices Australia website at

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



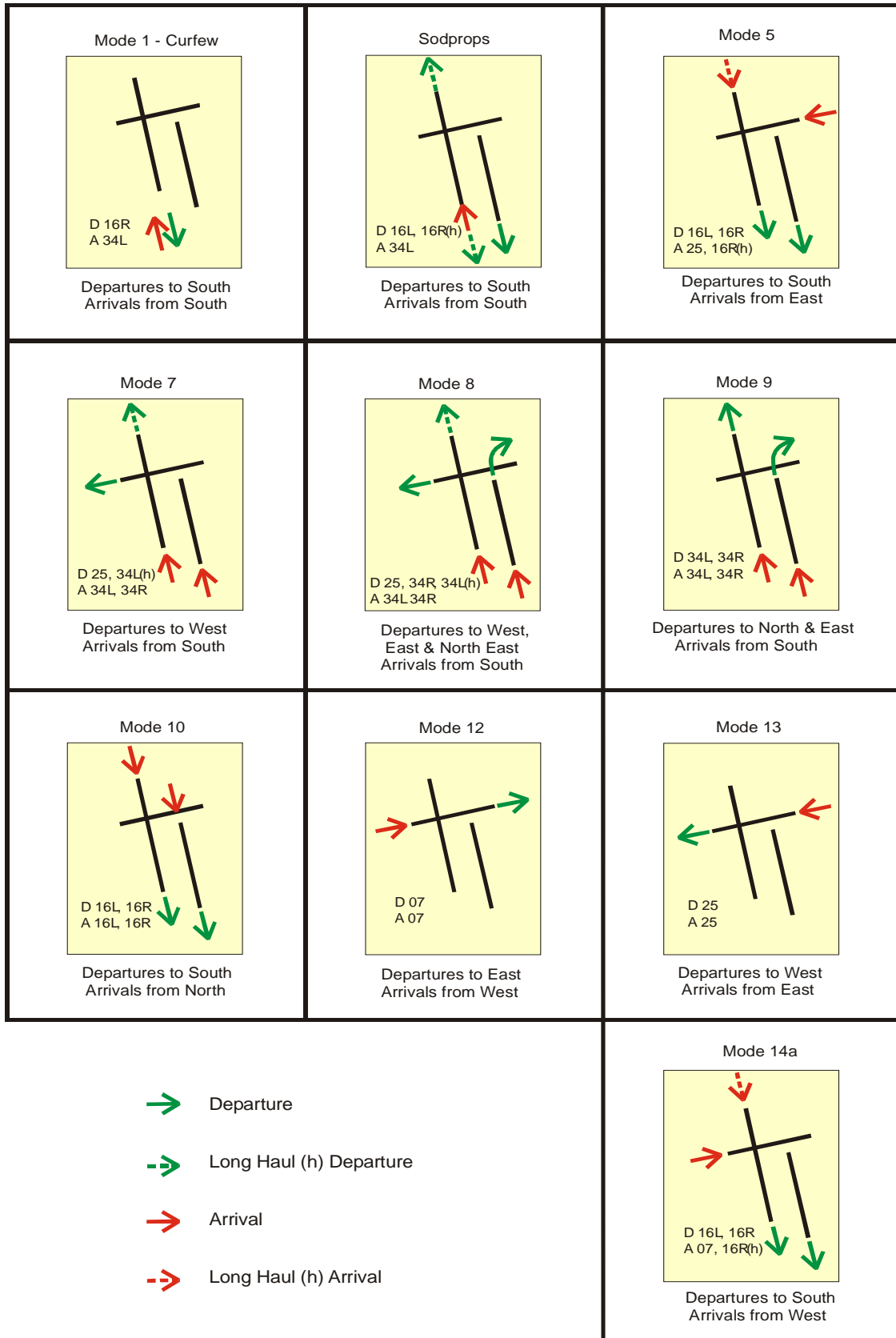
Runway numbers refer to the direction an aircraft is flying.

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-Jun-2015	0	0	0	170	192	362	211	248	459	20	9	29	48	8	56	10	5	15	0	0	0	921
02-Jun-2015	0	0	0	157	164	321	208	283	491	75	0	75	8	0	8	0	0	0	0	0	0	895
03-Jun-2015	0	0	0	113	127	240	139	215	354	60	0	60	88	44	132	47	67	114	0	0	0	900
04-Jun-2015	2	0	2	0	48	48	0	10	10	0	0	0	335	188	523	131	219	350	0	0	0	933
05-Jun-2015	0	0	0	117	145	262	150	195	345	18	0	18	139	65	204	51	75	126	0	0	0	955
06-Jun-2015	0	0	0	0	96	96	1	14	15	11	0	11	278	130	408	66	96	162	0	0	0	692
07-Jun-2015	0	0	0	0	0	0	0	1	1	0	16	16	247	148	395	98	184	282	0	0	0	694
08-Jun-2015	0	0	0	0	31	31	0	1	1	0	48	48	275	161	436	145	189	334	0	0	0	850
09-Jun-2015	1	0	1	57	57	114	69	112	181	45	34	79	159	117	276	112	126	238	0	0	0	889
10-Jun-2015	0	0	0	162	171	333	229	284	513	51	0	51	8	0	8	0	0	0	0	0	0	905
11-Jun-2015	0	0	0	171	176	347	235	287	522	54	0	54	7	0	7	0	0	0	0	0	0	930
12-Jun-2015	0	0	0	88	110	198	104	154	258	26	14	40	172	110	282	83	90	173	0	0	0	951
13-Jun-2015	0	0	0	0	0	0	0	0	0	0	120	120	217	122	339	141	100	241	0	0	0	700
14-Jun-2015	1	0	1	111	144	255	172	267	439	89	1	90	33	1	34	0	0	0	0	0	0	819
15-Jun-2015	1	0	1	102	92	194	132	182	314	37	0	37	120	89	209	68	101	169	0	0	0	924
16-Jun-2015	0	0	0	0	10	10	0	9	9	0	0	0	300	182	482	142	231	373	0	0	0	874
17-Jun-2015	0	0	0	0	0	0	0	9	9	2	15	17	265	199	464	176	231	407	0	0	0	897
18-Jun-2015	1	0	1	151	138	289	248	309	557	30	6	36	22	0	22	9	0	9	0	0	0	914
19-Jun-2015	1	0	1	195	159	354	271	318	589	0	0	0	5	0	5	0	0	0	0	0	0	949
20-Jun-2015	1	0	1	81	107	188	141	236	377	132	1	133	5	0	5	0	0	0	0	0	0	704
21-Jun-2015	1	0	1	85	65	150	105	140	245	35	1	36	110	101	211	69	110	179	0	0	0	822
22-Jun-2015	0	0	0	0	0	0	0	3	3	0	15	15	287	199	486	182	257	439	0	0	0	943
23-Jun-2015	0	0	0	0	0	0	1	17	18	6	24	30	288	189	477	162	221	383	0	0	0	908
24-Jun-2015	2	0	2	0	0	0	0	9	9	1	63	64	248	185	433	204	204	408	0	0	0	916
25-Jun-2015	0	0	0	177	165	342	264	289	553	1	0	1	17	2	19	7	6	13	0	0	0	928
26-Jun-2015	1	0	1	174	185	359	250	297	547	51	0	51	5	0	5	0	0	0	0	0	0	963
27-Jun-2015	3	0	3	0	80	80	1	1	2	0	13	13	289	157	446	86	119	205	0	0	0	749
28-Jun-2015	0	0	0	56	132	188	86	150	236	108	0	108	128	84	212	40	62	102	0	0	0	846
29-Jun-2015	0	0	0	22	21	43	39	47	86	0	9	9	259	180	439	156	217	373	0	0	0	950
30-Jun-2015	1	0	1	0	12	12	0	9	9	1	0	1	292	197	489	174	251	425	0	0	0	937
Total	16	0	16	2189	2627	4816	3056	4096	7152	853	389	1242	4654	2858	7512	2359	3161	5520	0	0	0	26258

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-2015	0	0	0	117	152	269	151	171	322	19	9	28	44	5	49	8	5	13	0	0	0	681
02-Jun-2015	0	0	0	96	121	217	166	203	369	57	0	57	5	0	5	0	0	0	0	0	0	648
03-Jun-2015	0	0	0	75	99	174	109	162	271	44	0	44	71	21	92	34	55	89	0	0	0	670
04-Jun-2015	0	0	0	0	41	41	0	8	8	0	0	0	262	118	380	86	179	265	0	0	0	694
05-Jun-2015	0	0	0	79	118	197	116	141	257	17	0	17	107	36	143	35	62	97	0	0	0	711
06-Jun-2015	0	0	0	0	87	87	1	13	14	9	0	9	221	91	312	45	82	127	0	0	0	549
07-Jun-2015	0	0	0	0	0	0	0	0	0	0	15	15	212	109	321	75	159	234	0	0	0	570
08-Jun-2015	0	0	0	0	28	28	0	0	0	0	35	35	229	107	336	99	159	258	0	0	0	657
09-Jun-2015	1	0	1	39	40	79	52	82	134	40	28	68	122	72	194	70	105	175	0	0	0	651
10-Jun-2015	0	0	0	97	131	228	178	204	382	48	0	48	5	0	5	0	0	0	0	0	0	663
11-Jun-2015	0	0	0	103	132	235	182	204	386	49	0	49	7	0	7	0	0	0	0	0	0	677
12-Jun-2015	0	0	0	64	83	147	79	115	194	24	13	37	132	66	198	49	74	123	0	0	0	699
13-Jun-2015	0	0	0	0	0	0	0	0	0	0	91	91	176	95	271	97	82	179	0	0	0	541
14-Jun-2015	1	0	1	80	111	191	134	204	338	73	1	74	32	1	33	0	0	0	0	0	0	637
15-Jun-2015	0	0	0	63	67	130	107	135	242	26	0	26	94	52	146	43	84	127	0	0	0	671
16-Jun-2015	0	0	0	0	10	10	0	5	5	0	0	0	234	111	345	92	189	281	0	0	0	641
17-Jun-2015	0	0	0	0	0	0	0	7	7	2	13	15	207	124	331	115	192	307	0	0	0	660
18-Jun-2015	0	0	0	95	95	190	193	225	418	21	6	27	19	0	19	8	0	8	0	0	0	662
19-Jun-2015	0	0	0	135	119	254	213	238	451	0	0	0	4	0	4	0	0	0	0	0	0	709
20-Jun-2015	0	0	0	57	81	138	113	189	302	101	1	102	4	0	4	0	0	0	0	0	0	546
21-Jun-2015	1	0	1	58	45	103	84	102	186	31	0	31	97	78	175	52	97	149	0	0	0	645
22-Jun-2015	0	0	0	0	0	0	0	2	2	0	14	14	224	116	340	115	215	330	0	0	0	686
23-Jun-2015	0	0	0	0	0	0	0	14	14	4	20	24	221	107	328	103	182	285	0	0	0	651
24-Jun-2015	0	0	0	0	0	0	0	7	7	1	47	48	201	113	314	132	173	305	0	0	0	674
25-Jun-2015	0	0	0	115	122	237	203	207	410	0	0	0	16	2	18	7	6	13	0	0	0	678
26-Jun-2015	0	0	0	118	142	260	188	215	403	46	0	46	5	0	5	0	0	0	0	0	0	714
27-Jun-2015	0	0	0	0	75	75	0	0	0	0	11	11	235	108	343	58	99	157	0	0	0	586
28-Jun-2015	0	0	0	37	102	139	71	110	181	84	0	84	111	61	172	26	55	81	0	0	0	657
29-Jun-2015	0	0	0	18	14	32	33	33	66	0	9	9	198	118	316	107	184	291	0	0	0	714
30-Jun-2015	0	0	0	0	12	12	0	6	6	1	0	1	232	120	352	113	206	319	0	0	0	690
Total	3	0	3	1446	2027	3473	2373	3002	5375	697	313	1010	3727	1831	5558	1569	2644	4213	0	0	0	19632

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-2015	0	0	0	53	40	93	60	77	137	1	0	1	4	3	7	2	0	2	0	0	0	240
02-Jun-2015	0	0	0	61	43	104	42	80	122	18	0	18	3	0	3	0	0	0	0	0	0	247
03-Jun-2015	0	0	0	38	28	66	30	53	83	16	0	16	17	23	40	13	12	25	0	0	0	230
04-Jun-2015	2	0	2	0	7	7	0	2	2	0	0	0	73	70	143	45	40	85	0	0	0	239
05-Jun-2015	0	0	0	38	27	65	34	54	88	1	0	1	32	29	61	16	13	29	0	0	0	244
06-Jun-2015	0	0	0	0	9	9	0	1	1	2	0	2	57	39	96	21	14	35	0	0	0	143
07-Jun-2015	0	0	0	0	0	0	0	1	1	0	1	1	35	39	74	23	25	48	0	0	0	124
08-Jun-2015	0	0	0	0	3	3	0	1	1	0	13	13	46	54	100	46	30	76	0	0	0	193
09-Jun-2015	0	0	0	18	17	35	17	30	47	5	6	11	37	45	82	42	21	63	0	0	0	238
10-Jun-2015	0	0	0	65	40	105	51	80	131	3	0	3	3	0	3	0	0	0	0	0	0	242
11-Jun-2015	0	0	0	68	44	112	53	83	136	5	0	5	0	0	0	0	0	0	0	0	0	253
12-Jun-2015	0	0	0	24	27	51	25	39	64	2	1	3	40	44	84	34	16	50	0	0	0	252
13-Jun-2015	0	0	0	0	0	0	0	0	0	0	29	29	41	27	68	44	18	62	0	0	0	159
14-Jun-2015	0	0	0	31	33	64	38	63	101	16	0	16	1	0	1	0	0	0	0	0	0	182
15-Jun-2015	1	0	1	39	25	64	25	47	72	11	0	11	26	37	63	25	17	42	0	0	0	253
16-Jun-2015	0	0	0	0	0	0	0	4	4	0	0	0	66	71	137	50	42	92	0	0	0	233
17-Jun-2015	0	0	0	0	0	0	0	2	2	0	2	2	58	75	133	61	39	100	0	0	0	237
18-Jun-2015	1	0	1	56	43	99	55	84	139	9	0	9	3	0	3	1	0	1	0	0	0	252
19-Jun-2015	1	0	1	60	40	100	58	80	138	0	0	0	1	0	1	0	0	0	0	0	0	240
20-Jun-2015	1	0	1	24	26	50	28	47	75	31	0	31	1	0	1	0	0	0	0	0	0	158
21-Jun-2015	0	0	0	27	20	47	21	38	59	4	1	5	13	23	36	17	13	30	0	0	0	177
22-Jun-2015	0	0	0	0	0	0	0	1	1	0	1	1	63	83	146	67	42	109	0	0	0	257
23-Jun-2015	0	0	0	0	0	0	1	3	4	2	4	6	67	82	149	59	39	98	0	0	0	257
24-Jun-2015	2	0	2	0	0	0	0	2	2	0	16	16	47	72	119	72	31	103	0	0	0	242
25-Jun-2015	0	0	0	62	43	105	61	82	143	1	0	1	1	0	1	0	0	0	0	0	0	250
26-Jun-2015	1	0	1	56	43	99	62	82	144	5	0	5	0	0	0	0	0	0	0	0	0	249
27-Jun-2015	3	0	3	0	5	5	1	1	2	0	2	2	54	49	103	28	20	48	0	0	0	163
28-Jun-2015	0	0	0	19	30	49	15	40	55	24	0	24	17	23	40	14	7	21	0	0	0	189
29-Jun-2015	0	0	0	4	7	11	6	14	20	0	0	0	61	62	123	49	33	82	0	0	0	236
30-Jun-2015	1	0	1	0	0	0	0	3	3	0	0	0	60	77	137	61	45	106	0	0	0	247
Total	13	0	13	743	600	1343	683	1094	1777	156	76	232	927	1027	1954	790	517	1307	0	0	0	6626

(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-2015	0	0	0	0	0	3	42	63	80	65	75	63	45	39	58	48	53	68	71	57	39	27	18	7	921
02-Jun-2015	2	0	2	3	0	2	47	70	81	54	65	54	41	39	51	49	50	68	70	60	37	28	18	4	895
03-Jun-2015	2	0	1	3	0	3	36	64	78	62	64	55	37	46	49	52	54	63	73	62	46	27	20	3	900
04-Jun-2015	2	2	1	4	0	3	43	68	74	63	69	56	45	39	53	58	53	61	70	59	43	31	31	5	933
05-Jun-2015	2	1	1	3	0	3	40	63	79	62	74	65	45	43	59	51	54	72	75	64	52	30	17	0	955
06-Jun-2015	1	1	0	0	1	3	31	46	57	60	66	61	47	40	39	42	38	42	35	31	25	17	9	0	692
07-Jun-2015	1	0	0	0	0	3	30	34	48	43	58	47	39	37	51	44	45	51	44	55	29	21	14	0	694
08-Jun-2015	0	1	1	0	0	3	31	47	63	51	71	54	46	43	50	47	55	68	69	68	42	26	14	0	850
09-Jun-2015	0	0	0	0	0	4	47	73	72	59	70	55	40	40	45	50	53	70	65	63	33	25	21	4	889
10-Jun-2015	1	0	0	3	2	3	41	65	74	68	65	57	42	36	51	50	55	61	73	64	39	26	24	5	905
11-Jun-2015	1	0	2	2	0	3	42	74	77	63	72	54	39	42	54	53	54	62	73	65	38	32	25	3	930
12-Jun-2015	3	0	1	3	0	3	39	67	77	65	68	61	47	41	56	55	58	68	78	72	44	26	17	2	951
13-Jun-2015	0	0	2	0	0	3	33	52	66	62	64	54	48	40	43	42	33	32	39	39	20	19	9	0	700
14-Jun-2015	0	0	0	2	2	3	31	35	51	51	59	55	46	37	53	58	54	70	66	63	39	31	13	0	819
15-Jun-2015	1	0	0	1	0	3	45	71	78	64	71	64	47	43	50	53	50	62	62	60	45	30	23	1	924
16-Jun-2015	4	2	1	1	2	3	46	66	74	59	66	53	41	36	42	48	55	58	65	60	36	29	23	4	874
17-Jun-2015	2	1	1	4	1	3	41	62	73	60	67	57	37	34	61	46	47	62	69	69	42	30	24	4	897
18-Jun-2015	2	1	3	2	1	3	43	65	65	61	64	59	46	38	52	53	46	57	63	65	53	40	28	4	914
19-Jun-2015	2	0	2	3	0	2	37	63	74	71	65	63	54	42	59	55	53	65	75	66	51	32	15	0	949
20-Jun-2015	1	0	1	0	0	4	32	51	68	57	67	57	46	39	40	41	33	40	41	34	25	20	7	0	704
21-Jun-2015	0	0	0	0	0	3	29	36	51	49	56	63	48	37	58	52	52	62	73	66	40	32	15	0	822
22-Jun-2015	1	0	1	0	0	4	44	67	77	70	69	68	50	41	56	56	52	67	69	59	41	30	18	3	943
23-Jun-2015	3	1	2	3	1	4	46	71	68	66	63	57	43	42	49	51	51	66	71	62	37	27	21	3	908
24-Jun-2015	3	2	2	3	0	4	44	66	78	57	72	57	36	41	46	52	57	61	70	64	47	27	22	5	916
25-Jun-2015	0	0	2	3	1	2	47	70	72	55	70	57	46	35	52	54	53	60	74	64	45	33	28	5	928
26-Jun-2015	1	1	2	2	0	2	42	69	70	64	76	63	46	47	55	51	62	67	76	68	52	30	16	1	963
27-Jun-2015	0	0	1	1	0	4	35	47	63	68	66	58	50	48	39	43	40	43	44	40	29	21	9	0	749
28-Jun-2015	1	1	0	1	1	3	29	31	51	54	56	59	46	46	53	56	54	62	76	67	45	36	17	1	846
29-Jun-2015	1	0	1	0	0	4	45	66	73	72	73	69	56	42	59	54	52	58	72	62	37	32	19	3	950
30-Jun-2015	4	0	2	4	1	3	52	76	72	62	72	58	55	38	50	55	46	68	70	61	32	31	22	3	937
Total	41	14	32	51	13	93	1190	1798	2084	1817	2013	1753	1354	1211	1533	1519	1512	1814	1971	1789	1183	846	557	70	26258
Avg.	1.37	0.47	1.07	1.70	0.43	3.10	39.67	59.93	69.47	60.57	67.10	58.43	45.13	40.37	51.10	50.63	50.40	60.47	65.70	59.63	39.43	28.20	18.57	2.33	875.27

(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-2015	0	0	0	0	0	3	26	30	39	33	31	31	19	19	30	18	30	35	37	28	24	16	8	2	459
02-Jun-2015	1	0	2	1	0	2	26	38	40	24	30	28	19	21	26	17	26	35	35	28	22	16	9	2	448
03-Jun-2015	0	0	1	1	0	3	20	36	41	26	27	25	17	25	21	23	28	33	35	31	29	16	8	1	447
04-Jun-2015	0	2	1	1	0	3	24	38	36	29	33	27	20	18	26	26	29	31	33	27	26	20	17	1	468
05-Jun-2015	0	1	1	1	0	3	22	37	42	25	32	31	18	22	30	19	28	39	41	26	29	17	11	0	475
06-Jun-2015	1	1	0	0	0	3	24	23	32	27	26	29	19	20	22	22	23	21	16	20	14	9	4	0	356
07-Jun-2015	0	0	0	0	0	3	24	19	21	18	20	20	17	18	25	18	25	29	24	30	17	10	7	0	345
08-Jun-2015	0	1	0	0	0	3	20	24	32	22	27	23	20	21	23	19	34	37	38	26	27	13	10	0	420
09-Jun-2015	0	0	0	0	0	4	27	42	35	25	33	27	15	19	25	18	27	36	34	28	22	14	11	1	443
10-Jun-2015	0	0	0	3	0	3	24	34	41	31	27	25	18	18	26	19	29	32	39	30	24	15	10	2	450
11-Jun-2015	0	0	2	0	0	3	23	38	41	30	34	24	17	23	26	20	29	34	37	30	23	18	14	1	467
12-Jun-2015	1	0	1	1	0	3	22	37	37	33	27	32	20	19	24	28	29	36	37	34	25	15	11	1	473
13-Jun-2015	0	0	2	0	0	3	27	28	32	26	28	27	19	21	25	20	20	15	18	23	11	10	3	0	358
14-Jun-2015	0	0	0	2	1	3	24	20	23	23	22	23	14	16	25	29	27	39	31	34	23	20	7	0	406
15-Jun-2015	0	0	0	1	0	3	24	35	42	30	32	30	15	21	25	26	27	32	34	29	25	15	13	1	460
16-Jun-2015	1	1	1	1	0	3	28	40	35	25	33	25	17	17	24	17	31	27	37	26	20	18	14	1	442
17-Jun-2015	0	1	1	2	0	3	24	34	38	28	26	25	16	21	29	18	26	31	39	32	21	16	11	1	443
18-Jun-2015	0	0	3	1	0	3	27	36	28	33	27	27	17	20	26	26	22	29	33	34	29	24	14	2	461
19-Jun-2015	0	0	2	1	0	2	25	34	40	34	23	31	21	24	27	19	29	37	38	30	27	21	7	0	472
20-Jun-2015	1	0	0	0	0	4	25	30	33	25	28	24	17	23	23	21	20	18	18	21	16	11	2	0	360
21-Jun-2015	0	0	0	0	0	3	23	20	24	22	19	25	18	16	27	25	27	32	39	31	25	20	9	0	405
22-Jun-2015	0	0	1	0	0	4	27	36	37	33	26	32	23	21	27	22	32	35	37	25	24	18	8	1	469
23-Jun-2015	0	1	1	1	1	3	27	41	33	33	25	25	20	22	26	21	27	35	39	25	21	17	12	1	457
24-Jun-2015	1	1	2	1	0	4	25	36	39	29	30	24	17	20	23	22	29	30	37	31	29	13	10	2	455
25-Jun-2015	0	0	2	1	0	2	27	40	30	29	34	27	19	17	26	23	27	29	38	29	30	20	14	2	466
26-Jun-2015	0	0	2	0	0	2	25	35	42	29	30	26	22	22	26	23	32	39	37	31	28	19	10	1	481
27-Jun-2015	0	0	1	0	0	4	26	25	33	30	23	24	26	24	21	24	21	23	19	21	19	12	3	0	379
28-Jun-2015	0	1	0	1	0	3	22	17	28	24	18	23	19	19	25	26	29	38	36	31	26	23	8	1	418
29-Jun-2015	1	0	1	0	0	4	25	31	44	35	26	33	23	22	30	23	28	33	39	26	21	20	9	2	476
30-Jun-2015	0	0	1	2	1	3	29	41	33	31	35	27	22	21	27	23	24	31	38	30	17	21	10	1	468
Total	7	10	28	22	3	92	742	975	1051	842	832	800	564	610	766	655	815	951	1013	847	694	497	284	27	13127
Avg.	0.23	0.33	0.93	0.73	0.10	3.07	24.73	32.50	35.03	28.07	27.73	26.67	18.80	20.33	25.53	21.83	27.17	31.70	33.77	28.23	23.13	16.57	9.47	0.90	437.57

(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-2015	0	0	0	0	0	0	16	33	41	32	44	32	26	20	28	30	23	33	34	29	15	11	10	5	462
02-Jun-2015	1	0	0	2	0	0	21	32	41	30	35	26	22	18	25	32	24	33	35	32	15	12	9	2	447
03-Jun-2015	2	0	0	2	0	0	16	28	37	36	37	30	20	21	28	29	26	30	38	31	17	11	12	2	453
04-Jun-2015	2	0	0	3	0	0	19	30	38	34	36	29	25	21	27	32	24	30	37	32	17	11	14	4	465
05-Jun-2015	2	0	0	2	0	0	18	26	37	37	42	34	27	21	29	32	26	33	34	38	23	13	6	0	480
06-Jun-2015	0	0	0	0	1	0	7	23	25	33	40	32	28	20	17	20	15	21	19	11	11	8	5	0	336
07-Jun-2015	1	0	0	0	0	0	6	15	27	25	38	27	22	19	26	26	20	22	20	25	12	11	7	0	349
08-Jun-2015	0	0	1	0	0	0	11	23	31	29	44	31	26	22	27	28	21	31	31	42	15	13	4	0	430
09-Jun-2015	0	0	0	0	0	0	20	31	37	34	37	28	25	21	20	32	26	34	31	35	11	11	10	3	446
10-Jun-2015	1	0	0	0	2	0	17	31	33	37	38	32	24	18	25	31	26	29	34	34	15	11	14	3	455
11-Jun-2015	1	0	0	2	0	0	19	36	36	33	38	30	22	19	28	33	25	28	36	35	15	14	11	2	463
12-Jun-2015	2	0	0	2	0	0	17	30	40	32	41	29	27	22	32	27	29	32	41	38	19	11	6	1	478
13-Jun-2015	0	0	0	0	0	0	6	24	34	36	36	27	29	19	18	22	13	17	21	16	9	9	6	0	342
14-Jun-2015	0	0	0	0	1	0	7	15	28	28	37	32	32	21	28	29	27	31	35	29	16	11	6	0	413
15-Jun-2015	1	0	0	0	0	0	21	36	36	34	39	34	32	22	25	27	23	30	28	31	20	15	10	0	464
16-Jun-2015	3	1	0	0	2	0	18	26	39	34	33	28	24	19	18	31	24	31	28	34	16	11	9	3	432
17-Jun-2015	2	0	0	2	1	0	17	28	35	32	41	32	21	13	32	28	21	31	30	37	21	14	13	3	454
18-Jun-2015	2	1	0	1	1	0	16	29	37	28	37	32	29	18	26	27	24	28	30	31	24	16	14	2	453
19-Jun-2015	2	0	0	2	0	0	12	29	34	37	42	32	33	18	32	36	24	28	37	36	24	11	8	0	477
20-Jun-2015	0	0	1	0	0	0	7	21	35	32	39	33	29	16	17	20	13	22	23	13	9	9	5	0	344
21-Jun-2015	0	0	0	0	0	0	6	16	27	27	37	38	30	21	31	27	25	30	34	35	15	12	6	0	417
22-Jun-2015	1	0	0	0	0	0	17	31	40	37	43	36	27	20	29	34	20	32	32	34	17	12	10	2	474
23-Jun-2015	3	0	1	2	0	1	19	30	35	33	38	32	23	20	23	30	24	31	32	37	16	10	9	2	451
24-Jun-2015	2	1	0	2	0	0	19	30	39	28	42	33	19	21	23	30	28	31	33	33	18	14	12	3	461
25-Jun-2015	0	0	0	2	1	0	20	30	42	26	36	30	27	18	26	31	26	31	36	35	15	13	14	3	462
26-Jun-2015	1	1	0	2	0	0	17	34	28	35	46	37	24	25	29	28	30	28	39	37	24	11	6	0	482
27-Jun-2015	0	0	0	1	0	0	9	22	30	38	43	34	24	24	18	19	19	20	25	19	10	9	6	0	370
28-Jun-2015	1	0	0	0	1	0	7	14	23	30	38	36	27	27	28	30	25	24	40	36	19	13	9	0	428
29-Jun-2015	0	0	0	0	0	0	20	35	29	37	47	36	33	20	29	31	24	25	33	36	16	12	10	1	474
30-Jun-2015	4	0	1	2	0	0	23	35	39	31	37	31	33	17	23	32	22	37	32	31	15	10	12	2	469
Total	34	4	4	29	10	1	448	823	1033	975	1181	953	790	601	767	864	697	863	958	942	489	349	273	43	13131
Avg.	1.13	0.13	0.13	0.97	0.33	0.03	14.93	27.43	34.43	32.50	39.37	31.77	26.33	20.03	25.57	28.80	23.23	28.77	31.93	31.40	16.30	11.63	9.10	1.43	437.70

(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-15	07:00	00:25	00:59	01:22	00:34	-	00:38	12:58	-	-	-	-	-
02-Jun-15	07:00	00:18	-	03:53	-	-	-	12:47	-	-	-	-	-
03-Jun-15	07:00	00:21	00:39	03:09	-	-	03:45	09:03	-	-	-	-	-
04-Jun-15	07:00	00:15	04:06	-	-	-	12:36	-	-	-	-	-	-
05-Jun-15	07:00	00:27	02:22	01:01	-	-	04:18	08:49	-	-	-	-	-
06-Jun-15	07:00	00:56	08:28	01:03	-	-	06:31	-	-	-	-	-	-
07-Jun-15	07:00	00:46	-	-	02:16	-	13:56	-	-	-	-	-	-
08-Jun-15	07:00	00:40	02:03	-	03:12	-	11:02	-	-	-	-	-	-
09-Jun-15	07:00	00:24	00:31	02:26	01:39	-	07:42	04:15	-	-	-	-	-
10-Jun-15	07:00	00:21	-	03:11	-	-	-	13:26	-	-	-	-	-
11-Jun-15	07:00	00:21	-	02:44	-	-	-	13:53	-	-	-	-	-
12-Jun-15	07:00	00:18	02:56	01:47	00:54	-	05:00	06:02	-	-	-	-	-
13-Jun-15	07:00	00:36	-	-	09:24	-	06:58	-	-	-	-	-	-
14-Jun-15	07:00	00:39	01:23	04:48	-	-	-	10:08	-	-	-	-	-
15-Jun-15	07:00	00:14	-	01:40	-	-	07:38	07:25	-	-	-	-	-
16-Jun-15	07:00	00:21	01:14	-	-	-	15:23	-	-	-	-	-	-
17-Jun-15	07:00	00:23	-	-	01:36	-	14:59	-	-	-	-	-	-
18-Jun-15	07:00	-	-	01:37	00:35	-	-	14:46	-	-	-	-	-
19-Jun-15	07:00	00:31	-	-	-	-	-	16:27	-	-	-	-	-
20-Jun-15	07:00	00:50	-	07:14	-	-	-	08:54	-	-	-	-	-
21-Jun-15	07:00	00:31	-	01:42	-	-	08:19	06:26	-	-	-	-	-
22-Jun-15	07:00	-	-	-	02:13	-	14:46	-	-	-	-	-	-
23-Jun-15	07:00	00:16	-	00:20	01:14	-	15:07	-	-	-	-	-	-
24-Jun-15	07:00	00:18	-	-	04:19	-	12:21	-	-	-	-	-	-
25-Jun-15	07:00	00:25	-	-	-	-	00:31	16:02	-	-	-	-	-
26-Jun-15	07:00	00:35	-	02:38	-	-	-	13:45	-	-	-	-	-
27-Jun-15	07:00	00:41	07:44	-	00:58	-	07:34	-	-	-	-	-	-
28-Jun-15	07:00	00:33	03:08	04:43	-	-	04:19	04:13	-	-	-	-	-
29-Jun-15	07:00	00:32	-	-	01:34	-	12:27	02:24	-	-	-	-	-
30-Jun-15	07:00	00:23	01:57	-	-	-	14:38	-	-	-	-	-	-
Total	210:00	13:47	37:36	45:25	30:34	00:00	200:40	181:52	00:00	00:00	00:00	00:00	00:00
% Used		2.70%	7.38%	8.91%	6.00%	0.00%	39.35%	35.66%	0.00%	0.00%	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).

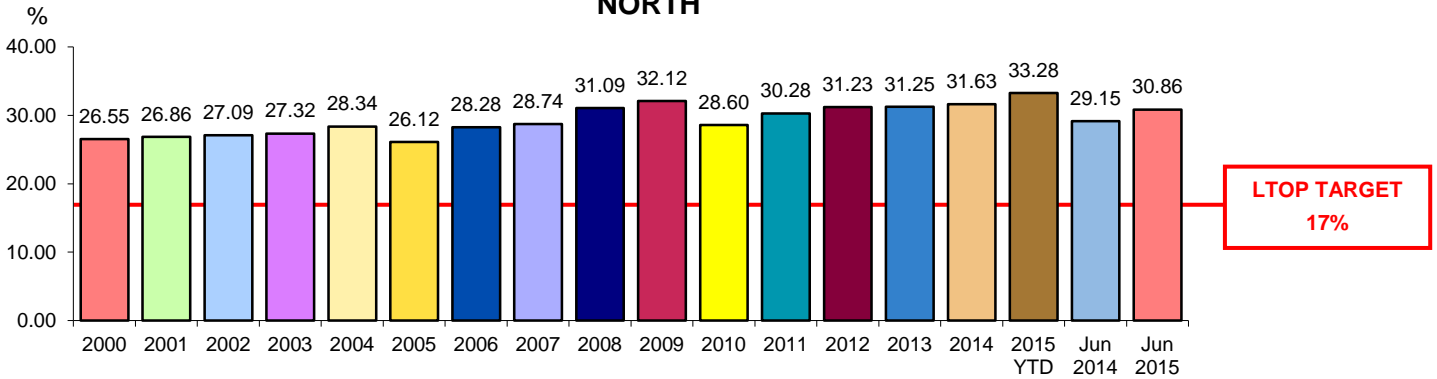
Cumulative Mode Utilisation from 1 January 2015

Time	2.19%	5.17%	4.37%	2.59%	0.00%	37.33%	43.84%	0.05%	0.31%	4.15%	0.00%	0.00%
Movements	0.39%	3.73%	3.02%	1.77%	0.00%	39.74%	47.92%	0.03%	0.28%	3.12%	0.00%	0.00%

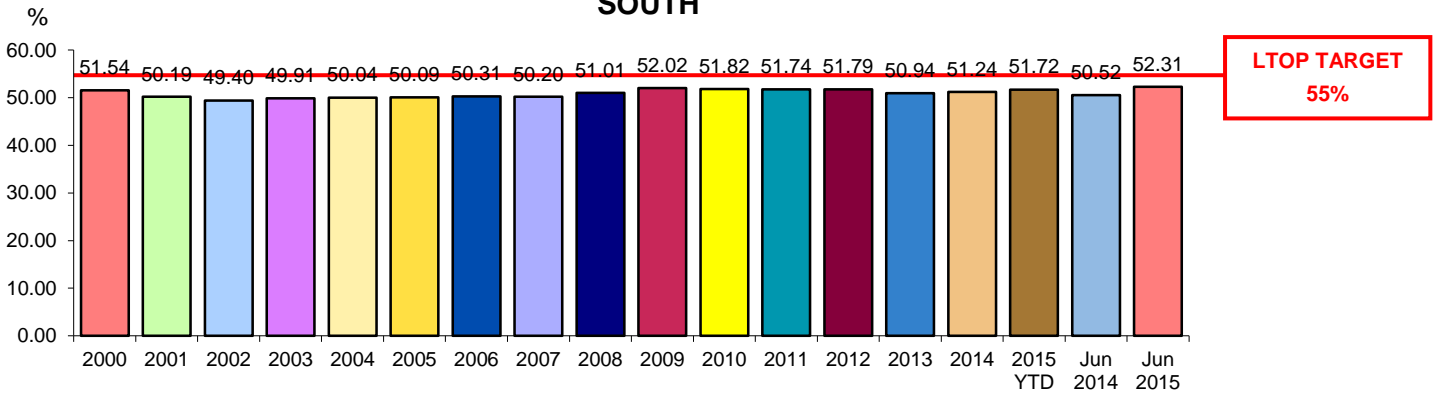
Runway End Impact to 30 June 2015

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

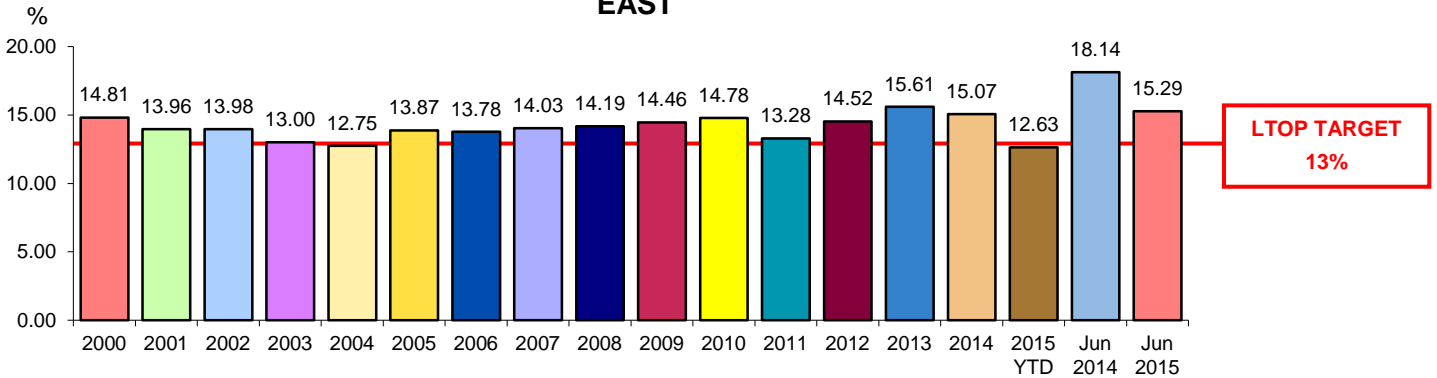
NORTH



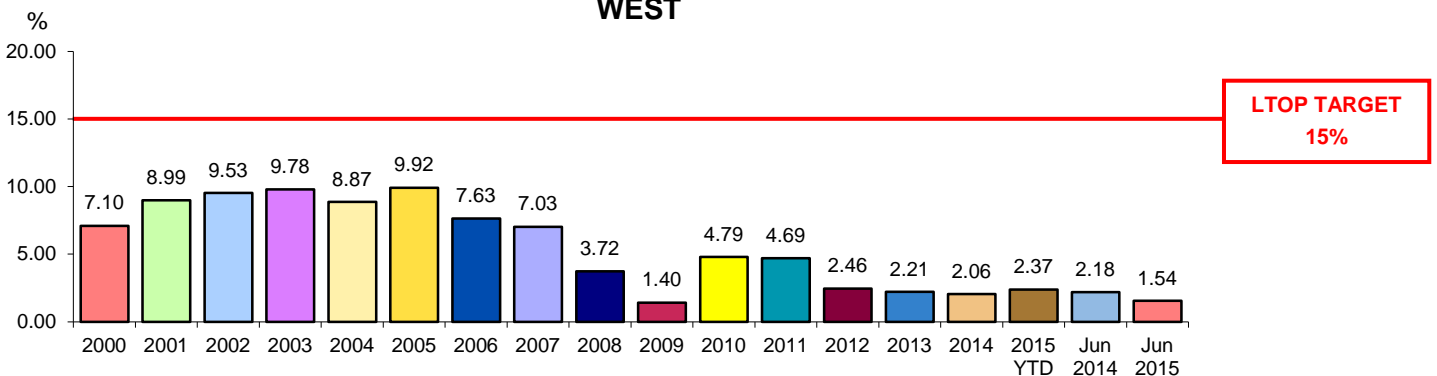
SOUTH



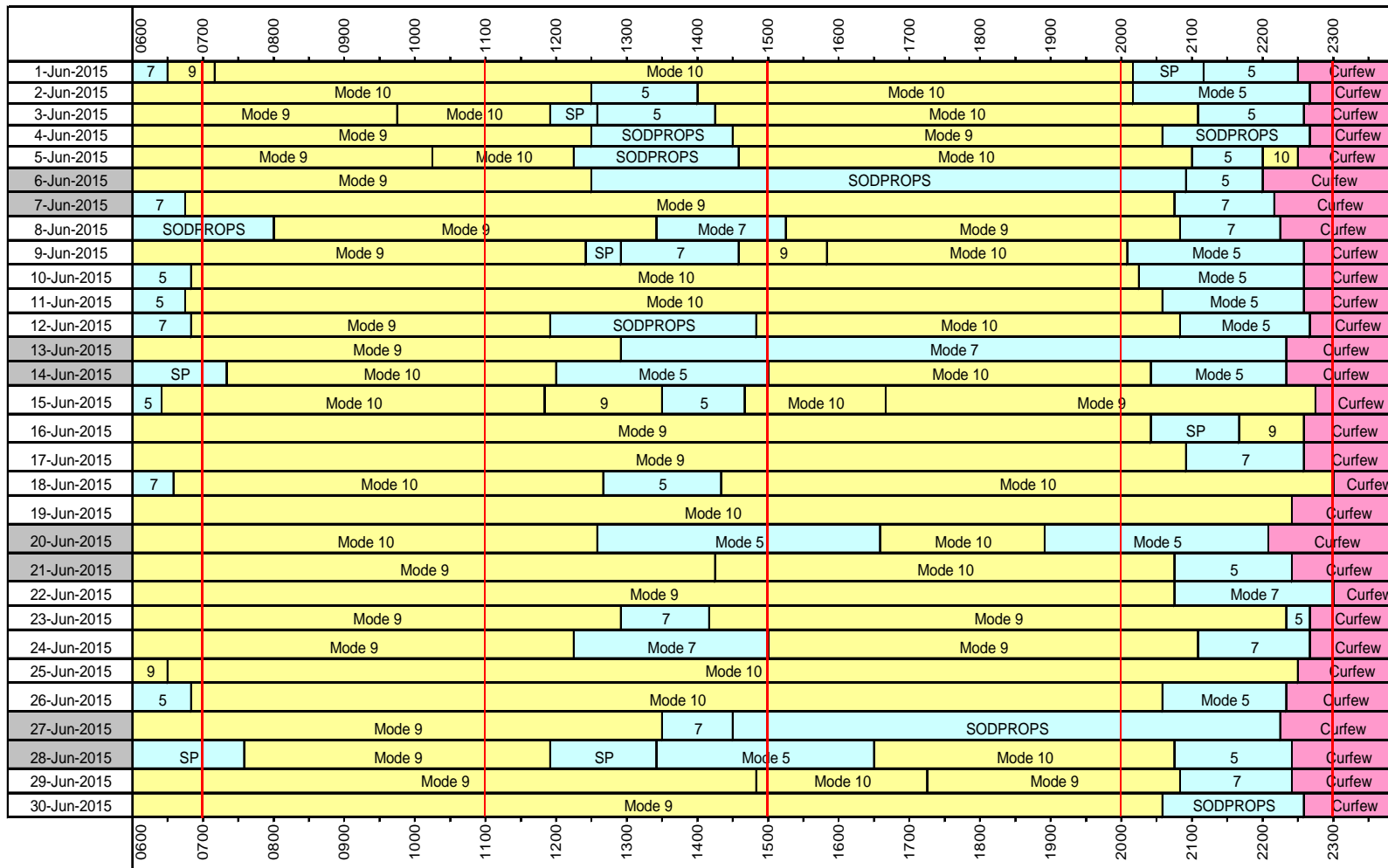
EAST



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 **June 2015**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
10/06/2015	06:47	09:29	2:42
10/06/2015	09:55	10:25	0:30
15/06/2015	07:08	09:05	1:57
19/06/2015	06:55	09:37	2:42

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

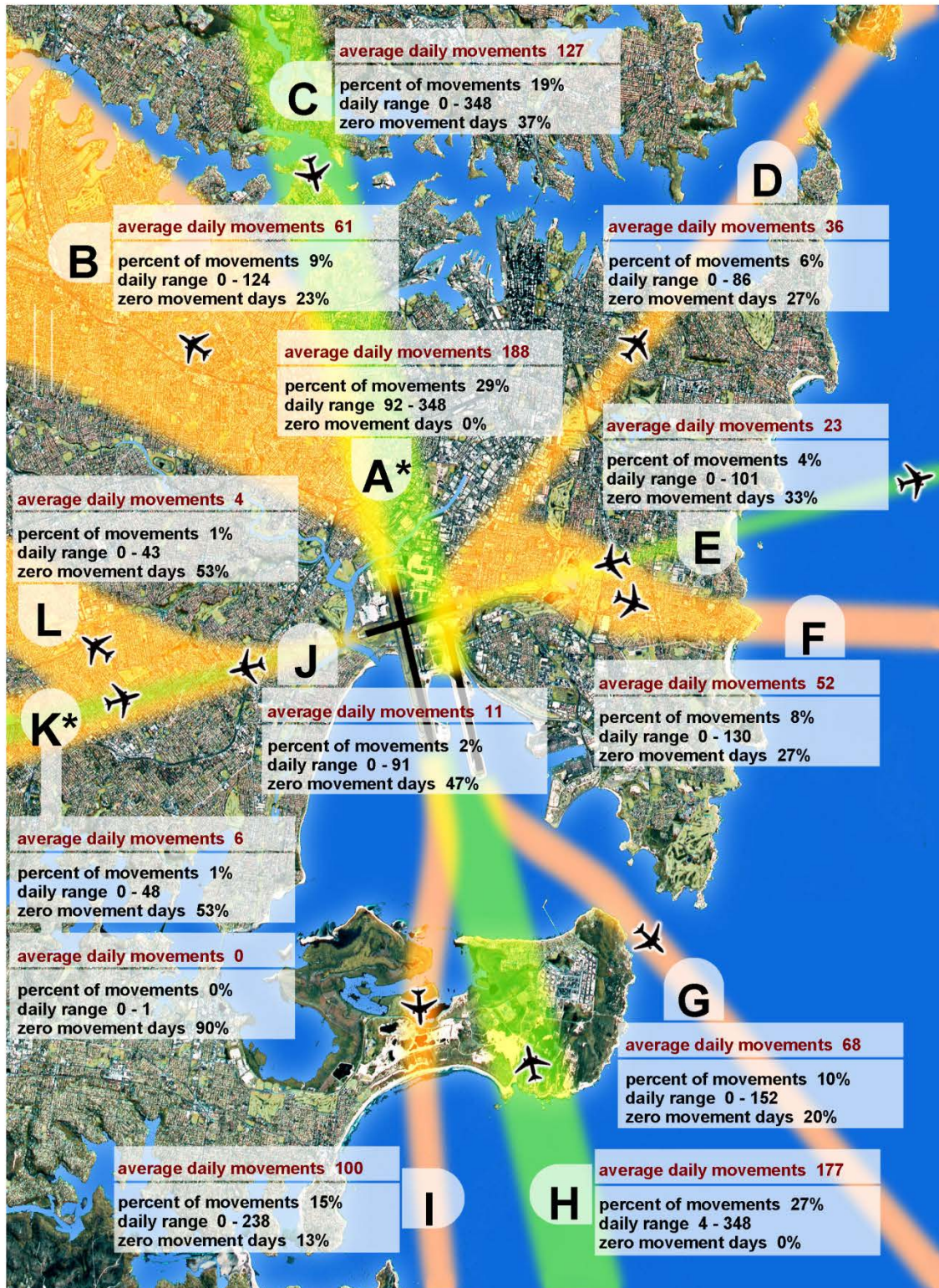
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
10/06/2015	106	49	57
15/06/2015	77	37	40
19/06/2015	96	44	52

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

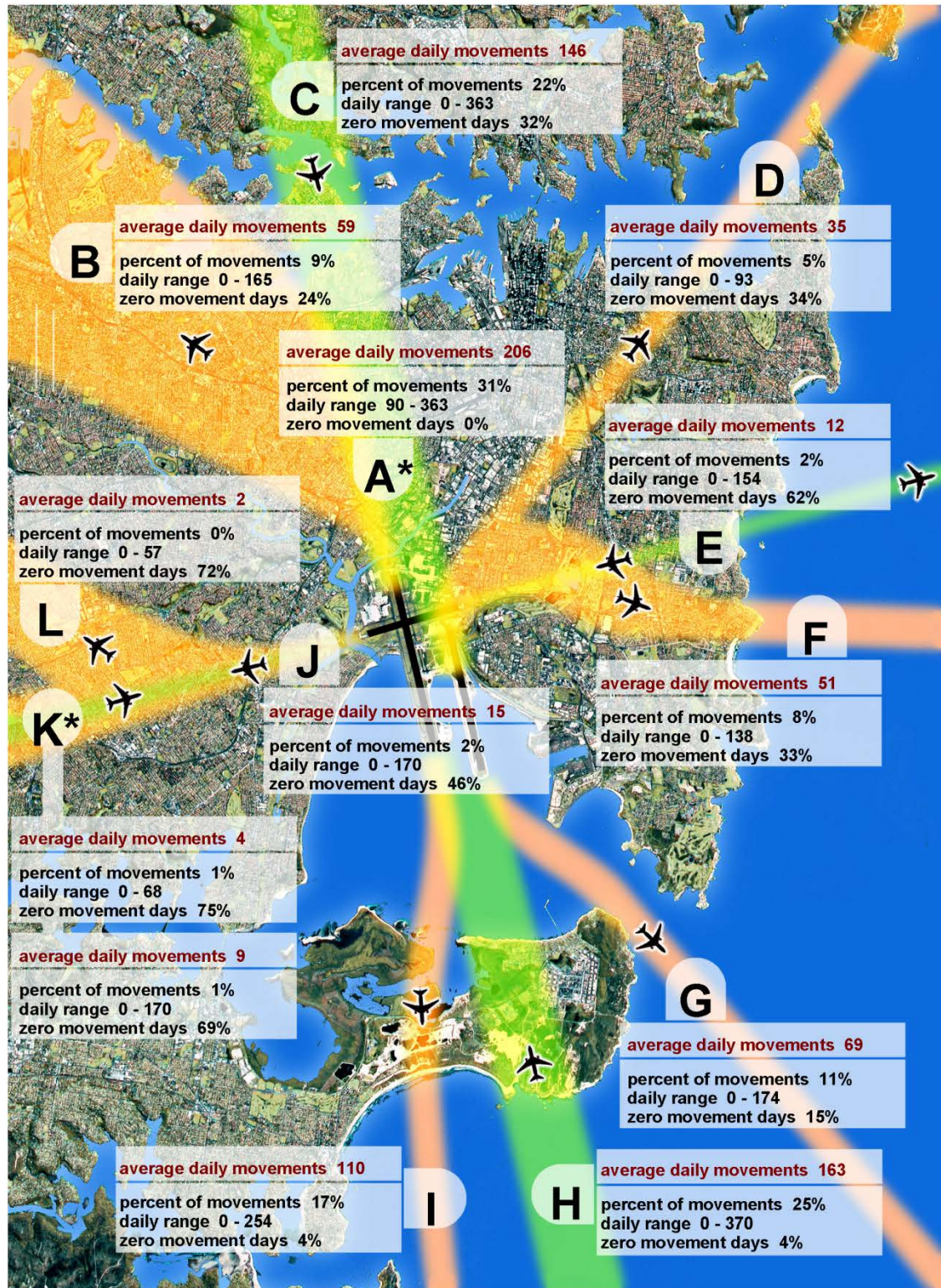
1 June 2015 to 30 June 2015, All Jets



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

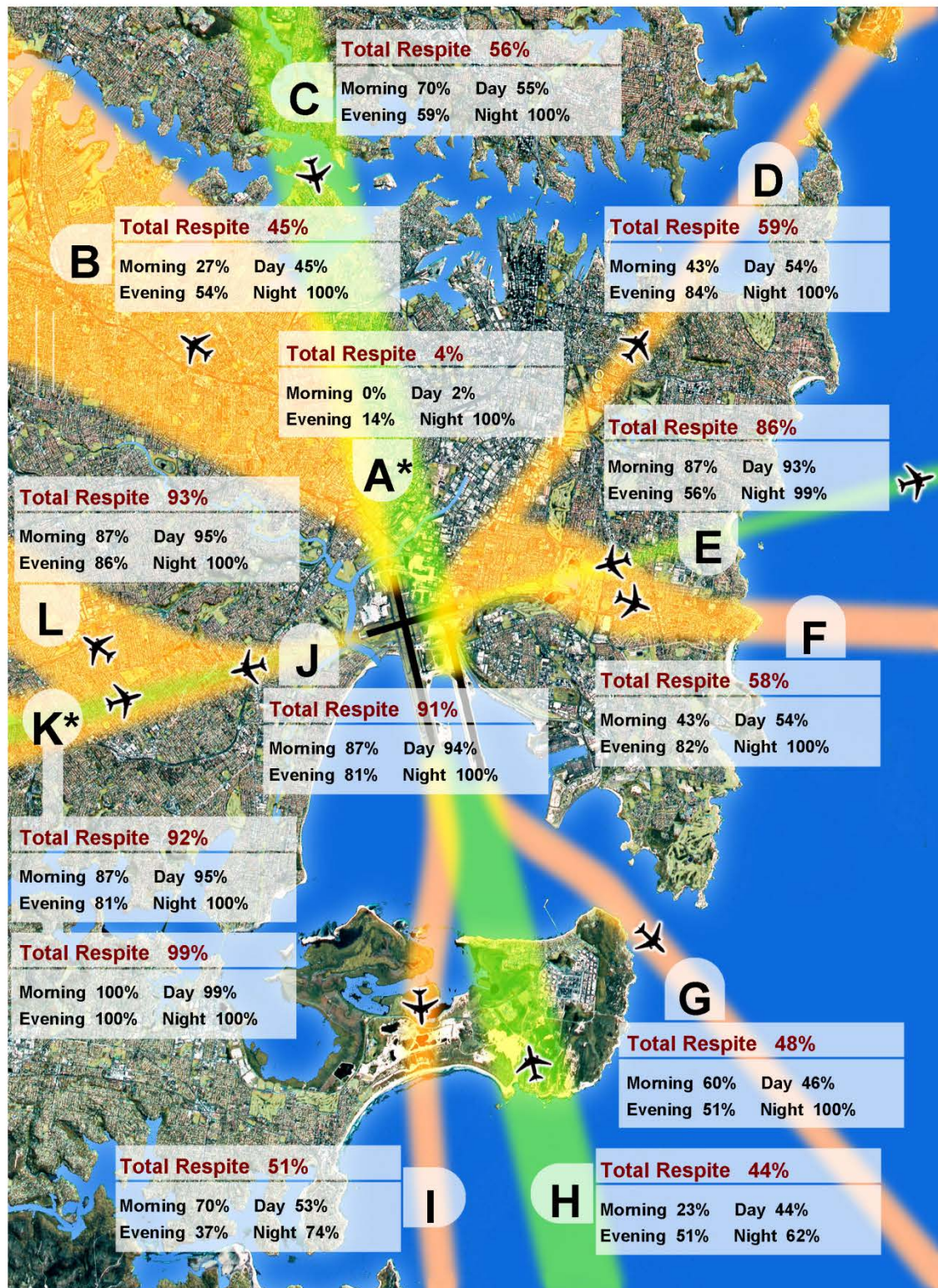
1 July 2014 to 30 June 2015, All Jets



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 June 2015 to 30 June 2015, All Jets



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

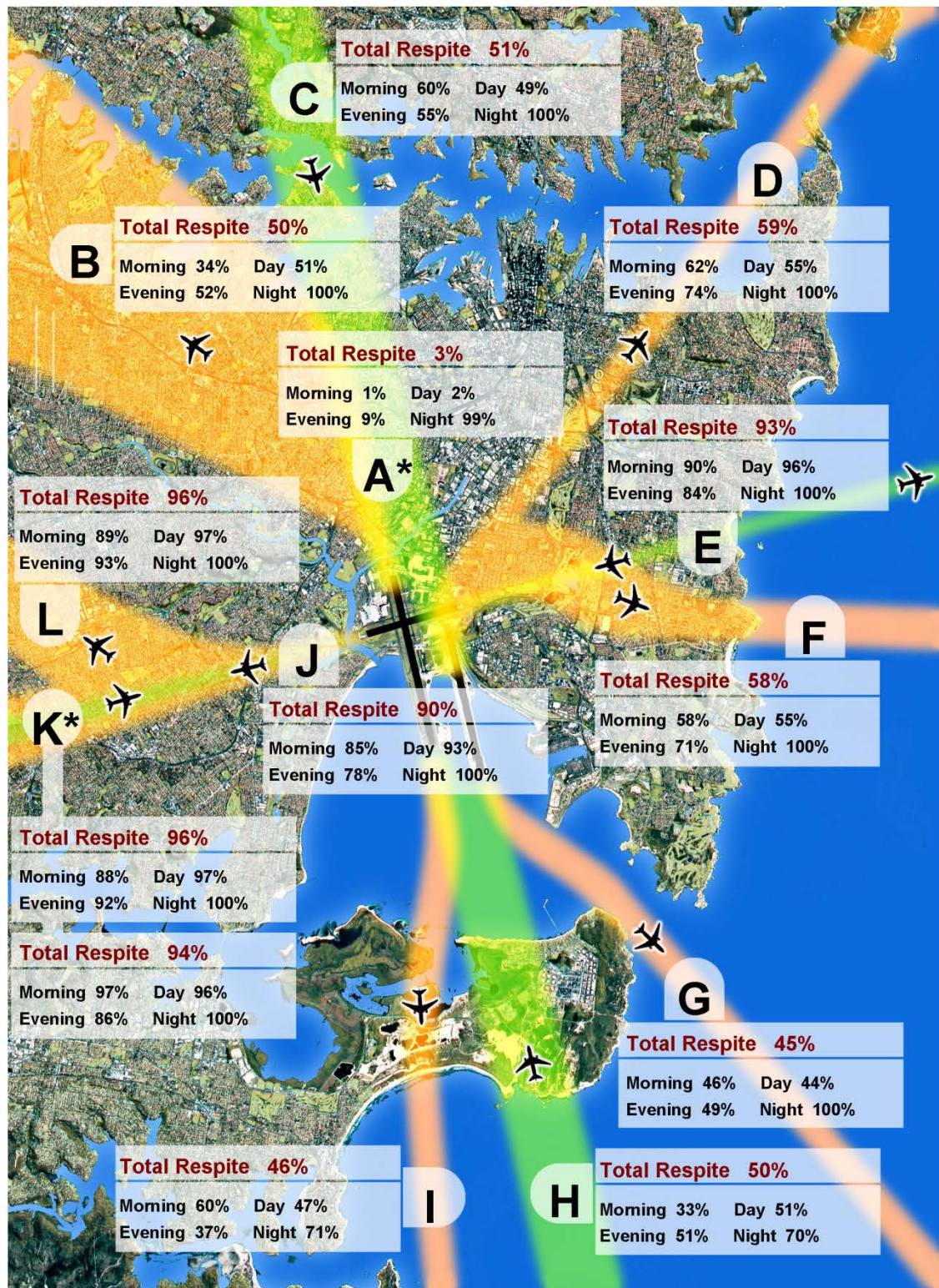
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2014 to 30 June 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) July 2014 to June 2015

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in July 2014 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in August 2014 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in July 2014 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in August 2014 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in July 2014 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in July 2014 and Mode 7 was in July 2014 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2014 , Mode 14A in March 2015 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period July 2014 to June 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 59%**. This means that over the period **July 2014 to June 2015 for 59%** 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 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 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 June 2015 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>10,428</i>	<i>29.9</i>	<i>343</i>	<i>343</i>	<i>306</i>
<i>Penshurst</i>	<i>323</i>	<i>29.9</i>	<i>6</i>	<i>10</i>	<i>9</i>
<i>Bexley</i>	<i>380</i>	<i>29.9</i>	<i>11</i>	<i>15</i>	<i>11</i>
<i>Sydenham</i>	<i>4,990</i>	<i>29.9</i>	<i>166</i>	<i>159</i>	<i>203</i>
<i>Johnston St Annandale</i>	<i>2,612</i>	<i>29.9</i>	<i>71</i>	<i>61</i>	<i>104</i>
<i>Church St. St Peters</i>	<i>4,271</i>	<i>29.9</i>	<i>109</i>	<i>100</i>	<i>134</i>
<i>Leichhardt PEMU 36</i>	<i>3,198</i>	<i>29.9</i>	<i>99</i>	<i>87</i>	<i>152</i>
<i>Eastlakes</i>	<i>2,629</i>	<i>29.9</i>	<i>79</i>	<i>79</i>	<i>48</i>
<i>Coogee</i>	<i>956</i>	<i>29.9</i>	<i>29</i>	<i>32</i>	<i>14</i>
<i>Kurnell</i>	<i>2,602</i>	<i>29.9</i>	<i>79</i>	<i>78</i>	<i>53</i>
<i>Croydon</i>	<i>630</i>	<i>29.9</i>	<i>15</i>	<i>11</i>	<i>10</i>
<i>Hunters Hill</i>	<i>4,518</i>	<i>29.9</i>	<i>56</i>	<i>52</i>	<i>94</i>

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

The N70 values for June 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 43 Day 252 Night 11 WE_D 305 WE_N 7	Penshurst AM 1 PM 2 Day 3 Night 0 WE_D 8 WE_N 0	Bexley AM 1 PM 3 Day 6 Night 0 WE_D 15 WE_N 0	Eastlakes AM 5 PM 17 Day 64 Night 0 WE_D 59 WE_N 0
Coogee AM 2 PM 14 Day 12 Night 0 WE_D 30 WE_N 0	Sydenham AM 5 PM 15 Day 144 Night 0 WE_D 169 WE_N 0	Leichhardt PEMU36 AM 3 PM 8 Day 83 Night 0 WE_D 111 WE_N 0	Kurnell AM 5 PM 5 Day 78 Night 0 WE_D 54 WE_N 0
Annandale AM 1 PM 3 Day 64 Night 0 WE_D 81 WE_N 0	St Peters AM 2 PM 9 Day 96 Night 0 WE_D 113 WE_N 0	Croydon AM 1 PM 2 Day 13 Night 0 WE_D 15 WE_N 0	Hunters Hull AM 2 PM 5 Day 46 Night 0 WE_D 62 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.