

Sydney Airport Operational Statistics

March 2012

PREVIEW

Sydney Airport Operational Statistics Report Preview

March 2012

Total Runway Movements (excluding helicopter operations) (refer pages 5-10)

There were a total of 26,197 aircraft movements this month (daily average 845.06). Last month there were a total of 24,484 movements (daily average 844.28) and for the same month last year there were a total of 26,257 movements (daily average 847.00).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 14 days and Mode 10 on 10 days. Crossing runway modes (including Sodprops) were used for 19.16% 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 12)

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 30.28% - This result is above the LTOP target and below the previous month (33.34%)

South 51.54%- This result is below the LTOP target and above the previous month (51.08%)

East 16.90% - This result is above the LTOP target and above the previous month (12.00%)

West 1.26% - This result is below the LTOP target and below the previous month (3.56%)

16 Precision Runway Monitor (PRM) Operations (refer page 14)

This procedure was used on 2, 6, 7, 8, 19 and 22 March for a total of 14 hours and 23 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

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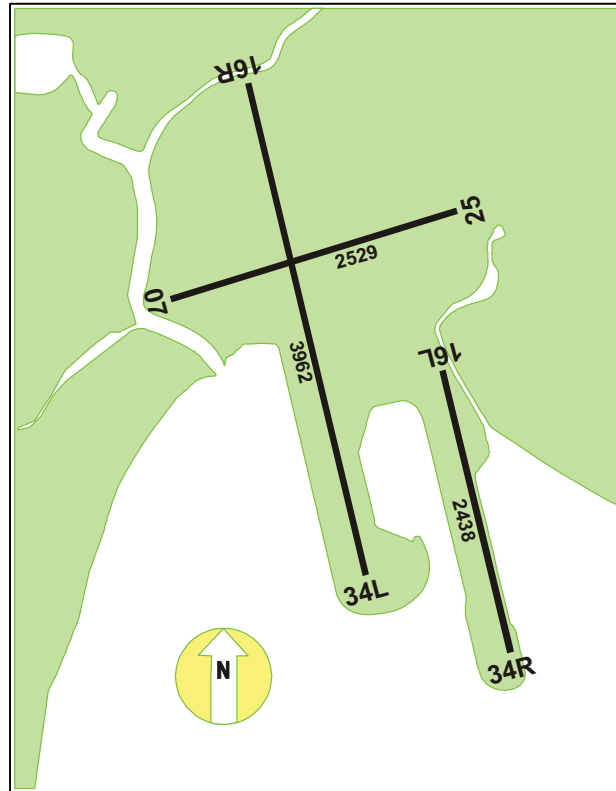
This report is available on the Internet at Airservices Australia website at

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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)

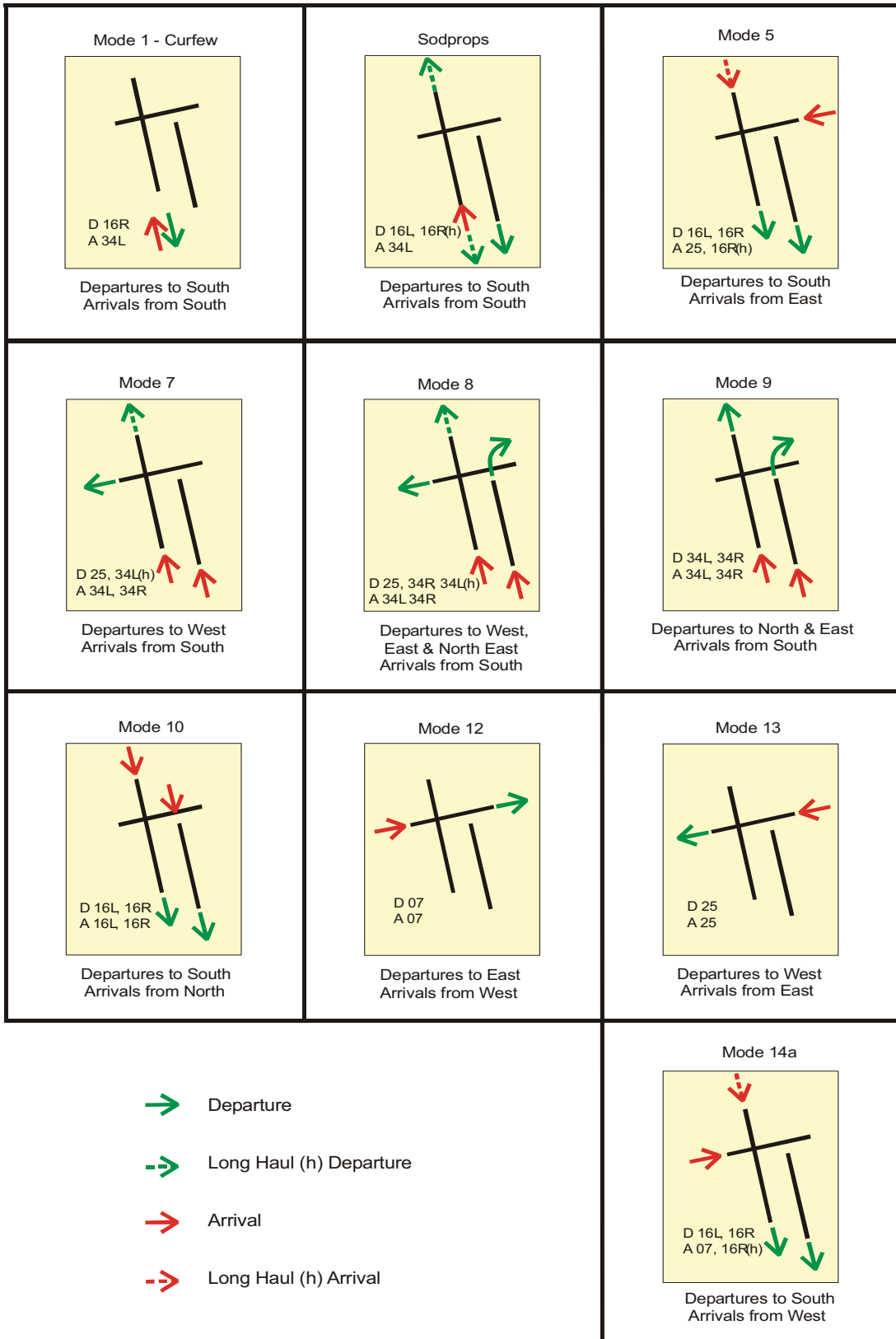
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Mar-12	0	0	0	24	23	47	65	70	135	0	2	2	209	161	370	147	187	334	0	0	0	888
02-Mar-12	1	0	1	193	133	326	251	318	569	0	0	0	1	0	1	0	0	0	0	0	0	897
03-Mar-12	2	0	2	39	33	72	72	71	143	0	0	0	123	111	234	113	113	226	0	0	0	677
04-Mar-12	2	0	2	0	0	0	0	2	2	0	0	0	218	183	401	150	204	354	0	0	0	759
05-Mar-12	20	0	20	143	126	269	209	318	527	76	3	79	2	2	4	0	0	0	0	0	0	899
06-Mar-12	0	0	0	186	131	317	254	307	561	0	1	1	4	0	4	0	0	0	0	0	0	883
07-Mar-12	0	0	0	150	129	279	214	315	529	73	3	76	5	0	5	0	0	0	0	0	0	889
08-Mar-12	0	0	0	81	74	155	114	178	292	68	18	86	104	72	176	71	93	164	0	0	0	873
09-Mar-12	0	0	0	73	97	170	95	154	249	44	0	44	178	105	283	72	101	173	0	0	0	919
10-Mar-12	134	0	134	40	117	157	83	198	281	47	0	47	49	21	70	0	0	0	0	0	0	689
11-Mar-12	42	0	42	0	154	154	0	38	38	0	0	0	267	130	397	62	77	139	0	0	0	770
12-Mar-12	1	0	1	76	65	141	106	131	237	0	1	1	166	120	286	102	133	235	0	0	0	901
13-Mar-12	1	0	1	0	12	12	0	7	7	0	0	0	278	191	469	161	225	386	0	0	0	875
14-Mar-12	1	0	1	0	15	15	0	11	11	0	0	0	261	198	459	183	225	408	0	0	0	894
15-Mar-12	2	0	2	0	0	0	0	10	10	0	0	0	271	199	470	180	243	423	0	0	0	905
16-Mar-12	0	0	0	0	0	0	0	7	7	0	0	0	276	202	478	184	251	435	0	0	0	920
17-Mar-12	2	0	2	98	89	187	169	243	412	84	0	84	1	0	1	0	0	0	0	0	0	686
18-Mar-12	0	0	0	142	110	252	231	289	520	4	0	4	0	0	0	0	0	0	0	0	0	776
19-Mar-12	40	0	40	165	132	297	245	316	561	0	0	0	2	2	4	0	0	0	0	0	0	902
20-Mar-12	9	0	9	105	90	195	124	171	295	0	1	1	141	80	221	63	96	159	0	0	0	880
21-Mar-12	3	0	3	0	13	13	0	11	11	0	0	0	280	191	471	157	229	386	0	0	0	884
22-Mar-12	1	0	1	146	136	282	198	310	508	101	3	104	4	0	4	0	0	0	0	0	0	899
23-Mar-12	0	0	0	0	6	6	3	30	33	52	8	60	230	182	412	174	227	401	0	0	0	912
24-Mar-12	0	0	0	0	28	28	8	94	102	125	13	138	95	94	189	113	102	215	0	0	0	672
25-Mar-12	2	0	2	116	119	235	152	267	419	82	1	83	31	12	43	0	0	0	0	0	0	782
26-Mar-12	10	0	10	0	6	6	4	21	25	0	0	0	226	195	421	202	221	423	0	0	0	885
27-Mar-12	0	0	0	0	17	17	0	6	6	1	0	1	274	182	456	167	225	392	0	0	0	872
28-Mar-12	2	0	2	0	0	0	0	5	5	0	0	0	284	200	484	156	243	399	0	0	0	890
29-Mar-12	0	0	0	68	72	140	89	157	246	46	0	46	167	105	272	90	125	215	0	0	0	919
30-Mar-12	0	0	0	122	129	251	185	323	508	141	0	141	10	0	10	0	0	0	0	0	0	910
31-Mar-12	1	0	1	0	11	11	0	3	3	0	1	1	272	158	430	79	165	244	0	0	0	690
Total	276	0	276	1967	2067	4034	2871	4381	7252	944	55	999	4429	3096	7525	2626	3485	6111	0	0	0	26197

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-Mar-12	0	0	0	8	17	25	60	57	117	0	0	0	161	95	256	90	149	239	0	0	0	637
02-Mar-12	1	0	1	113	91	204	208	235	443	0	0	0	0	0	0	0	0	0	0	0	0	648
03-Mar-12	0	0	0	27	21	48	61	55	116	0	0	0	101	83	184	77	98	175	0	0	0	523
04-Mar-12	0	0	0	0	0	0	0	1	1	0	0	0	182	120	302	107	172	279	0	0	0	582
05-Mar-12	17	0	17	86	83	169	174	237	411	46	0	46	2	0	2	0	0	0	0	0	0	645
06-Mar-12	0	0	0	116	87	203	204	230	434	0	0	0	2	0	2	0	0	0	0	0	0	639
07-Mar-12	0	0	0	91	87	178	173	234	407	48	1	49	2	0	2	0	0	0	0	0	0	636
08-Mar-12	0	0	0	39	49	88	96	139	235	50	14	64	88	37	125	45	75	120	0	0	0	632
09-Mar-12	0	0	0	46	73	119	81	114	195	36	0	36	129	64	193	42	83	125	0	0	0	668
10-Mar-12	107	0	107	22	89	111	67	163	230	33	0	33	40	12	52	0	0	0	0	0	0	533
11-Mar-12	32	0	32	0	128	128	0	26	26	0	0	0	213	74	287	40	67	107	0	0	0	580
12-Mar-12	1	0	1	40	48	88	88	98	186	0	0	0	131	72	203	68	109	177	0	0	0	655
13-Mar-12	1	0	1	0	12	12	0	5	5	0	0	0	216	113	329	96	180	276	0	0	0	623
14-Mar-12	0	0	0	0	15	15	0	8	8	0	0	0	209	115	324	107	181	288	0	0	0	635
15-Mar-12	2	0	2	0	0	0	0	8	8	0	0	0	205	117	322	116	198	314	0	0	0	646
16-Mar-12	0	0	0	0	0	0	0	4	4	0	0	0	225	119	344	107	209	316	0	0	0	664
17-Mar-12	0	0	0	63	62	125	143	197	340	60	0	60	0	0	0	0	0	0	0	0	0	525
18-Mar-12	0	0	0	102	76	178	183	218	401	4	0	4	0	0	0	0	0	0	0	0	0	583
19-Mar-12	26	0	26	102	87	189	197	235	432	0	0	0	2	2	4	0	0	0	0	0	0	651
20-Mar-12	6	0	6	55	63	118	104	131	235	0	0	0	112	43	155	39	76	115	0	0	0	629
21-Mar-12	1	0	1	0	13	13	0	8	8	0	0	0	223	118	341	99	187	286	0	0	0	649
22-Mar-12	0	0	0	85	93	178	165	236	401	75	0	75	3	0	3	0	0	0	0	0	0	657
23-Mar-12	0	0	0	0	6	6	0	26	26	47	4	51	185	107	292	104	188	292	0	0	0	667
24-Mar-12	0	0	0	0	21	21	8	78	86	106	13	119	76	69	145	71	80	151	0	0	0	522
25-Mar-12	1	0	1	81	84	165	130	210	340	61	0	61	29	12	41	0	0	0	0	0	0	608
26-Mar-12	6	0	6	0	6	6	4	17	21	0	0	0	188	121	309	127	179	306	0	0	0	648
27-Mar-12	0	0	0	0	16	16	0	4	4	0	0	0	221	114	335	104	180	284	0	0	0	639
28-Mar-12	0	0	0	0	0	0	0	4	4	0	0	0	225	130	355	103	200	303	0	0	0	662
29-Mar-12	0	0	0	44	52	96	72	120	192	43	0	43	126	69	195	55	99	154	0	0	0	680
30-Mar-12	0	0	0	74	91	165	147	242	389	108	0	108	8	0	8	0	0	0	0	0	0	670
31-Mar-12	0	0	0	0	11	11	0	2	2	0	1	1	220	115	335	52	142	194	0	0	0	543
Total	201	0	201	1194	1481	2675	2365	3342	5707	717	33	750	3524	1921	5445	1649	2852	4501	0	0	0	19279

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-Mar-12	0	0	0	16	6	22	5	13	18	0	2	2	48	66	114	57	38	95	0	0	0	251
02-Mar-12	0	0	0	80	42	122	43	83	126	0	0	0	1	0	1	0	0	0	0	0	0	249
03-Mar-12	2	0	2	12	12	24	11	16	27	0	0	0	22	28	50	36	15	51	0	0	0	154
04-Mar-12	2	0	2	0	0	0	0	1	1	0	0	0	36	63	99	43	32	75	0	0	0	177
05-Mar-12	3	0	3	57	43	100	35	81	116	30	3	33	0	2	2	0	0	0	0	0	0	254
06-Mar-12	0	0	0	70	44	114	50	77	127	0	1	1	2	0	2	0	0	0	0	0	0	244
07-Mar-12	0	0	0	59	42	101	41	81	122	25	2	27	3	0	3	0	0	0	0	0	0	253
08-Mar-12	0	0	0	42	25	67	18	39	57	18	4	22	16	35	51	26	18	44	0	0	0	241
09-Mar-12	0	0	0	27	24	51	14	40	54	8	0	8	49	41	90	30	18	48	0	0	0	251
10-Mar-12	27	0	27	18	28	46	16	35	51	14	0	14	9	9	18	0	0	0	0	0	0	156
11-Mar-12	10	0	10	0	26	26	0	12	12	0	0	0	54	56	110	22	10	32	0	0	0	190
12-Mar-12	0	0	0	36	17	53	18	33	51	0	1	1	35	48	83	34	24	58	0	0	0	246
13-Mar-12	0	0	0	0	0	0	0	2	2	0	0	0	62	78	140	65	45	110	0	0	0	252
14-Mar-12	1	0	1	0	0	0	0	3	3	0	0	0	52	83	135	76	44	120	0	0	0	259
15-Mar-12	0	0	0	0	0	0	0	2	2	0	0	0	66	82	148	64	45	109	0	0	0	259
16-Mar-12	0	0	0	0	0	0	0	3	3	0	0	0	51	83	134	77	42	119	0	0	0	256
17-Mar-12	2	0	2	35	27	62	26	46	72	24	0	24	1	0	1	0	0	0	0	0	0	161
18-Mar-12	0	0	0	40	34	74	48	71	119	0	0	0	0	0	0	0	0	0	0	0	0	193
19-Mar-12	14	0	14	63	45	108	48	81	129	0	0	0	0	0	0	0	0	0	0	0	0	251
20-Mar-12	3	0	3	50	27	77	20	40	60	0	1	1	29	37	66	24	20	44	0	0	0	251
21-Mar-12	2	0	2	0	0	0	0	3	3	0	0	0	57	73	130	58	42	100	0	0	0	235
22-Mar-12	1	0	1	61	43	104	33	74	107	26	3	29	1	0	1	0	0	0	0	0	0	242
23-Mar-12	0	0	0	0	0	0	3	4	7	5	4	9	45	75	120	70	39	109	0	0	0	245
24-Mar-12	0	0	0	0	7	7	0	16	16	19	0	19	19	25	44	42	22	64	0	0	0	150
25-Mar-12	1	0	1	35	35	70	22	57	79	21	1	22	2	0	2	0	0	0	0	0	0	174
26-Mar-12	4	0	4	0	0	0	0	4	4	0	0	0	38	74	112	75	42	117	0	0	0	237
27-Mar-12	0	0	0	0	1	1	0	2	2	1	0	1	53	68	121	63	45	108	0	0	0	233
28-Mar-12	2	0	2	0	0	0	0	1	1	0	0	0	59	70	129	53	43	96	0	0	0	228
29-Mar-12	0	0	0	24	20	44	17	37	54	3	0	3	41	36	77	35	26	61	0	0	0	239
30-Mar-12	0	0	0	48	38	86	38	81	119	33	0	33	2	0	2	0	0	0	0	0	0	240
31-Mar-12	1	0	1	0	0	0	0	1	1	0	0	0	52	43	95	27	23	50	0	0	0	147
Total	75	0	75	773	586	1359	506	1039	1545	227	22	249	905	1175	2080	977	633	1610	0	0	0	6918

(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-Mar-12	5	2	2	2	1	1	30	58	48	63	65	60	49	39	52	49	53	56	66	69	48	41	24	5	888
02-Mar-12	2	2	2	0	0	0	32	61	69	68	61	53	53	38	52	56	54	60	62	68	49	34	19	2	897
03-Mar-12	1	0	0	0	0	0	22	45	61	64	44	53	50	36	35	48	39	40	45	36	22	22	14	0	677
04-Mar-12	2	1	1	1	0	1	22	36	39	45	49	44	49	34	47	51	55	55	54	62	54	34	22	1	759
05-Mar-12	2	0	0	0	1	0	34	67	72	68	57	54	54	40	52	49	49	61	69	61	43	31	28	7	899
06-Mar-12	3	0	2	2	1	1	33	66	70	65	62	54	52	40	49	48	50	57	71	58	38	33	24	4	883
07-Mar-12	2	0	2	2	2	0	32	64	68	70	58	62	52	38	44	52	50	60	62	57	49	33	26	4	889
08-Mar-12	0	2	2	5	1	0	23	37	38	63	61	49	64	55	40	56	57	50	62	71	60	39	33	5	873
09-Mar-12	4	0	1	5	1	0	26	68	72	64	60	56	54	36	45	64	55	70	67	63	50	37	19	2	919
10-Mar-12	1	0	0	0	0	0	22	45	66	59	52	55	47	40	41	44	39	44	38	36	30	17	12	1	689
11-Mar-12	1	0	0	0	1	0	26	30	46	47	46	43	46	41	45	52	51	67	70	62	44	33	17	2	770
12-Mar-12	0	0	1	1	0	1	32	60	72	65	69	52	50	39	53	51	53	64	74	62	42	29	24	7	901
13-Mar-12	2	2	2	2	3	2	28	72	73	65	62	56	49	38	52	48	50	60	69	54	40	24	21	1	875
14-Mar-12	5	1	0	1	2	2	32	65	65	65	55	57	47	44	48	55	53	60	72	56	44	30	30	5	894
15-Mar-12	5	1	0	4	2	0	30	67	62	60	70	57	44	37	55	53	58	58	61	72	45	32	26	6	905
16-Mar-12	2	1	0	3	3	2	33	60	72	62	62	66	50	40	50	59	52	64	68	63	53	33	22	0	920
17-Mar-12	1	2	0	0	0	0	25	45	58	58	54	53	45	41	49	44	32	44	42	35	27	16	15	0	686
18-Mar-12	1	0	0	1	0	2	20	36	45	48	50	49	40	36	50	57	46	60	70	54	49	43	17	2	776
19-Mar-12	1	1	0	0	0	0	30	67	66	74	67	62	54	35	51	55	47	59	67	62	44	29	27	4	902
20-Mar-12	3	1	2	2	3	0	35	71	69	66	60	58	47	43	46	52	45	62	72	52	35	32	20	4	880
21-Mar-12	3	4	0	3	1	0	30	59	59	71	58	55	51	40	49	55	51	57	60	61	54	27	31	5	884
22-Mar-12	4	1	0	0	1	0	37	62	64	79	46	61	50	35	48	57	47	67	64	62	46	39	24	5	899
23-Mar-12	3	2	0	2	4	0	32	61	66	70	64	63	46	33	55	57	49	69	69	65	47	35	19	1	912
24-Mar-12	1	1	1	1	0	0	25	50	63	54	44	54	43	34	44	45	36	43	35	42	28	17	9	2	672
25-Mar-12	0	1	0	0	0	0	22	40	41	54	39	49	45	41	47	59	49	61	62	67	49	34	20	2	782
26-Mar-12	1	0	0	0	1	0	33	53	57	69	60	59	62	40	47	62	52	58	66	56	43	36	25	5	885
27-Mar-12	1	0	1	2	4	0	35	62	67	73	50	64	43	41	53	51	50	62	62	57	40	28	23	3	872
28-Mar-12	3	0	0	1	1	0	37	59	59	64	60	58	49	42	48	58	55	62	71	55	44	36	24	4	890
29-Mar-12	4	1	0	3	1	0	36	67	66	65	53	56	55	44	46	58	58	62	68	65	44	34	26	7	919
30-Mar-12	2	1	1	3	0	0	35	60	65	71	62	55	51	47	51	57	51	72	71	58	45	32	18	2	910
31-Mar-12	1	1	0	0	0	0	25	47	53	58	47	57	50	43	46	44	35	48	46	29	25	24	10	1	690
Total	66	28	20	46	34	12	914	1740	1891	1967	1747	1724	1541	1230	1490	1646	1521	1812	1935	1770	1331	964	669	99	26197
Avg.	2.13	0.90	0.65	1.48	1.10	0.39	29.48	56.13	61.00	63.45	56.35	55.61	49.71	39.68	48.06	53.10	49.06	58.45	62.42	57.10	42.94	31.10	21.58	3.19	845.06

(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-Mar-12	1	2	0	1	0	1	9	30	28	32	31	36	14	23	29	21	22	32	36	33	23	28	10	3	445
02-Mar-12	1	1	1	0	0	0	11	33	36	34	30	29	19	23	26	23	21	30	34	35	28	23	7	1	446
03-Mar-12	0	0	0	0	0	0	10	31	31	25	25	26	22	19	18	23	20	23	24	19	16	12	5	0	349
04-Mar-12	1	0	1	1	0	0	12	21	15	21	26	18	16	15	24	26	24	29	29	30	31	19	11	0	370
05-Mar-12	0	0	0	0	1	0	14	40	38	29	34	23	21	23	24	24	23	31	38	26	24	21	13	3	450
06-Mar-12	1	0	1	1	0	1	12	39	37	29	31	24	25	21	29	18	26	30	33	27	22	25	12	0	444
07-Mar-12	1	0	2	1	1	0	9	35	35	35	30	27	23	19	24	24	24	32	33	27	27	20	13	0	442
08-Mar-12	0	1	2	2	0	0	7	18	17	38	38	23	28	21	23	25	26	23	35	38	29	24	17	3	438
09-Mar-12	1	0	1	3	0	0	9	39	41	25	37	25	19	19	24	29	24	35	38	27	28	26	10	2	462
10-Mar-12	0	0	0	0	0	0	9	29	35	22	28	27	20	20	25	22	18	26	18	20	19	11	4	0	353
11-Mar-12	1	0	0	0	0	0	15	17	19	20	23	17	17	19	22	23	24	38	37	27	23	19	10	0	371
12-Mar-12	0	0	0	1	0	1	14	33	39	30	37	23	20	22	28	20	28	33	41	24	26	17	12	2	451
13-Mar-12	0	2	1	1	1	2	10	39	40	29	34	27	20	19	28	19	26	33	30	26	26	16	10	1	440
14-Mar-12	2	0	0	1	1	1	10	37	30	31	29	26	20	27	26	23	25	34	38	24	27	18	13	2	445
15-Mar-12	2	1	0	3	1	0	11	37	26	34	33	27	18	22	32	21	25	31	37	26	24	24	14	4	453
16-Mar-12	0	0	0	1	2	1	13	31	37	31	32	35	18	24	26	24	24	30	40	27	32	20	12	0	460
17-Mar-12	1	2	0	0	0	0	14	29	30	21	27	25	21	21	26	21	14	26	23	19	16	11	7	0	354
18-Mar-12	1	0	0	0	0	0	9	23	14	25	27	15	17	18	22	26	22	35	37	28	26	23	9	0	377
19-Mar-12	0	1	0	0	0	0	9	38	36	37	36	27	23	19	25	22	24	29	35	33	23	20	13	2	452
20-Mar-12	1	0	1	2	1	0	13	41	34	30	33	27	23	23	24	21	25	29	35	22	22	23	9	3	442
21-Mar-12	0	2	0	2	0	0	9	34	32	32	30	24	24	20	26	25	24	31	31	32	27	15	17	3	440
22-Mar-12	0	1	0	0	1	0	15	33	35	36	24	31	21	18	26	23	22	35	35	28	24	24	14	4	450
23-Mar-12	0	0	0	2	2	0	11	34	34	40	31	31	17	18	28	27	19	37	40	28	25	25	10	0	459
24-Mar-12	0	1	1	0	0	0	12	34	28	23	20	23	19	20	24	20	18	26	18	22	18	9	4	1	341
25-Mar-12	0	1	0	0	0	0	11	21	20	24	20	17	15	22	23	24	27	33	35	33	25	20	12	0	383
26-Mar-12	0	0	0	0	1	0	11	29	32	34	28	31	25	22	24	31	24	26	34	27	28	21	12	2	442
27-Mar-12	0	0	1	2	2	0	10	38	37	36	27	31	18	22	27	19	25	35	32	24	24	18	12	2	442
28-Mar-12	0	0	0	1	0	0	15	32	29	32	30	29	22	22	20	27	29	35	35	22	28	19	12	3	442
29-Mar-12	1	0	0	2	0	0	12	40	38	28	29	29	21	25	21	30	26	31	35	28	23	22	14	5	460
30-Mar-12	0	0	1	1	0	0	16	34	36	35	32	26	19	24	25	26	21	42	35	28	25	20	11	1	458
31-Mar-12	1	0	0	0	0	0	12	33	26	25	23	26	18	25	26	19	19	29	19	18	14	16	3	0	352
Total	16	15	13	28	14	7	354	1002	965	923	915	805	623	655	775	726	719	969	1020	828	753	609	332	47	13113
Avg.	0.52	0.48	0.42	0.90	0.45	0.23	11.42	32.32	31.13	29.77	29.52	25.97	20.10	21.13	25.00	23.42	23.19	31.26	32.90	26.71	24.29	19.65	10.71	1.52	423.00

(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-Mar-12	4	0	2	1	1	0	21	28	20	31	34	24	35	16	23	28	31	24	30	36	25	13	14	2	443
02-Mar-12	1	1	1	0	0	0	21	28	33	34	31	24	34	15	26	33	33	30	28	33	21	11	12	1	451
03-Mar-12	1	0	0	0	0	0	12	14	30	39	19	27	28	17	17	25	19	17	21	17	6	10	9	0	328
04-Mar-12	1	1	0	0	0	1	10	15	24	24	23	26	33	19	23	25	31	26	25	32	23	15	11	1	389
05-Mar-12	2	0	0	0	0	0	20	27	34	39	23	31	33	17	28	25	26	30	31	35	19	10	15	4	449
06-Mar-12	2	0	1	1	1	0	21	27	33	36	31	30	27	19	20	30	24	27	38	31	16	8	12	4	439
07-Mar-12	1	0	0	1	1	0	23	29	33	35	28	35	29	19	20	28	26	28	29	30	22	13	13	4	447
08-Mar-12	0	1	0	3	1	0	16	19	21	25	23	26	36	34	17	31	31	27	27	33	31	15	16	2	435
09-Mar-12	3	0	0	2	1	0	17	29	31	39	23	31	35	17	21	35	31	35	29	36	22	11	9	0	457
10-Mar-12	1	0	0	0	0	0	13	16	31	37	24	28	27	20	16	22	21	18	20	16	11	6	8	1	336
11-Mar-12	0	0	0	0	1	0	11	13	27	27	23	26	29	22	23	29	27	29	33	35	21	14	7	2	399
12-Mar-12	0	0	1	0	0	0	18	27	33	35	32	29	30	17	25	31	25	31	33	38	16	12	12	5	450
13-Mar-12	2	0	1	1	2	0	18	33	33	36	28	29	29	19	24	29	24	27	39	28	14	8	11	0	435
14-Mar-12	3	1	0	0	1	1	22	28	35	34	26	31	27	17	22	32	28	26	34	32	17	12	17	3	449
15-Mar-12	3	0	0	1	1	0	19	30	36	26	37	30	26	15	23	32	33	27	24	46	21	8	12	2	452
16-Mar-12	2	1	0	2	1	1	20	29	35	31	30	31	32	16	24	35	28	34	28	36	21	13	10	0	460
17-Mar-12	0	0	0	0	0	0	11	16	28	37	27	28	24	20	23	23	18	18	19	16	11	5	8	0	332
18-Mar-12	0	0	0	1	0	2	11	13	31	23	23	34	23	18	28	31	24	25	33	26	23	20	8	2	399
19-Mar-12	1	0	0	0	0	0	21	29	30	37	31	35	31	16	26	33	23	30	32	29	21	9	14	2	450
20-Mar-12	2	1	1	0	2	0	22	30	35	36	27	31	24	20	22	31	20	33	37	30	13	9	11	1	438
21-Mar-12	3	2	0	1	1	0	21	25	27	39	28	31	27	20	23	30	27	26	29	29	27	12	14	2	444
22-Mar-12	4	0	0	0	0	0	22	29	29	43	22	30	29	17	22	34	25	32	29	34	22	15	10	1	449
23-Mar-12	3	2	0	0	2	0	21	27	32	30	33	32	29	15	27	30	30	32	29	37	22	10	9	1	453
24-Mar-12	1	0	0	1	0	0	13	16	35	31	24	31	24	14	20	25	18	17	17	20	10	8	5	1	331
25-Mar-12	0	0	0	0	0	0	11	19	21	30	19	32	30	19	24	35	22	28	27	34	24	14	8	2	399
26-Mar-12	1	0	0	0	0	0	22	24	25	35	32	28	37	18	23	31	28	32	32	29	15	15	13	3	443
27-Mar-12	1	0	0	0	2	0	25	24	30	37	23	33	25	19	26	32	25	27	30	33	16	10	11	1	430
28-Mar-12	3	0	0	0	1	0	22	27	30	32	30	29	27	20	28	31	26	27	36	33	16	17	12	1	448
29-Mar-12	3	1	0	1	1	0	24	27	28	37	24	27	34	19	25	28	32	31	33	37	21	12	12	2	459
30-Mar-12	2	1	0	2	0	0	19	26	29	36	30	29	32	23	26	31	30	30	36	30	20	12	7	1	452
31-Mar-12	0	1	0	0	0	0	13	14	27	33	24	31	32	18	20	25	16	19	27	11	11	8	7	1	338
Total	50	13	7	18	20	5	560	738	926	1044	832	919	918	575	715	920	802	843	915	942	578	355	337	52	13084
Avg.	1.61	0.42	0.23	0.58	0.65	0.16	18.06	23.81	29.87	33.68	26.84	29.65	29.61	18.55	23.06	29.68	25.87	27.19	29.52	30.39	18.65	11.45	10.87	1.68	422.06

(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-Mar-12	07:00	00:09	-	-	-	-	12:45	04:04	-	-	-	-	-
02-Mar-12	07:00	00:32	-	-	-	-	-	16:09	-	-	00:16	-	-
03-Mar-12	07:00	00:14	-	-	-	-	12:35	04:09	-	-	-	-	-
04-Mar-12	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
05-Mar-12	07:00	-	-	03:48	-	-	-	11:43	-	-	01:28	-	-
06-Mar-12	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
07-Mar-12	07:00	00:14	-	03:17	-	-	-	13:27	-	-	-	-	-
08-Mar-12	07:00	-	-	02:58	00:31	-	06:13	06:58	-	00:17	-	-	-
09-Mar-12	07:00	00:21	02:56	02:11	-	-	06:15	05:14	-	-	-	-	-
10-Mar-12	07:00	00:36	02:47	02:11	-	-	-	03:43	-	-	07:39	-	-
11-Mar-12	07:00	00:14	08:32	-	-	-	05:57	-	-	-	02:14	-	-
12-Mar-12	07:00	00:29	00:33	-	-	-	09:47	06:09	-	-	-	-	-
13-Mar-12	07:00	00:20	00:46	-	-	-	15:52	-	-	-	-	-	-
14-Mar-12	07:00	00:16	00:48	-	-	-	15:54	-	-	-	-	-	-
15-Mar-12	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
16-Mar-12	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
17-Mar-12	07:00	00:08	-	06:43	-	-	-	10:07	-	-	-	-	-
18-Mar-12	07:00	00:25	-	00:18	-	-	-	16:15	-	-	-	-	-
19-Mar-12	07:00	00:18	-	00:06	-	-	-	14:46	-	-	01:48	-	-
20-Mar-12	07:00	00:22	02:23	-	-	-	05:42	07:48	-	-	00:42	-	-
21-Mar-12	07:00	-	01:39	-	-	-	15:20	-	-	-	-	-	-
22-Mar-12	07:00	00:14	-	04:36	-	-	-	12:08	-	-	-	-	-
23-Mar-12	07:00	00:35	-	01:21	-	-	14:21	-	-	00:41	-	-	-
24-Mar-12	07:00	00:42	-	07:11	00:52	-	08:12	-	-	-	-	-	-
25-Mar-12	07:00	00:27	01:29	04:34	-	-	-	10:27	-	-	-	-	-
26-Mar-12	07:00	00:19	-	-	-	-	15:40	-	-	-	00:59	-	-
27-Mar-12	07:00	00:25	00:45	-	-	-	15:48	-	-	-	-	-	-
28-Mar-12	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
29-Mar-12	07:00	00:14	00:46	02:28	-	-	08:26	05:02	-	-	-	-	-
30-Mar-12	07:00	00:25	00:18	06:29	-	-	-	09:46	-	-	-	-	-
31-Mar-12	07:00	00:38	00:43	-	-	-	15:37	-	-	-	-	-	-
Total	217:00	10:33	24:31	48:18	1:24	00:00	250:56	175:03	00:00	0:58	15:10	00:00	00:00
% Used		2.00%	4.66%	9.17%	0.27%	0.00%	47.62%	33.22%	0.00%	0.19%	2.88%	0.00%	0.00%

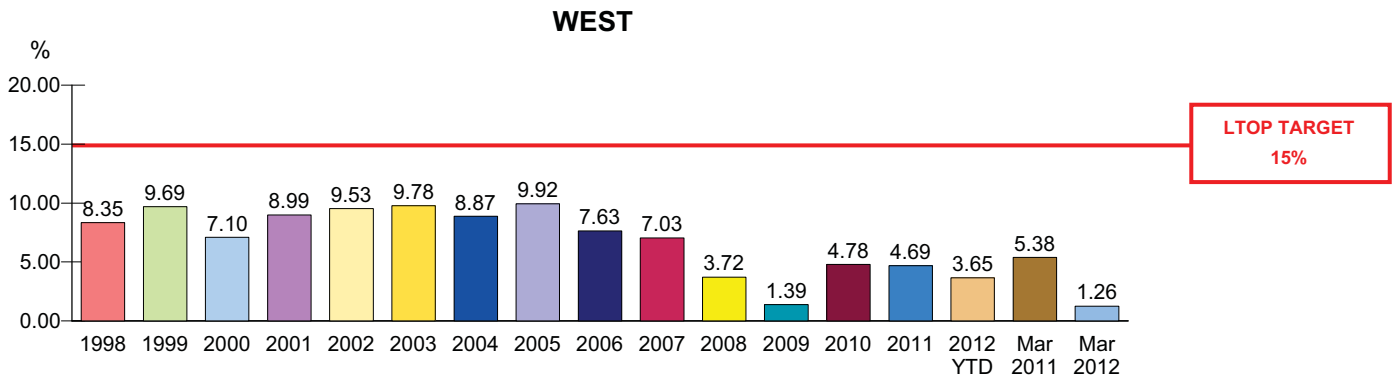
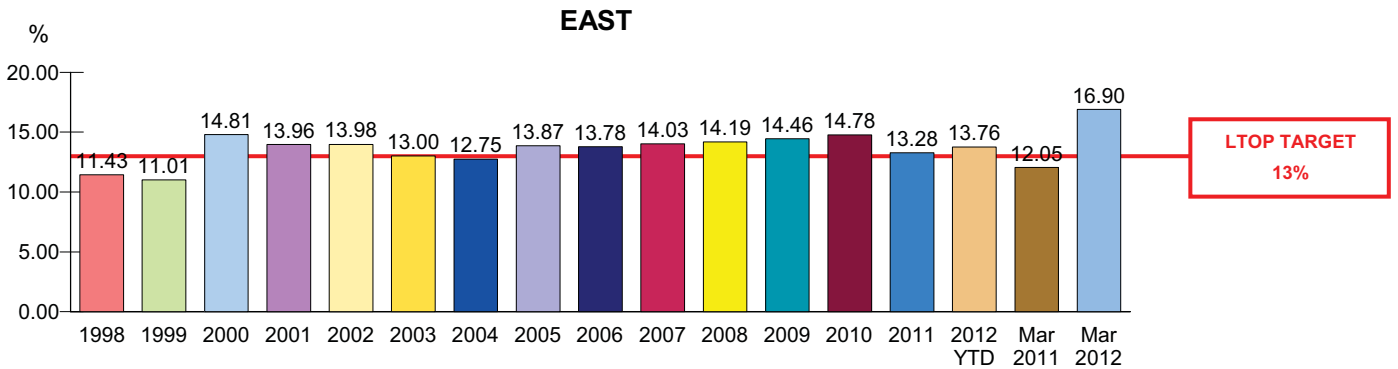
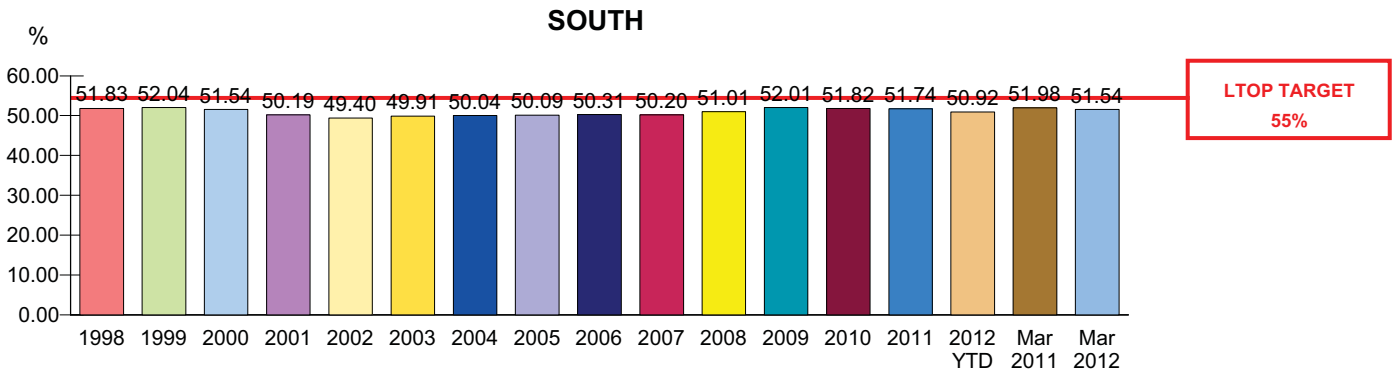
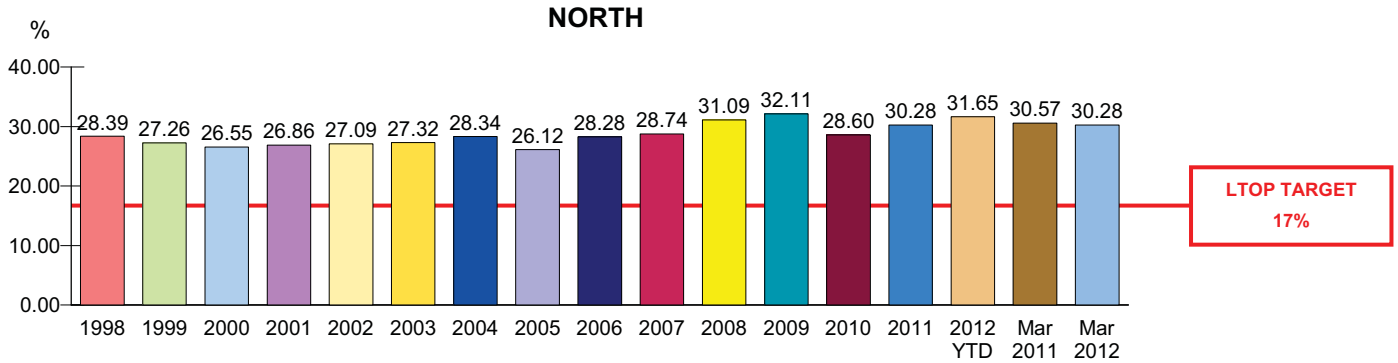
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2012

Time	2.00%	2.95%	5.54%	0.40%	0.00%	41.78%	38.43%	0.00%	0.51%	8.36%	0.00%	0.03%
Movements	0.44%	2.13%	4.33%	0.24%	0.00%	43.57%	42.20%	0.00%	0.43%	6.64%	0.00%	0.02%

Runway End Impact to 31 March 2012

Includes comparisons with annual figures for 1998 to 2011, 2012 Year to Date, current month this year and corresponding month last year.



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 **March 2012**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
2/03/2012	6:53	9:29	2:36
6/03/2012	7:01	8:47	1:46
7/03/2012	6:46	9:16	2:30
8/03/2012	8:39	10:46	2:07
19/03/2012	6:45	9:35	2:50
22/03/2012	6:59	8:13	1:14
22/03/2012	8:36	9:56	1:20

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
2/03/2012	86	37	49
6/03/2012	69	33	36
7/03/2012	84	38	46
8/03/2012	78	37	41
19/03/2012	99	42	57
22/03/2012	92	40	52

Complaints and complainants by suburb, specifically mentioning PRM operations

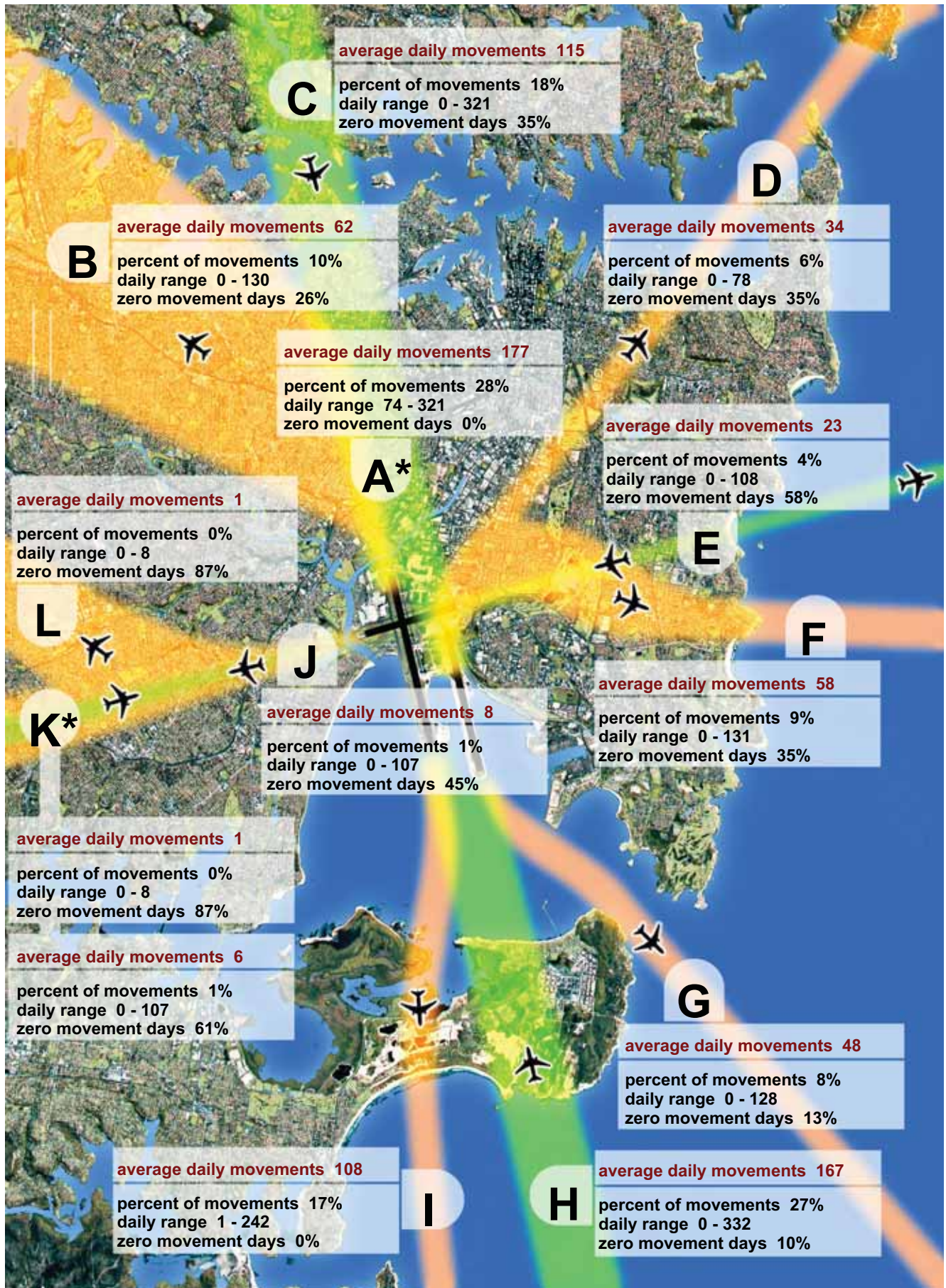
Suburb	Number of complaints	Number of complainants
-	-	-

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

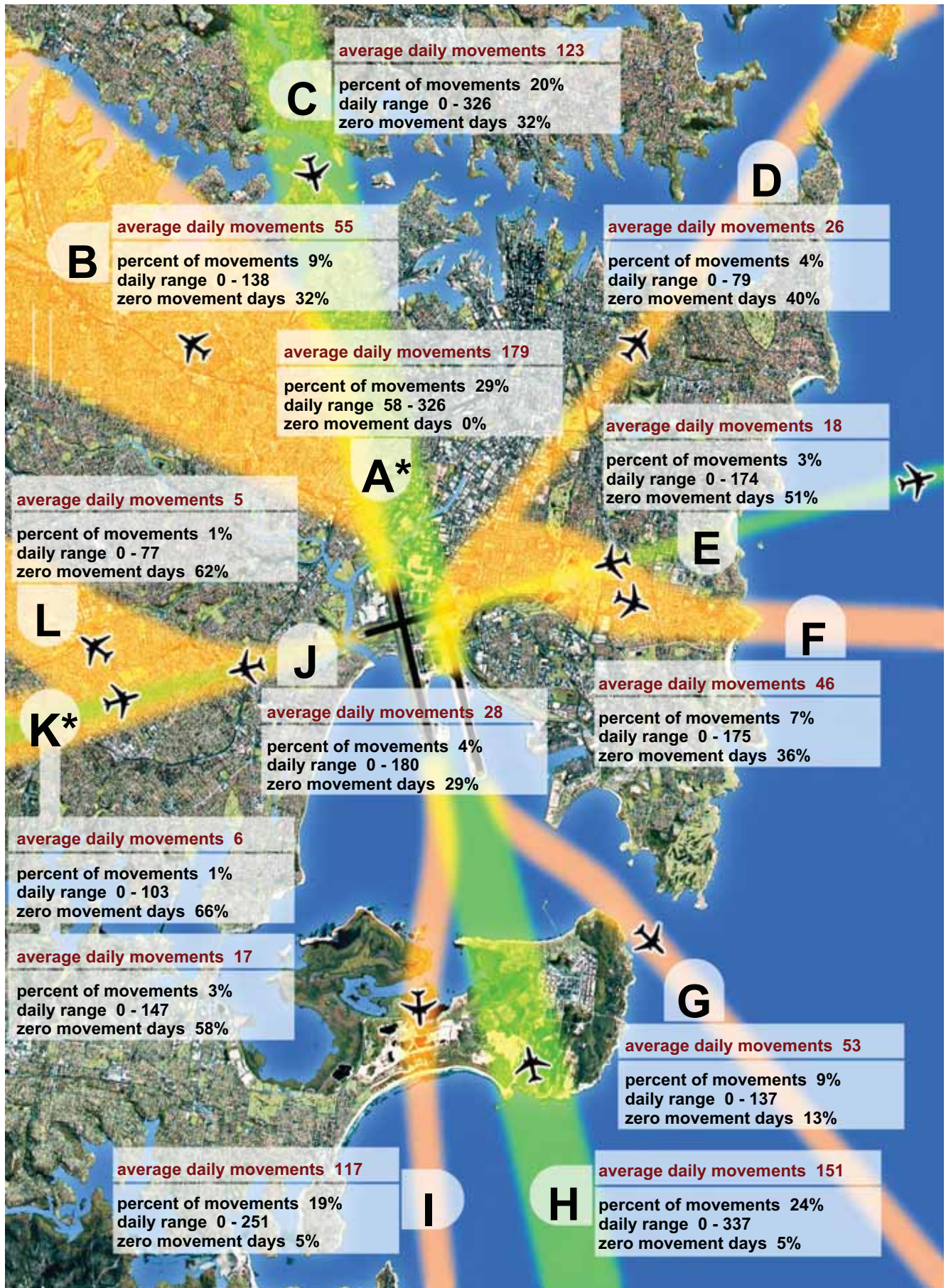
1 March 2012 to 31 March 2012, All Jets



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

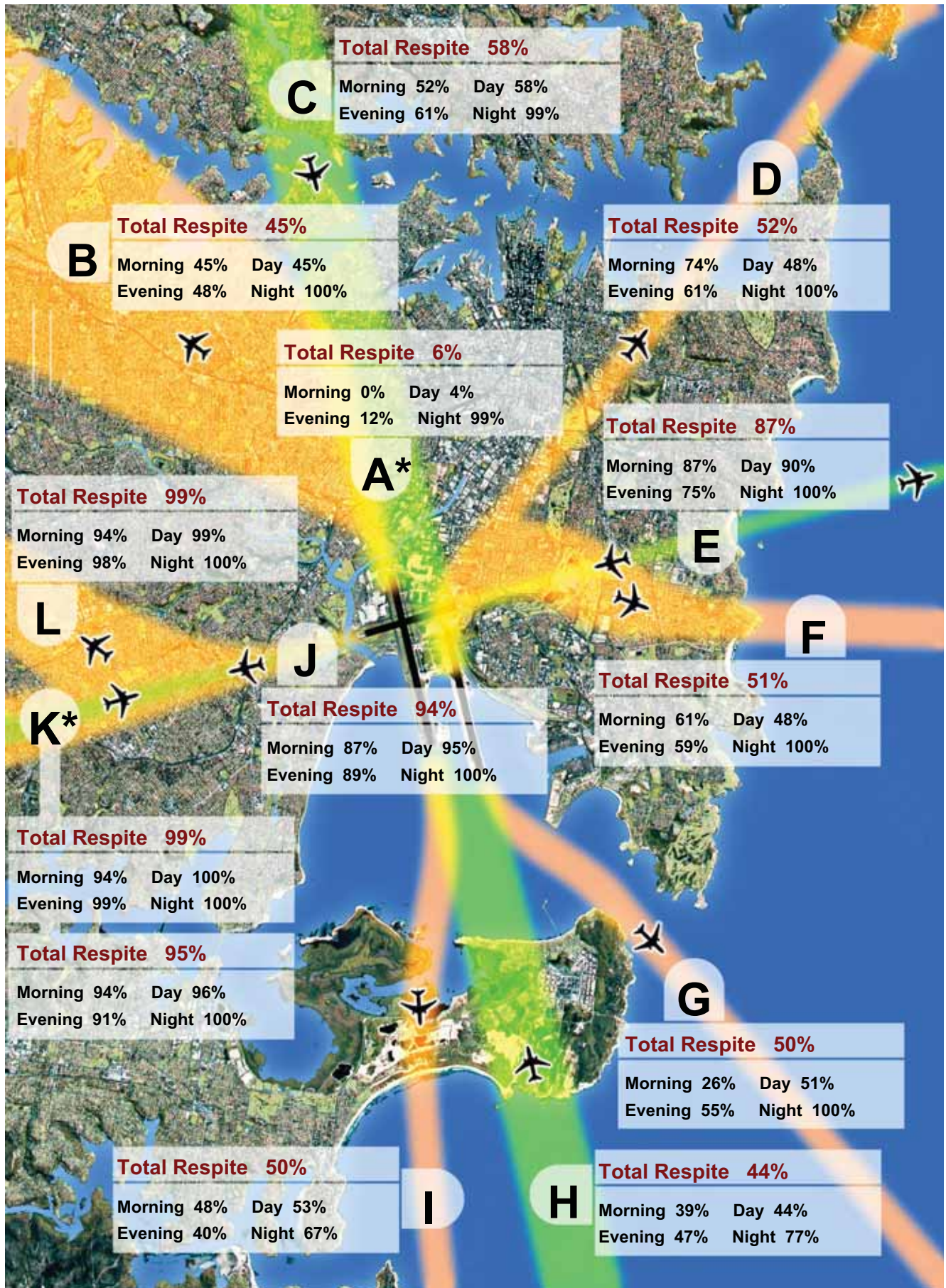
1 April 2011 to 31 March 2012, All Jets



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 March 2012 to 31 March 2012, All Jets



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

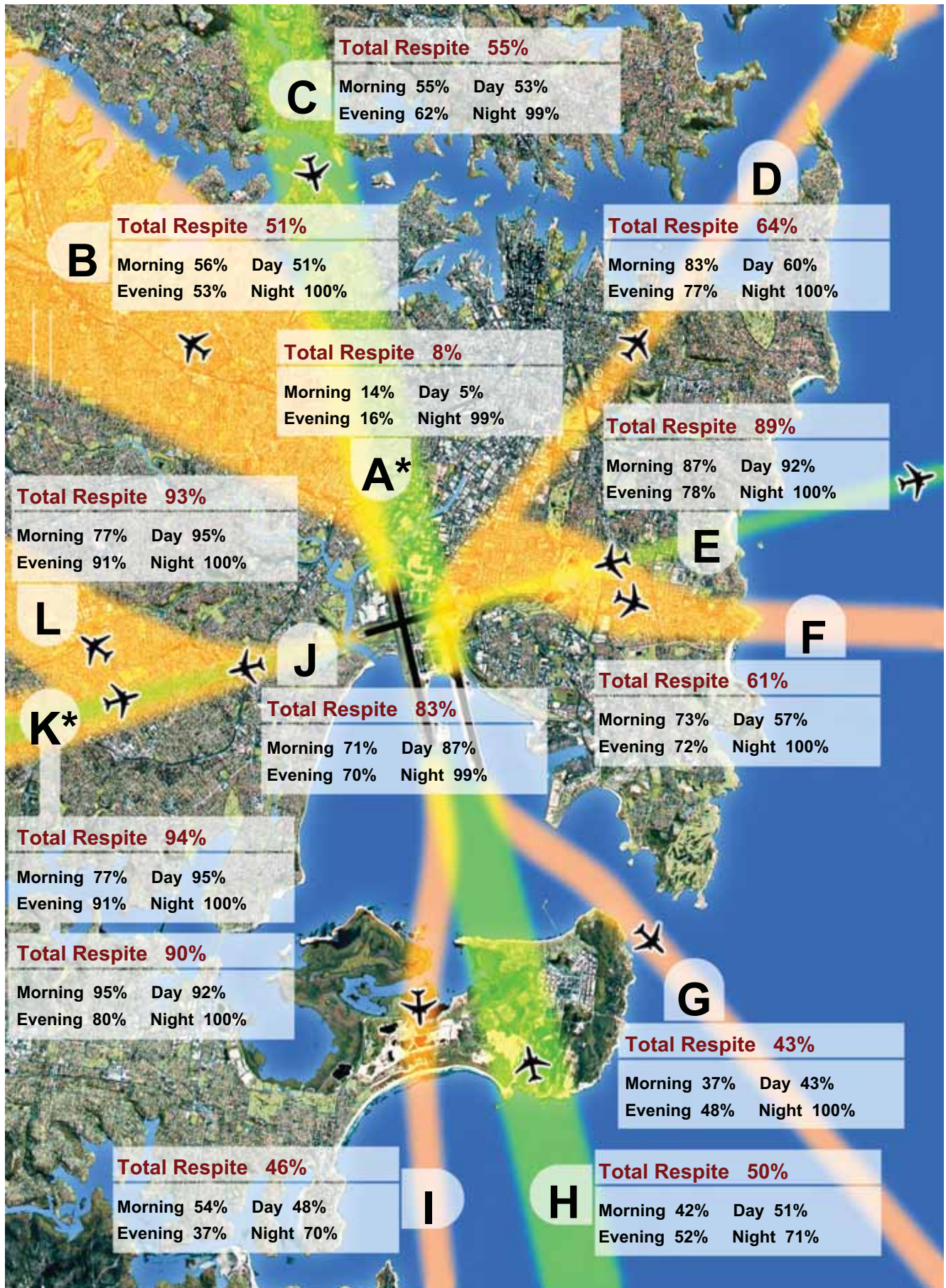
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2011 to 31 March 2012, 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)

April 2011 to March 2012

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 November 2011 .
	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 December 2011 .
	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 November 2011 .
	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 May 2011 .
	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 November 2011 .
	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 November 2011 and Mode 7 was in July 2011 .
	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 2011 , Mode 14A in October 2011 & 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 April 2011 to March 2012, 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 64%**. This means that over the period **April 2011 to March 2012 for 64%** 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 March 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of March 2012

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 March 2012 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Mar</i>	<i>Operational Days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Threshold rwy 34</i>	10,495	30.9	330	322	310
<i>Penshurst</i>	545	30.9	9	28	44
<i>Bexley</i>	432	30.9	11	30	48
<i>Sydenham</i>	5,211	30.9	167	177	163
<i>Johnston St. Annandale</i>	2,775	30.9	66	84	65
<i>Church St. St Peters</i>	4,860	30.9	105	108	89
<i>Leichhardt PEMU 36</i>	3,102	30.9	96	122	89
<i>Eastlakes</i>	2,885	30.9	85	63	51
<i>Coogee</i>	1,242	30.9	35	23	13
<i>Kurnell</i>	3,140	30.9	84	60	64
<i>Croydon</i>	597	30.9	14	12	14
<i>Hunters Hill</i>	4,629	30.9	68	86	71

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including March 2012.

The N70 values for March 2012 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 14 PM 44 Day 262 Night 11 WE_D 278 WE_N 3	Penshurst AM 1 PM 1 Day 3 Night 0 WE_D 20 WE_N 0	Bexley AM 1 PM 2 Day 3 Night 0 WE_D 23 WE_N 0	Eastlakes AM 2 PM 18 Day 68 Night 0 WE_D 78 WE_N 0
Coogee AM 0 PM 12 Day 20 Night 0 WE_D 43 WE_N 0	Sydenham AM 6 PM 20 Day 151 Night 1 WE_D 142 WE_N 0	Leichhardt PEMU36 AM 4 PM 11 Day 84 Night 1 WE_D 84 WE_N 0	Kurnell AM 0 PM 9 Day 86 Night 0 WE_D 58 WE_N 0
Annandale AM 1 PM 5 Day 66 Night 0 WE_D 51 WE_N 0	St Peters AM 2 PM 10 Day 97 Night 0 WE_D 91 WE_N 0	Croydon AM 1 PM 2 Day 12 Night 0 WE_D 11 WE_N 0	Hunters Hill AM 4 PM 8 Day 59 Night 0 WE_D 60 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.