

Sydney Airport Operational Statistics

March 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

March 2015

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

There were a total of **27,371** aircraft movements this month (daily average **882.94**). Last month there were a total of **24,208** movements (daily average **864.57**) and for the same month last year there were a total of **26,976** movements (daily average **870.19**).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on **23** days this month, Mode 9 on 8 days and Mode 10 on 14 days. Crossing runway modes (including Sodprops) were used for **19.03%** 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 **34.76%** - This result is above the LTOP target and above the previous month (**33.74%**)

South **51.85%** - This result is below the LTOP target and above the previous month (**51.25%**)

East **9.65%** - This result is below the LTOP target and below the previous month (**11.69%**)

West **3.74%** - This result is below the LTOP target and above the previous month (**3.31%**)

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

This procedure was used on 4, 9, 10, 13, 19, 25, 30, and 31 of March for a total of 14 hours and 28 minutes (ATIS time).

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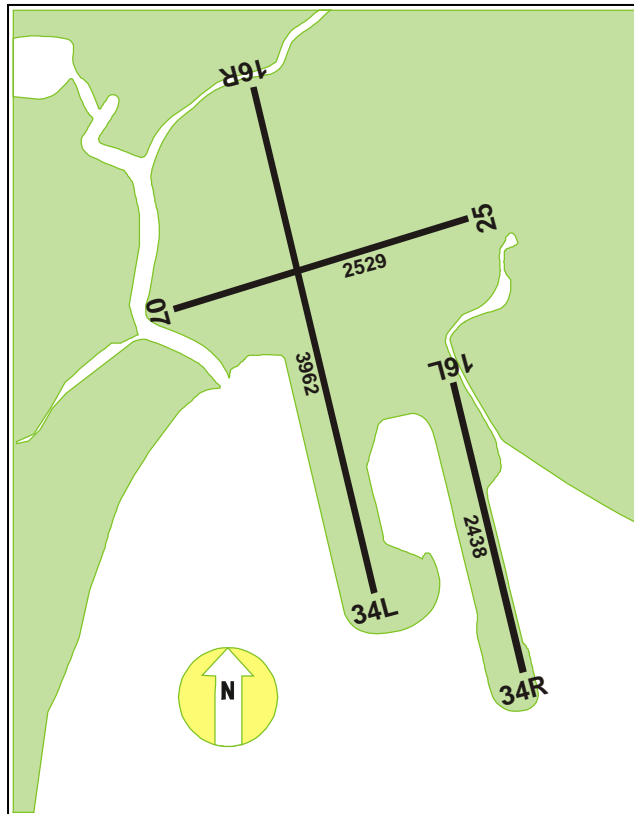
This report is available on the Internet at Airservices Australia website at

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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



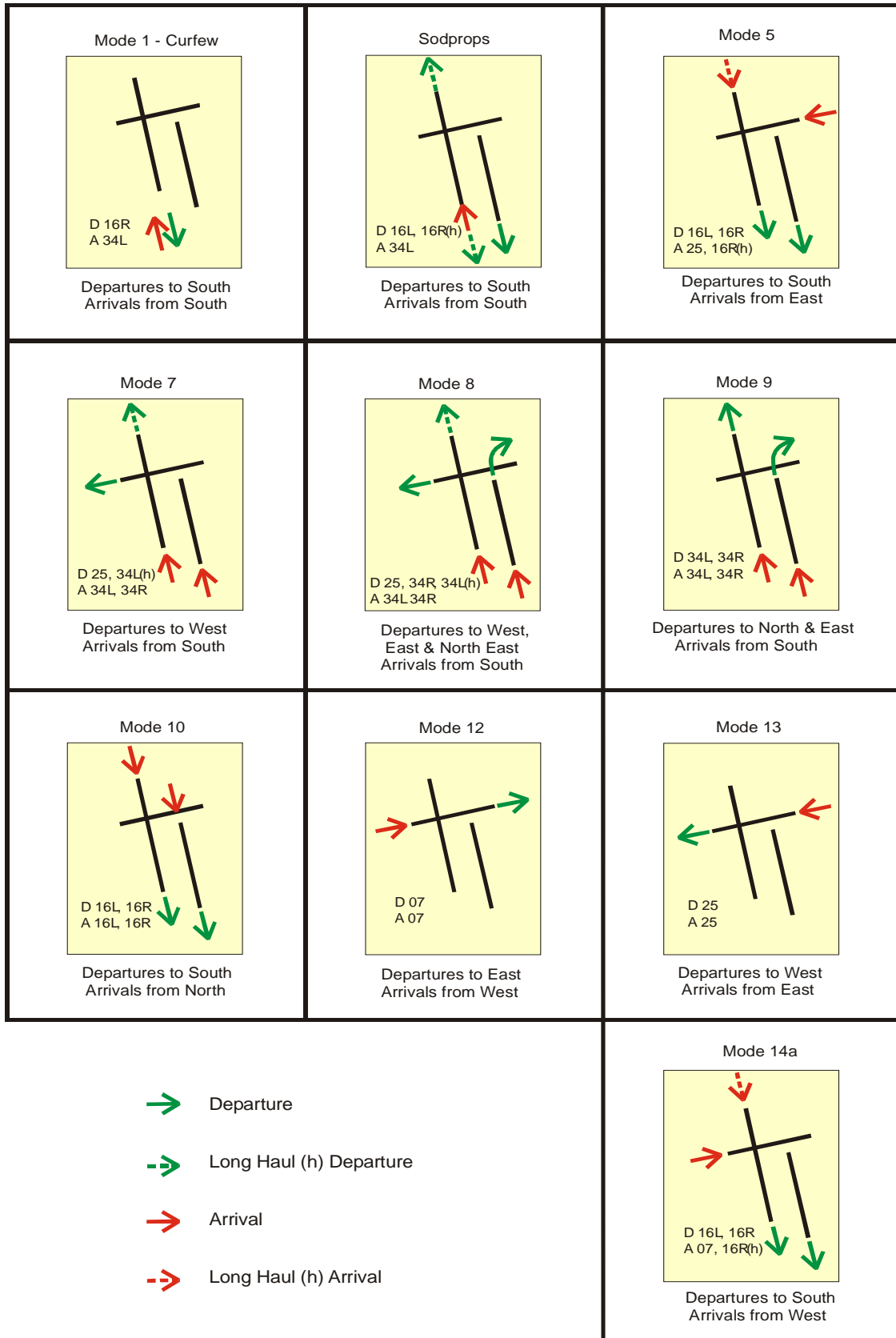
Runway numbers refer to the direction an aircraft is flying.

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-Mar-15	0	0	0	86	74	160	127	132	259	0	2	2	135	102	237	53	107	160	0	0	0	818
02-Mar-15	2	0	2	149	214	363	208	245	453	63	0	63	41	14	55	0	0	0	0	0	0	936
03-Mar-15	2	0	2	0	52	52	0	12	12	0	0	0	327	177	504	122	196	318	0	0	0	888
04-Mar-15	51	0	51	137	163	300	216	291	507	7	0	7	46	11	57	0	0	0	0	0	0	922
05-Mar-15	18	0	18	179	168	347	255	296	551	0	0	0	20	3	23	0	0	0	0	0	0	939
06-Mar-15	58	0	58	70	63	133	87	154	241	0	26	26	154	110	264	111	127	238	0	0	0	960
07-Mar-15	0	0	0	78	69	147	111	136	247	9	0	9	142	69	211	37	82	119	0	0	0	733
08-Mar-15	0	0	0	128	154	282	202	254	456	34	0	34	29	2	31	0	0	0	0	0	0	803
09-Mar-15	15	1	16	80	107	187	118	132	250	0	0	0	183	127	310	56	95	151	0	0	0	914
10-Mar-15	38	0	38	175	142	317	234	308	542	1	0	1	5	0	5	0	0	0	0	0	0	903
11-Mar-15	0	0	0	0	1	1	0	11	11	5	0	5	284	200	484	164	240	404	0	0	0	905
12-Mar-15	5	0	5	199	198	397	261	273	534	0	0	0	14	2	16	0	0	0	0	0	0	952
13-Mar-15	0	0	0	201	142	343	263	334	597	0	0	0	2	0	2	0	0	0	0	0	0	942
14-Mar-15	0	0	0	0	0	0	0	3	3	0	5	5	262	159	421	95	170	265	0	0	0	694
15-Mar-15	0	0	0	151	129	280	247	284	531	0	0	0	0	0	0	0	0	0	0	0	0	811
16-Mar-15	125	0	125	139	162	301	196	302	498	1	0	1	3	0	3	0	0	0	0	0	0	928
17-Mar-15	1	0	1	0	12	12	0	8	8	1	10	11	299	186	485	151	232	383	0	0	0	900
18-Mar-15	124	0	124	45	79	124	84	183	267	1	0	1	126	97	223	71	99	170	0	0	0	909
19-Mar-15	81	0	81	86	118	204	142	211	353	0	0	0	115	61	176	55	85	140	0	0	0	954
20-Mar-15	0	0	0	157	127	284	196	248	444	0	0	0	90	49	139	44	67	111	0	0	0	978
21-Mar-15	81	0	81	85	116	201	195	222	417	0	0	0	1	0	1	0	0	0	0	0	0	700
22-Mar-15	10	0	10	57	68	125	98	133	231	0	0	0	144	95	239	92	125	217	0	0	0	822
23-Mar-15	0	0	0	0	0	0	0	2	2	0	15	15	303	211	514	164	245	409	0	0	0	940
24-Mar-15	0	0	0	167	152	319	251	280	531	0	0	0	31	6	37	5	3	8	0	0	0	895
25-Mar-15	83	0	83	142	162	304	216	299	515	11	0	11	5	0	5	0	0	0	0	0	0	918
26-Mar-15	2	0	2	35	63	98	54	56	110	0	1	1	274	156	430	103	187	290	0	0	0	931
27-Mar-15	0	0	0	78	103	181	111	118	229	0	24	24	175	120	295	111	122	233	0	0	0	962
28-Mar-15	168	0	168	70	117	187	110	230	340	0	0	0	27	3	30	0	0	0	0	0	0	725
29-Mar-15	0	0	0	0	65	65	0	1	1	0	0	0	286	175	461	115	173	288	0	0	0	815
30-Mar-15	34	0	34	107	84	191	136	204	340	0	0	0	133	81	214	67	110	177	0	0	0	956
31-Mar-15	43	0	43	144	132	276	202	249	451	0	0	0	53	33	86	19	43	62	0	0	0	918
Total	941	1	942	2945	3236	6181	4320	5611	9931	133	83	216	3709	2249	5958	1635	2508	4143	0	0	0	27371

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-15	0	0	0	51	54	105	114	98	212	0	1	1	107	76	183	41	90	131	0	0	0	632
02-Mar-15	2	0	2	96	169	265	169	174	343	44	0	44	38	13	51	0	0	0	0	0	0	705
03-Mar-15	1	0	1	0	48	48	0	11	11	0	0	0	259	100	359	68	157	225	0	0	0	644
04-Mar-15	29	0	29	79	120	199	175	208	383	6	0	6	43	10	53	0	0	0	0	0	0	670
05-Mar-15	17	0	17	105	122	227	212	222	434	0	0	0	14	2	16	0	0	0	0	0	0	694
06-Mar-15	51	0	51	50	44	94	65	113	178	0	19	19	125	71	196	63	107	170	0	0	0	708
07-Mar-15	0	0	0	46	49	95	94	107	201	8	0	8	114	50	164	29	76	105	0	0	0	573
08-Mar-15	0	0	0	92	121	213	161	191	352	32	0	32	26	2	28	0	0	0	0	0	0	625
09-Mar-15	13	1	14	49	80	129	93	96	189	0	0	0	142	84	226	37	84	121	0	0	0	679
10-Mar-15	34	0	34	105	101	206	186	226	412	1	0	1	4	0	4	0	0	0	0	0	0	657
11-Mar-15	0	0	0	0	1	1	0	10	10	5	0	5	223	119	342	106	202	308	0	0	0	666
12-Mar-15	4	0	4	124	153	277	212	195	407	0	0	0	14	2	16	0	0	0	0	0	0	704
13-Mar-15	0	0	0	123	101	224	221	254	475	0	0	0	1	0	1	0	0	0	0	0	0	700
14-Mar-15	0	0	0	0	0	0	0	2	2	0	4	4	217	112	329	56	146	202	0	0	0	537
15-Mar-15	0	0	0	108	95	203	210	225	435	0	0	0	0	0	0	0	0	0	0	0	0	638
16-Mar-15	99	0	99	81	121	202	159	224	383	1	0	1	2	0	2	0	0	0	0	0	0	687
17-Mar-15	0	0	0	0	12	12	0	7	7	0	10	10	233	108	341	98	189	287	0	0	0	657
18-Mar-15	90	0	90	32	56	88	65	136	201	1	0	1	106	61	167	39	84	123	0	0	0	670
19-Mar-15	50	0	50	47	83	130	119	158	277	0	0	0	93	36	129	39	72	111	0	0	0	697
20-Mar-15	0	0	0	104	96	200	151	188	339	0	0	0	79	24	103	25	55	80	0	0	0	722
21-Mar-15	70	0	70	53	91	144	154	178	332	0	0	0	1	0	1	0	0	0	0	0	0	547
22-Mar-15	9	0	9	43	54	97	83	109	192	0	0	0	123	57	180	61	106	167	0	0	0	645
23-Mar-15	0	0	0	0	0	0	0	2	2	0	14	14	245	131	376	102	204	306	0	0	0	698
24-Mar-15	0	0	0	105	110	215	196	208	404	0	0	0	29	2	31	3	2	5	0	0	0	655
25-Mar-15	61	0	61	89	121	210	172	216	388	9	0	9	4	0	4	0	0	0	0	0	0	672
26-Mar-15	2	0	2	18	51	69	44	38	82	0	1	1	223	95	318	57	154	211	0	0	0	683
27-Mar-15	0	0	0	59	85	144	82	78	160	0	17	17	155	80	235	56	103	159	0	0	0	715
28-Mar-15	131	0	131	43	92	135	89	183	272	0	0	0	24	3	27	0	0	0	0	0	0	565
29-Mar-15	0	0	0	0	58	58	0	1	1	0	0	0	235	115	350	83	146	229	0	0	0	638
30-Mar-15	29	0	29	58	59	117	114	163	277	0	0	0	108	43	151	45	93	138	0	0	0	712
31-Mar-15	28	0	28	92	96	188	167	181	348	0	0	0	40	21	61	11	38	49	0	0	0	674
Total	720	1	721	1852	2443	4295	3507	4202	7709	107	66	173	3027	1417	4444	1019	2108	3127	0	0	0	20469

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-15	0	0	0	35	20	55	13	34	47	0	1	1	28	26	54	12	17	29	0	0	0	186
02-Mar-15	0	0	0	53	45	98	39	71	110	19	0	19	3	1	4	0	0	0	0	0	0	231
03-Mar-15	1	0	1	0	4	4	0	1	1	0	0	0	68	77	145	54	39	93	0	0	0	244
04-Mar-15	22	0	22	58	43	101	41	83	124	1	0	1	3	1	4	0	0	0	0	0	0	252
05-Mar-15	1	0	1	74	46	120	43	74	117	0	0	0	6	1	7	0	0	0	0	0	0	245
06-Mar-15	7	0	7	20	19	39	22	41	63	0	7	7	29	39	68	48	20	68	0	0	0	252
07-Mar-15	0	0	0	32	20	52	17	29	46	1	0	1	28	19	47	8	6	14	0	0	0	160
08-Mar-15	0	0	0	36	33	69	41	63	104	2	0	2	3	0	3	0	0	0	0	0	0	178
09-Mar-15	2	0	2	31	27	58	25	36	61	0	0	0	41	43	84	19	11	30	0	0	0	235
10-Mar-15	4	0	4	70	41	111	48	82	130	0	0	0	1	0	1	0	0	0	0	0	0	246
11-Mar-15	0	0	0	0	0	0	0	1	1	0	0	0	61	81	142	58	38	96	0	0	0	239
12-Mar-15	1	0	1	75	45	120	49	78	127	0	0	0	0	0	0	0	0	0	0	0	0	248
13-Mar-15	0	0	0	78	41	119	42	80	122	0	0	0	1	0	1	0	0	0	0	0	0	242
14-Mar-15	0	0	0	0	0	0	0	1	1	0	1	1	45	47	92	39	24	63	0	0	0	157
15-Mar-15	0	0	0	43	34	77	37	59	96	0	0	0	0	0	0	0	0	0	0	0	0	173
16-Mar-15	26	0	26	58	41	99	37	78	115	0	0	0	1	0	1	0	0	0	0	0	0	241
17-Mar-15	1	0	1	0	0	0	0	1	1	1	0	1	66	78	144	53	43	96	0	0	0	243
18-Mar-15	34	0	34	13	23	36	19	47	66	0	0	0	20	36	56	32	15	47	0	0	0	239
19-Mar-15	31	0	31	39	35	74	23	53	76	0	0	0	22	25	47	16	13	29	0	0	0	257
20-Mar-15	0	0	0	53	31	84	45	60	105	0	0	0	11	25	36	19	12	31	0	0	0	256
21-Mar-15	11	0	11	32	25	57	41	44	85	0	0	0	0	0	0	0	0	0	0	0	0	153
22-Mar-15	1	0	1	14	14	28	15	24	39	0	0	0	21	38	59	31	19	50	0	0	0	177
23-Mar-15	0	0	0	0	0	0	0	0	0	0	1	1	58	80	138	62	41	103	0	0	0	242
24-Mar-15	0	0	0	62	42	104	55	72	127	0	0	0	2	4	6	2	1	3	0	0	0	240
25-Mar-15	22	0	22	53	41	94	44	83	127	2	0	2	1	0	1	0	0	0	0	0	0	246
26-Mar-15	0	0	0	17	12	29	10	18	28	0	0	0	51	61	112	46	33	79	0	0	0	248
27-Mar-15	0	0	0	19	18	37	29	40	69	0	7	7	20	40	60	55	19	74	0	0	0	247
28-Mar-15	37	0	37	27	25	52	21	47	68	0	0	0	3	0	3	0	0	0	0	0	0	160
29-Mar-15	0	0	0	0	7	7	0	0	0	0	0	0	51	60	111	32	27	59	0	0	0	177
30-Mar-15	5	0	5	49	25	74	22	41	63	0	0	0	25	38	63	22	17	39	0	0	0	244
31-Mar-15	15	0	15	52	36	88	35	68	103	0	0	0	13	12	25	8	5	13	0	0	0	244
Total	221	0	221	1093	793	1886	813	1409	2222	26	17	43	682	832	1514	616	400	1016	0	0	0	6902

(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-2015	1	1	0	0	1	1	18	46	40	58	59	55	55	43	54	28	26	42	63	65	62	53	43	4	818
02-Mar-2015	1	0	0	1	0	0	30	60	69	78	69	64	63	43	54	51	57	66	65	65	35	35	26	4	936
03-Mar-2015	2	0	0	3	1	0	33	69	77	56	63	55	49	41	49	51	54	64	64	58	43	26	25	5	888
04-Mar-2015	2	0	1	4	2	0	34	69	73	70	66	53	60	37	49	52	53	72	68	54	38	35	25	5	922
05-Mar-2015	0	3	2	3	1	0	37	71	78	55	66	59	56	34	58	48	55	65	71	63	49	36	26	3	939
06-Mar-2015	3	0	0	1	3	0	28	70	79	64	65	64	65	43	54	57	60	63	73	59	40	38	29	2	960
07-Mar-2015	0	1	1	1	0	1	19	54	63	67	62	59	55	39	48	40	34	41	35	44	26	25	15	3	733
08-Mar-2015	1	2	1	0	1	0	23	34	42	53	57	53	50	38	51	52	47	60	69	70	47	31	21	0	803
09-Mar-2015	0	0	0	1	0	0	34	67	70	64	65	65	59	39	52	50	51	70	59	69	42	26	25	6	914
10-Mar-2015	2	0	1	2	2	0	38	69	68	76	63	56	59	33	51	47	49	62	69	61	39	30	24	2	903
11-Mar-2015	4	0	2	2	2	0	26	66	76	66	61	62	56	36	49	50	57	50	63	58	58	33	26	2	905
12-Mar-2015	3	0	0	3	1	0	30	66	73	72	59	63	61	38	53	49	55	62	71	65	52	38	31	7	952
13-Mar-2015	3	0	0	1	2	0	33	71	70	70	61	61	64	42	49	58	52	63	66	68	52	34	21	1	942
14-Mar-2015	2	0	0	0	1	0	23	49	61	56	63	61	52	35	43	45	31	41	32	42	22	20	15	0	694
15-Mar-2015	0	0	0	0	0	0	21	39	43	54	51	57	56	38	49	50	43	54	64	72	56	35	28	1	811
16-Mar-2015	1	0	1	1	0	1	34	76	71	73	64	74	53	38	52	50	49	66	62	60	48	29	21	4	928
17-Mar-2015	3	0	0	3	1	0	36	75	70	64	64	58	57	35	51	48	47	61	69	56	44	28	25	5	900
18-Mar-2015	3	0	0	3	1	0	34	74	73	60	60	60	51	39	50	53	47	63	72	61	44	31	24	6	909
19-Mar-2015	2	0	1	3	2	2	33	72	73	68	65	64	53	39	52	53	55	65	68	64	42	42	30	6	954
20-Mar-2015	3	0	1	3	1	0	35	75	72	67	71	62	64	44	56	50	60	64	63	74	47	45	20	1	978
21-Mar-2015	0	0	1	0	0	0	24	51	62	60	57	58	53	31	43	47	29	42	36	41	31	17	16	1	700
22-Mar-2015	0	0	0	1	0	0	21	43	37	53	59	59	54	37	48	57	44	66	65	70	42	36	28	2	822
23-Mar-2015	0	1	0	0	1	1	33	68	73	75	62	71	60	38	57	53	54	59	64	64	47	32	24	3	940
24-Mar-2015	2	0	0	2	2	0	35	69	75	68	64	60	49	40	47	49	50	50	63	64	47	28	28	3	895
25-Mar-2015	3	0	1	5	0	0	30	70	74	75	62	56	50	40	48	50	52	69	66	63	44	31	26	3	918
26-Mar-2015	2	0	0	3	0	0	38	72	68	64	57	61	55	43	49	53	49	65	68	63	47	35	35	4	931
27-Mar-2015	2	0	1	3	1	0	37	73	68	67	64	66	62	46	51	60	53	65	72	66	51	34	20	0	962
28-Mar-2015	0	1	1	0	0	0	25	49	60	61	59	66	54	41	44	50	35	42	40	39	29	15	14	0	725
29-Mar-2015	0	0	0	0	0	0	27	37	43	59	60	53	49	40	59	50	41	58	71	68	44	33	23	0	815
30-Mar-2015	1	0	0	0	0	0	33	71	75	59	38	54	70	66	66	55	52	67	66	64	51	37	28	3	956
31-Mar-2015	4	1	0	3	1	1	33	73	69	70	50	37	57	58	52	56	48	67	71	63	47	28	23	6	918
Total	50	10	15	52	27	7	935	1948	2045	2002	1886	1846	1751	1254	1588	1562	1489	1844	1948	1893	1366	996	765	92	27371
Avg.	1.61	0.32	0.48	1.68	0.87	0.23	30.16	62.84	65.97	64.58	60.84	59.55	56.48	40.45	51.23	50.39	48.03	59.48	62.84	61.06	44.06	32.13	24.68	2.97	882.94

(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-2015	1	1	0	0	0	1	11	29	18	21	29	24	18	22	28	19	15	22	28	27	36	26	25	0	401
02-Mar-2015	0	0	0	1	0	0	11	31	39	38	34	27	29	23	25	25	24	36	35	32	21	18	11	3	463
03-Mar-2015	0	0	0	2	0	0	16	40	40	26	33	27	22	22	24	23	27	32	35	24	26	18	11	3	451
04-Mar-2015	0	0	1	2	1	0	15	36	40	33	34	27	24	17	25	22	24	39	33	26	24	24	8	2	457
05-Mar-2015	0	3	1	2	0	0	15	39	41	24	34	31	24	15	30	19	26	34	40	30	29	23	10	2	472
06-Mar-2015	1	0	0	1	1	0	10	41	45	28	33	30	28	24	25	22	31	33	34	30	21	25	17	0	480
07-Mar-2015	0	1	0	0	0	1	11	35	33	23	34	27	23	23	28	17	18	21	20	27	11	16	7	1	377
08-Mar-2015	1	1	0	0	1	0	15	20	21	19	26	20	18	21	24	23	21	33	36	37	25	19	12	0	393
09-Mar-2015	0	0	0	1	0	0	16	39	36	30	34	29	23	19	24	22	24	39	33	30	24	13	13	3	452
10-Mar-2015	0	0	1	1	1	0	17	40	37	31	36	28	27	16	24	18	26	31	37	29	23	19	10	1	453
11-Mar-2015	1	0	2	2	0	0	11	35	44	30	31	32	24	18	25	20	26	27	35	30	26	22	11	1	453
12-Mar-2015	1	0	0	2	0	0	11	36	43	29	29	36	31	16	27	18	26	32	36	33	27	28	15	3	479
13-Mar-2015	0	0	0	1	1	0	14	38	40	31	29	32	23	22	25	26	22	30	37	37	23	21	13	1	466
14-Mar-2015	1	0	0	0	1	0	15	32	32	21	33	26	24	16	28	21	16	19	16	26	9	12	9	0	357
15-Mar-2015	0	0	0	0	0	0	13	22	22	22	23	23	21	18	22	24	17	33	34	37	29	19	18	1	398
16-Mar-2015	0	0	1	1	0	1	15	41	43	30	31	33	25	19	23	23	24	37	31	28	26	20	9	3	464
17-Mar-2015	1	0	0	2	0	0	18	42	37	27	33	31	23	20	22	20	26	31	36	26	25	18	11	3	452
18-Mar-2015	1	0	0	2	0	0	16	43	37	23	34	23	23	19	25	25	21	34	37	27	29	19	10	3	451
19-Mar-2015	0	0	1	3	0	1	15	37	38	30	37	29	24	22	28	18	30	34	35	25	25	29	16	2	479
20-Mar-2015	0	0	1	2	0	0	17	44	37	27	39	25	30	23	30	26	23	30	32	35	29	24	12	1	487
21-Mar-2015	0	0	1	0	0	0	16	33	32	26	24	26	23	13	31	21	15	25	16	25	18	9	7	1	362
22-Mar-2015	0	0	0	0	0	0	14	27	15	21	30	22	19	17	25	25	19	38	35	31	22	22	19	0	401
23-Mar-2015	0	1	0	0	1	1	16	36	42	29	34	30	26	20	29	22	28	32	34	28	26	20	10	2	467
24-Mar-2015	0	0	0	2	0	0	19	40	39	29	33	32	22	19	23	24	26	26	28	32	29	18	11	2	454
25-Mar-2015	0	0	1	2	0	0	14	36	44	32	31	28	21	20	24	19	27	37	33	27	25	24	10	2	457
26-Mar-2015	0	0	0	2	0	0	17	41	35	27	32	30	22	22	26	17	28	33	40	28	26	27	12	3	468
27-Mar-2015	0	0	1	2	0	0	17	43	38	27	35	30	22	24	23	28	22	37	38	27	30	19	12	0	475
28-Mar-2015	0	1	1	0	0	0	18	32	30	23	33	28	23	22	25	26	19	20	21	21	16	10	6	0	375
29-Mar-2015	0	0	0	0	0	0	18	21	20	23	32	17	19	18	30	22	19	37	36	31	24	18	16	0	401
30-Mar-2015	1	0	0	0	0	0	13	36	39	27	16	31	33	36	26	22	30	34	40	28	28	21	15	1	477
31-Mar-2015	2	0	0	2	1	0	13	38	40	30	23	19	32	29	22	22	25	35	38	30	31	15	11	3	461
Total	11	8	12	35	8	5	457	1103	1097	837	969	853	746	635	796	679	725	981	1019	904	763	616	377	47	13683
Avg.	0.35	0.26	0.39	1.13	0.26	0.16	14.74	35.58	35.39	27.00	31.26	27.52	24.06	20.48	25.68	21.90	23.39	31.65	32.87	29.16	24.61	19.87	12.16	1.52	441.39

(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-2015	0	0	0	0	1	0	7	17	22	37	30	31	37	21	26	9	11	20	35	38	26	27	18	4	417
02-Mar-2015	1	0	0	0	0	0	19	29	30	40	35	37	34	20	29	26	33	30	30	33	14	17	15	1	473
03-Mar-2015	2	0	0	1	1	0	17	29	37	30	30	28	27	19	25	28	27	32	29	34	17	8	14	2	437
04-Mar-2015	2	0	0	2	1	0	19	33	33	37	32	26	36	20	24	30	29	33	35	28	14	11	17	3	465
05-Mar-2015	0	0	1	1	1	0	22	32	37	31	32	28	32	19	28	29	29	31	31	33	20	13	16	1	467
06-Mar-2015	2	0	0	0	2	0	18	29	34	36	32	34	37	19	29	35	29	30	39	29	19	13	12	2	480
07-Mar-2015	0	0	1	1	0	0	8	19	30	44	28	32	32	16	20	23	16	20	15	17	15	9	8	2	356
08-Mar-2015	0	1	1	0	0	0	8	14	21	34	31	33	32	17	27	29	26	27	33	33	22	12	9	0	410
09-Mar-2015	0	0	0	0	0	0	18	28	34	34	31	36	36	20	28	28	27	31	26	39	18	13	12	3	462
10-Mar-2015	2	0	0	1	1	0	21	29	31	45	27	28	32	17	27	29	23	31	32	32	16	11	14	1	450
11-Mar-2015	3	0	0	0	2	0	15	31	32	36	30	30	32	18	24	30	31	23	28	28	32	11	15	1	452
12-Mar-2015	2	0	0	1	1	0	19	30	30	43	30	27	30	22	26	31	29	30	35	32	25	10	16	4	473
13-Mar-2015	3	0	0	0	1	0	19	33	30	39	32	29	41	20	24	32	30	33	29	31	29	13	8	0	476
14-Mar-2015	1	0	0	0	0	0	8	17	29	35	30	35	28	19	15	24	15	22	16	16	13	8	6	0	337
15-Mar-2015	0	0	0	0	0	0	8	17	21	32	28	34	35	20	27	26	26	21	30	35	27	16	10	0	413
16-Mar-2015	1	0	0	0	0	0	19	35	28	43	33	41	28	19	29	27	25	29	31	32	22	9	12	1	464
17-Mar-2015	2	0	0	1	1	0	18	33	33	37	31	27	34	15	29	28	21	30	33	30	19	10	14	2	448
18-Mar-2015	2	0	0	1	1	0	18	31	36	37	26	37	28	20	25	28	26	29	35	34	15	12	14	3	458
19-Mar-2015	2	0	0	0	2	1	18	35	35	38	28	35	29	17	24	35	25	31	33	39	17	13	14	4	475
20-Mar-2015	3	0	0	1	1	0	18	31	35	40	32	37	34	21	26	24	37	34	31	39	18	21	8	0	491
21-Mar-2015	0	0	0	0	0	0	8	18	30	34	33	32	30	18	12	26	14	17	20	16	13	8	9	0	338
22-Mar-2015	0	0	0	1	0	0	7	16	22	32	29	37	35	20	23	32	25	28	30	39	20	14	9	2	421
23-Mar-2015	0	0	0	0	0	0	17	32	31	46	28	41	34	18	28	31	26	27	30	36	21	12	14	1	473
24-Mar-2015	2	0	0	0	2	0	16	29	36	39	31	28	27	21	24	25	24	24	35	32	18	10	17	1	441
25-Mar-2015	3	0	0	3	0	0	16	34	30	43	31	28	29	20	24	31	25	32	33	36	19	7	16	1	461
26-Mar-2015	2	0	0	1	0	0	21	31	33	37	25	31	33	21	23	36	21	32	28	35	21	8	23	1	463
27-Mar-2015	2	0	0	1	1	0	20	30	30	40	29	36	40	22	28	32	31	28	34	39	21	15	8	0	487
28-Mar-2015	0	0	0	0	0	0	7	17	30	38	26	38	31	19	19	24	16	22	19	18	13	5	8	0	350
29-Mar-2015	0	0	0	0	0	0	9	16	23	36	28	36	30	22	29	28	22	21	35	37	20	15	7	0	414
30-Mar-2015	0	0	0	0	0	0	20	35	36	32	22	23	37	30	40	33	22	33	26	36	23	16	13	2	479
31-Mar-2015	2	1	0	1	0	1	20	35	29	40	27	18	25	29	30	34	23	32	33	33	16	13	12	3	457
Total	39	2	3	17	19	2	478	845	948	1165	917	993	1005	619	792	883	764	863	929	989	603	380	388	45	13688
Avg.	1.26	0.06	0.10	0.55	0.61	0.06	15.42	27.26	30.58	37.58	29.58	32.03	32.42	19.97	25.55	28.48	24.65	27.84	29.97	31.90	19.45	12.26	12.52	1.45	441.55

(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-15	07:00	00:16	00:40	-	-	-	07:52	08:09	-	-	-	-	-
02-Mar-15	07:00	00:16	01:45	03:08	-	-	-	11:12	-	-	00:35	-	-
03-Mar-15	07:00	00:31	04:39	-	-	-	11:48	-	-	-	-	-	-
04-Mar-15	07:00	00:34	01:45	00:22	-	-	-	11:55	-	-	02:22	-	-
05-Mar-15	07:00	00:17	00:52	-	-	-	-	14:37	-	-	01:12	-	-
06-Mar-15	07:00	00:12	-	-	01:10	-	07:44	05:13	-	-	02:38	-	-
07-Mar-15	07:00	00:25	-	00:55	-	-	09:09	06:29	-	-	-	-	-
08-Mar-15	07:00	00:25	01:29	01:46	-	-	-	13:18	-	-	-	-	-
09-Mar-15	07:00	00:20	03:05	-	-	-	06:16	06:23	-	-	00:52	-	-
10-Mar-15	07:00	00:17	-	-	-	-	-	14:31	-	-	02:10	-	-
11-Mar-15	07:00	00:15	-	00:41	-	-	16:02	-	-	-	-	-	-
12-Mar-15	07:00	00:10	00:54	-	-	-	-	15:46	-	-	00:07	-	-
13-Mar-15	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
14-Mar-15	07:00	00:18	-	-	00:45	-	15:55	-	-	-	-	-	-
15-Mar-15	07:00	00:00	-	-	-	-	-	16:58	-	-	-	-	-
16-Mar-15	07:00	00:20	-	-	-	-	-	09:59	-	-	06:38	-	-
17-Mar-15	07:00	00:20	00:49	-	01:16	-	14:32	-	-	-	-	-	-
18-Mar-15	07:00	00:17	00:50	-	-	-	05:52	04:17	-	-	05:41	-	-
19-Mar-15	07:00	00:20	-	-	-	-	05:38	07:30	-	-	03:30	-	-
20-Mar-15	07:00	00:23	00:51	-	-	-	03:22	12:22	-	-	-	-	-
21-Mar-15	07:00	00:17	-	-	-	-	-	11:44	-	-	04:57	-	-
22-Mar-15	07:00	00:14	-	-	-	-	08:36	07:29	-	-	00:39	-	-
23-Mar-15	07:00	00:15	-	-	00:58	-	15:45	-	-	-	-	-	-
24-Mar-15	07:00	-	00:54	-	-	-	00:27	15:37	-	-	-	-	-
25-Mar-15	07:00	00:18	-	00:53	-	-	-	11:45	-	-	04:02	-	-
26-Mar-15	07:00	00:17	01:45	-	-	-	12:15	02:40	-	-	-	-	-
27-Mar-15	07:00	00:21	02:17	-	01:10	-	06:53	06:16	-	-	-	-	-
28-Mar-15	07:00	00:25	01:21	-	-	-	-	06:02	-	-	09:09	-	-
29-Mar-15	07:00	00:18	04:10	-	-	-	12:30	-	-	-	-	-	-
30-Mar-15	07:00	-	00:14	-	-	-	06:45	08:08	-	-	01:52	-	-
31-Mar-15	07:00	-	-	-	-	-	02:49	11:15	-	-	02:54	-	-
Total	217:00	09:12	28:29	07:47	05:20	00:00	170:18	256:22	00:00	00:00	49:26	00:00	00:00
% Used		1.75%	5.41%	1.48%	1.01%	0.00%	32.32%	48.65%	0.00%	0.00%	9.38%	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).

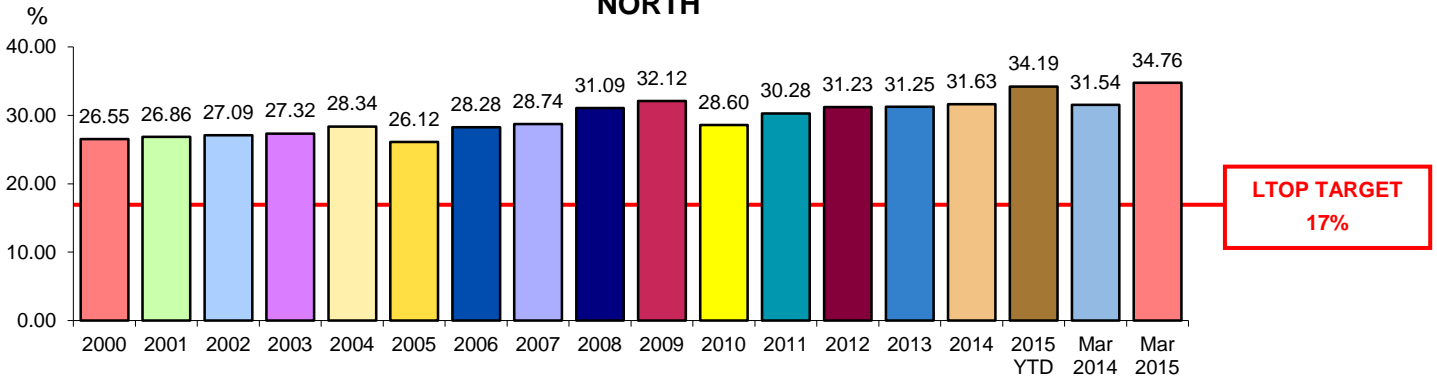
Cumulative Mode Utilisation from 1 January 2015

Time	1.82%	3.33%	1.97%	1.21%	0.00%	38.39%	45.98%	0.10%	0.00%	7.21%	0.00%	0.00%
Movements	0.41%	2.25%	1.31%	0.78%	0.00%	39.47%	50.33%	0.05%	0.00%	5.40%	0.00%	0.00%

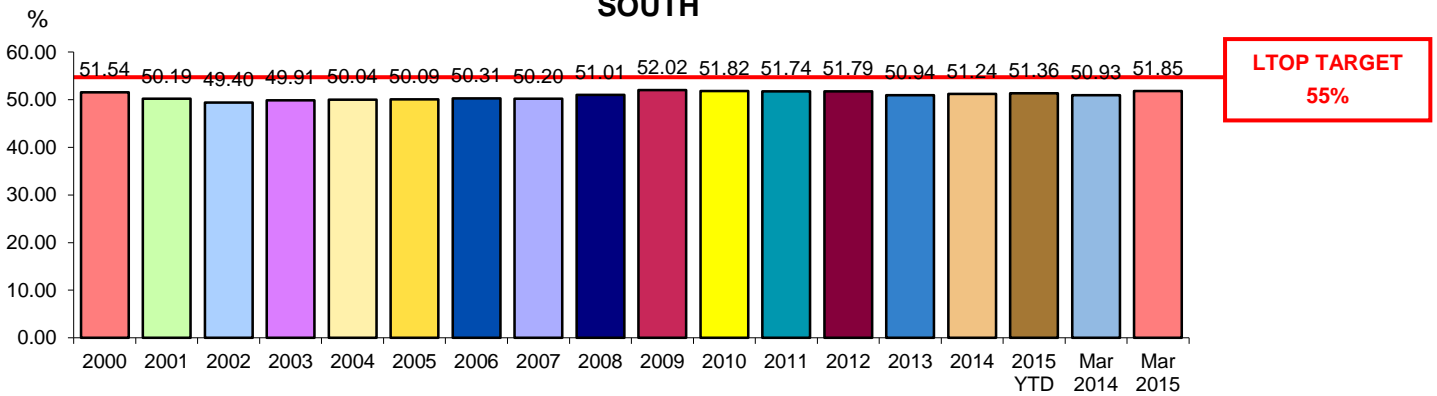
Runway End Impact to 31 March 2015

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

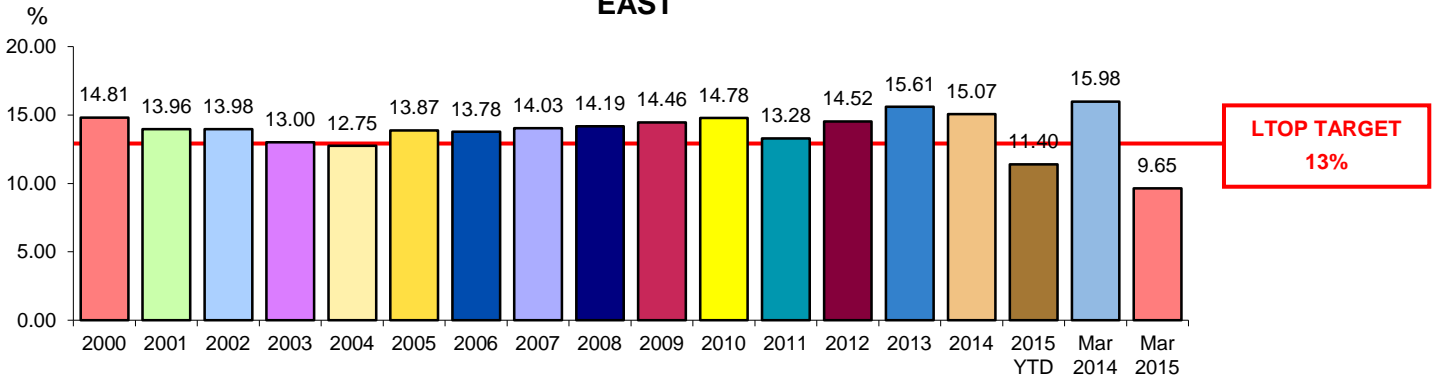
NORTH



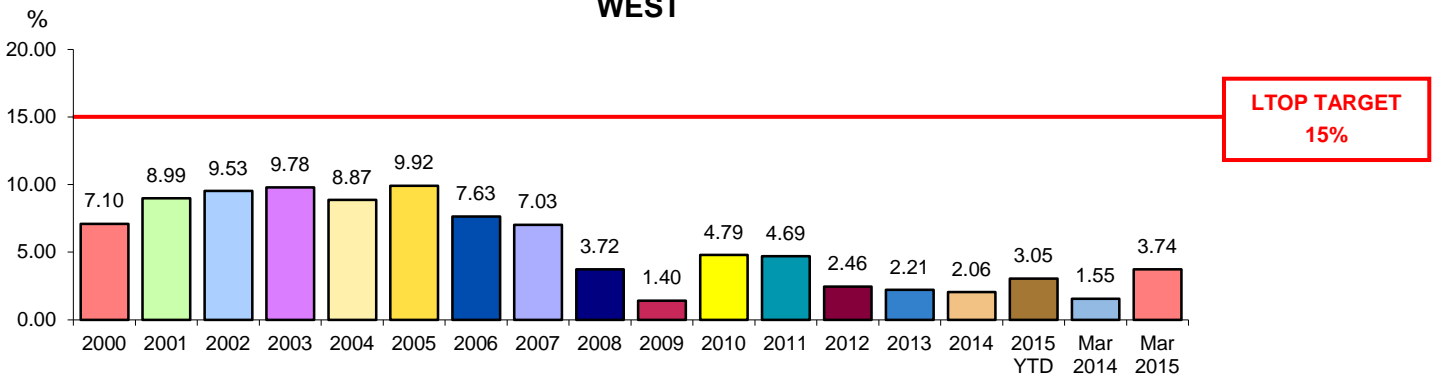
SOUTH



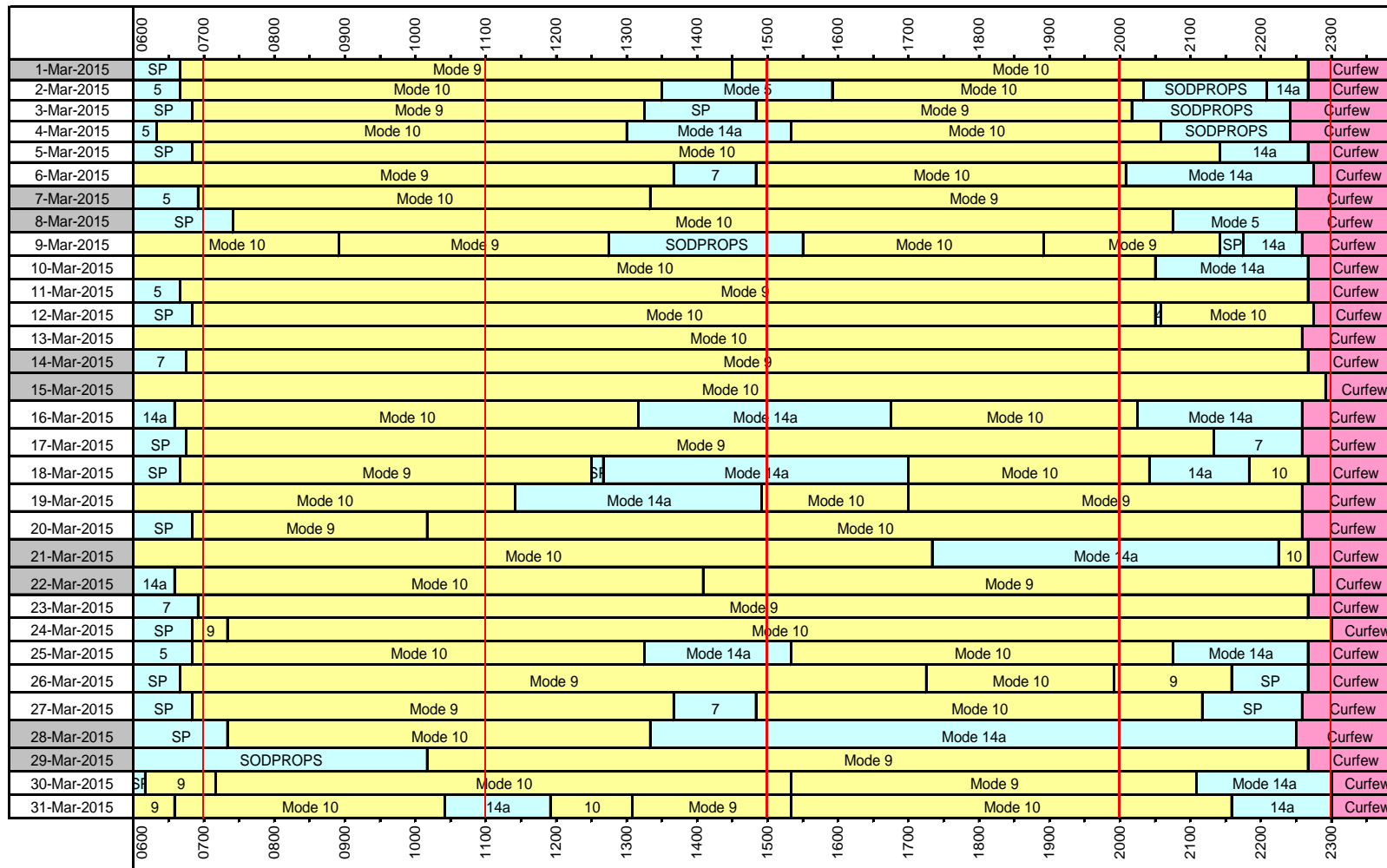
EAST



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 **March 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	
4/03/2015	07:22	09:02	1:40
9/03/2015	07:00	08:45	1:45
10/03/2015	06:51	08:29	1:38
10/03/2015	09:10	10:49	1:39
13/03/2015	07:06	09:19	2:13
19/03/2015	07:28	08:42	1:14
25/03/2015	07:10	07:55	0:45
30/03/2015	07:07	09:04	1:57
31/03/2015	07:12	08:49	1:37

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

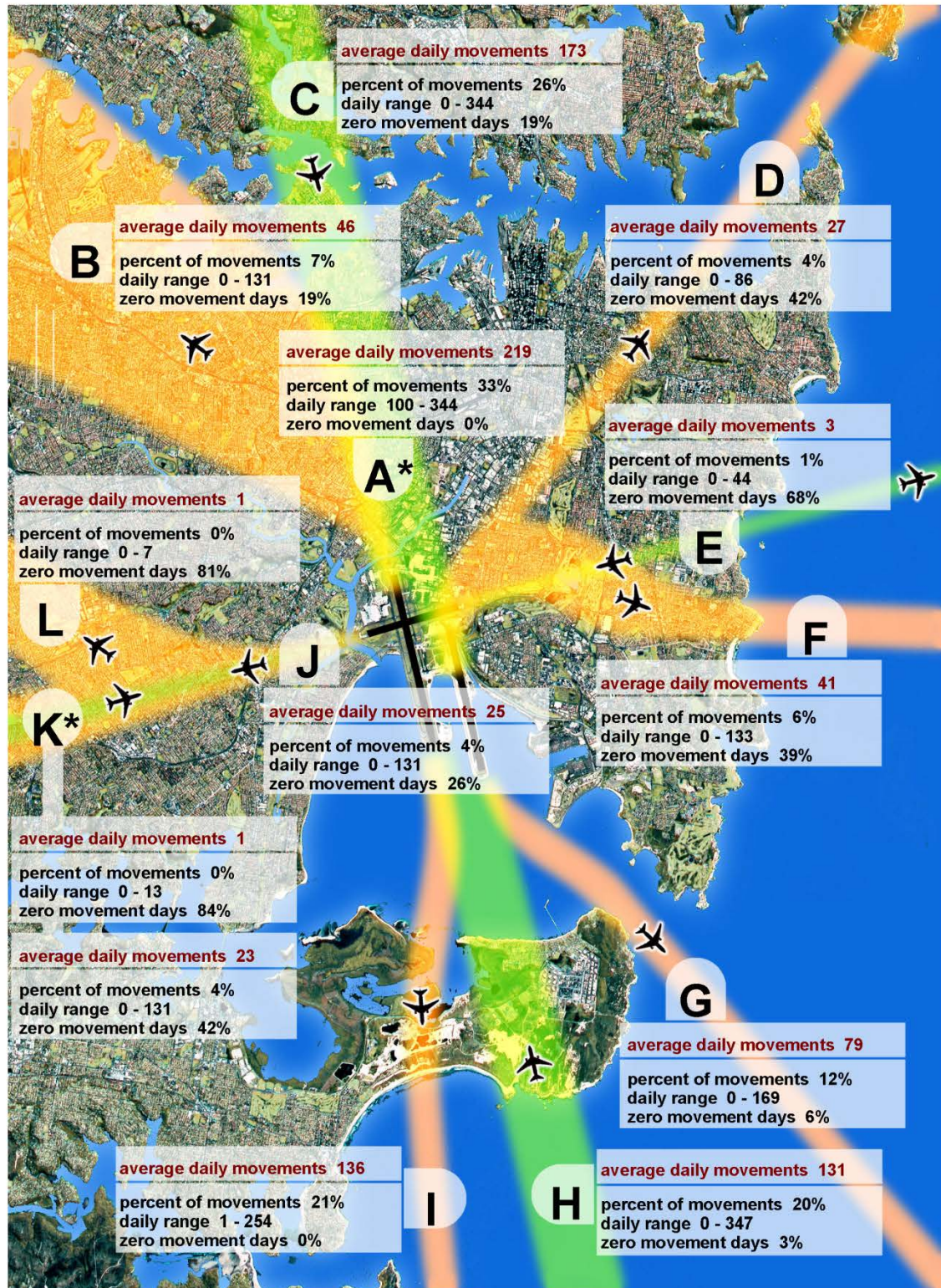
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/03/2015	67	33	34
9/03/2015	68	31	37
10/03/2015	118	52	66
13/03/2015	88	42	46
19/03/2015	50	24	26
25/03/2015	31	13	18
30/03/2015	72	35	37
31/03/2015	63	29	34

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

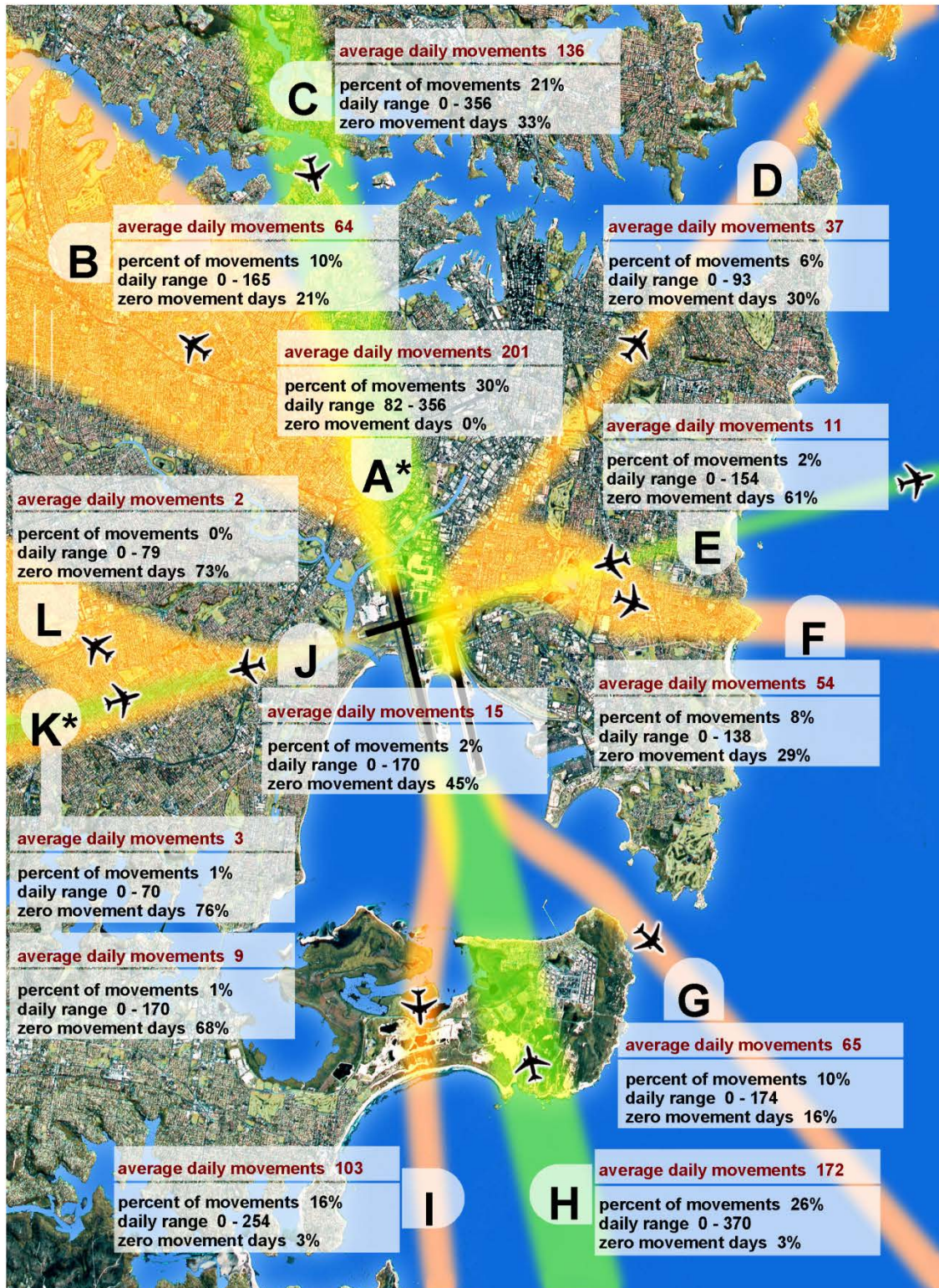
1 March 2015 to 31 March 2015, All Jets



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

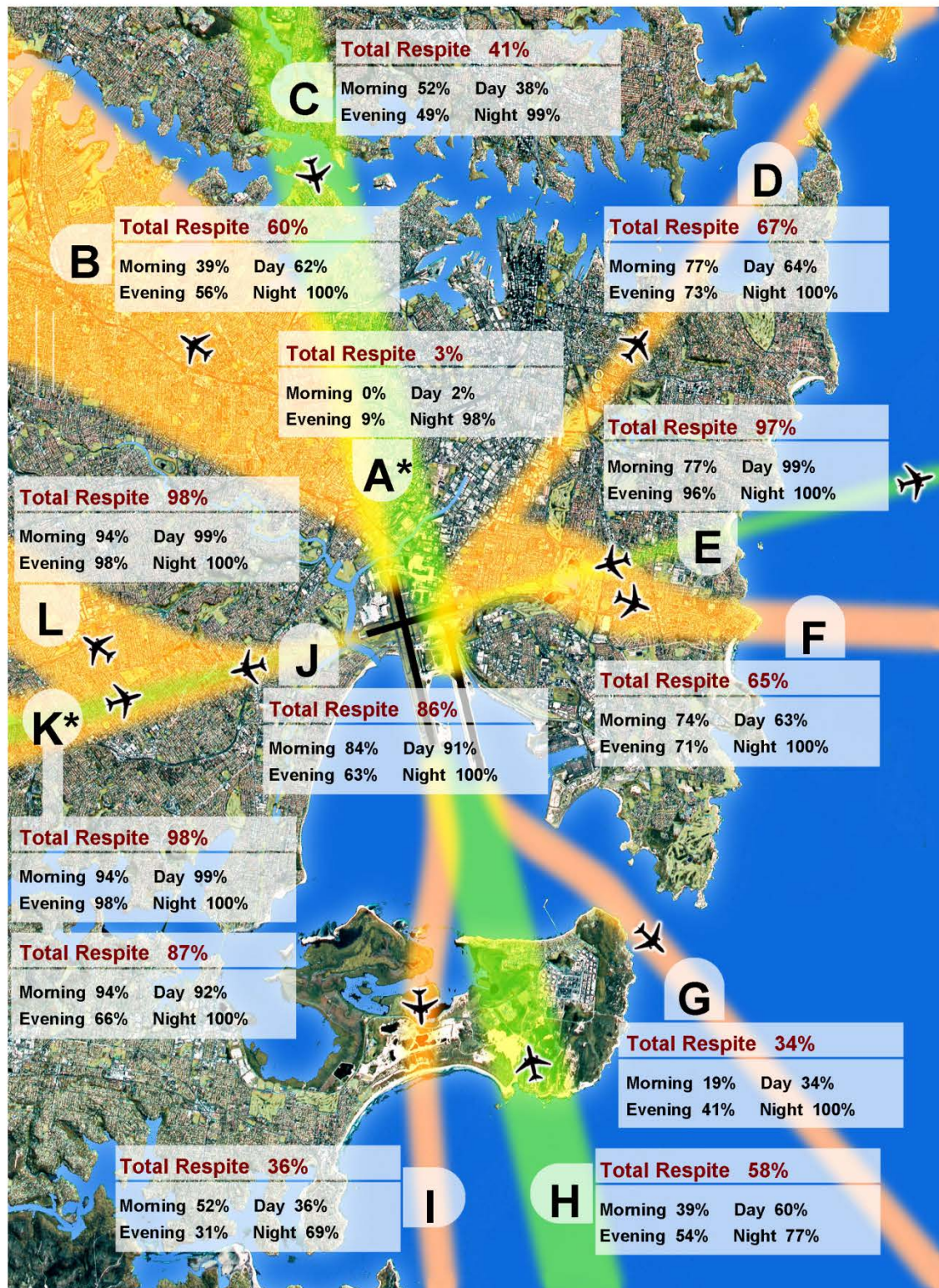
1 April 2014 to 31 March 2015, All Jets



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 March 2015 to 31 March 2015, All Jets



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

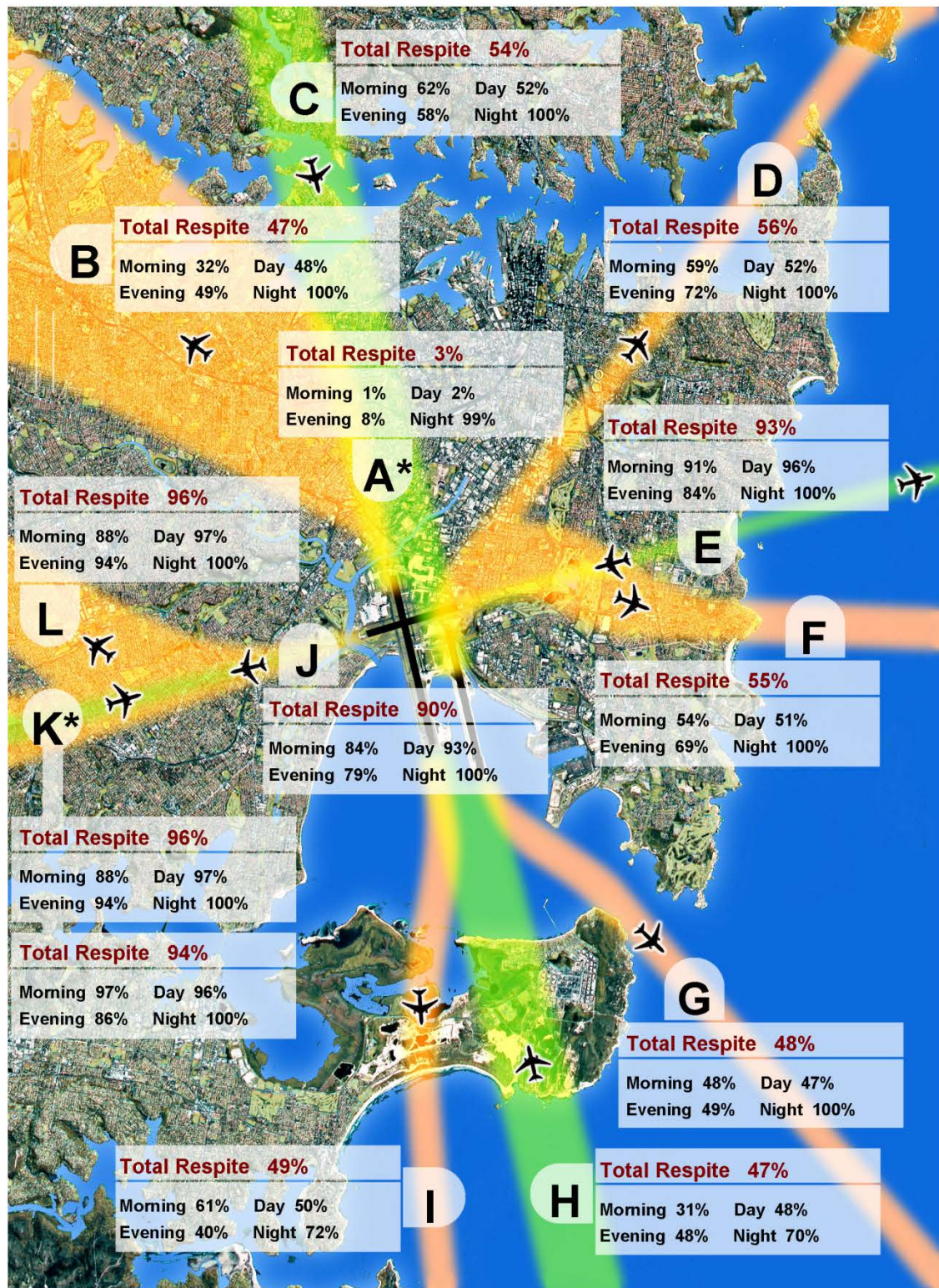
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2014 to 31 March 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) April 2014 to March 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 **respice 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 2014 to March 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 56%**. This means that over the period **April 2014 to March 2015 for 56%** 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 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of March 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 March 2015 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>	<i>10,068</i>	<i>30.9</i>	<i>320</i>	<i>318</i>	<i>322</i>
<i>Penshurst</i>	<i>1,034</i>	<i>30.9</i>	<i>31</i>	<i>26</i>	<i>14</i>
<i>Bexley</i>	<i>1,062</i>	<i>30.9</i>	<i>33</i>	<i>29</i>	<i>17</i>
<i>Sydenham</i>	<i>5,901</i>	<i>30.9</i>	<i>190</i>	<i>185</i>	<i>187</i>
<i>Johnston St Annandale</i>	<i>3,352</i>	<i>30.9</i>	<i>85</i>	<i>81</i>	<i>77</i>
<i>Church St. St Peters</i>	<i>4,935</i>	<i>30.9</i>	<i>116</i>	<i>110</i>	<i>109</i>
<i>Leichhardt PEMU 36</i>	<i>4,434</i>	<i>30.9</i>	<i>132</i>	<i>118</i>	<i>121</i>
<i>Eastlakes</i>	<i>1,397</i>	<i>21.5</i>	<i>49</i>	<i>13</i>	<i>54</i>
<i>Coogee</i>	<i>295</i>	<i>28.8</i>	<i>5</i>	<i>5</i>	<i>12</i>
<i>Kurnell</i>	<i>1,880</i>	<i>30.9</i>	<i>53</i>	<i>61</i>	<i>57</i>
<i>Croydon</i>	<i>498</i>	<i>30.9</i>	<i>11</i>	<i>11</i>	<i>14</i>
<i>Hunters Hill</i>	<i>5,946</i>	<i>30.9</i>	<i>79</i>	<i>75</i>	<i>79</i>

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

The N70 values for March 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 15 PM 46 Day 248 Night 8 WE_D 285 WE_N 5	Penshurst AM 1 PM 10 Day 16 Night 0 WE_D 40 WE_N 0	Bexley AM 1 PM 11 Day 17 Night 0 WE_D 44 WE_N 0	Eastlakes AM 2 PM 5 Day 46 Night 0 WE_D 36 WE_N 0
Coogee AM 1 PM 2 Day 2 Night 0 WE_D 5 WE_N 0	Sydenham AM 6 PM 21 Day 167 Night 0 WE_D 180 WE_N 0	Leichhardt PEMU36 AM 4 PM 13 Day 117 Night 0 WE_D 126 WE_N 1	Kurnell AM 0 PM 6 Day 48 Night 0 WE_D 50 WE_N 0
Annandale AM 0 PM 8 Day 77 Night 0 WE_D 83 WE_N 0	St Peters AM 1 PM 11 Day 104 Night 0 WE_D 113 WE_N 0	Croydon AM 1 PM 2 Day 9 Night 0 WE_D 10 WE_N 0	Hunters Hull AM 4 PM 8 Day 69 Night 0 WE_D 72 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.