

Sydney Airport Operational Statistics

May 2014

PREVIEW

Sydney Airport Operational Statistics Report Preview

May 2014

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

There were a total of **26,693** aircraft movements this month (daily average **861.06**). Last month there were a total of **26,488** movements (daily average **882.93**) and for the same month last year there were a total of **26,646** movements (daily average **859.55**).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on **25** days this month, Mode 9 on 18 days and Mode 10 on 7 days. Crossing runway modes (including Sodprops) were used for **22.92%** of non Curfew hours.

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

Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 13)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North **27.68%** - This result is above the LTOP target and below the previous month (**32.31%**)

South **51.46%** - This result is below the LTOP target and below the previous month (**51.93%**)

East **18.48%** - This result is above the LTOP target and above the previous month (**14.75%**)

West **2.39%** - This result is below the LTOP target and above the previous month (**1.01%**)

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

This procedure was used on 8, and 30 of May for a total of 2 hours and 21 minutes (ATIS time).

Noise Complaints & Information Service

Environmental Services

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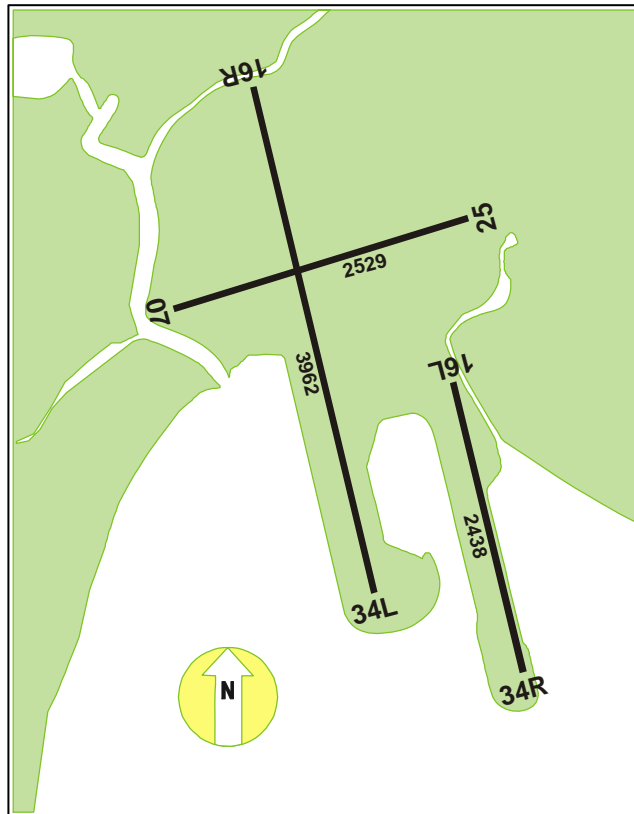
This report is available on the Internet at Airservices Australia website at

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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



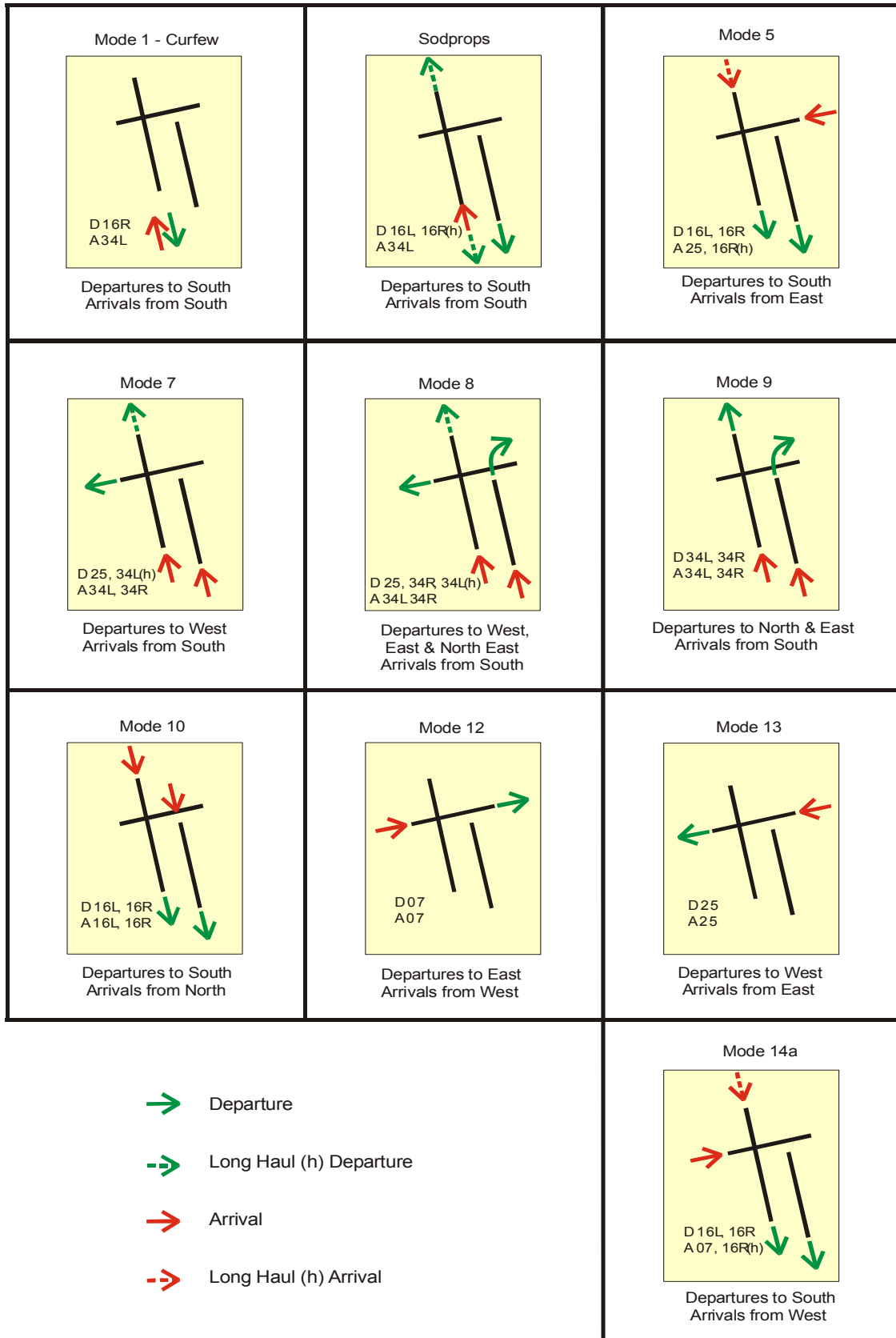
Runway numbers refer to the direction an aircraft is flying.

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-May-2014	65	0	65	97	140	237	160	210	370	0	1	1	121	53	174	35	65	100	0	0	0	947
02-May-2014	3	0	3	16	52	68	38	60	98	52	7	59	240	153	393	131	211	342	0	0	0	963
03-May-2014	0	0	0	0	0	0	0	2	2	1	1	2	256	164	420	96	169	265	0	0	0	689
04-May-2014	0	0	0	47	23	70	55	52	107	178	215	393	90	80	170	27	47	74	0	0	0	814
05-May-2014	1	0	1	0	57	57	0	5	5	0	1	1	323	201	524	134	199	333	0	0	0	921
06-May-2014	0	0	0	68	93	161	121	185	306	89	0	89	105	70	175	53	82	135	0	0	0	866
07-May-2014	0	0	0	144	163	307	262	284	546	30	0	30	6	1	7	0	0	0	0	0	0	890
08-May-2014	0	0	0	154	174	328	223	280	503	78	1	79	7	0	7	0	0	0	0	0	0	917
09-May-2014	1	0	1	0	0	0	0	4	4	1	9	10	314	201	515	160	262	422	0	0	0	952
10-May-2014	2	0	2	0	0	0	0	3	3	0	20	20	250	158	408	93	149	242	0	0	0	675
11-May-2014	0	0	0	99	134	233	165	195	360	37	3	40	76	40	116	20	42	62	0	0	0	811
12-May-2014	3	0	3	187	169	356	265	291	556	0	1	1	3	0	3	0	0	0	0	0	0	919
13-May-2014	3	0	3	25	85	110	37	52	89	0	0	0	271	159	430	94	136	230	0	0	0	862
14-May-2014	1	0	1	0	0	0	0	5	5	0	29	29	298	199	497	148	210	358	0	0	0	890
15-May-2014	3	0	3	0	41	41	0	7	7	0	2	2	328	200	528	144	222	366	0	0	0	947
16-May-2014	2	0	2	0	0	0	1	3	4	2	10	12	300	214	514	176	256	432	0	0	0	964
17-May-2014	1	0	1	0	43	43	0	1	1	1	0	1	279	154	433	67	140	207	0	0	0	686
18-May-2014	2	0	2	0	51	51	1	3	4	1	1	2	291	182	473	104	174	278	0	0	0	810
19-May-2014	0	0	0	0	14	14	0	3	3	1	22	23	309	202	511	142	218	360	0	0	0	911
20-May-2014	0	0	0	0	15	15	0	5	5	0	53	53	293	172	465	135	178	313	0	0	0	851
21-May-2014	2	0	2	124	169	293	203	261	464	64	1	65	51	14	65	0	0	0	0	0	0	889
22-May-2014	0	0	0	0	25	25	1	6	7	1	0	1	318	189	507	142	234	376	0	0	0	916
23-May-2014	1	0	1	0	21	21	0	4	4	1	59	60	309	191	500	163	202	365	0	0	0	951
24-May-2014	55	0	55	0	39	39	7	90	97	82	2	84	134	101	235	64	96	160	0	0	0	670
25-May-2014	3	0	3	75	137	212	92	95	187	0	14	14	190	103	293	34	57	91	0	0	0	800
26-May-2014	2	0	2	0	0	0	0	5	5	0	2	2	310	200	510	134	244	378	0	0	0	897
27-May-2014	2	0	2	0	0	0	0	4	4	0	1	1	288	193	481	138	224	362	0	0	0	850
28-May-2014	1	0	1	0	24	24	0	8	8	1	25	26	299	186	485	144	207	351	0	0	0	895
29-May-2014	0	0	0	147	176	323	229	282	511	79	1	80	7	0	7	0	0	0	0	0	0	921
30-May-2014	0	0	0	159	176	335	233	272	505	32	1	33	47	19	66	2	7	9	0	0	0	948
31-May-2014	0	0	0	0	0	0	0	1	1	0	2	2	239	155	394	104	170	274	0	0	0	671
Total	153	0	153	1342	2021	3363	2093	2678	4771	731	484	1215	6352	3954	10306	2684	4201	6885	0	0	0	26693

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-May-2014	38	0	38	64	104	168	128	154	282	0	0	0	100	34	134	23	54	77	0	0	0	699
02-May-2014	2	0	2	10	43	53	32	40	72	45	4	49	175	93	268	86	173	259	0	0	0	703
03-May-2014	0	0	0	0	0	0	0	0	0	0	0	0	211	115	326	58	149	207	0	0	0	533
04-May-2014	0	0	0	30	15	45	39	39	78	131	149	280	83	69	152	24	41	65	0	0	0	620
05-May-2014	0	0	0	0	52	52	0	4	4	0	0	0	249	124	373	86	162	248	0	0	0	677
06-May-2014	0	0	0	38	62	100	92	135	227	68	0	68	85	47	132	35	67	102	0	0	0	629
07-May-2014	0	0	0	92	119	211	194	208	402	29	0	29	6	0	6	0	0	0	0	0	0	648
08-May-2014	0	0	0	98	127	225	172	203	375	62	0	62	6	0	6	0	0	0	0	0	0	668
09-May-2014	0	0	0	0	0	0	0	4	4	0	9	9	256	122	378	93	216	309	0	0	0	700
10-May-2014	0	0	0	0	0	0	0	2	2	0	17	17	199	116	315	65	126	191	0	0	0	525
11-May-2014	0	0	0	62	106	168	131	137	268	35	2	37	65	34	99	20	38	58	0	0	0	630
12-May-2014	2	0	2	125	125	250	208	212	420	0	0	0	3	0	3	0	0	0	0	0	0	675
13-May-2014	0	0	0	16	67	83	25	36	61	0	0	0	215	94	309	51	110	161	0	0	0	614
14-May-2014	0	0	0	0	0	0	0	5	5	0	23	23	227	123	350	94	170	264	0	0	0	642
15-May-2014	0	0	0	0	33	33	0	5	5	0	1	1	253	120	373	91	181	272	0	0	0	684
16-May-2014	2	0	2	0	0	0	1	3	4	2	10	12	231	135	366	115	206	321	0	0	0	705
17-May-2014	0	0	0	0	38	38	0	0	0	1	0	1	219	108	327	43	119	162	0	0	0	528
18-May-2014	0	0	0	0	48	48	0	1	1	1	1	2	239	119	358	76	144	220	0	0	0	629
19-May-2014	0	0	0	0	14	14	0	3	3	1	18	19	241	125	366	90	179	269	0	0	0	671
20-May-2014	0	0	0	0	15	15	0	5	5	0	39	39	233	104	337	75	140	215	0	0	0	611
21-May-2014	0	0	0	79	126	205	154	180	334	39	0	39	47	13	60	0	0	0	0	0	0	638
22-May-2014	0	0	0	0	23	23	0	6	6	1	0	1	256	115	371	83	189	272	0	0	0	673
23-May-2014	0	0	0	0	21	21	0	2	2	0	43	43	244	121	365	100	159	259	0	0	0	690
24-May-2014	47	0	47	0	34	34	7	71	78	60	0	60	103	75	178	44	80	124	0	0	0	521
25-May-2014	0	0	0	52	111	163	71	62	133	0	12	12	158	72	230	27	51	78	0	0	0	616
26-May-2014	0	0	0	0	0	0	0	3	3	0	0	0	247	121	368	76	202	278	0	0	0	649
27-May-2014	0	0	0	0	0	0	0	4	4	0	0	0	222	119	341	84	178	262	0	0	0	607
28-May-2014	0	0	0	0	24	24	0	6	6	0	18	18	237	113	350	81	165	246	0	0	0	644
29-May-2014	0	0	0	94	131	225	181	205	386	60	1	61	7	0	7	0	0	0	0	0	0	679
30-May-2014	0	0	0	99	133	232	180	194	374	23	0	23	43	17	60	2	7	9	0	0	0	698
31-May-2014	0	0	0	0	0	0	0	0	0	0	0	0	193	108	301	68	148	216	0	0	0	517
Total	91	0	91	859	1571	2430	1615	1929	3544	558	347	905	5053	2556	7609	1690	3454	5144	0	0	0	19723

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-May-2014	27	0	27	33	36	69	32	56	88	0	1	1	21	19	40	12	11	23	0	0	0	248
02-May-2014	1	0	1	6	9	15	6	20	26	7	3	10	65	60	125	45	38	83	0	0	0	260
03-May-2014	0	0	0	0	0	0	0	2	2	1	1	2	45	49	94	38	20	58	0	0	0	156
04-May-2014	0	0	0	17	8	25	16	13	29	47	66	113	7	11	18	3	6	9	0	0	0	194
05-May-2014	1	0	1	0	5	5	0	1	1	0	1	1	74	77	151	48	37	85	0	0	0	244
06-May-2014	0	0	0	30	31	61	29	50	79	21	0	21	20	23	43	18	15	33	0	0	0	237
07-May-2014	0	0	0	52	44	96	68	76	144	1	0	1	0	1	1	0	0	0	0	0	0	242
08-May-2014	0	0	0	56	47	103	51	77	128	16	1	17	1	0	1	0	0	0	0	0	0	249
09-May-2014	1	0	1	0	0	0	0	0	0	1	0	1	58	79	137	67	46	113	0	0	0	252
10-May-2014	2	0	2	0	0	0	0	1	1	0	3	3	51	42	93	28	23	51	0	0	0	150
11-May-2014	0	0	0	37	28	65	34	58	92	2	1	3	11	6	17	0	4	4	0	0	0	181
12-May-2014	1	0	1	62	44	106	57	79	136	0	1	1	0	0	0	0	0	0	0	0	0	244
13-May-2014	3	0	3	9	18	27	12	16	28	0	0	0	56	65	121	43	26	69	0	0	0	248
14-May-2014	1	0	1	0	0	0	0	0	0	0	6	6	71	76	147	54	40	94	0	0	0	248
15-May-2014	3	0	3	0	8	8	0	2	2	0	1	1	75	80	155	53	41	94	0	0	0	263
16-May-2014	0	0	0	0	0	0	0	0	0	0	0	0	69	79	148	61	50	111	0	0	0	259
17-May-2014	1	0	1	0	5	5	0	1	1	0	0	0	60	46	106	24	21	45	0	0	0	158
18-May-2014	2	0	2	0	3	3	1	2	3	0	0	0	52	63	115	28	30	58	0	0	0	181
19-May-2014	0	0	0	0	0	0	0	0	0	0	4	4	68	77	145	52	39	91	0	0	0	240
20-May-2014	0	0	0	0	0	0	0	0	0	0	14	14	60	68	128	60	38	98	0	0	0	240
21-May-2014	2	0	2	45	43	88	49	81	130	25	1	26	4	1	5	0	0	0	0	0	0	251
22-May-2014	0	0	0	0	2	2	1	0	1	0	0	0	62	74	136	59	45	104	0	0	0	243
23-May-2014	1	0	1	0	0	0	0	2	2	1	16	17	65	70	135	63	43	106	0	0	0	261
24-May-2014	8	0	8	0	5	5	0	19	19	22	2	24	31	26	57	20	16	36	0	0	0	149
25-May-2014	3	0	3	23	26	49	21	33	54	0	2	2	32	31	63	7	6	13	0	0	0	184
26-May-2014	2	0	2	0	0	0	0	2	2	0	2	2	63	79	142	58	42	100	0	0	0	248
27-May-2014	2	0	2	0	0	0	0	0	0	0	1	1	66	74	140	54	46	100	0	0	0	243
28-May-2014	1	0	1	0	0	0	0	2	2	1	7	8	62	73	135	63	42	105	0	0	0	251
29-May-2014	0	0	0	53	45	98	48	77	125	19	0	19	0	0	0	0	0	0	0	0	0	242
30-May-2014	0	0	0	60	43	103	53	78	131	9	1	10	4	2	6	0	0	0	0	0	0	250
31-May-2014	0	0	0	0	0	0	0	1	1	0	2	2	46	47	93	36	22	58	0	0	0	154
Total	62	0	62	483	450	933	478	749	1227	173	137	310	1299	1398	2697	994	747	1741	0	0	0	6970

(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-May-2014	0	0	1	2	1	3	49	74	74	71	66	55	45	47	50	58	60	53	78	64	40	30	24	2	947
02-May-2014	3	2	1	4	0	3	45	72	65	66	63	64	49	54	56	60	52	68	70	75	35	32	24	0	963
03-May-2014	1	1	1	2	0	1	36	50	63	56	60	54	50	38	41	47	31	44	35	32	18	19	9	0	689
04-May-2014	0	1	1	0	0	4	29	31	48	38	47	52	47	46	52	51	50	48	74	77	58	28	31	1	814
05-May-2014	1	0	0	2	0	2	43	76	75	69	65	58	51	41	52	59	49	66	67	53	33	32	23	4	921
06-May-2014	1	1	3	2	0	4	46	75	76	59	59	52	46	40	44	58	47	52	68	51	29	33	18	2	866
07-May-2014	1	0	1	3	0	3	39	73	78	61	64	50	43	43	57	49	46	66	66	61	31	29	23	3	890
08-May-2014	1	1	2	2	0	2	42	70	73	67	62	57	43	40	57	57	50	64	71	57	39	29	28	3	917
09-May-2014	2	0	3	1	0	3	39	70	71	68	67	61	56	49	55	57	54	63	74	62	40	34	21	2	952
10-May-2014	0	0	0	0	1	2	32	50	61	63	61	57	46	40	33	40	34	38	36	33	19	19	9	1	675
11-May-2014	1	0	0	1	0	3	30	34	46	54	55	47	47	45	50	60	47	66	73	66	32	29	24	1	811
12-May-2014	0	0	0	0	3	3	41	71	70	75	69	56	54	47	55	54	44	61	74	52	35	31	22	2	919
13-May-2014	2	0	0	2	2	4	45	70	79	63	59	54	44	42	52	52	46	57	60	50	29	24	21	5	862
14-May-2014	3	1	2	3	0	3	39	71	68	71	60	58	43	45	49	51	51	58	69	61	30	31	21	2	890
15-May-2014	3	0	1	3	1	3	44	76	75	75	62	56	40	41	53	59	55	61	73	59	36	39	27	5	947
16-May-2014	2	0	3	3	0	3	41	76	70	72	64	59	49	48	55	65	55	61	76	64	42	32	24	0	964
17-May-2014	1	0	0	0	0	3	31	54	64	64	58	50	50	38	43	44	29	40	36	32	20	20	8	1	686
18-May-2014	0	1	1	1	0	3	33	33	43	53	50	50	42	42	50	61	51	65	72	62	39	35	22	1	810
19-May-2014	0	0	0	0	0	3	46	75	74	70	62	60	48	48	50	55	49	61	65	54	37	29	22	3	911
20-May-2014	1	1	1	3	0	3	48	80	73	63	57	50	37	44	44	52	50	53	64	55	26	29	14	3	851
21-May-2014	3	0	3	2	0	3	43	68	77	59	68	51	40	46	53	51	53	56	70	51	31	32	25	4	889
22-May-2014	1	1	2	3	0	3	46	71	59	76	68	49	45	43	50	58	49	61	73	56	41	32	24	5	916
23-May-2014	2	0	3	2	1	3	40	74	70	63	62	61	49	51	54	56	58	64	74	70	41	36	17	0	951
24-May-2014	1	0	0	1	0	2	36	50	60	64	60	51	48	37	40	45	32	36	33	29	15	24	6	0	670
25-May-2014	2	0	0	0	0	4	30	31	46	51	53	48	42	45	47	55	59	64	67	70	36	30	20	0	800
26-May-2014	0	0	0	1	0	3	45	71	75	67	68	56	48	50	43	54	47	55	68	53	33	33	22	5	897
27-May-2014	2	0	0	2	1	3	46	68	72	58	65	47	46	40	51	52	48	52	69	46	34	27	17	4	850
28-May-2014	3	2	1	2	0	4	43	73	71	60	60	53	47	44	51	54	55	59	65	59	35	31	19	4	895
29-May-2014	1	0	2	2	0	3	45	76	71	66	67	45	44	42	56	55	55	63	70	59	40	33	24	2	921
30-May-2014	1	0	4	2	0	2	42	73	72	68	73	55	50	42	60	61	52	64	70	70	35	29	23	0	948
31-May-2014	0	1	0	2	0	3	33	51	59	55	66	48	41	44	42	42	37	34	34	33	18	19	8	1	671
Total	39	13	36	53	10	91	1247	1987	2078	1965	1920	1664	1430	1362	1545	1672	1495	1753	1994	1716	1027	910	620	66	26693
Avg.	1.26	0.42	1.16	1.71	0.32	2.94	40.23	64.10	67.03	63.39	61.94	53.68	46.13	43.94	49.84	53.94	48.23	56.55	64.32	55.35	33.13	29.35	20.00	2.13	861.06

(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-May-2014	0	0	1	1	0	3	29	39	40	28	29	29	19	22	24	26	33	32	37	31	23	19	13	0	478
02-May-2014	1	1	1	2	0	3	25	38	34	30	26	32	22	24	26	25	23	43	38	30	19	19	18	0	480
03-May-2014	0	1	0	2	0	1	28	30	35	21	19	24	23	17	22	26	17	29	15	17	10	12	4	0	353
04-May-2014	0	0	1	0	0	4	21	15	24	19	22	21	18	15	21	24	18	25	46	44	24	14	20	1	397
05-May-2014	0	0	0	2	0	2	23	37	41	32	28	30	24	15	26	25	28	39	29	22	23	18	11	3	458
06-May-2014	0	1	1	1	0	4	25	37	42	25	26	28	19	22	23	22	25	26	37	28	18	18	7	1	436
07-May-2014	0	0	1	1	0	3	24	36	41	25	30	25	18	20	29	17	24	35	35	30	20	18	9	1	442
08-May-2014	0	1	1	1	0	2	23	37	37	29	28	30	19	21	29	19	27	36	35	28	23	18	16	2	462
09-May-2014	1	0	2	0	0	3	23	34	36	35	25	31	29	23	27	24	23	36	38	27	23	20	14	2	476
10-May-2014	0	0	0	0	0	2	23	32	30	23	23	30	18	22	20	16	22	25	17	19	9	11	3	0	345
11-May-2014	0	0	0	1	0	3	22	18	21	19	19	21	18	20	26	27	25	39	37	32	17	14	18	0	397
12-May-2014	0	0	0	0	2	3	24	37	36	35	30	27	23	21	32	20	26	34	32	26	18	18	13	1	458
13-May-2014	1	0	0	2	0	4	26	33	40	33	26	27	17	21	30	18	23	33	30	23	17	14	10	2	430
14-May-2014	2	1	2	1	0	3	22	39	34	33	27	27	20	21	24	19	29	31	35	30	18	19	10	0	447
15-May-2014	1	0	1	1	1	3	24	42	35	37	26	27	16	20	30	22	28	35	37	25	23	26	14	1	475
16-May-2014	1	0	3	1	0	3	25	40	33	30	26	31	21	25	28	26	27	36	38	28	23	19	17	0	481
17-May-2014	1	0	0	0	0	3	23	34	31	21	19	27	22	19	26	20	17	25	16	19	10	12	3	0	348
18-May-2014	0	0	0	1	0	3	24	19	19	24	16	19	16	19	25	26	27	41	34	25	26	21	14	0	399
19-May-2014	0	0	0	0	0	3	25	40	37	31	28	28	19	28	23	24	25	32	34	24	22	17	11	1	452
20-May-2014	0	1	1	1	0	3	29	39	37	29	27	24	18	22	22	19	27	29	33	28	15	16	7	1	428
21-May-2014	2	0	2	0	0	3	26	36	43	24	32	22	17	23	25	21	28	32	34	22	20	19	12	1	444
22-May-2014	0	1	2	1	0	3	26	34	32	40	25	24	21	21	27	22	30	31	35	29	22	21	13	2	462
23-May-2014	1	0	2	0	1	3	22	38	38	26	25	31	23	26	25	20	33	36	39	30	24	21	10	0	474
24-May-2014	1	0	0	1	0	2	27	30	30	24	21	27	22	18	24	19	19	23	12	20	8	13	1	0	342
25-May-2014	1	0	0	0	0	4	21	16	23	22	19	17	18	20	20	28	30	39	31	35	20	18	12	0	394
26-May-2014	0	0	0	0	0	3	23	38	40	28	32	27	22	24	25	22	27	29	31	26	15	19	14	1	446
27-May-2014	1	0	0	1	1	3	27	36	34	25	33	23	19	21	29	19	24	28	37	24	17	16	8	2	428
28-May-2014	1	2	0	1	0	4	23	41	34	27	30	23	23	19	26	22	27	29	35	30	22	17	8	1	445
29-May-2014	1	0	2	0	0	3	28	38	38	26	28	24	17	20	30	23	28	35	34	31	23	20	12	1	462
30-May-2014	0	0	3	0	0	2	23	37	40	30	31	27	23	20	33	20	25	36	41	29	19	19	15	0	473
31-May-2014	0	0	0	2	0	3	25	29	29	22	26	22	18	26	26	16	22	22	15	19	7	11	3	0	343
Total	16	9	26	24	5	91	759	1049	1064	853	802	805	622	655	803	677	787	1001	997	831	578	537	340	24	13355
Avg.	0.52	0.29	0.84	0.77	0.16	2.94	24.48	33.84	34.32	27.52	25.87	25.97	20.06	21.13	25.90	21.84	25.39	32.29	32.16	26.81	18.65	17.32	10.97	0.77	430.81

(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-May-2014	0	0	0	1	1	0	20	35	34	43	37	26	26	25	26	32	27	21	41	33	17	11	11	2	469
02-May-2014	2	1	0	2	0	0	20	34	31	36	37	32	27	30	30	35	29	25	32	45	16	13	6	0	483
03-May-2014	1	0	1	0	0	0	8	20	28	35	41	30	27	21	19	21	14	15	20	15	8	7	5	0	336
04-May-2014	0	1	0	0	0	0	8	16	24	19	25	31	29	31	31	27	32	23	28	33	34	14	11	0	417
05-May-2014	1	0	0	0	0	0	20	39	34	37	37	28	27	26	26	34	21	27	38	31	10	14	12	1	463
06-May-2014	1	0	2	1	0	0	21	38	34	34	33	24	27	18	21	36	22	26	31	23	11	15	11	1	430
07-May-2014	1	0	0	2	0	0	15	37	37	36	34	25	25	23	28	32	22	31	31	31	11	11	14	2	448
08-May-2014	1	0	1	1	0	0	19	33	36	38	34	27	24	19	28	38	23	28	36	29	16	11	12	1	455
09-May-2014	1	0	1	1	0	0	16	36	35	33	42	30	27	26	28	33	31	27	36	35	17	14	7	0	476
10-May-2014	0	0	0	0	1	0	9	18	31	40	38	27	28	18	13	24	12	13	19	14	10	8	6	1	330
11-May-2014	1	0	0	0	0	0	8	16	25	35	36	26	29	25	24	33	22	27	36	34	15	15	6	1	414
12-May-2014	0	0	0	0	1	0	17	34	34	40	39	29	31	26	23	34	18	27	42	26	17	13	9	1	461
13-May-2014	1	0	0	0	2	0	19	37	39	30	33	27	27	21	22	34	23	24	30	27	12	10	11	3	432
14-May-2014	1	0	0	2	0	0	17	32	34	38	33	31	23	24	25	32	22	27	34	31	12	12	11	2	443
15-May-2014	2	0	0	2	0	0	20	34	40	38	36	29	24	21	23	37	27	26	36	34	13	13	13	4	472
16-May-2014	1	0	0	2	0	0	16	36	37	42	38	28	28	23	27	39	28	25	38	36	19	13	7	0	483
17-May-2014	0	0	0	0	0	0	8	20	33	43	39	23	28	19	17	24	12	15	20	13	10	8	5	1	338
18-May-2014	0	1	1	0	0	0	9	14	24	29	34	31	26	23	25	35	24	24	38	37	13	14	8	1	411
19-May-2014	0	0	0	0	0	0	21	35	37	39	34	32	29	20	27	31	24	29	31	30	15	12	11	2	459
20-May-2014	1	0	0	2	0	0	19	41	36	34	30	26	19	22	22	33	23	24	31	27	11	13	7	2	423
21-May-2014	1	0	1	2	0	0	17	32	34	35	36	29	23	23	28	30	25	24	36	29	11	13	13	3	445
22-May-2014	1	0	0	2	0	0	20	37	27	36	43	25	24	22	23	36	19	30	38	27	19	11	11	3	454
23-May-2014	1	0	1	2	0	0	18	36	32	37	37	30	26	25	29	36	25	28	35	40	17	15	7	0	477
24-May-2014	0	0	0	0	0	0	9	20	30	40	39	24	26	19	16	26	13	13	21	9	7	11	5	0	328
25-May-2014	1	0	0	0	0	0	9	15	23	29	34	31	24	25	27	27	29	25	36	35	16	12	8	0	406
26-May-2014	0	0	0	1	0	0	22	33	35	39	36	29	26	26	18	32	20	26	37	27	18	14	8	4	451
27-May-2014	1	0	0	1	0	0	19	32	38	33	32	24	27	19	22	33	24	24	32	22	17	11	9	2	422
28-May-2014	2	0	1	1	0	0	20	32	37	33	30	30	24	25	25	32	28	30	30	29	13	14	11	3	450
29-May-2014	0	0	0	2	0	0	17	38	33	40	39	21	27	22	26	32	27	28	36	28	17	13	12	1	459
30-May-2014	1	0	1	2	0	0	19	36	32	38	42	28	27	22	27	41	27	28	29	41	16	10	8	0	475
31-May-2014	0	1	0	0	0	0	8	22	30	33	40	26	23	18	16	26	15	12	19	14	11	8	5	1	328
Total	23	4	10	29	5	0	488	938	1014	1112	1118	859	808	707	742	995	708	752	997	885	449	373	280	42	13338
Avg.	0.74	0.13	0.32	0.94	0.16	0.00	15.74	30.26	32.71	35.87	36.06	27.71	26.06	22.81	23.94	32.10	22.84	24.26	32.16	28.55	14.48	12.03	9.03	1.35	430.26

(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-May-14	07: 00	00:22	02:09	-	-	-	03:13	08:15	-	-	02:57	-	-
02-May-14	07: 00	00:04	-	02:53	00:21	-	11:57	01:42	-	-	-	-	-
03-May-14	07:00	00:28	-	-	-	-	16:30	-	-	-	-	-	-
04-May-14	07:00	00:12	-	-	01:06	-	04:57	02:16	-	08:26	-	-	-
05-May-14	07:00	00:24	04:51	-	-	- 11:	43 -	-	-	-	-	-	-
06-May-14	07:00	00:17	-	04:53 -	-	-	04:45	07:03 -	-	-	-	-	-
07-May-14	07:00	00:20	-	02:00 -	-	-	-	14:38 -	-	-	-	-	-
08-May-14	07:00	00:20	-	04:16 -	-	-	-	12:22 -	-	-	-	-	-
09-May-14	07:00	00:24	-	- 00:	46 -	-	15:48	-	-	-	-	-	-
10-May-14	07:00	00:44	-	-	04:04	-	12:10	-	-	-	-	-	-
11-May-14	07:00	00:29	00:53	02:05	-	-	03:30	09:59	-	-	-	-	-
12-May-14	07:00	00:23	-	-	-	- -	-	16:35	- -	-	-	-	-
13-May-14	07: 00	00:18	05:41	-	-	-	08:24	02:34	-	-	-	-	-
14-May-14	07:00	00:29	-	- 01:	52 -	-	14:37	-	-	-	-	-	-
15-May-14	07:00	00:24	02:31	-	-	- 14:	03 -	-	-	-	-	-	-
16-May-14	07:00	00:22	-	- 00:	36 -	-	16:00	-	-	-	-	-	-
17-May-14	07:00	00:40	04:24	-	-	-	11:54	-	-	-	-	-	-
18-May-14	07:00	00:31	04:30	-	-	-	11:57	-	-	-	-	-	-
19-May-14	07:00	00:24	02:04	- 01:	07 -	-	13:23	-	-	-	-	-	-
20-May-14	07:00	00:22	02:16	- 03:	04 -	-	11:16	-	-	-	-	-	-
21-May-14	07:00	00:24	02:05	02:51 -	-	-	-	11:38 -	-	-	-	-	-
22-May-14	07:00	-	02:05	-	-	- 14:	54 -	-	-	-	-	-	-
23-May-14	07:00	00:27	01:25	- 03:	46 -	-	11:20	-	-	-	-	-	-
24-May-14	07:00	00:56	01:19	04:03	-	-	07:01	-	-	-	03:38	-	-
25-May-14	07:00	00:26	05:30	-	01:12	-	04:38	05:11	-	-	-	-	-
26-May-14	07:00	00:14	-	-	-	- 16:	44 -	-	-	-	-	-	-
27-May-14	07:00	00:21	-	-	-	- 16:	37 -	-	-	-	-	-	-
28-May-14	07:00	00:17	03:04	- 01:	25 -	-	12:12	-	-	-	-	-	-
29-May-14	07:00	00:33	-	03:54 -	-	-	-	12:31 -	-	-	-	-	-
30-May-14	07:00	00:33	-	01:30 -	-	-	01:57	12:57 -	-	-	-	-	-
31-May-14	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
Total	217:00	12:54	44:52	28:30	19:24	00:00	288:25	117:47	00:00	08:26	06:36	00:00	00:00
% Used		2.45%	8.52%	5.41%	3.68%	0.00%	54.73%	22.35%	0.00%	1.60%	1.25%	0.00%	0.00%

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

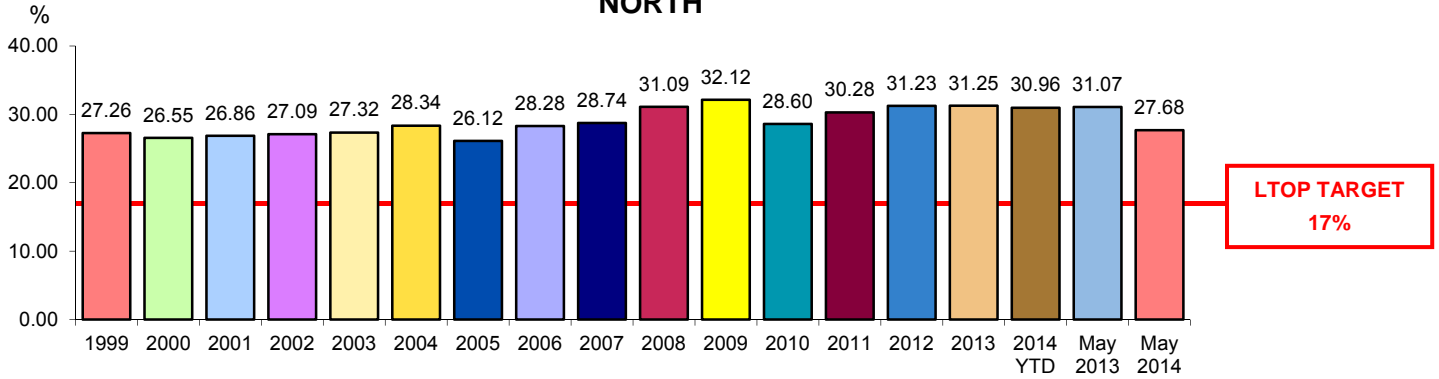
Cumulative Mode Utilisation from 1 January 2014

Time	2.10%	4.49%	4.37%	1.42%	0.00%	49.86%	34.13%	0.01%	0.37%	3.24%	0.00%	0.00%
Movements	0.39%	3.23%	3.11%	1.04%	0.00%	52.32%	37.25%	0.01%	0.36%	2.29%	0.00%	0.00%

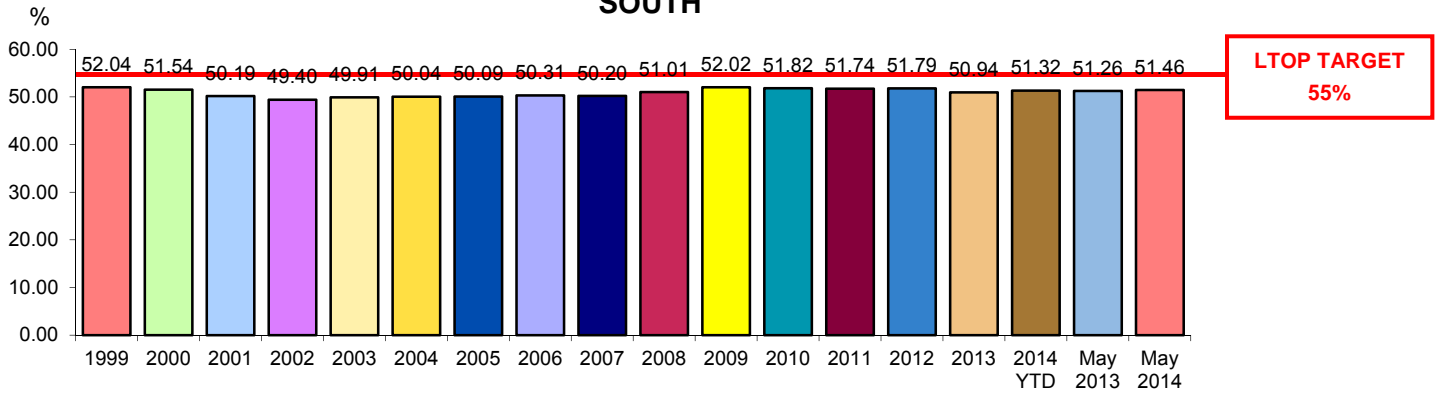
Runway End Impact to 31 May 2014

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

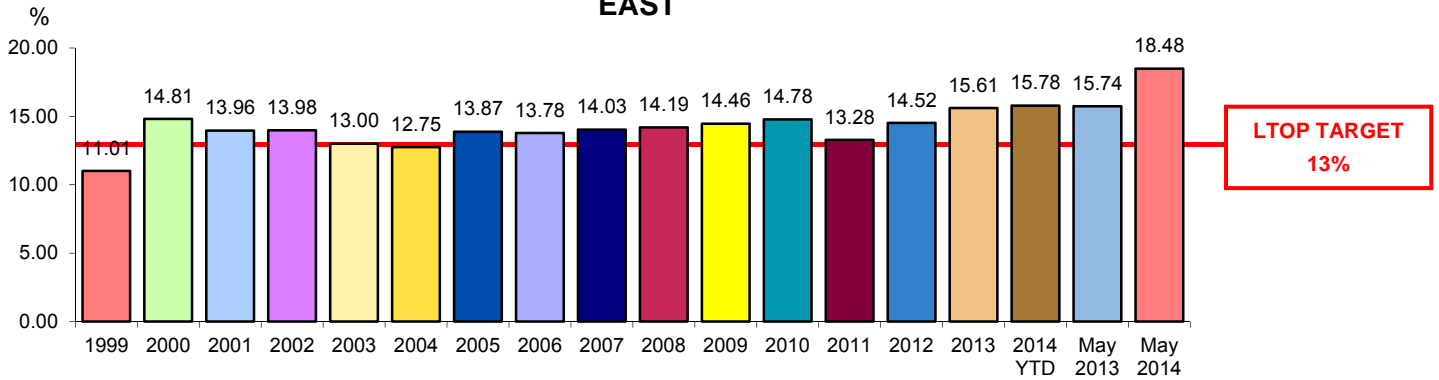
NORTH



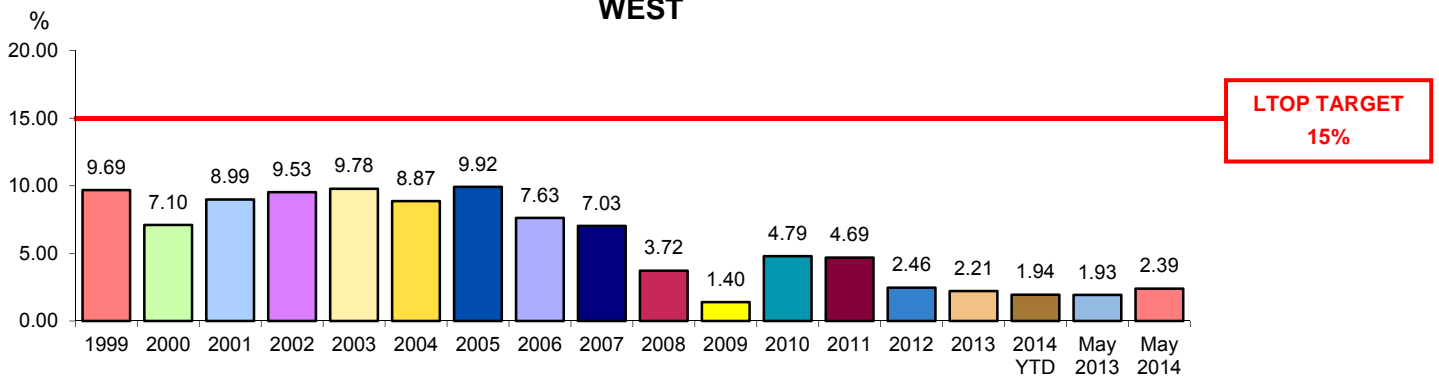
SOUTH



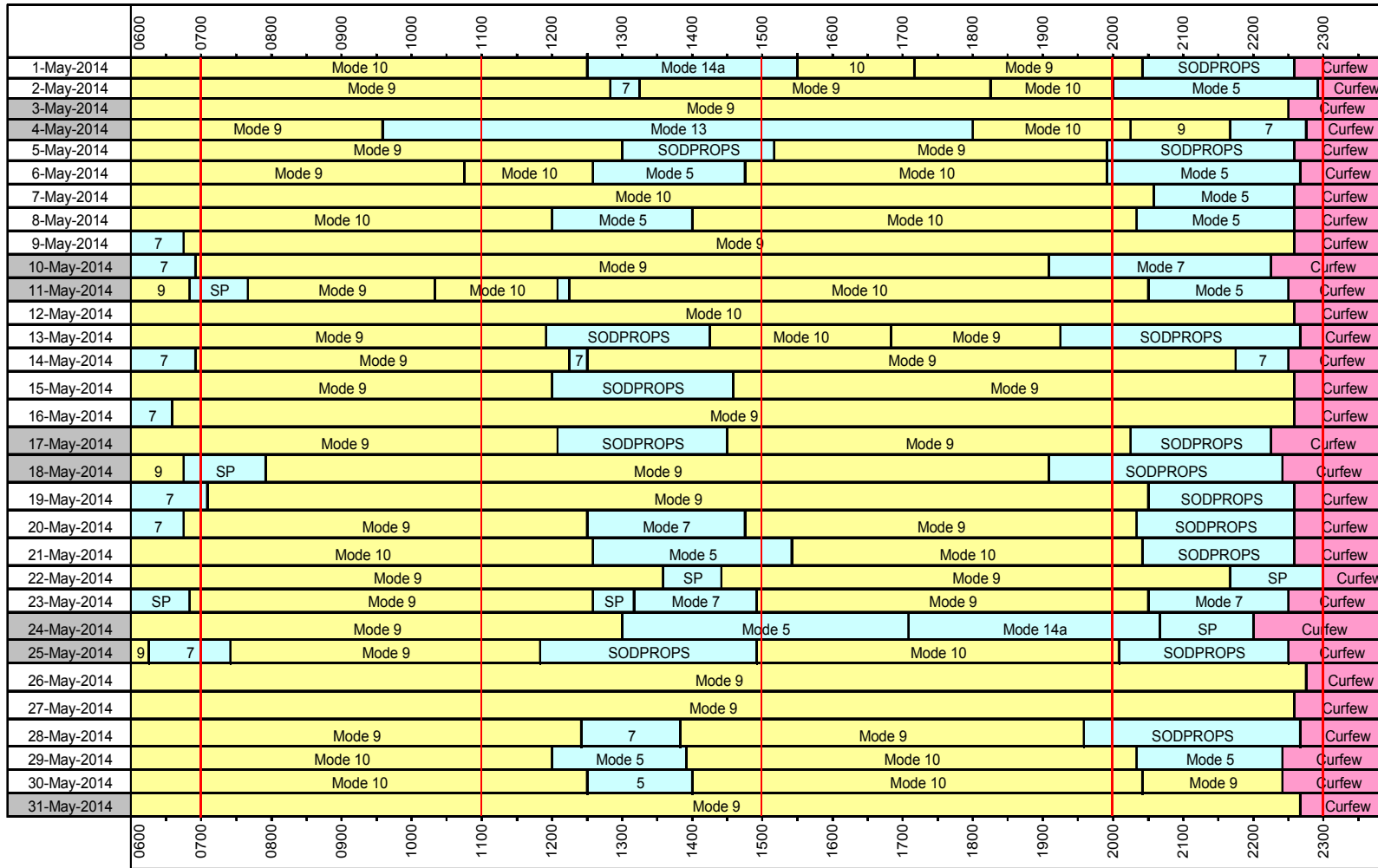
EAST



WEST



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25
M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **May 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
8/05/2014 07:16		08:20	1:04
30/05/2014 06:48		08:05	1:17

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

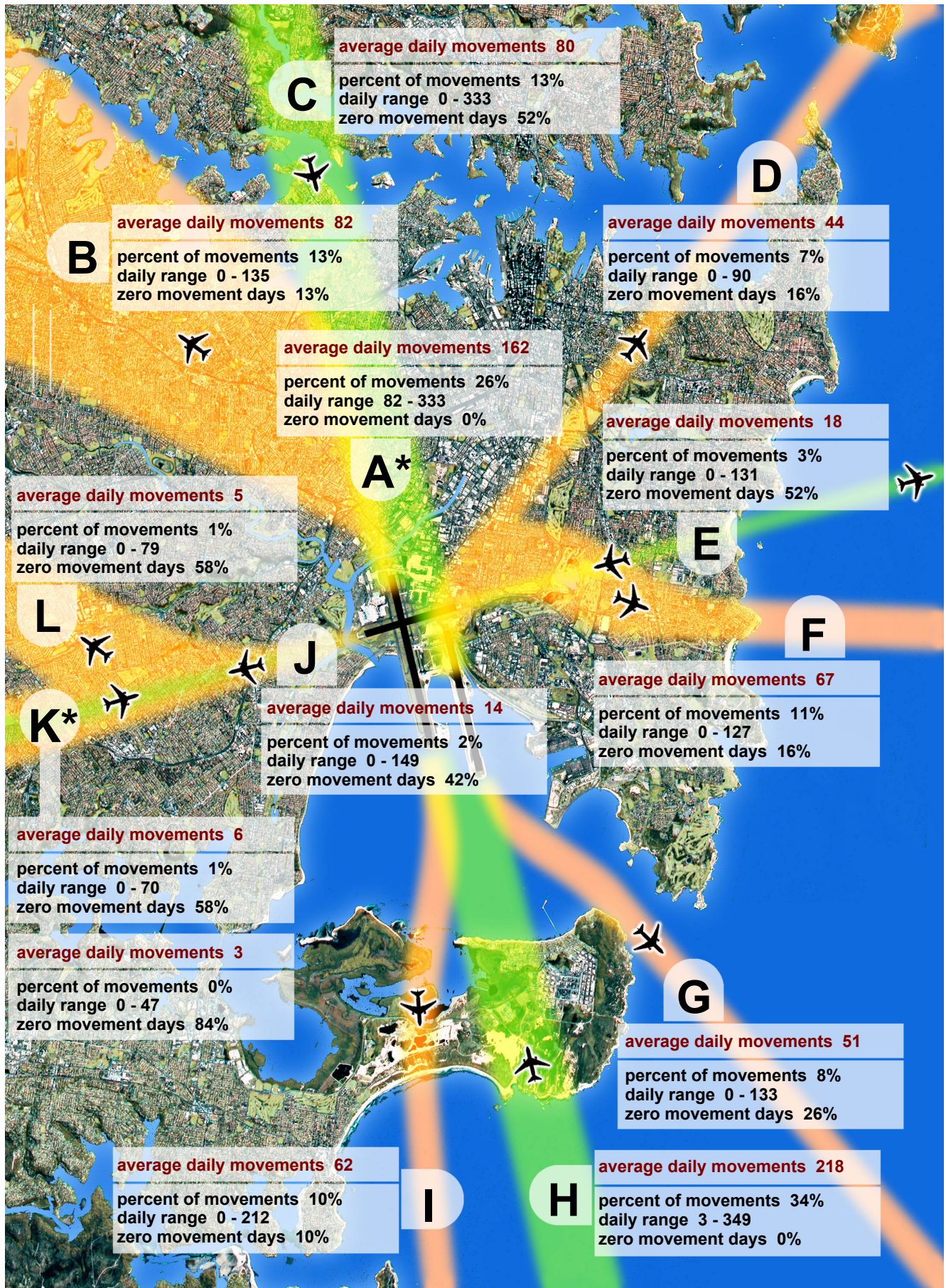
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
8/05/2014 43		18	25
30/05/2014 42		18	24

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

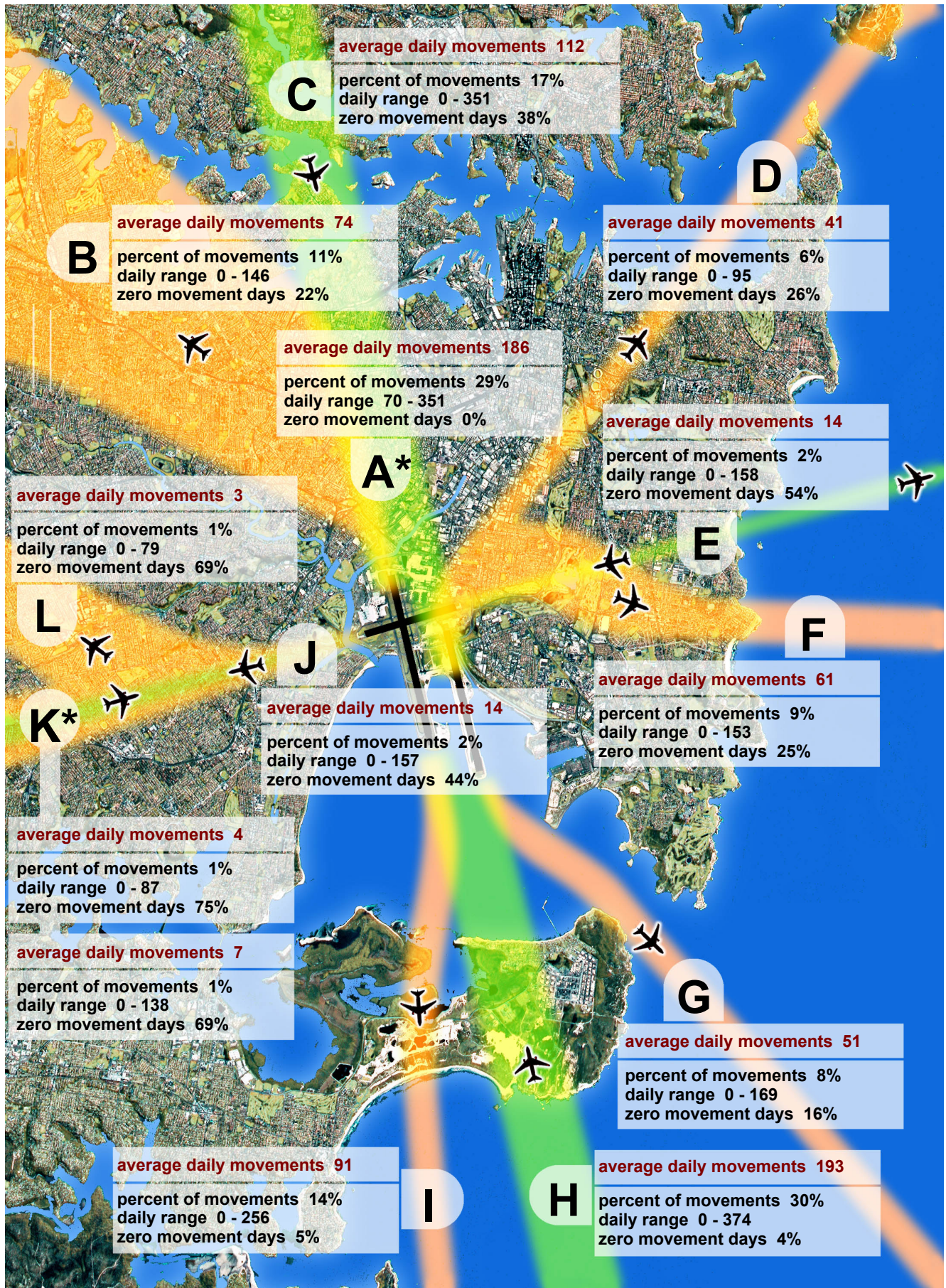
1 May 2014 to 31 May 2014, All Jets



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

Sydney Airport : Jet Flight Path Movements

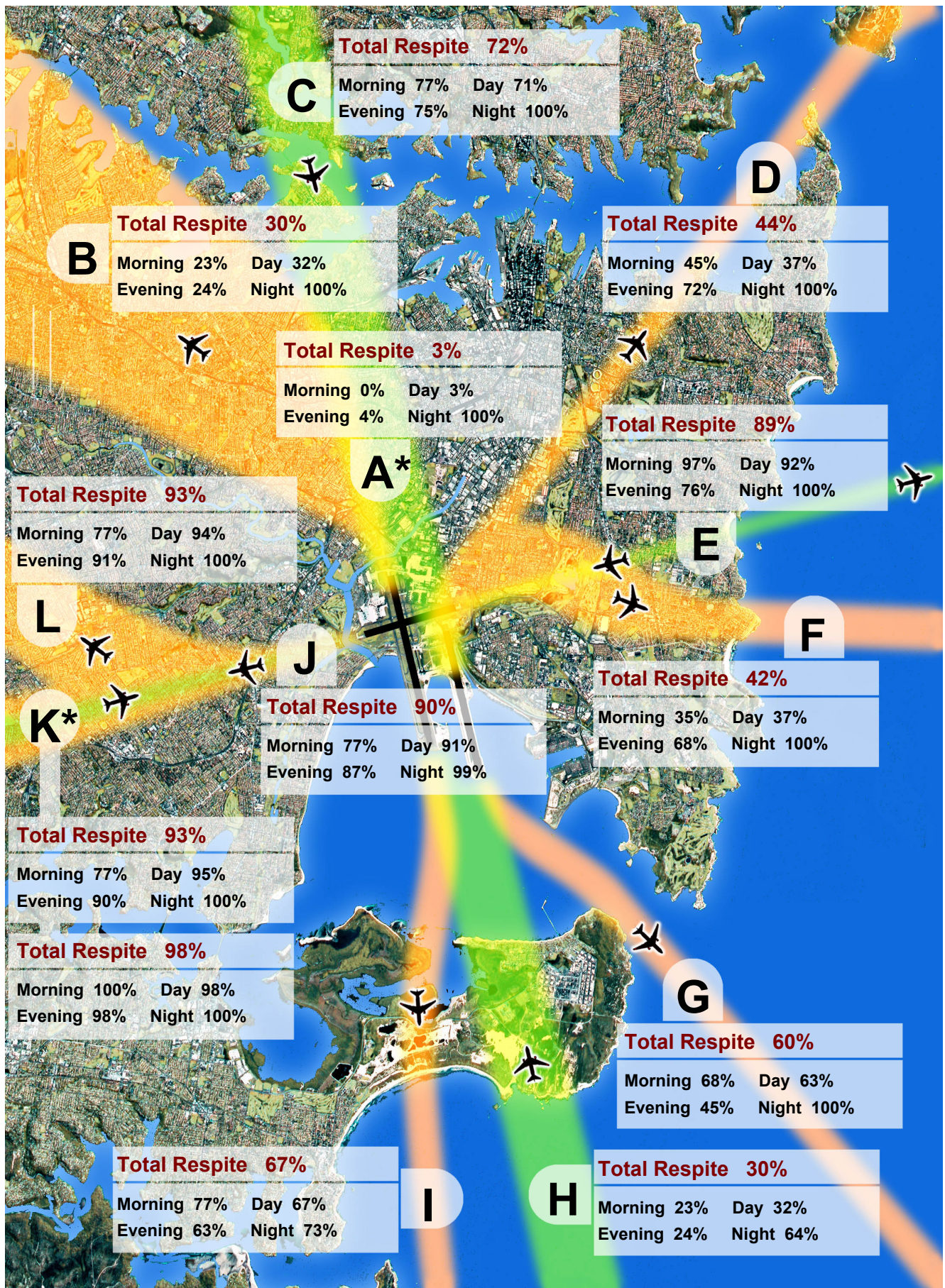
1 June 2013 to 31 May 2014, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 May 2014 to 31 May 2014, All Jets



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

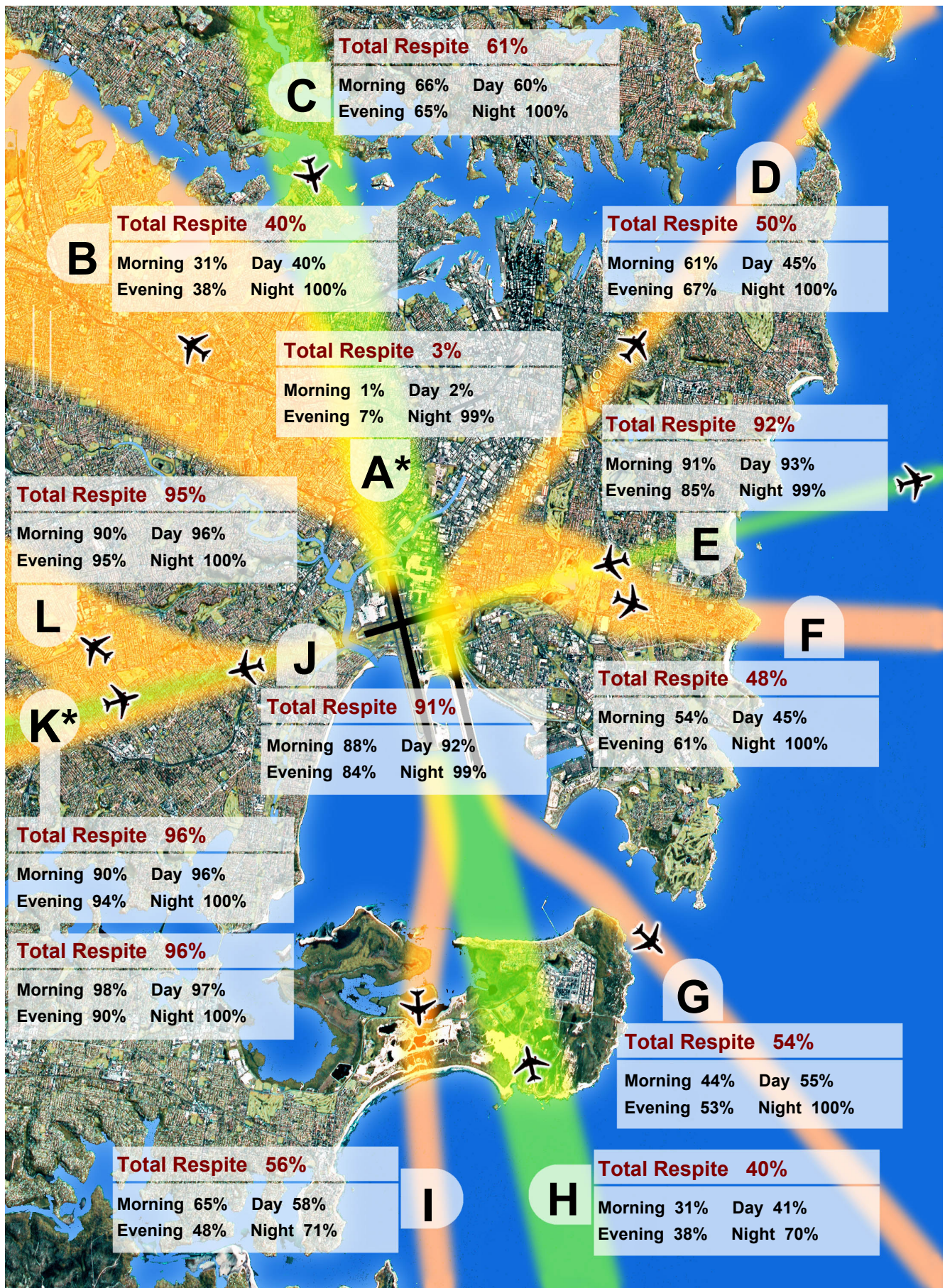
A respite interval is a 60 minute period when there are no jet movements (R60).

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 June 2013 to 31 May 2014, All Jets



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

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

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation) June 2013 to May 2014

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

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

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in September 2013 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2013 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2013 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 and Mode 7 was in July 2013 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2013 , Mode 14A in January 2014 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period June 2013 to May 2014, during which there were no movements.
Morning Respite	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
Day Respite	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
Evening Respite	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
Curfew (Night)	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 50%**. This means that over the period **June 2013 to May 2014 for 50%** 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 May 2014.



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

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L_{Amax}) 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 May 2014 along with the Daily N70 values for the three months up to and including May are given in Table 1.

<i>Location</i>	<i>CNE May</i>	<i>Operational Days May</i>	<i>N70 May</i>	<i>N70 Apr</i>	<i>N70 Mar</i>
<i>Threshold rwy 34</i>	<i>11,229</i>	<i>30.9 356</i>		<i>339</i>	<i>340</i>
<i>Penshurst</i>	<i>460</i>	<i>30.9 9</i>		<i>7</i>	<i>9</i>
<i>Bexley</i>	<i>570</i>	<i>30.9 15</i>		<i>8</i>	<i>12</i>
<i>Sydenham</i>	<i>4,764</i>	<i>30.9 153</i>		<i>182</i>	<i>172</i>
<i>Johnston St Annandale</i>	<i>1,767</i>	<i>30.9 46</i>		<i>79</i>	<i>66</i>
<i>Church St. St Peters</i>	<i>3,242</i>	<i>30.9 82</i>		<i>103</i>	<i>96</i>
<i>Leichhardt PEMU 36</i>	<i>2,289</i>	<i>30.9 66</i>		<i>109</i>	<i>97</i>
<i>Eastlakes</i>	<i>2,960</i>	<i>30.9 87</i>		<i>76</i>	<i>73</i>
<i>Coogee</i>	<i>965</i>	<i>30.9 27</i>		<i>26</i>	<i>19</i>
<i>Kurnell</i>	<i>3,204</i>	<i>30.9 89</i>		<i>71</i>	<i>85</i>
<i>Croydon</i>	<i>868</i>	<i>30.9 21</i>		<i>19</i>	<i>22</i>
<i>Hunters Hill</i>	<i>3,131</i>	<i>30.9 42</i>		<i>74</i>	<i>65</i>

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

The N70 values for May 2014 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

Runway 34L AM 19 PM 49 Day 254 Night 10 WE_D 333 WE_N 7	Penshurst AM 1 PM 1 Day 7 Night 0 WE_D 10 WE_N 0	Bexley AM 2 PM 1 Day 12 Night 0 WE_D 15 WE_N 0	Eastlakes AM 3 PM 12 Day 67 Night 0 WE_D 96 WE_N 0
Coogee AM 0 PM 9 Day 21 Night 0 WE_D 21 WE_N 0	Sydenham AM 8 PM 15 Day 140 Night 0 WE_D 131 WE_N 0	Leichhardt PEMU36 AM 5 PM 4 Day 70 Night 0 WE_D 34 WE_N 0	Kurnell AM 5 PM 3 Day 72 Night 0 WE_D 108 WE_N 0
Annandale AM 2 PM 2 Day 52 Night 0 WE_D 25 WE_N 0	St Peters AM 3 PM 7 Day 77 Night 0 WE_D 67 WE_N 0	Croydon AM 1 PM 3 Day 15 Night 0 WE_D 25 WE_N 0	Hunters Hull AM 5 PM 3 Day 44 Night 0 WE_D 20 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.