

Sydney Airport Operational Statistics

May 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

May 2015

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

There were a total of 26,635 aircraft movements this month (daily average 859.19). Last month there were a total of 26,320 movements (daily average 877.33) and for the same month last year there were a total of 26,693 movements (daily average 861.06).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 13 days and Mode 10 on 9 days. Crossing runway modes (including Sodprops) were used for 27.28% of non Curfew hours.

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

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

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

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

North 29.06% - This result is above the LTOP target and below the previous month (37.29%)

South 52.43% - This result is below the LTOP target and above the previous month (51.48%)

East 16.18% - This result is above the LTOP target and above the previous month (9.98%)

West 2.33% - This result is below the LTOP target and above the previous month (1.25%)

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

This procedure was used on 4 and 22 of May for a total of 5 hours and 16 minutes (ATIS time).

Noise Complaints & Information Service

Environmental Services

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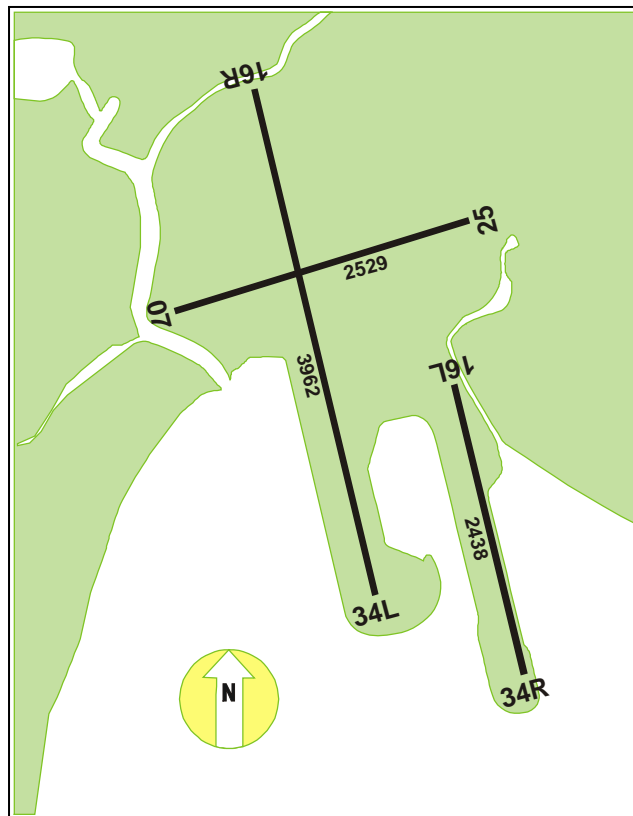
This report is available on the Internet at Airservices Australia website at

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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)

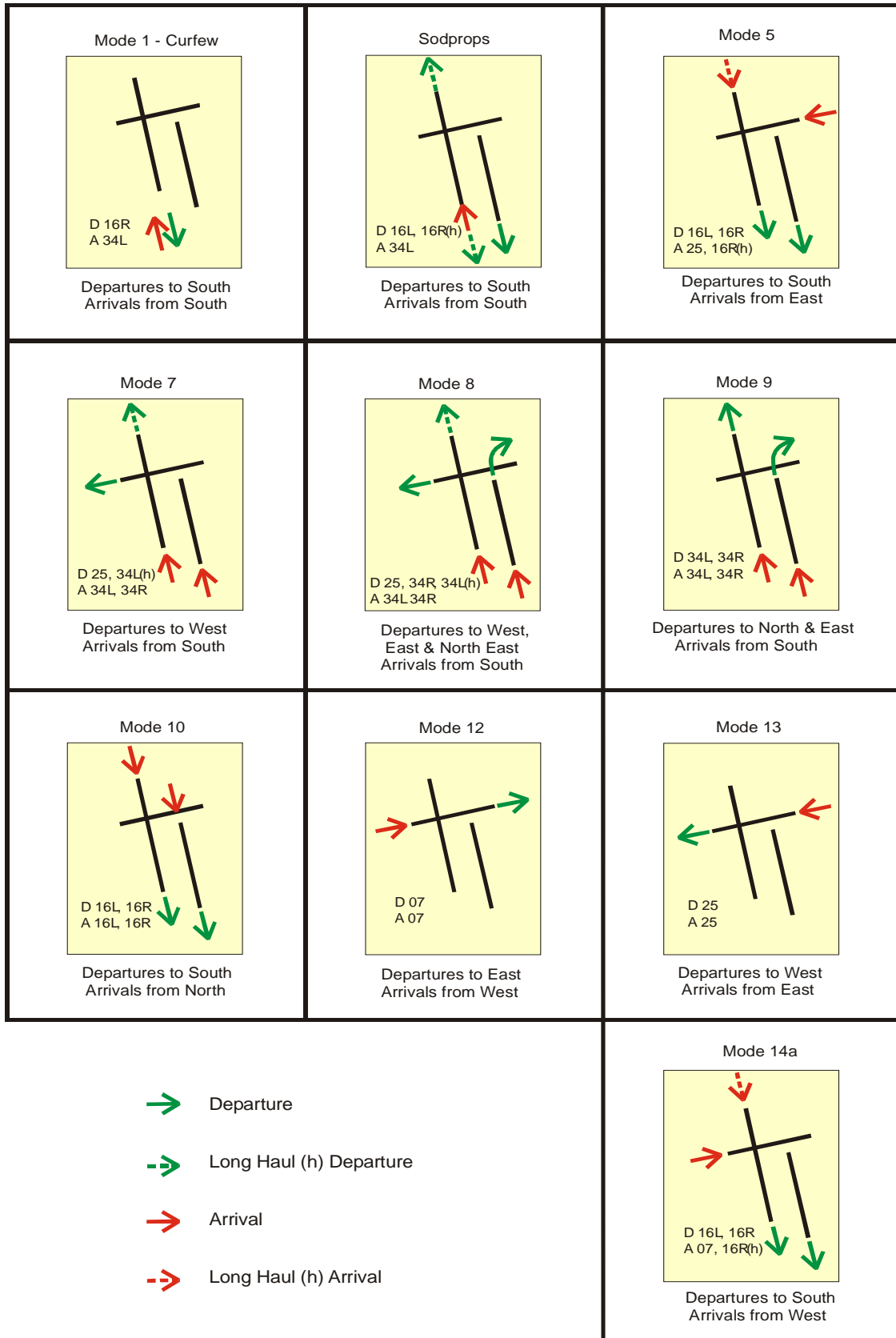
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-May-2015	47	0	47	181	140	321	234	328	562	0	0	0	5	0	5	0	0	0	0	0	0	935
02-May-2015	90	0	90	92	104	196	169	243	412	0	0	0	4	0	4	0	0	0	0	0	0	702
03-May-2015	0	0	0	154	156	310	253	262	515	0	1	1	2	0	2	0	0	0	0	0	0	828
04-May-2015	0	0	0	169	195	364	239	257	496	0	0	0	49	13	62	0	0	0	0	0	0	922
05-May-2015	0	0	0	2	2	4	16	23	39	0	6	6	265	180	445	150	215	365	0	0	0	859
06-May-2015	0	0	0	0	0	0	0	11	11	1	14	15	304	195	499	152	239	391	0	0	0	916
07-May-2015	0	0	0	0	0	0	0	8	8	37	22	59	290	176	466	132	247	379	0	0	0	912
08-May-2015	0	0	0	0	107	107	0	6	6	0	0	0	346	186	532	116	176	292	0	0	0	937
09-May-2015	0	0	0	0	37	37	0	0	0	1	23	24	275	151	426	91	135	226	0	0	0	713
10-May-2015	0	0	0	0	0	0	0	2	2	0	14	14	257	180	437	140	213	353	0	0	0	806
11-May-2015	0	0	0	0	0	0	0	4	4	133	154	287	196	144	340	108	139	247	0	0	0	878
12-May-2015	0	0	0	0	0	0	0	8	8	1	1	2	289	189	478	150	241	391	0	0	0	879
13-May-2015	0	0	0	142	123	265	218	273	491	83	45	128	11	11	22	0	0	0	0	0	0	906
14-May-2015	0	0	0	159	184	343	191	269	460	83	0	83	31	3	34	0	0	0	0	0	0	920
15-May-2015	0	0	0	168	181	349	267	291	558	24	0	24	6	0	6	0	0	0	0	0	0	937
16-May-2015	0	0	0	67	120	187	112	222	334	173	0	173	4	0	4	0	0	0	0	0	0	698
17-May-2015	2	0	2	61	93	154	111	182	293	49	21	70	123	58	181	57	64	121	0	0	0	821
18-May-2015	1	0	1	94	74	168	115	164	279	36	1	37	129	101	230	84	119	203	0	0	0	918
19-May-2015	1	0	1	0	7	7	0	10	10	1	33	34	278	184	462	156	201	357	0	0	0	871
20-May-2015	1	0	1	0	0	0	0	9	9	0	66	66	259	168	427	173	195	368	0	0	0	871
21-May-2015	0	0	0	161	158	319	244	276	520	14	9	23	27	1	28	7	0	7	0	0	0	897
22-May-2015	0	0	0	210	146	356	241	321	562	0	0	0	4	0	4	0	0	0	0	0	0	922
23-May-2015	1	0	1	76	115	191	127	224	351	151	2	153	2	0	2	0	0	0	0	0	0	698
24-May-2015	0	0	0	74	110	184	96	154	250	51	0	51	144	83	227	42	71	113	0	0	0	825
25-May-2015	1	0	1	0	84	84	0	3	3	1	0	1	332	186	518	124	187	311	0	0	0	918
26-May-2015	0	0	0	54	92	146	73	142	215	67	0	67	165	101	266	80	102	182	0	0	0	876
27-May-2015	1	0	1	0	30	30	0	9	9	0	45	45	281	173	454	163	194	357	0	0	0	896
28-May-2015	0	0	0	0	16	16	0	4	4	0	0	0	301	176	477	158	255	413	0	0	0	910
29-May-2015	0	0	0	0	76	76	0	4	4	0	2	2	342	195	537	132	197	329	0	0	0	948
30-May-2015	0	0	0	0	101	101	0	4	4	1	0	1	299	147	446	54	93	147	0	0	0	699
31-May-2015	0	0	0	0	105	105	0	1	1	0	17	17	300	169	469	105	120	225	0	0	0	817
Total	145	0	145	1864	2556	4420	2706	3714	6420	907	476	1383	5320	3170	8490	2374	3403	5777	0	0	0	26635

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-2015	40	0	40	117	102	219	184	245	429	0	0	0	4	0	4	0	0	0	0	0	0	692
02-May-2015	65	0	65	62	81	143	142	193	335	0	0	0	3	0	3	0	0	0	0	0	0	546
03-May-2015	0	0	0	114	124	238	209	198	407	0	0	0	1	0	1	0	0	0	0	0	0	646
04-May-2015	0	0	0	109	151	260	183	181	364	0	0	0	43	11	54	0	0	0	0	0	0	678
05-May-2015	0	0	0	2	2	4	15	21	36	0	5	5	206	103	309	85	171	256	0	0	0	610
06-May-2015	0	0	0	0	0	0	0	9	9	1	12	13	231	116	347	101	198	299	0	0	0	668
07-May-2015	0	0	0	0	0	0	0	7	7	20	19	39	226	101	327	91	205	296	0	0	0	669
08-May-2015	0	0	0	0	94	94	0	4	4	0	0	0	268	104	372	76	149	225	0	0	0	695
09-May-2015	0	0	0	0	33	33	0	0	0	1	20	21	217	104	321	59	114	173	0	0	0	548
10-May-2015	0	0	0	0	0	0	0	0	0	0	12	12	221	122	343	96	181	277	0	0	0	632
11-May-2015	0	0	0	0	0	0	0	3	3	100	110	210	155	93	248	65	118	183	0	0	0	644
12-May-2015	0	0	0	0	0	0	0	7	7	0	0	0	223	109	332	91	198	289	0	0	0	628
13-May-2015	0	0	0	94	85	179	168	196	364	62	38	100	6	11	17	0	0	0	0	0	0	660
14-May-2015	0	0	0	97	141	238	152	191	343	62	0	62	28	2	30	0	0	0	0	0	0	673
15-May-2015	0	0	0	116	140	256	204	210	414	22	0	22	5	0	5	0	0	0	0	0	0	697
16-May-2015	0	0	0	46	94	140	85	172	257	134	0	134	3	0	3	0	0	0	0	0	0	534
17-May-2015	0	0	0	40	74	114	88	143	231	46	18	64	106	31	137	40	54	94	0	0	0	640
18-May-2015	0	0	0	57	53	110	89	119	208	32	0	32	101	64	165	56	100	156	0	0	0	671
19-May-2015	0	0	0	0	7	7	0	7	7	0	27	27	214	104	318	97	165	262	0	0	0	621
20-May-2015	0	0	0	0	0	0	0	7	7	0	50	50	207	101	308	109	164	273	0	0	0	638
21-May-2015	0	0	0	104	116	220	191	198	389	5	9	14	24	1	25	7	0	7	0	0	0	655
22-May-2015	0	0	0	140	108	248	200	241	441	0	0	0	4	0	4	0	0	0	0	0	0	693
23-May-2015	0	0	0	51	92	143	100	175	275	116	0	116	1	0	1	0	0	0	0	0	0	535
24-May-2015	0	0	0	51	85	136	74	105	179	37	0	37	133	68	201	29	63	92	0	0	0	645
25-May-2015	0	0	0	0	73	73	0	2	2	0	0	0	260	106	366	78	158	236	0	0	0	677
26-May-2015	0	0	0	33	67	100	59	97	156	42	0	42	134	68	202	49	85	134	0	0	0	634
27-May-2015	1	0	1	0	30	30	0	6	6	0	29	29	230	106	336	93	160	253	0	0	0	655
28-May-2015	0	0	0	0	16	16	0	4	4	0	0	0	242	104	346	94	206	300	0	0	0	666
29-May-2015	0	0	0	0	64	64	0	3	3	0	1	1	267	115	382	84	167	251	0	0	0	701
30-May-2015	0	0	0	0	86	86	0	2	2	0	0	0	232	99	331	36	80	116	0	0	0	535
31-May-2015	0	0	0	0	91	91	0	0	0	0	16	16	248	109	357	75	102	177	0	0	0	641
Total	106	0	106	1233	2009	3242	2143	2746	4889	680	366	1046	4243	1952	6195	1511	2838	4349	0	0	0	19827

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-2015	7	0	7	64	38	102	50	83	133	0	0	0	1	0	1	0	0	0	0	0	0	243
02-May-2015	25	0	25	30	23	53	27	50	77	0	0	0	1	0	1	0	0	0	0	0	0	156
03-May-2015	0	0	0	40	32	72	44	64	108	0	1	1	1	0	1	0	0	0	0	0	0	182
04-May-2015	0	0	0	60	44	104	56	76	132	0	0	0	6	2	8	0	0	0	0	0	0	244
05-May-2015	0	0	0	0	0	0	1	2	3	0	1	1	59	77	136	65	44	109	0	0	0	249
06-May-2015	0	0	0	0	0	0	0	2	2	0	2	2	73	79	152	51	41	92	0	0	0	248
07-May-2015	0	0	0	0	0	0	0	1	1	17	3	20	64	75	139	41	42	83	0	0	0	243
08-May-2015	0	0	0	0	13	13	0	2	2	0	0	0	78	82	160	40	27	67	0	0	0	242
09-May-2015	0	0	0	0	4	4	0	0	0	0	3	3	58	47	105	32	21	53	0	0	0	165
10-May-2015	0	0	0	0	0	0	0	2	2	0	2	2	36	58	94	44	32	76	0	0	0	174
11-May-2015	0	0	0	0	0	0	0	1	1	33	44	77	41	51	92	43	21	64	0	0	0	234
12-May-2015	0	0	0	0	0	0	0	1	1	1	1	2	66	80	146	59	43	102	0	0	0	251
13-May-2015	0	0	0	48	38	86	50	77	127	21	7	28	5	0	5	0	0	0	0	0	0	246
14-May-2015	0	0	0	62	43	105	39	78	117	21	0	21	3	1	4	0	0	0	0	0	0	247
15-May-2015	0	0	0	52	41	93	63	81	144	2	0	2	1	0	1	0	0	0	0	0	0	240
16-May-2015	0	0	0	21	26	47	27	50	77	39	0	39	1	0	1	0	0	0	0	0	0	164
17-May-2015	2	0	2	21	19	40	23	39	62	3	3	6	17	27	44	17	10	27	0	0	0	181
18-May-2015	1	0	1	37	21	58	26	45	71	4	1	5	28	37	65	28	19	47	0	0	0	247
19-May-2015	1	0	1	0	0	0	0	3	3	1	6	7	64	80	144	59	36	95	0	0	0	250
20-May-2015	1	0	1	0	0	0	0	2	2	0	16	16	52	67	119	64	31	95	0	0	0	233
21-May-2015	0	0	0	57	42	99	53	78	131	9	0	9	3	0	3	0	0	0	0	0	0	242
22-May-2015	0	0	0	70	38	108	41	80	121	0	0	0	0	0	0	0	0	0	0	0	0	229
23-May-2015	1	0	1	25	23	48	27	49	76	35	2	37	1	0	1	0	0	0	0	0	0	163
24-May-2015	0	0	0	23	25	48	22	49	71	14	0	14	11	15	26	13	8	21	0	0	0	180
25-May-2015	1	0	1	0	11	11	0	1	1	1	0	1	72	80	152	46	29	75	0	0	0	241
26-May-2015	0	0	0	21	25	46	14	45	59	25	0	25	31	33	64	31	17	48	0	0	0	242
27-May-2015	0	0	0	0	0	0	0	3	3	0	16	16	51	67	118	70	34	104	0	0	0	241
28-May-2015	0	0	0	0	0	0	0	0	0	0	0	0	59	72	131	64	49	113	0	0	0	244
29-May-2015	0	0	0	0	12	12	0	1	1	0	1	1	75	80	155	48	30	78	0	0	0	247
30-May-2015	0	0	0	0	15	15	0	2	2	1	0	1	67	48	115	18	13	31	0	0	0	164
31-May-2015	0	0	0	0	14	14	0	1	1	0	1	1	52	60	112	30	18	48	0	0	0	176
Total	39	0	39	631	547	1178	563	968	1531	227	110	337	1077	1218	2295	863	565	1428	0	0	0	6808

(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-2015	3	0	2	2	1	2	40	60	70	67	66	60	60	45	54	49	50	59	62	56	53	39	33	2	935
02-May-2015	0	0	1	0	1	4	28	48	67	58	62	66	41	38	42	40	36	43	41	34	23	23	6	0	702
03-May-2015	0	1	0	0	1	2	29	33	54	52	56	57	42	42	52	59	49	58	72	69	47	36	17	0	828
04-May-2015	0	1	1	1	1	2	47	62	74	70	72	69	47	42	50	55	47	68	68	61	34	26	20	4	922
05-May-2015	2	2	1	2	2	3	31	45	65	70	72	61	47	36	51	49	51	69	66	56	32	29	14	3	859
06-May-2015	3	1	3	2	1	3	40	72	81	58	70	54	46	31	50	58	49	64	69	62	41	31	21	6	916
07-May-2015	3	0	1	3	1	3	44	74	74	55	53	46	68	34	42	60	49	60	73	62	44	35	24	4	912
08-May-2015	2	0	1	3	0	3	37	74	74	60	64	64	46	40	56	58	53	65	70	68	45	36	15	3	937
09-May-2015	0	0	0	2	1	3	33	54	66	64	67	60	44	37	39	38	32	45	42	33	26	20	6	1	713
10-May-2015	1	1	0	1	0	3	31	39	48	52	59	52	42	33	52	49	50	70	70	65	41	31	16	0	806
11-May-2015	0	0	0	0	1	3	46	67	68	49	62	73	44	34	45	51	50	52	65	71	41	29	21	6	878
12-May-2015	3	0	2	2	1	4	43	71	77	57	67	53	44	35	46	51	49	65	68	56	34	29	17	5	879
13-May-2015	3	4	2	3	0	3	40	72	77	51	52	54	59	34	55	48	57	61	73	61	42	30	21	4	906
14-May-2015	3	1	0	1	2	3	41	72	82	55	71	53	47	33	47	58	52	66	73	57	40	31	29	3	920
15-May-2015	3	1	1	3	3	2	38	69	70	65	74	55	46	37	63	52	54	62	77	69	49	27	17	0	937
16-May-2015	0	1	1	0	0	4	35	51	66	64	67	55	44	36	44	40	32	37	42	32	24	18	5	0	698
17-May-2015	0	0	1	0	1	3	31	37	45	49	62	54	44	41	60	47	55	61	65	73	39	35	17	1	821
18-May-2015	1	2	0	0	1	3	43	68	71	70	67	63	55	42	54	54	46	66	64	61	38	25	20	4	918
19-May-2015	2	0	2	5	0	3	40	67	70	62	64	53	46	36	46	51	49	65	64	60	33	31	18	4	871
20-May-2015	3	0	1	3	0	3	35	63	75	57	64	53	39	34	46	53	52	61	70	66	38	29	23	3	871
21-May-2015	1	1	3	2	2	2	39	64	74	57	63	50	46	37	51	55	52	59	64	59	47	38	26	5	897
22-May-2015	3	0	1	3	0	1	39	58	66	67	56	60	59	41	57	57	53	57	68	67	57	34	18	0	922
23-May-2015	1	2	0	0	1	1	33	49	68	64	65	61	43	33	42	41	32	37	40	30	23	20	11	1	698
24-May-2015	2	0	0	1	0	4	27	38	44	53	61	55	45	37	51	58	52	62	75	70	42	27	20	1	825
25-May-2015	1	0	1	0	0	3	42	78	73	72	62	70	44	42	48	57	54	67	68	54	35	24	19	4	918
26-May-2015	2	0	1	4	0	3	37	69	77	62	60	53	45	32	51	52	54	65	68	62	32	25	19	3	876
27-May-2015	3	0	2	4	1	3	35	68	75	55	66	57	39	38	52	53	53	63	70	66	37	29	21	6	896
28-May-2015	0	0	2	2	0	3	42	69	78	55	71	50	43	43	42	53	53	63	77	61	41	33	25	4	910
29-May-2015	2	0	1	3	1	3	40	71	76	55	69	63	52	36	58	58	55	67	75	61	47	35	20	0	948
30-May-2015	2	0	0	1	0	4	31	47	69	60	69	52	41	38	43	46	36	39	39	32	22	20	8	0	699
31-May-2015	1	0	0	0	1	3	28	32	53	50	60	55	42	39	54	50	50	62	77	65	45	35	15	0	817
Total	50	18	31	53	24	89	1145	1841	2127	1835	1993	1781	1450	1156	1543	1600	1506	1838	2015	1799	1192	910	562	77	26635
Avg.	1.61	0.58	1.00	1.71	0.77	2.87	36.94	59.39	68.61	59.19	64.29	57.45	46.77	37.29	49.77	51.61	48.58	59.29	65.00	58.03	38.45	29.35	18.13	2.48	859.19

(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-2015	0	0	2	1	0	2	23	31	35	35	34	27	22	22	24	21	26	30	33	29	31	22	17	0	467
02-May-2015	0	0	0	0	1	4	22	26	31	29	24	28	18	21	24	21	18	22	20	19	14	13	0	0	355
03-May-2015	0	1	0	0	1	1	23	18	25	23	21	24	13	18	25	28	24	33	38	31	30	24	8	0	409
04-May-2015	0	1	1	1	0	2	26	30	39	33	31	31	20	20	26	25	23	37	35	29	21	15	10	1	457
05-May-2015	0	2	1	2	0	3	19	16	35	46	30	28	21	19	24	20	26	34	37	27	19	17	6	1	433
06-May-2015	0	0	3	0	1	3	22	38	41	26	33	25	19	14	25	27	27	35	34	30	25	17	9	3	457
07-May-2015	0	0	1	1	1	3	25	41	37	28	25	25	25	15	23	31	21	29	39	26	27	24	10	2	459
08-May-2015	0	0	1	1	0	3	19	41	38	29	29	27	19	20	24	27	26	36	36	32	21	23	9	1	462
09-May-2015	0	0	0	1	1	3	27	31	31	32	25	28	17	19	23	18	19	23	23	17	15	10	3	1	367
10-May-2015	0	0	0	1	0	3	23	21	22	23	21	20	17	16	25	21	27	38	36	32	23	20	8	0	397
11-May-2015	0	0	0	0	1	3	23	35	33	19	33	39	16	13	22	26	24	27	31	38	23	16	12	3	437
12-May-2015	0	0	2	1	0	4	24	40	38	26	30	27	19	16	26	18	27	32	38	24	21	16	9	2	440
13-May-2015	1	2	2	1	0	3	21	41	38	26	23	27	23	14	28	23	27	33	42	30	23	13	11	2	454
14-May-2015	1	0	0	1	1	3	23	39	37	28	31	25	22	14	28	25	29	36	35	25	24	20	16	1	464
15-May-2015	1	0	0	2	1	2	23	39	36	28	33	23	22	19	29	21	27	35	40	31	26	17	10	0	465
16-May-2015	0	0	0	0	0	4	28	29	29	28	26	28	19	20	24	19	20	18	19	19	14	10	2	0	356
17-May-2015	0	0	0	0	1	3	24	20	23	20	24	19	17	17	31	19	27	40	33	29	25	18	12	1	403
18-May-2015	1	1	0	0	0	3	24	33	36	34	31	29	22	22	26	23	25	36	36	28	22	15	10	2	459
19-May-2015	0	0	2	2	0	3	25	36	36	29	27	23	21	19	24	21	25	34	35	27	19	19	8	1	436
20-May-2015	1	0	1	1	0	3	22	34	41	22	24	26	17	18	25	25	25	34	39	26	23	15	11	0	433
21-May-2015	1	0	2	1	1	2	25	34	34	28	24	27	20	18	28	23	27	35	34	26	25	21	14	3	453
22-May-2015	1	0	1	1	0	1	23	31	36	31	24	24	28	16	30	24	25	31	33	35	30	18	12	0	455
23-May-2015	1	1	0	0	1	1	28	26	33	29	25	27	21	16	25	22	20	17	19	17	13	9	6	0	357
24-May-2015	1	0	0	1	0	3	20	21	23	22	24	19	17	16	26	29	24	35	40	33	25	16	12	0	407
25-May-2015	1	0	1	0	0	3	24	41	35	36	26	33	17	20	23	26	31	36	34	25	22	13	10	1	458
26-May-2015	0	0	1	2	0	3	23	38	39	29	28	24	21	16	26	19	28	33	36	28	20	14	10	1	439
27-May-2015	0	0	2	2	0	3	18	40	34	25	31	28	16	19	25	24	30	36	35	27	22	17	9	2	445
28-May-2015	0	0	2	0	0	3	24	39	39	26	30	27	18	23	18	23	27	36	38	27	22	21	14	2	459
29-May-2015	0	0	1	1	0	3	25	40	37	26	27	30	21	21	25	26	28	38	37	30	22	23	13	0	474
30-May-2015	0	0	0	0	0	4	25	27	35	26	27	23	15	24	25	21	21	19	17	18	13	11	3	0	354
31-May-2015	1	0	0	0	0	3	21	16	27	24	21	23	16	18	25	22	26	37	41	29	25	20	10	0	405
Total	11	8	26	24	11	87	722	992	1053	866	842	814	599	563	782	718	780	995	1043	844	685	527	294	30	13316
Avg.	0.35	0.26	0.84	0.77	0.35	2.81	23.29	32.00	33.97	27.94	27.16	26.26	19.32	18.16	25.23	23.16	25.16	32.10	33.65	27.23	22.10	17.00	9.48	0.97	429.55

(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.

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-2015	3	0	0	1	1	0	17	29	35	32	32	33	38	23	30	28	24	29	29	27	22	17	16	2	468
02-May-2015	0	0	1	0	0	0	6	22	36	29	38	38	23	17	18	19	18	21	21	15	9	10	6	0	347
03-May-2015	0	0	0	0	0	1	6	15	29	29	35	33	29	24	27	31	25	25	34	38	17	12	9	0	419
04-May-2015	0	0	0	0	1	0	21	32	35	37	41	38	27	22	24	30	24	31	33	32	13	11	10	3	465
05-May-2015	2	0	0	0	2	0	12	29	30	24	42	33	26	17	27	29	25	35	29	29	13	12	8	2	426
06-May-2015	3	1	0	2	0	0	18	34	40	32	37	29	27	17	25	31	22	29	35	32	16	14	12	3	459
07-May-2015	3	0	0	2	0	0	19	33	37	27	28	21	43	19	19	29	28	31	34	36	17	11	14	2	453
08-May-2015	2	0	0	2	0	0	18	33	36	31	35	37	27	20	32	31	27	29	34	36	24	13	6	2	475
09-May-2015	0	0	0	1	0	0	6	23	35	32	42	32	27	18	16	20	13	22	19	16	11	10	3	0	346
10-May-2015	1	1	0	0	0	0	8	18	26	29	38	32	25	17	27	28	23	32	34	33	18	11	8	0	409
11-May-2015	0	0	0	0	0	0	23	32	35	30	29	34	28	21	23	25	26	25	34	33	18	13	9	3	441
12-May-2015	3	0	0	1	1	0	19	31	39	31	37	26	25	19	20	33	22	33	30	32	13	13	8	3	439
13-May-2015	2	2	0	2	0	0	19	31	39	25	29	27	36	20	27	25	30	28	31	31	19	17	10	2	452
14-May-2015	2	1	0	0	1	0	18	33	45	27	40	28	25	19	19	33	23	30	38	32	16	11	13	2	456
15-May-2015	2	1	1	1	2	0	15	30	34	37	41	32	24	18	34	31	27	27	37	38	23	10	7	0	472
16-May-2015	0	1	1	0	0	0	7	22	37	36	41	27	25	16	20	21	12	19	23	13	10	8	3	0	342
17-May-2015	0	0	1	0	0	0	7	17	22	29	38	35	27	24	29	28	28	21	32	44	14	17	5	0	418
18-May-2015	0	1	0	0	1	0	19	35	35	36	36	34	33	20	28	31	21	30	28	33	16	10	10	2	459
19-May-2015	2	0	0	3	0	0	15	31	34	33	37	30	25	17	22	30	24	31	29	33	14	12	10	3	435
20-May-2015	2	0	0	2	0	0	13	29	34	35	40	27	22	16	21	28	27	27	31	40	15	14	12	3	438
21-May-2015	0	1	1	1	1	0	14	30	40	29	39	23	26	19	23	32	25	24	30	33	22	17	12	2	444
22-May-2015	2	0	0	2	0	0	16	27	30	36	32	36	31	25	27	33	28	26	35	32	27	16	6	0	467
23-May-2015	0	1	0	0	0	0	5	23	35	35	40	34	22	17	17	19	12	20	21	13	10	11	5	1	341
24-May-2015	1	0	0	0	0	1	7	17	21	31	37	36	28	21	25	29	28	27	35	37	17	11	8	1	418
25-May-2015	0	0	0	0	0	0	18	37	38	36	36	37	27	22	25	31	23	31	34	29	13	11	9	3	460
26-May-2015	2	0	0	2	0	0	14	31	38	33	32	29	24	16	25	33	26	32	32	34	12	11	9	2	437
27-May-2015	3	0	0	2	1	0	17	28	41	30	35	29	23	19	27	29	23	27	35	39	15	12	12	4	451
28-May-2015	0	0	0	2	0	0	18	30	39	29	41	23	25	20	24	30	26	27	39	34	19	12	11	2	451
29-May-2015	2	0	0	2	1	0	15	31	39	29	42	33	31	15	33	32	27	29	38	31	25	12	7	0	474
30-May-2015	2	0	0	1	0	0	6	20	34	34	42	29	26	14	18	25	15	20	22	14	9	9	5	0	345
31-May-2015	0	0	0	0	1	0	7	16	26	26	39	32	26	21	29	28	24	25	36	36	20	15	5	0	412
Total	39	10	5	29	13	2	423	849	1074	969	1151	967	851	593	761	882	726	843	972	955	507	383	268	47	13319
Avg.	1.26	0.32	0.16	0.94	0.42	0.06	13.65	27.39	34.65	31.26	37.13	31.19	27.45	19.13	24.55	28.45	23.42	27.19	31.35	30.81	16.35	12.35	8.65	1.52	429.65

(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-15	07:00	00:01	-	-	-	-	-	14:36	-	-	02:21	-	-
02-May-15	07:00	00:38	-	-	-	-	-	12:02	-	-	04:18	-	-
03-May-15	07:00	00:27	-	-	-	-	-	16:31	-	-	-	-	-
04-May-15	07:00	00:17	02:38	-	-	-	-	14:03	-	-	-	-	-
05-May-15	07:00	00:28	-	-	00:44	-	14:31	01:14	-	-	-	-	-
06-May-15	07:00	00:26	00:20	-	01:46	-	14:25	-	-	-	-	-	-
07-May-15	07:00	00:19	-	-	-	-	15:27	-	-	01:12	-	-	-
08-May-15	07:00	-	07:09	-	-	-	09:50	-	-	-	-	-	-
09-May-15	07:00	00:39	03:33	-	02:47	-	09:59	-	-	-	-	-	-
10-May-15	07:00	00:29	-	-	01:16	-	15:12	-	-	-	-	-	-
11-May-15	07:00	00:21	-	-	01:41	-	08:42	-	-	06:13	-	-	-
12-May-15	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
13-May-15	07:00	00:20	-	02:11	-	-	-	12:23	-	02:04	-	-	-
14-May-15	07:00	-	01:03	04:20	-	-	-	11:35	-	-	-	-	-
15-May-15	07:00	00:28	-	01:31	-	-	-	14:59	-	-	-	-	-
16-May-15	07:00	00:33	-	10:20	-	-	-	06:05	-	-	-	-	-
17-May-15	07:00	00:32	00:26	02:14	01:38	-	04:17	07:49	-	-	-	-	-
18-May-15	07:00	00:19	-	02:18	-	-	06:49	07:32	-	-	-	-	-
19-May-15	07:00	00:27	00:39	-	01:42	-	14:09	-	-	-	-	-	-
20-May-15	07:00	00:23	-	-	04:21	-	12:14	-	-	-	-	-	-
21-May-15	07:00	00:22	-	00:52	00:49	-	-	14:55	-	-	-	-	-
22-May-15	07:00	00:31	-	-	-	-	-	16:27	-	-	-	-	-
23-May-15	07:00	00:41	-	09:12	-	-	-	07:05	-	-	-	-	-
24-May-15	07:00	00:30	03:14	02:53	-	-	05:08	05:12	-	-	-	-	-
25-May-15	07:00	00:24	06:18	-	-	-	10:16	-	-	-	-	-	-
26-May-15	07:00	00:16	02:36	03:29	-	-	06:34	04:03	-	-	-	-	-
27-May-15	07:00	00:18	03:06	-	02:29	-	11:04	-	-	-	-	-	-
28-May-15	07:00	00:25	02:06	-	-	-	14:27	-	-	-	-	-	-
29-May-15	07:00	00:28	04:20	-	-	-	12:10	-	-	-	-	-	-
30-May-15	07:00	00:32	09:42	-	-	-	06:44	-	-	-	-	-	-
31-May-15	07:00	00:41	06:31	-	01:54	-	07:52	-	-	-	-	-	-
Total	217:00	13:07	53:47	39:25	21:12	00:00	216:36	166:38	00:00	09:29	06:40	00:00	00:00
% Used	2.49%	10.21%	7.48%	4.03%	0.00%	0.00%	41.10%	31.62%	0.00%	1.80%	1.27%	0.00%	0.00%

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

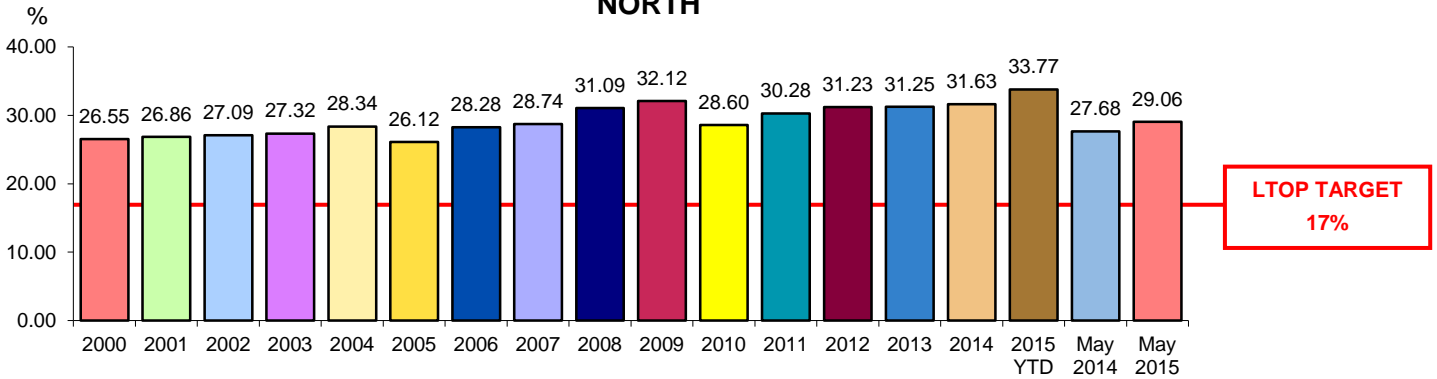
Cumulative Mode Utilisation from 1 January 2015

Time	2.09%	4.73%	3.46%	1.92%	0.00%	36.93%	45.47%	0.06%	0.37%	4.98%	0.00%	0.00%
Movements	0.38%	3.37%	2.39%	1.31%	0.00%	39.07%	49.36%	0.03%	0.34%	3.74%	0.00%	0.00%

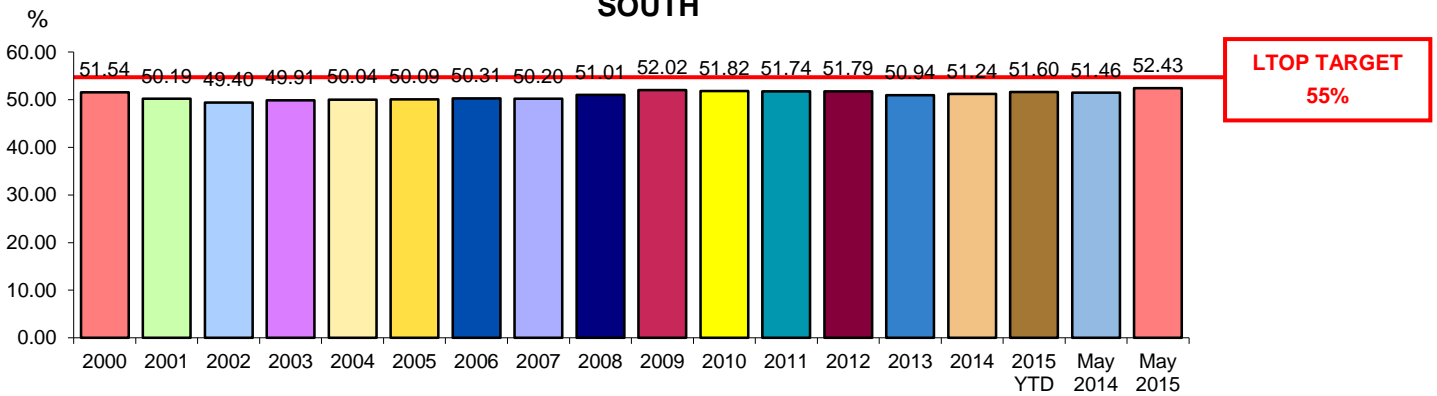
Runway End Impact to 31 May 2015

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

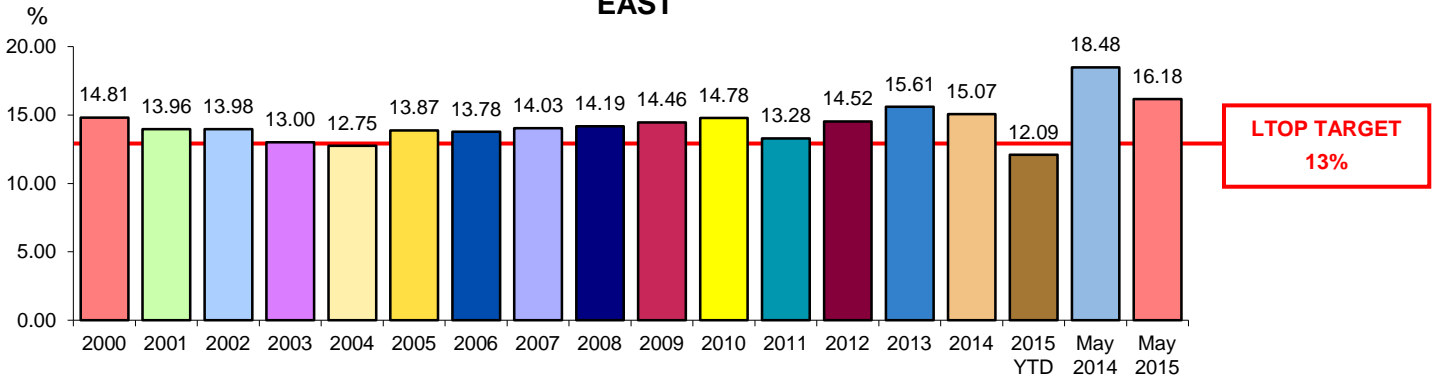
NORTH



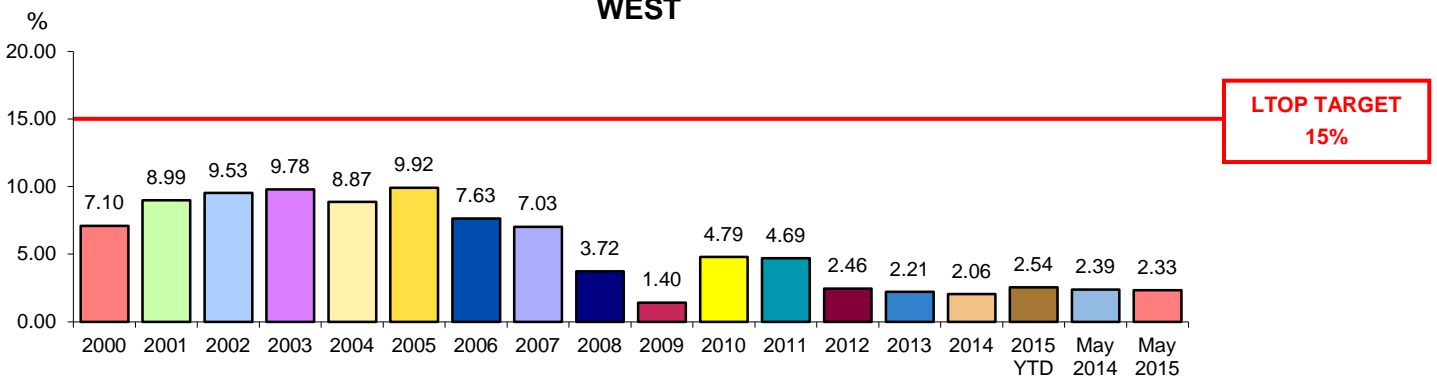
SOUTH



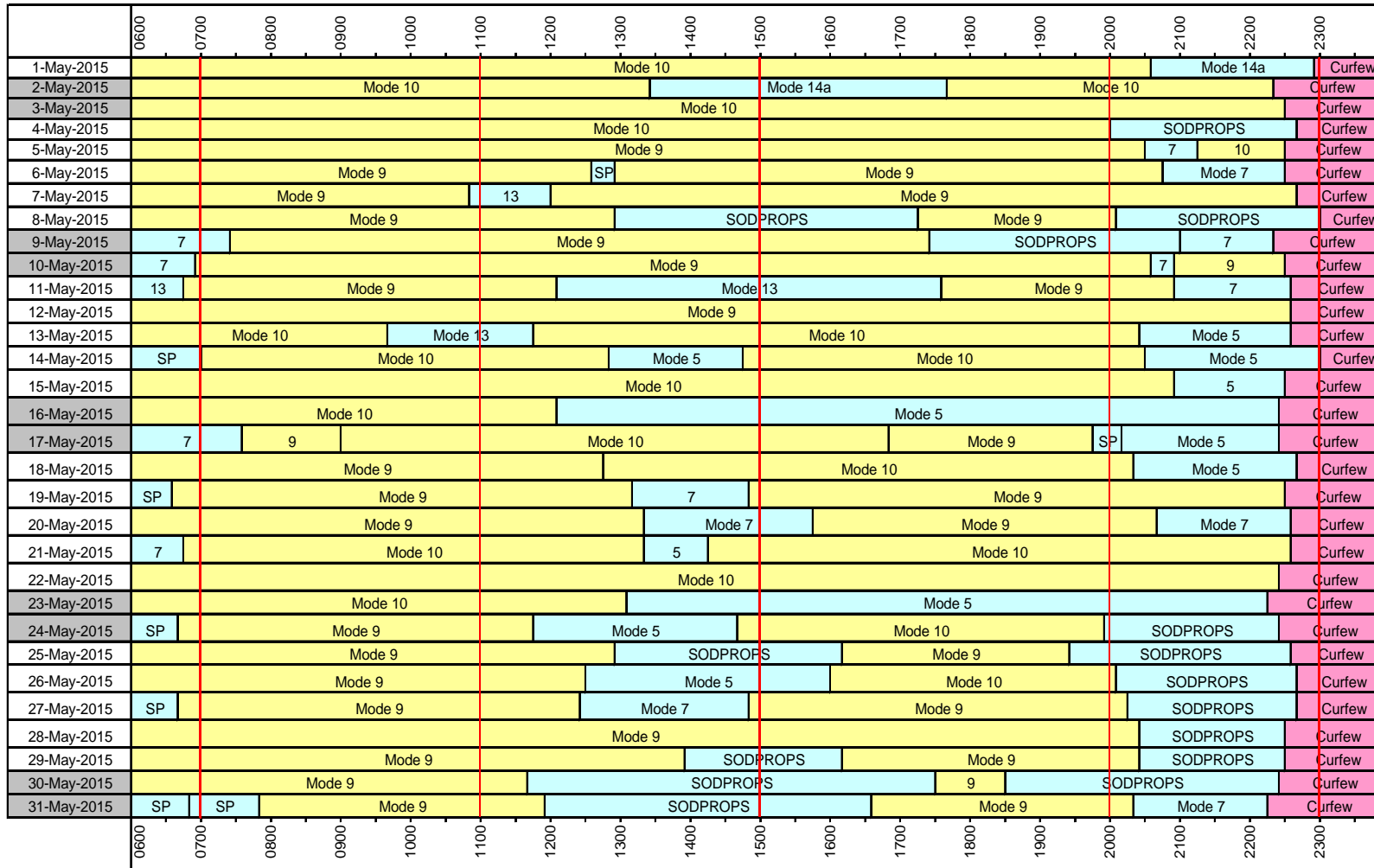
EAST



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 **May 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	
4/05/2015	06:53	09:39	2:46
22/05/2015	06:56	09:26	2:30

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

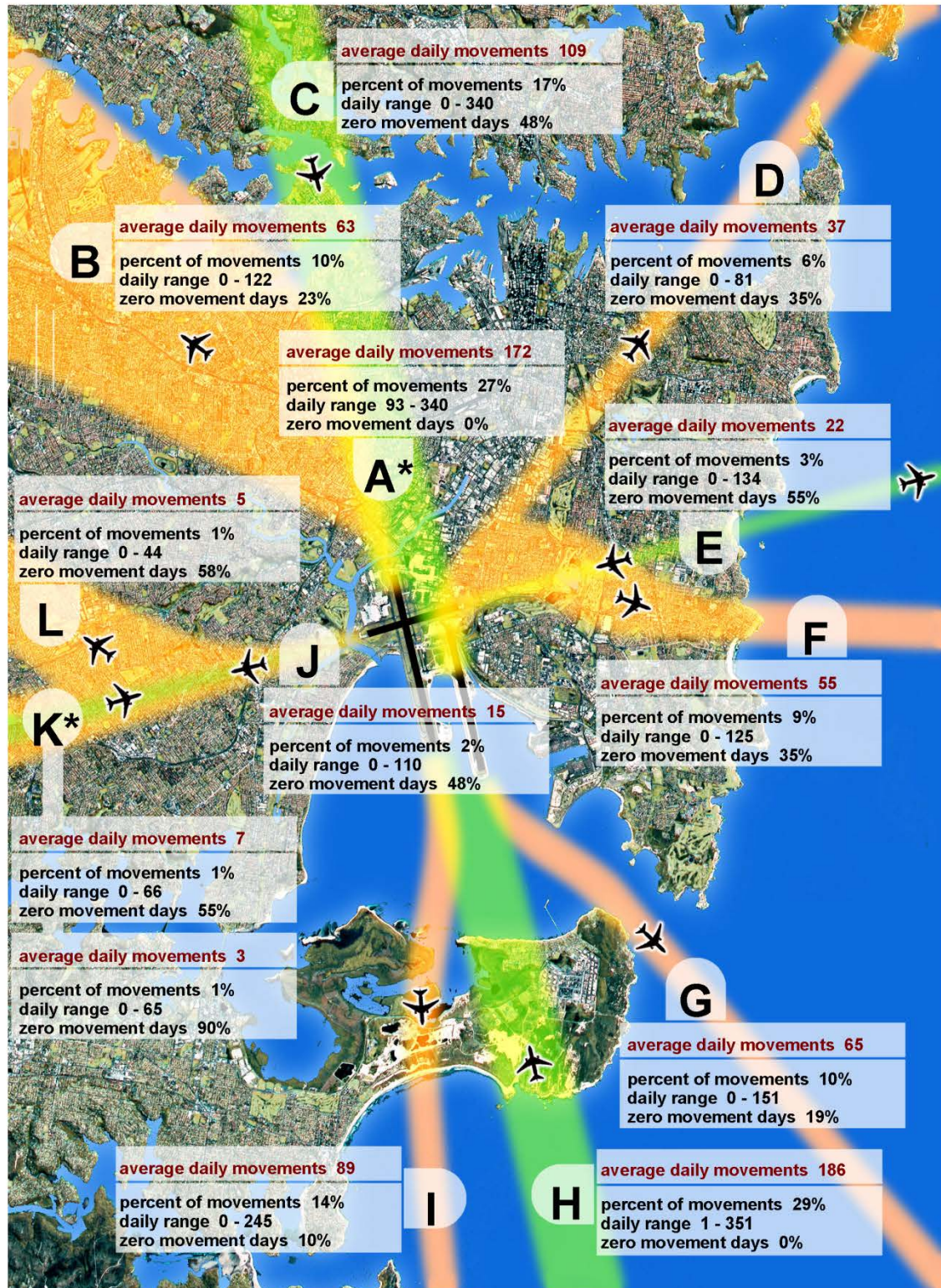
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/05/2015	93	42	51
22/05/2015	84	41	43

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

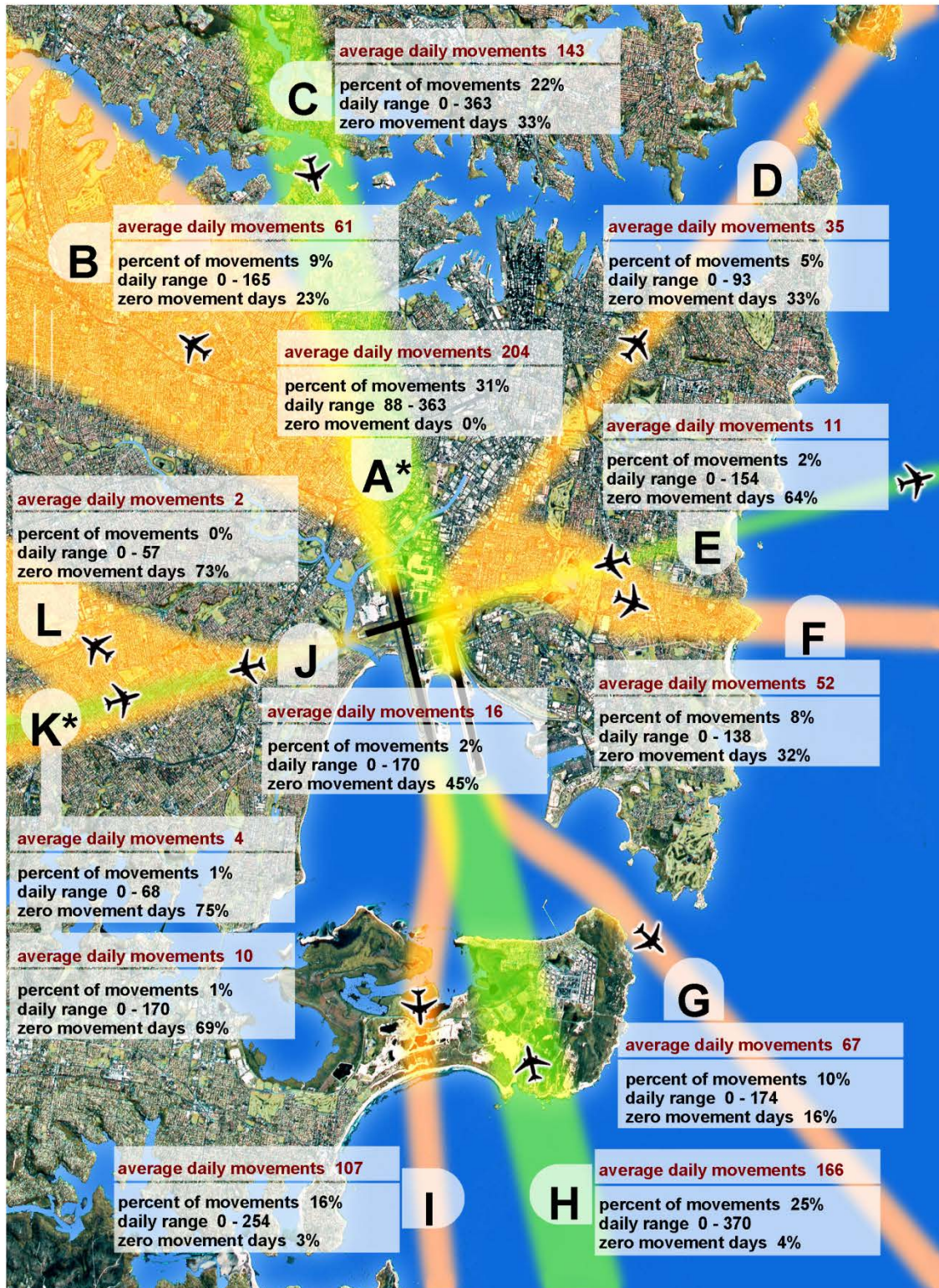
1 May 2015 to 31 May 2015, All Jets



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

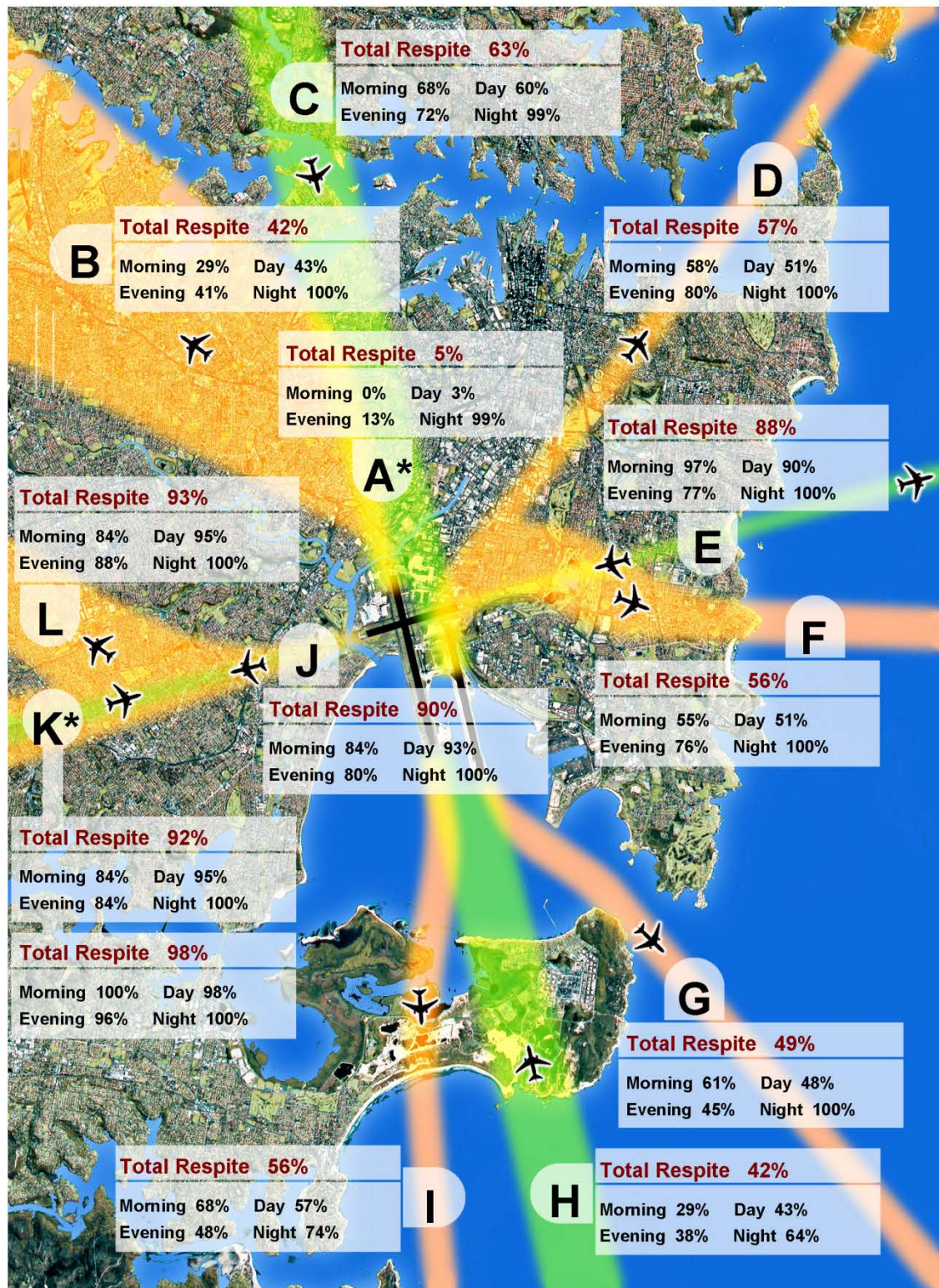
1 June 2014 to 31 May 2015, All Jets



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 May 2015 to 31 May 2015, All Jets



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

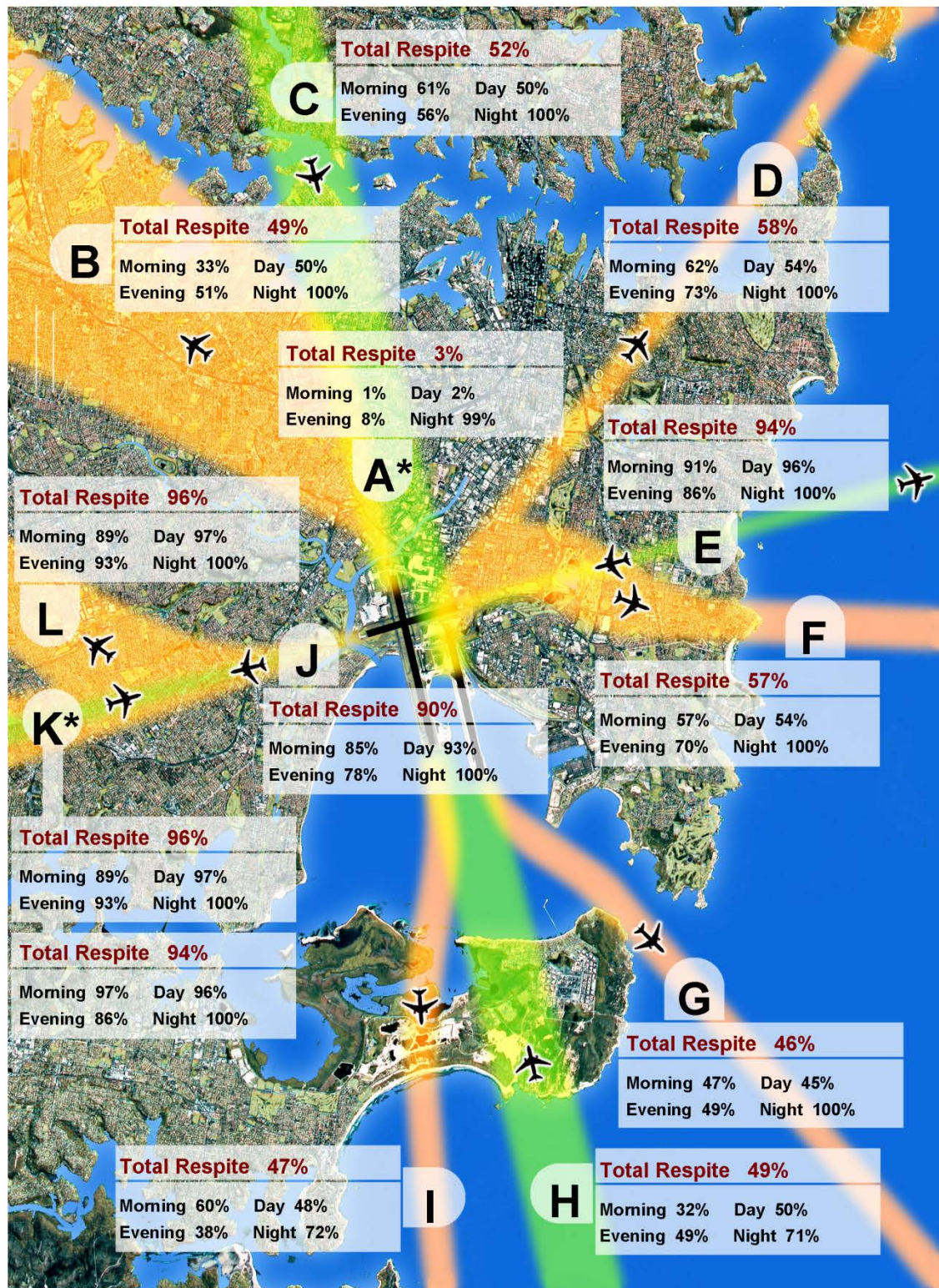
A respite interval is a 60 minute period when there are no jet movements (R60).

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 June 2014 to 31 May 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) June 2014 to May 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 June 2014 to May 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 58%**. This means that over the period **June 2014 to May 2015 for 58%** 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 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of May 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 May 2015 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>10,779</i>	<i>30.9</i>	<i>343</i>	<i>306</i>	<i>320</i>
<i>Penshurst</i>	<i>481</i>	<i>30.9</i>	<i>10</i>	<i>9</i>	<i>31</i>
<i>Bexley</i>	<i>558</i>	<i>30.9</i>	<i>15</i>	<i>11</i>	<i>33</i>
<i>Sydenham</i>	<i>4,933</i>	<i>30.9</i>	<i>159</i>	<i>203</i>	<i>191</i>
<i>Johnston St Annandale</i>	<i>2,354</i>	<i>30.9</i>	<i>61</i>	<i>104</i>	<i>85</i>
<i>Church St. St Peters</i>	<i>4,278</i>	<i>30.9</i>	<i>100</i>	<i>134</i>	<i>116</i>
<i>Leichhardt PEMU 36</i>	<i>2,903</i>	<i>30.9</i>	<i>87</i>	<i>152</i>	<i>132</i>
<i>Eastlakes</i>	<i>2,792</i>	<i>30.9</i>	<i>79</i>	<i>48</i>	<i>49</i>
<i>Coogee</i>	<i>1,114</i>	<i>30.9</i>	<i>32</i>	<i>14</i>	<i>5</i>
<i>Kurnell</i>	<i>2,739</i>	<i>30.9</i>	<i>78</i>	<i>53</i>	<i>53</i>
<i>Croydon</i>	<i>529</i>	<i>30.9</i>	<i>11</i>	<i>10</i>	<i>11</i>
<i>Hunters Hill</i>	<i>4,011</i>	<i>30.9</i>	<i>52</i>	<i>94</i>	<i>79</i>

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

The N70 values for May 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 19 PM 47 Day 257 Night 12 WE_D 296 WE_N 8	Penshurst AM 1 PM 2 Day 6 Night 0 WE_D 14 WE_N 0	Bexley AM 2 PM 3 Day 11 Night 0 WE_D 16 WE_N 0	Eastlakes AM 4 PM 11 Day 70 Night 0 WE_D 64 WE_N 0
Coogee AM 1 PM 8 Day 20 Night 0 WE_D 36 WE_N 0	Sydenham AM 5 PM 15 Day 135 Night 0 WE_D 166 WE_N 0	Leichhardt PEMU36 AM 3 PM 6 Day 65 Night 0 WE_D 112 WE_N 1	Kurnell AM 3 PM 6 Day 86 Night 0 WE_D 40 WE_N 0
Annandale AM 1 PM 3 Day 47 Night 0 WE_D 80 WE_N 0	St Peters AM 3 PM 9 Day 82 Night 0 WE_D 114 WE_N 0	Croydon AM 1 PM 2 Day 12 Night 0 WE_D 6 WE_N 0	Hunters Hull AM 2 PM 3 Day 37 Night 0 WE_D 70 WE_N 1

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.