

Sydney Airport Operational Statistics

November 2013

PREVIEW

Sydney Airport Operational Statistics Report Preview

November 2013

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

There were a total of 26,367 aircraft movements this month (daily average 878.90). Last month there were a total of 28,114 movements (daily average 906.90) and for the same month last year there were a total of 26,758 movements (daily average 891.93).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 9 on 12 days and Mode 10 on 16 days and . Crossing runway modes (including Sodprops) were used for 11.73% 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 35.33% - This result is above the LTOP target and above the previous month (31.38%)

South 50.87% - This result is below the LTOP target and above the previous month (48.87%)

East 12.5% - This result is below the LTOP target and below the previous month (16.23%)

West 1.3% - This result is below the LTOP target and below the previous month (3.51%)

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

This procedure was used on 1, 11, 12, 18, 19, and 29 of November for a total of 14 hours and 16 minutes (ATIS time).

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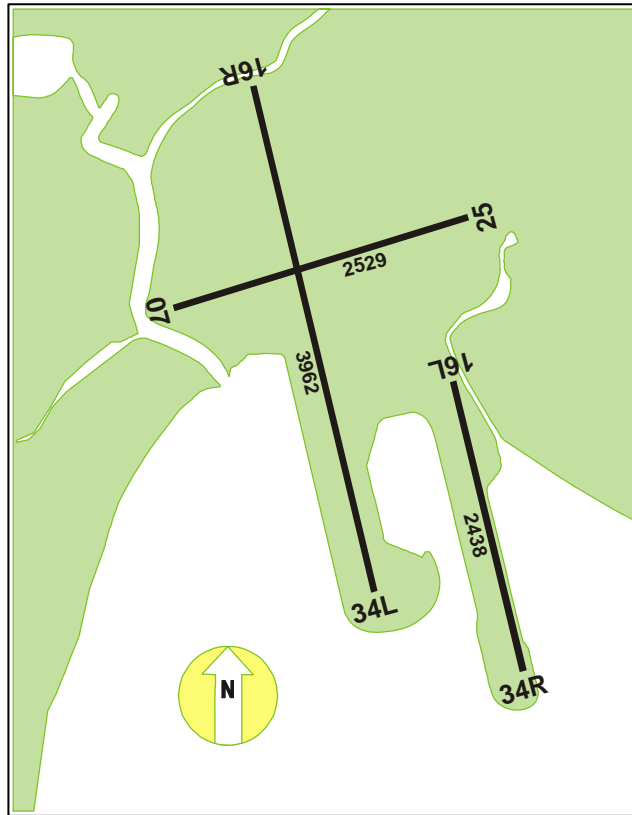
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* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



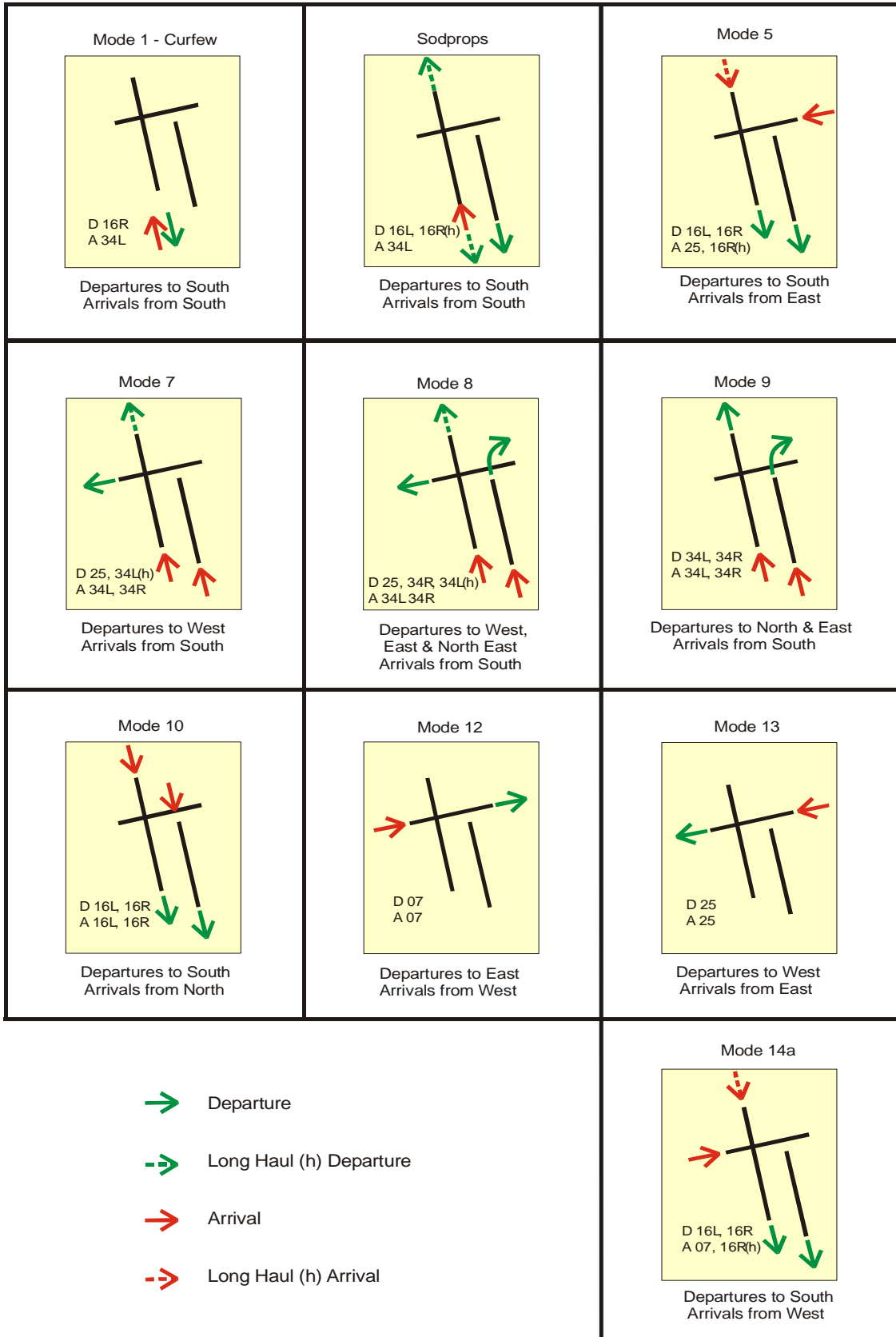
Runway numbers refer to the direction an aircraft is flying.

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-Nov-2013	3	0	3	49	38	87	74	95	169	0	0	0	227	168	395	126	190	316	0	0	0	970
02-Nov-2013	1	0	1	0	8	8	0	1	1	0	0	0	245	171	416	123	172	295	0	0	0	721
03-Nov-2013	0	0	0	93	70	163	113	140	253	47	54	101	111	78	189	43	75	118	0	0	0	824
04-Nov-2013	0	0	0	197	135	332	239	314	553	8	0	8	2	0	2	0	0	0	0	0	0	895
05-Nov-2013	31	0	31	128	123	251	185	308	493	90	0	90	4	0	4	0	0	0	0	0	0	869
06-Nov-2013	3	0	3	0	12	12	0	6	6	1	0	1	278	217	495	179	236	415	0	0	0	932
07-Nov-2013	3	0	3	0	10	10	0	11	11	0	0	0	285	214	499	202	250	452	0	0	0	975
08-Nov-2013	1	0	1	17	15	32	31	29	60	0	3	3	252	196	448	170	238	408	0	0	0	952
09-Nov-2013	13	0	13	81	68	149	161	184	345	0	0	0	80	35	115	27	55	82	0	0	0	704
10-Nov-2013	0	1	1	164	119	283	243	295	538	0	0	0	0	0	0	0	0	0	0	0	0	822
11-Nov-2013	0	0	0	204	155	359	256	314	570	0	0	0	1	0	1	0	0	0	0	0	0	930
12-Nov-2013	0	0	0	47	43	90	68	93	161	10	2	12	196	143	339	119	156	275	0	0	0	877
13-Nov-2013	1	0	1	0	0	0	0	7	7	1	7	8	281	206	487	174	240	414	0	0	0	917
14-Nov-2013	0	0	0	119	123	242	176	208	384	0	0	0	123	69	192	54	68	122	0	0	0	940
15-Nov-2013	38	0	38	204	137	341	229	335	564	6	2	8	3	0	3	0	0	0	0	0	0	954
16-Nov-2013	2	0	2	155	98	253	198	256	454	9	0	9	0	0	0	0	0	0	0	0	0	718
17-Nov-2013	1	0	1	167	120	287	233	299	532	0	0	0	0	0	0	0	0	0	0	0	0	820
18-Nov-2013	0	0	0	215	145	360	246	315	561	0	0	0	1	0	1	0	0	0	0	0	0	922
19-Nov-2013	33	0	33	179	129	308	223	317	540	9	0	9	6	0	6	0	0	0	0	0	0	896
20-Nov-2013	2	0	2	0	13	13	0	7	7	0	1	1	292	203	495	159	230	389	0	0	0	907
21-Nov-2013	1	0	1	0	0	0	0	12	12	0	0	0	291	202	493	192	264	456	0	0	0	962
22-Nov-2013	1	0	1	0	0	0	0	20	20	0	0	0	252	200	452	178	224	402	0	0	0	875
23-Nov-2013	20	0	20	61	75	136	83	123	206	0	0	0	163	67	230	42	85	127	0	0	0	719
24-Nov-2013	43	0	43	124	136	260	182	294	476	62	1	63	1	0	1	0	0	0	0	0	0	843
25-Nov-2013	1	0	1	192	152	344	262	319	581	10	0	10	3	0	3	0	0	0	0	0	0	939
26-Nov-2013	1	0	1	155	133	288	210	323	533	91	1	92	6	0	6	0	0	0	0	0	0	920
27-Nov-2013	45	0	45	6	53	59	19	61	80	1	1	2	267	171	438	116	173	289	0	0	0	913
28-Nov-2013	0	0	0	0	13	13	0	9	9	0	1	1	328	203	531	159	255	414	0	0	0	968
29-Nov-2013	0	0	0	209	147	356	270	339	609	0	0	0	0	0	0	0	0	0	0	0	0	965
30-Nov-2013	24	0	24	113	110	223	193	237	430	39	2	41	0	0	0	0	0	0	0	0	0	718
Total	268	1	269	2879	2380	5259	3894	5271	9165	384	75	459	3698	2543	6241	2063	2911	4974	0	0	0	26367

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-Nov-2013	2	0	2	27	26	53	64	66	130	0	0	0	164	105	269	86	160	246	0	0	0	700
02-Nov-2013	0	0	0	0	8	8	0	1	1	0	0	0	204	121	325	78	146	224	0	0	0	558
03-Nov-2013	0	0	0	64	52	116	99	106	205	29	38	67	97	56	153	29	63	92	0	0	0	633
04-Nov-2013	0	0	0	129	95	224	186	234	420	8	0	8	2	0	2	0	0	0	0	0	0	654
05-Nov-2013	29	0	29	77	89	166	148	220	368	58	0	58	4	0	4	0	0	0	0	0	0	625
06-Nov-2013	2	0	2	0	12	12	0	6	6	1	0	1	224	135	359	111	194	305	0	0	0	685
07-Nov-2013	1	0	1	0	9	9	0	9	9	0	0	0	231	130	361	127	205	332	0	0	0	712
08-Nov-2013	0	0	0	15	15	30	28	28	56	0	2	2	198	113	311	101	196	297	0	0	0	696
09-Nov-2013	7	0	7	57	57	114	134	151	285	0	0	0	66	20	86	15	42	57	0	0	0	549
10-Nov-2013	0	0	0	123	87	210	195	230	425	0	0	0	0	0	0	0	0	0	0	0	0	635
11-Nov-2013	0	0	0	129	111	240	205	230	435	0	0	0	1	0	1	0	0	0	0	0	0	676
12-Nov-2013	0	0	0	23	29	52	50	70	120	10	0	10	165	85	250	69	124	193	0	0	0	625
13-Nov-2013	0	0	0	0	0	0	0	6	6	0	7	7	219	121	340	108	196	304	0	0	0	657
14-Nov-2013	0	0	0	73	92	165	141	156	297	0	0	0	99	38	137	30	52	82	0	0	0	681
15-Nov-2013	32	0	32	118	96	214	189	246	435	6	0	6	1	0	1	0	0	0	0	0	0	688
16-Nov-2013	0	0	0	104	74	178	165	207	372	9	0	9	0	0	0	0	0	0	0	0	0	559
17-Nov-2013	0	0	0	116	83	199	195	230	425	0	0	0	0	0	0	0	0	0	0	0	0	624
18-Nov-2013	0	0	0	126	103	229	210	233	443	0	0	0	0	0	0	0	0	0	0	0	0	672
19-Nov-2013	30	0	30	104	86	190	178	234	412	8	0	8	5	0	5	0	0	0	0	0	0	645
20-Nov-2013	0	0	0	0	13	13	0	6	6	0	1	1	223	121	344	109	190	299	0	0	0	663
21-Nov-2013	0	0	0	0	0	0	0	12	12	0	0	0	237	124	361	119	219	338	0	0	0	711
22-Nov-2013	0	0	0	0	0	0	0	18	18	0	0	0	206	127	333	112	183	295	0	0	0	646
23-Nov-2013	14	0	14	36	63	99	65	102	167	0	0	0	144	45	189	31	76	107	0	0	0	576
24-Nov-2013	27	0	27	90	95	185	144	225	369	58	0	58	1	0	1	0	0	0	0	0	0	640
25-Nov-2013	0	0	0	126	108	234	203	238	441	9	0	9	2	0	2	0	0	0	0	0	0	686
26-Nov-2013	0	0	0	94	88	182	168	238	406	66	0	66	5	0	5	0	0	0	0	0	0	659
27-Nov-2013	25	0	25	6	44	50	14	46	60	1	0	1	218	104	322	66	140	206	0	0	0	664
28-Nov-2013	0	0	0	0	13	13	0	9	9	0	0	0	277	128	405	86	209	295	0	0	0	722
29-Nov-2013	0	0	0	131	106	237	220	253	473	0	0	0	0	0	0	0	0	0	0	0	0	710
30-Nov-2013	22	0	22	73	84	157	166	191	357	21	0	21	0	0	0	0	0	0	0	0	0	557
Total	191	0	191	1841	1738	3579	3167	4001	7168	284	48	332	2993	1573	4566	1277	2395	3672	0	0	0	19508

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-Nov-2013	1	0	1	22	12	34	10	29	39	0	0	0	63	63	126	40	30	70	0	0	0	270
02-Nov-2013	1	0	1	0	0	0	0	0	0	0	0	0	41	50	91	45	26	71	0	0	0	163
03-Nov-2013	0	0	0	29	18	47	14	34	48	18	16	34	14	22	36	14	12	26	0	0	0	191
04-Nov-2013	0	0	0	68	40	108	53	80	133	0	0	0	0	0	0	0	0	0	0	0	0	241
05-Nov-2013	2	0	2	51	34	85	37	88	125	32	0	32	0	0	0	0	0	0	0	0	0	244
06-Nov-2013	1	0	1	0	0	0	0	0	0	0	0	0	54	82	136	68	42	110	0	0	0	247
07-Nov-2013	2	0	2	0	1	1	0	2	2	0	0	0	54	84	138	75	45	120	0	0	0	263
08-Nov-2013	1	0	1	2	0	2	3	1	4	0	1	1	54	83	137	69	42	111	0	0	0	256
09-Nov-2013	6	0	6	24	11	35	27	33	60	0	0	0	14	15	29	12	13	25	0	0	0	155
10-Nov-2013	0	1	1	41	32	73	48	65	113	0	0	0	0	0	0	0	0	0	0	0	0	187
11-Nov-2013	0	0	0	75	44	119	51	84	135	0	0	0	0	0	0	0	0	0	0	0	0	254
12-Nov-2013	0	0	0	24	14	38	18	23	41	0	2	2	31	58	89	50	32	82	0	0	0	252
13-Nov-2013	1	0	1	0	0	0	0	1	1	1	0	1	62	85	147	66	44	110	0	0	0	260
14-Nov-2013	0	0	0	46	31	77	35	52	87	0	0	0	24	31	55	24	16	40	0	0	0	259
15-Nov-2013	6	0	6	86	41	127	40	89	129	0	2	2	2	0	2	0	0	0	0	0	0	266
16-Nov-2013	2	0	2	51	24	75	33	49	82	0	0	0	0	0	0	0	0	0	0	0	0	159
17-Nov-2013	1	0	1	51	37	88	38	69	107	0	0	0	0	0	0	0	0	0	0	0	0	196
18-Nov-2013	0	0	0	89	42	131	36	82	118	0	0	0	1	0	1	0	0	0	0	0	0	250
19-Nov-2013	3	0	3	75	43	118	45	83	128	1	0	1	1	0	1	0	0	0	0	0	0	251
20-Nov-2013	2	0	2	0	0	0	0	1	1	0	0	0	69	82	151	50	40	90	0	0	0	244
21-Nov-2013	1	0	1	0	0	0	0	0	0	0	0	0	54	78	132	73	45	118	0	0	0	251
22-Nov-2013	1	0	1	0	0	0	0	2	2	0	0	0	46	73	119	66	41	107	0	0	0	229
23-Nov-2013	6	0	6	25	12	37	18	21	39	0	0	0	19	22	41	11	9	20	0	0	0	143
24-Nov-2013	16	0	16	34	41	75	38	69	107	4	1	5	0	0	0	0	0	0	0	0	0	203
25-Nov-2013	1	0	1	66	44	110	59	81	140	1	0	1	1	0	1	0	0	0	0	0	0	253
26-Nov-2013	1	0	1	61	45	106	42	85	127	25	1	26	1	0	1	0	0	0	0	0	0	261
27-Nov-2013	20	0	20	0	9	9	5	15	20	0	1	1	49	67	116	50	33	83	0	0	0	249
28-Nov-2013	0	0	0	0	0	0	0	0	0	0	1	1	51	75	126	73	46	119	0	0	0	246
29-Nov-2013	0	0	0	78	41	119	50	86	136	0	0	0	0	0	0	0	0	0	0	0	0	255
30-Nov-2013	2	0	2	40	26	66	27	46	73	18	2	20	0	0	0	0	0	0	0	0	0	161
Total	77	1	78	1038	642	1680	727	1270	1997	100	27	127	705	970	1675	786	516	1302	0	0	0	6859

(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-Nov-2013	4	1	1	4	1	0	35	75	71	68	65	58	60	48	54	61	63	64	65	68	47	34	22	1	970
02-Nov-2013	0	0	1	0	0	0	24	57	61	65	60	53	54	45	41	44	38	41	41	35	26	21	13	1	721
03-Nov-2013	0	1	2	1	1	0	16	41	50	55	59	49	52	37	43	60	59	63	61	67	50	36	19	2	824
04-Nov-2013	0	0	1	1	0	0	33	70	71	69	62	61	54	49	47	55	52	65	59	52	41	27	23	3	895
05-Nov-2013	2	0	0	2	2	1	31	71	66	64	58	54	50	42	44	58	53	64	66	51	36	28	23	3	869
06-Nov-2013	2	0	0	3	1	0	30	68	74	59	65	54	58	49	51	61	60	73	70	58	40	32	17	7	932
07-Nov-2013	2	1	2	1	4	0	29	79	70	62	72	55	52	47	52	61	57	69	78	68	44	36	29	5	975
08-Nov-2013	2	1	1	3	2	0	31	74	73	66	66	56	57	45	53	67	58	62	67	65	28	42	31	2	952
09-Nov-2013	2	0	0	0	0	1	22	53	64	56	67	48	48	45	45	46	32	37	46	33	22	24	12	1	704
10-Nov-2013	0	0	1	1	0	0	18	35	50	51	54	45	59	38	47	58	47	69	64	63	55	36	30	1	822
11-Nov-2013	0	1	0	0	0	0	33	65	67	63	68	64	56	39	51	63	61	60	61	60	53	34	29	2	930
12-Nov-2013	3	1	0	2	3	0	33	63	65	65	58	60	56	38	43	57	55	55	66	60	34	28	27	5	877
13-Nov-2013	4	1	1	2	1	0	33	70	71	60	64	60	51	44	50	62	51	63	67	60	41	31	25	5	917
14-Nov-2013	3	1	1	2	3	1	35	75	69	58	69	52	53	42	52	56	56	62	70	62	45	33	37	3	940
15-Nov-2013	2	0	0	3	0	2	32	77	70	67	70	59	51	54	47	61	57	57	67	65	53	36	24	0	954
16-Nov-2013	0	0	0	0	0	0	24	46	56	64	62	55	64	42	41	50	37	42	42	29	28	20	14	2	718
17-Nov-2013	0	2	0	0	0	0	20	41	47	46	55	47	55	37	46	61	51	57	63	67	59	39	26	1	820
18-Nov-2013	1	0	0	0	0	0	31	67	67	72	66	63	56	46	43	52	52	68	62	54	45	37	38	2	922
19-Nov-2013	4	1	1	0	2	1	30	74	73	63	62	60	48	42	52	55	46	66	70	56	36	27	25	2	896
20-Nov-2013	2	1	2	1	1	0	32	80	71	57	59	59	51	41	41	62	57	67	66	60	41	29	24	3	907
21-Nov-2013	3	0	0	2	2	0	28	72	73	72	68	63	49	46	50	58	54	68	65	68	47	35	31	8	962
22-Nov-2013	1	1	0	1	3	0	28	53	57	64	67	71	58	49	45	53	47	31	41	58	42	47	42	16	875
23-Nov-2013	3	0	0	1	0	0	15	42	52	59	63	57	54	46	40	57	41	42	41	41	32	17	16	0	719
24-Nov-2013	2	0	0	0	0	0	19	39	51	53	56	50	53	44	46	65	51	68	68	69	47	32	30	0	843
25-Nov-2013	1	0	1	0	1	0	33	74	75	57	76	65	60	45	45	65	54	61	66	57	37	32	31	3	939
26-Nov-2013	4	0	0	1	4	0	34	79	77	63	63	63	45	39	46	59	57	62	74	53	36	30	26	5	920
27-Nov-2013	2	1	1	2	4	0	28	75	67	62	57	57	55	43	43	67	50	67	72	59	39	32	26	4	913
28-Nov-2013	3	0	1	1	3	1	32	70	79	70	70	57	55	44	49	60	53	63	73	67	48	36	30	3	968
29-Nov-2013	4	0	1	1	1	1	32	73	73	69	63	54	61	49	51	56	60	56	68	71	58	37	25	1	965
30-Nov-2013	1	0	1	0	0	0	22	51	65	65	64	54	52	42	43	43	40	44	36	39	24	21	11	0	718
Total	57	14	19	35	39	8	843	1909	1975	1864	1908	1703	1627	1317	1401	1733	1549	1766	1855	1715	1234	949	756	91	26367
Avg.	1.90	0.47	0.63	1.17	1.30	0.27	28.10	63.63	65.83	62.13	63.60	56.77	54.23	43.90	46.70	57.77	51.63	58.87	61.83	57.17	41.13	31.63	25.20	3.03	878.90

(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-Nov-2013	2	1	0	2	0	0	13	40	33	36	32	26	26	23	25	30	27	34	37	31	27	21	12	1	479
02-Nov-2013	0	0	1	0	0	0	15	35	35	22	27	24	27	26	21	20	18	24	22	19	14	13	5	1	369
03-Nov-2013	0	0	1	1	1	0	10	24	23	24	29	19	20	18	21	28	24	35	32	34	29	22	11	1	407
04-Nov-2013	0	0	0	1	0	0	14	40	39	31	29	29	20	28	22	25	27	33	32	20	28	17	9	2	446
05-Nov-2013	0	0	0	2	0	0	18	38	31	29	29	27	22	20	24	26	23	36	30	31	22	17	11	2	438
06-Nov-2013	0	0	0	2	0	0	9	39	38	27	32	26	23	26	29	22	28	38	37	28	24	22	6	5	461
07-Nov-2013	0	0	1	1	1	0	12	44	34	31	37	25	22	22	31	20	29	42	37	29	29	25	15	3	490
08-Nov-2013	1	1	0	2	0	0	13	37	41	26	33	30	22	22	28	30	24	31	42	27	15	23	22	1	471
09-Nov-2013	2	0	0	0	0	0	15	32	34	24	32	19	21	27	26	21	15	20	24	19	12	13	5	1	362
10-Nov-2013	0	0	1	1	0	0	11	19	24	25	24	18	21	18	23	29	17	36	34	34	31	22	18	1	407
11-Nov-2013	0	1	0	0	0	0	16	29	39	34	31	29	20	17	33	30	22	32	31	34	29	18	15	1	461
12-Nov-2013	1	0	0	2	1	0	17	29	35	33	30	31	23	18	25	28	22	28	31	30	23	19	12	2	440
13-Nov-2013	2	1	1	1	0	0	17	37	36	28	31	25	23	22	31	24	24	35	38	24	23	19	12	3	457
14-Nov-2013	1	1	1	1	1	1	14	39	36	31	34	23	23	18	31	22	24	37	39	23	30	23	17	2	472
15-Nov-2013	1	0	0	2	0	0	14	42	39	31	32	30	22	25	24	25	26	33	33	30	26	23	22	0	480
16-Nov-2013	0	0	0	0	0	0	14	26	29	28	29	28	30	20	23	23	16	24	24	15	16	11	7	1	364
17-Nov-2013	0	1	0	0	0	0	14	23	17	24	25	22	17	16	23	28	19	31	34	34	33	23	17	0	401
18-Nov-2013	1	0	0	0	0	0	13	34	39	33	33	32	24	17	22	27	25	33	34	28	23	21	22	1	462
19-Nov-2013	2	0	0	0	2	0	15	35	41	32	27	28	22	20	30	20	22	39	33	29	23	18	10	2	450
20-Nov-2013	0	0	1	1	0	0	15	41	38	27	31	29	18	20	26	24	26	39	34	25	24	19	12	3	453
21-Nov-2013	0	0	0	2	0	0	11	35	36	40	31	31	21	23	28	26	23	40	38	28	26	23	20	2	484
22-Nov-2013	0	0	0	1	1	0	10	29	31	32	31	32	24	20	27	27	25	26	30	29	16	20	19	1	431
23-Nov-2013	3	0	0	1	0	0	9	27	29	26	30	30	19	27	20	29	12	26	23	23	17	10	8	0	369
24-Nov-2013	1	0	0	0	0	0	12	20	22	23	23	23	23	22	22	30	22	36	38	30	26	24	15	0	412
25-Nov-2013	1	0	1	0	1	0	11	41	40	28	36	34	23	20	24	29	27	31	33	26	26	20	14	2	468
26-Nov-2013	1	0	0	1	2	0	14	41	39	35	32	27	21	18	26	30	21	36	35	26	23	19	13	3	463
27-Nov-2013	0	0	1	2	2	0	13	42	31	30	28	26	24	20	25	26	24	36	37	25	24	23	13	2	454
28-Nov-2013	0	0	1	1	1	0	14	37	47	33	31	28	22	24	29	23	23	37	38	29	27	24	16	2	487
29-Nov-2013	0	0	1	0	1	1	14	37	38	35	29	27	26	21	27	25	25	30	36	37	29	26	13	1	479
30-Nov-2013	1	0	0	0	0	0	13	29	33	31	28	26	24	26	24	20	19	24	19	21	16	13	2	0	369
Total	20	6	11	27	14	2	400	1021	1027	889	906	804	673	644	770	767	679	982	985	818	711	591	393	46	13186
Avg.	0.67	0.20	0.37	0.90	0.47	0.07	13.33	34.03	34.23	29.63	30.20	26.80	22.43	21.47	25.67	25.57	22.63	32.73	32.83	27.27	23.70	19.70	13.10	1.53	439.53

(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-Nov-2013	2	0	1	2	1	0	22	35	38	32	33	32	34	25	29	31	36	30	28	37	20	13	10	0	491
02-Nov-2013	0	0	0	0	0	0	9	22	26	43	33	29	27	19	20	24	20	17	19	16	12	8	8	0	352
03-Nov-2013	0	1	1	0	0	0	6	17	27	31	30	30	32	19	22	32	35	28	29	33	21	14	8	1	417
04-Nov-2013	0	0	1	0	0	0	19	30	32	38	33	32	34	21	25	30	25	32	27	32	13	10	14	1	449
05-Nov-2013	2	0	0	0	2	1	13	33	35	35	29	27	28	22	20	32	30	28	36	20	14	11	12	1	431
06-Nov-2013	2	0	0	1	1	0	21	29	36	32	33	28	35	23	22	39	32	35	33	30	16	10	11	2	471
07-Nov-2013	2	1	1	0	3	0	17	35	36	31	35	30	30	25	21	41	28	27	41	39	15	11	14	2	485
08-Nov-2013	1	0	1	1	2	0	18	37	32	40	33	26	35	23	25	37	34	31	25	38	13	19	9	1	481
09-Nov-2013	0	0	0	0	0	1	7	21	30	32	35	29	27	18	19	25	17	17	22	14	10	11	7	0	342
10-Nov-2013	0	0	0	0	0	0	7	16	26	26	30	27	38	20	24	29	30	33	30	29	24	14	12	0	415
11-Nov-2013	0	0	0	0	0	0	17	36	28	29	37	35	36	22	18	33	39	28	30	26	24	16	14	1	469
12-Nov-2013	2	1	0	0	2	0	16	34	30	32	28	29	33	20	18	29	33	27	35	30	11	9	15	3	437
13-Nov-2013	2	0	0	1	1	0	16	33	35	32	33	35	28	22	19	38	27	28	29	36	18	12	13	2	460
14-Nov-2013	2	0	0	1	2	0	21	36	33	27	35	29	30	24	21	34	32	25	31	39	15	10	20	1	468
15-Nov-2013	1	0	0	1	0	2	18	35	31	36	38	29	29	29	23	36	31	24	34	35	27	13	2	0	474
16-Nov-2013	0	0	0	0	0	0	10	20	27	36	33	27	34	22	18	27	21	18	18	14	12	9	7	1	354
17-Nov-2013	0	1	0	0	0	0	6	18	30	22	30	25	38	21	23	33	32	26	29	33	26	16	9	1	419
18-Nov-2013	0	0	0	0	0	0	18	33	28	39	33	31	32	29	21	25	27	35	28	26	22	16	16	1	460
19-Nov-2013	2	1	1	0	0	1	15	39	32	31	35	32	26	22	22	35	24	27	37	27	13	9	15	0	446
20-Nov-2013	2	1	1	0	1	0	17	39	33	30	28	30	33	21	15	38	31	28	32	35	17	10	12	0	454
21-Nov-2013	3	0	0	0	2	0	17	37	37	32	37	32	28	23	22	32	31	28	27	40	21	12	11	6	478
22-Nov-2013	1	1	0	0	2	0	18	24	26	32	36	39	34	29	18	26	22	5	11	29	26	27	23	15	444
23-Nov-2013	0	0	0	0	0	0	6	15	23	33	33	27	35	19	20	28	29	16	18	18	15	7	8	0	350
24-Nov-2013	1	0	0	0	0	0	7	19	29	30	33	27	30	22	24	35	29	32	30	39	21	8	15	0	431
25-Nov-2013	0	0	0	0	0	0	22	33	35	29	40	31	37	25	21	36	27	30	33	31	11	12	17	1	471
26-Nov-2013	3	0	0	0	2	0	20	38	38	28	31	36	24	21	20	29	36	26	39	27	13	11	13	2	457
27-Nov-2013	2	1	0	0	2	0	15	33	36	32	29	31	31	23	18	41	26	31	35	34	15	9	13	2	459
28-Nov-2013	3	0	0	0	2	1	18	33	32	37	39	29	33	20	20	37	30	26	35	38	21	12	14	1	481
29-Nov-2013	4	0	0	1	0	0	18	36	35	34	34	27	35	28	24	31	35	26	32	34	29	11	12	0	486
30-Nov-2013	0	0	1	0	0	0	9	22	32	34	36	28	28	16	19	23	21	20	17	18	8	8	9	0	349
Total	37	8	8	8	25	6	443	888	948	975	1002	899	954	673	631	966	870	784	870	897	523	358	363	45	13181
Avg.	1.23	0.27	0.27	0.27	0.83	0.20	14.77	29.60	31.60	32.50	33.40	29.97	31.80	22.43	21.03	32.20	29.00	26.13	29.00	29.90	17.43	11.93	12.10	1.50	439.37

(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-Nov-13	07:00	00:14	-	-	-	-	12:41	04:03	-	-	-	-	-
02-Nov-13	07:00	00:15	01:41	-	-	-	15:02	-	-	-	-	-	-
03-Nov-13	07:00	00:29	01:22	-	00:28	-	05:19	07:02	-	02:15	-	-	-
04-Nov-13	07:00	00:29	-	00:44	-	-	-	15:45	-	-	-	-	-
05-Nov-13	07:00	-	-	04:00	-	-	-	10:44	-	-	02:15	-	-
06-Nov-13	07:00	-	00:44	-	-	-	16:15	-	-	-	-	-	-
07-Nov-13	07:00	00:14	00:43	-	-	-	16:01	-	-	-	-	-	-
08-Nov-13	07:00	00:06	00:31	-	-	-	14:14	02:06	-	-	-	-	-
09-Nov-13	07:00	00:18	-	-	-	-	04:00	12:02	-	-	00:37	-	-
10-Nov-13	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
11-Nov-13	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
12-Nov-13	07:00	00:20	-	00:44	-	-	11:23	04:31	-	-	-	-	-
13-Nov-13	07:00	00:17	-	-	00:33	-	16:08	-	-	-	-	-	-
14-Nov-13	07:00	00:03	02:23	-	-	-	03:51	10:40	-	-	-	-	-
15-Nov-13	07:00	-	-	00:37	-	-	-	14:45	-	-	01:37	-	-
16-Nov-13	07:00	00:14	-	00:35	-	-	-	16:09	-	-	-	-	-
17-Nov-13	07:00	00:10	-	-	-	-	-	16:48	-	-	-	-	-
18-Nov-13	07:00	00:04	-	-	-	-	-	16:54	-	-	-	-	-
19-Nov-13	07:00	00:20	-	00:51	-	-	-	13:43	-	-	02:03	-	-
20-Nov-13	07:00	00:21	00:50	-	-	-	15:47	-	-	-	-	-	-
21-Nov-13	07:00	00:15	-	-	-	-	16:43	-	-	-	-	-	-
22-Nov-13	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
23-Nov-13	07:00	00:29	03:27	-	-	-	06:34	05:36	-	-	00:50	-	-
24-Nov-13	07:00	00:16	-	03:48	-	-	-	11:03	-	-	01:51	-	-
25-Nov-13	07:00	00:12	-	00:50	-	-	-	15:56	-	-	-	-	-
26-Nov-13	07:00	00:20	-	04:40	-	-	-	11:58	-	-	-	-	-
27-Nov-13	07:00	00:24	03:32	-	-	-	10:10	00:53	-	-	01:58	-	-
28-Nov-13	07:00	00:22	00:44	-	-	-	15:52	-	-	-	-	-	-
29-Nov-13	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
30-Nov-13	07:00	00:30	-	01:49	-	-	-	12:32	-	-	02:06	-	-
Total	210:00	08:26	16:02	18:42	01:01	00:00	196:50	253:16	00:00	02:15	13:20	00:00	00:00
% Used		1.66%	3.15%	3.67%	0.20%	0.00%	38.60%	49.67%	0.00%	0.44%	2.62%	0.00%	0.00%

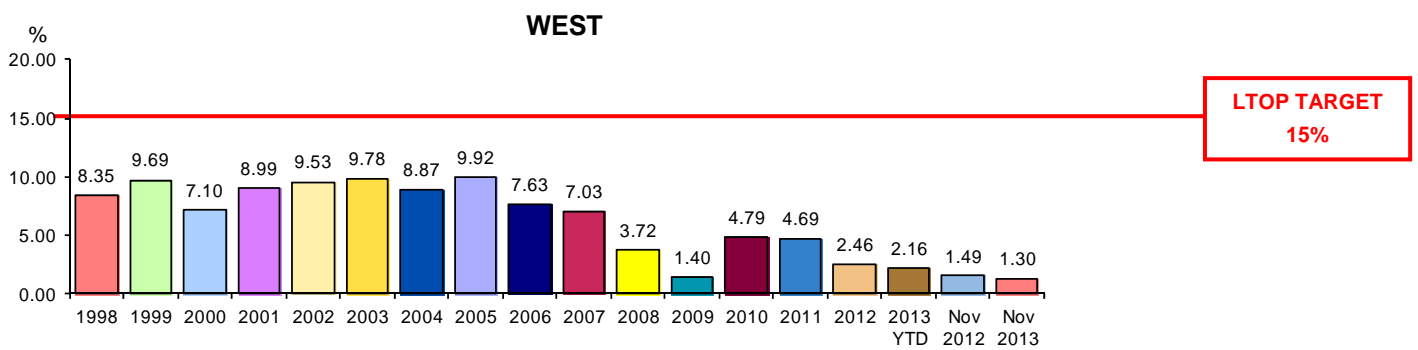
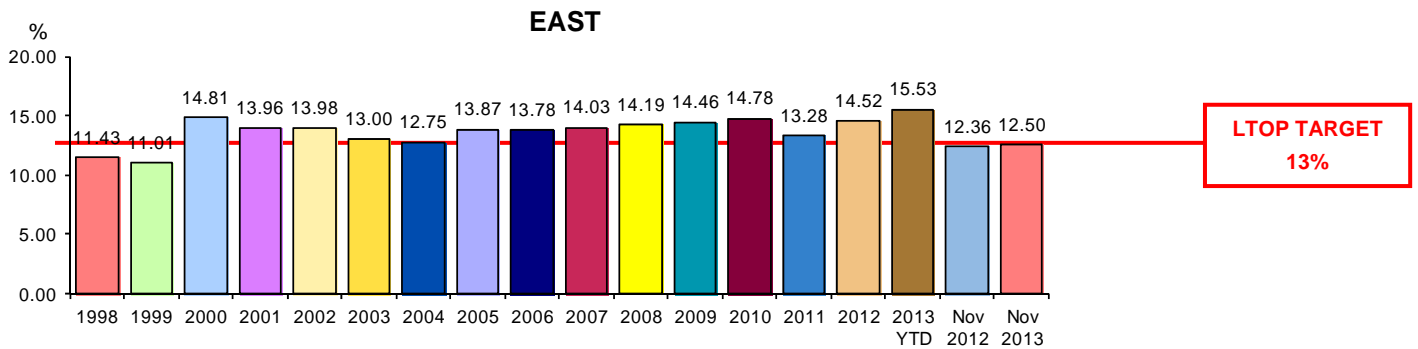
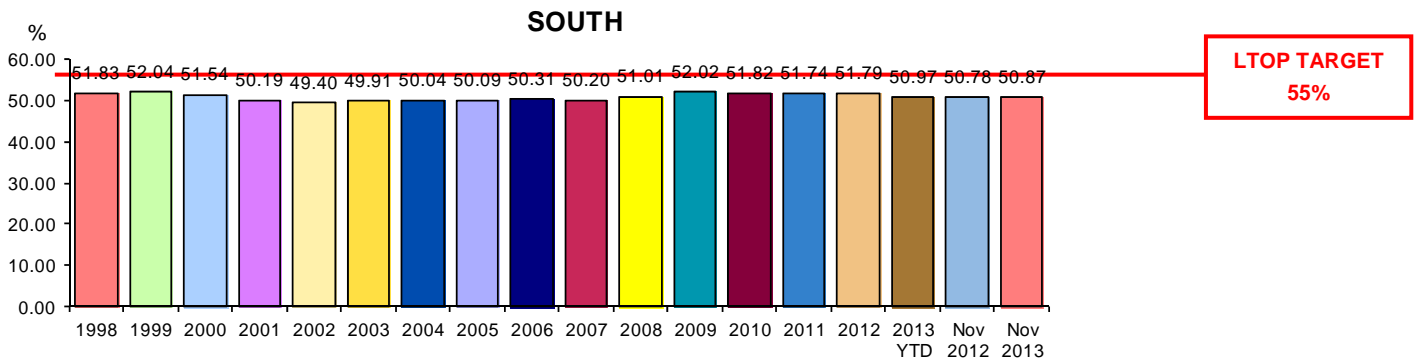
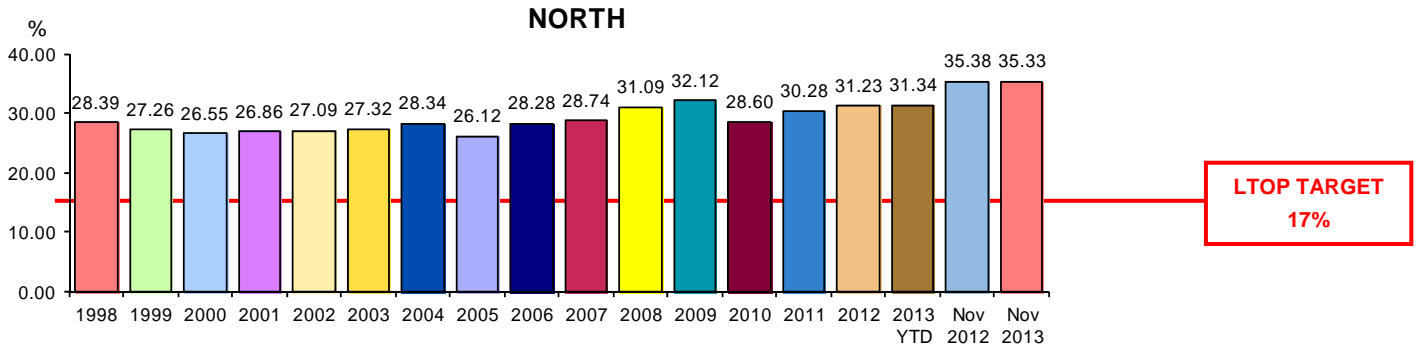
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2013

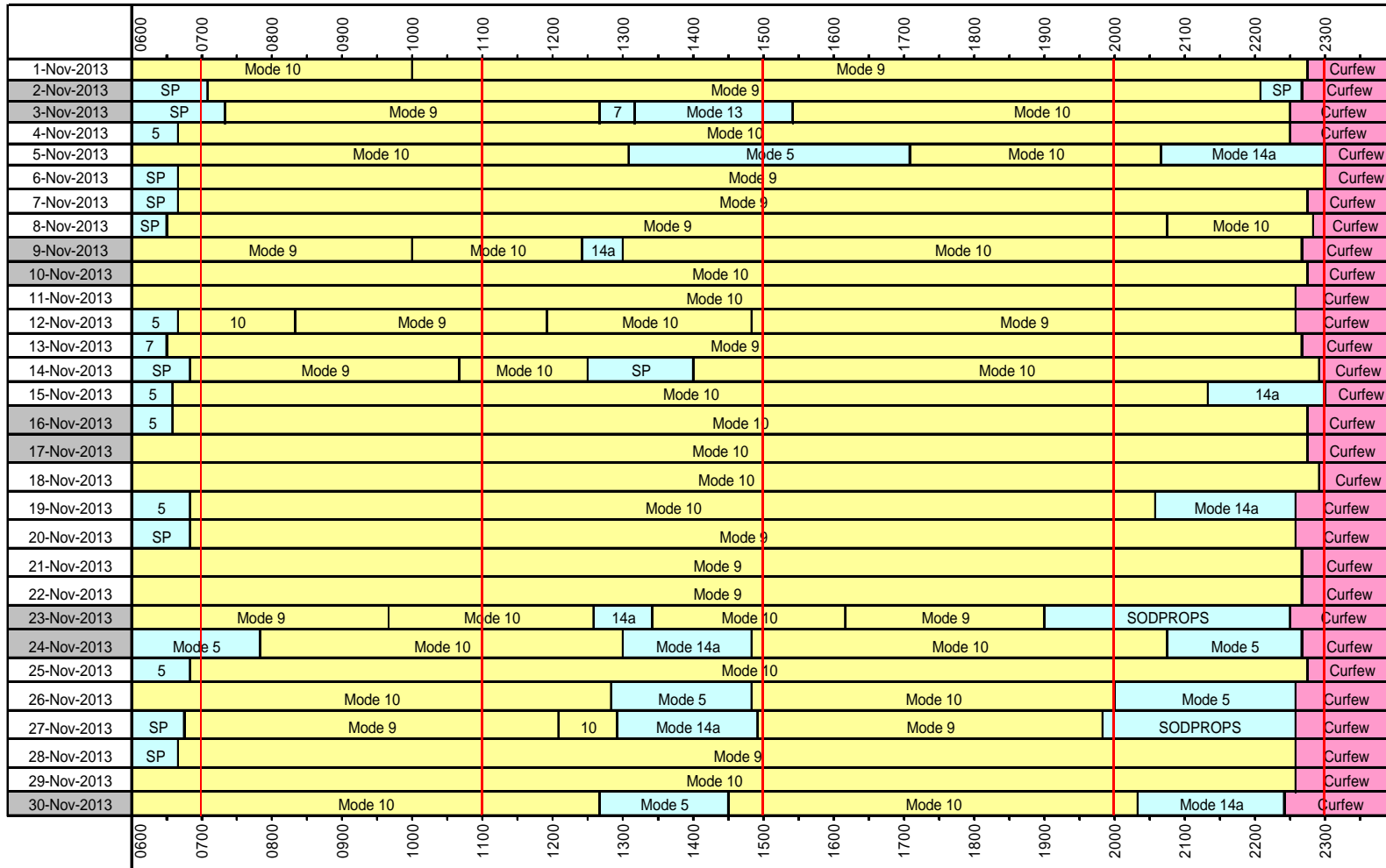
Time	2.23%	5.94%	4.25%	1.99%	0.00%	45.96%	35.95%	0.72%	1.27%	1.68%	0.00%	0.00%
Movements	0.47%	4.12%	3.17%	1.50%	0.00%	49.80%	37.99%	0.56%	1.18%	1.20%	0.00%	0.00%

Runway End Impact to 30 November 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 Year to Date, current month this year and corresponding month last year.



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 **November 2013**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
1/11/2013	06:40	08:17	1:37
1/11/2013	08:40	09:36	0:56
11/11/2013	07:02	09:33	2:31
12/11/2013	07:08	07:59	0:51
18/11/2013	06:51	09:34	2:43
19/11/2013	06:50	09:49	2:59
29/11/2013	06:52	09:31	2:39

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

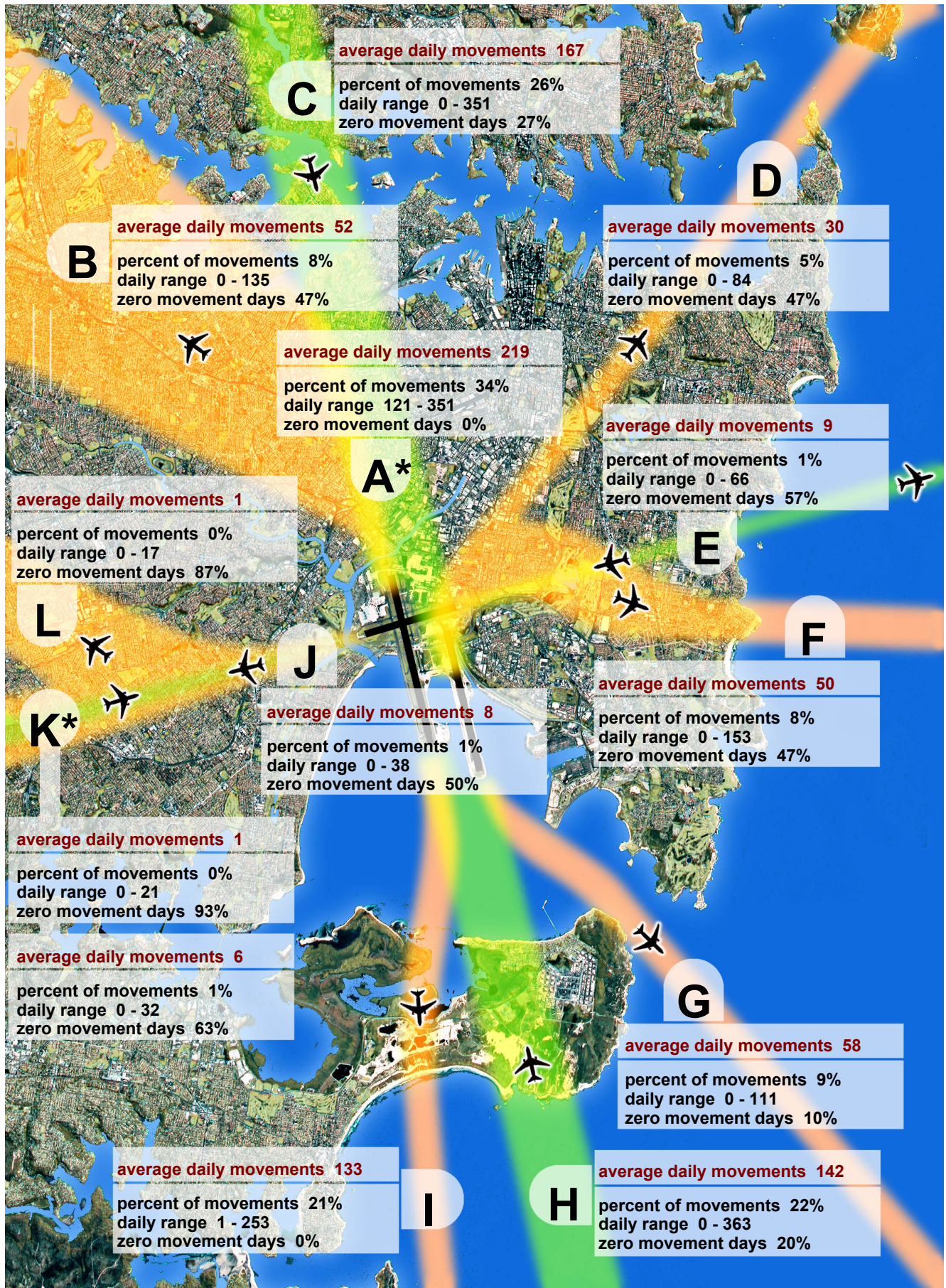
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
1/11/2013	87	36	51
11/11/2013	88	37	51
12/11/2013	26	10	16
18/11/2013	98	45	53
19/11/2013	104	45	59
29/11/2013	99	46	53

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

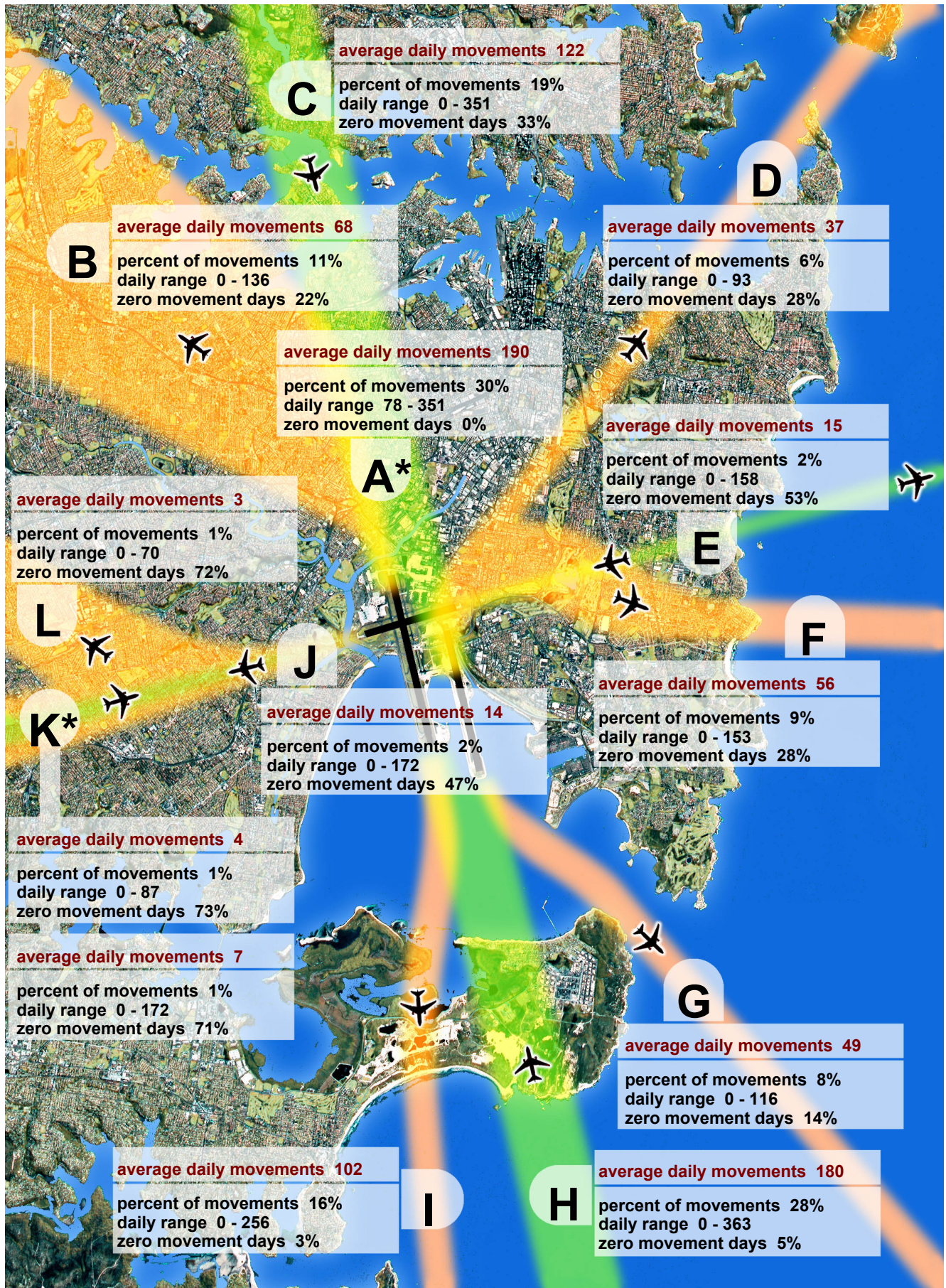
1 Nov 2013 to 30 Nov 2013, All Jets



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

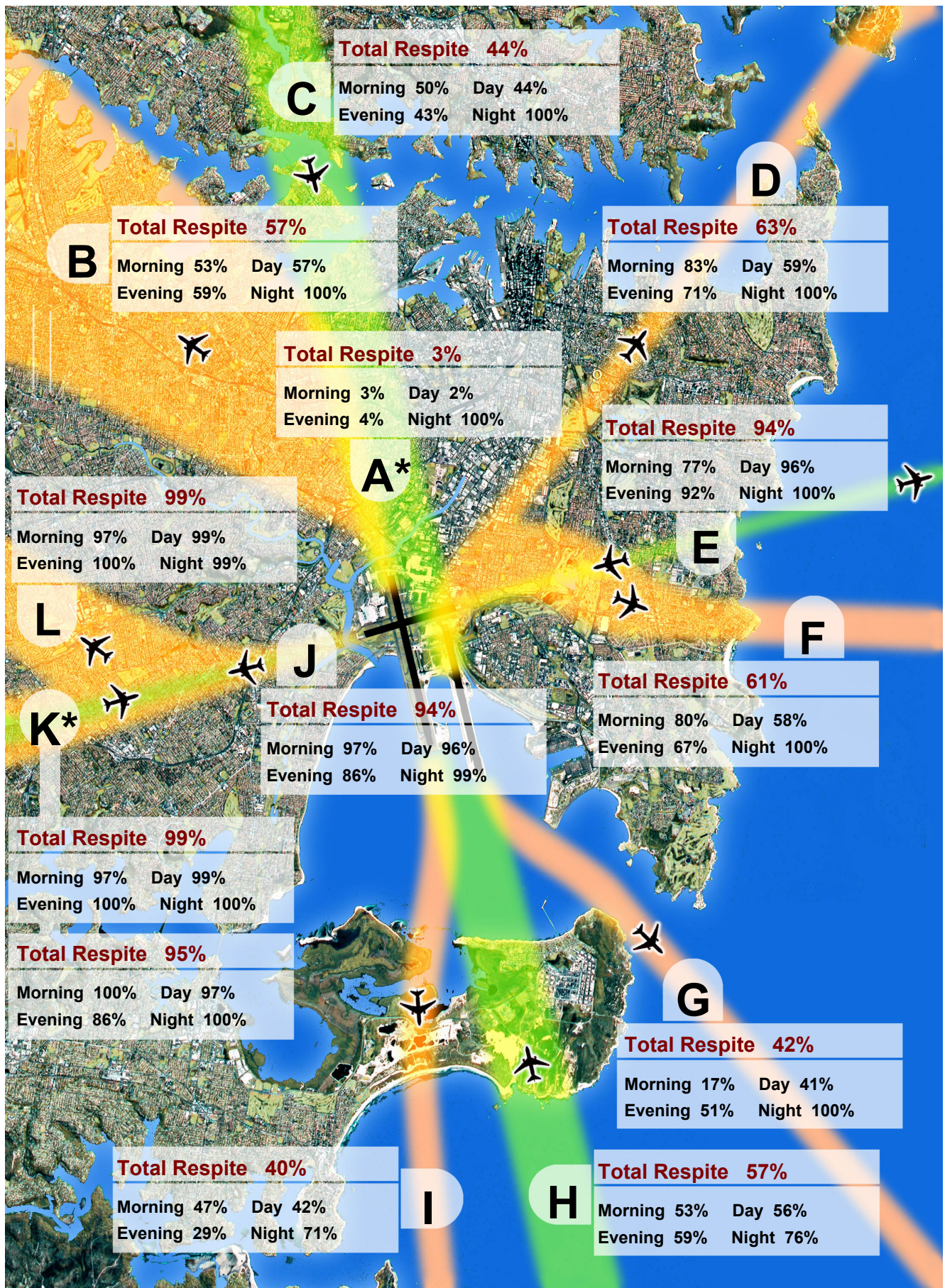
1 Dec 2012 to 30 Nov 2013, All Jets



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 Nov 2013 to 30 Nov 2013, All Jets



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

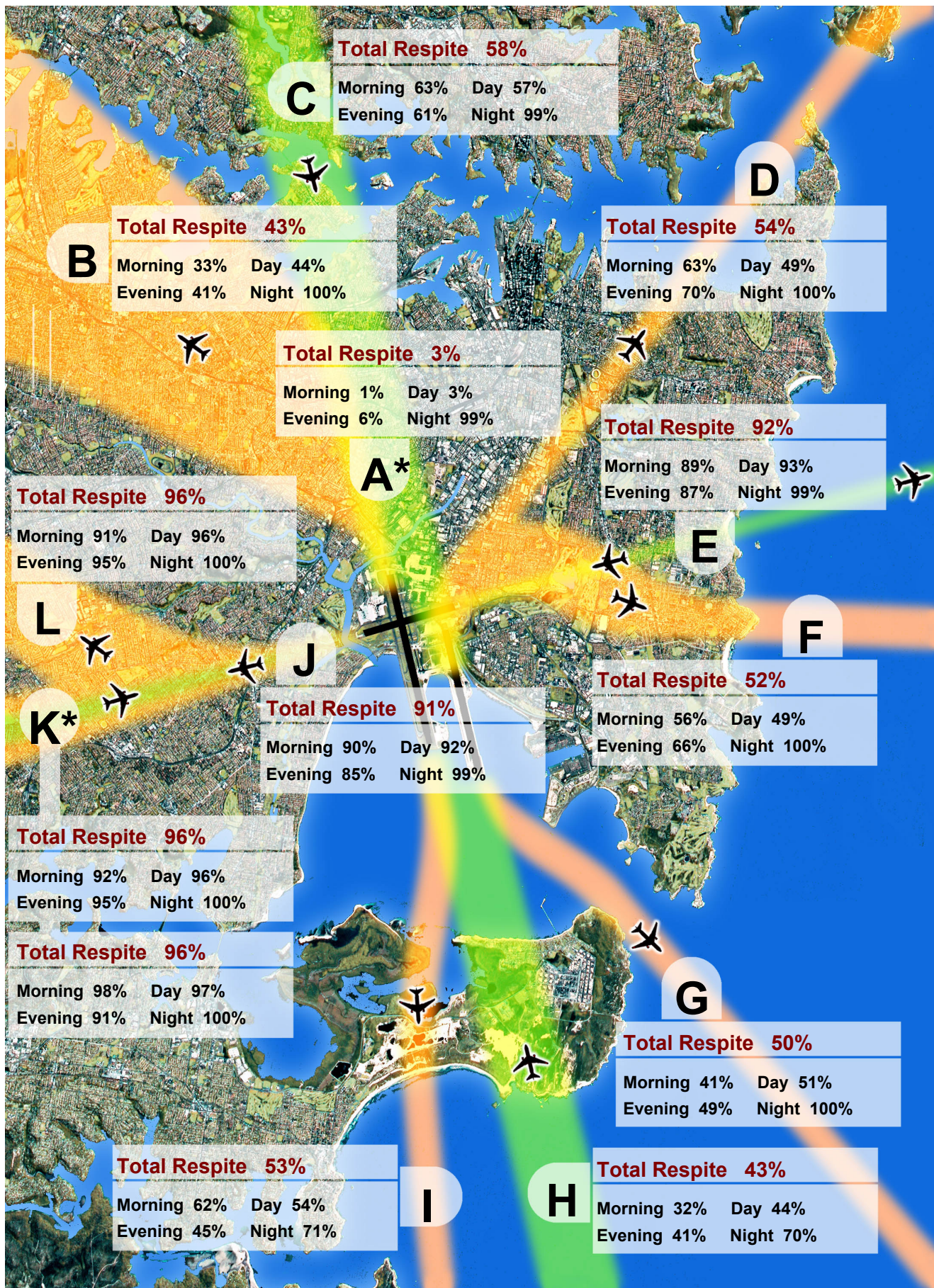
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Dec 2012 to 30 Nov 2013, 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) December 2012 to November 2013

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 2013 & 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 December 2012 to November 2013, 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 54%**. This means that over the period **December 2012 to November 2013 for 54%** 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 November 2013.

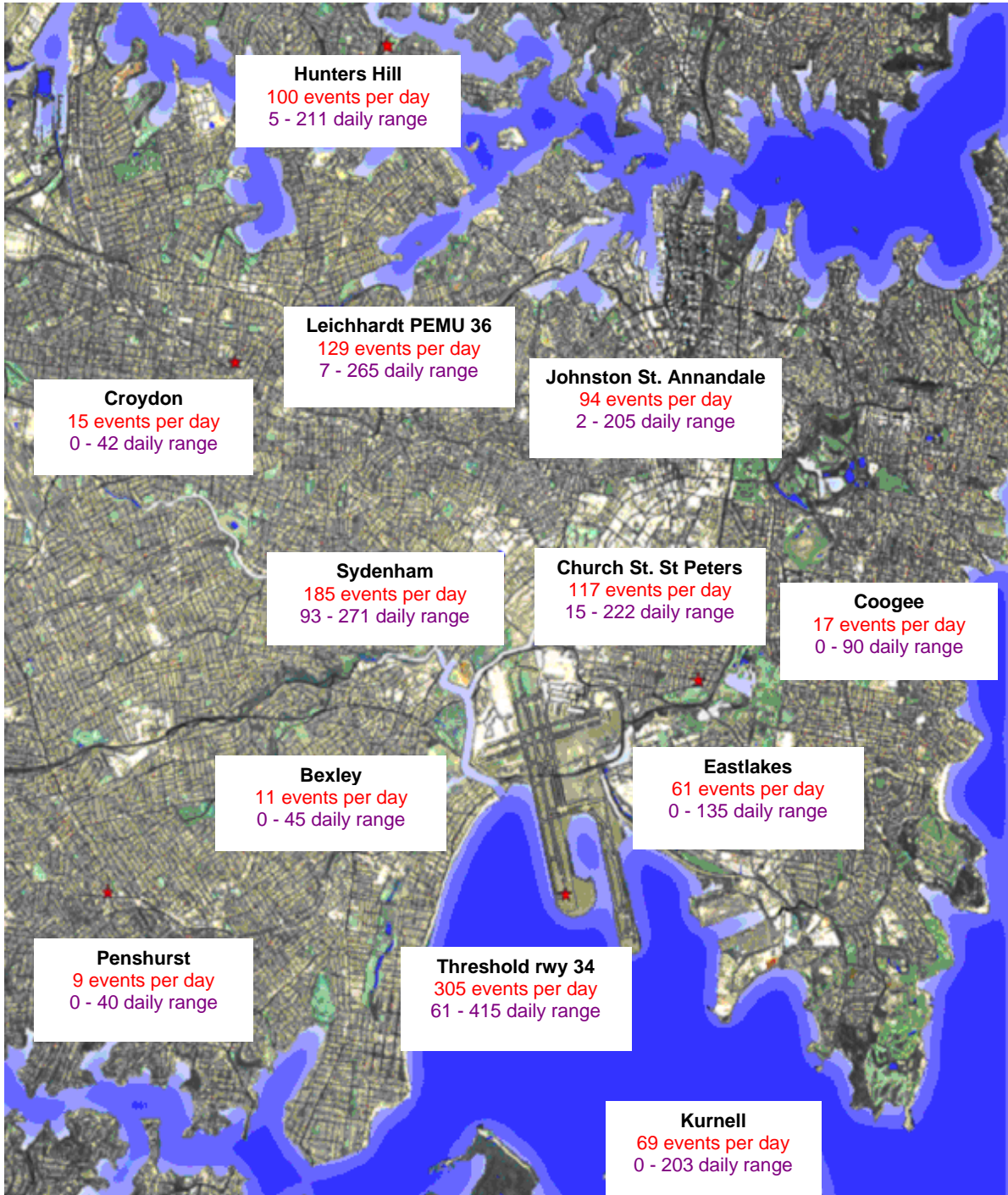


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of November 2013

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 November 2013 along with the Daily N70 values for the three months up to and including November are given in Table 1.

<i>Location</i>	<i>CNE Nov</i>	<i>Operational Days Nov</i>	<i>N70 Nov</i>	<i>N70 Oct</i>	<i>N70 Sep</i>
<i>Threshold rwy 34</i>	<i>9,415</i>	<i>29.9</i>	<i>306</i>	<i>342</i>	<i>363</i>
<i>Penshurst</i>	<i>371</i>	<i>29.9</i>	<i>9</i>	<i>17</i>	<i>11</i>
<i>Bexley</i>	<i>356</i>	<i>29.9</i>	<i>11</i>	<i>25</i>	<i>18</i>
<i>Sydenham</i>	<i>5,555</i>	<i>29.9</i>	<i>185</i>	<i>172</i>	<i>149</i>
<i>Johnston St Annandale</i>	<i>3,642</i>	<i>29.9</i>	<i>95</i>	<i>75</i>	<i>36</i>
<i>Church St. St Peters</i>	<i>4,962</i>	<i>29.9</i>	<i>117</i>	<i>107</i>	<i>78</i>
<i>Leichhardt PEMU 36</i>	<i>4,016</i>	<i>29.9</i>	<i>129</i>	<i>99</i>	<i>52</i>
<i>Eastlakes</i>	<i>2,191</i>	<i>29.9</i>	<i>61</i>	<i>82</i>	<i>104</i>
<i>Coogee</i>	<i>636</i>	<i>29.9</i>	<i>18</i>	<i>30</i>	<i>38</i>
<i>Kurnell</i>	<i>2,557</i>	<i>29.9</i>	<i>70</i>	<i>88</i>	<i>120</i>
<i>Croydon</i>	<i>546</i>	<i>29.9</i>	<i>15</i>	<i>16</i>	<i>22</i>
<i>Hunters Hill</i>	<i>6,361</i>	<i>29.9</i>	<i>100</i>	<i>73</i>	<i>38</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including November 2013.

The N70 values for November 2013 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	11	PM	40
Day	235	Night	8
WE_D	288	WE_N	6

Penhurst			
AM	0	PM	3
Day	5	Night	0
WE_D	10	WE_N	0

Bexley			
AM	0	PM	3
Day	7	Night	0
WE_D	11	WE_N	1

Eastlakes			
AM	3	PM	9
Day	53	Night	0
WE_D	56	WE_N	0

Coogee			
AM	2	PM	5
Day	13	Night	0
WE_D	11	WE_N	0

Sydenham			
AM	7	PM	25
Day	157	Night	1
WE_D	177	WE_N	0

Leichhardt PEMU36			
AM	5	PM	18
Day	107	Night	0
WE_D	123	WE_N	0

Kurnell			
AM	0	PM	6
Day	64	Night	0
WE_D	68	WE_N	0

Annandale			
AM	1	PM	10
Day	87	Night	0
WE_D	87	WE_N	0

St Peters			
AM	2	PM	13
Day	107	Night	0
WE_D	108	WE_N	0

Croydon			
AM	0	PM	2
Day	13	Night	0
WE_D	15	WE_N	0

Hunters Hull			
AM	5	PM	14
Day	81	Night	0
WE_D	99	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.