

Sydney Airport Operational Statistics

October 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2015

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

There were a total of 28,192 aircraft movements this month (daily average 909.42). Last month there were a total of 27,300 movements (daily average 910.00) and for the same month last year there were a total of 27,853 movements (daily average 898.48).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 9 on 20 days and Mode 10 on 8 days. Crossing runway modes (including Sodprops) were used for 12.47% 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 28.26% - This result is above the LTOP target and below the previous month (34.14%)

South 51.76% - This result is below the LTOP target and below the previous month (52.03%)

East 18.2% - This result is above the LTOP target and above the previous month (12.27%)

West 1.77% - This result is below the LTOP target and above the previous month (1.56%)

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

This procedure was used on 7, 13, 22, and 27 of October for a total of 11 hours and 51 minutes (ATIS time).

Noise Complaints & Information Service Airservices Australia

telephone 1-800-802-584
facsimile (02) 9556-6641
e-mail ncis@airservicesaustralia.com
internet www.airservicesaustralia.com

Table of Contents

Preview	1
Table of Contents.....	2
Sydney Airport Runways	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft	6
Runway Movement Summary – Jet Aircraft only	7
Runway Movement Summary – Non Jet Aircraft only.....	8
Hourly Runway Movement Summary– All Movements	9
Hourly Runway Movement Summary – Arrivals	10
Hourly Runway Movement Summary – Departures.....	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2015	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 31 October 2015).....	17
Jet Flight Path Movements * (1 November 2014 - 31 October 2015).....	18
Jet Aircraft Respite (R60) * (1 - 31 October 2015).....	19
Jet Aircraft Respite (R60) * (1 November 2014 - 31 October 2015).....	20
Jet Flight Path Movements (Explanation)	21
Jet Aircraft Respite (R60) (Explanation)	22
Measured Daily N70 Values.....	23

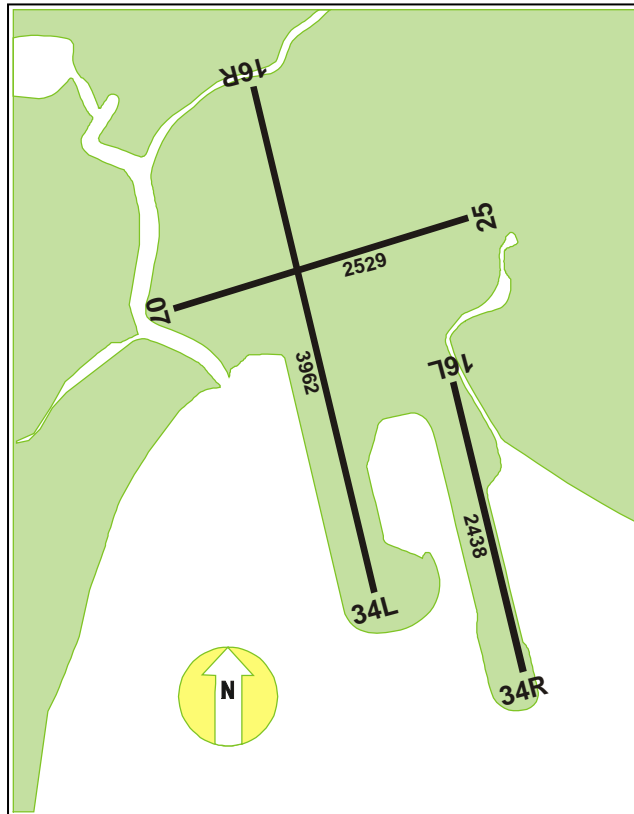
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

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



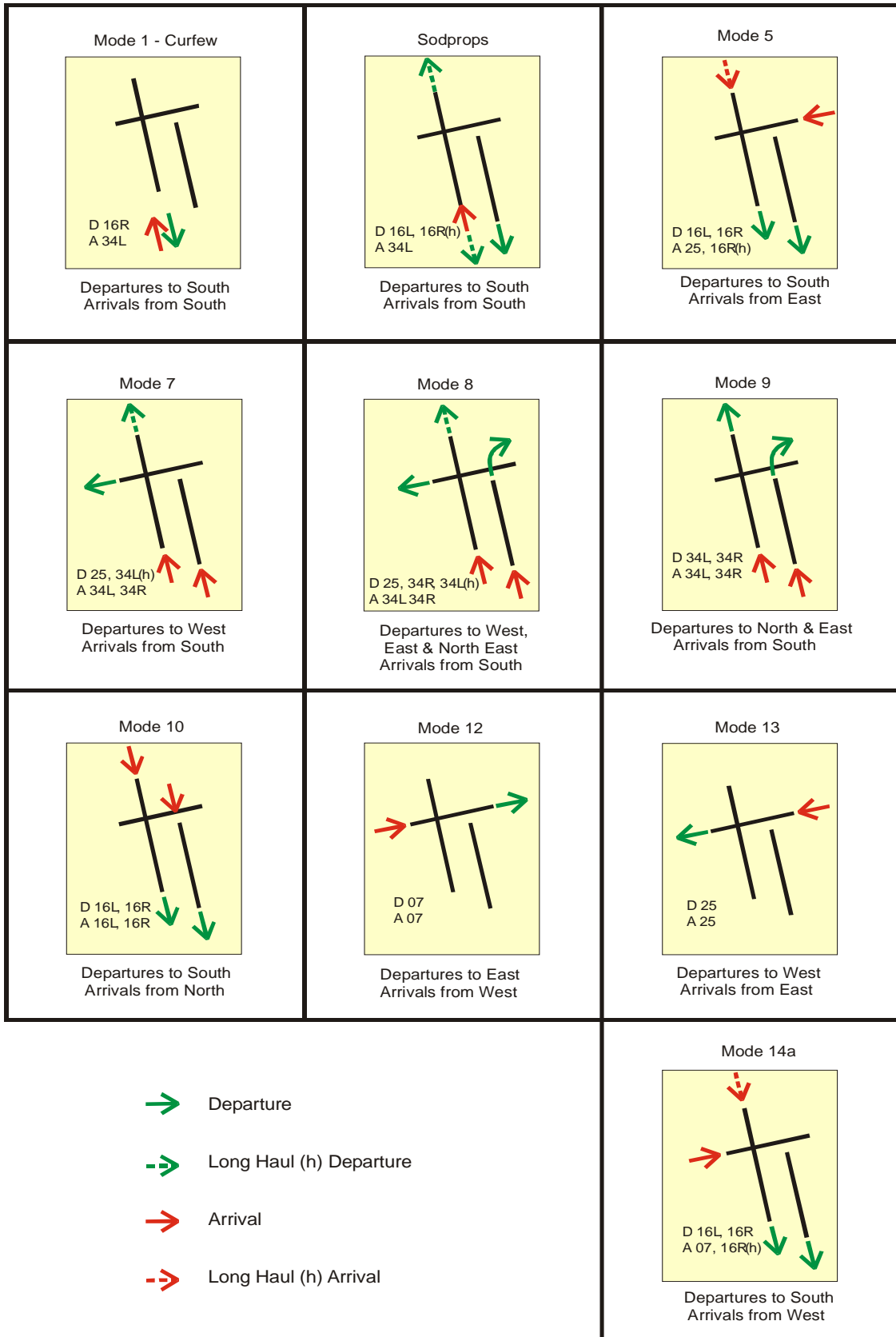
Runway numbers refer to the direction an aircraft is flying.

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)

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)

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.

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-Oct-2015	2	0	2	0	19	19	0	31	31	39	0	39	289	194	483	172	258	430	0	0	0	1004
02-Oct-2015	59	0	59	91	116	207	124	170	294	0	0	0	139	86	225	89	127	216	0	0	0	1001
03-Oct-2015	10	0	10	24	82	106	19	22	41	0	0	0	258	158	416	97	132	229	0	0	0	802
04-Oct-2015	0	0	0	1	7	8	2	4	6	0	0	0	273	169	442	140	224	364	0	0	0	820
05-Oct-2015	1	0	1	0	55	55	0	2	2	0	0	0	317	198	515	140	224	364	0	0	0	937
06-Oct-2015	1	0	1	0	1	1	0	9	9	0	18	18	323	203	526	145	233	378	0	0	0	933
07-Oct-2015	32	0	32	181	161	342	239	307	546	0	0	0	7	0	7	0	0	0	0	0	0	927
08-Oct-2015	3	0	3	97	117	214	171	164	335	0	0	0	147	83	230	75	120	195	0	0	0	977
09-Oct-2015	0	0	0	0	0	0	0	8	8	0	0	0	307	222	529	186	277	463	0	0	0	1000
10-Oct-2015	0	0	0	0	6	6	0	1	1	0	0	0	278	168	446	98	180	278	0	0	0	731
11-Oct-2015	0	0	0	0	15	15	0	1	1	0	0	0	287	196	483	139	224	363	0	0	0	862
12-Oct-2015	0	0	0	17	39	56	34	36	70	0	16	16	273	180	453	150	210	360	0	0	0	955
13-Oct-2015	32	0	32	192	147	339	232	306	538	0	0	0	4	0	4	0	0	0	0	0	0	913
14-Oct-2015	0	0	0	0	0	0	0	7	7	0	0	0	301	213	514	172	261	433	0	0	0	954
15-Oct-2015	0	0	0	0	12	12	0	11	11	0	0	0	310	199	509	181	265	446	0	0	0	978
16-Oct-2015	0	0	0	0	12	12	0	4	4	0	1	1	313	214	527	179	268	447	0	0	0	991
17-Oct-2015	144	0	144	71	126	197	150	233	383	7	0	7	1	0	1	0	0	0	0	0	0	732
18-Oct-2015	138	0	138	109	154	263	176	273	449	0	0	0	0	0	0	0	0	0	0	0	0	850
19-Oct-2015	1	0	1	0	0	0	0	4	4	0	0	0	300	209	509	176	269	445	0	0	0	959
20-Oct-2015	0	0	0	0	12	12	0	11	11	0	0	0	283	215	498	173	211	384	0	0	0	905
21-Oct-2015	0	0	0	0	15	15	0	8	8	0	0	0	289	204	493	170	243	413	0	0	0	929
22-Oct-2015	0	0	0	198	164	362	242	313	555	41	0	41	4	0	4	0	0	0	0	0	0	962
23-Oct-2015	30	0	30	195	209	404	270	292	562	0	0	0	2	0	2	0	0	0	0	0	0	998
24-Oct-2015	0	0	0	0	9	9	0	4	4	0	0	0	254	167	421	117	176	293	0	0	0	727
25-Oct-2015	1	0	1	0	5	5	0	0	0	0	0	0	302	196	498	124	237	361	0	0	0	865
26-Oct-2015	8	0	8	79	70	149	103	136	239	8	0	8	157	108	265	113	158	271	0	0	0	940
27-Oct-2015	0	0	0	176	154	330	275	299	574	0	0	0	3	0	3	0	0	0	0	0	0	907
28-Oct-2015	1	0	1	131	130	261	163	213	376	11	0	11	124	61	185	40	70	110	0	0	0	944
29-Oct-2015	2	0	2	0	85	85	0	9	9	1	0	1	359	186	545	126	206	332	0	0	0	974
30-Oct-2015	0	0	0	0	13	13	0	6	6	0	0	0	324	213	537	167	268	435	0	0	0	991
31-Oct-2015	0	0	0	0	0	0	0	2	2	0	0	0	260	164	424	114	184	298	0	0	0	724
Total	465	0	465	1562	1935	3497	2200	2886	5086	107	35	142	6488	4206	10694	3283	5025	8308	0	0	0	28192

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-Oct-2015	1	0	1	0	17	17	0	28	28	34	0	34	226	115	341	113	214	327	0	0	0	748
02-Oct-2015	41	0	41	57	92	149	99	124	223	0	0	0	113	48	161	63	106	169	0	0	0	743
03-Oct-2015	7	0	7	18	71	89	15	17	32	0	0	0	212	115	327	68	113	181	0	0	0	636
04-Oct-2015	0	0	0	1	7	8	1	4	5	0	0	0	229	124	353	110	195	305	0	0	0	671
05-Oct-2015	0	0	0	0	47	47	0	2	2	0	0	0	260	136	396	102	186	288	0	0	0	733
06-Oct-2015	0	0	0	0	1	1	0	9	9	0	16	16	261	120	381	83	194	277	0	0	0	684
07-Oct-2015	28	0	28	115	119	234	184	222	406	0	0	0	5	0	5	0	0	0	0	0	0	673
08-Oct-2015	0	0	0	54	88	142	133	121	254	0	0	0	126	48	174	48	98	146	0	0	0	716
09-Oct-2015	0	0	0	0	0	0	0	5	5	0	0	0	241	132	373	120	235	355	0	0	0	733
10-Oct-2015	0	0	0	0	6	6	0	1	1	0	0	0	222	122	344	65	150	215	0	0	0	566
11-Oct-2015	0	0	0	0	14	14	0	0	0	0	0	0	234	128	362	96	186	282	0	0	0	658
12-Oct-2015	0	0	0	14	33	47	32	32	64	0	15	15	205	104	309	95	171	266	0	0	0	701
13-Oct-2015	29	0	29	116	104	220	187	222	409	0	0	0	4	0	4	0	0	0	0	0	0	662
14-Oct-2015	0	0	0	0	0	0	0	5	5	0	0	0	233	129	362	110	216	326	0	0	0	693
15-Oct-2015	0	0	0	0	12	12	0	9	9	0	0	0	246	120	366	114	215	329	0	0	0	716
16-Oct-2015	0	0	0	0	11	11	0	3	3	0	1	1	249	131	380	117	224	341	0	0	0	736
17-Oct-2015	107	0	107	48	98	146	124	185	309	6	0	6	0	0	0	0	0	0	0	0	0	568
18-Oct-2015	107	0	107	76	118	194	150	207	357	0	0	0	0	0	0	0	0	0	0	0	0	658
19-Oct-2015	1	0	1	0	0	0	0	4	4	0	0	0	233	129	362	117	227	344	0	0	0	711
20-Oct-2015	0	0	0	0	12	12	0	10	10	0	0	0	222	134	356	111	170	281	0	0	0	659
21-Oct-2015	0	0	0	0	15	15	0	7	7	0	0	0	220	125	345	117	200	317	0	0	0	684
22-Oct-2015	0	0	0	126	115	241	199	232	431	26	0	26	2	0	2	0	0	0	0	0	0	700
23-Oct-2015	28	0	28	128	164	292	211	206	417	0	0	0	2	0	2	0	0	0	0	0	0	739
24-Oct-2015	0	0	0	0	7	7	0	2	2	0	0	0	209	119	328	77	152	229	0	0	0	566
25-Oct-2015	0	0	0	0	5	5	0	0	0	0	0	0	245	127	372	83	198	281	0	0	0	658
26-Oct-2015	5	0	5	61	53	114	80	104	184	4	0	4	131	62	193	66	132	198	0	0	0	698
27-Oct-2015	0	0	0	116	110	226	213	221	434	0	0	0	2	0	2	0	0	0	0	0	0	662
28-Oct-2015	0	0	0	78	99	177	129	157	286	9	0	9	101	34	135	28	58	86	0	0	0	693
29-Oct-2015	0	0	0	0	71	71	0	8	8	1	0	1	283	110	393	75	170	245	0	0	0	718
30-Oct-2015	0	0	0	0	13	13	0	4	4	0	0	0	268	132	400	100	224	324	0	0	0	741
31-Oct-2015	0	0	0	0	0	0	0	2	2	0	0	0	216	116	332	71	159	230	0	0	0	564
Total	354	0	354	1008	1502	2510	1757	2153	3910	80	32	112	5200	2660	7860	2149	4193	6342	0	0	0	21088

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-Oct-2015	1	0	1	0	2	2	0	3	3	5	0	5	63	79	142	59	44	103	0	0	0	256
02-Oct-2015	18	0	18	34	24	58	25	46	71	0	0	0	26	38	64	26	21	47	0	0	0	258
03-Oct-2015	3	0	3	6	11	17	4	5	9	0	0	0	46	43	89	29	19	48	0	0	0	166
04-Oct-2015	0	0	0	0	0	0	1	0	1	0	0	0	44	45	89	30	29	59	0	0	0	149
05-Oct-2015	1	0	1	0	8	8	0	0	0	0	0	0	57	62	119	38	38	76	0	0	0	204
06-Oct-2015	1	0	1	0	0	0	0	0	0	0	2	2	62	83	145	62	39	101	0	0	0	249
07-Oct-2015	4	0	4	66	42	108	55	85	140	0	0	0	2	0	2	0	0	0	0	0	0	254
08-Oct-2015	3	0	3	43	29	72	38	43	81	0	0	0	21	35	56	27	22	49	0	0	0	261
09-Oct-2015	0	0	0	0	0	0	0	3	3	0	0	0	66	90	156	66	42	108	0	0	0	267
10-Oct-2015	0	0	0	0	0	0	0	0	0	0	0	0	56	46	102	33	30	63	0	0	0	165
11-Oct-2015	0	0	0	0	1	1	0	1	1	0	0	0	53	68	121	43	38	81	0	0	0	204
12-Oct-2015	0	0	0	3	6	9	2	4	6	0	1	1	68	76	144	55	39	94	0	0	0	254
13-Oct-2015	3	0	3	76	43	119	45	84	129	0	0	0	0	0	0	0	0	0	0	0	0	251
14-Oct-2015	0	0	0	0	0	0	0	2	2	0	0	0	68	84	152	62	45	107	0	0	0	261
15-Oct-2015	0	0	0	0	0	0	0	2	2	0	0	0	64	79	143	67	50	117	0	0	0	262
16-Oct-2015	0	0	0	0	1	1	0	1	1	0	0	0	64	83	147	62	44	106	0	0	0	255
17-Oct-2015	37	0	37	23	28	51	26	48	74	1	0	1	1	0	1	0	0	0	0	0	0	164
18-Oct-2015	31	0	31	33	36	69	26	66	92	0	0	0	0	0	0	0	0	0	0	0	0	192
19-Oct-2015	0	0	0	0	0	0	0	0	0	0	0	0	67	80	147	59	42	101	0	0	0	248
20-Oct-2015	0	0	0	0	0	0	0	1	1	0	0	0	61	81	142	62	41	103	0	0	0	246
21-Oct-2015	0	0	0	0	0	0	0	1	1	0	0	0	69	79	148	53	43	96	0	0	0	245
22-Oct-2015	0	0	0	72	49	121	43	81	124	15	0	15	2	0	2	0	0	0	0	0	0	262
23-Oct-2015	2	0	2	67	45	112	59	86	145	0	0	0	0	0	0	0	0	0	0	0	0	259
24-Oct-2015	0	0	0	0	2	2	0	2	2	0	0	0	45	48	93	40	24	64	0	0	0	161
25-Oct-2015	1	0	1	0	0	0	0	0	0	0	0	0	57	69	126	41	39	80	0	0	0	207
26-Oct-2015	3	0	3	18	17	35	23	32	55	4	0	4	26	46	72	47	26	73	0	0	0	242
27-Oct-2015	0	0	0	60	44	104	62	78	140	0	0	0	1	0	1	0	0	0	0	0	0	245
28-Oct-2015	1	0	1	53	31	84	34	56	90	2	0	2	23	27	50	12	12	24	0	0	0	251
29-Oct-2015	2	0	2	0	14	14	0	1	1	0	0	0	76	76	152	51	36	87	0	0	0	256
30-Oct-2015	0	0	0	0	0	0	0	2	2	0	0	0	56	81	137	67	44	111	0	0	0	250
31-Oct-2015	0	0	0	0	0	0	0	0	0	0	0	0	44	48	92	43	25	68	0	0	0	160
Total	111	0	111	554	433	987	443	733	1176	27	3	30	1288	1546	2834	1134	832	1966	0	0	0	7104

(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-Oct-2015	4	0	2	4	0	3	51	74	78	63	70	73	42	42	51	60	63	62	75	68	46	36	32	5	1004
02-Oct-2015	2	0	1	5	0	3	54	70	78	63	76	64	51	44	55	63	62	71	72	68	51	30	16	2	1001
03-Oct-2015	0	0	0	1	0	3	41	57	70	71	70	70	39	45	49	50	47	33	45	46	29	23	12	1	802
04-Oct-2015	0	1	0	0	0	0	20	43	51	52	64	61	55	49	53	52	45	64	58	55	42	29	25	1	820
05-Oct-2015	1	1	0	0	0	0	33	54	64	60	70	67	64	44	46	65	55	65	73	67	44	37	26	1	937
06-Oct-2015	2	0	1	3	0	0	34	77	72	65	65	64	57	43	51	43	56	68	58	68	42	32	28	4	933
07-Oct-2015	4	1	1	4	1	0	31	61	72	68	64	65	51	43	45	57	54	64	69	65	47	28	29	3	927
08-Oct-2015	4	1	0	2	2	0	38	73	76	56	68	67	54	37	51	64	51	69	72	74	49	32	35	2	977
09-Oct-2015	6	0	1	1	4	0	32	74	72	65	74	69	57	50	52	64	57	69	68	75	50	34	25	1	1000
10-Oct-2015	0	0	0	0	0	0	27	54	66	63	62	59	56	34	42	48	32	37	41	43	33	18	15	1	731
11-Oct-2015	0	0	0	0	0	2	23	47	43	55	58	61	53	41	47	61	53	57	66	71	59	43	22	0	862
12-Oct-2015	1	1	0	1	0	0	35	74	74	69	71	68	60	37	49	52	63	56	64	68	48	33	28	3	955
13-Oct-2015	2	0	1	2	2	0	39	69	72	69	54	64	53	39	49	48	48	68	64	65	47	28	27	3	913
14-Oct-2015	4	1	0	2	0	3	33	73	72	64	63	65	54	38	53	61	52	72	66	66	48	35	27	2	954
15-Oct-2015	4	1	0	3	2	0	37	75	74	61	67	68	54	38	51	56	54	73	72	69	48	32	34	5	978
16-Oct-2015	2	0	1	2	1	0	30	82	69	63	68	72	59	49	58	58	51	70	72	73	53	38	19	1	991
17-Oct-2015	0	0	1	1	0	0	24	58	65	66	72	61	51	37	41	45	32	42	35	40	33	16	12	0	732
18-Oct-2015	1	0	2	0	0	0	24	37	43	56	63	59	54	38	53	54	54	63	73	70	45	38	23	0	850
19-Oct-2015	1	2	0	0	2	0	41	71	72	64	75	68	62	34	60	56	48	67	65	61	52	30	25	3	959
20-Oct-2015	3	1	0	1	2	1	36	75	75	57	64	66	55	35	49	49	47	39	42	72	69	27	36	4	905
21-Oct-2015	5	0	0	2	1	1	36	64	74	64	61	67	59	35	52	53	49	68	61	59	53	33	30	2	929
22-Oct-2015	6	0	0	2	2	0	34	63	73	71	60	65	61	36	52	51	54	55	60	74	55	45	40	3	962
23-Oct-2015	3	0	0	1	2	2	35	70	72	71	69	77	56	47	55	55	53	73	77	70	51	39	20	0	998
24-Oct-2015	1	1	1	0	0	0	24	58	63	66	70	56	52	36	39	50	31	38	38	39	29	21	13	1	727
25-Oct-2015	2	1	0	0	0	0	23	34	51	48	64	58	53	41	58	60	57	69	70	74	43	29	30	0	865
26-Oct-2015	2	1	0	0	0	1	39	77	74	64	75	64	58	38	22	57	49	72	60	63	49	37	36	2	940
27-Oct-2015	2	0	0	1	0	0	42	68	74	64	64	61	58	39	47	46	51	67	68	60	44	20	26	5	907
28-Oct-2015	3	1	0	2	2	0	37	67	75	72	71	60	53	40	52	50	54	65	66	64	42	34	29	5	944
29-Oct-2015	4	1	0	3	1	0	36	70	80	67	70	59	55	44	48	56	55	67	68	66	49	35	35	5	974
30-Oct-2015	2	0	0	4	1	1	37	72	73	64	72	65	57	42	58	60	56	69	70	69	55	31	32	1	991
31-Oct-2015	2	0	0	0	0	0	27	55	64	68	60	54	60	42	42	42	33	41	40	33	26	18	16	1	724
Total	73	15	12	47	25	20	1053	1996	2131	1969	2074	1997	1703	1257	1530	1686	1566	1893	1928	1955	1431	961	803	67	28192
Avg.	2.35	0.48	0.39	1.52	0.81	0.65	33.97	64.39	68.74	63.52	66.90	64.42	54.94	40.55	49.35	54.39	50.52	61.06	62.19	63.06	46.16	31.00	25.90	2.16	909.42

(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-Oct-2015	2	0	2	0	0	3	29	37	40	28	35	32	16	22	27	25	32	31	38	33	27	25	17	1	502
02-Oct-2015	0	0	1	3	0	3	33	38	33	31	33	30	22	25	26	29	35	37	34	34	24	21	8	2	502
03-Oct-2015	0	0	0	1	0	3	29	34	30	30	31	28	17	24	29	27	21	18	20	29	19	11	7	0	408
04-Oct-2015	0	1	0	0	0	0	11	26	28	18	31	28	22	26	22	25	24	37	32	28	22	20	15	0	416
05-Oct-2015	1	1	0	0	0	0	17	26	33	30	34	26	21	20	24	30	30	37	35	28	25	22	17	1	458
06-Oct-2015	1	0	1	1	0	0	14	45	33	33	36	27	24	24	23	19	27	35	36	29	26	20	13	2	469
07-Oct-2015	1	1	0	3	0	0	12	31	38	39	31	28	22	18	24	23	29	33	36	29	30	17	12	2	459
08-Oct-2015	1	1	0	1	1	0	18	39	40	29	34	33	17	21	24	29	27	36	40	30	31	20	19	2	493
09-Oct-2015	1	0	0	1	2	0	15	40	37	34	35	32	23	25	23	26	29	38	35	34	27	22	13	1	493
10-Oct-2015	0	0	0	0	0	0	18	33	34	27	31	26	25	18	23	24	18	19	21	23	19	8	9	0	376
11-Oct-2015	0	0	0	0	0	1	14	27	19	25	25	25	19	21	24	25	26	32	34	35	38	21	15	0	426
12-Oct-2015	0	0	0	1	0	0	16	42	37	32	37	29	25	20	21	28	27	27	40	32	25	19	16	0	474
13-Oct-2015	0	0	1	2	0	0	20	36	38	34	29	30	20	22	23	21	25	33	35	32	25	18	14	2	460
14-Oct-2015	1	0	0	1	0	2	13	39	39	34	30	29	21	18	27	25	31	39	33	28	31	21	10	1	473
15-Oct-2015	2	0	0	2	1	0	15	43	38	31	35	31	19	20	26	23	31	38	37	26	31	23	16	3	491
16-Oct-2015	0	0	1	1	0	0	15	47	33	31	34	31	23	26	30	22	28	40	38	29	28	22	12	1	492
17-Oct-2015	0	0	1	0	0	0	15	36	32	29	35	25	23	20	24	23	15	21	19	21	20	9	5	0	373
18-Oct-2015	0	0	2	0	0	0	15	22	21	23	30	22	18	22	23	25	29	34	39	35	25	26	12	0	423
19-Oct-2015	1	1	0	0	1	0	16	36	39	34	38	30	25	17	28	25	27	35	38	24	30	18	12	2	477
20-Oct-2015	1	0	0	1	1	0	18	45	32	30	36	27	23	19	25	20	26	26	34	34	23	12	22	1	456
21-Oct-2015	1	0	0	1	1	0	15	33	45	25	35	32	20	20	25	21	27	33	32	27	32	19	13	2	459
22-Oct-2015	2	0	0	1	1	0	17	34	39	33	29	31	23	19	27	23	26	30	33	33	31	30	22	1	485
23-Oct-2015	0	0	0	1	1	0	19	34	37	37	39	34	19	26	26	24	27	40	40	30	28	22	13	0	497
24-Oct-2015	1	0	1	0	0	0	14	35	36	25	36	24	23	19	23	23	19	20	19	20	15	12	6	0	371
25-Oct-2015	2	1	0	0	0	0	15	19	25	25	28	22	15	24	26	29	25	42	38	27	25	17	22	0	427
26-Oct-2015	0	1	0	0	0	1	20	46	34	30	37	32	21	19	13	29	26	28	30	31	28	22	20	0	468
27-Oct-2015	0	0	0	1	0	0	22	33	40	33	30	33	22	23	21	20	22	33	41	27	25	12	13	3	454
28-Oct-2015	1	0	0	2	0	0	16	36	41	35	36	26	22	20	22	21	32	36	36	25	25	21	14	3	470
29-Oct-2015	1	1	0	2	0	0	15	43	40	30	35	29	23	20	25	23	32	36	35	26	30	22	18	2	488
30-Oct-2015	0	0	0	3	0	1	17	41	41	31	33	30	22	23	28	26	28	36	36	30	29	19	17	0	491
31-Oct-2015	2	0	0	0	0	0	20	31	32	31	28	31	21	23	23	22	18	21	18	19	16	10	8	0	374
Total	22	8	10	29	9	14	543	1107	1084	937	1026	893	656	664	755	755	819	1001	1032	888	810	581	430	32	14105
Avg.	0.71	0.26	0.32	0.94	0.29	0.45	17.52	35.71	34.97	30.23	33.10	28.81	21.16	21.42	24.35	24.35	26.42	32.29	33.29	28.65	26.13	18.74	13.87	1.03	455.00

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

Hourly Runway Movement Summary – Departures ¹

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Oct-2015	2	0	0	4	0	0	22	37	38	35	35	41	26	20	24	35	31	31	37	35	19	11	15	4	502
02-Oct-2015	2	0	0	2	0	0	21	32	45	32	43	34	29	19	29	34	27	34	38	34	27	9	8	0	499
03-Oct-2015	0	0	0	0	0	0	12	23	40	41	39	42	22	21	20	23	26	15	25	17	10	12	5	1	394
04-Oct-2015	0	0	0	0	0	0	9	17	23	34	33	33	33	23	31	27	21	27	26	27	20	9	10	1	404
05-Oct-2015	0	0	0	0	0	0	16	28	31	30	36	41	43	24	22	35	25	28	38	39	19	15	9	0	479
06-Oct-2015	1	0	0	2	0	0	20	32	39	32	29	37	33	19	28	24	29	33	22	39	16	12	15	2	464
07-Oct-2015	3	0	1	1	1	0	19	30	34	29	33	37	29	25	21	34	25	31	33	36	17	11	17	1	468
08-Oct-2015	3	0	0	1	1	0	20	34	36	27	34	34	37	16	27	35	24	33	32	44	18	12	16	0	484
09-Oct-2015	5	0	1	0	2	0	17	34	35	31	39	37	34	25	29	38	28	31	33	41	23	12	12	0	507
10-Oct-2015	0	0	0	0	0	0	9	21	32	36	31	33	31	16	19	24	14	18	20	20	14	10	6	1	355
11-Oct-2015	0	0	0	0	0	1	9	20	24	30	33	36	34	20	23	36	27	25	32	36	21	22	7	0	436
12-Oct-2015	1	1	0	0	0	0	19	32	37	37	34	39	35	17	28	24	36	29	24	36	23	14	12	3	481
13-Oct-2015	2	0	0	0	2	0	19	33	34	35	25	34	33	17	26	27	23	35	29	33	22	10	13	1	453
14-Oct-2015	3	1	0	1	0	1	20	34	33	30	33	36	33	20	26	36	21	33	33	38	17	14	17	1	481
15-Oct-2015	2	1	0	1	1	0	22	32	36	30	32	37	35	18	25	33	23	35	35	43	17	9	18	2	487
16-Oct-2015	2	0	0	1	1	0	15	35	36	32	34	41	36	23	28	36	23	30	34	44	25	16	7	0	499
17-Oct-2015	0	0	0	1	0	0	9	22	33	37	37	36	28	17	17	22	17	21	16	19	13	7	7	0	359
18-Oct-2015	1	0	0	0	0	0	9	15	22	33	33	37	36	16	30	29	25	29	34	35	20	12	11	0	427
19-Oct-2015	0	1	0	0	1	0	25	35	33	30	37	38	37	17	32	31	21	32	27	37	22	12	13	1	482
20-Oct-2015	2	1	0	0	1	1	18	30	43	27	28	39	32	16	24	29	21	13	8	38	46	15	14	3	449
21-Oct-2015	4	0	0	1	0	1	21	31	29	39	26	35	39	15	27	32	22	35	29	32	21	14	17	0	470
22-Oct-2015	4	0	0	1	1	0	17	29	34	38	31	34	38	17	25	28	28	25	27	41	24	15	18	2	477
23-Oct-2015	3	0	0	0	1	2	16	36	35	34	30	43	37	21	29	31	26	33	37	40	23	17	7	0	501
24-Oct-2015	0	1	0	0	0	0	10	23	27	41	34	32	29	17	16	27	12	18	19	19	14	9	7	1	356
25-Oct-2015	0	0	0	0	0	0	8	15	26	23	36	36	38	17	32	31	32	27	32	47	18	12	8	0	438
26-Oct-2015	2	0	0	0	0	0	19	31	40	34	38	32	37	19	9	28	23	44	30	32	21	15	16	2	472
27-Oct-2015	2	0	0	0	0	0	20	35	34	31	34	28	36	16	26	26	29	34	27	33	19	8	13	2	453
28-Oct-2015	2	1	0	0	2	0	21	31	34	37	35	34	31	20	30	29	22	29	30	39	17	13	15	2	474
29-Oct-2015	3	0	0	1	1	0	21	27	40	37	35	30	32	24	23	33	23	31	33	40	19	13	17	3	486
30-Oct-2015	2	0	0	1	1	0	20	31	32	33	39	35	35	19	30	34	28	33	34	39	26	12	15	1	500
31-Oct-2015	0	0	0	0	0	0	7	24	32	37	32	23	39	19	19	20	15	20	22	14	10	8	8	1	350
Total	51	7	2	18	16	6	510	889	1047	1032	1048	1104	1047	593	775	931	747	892	896	1067	621	380	373	35	14087
Avg.	1.65	0.23	0.06	0.58	0.52	0.19	16.45	28.68	33.77	33.29	33.81	35.61	33.77	19.13	25.00	30.03	24.10	28.77	28.90	34.42	20.03	12.26	12.03	1.13	454.42

(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-Oct-15	07:00	00:21	00:58	01:29	-	-	14:10	-	-	-	-	-	-
02-Oct-15	07:00	00:32	-	-	-	-	07:28	06:37	-	-	02:20	-	-
03-Oct-15	07:00	00:37	05:28	-	-	-	09:27	01:25	-	-	-	-	-
04-Oct-15	07:00	00:00	00:39	-	-	-	15:54	00:24	-	-	-	-	-
05-Oct-15	07:00	00:16	03:03	-	-	-	13:39	-	-	-	-	-	-
06-Oct-15	07:00	00:16	-	-	00:53	-	15:49	-	-	-	-	-	-
07-Oct-15	07:00	00:13	-	-	-	-	-	14:56	-	-	01:49	-	-
08-Oct-15	07:00	00:20	-	-	-	-	07:13	09:25	-	-	-	-	-
09-Oct-15	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
10-Oct-15	07:00	00:18	00:49	-	-	-	15:51	-	-	-	-	-	-
11-Oct-15	07:00	00:21	01:20	-	-	-	15:17	-	-	-	-	-	-
12-Oct-15	07:00	00:12	01:44	-	00:56	-	11:51	02:14	-	-	-	-	-
13-Oct-15	07:00	00:11	-	-	-	-	-	14:50	-	-	01:57	-	-
14-Oct-15	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
15-Oct-15	07:00	-	00:45	-	-	-	16:14	-	-	-	-	-	-
16-Oct-15	07:00	00:21	00:48	-	-	-	15:49	-	-	-	-	-	-
17-Oct-15	07:00	00:41	-	00:49	-	-	-	07:54	-	-	07:33	-	-
18-Oct-15	07:00	00:18	-	-	-	-	-	10:37	-	-	06:03	-	-
19-Oct-15	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
20-Oct-15	07:00	00:21	00:45	-	-	-	15:52	-	-	-	-	-	-
21-Oct-15	07:00	00:13	00:46	-	-	-	15:59	-	-	-	-	-	-
22-Oct-15	07:00	00:07	-	01:56	-	-	-	14:55	-	-	-	-	-
23-Oct-15	07:00	00:13	-	-	-	-	-	15:08	-	-	01:37	-	-
24-Oct-15	07:00	00:24	01:10	-	-	-	15:24	-	-	-	-	-	-
25-Oct-15	07:00	00:19	00:33	-	-	-	16:06	-	-	-	-	-	-
26-Oct-15	07:00	00:15	00:48	-	-	-	08:33	06:56	-	-	00:26	-	-
27-Oct-15	07:00	00:28	-	-	-	-	-	16:30	-	-	-	-	-
28-Oct-15	07:00	00:09	02:04	00:57	-	-	03:50	09:57	-	-	-	-	-
29-Oct-15	07:00	00:09	04:26	-	-	-	12:23	-	-	-	-	-	-
30-Oct-15	07:00	00:18	00:45	-	-	-	15:55	-	-	-	-	-	-
31-Oct-15	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
Total	217:00	09:51	26:59	05:13	01:50	00:00	329:19	131:55	00:00	00:00	21:48	00:00	00:00
% Used		1.87%	5.12%	0.99%	0.35%	0.00%	62.49%	25.04%	0.00%	0.00%	4.14%	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).

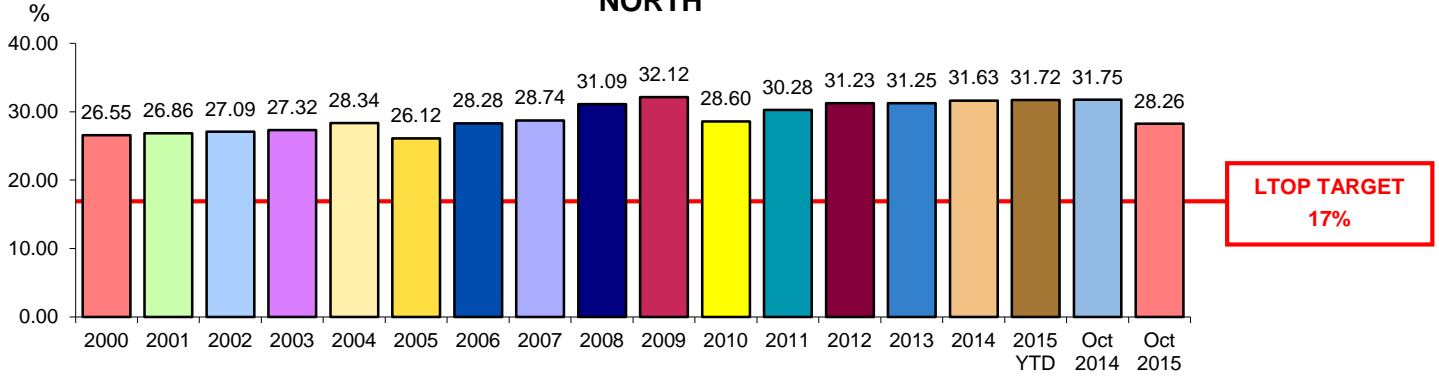
Cumulative Mode Utilisation from 1 January 2015

Time	2.21%	6.46%	4.33%	2.01%	0.00%	42.33%	38.74%	0.03%	0.45%	3.44%	0.00%	0.00%
Movements	0.37%	4.70%	3.01%	1.37%	0.00%	45.55%	42.06%	0.02%	0.40%	2.52%	0.00%	0.00%

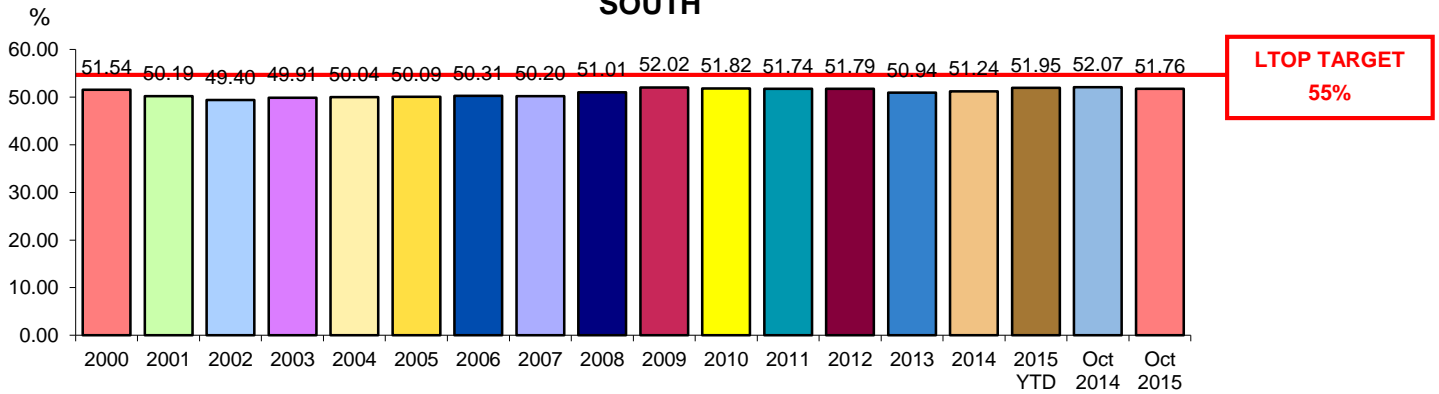
Runway End Impact to 31 October 2015

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

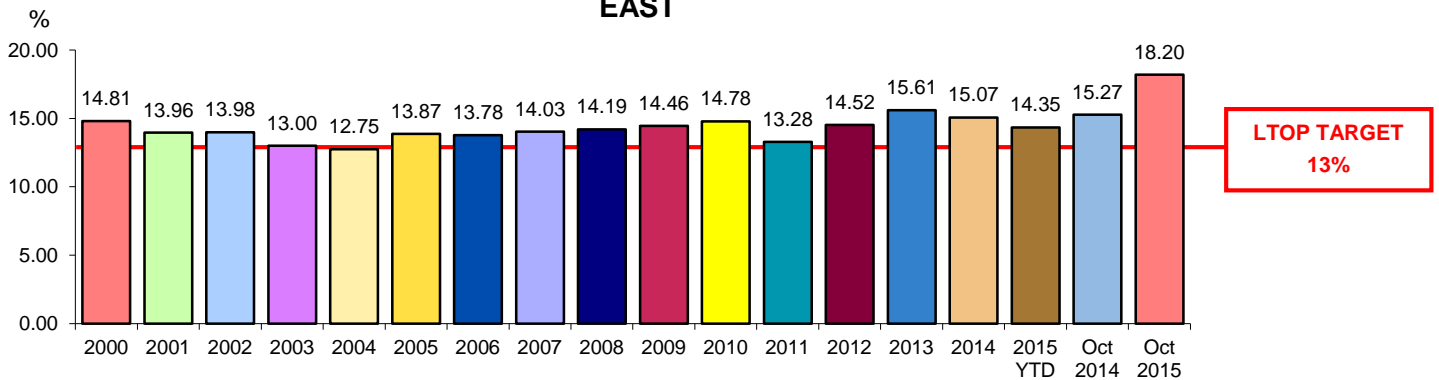
NORTH



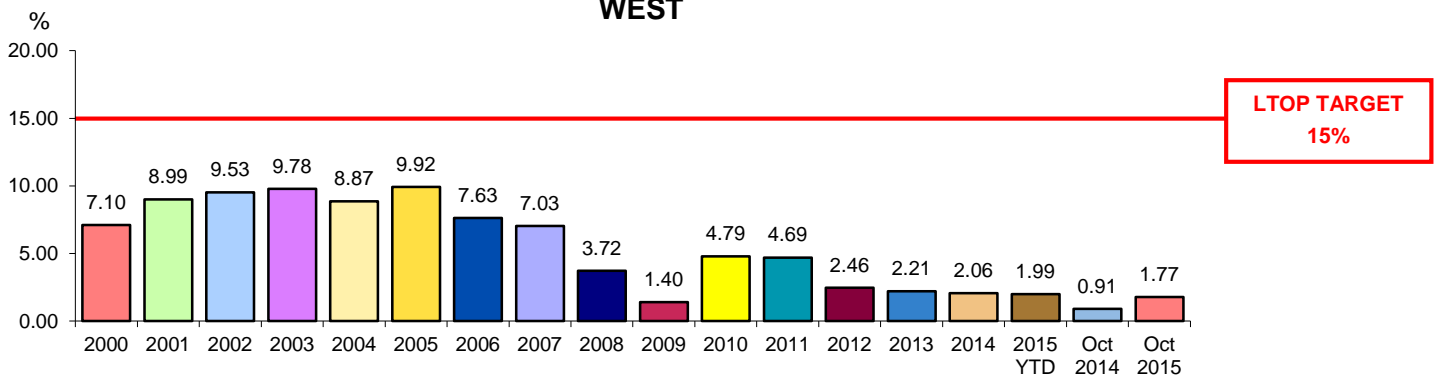
SOUTH



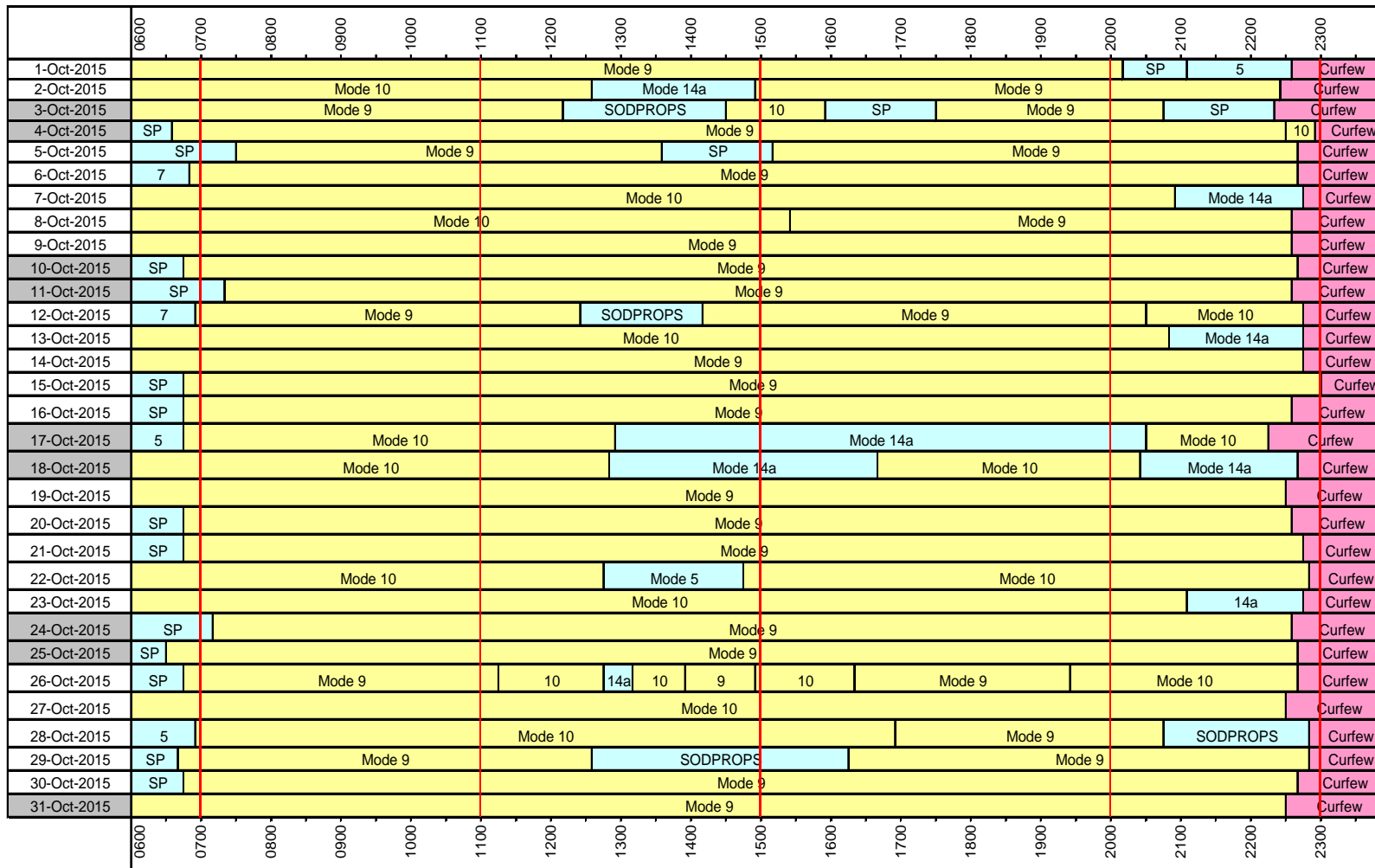
EAST



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 **October 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	
7/10/2015	07:12	09:37	2:25
13/10/2015	06:58	10:50	3:52
22/10/2015	06:50	09:58	3:08
27/10/2015	06:55	09:21	2:26

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

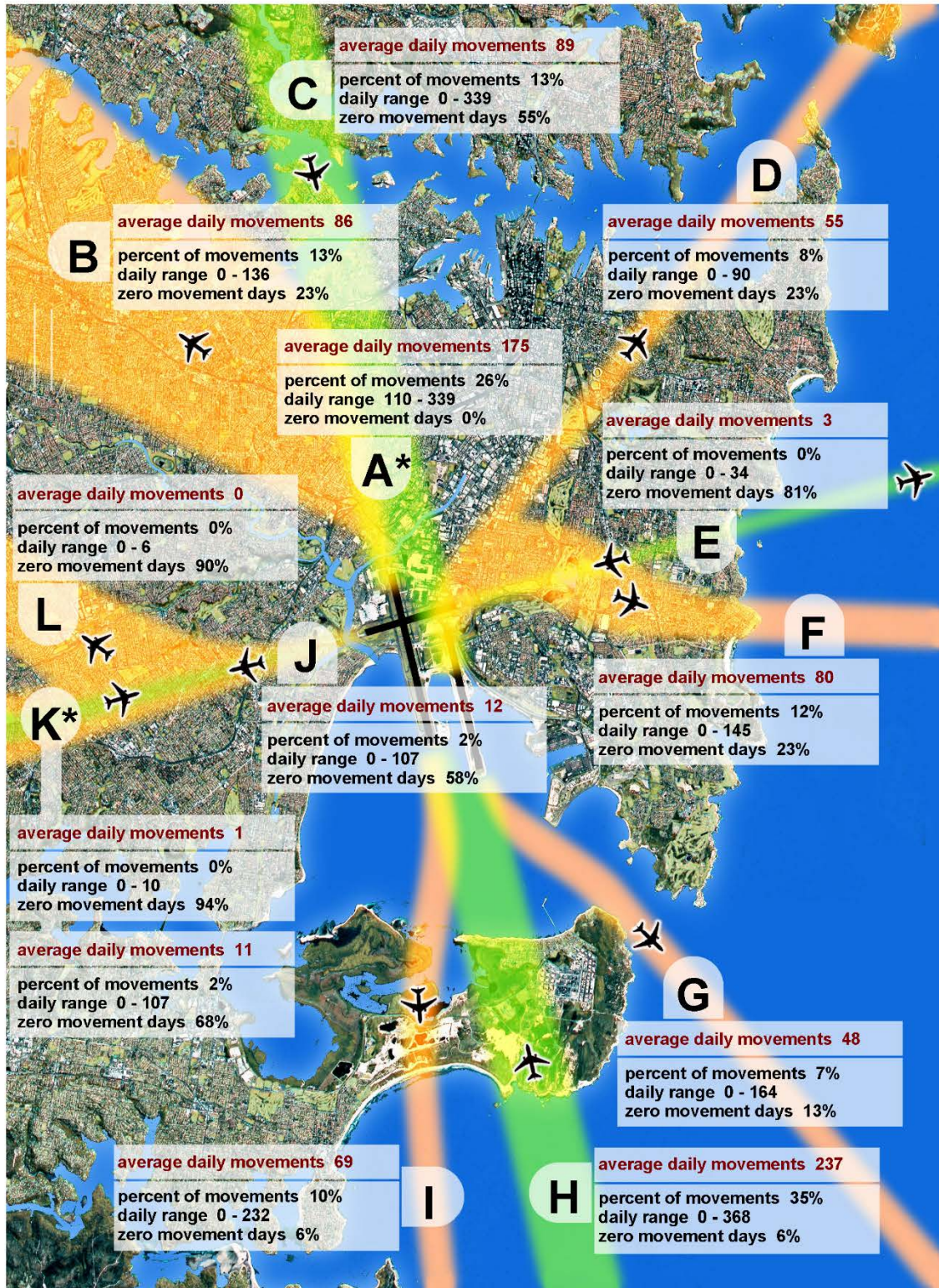
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
7/10/2015	88	40	48
13/10/2015	133	63	70
22/10/2015	108	48	60
27/10/2015	86	37	49

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

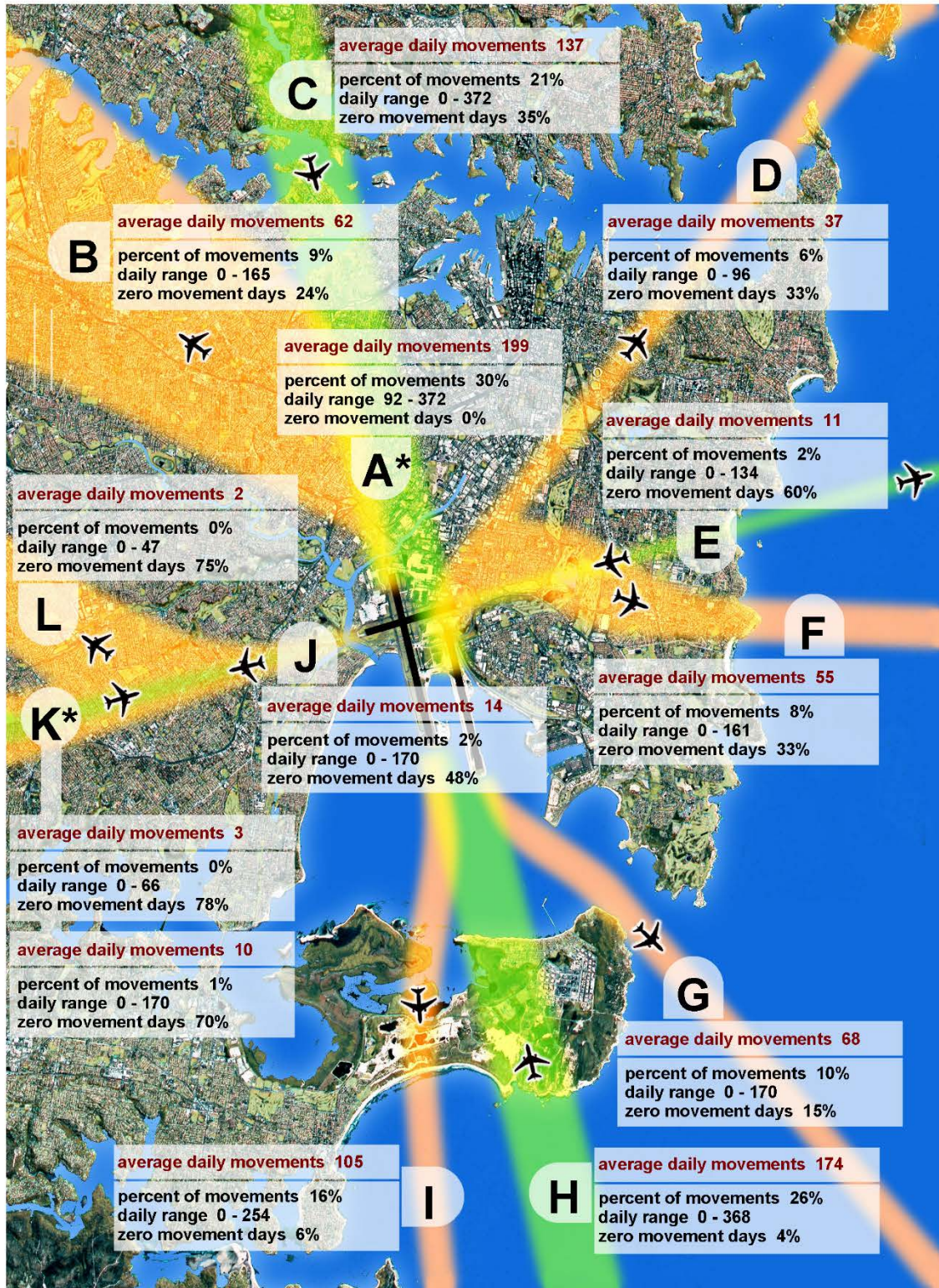
1 Oct 2015 to 31 Oct 2015, All Jets



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

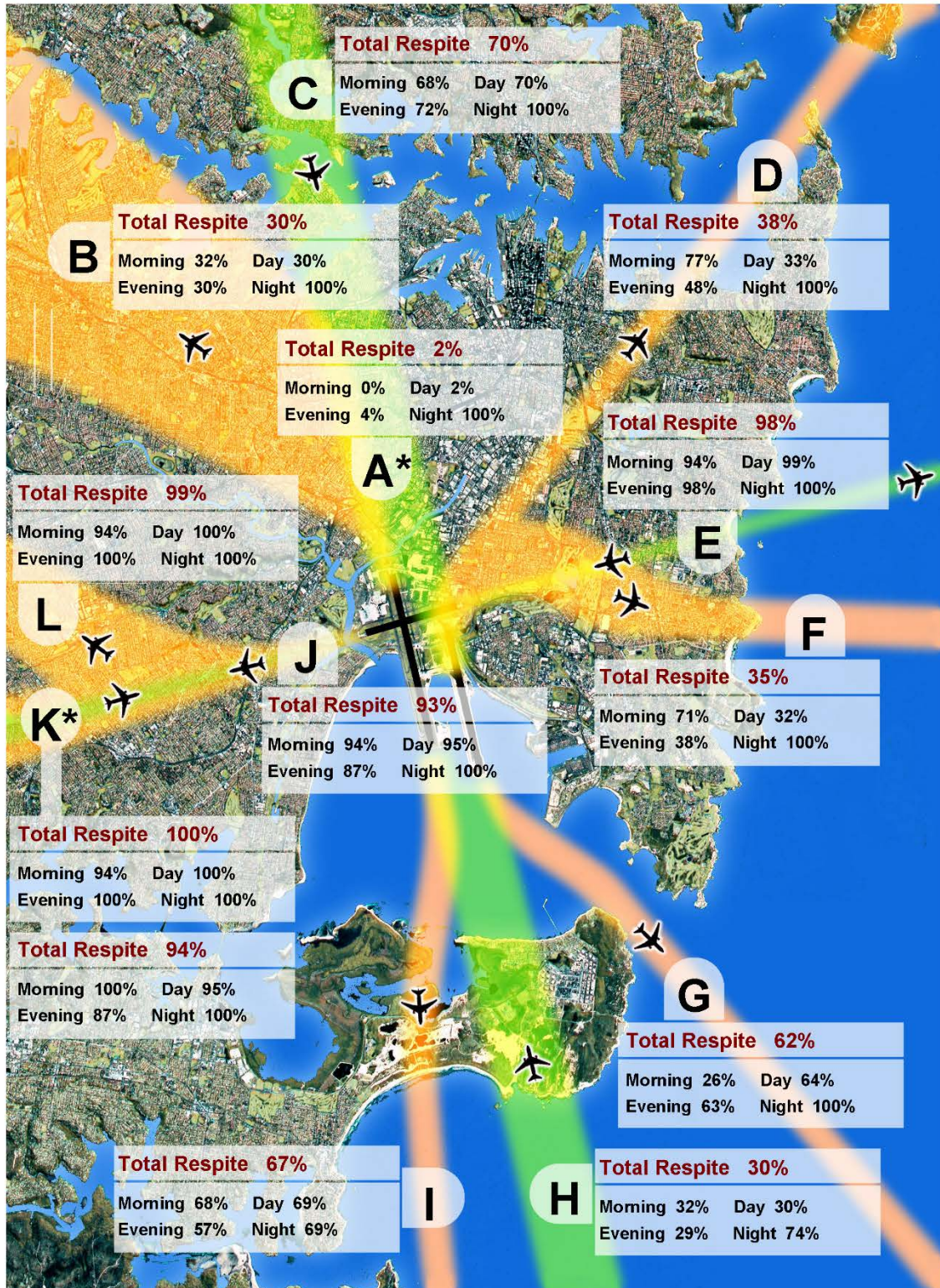
1 Nov 2014 to 31 Oct 2015, All Jets



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 Oct 2015 to 31 Oct 2015, All Jets



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

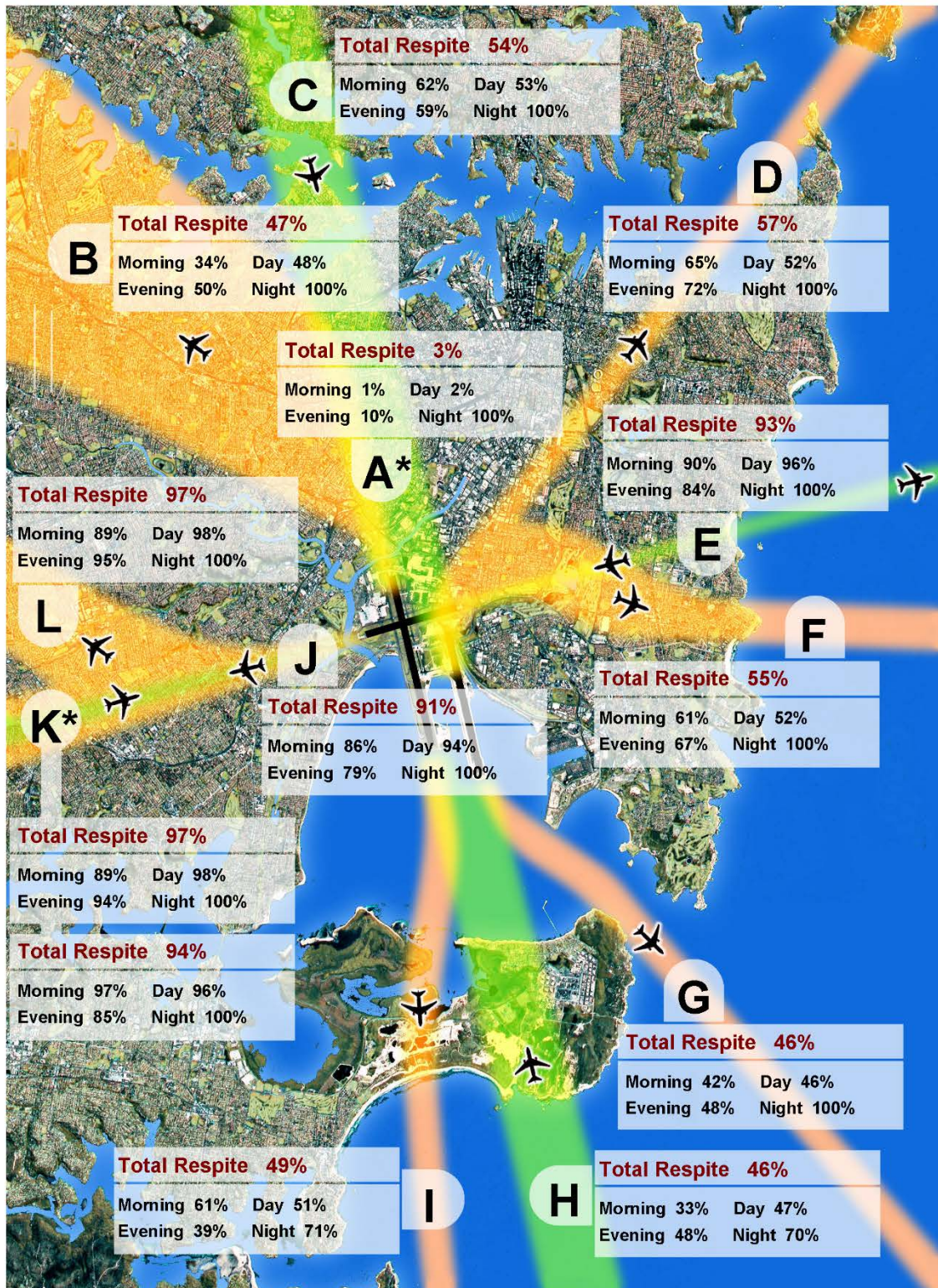
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2014 to 31 Oct 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)

November 2014 to October 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 October 2015 .
	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 April 2015 .
	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 October 2015 .
	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 2015 .
	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 October 2015 .
	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 October 2015 and Mode 7 was in June 2015 .
	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 June 2015 , 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 November 2014 to October 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 57%**. This means that over the period **November 2014 to October 2015 for 57%** 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 October 2015.

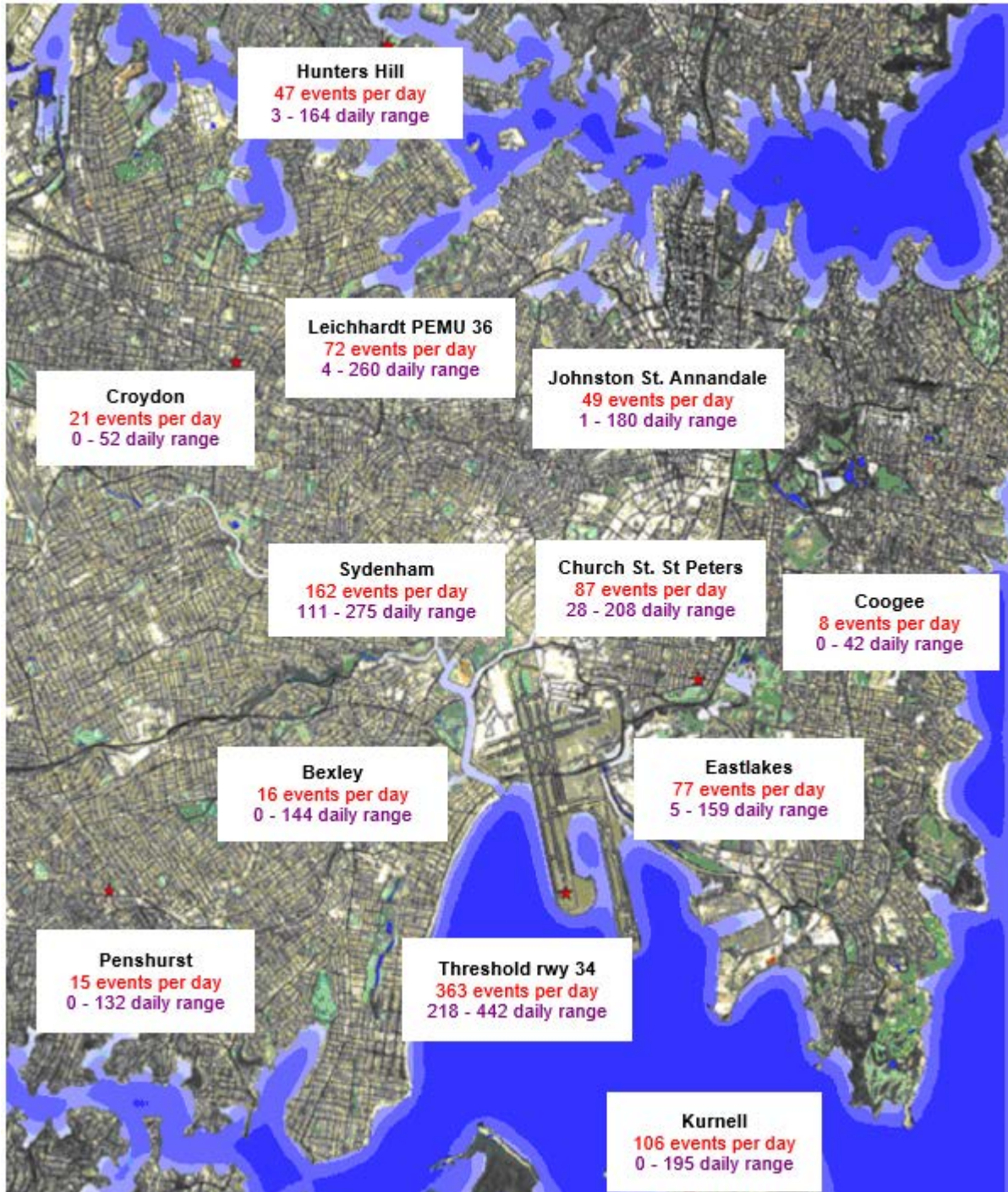


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2015

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 October 2015 along with the Daily N70 values for the three months up to and including October are given in Table 1.

Location	CNE Oct	Operational Days Oct	N70 Oct	N70 Sep	N70 Aug
<i>Threshold rwy 34</i>	11,544	30.9	364	328	362
<i>Penshurst</i>	558	30.9	15	13	6
<i>Bexley</i>	554	30.9	16	14	7
<i>Sydenham</i>	5,045	30.9	162	188	161
<i>Johnston St Annandale</i>	1,954	30.9	49	93	48
<i>Church St. St Peters</i>	3,499	30.9	87	121	85
<i>Leichhardt PEMU 36</i>	2,382	30.9	73	134	77
<i>Eastlakes</i>	2,799	30.9	78	64	83
<i>Coogee</i>	428	30.9	8	20	18
<i>Kurnell</i>	3,663	30.9	107	63	97
<i>Croydon</i>	946	30.9	21	9	16
<i>Hunters Hill</i>	3,357	30.9	47	81	45

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

The N70 values for October 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 16 PM 53 Day 271 Night 9 WE_D 319 WE_N 6	Penshurst AM 1 PM 5 Day 5 Night 0 WE_D 23 WE_N 0	Bexley AM 1 PM 6 Day 5 Night 0 WE_D 25 WE_N 0	Eastlakes AM 2 PM 9 Day 67 Night 0 WE_D 77 WE_N 0
Coogee AM 1 PM 3 Day 8 Night 0 WE_D 2 WE_N 0	Sydenham AM 7 PM 22 Day 138 Night 0 WE_D 152 WE_N 0	Leichhardt PEMU36 AM 4 PM 10 Day 64 Night 0 WE_D 58 WE_N 0	Kurnell AM 1 PM 10 Day 95 Night 0 WE_D 105 WE_N 0
Annandale AM 1 PM 5 Day 48 Night 0 WE_D 37 WE_N 0	St Peters AM 2 PM 11 Day 77 Night 0 WE_D 78 WE_N 0	Croydon AM 1 PM 3 Day 17 Night 0 WE_D 22 WE_N 0	Hunters Hull AM 4 PM 7 Day 40 Night 0 WE_D 39 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.