

Sydney Airport Operational Statistics

September 2013

PREVIEW

Sydney Airport Operational Statistics Report Preview

September 2013

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

There were a total of 27,010 aircraft movements this month (daily average 900.33). Last month there were a total of 27,153 movements (daily average 875.90) and for the same month last year there were a total of 26,861 movements (daily average 895.37).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 19 days and Mode 10 on 6 days and . Crossing runway modes (including Sodprops) were used for 19.99% 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 26.05% - This result is above the LTOP target and below the previous month (26.9%)

South 49.47% - This result is below the LTOP target and below the previous month (51.83%)

East 21.22% - This result is above the LTOP target and above the previous month (18.49%)

West 3.26% - This result is below the LTOP target and above the previous month (2.78%)

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

This procedure was not used in September

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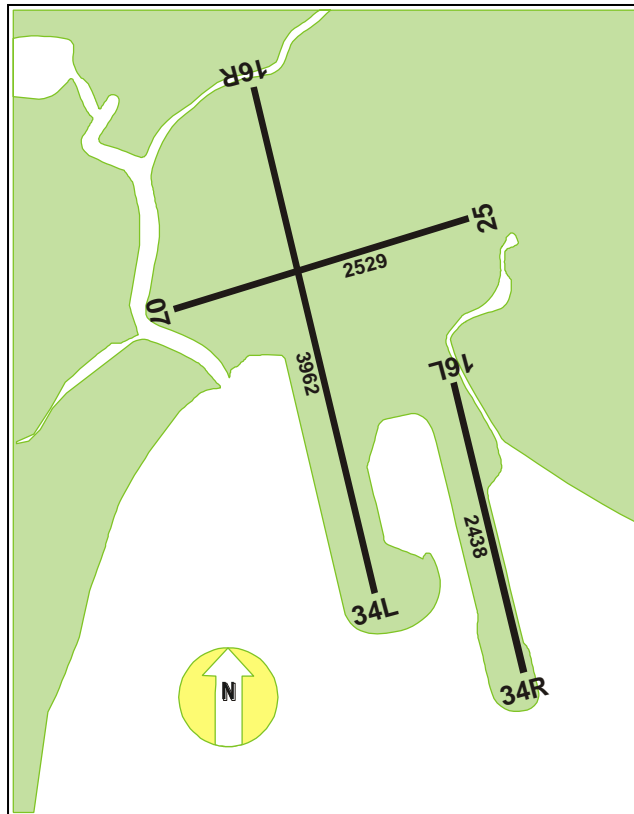
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* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



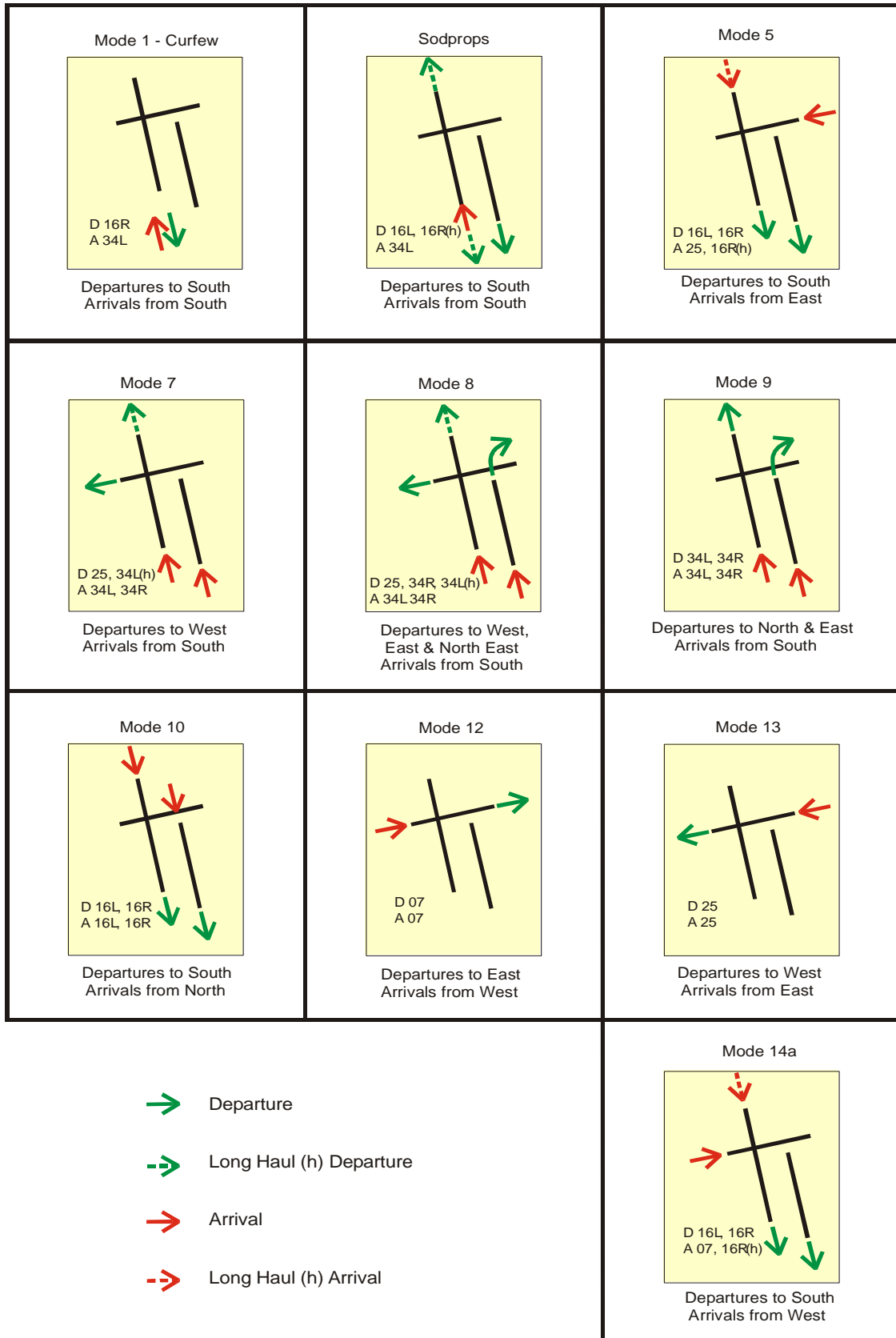
Runway numbers refer to the direction an aircraft is flying.

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-Sep-2013	0	0	0	0	34	34	0	4	4	4	1	5	283	193	476	113	187	300	0	0	0	819
02-Sep-2013	1	0	1	0	64	64	0	4	4	0	0	0	326	219	545	136	185	321	0	0	0	935
03-Sep-2013	0	0	0	0	11	11	1	7	8	0	0	0	297	216	513	170	226	396	0	0	0	928
04-Sep-2013	1	0	1	0	16	16	0	8	8	0	0	0	289	215	504	174	227	401	0	0	0	930
05-Sep-2013	0	0	0	0	21	21	0	10	10	0	45	45	305	200	505	180	206	386	0	0	0	967
06-Sep-2013	0	0	0	123	108	231	166	215	381	1	1	2	152	84	236	45	80	125	0	0	0	975
07-Sep-2013	15	0	15	56	57	113	109	133	242	39	1	40	98	77	175	53	76	129	0	0	0	714
08-Sep-2013	32	0	32	137	123	260	184	306	490	52	2	54	1	0	1	0	0	0	0	0	0	837
09-Sep-2013	2	0	2	0	0	0	0	7	7	0	0	0	287	218	505	177	248	425	0	0	0	939
10-Sep-2013	1	0	1	0	2	2	1	19	20	145	125	270	175	162	337	140	147	287	0	0	0	917
11-Sep-2013	0	0	0	27	20	47	38	62	100	27	7	34	232	176	408	145	204	349	0	0	0	938
12-Sep-2013	0	0	0	116	90	206	139	203	342	36	0	36	125	93	218	78	108	186	0	0	0	988
13-Sep-2013	2	0	2	101	89	190	152	221	373	40	2	42	131	78	209	64	99	163	0	0	0	979
14-Sep-2013	0	0	0	74	57	131	132	134	266	0	1	1	100	76	176	59	77	136	0	0	0	710
15-Sep-2013	1	0	1	126	82	208	137	221	358	0	2	2	96	59	155	45	67	112	0	0	0	836
16-Sep-2013	45	16	61	0	0	0	0	8	8	0	1	1	228	205	433	191	231	422	0	0	0	925
17-Sep-2013	1	0	1	0	0	0	0	7	7	0	15	15	286	215	501	177	229	406	0	0	0	930
18-Sep-2013	0	0	0	0	0	0	0	8	8	2	16	18	294	216	510	169	230	399	0	0	0	935
19-Sep-2013	1	0	1	0	36	36	0	6	6	0	2	2	322	209	531	165	230	395	0	0	0	971
20-Sep-2013	0	0	0	0	19	19	0	8	8	142	146	288	209	158	367	135	152	287	0	0	0	969
21-Sep-2013	1	0	1	94	106	200	146	177	323	1	1	2	115	43	158	25	35	60	0	0	0	744
22-Sep-2013	0	0	0	0	0	0	0	1	1	0	72	72	268	175	443	136	168	304	0	0	0	820
23-Sep-2013	0	0	0	28	48	76	33	58	91	0	1	1	253	179	432	147	190	337	0	0	0	937
24-Sep-2013	0	0	0	62	45	107	78	127	205	41	0	41	173	146	319	125	155	280	0	0	0	952
25-Sep-2013	0	0	0	0	10	10	0	7	7	0	1	1	297	224	521	167	229	396	0	0	0	935
26-Sep-2013	0	0	0	2	1	3	4	14	18	198	229	427	157	129	286	122	108	230	0	0	0	964
27-Sep-2013	1	0	1	18	26	44	39	47	86	0	0	0	259	186	445	176	230	406	0	0	0	982
28-Sep-2013	0	0	0	0	14	14	2	58	60	197	102	299	118	100	218	67	90	157	0	0	0	748
29-Sep-2013	3	1	4	43	79	122	84	137	221	26	0	26	165	109	274	94	108	202	0	0	0	849
30-Sep-2013	0	0	0	0	1	1	0	3	3	1	0	1	303	223	526	165	241	406	0	0	0	937
Total	107	17	124	1007	1159	2166	1445	2220	3665	952	773	1725	6344	4583	10927	3640	4763	8403	0	0	0	27010

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-Sep-2013	0	0	0	0	33	33	0	4	4	4	0	4	224	119	343	78	154	232	0	0	0	616
02-Sep-2013	0	0	0	0	55	55	0	3	3	0	0	0	242	133	375	91	149	240	0	0	0	673
03-Sep-2013	0	0	0	0	11	11	0	6	6	0	0	0	235	133	368	101	178	279	0	0	0	664
04-Sep-2013	0	0	0	0	16	16	0	7	7	0	0	0	220	128	348	112	183	295	0	0	0	666
05-Sep-2013	0	0	0	0	21	21	0	9	9	0	26	26	246	125	371	108	168	276	0	0	0	703
06-Sep-2013	0	0	0	78	82	160	118	158	276	1	1	2	119	47	166	32	62	94	0	0	0	698
07-Sep-2013	10	0	10	41	46	87	82	105	187	34	0	34	80	57	137	34	63	97	0	0	0	552
08-Sep-2013	29	0	29	90	85	175	155	231	386	34	0	34	0	0	0	0	0	0	0	0	0	624
09-Sep-2013	0	0	0	0	0	0	0	7	7	0	0	0	230	132	362	106	202	308	0	0	0	677
10-Sep-2013	0	0	0	0	2	2	1	18	19	107	81	188	143	105	248	74	114	188	0	0	0	645
11-Sep-2013	0	0	0	19	14	33	33	46	79	24	7	31	174	103	277	84	166	250	0	0	0	670
12-Sep-2013	0	0	0	79	55	134	112	151	263	23	0	23	103	56	159	40	91	131	0	0	0	710
13-Sep-2013	0	0	0	64	61	125	115	168	283	23	0	23	106	43	149	43	83	126	0	0	0	706
14-Sep-2013	0	0	0	55	44	99	107	106	213	0	0	0	86	57	143	34	66	100	0	0	0	555
15-Sep-2013	0	0	0	88	54	142	115	171	286	0	1	1	76	39	115	32	56	88	0	0	0	632
16-Sep-2013	40	13	53	0	0	0	0	7	7	0	1	1	179	125	304	118	192	310	0	0	0	675
17-Sep-2013	0	0	0	0	0	0	0	7	7	0	13	13	231	132	363	102	182	284	0	0	0	667
18-Sep-2013	0	0	0	0	0	0	0	7	7	1	15	16	230	132	362	105	186	291	0	0	0	676
19-Sep-2013	0	0	0	0	34	34	0	4	4	0	0	0	257	127	384	100	185	285	0	0	0	707
20-Sep-2013	0	0	0	0	18	18	0	7	7	94	97	191	170	105	275	89	126	215	0	0	0	706
21-Sep-2013	1	0	1	66	84	150	111	143	254	1	1	2	99	31	130	17	29	46	0	0	0	583
22-Sep-2013	0	0	0	0	0	0	0	1	1	0	59	59	221	111	332	93	140	233	0	0	0	625
23-Sep-2013	0	0	0	18	39	57	20	44	64	0	1	1	202	105	307	89	156	245	0	0	0	674
24-Sep-2013	0	0	0	41	30	71	61	96	157	39	0	39	135	90	225	71	126	197	0	0	0	689
25-Sep-2013	0	0	0	0	10	10	0	7	7	0	0	0	234	135	369	102	189	291	0	0	0	677
26-Sep-2013	0	0	0	2	1	3	2	13	15	141	157	298	131	92	223	74	85	159	0	0	0	698
27-Sep-2013	0	0	0	11	16	27	28	32	60	0	0	0	204	114	318	114	195	309	0	0	0	714
28-Sep-2013	0	0	0	0	12	12	2	50	52	158	78	236	98	76	174	43	75	118	0	0	0	592
29-Sep-2013	1	1	2	30	63	93	71	108	179	26	0	26	126	67	193	68	89	157	0	0	0	650
30-Sep-2013	0	0	0	0	1	1	0	3	3	1	0	1	235	136	371	106	201	307	0	0	0	683
Total	81	14	95	682	887	1569	1133	1719	2852	711	538	1249	5036	2855	7891	2260	3891	6151	0	0	0	19807

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-Sep-2013	0	0	0	0	1	1	0	0	0	0	1	1	59	74	133	35	33	68	0	0	0	203
02-Sep-2013	1	0	1	0	9	9	0	1	1	0	0	0	84	86	170	45	36	81	0	0	0	262
03-Sep-2013	0	0	0	0	0	0	1	1	2	0	0	0	62	83	145	69	48	117	0	0	0	264
04-Sep-2013	1	0	1	0	0	0	0	1	1	0	0	0	69	87	156	62	44	106	0	0	0	264
05-Sep-2013	0	0	0	0	0	0	0	1	1	0	19	19	59	75	134	72	38	110	0	0	0	264
06-Sep-2013	0	0	0	45	26	71	48	57	105	0	0	0	33	37	70	13	18	31	0	0	0	277
07-Sep-2013	5	0	5	15	11	26	27	28	55	5	1	6	18	20	38	19	13	32	0	0	0	162
08-Sep-2013	3	0	3	47	38	85	29	75	104	18	2	20	1	0	1	0	0	0	0	0	0	213
09-Sep-2013	2	0	2	0	0	0	0	0	0	0	0	0	57	86	143	71	46	117	0	0	0	262
10-Sep-2013	1	0	1	0	0	0	0	1	1	38	44	82	32	57	89	66	33	99	0	0	0	272
11-Sep-2013	0	0	0	8	6	14	5	16	21	3	0	3	58	73	131	61	38	99	0	0	0	268
12-Sep-2013	0	0	0	37	35	72	27	52	79	13	0	13	22	37	59	38	17	55	0	0	0	278
13-Sep-2013	2	0	2	37	28	65	37	53	90	17	2	19	25	35	60	21	16	37	0	0	0	273
14-Sep-2013	0	0	0	19	13	32	25	28	53	0	1	1	14	19	33	25	11	36	0	0	0	155
15-Sep-2013	1	0	1	38	28	66	22	50	72	0	1	1	20	20	40	13	11	24	0	0	0	204
16-Sep-2013	5	3	8	0	0	0	0	1	1	0	0	0	49	80	129	73	39	112	0	0	0	250
17-Sep-2013	1	0	1	0	0	0	0	0	0	0	2	2	55	83	138	75	47	122	0	0	0	263
18-Sep-2013	0	0	0	0	0	0	0	1	1	1	1	2	64	84	148	64	44	108	0	0	0	259
19-Sep-2013	1	0	1	0	2	2	0	2	2	0	2	2	65	82	147	65	45	110	0	0	0	264
20-Sep-2013	0	0	0	0	1	1	0	1	1	48	49	97	39	53	92	46	26	72	0	0	0	263
21-Sep-2013	0	0	0	28	22	50	35	34	69	0	0	0	16	12	28	8	6	14	0	0	0	161
22-Sep-2013	0	0	0	0	0	0	0	0	0	0	13	13	47	64	111	43	28	71	0	0	0	195
23-Sep-2013	0	0	0	10	9	19	13	14	27	0	0	0	51	74	125	58	34	92	0	0	0	263
24-Sep-2013	0	0	0	21	15	36	17	31	48	2	0	2	38	56	94	54	29	83	0	0	0	263
25-Sep-2013	0	0	0	0	0	0	0	0	0	0	1	1	63	89	152	65	40	105	0	0	0	258
26-Sep-2013	0	0	0	0	0	0	2	1	3	57	72	129	26	37	63	48	23	71	0	0	0	266
27-Sep-2013	1	0	1	7	10	17	11	15	26	0	0	0	55	72	127	62	35	97	0	0	0	268
28-Sep-2013	0	0	0	0	2	2	0	8	8	39	24	63	20	24	44	24	15	39	0	0	0	156
29-Sep-2013	2	0	2	13	16	29	13	29	42	0	0	0	39	42	81	26	19	45	0	0	0	199
30-Sep-2013	0	0	0	0	0	0	0	0	0	0	0	0	68	87	155	59	40	99	0	0	0	254
Total	26	3	29	325	272	597	312	501	813	241	235	476	1308	1728	3036	1380	872	2252	0	0	0	7203

(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-Sep-2013	0	0	0	0	0	3	33	35	43	52	58	43	48	48	45	61	59	62	73	61	41	37	17	0	819
02-Sep-2013	0	2	0	0	0	3	51	67	78	70	74	65	45	48	47	57	57	62	64	58	36	22	25	4	935
03-Sep-2013	1	1	1	3	0	2	52	72	73	71	68	50	50	40	54	54	56	64	75	54	34	28	20	5	928
04-Sep-2013	0	1	2	2	0	2	45	77	75	60	62	59	44	46	53	54	56	63	73	62	37	29	24	4	930
05-Sep-2013	1	0	2	4	0	3	53	73	72	67	69	56	45	48	49	60	57	64	77	59	40	33	31	4	967
06-Sep-2013	3	1	2	3	0	2	50	64	65	75	76	63	47	54	55	51	63	71	73	62	39	38	16	2	975
07-Sep-2013	1	0	0	1	1	3	41	46	68	54	61	51	53	41	37	47	37	44	35	35	22	27	9	0	714
08-Sep-2013	1	0	1	0	0	1	36	38	45	45	62	48	43	47	51	63	60	66	71	63	45	32	18	1	837
09-Sep-2013	1	1	0	0	0	2	47	70	74	74	70	67	50	46	55	54	54	63	64	63	32	26	24	2	939
10-Sep-2013	3	1	0	5	1	3	46	76	81	61	66	54	48	40	47	48	49	51	46	76	59	30	22	4	917
11-Sep-2013	1	0	2	2	0	4	48	67	72	66	70	62	39	51	55	51	57	66	71	63	36	28	24	3	938
12-Sep-2013	1	0	1	3	0	4	53	78	76	60	70	61	44	41	54	57	63	69	81	61	46	40	22	3	988
13-Sep-2013	4	0	2	3	0	3	50	72	74	64	66	64	51	47	62	52	66	63	69	70	44	37	15	1	979
14-Sep-2013	1	1	0	0	1	4	38	49	59	58	58	58	49	45	43	43	35	39	40	31	23	22	12	1	710
15-Sep-2013	1	0	0	1	1	2	32	40	49	48	61	49	46	43	54	56	54	61	67	75	45	32	18	1	836
16-Sep-2013	0	1	1	1	1	3	50	67	75	74	65	62	54	50	46	46	50	54	67	59	40	23	34	2	925
17-Sep-2013	3	1	0	1	3	3	43	72	72	61	66	64	44	48	53	59	54	61	78	57	30	30	23	4	930
18-Sep-2013	1	1	3	2	0	2	51	70	66	69	59	61	40	52	52	54	59	65	65	65	41	28	25	4	935
19-Sep-2013	1	0	3	3	0	3	51	71	76	61	70	56	46	46	53	62	56	68	68	70	41	25	37	4	971
20-Sep-2013	1	0	0	3	2	3	49	73	75	61	73	51	50	52	45	54	52	59	68	68	61	39	28	2	969
21-Sep-2013	2	0	0	1	2	3	39	49	65	60	66	59	51	42	46	43	40	42	41	29	24	33	7	0	744
22-Sep-2013	1	0	0	0	0	3	34	40	44	49	58	49	42	49	51	54	53	66	68	66	37	33	23	0	820
23-Sep-2013	0	1	0	1	0	3	48	71	79	67	70	68	51	49	47	55	53	66	65	59	32	28	21	3	937
24-Sep-2013	3	1	1	3	0	3	52	77	73	60	69	64	44	52	47	54	60	67	68	64	34	26	28	2	952
25-Sep-2013	1	1	2	1	0	3	54	74	77	61	68	58	40	49	53	51	54	64	69	65	34	29	25	2	935
26-Sep-2013	2	0	2	3	1	3	45	80	73	65	64	48	48	47	48	51	50	54	51	52	71	48	50	8	964
27-Sep-2013	2	0	2	2	0	3	50	72	67	64	73	66	52	45	54	59	62	66	66	73	42	36	25	1	982
28-Sep-2013	0	2	0	1	0	3	38	52	68	55	65	59	45	46	42	47	31	45	42	40	28	20	18	1	748
29-Sep-2013	0	1	0	0	1	2	38	42	48	48	56	51	41	43	55	59	62	69	68	65	40	34	25	1	849
30-Sep-2013	0	0	0	0	1	4	50	75	79	63	62	64	53	47	51	53	57	68	61	55	37	25	27	5	937
Total	36	17	27	49	15	85	1367	1909	2041	1843	1975	1730	1403	1402	1504	1609	1616	1822	1924	1780	1171	918	693	74	27010
Avg.	1.20	0.57	0.90	1.63	0.50	2.83	45.57	63.63	68.03	61.43	65.83	57.67	46.77	46.73	50.13	53.63	53.87	60.73	64.13	59.33	39.03	30.60	23.10	2.47	900.33

(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-Sep-2013	0	0	0	0	0	3	20	18	21	21	21	17	20	24	21	24	31	37	35	29	26	21	11	0	400
02-Sep-2013	0	1	0	0	0	3	25	39	37	32	31	30	20	21	23	27	30	34	34	25	21	13	15	2	463
03-Sep-2013	0	1	1	1	0	2	27	35	43	30	30	28	20	23	27	22	29	35	31	31	22	19	10	1	468
04-Sep-2013	0	1	2	0	0	2	22	43	39	23	29	28	18	24	25	25	27	36	36	31	24	17	11	1	464
05-Sep-2013	0	0	2	2	0	3	22	41	39	27	32	28	18	23	25	27	30	37	35	29	24	24	16	1	485
06-Sep-2013	1	1	1	2	0	2	23	32	36	37	36	28	21	28	25	24	29	39	33	31	21	23	13	1	487
07-Sep-2013	1	0	0	1	0	3	25	28	32	23	25	23	28	19	20	22	19	30	12	25	12	17	5	0	370
08-Sep-2013	1	0	0	0	0	1	25	18	20	18	24	16	18	20	24	29	29	40	34	34	24	18	12	1	406
09-Sep-2013	1	0	0	0	0	2	26	33	41	32	31	34	18	22	28	23	27	36	34	26	21	18	12	1	466
10-Sep-2013	1	1	0	2	1	3	23	40	44	26	27	32	18	21	23	23	24	25	22	40	33	18	14	1	462
11-Sep-2013	0	0	2	0	0	4	24	33	40	28	31	33	17	24	27	20	28	38	35	32	21	19	12	1	469
12-Sep-2013	0	0	1	1	0	4	26	39	41	27	33	31	13	21	29	22	29	43	38	28	30	26	12	0	494
13-Sep-2013	2	0	2	1	0	3	23	39	39	26	29	33	22	24	31	26	26	37	34	36	22	23	11	1	490
14-Sep-2013	0	0	0	0	0	4	23	28	31	23	26	27	21	23	22	21	17	27	18	22	11	15	5	1	365
15-Sep-2013	0	0	0	1	1	2	21	20	21	22	25	17	18	16	29	22	27	38	35	33	27	21	9	0	405
16-Sep-2013	0	0	1	1	1	3	24	32	42	36	27	37	16	22	21	25	28	30	33	29	19	17	20	0	464
17-Sep-2013	2	0	0	1	1	3	24	33	42	25	30	34	13	26	27	28	22	35	39	26	19	19	13	2	464
18-Sep-2013	0	1	2	0	0	2	26	38	35	27	30	29	16	27	25	20	30	38	34	29	22	18	14	2	465
19-Sep-2013	0	0	3	0	0	3	23	38	40	29	33	29	17	25	27	28	26	39	36	28	24	16	23	1	488
20-Sep-2013	0	0	0	2	1	3	25	39	40	23	33	29	22	23	22	26	23	27	38	39	26	23	20	2	486
21-Sep-2013	1	0	0	1	2	2	22	29	34	22	25	34	23	20	25	24	21	26	17	17	14	19	4	0	382
22-Sep-2013	1	0	0	0	0	3	21	23	17	22	21	21	15	25	22	24	28	40	32	31	21	21	16	0	404
23-Sep-2013	0	0	0	1	0	3	24	37	39	30	30	32	20	22	23	25	26	40	33	25	19	18	13	1	461
24-Sep-2013	1	1	1	1	0	3	29	42	34	26	31	34	15	28	26	26	25	36	35	29	22	18	15	1	479
25-Sep-2013	0	1	1	0	0	3	27	41	39	24	29	31	16	23	26	23	25	38	35	29	22	17	14	0	464
26-Sep-2013	1	0	2	1	0	3	23	40	36	31	29	24	21	23	21	26	22	25	23	27	45	30	27	3	483
27-Sep-2013	1	0	1	1	0	3	24	37	36	29	32	32	23	21	31	29	26	36	33	35	22	24	17	0	493
28-Sep-2013	0	2	0	1	0	3	22	30	34	19	27	29	24	23	22	26	11	32	15	23	15	14	11	1	384
29-Sep-2013	0	0	0	0	1	2	25	24	16	22	20	18	18	19	25	32	32	37	32	35	22	18	17	0	415
30-Sep-2013	0	0	0	0	1	4	26	37	39	28	29	32	24	22	23	27	27	40	31	23	23	15	16	2	469
Total	14	10	22	21	9	84	720	1006	1047	788	856	850	573	682	745	746	774	1051	932	877	674	579	408	27	13495
Avg.	0.47	0.33	0.73	0.70	0.30	2.80	24.00	33.53	34.90	26.27	28.53	28.33	19.10	22.73	24.83	24.87	25.80	35.03	31.07	29.23	22.47	19.30	13.60	0.90	449.83

(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-Sep-2013	0	0	0	0	0	0	13	17	22	31	37	26	28	24	24	37	28	25	38	32	15	16	6	0	419
02-Sep-2013	0	1	0	0	0	0	26	28	41	38	43	35	25	27	24	30	27	28	30	33	15	9	10	2	472
03-Sep-2013	1	0	0	2	0	0	25	37	30	41	38	22	30	17	27	32	27	29	44	23	12	9	10	4	460
04-Sep-2013	0	0	0	2	0	0	23	34	36	37	33	31	26	22	28	29	29	27	37	31	13	12	13	3	466
05-Sep-2013	1	0	0	2	0	0	31	32	33	40	37	28	27	25	24	33	27	27	42	30	16	9	15	3	482
06-Sep-2013	2	0	1	1	0	0	27	32	29	38	40	35	26	26	30	27	34	32	40	31	18	15	3	1	488
07-Sep-2013	0	0	0	0	1	0	16	18	36	31	36	28	25	22	17	25	18	14	23	10	10	10	4	0	344
08-Sep-2013	0	0	1	0	0	0	11	20	25	27	38	32	25	27	27	34	31	26	37	29	21	14	6	0	431
09-Sep-2013	0	1	0	0	0	0	21	37	33	42	39	33	32	24	27	31	27	27	30	37	11	8	12	1	473
10-Sep-2013	2	0	0	3	0	0	23	36	37	35	39	22	30	19	24	25	25	26	24	36	26	12	8	3	455
11-Sep-2013	1	0	0	2	0	0	24	34	32	38	39	29	22	27	28	31	29	28	36	31	15	9	12	2	469
12-Sep-2013	1	0	0	2	0	0	27	39	35	33	37	30	31	20	25	35	34	26	43	33	16	14	10	3	494
13-Sep-2013	2	0	0	2	0	0	27	33	35	38	37	31	29	23	31	26	40	26	35	34	22	14	4	0	489
14-Sep-2013	1	1	0	0	1	0	15	21	28	35	32	31	28	22	21	22	18	12	22	9	12	7	7	0	345
15-Sep-2013	1	0	0	0	0	0	11	20	28	26	36	32	28	27	25	34	27	23	32	42	18	11	9	1	431
16-Sep-2013	0	1	0	0	0	0	26	35	33	38	38	25	38	28	25	21	22	24	34	30	21	6	14	2	461
17-Sep-2013	1	1	0	0	2	0	19	39	30	36	36	30	31	22	26	31	32	26	39	31	11	11	10	2	466
18-Sep-2013	1	0	1	2	0	0	25	32	31	42	29	32	24	25	27	34	29	27	31	36	19	10	11	2	470
19-Sep-2013	1	0	0	3	0	0	28	33	36	32	37	27	29	21	26	34	30	29	32	42	17	9	14	3	483
20-Sep-2013	1	0	0	1	1	0	24	34	35	38	40	22	28	29	23	28	29	32	30	29	35	16	8	0	483
21-Sep-2013	1	0	0	0	0	1	17	20	31	38	41	25	28	22	21	19	19	16	24	12	10	14	3	0	362
22-Sep-2013	0	0	0	0	0	0	13	17	27	27	37	28	27	24	29	30	25	26	36	35	16	12	7	0	416
23-Sep-2013	0	1	0	0	0	0	24	34	40	37	40	36	31	27	24	30	27	26	32	34	13	10	8	2	476
24-Sep-2013	2	0	0	2	0	0	23	35	39	34	38	30	29	24	21	28	35	31	33	35	12	8	13	1	473
25-Sep-2013	1	0	1	1	0	0	27	33	38	37	39	27	24	26	27	28	29	26	34	36	12	12	11	2	471
26-Sep-2013	1	0	0	2	1	0	22	40	37	34	35	24	27	24	27	25	28	29	28	25	26	18	23	5	481
27-Sep-2013	1	0	1	1	0	0	26	35	31	35	41	34	29	24	23	30	36	30	33	38	20	12	8	1	489
28-Sep-2013	0	0	0	0	0	0	16	22	34	36	38	30	21	23	20	21	20	13	27	17	13	6	7	0	364
29-Sep-2013	0	1	0	0	0	0	13	18	32	26	36	33	23	24	30	27	30	32	36	30	18	16	8	1	434
30-Sep-2013	0	0	0	0	0	0	24	38	40	35	33	32	29	25	28	26	30	28	30	32	14	10	11	3	468
Total	22	7	5	28	6	1	647	903	994	1055	1119	880	830	720	759	863	842	771	992	903	497	339	285	47	13515
Avg.	0.73	0.23	0.17	0.93	0.20	0.03	21.57	30.10	33.13	35.17	37.30	29.33	27.67	24.00	25.30	28.77	28.07	25.70	33.07	30.10	16.57	11.30	9.50	1.57	450.50

(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-Sep-13	07:00	00:13	02:39	00:31	-	-	13:35	-	-	-	-	-	-
02-Sep-13	07:00	00:25	05:29	-	-	-	11:04	-	-	-	-	-	-
03-Sep-13	07:00	00:05	02:03	-	-	-	14:50	-	-	-	-	-	-
04-Sep-13	07:00	00:29	00:45	-	-	-	15:44	-	-	-	-	-	-
05-Sep-13	07:00	00:23	02:31	-	01:45	-	12:19	-	-	-	-	-	-
06-Sep-13	07:00	00:32	02:18	-	-	-	04:16	09:52	-	-	-	-	-
07-Sep-13	07:00	00:24	-	02:55	-	-	05:45	07:08	-	-	00:45	-	-
08-Sep-13	07:00	00:27	-	02:26	-	-	-	12:25	-	-	01:40	-	-
09-Sep-13	07:00	00:26	-	-	00:11	-	16:21	-	-	-	-	-	-
10-Sep-13	07:00	00:16	-	01:14	-	-	10:09	-	-	05:19	-	-	-
11-Sep-13	07:00	00:20	-	01:46	00:20	-	12:13	02:17	-	-	-	-	-
12-Sep-13	07:00	00:19	-	01:29	-	-	06:01	09:08	-	-	-	-	-
13-Sep-13	07:00	00:29	-	01:52	-	-	06:30	08:06	-	-	-	-	-
14-Sep-13	07:00	00:27	-	-	-	-	05:43	10:48	-	-	-	-	-
15-Sep-13	07:00	00:29	-	-	-	-	05:13	11:16	-	-	-	-	-
16-Sep-13	07:00	00:19	-	-	-	-	14:38	-	02:01	-	-	-	-
17-Sep-13	07:00	00:21	-	-	02:01	-	14:36	-	-	-	-	-	-
18-Sep-13	07:00	00:19	-	-	02:10	-	14:29	-	-	-	-	-	-
19-Sep-13	07:00	00:08	03:13	-	-	-	13:37	-	-	-	-	-	-
20-Sep-13	07:00	00:21	01:04	-	00:11	-	09:20	-	-	06:01	-	-	-
21-Sep-13	07:00	00:59	02:55	-	-	-	02:51	10:13	-	-	-	-	-
22-Sep-13	07:00	00:23	-	-	03:54	-	12:41	-	-	-	-	-	-
23-Sep-13	07:00	00:24	02:36	-	-	-	11:09	02:48	-	-	-	-	-
24-Sep-13	07:00	00:18	-	02:02	-	-	09:59	04:38	-	-	-	-	-
25-Sep-13	07:00	00:25	01:39	-	-	-	14:54	-	-	-	-	-	-
26-Sep-13	07:00	00:12	-	-	00:54	-	07:13	-	-	08:39	-	-	-
27-Sep-13	07:00	00:24	-	-	-	-	14:11	02:23	-	-	-	-	-
28-Sep-13	07:00	00:14	-	04:38	-	-	06:30	-	-	05:35	-	-	-
29-Sep-13	07:00	00:27	01:15	01:13	-	-	07:43	06:18	-	-	-	-	-
30-Sep-13	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
Total	210:00	11:43	28:32	20:10	11:28	00:00	310:32	97:26	02:01	25:35	02:25	00:00	00:00
% Used		2.30%	5.60%	3.96%	2.25%	0.00%	60.90%	19.11%	0.40%	5.02%	0.47%	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).

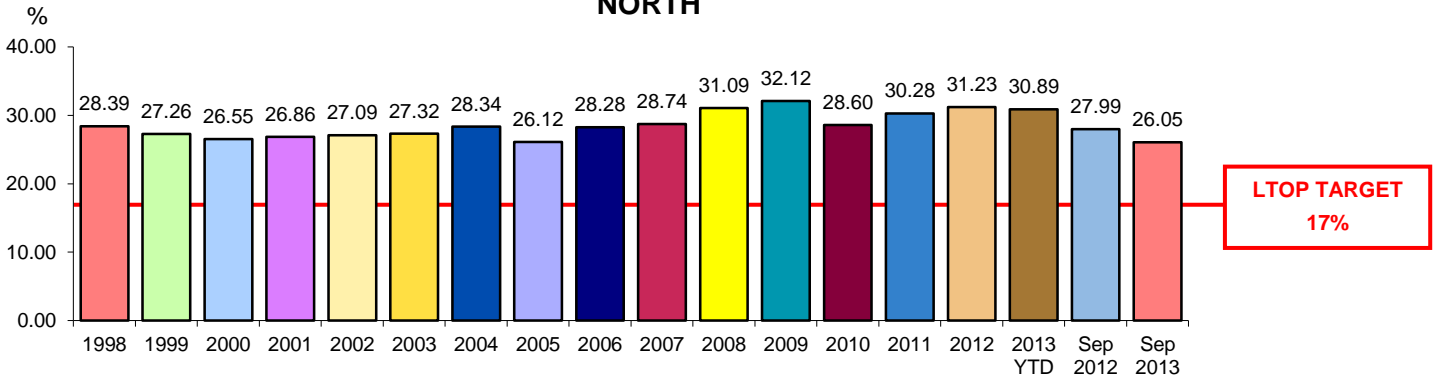
Cumulative Mode Utilisation from 1 January 2013

Time	2.32%	6.46%	4.54%	2.29%	0.00%	46.53%	34.53%	0.69%	1.08%	1.56%	0.00%	0.00%
Movements	0.47%	4.58%	3.40%	1.74%	0.00%	50.70%	36.45%	0.53%	1.01%	1.11%	0.00%	0.00%

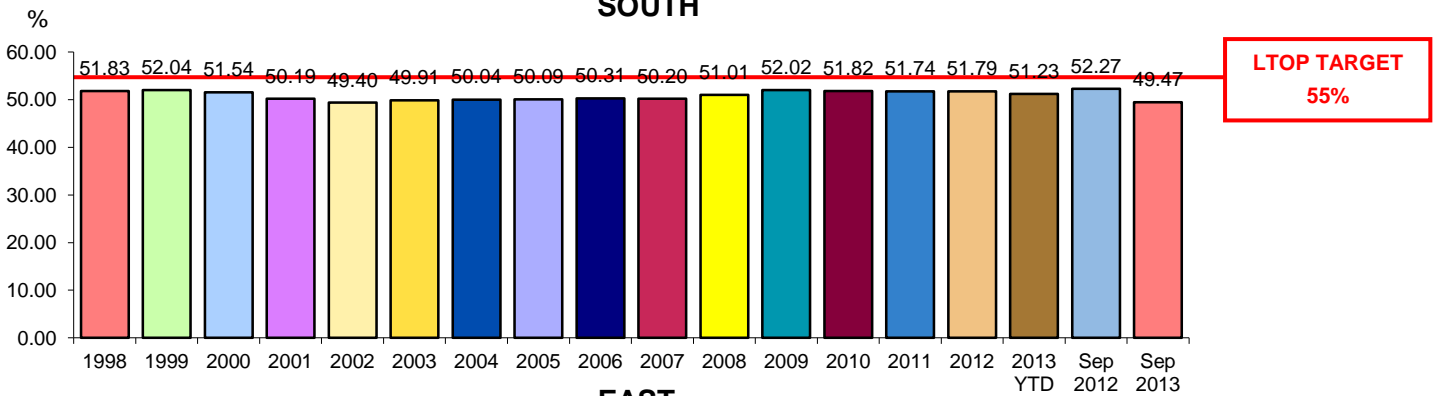
Runway End Impact to 30 September 2013

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

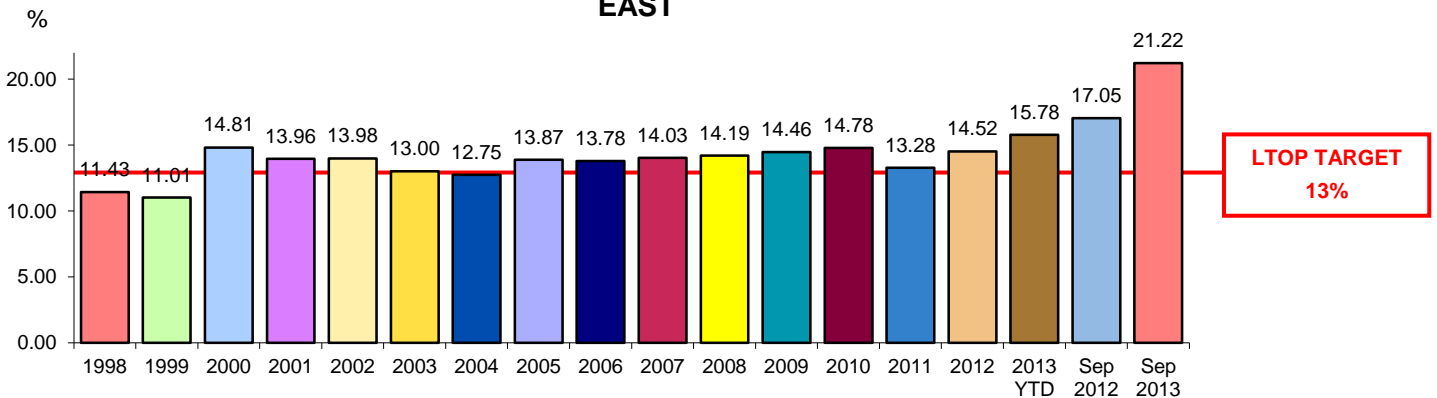
NORTH



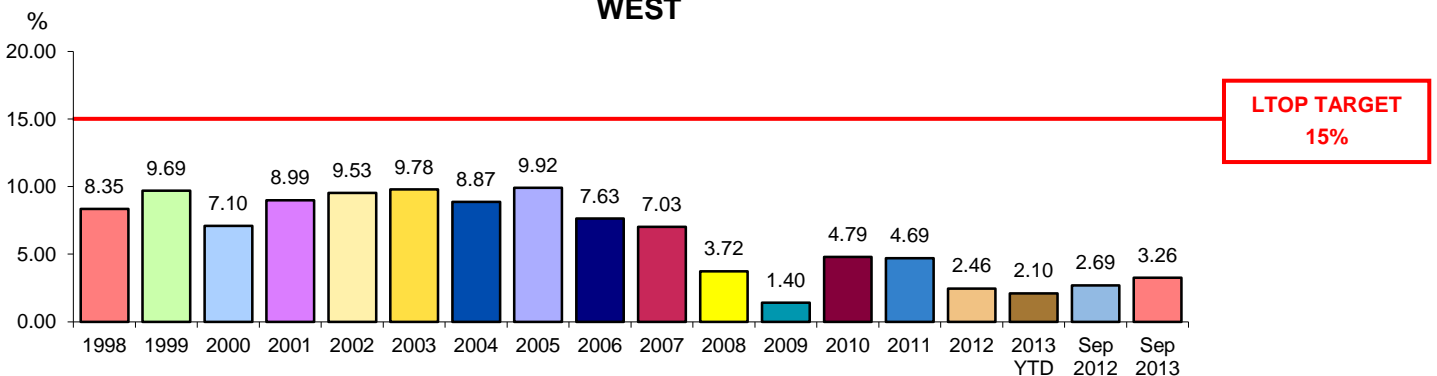
SOUTH



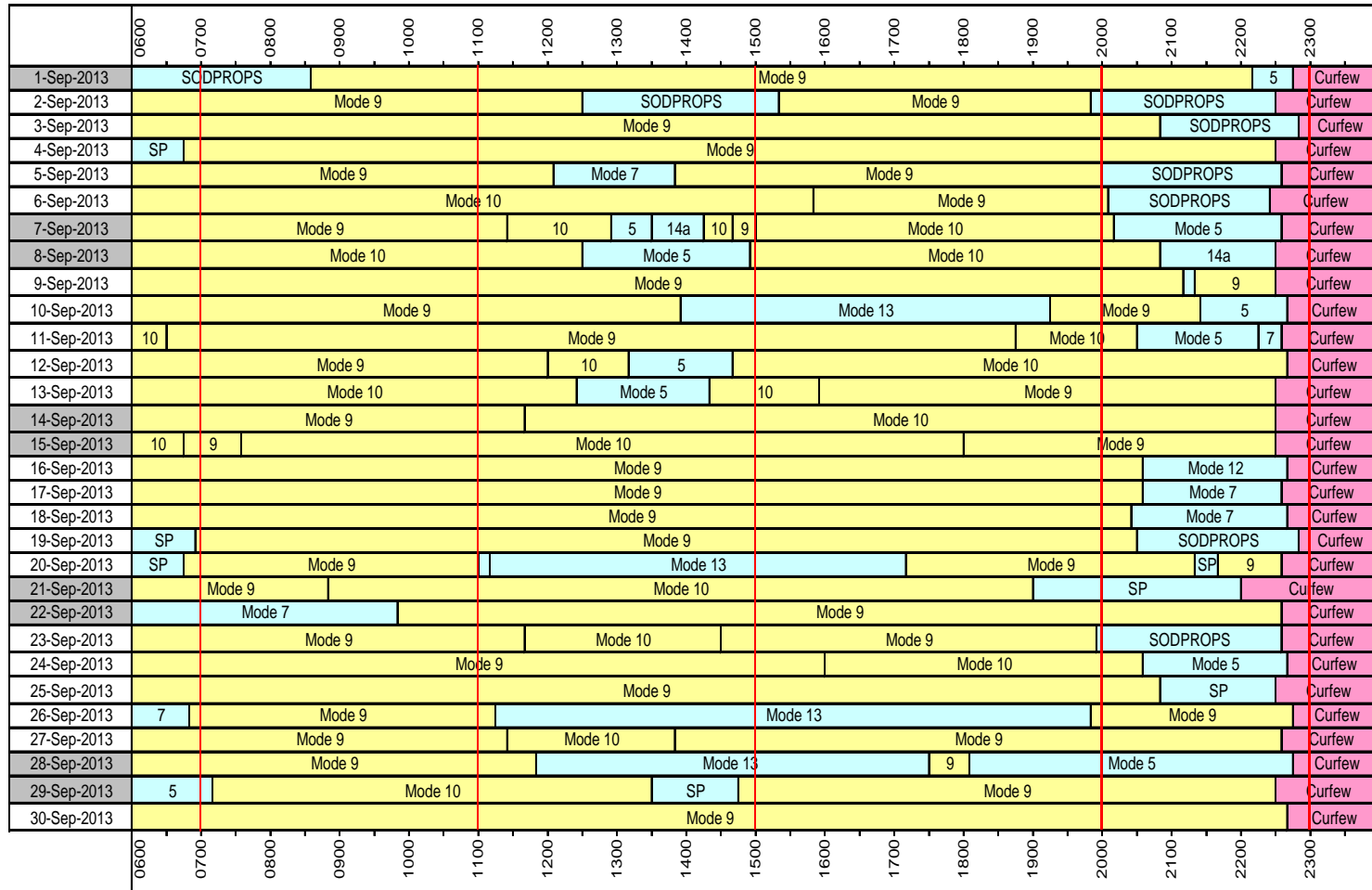
EAST



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 **September 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	

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

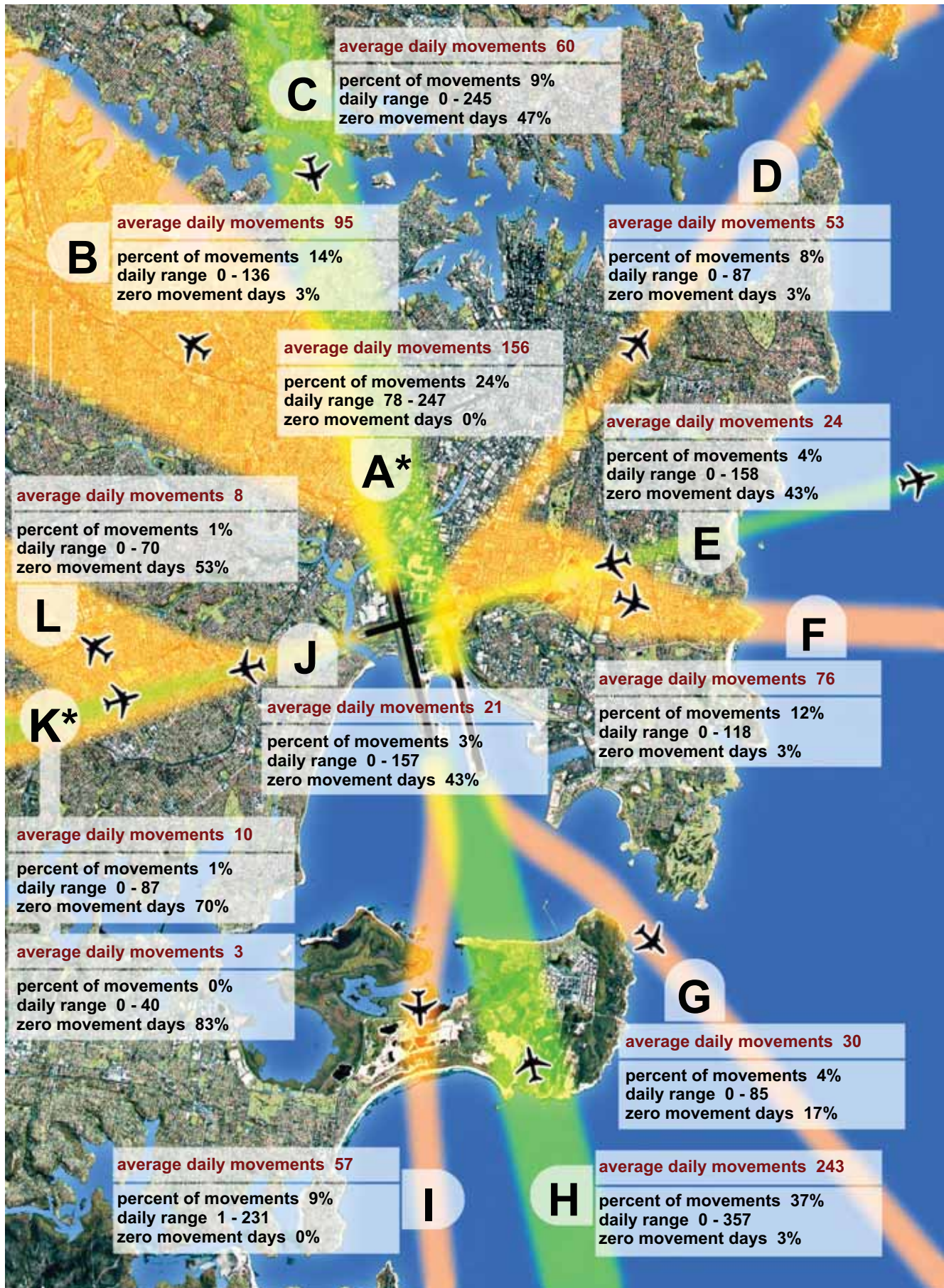
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R

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

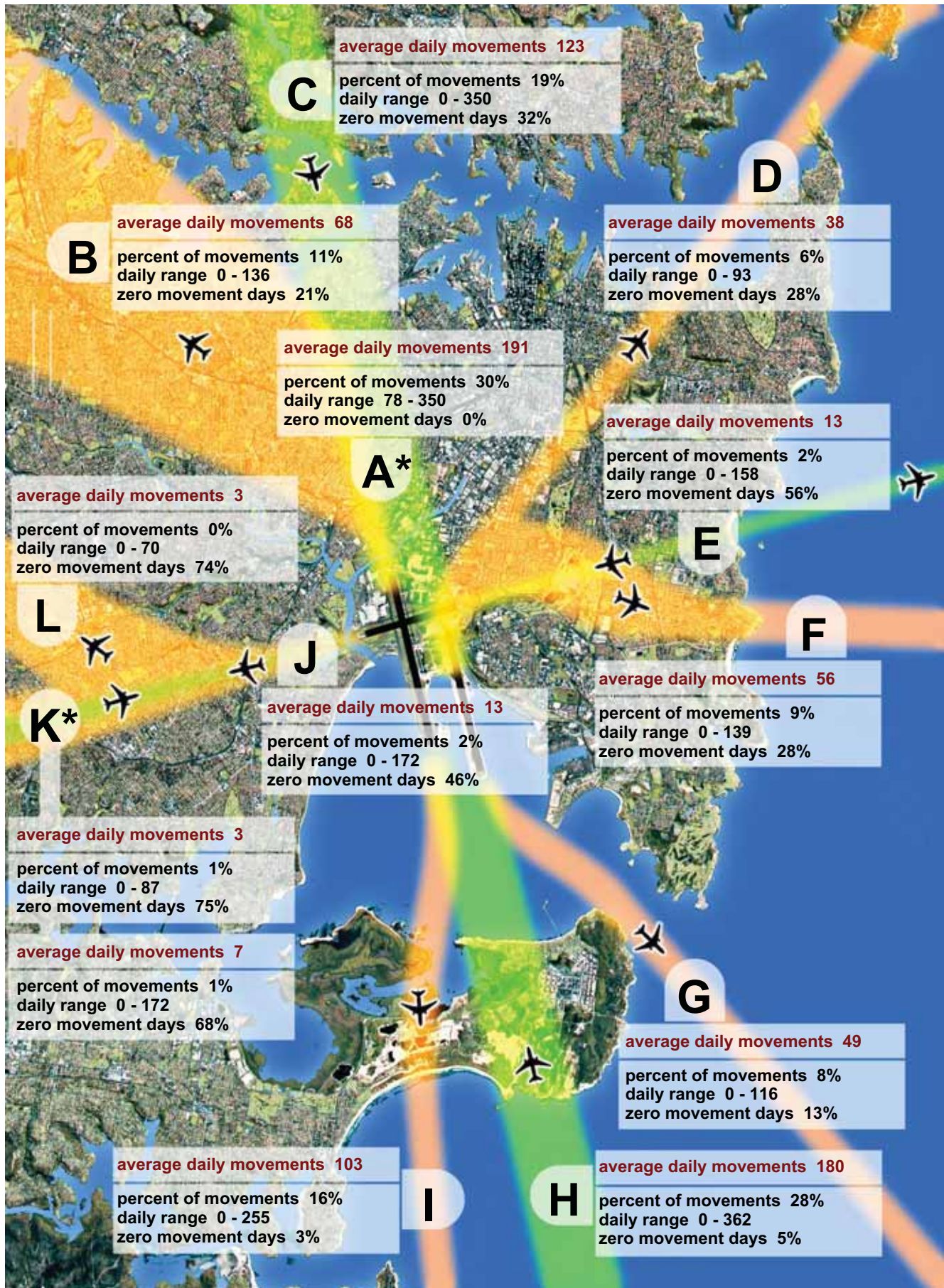
1 Sept 2013 to 30 Sept 2013, All Jets



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

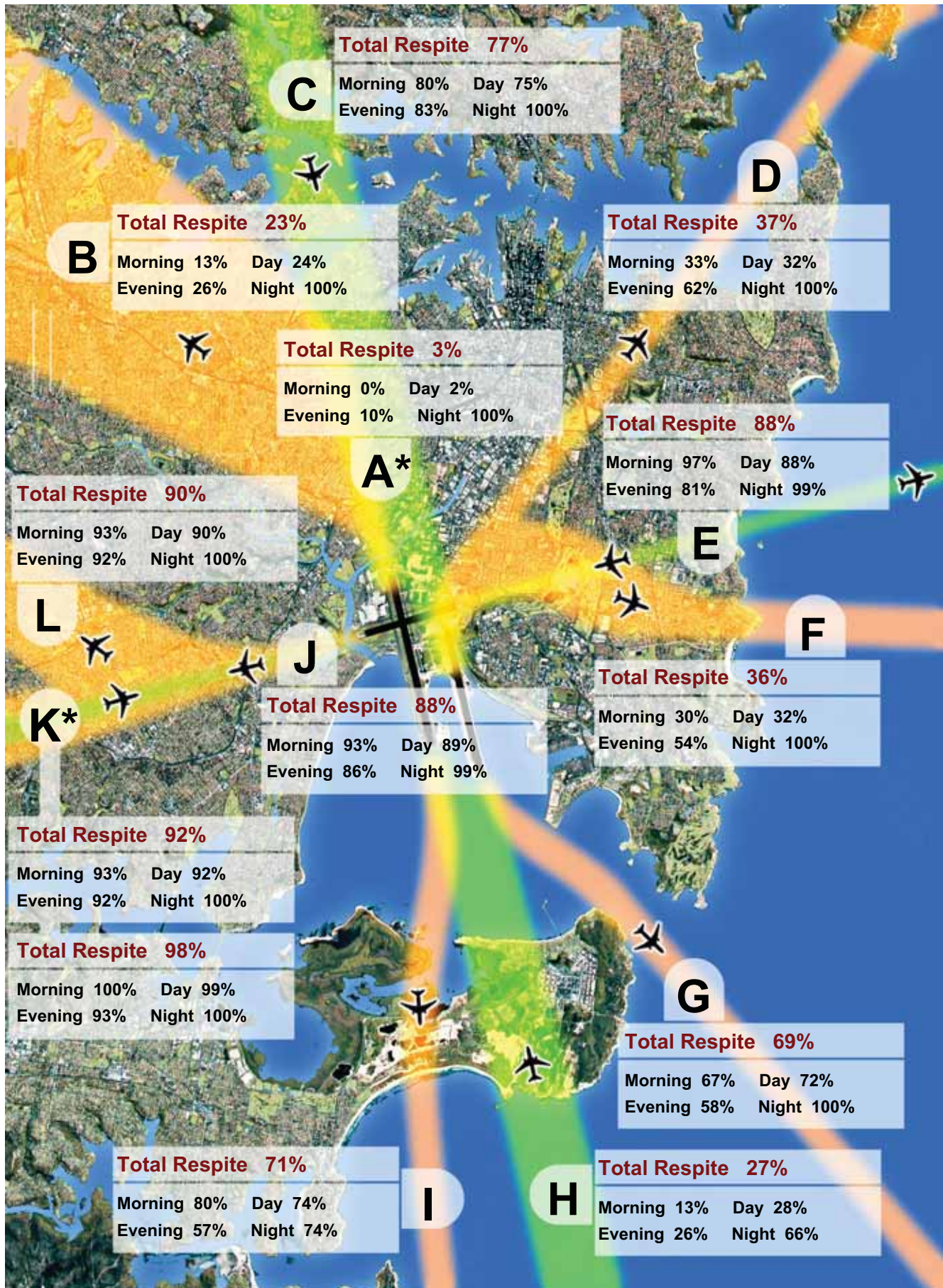
1 Oct 2012 to 30 Sept 2013, All Jets



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 Sept 2013 to 30 Sept 2013, All Jets



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

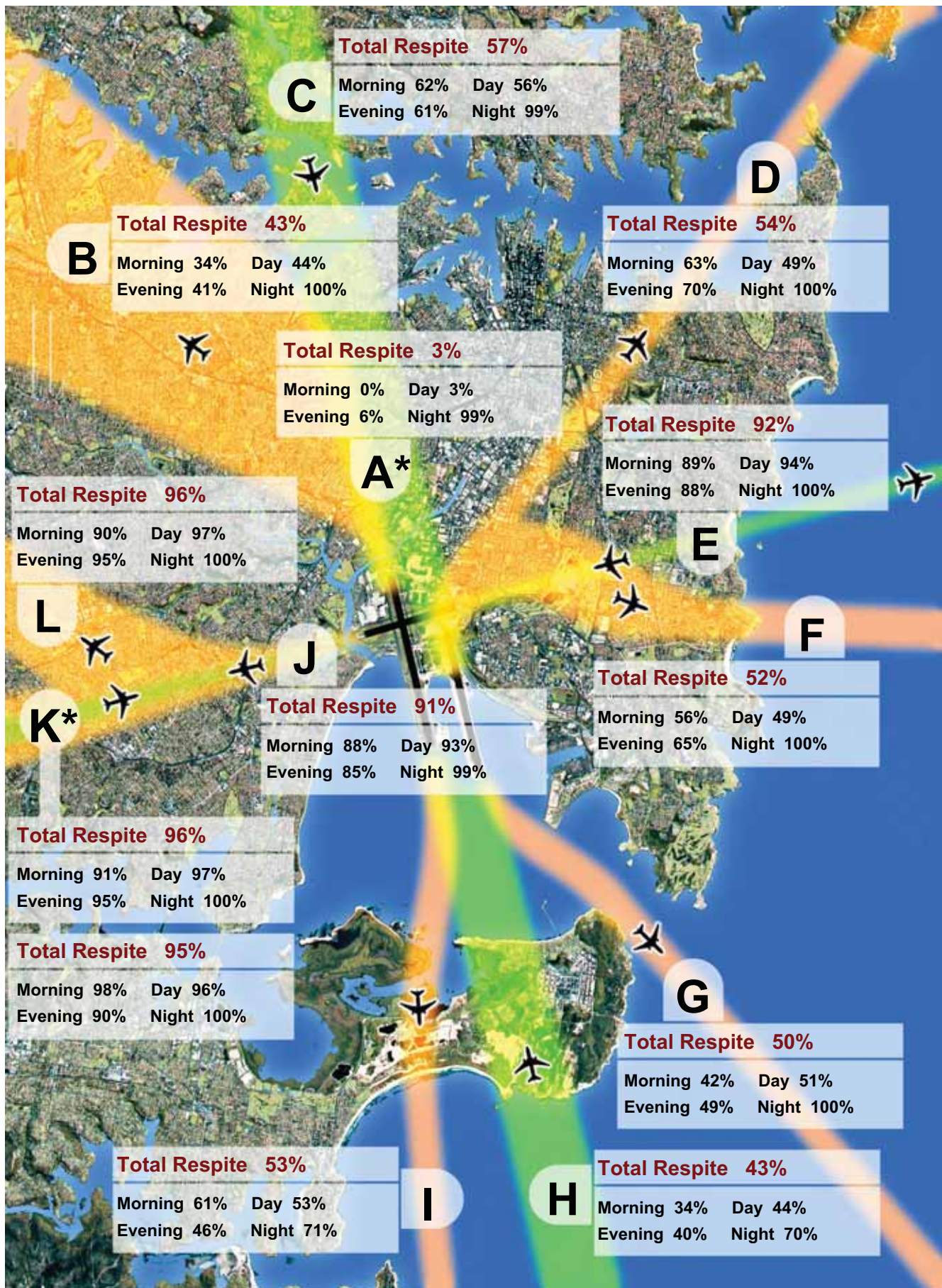
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2012 to 30 Sept 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) October 2012 to September 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 **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 October 2012 to September 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 **October 2012 to September 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 September 2013.



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

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L_{Amax}) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during September 2013 along with the Daily N70 values for the three months up to and including September are given in Table 1.

<i>Location</i>	<i>CNE Sep</i>	<i>Operational Days Sep</i>	<i>N70 Sep</i>	<i>N70 Aug</i>	<i>N70 Jul</i>
<i>Threshold rwy 34</i>	<i>11,151</i>	<i>29.9</i>	<i>363</i>	<i>371</i>	<i>385</i>
<i>Penshurst</i>	<i>526</i>	<i>29.9</i>	<i>11</i>	<i>11</i>	<i>9</i>
<i>Bexley</i>	<i>550</i>	<i>24.3</i>	<i>18</i>	<i>18</i>	<i>17</i>
<i>Sydenham</i>	<i>4,487</i>	<i>29.9</i>	<i>149</i>	<i>149</i>	<i>159</i>
<i>Johnston St Annandale</i>	<i>1,382</i>	<i>29.9</i>	<i>36</i>	<i>46</i>	<i>44</i>
<i>Church St. St Peters</i>	<i>2,868</i>	<i>29.9</i>	<i>78</i>	<i>84</i>	<i>87</i>
<i>Leichhardt PEMU 36</i>	<i>1,670</i>	<i>29.9</i>	<i>52</i>	<i>58</i>	<i>54</i>
<i>Eastlakes</i>	<i>3,360</i>	<i>29.9</i>	<i>104</i>	<i>89</i>	<i>82</i>
<i>Coogee</i>	<i>1,244</i>	<i>29.9</i>	<i>38</i>	<i>29</i>	<i>15</i>
<i>Kurnell</i>	<i>4,144</i>	<i>29.9</i>	<i>120</i>	<i>106</i>	<i>124</i>
<i>Croydon</i>	<i>973</i>	<i>29.9</i>	<i>22</i>	<i>19</i>	<i>23</i>
<i>Hunters Hill</i>	<i>2,594</i>	<i>29.9</i>	<i>38</i>	<i>39</i>	<i>34</i>

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

The N70 values for September 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 22 PM 50 Day 275 Night 10 WE_D 293 WE_N 8	Penhurst AM 1 PM 4 Day 5 Night 0 WE_D 10 WE_N 0	Bexley AM 1 PM 6 Day 12 Night 0 WE_D 15 WE_N 0	Eastlakes AM 6 PM 9 Day 88 Night 0 WE_D 103 WE_N 0
Coogee AM 1 PM 5 Day 25 Night 0 WE_D 55 WE_N 0	Sydenham AM 6 PM 15 Day 121 Night 0 WE_D 165 WE_N 1	Leichhardt PEMU36 AM 2 PM 4 Day 31 Night 0 WE_D 91 WE_N 0	Kurnell AM 4 PM 9 Day 122 Night 0 WE_D 77 WE_N 0
Annandale AM 1 PM 3 Day 25 Night 0 WE_D 59 WE_N 0	St Peters AM 2 PM 9 Day 61 Night 0 WE_D 91 WE_N 0	Croydon AM 1 PM 2 Day 22 Night 0 WE_D 15 WE_N 0	Hunters Hull AM 2 PM 3 Day 22 Night 0 WE_D 65 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.