

Sydney Airport Operational Statistics

September 2014

PREVIEW

Sydney Airport Operational Statistics Report Preview

September 2014

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

There were a total of 26,856 aircraft movements this month (daily average 895.20). Last month there were a total of 26,768 movements (daily average 863.48) and for the same month last year there were a total of 27,010 movements (daily average 900.33).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 29 days this month, Mode 9 on 12 days and Mode 10 on 17 days and . Crossing runway modes (including Sodprops) were used for 12.07% 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 34.8% - This result is above the LTOP target and below the previous month (36.99%)

South 51.17% - This result is below the LTOP target and above the previous month (51.11%)

East 12.8% - This result is below the LTOP target and above the previous month (9.88%)

West 1.22% - This result is below the LTOP target and below the previous month (2.02%)

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

This procedure was used on 5 and 12 of September for a total of 4 hours and 7 minutes (ATIS time).

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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 2014.....	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 30 September 2014).....	17
Jet Flight Path Movements * (1 October 2013 - 30 September 2014).....	18
Jet Aircraft Respite (R60) * (1 - 30 September 2014).....	19
Jet Aircraft Respite (R60) * (1 October 2013 - 30 September 2014).....	20
Jet Flight Path Movements (Explanation).....	21
Jet Aircraft Respite (R60) (Explanation).....	22
Measured Daily N70 Values.....	23

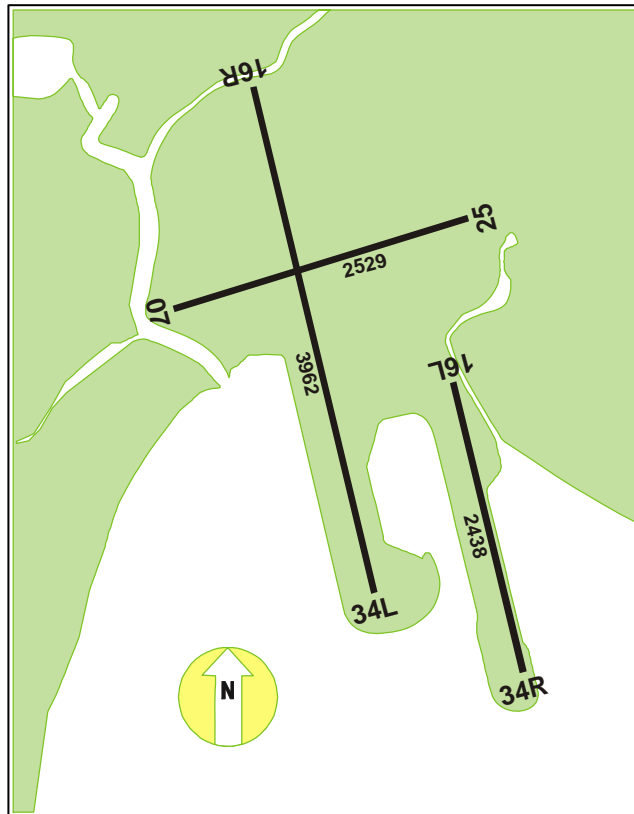
This report is available on the Internet at Airservices Australia website at

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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



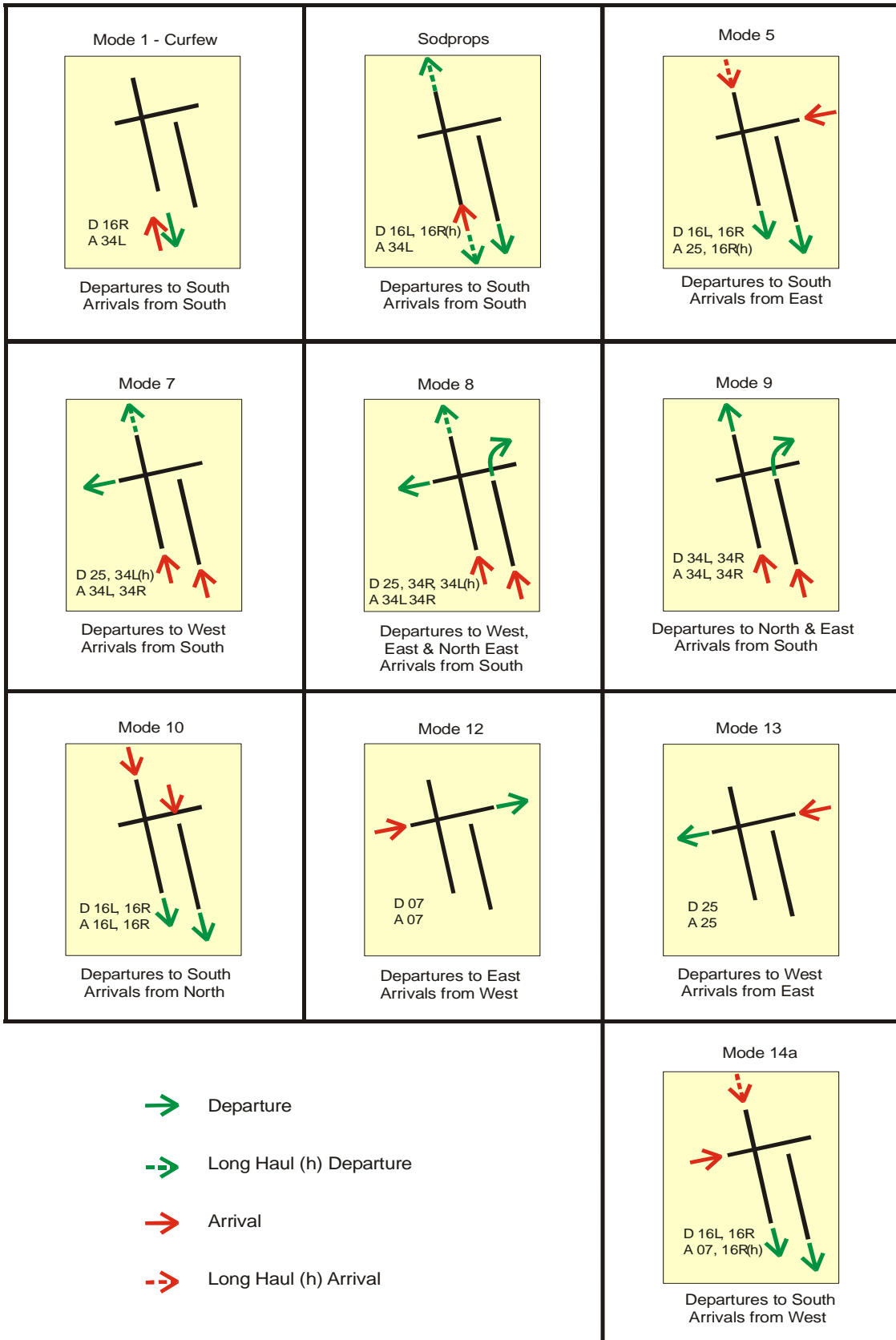
Runway numbers refer to the direction an aircraft is flying.

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-2014	2	0	2	0	1	1	0	6	6	0	18	18	247	197	444	199	228	427	0	0	0	898
02-Sep-2014	0	0	0	134	117	251	211	242	453	0	0	0	64	32	96	34	49	83	0	0	0	883
03-Sep-2014	0	0	0	190	163	353	261	294	555	0	0	0	3	0	3	0	0	0	0	0	0	911
04-Sep-2014	0	0	0	188	172	360	278	293	571	0	0	0	6	0	6	0	0	0	0	0	0	937
05-Sep-2014	1	0	1	202	169	371	271	317	588	0	0	0	6	0	6	0	0	0	0	0	0	966
06-Sep-2014	57	0	57	122	112	234	152	239	391	36	1	37	1	0	1	0	0	0	0	0	0	720
07-Sep-2014	29	0	29	132	155	287	228	253	481	0	0	0	5	0	5	0	0	0	0	0	0	802
08-Sep-2014	2	0	2	0	0	0	0	4	4	0	0	0	306	210	516	152	250	402	0	0	0	924
09-Sep-2014	4	0	4	0	0	0	0	1	1	1	0	1	304	190	494	131	239	370	0	0	0	870
10-Sep-2014	1	0	1	108	107	215	152	195	347	0	0	0	130	93	223	62	71	133	0	0	0	919
11-Sep-2014	1	0	1	47	58	105	87	78	165	0	0	0	209	146	355	131	190	321	0	0	0	947
12-Sep-2014	42	0	42	175	196	371	229	297	526	46	0	46	3	0	3	0	0	0	0	0	0	988
13-Sep-2014	34	0	34	83	111	194	168	186	354	1	0	1	61	26	87	31	33	64	0	0	0	734
14-Sep-2014	1	0	1	119	183	302	151	137	288	2	0	2	107	75	182	29	31	60	0	0	0	835
15-Sep-2014	0	0	0	0	44	44	0	4	4	0	0	0	312	204	516	155	224	379	0	0	0	943
16-Sep-2014	1	0	1	0	0	0	0	6	6	0	0	0	297	201	498	144	224	368	0	0	0	873
17-Sep-2014	0	0	0	0	6	6	0	7	7	46	73	119	274	188	462	134	186	320	0	0	0	914
18-Sep-2014	0	0	0	169	182	351	253	291	544	48	0	48	9	0	9	0	0	0	0	0	0	952
19-Sep-2014	1	0	1	120	167	287	183	193	376	0	0	0	136	66	202	55	72	127	0	0	0	993
20-Sep-2014	0	0	0	73	106	179	141	195	336	74	0	74	64	22	86	24	39	63	0	0	0	738
21-Sep-2014	1	0	1	135	180	315	278	250	528	0	0	0	5	0	5	0	0	0	0	0	0	849
22-Sep-2014	1	0	1	166	218	384	269	244	513	0	0	0	30	11	41	0	0	0	0	0	0	939
23-Sep-2014	1	0	1	0	0	0	0	7	7	0	0	0	290	204	494	178	247	425	0	0	0	927
24-Sep-2014	1	0	1	0	0	0	0	6	6	0	0	0	292	217	509	168	248	416	0	0	0	932
25-Sep-2014	1	0	1	111	86	197	150	177	327	0	0	0	137	95	232	83	116	199	0	0	0	956
26-Sep-2014	1	0	1	197	206	403	253	290	543	41	0	41	3	0	3	0	0	0	0	0	0	991
27-Sep-2014	52	0	52	109	142	251	189	214	403	0	0	0	41	17	58	0	0	0	0	0	0	764
28-Sep-2014	0	3	3	0	14	14	0	1	1	0	0	0	288	199	487	141	231	372	0	0	0	877
29-Sep-2014	1	0	1	26	24	50	59	58	117	0	1	1	233	174	407	147	213	360	0	0	0	936
30-Sep-2014	0	0	0	0	0	0	0	7	7	0	0	0	292	211	503	179	249	428	0	0	0	938
Total	235	3	238	2606	2919	5525	3963	4492	8455	295	93	388	4155	2778	6933	2177	3140	5317	0	0	0	26856

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-2014	0	0	0	0	1	1	0	5	5	0	16	16	196	122	318	133	186	319	0	0	0	659
02-Sep-2014	0	0	0	92	83	175	159	185	344	0	0	0	49	14	63	22	37	59	0	0	0	641
03-Sep-2014	0	0	0	128	122	250	206	217	423	0	0	0	2	0	2	0	0	0	0	0	0	675
04-Sep-2014	0	0	0	124	127	251	223	218	441	0	0	0	5	0	5	0	0	0	0	0	0	697
05-Sep-2014	0	0	0	129	126	255	220	235	455	0	0	0	4	0	4	0	0	0	0	0	0	714
06-Sep-2014	47	0	47	86	88	174	120	192	312	33	0	33	1	0	1	0	0	0	0	0	0	567
07-Sep-2014	26	0	26	90	123	213	188	186	374	0	0	0	1	0	1	0	0	0	0	0	0	614
08-Sep-2014	0	0	0	0	0	0	0	2	2	0	0	0	241	132	373	102	210	312	0	0	0	687
09-Sep-2014	0	0	0	0	0	0	0	1	1	0	0	0	234	114	348	83	197	280	0	0	0	629
10-Sep-2014	0	0	0	75	75	150	107	139	246	0	0	0	115	68	183	35	60	95	0	0	0	674
11-Sep-2014	0	0	0	31	46	77	72	57	129	0	0	0	163	90	253	87	156	243	0	0	0	702
12-Sep-2014	38	0	38	117	154	271	180	219	399	31	0	31	3	0	3	0	0	0	0	0	0	742
13-Sep-2014	31	0	31	47	91	138	143	147	290	1	0	1	53	16	69	19	27	46	0	0	0	575
14-Sep-2014	0	0	0	89	152	241	114	84	198	0	0	0	93	54	147	17	28	45	0	0	0	631
15-Sep-2014	0	0	0	0	37	37	0	2	2	0	0	0	238	128	366	110	188	298	0	0	0	703
16-Sep-2014	0	0	0	0	0	0	0	5	5	0	0	0	230	126	356	94	182	276	0	0	0	637
17-Sep-2014	0	0	0	0	6	6	0	6	6	36	49	85	214	127	341	85	153	238	0	0	0	676
18-Sep-2014	0	0	0	106	136	242	201	214	415	43	0	43	6	0	6	0	0	0	0	0	0	706
19-Sep-2014	0	0	0	76	136	212	139	137	276	0	0	0	112	43	155	43	61	104	0	0	0	747
20-Sep-2014	0	0	0	46	87	133	114	158	272	64	0	64	48	13	61	20	31	51	0	0	0	581
21-Sep-2014	0	0	0	96	145	241	229	181	410	0	0	0	3	0	3	0	0	0	0	0	0	654
22-Sep-2014	0	0	0	118	174	292	202	171	373	0	0	0	28	9	37	0	0	0	0	0	0	702
23-Sep-2014	0	0	0	0	0	0	0	5	5	0	0	0	228	127	355	118	204	322	0	0	0	682
24-Sep-2014	1	0	1	0	0	0	0	6	6	0	0	0	219	139	358	122	206	328	0	0	0	693
25-Sep-2014	0	0	0	76	60	136	123	132	255	0	0	0	106	65	171	55	97	152	0	0	0	714
26-Sep-2014	1	0	1	131	166	297	199	210	409	35	0	35	3	0	3	0	0	0	0	0	0	745
27-Sep-2014	42	0	42	71	117	188	155	169	324	0	0	0	39	14	53	0	0	0	0	0	0	607
28-Sep-2014	0	3	3	0	12	12	0	0	0	0	0	0	235	131	366	104	197	301	0	0	0	682
29-Sep-2014	0	0	0	23	18	41	51	47	98	0	0	0	181	113	294	98	178	276	0	0	0	709
30-Sep-2014	0	0	0	0	0	0	0	5	5	0	0	0	234	134	368	115	206	321	0	0	0	694
Total	186	3	189	1751	2282	4033	3145	3335	6480	243	65	308	3284	1779	5063	1462	2604	4066	0	0	0	20139

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-2014	2	0	2	0	0	0	0	1	1	0	2	2	51	75	126	66	42	108	0	0	0	239
02-Sep-2014	0	0	0	42	34	76	52	57	109	0	0	0	15	18	33	12	12	24	0	0	0	242
03-Sep-2014	0	0	0	62	41	103	55	77	132	0	0	0	1	0	1	0	0	0	0	0	0	236
04-Sep-2014	0	0	0	64	45	109	55	75	130	0	0	0	1	0	1	0	0	0	0	0	0	240
05-Sep-2014	1	0	1	73	43	116	51	82	133	0	0	0	2	0	2	0	0	0	0	0	0	252
06-Sep-2014	10	0	10	36	24	60	32	47	79	3	1	4	0	0	0	0	0	0	0	0	0	153
07-Sep-2014	3	0	3	42	32	74	40	67	107	0	0	0	4	0	4	0	0	0	0	0	0	188
08-Sep-2014	2	0	2	0	0	0	0	2	2	0	0	0	65	78	143	50	40	90	0	0	0	237
09-Sep-2014	4	0	4	0	0	0	0	0	0	1	0	1	70	76	146	48	42	90	0	0	0	241
10-Sep-2014	1	0	1	33	32	65	45	56	101	0	0	0	15	25	40	27	11	38	0	0	0	245
11-Sep-2014	1	0	1	16	12	28	15	21	36	0	0	0	46	56	102	44	34	78	0	0	0	245
12-Sep-2014	4	0	4	58	42	100	49	78	127	15	0	15	0	0	0	0	0	0	0	0	0	246
13-Sep-2014	3	0	3	36	20	56	25	39	64	0	0	0	8	10	18	12	6	18	0	0	0	159
14-Sep-2014	1	0	1	30	31	61	37	53	90	2	0	2	14	21	35	12	3	15	0	0	0	204
15-Sep-2014	0	0	0	0	7	7	0	2	2	0	0	0	74	76	150	45	36	81	0	0	0	240
16-Sep-2014	1	0	1	0	0	0	0	1	1	0	0	0	67	75	142	50	42	92	0	0	0	236
17-Sep-2014	0	0	0	0	0	0	0	1	1	10	24	34	60	61	121	49	33	82	0	0	0	238
18-Sep-2014	0	0	0	63	46	109	52	77	129	5	0	5	3	0	3	0	0	0	0	0	0	246
19-Sep-2014	1	0	1	44	31	75	44	56	100	0	0	0	24	23	47	12	11	23	0	0	0	246
20-Sep-2014	0	0	0	27	19	46	27	37	64	10	0	10	16	9	25	4	8	12	0	0	0	157
21-Sep-2014	1	0	1	39	35	74	49	69	118	0	0	0	2	0	2	0	0	0	0	0	0	195
22-Sep-2014	1	0	1	48	44	92	67	73	140	0	0	0	2	2	4	0	0	0	0	0	0	237
23-Sep-2014	1	0	1	0	0	0	0	2	2	0	0	0	62	77	139	60	43	103	0	0	0	245
24-Sep-2014	0	0	0	0	0	0	0	0	0	0	0	0	73	78	151	46	42	88	0	0	0	239
25-Sep-2014	1	0	1	35	26	61	27	45	72	0	0	0	31	30	61	28	19	47	0	0	0	242
26-Sep-2014	0	0	0	66	40	106	54	80	134	6	0	6	0	0	0	0	0	0	0	0	0	246
27-Sep-2014	10	0	10	38	25	63	34	45	79	0	0	0	2	3	5	0	0	0	0	0	0	157
28-Sep-2014	0	0	0	0	2	2	0	1	1	0	0	0	53	68	121	37	34	71	0	0	0	195
29-Sep-2014	1	0	1	3	6	9	8	11	19	0	1	1	52	61	113	49	35	84	0	0	0	227
30-Sep-2014	0	0	0	0	0	0	0	2	2	0	0	0	58	77	135	64	43	107	0	0	0	244
Total	49	0	49	855	637	1492	818	1157	1975	52	28	80	871	999	1870	715	536	1251	0	0	0	6717

(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-2014	1	2	1	0	0	4	40	48	55	69	79	68	55	41	40	56	52	64	69	60	36	26	29	3	898
02-Sep-2014	2	0	1	3	0	3	45	70	76	65	68	46	42	39	48	50	45	60	74	60	34	28	21	3	883
03-Sep-2014	1	1	2	2	1	0	39	71	75	66	66	53	44	40	52	50	51	65	77	61	36	33	22	3	911
04-Sep-2014	1	1	1	1	2	2	50	70	71	75	65	51	39	48	48	54	51	58	78	63	45	34	26	3	937
05-Sep-2014	1	0	2	4	0	2	46	68	75	67	67	65	50	47	59	53	62	55	77	67	50	28	20	1	966
06-Sep-2014	0	0	0	1	1	2	37	49	62	61	60	63	49	38	44	45	33	39	41	39	23	21	12	0	720
07-Sep-2014	1	0	1	1	0	1	30	34	47	49	59	46	41	44	52	61	51	61	64	69	38	29	20	3	802
08-Sep-2014	0	0	1	0	0	3	43	72	75	76	69	60	49	43	51	53	50	64	69	55	36	27	25	3	924
09-Sep-2014	1	0	2	1	0	3	43	73	74	61	67	47	45	45	43	50	49	48	70	61	36	27	21	3	870
10-Sep-2014	3	2	0	1	2	3	43	63	78	68	63	50	45	45	50	53	54	62	78	63	37	32	21	3	919
11-Sep-2014	3	1	2	1	1	2	46	76	78	56	70	53	49	45	45	57	50	58	79	70	44	32	26	3	947
12-Sep-2014	2	1	4	3	1	1	44	73	75	70	70	62	49	50	55	61	66	69	70	71	43	33	15	0	988
13-Sep-2014	1	2	0	0	0	4	39	51	64	59	67	63	43	47	46	48	31	40	41	35	22	21	10	0	734
14-Sep-2014	2	1	1	0	0	2	27	39	47	54	63	49	43	43	57	56	52	62	68	70	51	28	19	1	835
15-Sep-2014	1	2	0	0	1	2	47	73	74	73	74	60	43	46	46	58	57	62	75	59	35	26	25	4	943
16-Sep-2014	2	0	2	3	0	3	42	69	71	70	54	53	47	39	45	53	50	56	69	56	36	27	22	4	873
17-Sep-2014	2	0	3	1	0	3	41	80	72	64	62	58	37	41	47	51	51	58	68	69	40	34	28	4	914
18-Sep-2014	0	1	1	3	1	3	49	76	73	68	65	57	40	43	49	51	57	66	75	67	42	31	30	4	952
19-Sep-2014	1	0	2	2	1	2	50	74	70	69	76	64	53	48	56	58	60	67	75	69	42	33	20	1	993
20-Sep-2014	1	0	1	0	0	3	40	46	66	60	60	63	45	48	40	49	35	41	40	36	27	25	11	1	738
21-Sep-2014	0	1	0	0	0	3	35	38	49	54	65	51	44	42	53	53	58	63	75	72	40	31	21	1	849
22-Sep-2014	0	1	0	0	0	2	51	69	77	71	68	60	47	46	56	54	55	68	69	54	35	31	22	3	939
23-Sep-2014	3	1	0	4	0	3	49	66	78	69	63	57	49	45	47	56	51	65	79	54	36	29	20	3	927
24-Sep-2014	1	2	2	1	1	4	48	67	80	69	60	60	41	47	49	57	55	62	70	62	35	32	25	2	932
25-Sep-2014	1	2	1	4	3	4	50	73	76	64	71	57	30	54	53	50	45	63	65	66	56	32	33	3	956
26-Sep-2014	1	1	2	4	0	1	49	67	71	70	76	61	53	54	54	63	63	66	75	68	44	33	15	0	991
27-Sep-2014	1	0	1	0	0	3	36	55	67	62	68	58	53	43	42	47	38	41	41	41	26	26	15	0	764
28-Sep-2014	1	0	2	0	0	4	35	39	56	60	62	52	48	46	58	57	57	61	74	65	44	35	21	0	877
29-Sep-2014	0	0	0	0	0	3	50	75	75	75	62	55	51	49	45	60	57	66	58	66	33	27	26	3	936
30-Sep-2014	1	0	3	1	0	4	57	76	78	67	65	58	43	49	49	54	50	57	66	62	40	29	24	5	938
Total	35	22	38	41	15	79	1301	1900	2085	1961	1984	1700	1367	1355	1479	1618	1536	1767	2029	1810	1142	880	645	67	26856
Avg.	1.17	0.73	1.27	1.37	0.50	2.63	43.37	63.33	69.50	65.37	66.13	56.67	45.57	45.17	49.30	53.93	51.20	58.90	67.63	60.33	38.07	29.33	21.50	2.23	895.20

(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-2014	1	1	1	0	0	4	22	14	36	41	41	29	15	18	21	25	29	38	37	23	20	17	14	1	448
02-Sep-2014	1	0	1	1	0	3	26	39	39	27	32	21	16	19	29	17	23	31	39	29	20	18	11	1	443
03-Sep-2014	0	0	1	1	1	0	24	36	40	28	31	23	21	19	27	18	29	35	39	28	21	18	13	1	454
04-Sep-2014	0	1	1	0	1	2	30	36	39	33	27	26	17	24	28	20	24	34	36	32	25	21	14	1	472
05-Sep-2014	0	0	2	1	0	2	22	36	42	28	29	33	18	24	34	20	30	31	40	34	23	15	15	1	480
06-Sep-2014	0	0	0	0	1	2	26	32	31	22	24	27	26	17	27	18	18	25	22	22	9	13	6	0	368
07-Sep-2014	1	0	1	1	0	1	21	19	20	21	19	20	17	19	28	27	25	34	36	30	21	17	14	2	394
08-Sep-2014	0	0	0	0	0	3	23	37	41	34	32	29	20	18	29	20	26	38	34	24	22	15	14	1	460
09-Sep-2014	1	0	2	0	0	3	25	42	37	27	29	24	21	20	23	17	24	27	35	34	16	18	12	3	440
10-Sep-2014	1	0	0	1	1	3	24	35	41	25	26	24	21	21	26	22	26	34	39	34	20	18	9	2	453
11-Sep-2014	1	1	1	1	0	2	27	42	41	26	30	23	22	19	26	23	24	38	37	31	26	20	14	0	475
12-Sep-2014	1	1	3	1	0	1	21	40	41	31	31	30	21	24	29	26	34	37	37	33	22	21	10	0	495
13-Sep-2014	0	1	0	0	0	4	28	31	30	25	26	29	21	23	27	23	16	24	20	21	11	12	6	0	378
14-Sep-2014	1	0	1	0	0	2	18	21	24	22	25	16	16	21	29	24	24	36	37	37	24	17	13	1	409
15-Sep-2014	1	1	0	0	1	2	25	40	41	30	32	26	20	21	23	24	31	35	38	26	19	16	13	2	467
16-Sep-2014	1	0	2	1	0	3	25	38	38	29	19	31	21	17	29	20	27	29	34	28	19	18	12	1	442
17-Sep-2014	1	0	2	0	0	3	23	44	34	29	27	29	14	23	23	21	22	31	32	38	25	18	13	2	454
18-Sep-2014	0	1	1	2	0	3	29	40	40	30	28	24	18	20	26	21	29	39	36	31	23	17	19	2	479
19-Sep-2014	0	0	2	0	1	2	26	39	40	31	34	28	24	21	31	22	27	39	43	31	20	19	14	1	495
20-Sep-2014	1	0	0	0	0	3	27	28	29	28	23	28	24	21	28	19	19	24	18	19	16	15	6	0	376
21-Sep-2014	0	1	0	0	0	3	22	20	21	23	28	21	16	18	28	22	32	36	39	34	22	19	13	1	419
22-Sep-2014	0	0	0	0	0	2	26	40	37	33	30	26	21	18	33	22	31	36	35	27	20	16	12	1	466
23-Sep-2014	1	1	0	2	0	3	29	39	36	29	31	28	23	19	28	22	29	34	39	27	22	15	11	1	469
24-Sep-2014	0	1	2	0	1	4	26	35	42	29	25	26	18	23	27	23	29	35	34	30	21	17	13	0	461
25-Sep-2014	1	0	1	3	1	4	29	41	39	27	33	26	15	25	26	21	23	33	33	35	32	19	15	0	482
26-Sep-2014	0	1	2	2	0	1	25	35	39	34	30	26	24	26	31	28	31	36	39	31	23	21	10	0	495
27-Sep-2014	1	0	0	0	0	3	24	34	31	24	30	28	21	21	25	24	20	23	24	20	15	14	9	0	391
28-Sep-2014	0	0	2	0	0	4	24	20	21	25	25	22	22	18	29	25	29	35	38	32	25	19	14	0	429
29-Sep-2014	0	0	0	0	0	3	26	43	39	27	30	26	23	24	23	26	32	34	30	30	19	13	17	1	466
30-Sep-2014	0	0	2	0	0	3	31	42	34	31	32	28	20	23	28	19	28	27	38	28	23	18	14	2	471
Total	15	11	30	17	8	78	754	1038	1063	849	859	777	596	624	821	659	791	988	1038	879	624	514	370	28	13431
Avg.	0.50	0.37	1.00	0.57	0.27	2.60	25.13	34.60	35.43	28.30	28.63	25.90	19.87	20.80	27.37	21.97	26.37	32.93	34.60	29.30	20.80	17.13	12.33	0.93	447.70

(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-2014	0	1	0	0	0	0	18	34	19	28	38	39	40	23	19	31	23	26	32	37	16	9	15	2	450
02-Sep-2014	1	0	0	2	0	0	19	31	37	38	36	25	26	20	19	33	22	29	35	31	14	10	10	2	440
03-Sep-2014	1	1	1	1	0	0	15	35	35	38	35	30	23	21	25	32	22	30	38	33	15	15	9	2	457
04-Sep-2014	1	0	0	1	1	0	20	34	32	42	38	25	22	24	20	34	27	24	42	31	20	13	12	2	465
05-Sep-2014	1	0	0	3	0	0	24	32	33	39	38	32	32	23	25	33	32	24	37	33	27	13	5	0	486
06-Sep-2014	0	0	0	1	0	0	11	17	31	39	36	36	23	21	17	27	15	14	19	17	14	8	6	0	352
07-Sep-2014	0	0	0	0	0	0	9	15	27	28	40	26	24	25	24	34	26	27	28	39	17	12	6	1	408
08-Sep-2014	0	0	1	0	0	0	20	35	34	42	37	31	29	25	22	33	24	26	35	31	14	12	11	2	464
09-Sep-2014	0	0	0	1	0	0	18	31	37	34	38	23	24	25	20	33	25	21	35	27	20	9	9	0	430
10-Sep-2014	2	2	0	0	1	0	19	28	37	43	37	26	24	24	24	31	28	28	39	29	17	14	12	1	466
11-Sep-2014	2	0	1	0	1	0	19	34	37	30	40	30	27	26	19	34	26	20	42	39	18	12	12	3	472
12-Sep-2014	1	0	1	2	1	0	23	33	34	39	39	32	28	26	26	35	32	32	33	38	21	12	5	0	493
13-Sep-2014	1	1	0	0	0	0	11	20	34	34	41	34	22	24	19	25	15	16	21	14	11	9	4	0	356
14-Sep-2014	1	1	0	0	0	0	9	18	23	32	38	33	27	22	28	32	28	26	31	33	27	11	6	0	426
15-Sep-2014	0	1	0	0	0	0	22	33	33	43	42	34	23	25	23	34	26	27	37	33	16	10	12	2	476
16-Sep-2014	1	0	0	2	0	0	17	31	33	41	35	22	26	22	16	33	23	27	35	28	17	9	10	3	431
17-Sep-2014	1	0	1	1	0	0	18	36	38	35	35	29	23	18	24	30	29	27	36	31	15	16	15	2	460
18-Sep-2014	0	0	0	1	1	0	20	36	33	38	37	33	22	23	23	30	28	27	39	36	19	14	11	2	473
19-Sep-2014	1	0	0	2	0	0	24	35	30	38	42	36	29	27	25	36	33	28	32	38	22	14	6	0	498
20-Sep-2014	0	0	1	0	0	0	13	18	37	32	37	35	21	27	12	30	16	17	22	17	11	10	5	1	362
21-Sep-2014	0	0	0	0	0	0	13	18	28	31	37	30	28	24	25	31	26	27	36	38	18	12	8	0	430
22-Sep-2014	0	1	0	0	0	0	25	29	40	38	38	34	26	28	23	32	24	32	34	27	15	15	10	2	473
23-Sep-2014	2	0	0	2	0	0	20	27	42	40	32	29	26	26	19	34	22	31	40	27	14	14	9	2	458
24-Sep-2014	1	1	0	1	0	0	22	32	38	40	35	34	23	24	22	34	26	27	36	32	14	15	12	2	471
25-Sep-2014	0	2	0	1	2	0	21	32	37	37	38	31	15	29	27	29	22	30	32	31	24	13	18	3	474
26-Sep-2014	1	0	0	2	0	0	24	32	32	36	46	35	29	28	23	35	32	30	36	37	21	12	5	0	496
27-Sep-2014	0	0	1	0	0	0	12	21	36	38	38	30	32	22	17	23	18	18	17	21	11	12	6	0	373
28-Sep-2014	1	0	0	0	0	0	11	19	35	35	37	30	26	28	29	32	28	26	36	33	19	16	7	0	448
29-Sep-2014	0	0	0	0	0	0	24	32	36	48	32	29	28	25	22	34	25	32	28	36	14	14	9	2	470
30-Sep-2014	1	0	1	1	0	1	26	34	44	36	33	30	23	26	21	35	22	30	28	34	17	11	10	3	467
Total	20	11	8	24	7	1	547	862	1022	1112	1125	923	771	731	658	959	745	779	991	931	518	366	275	39	13425
Avg.	0.67	0.37	0.27	0.80	0.23	0.03	18.23	28.73	34.07	37.07	37.50	30.77	25.70	24.37	21.93	31.97	24.83	25.97	33.03	31.03	17.27	12.20	9.17	1.30	447.50

(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-14	07:00	00:19	00:05	-	02:08	-	14:25	-	-	-	-	-	-
02-Sep-14	07:00	00:24	-	-	-	-	02:18	14:16	-	-	-	-	-
03-Sep-14	07:00	00:18	-	-	-	-	-	16:40	-	-	-	-	-
04-Sep-14	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
05-Sep-14	07:00	00:31	-	-	-	-	-	16:27	-	-	-	-	-
06-Sep-14	07:00	00:41	-	02:57	-	-	-	10:21	-	-	02:59	-	-
07-Sep-14	07:00	-	-	-	-	-	-	15:07	-	-	01:52	-	-
08-Sep-14	07:00	00:15	-	-	-	-	16:43	-	-	-	-	-	-
09-Sep-14	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
10-Sep-14	07:00	00:21	02:32	-	-	-	04:19	09:45	-	-	-	-	-
11-Sep-14	07:00	00:26	-	-	-	-	11:51	04:41	-	-	-	-	-
12-Sep-14	07:00	00:41	-	01:50	-	-	-	12:41	-	-	01:46	-	-
13-Sep-14	07:00	00:51	-	-	-	-	02:55	10:47	-	-	02:25	-	-
14-Sep-14	07:00	00:29	03:58	-	-	-	02:33	09:58	-	-	-	-	-
15-Sep-14	07:00	00:21	02:56	-	-	-	13:41	-	-	-	-	-	-
16-Sep-14	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
17-Sep-14	07:00	00:23	00:45	-	01:17	-	12:33	-	-	01:59	-	-	-
18-Sep-14	07:00	00:17	-	02:23	-	-	-	14:18	-	-	-	-	-
19-Sep-14	07:00	00:28	02:13	-	-	-	03:58	10:18	-	-	-	-	-
20-Sep-14	07:00	00:29	-	05:08	-	-	02:55	08:26	-	-	-	-	-
21-Sep-14	07:00	00:30	-	-	-	-	-	16:28	-	-	-	-	-
22-Sep-14	07:00	00:22	01:33	-	-	-	-	15:03	-	-	-	-	-
23-Sep-14	07:00	00:30	-	-	-	-	16:28	-	-	-	-	-	-
24-Sep-14	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
25-Sep-14	07:00	00:06	-	-	-	-	07:01	09:51	-	-	-	-	-
26-Sep-14	07:00	00:36	-	01:57	-	-	-	14:25	-	-	-	-	-
27-Sep-14	07:00	00:21	02:33	-	-	-	-	11:50	-	-	02:13	-	-
28-Sep-14	07:00	00:35	01:14	-	-	-	15:09	-	-	-	-	-	-
29-Sep-14	07:00	00:19	-	-	-	-	12:49	03:50	-	-	-	-	-
30-Sep-14	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
Total	210:00	12:39	17:53	14:16	03:26	00:00	206:23	242:02	00:00	01:59	11:16	00:00	00:00
% Used		2.48%	3.51%	2.80%	0.67%	0.00%	40.47%	47.46%	0.00%	0.39%	2.21%	0.00%	0.00%

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

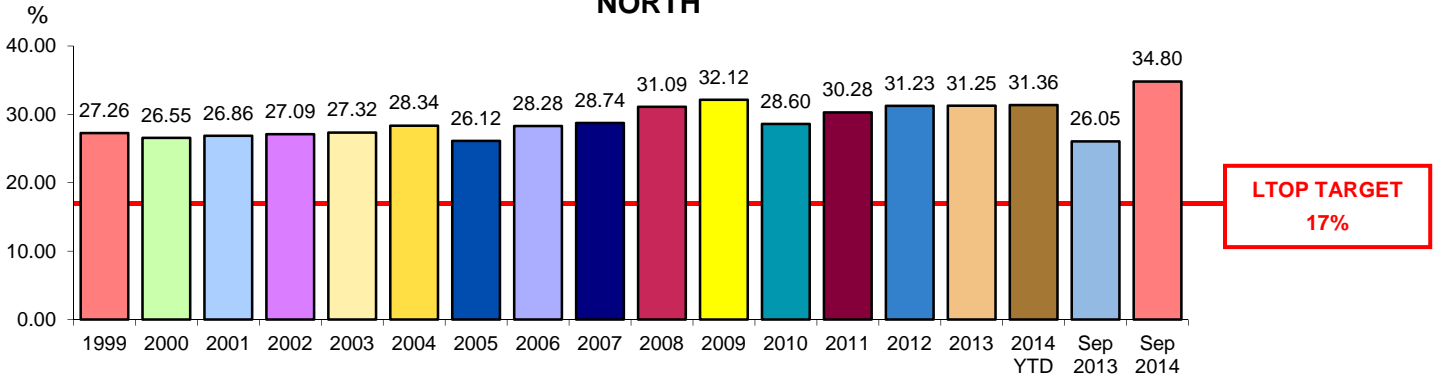
Cumulative Mode Utilisation from 1 January 2014

Time	2.18%	4.59%	4.72%	2.20%	0.00%	46.53%	36.32%	0.01%	1.03%	2.42%	0.00%	0.00%
Movements	0.36%	3.27%	3.27%	1.60%	0.00%	49.74%	39.10%	0.00%	0.96%	1.69%	0.00%	0.00%

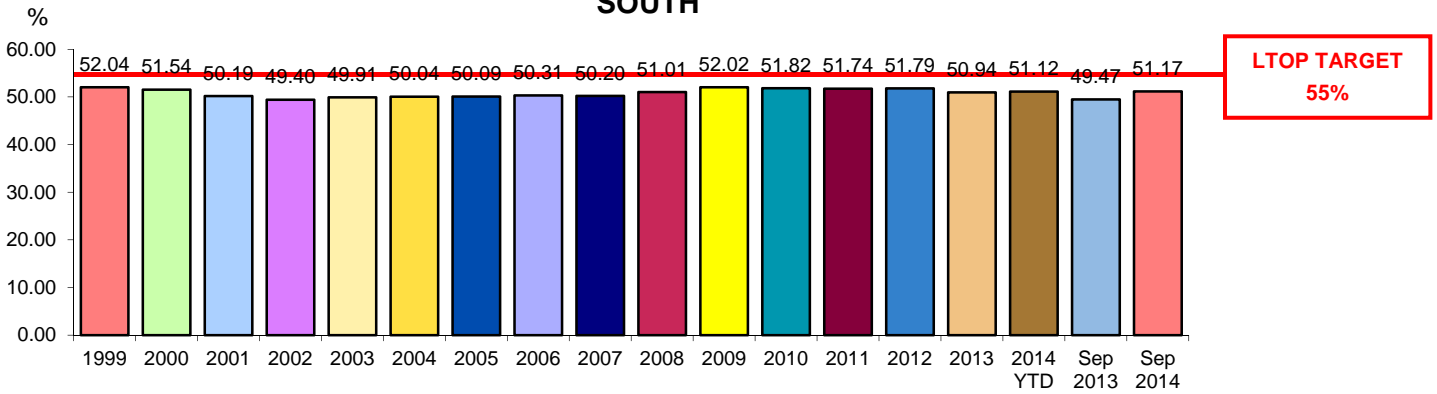
Runway End Impact to 30 September 2014

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

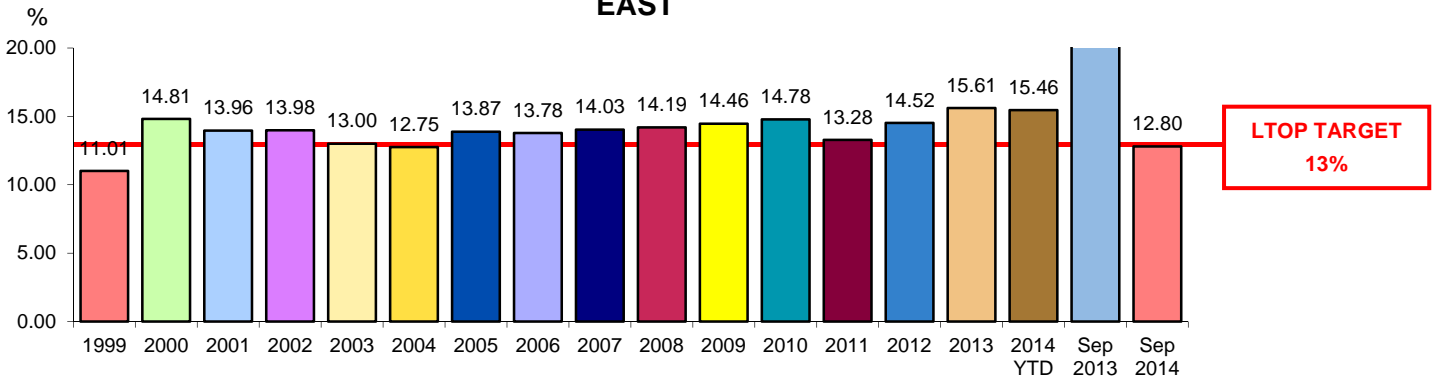
NORTH



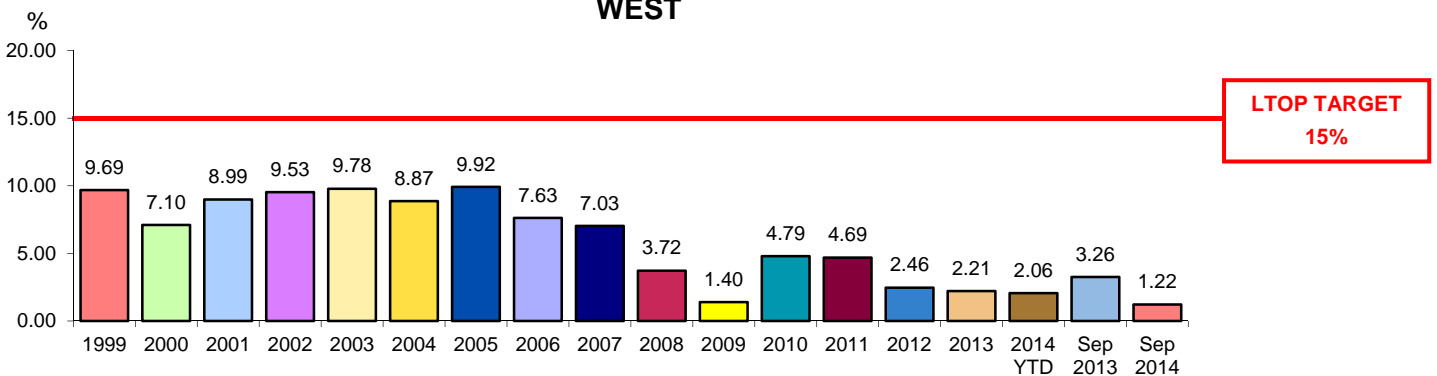
SOUTH



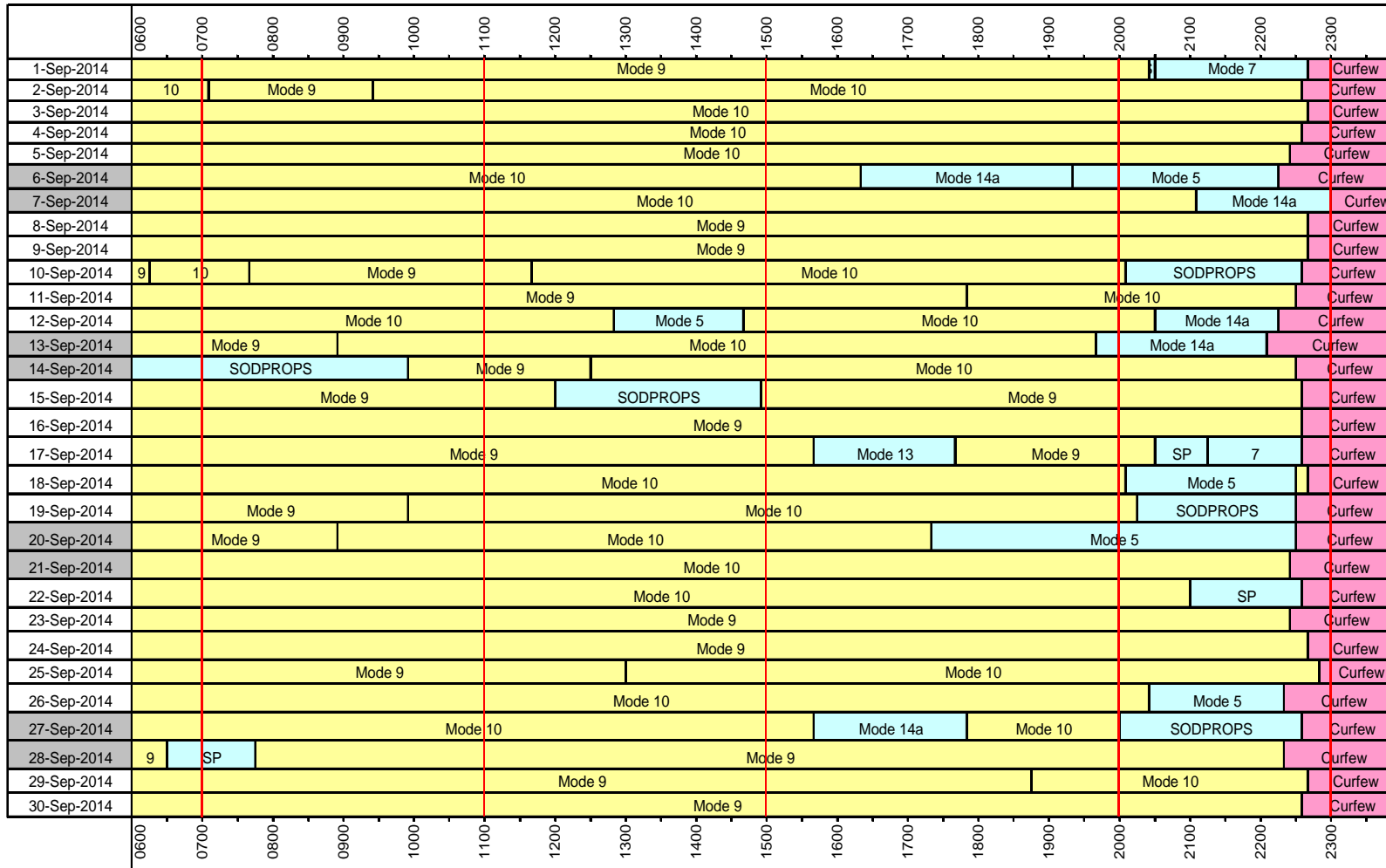
EAST



WEST



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

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

M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

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

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
5/09/2014	06:48	08:40	1:52
5/09/2014	10:07	10:38	0:31
12/09/2014	07:03	08:47	1:44

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

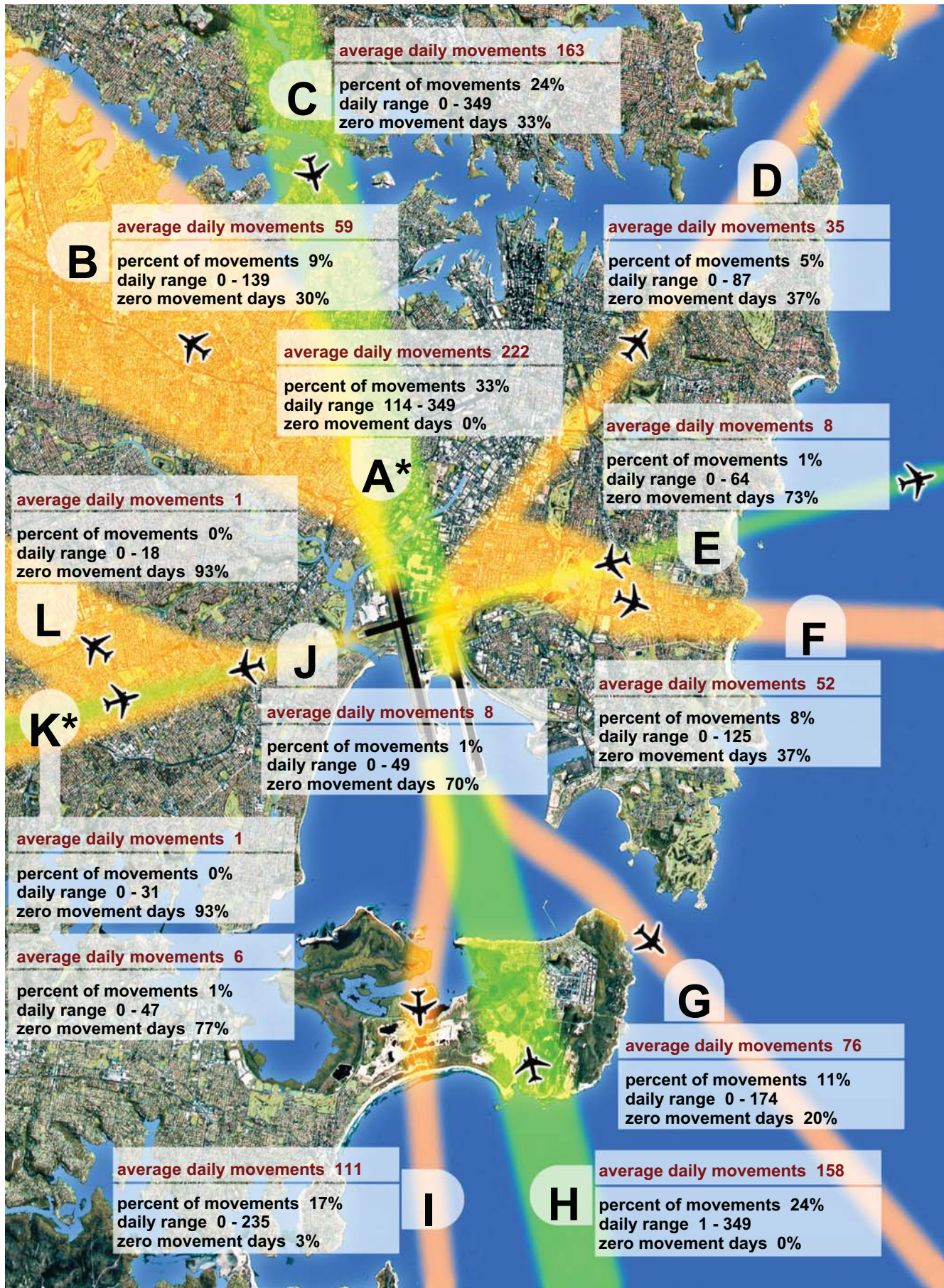
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
5/09/2014	85	38	47
12/09/2014	72	35	37

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

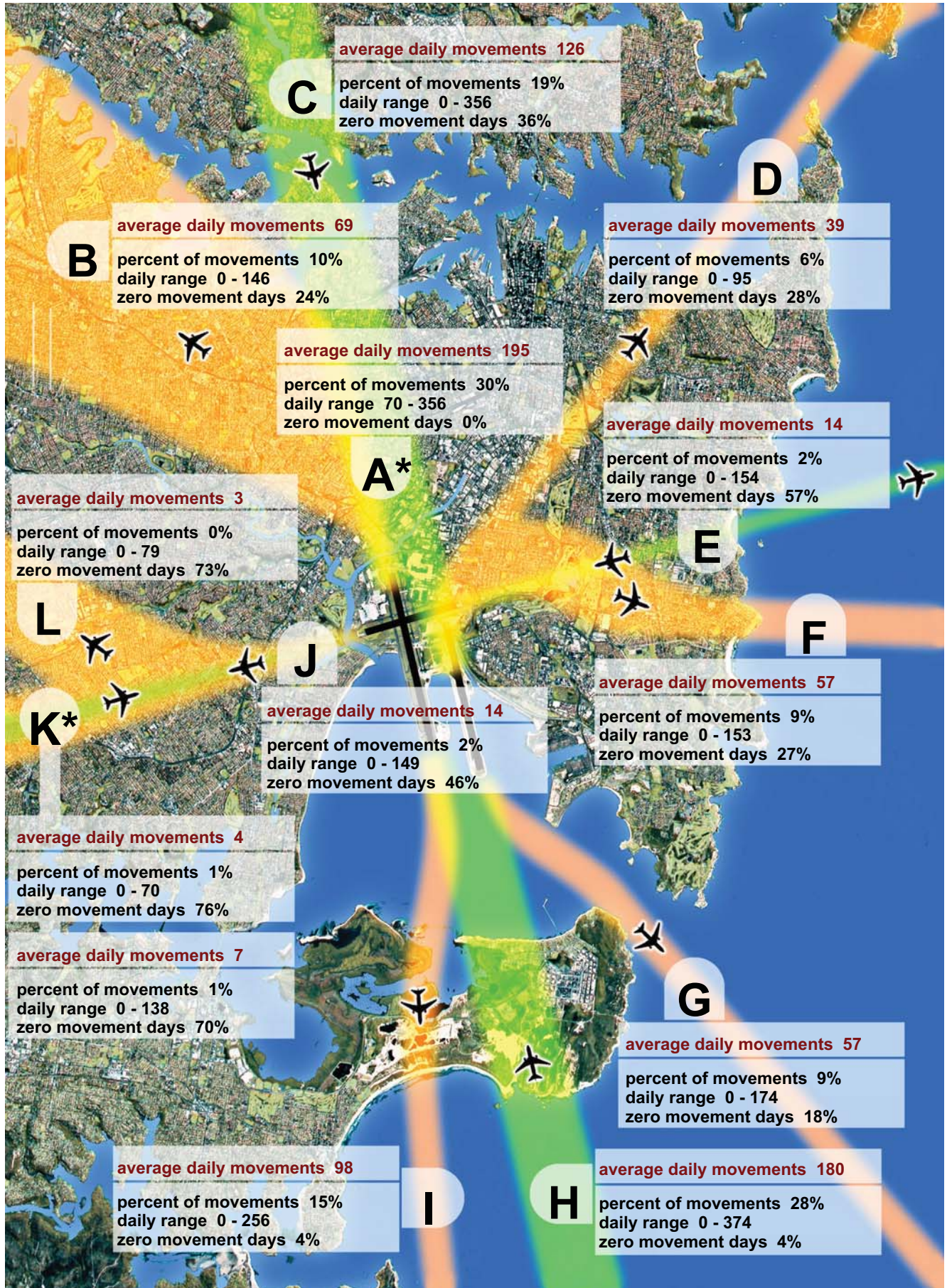
1 Sept 2014 to 30 Sept 2014, All Jets



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

Sydney Airport : Jet Flight Path Movements

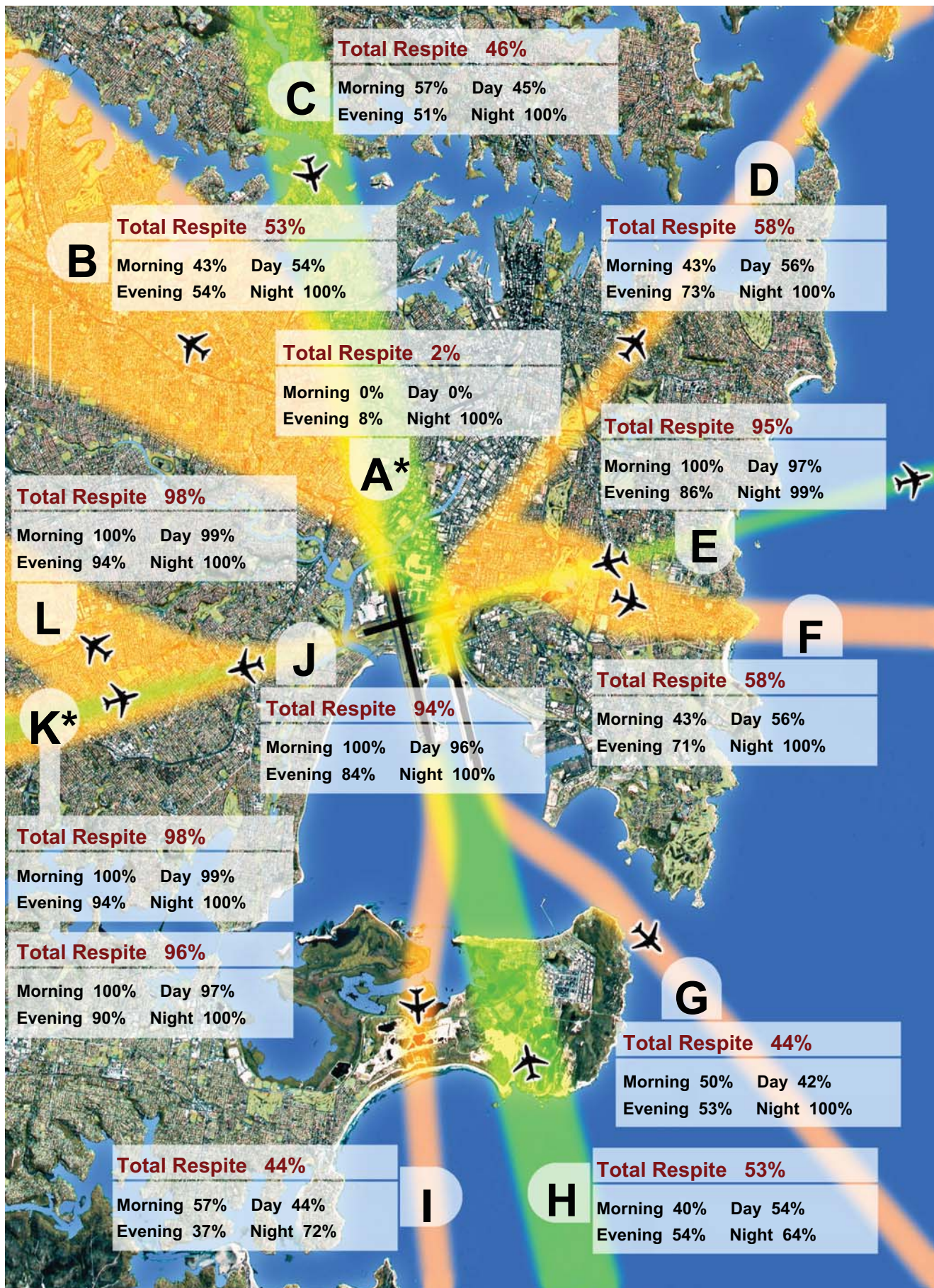
1 Oct 2013 to 30 Sept 2014, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 Sept 2014 to 30 Sept 2014, All Jets



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

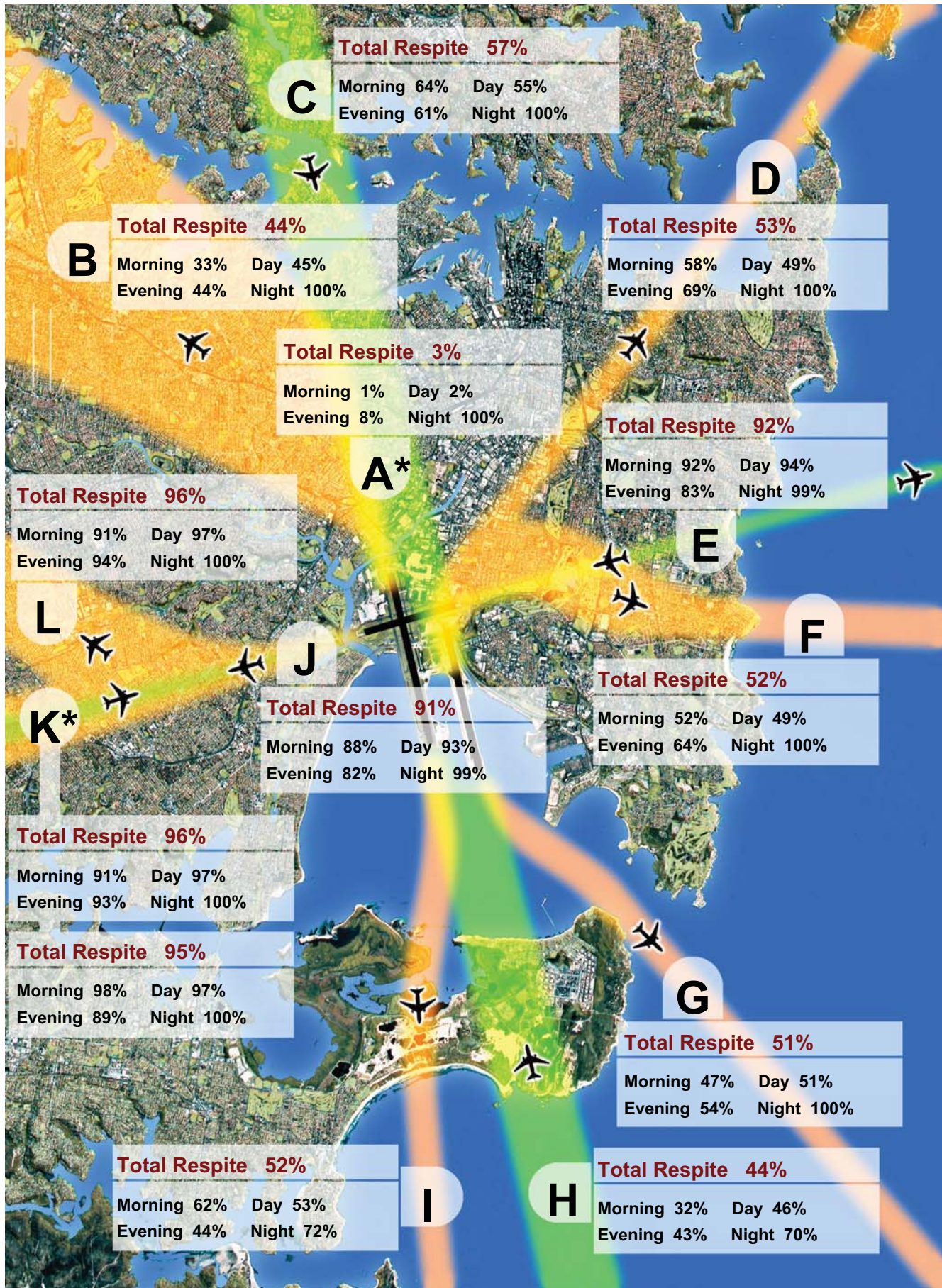
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 Oct 2013 to 30 Sept 2014, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation) October 2013 to September 2014

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

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

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

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

Respite

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **October 2013 to September 2014 for 53%** 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 2014.



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

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 September 2014 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>10,153</i>	<i>29.9</i>	<i>332</i>	<i>303</i>	<i>369</i>
<i>Penshurst</i>	<i>370</i>	<i>29.9</i>	<i>9</i>	<i>10</i>	<i>10</i>
<i>Bexley</i>	<i>398</i>	<i>29.9</i>	<i>11</i>	<i>14</i>	<i>20</i>
<i>Sydenham</i>	<i>5,817</i>	<i>29.9</i>	<i>194</i>	<i>195</i>	<i>154</i>
<i>Johnston St Annandale</i>	<i>3,320</i>	<i>29.9</i>	<i>89</i>	<i>112</i>	<i>42</i>
<i>Church St. St Peters</i>	<i>4,869</i>	<i>29.9</i>	<i>117</i>	<i>132</i>	<i>84</i>
<i>Leichhardt PEMU 36</i>	<i>3,443</i>	<i>24.3</i>	<i>134</i>	<i>153</i>	<i>56</i>
<i>Eastlakes</i>	<i>2,214</i>	<i>29.9</i>	<i>61</i>	<i>60</i>	<i>94</i>
<i>Coogee</i>	<i>467</i>	<i>29.9</i>	<i>12</i>	<i>34</i>	<i>29</i>
<i>Kurnell</i>	<i>2,521</i>	<i>29.9</i>	<i>73</i>	<i>41</i>	<i>111</i>
<i>Croydon</i>	<i>583</i>	<i>29.9</i>	<i>13</i>	<i>9</i>	<i>19</i>
<i>Hunters Hill</i>	<i>4,464</i>	<i>20.9</i>	<i>89</i>	<i>97</i>	<i>35</i>

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

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

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

These results are contained in Table 2.

Runway 34L AM 19 PM 43 Day 262 Night 10 WE_D 259 WE_N 6	Penshurst AM 0 PM 2 Day 1 Night 0 WE_D 22 WE_N 0	Bexley AM 0 PM 3 Day 3 Night 0 WE_D 24 WE_N 0	Eastlakes AM 3 PM 6 Day 58 Night 0 WE_D 42 WE_N 1
Coogee AM 0 PM 2 Day 4 Night 0 WE_D 25 WE_N 1	Sydenham AM 10 PM 23 Day 154 Night 0 WE_D 209 WE_N 1	Leichhardt PEMU36 AM 7 PM 14 Day 96 Night 0 WE_D 181 WE_N 1	Kurnell AM 5 PM 5 Day 84 Night 0 WE_D 14 WE_N 0
Annandale AM 2 PM 8 Day 61 Night 0 WE_D 135 WE_N 0	St Peters AM 4 PM 12 Day 90 Night 0 WE_D 145 WE_N 1	Croydon AM 1 PM 2 Day 14 Night 0 WE_D 3 WE_N 0	Hunters Hull AM 7 PM 10 Day 61 Night 0 WE_D 113 WE_N 1

Table 2. N70 values for the different periods of the day.

Due to normal maintenance activities and occasional upgrading of the system any one NMT may not have been operational for the entire sample period. As a result the average at each NMT is performed only for the period in which the NMT was operating; this ensures the daily N70 figure is not influenced by NMT downtime.

DISCLAIMER

The Sydney Airport Operational Statistics report contains a summary of data collected over the specified period and is intended to convey the best information available at the time from the Noise and Flight Path Monitoring System (NFPMS), Noise Complaint Monitoring System (NCMS) and Transparent Noise Information Package (TNIP). These system databases and programs are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.