

Sydney Airport Operational Statistics

September 2015

PREVIEW

Sydney Airport Operational Statistics Report Preview

September 2015

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

There were a total of 27,300 aircraft movements this month (daily average 910.00). Last month there were a total of 27,485 movements (daily average 886.61) and for the same month last year there were a total of 26,856 movements (daily average 895.20).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 10 days, Mode 10 on 15 days and Mode 4 on 1 day. Crossing runway modes (including Sodprops) were used for 18.26% 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 34.14% - This result is above the LTOP target and above the previous month (28.2%)

South 52.03% - This result is below the LTOP target and below the previous month (52.78%)

East 12.27% - This result is below the LTOP target and below the previous month (18.14%)

West 1.56% - This result is below the LTOP target and above the previous month (0.88%)

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

This procedure was used on 4, 17, 18, 23, 24, 25, and 30 of September for a total of 15 hours and 17 minutes (ATIS time).

Noise Complaints & Information Service Environmental Services 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 - 30 September 2015)	17
Jet Flight Path Movements * (1 October 2014 - 30 September 2015).....	18
Jet Aircraft Respite (R60) * (1 - 30 September 2015)	19
Jet Aircraft Respite (R60) * (1 October 2014 - 30 September 2015).....	20
Jet Flight Path Movements (Explanation)	21
Jet Aircraft Respite (R60) (Explanation)	22
Measured Daily N70 Values.....	23

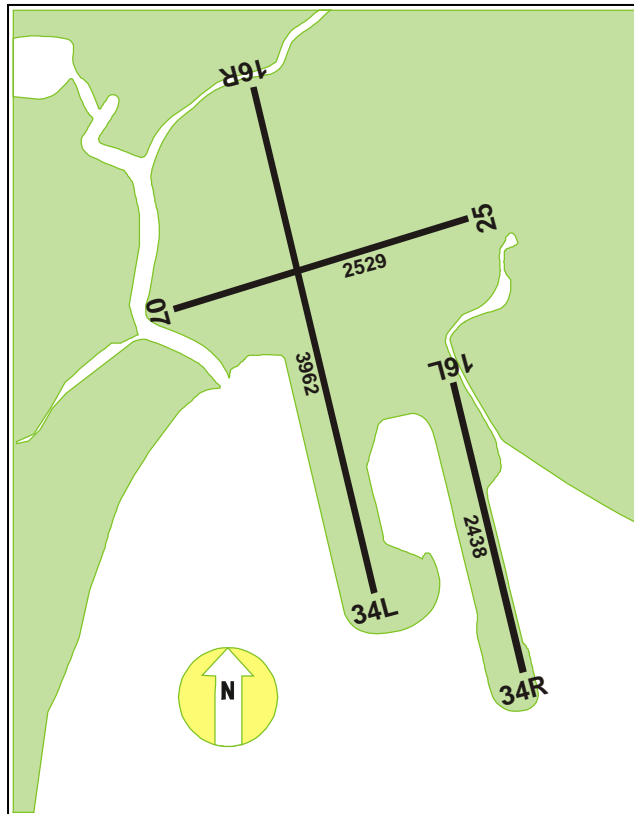
This report is available on the Internet at Airservices Australia website at

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



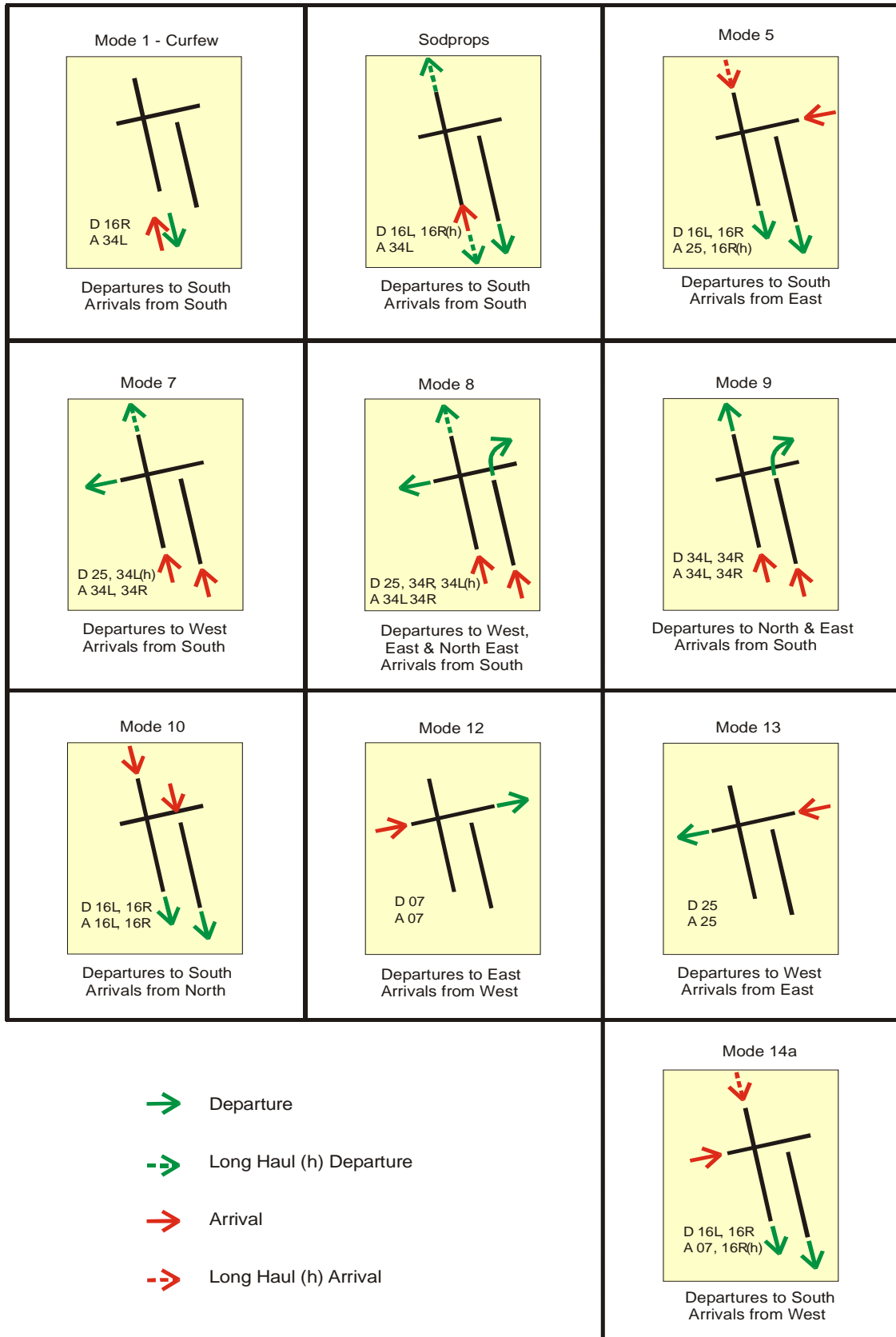
Runway numbers refer to the direction an aircraft is flying.

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)

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-2015	0	0	0	94	120	214	150	200	350	31	0	31	131	51	182	47	80	127	0	0	0	904
02-Sep-2015	0	0	0	0	0	0	0	9	9	0	0	0	307	198	505	156	264	420	0	0	0	934
03-Sep-2015	0	0	0	107	126	233	168	232	400	68	0	68	75	40	115	48	64	112	0	0	0	928
04-Sep-2015	40	0	40	174	174	348	244	315	559	22	0	22	3	0	3	0	0	0	0	0	0	972
05-Sep-2015	92	0	92	43	78	121	78	178	256	31	0	31	85	37	122	39	58	97	0	0	0	719
06-Sep-2015	0	2	2	34	32	66	52	71	123	16	0	16	190	140	330	122	169	291	0	0	0	828
07-Sep-2015	0	0	0	0	12	12	0	5	5	1	0	1	302	196	498	153	254	407	0	0	0	923
08-Sep-2015	0	0	0	0	50	50	0	30	30	29	1	30	288	176	464	145	201	346	0	0	0	920
09-Sep-2015	1	0	1	159	190	349	213	276	489	63	0	63	27	1	28	0	0	0	0	0	0	930
10-Sep-2015	0	0	0	157	168	325	213	299	512	106	0	106	5	0	5	0	0	0	0	0	0	948
11-Sep-2015	0	0	0	0	15	15	0	5	5	0	0	0	327	208	535	159	270	429	0	0	0	984
12-Sep-2015	0	0	0	0	110	110	0	1	1	1	3	4	310	148	458	60	90	150	0	0	0	723
13-Sep-2015	1	0	1	0	86	86	0	1	1	0	0	0	311	187	498	107	153	260	0	0	0	846
14-Sep-2015	0	0	0	0	0	0	0	6	6	0	1	1	313	208	521	166	272	438	0	0	0	966
15-Sep-2015	0	0	0	0	4	4	1	37	38	73	30	103	226	163	389	159	222	381	0	0	0	915
16-Sep-2015	87	0	87	73	90	163	103	203	306	0	0	0	117	72	189	66	88	154	0	0	0	899
17-Sep-2015	0	0	0	201	168	369	281	319	600	0	0	0	8	0	8	0	0	0	0	0	0	977
18-Sep-2015	1	0	1	206	189	395	289	311	600	0	0	0	5	0	5	0	0	0	0	0	0	1001
19-Sep-2015	62	0	62	129	152	281	200	229	429	0	0	0	5	0	5	0	0	0	0	0	0	777
20-Sep-2015	20	0	20	50	63	113	72	99	171	0	9	9	187	112	299	100	152	252	0	0	0	864
21-Sep-2015	1	0	1	14	48	62	36	32	68	0	0	0	278	178	456	147	222	369	0	0	0	956
22-Sep-2015	0	0	0	194	149	343	262	318	580	0	0	0	7	0	7	0	0	0	0	0	0	930
23-Sep-2015	0	0	0	210	148	358	269	333	602	0	0	0	2	0	2	0	0	0	0	0	0	962
24-Sep-2015	0	0	0	218	158	376	260	322	582	0	0	0	2	0	2	0	0	0	0	0	0	960
25-Sep-2015	0	0	0	219	181	400	280	322	602	0	0	0	1	0	1	0	0	0	0	0	0	1003
26-Sep-2015	1	0	1	125	137	262	217	244	461	48	0	48	2	0	2	0	0	0	0	0	0	774
27-Sep-2015	0	0	0	143	151	294	229	288	517	56	0	56	5	0	5	0	0	0	0	0	0	872
28-Sep-2015	1	0	1	167	190	357	234	267	501	1	0	1	68	15	83	9	12	21	0	0	0	964
29-Sep-2015	0	0	0	0	13	13	0	9	9	0	19	19	312	199	511	164	231	395	0	0	0	947
30-Sep-2015	56	0	56	178	183	361	246	306	552	0	0	0	5	0	5	0	0	0	0	0	0	974
Total	363	2	365	2895	3185	6080	4097	5267	9364	546	63	609	3904	2329	6233	1847	2802	4649	0	0	0	27300

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-2015	0	0	0	62	91	153	105	136	241	18	0	18	109	30	139	32	65	97	0	0	0	648
02-Sep-2015	0	0	0	0	0	0	0	7	7	0	0	0	233	116	349	100	221	321	0	0	0	677
03-Sep-2015	0	0	0	77	91	168	129	177	306	45	0	45	62	16	78	32	53	85	0	0	0	682
04-Sep-2015	37	0	37	111	134	245	194	232	426	17	0	17	3	0	3	0	0	0	0	0	0	728
05-Sep-2015	77	0	77	27	65	92	60	146	206	24	0	24	68	21	89	28	48	76	0	0	0	564
06-Sep-2015	0	2	2	28	27	55	46	62	108	16	0	16	158	86	244	78	141	219	0	0	0	644
07-Sep-2015	0	0	0	0	12	12	0	3	3	1	0	1	242	117	359	91	214	305	0	0	0	680
08-Sep-2015	0	0	0	0	38	38	0	25	25	25	1	26	224	99	323	87	165	252	0	0	0	664
09-Sep-2015	0	0	0	103	147	250	164	195	359	44	0	44	24	1	25	0	0	0	0	0	0	678
10-Sep-2015	0	0	0	105	120	225	158	219	377	85	0	85	5	0	5	0	0	0	0	0	0	692
11-Sep-2015	0	0	0	0	15	15	0	4	4	0	0	0	263	122	385	99	231	330	0	0	0	734
12-Sep-2015	0	0	0	0	100	100	0	1	1	1	1	2	248	98	346	35	76	111	0	0	0	560
13-Sep-2015	0	0	0	0	70	70	0	0	0	0	0	0	259	119	378	68	134	202	0	0	0	650
14-Sep-2015	0	0	0	0	0	0	0	3	3	0	1	1	248	129	377	103	226	329	0	0	0	710
15-Sep-2015	0	0	0	0	4	4	1	33	34	62	18	80	176	95	271	97	182	279	0	0	0	668
16-Sep-2015	60	0	60	51	61	112	81	153	234	0	0	0	95	45	140	40	74	114	0	0	0	660
17-Sep-2015	0	0	0	135	118	253	225	246	471	0	0	0	6	0	6	0	0	0	0	0	0	730
18-Sep-2015	1	0	1	138	148	286	228	225	453	0	0	0	5	0	5	0	0	0	0	0	0	745
19-Sep-2015	55	0	55	76	122	198	171	179	350	0	0	0	4	0	4	0	0	0	0	0	0	607
20-Sep-2015	15	0	15	37	55	92	65	81	146	0	9	9	153	67	220	69	125	194	0	0	0	676
21-Sep-2015	1	0	1	12	39	51	33	30	63	0	0	0	217	101	318	90	188	278	0	0	0	711
22-Sep-2015	0	0	0	119	104	223	216	237	453	0	0	0	6	0	6	0	0	0	0	0	0	682
23-Sep-2015	0	0	0	133	103	236	214	250	464	0	0	0	2	0	2	0	0	0	0	0	0	702
24-Sep-2015	0	0	0	140	108	248	213	244	457	0	0	0	2	0	2	0	0	0	0	0	0	707
25-Sep-2015	0	0	0	142	140	282	230	235	465	0	0	0	1	0	1	0	0	0	0	0	0	748
26-Sep-2015	0	0	0	91	113	204	175	193	368	38	0	38	2	0	2	0	0	0	0	0	0	612
27-Sep-2015	0	0	0	103	113	216	198	228	426	42	0	42	3	0	3	0	0	0	0	0	0	687
28-Sep-2015	1	0	1	106	144	250	176	188	364	0	0	0	63	14	77	8	12	20	0	0	0	712
29-Sep-2015	0	0	0	0	13	13	0	7	7	0	17	17	245	123	368	106	187	293	0	0	0	698
30-Sep-2015	39	0	39	115	141	256	200	221	421	0	0	0	4	0	4	0	0	0	0	0	0	720
Total	286	2	288	1911	2436	4347	3282	3960	7242	418	47	465	3130	1399	4529	1163	2342	3505	0	0	0	20376

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-2015	0	0	0	32	29	61	45	64	109	13	0	13	22	21	43	15	15	30	0	0	0	256
02-Sep-2015	0	0	0	0	0	0	0	2	2	0	0	0	74	82	156	56	43	99	0	0	0	257
03-Sep-2015	0	0	0	30	35	65	39	55	94	23	0	23	13	24	37	16	11	27	0	0	0	246
04-Sep-2015	3	0	3	63	40	103	50	83	133	5	0	5	0	0	0	0	0	0	0	0	0	244
05-Sep-2015	15	0	15	16	13	29	18	32	50	7	0	7	17	16	33	11	10	21	0	0	0	155
06-Sep-2015	0	0	0	6	5	11	6	9	15	0	0	0	32	54	86	44	28	72	0	0	0	184
07-Sep-2015	0	0	0	0	0	0	0	2	2	0	0	0	60	79	139	62	40	102	0	0	0	243
08-Sep-2015	0	0	0	0	12	12	0	5	5	4	0	4	64	77	141	58	36	94	0	0	0	256
09-Sep-2015	1	0	1	56	43	99	49	81	130	19	0	19	3	0	3	0	0	0	0	0	0	252
10-Sep-2015	0	0	0	52	48	100	55	80	135	21	0	21	0	0	0	0	0	0	0	0	0	256
11-Sep-2015	0	0	0	0	0	0	0	1	1	0	0	0	64	86	150	60	39	99	0	0	0	250
12-Sep-2015	0	0	0	0	10	10	0	0	0	0	2	2	62	50	112	25	14	39	0	0	0	163
13-Sep-2015	1	0	1	0	16	16	0	1	1	0	0	0	52	68	120	39	19	58	0	0	0	196
14-Sep-2015	0	0	0	0	0	0	0	3	3	0	0	0	65	79	144	63	46	109	0	0	0	256
15-Sep-2015	0	0	0	0	0	0	0	4	4	11	12	23	50	68	118	62	40	102	0	0	0	247
16-Sep-2015	27	0	27	22	29	51	22	50	72	0	0	0	22	27	49	26	14	40	0	0	0	239
17-Sep-2015	0	0	0	66	50	116	56	73	129	0	0	0	2	0	2	0	0	0	0	0	0	247
18-Sep-2015	0	0	0	68	41	109	61	86	147	0	0	0	0	0	0	0	0	0	0	0	0	256
19-Sep-2015	7	0	7	53	30	83	29	50	79	0	0	0	1	0	1	0	0	0	0	0	0	170
20-Sep-2015	5	0	5	13	8	21	7	18	25	0	0	0	34	45	79	31	27	58	0	0	0	188
21-Sep-2015	0	0	0	2	9	11	3	2	5	0	0	0	61	77	138	57	34	91	0	0	0	245
22-Sep-2015	0	0	0	75	45	120	46	81	127	0	0	0	1	0	1	0	0	0	0	0	0	248
23-Sep-2015	0	0	0	77	45	122	55	83	138	0	0	0	0	0	0	0	0	0	0	0	0	260
24-Sep-2015	0	0	0	78	50	128	47	78	125	0	0	0	0	0	0	0	0	0	0	0	0	253
25-Sep-2015	0	0	0	77	41	118	50	87	137	0	0	0	0	0	0	0	0	0	0	0	0	255
26-Sep-2015	1	0	1	34	24	58	42	51	93	10	0	10	0	0	0	0	0	0	0	0	0	162
27-Sep-2015	0	0	0	40	38	78	31	60	91	14	0	14	2	0	2	0	0	0	0	0	0	185
28-Sep-2015	0	0	0	61	46	107	58	79	137	1	0	1	5	1	6	1	0	1	0	0	0	252
29-Sep-2015	0	0	0	0	0	0	0	2	2	0	2	2	67	76	143	58	44	102	0	0	0	249
30-Sep-2015	17	0	17	63	42	105	46	85	131	0	0	0	1	0	1	0	0	0	0	0	0	254
Total	77	0	77	984	749	1733	815	1307	2122	128	16	144	774	930	1704	684	460	1144	0	0	0	6924

(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-2015	2	1	0	3	3	3	49	71	73	58	74	59	47	43	49	45	52	68	70	58	31	25	17	3	904
02-Sep-2015	4	1	2	3	1	4	43	70	78	61	68	62	38	41	61	52	57	69	66	60	45	25	22	1	934
03-Sep-2015	2	1	0	3	1	2	40	75	73	62	65	61	39	35	51	55	52	71	67	64	47	34	26	2	928
04-Sep-2015	3	1	0	3	2	2	42	66	78	67	73	75	43	41	58	51	57	65	72	71	53	36	13	0	972
05-Sep-2015	2	0	0	0	0	3	32	52	66	61	70	58	50	42	41	43	30	46	39	36	17	22	8	1	719
06-Sep-2015	0	0	0	0	1	4	27	37	47	53	53	63	41	39	59	57	52	64	67	65	51	28	20	0	828
07-Sep-2015	1	0	0	0	0	3	40	60	58	75	73	63	55	41	53	54	52	66	65	68	40	27	25	4	923
08-Sep-2015	3	1	1	3	1	3	48	77	79	59	69	57	44	36	48	54	49	68	68	65	35	28	20	4	920
09-Sep-2015	2	0	4	3	0	2	43	74	76	61	73	63	40	35	51	53	56	70	66	68	41	22	23	4	930
10-Sep-2015	2	0	1	3	0	2	46	71	78	58	71	66	41	41	51	55	52	75	73	56	41	38	24	3	948
11-Sep-2015	2	0	3	2	0	2	42	74	72	59	77	71	50	42	63	50	51	73	76	71	52	33	19	0	984
12-Sep-2015	0	0	0	0	0	3	33	51	68	64	65	64	43	37	44	47	31	40	41	35	30	18	7	2	723
13-Sep-2015	0	0	1	1	0	3	29	36	51	52	62	56	43	42	54	52	57	67	69	71	49	34	16	1	846
14-Sep-2015	0	1	1	2	1	3	45	75	78	70	71	74	51	40	55	56	54	65	68	59	46	25	23	3	966
15-Sep-2015	2	0	0	1	2	4	49	74	73	60	69	55	43	44	50	48	46	73	66	67	33	31	21	4	915
16-Sep-2015	2	0	1	3	0	2	40	70	77	59	74	61	35	36	50	48	50	65	67	64	42	26	22	5	899
17-Sep-2015	0	3	1	2	1	3	46	64	75	72	67	65	45	41	47	57	59	66	63	75	57	32	33	3	977
18-Sep-2015	2	0	3	3	0	3	39	71	79	64	73	64	54	44	59	60	63	65	74	68	59	35	18	1	1001
19-Sep-2015	0	1	0	1	1	4	37	53	66	69	73	62	52	38	48	41	43	42	45	41	24	23	11	2	777
20-Sep-2015	0	0	0	0	0	4	33	35	54	56	61	60	46	47	57	55	59	62	77	63	45	34	15	1	864
21-Sep-2015	0	1	0	0	0	3	44	71	78	64	77	71	50	42	54	52	62	64	64	65	43	28	20	3	956
22-Sep-2015	3	2	1	2	1	4	47	72	76	63	66	68	47	36	50	47	53	64	69	69	40	22	24	4	930
23-Sep-2015	3	0	1	3	1	0	48	68	76	62	66	68	50	42	54	54	57	68	67	72	41	30	27	4	962
24-Sep-2015	1	1	1	4	0	0	48	68	79	64	72	67	35	36	51	59	52	65	63	68	57	36	31	2	960
25-Sep-2015	2	0	1	0	1	1	48	68	79	69	71	69	55	44	56	65	54	64	76	74	52	30	22	2	1003
26-Sep-2015	0	0	0	1	1	3	35	53	72	65	66	71	50	40	44	49	33	46	43	45	24	21	12	0	774
27-Sep-2015	1	1	1	0	2	3	35	38	53	54	60	55	44	45	53	56	56	60	78	74	43	33	25	2	872
28-Sep-2015	1	0	0	0	1	2	51	73	75	71	74	68	46	44	57	53	60	64	72	63	36	28	20	5	964
29-Sep-2015	4	0	1	2	1	4	54	77	72	66	67	65	46	45	49	48	61	52	66	70	44	20	28	5	947
30-Sep-2015	4	0	1	6	0	0	48	72	72	70	75	64	42	40	53	62	61	64	71	71	41	28	24	5	974
Total	48	15	25	54	22	79	1261	1916	2131	1888	2075	1925	1365	1219	1570	1578	1571	1891	1968	1896	1259	852	616	76	27300
Avg.	1.60	0.50	0.83	1.80	0.73	2.63	42.03	63.87	71.03	62.93	69.17	64.17	45.50	40.63	52.33	52.60	52.37	63.03	65.60	63.20	41.97	28.40	20.53	2.53	910.00

(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 – 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-2015	0	0	0	2	2	3	28	35	37	29	37	24	20	21	26	17	31	37	36	25	19	15	8	1	453
02-Sep-2015	1	1	1	2	0	4	20	42	36	30	31	23	21	19	31	23	30	34	40	24	25	16	9	0	463
03-Sep-2015	1	0	0	2	0	2	24	40	35	32	27	28	15	18	25	27	26	38	33	30	28	20	15	0	466
04-Sep-2015	0	0	0	2	1	2	24	36	41	32	32	31	22	18	29	21	32	33	39	33	26	22	7	0	483
05-Sep-2015	2	0	0	0	0	3	23	29	33	31	29	24	27	18	23	22	16	26	17	20	8	15	1	1	368
06-Sep-2015	0	0	0	0	0	4	20	19	23	24	22	25	14	15	33	26	26	36	38	32	28	15	14	0	414
07-Sep-2015	0	0	0	0	0	3	21	21	35	44	30	25	27	17	27	22	28	37	36	28	23	18	12	2	456
08-Sep-2015	1	1	1	1	0	3	27	43	38	31	30	27	18	18	22	23	27	35	38	29	22	17	9	1	462
09-Sep-2015	0	0	4	0	0	2	21	41	40	30	31	29	18	16	25	23	31	36	38	29	24	13	10	2	463
10-Sep-2015	0	0	1	1	0	2	27	39	38	27	33	30	19	20	26	25	28	42	31	29	25	27	10	1	481
11-Sep-2015	0	0	3	0	0	2	23	37	36	31	34	31	22	24	30	20	24	42	39	27	33	17	11	0	486
12-Sep-2015	0	0	0	0	0	3	23	31	32	33	27	29	15	19	26	26	17	21	19	19	18	9	2	2	371
13-Sep-2015	0	0	1	0	0	3	21	18	25	24	23	22	17	18	25	26	30	40	33	33	31	19	9	1	419
14-Sep-2015	0	1	0	1	0	3	27	40	38	33	32	30	21	20	27	22	32	35	39	24	27	15	11	1	479
15-Sep-2015	0	0	0	1	1	3	29	37	36	30	30	28	16	24	24	21	24	37	39	27	22	19	10	1	459
16-Sep-2015	1	0	1	1	0	2	22	38	40	28	33	26	14	19	23	20	27	34	33	33	23	15	10	3	446
17-Sep-2015	0	1	1	1	1	3	24	34	41	35	33	28	16	20	24	29	28	34	36	31	31	22	16	1	490
18-Sep-2015	0	0	3	1	0	3	23	36	42	29	27	31	25	20	30	31	31	33	37	36	32	22	9	0	501
19-Sep-2015	0	0	0	1	1	4	26	28	31	32	30	26	23	20	31	20	24	21	20	23	15	12	7	1	396
20-Sep-2015	0	0	0	0	0	4	23	18	27	25	20	25	20	22	28	25	30	39	38	31	24	20	10	0	429
21-Sep-2015	0	0	0	0	0	2	23	39	39	31	38	28	20	21	29	22	32	33	36	29	25	18	9	2	476
22-Sep-2015	1	0	1	1	1	3	26	36	40	29	33	28	22	19	23	20	26	34	38	32	25	12	12	1	463
23-Sep-2015	1	0	1	1	1	0	26	37	41	30	30	29	19	21	25	26	29	34	39	35	25	16	14	1	481
24-Sep-2015	0	0	1	2	0	0	27	35	40	33	36	29	12	17	25	27	27	33	33	34	32	21	16	0	480
25-Sep-2015	0	0	1	0	1	1	27	37	39	35	29	31	26	19	29	27	26	37	40	35	26	19	14	1	500
26-Sep-2015	0	0	0	1	0	3	24	31	35	31	27	26	22	22	29	23	15	25	22	26	15	10	6	0	393
27-Sep-2015	0	0	1	0	1	3	26	19	25	24	18	23	19	20	26	28	29	35	38	38	22	19	17	2	433
28-Sep-2015	0	0	0	0	1	2	28	39	36	33	33	31	17	24	26	25	36	31	34	31	24	18	10	1	480
29-Sep-2015	2	0	1	1	0	4	29	42	36	30	30	29	21	24	23	19	33	29	34	31	28	13	15	2	476
30-Sep-2015	0	0	1	3	0	0	27	37	40	33	30	27	20	22	26	27	31	30	40	35	26	14	14	2	485
Total	10	4	23	25	11	76	739	1014	1075	919	895	823	588	595	796	713	826	1011	1033	889	732	508	317	30	13652
Avg.	0.33	0.13	0.77	0.83	0.37	2.53	24.63	33.80	35.83	30.63	29.83	27.43	19.60	19.83	26.53	23.77	27.53	33.70	34.43	29.63	24.40	16.93	10.57	1.00	455.07

(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-2015	2	1	0	1	1	0	21	36	36	29	37	35	27	22	23	28	21	31	34	33	12	10	9	2	451
02-Sep-2015	3	0	1	1	1	0	23	28	42	31	37	39	17	22	30	29	27	35	26	36	20	9	13	1	471
03-Sep-2015	1	1	0	1	1	0	16	35	38	30	38	33	24	17	26	28	26	33	34	34	19	14	11	2	462
04-Sep-2015	3	1	0	1	1	0	18	30	37	35	41	44	21	23	29	30	25	32	33	38	27	14	6	0	489
05-Sep-2015	0	0	0	0	0	0	9	23	33	30	41	34	23	24	18	21	14	20	22	16	9	7	7	0	351
06-Sep-2015	0	0	0	0	1	0	7	18	24	29	31	38	27	24	26	31	26	28	29	33	23	13	6	0	414
07-Sep-2015	1	0	0	0	0	0	19	39	23	31	43	38	28	24	26	32	24	29	29	40	17	9	13	2	467
08-Sep-2015	2	0	0	2	1	0	21	34	41	28	39	30	26	18	26	31	22	33	30	36	13	11	11	3	458
09-Sep-2015	2	0	0	3	0	0	22	33	36	31	42	34	22	19	26	30	25	34	28	39	17	9	13	2	467
10-Sep-2015	2	0	0	2	0	0	19	32	40	31	38	36	22	21	25	30	24	33	42	27	16	11	14	2	467
11-Sep-2015	2	0	0	2	0	0	19	37	36	28	43	40	28	18	33	30	27	31	37	44	19	16	8	0	498
12-Sep-2015	0	0	0	0	0	0	10	20	36	31	38	35	28	18	18	21	14	19	22	16	12	9	5	0	352
13-Sep-2015	0	0	0	1	0	0	8	18	26	28	39	34	26	24	29	26	27	27	36	38	18	15	7	0	427
14-Sep-2015	0	0	1	1	1	0	18	35	40	37	39	44	30	20	28	34	22	30	29	35	19	10	12	2	487
15-Sep-2015	2	0	0	0	1	1	20	37	37	30	39	27	27	20	26	27	22	36	27	40	11	12	11	3	456
16-Sep-2015	1	0	0	2	0	0	18	32	37	31	41	35	21	17	27	28	23	31	34	31	19	11	12	2	453
17-Sep-2015	0	2	0	1	0	0	22	30	34	37	34	37	29	21	23	28	31	32	27	44	26	10	17	2	487
18-Sep-2015	2	0	0	2	0	0	16	35	37	35	46	33	29	24	29	29	32	32	37	32	27	13	9	1	500
19-Sep-2015	0	1	0	0	0	0	11	25	35	37	43	36	29	18	17	21	19	21	25	18	9	11	4	1	381
20-Sep-2015	0	0	0	0	0	0	10	17	27	31	41	35	26	25	29	30	29	23	39	32	21	14	5	1	435
21-Sep-2015	0	1	0	0	0	1	21	32	39	33	39	43	30	21	25	30	30	31	28	36	18	10	11	1	480
22-Sep-2015	2	2	0	1	0	1	21	36	36	34	33	40	25	17	27	27	27	30	31	37	15	10	12	3	467
23-Sep-2015	2	0	0	2	0	0	22	31	35	32	36	39	31	21	29	28	28	34	28	37	16	14	13	3	481
24-Sep-2015	1	1	0	2	0	0	21	33	39	31	36	38	23	19	26	32	25	32	30	34	25	15	15	2	480
25-Sep-2015	2	0	0	0	0	0	21	31	40	34	42	38	29	25	27	38	28	27	36	39	26	11	8	1	503
26-Sep-2015	0	0	0	0	1	0	11	22	37	34	39	45	28	18	15	26	18	21	21	19	9	11	6	0	381
27-Sep-2015	1	1	0	0	1	0	9	19	28	30	42	32	25	25	27	28	27	25	40	36	21	14	8	0	439
28-Sep-2015	1	0	0	0	0	0	23	34	39	38	41	37	29	20	31	28	24	33	38	32	12	10	10	4	484
29-Sep-2015	2	0	0	1	1	0	25	35	36	36	37	36	25	21	26	29	28	23	32	39	16	7	13	3	471
30-Sep-2015	4	0	0	3	0	0	21	35	32	37	45	37	22	18	27	35	30	34	31	36	15	14	10	3	489
Total	38	11	2	29	11	3	522	902	1056	969	1180	1102	777	624	774	865	745	880	935	1007	527	344	299	46	13648
Avg.	1.27	0.37	0.07	0.97	0.37	0.10	17.40	30.07	35.20	32.30	39.33	36.73	25.90	20.80	25.80	28.83	24.83	29.33	31.17	33.57	17.57	11.47	9.97	1.53	454.93

(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-15	07:00	00:28	02:22	01:25	-	-	04:00	08:42	-	-	-	-	-
02-Sep-15	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
03-Sep-15	07:00	00:02	-	03:18	-	-	03:29	10:09	-	-	-	-	-
04-Sep-15	07:00	00:45	-	01:11	-	-	-	13:18	-	-	01:43	-	-
05-Sep-15	07:00	00:46	-	01:31	-	-	04:04	04:39	-	-	05:57	-	-
06-Sep-15	07:00	00:31	-	00:28	-	-	11:42	04:16	-	-	-	-	-
07-Sep-15	07:00	00:18	01:42	-	-	-	14:58	-	-	-	-	-	-
08-Sep-15	07:00	00:19	02:14	01:55	-	-	12:30	-	-	-	-	-	-
09-Sep-15	07:00	00:15	00:48	03:47	-	-	-	12:08	-	-	-	-	-
10-Sep-15	07:00	00:14	-	04:49	-	-	-	11:55	-	-	-	-	-
11-Sep-15	07:00	00:33	00:49	-	-	-	15:36	-	-	-	-	-	-
12-Sep-15	07:00	00:44	10:52	-	-	-	05:22	-	-	-	-	-	-
13-Sep-15	07:00	00:26	05:46	-	-	-	10:46	-	-	-	-	-	-
14-Sep-15	07:00	00:24	-	-	-	-	16:34	-	-	-	-	-	-
15-Sep-15	07:00	-	-	02:49	-	-	13:01	-	-	01:09	-	-	-
16-Sep-15	07:00	00:18	00:46	-	-	-	04:39	07:00	-	-	04:14	-	-
17-Sep-15	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
18-Sep-15	07:00	00:15	-	-	-	-	-	16:43	-	-	-	-	-
19-Sep-15	07:00	00:40	-	-	-	-	-	12:27	-	-	03:51	-	-
20-Sep-15	07:00	00:22	-	-	01:33	-	08:54	04:46	-	-	01:21	-	-
21-Sep-15	07:00	00:31	01:55	-	-	-	12:14	02:17	-	-	-	-	-
22-Sep-15	07:00	00:26	-	-	-	-	-	16:32	-	-	-	-	-
23-Sep-15	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
24-Sep-15	07:00	00:11	-	-	-	-	-	16:47	-	-	-	-	-
25-Sep-15	07:00	00:03	-	-	-	-	-	16:55	-	-	-	-	-
26-Sep-15	07:00	00:34	-	02:24	-	-	-	14:00	-	-	-	-	-
27-Sep-15	07:00	00:30	-	02:21	-	-	-	14:07	-	-	-	-	-
28-Sep-15	07:00	00:23	02:22	-	-	-	00:49	13:23	-	-	-	-	-
29-Sep-15	07:00	00:23	02:03	-	00:54	-	13:38	-	-	-	-	-	-
30-Sep-15	07:00	00:15	-	-	-	-	-	13:39	-	-	03:04	-	-
Total	210:00	11:28	31:45	26:03	02:28	00:00	169:09	247:41	00:00	01:09	20:12	00:00	00:00
% Used		2.25%	6.23%	5.11%	0.48%	0.00%	33.17%	48.57%	0.00%	0.23%	3.96%	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).

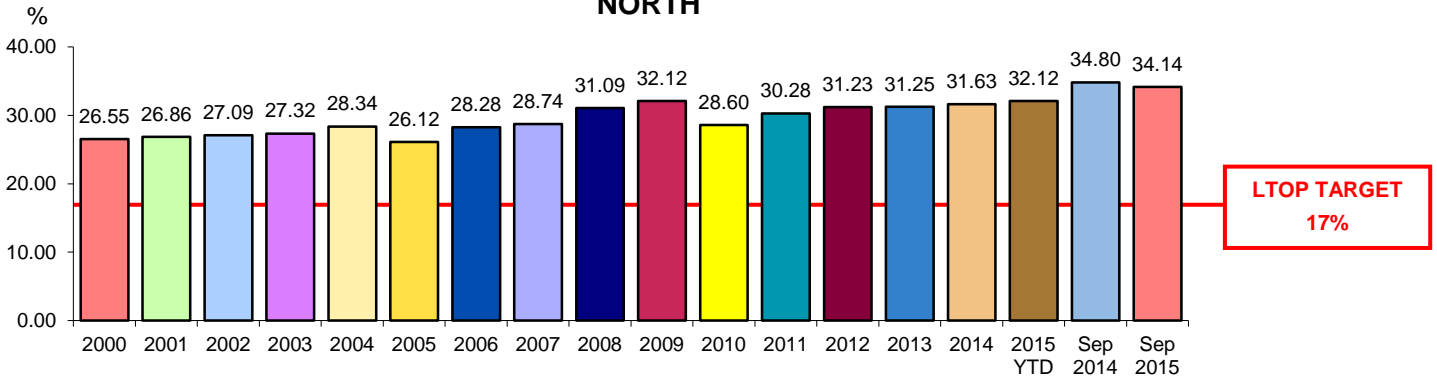
Cumulative Mode Utilisation from 1 January 2015

Time	2.25%	6.61%	4.71%	2.20%	0.00%	40.04%	40.30%	0.03%	0.50%	3.36%	0.00%	0.00%
Movements	0.37%	4.83%	3.28%	1.50%	0.00%	43.23%	43.87%	0.02%	0.45%	2.46%	0.00%	0.00%

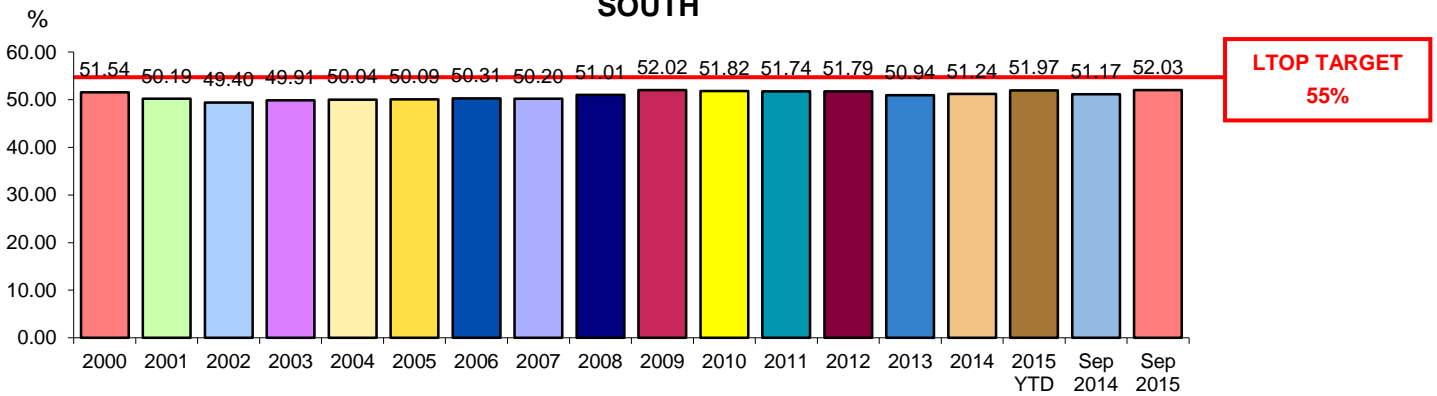
Runway End Impact to 30 September 2015

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

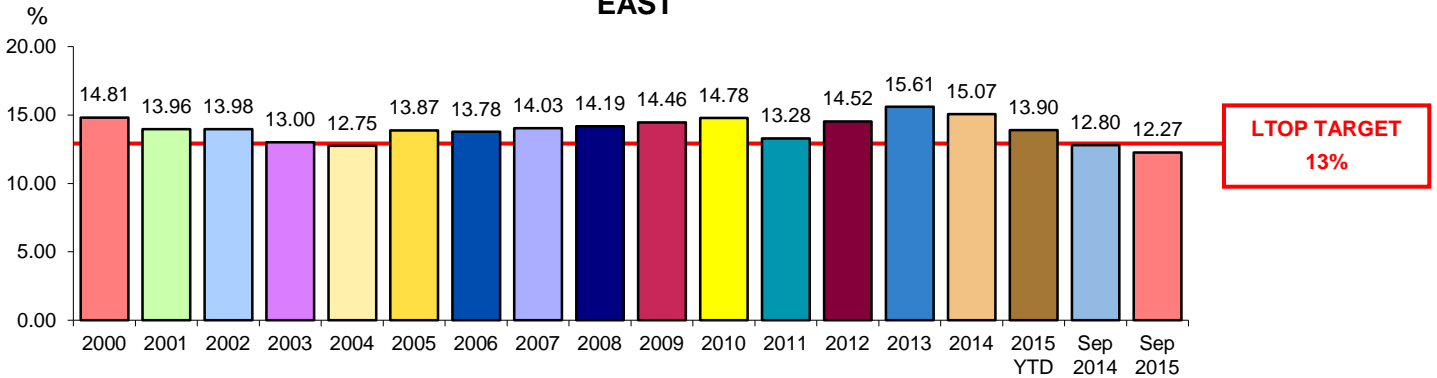
NORTH



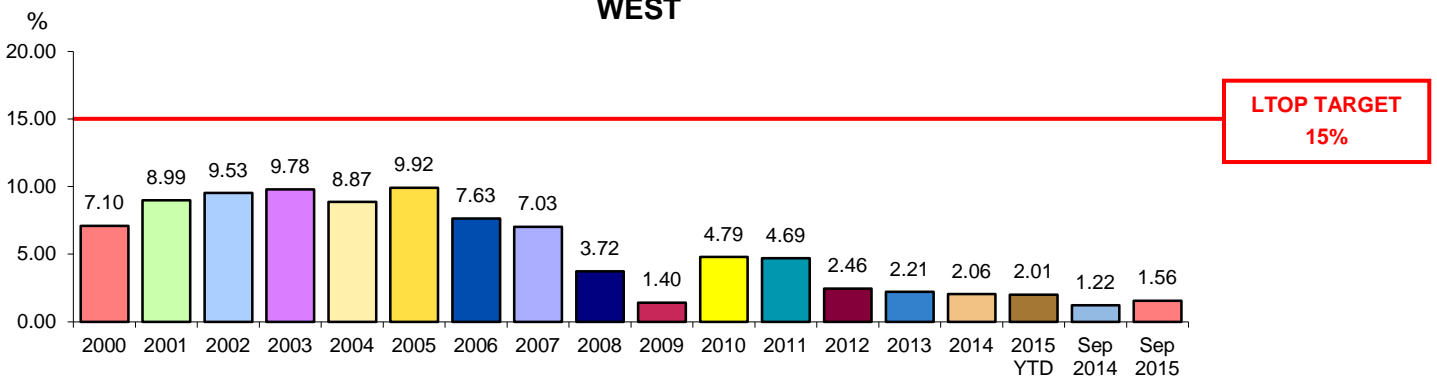
SOUTH



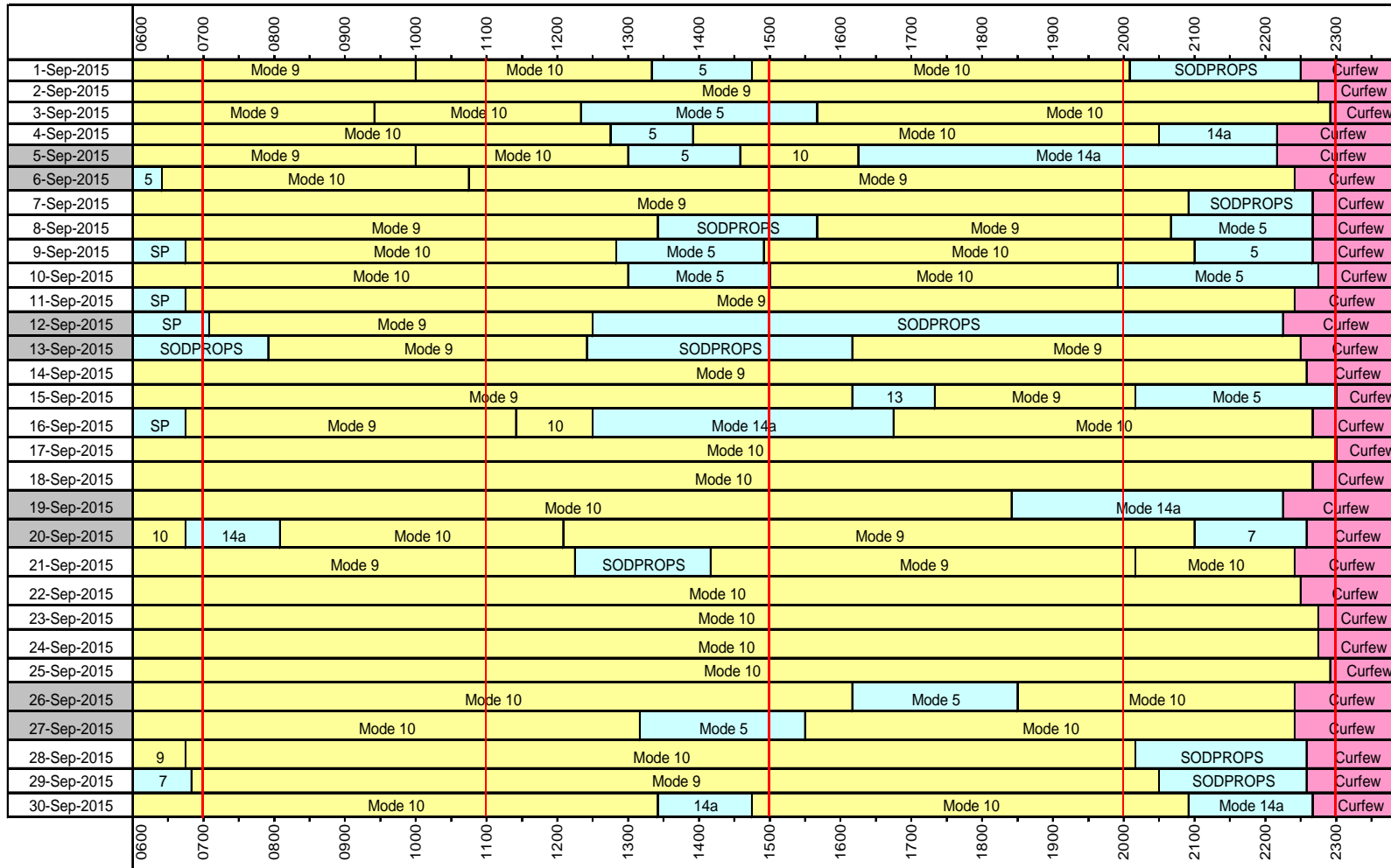
EAST



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 **September 2015**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
4/09/2015	06:53	09:22	2:29
17/09/2015	06:58	09:04	2:06
18/09/2015	07:03	09:16	2:13
23/09/2015	07:29	09:28	1:59
24/09/2015	07:00	09:12	2:12
25/09/2015	07:08	08:43	1:35
25/09/2015	09:10	09:31	0:21
30/09/2015	06:59	09:21	2:22

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

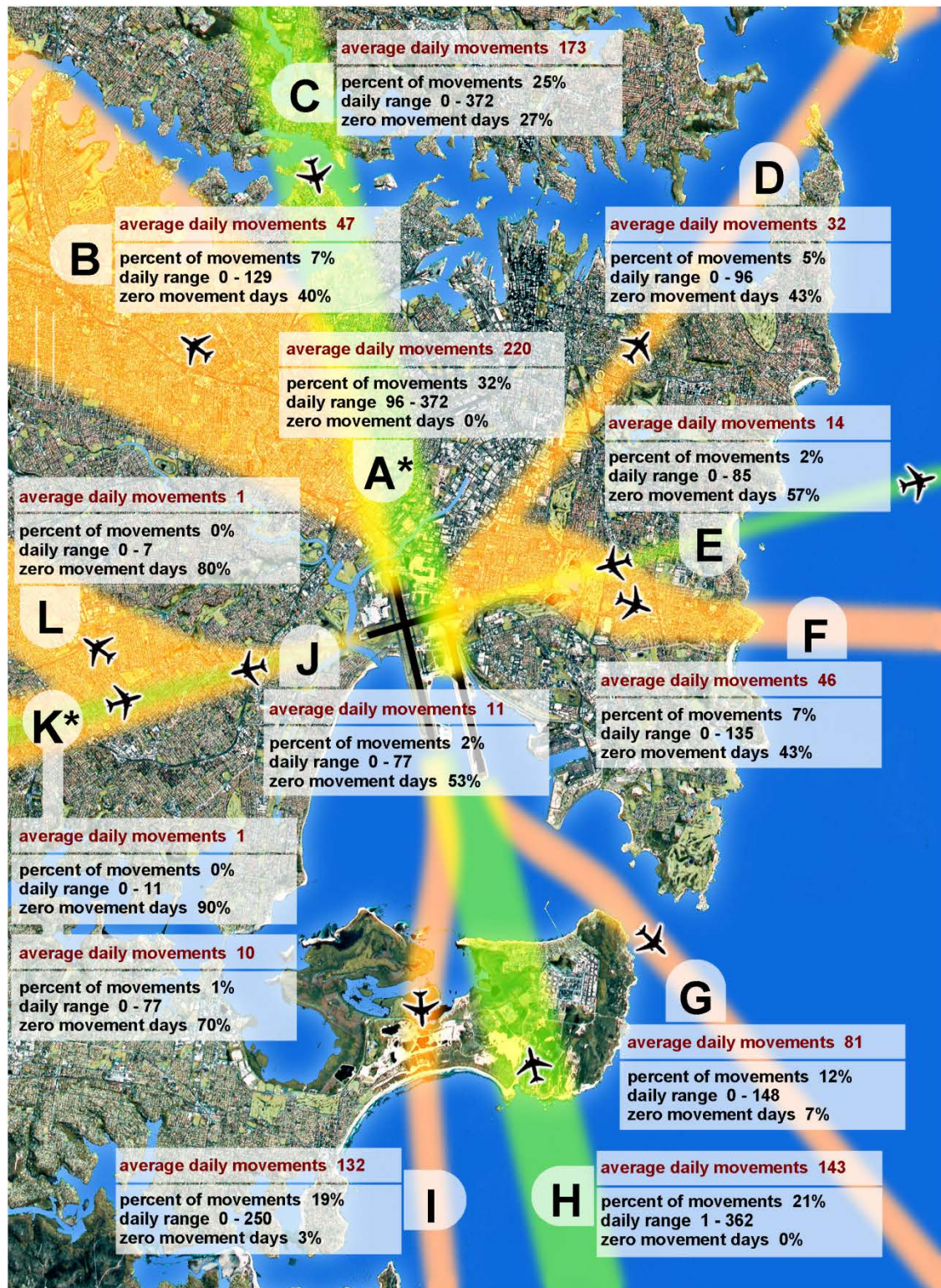
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/09/2015	94	45	49
17/09/2015	78	34	44
18/09/2015	82	38	44
23/09/2015	76	35	41
24/09/2015	82	38	44
25/09/2015	74	37	37
30/09/2015	89	42	47

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

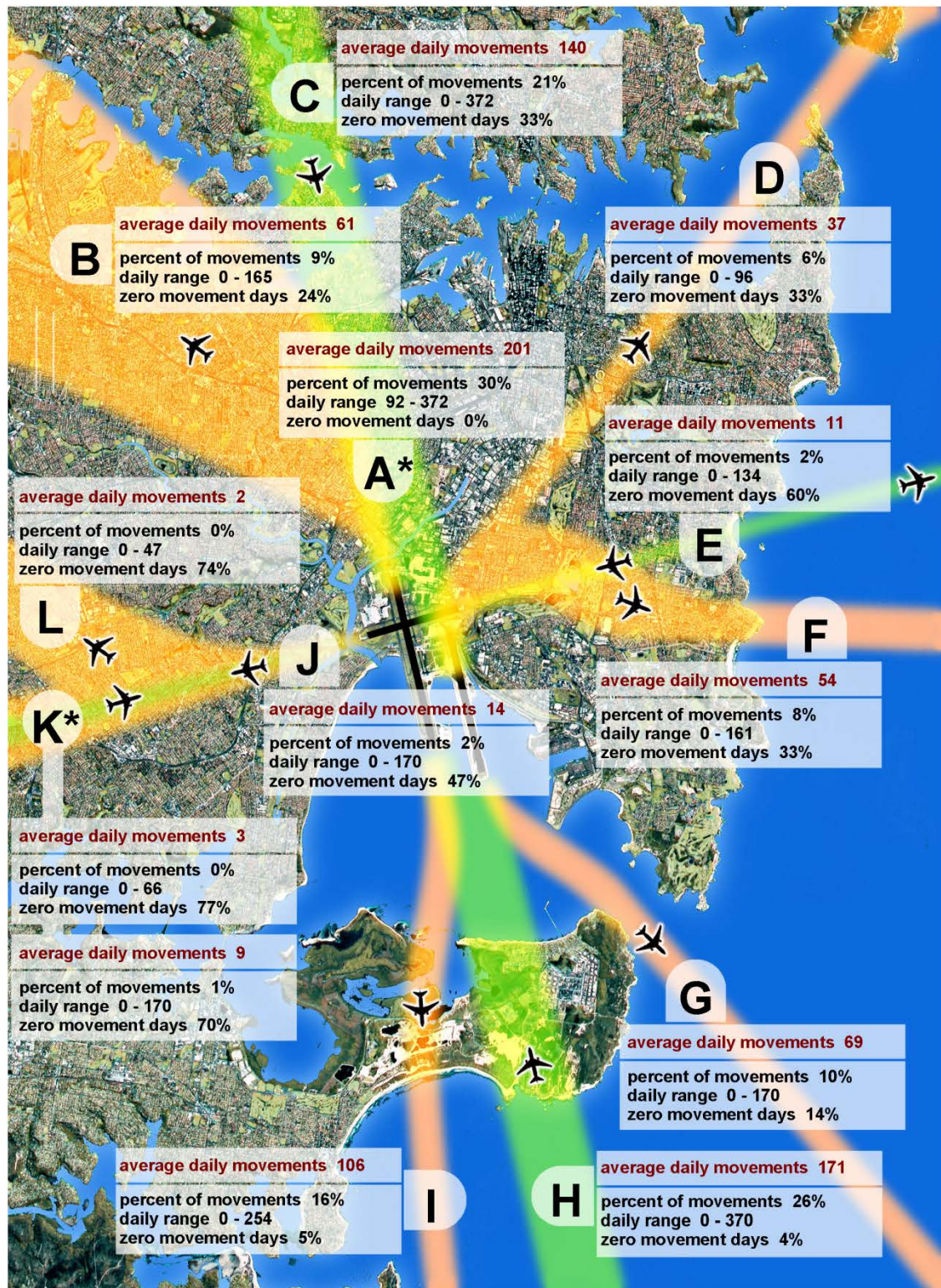
1 Sept 2015 to 30 Sept 2015, All Jets



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

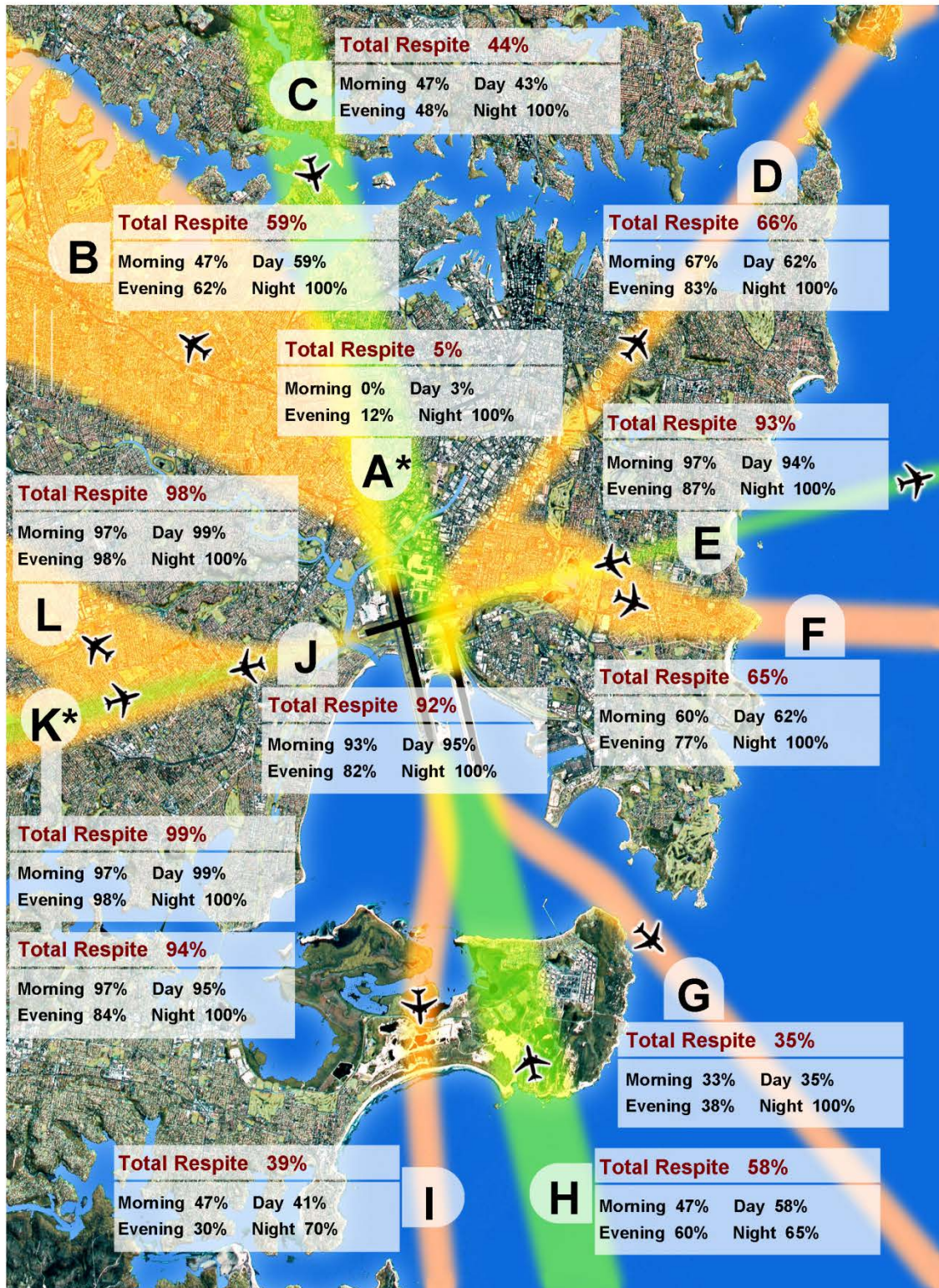
1 Oct 2014 to 30 Sept 2015, All Jets



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 Sept 2015 to 30 Sept 2015, All Jets



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

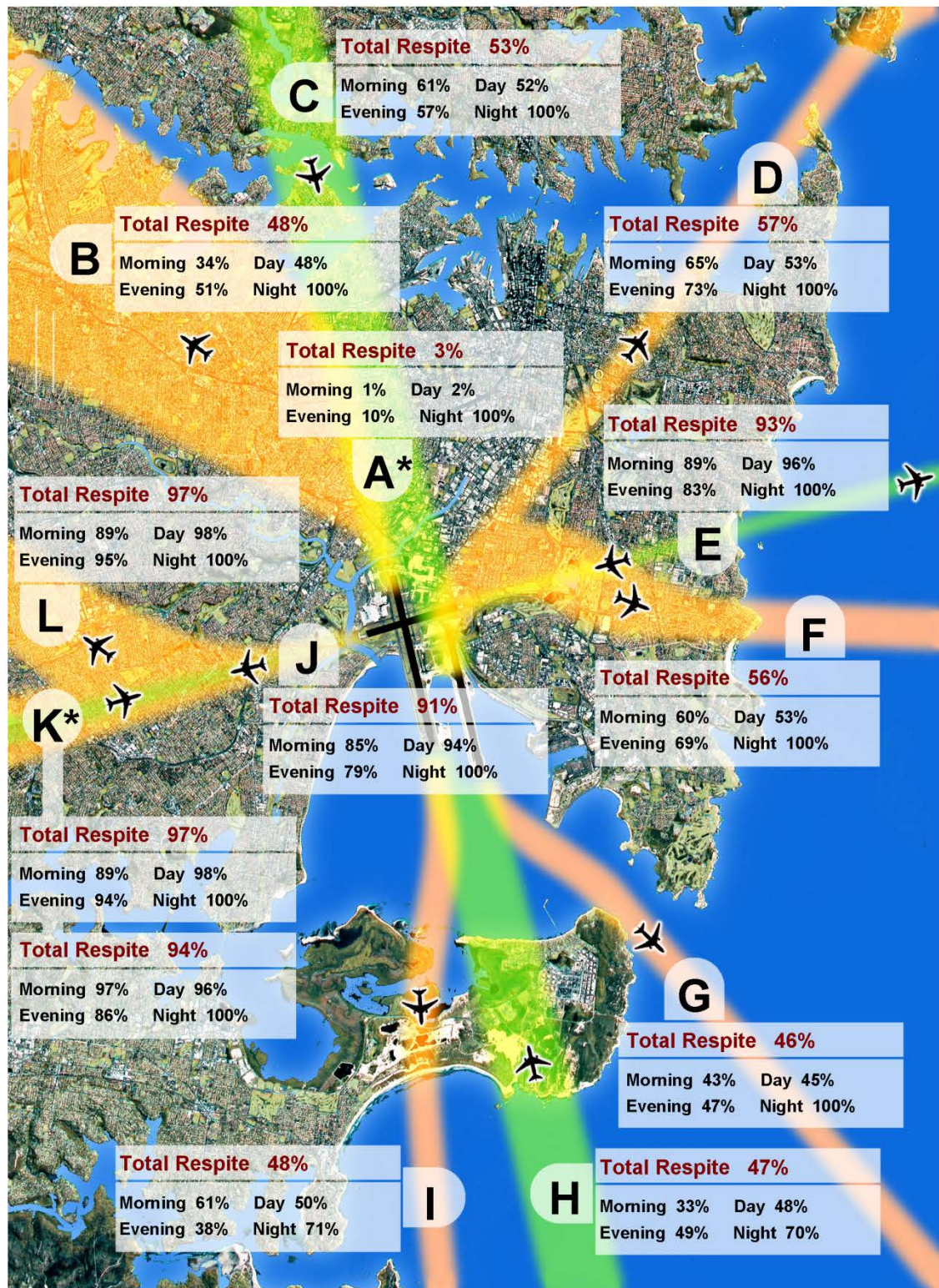
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2014 to 30 Sept 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) October 2014 to September 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 August 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 August 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 August 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 August 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 **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 2014 to September 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 **October 2014 to September 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 September 2015.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of September 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 September 2015 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>10,022</i>	<i>29.9</i>	<i>328</i>	<i>362</i>	<i>371</i>
<i>Penshurst</i>	<i>480</i>	<i>29.9</i>	<i>13</i>	<i>6</i>	<i>4</i>
<i>Bexley</i>	<i>475</i>	<i>29.9</i>	<i>14</i>	<i>7</i>	<i>9</i>
<i>Sydenham</i>	<i>5,635</i>	<i>29.9</i>	<i>188</i>	<i>161</i>	<i>158</i>
<i>Johnston St Annandale</i>	<i>3,472</i>	<i>29.9</i>	<i>93</i>	<i>48</i>	<i>54</i>
<i>Church St. St Peters</i>	<i>5,057</i>	<i>29.9</i>	<i>121</i>	<i>85</i>	<i>91</i>
<i>Leichhardt PEMU 36</i>	<i>4,205</i>	<i>29.9</i>	<i>134</i>	<i>77</i>	<i>75</i>
<i>Eastlakes</i>	<i>2,291</i>	<i>29.9</i>	<i>64</i>	<i>83</i>	<i>95</i>
<i>Coogee</i>	<i>738</i>	<i>29.9</i>	<i>20</i>	<i>18</i>	<i>34</i>
<i>Kurnell</i>	<i>2,102</i>	<i>29.9</i>	<i>63</i>	<i>97</i>	<i>95</i>
<i>Croydon</i>	<i>418</i>	<i>29.9</i>	<i>9</i>	<i>16</i>	<i>19</i>
<i>Hunters Hill</i>	<i>5,934</i>	<i>29.9</i>	<i>81</i>	<i>45</i>	<i>47</i>

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

The N70 values for September 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 17 PM 43 Day 255 Night 11 WE_D 279 WE_N 7	Penshurst AM 1 PM 1 Day 6 Night 0 WE_D 25 WE_N 0	Bexley AM 1 PM 2 Day 7 Night 0 WE_D 25 WE_N 0	Eastlakes AM 4 PM 10 Day 57 Night 0 WE_D 44 WE_N 0
Coogee AM 1 PM 7 Day 14 Night 0 WE_D 14 WE_N 0	Sydenham AM 8 PM 22 Day 153 Night 0 WE_D 196 WE_N 1	Leichhardt PEMU36 AM 7 PM 16 Day 101 Night 0 WE_D 159 WE_N 1	Kurnell AM 3 PM 4 Day 66 Night 0 WE_D 33 WE_N 0
Annandale AM 3 PM 7 Day 77 Night 0 WE_D 107 WE_N 0	St Peters AM 4 PM 11 Day 102 Night 0 WE_D 132 WE_N 0	Croydon AM 0 PM 1 Day 9 Night 0 WE_D 6 WE_N 0	Hunters Hull AM 7 PM 9 Day 59 Night 0 WE_D 96 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.