

Sydney Airport Operational Statistics

March 2013

PREVIEW

Sydney Airport Operational Statistics Report Preview

March 2013

Total Runway Movements (excluding helicopter operations) (refer pages 5-10)

There were a total of 26,919 aircraft movements this month (daily average 868.35). Last month there were a total of 23,988 movements (daily average 856.71) and for the same month last year there were a total of 26,197 movements (daily average 845.06).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 30 days this month, Mode 9 on 18 days and Mode 10 on 12 days. Crossing runway modes (including Sodpro ps) were used for 10.10% 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 12)

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 32.21% - This result is above the LTOP target and below the previous month (34.69%)

South 50.93% - This result is below the LTOP target and below the previous month (50.46%)

East 15.84% - This result is above the LTOP target and above the previous month (13.46%)

West 1.01% - This result is below the LTOP target and below the previous month (1.37%)

16 Precision Runway Monitor (PRM) Operations (refer page 14)

This procedure was not used in March

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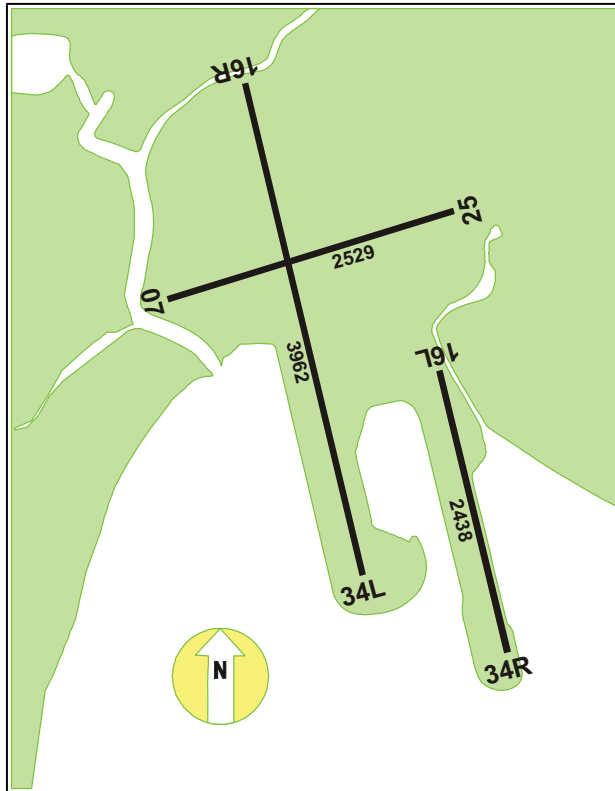
This report is available on the Internet at Airservices Australia website at

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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)

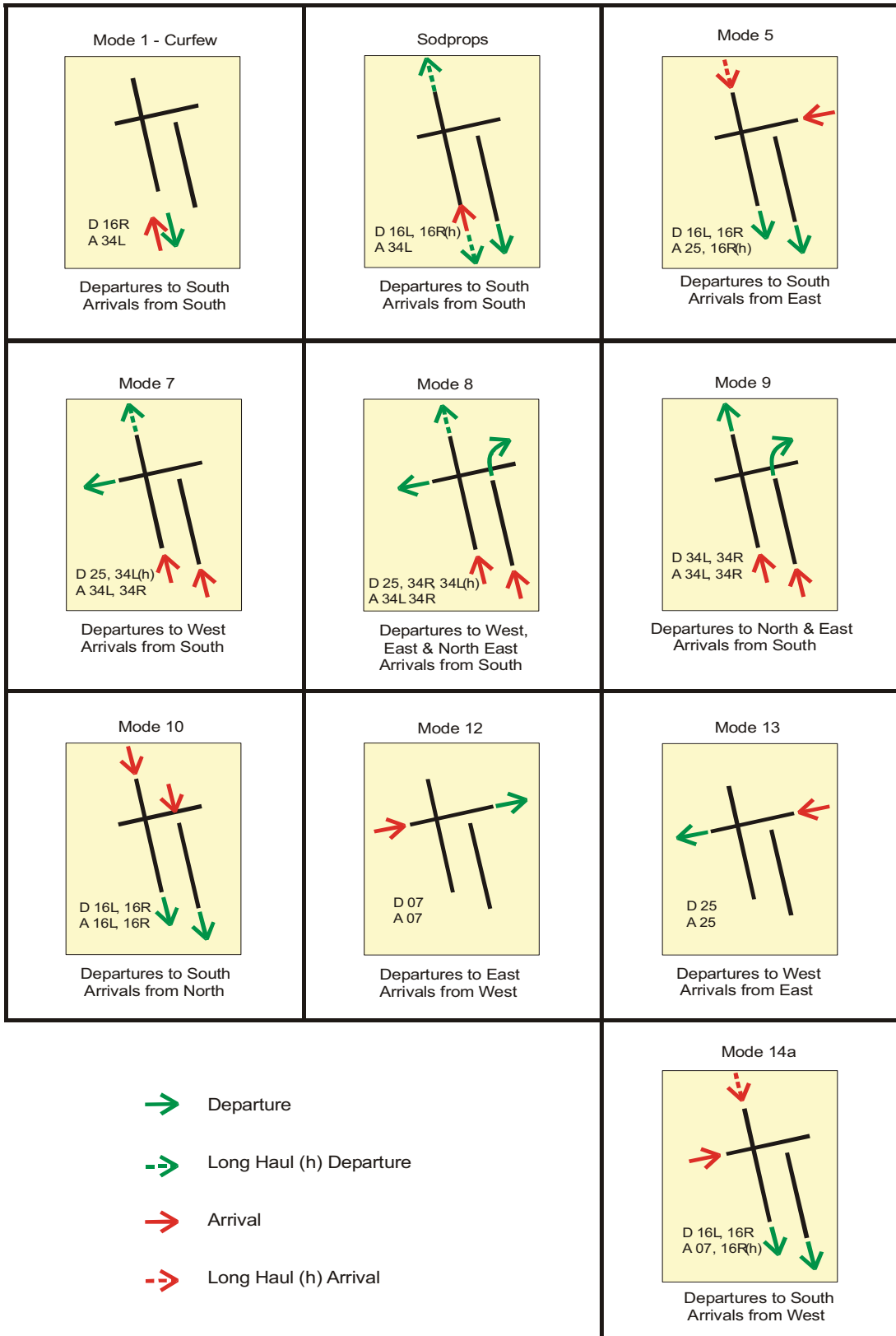
Runway 34R Used by aircraft landing toward the north and taking off to the East.

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-Mar-13	0	0	0	215	112	327	228	320	548	0	0	0	3	0	3	0	0	0	0	0	0	878
02-Mar-13	0	0	0	166	93	259	197	254	451	0	0	0	0	0	0	0	0	0	0	0	0	710
03-Mar-13	0	0	0	159	107	266	233	295	528	0	1	1	0	0	0	0	0	0	0	0	0	795
04-Mar-13	31	0	31	184	133	317	246	335	581	0	0	0	4	0	4	0	0	0	0	0	0	933
05-Mar-13	1	0	1	0	1	1	0	11	11	0	0	0	272	201	473	183	237	420	0	0	0	906
06-Mar-13	1	0	1	0	13	13	0	5	5	0	0	0	290	213	503	165	235	400	0	0	0	922
07-Mar-13	0	0	0	0	11	11	0	9	9	0	0	0	308	209	517	172	246	418	0	0	0	955
08-Mar-13	1	0	1	0	0	0	0	6	6	0	0	0	302	218	520	186	262	448	0	0	0	975
09-Mar-13	38	40	78	34	24	58	24	30	54	0	0	0	186	125	311	75	125	200	0	0	0	701
10-Mar-13	46	50	96	35	55	90	43	30	73	0	1	1	171	138	309	99	133	232	0	0	0	801
11-Mar-13	0	0	0	40	27	67	28	60	88	0	0	0	247	165	412	140	207	347	0	0	0	914
12-Mar-13	0	0	0	0	0	0	1	10	11	0	0	0	284	206	490	175	241	416	0	0	0	917
13-Mar-13	1	1	2	0	8	8	0	9	9	0	0	0	276	203	479	171	232	403	0	0	0	901
14-Mar-13	3	0	3	213	125	338	236	340	576	0	0	0	5	0	5	0	0	0	0	0	0	922
15-Mar-13	0	0	0	211	133	344	254	327	581	0	0	0	4	0	4	0	0	0	0	0	0	929
16-Mar-13	3	0	3	1	6	7	0	0	0	0	1	1	272	168	440	86	174	260	0	0	0	711
17-Mar-13	1	0	1	155	125	280	245	293	538	6	0	6	0	0	0	0	0	0	0	0	0	825
18-Mar-13	0	0	0	177	144	321	258	331	589	38	0	38	2	0	2	0	0	0	0	0	0	950
19-Mar-13	29	0	29	136	108	244	175	249	424	0	1	1	71	38	109	39	46	85	0	0	0	892
20-Mar-13	3	0	3	0	0	0	0	7	7	0	1	1	292	206	498	166	252	418	0	0	0	927
21-Mar-13	2	0	2	0	12	12	0	7	7	0	0	0	308	209	517	166	250	416	0	0	0	954
22-Mar-13	0	0	0	0	0	0	0	6	6	0	1	1	295	217	512	183	254	437	0	0	0	956
23-Mar-13	4	0	4	89	130	219	154	175	329	0	0	0	111	36	147	0	0	0	0	0	0	699
24-Mar-13	0	0	0	11	55	66	77	44	121	0	4	4	209	153	362	97	160	257	0	0	0	810
25-Mar-13	0	0	0	160	141	301	206	307	513	48	0	48	58	17	75	0	4	4	0	0	0	941
26-Mar-13	1	0	1	0	0	0	0	8	8	0	0	0	297	196	493	153	239	392	0	0	0	894
27-Mar-13	0	0	0	0	10	10	0	7	7	1	0	1	311	228	539	156	232	388	0	0	0	945
28-Mar-13	4	0	4	0	11	11	0	7	7	0	1	1	320	212	532	165	262	427	0	0	0	982
29-Mar-13	34	0	34	161	130	291	210	296	506	36	0	36	0	0	0	0	0	0	0	0	0	867
30-Mar-13	1	0	1	0	17	17	1	1	2	0	0	0	251	157	408	86	152	238	0	0	0	666
31-Mar-13	45	0	45	50	96	146	82	157	239	51	12	63	102	62	164	34	50	84	0	0	0	741
Total	249	91	340	2197	1827	4024	2898	3936	6834	180	23	203	5251	3577	8828	2697	3993	6690	0	0	0	26919

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-Mar-13	0	0	0	133	75	208	193	242	435	0	0	0	3	0	3	0	0	0	0	0	0	646
02-Mar-13	0	0	0	116	69	185	166	202	368	0	0	0	0	0	0	0	0	0	0	0	0	553
03-Mar-13	0	0	0	112	75	187	187	226	413	0	0	0	0	0	0	0	0	0	0	0	0	600
04-Mar-13	27	0	27	116	93	209	192	246	438	0	0	0	2	0	2	0	0	0	0	0	0	676
05-Mar-13	0	0	0	0	1	1	0	9	9	0	0	0	219	120	339	107	190	297	0	0	0	646
06-Mar-13	1	0	1	0	13	13	0	5	5	0	0	0	223	126	349	102	190	292	0	0	0	660
07-Mar-13	0	0	0	0	10	10	0	8	8	0	0	0	241	120	361	108	206	314	0	0	0	693
08-Mar-13	0	0	0	0	0	0	0	4	4	0	0	0	235	127	362	118	223	341	0	0	0	707
09-Mar-13	29	29	58	25	21	46	14	23	37	0	0	0	156	91	247	53	110	163	0	0	0	551
10-Mar-13	32	36	68	26	48	74	40	22	62	0	1	1	131	83	214	71	111	182	0	0	0	601
11-Mar-13	0	0	0	28	20	48	20	44	64	0	0	0	195	95	290	87	173	260	0	0	0	662
12-Mar-13	0	0	0	0	0	0	1	9	10	0	0	0	225	122	347	102	195	297	0	0	0	654
13-Mar-13	0	0	0	0	8	8	0	7	7	0	0	0	215	115	330	103	193	296	0	0	0	641
14-Mar-13	3	0	3	136	84	220	186	251	437	0	0	0	3	0	3	0	0	0	0	0	0	663
15-Mar-13	0	0	0	130	91	221	205	241	446	0	0	0	4	0	4	0	0	0	0	0	0	671
16-Mar-13	1	0	1	0	6	6	0	0	0	0	0	0	227	121	348	53	151	204	0	0	0	559
17-Mar-13	0	0	0	112	86	198	194	226	420	6	0	6	0	0	0	0	0	0	0	0	0	624
18-Mar-13	0	0	0	117	99	216	206	247	453	23	0	23	2	0	2	0	0	0	0	0	0	694
19-Mar-13	28	0	28	80	74	154	129	188	317	0	0	0	62	16	78	21	35	56	0	0	0	633
20-Mar-13	2	0	2	0	0	0	0	7	7	0	1	1	220	120	340	107	205	312	0	0	0	662
21-Mar-13	1	0	1	0	11	11	0	7	7	0	0	0	241	126	367	101	203	304	0	0	0	690
22-Mar-13	0	0	0	0	0	0	0	5	5	0	0	0	229	130	359	117	214	331	0	0	0	695
23-Mar-13	0	0	0	53	107	160	125	135	260	0	0	0	96	26	122	0	0	0	0	0	0	542
24-Mar-13	0	0	0	3	46	49	70	35	105	0	3	3	163	95	258	67	130	197	0	0	0	612
25-Mar-13	0	0	0	98	101	199	168	223	391	27	0	27	51	14	65	0	4	4	0	0	0	686
26-Mar-13	0	0	0	0	0	0	0	8	8	0	0	0	229	113	342	91	192	283	0	0	0	633
27-Mar-13	0	0	0	0	10	10	0	7	7	1	0	1	233	135	368	96	187	283	0	0	0	669
28-Mar-13	2	0	2	0	10	10	0	4	4	0	1	1	257	128	385	90	212	302	0	0	0	704
29-Mar-13	31	0	31	108	90	198	158	230	388	29	0	29	0	0	0	0	0	0	0	0	0	646
30-Mar-13	0	0	0	0	15	15	1	0	1	0	0	0	210	119	329	61	132	193	0	0	0	538
31-Mar-13	43	0	43	37	75	112	60	121	181	37	11	48	90	46	136	23	41	64	0	0	0	584
Total	200	65	265	1430	1338	2768	2315	2982	5297	123	17	140	4162	2188	6350	1678	3297	4975	0	0	0	19795

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-Mar-13	0	0	0	82	37	119	35	78	113	0	0	0	0	0	0	0	0	0	0	0	0	232
02-Mar-13	0	0	0	50	24	74	31	52	83	0	0	0	0	0	0	0	0	0	0	0	0	157
03-Mar-13	0	0	0	47	32	79	46	69	115	0	1	1	0	0	0	0	0	0	0	0	0	195
04-Mar-13	4	0	4	68	40	108	54	89	143	0	0	0	2	0	2	0	0	0	0	0	0	257
05-Mar-13	1	0	1	0	0	0	0	2	2	0	0	0	53	81	134	76	47	123	0	0	0	260
06-Mar-13	0	0	0	0	0	0	0	0	0	0	0	0	67	87	154	63	45	108	0	0	0	262
07-Mar-13	0	0	0	0	1	1	0	1	1	0	0	0	67	89	156	64	40	104	0	0	0	262
08-Mar-13	1	0	1	0	0	0	0	2	2	0	0	0	67	91	158	68	39	107	0	0	0	268
09-Mar-13	9	11	20	9	3	12	10	7	17	0	0	0	30	34	64	22	15	37	0	0	0	150
10-Mar-13	14	14	28	9	7	16	3	8	11	0	0	0	40	55	95	28	22	50	0	0	0	200
11-Mar-13	0	0	0	12	7	19	8	16	24	0	0	0	52	70	122	53	34	87	0	0	0	252
12-Mar-13	0	0	0	0	0	0	0	1	1	0	0	0	59	84	143	73	46	119	0	0	0	263
13-Mar-13	1	1	2	0	0	0	0	2	2	0	0	0	61	88	149	68	39	107	0	0	0	260
14-Mar-13	0	0	0	77	41	118	50	89	139	0	0	0	2	0	2	0	0	0	0	0	0	259
15-Mar-13	0	0	0	81	42	123	49	86	135	0	0	0	0	0	0	0	0	0	0	0	0	258
16-Mar-13	2	0	2	1	0	1	0	0	0	0	1	1	45	47	92	33	23	56	0	0	0	152
17-Mar-13	1	0	1	43	39	82	51	67	118	0	0	0	0	0	0	0	0	0	0	0	0	201
18-Mar-13	0	0	0	60	45	105	52	84	136	15	0	15	0	0	0	0	0	0	0	0	0	256
19-Mar-13	1	0	1	56	34	90	46	61	107	0	1	1	9	22	31	18	11	29	0	0	0	259
20-Mar-13	1	0	1	0	0	0	0	0	0	0	0	0	72	86	158	59	47	106	0	0	0	265
21-Mar-13	1	0	1	0	1	1	0	0	0	0	0	0	67	83	150	65	47	112	0	0	0	264
22-Mar-13	0	0	0	0	0	0	0	1	1	0	1	1	66	87	153	66	40	106	0	0	0	261
23-Mar-13	4	0	4	36	23	59	29	40	69	0	0	0	15	10	25	0	0	0	0	0	0	157
24-Mar-13	0	0	0	8	9	17	7	9	16	0	1	1	46	58	104	30	30	60	0	0	0	198
25-Mar-13	0	0	0	62	40	102	38	84	122	21	0	21	7	3	10	0	0	0	0	0	0	255
26-Mar-13	1	0	1	0	0	0	0	0	0	0	0	0	68	83	151	62	47	109	0	0	0	261
27-Mar-13	0	0	0	0	0	0	0	0	0	0	0	0	78	93	171	60	45	105	0	0	0	276
28-Mar-13	2	0	2	0	1	1	0	3	3	0	0	0	63	84	147	75	50	125	0	0	0	278
29-Mar-13	3	0	3	53	40	93	52	66	118	7	0	7	0	0	0	0	0	0	0	0	0	221
30-Mar-13	1	0	1	0	2	2	0	1	1	0	0	0	41	38	79	25	20	45	0	0	0	128
31-Mar-13	2	0	2	13	21	34	22	36	58	14	1	15	12	16	28	11	9	20	0	0	0	157
Total	49	26	75	767	489	1256	583	954	1537	57	6	63	1089	1389	2478	1019	696	1715	0	0	0	7124

(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-Mar-13	2	2	0	1	4	0	25	49	51	54	57	53	57	55	47	55	55	57	59	55	54	45	40	1	878
02-Mar-13	0	0	1	0	0	0	17	41	57	59	53	52	54	50	38	59	38	44	45	27	35	24	16	0	710
03-Mar-13	1	1	2	1	0	0	11	41	45	48	54	48	54	41	43	63	52	58	63	61	51	33	24	0	795
04-Mar-13	0	0	1	1	1	0	30	70	60	61	69	62	62	52	45	57	59	63	66	65	40	31	32	6	933
05-Mar-13	2	2	0	4	0	1	26	71	62	65	67	70	50	44	50	60	53	58	70	56	42	28	21	4	906
06-Mar-13	1	1	1	1	2	0	31	71	71	70	64	61	53	45	45	60	56	61	70	58	41	28	25	6	922
07-Mar-13	1	0	2	2	1	1	29	80	68	73	69	59	54	43	50	59	56	67	65	63	46	34	26	7	955
08-Mar-13	2	1	1	4	2	0	31	68	71	74	70	63	58	49	46	62	70	66	71	64	45	35	21	1	975
09-Mar-13	0	0	0	1	0	0	17	60	59	57	56	53	40	47	48	49	35	45	44	32	27	19	12	0	701
10-Mar-13	3	1	0	1	0	0	16	40	40	52	43	59	49	42	39	72	59	61	66	59	44	33	22	0	801
11-Mar-13	0	0	0	0	1	1	32	68	62	71	68	65	60	39	55	58	54	60	74	52	42	22	25	5	914
12-Mar-13	5	0	2	3	1	1	30	72	66	73	66	63	57	47	52	59	50	56	70	49	42	21	26	6	917
13-Mar-13	1	1	1	2	3	0	33	72	64	71	52	59	52	46	49	53	54	65	68	52	43	30	25	5	901
14-Mar-13	2	1	2	2	1	1	33	63	59	58	63	64	59	50	48	61	54	58	55	64	46	41	34	3	922
15-Mar-13	0	2	1	2	1	1	29	60	51	53	58	59	67	55	54	63	52	58	71	64	55	47	25	1	929
16-Mar-13	1	0	1	0	0	2	21	52	55	68	54	57	52	39	47	48	40	38	44	26	33	22	10	1	711
17-Mar-13	0	0	1	1	0	0	18	38	48	52	46	49	54	45	49	58	53	68	67	67	53	30	27	1	825
18-Mar-13	0	0	0	0	0	0	37	73	72	67	68	67	59	43	53	57	56	67	72	55	45	28	27	4	950
19-Mar-13	1	0	0	1	3	3	25	63	71	65	64	66	51	52	48	54	49	61	71	52	38	28	22	4	892
20-Mar-13	2	4	4	2	0	0	32	71	70	67	63	55	54	45	48	58	53	67	68	56	46	33	24	5	927
21-Mar-13	2	0	0	4	0	1	30	73	67	70	58	63	63	44	52	58	56	64	71	60	45	37	28	8	954
22-Mar-13	4	0	0	4	1	1	33	72	69	69	63	61	54	50	57	58	58	49	67	71	57	33	24	1	956
23-Mar-13	0	0	2	1	0	0	22	55	45	64	53	56	51	48	42	47	35	40	39	31	35	20	13	0	699
24-Mar-13	2	0	0	0	2	0	19	37	44	50	53	50	54	42	44	65	50	65	68	64	44	31	26	0	810
25-Mar-13	1	0	1	0	0	0	34	80	67	64	75	66	59	41	52	60	47	75	69	47	40	33	25	5	941
26-Mar-13	2	0	0	2	2	2	36	66	67	66	51	60	50	44	57	56	50	60	70	58	42	23	26	4	894
27-Mar-13	1	1	0	4	1	1	31	77	71	72	54	58	48	46	47	61	61	65	72	62	49	33	25	5	945
28-Mar-13	2	1	2	4	3	1	38	77	67	71	67	64	56	46	52	64	56	69	68	62	45	43	24	0	982
29-Mar-13	1	0	0	1	0	1	30	74	66	68	62	62	52	47	58	58	47	61	55	47	32	25	19	1	867
30-Mar-13	2	0	0	0	0	1	29	44	54	56	49	57	53	37	44	39	37	40	36	32	27	20	8	1	666
31-Mar-13	2	1	0	0	0	0	26	37	34	59	55	46	52	39	49	51	45	60	58	40	35	36	15	1	741
Total	43	19	25	49	29	19	851	1915	1853	1967	1844	1827	1688	1413	1508	1782	1590	1826	1952	1651	1319	946	717	86	26919
Avg.	1.39	0.61	0.81	1.58	0.94	0.61	27.45	61.77	59.77	63.45	59.48	58.94	54.45	45.58	48.65	57.48	51.29	58.90	62.97	53.26	42.55	30.52	23.13	2.77	868.35

(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-Mar-13	1	0	0	1	2	0	10	24	28	26	27	28	27	27	28	26	27	27	29	27	29	26	26	0	446
02-Mar-13	0	0	1	0	0	0	10	25	29	24	22	27	27	21	24	30	18	26	24	14	20	13	8	0	363
03-Mar-13	1	1	2	0	0	0	6	23	21	20	27	22	20	16	24	29	21	33	33	31	28	20	14	0	392
04-Mar-13	0	0	0	1	1	0	12	32	33	31	33	28	29	24	23	31	26	33	33	29	24	22	16	4	465
05-Mar-13	1	1	0	2	0	1	11	37	30	34	34	34	17	23	30	25	28	32	35	25	28	16	10	2	456
06-Mar-13	0	1	1	0	1	0	13	35	38	34	32	32	18	24	25	26	25	29	38	26	26	17	12	3	456
07-Mar-13	0	0	2	1	0	1	11	42	37	32	37	30	22	19	29	27	24	37	35	26	32	19	15	2	480
08-Mar-13	0	1	1	2	1	0	10	36	42	36	31	36	21	25	24	30	30	32	38	29	30	23	11	0	489
09-Mar-13	0	0	0	1	0	0	10	41	27	19	28	26	20	18	31	23	19	26	21	16	15	11	5	0	357
10-Mar-13	3	0	0	0	0	0	11	23	17	20	23	26	16	18	21	35	30	35	32	24	28	21	11	0	394
11-Mar-13	0	0	0	0	1	1	11	38	36	30	35	30	24	20	28	28	27	31	38	20	29	13	13	2	455
12-Mar-13	2	0	1	2	0	1	9	40	38	34	31	34	23	24	28	25	27	30	31	24	25	14	13	4	460
13-Mar-13	0	0	1	1	1	0	15	43	29	32	25	30	21	23	25	25	24	35	36	21	27	21	10	3	448
14-Mar-13	1	0	1	1	0	1	14	29	30	30	29	31	31	20	26	29	20	30	27	32	29	28	17	1	457
15-Mar-13	0	1	1	1	0	1	9	30	28	26	29	30	31	29	29	25	24	31	35	35	29	29	16	0	469
16-Mar-13	1	0	1	0	0	1	12	37	28	24	24	26	22	22	28	22	20	22	21	14	21	13	2	1	362
17-Mar-13	0	0	0	1	0	0	13	20	19	23	22	19	23	21	25	26	23	40	35	29	31	21	16	0	407
18-Mar-13	0	0	0	0	0	0	15	41	37	32	35	32	24	19	26	23	31	37	35	27	28	19	12	2	475
19-Mar-13	0	0	0	1	1	2	13	38	31	34	32	31	18	27	27	21	24	37	32	27	25	17	11	1	450
20-Mar-13	1	3	3	0	0	0	12	39	41	26	36	25	19	22	24	28	24	36	33	26	29	20	11	3	461
21-Mar-13	1	0	0	2	0	0	12	40	37	30	26	36	25	17	33	24	26	35	34	23	33	22	15	5	476
22-Mar-13	1	0	0	3	0	0	12	40	35	31	33	32	23	24	31	26	25	29	39	32	28	18	15	1	478
23-Mar-13	0	0	2	1	0	0	13	37	24	20	22	30	24	24	23	24	16	22	20	18	21	13	4	0	358
24-Mar-13	1	0	0	0	1	0	12	24	18	22	23	22	20	20	19	29	22	38	33	26	29	20	15	0	394
25-Mar-13	1	0	1	0	0	0	14	46	31	35	38	32	20	20	26	28	21	43	31	23	25	22	12	3	472
26-Mar-13	1	0	0	2	0	1	14	39	33	31	27	29	21	24	30	23	26	34	36	27	23	17	11	2	451
27-Mar-13	0	0	0	3	0	1	13	42	34	32	29	27	18	25	25	25	28	38	35	28	29	24	10	2	468
28-Mar-13	1	1	0	3	0	1	18	42	34	31	35	31	20	21	32	24	28	39	34	27	26	28	13	0	489
29-Mar-13	0	0	0	1	0	1	11	41	30	32	34	34	19	28	31	27	22	35	27	23	16	19	10	0	441
30-Mar-13	1	0	0	0	0	1	17	28	25	20	25	24	24	19	26	21	21	23	17	19	15	12	0	1	339
31-Mar-13	1	1	0	0	0	0	14	21	16	26	28	19	17	20	25	18	24	35	25	25	19	22	7	1	364
Total	19	10	18	30	9	14	377	1073	936	877	912	893	684	684	826	803	751	1010	972	773	797	600	361	43	13472
Avg.	0.61	0.32	0.58	0.97	0.29	0.45	12.16	34.61	30.19	28.29	29.42	28.81	22.06	22.06	26.65	25.90	24.23	32.58	31.35	24.94	25.71	19.35	11.65	1.39	434.58

(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-Mar-13	1	2	0	0	2	0	15	25	23	28	30	25	30	28	19	29	28	30	30	28	25	19	14	1	432
02-Mar-13	0	0	0	0	0	0	7	16	28	35	31	25	27	29	14	29	20	18	21	13	15	11	8	0	347
03-Mar-13	0	0	0	1	0	0	5	18	24	28	27	26	34	25	19	34	31	25	30	30	23	13	10	0	403
04-Mar-13	0	0	1	0	0	0	18	38	27	30	36	34	33	28	22	26	33	30	33	36	16	9	16	2	468
05-Mar-13	1	1	0	2	0	0	15	34	32	31	33	36	33	21	20	35	25	26	35	31	14	12	11	2	450
06-Mar-13	1	0	0	1	1	0	18	36	33	36	32	29	35	21	20	34	31	32	32	32	15	11	13	3	466
07-Mar-13	1	0	0	1	1	0	18	38	31	41	32	29	32	24	21	32	32	30	30	37	14	15	11	5	475
08-Mar-13	2	0	0	2	1	0	21	32	29	38	39	27	37	24	22	32	40	34	33	35	15	12	10	1	486
09-Mar-13	0	0	0	0	0	0	7	19	32	38	28	27	20	29	17	26	16	19	23	16	12	8	7	0	344
10-Mar-13	0	1	0	1	0	0	5	17	23	32	20	33	33	24	18	37	29	26	34	35	16	12	11	0	407
11-Mar-13	0	0	0	0	0	0	21	30	26	41	33	35	36	19	27	30	27	29	36	32	13	9	12	3	459
12-Mar-13	3	0	1	1	1	0	21	32	28	39	35	29	34	23	24	34	23	26	39	25	17	7	13	2	457
13-Mar-13	1	1	0	1	2	0	18	29	35	39	27	29	31	23	24	28	30	30	32	31	16	9	15	2	453
14-Mar-13	1	1	1	1	1	0	19	34	29	28	34	33	28	30	22	32	34	28	28	32	17	13	17	2	465
15-Mar-13	0	1	0	1	1	0	20	30	23	27	29	29	36	26	25	38	28	27	36	29	26	18	9	1	460
16-Mar-13	0	0	0	0	0	1	9	15	27	44	30	31	30	17	19	26	20	16	23	12	12	9	8	0	349
17-Mar-13	0	0	1	0	0	0	5	18	29	29	24	30	31	24	24	32	30	28	32	38	22	9	11	1	418
18-Mar-13	0	0	0	0	0	0	22	32	35	35	33	35	35	24	27	34	25	30	37	28	17	9	15	2	475
19-Mar-13	1	0	0	0	2	1	12	25	40	31	32	35	33	25	21	33	25	24	39	25	13	11	11	3	442
20-Mar-13	1	1	1	2	0	0	20	32	29	41	27	30	35	23	24	30	29	31	35	30	17	13	13	2	466
21-Mar-13	1	0	0	2	0	1	18	33	30	40	32	27	38	27	19	34	30	29	37	37	12	15	13	3	478
22-Mar-13	3	0	0	1	1	1	21	32	34	38	30	29	31	26	26	32	33	20	28	39	29	15	9	0	478
23-Mar-13	0	0	0	0	0	0	9	18	21	44	31	26	27	24	19	23	19	18	19	13	14	7	9	0	341
24-Mar-13	1	0	0	0	1	0	7	13	26	28	30	28	34	22	25	36	28	27	35	38	15	11	11	0	416
25-Mar-13	0	0	0	0	0	0	20	34	36	29	37	34	39	21	26	32	26	32	38	24	15	11	13	2	469
26-Mar-13	1	0	0	0	2	1	22	27	34	35	24	31	29	20	27	33	24	26	34	31	19	6	15	2	443
27-Mar-13	1	1	0	1	1	0	18	35	37	40	25	31	30	21	22	36	33	27	37	34	20	9	15	3	477
28-Mar-13	1	0	2	1	3	0	20	35	33	40	32	33	36	25	20	40	28	30	34	35	19	15	11	0	493
29-Mar-13	1	0	0	0	0	0	19	33	36	36	28	28	33	19	27	31	25	26	28	24	16	6	9	1	426
30-Mar-13	1	0	0	0	0	0	12	16	29	36	24	33	29	18	18	18	16	17	19	13	12	8	8	0	327
31-Mar-13	1	0	0	0	0	0	12	16	18	33	27	27	35	19	24	33	21	25	33	15	16	14	8	0	377
Total	24	9	7	19	20	5	474	842	917	1090	932	934	1004	729	682	979	839	816	980	878	522	346	356	43	13447
Avg.	0.77	0.29	0.23	0.61	0.65	0.16	15.29	27.16	29.58	35.16	30.06	30.13	32.39	23.52	22.00	31.58	27.06	26.32	31.61	28.32	16.84	11.16	11.48	1.39	433.77

(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-Mar-13	07:00	00:15	-	-	-	-	-	16:43	-	-	-	-	-
02-Mar-13	07:00	00:25	-	-	-	-	-	16:33	-	-	-	-	-
03-Mar-13	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
04-Mar-13	07:00	00:14	-	-	-	-	-	15:23	-	-	01:21	-	-
05-Mar-13	07:00	00:21	00:12	-	-	-	16:25	-	-	-	-	-	-
06-Mar-13	07:00	00:15	00:54	-	-	-	15:49	-	-	-	-	-	-
07-Mar-13	07:00	00:19	00:36	-	-	-	16:03	-	-	-	-	-	-
08-Mar-13	07:00	00:25	00:11	-	-	-	16:22	-	-	-	-	-	-
09-Mar-13	07:00	00:30	01:04	-	-	-	11:08	02:13	02:02	-	-	-	-
10-Mar-13	07:00	00:26	00:40	-	-	-	09:16	04:18	02:15	-	00:02	-	-
11-Mar-13	07:00	00:22	-	-	-	-	13:42	02:54	-	-	-	-	-
12-Mar-13	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
13-Mar-13	07:00	00:14	00:36	-	-	-	16:08	-	-	-	-	-	-
14-Mar-13	07:00	00:12	-	-	-	-	-	16:38	-	-	00:08	-	-
15-Mar-13	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
16-Mar-13	07:00	00:18	00:35	-	-	-	16:05	-	-	-	-	-	-
17-Mar-13	07:00	00:01	-	00:19	-	-	-	16:38	-	-	-	-	-
18-Mar-13	07:00	00:25	-	01:52	-	-	-	14:41	-	-	-	-	-
19-Mar-13	07:00	00:37	01:00	-	-	-	02:38	11:15	-	-	01:27	-	-
20-Mar-13	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
21-Mar-13	07:00	-	00:45	-	-	-	16:14	-	-	-	-	-	-
22-Mar-13	07:00	00:15	-	-	-	-	16:43	-	-	-	-	-	-
23-Mar-13	07:00	00:28	06:36	-	-	-	-	09:54	-	-	-	-	-
24-Mar-13	07:00	00:17	-	-	00:42	-	11:53	04:06	-	-	-	-	-
25-Mar-13	07:00	00:14	02:24	02:02	-	-	00:35	11:42	-	-	-	-	-
26-Mar-13	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
27-Mar-13	07:00	00:17	00:42	-	-	-	15:59	-	-	-	-	-	-
28-Mar-13	07:00	00:13	00:32	-	-	-	16:13	-	-	-	-	-	-
29-Mar-13	07:00	00:25	-	02:09	-	-	-	12:08	-	-	02:16	-	-
30-Mar-13	07:00	00:34	01:16	-	-	-	15:08	-	-	-	-	-	-
31-Mar-13	07:00	00:42	02:30	02:27	00:28	-	03:30	05:00	-	-	02:19	-	-
Total	217:00	10:35	20:39	08:51	01:10	00:00	280:4	193:41	04:18	00:00	07:36	00:00	00:00
% Used		2.01%	3.92%	1.68%	0.22%	0.00%	53.15%	36.75%	0.82%	0.00%	1.44%	0.00%	0.00%

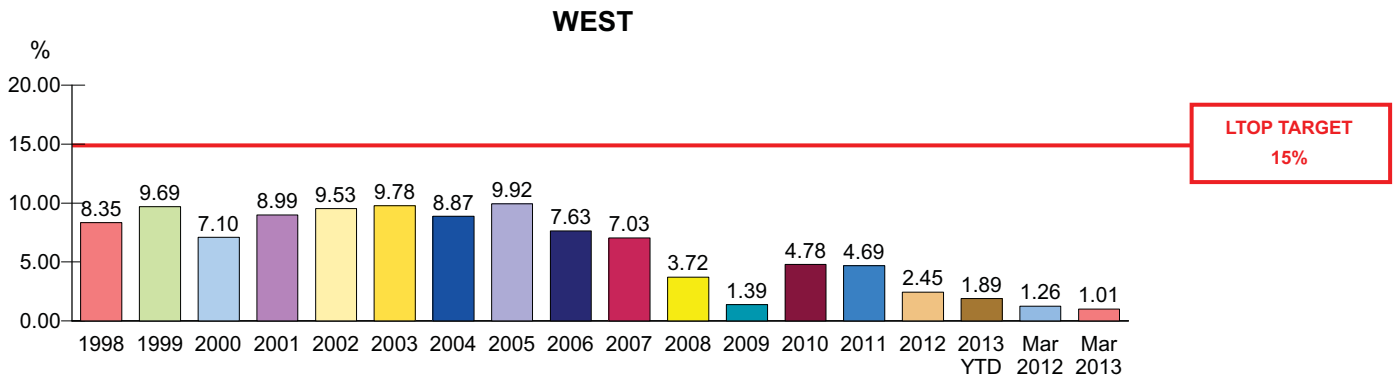
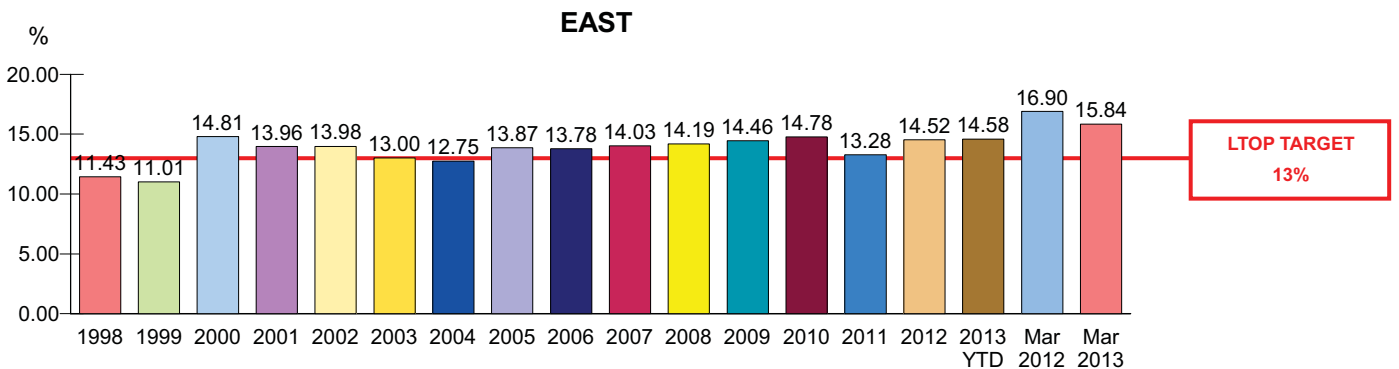
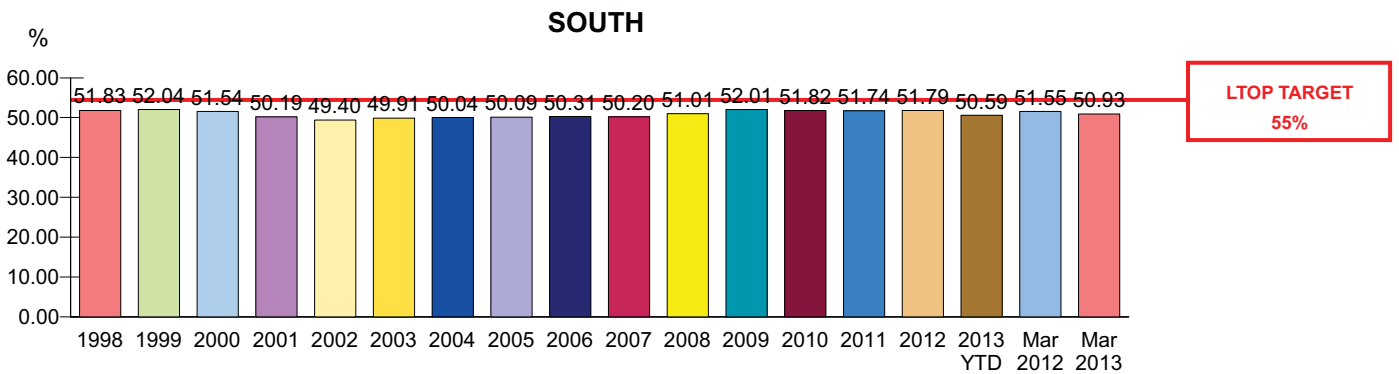
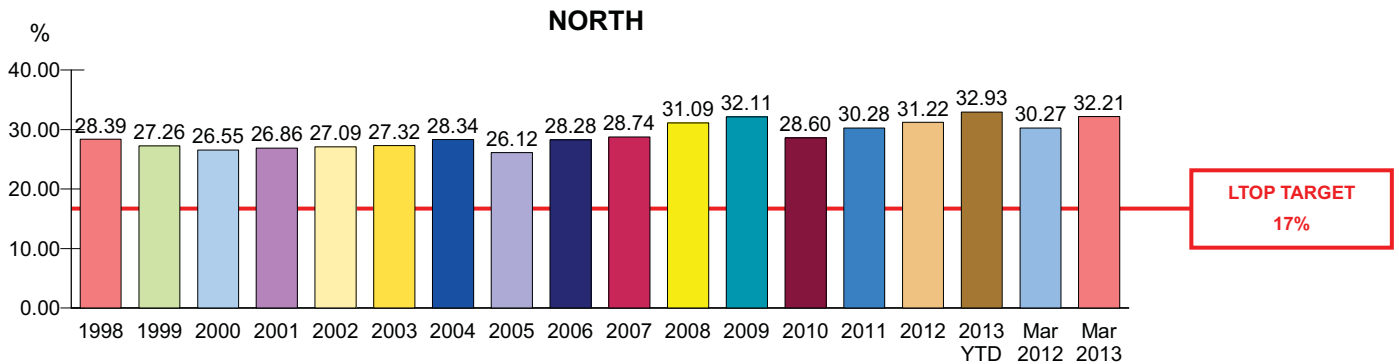
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2013

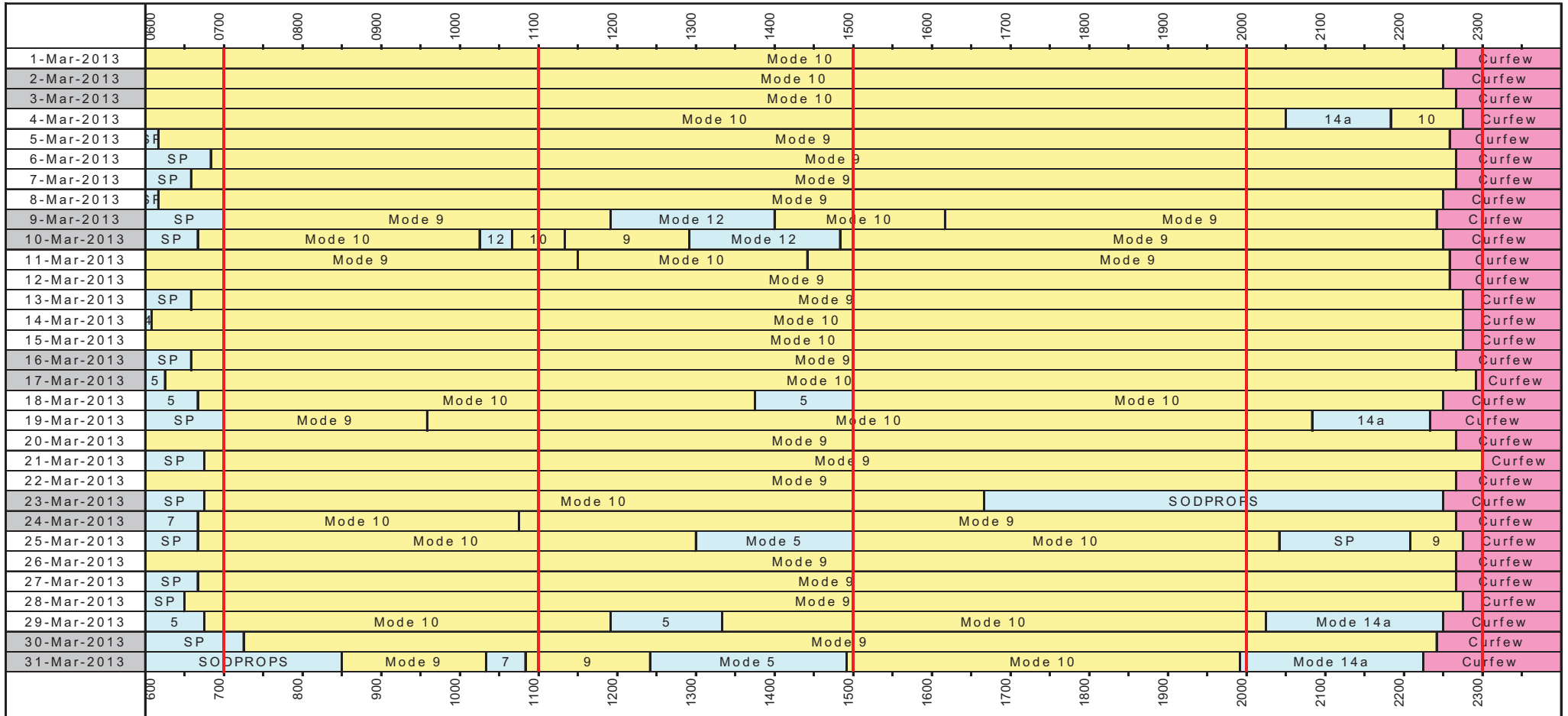
Time	1.79%	3.44%	2.58%	0.31%	0.00%	47.01%	40.54%	1.95%	0.00%	2.38%	0.00%	0.00%
Movements	0.40%	2.21%	1.67%	0.18%	0.00%	49.62%	42.49%	1.56%	0.00%	1.86%	0.00%	0.00%

Runway End Impact to 31 March 2013

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



Sydney Airport - Daily Mode Usage



- Weekend
- Curfew Mode CURFEW: Dep 16R Arr 34L
- Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R
- Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25
- M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **March 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	
March 2013	00:00	00:00	0

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

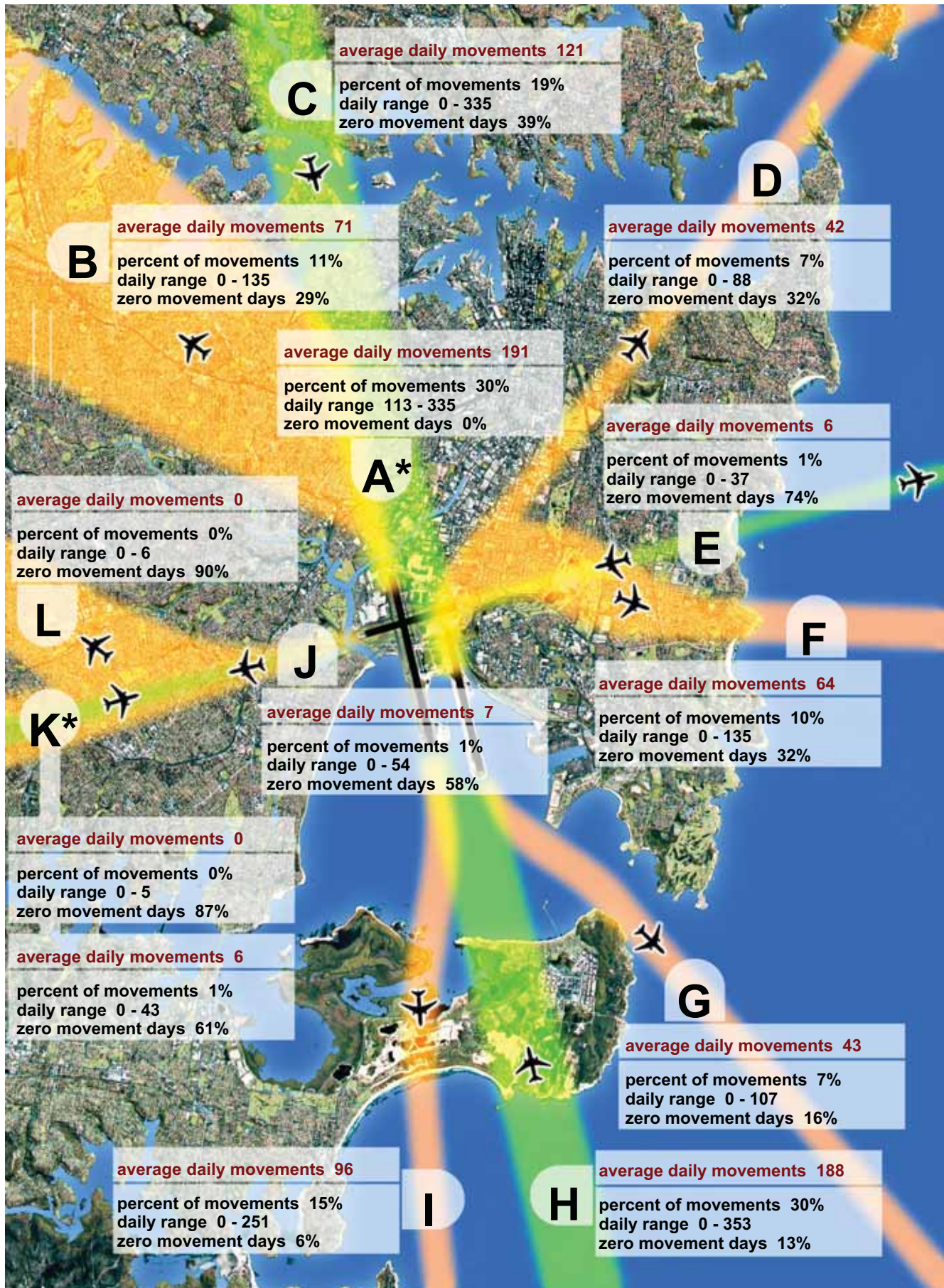
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
March 2013	0	0	0

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

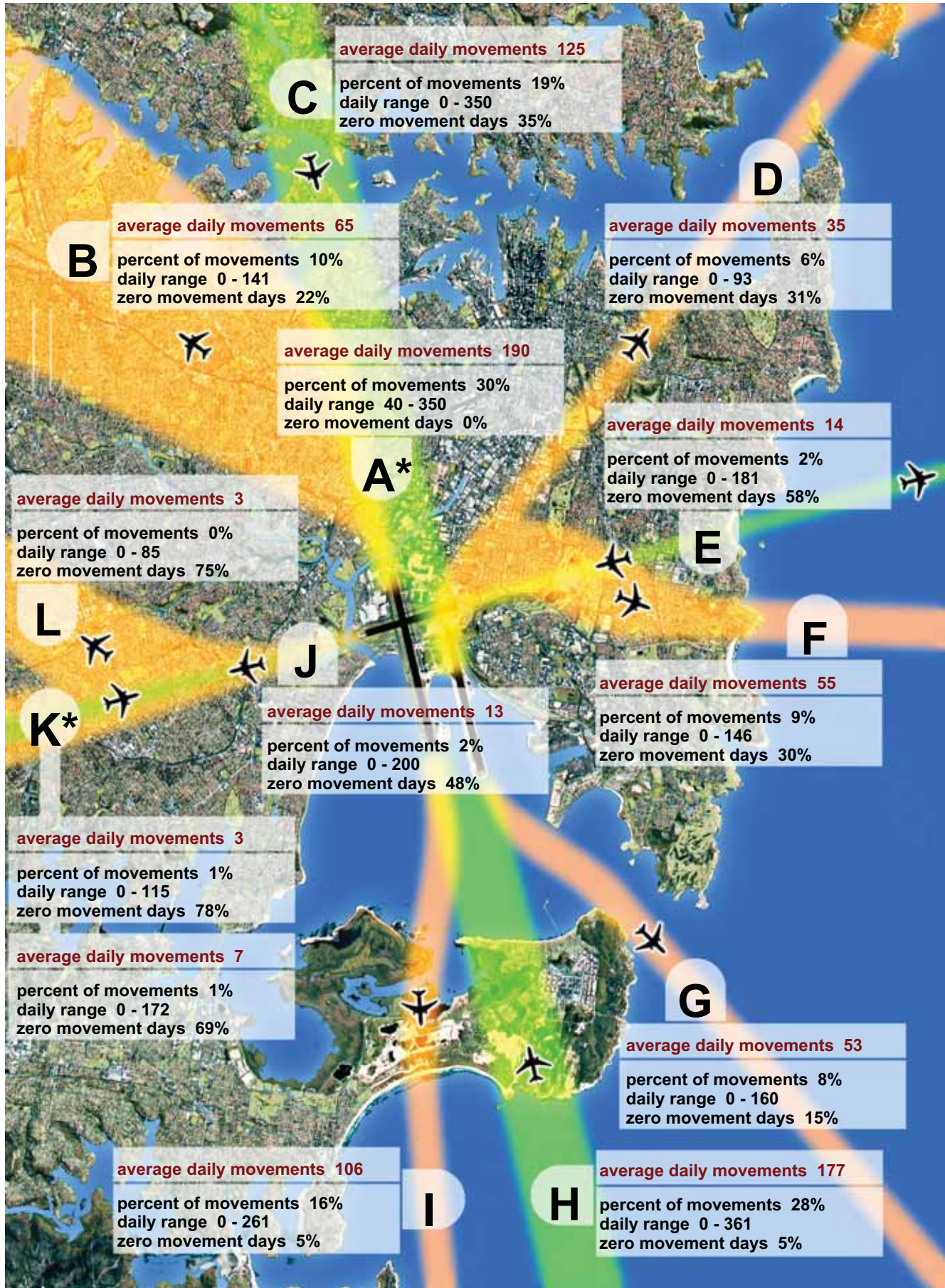
1 March 2013 to 31 March 2013, All Jets



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

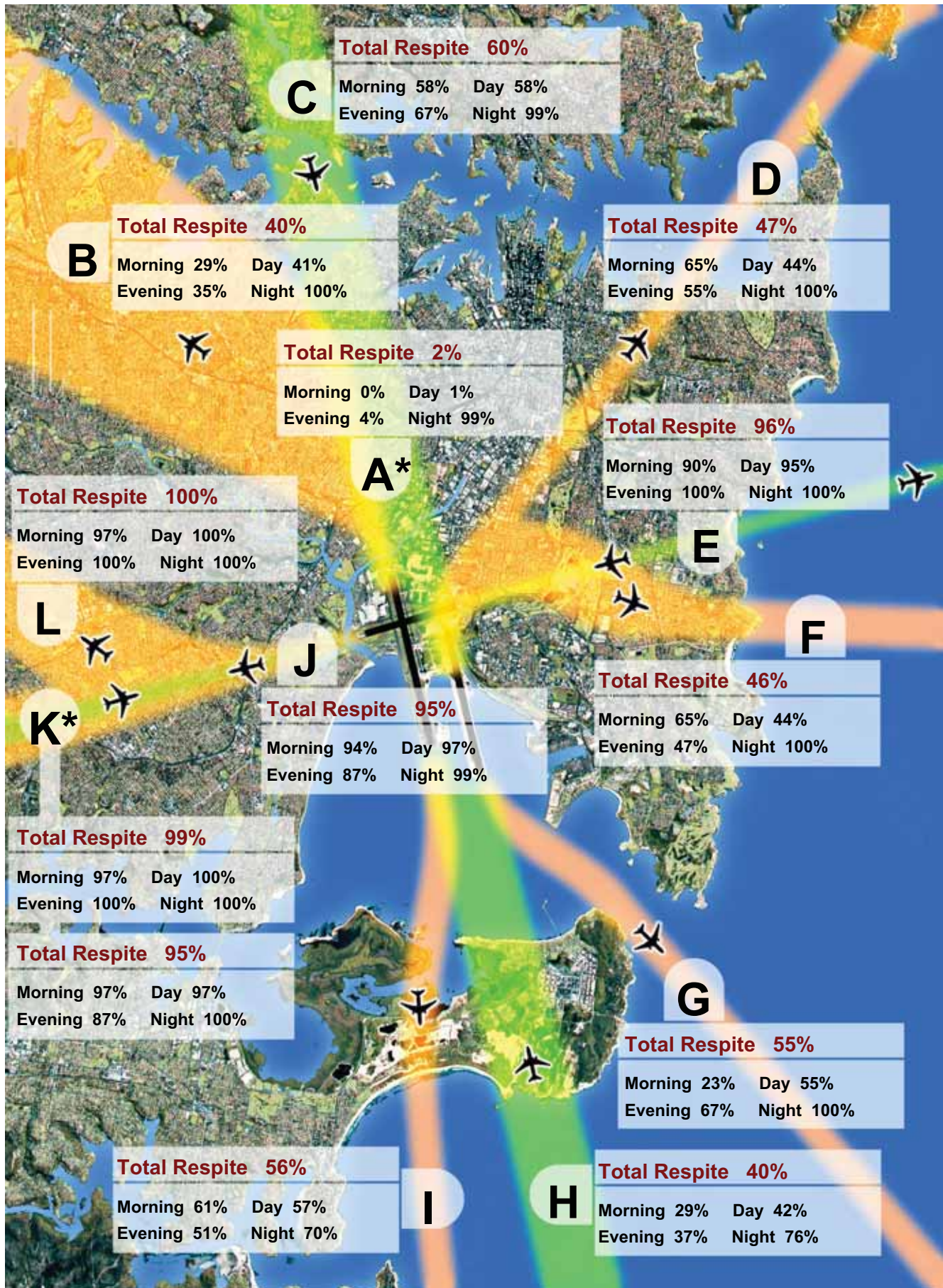
1 April 2012 to 31 March 2013, All Jets



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 March 2013 to 31 March 2013, All Jets



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

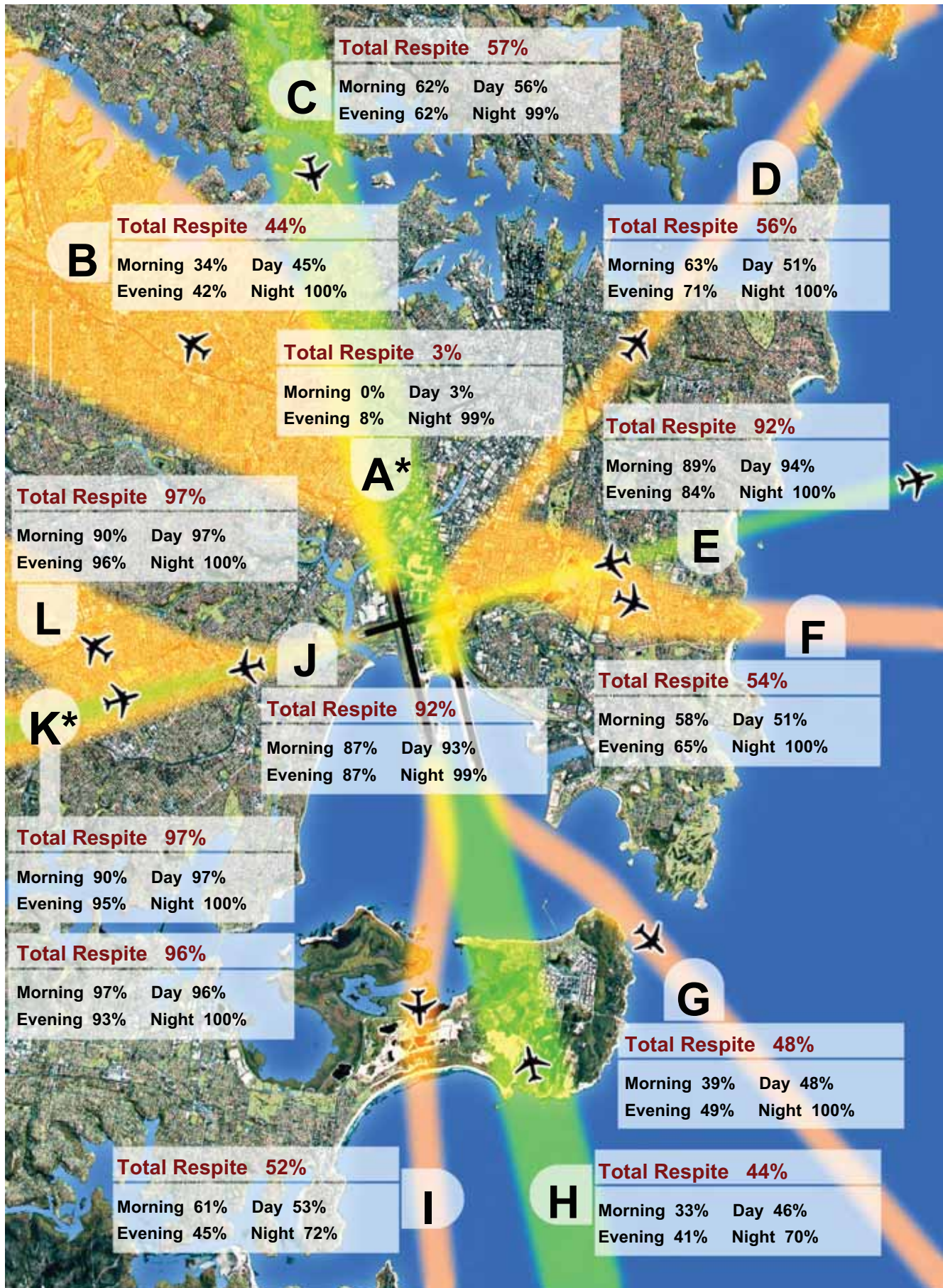
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2012 to 31 March 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)

April 2012 to March 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 March 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 November 2012 .
	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 March 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 May 2012 .
	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 March 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 March 2013 and Mode 7 was in July 2012 .
	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 2012 , Mode 14A in January 2013 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period April 2012 to March 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 56%**. This means that over the period **April 2012 to March 2013 for 56%** 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 March 2013.



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

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

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

<i>Location</i>	<i>CNE Mar</i>	<i>Operational Days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Threshold rwy 34</i>	10,979	30.9	346	334	331
<i>Penshurst</i>	352	30.8	8	11	26
<i>Bexley</i>	324	30.9	9	12	27
<i>Sydenham</i>	5,233	30.9	168	177	168
<i>Johnston St. Annandale</i>	2,779	30.9	70	86	64
<i>Church St. St Peters</i>	461	3.7	92	105	97
<i>Leichhardt PEMU 36</i>	3,066	30.8	93	122	100
<i>Eastlakes</i>	2,512	30.9	72	67	60
<i>Coogee</i>	537	30.9	12	18	8
<i>Kurnell</i>	3,189	30.9	85	64	71
<i>Croydon</i>	730	30.9	18	12	15
<i>Hunters Hill</i>	4,831	30.9	66	87	72

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

The N70 values for March 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 13 PM 47 Day 268 Night 9 WE_D 305 WE_N 5	Penshurst AM 0 PM 5 Day 3 Night 0 WE_D 8 WE_N 0	Bexley AM 0 PM 5 Day 3 Night 0 WE_D 9 WE_N 0	Eastlakes AM 2 PM 7 Day 69 Night 0 WE_D 59 WE_N 0
Coogee AM 1 PM 0 Day 10 Night 0 WE_D 11 WE_N 0	Sydenham AM 5 PM 21 Day 141 Night 0 WE_D 168 WE_N 1	Leichhardt PEMU36 AM 3 PM 10 Day 74 Night 0 WE_D 104 WE_N 0	Kurnell AM 0 PM 9 Day 88 Night 0 WE_D 61 WE_N 0
Annandale AM 0 PM 5 Day 57 Night 0 WE_D 86 WE_N 0	St Peters AM 0 PM 8 Day 79 Night 0 WE_D 111 WE_N 0	Croydon AM 1 PM 3 Day 16 Night 0 WE_D 13 WE_N 0	Hunters Hill AM 3 PM 7 Day 50 Night 0 WE_D 76 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.