

Sydney Airport Operational Statistics

November 2012

PREVIEW

Sydney Airport Operational Statistics Report Preview

November 2012

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

There were a total of 26,758 aircraft movements this month (daily average 891.93). Last month there were a total of 27,858 movements (daily average 898.65) and for the same month last year there were a total of 25,567 movements (daily average 852.23).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 14 days and Mode 10 on 15 days. Crossing runway modes (including Sodprops) were used for 12.64% 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 35.38% - This result is above the LTOP target and above the previous month (32.88%)

South 50.77%- This result is below the LTOP target and below the previous month (51.38%)

East 12.35% - This result is below the LTOP target and below the previous month (13.79%)

West 1.48% - This result is below the LTOP target and below the previous month (1.93%)

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

This procedure was used on 9,14,16,20,22,26,27,28 and 29 November for a total of 18 hours and 47 minutes (ATIS time).

Noise Complaints & Information Service Environmental Services Airservices Australia

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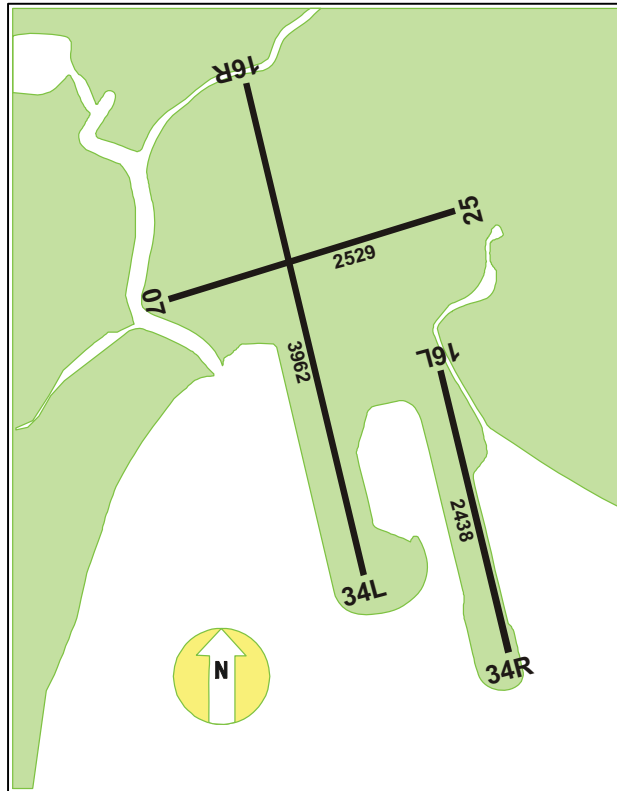
This report is available on the Internet at Airservices Australia website at

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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)

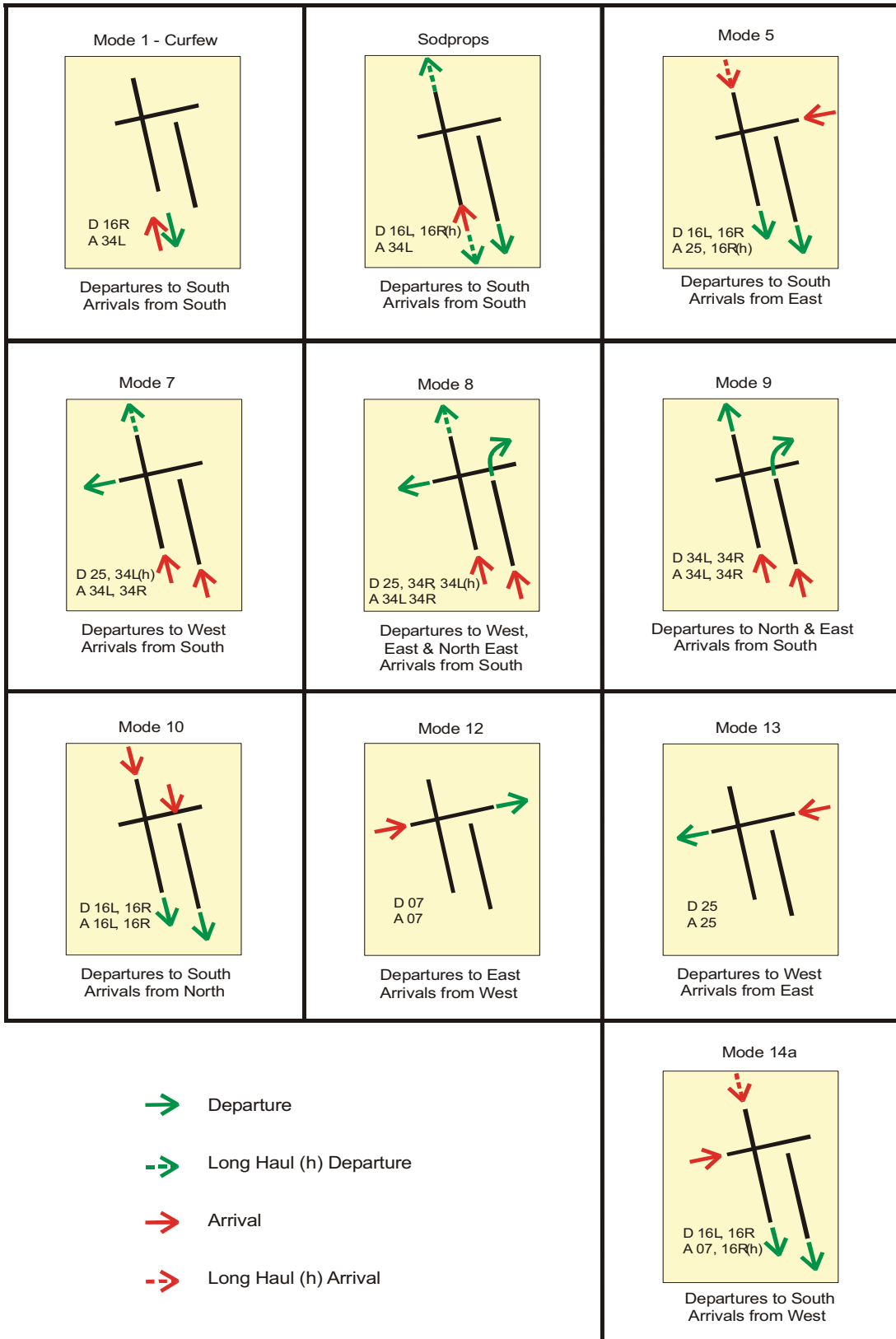
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Nov-12	0	0	0	57	28	85	86	99	185	6	0	6	207	166	373	125	187	312	0	0	0	961
02-Nov-12	32	0	32	185	144	329	261	343	604	0	0	0	2	0	2	0	0	0	0	0	0	967
03-Nov-12	1	0	1	136	107	243	232	243	475	0	0	0	2	0	2	0	0	0	0	0	0	721
04-Nov-12	0	0	0	8	17	25	15	40	55	0	19	19	236	166	402	135	177	312	0	0	0	813
05-Nov-12	0	0	0	0	5	5	0	1	1	1	0	1	294	209	503	170	238	408	0	0	0	918
06-Nov-12	3	1	4	0	0	0	0	11	11	0	1	1	263	194	457	174	235	409	0	0	0	882
07-Nov-12	5	0	5	61	45	106	100	125	225	3	0	3	176	140	316	114	152	266	0	0	0	921
08-Nov-12	1	0	1	154	120	274	200	250	450	0	0	0	87	44	131	37	62	99	0	0	0	955
09-Nov-12	2	0	2	51	38	89	98	112	210	0	2	2	194	158	352	135	178	313	0	0	0	968
10-Nov-12	11	0	11	132	92	224	226	255	481	0	1	1	0	0	0	0	0	0	0	0	0	717
11-Nov-12	38	0	38	66	114	180	148	204	352	0	0	0	119	55	174	33	46	79	0	0	0	823
12-Nov-12	1	0	1	0	11	11	1	5	6	1	1	2	308	210	518	164	243	407	0	0	0	945
13-Nov-12	1	0	1	184	133	317	262	315	577	1	0	1	2	0	2	0	0	0	0	0	0	898
14-Nov-12	21	0	21	112	87	199	152	221	373	10	0	10	104	72	176	59	82	141	0	0	0	920
15-Nov-12	0	0	0	0	0	0	1	8	9	0	1	1	306	214	520	168	254	422	0	0	0	952
16-Nov-12	1	0	1	211	140	351	258	331	589	7	1	8	2	0	2	0	0	0	0	0	0	951
17-Nov-12	6	0	6	81	130	211	169	184	353	0	1	1	114	37	151	0	0	0	0	0	0	722
18-Nov-12	48	31	79	22	23	45	39	38	77	0	1	1	219	175	394	65	158	223	0	0	0	819
19-Nov-12	0	0	0	188	142	330	269	329	598	9	0	9	5	0	5	0	0	0	0	0	0	942
20-Nov-12	1	0	1	161	130	291	216	303	519	42	2	44	32	10	42	0	0	0	0	0	0	897
21-Nov-12	17	12	29	0	12	12	0	6	6	0	0	0	296	199	495	137	227	364	0	0	0	906
22-Nov-12	17	0	17	193	136	329	260	333	593	0	0	0	3	0	3	0	0	0	0	0	0	942
23-Nov-12	60	1	61	170	147	317	220	325	545	0	1	1	34	8	42	0	0	0	0	0	0	966
24-Nov-12	1	0	1	0	0	0	1	4	5	0	0	0	258	160	418	114	186	300	0	0	0	724
25-Nov-12	1	0	1	4	21	25	10	11	21	0	0	0	253	188	441	125	202	327	0	0	0	815
26-Nov-12	81	0	81	168	135	303	224	333	557	1	0	1	5	0	5	0	0	0	0	0	0	947
27-Nov-12	6	2	8	137	103	240	175	266	441	41	1	42	64	37	101	37	45	82	0	0	0	914
28-Nov-12	3	0	3	155	127	282	192	323	515	60	1	61	32	13	45	18	7	25	0	0	0	931
29-Nov-12	1	0	1	84	55	139	113	144	257	0	0	0	198	123	321	89	160	249	0	0	0	967
30-Nov-12	6	1	7	24	13	37	32	42	74	0	0	0	257	185	442	157	237	394	0	0	0	954
Total	365	48	413	2744	2255	4999	3960	5204	9164	182	33	215	4072	2763	6835	2056	3076	5132	0	0	0	26758

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-Nov-12	0	0	0	42	22	64	77	80	157	2	0	2	155	101	256	77	149	226	0	0	0	705
02-Nov-12	29	0	29	122	103	225	197	254	451	0	0	0	2	0	2	0	0	0	0	0	0	707
03-Nov-12	0	0	0	92	81	173	191	196	387	0	0	0	0	0	0	0	0	0	0	0	0	560
04-Nov-12	0	0	0	6	10	16	12	26	38	0	16	16	192	110	302	95	151	246	0	0	0	618
05-Nov-12	0	0	0	0	5	5	0	1	1	0	0	0	229	128	357	110	195	305	0	0	0	668
06-Nov-12	1	0	1	0	0	0	0	8	8	0	0	0	209	121	330	108	192	300	0	0	0	639
07-Nov-12	2	0	2	33	33	66	83	95	178	3	0	3	137	84	221	73	122	195	0	0	0	665
08-Nov-12	0	0	0	106	87	193	151	193	344	0	0	0	72	16	88	20	50	70	0	0	0	695
09-Nov-12	0	0	0	33	27	60	86	84	170	0	0	0	139	96	235	90	149	239	0	0	0	704
10-Nov-12	7	0	7	95	68	163	179	204	383	0	1	1	0	0	0	0	0	0	0	0	0	554
11-Nov-12	31	0	31	44	86	130	123	155	278	0	0	0	100	33	133	16	39	55	0	0	0	627
12-Nov-12	0	0	0	0	11	11	1	4	5	0	1	1	235	124	359	108	199	307	0	0	0	683
13-Nov-12	1	0	1	107	88	195	210	232	442	1	0	1	2	0	2	0	0	0	0	0	0	641
14-Nov-12	20	0	20	62	60	122	116	162	278	8	0	8	83	41	124	38	67	105	0	0	0	657
15-Nov-12	0	0	0	0	0	0	1	5	6	0	1	1	242	132	374	103	210	313	0	0	0	694
16-Nov-12	1	0	1	136	100	236	208	249	457	5	1	6	2	0	2	0	0	0	0	0	0	702
17-Nov-12	3	0	3	48	105	153	135	144	279	0	0	0	97	28	125	0	0	0	0	0	0	560
18-Nov-12	34	18	52	18	18	36	36	33	69	0	1	1	174	115	289	39	131	170	0	0	0	617
19-Nov-12	0	0	0	121	99	220	214	242	456	7	0	7	3	0	3	0	0	0	0	0	0	686
20-Nov-12	0	0	0	94	88	182	173	223	396	26	0	26	31	9	40	0	0	0	0	0	0	644
21-Nov-12	13	7	20	0	12	12	0	5	5	0	0	0	224	117	341	82	186	268	0	0	0	646
22-Nov-12	16	0	16	116	91	207	212	249	461	0	0	0	3	0	3	0	0	0	0	0	0	687
23-Nov-12	36	0	36	101	108	209	179	236	415	0	0	0	33	8	41	0	0	0	0	0	0	701
24-Nov-12	0	0	0	0	0	0	0	3	3	0	0	0	209	114	323	77	160	237	0	0	0	563
25-Nov-12	0	0	0	3	18	21	8	10	18	0	0	0	208	119	327	87	170	257	0	0	0	623
26-Nov-12	58	0	58	110	93	203	180	246	426	0	0	0	4	0	4	0	0	0	0	0	0	691
27-Nov-12	6	2	8	88	67	155	136	198	334	25	0	25	56	20	76	17	39	56	0	0	0	654
28-Nov-12	1	0	1	94	87	181	144	230	374	43	0	43	29	11	40	16	7	23	0	0	0	662
29-Nov-12	0	0	0	41	37	78	100	108	208	0	0	0	150	73	223	63	134	197	0	0	0	706
30-Nov-12	5	0	5	20	9	29	25	32	57	0	0	0	198	111	309	98	201	299	0	0	0	699
Total	264	27	291	1732	1613	3345	3177	3907	7084	120	21	141	3218	1711	4929	1317	2551	3868	0	0	0	19658

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-Nov-12	0	0	0	15	6	21	9	19	28	4	0	4	52	65	117	48	38	86	0	0	0	256
02-Nov-12	3	0	3	63	41	104	64	89	153	0	0	0	0	0	0	0	0	0	0	0	0	260
03-Nov-12	1	0	1	44	26	70	41	47	88	0	0	0	2	0	2	0	0	0	0	0	0	161
04-Nov-12	0	0	0	2	7	9	3	14	17	0	3	3	44	56	100	40	26	66	0	0	0	195
05-Nov-12	0	0	0	0	0	0	0	0	0	1	0	1	65	81	146	60	43	103	0	0	0	250
06-Nov-12	2	1	3	0	0	0	0	3	3	0	1	1	54	73	127	66	43	109	0	0	0	243
07-Nov-12	3	0	3	28	12	40	17	30	47	0	0	0	39	56	95	41	30	71	0	0	0	256
08-Nov-12	1	0	1	48	33	81	49	57	106	0	0	0	15	28	43	17	12	29	0	0	0	260
09-Nov-12	2	0	2	18	11	29	12	28	40	0	2	2	55	62	117	45	29	74	0	0	0	264
10-Nov-12	4	0	4	37	24	61	47	51	98	0	0	0	0	0	0	0	0	0	0	0	0	163
11-Nov-12	7	0	7	22	28	50	25	49	74	0	0	0	19	22	41	17	7	24	0	0	0	196
12-Nov-12	1	0	1	0	0	0	0	1	1	1	0	1	73	86	159	56	44	100	0	0	0	262
13-Nov-12	0	0	0	77	45	122	52	83	135	0	0	0	0	0	0	0	0	0	0	0	0	257
14-Nov-12	1	0	1	50	27	77	36	59	95	2	0	2	21	31	52	21	15	36	0	0	0	263
15-Nov-12	0	0	0	0	0	0	0	3	3	0	0	0	64	82	146	65	44	109	0	0	0	258
16-Nov-12	0	0	0	75	40	115	50	82	132	2	0	2	0	0	0	0	0	0	0	0	0	249
17-Nov-12	3	0	3	33	25	58	34	40	74	0	1	1	17	9	26	0	0	0	0	0	0	162
18-Nov-12	14	13	27	4	5	9	3	5	8	0	0	0	45	60	105	26	27	53	0	0	0	202
19-Nov-12	0	0	0	67	43	110	55	87	142	2	0	2	2	0	2	0	0	0	0	0	0	256
20-Nov-12	1	0	1	67	42	109	43	80	123	16	2	18	1	1	2	0	0	0	0	0	0	253
21-Nov-12	4	5	9	0	0	0	0	1	1	0	0	0	72	82	154	55	41	96	0	0	0	260
22-Nov-12	1	0	1	77	45	122	48	84	132	0	0	0	0	0	0	0	0	0	0	0	0	255
23-Nov-12	24	1	25	69	39	108	41	89	130	0	1	1	1	0	1	0	0	0	0	0	0	265
24-Nov-12	1	0	1	0	0	0	1	1	2	0	0	0	49	46	95	37	26	63	0	0	0	161
25-Nov-12	1	0	1	1	3	4	2	1	3	0	0	0	45	69	114	38	32	70	0	0	0	192
26-Nov-12	23	0	23	58	42	100	44	87	131	1	0	1	1	0	1	0	0	0	0	0	0	256
27-Nov-12	0	0	0	49	36	85	39	68	107	16	1	17	8	17	25	20	6	26	0	0	0	260
28-Nov-12	2	0	2	61	40	101	48	93	141	17	1	18	3	2	5	2	0	2	0	0	0	269
29-Nov-12	1	0	1	43	18	61	13	36	49	0	0	0	48	50	98	26	26	52	0	0	0	261
30-Nov-12	1	1	2	4	4	8	7	10	17	0	0	0	59	74	133	59	36	95	0	0	0	255
Total	101	21	122	1012	642	1654	783	1297	2080	62	12	74	854	1052	1906	739	525	1264	0	0	0	7100

(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-Nov-12	2	0	0	3	2	1	33	74	60	69	60	67	59	45	52	61	53	62	67	70	44	42	30	5	961
02-Nov-12	1	0	1	3	1	1	34	72	67	75	61	68	52	45	54	64	57	63	74	71	44	29	27	3	967
03-Nov-12	0	1	1	0	0	0	25	53	61	60	50	62	50	41	49	47	35	46	45	33	29	19	13	1	721
04-Nov-12	0	0	2	1	0	0	21	36	41	54	51	52	54	34	51	63	51	63	68	74	41	35	21	0	813
05-Nov-12	0	0	0	1	0	1	35	73	66	72	63	66	57	35	53	55	55	66	74	51	39	28	25	3	918
06-Nov-12	3	1	1	3	2	1	25	75	68	62	60	59	48	40	52	51	44	60	71	55	40	32	22	7	882
07-Nov-12	1	0	0	3	2	0	36	69	70	66	55	63	55	46	51	60	54	63	64	61	42	27	26	7	921
08-Nov-12	1	0	3	1	1	2	31	76	69	71	62	61	57	41	50	60	57	50	66	59	57	43	32	5	955
09-Nov-12	7	0	0	3	2	1	40	62	65	70	71	64	58	29	37	65	71	60	73	75	52	34	28	1	968
10-Nov-12	0	0	1	1	1	0	27	47	67	50	50	46	47	41	38	54	41	42	47	42	30	26	18	1	717
11-Nov-12	1	0	1	0	0	0	22	33	44	54	51	50	52	40	56	58	56	63	71	67	46	35	21	2	823
12-Nov-12	1	0	2	2	0	1	36	73	67	70	70	58	67	46	47	54	58	61	74	55	41	27	32	3	945
13-Nov-12	2	0	0	0	1	0	33	74	70	67	61	57	47	42	53	57	51	62	71	54	41	28	23	4	898
14-Nov-12	4	1	1	3	1	0	33	71	68	70	59	62	51	40	51	59	54	60	65	67	40	28	27	5	920
15-Nov-12	2	2	0	4	1	1	30	73	73	66	64	58	54	44	52	60	55	67	76	59	46	33	28	4	952
16-Nov-12	2	0	0	3	3	0	32	71	70	67	71	60	56	44	50	59	56	63	62	62	54	39	26	1	951
17-Nov-12	0	0	1	0	0	1	24	51	66	55	60	57	50	41	43	50	36	42	45	34	30	18	18	0	722
18-Nov-12	1	0	0	1	0	0	20	35	46	52	52	51	49	35	45	56	49	55	68	71	57	38	36	2	819
19-Nov-12	4	0	0	1	0	1	30	75	66	68	74	63	57	38	58	56	56	65	65	57	43	30	31	4	942
20-Nov-12	3	0	0	3	3	0	28	66	76	61	62	63	45	45	48	53	54	57	78	52	46	24	28	2	897
21-Nov-12	2	1	0	4	0	0	33	76	68	66	61	61	52	46	50	52	50	65	71	54	38	25	27	4	906
22-Nov-12	2	0	0	1	0	1	29	67	65	69	66	60	58	46	51	59	56	64	75	62	46	38	23	4	942
23-Nov-12	3	1	1	1	3	0	32	69	75	72	64	63	49	48	52	63	65	66	81	59	46	27	25	1	966
24-Nov-12	0	1	0	2	1	0	20	56	59	57	56	59	53	47	41	48	38	50	46	32	27	16	15	0	724
25-Nov-12	1	1	1	0	0	0	20	40	39	54	52	48	54	39	49	60	57	64	70	65	43	36	22	0	815
26-Nov-12	1	1	0	1	1	0	31	67	66	75	75	68	56	42	49	57	58	66	54	67	44	34	27	7	947
27-Nov-12	5	0	1	1	3	3	32	66	69	68	67	57	51	39	48	53	55	61	66	57	42	33	30	7	914
28-Nov-12	4	1	0	2	3	2	31	64	73	69	63	61	53	43	50	63	59	59	67	54	37	34	31	8	931
29-Nov-12	3	2	1	3	2	0	32	70	73	64	71	58	54	45	54	61	60	66	74	56	49	34	28	7	967
30-Nov-12	3	0	0	3	2	0	33	72	68	69	69	57	56	45	56	61	59	61	66	50	57	40	26	1	954
Total	59	13	18	54	35	17	888	1906	1935	1942	1851	1779	1601	1252	1490	1719	1600	1792	1994	1725	1291	932	766	99	26758
Avg.	1.97	0.43	0.60	1.80	1.17	0.57	29.60	63.53	64.50	64.73	61.70	59.30	53.37	41.73	49.67	57.30	53.33	59.73	66.47	57.50	43.03	31.07	25.53	3.30	891.93

(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.

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-Nov-12	0	0	0	2	1	0	13	45	32	29	30	32	23	18	31	28	23	37	33	34	28	25	15	2	481
02-Nov-12	0	0	0	2	0	1	14	41	33	33	30	32	21	24	29	29	23	34	42	30	24	19	18	1	480
03-Nov-12	0	1	1	0	0	0	13	36	28	23	25	30	19	24	27	21	20	25	23	20	15	14	5	1	371
04-Nov-12	0	0	1	1	0	0	14	20	16	24	25	20	17	17	26	26	26	35	34	34	24	21	13	0	394
05-Nov-12	0	0	0	1	0	1	20	43	30	35	34	30	20	19	27	25	29	36	35	22	27	17	11	3	465
06-Nov-12	1	0	0	3	0	1	13	43	29	27	35	27	17	20	30	18	24	29	38	24	27	20	11	3	440
07-Nov-12	0	0	0	2	1	0	17	39	35	27	29	31	22	24	27	28	21	33	33	28	27	19	12	4	459
08-Nov-12	0	0	3	0	1	1	14	42	36	28	30	35	21	19	30	25	25	27	33	31	29	29	16	4	479
09-Nov-12	1	0	0	2	1	1	17	31	36	36	32	30	24	12	24	29	34	33	36	37	24	22	18	0	480
10-Nov-12	0	0	1	1	0	0	17	30	34	20	28	24	14	21	20	25	18	26	24	22	19	14	11	0	369
11-Nov-12	1	0	1	0	0	0	15	20	17	23	25	20	18	18	31	27	23	39	37	28	25	22	13	1	404
12-Nov-12	1	0	2	0	0	1	17	42	33	32	39	27	25	24	24	25	28	34	32	28	25	18	16	2	475
13-Nov-12	0	0	0	0	1	0	16	40	38	31	28	25	18	22	31	23	24	33	35	27	26	19	11	2	450
14-Nov-12	2	0	1	2	0	0	13	37	37	31	29	29	18	24	28	27	23	31	36	30	24	20	13	3	458
15-Nov-12	1	1	0	2	0	0	11	40	38	30	29	35	18	20	33	24	25	39	39	24	27	23	13	3	475
16-Nov-12	0	0	0	3	0	0	14	37	39	33	33	29	22	23	25	31	22	31	34	30	29	27	16	1	479
17-Nov-12	0	0	1	0	0	0	14	35	31	18	32	26	20	21	26	23	16	26	21	19	18	14	9	0	370
18-Nov-12	1	0	0	0	0	0	11	18	21	23	24	19	17	18	21	29	24	32	35	33	24	20	23	0	393
19-Nov-12	3	0	0	1	0	1	13	40	38	32	38	29	17	24	29	25	25	36	31	28	25	18	16	2	471
20-Nov-12	1	0	0	3	1	0	11	33	43	31	31	32	17	20	26	24	24	30	39	27	28	16	14	1	452
21-Nov-12	1	0	0	3	0	0	13	43	35	29	33	28	19	24	26	21	25	32	38	23	23	19	14	1	450
22-Nov-12	0	0	0	0	0	1	10	36	37	35	29	31	23	21	29	26	25	37	38	28	28	26	10	3	473
23-Nov-12	1	0	1	1	1	0	11	38	42	34	35	29	19	24	26	28	31	36	38	31	26	17	14	1	484
24-Nov-12	0	1	0	2	0	0	11	38	28	22	26	30	21	25	24	21	19	31	22	18	16	12	7	0	374
25-Nov-12	0	0	1	0	0	0	12	27	13	21	28	18	19	17	23	28	26	35	35	32	22	23	13	0	393
26-Nov-12	0	1	0	1	1	0	12	38	38	38	35	30	23	23	24	23	30	32	29	32	28	25	12	4	479
27-Nov-12	0	0	1	1	1	3	13	34	41	30	32	27	19	19	28	26	26	29	33	30	24	22	17	4	460
28-Nov-12	0	1	0	2	0	2	14	34	40	29	30	32	19	23	28	27	20	32	34	25	24	24	18	2	460
29-Nov-12	1	1	1	3	0	0	13	35	42	31	34	34	19	19	30	29	28	36	36	21	32	21	17	2	485
30-Nov-12	2	0	0	2	0	0	13	41	38	30	34	29	21	21	31	28	27	32	31	28	24	27	17	0	476
Total	17	6	15	40	9	13	409	1076	998	865	922	850	590	628	814	769	734	978	1004	824	742	613	413	50	13379
Avg.	0.57	0.20	0.50	1.33	0.30	0.43	13.63	35.87	33.27	28.83	30.73	28.33	19.67	20.93	27.13	25.63	24.47	32.60	33.47	27.47	24.73	20.43	13.77	1.67	445.97

(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-Nov-12	2	0	0	1	1	1	20	29	28	40	30	35	36	27	21	33	30	25	34	36	16	17	15	3	480
02-Nov-12	1	0	1	1	1	0	20	31	34	42	31	36	31	21	25	35	34	29	32	41	20	10	9	2	487
03-Nov-12	0	0	0	0	0	0	12	17	33	37	25	32	31	17	22	26	15	21	22	13	14	5	8	0	350
04-Nov-12	0	0	1	0	0	0	7	16	25	30	26	32	37	17	25	37	25	28	34	40	17	14	8	0	419
05-Nov-12	0	0	0	0	0	0	15	30	36	37	29	36	37	16	26	30	26	30	39	29	12	11	14	0	453
06-Nov-12	2	1	1	0	2	0	12	32	39	35	25	32	31	20	22	33	20	31	33	31	13	12	11	4	442
07-Nov-12	1	0	0	1	1	0	19	30	35	39	26	32	33	22	24	32	33	30	31	33	15	8	14	3	462
08-Nov-12	1	0	0	1	0	1	17	34	33	43	32	26	36	22	20	35	32	23	33	28	28	14	16	1	476
09-Nov-12	6	0	0	1	1	0	23	31	29	34	39	34	34	17	13	36	37	27	37	38	28	12	10	1	488
10-Nov-12	0	0	0	0	1	0	10	17	33	30	22	22	33	20	18	29	23	16	23	20	11	12	7	1	348
11-Nov-12	0	0	0	0	0	0	7	13	27	31	26	30	34	22	25	31	33	24	34	39	21	13	8	1	419
12-Nov-12	0	0	0	2	0	0	19	31	34	38	31	31	42	22	23	29	30	27	42	27	16	9	16	1	470
13-Nov-12	2	0	0	0	0	0	17	34	32	36	33	32	29	20	22	34	27	29	36	27	15	9	12	2	448
14-Nov-12	2	1	0	1	1	0	20	34	31	39	30	33	33	16	23	32	31	29	29	37	16	8	14	2	462
15-Nov-12	1	1	0	2	1	1	19	33	35	36	35	23	36	24	19	36	30	28	37	35	19	10	15	1	477
16-Nov-12	2	0	0	0	3	0	18	34	31	34	38	31	34	21	25	28	34	32	28	32	25	12	10	0	472
17-Nov-12	0	0	0	0	0	1	10	16	35	37	28	31	30	20	17	27	20	16	24	15	12	4	9	0	352
18-Nov-12	0	0	0	1	0	0	9	17	25	29	28	32	32	17	24	27	25	23	33	38	33	18	13	2	426
19-Nov-12	1	0	0	0	0	0	17	35	28	36	36	34	40	14	29	31	31	29	34	29	18	12	15	2	471
20-Nov-12	2	0	0	0	2	0	17	33	33	30	31	31	28	25	22	29	30	27	39	25	18	8	14	1	445
21-Nov-12	1	1	0	1	0	0	20	33	33	37	28	33	33	22	24	31	25	33	33	31	15	6	13	3	456
22-Nov-12	2	0	0	1	0	0	19	31	28	34	37	29	35	25	22	33	31	27	37	34	18	12	13	1	469
23-Nov-12	2	1	0	0	2	0	21	31	33	38	29	34	30	24	26	35	34	30	43	28	20	10	11	0	482
24-Nov-12	0	0	0	0	1	0	9	18	31	35	30	29	32	22	17	27	19	19	24	14	11	4	8	0	350
25-Nov-12	1	1	0	0	0	0	8	13	26	33	24	30	35	22	26	32	31	29	35	33	21	13	9	0	422
26-Nov-12	1	0	0	0	0	0	19	29	28	37	40	38	33	19	25	34	28	34	25	35	16	9	15	3	468
27-Nov-12	5	0	0	0	2	0	19	32	28	38	35	30	32	20	20	27	29	32	33	27	18	11	13	3	454
28-Nov-12	4	0	0	0	3	0	17	30	33	40	33	29	34	20	22	36	39	27	33	29	13	10	13	6	471
29-Nov-12	2	1	0	0	2	0	19	35	31	33	37	24	35	26	24	32	32	30	38	35	17	13	11	5	482
30-Nov-12	1	0	0	1	2	0	20	31	30	39	35	28	35	24	25	33	32	29	35	22	33	13	9	1	478
Total	42	7	3	14	26	4	479	830	937	1077	929	929	1011	624	676	950	866	814	990	901	549	319	353	49	13379
Avg.	1.40	0.23	0.10	0.47	0.87	0.13	15.97	27.67	31.23	35.90	30.97	30.97	33.70	20.80	22.53	31.67	28.87	27.13	33.00	30.03	18.30	10.63	11.77	1.63	445.97

(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	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Nov-12	07:00	00:09	-	-	-	-	11:40	05:09	-	-	-	-	-
02-Nov-12	07:00	00:13	-	-	-	-	-	15:07	-	-	01:38	-	-
03-Nov-12	07:00	00:35	-	-	-	-	-	16:14	-	-	00:09	-	-
04-Nov-12	07:00	00:30	-	-	01:30	-	13:28	01:29	-	-	-	-	-
05-Nov-12	07:00	00:11	00:35	-	-	-	16:12	-	-	-	-	-	-
06-Nov-12	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
07-Nov-12	07:00	00:30	-	-	-	-	10:57	05:31	-	-	-	-	-
08-Nov-12	07:00	00:12	00:49	-	-	-	03:00	12:57	-	-	-	-	-
09-Nov-12	07:00	00:03	-	-	-	-	10:53	06:02	-	-	-	-	-
10-Nov-12	07:00	00:22	-	-	-	-	-	16:17	-	-	00:19	-	-
11-Nov-12	07:00	00:15	03:03	-	-	-	02:14	09:17	-	-	02:08	-	-
12-Nov-12	07:00	00:19	00:52	-	-	-	15:47	-	-	-	-	-	-
13-Nov-12	07:00	00:25	-	-	-	-	-	16:33	-	-	-	-	-
14-Nov-12	07:00	00:10	-	00:50	-	-	05:39	09:00	-	-	01:18	-	-
15-Nov-12	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
16-Nov-12	07:00	00:20	-	00:40	-	-	-	15:58	-	-	-	-	-
17-Nov-12	07:00	00:22	06:06	-	-	-	-	10:23	-	-	00:06	-	-
18-Nov-12	07:00	00:17	01:14	-	-	-	11:20	02:16	01:51	-	-	-	-
19-Nov-12	07:00	00:18	-	00:48	-	-	-	15:52	-	-	-	-	-
20-Nov-12	07:00	03:17	01:46	02:05	-	-	-	09:49	-	-	-	-	-
21-Nov-12	07:00	03:14	-	-	-	-	13:00	-	00:44	-	-	-	-
22-Nov-12	07:00	03:15	-	-	-	-	-	12:19	-	-	01:23	-	-
23-Nov-12	07:00	00:28	01:26	-	-	-	-	12:40	-	-	02:24	-	-
24-Nov-12	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
25-Nov-12	07:00	00:23	02:33	-	-	-	13:31	00:31	-	-	-	-	-
26-Nov-12	07:00	00:17	-	-	-	-	-	13:03	-	-	03:38	-	-
27-Nov-12	07:00	00:15	-	02:05	-	-	03:09	11:01	00:26	-	-	-	-
28-Nov-12	07:00	00:18	-	02:50	-	-	01:49	12:00	-	-	-	-	-
29-Nov-12	07:00	00:12	-	-	-	-	10:26	06:20	-	-	-	-	-
30-Nov-12	07:00	00:23	-	-	-	-	14:10	02:12	00:13	-	-	-	-
Total	210:00	18:42	18:29	9:21	1:30	00:00	207:18	238:12	3:15	00:00	13:6	00:00	00:00
% Used		3.67%	3.63%	1.84%	0.30%	0.00%	40.65%	46.71%	0.64%	0.00%	2.57%	0.00%	0.00%

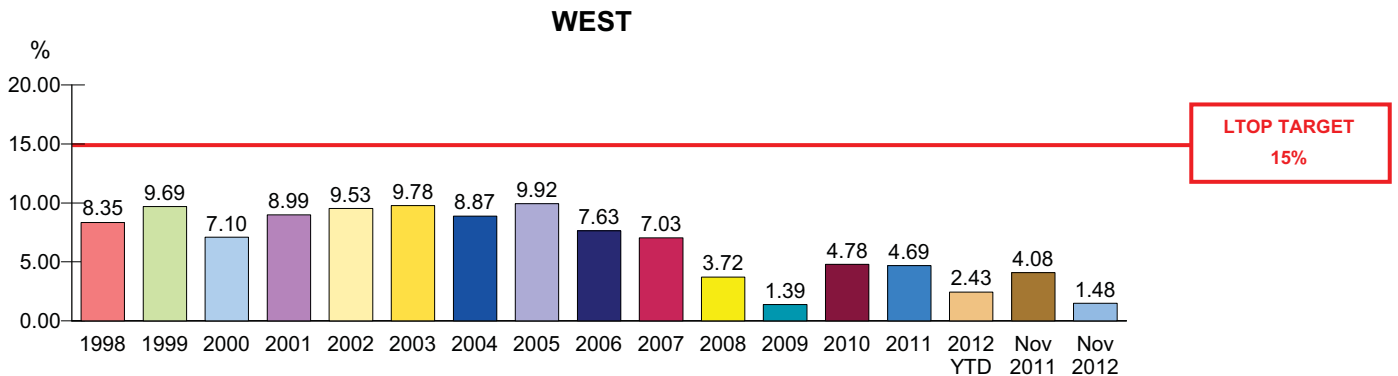
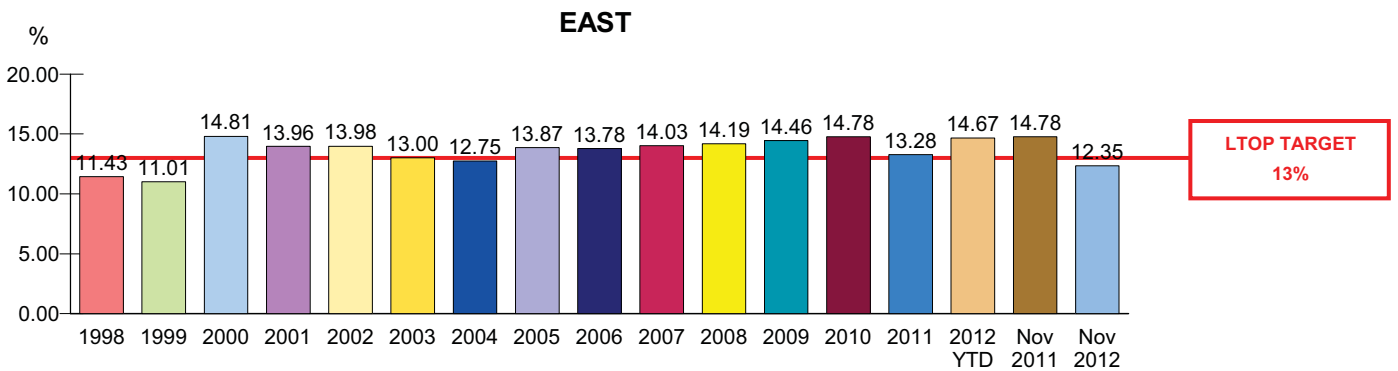
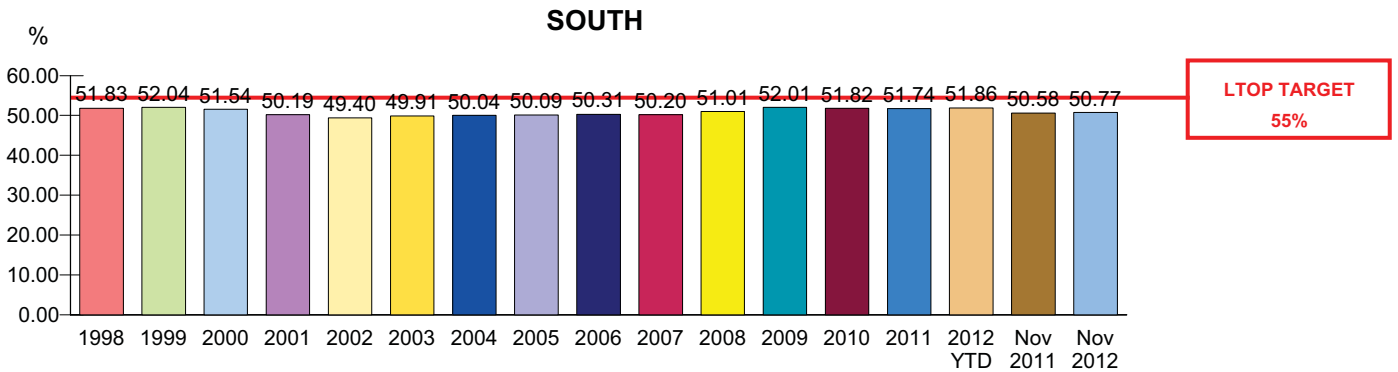
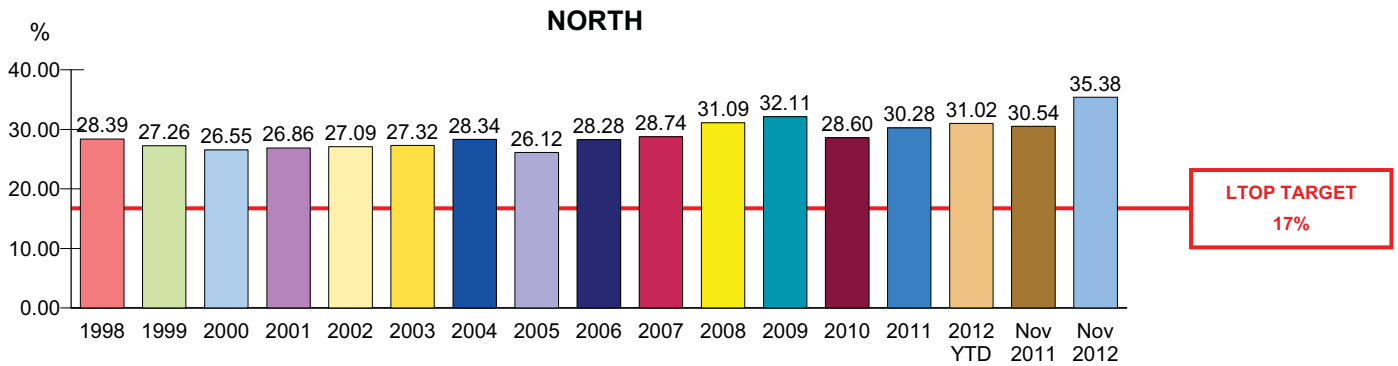
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2012

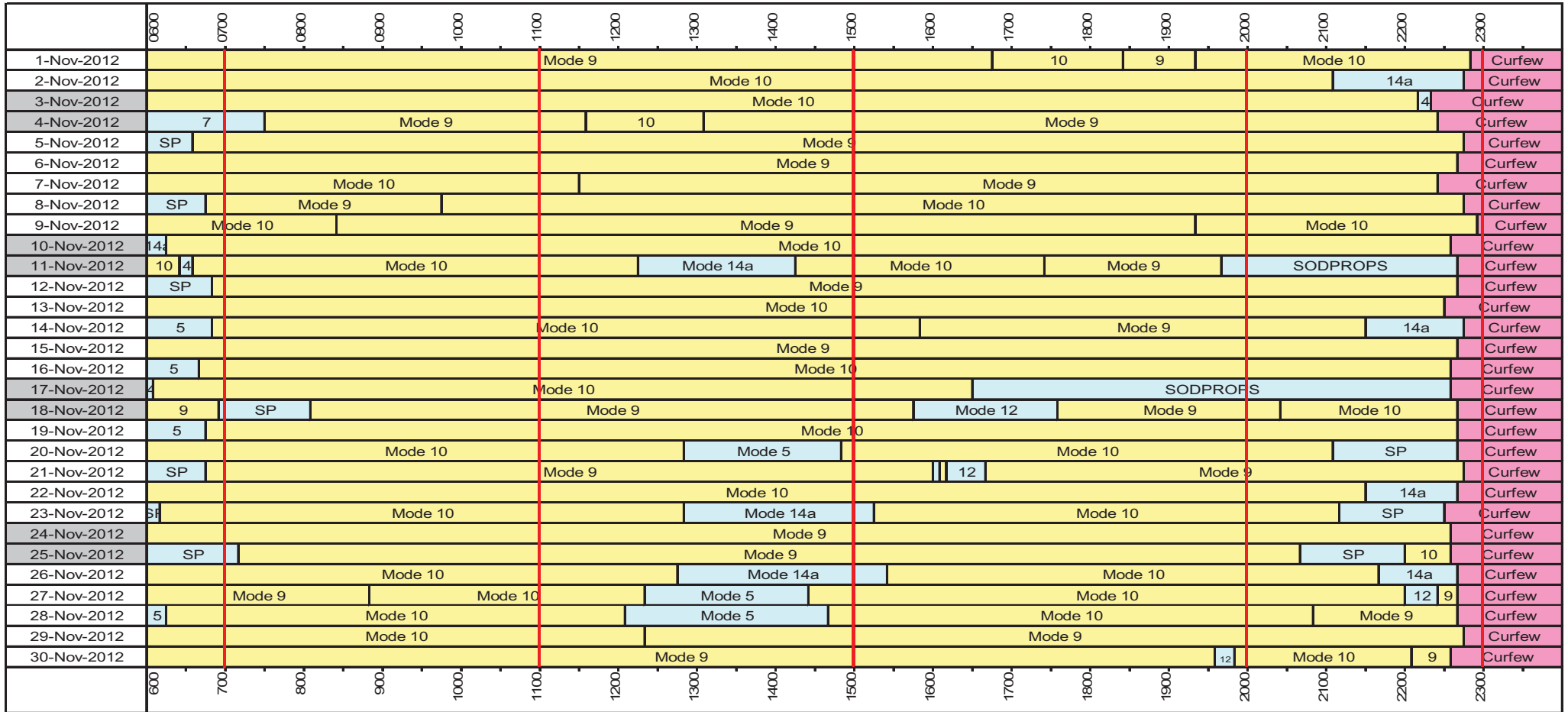
Time	2.32%	7.64%	5.01%	1.45%	0.00%	42.65%	36.17%	0.06%	1.25%	3.45%	0.00%	0.01%
Movements	0.52%	5.88%	3.76%	1.05%	0.00%	46.19%	38.70%	0.05%	1.13%	2.72%	0.00%	0.00%

Runway End Impact to 30 November 2012

Includes comparisons with annual figures for 1998 to 2011, 2012 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 **November 2012**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
09/11/2012	7:18	9:17	1:59
14/11/2012	6:41	8:28	1:47
16/11/2012	6:36	9:09	2:33
20/11/2012	6:57	8:45	1:48
22/11/2012	7:01	9:05	2:04
26/11/2012	6:56	10:38	3:42
27/11/2012	8:44	9:01	0:17
28/11/2012	6:51	9:03	2:12
29/11/2012	6:43	9:08	2:25

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

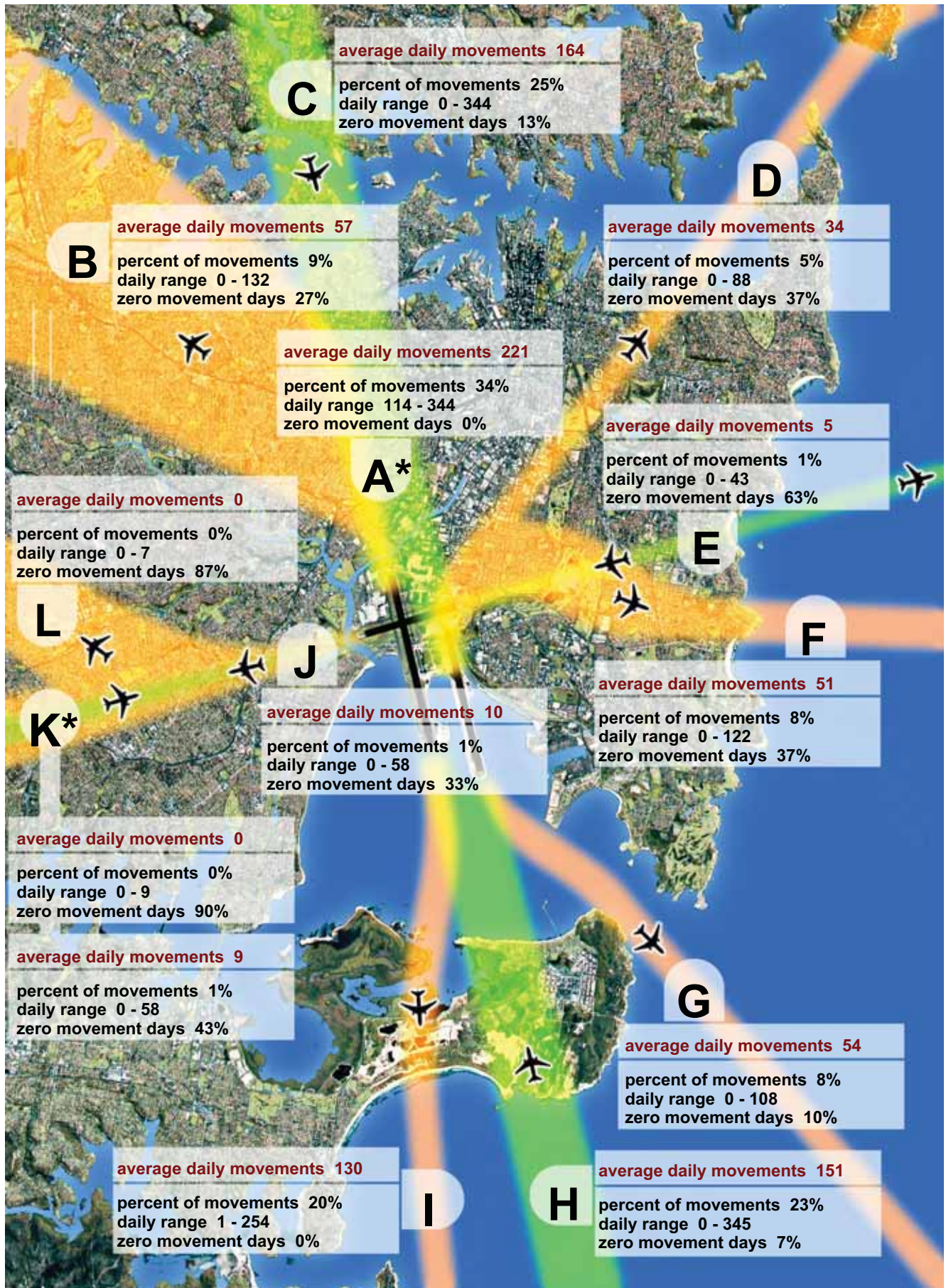
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
09/11/2012	44	21	23
14/11/2012	58	24	34
16/11/2012	85	36	49
20/11/2012	66	30	36
22/11/2012	76	36	40
26/11/2012	136	62	74
27/11/2012	5	3	2
28/11/2012	78	35	43
29/11/2012	87	38	49

Noise Complaints & Information Service

The Noise Complaints & Information Service is a function of Airservices Australia located at Sydney Airport. Information on noise complaints will be published as a separate report on Airservices Australia website.

Sydney Airport : Jet Flight Path Movements

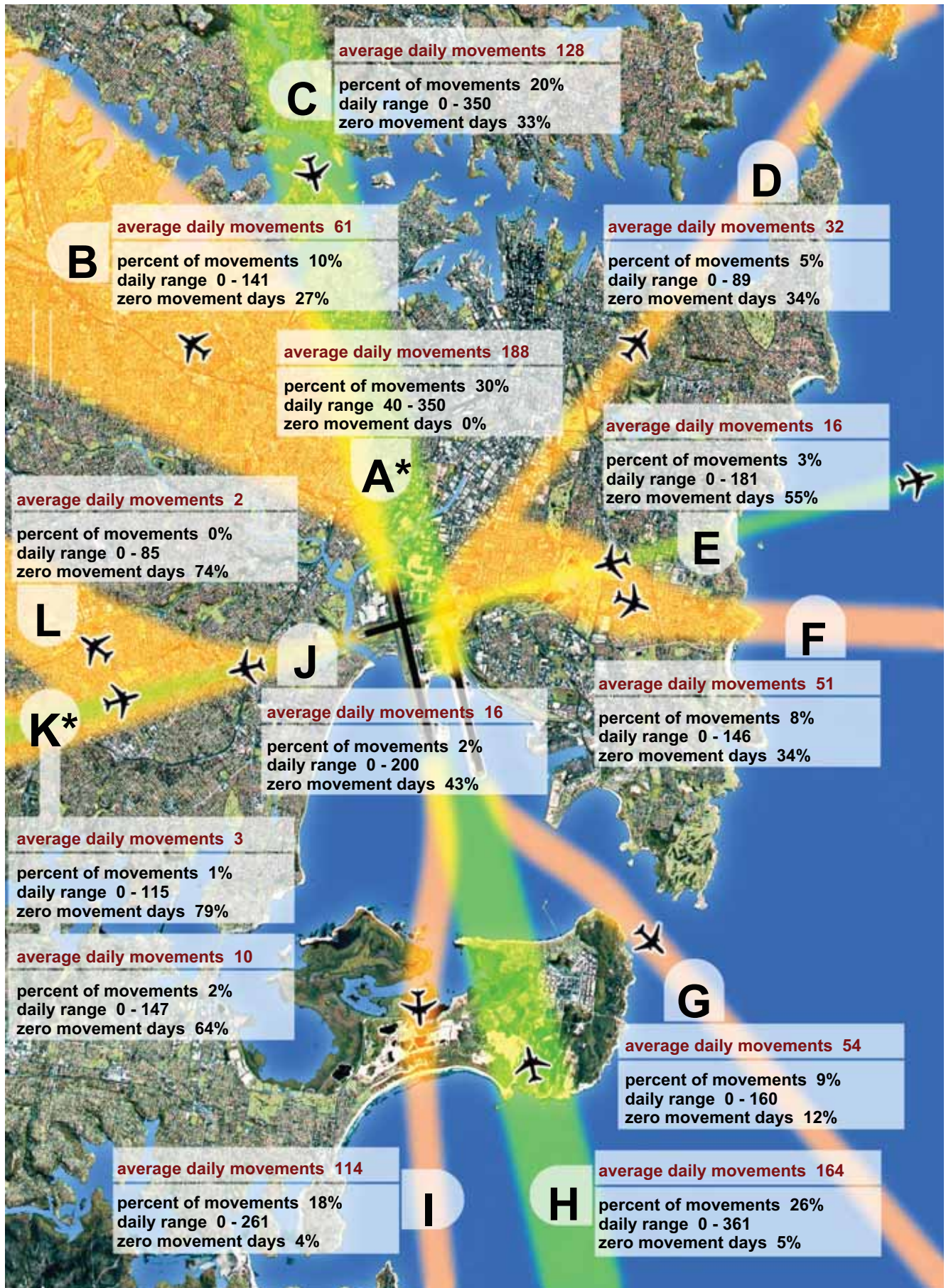
1 Nov 2012 to 30 Nov 2012, All Jets



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

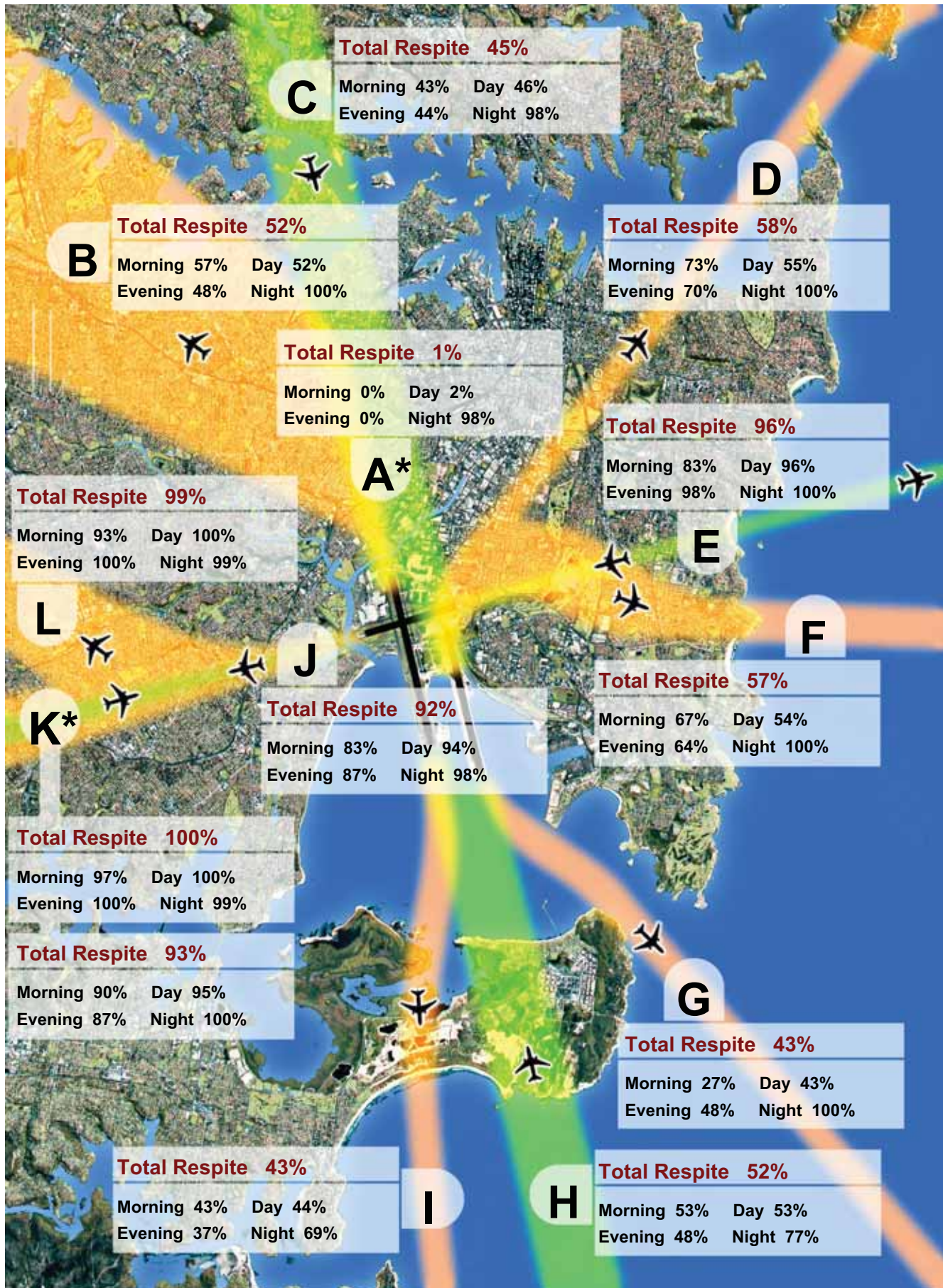
1 Dec 2011 to 30 Nov 2012, All Jets



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 Nov 2012 to 30 Nov 2012, All Jets



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

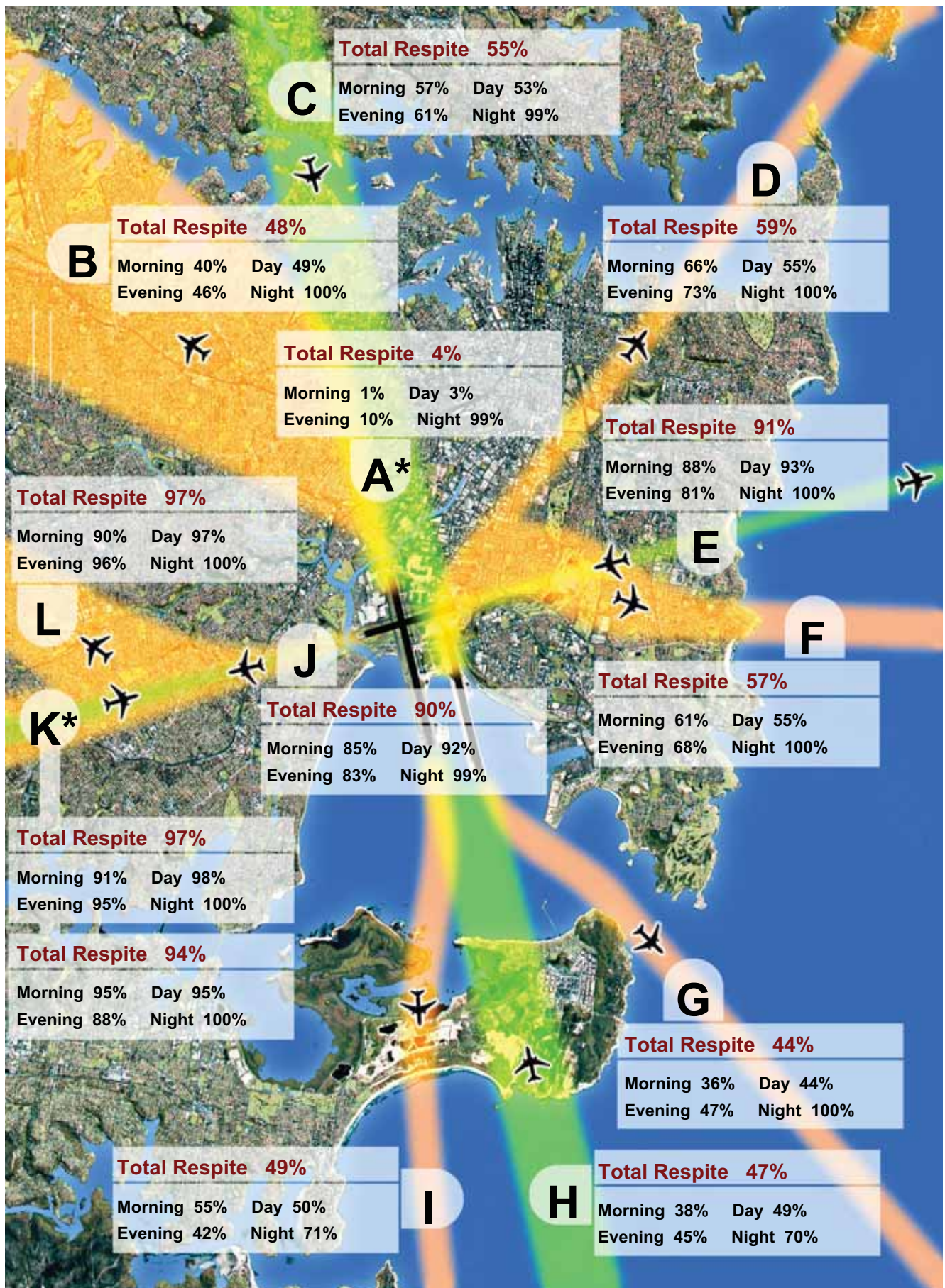
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Dec 2011 to 30 Nov 2012, 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)

December 2011 to November 2012

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 2012 .
	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 December 2011 .
	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 2012 .
	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 August 2012 .
	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 2012 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 2012 & 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 December 2011 to November 2012, 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 59%**. This means that over the period **December 2011 to November 2012 for 59%** 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 November 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of November 2012

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 November 2012 along with the Daily N70 values for the three months up to and including November are given in Table 1.

Location	CNE Nov	Operational Days Nov	N70 Nov	N70 Oct	N70 Sep
<i>Threshold rwy 34</i>	10,720	29.9	349	360	374
<i>Penshurst</i>	542	29.9	12	15	16
<i>Bexley</i>	510	29.9	13	17	21
<i>Sydenham</i>	5,827	29.9	194	187	151
<i>Johnston St. Annandale</i>	3,437	29.9	88	76	54
<i>Church St. St Peters</i>	5,084	29.9	120	108	90
<i>Leichhardt PEMU 36</i>	4,113	29.9	131	112	73
<i>Eastlakes</i>	1,987	29.9	58	62	83
<i>Coogee</i>	482	29.9	11	10	21
<i>Kurnell</i>	2,579	29.9	69	81	98
<i>Croydon</i>	446	26.2	13	14	15
<i>Hunters Hill</i>	6,265	29.8	97	85	50

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including November 2012.

The N70 values for November 2012 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 14 PM 46 Day 277 Night 11 WE_D 301 WE_N 2	Penshurst AM 0 PM 4 Day 7 Night 0 WE_D 13 WE_N 1	Bexley AM 0 PM 5 Day 7 Night 0 WE_D 15 WE_N 1	Eastlakes AM 3 PM 5 Day 51 Night 0 WE_D 57 WE_N 0
Coogee AM 1 PM 1 Day 10 Night 0 WE_D 7 WE_N 0	Sydenham AM 8 PM 26 Day 166 Night 1 WE_D 174 WE_N 0	Leichhardt PEMU36 AM 6 PM 19 Day 114 Night 1 WE_D 108 WE_N 0	Kurnell AM 0 PM 6 Day 66 Night 0 WE_D 61 WE_N 0
Annandale AM 1 PM 11 Day 87 Night 0 WE_D 57 WE_N 0	St Peters AM 2 PM 16 Day 113 Night 0 WE_D 92 WE_N 0	Croydon AM 0 PM 2 Day 9 Night 0 WE_D 16 WE_N 0	Hunters Hill AM 5 PM 15 Day 84 Night 0 WE_D 77 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.