

Sydney Airport Operational Statistics

January 2012

PREVIEW

Sydney Airport Operational Statistics Report Preview

January 2012

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

There were a total of 24,372 aircraft movements this month (daily average 786.19). Last month there were a total of 25,652 movements (daily average 827.48) and for the same month last year there were a total of 24,532 movements (daily average 791.35).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 13 days, Mode 10 on 12 days and Mode 14a on 2 days. Crossing runway modes (including Sodprops) were used for 20.25% 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 31.42% - This result is above the LTOP target and below the previous month (37.34%)

South 50.09%- This result is below the LTOP target and below the previous month (51.32%)

East 12.15% - This result is below the LTOP target and above the previous month (7.90%)

West 6.31% - This result is below the LTOP target and above the previous month (3.41%)

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

This procedure was used on 6 and 25 January for a total of 4 hours and 27 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	i
Table of Contents.....	1
Sydney Airport Runways.....	2
Runway Modes of Operation	3
Preferred Runway Selection	4
Runway Movement Summary – All Aircraft	5
Runway Movement Summary – Jet Aircraft only	6
Runway Movement Summary – Non Jet Aircraft only	7
Hourly Runway Movement Summary– All Movements.....	8
Hourly Runway Movement Summary – Arrivals	9
Hourly Runway Movement Summary – Departures.....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2012	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Complaints & Information Service.....	15
Jet Flight Path Movements * (1 – 31 January 2012).....	16
Jet Flight Path Movements * (1 February 2011 – 31 January 2012)	17
Jet Aircraft Respite (R60) * (1 – 31 January 2012).....	18
Jet Aircraft Respite (R60) * (1 February 2011 – 31 January 2012).....	19
Jet Flight Path Movements (Explanation)	20
Jet Aircraft Respite (R60) (Explanation)	21
Measured Daily N70 Values	22

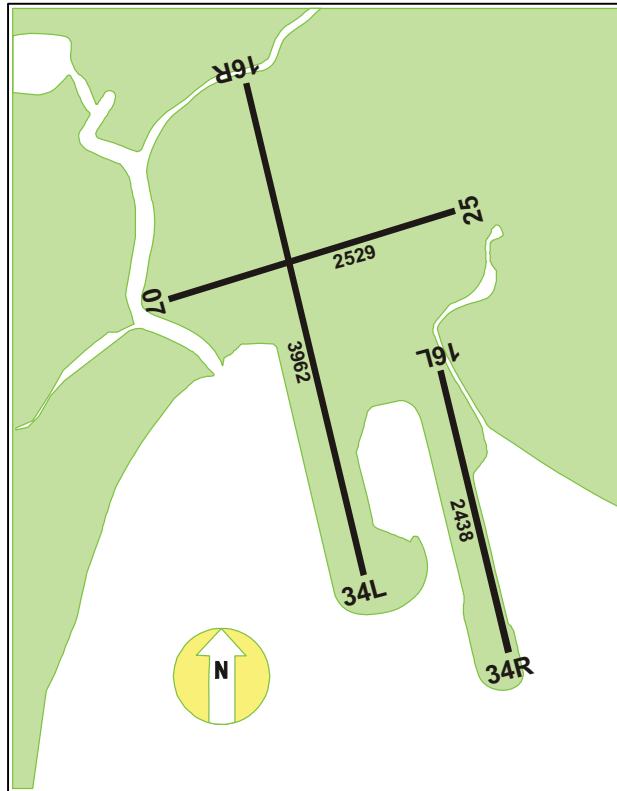
This report is available on the Internet at Airservices Australia website at

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)

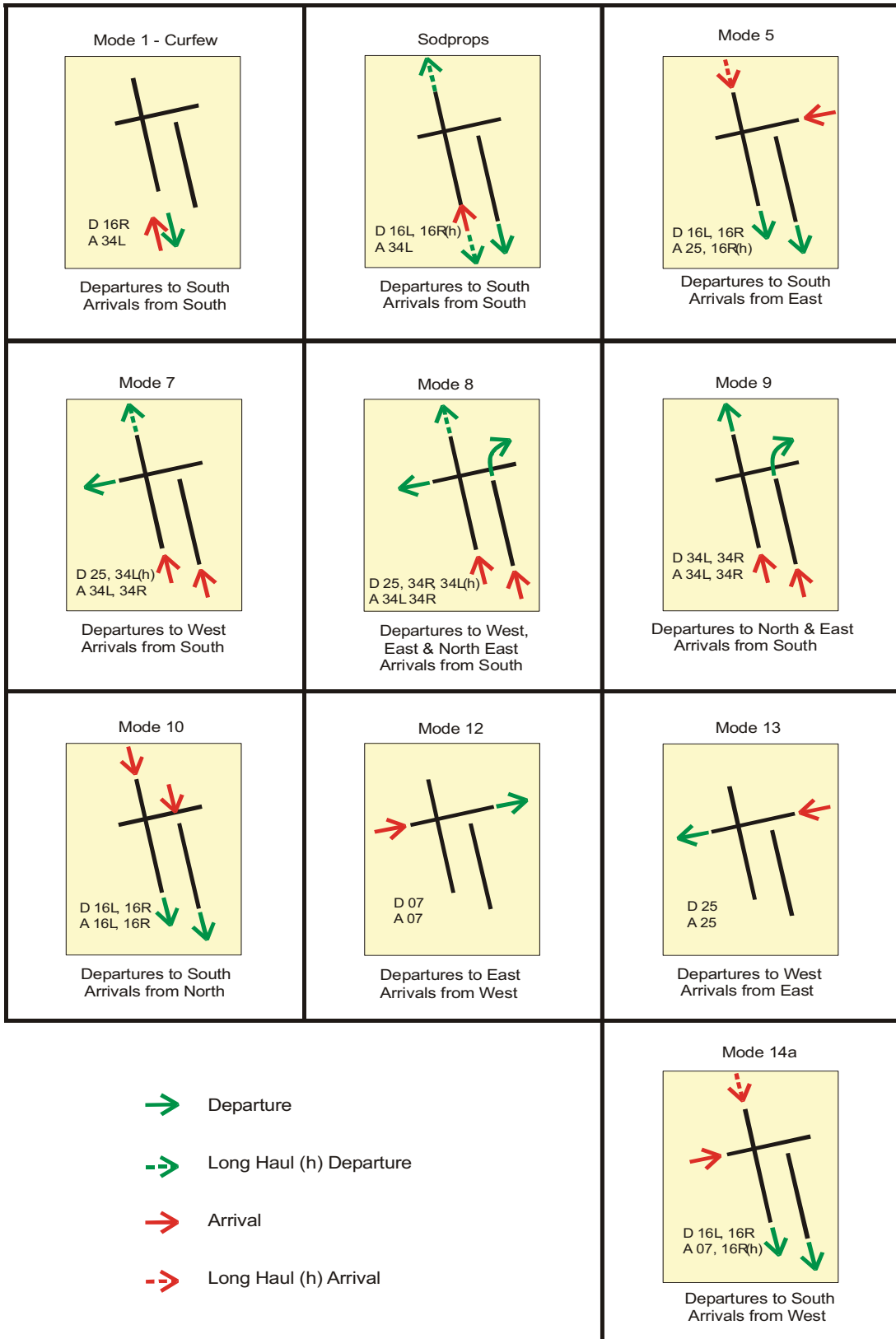
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Jan-12	2	0	2	0	9	9	0	3	3	0	9	9	220	142	362	94	169	263	0	0	0	648
02-Jan-12	1	1	2	0	12	12	0	1	1	0	0	0	268	185	453	117	201	318	0	0	0	786
03-Jan-12	0	0	0	0	0	0	0	2	2	0	0	0	287	182	469	107	206	313	0	0	0	784
04-Jan-12	2	0	2	50	29	79	94	100	194	0	0	0	160	123	283	72	131	203	0	0	0	761
05-Jan-12	64	0	64	55	79	134	102	168	270	6	0	6	125	66	191	37	71	108	0	0	0	773
06-Jan-12	1	0	1	146	117	263	208	281	489	38	0	38	2	0	2	0	0	0	0	0	0	793
07-Jan-12	0	0	0	0	21	21	0	1	1	0	0	0	284	162	446	61	148	209	0	0	0	677
08-Jan-12	2	0	2	5	5	10	17	17	34	0	0	0	259	185	444	79	162	241	0	0	0	731
09-Jan-12	139	0	139	102	124	226	155	283	438	6	0	6	3	0	3	0	0	0	0	0	0	812
10-Jan-12	1	0	1	59	79	138	84	116	200	0	10	10	181	104	285	69	84	153	0	0	0	787
11-Jan-12	0	0	0	42	33	75	59	79	138	137	142	279	101	69	170	52	69	121	0	0	0	783
12-Jan-12	41	0	41	132	110	242	212	289	501	7	0	7	6	0	6	0	0	0	0	0	0	797
13-Jan-12	26	1	27	0	4	4	1	26	27	0	12	12	251	178	429	141	197	338	0	0	0	837
14-Jan-12	177	0	177	61	99	160	111	246	357	0	1	1	2	0	2	0	0	0	0	0	0	697
15-Jan-12	34	0	34	126	106	232	213	282	495	0	0	0	3	0	3	0	0	0	0	0	0	764
16-Jan-12	1	0	1	0	0	0	0	6	6	0	0	0	242	194	436	179	216	395	0	0	0	838
17-Jan-12	2	0	2	0	0	0	0	11	11	0	14	14	253	185	438	157	202	359	0	0	0	824
18-Jan-12	2	0	2	0	1	1	0	9	9	0	0	0	261	192	453	150	211	361	0	0	0	826
19-Jan-12	24	0	24	168	122	290	223	302	525	3	1	4	6	0	6	0	0	0	0	0	0	849
20-Jan-12	75	0	75	150	121	271	201	324	525	6	0	6	5	0	5	0	0	0	0	0	0	882
21-Jan-12	160	0	160	73	94	167	127	252	379	2	0	2	1	0	1	0	0	0	0	0	0	709
22-Jan-12	126	0	126	78	103	181	168	283	451	0	0	0	0	0	0	0	0	0	0	0	0	758
23-Jan-12	88	0	88	135	125	260	200	301	501	0	0	0	2	0	2	0	0	0	0	0	0	851
24-Jan-12	47	0	47	96	77	173	155	199	354	0	0	0	56	68	124	57	64	121	0	0	0	819
25-Jan-12	6	0	6	29	38	67	76	79	155	0	1	1	113	147	260	181	144	325	0	0	0	814
26-Jan-12	109	1	110	92	102	194	155	248	403	0	0	0	3	0	3	0	0	0	0	0	0	710
27-Jan-12	59	0	59	138	111	249	208	297	505	0	0	0	2	0	2	0	0	0	0	0	0	815
28-Jan-12	161	1	162	52	97	149	106	222	328	0	0	0	19	16	35	10	3	13	0	0	0	687
29-Jan-12	0	0	0	0	0	0	0	2	2	0	0	0	219	186	405	170	222	392	0	0	0	799
30-Jan-12	0	0	0	0	0	0	0	3	3	0	0	0	242	185	427	204	254	458	0	0	0	888
31-Jan-12	0	0	0	173	128	301	247	299	546	0	0	0	20	6	26	0	0	0	0	0	0	873
Total	1350	4	1354	1962	1946	3908	3122	4731	7853	205	190	395	3596	2575	6171	1937	2754	4691	0	0	0	24372

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-Jan-12	0	0	0	0	9	9	0	1	1	0	6	6	194	115	309	75	147	222	0	0	0	547
02-Jan-12	0	1	1	0	12	12	0	1	1	0	0	0	217	131	348	87	169	256	0	0	0	618
03-Jan-12	0	0	0	0	0	0	0	2	2	0	0	0	241	128	369	62	170	232	0	0	0	603
04-Jan-12	0	0	0	36	23	59	78	80	158	0	0	0	131	85	216	46	107	153	0	0	0	586
05-Jan-12	49	0	49	35	55	90	84	134	218	6	0	6	106	47	153	23	63	86	0	0	0	602
06-Jan-12	0	0	0	93	83	176	167	219	386	36	0	36	2	0	2	0	0	0	0	0	0	600
07-Jan-12	0	0	0	0	18	18	0	1	1	0	0	0	239	127	366	43	131	174	0	0	0	559
08-Jan-12	1	0	1	4	5	9	17	17	34	0	0	0	212	136	348	58	132	190	0	0	0	582
09-Jan-12	112	0	112	59	89	148	129	221	350	6	0	6	2	0	2	0	0	0	0	0	0	618
10-Jan-12	0	0	0	40	58	98	74	87	161	0	8	8	149	77	226	45	76	121	0	0	0	614
11-Jan-12	0	0	0	30	27	57	49	65	114	105	102	207	83	49	132	34	59	93	0	0	0	603
12-Jan-12	37	0	37	84	78	162	173	225	398	7	0	7	3	0	3	0	0	0	0	0	0	607
13-Jan-12	25	0	25	0	3	3	1	24	25	0	12	12	200	112	312	88	164	252	0	0	0	629
14-Jan-12	147	0	147	38	74	112	99	211	310	0	0	0	0	0	0	0	0	0	0	0	0	569
15-Jan-12	31	0	31	92	77	169	172	224	396	0	0	0	1	0	1	0	0	0	0	0	0	597
16-Jan-12	1	0	1	0	0	0	0	5	5	0	0	0	199	130	329	124	184	308	0	0	0	643
17-Jan-12	0	0	0	0	0	0	0	8	8	0	12	12	217	123	340	102	171	273	0	0	0	633
18-Jan-12	0	0	0	0	1	1	0	7	7	0	0	0	207	124	331	102	178	280	0	0	0	619
19-Jan-12	21	0	21	109	88	197	185	235	420	3	1	4	4	0	4	0	0	0	0	0	0	646
20-Jan-12	47	0	47	99	83	182	171	251	422	6	0	6	2	0	2	0	0	0	0	0	0	659
21-Jan-12	128	0	128	43	67	110	114	212	326	2	0	2	0	0	0	0	0	0	0	0	0	566
22-Jan-12	101	0	101	52	74	126	143	226	369	0	0	0	0	0	0	0	0	0	0	0	0	596
23-Jan-12	67	0	67	86	85	171	165	233	398	0	0	0	1	0	1	0	0	0	0	0	0	637
24-Jan-12	44	0	44	58	56	114	130	152	282	0	0	0	42	49	91	38	51	89	0	0	0	620
25-Jan-12	5	0	5	9	27	36	71	59	130	0	0	0	89	99	188	125	122	247	0	0	0	606
26-Jan-12	85	0	85	65	72	137	126	199	325	0	0	0	1	0	1	0	0	0	0	0	0	548
27-Jan-12	52	0	52	92	76	168	152	221	373	0	0	0	2	0	2	0	0	0	0	0	0	595
28-Jan-12	129	0	129	34	71	105	90	189	279	0	0	0	16	15	31	9	2	11	0	0	0	555
29-Jan-12	0	0	0	0	0	0	0	0	0	0	0	0	183	123	306	120	186	306	0	0	0	612
30-Jan-12	0	0	0	0	0	0	0	3	3	0	0	0	207	122	329	124	203	327	0	0	0	659
31-Jan-12	0	0	0	104	90	194	208	230	438	0	0	0	17	2	19	0	0	0	0	0	0	651
Total	1082	1	1083	1262	1401	2663	2598	3742	6340	171	141	312	2967	1794	4761	1305	2315	3620	0	0	0	18779

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-Jan-12	2	0	2	0	0	0	0	2	2	0	3	3	26	27	53	19	22	41	0	0	0	101
02-Jan-12	1	0	1	0	0	0	0	0	0	0	0	0	51	54	105	30	32	62	0	0	0	168
03-Jan-12	0	0	0	0	0	0	0	0	0	0	0	0	46	54	100	45	36	81	0	0	0	181
04-Jan-12	2	0	2	14	6	20	16	20	36	0	0	0	29	38	67	26	24	50	0	0	0	175
05-Jan-12	15	0	15	20	24	44	18	34	52	0	0	0	19	19	38	14	8	22	0	0	0	171
06-Jan-12	1	0	1	53	34	87	41	62	103	2	0	2	0	0	0	0	0	0	0	0	0	193
07-Jan-12	0	0	0	0	3	3	0	0	0	0	0	0	45	35	80	18	17	35	0	0	0	118
08-Jan-12	1	0	1	1	0	1	0	0	0	0	0	0	47	49	96	21	30	51	0	0	0	149
09-Jan-12	27	0	27	43	35	78	26	62	88	0	0	0	1	0	1	0	0	0	0	0	0	194
10-Jan-12	1	0	1	19	21	40	10	29	39	0	2	2	32	27	59	24	8	32	0	0	0	173
11-Jan-12	0	0	0	12	6	18	10	14	24	32	40	72	18	20	38	18	10	28	0	0	0	180
12-Jan-12	4	0	4	48	32	80	39	64	103	0	0	0	3	0	3	0	0	0	0	0	0	190
13-Jan-12	1	1	2	0	1	1	0	2	2	0	0	0	51	66	117	53	33	86	0	0	0	208
14-Jan-12	30	0	30	23	25	48	12	35	47	0	1	1	2	0	2	0	0	0	0	0	0	128
15-Jan-12	3	0	3	34	29	63	41	58	99	0	0	0	2	0	2	0	0	0	0	0	0	167
16-Jan-12	0	0	0	0	0	0	0	1	1	0	0	0	43	64	107	55	32	87	0	0	0	195
17-Jan-12	2	0	2	0	0	0	0	3	3	0	2	2	36	62	98	55	31	86	0	0	0	191
18-Jan-12	2	0	2	0	0	0	0	2	2	0	0	0	54	68	122	48	33	81	0	0	0	207
19-Jan-12	3	0	3	59	34	93	38	67	105	0	0	0	2	0	2	0	0	0	0	0	0	203
20-Jan-12	28	0	28	51	38	89	30	73	103	0	0	0	3	0	3	0	0	0	0	0	0	223
21-Jan-12	32	0	32	30	27	57	13	40	53	0	0	0	1	0	1	0	0	0	0	0	0	143
22-Jan-12	25	0	25	26	29	55	25	57	82	0	0	0	0	0	0	0	0	0	0	0	0	162
23-Jan-12	21	0	21	49	40	89	35	68	103	0	0	0	1	0	1	0	0	0	0	0	0	214
24-Jan-12	3	0	3	38	21	59	25	47	72	0	0	0	14	19	33	19	13	32	0	0	0	199
25-Jan-12	1	0	1	20	11	31	5	20	25	0	1	1	24	48	72	56	22	78	0	0	0	208
26-Jan-12	24	1	25	27	30	57	29	49	78	0	0	0	2	0	2	0	0	0	0	0	0	162
27-Jan-12	7	0	7	46	35	81	56	76	132	0	0	0	0	0	0	0	0	0	0	0	0	220
28-Jan-12	32	1	33	18	26	44	16	33	49	0	0	0	3	1	4	1	1	2	0	0	0	132
29-Jan-12	0	0	0	0	0	0	0	2	2	0	0	0	36	63	99	50	36	86	0	0	0	187
30-Jan-12	0	0	0	0	0	0	0	0	0	0	0	0	35	63	98	80	51	131	0	0	0	229
31-Jan-12	0	0	0	69	38	107	39	69	108	0	0	0	3	4	7	0	0	0	0	0	0	222
Total	268	3	271	700	545	1245	524	989	1513	34	49	83	629	781	1410	632	439	1071	0	0	0	5593

(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-Jan-12	3	0	1	0	0	0	15	38	35	48	38	37	41	32	44	49	49	44	57	37	29	31	18	2	648
02-Jan-12	0	0	1	0	1	0	29	49	51	53	57	52	54	30	46	53	59	54	63	49	35	31	18	1	786
03-Jan-12	1	1	0	0	0	0	28	63	56	57	52	54	48	35	45	49	50	53	59	50	27	30	23	3	784
04-Jan-12	2	3	1	3	0	0	28	55	56	49	53	51	36	36	44	46	49	49	57	48	35	30	28	2	761
05-Jan-12	4	0	2	3	0	0	28	62	56	52	53	45	44	35	43	44	55	53	55	48	32	30	24	5	773
06-Jan-12	2	1	2	2	0	0	26	60	57	48	58	56	40	39	47	51	54	50	67	49	33	31	20	0	793
07-Jan-12	0	0	1	0	0	1	21	54	50	56	52	52	44	41	40	33	42	44	39	43	24	28	12	0	677
08-Jan-12	1	0	1	0	0	0	21	37	42	45	51	42	44	38	46	51	48	56	42	53	45	27	27	14	731
09-Jan-12	1	0	1	0	0	0	30	57	61	61	52	51	51	39	43	53	49	53	58	52	40	31	26	3	812
10-Jan-12	5	1	2	2	1	0	30	63	59	45	53	51	46	32	51	43	53	53	58	47	40	27	21	4	787
11-Jan-12	3	1	1	3	1	0	30	58	56	58	53	47	41	33	38	49	38	54	47	55	49	36	28	4	783
12-Jan-12	4	0	1	2	1	1	26	61	57	53	51	54	47	35	48	43	50	53	68	47	36	32	21	6	797
13-Jan-12	2	0	1	2	2	1	30	61	62	51	60	55	44	35	46	56	50	57	69	50	43	41	19	0	837
14-Jan-12	1	1	0	0	0	0	25	50	63	58	57	47	44	38	42	47	32	47	43	35	29	23	14	1	697
15-Jan-12	2	0	1	0	1	1	19	33	48	40	52	49	44	36	51	58	47	58	63	60	42	33	25	1	764
16-Jan-12	0	1	0	0	0	2	27	55	56	52	66	47	68	38	46	54	51	56	64	50	40	33	30	2	838
17-Jan-12	4	0	0	3	1	2	29	59	59	57	60	51	46	34	52	55	47	50	65	52	33	33	25	7	824
18-Jan-12	2	1	1	2	2	0	27	57	58	61	57	54	51	33	46	48	56	51	60	52	33	37	32	5	826
19-Jan-12	2	0	2	2	1	1	25	61	65	53	56	50	50	37	49	51	60	60	62	61	35	32	29	5	849
20-Jan-12	3	0	1	3	2	2	27	67	63	59	62	58	47	39	47	59	57	54	59	63	46	37	27	0	882
21-Jan-12	0	0	1	0	1	0	22	55	56	58	48	54	51	48	38	45	40	41	49	27	32	24	19	0	709
22-Jan-12	1	1	1	0	1	0	20	39	44	44	50	43	51	32	41	55	56	58	67	56	39	34	23	2	758
23-Jan-12	1	1	0	1	0	1	34	63	65	59	53	60	52	35	51	59	53	53	57	48	43	26	34	2	851
24-Jan-12	3	1	0	2	3	2	30	64	61	52	51	52	49	36	47	51	52	49	61	50	32	34	33	4	819
25-Jan-12	3	2	1	2	3	0	27	62	53	57	44	52	48	33	45	52	51	51	55	54	41	31	44	3	814
26-Jan-12	2	1	0	0	1	1	22	51	54	49	51	44	40	38	38	46	47	48	57	42	30	32	15	1	710
27-Jan-12	0	0	1	0	0	1	27	58	62	55	54	55	46	37	50	58	53	53	56	55	39	33	21	1	815
28-Jan-12	0	0	1	1	0	0	24	53	54	56	52	50	43	39	39	38	46	48	46	34	27	21	15	0	687
29-Jan-12	2	1	1	2	0	0	18	40	43	49	52	42	47	42	46	58	57	56	63	61	50	37	32	0	799
30-Jan-12	0	0	0	1	0	1	30	58	57	70	65	60	57	31	57	52	52	56	71	61	37	38	29	5	888
31-Jan-12	2	2	2	1	1	2	32	64	72	66	57	52	50	35	49	47	48	60	70	55	37	33	32	4	873
Total	56	19	28	37	23	19	807	1707	1731	1671	1670	1567	1464	1121	1415	1553	1551	1622	1807	1544	1133	976	764	87	24372
Avg.	1.81	0.61	0.90	1.19	0.74	0.61	26.03	55.06	55.84	53.90	53.87	50.55	47.23	36.16	45.65	50.10	50.03	52.32	58.29	49.81	36.55	31.48	24.65	2.81	786.19

(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-Jan-12	2	0	0	0	0	0	9	24	14	23	18	12	15	16	22	19	24	25	28	18	19	19	8	1	316
02-Jan-12	0	0	1	0	1	0	15	29	21	24	33	21	18	15	23	24	28	30	32	22	22	20	6	1	386
03-Jan-12	1	1	0	0	0	0	12	37	26	24	30	27	22	15	25	19	25	30	26	24	17	22	10	1	394
04-Jan-12	1	0	1	1	0	0	13	34	21	24	30	22	14	18	26	16	24	24	31	24	20	19	15	0	378
05-Jan-12	1	0	2	1	0	0	9	37	24	25	32	21	18	19	22	18	28	27	28	24	20	17	14	2	389
06-Jan-12	0	0	2	0	0	0	10	35	25	25	32	25	15	20	27	19	25	26	38	26	18	20	7	0	395
07-Jan-12	0	0	1	0	0	1	10	33	22	23	29	24	19	19	24	15	23	24	18	22	14	22	2	0	345
08-Jan-12	0	0	1	0	0	0	11	22	17	23	27	15	14	16	26	20	22	32	28	29	22	17	19	1	362
09-Jan-12	0	0	1	0	0	0	14	35	31	24	28	25	21	17	23	22	24	28	31	25	23	22	9	2	405
10-Jan-12	2	1	1	1	0	0	12	39	28	19	29	25	19	18	28	16	26	30	27	20	23	20	8	2	394
11-Jan-12	1	1	1	1	0	0	11	36	26	27	31	21	17	15	23	21	14	24	24	28	32	23	11	3	391
12-Jan-12	1	0	1	1	0	1	8	38	26	22	32	20	24	19	22	18	25	30	36	21	20	23	8	2	398
13-Jan-12	0	0	1	1	1	1	13	36	29	22	34	24	17	21	24	20	24	33	34	22	29	25	8	0	419
14-Jan-12	1	1	0	0	0	0	12	28	30	23	34	19	21	18	22	22	17	24	22	20	16	17	4	0	351
15-Jan-12	2	0	0	0	1	1	10	18	24	18	26	18	14	19	26	24	22	30	32	33	24	21	13	0	376
16-Jan-12	0	0	0	0	0	2	11	26	29	30	31	30	30	13	24	23	27	30	32	23	25	22	13	1	422
17-Jan-12	1	0	0	2	0	1	10	30	33	30	31	24	17	18	29	22	20	29	35	22	20	25	10	3	412
18-Jan-12	0	1	1	1	1	0	10	30	29	32	26	31	21	13	30	17	24	27	33	24	20	27	13	2	413
19-Jan-12	0	0	1	1	0	1	8	32	34	23	33	25	18	18	27	22	26	34	33	28	20	25	12	3	424
20-Jan-12	0	0	1	2	1	1	10	36	33	27	31	27	20	18	26	24	23	25	36	33	28	21	14	0	437
21-Jan-12	0	0	0	0	1	0	10	34	24	26	24	28	29	21	17	22	21	24	24	14	20	19	5	0	363
22-Jan-12	1	0	1	0	1	0	10	22	19	20	25	17	19	15	21	25	25	33	34	27	23	19	13	2	372
23-Jan-12	0	0	0	1	0	1	11	40	31	25	32	27	23	19	23	26	26	27	31	20	28	17	16	1	425
24-Jan-12	1	0	0	2	1	1	12	39	31	24	29	23	21	18	22	22	27	25	31	20	17	25	18	2	411
25-Jan-12	0	2	0	2	1	0	11	36	25	26	23	25	17	20	23	23	25	24	24	26	25	25	21	1	405
26-Jan-12	1	0	0	0	1	1	10	28	25	24	26	20	17	20	21	18	24	25	32	18	19	21	8	0	359
27-Jan-12	0	0	0	0	0	1	13	33	32	25	27	24	15	22	26	25	23	32	29	28	22	18	11	1	407
28-Jan-12	0	0	1	1	0	0	12	34	22	22	29	21	21	20	21	18	24	26	22	19	14	15	6	0	348
29-Jan-12	1	1	1	1	0	0	9	23	22	21	29	11	16	22	21	28	27	29	30	28	29	26	14	0	389
30-Jan-12	0	0	0	1	0	1	13	30	32	34	33	30	24	18	29	22	24	31	40	22	21	28	10	3	446
31-Jan-12	1	0	1	0	1	1	12	40	42	29	32	23	22	19	25	16	27	29	33	27	21	23	16	0	440
Total	18	8	20	20	11	15	341	994	827	764	906	705	598	559	748	646	744	867	934	737	671	663	342	34	12172
Avg.	0.58	0.26	0.65	0.65	0.35	0.48	11.00	32.06	26.68	24.65	29.23	22.74	19.29	18.03	24.13	20.84	24.00	27.97	30.13	23.77	21.65	21.39	11.03	1.10	392.65

(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-Jan-12	1	0	1	0	0	0	6	14	21	25	20	25	26	16	22	30	25	19	29	19	10	12	10	1	332
02-Jan-12	0	0	0	0	0	0	14	20	30	29	24	31	36	15	23	29	31	24	31	27	13	11	12	0	400
03-Jan-12	0	0	0	0	0	0	16	26	30	33	22	27	26	20	20	30	25	23	33	26	10	8	13	2	390
04-Jan-12	1	3	0	2	0	0	15	21	35	25	23	29	22	18	18	30	25	25	26	24	15	11	13	2	383
05-Jan-12	3	0	0	2	0	0	19	25	32	27	21	24	26	16	21	26	27	26	27	24	12	13	10	3	384
06-Jan-12	2	1	0	2	0	0	16	25	32	23	26	31	25	19	20	32	29	24	29	23	15	11	13	0	398
07-Jan-12	0	0	0	0	0	0	11	21	28	33	23	28	25	22	16	18	19	20	21	21	10	6	10	0	332
08-Jan-12	1	0	0	0	0	0	10	15	25	22	24	27	30	22	20	31	26	24	14	24	23	10	8	13	369
09-Jan-12	1	0	0	0	0	0	16	22	30	37	24	26	30	22	20	31	25	25	27	27	17	9	17	1	407
10-Jan-12	3	0	1	1	1	0	18	24	31	26	24	26	27	14	23	27	27	23	31	27	17	7	13	2	393
11-Jan-12	2	0	0	2	1	0	19	22	30	31	22	26	24	18	15	28	24	30	23	27	17	13	17	1	392
12-Jan-12	3	0	0	1	1	0	18	23	31	31	19	34	23	16	26	25	25	23	32	26	16	9	13	4	399
13-Jan-12	2	0	0	1	1	0	17	25	33	29	26	31	27	14	22	36	26	24	35	28	14	16	11	0	418
14-Jan-12	0	0	0	0	0	0	13	22	33	35	23	28	23	20	20	25	15	23	21	15	13	6	10	1	346
15-Jan-12	0	0	1	0	0	0	9	15	24	22	26	31	30	17	25	34	25	28	31	27	18	12	12	1	388
16-Jan-12	0	1	0	0	0	0	16	29	27	22	35	17	38	25	22	31	24	26	32	27	15	11	17	1	416
17-Jan-12	3	0	0	1	1	1	19	29	26	27	29	27	29	16	23	33	27	21	30	30	13	8	15	4	412
18-Jan-12	2	0	0	1	1	0	17	27	29	29	31	23	30	20	16	31	32	24	27	28	13	10	19	3	413
19-Jan-12	2	0	1	1	1	0	17	29	31	30	23	25	32	19	22	29	34	26	29	33	15	7	17	2	425
20-Jan-12	3	0	0	1	1	1	17	31	30	32	31	31	27	21	21	35	34	29	23	30	18	16	13	0	445
21-Jan-12	0	0	1	0	0	0	12	21	32	32	24	26	22	27	21	23	19	17	25	13	12	5	14	0	346
22-Jan-12	0	1	0	0	0	0	10	17	25	24	25	26	32	17	20	30	31	25	33	29	16	15	10	0	386
23-Jan-12	1	1	0	0	0	0	23	23	34	34	21	33	29	16	28	33	27	26	26	28	15	9	18	1	426
24-Jan-12	2	1	0	0	2	1	18	25	30	28	22	29	28	18	25	29	25	24	30	30	15	9	15	2	408
25-Jan-12	3	0	1	0	2	0	16	26	28	31	21	27	31	13	22	29	26	27	31	28	16	6	23	2	409
26-Jan-12	1	1	0	0	0	0	12	23	29	25	25	24	23	18	17	28	23	23	25	24	11	11	7	1	351
27-Jan-12	0	0	1	0	0	0	14	25	30	30	27	31	31	15	24	33	30	21	27	27	17	15	10	0	408
28-Jan-12	0	0	0	0	0	0	12	19	32	34	23	29	22	19	18	20	22	22	24	15	13	6	9	0	339
29-Jan-12	1	0	0	1	0	0	9	17	21	28	23	31	31	20	25	30	30	27	33	33	21	11	18	0	410
30-Jan-12	0	0	0	0	0	0	17	28	25	36	32	30	33	13	28	30	28	25	31	39	16	10	19	2	442
31-Jan-12	1	2	1	1	0	1	20	24	30	37	25	29	28	16	24	31	21	31	37	28	16	10	16	4	433
Total	38	11	8	17	12	4	466	713	904	907	764	862	866	562	667	907	807	755	873	807	462	313	422	53	12200
Avg.	1.23	0.35	0.26	0.55	0.39	0.13	15.03	23.00	29.16	29.26	24.65	27.81	27.94	18.13	21.52	29.26	26.03	24.35	28.16	26.03	14.90	10.10	13.61	1.71	393.55

(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-Jan-12	07:00	00:31	01:11	-	00:39	-	14:36	-	-	-	-	-	-
02-Jan-12	07:00	00:20	01:12	-	-	-	15:26	-	-	-	-	-	-
03-Jan-12	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
04-Jan-12	07:00	00:19	-	-	-	-	10:36	06:03	-	-	-	-	-
05-Jan-12	07:00	00:11	-	00:38	-	-	06:49	06:00	-	-	03:20	-	-
06-Jan-12	07:00	00:36	-	02:12	-	-	-	14:10	-	-	-	-	-
07-Jan-12	07:00	00:34	01:20	-	-	-	15:04	-	-	-	-	-	-
08-Jan-12	07:00	00:20	-	-	-	-	15:37	01:02	-	-	-	-	-
09-Jan-12	07:00	00:23	-	00:25	-	-	-	09:46	-	-	06:24	-	-
10-Jan-12	07:00	00:41	03:01	-	01:14	-	06:33	05:27	-	-	-	-	-
11-Jan-12	07:00	00:18	00:43	-	-	-	04:53	04:11	-	06:52	-	-	-
12-Jan-12	07:00	00:38	-	00:52	-	-	-	13:38	-	-	01:49	-	-
13-Jan-12	07:00	00:21	-	-	00:48	-	14:22	-	-	-	01:27	-	-
14-Jan-12	07:00	00:24	-	-	-	-	-	06:25	-	-	10:09	-	-
15-Jan-12	07:00	00:18	-	-	-	-	-	14:44	-	-	01:56	-	-
16-Jan-12	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
17-Jan-12	07:00	00:20	-	-	00:49	-	15:49	-	-	-	-	-	-
18-Jan-12	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
19-Jan-12	07:00	00:21	-	00:31	-	-	-	14:56	-	-	01:09	-	-
20-Jan-12	07:00	00:14	-	00:31	-	-	-	12:42	-	-	03:30	-	-
21-Jan-12	07:00	00:19	-	00:11	-	-	-	06:59	-	-	09:28	-	-
22-Jan-12	07:00	00:16	-	-	-	-	-	10:13	-	-	06:29	-	-
23-Jan-12	07:00	00:16	-	-	-	-	-	12:20	-	-	04:22	-	-
24-Jan-12	07:00	00:01	-	-	-	-	05:06	09:17	-	-	02:34	-	-
25-Jan-12	07:00	00:03	-	-	-	-	12:33	04:11	-	-	00:10	-	-
26-Jan-12	07:00	00:18	-	-	-	-	-	10:21	-	-	06:19	-	-
27-Jan-12	07:00	00:11	-	-	-	-	-	12:49	-	-	03:58	-	-
28-Jan-12	07:00	00:29	-	-	-	-	01:46	06:27	-	-	08:16	-	-
29-Jan-12	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
30-Jan-12	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
31-Jan-12	07:00	00:18	01:08	-	-	-	-	15:32	-	-	-	-	-
Total	217:00	10:48	8:37	5:23	3:32	00:00	222:54	197:20	00:00	6:52	71:28	00:00	00:00
% Used		2.05%	1.64%	1.02%	0.67%	0.00%	42.30%	37.45%	0.00%	1.30%	13.56%	0.00%	0.00%

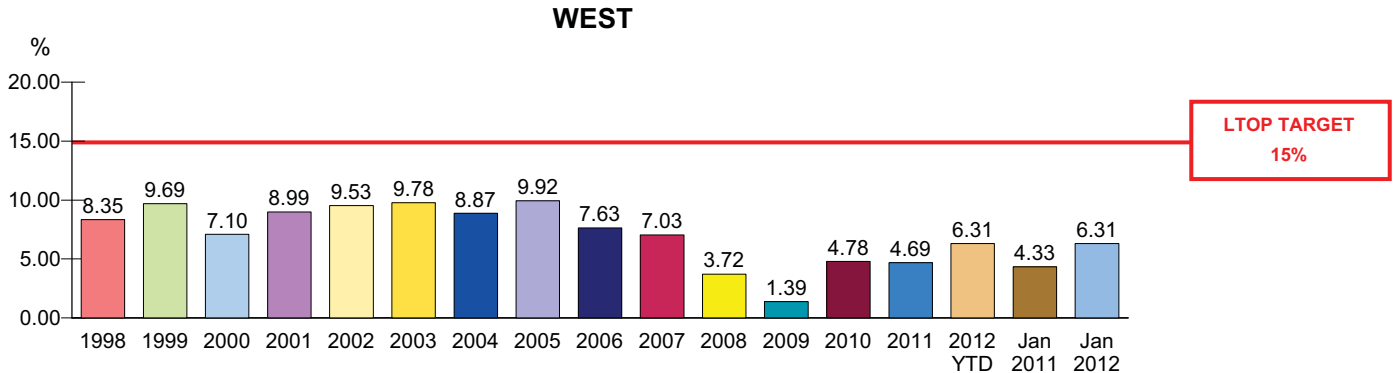
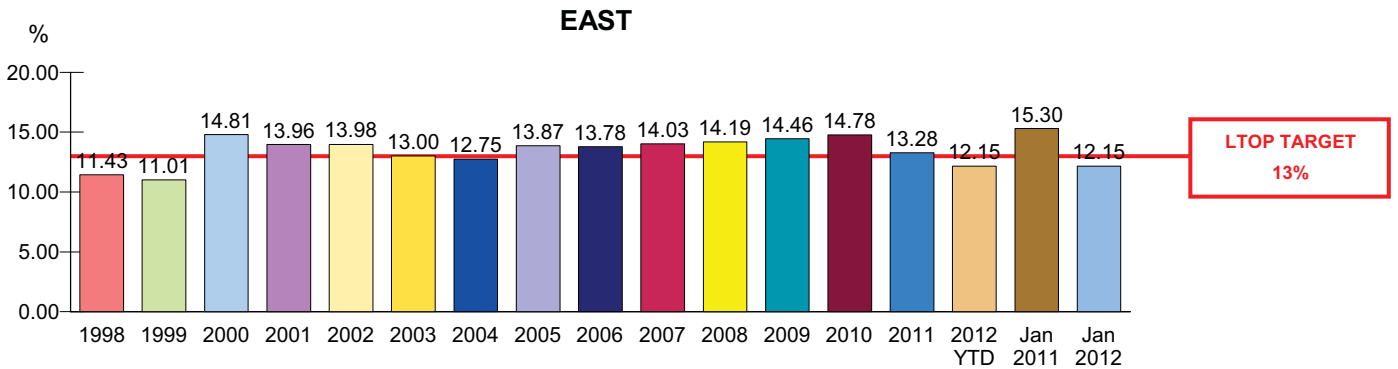
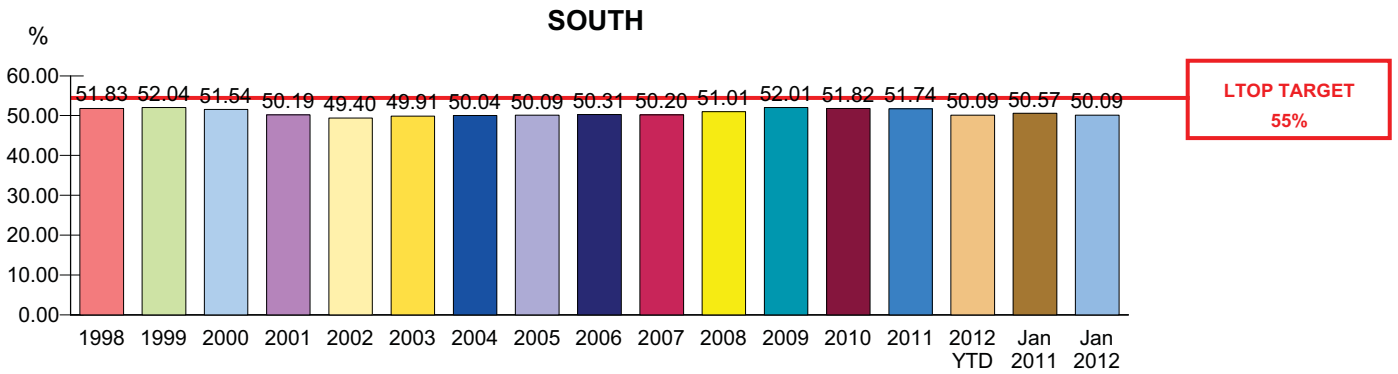
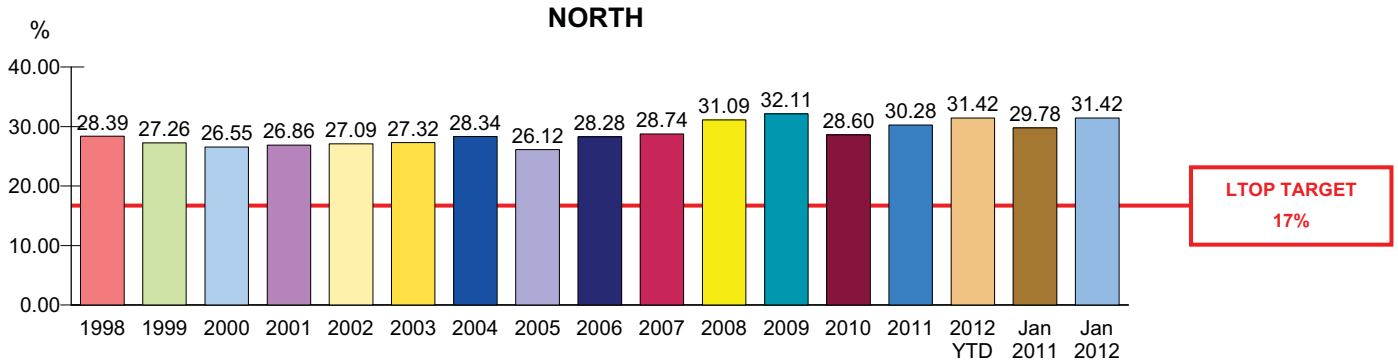
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2012

Time	2.05%	1.64%	1.02%	0.67%	0.00%	42.30%	37.45%	0.00%	1.30%	13.56%	0.00%	0.00%
Movements	0.48%	1.08%	0.65%	0.45%	0.00%	43.57%	41.22%	0.00%	1.23%	11.31%	0.00%	0.93%

Runway End Impact to 31 January 2012

Includes comparisons with annual figures for 1998 to 2011, 2012 Year to Date, current month this year and corresponding month last year.



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 **January 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	
6/01/2012	6:43	8:29	1:46
25/01/2012	6:44	9:25	2:41

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
6/01/2012	53	24	29
25/01/2012	76	24	52

Complaints and complainants by suburb, specifically mentioning PRM operations

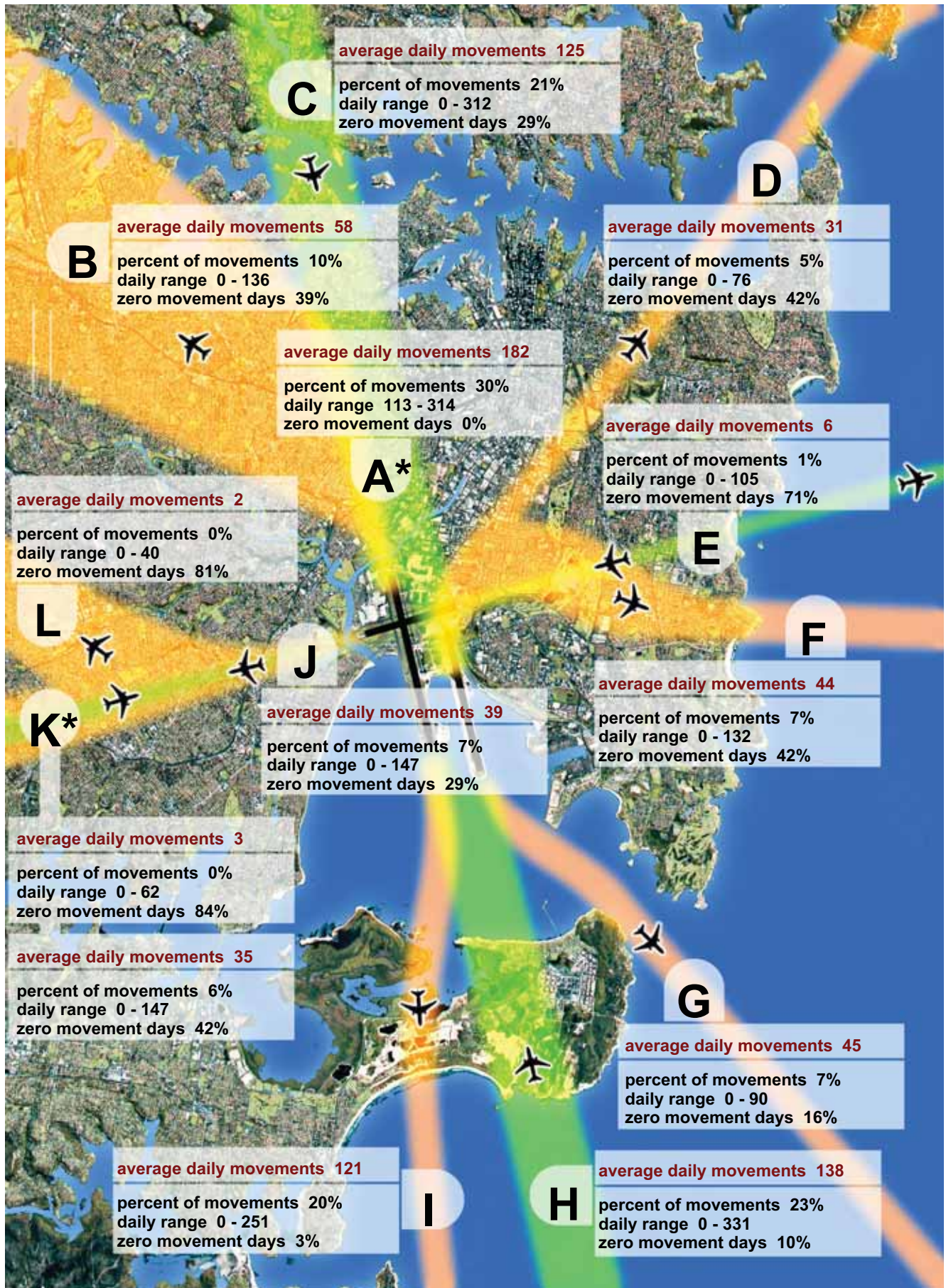
Suburb	Number of complaints	Number of complainants
LANE COVE	1	1

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

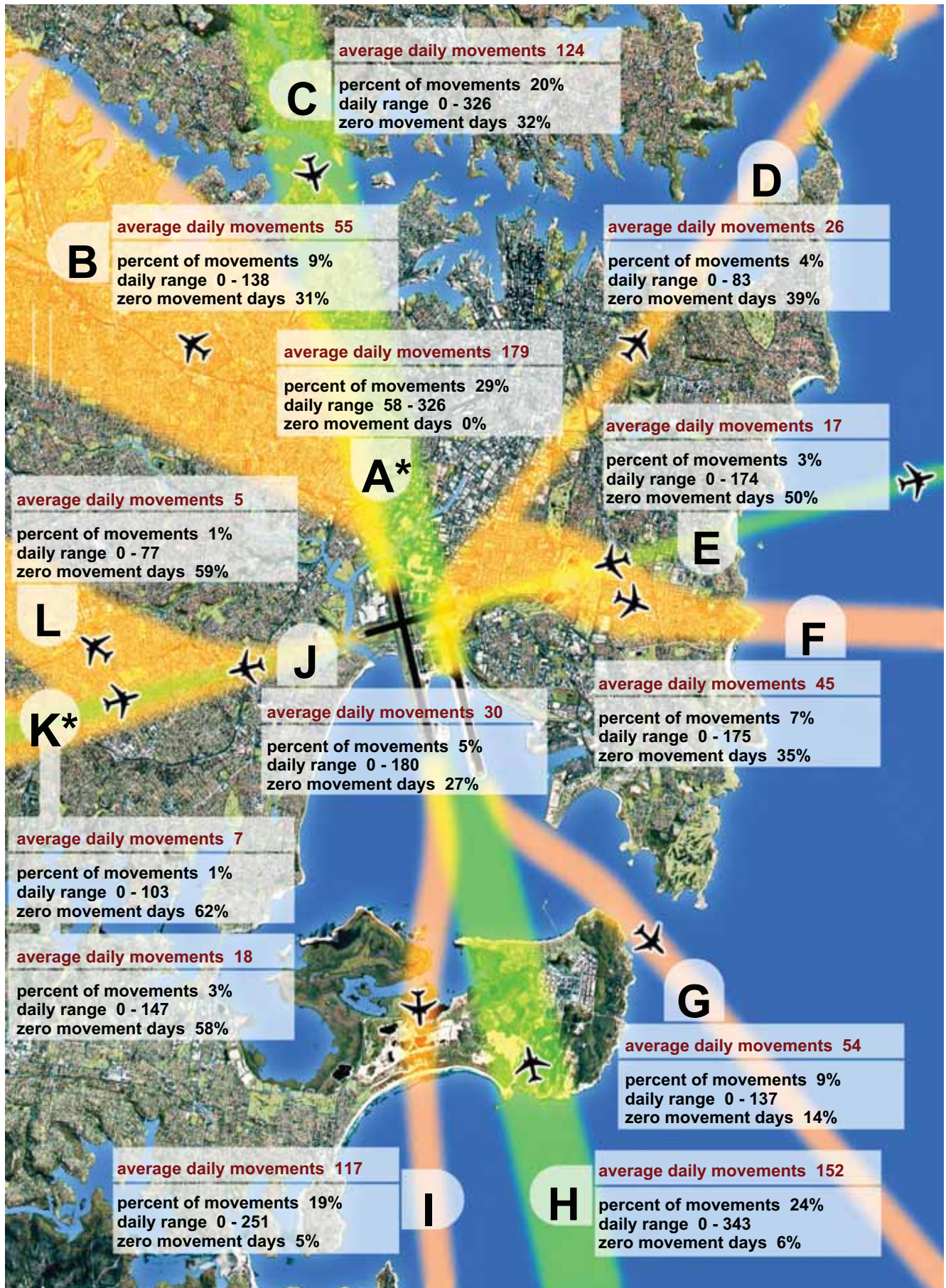
1 Jan 2012 to 31 Jan 2012, All Jets



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

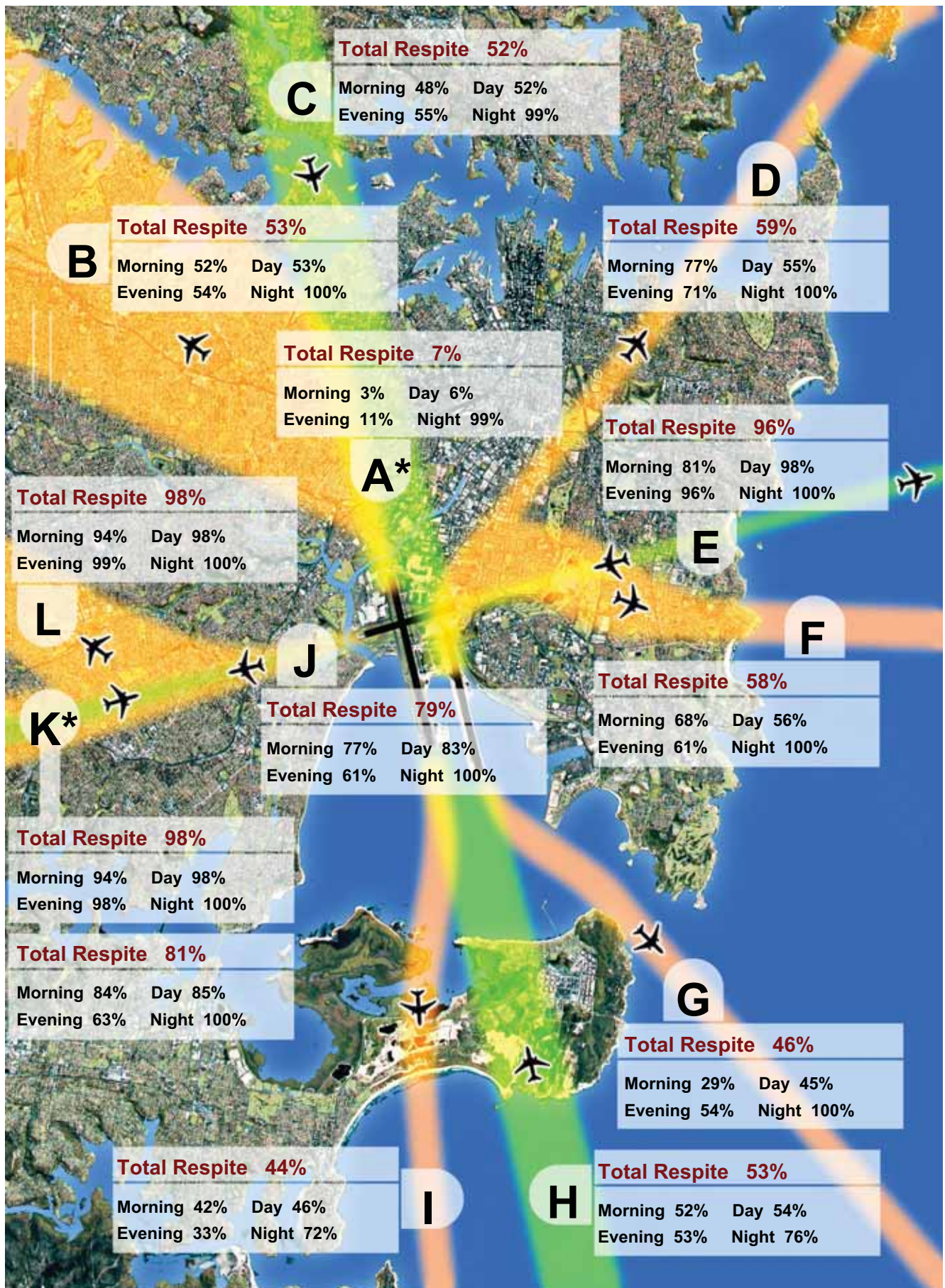
1 Feb 2011 to 31 Jan 2012, All Jets



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 Jan 2012 to 31 Jan 2012, All Jets



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

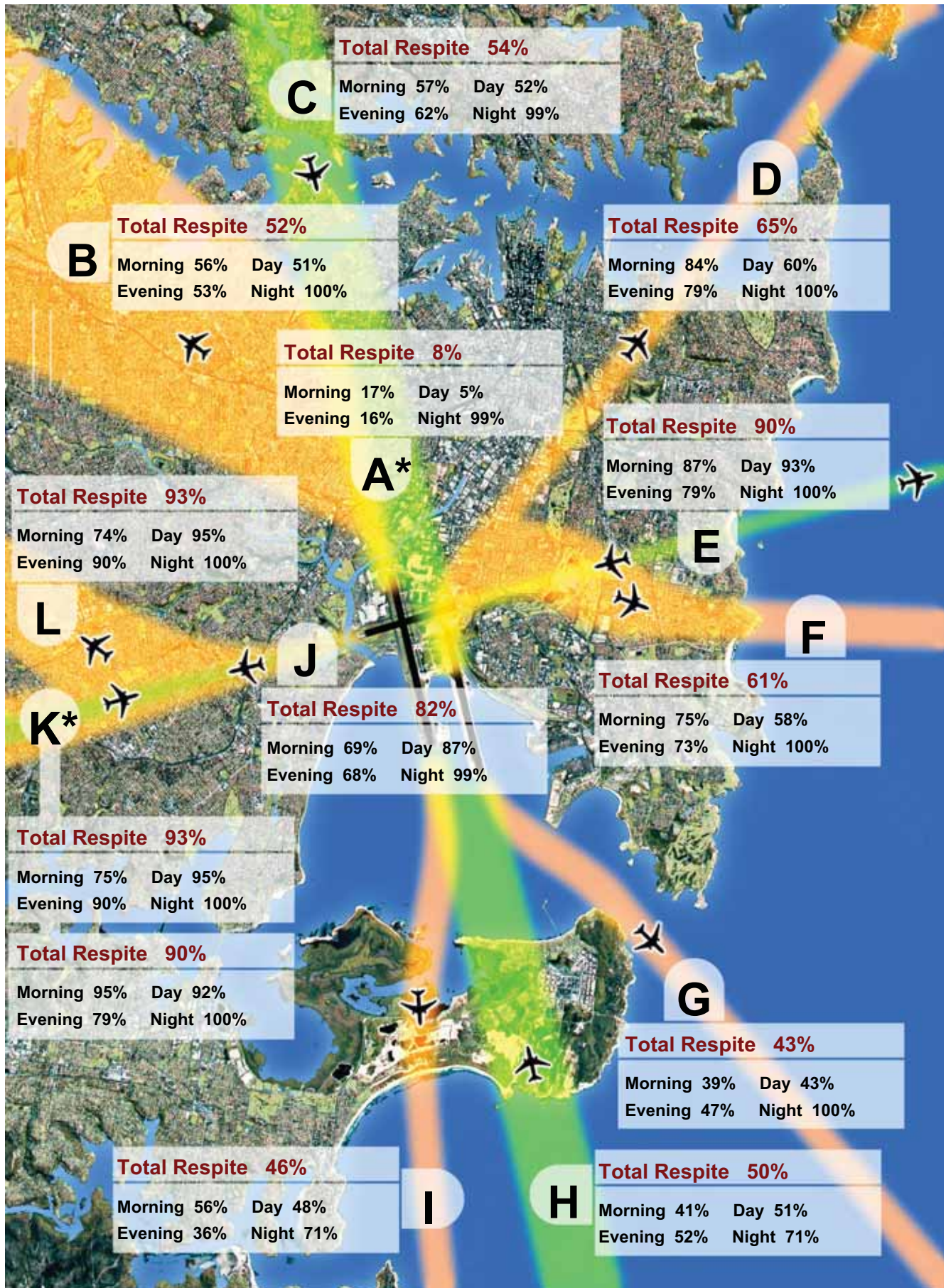
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Feb 2011 to 31 Jan 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)

February 2011 to January 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 November 2011 .
	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 November 2011 .
	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 2011 .
	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 November 2011 .
	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 November 2011 and Mode 7 was in July 2011 .
	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 2011 , Mode 14A in October 2011 & 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 February 2011 to January 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 65%**. This means that over the period **February 2011 to January 2012 for 65%** 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 January 2012.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 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 January 2012 along with the Daily N70 values for the three months up to and including January are given in Table 1.

Location	CNE Jan	Operational Days Jan	N70 Jan	N70 Dec	N70 Nov
<i>Threshold rwy 34</i>	9,878	30.9	310	312	355
<i>Penshurst</i>	1,535	30.9	44	26	28
<i>Bexley</i>	1,560	30.9	48	28	33
<i>Sydenham</i>	5,061	30.9	163	193	168
<i>Johnston St. Annandale</i>	2,681	30.9	65	108	64
<i>Church St. St Peters</i>	3,394	27.7	89	126	97
<i>Leichhardt PEMU 36</i>	2,427	26.0	89	156	89
<i>Eastlakes</i>	1,798	30.9	51	49	64
<i>Coogee</i>	543	28.3	13	27	15
<i>Kurnell</i>	2,517	30.9	64	22	82
<i>Croydon</i>	587	30.9	14	10	16
<i>Hunters Hill</i>	4,864	30.9	71	109	57

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

The N70 values for January 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 13 PM 41 Day 239 Night 10 WE_D 284 WE_N 4	Penshurst AM 2 PM 12 Day 19 Night 0 WE_D 72 WE_N 1	Bexley AM 2 PM 12 Day 22 Night 0 WE_D 75 WE_N 0	Eastlakes AM 2 PM 6 Day 48 Night 0 WE_D 39 WE_N 0
Coogee AM 1 PM 2 Day 12 Night 0 WE_D 4 WE_N 0	Sydenham AM 5 PM 19 Day 149 Night 0 WE_D 138 WE_N 1	Leichhardt PEMU36 AM 3 PM 9 Day 85 Night 0 WE_D 68 WE_N 0	Kurnell AM 0 PM 8 Day 62 Night 0 WE_D 48 WE_N 0
Annandale AM 0 PM 7 Day 66 Night 0 WE_D 46 WE_N 0	St Peters AM 1 PM 10 Day 85 Night 0 WE_D 73 WE_N 0	Croydon AM 1 PM 2 Day 12 Night 0 WE_D 12 WE_N 0	Hunters Hill AM 3 PM 8 Day 62 Night 0 WE_D 61 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.