

Sydney Airport Operational Statistics

October 2012

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2012

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

There were a total of 27,858 aircraft movements this month (daily average 898.65). Last month there were a total of 26,861 movements (daily average 895.37) and for the same month last year there were a total of 25,631 movements (daily average 826.81).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 13 days and Mode 10 on 13 days. Crossing runway modes (including Sodprops) were used for 12.87% 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 32.88% - This result is above the LTOP target and above the previous month (27.98%)

South 51.38%- This result is below the LTOP target and below the previous month (52.27%)

East 13.79% - This result is above the LTOP target and below the previous month (17.05%)

West 1.93% - This result is below the LTOP target and below the previous month (2.68%)

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

This procedure was used on 2,8,9,11,12,22 and 26 October for a total of 16 hours and 42 minutes (ATIS time).

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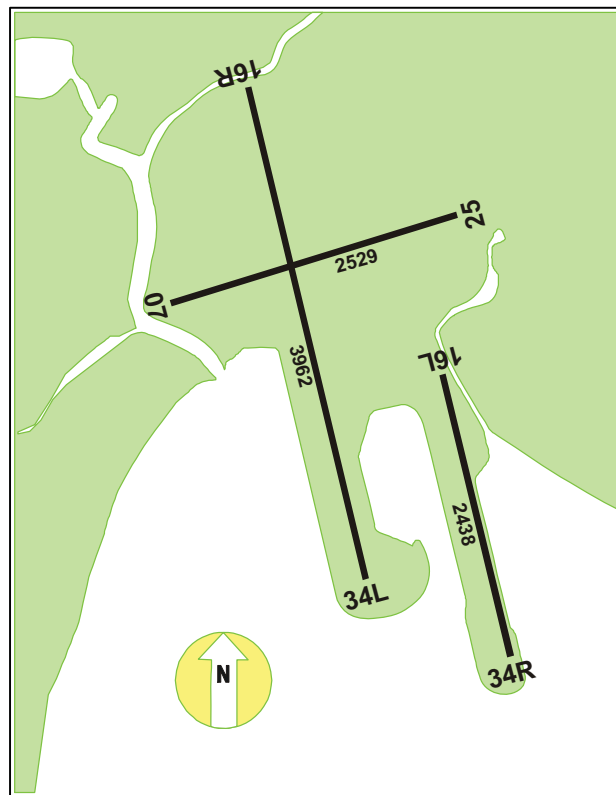
This report is available on the Internet at Airservices Australia website at

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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)

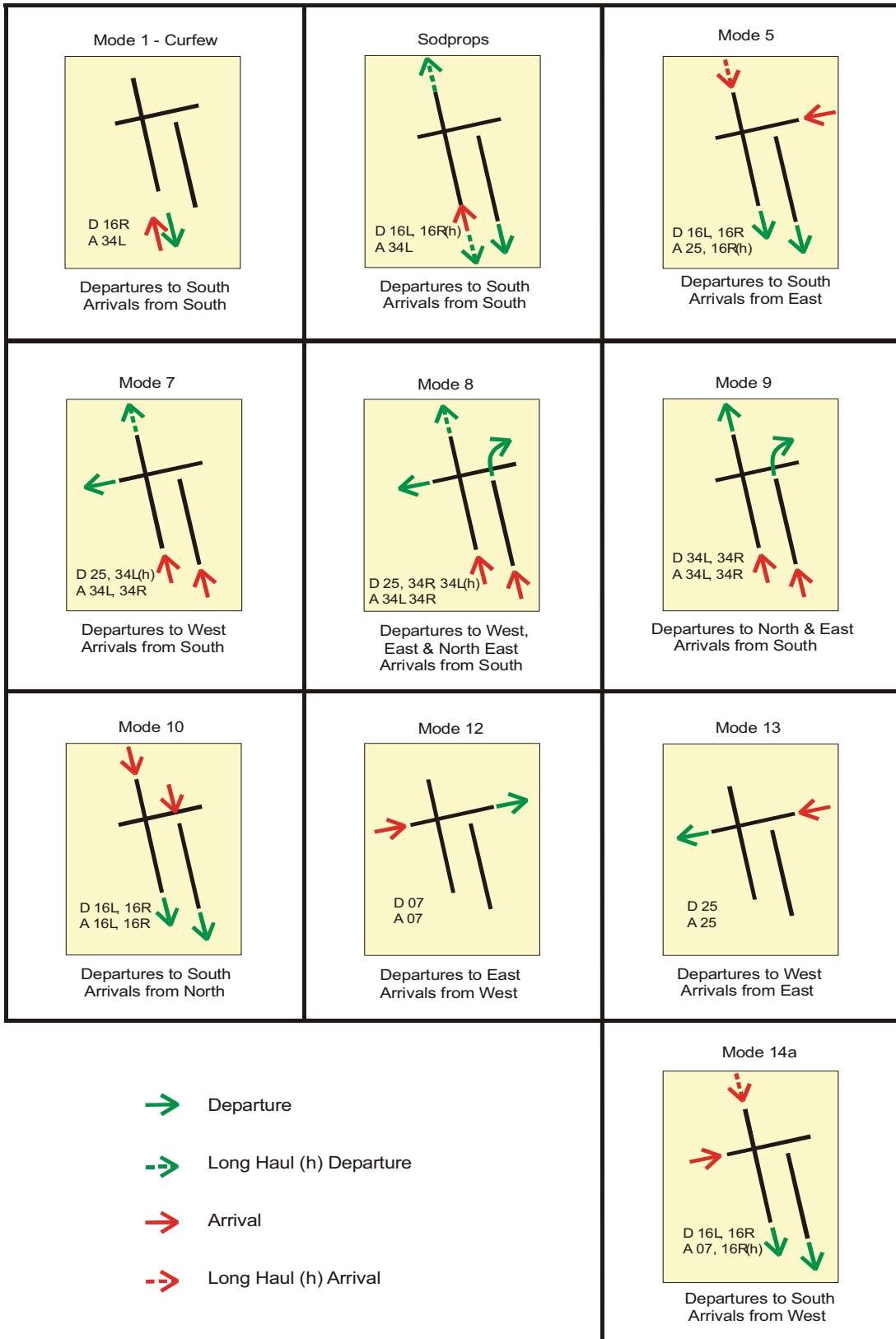
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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-Oct-12	1	0	1	126	101	227	195	237	432	0	18	18	87	41	128	43	59	102	0	0	0	908
02-Oct-12	1	0	1	122	94	216	151	191	342	1	9	10	130	80	210	68	97	165	0	0	0	944
03-Oct-12	2	0	2	0	22	22	0	6	6	0	1	1	314	216	530	152	227	379	0	0	0	940
04-Oct-12	0	0	0	0	15	15	0	5	5	1	0	1	323	200	523	161	258	419	0	0	0	963
05-Oct-12	30	0	30	121	94	215	143	215	358	0	0	0	117	87	204	76	92	168	0	0	0	975
06-Oct-12	1	0	1	25	14	39	36	22	58	0	0	0	206	170	376	131	168	299	0	0	0	773
07-Oct-12	1	0	1	133	124	257	275	310	585	0	1	1	0	0	0	0	0	0	0	0	0	844
08-Oct-12	30	0	30	190	141	331	251	337	588	0	0	0	2	0	2	0	0	0	0	0	0	951
09-Oct-12	94	1	95	126	134	260	187	293	480	0	0	0	53	15	68	0	11	11	0	0	0	914
10-Oct-12	23	0	23	77	93	170	118	157	275	0	0	0	165	108	273	68	100	168	0	0	0	909
11-Oct-12	1	0	1	49	43	92	63	109	172	48	1	49	200	148	348	110	167	277	0	0	0	939
12-Oct-12	0	0	0	196	142	338	274	334	608	1	1	2	4	0	4	0	0	0	0	0	0	952
13-Oct-12	1	0	1	126	114	240	212	231	443	11	1	12	24	2	26	0	0	0	0	0	0	722
14-Oct-12	2	0	2	71	80	151	136	194	330	26	2	28	104	67	171	69	84	153	0	0	0	835
15-Oct-12	1	0	1	0	16	16	0	4	4	1	3	4	294	209	503	168	240	408	0	0	0	936
16-Oct-12	0	0	0	0	6	6	1	8	9	1	1	2	308	201	509	150	236	386	0	0	0	912
17-Oct-12	32	0	32	169	138	307	252	324	576	0	1	1	6	0	6	0	0	0	0	0	0	922
18-Oct-12	2	0	2	0	0	0	0	6	6	0	0	0	304	210	514	179	267	446	0	0	0	968
19-Oct-12	1	0	1	0	37	37	0	8	8	1	0	1	326	204	530	151	227	378	0	0	0	955
20-Oct-12	1	0	1	103	69	172	170	189	359	0	12	12	59	31	90	27	42	69	0	0	0	703
21-Oct-12	1	0	1	64	63	127	97	107	204	14	2	16	142	126	268	87	125	212	0	0	0	828
22-Oct-12	0	0	0	203	147	350	255	316	571	1	0	1	0	0	0	0	0	0	0	0	0	922
23-Oct-12	86	0	86	149	131	280	213	315	528	0	1	1	7	0	7	0	0	0	0	0	0	902
24-Oct-12	1	0	1	0	8	8	0	9	9	0	0	0	298	208	506	156	237	393	0	0	0	917
25-Oct-12	0	0	0	1	3	4	6	15	21	0	0	0	307	213	520	172	251	423	0	0	0	968
26-Oct-12	1	0	1	109	69	178	146	184	330	0	1	1	145	100	245	88	135	223	0	0	0	978
27-Oct-12	112	1	113	80	100	180	133	255	388	54	2	56	1	0	1	0	0	0	0	0	0	738
28-Oct-12	43	0	43	127	126	253	207	290	497	0	1	1	33	11	44	0	0	0	0	0	0	838
29-Oct-12	2	0	2	0	22	22	2	7	9	0	0	0	301	220	521	170	231	401	0	0	0	955
30-Oct-12	2	0	2	0	12	12	0	7	7	0	0	0	308	205	513	152	230	382	0	0	0	916
31-Oct-12	1	0	1	0	54	54	0	8	8	0	8	8	334	199	533	130	197	327	0	0	0	931
Total	473	2	475	2367	2212	4579	3523	4693	8216	160	66	226	4902	3271	8173	2508	3681	6189	0	0	0	27858

Runway Movement Summary – Jet Aircraft Only

01-Oct-12	0	0	0	86	74	160	152	178	330	0	15	15	76	24	100	29	47	76	0	0	0	681
02-Oct-12	0	0	0	71	70	141	119	145	264	1	8	9	108	47	155	49	78	127	0	0	0	696
03-Oct-12	0	0	0	0	21	21	0	6	6	0	0	0	240	134	374	99	184	283	0	0	0	684
04-Oct-12	0	0	0	0	15	15	0	4	4	0	0	0	261	123	384	100	211	311	0	0	0	714
05-Oct-12	28	0	28	83	63	146	103	158	261	0	0	0	93	58	151	49	81	130	0	0	0	716
06-Oct-12	0	0	0	14	11	25	32	21	53	0	0	0	168	119	287	92	144	236	0	0	0	601
07-Oct-12	1	0	1	92	91	183	226	236	462	0	0	0	0	0	0	0	0	0	0	0	0	646
08-Oct-12	26	0	26	115	97	212	201	250	451	0	0	0	1	0	1	0	0	0	0	0	0	690
09-Oct-12	64	0	64	79	93	172	143	211	354	0	0	0	49	14	63	0	10	10	0	0	0	663
10-Oct-12	22	0	22	49	65	114	89	117	206	0	0	0	119	64	183	40	82	122	0	0	0	647
11-Oct-12	0	0	0	26	29	55	51	80	131	34	0	34	160	90	250	68	139	207	0	0	0	677
12-Oct-12	0	0	0	115	99	214	229	253	482	1	0	1	4	0	4	0	0	0	0	0	0	701
13-Oct-12	0	0	0	85	88	173	175	188	363	10	0	10	20	2	22	0	0	0	0	0	0	568
14-Oct-12	1	0	1	52	56	108	111	151	262	23	2	25	86	42	128	47	70	117	0	0	0	641
15-Oct-12	0	0	0	0	16	16	0	4	4	0	0	0	228	128	356	112	198	310	0	0	0	686
16-Oct-12	0	0	0	0	6	6	1	7	8	0	0	0	245	124	369	86	189	275	0	0	0	658
17-Oct-12	26	0	26	101	96	197	197	235	432	0	0	0	4	0	4	0	0	0	0	0	0	659
18-Oct-12	1	0	1	0	0	0	0	4	4	0	0	0	248	124	372	104	222	326	0	0	0	703
19-Oct-12	0	0	0	0	35	35	0	6	6	1	0	1	260	122	382	93	191	284	0	0	0	708
20-Oct-12	0	0	0	71	54	125	139	158	297	0	11	11	50	18	68	17	30	47	0	0	0	548
21-Oct-12	1	0	1	43	51	94	78	81	159	13	0	13	116	84	200	65	102	167	0	0	0	634
22-Oct-12	0	0	0	128	106	234	207	233	440	1	0	1	0	0	0	0	0	0	0	0	0	675
23-Oct-12	65	0	65	89	86	175	167	234	401	0	0	0	4	0	4	0	0	0	0	0	0	645
24-Oct-12	0	0	0	0	8	8	0	8	8	0	0	0	224	122	346	100	194	294	0	0	0	656
25-Oct-12	0	0	0	0	3	3	5	14	19	0	0	0	247	127	374	101	204	305	0	0	0	701
26-Oct-12	1	0	1	64	50	114	127	137	264	0	1	1	102	54	156	61	113	174	0	0	0	710
27-Oct-12	92	0	92	47	73	120	112	208	320	37	1	38	0	0	0	0	0	0	0	0	0	570
28-Oct-12	26	0	26	91	91	182	166	215	381	0	0	0	31	11	42	0	0	0	0	0	0	631
29-Oct-12	1	0	1	0	16	16	0	5	5	0	0	0	231	132	363	115	197	312	0	0	0	697
30-Oct-12	0	0	0	0	12	12	0	6	6	0	0	0	246	121	367	88	186	274	0	0	0	659
31-Oct-12	0	0	0	0	44	44	0	8	8	0	7	7	250	112	362	82	164	246	0	0	0	667
Total	355	0	355	1501	1619	3120	2830	3561	6391	121	45	166	3871	1996	5867	1597	3036	4633	0	0	0	20532

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-Oct-12	1	0	1	40	27	67	43	59	102	0	3	3	11	17	28	14	12	26	0	0	0	227
02-Oct-12	1	0	1	51	24	75	32	46	78	0	1	1	22	33	55	19	19	38	0	0	0	248
03-Oct-12	2	0	2	0	1	1	0	0	0	0	1	1	74	82	156	53	43	96	0	0	0	256
04-Oct-12	0	0	0	0	0	0	0	1	1	1	0	1	62	77	139	61	47	108	0	0	0	249
05-Oct-12	2	0	2	38	31	69	40	57	97	0	0	0	24	29	53	27	11	38	0	0	0	259
06-Oct-12	1	0	1	11	3	14	4	1	5	0	0	0	38	51	89	39	24	63	0	0	0	172
07-Oct-12	0	0	0	41	33	74	49	74	123	0	1	1	0	0	0	0	0	0	0	0	0	198
08-Oct-12	4	0	4	75	44	119	50	87	137	0	0	0	1	0	1	0	0	0	0	0	0	261
09-Oct-12	30	1	31	47	41	88	44	82	126	0	0	0	4	1	5	0	1	1	0	0	0	251
10-Oct-12	1	0	1	28	28	56	29	40	69	0	0	0	46	44	90	28	18	46	0	0	0	262
11-Oct-12	1	0	1	23	14	37	12	29	41	14	1	15	40	58	98	42	28	70	0	0	0	262
12-Oct-12	0	0	0	81	43	124	45	81	126	0	1	1	0	0	0	0	0	0	0	0	0	251
13-Oct-12	1	0	1	41	26	67	37	43	80	1	1	2	4	0	4	0	0	0	0	0	0	154
14-Oct-12	1	0	1	19	24	43	25	43	68	3	0	3	18	25	43	22	14	36	0	0	0	194
15-Oct-12	1	0	1	0	0	0	0	0	0	1	3	4	66	81	147	56	42	98	0	0	0	250
16-Oct-12	0	0	0	0	0	0	0	1	1	1	1	2	63	77	140	64	47	111	0	0	0	254
17-Oct-12	6	0	6	68	42	110	55	89	144	0	1	1	2	0	2	0	0	0	0	0	0	263
18-Oct-12	1	0	1	0	0	0	0	2	2	0	0	0	56	86	142	75	45	120	0	0	0	265
19-Oct-12	1	0	1	0	2	2	0	2	2	0	0	0	66	82	148	58	36	94	0	0	0	247
20-Oct-12	1	0	1	32	15	47	31	31	62	0	1	1	9	13	22	10	12	22	0	0	0	155
21-Oct-12	0	0	0	21	12	33	19	26	45	1	2	3	26	42	68	22	23	45	0	0	0	194
22-Oct-12	0	0	0	75	41	116	48	83	131	0	0	0	0	0	0	0	0	0	0	0	0	247
23-Oct-12	21	0	21	60	45	105	46	81	127	0	1	1	3	0	3	0	0	0	0	0	0	257
24-Oct-12	1	0	1	0	0	0	0	1	1	0	0	0	74	86	160	56	43	99	0	0	0	261
25-Oct-12	0	0	0	1	0	1	1	1	2	0	0	0	60	86	146	71	47	118	0	0	0	267
26-Oct-12	0	0	0	45	19	64	19	47	66	0	0	0	43	46	89	27	22	49	0	0	0	268
27-Oct-12	20	1	21	33	27	60	21	47	68	17	1	18	1	0	1	0	0	0	0	0	0	168
28-Oct-12	17	0	17	36	35	71	41	75	116	0	1	1	2	0	2	0	0	0	0	0	0	207
29-Oct-12	1	0	1	0	6	6	2	2	4	0	0	0	70	88	158	55	34	89	0	0	0	258
30-Oct-12	2	0	2	0	0	0	0	1	1	0	0	0	62	84	146	64	44	108	0	0	0	257
31-Oct-12	1	0	1	0	10	10	0	0	0	0	1	1	84	87	171	48	33	81	0	0	0	264
Total	118	2	120	866	593	1459	693	1132	1825	39	21	60	1031	1275	2306	911	645	1556	0	0	0	7326

(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-Oct-12	0	1	1	0	0	4	42	65	69	61	70	74	44	38	59	54	51	65	68	57	36	32	14	3	908
02-Oct-12	3	1	0	0	1	3	51	70	75	60	66	63	51	41	58	51	55	67	67	64	38	28	27	4	944
03-Oct-12	2	2	0	5	0	3	47	74	78	64	65	63	40	40	55	54	57	65	69	64	35	30	22	6	940
04-Oct-12	3	0	2	3	0	4	48	75	72	61	66	60	43	49	56	56	61	68	64	68	42	30	30	2	963
05-Oct-12	3	2	0	1	2	4	50	70	79	62	69	50	57	50	57	61	64	62	68	65	46	33	18	2	975
06-Oct-12	0	0	1	0	2	5	42	52	65	64	54	69	49	43	51	40	49	41	50	32	26	25	12	1	773
07-Oct-12	1	0	0	0	1	1	22	41	50	51	57	51	49	39	56	62	48	68	69	71	50	35	22	0	844
08-Oct-12	0	0	0	2	0	2	37	68	73	79	65	66	58	47	54	58	45	69	69	57	42	28	29	3	951
09-Oct-12	0	0	1	4	1	1	40	64	73	73	61	61	49	37	54	57	53	67	71	51	35	33	22	6	914
10-Oct-12	1	1	2	3	2	0	35	70	71	62	62	63	46	38	60	56	51	65	70	58	31	34	22	6	909
11-Oct-12	2	1	1	2	3	1	33	68	64	69	63	66	53	39	49	59	50	64	67	67	41	36	33	8	939
12-Oct-12	4	2	2	1	2	0	36	62	67	65	64	59	62	45	52	60	58	68	71	67	46	35	24	0	952
13-Oct-12	0	2	1	2	0	0	25	54	61	57	52	60	49	45	45	48	33	41	45	32	29	31	10	0	722
14-Oct-12	2	2	1	2	0	0	24	41	45	54	49	54	50	37	60	58	53	69	65	68	46	30	24	1	835
15-Oct-12	0	1	1	0	0	0	39	72	70	68	67	62	58	42	59	52	54	63	72	56	43	28	25	4	936
16-Oct-12	3	1	2	2	2	1	33	74	70	65	60	58	47	44	56	57	48	65	67	59	38	29	28	3	912
17-Oct-12	2	1	1	2	1	2	34	77	73	61	62	65	50	41	59	55	48	67	63	62	34	36	23	3	922
18-Oct-12	1	1	1	3	1	0	37	68	73	70	64	57	54	50	62	59	55	61	66	66	49	36	30	4	968
19-Oct-12	2	0	0	4	0	1	42	72	68	61	63	59	57	49	56	64	58	66	62	62	47	37	22	3	955
20-Oct-12	0	0	1	0	1	0	27	44	47	52	52	56	59	48	44	49	37	47	44	30	28	25	12	0	703
21-Oct-12	0	0	2	0	1	0	24	37	44	45	56	53	55	38	55	61	57	64	69	67	46	30	23	1	828
22-Oct-12	1	2	1	0	0	1	38	65	66	74	66	63	63	38	52	49	57	56	65	60	42	29	31	3	922
23-Oct-12	3	3	0	0	2	2	32	69	73	69	56	63	45	46	52	55	46	67	69	52	41	28	25	4	902
24-Oct-12	3	1	0	3	1	0	32	77	63	64	63	60	48	46	48	58	58	57	73	57	35	39	26	5	917
25-Oct-12	2	1	0	4	0	2	34	77	67	68	67	62	52	50	60	57	56	61	76	58	49	36	27	2	968
26-Oct-12	3	3	2	2	1	1	40	71	77	68	68	63	54	52	55	65	52	68	67	62	54	31	19	0	978
27-Oct-12	1	3	0	0	0	1	30	51	61	54	60	57	49	44	50	51	37	47	45	33	29	22	13	0	738
28-Oct-12	0	1	1	2	0	0	28	32	45	55	49	56	51	43	54	61	50	65	70	70	47	34	22	2	838
29-Oct-12	2	0	0	0	1	2	37	74	70	73	64	68	52	44	55	54	62	69	70	55	48	28	24	3	955
30-Oct-12	2	0	1	1	3	1	32	78	72	69	55	60	51	41	53	63	44	66	77	52	43	25	25	2	916
31-Oct-12	2	1	2	3	1	0	34	74	71	70	58	62	50	44	51	60	55	61	73	59	36	36	23	5	931
Total	48	33	27	51	29	42	1105	1986	2052	1968	1893	1883	1595	1348	1687	1744	1602	1929	2041	1781	1252	969	707	86	27858
Avg.	1.55	1.06	0.87	1.65	0.94	1.35	35.65	64.06	66.19	63.48	61.06	60.74	51.45	43.48	54.42	56.26	51.68	62.23	65.84	57.45	40.39	31.26	22.81	2.77	898.65

(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 – 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-Oct-12	0	1	1	0	0	4	25	34	33	29	33	36	13	17	32	21	26	34	37	24	24	16	10	2	452
02-Oct-12	2	0	0	0	1	3	31	32	40	30	32	32	18	19	30	19	31	33	34	30	24	16	15	1	473
03-Oct-12	1	2	0	2	0	3	25	39	36	29	32	32	15	18	30	23	27	34	39	28	20	18	12	3	468
04-Oct-12	1	0	2	1	0	4	23	42	36	26	32	31	16	26	31	25	31	36	35	27	24	17	18	1	485
05-Oct-12	1	1	0	1	1	3	24	40	39	30	32	29	19	26	25	28	31	32	35	33	26	19	11	1	487
06-Oct-12	0	0	1	0	1	5	28	31	33	21	26	37	15	24	29	15	29	24	23	18	17	16	5	1	399
07-Oct-12	0	0	0	0	1	1	10	19	21	24	31	19	19	20	27	23	21	41	37	34	27	20	14	0	409
08-Oct-12	0	0	0	1	0	1	14	33	42	39	35	31	22	24	30	19	24	38	33	27	27	15	17	1	473
09-Oct-12	0	0	1	1	1	1	15	34	43	36	30	30	16	20	27	25	26	40	34	23	23	20	11	3	460
10-Oct-12	0	1	1	2	1	0	15	40	35	25	35	30	15	21	32	21	23	38	36	28	15	22	11	4	451
11-Oct-12	0	0	1	0	2	1	13	36	37	33	31	33	18	21	23	30	21	36	37	28	25	25	16	4	471
12-Oct-12	1	1	1	0	1	0	15	33	39	35	29	29	26	22	25	30	23	36	37	30	27	19	16	0	475
13-Oct-12	0	1	0	1	0	0	15	35	32	21	27	28	20	26	25	21	17	23	20	22	19	18	3	0	374
14-Oct-12	1	1	1	1	0	0	14	22	19	23	27	22	15	20	28	24	27	38	33	35	24	15	17	1	408
15-Oct-12	0	1	0	0	0	0	16	43	34	33	37	29	17	24	28	19	29	34	35	26	29	16	11	3	464
16-Oct-12	1	1	1	2	0	1	12	43	37	28	32	30	19	24	34	18	24	39	30	26	25	16	15	2	460
17-Oct-12	0	1	0	2	0	1	16	41	37	26	34	32	20	22	31	21	21	41	28	27	21	24	11	2	459
18-Oct-12	0	0	1	2	0	0	15	36	41	33	36	24	20	29	33	25	23	35	37	28	27	20	18	2	485
19-Oct-12	0	0	0	2	0	1	18	42	34	28	32	35	22	23	30	27	24	34	33	29	24	24	15	2	479
20-Oct-12	0	0	0	0	1	0	15	25	24	21	26	29	25	26	20	29	15	29	18	20	17	15	5	0	360
21-Oct-12	0	0	2	0	1	0	14	19	20	18	28	25	15	21	28	24	28	37	36	31	25	16	16	1	405
22-Oct-12	1	0	1	0	0	1	15	35	37	37	31	32	23	22	25	23	26	28	32	31	25	15	19	0	459
23-Oct-12	2	1	0	0	2	0	13	38	42	31	29	33	16	24	27	23	21	38	35	20	26	16	15	3	455
24-Oct-12	1	1	0	2	0	0	14	43	31	28	32	28	20	24	26	26	23	35	35	23	25	23	12	3	455
25-Oct-12	0	1	0	2	0	2	15	42	36	33	35	28	18	29	33	23	25	32	42	26	27	21	16	0	486
26-Oct-12	2	0	2	1	0	0	17	39	41	35	32	34	18	25	28	29	24	35	36	30	32	17	12	0	489
27-Oct-12	1	2	0	0	0	1	17	34	28	21	30	27	18	25	28	24	19	27	22	21	15	13	7	0	380
28-Oct-12	0	1	1	1	0	0	16	20	16	24	26	19	22	18	28	28	23	34	41	34	23	19	14	2	410
29-Oct-12	0	0	0	0	1	1	19	40	35	35	34	29	19	23	29	25	31	32	36	23	32	17	12	2	475
30-Oct-12	0	0	0	1	1	1	14	44	36	33	30	28	22	19	30	27	21	35	38	25	27	18	11	1	462
31-Oct-12	1	0	2	2	0	0	16	43	37	30	29	28	22	21	28	26	25	33	37	22	25	23	11	4	465
Total	16	17	19	27	15	35	529	1097	1051	895	965	909	583	703	880	741	759	1061	1041	829	747	569	396	49	13933
Avg.	0.52	0.55	0.61	0.87	0.48	1.13	17.06	35.39	33.90	28.87	31.13	29.32	18.81	22.68	28.39	23.90	24.48	34.23	33.58	26.74	24.10	18.35	12.77	1.58	449.45

(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-Oct-12	0	0	0	0	0	0	17	31	36	32	37	38	31	21	27	33	25	31	31	33	12	16	4	1	456	
02-Oct-12	1	1	0	0	0	0	20	38	35	30	34	31	33	22	28	32	24	34	33	34	14	12	12	3	471	
03-Oct-12	1	0	0	3	0	0	22	35	42	35	33	31	25	22	25	31	30	31	30	36	15	12	10	3	472	
04-Oct-12	2	0	0	2	0	0	25	33	36	35	34	29	27	23	25	31	30	32	29	41	18	13	12	1	478	
05-Oct-12	2	1	0	0	1	1	26	30	40	32	37	21	38	24	32	33	33	30	33	32	20	14	7	1	488	
06-Oct-12	0	0	0	0	1	0	14	21	32	43	28	32	34	19	22	25	20	17	27	14	9	9	7	0	374	
07-Oct-12	1	0	0	0	0	0	12	22	29	27	26	32	30	19	29	39	27	27	32	37	23	15	8	0	435	
08-Oct-12	0	0	0	1	0	1	23	35	31	40	30	35	36	23	24	39	21	31	36	30	15	13	12	2	478	
09-Oct-12	0	0	0	3	0	0	25	30	30	37	31	31	33	17	27	32	27	27	37	28	12	13	11	3	454	
10-Oct-12	1	0	1	1	1	0	20	30	36	37	27	33	31	17	28	35	28	27	34	30	16	12	11	2	458	
11-Oct-12	2	1	0	2	1	0	20	32	27	36	32	33	35	18	26	29	29	28	30	39	16	11	17	4	468	
12-Oct-12	3	1	1	1	1	0	21	29	28	30	35	30	36	23	27	30	35	32	34	37	19	16	8	0	477	
13-Oct-12	0	1	1	1	0	0	10	19	29	36	25	32	29	19	20	27	16	18	25	10	10	13	7	0	348	
14-Oct-12	1	1	0	1	0	0	10	19	26	31	22	32	35	17	32	34	26	31	32	33	22	15	7	0	427	
15-Oct-12	0	0	1	0	0	0	23	29	36	35	30	33	41	18	31	33	25	29	37	30	14	12	14	1	472	
16-Oct-12	2	0	1	0	2	0	21	31	33	37	28	28	28	20	22	39	24	26	37	33	13	13	13	1	452	
17-Oct-12	2	0	1	0	1	1	18	36	36	35	28	33	30	19	28	34	27	26	35	35	13	12	12	1	463	
18-Oct-12	1	1	0	1	1	0	22	32	32	37	28	33	34	21	29	34	32	26	29	38	22	16	12	2	483	
19-Oct-12	2	0	0	2	0	0	24	30	34	33	31	24	35	26	26	37	34	32	29	33	23	13	7	1	476	
20-Oct-12	0	0	1	0	0	0	12	19	23	31	26	27	34	22	24	20	22	18	26	10	11	10	7	0	343	
21-Oct-12	0	0	0	0	0	0	10	18	24	27	28	28	40	17	27	37	29	27	33	36	21	14	7	0	423	
22-Oct-12	0	2	0	0	0	0	23	30	29	37	35	31	40	16	27	27	26	31	28	33	29	17	14	12	3	463
23-Oct-12	1	2	0	0	0	2	19	31	31	38	27	30	29	22	25	32	25	29	34	32	15	12	10	1	447	
24-Oct-12	2	0	0	1	1	0	18	34	32	36	31	32	28	22	22	32	35	22	38	34	10	16	14	2	462	
25-Oct-12	2	0	0	2	0	0	19	35	31	35	32	34	34	21	27	34	31	29	34	32	22	15	11	2	482	
26-Oct-12	1	3	0	1	1	1	23	32	36	33	36	29	36	27	27	36	28	33	31	32	22	14	7	0	489	
27-Oct-12	0	1	0	0	0	0	13	17	33	33	30	30	31	19	22	27	18	20	23	12	14	9	6	0	358	
28-Oct-12	0	0	0	1	0	0	12	12	29	31	23	37	29	25	26	33	27	31	29	36	24	15	8	0	428	
29-Oct-12	2	0	0	0	0	1	18	34	35	38	30	39	33	21	26	29	31	37	34	32	16	11	12	1	480	
30-Oct-12	2	0	1	0	2	0	18	34	36	36	25	32	29	22	23	36	23	31	39	27	16	7	14	1	454	
31-Oct-12	1	1	0	1	1	0	18	31	34	40	29	34	28	23	23	34	30	28	36	37	11	13	12	1	466	
Total	32	16	8	24	14	7	576	889	1001	1073	928	974	1012	645	807	1003	843	868	1000	952	505	400	311	37	13925	
Avg.	1.03	0.52	0.26	0.77	0.45	0.23	18.58	28.68	32.29	34.61	29.94	31.42	32.65	20.81	26.03	32.35	27.19	28.00	32.26	30.71	16.29	12.90	10.03	1.19	449.19	

(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.

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-Oct-12	07:00	00:33	-	-	01:01	-	03:03	12:21	-	-	-	-	-
02-Oct-12	07:00	00:08	00:11	00:06	01:13	-	05:53	09:25	-	-	-	-	-
03-Oct-12	07:00	-	02:57	-	-	-	14:02	-	-	-	-	-	-
04-Oct-12	07:00	00:15	01:42	-	-	-	15:01	-	-	-	-	-	-
05-Oct-12	07:00	00:19	-	-	-	-	05:35	09:18	-	-	01:46	-	-
06-Oct-12	07:00	00:30	-	-	-	-	14:22	02:06	-	-	-	-	-
07-Oct-12	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
08-Oct-12	07:00	00:16	-	-	-	-	-	15:07	-	-	01:35	-	-
09-Oct-12	07:00	00:26	00:16	-	-	-	02:04	10:14	-	-	03:56	-	-
10-Oct-12	07:00	00:15	02:26	-	-	-	05:53	07:04	-	-	01:20	-	-
11-Oct-12	07:00	00:11	-	02:04	-	-	10:53	03:49	-	-	-	-	-
12-Oct-12	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
13-Oct-12	07:00	00:35	01:19	00:51	-	-	-	14:12	-	-	-	-	-
14-Oct-12	07:00	00:26	-	01:39	-	-	05:55	08:57	-	-	-	-	-
15-Oct-12	07:00	00:23	00:49	-	-	-	15:46	-	-	-	-	-	-
16-Oct-12	07:00	00:21	00:48	-	-	-	15:49	-	-	-	-	-	-
17-Oct-12	07:00	00:24	-	-	-	-	-	15:03	-	-	01:31	-	-
18-Oct-12	07:00	-	00:02	-	-	-	16:57	-	-	-	-	-	-
19-Oct-12	07:00	00:23	02:16	-	-	-	14:19	-	-	-	-	-	-
20-Oct-12	07:00	00:21	-	-	00:53	-	03:07	12:36	-	-	-	-	-
21-Oct-12	07:00	00:16	01:50	00:39	-	-	08:43	05:29	-	-	-	-	-
22-Oct-12	07:00	00:14	-	-	-	-	-	16:44	-	-	-	-	-
23-Oct-12	07:00	00:18	-	-	-	-	-	12:31	-	-	04:09	-	-
24-Oct-12	07:00	00:17	00:42	-	-	-	15:59	-	-	-	-	-	-
25-Oct-12	07:00	00:05	00:38	-	-	-	15:50	00:24	-	-	-	-	-
26-Oct-12	07:00	00:21	-	-	-	-	07:47	08:50	-	-	-	-	-
27-Oct-12	07:00	00:20	-	02:13	-	-	-	08:10	-	-	06:15	-	-
28-Oct-12	07:00	00:08	01:49	-	-	-	-	13:10	-	-	01:50	-	-
29-Oct-12	07:00	00:18	01:36	-	-	-	15:04	-	-	-	-	-	-
30-Oct-12	07:00	00:17	00:47	-	-	-	15:54	-	-	-	-	-	-
31-Oct-12	07:00	00:25	03:40	-	01:14	-	11:38	-	-	-	-	-	-
Total	217:00	9:29	23:55	7:35	4:22	00:00	239:46	219:22	00:00	00:00	22:25	00:00	00:00
% Used		1.80%	4.54%	1.44%	0.83%	0.00%	45.50%	41.63%	0.00%	0.00%	4.26%	0.00%	0.00%

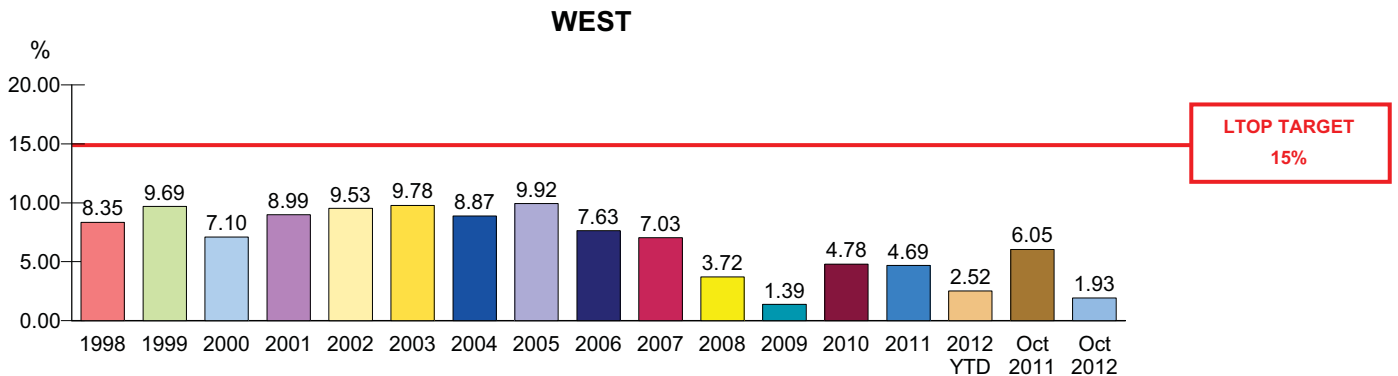
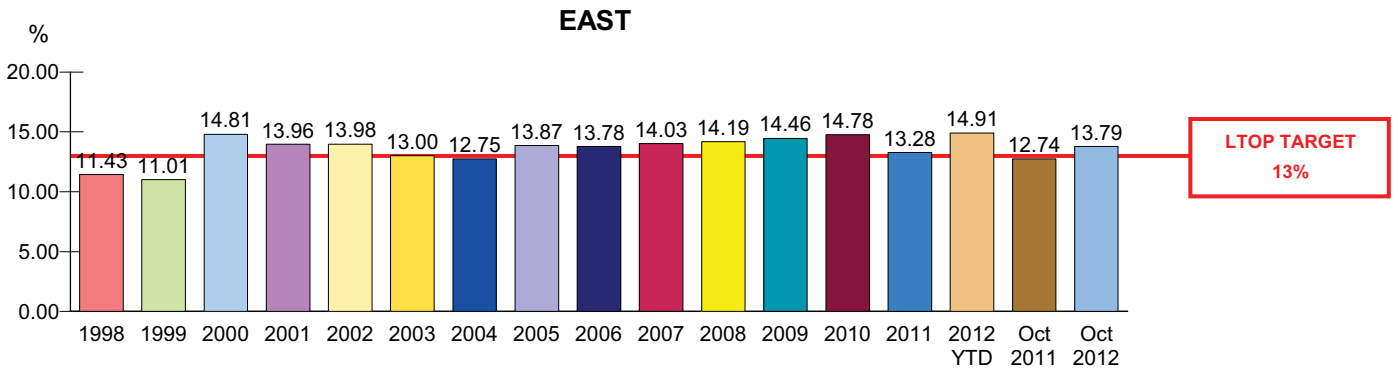
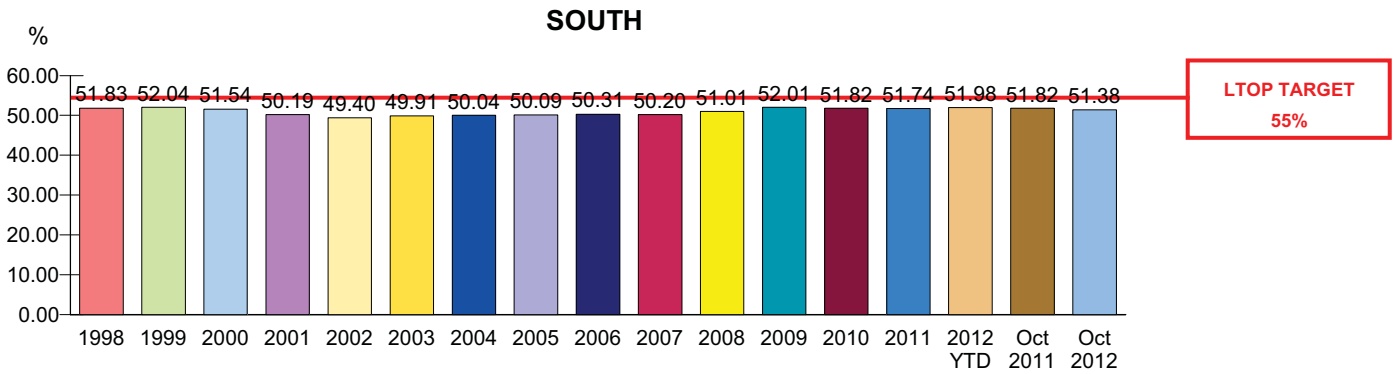
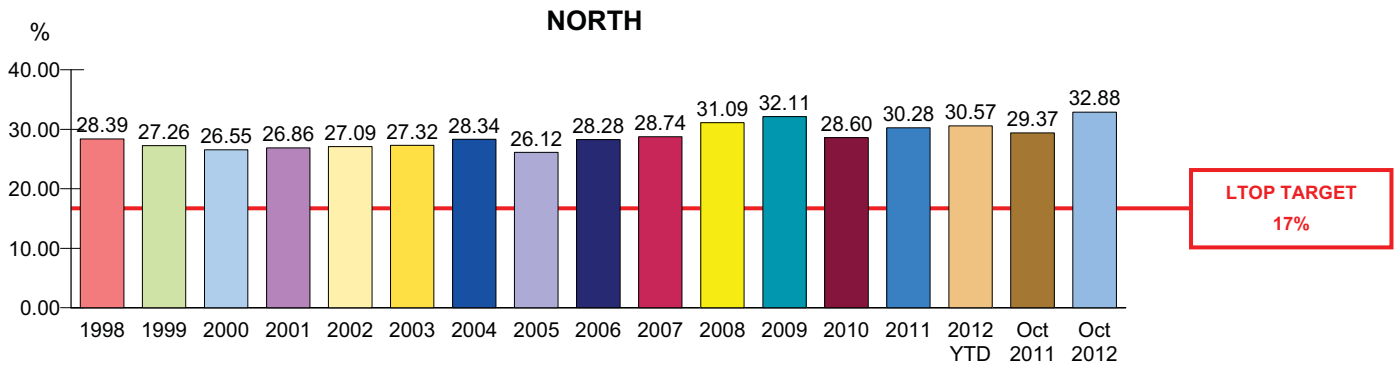
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2012

Time	2.19%	8.03%	5.32%	1.57%	0.00%	42.84%	35.13%	0.00%	1.37%	3.54%	0.00%	0.01%
Movements	0.40%	6.22%	3.99%	1.14%	0.00%	46.56%	37.67%	0.00%	1.24%	2.78%	0.00%	0.01%

Runway End Impact to 31 October 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 **October 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	
02/10/2012	6:53	8:50	1:57
08/10/2012	7:04	9:30	2:26
09/10/2012	7:06	9:33	2:27
11/10/2012	7:18	8:48	1:30
12/10/2012	7:11	9:40	2:29
22/10/2012	6:50	10:46	3:56
26/10/2012	6:49	8:46	1:57

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

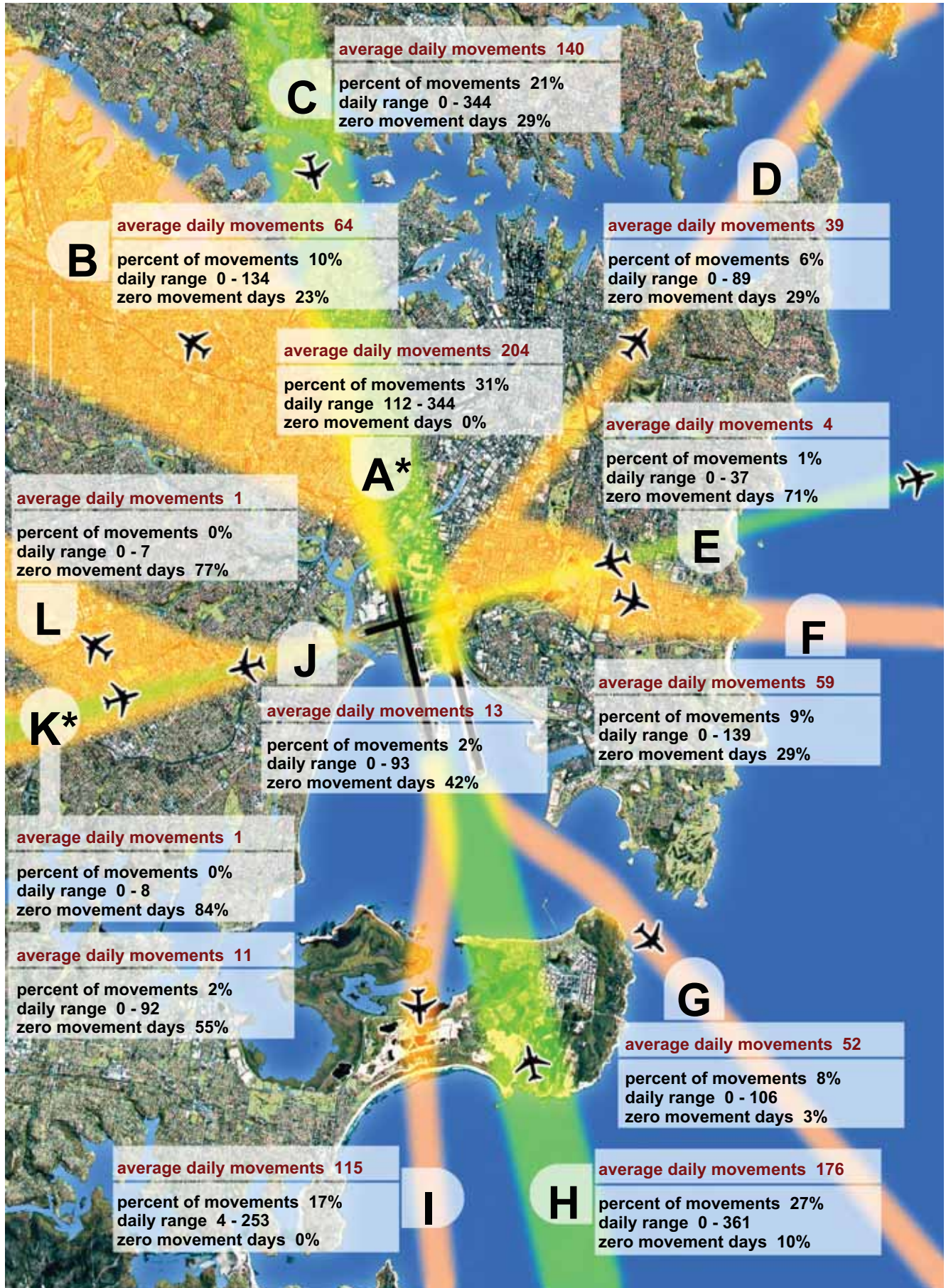
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
02/10/2012	69	31	38
08/10/2012	94	44	50
09/10/2012	97	46	51
11/10/2012	60	29	31
12/10/2012	93	42	51
22/10/2012	134	63	71
26/10/2012	74	32	42

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

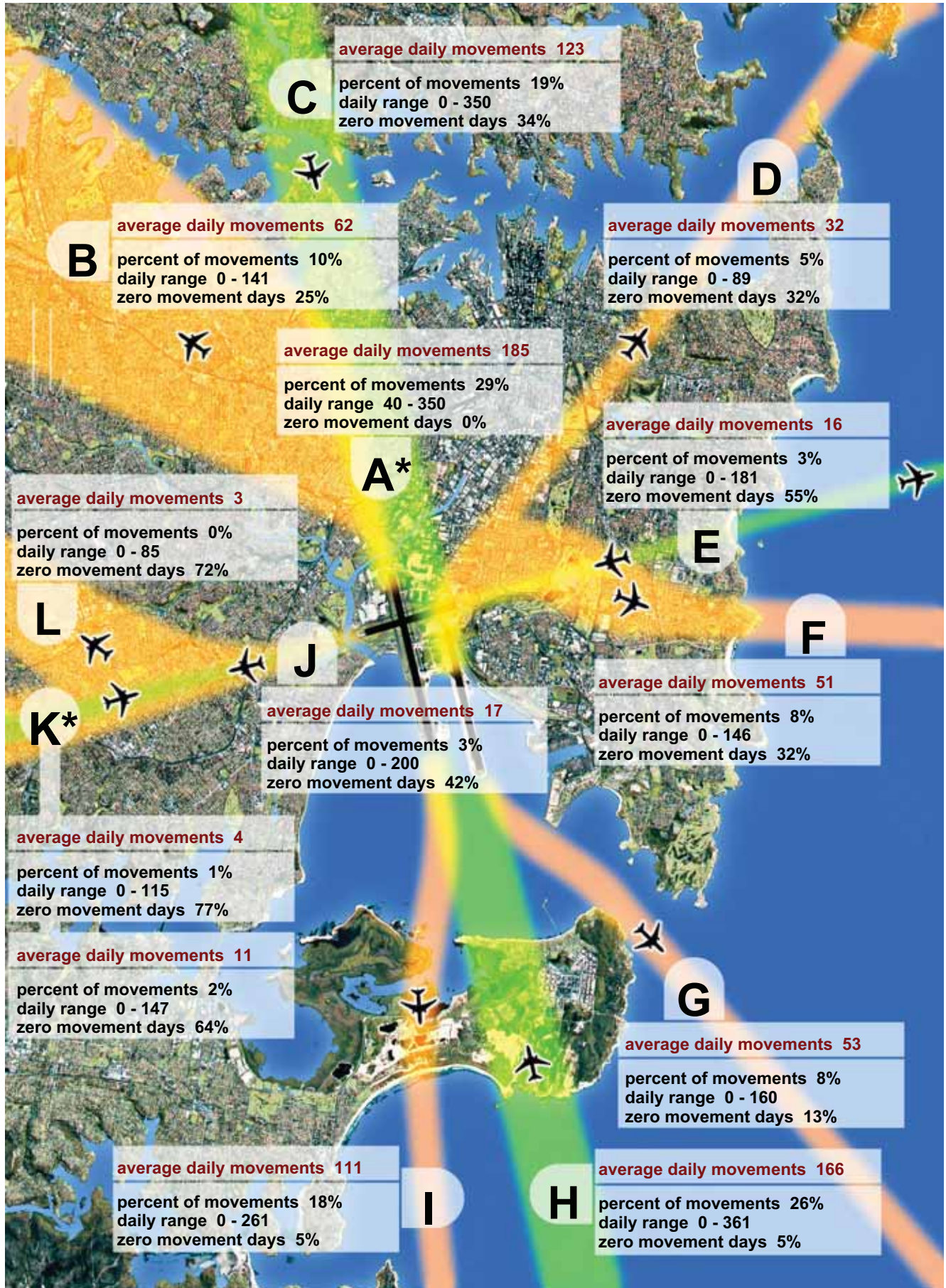
1 Oct 2012 to 31 Oct 2012, All Jets



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

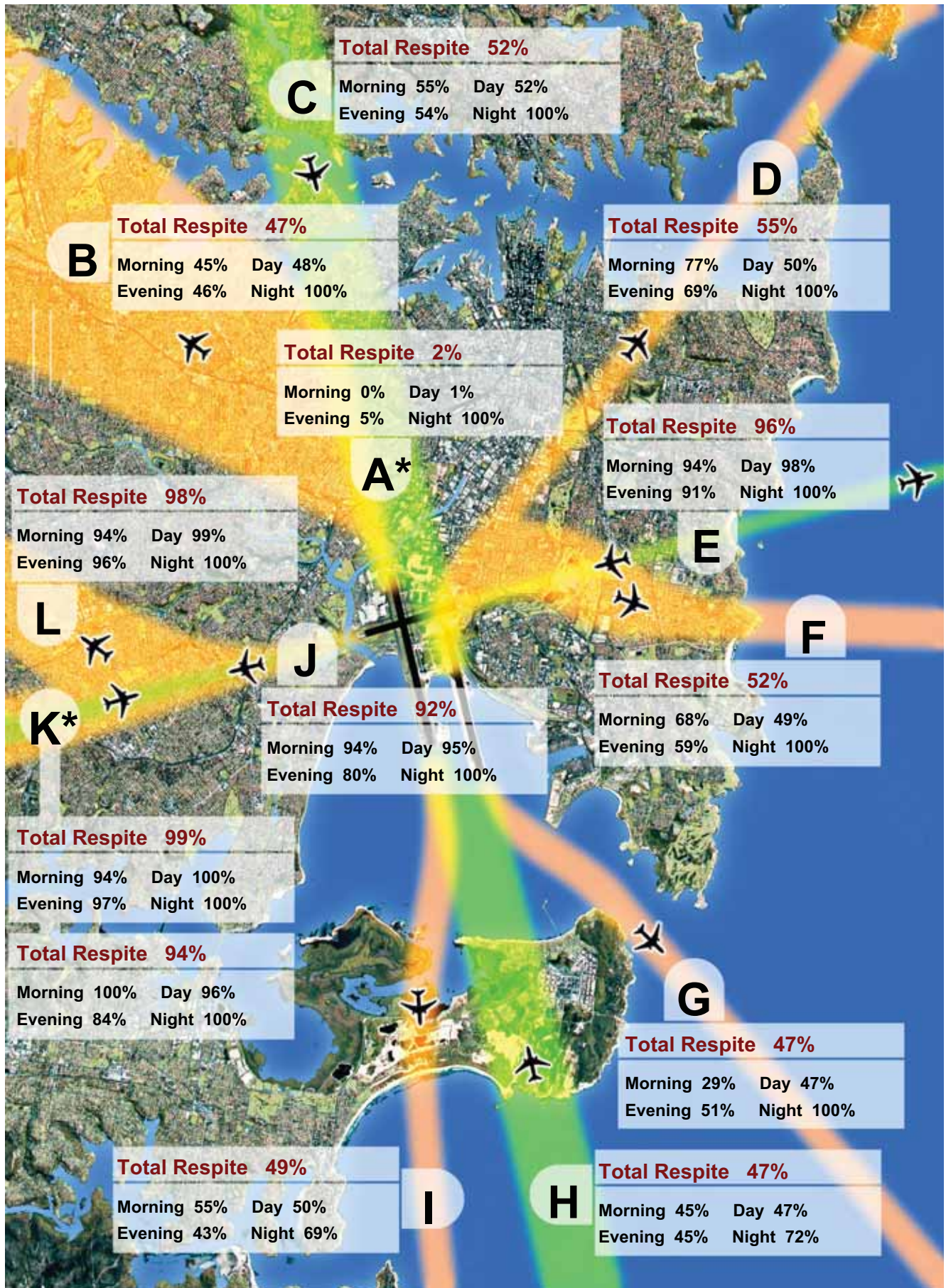
1 Nov 2011 to 31 Oct 2012, All Jets



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 Oct 2012 to 31 Oct 2012, All Jets



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

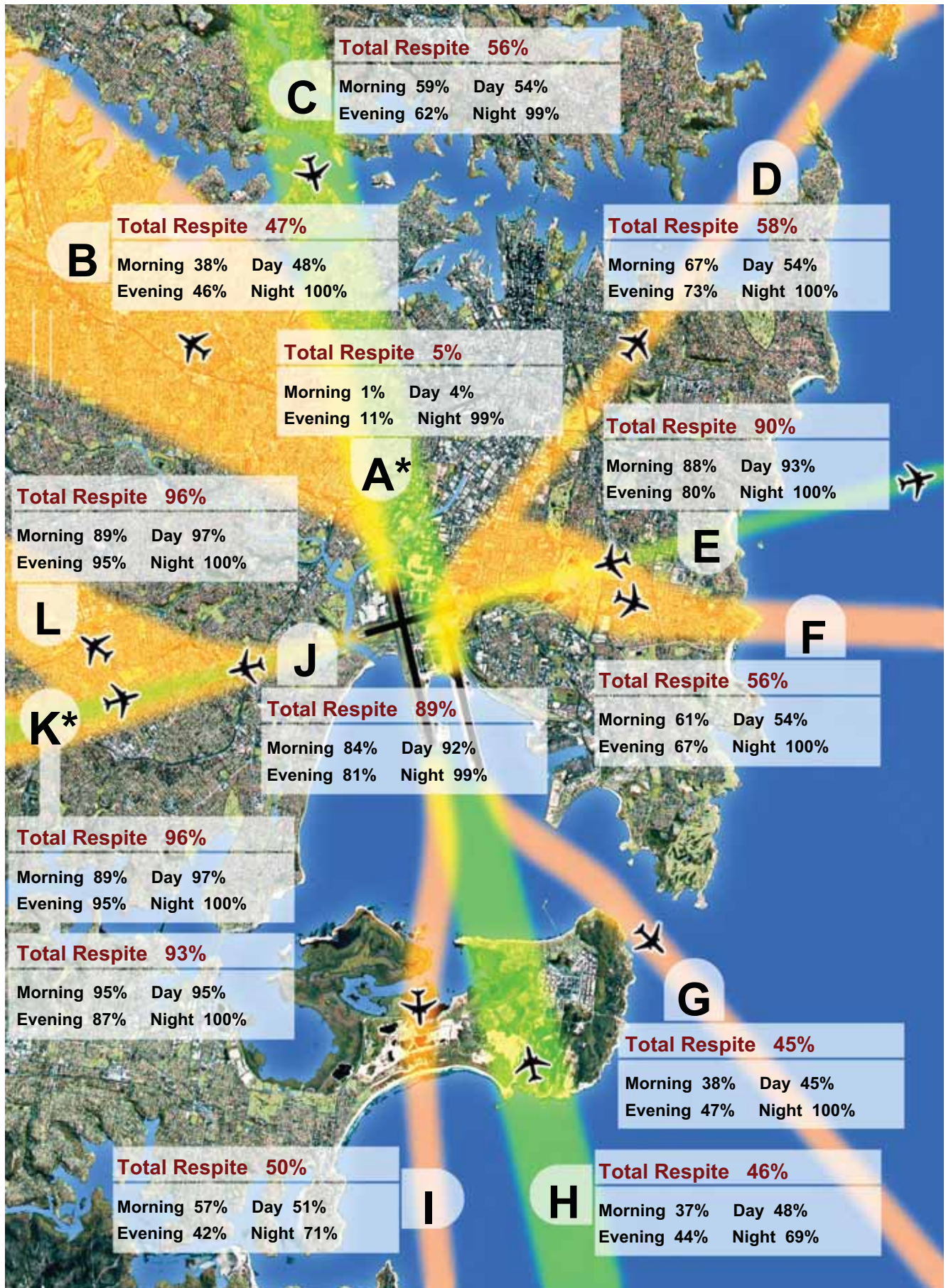
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2011 to 31 Oct 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)

November 2011 to October 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 November 2011 to October 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 58%**. This means that over the period **November 2011 to October 2012 for 58%** 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 October 2012.



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

<i>Location</i>	<i>CNE Oct</i>	<i>Operational Days Oct</i>	<i>N70 Oct</i>	<i>N70 Sep</i>	<i>N70 Aug</i>
<i>Threshold rwy 34</i>	11,391	30.9	360	374	376
<i>Penshurst</i>	666	30.9	15	16	9
<i>Bexley</i>	656	30.9	17	21	14
<i>Sydenham</i>	4,490	24.1	187	151	158
<i>Johnston St. Annandale</i>	3,069	30.9	76	54	50
<i>Church St. St Peters</i>	4,654	30.9	108	90	88
<i>Leichhardt PEMU 36</i>	3,650	30.7	112	73	71
<i>Eastlakes</i>	2,197	30.9	62	83	90
<i>Coogee</i>	427	30.9	10	21	29
<i>Kurnell</i>	3,018	30.9	81	98	98
<i>Croydon</i>	605	30.9	14	15	17
<i>Hunters Hill</i>	5,374	30.9	85	50	48

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

The N70 values for October 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 17 PM 47 Day 287 Night 11 WE_D 282 WE_N 3	Penshurst AM 0 PM 7 Day 6 Night 0 WE_D 19 WE_N 1	Bexley AM 1 PM 8 Day 7 Night 0 WE_D 22 WE_N 1	Eastlakes AM 2 PM 5 Day 61 Night 0 WE_D 46 WE_N 0
Coogee AM 0 PM 1 Day 6 Night 0 WE_D 16 WE_N 1	Sydenham AM 8 PM 21 Day 151 Night 0 WE_D 198 WE_N 1	Leichhardt PEMU36 AM 5 PM 10 Day 83 Night 0 WE_D 152 WE_N 1	Kurnell AM 1 PM 7 Day 88 Night 0 WE_D 40 WE_N 0
Annandale AM 1 PM 5 Day 66 Night 0 WE_D 88 WE_N 0	St Peters AM 2 PM 10 Day 94 Night 0 WE_D 113 WE_N 0	Croydon AM 1 PM 2 Day 14 Night 0 WE_D 8 WE_N 0	Hunters Hill AM 5 PM 7 Day 62 Night 0 WE_D 115 WE_N 1

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

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

DISCLAIMER

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