

Sydney Airport Operational Statistics

July 2016

PREVIEW

Sydney Airport Operational Statistics Report Preview

July 2016

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

There were a total of 28,651 aircraft movements this month (daily average 924.23). Last month there were a total of 26,336 movements (daily average 877.87) and for the same month last year there were a total of 28,180 movements (daily average 909.03).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 18 days and Mode 10 on 6 days and Mode 13 on 2 days. Crossing runway modes (including Sodprops) were used for 22.08% of non Curfew hours.

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

Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 13)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. This month's results are as follows:

North 26.42% - This result is above the LTOP target and above the previous month (25.71%)

South 50.06% - This result is below the LTOP target and below the previous month (50.23%)

East 20.38% - This result is above the LTOP target and below the previous month (20.53%)

West 3.14% - This result is below the LTOP target and below the previous month (3.53%)

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

This procedure was used on 7, 8, 20, and 21 of July for a total of 11 hours and 21 minutes (ATIS time).

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Table of Contents

Preview	1
Table of Contents.....	2
Sydney Airport Runways	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft	6
Runway Movement Summary – Jet Aircraft only	7
Runway Movement Summary – Non Jet Aircraft only.....	8
Hourly Runway Movement Summary– All Movements	9
Hourly Runway Movement Summary – Arrivals	10
Hourly Runway Movement Summary – Departures.....	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2016	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 31 July 2016)	17
Jet Flight Path Movements * (1 August 2015 - 31 July 2016)	18
Jet Aircraft Respite (R60) * (1 - 31 July 2016)	19
Jet Aircraft Respite (R60) * (1 August 2015 - 31 July 2016)	20
Jet Flight Path Movements (Explanation)	21
Jet Aircraft Respite (R60) (Explanation)	22
Measured Daily N70 Values	23

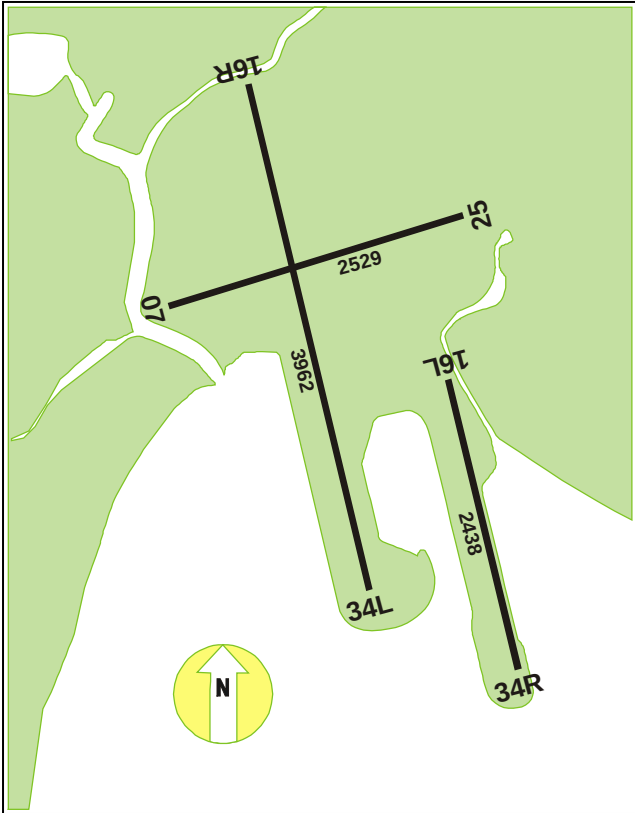
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* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



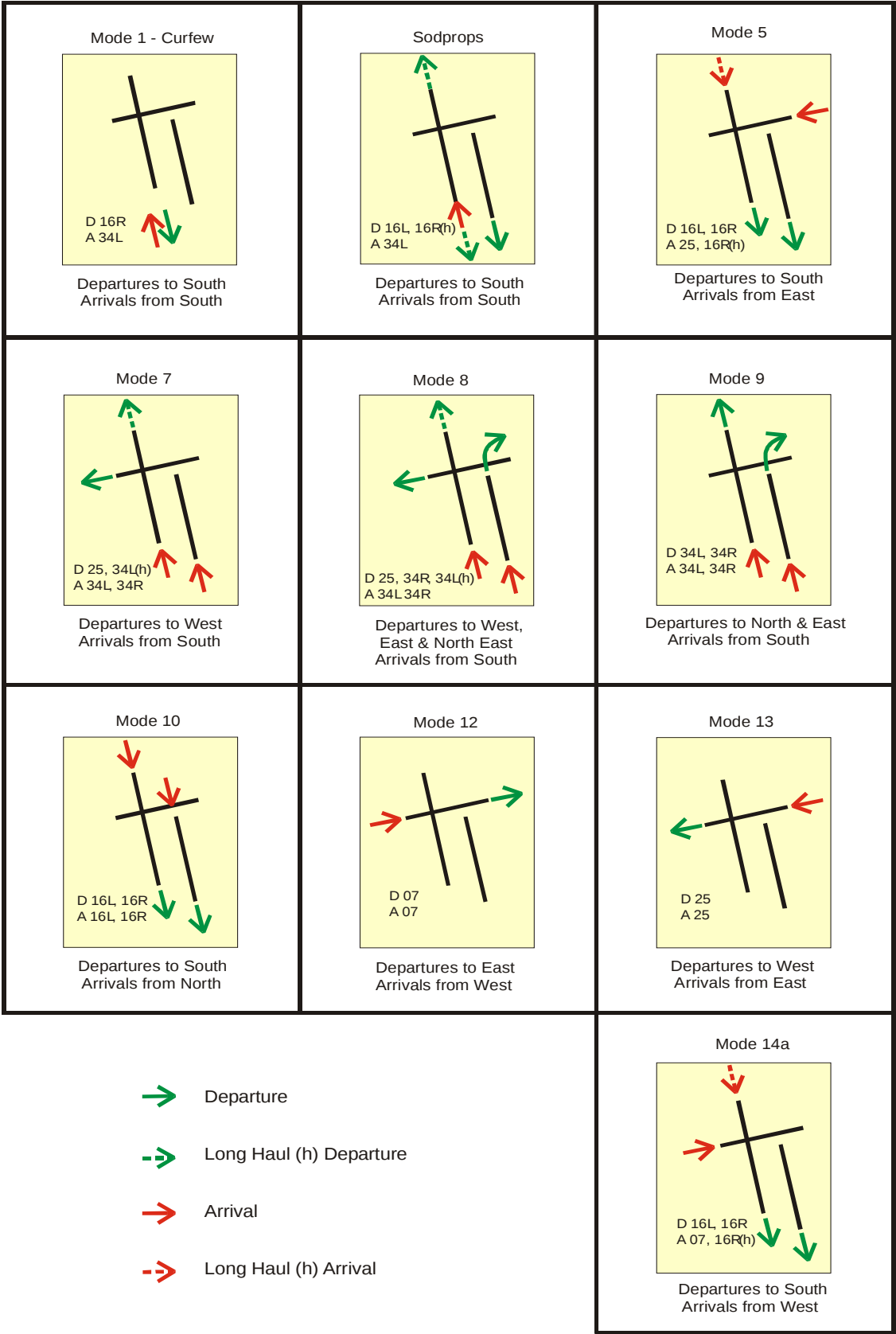
Runway numbers refer to the direction an aircraft is flying.

- 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-Jul-2016	0	0	0	88	81	169	111	200	311	80	15	95	141	108	249	103	120	223	0	0	0	1047
02-Jul-2016	0	0	0	0	73	73	0	3	3	1	8	9	295	169	464	106	132	238	0	0	0	787
03-Jul-2016	1	0	1	0	56	56	0	2	2	1	1	2	304	200	504	131	194	325	0	0	0	890
04-Jul-2016	0	0	0	0	23	23	0	6	6	0	0	0	308	211	519	181	249	430	0	0	0	978
05-Jul-2016	0	0	0	0	0	0	0	14	14	0	0	0	287	203	490	191	262	453	0	0	0	957
06-Jul-2016	0	0	0	42	44	86	92	76	168	150	162	312	97	84	181	75	88	163	0	0	0	910
07-Jul-2016	0	0	0	234	170	404	259	327	586	2	0	2	9	0	9	0	0	0	0	0	0	1001
08-Jul-2016	0	0	0	232	216	448	274	309	583	0	0	0	9	0	9	0	0	0	0	0	0	1040
09-Jul-2016	0	0	0	111	136	247	203	237	440	63	0	63	14	2	16	4	3	7	0	0	0	773
10-Jul-2016	0	0	0	0	0	0	0	2	2	0	0	0	275	208	483	161	242	403	0	0	0	888
11-Jul-2016	0	0	0	0	0	0	1	5	6	0	1	1	280	215	495	216	273	489	0	0	0	991
12-Jul-2016	1	0	1	0	0	0	0	12	12	0	2	2	286	208	494	195	256	451	0	0	0	960
13-Jul-2016	0	0	0	0	0	0	0	7	7	205	235	440	152	111	263	100	112	212	0	0	0	922
14-Jul-2016	1	0	1	0	52	52	0	8	8	2	0	2	332	210	542	170	236	406	0	0	0	1011
15-Jul-2016	0	0	0	105	87	192	135	168	303	0	0	0	174	126	300	101	132	233	0	0	0	1028
16-Jul-2016	0	0	0	36	52	88	57	124	181	102	1	103	126	90	216	68	104	172	0	0	0	760
17-Jul-2016	1	0	1	0	27	27	0	1	1	1	20	21	283	205	488	156	206	362	0	0	0	900
18-Jul-2016	0	0	0	6	10	16	9	6	15	2	1	3	269	225	494	181	220	401	0	0	0	929
19-Jul-2016	29	0	29	0	9	9	3	38	41	0	1	1	283	192	475	154	230	384	0	0	0	939
20-Jul-2016	0	0	0	200	168	368	255	307	562	0	0	0	9	0	9	0	0	0	0	0	0	939
21-Jul-2016	0	0	0	105	144	249	160	174	334	2	0	2	161	80	241	62	90	152	0	0	0	978
22-Jul-2016	0	0	0	0	0	0	0	7	7	0	0	0	304	220	524	206	278	484	0	0	0	1015
23-Jul-2016	0	0	0	1	22	23	1	10	11	227	248	475	105	56	161	34	12	46	0	0	0	716
24-Jul-2016	0	0	0	0	0	0	0	2	2	1	30	31	268	196	464	152	207	359	0	0	0	856
25-Jul-2016	0	0	0	0	0	0	0	6	6	0	17	17	294	223	517	190	241	431	0	0	0	971
26-Jul-2016	1	0	1	0	73	73	0	6	6	0	0	0	328	200	528	131	177	308	0	0	0	916
27-Jul-2016	0	0	0	0	26	26	0	9	9	38	32	70	281	192	473	152	211	363	0	0	0	941
28-Jul-2016	0	0	0	0	22	22	0	10	10	0	3	3	323	211	534	175	250	425	0	0	0	994
29-Jul-2016	0	0	0	0	17	17	0	7	7	1	0	1	318	231	549	191	262	453	0	0	0	1027
30-Jul-2016	84	0	84	112	112	224	161	238	399	0	0	0	19	2	21	2	4	6	0	0	0	734
31-Jul-2016	2	0	2	0	61	61	0	2	2	0	3	3	310	200	510	106	169	275	0	0	0	853
Total	120	0	120	1272	1681	2953	1721	2323	4044	878	780	1658	6644	4578	11222	3694	4960	8654	0	0	0	28651

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-Jul-2016	0	0	0	57	56	113	90	154	244	68	15	83	121	71	192	60	101	161	0	0	0	793
02-Jul-2016	0	0	0	0	69	69	0	2	2	1	7	8	246	121	367	67	110	177	0	0	0	623
03-Jul-2016	0	0	0	0	50	50	0	0	0	0	0	0	259	135	394	89	168	257	0	0	0	701
04-Jul-2016	0	0	0	0	22	22	0	4	4	0	0	0	240	134	374	125	207	332	0	0	0	732
05-Jul-2016	0	0	0	0	0	0	0	11	11	0	0	0	226	124	350	129	219	348	0	0	0	709
06-Jul-2016	0	0	0	29	34	63	79	59	138	107	120	227	83	59	142	49	75	124	0	0	0	694
07-Jul-2016	0	0	0	156	125	281	211	243	454	2	0	2	5	0	5	0	0	0	0	0	0	742
08-Jul-2016	0	0	0	151	169	320	225	221	446	0	0	0	6	0	6	0	0	0	0	0	0	772
09-Jul-2016	0	0	0	77	111	188	165	190	355	52	0	52	13	2	15	4	3	7	0	0	0	617
10-Jul-2016	0	0	0	0	0	0	0	1	1	0	0	0	226	143	369	125	211	336	0	0	0	706
11-Jul-2016	0	0	0	0	0	0	0	4	4	0	1	1	231	138	369	140	228	368	0	0	0	742
12-Jul-2016	0	0	0	0	0	0	0	8	8	0	1	1	228	133	361	126	210	336	0	0	0	706
13-Jul-2016	0	0	0	0	0	0	0	5	5	151	171	322	126	72	198	64	97	161	0	0	0	686
14-Jul-2016	0	0	0	0	51	51	0	5	5	1	0	1	265	130	395	111	192	303	0	0	0	755
15-Jul-2016	0	0	0	72	64	136	113	127	240	0	0	0	135	82	217	67	114	181	0	0	0	774
16-Jul-2016	0	0	0	28	43	71	45	104	149	91	0	91	99	65	164	44	87	131	0	0	0	606
17-Jul-2016	1	0	1	0	27	27	0	1	1	0	17	17	244	139	383	105	172	277	0	0	0	706
18-Jul-2016	0	0	0	5	10	15	8	5	13	1	0	1	207	150	357	126	180	306	0	0	0	692
19-Jul-2016	27	0	27	0	7	7	2	35	37	0	1	1	227	116	343	90	186	276	0	0	0	691
20-Jul-2016	0	0	0	131	127	258	210	231	441	0	0	0	6	0	6	0	0	0	0	0	0	705
21-Jul-2016	0	0	0	71	122	193	127	130	257	2	0	2	132	44	176	38	73	111	0	0	0	739
22-Jul-2016	0	0	0	0	0	0	0	4	4	0	0	0	245	139	384	133	232	365	0	0	0	753
23-Jul-2016	0	0	0	0	20	20	0	10	10	174	189	363	96	49	145	18	11	29	0	0	0	567
24-Jul-2016	0	0	0	0	0	0	0	1	1	0	28	28	220	133	353	114	173	287	0	0	0	669
25-Jul-2016	0	0	0	0	0	0	0	6	6	0	14	14	232	142	374	129	201	330	0	0	0	724
26-Jul-2016	0	0	0	0	61	61	0	4	4	0	0	0	260	123	383	73	144	217	0	0	0	665
27-Jul-2016	0	0	0	0	25	25	0	6	6	23	23	46	217	120	337	105	170	275	0	0	0	689
28-Jul-2016	0	0	0	0	20	20	0	9	9	0	1	1	267	132	399	104	207	311	0	0	0	740
29-Jul-2016	0	0	0	0	17	17	0	4	4	1	0	1	256	151	407	128	222	350	0	0	0	779
30-Jul-2016	75	0	75	70	86	156	130	192	322	0	0	0	17	2	19	2	4	6	0	0	0	578
31-Jul-2016	0	0	0	0	53	53	0	0	0	0	3	3	254	133	387	74	142	216	0	0	0	659
Total	103	0	103	847	1369	2216	1405	1776	3181	674	591	1265	5389	2982	8371	2439	4139	6578	0	0	0	21714

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-Jul-2016	0	0	0	31	25	56	21	46	67	12	0	12	20	37	57	43	19	62	0	0	0	254
02-Jul-2016	0	0	0	0	4	4	0	1	1	0	1	1	49	48	97	39	22	61	0	0	0	164
03-Jul-2016	1	0	1	0	6	6	0	2	2	1	1	2	45	65	110	42	26	68	0	0	0	189
04-Jul-2016	0	0	0	0	1	1	0	2	2	0	0	0	68	77	145	56	42	98	0	0	0	246
05-Jul-2016	0	0	0	0	0	0	0	3	3	0	0	0	61	79	140	62	43	105	0	0	0	248
06-Jul-2016	0	0	0	13	10	23	13	17	30	43	42	85	14	25	39	26	13	39	0	0	0	216
07-Jul-2016	0	0	0	78	45	123	48	84	132	0	0	0	4	0	4	0	0	0	0	0	0	259
08-Jul-2016	0	0	0	81	47	128	49	88	137	0	0	0	3	0	3	0	0	0	0	0	0	268
09-Jul-2016	0	0	0	34	25	59	38	47	85	11	0	11	1	0	1	0	0	0	0	0	0	156
10-Jul-2016	0	0	0	0	0	0	0	1	1	0	0	0	49	65	114	36	31	67	0	0	0	182
11-Jul-2016	0	0	0	0	0	0	1	1	2	0	0	0	49	77	126	76	45	121	0	0	0	249
12-Jul-2016	1	0	1	0	0	0	0	4	4	0	1	1	58	75	133	69	46	115	0	0	0	254
13-Jul-2016	0	0	0	0	0	0	0	2	2	54	64	118	26	39	65	36	15	51	0	0	0	236
14-Jul-2016	1	0	1	0	1	1	0	3	3	1	0	1	67	80	147	59	44	103	0	0	0	256
15-Jul-2016	0	0	0	33	23	56	22	41	63	0	0	0	39	44	83	34	18	52	0	0	0	254
16-Jul-2016	0	0	0	8	9	17	12	20	32	11	1	12	27	25	52	24	17	41	0	0	0	154
17-Jul-2016	0	0	0	0	0	0	0	0	0	1	3	4	39	66	105	51	34	85	0	0	0	194
18-Jul-2016	0	0	0	1	0	1	1	1	2	1	1	2	62	75	137	55	40	95	0	0	0	237
19-Jul-2016	2	0	2	0	2	2	1	3	4	0	0	0	56	76	132	64	44	108	0	0	0	248
20-Jul-2016	0	0	0	69	41	110	45	76	121	0	0	0	3	0	3	0	0	0	0	0	0	234
21-Jul-2016	0	0	0	34	22	56	33	44	77	0	0	0	29	36	65	24	17	41	0	0	0	239
22-Jul-2016	0	0	0	0	0	0	0	3	3	0	0	0	59	81	140	73	46	119	0	0	0	262
23-Jul-2016	0	0	0	1	2	3	1	0	1	53	59	112	9	7	16	16	1	17	0	0	0	149
24-Jul-2016	0	0	0	0	0	0	0	1	1	1	2	3	48	63	111	38	34	72	0	0	0	187
25-Jul-2016	0	0	0	0	0	0	0	0	0	0	3	3	62	81	143	61	40	101	0	0	0	247
26-Jul-2016	1	0	1	0	12	12	0	2	2	0	0	0	68	77	145	58	33	91	0	0	0	251
27-Jul-2016	0	0	0	0	1	1	0	3	3	15	9	24	64	72	136	47	41	88	0	0	0	252
28-Jul-2016	0	0	0	0	2	2	0	1	1	0	2	2	56	79	135	71	43	114	0	0	0	254
29-Jul-2016	0	0	0	0	0	0	0	3	3	0	0	0	62	80	142	63	40	103	0	0	0	248
30-Jul-2016	9	0	9	42	26	68	31	46	77	0	0	0	2	0	2	0	0	0	0	0	0	156
31-Jul-2016	2	0	2	0	8	8	0	2	2	0	0	0	56	67	123	32	27	59	0	0	0	194
Total	17	0	17	425	312	737	316	547	863	204	189	393	1255	1596	2851	1255	821	2076	0	0	0	6937

(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-Jul-2016	4	0	0	3	1	4	41	72	78	68	71	73	58	52	59	65	57	76	76	73	48	40	27	1	1047
02-Jul-2016	1	1	0	0	1	4	31	58	74	59	70	73	51	41	48	53	41	41	39	40	18	29	13	1	787
03-Jul-2016	0	2	1	0	0	4	28	40	56	48	67	67	52	46	61	52	58	66	68	68	40	38	28	0	890
04-Jul-2016	0	0	1	2	1	3	52	71	70	74	70	63	55	45	56	56	57	60	79	59	34	36	30	4	978
05-Jul-2016	3	1	0	2	5	5	50	67	76	70	69	64	49	41	55	41	62	59	68	62	38	38	27	5	957
06-Jul-2016	0	3	1	2	4	4	43	67	71	72	67	43	47	49	51	53	53	54	60	52	33	42	36	3	910
07-Jul-2016	2	2	1	3	3	0	49	65	76	77	69	67	59	41	53	57	53	59	69	69	47	44	31	5	1001
08-Jul-2016	4	1	3	2	1	4	44	66	74	75	73	69	52	53	63	57	59	58	68	74	67	43	29	1	1040
09-Jul-2016	1	0	1	2	0	4	29	59	69	65	65	63	48	46	54	48	38	41	39	39	23	28	11	0	773
10-Jul-2016	0	0	1	0	0	2	29	42	57	53	63	60	50	49	56	57	50	67	68	69	45	45	24	1	888
11-Jul-2016	0	1	1	0	0	4	44	80	77	73	74	70	52	37	63	60	51	61	81	59	33	38	30	2	991
12-Jul-2016	4	2	2	3	3	4	49	70	77	71	70	59	50	45	50	46	53	63	69	58	41	34	30	7	960
13-Jul-2016	4	1	2	1	3	4	43	73	78	53	49	49	49	52	48	46	51	48	55	80	51	42	38	2	922
14-Jul-2016	5	2	4	0	3	3	40	73	77	68	72	69	55	45	57	54	62	62	71	69	45	36	36	3	1011
15-Jul-2016	4	0	3	2	2	3	41	70	78	68	70	74	51	50	54	57	68	65	76	69	56	42	23	2	1028
16-Jul-2016	0	0	0	0	0	4	32	50	66	65	67	69	39	47	52	50	31	45	40	39	25	28	11	0	760
17-Jul-2016	0	0	0	1	0	2	32	36	45	53	67	69	58	44	63	60	54	66	65	68	42	38	35	2	900
18-Jul-2016	0	0	0	1	0	3	32	47	41	48	75	76	58	72	42	51	60	66	67	69	40	38	38	5	929
19-Jul-2016	3	2	2	4	2	4	44	72	72	65	70	65	46	47	51	49	52	60	60	68	37	36	25	3	939
20-Jul-2016	4	1	2	5	1	4	38	65	76	73	58	66	43	33	63	59	46	59	59	68	47	39	27	3	939
21-Jul-2016	2	2	3	4	0	3	42	68	75	70	73	65	54	38	53	48	58	64	73	63	39	42	29	10	978
22-Jul-2016	2	1	2	5	1	4	36	72	76	65	62	74	62	51	62	54	59	61	73	77	42	48	25	1	1015
23-Jul-2016	1	1	0	0	0	3	31	45	53	57	51	48	51	52	50	47	42	39	41	37	26	29	11	1	716
24-Jul-2016	1	0	0	1	1	3	30	31	62	48	61	61	51	41	60	57	47	61	66	69	45	35	25	0	856
25-Jul-2016	0	0	0	0	0	3	49	79	76	63	77	66	56	43	54	54	57	66	64	62	37	34	28	3	971
26-Jul-2016	3	1	3	3	1	3	47	75	77	68	70	58	33	43	49	54	49	65	64	62	32	32	21	3	916
27-Jul-2016	4	1	2	3	1	4	45	66	81	68	65	46	55	47	49	52	55	61	70	65	33	37	24	7	941
28-Jul-2016	2	0	1	4	2	3	45	75	73	76	69	67	50	43	54	53	55	66	76	60	44	38	34	4	994
29-Jul-2016	4	1	2	5	1	3	40	74	78	67	67	75	46	58	61	61	54	71	70	73	47	40	27	2	1027
30-Jul-2016	1	0	1	0	0	4	31	49	68	64	68	70	44	40	50	44	32	44	30	42	16	28	7	1	734
31-Jul-2016	1	1	0	0	0	4	30	34	52	53	62	61	46	48	58	59	51	69	69	57	38	36	23	1	853
Total	60	27	39	58	37	106	1217	1911	2159	1997	2081	1999	1570	1439	1699	1654	1615	1843	1973	1919	1209	1153	803	83	28651
Avg.	1.94	0.87	1.26	1.87	1.19	3.42	39.26	61.65	69.65	64.42	67.13	64.48	50.65	46.42	54.81	53.35	52.10	59.45	63.65	61.90	39.00	37.19	25.90	2.68	924.23

(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-Jul-2016	2	0	0	2	0	4	20	43	45	29	29	34	25	24	25	33	28	43	38	34	24	23	18	0	523
02-Jul-2016	1	1	0	0	0	4	23	36	35	24	26	36	22	19	27	30	22	25	19	20	11	15	6	0	402
03-Jul-2016	0	2	0	0	0	4	20	22	26	22	31	27	18	20	31	23	25	42	32	31	22	21	18	0	437
04-Jul-2016	0	0	1	1	0	3	29	40	38	32	28	28	24	20	28	26	33	35	40	28	16	21	15	3	489
05-Jul-2016	1	0	0	2	3	3	30	35	38	37	31	29	19	19	25	18	36	31	37	29	22	20	13	0	478
06-Jul-2016	0	2	1	1	2	4	24	36	40	35	26	21	23	25	22	24	22	26	29	27	19	26	20	1	456
07-Jul-2016	0	1	1	2	1	0	31	33	39	40	29	29	24	24	26	22	32	33	34	33	28	23	15	4	504
08-Jul-2016	1	1	2	1	0	4	24	37	38	39	28	28	23	30	29	27	28	31	35	34	38	19	17	1	515
09-Jul-2016	1	0	1	1	0	4	20	37	33	29	24	29	24	23	29	25	20	25	17	22	13	15	3	0	395
10-Jul-2016	0	0	1	0	0	2	21	24	32	23	24	23	18	23	26	27	25	39	33	33	24	23	15	0	436
11-Jul-2016	0	1	1	0	0	3	25	43	38	37	31	32	22	17	33	28	26	36	41	27	18	22	15	1	497
12-Jul-2016	1	0	2	3	0	3	26	40	38	34	30	31	20	24	25	19	26	34	36	29	23	18	17	3	482
13-Jul-2016	1	1	2	0	2	3	21	39	45	29	25	25	24	23	18	19	21	23	30	40	23	20	22	1	457
14-Jul-2016	2	2	2	0	1	3	17	40	41	36	32	33	21	21	32	18	31	37	39	30	26	22	17	2	505
15-Jul-2016	1	0	2	2	0	3	20	40	40	38	27	37	21	24	24	30	30	35	39	32	28	25	15	2	515
16-Jul-2016	0	0	0	0	0	4	22	31	33	26	29	29	20	26	29	24	14	25	25	17	16	14	5	0	389
17-Jul-2016	0	0	0	1	0	2	23	22	21	24	27	27	20	19	33	26	25	35	35	33	24	21	21	2	441
18-Jul-2016	0	0	0	1	0	3	18	19	16	27	40	45	20	31	18	25	35	32	38	31	25	21	20	2	467
19-Jul-2016	0	1	2	3	0	3	27	37	35	35	24	31	18	24	28	20	26	35	35	31	23	19	11	1	469
20-Jul-2016	1	0	2	3	0	4	21	35	40	39	25	30	16	15	30	21	23	35	32	35	23	21	13	0	464
21-Jul-2016	1	1	3	1	0	3	22	38	39	39	28	29	21	18	26	21	33	34	35	31	21	24	18	4	490
22-Jul-2016	0	1	2	3	0	3	21	40	40	34	22	33	28	27	33	23	29	38	36	34	19	27	16	1	510
23-Jul-2016	1	1	0	0	0	3	23	27	27	24	22	23	23	23	23	25	23	24	23	16	19	13	4	1	368
24-Jul-2016	0	0	0	1	1	3	24	19	30	27	19	23	15	20	32	24	19	34	39	31	22	22	16	0	421
25-Jul-2016	0	0	0	0	0	3	28	38	39	32	34	31	24	21	26	24	31	37	34	24	24	20	14	0	484
26-Jul-2016	1	1	2	2	0	3	28	40	39	34	28	25	17	22	23	24	26	35	35	30	18	17	8	2	460
27-Jul-2016	1	1	1	2	0	4	23	37	48	30	32	23	24	19	21	22	31	27	41	31	17	21	11	4	471
28-Jul-2016	0	0	1	3	0	3	20	44	38	41	31	28	23	23	24	23	30	38	36	30	22	24	14	2	498
29-Jul-2016	2	1	2	2	1	3	20	41	44	32	27	32	20	29	29	26	26	43	34	31	24	23	17	1	510
30-Jul-2016	1	0	1	0	0	4	21	30	34	30	26	34	19	23	26	24	14	26	17	22	12	11	3	0	378
31-Jul-2016	1	0	0	0	0	4	22	22	23	27	21	20	17	23	29	27	24	39	35	27	21	20	16	0	418
Total	20	18	32	37	11	99	714	1065	1112	985	856	905	653	699	830	748	814	1032	1029	903	665	631	433	38	14329
Avg.	0.65	0.58	1.03	1.19	0.35	3.19	23.03	34.35	35.87	31.77	27.61	29.19	21.06	22.55	26.77	24.13	26.26	33.29	33.19	29.13	21.45	20.35	13.97	1.23	462.23

(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-Jul-2016	2	0	0	1	1	0	21	29	33	39	42	39	33	28	34	32	29	33	38	39	24	17	9	1	524
02-Jul-2016	0	0	0	0	1	0	8	22	39	35	44	37	29	22	21	23	19	16	20	20	7	14	7	1	385
03-Jul-2016	0	0	1	0	0	0	8	18	30	26	36	40	34	26	30	29	33	24	36	37	18	17	10	0	453
04-Jul-2016	0	0	0	1	1	0	23	31	32	42	42	35	31	25	28	30	24	25	39	31	18	15	15	1	489
05-Jul-2016	2	1	0	0	2	2	20	32	38	33	38	35	30	22	30	23	26	28	31	33	16	18	14	5	479
06-Jul-2016	0	1	0	1	2	0	19	31	31	37	41	22	24	24	29	29	31	28	31	25	14	16	16	2	454
07-Jul-2016	2	1	0	1	2	0	18	32	37	37	40	38	35	17	27	35	21	26	35	36	19	21	16	1	497
08-Jul-2016	3	0	1	1	1	0	20	29	36	36	45	41	29	23	34	30	31	27	33	40	29	24	12	0	525
09-Jul-2016	0	0	0	1	0	0	9	22	36	36	41	34	24	23	25	23	18	16	22	17	10	13	8	0	378
10-Jul-2016	0	0	0	0	0	0	8	18	25	30	39	37	32	26	30	30	25	28	35	36	21	22	9	1	452
11-Jul-2016	0	0	0	0	0	1	19	37	39	36	43	38	30	20	30	32	25	25	40	32	15	16	15	1	494
12-Jul-2016	3	2	0	0	3	1	23	30	39	37	40	28	30	21	25	27	27	29	33	29	18	16	13	4	478
13-Jul-2016	3	0	0	1	1	1	22	34	33	24	24	24	25	29	30	27	30	25	25	40	28	22	16	1	465
14-Jul-2016	3	0	2	0	2	0	23	33	36	32	40	36	34	24	25	36	31	25	32	39	19	14	19	1	506
15-Jul-2016	3	0	1	0	2	0	21	30	38	30	43	37	30	26	30	27	38	30	37	37	28	17	8	0	513
16-Jul-2016	0	0	0	0	0	0	10	19	33	39	38	40	19	21	23	26	17	20	15	22	9	14	6	0	371
17-Jul-2016	0	0	0	0	0	0	9	14	24	29	40	42	38	25	30	34	29	31	30	35	18	17	14	0	459
18-Jul-2016	0	0	0	0	0	0	14	28	25	21	35	31	38	41	24	26	25	34	29	38	15	17	18	3	462
19-Jul-2016	3	1	0	1	2	1	17	35	37	30	46	34	28	23	23	29	26	25	25	37	14	17	14	2	470
20-Jul-2016	3	1	0	2	1	0	17	30	36	34	33	36	27	18	33	38	23	24	27	33	24	18	14	3	475
21-Jul-2016	1	1	0	3	0	0	20	30	36	31	45	36	33	20	27	27	25	30	38	32	18	18	11	6	488
22-Jul-2016	2	0	0	2	1	1	15	32	36	31	40	41	34	24	29	31	30	23	37	43	23	21	9	0	505
23-Jul-2016	0	0	0	0	0	0	8	18	26	33	29	25	28	29	27	22	19	15	18	21	7	16	7	0	348
24-Jul-2016	1	0	0	0	0	0	6	12	32	21	42	38	36	21	28	33	28	27	27	38	23	13	9	0	435
25-Jul-2016	0	0	0	0	0	0	21	41	37	31	43	35	32	22	28	30	26	29	30	38	13	14	14	3	487
26-Jul-2016	2	0	1	1	1	0	19	35	38	34	42	33	16	21	26	30	23	30	29	32	14	15	13	1	456
27-Jul-2016	3	0	1	1	1	0	22	29	33	38	33	23	31	28	28	30	24	34	29	34	16	16	13	3	470
28-Jul-2016	2	0	0	1	2	0	25	31	35	35	38	39	27	20	30	30	25	28	40	30	22	14	20	2	496
29-Jul-2016	2	0	0	3	0	0	20	33	34	35	40	43	26	29	32	35	28	28	36	42	23	17	10	1	517
30-Jul-2016	0	0	0	0	0	0	10	19	34	34	42	36	25	17	24	20	18	18	13	20	4	17	4	1	356
31-Jul-2016	0	1	0	0	0	0	8	12	29	26	41	41	29	25	29	32	27	30	34	30	17	16	7	1	435
Total	40	9	7	21	26	7	503	846	1047	1012	1225	1094	917	740	869	906	801	811	944	1016	544	522	370	45	14322
Avg.	1.29	0.29	0.23	0.68	0.84	0.23	16.23	27.29	33.77	32.65	39.52	35.29	29.58	23.87	28.03	29.23	25.84	26.16	30.45	32.77	17.55	16.84	11.94	1.45	462.00

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

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-Jul-16	07:00	00:24	-	03:16	00:48	-	06:32	05:58	-	-	-	-	-
02-Jul-16	07:00	00:41	06:48	-	00:46	-	08:43	-	-	-	-	-	-
03-Jul-16	07:00	00:26	04:45	-	-	-	11:47	-	-	-	-	-	-
04-Jul-16	07:00	00:22	02:22	-	-	-	14:14	-	-	-	-	-	-
05-Jul-16	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
06-Jul-16	07:00	00:12	-	-	-	-	05:03	05:09	-	06:34	-	-	-
07-Jul-16	07:00	00:15	-	-	-	-	-	16:43	-	-	-	-	-
08-Jul-16	07:00	00:20	-	-	-	-	-	16:38	-	-	-	-	-
09-Jul-16	07:00	00:48	-	02:57	-	-	00:33	12:39	-	-	-	-	-
10-Jul-16	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
11-Jul-16	07:00	00:20	-	-	-	-	16:38	-	-	-	-	-	-
12-Jul-16	07:00	-	-	-	-	-	16:59	-	-	-	-	-	-
13-Jul-16	07:00	00:10	-	-	-	-	07:30	-	-	09:18	-	-	-
14-Jul-16	07:00	00:12	03:42	-	-	-	13:04	-	-	-	-	-	-
15-Jul-16	07:00	00:30	01:17	-	-	-	07:33	07:38	-	-	-	-	-
16-Jul-16	07:00	00:38	00:34	06:00	-	-	06:27	03:18	-	-	-	-	-
17-Jul-16	07:00	00:20	02:29	-	01:26	-	12:43	-	-	-	-	-	-
18-Jul-16	07:00	00:16	-	-	-	-	15:43	00:59	-	-	-	-	-
19-Jul-16	07:00	00:21	00:22	-	-	-	14:34	-	-	-	01:40	-	-
20-Jul-16	07:00	00:14	-	-	-	-	-	16:44	-	-	-	-	-
21-Jul-16	07:00	-	03:01	-	-	-	04:40	09:18	-	-	-	-	-
22-Jul-16	07:00	00:18	-	-	-	-	16:40	-	-	-	-	-	-
23-Jul-16	07:00	00:31	02:49	00:40	02:23	-	01:15	-	-	09:20	-	-	-
24-Jul-16	07:00	00:22	-	-	03:31	-	13:05	-	-	-	-	-	-
25-Jul-16	07:00	00:18	-	-	02:11	-	14:29	-	-	-	-	-	-
26-Jul-16	07:00	00:17	06:03	-	-	-	10:38	-	-	-	-	-	-
27-Jul-16	07:00	-	03:03	-	-	-	12:23	-	-	01:32	-	-	-
28-Jul-16	07:00	00:25	02:09	-	-	-	14:24	-	-	-	-	-	-
29-Jul-16	07:00	00:30	01:57	-	-	-	14:31	-	-	-	-	-	-
30-Jul-16	07:00	00:53	-	-	-	-	00:33	10:19	-	-	05:12	-	-
31-Jul-16	07:00	00:24	05:31	-	00:09	-	10:53	-	-	-	-	-	-
Total	217:00	11:32	46:58	12:54	11:16	00:00	305:06	105:29	00:00	26:45	06:53	00:00	00:00
% Used		2.19%	8.91%	2.45%	2.14%	0.00%	57.90%	20.02%	0.00%	5.08%	1.31%	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).

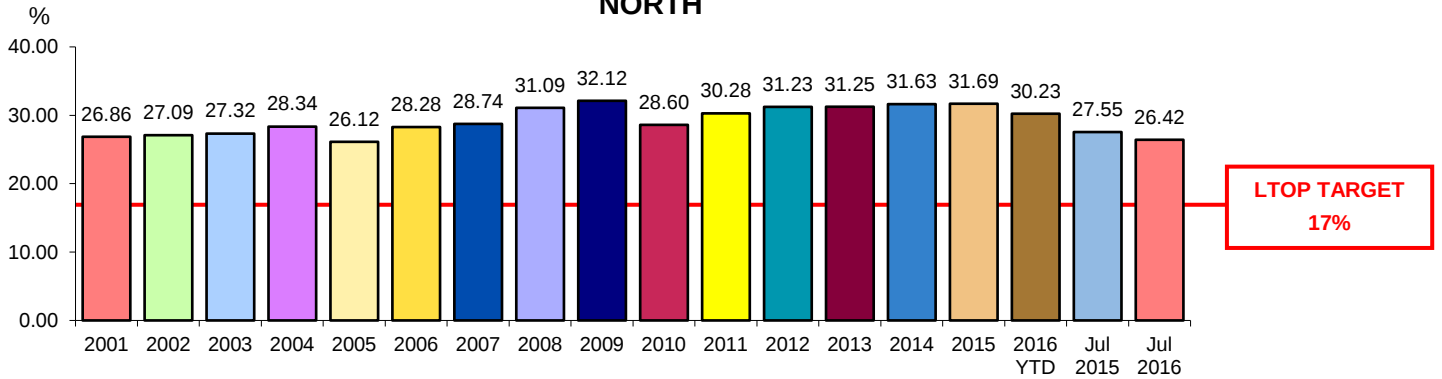
Cumulative Mode Utilisation from 1 January 2016

Time	2.09%	6.41%	2.00%	1.94%	0.00%	50.42%	32.03%	0.63%	1.53%	2.96%	0.00%	0.00%
Movements	0.40%	4.32%	1.31%	1.32%	0.00%	55.00%	33.79%	0.45%	1.41%	2.00%	0.00%	0.00%

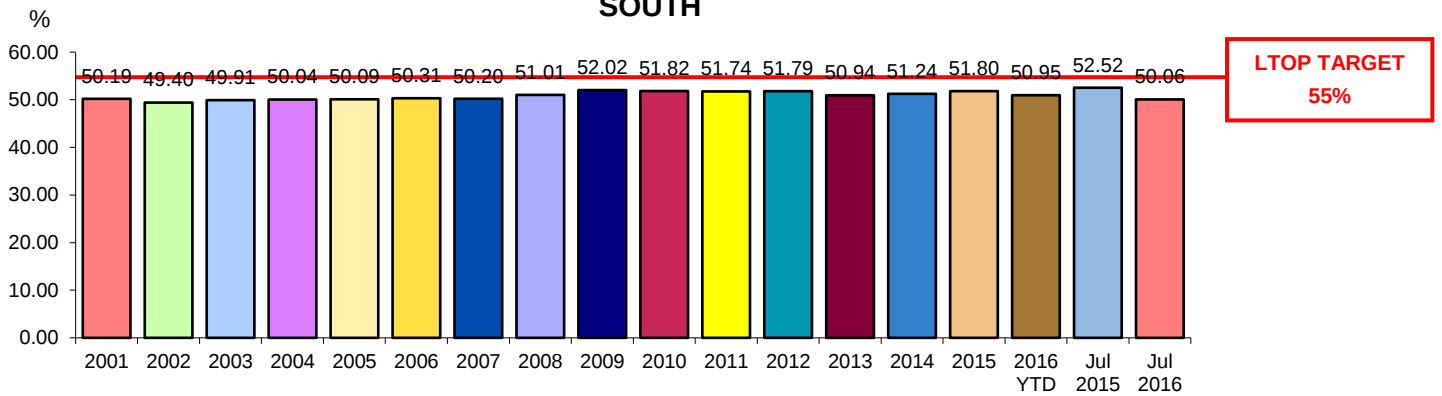
Runway End Impact to 31 July 2016

Includes comparisons with annual figures for 1998 to 2015, 2016 Year to Date, current month this year and corresponding month last year.

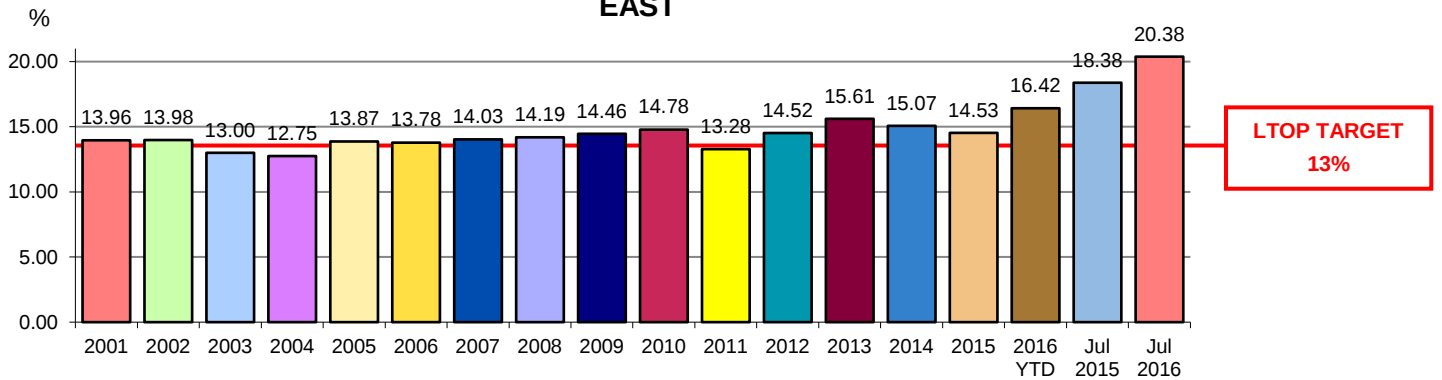
NORTH



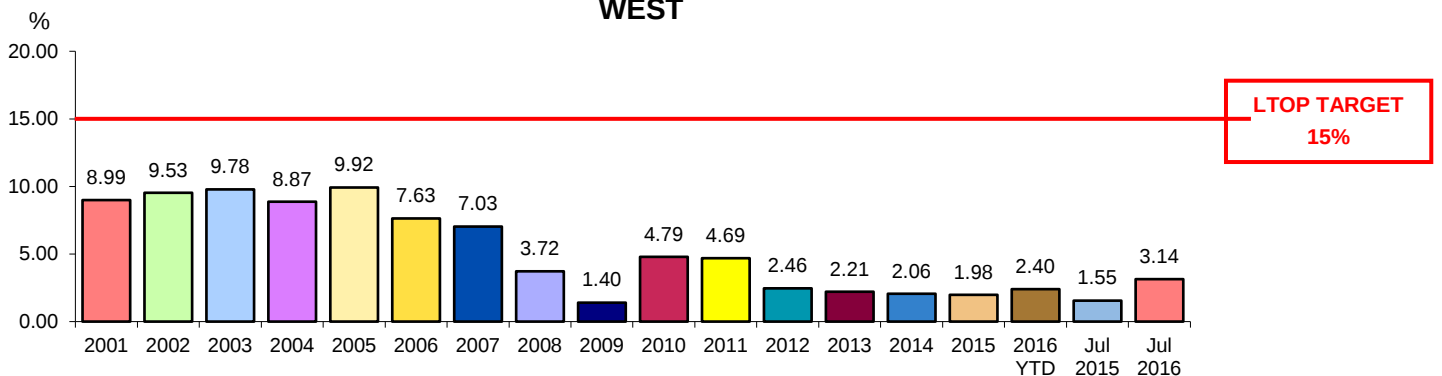
SOUTH



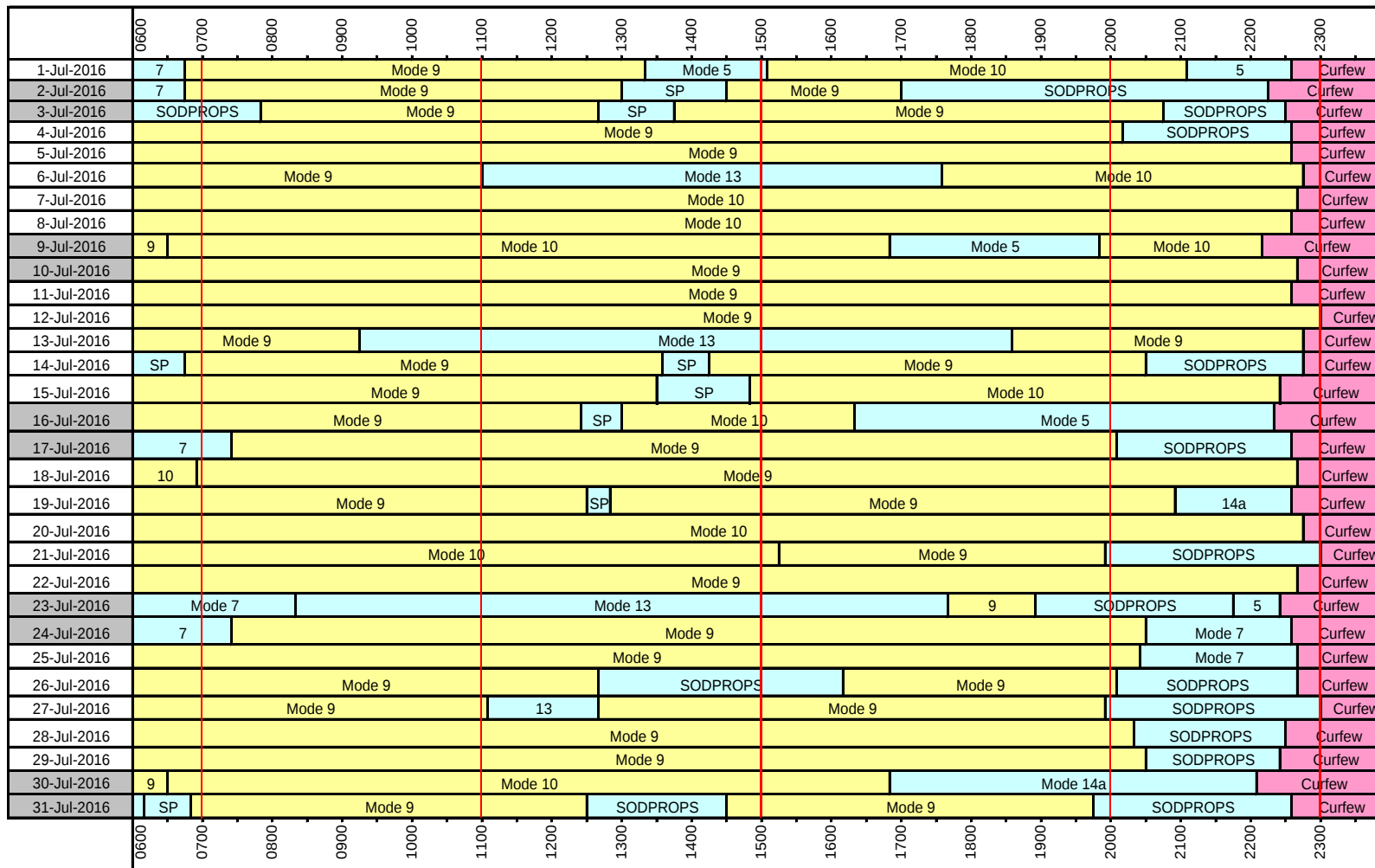
EAST



WEST



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **July 2016**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
7/07/2016	06:58	10:15	3:17
8/07/2016	06:58	09:46	2:48
20/07/2016	07:03	09:44	2:41
21/07/2016	07:02	09:37	2:35

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

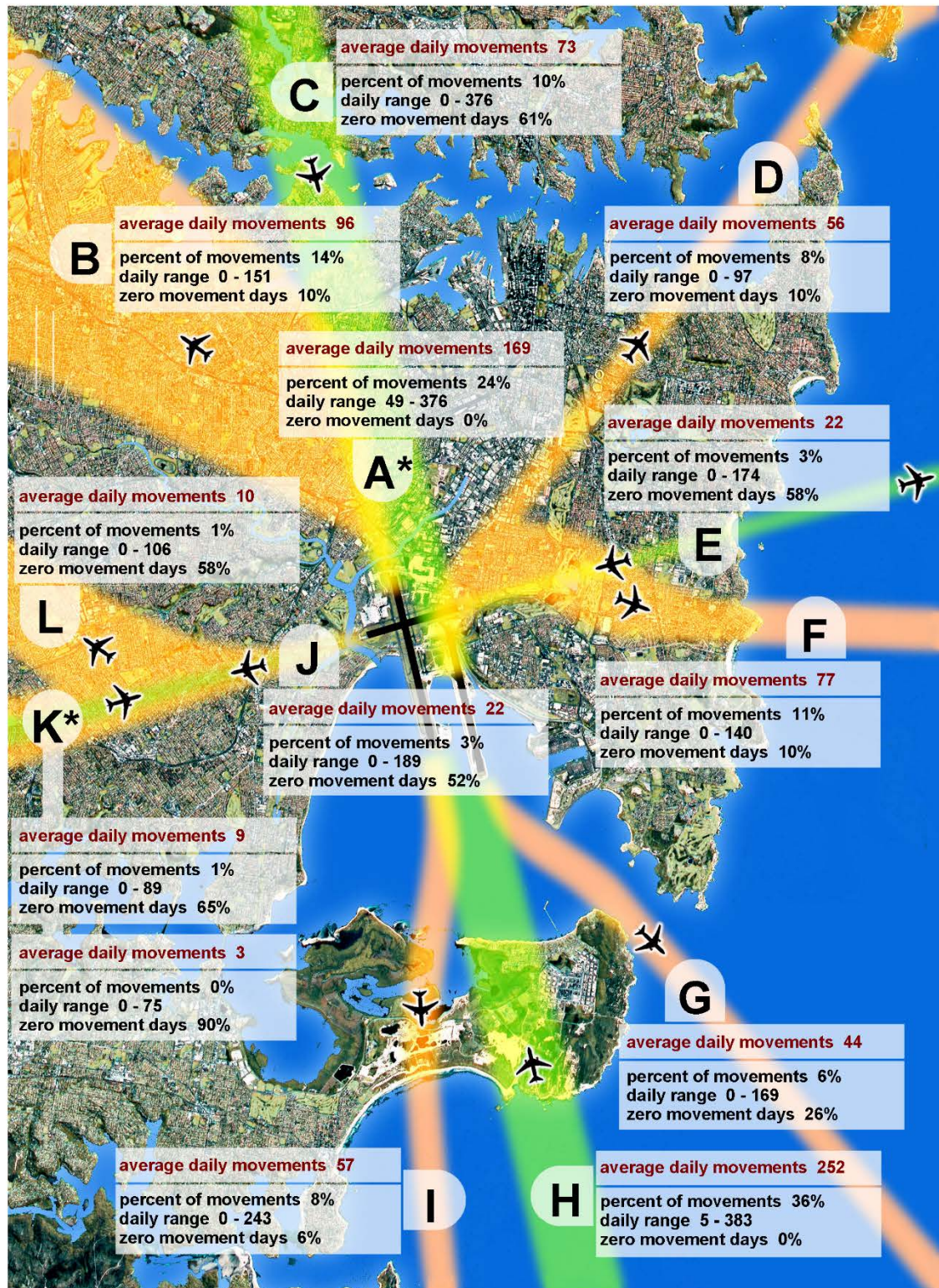
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
7/07/2016	121	59	62
8/07/2016	108	51	57
20/07/2016	104	50	54
21/07/2016	102	48	54

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

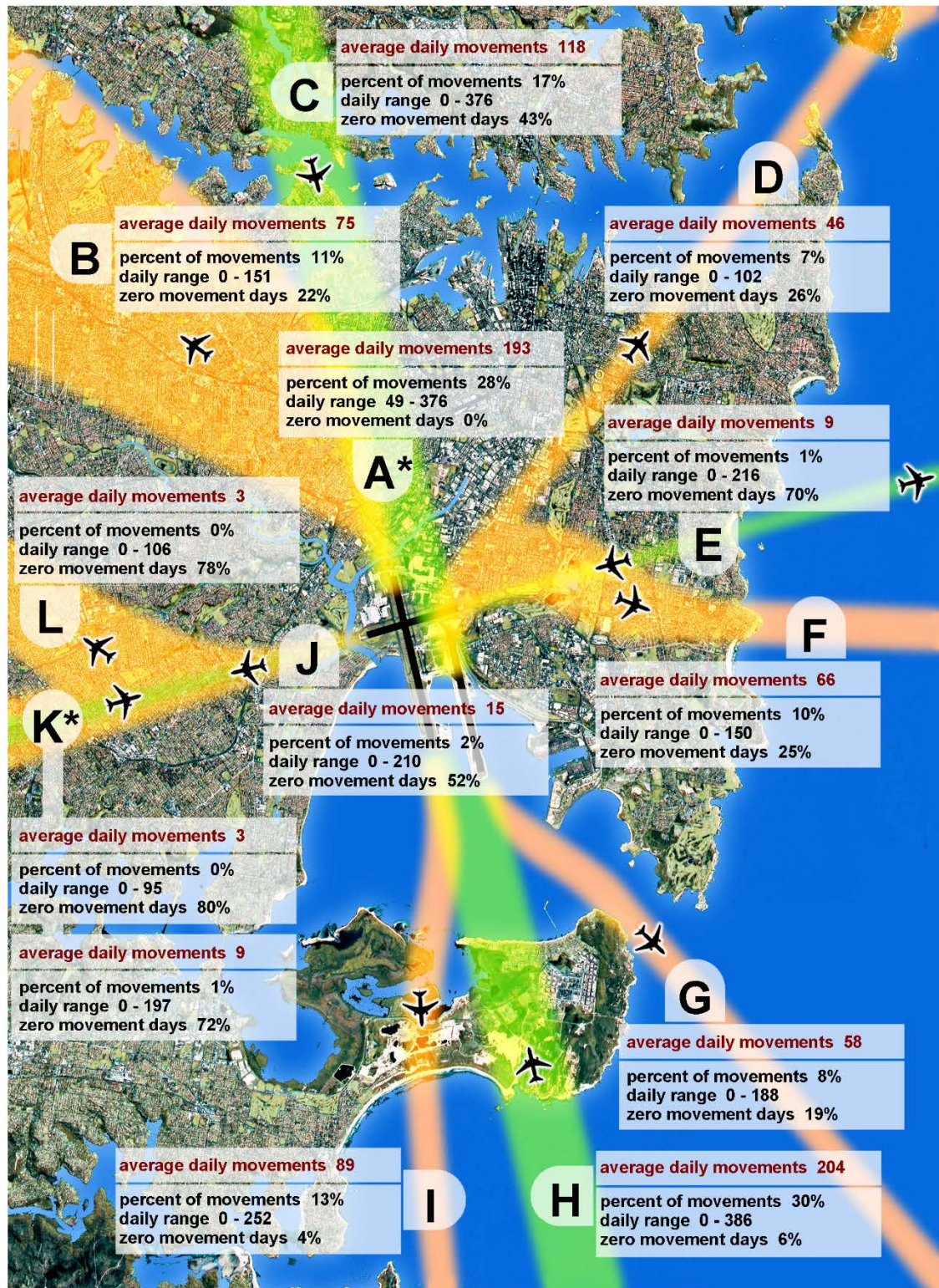
1 July 2016 to 31 July 2016, All Jets



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

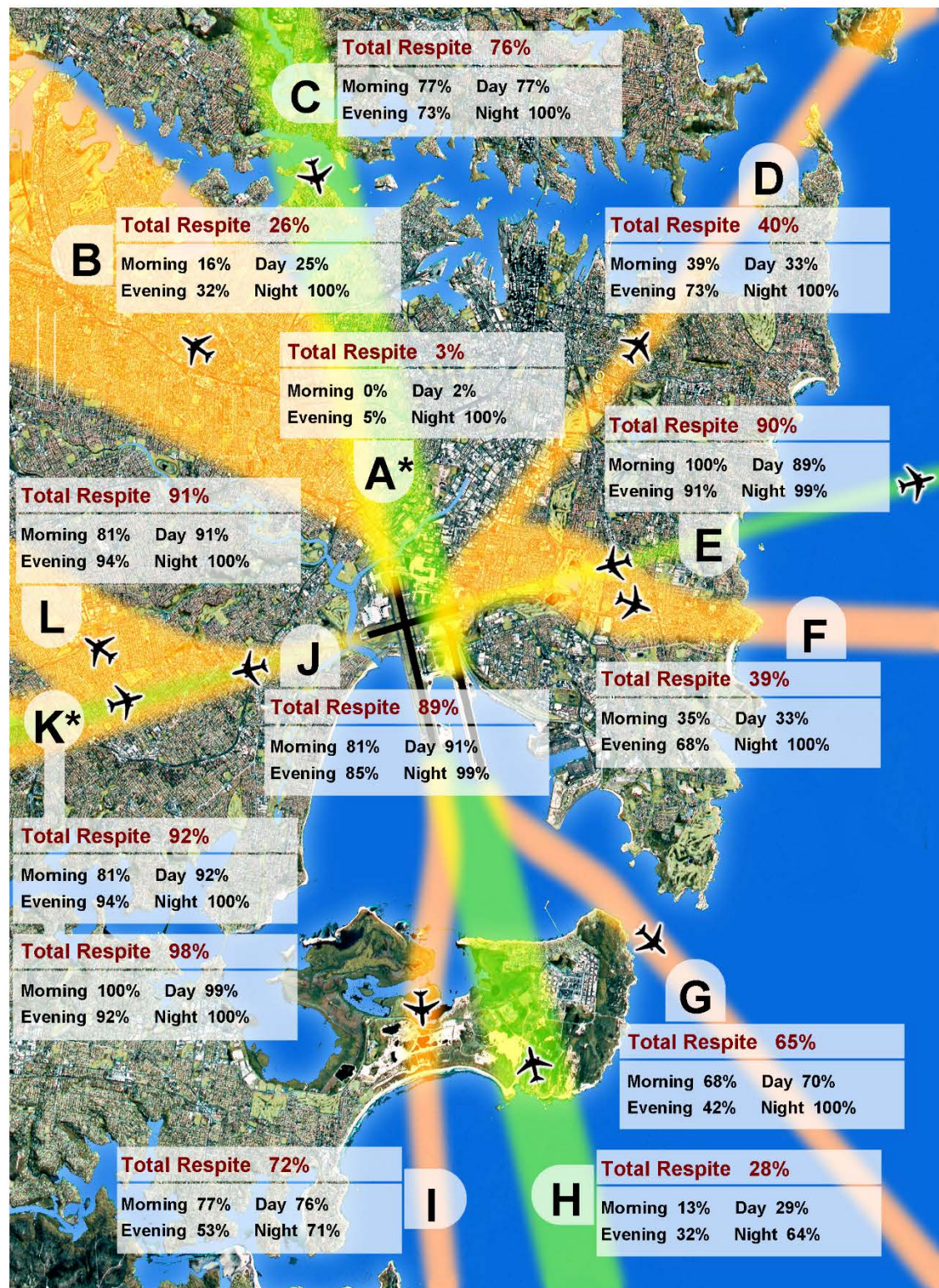
1 Aug 2015 to 31 July 2016, All Jets



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 July 2016 to 31 July 2016, All Jets



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

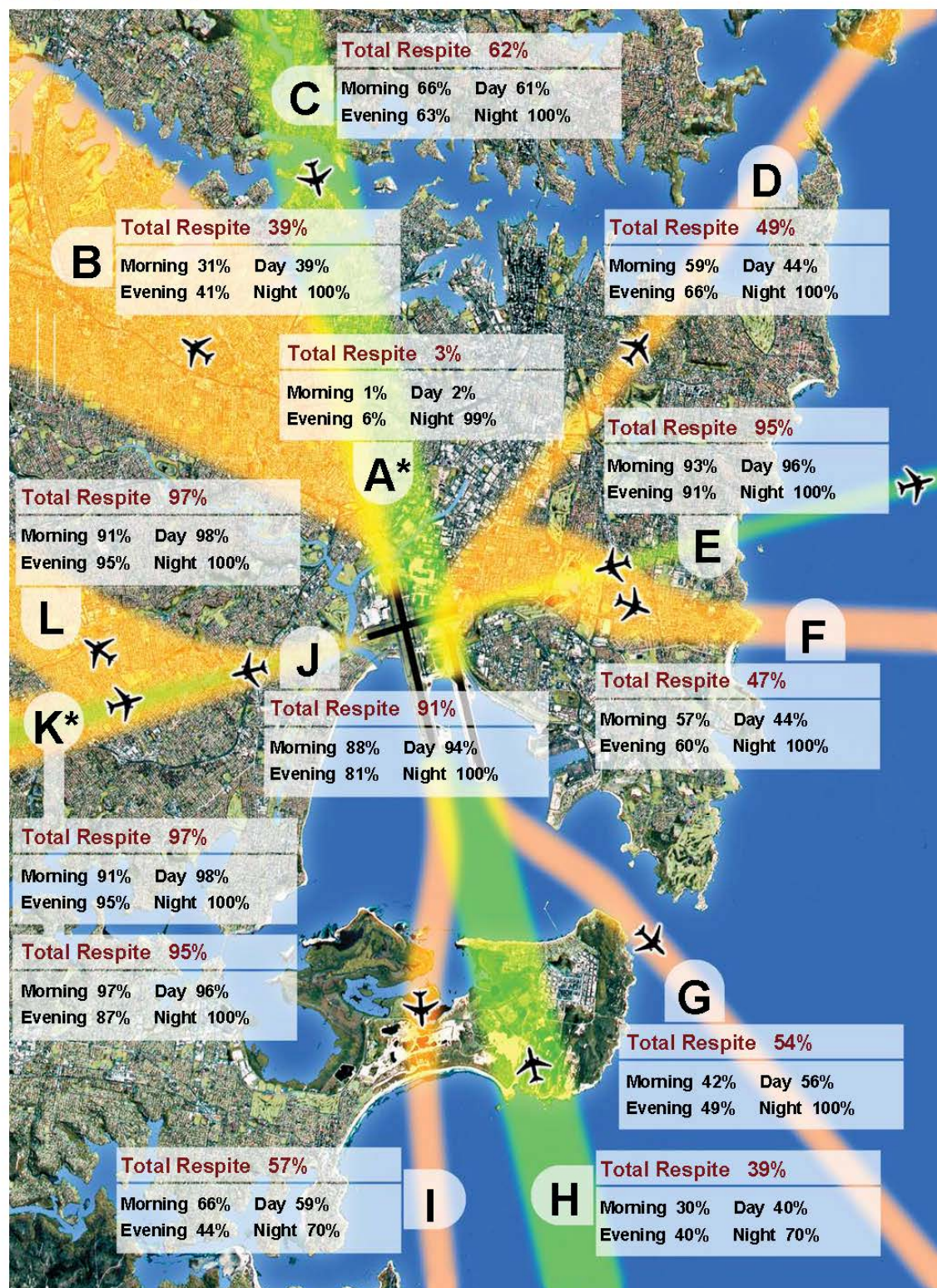
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Aug 2015 to 31 July 2016, 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) August 2015 to July 2016

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 October 2015 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in January 2016 .
	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 October 2015 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in September 2015 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in October 2015 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in October 2015 and Mode 7 was in June 2016 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in June 2016 , Mode 14A in February 2016 & 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 **respice 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 August 2015 to July 2016, 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.

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 July 2016.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 2016

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 July 2016 along with the Daily N70 values for the three months up to and including July are given in Table 1.

<i>Location</i>	<i>CNE Jul</i>	<i>Operational Days Jul</i>	<i>N70 Jul</i>	<i>N70 Jun</i>	<i>N70 May</i>
<i>Threshold rwy 34</i>	<i>12,015</i>	<i>30.9</i>	<i>380</i>	<i>351</i>	<i>361</i>
<i>Penshurst</i>	<i>597</i>	<i>30.9</i>	<i>13</i>	<i>21</i>	<i>9</i>
<i>Bexley</i>	<i>805</i>	<i>30.9</i>	<i>21</i>	<i>28</i>	<i>20</i>
<i>Sydenham</i>	<i>4,855</i>	<i>30.9</i>	<i>156</i>	<i>145</i>	<i>145</i>
<i>Johnston St Annandale</i>	<i>1,765</i>	<i>30.9</i>	<i>45</i>	<i>37</i>	<i>26</i>
<i>Church St. St Peters</i>	<i>3,403</i>	<i>30.9</i>	<i>84</i>	<i>76</i>	<i>69</i>
<i>Leichhardt PEMU 36</i>	<i>1,953</i>	<i>30.9</i>	<i>60</i>	<i>53</i>	<i>39</i>
<i>Eastlakes</i>	<i>3,390</i>	<i>30.9</i>	<i>100</i>	<i>97</i>	<i>88</i>
<i>Coogee</i>	<i>1,106</i>	<i>30.9</i>	<i>31</i>	<i>23</i>	<i>26</i>
<i>Kurnell</i>	<i>4,143</i>	<i>30.9</i>	<i>121</i>	<i>121</i>	<i>121</i>
<i>Croydon</i>	<i>981</i>	<i>30.9</i>	<i>24</i>	<i>24</i>	<i>24</i>
<i>Hunters Hill</i>	<i>2,928</i>	<i>30.9</i>	<i>39</i>	<i>32</i>	<i>23</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including July 2016.

The N70 values for July 2016 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 20 PM 60 Day 280 Night 13 WE_D 307 WE_N 10	Penshurst AM 0 PM 2 Day 8 Night 0 WE_D 16 WE_N 0	Bexley AM 1 PM 3 Day 14 Night 0 WE_D 27 WE_N 0	Eastlakes AM 4 PM 5 Day 92 Night 0 WE_D 95 WE_N 0
Coogee AM 0 PM 0 Day 21 Night 0 WE_D 50 WE_N 0	Sydenham AM 6 PM 22 Day 123 Night 0 WE_D 168 WE_N 0	Leichhardt PEMU36 AM 3 PM 6 Day 34 Night 0 WE_D 95 WE_N 0	Kurnell AM 5 PM 9 Day 124 Night 0 WE_D 83 WE_N 0
Annandale AM 2 PM 3 Day 28 Night 0 WE_D 69 WE_N 0	St Peters AM 3 PM 11 Day 62 Night 0 WE_D 102 WE_N 0	Croydon AM 1 PM 4 Day 21 Night 0 WE_D 19 WE_N 0	Hunters Hull AM 2 PM 4 Day 22 Night 0 WE_D 58 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.