

Short Term Monitoring Program

Haberfield 2 Report, NSW

Change Summary

Version 1: 26 March 2014		
Section/ Clause	Summary	NRFC

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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases 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 can not 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.

1. Deployment Details

1.1 Deployment Purpose

Short term noise monitoring was conducted at Haberfield (7km north of Sydney Airport) following a review by Airservices Australia on previous short term monitoring in the area. Airservices found the previous monitoring in Haberfield was affected by high background noise levels. This resulted in relatively high threshold settings for the deployment and consequently a lower than expected number of aircraft noise events captured by the system.

During the reporting period the area was predominately traversed by Runway 16 Right arrivals.

The purpose of this report is to provide a technical summary of the recorded aircraft noise and operational data collected at Haberfield over a four week period.

An explanation of terms used within this report can be found in the Glossary at the end of the report.

1.2 Deployment Monitoring Period

20/01/2014 12:00am – 17/02/2014 12:00am

1.3 Noise Monitoring Terminal (NMT) Details

Location	Private Residence, Deakin Avenue, Haberfield NSW 2045
Latitude	33°52'48.44"S
Longitude	151°08'26.74"E
NMT Altitude	75ft above mean sea level
Capture Zone	2.5km radius with 8,000ft (above ground level) height for noise data capture
Threshold Settings	47.0 dB(A) to 51.0 dB(A) depending on time of day

2. Location Images

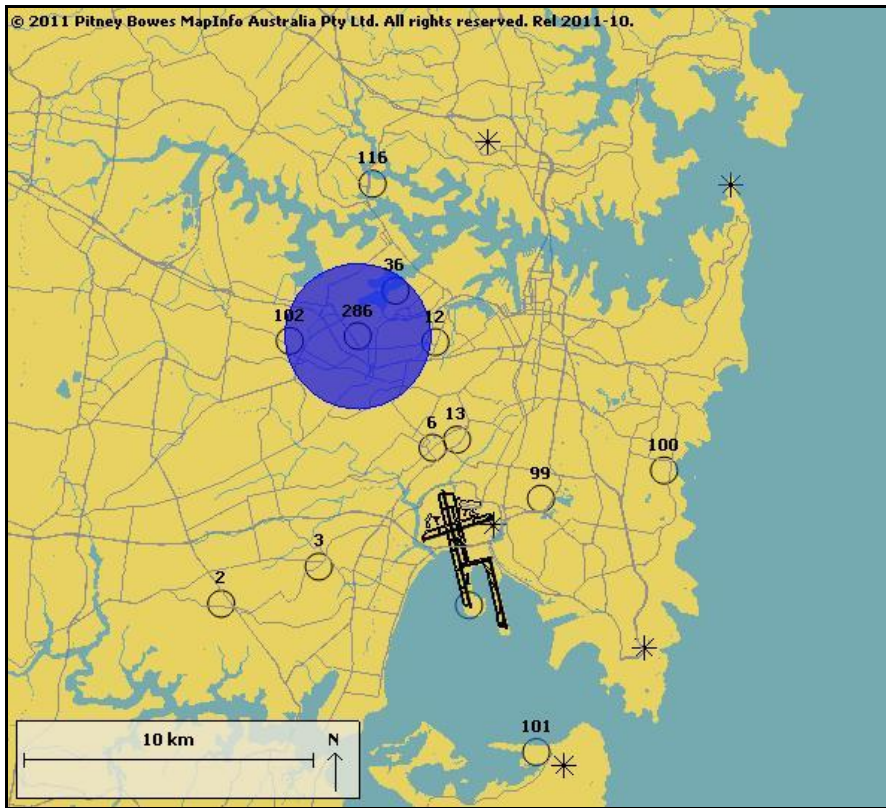


Figure 1: Sydney Fixed NMT Location and the Haberfield Short Term Monitoring Program Deployment Location

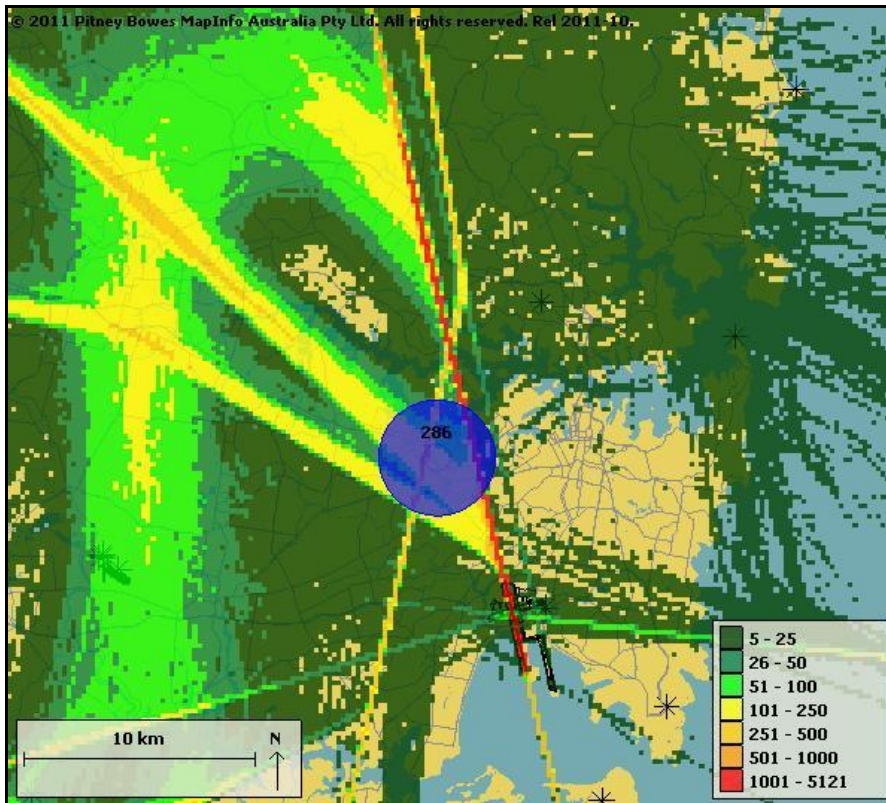


Figure 2: Total Movements Captured Track Density for the Monitoring Period

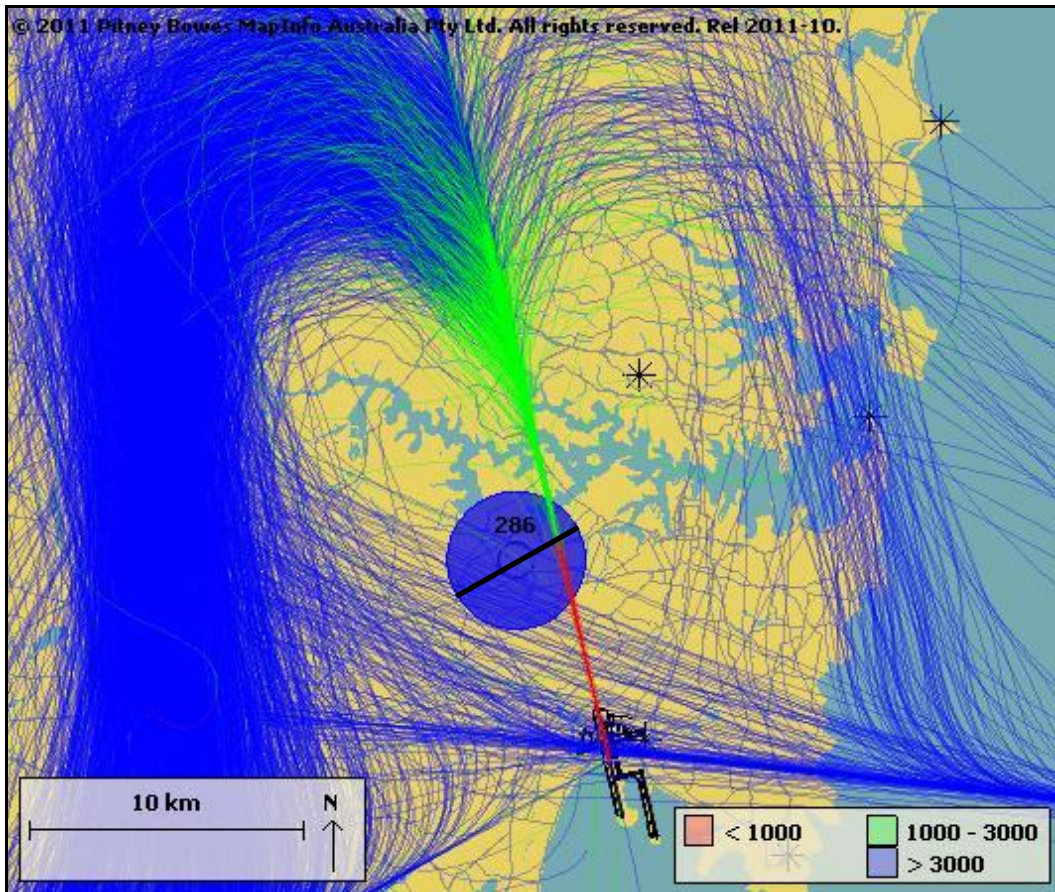


Figure 3: Sydney Airport Jet Runway 16 Right Arrivals Captured by Altitude

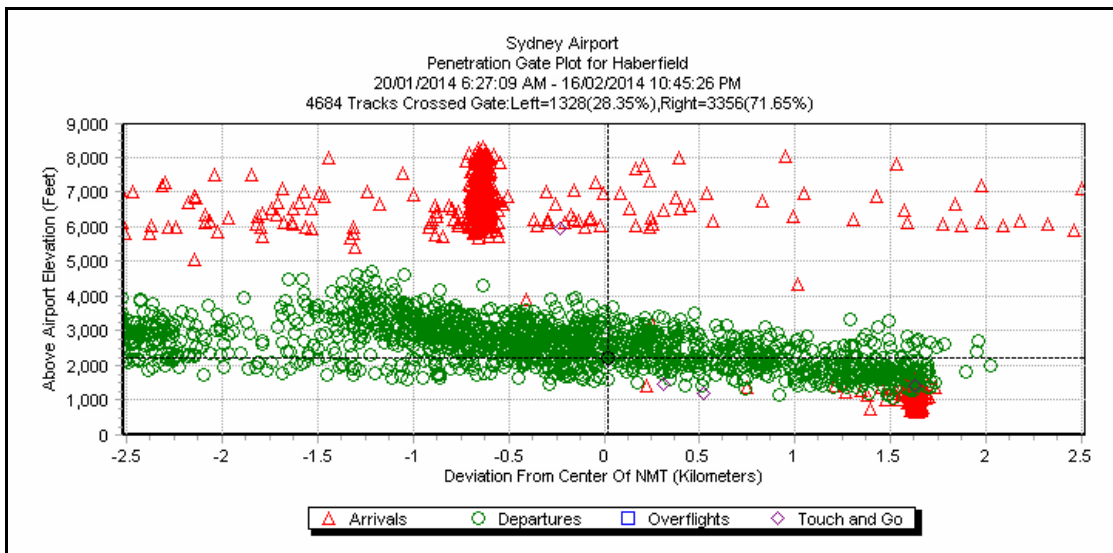


Figure 4: Haberfield Movements Through Capture Zone Penetration Gate

Note: Sydney Airport is 21ft above mean sea level. NMT altitude is 75ft above mean sea level. The NMT altitude should be adjusted from the data shown above in order to draw conclusions about height above ground of aircraft operations.

The black line through the capture zone in Figure 3 is a penetration gate, which was crossed by all the flights shown in Figure 4. Some movements within the capture zone are not shown as they did not cross the penetration gate. Some flights may cross the penetration gate more than once, at different altitudes. This may happen, for example, if a flight passes through the penetration gate at a low altitude soon after take off, then again after having climbed to a higher altitude. This may also occur for arrivals.

3. Deployment Findings

The following tables present a summary of the operations data.

Table 1 Movement Summary (20/01/2014 12:00am – 17/02/2014 12:00am)

Type of Operation	Runway 16 Right Jet Arrival Movements	All Movements
Number of Movements Through Capture Zone*	2,305	5,121
Number of Correlated Noise Events (CNE)	2,232	4,301
Number of Movements with Correlated Noise Events (CNE)	2,121	4,132
Correlation Summary	92.02%	80.69%

Note: * Includes all aircraft with transponder flying through area, regardless of destination/origin airport.

Note: ** May include operations that produced multiple noise events.

3.1 Correlation Summary

An evaluation of the number of aircraft operations were matched with noise events recorded by the NMT. This is an important aspect of assessing performance of the noise monitoring installation. Ideally, all operations passing the NMT within a reasonable proximity will be matched to the appropriate noise event. Whilst complete matching is not expected, a lack of matches will reveal the need to investigate the reason for anomalies. A correlation summary for all movements of 81% is considered to be a good result, based on reviews of fixed noise monitoring terminals nationally.

3.2 Movement Analysis

Table 2 Height (in feet, above ground level) Above The Monitor Summary

Type of Operation	Min*	Max*	Average*
Departures Through Capture Zone**	985	15,993	2,558
Arrivals Through Capture Zone**	584	8,267	1,925
All Operations Through Capture Zone**	584	15,993	2,116

Note: * Flight tracks are susceptible to an altitude error of up to 200ft which is consistent with normal radar tolerances.

Note: ** Includes all airports within Sydney Basin.

Table 3 Captured Movements Breakdown By Airport and Aircraft Category

Airport	Jet	Turboprop	Light Propeller	Helicopter	Unknown*	Grand Total
Sydney	4,569	533	1	3	3	5,109
Other	0	3	0	7	2	12
Grand Total	4,569	536	1	10	5	5,121

Note: *These non-flight planned operations are generally recreational aircraft conducting private flights and will account for the very low altitudes by some aircraft.

3.3 Background Noise Levels and Threshold Settings

At the monitoring site, background noise levels are first assessed to determine the appropriate threshold settings for the NMT. The threshold setting must be above the background noise level in order to clearly distinguish aircraft noise events from other noise sources. The result of background noise assessment and threshold settings are provided below in Figure 5.

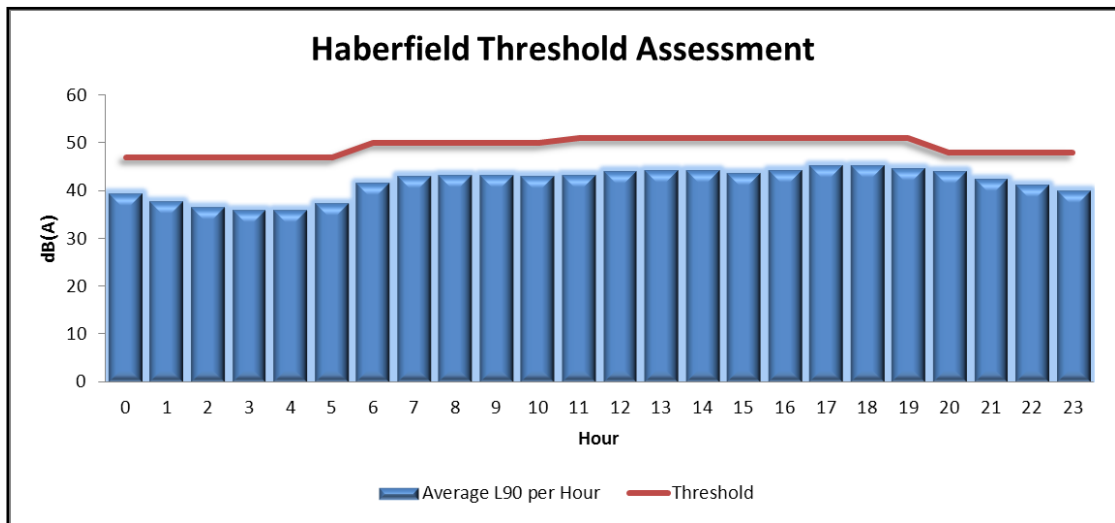


Figure 5: Background and Threshold Assessment

4. Noise Level Summary

The following tables present a summary of the noise data for aircraft that flew through the capture zone and caused a Correlated Noise Event (CNE). Information is provided for Sydney Airport Runway 16 Right jet arrival movements that flew over the NMT, as well as all aircraft that flew over the NMT, noting that this area is affected by arrivals, departures and training flights, as shown in Figure 2 and Figure 3.

Table 4 Noise Summary

Noise Parameters	Noise Level (dB(A))
LAeq 24 hr, dB(A)	55.0
LAeq (night), dB(A)	42.0
Background Day (L90 dB(A))	43.6
Background Night (L90 dB(A))	37.6

Table 5 Correlated Noise Events Summary

	Runway 16 Right Jet Arrival Movements	All Aircraft
Total number of Correlated Noise Events (CNE 24hr)	2,232	4,301
Number of Correlated Noise Events at Night (CNE night)	0	4
Operational Days	28.0	28.0
Number of Correlated Noise Events (CNE _{xx}) day/night	CNE _{xx}	CNE _{xx}
CNE ₆₀ – day	541	2,112
CNE ₆₀ - night	0	1
CNE ₆₅ – day	58	1,427
CNE ₆₅ – night	0	1
CNE ₇₀ – day	7	1,121
CNE ₇₀ - night	0	1
CNE ₇₅ – day	4	706
CNE ₇₅ - night	0	0
CNE ₈₀ – day	0	160
CNE ₈₀ - night	0	0

Number of Correlated Noise Events (CNE_{xx}) per 24hr period min – max	Runway 16 Right Jet Arrival Movements	All Aircraft
CNE ₆₀	0 to 65	35 to 118
CNE ₆₅	0 to 14	3 to 97
CNE ₇₀	0 to 2	0 to 82
CNE ₇₅	0 to 2	0 to 57
CNE ₈₀	0 to 0	0 to 15
Average Number of Correlated Noise Events (CNE_{xx} Ave.) day/night	CNE_{xx} Ave.	CNE_{xx} Ave.
CNE ₆₀ Ave. – day	19.32	75.43
CNE ₆₀ Ave. – night	0.00	0.04
CNE ₆₅ Ave. – day	2.07	50.96
CNE ₆₅ Ave. – night	0.00	0.04
CNE ₇₀ Ave. – day	0.25	40.04
CNE ₇₀ Ave. – night	0.00	0.04
CNE ₇₅ Ave. – day	0.14	25.21
CNE ₇₅ Ave. – night	0.00	0.00
CNE ₈₀ Ave. – day	0.00	5.71
CNE ₈₀ Ave. – night	0.00	0.00

Note: Day period is from 6:00am to 11:00pm. Night period is 11:00pm to 6:00am.

Table 6 L_Amax Summary

Min dB(A)	Max dB(A)	Average dB(A)
48.4	87.1	63.2

Note: Summary for operations that passed through the correlation zone (2.5km radius with 8,000ft height AGL)

4.1 CNE Count by Hour

A large number of noise events occurred between 60dB(A) and 70B(A). Therefore further investigation was undertaken on the number of correlated noise events that exceed 60dB(A) to reveal patterns and determine what time of the day the majority of these events occurred.

Figure 6 presents daily average number of noise events 60dB(A) or above (CNE_{60}) broken down on an hourly basis.

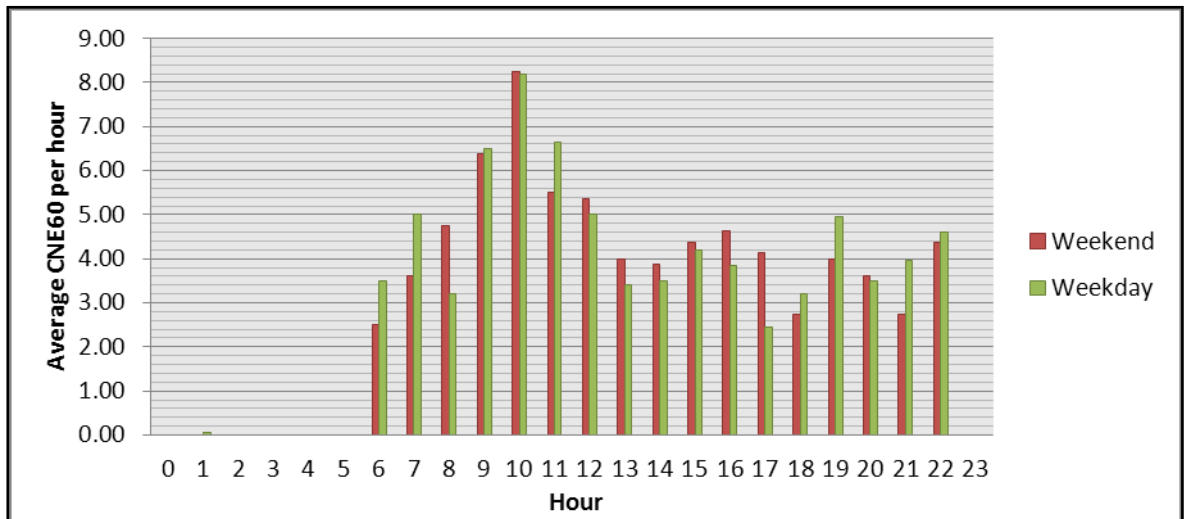


Figure 6: Average CNE60 per Hour for All Operations

The highest number of CNE60 in any one hour throughout the reporting period was 18. This occurred between 10am and 11am on February 15th.

5. Aircraft Noise Levels

Table 7 presents the top 10 average noisiest aircraft types captured during the reporting period. Table 8 shows the 10 most correlated aircraft types that flew over the noise monitoring terminal.

Table 7 Top 10 Average Aircraft Noise Levels (LAmax) at the Haberfield Noise Monitoring Terminal

Aircraft Type	Airport	Operation Type	Runway	No. Correlated Noise Events	LAmax dB(A)		Highest No. CNE in One Day
					Average	Maximum	
Boeing 747-400 (J)	Sydney	D	34L	159	77.4	87.1	13
McDonnell Douglas MD-11 (J)	Sydney	D	34L	26	75.8	82.8	3
Airbus A330-300 (J)	Sydney	D	34L	205	75.7	83.2	15
Airbus A380 (J)	Sydney	D	34L	142	75.5	86.4	10
Boeing 777-200LR (J)	Sydney	D	34L	35	75.1	82.0	3
Hawker 800 (J)	Sydney	D	34L	1	75.0	75.0	1
Airbus A330-200 (J)	Sydney	D	34L	178	74.7	82.0	16
Boeing 777-300ER (J)	Sydney	D	34L	114	74.5	84.0	9
Boeing 777-200 (J)	Sydney	D	34L	59	74.2	84.6	7
Airbus A340-200 (J)	Sydney	D	34L	9	74.1	78.6	1

Table 8 Top 10 Most Correlated Aircraft Types Over the Haberfield Noise Monitoring Terminal

Aircraft Type	Airport	Operation Type	Runway	No. Correlated Noise Events	LAmax dB(A)		Highest No. CNE in One Day
					Average	Maximum	
Boeing 737-800 (J)	Sydney	A	16R	703	57.3	77.6	70
Airbus A320 (J)	Sydney	A	16R	348	55.6	76.2	41
Boeing 737-800 (J)	Sydney	D	34L	266	70.3	78.2	20
Airbus A330-300 (J)	Sydney	D	34L	205	75.7	83.2	15
Airbus A330-200 (J)	Sydney	A	16R	196	59.0	70.4	20
Airbus A330-200 (J)	Sydney	D	34L	178	74.7	82.0	16
SAAB 340 (T)	Sydney	A	16R	165	56.1	72.1	18
Airbus A330-300 (J)	Sydney	A	16R	163	58.8	71.7	19
Boeing 747-400 (J)	Sydney	D	34L	159	77.4	87.1	13
Boeing 767-300 (J)	Sydney	A	16R	151	59.6	67.8	19
Boeing 737-800 (J)	Sydney	A	16R	703	57.3	77.6	70

Note: Aircraft Category: Jet (J), Turboprop (T), Propeller (P), Helicopter (H), Unknown (U)

Note: Operation Type: Arrival (A), Departure (D), Local Operation (T), Overflight (O)

6. Conclusions

Short term noise monitoring was conducted in Haberfield during the period of 20th January 2014 to 17th February 2014. This followed recommendations made by Airservices Australia. The most common aircraft movements to traverse the Haberfield area are Sydney Regular Public Transport (RPT) Runway 16 Right arrivals.

Throughout the reporting period the highest number of correlated aircraft noise events exceeding 70dB(A) in one day was 82.

The highest number of CNE60 in any one hour throughout the reporting period was 18. This occurred between 10am and 11am on February 15th. Residents in the area of Haberfield were exposed to correlated noise events exceeding 80dB(A) during the day. There was a single correlated noise event above 60dB(A) that occurred during the hours of night. The average correlated LAmax during the reporting period was 63.2dB(A), with a max level of 87.1dB(A) and minimum level of 48.4dB(A) recorded.

Noise events above 60dB(A) were most common in the weekday hours of 9:00am to 12:00pm. On weekends noise events above 60dB(A) were most common between 9:00am to 11:00am.

A review of Tables 7 and 8 indicates the average loudest movements residents of Haberfield experience were Sydney Airport Runway 34 Left departures. The most frequently correlated movements were generally Sydney Airport Runway 16 Right arrivals.

The correlation summary of 81% for all movements is considered a good result based on reviews of fixed noise monitoring terminals nationally. During the reporting period Sydney Airport Runway 16 Right jet arrivals had a correlation summary of 92%.

7. Further Information

Further information about Airservices noise monitoring program is available on the Airservices website, including reports of the noise and operational data collected by the Noise and Flight Path Monitoring System, as well as fact sheets about topics related to aircraft noise. The website is available at:

<http://www.airservicesaustralia.com/aircraftnoise/>

8. Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can go to WebTrak (www.airservicesaustralia.com/aircraftnoise/webtrak/) use our online form (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/) telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney) fax (02) 9556 6641 or write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

9. Glossary of Terms

A	Arrivals
AGL	Above Ground Level
Background noise level (L90)	The sound level in dB(A) that is exceeded 90% of the time
CNE	Correlated noise events - noise events which are matched with aircraft movements
CNE _{xx}	Correlated noise events that are equal or greater than the noise level XX dB(A)
D	Departures
Day	6:00am to 11:00pm
H	Helicopters
Jet	Jet aircraft
LA _{eq}	Continuous equivalent noise level over a time period
LA _{eq} 24hr	Continuous equivalent noise level over a 24 hour period
LA _{eq} night	Continuous equivalent noise level over the night time period (hours of 11:00pm to 6:00am)
LA _{max}	Maximum sound level in dB(A)
Local	Operation that departs and arrives at the same airport. Local movements include circuits and training flights.
Movement	An aircraft operation, such as a take-off or landing
N _{xx}	Average daily number of correlated noise events equal to or greater than XX dB(A)
Night	11:00pm to 6:00am
NFPMS	Noise and Flight Path Monitoring System
Noise Event	A noise that exceeds the threshold sound level for longer than the threshold time that is set
NMT	Noise Monitoring Terminal
Non-Jet	Non-jet aircraft
O	Overflight i.e. an aircraft movement that flew over the area but did not arrive or depart from the airport of concern
T	Local Operation (Departure & Arrival)

Note: For further information on the metrics used in this report refer to Australian Standard 1055.1–1997 “Acoustics – Description and measurement of environmental noise”.

Note: Airservices welcomes comments about this report. Please contact us via e-mail at community.relations@airservicesaustralia.com if you would like to provide feedback.