

Sydney Airport Operational Statistics

February 2016

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2016

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

There were a total of 26,401 aircraft movements this month (daily average 910.38). Last month there were a total of 26,633 movements (daily average 859.13) and for the same month last year there were a total of 24,208 movements (daily average 864.57).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 11 days and Mode 10 on 17 days. Crossing runway modes (including Sodprops) were used for 14.07% 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 35.55% - This result is above the LTOP target and above the previous month (34.78%)

South 51.11% - This result is below the LTOP target and above the previous month (50.84%)

East 10.72% - This result is below the LTOP target and below the previous month (12.89%)

West 2.62% - This result is below the LTOP target and above the previous month (1.49%)

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

This procedure was used on 4, 5, 8, 9, 15 and 26 of February for a total of 16 hours and 17 minutes (ATIS time).

Noise Complaints & Information Service Airservices Australia

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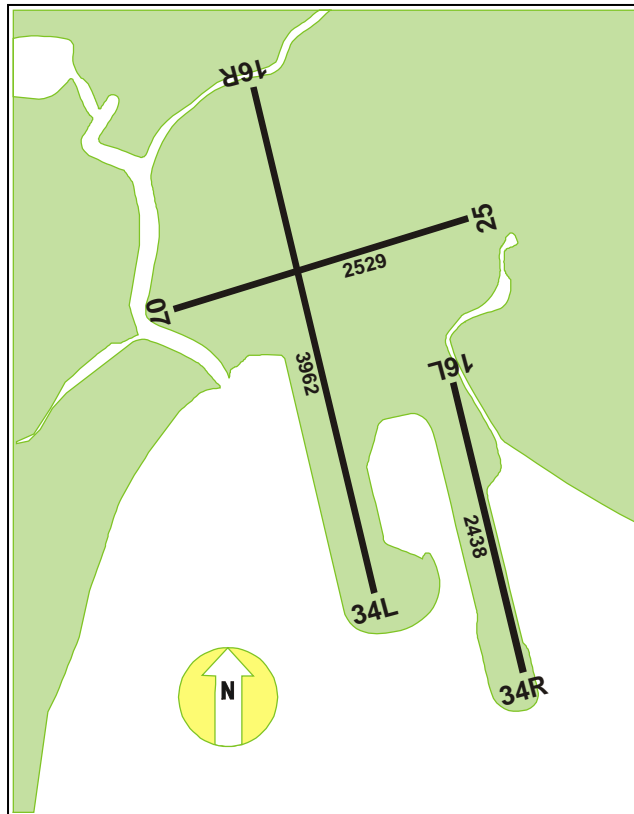
This report is available on the Internet at Airservices Australia website at

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

Sydney Airport Runways



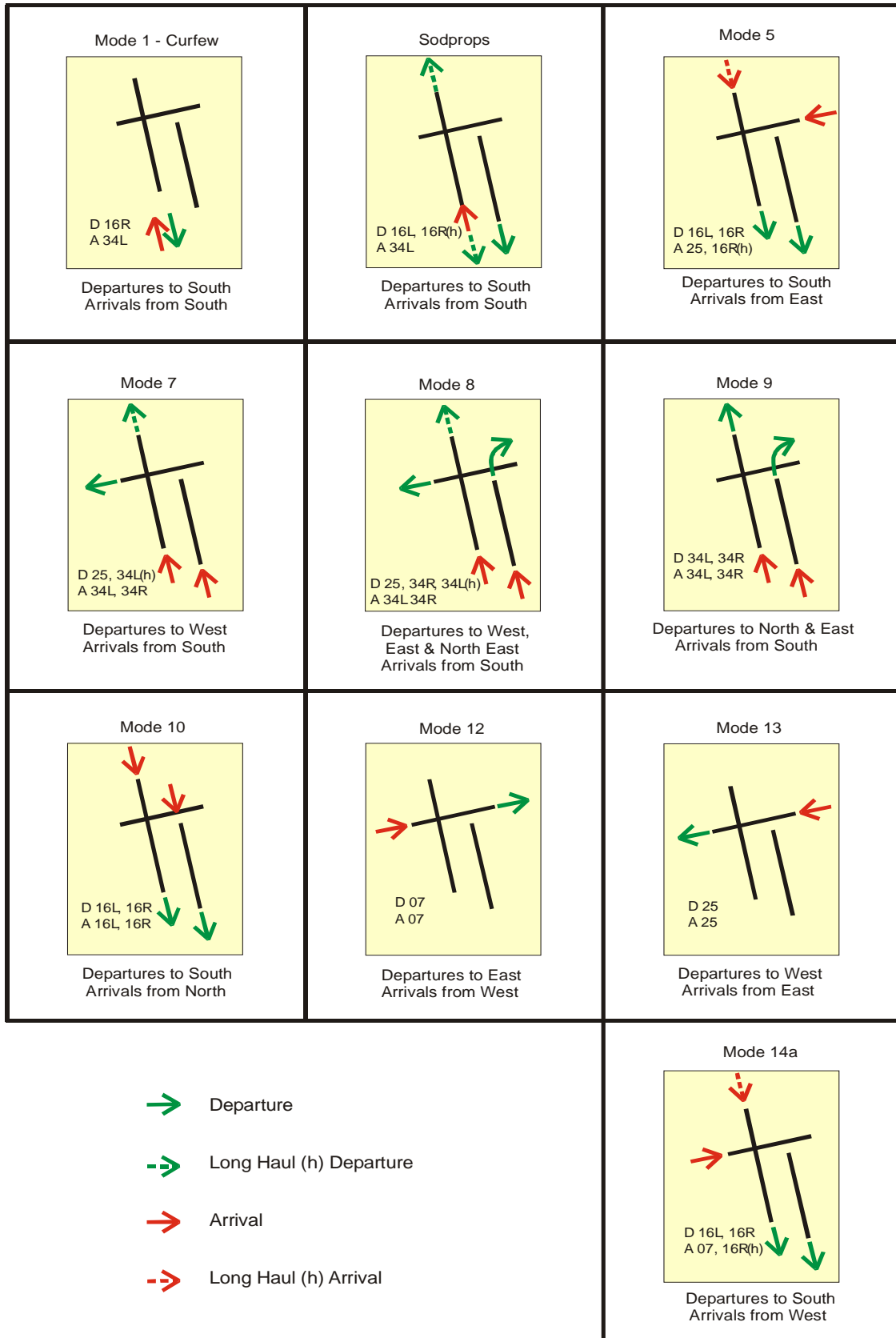
Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L	Main North-South runway
Runway 16L/34R	Parallel North-South runway.
Runway 07/25	East-West runway.

Runways 16L and 16R	Used by aircraft landing or taking off towards the South. (16=approx. 160 degrees magnetic bearing)
Runway 34L	Used by aircraft landing or taking off towards the North. (34=approx. 340 degrees magnetic bearing)
Runway 34R	Used by aircraft landing toward the north and taking off to the East.
Runway 07	Used by aircraft landing or taking off towards the East. (07=approx. 070 degrees magnetic bearing)
Runway 25	Used by aircraft landing or taking off towards the West. (25=approx. 250 degrees magnetic bearing)

Movements over the North	=16L(arr) + 16R(arr) + 34L(dep)
Movements over the South	=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
Movements over the East	=07(dep) + 25(arr) + 34R(dep)
Movements over the West	=07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

Rwy 34 and Rwy 16 Parallel Runway operations should only be considered for use if required for traffic management purposes during the following hours:

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

In order to take advantage of suitable traffic dispositions, variations to these times will occur.

20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions

This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700 Saturday	1.	SODPROPS - Departures 16L / Arrivals 34L
0600 To 0800 Sunday	2.	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday	1.	SODPROPS - Departures 16L / Arrivals 34L
0800 To 2200 Sunday	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3.	Departures 16L&R / Arrivals 25 (Mode 5)
	4.	Departures 16L&R / Arrivals 07 (Mode 14A)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8)
	6.	Departures 25 / Arrivals 34L&R (Mode 7)
	7.	34 (Mode 9) or 16 (Mode 10)
	8.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-2016	1	0	1	156	157	313	222	255	477	0	0	0	54	20	74	27	32	59	0	0	0	924
02-Feb-2016	60	0	60	127	179	306	210	257	467	0	0	0	54	21	75	0	0	0	0	0	0	908
03-Feb-2016	0	0	0	21	40	61	65	68	133	0	0	0	219	163	382	158	193	351	0	0	0	927
04-Feb-2016	0	0	0	214	191	405	275	289	564	0	0	0	0	0	0	0	0	0	0	0	0	969
05-Feb-2016	0	0	0	211	231	442	289	280	569	0	0	0	1	0	1	0	0	0	0	0	0	1012
06-Feb-2016	147	0	147	95	118	213	137	237	374	0	0	0	0	0	0	0	0	0	0	0	0	734
07-Feb-2016	57	0	57	145	152	297	222	285	507	0	0	0	2	0	2	0	0	0	0	0	0	863
08-Feb-2016	81	0	81	154	193	347	211	275	486	0	0	0	17	3	20	0	0	0	0	0	0	934
09-Feb-2016	27	0	27	176	169	345	246	290	536	5	0	5	6	0	6	0	0	0	0	0	0	919
10-Feb-2016	0	0	0	0	0	0	0	7	7	0	18	18	294	205	499	170	239	409	0	0	0	933
11-Feb-2016	0	0	0	0	2	2	0	8	8	0	0	0	297	206	503	188	257	445	0	0	0	958
12-Feb-2016	0	0	0	0	0	0	0	5	5	0	11	11	307	214	521	190	268	458	0	0	0	995
13-Feb-2016	0	0	0	0	0	0	0	3	3	0	19	19	243	165	408	138	164	302	0	0	0	732
14-Feb-2016	0	0	0	117	114	231	161	201	362	0	0	0	115	67	182	28	59	87	0	0	0	862
15-Feb-2016	69	0	69	158	187	345	227	290	517	11	0	11	2	0	2	0	0	0	0	0	0	944
16-Feb-2016	0	0	0	176	169	345	234	299	533	55	0	55	4	0	4	0	0	0	0	0	0	937
17-Feb-2016	36	0	36	193	160	353	238	318	556	0	0	0	6	0	6	0	0	0	0	0	0	951
18-Feb-2016	1	0	1	174	197	371	231	237	468	0	0	0	67	30	97	19	27	46	0	0	0	983
19-Feb-2016	1	0	1	0	0	0	0	4	4	0	15	15	296	208	504	201	273	474	0	0	0	998
20-Feb-2016	0	0	0	158	109	267	217	243	460	0	0	0	0	0	0	0	0	0	0	0	0	727
21-Feb-2016	0	0	0	148	124	272	205	266	471	5	0	5	44	26	70	17	21	38	0	0	0	856
22-Feb-2016	0	0	0	0	0	0	0	5	5	0	13	13	280	215	495	196	250	446	0	0	0	959
23-Feb-2016	1	0	1	0	15	15	0	11	11	0	0	0	286	206	492	177	234	411	0	0	0	930
24-Feb-2016	0	0	0	0	0	0	0	9	9	0	0	0	297	206	503	170	257	427	0	0	0	939
25-Feb-2016	0	0	0	0	0	0	0	9	9	0	16	16	309	206	515	179	249	428	0	0	0	968
26-Feb-2016	2	0	2	220	168	388	277	336	613	0	0	0	1	0	1	0	0	0	0	0	0	1004
27-Feb-2016	78	23	101	145	128	273	146	197	343	0	0	0	1	0	1	0	0	0	0	0	0	718
28-Feb-2016	0	0	0	0	39	39	0	3	3	0	0	0	299	199	498	123	200	323	0	0	0	863
29-Feb-2016	38	0	38	185	224	409	239	255	494	9	0	9	4	0	4	0	0	0	0	0	0	954
Total	599	23	622	2973	3066	6039	4052	4942	8994	85	92	177	3505	2360	5865	1981	2723	4704	0	0	0	26401

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-Feb-2016	0	0	0	110	123	233	171	187	358	0	0	0	46	9	55	17	30	47	0	0	0	693
02-Feb-2016	41	0	41	72	137	209	172	180	352	0	0	0	46	20	66	0	0	0	0	0	0	668
03-Feb-2016	0	0	0	16	33	49	61	54	115	0	0	0	172	100	272	97	160	257	0	0	0	693
04-Feb-2016	0	0	0	135	147	282	229	207	436	0	0	0	0	0	0	0	0	0	0	0	0	718
05-Feb-2016	0	0	0	133	188	321	240	195	435	0	0	0	1	0	1	0	0	0	0	0	0	757
06-Feb-2016	124	0	124	55	94	149	119	191	310	0	0	0	0	0	0	0	0	0	0	0	0	583
07-Feb-2016	51	0	51	101	116	217	187	224	411	0	0	0	1	0	1	0	0	0	0	0	0	680
08-Feb-2016	63	0	63	97	146	243	165	198	363	0	0	0	15	2	17	0	0	0	0	0	0	686
09-Feb-2016	26	0	26	113	125	238	191	214	405	4	0	4	4	0	4	0	0	0	0	0	0	677
10-Feb-2016	0	0	0	0	0	0	0	5	5	0	15	15	227	131	358	115	195	310	0	0	0	688
11-Feb-2016	0	0	0	0	2	2	0	7	7	0	0	0	241	127	368	122	216	338	0	0	0	715
12-Feb-2016	0	0	0	0	0	0	0	3	3	0	10	10	255	138	393	120	227	347	0	0	0	753
13-Feb-2016	0	0	0	0	0	0	0	2	2	0	16	16	211	120	331	87	142	229	0	0	0	578
14-Feb-2016	0	0	0	83	83	166	133	153	286	0	0	0	99	53	152	19	52	71	0	0	0	675
15-Feb-2016	54	0	54	100	144	244	186	218	404	9	0	9	2	0	2	0	0	0	0	0	0	713
16-Feb-2016	0	0	0	102	122	224	185	217	402	48	0	48	4	0	4	0	0	0	0	0	0	678
17-Feb-2016	35	0	35	126	118	244	183	236	419	0	0	0	6	0	6	0	0	0	0	0	0	704
18-Feb-2016	1	0	1	104	152	256	183	160	343	0	0	0	58	27	85	16	23	39	0	0	0	724
19-Feb-2016	0	0	0	0	0	0	0	3	3	0	14	14	238	126	364	131	228	359	0	0	0	740
20-Feb-2016	0	0	0	107	84	191	183	194	377	0	0	0	0	0	0	0	0	0	0	0	0	568
21-Feb-2016	0	0	0	105	90	195	167	204	371	5	0	5	42	24	66	14	20	34	0	0	0	671
22-Feb-2016	0	0	0	0	0	0	0	4	4	0	13	13	227	130	357	120	207	327	0	0	0	701
23-Feb-2016	1	0	1	0	15	15	0	10	10	0	0	0	228	127	355	110	188	298	0	0	0	679
24-Feb-2016	0	0	0	0	0	0	0	7	7	0	0	0	241	127	368	102	214	316	0	0	0	691
25-Feb-2016	0	0	0	0	0	0	0	6	6	0	15	15	250	128	378	106	202	308	0	0	0	707
26-Feb-2016	0	0	0	145	123	268	227	250	477	0	0	0	0	0	0	0	0	0	0	0	0	745
27-Feb-2016	70	18	88	102	105	207	120	160	280	0	0	0	0	0	0	0	0	0	0	0	0	575
28-Feb-2016	0	0	0	0	37	37	0	0	0	0	0	0	245	132	377	87	167	254	0	0	0	668
29-Feb-2016	35	0	35	107	176	283	193	173	366	7	0	7	2	0	2	0	0	0	0	0	0	693
Total	501	18	519	1913	2360	4273	3295	3662	6957	73	83	156	2861	1521	4382	1263	2271	3534	0	0	0	19821

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-Feb-2016	1	0	1	46	34	80	51	68	119	0	0	0	8	11	19	10	2	12	0	0	0	231
02-Feb-2016	19	0	19	55	42	97	38	77	115	0	0	0	8	1	9	0	0	0	0	0	0	240
03-Feb-2016	0	0	0	5	7	12	4	14	18	0	0	0	47	63	110	61	33	94	0	0	0	234
04-Feb-2016	0	0	0	79	44	123	46	82	128	0	0	0	0	0	0	0	0	0	0	0	0	251
05-Feb-2016	0	0	0	78	43	121	49	85	134	0	0	0	0	0	0	0	0	0	0	0	0	255
06-Feb-2016	23	0	23	40	24	64	18	46	64	0	0	0	0	0	0	0	0	0	0	0	0	151
07-Feb-2016	6	0	6	44	36	80	35	61	96	0	0	0	1	0	1	0	0	0	0	0	0	183
08-Feb-2016	18	0	18	57	47	104	46	77	123	0	0	0	2	1	3	0	0	0	0	0	0	248
09-Feb-2016	1	0	1	63	44	107	55	76	131	1	0	1	2	0	2	0	0	0	0	0	0	242
10-Feb-2016	0	0	0	0	0	0	0	2	2	0	3	3	67	74	141	55	44	99	0	0	0	245
11-Feb-2016	0	0	0	0	0	0	0	1	1	0	0	0	56	79	135	66	41	107	0	0	0	243
12-Feb-2016	0	0	0	0	0	0	0	2	2	0	1	1	52	76	128	70	41	111	0	0	0	242
13-Feb-2016	0	0	0	0	0	0	0	1	1	0	3	3	32	45	77	51	22	73	0	0	0	154
14-Feb-2016	0	0	0	34	31	65	28	48	76	0	0	0	16	14	30	9	7	16	0	0	0	187
15-Feb-2016	15	0	15	58	43	101	41	72	113	2	0	2	0	0	0	0	0	0	0	0	0	231
16-Feb-2016	0	0	0	74	47	121	49	82	131	7	0	7	0	0	0	0	0	0	0	0	0	259
17-Feb-2016	1	0	1	67	42	109	55	82	137	0	0	0	0	0	0	0	0	0	0	0	0	247
18-Feb-2016	0	0	0	70	45	115	48	77	125	0	0	0	9	3	12	3	4	7	0	0	0	259
19-Feb-2016	1	0	1	0	0	0	0	1	1	0	1	1	58	82	140	70	45	115	0	0	0	258
20-Feb-2016	0	0	0	51	25	76	34	49	83	0	0	0	0	0	0	0	0	0	0	0	0	159
21-Feb-2016	0	0	0	43	34	77	38	62	100	0	0	0	2	2	4	3	1	4	0	0	0	185
22-Feb-2016	0	0	0	0	0	0	0	1	1	0	0	0	53	85	138	76	43	119	0	0	0	258
23-Feb-2016	0	0	0	0	0	0	0	1	1	0	0	0	58	79	137	67	46	113	0	0	0	251
24-Feb-2016	0	0	0	0	0	0	0	2	2	0	0	0	56	79	135	68	43	111	0	0	0	248
25-Feb-2016	0	0	0	0	0	0	0	3	3	0	1	1	59	78	137	73	47	120	0	0	0	261
26-Feb-2016	2	0	2	75	45	120	50	86	136	0	0	0	1	0	1	0	0	0	0	0	0	259
27-Feb-2016	8	5	13	43	23	66	26	37	63	0	0	0	1	0	1	0	0	0	0	0	0	143
28-Feb-2016	0	0	0	0	2	2	0	3	3	0	0	0	54	67	121	36	33	69	0	0	0	195
29-Feb-2016	3	0	3	78	48	126	46	82	128	2	0	2	2	0	2	0	0	0	0	0	0	261
Total	98	5	103	1060	706	1766	757	1280	2037	12	9	21	644	839	1483	718	452	1170	0	0	0	6580

(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-Feb-2016	0	0	0	0	0	1	38	67	71	64	73	64	57	46	51	52	51	56	64	64	40	27	32	6	924
02-Feb-2016	4	1	1	3	4	0	29	64	71	65	63	70	58	35	52	53	47	61	72	50	41	28	32	4	908
03-Feb-2016	4	0	0	3	2	0	31	71	74	65	67	57	61	45	50	54	54	68	60	61	36	31	31	2	927
04-Feb-2016	2	0	1	1	1	0	39	71	70	69	74	59	62	40	55	51	61	65	66	63	48	35	33	3	969
05-Feb-2016	5	0	0	0	0	0	36	68	75	72	72	56	71	50	60	57	62	69	73	70	55	32	26	3	1012
06-Feb-2016	0	1	1	2	1	0	25	49	67	63	68	63	56	43	45	38	32	40	45	28	25	23	18	1	734
07-Feb-2016	0	1	1	2	0	0	24	38	46	54	65	52	60	43	54	55	56	65	79	62	48	32	24	2	863
08-Feb-2016	0	0	0	0	0	0	39	73	78	76	68	68	57	42	46	51	55	62	65	53	41	27	30	3	934
09-Feb-2016	3	0	1	2	3	0	33	72	77	66	71	62	61	36	48	50	48	62	63	60	43	28	26	4	919
10-Feb-2016	2	0	0	3	2	0	35	70	77	67	67	51	64	38	49	56	54	61	70	60	43	29	29	6	933
11-Feb-2016	2	0	1	3	1	0	38	72	75	62	71	65	58	38	42	56	48	66	66	70	51	29	40	4	958
12-Feb-2016	3	1	0	3	1	0	32	70	77	69	71	63	63	46	56	55	60	62	76	73	54	35	24	1	995
13-Feb-2016	0	0	0	0	1	0	24	53	65	67	70	58	64	45	40	39	34	39	38	33	28	18	15	1	732
14-Feb-2016	0	0	0	0	0	0	20	38	47	59	61	53	60	41	62	53	60	65	69	67	51	31	25	0	862
15-Feb-2016	0	0	0	0	0	0	41	70	76	75	77	60	57	42	50	56	55	60	60	65	43	25	29	3	944
16-Feb-2016	3	0	2	2	1	1	37	75	77	64	70	62	55	43	46	54	48	65	66	59	41	27	37	2	937
17-Feb-2016	5	0	1	2	2	0	33	66	71	71	69	68	66	41	49	57	49	65	68	58	46	28	31	5	951
18-Feb-2016	3	1	0	3	2	2	31	77	72	75	78	62	60	48	48	46	59	65	66	61	56	32	32	4	983
19-Feb-2016	2	0	0	3	1	0	35	67	71	73	74	69	57	44	55	58	58	72	68	68	57	35	30	1	998
20-Feb-2016	0	1	0	2	0	2	25	50	62	69	63	59	62	46	40	45	31	44	31	37	24	16	17	1	727
21-Feb-2016	0	1	0	0	0	0	17	39	41	50	54	60	62	39	62	62	56	64	71	70	44	32	32	0	856
22-Feb-2016	1	1	2	0	0	1	43	78	76	67	72	65	64	44	52	58	57	61	64	57	41	24	28	3	959
23-Feb-2016	5	0	1	1	4	0	35	75	79	60	73	62	57	37	45	51	52	59	75	57	41	28	28	5	930
24-Feb-2016	1	1	3	3	1	0	34	74	76	67	67	56	62	37	51	53	53	62	71	65	38	30	31	3	939
25-Feb-2016	3	1	0	3	2	0	34	77	77	65	72	57	54	43	50	56	55	62	70	71	43	36	33	4	968
26-Feb-2016	2	0	0	0	1	0	38	70	77	73	70	64	60	45	61	58	56	66	70	77	50	36	28	2	1004
27-Feb-2016	0	2	1	0	2	0	28	51	68	64	65	57	60	39	37	44	35	40	31	34	25	21	14	0	718
28-Feb-2016	2	0	1	0	1	1	23	36	45	53	65	52	62	37	57	60	51	67	77	67	43	33	28	2	863
29-Feb-2016	1	0	1	0	0	0	34	75	80	70	69	61	67	36	58	55	58	63	68	53	42	28	31	4	954
Total	53	12	18	41	33	8	931	1856	2018	1914	1999	1755	1757	1209	1471	1533	1495	1756	1862	1713	1238	836	814	79	26401
Avg.	1.83	0.41	0.62	1.41	1.14	0.28	32.10	64.00	69.59	66.00	68.93	60.52	60.59	41.69	50.72	52.86	51.55	60.55	64.21	59.07	42.69	28.83	28.07	2.72	910.38

(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-Feb-2016	0	0	0	0	0	1	16	38	37	30	35	37	25	19	22	27	24	28	38	27	23	13	18	2	460
02-Feb-2016	0	1	0	3	1	0	13	40	37	31	31	37	23	17	25	21	20	36	32	28	25	13	14	3	451
03-Feb-2016	0	0	0	3	0	0	14	40	41	33	33	31	22	24	18	23	31	36	32	27	23	19	13	0	463
04-Feb-2016	0	0	1	1	0	0	15	37	38	38	40	32	25	16	28	21	29	34	36	29	30	22	16	1	489
05-Feb-2016	0	0	0	0	0	0	16	37	40	39	36	31	28	23	27	22	32	37	38	30	31	18	14	2	501
06-Feb-2016	0	0	1	1	1	0	18	31	33	34	32	31	22	23	23	20	18	24	18	16	16	12	5	0	379
07-Feb-2016	0	1	1	1	0	0	17	20	24	23	28	23	23	22	26	25	25	37	40	28	28	21	13	0	426
08-Feb-2016	0	0	0	0	0	0	18	43	42	38	29	33	21	20	19	24	27	36	32	24	26	15	14	2	463
09-Feb-2016	0	0	1	1	2	0	14	40	42	33	35	34	24	18	20	23	24	30	36	29	25	15	12	2	460
10-Feb-2016	0	0	0	3	0	0	18	39	40	36	30	25	25	19	23	23	28	35	38	25	24	16	14	3	464
11-Feb-2016	0	0	1	2	0	0	18	40	42	32	36	35	20	19	19	24	26	37	36	29	29	18	20	2	485
12-Feb-2016	0	1	0	2	0	0	15	40	41	36	38	30	24	23	25	23	29	35	40	32	32	20	10	1	497
13-Feb-2016	0	0	0	0	0	0	17	34	34	32	31	32	27	26	20	18	21	22	18	17	16	9	7	0	381
14-Feb-2016	0	0	0	0	0	0	13	24	23	28	27	23	21	19	28	25	28	35	34	32	30	19	12	0	421
15-Feb-2016	0	0	0	0	0	0	19	41	41	36	32	31	22	21	22	24	29	32	34	29	27	13	12	2	467
16-Feb-2016	0	0	2	1	1	0	17	41	39	34	36	30	25	21	19	22	26	32	37	27	23	18	17	1	469
17-Feb-2016	2	0	0	2	0	0	15	35	34	38	36	38	23	22	22	26	24	35	38	23	29	16	12	3	473
18-Feb-2016	0	1	0	2	1	2	12	40	40	40	39	30	23	24	22	17	33	35	32	31	31	21	14	2	492
19-Feb-2016	0	0	0	2	0	0	15	37	38	41	33	36	22	26	24	23	32	38	35	30	32	16	17	1	498
20-Feb-2016	0	0	0	2	0	1	17	29	32	33	31	34	24	22	23	23	16	27	12	21	13	7	8	0	375
21-Feb-2016	0	1	0	0	0	0	11	21	20	28	27	28	17	18	29	30	23	36	34	36	23	19	18	0	419
22-Feb-2016	0	1	1	0	0	1	19	40	40	37	34	33	23	24	22	27	29	32	29	28	25	14	16	1	476
23-Feb-2016	1	0	1	1	2	0	17	40	41	33	36	37	18	20	21	20	24	34	36	27	25	16	12	2	464
24-Feb-2016	0	1	1	2	0	0	19	40	39	35	33	28	23	21	19	22	29	33	40	26	23	18	13	2	467
25-Feb-2016	0	1	0	2	0	0	16	45	41	29	37	31	23	22	22	25	26	34	38	32	27	23	12	2	488
26-Feb-2016	0	0	0	0	1	0	18	36	43	37	31	34	25	22	30	22	27	36	37	37	29	19	15	1	500
27-Feb-2016	0	1	0	0	1	0	20	31	35	29	31	30	23	21	20	25	18	23	14	19	14	11	4	0	370
28-Feb-2016	1	0	0	0	1	1	14	22	22	25	29	25	18	18	29	26	24	41	38	28	22	22	15	1	422
29-Feb-2016	1	0	1	0	0	0	13	41	44	35	31	34	27	18	24	26	29	32	38	28	22	17	12	2	475
Total	5	9	11	31	11	6	464	1042	1063	973	957	913	666	608	671	677	751	962	960	795	723	480	379	38	13195
Avg.	0.17	0.31	0.38	1.07	0.38	0.21	16.00	35.93	36.66	33.55	33.00	31.48	22.97	20.97	23.14	23.34	25.90	33.17	33.10	27.41	24.93	16.55	13.07	1.31	455.00

(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.

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-Feb-2016	0	0	0	0	0	0	22	29	34	34	38	27	32	27	29	25	27	28	26	37	17	14	14	4	464
02-Feb-2016	4	0	1	0	3	0	16	24	34	34	32	33	35	18	27	32	27	25	40	22	16	15	18	1	457
03-Feb-2016	4	0	0	0	2	0	17	31	33	32	34	26	39	21	32	31	23	32	28	34	13	12	18	2	464
04-Feb-2016	2	0	0	0	1	0	24	34	32	31	34	27	37	24	27	30	32	31	30	34	18	13	17	2	480
05-Feb-2016	5	0	0	0	0	0	20	31	35	33	36	25	43	27	33	35	30	32	35	40	24	14	12	1	511
06-Feb-2016	0	1	0	1	0	0	7	18	34	29	36	32	34	20	22	18	14	16	27	12	9	11	13	1	355
07-Feb-2016	0	0	0	1	0	0	7	18	22	31	37	29	37	21	28	30	31	28	39	34	20	11	11	2	437
08-Feb-2016	0	0	0	0	0	0	21	30	36	38	39	35	36	22	27	27	28	26	33	29	15	12	16	1	471
09-Feb-2016	3	0	0	1	1	0	19	32	35	33	36	28	37	18	28	27	24	32	27	31	18	13	14	2	459
10-Feb-2016	2	0	0	0	2	0	17	31	37	31	37	26	39	19	26	33	26	26	32	35	19	13	15	3	469
11-Feb-2016	2	0	0	1	1	0	20	32	33	30	35	30	38	19	23	32	22	29	30	41	22	11	20	2	473
12-Feb-2016	3	0	0	1	1	0	17	30	36	33	33	33	39	23	31	32	31	27	36	41	22	15	14	0	498
13-Feb-2016	0	0	0	0	1	0	7	19	31	35	39	26	37	19	20	21	13	17	20	16	12	9	8	1	351
14-Feb-2016	0	0	0	0	0	0	7	14	24	31	34	30	39	22	34	28	32	30	35	35	21	12	13	0	441
15-Feb-2016	0	0	0	0	0	0	22	29	35	39	45	29	35	21	28	32	26	28	26	36	16	12	17	1	477
16-Feb-2016	3	0	0	1	0	1	20	34	38	30	34	32	30	22	27	32	22	33	29	32	18	9	20	1	468
17-Feb-2016	3	0	1	0	2	0	18	31	37	33	33	30	43	19	27	31	25	30	30	35	17	12	19	2	478
18-Feb-2016	3	0	0	1	1	0	19	37	32	35	39	32	37	24	26	29	26	30	34	30	25	11	18	2	491
19-Feb-2016	2	0	0	1	1	0	20	30	33	32	41	33	35	18	31	35	26	34	33	38	25	19	13	0	500
20-Feb-2016	0	1	0	0	0	1	8	21	30	36	32	25	38	24	17	22	15	17	19	16	11	9	9	1	352
21-Feb-2016	0	0	0	0	0	0	6	18	21	22	27	32	45	21	33	32	33	28	37	34	21	13	14	0	437
22-Feb-2016	1	0	1	0	0	0	24	38	36	30	38	32	41	20	30	31	28	29	35	29	16	10	12	2	483
23-Feb-2016	4	0	0	0	2	0	18	35	38	27	37	25	39	17	24	31	28	25	39	30	16	12	16	3	466
24-Feb-2016	1	0	2	1	1	0	15	34	37	32	34	28	39	16	32	31	24	29	31	39	15	12	18	1	472
25-Feb-2016	3	0	0	1	2	0	18	32	36	36	35	26	31	21	28	31	29	28	32	39	16	13	21	2	480
26-Feb-2016	2	0	0	0	0	0	20	34	34	36	39	30	35	23	31	36	29	30	33	40	21	17	13	1	504
27-Feb-2016	0	1	1	0	1	0	8	20	33	35	34	27	37	18	17	19	17	17	17	15	11	10	10	0	348
28-Feb-2016	1	0	1	0	0	0	9	14	23	28	36	27	44	19	28	34	27	26	39	39	21	11	13	1	441
29-Feb-2016	0	0	0	0	0	0	21	34	36	35	38	27	40	18	34	29	29	31	30	25	20	11	19	2	479
Total	48	3	7	10	22	2	467	814	955	941	1042	842	1091	601	800	856	744	794	902	918	515	356	435	41	13206
Avg.	1.66	0.10	0.24	0.34	0.76	0.07	16.10	28.07	32.93	32.45	35.93	29.03	37.62	20.72	27.59	29.52	25.66	27.38	31.10	31.66	17.76	12.28	15.00	1.41	455.38

(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-Feb-16	07:00	00:08	00:54	-	-	-	01:44	14:12	-	-	-	-	-
02-Feb-16	07:00	00:18	02:49	-	-	-	-	10:52	-	-	02:58	-	-
03-Feb-16	07:00	00:03	00:51	-	-	-	11:48	04:15	-	-	-	-	-
04-Feb-16	07:00	00:09	-	-	-	-	-	16:49	-	-	-	-	-
05-Feb-16	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
06-Feb-16	07:00	00:28	-	-	-	-	-	07:45	-	-	08:45	-	-
07-Feb-16	07:00	00:15	-	-	-	-	-	13:18	-	-	03:25	-	-
08-Feb-16	07:00	00:16	00:51	-	-	-	-	11:28	-	-	04:23	-	-
09-Feb-16	07:00	00:23	-	00:38	-	-	-	14:05	-	-	01:52	-	-
10-Feb-16	07:00	00:22	-	-	01:03	-	15:33	-	-	-	-	-	-
11-Feb-16	07:00	00:06	00:05	-	-	-	16:39	00:07	-	-	-	-	-
12-Feb-16	07:00	00:19	-	-	00:54	-	15:45	-	-	-	-	-	-
13-Feb-16	07:00	00:25	-	-	01:32	-	15:01	-	-	-	-	-	-
14-Feb-16	07:00	00:24	01:50	-	-	-	04:21	10:23	-	-	-	-	-
15-Feb-16	07:00	00:13	-	00:31	-	-	-	12:18	-	-	03:56	-	-
16-Feb-16	07:00	00:08	-	03:11	-	-	-	13:39	-	-	-	-	-
17-Feb-16	07:00	00:20	-	-	-	-	-	14:31	-	-	02:07	-	-
18-Feb-16	07:00	00:22	00:58	-	-	-	02:39	12:58	-	-	-	-	-
19-Feb-16	07:00	00:28	-	-	00:48	-	15:42	-	-	-	-	-	-
20-Feb-16	07:00	00:33	-	-	-	-	-	16:25	-	-	-	-	-
21-Feb-16	07:00	00:26	-	00:18	-	-	02:33	13:41	-	-	-	-	-
22-Feb-16	07:00	00:21	-	-	00:43	-	15:54	-	-	-	-	-	-
23-Feb-16	07:00	-	00:48	-	-	-	16:11	-	-	-	-	-	-
24-Feb-16	07:00	00:13	-	-	-	-	16:45	-	-	-	-	-	-
25-Feb-16	07:00	00:16	-	-	00:56	-	15:46	-	-	-	-	-	-
26-Feb-16	07:00	00:23	-	-	-	-	-	16:35	-	-	-	-	-
27-Feb-16	07:00	00:34	-	-	-	-	-	10:41	01:29	-	04:14	-	-
28-Feb-16	07:00	00:21	04:20	-	-	-	12:16	-	-	-	-	-	-
29-Feb-16	07:00	00:15	-	00:46	-	-	-	13:39	-	-	02:17	-	-
Total	203:00	08:55	13:30	05:26	05:59	00:00	178:45	244:51	01:29	00:00	33:59	00:00	00:00
% Used	1.81%	2.74%	1.10%	1.21%	0.00%	36.26%	49.67%	0.30%	0.00%	6.90%	0.00%	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).

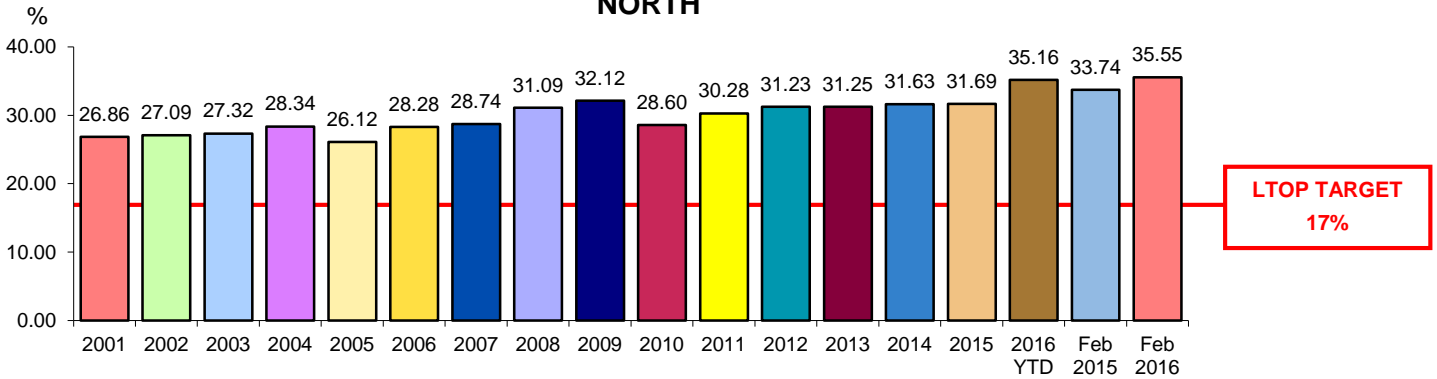
Cumulative Mode Utilisation from 1 January 2016

Time	1.78%	2.64%	1.58%	0.84%	0.00%	39.32%	48.52%	0.15%	0.00%	5.16%	0.00%	0.00%
Movements	0.41%	1.70%	1.00%	0.52%	0.00%	41.56%	51.21%	0.10%	0.00%	3.51%	0.00%	0.00%

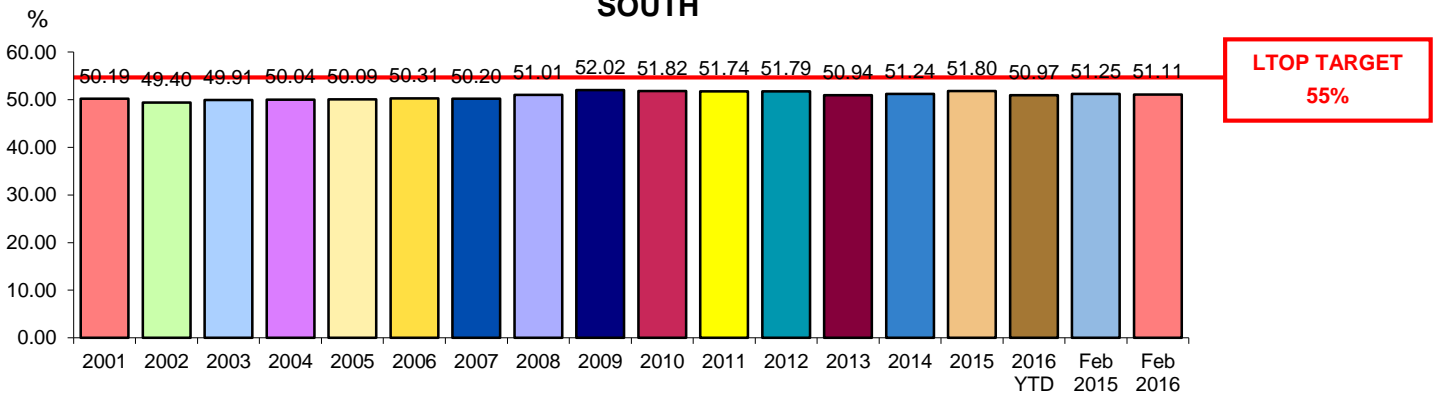
Runway End Impact to 29 February 2016

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

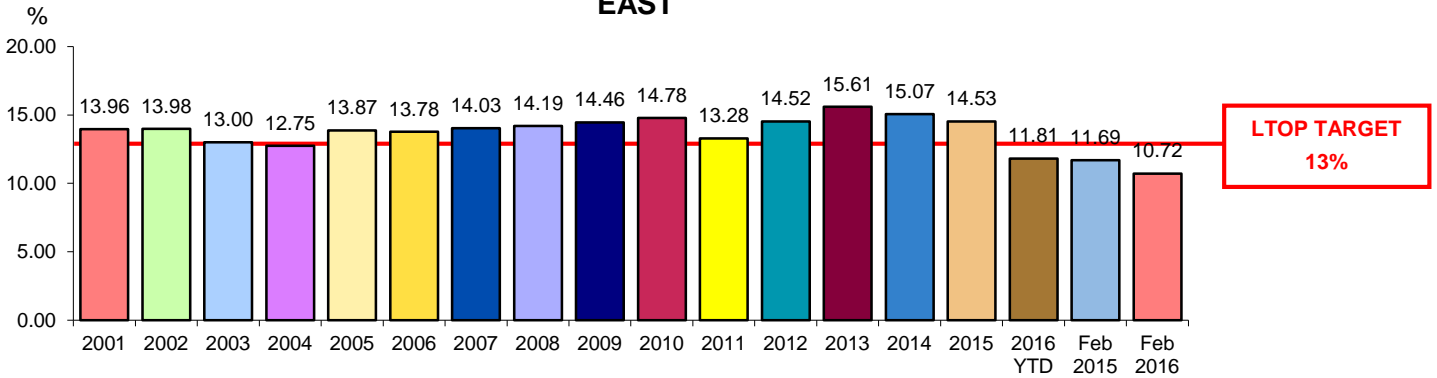
NORTH



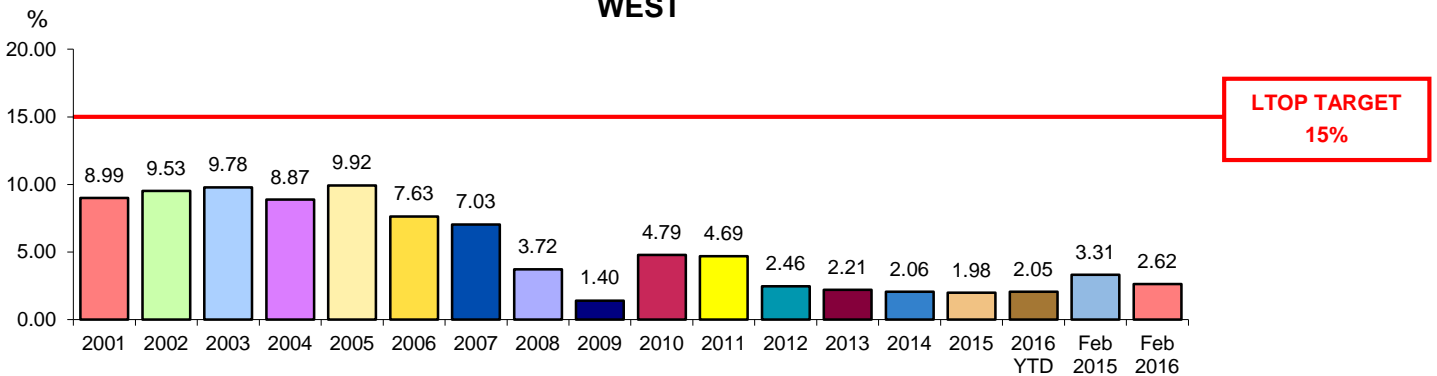
SOUTH



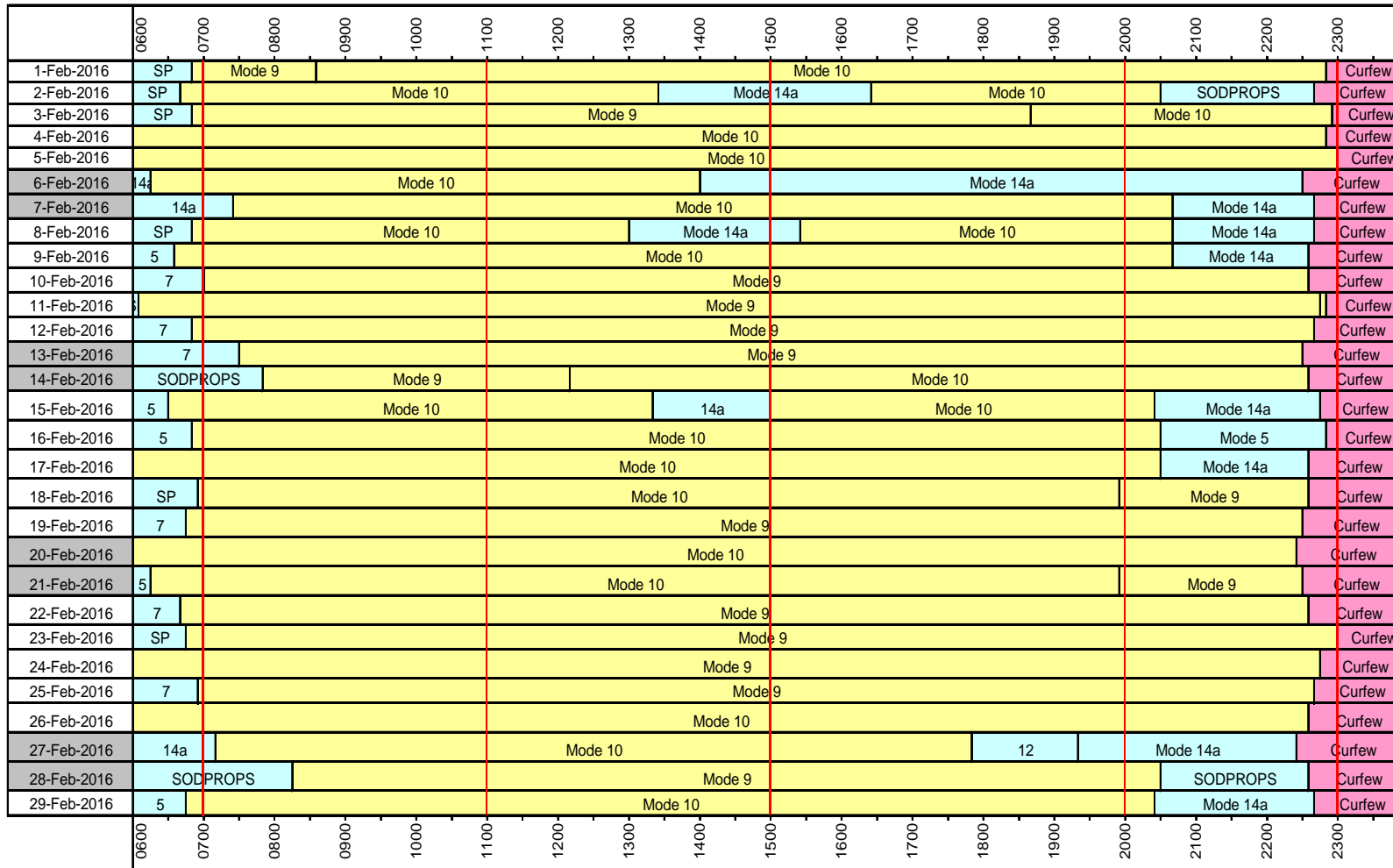
EAST



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 **February 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	
4/02/2016	06:46	10:44	3:58
5/02/2016	06:50	10:26	3:36
8/02/2016	08:49	09:39	0:50
9/02/2016	07:00	09:26	2:26
15/02/2016	06:53	09:42	2:49
26/02/2016	06:48	09:26	2:38

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

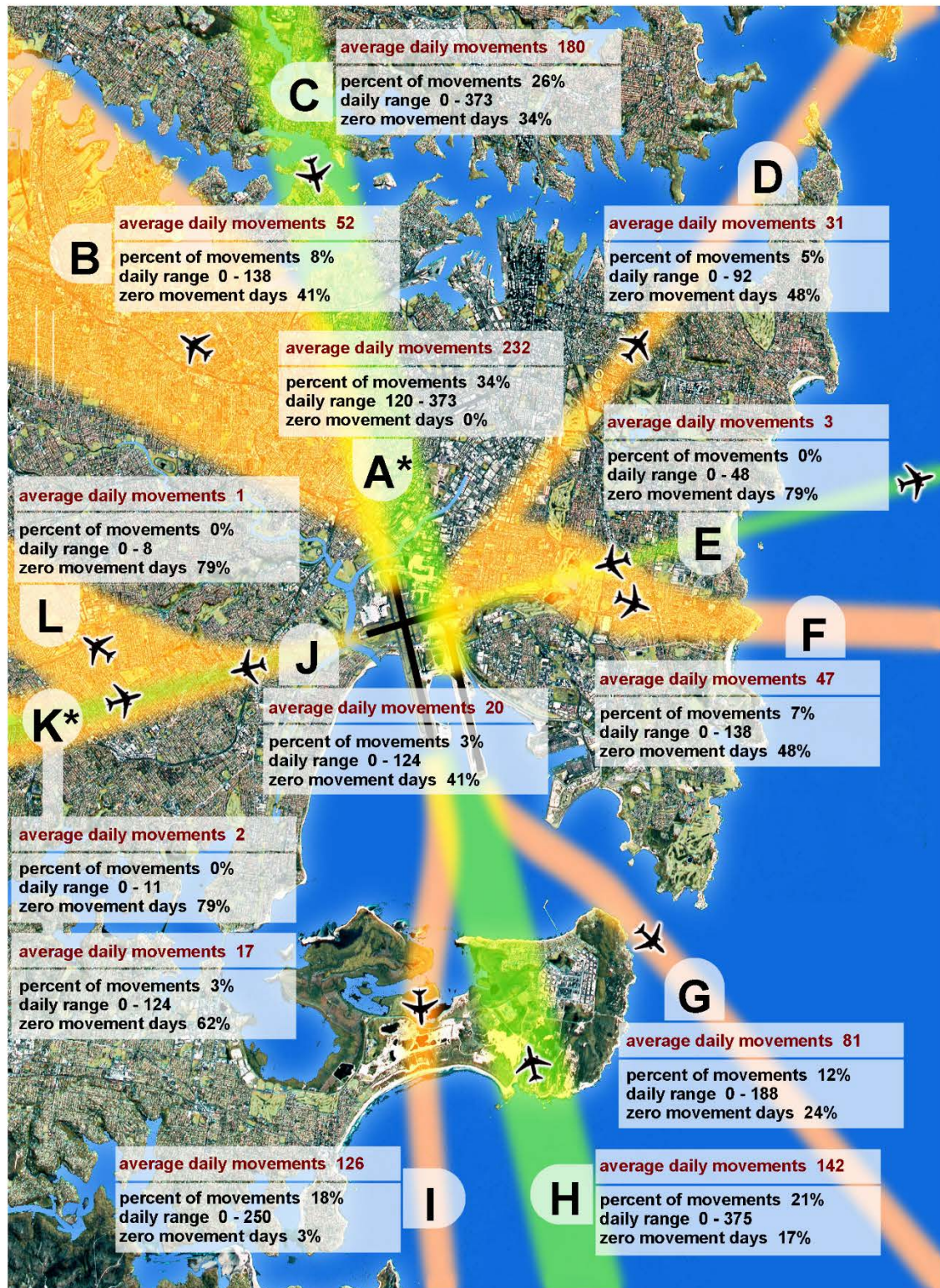
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/02/2016	147	68	79
5/02/2016	134	63	71
8/02/2016	30	13	17
9/02/2016	99	46	53
15/02/2016	113	51	62
26/02/2016	102	47	55

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

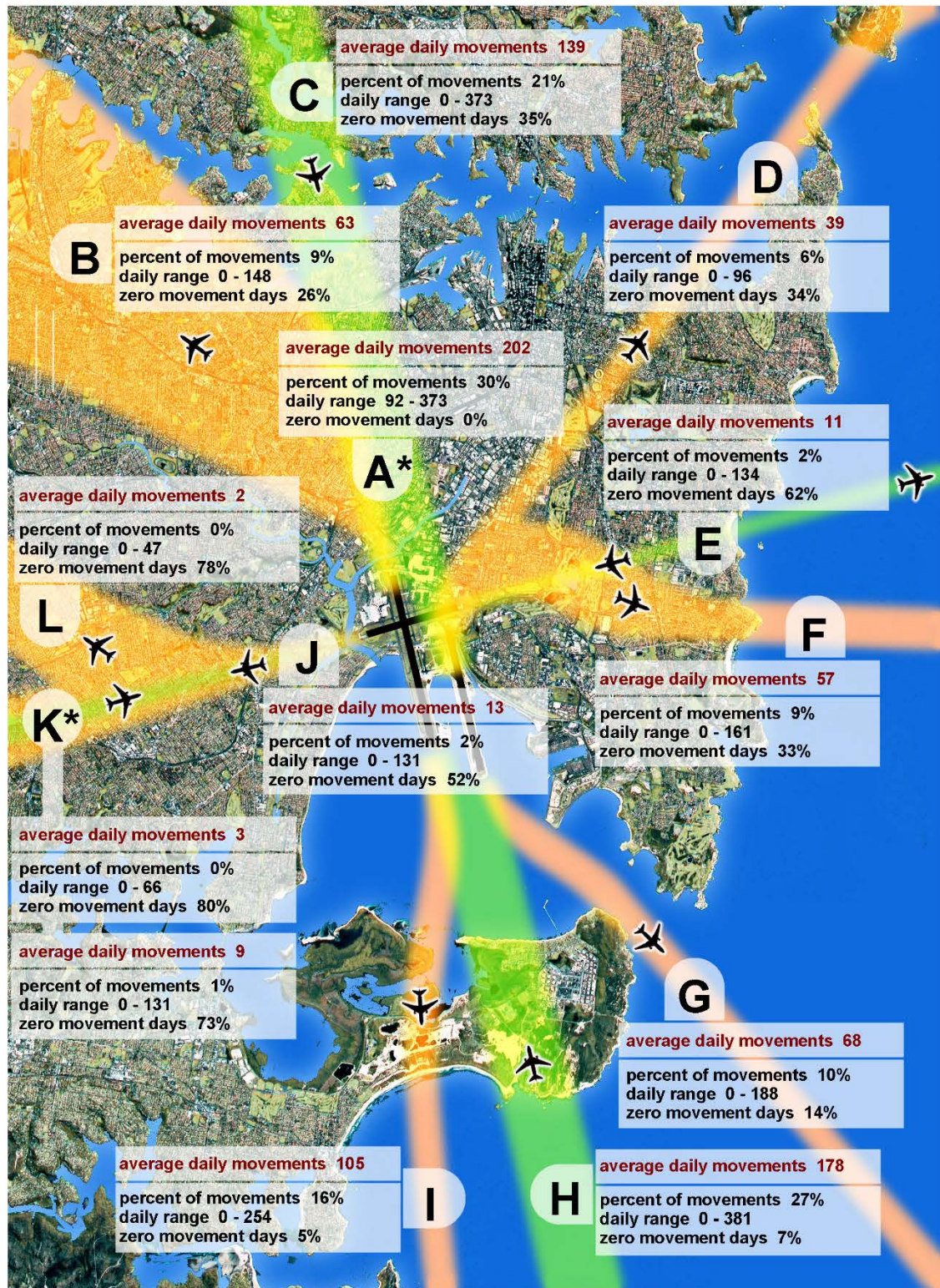
1 Feb 2016 to 29 Feb 2016, All Jets



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

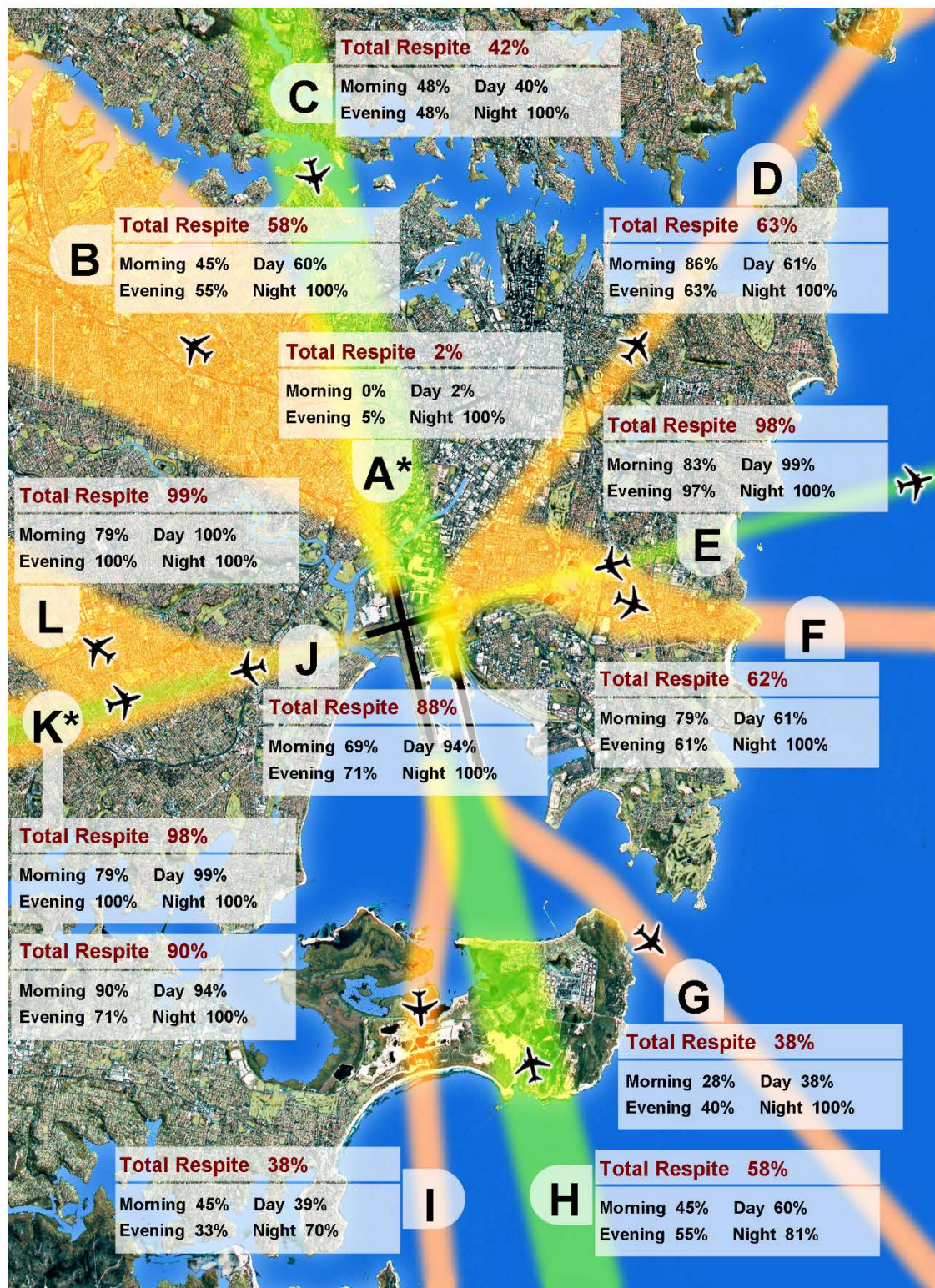
1 March 2015 to 29 Feb 2016, All Jets



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 Feb 2016 to 29 Feb 2016, All Jets



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

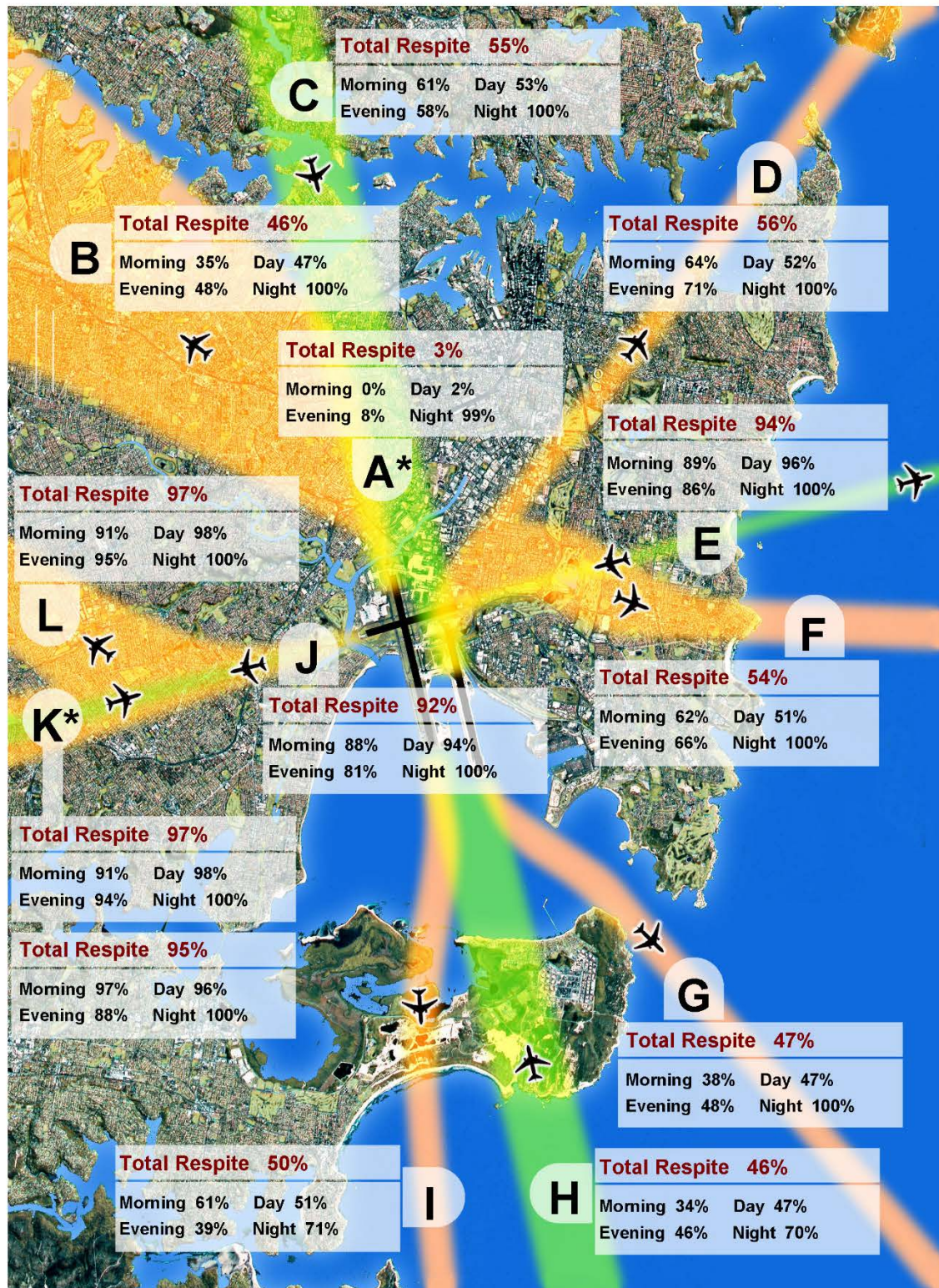
A respite interval is a 60 minute period when there are no jet movements (R60).

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 March 2015 to 29 Feb 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) March 2015 to February 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 April 2015 .
	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 June 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 2015 .
	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 2015 , Mode 14A in March 2015 & 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 March 2015 to February 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. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 56%**. This means that over the period **March 2015 to February 2016 for 56%** 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 February 2016.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 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 February 2016 along with the Daily N70 values for the three months up to and including February are given in Table 1.

<i>Location</i>	<i>CNE Feb</i>	<i>Operational Days Feb</i>	<i>N70 Feb</i>	<i>N70 Jan</i>	<i>N70 Dec</i>
<i>Threshold rwy 34</i>	<i>9,120</i>	<i>28.9</i>	<i>308</i>	<i>307</i>	<i>342</i>
<i>Penshurst</i>	<i>677</i>	<i>28.9</i>	<i>22</i>	<i>9</i>	<i>15</i>
<i>Bexley</i>	<i>693</i>	<i>28.9</i>	<i>24</i>	<i>13</i>	<i>18</i>
<i>Sydenham</i>	<i>5,679</i>	<i>28.8</i>	<i>197</i>	<i>195</i>	<i>181</i>
<i>Johnston St Annandale</i>	<i>3,397</i>	<i>28.9</i>	<i>95</i>	<i>82</i>	<i>69</i>
<i>Church St. St Peters</i>	<i>5,021</i>	<i>28.9</i>	<i>128</i>	<i>114</i>	<i>106</i>
<i>Leichhardt PEMU 36</i>	<i>4,124</i>	<i>28.8</i>	<i>135</i>	<i>128</i>	<i>104</i>
<i>Eastlakes</i>	<i>2,054</i>	<i>28.8</i>	<i>54</i>	<i>56</i>	<i>69</i>
<i>Coogee</i>	<i>298</i>	<i>28.9</i>	<i>4</i>	<i>9</i>	<i>9</i>
<i>Kurnell</i>	<i>2,195</i>	<i>28.9</i>	<i>69</i>	<i>74</i>	<i>89</i>
<i>Croydon</i>	<i>521</i>	<i>28.9</i>	<i>14</i>	<i>14</i>	<i>16</i>
<i>Hunters Hill</i>	<i>5,597</i>	<i>28.9</i>	<i>82</i>	<i>81</i>	<i>65</i>

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

The N70 values for February 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 15 PM 44 Day 240 Night 9 WE_D 269 WE_N 5	Penshurst AM 2 PM 10 Day 7 Night 0 WE_D 31 WE_N 0	Bexley AM 3 PM 10 Day 7 Night 0 WE_D 34 WE_N 0	Eastlakes AM 3 PM 6 Day 44 Night 0 WE_D 53 WE_N 0
Coogee AM 2 PM 2 Day 1 Night 0 WE_D 2 WE_N 0	Sydenham AM 5 PM 22 Day 172 Night 0 WE_D 185 WE_N 1	Leichhardt PEMU36 AM 4 PM 12 Day 120 Night 0 WE_D 130 WE_N 1	Kurnell AM 1 PM 7 Day 62 Night 0 WE_D 66 WE_N 0
Annandale AM 0 PM 6 Day 88 Night 0 WE_D 96 WE_N 0	St Peters AM 1 PM 11 Day 117 Night 0 WE_D 121 WE_N 0	Croydon AM 0 PM 2 Day 11 Night 0 WE_D 13 WE_N 0	Hunters Hull AM 3 PM 8 Day 71 Night 0 WE_D 79 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.