

Sydney Airport Operational Statistics

May 2016

PREVIEW

Sydney Airport Operational Statistics Report Preview

May 2016

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

There were a total of 27,197 aircraft movements this month (daily average 877.32). Last month there were a total of 27,308 movements (daily average 910.27) and for the same month last year there were a total of 26,635 movements (daily average 859.19).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 23 days this month, Mode 9 on 19 days, Mode 10 on 2 days and Mode 13 on 1 day . Crossing runway modes (including Sodprops) were used for 27.48% 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 24.66% - This result is above the LTOP target and below the previous month (32.53%)

South 51.69% - This result is below the LTOP target and above the previous month (51.44%)

East 20.81% - This result is above the LTOP target and above the previous month (14.41%)

West 2.83% - This result is below the LTOP target and above the previous month (1.63%)

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

This procedure was not used in May

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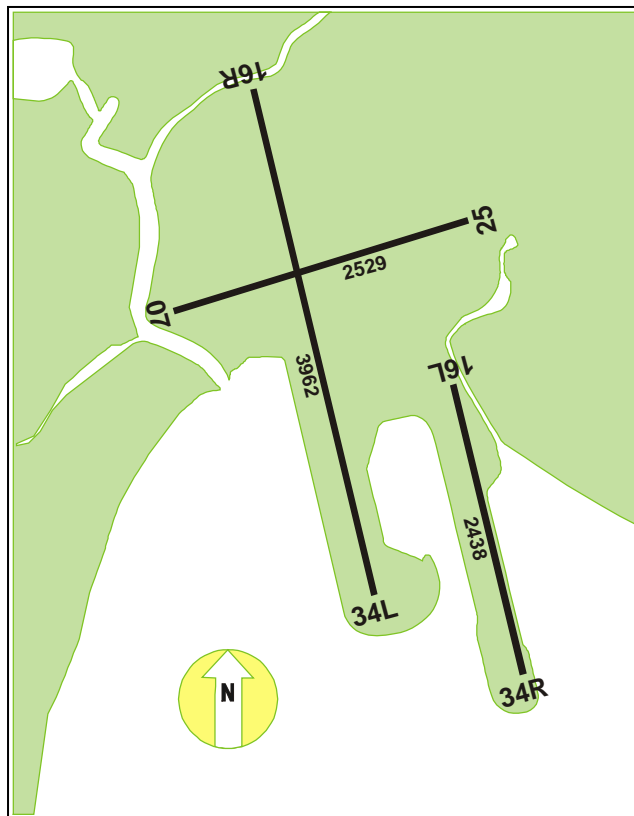
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* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



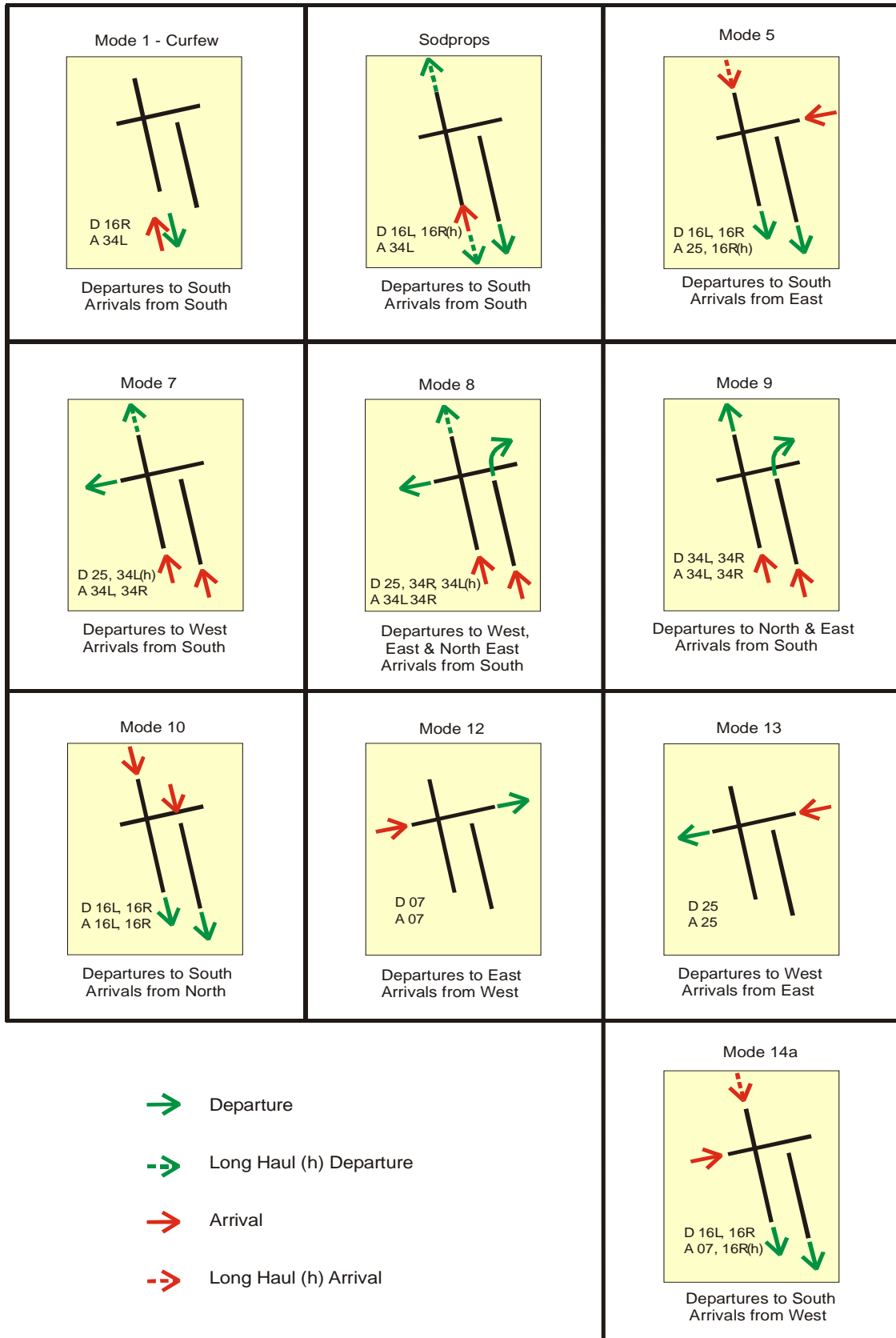
Runway numbers refer to the direction an aircraft is flying.

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-May-2016	0	0	0	0	8	8	0	5	5	0	13	13	283	199	482	137	210	347	0	0	0	855
02-May-2016	59	0	59	0	48	48	1	39	40	0	0	0	264	186	450	139	195	334	0	0	0	931
03-May-2016	0	0	0	0	0	0	0	6	6	0	22	22	262	188	450	185	232	417	0	0	0	895
04-May-2016	0	0	0	91	92	183	128	153	281	0	8	8	152	114	266	92	100	192	0	0	0	930
05-May-2016	0	0	0	0	38	38	0	9	9	0	0	0	322	198	520	152	226	378	0	0	0	945
06-May-2016	0	0	0	28	47	75	32	46	78	0	0	0	292	200	492	141	202	343	0	0	0	988
07-May-2016	1	0	1	0	70	70	1	1	2	0	0	0	278	147	425	65	107	172	0	0	0	670
08-May-2016	0	0	0	0	1	1	0	1	1	0	0	0	267	201	468	135	216	351	0	0	0	821
09-May-2016	0	0	0	0	0	0	0	3	3	0	1	1	287	201	488	170	257	427	0	0	0	919
10-May-2016	0	0	0	0	1	1	0	25	25	108	108	216	195	146	341	136	152	288	0	0	0	871
11-May-2016	0	0	0	0	33	33	1	8	9	1	18	19	306	196	502	143	202	345	0	0	0	908
12-May-2016	0	0	0	0	0	0	0	9	9	0	14	14	293	209	502	187	244	431	0	0	0	956
13-May-2016	2	0	2	50	74	124	71	85	156	0	9	9	253	178	431	129	164	293	0	0	0	1015
14-May-2016	0	0	0	0	102	102	2	3	5	0	0	0	282	139	421	65	88	153	0	0	0	681
15-May-2016	0	0	0	0	26	26	0	1	1	0	0	0	297	197	494	113	203	316	0	0	0	837
16-May-2016	0	0	0	82	97	179	101	108	209	0	19	19	192	107	299	90	135	225	0	0	0	931
17-May-2016	0	0	0	0	15	15	0	7	7	0	0	0	277	188	465	161	222	383	0	0	0	870
18-May-2016	1	0	1	0	12	12	1	32	33	22	0	22	268	186	454	157	222	379	0	0	0	901
19-May-2016	0	0	0	0	0	0	0	9	9	0	47	47	285	197	482	192	226	418	0	0	0	956
20-May-2016	1	0	1	187	206	393	294	289	583	0	0	0	13	2	15	0	0	0	0	0	0	992
21-May-2016	0	0	0	0	26	26	1	2	3	0	1	1	253	153	406	94	143	237	0	0	0	673
22-May-2016	0	0	0	0	9	9	0	1	1	0	6	6	259	194	453	151	214	365	0	0	0	834
23-May-2016	0	0	0	43	32	75	68	79	147	102	113	215	145	117	262	98	129	227	0	0	0	926
24-May-2016	0	0	0	44	119	163	67	74	141	1	0	1	251	139	390	79	102	181	0	0	0	876
25-May-2016	1	0	1	0	88	88	0	10	10	1	0	1	318	184	502	122	166	288	0	0	0	890
26-May-2016	2	0	2	0	11	11	0	7	7	0	13	13	305	194	499	170	242	412	0	0	0	944
27-May-2016	0	0	0	6	4	10	16	17	33	242	252	494	115	90	205	78	96	174	0	0	0	916
28-May-2016	0	0	0	0	30	30	0	2	2	0	58	58	227	128	355	110	107	217	0	0	0	662
29-May-2016	0	0	0	59	147	206	98	138	236	53	0	53	165	90	255	30	44	74	0	0	0	824
30-May-2016	0	0	0	69	97	166	90	153	243	68	0	68	144	105	249	90	104	194	0	0	0	920
31-May-2016	0	0	0	99	77	176	129	189	318	26	2	28	99	76	175	76	87	163	0	0	0	860
Total	67	0	67	758	1510	2268	1101	1511	2612	624	704	1328	7349	4849	12198	3687	5037	8724	0	0	0	27197

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-May-2016	0	0	0	0	8	8	0	5	5	0	11	11	237	137	374	96	176	272	0	0	0	670
02-May-2016	42	0	42	0	35	35	1	29	30	0	0	0	210	116	326	85	163	248	0	0	0	681
03-May-2016	0	0	0	0	0	0	0	4	4	0	19	19	202	112	314	123	189	312	0	0	0	649
04-May-2016	0	0	0	60	69	129	91	102	193	0	8	8	130	74	204	51	84	135	0	0	0	669
05-May-2016	0	0	0	0	33	33	0	9	9	0	0	0	260	120	380	89	184	273	0	0	0	695
06-May-2016	0	0	0	23	40	63	21	31	52	0	0	0	227	127	354	93	167	260	0	0	0	729
07-May-2016	0	0	0	0	65	65	0	1	1	0	0	0	224	101	325	39	89	128	0	0	0	519
08-May-2016	0	0	0	0	0	0	0	1	1	0	0	0	217	141	358	98	180	278	0	0	0	637
09-May-2016	0	0	0	0	0	0	0	3	3	0	1	1	229	127	356	107	210	317	0	0	0	677
10-May-2016	0	0	0	0	1	1	0	22	22	73	69	142	161	90	251	79	126	205	0	0	0	621
11-May-2016	0	0	0	0	28	28	0	6	6	0	15	15	237	113	350	88	168	256	0	0	0	655
12-May-2016	0	0	0	0	0	0	0	6	6	0	13	13	229	127	356	117	197	314	0	0	0	689
13-May-2016	2	0	2	34	61	95	49	57	106	0	8	8	201	110	311	65	116	181	0	0	0	703
14-May-2016	0	0	0	0	89	89	1	3	4	0	0	0	223	95	318	41	73	114	0	0	0	525
15-May-2016	0	0	0	0	25	25	0	0	0	0	0	0	244	132	376	74	167	241	0	0	0	642
16-May-2016	0	0	0	53	81	134	77	75	152	0	16	16	144	63	207	64	108	172	0	0	0	681
17-May-2016	0	0	0	0	15	15	0	6	6	0	0	0	212	110	322	104	180	284	0	0	0	627
18-May-2016	0	0	0	0	11	11	0	28	28	20	0	20	206	104	310	99	183	282	0	0	0	651
19-May-2016	0	0	0	0	0	0	0	7	7	0	39	39	219	120	339	129	181	310	0	0	0	695
20-May-2016	0	0	0	122	161	283	232	202	434	0	0	0	9	1	10	0	0	0	0	0	0	727
21-May-2016	0	0	0	0	23	23	0	1	1	0	0	0	207	109	316	60	121	181	0	0	0	521
22-May-2016	0	0	0	0	9	9	0	1	1	0	5	5	208	131	339	114	181	295	0	0	0	649
23-May-2016	0	0	0	28	20	48	47	57	104	77	77	154	122	80	202	61	112	173	0	0	0	681
24-May-2016	0	0	0	24	95	119	52	45	97	0	0	0	191	85	276	50	84	134	0	0	0	626
25-May-2016	0	0	0	0	76	76	0	9	9	0	0	0	247	105	352	74	138	212	0	0	0	649
26-May-2016	1	0	1	0	11	11	0	7	7	0	11	11	241	116	357	108	200	308	0	0	0	695
27-May-2016	0	0	0	4	4	8	16	15	31	173	180	353	98	62	160	49	81	130	0	0	0	682
28-May-2016	0	0	0	0	28	28	0	1	1	0	43	43	194	95	289	69	91	160	0	0	0	521
29-May-2016	0	0	0	45	117	162	71	104	175	49	0	49	136	63	199	21	41	62	0	0	0	647
30-May-2016	0	0	0	43	70	113	66	111	177	57	0	57	114	64	178	54	90	144	0	0	0	669
31-May-2016	0	0	0	56	50	106	96	136	232	23	0	23	84	47	131	45	72	117	0	0	0	609
Total	45	0	45	492	1225	1717	820	1084	1904	472	515	987	5863	3077	8940	2346	4152	6498	0	0	0	20091

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-May-2016	0	0	0	0	0	0	0	0	0	0	2	2	46	62	108	41	34	75	0	0	0	185
02-May-2016	17	0	17	0	13	13	0	10	10	0	0	0	54	70	124	54	32	86	0	0	0	250
03-May-2016	0	0	0	0	0	0	0	2	2	0	3	3	60	76	136	62	43	105	0	0	0	246
04-May-2016	0	0	0	31	23	54	37	51	88	0	0	0	22	40	62	41	16	57	0	0	0	261
05-May-2016	0	0	0	0	5	5	0	0	0	0	0	0	62	78	140	63	42	105	0	0	0	250
06-May-2016	0	0	0	5	7	12	11	15	26	0	0	0	65	73	138	48	35	83	0	0	0	259
07-May-2016	1	0	1	0	5	5	1	0	1	0	0	0	54	46	100	26	18	44	0	0	0	151
08-May-2016	0	0	0	0	1	1	0	0	0	0	0	0	50	60	110	37	36	73	0	0	0	184
09-May-2016	0	0	0	0	0	0	0	0	0	0	0	0	58	74	132	63	47	110	0	0	0	242
10-May-2016	0	0	0	0	0	0	0	3	3	35	39	74	34	56	90	57	26	83	0	0	0	250
11-May-2016	0	0	0	0	5	5	1	2	3	1	3	4	69	83	152	55	34	89	0	0	0	253
12-May-2016	0	0	0	0	0	0	0	3	3	0	1	1	64	82	146	70	47	117	0	0	0	267
13-May-2016	0	0	0	16	13	29	22	28	50	0	1	1	52	68	120	64	48	112	0	0	0	312
14-May-2016	0	0	0	0	13	13	1	0	1	0	0	0	59	44	103	24	15	39	0	0	0	156
15-May-2016	0	0	0	0	1	1	0	1	1	0	0	0	53	65	118	39	36	75	0	0	0	195
16-May-2016	0	0	0	29	16	45	24	33	57	0	3	3	48	44	92	26	27	53	0	0	0	250
17-May-2016	0	0	0	0	0	0	0	1	1	0	0	0	65	78	143	57	42	99	0	0	0	243
18-May-2016	1	0	1	0	1	1	1	4	5	2	0	2	62	82	144	58	39	97	0	0	0	250
19-May-2016	0	0	0	0	0	0	0	2	2	0	8	8	66	77	143	63	45	108	0	0	0	261
20-May-2016	1	0	1	65	45	110	62	87	149	0	0	0	4	1	5	0	0	0	0	0	0	265
21-May-2016	0	0	0	0	3	3	1	1	2	0	1	1	46	44	90	34	22	56	0	0	0	152
22-May-2016	0	0	0	0	0	0	0	0	0	0	1	1	51	63	114	37	33	70	0	0	0	185
23-May-2016	0	0	0	15	12	27	21	22	43	25	36	61	23	37	60	37	17	54	0	0	0	245
24-May-2016	0	0	0	20	24	44	15	29	44	1	0	1	60	54	114	29	18	47	0	0	0	250
25-May-2016	1	0	1	0	12	12	0	1	1	1	0	1	71	79	150	48	28	76	0	0	0	241
26-May-2016	1	0	1	0	0	0	0	0	0	0	2	2	64	78	142	62	42	104	0	0	0	249
27-May-2016	0	0	0	2	0	2	0	2	2	69	72	141	17	28	45	29	15	44	0	0	0	234
28-May-2016	0	0	0	0	2	2	0	1	1	0	15	15	33	33	66	41	16	57	0	0	0	141
29-May-2016	0	0	0	14	30	44	27	34	61	4	0	4	29	27	56	9	3	12	0	0	0	177
30-May-2016	0	0	0	26	27	53	24	42	66	11	0	11	30	41	71	36	14	50	0	0	0	251
31-May-2016	0	0	0	43	27	70	33	53	86	3	2	5	15	29	44	31	15	46	0	0	0	251
Total	22	0	22	266	285	551	281	427	708	152	189	341	1486	1772	3258	1341	885	2226	0	0	0	7106

(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-May-2016	0	0	1	0	0	3	27	38	52	49	62	56	54	40	61	56	62	66	74	59	36	35	22	2	855
02-May-2016	0	1	0	0	0	3	46	74	78	57	66	73	54	41	52	53	59	64	67	57	30	30	22	4	931
03-May-2016	2	0	1	2	0	4	42	73	77	63	68	57	52	39	53	53	46	66	59	63	25	20	26	4	895
04-May-2016	2	1	1	3	0	4	40	79	76	62	70	63	40	42	51	49	59	69	64	64	34	26	23	8	930
05-May-2016	1	0	1	3	1	3	38	74	78	64	68	61	41	47	55	51	57	68	70	56	44	37	23	4	945
06-May-2016	3	1	2	3	0	4	41	74	79	62	66	70	56	34	63	62	56	71	74	69	40	40	16	2	988
07-May-2016	0	0	0	0	1	4	31	49	67	60	65	58	44	37	40	49	31	30	31	28	15	23	7	0	670
08-May-2016	1	0	0	1	0	2	27	34	58	49	59	59	50	39	57	51	55	58	72	55	37	37	20	0	821
09-May-2016	0	0	0	1	0	3	48	67	77	64	69	59	49	43	60	51	55	55	72	51	35	33	23	4	919
10-May-2016	4	1	1	3	1	3	45	73	78	57	66	55	45	37	44	47	50	59	67	57	28	27	19	4	871
11-May-2016	2	0	1	4	2	2	39	75	76	63	70	60	48	36	52	48	55	64	69	55	32	26	26	3	908
12-May-2016	3	1	1	3	2	4	40	72	79	61	74	56	51	36	54	56	52	69	72	60	43	37	26	4	956
13-May-2016	2	0	2	2	1	3	43	75	75	66	75	68	52	47	57	61	60	76	70	68	51	40	19	2	1015
14-May-2016	0	0	1	3	0	3	29	52	62	59	67	64	42	38	41	42	32	33	36	29	16	21	11	0	681
15-May-2016	1	0	0	1	0	3	27	39	55	46	59	58	42	41	61	59	55	60	68	57	48	35	22	0	837
16-May-2016	2	0	0	1	0	3	45	70	80	70	72	64	45	46	52	55	59	58	63	60	30	30	22	4	931
17-May-2016	2	0	1	3	1	2	43	68	71	64	64	62	40	37	47	51	46	68	66	56	31	24	20	3	870
18-May-2016	2	1	1	3	1	3	41	73	72	63	68	54	44	37	53	48	54	62	65	63	34	30	24	5	901
19-May-2016	2	0	1	4	0	2	40	77	78	58	62	72	53	34	54	59	51	68	73	62	40	33	28	5	956
20-May-2016	2	0	1	3	2	3	46	71	79	66	79	62	48	49	58	60	61	70	65	69	41	40	17	0	992
21-May-2016	1	0	0	1	0	3	33	53	71	56	67	50	46	37	41	40	30	32	31	28	20	23	9	1	673
22-May-2016	1	0	1	0	0	3	28	35	56	47	55	58	47	42	59	56	55	63	73	62	37	37	19	0	834
23-May-2016	0	0	0	0	0	3	43	78	78	66	65	63	51	39	49	47	51	64	69	59	42	31	24	4	926
24-May-2016	3	2	0	3	1	3	44	76	75	59	71	54	44	34	49	48	51	59	68	54	29	25	20	4	876
25-May-2016	3	0	1	3	1	2	37	76	77	63	66	57	48	35	46	49	51	63	67	58	31	30	23	3	890
26-May-2016	1	0	2	4	3	3	38	67	80	66	67	67	53	34	48	54	57	58	72	66	33	41	28	2	944
27-May-2016	3	0	1	3	0	2	41	63	51	51	45	48	51	51	50	51	49	53	76	69	64	52	38	4	916
28-May-2016	1	0	0	0	0	3	29	40	74	59	64	56	50	35	41	39	35	31	29	27	16	23	9	1	662
29-May-2016	3	0	1	0	0	4	25	35	52	47	58	56	45	39	52	65	50	65	71	57	39	39	20	1	824
30-May-2016	0	0	1	0	0	3	43	76	75	64	72	64	48	39	55	56	56	61	65	51	35	27	25	4	920
31-May-2016	2	1	0	3	2	4	42	61	71	63	69	60	45	32	53	42	45	63	64	60	30	25	20	3	860
Total	49	9	23	60	19	94	1181	1967	2207	1844	2048	1864	1478	1217	1608	1608	1585	1846	1982	1729	1066	977	651	85	27197
Avg.	1.58	0.29	0.74	1.94	0.61	3.03	38.10	63.45	71.19	59.48	66.06	60.13	47.68	39.26	51.87	51.87	51.13	59.55	63.94	55.77	34.39	31.52	21.00	2.74	877.32

(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-May-2016	0	0	1	0	0	3	21	23	26	22	21	21	20	21	28	26	27	40	37	30	17	23	12	1	420
02-May-2016	0	1	0	0	0	3	26	42	38	27	27	33	24	18	26	25	29	39	30	30	14	17	12	2	463
03-May-2016	0	0	1	1	0	4	25	42	40	26	27	31	24	18	26	19	24	37	29	35	15	9	13	1	447
04-May-2016	0	1	1	1	0	4	22	43	37	29	31	29	18	22	24	17	32	41	32	33	20	14	10	2	463
05-May-2016	0	0	1	1	1	3	22	42	40	25	30	28	19	24	26	22	31	40	32	30	23	22	10	2	474
06-May-2016	0	1	1	1	0	4	24	45	37	29	28	32	26	16	36	26	28	39	37	28	20	24	10	1	493
07-May-2016	0	0	0	0	1	4	23	31	34	27	24	30	18	18	23	24	15	18	16	17	9	11	2	0	345
08-May-2016	0	0	0	1	0	2	21	20	29	22	19	21	19	20	30	21	27	35	34	27	19	25	10	0	402
09-May-2016	0	0	0	0	0	3	29	36	38	28	26	33	17	24	32	22	28	30	37	24	21	17	11	1	457
10-May-2016	2	0	1	1	1	3	27	39	41	27	27	29	19	17	21	22	25	34	36	26	19	11	10	1	439
11-May-2016	0	0	1	3	0	2	23	41	38	31	30	27	21	16	24	23	29	38	36	23	19	15	10	1	451
12-May-2016	1	0	1	1	2	3	22	44	40	28	28	28	20	20	26	23	26	41	36	31	25	21	12	1	480
13-May-2016	0	0	2	1	0	3	23	42	38	32	29	33	25	24	28	26	28	42	37	32	24	24	12	0	505
14-May-2016	0	0	1	2	0	3	23	32	28	28	26	29	15	24	23	20	16	19	20	17	10	10	3	0	349
15-May-2016	1	0	0	0	0	3	21	25	26	21	20	20	17	21	30	25	25	33	37	25	30	18	12	0	410
16-May-2016	1	0	0	1	0	2	28	37	42	33	30	30	21	23	25	27	30	31	32	30	15	17	9	1	465
17-May-2016	0	0	1	2	0	2	26	35	39	31	27	30	18	20	23	20	25	36	36	25	18	14	9	1	438
18-May-2016	0	0	1	1	1	3	21	44	36	33	27	26	16	20	24	20	30	36	34	29	20	17	8	2	449
19-May-2016	0	0	1	2	0	2	24	43	39	28	28	35	21	17	26	22	26	39	36	32	23	18	13	2	477
20-May-2016	0	0	1	2	1	3	25	41	39	32	34	31	21	22	29	29	28	38	33	31	22	21	12	0	495
21-May-2016	1	0	0	0	0	3	26	33	32	25	26	28	19	17	25	21	13	21	14	19	11	10	4	0	348
22-May-2016	1	0	1	0	0	3	21	22	27	23	15	25	16	20	31	22	25	39	37	28	20	21	13	0	410
23-May-2016	0	0	0	0	0	3	26	41	42	26	26	34	23	16	23	20	24	32	33	31	27	17	11	1	456
24-May-2016	1	2	0	2	0	3	26	45	37	27	32	28	18	20	21	19	27	31	39	24	16	16	7	1	442
25-May-2016	1	0	1	2	0	2	21	42	41	30	26	30	21	17	21	18	28	35	35	26	19	17	8	1	442
26-May-2016	1	0	2	3	0	3	23	42	35	33	26	34	22	16	22	26	32	34	35	31	17	27	13	0	477
27-May-2016	1	0	1	1	0	2	26	36	24	23	23	24	24	22	24	24	23	24	35	40	29	24	24	3	457
28-May-2016	1	0	0	0	0	3	20	25	35	29	22	28	25	16	25	19	17	18	13	17	10	10	4	0	337
29-May-2016	2	0	1	0	0	4	19	21	24	24	18	23	15	17	26	31	23	40	33	30	18	22	13	1	405
30-May-2016	0	0	1	0	0	3	23	44	41	25	32	34	15	21	26	25	29	37	32	25	20	14	12	2	461
31-May-2016	0	1	0	2	0	4	25	32	36	32	28	30	23	17	25	15	23	31	35	30	19	12	8	1	429
Total	14	6	22	31	7	92	732	1130	1099	856	813	894	620	604	799	699	793	1048	998	856	589	538	317	29	13586
Avg.	0.45	0.19	0.71	1.00	0.23	2.97	23.61	36.45	35.45	27.61	26.23	28.84	20.00	19.48	25.77	22.55	25.58	33.81	32.19	27.61	19.00	17.35	10.23	0.94	438.26

(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-May-2016	0	0	0	0	0	0	6	15	26	27	41	35	34	19	33	30	35	26	37	29	19	12	10	1	435
02-May-2016	0	0	0	0	0	0	20	32	40	30	39	40	30	23	26	28	30	25	37	27	16	13	10	2	468
03-May-2016	2	0	0	1	0	0	17	31	37	37	41	26	28	21	27	34	22	29	30	28	10	11	13	3	448
04-May-2016	2	0	0	2	0	0	18	36	39	33	39	34	22	20	27	32	27	28	32	31	14	12	13	6	467
05-May-2016	1	0	0	2	0	0	16	32	38	39	38	33	22	23	29	29	26	28	38	26	21	15	13	2	471
06-May-2016	3	0	1	2	0	0	17	29	42	33	38	38	30	18	27	36	28	32	37	41	20	16	6	1	495
07-May-2016	0	0	0	0	0	0	8	18	33	33	41	28	26	19	17	25	16	12	15	11	6	12	5	0	325
08-May-2016	1	0	0	0	0	0	6	14	29	27	40	38	31	19	27	30	28	23	38	28	18	12	10	0	419
09-May-2016	0	0	0	1	0	0	19	31	39	36	43	26	32	19	28	29	27	25	35	27	14	16	12	3	462
10-May-2016	2	1	0	2	0	0	18	34	37	30	39	26	26	20	23	25	25	25	31	31	9	16	9	3	432
11-May-2016	2	0	0	1	2	0	16	34	38	32	40	33	27	20	28	25	26	26	33	32	13	11	16	2	457
12-May-2016	2	1	0	2	0	1	18	28	39	33	46	28	31	16	28	33	26	28	36	29	18	16	14	3	476
13-May-2016	2	0	0	1	1	0	20	33	37	34	46	35	27	23	29	35	32	34	33	36	27	16	7	2	510
14-May-2016	0	0	0	1	0	0	6	20	34	31	41	35	27	14	18	22	16	14	16	12	6	11	8	0	332
15-May-2016	0	0	0	1	0	0	6	14	29	25	39	38	25	20	31	34	30	27	31	32	18	17	10	0	427
16-May-2016	1	0	0	0	0	1	17	33	38	37	42	34	24	23	27	28	29	27	31	30	15	13	13	3	466
17-May-2016	2	0	0	1	1	0	17	33	32	33	37	32	22	17	24	31	21	32	30	31	13	10	11	2	432
18-May-2016	2	1	0	2	0	0	20	29	36	30	41	28	28	17	29	28	24	26	31	34	14	13	16	3	452
19-May-2016	2	0	0	2	0	0	16	34	39	30	34	37	32	17	28	37	25	29	37	30	17	15	15	3	479
20-May-2016	2	0	0	1	1	0	21	30	40	34	45	31	27	27	29	31	33	32	32	38	19	19	5	0	497
21-May-2016	0	0	0	1	0	0	7	20	39	31	41	22	27	20	16	19	17	11	17	9	9	13	5	1	325
22-May-2016	0	0	0	0	0	0	7	13	29	24	40	33	31	22	28	34	30	24	36	34	17	16	6	0	424
23-May-2016	0	0	0	0	0	0	17	37	36	40	39	29	28	23	26	27	27	32	36	28	15	14	13	3	470
24-May-2016	2	0	0	1	1	0	18	31	38	32	39	26	26	14	28	29	24	28	29	30	13	9	13	3	434
25-May-2016	2	0	0	1	1	0	16	34	36	33	40	27	27	18	25	31	23	28	32	32	12	13	15	2	448
26-May-2016	0	0	0	1	3	0	15	25	45	33	41	33	31	18	26	28	25	24	37	35	16	14	15	2	467
27-May-2016	2	0	0	2	0	0	15	27	27	28	22	24	27	29	26	27	26	29	41	29	35	28	14	1	459
28-May-2016	0	0	0	0	0	0	9	15	39	30	42	28	25	19	16	20	18	13	16	10	6	13	5	1	325
29-May-2016	1	0	0	0	0	0	6	14	28	23	40	33	30	22	26	34	27	25	38	27	21	17	7	0	419
30-May-2016	0	0	0	0	0	0	20	32	34	39	40	30	33	18	29	31	27	24	33	26	15	13	13	2	459
31-May-2016	2	0	0	1	2	0	17	29	35	31	41	30	22	15	28	27	22	32	29	30	11	13	12	2	431
Total	35	3	1	29	12	2	449	837	1108	988	1235	970	858	613	809	909	792	798	984	873	477	439	334	56	13611
Avg.	1.13	0.10	0.03	0.94	0.39	0.06	14.48	27.00	35.74	31.87	39.84	31.29	27.68	19.77	26.10	29.32	25.55	25.74	31.74	28.16	15.39	14.16	10.77	1.81	439.06

(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-May-16	07:00	00:34	01:59	-	01:25	-	13:00	-	-	-	-	-	-
02-May-16	07:00	00:29	02:56	-	-	-	11:06	-	-	-	02:27	-	-
03-May-16	07:00	00:23	-	-	02:36	-	13:59	-	-	-	-	-	-
04-May-16	07:00	00:19	02:06	-	00:30	-	05:59	08:03	-	-	-	-	-
05-May-16	07:00	00:25	03:29	-	-	-	13:04	-	-	-	-	-	-
06-May-16	07:00	00:37	02:46	-	-	-	11:42	01:53	-	-	-	-	-
07-May-16	07:00	00:46	08:44	-	-	-	07:28	-	-	-	-	-	-
08-May-16	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
09-May-16	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
10-May-16	07:00	00:17	-	01:01	-	-	10:55	-	-	04:44	-	-	-
11-May-16	07:00	00:15	02:06	-	02:12	-	12:24	-	-	-	-	-	-
12-May-16	07:00	00:20	-	-	01:11	-	15:27	-	-	-	-	-	-
13-May-16	07:00	00:25	03:12	-	00:16	-	09:32	03:31	-	-	-	-	-
14-May-16	07:00	00:43	10:34	-	-	-	05:41	-	-	-	-	-	-
15-May-16	07:00	00:26	02:46	-	-	-	13:46	-	-	-	-	-	-
16-May-16	07:00	00:28	00:31	-	02:00	-	08:30	05:28	-	-	-	-	-
17-May-16	07:00	00:25	02:12	-	-	-	14:21	-	-	-	-	-	-
18-May-16	07:00	00:25	01:12	01:17	-	-	14:04	-	-	-	-	-	-
19-May-16	07:00	00:27	-	-	03:34	-	12:57	-	-	-	-	-	-
20-May-16	07:00	00:32	00:30	-	-	-	-	15:56	-	-	-	-	-
21-May-16	07:00	00:46	04:19	-	-	-	11:53	-	-	-	-	-	-
22-May-16	07:00	00:25	01:41	-	00:45	-	14:07	-	-	-	-	-	-
23-May-16	07:00	00:13	-	-	-	-	08:31	03:23	-	04:50	-	-	-
24-May-16	07:00	00:16	06:46	-	-	-	06:31	03:25	-	-	-	-	-
25-May-16	07:00	00:31	06:53	-	-	-	09:33	-	-	-	-	-	-
26-May-16	07:00	00:16	00:52	-	00:56	-	14:53	-	-	-	-	-	-
27-May-16	07:00	00:16	-	-	-	-	05:29	00:50	-	10:22	-	-	-
28-May-16	07:00	00:31	05:02	-	03:54	-	07:30	-	-	-	-	-	-
29-May-16	07:00	00:31	05:54	02:27	-	-	03:02	05:03	-	-	-	-	-
30-May-16	07:00	00:18	01:55	03:35	-	-	05:51	05:17	-	-	-	-	-
31-May-16	07:00	00:28	-	01:57	-	-	05:23	09:09	-	-	-	-	-
Total	217:00	14:05	78:35	10:20	19:23	00:00	320:04	62:03	00:00	19:57	02:27	00:00	00:00
% Used	2.67%	14.91%	1.96%	3.68%	0.00%	60.74%	11.78%	0.00%	3.79%	0.47%	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).

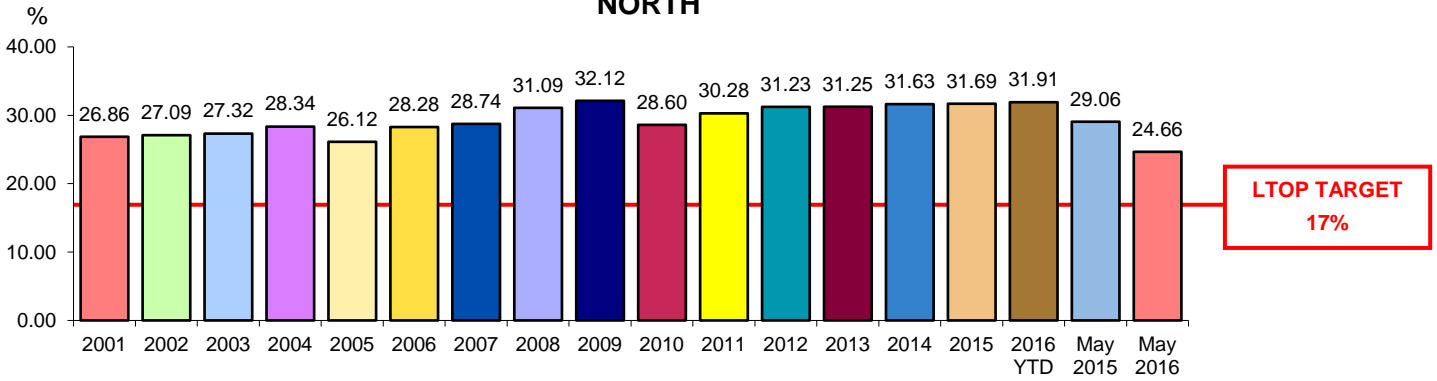
Cumulative Mode Utilisation from 1 January 2016

Time	2.04%	5.77%	1.56%	1.20%	0.00%	47.45%	37.27%	0.07%	0.84%	3.80%	0.00%	0.00%
Movements	0.40%	3.78%	1.04%	0.79%	0.00%	51.24%	39.36%	0.05%	0.78%	2.56%	0.00%	0.00%

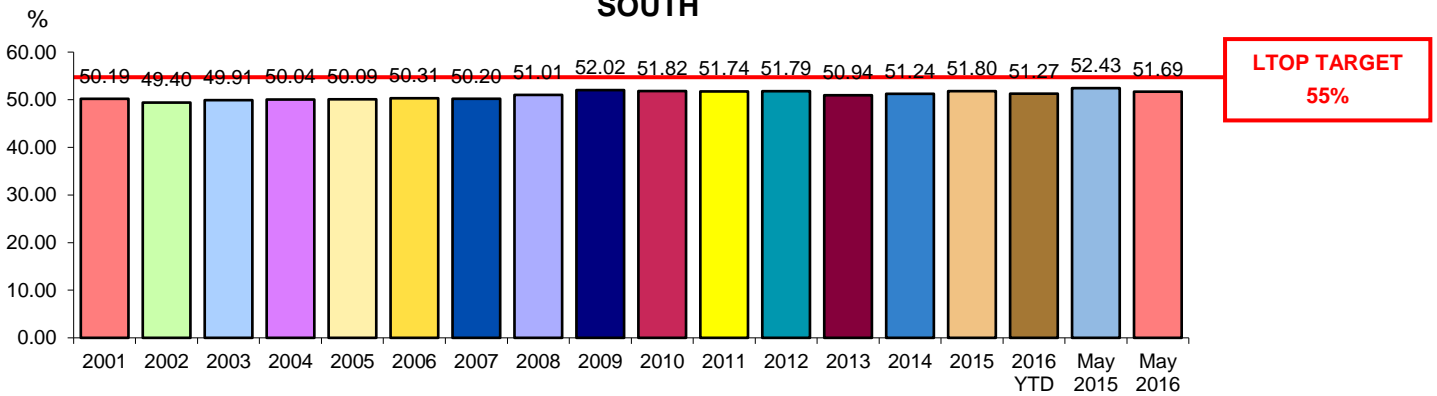
Runway End Impact to 31 May 2016

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

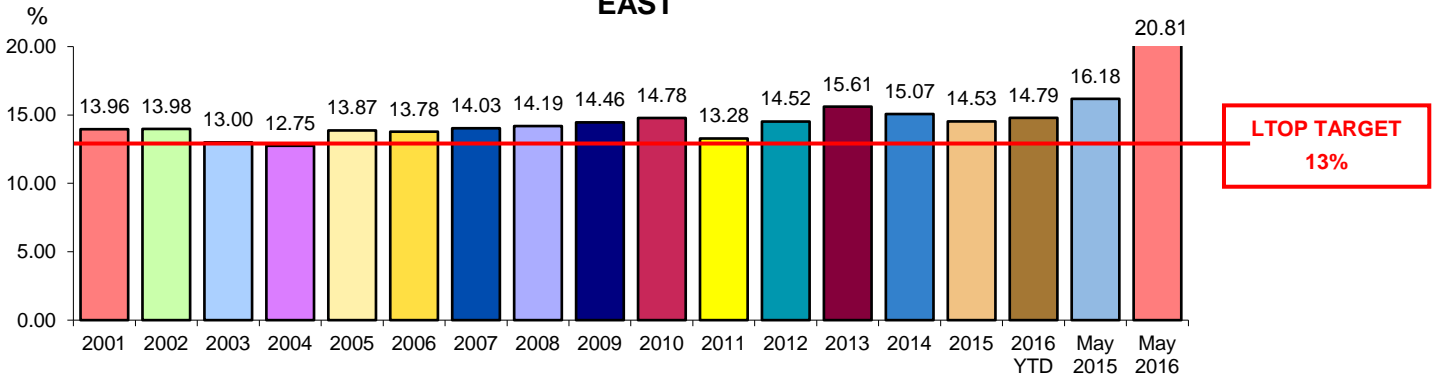
NORTH



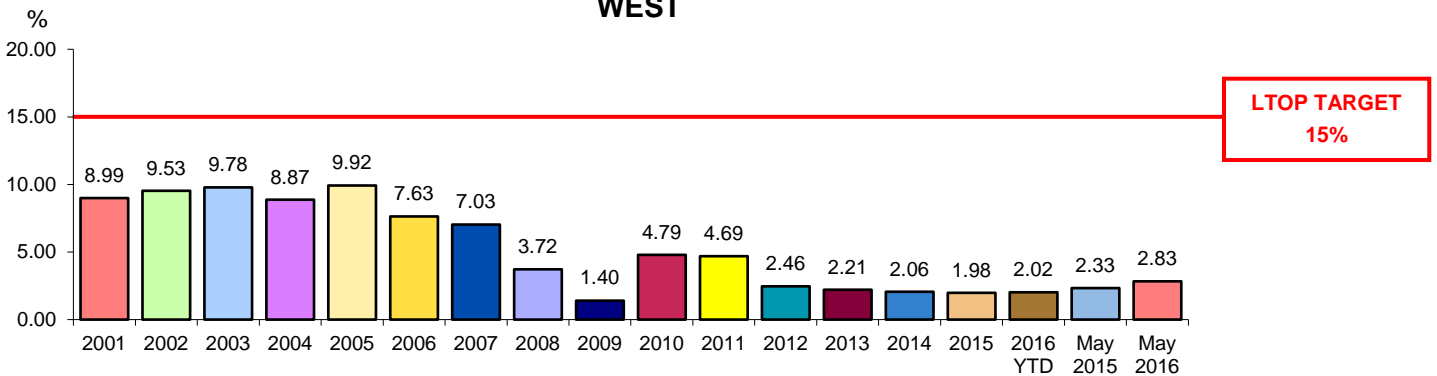
SOUTH



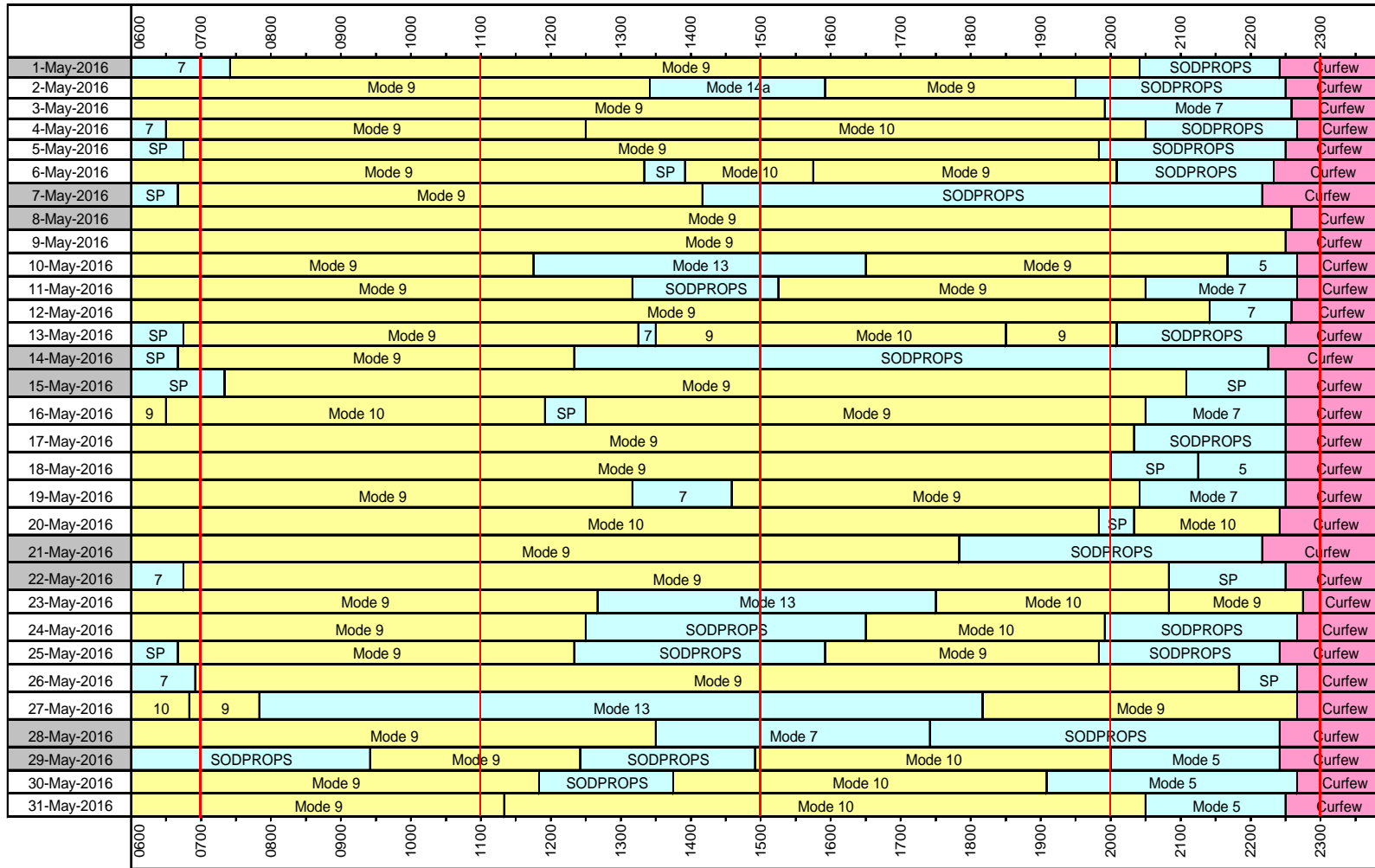
EAST



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 **May 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	

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

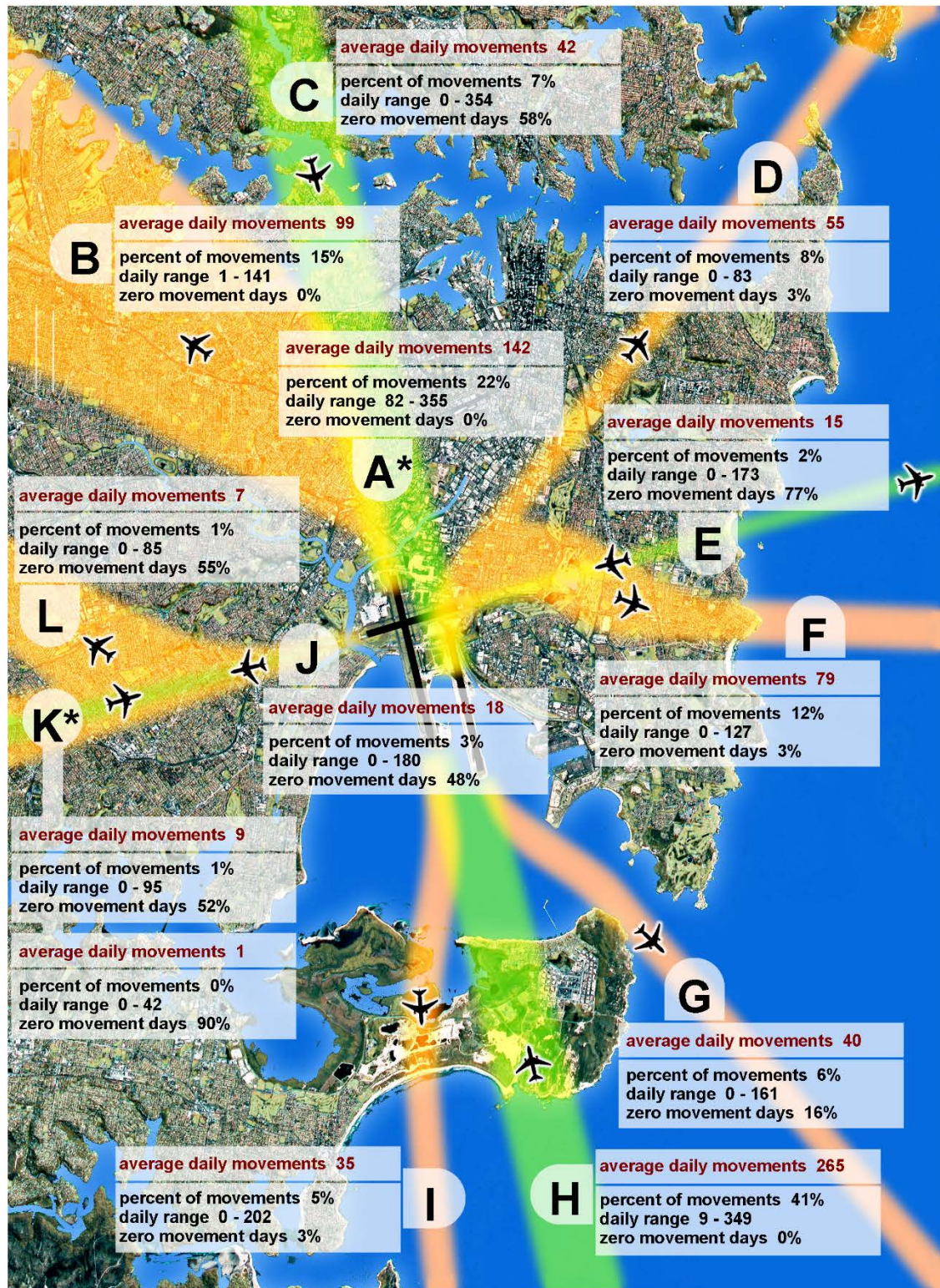
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
-	-	-	-

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

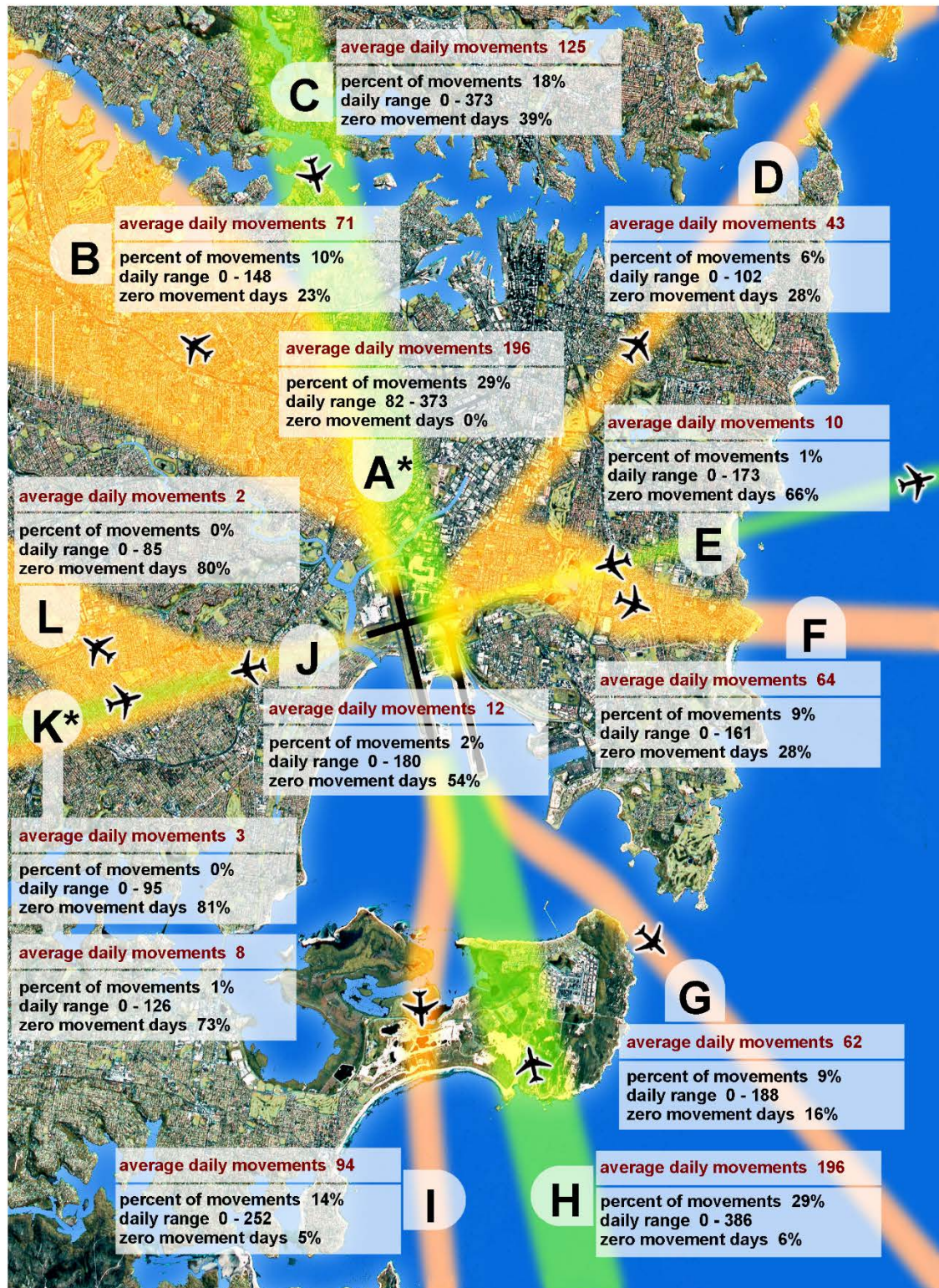
1 May 2016 to 31 May 2016, All Jets



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

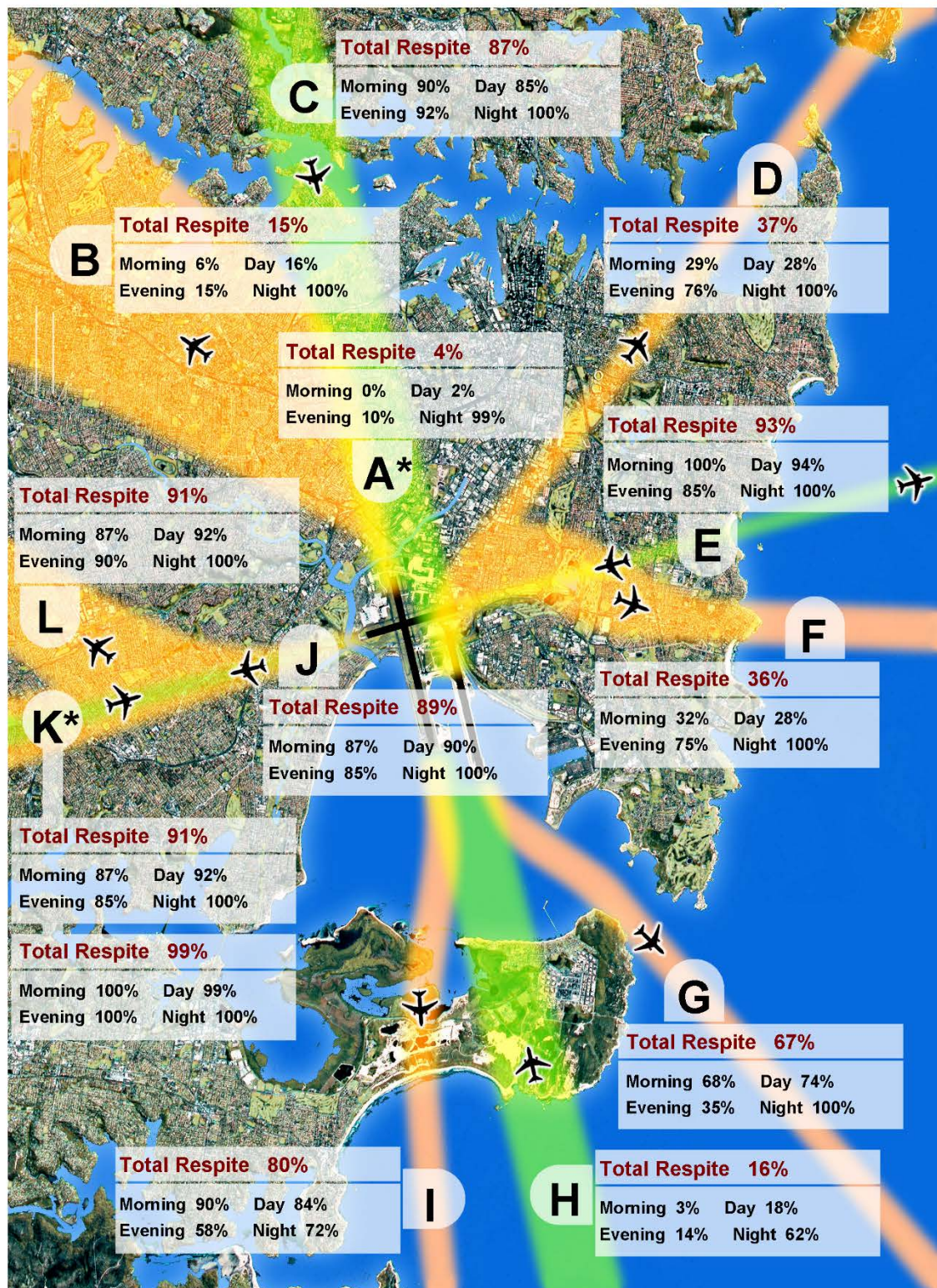
1 June 2015 to 31 May 2016, All Jets



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 May 2016 to 31 May 2016, All Jets



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

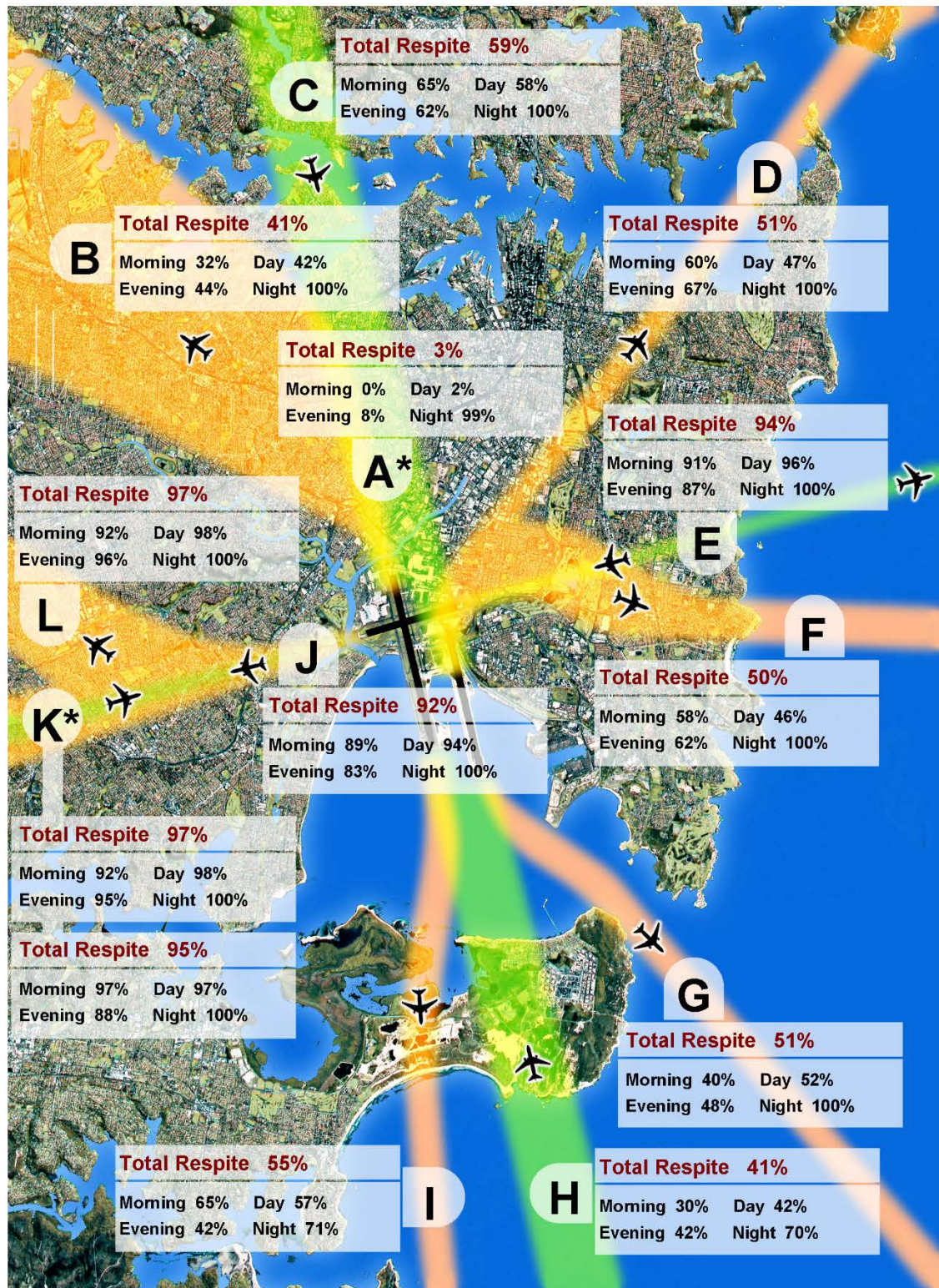
A respite interval is a 60 minute period when there are no jet movements (R60).

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 June 2015 to 31 May 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) June 2015 to May 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 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 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 **respite hour** being a **whole clock hour** where there are **no aircraft movements**.

Total Respite	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period June 2015 to May 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 51%**. This means that over the period **June 2015 to May 2016 for 51%** 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 May 2016.



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

<i>Location</i>	<i>CNE May</i>	<i>Operational Days May</i>	<i>N70 May</i>	<i>N70 Apr</i>	<i>N70 Mar</i>
<i>Threshold rwy 34</i>	<i>11,419</i>	<i>30.9</i>	<i>361</i>	<i>343</i>	<i>341</i>
<i>Penshurst</i>	<i>496</i>	<i>30.9</i>	<i>9</i>	<i>13</i>	<i>13</i>
<i>Bexley</i>	<i>508</i>	<i>21.6</i>	<i>20</i>	<i>14</i>	<i>14</i>
<i>Sydenham</i>	<i>4,507</i>	<i>30.9</i>	<i>145</i>	<i>185</i>	<i>183</i>
<i>Johnston St Annandale</i>	<i>1,042</i>	<i>30.9</i>	<i>26</i>	<i>77</i>	<i>72</i>
<i>Church St. St Peters</i>	<i>2,642</i>	<i>30.9</i>	<i>69</i>	<i>92</i>	<i>95</i>
<i>Leichhardt PEMU 36</i>	<i>1,328</i>	<i>30.9</i>	<i>39</i>	<i>107</i>	<i>108</i>
<i>Eastlakes</i>	<i>3,142</i>	<i>30.9</i>	<i>88</i>	<i>66</i>	<i>70</i>
<i>Coogee</i>	<i>940</i>	<i>30.9</i>	<i>26</i>	<i>9</i>	<i>8</i>
<i>Kurnell</i>	<i>4,250</i>	<i>30.9</i>	<i>121</i>	<i>92</i>	<i>94</i>
<i>Croydon</i>	<i>981</i>	<i>30.9</i>	<i>24</i>	<i>18</i>	<i>21</i>
<i>Hunters Hill</i>	<i>1,842</i>	<i>30.9</i>	<i>23</i>	<i>68</i>	<i>69</i>

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

The N70 values for May 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 21 PM 48 Day 267 Night 11 WE_D 299 WE_N 8	Penshurst AM 1 PM 2 Day 6 Night 0 WE_D 13 WE_N 0	Bexley AM 1 PM 4 Day 10 Night 0 WE_D 32 WE_N 0	Eastlakes AM 3 PM 10 Day 80 Night 0 WE_D 75 WE_N 0
Coogee AM 0 PM 7 Day 15 Night 0 WE_D 36 WE_N 0	Sydenham AM 4 PM 15 Day 122 Night 0 WE_D 152 WE_N 1	Leichhardt PEMU36 AM 0 PM 2 Day 31 Night 0 WE_D 55 WE_N 1	Kurnell AM 5 PM 6 Day 121 Night 0 WE_D 87 WE_N 0
Annandale AM 0 PM 1 Day 22 Night 0 WE_D 34 WE_N 0	St Peters AM 1 PM 8 Day 56 Night 0 WE_D 79 WE_N 0	Croydon AM 1 PM 3 Day 21 Night 0 WE_D 19 WE_N 0	Hunters Hull AM 0 PM 1 Day 18 Night 0 WE_D 32 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.