

Sydney Airport Operational Statistics

February 2014

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2014

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

There were a total of 23,957 aircraft movements this month (daily average 855.61). Last month there were a total of 25,750 movements (daily average 830.65) and for the same month last year there were a total of 23,988 movements (daily average 856.71).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 12 days and Mode 10 on 13 days. Crossing runway modes (including Sodprops) were used for 13.83% 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 33.65% - This result is above the LTOP target and above the previous month (29.86%)

South 51.19% - This result is below the LTOP target and above the previous month (51.09%)

East 12.74% - This result is below the LTOP target and below the previous month (16.67%)

West 2.43% - This result is below the LTOP target and above the previous month (2.38%)

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

This procedure was used on 4, 10, 11, 12, 17, 27, and 28 of February for a total of 17 hours and 55 minutes (ATIS time).

Noise Complaints & Information Service Environmental Services Airservices Australia

telephone 1-800-802-584
facsimile (02) 9556-6641
e-mail ncis@airservicesaustralia.com
internet www.airservicesaustralia.com

Table of Contents

Preview.....	1
Table of Contents.....	2
Sydney Airport Runways.....	3
Runway Modes of Operation.....	4
Preferred Runway Selection.....	5
Runway Movement Summary – All Aircraft.....	6
Runway Movement Summary – Jet Aircraft only.....	7
Runway Movement Summary – Non Jet Aircraft only.....	8
Hourly Runway Movement Summary– All Movements.....	9
Hourly Runway Movement Summary – Arrivals.....	10
Hourly Runway Movement Summary – Departures.....	11
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2014.....	12
Runway End Impact.....	13
Daily Mode Usage.....	14
PRM Statistics.....	15
Noise Enquiry Service.....	16
Jet Flight Path Movements * (1 - 28 February 2014).....	17
Jet Flight Path Movements * (1 March 2013 - 28 February 2014).....	18
Jet Aircraft Respite (R60) * (1 - 28 February 2014).....	19
Jet Aircraft Respite (R60) * (1 March 2013 - 28 February 2014).....	20
Jet Flight Path Movements (Explanation).....	21
Jet Aircraft Respite (R60) (Explanation).....	22
Measured Daily N70 Values.....	23

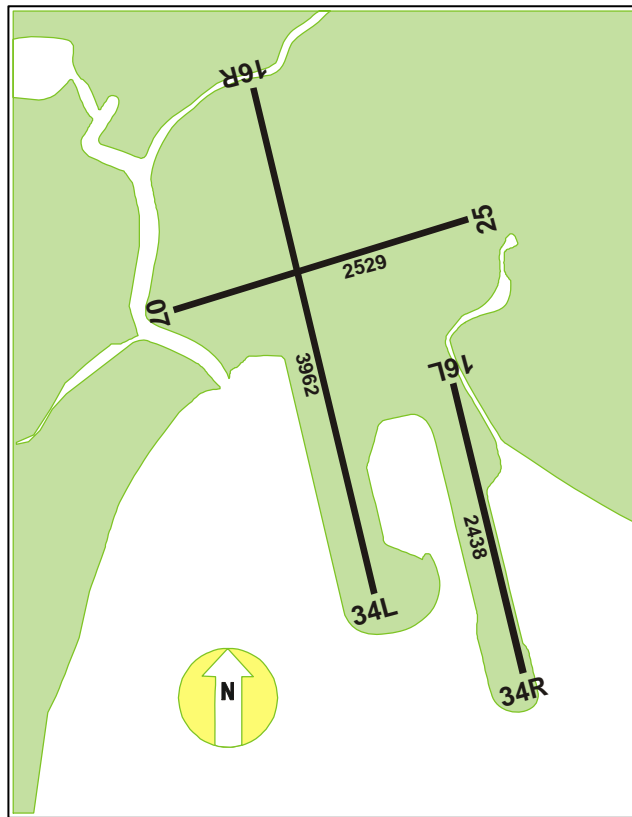
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

click on “Publications”.

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

Sydney Airport Runways



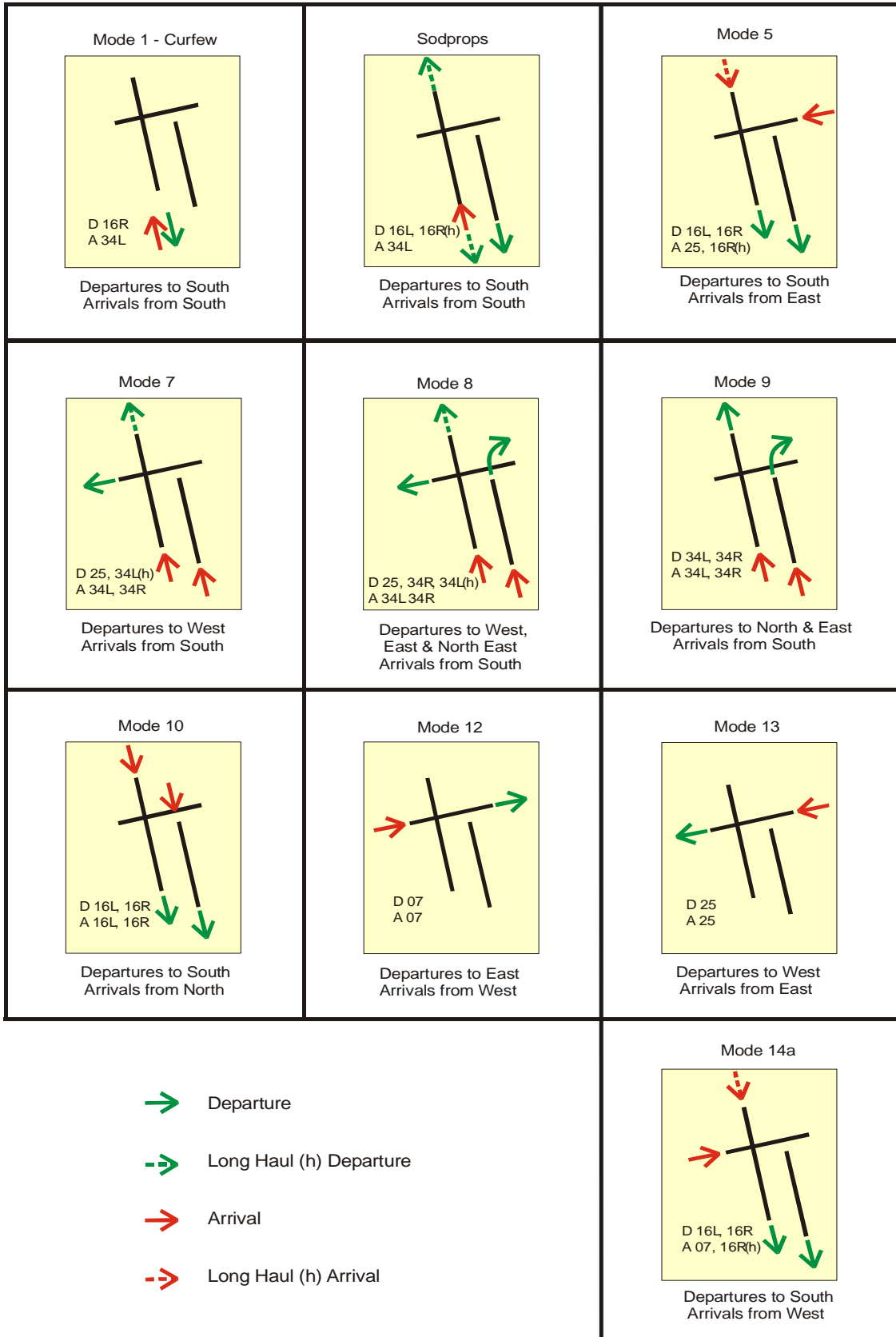
Runway numbers refer to the direction an aircraft is flying.

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

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

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

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-2014	68	0	68	76	98	174	138	183	321	0	0	0	61	24	85	14	40	54	0	0	0	702
02-Feb-2014	0	0	0	0	1	1	0	1	1	0	0	0	273	185	458	111	209	320	0	0	0	780
03-Feb-2014	0	0	0	0	0	0	0	2	2	0	0	0	283	200	483	161	239	400	0	0	0	885
04-Feb-2014	0	0	0	165	163	328	253	256	509	0	0	0	5	0	5	0	0	0	0	0	0	842
05-Feb-2014	51	0	51	135	201	336	217	245	462	33	0	33	4	0	4	0	0	0	0	0	0	886
06-Feb-2014	2	0	2	126	153	279	190	195	385	1	14	15	96	38	134	38	51	89	0	0	0	904
07-Feb-2014	0	0	0	0	10	10	0	5	5	0	1	1	299	210	509	163	241	404	0	0	0	929
08-Feb-2014	1	0	1	0	4	4	0	1	1	0	0	0	257	155	412	97	173	270	0	0	0	688
09-Feb-2014	1	0	1	0	16	16	0	2	2	0	0	0	273	179	452	108	205	313	0	0	0	784
10-Feb-2014	0	0	0	169	175	344	247	275	522	30	0	30	2	0	2	0	0	0	0	0	0	898
11-Feb-2014	27	0	27	150	180	330	235	248	483	14	0	14	4	0	4	0	0	0	0	0	0	858
12-Feb-2014	35	0	35	164	184	348	239	258	497	0	0	0	3	0	3	0	0	0	0	0	0	883
13-Feb-2014	0	0	0	0	0	0	0	12	12	0	0	0	289	196	485	179	246	425	0	0	0	922
14-Feb-2014	1	0	1	0	0	0	0	5	5	0	0	0	288	204	492	175	257	432	0	0	0	930
15-Feb-2014	1	0	1	0	0	0	0	1	1	0	1	1	220	161	381	128	175	303	0	0	0	687
16-Feb-2014	1	0	1	147	130	277	217	268	485	0	1	1	22	4	26	0	4	4	0	0	0	794
17-Feb-2014	33	0	33	162	167	329	234	274	508	8	1	9	1	0	1	0	0	0	0	0	0	880
18-Feb-2014	2	0	2	0	0	0	0	8	8	0	10	10	270	187	457	163	219	382	0	0	0	859
19-Feb-2014	1	0	1	0	0	0	0	7	7	0	1	1	267	209	476	168	226	394	0	0	0	879
20-Feb-2014	37	0	37	141	173	314	207	265	472	18	1	19	59	18	77	9	9	18	0	0	0	937
21-Feb-2014	47	0	47	146	194	340	231	289	520	53	0	53	6	0	6	0	0	0	0	0	0	966
22-Feb-2014	129	0	129	64	99	163	112	235	347	44	0	44	3	0	3	0	0	0	0	0	0	686
23-Feb-2014	45	0	45	130	170	300	226	252	478	0	1	1	2	0	2	0	0	0	0	0	0	826
24-Feb-2014	32	0	32	41	69	110	62	91	153	0	0	0	196	129	325	120	169	289	0	0	0	909
25-Feb-2014	0	1	1	0	0	0	0	6	6	0	13	13	273	184	457	160	221	381	0	0	0	858
26-Feb-2014	16	6	22	52	96	148	80	97	177	0	3	3	217	142	359	80	109	189	0	0	0	898
27-Feb-2014	3	0	3	181	198	379	257	270	527	21	0	21	6	0	6	0	0	0	0	0	0	936
28-Feb-2014	1	0	1	190	207	397	252	269	521	30	0	30	2	0	2	0	0	0	0	0	0	951
Total	534	7	541	2239	2688	4927	3397	4020	7417	252	47	299	3681	2425	6106	1874	2793	4667	0	0	0	23957

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-2014	55	0	55	48	73	121	114	147	261	0	0	0	53	18	71	12	39	51	0	0	0	559
02-Feb-2014	0	0	0	0	0	0	0	1	1	0	0	0	228	126	354	85	181	266	0	0	0	621
03-Feb-2014	0	0	0	0	0	0	0	2	2	0	0	0	234	131	365	101	200	301	0	0	0	668
04-Feb-2014	0	0	0	100	125	225	212	185	397	0	0	0	4	0	4	0	0	0	0	0	0	626
05-Feb-2014	35	0	35	82	162	244	177	173	350	31	0	31	4	0	4	0	0	0	0	0	0	664
06-Feb-2014	0	0	0	80	121	201	153	142	295	0	12	12	86	25	111	20	39	59	0	0	0	678
07-Feb-2014	0	0	0	0	10	10	0	4	4	0	1	1	245	137	382	105	202	307	0	0	0	704
08-Feb-2014	0	0	0	0	4	4	0	0	0	0	0	0	219	116	335	59	150	209	0	0	0	548
09-Feb-2014	0	0	0	0	14	14	0	2	2	0	0	0	227	123	350	81	175	256	0	0	0	622
10-Feb-2014	0	0	0	109	136	245	205	200	405	19	0	19	2	0	2	0	0	0	0	0	0	671
11-Feb-2014	14	0	14	92	139	231	193	175	368	12	0	12	4	0	4	0	0	0	0	0	0	629
12-Feb-2014	34	0	34	98	147	245	192	180	372	0	0	0	3	0	3	0	0	0	0	0	0	654
13-Feb-2014	0	0	0	0	0	0	0	10	10	0	0	0	236	125	361	114	202	316	0	0	0	687
14-Feb-2014	0	0	0	0	0	0	0	5	5	0	0	0	245	130	375	107	220	327	0	0	0	707
15-Feb-2014	0	0	0	0	0	0	0	1	1	0	0	0	191	122	313	82	151	233	0	0	0	547
16-Feb-2014	0	0	0	108	100	208	182	208	390	0	0	0	20	2	22	0	4	4	0	0	0	624
17-Feb-2014	32	0	32	93	127	220	190	200	390	7	0	7	1	0	1	0	0	0	0	0	0	650
18-Feb-2014	1	0	1	0	0	0	0	7	7	0	9	9	225	118	343	93	179	272	0	0	0	632
19-Feb-2014	0	0	0	0	0	0	0	7	7	0	0	0	222	136	358	106	190	296	0	0	0	661
20-Feb-2014	21	0	21	90	127	217	165	191	356	13	0	13	52	16	68	8	9	17	0	0	0	692
21-Feb-2014	42	0	42	87	151	238	190	212	402	38	0	38	4	0	4	0	0	0	0	0	0	724
22-Feb-2014	111	0	111	40	77	117	96	190	286	26	0	26	0	0	0	0	0	0	0	0	0	540
23-Feb-2014	41	0	41	94	135	229	175	183	358	0	1	1	1	0	1	0	0	0	0	0	0	630
24-Feb-2014	21	0	21	26	58	84	42	71	113	0	0	0	166	69	235	76	138	214	0	0	0	667
25-Feb-2014	0	1	1	0	0	0	0	6	6	0	10	10	220	113	333	100	182	282	0	0	0	632
26-Feb-2014	12	3	15	37	76	113	63	75	138	0	0	0	168	87	255	47	92	139	0	0	0	660
27-Feb-2014	0	0	0	111	154	265	206	190	396	19	0	19	5	0	5	0	0	0	0	0	0	685
28-Feb-2014	0	0	0	116	166	282	207	188	395	25	0	25	2	0	2	0	0	0	0	0	0	704
Total	419	4	423	1411	2102	3513	2762	2955	5717	190	33	223	3067	1594	4661	1196	2353	3549	0	0	0	18086

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-2014	13	0	13	28	25	53	24	36	60	0	0	0	8	6	14	2	1	3	0	0	0	143
02-Feb-2014	0	0	0	0	1	1	0	0	0	0	0	0	45	59	104	26	28	54	0	0	0	159
03-Feb-2014	0	0	0	0	0	0	0	0	0	0	0	0	49	69	118	60	39	99	0	0	0	217
04-Feb-2014	0	0	0	65	38	103	41	71	112	0	0	0	1	0	1	0	0	0	0	0	0	216
05-Feb-2014	16	0	16	53	39	92	40	72	112	2	0	2	0	0	0	0	0	0	0	0	0	222
06-Feb-2014	2	0	2	46	32	78	37	53	90	1	2	3	10	13	23	18	12	30	0	0	0	226
07-Feb-2014	0	0	0	0	0	0	0	1	1	0	0	0	54	73	127	58	39	97	0	0	0	225
08-Feb-2014	1	0	1	0	0	0	0	1	1	0	0	0	38	39	77	38	23	61	0	0	0	140
09-Feb-2014	1	0	1	0	2	2	0	0	0	0	0	0	46	56	102	27	30	57	0	0	0	162
10-Feb-2014	0	0	0	60	39	99	42	75	117	11	0	11	0	0	0	0	0	0	0	0	0	227
11-Feb-2014	13	0	13	58	41	99	42	73	115	2	0	2	0	0	0	0	0	0	0	0	0	229
12-Feb-2014	1	0	1	66	37	103	47	78	125	0	0	0	0	0	0	0	0	0	0	0	0	229
13-Feb-2014	0	0	0	0	0	0	0	2	2	0	0	0	53	71	124	65	44	109	0	0	0	235
14-Feb-2014	1	0	1	0	0	0	0	0	0	0	0	0	43	74	117	68	37	105	0	0	0	223
15-Feb-2014	1	0	1	0	0	0	0	0	0	0	1	1	29	39	68	46	24	70	0	0	0	140
16-Feb-2014	1	0	1	39	30	69	35	60	95	0	1	1	2	2	4	0	0	0	0	0	0	170
17-Feb-2014	1	0	1	69	40	109	44	74	118	1	1	2	0	0	0	0	0	0	0	0	0	230
18-Feb-2014	1	0	1	0	0	0	0	1	1	0	1	1	45	69	114	70	40	110	0	0	0	227
19-Feb-2014	1	0	1	0	0	0	0	0	0	0	1	1	45	73	118	62	36	98	0	0	0	218
20-Feb-2014	16	0	16	51	46	97	42	74	116	5	1	6	7	2	9	1	0	1	0	0	0	245
21-Feb-2014	5	0	5	59	43	102	41	77	118	15	0	15	2	0	2	0	0	0	0	0	0	242
22-Feb-2014	18	0	18	24	22	46	16	45	61	18	0	18	3	0	3	0	0	0	0	0	0	146
23-Feb-2014	4	0	4	36	35	71	51	69	120	0	0	0	1	0	1	0	0	0	0	0	0	196
24-Feb-2014	11	0	11	15	11	26	20	20	40	0	0	0	30	60	90	44	31	75	0	0	0	242
25-Feb-2014	0	0	0	0	0	0	0	0	0	0	3	3	53	71	124	60	39	99	0	0	0	226
26-Feb-2014	4	3	7	15	20	35	17	22	39	0	3	3	49	55	104	33	17	50	0	0	0	238
27-Feb-2014	3	0	3	70	44	114	51	80	131	2	0	2	1	0	1	0	0	0	0	0	0	251
28-Feb-2014	1	0	1	74	41	115	45	81	126	5	0	5	0	0	0	0	0	0	0	0	0	247
Total	115	3	118	828	586	1414	635	1065	1700	62	14	76	614	831	1445	678	440	1118	0	0	0	5871

(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-2014	1	1	0	1	0	0	23	49	66	57	62	51	53	40	41	45	37	42	40	33	27	24	9	0	702
02-Feb-2014	1	0	0	0	0	0	16	42	44	47	54	49	46	40	48	59	53	62	72	55	37	34	21	0	780
03-Feb-2014	0	1	0	0	0	0	33	74	74	64	68	53	61	44	46	57	50	58	72	41	37	29	20	3	885
04-Feb-2014	4	0	0	3	1	0	33	72	71	56	60	55	48	41	48	53	45	52	63	51	34	29	21	2	842
05-Feb-2014	4	1	0	3	1	1	31	68	74	61	61	51	52	47	47	61	49	61	66	53	40	29	23	2	886
06-Feb-2014	1	1	2	4	0	0	27	72	72	58	65	56	51	42	49	56	49	67	73	50	44	38	24	3	904
07-Feb-2014	4	1	1	4	0	0	37	69	68	60	68	59	52	42	55	59	54	63	71	60	47	33	21	1	929
08-Feb-2014	1	0	0	1	0	0	23	47	62	55	64	49	49	40	40	46	41	41	38	28	24	23	14	2	688
09-Feb-2014	0	0	0	0	0	0	19	35	42	47	58	50	45	37	48	56	49	67	68	65	44	30	23	1	784
10-Feb-2014	0	0	0	0	0	0	33	69	69	69	70	60	54	43	55	58	48	58	67	50	39	30	23	3	898
11-Feb-2014	2	1	2	2	2	1	33	70	71	59	68	52	50	43	48	54	41	56	65	52	35	28	20	3	858
12-Feb-2014	2	0	0	2	2	1	26	67	76	61	65	46	53	43	52	57	51	64	66	54	40	32	21	2	883
13-Feb-2014	3	2	0	5	1	0	32	69	70	59	66	53	55	42	48	58	51	64	66	61	46	35	32	4	922
14-Feb-2014	2	1	0	3	1	0	33	59	69	68	65	58	58	44	53	60	55	62	59	71	52	36	21	0	930
15-Feb-2014	0	0	0	0	0	0	21	48	60	56	66	55	51	39	38	49	37	37	37	30	25	24	13	1	687
16-Feb-2014	1	0	1	0	1	0	16	38	49	49	56	47	47	41	46	59	44	61	69	64	46	36	23	0	794
17-Feb-2014	0	1	0	1	0	1	32	72	71	68	72	61	56	49	43	62	50	56	58	48	36	22	20	1	880
18-Feb-2014	2	3	0	2	1	1	28	69	67	58	68	48	49	51	48	51	46	58	64	53	41	24	22	5	859
19-Feb-2014	1	0	2	4	0	0	27	73	75	60	68	54	47	40	45	53	41	62	66	47	46	34	30	4	879
20-Feb-2014	1	0	1	1	3	0	32	74	75	61	68	56	47	44	43	68	57	62	68	61	43	39	28	5	937
21-Feb-2014	2	3	1	2	4	1	41	69	71	65	69	57	57	45	53	61	61	64	69	63	46	37	24	1	966
22-Feb-2014	1	1	1	0	0	0	23	47	65	55	67	46	49	38	42	44	35	42	38	33	25	22	11	1	686
23-Feb-2014	1	2	0	0	3	0	18	40	50	50	51	53	45	39	58	60	53	66	73	60	46	32	24	2	826
24-Feb-2014	0	0	0	0	0	0	31	76	70	67	79	62	50	45	51	55	53	60	64	47	42	26	27	4	909
25-Feb-2014	3	0	1	2	1	0	34	71	76	59	62	54	46	40	51	51	47	57	65	53	35	25	21	4	858
26-Feb-2014	1	2	0	3	1	0	32	72	70	70	64	52	49	43	45	64	38	66	62	51	35	39	30	9	898
27-Feb-2014	3	0	0	2	4	0	33	67	74	67	67	59	50	40	50	58	55	56	72	69	43	36	25	6	936
28-Feb-2014	1	1	0	2	2	1	30	72	72	66	63	62	56	43	56	54	65	67	61	68	51	35	23	0	951
Total	42	22	12	47	28	7	797	1750	1873	1672	1814	1508	1426	1185	1347	1568	1355	1631	1752	1471	1106	861	614	69	23957
Avg.	1.50	0.79	0.43	1.68	1.00	0.25	28.46	62.50	66.89	59.71	64.79	53.86	50.93	42.32	48.11	56.00	48.39	58.25	62.57	52.54	39.50	30.75	21.93	2.46	855.61

(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-2014	1	0	0	0	0	0	16	29	32	24	29	25	26	21	23	19	18	23	18	20	16	15	2	0	357
02-Feb-2014	1	0	0	0	0	0	10	27	19	18	26	17	19	20	27	24	28	32	37	24	23	22	10	0	384
03-Feb-2014	0	1	0	0	0	0	14	39	42	28	39	21	27	23	25	22	26	33	34	16	26	18	8	2	444
04-Feb-2014	2	0	0	2	0	0	16	36	36	27	30	25	25	19	28	22	22	27	34	25	20	17	9	1	423
05-Feb-2014	1	1	0	2	0	1	15	37	40	25	32	20	26	21	25	23	23	36	33	25	26	18	9	1	440
06-Feb-2014	0	1	2	2	0	0	13	37	39	28	30	28	20	18	30	19	26	35	39	20	29	26	9	2	453
07-Feb-2014	1	1	1	2	0	0	17	37	36	26	36	25	23	20	30	20	28	34	40	25	27	21	11	1	462
08-Feb-2014	0	0	0	1	0	0	17	31	28	22	31	22	23	22	22	23	19	23	19	15	14	17	4	2	355
09-Feb-2014	0	0	0	0	0	0	11	23	18	20	26	18	20	15	25	24	20	38	37	31	26	19	11	0	382
10-Feb-2014	0	0	0	0	0	0	14	34	39	34	36	28	21	18	29	28	22	31	34	23	27	20	8	2	448
11-Feb-2014	0	0	1	1	1	1	17	36	37	28	35	25	22	21	29	20	18	28	35	28	20	17	8	2	430
12-Feb-2014	0	0	0	2	0	0	12	36	42	27	31	22	20	24	28	20	24	34	35	29	25	21	8	1	441
13-Feb-2014	2	0	0	4	0	0	13	33	39	28	33	27	24	19	28	26	23	37	33	28	29	26	14	2	468
14-Feb-2014	0	1	0	2	0	0	12	33	39	29	33	24	26	23	30	25	27	31	34	32	30	21	12	0	464
15-Feb-2014	0	0	0	0	0	0	14	28	35	23	27	27	20	22	23	22	19	19	17	21	13	15	3	1	349
16-Feb-2014	0	0	1	0	1	0	10	24	22	20	27	17	17	18	23	28	21	31	35	30	27	24	11	0	387
17-Feb-2014	0	0	0	1	0	1	13	39	43	27	38	29	22	26	21	28	24	28	34	25	20	14	4	1	438
18-Feb-2014	1	1	0	1	1	0	13	34	41	24	34	20	24	27	29	18	25	34	34	24	24	15	9	2	435
19-Feb-2014	0	0	1	2	0	0	15	37	42	26	32	26	21	16	26	21	17	34	33	22	28	24	11	2	436
20-Feb-2014	0	0	0	1	1	0	16	38	41	31	29	27	19	21	24	32	26	36	36	28	25	25	13	2	471
21-Feb-2014	1	2	1	1	1	0	20	36	40	26	37	26	26	21	28	30	25	34	40	26	25	26	11	0	483
22-Feb-2014	1	1	1	0	0	0	16	29	31	24	31	20	24	21	25	19	17	24	18	19	13	14	4	0	352
23-Feb-2014	1	1	0	0	1	0	11	26	18	22	25	19	18	18	32	25	24	34	39	28	28	19	12	2	403
24-Feb-2014	0	0	0	0	0	0	15	40	40	30	39	28	21	20	28	23	25	29	34	23	26	15	12	3	451
25-Feb-2014	1	0	1	1	0	0	18	34	43	27	26	24	24	20	30	22	21	35	32	25	21	17	9	2	433
26-Feb-2014	0	1	0	2	0	0	15	39	42	25	32	22	26	19	23	25	18	38	29	26	19	28	13	3	445
27-Feb-2014	1	0	0	2	2	0	15	32	44	32	32	28	18	19	30	22	26	32	35	33	29	23	10	3	468
28-Feb-2014	0	0	0	1	2	0	12	37	43	34	28	28	23	21	32	21	29	36	35	33	29	19	12	0	475
Total	14	11	9	30	10	3	400	941	1011	735	884	668	625	573	753	651	641	886	913	704	665	556	257	37	11977
Avg.	0.50	0.39	0.32	1.07	0.36	0.11	14.29	33.61	36.11	26.25	31.57	23.86	22.32	20.46	26.89	23.25	22.89	31.64	32.61	25.14	23.75	19.86	9.18	1.32	427.75

(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-2014	0	1	0	1	0	0	7	20	34	33	33	26	27	19	18	26	19	19	22	13	11	9	7	0	345
02-Feb-2014	0	0	0	0	0	0	6	15	25	29	28	32	27	20	21	35	25	30	35	31	14	12	11	0	396
03-Feb-2014	0	0	0	0	0	0	19	35	32	36	29	32	34	21	21	35	24	25	38	25	11	11	12	1	441
04-Feb-2014	2	0	0	1	1	0	17	36	35	29	30	30	23	22	20	31	23	25	29	26	14	12	12	1	419
05-Feb-2014	3	0	0	1	1	0	16	31	34	36	29	31	26	26	22	38	26	25	33	28	14	11	14	1	446
06-Feb-2014	1	0	0	2	0	0	14	35	33	30	35	28	31	24	19	37	23	32	34	30	15	12	15	1	451
07-Feb-2014	3	0	0	2	0	0	20	32	32	34	32	34	29	22	25	39	26	29	31	35	20	12	10	0	467
08-Feb-2014	1	0	0	0	0	0	6	16	34	33	33	27	26	18	18	23	22	18	19	13	10	6	10	0	333
09-Feb-2014	0	0	0	0	0	0	8	12	24	27	32	32	25	22	23	32	29	29	31	34	18	11	12	1	402
10-Feb-2014	0	0	0	0	0	0	19	35	30	35	34	32	33	25	26	30	26	27	33	27	12	10	15	1	450
11-Feb-2014	2	1	1	1	1	0	16	34	34	31	33	27	28	22	19	34	23	28	30	24	15	11	12	1	428
12-Feb-2014	2	0	0	0	2	1	14	31	34	34	34	24	33	19	24	37	27	30	31	25	15	11	13	1	442
13-Feb-2014	1	2	0	1	1	0	19	36	31	31	33	26	31	23	20	32	28	27	33	33	17	9	18	2	454
14-Feb-2014	2	0	0	1	1	0	21	26	30	39	32	34	32	21	23	35	28	31	25	39	22	15	9	0	466
15-Feb-2014	0	0	0	0	0	0	7	20	25	33	39	28	31	17	15	27	18	18	20	9	12	9	10	0	338
16-Feb-2014	1	0	0	0	0	0	6	14	27	29	29	30	30	23	23	31	23	30	34	34	19	12	12	0	407
17-Feb-2014	0	1	0	0	0	0	19	33	28	41	34	32	34	23	22	34	26	28	24	23	16	8	16	0	442
18-Feb-2014	1	2	0	1	0	1	15	35	26	34	34	28	25	24	19	33	21	24	30	29	17	9	13	3	424
19-Feb-2014	1	0	1	2	0	0	12	36	33	34	36	28	26	24	19	32	24	28	33	25	18	10	19	2	443
20-Feb-2014	1	0	1	0	2	0	16	36	34	30	39	29	28	23	19	36	31	26	32	33	18	14	15	3	466
21-Feb-2014	1	1	0	1	3	1	21	33	31	39	32	31	31	24	25	31	36	30	29	37	21	11	13	1	483
22-Feb-2014	0	0	0	0	0	0	7	18	34	31	36	26	25	17	17	25	18	18	20	14	12	8	7	1	334
23-Feb-2014	0	1	0	0	2	0	7	14	32	28	26	34	27	21	26	35	29	32	34	32	18	13	12	0	423
24-Feb-2014	0	0	0	0	0	0	16	36	30	37	40	34	29	25	23	32	28	31	30	24	16	11	15	1	458
25-Feb-2014	2	0	0	1	1	0	16	37	33	32	36	30	22	20	21	29	26	22	33	28	14	8	12	2	425
26-Feb-2014	1	1	0	1	1	0	17	33	28	45	32	30	23	24	22	39	20	28	33	25	16	11	17	6	453
27-Feb-2014	2	0	0	0	2	0	18	35	30	35	35	31	32	21	20	36	29	24	37	36	14	13	15	3	468
28-Feb-2014	1	1	0	1	0	1	18	35	29	32	35	34	33	22	24	33	36	31	26	35	22	16	11	0	476
Total	28	11	3	17	18	4	397	809	862	937	930	840	801	612	594	917	714	745	839	767	441	305	357	32	11980
Avg.	1.00	0.39	0.11	0.61	0.64	0.14	14.18	28.89	30.79	33.46	33.21	30.00	28.61	21.86	21.21	32.75	25.50	26.61	29.96	27.39	15.75	10.89	12.75	1.14	427.86

(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-14	07:00	00:50	-	-	-	-	03:48	08:20	-	-	04:00	-	-
02-Feb-14	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
03-Feb-14	07:00	00:22	-	-	-	-	16:36	-	-	-	-	-	-
04-Feb-14	07:00	00:25	-	-	-	-	-	16:33	-	-	-	-	-
05-Feb-14	07:00	00:16	-	01:41	-	-	-	12:41	-	-	02:19	-	-
06-Feb-14	07:00	00:18	01:26	-	01:01	-	02:18	11:53	-	-	-	-	-
07-Feb-14	07:00	00:18	00:45	-	-	-	15:55	-	-	-	-	-	-
08-Feb-14	07:00	00:11	00:54	-	-	-	15:53	-	-	-	-	-	-
09-Feb-14	07:00	00:18	01:58	-	-	-	14:42	-	-	-	-	-	-
10-Feb-14	07:00	00:11	-	01:29	-	-	-	15:18	-	-	-	-	-
11-Feb-14	07:00	00:15	-	00:41	-	-	-	15:03	-	-	00:58	-	-
12-Feb-14	07:00	00:14	-	-	-	-	-	14:39	-	-	02:05	-	-
13-Feb-14	07:00	00:13	-	-	-	-	16:45	-	-	-	-	-	-
14-Feb-14	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
15-Feb-14	07:00	00:19	-	-	-	-	16:39	-	-	-	-	-	-
16-Feb-14	07:00	00:14	00:37	-	-	-	00:56	15:11	-	-	-	-	-
17-Feb-14	07:00	00:23	-	00:54	-	-	-	12:52	-	-	02:48	-	-
18-Feb-14	07:00	00:20	-	-	00:48	-	15:50	-	-	-	-	-	-
19-Feb-14	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
20-Feb-14	07:00	00:16	02:00	01:03	-	-	01:06	10:56	-	-	01:34	-	-
21-Feb-14	07:00	00:24	-	02:21	-	-	-	12:01	-	-	02:11	-	-
22-Feb-14	07:00	00:18	-	01:59	-	-	-	06:17	-	-	08:23	-	-
23-Feb-14	07:00	00:07	-	-	-	-	-	14:23	-	-	02:28	-	-
24-Feb-14	07:00	00:21	00:47	-	-	-	10:44	03:26	-	-	01:39	-	-
25-Feb-14	07:00	00:17	-	-	00:54	-	15:47	-	-	-	-	-	-
26-Feb-14	07:00	00:02	03:23	-	-	-	08:02	04:48	00:16	-	00:25	-	-
27-Feb-14	07:00	00:15	-	01:27	-	-	-	15:16	-	-	-	-	-
28-Feb-14	07:00	00:13	-	01:42	-	-	-	15:03	-	-	-	-	-
Total	196:00	08:33	11:54	13:22	02:43	00:00	205:21	204:49	00:16	00:00	28:56	00:00	00:00
% Used		1.80%	2.50%	2.81%	0.57%	0.00%	43.14%	43.03%	0.06%	0.00%	6.08%	0.00%	0.00%

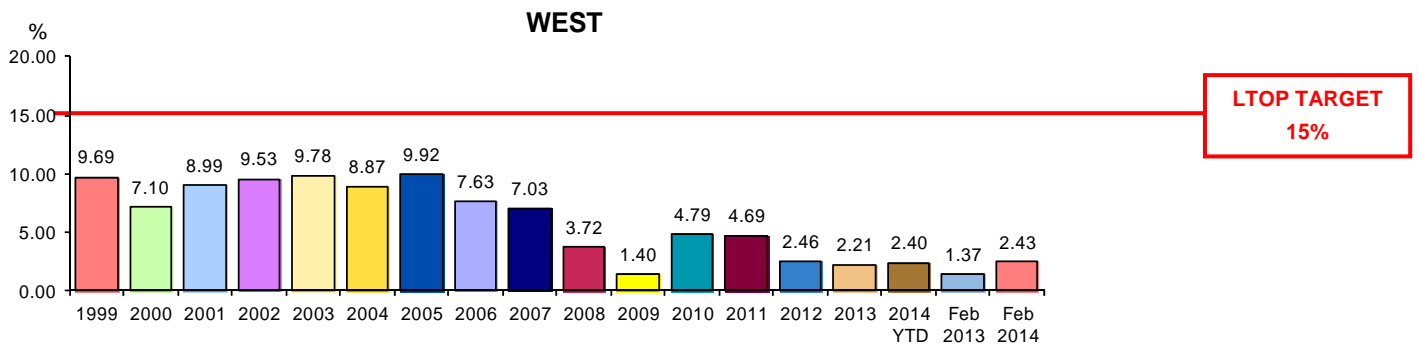
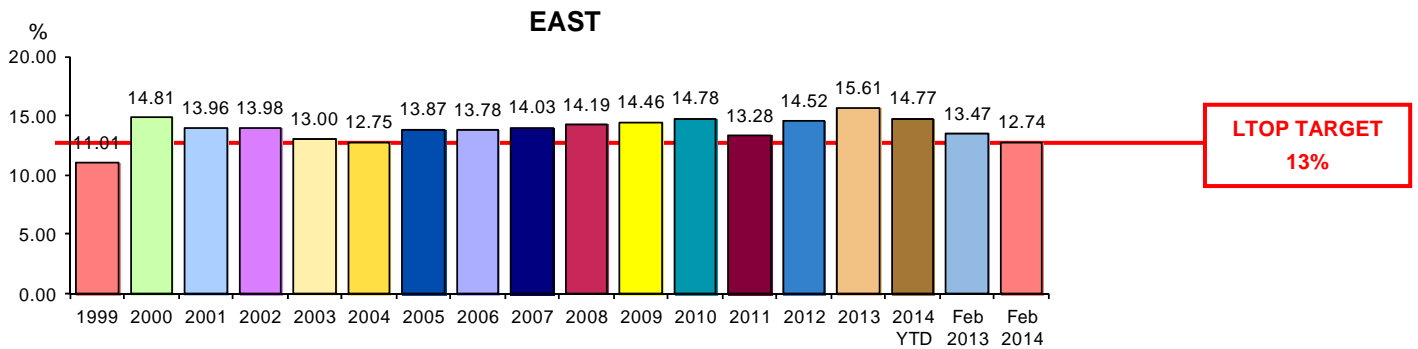
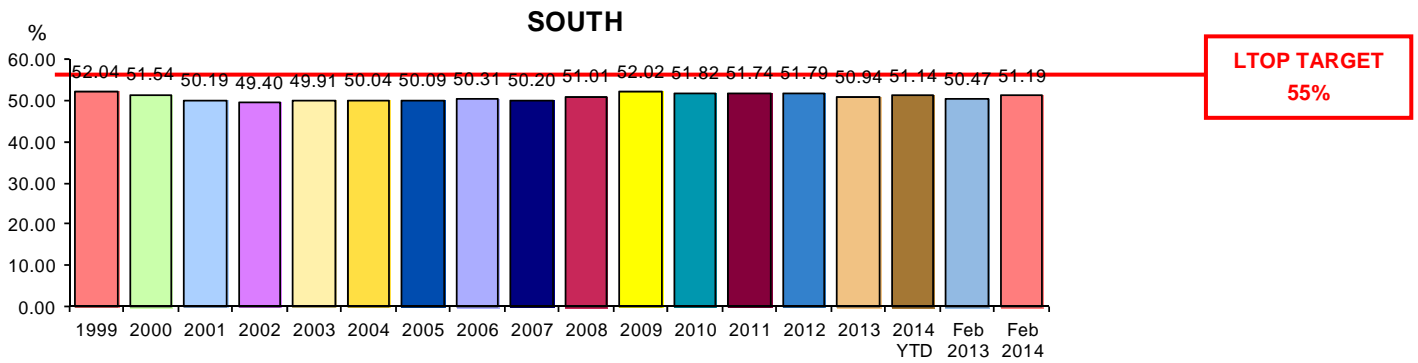
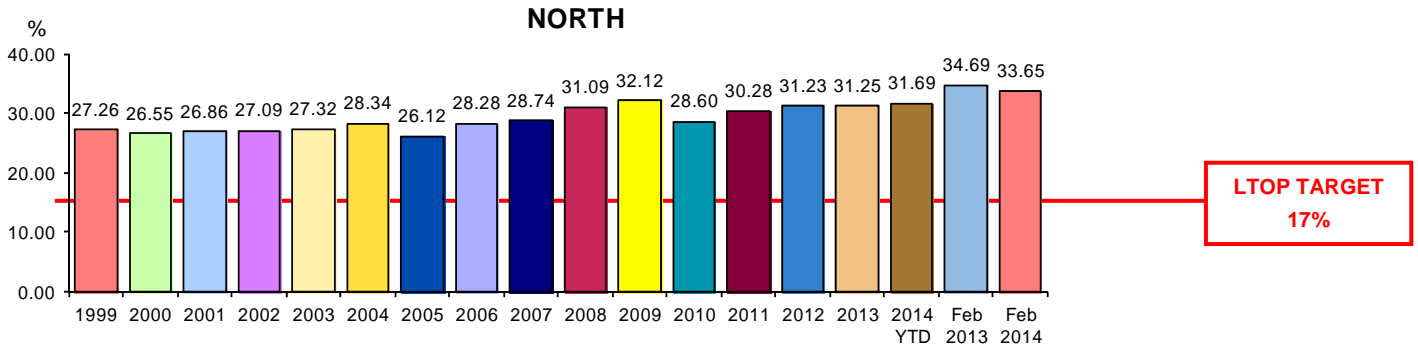
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2014

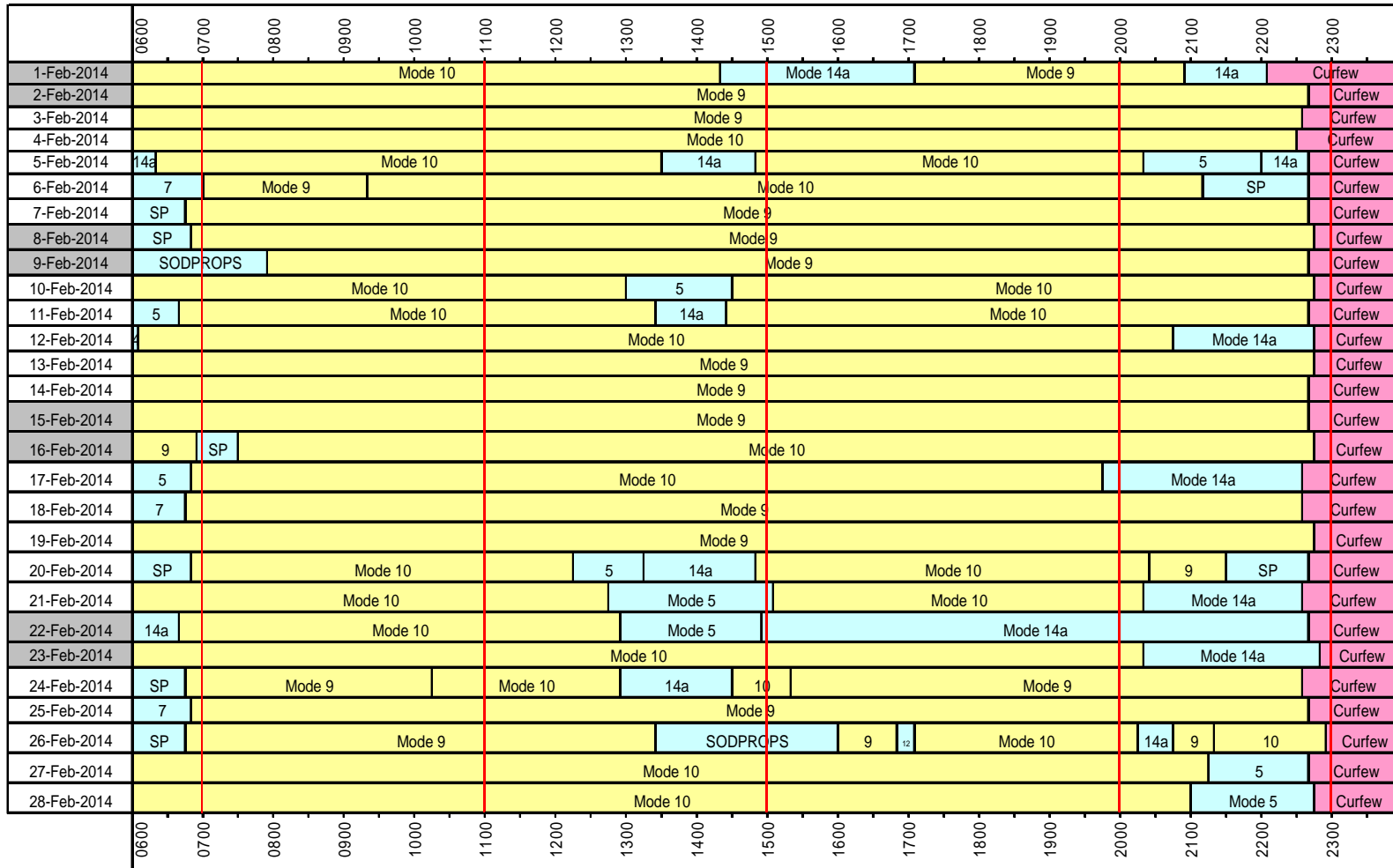
Time	1.94%	2.43%	2.43%	0.41%	0.00%	50.58%	36.36%	0.03%	0.00%	5.82%	0.00%	0.00%
Movements	0.36%	1.69%	1.78%	0.24%	0.00%	52.17%	39.65%	0.02%	0.00%	4.10%	0.00%	0.00%

Runway End Impact to 28 February 2014

Includes comparisons with annual figures for 1998 to 2013, 2014 Year to Date, current month this year and corresponding month last year.



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 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
4/02/2014	06:50	09:08	2:18
10/02/2014	07:09	10:30	3:21
11/02/2014	06:58	08:37	1:39
11/02/2014	09:44	10:37	0:53
12/02/2014	06:56	09:13	2:17
17/02/2014	06:59	09:16	2:17
17/02/2014	09:54	10:45	0:51
27/02/2014	07:00	09:19	2:19
28/02/2014	06:46	08:46	2:00

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

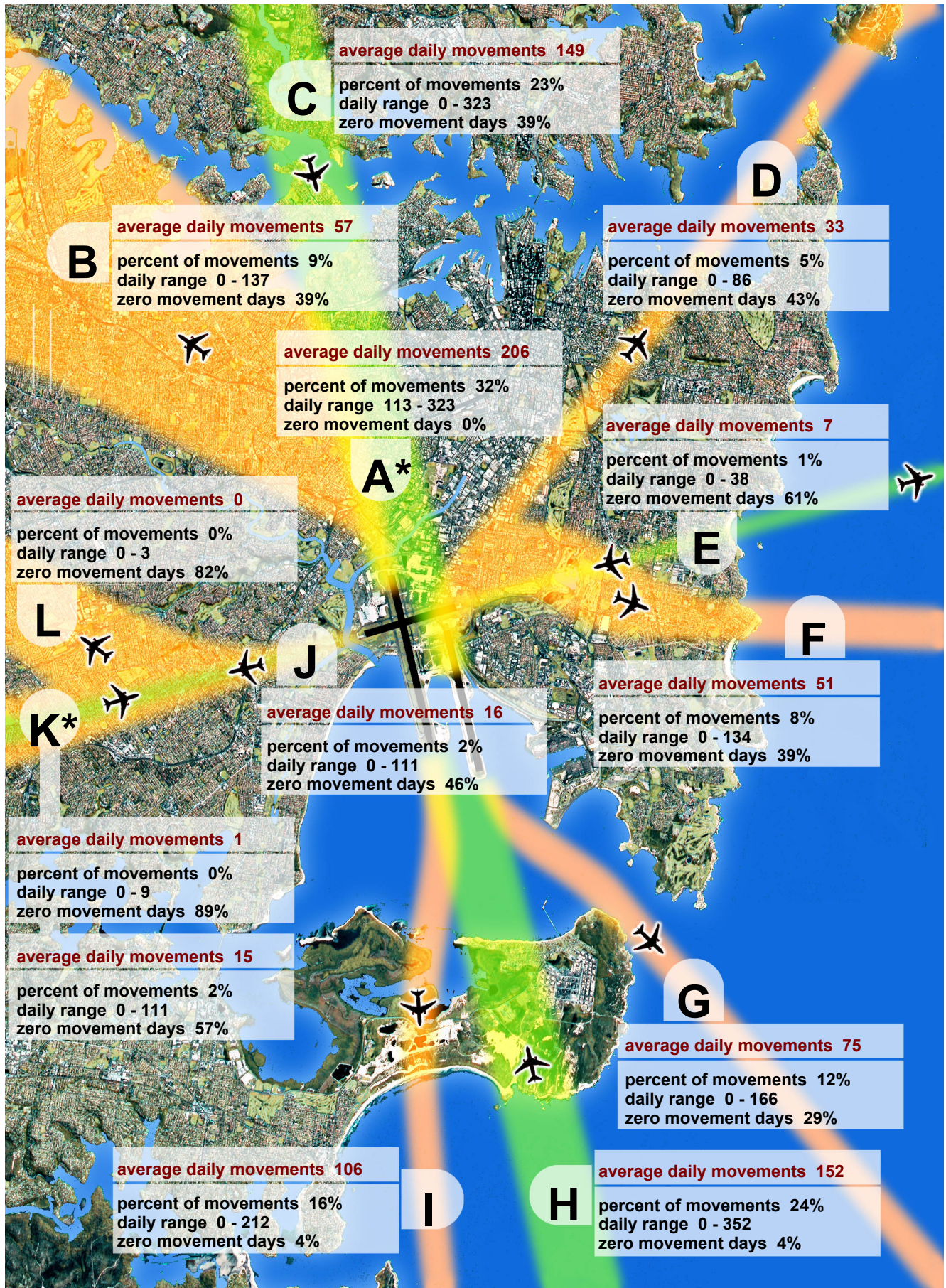
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
4/02/2014	81	34	47
10/02/2014	125	58	67
11/02/2014	90	39	51
12/02/2014	87	41	46
17/02/2014	121	55	66
27/02/2014	87	38	49
28/02/2014	74	33	41

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

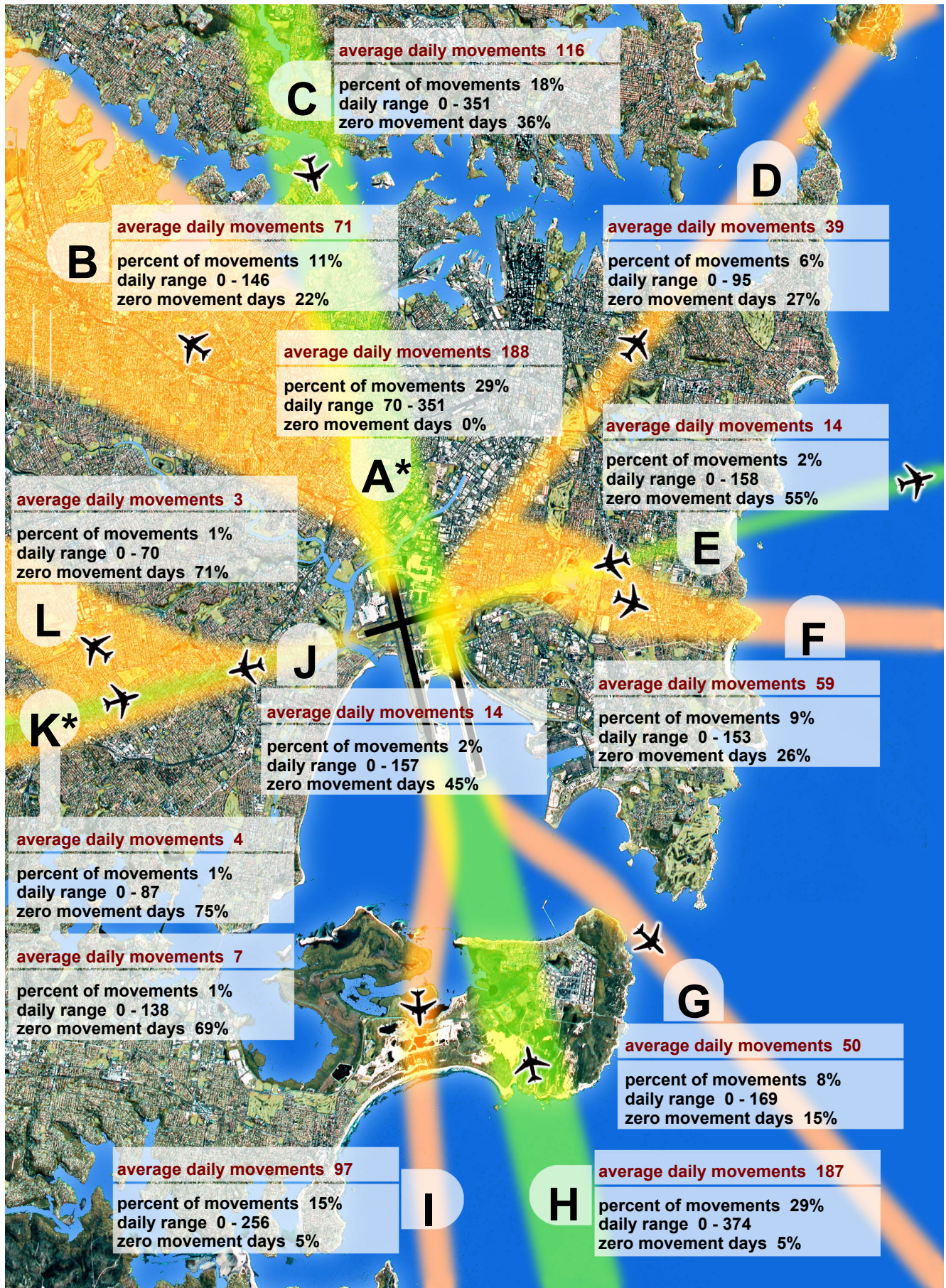
1 Feb 2014 to 28 Feb 2014, All Jets



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

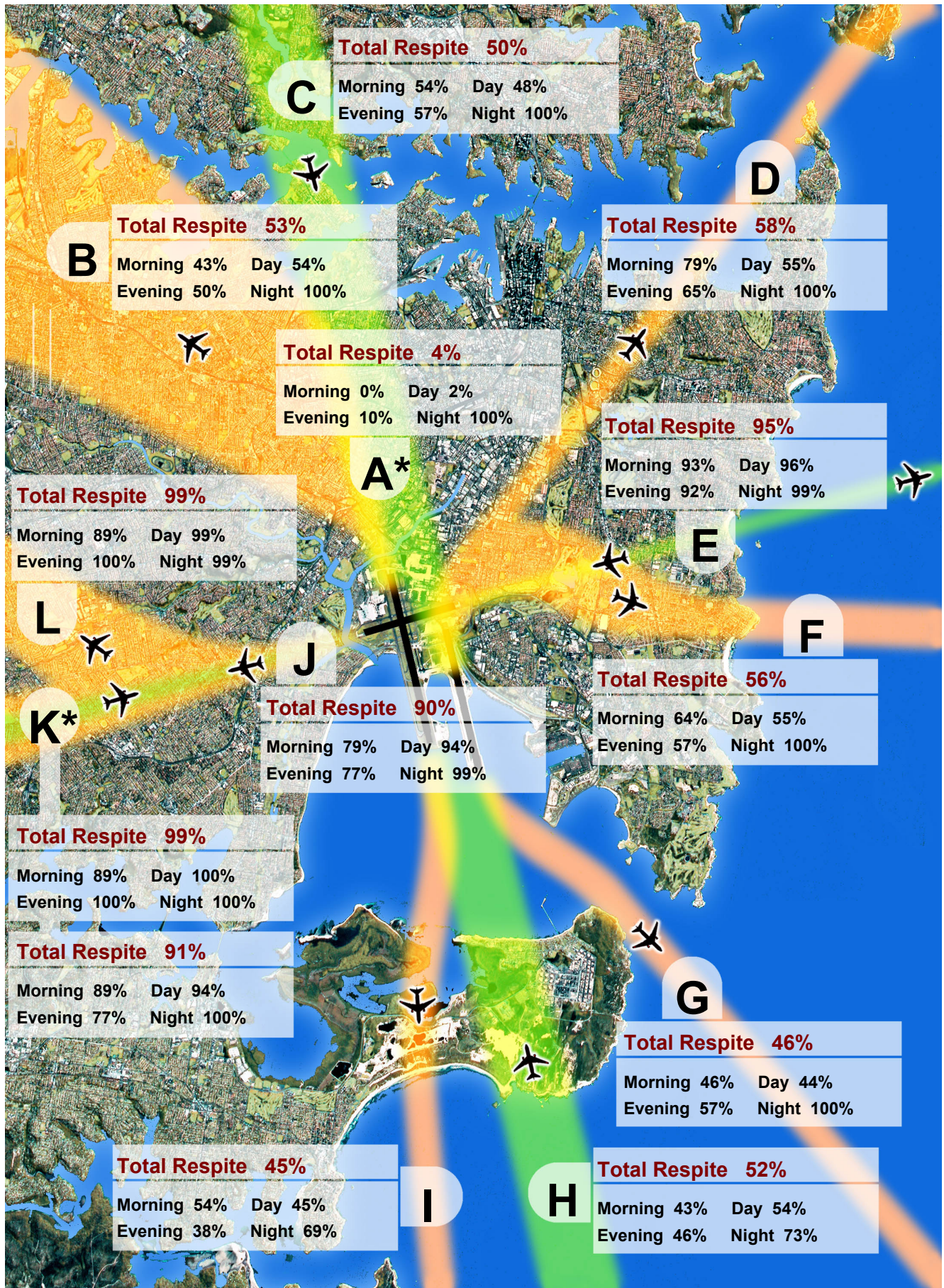
1 March 2013 to 28 Feb 2014, All Jets



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 2014 to 28 Feb 2014, All Jets



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

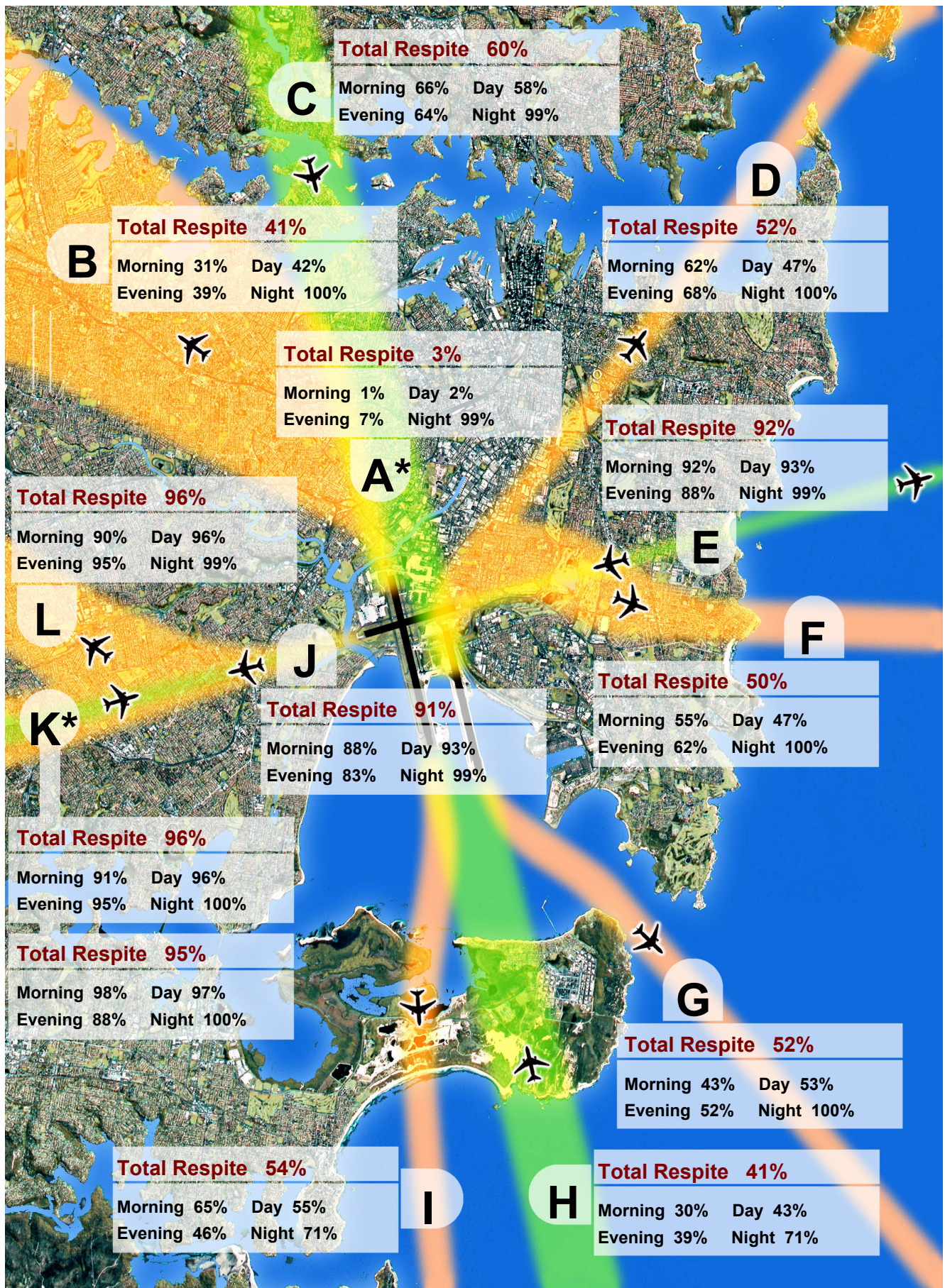
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2013 to 28 Feb 2014, 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 2013 to February 2014

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 September 2013 .
	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 June 2013 .
	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 September 2013 .
	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 2013 .
	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 September 2013 .
	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 September 2013 and Mode 7 was in July 2013 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2013 , Mode 14A in January 2014 & 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 March 2013 to February 2014, 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 52%**. This means that over the period **March 2013 to February 2014 for 52%** 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 2014.

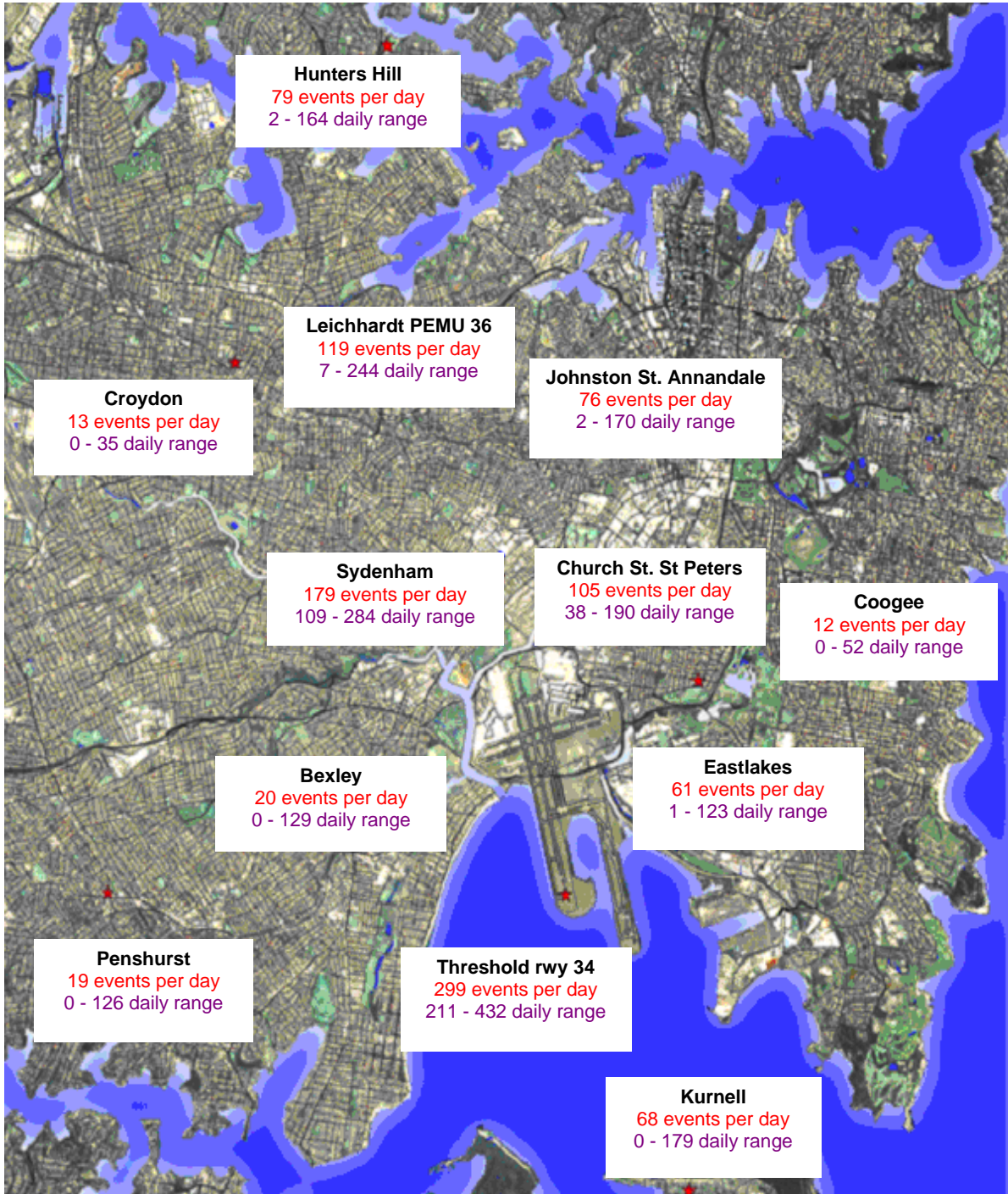


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2014

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 2014 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>8,580</i>	<i>27.9</i>	<i>301</i>	<i>340</i>	<i>349</i>
<i>Penshurst</i>	<i>598</i>	<i>27.9</i>	<i>19</i>	<i>18</i>	<i>18</i>
<i>Bexley</i>	<i>583</i>	<i>27.9</i>	<i>20</i>	<i>20</i>	<i>20</i>
<i>Sydenham</i>	<i>5,021</i>	<i>27.7</i>	<i>181</i>	<i>158</i>	<i>163</i>
<i>Johnston St Annandale</i>	<i>2,702</i>	<i>27.9</i>	<i>76</i>	<i>54</i>	<i>61</i>
<i>Church St. St Peters</i>	<i>3,948</i>	<i>27.9</i>	<i>106</i>	<i>89</i>	<i>97</i>
<i>Leichhardt PEMU 36</i>	<i>3,502</i>	<i>27.9</i>	<i>119</i>	<i>84</i>	<i>86</i>
<i>Eastlakes</i>	<i>1,922</i>	<i>27.9</i>	<i>61</i>	<i>69</i>	<i>76</i>
<i>Coogee</i>	<i>449</i>	<i>27.9</i>	<i>12</i>	<i>9</i>	<i>15</i>
<i>Kurnell</i>	<i>2,224</i>	<i>27.9</i>	<i>68</i>	<i>86</i>	<i>90</i>
<i>Croydon</i>	<i>528</i>	<i>27.9</i>	<i>13</i>	<i>20</i>	<i>19</i>
<i>Hunters Hill</i>	<i>4,788</i>	<i>27.9</i>	<i>79</i>	<i>65</i>	<i>53</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including February 2014.

The N70 values for February 2014 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 13 PM 42 Day 230 Night 8 WE_D 271 WE_N 6	Penshurst AM 1 PM 6 Day 7 Night 0 WE_D 30 WE_N 0	Bexley AM 2 PM 6 Day 8 Night 0 WE_D 31 WE_N 0	Eastlakes AM 2 PM 7 Day 46 Night 0 WE_D 74 WE_N 0
Coogee AM 1 PM 3 Day 6 Night 0 WE_D 18 WE_N 0	Sydenham AM 6 PM 21 Day 161 Night 0 WE_D 159 WE_N 0	Leichhardt PEMU36 AM 4 PM 13 Day 113 Night 0 WE_D 91 WE_N 0	Kurnell AM 0 PM 7 Day 58 Night 0 WE_D 73 WE_N 0
Annandale AM 0 PM 6 Day 77 Night 0 WE_D 58 WE_N 0	St Peters AM 1 PM 11 Day 100 Night 0 WE_D 91 WE_N 0	Croydon AM 0 PM 2 Day 11 Night 0 WE_D 14 WE_N 0	Hunters Hull AM 4 PM 9 Day 72 Night 0 WE_D 61 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.