

Sydney Airport Operational Statistics

February 2019

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2019

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

There were a total of 25,946 aircraft movements this month (daily average 926.64). Last month there were a total of 27,421 movements (daily average 884.55) and for the same month last year there were a total of 25,906 movements (daily average 925.21).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 13 days and Mode 10 on 14 days. Crossing runway modes (including Sodprops) were used for 5.90% 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 35.21% - This result is above the LTOP target and below the previous month (35.43%)

South 51.29% - This result is below the LTOP target and below the previous month (51.42%)

East 13.14% - This result is above the LTOP target and above the previous month (13.12%)

West 0.36% - This result is below the LTOP target and above the previous month (0.03%)

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

This procedure was used on 1, 5, 20, 21, 22, 25 and 27 of February for a total of 19 hours and 52 minutes (ATIS time).

If you have questions about this report please contact:

Noise Complaints and Information Service

Noise Complaint, Enquiry and Feedback Form: <https://complaints.bksv.com/asa>

Phone: 1800 802 584

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

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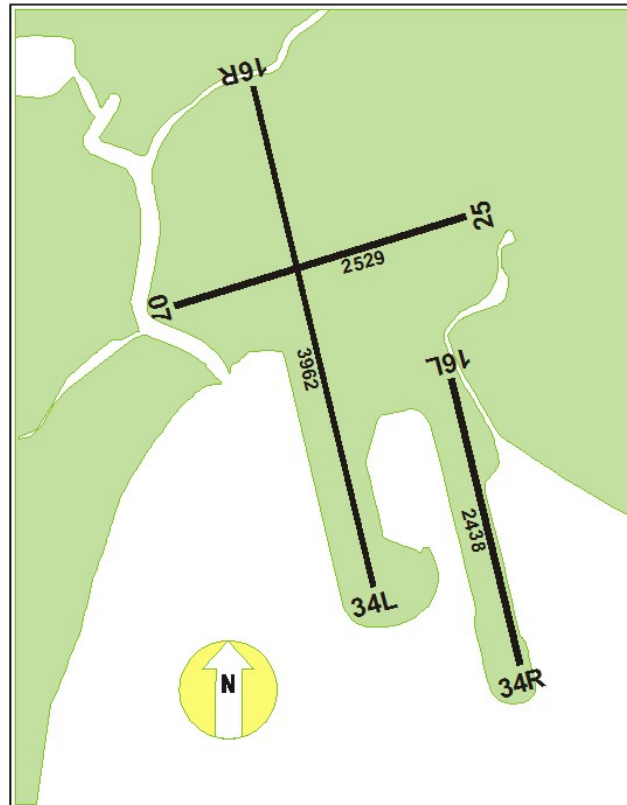
This report is available on the Internet at Airservices Australia website at

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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



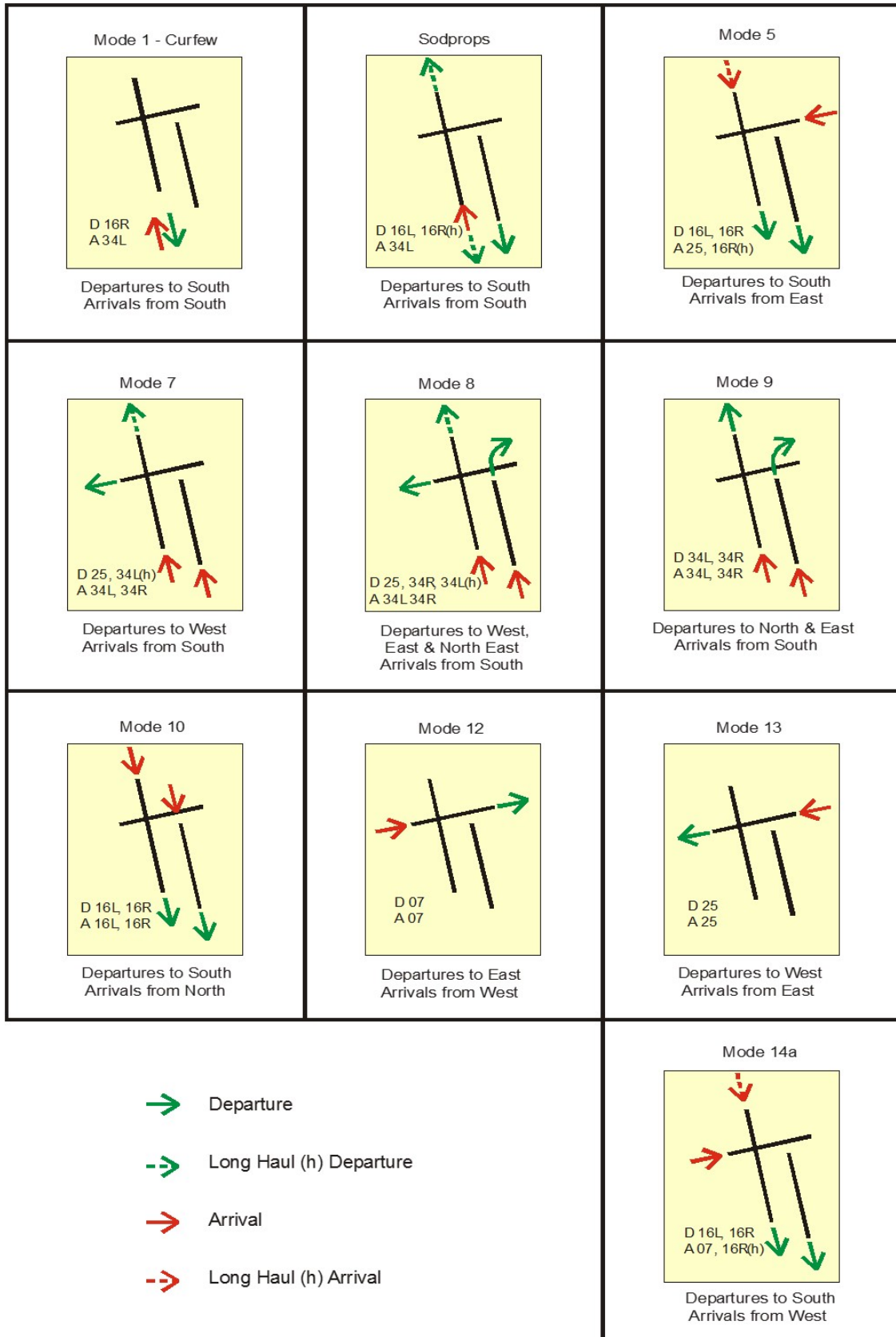
Runway numbers refer to the direction an aircraft is flying.

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-2019	0	0	0	213	190	403	269	301	570	0	0	0	2	0	2	0	0	0	0	0	0	975
02-Feb-2019	0	0	0	110	88	198	157	165	322	0	0	0	88	55	143	20	37	57	0	0	0	720
03-Feb-2019	0	0	0	0	41	41	0	0	0	0	0	0	307	206	513	114	197	311	0	0	0	865
04-Feb-2019	0	0	0	0	10	10	0	4	4	0	0	0	316	225	541	162	238	400	0	0	0	955
05-Feb-2019	0	0	0	162	130	292	210	237	447	0	0	0	69	49	118	23	44	67	0	0	0	924
06-Feb-2019	0	0	0	0	0	0	1	10	11	0	0	0	307	229	536	178	245	423	0	0	0	970
07-Feb-2019	0	0	0	0	15	15	0	13	13	0	0	0	321	217	538	176	250	426	0	0	0	992
08-Feb-2019	0	0	0	39	29	68	52	73	125	1	0	1	225	166	391	165	205	370	0	0	0	955
09-Feb-2019	1	0	1	5	36	41	21	27	48	102	85	187	175	124	299	63	90	153	0	0	0	729
-Feb-2019	0	0	0	157	167	324	225	263	488	0	0	0	40	17	57	0	0	0	0	0	0	869
11-Feb-2019	0	0	0	0	16	16	0	6	6	0	0	0	320	216	536	159	244	403	0	0	0	961
12-Feb-2019	0	0	0	0	0	0	0	11	11	0	0	0	314	213	527	156	237	393	0	0	0	931
13-Feb-2019	0	0	0	204	174	378	277	316	593	0	0	0	3	0	3	0	0	0	0	0	0	974
14-Feb-2019	2	0	2	128	130	258	163	187	350	0	0	0	137	84	221	70	96	166	0	0	0	997
15-Feb-2019	0	0	0	33	50	83	50	67	117	0	0	0	262	187	449	165	219	384	0	0	0	1033
16-Feb-2019	0	0	0	85	64	149	58	96	154	0	1	1	167	92	259	76	103	179	0	0	0	742
17-Feb-2019	1	0	1	0	28	28	0	2	2	0	0	0	285	205	490	142	215	357	0	0	0	878
18-Feb-2019	0	0	0	0	15	15	1	4	5	0	0	0	308	224	532	174	240	414	0	0	0	966
19-Feb-2019	0	0	0	157	135	292	219	259	478	0	0	0	61	25	86	31	48	79	0	0	0	935
20-Feb-2019	0	0	0	202	204	406	284	288	572	0	0	0	7	0	7	0	0	0	0	0	0	985
21-Feb-2019	0	0	0	227	236	463	273	258	531	0	0	0	7	0	7	0	0	0	0	0	0	1001
22-Feb-2019	0	0	0	229	192	421	269	330	599	0	0	0	4	0	4	0	0	0	0	0	0	1024
23-Feb-2019	0	0	0	149	94	243	234	263	497	0	0	0	2	0	2	0	0	0	0	0	0	742
24-Feb-2019	1	0	1	152	211	363	272	238	510	0	0	0	0	0	0	0	0	0	0	0	0	874
25-Feb-2019	0	0	0	139	178	317	178	160	338	0	0	0	109	76	185	67	80	147	0	0	0	987
26-Feb-2019	1	0	1	0	0	0	0	10	10	0	0	0	309	217	526	175	256	431	0	0	0	968
27-Feb-2019	1	0	1	200	178	378	279	315	594	0	0	0	12	0	12	0	0	0	0	0	0	985
28-Feb-2019	0	0	0	0	0	0	0	14	14	0	0	0	321	226	547	186	262	448	0	0	0	1009
Total	7	0	7	2591	2611	5202	3492	3917	7409	103	86	189	4478	3053	7531	2302	3306	5608	0	0	0	25946

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-2019	0	0	0	147	151	298	219	223	442	0	0	0	1	0	1	0	0	0	0	0	0	741
02-Feb-2019	0	0	0	71	70	141	128	130	258	0	0	0	81	48	129	15	34	49	0	0	0	577
03-Feb-2019	0	0	0	0	37	37	0	0	0	0	0	0	257	143	400	88	170	258	0	0	0	695
04-Feb-2019	0	0	0	0	10	10	0	4	4	0	0	0	257	149	406	107	201	308	0	0	0	728
05-Feb-2019	0	0	0	95	104	199	180	177	357	0	0	0	66	38	104	16	34	50	0	0	0	710
06-Feb-2019	0	0	0	0	0	0	0	10	10	0	0	0	245	149	394	121	205	326	0	0	0	730
07-Feb-2019	0	0	0	0	15	15	0	11	11	0	0	0	267	142	409	109	205	314	0	0	0	749
08-Feb-2019	0	0	0	29	22	51	49	63	112	0	0	0	179	101	280	107	173	280	0	0	0	723
09-Feb-2019	0	0	0	5	32	37	19	26	45	84	70	154	145	95	240	41	76	117	0	0	0	593
-Feb-2019	0	0	0	118	133	251	188	203	391	0	0	0	37	16	53	0	0	0	0	0	0	695
11-Feb-2019	0	0	0	0	16	16	0	5	5	0	0	0	258	140	398	104	205	309	0	0	0	728
12-Feb-2019	0	0	0	0	0	0	0	8	8	0	0	0	254	141	395	103	204	307	0	0	0	710
13-Feb-2019	0	0	0	134	133	267	226	235	461	0	0	0	3	0	3	0	0	0	0	0	0	731
14-Feb-2019	0	0	0	85	103	188	130	137	267	0	0	0	122	55	177	44	82	126	0	0	0	758
15-Feb-2019	0	0	0	27	42	69	34	46	80	0	0	0	222	122	344	104	186	290	0	0	0	783
16-Feb-2019	0	0	0	59	51	110	51	77	128	0	0	0	138	68	206	57	95	152	0	0	0	596
17-Feb-2019	0	0	0	0	26	26	0	2	2	0	0	0	238	144	382	110	183	293	0	0	0	703
18-Feb-2019	0	0	0	0	15	15	0	4	4	0	0	0	251	152	403	116	200	316	0	0	0	738
19-Feb-2019	0	0	0	105	103	208	185	197	382	0	0	0	47	11	58	21	42	63	0	0	0	711
20-Feb-2019	0	0	0	126	161	287	238	210	448	0	0	0	7	0	7	0	0	0	0	0	0	742
21-Feb-2019	0	0	0	142	192	334	235	179	414	0	0	0	7	0	7	0	0	0	0	0	0	755
22-Feb-2019	0	0	0	153	149	302	218	245	463	0	0	0	4	0	4	0	0	0	0	0	0	769
23-Feb-2019	0	0	0	101	75	176	202	216	418	0	0	0	0	0	0	0	0	0	0	0	0	594
24-Feb-2019	0	0	0	116	178	294	234	178	412	0	0	0	0	0	0	0	0	0	0	0	0	706
25-Feb-2019	0	0	0	86	148	234	147	110	257	0	0	0	91	52	143	48	68	116	0	0	0	750
26-Feb-2019	0	0	0	0	0	0	0	8	8	0	0	0	248	138	386	114	212	326	0	0	0	720
27-Feb-2019	0	0	0	129	137	266	229	232	461	0	0	0	10	0	10	0	0	0	0	0	0	737
28-Feb-2019	0	0	0	0	0	0	0	12	12	0	0	0	266	147	413	115	220	335	0	0	0	760
Total	0	0	0	1728	2103	3831	2912	2948	5860	84	70	154	3701	2051	5752	1540	2795	4335	0	0	0	19932

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-2019	0	0	0	66	39	105	50	78	128	0	0	0	1	0	1	0	0	0	0	0	0	234
02-Feb-2019	0	0	0	39	18	57	29	35	64	0	0	0	7	7	14	5	3	8	0	0	0	143
03-Feb-2019	0	0	0	0	4	4	0	0	0	0	0	0	50	63	113	26	27	53	0	0	0	170
04-Feb-2019	0	0	0	0	0	0	0	0	0	0	0	0	59	76	135	55	37	92	0	0	0	227
05-Feb-2019	0	0	0	67	26	93	30	60	90	0	0	0	3	11	14	7	10	17	0	0	0	214
06-Feb-2019	0	0	0	0	0	0	1	0	1	0	0	0	62	80	142	57	40	97	0	0	0	240
07-Feb-2019	0	0	0	0	0	0	0	2	2	0	0	0	54	75	129	67	45	112	0	0	0	243
08-Feb-2019	0	0	0	10	7	17	3	10	13	1	0	1	46	65	111	58	32	90	0	0	0	232
09-Feb-2019	1	0	1	0	4	4	2	1	3	18	15	33	30	29	59	22	14	36	0	0	0	136
-Feb-2019	0	0	0	39	34	73	37	60	97	0	0	0	3	1	4	0	0	0	0	0	0	174
11-Feb-2019	0	0	0	0	0	0	0	1	1	0	0	0	62	76	138	55	39	94	0	0	0	233
12-Feb-2019	0	0	0	0	0	0	0	3	3	0	0	0	60	72	132	53	33	86	0	0	0	221
13-Feb-2019	0	0	0	70	41	111	51	81	132	0	0	0	0	0	0	0	0	0	0	0	0	243
14-Feb-2019	2	0	2	43	27	70	33	50	83	0	0	0	15	29	44	26	14	40	0	0	0	239
15-Feb-2019	0	0	0	6	8	14	16	21	37	0	0	0	40	65	105	61	33	94	0	0	0	250
16-Feb-2019	0	0	0	26	13	39	7	19	26	0	1	1	29	24	53	19	8	27	0	0	0	146
17-Feb-2019	1	0	1	0	2	2	0	0	0	0	0	0	47	61	108	32	32	64	0	0	0	175
18-Feb-2019	0	0	0	0	0	0	1	0	1	0	0	0	57	72	129	58	40	98	0	0	0	228
19-Feb-2019	0	0	0	52	32	84	34	62	96	0	0	0	14	14	28	10	6	16	0	0	0	224
20-Feb-2019	0	0	0	76	43	119	46	78	124	0	0	0	0	0	0	0	0	0	0	0	0	243
21-Feb-2019	0	0	0	85	44	129	38	79	117	0	0	0	0	0	0	0	0	0	0	0	0	246
22-Feb-2019	0	0	0	76	43	119	51	85	136	0	0	0	0	0	0	0	0	0	0	0	0	255
23-Feb-2019	0	0	0	48	19	67	32	47	79	0	0	0	2	0	2	0	0	0	0	0	0	148
24-Feb-2019	1	0	1	36	33	69	38	60	98	0	0	0	0	0	0	0	0	0	0	0	0	168
25-Feb-2019	0	0	0	53	30	83	31	50	81	0	0	0	18	24	42	19	12	31	0	0	0	237
26-Feb-2019	1	0	1	0	0	0	0	2	2	0	0	0	61	79	140	61	44	105	0	0	0	248
27-Feb-2019	1	0	1	71	41	112	50	83	133	0	0	0	2	0	2	0	0	0	0	0	0	248
28-Feb-2019	0	0	0	0	0	0	0	2	2	0	0	0	55	79	134	71	42	113	0	0	0	249
Total	7	0	7	863	508	1371	580	969	1549	19	16	35	777	1002	1779	762	511	1273	0	0	0	6014

(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-2019	0	0	0	0	0	1	41	64	74	69	68	60	58	51	52	58	53	53	62	65	62	44	38	2	975
02-Feb-2019	0	1	1	0	0	0	31	45	66	63	66	60	56	49	40	42	30	40	28	28	30	23	20	1	720
03-Feb-2019	1	1	0	0	0	0	28	35	43	57	58	58	54	46	58	55	56	63	75	66	46	36	29	0	865
04-Feb-2019	0	0	0	0	0	0	49	74	77	72	66	59	59	42	48	58	51	61	69	61	37	30	38	4	955
05-Feb-2019	5	1	1	2	3	0	42	68	73	70	73	52	54	38	51	47	56	58	61	65	39	33	28	4	924
06-Feb-2019	6	3	0	1	4	2	40	69	75	62	71	61	58	41	52	55	51	64	68	70	42	33	36	6	970
07-Feb-2019	6	3	1	3	3	1	39	74	77	72	69	56	60	47	50	57	47	66	72	67	44	42	29	7	992
08-Feb-2019	4	0	1	4	2	0	39	70	80	75	69	65	69	42	54	55	53	53	32	11	32	75	58	12	955
09-Feb-2019	0	1	1	0	0	0	30	38	49	68	60	66	64	40	43	46	40	34	40	32	31	26	20	0	729
10-Feb-2019	0	1	0	0	0	0	30	37	47	54	61	59	58	45	53	57	55	67	74	64	45	35	26	1	869
11-Feb-2019	1	0	0	0	0	1	46	77	75	69	71	63	59	43	47	51	55	62	68	66	35	34	34	4	961
12-Feb-2019	4	2	1	3	2	1	45	72	74	71	68	56	54	39	46	51	55	52	69	55	43	30	32	6	931
13-Feb-2019	3	1	0	0	0	1	48	65	72	71	67	64	60	41	43	57	57	65	69	71	47	34	33	5	974
14-Feb-2019	3	1	1	3	2	1	47	64	70	75	73	64	53	41	54	54	45	72	68	76	52	35	38	5	997
15-Feb-2019	5	0	1	5	4	0	41	71	76	70	76	60	60	47	59	57	57	68	77	67	58	37	36	1	1033
16-Feb-2019	1	1	0	0	0	0	32	54	71	57	57	56	62	45	42	43	39	44	39	33	23	25	17	1	742
17-Feb-2019	0	0	2	0	0	0	31	34	43	61	61	50	58	47	53	58	55	64	77	70	44	36	34	0	878
18-Feb-2019	0	0	0	0	0	0	45	80	75	72	70	58	61	42	48	55	52	59	71	67	39	35	34	3	966
19-Feb-2019	5	2	1	4	3	1	44	70	72	69	65	60	51	45	46	51	52	59	62	68	38	30	35	2	935
20-Feb-2019	5	1	3	3	3	0	44	63	75	72	66	56	61	43	47	62	51	60	61	74	53	38	42	2	985
21-Feb-2019	4	2	1	1	4	1	42	66	75	77	65	58	65	45	52	54	46	59	65	70	55	53	37	4	1001
22-Feb-2019	5	1	1	2	3	0	40	68	81	69	72	63	56	54	51	59	52	64	63	70	57	55	38	0	1024
23-Feb-2019	1	1	0	0	0	0	33	53	72	60	60	61	51	44	49	41	38	39	35	31	23	22	25	3	742
24-Feb-2019	0	0	0	0	0	0	29	34	45	61	61	53	61	43	50	62	51	62	69	70	47	41	35	0	874
25-Feb-2019	0	0	0	1	0	0	49	67	79	76	73	63	59	44	54	60	52	61	70	67	46	31	32	3	987
26-Feb-2019	5	2	1	2	4	2	47	75	74	75	63	58	54	43	49	51	55	69	72	60	39	33	29	6	968
27-Feb-2019	3	3	1	5	2	0	40	70	77	63	72	55	54	38	51	58	53	67	73	72	50	39	36	3	985
28-Feb-2019	5	1	1	4	5	2	41	72	79	68	65	64	59	41	48	56	55	72	73	73	50	38	32	5	1009
Total	72	29	19	43	44	14	1113	1729	1946	1898	1866	1658	1628	1226	1390	1510	1412	1657	1762	1689	1207	1023	921	90	25946
Avg.	2.57	1.04	0.68	1.54	1.57	0.50	39.75	61.75	69.50	67.79	66.64	59.21	58.14	43.79	49.64	53.93	50.43	59.18	62.93	60.32	43.11	36.54	32.89	3.21	926.64

(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-2019	0	0	0	0	0	1	21	33	38	38	32	32	23	25	23	23	24	31	31	33	33	22	19	2	484
02-Feb-2019	0	1	0	0	0	0	22	27	33	32	33	30	27	21	20	22	18	23	13	17	15	13	8	0	375
03-Feb-2019	1	1	0	0	0	0	18	21	23	27	26	23	20	19	24	24	27	35	40	26	28	20	18	0	421
04-Feb-2019	0	0	0	0	0	0	23	44	41	37	31	29	24	23	22	21	27	35	33	26	22	19	18	3	478
05-Feb-2019	2	0	1	1	1	0	20	37	39	38	38	25	26	16	22	19	28	34	33	30	22	16	14	2	464
06-Feb-2019	3	1	0	1	3	0	20	40	33	34	41	30	22	19	25	20	27	36	36	29	24	18	21	3	486
07-Feb-2019	3	1	0	2	2	0	19	44	40	32	34	30	26	21	21	25	25	37	40	25	26	26	15	3	497
08-Feb-2019	2	0	1	3	0	0	18	43	40	39	33	31	27	21	26	24	24	32	17	9	22	38	30	2	482
09-Feb-2019	0	1	0	0	0	0	20	23	23	34	28	32	22	17	25	20	24	21	22	15	17	16	7	0	367
10-Feb-2019	0	1	0	0	0	0	19	23	21	27	25	25	22	21	25	23	26	38	41	24	24	18	18	1	422
11-Feb-2019	0	0	0	0	0	1	24	44	42	31	31	32	23	21	23	22	29	36	31	28	21	21	17	2	479
12-Feb-2019	2	0	1	2	1	0	23	40	40	36	34	30	25	18	20	24	24	30	35	23	27	17	14	4	470
13-Feb-2019	0	0	0	0	0	1	23	36	36	36	34	37	23	15	23	25	24	35	37	34	25	17	20	3	484
14-Feb-2019	1	0	1	2	1	0	23	33	40	41	35	34	19	17	27	21	22	43	36	34	28	20	20	2	500
15-Feb-2019	2	0	1	3	1	0	21	40	39	40	35	28	19	26	29	23	28	39	42	27	29	19	19	0	510
16-Feb-2019	1	1	0	0	0	0	24	31	35	28	29	30	25	22	24	19	22	27	17	20	13	14	4	0	386
17-Feb-2019	0	0	2	0	0	0	21	19	24	26	27	20	21	21	24	26	24	39	40	28	24	22	20	0	428
18-Feb-2019	0	0	0	0	0	0	25	44	38	34	34	28	29	20	22	22	27	32	40	27	22	22	16	1	483
19-Feb-2019	3	0	1	3	1	0	21	40	35	35	32	36	21	18	23	22	22	33	33	33	24	15	16	1	468
20-Feb-2019	2	1	2	2	1	0	21	37	36	39	35	27	26	17	26	27	22	33	34	33	29	21	21	1	493
21-Feb-2019	2	1	1	0	2	0	20	38	41	37	30	32	29	21	25	23	20	33	35	32	34	32	18	1	507
22-Feb-2019	1	1	1	1	1	0	20	39	39	39	31	33	22	21	24	31	21	33	35	33	33	26	17	0	502
23-Feb-2019	1	0	0	0	0	0	24	35	36	31	28	26	24	23	26	17	19	23	19	13	14	14	10	2	385
24-Feb-2019	0	0	0	0	0	0	18	23	19	28	27	23	21	20	22	30	26	32	38	30	23	24	21	0	425
25-Feb-2019	0	0	0	1	0	0	25	42	38	36	35	30	25	20	28	26	25	36	36	30	26	18	15	1	493
26-Feb-2019	3	0	1	1	2	2	23	42	40	39	27	36	20	18	23	21	28	42	35	27	24	15	13	3	485
27-Feb-2019	1	1	1	3	1	0	20	38	37	35	35	30	20	18	28	24	23	36	39	31	30	23	17	1	492
28-Feb-2019	1	1	1	3	2	1	22	40	42	29	33	34	23	21	22	22	28	42	41	28	31	25	14	1	507
Total	31	12	15	28	19	6	598	996	988	958	893	833	654	560	672	646	684	946	929	745	690	571	460	39	12973
Avg.	1.11	0.43	0.54	1.00	0.68	0.21	21.36	35.57	35.29	34.21	31.89	29.75	23.36	20.00	24.00	23.07	24.43	33.79	33.18	26.61	24.64	20.39	16.43	1.39	463.32

(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 – 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-2019	0	0	0	0	0	0	20	31	36	31	36	28	35	26	29	35	29	22	31	32	29	22	19	0	491
02-Feb-2019	0	0	1	0	0	0	9	18	33	31	33	30	29	28	20	20	12	17	15	11	15	10	12	1	345
03-Feb-2019	0	0	0	0	0	0	10	14	20	30	32	35	34	27	34	31	29	28	35	40	18	16	11	0	444
04-Feb-2019	0	0	0	0	0	0	26	30	36	35	35	30	35	19	26	37	24	26	36	35	15	11	20	1	477
05-Feb-2019	3	1	0	1	2	0	22	31	34	32	35	27	28	22	29	28	28	24	28	35	17	17	14	2	460
06-Feb-2019	3	2	0	0	1	2	20	29	42	28	30	31	36	22	27	35	24	28	32	41	18	15	15	3	484
07-Feb-2019	3	2	1	1	1	1	20	30	37	40	35	26	34	26	29	32	22	29	32	42	18	16	14	4	495
08-Feb-2019	2	0	0	1	2	0	21	27	40	36	36	34	42	21	28	31	29	21	15	2	10	37	28	10	473
09-Feb-2019	0	0	1	0	0	0	10	15	26	34	32	34	42	23	18	26	16	13	18	17	14	10	13	0	362
10-Feb-2019	0	0	0	0	0	0	11	14	26	27	36	34	36	24	28	34	29	29	33	40	21	17	8	0	447
11-Feb-2019	1	0	0	0	0	0	22	33	33	38	40	31	36	22	24	29	26	26	37	38	14	13	17	2	482
12-Feb-2019	2	2	0	1	1	1	22	32	34	35	34	26	29	21	26	27	31	22	34	32	16	13	18	2	461
13-Feb-2019	3	1	0	0	0	0	25	29	36	35	33	27	37	26	20	32	33	30	32	37	22	17	13	2	490
14-Feb-2019	2	1	0	1	1	1	24	31	30	34	38	30	34	24	27	33	23	29	32	42	24	15	18	3	497
15-Feb-2019	3	0	0	2	3	0	20	31	37	30	41	32	41	21	30	34	29	29	35	40	29	18	17	1	523
16-Feb-2019	0	0	0	0	0	0	8	23	36	29	28	26	37	23	18	24	17	17	22	13	10	11	13	1	356
17-Feb-2019	0	0	0	0	0	0	10	15	19	35	34	30	37	26	29	32	31	25	37	42	20	14	14	0	450
18-Feb-2019	0	0	0	0	0	0	20	36	37	38	36	30	32	22	26	33	25	27	31	40	17	13	18	2	483
19-Feb-2019	2	2	0	1	2	1	23	30	37	34	33	24	30	27	23	29	30	26	29	35	14	15	19	1	467
20-Feb-2019	3	0	1	1	2	0	23	26	39	33	31	29	35	26	21	35	29	27	27	41	24	17	21	1	492
21-Feb-2019	2	1	0	1	2	1	22	28	34	40	35	26	36	24	27	31	26	26	30	38	21	21	19	3	494
22-Feb-2019	4	0	0	1	2	0	20	29	42	30	41	30	34	33	27	28	31	31	28	37	24	29	21	0	522
23-Feb-2019	0	1	0	0	0	0	9	18	36	29	32	35	27	21	23	24	19	16	16	18	9	8	15	1	357
24-Feb-2019	0	0	0	0	0	0	11	11	26	33	34	30	40	23	28	32	25	30	31	40	24	17	14	0	449
25-Feb-2019	0	0	0	0	0	0	24	25	41	40	38	33	34	24	26	34	27	25	34	37	20	13	17	2	494
26-Feb-2019	2	2	0	1	2	0	24	33	34	36	36	22	34	25	26	30	27	27	37	33	15	18	16	3	483
27-Feb-2019	2	2	0	2	1	0	20	32	40	28	37	25	34	20	23	34	30	31	34	41	20	16	19	2	493
28-Feb-2019	4	0	0	1	3	1	19	32	37	39	32	30	36	20	26	34	27	30	32	45	19	13	18	4	502
Total	41	17	4	15	25	8	515	733	958	940	973	825	974	666	718	864	728	711	833	944	517	452	461	51	12973
Avg.	1.46	0.61	0.14	0.54	0.89	0.29	18.39	26.18	34.21	33.57	34.75	29.46	34.79	23.79	25.64	30.86	26.00	25.39	29.75	33.71	18.46	16.14	16.46	1.82	463.32

(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.

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-19	07:00	00:01	-	-	-	-	-	16:57	-	-	-	-	-
02-Feb-19	07:00	00:28	-	-	-	-	06:22	10:08	-	-	-	-	-
03-Feb-19	07:00	00:21	03:09	-	-	-	13:28	-	-	-	-	-	-
04-Feb-19	07:00	00:15	00:32	-	-	-	16:11	-	-	-	-	-	-
05-Feb-19	07:00	00:27	-	-	-	-	03:46	12:45	-	-	-	-	-
06-Feb-19	07:00	00:16	-	-	-	-	16:42	-	-	-	-	-	-
07-Feb-19	07:00	00:14	00:48	-	-	-	15:56	-	-	-	-	-	-
08-Feb-19	07:00	-	00:42	-	-	-	12:43	03:03	-	00:30	-	-	-
09-Feb-19	07:00	00:34	02:47	-	-	-	06:50	01:31	-	05:15	-	-	-
10-Feb-19	07:00	00:28	01:39	-	-	-	-	14:51	-	-	-	-	-
11-Feb-19	07:00	00:26	00:48	-	-	-	15:44	-	-	-	-	-	-
12-Feb-19	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
13-Feb-19	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
14-Feb-19	07:00	00:15	-	-	-	-	06:42	10:01	-	-	-	-	-
15-Feb-19	07:00	00:17	-	-	-	-	13:12	03:29	-	-	-	-	-
16-Feb-19	07:00	00:11	-	-	-	-	11:30	05:17	-	-	-	-	-
17-Feb-19	07:00	00:21	02:14	-	-	-	14:23	-	-	-	-	-	-
18-Feb-19	07:00	00:16	00:47	-	-	-	15:55	-	-	-	-	-	-
19-Feb-19	07:00	00:12	-	-	-	-	02:36	14:10	-	-	-	-	-
20-Feb-19	07:00	00:10	-	-	-	-	-	16:48	-	-	-	-	-
21-Feb-19	07:00	00:14	-	-	-	-	-	16:44	-	-	-	-	-
22-Feb-19	07:00	00:17	-	-	-	-	-	16:41	-	-	-	-	-
23-Feb-19	07:00	00:28	-	-	-	-	-	16:30	-	-	-	-	-
24-Feb-19	07:00	00:13	-	-	-	-	-	16:45	-	-	-	-	-
25-Feb-19	07:00	00:16	-	-	-	-	06:06	10:36	-	-	-	-	-
26-Feb-19	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
27-Feb-19	07:00	00:15	00:11	-	-	-	-	16:32	-	-	-	-	-
28-Feb-19	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
Total	196:00	08:37	13:40	00:00	00:00	00:00	228:09	219:46	00:00	05:45	00:00	00:00	00:00
% Used	1.81%	2.87%	0.00%	0.00%	0.00%	0.00%	47.93%	46.17%	0.00%	1.21%	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).

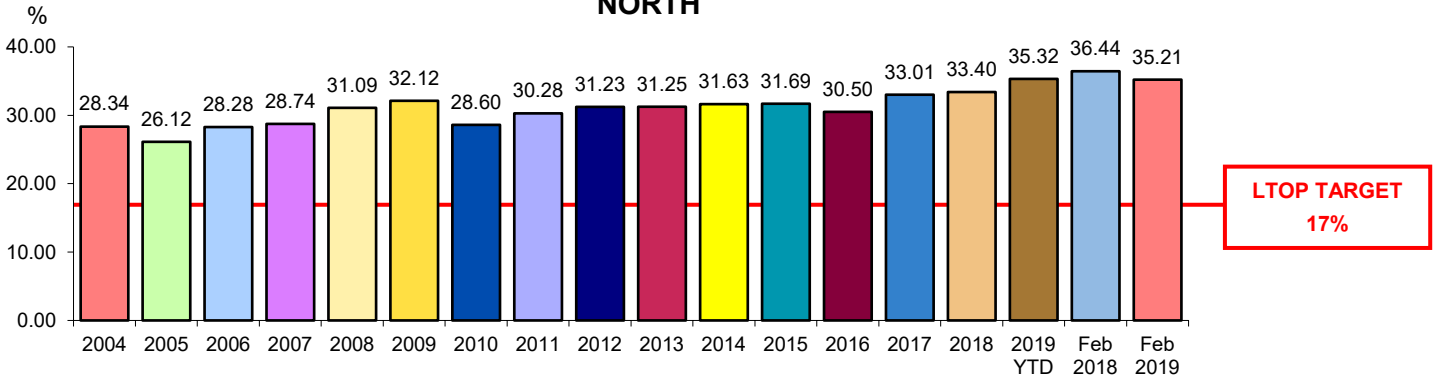
Cumulative Mode Utilisation from 1 January 2019

Time	1.74%	2.10%	0.09%	0.00%	0.00%	48.21%	47.28%	0.00%	0.57%	0.00%	0.00%	0.00%
Movements	0.47%	1.56%	0.02%	0.00%	0.00%	49.65%	47.93%	0.00%	0.37%	0.00%	0.00%	0.00%

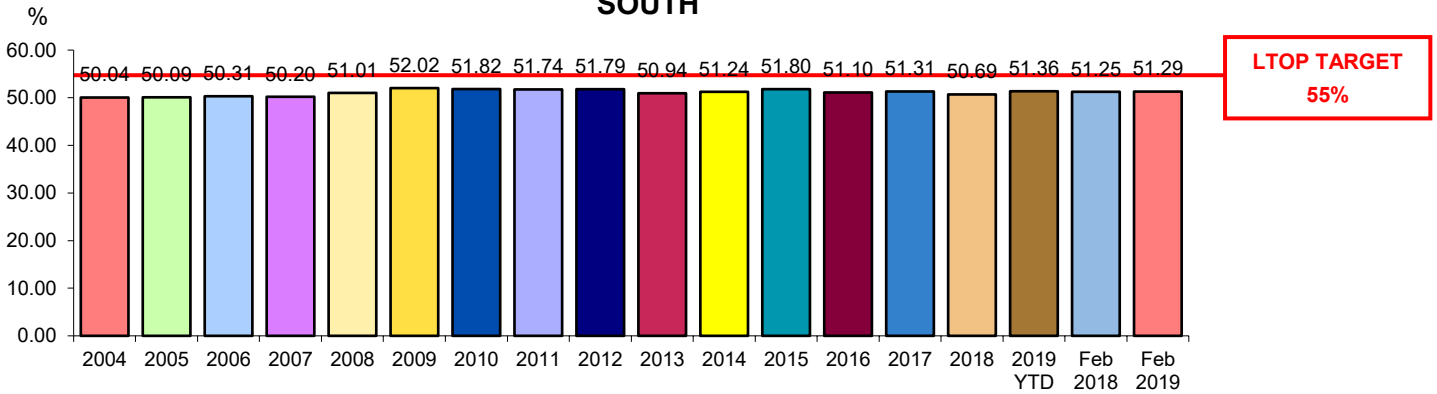
Runway End Impact to 28 February 2019

Includes comparisons with annual figures for 1998 to 2018, 2019 Year to Date, current month this year and corresponding month last year.

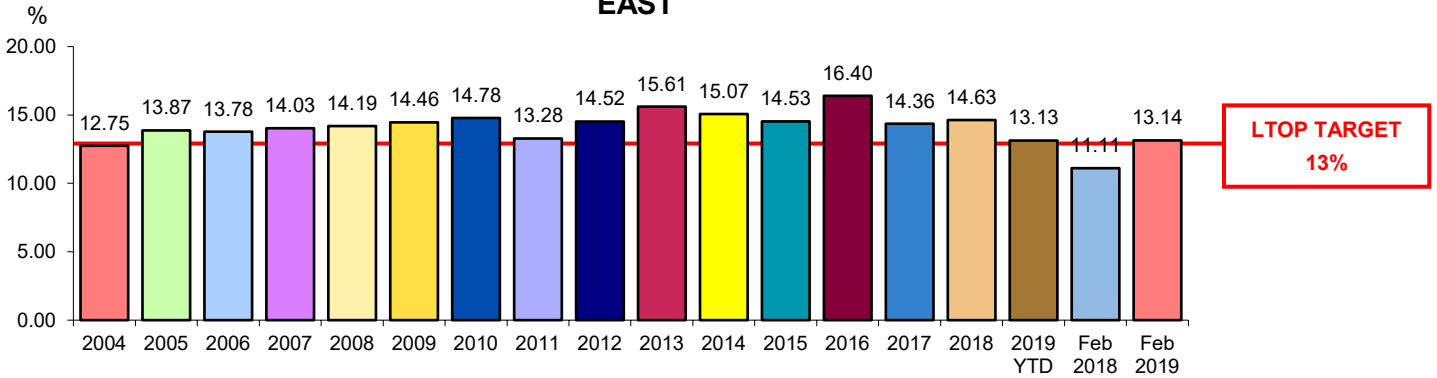
NORTH



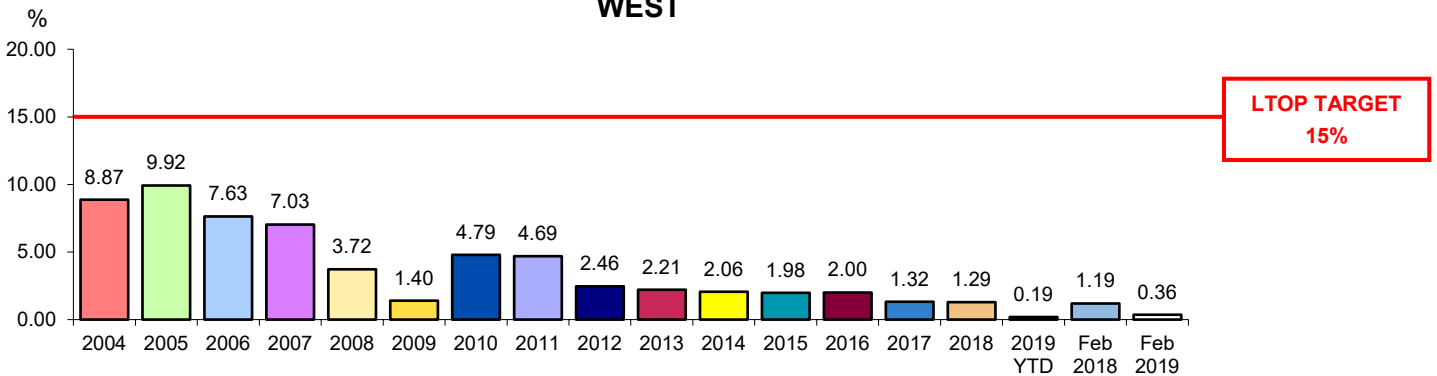
SOUTH



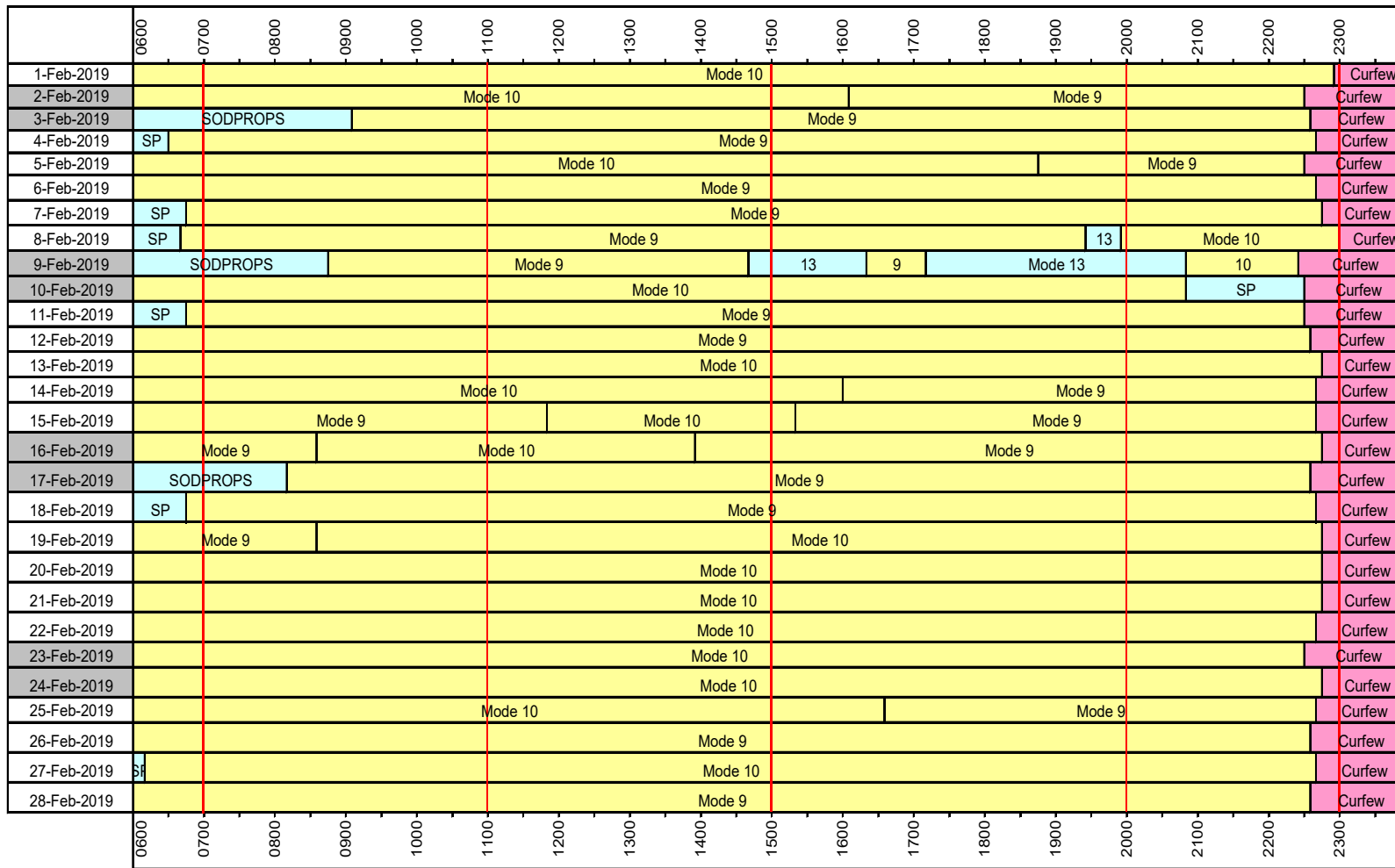
EAST



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 2019**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
1/02/2019	06:53	10:19	3:26
5/02/2019	07:06	08:37	1:31
5/02/2019	09:16	10:38	1:22
20/02/2019	07:01	08:27	1:26
20/02/2019	08:56	10:22	1:26
21/02/2019	07:03	09:47	2:44
22/02/2019	07:03	10:40	3:37
25/02/2019	06:45	07:59	1:14
25/02/2019	08:53	09:57	1:04
27/02/2019	07:06	08:12	1:06
27/02/2019	09:12	10:08	0:56

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

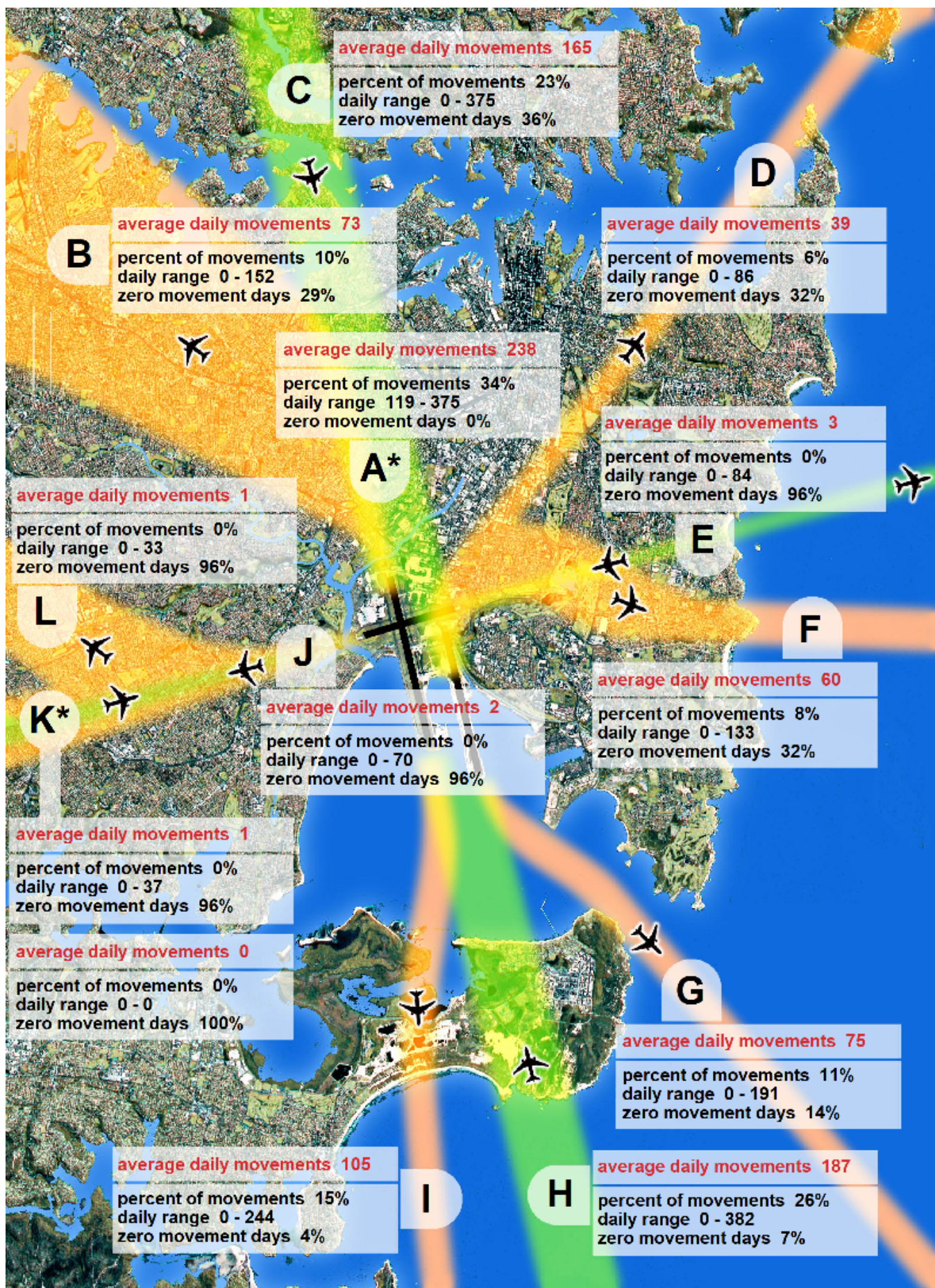
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
1/02/2019	123	56	67
5/02/2019	115	57	58
20/02/2019	108	53	55
21/02/2019	107	53	54
22/02/2019	136	65	71
25/02/2019	87	38	49
27/02/2019	75	36	39

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

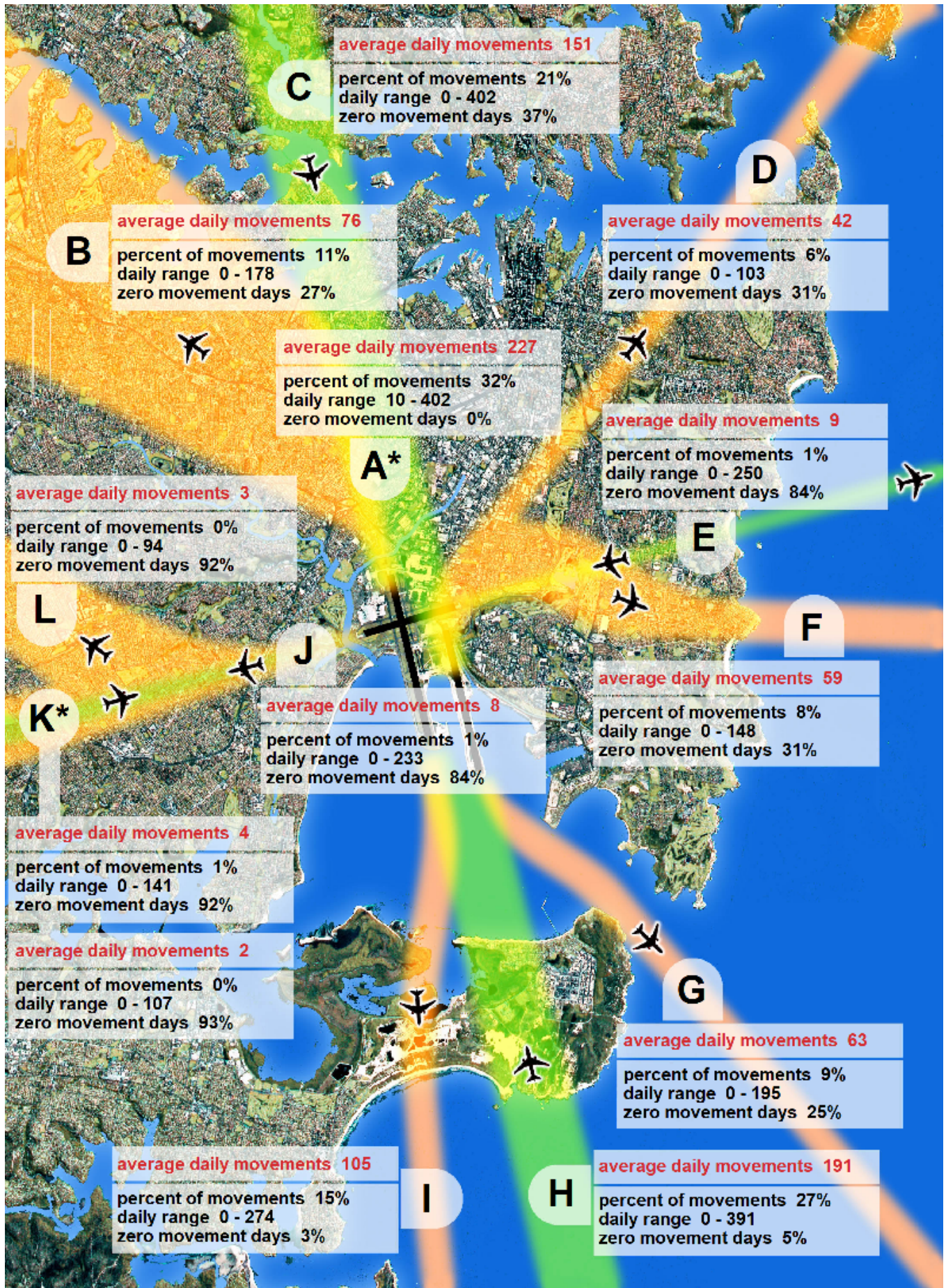
1 Feb 2019 to 28 Feb 2019, All Jets



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

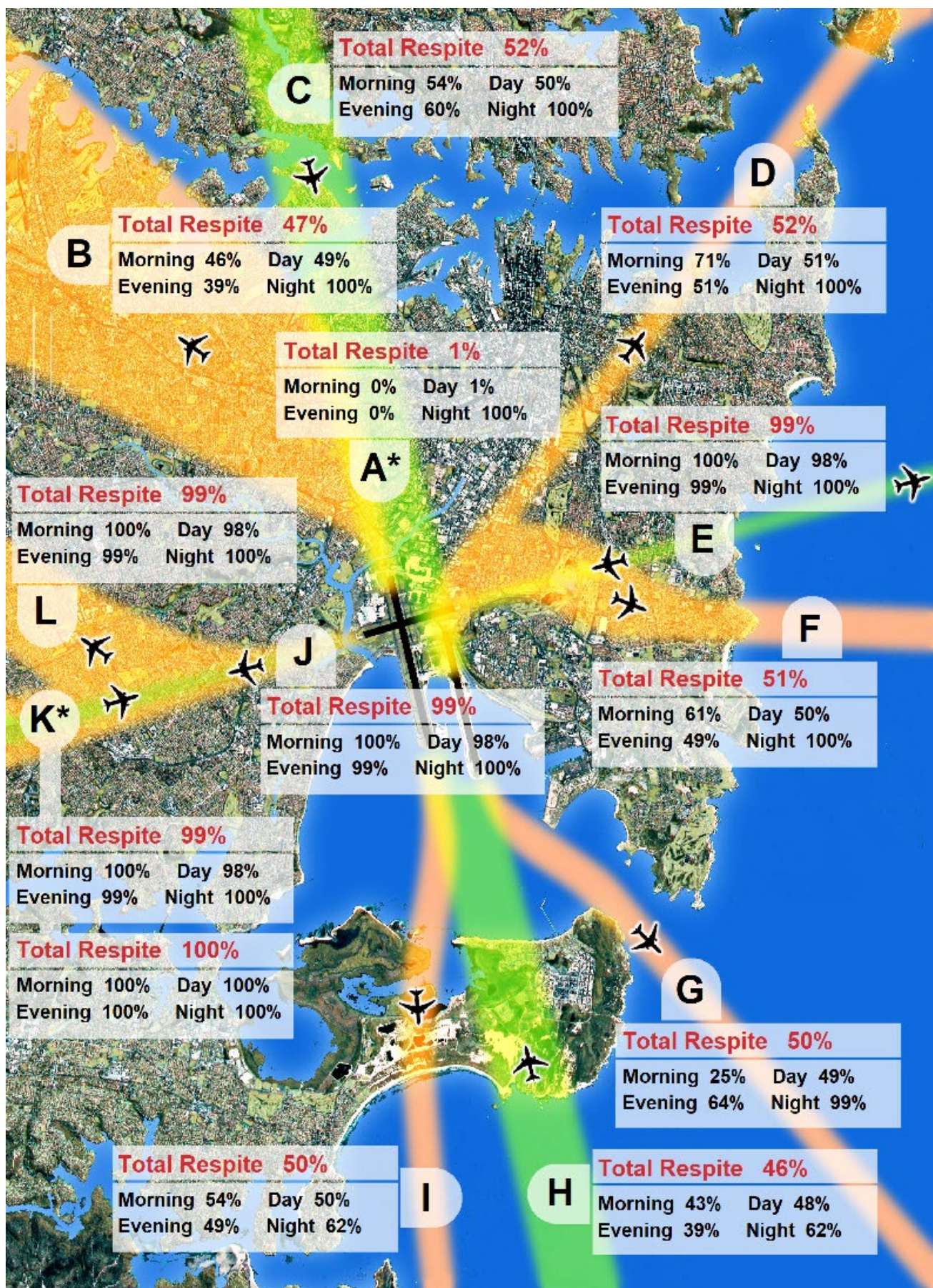
1 Mar 2018 to 28 Feb 2019, All Jets



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 2019 to 28 Feb 2019, All Jets



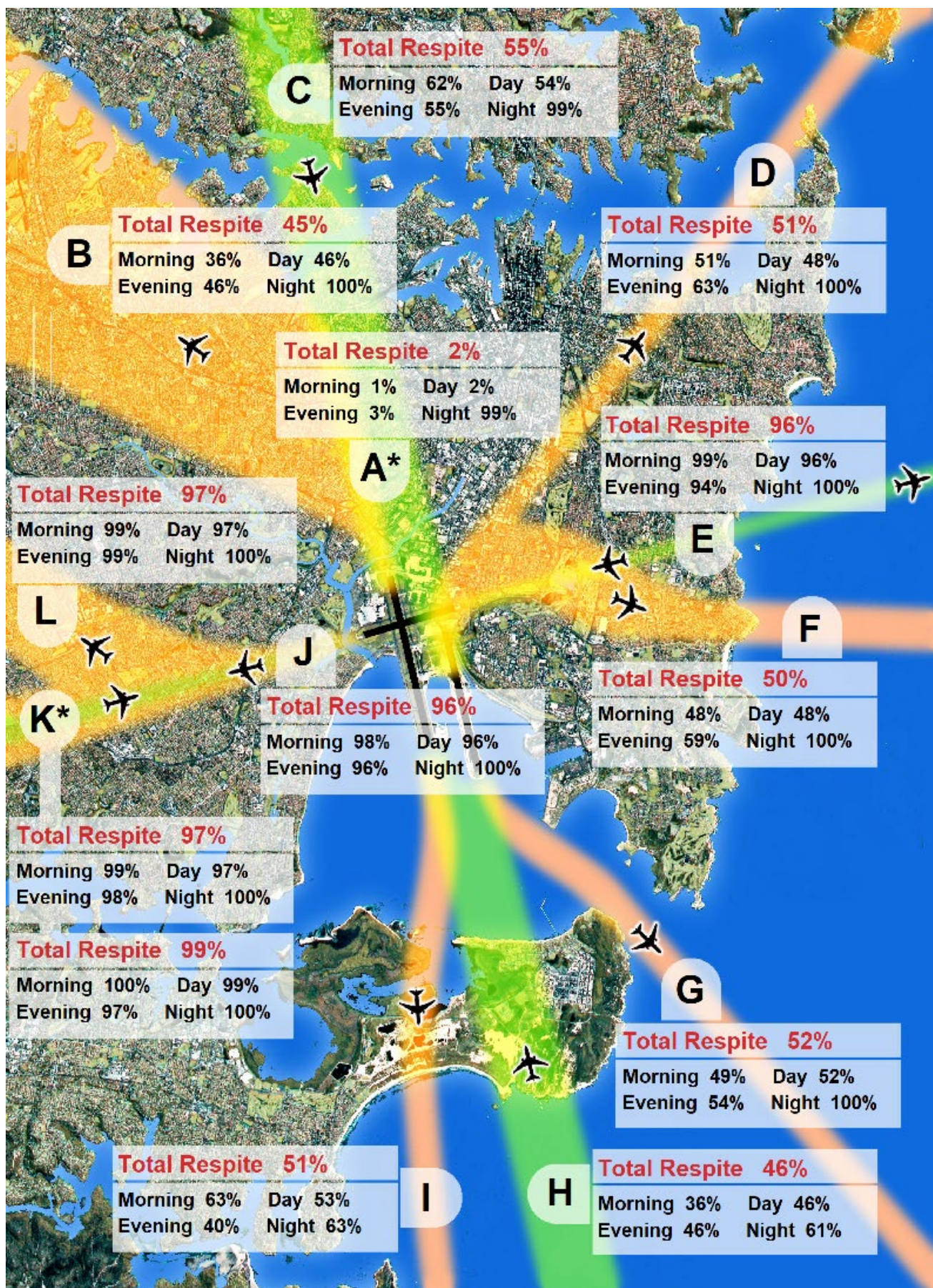
Note : Track A* is Tracks B and C combined. Track K* shows departures (top box) and arrivals (bottom box).

A respite interval is a 60 minutes 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 Mar 2018 to 28 Feb 2019, 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 minutes 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 2018 to February 2019

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 July 2018 .
	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 March 2018 .
	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 July 2018 .
	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 April 2018 .
	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 July 2018 .
	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 July 2018 and Mode 7 was in May 2018 .
	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 May 2018 , Mode 14A in March 2018 & 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 2018 to February 2019, during which there were no movements.
Morning Respite	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
Day Respite	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
Evening Respite	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
Curfew (Night)	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period.

Notes

- Propeller movements have not been taken into account.
- The information presented in the map is derived from the Airport Noise and Operations Management System (ANOMS) data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for February 2019.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2019

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 2019 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>	9,876	27.9	346	345	351
<i>Penshurst</i>	81	27.9	2	0	2
<i>Bexley</i>	134	27.9	3	1	3
<i>Sydenham</i>	5,660	27.9	202	203	196
<i>Johnston St Annandale</i>	3,249	27.9	93	83	78
<i>Church St. St Peters</i>	4,810	27.9	120	116	116
<i>Leichhardt PEMU 36</i>	3,654	27.9	124	128	110
<i>Eastlakes</i>	2,158	27.9	64	56	62
<i>Coogee</i>	321	27.9	6	3	12
<i>Kurnell</i>	2,456	27.9	82	79	92
<i>Croydon</i>	638	27.9	18	16	19
<i>Hunters Hill</i>	5,284	27.9	83	92	73

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including February 2019.

The N70 values for February 2019 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 19 PM 53 Day 261 Night 11 WE_D 290 WE_N 8	Penshurst AM 0 PM 0 Day 0 Night 0 WE_D 4 WE_N 0	Bexley AM 0 PM 0 Day 1 Night 0 WE_D 9 WE_N 0	Eastlakes AM 2 PM 7 Day 57 Night 0 WE_D 55 WE_N 0
Coogee AM 0 PM 0 Day 2 Night 0 WE_D 15 WE_N 0	Sydenham AM 10 PM 29 Day 163 Night 0 WE_D 198 WE_N 0	Leichhardt PEMU36 AM 7 PM 14 Day 97 Night 1 WE_D 136 WE_N 1	Kurnell AM 2 PM 10 Day 78 Night 0 WE_D 60 WE_N 0
Annandale AM 2 PM 8 Day 76 Night 0 WE_D 108 WE_N 0	St Peters AM 4 PM 14 Day 95 Night 0 WE_D 135 WE_N 0	Croydon AM 1 PM 4 Day 16 Night 0 WE_D 13 WE_N 0	Hunters Hull AM 7 PM 9 Day 63 Night 0 WE_D 92 WE_N 1

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.