Sydney Airport Operational Statistics

February 2013

connecting australian aviation

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2013

Total Runway Movements (excluding helicopter operations) (refer pages 5-10)

There were a total of 23,988 aircraft movements this month (daily average 856.71). Last month there were a total of 25,433 movements (daily average 820.42) and for the same month last year there were a total of 24,484 movements (daily average 844.28).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 27 days this month, Mode 9 on 11 days, Mode 10 on 15 days and Mode 12 on 1 day. Crossing runway modes (including Sodprops) were used for 12.67% 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 12)

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 34.69% - This result is above the LTOP target and above the previous month (32.02% %)

South 50.46%- This result is below the LTOP target and above the previous month (50.35%)

East 13.46% - This result is above the LTOP target and below the previous month (14.30%)

West 1.37% - This result is below the LTOP target and below the previous month (3.31%)

16 Precision Runway Monitor (PRM) Operations (refer page 14)

This procedure was used on 1, 4, 5, 11 and 12 February for a total of 10 hours and 37 minutes (ATIS time).

Noise Complaints & Information Service
Environmental Services
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Table of Contents

Preview i
Table of Contents 1
Sydney Airport Runways 2
Runway Modes of Operation 3
Preferred Runway Selection 4
Runway Movement Summary – All Aircraft 5
Runway Movement Summary – Jet Aircraft only 6
Runway Movement Summary – Non Jet Aircraft only 7
Hourly Runway Movement Summary– All Movements 8
Hourly Runway Movement Summary – Arrivals 9
Hourly Runway Movement Summary – Departures 10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2013 11
Runway End Impact 12
Daily Mode Usage 13
PRM Statistics 14
Noise Enquiry Service 15
Jet Flight Path Movements * (1 – 28 February 2013) 16
Jet Flight Path Movements * (1 March 2012 – 28 February 2013) 17
Jet Aircraft Respite (R60) * (1 – 28 February 2013) 18
Jet Aircraft Respite (R60) * (1 March 2012 – 28 February 2013) 19
Jet Flight Path Movements (Explanation) 20
Jet Aircraft Respite (R60) (Explanation) 21
Measured Daily N70 Values 22

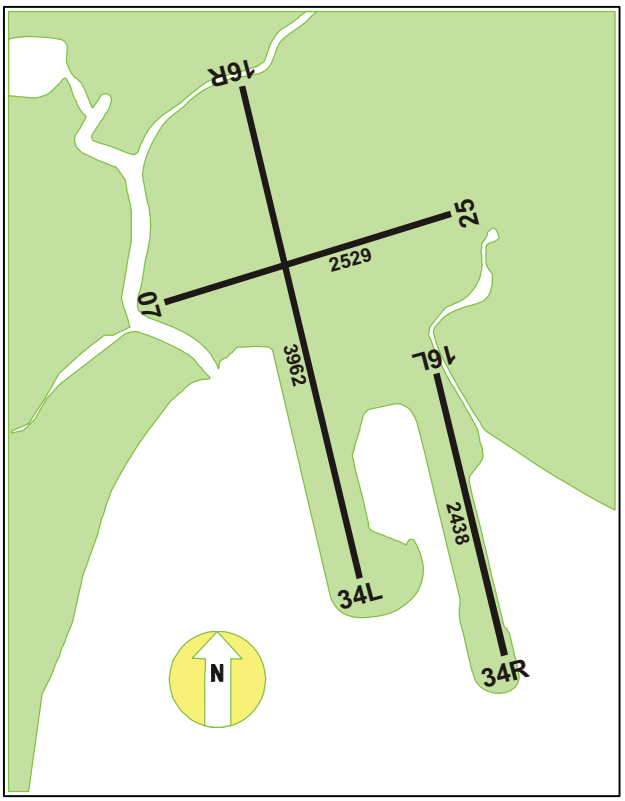
This report is available on the Internet at Airservices Australia website at

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



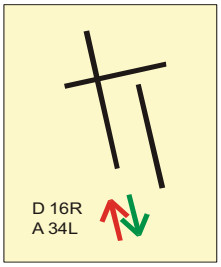
Runway numbers refer to the direction an aircraft is flying.

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)

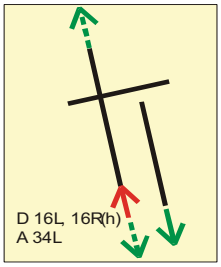
Runway Modes of Operation

Mode 1 - Curfew



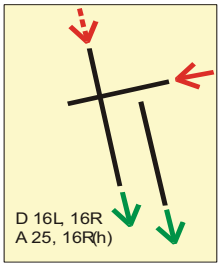
Departures to South
Arrivals from South

Sodprops



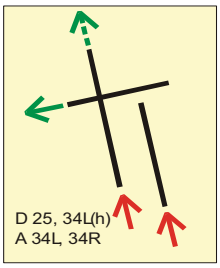
Departures to South
Arrivals from South

Mode 5



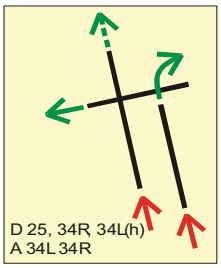
Departures to South
Arrivals from East

Mode 7



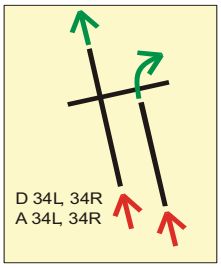
Departures to West
Arrivals from South

Mode 8



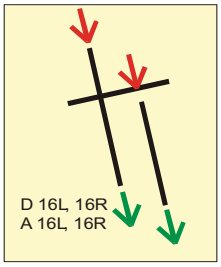
Departures to West,
East & North East
Arrivals from South

Mode 9



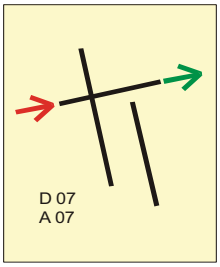
Departures to North & East
Arrivals from South

Mode 10



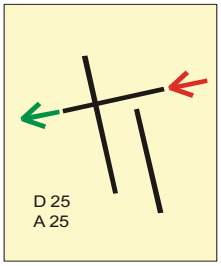
Departures to South
Arrivals from North

Mode 12

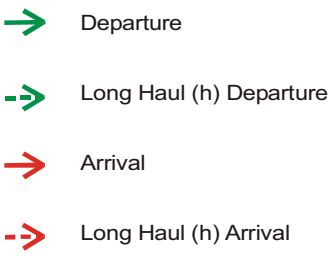


Departures to East
Arrivals from West

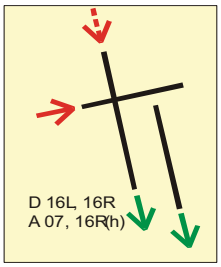
Mode 13



Departures to West
Arrivals from East



Mode 14a



Departures to South
Arrivals from West

Sydney Airport
Preferred Runway Selection

Effective from 1July 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 **0600 to 0800 Sunday**	**1.**	**SODPROPS** - Departures **16L** / Arrivals **34L**
	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 **0800 to 2200 Sunday**	**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)
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-13	0	0	0	193	153	346	247	293	540	0	0	0	14	3	17	0	0	0	0	0	0	903
02-Feb-13	0	0	0	122	104	226	218	229	447	0	0	0	0	0	0	0	0	0	0	0	0	673
03-Feb-13	1	0	1	116	107	223	200	286	486	59	1	60	1	0	1	0	0	0	0	0	0	771
04-Feb-13	1	0	1	141	127	268	188	307	495	108	3	111	2	0	2	0	0	0	0	0	0	877
05-Feb-13	63	0	63	77	102	179	115	195	310	0	0	0	132	60	192	34	68	102	0	0	0	846
06-Feb-13	0	0	0	0	3	3	1	13	14	5	0	5	277	197	474	152	224	376	0	0	0	872
07-Feb-13	0	0	0	0	12	12	0	7	7	0	0	0	304	204	508	150	231	381	0	0	0	908
08-Feb-13	2	0	2	0	0	0	0	5	5	0	0	0	298	207	505	175	255	430	0	0	0	942
09-Feb-13	3	0	3	0	0	0	0	1	1	0	1	1	244	160	404	104	179	283	0	0	0	692
10-Feb-13	1	0	1	121	94	215	175	218	393	0	1	1	75	35	110	14	57	71	0	0	0	791
11-Feb-13	0	0	0	186	134	320	224	317	541	45	1	46	2	0	2	0	0	0	0	0	0	909
12-Feb-13	1	0	1	158	128	286	269	305	574	0	0	0	5	0	5	0	0	0	0	0	0	866
13-Feb-13	3	0	3	145	128	273	190	319	509	105	0	105	4	0	4	0	0	0	0	0	0	894
14-Feb-13	0	0	0	0	12	12	2	10	12	0	1	1	314	202	516	156	243	399	0	0	0	940
15-Feb-13	2	0	2	177	153	330	233	304	537	0	0	0	56	13	69	0	0	0	0	0	0	938
16-Feb-13	0	0	0	122	98	220	194	242	436	33	0	33	1	0	1	0	0	0	0	0	0	690
17-Feb-13	1	0	1	131	124	255	211	274	485	5	1	6	44	13	57	0	0	0	0	0	0	804
18-Feb-13	0	0	0	0	55	55	1	5	6	0	0	0	307	214	521	151	182	333	0	0	0	915
19-Feb-13	1	0	1	29	30	59	35	56	91	0	0	0	229	161	390	144	183	327	0	0	0	868
20-Feb-13	0	0	0	195	120	315	237	330	567	5	0	5	7	0	7	0	0	0	0	0	0	894
21-Feb-13	6	0	6	201	155	356	242	312	554	0	0	0	10	2	12	0	0	0	0	0	0	928
22-Feb-13	1	0	1	225	144	369	244	320	564	0	0	0	3	0	3	0	0	0	0	0	0	937
23-Feb-13	221	184	405	59	36	95	71	106	177	0	0	0	0	0	0	0	0	0	0	0	0	677
24-Feb-13	1	0	1	0	0	0	0	1	1	0	0	0	251	195	446	146	220	366	0	0	0	814
25-Feb-13	0	0	0	0	0	0	0	4	4	0	0	0	283	211	494	180	251	431	0	0	0	929
26-Feb-13	0	0	0	0	0	0	0	5	5	0	0	0	298	197	495	149	238	387	0	0	0	887
27-Feb-13	1	0	1	0	0	0	0	8	8	0	0	0	293	212	505	159	249	408	0	0	0	922
28-Feb-13	0	0	0	112	69	181	127	171	298	0	11	11	133	102	235	74	102	176	0	0	0	901
Total	309	184	493	2510	2088	4598	3424	4643	8067	365	20	385	3587	2388	5975	1788	2682	4470	0	0	0	23988

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-13	0	0	0	123	114	237	199	220	419	0	0	0	12	3	15	0	0	0	0	0	0	671
02-Feb-13	0	0	0	90	81	171	186	190	376	0	0	0	0	0	0	0	0	0	0	0	0	547
03-Feb-13	0	0	0	76	76	152	162	225	387	57	0	57	0	0	0	0	0	0	0	0	0	596
04-Feb-13	0	0	0	82	89	171	158	234	392	84	0	84	1	0	1	0	0	0	0	0	0	648
05-Feb-13	44	0	44	43	76	119	98	151	249	0	0	0	109	38	147	22	54	76	0	0	0	635
06-Feb-13	0	0	0	0	3	3	1	12	13	4	0	4	220	118	338	94	187	281	0	0	0	639
07-Feb-13	0	0	0	0	12	12	0	5	5	0	0	0	244	129	373	99	194	293	0	0	0	683
08-Feb-13	1	0	1	0	0	0	0	4	4	0	0	0	236	129	365	115	215	330	0	0	0	700
09-Feb-13	0	0	0	0	0	0	0	0	0	0	0	0	204	116	320	68	153	221	0	0	0	541
10-Feb-13	0	0	0	88	68	156	136	164	300	0	0	0	67	26	93	10	50	60	0	0	0	609
11-Feb-13	0	0	0	111	95	206	185	242	427	39	0	39	2	0	2	0	0	0	0	0	0	674
12-Feb-13	0	0	0	96	86	182	223	230	453	0	0	0	4	0	4	0	0	0	0	0	0	639
13-Feb-13	2	0	2	87	88	175	154	241	395	80	0	80	4	0	4	0	0	0	0	0	0	656
14-Feb-13	0	0	0	0	12	12	0	9	9	0	0	0	247	123	370	103	201	304	0	0	0	695
15-Feb-13	0	0	0	109	113	222	186	227	413	0	0	0	51	12	63	0	0	0	0	0	0	698
16-Feb-13	0	0	0	79	76	155	162	197	359	30	0	30	1	0	1	0	0	0	0	0	0	545
17-Feb-13	1	0	1	95	91	186	163	208	371	5	0	5	43	11	54	0	0	0	0	0	0	617
18-Feb-13	0	0	0	0	45	45	0	5	5	0	0	0	238	124	362	93	154	247	0	0	0	659
19-Feb-13	1	0	1	14	28	42	30	47	77	0	0	0	185	90	275	85	145	230	0	0	0	625
20-Feb-13	0	0	0	123	79	202	189	246	435	3	0	3	5	0	5	0	0	0	0	0	0	645
21-Feb-13	4	0	4	124	109	233	193	230	423	0	0	0	8	2	10	0	0	0	0	0	0	670
22-Feb-13	0	0	0	139	108	247	204	230	434	0	0	0	3	0	3	0	0	0	0	0	0	684
23-Feb-13	172	145	317	35	29	64	65	88	153	0	0	0	0	0	0	0	0	0	0	0	0	534
24-Feb-13	0	0	0	0	0	0	0	1	1	0	0	0	207	127	334	105	188	293	0	0	0	628
25-Feb-13	0	0	0	0	0	0	0	4	4	0	0	0	223	128	351	112	206	318	0	0	0	673
26-Feb-13	0	0	0	0	0	0	0	4	4	0	0	0	235	118	353	88	194	282	0	0	0	639
27-Feb-13	1	0	1	0	0	0	0	7	7	0	0	0	223	126	349	102	207	309	0	0	0	666
28-Feb-13	0	0	0	66	46	112	107	129	236	0	9	9	106	65	171	40	83	123	0	0	0	651
Total	226	145	371	1580	1524	3104	2801	3550	6351	302	9	311	2878	1485	4363	1136	2231	3367	0	0	0	17867

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-13	0	0	0	70	39	109	48	73	121	0	0	0	2	0	2	0	0	0	0	0	0	232
02-Feb-13	0	0	0	32	23	55	32	39	71	0	0	0	0	0	0	0	0	0	0	0	0	126
03-Feb-13	1	0	1	40	31	71	38	61	99	2	1	3	1	0	1	0	0	0	0	0	0	175
04-Feb-13	1	0	1	59	38	97	30	73	103	24	3	27	1	0	1	0	0	0	0	0	0	229
05-Feb-13	19	0	19	34	26	60	17	44	61	0	0	0	23	22	45	12	14	26	0	0	0	211
06-Feb-13	0	0	0	0	0	0	0	1	1	1	0	1	57	79	136	58	37	95	0	0	0	233
07-Feb-13	0	0	0	0	0	0	0	2	2	0	0	0	60	75	135	51	37	88	0	0	0	225
08-Feb-13	1	0	1	0	0	0	0	1	1	0	0	0	62	78	140	60	40	100	0	0	0	242
09-Feb-13	3	0	3	0	0	0	0	1	1	0	1	1	40	44	84	36	26	62	0	0	0	151
10-Feb-13	1	0	1	33	26	59	39	54	93	0	1	1	8	9	17	4	7	11	0	0	0	182
11-Feb-13	0	0	0	75	39	114	39	75	114	6	1	7	0	0	0	0	0	0	0	0	0	235
12-Feb-13	1	0	1	62	42	104	46	75	121	0	0	0	1	0	1	0	0	0	0	0	0	227
13-Feb-13	1	0	1	58	40	98	36	78	114	25	0	25	0	0	0	0	0	0	0	0	0	238
14-Feb-13	0	0	0	0	0	0	2	1	3	0	1	1	67	79	146	53	42	95	0	0	0	245
15-Feb-13	2	0	2	68	40	108	47	77	124	0	0	0	5	1	6	0	0	0	0	0	0	240
16-Feb-13	0	0	0	43	22	65	32	45	77	3	0	3	0	0	0	0	0	0	0	0	0	145
17-Feb-13	0	0	0	36	33	69	48	66	114	0	1	1	1	2	3	0	0	0	0	0	0	187
18-Feb-13	0	0	0	0	10	10	1	0	1	0	0	0	69	90	159	58	28	86	0	0	0	256
19-Feb-13	0	0	0	15	2	17	5	9	14	0	0	0	44	71	115	59	38	97	0	0	0	243
20-Feb-13	0	0	0	72	41	113	48	84	132	2	0	2	2	0	2	0	0	0	0	0	0	249
21-Feb-13	2	0	2	77	46	123	49	82	131	0	0	0	2	0	2	0	0	0	0	0	0	258
22-Feb-13	1	0	1	86	36	122	40	90	130	0	0	0	0	0	0	0	0	0	0	0	0	253
23-Feb-13	49	39	88	24	7	31	6	18	24	0	0	0	0	0	0	0	0	0	0	0	0	143
24-Feb-13	1	0	1	0	0	0	0	0	0	0	0	0	44	68	112	41	32	73	0	0	0	186
25-Feb-13	0	0	0	0	0	0	0	0	0	0	0	0	60	83	143	68	45	113	0	0	0	256
26-Feb-13	0	0	0	0	0	0	0	1	1	0	0	0	63	79	142	61	44	105	0	0	0	248
27-Feb-13	0	0	0	0	0	0	0	1	1	0	0	0	70	86	156	57	42	99	0	0	0	256
28-Feb-13	0	0	0	46	23	69	20	42	62	0	2	2	27	37	64	34	19	53	0	0	0	250
Total	83	39	122	930	564	1494	623	1093	1716	63	11	74	709	903	1612	652	451	1103	0	0	0	6121

(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-13	3	0	2	1	2	0	33	70	58	61	67	58	54	40	42	37	31	58	70	61	55	57	42	1	903
02-Feb-13	0	1	0	0	0	0	21	43	47	60	54	49	54	43	40	48	42	37	47	33	24	19	11	0	673
03-Feb-13	1	0	1	0	0	0	18	38	42	47	52	46	47	40	48	63	50	62	70	55	43	25	23	0	771
04-Feb-13	0	0	0	0	1	0	34	75	64	62	68	64	53	37	47	57	52	60	67	42	37	28	26	3	877
05-Feb-13	2	1	1	2	3	0	31	77	65	61	55	58	41	42	46	52	50	59	65	51	36	22	23	3	846
06-Feb-13	2	0	1	2	1	0	29	74	60	61	62	54	50	44	49	59	46	61	64	57	42	24	26	4	872
07-Feb-13	3	0	1	2	1	0	28	78	63	60	66	57	51	45	50	61	55	60	64	56	47	30	25	5	908
08-Feb-13	1	1	1	1	2	1	33	73	68	66	63	66	50	45	52	63	57	69	67	59	45	36	21	2	942
09-Feb-13	0	1	1	0	1	0	19	52	60	61	54	56	53	41	43	47	33	40	45	31	27	17	10	0	692
10-Feb-13	0	1	0	1	2	1	17	36	45	55	50	50	52	43	48	56	49	53	61	50	43	40	35	3	791
11-Feb-13	1	0	0	0	2	0	30	75	71	75	66	65	52	37	48	57	55	58	68	53	39	31	22	4	909
12-Feb-13	4	0	0	2	2	0	29	72	70	60	63	57	49	48	51	56	44	57	62	45	43	27	22	3	866
13-Feb-13	2	0	2	2	1	0	34	76	68	67	57	58	47	39	50	63	49	65	71	47	37	27	29	3	894
14-Feb-13	2	1	2	2	3	0	32	77	59	68	67	57	56	49	53	49	51	70	68	64	44	30	31	5	940
15-Feb-13	1	0	0	3	1	0	30	71	67	61	63	65	54	46	49	62	63	59	76	64	44	37	22	0	938
16-Feb-13	0	0	0	0	0	0	18	49	63	58	55	54	54	40	45	44	34	44	41	31	24	22	13	1	690
17-Feb-13	1	0	0	0	1	0	20	41	41	52	50	52	54	40	50	57	54	62	69	61	43	34	20	2	804
18-Feb-13	1	0	0	0	0	1	29	71	68	68	72	62	57	38	44	59	55	57	71	61	39	32	26	4	915
19-Feb-13	1	0	0	2	2	0	28	74	71	60	57	56	52	41	49	50	44	63	65	59	36	29	26	3	868
20-Feb-13	4	1	2	3	1	0	30	60	54	60	60	64	57	40	45	56	58	63	67	64	44	28	29	4	894
21-Feb-13	1	0	0	2	2	0	28	64	57	64	67	65	62	44	45	58	56	57	55	70	39	40	41	11	928
22-Feb-13	2	1	0	2	3	0	24	65	55	57	63	66	70	50	43	58	53	67	59	63	58	40	36	2	937
23-Feb-13	1	0	1	0	0	0	14	41	47	59	55	43	42	46	46	37	39	32	38	40	37	31	27	1	677
24-Feb-13	0	0	1	0	0	0	10	42	36	54	57	46	56	42	50	58	56	62	64	64	51	38	25	2	814
25-Feb-13	1	1	0	0	0	0	30	69	68	76	71	62	62	43	48	54	58	61	67	57	38	32	27	4	929
26-Feb-13	2	0	0	2	3	0	29	71	64	68	61	63	47	36	48	60	47	57	69	61	40	25	27	7	887
27-Feb-13	1	0	1	3	1	0	30	66	66	75	61	58	53	45	47	58	58	61	72	62	43	30	25	6	922
28-Feb-13	4	0	0	2	2	0	26	78	69	75	60	58	49	45	46	49	54	53	50	50	43	39	42	7	901
Total	41	9	17	34	37	3	734	1778	1666	1751	1696	1609	1478	1189	1322	1528	1393	1607	1752	1511	1141	870	732	90	23988
Avg.	1.46	0.32	0.61	1.21	1.32	0.11	26.21	63.50	59.50	62.54	60.57	57.46	52.79	42.46	47.21	54.57	49.75	57.39	62.57	53.96	40.75	31.07	26.14	3.21	856.71

(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-13	1	0	1	0	1	0	15	36	27	30	36	26	21	22	23	22	22	26	30	32	31	23	29	0	454
02-Feb-13	0	1	0	0	0	0	11	26	25	23	21	27	22	25	22	26	19	22	24	17	14	12	3	0	340
03-Feb-13	1	0	1	0	0	0	11	22	18	18	26	18	17	17	22	29	26	33	37	28	24	16	13	0	377
04-Feb-13	0	0	0	0	1	0	15	37	33	32	36	31	21	18	23	27	27	29	37	18	23	19	12	1	440
05-Feb-13	1	0	1	1	2	0	9	40	31	31	32	25	17	19	25	25	24	32	30	26	21	15	12	2	421
06-Feb-13	0	0	1	1	0	0	11	39	32	31	33	25	20	22	26	25	21	32	31	28	27	14	13	3	435
07-Feb-13	1	0	1	1	0	0	10	43	31	30	32	28	21	21	30	23	28	32	36	24	28	19	12	3	454
08-Feb-13	0	0	1	0	1	1	11	42	35	30	35	32	21	20	29	25	29	39	34	26	28	22	12	2	475
09-Feb-13	0	0	1	0	1	0	11	33	28	22	27	24	26	21	25	21	18	26	21	18	15	9	4	0	351
10-Feb-13	0	0	0	1	1	1	12	21	19	23	26	19	16	19	24	25	22	30	32	29	24	23	18	1	386
11-Feb-13	0	0	0	0	1	0	13	37	40	36	35	29	21	19	28	28	23	28	35	25	26	18	12	3	457
12-Feb-13	1	0	0	1	1	0	13	35	36	28	35	30	18	23	30	22	23	31	26	25	27	15	11	2	433
13-Feb-13	0	0	2	1	0	0	13	40	32	35	30	25	19	21	25	28	26	37	35	21	24	16	15	2	447
14-Feb-13	0	1	2	1	1	0	13	40	31	32	37	29	18	24	30	20	24	39	34	29	26	21	17	3	472
15-Feb-13	0	0	0	2	0	0	11	36	34	34	33	29	19	21	27	22	32	34	42	29	25	23	15	0	468
16-Feb-13	0	0	0	0	0	0	10	31	31	20	29	24	23	22	29	20	17	27	16	16	17	11	6	1	350
17-Feb-13	1	0	0	0	0	0	14	24	13	24	27	19	20	17	26	25	24	35	34	32	21	22	14	0	392
18-Feb-13	1	0	0	0	0	1	9	39	39	32	33	32	25	19	24	25	26	31	38	24	25	18	16	2	459
19-Feb-13	0	0	0	2	0	0	10	40	38	28	29	28	24	20	23	24	18	34	35	27	23	21	12	2	438
20-Feb-13	2	0	1	2	0	0	10	28	31	33	32	28	23	19	24	28	21	35	34	31	26	21	13	2	444
21-Feb-13	0	0	0	2	0	0	8	29	31	32	31	36	27	19	24	29	26	32	30	28	26	24	23	2	459
22-Feb-13	1	0	0	1	2	0	8	32	28	30	33	33	33	22	21	30	26	32	31	31	30	26	22	1	473
23-Feb-13	1	0	1	0	0	0	6	26	27	26	26	24	20	20	19	17	19	18	21	23	21	19	17	0	351
24-Feb-13	0	0	1	0	0	0	8	25	19	15	28	19	23	19	22	29	26	36	30	30	29	23	15	1	398
25-Feb-13	1	1	0	0	0	0	12	37	40	31	36	35	20	23	24	27	29	27	36	24	24	20	15	1	463
26-Feb-13	2	0	0	2	1	0	8	35	36	31	34	30	17	17	29	28	21	31	35	30	26	15	15	4	447
27-Feb-13	0	0	1	2	0	0	9	31	38	36	35	29	18	21	22	28	26	32	38	26	26	21	12	2	453
28-Feb-13	3	0	0	1	1	0	11	42	35	33	31	32	16	21	27	22	22	27	21	25	25	24	26	1	446
Total	17	3	15	21	14	3	302	946	858	806	878	766	586	571	703	700	665	867	883	722	682	530	404	41	11983
Avg.	0.61	0.11	0.54	0.75	0.50	0.11	10.79	33.79	30.64	28.79	31.36	27.36	20.93	20.39	25.11	25.00	23.75	30.96	31.54	25.79	24.36	18.93	14.43	1.46	427.96

(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-13	2	0	1	1	1	0	18	34	31	31	31	32	33	18	19	15	9	32	40	29	24	34	13	1	449
02-Feb-13	0	0	0	0	0	0	10	17	22	37	33	22	32	18	18	22	23	15	23	16	10	7	8	0	333
03-Feb-13	0	0	0	0	0	0	7	16	24	29	26	28	30	23	26	34	24	29	33	27	19	9	10	0	394
04-Feb-13	0	0	0	0	0	0	19	38	31	30	32	33	32	19	24	30	25	31	30	24	14	9	14	2	437
05-Feb-13	1	1	0	1	1	0	22	37	34	30	23	33	24	23	21	27	26	27	35	25	15	7	11	1	425
06-Feb-13	2	0	0	1	1	0	18	35	28	30	29	29	30	22	23	34	25	29	33	29	15	10	13	1	437
07-Feb-13	2	0	0	1	1	0	18	35	32	30	34	29	30	24	20	38	27	28	28	32	19	11	13	2	454
08-Feb-13	1	1	0	1	1	0	22	31	33	36	28	34	29	25	23	38	28	30	33	33	17	14	9	0	467
09-Feb-13	0	1	0	0	0	0	8	19	32	39	27	32	27	20	18	26	15	14	24	13	12	8	6	0	341
10-Feb-13	0	1	0	0	1	0	5	15	26	32	24	31	36	24	24	31	27	23	29	21	19	17	17	2	405
11-Feb-13	1	0	0	0	1	0	17	38	31	39	31	36	31	18	20	29	32	30	33	28	13	13	10	1	452
12-Feb-13	3	0	0	1	1	0	16	37	34	32	28	27	31	25	21	34	21	26	36	20	16	12	11	1	433
13-Feb-13	2	0	0	1	1	0	21	36	36	32	27	33	28	18	25	35	23	28	36	26	13	11	14	1	447
14-Feb-13	2	0	0	1	2	0	19	37	28	36	30	28	38	25	23	29	27	31	34	35	18	9	14	2	468
15-Feb-13	1	0	0	1	1	0	19	35	33	27	30	36	35	25	22	40	31	25	34	35	19	14	7	0	470
16-Feb-13	0	0	0	0	0	0	8	18	32	38	26	30	31	18	16	24	17	17	25	15	7	11	7	0	340
17-Feb-13	0	0	0	0	1	0	6	17	28	28	23	33	34	23	24	32	30	27	35	29	22	12	6	2	412
18-Feb-13	0	0	0	0	0	0	20	32	29	36	39	30	32	19	20	34	29	26	33	37	14	14	10	2	456
19-Feb-13	1	0	0	0	2	0	18	34	33	32	28	28	28	21	26	26	26	29	30	32	13	8	14	1	430
20-Feb-13	2	1	1	1	1	0	20	32	23	27	28	36	34	21	21	28	37	28	33	33	18	7	16	2	450
21-Feb-13	1	0	0	0	2	0	20	35	26	32	36	29	35	25	21	29	30	25	25	42	13	16	18	9	469
22-Feb-13	1	1	0	1	1	0	16	33	27	27	30	33	37	28	22	28	27	35	28	32	28	14	14	1	464
23-Feb-13	0	0	0	0	0	0	8	15	20	33	29	19	22	26	27	20	20	14	17	17	16	12	10	1	326
24-Feb-13	0	0	0	0	0	0	2	17	17	39	29	27	33	23	28	29	30	26	34	34	22	15	10	1	416
25-Feb-13	0	0	0	0	0	0	18	32	28	45	35	27	42	20	24	27	29	34	31	33	14	12	12	3	466
26-Feb-13	0	0	0	0	2	0	21	36	28	37	27	33	30	19	19	32	26	26	34	31	14	10	12	3	440
27-Feb-13	1	0	0	1	1	0	21	35	28	39	26	29	35	24	25	30	32	29	34	36	17	9	13	4	469
28-Feb-13	1	0	0	1	1	0	15	36	34	42	29	26	33	24	19	27	32	26	29	25	18	15	16	6	455
Total	24	6	2	13	23	0	432	832	808	945	818	843	892	618	619	828	728	740	869	789	459	340	328	49	12005
Avg.	0.86	0.21	0.07	0.46	0.82	0.00	15.43	29.71	28.86	33.75	29.21	30.11	31.86	22.07	22.11	29.57	26.00	26.43	31.04	28.18	16.39	12.14	11.71	1.75	428.75

(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.

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-13	07:00	00:07	00:49	-	-	-	-	16:02	-	-	-	-	-
02-Feb-13	07:00	00:29	-	-	-	-	-	16:29	-	-	-	-	-
03-Feb-13	07:00	00:12	-	04:01	-	-	-	12:45	-	-	-	-	-
04-Feb-13	07:00	00:16	-	05:42	-	-	-	11:00	-	-	-	-	-
05-Feb-13	07:00	00:19	02:29	-	-	-	04:07	07:22	-	-	02:39	-	-
06-Feb-13	07:00	00:19	-	00:42	-	-	15:57	-	-	-	-	-	-
07-Feb-13	07:00	00:18	00:47	-	-	-	15:53	-	-	-	-	-	-
08-Feb-13	07:00	00:29	-	-	-	-	16:29	-	-	-	-	-	-
09-Feb-13	07:00	00:37	-	-	-	-	16:21	-	-	-	-	-	-
10-Feb-13	07:00	00:04	-	-	-	-	04:34	12:20	-	-	-	-	-
11-Feb-13	07:00	-	-	03:22	-	-	-	13:37	-	-	-	-	-
12-Feb-13	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
13-Feb-13	07:00	-	-	06:04	-	-	-	10:55	-	-	-	-	-
14-Feb-13	07:00	00:19	00:45	-	-	-	15:54	-	-	-	-	-	-
15-Feb-13	07:00	00:27	02:12	-	-	-	-	14:19	-	-	-	-	-
16-Feb-13	07:00	00:22	-	02:55	-	-	-	13:41	-	-	-	-	-
17-Feb-13	07:00	00:15	02:12	00:38	-	-	-	13:52	-	-	-	-	-
18-Feb-13	07:00	00:18	03:33	-	-	-	13:07	-	-	-	-	-	-
19-Feb-13	07:00	00:24	00:40	-	-	-	13:37	02:17	-	-	-	-	-
20-Feb-13	07:00	00:18	-	00:35	-	-	-	16:05	-	-	-	-	-
21-Feb-13	07:00	-	00:49	-	-	-	-	16:10	-	-	-	-	-
22-Feb-13	07:00	00:05	-	-	-	-	-	16:53	-	-	-	-	-
23-Feb-13	07:00	00:15	-	-	-	-	-	05:34	11:09	-	-	-	-
24-Feb-13	07:00	00:17	-	-	-	-	16:41	-	-	-	-	-	-
25-Feb-13	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
26-Feb-13	07:00	00:12	-	-	-	-	16:46	-	-	-	-	-	-
27-Feb-13	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
28-Feb-13	07:00	00:02	-	-	00:50	-	06:19	09:47	-	-	-	-	-
Total	**196:00**	**7:13**	**14:19**	**24:03**	**0:50**	**00:00**	**189:24**	**226:17**	**11:09**	**00:00**	**2:39**	**00:00**	**00:00**
% Used		**1.52%**	**3.01%**	**5.05%**	**0.18%**	**0.00%**	**39.79%**	**47.54%**	**2.34%**	**0.00%**	**0.56%**	**0.00%**	**0.00%**

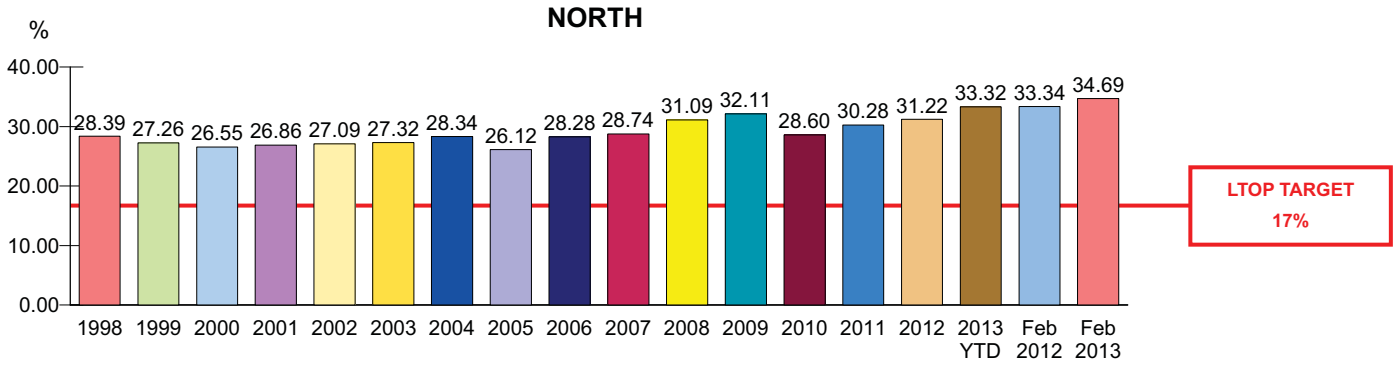
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

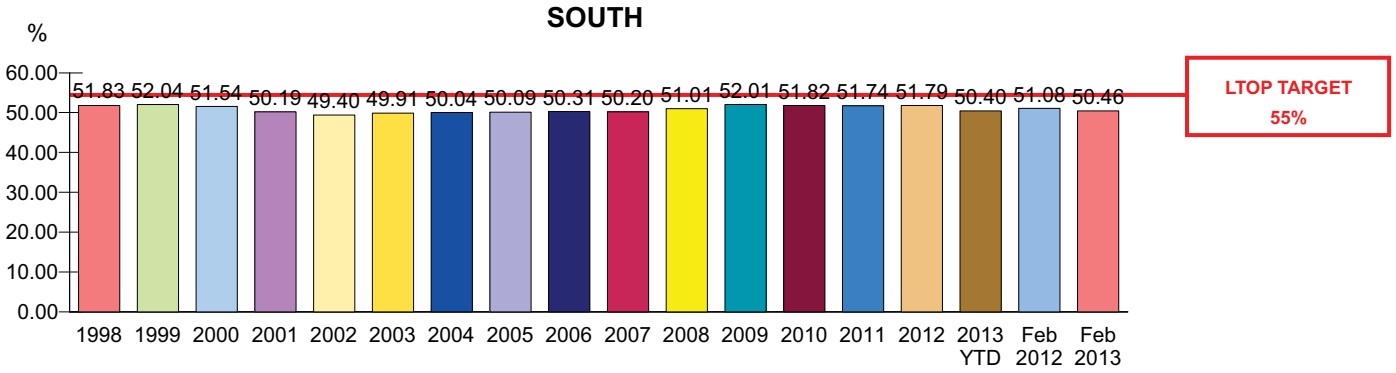
Cumulative Mode Utilisation from 1 January 2013

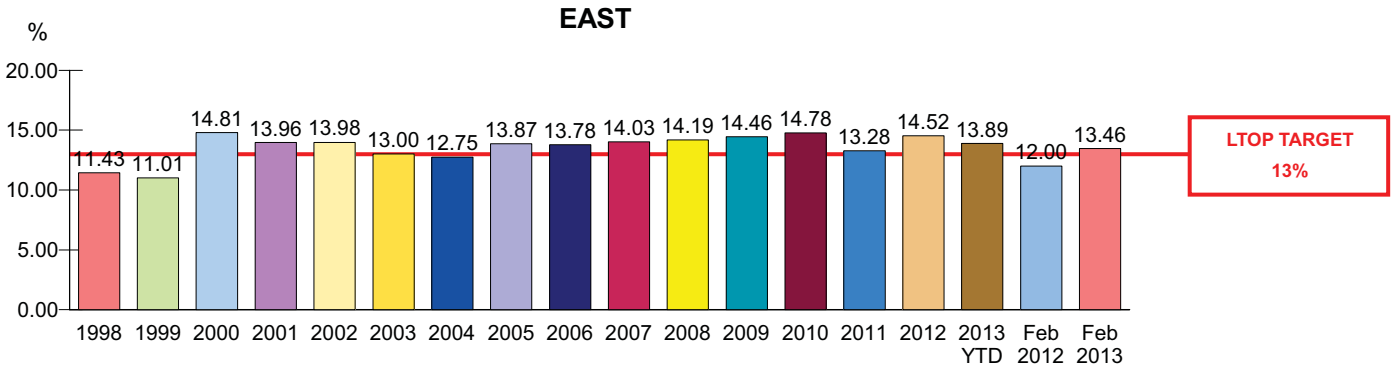
Time	**1.68%**	**3.19%**	**3.05%**	**0.36%**	**0.00%**	**43.79%**	**42.52%**	**2.55%**	**0.00%**	**2.88%**	**0.00%**	**0.00%**
Movements	**0.40%**	**2.24%**	**1.79%**	**0.20%**	**0.00%**	**46.10%**	**44.83%**	**2.05%**	**0.00%**	**2.39%**	**0.00%**	**0.00%**

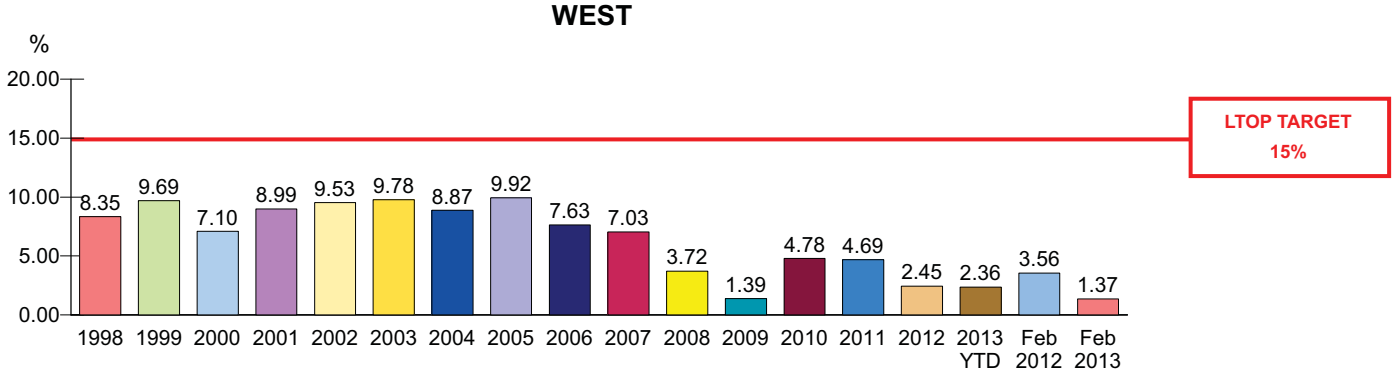
Runway End Impact to 28 February 2013

Includes comparisons with annual figures for 1998 to 2012, 2013 Year to Date, current month this year and corresponding month last year.

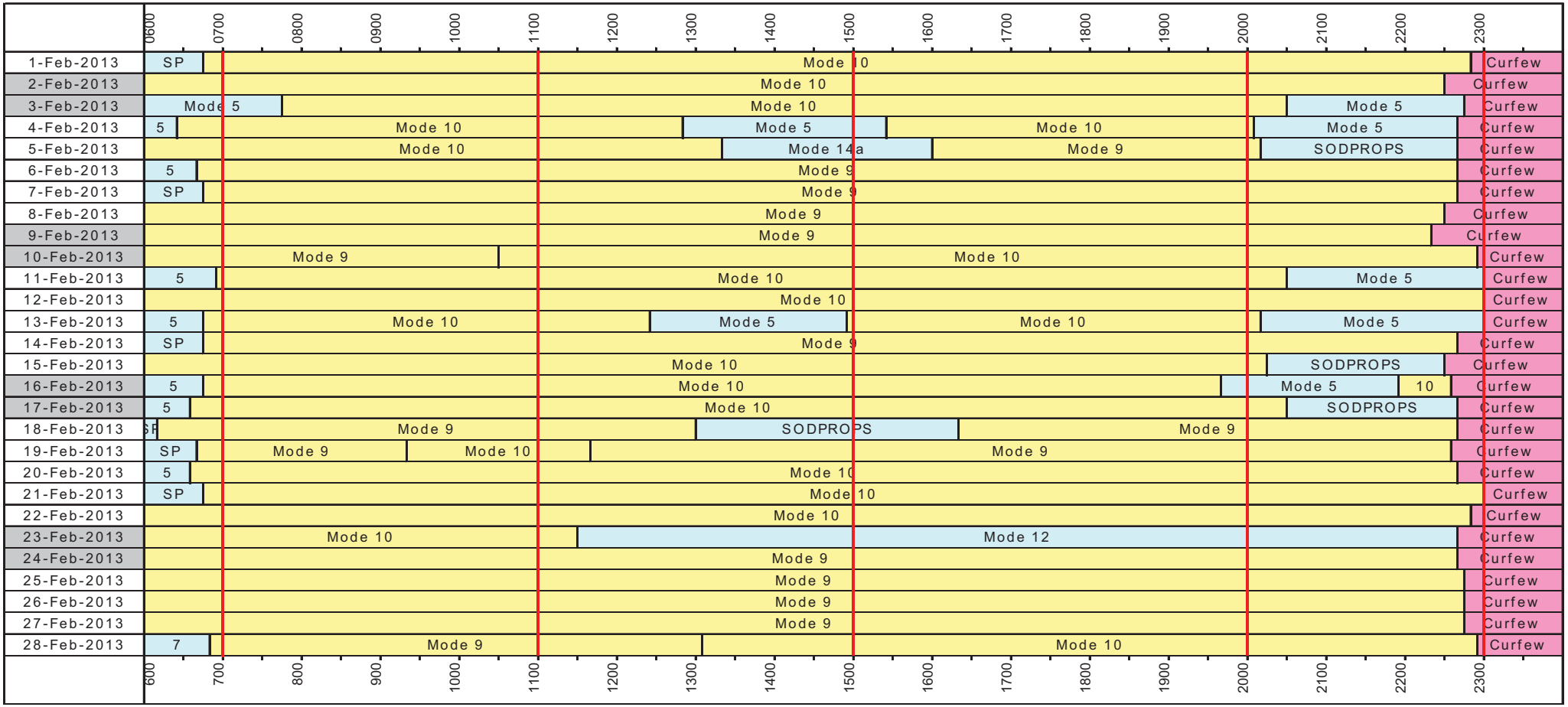








Sydney Airport - Daily Mode Usage



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 2013**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
1/02/2013	06:51	08:10	1:19
4/02/2013	06:56	08:15	1:19
5/02/2013	06:46	09:40	2:54
11/02/2013	06:44	09:19	2:35
12/02/2013	06:42	08:15	1:33
12/02/2013	09:50	10:47	0:57

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

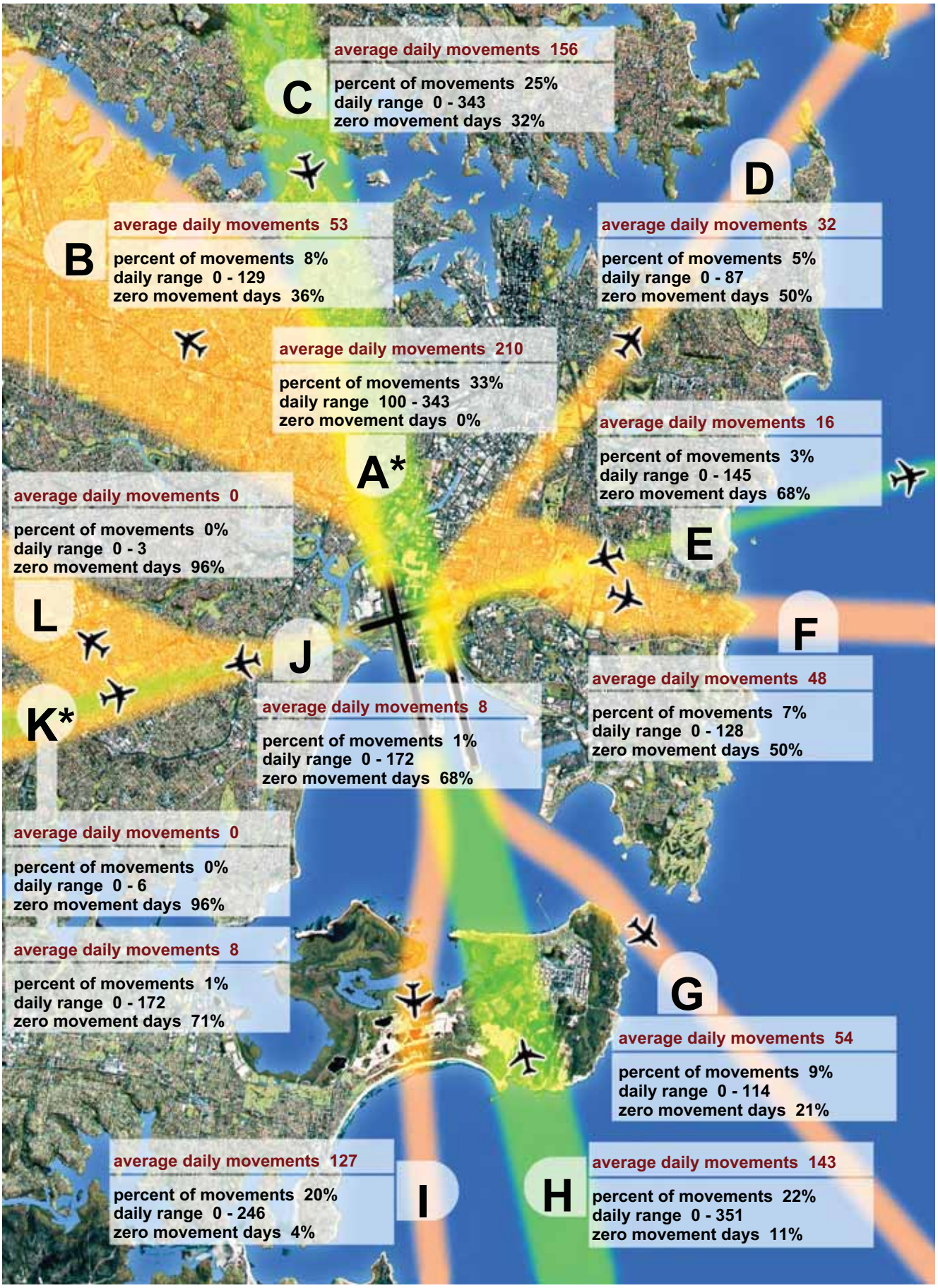
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
1/02/2013	46	18	28
4/02/2013	48	23	25
5/02/2013	95	39	56
11/02/2013	90	41	49
12/02/2013	84	34	50

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

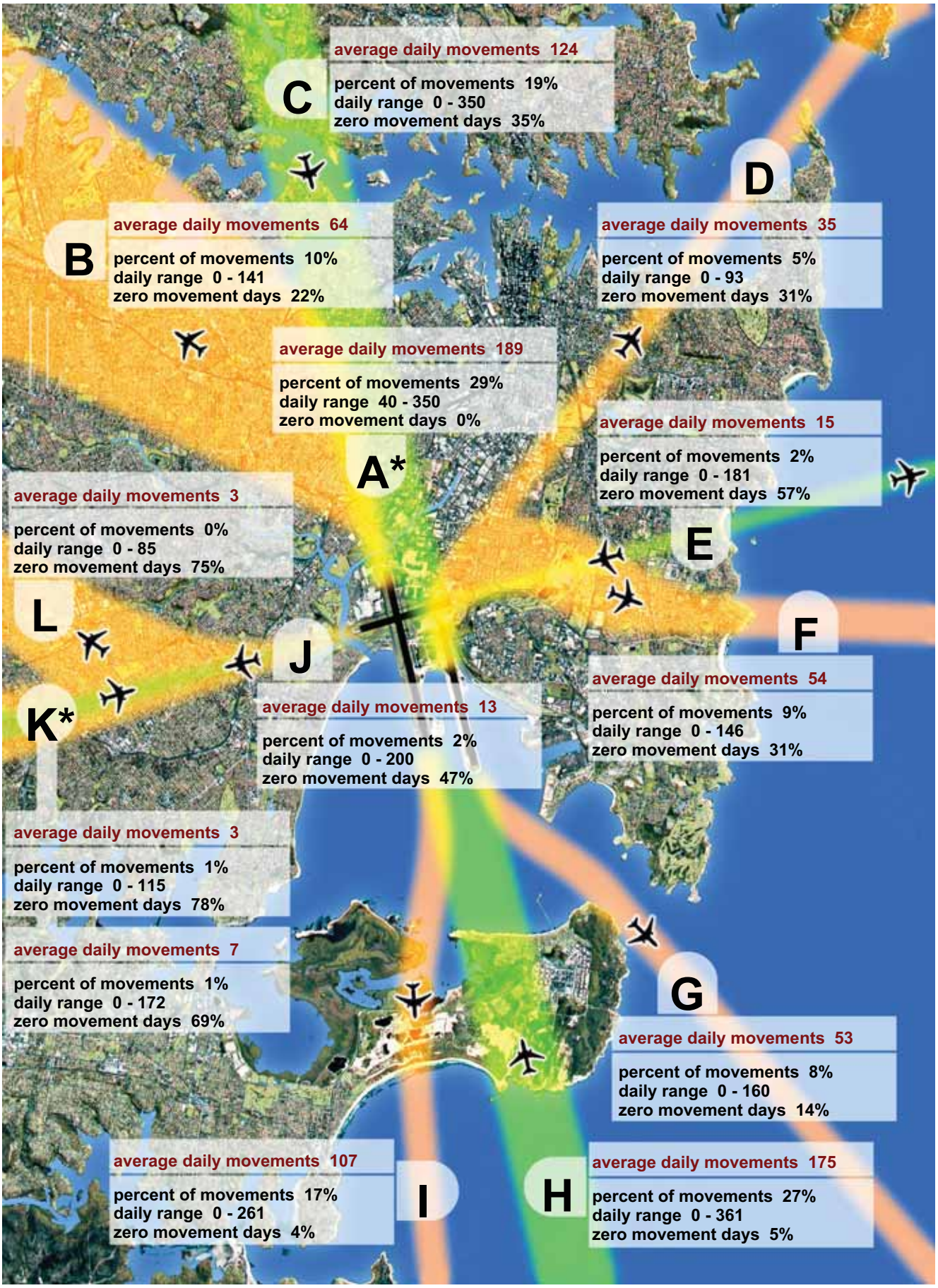
1 Feb 2013 to 28 Feb 2013, All Jets



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

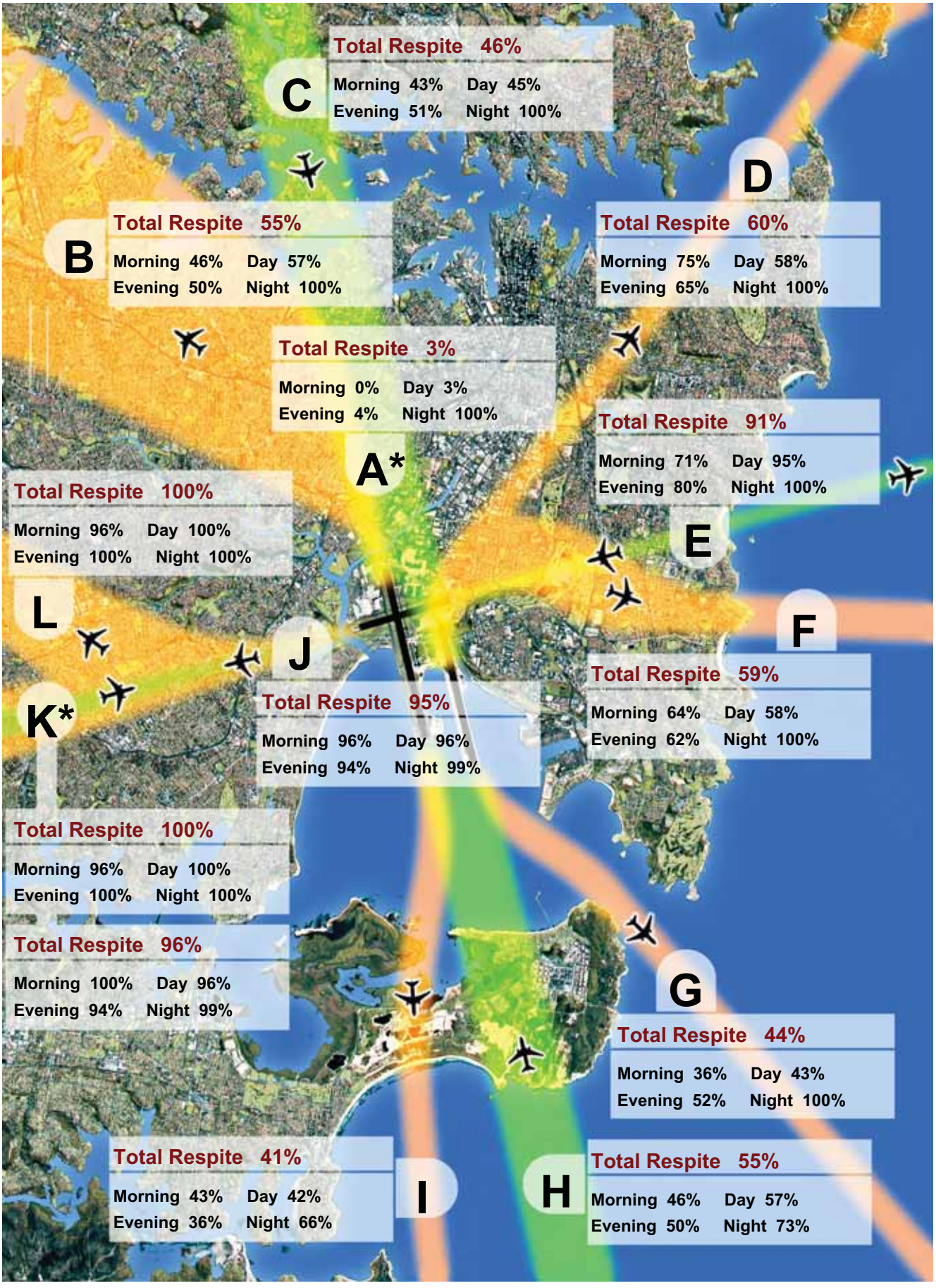
1 March 2012 to 28 Feb 2013, All Jets



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 2013 to 28 Feb 2013, All Jets



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

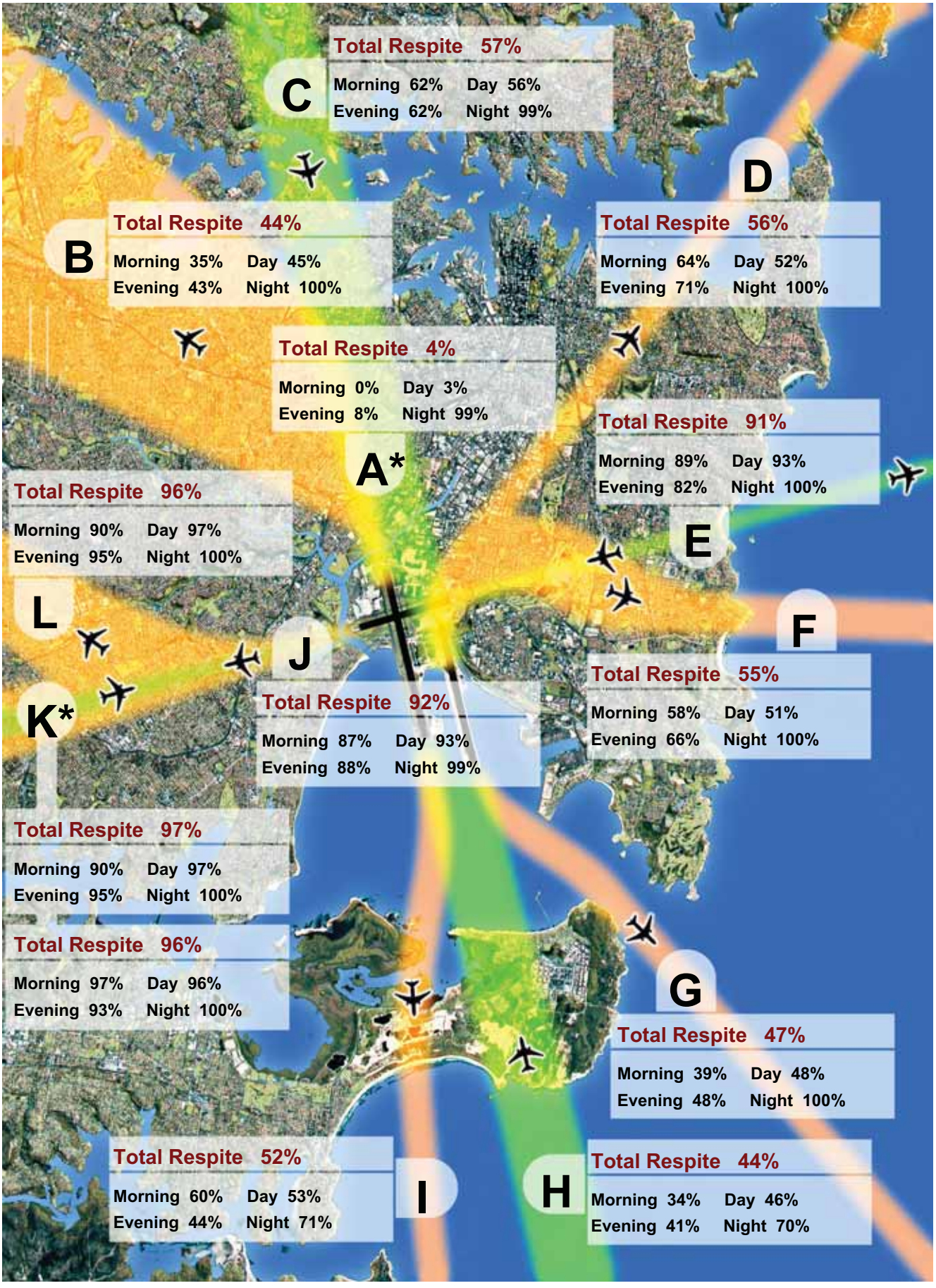
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2012 to 28 Feb 2013, 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 2012 to February 2013

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 August 2012.
	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 November 2012.
	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 August 2012.
	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 May 2012.
	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 August 2012.
	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 August 2012 and Mode 7 was in July 2012.
	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 2012, Mode 14A in January 2013 & 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 2012 to February 2013, during which there were no movements.

Morning Respite is based on the above criteria for the period 6am to 7am for all 7 days of the week.

Day Respite is based on the above criteria for the period 7am to 8pm for all 7 days of the week.

Evening Respite is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.

Curfew (Night) is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 56**%. This means that over the period **March 2012 to February 2013 for 56%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for February 2013.

Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2013

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 2013 along with the Daily N70 values for the three months up to and including February are given in Table 1.

Location	***CNE Feb***	***Operational Days Feb***	***N70 Feb***	***N70 Jan***	***N70 Dec***
Threshold rwy 34	*9,615*	27.9	334	331	335
Penshurst	*397*	27.9	11	26	16
Bexley	*367*	27.9	12	27	21
Sydenham	*4,965*	27.9	177	168	179
Johnston St.Annandale	*3,193*	27.8	86	64	78
Church St. St Peters	*4,131*	27.9	105	97	110
Leichhardt PEMU 36	*3,560*	27.9	122	100	116
Eastlakes	*2,094*	27.9	67	60	57
Coogee	*599*	27.9	18	8	14
Kurnell	*2,342*	27.9	64	71	66
Croydon	*439*	27.9	12	15	12
Hunters Hill	*5,558*	27.9	87	72	85

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including February 2013.

The N70 values for February 2013 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	12	PM	46
Day	268	Night	9
WE_D	275	WE_N	5

Penshurst			
AM	0	PM	0
Day	3	Night	0
WE_D	27	WE_N	0

Bexley			
AM	1	PM	1
Day	4	Night	0
WE_D	28	WE_N	0

Eastlakes			
AM	4	PM	13
Day	56	Night	0
WE_D	54	WE_N	0

Coogee			
AM	2	PM	8
Day	8	Night	0
WE_D	14	WE_N	0

Sydenham			
AM	4	PM	20
Day	150	Night	0
WE_D	182	WE_N	0

Leichhardt PEMU36			
AM	3	PM	12
Day	96	Night	0
WE_D	148	WE_N	0

Kurnell			
AM	1	PM	7
Day	68	Night	0
WE_D	36	WE_N	0

Annandale			
AM	0	PM	7
Day	70	Night	0
WE_D	109	WE_N	0

St Peters			
AM	1	PM	9
Day	87	Night	0
WE_D	128	WE_N	0

Croydon			
AM	1	PM	2
Day	10	Night	0
WE_D	8	WE_N	0

Hunters Hill			
AM	3	PM	7
Day	65	Night	0
WE_D	114	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.