

Sydney Airport Operational Statistics

January 2016

PREVIEW

Sydney Airport Operational Statistics Report Preview

January 2016

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

There were a total of 26,633 aircraft movements this month (daily average 859.13). Last month there were a total of 28,019 movements (daily average 903.84) and for the same month last year there were a total of 25,871 movements (daily average 834.55).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 30 days this month, Mode 9 on 15 days and Mode 10 on 15 days. Crossing runway modes (including Sodprops) were used for 10.37% 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 34.78% - This result is above the LTOP target and above the previous month (31.58%)

South 50.84% - This result is below the LTOP target and below the previous month (51.24%)

East 12.89% - This result is below the LTOP target and below the previous month (15.11%)

West 1.49% - This result is below the LTOP target and below the previous month (2.07%)

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

This procedure was used on 6, 7, 15, 22, and 25 of January for a total of 13 hours and 3 minutes (ATIS time).

Noise Complaints & Information Service Airservices Australia

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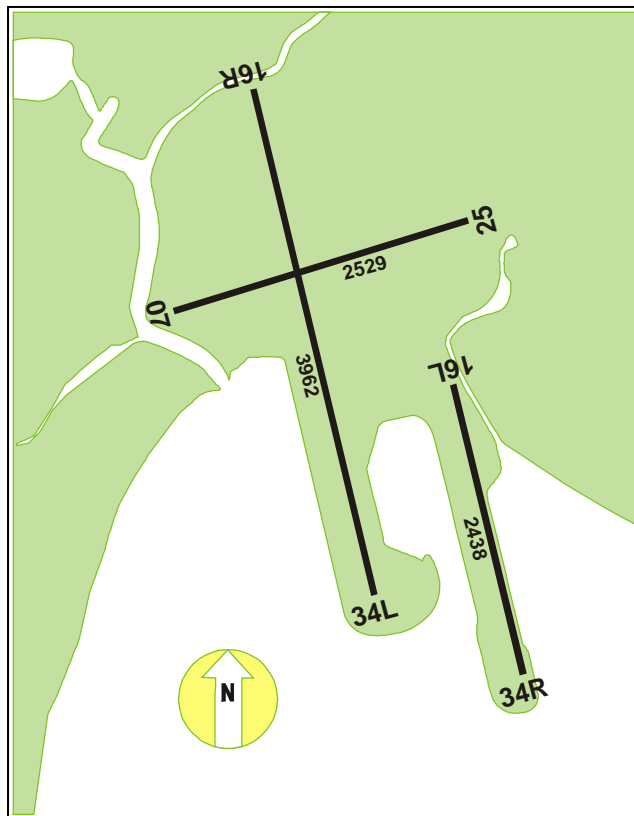
This report is available on the Internet at Airservices Australia website at

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

Sydney Airport Runways



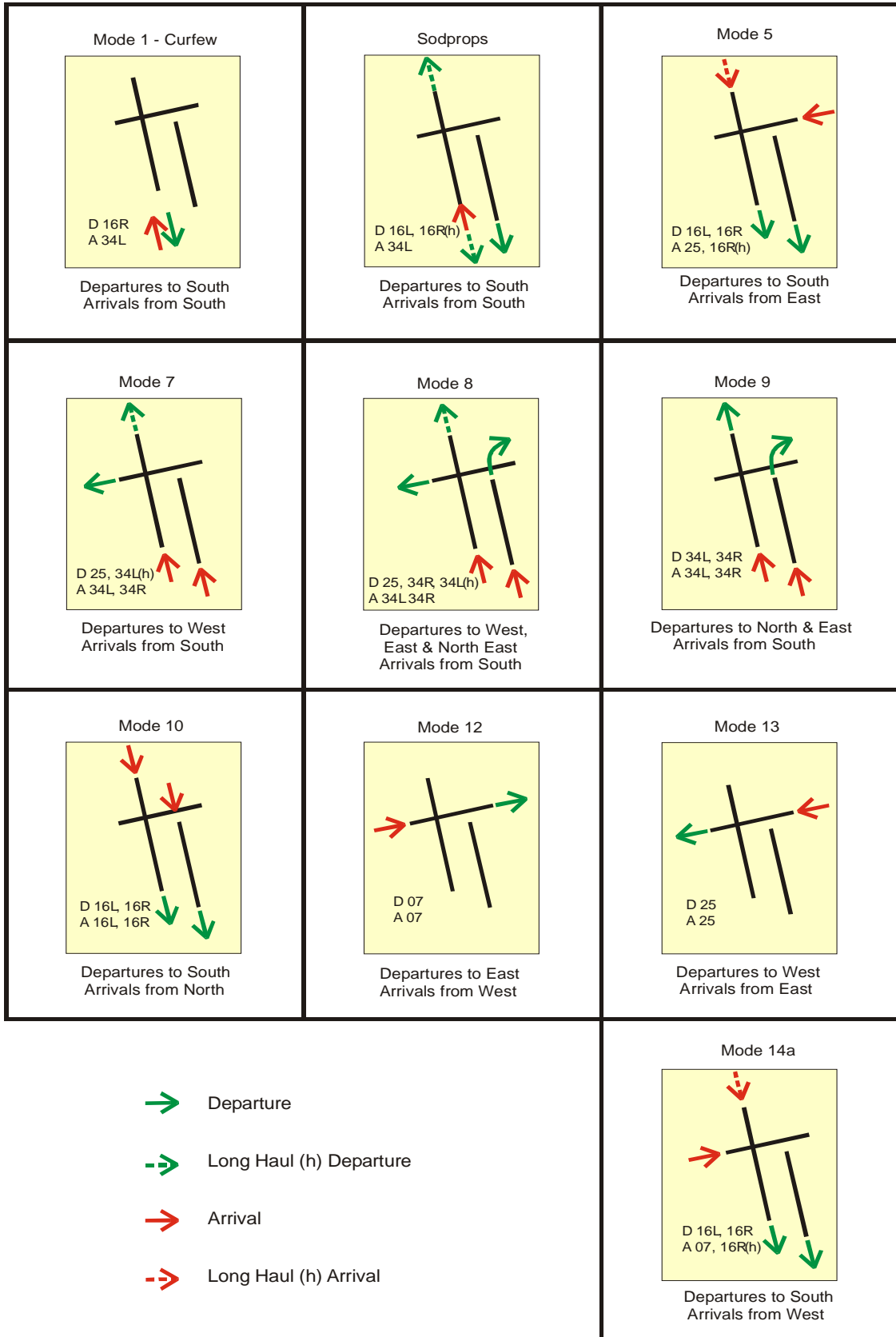
Runway numbers refer to the direction an aircraft is flying.

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

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

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

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jan-2016	0	0	0	12	12	24	16	11	27	0	13	13	245	174	419	122	191	313	0	0	0	796
02-Jan-2016	20	0	20	128	131	259	189	231	420	0	0	0	51	12	63	12	28	40	0	0	0	802
03-Jan-2016	54	0	54	161	185	346	224	268	492	1	0	1	3	0	3	0	0	0	0	0	0	896
04-Jan-2016	11	0	11	172	158	330	250	286	536	0	0	0	4	0	4	0	0	0	0	0	0	881
05-Jan-2016	0	0	0	176	126	302	226	282	508	0	0	0	6	0	6	0	0	0	0	0	0	816
06-Jan-2016	0	0	0	175	144	319	238	273	511	0	0	0	2	0	2	0	0	0	0	0	0	832
07-Jan-2016	0	0	0	165	157	322	252	278	530	20	0	20	4	0	4	0	0	0	0	0	0	876
08-Jan-2016	18	0	18	159	177	336	261	274	535	0	0	0	12	2	14	0	0	0	0	0	0	903
09-Jan-2016	0	0	0	0	0	0	0	1	1	0	0	0	257	173	430	130	205	335	0	0	0	766
10-Jan-2016	1	0	1	0	17	17	1	3	4	0	0	0	294	189	483	136	229	365	0	0	0	870
11-Jan-2016	5	0	5	0	13	13	0	2	2	0	0	0	273	201	474	166	232	398	0	0	0	892
12-Jan-2016	1	0	1	127	100	227	187	237	424	0	0	0	81	36	117	38	61	99	0	0	0	868
13-Jan-2016	2	0	2	38	33	71	54	63	117	6	0	6	216	158	374	118	186	304	0	0	0	874
14-Jan-2016	0	0	0	83	66	149	107	124	231	0	0	0	159	126	285	95	121	216	0	0	0	881
15-Jan-2016	0	0	0	192	174	366	269	287	556	0	0	0	0	0	0	0	0	0	0	0	0	922
16-Jan-2016	122	0	122	97	119	216	160	255	415	5	0	5	0	0	0	0	0	0	0	0	0	758
17-Jan-2016	35	0	35	136	192	328	219	245	464	36	0	36	1	0	1	0	0	0	0	0	0	864
18-Jan-2016	0	0	0	0	49	49	1	8	9	0	0	0	313	202	515	143	199	342	0	0	0	915
19-Jan-2016	0	0	0	0	13	13	0	9	9	0	0	0	293	181	474	142	226	368	0	0	0	864
20-Jan-2016	5	0	5	26	28	54	41	52	93	0	0	0	231	168	399	135	191	326	0	0	0	877
21-Jan-2016	1	0	1	19	33	52	28	39	67	1	0	1	241	164	405	157	205	362	0	0	0	888
22-Jan-2016	0	0	0	110	108	218	144	167	311	0	0	0	133	87	220	98	132	230	0	0	0	979
23-Jan-2016	1	0	1	132	130	262	236	243	479	19	2	21	2	0	2	0	0	0	0	0	0	765
24-Jan-2016	1	0	1	145	153	298	227	265	492	43	0	43	2	0	2	0	0	0	0	0	0	836
25-Jan-2016	17	0	17	148	154	302	226	247	473	9	0	9	12	11	23	3	5	8	0	0	0	832
26-Jan-2016	51	0	51	0	8	8	4	39	43	0	11	11	219	163	382	152	206	358	0	0	0	853
27-Jan-2016	1	0	1	0	0	0	0	4	4	0	14	14	261	195	456	196	244	440	0	0	0	915
28-Jan-2016	0	0	0	0	0	0	0	12	12	0	0	0	290	192	482	188	271	459	0	0	0	953
29-Jan-2016	1	0	1	41	41	82	78	80	158	4	0	4	192	144	336	135	195	330	0	0	0	911
30-Jan-2016	9	0	9	136	122	258	205	227	432	13	0	13	2	0	2	0	0	0	0	0	0	714
31-Jan-2016	0	0	0	54	65	119	79	78	157	0	0	0	193	131	324	84	150	234	0	0	0	834
Total	356	0	356	2632	2708	5340	3922	4590	8512	157	40	197	3992	2709	6701	2250	3277	5527	0	0	0	26633

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-Jan-2016	0	0	0	6	10	16	15	10	25	0	11	11	216	141	357	98	168	266	0	0	0	675
02-Jan-2016	18	0	18	102	109	211	159	191	350	0	0	0	44	6	50	9	24	33	0	0	0	662
03-Jan-2016	50	0	50	123	150	273	190	221	411	1	0	1	0	0	0	0	0	0	0	0	0	735
04-Jan-2016	11	0	11	115	120	235	220	235	455	0	0	0	2	0	2	0	0	0	0	0	0	703
05-Jan-2016	0	0	0	126	97	223	202	236	438	0	0	0	4	0	4	0	0	0	0	0	0	665
06-Jan-2016	0	0	0	133	115	248	204	224	428	0	0	0	1	0	1	0	0	0	0	0	0	677
07-Jan-2016	0	0	0	118	123	241	210	225	435	20	0	20	4	0	4	0	0	0	0	0	0	700
08-Jan-2016	11	0	11	121	143	264	220	219	439	0	0	0	10	1	11	0	0	0	0	0	0	725
09-Jan-2016	0	0	0	0	0	0	0	0	0	0	0	0	226	136	362	92	179	271	0	0	0	633
10-Jan-2016	0	0	0	0	16	16	0	1	1	0	0	0	258	147	405	103	198	301	0	0	0	723
11-Jan-2016	4	0	4	0	12	12	0	2	2	0	0	0	237	143	380	111	200	311	0	0	0	709
12-Jan-2016	1	0	1	88	75	163	155	195	350	0	0	0	74	24	98	24	48	72	0	0	0	684
13-Jan-2016	0	0	0	28	21	49	49	45	94	6	0	6	177	120	297	82	162	244	0	0	0	690
14-Jan-2016	0	0	0	62	53	115	92	101	193	0	0	0	140	91	231	56	99	155	0	0	0	694
15-Jan-2016	0	0	0	134	137	271	231	227	458	0	0	0	0	0	0	0	0	0	0	0	0	729
16-Jan-2016	105	0	105	69	92	161	132	214	346	5	0	5	0	0	0	0	0	0	0	0	0	617
17-Jan-2016	35	0	35	107	158	265	179	199	378	31	0	31	0	0	0	0	0	0	0	0	0	709
18-Jan-2016	0	0	0	0	41	41	0	6	6	0	0	0	263	142	405	97	172	269	0	0	0	721
19-Jan-2016	0	0	0	0	12	12	0	8	8	0	0	0	251	132	383	94	191	285	0	0	0	688
20-Jan-2016	4	0	4	22	26	48	40	48	88	0	0	0	193	115	308	91	161	252	0	0	0	700
21-Jan-2016	0	0	0	9	32	41	25	37	62	1	0	1	213	115	328	109	169	278	0	0	0	710
22-Jan-2016	0	0	0	81	86	167	121	136	257	0	0	0	116	58	174	67	114	181	0	0	0	779
23-Jan-2016	1	0	1	101	104	205	204	207	411	16	0	16	1	0	1	0	0	0	0	0	0	634
24-Jan-2016	0	0	0	110	120	230	198	223	421	38	0	38	0	0	0	0	0	0	0	0	0	689
25-Jan-2016	16	0	16	102	121	223	188	198	386	9	0	9	12	11	23	3	5	8	0	0	0	665
26-Jan-2016	48	0	48	0	8	8	3	35	38	0	11	11	186	111	297	99	170	269	0	0	0	671
27-Jan-2016	1	0	1	0	0	0	0	4	4	0	14	14	228	138	366	136	211	347	0	0	0	732
28-Jan-2016	0	0	0	0	0	0	0	8	8	0	0	0	249	133	382	128	232	360	0	0	0	750
29-Jan-2016	1	0	1	28	35	63	64	65	129	1	0	1	167	98	265	89	163	252	0	0	0	711
30-Jan-2016	9	0	9	101	101	202	172	186	358	13	0	13	0	0	0	0	0	0	0	0	0	582
31-Jan-2016	0	0	0	38	56	94	66	56	122	0	0	0	170	101	271	65	127	192	0	0	0	679
Total	315	0	315	1924	2173	4097	3339	3762	7101	141	36	177	3442	1963	5405	1553	2793	4346	0	0	0	21441

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-Jan-2016	0	0	0	6	2	8	1	1	2	0	2	2	29	33	62	24	23	47	0	0	0	121
02-Jan-2016	2	0	2	26	22	48	30	40	70	0	0	0	7	6	13	3	4	7	0	0	0	140
03-Jan-2016	4	0	4	38	35	73	34	47	81	0	0	0	3	0	3	0	0	0	0	0	0	161
04-Jan-2016	0	0	0	57	38	95	30	51	81	0	0	0	2	0	2	0	0	0	0	0	0	178
05-Jan-2016	0	0	0	50	29	79	24	46	70	0	0	0	2	0	2	0	0	0	0	0	0	151
06-Jan-2016	0	0	0	42	29	71	34	49	83	0	0	0	1	0	1	0	0	0	0	0	0	155
07-Jan-2016	0	0	0	47	34	81	42	53	95	0	0	0	0	0	0	0	0	0	0	0	0	176
08-Jan-2016	7	0	7	38	34	72	41	55	96	0	0	0	2	1	3	0	0	0	0	0	0	178
09-Jan-2016	0	0	0	0	0	0	0	1	1	0	0	0	31	37	68	38	26	64	0	0	0	133
10-Jan-2016	1	0	1	0	1	1	1	2	3	0	0	0	36	42	78	33	31	64	0	0	0	147
11-Jan-2016	1	0	1	0	1	1	0	0	0	0	0	0	36	58	94	55	32	87	0	0	0	183
12-Jan-2016	0	0	0	39	25	64	32	42	74	0	0	0	7	12	19	14	13	27	0	0	0	184
13-Jan-2016	2	0	2	10	12	22	5	18	23	0	0	0	39	38	77	36	24	60	0	0	0	184
14-Jan-2016	0	0	0	21	13	34	15	23	38	0	0	0	19	35	54	39	22	61	0	0	0	187
15-Jan-2016	0	0	0	58	37	95	38	60	98	0	0	0	0	0	0	0	0	0	0	0	0	193
16-Jan-2016	17	0	17	28	27	55	28	41	69	0	0	0	0	0	0	0	0	0	0	0	0	141
17-Jan-2016	0	0	0	29	34	63	40	46	86	5	0	5	1	0	1	0	0	0	0	0	0	155
18-Jan-2016	0	0	0	0	8	8	1	2	3	0	0	0	50	60	110	46	27	73	0	0	0	194
19-Jan-2016	0	0	0	0	1	1	0	1	1	0	0	0	42	49	91	48	35	83	0	0	0	176
20-Jan-2016	1	0	1	4	2	6	1	4	5	0	0	0	38	53	91	44	30	74	0	0	0	177
21-Jan-2016	1	0	1	10	1	11	3	2	5	0	0	0	28	49	77	48	36	84	0	0	0	178
22-Jan-2016	0	0	0	29	22	51	23	31	54	0	0	0	17	29	46	31	18	49	0	0	0	200
23-Jan-2016	0	0	0	31	26	57	32	36	68	3	2	5	1	0	1	0	0	0	0	0	0	131
24-Jan-2016	1	0	1	35	33	68	29	42	71	5	0	5	2	0	2	0	0	0	0	0	0	147
25-Jan-2016	1	0	1	46	33	79	38	49	87	0	0	0	0	0	0	0	0	0	0	0	0	167
26-Jan-2016	3	0	3	0	0	0	1	4	5	0	0	0	33	52	85	53	36	89	0	0	0	182
27-Jan-2016	0	0	0	0	0	0	0	0	0	0	0	0	33	57	90	60	33	93	0	0	0	183
28-Jan-2016	0	0	0	0	0	0	0	4	4	0	0	0	41	59	100	60	39	99	0	0	0	203
29-Jan-2016	0	0	0	13	6	19	14	15	29	3	0	3	25	46	71	46	32	78	0	0	0	200
30-Jan-2016	0	0	0	35	21	56	33	41	74	0	0	0	2	0	2	0	0	0	0	0	0	132
31-Jan-2016	0	0	0	16	9	25	13	22	35	0	0	0	23	30	53	19	23	42	0	0	0	155
Total	41	0	41	708	535	1243	583	828	1411	16	4	20	550	746	1296	697	484	1181	0	0	0	5192

(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-Jan-2016	0	1	0	1	0	0	28	42	53	57	60	46	66	44	52	46	54	54	51	44	42	29	24	2	796
02-Jan-2016	2	1	0	0	1	0	22	48	67	57	70	65	60	46	46	57	42	49	47	43	33	27	17	2	802
03-Jan-2016	0	1	0	1	1	0	24	37	54	53	68	62	57	43	57	61	56	69	61	62	51	38	38	2	896
04-Jan-2016	0	0	0	0	1	2	32	60	64	64	66	66	63	38	50	51	57	47	57	60	39	29	31	4	881
05-Jan-2016	5	0	1	2	3	0	32	52	58	59	61	59	58	38	44	46	42	52	48	47	42	34	30	3	816
06-Jan-2016	2	2	0	1	2	0	25	51	59	69	63	58	56	45	46	49	48	54	54	46	37	28	35	2	832
07-Jan-2016	1	2	0	2	3	0	30	55	63	59	72	54	59	44	50	54	52	56	62	48	41	29	36	4	876
08-Jan-2016	2	1	1	2	1	1	30	53	65	60	75	53	63	49	63	52	50	64	65	46	52	32	22	1	903
09-Jan-2016	2	1	0	0	0	0	25	51	63	61	67	63	57	48	50	48	36	43	42	37	32	25	14	1	766
10-Jan-2016	1	0	2	0	0	1	21	38	52	57	62	53	52	49	52	51	53	65	64	70	55	39	33	0	870
11-Jan-2016	1	0	0	0	0	0	32	66	69	60	73	62	61	41	51	58	36	60	58	61	38	27	35	3	892
12-Jan-2016	3	2	1	1	1	2	30	64	54	61	69	59	57	48	48	50	44	55	55	50	45	31	32	6	868
13-Jan-2016	2	1	1	1	1	2	29	60	66	58	74	61	55	44	50	53	52	58	55	48	39	29	30	5	874
14-Jan-2016	3	0	0	3	2	0	32	67	64	58	75	58	53	40	54	9	38	62	54	68	45	38	46	12	881
15-Jan-2016	0	0	0	0	1	1	34	56	57	65	72	61	62	47	55	52	57	56	63	59	54	35	32	3	922
16-Jan-2016	1	0	1	0	0	1	25	45	62	64	69	57	56	49	52	38	44	40	41	34	36	26	17	0	758
17-Jan-2016	1	0	0	0	0	0	21	39	47	59	63	56	61	47	60	53	53	67	69	59	46	37	26	0	864
18-Jan-2016	0	2	0	2	0	0	34	66	65	64	67	62	64	45	49	53	56	62	55	54	43	30	35	7	915
19-Jan-2016	3	1	0	2	2	1	33	66	68	61	63	55	58	42	50	48	42	59	60	45	42	32	28	3	864
20-Jan-2016	2	0	2	1	2	0	28	68	70	60	56	59	60	38	52	49	54	55	57	51	45	36	29	3	877
21-Jan-2016	2	0	0	3	3	0	34	62	68	64	64	58	65	43	47	52	55	47	18	48	49	49	46	11	888
22-Jan-2016	2	2	2	3	2	2	31	58	68	70	68	60	66	50	54	55	57	57	56	70	58	51	36	1	979
23-Jan-2016	0	0	1	0	0	1	24	46	59	69	72	57	57	55	45	48	39	40	42	37	28	28	15	2	765
24-Jan-2016	0	0	1	1	1	1	18	38	45	60	61	53	56	47	60	56	56	58	62	57	42	34	28	1	836
25-Jan-2016	1	0	0	0	0	1	29	61	58	62	68	60	62	41	47	57	46	52	57	48	36	21	25	0	832
26-Jan-2016	0	2	0	0	1	2	25	57	52	53	63	52	61	46	57	52	45	64	63	57	36	36	28	1	853
27-Jan-2016	0	0	1	1	0	0	29	69	70	73	67	56	58	51	48	52	45	58	55	58	43	41	37	3	915
28-Jan-2016	3	2	0	2	1	0	34	67	73	59	72	62	59	50	46	56	59	61	60	65	42	40	33	7	953
29-Jan-2016	2	2	1	3	2	1	28	62	67	62	67	67	55	26	29	77	67	56	52	56	52	43	34	0	911
30-Jan-2016	1	0	0	0	0	1	22	50	61	63	65	58	64	41	49	41	34	13	40	27	33	29	21	1	714
31-Jan-2016	0	1	1	0	0	0	19	28	36	55	61	58	57	43	51	58	47	73	74	60	45	33	34	0	834
Total	42	24	16	32	31	20	860	1682	1877	1896	2073	1810	1838	1378	1564	1582	1516	1706	1697	1615	1321	1036	927	90	26633
Avg.	1.35	0.77	0.52	1.03	1.00	0.65	27.74	54.26	60.55	61.16	66.87	58.39	59.29	44.45	50.45	51.03	48.90	55.03	54.74	52.10	42.61	33.42	29.90	2.90	859.13

(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-Jan-2016	0	1	0	1	0	0	14	25	29	26	29	22	25	21	23	20	31	31	24	20	26	14	12	1	395
02-Jan-2016	2	0	0	0	1	0	17	25	32	24	31	32	24	22	24	29	19	28	20	27	21	14	7	1	400
03-Jan-2016	0	1	0	0	1	0	16	21	27	25	30	27	18	21	25	32	27	33	33	30	34	20	21	1	443
04-Jan-2016	0	0	0	0	1	2	16	31	31	30	31	32	25	19	27	23	25	23	33	29	27	13	16	3	437
05-Jan-2016	1	0	0	1	2	0	17	29	30	27	31	31	22	18	19	20	24	26	23	28	25	16	15	3	408
06-Jan-2016	0	0	0	1	1	0	14	29	29	35	34	31	18	19	19	24	24	30	27	24	24	13	19	0	415
07-Jan-2016	0	1	0	2	1	0	14	30	32	32	36	29	22	20	25	21	27	29	36	25	26	17	14	2	441
08-Jan-2016	1	0	1	1	1	0	13	28	33	33	34	26	23	25	30	23	28	37	31	21	32	17	12	0	450
09-Jan-2016	1	1	0	0	0	0	16	29	34	27	29	34	19	27	24	23	21	26	17	23	17	13	5	1	387
10-Jan-2016	1	0	0	0	0	1	15	23	29	24	25	25	18	22	23	26	28	37	32	30	34	20	19	0	432
11-Jan-2016	1	0	0	0	0	0	15	39	34	29	34	31	23	18	25	27	14	34	39	24	22	13	20	2	444
12-Jan-2016	0	1	0	1	0	1	16	35	25	30	35	32	21	25	22	20	25	27	32	25	27	18	14	2	434
13-Jan-2016	0	1	1	0	1	1	13	32	35	32	33	31	18	22	24	23	27	29	29	25	27	15	12	3	434
14-Jan-2016	0	0	0	2	1	0	14	37	29	33	40	29	16	21	26	7	21	31	27	29	25	27	29	0	444
15-Jan-2016	0	0	0	0	1	1	13	28	35	35	34	32	22	21	27	24	26	28	34	27	34	20	18	1	461
16-Jan-2016	1	0	0	0	0	1	18	22	33	28	32	30	24	24	27	23	21	23	15	22	21	13	6	0	384
17-Jan-2016	1	0	0	0	0	0	13	25	21	25	29	28	22	24	26	24	27	38	32	29	28	22	13	0	427
18-Jan-2016	0	0	0	2	0	0	17	37	31	34	29	34	25	19	24	23	31	31	30	24	30	16	17	3	457
19-Jan-2016	0	1	0	2	0	1	13	39	32	32	34	24	23	23	24	20	23	34	30	21	29	16	12	2	435
20-Jan-2016	0	0	2	0	1	0	12	40	38	31	28	27	20	19	23	23	27	29	33	20	30	21	12	2	438
21-Jan-2016	0	0	0	2	1	0	14	38	33	33	31	33	26	18	20	24	26	23	7	27	32	32	24	3	447
22-Jan-2016	0	1	1	3	0	1	14	31	37	38	29	31	25	26	27	23	27	30	32	31	33	26	19	0	485
23-Jan-2016	0	0	0	0	0	1	17	26	32	33	34	25	27	25	23	26	22	22	17	23	16	14	6	1	390
24-Jan-2016	0	0	1	1	1	0	11	22	25	27	29	22	20	24	27	28	26	32	32	31	25	19	14	1	418
25-Jan-2016	0	0	0	0	0	1	14	36	29	28	31	38	23	16	19	27	22	29	35	22	22	10	13	0	415
26-Jan-2016	0	0	0	0	1	2	12	34	23	25	32	26	20	26	25	23	26	33	37	25	22	20	13	1	426
27-Jan-2016	0	0	1	0	0	0	12	40	38	36	30	31	21	23	20	23	22	36	34	24	25	21	20	1	458
28-Jan-2016	1	0	0	2	0	0	14	34	43	29	38	32	21	24	22	25	28	33	31	31	26	27	15	2	478
29-Jan-2016	0	1	1	3	0	0	13	33	36	32	27	33	26	13	14	37	32	25	27	27	28	24	19	0	451
30-Jan-2016	1	0	0	0	0	1	13	29	30	28	29	34	26	22	28	21	17	7	21	15	19	14	9	1	365
31-Jan-2016	0	1	0	0	0	0	12	15	16	30	26	31	18	19	23	30	22	44	34	25	27	20	17	0	410
Total	11	10	8	24	15	14	442	942	961	931	974	923	681	666	735	742	766	918	884	784	814	565	462	37	13309
Avg.	0.35	0.32	0.26	0.77	0.48	0.45	14.26	30.39	31.00	30.03	31.42	29.77	21.97	21.48	23.71	23.94	24.71	29.61	28.52	25.29	26.26	18.23	14.90	1.19	429.32

(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-Jan-2016	0	0	0	0	0	0	14	17	24	31	31	24	41	23	29	26	23	23	27	24	16	15	12	1	401
02-Jan-2016	0	1	0	0	0	0	5	23	35	33	39	33	36	24	22	28	23	21	27	16	12	13	10	1	402
03-Jan-2016	0	0	0	1	0	0	8	16	27	28	38	35	39	22	32	29	29	36	28	32	17	18	17	1	453
04-Jan-2016	0	0	0	0	0	0	16	29	33	34	35	34	38	19	23	28	32	24	24	31	12	16	15	1	444
05-Jan-2016	4	0	1	1	1	0	15	23	28	32	30	28	36	20	25	26	18	26	25	19	17	18	15	0	408
06-Jan-2016	2	2	0	0	1	0	11	22	30	34	29	27	38	26	27	25	24	24	27	22	13	15	16	2	417
07-Jan-2016	1	1	0	0	2	0	16	25	31	27	36	25	37	24	25	33	25	27	26	23	15	12	22	2	435
08-Jan-2016	1	1	0	1	0	1	17	25	32	27	41	27	40	24	33	29	22	27	34	25	20	15	10	1	453
09-Jan-2016	1	0	0	0	0	0	9	22	29	34	38	29	38	21	26	25	15	17	25	14	15	12	9	0	379
10-Jan-2016	0	0	2	0	0	0	6	15	23	33	37	28	34	27	29	25	25	28	32	40	21	19	14	0	438
11-Jan-2016	0	0	0	0	0	0	17	27	35	31	39	31	38	23	26	31	22	26	19	37	16	14	15	1	448
12-Jan-2016	3	1	1	0	1	1	14	29	29	31	34	27	36	23	26	30	19	28	23	25	18	13	18	4	434
13-Jan-2016	2	0	0	1	0	1	16	28	31	26	41	30	37	22	26	30	25	29	26	23	12	14	18	2	440
14-Jan-2016	3	0	0	1	1	0	18	30	35	25	35	29	37	19	28	2	17	31	27	39	20	11	17	12	437
15-Jan-2016	0	0	0	0	0	0	21	28	22	30	38	29	40	26	28	28	31	28	29	32	20	15	14	2	461
16-Jan-2016	0	0	1	0	0	0	7	23	29	36	37	27	32	25	25	15	23	17	26	12	15	13	11	0	374
17-Jan-2016	0	0	0	0	0	0	8	14	26	34	34	28	39	23	34	29	26	29	37	30	18	15	13	0	437
18-Jan-2016	0	2	0	0	0	0	17	29	34	30	38	28	39	26	25	30	25	31	25	30	13	14	18	4	458
19-Jan-2016	3	0	0	0	2	0	20	27	36	29	29	31	35	19	26	28	19	25	30	24	13	16	16	1	429
20-Jan-2016	2	0	0	1	1	0	16	28	32	29	28	32	40	19	29	26	27	26	24	31	15	15	17	1	439
21-Jan-2016	2	0	0	1	2	0	20	24	35	31	33	25	39	25	27	28	29	24	11	21	17	17	22	8	441
22-Jan-2016	2	1	1	0	2	1	17	27	31	32	39	29	41	24	27	32	30	27	24	39	25	25	17	1	494
23-Jan-2016	0	0	1	0	0	0	7	20	27	36	38	32	30	30	22	22	17	18	25	14	12	14	9	1	375
24-Jan-2016	0	0	0	0	0	1	7	16	20	33	32	31	36	23	33	28	30	26	30	26	17	15	14	0	418
25-Jan-2016	1	0	0	0	0	0	15	25	29	34	37	22	39	25	28	30	24	23	22	26	14	11	12	0	417
26-Jan-2016	0	2	0	0	0	0	13	23	29	28	31	26	41	20	32	29	19	31	26	32	14	16	15	0	427
27-Jan-2016	0	0	0	1	0	0	17	29	32	37	37	25	37	28	28	29	23	22	21	34	18	20	17	2	457
28-Jan-2016	2	2	0	0	1	0	20	33	30	30	34	30	38	26	24	31	31	28	29	34	16	13	18	5	475
29-Jan-2016	2	1	0	0	2	1	15	29	31	30	40	34	29	13	15	40	35	31	25	29	24	19	15	0	460
30-Jan-2016	0	0	0	0	0	0	9	21	31	35	36	24	38	19	21	20	17	6	19	12	14	15	12	0	349
31-Jan-2016	0	0	1	0	0	0	7	13	20	25	35	27	39	24	28	28	25	29	40	35	18	13	17	0	424
Total	31	14	8	8	16	6	418	740	916	965	1099	887	1157	712	829	840	750	788	813	831	507	471	465	53	13324
Avg.	1.00	0.45	0.26	0.26	0.52	0.19	13.48	23.87	29.55	31.13	35.45	28.61	37.32	22.97	26.74	27.10	24.19	25.42	26.23	26.81	16.35	15.19	15.00	1.71	429.81

(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-Jan-16	07:00	00:23	-	-	00:58	-	14:37	01:00	-	-	-	-	-
02-Jan-16	07:00	00:36	00:10	-	-	-	02:18	12:14	-	-	01:38	-	-
03-Jan-16	07:00	00:16	-	-	-	-	-	13:21	-	-	03:20	-	-
04-Jan-16	07:00	-	-	-	-	-	-	16:12	-	-	00:47	-	-
05-Jan-16	07:00	00:16	-	-	-	-	-	16:42	-	-	-	-	-
06-Jan-16	07:00	00:11	-	-	-	-	-	16:47	-	-	-	-	-
07-Jan-16	07:00	00:08	-	01:28	-	-	-	15:22	-	-	-	-	-
08-Jan-16	07:00	00:07	00:37	-	-	-	-	15:09	-	-	01:04	-	-
09-Jan-16	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
10-Jan-16	07:00	00:22	01:49	-	-	-	14:47	-	-	-	-	-	-
11-Jan-16	07:00	00:18	00:45	-	-	-	15:55	-	-	-	-	-	-
12-Jan-16	07:00	-	00:49	-	-	-	03:21	12:48	-	-	-	-	-
13-Jan-16	07:00	00:16	-	00:38	-	-	13:10	02:53	-	-	-	-	-
14-Jan-16	07:00	00:09	00:41	-	-	-	09:12	06:55	-	-	-	-	-
15-Jan-16	07:00	00:09	-	-	-	-	-	16:49	-	-	-	-	-
16-Jan-16	07:00	00:20	-	-	-	-	-	10:09	-	-	06:29	-	-
17-Jan-16	07:00	00:21	-	02:25	-	-	-	12:35	-	-	01:36	-	-
18-Jan-16	07:00	00:15	02:53	-	-	-	13:50	-	-	-	-	-	-
19-Jan-16	07:00	00:22	00:45	-	-	-	15:51	-	-	-	-	-	-
20-Jan-16	07:00	00:19	00:51	-	-	-	12:38	03:10	-	-	-	-	-
21-Jan-16	07:00	00:24	01:01	-	-	-	13:26	02:06	-	-	-	-	-
22-Jan-16	07:00	00:16	00:21	-	-	-	07:44	08:37	-	-	-	-	-
23-Jan-16	07:00	00:19	-	01:45	-	-	-	14:54	-	-	-	-	-
24-Jan-16	07:00	00:22	-	02:43	-	-	-	13:53	-	-	-	-	-
25-Jan-16	07:00	00:28	-	00:29	-	-	00:47	14:02	-	-	01:11	-	-
26-Jan-16	07:00	00:24	-	-	00:49	-	13:16	-	-	-	02:28	-	-
27-Jan-16	07:00	00:24	-	-	00:43	-	15:51	-	-	-	-	-	-
28-Jan-16	07:00	00:21	-	-	-	-	16:37	-	-	-	-	-	-
29-Jan-16	07:00	00:08	00:35	-	-	-	11:35	04:40	-	-	-	-	-
30-Jan-16	07:00	00:14	-	01:11	-	-	-	15:33	-	-	-	-	-
31-Jan-16	07:00	00:15	02:04	-	-	-	10:42	03:57	-	-	-	-	-
Total	217:00	09:16	13:28	10:42	02:32	00:00	222:19	250:00	00:00	00:00	18:38	00:00	00:00
% Used		1.76%	2.56%	2.03%	0.48%	0.00%	42.19%	47.44%	0.00%	0.00%	3.54%	0.00%	0.00%

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

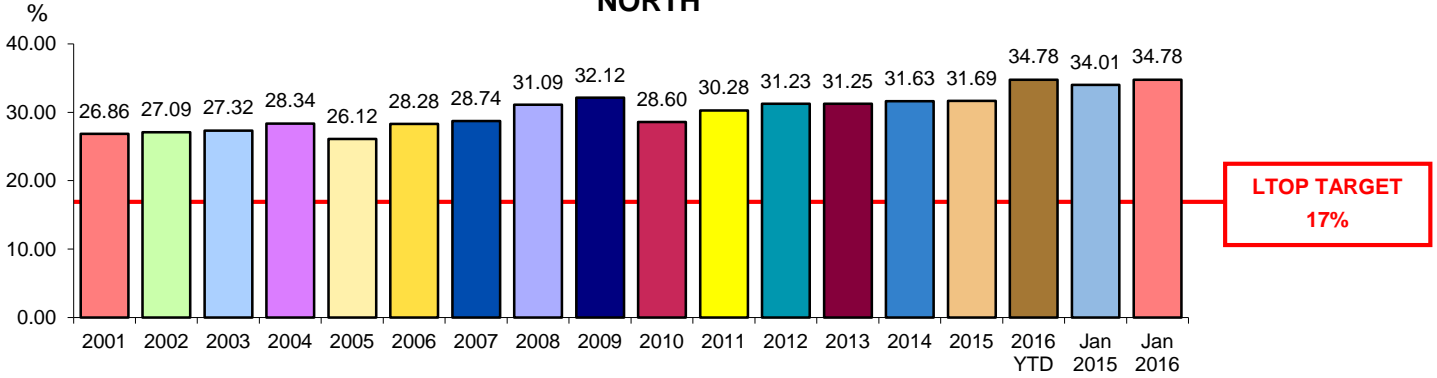
Cumulative Mode Utilisation from 1 January 2016

Time	1.76%	2.56%	2.03%	0.48%	0.00%	42.19%	47.44%	0.00%	0.00%	3.54%	0.00%	0.00%
Movements	0.51%	1.70%	1.27%	0.27%	0.00%	44.68%	49.07%	0.00%	0.00%	2.50%	0.00%	0.00%

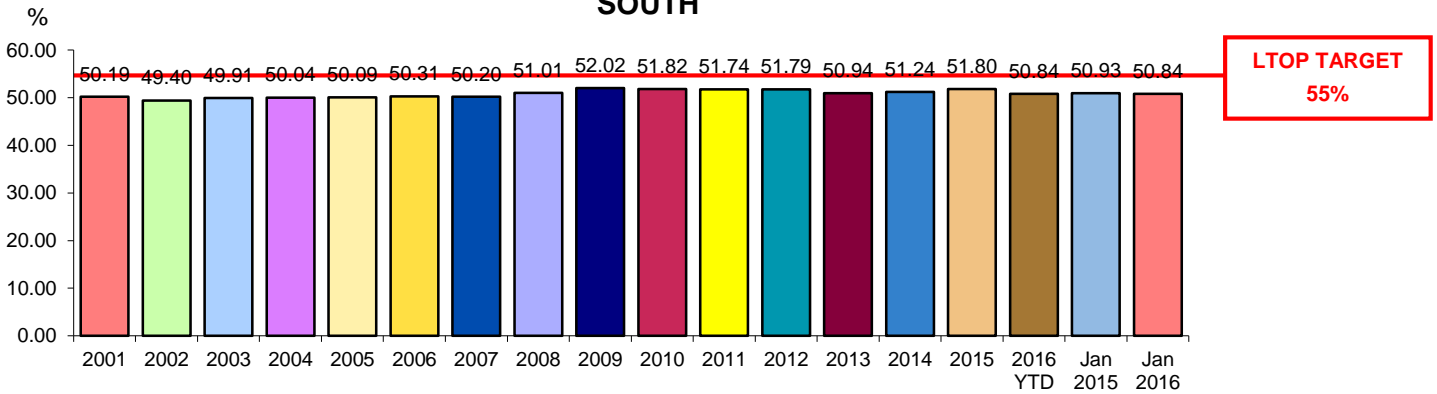
Runway End Impact to 31 January 2016

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

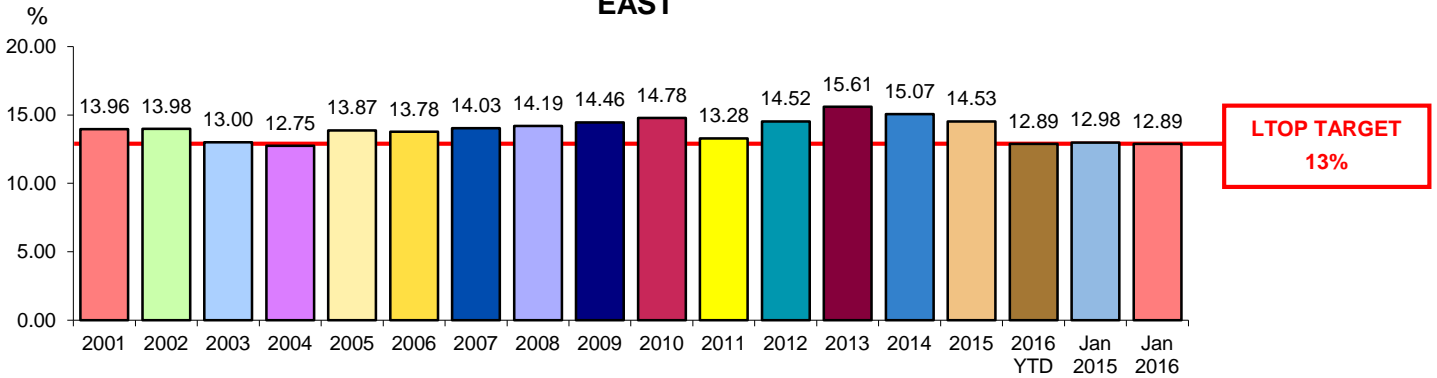
NORTH



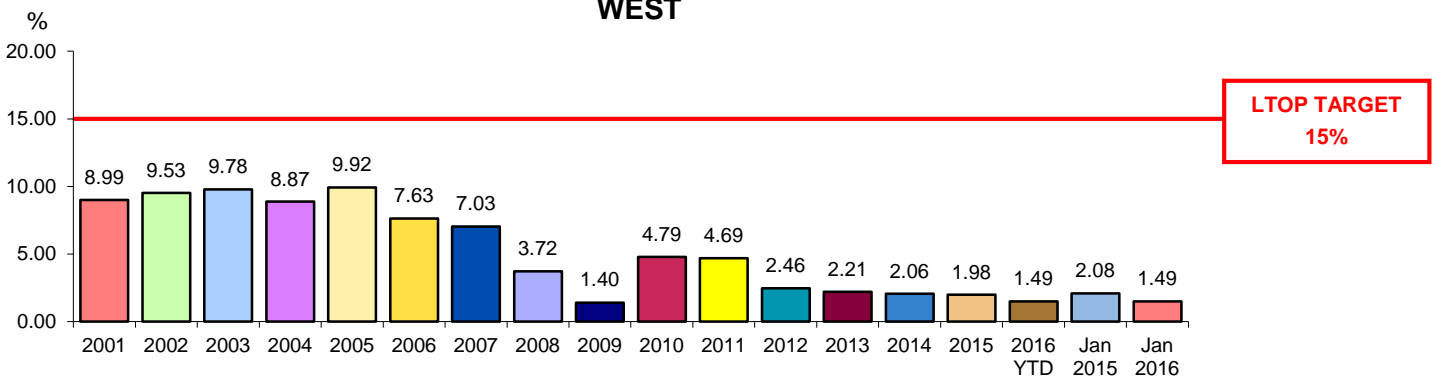
SOUTH



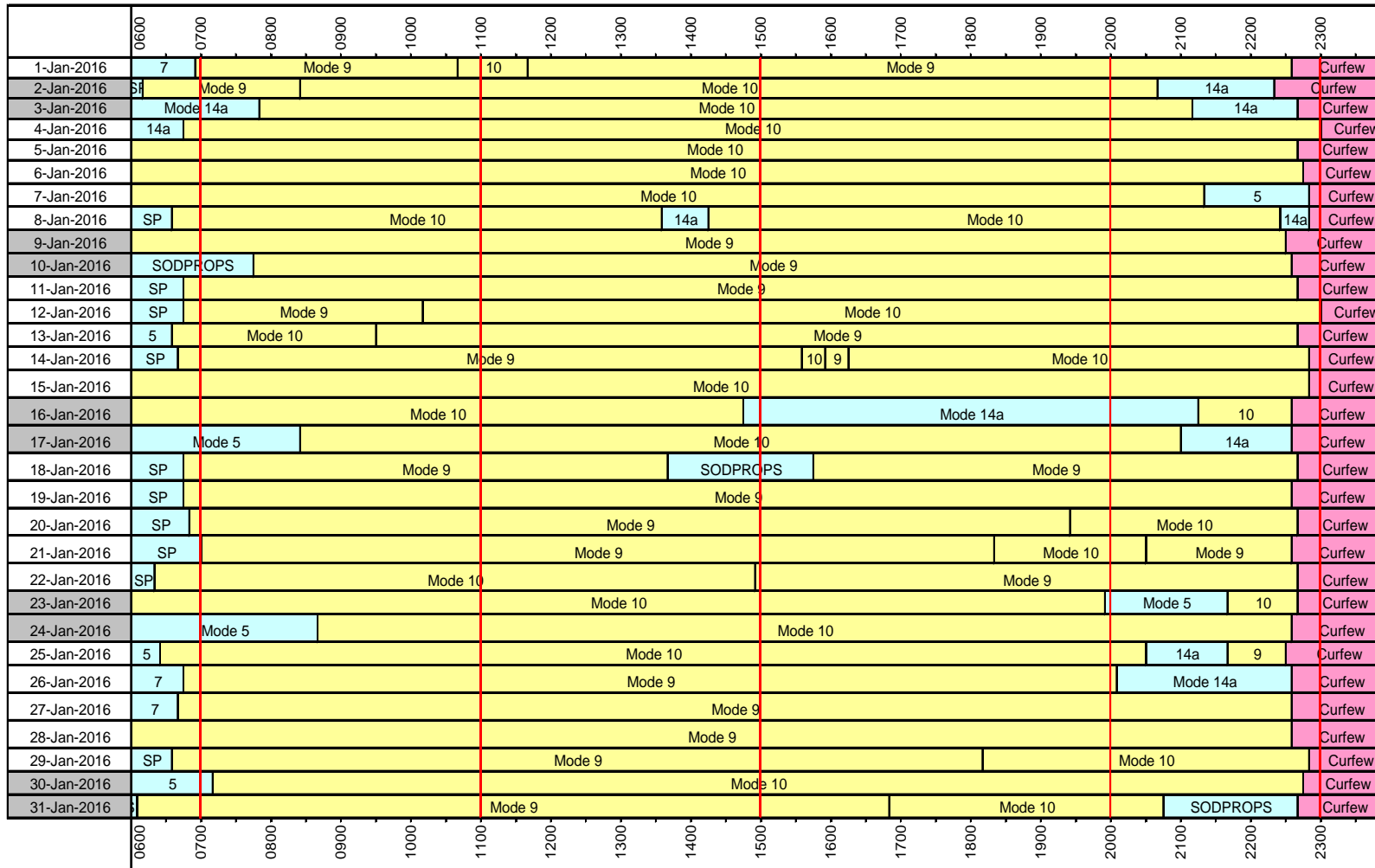
EAST



WEST



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **January 2016**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
6/01/2016	06:57	09:40	2:43
7/01/2016	06:56	10:48	3:52
15/01/2016	06:52	10:20	3:28
22/01/2016	08:29	10:21	1:52
25/01/2016	06:52	08:00	1:08

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

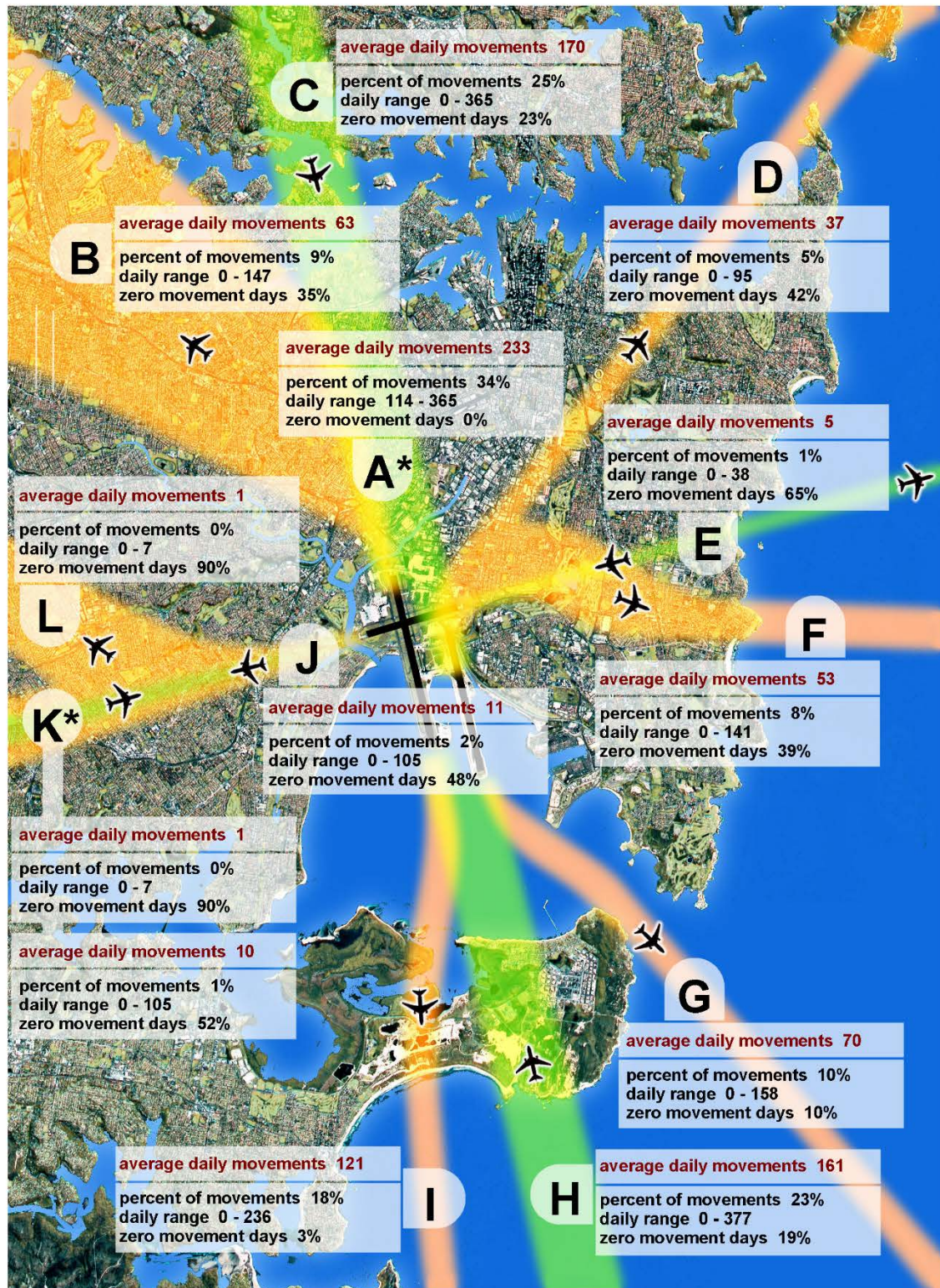
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
6/01/2016	83	37	46
7/01/2016	124	55	69
15/01/2016	109	46	63
22/01/2016	66	30	36
25/01/2016	37	16	21

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

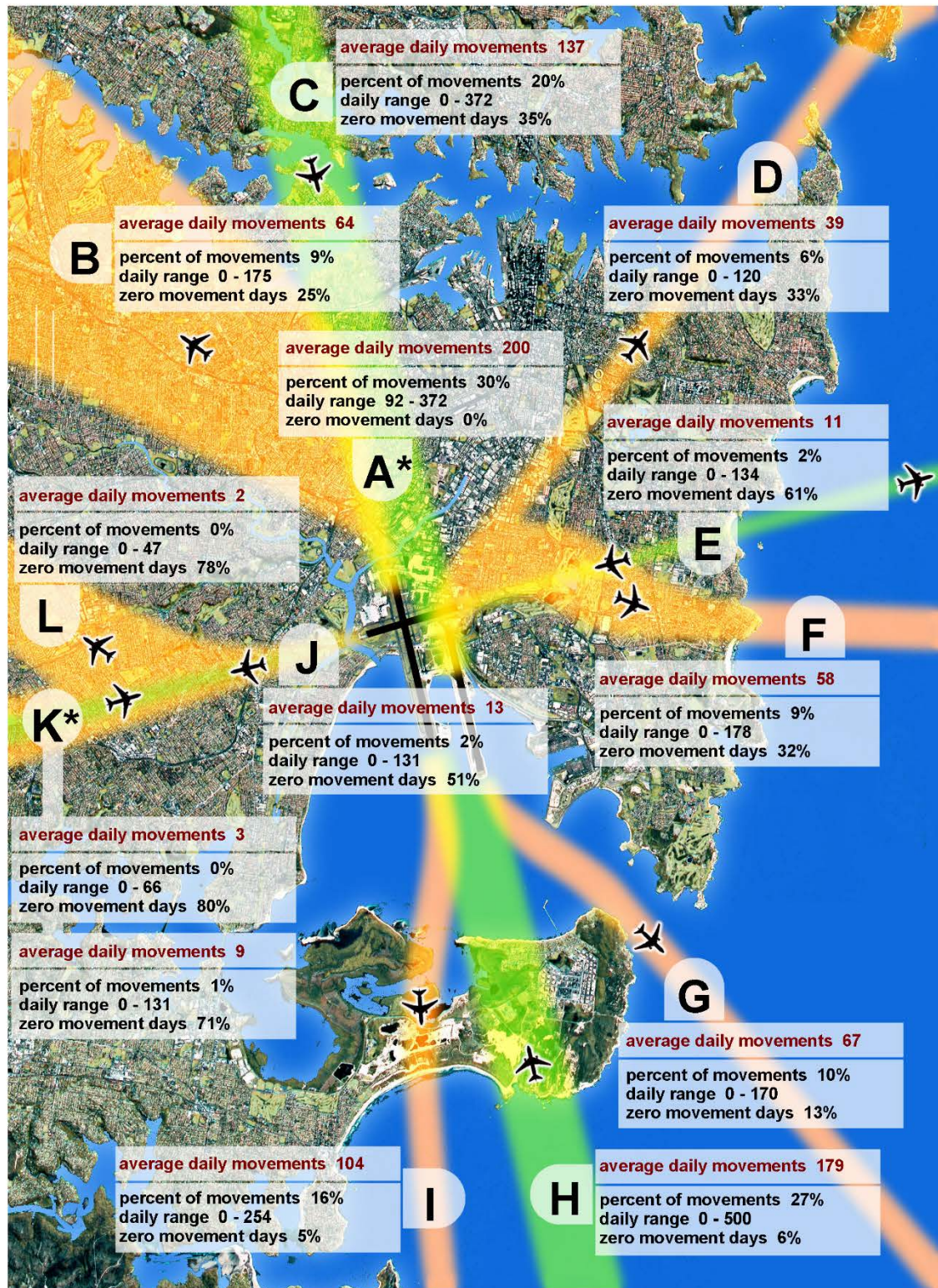
1 Jan 2016 to 31 Jan 2016, All Jets



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

Sydney Airport : Jet Flight Path Movements

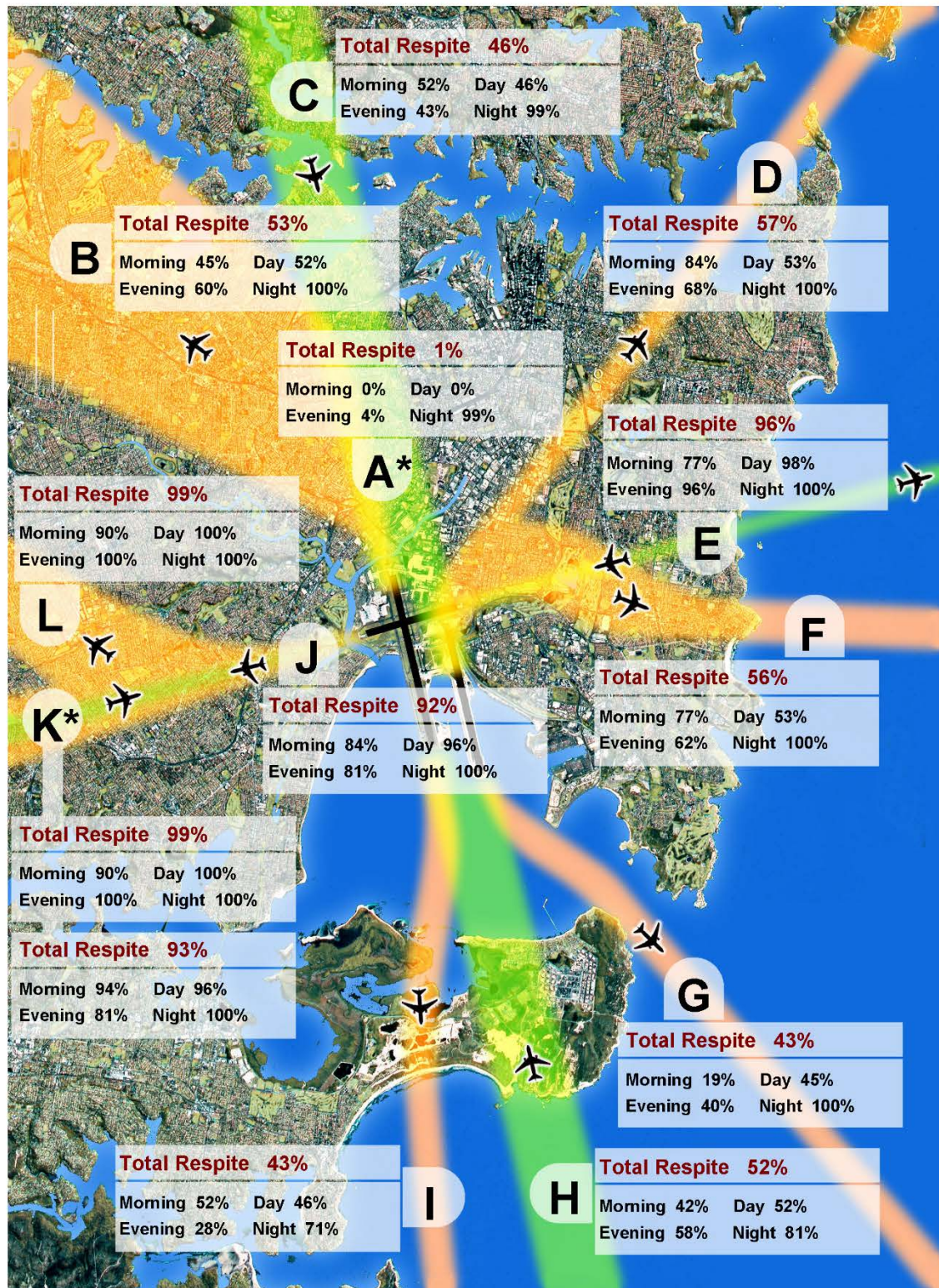
1 Feb 2015 to 31 Jan 2016, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2016 to 31 Jan 2016, All Jets



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

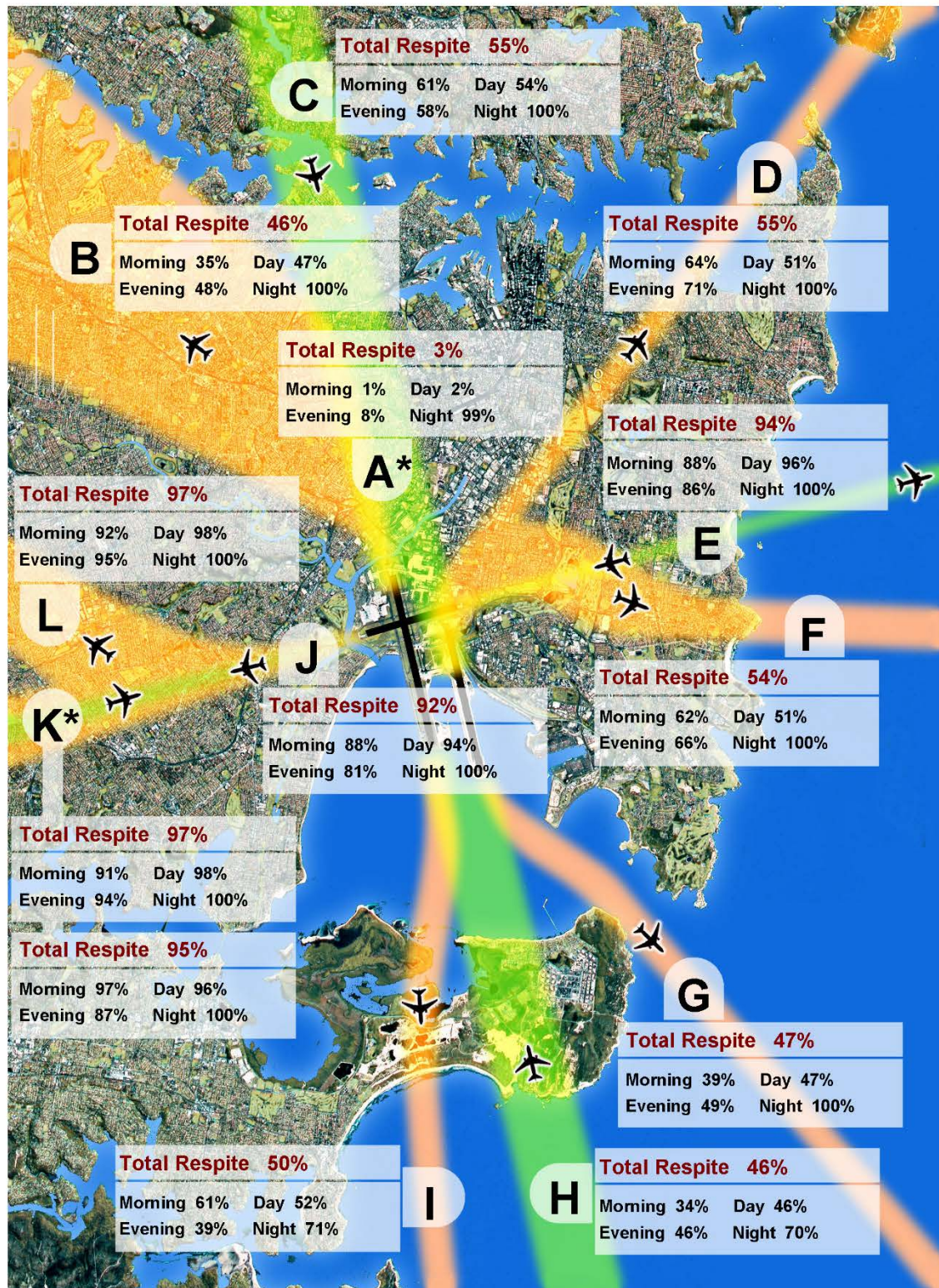
A respite interval is a 60 minute period when there are no jet movements (R60).

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2015 to 31 Jan 2016, All Jets



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

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

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation) February 2015 to January 2016

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from Airservices Australia's NFPMS.

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in October 2015 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in April 2015 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in October 2015 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2015 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in October 2015 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in October 2015 and Mode 7 was in June 2015 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in June 2015 , Mode 14A in March 2015 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

Sydney Airport - Jet Aircraft Respite (R60) (Explanation)

Respite

The respite figures in the map are based on the concept of a **respice hour** being a **whole clock hour** where there are **no aircraft movements**.

Total Respite	takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period February 2015 to January 2016, during which there were no movements.
Morning Respite	is based on the above criteria for the period 6am to 7am for all 7 days of the week.
Day Respite	is based on the above criteria for the period 7am to 8pm for all 7 days of the week.
Evening Respite	is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.
Curfew (Night)	is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 55%**. This means that over the period **February 2015 to January 2016 for 55%** 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 January 2016.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 2016

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (LAmax) equals or exceeds 70dBA.

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during January 2016 along with the Daily N70 values for the three months up to and including January are given in Table 1.

Location	CNE Jan	Operational Days Jan	N70 Jan	N70 Dec	N70 Nov
<i>Threshold rwy 34</i>	9,746	30.9	307	342	347
<i>Penshurst</i>	233	22.6	9	15	12
<i>Bexley</i>	421	30.9	13	18	15
<i>Sydenham</i>	6,023	30.9	195	181	177
<i>Johnston St Annandale</i>	3,163	30.9	82	69	68
<i>Church St. St Peters</i>	4,704	30.9	114	106	104
<i>Leichhardt PEMU 36</i>	4,125	30.9	128	104	102
<i>Eastlakes</i>	2,214	30.9	56	69	68
<i>Coogee</i>	491	30.9	9	9	11
<i>Kurnell</i>	2,521	30.9	74	89	94
<i>Croydon</i>	619	30.8	14	16	17
<i>Hunters Hill</i>	5,638	30.7	81	65	62

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

The N70 values for January 2016 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

Runway 34L AM 12 PM 46 Day 241 Night 9 WE_D 270 WE_N 5	Penshurst AM 2 PM 7 Day 1 Night 0 WE_D 7 WE_N 0	Bexley AM 2 PM 7 Day 2 Night 0 WE_D 19 WE_N 0	Eastlakes AM 2 PM 5 Day 51 Night 0 WE_D 46 WE_N 0
Coogee AM 2 PM 1 Day 4 Night 0 WE_D 11 WE_N 0	Sydenham AM 5 PM 27 Day 156 Night 0 WE_D 204 WE_N 0	Leichhardt PEMU36 AM 4 PM 18 Day 93 Night 0 WE_D 153 WE_N 0	Kurnell AM 0 PM 8 Day 76 Night 0 WE_D 51 WE_N 0
Annandale AM 0 PM 10 Day 65 Night 0 WE_D 96 WE_N 0	St Peters AM 2 PM 15 Day 94 Night 0 WE_D 119 WE_N 0	Croydon AM 0 PM 2 Day 12 Night 0 WE_D 14 WE_N 0	Hunters Hull AM 3 PM 10 Day 58 Night 0 WE_D 97 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.