

Sydney Airport Operational Statistics

January 2014

PREVIEW

Sydney Airport Operational Statistics Report Preview

January 2014

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

There were a total of 25,750 aircraft movements this month (daily average 830.65). Last month there were a total of 26,822 movements (daily average 865.23) and for the same month last year there were a total of 25,433 movements (daily average 820.42).

Mode Utilisation (refer pages 12 & 14)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 9 on 18 days and Mode 10 on 10 days. Crossing runway modes (including Sodprops) were used for 12.37% 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 29.86% - This result is above the LTOP target and below the previous month (30.2%)

South 51.09% - This result is below the LTOP target and above the previous month (50.63%)

East 16.67% - This result is above the LTOP target and above the previous month (16.51%)

West 2.38% - This result is below the LTOP target and below the previous month (2.66%)

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

This procedure was not used in January

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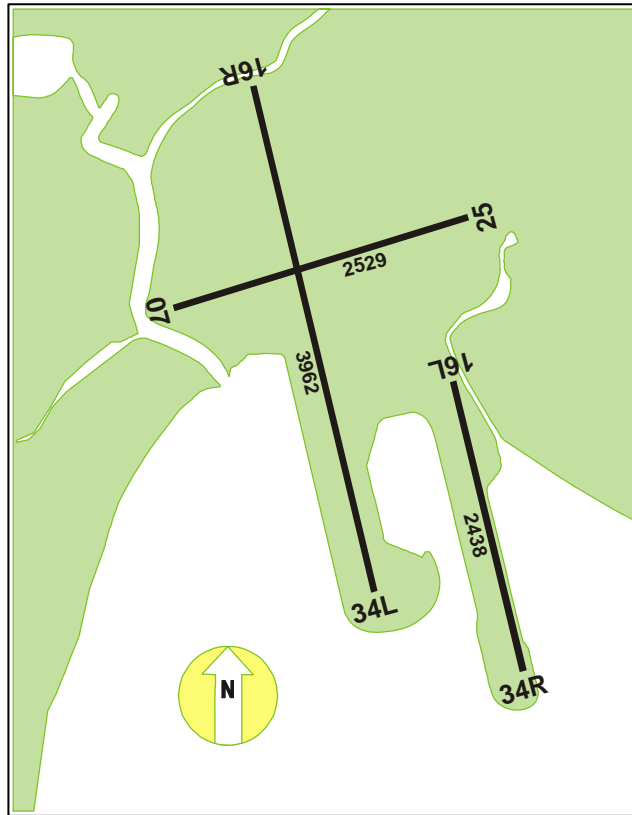
This report is available on the Internet at Airservices Australia website at

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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



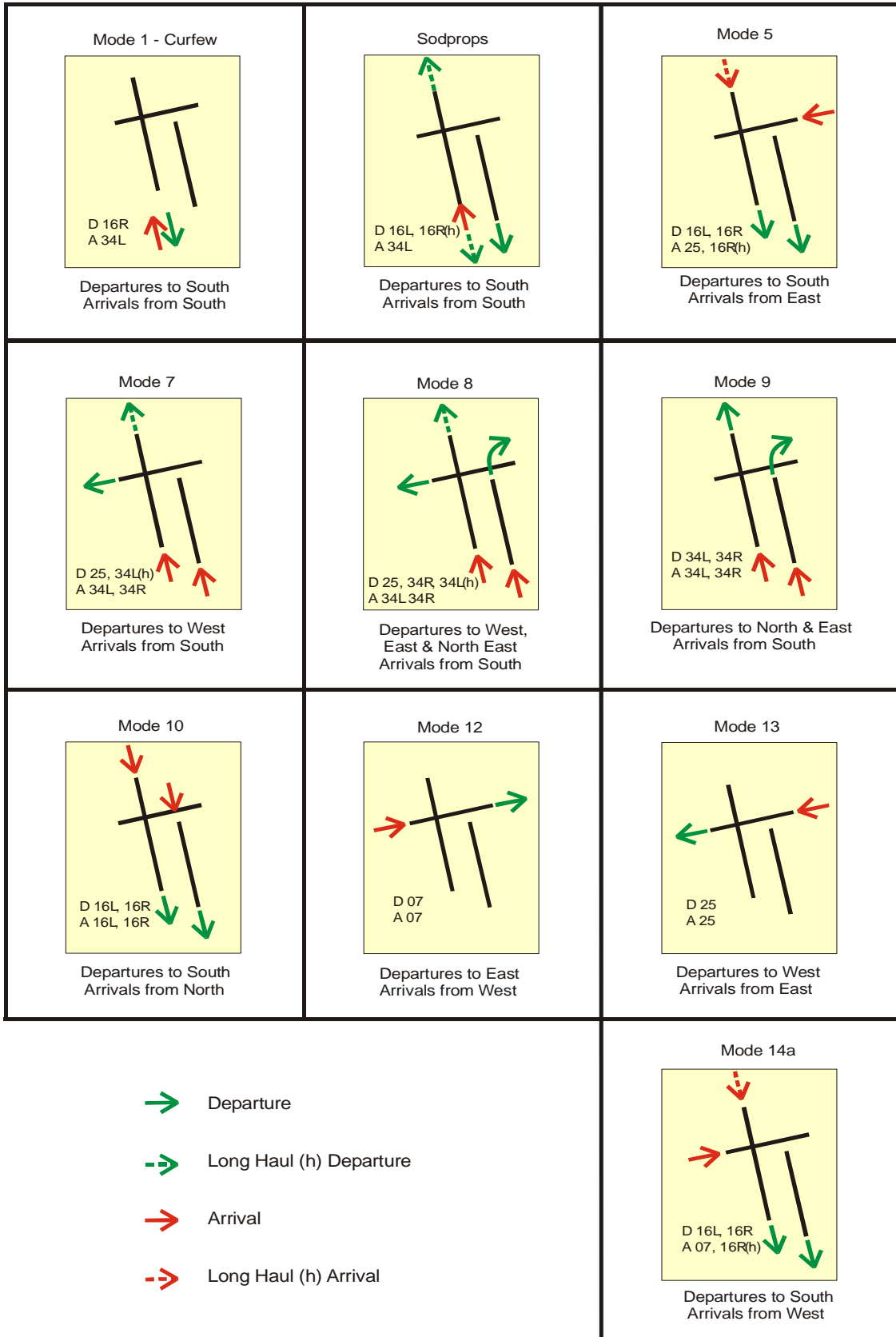
Runway numbers refer to the direction an aircraft is flying.

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-2014	2	0	2	0	0	0	0	2	2	0	21	21	243	175	418	126	194	320	0	0	0	763
02-Jan-2014	28	0	28	73	65	138	95	133	228	9	1	10	147	98	245	67	115	182	0	0	0	831
03-Jan-2014	2	1	3	0	0	0	0	5	5	0	0	0	278	199	477	144	234	378	0	0	0	863
04-Jan-2014	154	0	154	82	105	187	128	249	377	0	0	0	1	0	1	0	0	0	0	0	0	719
05-Jan-2014	1	0	1	0	0	0	2	1	3	0	0	0	276	187	463	114	215	329	0	0	0	796
06-Jan-2014	29	0	29	146	123	269	226	292	518	0	0	0	5	0	5	0	0	0	0	0	0	821
07-Jan-2014	42	0	42	151	125	276	203	266	469	0	0	0	7	0	7	0	0	0	0	0	0	794
08-Jan-2014	35	0	35	128	118	246	188	291	479	47	0	47	4	0	4	0	0	0	0	0	0	811
09-Jan-2014	2	0	2	0	0	0	0	4	4	0	0	0	270	181	451	147	228	375	0	0	0	832
10-Jan-2014	0	0	0	0	0	0	0	5	5	0	0	0	277	199	476	158	235	393	0	0	0	874
11-Jan-2014	1	0	1	0	8	8	0	1	1	0	0	0	277	169	446	90	173	263	0	0	0	719
12-Jan-2014	45	0	45	129	130	259	202	273	475	11	0	11	1	0	1	0	0	0	0	0	0	791
13-Jan-2014	3	0	3	132	113	245	161	211	372	8	0	8	82	53	135	44	51	95	0	0	0	858
14-Jan-2014	0	0	0	0	12	12	0	6	6	0	0	0	278	181	459	141	217	358	0	0	0	835
15-Jan-2014	4	0	4	0	5	5	0	6	6	0	0	0	275	196	471	146	226	372	0	0	0	858
16-Jan-2014	2	0	2	0	15	15	0	6	6	0	0	0	292	192	484	149	221	370	0	0	0	877
17-Jan-2014	3	0	3	0	15	15	0	4	4	1	0	1	310	198	508	135	238	373	0	0	0	904
18-Jan-2014	0	0	0	0	0	0	0	1	1	0	0	0	264	171	435	106	195	301	0	0	0	737
19-Jan-2014	1	0	1	148	129	277	196	271	467	13	2	15	31	5	36	6	3	9	0	0	0	805
20-Jan-2014	35	0	35	164	205	369	234	233	467	10	1	11	3	0	3	0	0	0	0	0	0	885
21-Jan-2014	51	0	51	153	181	334	221	245	466	0	0	0	6	0	6	0	0	0	0	0	0	857
22-Jan-2014	16	0	16	149	163	312	215	261	476	36	0	36	4	0	4	0	0	0	0	0	0	844
23-Jan-2014	2	0	2	0	73	73	0	8	8	0	0	0	313	183	496	131	179	310	0	0	0	889
24-Jan-2014	3	0	3	0	0	0	0	8	8	0	0	0	295	206	501	159	246	405	0	0	0	917
25-Jan-2014	11	0	11	115	111	226	233	245	478	12	1	13	0	0	0	0	0	0	0	0	0	728
26-Jan-2014	100	0	100	93	142	235	132	239	371	27	1	28	22	9	31	0	0	0	0	0	0	765
27-Jan-2014	2	0	2	0	0	0	0	0	0	0	0	0	269	195	464	149	229	378	0	0	0	844
28-Jan-2014	4	1	5	0	11	11	0	3	3	0	1	1	271	195	466	171	228	399	0	0	0	885
29-Jan-2014	3	0	3	0	0	0	1	10	11	0	0	0	283	201	484	137	216	353	0	0	0	851
30-Jan-2014	0	0	0	0	10	10	0	3	3	0	1	1	284	193	477	163	232	395	0	0	0	886
31-Jan-2014	1	0	1	0	10	10	0	3	3	0	2	2	298	204	502	152	241	393	0	0	0	911
Total	582	2	584	1663	1869	3532	2437	3285	5722	174	31	205	5366	3590	8956	2635	4116	6751	0	0	0	25750

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-2014	0	0	0	0	0	0	0	0	0	0	19	19	209	136	345	96	167	263	0	0	0	627
02-Jan-2014	26	0	26	56	48	104	78	108	186	6	0	6	123	73	196	41	96	137	0	0	0	655
03-Jan-2014	0	0	0	0	0	0	0	5	5	0	0	0	231	144	375	100	198	298	0	0	0	678
04-Jan-2014	138	0	138	50	85	135	113	212	325	0	0	0	1	0	1	0	0	0	0	0	0	599
05-Jan-2014	0	0	0	0	0	0	2	0	2	0	0	0	239	134	373	75	183	258	0	0	0	633
06-Jan-2014	28	0	28	95	90	185	189	232	421	0	0	0	2	0	2	0	0	0	0	0	0	636
07-Jan-2014	40	0	40	100	87	187	172	221	393	0	0	0	5	0	5	0	0	0	0	0	0	625
08-Jan-2014	32	0	32	81	84	165	162	237	399	35	0	35	4	0	4	0	0	0	0	0	0	635
09-Jan-2014	0	0	0	0	0	0	0	4	4	0	0	0	224	128	352	106	192	298	0	0	0	654
10-Jan-2014	0	0	0	0	0	0	0	5	5	0	0	0	229	142	371	110	198	308	0	0	0	684
11-Jan-2014	1	0	1	0	8	8	0	0	0	0	0	0	240	132	372	59	151	210	0	0	0	591
12-Jan-2014	43	0	43	92	102	194	171	221	392	11	0	11	0	0	0	0	0	0	0	0	0	640
13-Jan-2014	0	0	0	87	82	169	135	162	297	8	0	8	70	40	110	32	47	79	0	0	0	663
14-Jan-2014	0	0	0	0	12	12	0	6	6	0	0	0	247	128	375	86	183	269	0	0	0	662
15-Jan-2014	1	0	1	0	5	5	0	6	6	0	0	0	236	138	374	97	193	290	0	0	0	676
16-Jan-2014	1	0	1	0	15	15	0	6	6	0	0	0	244	132	376	103	186	289	0	0	0	687
17-Jan-2014	1	0	1	0	15	15	0	4	4	1	0	1	258	134	392	88	200	288	0	0	0	701
18-Jan-2014	0	0	0	0	0	0	0	0	0	0	0	0	228	131	359	70	171	241	0	0	0	600
19-Jan-2014	0	0	0	113	103	216	169	220	389	12	1	13	29	4	33	3	3	6	0	0	0	657
20-Jan-2014	22	0	22	118	169	287	196	172	368	9	1	10	2	0	2	0	0	0	0	0	0	689
21-Jan-2014	45	0	45	100	144	244	186	188	374	0	0	0	4	0	4	0	0	0	0	0	0	667
22-Jan-2014	15	0	15	97	130	227	182	206	388	34	0	34	4	0	4	0	0	0	0	0	0	668
23-Jan-2014	1	0	1	0	63	63	0	7	7	0	0	0	260	125	385	86	148	234	0	0	0	690
24-Jan-2014	2	0	2	0	0	0	0	7	7	0	0	0	245	144	389	108	207	315	0	0	0	713
25-Jan-2014	10	0	10	81	88	169	195	203	398	12	1	13	0	0	0	0	0	0	0	0	0	590
26-Jan-2014	83	0	83	63	113	176	118	195	313	25	0	25	17	6	23	0	0	0	0	0	0	620
27-Jan-2014	1	0	1	0	0	0	0	0	0	0	0	0	224	138	362	107	196	303	0	0	0	666
28-Jan-2014	1	0	1	0	11	11	0	2	2	0	0	0	234	137	371	112	189	301	0	0	0	686
29-Jan-2014	3	0	3	0	0	0	0	9	9	0	0	0	231	137	368	93	186	279	0	0	0	659
30-Jan-2014	0	0	0	0	10	10	0	3	3	0	0	0	237	134	371	107	190	297	0	0	0	681
31-Jan-2014	0	0	0	0	10	10	0	3	3	0	0	0	244	135	379	95	205	300	0	0	0	692
Total	494	0	494	1133	1474	2607	2068	2644	4712	153	22	175	4521	2552	7073	1774	3489	5263	0	0	0	20324

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-2014	2	0	2	0	0	0	0	2	2	0	2	2	34	39	73	30	27	57	0	0	0	136
02-Jan-2014	2	0	2	17	17	34	17	25	42	3	1	4	24	25	49	26	19	45	0	0	0	176
03-Jan-2014	2	1	3	0	0	0	0	0	0	0	0	0	47	55	102	44	36	80	0	0	0	185
04-Jan-2014	16	0	16	32	20	52	15	37	52	0	0	0	0	0	0	0	0	0	0	0	0	120
05-Jan-2014	1	0	1	0	0	0	0	1	1	0	0	0	37	53	90	39	32	71	0	0	0	163
06-Jan-2014	1	0	1	51	33	84	37	60	97	0	0	0	3	0	3	0	0	0	0	0	0	185
07-Jan-2014	2	0	2	51	38	89	31	45	76	0	0	0	2	0	2	0	0	0	0	0	0	169
08-Jan-2014	3	0	3	47	34	81	26	54	80	12	0	12	0	0	0	0	0	0	0	0	0	176
09-Jan-2014	2	0	2	0	0	0	0	0	0	0	0	0	46	53	99	41	36	77	0	0	0	178
10-Jan-2014	0	0	0	0	0	0	0	0	0	0	0	0	48	57	105	48	37	85	0	0	0	190
11-Jan-2014	0	0	0	0	0	0	0	1	1	0	0	0	37	37	74	31	22	53	0	0	0	128
12-Jan-2014	2	0	2	37	28	65	31	52	83	0	0	0	1	0	1	0	0	0	0	0	0	151
13-Jan-2014	3	0	3	45	31	76	26	49	75	0	0	0	12	13	25	12	4	16	0	0	0	195
14-Jan-2014	0	0	0	0	0	0	0	0	0	0	0	0	31	53	84	55	34	89	0	0	0	173
15-Jan-2014	3	0	3	0	0	0	0	0	0	0	0	0	39	58	97	49	33	82	0	0	0	182
16-Jan-2014	1	0	1	0	0	0	0	0	0	0	0	0	48	60	108	46	35	81	0	0	0	190
17-Jan-2014	2	0	2	0	0	0	0	0	0	0	0	0	52	64	116	47	38	85	0	0	0	203
18-Jan-2014	0	0	0	0	0	0	0	1	1	0	0	0	36	40	76	36	24	60	0	0	0	137
19-Jan-2014	1	0	1	35	26	61	27	51	78	1	1	2	2	1	3	3	0	3	0	0	0	148
20-Jan-2014	13	0	13	46	36	82	38	61	99	1	0	1	1	0	1	0	0	0	0	0	0	196
21-Jan-2014	6	0	6	53	37	90	35	57	92	0	0	0	2	0	2	0	0	0	0	0	0	190
22-Jan-2014	1	0	1	52	33	85	33	55	88	2	0	2	0	0	0	0	0	0	0	0	0	176
23-Jan-2014	1	0	1	0	10	10	0	1	1	0	0	0	53	58	111	45	31	76	0	0	0	199
24-Jan-2014	1	0	1	0	0	0	0	1	1	0	0	0	50	62	112	51	39	90	0	0	0	204
25-Jan-2014	1	0	1	34	23	57	38	42	80	0	0	0	0	0	0	0	0	0	0	0	0	138
26-Jan-2014	17	0	17	30	29	59	14	44	58	2	1	3	5	3	8	0	0	0	0	0	0	145
27-Jan-2014	1	0	1	0	0	0	0	0	0	0	0	0	45	57	102	42	33	75	0	0	0	178
28-Jan-2014	3	1	4	0	0	0	0	1	1	0	1	1	37	58	95	59	39	98	0	0	0	199
29-Jan-2014	0	0	0	0	0	0	1	1	2	0	0	0	52	64	116	44	30	74	0	0	0	192
30-Jan-2014	0	0	0	0	0	0	0	0	0	0	1	1	47	59	106	56	42	98	0	0	0	205
31-Jan-2014	1	0	1	0	0	0	0	0	0	0	2	2	54	69	123	57	36	93	0	0	0	219
Total	88	2	90	530	395	925	369	641	1010	21	9	30	845	1038	1883	861	627	1488	0	0	0	5426

(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-2014	1	1	0	1	0	0	26	52	46	46	57	51	49	40	42	49	57	58	57	45	34	33	17	1	763
02-Jan-2014	0	0	2	2	0	0	30	61	59	60	57	51	57	42	41	59	50	57	58	41	44	35	19	6	831
03-Jan-2014	1	0	0	3	1	1	32	56	61	56	64	62	51	48	50	60	51	54	58	56	42	34	22	0	863
04-Jan-2014	0	0	0	0	1	0	20	50	63	55	64	55	55	42	38	50	32	43	37	39	33	27	15	0	719
05-Jan-2014	2	1	0	0	0	0	17	40	46	50	50	50	56	42	45	55	57	55	67	57	40	37	28	1	796
06-Jan-2014	2	2	2	0	1	0	31	56	68	56	75	54	53	39	42	54	42	49	58	43	30	29	31	4	821
07-Jan-2014	2	1	1	3	2	0	25	58	57	50	59	56	50	38	47	51	43	57	58	45	30	33	24	4	794
08-Jan-2014	3	1	0	4	1	0	31	59	59	55	62	60	41	40	40	54	48	50	62	49	37	28	22	5	811
09-Jan-2014	1	0	0	3	1	0	34	58	53	59	62	59	46	36	45	51	51	56	59	52	43	34	26	3	832
10-Jan-2014	2	0	2	2	1	0	33	62	60	52	68	56	58	42	53	54	54	55	58	59	45	31	26	1	874
11-Jan-2014	0	0	0	0	1	0	20	52	63	56	64	57	53	42	36	49	34	43	40	38	27	30	13	1	719
12-Jan-2014	1	0	1	0	0	0	21	45	46	51	56	53	49	36	51	58	43	63	63	49	46	37	22	0	791
13-Jan-2014	0	0	0	0	0	0	32	64	65	63	69	58	50	48	46	56	51	56	60	46	33	34	24	3	858
14-Jan-2014	2	0	0	2	2	0	36	66	63	46	67	54	47	41	42	54	49	59	56	55	26	37	28	3	835
15-Jan-2014	1	0	0	3	1	0	30	69	61	58	62	60	45	45	50	50	56	50	62	54	37	32	28	4	858
16-Jan-2014	1	0	0	3	1	1	34	69	55	58	65	54	48	44	43	61	53	55	65	56	44	35	28	4	877
17-Jan-2014	2	0	0	3	1	0	34	63	65	57	69	59	55	43	54	60	52	60	64	59	46	34	24	0	904
18-Jan-2014	2	0	0	0	1	0	24	56	60	57	71	49	57	44	41	47	37	43	41	37	28	28	14	0	737
19-Jan-2014	1	1	0	0	0	1	17	41	49	47	54	51	51	40	54	57	49	59	65	53	48	41	24	2	805
20-Jan-2014	0	0	1	0	1	1	33	67	66	56	68	63	56	45	44	57	55	54	60	54	39	37	25	3	885
21-Jan-2014	3	1	0	4	1	0	31	63	69	57	65	55	46	46	46	55	42	60	68	48	31	37	25	4	857
22-Jan-2014	2	0	0	3	1	0	29	65	62	57	59	59	47	45	49	50	44	59	64	47	35	36	28	3	844
23-Jan-2014	2	0	0	3	1	0	34	64	58	59	62	54	52	40	45	63	53	58	66	56	47	39	28	5	889
24-Jan-2014	3	2	1	4	1	0	35	66	62	55	69	61	54	42	56	54	55	60	60	68	44	39	24	2	917
25-Jan-2014	1	0	0	0	0	0	24	50	62	56	57	61	55	42	45	43	37	45	42	34	32	25	15	2	728
26-Jan-2014	0	1	1	1	0	0	19	37	48	48	55	46	51	40	49	58	44	63	62	50	35	34	19	4	765
27-Jan-2014	0	1	0	0	1	0	22	61	54	57	70	53	52	46	50	59	49	58	66	51	40	36	18	0	844
28-Jan-2014	0	1	0	0	1	1	35	79	67	55	70	53	57	45	44	56	52	61	59	52	31	38	24	4	885
29-Jan-2014	2	2	0	3	1	0	33	77	63	57	54	46	52	42	51	49	51	52	73	49	35	27	27	5	851
30-Jan-2014	2	1	0	1	1	1	31	76	66	55	64	52	49	44	44	55	54	60	73	57	44	30	24	2	886
31-Jan-2014	2	2	1	0	3	0	29	77	65	55	61	62	52	42	57	61	49	62	71	58	45	36	21	0	911
Total	41	18	12	48	27	6	882	1859	1841	1699	1949	1714	1594	1311	1440	1689	1494	1714	1852	1557	1171	1043	713	76	25750
Avg.	1.32	0.58	0.39	1.55	0.87	0.19	28.45	59.97	59.39	54.81	62.87	55.29	51.42	42.29	46.45	54.48	48.19	55.29	59.74	50.23	37.77	33.65	23.00	2.45	830.65

(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-2014	0	1	0	1	0	0	12	31	17	20	28	24	20	19	21	21	26	30	29	22	21	20	7	1	371
02-Jan-2014	0	0	2	1	0	0	14	29	31	30	26	24	28	23	19	26	23	32	29	20	26	22	10	4	419
03-Jan-2014	1	0	0	2	0	0	13	32	28	25	32	27	25	23	25	26	20	30	34	24	24	23	10	0	424
04-Jan-2014	0	0	0	0	1	0	12	30	29	26	30	25	25	22	23	21	16	23	19	23	18	16	6	0	365
05-Jan-2014	1	1	0	0	0	0	9	22	20	20	24	22	24	20	22	27	26	32	35	28	21	24	14	1	393
06-Jan-2014	1	1	1	0	1	0	15	25	36	29	36	25	22	21	24	23	18	28	30	18	19	15	15	3	406
07-Jan-2014	0	1	1	3	0	0	11	30	32	24	28	26	22	18	28	21	20	30	28	25	20	20	12	3	403
08-Jan-2014	0	0	0	3	0	0	14	30	32	26	29	25	18	22	21	22	22	28	35	21	25	16	10	3	402
09-Jan-2014	0	0	0	2	0	0	15	28	27	34	28	28	21	20	24	18	22	33	31	25	27	22	12	2	419
10-Jan-2014	0	0	2	1	0	0	16	30	30	27	34	24	25	20	31	23	20	31	33	27	30	18	13	0	435
11-Jan-2014	0	0	0	0	0	0	12	30	31	23	34	26	21	24	21	22	18	22	21	24	16	17	5	1	368
12-Jan-2014	0	0	1	0	0	0	11	25	21	23	25	22	18	19	25	24	20	37	33	27	24	23	10	0	388
13-Jan-2014	0	0	0	0	0	0	12	32	35	29	35	27	21	25	23	24	25	32	33	23	21	22	9	2	430
14-Jan-2014	0	0	0	2	0	0	16	34	33	21	33	24	23	21	26	20	21	33	33	23	18	23	13	2	419
15-Jan-2014	0	0	0	2	0	0	12	36	31	30	27	26	20	24	27	17	28	29	33	26	22	20	13	2	425
16-Jan-2014	0	0	0	2	0	1	12	37	25	34	29	26	22	22	22	28	22	34	32	27	30	23	13	2	443
17-Jan-2014	0	0	0	2	0	0	13	33	31	27	35	32	22	19	30	25	22	34	39	25	26	21	13	0	449
18-Jan-2014	2	0	0	0	0	0	14	33	26	25	35	22	29	20	22	21	19	23	18	22	18	16	5	0	370
19-Jan-2014	1	0	0	0	0	1	8	27	21	18	27	19	22	21	25	24	26	32	31	30	25	25	12	0	395
20-Jan-2014	0	0	1	0	0	1	12	34	34	28	35	33	24	20	25	27	24	29	31	28	24	25	9	2	446
21-Jan-2014	1	0	0	3	0	0	13	32	36	30	30	28	20	22	24	22	22	31	35	25	20	24	10	3	431
22-Jan-2014	0	0	0	2	0	0	12	32	33	29	28	27	22	24	25	16	22	33	32	23	23	23	12	2	420
23-Jan-2014	0	0	0	2	0	0	13	35	29	28	33	24	23	19	25	27	23	35	39	21	30	24	13	3	446
24-Jan-2014	1	2	0	2	0	0	15	34	32	27	35	29	23	21	31	20	21	31	36	33	24	27	11	2	457
25-Jan-2014	0	0	0	0	0	0	14	30	28	20	29	32	26	23	27	18	18	24	19	21	20	14	7	1	371
26-Jan-2014	0	1	0	0	0	0	10	23	22	20	26	17	19	22	25	23	20	42	29	26	20	19	9	1	374
27-Jan-2014	0	1	0	0	1	0	10	33	31	24	37	22	23	23	26	23	23	33	30	27	24	23	6	0	420
28-Jan-2014	0	0	0	0	1	1	17	36	36	28	33	28	25	22	24	24	26	32	31	27	19	25	9	2	446
29-Jan-2014	0	2	0	2	0	0	13	42	32	28	28	19	23	22	25	18	24	33	39	21	23	18	9	3	424
30-Jan-2014	0	1	0	1	1	0	15	37	33	29	34	25	23	20	24	20	28	32	40	23	28	22	9	2	447
31-Jan-2014	0	0	1	0	2	0	13	39	32	25	30	31	25	21	31	20	21	34	39	27	28	21	11	0	451
Total	8	11	9	33	7	4	398	981	914	807	953	789	704	662	771	691	686	962	976	762	714	651	317	47	12857
Avg.	0.26	0.35	0.29	1.06	0.23	0.13	12.84	31.65	29.48	26.03	30.74	25.45	22.71	21.35	24.87	22.29	22.13	31.03	31.48	24.58	23.03	21.00	10.23	1.52	414.74

(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-2014	1	0	0	0	0	0	14	21	29	26	29	27	29	21	21	28	31	28	28	23	13	13	10	0	392
02-Jan-2014	0	0	0	1	0	0	16	32	28	30	31	27	29	19	22	33	27	25	29	21	18	13	9	2	412
03-Jan-2014	0	0	0	1	1	1	19	24	33	31	32	35	26	25	25	34	31	24	24	32	18	11	12	0	439
04-Jan-2014	0	0	0	0	0	0	8	20	34	29	34	30	30	20	15	29	16	20	18	16	15	11	9	0	354
05-Jan-2014	1	0	0	0	0	0	8	18	26	30	26	28	32	22	23	28	31	23	32	29	19	13	14	0	403
06-Jan-2014	1	1	1	0	0	0	16	31	32	27	39	29	31	18	18	31	24	21	28	25	11	14	16	1	415
07-Jan-2014	2	0	0	0	2	0	14	28	25	26	31	30	28	20	19	30	23	27	30	20	10	13	12	1	391
08-Jan-2014	3	1	0	1	1	0	17	29	27	29	33	35	23	18	19	32	26	22	27	28	12	12	12	2	409
09-Jan-2014	1	0	0	1	1	0	19	30	26	25	34	31	25	16	21	33	29	23	28	27	16	12	14	1	413
10-Jan-2014	2	0	0	1	1	0	17	32	30	25	34	32	33	22	22	31	34	24	25	32	15	13	13	1	439
11-Jan-2014	0	0	0	0	1	0	8	22	32	33	30	31	32	18	15	27	16	21	19	14	11	13	8	0	351
12-Jan-2014	1	0	0	0	0	0	10	20	25	28	31	31	31	17	26	34	23	26	30	22	22	14	12	0	403
13-Jan-2014	0	0	0	0	0	0	20	32	30	34	34	31	29	23	23	32	26	24	27	23	12	12	15	1	428
14-Jan-2014	2	0	0	0	2	0	20	32	30	25	34	30	24	20	16	34	28	26	23	32	8	14	15	1	416
15-Jan-2014	1	0	0	1	1	0	18	33	30	28	35	34	25	21	23	33	28	21	29	28	15	12	15	2	433
16-Jan-2014	1	0	0	1	1	0	22	32	30	24	36	28	26	22	21	33	31	21	33	29	14	12	15	2	434
17-Jan-2014	2	0	0	1	1	0	21	30	34	30	34	27	33	24	24	35	30	26	25	34	20	13	11	0	455
18-Jan-2014	0	0	0	0	1	0	10	23	34	32	36	27	28	24	19	26	18	20	23	15	10	12	9	0	367
19-Jan-2014	0	1	0	0	0	0	9	14	28	29	27	32	29	19	29	33	23	27	34	23	23	16	12	2	410
20-Jan-2014	0	0	0	0	1	0	21	33	32	28	33	30	32	25	19	30	31	25	29	26	15	12	16	1	439
21-Jan-2014	2	1	0	1	1	0	18	31	33	27	35	27	26	24	22	33	20	29	33	23	11	13	15	1	426
22-Jan-2014	2	0	0	1	1	0	17	33	29	28	31	32	25	21	24	34	22	26	32	24	12	13	16	1	424
23-Jan-2014	2	0	0	1	1	0	21	29	29	31	29	30	29	21	20	36	30	23	27	35	17	15	15	2	443
24-Jan-2014	2	0	1	2	1	0	20	32	30	28	34	32	31	21	25	34	34	29	24	35	20	12	13	0	460
25-Jan-2014	1	0	0	0	0	0	10	20	34	36	28	29	29	19	18	25	19	21	23	13	12	11	8	1	357
26-Jan-2014	0	0	1	1	0	0	9	14	26	28	29	29	32	18	24	35	24	21	33	24	15	15	10	3	391
27-Jan-2014	0	0	0	0	0	0	12	28	23	33	33	31	29	23	24	36	26	25	36	24	16	13	12	0	424
28-Jan-2014	0	1	0	0	0	0	18	43	31	27	37	25	32	23	20	32	26	29	28	25	12	13	15	2	439
29-Jan-2014	2	0	0	1	1	0	20	35	31	29	26	27	29	20	26	31	27	19	34	28	12	9	18	2	427
30-Jan-2014	2	0	0	0	0	1	16	39	33	26	30	27	26	24	20	35	26	28	33	34	16	8	15	0	439
31-Jan-2014	2	2	0	0	1	0	16	38	33	30	31	31	27	21	26	41	28	28	32	31	17	15	10	0	460
Total	33	7	3	15	20	2	484	878	927	892	996	925	890	649	669	998	808	752	876	795	457	392	396	29	12893
Avg.	1.06	0.23	0.10	0.48	0.65	0.06	15.61	28.32	29.90	28.77	32.13	29.84	28.71	20.94	21.58	32.19	26.06	24.26	28.26	25.65	14.74	12.65	12.77	0.94	415.90

(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-14	07:00	00:29	-	-	01:21	-	15:08	-	-	-	-	-	-
02-Jan-14	07:00	00:28	-	00:32	-	-	08:05	06:32	-	-	01:20	-	-
03-Jan-14	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
04-Jan-14	07:00	00:35	-	-	-	-	-	08:05	-	-	08:18	-	-
05-Jan-14	07:00	00:14	-	-	-	-	16:44	-	-	-	-	-	-
06-Jan-14	07:00	00:14	-	-	-	-	-	15:01	-	-	01:43	-	-
07-Jan-14	07:00	00:22	-	-	-	-	-	14:22	-	-	02:14	-	-
08-Jan-14	07:00	-	-	02:18	-	-	-	12:14	-	-	02:26	-	-
09-Jan-14	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
10-Jan-14	07:00	00:23	-	-	-	-	16:35	-	-	-	-	-	-
11-Jan-14	07:00	00:21	01:08	-	-	-	15:29	-	-	-	-	-	-
12-Jan-14	07:00	00:26	-	00:58	-	-	-	13:13	-	-	02:21	-	-
13-Jan-14	07:00	00:16	-	00:37	-	-	05:15	10:49	-	-	-	-	-
14-Jan-14	07:00	00:20	00:46	-	-	-	15:52	-	-	-	-	-	-
15-Jan-14	07:00	00:17	00:22	-	-	-	16:19	-	-	-	-	-	-
16-Jan-14	07:00	00:14	00:47	-	-	-	15:56	-	-	-	-	-	-
17-Jan-14	07:00	00:26	00:48	-	-	-	15:44	-	-	-	-	-	-
18-Jan-14	07:00	00:27	-	-	-	-	16:31	-	-	-	-	-	-
19-Jan-14	07:00	00:15	01:18	01:01	-	-	00:43	13:40	-	-	-	-	-
20-Jan-14	07:00	00:19	-	00:49	-	-	-	14:12	-	-	01:38	-	-
21-Jan-14	07:00	00:13	-	-	-	-	-	14:03	-	-	02:42	-	-
22-Jan-14	07:00	00:16	-	01:45	-	-	-	14:04	-	-	00:53	-	-
23-Jan-14	07:00	00:12	03:59	-	-	-	12:47	-	-	-	-	-	-
24-Jan-14	07:00	00:28	-	-	-	-	16:30	-	-	-	-	-	-
25-Jan-14	07:00	00:05	-	00:58	-	-	-	14:40	-	-	01:14	-	-
26-Jan-14	07:00	00:35	01:03	01:57	-	-	-	08:48	-	-	04:34	-	-
27-Jan-14	07:00	00:25	-	-	-	-	16:33	-	-	-	-	-	-
28-Jan-14	07:00	00:08	00:43	-	-	-	16:07	-	-	-	-	-	-
29-Jan-14	07:00	00:26	-	-	-	-	16:32	-	-	-	-	-	-
30-Jan-14	07:00	00:21	00:49	-	-	-	15:48	-	-	-	-	-	-
31-Jan-14	07:00	00:21	00:43	-	-	-	15:54	-	-	-	-	-	-
Total	217:00	10:51	12:30	11:00	01:21	00:00	301:57	159:48	00:00	00:00	29:28	00:00	00:00
% Used	2.06%	2.37%	2.09%	0.26%	0.00%	57.30%	30.33%	0.00%	0.00%	5.59%	0.00%	0.00%	0.00%

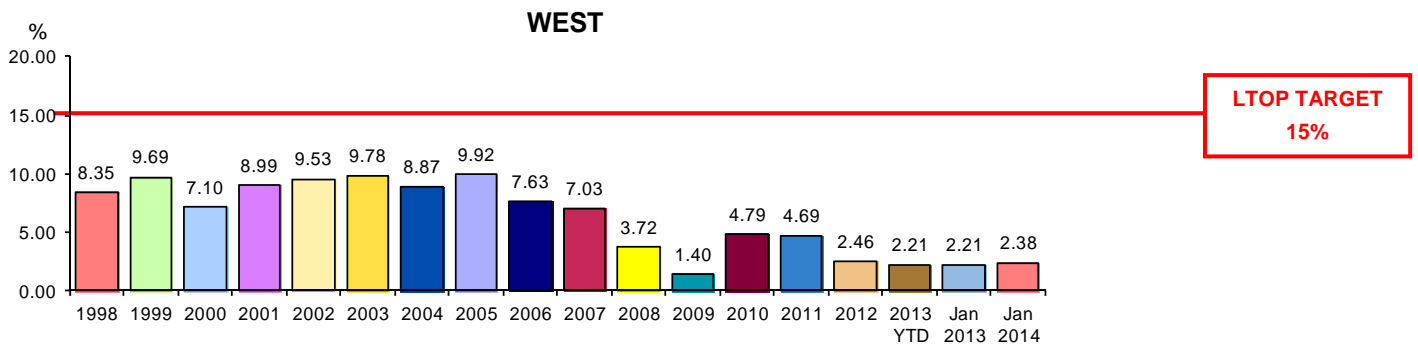
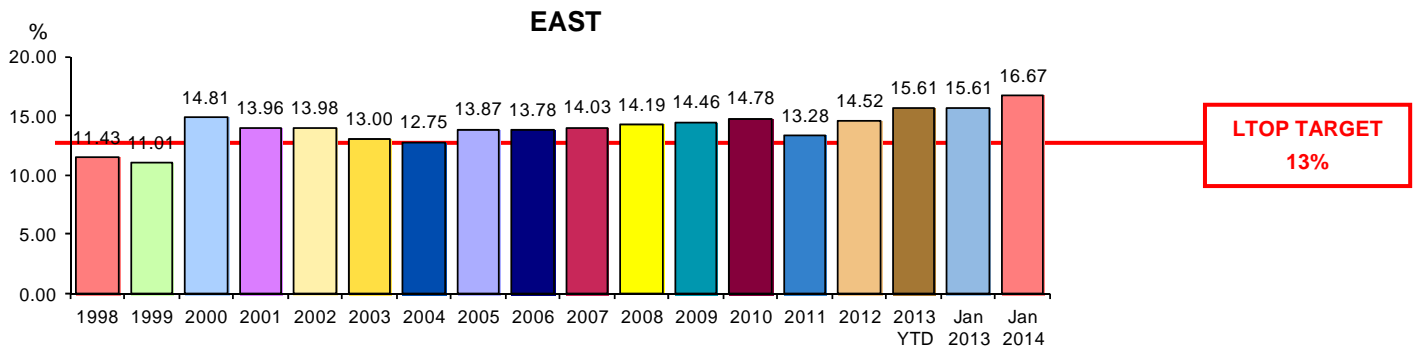
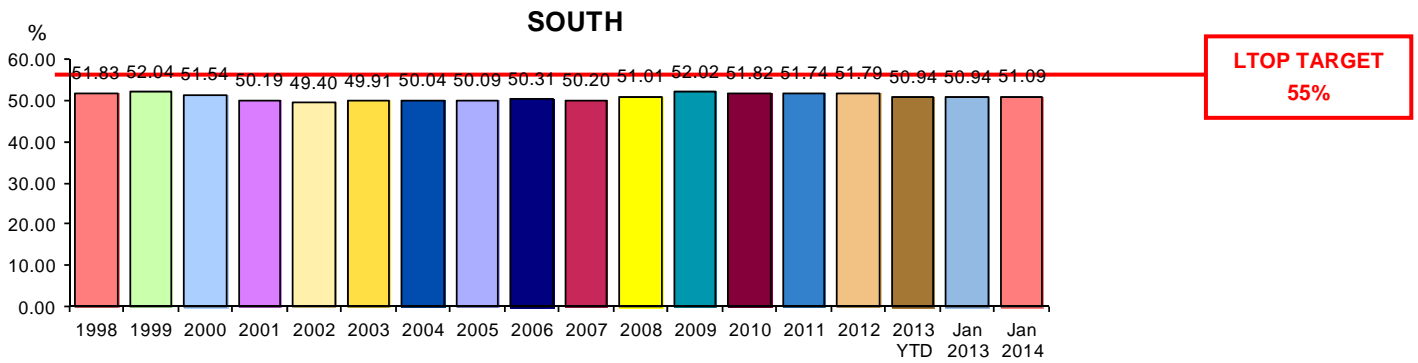
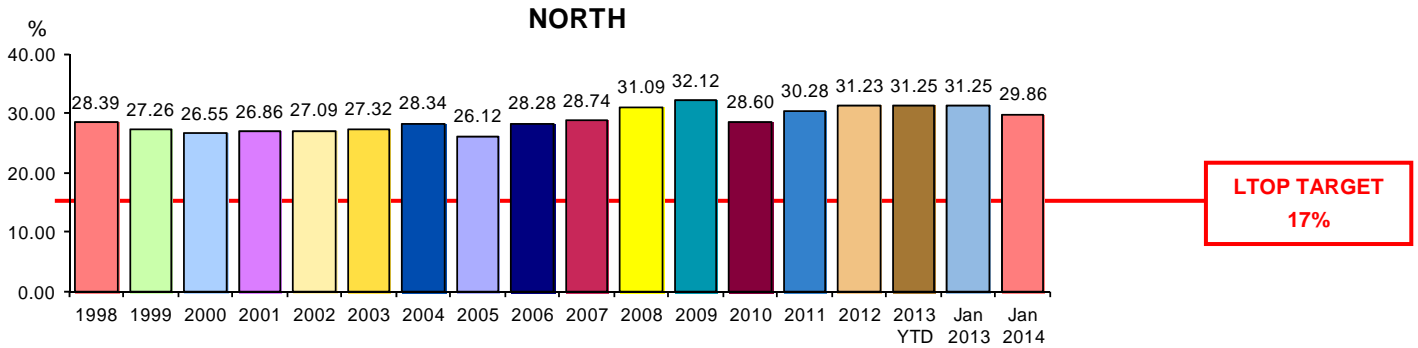
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2014

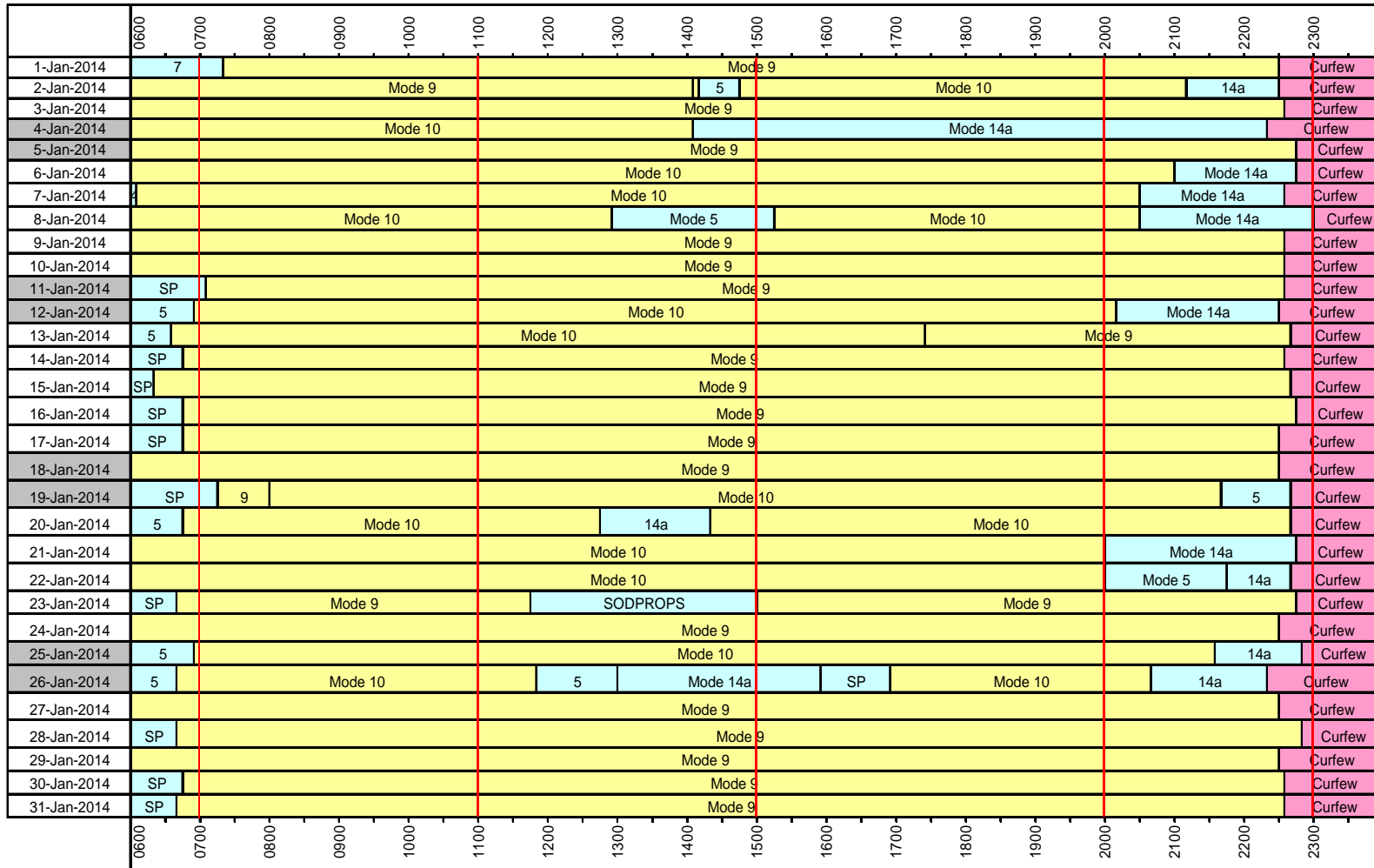
Time	2.06%	2.37%	2.09%	0.26%	0.00%	57.30%	30.33%	0.00%	0.00%	5.59%	0.00%	0.00%
Movements	0.39%	1.66%	1.45%	0.17%	0.00%	60.09%	32.18%	0.00%	0.00%	4.06%	0.00%	0.00%

Runway End Impact to 31 January 2014

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



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

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

M14A: Dep 16L+R Arr 07

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **January 2014**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	

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

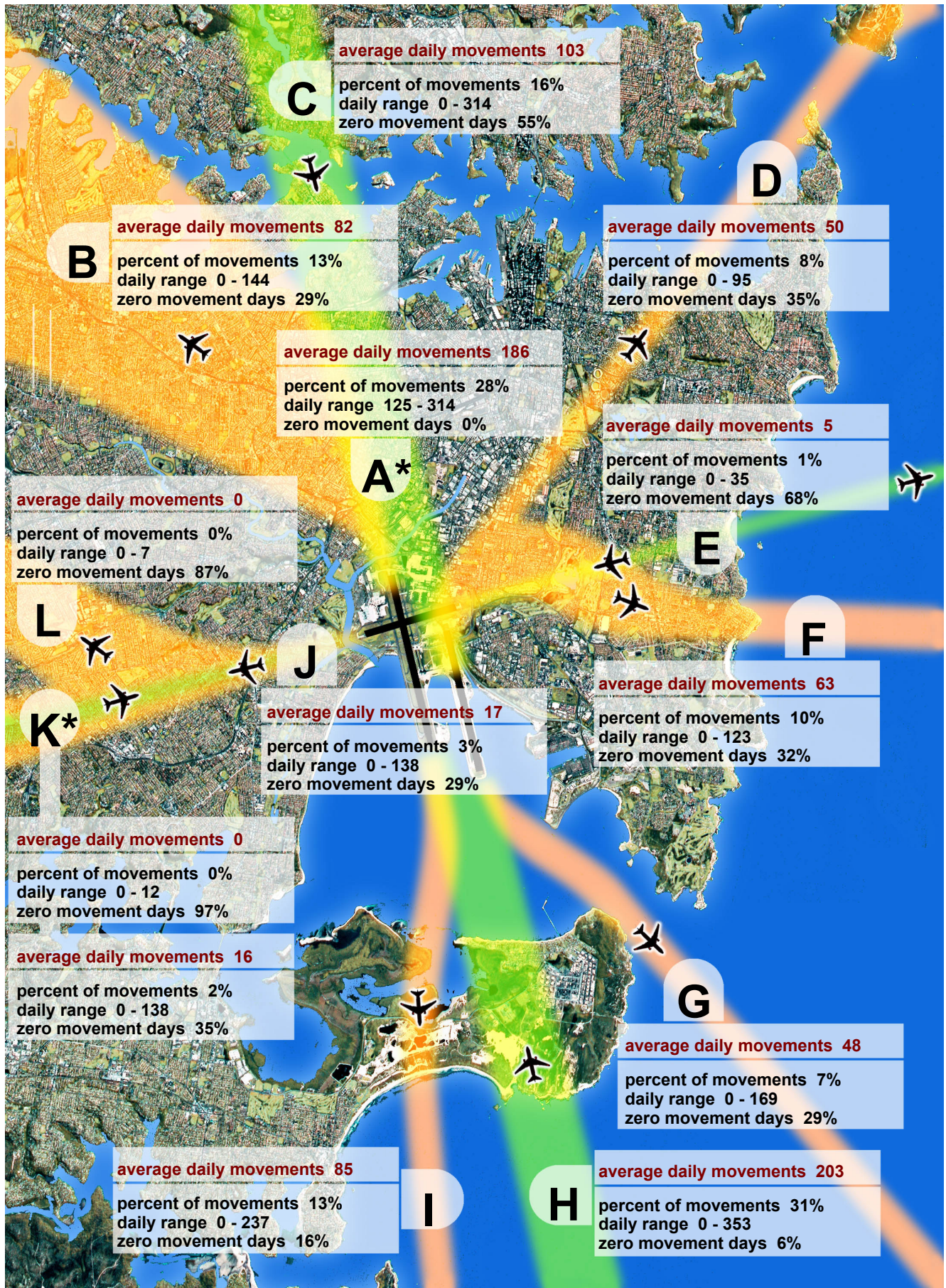
Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
-	-	-	-

Noise Complaints & Information Service

The Noise Complaints & Information Service is a function of Airservices Australia located at Sydney Airport. Information on noise complaints will be published as a separate report on Airservices Australia website.

Sydney Airport : Jet Flight Path Movements

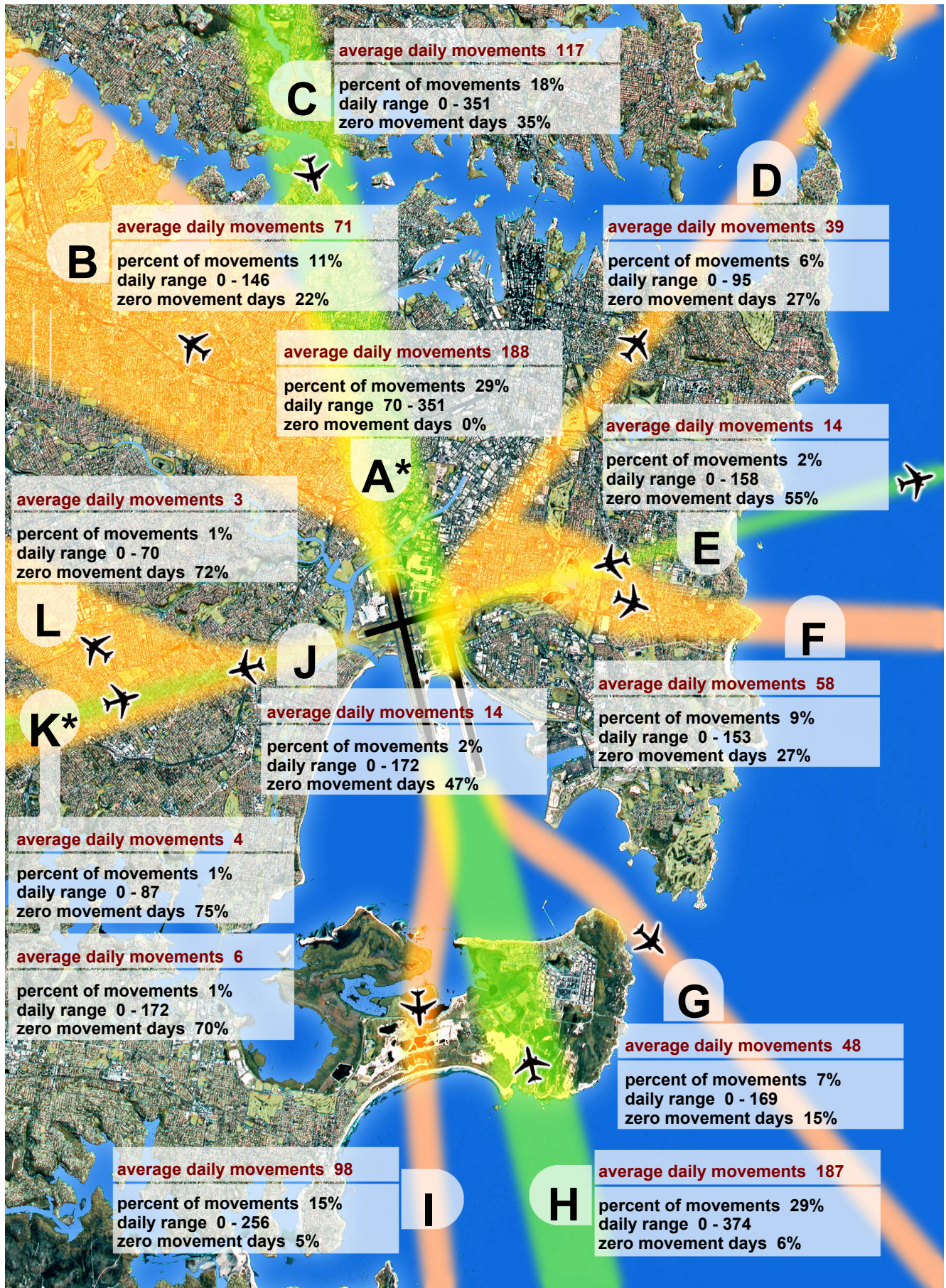
1 Jan 2014 to 31 Jan 2014, All Jets



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

Sydney Airport : Jet Flight Path Movements

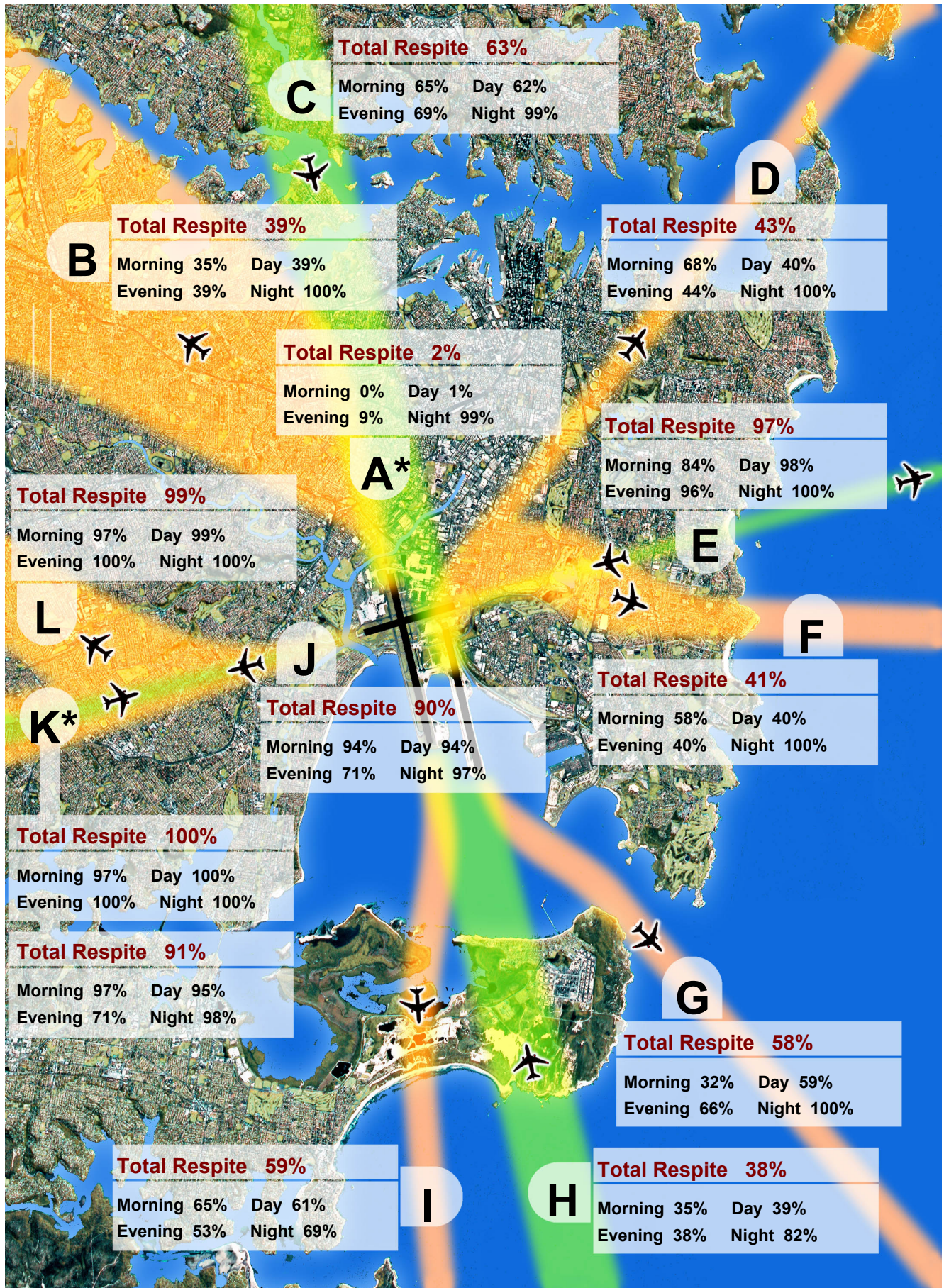
1 Feb 2013 to 31 Jan 2014, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 Jan 2014 to 31 Jan 2014, All Jets



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

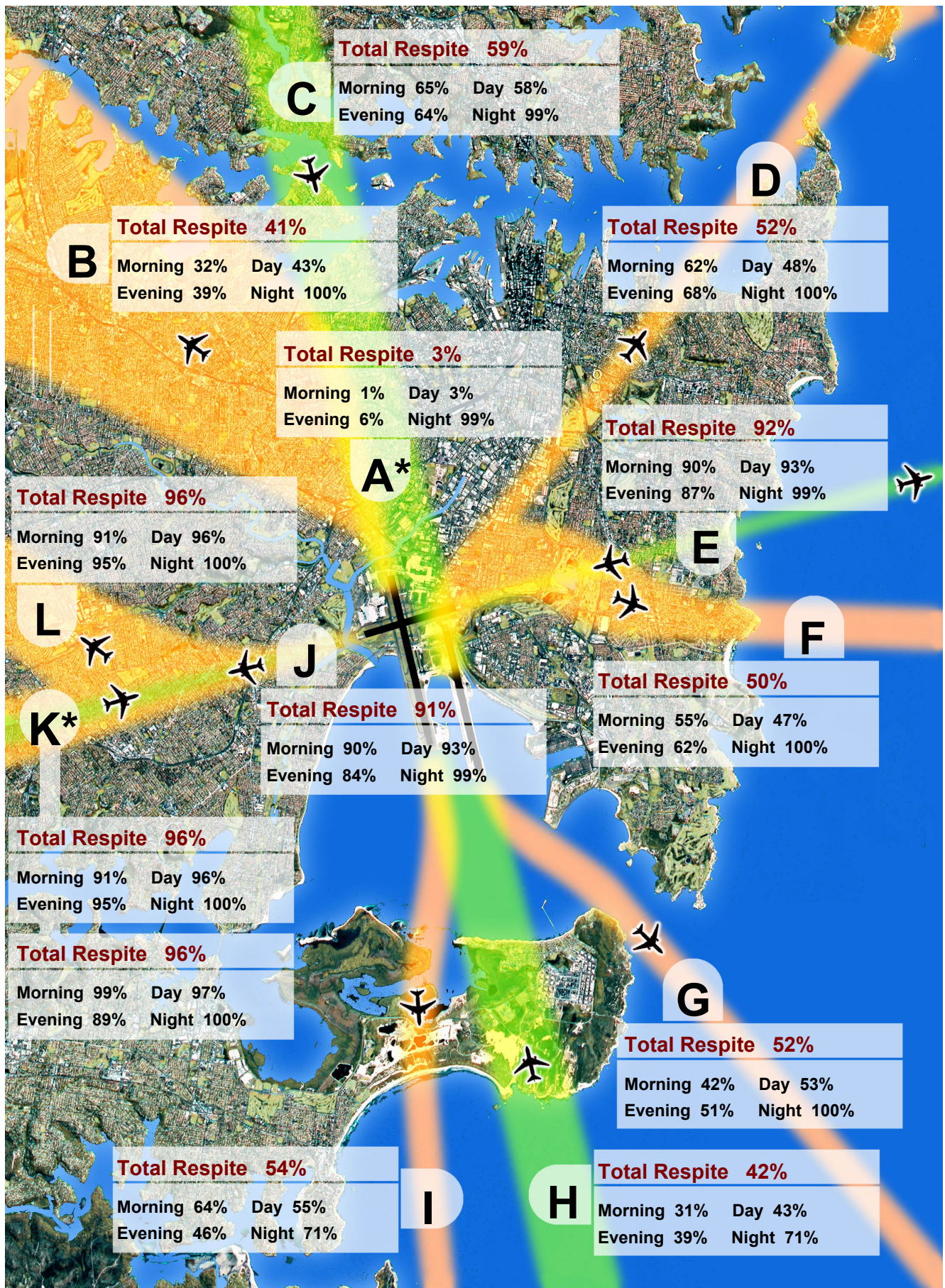
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 Feb 2013 to 31 Jan 2014, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation) February 2013 to January 2014

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

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

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in September 2013 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2013 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 .
	Departures off runway 34R to the north-east	
E	East – Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2013 .
	Arrivals on runway 25 and departures from runway 07	
F	East – Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 .
	Departures from runway 34R that turn hard east	
G	South – Botany Bay Heads	
	Departures from runway 16L	
H	South – Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in September 2013 and Mode 7 was in July 2013 .
	Arrivals on runways 34L and 34R	
I	South – Kurnell Sand Hills	
	Departures from runway 16R	
J,K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2013 , Mode 14A in January 2014 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period February 2013 to January 2014, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 52%**. This means that over the period **February 2013 to January 2014 for 52%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. Environmental Services at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney Airport for January 2014.

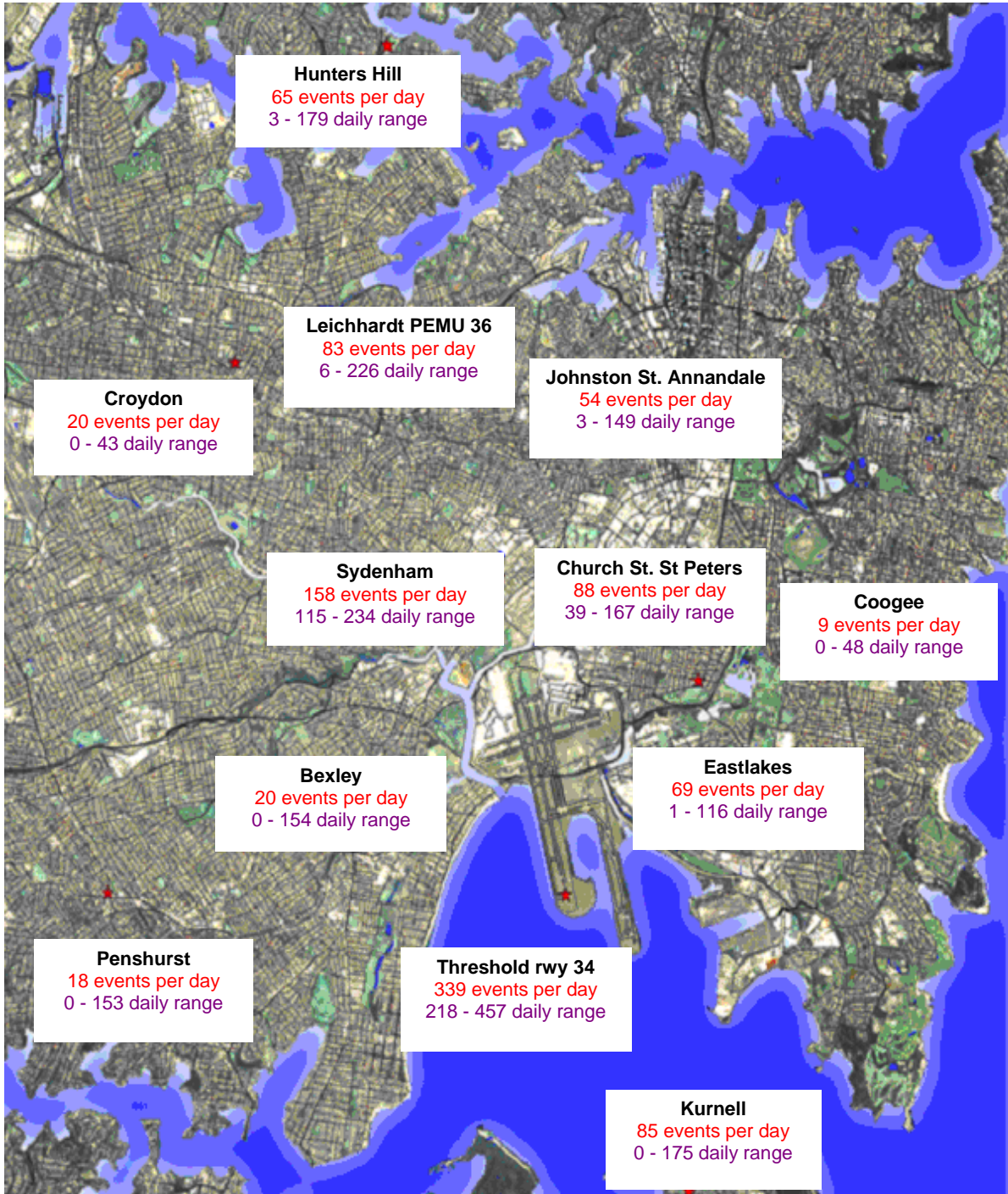


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 2014

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during January 2014 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>	10,837	30.9	340	349	322
<i>Penshurst</i>	646	30.9	18	18	9
<i>Bexley</i>	634	30.9	20	20	11
<i>Sydenham</i>	4,915	30.9	158	163	185
<i>Johnston St Annandale</i>	2,088	30.9	54	61	95
<i>Church St. St Peters</i>	3,668	30.9	89	97	117
<i>Leichhardt PEMU 36</i>	2,683	30.9	84	86	129
<i>Eastlakes</i>	2,465	30.9	69	76	61
<i>Coogee</i>	415	30.9	9	15	18
<i>Kurnell</i>	3,221	30.9	86	90	70
<i>Croydon</i>	859	30.9	20	19	15
<i>Hunters Hill</i>	4,221	30.9	65	53	100

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

The N70 values for January 2014 have also been calculated for six different periods:

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

These results are contained in Table 2.

Runway 34L AM 14 PM 45 Day 248 Night 8 WE_D 335 WE_N 5	Penshurst AM 0 PM 12 Day 5 Night 0 WE_D 19 WE_N 0	Bexley AM 1 PM 12 Day 6 Night 0 WE_D 19 WE_N 0	Eastlakes AM 3 PM 8 Day 53 Night 0 WE_D 83 WE_N 0
Coogee AM 1 PM 2 Day 7 Night 0 WE_D 4 WE_N 0	Sydenham AM 6 PM 17 Day 140 Night 0 WE_D 145 WE_N 0	Leichhardt PEMU36 AM 3 PM 8 Day 85 Night 0 WE_D 48 WE_N 0	Kurnell AM 0 PM 8 Day 70 Night 0 WE_D 105 WE_N 0
Annandale AM 0 PM 4 Day 61 Night 0 WE_D 26 WE_N 0	St Peters AM 1 PM 8 Day 86 Night 0 WE_D 70 WE_N 0	Croydon AM 1 PM 3 Day 16 Night 0 WE_D 22 WE_N 0	Hunters Hull AM 3 PM 6 Day 65 Night 0 WE_D 38 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.