



AIRSERVICES AUSTRALIA

**Sydney Airport
Operational Statistics
April 2009**

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

April 2009

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

There were a total of 21,972 aircraft movements this month (daily average 732.40). Last month there were a total of 24,134 movements (daily average 778.51) and for the same month last year there were a total of 24,653 movements (daily average 821.76).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 10 on 17 days and , Mode 9 on 9 days. Crossing runway modes (including Sodprops & Mode 15) were used for 15.62% of non Curfew hours.

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. In addition the SACL RESA works have had a direct impact on these percentages. This month's results are as follows:

North 37.06% - This result is above the LTOP target and also above the previous month (32.12%).

South 52.72% - This result is below the LTOP target but above the previous month (52.59%).

East 10.22% - This result is below the LTOP target and also below the previous month (15.29%).

West 0.00% - This result is below the LTOP target and equal to the previous month (0.00%).

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

This procedure was not utilized this month.

Noise Enquiry Service (refer pages 15-20)

A total of 894 complaints, comments and enquiries were received as follows:

804 Sydney suburbs complaints from 153 complainants

28 Sydney suburbs comments and enquiries

62 non Sydney Airport or Sydney suburbs (NSW only) complaints, comments and enquiries

**Noise Enquiry Service
Environment and Climate Change
Airservices Australia**

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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 2009	11
Runway End Impact	12
Daily Mode Usage	13
PRM Statistics	14
Noise Enquiry Service	15
Complaints Graphs – Complaints vs Complainants	16
Complaints History / Top Complaint Suburbs	17
Complaint Density by Suburb.....	18
Recorded Complaints vs Complainants, by Suburb.....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney	20
Jet Flight Path Movements * (1 - 30 April 2009)	21
Jet Flight Path Movements * (1 May 2008 - 30 April 2009)	22
Jet Aircraft Respite (R60) * (1 - 30 April 2009)	23
Jet Aircraft Respite (R60) * (1 May 2008 - 30 April 2009).....	24
Jet Flight Path Movements (Explanation).....	25
Jet Aircraft Respite (R60) (Explanation).....	26
Measured Daily N70 Values.....	27

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

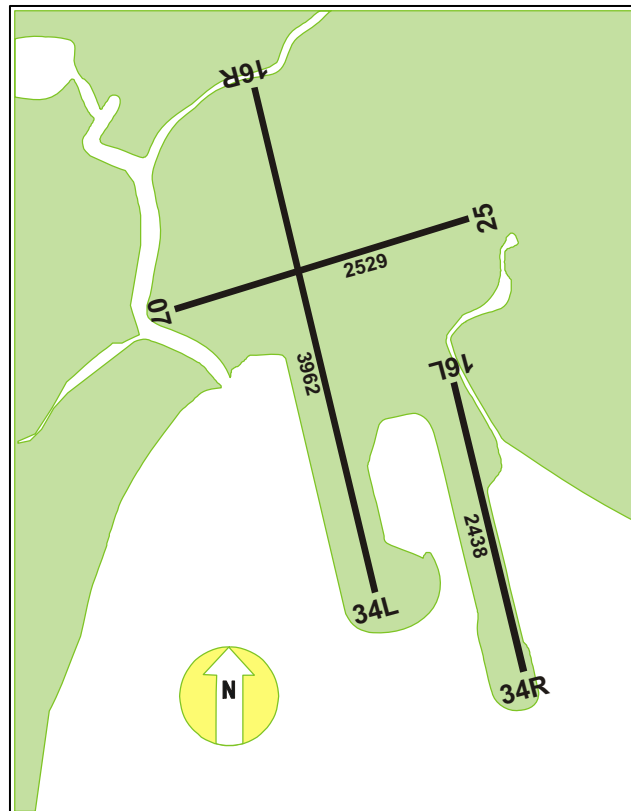
www.airservicesaustralia.com

click on "Projects & Services", "Reports & Statistics" ***then***

"Sydney Airport Operational Statistics".

* This information is produced using the TNIP software package developed by the Department of Infrastructure, Transport, Regional Development and Local Government

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L
Runway 16L/34R
Runway 07/25

Main North-South runway
Parallel North-South runway.
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)

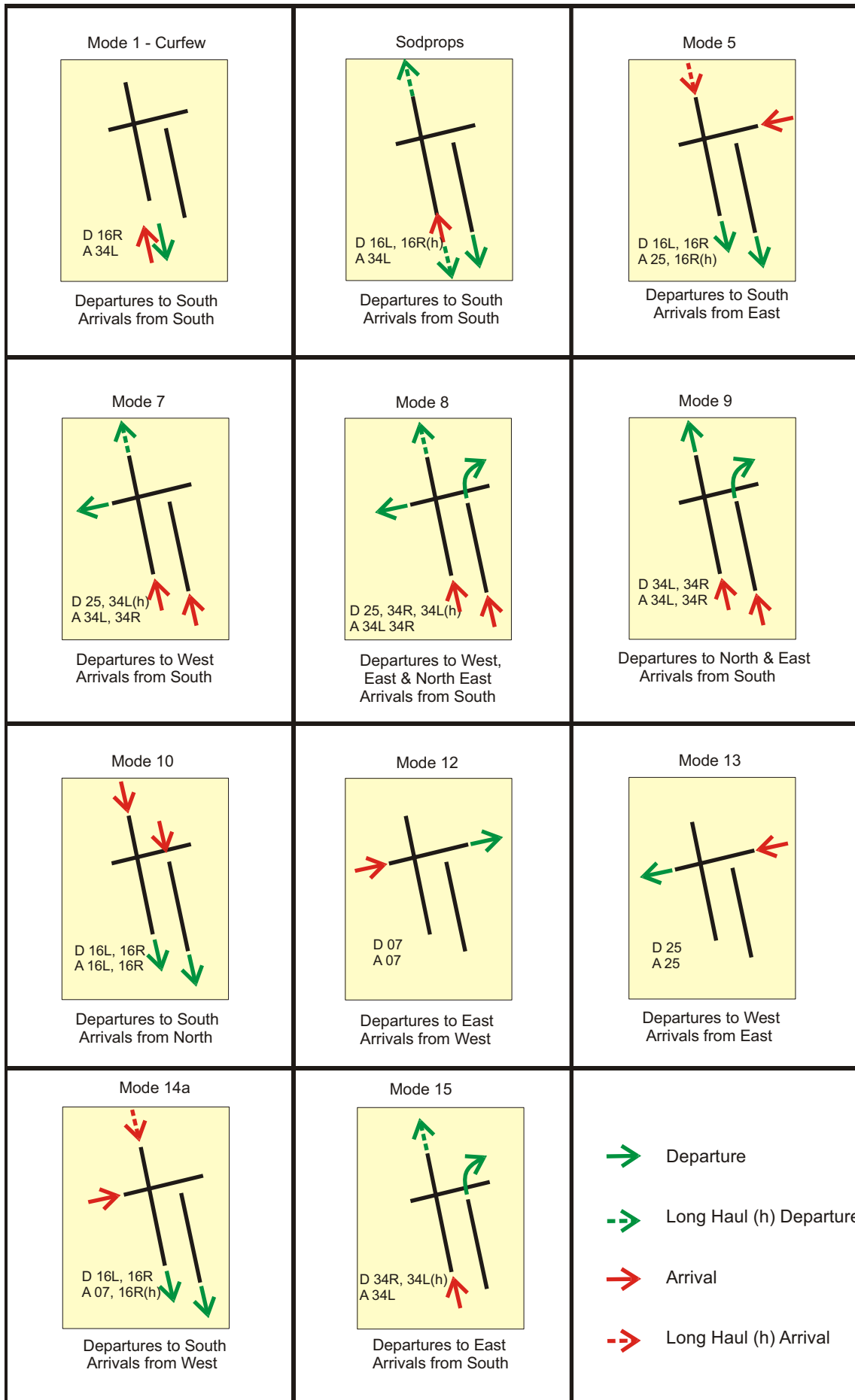
Movements over the East

=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 28 November 2000

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2245 / 2300	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) 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. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 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. 2. 3. 4. 5.	SODPROPS - Departures 16L / Arrivals 34L Curfew Act - Departures 16L&R/Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable 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) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday 0800 to 2200 Sunday	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1. 2. 3. 4. 5. 6. 7. 8.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable Departures 16L&R / Arrivals 25 (Mode 5) Departures 16L&R / Arrivals 07 (Mode 14A) Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) Departures 25 / Arrivals 34L&R (Mode 7) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) . The arrivals runway (34L) may be varied if 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. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 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			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-09	0	0	0	162	118	280	244	297	541	0	0	0	6	0	6	0	0	0	827
02-Apr-09	0	0	0	152	119	271	254	293	547	0	0	0	5	0	5	0	0	0	823
03-Apr-09	0	0	0	0	0	0	0	10	10	0	0	0	281	178	459	130	227	357	826
04-Apr-09	0	0	0	111	86	197	219	232	451	0	0	0	5	1	6	0	4	4	658
05-Apr-09	0	0	0	0	0	0	2	3	5	0	0	0	238	171	409	115	199	314	728
06-Apr-09	0	0	0	175	119	294	235	288	523	0	0	0	2	0	2	0	0	0	819
07-Apr-09	0	0	0	147	112	259	250	295	545	0	0	0	7	0	7	0	0	0	811
08-Apr-09	0	0	0	152	115	267	235	300	535	0	0	0	25	2	27	5	6	11	840
09-Apr-09	0	0	0	0	51	51	0	8	8	0	0	0	310	180	490	108	173	281	830
10-Apr-09	0	0	0	0	73	73	0	3	3	0	0	0	308	145	453	74	145	219	748
11-Apr-09	0	0	0	0	62	62	0	0	0	0	0	0	258	130	388	44	107	151	601
12-Apr-09	0	0	0	0	100	100	2	2	4	0	0	0	269	135	404	37	84	121	629
13-Apr-09	0	0	0	122	95	217	185	229	414	0	0	0	54	33	87	18	36	54	772
14-Apr-09	0	0	0	25	30	55	55	67	122	0	0	0	161	106	267	93	131	224	668
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	15	15	0	4	4	0	0	0	199	126	325	76	133	209	553
17-Apr-09	0	0	0	114	103	217	198	245	443	0	0	0	71	33	104	27	33	60	824
18-Apr-09	0	0	0	99	94	193	236	231	467	0	0	0	4	0	4	0	0	0	664
19-Apr-09	0	0	0	115	111	226	244	268	512	0	0	0	0	0	0	0	0	0	738
20-Apr-09	0	0	0	174	120	294	252	309	561	0	0	0	1	0	1	0	0	0	856
21-Apr-09	0	0	0	142	109	251	241	272	513	0	0	0	4	0	4	0	0	0	768
22-Apr-09	0	0	0	141	113	254	256	294	550	0	0	0	9	0	9	0	0	0	813
23-Apr-09	0	0	0	91	79	170	167	207	374	0	0	0	119	46	165	32	74	106	815
24-Apr-09	0	0	0	0	0	0	0	7	7	0	0	0	303	188	491	116	223	339	837
25-Apr-09	0	0	0	0	21	21	0	1	1	0	0	0	240	136	376	80	147	227	625
26-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	259	166	425	94	202	296	721
27-Apr-09	0	0	0	0	15	15	0	5	5	0	0	0	286	177	463	111	201	312	795
28-Apr-09	0	0	0	70	67	137	120	148	268	0	0	0	132	83	215	61	80	141	761
29-Apr-09	0	0	0	105	99	204	180	230	410	0	0	0	76	32	108	36	41	77	799
30-Apr-09	0	0	0	144	111	255	258	303	561	0	0	0	7	0	7	0	0	0	823
Total	0	0	0	2241	2137	4378	3833	4551	8384	0	0	0	3639	2068	5707	1257	2246	3503	21972

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-09	0	0	0	98	76	174	200	229	429	0	0	0	4	0	4	0	0	0	607
02-Apr-09	0	0	0	91	79	170	205	217	422	0	0	0	5	0	5	0	0	0	597
03-Apr-09	0	0	0	0	0	0	0	6	6	0	0	0	222	111	333	81	191	272	611
04-Apr-09	0	0	0	74	61	135	176	181	357	0	0	0	4	1	5	0	4	4	501
05-Apr-09	0	0	0	0	0	0	1	1	2	0	0	0	204	116	320	75	167	242	564
06-Apr-09	0	0	0	110	81	191	194	222	416	0	0	0	1	0	1	0	0	0	608
07-Apr-09	0	0	0	98	73	171	195	224	419	0	0	0	5	0	5	0	0	0	595
08-Apr-09	0	0	0	99	78	177	183	227	410	0	0	0	21	2	23	3	6	9	619
09-Apr-09	0	0	0	0	43	43	0	4	4	0	0	0	238	108	346	68	145	213	606
10-Apr-09	0	0	0	0	64	64	0	1	1	0	0	0	245	104	349	48	125	173	587
11-Apr-09	0	0	0	0	58	58	0	0	0	0	0	0	211	96	307	32	89	121	486
12-Apr-09	0	0	0	0	84	84	0	0	0	0	0	0	224	95	319	27	74	101	504
13-Apr-09	0	0	0	81	66	147	150	184	334	0	0	0	49	20	69	13	28	41	591
14-Apr-09	0	0	0	18	21	39	39	46	85	0	0	0	125	62	187	56	113	169	480
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	14	14	0	3	3	0	0	0	149	77	226	48	108	156	399
17-Apr-09	0	0	0	81	74	155	147	182	329	0	0	0	58	16	74	16	29	45	603
18-Apr-09	0	0	0	69	70	139	187	188	375	0	0	0	3	0	3	0	0	0	517
19-Apr-09	0	0	0	83	80	163	205	210	415	0	0	0	0	0	0	0	0	0	578
20-Apr-09	0	0	0	114	85	199	203	234	437	0	0	0	1	0	1	0	0	0	637
21-Apr-09	0	0	0	91	77	168	192	204	396	0	0	0	4	0	4	0	0	0	568
22-Apr-09	0	0	0	86	78	164	207	222	429	0	0	0	6	0	6	0	0	0	599
23-Apr-09	0	0	0	55	52	107	125	152	277	0	0	0	102	27	129	16	63	79	592
24-Apr-09	0	0	0	0	0	0	0	3	3	0	0	0	233	116	349	70	187	257	609
25-Apr-09	0	0	0	0	20	20	0	0	0	0	0	0	195	100	295	59	129	188	503
26-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	213	110	323	66	167	233	556
27-Apr-09	0	0	0	0	14	14	0	4	4	0	0	0	215	107	322	69	165	234	574
28-Apr-09	0	0	0	52	50	102	91	110	201	0	0	0	105	54	159	33	65	98	560
29-Apr-09	0	0	0	71	72	143	141	177	318	0	0	0	64	14	78	20	34	54	593
30-Apr-09	0	0	0	90	73	163	205	229	434	0	0	0	6	0	6	0	0	0	603
Total	0	0	0	1461	1543	3004	3046	3460	6506	0	0	0	2912	1336	4248	800	1889	2689	16447

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

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			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-09	0	0	0	64	42	106	44	68	112	0	0	0	2	0	2	0	0	0	220
02-Apr-09	0	0	0	61	40	101	49	76	125	0	0	0	0	0	0	0	0	0	226
03-Apr-09	0	0	0	0	0	0	0	4	4	0	0	0	59	67	126	49	36	85	215
04-Apr-09	0	0	0	37	25	62	43	51	94	0	0	0	1	0	1	0	0	0	157
05-Apr-09	0	0	0	0	0	0	1	2	3	0	0	0	34	55	89	40	32	72	164
06-Apr-09	0	0	0	65	38	103	41	66	107	0	0	0	1	0	1	0	0	0	211
07-Apr-09	0	0	0	49	39	88	55	71	126	0	0	0	2	0	2	0	0	0	216
08-Apr-09	0	0	0	53	37	90	52	73	125	0	0	0	4	0	4	2	0	2	221
09-Apr-09	0	0	0	0	8	8	0	4	4	0	0	0	72	72	144	40	28	68	224
10-Apr-09	0	0	0	0	9	9	0	2	2	0	0	0	63	41	104	26	20	46	161
11-Apr-09	0	0	0	0	4	4	0	0	0	0	0	0	47	34	81	12	18	30	115
12-Apr-09	0	0	0	0	16	16	2	2	4	0	0	0	45	40	85	10	10	20	125
13-Apr-09	0	0	0	41	29	70	35	45	80	0	0	0	5	13	18	5	8	13	181
14-Apr-09	0	0	0	7	9	16	16	21	37	0	0	0	36	44	80	37	18	55	188
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	1	1	0	1	1	0	0	0	50	49	99	28	25	53	154
17-Apr-09	0	0	0	33	29	62	51	63	114	0	0	0	13	17	30	11	4	15	221
18-Apr-09	0	0	0	30	24	54	49	43	92	0	0	0	1	0	1	0	0	0	147
19-Apr-09	0	0	0	32	31	63	39	58	97	0	0	0	0	0	0	0	0	0	160
20-Apr-09	0	0	0	60	35	95	49	75	124	0	0	0	0	0	0	0	0	0	219
21-Apr-09	0	0	0	51	32	83	49	68	117	0	0	0	0	0	0	0	0	0	200
22-Apr-09	0	0	0	55	35	90	49	72	121	0	0	0	3	0	3	0	0	0	214
23-Apr-09	0	0	0	36	27	63	42	55	97	0	0	0	17	19	36	16	11	27	223
24-Apr-09	0	0	0	0	0	0	0	4	4	0	0	0	70	72	142	46	36	82	228
25-Apr-09	0	0	0	0	1	1	0	1	1	0	0	0	45	36	81	21	18	39	122
26-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	46	56	102	28	35	63	165
27-Apr-09	0	0	0	0	1	1	0	1	1	0	0	0	71	70	141	42	36	78	221
28-Apr-09	0	0	0	18	17	35	29	38	67	0	0	0	27	29	56	28	15	43	201
29-Apr-09	0	0	0	34	27	61	39	53	92	0	0	0	12	18	30	16	7	23	206
30-Apr-09	0	0	0	54	38	92	53	74	127	0	0	0	1	0	1	0	0	0	220
Total	0	0	0	780	594	1374	787	1091	1878	0	0	0	727	732	1459	457	357	814	5525

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

(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

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-Apr-09	5	2	0	3	4	0	28	58	54	64	58	47	48	39	45	54	41	60	61	57	41	33	20	5	827	
02-Apr-09	6	1	1	3	1	1	28	58	62	59	56	44	41	40	47	51	42	53	64	64	38	33	26	4	823	
03-Apr-09	4	0	2	3	1	0	25	61	63	67	55	49	43	33	40	52	53	46	61	65	40	33	29	1	826	
04-Apr-09	0	0	0	3	0	1	21	49	56	54	49	47	41	40	45	44	34	44	41	33	22	23	10	1	658	
05-Apr-09	1	2	1	1	0	2	24	37	46	46	47	43	45	32	51	52	45	56	53	65	36	23	20	0	728	
06-Apr-09	0	1	1	1	0	0	39	58	60	68	63	48	42	38	50	47	42	53	61	55	38	28	22	4	819	
07-Apr-09	4	1	2	1	1	3	41	58	66	58	57	44	40	37	47	47	41	61	65	52	33	28	19	5	811	
08-Apr-09	5	7	3	2	1	5	38	69	65	59	51	51	38	33	49	45	47	55	65	61	39	29	20	3	840	
09-Apr-09	4	2	2	3	0	3	38	66	60	54	54	49	46	41	42	52	48	61	64	53	41	31	15	1	830	
10-Apr-09	1	1	1	0	0	2	36	57	63	58	54	46	41	37	51	49	39	53	50	45	27	22	14	1	748	
11-Apr-09	0	1	0	0	0	3	27	45	58	40	52	46	35	32	42	39	33	32	35	27	27	15	11	1	601	
12-Apr-09	1	0	0	2	0	3	26	45	40	40	42	32	38	36	44	41	41	41	52	43	24	23	14	1	629	
13-Apr-09	2	1	1	1	1	4	33	51	60	52	50	48	48	35	51	44	32	53	63	57	38	29	17	1	772	
14-Apr-09	0	1	0	0	0	3	38	56	67	55	50	50	40	38	39	52	36	51	62	30	0	0	0	0	668	
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	0	0	0	0	0	0	34	45	36	38	47	42	49	52	65	54	40	24	24	3	553	
17-Apr-09	2	4	2	1	2	4	37	65	66	56	52	46	43	40	51	45	53	54	59	58	37	29	18	0	824	
18-Apr-09	0	1	0	0	0	3	33	55	61	48	51	41	45	38	45	40	43	37	40	31	22	20	10	0	664	
19-Apr-09	0	0	0	0	0	0	30	40	52	49	49	40	44	35	53	44	47	56	55	61	37	28	17	1	738	
20-Apr-09	2	0	0	0	2	3	39	64	67	62	63	51	47	42	54	42	50	54	62	56	40	30	24	2	856	
21-Apr-09	3	2	1	3	1	0	43	54	67	61	45	48	32	33	35	46	43	60	55	52	32	24	23	5	768	
22-Apr-09	3	2	2	2	0	3	39	68	64	58	57	48	35	33	46	49	40	57	61	55	37	32	17	5	813	
23-Apr-09	2	1	2	2	0	3	37	60	71	58	49	47	44	35	46	46	48	59	64	51	35	29	22	4	815	
24-Apr-09	4	2	0	1	1	6	36	56	74	56	53	49	41	41	54	52	46	55	60	61	41	26	20	2	837	
25-Apr-09	0	0	1	1	0	4	29	50	59	47	52	42	40	27	46	38	35	36	36	29	27	19	7	0	625	
26-Apr-09	1	0	1	0	0	4	26	41	49	43	45	40	43	31	54	48	47	54	58	61	33	25	15	2	721	
27-Apr-09	0	0	0	1	0	3	40	59	68	53	55	41	48	33	48	47	43	55	63	54	32	27	20	5	795	
28-Apr-09	3	0	1	3	1	3	36	63	72	51	46	54	34	35	32	44	38	55	58	47	36	25	20	4	761	
29-Apr-09	3	1	3	3	1	4	34	64	68	57	53	50	36	30	44	48	44	50	59	59	43	25	18	2	799	
30-Apr-09	5	1	2	2	1	2	39	53	69	56	54	50	41	34	46	48	49	60	63	51	43	29	21	4	823	
Total	61	34	29	42	18	72	940	1560	1727	1529	1496	1336	1195	1036	1344	1348	1249	1513	1655	1487	979	742	513	67	21972	
Avg.	2.10	1.17	1.00	1.45	0.62	2.48	32.41	53.79	59.55	52.72	51.59	46.07	41.21	35.72	46.34	46.48	43.07	52.17	57.07	51.28	33.76	25.59	17.69	2.31	757.66	

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

Hourly Runway Movement Summary – Arrivals

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-Apr-09	1	1	0	2	1	0	13	31	32	31	25	22	23	22	25	21	19	30	31	26	21	23	9	3	412	
02-Apr-09	2	0	1	2	0	1	13	33	33	28	27	21	19	20	23	23	19	26	37	23	21	22	15	2	411	
03-Apr-09	0	0	1	2	0	0	12	35	34	31	26	24	17	18	24	21	21	27	39	23	18	22	15	1	411	
04-Apr-09	0	0	0	1	0	1	11	34	31	20	23	20	15	29	21	18	20	27	18	15	13	13	5	0	335	
05-Apr-09	1	1	0	1	0	2	16	21	19	20	19	20	20	13	25	24	20	35	33	22	17	10	16	0	355	
06-Apr-09	0	0	0	1	0	0	21	30	33	34	29	24	17	21	27	16	23	32	27	25	19	18	14	1	412	
07-Apr-09	0	1	2	0	0	3	25	34	37	23	25	25	17	17	24	13	23	34	31	20	18	18	11	3	404	
08-Apr-09	2	3	1	1	0	5	21	41	33	24	23	25	18	14	25	17	26	28	35	22	20	19	13	1	417	
09-Apr-09	1	1	2	0	0	3	21	38	32	20	27	26	19	21	23	23	24	34	33	19	24	16	10	1	418	
10-Apr-09	0	0	1	0	0	2	20	34	33	20	26	25	15	22	22	21	23	29	30	20	16	12	11	0	382	
11-Apr-09	0	1	0	0	0	3	17	28	21	14	25	21	15	15	22	20	19	21	17	13	13	9	7	1	302	
12-Apr-09	0	0	0	1	0	3	17	25	15	18	16	15	17	16	20	16	23	24	29	17	13	12	10	1	308	
13-Apr-09	0	1	1	0	1	4	18	28	27	18	24	26	20	19	25	16	18	31	32	23	17	17	13	0	379	
14-Apr-09	0	1	0	0	0	3	24	29	33	24	22	29	22	15	16	21	20	29	33	13	0	0	0	0	334	
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	0	0	0	0	0	0	15	26	14	18	27	13	25	28	37	21	21	15	15	0	275	
17-Apr-09	1	1	2	0	1	4	20	37	32	22	25	23	19	20	25	16	29	27	33	22	20	18	13	0	410	
18-Apr-09	0	1	0	0	0	3	19	36	29	16	24	17	22	19	22	22	25	23	16	12	13	15	5	0	339	
19-Apr-09	0	0	0	0	0	0	22	24	20	22	18	19	19	15	27	17	25	32	29	24	18	17	11	0	359	
20-Apr-09	1	0	0	0	2	1	24	34	36	29	30	24	20	23	25	17	21	33	30	21	23	18	15	0	427	
21-Apr-09	1	0	1	2	0	0	27	30	36	24	23	23	20	14	18	17	23	31	27	20	19	16	13	2	387	
22-Apr-09	0	1	2	0	0	3	23	39	32	23	26	26	19	16	22	20	21	28	33	19	20	21	10	2	406	
23-Apr-09	0	0	2	0	0	3	21	33	37	21	27	24	20	18	25	16	25	32	30	21	21	20	11	2	409	
24-Apr-09	2	0	0	1	1	4	20	28	38	25	23	27	18	18	32	18	24	28	39	22	19	16	15	1	419	
25-Apr-09	0	0	1	0	0	4	18	33	27	18	23	17	20	12	24	18	21	23	15	16	14	12	4	0	320	
26-Apr-09	0	0	1	0	0	4	17	22	21	18	20	17	17	14	28	20	23	31	35	23	17	13	10	2	353	
27-Apr-09	0	0	0	1	0	3	20	33	36	23	26	22	21	17	24	20	21	26	34	21	18	19	10	2	397	
28-Apr-09	0	0	1	1	1	3	21	36	33	24	24	30	16	14	15	15	20	32	28	18	21	16	12	2	383	
29-Apr-09	0	0	1	1	1	4	21	36	36	24	22	26	18	15	19	20	23	23	32	27	21	15	11	1	397	
30-Apr-09	1	0	2	0	1	2	21	30	36	24	24	28	17	18	25	18	26	32	29	21	22	19	12	1	409	
Total	13	13	22	17	9	68	543	892	862	638	687	672	534	513	680	537	650	836	872	589	517	461	316	29	10970	
Avg.	0.45	0.45	0.76	0.59	0.31	2.34	18.72	30.76	29.72	22.00	23.69	23.17	18.41	17.69	23.45	18.52	22.41	28.83	30.07	20.31	17.83	15.90	10.90	1.00	378.28	

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

Hourly Runway Movement Summary – Departures

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-Apr-09	4	1	0	1	3	0	15	27	22	33	33	25	25	17	20	33	22	30	30	31	20	10	11	2	415	
02-Apr-09	4	1	0	1	1	0	15	25	29	31	29	23	22	20	24	28	23	27	27	41	17	11	11	2	412	
03-Apr-09	4	0	1	1	1	0	13	26	29	36	29	25	26	15	16	31	32	19	22	42	22	11	14	0	415	
04-Apr-09	0	0	0	2	0	0	10	15	25	34	26	27	26	11	24	26	14	17	23	18	9	10	5	1	323	
05-Apr-09	0	1	1	0	0	0	8	16	27	26	28	23	25	19	26	28	25	21	20	43	19	13	4	0	373	
06-Apr-09	0	1	1	0	0	0	18	28	27	34	34	24	25	17	23	31	19	21	34	30	19	10	8	3	407	
07-Apr-09	4	0	0	1	1	0	16	24	29	35	32	19	23	20	23	34	18	27	34	32	15	10	8	2	407	
08-Apr-09	3	4	2	1	1	0	17	28	32	35	28	26	20	19	24	28	21	27	30	39	19	10	7	2	423	
09-Apr-09	3	1	0	3	0	0	17	28	28	34	27	23	27	20	19	29	24	27	31	34	17	15	5	0	412	
10-Apr-09	1	1	0	0	0	0	16	23	30	38	28	21	26	15	29	28	16	24	20	25	11	10	3	1	366	
11-Apr-09	0	0	0	0	0	0	10	17	37	26	27	25	20	17	20	19	14	11	18	14	14	6	4	0	299	
12-Apr-09	1	0	0	1	0	0	9	20	25	22	26	17	21	20	24	25	18	17	23	26	11	11	4	0	321	
13-Apr-09	2	0	0	1	0	0	15	23	33	34	26	22	28	16	26	28	14	22	31	34	21	12	4	1	393	
14-Apr-09	0	0	0	0	0	0	14	27	34	31	28	21	18	23	23	31	16	22	29	17	0	0	0	0	334	
15-Apr-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Apr-09	0	0	0	0	0	0	0	0	0	0	19	19	22	20	20	29	24	24	28	33	19	9	9	3	278	
17-Apr-09	1	3	0	1	1	0	17	28	34	34	27	23	24	20	26	29	24	27	26	36	17	11	5	0	414	
18-Apr-09	0	0	0	0	0	0	14	19	32	32	27	24	23	19	23	18	18	14	24	19	9	5	5	0	325	
19-Apr-09	0	0	0	0	0	0	8	16	32	27	31	21	25	20	26	27	22	24	26	37	19	11	6	1	379	
20-Apr-09	1	0	0	0	0	2	15	30	31	33	33	27	27	19	29	25	29	21	32	35	17	12	9	2	429	
21-Apr-09	2	2	0	1	1	0	16	24	31	37	22	25	12	19	17	29	20	29	28	32	13	8	10	3	381	
22-Apr-09	3	1	0	2	0	0	16	29	32	35	31	22	16	17	24	29	19	29	28	36	17	11	7	3	407	
23-Apr-09	2	1	0	2	0	0	16	27	34	37	22	23	24	17	21	30	23	27	34	30	14	9	11	2	406	
24-Apr-09	2	2	0	0	0	2	16	28	36	31	30	22	23	23	22	34	22	27	21	39	22	10	5	1	418	
25-Apr-09	0	0	0	1	0	0	11	17	32	29	29	25	20	15	22	20	14	13	21	13	13	7	3	0	305	
26-Apr-09	1	0	0	0	0	0	9	19	28	25	25	23	26	17	26	28	24	23	23	38	16	12	5	0	368	
27-Apr-09	0	0	0	0	0	0	20	26	32	30	29	19	27	16	24	27	22	29	29	33	14	8	10	3	398	
28-Apr-09	3	0	0	2	0	0	15	27	39	27	22	24	18	21	17	29	18	23	30	29	15	9	8	2	378	
29-Apr-09	3	1	2	2	0	0	13	28	32	33	31	24	18	15	25	28	21	27	27	32	22	10	7	1	402	
30-Apr-09	4	1	0	2	0	0	18	23	33	32	30	22	24	16	21	30	23	28	34	30	21	10	9	3	414	
Total	48	21	7	25	9	4	397	668	865	891	809	664	661	523	664	811	599	677	783	898	462	281	197	38	11002	
Avg.	1.66	0.72	0.24	0.86	0.31	0.14	13.69	23.03	29.83	30.72	27.90	22.90	22.79	18.03	22.90	27.97	20.66	23.34	27.00	30.97	15.93	9.69	6.79	1.31	379.38	

* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

Mode Utilisation Summary (Total Hours by Day)

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-Apr-09	7:00	0:14	-	-	-	-	-	16:46	-	-	-	-	-
02-Apr-09	7:00	0:17	-	-	-	-	-	16:43	-	-	-	-	-
03-Apr-09	7:00	0:10	-	-	-	-	15:10	-	-	-	-	1:40	-
04-Apr-09	7:00	0:22	-	-	-	-	-	16:07	-	-	-	0:31	-
05-Apr-09	7:00	0:30	-	-	-	-	12:37	-	-	-	-	3:53	-
06-Apr-09	7:00	0:16	-	-	-	-	-	16:44	-	-	-	-	-
07-Apr-09	7:00	0:20	-	-	-	-	-	16:40	-	-	-	-	-
08-Apr-09	7:00	0:25	-	-	-	-	0:39	15:56	-	-	-	-	-
09-Apr-09	7:00	0:36	4:26	-	-	-	11:06	-	-	-	-	0:52	-
10-Apr-09	7:00	0:27	6:37	-	-	-	7:10	-	-	-	-	2:46	-
11-Apr-09	7:00	0:43	5:33	-	-	-	6:46	-	-	-	-	3:58	-
12-Apr-09	7:00	0:35	7:32	-	-	-	6:03	-	-	-	-	2:50	-
13-Apr-09	7:00	0:27	-	-	-	-	3:24	13:09	-	-	-	-	-
14-Apr-09	7:00	0:08	-	-	-	-	9:41	7:11	-	-	-	-	-
15-Apr-09	7:00	0:18	-	-	-	-	13:49	1:43	-	-	-	1:10	-
16-Apr-09	7:00	0:23	2:05	-	-	-	8:20	4:20	-	-	-	1:52	-
17-Apr-09	7:00	0:25	0:52	-	-	-	2:09	13:34	-	-	-	-	-
18-Apr-09	7:00	0:41	-	-	-	-	-	16:19	-	-	-	-	-
19-Apr-09	7:00	0:24	-	-	-	-	-	16:36	-	-	-	-	-
20-Apr-09	7:00	0:25	-	-	-	-	-	16:35	-	-	-	-	-
21-Apr-09	7:00	0:16	-	-	-	-	-	16:44	-	-	-	-	-
22-Apr-09	7:00	0:22	-	-	-	-	-	16:38	-	-	-	-	-
23-Apr-09	7:00	0:21	-	-	-	-	3:24	10:57	-	-	-	2:17	-
24-Apr-09	7:00	0:34	-	-	-	-	12:11	-	-	-	-	4:15	-
25-Apr-09	7:00	0:45	1:51	-	-	-	11:38	-	-	-	-	2:46	-
26-Apr-09	7:00	0:14	-	-	-	-	13:09	-	-	-	-	3:37	-
27-Apr-09	7:00	0:28	1:55	-	-	-	12:00	-	-	-	-	2:37	-
28-Apr-09	7:00	0:16	0:50	-	-	-	6:16	9:38	-	-	-	-	-
29-Apr-09	7:00	0:15	0:53	-	-	-	2:32	13:20	-	-	-	-	-
30-Apr-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
Total	210:00	12:00	32:34	0:00	0:00	0:00	158:04	272:17	0:00	0:00	0:00	35:05	0:00
% Used		2.35%	6.39%	0.00%	0.00%	0.00%	30.99%	53.39%	0.00%	0.00%	0.00%	6.88%	0.00%

* Lost Data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a system outage.

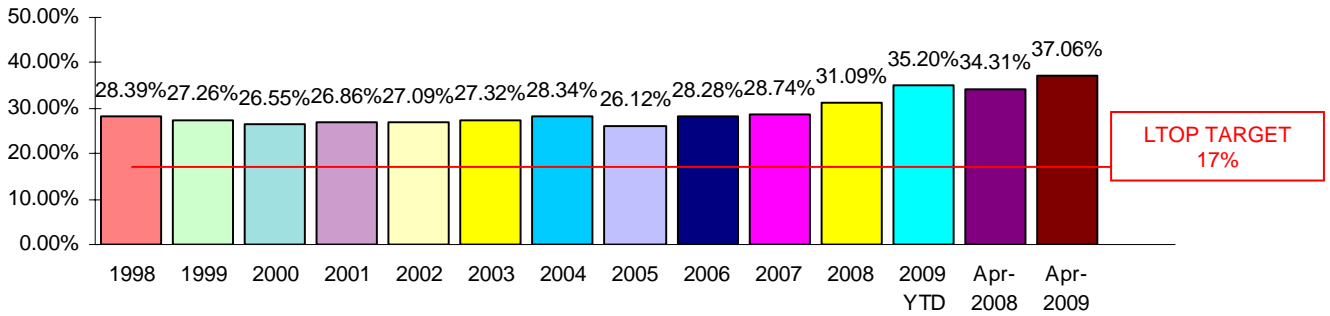
Cumulative Mode Utilisation from 1 January 2009

Time	2:06%	4:90%	0:00%	0:00%	0:00%	0:00%	34:19%	48:25%	0:00%	0:00%	0:00%	10:61%	0:00%
Movements	0.34%	3.68%	0.00%	0.00%	0.00%	0.00%	38.27%	49.76%	0.00%	0.00%	0.00%	7.96%	0.00%

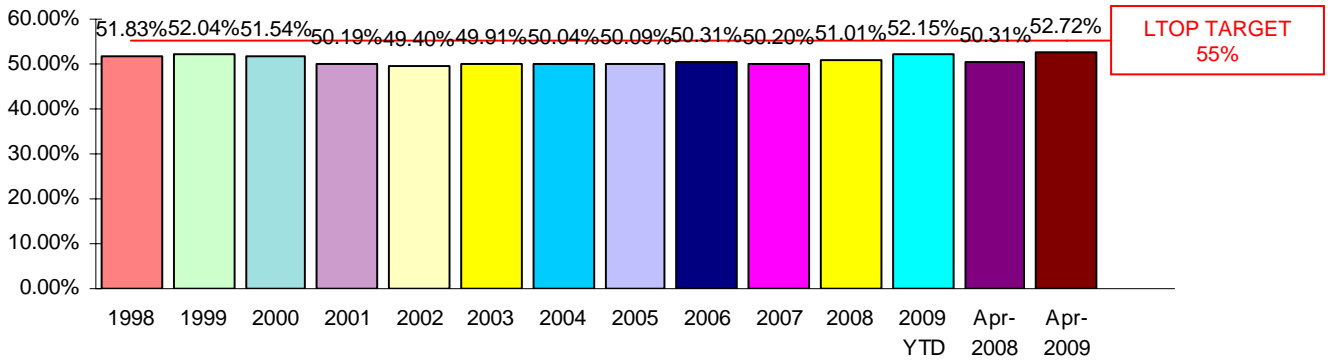
Runway End Impact to 30 April 2009

Includes comparisons with annual figures for 1998 to 2008, 2009 Year to Date, current month this year and corresponding month last year.

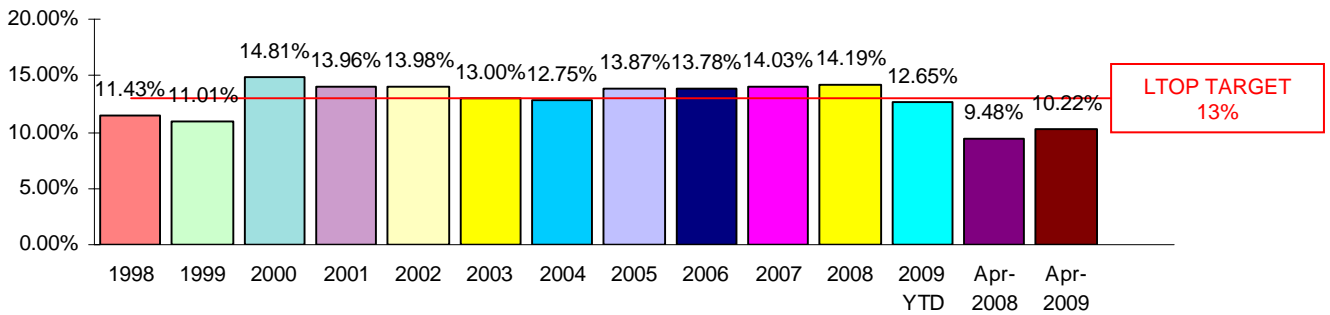
NORTH



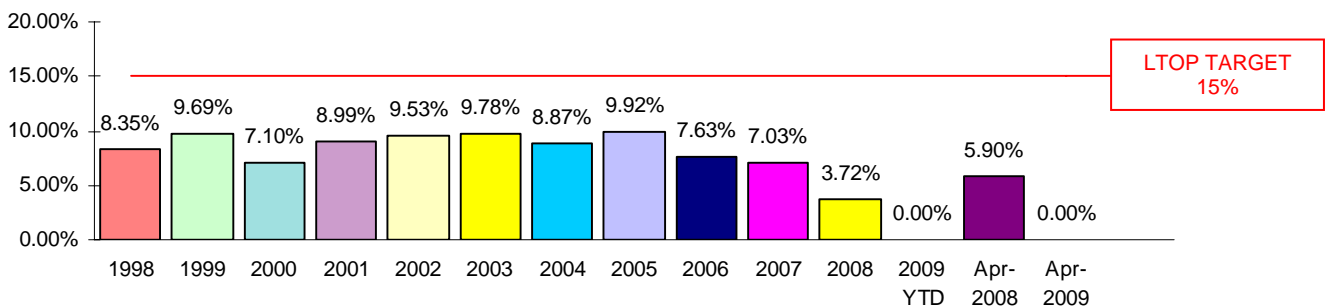
SOUTH



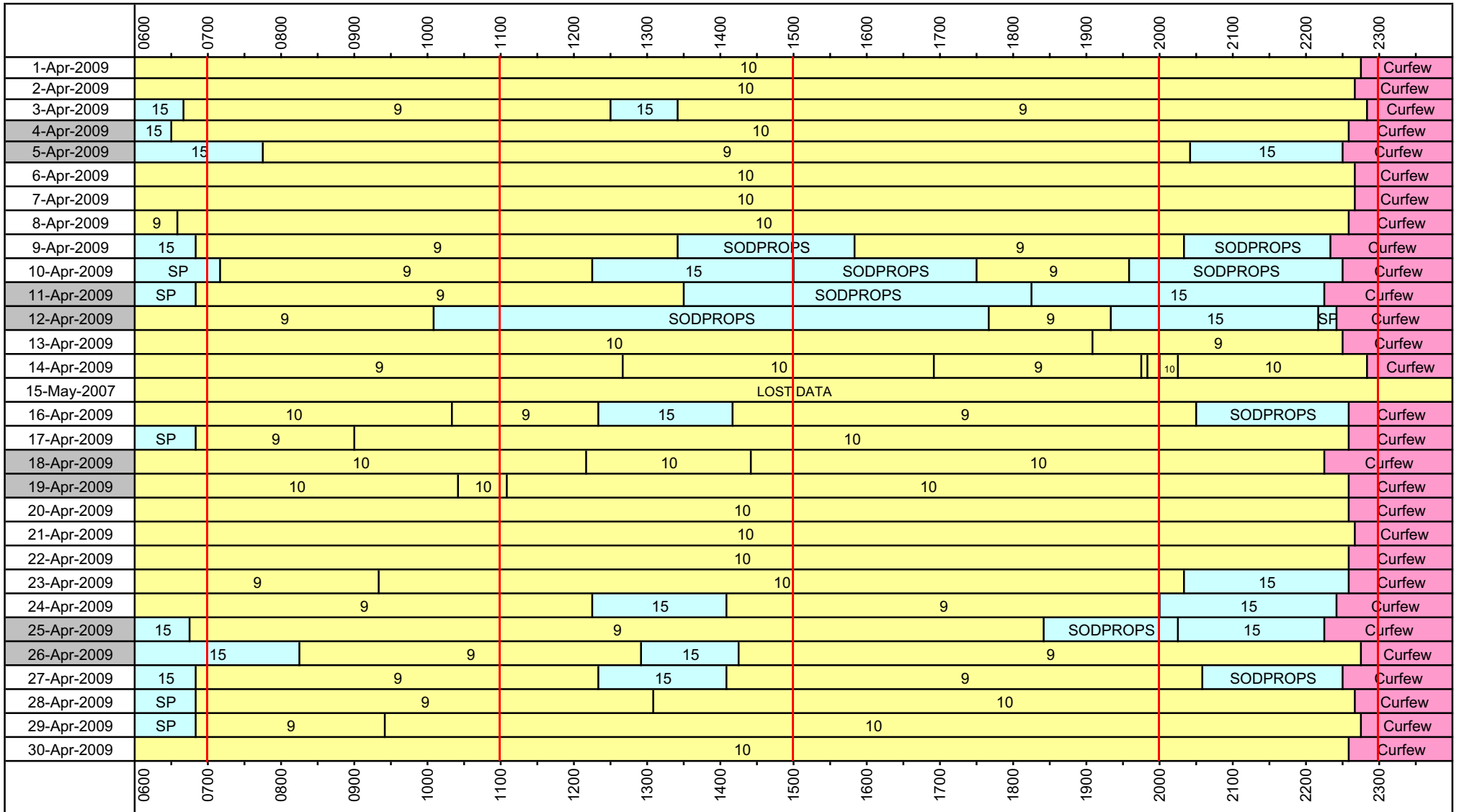
EAST



WEST



Sydney Airport - Daily Mode Usage



* Lost data from 19:39 on the 14th April to 10:18 on the 16th April 09 due to a System Outage.

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 M15: Dep 34R Arr 34L

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 and the community, to meet the requirements of the 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 **April 2009**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
April - 09	-	-	-

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
April - 09	-	-	-

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	-	-

Noise Enquiry Service

The Noise Enquiry Service is a function of Airservices Australia located at Sydney Airport. For more information visit the website at:

www.airservicesaustralia.com

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

www.privacy.gov.au

The Telecommunications Act 1997 (Commonwealth)

www.acma.gov.au

The responsibilities of the Service include the recording of complaints, comments and enquiries regarding aircraft operations and noise for flights within Australia.

The Service is available **from 9 am to 5 pm, Monday to Friday** Australian Eastern Standard Time / Eastern Daylight Saving Time. Outside of these hours Voice Mail is used to record these calls. The Service can be contacted by:

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

www.airservicesaustralia.com/ncm

Complaints received are entered directly into a computer database. Any personal information collected is protected and will not be passed onto any unrelated parties. Statistical information generated from the computer database is produced for this Report, and is also made available to the Sydney Airport Community Forum (SACF). For more information visit the website at:

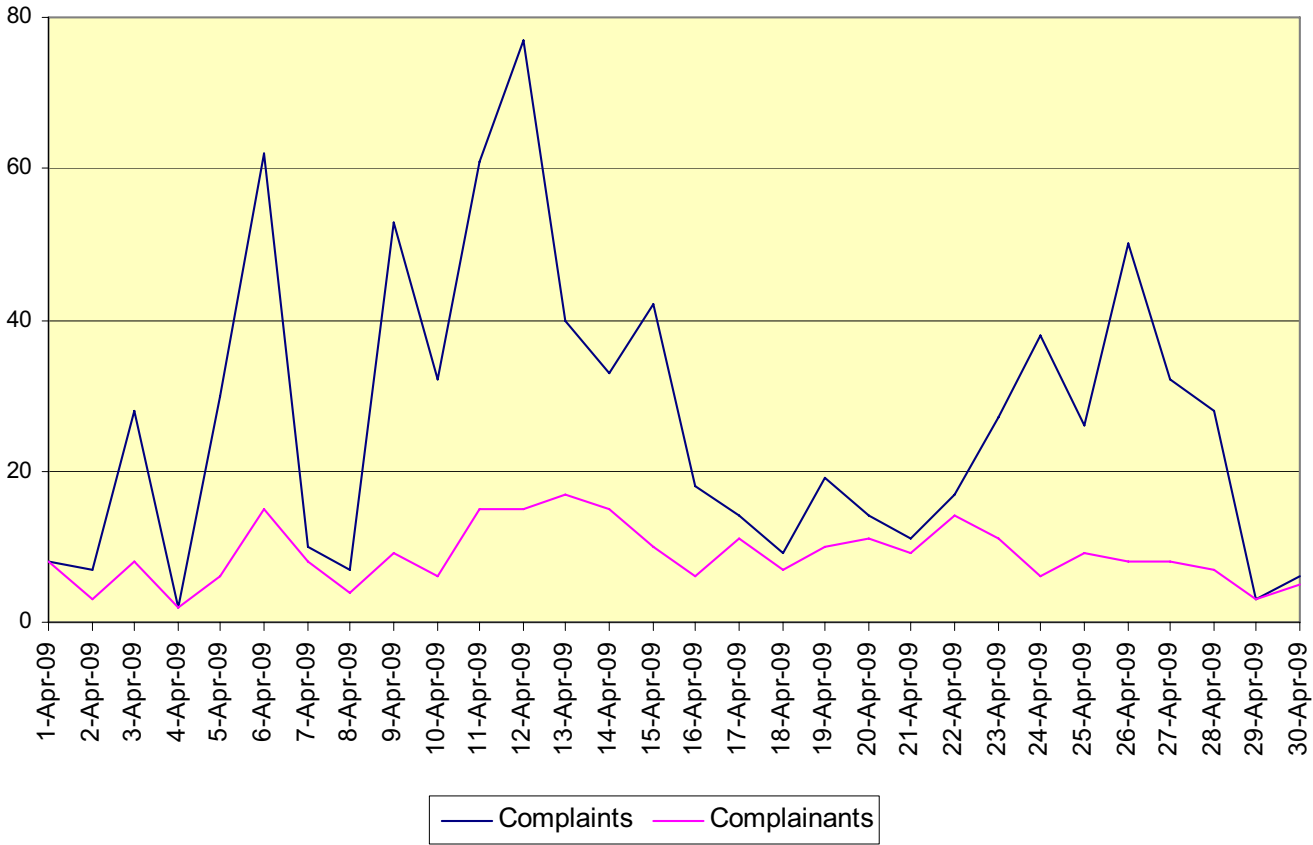
www.sacf.infrastructure.gov.au

Summary of Section Activity – April 2009

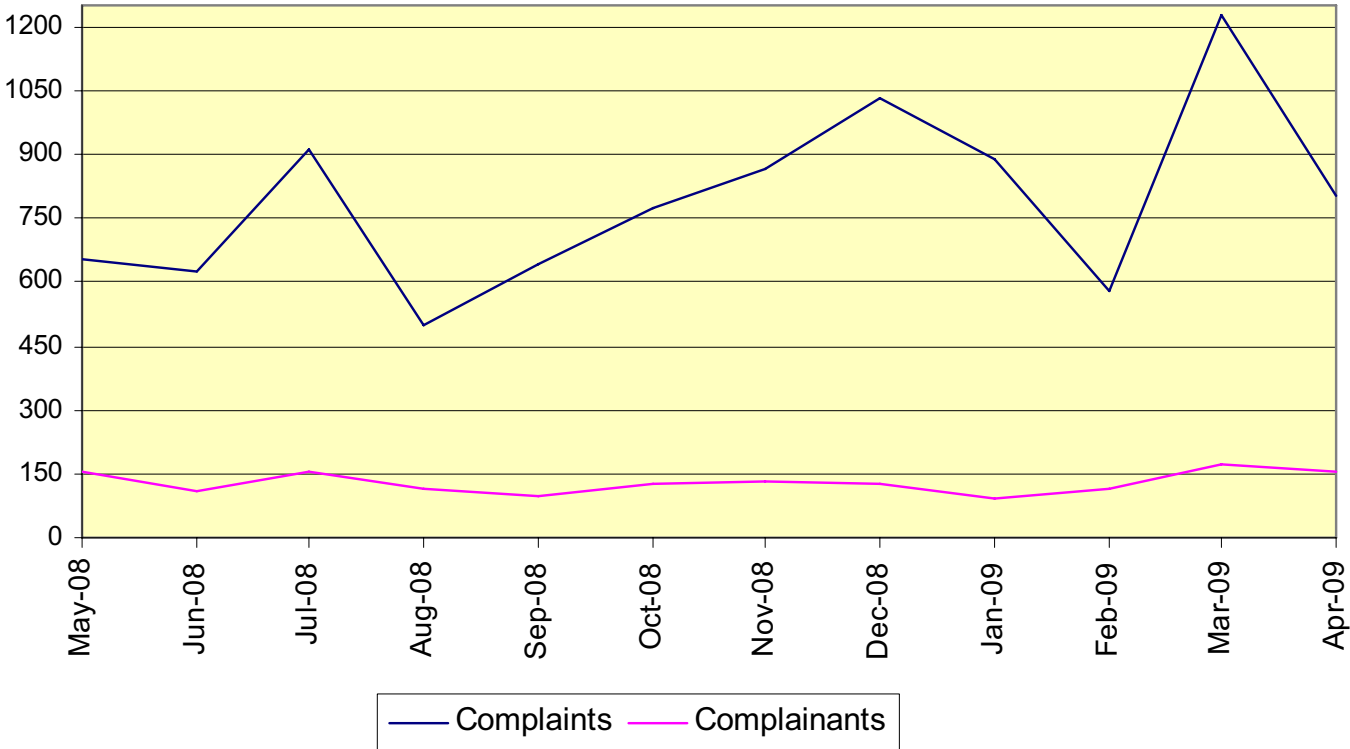
➤ Sydney Suburbs Complaints	
• By phone.....	301
• By correspondence	21
• By internet.....	156
• By e-mail.....	326
➤ Sydney Suburbs Complaints – suburb not specified	5
➤ Sydney Suburbs Comments and Enquiries	28
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	58
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	4
➤ Callback / Information Requests (NSW Only).....	170

Complaints Graphs

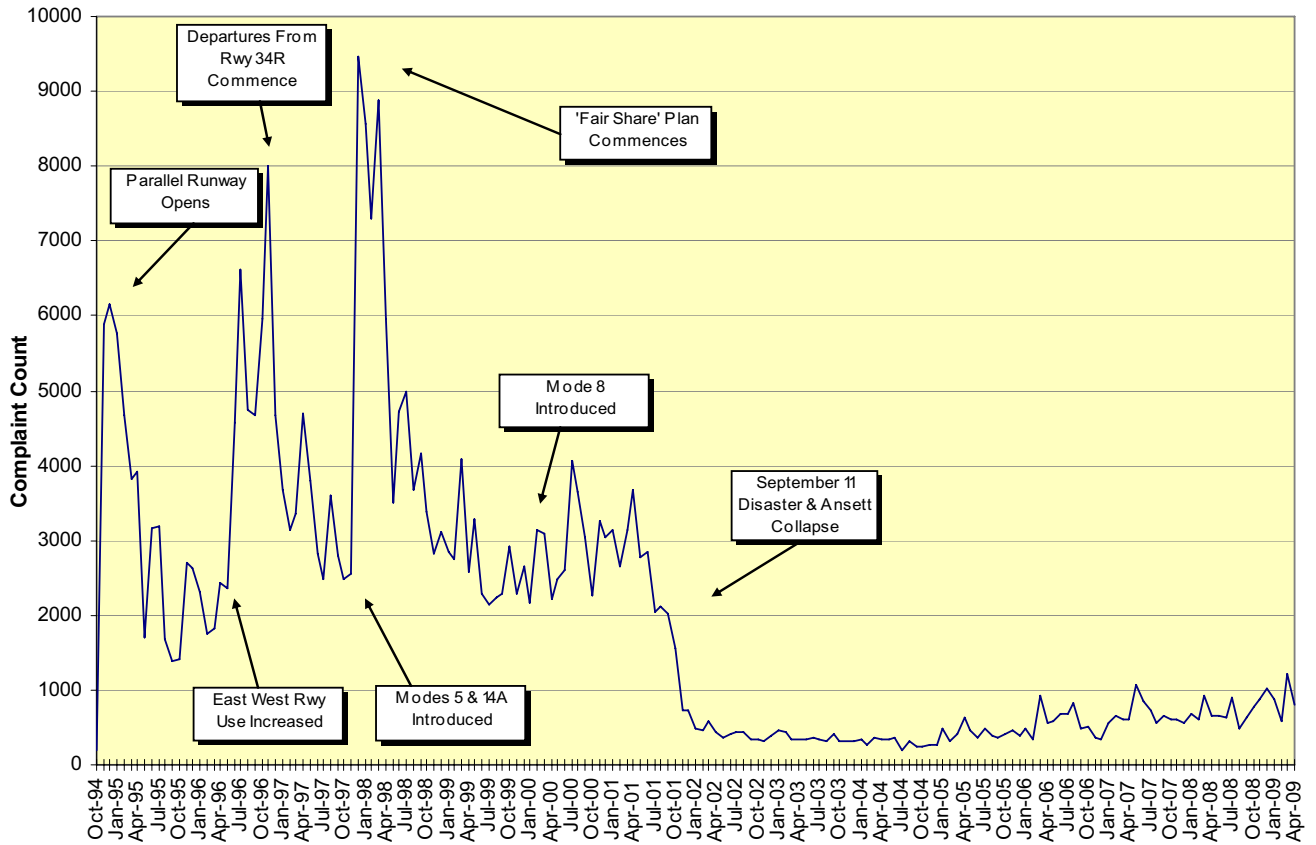
Complaints vs Complainants – 1 April to 30 April 2009



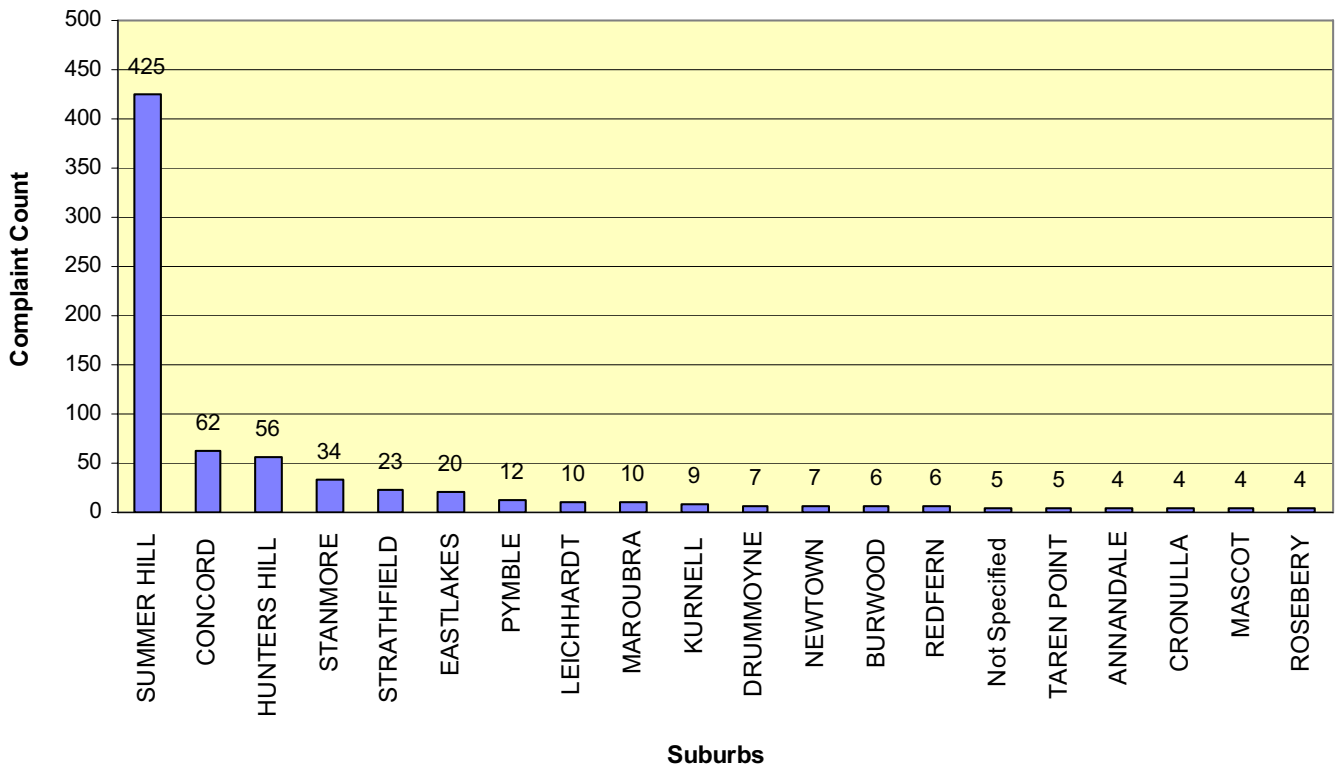
Complaints vs Complainants – Monthly



Complaints History

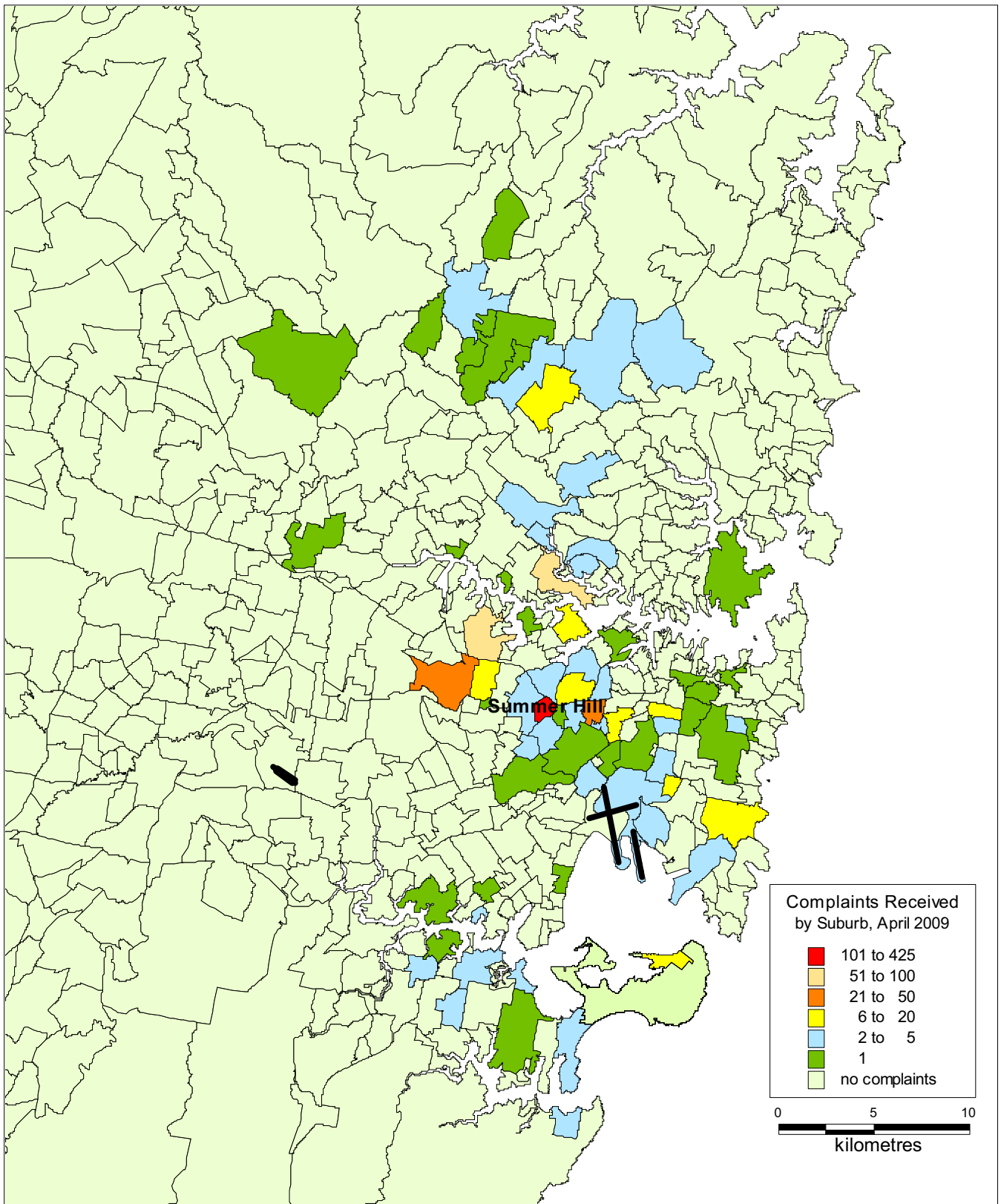


Top Complaint Suburbs – 1 April to 30 April 2009



Complaint Density by Suburb

1 April to 30 April 2009



Recorded Complaints vs Complainants, by Suburb

1 April to 30 April 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	5	2	Marrickville	1	1
Abbotsford	1	1	Mascot	4	3
Alexandria	1	1	Matraville	2	1
Annandale	4	4	Meadowbank	1	1
Ashfield	2	2	Monterey	1	1
Balmain	1	1	Mosman	1	1
Belrose	2	1	Mount Colah	1	1
Botany	3	2	Newtown	7	5
Bundeena	3	2	Normanhurst	1	1
Burwood	6	1	North Ryde	3	3
Burwood Heights	1	1	Oatley	1	1
Caringbah	1	1	Oyster Bay	1	1
Castle Hill	1	1	Paddington	1	1
Centennial Park	1	1	Parramatta	1	1
Concord	62	2	Petersham	3	2
Cronulla	4	2	Pymble	12	2
Darlinghurst	1	1	Queens Park	2	2
Double Bay	1	1	Randwick	1	1
Drummoyne	7	6	Redfern	6	2
Dulwich Hill	3	3	Riverview	2	1
Earlwood	1	1	Rosebery	4	2
East Ryde	3	2	South Hurstville	1	1
Eastlakes	20	2	St Ives	2	1
Enmore	2	2	St Peters	1	1
Gymea	2	2	Stanmore	34	4
Haberfield	2	2	Strathfield	23	1
Hornsby	2	1	Summer Hill	425	5
Hunters Hill	56	12	Sylvania	2	2
Hurlstone Park	3	1	Taren Point	5	1
Jannali	2	1	Tempe	2	2
Kurnell	9	8	Tennyson Point	1	1
Kyle Bay	2	1	Turrumurra	3	3
Lane Cove	2	2	Wahroonga	1	1
Leichhardt	10	7	Waitara	1	1
Lewisham	1	1	Warrawee	1	1
Lilyfield	3	3	Waterloo	2	2
Lindfield	2	2	Waverley	1	1
Maroubra	10	4	Westleigh	1	1
Total Complaints	804		Total Complainants	153	

Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

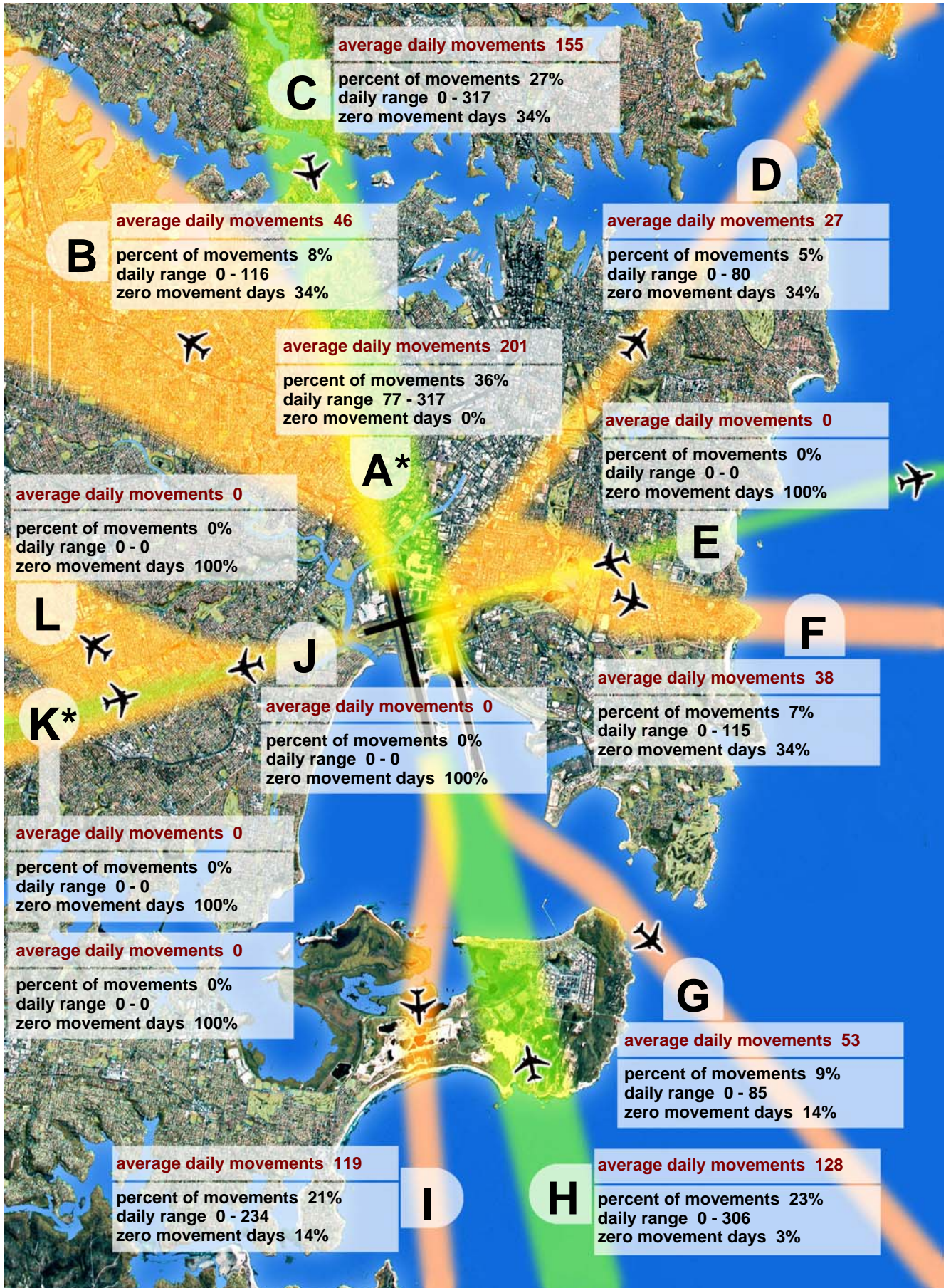
1 April to 30 April 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	2	2	Kyogle	2	1
Bankstown	18	13	Narara	1	1
Bathurst	3	2	Petersham	1	1
Berowra	1	1	Quorrobolong	1	1
Bilambil	1	1	Rosehill	1	1
Bilpin	1	1	St George Hospital	1	1
Bulahdelah	6	2	Tocumwal	1	1
Camden	4	2	Tyagarah	2	2
Concord	1	1	Williamtown	2	1
Griffith	5	1	Yass	1	1
Hillston	3	1			

Total Complaints	58	Total Complainants	38
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Sydney Airport : Jet Flight Path Movements

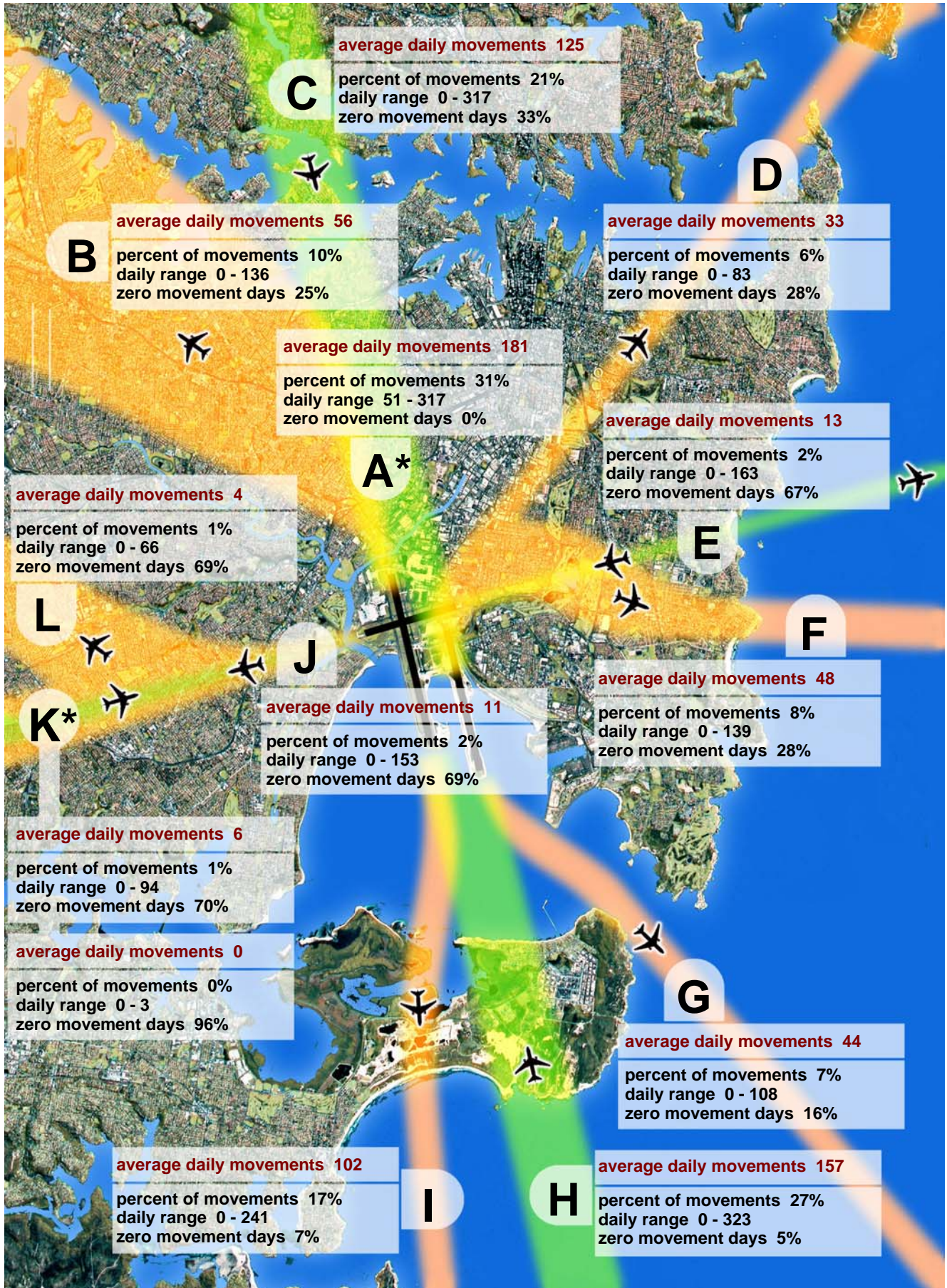
1 April 2009 to 30 April 2009, All Jets



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

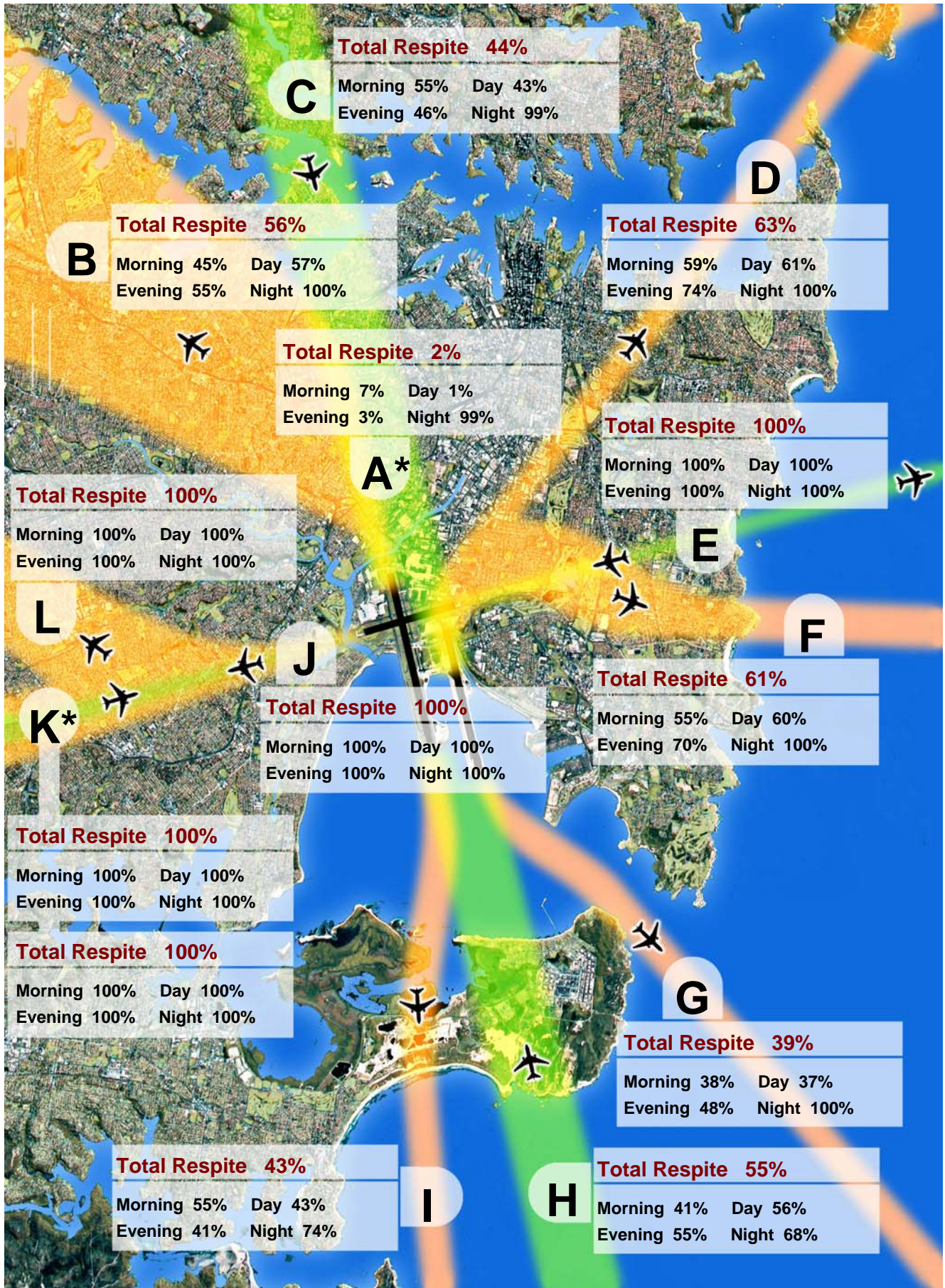
1 May 2008 to 30 April 2009, All Jets



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 April 2009 to 30 April 2009, All Jets



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

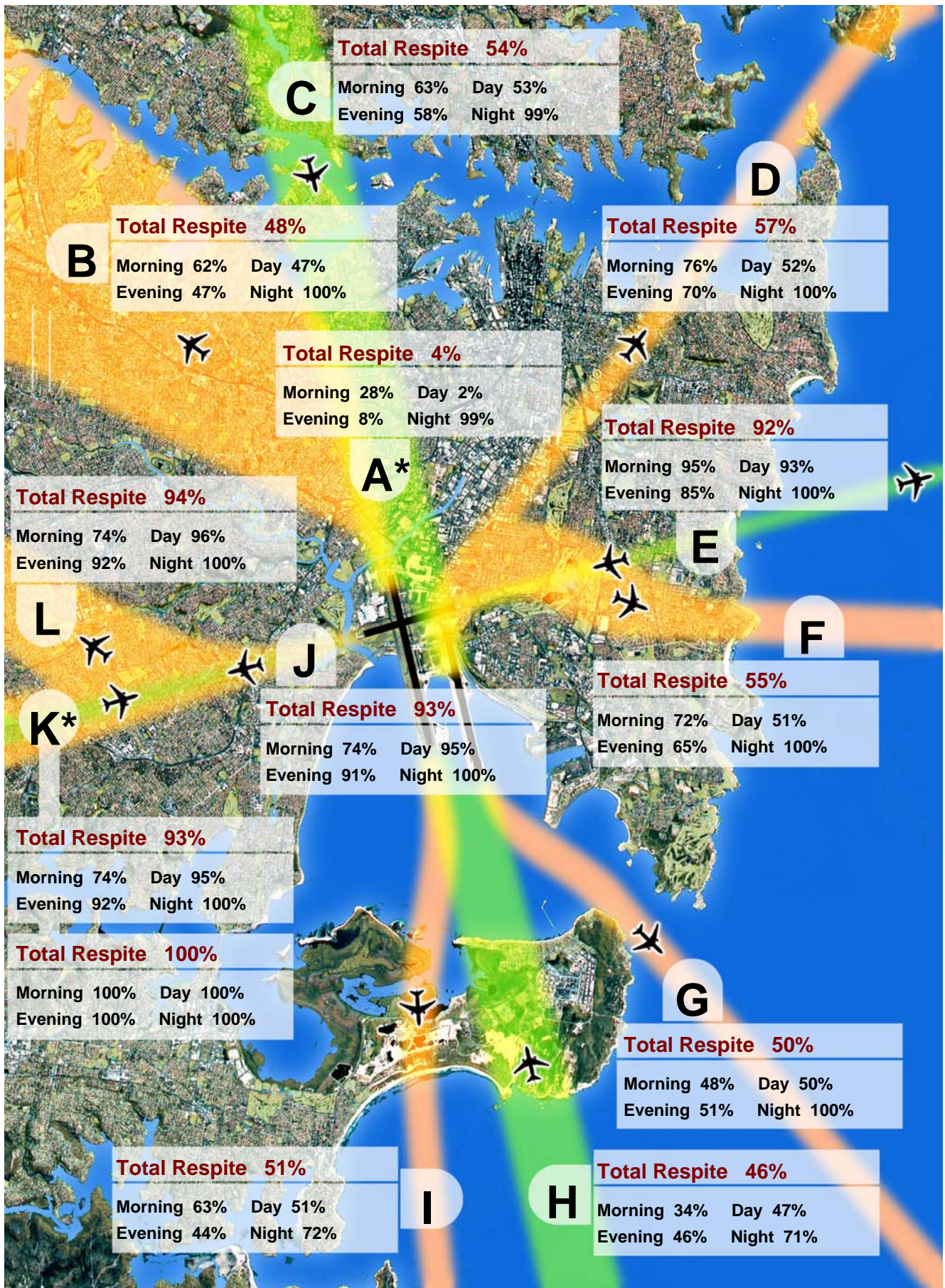
A respite interval is a 60 minute period when there are no jet movements (R60).

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 May 2008 to 30 April 2009, 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)

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 preliminary Aviation Data Processor data and is subject to change.

	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 November 2008 .
	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 February 2009 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2008 and Mode 15 in January 2009 .
	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 2008 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2008 and Mode 15 in January 2009 .
	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 November 2008 and Mode 7 was in July 2008 .
	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 2008 , Mode 14A and Mode 8 was not 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 **May 2008 to April 2009**, 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) Respite 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 57%**. This means that over the period **May 2008 to April 2009 for 57%** 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 preliminary Aviation Data Processor 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. The Environment Services Branch 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 April 2009.

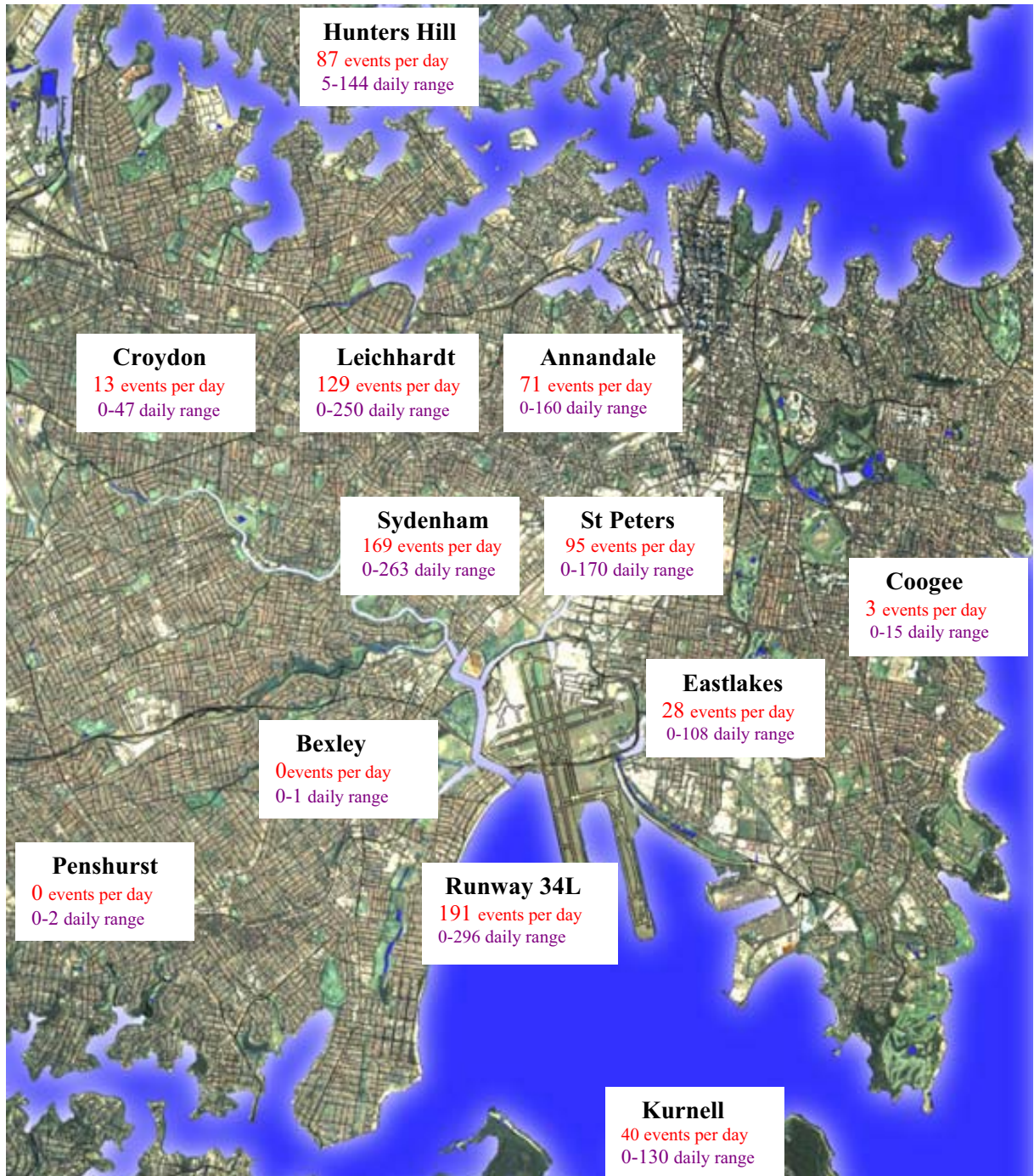


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of April 2009

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 April 2009 along with the Daily N70 values for the three months up to and including April are given in Table 1.

<i>Location</i>	<i>CNE Apr</i>	<i>Operational days Apr</i>	<i>N70 Apr</i>	<i>N70 Mar</i>	<i>N70 Feb</i>
<i>Runway 34L</i>	6,089	30.0	191	144	176
<i>Penshurst</i>	46	30.0	0	0	0
<i>Bexley</i>	72	30.0	0	0	0
<i>Eastlakes</i>	895	30.0	28	49	21
<i>Coogee</i>	252	30.0	3	3	2
<i>Sydenham</i>	5,219	30.0	169	160	163
<i>Leichhardt</i>	4,074	30.0	129	104	155
<i>Kurnell</i>	775	17.4	40	62	32
<i>Annandale</i>	2,506	30.0	71	52	89
<i>St Peters</i>	3,135	30.0	95	91	116
<i>Croydon</i>	451	30.0	13	19	8
<i>Hunters Hill</i>	907	5.6	87	49	85

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including April 2009

The N70 values for April 2009 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 10 PM 22 Day 173 Night 8 WE_D 132 WE_N 2	Penshurst AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Bexley AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Eastlakes AM 1 PM 2 Day 22 Night 0 WE_D 36 WE_N 0
Coogee AM 0 PM 0 Day 2 Night 0 WE_D 2 WE_N 0	Sydenham AM 7 PM 22 Day 147 Night 1 WE_D 148 WE_N 0	Leichhardt AM 7 PM 19 Day 115 Night 1 WE_D 95 WE_N 1	Kurnell AM 1 PM 2 Day 35 Night 0 WE_D 50 WE_N 0
Annandale AM 1 PM 8 Day 71 Night 0 WE_D 44 WE_N 0	St Peters AM 2 PM 11 Day 92 Night 0 WE_D 66 WE_N 0	Croydon AM 1 PM 1 Day 9 Night 0 WE_D 21 WE_N 0	Hunters Hill AM 5 PM 19 Day 75 Night 1 WE_D 53 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), Aviation Data Processor (ADP), 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.