



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics August 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

August 2009

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

There was a total of 23,887 aircraft movements this month (daily average 770.55). Last month there were a total of 24,307 movements (daily average 784.10) and for the same month last year there were a total of 24,872 movements (daily average 802.32).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 22 days this month, Mode 9 on 19 days and Mode 10 on 3 days. Crossing runway modes (including Sodprops & Mode 15) were used for 32.96% 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 24.48% - This result is above the LTOP target but below the previous month (28.23%).

South 52.74% - This result is below the LTOP target and below the previous month (53.00%).

East 20.23% - This result is above the LTOP target and above the previous month (15.94%).

West 2.55% - This result is below the LTOP target and below the previous month (2.82%).

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

This procedure was not utilized this month (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 820 complaints, comments and enquiries were received as follows:

731 Sydney suburbs complaints from 117 complainants

37 Sydney suburbs comments and enquiries

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

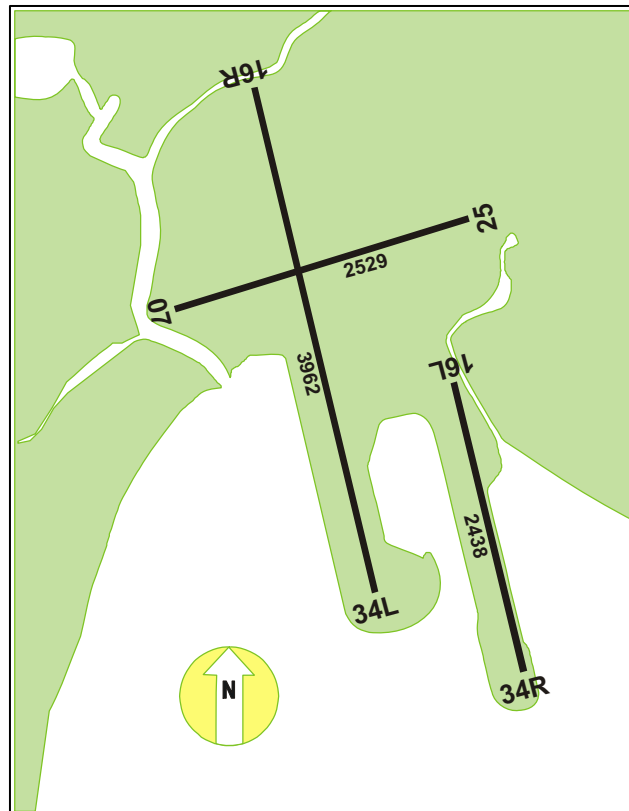
www.airservicesaustralia.com

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)

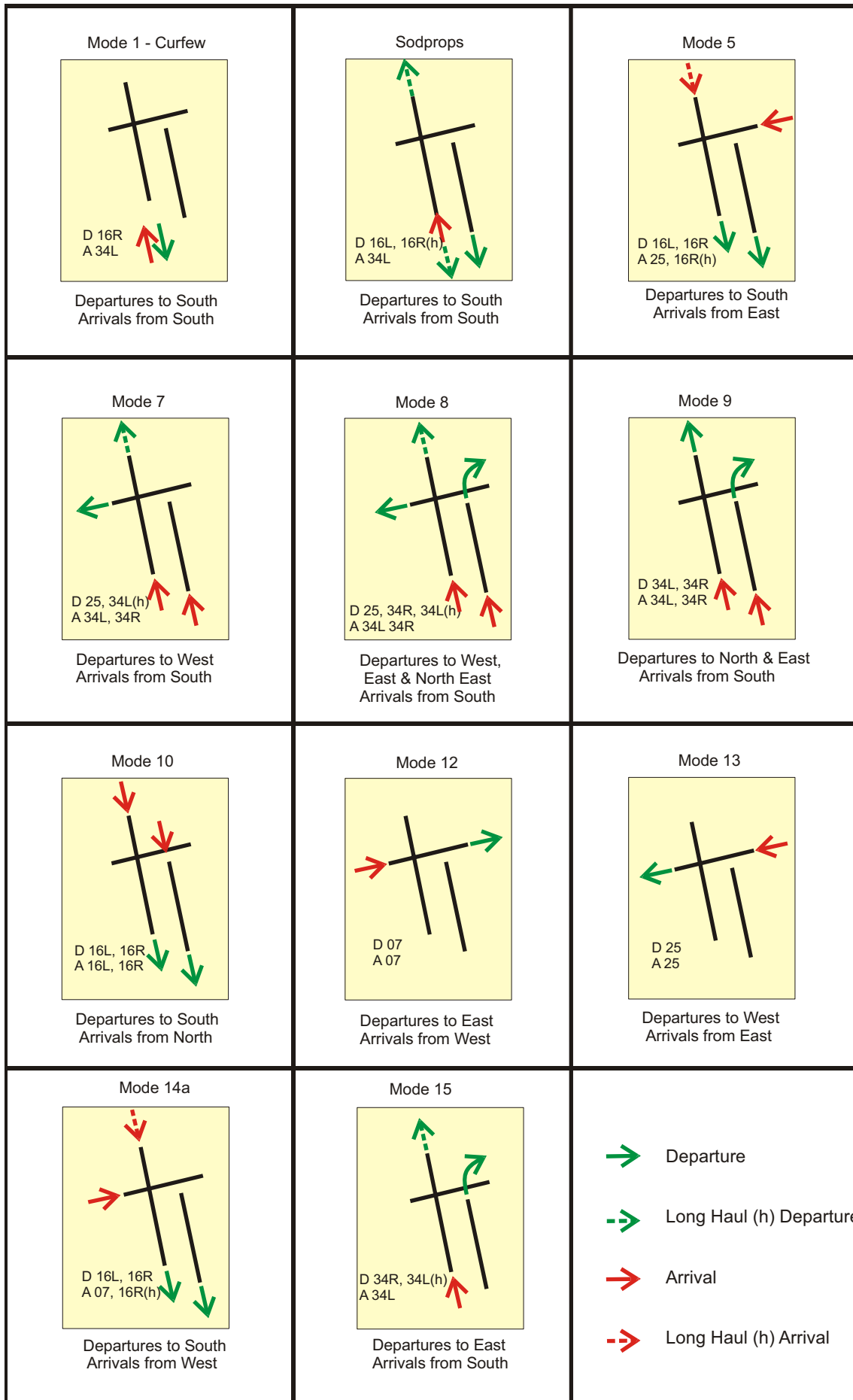
Movements over the East

=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-Aug-09	0	0	0	0	43	43	0	2	2	0	27	27	272	125	397	52	119	171	640
02-Aug-09	1	0	1	0	81	81	0	1	1	0	0	0	322	146	468	40	154	194	745
03-Aug-09	0	0	0	57	69	126	103	128	231	0	16	16	186	105	291	58	85	143	807
04-Aug-09	0	0	0	0	23	23	0	10	10	0	1	1	282	160	442	105	189	294	770
05-Aug-09	1	0	1	0	84	84	0	8	8	0	2	2	310	156	466	83	144	227	788
06-Aug-09	0	0	0	0	0	0	0	7	7	0	15	15	272	176	448	140	211	351	821
07-Aug-09	0	0	0	47	41	88	81	104	185	35	28	63	171	117	288	92	132	224	848
08-Aug-09	0	0	0	95	105	200	182	197	379	0	0	0	48	15	63	0	0	0	642
09-Aug-09	0	0	0	21	126	147	28	38	66	0	9	9	261	143	404	56	65	121	747
10-Aug-09	0	0	0	0	12	12	0	5	5	1	19	20	304	176	480	110	202	312	829
11-Aug-09	0	0	0	0	0	0	1	7	8	0	2	2	253	167	420	133	210	343	773
12-Aug-09	0	0	0	0	0	0	1	10	11	1	39	40	263	159	422	133	193	326	799
13-Aug-09	0	0	0	0	27	27	0	8	8	0	21	21	298	175	473	112	190	302	831
14-Aug-09	0	0	0	92	97	189	148	189	337	0	10	10	139	57	196	38	63	101	833
15-Aug-09	0	0	0	27	41	68	43	46	89	1	0	1	213	116	329	38	100	138	625
16-Aug-09	0	0	0	0	0	0	0	7	7	0	10	10	250	176	426	120	196	316	759
17-Aug-09	0	0	0	112	128	240	187	246	433	15	0	15	86	26	112	12	8	20	820
18-Aug-09	0	0	0	53	93	146	84	120	204	0	12	12	196	89	285	54	75	129	776
19-Aug-09	1	0	1	0	0	0	0	9	9	0	18	18	297	168	465	97	206	303	796
20-Aug-09	2	0	2	0	0	0	0	13	13	0	14	14	301	175	476	111	211	322	827
21-Aug-09	0	0	0	0	11	11	0	5	5	42	40	82	252	172	424	122	188	310	832
22-Aug-09	0	1	1	43	70	113	78	79	157	0	0	0	180	84	264	27	82	109	644
23-Aug-09	0	0	0	0	31	31	0	1	1	0	0	0	286	174	460	75	170	245	737
24-Aug-09	0	0	0	0	0	0	0	4	4	0	16	16	277	173	450	125	207	332	802
25-Aug-09	0	0	0	0	0	0	0	7	7	108	124	232	188	124	312	84	122	206	757
26-Aug-09	0	0	0	0	0	0	0	7	7	20	15	35	265	172	437	106	204	310	789
27-Aug-09	0	1	1	0	11	11	0	9	9	0	43	43	296	164	460	114	189	303	827
28-Aug-09	1	1	2	0	13	13	0	6	6	0	0	0	299	180	479	116	217	333	833
29-Aug-09	0	0	0	0	0	0	0	0	0	0	29	29	276	123	399	52	163	215	643
30-Aug-09	0	0	0	68	70	138	57	108	165	60	64	124	133	71	204	43	63	106	737
31-Aug-09	0	0	0	0	5	5	0	5	5	0	29	29	278	176	454	129	188	317	810
Total	6	3	9	615	1181	1796	993	1386	2379	283	603	886	7454	4240	11694	2577	4546	7123	23887

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-Aug-09	0	0	0	0	42	42	0	0	0	0	21	21	222	93	315	32	101	133	511
02-Aug-09	0	0	0	0	77	77	0	0	0	0	0	0	259	86	345	27	125	152	574
03-Aug-09	0	0	0	41	48	89	79	95	174	0	14	14	147	70	217	32	72	104	598
04-Aug-09	0	0	0	0	21	21	0	7	7	0	1	1	226	100	326	63	156	219	574
05-Aug-09	0	0	0	0	72	72	0	5	5	0	2	2	236	90	326	50	119	169	574
06-Aug-09	0	0	0	0	0	0	0	3	3	0	14	14	212	105	317	88	177	265	599
07-Aug-09	0	0	0	34	29	63	67	76	143	25	23	48	127	72	199	61	111	172	625
08-Aug-09	0	0	0	64	85	149	146	163	309	0	0	0	45	11	56	0	0	0	514
09-Aug-09	0	0	0	11	101	112	20	24	44	0	8	8	215	91	306	43	63	106	576
10-Aug-09	0	0	0	0	11	11	0	3	3	1	17	18	236	104	340	68	168	236	608
11-Aug-09	0	0	0	0	0	0	1	5	6	0	0	0	201	107	308	88	175	263	577
12-Aug-09	0	0	0	0	0	0	0	8	8	1	35	36	199	96	295	92	156	248	587
13-Aug-09	0	0	0	0	23	23	0	5	5	0	17	17	227	100	327	71	153	224	596
14-Aug-09	0	0	0	58	70	128	107	137	244	0	10	10	116	32	148	25	54	79	609
15-Aug-09	0	0	0	19	36	55	38	41	79	0	0	0	169	83	252	24	88	112	498
16-Aug-09	0	0	0	0	0	0	0	4	4	0	8	8	213	116	329	76	166	242	583
17-Aug-09	0	0	0	71	93	164	146	183	329	14	0	14	67	16	83	8	7	15	605
18-Aug-09	0	0	0	38	71	109	60	87	147	0	12	12	164	58	222	28	64	92	582
19-Aug-09	0	0	0	0	0	0	0	5	5	0	17	17	230	99	329	60	174	234	585
20-Aug-09	0	0	0	0	0	0	0	8	8	0	14	14	238	104	342	66	175	241	605
21-Aug-09	0	0	0	0	11	11	0	4	4	37	30	67	189	106	295	81	157	238	615
22-Aug-09	0	1	1	30	56	86	64	63	127	0	0	0	139	59	198	19	76	95	507
23-Aug-09	0	0	0	0	29	29	0	1	1	0	0	0	238	114	352	48	140	188	570
24-Aug-09	0	0	0	0	0	0	0	2	2	0	14	14	217	107	324	81	171	252	592
25-Aug-09	0	0	0	0	0	0	0	5	5	81	100	181	147	79	226	56	98	154	566
26-Aug-09	0	0	0	0	0	0	0	5	5	19	14	33	208	105	313	62	170	232	583
27-Aug-09	0	0	0	0	11	11	0	7	7	0	36	36	224	95	319	76	153	229	602
28-Aug-09	0	1	1	0	13	13	0	5	5	0	0	0	233	106	339	73	183	256	614
29-Aug-09	0	0	0	0	0	0	0	0	0	0	23	23	221	91	312	31	138	169	504
30-Aug-09	0	0	0	43	56	99	43	83	126	57	54	111	109	41	150	29	49	78	564
31-Aug-09	0	0	0	0	5	5	0	3	3	0	25	25	212	108	320	86	156	242	595
Total	0	2	2	409	960	1369	771	1037	1808	235	509	744	5886	2644	8530	1644	3795	5439	17892

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-Aug-09	0	0	0	0	1	1	0	2	2	0	6	6	50	32	82	20	18	38	129
02-Aug-09	1	0	1	0	4	4	0	1	1	0	0	0	63	60	123	13	29	42	171
03-Aug-09	0	0	0	16	21	37	24	33	57	0	2	2	39	35	74	26	13	39	209
04-Aug-09	0	0	0	0	2	2	0	3	3	0	0	0	56	60	116	42	33	75	196
05-Aug-09	1	0	1	0	12	12	0	3	3	0	0	0	74	66	140	33	25	58	214
06-Aug-09	0	0	0	0	0	0	0	4	4	0	1	1	60	71	131	52	34	86	222
07-Aug-09	0	0	0	13	12	25	14	28	42	10	5	15	44	45	89	31	21	52	223
08-Aug-09	0	0	0	31	20	51	36	34	70	0	0	0	3	4	7	0	0	0	128
09-Aug-09	0	0	0	10	25	35	8	14	22	0	1	1	46	52	98	13	2	15	171
10-Aug-09	0	0	0	0	1	1	0	2	2	0	2	2	68	72	140	42	34	76	221
11-Aug-09	0	0	0	0	0	0	0	2	2	0	2	2	52	60	112	45	35	80	196
12-Aug-09	0	0	0	0	0	0	1	2	3	0	4	4	64	63	127	41	37	78	212
13-Aug-09	0	0	0	0	4	4	0	3	3	0	4	4	71	75	146	41	37	78	235
14-Aug-09	0	0	0	34	27	61	41	52	93	0	0	0	23	25	48	13	9	22	224
15-Aug-09	0	0	0	8	5	13	5	5	10	1	0	1	44	33	77	14	12	26	127
16-Aug-09	0	0	0	0	0	0	0	3	3	0	2	2	37	60	97	44	30	74	176
17-Aug-09	0	0	0	41	35	76	41	63	104	1	0	1	19	10	29	4	1	5	215
18-Aug-09	0	0	0	15	22	37	24	33	57	0	0	0	32	31	63	26	11	37	194
19-Aug-09	1	0	1	0	0	0	0	4	4	0	1	1	67	69	136	37	32	69	211
20-Aug-09	2	0	2	0	0	0	0	5	5	0	0	0	63	71	134	45	36	81	222
21-Aug-09	0	0	0	0	0	0	0	1	1	5	10	15	63	66	129	41	31	72	217
22-Aug-09	0	0	0	13	14	27	14	16	30	0	0	0	41	25	66	8	6	14	137
23-Aug-09	0	0	0	0	2	2	0	0	0	0	0	0	48	60	108	27	30	57	167
24-Aug-09	0	0	0	0	0	0	0	2	2	0	2	2	60	66	126	44	36	80	210
25-Aug-09	0	0	0	0	0	0	0	2	2	27	24	51	41	45	86	28	24	52	191
26-Aug-09	0	0	0	0	0	0	0	2	2	1	1	2	57	67	124	44	34	78	206
27-Aug-09	0	1	1	0	0	0	0	2	2	0	7	7	72	69	141	38	36	74	225
28-Aug-09	1	0	1	0	0	0	0	1	1	0	0	0	66	74	140	43	34	77	219
29-Aug-09	0	0	0	0	0	0	0	0	0	0	6	6	55	32	87	21	25	46	139
30-Aug-09	0	0	0	25	14	39	14	25	39	3	10	13	24	30	54	14	14	28	173
31-Aug-09	0	0	0	0	0	0	0	2	2	0	4	4	66	68	134	43	32	75	215
Total	6	1	7	206	221	427	222	349	571	48	94	142	1568	1596	3164	933	751	1684	5995

(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-Aug-09	0	0	0	0	0	5	31	54	56	54	49	49	39	34	41	43	32	35	38	29	26	16	8	1	640
02-Aug-09	0	0	2	0	1	2	24	39	49	43	51	49	46	37	50	51	45	54	63	57	37	31	14	0	745
03-Aug-09	1	0	0	2	0	4	39	65	68	47	65	52	43	37	50	48	36	59	58	50	36	25	18	4	807
04-Aug-09	1	2	2	3	0	3	40	59	69	53	56	51	32	38	41	49	41	46	59	45	32	26	18	4	770
05-Aug-09	2	1	1	3	1	3	37	59	66	54	55	48	33	30	50	53	39	52	64	52	34	30	17	4	788
06-Aug-09	3	1	0	2	1	4	41	63	65	50	59	54	38	36	50	51	39	49	67	53	44	27	21	3	821
07-Aug-09	3	1	1	2	0	3	43	63	69	48	55	58	43	38	52	54	49	58	50	65	47	27	18	1	848
08-Aug-09	0	2	0	1	0	4	26	49	66	57	54	48	37	38	39	43	36	35	34	25	26	16	5	1	642
09-Aug-09	0	0	0	0	0	2	24	36	45	42	54	49	42	33	49	55	50	62	68	55	38	26	17	0	747
10-Aug-09	1	0	0	0	1	4	42	68	69	57	63	55	40	35	50	54	45	49	61	47	35	29	19	5	829
11-Aug-09	2	0	2	3	1	3	41	64	65	55	48	57	33	35	42	45	42	50	57	43	35	26	20	4	773
12-Aug-09	2	1	2	3	0	3	40	60	69	45	59	51	36	33	44	57	42	54	64	48	33	27	20	6	799
13-Aug-09	2	2	3	1	1	4	43	63	60	57	55	47	35	38	48	51	48	55	62	58	39	34	20	5	831
14-Aug-09	2	2	2	2	0	3	37	57	65	57	56	48	40	47	52	54	49	58	70	50	38	26	17	1	833
15-Aug-09	1	0	0	0	0	4	28	54	60	49	50	49	35	30	40	47	29	39	35	29	21	15	8	2	625
16-Aug-09	2	1	0	0	1	4	25	43	49	42	49	51	37	39	54	50	52	52	63	58	33	29	23	2	759
17-Aug-09	0	0	0	0	0	5	38	72	68	52	60	55	42	35	59	47	39	54	61	48	35	23	21	6	820
18-Aug-09	1	0	1	2	1	3	36	66	69	52	58	51	31	37	48	43	44	50	56	45	37	22	18	5	776
19-Aug-09	3	2	2	4	0	3	39	62	63	60	50	46	40	31	48	50	40	52	69	46	35	31	15	5	796
20-Aug-09	1	3	2	3	0	3	37	70	63	54	57	48	32	38	43	53	46	50	70	56	37	31	25	5	827
21-Aug-09	2	1	3	1	2	4	40	65	64	51	53	49	44	34	51	57	49	53	64	50	38	34	23	0	832
22-Aug-09	1	1	0	0	0	4	31	50	63	45	52	48	50	29	47	43	33	29	41	34	20	17	6	0	644
23-Aug-09	1	0	0	0	0	3	23	37	50	42	47	50	42	36	53	51	50	53	57	58	40	27	17	0	737
24-Aug-09	0	2	2	0	0	4	41	65	69	50	56	51	43	36	47	54	40	48	53	57	35	26	19	4	802
25-Aug-09	2	2	1	2	1	4	31	41	48	47	50	65	48	41	41	48	43	45	61	46	30	33	23	4	757
26-Aug-09	3	0	3	2	1	3	36	54	63	57	62	49	33	29	51	48	43	56	62	46	37	29	18	4	789
27-Aug-09	0	1	2	3	1	4	43	59	62	52	56	47	40	41	47	56	36	59	68	53	40	30	22	5	827
28-Aug-09	2	1	1	3	0	3	36	63	63	53	49	51	42	38	56	55	43	61	66	54	36	35	19	3	833
29-Aug-09	0	0	0	0	0	4	27	50	63	50	51	51	44	28	38	42	37	31	42	31	25	19	10	0	643
30-Aug-09	3	1	0	0	0	3	24	33	45	52	49	44	39	40	50	49	48	51	66	52	41	28	19	0	737
31-Aug-09	0	0	0	1	0	5	38	67	69	58	58	52	40	34	51	51	46	44	65	41	37	28	21	4	810
Total	41	27	32	43	13	110	1081	1750	1912	1585	1686	1573	1219	1105	1482	1552	1311	1543	1814	1481	1077	823	539	88	23887
Avg.	1.32	0.87	1.03	1.39	0.42	3.55	34.87	56.45	61.68	51.13	54.39	50.74	39.32	35.65	47.81	50.06	42.29	49.77	58.52	47.77	34.74	26.55	17.39	2.84	770.55

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-Aug-09	0	0	0	0	0	4	18	33	28	20	18	27	18	17	23	20	18	19	18	16	13	9	5	0	324
02-Aug-09	0	0	2	0	0	2	16	22	20	22	21	23	17	16	22	21	25	34	29	26	18	19	8	0	363
03-Aug-09	0	0	0	2	0	4	22	39	30	20	32	26	17	20	26	18	18	36	24	22	22	15	10	1	404
04-Aug-09	0	0	2	1	0	3	22	33	38	23	24	28	15	17	24	16	23	27	25	22	19	16	8	1	387
05-Aug-09	0	1	1	1	1	3	19	39	30	23	26	26	15	15	22	21	20	28	32	22	20	17	11	1	394
06-Aug-09	1	0	0	1	1	3	23	38	27	24	29	30	15	15	31	17	19	29	30	24	26	15	13	1	412
07-Aug-09	1	0	1	1	0	3	25	38	31	20	24	33	17	18	30	20	25	32	28	25	25	13	15	1	426
08-Aug-09	0	1	0	0	0	4	16	30	34	19	21	26	18	19	21	18	24	19	16	10	17	9	2	1	325
09-Aug-09	0	0	0	0	0	2	15	21	19	20	23	24	14	14	24	23	27	38	36	20	20	16	10	0	366
10-Aug-09	0	0	0	0	1	4	23	39	29	29	31	28	17	15	27	22	24	25	30	20	21	17	12	1	415
11-Aug-09	0	0	2	1	1	3	24	39	27	23	25	30	15	13	25	15	22	28	29	18	21	15	10	1	387
12-Aug-09	1	0	2	1	0	3	23	34	32	20	28	26	16	16	21	25	20	27	35	17	20	17	11	3	398
13-Aug-09	1	0	2	0	1	4	23	39	24	23	30	23	16	20	22	21	20	28	33	23	20	24	11	2	410
14-Aug-09	1	0	2	0	0	3	21	35	33	21	25	25	17	26	25	23	25	31	34	19	23	15	12	1	417
15-Aug-09	1	0	0	0	0	4	17	38	26	15	22	26	15	16	21	22	19	20	17	14	13	10	4	2	322
16-Aug-09	0	0	0	0	1	4	16	25	17	21	23	21	15	17	27	14	29	32	38	23	15	16	15	1	370
17-Aug-09	0	0	0	0	0	5	20	42	31	21	29	30	19	17	32	15	21	33	29	19	21	15	12	1	412
18-Aug-09	0	0	1	1	0	3	22	40	31	20	26	28	17	17	26	13	22	26	28	20	23	12	10	1	387
19-Aug-09	1	0	2	2	0	3	21	38	32	23	22	23	21	14	23	20	19	30	32	20	20	18	9	2	395
20-Aug-09	0	0	1	1	0	3	21	42	28	24	30	27	11	18	30	14	24	29	34	22	21	18	15	1	414
21-Aug-09	1	1	2	0	0	4	23	39	31	18	26	27	18	14	28	23	22	32	32	18	22	20	15	0	416
22-Aug-09	1	0	0	0	0	4	18	34	30	13	26	22	22	13	29	19	19	16	20	17	12	10	3	0	328
23-Aug-09	1	0	0	0	0	3	15	21	22	18	20	24	16	17	27	16	29	33	29	27	17	16	10	0	361
24-Aug-09	0	2	2	0	0	4	23	41	30	19	26	27	17	16	30	23	17	26	29	23	19	14	14	0	402
25-Aug-09	1	1	1	1	0	4	18	23	21	23	26	35	21	21	19	20	18	27	33	17	17	21	11	1	380
26-Aug-09	0	0	2	0	1	3	20	28	30	30	29	23	16	13	24	19	24	27	33	19	21	17	11	1	391
27-Aug-09	0	1	1	1	1	4	21	38	26	22	27	24	17	19	29	19	18	33	31	23	21	19	13	2	410
28-Aug-09	0	1	1	1	0	3	20	41	25	22	25	26	19	18	30	22	19	35	33	22	20	20	11	2	416
29-Aug-09	0	0	0	0	0	4	18	32	33	16	20	28	18	11	23	19	22	17	24	15	12	10	6	0	328
30-Aug-09	2	1	0	0	0	3	16	18	22	22	18	21	15	17	26	20	21	35	34	22	20	18	10	0	361
31-Aug-09	0	0	0	0	0	5	21	39	34	26	26	28	13	18	30	20	22	26	29	20	20	19	10	1	407
Total	13	9	27	15	8	108	620	1058	871	660	778	815	517	517	797	598	675	878	904	625	599	490	317	29	11928
Avg.	0.42	0.29	0.87	0.48	0.26	3.48	20.00	34.13	28.10	21.29	25.10	26.29	16.68	16.68	25.71	19.29	21.77	28.32	29.16	20.16	19.32	15.81	10.23	0.94	384.77

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-Aug-09	0	0	0	0	0	1	13	21	28	34	31	22	21	17	18	23	14	16	20	13	13	7	3	1	316
02-Aug-09	0	0	0	0	1	0	8	17	29	21	30	26	29	21	28	30	20	20	34	31	19	12	6	0	382
03-Aug-09	1	0	0	0	0	0	17	26	38	27	33	26	26	17	24	30	18	23	34	28	14	10	8	3	403
04-Aug-09	1	2	0	2	0	0	18	26	31	30	32	23	17	21	17	33	18	19	34	23	13	10	10	3	383
05-Aug-09	2	0	0	2	0	0	18	20	36	31	29	22	18	15	28	32	19	24	32	30	14	13	6	3	394
06-Aug-09	2	1	0	1	0	1	18	25	38	26	30	24	23	21	19	34	20	20	37	29	18	12	8	2	409
07-Aug-09	2	1	0	1	0	0	18	25	38	28	31	25	26	20	22	34	24	26	22	40	22	14	3	0	422
08-Aug-09	0	1	0	1	0	0	10	19	32	38	33	22	19	19	18	25	12	16	18	15	9	7	3	0	317
09-Aug-09	0	0	0	0	0	0	9	15	26	22	31	25	28	19	25	32	23	24	32	35	18	10	7	0	381
10-Aug-09	1	0	0	0	0	0	19	29	40	28	32	27	23	20	23	32	21	24	31	27	14	12	7	4	414
11-Aug-09	2	0	0	2	0	0	17	25	38	32	23	27	18	22	17	30	20	22	28	25	14	11	10	3	386
12-Aug-09	1	1	0	2	0	0	17	26	37	25	31	25	20	17	23	32	22	27	29	31	13	10	9	3	401
13-Aug-09	1	2	1	1	0	0	20	24	36	34	25	24	19	18	26	30	28	27	29	35	19	10	9	3	421
14-Aug-09	1	2	0	2	0	0	16	22	32	36	31	23	23	21	27	31	24	27	36	31	15	11	5	0	416
15-Aug-09	0	0	0	0	0	0	11	16	34	34	28	23	20	14	19	25	10	19	18	15	8	5	4	0	303
16-Aug-09	2	1	0	0	0	0	9	18	32	21	26	30	22	22	27	36	23	20	25	35	18	13	8	1	389
17-Aug-09	0	0	0	0	0	0	18	30	37	31	31	25	23	18	27	32	18	21	32	29	14	8	9	5	408
18-Aug-09	1	0	0	1	1	0	14	26	38	32	32	23	14	20	22	30	22	24	28	25	14	10	8	4	389
19-Aug-09	2	2	0	2	0	0	18	24	31	37	28	23	19	17	25	30	21	22	37	26	15	13	6	3	401
20-Aug-09	1	3	1	2	0	0	16	28	35	30	27	21	21	20	13	39	22	21	36	34	16	13	10	4	413
21-Aug-09	1	0	1	1	2	0	17	26	33	33	27	22	26	20	23	34	27	21	32	32	16	14	8	0	416
22-Aug-09	0	1	0	0	0	0	13	16	33	32	26	26	28	16	18	24	14	13	21	17	8	7	3	0	316
23-Aug-09	0	0	0	0	0	0	8	16	28	24	27	26	26	19	26	35	21	20	28	31	23	11	7	0	376
24-Aug-09	0	0	0	0	0	0	18	24	39	31	30	24	26	20	17	31	23	22	24	34	16	12	5	4	400
25-Aug-09	1	1	0	1	1	0	13	18	27	24	24	30	27	20	22	28	25	18	28	29	13	12	12	3	377
26-Aug-09	3	0	1	2	0	0	16	26	33	27	33	26	17	16	27	29	19	29	29	27	16	12	7	3	398
27-Aug-09	0	0	1	2	0	0	22	21	36	30	29	23	23	22	18	37	18	26	37	30	19	11	9	3	417
28-Aug-09	2	0	0	2	0	0	16	22	38	31	24	25	23	20	26	33	24	26	33	32	16	15	8	1	417
29-Aug-09	0	0	0	0	0	0	9	18	30	34	31	23	26	17	15	23	15	14	18	16	13	9	4	0	315
30-Aug-09	1	0	0	0	0	0	8	15	23	30	31	23	24	23	24	29	27	16	32	30	21	10	9	0	376
31-Aug-09	0	0	0	1	0	0	17	28	35	32	32	24	27	16	21	31	24	18	36	21	17	9	11	3	403
Total	28	18	5	28	5	2	461	692	1041	925	908	758	702	588	685	954	636	665	910	856	478	333	222	59	11959
Avg.	0.90	0.58	0.16	0.90	0.16	0.06	14.87	22.32	33.58	29.84	29.29	24.45	22.65	18.97	22.10	30.77	20.52	21.45	29.35	27.61	15.42	10.74	7.16	1.90	385.77

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-Aug-09	7:00	0:42	3:31	-	3:19	-	5:56	-	-	-	-	3:32	-
02-Aug-09	7:00	0:33	6:56	-	-	-	4:00	-	-	-	-	5:31	-
03-Aug-09	7:00	0:26	2:41	-	0:56	-	5:25	6:47	-	-	-	0:45	-
04-Aug-09	7:00	0:34	2:30	-	0:10	-	12:02	-	-	-	-	1:44	-
05-Aug-09	7:00	0:13	6:38	-	0:17	-	9:31	-	-	-	-	0:21	-
06-Aug-09	7:00	0:23	-	-	0:51	-	15:46	-	-	-	-	-	-
07-Aug-09	7:00	0:24	-	0:50	0:56	-	9:08	5:20	-	0:22	-	-	-
08-Aug-09	7:00	0:57	3:13	-	-	-	-	12:50	-	-	-	-	-
09-Aug-09	7:00	0:33	7:14	-	-	-	7:39	1:34	-	-	-	-	-
10-Aug-09	7:00	0:18	0:39	-	1:01	-	10:27	-	-	-	-	4:35	-
11-Aug-09	7:00	0:27	-	-	-	-	16:33	-	-	-	-	-	-
12-Aug-09	7:00	0:37	-	-	3:14	-	13:09	-	-	-	-	-	-
13-Aug-09	7:00	0:19	2:58	-	1:05	-	12:38	-	-	-	-	-	-
14-Aug-09	7:00	0:37	2:17	-	0:45	-	3:51	9:30	-	-	-	-	-
15-Aug-09	7:00	0:51	4:13	-	-	-	5:29	3:24	-	-	-	3:03	-
16-Aug-09	7:00	0:15	-	-	1:01	-	11:51	-	-	-	-	3:53	-
17-Aug-09	7:00	0:22	3:22	0:54	-	-	0:43	11:39	-	-	-	-	-
18-Aug-09	7:00	0:35	4:54	-	0:53	-	4:40	5:58	-	-	-	-	-
19-Aug-09	7:00	0:33	-	-	1:02	-	11:23	-	-	-	-	4:02	-
20-Aug-09	7:00	0:25	-	-	0:58	-	12:12	-	-	-	-	3:25	-
21-Aug-09	7:00	0:22	0:48	-	0:56	-	12:46	-	-	2:08	-	-	-
22-Aug-09	7:00	0:46	1:29	-	-	-	5:24	5:03	-	-	-	4:18	-
23-Aug-09	7:00	0:22	2:34	-	-	-	12:02	-	-	-	-	2:02	-
24-Aug-09	7:00	0:29	-	-	0:54	-	13:55	-	-	-	-	1:42	-
25-Aug-09	7:00	0:24	-	-	2:16	-	9:22	-	-	4:58	-	-	-
26-Aug-09	7:00	0:25	-	-	-	-	12:56	-	-	0:58	-	2:41	-
27-Aug-09	7:00	0:30	0:37	-	3:05	-	10:35	-	-	-	-	2:13	-
28-Aug-09	7:00	0:24	0:49	-	-	-	12:59	-	-	-	-	2:48	-
29-Aug-09	7:00	0:22	-	-	4:07	-	5:55	-	-	-	-	6:36	-
30-Aug-09	7:00	0:38	1:14	-	1:26	-	4:17	6:20	-	3:05	-	-	-
31-Aug-09	7:00	0:18	0:59	-	2:09	-	12:21	-	-	-	-	1:13	-
Total	217:00	15:04	59:36	1:44	31:21	0:00	284:55	68:25	0:00	11:31	0:00	54:24	0:00
% Used		2.86%	11.31%	0.33%	5.95%	0.00%	54.06%	12.98%	0.00%	2.19%	0.00%	10.32%	0.00%

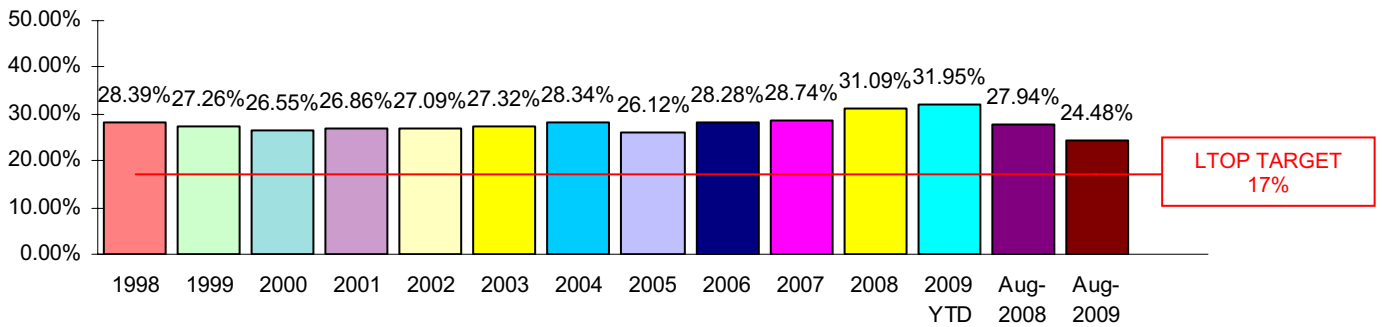
Cumulative Mode Utilisation from 1 January 2009

Time	2.30%	8.19%	0.15%	1.90%	0.00%	39.80%	37.90%	0.00%	0.55%	0.00%	9.20%	0.00%
Movements	0.35%	6.39%	0.10%	1.38%	0.00%	45.11%	39.08%	0.00%	0.55%	0.00%	7.03%	0.00%

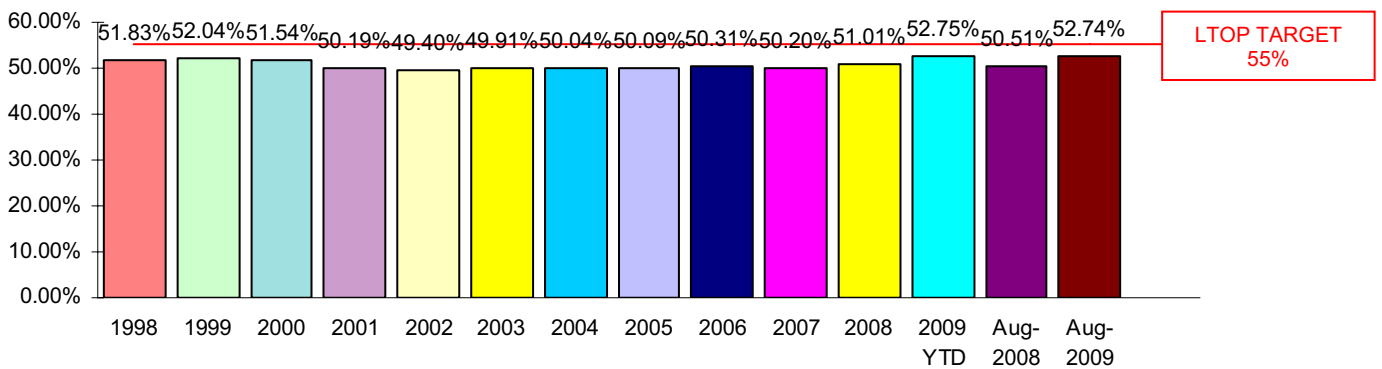
Runway End Impact to 31 August 2009

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

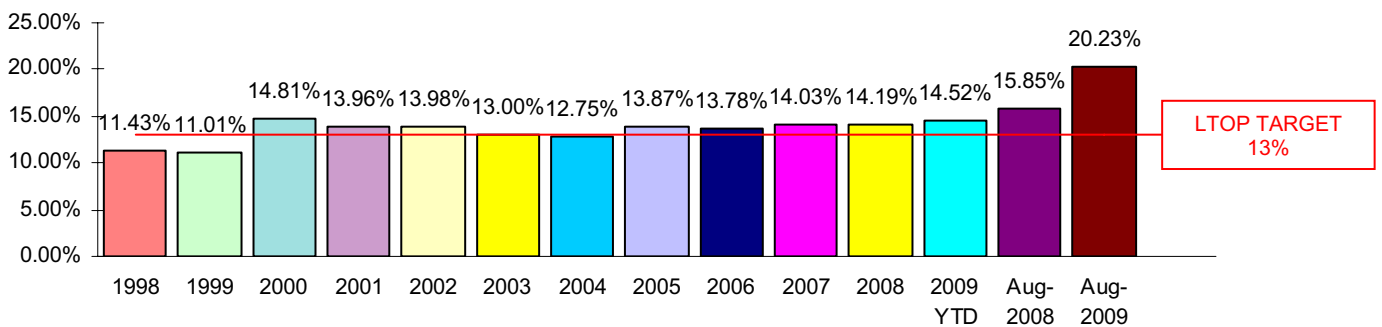
NORTH



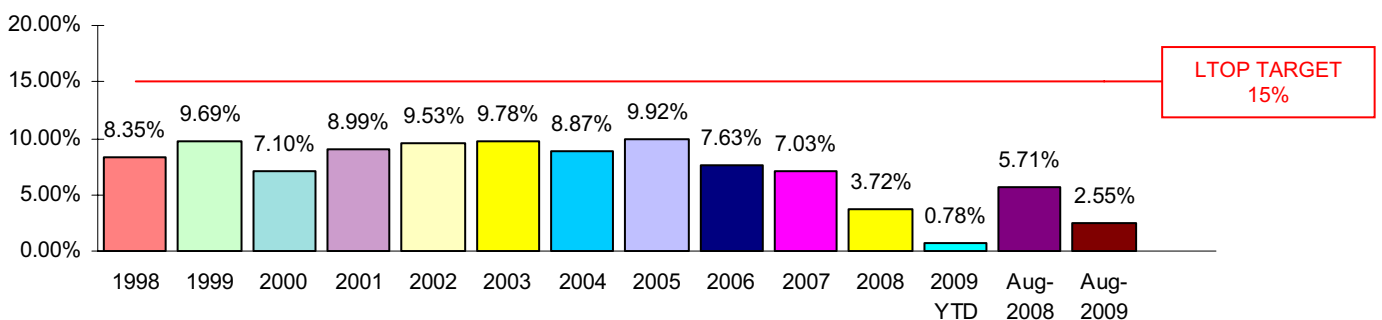
SOUTH



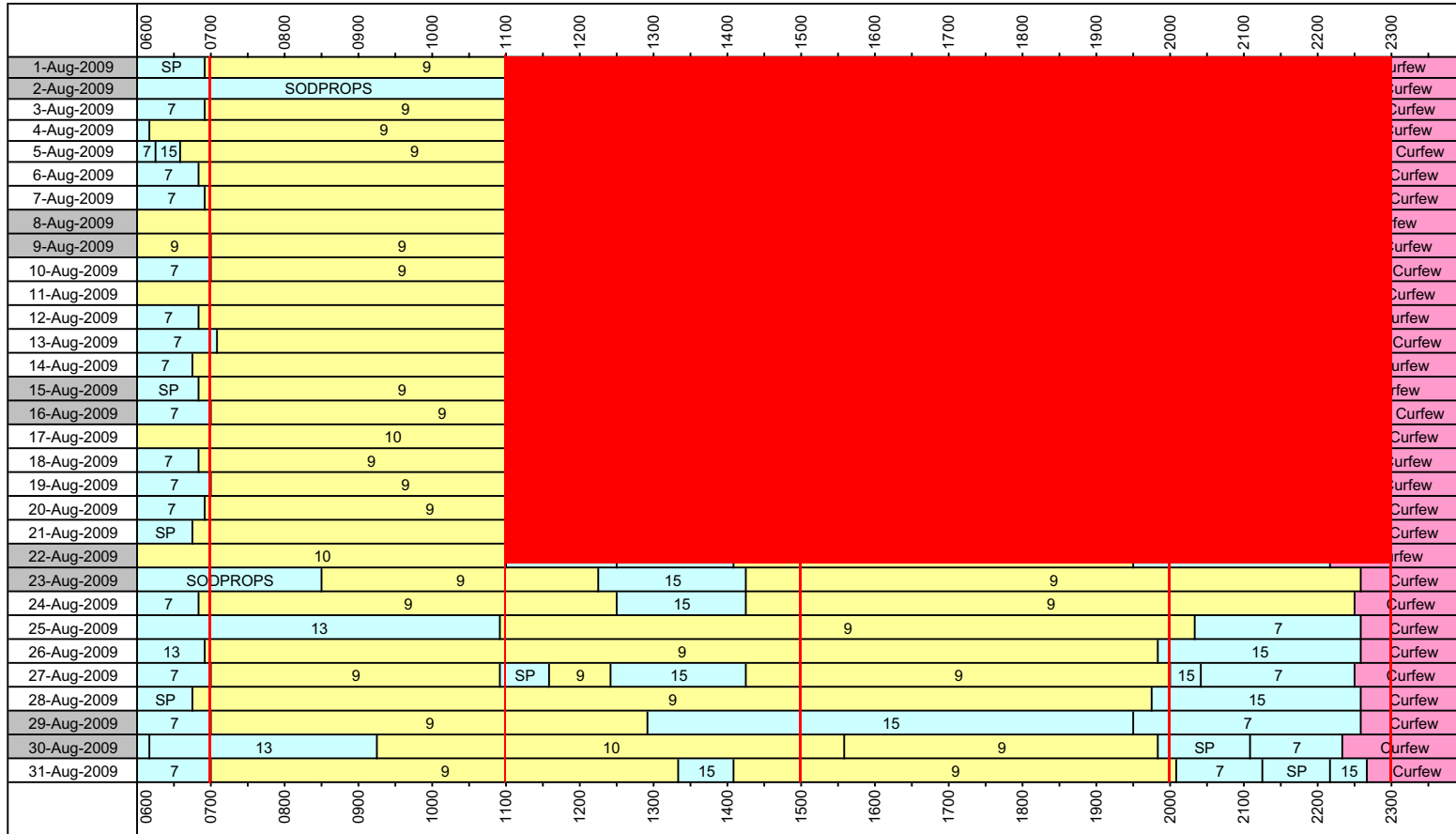
EAST



WEST



Sydney Airport - Daily Mode Usage



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 **August 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	
August 09	-	-	0:00

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
August 09	0	0	0

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	0	0

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:

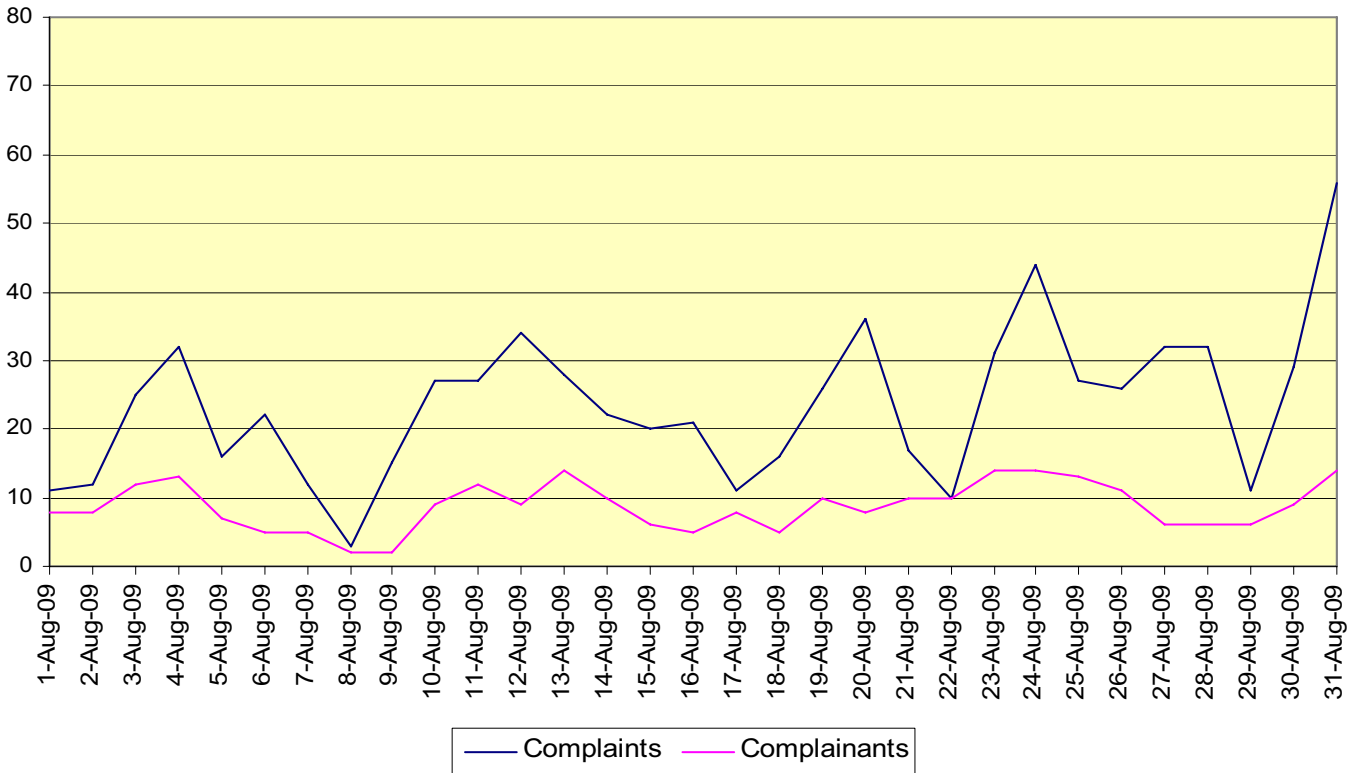
www.sacf.infrastructure.gov.au

Summary of Section Activity – August 2009

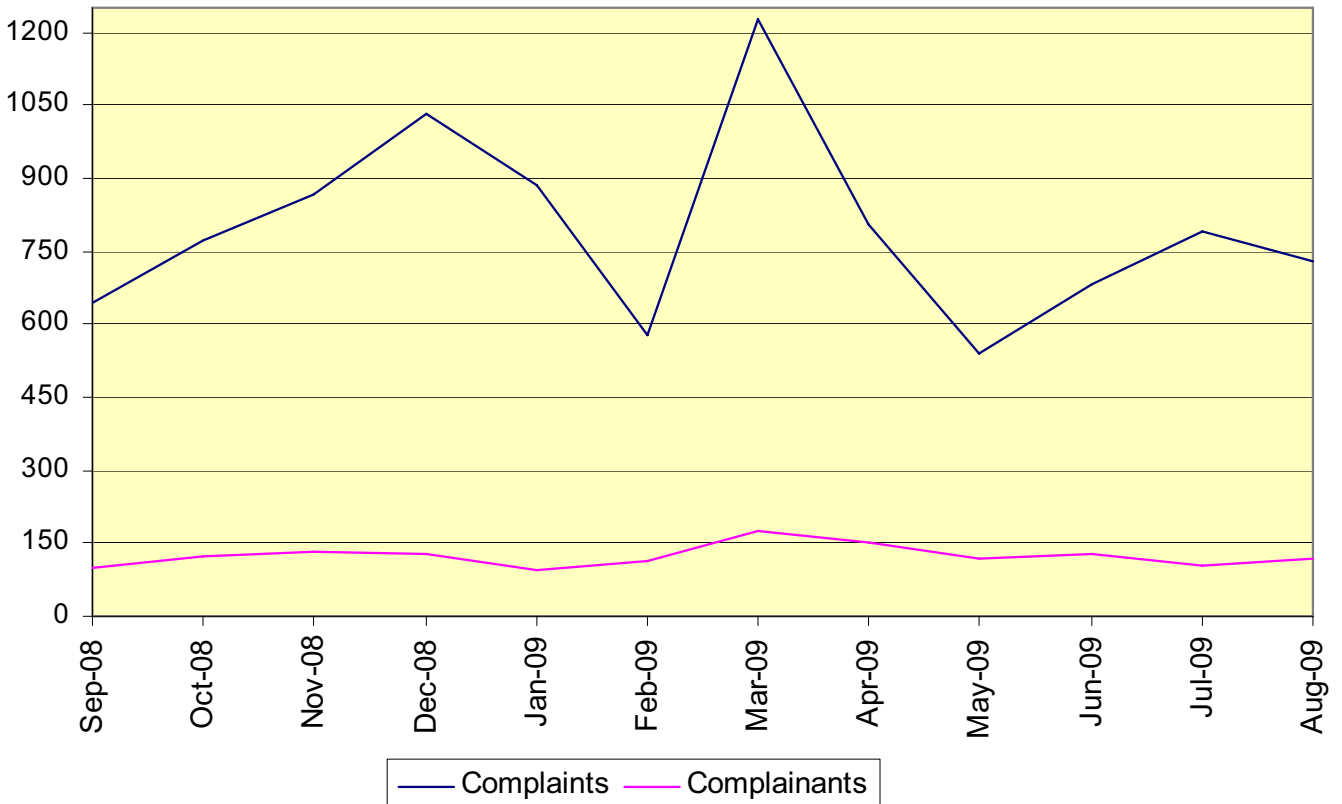
➤ Sydney Suburbs Complaints	
• By phone	306
• By correspondence.....	28
• By internet	155
• By e-mail.....	242
➤ Sydney Suburbs Complaints – suburb not specified.....	7
➤ Sydney Suburbs Comments and Enquiries.....	37
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	40
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	12
➤ Callback / Information Requests (NSW Only)	245

Complaints Graphs

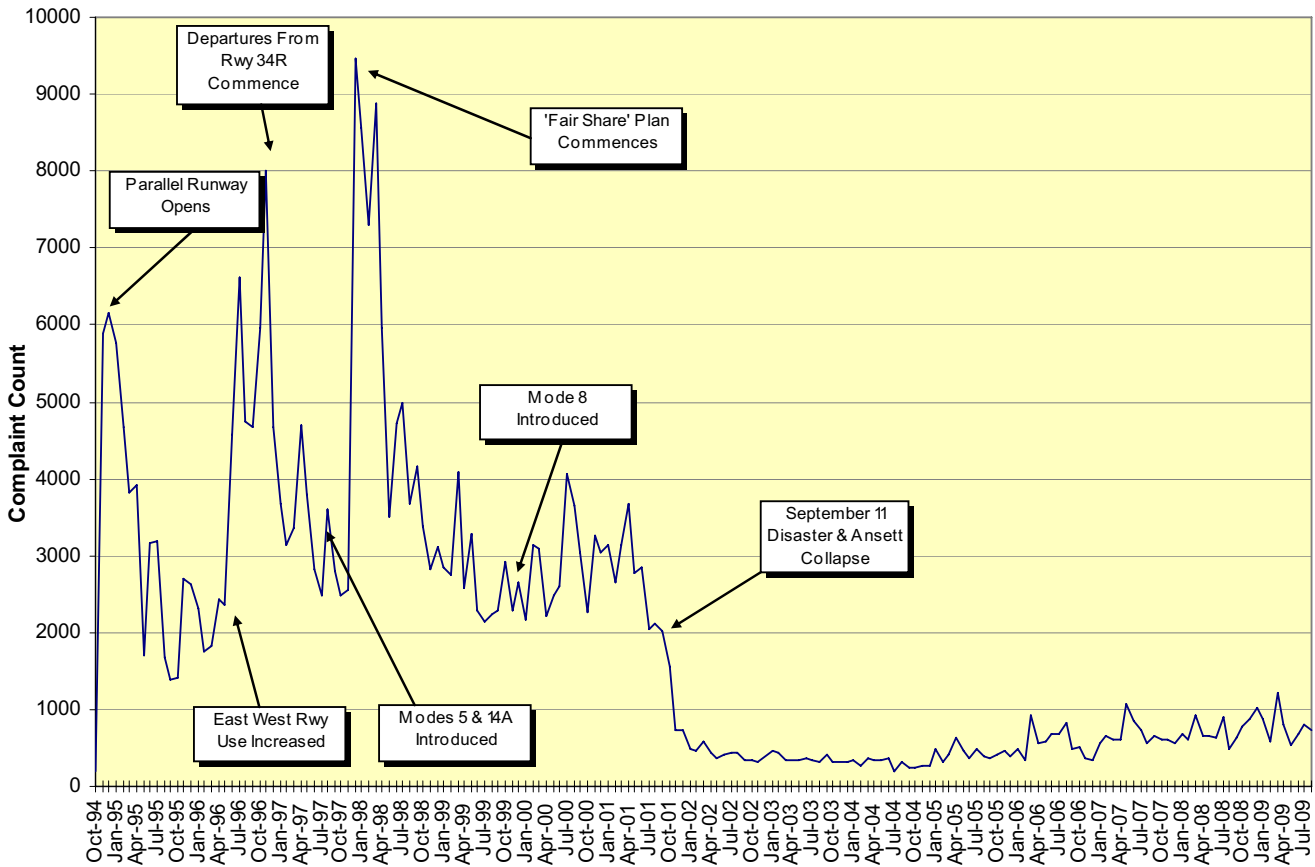
Complaints vs Complainants – 1 August to 31 August 2009



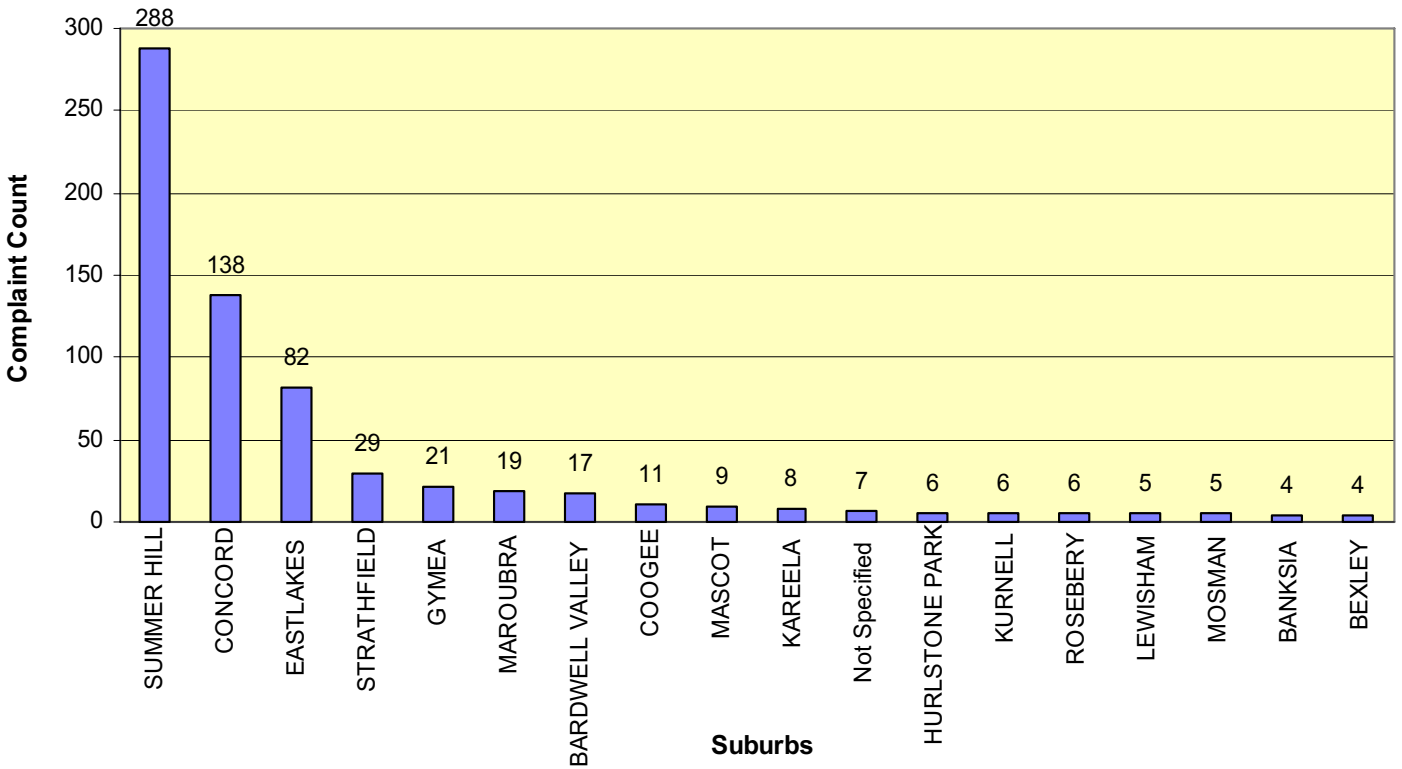
Complaints vs Complainants – Monthly



Complaints History

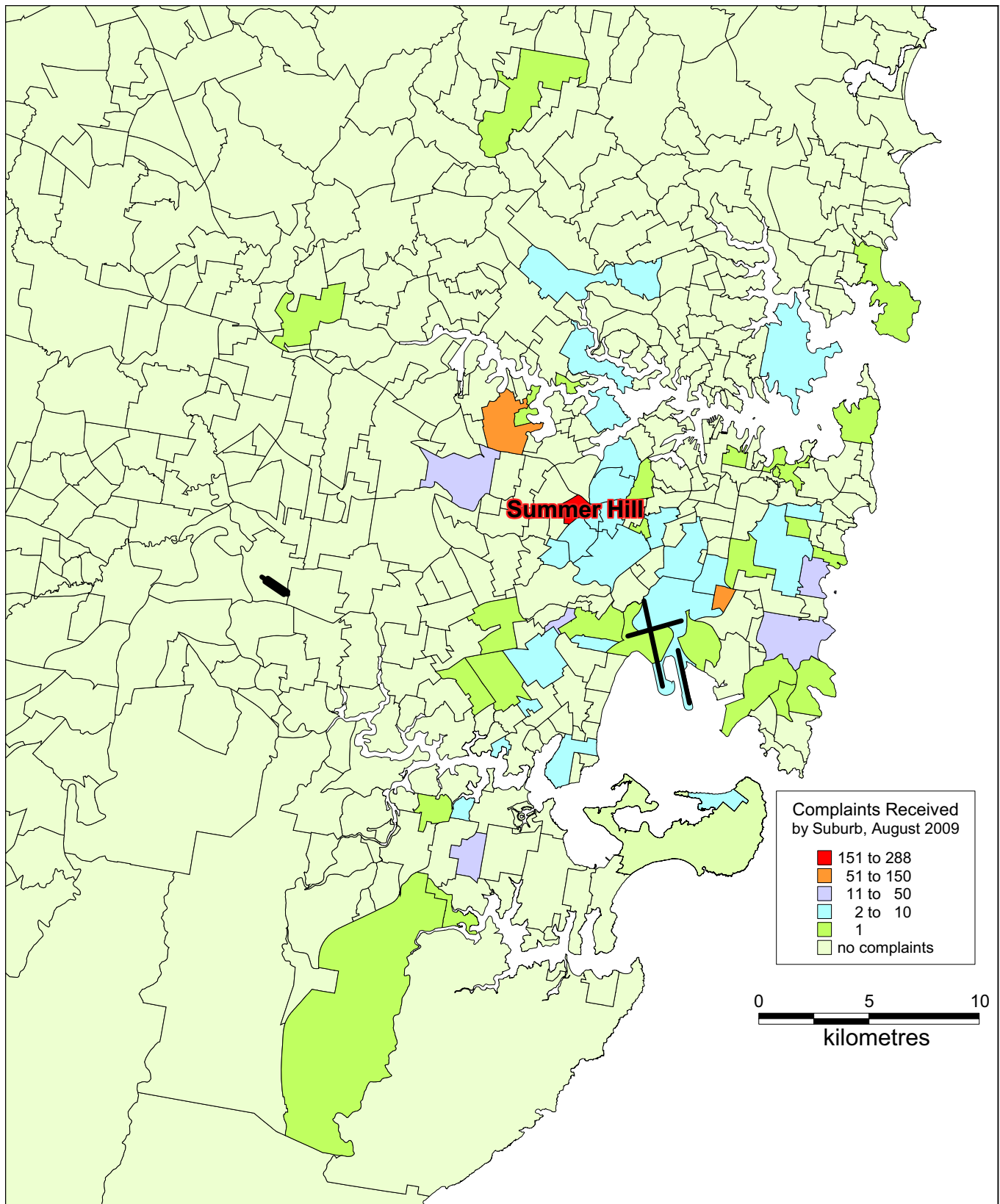


Top Complaint Suburbs – 1 August to 31 August 2009



Complaint Density by Suburb

1 August to 31 August 2009



Recorded Complaints vs Complainants, by Suburb

1 August to 31 August 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	7	4	Kingsgrove	1	1
Alexandria	3	2	Kurnell	6	4
Allawah	3	1	Kyeemagh	1	1
Annandale	1	1	Kyle Bay	2	2
Arncliffe	1	1	Leichhardt	2	2
Banksia	4	3	Lewisham	5	2
Bardwell Valley	17	1	Lilyfield	3	3
Bexley	4	3	Malabar	1	1
Bondi Junction	3	3	Manly	1	1
Botany	1	1	Maroubra	19	7
Cabarita	1	1	Marrickville	3	3
Chatswood West	2	1	Mascot	9	3
Chifley	1	1	Matraville	1	1
Clovelly	1	1	Mosman	5	4
Concord	138	1	Newtown	2	2
Coogee	11	7	North Ryde	2	2
Darling Point	1	1	Oxford	1	1
Double Bay	1	1	Parramatta	1	1
Drummoyne	2	2	Penshurst	1	1
Dulwich Hill	2	1	Petersham	2	1
Eastlakes	82	3	Queens Park	1	1
Enmore	1	1	Randwick	3	3
Grays Point	1	1	Rosebery	6	2
Gymea	21	1	Sans Souci	2	1
Henley	1	1	Strathfield	29	1
Hunters Hill	3	2	Summer Hill	288	6
Hurlstone Park	6	1	Undercliffe	1	1
Hurstville	1	1	Vaucluse	1	1
Jannali	1	1	Wahroonga	1	1
Kareela	8	6	Woolloomooloo	1	1
Kensington	1	1			

Total Complaints

731

Total Complainants

117

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

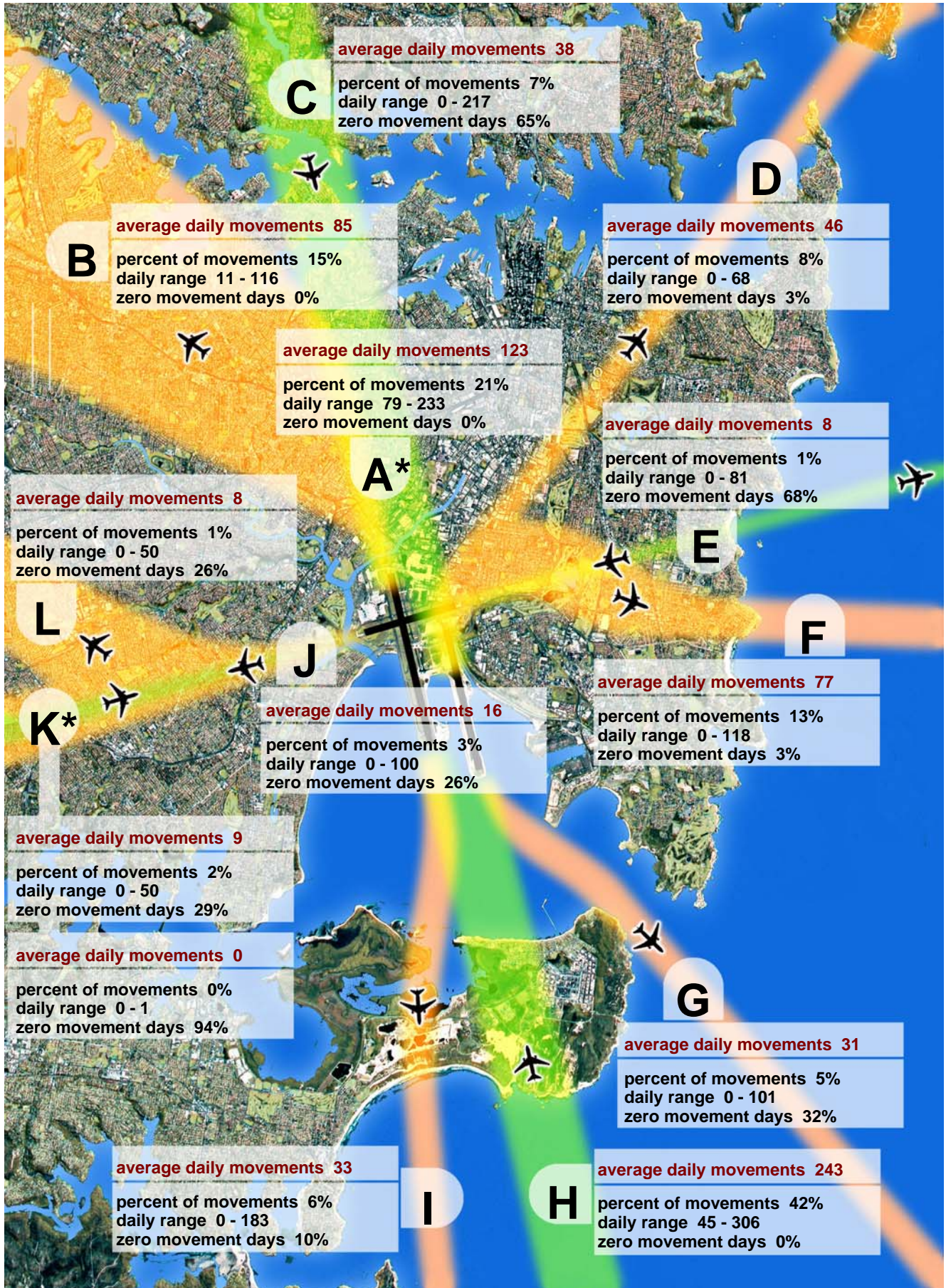
1 August to 31 August 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	14	9	Homebush	2	2
Beechwood	1	1	Maitland	2	2
Burrumbuttock	1	1	Milperra	1	1
Camden	2	1	Newcastle	1	1
Childrens Hospital, Randwick	1	1	Not Applicable	1	1
Concord	1	1	Royal Prince Alfred Hospital	1	1
Curban	1	1	St George Hospital	1	1
Dee Why	1	1	Summer Hill	2	1
Dubbo	1	1	Sutton Forest	1	1
Hardys Bay	1	1	Victoria Barracks	1	1
Helensburg	1	1	Young	1	1
Holsworthy	1	1			

Total Complaints	40	Total Complainants	33
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Sydney Airport : Jet Flight Path Movements

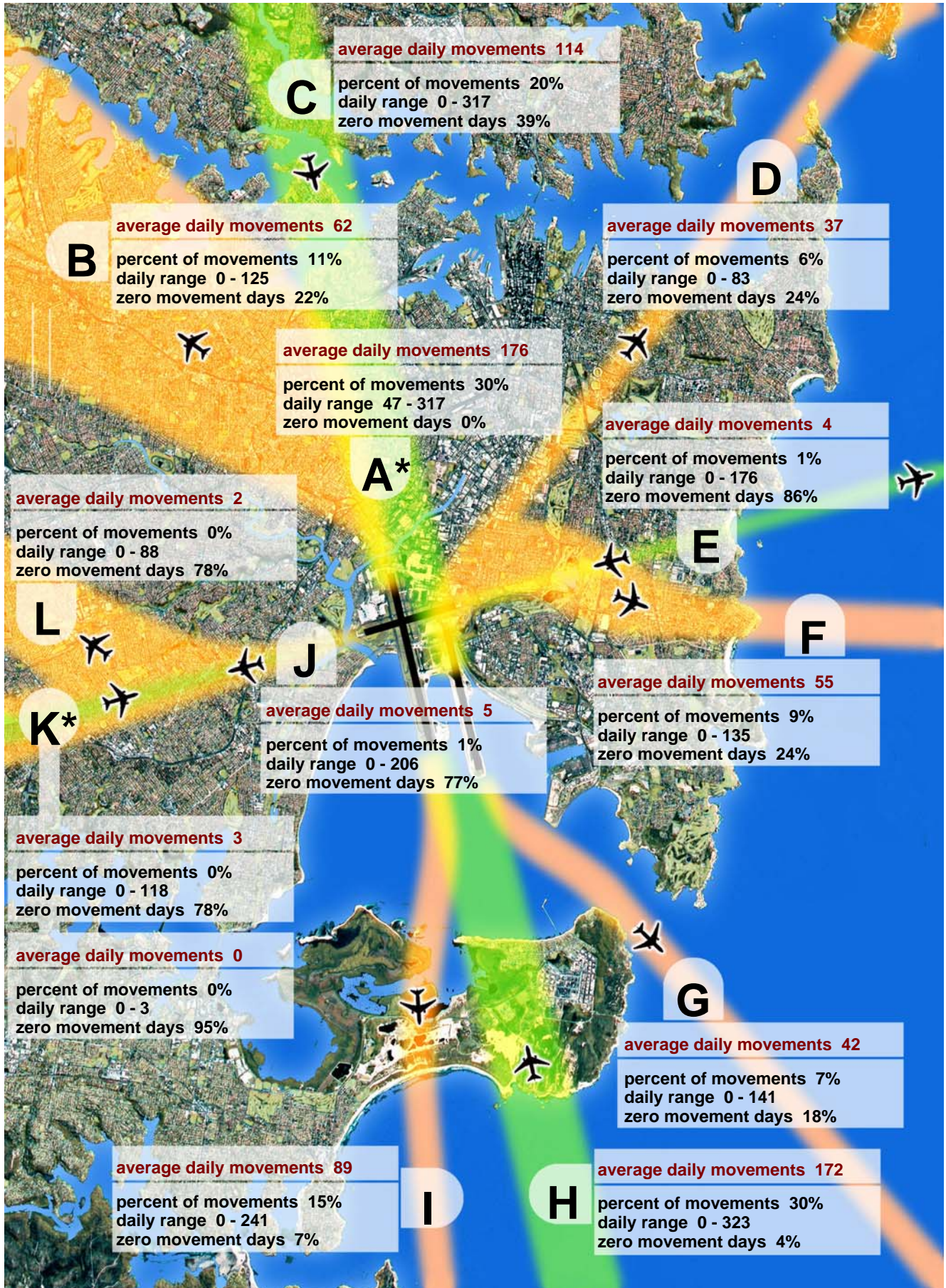
1 Aug 2009 to 31 Aug 2009, All Jets



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

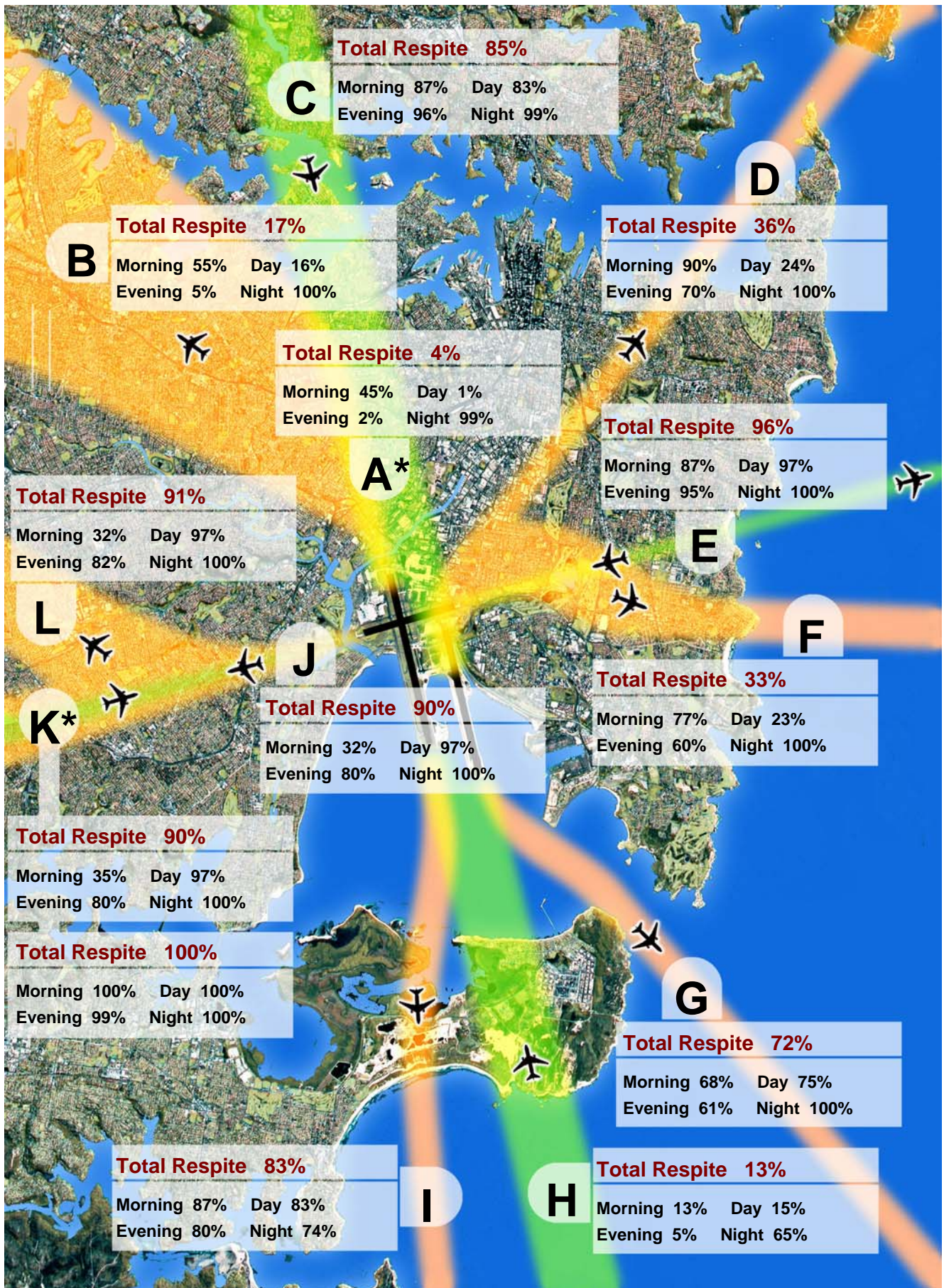
1 Sept 2008 to 31 Aug 2009, All Jets



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 Aug 2009 to 31 Aug 2009, All Jets



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

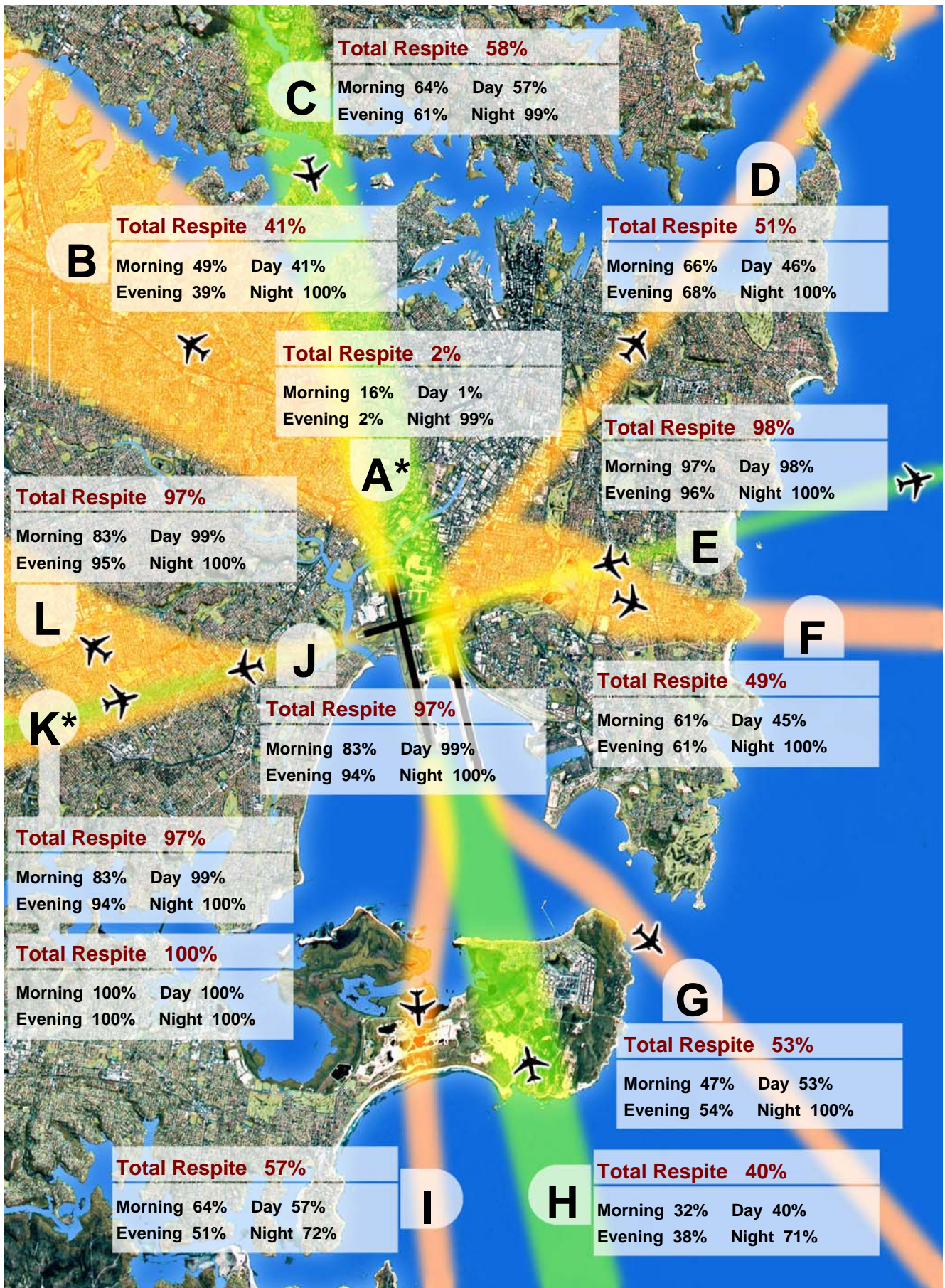
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Sept 2008 to 31 Aug 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 June 2009 .
	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 June 2009 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 September 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 June 2009 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 June 2009 and Mode 7 was in July 2009 .
	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 2009 , Mode 14A and Mode 8 were 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 **September 2008 to August 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 51%**. This means that over the period **September 2008 to August 2009 for 51%** 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 August 2009.

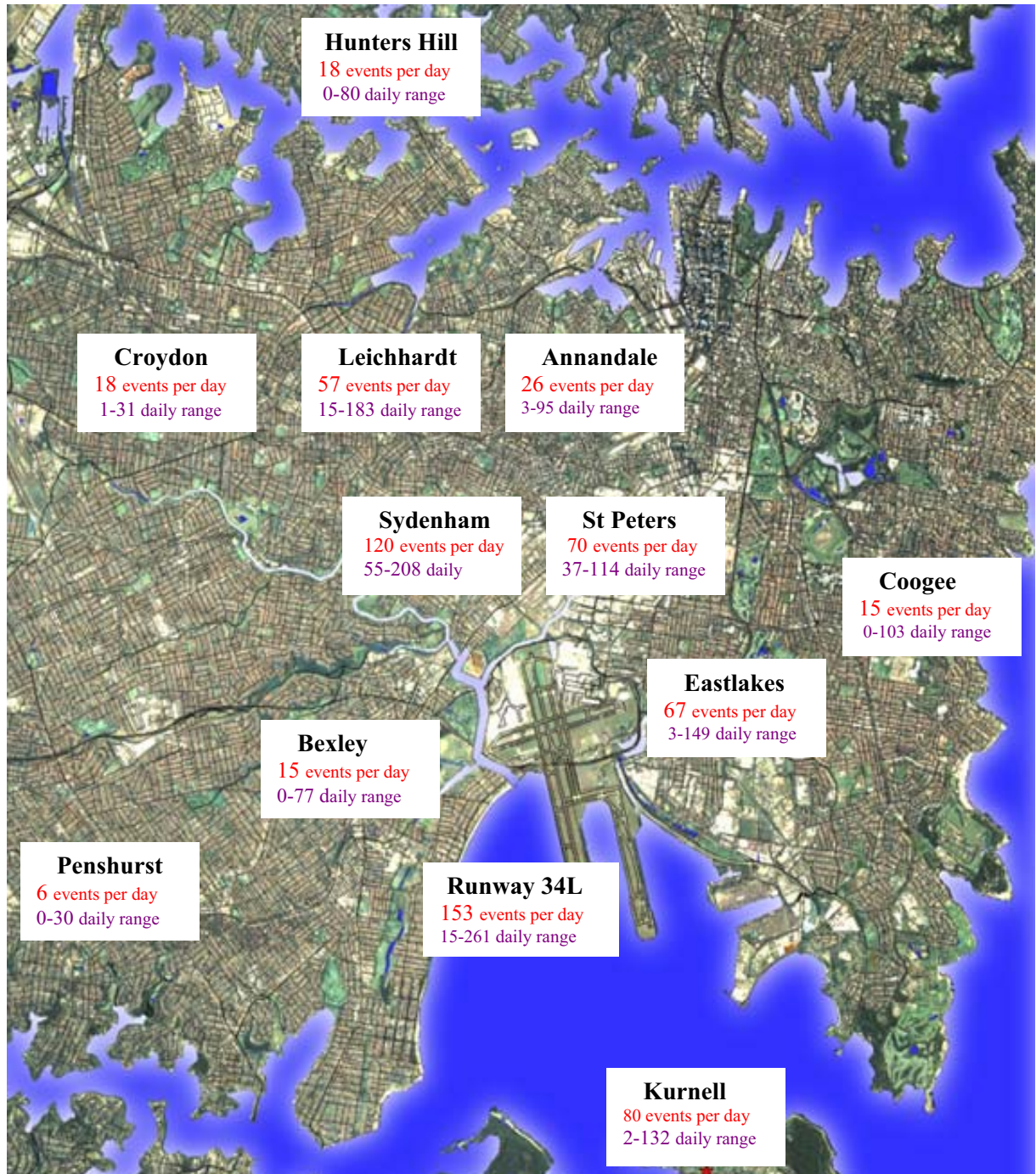


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of August 2009

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L_{Amax}) 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 August 2009 along with the Daily N70 values for the three months up to and including August are given in Table 1.

<i>Location</i>	<i>CNE Aug</i>	<i>Operational days Aug</i>	<i>N70 Aug</i>	<i>N70 Jul</i>	<i>N70 Jun</i>
<i>Runway 34L</i>	5,253	31.0	153	177	176
<i>Penshurst</i>	296	31.0	6	8	2
<i>Bexley</i>	614	31.0	15	17	5
<i>Eastlakes</i>	2,133	31.0	67	50	55
<i>Coogee</i>	689	31.0	15	15	10
<i>Sydenham</i>	3,747	31.0	120	142	131
<i>Leichhardt</i>	1,496	25.5	57	90	57
<i>Kurnell</i>	3,017	31.0	80	60	85
<i>Annandale</i>	975	31.0	26	47	28
<i>St Peters</i>	2,254	31.0	70	84	72
<i>Croydon</i>	645	31.0	18	16	22
<i>Hunters Hill</i>	812	25.4	18	29	17

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

The N70 values for August 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 9 PM 22 Day 115 Night 9 WE_D 146 WE_N 2	Penshurst AM 4 PM 1 Day 2 Night 0 WE_D 4 WE_N 0	Bexley AM 10 PM 4 Day 4 Night 0 WE_D 10 WE_N 0	Eastlakes AM 3 PM 7 Day 66 Night 0 WE_D 50 WE_N 0
Coogee AM 2 PM 3 Day 12 Night 0 WE_D 10 WE_N 0	Sydenham AM 2 PM 11 Day 108 Night 0 WE_D 120 WE_N 0	Leichhardt AM 1 PM 5 Day 46 Night 0 WE_D 65 WE_N 0	Kurnell AM 3 PM 5 Day 86 Night 0 WE_D 50 WE_N 0
Annandale AM 0 PM 2 Day 21 Night 0 WE_D 32 WE_N 0	St Peters AM 0 PM 7 Day 62 Night 0 WE_D 71 WE_N 0	Croydon AM 1 PM 2 Day 16 Night 0 WE_D 16 WE_N 0	Hunters Hill AM 1 PM 1 Day 15 Night 0 WE_D 21 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.