



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
February 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2009

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

There were a total of 21,686 aircraft movements this month (daily average 774.50). Last month there were a total of 22,866 movements (daily average 737.61) and for the same month last year there were a total of 23,934 movements (daily average 825.31). Note February 2008 was a leap year.

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 10 on 20 days, Mode 9 on 5 days and Mode 15 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 11.66% 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 40.57% - This result is above the LTOP target and also above the previous month (31.59%).

South 51.47% - This result is below the LTOP target and also below the previous month (51.78%).

East 7.96% - This result is below the LTOP target and also below the previous month (16.63%).

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 698 complaints, comments and enquiries were received as follows:

580 Sydney suburbs complaints from 116 complainants

31 Sydney suburbs comments and enquiries

86 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

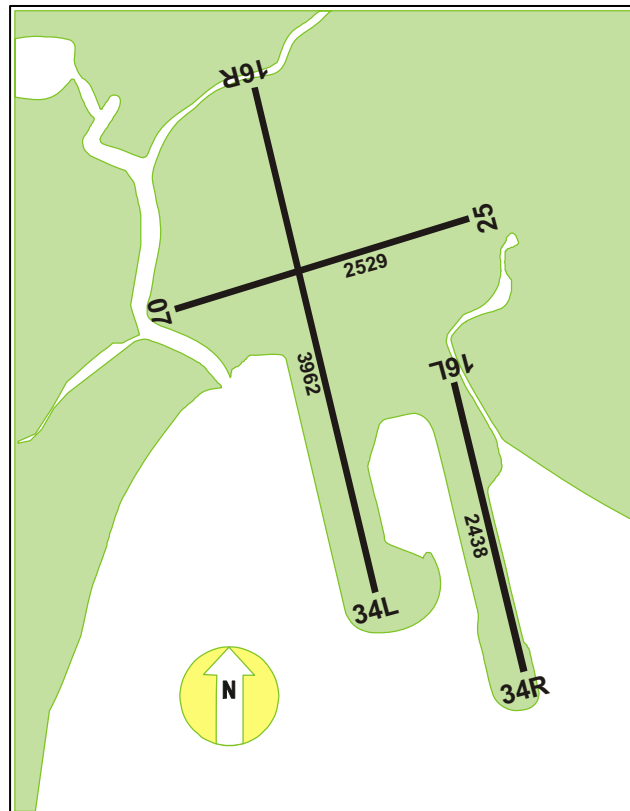
click on "Projects & Services", "Reports & Statistics" ***then***

"Sydney Airport Operational Statistics".

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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)

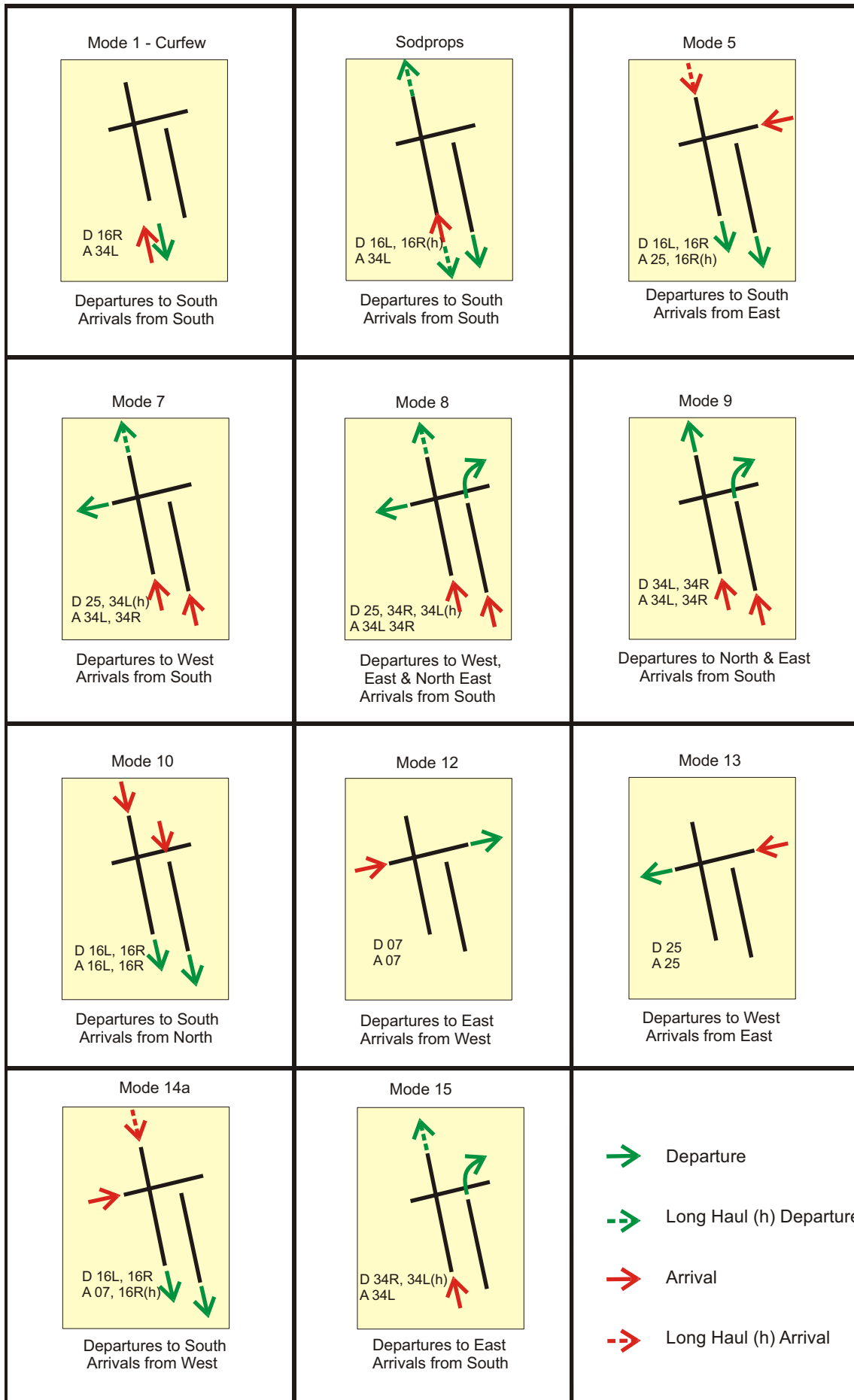
Movements over the East

=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 <i>Saturday</i> 0600 to 0800 <i>Sunday</i>	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 <i>Saturday</i> 0800 to 2200 <i>Sunday</i>	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-Feb-09	0	0	0	109	114	223	209	249	458	0	0	0	31	4	35	0	4	4	720
02-Feb-09	0	1	1	0	0	0	0	2	2	0	0	0	277	173	450	123	228	351	804
03-Feb-09	0	0	0	81	64	145	130	165	295	0	0	0	126	66	192	60	91	151	783
04-Feb-09	0	0	0	115	83	198	161	208	369	0	0	0	99	51	150	31	69	100	817
05-Feb-09	0	0	0	0	7	7	0	13	13	0	0	0	296	174	470	109	211	320	810
06-Feb-09	0	1	1	85	75	160	138	156	294	0	0	0	143	88	231	55	109	164	850
07-Feb-09	0	3	3	0	3	3	3	2	5	0	0	0	267	141	408	53	167	220	639
08-Feb-09	0	0	0	12	9	21	29	22	51	0	0	0	223	148	371	92	189	281	724
09-Feb-09	0	0	0	163	117	280	238	283	521	0	0	0	3	0	3	0	0	0	804
10-Feb-09	0	0	0	149	113	262	232	275	507	0	0	0	5	0	5	0	0	0	774
11-Feb-09	0	0	0	166	121	287	239	294	533	0	0	0	7	0	7	0	0	0	827
12-Feb-09	0	1	1	153	117	270	247	289	536	0	0	0	6	0	6	0	0	0	813
13-Feb-09	0	0	0	164	123	287	236	282	518	0	0	0	3	0	3	0	0	0	808
14-Feb-09	0	0	0	116	96	212	215	219	434	0	0	0	0	0	0	0	0	0	646
15-Feb-09	0	0	0	128	109	237	223	262	485	0	0	0	1	0	1	0	0	0	723
16-Feb-09	0	0	0	166	120	286	234	284	518	0	0	0	2	0	2	0	0	0	806
17-Feb-09	0	0	0	144	115	259	240	268	508	0	0	0	2	0	2	0	0	0	769
18-Feb-09	0	0	0	151	113	264	254	298	552	0	0	0	5	0	5	0	0	0	821
19-Feb-09	0	1	1	39	33	72	88	95	183	0	0	0	185	131	316	101	148	249	821
20-Feb-09	0	0	0	92	103	195	160	173	333	0	0	0	136	85	221	31	61	92	841
21-Feb-09	0	0	0	119	86	205	195	223	418	0	0	0	16	1	17	0	7	7	647
22-Feb-09	0	0	0	76	74	150	145	174	319	0	0	0	93	50	143	40	70	110	722
23-Feb-09	0	1	1	19	9	28	29	32	61	0	0	0	229	159	388	131	205	336	814
24-Feb-09	0	0	0	102	84	186	178	212	390	0	0	0	82	37	119	38	58	96	791
25-Feb-09	0	0	0	142	110	252	256	300	556	0	0	0	6	0	6	0	0	0	814
26-Feb-09	0	0	0	150	114	264	260	289	549	0	0	0	7	0	7	0	0	0	820
27-Feb-09	0	0	0	130	146	276	226	266	492	0	0	0	56	15	71	0	0	0	839
28-Feb-09	0	0	0	0	72	72	17	13	30	0	0	0	255	121	376	58	103	161	639
Total	0	8	8	2771	2330	5101	4582	5348	9930	0	0	0	2561	1444	4005	922	1720	2642	21686

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-Feb-09	0	0	0	81	83	164	171	194	365	0	0	0	27	3	30	0	4	4	563
02-Feb-09	0	1	1	0	0	0	0	0	0	0	0	0	221	108	329	73	189	262	592
03-Feb-09	0	0	0	52	43	95	108	127	235	0	0	0	98	41	139	35	73	108	577
04-Feb-09	0	0	0	71	52	123	134	159	293	0	0	0	76	31	107	20	60	80	603
05-Feb-09	0	0	0	0	7	7	0	7	7	0	0	0	235	111	346	68	173	241	601
06-Feb-09	0	1	1	48	54	102	107	114	221	0	0	0	111	54	165	41	92	133	622
07-Feb-09	0	2	2	0	3	3	3	1	4	0	0	0	212	105	317	32	142	174	500
08-Feb-09	0	0	0	11	8	19	28	22	50	0	0	0	179	94	273	68	157	225	567
09-Feb-09	0	0	0	101	80	181	195	223	418	0	0	0	2	0	2	0	0	0	601
10-Feb-09	0	0	0	92	76	168	191	209	400	0	0	0	4	0	4	0	0	0	572
11-Feb-09	0	0	0	104	84	188	195	219	414	0	0	0	2	0	2	0	0	0	604
12-Feb-09	0	0	0	95	80	175	195	211	406	0	0	0	4	0	4	0	0	0	585
13-Feb-09	0	0	0	101	89	190	195	210	405	0	0	0	2	0	2	0	0	0	597
14-Feb-09	0	0	0	74	70	144	180	180	360	0	0	0	0	0	0	0	0	0	504
15-Feb-09	0	0	0	92	79	171	190	206	396	0	0	0	0	0	0	0	0	0	567
16-Feb-09	0	0	0	105	80	185	191	220	411	0	0	0	2	0	2	0	0	0	598
17-Feb-09	0	0	0	90	78	168	194	203	397	0	0	0	2	0	2	0	0	0	567
18-Feb-09	0	0	0	87	72	159	204	220	424	0	0	0	2	0	2	0	0	0	585
19-Feb-09	0	0	0	26	24	50	75	73	148	0	0	0	145	85	230	61	120	181	609
20-Feb-09	0	0	0	66	76	142	127	132	259	0	0	0	95	55	150	19	51	70	621
21-Feb-09	0	0	0	80	59	139	158	182	340	0	0	0	15	1	16	0	7	7	502
22-Feb-09	0	0	0	54	50	104	120	135	255	0	0	0	82	33	115	24	62	86	560
23-Feb-09	0	0	0	13	8	21	26	27	53	0	0	0	178	100	278	82	165	247	599
24-Feb-09	0	0	0	64	53	117	133	157	290	0	0	0	68	19	87	21	49	70	564
25-Feb-09	0	0	0	84	73	157	211	232	443	0	0	0	4	0	4	0	0	0	604
26-Feb-09	0	0	0	92	76	168	209	218	427	0	0	0	5	0	5	0	0	0	600
27-Feb-09	0	0	0	89	108	197	167	192	359	0	0	0	48	13	61	0	0	0	617
28-Feb-09	0	0	0	0	61	61	17	12	29	0	0	0	198	83	281	36	85	121	492
Total	0	4	4	1772	1626	3398	3724	4085	7809	0	0	0	2017	936	2953	580	1429	2009	16173

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-Feb-09	0	0	0	28	31	59	38	55	93	0	0	0	4	1	5	0	0	0	157
02-Feb-09	0	0	0	0	0	0	0	2	2	0	0	0	56	65	121	50	39	89	212
03-Feb-09	0	0	0	29	21	50	22	38	60	0	0	0	28	25	53	25	18	43	206
04-Feb-09	0	0	0	44	31	75	27	49	76	0	0	0	23	20	43	11	9	20	214
05-Feb-09	0	0	0	0	0	0	0	6	6	0	0	0	61	63	124	41	38	79	209
06-Feb-09	0	0	0	37	21	58	31	42	73	0	0	0	32	34	66	14	17	31	228
07-Feb-09	0	1	1	0	0	0	0	1	1	0	0	0	55	36	91	21	25	46	139
08-Feb-09	0	0	0	1	1	2	1	0	1	0	0	0	44	54	98	24	32	56	157
09-Feb-09	0	0	0	62	37	99	43	60	103	0	0	0	1	0	1	0	0	0	203
10-Feb-09	0	0	0	57	37	94	41	66	107	0	0	0	1	0	1	0	0	0	202
11-Feb-09	0	0	0	62	37	99	44	75	119	0	0	0	5	0	5	0	0	0	223
12-Feb-09	0	1	1	58	37	95	52	78	130	0	0	0	2	0	2	0	0	0	228
13-Feb-09	0	0	0	63	34	97	41	72	113	0	0	0	1	0	1	0	0	0	211
14-Feb-09	0	0	0	42	26	68	35	39	74	0	0	0	0	0	0	0	0	0	142
15-Feb-09	0	0	0	36	30	66	33	56	89	0	0	0	1	0	1	0	0	0	156
16-Feb-09	0	0	0	61	40	101	43	64	107	0	0	0	0	0	0	0	0	0	208
17-Feb-09	0	0	0	54	37	91	46	65	111	0	0	0	0	0	0	0	0	0	202
18-Feb-09	0	0	0	64	41	105	50	78	128	0	0	0	3	0	3	0	0	0	236
19-Feb-09	0	1	1	13	9	22	13	22	35	0	0	0	40	46	86	40	28	68	212
20-Feb-09	0	0	0	26	27	53	33	41	74	0	0	0	41	30	71	12	10	22	220
21-Feb-09	0	0	0	39	27	66	37	41	78	0	0	0	1	0	1	0	0	0	145
22-Feb-09	0	0	0	22	24	46	25	39	64	0	0	0	11	17	28	16	8	24	162
23-Feb-09	0	1	1	6	1	7	3	5	8	0	0	0	51	59	110	49	40	89	215
24-Feb-09	0	0	0	38	31	69	45	55	100	0	0	0	14	18	32	17	9	26	227
25-Feb-09	0	0	0	58	37	95	45	68	113	0	0	0	2	0	2	0	0	0	210
26-Feb-09	0	0	0	58	38	96	51	71	122	0	0	0	2	0	2	0	0	0	220
27-Feb-09	0	0	0	41	38	79	59	74	133	0	0	0	8	2	10	0	0	0	222
28-Feb-09	0	0	0	0	11	11	0	1	1	0	0	0	57	38	95	22	18	40	147
Total	0	4	4	999	704	1703	858	1263	2121	0	0	0	544	508	1052	342	291	633	5513

(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-Feb-09	0	1	1	2	1	0	13	39	46	43	50	40	47	36	45	48	51	55	69	47	37	32	17	0	720
02-Feb-09	0	1	0	1	1	0	22	60	64	61	57	48	53	36	46	46	49	58	67	45	35	33	19	2	804
03-Feb-09	3	4	2	2	2	1	23	66	61	51	55	46	50	33	44	45	48	49	63	47	35	29	20	4	783
04-Feb-09	4	1	0	3	1	1	24	58	61	62	54	56	42	34	49	49	57	49	68	46	41	31	22	4	817
05-Feb-09	4	0	2	5	1	0	21	65	65	54	46	48	47	38	42	53	50	52	66	54	36	32	23	6	810
06-Feb-09	3	2	1	5	2	0	23	61	58	70	61	47	53	38	48	53	53	60	65	55	40	32	19	1	850
07-Feb-09	0	1	0	0	1	0	20	52	61	57	50	45	40	37	33	42	41	31	41	35	19	18	15	0	639
08-Feb-09	1	0	1	0	0	1	13	42	38	50	43	44	45	38	45	47	45	59	71	55	40	32	14	0	724
09-Feb-09	0	0	1	0	0	0	25	54	55	58	51	53	56	46	46	50	55	48	64	46	38	30	25	3	804
10-Feb-09	4	2	1	2	1	2	23	49	45	53	54	40	53	39	37	51	54	51	57	61	29	36	24	6	774
11-Feb-09	6	4	4	2	0	1	29	55	62	58	54	57	49	33	41	53	52	51	64	59	33	34	22	4	827
12-Feb-09	2	6	3	3	0	0	29	54	65	53	59	42	55	38	40	49	47	50	65	51	38	39	19	6	813
13-Feb-09	4	0	3	2	1	0	27	56	59	54	57	47	56	29	43	47	53	53	65	62	37	32	21	0	808
14-Feb-09	1	0	1	0	0	1	15	50	60	63	48	40	44	37	39	42	38	33	42	35	23	15	19	0	646
15-Feb-09	2	0	1	0	0	1	17	35	37	47	44	48	50	35	39	59	50	56	63	56	34	30	18	1	723
16-Feb-09	0	1	0	1	0	0	24	55	61	63	61	51	53	37	46	48	44	52	63	57	29	34	22	4	806
17-Feb-09	2	4	0	2	2	0	21	57	61	59	47	44	51	37	37	47	46	55	59	50	32	32	22	2	769
18-Feb-09	4	2	2	2	1	0	26	58	59	60	59	50	47	35	41	54	49	54	67	50	40	34	21	6	821
19-Feb-09	5	0	2	3	0	0	24	65	70	51	50	50	52	37	41	45	49	50	67	57	37	36	26	4	821
20-Feb-09	5	0	3	3	0	2	27	65	71	56	56	51	52	38	34	54	57	53	69	55	37	29	20	4	841
21-Feb-09	1	1	1	0	0	1	18	52	61	50	55	50	41	29	41	47	42	38	38	32	24	15	10	0	647
22-Feb-09	0	0	0	1	0	0	16	31	46	49	47	45	51	35	45	56	45	56	70	50	37	30	12	0	722
23-Feb-09	0	0	1	0	1	0	27	55	66	63	49	56	52	45	48	49	45	44	59	57	30	33	30	4	814
24-Feb-09	4	2	1	1	3	0	28	63	66	47	54	38	53	34	45	46	55	55	61	46	34	34	18	3	791
25-Feb-09	5	0	2	3	1	0	29	56	61	64	54	49	50	37	40	50	47	54	66	53	38	27	24	4	814
26-Feb-09	5	1	2	3	0	0	22	59	67	54	52	49	54	39	39	48	53	56	64	54	38	30	25	6	820
27-Feb-09	6	2	4	3	0	2	29	60	59	61	61	42	54	33	40	54	59	56	71	55	37	34	16	1	839
28-Feb-09	0	1	0	0	0	0	17	56	58	55	46	44	46	38	33	45	40	38	41	29	24	14	13	1	639
Total	71	36	39	49	19	13	632	1528	1643	1566	1474	1320	1396	1021	1167	1377	1374	1416	1725	1399	952	837	556	76	21686
Avg.	2.54	1.29	1.39	1.75	0.68	0.46	22.57	54.57	58.68	55.93	52.64	47.14	49.86	36.46	41.68	49.18	49.07	50.57	61.61	49.96	34.00	29.89	19.86	2.71	774.50

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-Feb-09	0	0	1	2	0	0	8	20	22	20	27	19	16	14	27	19	26	30	32	16	22	20	8	0	349
02-Feb-09	0	0	0	1	1	0	11	33	34	29	26	26	22	17	29	15	26	31	30	15	21	22	10	1	400
03-Feb-09	0	2	1	1	1	1	14	39	31	19	33	27	21	13	28	15	25	27	31	14	19	22	10	3	397
04-Feb-09	0	0	0	2	0	1	11	32	33	30	29	28	18	16	29	18	25	27	34	16	24	20	11	2	406
05-Feb-09	0	0	1	2	1	0	11	39	32	22	25	29	18	17	27	21	22	29	31	20	21	21	14	2	405
06-Feb-09	0	1	1	3	0	0	10	35	33	35	25	27	19	18	32	21	23	31	32	21	22	19	13	0	421
07-Feb-09	0	1	0	0	0	0	12	34	31	23	26	21	15	19	19	22	17	19	20	16	12	9	7	0	323
08-Feb-09	1	0	0	0	0	1	8	25	17	23	23	19	17	15	28	18	21	34	38	19	21	17	11	0	356
09-Feb-09	0	0	1	0	0	0	12	29	30	25	26	30	26	23	26	23	23	28	28	18	20	19	15	2	404
10-Feb-09	1	0	1	1	0	1	14	24	28	29	23	22	22	18	25	22	22	28	30	23	15	21	14	2	386
11-Feb-09	3	1	1	1	0	1	16	30	34	26	30	29	18	16	26	18	25	27	34	23	17	22	12	2	412
12-Feb-09	1	1	1	1	0	0	16	32	36	24	28	25	23	15	26	18	20	31	29	22	19	24	12	2	406
13-Feb-09	0	0	2	1	0	0	15	32	32	28	22	31	19	10	29	22	24	29	33	26	17	18	13	0	403
14-Feb-09	0	0	1	0	0	1	8	33	34	24	21	20	18	18	23	23	17	21	20	17	11	12	9	0	331
15-Feb-09	2	0	0	0	0	1	10	19	16	25	22	23	16	12	26	26	22	30	33	22	17	18	11	1	352
16-Feb-09	0	0	0	1	0	0	9	30	34	29	34	27	20	18	27	19	19	32	31	20	14	24	12	2	402
17-Feb-09	0	1	0	2	0	0	11	34	37	25	21	30	18	14	25	20	22	29	26	20	15	24	12	0	386
18-Feb-09	1	1	1	0	1	0	15	31	33	29	30	28	18	14	27	22	22	30	29	21	20	24	10	3	410
19-Feb-09	1	0	1	1	0	0	13	41	35	18	28	27	23	19	23	21	20	27	32	24	16	24	16	3	413
20-Feb-09	2	0	1	1	0	1	14	37	39	26	27	29	19	16	20	25	27	28	33	21	20	17	12	4	419
21-Feb-09	0	0	1	0	0	0	11	31	33	24	27	21	17	12	28	27	16	21	18	16	13	9	5	0	330
22-Feb-09	0	0	0	1	0	0	9	19	23	22	25	22	16	16	27	21	21	33	37	15	22	18	7	0	354
23-Feb-09	0	0	1	0	0	0	14	30	39	27	24	29	22	20	30	20	21	23	29	24	15	21	17	2	408
24-Feb-09	1	0	1	1	1	0	16	38	35	21	29	20	21	16	29	20	25	26	27	20	20	21	10	2	400
25-Feb-09	0	0	2	1	1	0	13	31	34	32	29	27	16	17	23	20	24	32	29	22	18	18	13	2	404
26-Feb-09	2	0	1	1	0	0	9	35	39	21	27	27	25	17	25	20	24	30	33	20	21	21	14	5	417
27-Feb-09	2	1	2	0	0	0	13	34	34	29	31	18	21	15	25	26	27	30	32	22	17	21	12	0	412
28-Feb-09	0	1	0	0	0	0	10	36	31	20	27	18	20	19	21	22	19	23	20	14	14	9	5	1	330
Total	17	10	22	24	6	8	333	883	889	705	745	699	544	454	730	584	625	786	831	547	503	535	315	41	10836
Avg.	0.61	0.36	0.79	0.86	0.21	0.29	11.89	31.54	31.75	25.18	26.61	24.96	19.43	16.21	26.07	20.86	22.32	28.07	29.68	19.54	17.96	19.11	11.25	1.46	387.00

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-Feb-09	0	1	0	0	1	0	5	19	24	23	23	21	31	22	18	29	25	25	37	31	15	12	9	0	371
02-Feb-09	0	1	0	0	0	0	11	27	30	32	31	22	31	19	17	31	23	27	37	30	14	11	9	1	404
03-Feb-09	3	2	1	1	1	0	9	27	30	32	22	19	29	20	16	30	23	22	32	33	16	7	10	1	386
04-Feb-09	4	1	0	1	1	0	13	26	28	32	25	28	24	18	20	31	32	22	34	30	17	11	11	2	411
05-Feb-09	4	0	1	3	0	0	10	26	33	32	21	19	29	21	15	32	28	23	35	34	15	11	9	4	405
06-Feb-09	3	1	0	2	2	0	13	26	25	35	36	20	34	20	16	32	30	29	33	34	18	13	6	1	429
07-Feb-09	0	0	0	0	1	0	8	18	30	34	24	24	25	18	14	20	24	12	21	19	7	9	8	0	316
08-Feb-09	0	0	1	0	0	0	5	17	21	27	20	25	28	23	17	29	24	25	33	36	19	15	3	0	368
09-Feb-09	0	0	0	0	0	0	13	25	25	33	25	23	30	23	20	27	32	20	36	28	18	11	10	1	400
10-Feb-09	3	2	0	1	1	1	9	25	17	24	31	18	31	21	12	29	32	23	27	38	14	15	10	4	388
11-Feb-09	3	3	3	1	0	0	13	25	28	32	24	28	31	17	15	35	27	24	30	36	16	12	10	2	415
12-Feb-09	1	5	2	2	0	0	13	22	29	29	31	17	32	23	14	31	27	19	36	29	19	15	7	4	407
13-Feb-09	4	0	1	1	1	0	12	24	27	26	35	16	37	19	14	25	29	24	32	36	20	14	8	0	405
14-Feb-09	1	0	0	0	0	0	7	17	26	39	27	20	26	19	16	19	21	12	22	18	12	3	10	0	315
15-Feb-09	0	0	1	0	0	0	7	16	21	22	22	25	34	23	13	33	28	26	30	34	17	12	7	0	371
16-Feb-09	0	1	0	0	0	0	15	25	27	34	27	24	33	19	19	29	25	20	32	37	15	10	10	2	404
17-Feb-09	2	3	0	0	2	0	10	23	24	34	26	14	33	23	12	27	24	26	33	30	17	8	10	2	383
18-Feb-09	3	1	1	2	0	0	11	27	26	31	29	22	29	21	14	32	27	24	38	29	20	10	11	3	411
19-Feb-09	4	0	1	2	0	0	11	24	35	33	22	23	29	18	18	24	29	23	35	33	21	12	10	1	408
20-Feb-09	3	0	2	2	0	1	13	28	32	30	29	22	33	22	14	29	30	25	36	34	17	12	8	0	422
21-Feb-09	1	1	0	0	0	1	7	21	28	26	28	29	24	17	13	20	26	17	20	16	11	6	5	0	317
22-Feb-09	0	0	0	0	0	0	7	12	23	27	22	23	35	19	18	35	24	23	33	35	15	12	5	0	368
23-Feb-09	0	0	0	0	1	0	13	25	27	36	25	27	30	25	18	29	24	21	30	33	15	12	13	2	406
24-Feb-09	3	2	0	0	2	0	12	25	31	26	25	18	32	18	16	26	30	29	34	26	14	13	8	1	391
25-Feb-09	5	0	0	2	0	0	16	25	27	32	25	22	34	20	17	30	23	22	37	31	20	9	11	2	410
26-Feb-09	3	1	1	2	0	0	13	24	28	33	25	22	29	22	14	28	29	26	31	34	17	9	11	1	403
27-Feb-09	4	1	2	3	0	2	16	26	25	32	30	24	33	18	15	28	32	26	39	33	20	13	4	1	427
28-Feb-09	0	0	0	0	0	0	7	20	27	35	19	26	26	19	12	23	21	15	21	15	10	5	8	0	309
Total	54	26	17	25	13	5	299	645	754	861	729	621	852	567	437	793	749	630	894	852	449	302	241	35	10850
Avg.	1.93	0.93	0.61	0.89	0.46	0.18	10.68	23.04	26.93	30.75	26.04	22.18	30.43	20.25	15.61	28.32	26.75	22.50	31.93	30.43	16.04	10.79	8.61	1.25	387.50

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-Feb-09	7:00	0:25	1:08	-	-	-	-	14:34	-	-	-	0:52	-
02-Feb-09	7:00	0:14	-	-	-	-	11:56	-	-	-	-	4:50	-
03-Feb-09	7:00	0:10	-	-	-	-	5:27	10:15	-	-	-	1:08	-
04-Feb-09	7:00	0:20	-	-	-	-	3:11	11:17	-	-	-	2:12	-
05-Feb-09	7:00	0:19	0:53	-	-	-	13:00	-	-	-	-	2:48	-
06-Feb-09	7:00	0:24	0:19	-	-	-	5:05	8:28	-	-	-	2:43	-
07-Feb-09	7:00	0:24	0:25	-	-	-	6:20	0:14	-	-	-	9:37	-
08-Feb-09	7:00	0:31	-	-	-	-	10:48	2:08	-	-	-	3:33	-
09-Feb-09	7:00	0:21	-	-	-	-	-	16:38	-	-	-	-	-
10-Feb-09	7:00	0:10	-	-	-	-	-	16:50	-	-	-	-	-
11-Feb-09	7:00	0:10	-	-	-	-	-	16:50	-	-	-	-	-
12-Feb-09	7:00	0:11	-	-	-	-	-	16:49	-	-	-	-	-
13-Feb-09	7:00	0:17	-	-	-	-	-	16:43	-	-	-	-	-
14-Feb-09	7:00	0:28	-	-	-	-	-	16:32	-	-	-	-	-
15-Feb-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
16-Feb-09	7:00	0:22	-	-	-	-	-	16:38	-	-	-	-	-
17-Feb-09	7:00	0:08	-	-	-	-	-	16:52	-	-	-	-	-
18-Feb-09	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-	-
19-Feb-09	7:00	0:17	-	-	-	-	10:58	5:45	-	-	-	-	-
20-Feb-09	7:00	0:05	2:17	-	-	-	3:34	10:00	-	-	-	1:03	-
21-Feb-09	7:00	-	-	-	-	-	-	16:16	-	-	-	0:44	-
22-Feb-09	7:00	0:31	-	-	-	-	5:28	11:01	-	-	-	-	-
23-Feb-09	7:00	0:03	-	-	-	-	11:57	2:38	-	-	-	2:22	-
24-Feb-09	7:00	0:15	-	-	-	-	3:26	12:37	-	-	-	0:42	-
25-Feb-09	7:00	0:20	-	-	-	-	-	16:40	-	-	-	-	-
26-Feb-09	7:00	0:12	-	-	-	-	-	16:48	-	-	-	-	-
27-Feb-09	7:00	0:25	2:44	-	-	-	-	13:51	-	-	-	-	-
28-Feb-09	7:00	0:46	6:40	-	-	-	8:14	1:20	-	-	-	-	-
Total	196:00	8:29	14:28	0:00	0:00	0:00	99:25	321:04	0:00	0:00	0:00	32:34	0:00
% Used		1.78%	3.04%	0.00%	0.00%	0.00%	20.89%	67.45%	0.00%	0.00%	0.00%	6.84%	0.00%

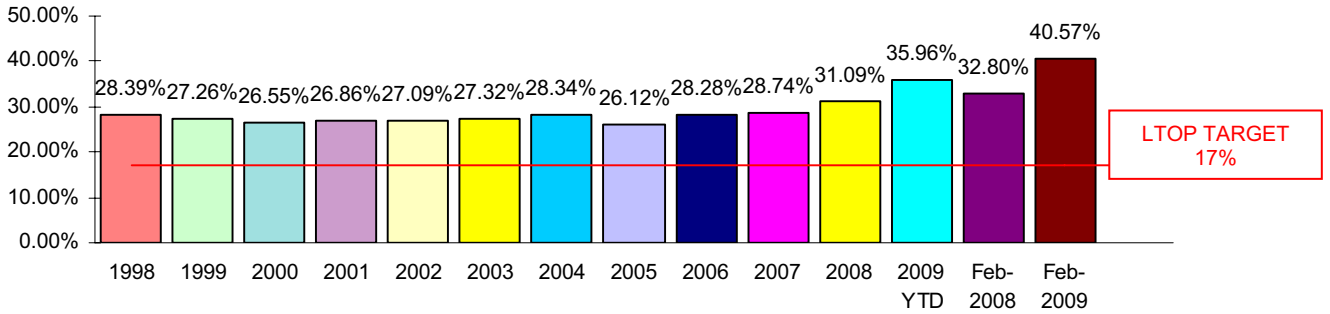
Cumulative Mode Utilisation from 1 January 2009

Time	1.88%	3.15%	0.00%	0.00%	0.00%	32.56%	51.14%	0.00%	0.00%	0.00%	11.26%	0.00%
Movements	0.32%	2.26%	0.00%	0.00%	0.00%	36.49%	52.42%	0.00%	0.00%	0.00%	8.51%	0.00%

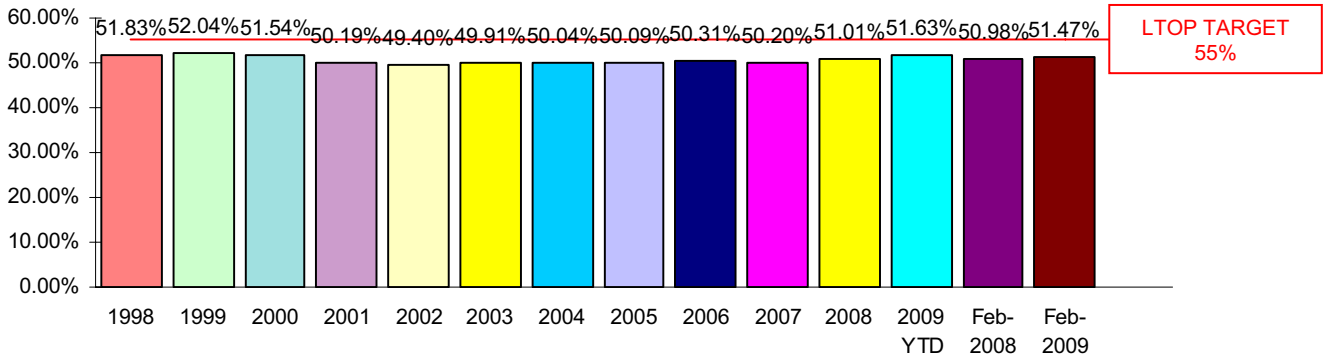
Runway End Impact to 28 February 2009

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

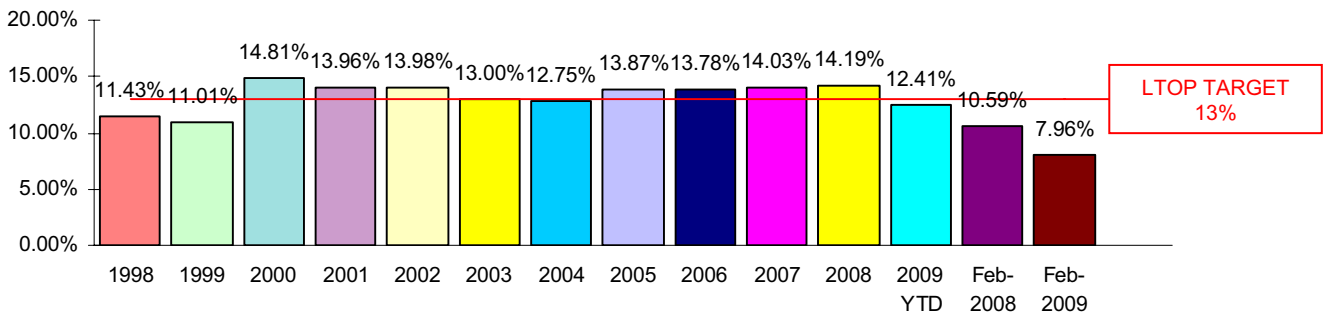
NORTH



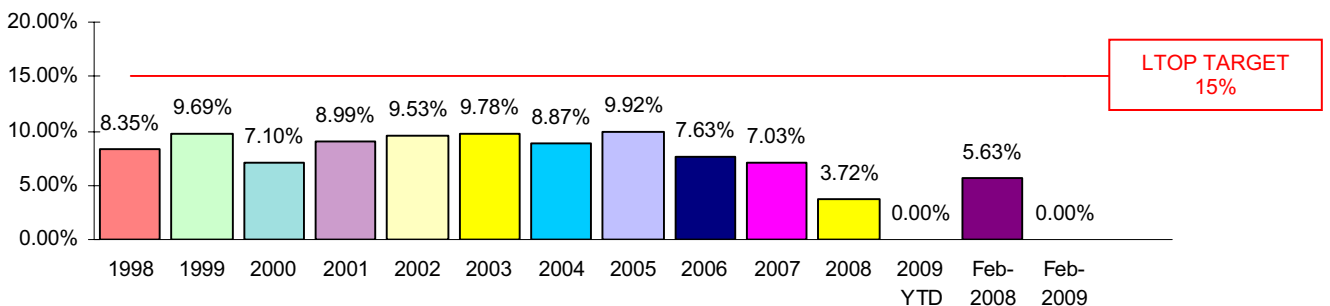
SOUTH



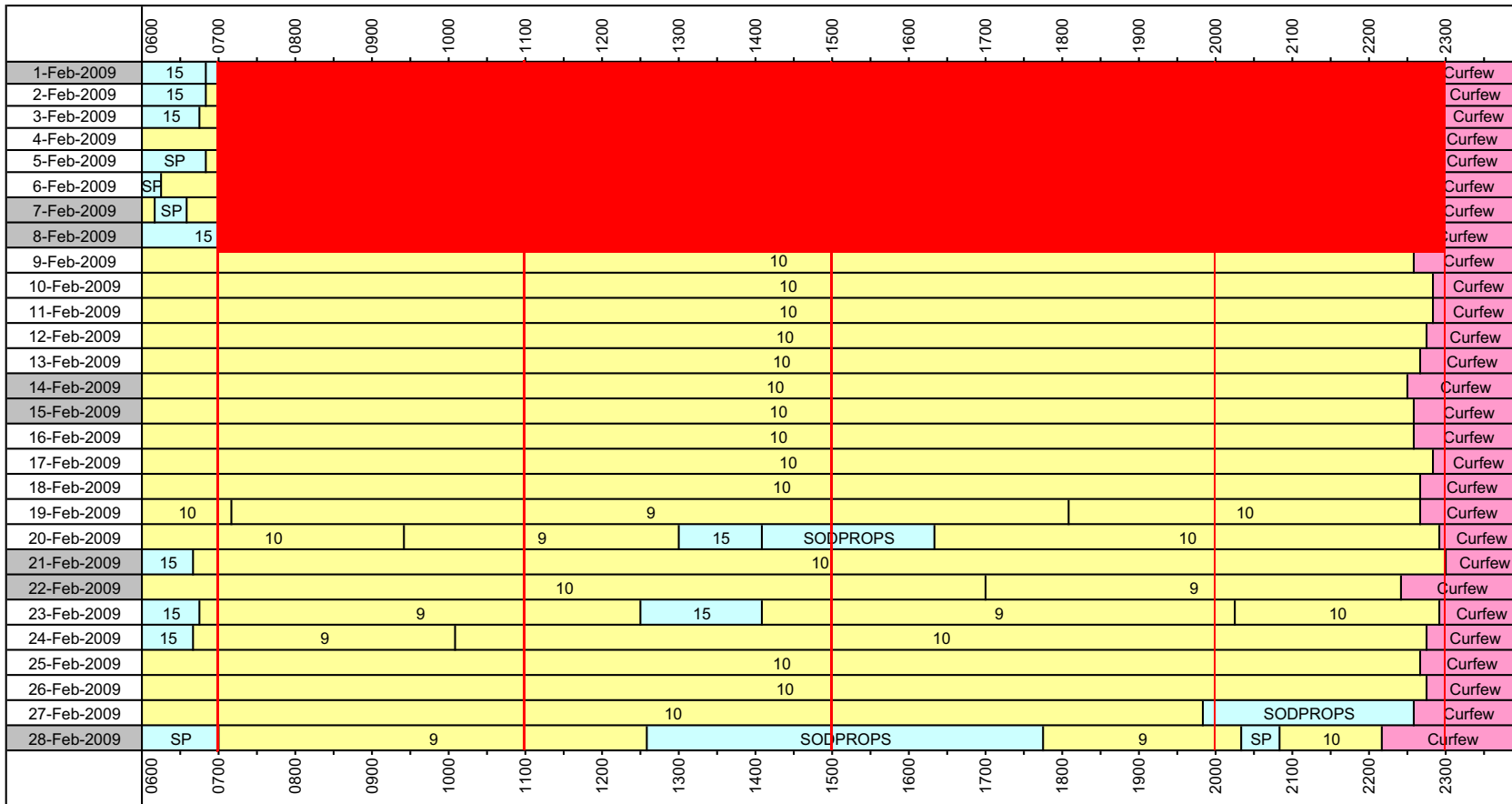
EAST



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 **February 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	
February - 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
February - 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:

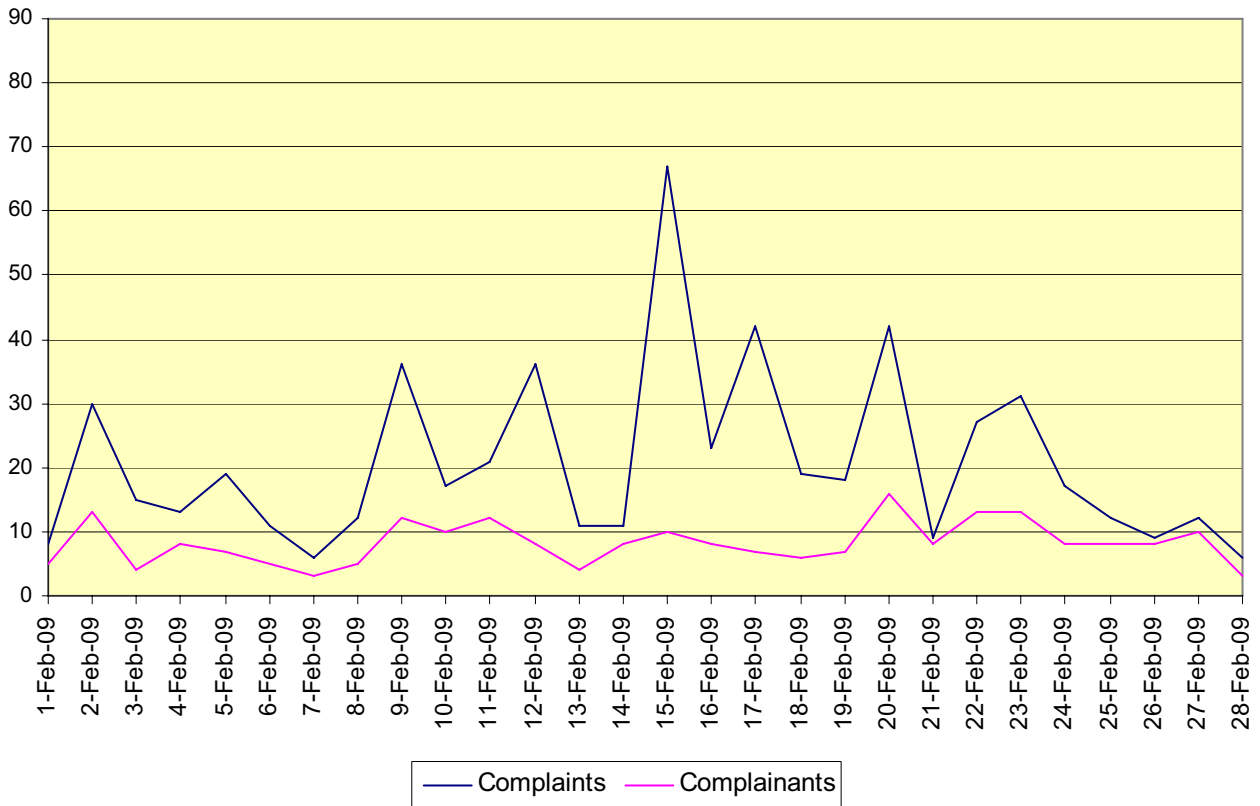
www.sacf.infrastructure.gov.au

Summary of Section Activity – February 2009

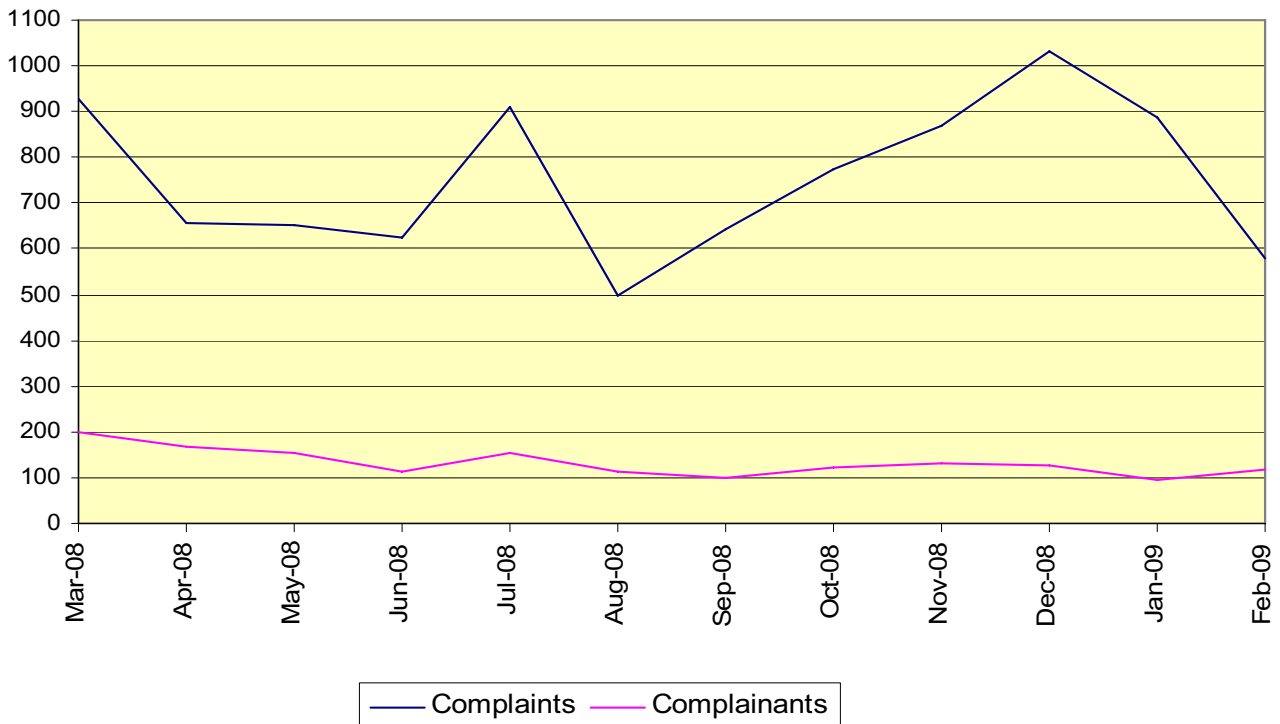
➤ Sydney Suburbs Complaints	
• By phone.....	172
• By correspondence	18
• By internet.....	309
• By e-mail.....	81
➤ Sydney Suburbs Complaints – suburb not specified	2
➤ Sydney Suburbs Comments and Enquiries	31
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	75
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	11
➤ Callback / Information Requests (NSW Only).....	152

Complaints Graphs

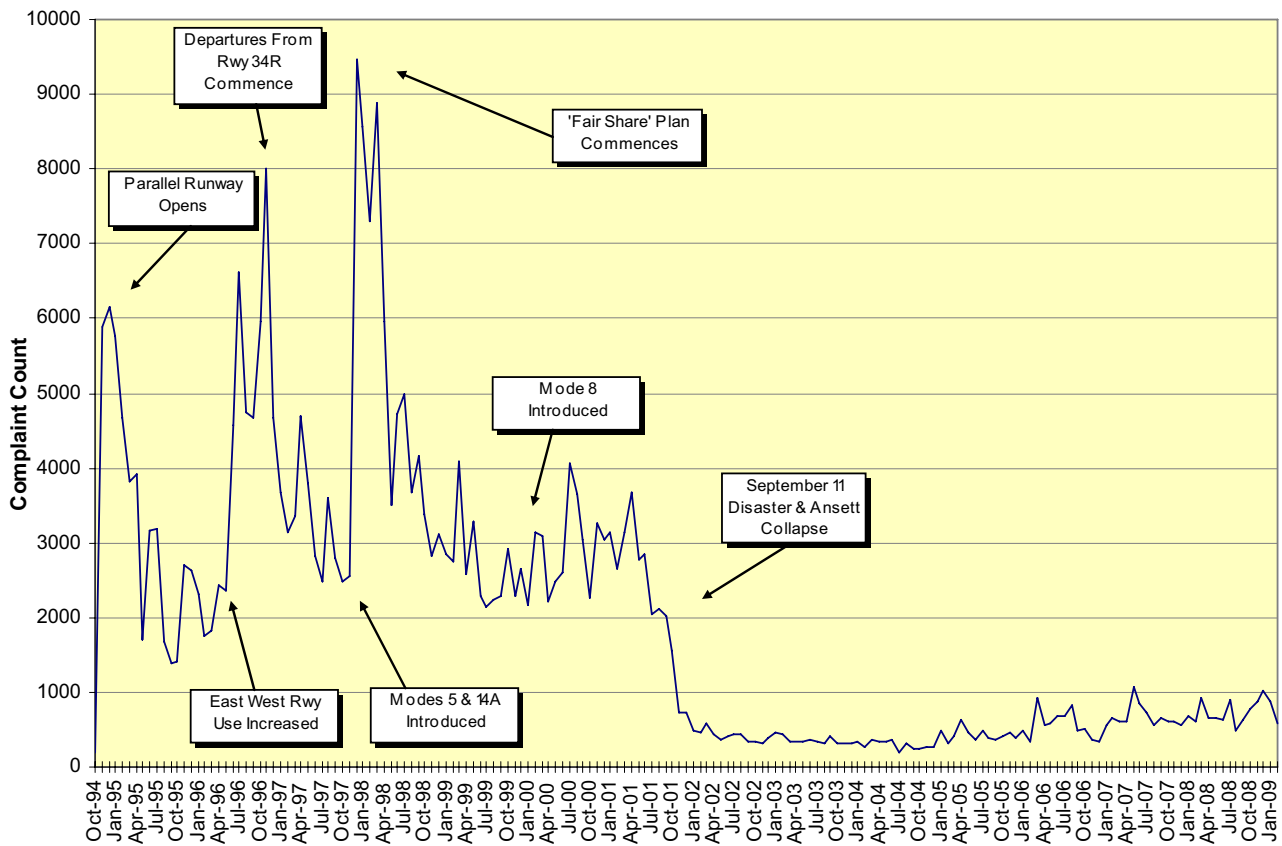
Complaints vs Complainants – 1 February to 28 February 2009



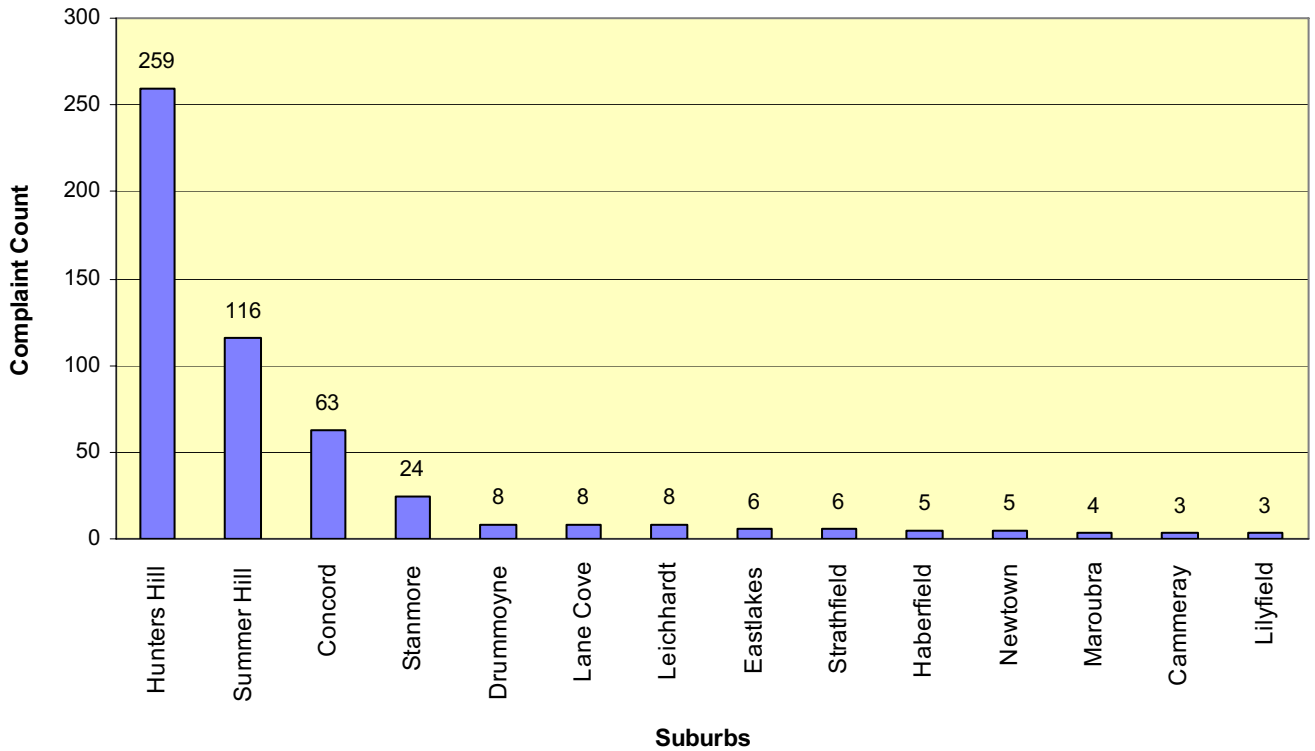
Complaints vs Complainants – Monthly



Complaints History

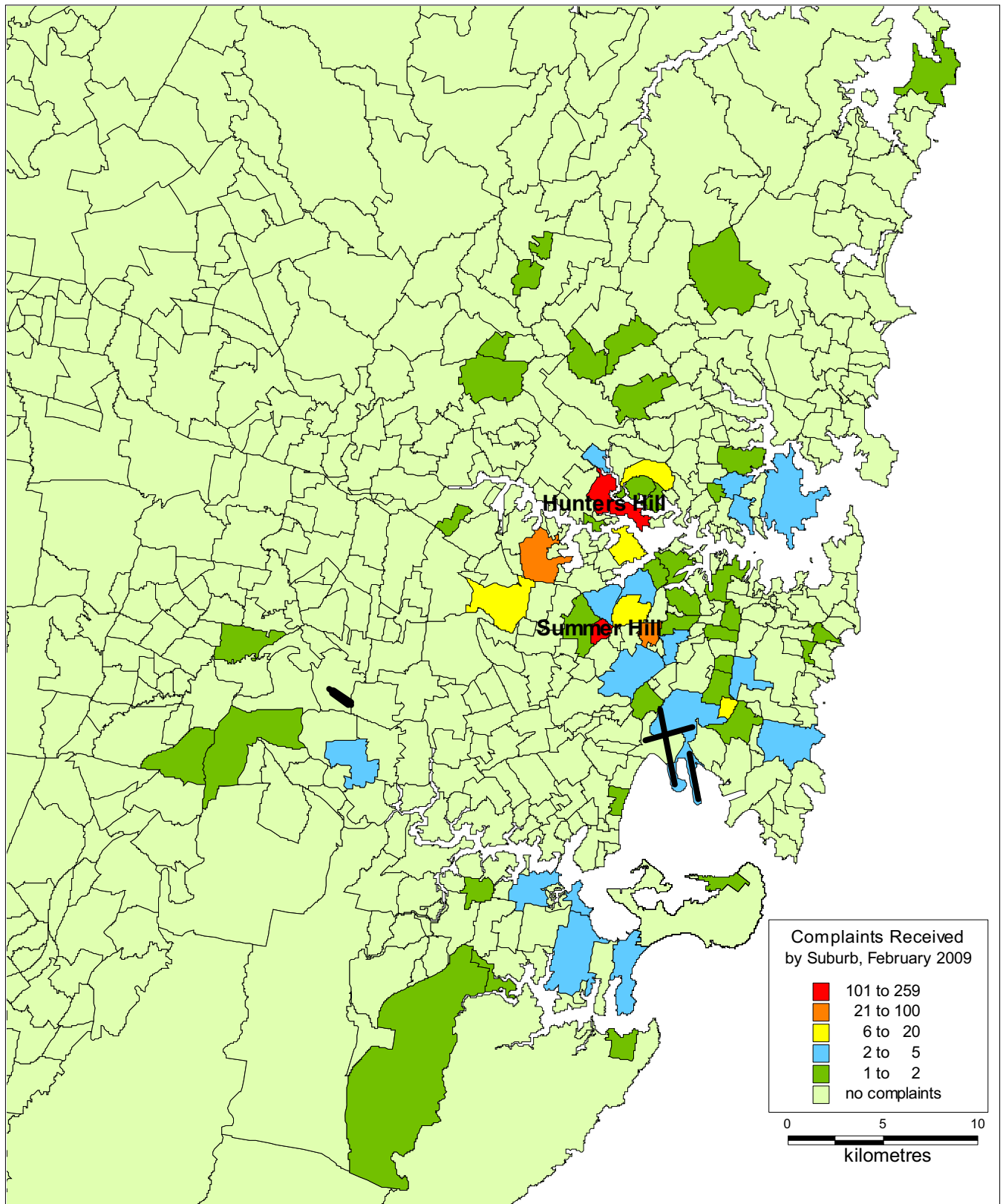


Top Complaint Suburbs –1 February to 28 February 2009



Complaint Density by Suburb

1 February to 28 February 2009



Recorded Complaints vs Complainants, by Suburb

1 February to 28 February 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	2	2	Lindfield	1	1
Ashfield	1	1	Linley Point	1	1
Avalon	1	1	Longueville	1	1
Balmain	1	1	Maroubra	4	3
Belrose	1	1	Marrickville	2	2
Bondi	1	1	Mascot	2	2
Bundeena	1	1	Monterey	1	1
Cabramatta	1	1	Moorebank	1	1
Cammeray	3	3	Mosman	2	2
Camperdown	1	1	Neutral Bay	2	1
Caringbah	2	1	Newington	1	1
Casula	1	1	Newtown	5	3
Cheltenham	1	1	Normanurst	1	1
Concord	63	1	Northbridge	1	1
Cronulla	2	1	Pagewood	1	1
Crows Nest	1	1	Panania	2	1
Drummoyne	8	4	Redfern	1	1
East Ryde	2	2	Riverview	1	1
Eastlakes	6	1	Rosebery	1	1
Epping	1	1	Rozelle	1	1
Glebe	1	1	Stanmore	24	6
Gordon	1	1	Strathfield	6	1
Grays Point	1	1	Summer Hill	116	5
Haberfield	5	4	Surry Hills	1	1
Henley	1	1	Sydney	1	1
Hunters Hill	259	15	Sylvania	2	2
Jannali	1	1	Taren Point	2	1
Kensington	2	1	Tempe	1	1
Kurnell	1	1	Waitara	1	1
Lane Cove	8	8	Waverley	1	1
Leichhardt	8	5	West Pymble	1	1
Lilyfield	3	1	Zetland	1	1
Total Complaints	580		Total Complainants	116	

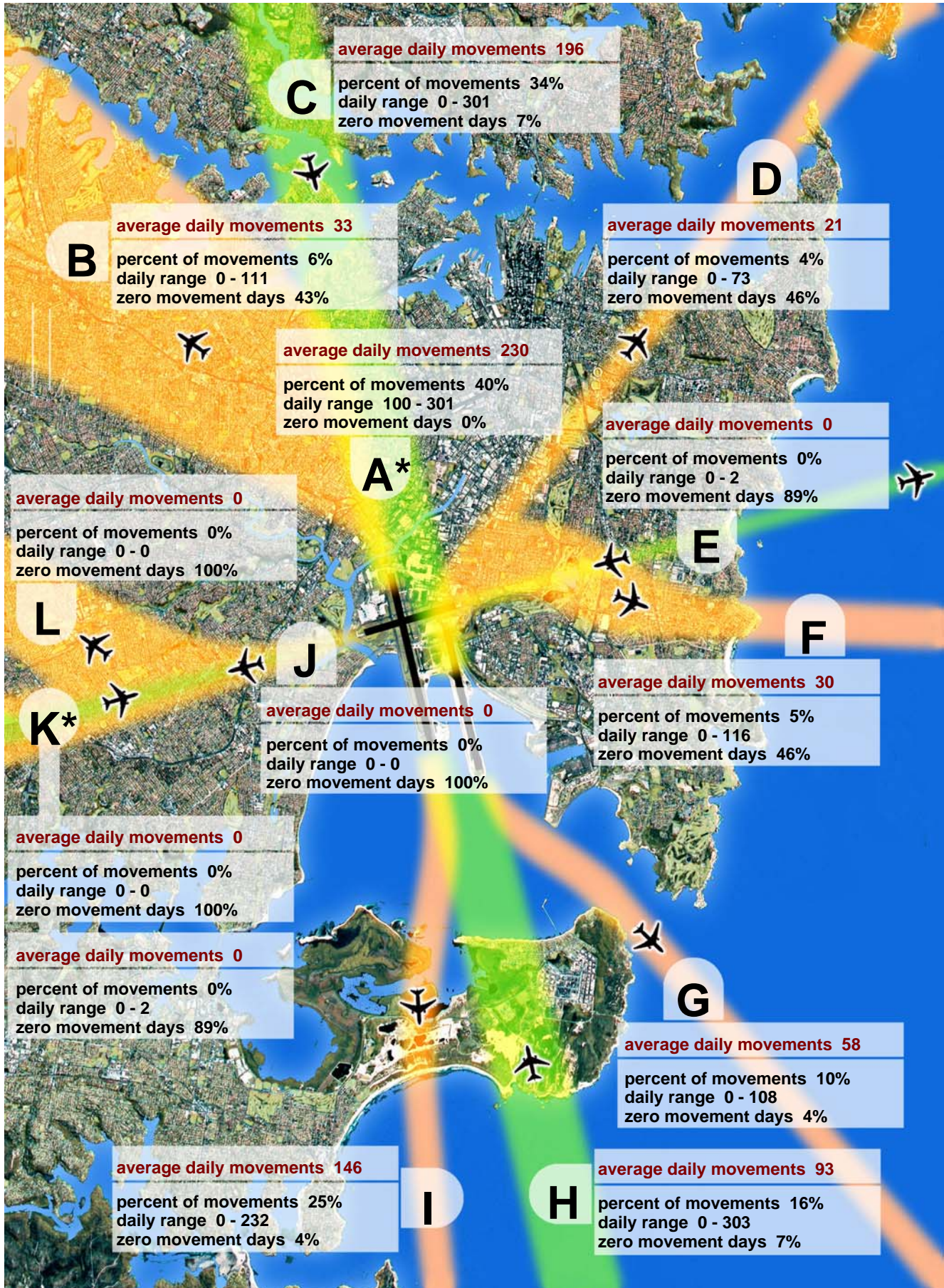
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 February to 28 February 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Ballina	5	2	Merimbula	1	1
Bangalow	4	3	Mooball	1	1
Bankstown	38	23	Mummulgum	1	1
Bargo	1	1	Possum Creek	1	1
Byron Bay	2	2	Sydney Children's Hospital	1	1
Camden	9	5	Tarago	1	1
Cammeray	1	1	Williamstown	6	6
Dunns Creek	1	1	Woodville	1	1
Forster	1	1			
<u>Total Complaints</u>		75	<u>Total Complainants</u>		52

Sydney Airport : Jet Flight Path Movements

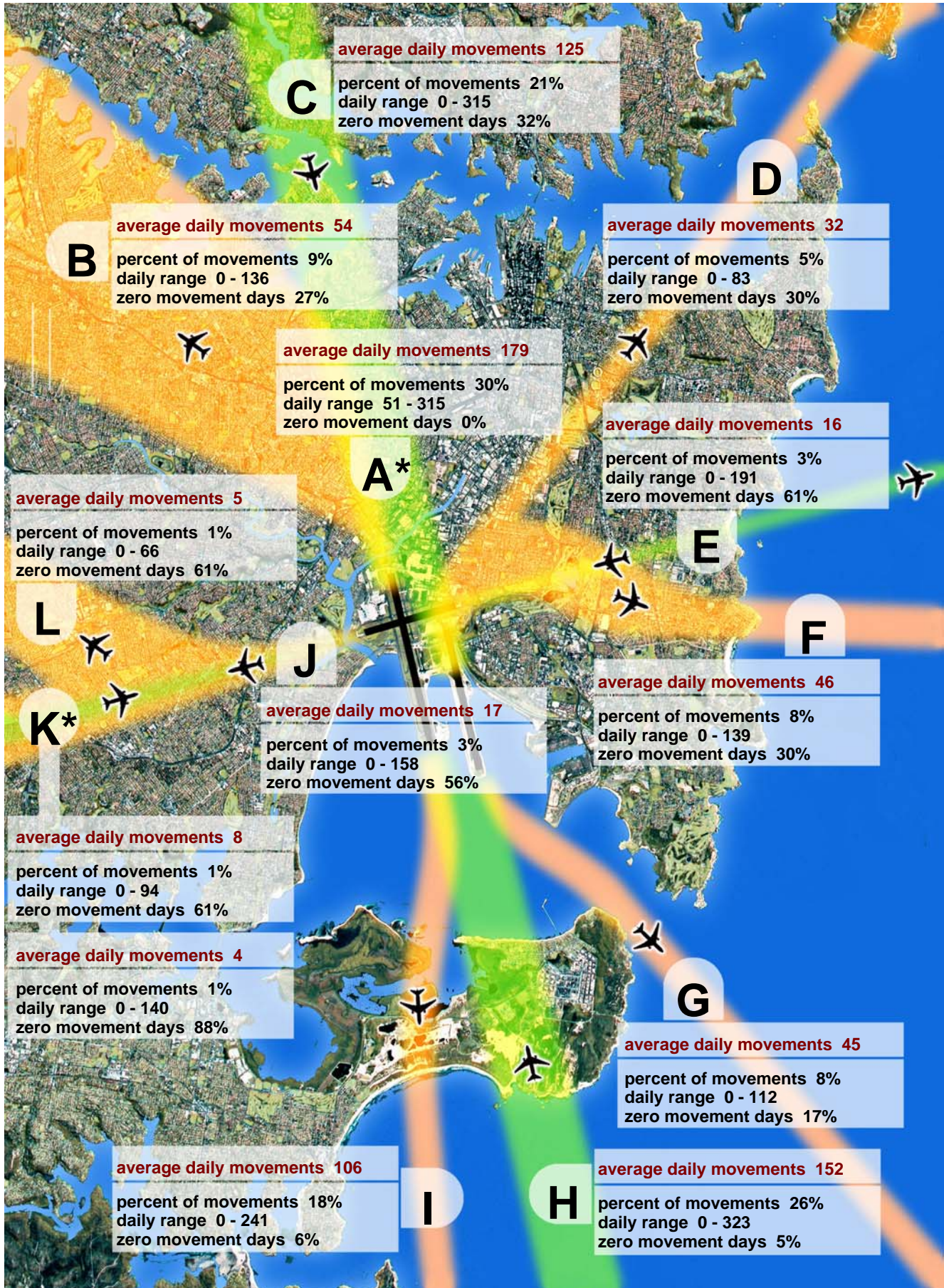
1 Feb 2009 to 28 Feb 2009, All Jets



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

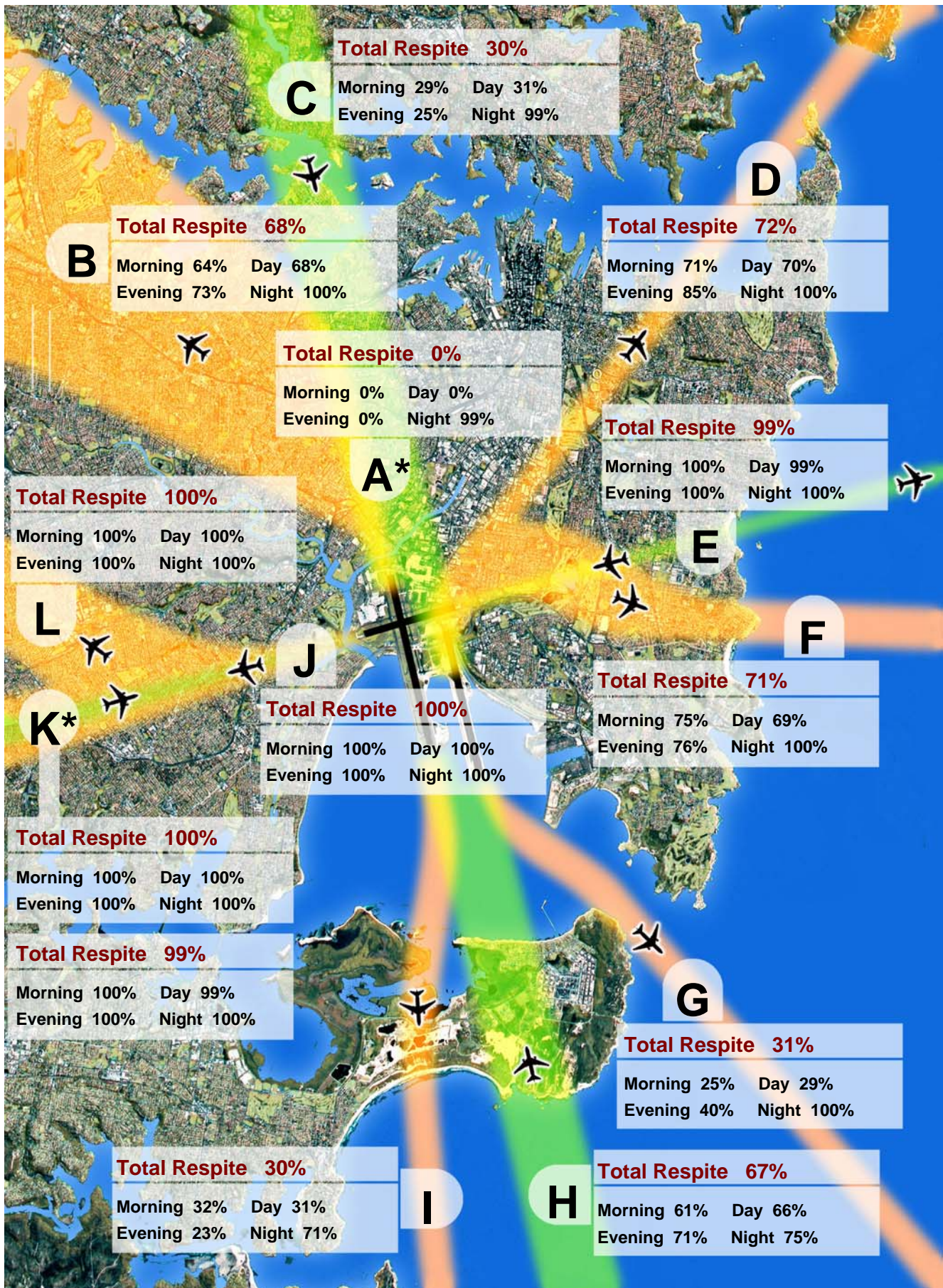
1 March 2008 to 28 Feb 2009, All Jets



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 Feb 2009 to 28 Feb 2009, All Jets



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

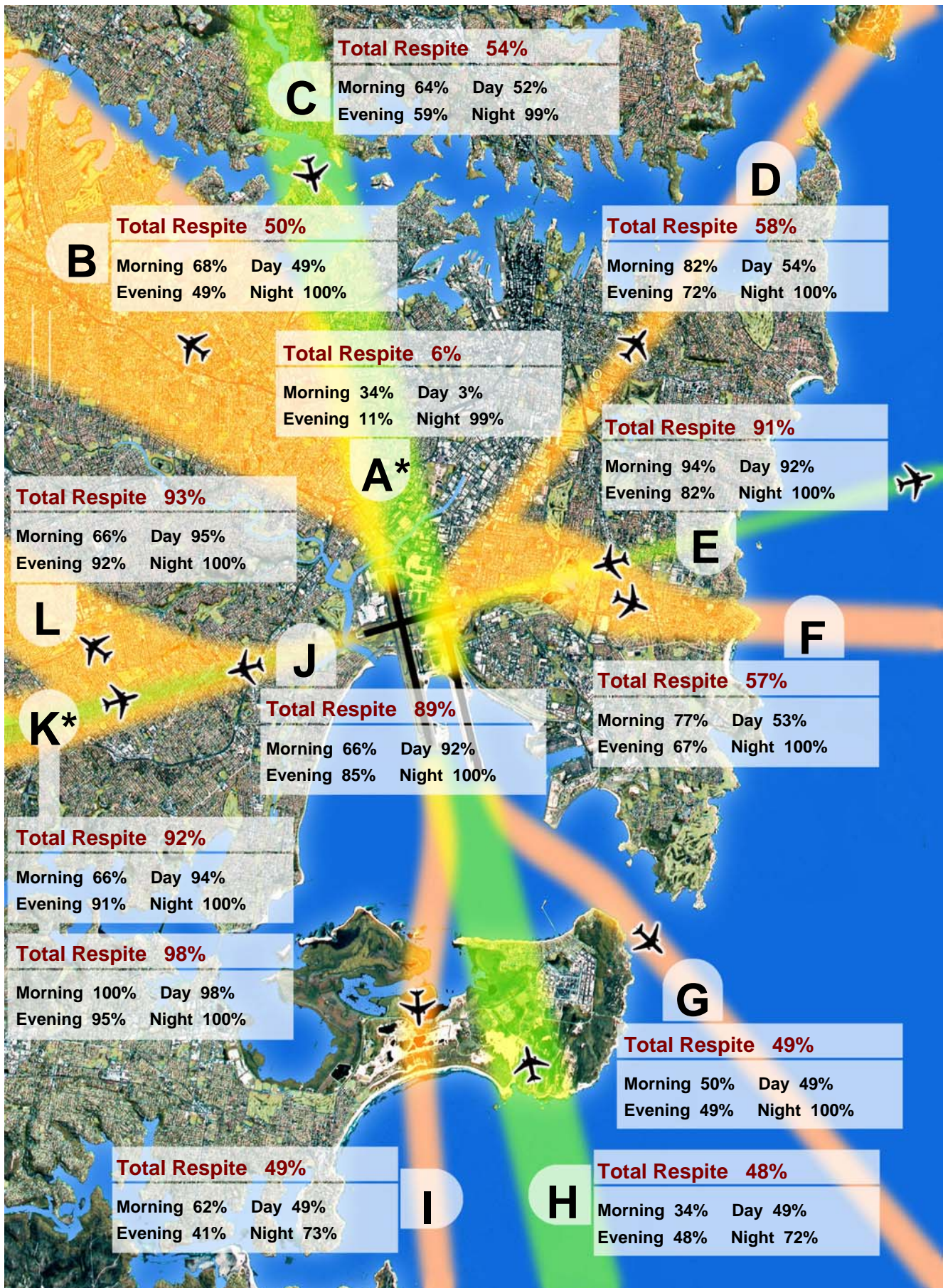
A respite interval is a 60 minute period when there are no jet movements (R60).

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 March 2008 to 28 Feb 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 March 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 March 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 March 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 March 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 in March 2008 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 **March 2008 to February 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 58%**. This means that over the period **March 2008 to February 2009 for 58%** 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 February 2009.

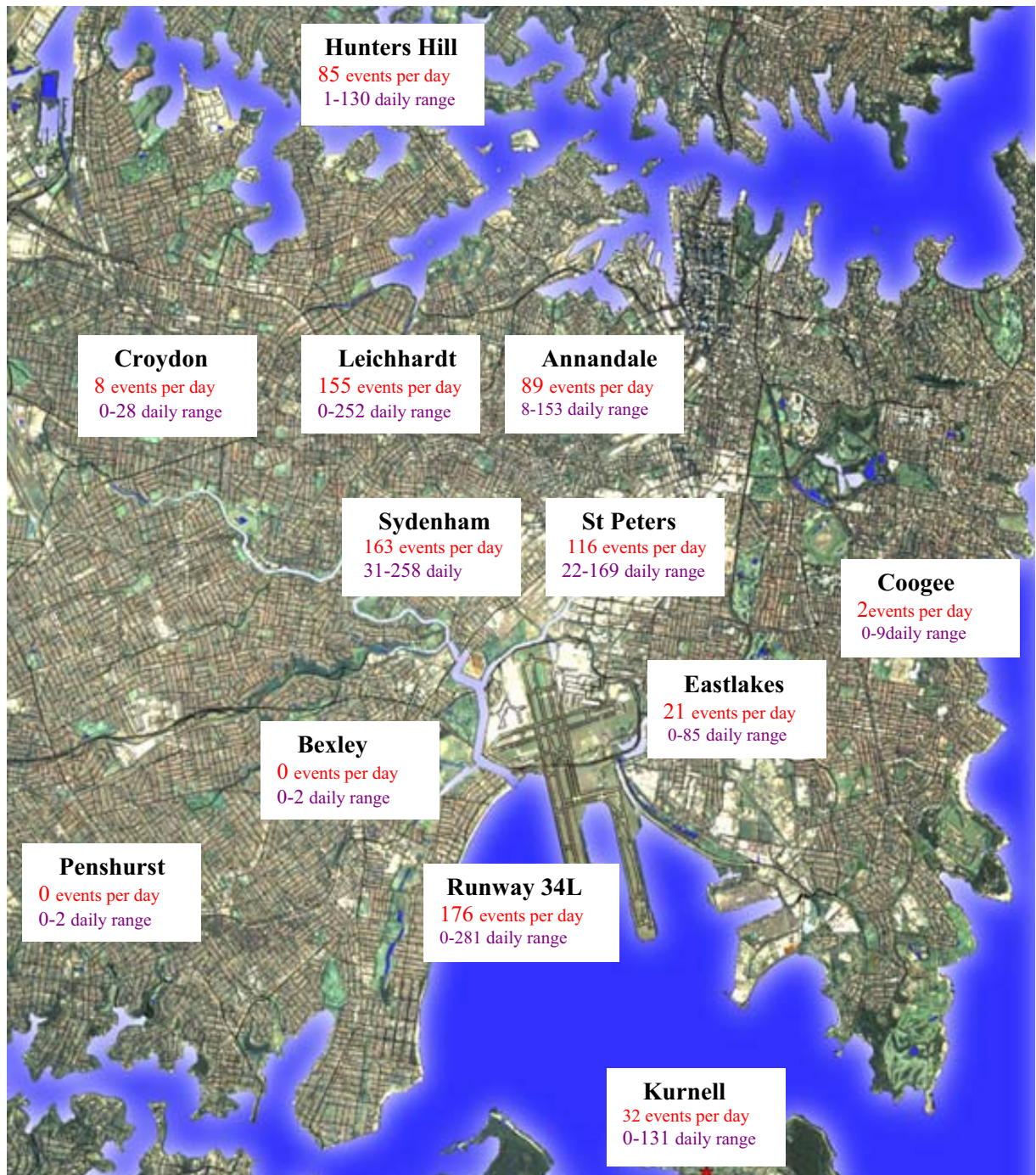


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of February 2009

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

<i>Location</i>	<i>CNE Feb</i>	<i>Operational days Feb</i>	<i>N70 Feb</i>	<i>N70 Jan</i>	<i>N70 Dec</i>
<i>Runway 34L</i>	4,925	26.8	176	184	211
<i>Penshurst</i>	18	27.9	0	0	0
<i>Bexley</i>	25	27.2	0	0	1
<i>Eastlakes</i>	600	26.4	21	48	40
<i>Coogee</i>	174	26.6	2	2	3
<i>Sydenham</i>	4,564	27.3	163	141	160
<i>Leichhardt</i>	4,515	27.8	155	91	108
<i>Kurnell</i>	945	27.5	32	52	65
<i>Annandale</i>	2,725	25.8	89	15	52
<i>St Peters</i>	3,317	25.9	116	83	94
<i>Croydon</i>	247	25.8	8	14	12
<i>Hunters Hill</i>	4,038	26.2	85	46	58

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

The N70 values for February 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 6 PM 24 Day 154 Night 8 WE_D 136 WE_N 1	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 0 PM 2 Day 15 Night 0 WE_D 28 WE_N 0
Coogee AM 0 PM 0 Day 2 Night 0 WE_D 2 WE_N 0	Sydenham AM 6 PM 24 Day 133 Night 0 WE_D 164 WE_N 0	Leichhardt AM 8 PM 25 Day 140 Night 1 WE_D 107 WE_N 1	Kurnell AM 0 PM 1 Day 31 Night 0 WE_D 32 WE_N 0
Annandale AM 1 PM 12 Day 86 Night 0 WE_D 67 WE_N 0	St Peters AM 1 PM 13 Day 109 Night 0 WE_D 95 WE_N 0	Croydon AM 0 PM 1 Day 6 Night 0 WE_D 10 WE_N 0	Hunters Hill AM 6 PM 14 Day 65 Night 0 WE_D 85 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.