



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
January 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

January 2009

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

There were a total of 22,866 aircraft movements this month (daily average 737.61). Last month there were a total of 24,275 movements (daily average 783.06) and for the same month last year there were a total of 23,769 movements (daily average 766.74).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 14 days, Mode 10 on 9 days and Mode 15 on 2 day. Crossing runway modes (including Sodprops) were used for 5.22% 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 31.59% - This result is above the LTOP target but below the previous month (33.46%).

South 51.78% - This result is below the LTOP target and just above the previous month (51.61%).

East 16.63% - This result is above the LTOP target and above the previous month (14.93%).

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 1167 complaints, comments and enquiries were received as follows:

887 Sydney suburbs complaints from 94 complainants

32 Sydney suburbs comments and enquiries

97 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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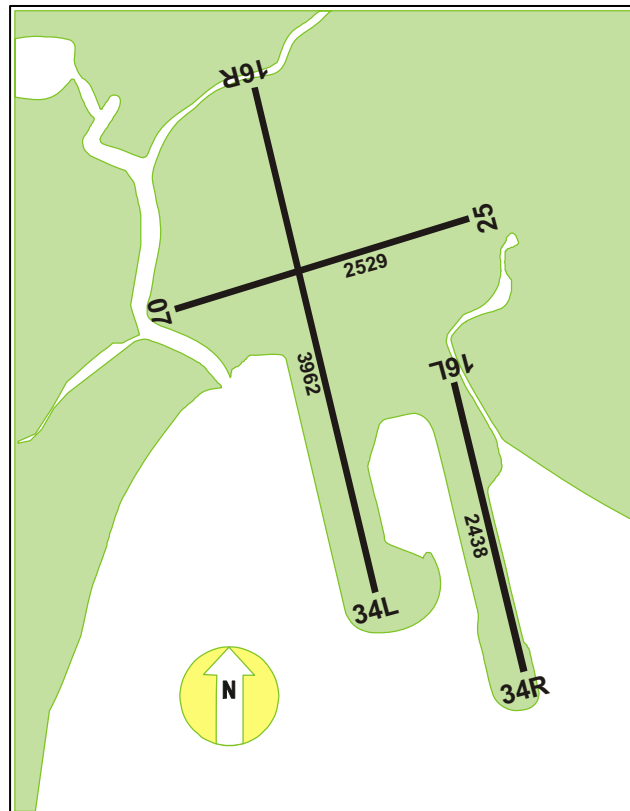
click on "Projects & Services", "Reports & Statistics" ***then***

"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)

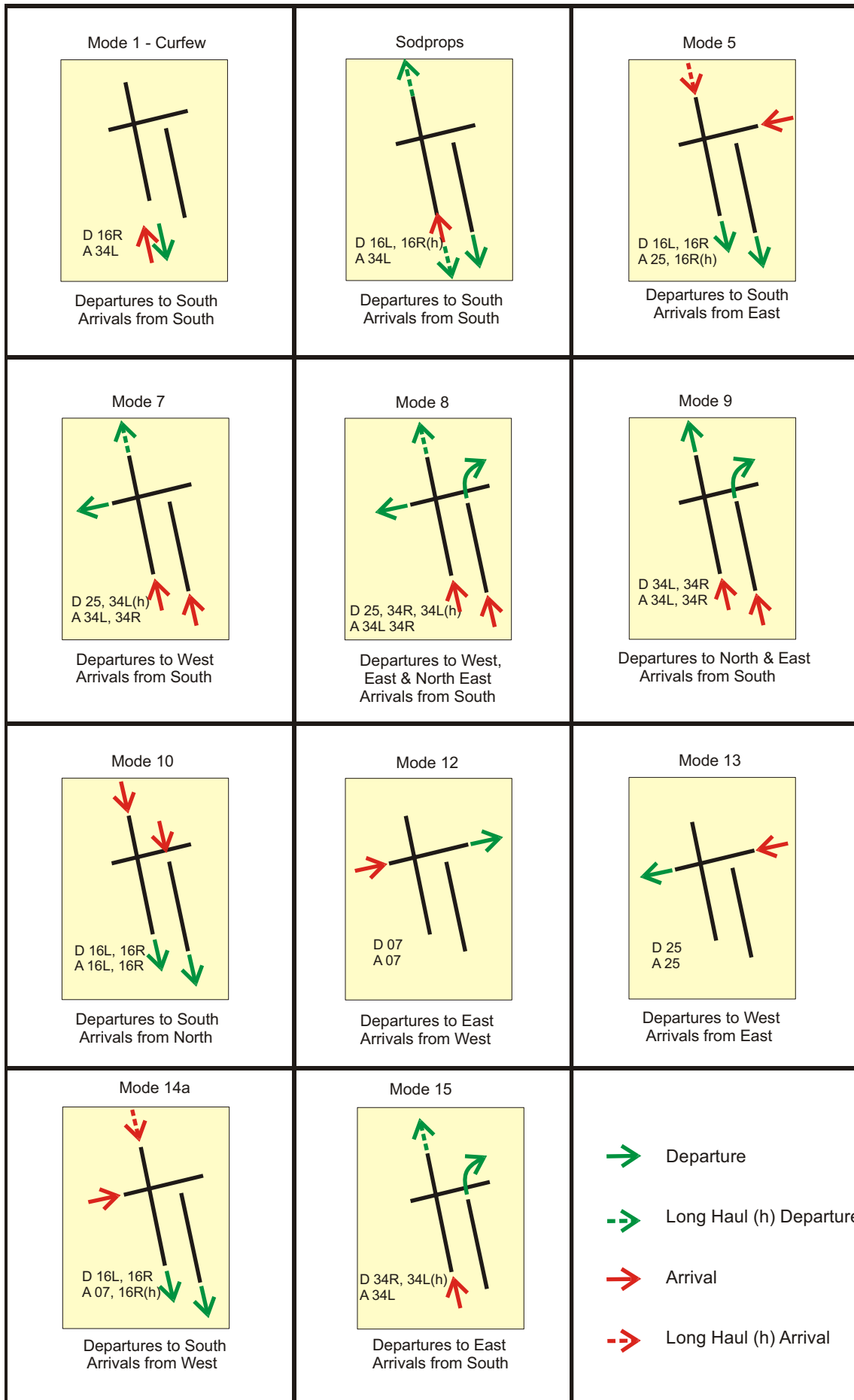
Movements over the East

=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-Jan-09	0	0	0	7	18	25	15	16	31	0	0	0	220	121	341	65	156	221	618
02-Jan-09	0	0	0	140	107	247	213	257	470	0	0	0	0	0	0	0	0	0	717
03-Jan-09	0	0	0	50	51	101	97	108	205	0	0	0	180	66	246	2	102	104	656
04-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	285	156	441	71	205	276	717
05-Jan-09	0	0	0	0	10	10	0	6	6	0	0	0	272	166	438	84	180	264	718
06-Jan-09	0	0	0	59	55	114	110	132	242	0	0	0	149	75	224	37	90	127	707
07-Jan-09	0	0	0	41	33	74	82	98	180	0	0	0	182	114	296	59	119	178	728
08-Jan-09	0	0	0	139	103	242	222	258	480	0	0	0	3	0	3	0	0	0	725
09-Jan-09	0	0	0	132	107	239	233	265	498	0	0	0	3	0	3	0	0	0	740
10-Jan-09	0	0	0	0	33	33	0	2	2	0	0	0	238	136	374	75	140	215	624
11-Jan-09	0	1	1	0	13	13	1	1	2	0	0	0	262	155	417	84	186	270	703
12-Jan-09	0	0	0	114	102	216	191	231	422	0	0	0	47	16	63	24	27	51	752
13-Jan-09	0	1	1	52	38	90	81	93	174	0	0	0	186	106	292	63	139	202	759
14-Jan-09	0	1	1	0	0	0	0	13	13	0	0	0	294	154	448	93	222	315	777
15-Jan-09	0	0	0	70	52	122	92	117	209	0	0	0	157	101	258	63	116	179	768
16-Jan-09	0	0	0	128	110	238	218	262	480	0	0	0	31	8	39	14	16	30	787
17-Jan-09	0	0	0	122	98	220	206	220	426	0	0	0	0	0	0	0	0	0	646
18-Jan-09	0	0	0	0	89	89	0	2	2	0	0	0	288	140	428	63	125	188	707
19-Jan-09	0	0	0	0	10	10	0	4	4	0	0	0	297	164	461	97	220	317	792
20-Jan-09	0	0	0	0	10	10	0	10	10	0	0	0	280	155	435	109	211	320	775
21-Jan-09	0	0	0	0	5	5	0	12	12	0	0	0	279	167	446	115	213	328	791
22-Jan-09	0	0	0	0	11	11	0	12	12	0	0	0	265	171	436	140	213	353	812
23-Jan-09	0	0	0	74	67	141	130	167	297	0	0	0	138	73	211	69	108	177	826
24-Jan-09	0	0	0	46	35	81	98	102	200	0	0	0	147	91	238	42	95	137	656
25-Jan-09	0	0	0	115	93	208	217	246	463	0	0	0	0	0	0	0	0	0	671
26-Jan-09	0	0	0	143	113	256	236	269	505	0	0	0	0	0	0	0	0	0	761
27-Jan-09	0	0	0	139	94	233	188	221	409	0	0	0	75	35	110	11	52	63	815
28-Jan-09	0	1	1	0	0	0	0	11	11	0	0	0	285	165	450	116	225	341	803
29-Jan-09	0	0	0	0	0	0	0	11	11	0	0	0	293	171	464	121	228	349	824
30-Jan-09	0	0	0	0	9	9	0	11	11	0	0	0	305	176	481	108	231	339	840
31-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	278	141	419	52	180	232	651
Total	0	4	4	1571	1466	3037	2630	3157	5787	0	0	0	5439	3023	8462	1777	3799	5576	22866

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-Jan-09	0	0	0	5	18	23	14	14	28	0	0	0	182	95	277	57	133	190	518
02-Jan-09	0	0	0	102	78	180	180	212	392	0	0	0	0	0	0	0	0	0	572
03-Jan-09	0	0	0	34	33	67	81	85	166	0	0	0	145	51	196	2	92	94	523
04-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	232	109	341	52	173	225	566
05-Jan-09	0	0	0	0	10	10	0	2	2	0	0	0	218	118	336	56	153	209	557
06-Jan-09	0	0	0	41	38	79	93	101	194	0	0	0	111	53	164	27	77	104	541
07-Jan-09	0	0	0	27	22	49	72	74	146	0	0	0	140	79	219	41	103	144	558
08-Jan-09	0	0	0	97	74	171	185	207	392	0	0	0	1	0	1	0	0	0	564
09-Jan-09	0	0	0	89	76	165	188	206	394	0	0	0	1	0	1	0	0	0	560
10-Jan-09	0	0	0	0	29	29	0	1	1	0	0	0	199	102	301	51	120	171	502
11-Jan-09	0	1	1	0	11	11	0	0	0	0	0	0	221	107	328	58	158	216	556
12-Jan-09	0	0	0	76	74	150	153	186	339	0	0	0	42	9	51	13	22	35	575
13-Jan-09	0	1	1	33	28	61	73	67	140	0	0	0	145	75	220	41	114	155	577
14-Jan-09	0	1	1	0	0	0	0	6	6	0	0	0	234	104	338	61	189	250	595
15-Jan-09	0	0	0	50	39	89	78	90	168	0	0	0	129	71	200	35	92	127	584
16-Jan-09	0	0	0	89	72	161	180	207	387	0	0	0	19	4	23	8	15	23	594
17-Jan-09	0	0	0	87	73	160	170	184	354	0	0	0	0	0	0	0	0	0	514
18-Jan-09	0	0	0	0	78	78	0	2	2	0	0	0	243	96	339	44	105	149	568
19-Jan-09	0	0	0	0	10	10	0	1	1	0	0	0	234	111	345	65	180	245	601
20-Jan-09	0	0	0	0	9	9	0	3	3	0	0	0	225	111	336	74	172	246	594
21-Jan-09	0	0	0	0	5	5	0	4	4	0	0	0	220	117	337	76	176	252	598
22-Jan-09	0	0	0	0	11	11	0	3	3	0	0	0	207	116	323	99	176	275	612
23-Jan-09	0	0	0	49	43	92	103	123	226	0	0	0	110	54	164	51	93	144	626
24-Jan-09	0	0	0	33	28	61	84	88	172	0	0	0	116	66	182	27	74	101	516
25-Jan-09	0	0	0	82	64	146	186	206	392	0	0	0	0	0	0	0	0	0	538
26-Jan-09	0	0	0	101	81	182	198	215	413	0	0	0	0	0	0	0	0	0	595
27-Jan-09	0	0	0	85	63	148	151	171	322	0	0	0	65	23	88	9	45	54	612
28-Jan-09	0	1	1	0	0	0	0	4	4	0	0	0	232	112	344	72	185	257	606
29-Jan-09	0	0	0	0	0	0	0	4	4	0	0	0	240	116	356	73	189	262	622
30-Jan-09	0	0	0	0	9	9	0	3	3	0	0	0	245	116	361	67	190	257	630
31-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	224	103	327	33	156	189	516
Total	0	4	4	1080	1076	2156	2189	2469	4658	0	0	0	4380	2118	6498	1192	3182	4374	17690

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-Jan-09	0	0	0	2	0	2	1	2	3	0	0	0	38	26	64	8	23	31	100
02-Jan-09	0	0	0	38	29	67	33	45	78	0	0	0	0	0	0	0	0	0	145
03-Jan-09	0	0	0	16	18	34	16	23	39	0	0	0	35	15	50	0	10	10	133
04-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	53	47	100	19	32	51	151
05-Jan-09	0	0	0	0	0	0	0	4	4	0	0	0	54	48	102	28	27	55	161
06-Jan-09	0	0	0	18	17	35	17	31	48	0	0	0	38	22	60	10	13	23	166
07-Jan-09	0	0	0	14	11	25	10	24	34	0	0	0	42	35	77	18	16	34	170
08-Jan-09	0	0	0	42	29	71	37	51	88	0	0	0	2	0	2	0	0	0	161
09-Jan-09	0	0	0	43	31	74	45	59	104	0	0	0	2	0	2	0	0	0	180
10-Jan-09	0	0	0	0	4	4	0	1	1	0	0	0	39	34	73	24	20	44	122
11-Jan-09	0	0	0	0	2	2	1	1	2	0	0	0	41	48	89	26	28	54	147
12-Jan-09	0	0	0	38	28	66	38	45	83	0	0	0	5	7	12	11	5	16	177
13-Jan-09	0	0	0	19	10	29	8	26	34	0	0	0	41	31	72	22	25	47	182
14-Jan-09	0	0	0	0	0	0	0	7	7	0	0	0	60	50	110	32	33	65	182
15-Jan-09	0	0	0	20	13	33	14	27	41	0	0	0	28	30	58	28	24	52	184
16-Jan-09	0	0	0	39	38	77	38	55	93	0	0	0	12	4	16	6	1	7	193
17-Jan-09	0	0	0	35	25	60	36	36	72	0	0	0	0	0	0	0	0	0	132
18-Jan-09	0	0	0	0	11	11	0	0	0	0	0	0	45	44	89	19	20	39	139
19-Jan-09	0	0	0	0	0	0	0	3	3	0	0	0	63	53	116	32	40	72	191
20-Jan-09	0	0	0	0	1	1	0	7	7	0	0	0	55	44	99	35	39	74	181
21-Jan-09	0	0	0	0	0	0	0	8	8	0	0	0	59	50	109	39	37	76	193
22-Jan-09	0	0	0	0	0	0	0	9	9	0	0	0	58	55	113	41	37	78	200
23-Jan-09	0	0	0	25	24	49	27	44	71	0	0	0	28	19	47	18	15	33	200
24-Jan-09	0	0	0	13	7	20	14	14	28	0	0	0	31	25	56	15	21	36	140
25-Jan-09	0	0	0	33	29	62	31	40	71	0	0	0	0	0	0	0	0	0	133
26-Jan-09	0	0	0	42	32	74	38	54	92	0	0	0	0	0	0	0	0	0	166
27-Jan-09	0	0	0	54	31	85	37	50	87	0	0	0	10	12	22	2	7	9	203
28-Jan-09	0	0	0	0	0	0	0	7	7	0	0	0	53	53	106	44	40	84	197
29-Jan-09	0	0	0	0	0	0	0	7	7	0	0	0	53	55	108	48	39	87	202
30-Jan-09	0	0	0	0	0	0	0	8	8	0	0	0	60	60	120	41	41	82	210
31-Jan-09	0	0	0	0	0	0	0	0	0	0	0	0	54	38	92	19	24	43	135
Total	0	0	0	491	390	881	441	688	1129	0	0	0	1059	905	1964	585	617	1202	5176

(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-Jan-09	1	1	1	1	0	0	21	41	46	41	42	30	49	31	39	39	35	49	48	37	27	25	14	0	618
02-Jan-09	0	2	0	0	0	0	22	50	56	53	52	40	51	30	45	44	39	52	59	43	33	31	15	0	717
03-Jan-09	1	0	0	1	1	0	20	46	57	49	54	47	41	34	36	47	39	39	43	38	27	21	14	1	656
04-Jan-09	1	1	0	0	0	0	17	40	42	49	51	43	53	37	43	47	52	47	65	49	31	33	16	0	717
05-Jan-09	0	0	1	0	0	1	22	57	52	47	51	43	53	35	42	43	43	46	48	45	32	29	20	8	718
06-Jan-09	4	1	2	1	2	3	25	51	56	48	46	36	53	29	41	43	39	40	57	41	31	27	22	9	707
07-Jan-09	3	3	1	2	1	2	24	52	53	51	45	43	49	32	38	44	43	50	54	40	40	29	24	5	728
08-Jan-09	4	1	0	1	2	2	24	52	58	44	48	41	50	34	45	42	40	50	53	43	33	34	21	3	725
09-Jan-09	4	2	2	0	1	1	25	51	53	49	44	50	52	40	39	49	46	50	61	43	33	31	14	0	740
10-Jan-09	0	2	0	0	0	0	17	52	57	47	51	47	42	31	30	46	37	32	39	36	23	23	11	1	624
11-Jan-09	1	0	0	0	0	1	16	39	46	48	45	40	49	33	44	47	51	47	72	47	33	29	14	1	703
12-Jan-09	0	2	0	0	0	1	22	66	56	52	48	46	49	41	41	43	44	55	55	44	36	28	20	3	752
13-Jan-09	5	3	2	2	1	4	29	58	58	51	49	35	42	34	44	47	45	52	57	50	33	29	25	4	759
14-Jan-09	5	3	2	3	1	3	26	63	53	52	50	46	48	29	42	44	51	51	58	44	42	34	21	6	777
15-Jan-09	6	2	1	3	1	2	26	62	55	47	50	45	47	36	37	43	46	49	50	57	42	32	24	5	768
16-Jan-09	5	3	2	2	2	2	26	60	58	51	50	48	46	37	47	49	52	56	63	47	33	33	15	0	787
17-Jan-09	0	0	0	0	1	0	20	52	61	49	57	43	45	37	34	45	39	36	41	31	25	19	10	1	646
18-Jan-09	0	1	0	0	0	0	17	36	46	45	49	45	50	35	39	49	52	50	70	44	30	33	14	2	707
19-Jan-09	0	1	0	0	0	0	23	67	63	54	53	50	47	40	42	49	45	54	57	47	39	32	22	7	792
20-Jan-09	6	2	1	1	2	1	30	58	53	51	53	39	47	39	40	47	45	47	59	50	37	33	27	7	775
21-Jan-09	5	3	0	2	3	1	27	60	57	54	51	50	46	38	39	37	52	46	47	47	50	39	29	8	791
22-Jan-09	5	4	1	4	1	1	26	52	61	57	46	49	53	48	33	54	51	42	69	45	42	35	27	6	812
23-Jan-09	6	3	0	2	3	1	23	60	61	59	54	48	50	36	44	51	55	48	70	55	40	35	20	2	826
24-Jan-09	2	1	0	0	0	0	19	49	55	55	50	44	50	36	41	48	37	38	41	28	27	19	16	0	656
25-Jan-09	1	1	0	0	1	1	16	36	41	52	44	44	47	36	39	48	50	46	55	40	31	30	12	0	671
26-Jan-09	0	0	0	0	0	0	25	47	56	51	49	55	47	35	44	56	50	46	67	46	40	30	17	0	761
27-Jan-09	1	0	1	0	0	0	25	58	62	63	57	51	47	37	48	49	50	52	65	51	39	29	25	5	815
28-Jan-09	3	3	2	2	2	2	25	60	58	60	49	50	52	34	38	49	48	56	63	44	37	39	22	5	803
29-Jan-09	6	1	3	1	1	1	24	61	64	65	51	40	52	40	49	47	49	49	65	47	38	37	25	8	824
30-Jan-09	6	3	0	3	1	2	26	60	59	67	56	51	56	38	47	49	53	53	68	48	38	38	16	2	840
31-Jan-09	0	1	1	0	0	0	20	52	57	50	58	47	49	37	37	48	36	37	38	29	26	17	10	1	651
Total	81	50	23	31	27	32	708	1648	1710	1611	1553	1386	1512	1109	1267	1443	1414	1465	1757	1356	1068	933	582	100	22866
Avg.	2.61	1.61	0.74	1.00	0.87	1.03	22.84	53.16	55.16	51.97	50.10	44.71	48.77	35.77	40.87	46.55	45.61	47.26	56.68	43.74	34.45	30.10	18.77	3.23	737.61

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-Jan-09	0	1	0	1	0	0	11	25	24	14	20	13	26	12	20	13	20	28	21	19	17	14	8	0	307
02-Jan-09	0	1	0	0	0	0	10	29	29	17	26	21	20	12	28	14	20	32	26	21	19	19	9	0	353
03-Jan-09	0	0	0	1	0	0	13	27	29	18	26	24	14	17	22	20	20	24	24	19	12	12	7	0	329
04-Jan-09	1	0	0	0	0	0	10	20	20	27	23	20	20	15	24	21	24	26	36	21	18	22	8	0	356
05-Jan-09	0	0	0	0	0	1	11	34	25	20	22	24	23	12	28	14	21	28	20	22	18	19	10	4	356
06-Jan-09	0	1	0	1	1	2	13	30	27	20	24	17	27	11	24	16	20	22	27	20	18	18	12	4	355
07-Jan-09	1	0	0	1	1	2	12	30	27	20	24	23	20	14	22	17	22	28	25	17	24	19	13	2	364
08-Jan-09	0	0	0	1	1	1	13	30	30	16	26	18	23	17	25	14	19	32	23	21	20	23	10	1	364
09-Jan-09	0	1	1	0	1	1	13	29	28	19	23	29	17	18	24	20	25	28	28	17	18	20	8	0	368
10-Jan-09	0	1	0	0	0	0	9	34	27	18	25	21	19	13	17	24	20	17	17	20	12	14	5	0	313
11-Jan-09	0	0	0	0	0	1	9	22	22	22	23	19	19	12	26	17	29	28	33	19	21	15	10	0	347
12-Jan-09	0	1	0	0	0	1	8	39	29	21	24	24	24	17	25	12	24	31	25	19	22	19	9	2	376
13-Jan-09	1	0	0	1	1	3	15	34	31	23	24	19	16	15	29	16	22	28	25	22	22	21	11	3	382
14-Jan-09	0	1	1	1	1	3	13	37	24	25	28	22	20	11	27	18	23	28	26	20	23	20	11	4	387
15-Jan-09	0	0	1	1	1	2	15	36	25	19	28	25	21	13	18	19	23	28	27	23	23	18	16	0	382
16-Jan-09	2	1	0	1	1	2	12	33	31	21	26	27	20	13	31	16	29	30	30	17	19	19	10	0	391
17-Jan-09	0	0	0	0	1	0	12	31	31	18	29	20	19	17	23	21	19	23	18	15	13	12	5	1	328
18-Jan-09	0	1	0	0	0	0	9	21	23	21	27	16	21	11	26	23	28	25	35	16	20	18	9	1	351
19-Jan-09	0	1	0	0	0	0	11	38	32	22	27	24	22	16	24	20	22	30	26	19	22	22	12	4	394
20-Jan-09	1	0	1	1	1	1	18	34	26	20	28	20	22	16	23	16	23	27	29	20	22	22	13	5	389
21-Jan-09	0	0	0	1	2	1	14	35	29	22	27	29	16	16	24	19	22	22	33	24	21	18	13	6	394
22-Jan-09	0	0	1	3	1	1	13	30	34	20	24	29	24	18	17	27	21	24	36	18	22	23	15	4	405
23-Jan-09	1	0	0	1	3	1	11	33	33	25	26	28	22	16	26	20	27	27	34	23	21	18	14	1	411
24-Jan-09	1	0	0	0	0	0	13	29	29	20	25	24	22	15	26	22	17	23	18	13	17	9	10	0	333
25-Jan-09	0	0	0	0	1	1	7	19	21	24	24	17	20	16	23	21	25	25	30	15	20	17	6	0	332
26-Jan-09	0	0	0	0	0	0	12	29	30	19	26	27	18	18	24	24	23	27	34	18	19	20	11	0	379
27-Jan-09	0	0	1	0	0	0	12	32	35	29	28	29	19	19	30	16	21	36	31	19	20	18	15	3	413
28-Jan-09	0	0	0	2	1	2	13	35	28	25	29	29	21	13	22	21	26	27	30	14	23	25	11	4	401
29-Jan-09	2	0	1	1	0	1	12	37	33	26	25	22	26	17	25	17	24	33	29	19	22	22	16	4	414
30-Jan-09	0	0	0	3	0	1	14	34	29	30	28	26	25	16	29	17	25	30	29	20	22	23	10	2	413
31-Jan-09	0	0	1	0	0	0	12	34	27	21	28	23	22	16	22	23	20	21	16	14	15	10	4	1	330
Total	10	10	8	21	18	28	370	960	868	662	793	709	648	462	754	578	704	838	841	584	605	569	321	56	11417
Avg.	0.32	0.32	0.26	0.68	0.58	0.90	11.94	30.97	28.00	21.35	25.58	22.87	20.90	14.90	24.32	18.65	22.71	27.03	27.13	18.84	19.52	18.35	10.35	1.81	368.29

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-Jan-09	1	0	1	0	0	0	10	16	22	27	22	17	23	19	19	26	15	21	27	18	10	11	6	0	311
02-Jan-09	0	1	0	0	0	0	12	21	27	36	26	19	31	18	17	30	19	20	33	22	14	12	6	0	364
03-Jan-09	1	0	0	0	1	0	7	19	28	31	28	23	27	17	14	27	19	15	19	19	15	9	7	1	327
04-Jan-09	0	1	0	0	0	0	7	20	22	22	28	23	33	22	19	26	28	21	29	28	13	11	8	0	361
05-Jan-09	0	0	1	0	0	0	11	23	27	27	29	19	30	23	14	29	22	18	28	23	14	10	10	4	362
06-Jan-09	4	0	2	0	1	1	12	21	29	28	22	19	26	18	17	27	19	18	30	21	13	9	10	5	352
07-Jan-09	2	3	1	1	0	0	12	22	26	31	21	20	29	18	16	27	21	22	29	23	16	10	11	3	364
08-Jan-09	4	1	0	0	1	1	11	22	28	28	22	23	27	17	20	28	21	18	30	22	13	11	11	2	361
09-Jan-09	4	1	1	0	0	0	12	22	25	30	21	21	35	22	15	29	21	22	33	26	15	11	6	0	372
10-Jan-09	0	1	0	0	0	0	8	18	30	29	26	26	23	18	13	22	17	15	22	16	11	9	6	1	311
11-Jan-09	1	0	0	0	0	0	7	17	24	26	22	21	30	21	18	30	22	19	39	28	12	14	4	1	356
12-Jan-09	0	1	0	0	0	0	14	27	27	31	24	22	25	24	16	31	20	24	30	25	14	9	11	1	376
13-Jan-09	4	3	2	1	0	1	14	24	27	28	25	16	26	19	15	31	23	24	32	28	11	8	14	1	377
14-Jan-09	5	2	1	2	0	0	13	26	29	27	22	24	28	18	15	26	28	23	32	24	19	14	10	2	390
15-Jan-09	6	2	0	2	0	0	11	26	30	28	22	20	26	23	19	24	23	21	23	34	19	14	8	5	386
16-Jan-09	3	2	2	1	1	0	14	27	27	30	24	21	26	24	16	33	23	26	33	30	14	14	5	0	396
17-Jan-09	0	0	0	0	0	0	8	21	30	31	28	23	26	20	11	24	20	13	23	16	12	7	5	0	318
18-Jan-09	0	0	0	0	0	0	8	15	23	24	22	29	29	24	13	26	24	25	35	28	10	15	5	1	356
19-Jan-09	0	0	0	0	0	0	12	29	31	32	26	26	25	24	18	29	23	24	31	28	17	10	10	3	398
20-Jan-09	5	2	0	0	1	0	12	24	27	31	25	19	25	23	17	31	22	20	30	30	15	11	14	2	386
21-Jan-09	5	3	0	1	1	0	13	25	28	32	24	21	30	22	15	18	30	24	14	23	29	21	16	2	397
22-Jan-09	5	4	0	1	0	0	13	22	27	37	22	20	29	30	16	27	30	18	33	27	20	12	12	2	407
23-Jan-09	5	3	0	1	0	0	12	27	28	34	28	20	28	20	18	31	28	21	36	32	19	17	6	1	415
24-Jan-09	1	1	0	0	0	0	6	20	26	35	25	20	28	21	15	26	20	15	23	15	10	10	6	0	323
25-Jan-09	1	1	0	0	0	0	9	17	20	28	20	27	27	20	16	27	25	21	25	25	11	13	6	0	339
26-Jan-09	0	0	0	0	0	0	13	18	26	32	23	28	29	17	20	32	27	19	33	28	21	10	6	0	382
27-Jan-09	1	0	0	0	0	0	13	26	27	34	29	22	28	18	18	33	29	16	34	32	19	11	10	2	402
28-Jan-09	3	3	2	0	1	0	12	25	30	35	20	21	31	21	16	28	22	29	33	30	14	14	11	1	402
29-Jan-09	4	1	2	0	1	0	12	24	31	39	26	18	26	23	24	30	25	16	36	28	16	15	9	4	410
30-Jan-09	6	3	0	0	1	1	12	26	30	37	28	25	31	22	18	32	28	23	39	28	16	15	6	0	427
31-Jan-09	0	1	0	0	0	0	8	18	30	29	30	24	27	21	15	25	16	16	22	15	11	7	6	0	321
Total	71	40	15	10	9	4	338	688	842	949	760	677	864	647	513	865	710	627	916	772	463	364	261	44	11449
Avg.	2.29	1.29	0.48	0.32	0.29	0.13	10.90	22.19	27.16	30.61	24.52	21.84	27.87	20.87	16.55	27.90	22.90	20.23	29.55	24.90	14.94	11.74	8.42	1.42	369.32

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-Jan-09	7:00	0:35	0:37	-	-	-	10:00	1:23	-	-	-	4:25	-
02-Jan-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
03-Jan-09	7:00	0:30	-	-	-	-	-	6:38	-	-	-	9:52	-
04-Jan-09	7:00	0:25	-	-	-	-	8:35	-	-	-	-	8:00	-
05-Jan-09	7:00	0:09	1:38	-	-	-	11:22	-	-	-	-	3:51	-
06-Jan-09	7:00	0:15	-	-	-	-	8:49	7:56	-	-	-	-	-
07-Jan-09	7:00	0:14	-	-	-	-	9:44	5:33	-	-	-	1:29	-
08-Jan-09	7:00	0:04	-	-	-	-	-	16:56	-	-	-	-	-
09-Jan-09	7:00	0:24	-	-	-	-	-	16:36	-	-	-	-	-
10-Jan-09	7:00	0:25	2:55	-	-	-	9:44	-	-	-	-	3:56	-
11-Jan-09	7:00	0:18	1:16	-	-	-	13:28	-	-	-	-	1:58	-
12-Jan-09	7:00	0:22	0:50	-	-	-	1:47	14:01	-	-	-	-	-
13-Jan-09	7:00	0:11	-	-	-	-	8:45	5:14	-	-	-	2:50	-
14-Jan-09	7:00	0:20	-	-	-	-	13:34	-	-	-	-	3:06	-
15-Jan-09	7:00	0:09	0:32	-	-	-	9:19	7:00	-	-	-	-	-
16-Jan-09	7:00	0:24	-	-	-	-	1:16	15:20	-	-	-	-	-
17-Jan-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
18-Jan-09	7:00	0:30	5:25	-	-	-	8:21	-	-	-	-	2:44	-
19-Jan-09	7:00	0:18	0:54	-	-	-	11:36	-	-	-	-	4:11	-
20-Jan-09	7:00	0:09	0:47	-	-	-	12:43	-	-	-	-	3:20	-
21-Jan-09	7:00	0:04	0:26	-	-	-	14:30	-	-	-	-	2:00	-
22-Jan-09	7:00	0:19	0:53	-	-	-	15:48	-	-	-	-	-	-
23-Jan-09	7:00	0:16	-	-	-	-	7:39	8:30	-	-	-	0:35	-
24-Jan-09	7:00	0:25	0:15	-	-	-	6:21	7:58	-	-	-	2:01	-
25-Jan-09	7:00	0:40	-	-	-	-	-	16:20	-	-	-	-	-
26-Jan-09	7:00	0:21	-	-	-	-	-	16:38	-	-	-	-	-
27-Jan-09	7:00	0:24	-	-	-	-	1:42	12:34	-	-	-	2:20	-
28-Jan-09	7:00	0:17	-	-	-	-	13:07	-	-	-	-	3:36	-
29-Jan-09	7:00	0:19	-	-	-	-	12:13	-	-	-	-	4:28	-
30-Jan-09	7:00	0:24	0:42	-	-	-	11:10	-	-	-	-	4:44	-
31-Jan-09	7:00	0:26	-	-	-	-	5:37	-	-	-	-	10:57	-
Total	217:00	10:23	17:10	0:00	0:00	0:00	227:10	191:52	0:00	0:00	0:00	80:25	0:00
% Used		1.97%	3.26%	0.00%	0.00%	0.00%	43.11%	36.41%	0.00%	0.00%	0.00%	15.26%	0.00%

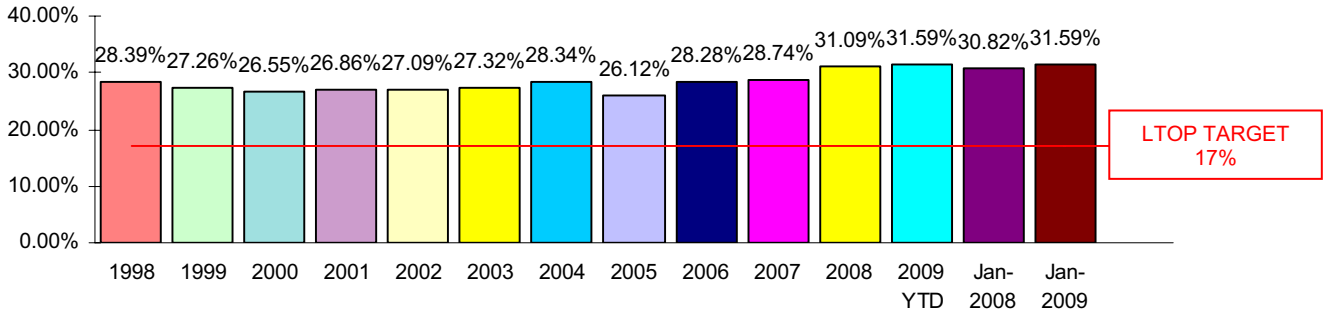
Cumulative Mode Utilisation from 1 January 2009

Time	1.97%	3.26%	0.00%	0.00%	0.00%	43.11%	36.41%	0.00%	0.00%	0.00%	15.26%	0.00%
Movements	0.34%	2.22%	0.00%	0.00%	0.00%	48.30%	37.15%	0.00%	0.00%	0.00%	11.99%	0.00%

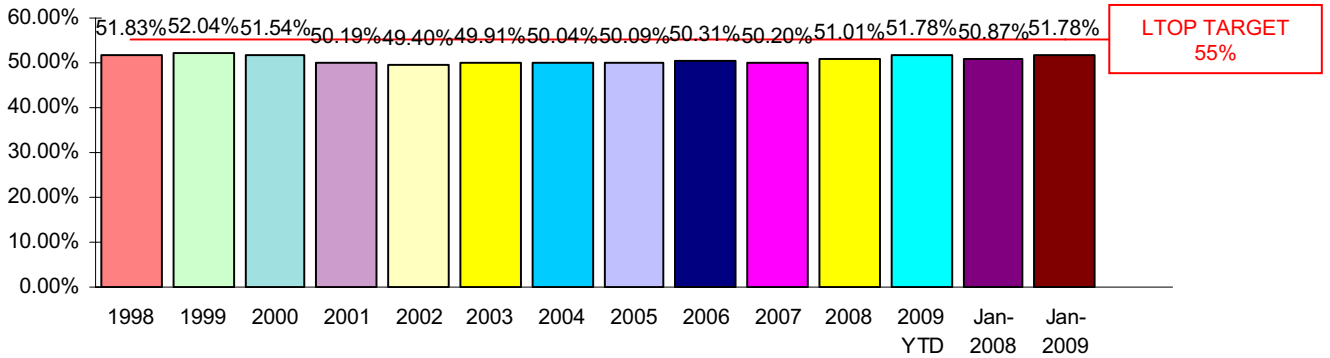
Runway End Impact to 31 January 2009

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

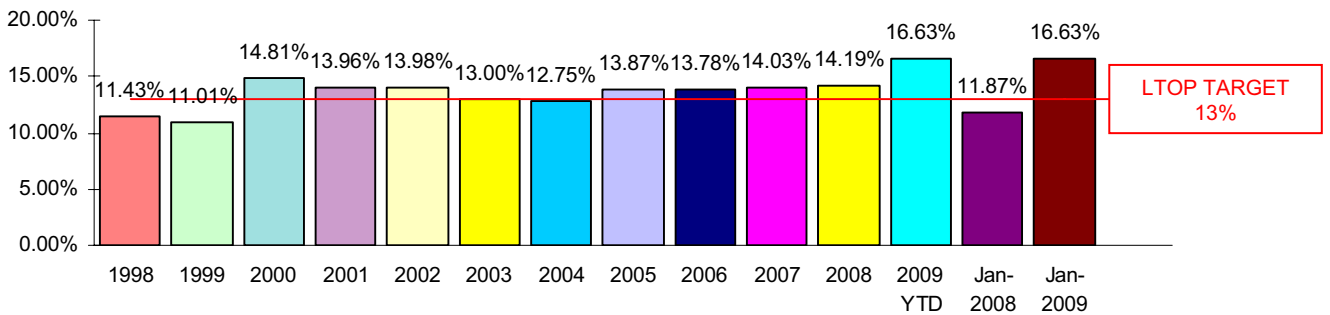
NORTH



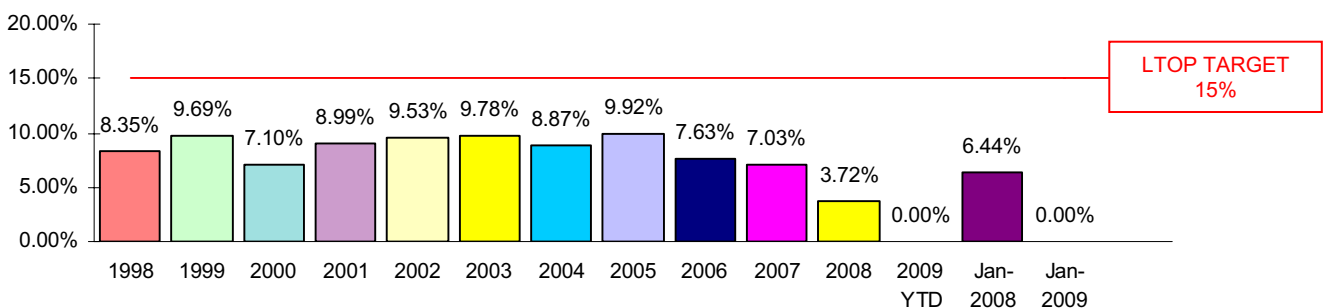
SOUTH



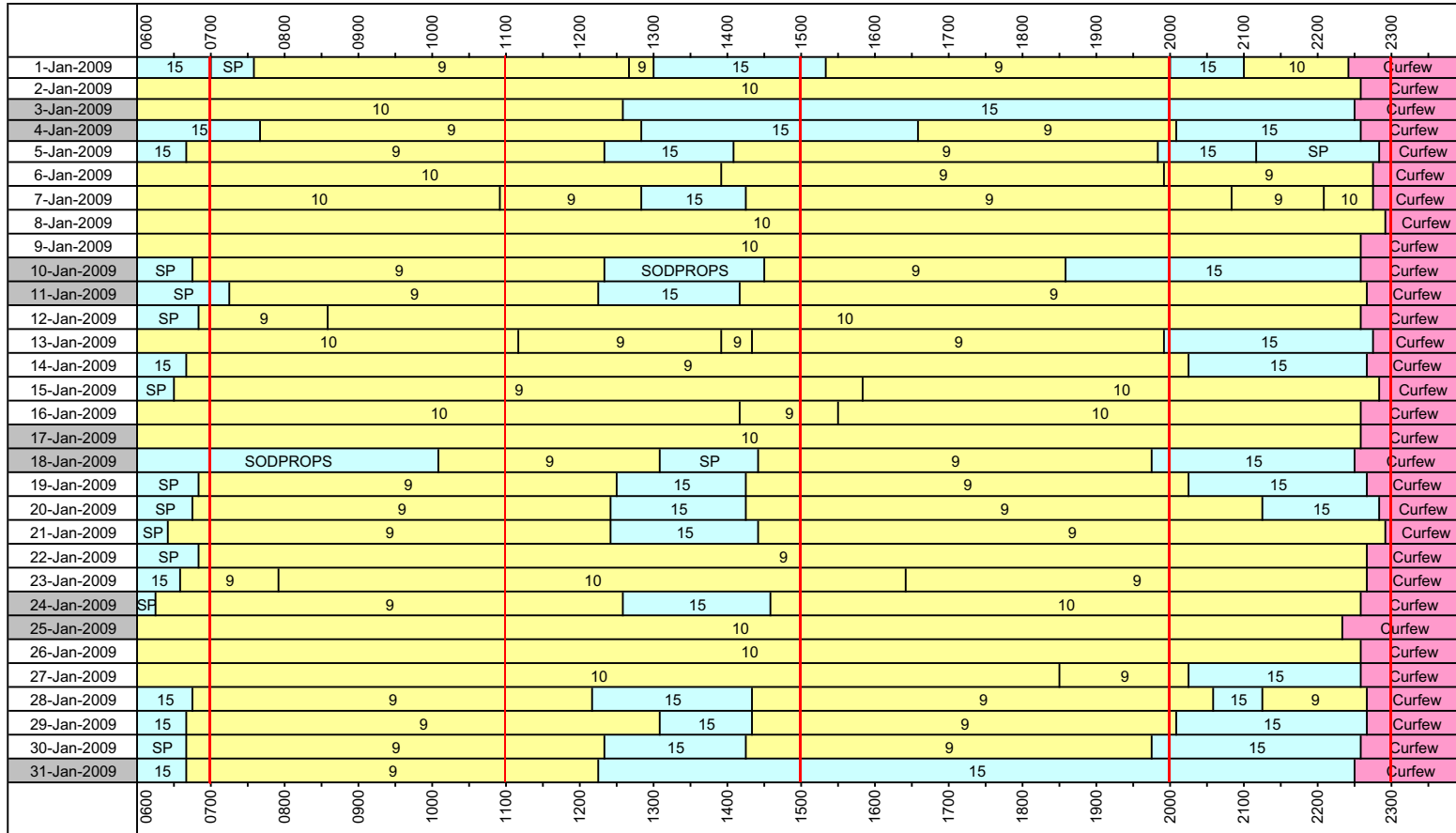
EAST



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 **January 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	
January - 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
January - 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:

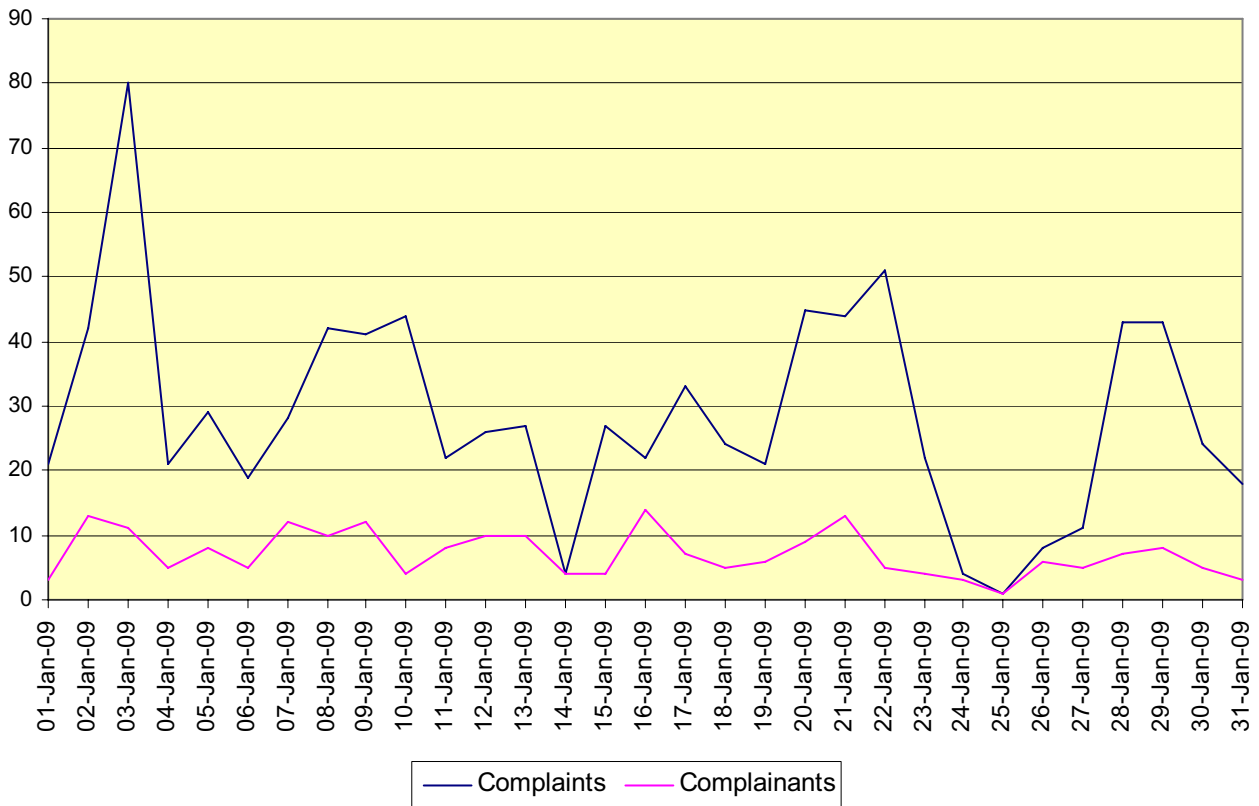
www.sacf.infrastructure.gov.au

Summary of Section Activity – January 2009

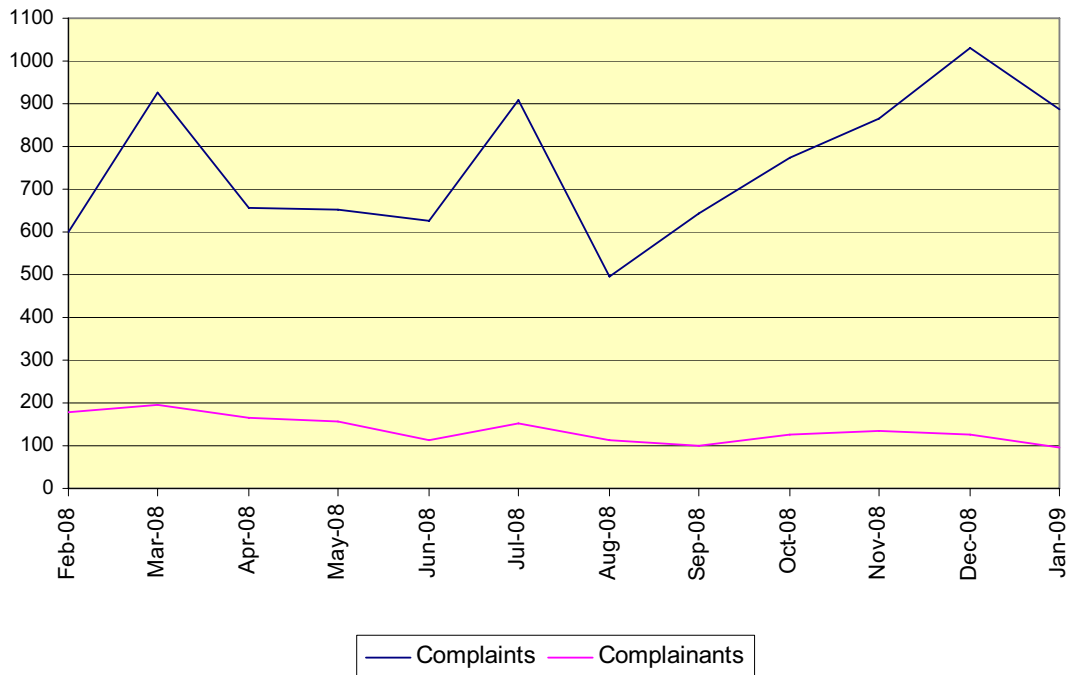
➤ Sydney Suburbs Complaints	
• By phone.....	217
• By correspondence	21
• By internet.....	360
• By e-mail.....	289
➤ Sydney Suburbs Complaints – suburb not specified	2
➤ Sydney Suburbs Comments and Enquiries	32
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	86
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	11
➤ Callback / Information Requests (NSW Only).....	162

Complaints Graphs

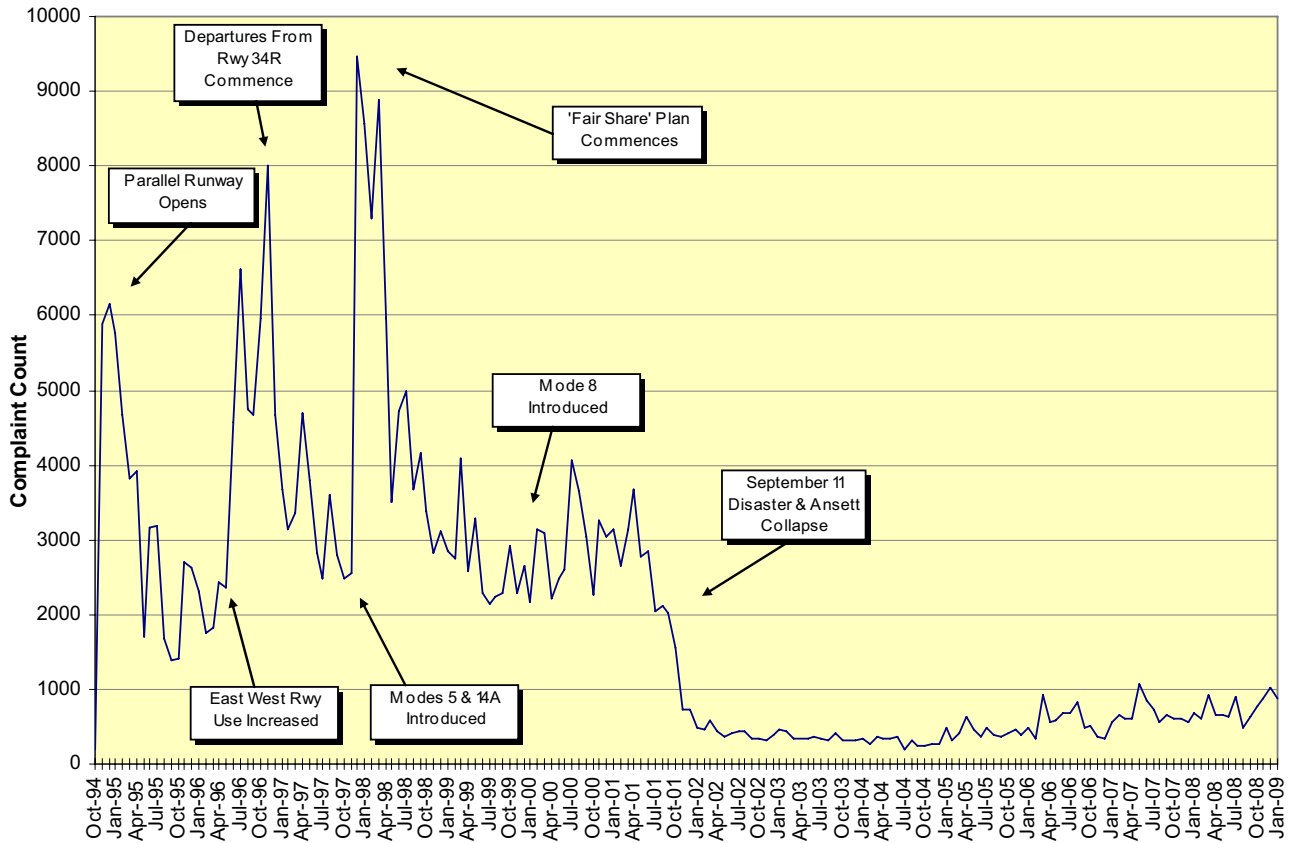
Complaints vs Complainants – 1 January to 31 January 2009



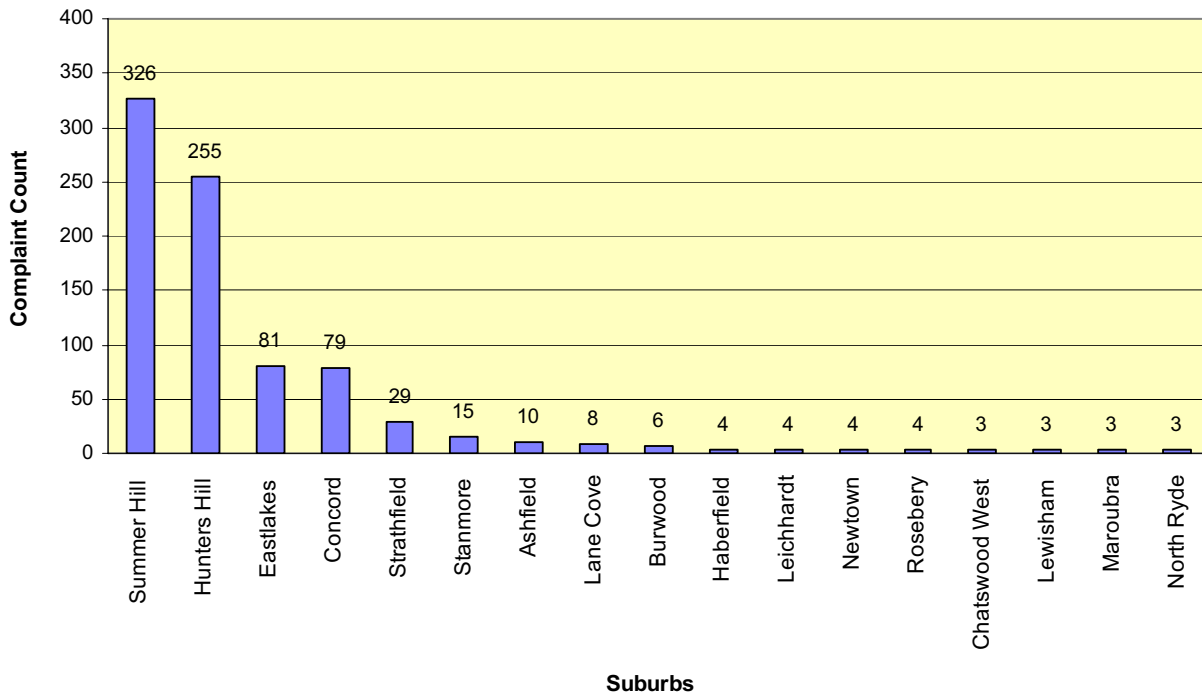
Complaints vs Complainants – Monthly



Complaints History

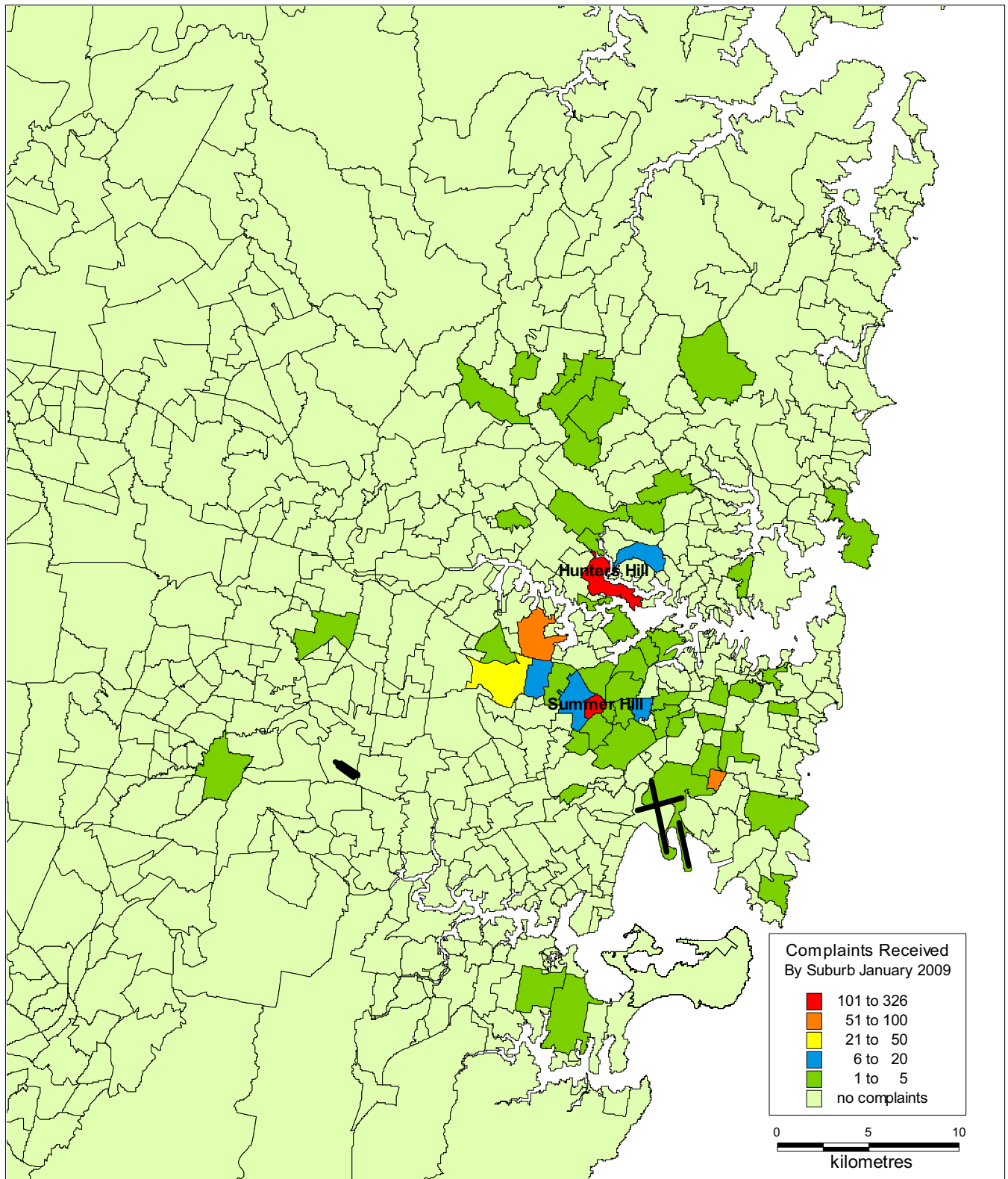


Top Complaint Suburbs –1 January to 31 January 2009



Complaint Density by Suburb

1 January to 31 January 2009



Recorded Complaints vs Complainants, by Suburb

1 January to 31 January 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	2	2	Leichhardt	4	4
Ashfield	10	3	Lewisham	3	2
Balmain	1	1	Lilyfield	2	2
Bardwell Park	1	1	Little Bay	1	1
Belrose	1	1	Liverpool	1	1
Bondi Junction	2	2	Manly	1	1
Burwood	6	2	Maroubra	3	2
Camperdown	1	1	Marrickville	1	1
Caringbah	1	1	Mascot	1	1
Chatswood West	3	1	Miranda	1	1
Concord	79	1	Newtown	4	3
Cremorne	1	1	Normanurst	1	1
Croydon	1	1	North Ryde	3	1
Denistone	1	1	Paddington	1	1
Double Bay	2	2	Pennant Hills	1	1
Drummoyne	2	2	Petersham	2	1
Dulwich Hill	1	1	Pymble	2	2
East Ryde	1	1	Rosebery	4	2
Eastlakes	81	2	Roseville	1	1
Erskineville	1	1	Rozelle	2	1
Guildford	1	1	Stanmore	15	4
Haberfield	4	2	Strathfield	29	2
Henley	1	1	Summer Hill	326	4
Homebush	1	1	Surry Hills	1	1
Hunters Hill	255	11	Turrumurra	1	1
Huntleys Point	1	1	Warrawee	2	1
Hurlstone Park	2	1	Waterloo	1	1
Kensington	1	1	West Pymble	1	1
Lane Cove	8	2			
Total Complaints	887		Total Complainants		94

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

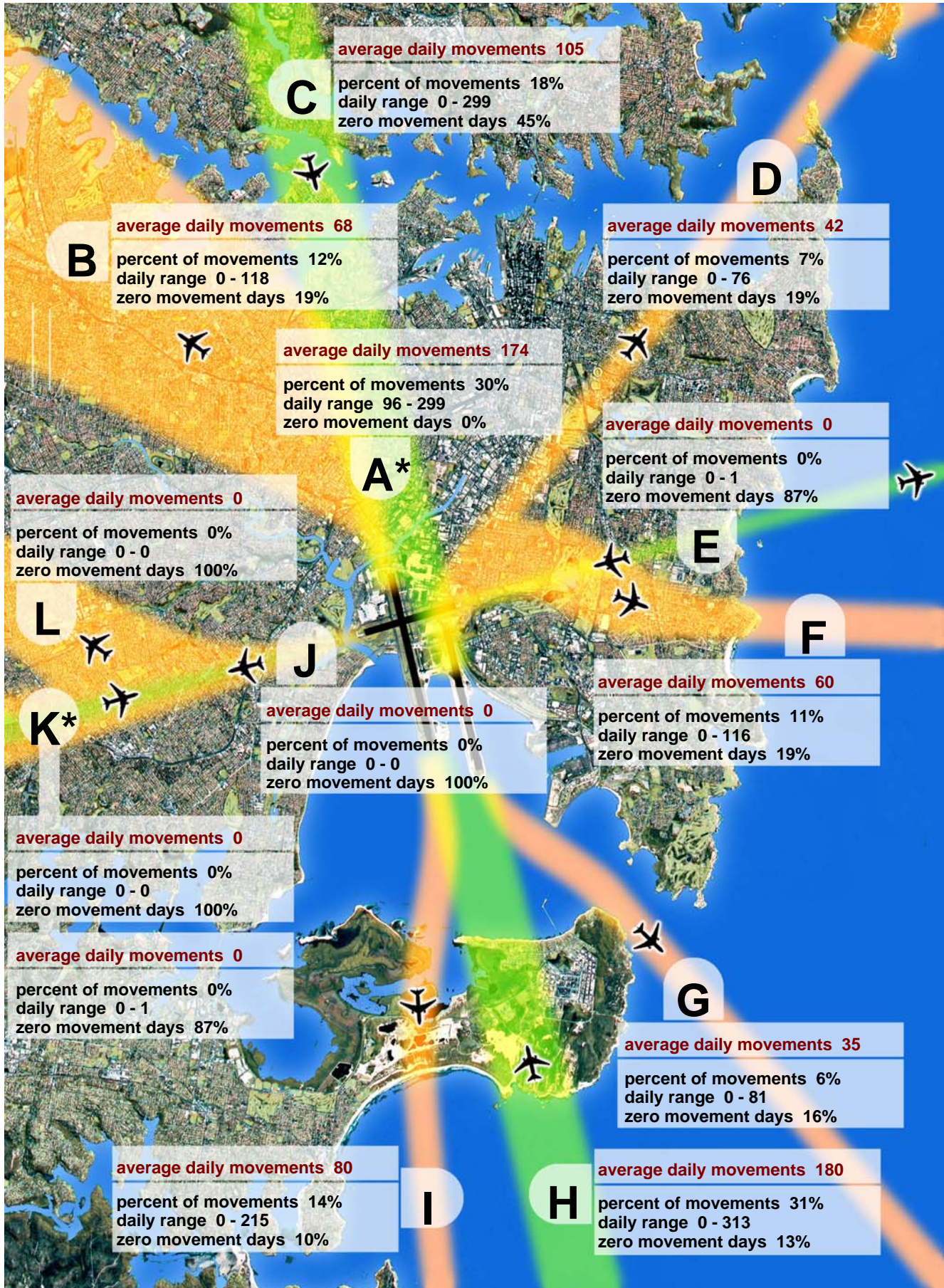
1 January to 31 January 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	1	1	Mosman	2	2
Albury	1	1	Nimbin	1	1
Appin	1	1	North Avoca	1	1
Bangalow	1	1	Ocean Shores	1	1
Bankstown	47	22	Palm Beach	2	2
Barraba	1	1	Port Macquarie	1	1
Bathurst	1	1	Prince Alfred Hospital	1	1
Belmont	1	1	Tamworth	1	1
Camden	7	1	Tyagarah	2	2
Federal	1	1	Wamberal	1	1
Guyra	1	1	Williamstown	7	4
Lalor Park	1	1	Wollongong	1	1
Manly	1	1			

Total Complaints	86	Total Complainants	52
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Sydney Airport : Jet Flight Path Movements

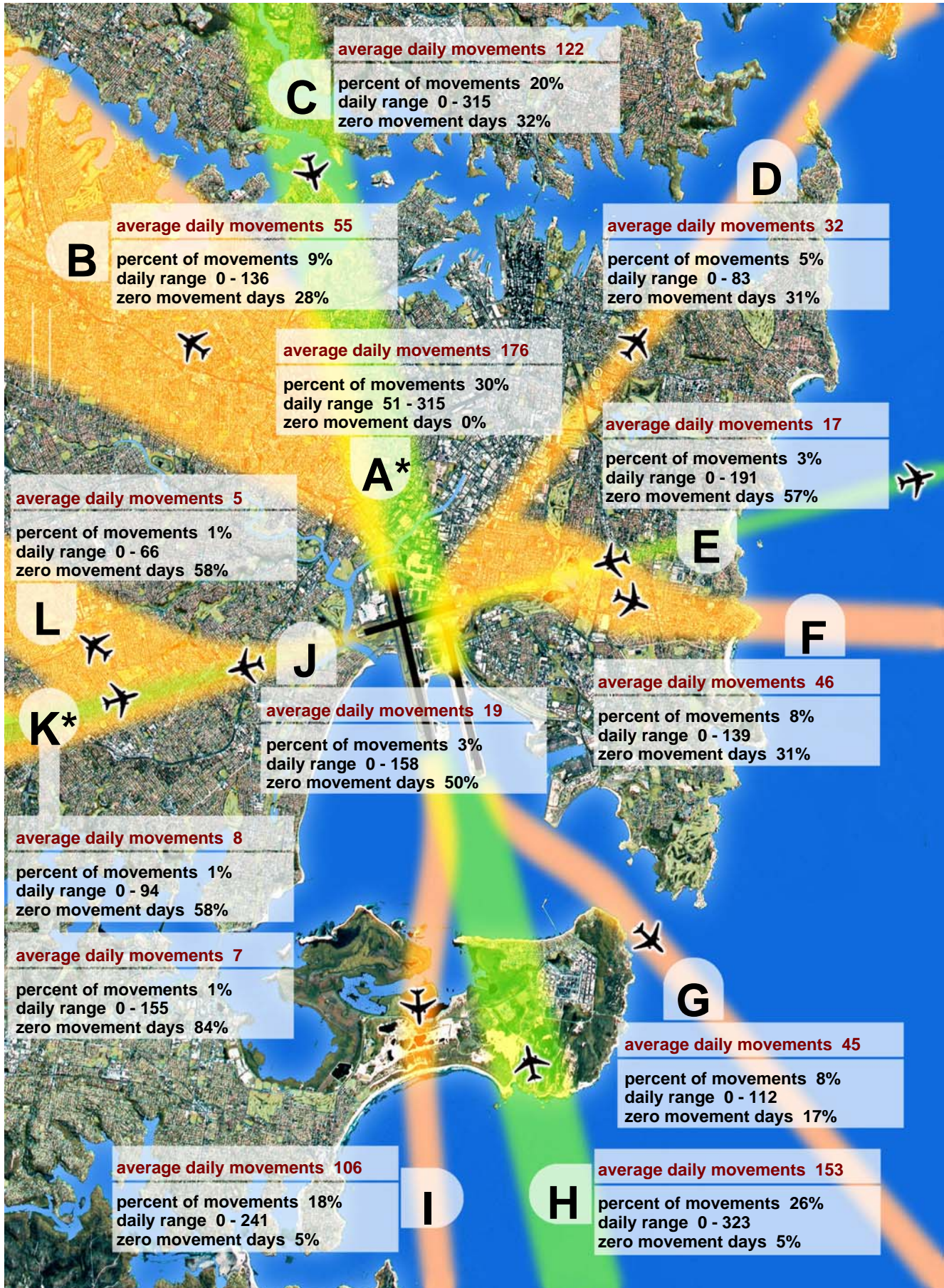
1 Jan 2009 to 31 Jan 2009, All Jets



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

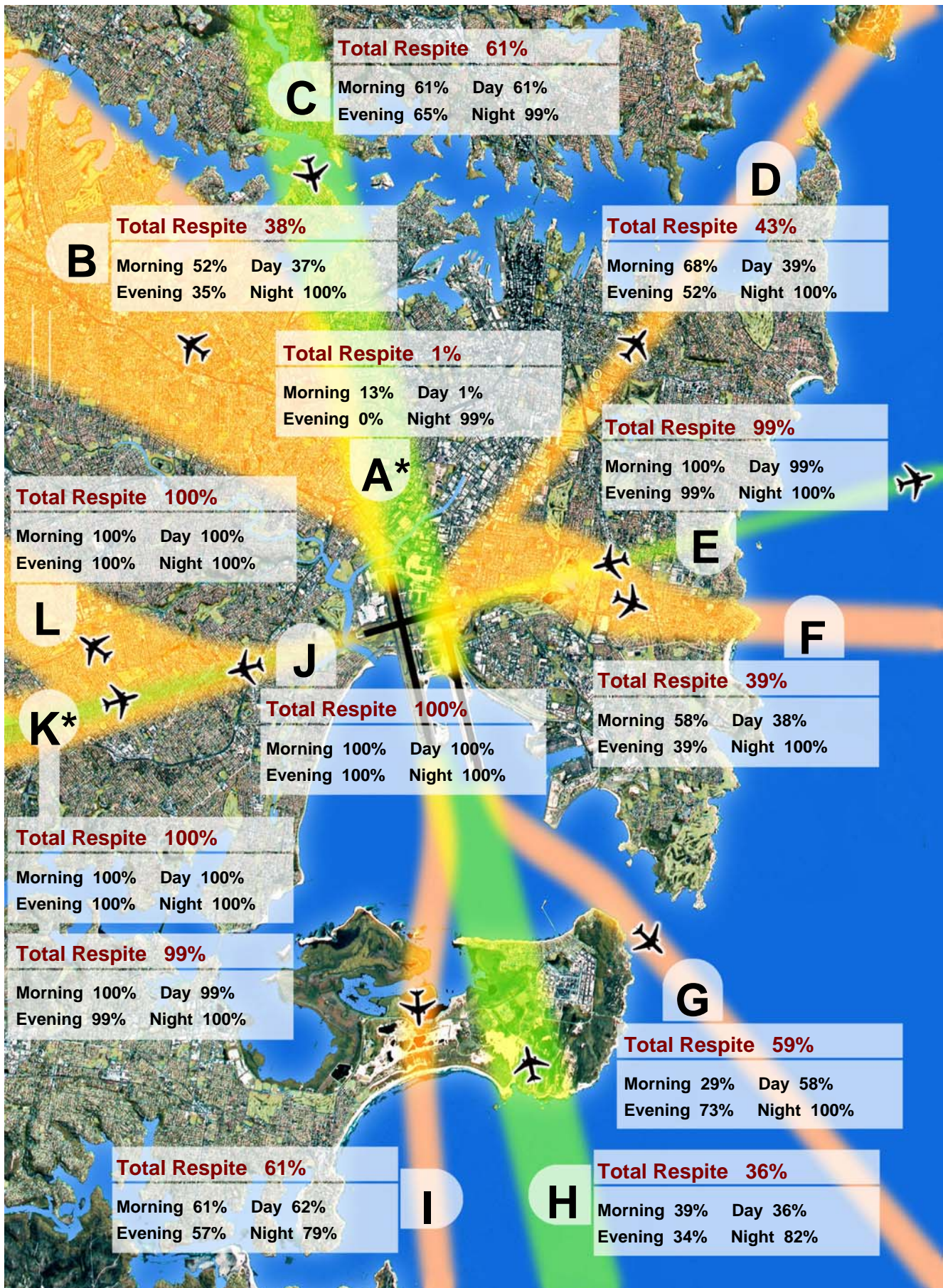
1 Feb 2008 to 31 Jan 2009, All Jets



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 Jan 2009 to 31 Jan 2009, All Jets



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

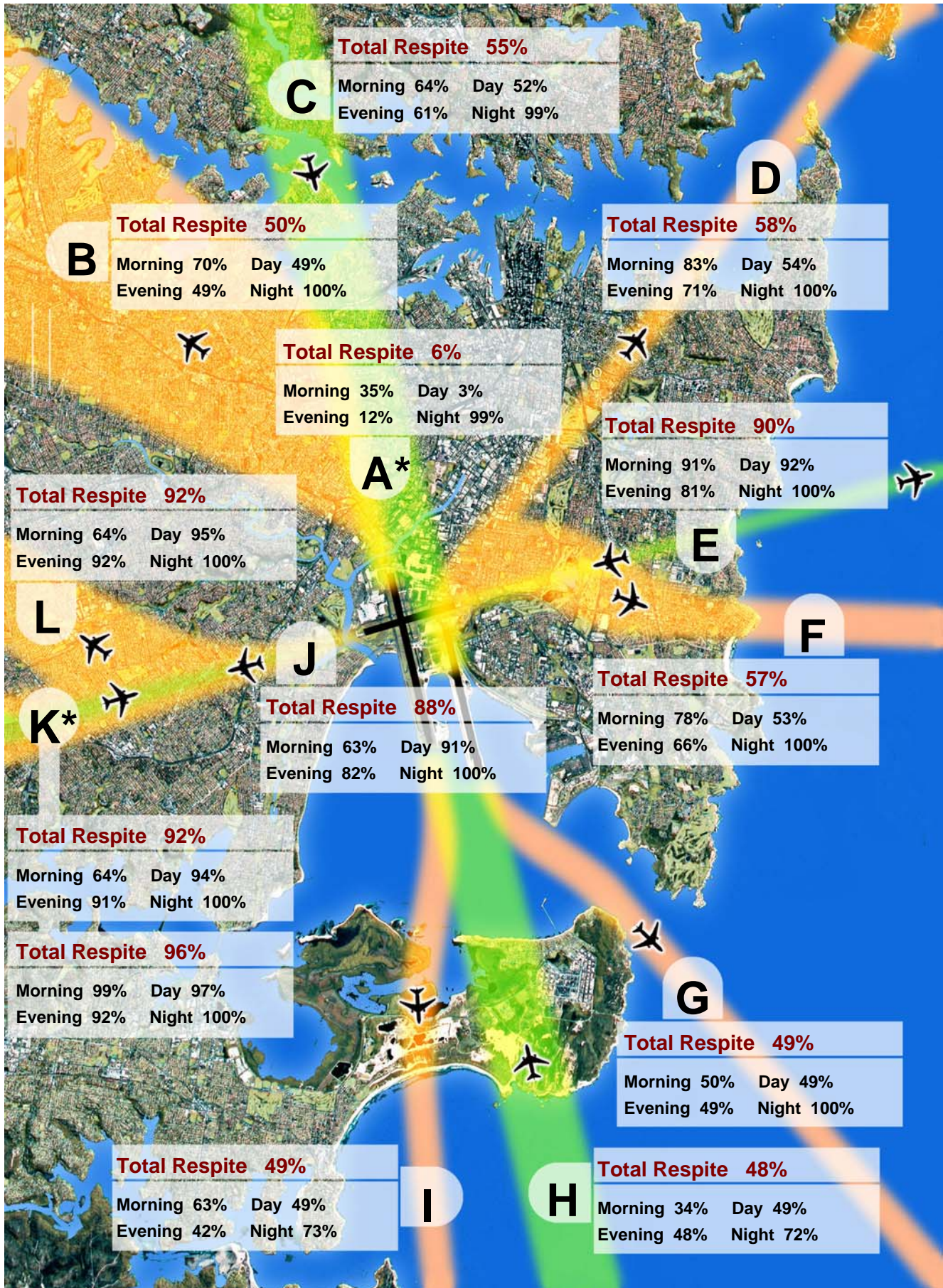
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Feb 2008 to 31 Jan 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 April 2008 .
	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 **February 2008 to January 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 **February 2008 to January 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 January 2009.

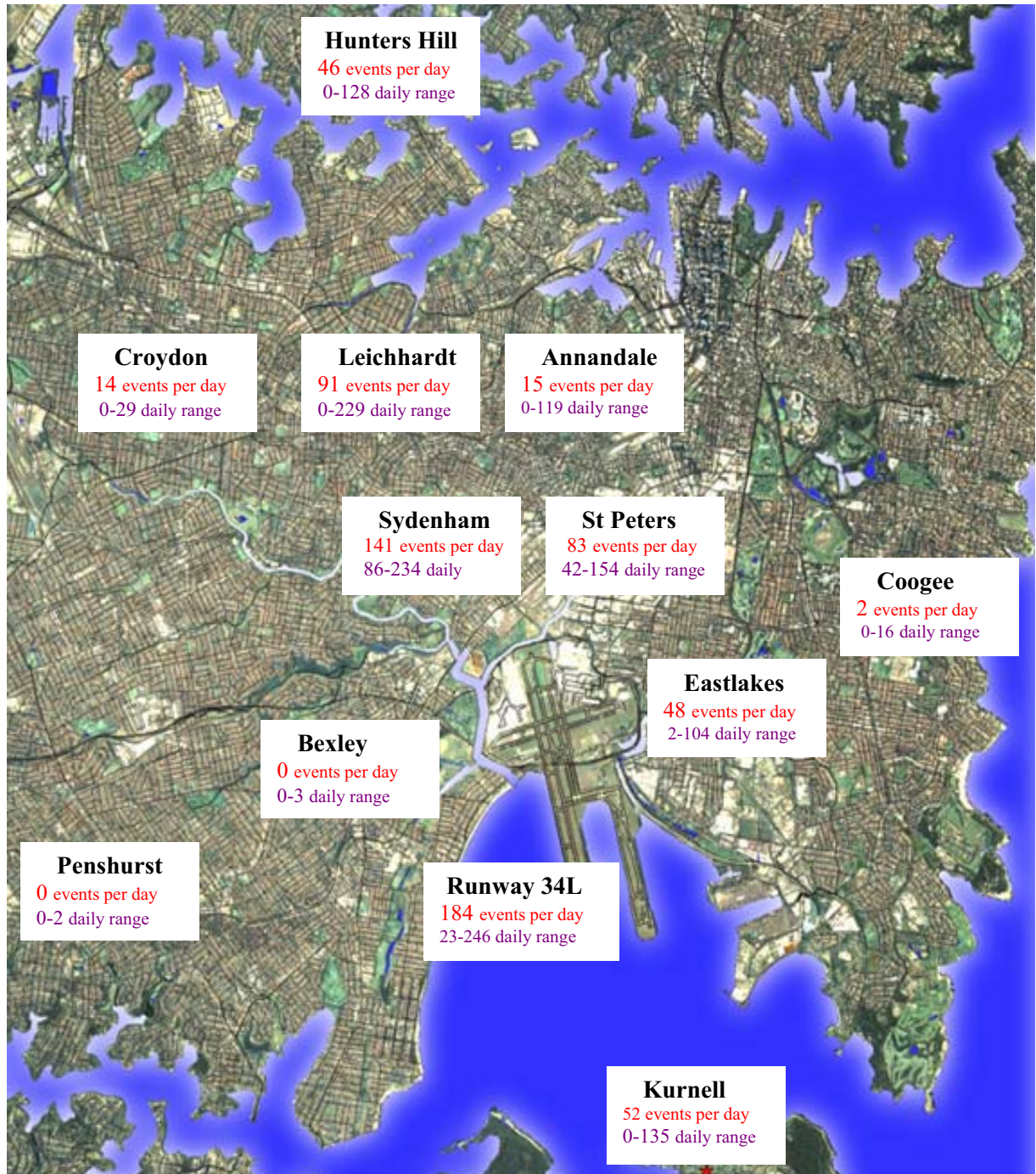


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 2009

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

<i>Location</i>	<i>CNE Jan</i>	<i>Operational days Jan</i>	<i>N70 Jan</i>	<i>N70 Dec</i>	<i>N70 Nov</i>
<i>Runway 34L</i>	<i>5,279</i>	<i>26.9</i>	<i>184</i>	<i>211</i>	<i>200</i>
<i>Penshurst</i>	<i>19</i>	<i>30.5</i>	<i>0</i>	<i>0</i>	<i>1</i>
<i>Bexley</i>	<i>38</i>	<i>30.5</i>	<i>0</i>	<i>1</i>	<i>1</i>
<i>Eastlakes</i>	<i>1,540</i>	<i>30.4</i>	<i>48</i>	<i>40</i>	<i>47</i>
<i>Coogee</i>	<i>94</i>	<i>30.5</i>	<i>2</i>	<i>3</i>	<i>3</i>
<i>Sydenham</i>	<i>4,320</i>	<i>30.6</i>	<i>141</i>	<i>160</i>	<i>159</i>
<i>Leichhardt</i>	<i>2,824</i>	<i>30.7</i>	<i>91</i>	<i>108</i>	<i>107</i>
<i>Kurnell</i>	<i>1,617</i>	<i>31.0</i>	<i>52</i>	<i>65</i>	<i>76</i>
<i>Annandale</i>	<i>510</i>	<i>30.5</i>	<i>15</i>	<i>52</i>	<i>58</i>
<i>St Peters</i>	<i>2,593</i>	<i>30.5</i>	<i>83</i>	<i>94</i>	<i>88</i>
<i>Croydon</i>	<i>520</i>	<i>30.7</i>	<i>14</i>	<i>12</i>	<i>15</i>
<i>Hunters Hill</i>	<i>2,708</i>	<i>31.0</i>	<i>46</i>	<i>58</i>	<i>50</i>

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

The N70 values for January 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 8 PM 27 Day 147 Night 9 WE_D 162 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 1 PM 8 Day 40 Night 0 WE_D 46 WE_N 0
Coogee AM 0 PM 0 Day 1 Night 0 WE_D 1 WE_N 0	Sydenham AM 4 PM 18 Day 122 Night 0 WE_D 131 WE_N 1	Leichhardt AM 4 PM 12 Day 79 Night 0 WE_D 79 WE_N 1	Kurnell AM 0 PM 4 Day 52 Night 0 WE_D 37 WE_N 0
Annandale AM 0 PM 3 Day 18 Night 0 WE_D 2 WE_N 0	St Peters AM 1 PM 10 Day 76 Night 0 WE_D 72 WE_N 0	Croydon AM 0 PM 2 Day 10 Night 0 WE_D 15 WE_N 0	Hunters Hill AM 3 PM 5 Day 39 Night 0 WE_D 41 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.