



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
May 2009 (Revised 1/10/2009)

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

May 2009

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

There were a total of 23,216 aircraft movements this month (daily average 748.90). Last month there were a total of 21,972 movements (daily average 732.40) and for the same month last year there were a total of 2,388 movements (daily average 818.96).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 10 on 17 days and , Mode 9 on 7 days. Crossing runway modes (including Sodprops & Mode 15) were used for 17.25% of non Curfew hours.

Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 12)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. In addition the SACL RESA works have had a direct impact on these percentages. This month's results are as follows:

North 37.00% - This result is above the LTOP target but below the previous month (37.06%).

South 54.00% - This result is below the LTOP target but above the previous month (52.72%).

East 9.00% - This result is below the LTOP target and also below the previous month (10.22%).

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 used on 20 and 21 May 2009 for a total of 2 hours 23 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 749 complaints, comments and enquiries were received as follows:

539 Sydney suburbs complaints from 119 complainants

52 Sydney suburbs comments and enquiries

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail community.relations@airservicesaustralia.com

internet www.airservicesaustralia.com

Table of Contents

Preview.....	i
Table of Contents.....	1
Sydney Airport Runways.....	2
Runway Modes of Operation.....	3
Preferred Runway Selection.....	4
Runway Movement Summary – All Aircraft.....	5
Runway Movement Summary – Jet Aircraft only.....	6
Runway Movement Summary – Non Jet Aircraft only.....	7
Hourly Runway Movement Summary– All Movements.....	8
Hourly Runway Movement Summary – Arrivals.....	9
Hourly Runway Movement Summary – Departures.....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2009.....	11
Runway End Impact.....	12
Daily Mode Usage.....	13
PRM Statistics.....	14
Noise Enquiry Service.....	15
Complaints Graphs – Complaints vs Complainants.....	16
Complaints History / Top Complaint Suburbs.....	17
Complaint Density by Suburb.....	18
Recorded Complaints vs Complainants, by Suburb.....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney.....	20
Jet Flight Path Movements * (1 - 31 May 2009).....	21
Jet Flight Path Movements * (1 June 2008 - 31 May 2009).....	22
Jet Aircraft Respite (R60) * (1 - 31 May 2009).....	23
Jet Aircraft Respite (R60) * (1 June 2008 - 31 May 2009).....	24
Jet Flight Path Movements (Explanation).....	25
Jet Aircraft Respite (R60) (Explanation).....	26
Measured Daily N70 Values.....	27

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

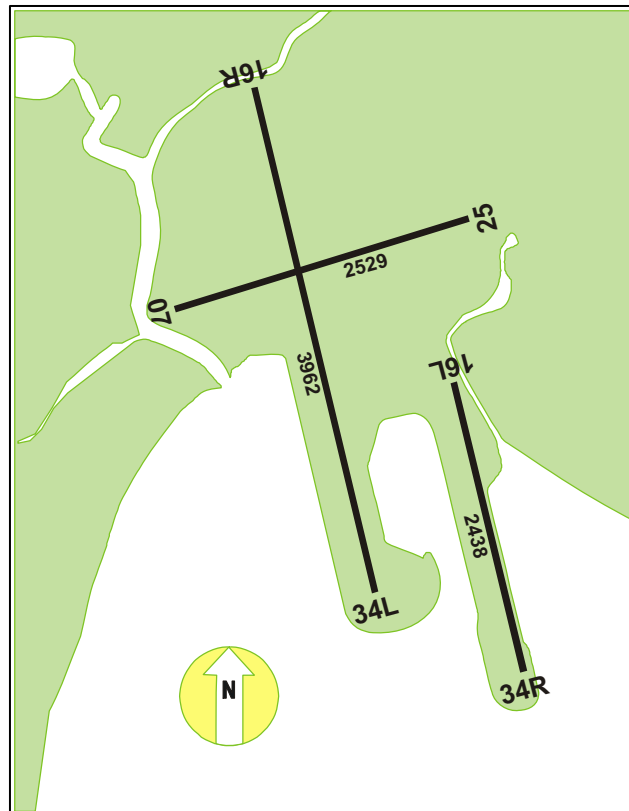
www.airservicesaustralia.com

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

"Sydney Airport Operational Statistics".

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

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

Main North-South runway
Parallel North-South runway.
East-West runway.

Runways 16L and 16R

Used by aircraft landing or taking off towards the South.
(16=approx. 160 degrees magnetic bearing)

Runway 34L

Used by aircraft landing or taking off towards the North.
(34=approx. 340 degrees magnetic bearing)

Runway 34R

Used by aircraft landing toward the north and taking off to the East.

Runway 07

Used by aircraft landing or taking off towards the East.
(07=approx. 070 degrees magnetic bearing)

Runway 25

Used by aircraft landing or taking off towards the West.
(25=approx. 250 degrees magnetic bearing)

Movements over the North

=16L(arr) + 16R(arr) + 34L(dep)

Movements over the South

=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)

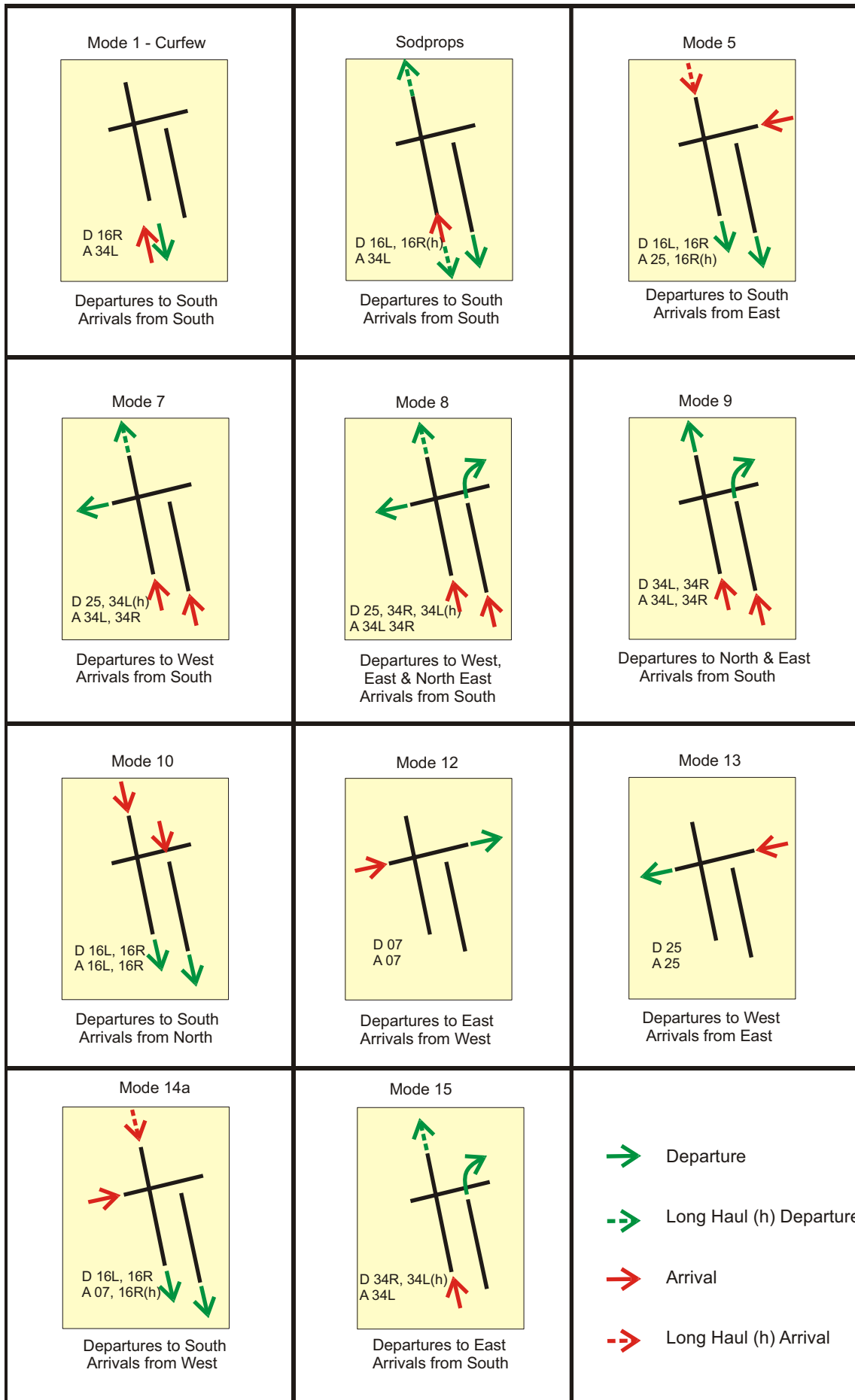
Movements over the East

=07(dep) + 25(arr) + 34R(dep)

Movements over the West

=07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) , or Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2245 / 2300	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) , or Departures 16L&R / Arrivals 25 (Mode 5) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 16 (Mode 10)

Rwy 34 and Rwy 16 Parallel Runway operations should only be considered for use if required for traffic management purposes during the following hours:

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

In order to take advantage of suitable traffic dispositions, variations to these times will occur.

20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions

This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700 Saturday 0600 to 0800 Sunday	1. 2. 3. 4. 5.	SODPROPS - Departures 16L / Arrivals 34L Curfew Act - Departures 16L&R/Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday 0800 to 2200 Sunday	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) or Departures 16L&R / Arrivals 25 (Mode 5) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1. 2. 3. 4. 5. 6. 7. 8.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable Departures 16L&R / Arrivals 25 (Mode 5) Departures 16L&R / Arrivals 07 (Mode 14A) Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) Departures 25 / Arrivals 34L&R (Mode 7) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) . The arrivals runway (34L) may be varied if there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 16 (Mode 10)

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-May-09	0	0	0	0	12	12	2	7	9	0	0	0	288	189	477	125	201	326	824
02-May-09	0	0	0	68	63	131	131	152	283	0	0	0	86	48	134	33	44	77	625
03-May-09	0	0	0	96	76	172	136	188	324	0	0	0	94	59	153	19	39	58	707
04-May-09	0	0	0	57	106	163	83	105	188	0	0	0	221	116	337	42	74	116	804
05-May-09	0	0	0	142	107	249	236	277	513	0	0	0	8	0	8	0	0	0	770
06-May-09	0	0	0	0	17	17	0	8	8	0	0	0	279	182	461	109	184	293	779
07-May-09	0	0	0	135	109	244	239	256	495	0	0	0	10	0	10	0	0	0	749
08-May-09	0	0	0	138	111	249	256	293	549	0	0	0	4	0	4	0	0	0	802
09-May-09	0	0	0	41	34	75	100	93	193	0	0	0	136	87	223	48	96	144	635
10-May-09	0	0	0	115	104	219	223	261	484	0	0	0	4	0	4	0	0	0	707
11-May-09	0	0	0	32	117	149	44	62	106	0	0	0	271	120	391	49	95	144	790
12-May-09	0	0	0	56	79	135	100	138	238	0	0	0	161	84	245	61	81	142	760
13-May-09	0	0	0	0	69	69	0	9	9	0	0	0	299	172	471	93	146	239	788
14-May-09	0	0	0	0	22	22	0	11	11	0	0	0	282	167	449	116	197	313	795
15-May-09	0	0	0	0	0	0	0	6	6	0	0	0	291	185	476	128	225	353	835
16-May-09	0	0	0	0	16	16	0	1	1	0	0	0	227	139	366	87	147	234	617
17-May-09	0	0	0	77	110	187	140	180	320	0	0	0	111	45	156	18	32	50	713
18-May-09	0	0	0	92	72	164	154	183	337	0	0	0	106	66	172	46	72	118	791
19-May-09	0	0	0	30	37	67	85	106	191	0	0	0	197	106	303	64	125	189	750
20-May-09	0	0	0	98	80	178	197	222	419	0	0	0	60	46	106	25	34	59	762
21-May-09	0	0	0	159	126	285	246	283	529	0	0	0	6	0	6	0	0	0	820
22-May-09	0	2	2	152	113	265	248	292	540	0	0	0	4	0	4	0	0	0	811
23-May-09	0	0	0	105	87	192	207	214	421	0	0	0	3	0	3	0	0	0	616
24-May-09	0	0	0	71	177	248	116	126	242	0	0	0	165	64	229	0	0	0	719
25-May-09	0	0	0	0	86	86	0	4	4	0	0	0	313	169	482	79	134	213	785
26-May-09	0	0	0	0	64	64	0	11	11	0	0	0	298	160	458	81	143	224	757
27-May-09	0	0	0	110	98	208	191	243	434	0	0	0	60	23	83	15	19	34	759
28-May-09	0	0	0	161	115	276	231	282	513	0	0	0	10	0	10	0	0	0	799
29-May-09	0	0	0	165	120	285	245	291	536	0	0	0	5	0	5	0	0	0	826
30-May-09	0	0	0	110	86	196	200	216	416	0	0	0	5	0	5	0	0	0	617
31-May-09	0	0	0	120	103	223	223	257	480	0	0	0	1	0	1	0	0	0	704
Total	0	2	2	2330	2516	4846	4033	4777	8810	0	0	0	4005	2227	6232	1238	2088	3326	23216

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-May-09	0	0	0	0	11	11	1	4	5	0	0	0	228	117	345	75	168	243	604
02-May-09	0	0	0	49	50	99	99	125	224	0	0	0	71	33	104	21	34	55	482
03-May-09	0	0	0	65	48	113	104	141	245	0	0	0	88	51	139	16	33	49	546
04-May-09	0	0	0	40	82	122	70	80	150	0	0	0	159	68	227	25	64	89	588
05-May-09	0	0	0	84	71	155	191	213	404	0	0	0	7	0	7	0	0	0	566
06-May-09	0	0	0	0	16	16	0	5	5	0	0	0	213	106	319	71	158	229	569
07-May-09	0	0	0	83	75	158	184	189	373	0	0	0	7	0	7	0	0	0	538
08-May-09	0	0	0	96	75	171	187	215	402	0	0	0	4	0	4	0	0	0	577
09-May-09	0	0	0	28	27	55	87	80	167	0	0	0	105	58	163	28	77	105	490
10-May-09	0	0	0	79	72	151	186	202	388	0	0	0	2	0	2	0	0	0	541
11-May-09	0	0	0	18	99	117	31	44	75	0	0	0	206	65	271	30	77	107	570
12-May-09	0	0	0	39	58	97	70	100	170	0	0	0	130	51	181	38	71	109	557
13-May-09	0	0	0	0	54	54	0	5	5	0	0	0	227	100	327	60	127	187	573
14-May-09	0	0	0	0	20	20	0	6	6	0	0	0	215	97	312	75	162	237	575
15-May-09	0	0	0	0	0	0	0	4	4	0	0	0	219	108	327	79	186	265	596
16-May-09	0	0	0	0	15	15	0	0	0	0	0	0	186	104	290	58	125	183	488
17-May-09	0	0	0	51	82	133	101	136	237	0	0	0	104	29	133	16	28	44	547
18-May-09	0	0	0	66	46	112	111	136	247	0	0	0	83	41	124	27	63	90	573
19-May-09	0	0	0	7	20	27	76	78	154	0	0	0	155	68	223	36	106	142	546
20-May-09	0	0	0	43	53	96	180	166	346	0	0	0	38	29	67	15	27	42	551
21-May-09	0	0	0	97	86	183	194	212	406	0	0	0	6	0	6	0	0	0	595
22-May-09	0	2	2	96	74	170	197	217	414	0	0	0	4	0	4	0	0	0	590
23-May-09	0	0	0	72	66	138	169	178	347	0	0	0	3	0	3	0	0	0	488
24-May-09	0	0	0	46	141	187	90	107	197	0	0	0	140	28	168	0	0	0	552
25-May-09	0	0	0	0	70	70	0	2	2	0	0	0	233	96	329	48	116	164	565
26-May-09	0	0	0	0	54	54	0	5	5	0	0	0	221	94	315	54	121	175	549
27-May-09	0	0	0	70	67	137	149	180	329	0	0	0	46	13	59	9	15	24	549
28-May-09	0	0	0	98	75	173	180	207	387	0	0	0	8	0	8	0	0	0	568
29-May-09	0	0	0	100	83	183	194	213	407	0	0	0	5	0	5	0	0	0	595
30-May-09	0	0	0	78	67	145	160	175	335	0	0	0	4	0	4	0	0	0	484
31-May-09	0	0	0	84	70	154	186	198	384	0	0	0	1	0	1	0	0	0	539
Total	0	2	2	1489	1827	3316	3197	3623	6820	0	0	0	3118	1356	4474	781	1758	2539	17151

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-May-09	0	0	0	0	1	1	1	3	4	0	0	0	60	72	132	50	33	83	220
02-May-09	0	0	0	19	13	32	32	27	59	0	0	0	15	15	30	12	10	22	143
03-May-09	0	0	0	31	28	59	32	47	79	0	0	0	6	8	14	3	6	9	161
04-May-09	0	0	0	17	24	41	13	25	38	0	0	0	62	48	110	17	10	27	216
05-May-09	0	0	0	58	36	94	45	64	109	0	0	0	1	0	1	0	0	0	204
06-May-09	0	0	0	0	1	1	0	3	3	0	0	0	66	76	142	38	26	64	210
07-May-09	0	0	0	52	34	86	55	67	122	0	0	0	3	0	3	0	0	0	211
08-May-09	0	0	0	42	36	78	69	78	147	0	0	0	0	0	0	0	0	0	225
09-May-09	0	0	0	13	7	20	13	13	26	0	0	0	31	29	60	20	19	39	145
10-May-09	0	0	0	36	32	68	37	59	96	0	0	0	2	0	2	0	0	0	166
11-May-09	0	0	0	14	18	32	13	18	31	0	0	0	65	55	120	19	18	37	220
12-May-09	0	0	0	17	21	38	30	38	68	0	0	0	31	33	64	23	10	33	203
13-May-09	0	0	0	0	15	15	0	4	4	0	0	0	72	72	144	33	19	52	215
14-May-09	0	0	0	0	2	2	0	5	5	0	0	0	67	70	137	41	35	76	220
15-May-09	0	0	0	0	0	0	0	2	2	0	0	0	72	77	149	49	39	88	239
16-May-09	0	0	0	0	1	1	0	1	1	0	0	0	41	35	76	29	22	51	129
17-May-09	0	0	0	26	28	54	39	44	83	0	0	0	7	16	23	2	4	6	166
18-May-09	0	0	0	26	26	52	43	47	90	0	0	0	23	25	48	19	9	28	218
19-May-09	0	0	0	23	17	40	9	28	37	0	0	0	42	38	80	28	19	47	204
20-May-09	0	0	0	55	27	82	17	56	73	0	0	0	22	17	39	10	7	17	211
21-May-09	0	0	0	62	40	102	52	71	123	0	0	0	0	0	0	0	0	0	225
22-May-09	0	0	0	56	39	95	51	75	126	0	0	0	0	0	0	0	0	0	221
23-May-09	0	0	0	33	21	54	38	36	74	0	0	0	0	0	0	0	0	0	128
24-May-09	0	0	0	25	36	61	26	19	45	0	0	0	25	36	61	0	0	0	167
25-May-09	0	0	0	0	16	16	0	2	2	0	0	0	80	73	153	31	18	49	220
26-May-09	0	0	0	0	10	10	0	6	6	0	0	0	77	66	143	27	22	49	208
27-May-09	0	0	0	40	31	71	42	63	105	0	0	0	14	10	24	6	4	10	210
28-May-09	0	0	0	63	40	103	51	75	126	0	0	0	2	0	2	0	0	0	231
29-May-09	0	0	0	65	37	102	51	78	129	0	0	0	0	0	0	0	0	0	231
30-May-09	0	0	0	32	19	51	40	41	81	0	0	0	1	0	1	0	0	0	133
31-May-09	0	0	0	36	33	69	37	59	96	0	0	0	0	0	0	0	0	0	165
Total	0	0	0	841	689	1530	836	1154	1990	0	0	0	887	871	1758	457	330	787	6065

(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-May-09	3	2	2	3	0	4	32	67	69	52	56	54	45	34	47	50	46	52	66	59	37	27	16	1	824
02-May-09	1	0	1	0	0	5	26	57	66	45	53	43	39	30	39	37	36	35	33	28	17	24	8	2	625
03-May-09	0	0	1	0	1	1	27	40	47	43	41	47	40	35	48	44	50	50	62	59	32	25	13	1	707
04-May-09	4	0	1	1	0	4	36	66	70	52	49	50	47	37	49	46	42	54	66	49	32	25	20	4	804
05-May-09	3	1	2	2	0	3	38	64	68	59	50	45	31	37	39	40	44	50	66	52	28	25	17	6	770
06-May-09	5	1	1	3	0	3	36	54	65	50	57	47	35	35	42	52	45	52	60	54	31	29	19	3	779
07-May-09	1	2	0	2	2	4	33	66	65	48	45	49	37	33	47	8	41	63	66	54	30	28	21	4	749
08-May-09	4	0	2	2	1	3	36	63	66	49	54	43	42	32	55	47	48	56	61	55	37	28	17	1	802
09-May-09	1	1	0	2	1	3	27	56	58	51	53	37	47	32	52	40	32	33	35	31	22	13	8	0	635
10-May-09	1	2	0	1	0	2	24	42	43	37	50	43	41	33	52	43	50	49	71	52	33	24	13	1	707
11-May-09	0	0	0	0	1	4	36	70	63	55	44	53	48	32	43	51	45	49	62	51	38	22	19	4	790
12-May-09	3	0	1	2	1	3	38	65	65	50	45	53	31	35	47	43	45	54	57	43	33	23	18	5	760
13-May-09	2	1	2	3	1	3	39	68	65	48	52	50	31	30	44	45	49	54	64	49	33	33	19	3	788
14-May-09	5	0	2	2	1	4	35	65	67	46	49	40	37	34	47	52	41	55	65	54	36	28	26	4	795
15-May-09	2	2	1	3	0	3	38	71	67	49	58	56	44	26	58	47	43	61	68	52	43	27	15	1	835
16-May-09	2	0	0	0	0	4	26	53	62	49	51	44	40	31	46	38	31	32	35	26	23	17	7	0	617
17-May-09	1	1	0	3	0	3	21	38	47	43	44	42	44	34	55	43	50	60	60	50	36	26	12	0	713
18-May-09	0	2	0	1	0	4	37	73	65	47	53	50	46	30	52	45	44	56	58	48	36	23	17	4	791
19-May-09	4	0	0	3	1	3	38	66	69	51	52	50	32	32	39	47	38	45	62	40	32	23	20	3	750
20-May-09	5	0	1	2	2	3	37	58	63	51	52	45	36	25	42	50	41	47	61	54	37	24	24	2	762
21-May-09	5	0	0	3	2	3	34	51	69	62	57	50	36	37	48	51	45	49	63	55	43	26	27	4	820
22-May-09	3	1	1	1	2	2	36	58	57	60	50	51	47	34	44	52	51	53	61	54	43	31	19	0	811
23-May-09	0	0	1	0	1	5	26	43	64	50	56	43	45	30	44	39	31	31	30	32	22	16	7	0	616
24-May-09	1	1	0	0	0	3	23	43	48	39	49	43	41	38	52	46	50	51	65	53	34	25	11	3	719
25-May-09	0	2	1	0	0	3	39	71	60	53	48	51	45	34	46	50	45	46	66	47	32	25	19	2	785
26-May-09	2	2	1	4	1	3	41	65	60	59	47	52	29	37	43	44	42	48	60	39	35	20	18	5	757
27-May-09	4	0	1	2	1	4	34	65	64	52	47	48	34	32	45	47	45	46	60	54	31	21	18	4	759
28-May-09	5	0	4	2	1	4	39	56	67	55	44	43	39	37	47	49	51	55	66	55	31	28	17	4	799
29-May-09	4	2	1	5	0	4	36	66	71	48	54	44	46	38	51	50	43	54	64	61	37	28	17	2	826
30-May-09	1	1	1	0	0	4	26	45	66	50	54	46	38	34	46	39	30	30	34	31	22	13	6	0	617
31-May-09	0	0	0	0	0	1	23	36	49	43	48	46	37	34	51	50	45	49	65	54	30	24	18	1	704
Total	72	24	28	52	20	102	1017	1801	1925	1546	1562	1458	1230	1032	1460	1385	1339	1519	1812	1495	1006	751	506	74	23216
Avg.	2.32	0.77	0.90	1.68	0.65	3.29	32.81	58.10	62.10	49.87	50.39	47.03	39.68	33.29	47.10	44.68	43.19	49.00	58.45	48.23	32.45	24.23	16.32	2.39	748.90

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-May-09	1	1	2	0	0	4	18	38	35	22	27	31	18	14	25	20	23	31	35	22	19	17	12	0	415
02-May-09	0	0	1	0	0	5	16	38	27	19	23	20	18	14	22	20	17	18	17	15	14	10	2	2	318
03-May-09	0	0	0	0	1	1	19	23	17	20	20	22	14	16	24	17	29	29	30	24	15	14	10	0	345
04-May-09	4	0	0	0	0	4	21	41	28	22	24	25	24	17	25	18	22	31	26	25	17	17	11	1	403
05-May-09	1	1	2	0	0	3	24	35	33	27	24	24	15	17	18	13	25	28	34	20	15	18	8	1	386
06-May-09	2	0	1	1	0	3	20	35	34	18	23	25	17	16	18	20	27	25	32	22	17	20	11	1	388
07-May-09	0	1	0	2	0	4	19	40	28	19	25	25	16	15	27	4	21	34	29	26	17	19	11	2	384
08-May-09	0	0	1	1	0	3	23	34	32	19	23	25	19	16	31	15	23	33	31	24	16	18	11	0	398
09-May-09	0	1	0	2	0	3	18	38	24	19	21	19	23	16	27	20	15	19	18	19	12	8	3	0	325
10-May-09	1	0	0	1	0	2	17	23	13	19	24	16	18	13	29	15	25	29	36	20	17	15	9	0	342
11-May-09	0	0	0	0	1	4	20	41	26	24	18	35	18	14	23	23	22	25	32	21	23	13	12	1	396
12-May-09	0	0	1	1	0	3	24	39	26	22	23	28	17	19	20	15	22	28	26	19	21	13	9	2	378
13-May-09	0	0	2	0	1	3	22	42	26	22	24	25	15	15	20	22	22	28	28	26	18	20	10	1	392
14-May-09	1	0	2	0	1	4	19	39	29	21	23	20	18	19	23	22	19	29	32	23	20	18	15	1	398
15-May-09	1	0	1	1	0	3	22	41	31	22	25	28	21	11	34	16	20	38	31	20	24	17	11	1	419
16-May-09	1	0	0	0	0	4	16	36	26	16	25	22	18	16	24	19	17	17	17	12	16	8	4	0	314
17-May-09	0	1	0	2	0	3	14	20	17	24	19	20	19	13	28	15	25	33	27	23	21	14	8	0	346
18-May-09	0	1	0	1	0	4	21	41	25	25	25	27	22	13	30	16	21	28	28	21	22	15	9	3	398
19-May-09	0	0	0	2	0	3	22	38	36	22	25	27	15	15	20	15	19	26	28	19	18	14	11	1	376
20-May-09	0	0	1	2	0	3	23	33	32	20	24	25	17	10	22	17	20	26	35	19	20	15	15	1	380
21-May-09	0	0	0	2	0	3	20	34	35	27	27	24	11	23	27	20	18	27	31	22	25	17	15	3	411
22-May-09	0	0	1	0	1	2	20	33	28	28	23	25	19	17	25	23	24	28	31	24	20	19	13	0	404
23-May-09	0	0	0	0	1	5	16	28	32	18	26	22	23	14	24	16	17	15	15	17	12	11	3	0	315
24-May-09	1	1	0	0	0	3	15	23	17	20	22	20	16	19	28	17	25	26	37	21	17	14	9	1	352
25-May-09	0	1	0	0	0	3	25	37	27	24	23	24	24	13	24	21	24	26	31	21	17	15	12	0	392
26-May-09	0	0	1	3	0	3	24	36	28	27	23	27	16	19	20	14	23	29	27	17	19	13	8	2	379
27-May-09	1	0	1	1	0	4	21	38	28	20	24	27	18	15	21	17	21	25	35	20	14	14	10	1	376
28-May-09	2	0	3	0	0	4	21	34	31	22	24	21	19	21	28	18	21	30	33	25	15	19	10	1	402
29-May-09	1	0	1	3	0	4	18	41	32	19	25	26	20	20	28	22	21	27	35	24	17	18	12	1	415
30-May-09	1	1	0	0	0	4	15	28	35	19	23	23	19	17	23	20	17	14	18	16	11	8	3	0	315
31-May-09	0	0	0	0	0	1	16	20	21	21	20	19	16	16	24	21	24	25	37	22	16	13	12	0	344
Total	18	9	21	25	6	102	609	1067	859	667	725	747	563	493	762	551	669	827	902	649	545	464	299	27	11606
Avg.	0.58	0.29	0.68	0.81	0.19	3.29	19.65	34.42	27.71	21.52	23.39	24.10	18.16	15.90	24.58	17.77	21.58	26.68	29.10	20.94	17.58	14.97	9.65	0.87	374.39

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-May-09	2	1	0	3	0	0	14	29	34	30	29	23	27	20	22	30	23	21	31	37	18	10	4	1	409
02-May-09	1	0	0	0	0	0	10	19	39	26	30	23	21	16	17	17	19	17	16	13	3	14	6	0	307
03-May-09	0	0	1	0	0	0	8	17	30	23	21	25	26	19	24	27	21	21	32	35	17	11	3	1	362
04-May-09	0	0	1	1	0	0	15	25	42	30	25	25	23	20	24	28	20	23	40	24	15	8	9	3	401
05-May-09	2	0	0	2	0	0	14	29	35	32	26	21	16	20	21	27	19	22	32	32	13	7	9	5	384
06-May-09	3	1	0	2	0	0	16	19	31	32	34	22	18	19	24	32	18	27	28	32	14	9	8	2	391
07-May-09	1	1	0	0	2	0	14	26	37	29	20	24	21	18	20	4	20	29	37	28	13	9	10	2	365
08-May-09	4	0	1	1	1	0	13	29	34	30	31	18	23	16	24	32	25	23	30	31	21	10	6	1	404
09-May-09	1	0	0	0	1	0	9	18	34	32	32	18	24	16	25	20	17	14	17	12	10	5	5	0	310
10-May-09	0	2	0	0	0	0	7	19	30	18	26	27	23	20	23	28	25	20	35	32	16	9	4	1	365
11-May-09	0	0	0	0	0	0	16	29	37	31	26	18	30	18	20	28	23	24	30	30	15	9	7	3	394
12-May-09	3	0	0	1	1	0	14	26	39	28	22	25	14	16	27	28	23	26	31	24	12	10	9	3	382
13-May-09	2	1	0	3	0	0	17	26	39	26	28	25	16	15	24	23	27	26	36	23	15	13	9	2	396
14-May-09	4	0	0	2	0	0	16	26	38	25	26	20	19	15	24	30	22	26	33	31	16	10	11	3	397
15-May-09	1	2	0	2	0	0	16	30	36	27	33	28	23	15	24	31	23	23	37	32	19	10	4	0	416
16-May-09	1	0	0	0	0	0	10	17	36	33	26	22	22	15	22	19	14	15	18	14	7	9	3	0	303
17-May-09	1	0	0	1	0	0	7	18	30	19	25	22	25	21	27	28	25	27	33	27	15	12	4	0	367
18-May-09	0	1	0	0	0	0	16	32	40	22	28	23	24	17	22	29	23	28	30	27	14	8	8	1	393
19-May-09	4	0	0	1	1	0	16	28	33	29	27	23	17	17	19	32	19	19	34	21	14	9	9	2	374
20-May-09	5	0	0	0	2	0	14	25	31	31	28	20	19	15	20	33	21	21	26	35	17	9	9	1	382
21-May-09	5	0	0	1	2	0	14	17	34	35	30	26	25	14	21	31	27	22	32	33	18	9	12	1	409
22-May-09	3	1	0	1	1	0	16	25	29	32	27	26	28	17	19	29	27	25	30	30	23	12	6	0	407
23-May-09	0	0	1	0	0	0	10	15	32	32	30	21	22	16	20	23	14	16	15	15	10	5	4	0	301
24-May-09	0	0	0	0	0	0	8	20	31	19	27	23	25	19	24	29	25	25	28	32	17	11	2	2	367
25-May-09	0	1	1	0	0	0	14	34	33	29	25	27	21	21	22	29	21	20	35	26	15	10	7	2	393
26-May-09	2	2	0	1	1	0	17	29	32	32	24	25	13	18	23	30	19	19	33	22	16	7	10	3	378
27-May-09	3	0	0	1	1	0	13	27	36	32	23	21	16	17	24	30	24	21	25	34	17	7	8	3	383
28-May-09	3	0	1	2	1	0	18	22	36	33	20	22	20	16	19	31	30	25	33	30	16	9	7	3	397
29-May-09	3	2	0	2	0	0	18	25	39	29	29	18	26	18	23	28	22	27	29	37	20	10	5	1	411
30-May-09	0	0	1	0	0	0	11	17	31	31	31	23	19	17	23	19	13	16	16	15	11	5	3	0	302
31-May-09	0	0	0	0	0	0	7	16	28	22	28	27	21	18	27	29	21	24	28	32	14	11	6	1	360
Total	54	15	7	27	14	0	408	734	1066	879	837	711	667	539	698	834	670	692	910	846	461	287	207	47	11610
Avg.	1.74	0.48	0.23	0.87	0.45	0.00	13.16	23.68	34.39	28.35	27.00	22.94	21.52	17.39	22.52	26.90	21.61	22.32	29.35	27.29	14.87	9.26	6.68	1.52	374.52

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-May-09	7:00	0:35	1:48	-	-	-	14:37	-	-	-	-	-	-
02-May-09	7:00	0:27	1:05	-	-	-	3:55	11:33	-	-	-	-	-
03-May-09	7:00	0:26	-	-	-	-	5:09	10:36	-	-	-	0:49	-
04-May-09	7:00	0:23	5:28	-	-	-	4:19	6:03	-	-	-	0:47	-
05-May-09	7:00	0:17	-	-	-	-	-	16:43	-	-	-	-	-
06-May-09	7:00	0:23	2:28	-	-	-	12:18	-	-	-	-	1:51	-
07-May-09	7:00	0:26	-	-	-	-	-	16:34	-	-	-	-	-
08-May-09	7:00	0:22	-	-	-	-	-	16:38	-	-	-	-	-
09-May-09	7:00	0:45	-	-	-	-	7:20	8:13	-	-	-	0:42	-
10-May-09	7:00	0:33	-	-	-	-	-	16:27	-	-	-	-	-
11-May-09	7:00	0:23	7:42	-	-	-	4:49	3:18	-	-	-	0:48	-
12-May-09	7:00	0:33	3:03	-	-	-	5:53	7:31	-	-	-	-	-
13-May-09	7:00	0:19	6:26	-	-	-	9:30	-	-	-	-	0:45	-
14-May-09	7:00	0:18	2:30	-	-	-	13:36	-	-	-	-	0:36	-
15-May-09	7:00	0:25	-	-	-	-	13:52	-	-	-	-	2:43	-
16-May-09	7:00	0:33	3:12	-	-	-	12:27	-	-	-	-	0:48	-
17-May-09	7:00	0:37	4:02	-	-	-	2:41	9:40	-	-	-	-	-
18-May-09	7:00	0:23	0:28	-	-	-	4:00	11:23	-	-	-	0:46	-
19-May-09	7:00	0:20	-	-	-	-	6:39	5:36	-	-	-	4:25	-
20-May-09	7:00	0:17	-	-	-	-	4:12	12:31	-	-	-	-	-
21-May-09	7:00	0:19	-	-	-	-	-	16:41	-	-	-	-	-
22-May-09	7:00	0:20	-	-	-	-	-	16:40	-	-	-	-	-
23-May-09	7:00	0:31	-	-	-	-	-	16:29	-	-	-	-	-
24-May-09	7:00	0:40	8:34	-	-	-	-	7:46	-	-	-	-	-
25-May-09	7:00	0:23	6:45	-	-	-	8:40	-	-	-	-	1:12	-
26-May-09	7:00	0:27	5:35	-	-	-	9:40	-	-	-	-	1:18	-
27-May-09	7:00	0:30	0:58	-	-	-	2:08	13:24	-	-	-	-	-
28-May-09	7:00	0:24	-	-	-	-	-	16:36	-	-	-	-	-
29-May-09	7:00	0:05	-	-	-	-	-	16:55	-	-	-	-	-
30-May-09	7:00	0:34	-	-	-	-	-	16:26	-	-	-	-	-
31-May-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
Total	217:00	13:21	60:04	0:00	0:00	0:00	145:45	290:20	0:00	0:00	0:00	17:30	0:00
% Used		2.53%	11.40%	0.00%	0.00%	0.00%	27.66%	55.09%	0.00%	0.00%	0.00%	3.32%	0.00%

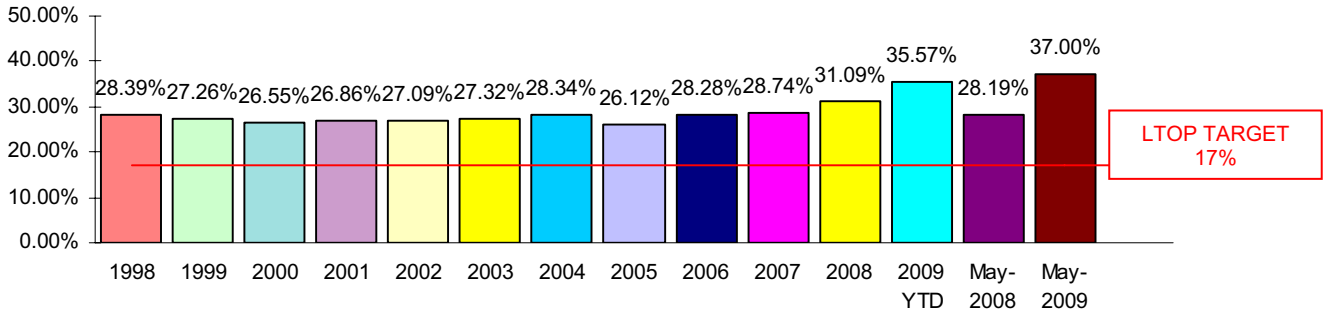
Cumulative Mode Utilisation from 1 January 2009

Time	2.15%	6.23%	0.00%	0.00%	0.00%	32.85%	49.65%	0.00%	0.00%	0.00%	9.11%	0.00%
Movements	0.34%	4.85%	0.00%	0.00%	0.00%	36.96%	51.00%	0.00%	0.00%	0.00%	6.85%	0.00%

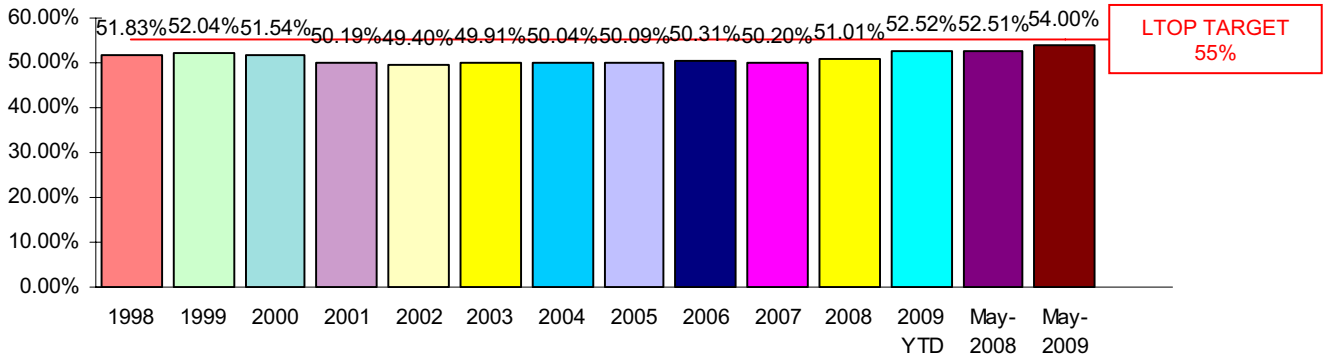
Runway End Impact to 31 May 2009

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

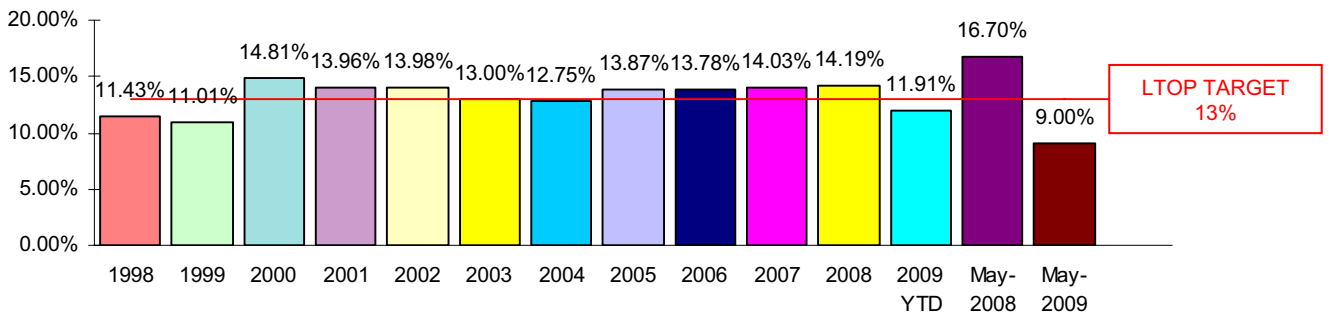
NORTH



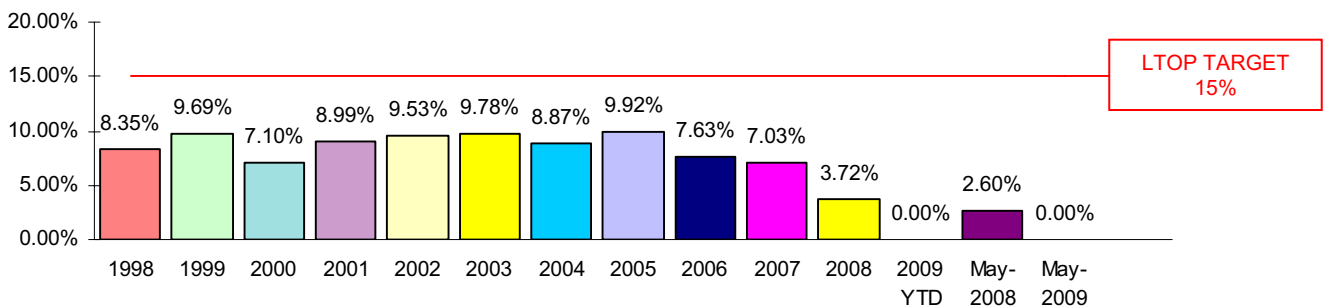
SOUTH



EAST



WEST



Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1-May-2009								9								SODPROPS		Curfew
2-May-2009	SP			9						10						9	10	Curfew
3-May-2009	15			9						10							9	Curfew
4-May-2009	15			9					SODPROPS						10			Curfew
5-May-2009									10									Curfew
6-May-2009				9				15				9				SODPROPS		Curfew
7-May-2009									10									Curfew
8-May-2009									10									Curfew
9-May-2009	15			9				9					10					Curfew
10-May-2009									10									Curfew
11-May-2009	15			9			10			SODPROPS			9			SODPROPS		Curfew
12-May-2009				9						10						SODPROPS		Curfew
13-May-2009	15			9					SODPROPS				9			SODPROPS		Curfew
14-May-2009								9								SODPROPS	15	Curfew
15-May-2009	15			9				15					9					Curfew
16-May-2009	15							9								SODPROPS		Curfew
17-May-2009	SP			9					10							SODPROPS		Curfew
18-May-2009	15			9								10						Curfew
19-May-2009	15			9					15	9			10			15	10	Curfew
20-May-2009				10					9					10				Curfew
21-May-2009									10									Curfew
22-May-2009									10									Curfew
23-May-2009									10									Curfew
24-May-2009				10					SODPROPS	10		SODPROPS	10			SODPROPS		Curfew
25-May-2009				9						SODPROPS			9			15	SP	Curfew
26-May-2009				9					15	SODPROPS			9			SODPROPS		Curfew
27-May-2009	SP			10				9					10					Curfew
28-May-2009									10									Curfew
29-May-2009									10									Curfew
30-May-2009									10									Curfew
31-May-2009									10									Curfew

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 **May 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	
20 May 09	06:35	08:13	1:38
21 May 09	06:52	07:37	0:45

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
20 May 09	56	28	28
21 May 09	17	10	7

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:

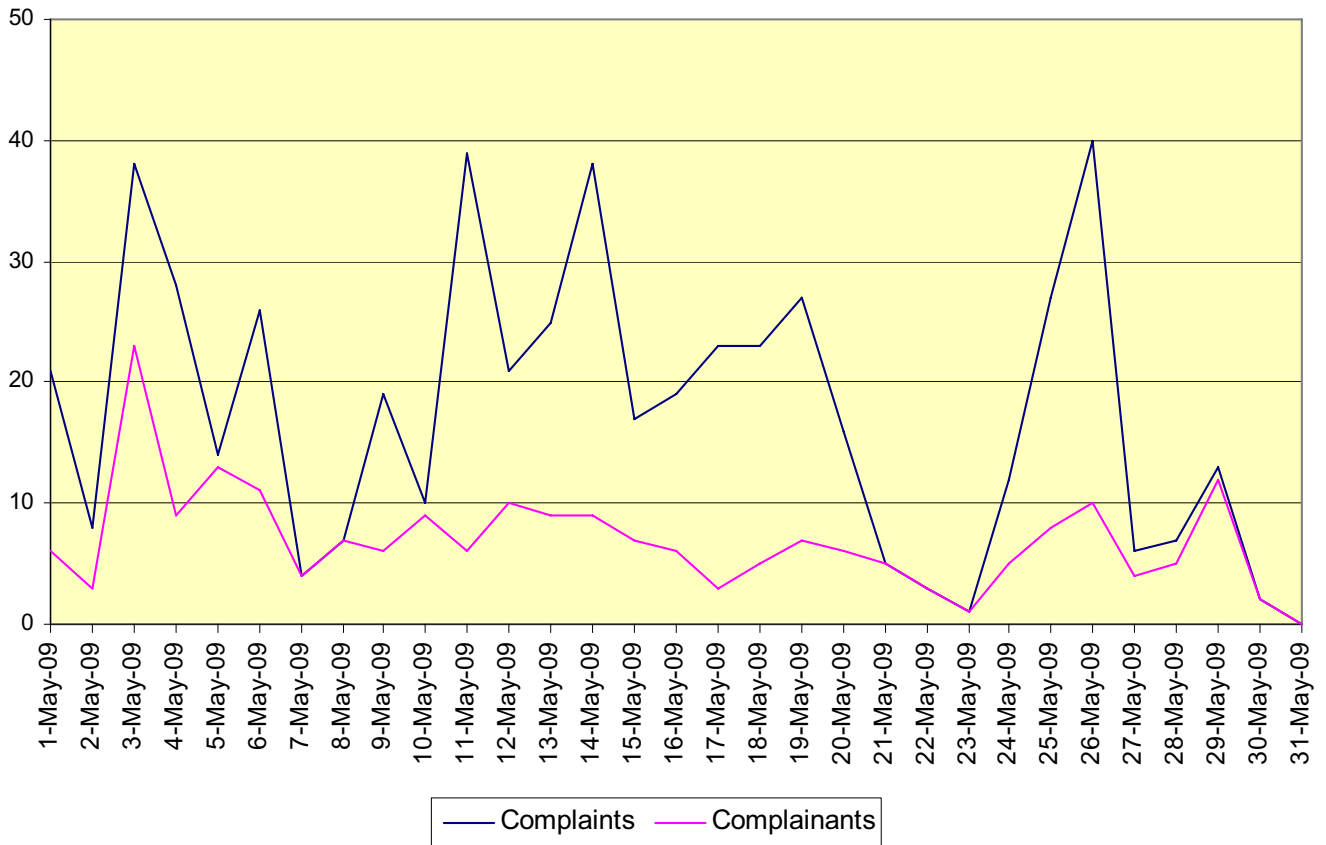
www.sacf.infrastructure.gov.au

Summary of Section Activity – May 2009

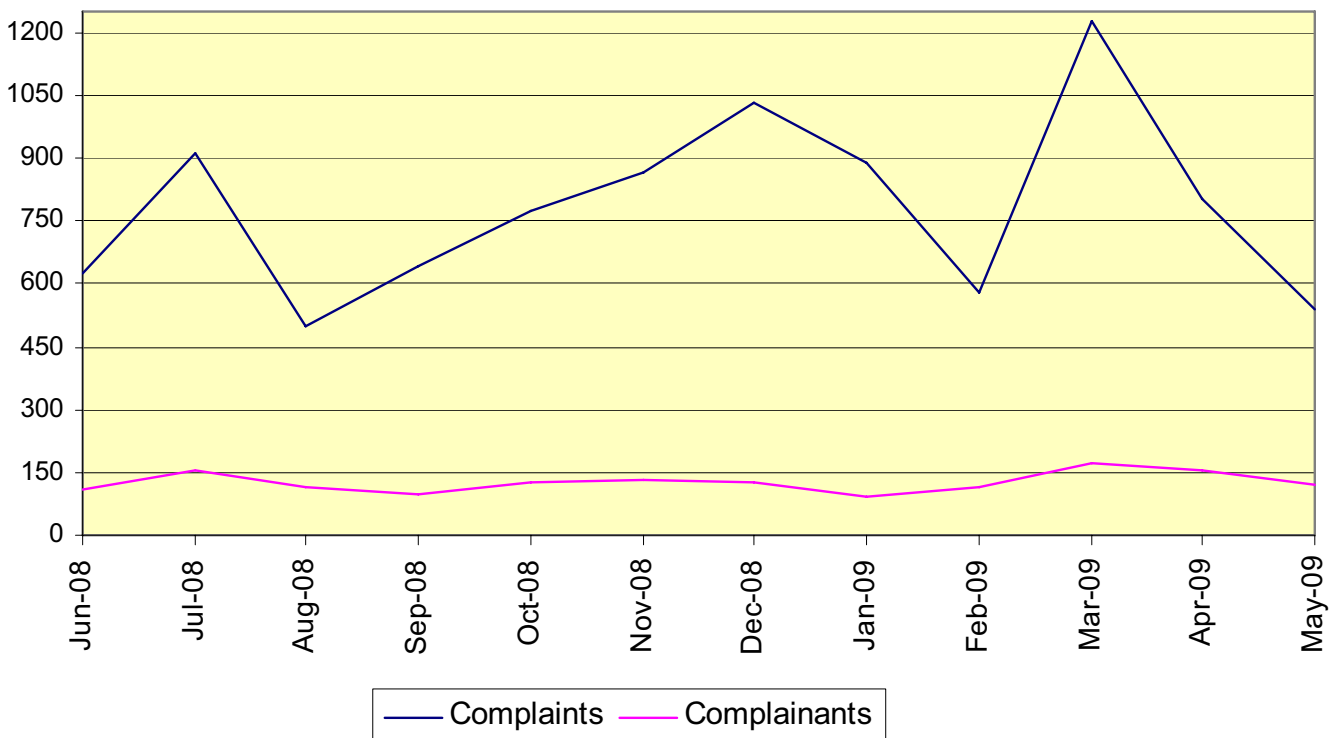
➤ Sydney Suburbs Complaints	
• By phone.....	231
• By correspondence	24
• By internet.....	80
• By e-mail.....	204
➤ Sydney Suburbs Complaints – suburb not specified	3
➤ Sydney Suburbs Comments and Enquiries	52
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	67
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	13
➤ Callback / Information Requests (NSW Only).....	192

Complaints Graphs

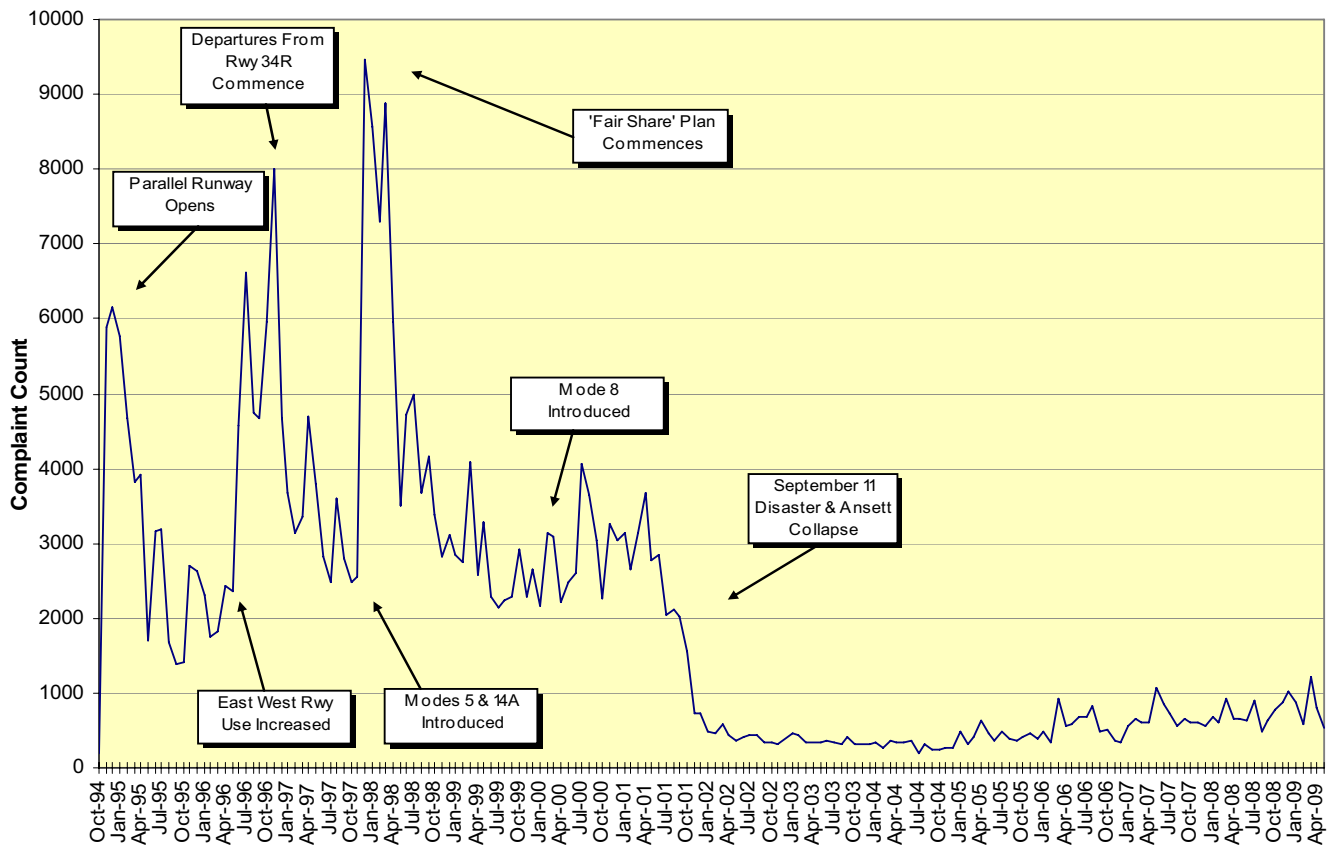
Complaints vs Complainants – 1 May to 31 May 2009



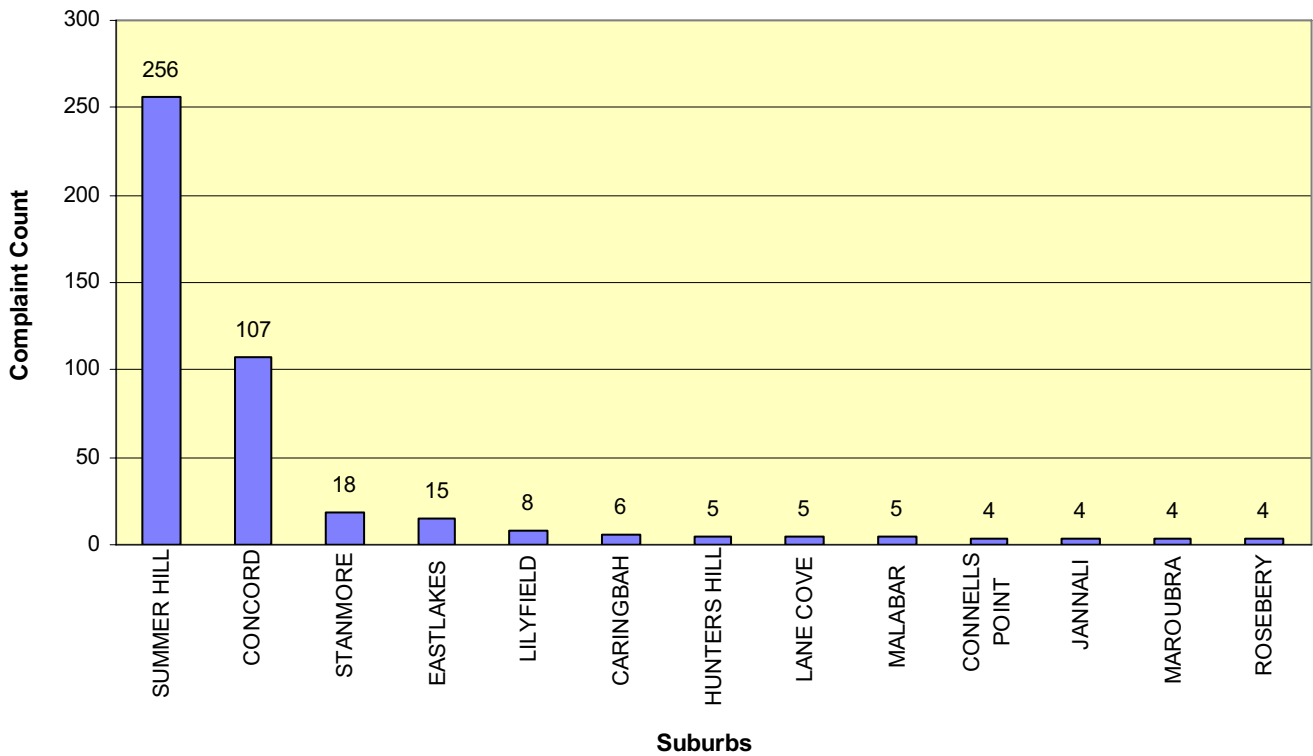
Complaints vs Complainants – Monthly



Complaints History

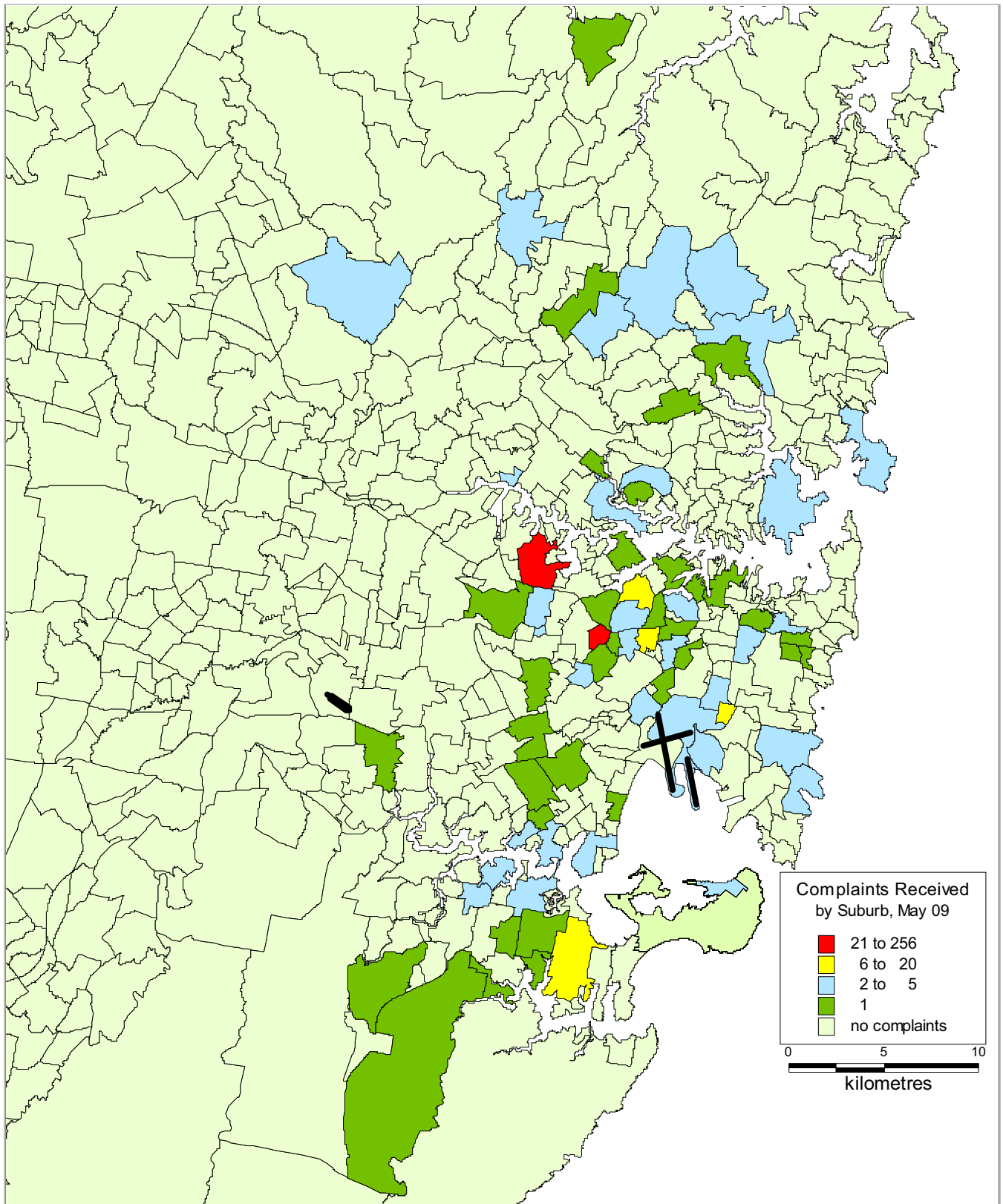


Top Complaint Suburbs – 1 May to 31 May 2009



Complaint Density by Suburb

1 May to 31 May 2009



Recorded Complaints vs Complainants, by Suburb

1 May to 31 May 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	3	3	Lane Cove	5	2
Annandale	1	1	Leichhardt	3	2
Avalon Beach	1	1	Lewisham	1	1
Balmain	1	1	Lilyfield	8	4
Belrose	2	2	Malabar	5	2
Berowra Heights	1	1	Manly	2	1
Bexley	1	1	Maroubra	4	1
Blakehurst	3	3	Mascot	3	2
Bondi Junction	1	1	Meadowbank	2	2
Botany	3	2	Miranda	1	1
Burwood	2	1	Monterey	1	1
Burwood Heights	2	1	Mosman	3	2
Camperdown	1	1	Newtown	2	2
Campsie	1	1	Oyster Bay	2	2
Caringbah	6	1	Paddington	1	1
Castle Hill	2	2	Petersham	2	2
Centennial Park	2	1	Pymble	3	1
Concord	107	2	Pyrmont	1	1
Connells Point	4	3	Queens Park	1	1
Drummoyne	1	1	Revesby	1	1
Dulwich Hill	1	1	Riverview	1	1
East Ryde	1	1	Rosebery	4	3
Eastlakes	15	4	Roseville	1	1
Engadine	1	1	Sans Souci	2	2
Erskineville	1	1	South Hurstville	1	1
Forestville	1	1	St Ives	2	1
Frenchs Forest	2	1	St Peters	1	1
Glebe	2	2	Stanmore	18	5
Grays Point	1	1	Strathfield	1	1
Gymea	1	1	Summer Hill	256	3
Haberfield	1	1	Sydney	1	1
Hornsby	2	2	Sylvania	2	2
Hunters Hill	5	5	Tempe	3	2
Hurlstone Park	3	1	Turramurra	1	1
Hurstville	1	1	Waverley	1	1
Jannali	4	1	Woollahra	2	2
Kingsgrove	1	1	Yowie Bay	1	1
Kurnell	2	2			
Total Complaints	539		Total Complainants	119	

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

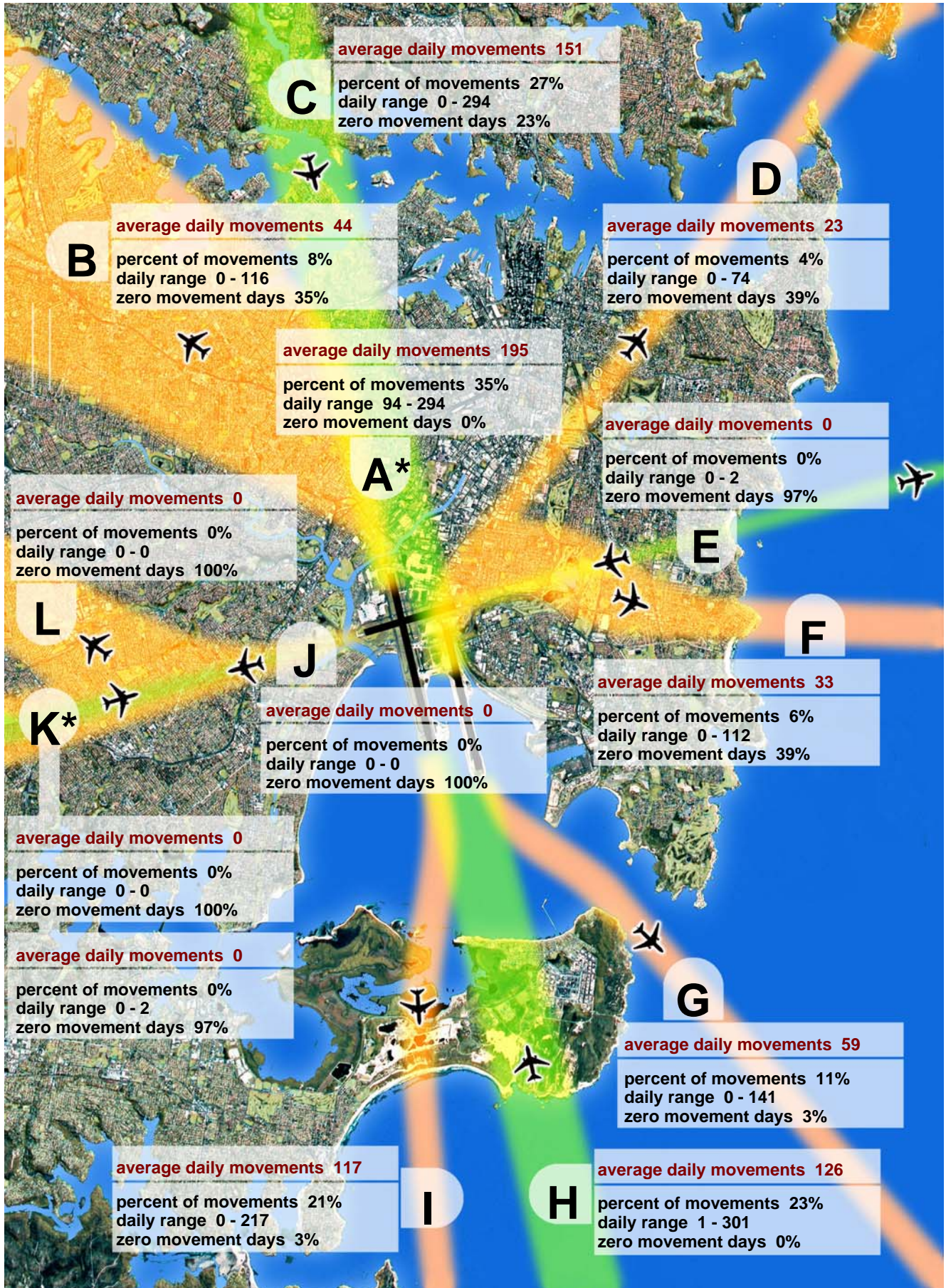
1 May to 31 May 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Narromine	1	1
Asquith	1	1	Not Applicable	2	2
Bankstown	26	17	Not Specified	1	1
Bargo	4	1	Ocean Shores	1	1
Bilpin	2	2	Parkes	1	1
Byron Bay	2	2	Raleigh	1	1
Camden	3	1	Royal Prince Alfred Hospital	2	1
Geurie	1	1	Rutherford	2	2
Glenhaven	1	1	Sydney Childrens Hospital	1	1
Jaspers Brush	1	1	Tamworth	1	1
Kenthurst	1	1	Wentworth Falls	1	1
Lismore	1	1	Williamtown	5	5
Murwillumbah	2	1	Wooyung	2	1

Total Complaints	67	Total Complainants	50
-------------------------	-----------	---------------------------	-----------

Sydney Airport : Jet Flight Path Movements

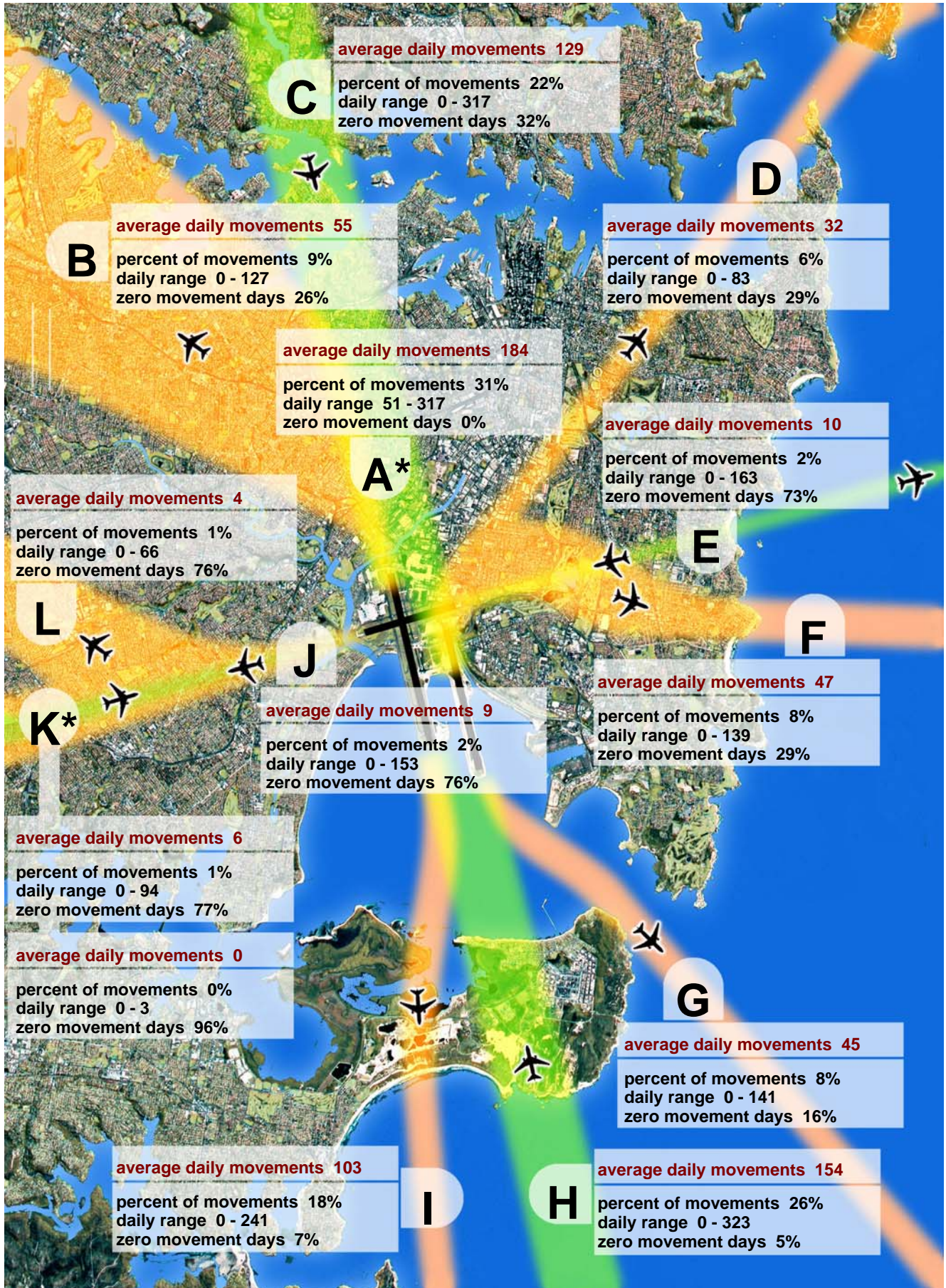
1 May 2009 to 31 May 2009, All Jets



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

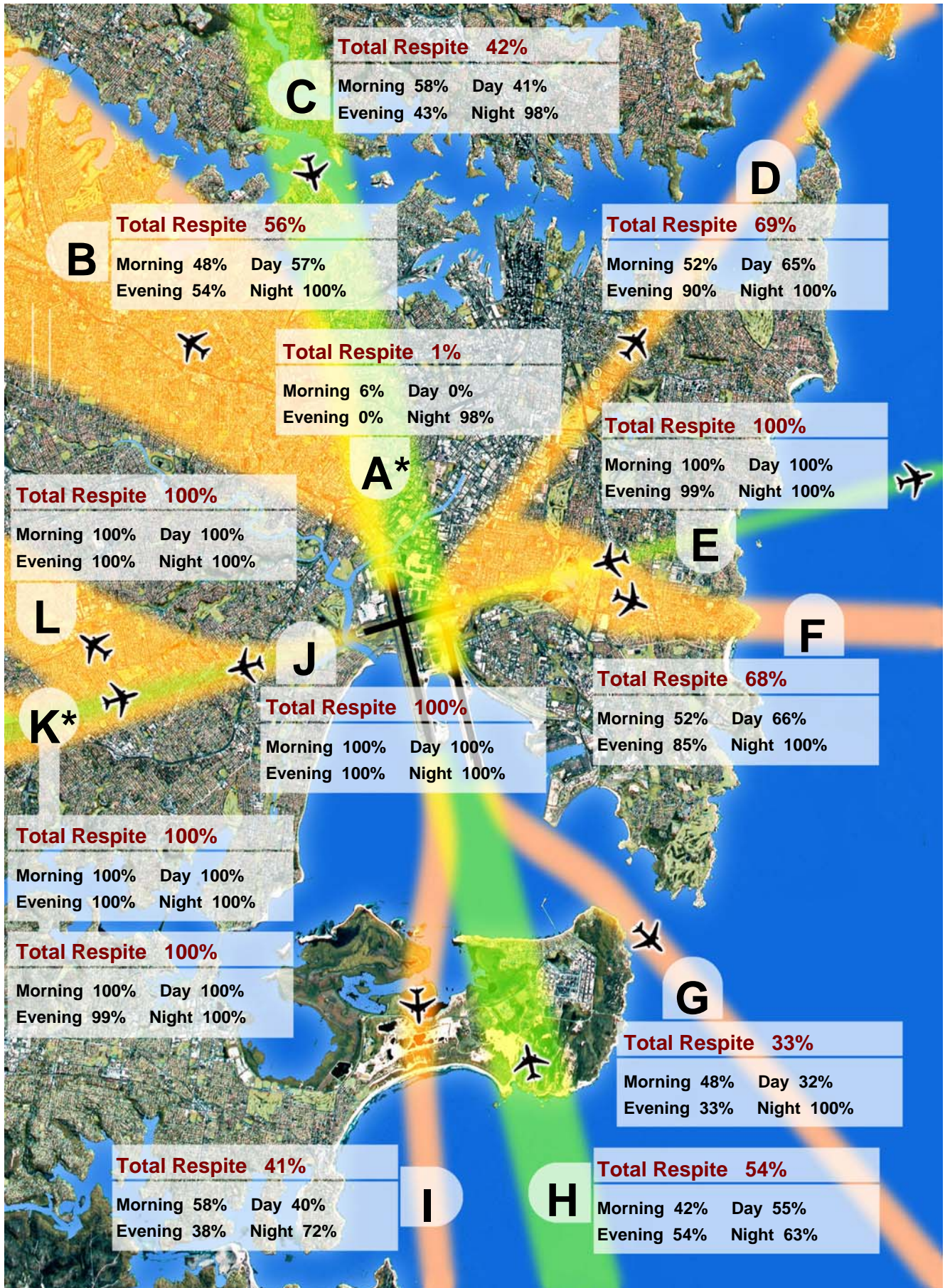
1 June 2008 to 31 May 2009, All Jets



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 May 2009 to 31 May 2009, All Jets



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

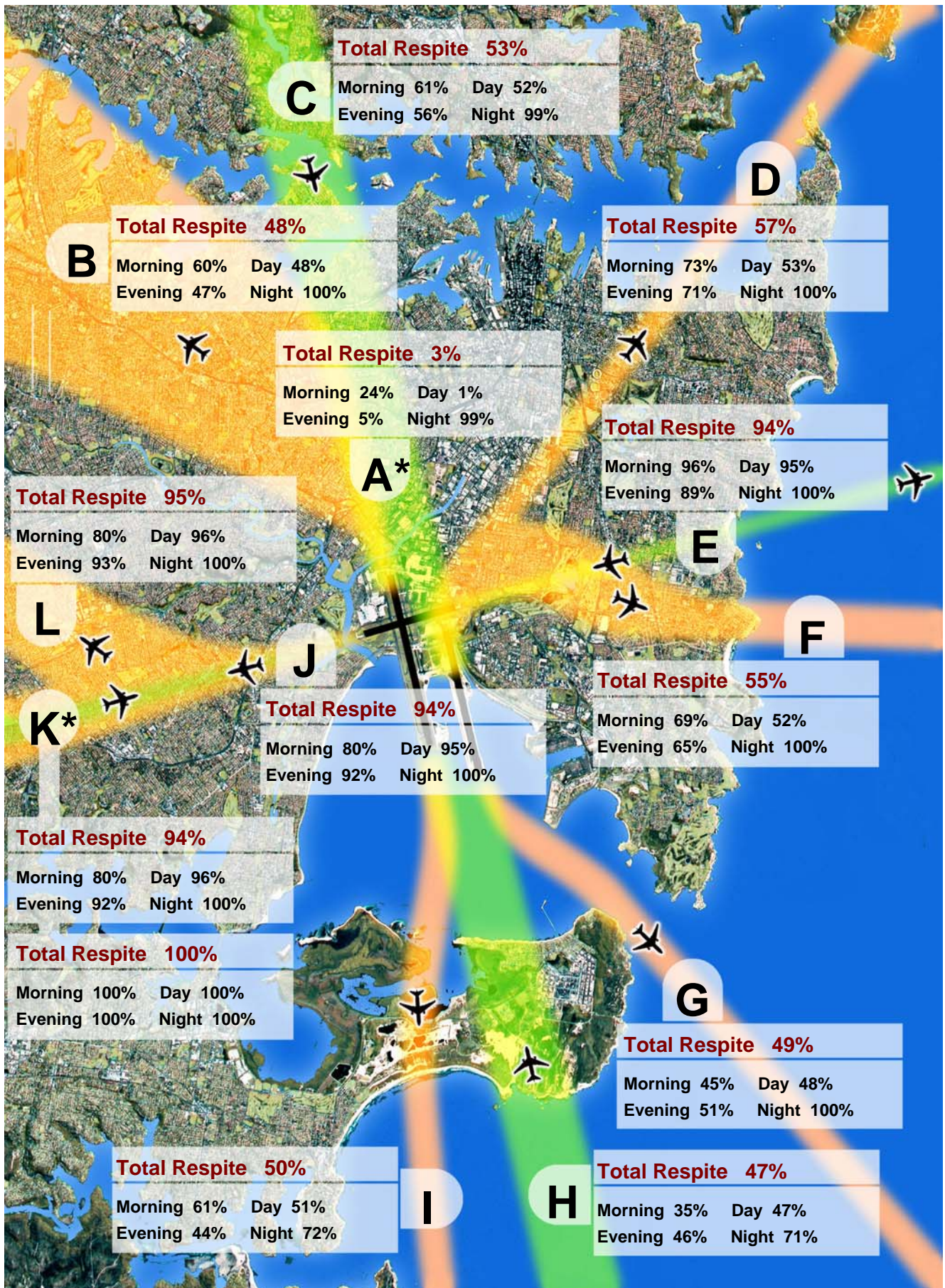
A respite interval is a 60 minute period when there are no jet movements (R60).

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 June 2008 to 31 May 2009, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation)

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

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from preliminary Aviation Data Processor data and is subject to change.

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in November 2008 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in February 2009 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2008 and Mode 15 in January 2009 .
	Departures off runway 34R to the north-east	
E	East - Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2008 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2008 and Mode 15 in January 2009 .
	Departures from runway 34R that turn hard east	
G	South - Botany Bay Heads	
	Departures from runway 16L	
H	South - Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of Mode 9 was in November 2008 and Mode 7 was in July 2008 .
	Arrivals on runways 34L and 34R	
I	South - Kurnell sand hills	
	Departures from runway 16R	
J, K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2008 , Mode 14A and Mode 8 was not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **June 2008 to May 2009**, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 57%**. This means that over the period **June 2008 to May 2009 for 57%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

- **Propeller movements have not been taken into account.**
- The information presented in the map is derived from preliminary Aviation Data Processor data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. The Environment Services Branch at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney airport for May 2009.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during May 2009 along with the Daily N70 values for the three months up to and including May are given in Table 1.

<i>Location</i>	<i>CNE May</i>	<i>Operational days May</i>	<i>N70 May</i>	<i>N70 April</i>	<i>N70 March</i>
<i>Runway 34L (1)</i>	<i>7,194</i>	<i>31.0</i>	<i>220</i>	<i>191</i>	<i>144</i>
<i>Penshurst (2)</i>	<i>87</i>	<i>31.0</i>	<i>1</i>	<i>0</i>	<i>0</i>
<i>Bexley (3)</i>	<i>64</i>	<i>31.0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Eastlakes (4)</i>	<i>764</i>	<i>31.0</i>	<i>23</i>	<i>28</i>	<i>49</i>
<i>Coogee (5)</i>	<i>327</i>	<i>31.0</i>	<i>5</i>	<i>3</i>	<i>3</i>
<i>Sydenham (6)</i>	<i>5,717</i>	<i>31.0</i>	<i>180</i>	<i>169</i>	<i>160</i>
<i>Leichhardt (7)</i>	<i>4,375</i>	<i>31.0</i>	<i>134</i>	<i>129</i>	<i>104</i>
<i>Kurnell (8)</i>	<i>1,634</i>	<i>31.0</i>	<i>42</i>	<i>40</i>	<i>62</i>
<i>Annandale (12)</i>	<i>2,683</i>	<i>31.0</i>	<i>73</i>	<i>71</i>	<i>52</i>
<i>St Peters (13)</i>	<i>3,425</i>	<i>31.0</i>	<i>101</i>	<i>95</i>	<i>91</i>
<i>Croydon (15)</i>	<i>466</i>	<i>31.0</i>	<i>13</i>	<i>13</i>	<i>19</i>
<i>Hunters Hill (33)</i>	<i>2,714</i>	<i>26.1</i>	<i>62</i>	<i>87</i>	<i>49</i>

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

The N70 values for May 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 12 PM 25 Day 180 Night 9 WE_D 204 WE_N 3	Penshurst AM 0 PM 0 Day 1 Night 0 WE_D 1 WE_N 0	Bexley AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Eastlakes AM 2 PM 1 Day 26 Night 0 WE_D 10 WE_N 0
Coogee AM 0 PM 0 Day 4 Night 0 WE_D 5 WE_N 0	Sydenham AM 8 PM 22 Day 148 Night 0 WE_D 182 WE_N 1	Leichhardt AM 6 PM 19 Day 102 Night 0 WE_D 146 WE_N 1	Kurnell AM 1 PM 1 Day 48 Night 0 WE_D 24 WE_N 0
Annandale AM 2 PM 7 Day 61 Night 0 WE_D 77 WE_N 0	St Peters AM 2 PM 10 Day 89 Night 0 WE_D 99 WE_N 0	Croydon AM 1 PM 1 Day 13 Night 0 WE_D 9 WE_N 0	Hunters Hill AM 4 PM 10 Day 45 Night 0 WE_D 68 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.