



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics October 2008

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2008

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

There were a total of 25,635 aircraft movements this month (daily average 826.93). Last month there were a total of 24,524 movements (daily average 817.47) and for the same month last year there were a total of 24,773 movements (daily average 799.13).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 10 on 14 days and Mode 9 on 14 days. Crossing runway modes (including Sodprops and Mode 15) were used for 12.16% 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. This month's results are as follows:

North 34.46% - This result is above the LTOP target and above the previous month (31.55%).

South 51.26% - This result is below the LTOP target and above the previous month (50.51%).

East 13.50% - This result is above the LTOP target but below the previous month (15.69%).

West 0.78% - This result is below the LTOP target and below the previous month (2.25%).

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 893 complaints, comments and enquiries were received as follows:

773 Sydney suburbs complaints from 124 complainants

47 Sydney suburbs comments and enquiries

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

Noise Enquiry Service
Environment and Climate Change
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This report is available on the Internet at Airservices Australia website at

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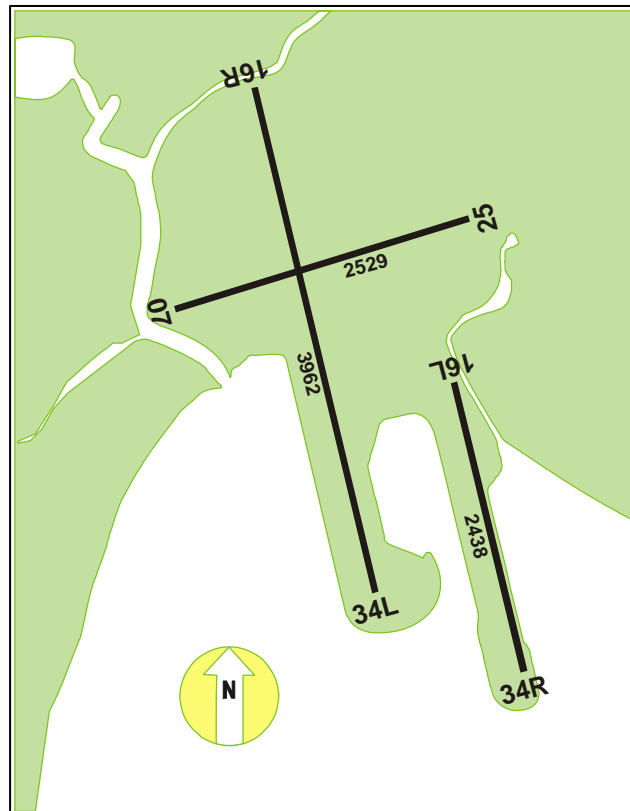
click on "Projects & Services", "Reports & Statistics" ***then***

"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)

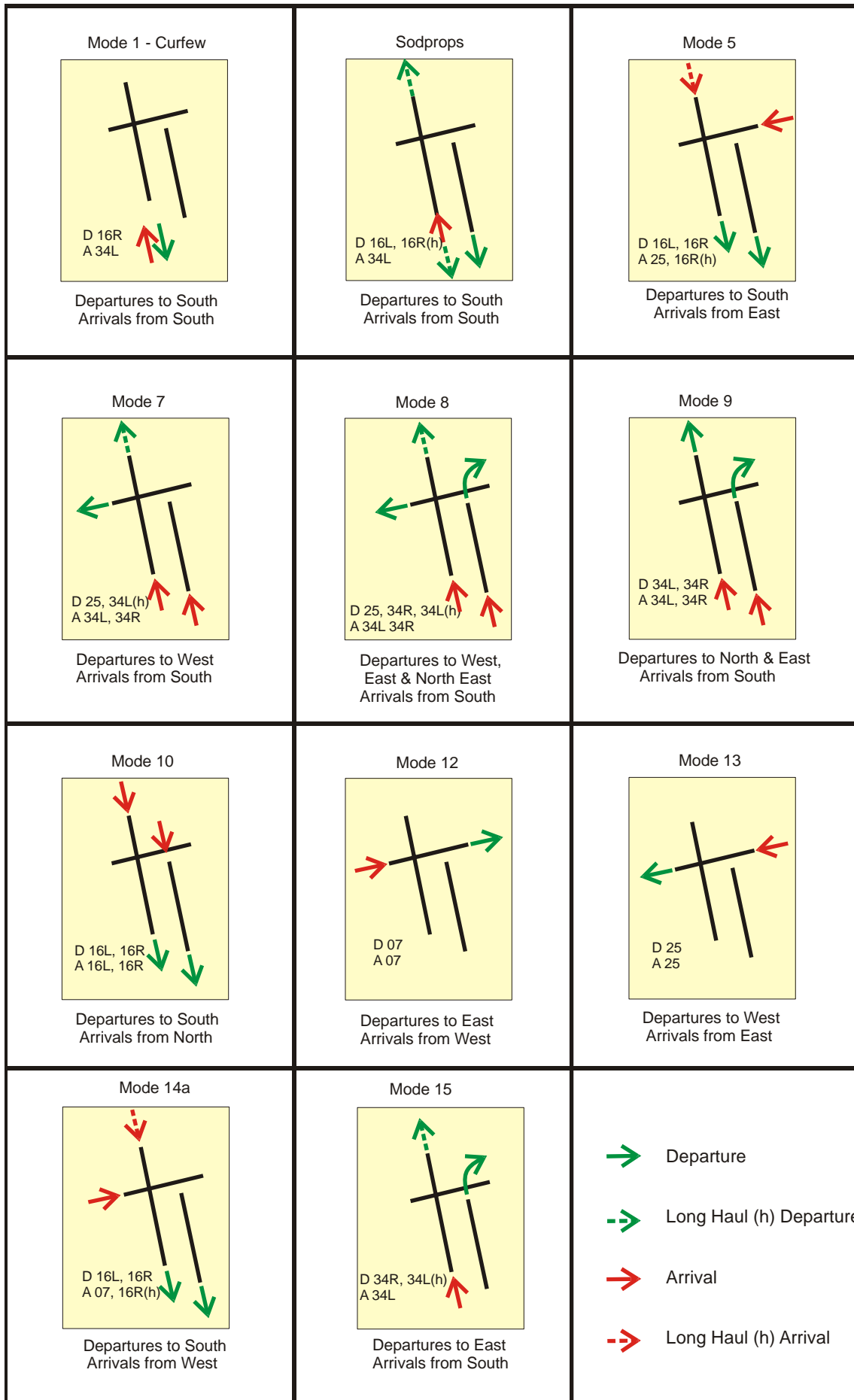
Movements over the East

=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 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-Oct-08	1	0	1	36	17	53	56	61	117	1	0	1	222	168	390	121	194	315	877
02-Oct-08	0	0	0	0	0	0	0	13	13	0	10	10	281	191	472	156	223	379	874
03-Oct-08	0	0	0	0	1	1	1	10	11	36	46	82	238	187	425	164	202	366	885
04-Oct-08	1	0	1	76	63	139	141	150	291	0	0	0	106	83	189	37	44	81	701
05-Oct-08	0	0	0	86	100	186	157	254	411	98	1	99	10	6	16	4	6	10	722
06-Oct-08	0	0	0	61	63	124	91	148	239	114	103	217	80	38	118	48	42	90	788
07-Oct-08	0	0	0	68	115	183	113	134	247	12	29	41	180	86	266	53	59	112	849
08-Oct-08	0	0	0	121	122	243	211	281	492	32	1	33	52	14	66	12	12	24	858
09-Oct-08	1	1	2	105	112	217	156	214	370	0	0	0	133	54	187	41	57	98	874
10-Oct-08	0	0	0	0	16	16	0	10	10	0	0	0	272	192	464	164	226	390	880
11-Oct-08	0	0	0	0	7	7	0	2	2	0	7	7	245	150	395	102	166	268	679
12-Oct-08	1	0	1	0	5	5	0	2	2	0	0	0	260	192	452	122	192	314	774
13-Oct-08	0	0	0	8	15	23	21	18	39	0	0	0	259	176	435	134	209	343	840
14-Oct-08	0	0	0	143	97	240	224	251	475	3	0	3	35	35	70	15	32	47	835
15-Oct-08	0	0	0	175	120	295	249	317	566	0	0	0	11	0	11	0	0	0	872
16-Oct-08	0	0	0	166	124	290	264	316	580	0	0	0	14	0	14	0	0	0	884
17-Oct-08	0	0	0	0	10	10	0	12	12	0	0	0	282	189	471	156	239	395	888
18-Oct-08	0	0	0	63	57	120	131	136	267	0	0	0	107	79	186	47	64	111	684
19-Oct-08	0	0	0	0	0	0	5	9	14	0	0	0	266	183	449	102	198	300	763
20-Oct-08	0	0	0	173	120	293	257	307	564	0	0	0	0	0	0	0	0	0	857
21-Oct-08	0	0	0	177	117	294	245	313	558	0	0	0	7	0	7	0	0	0	859
22-Oct-08	0	0	0	183	121	304	243	311	554	0	0	0	5	0	5	0	0	0	863
23-Oct-08	0	0	0	184	123	307	245	312	557	0	0	0	8	0	8	0	0	0	872
24-Oct-08	0	0	0	136	149	285	216	263	479	0	0	0	84	26	110	0	0	0	874
25-Oct-08	0	0	0	0	17	17	1	2	3	0	0	0	278	156	434	62	155	217	671
26-Oct-08	0	0	0	0	22	22	0	4	4	0	0	0	266	169	435	103	189	292	753
27-Oct-08	0	0	0	0	0	0	0	6	6	0	0	0	304	193	497	140	240	380	883
28-Oct-08	0	0	0	175	128	303	250	293	543	0	0	0	7	0	7	0	0	0	853
29-Oct-08	0	0	0	174	127	301	244	311	555	0	0	0	9	0	9	0	0	0	865
30-Oct-08	0	0	0	0	0	0	0	20	20	0	0	0	289	186	475	153	236	389	884
31-Oct-08	0	0	0	47	31	78	69	96	165	0	0	0	211	135	346	108	177	285	874
Total	4	1	5	2357	1999	4356	3590	4576	8166	296	197	493	4521	2888	7409	2044	3162	5206	25635

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-Oct-08	0	0	0	17	12	29	50	42	92	0	0	0	163	104	267	85	164	249	637
02-Oct-08	0	0	0	0	0	0	0	6	6	0	9	9	224	116	340	93	186	279	634
03-Oct-08	0	0	0	0	1	1	0	5	5	24	35	59	189	118	307	110	166	276	648
04-Oct-08	0	0	0	51	47	98	122	121	243	0	0	0	76	65	141	30	38	68	550
05-Oct-08	0	0	0	61	70	131	135	205	340	74	0	74	8	6	14	4	6	10	569
06-Oct-08	0	0	0	47	42	89	75	119	194	82	74	156	70	26	96	28	34	62	597
07-Oct-08	0	0	0	40	86	126	93	102	195	10	24	34	135	52	187	34	50	84	626
08-Oct-08	0	0	0	76	85	161	162	207	369	23	0	23	45	12	57	9	11	20	630
09-Oct-08	0	1	1	69	82	151	113	155	268	0	0	0	110	32	142	23	46	69	631
10-Oct-08	0	0	0	0	15	15	0	4	4	0	0	0	212	115	327	103	186	289	635
11-Oct-08	0	0	0	0	7	7	0	0	0	0	4	4	198	112	310	68	139	207	528
12-Oct-08	0	0	0	0	5	5	0	0	0	0	0	0	208	125	333	86	159	245	583
13-Oct-08	0	0	0	5	15	20	17	16	33	0	0	0	197	102	299	80	167	247	599
14-Oct-08	0	0	0	81	68	149	186	187	373	3	0	3	22	19	41	11	24	35	601
15-Oct-08	0	0	0	107	81	188	203	235	438	0	0	0	5	0	5	0	0	0	631
16-Oct-08	0	0	0	107	73	180	205	207	412	0	0	0	5	0	5	0	0	0	597
17-Oct-08	0	0	0	0	8	8	0	4	4	0	0	0	220	115	335	97	196	293	640
18-Oct-08	0	0	0	34	38	72	107	105	212	0	0	0	86	62	148	37	58	95	527
19-Oct-08	0	0	0	0	0	0	5	7	12	0	0	0	217	122	339	68	164	232	583
20-Oct-08	0	0	0	99	83	182	211	230	441	0	0	0	0	0	0	0	0	0	623
21-Oct-08	0	0	0	104	76	180	206	231	437	0	0	0	4	0	4	0	0	0	621
22-Oct-08	0	0	0	114	83	197	198	232	430	0	0	0	2	0	2	0	0	0	629
23-Oct-08	0	0	0	112	82	194	200	234	434	0	0	0	4	0	4	0	0	0	632
24-Oct-08	0	0	0	91	107	198	162	192	354	0	0	0	63	18	81	0	0	0	633
25-Oct-08	0	0	0	0	15	15	0	1	1	0	0	0	219	115	334	40	131	171	521
26-Oct-08	0	0	0	0	21	21	0	1	1	0	0	0	221	115	336	72	152	224	582
27-Oct-08	0	0	0	0	0	0	0	1	1	0	0	0	237	119	356	83	202	285	642
28-Oct-08	0	0	0	112	85	197	200	219	419	0	0	0	3	0	3	0	0	0	619
29-Oct-08	0	0	0	109	89	198	197	229	426	0	0	0	3	0	3	0	0	0	627
30-Oct-08	0	0	0	0	0	0	0	5	5	0	0	0	231	115	346	86	195	281	632
31-Oct-08	0	0	0	30	21	51	56	67	123	0	0	0	161	85	246	70	148	218	638
Total	0	1	1	1466	1397	2863	2903	3369	6272	216	146	362	3538	1870	5408	1317	2622	3939	18845

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-Oct-08	1	0	1	19	5	24	6	19	25	1	0	1	59	64	123	36	30	66	240
02-Oct-08	0	0	0	0	0	0	0	7	7	0	1	1	57	75	132	63	37	100	240
03-Oct-08	0	0	0	0	0	0	1	5	6	12	11	23	49	69	118	54	36	90	237
04-Oct-08	1	0	1	25	16	41	19	29	48	0	0	0	30	18	48	7	6	13	151
05-Oct-08	0	0	0	25	30	55	22	49	71	24	1	25	2	0	2	0	0	0	153
06-Oct-08	0	0	0	14	21	35	16	29	45	32	29	61	10	12	22	20	8	28	191
07-Oct-08	0	0	0	28	29	57	20	32	52	2	5	7	45	34	79	19	9	28	223
08-Oct-08	0	0	0	45	37	82	49	74	123	9	1	10	7	2	9	3	1	4	228
09-Oct-08	1	0	1	36	30	66	43	59	102	0	0	0	23	22	45	18	11	29	243
10-Oct-08	0	0	0	0	1	1	0	6	6	0	0	0	60	77	137	61	40	101	245
11-Oct-08	0	0	0	0	0	0	0	2	2	0	3	3	47	38	85	34	27	61	151
12-Oct-08	1	0	1	0	0	0	0	2	2	0	0	0	52	67	119	36	33	69	191
13-Oct-08	0	0	0	3	0	3	4	2	6	0	0	0	62	74	136	54	42	96	241
14-Oct-08	0	0	0	62	29	91	38	64	102	0	0	0	13	16	29	4	8	12	234
15-Oct-08	0	0	0	68	39	107	46	82	128	0	0	0	6	0	6	0	0	0	241
16-Oct-08	0	0	0	59	51	110	59	109	168	0	0	0	9	0	9	0	0	0	287
17-Oct-08	0	0	0	0	2	2	0	8	8	0	0	0	62	74	136	59	43	102	248
18-Oct-08	0	0	0	29	19	48	24	31	55	0	0	0	21	17	38	10	6	16	157
19-Oct-08	0	0	0	0	0	0	0	2	2	0	0	0	49	61	110	34	34	68	180
20-Oct-08	0	0	0	74	37	111	46	77	123	0	0	0	0	0	0	0	0	0	234
21-Oct-08	0	0	0	73	41	114	39	82	121	0	0	0	3	0	3	0	0	0	238
22-Oct-08	0	0	0	69	38	107	45	79	124	0	0	0	3	0	3	0	0	0	234
23-Oct-08	0	0	0	72	41	113	45	78	123	0	0	0	4	0	4	0	0	0	240
24-Oct-08	0	0	0	45	42	87	54	71	125	0	0	0	21	8	29	0	0	0	241
25-Oct-08	0	0	0	0	2	2	1	1	2	0	0	0	59	41	100	22	24	46	150
26-Oct-08	0	0	0	0	1	1	0	3	3	0	0	0	45	54	99	31	37	68	171
27-Oct-08	0	0	0	0	0	0	0	5	5	0	0	0	67	74	141	57	38	95	241
28-Oct-08	0	0	0	63	43	106	50	74	124	0	0	0	4	0	4	0	0	0	234
29-Oct-08	0	0	0	65	38	103	47	82	129	0	0	0	6	0	6	0	0	0	238
30-Oct-08	0	0	0	0	0	0	0	15	15	0	0	0	58	71	129	67	41	108	252
31-Oct-08	0	0	0	17	10	27	13	29	42	0	0	0	50	50	100	38	29	67	236
Total	4	0	4	891	602	1493	687	1207	1894	80	51	131	983	1018	2001	727	540	1267	6790

(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-Oct-08	4	1	2	3	1	3	44	71	60	63	52	52	41	45	44	54	58	49	63	56	44	33	27	7	877
02-Oct-08	4	1	2	4	1	2	38	58	68	67	49	49	57	39	51	53	51	51	64	57	44	28	29	7	874
03-Oct-08	6	1	4	1	2	6	44	60	63	58	60	58	47	34	46	59	62	47	55	67	41	35	27	2	885
04-Oct-08	1	1	1	1	0	2	31	55	56	60	51	48	38	40	41	47	45	41	43	34	34	16	15	0	701
05-Oct-08	2	1	0	0	0	0	18	37	52	42	52	48	48	38	38	48	54	42	62	48	37	32	20	3	722
06-Oct-08	1	1	0	0	0	1	32	44	60	56	50	44	55	39	35	33	66	48	48	46	46	47	32	4	788
07-Oct-08	2	3	4	2	1	0	25	63	67	65	57	50	50	36	46	49	44	50	64	56	45	37	28	5	849
08-Oct-08	5	3	1	2	1	1	29	65	69	55	56	56	45	37	50	50	53	53	62	58	35	39	27	6	858
09-Oct-08	6	1	1	4	2	0	25	68	65	56	57	58	55	42	43	60	52	53	65	53	38	38	27	5	874
10-Oct-08	6	2	1	1	2	0	29	59	69	58	67	59	52	36	53	52	54	54	71	48	46	35	26	0	880
11-Oct-08	0	0	3	0	0	0	18	54	62	57	56	40	45	34	41	49	40	39	39	31	31	22	14	4	679
12-Oct-08	1	0	1	1	0	0	16	43	51	54	51	50	52	37	45	53	53	51	62	64	40	24	25	0	774
13-Oct-08	0	1	0	0	0	1	30	67	65	54	52	60	50	40	43	59	53	45	66	52	34	32	30	6	840
14-Oct-08	7	2	1	4	2	0	29	56	60	64	63	48	47	37	45	51	50	45	65	54	42	31	27	5	835
15-Oct-08	6	3	1	3	1	1	31	62	66	57	64	61	41	40	46	48	57	51	62	58	40	36	30	7	872
16-Oct-08	6	4	3	4	3	1	27	65	72	58	53	55	53	42	47	59	47	45	46	49	61	37	39	8	884
17-Oct-08	7	3	2	2	2	0	26	67	70	64	62	55	56	40	48	57	54	42	73	57	41	35	24	1	888
18-Oct-08	3	0	0	2	0	1	18	47	63	61	60	51	47	35	41	44	42	33	34	37	29	19	17	0	684
19-Oct-08	0	2	1	1	0	0	20	37	46	50	52	53	47	38	50	49	47	47	54	55	50	38	24	2	763
20-Oct-08	1	1	1	0	1	0	29	66	63	61	65	60	45	41	51	51	45	51	66	45	46	32	33	3	857
21-Oct-08	6	2	3	2	2	0	27	61	67	60	63	56	40	33	52	46	54	47	71	58	36	34	34	5	859
22-Oct-08	3	4	2	4	1	0	28	61	57	64	63	55	45	33	42	53	57	48	64	63	45	32	33	6	863
23-Oct-08	3	2	1	2	2	0	27	60	63	64	59	60	45	44	42	55	50	49	62	64	42	31	38	7	872
24-Oct-08	3	3	1	3	2	1	29	65	64	57	60	60	49	38	44	61	59	51	74	52	40	33	24	1	874
25-Oct-08	0	0	0	0	0	1	23	53	64	51	53	47	49	35	38	44	42	32	42	34	29	19	12	3	671
26-Oct-08	0	1	1	0	1	0	15	40	48	51	44	52	47	35	48	56	51	53	64	53	42	31	19	1	753
27-Oct-08	1	0	1	1	1	0	26	74	68	59	63	53	50	41	51	58	50	54	72	53	44	31	25	7	883
28-Oct-08	6	2	1	1	3	1	33	58	56	60	68	52	46	36	46	51	49	55	69	56	41	31	29	3	853
29-Oct-08	7	2	1	2	3	1	30	56	56	58	65	57	52	30	43	61	50	53	63	66	44	33	27	5	865
30-Oct-08	8	6	0	2	2	2	30	59	61	63	64	56	52	40	45	51	51	51	61	61	44	33	33	9	884
31-Oct-08	6	2	2	2	2	3	27	66	67	57	61	49	57	35	39	59	62	45	61	62	42	40	28	0	874
Total	111	55	42	54	38	28	854	1797	1918	1804	1792	1652	1503	1170	1394	1620	1602	1475	1867	1647	1273	994	823	122	25635
Avg.	3.58	1.77	1.35	1.74	1.23	0.90	27.55	57.97	61.87	58.19	57.81	53.29	48.48	37.74	44.97	52.26	51.68	47.58	60.23	53.13	41.06	32.06	26.55	3.94	826.94

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-Oct-08	0	1	2	1	0	3	27	39	32	23	24	29	15	21	27	24	27	24	37	22	18	20	19	2	437
02-Oct-08	1	0	2	1	0	2	23	30	40	27	19	27	29	14	28	22	29	25	35	27	21	14	19	2	437
03-Oct-08	2	1	2	0	1	4	25	32	31	30	26	26	20	16	23	35	26	22	30	30	17	19	20	1	439
04-Oct-08	0	1	0	0	0	2	22	29	31	23	24	20	25	17	19	24	29	19	23	17	17	8	11	0	361
05-Oct-08	1	1	0	0	0	0	10	19	28	19	27	22	18	11	22	22	23	24	35	25	18	19	10	1	355
06-Oct-08	0	1	0	0	0	0	15	25	39	19	24	22	25	17	20	18	30	25	24	23	24	26	15	2	394
07-Oct-08	1	2	2	1	0	0	9	35	44	27	28	24	20	19	26	17	19	29	37	21	22	23	17	3	426
08-Oct-08	0	1	1	1	0	1	13	38	37	24	27	30	15	17	32	21	26	26	33	21	21	23	16	4	428
09-Oct-08	0	0	1	2	1	0	9	40	38	22	30	32	22	13	29	25	25	33	32	22	18	25	13	4	436
10-Oct-08	1	0	1	0	1	0	12	31	42	30	33	26	20	17	32	22	24	31	35	20	22	21	15	0	436
11-Oct-08	0	0	2	0	0	0	8	35	34	21	28	18	21	15	25	22	21	24	17	15	18	13	7	3	347
12-Oct-08	0	0	1	0	0	0	8	21	28	25	27	23	18	15	28	23	28	25	37	26	19	16	15	0	383
13-Oct-08	0	0	0	0	0	1	13	41	37	22	27	27	21	14	27	28	22	25	39	18	20	19	16	5	422
14-Oct-08	1	0	0	4	0	0	13	30	37	36	26	20	28	15	23	21	23	24	36	23	20	22	16	2	420
15-Oct-08	2	0	1	2	0	1	12	33	37	30	35	28	16	17	30	15	28	29	29	25	21	24	14	6	435
16-Oct-08	1	1	2	2	2	0	9	42	39	23	28	29	23	15	31	24	23	29	27	24	25	23	16	6	444
17-Oct-08	1	1	1	1	1	0	10	38	42	28	28	28	21	21	33	19	26	22	39	25	15	21	16	1	438
18-Oct-08	2	0	0	1	0	1	9	30	35	25	28	25	21	18	26	18	21	21	17	17	16	10	7	0	348
19-Oct-08	0	0	1	1	0	0	11	20	26	22	29	20	16	19	27	22	23	25	27	28	26	17	13	0	373
20-Oct-08	1	0	0	0	1	0	13	34	34	34	37	24	16	22	32	18	19	28	31	21	22	21	21	1	430
21-Oct-08	2	0	0	2	0	0	11	36	37	32	29	23	17	17	32	16	22	31	35	25	18	21	20	3	429
22-Oct-08	1	1	1	2	0	0	11	33	31	36	29	26	16	18	28	22	22	27	34	28	23	22	19	1	431
23-Oct-08	3	0	0	2	0	0	9	32	35	31	32	29	19	21	24	24	17	30	33	29	19	22	21	5	437
24-Oct-08	0	0	0	3	0	1	11	40	36	24	32	27	17	20	25	33	25	26	38	21	21	21	15	0	436
25-Oct-08	0	0	0	0	0	0	12	34	35	17	24	24	24	16	19	24	21	17	21	17	15	11	7	3	341
26-Oct-08	0	0	1	0	0	0	7	23	26	23	20	23	19	12	30	24	27	25	37	23	21	15	13	0	369
27-Oct-08	1	0	1	0	0	0	12	42	36	24	33	23	22	20	36	20	23	32	35	19	27	19	16	3	444
28-Oct-08	0	1	0	1	2	1	18	27	31	31	35	29	18	18	26	19	24	34	34	20	24	20	16	3	432
29-Oct-08	0	1	0	2	2	1	17	27	32	29	33	25	18	15	28	25	21	31	31	29	20	22	15	3	427
30-Oct-08	2	1	0	1	1	2	16	33	35	31	29	28	21	17	23	22	25	32	34	22	24	23	17	3	442
31-Oct-08	1	1	1	1	1	2	14	40	36	24	31	23	23	15	24	31	27	24	29	26	20	23	18	0	435
Total	24	15	23	31	13	22	409	1009	1081	812	882	780	624	522	835	700	746	819	981	709	632	603	473	67	12812
Avg.	0.77	0.48	0.74	1.00	0.42	0.71	13.19	32.55	34.87	26.19	28.45	25.16	20.13	16.84	26.94	22.58	24.06	26.42	31.65	22.87	20.39	19.45	15.26	2.16	413.29

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-Oct-08	4	0	0	2	1	0	17	32	28	40	28	23	26	24	17	30	31	25	26	34	26	13	8	5	440
02-Oct-08	3	1	0	3	1	0	15	28	28	40	30	22	28	25	23	31	22	26	29	30	23	14	10	5	437
03-Oct-08	4	0	2	1	1	2	19	28	32	28	34	32	27	18	23	24	36	25	25	37	24	16	7	1	446
04-Oct-08	1	0	1	1	0	0	9	26	25	37	27	28	13	23	22	23	16	22	20	17	17	8	4	0	340
05-Oct-08	1	0	0	0	0	0	8	18	24	23	25	26	30	27	16	26	31	18	27	23	19	13	10	2	367
06-Oct-08	1	0	0	0	0	1	17	19	21	37	26	22	30	22	15	15	36	23	24	23	22	21	17	2	394
07-Oct-08	1	1	2	1	1	0	16	28	23	38	29	26	30	17	20	32	25	21	27	35	23	14	11	2	423
08-Oct-08	5	2	0	1	1	0	16	27	32	31	29	26	30	20	18	29	27	27	29	37	14	16	11	2	430
09-Oct-08	6	1	0	2	1	0	16	28	27	34	27	26	33	29	14	35	27	20	33	31	20	13	14	1	438
10-Oct-08	5	2	0	1	1	0	17	28	27	28	34	33	32	19	21	30	30	23	36	28	24	14	11	0	444
11-Oct-08	0	0	1	0	0	0	10	19	28	36	28	22	24	19	16	27	19	15	22	16	13	9	7	1	332
12-Oct-08	1	0	0	1	0	0	8	22	23	29	24	27	34	22	17	30	25	26	25	38	21	8	10	0	391
13-Oct-08	0	1	0	0	0	0	17	26	28	32	25	33	29	26	16	31	31	20	27	34	14	13	14	1	418
14-Oct-08	6	2	1	0	2	0	16	26	23	28	37	28	19	22	22	30	27	21	29	31	22	9	11	3	415
15-Oct-08	4	3	0	1	1	0	19	29	29	27	29	33	25	23	16	33	29	22	33	33	19	12	16	1	437
16-Oct-08	5	3	1	2	1	1	18	23	33	35	25	26	30	27	16	35	24	16	19	25	36	14	23	2	440
17-Oct-08	6	2	1	1	1	0	16	29	28	36	34	27	35	19	15	38	28	20	34	32	26	14	8	0	450
18-Oct-08	1	0	0	1	0	0	9	17	28	36	32	26	26	17	15	26	21	12	17	20	13	9	10	0	336
19-Oct-08	0	2	0	0	0	0	9	17	20	28	23	33	31	19	23	27	24	22	27	27	24	21	11	2	390
20-Oct-08	0	1	1	0	0	0	16	32	29	27	28	36	29	19	19	33	26	23	35	24	24	11	12	2	427
21-Oct-08	4	2	3	0	2	0	16	25	30	28	34	33	23	16	20	30	32	16	36	33	18	13	14	2	430
22-Oct-08	2	3	1	2	1	0	17	28	26	28	34	29	29	15	14	31	35	21	30	35	22	10	14	5	432
23-Oct-08	0	2	1	0	2	0	18	28	28	33	27	31	26	23	18	31	33	19	29	35	23	9	17	2	435
24-Oct-08	3	3	1	0	2	0	18	25	28	33	28	33	32	18	19	28	34	25	36	31	19	12	9	1	438
25-Oct-08	0	0	0	0	0	1	11	19	29	34	29	23	25	19	19	20	21	15	21	17	14	8	5	0	330
26-Oct-08	0	1	0	0	1	0	8	17	22	28	24	29	28	23	18	32	24	28	27	30	21	16	6	1	384
27-Oct-08	0	0	0	1	1	0	14	32	32	35	30	30	28	21	15	38	27	22	37	34	17	12	9	4	439
28-Oct-08	6	1	1	0	1	0	15	31	25	29	33	23	28	18	20	32	25	21	35	36	17	11	13	0	421
29-Oct-08	7	1	1	0	1	0	13	29	24	29	32	32	34	15	15	36	29	22	32	37	24	11	12	2	438
30-Oct-08	6	5	0	1	1	0	14	26	26	32	35	28	31	23	22	29	26	19	27	39	20	10	16	6	442
31-Oct-08	5	1	1	1	1	1	13	26	31	33	30	26	34	20	15	28	35	21	32	36	22	17	10	0	439
Total	87	40	19	23	25	6	445	788	837	992	910	872	879	648	559	920	856	656	886	938	641	391	350	55	12823
Avg.	2.81	1.29	0.61	0.74	0.81	0.19	14.35	25.42	27.00	32.00	29.35	28.13	28.35	20.90	18.03	29.68	27.61	21.16	28.58	30.26	20.68	12.61	11.29	1.77	413.65

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-Oct-08	7:00	0:19	-	-	-	-	13:55	2:46	-	-	-	-	-
02-Oct-08	7:00	0:15	-	-	1:08	-	15:36	-	-	-	-	-	-
03-Oct-08	7:00	0:10	-	-	0:57	-	14:12	-	-	1:41	-	-	-
04-Oct-08	7:00	0:28	-	-	-	-	6:13	10:19	-	-	-	-	-
05-Oct-08	7:00	0:20	-	4:59	-	-	0:56	10:45	-	-	-	-	-
06-Oct-08	7:00	0:12	-	1:13	1:02	-	4:15	6:30	-	3:48	-	-	-
07-Oct-08	7:00	0:18	3:29	0:49	2:27	-	3:43	6:14	-	-	-	-	-
08-Oct-08	7:00	0:12	1:08	2:06	-	-	1:43	11:51	-	-	-	-	-
09-Oct-08	7:00	0:19	3:30	-	-	-	3:16	9:55	-	-	-	-	-
10-Oct-08	7:00	0:20	0:57	-	-	-	15:43	-	-	-	-	-	-
11-Oct-08	7:00	0:29	0:47	-	1:33	-	14:11	-	-	-	-	-	-
12-Oct-08	7:00	0:20	0:50	-	-	-	15:50	-	-	-	-	-	-
13-Oct-08	7:00	0:03	0:49	-	-	-	14:37	1:31	-	-	-	-	-
14-Oct-08	7:00	0:12	-	0:20	-	-	2:24	14:04	-	-	-	-	-
15-Oct-08	7:00	0:02	-	-	-	-	-	16:58	-	-	-	-	-
16-Oct-08	7:00	0:17	-	-	-	-	-	16:43	-	-	-	-	-
17-Oct-08	7:00	0:25	0:44	-	-	-	15:51	-	-	-	-	-	-
18-Oct-08	7:00	0:19	-	-	-	-	8:45	7:56	-	-	-	-	-
19-Oct-08	7:00	-	-	-	-	-	16:27	0:33	-	-	-	-	-
20-Oct-08	7:00	0:06	-	-	-	-	-	16:53	-	-	-	-	-
21-Oct-08	7:00	-	-	-	-	-	-	17:00	-	-	-	-	-
22-Oct-08	7:00	0:09	-	-	-	-	-	16:51	-	-	-	-	-
23-Oct-08	7:00	0:13	-	-	-	-	-	16:47	-	-	-	-	-
24-Oct-08	7:00	0:14	4:15	-	-	-	-	12:31	-	-	-	-	-
25-Oct-08	7:00	0:27	1:11	-	-	-	11:07	-	-	-	-	4:15	-
26-Oct-08	7:00	0:21	1:48	-	-	-	13:03	-	-	-	-	1:48	-
27-Oct-08	7:00	0:24	-	-	-	-	12:44	-	-	-	-	3:52	-
28-Oct-08	7:00	0:14	-	-	-	-	-	16:46	-	-	-	-	-
29-Oct-08	7:00	0:08	-	-	-	-	-	16:52	-	-	-	-	-
30-Oct-08	7:00	0:12	-	-	-	-	14:00	-	-	-	-	2:48	-
31-Oct-08	7:00	0:17	-	-	-	-	10:00	4:40	-	-	-	2:02	-
Total	217:00	7:45	19:28	9:27	7:08	0:00	228:31	234:26	0:00	5:29	0:00	14:46	0:00
% Used		1.47%	3.69%	1.79%	1.35%	0.00%	43.36%	44.48%	0.00%	1.04%	0.00%	2.80%	0.00%

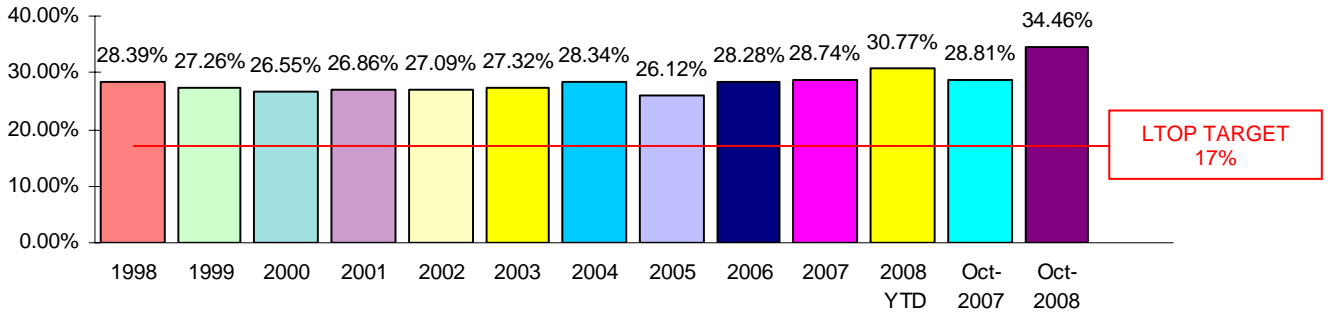
Cumulative Mode Utilisation from 1 January 2008

Time	1.46%	3.59%	6.55%	5.34%	0.00%	36.55%	39.26%	0.12%	2.23%	4.58%	0.28%	0.04%
Movements	0.36%	2.41%	4.94%	3.91%	0.00%	39.91%	42.44%	0.10%	2.09%	3.61%	0.21%	0.03%

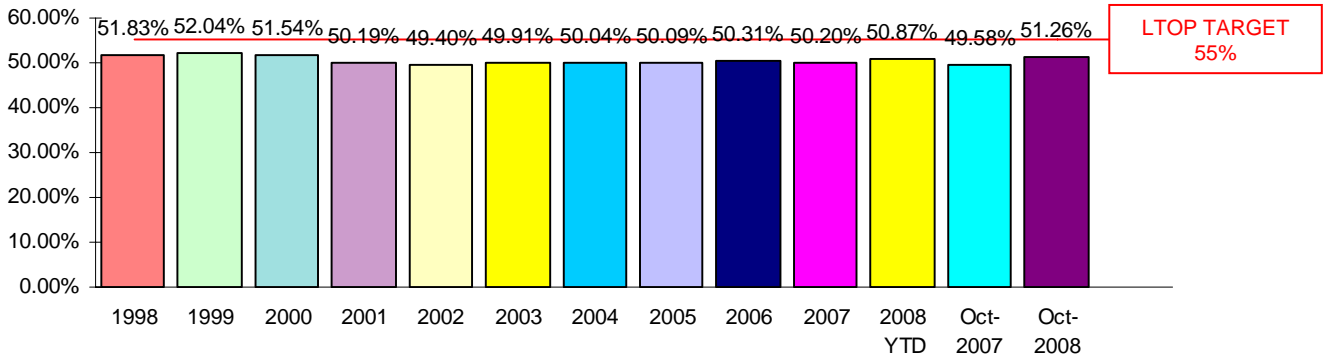
Runway End Impact to 31 October 2008

Includes comparisons with annual figures for 1998 to 2007, 2008 Year to Date, current month this year and corresponding month last year.

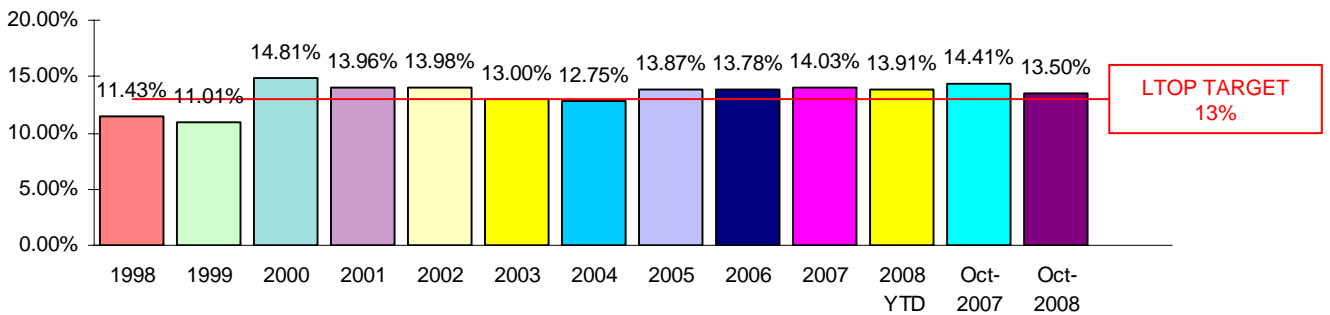
NORTH



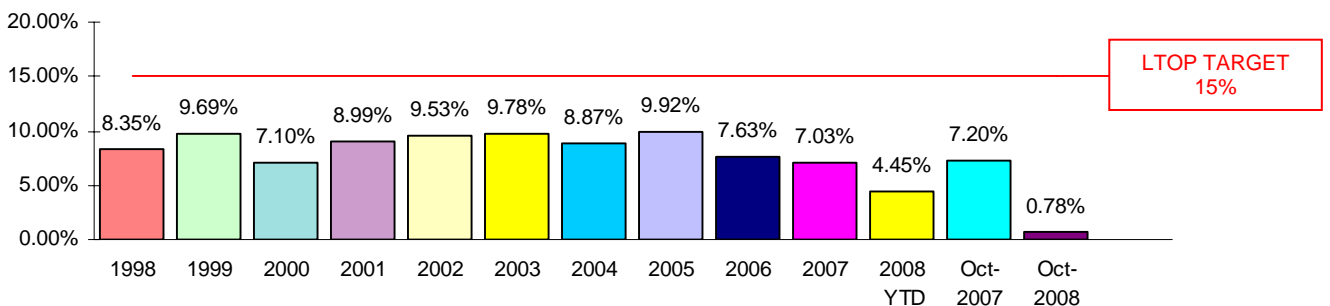
SOUTH



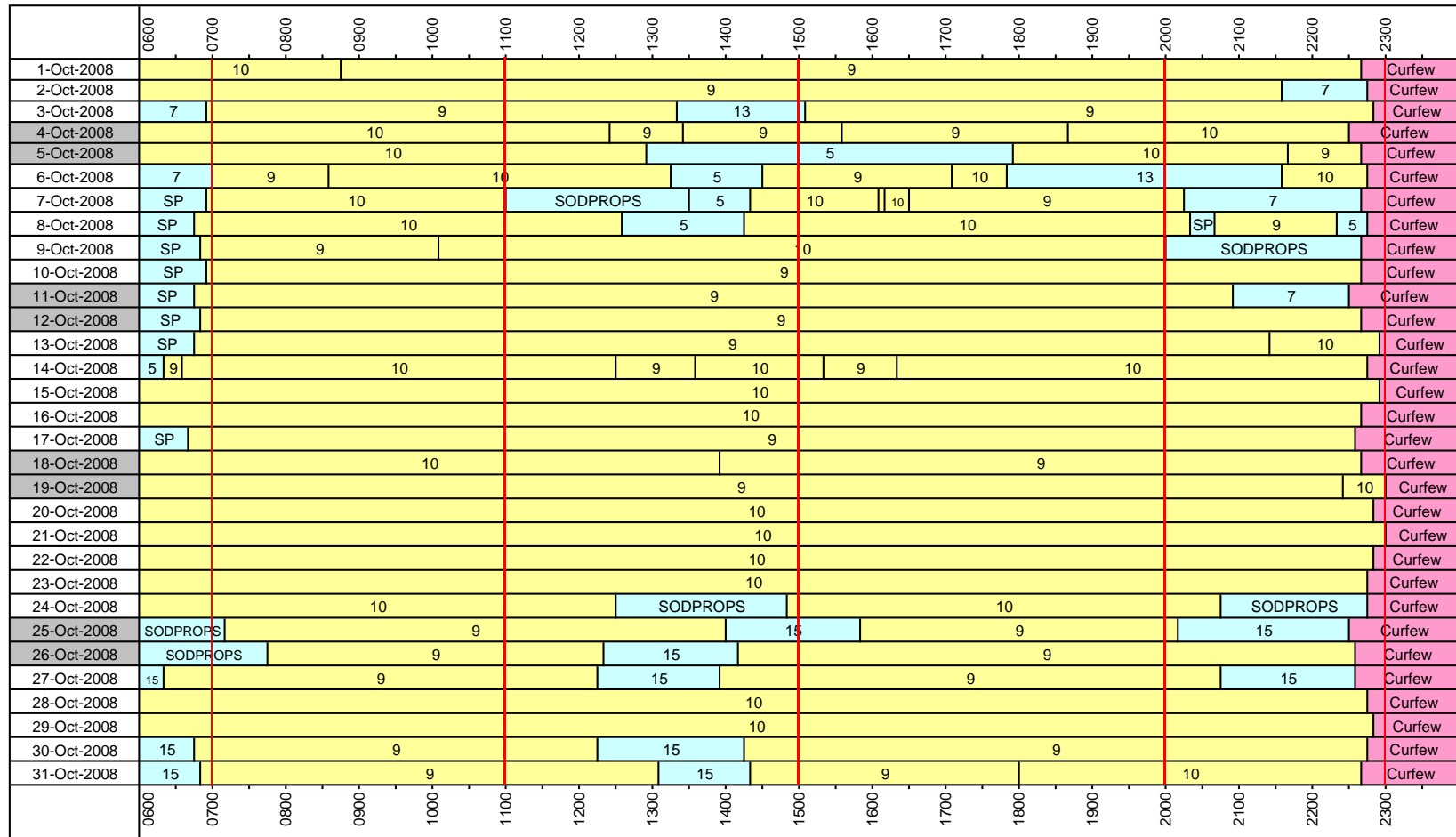
EAST



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: 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

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 **October 2008**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
October-08	-	-	-

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
October-08	-	-	-

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:

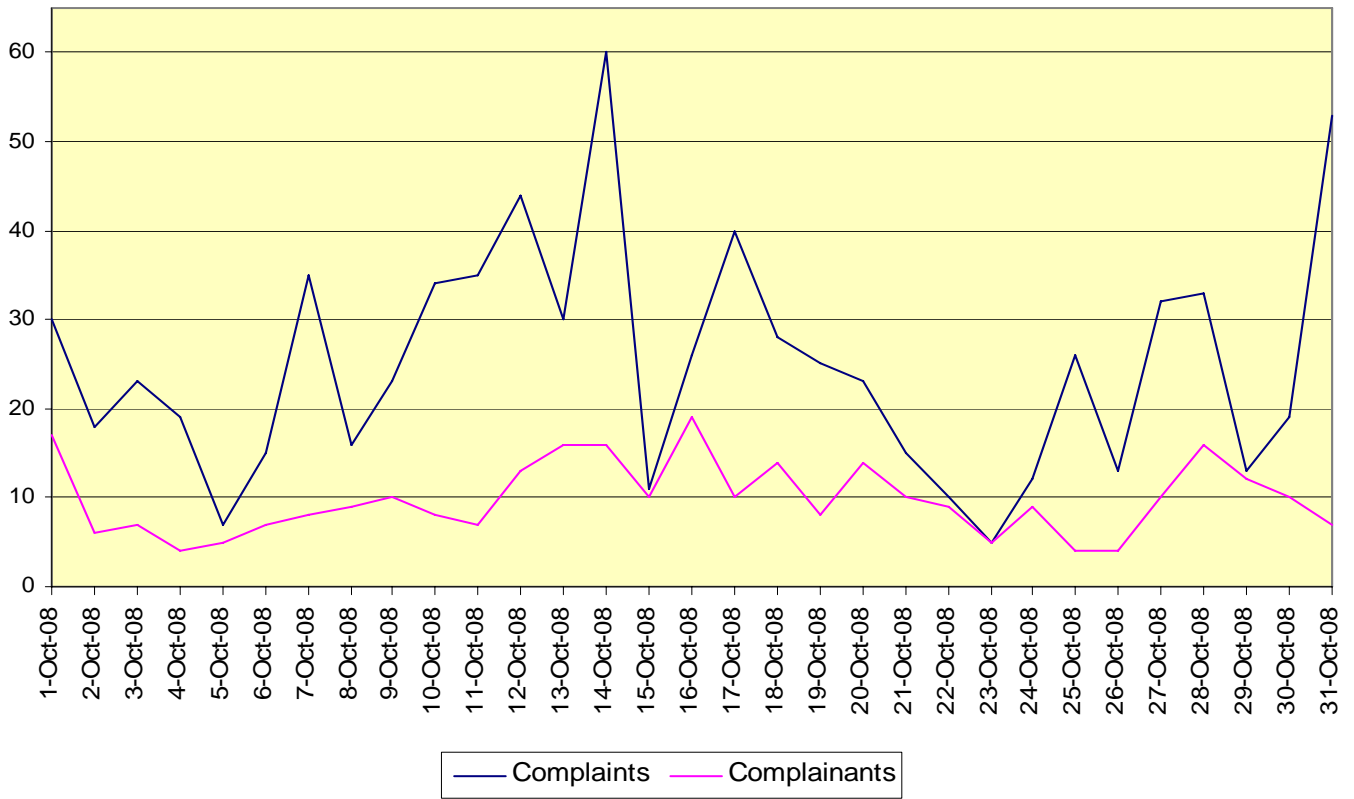
www.sacf.infrastructure.gov.au

Summary of Section Activity – October 2008

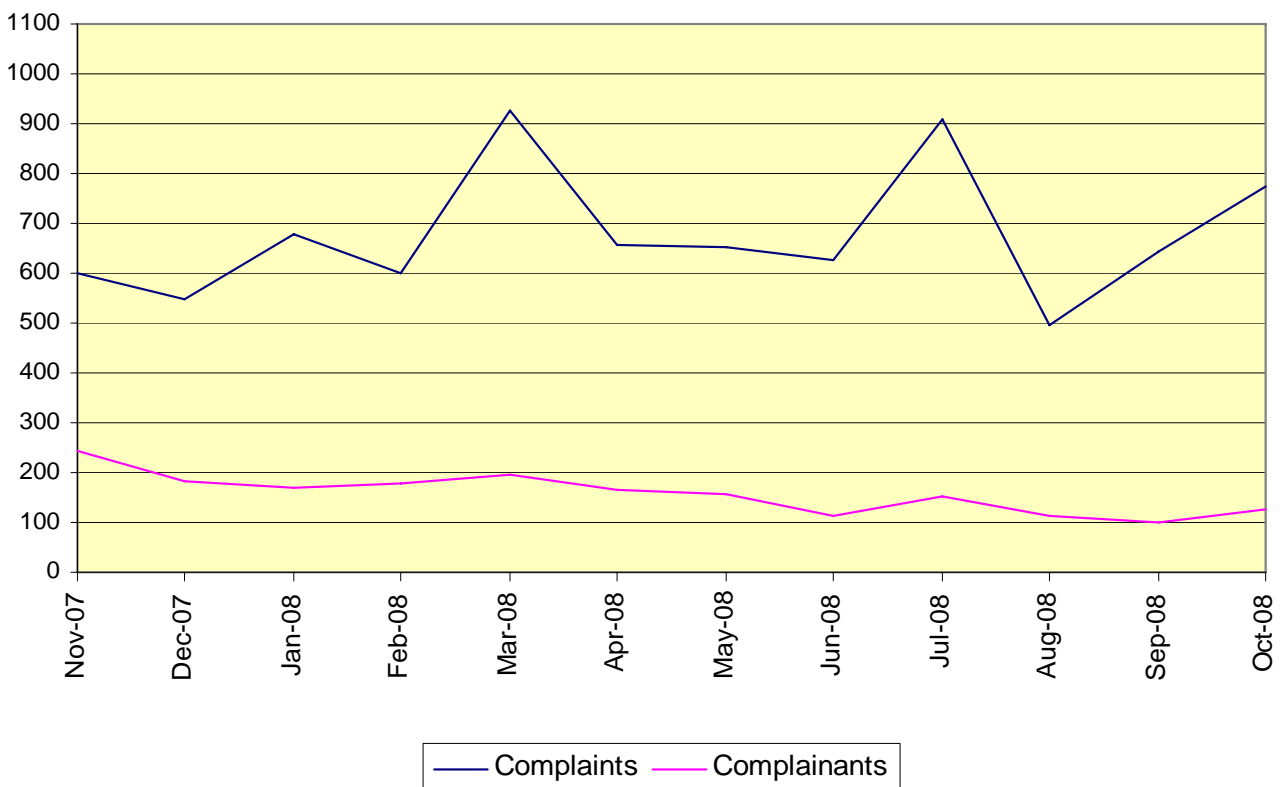
➤ Sydney Suburbs Complaints	
• By phone.....	248
• By correspondence	17
• By internet.....	290
• By e-mail.....	218
➤ Sydney Suburbs Complaints – suburb not specified	1
➤ Sydney Suburbs Comments and Enquiries	47
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	56
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	17
➤ Callback / Information Requests (NSW Only).....	196

Complaints Graphs

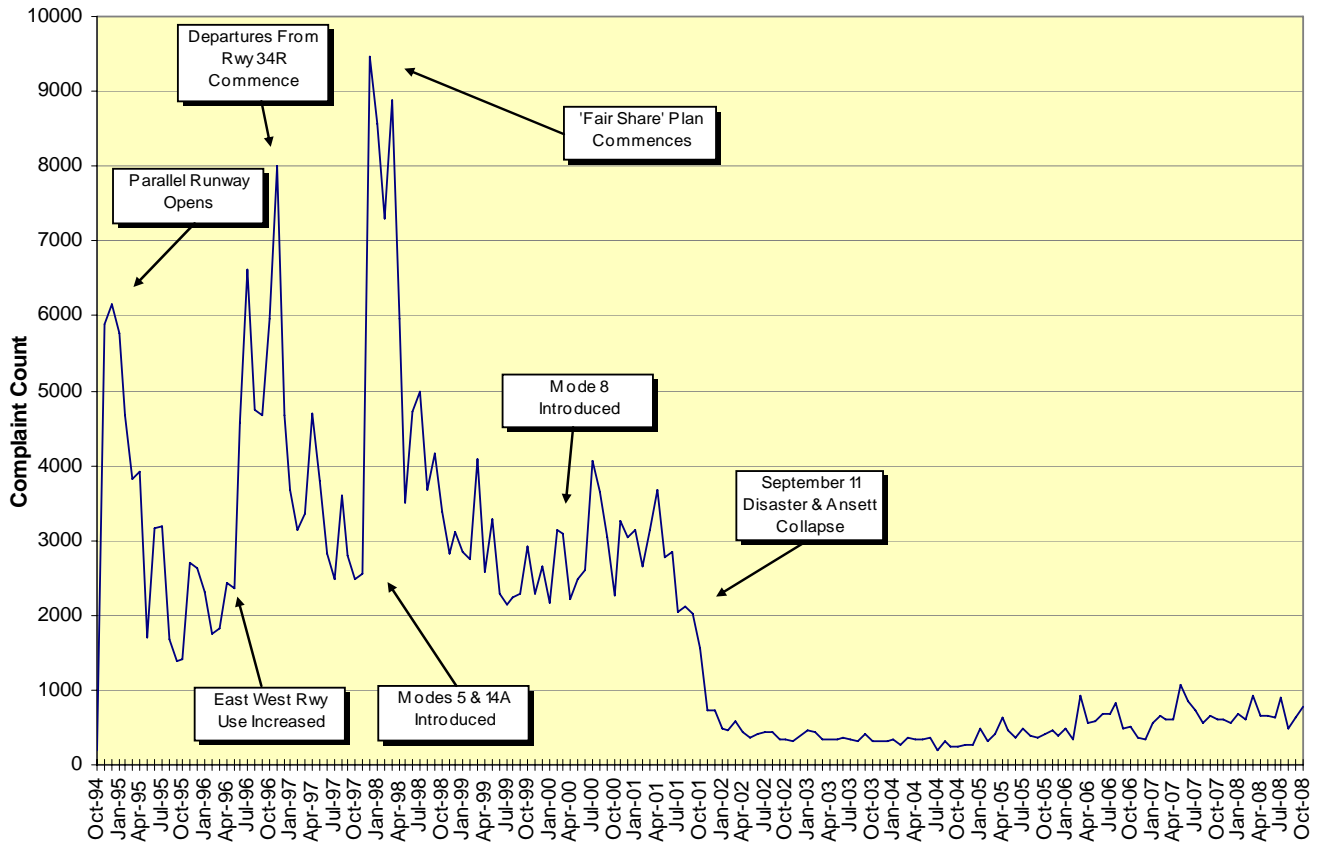
Complaints vs Complainants – 1 October to 31 October 2008



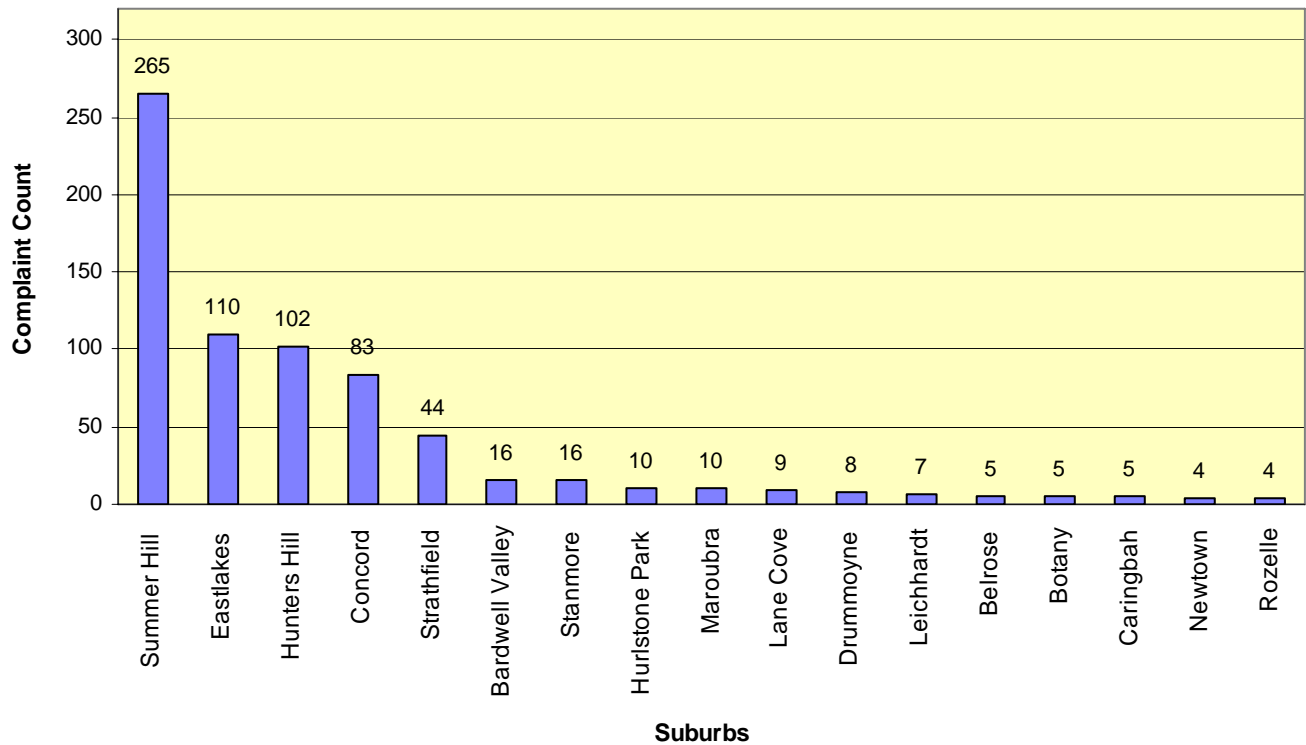
Complaints vs Complainants – Monthly



Complaints History

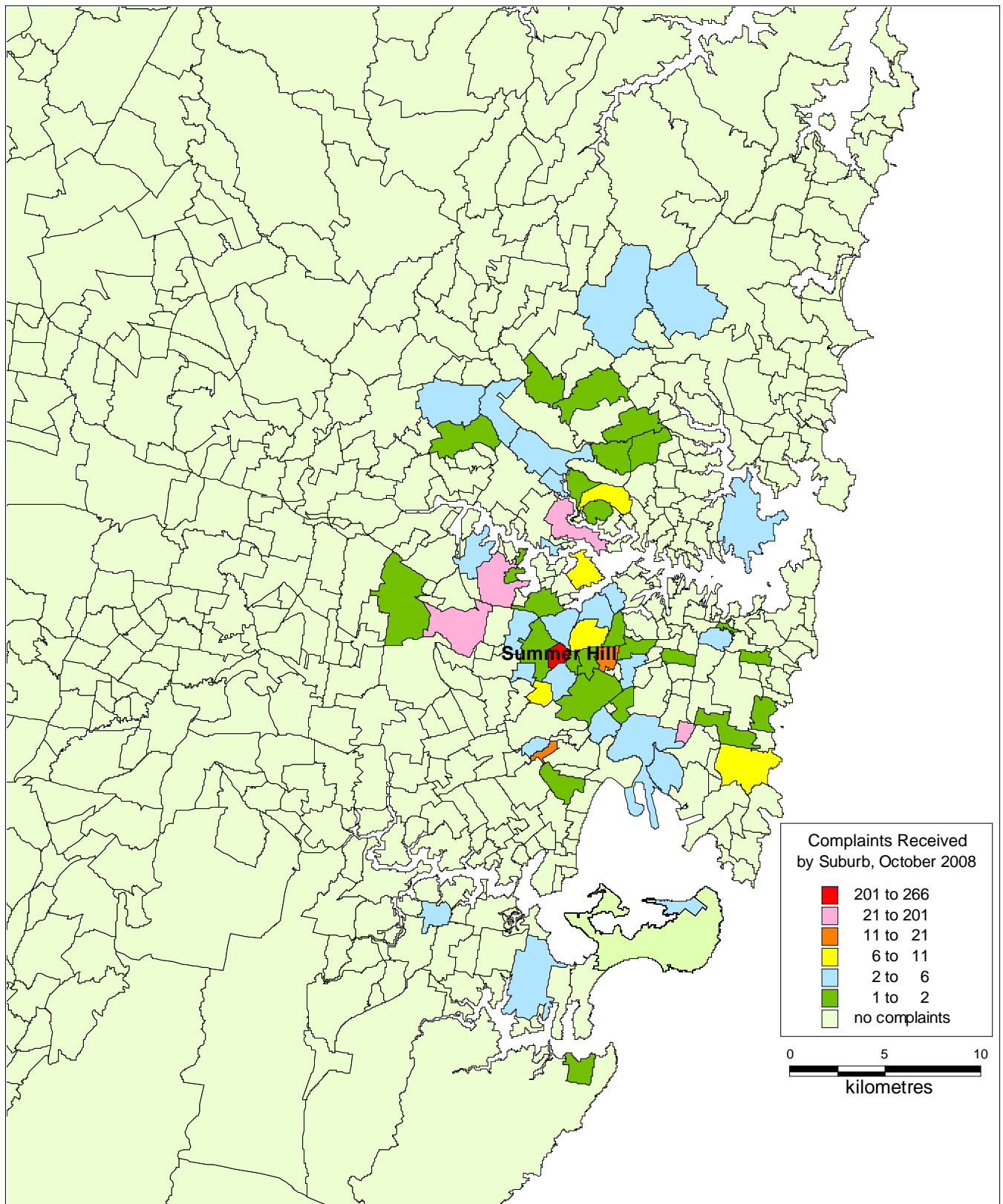


Top Complaint Suburbs – 1 October to 31 October 2008



Complaint Density by Suburb

1 October to 31 October 2008



Recorded Complaints vs Complainants, by Suburb

1 October to 31 October 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	1	1	Jannali	3	1
Annandale	1	1	Killara	1	1
Ashbury	3	3	Kingsford	1	1
Ashfield	1	1	Kurnell	2	2
Bardwell Park	2	1	Lane Cove	9	8
Bardwell Valley	16	1	Lane Cove West	1	1
Belrose	5	1	Leichhardt	7	6
Bondi Junction	1	1	Lewisham	1	1
Botany	5	5	Lidcombe	1	1
Bundeena	1	1	Lilyfield	2	2
Cabarita	1	1	Maroubra	10	5
Camperdown	1	1	Marrickville	1	1
Caringbah	5	2	Marsfield	3	2
Chatswood	1	1	Mascot	2	2
Chatswood West	1	1	Mosman	2	1
Concord	83	3	Newtown	4	3
Concord West	2	1	North Ryde	2	2
Coogee	1	1	Paddington	3	2
Croydon	2	2	Petersham	1	1
Drummoyne	8	7	Redfern	1	1
Dulwich Hill	2	2	Riverview	1	1
East Ryde	2	1	Rockdale	1	1
Eastlakes	110	3	Roseville	1	1
Eastwood	1	1	Rozelle	4	2
Edgecliff	1	1	St Ives	2	1
Epping	2	2	St Marys	1	1
Five Dock	1	1	St Peters	1	1
Gore Hill	1	1	Stanmore	16	2
Haberfield	2	1	Strathfield	44	2
Henley	2	2	Summer Hill	265	3
Hunters Hill	102	10	Tempe	2	2
Hurlstone Park	10	1	West Pymble	1	1
Total Complaints	773		Total Complainants		124

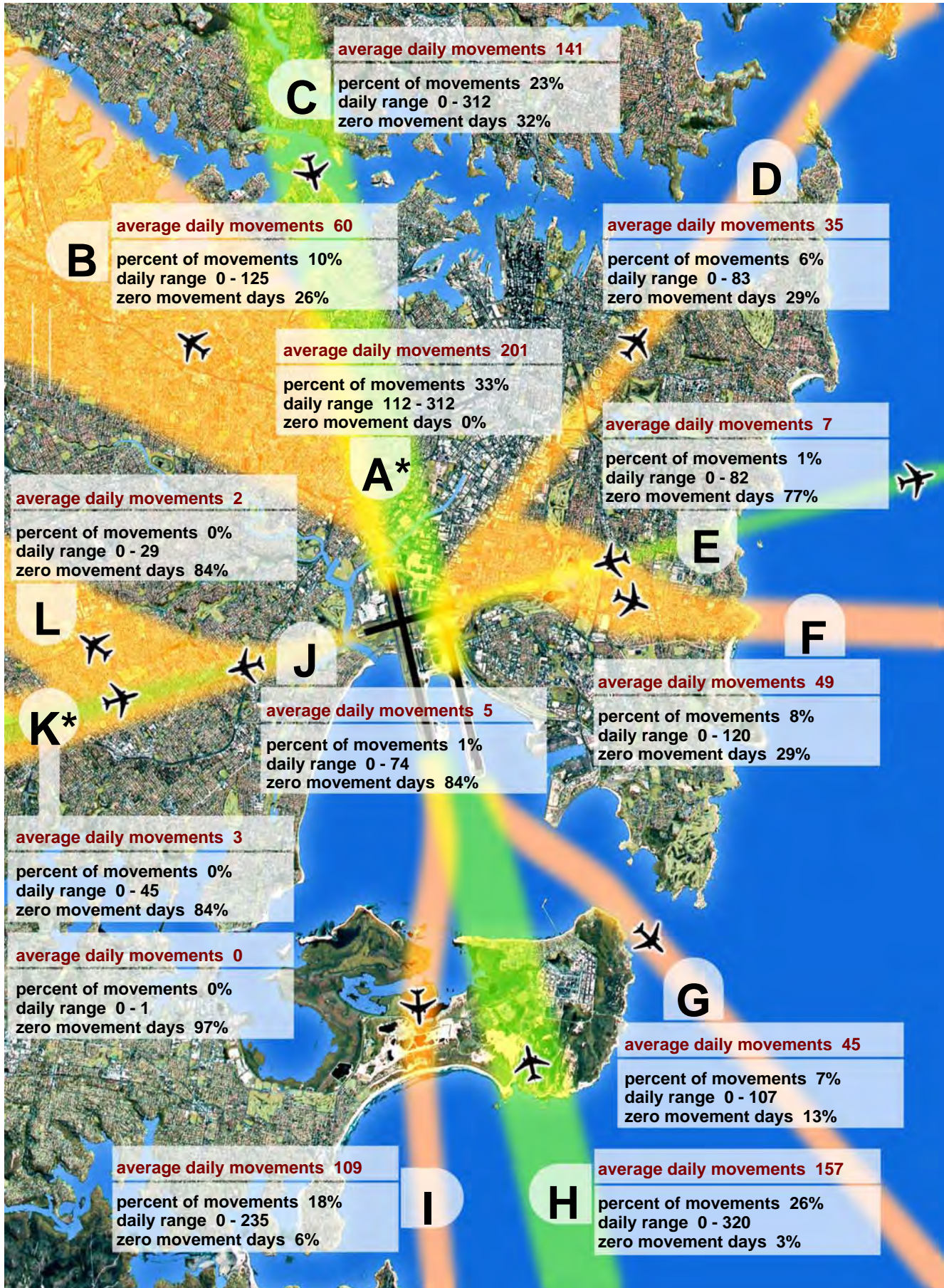
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 October to 31 October 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Ashfield	1	1	Lewisham	1	1
Bankstown	5	5	Mcmahons Point	1	1
Belrose	1	1	Mosman	9	6
Bronte	3	1	Neutral Bay	1	1
Bylong	1	1	Not Applicable	1	1
Byron Bay	1	1	Not Specified	1	1
Cessnock	1	1	Oak Flats	1	1
Concord	3	1	Paddington	4	3
Cremorne	1	1	Paterson	1	1
Daleys Point	1	1	Prince Of Wales Randwick	2	1
Douglas Park	1	1	Redfern	1	1
East Lindfield	1	1	Royal North Shore Hospital	1	1
Glebe	1	1	Summer Hill	2	1
Gunnedah	1	1	Williamstown	3	3
Hunters Hill	1	1	Wollongong	1	1
Killarney Heights	1	1	Yelgun	2	1
Total Complaints	56		Total Complainants		45

Sydney Airport : Jet Flight Path Movements

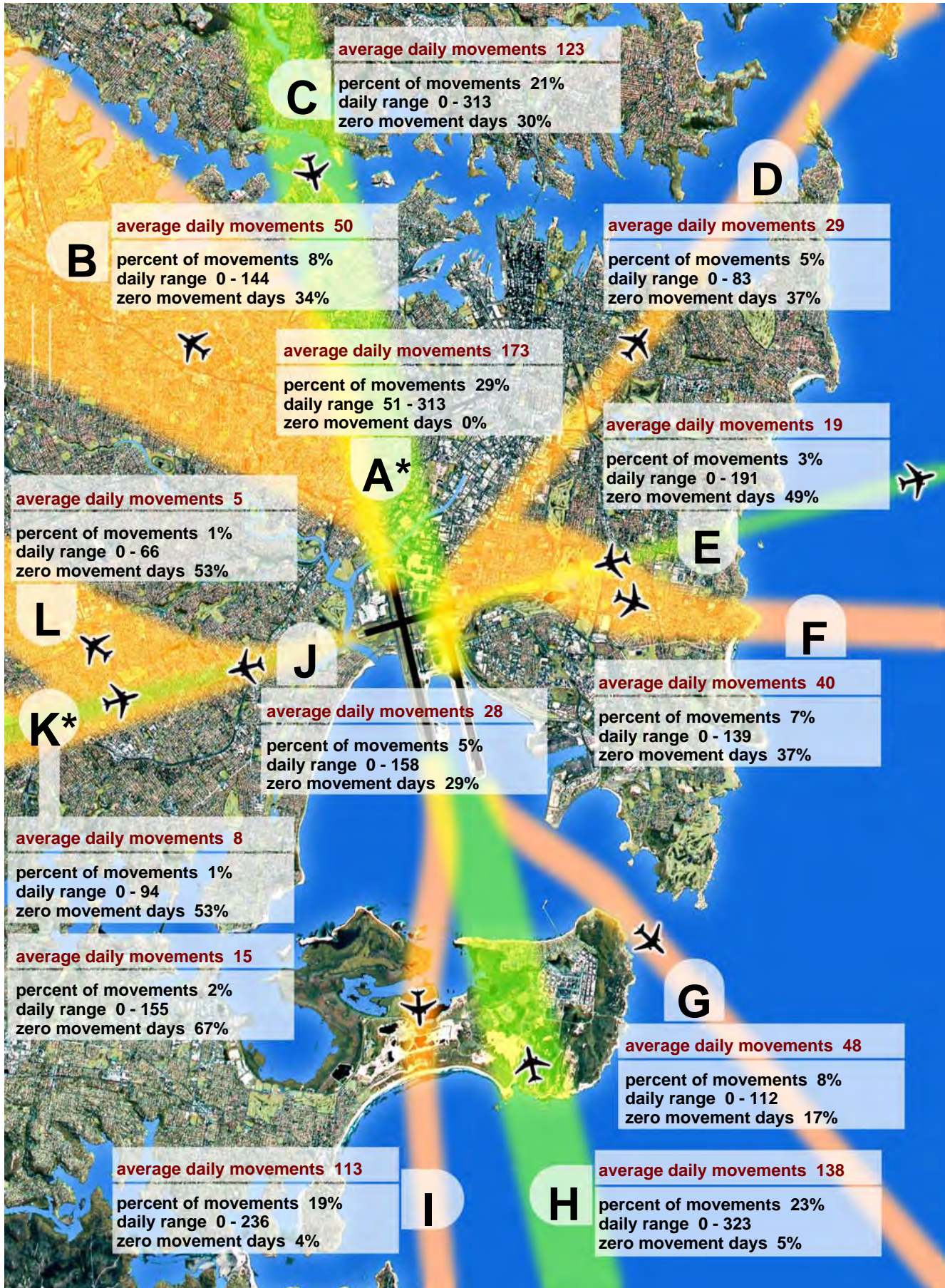
1 Oct 2008 to 31 Oct 2008, All Jets



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

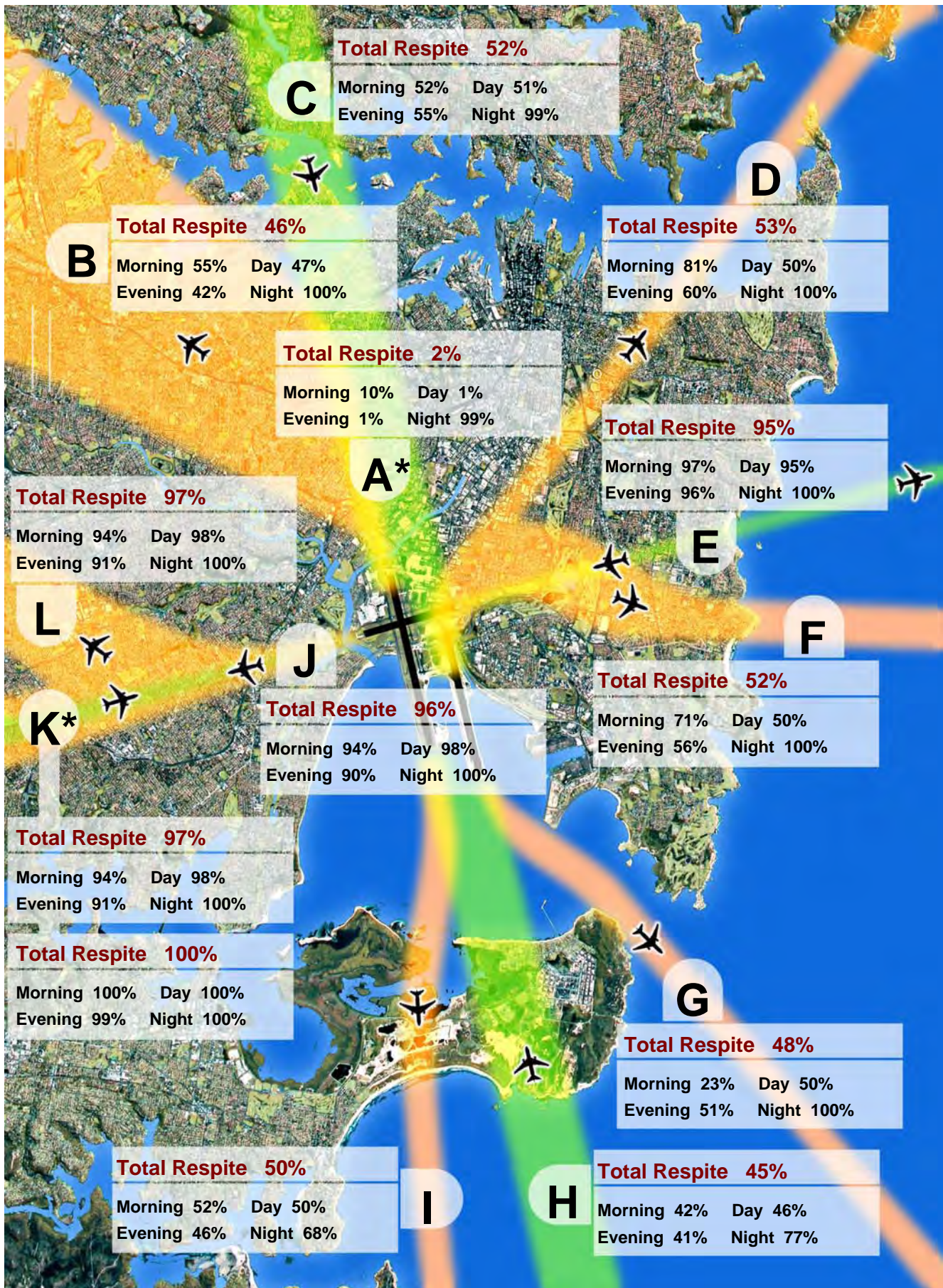
1 Nov 2007 to 31 Oct 2008, All Jets



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 Oct 2008 to 31 Oct 2008, All Jets



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

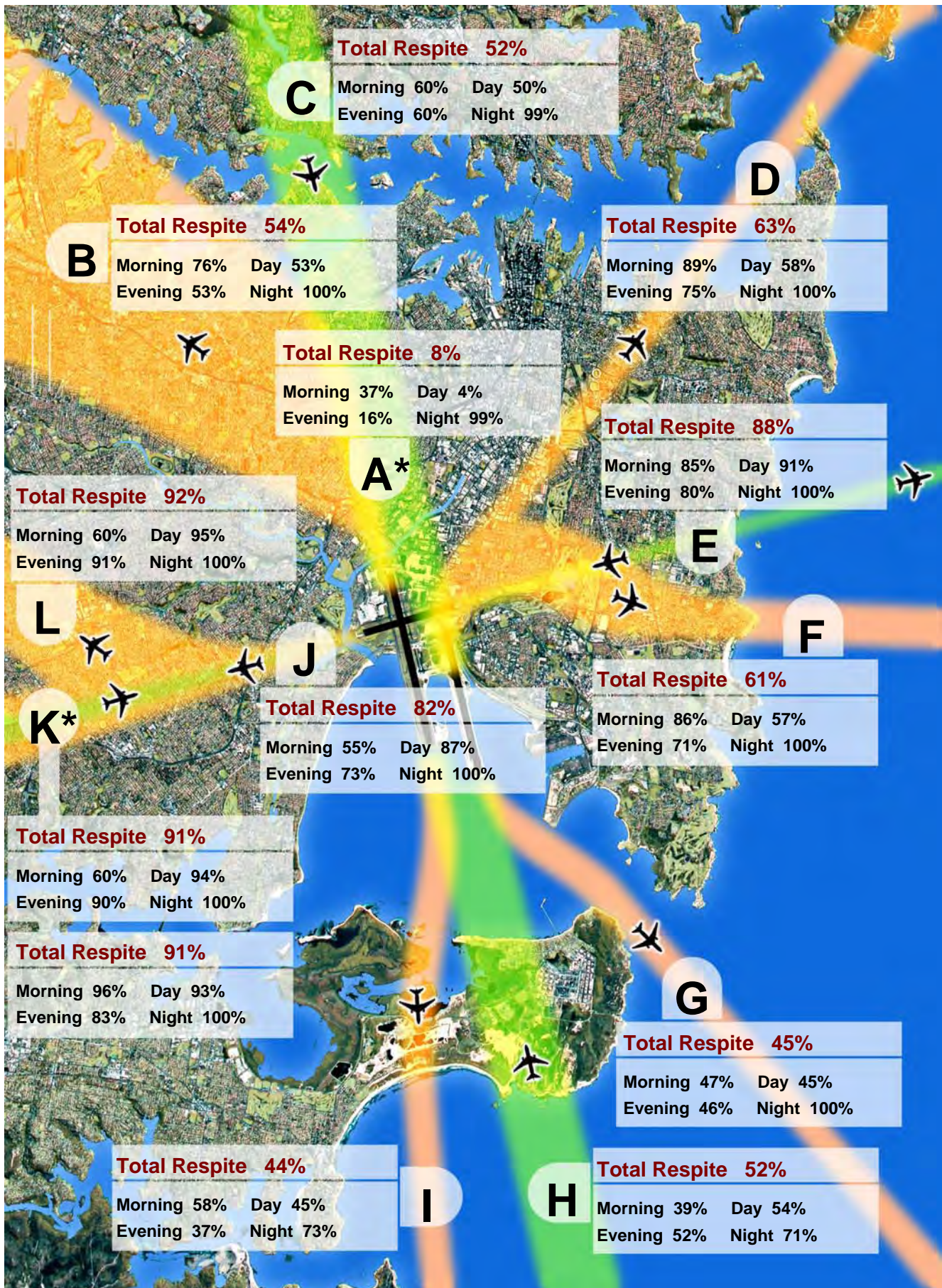
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2007 to 31 Oct 2008, 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 October 2008 .
	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 October 2008 .
	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 January 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 **November 2007 to October 2008**, 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 63%**. This means that over the period **October 2007 to September 2008 for 63%** 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 October 2008.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2008

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 October 2008 along with the Daily N70 values for the three months up to and including October are given in Table 1.

<i>Location</i>	<i>CNE Oct</i>	<i>Operational days Oct</i>	<i>N70 Oct</i>	<i>N70 Sept</i>	<i>N70 Aug</i>
<i>Runway 34L</i>	<i>7,056</i>	<i>31</i>	<i>214</i>	<i>215</i>	<i>207</i>
<i>Penshurst</i>	<i>112</i>	<i>31</i>	<i>2</i>	<i>7</i>	<i>16</i>
<i>Bexley</i>	<i>191</i>	<i>31</i>	<i>5</i>	<i>15</i>	<i>33</i>
<i>Eastlakes</i>	<i>1,558</i>	<i>31</i>	<i>49</i>	<i>65</i>	<i>70</i>
<i>Coogee</i>	<i>391</i>	<i>31</i>	<i>11</i>	<i>25</i>	<i>43</i>
<i>Sydenham</i>	<i>5,376</i>	<i>31</i>	<i>174</i>	<i>154</i>	<i>138</i>
<i>Leichhardt</i>	<i>3,824</i>	<i>31</i>	<i>123</i>	<i>111</i>	<i>93</i>
<i>Kurnell</i>	<i>2,069</i>	<i>31</i>	<i>66</i>	<i>71</i>	<i>64</i>
<i>Annandale</i>	<i>2,433</i>	<i>31</i>	<i>72</i>	<i>66</i>	<i>57</i>
<i>St Peters</i>	<i>3,312</i>	<i>31</i>	<i>105</i>	<i>95</i>	<i>85</i>
<i>Croydon</i>	<i>405</i>	<i>31</i>	<i>11</i>	<i>7</i>	<i>8</i>
<i>Hunters Hill</i>	<i>3,214</i>	<i>31</i>	<i>58</i>	<i>49</i>	<i>40</i>

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including October 2008

The N70 values for October 2008 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

Runway 34L AM 9 PM 29 Day 172 Night 13 WE_D 182 WE_N 3	Penshurst AM 0 PM 1 Day 1 Night 0 WE_D 1 WE_N 0	Bexley AM 1 PM 2 Day 3 Night 0 WE_D 1 WE_N 0	Eastlakes AM 1 PM 6 Day 39 Night 0 WE_D 58 WE_N 0
Coogee AM 0 PM 2 Day 8 Night 0 WE_D 15 WE_N 0	Sydenham AM 7 PM 25 Day 154 Night 0 WE_D 137 WE_N 0	Leichhardt AM 6 PM 20 Day 114 Night 0 WE_D 71 WE_N 0	Kurnell AM 1 PM 7 Day 56 Night 0 WE_D 75 WE_N 0
Annandale AM 1 PM 10 Day 75 Night 0 WE_D 30 WE_N 0	St Peters AM 1 PM 15 Day 100 Night 0 WE_D 72 WE_N 0	Croydon AM 0 PM 1 Day 6 Night 0 WE_D 21 WE_N 0	Hunters Hill AM 4 PM 11 Day 51 Night 0 WE_D 37 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.