



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
October 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2009

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

There was a total of 25,223 aircraft movements this month (daily average 813.65). Last month there were a total of 23,594 movements (daily average 786.47) and for the same month last year there were a total of 25,635 movements (daily average 826.94).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 28 days this month, Mode 10 on 17 days and Mode 9 on 11 days. Crossing runway modes (including Sodprops & Mode 15) were used for 15.37% 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 35.37% - This result is above the LTOP target and also above the previous month (26.40%).

South 50.34% - This result is below the LTOP target but on par with the previous month (50.23%).

East 12.62% - This result is just below the LTOP target and below the previous month (18.69%).

West 1.67% - This result is below the LTOP target and below the previous month (4.68%).

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

This procedure was used on 6 October for a total of 1 hour 20 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 878 complaints, comments and enquiries were received as follows:

688 Sydney suburbs complaints from 168 complainants

47 Sydney suburbs comments and enquiries

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

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

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

www.airservicesaustralia.com

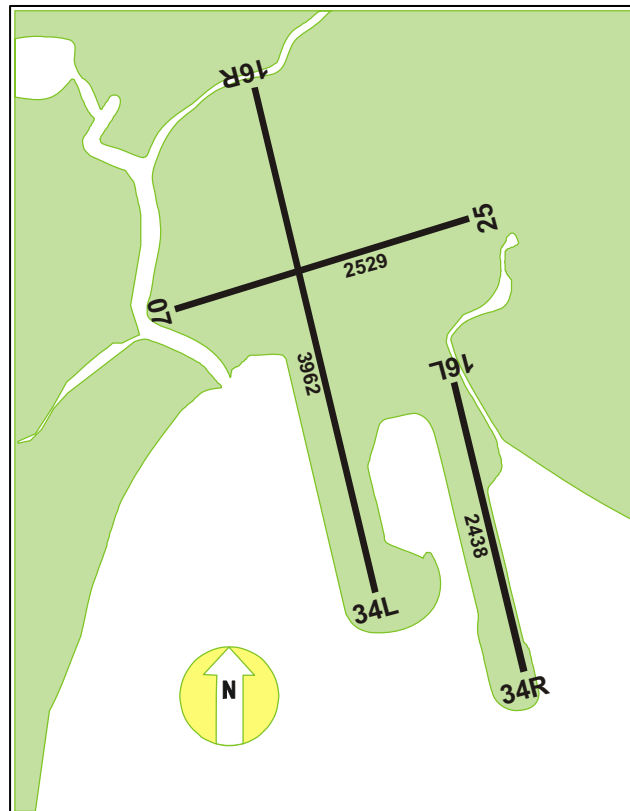
click on "Projects & Services", "Reports & Statistics" ***then***

"Sydney Airport Operational Statistics".

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

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

Runway 25

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

Movements over the North

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

Movements over the South

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

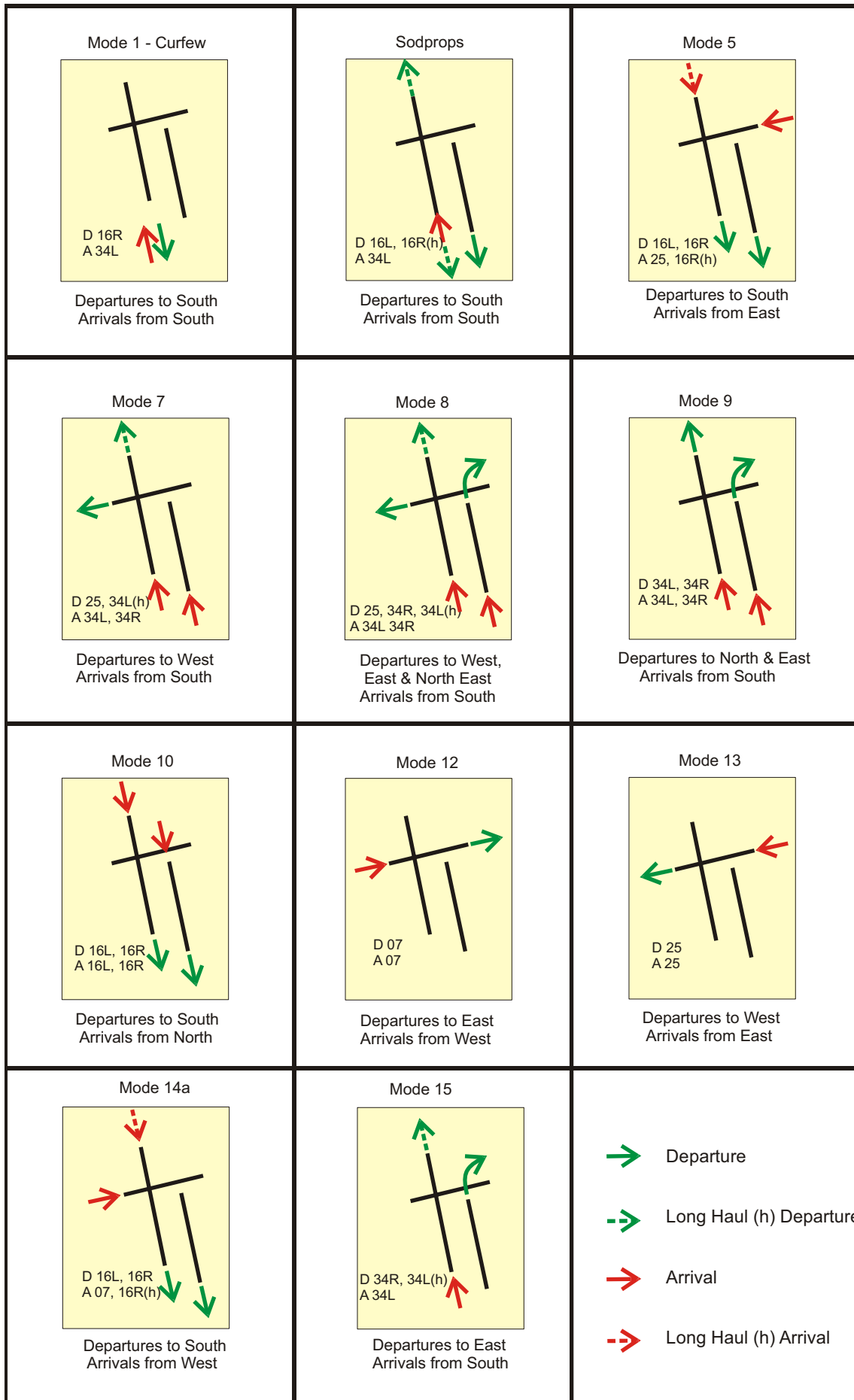
Movements over the East

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

Movements over the West

=07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

Monday to Friday		
2300 to 0600	1.	Curfew - Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) , or Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2245	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-Oct-09	0	0	0	0	0	0	0	10	10	0	0	0	302	178	480	124	238	362	852
02-Oct-09	0	0	0	172	123	295	238	294	532	0	0	0	21	8	29	6	10	16	872
03-Oct-09	0	0	0	132	114	246	226	227	453	0	0	0	1	0	1	0	0	0	700
04-Oct-09	0	0	0	90	84	174	172	195	367	0	0	0	86	32	118	15	61	76	735
05-Oct-09	0	0	0	112	91	203	155	196	351	0	20	20	93	50	143	48	65	113	830
06-Oct-09	0	0	0	152	112	264	208	255	463	0	18	18	45	8	53	16	19	35	833
07-Oct-09	0	0	0	131	116	247	245	277	522	0	15	15	37	14	51	2	1	3	838
08-Oct-09	0	0	0	163	123	286	252	312	564	9	0	9	7	0	7	0	0	0	866
09-Oct-09	0	0	0	167	136	303	225	305	530	50	1	51	3	0	3	0	0	0	887
10-Oct-09	0	0	0	131	90	221	209	239	448	7	0	7	1	0	1	0	0	0	677
11-Oct-09	0	0	0	0	0	0	0	1	1	0	9	9	283	169	452	92	210	302	764
12-Oct-09	0	0	0	0	13	13	1	7	8	0	21	21	278	182	460	146	205	351	853
13-Oct-09	0	0	0	0	0	0	0	7	7	0	46	46	268	153	421	134	196	330	804
14-Oct-09	0	0	0	0	0	0	1	9	10	104	123	227	214	143	357	102	151	253	847
15-Oct-09	0	0	0	0	0	0	0	9	9	1	46	47	293	157	450	134	210	344	850
16-Oct-09	0	0	0	94	99	193	169	249	418	58	18	76	78	36	114	48	48	96	897
17-Oct-09	0	0	0	112	98	210	207	229	436	15	0	15	10	0	10	0	0	0	671
18-Oct-09	0	0	0	99	79	178	157	199	356	2	0	2	90	45	135	24	70	94	765
19-Oct-09	2	0	2	102	106	208	150	199	349	17	0	17	105	62	167	56	64	120	863
20-Oct-09	0	0	0	0	0	0	1	11	12	0	20	20	289	170	459	126	215	341	832
21-Oct-09	0	0	0	62	38	100	96	120	216	0	21	21	184	118	302	80	132	212	851
22-Oct-09	0	0	0	164	111	275	259	308	567	0	0	0	6	0	6	0	0	0	848
23-Oct-09	0	0	0	46	33	79	71	93	164	0	0	0	191	154	345	135	170	305	893
24-Oct-09	1	1	2	120	87	207	179	219	398	9	0	9	42	19	61	0	11	11	688
25-Oct-09	0	0	0	67	48	115	123	122	245	0	1	1	116	93	209	60	118	178	748
26-Oct-09	0	0	0	170	130	300	248	289	537	0	0	0	0	0	0	0	0	0	837
27-Oct-09	0	0	0	79	58	137	146	158	304	0	0	0	129	87	216	69	112	181	838
28-Oct-09	0	0	0	14	41	55	30	33	63	0	24	24	265	157	422	116	180	296	860
29-Oct-09	0	0	0	155	112	267	254	316	570	23	0	23	5	0	5	0	0	0	865
30-Oct-09	0	0	0	0	0	0	0	8	8	0	20	20	303	189	492	143	234	377	897
31-Oct-09	0	0	0	0	0	0	0	1	1	0	14	14	268	142	410	70	167	237	662
Total	3	1	4	2534	2042	4576	4022	4897	8919	295	417	712	4013	2366	6379	1746	2887	4633	25223

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-09	0	0	0	0	0	0	0	7	7	0	0	0	234	106	340	82	198	280	627
02-Oct-09	0	0	0	109	89	198	189	221	410	0	0	0	19	7	26	6	8	14	648
03-Oct-09	0	0	0	95	89	184	185	188	373	0	0	0	0	0	0	0	0	0	557
04-Oct-09	0	0	0	61	59	120	145	162	307	0	0	0	77	23	100	14	54	68	595
05-Oct-09	0	0	0	84	61	145	116	147	263	0	19	19	82	34	116	31	56	87	630
06-Oct-09	0	0	0	105	80	185	166	188	354	0	16	16	35	3	38	8	17	25	618
07-Oct-09	0	0	0	85	84	169	195	211	406	0	14	14	30	9	39	1	1	2	630
08-Oct-09	0	0	0	108	85	193	196	229	425	7	0	7	4	0	4	0	0	0	629
09-Oct-09	0	0	0	102	97	199	178	226	404	45	0	45	3	0	3	0	0	0	651
10-Oct-09	0	0	0	86	68	154	179	200	379	7	0	7	0	0	0	0	0	0	540
11-Oct-09	0	0	0	0	0	0	0	0	0	0	9	9	233	108	341	63	179	242	592
12-Oct-09	0	0	0	0	13	13	0	3	3	0	19	19	221	114	335	94	169	263	633
13-Oct-09	0	0	0	0	0	0	0	5	5	0	44	44	216	91	307	87	162	249	605
14-Oct-09	0	0	0	0	0	0	0	6	6	71	94	165	182	94	276	58	124	182	629
15-Oct-09	0	0	0	0	0	0	0	6	6	1	41	42	234	89	323	82	174	256	627
16-Oct-09	0	0	0	60	71	131	122	187	309	53	17	70	67	17	84	28	40	68	662
17-Oct-09	0	0	0	78	75	153	172	192	364	14	0	14	7	0	7	0	0	0	538
18-Oct-09	0	0	0	75	56	131	126	157	283	2	0	2	75	29	104	16	60	76	596
19-Oct-09	0	0	0	72	75	147	116	151	267	14	0	14	84	38	122	33	54	87	637
20-Oct-09	0	0	0	0	0	0	1	7	8	0	16	16	230	111	341	82	179	261	626
21-Oct-09	0	0	0	44	28	72	78	92	170	0	19	19	146	72	218	43	107	150	629
22-Oct-09	0	0	0	104	77	181	206	228	434	0	0	0	4	0	4	0	0	0	619
23-Oct-09	0	0	0	27	24	51	63	69	132	0	0	0	150	92	242	84	144	228	653
24-Oct-09	1	1	2	81	67	148	142	176	318	9	0	9	39	16	55	0	11	11	543
25-Oct-09	0	0	0	49	35	84	100	92	192	0	0	0	101	64	165	39	96	135	576
26-Oct-09	0	0	0	96	96	192	208	215	423	0	0	0	0	0	0	0	0	0	615
27-Oct-09	0	0	0	48	42	90	116	116	232	0	0	0	107	55	162	43	92	135	619
28-Oct-09	0	0	0	11	36	47	28	28	56	0	20	20	212	93	305	71	151	222	650
29-Oct-09	0	0	0	91	77	168	203	239	442	20	0	20	4	0	4	0	0	0	634
30-Oct-09	0	0	0	0	0	0	0	4	4	0	17	17	245	118	363	86	195	281	665
31-Oct-09	0	0	0	0	0	0	0	0	0	0	14	14	223	106	329	42	144	186	529
Total	1	1	2	1671	1484	3155	3230	3752	6982	243	359	602	3264	1489	4753	1093	2415	3508	19002

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-09	0	0	0	0	0	0	0	3	3	0	0	0	68	72	140	42	40	82	225
02-Oct-09	0	0	0	63	34	97	49	73	122	0	0	0	2	1	3	0	2	2	224
03-Oct-09	0	0	0	37	25	62	41	39	80	0	0	0	1	0	1	0	0	0	143
04-Oct-09	0	0	0	29	25	54	27	33	60	0	0	0	9	9	18	1	7	8	140
05-Oct-09	0	0	0	28	30	58	39	49	88	0	1	1	11	16	27	17	9	26	200
06-Oct-09	0	0	0	47	32	79	42	67	109	0	2	2	10	5	15	8	2	10	215
07-Oct-09	0	0	0	46	32	78	50	66	116	0	1	1	7	5	12	1	0	1	208
08-Oct-09	0	0	0	55	38	93	56	83	139	2	0	2	3	0	3	0	0	0	237
09-Oct-09	0	0	0	65	39	104	47	79	126	5	1	6	0	0	0	0	0	0	236
10-Oct-09	0	0	0	45	22	67	30	39	69	0	0	0	1	0	1	0	0	0	137
11-Oct-09	0	0	0	0	0	0	0	1	1	0	0	0	50	61	111	29	31	60	172
12-Oct-09	0	0	0	0	0	0	1	4	5	0	2	2	57	68	125	52	36	88	220
13-Oct-09	0	0	0	0	0	0	0	2	2	0	2	2	52	62	114	47	34	81	199
14-Oct-09	0	0	0	0	0	0	1	3	4	33	29	62	32	49	81	44	27	71	218
15-Oct-09	0	0	0	0	0	0	0	3	3	0	5	5	59	68	127	52	36	88	223
16-Oct-09	0	0	0	34	28	62	47	62	109	5	1	6	11	19	30	20	8	28	235
17-Oct-09	0	0	0	34	23	57	35	37	72	1	0	1	3	0	3	0	0	0	133
18-Oct-09	0	0	0	24	23	47	31	42	73	0	0	0	15	16	31	8	10	18	169
19-Oct-09	2	0	2	30	31	61	34	48	82	3	0	3	21	24	45	23	10	33	226
20-Oct-09	0	0	0	0	0	0	0	4	4	0	4	4	59	59	118	44	36	80	206
21-Oct-09	0	0	0	18	10	28	18	28	46	0	2	2	38	46	84	37	25	62	222
22-Oct-09	0	0	0	60	34	94	53	80	133	0	0	0	2	0	2	0	0	0	229
23-Oct-09	0	0	0	19	9	28	8	24	32	0	0	0	41	62	103	51	26	77	240
24-Oct-09	0	0	0	39	20	59	37	43	80	0	0	0	3	3	6	0	0	0	145
25-Oct-09	0	0	0	18	13	31	23	30	53	0	1	1	15	29	44	21	22	43	172
26-Oct-09	0	0	0	74	34	108	40	74	114	0	0	0	0	0	0	0	0	0	222
27-Oct-09	0	0	0	31	16	47	30	42	72	0	0	0	22	32	54	26	20	46	219
28-Oct-09	0	0	0	3	5	8	2	5	7	0	4	4	53	64	117	45	29	74	210
29-Oct-09	0	0	0	64	35	99	51	77	128	3	0	3	1	0	1	0	0	0	231
30-Oct-09	0	0	0	0	0	0	0	4	4	0	3	3	58	71	129	57	39	96	232
31-Oct-09	0	0	0	0	0	0	0	1	1	0	0	0	45	36	81	28	23	51	133
Total	2	0	2	863	558	1421	792	1145	1937	52	58	110	749	877	1626	653	472	1125	6221

(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-09	1	3	2	2	0	3	46	61	67	54	60	48	41	32	51	56	53	54	73	47	43	29	23	3	852
02-Oct-09	2	0	0	0	0	0	47	57	64	63	61	50	46	37	54	57	60	54	58	58	43	31	28	2	872
03-Oct-09	1	0	0	1	0	2	37	48	59	56	55	48	47	46	45	42	46	42	40	34	26	16	9	0	700
04-Oct-09	0	0	0	0	0	0	19	33	46	53	50	45	47	35	47	54	47	55	60	50	34	35	23	2	735
05-Oct-09	1	0	1	1	0	0	33	55	56	64	50	53	55	44	54	51	37	46	63	56	45	39	24	2	830
06-Oct-09	2	2	3	2	3	1	32	59	59	64	64	61	43	42	49	45	42	32	51	61	50	31	32	3	833
07-Oct-09	3	3	1	3	2	1	29	56	70	58	61	53	43	37	48	55	49	49	60	57	34	38	24	4	838
08-Oct-09	4	3	3	1	4	0	32	56	61	63	59	52	47	43	53	50	42	57	69	59	39	33	29	7	866
09-Oct-09	2	1	1	3	2	0	31	63	59	64	67	59	42	48	53	60	54	62	65	59	36	32	23	1	887
10-Oct-09	1	1	1	0	1	0	22	51	64	58	54	50	48	35	48	42	37	37	40	29	23	25	10	0	677
11-Oct-09	1	0	0	0	0	1	23	35	47	55	46	46	49	34	46	57	47	58	59	64	37	36	22	1	764
12-Oct-09	0	1	1	0	1	1	30	68	64	68	56	53	49	39	55	60	43	54	61	56	32	33	21	7	853
13-Oct-09	4	1	0	2	2	2	36	64	70	55	57	44	42	31	51	38	52	45	60	52	35	29	28	4	804
14-Oct-09	4	1	1	3	1	3	34	61	69	61	60	51	42	36	43	49	45	50	52	57	56	32	30	6	847
15-Oct-09	5	1	1	2	2	0	31	62	70	61	51	51	43	37	52	54	47	54	69	55	42	31	26	3	850
16-Oct-09	5	1	2	3	1	1	36	68	67	66	61	57	43	45	51	58	47	65	71	57	39	31	21	1	897
17-Oct-09	1	2	0	0	2	0	24	54	62	54	49	53	47	34	45	45	37	34	38	32	23	23	12	0	671
18-Oct-09	0	1	0	0	0	0	23	35	49	47	46	45	45	36	52	55	50	65	63	61	36	33	22	1	765
19-Oct-09	0	0	1	0	0	0	33	72	68	63	52	61	46	42	54	52	55	60	63	52	31	32	21	5	863
20-Oct-09	3	3	2	2	3	0	36	63	68	63	59	50	42	37	49	51	41	50	68	50	32	30	26	4	832
21-Oct-09	4	1	1	3	1	1	35	65	66	63	53	54	44	41	42	49	52	57	66	54	33	35	26	5	851
22-Oct-09	2	1	0	1	1	2	35	58	66	64	60	55	44	37	49	49	46	51	70	53	38	38	24	4	848
23-Oct-09	8	1	1	2	4	0	32	61	68	64	60	52	50	40	53	55	56	59	76	60	38	29	23	1	893
24-Oct-09	1	0	0	1	0	0	24	52	66	58	56	50	49	35	44	43	35	36	38	34	29	23	13	1	688
25-Oct-09	1	2	0	1	0	2	26	32	46	45	52	38	21	34	54	48	54	55	66	58	42	38	33	0	748
26-Oct-09	0	1	0	1	1	0	28	49	56	66	67	61	54	42	44	53	53	60	62	54	41	24	20	0	837
27-Oct-09	9	4	0	2	2	0	34	58	67	63	61	45	48	38	46	48	41	50	67	60	35	32	26	2	838
28-Oct-09	5	1	0	2	2	1	40	58	63	67	52	53	40	41	49	53	58	50	63	65	37	35	21	4	860
29-Oct-09	3	2	1	2	1	0	35	56	64	63	62	53	48	36	60	43	44	61	73	57	37	29	32	3	865
30-Oct-09	6	1	1	2	1	0	35	57	74	69	63	58	47	36	59	56	53	58	76	60	38	27	19	1	897
31-Oct-09	0	0	1	0	0	2	32	44	61	58	52	49	42	38	40	42	34	39	37	33	24	20	14	0	662
Total	79	38	25	42	37	23	990	1711	1936	1870	1756	1598	1394	1188	1540	1570	1457	1599	1877	1634	1128	949	705	77	25223
Avg.	2.55	1.23	0.81	1.35	1.19	0.74	31.94	55.19	62.45	60.32	56.65	51.55	44.97	38.32	49.68	50.65	47.00	51.58	60.55	52.71	36.39	30.61	22.74	2.48	813.65

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-09	0	1	2	0	0	3	28	39	29	24	28	25	18	12	31	23	25	28	35	23	22	18	12	0	426
02-Oct-09	1	0	0	0	0	0	28	31	33	28	25	26	21	17	32	26	29	28	32	26	20	16	17	1	437
03-Oct-09	1	0	0	1	0	1	24	29	32	21	21	25	22	20	25	19	26	22	24	16	16	10	4	0	359
04-Oct-09	0	0	0	0	0	0	11	20	23	25	23	15	21	16	25	19	29	30	29	25	17	20	14	1	363
05-Oct-09	0	0	1	1	0	0	13	33	33	25	23	23	24	24	29	21	20	27	30	21	26	18	14	2	408
06-Oct-09	1	0	3	1	1	1	15	33	34	40	28	23	20	22	28	17	22	23	28	23	18	20	18	2	421
07-Oct-09	1	0	1	3	0	1	12	33	43	27	27	24	20	19	25	21	23	27	29	24	21	21	13	0	415
08-Oct-09	2	0	2	1	1	0	13	35	36	31	24	28	18	26	27	17	24	30	32	26	20	21	14	3	431
09-Oct-09	1	0	0	2	1	0	12	36	35	35	29	25	16	27	30	28	26	32	34	24	18	19	14	1	445
10-Oct-09	0	0	1	0	1	0	11	34	37	20	26	23	22	20	27	19	22	20	18	14	15	15	3	0	348
11-Oct-09	0	0	0	0	0	1	14	20	20	26	23	16	20	17	26	23	23	31	34	28	21	17	14	1	375
12-Oct-09	0	0	1	0	1	0	12	40	37	31	26	24	20	25	29	22	22	28	31	24	17	20	12	3	425
13-Oct-09	1	0	0	2	0	2	16	41	38	23	30	17	22	18	27	13	21	25	29	20	23	18	14	2	402
14-Oct-09	1	0	1	2	0	3	12	41	37	28	32	19	22	16	22	21	23	24	24	27	26	20	15	5	421
15-Oct-09	1	0	1	1	1	0	13	37	40	26	28	22	22	17	33	16	27	27	34	24	23	21	12	2	428
16-Oct-09	1	0	1	2	0	1	15	41	38	28	31	22	21	24	30	22	24	33	37	22	23	18	12	1	447
17-Oct-09	0	2	0	0	1	0	10	38	33	20	24	26	23	15	26	22	22	16	15	17	16	12	6	0	344
18-Oct-09	0	1	0	0	0	0	13	20	23	18	25	18	20	16	30	20	25	35	30	25	22	17	13	1	372
19-Oct-09	0	0	0	0	0	0	15	43	36	29	28	27	18	22	32	20	26	34	29	22	18	20	11	2	432
20-Oct-09	1	1	0	2	1	0	15	41	35	30	32	22	20	21	23	16	21	29	35	19	18	21	11	2	416
21-Oct-09	1	0	1	2	0	1	15	41	35	25	24	28	23	18	23	15	31	31	29	20	20	22	14	3	422
22-Oct-09	0	0	0	1	0	1	14	36	36	34	31	22	21	19	29	15	25	28	36	21	21	24	11	4	429
23-Oct-09	1	0	0	2	2	0	13	36	39	32	24	27	22	20	32	18	28	33	37	25	22	18	12	0	443
24-Oct-09	1	0	0	1	0	0	11	35	37	20	29	20	25	18	26	17	21	18	19	16	20	11	5	1	351
25-Oct-09	1	0	0	1	0	2	15	21	19	21	26	16	15	18	22	15	22	34	34	27	19	21	17	0	366
26-Oct-09	0	0	0	1	1	0	12	30	35	29	33	29	20	26	22	28	22	31	30	23	22	12	12	0	418
27-Oct-09	5	0	0	2	0	0	18	36	35	35	27	24	20	22	21	18	20	29	34	22	23	22	9	1	423
28-Oct-09	2	0	0	1	1	1	18	38	33	31	25	23	20	20	25	22	27	27	31	24	21	23	10	2	425
29-Oct-09	0	1	1	1	0	0	15	33	35	34	29	25	21	21	31	13	24	34	37	21	24	21	14	2	437
30-Oct-09	2	0	1	1	0	0	15	35	38	35	30	26	22	19	32	21	26	32	37	25	20	21	8	0	446
31-Oct-09	0	0	1	0	0	1	18	29	31	23	23	25	19	23	20	18	21	23	18	13	15	12	5	0	338
Total	25	6	18	31	12	19	466	1055	1045	854	834	715	638	618	840	605	747	869	931	687	627	569	360	42	12613
Avg.	0.81	0.19	0.58	1.00	0.39	0.61	15.03	34.03	33.71	27.55	26.90	23.06	20.58	19.94	27.10	19.52	24.10	28.03	30.03	22.16	20.23	18.35	11.61	1.35	406.87

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-09	1	2	0	2	0	0	18	22	38	30	32	23	23	20	20	33	28	26	38	24	21	11	11	3	426
02-Oct-09	1	0	0	0	0	0	19	26	31	35	36	24	25	20	22	31	31	26	26	32	23	15	11	1	435
03-Oct-09	0	0	0	0	0	1	13	19	27	35	34	23	25	26	20	23	20	20	16	18	10	6	5	0	341
04-Oct-09	0	0	0	0	0	0	8	13	23	28	27	30	26	19	22	35	18	25	31	25	17	15	9	1	372
05-Oct-09	1	0	0	0	0	0	20	22	23	39	27	30	31	20	25	30	17	19	33	35	19	21	10	0	422
06-Oct-09	1	2	0	1	2	0	17	26	25	24	36	38	23	20	21	28	20	9	23	38	32	11	14	1	412
07-Oct-09	2	3	0	0	2	0	17	23	27	31	34	29	23	18	23	34	26	22	31	33	13	17	11	4	423
08-Oct-09	2	3	1	0	3	0	19	21	25	32	35	24	29	17	26	33	18	27	37	33	19	12	15	4	435
09-Oct-09	1	1	1	1	1	0	19	27	24	29	38	34	26	21	23	32	28	30	31	35	18	13	9	0	442
10-Oct-09	1	1	0	0	0	0	11	17	27	38	28	27	26	15	21	23	15	17	22	15	8	10	7	0	329
11-Oct-09	1	0	0	0	0	0	9	15	27	29	23	30	29	17	20	34	24	27	25	36	16	19	8	0	389
12-Oct-09	0	1	0	0	0	1	18	28	27	37	30	29	29	14	26	38	21	26	30	32	15	13	9	4	428
13-Oct-09	3	1	0	0	2	0	20	23	32	32	27	27	20	13	24	25	31	20	31	32	12	11	14	2	402
14-Oct-09	3	1	0	1	1	0	22	20	32	33	28	32	20	20	21	28	22	26	28	30	30	12	15	1	426
15-Oct-09	4	1	0	1	1	0	18	25	30	35	23	29	21	20	19	38	20	27	35	31	19	10	14	1	422
16-Oct-09	4	1	1	1	1	0	21	27	29	38	30	35	22	21	21	36	23	32	34	35	16	13	9	0	450
17-Oct-09	1	0	0	0	1	0	14	16	29	34	25	27	24	19	19	23	15	18	23	15	7	11	6	0	327
18-Oct-09	0	0	0	0	0	0	10	15	26	29	21	27	25	20	22	35	25	30	33	36	14	16	9	0	393
19-Oct-09	0	0	1	0	0	0	18	29	32	34	24	34	28	20	22	32	29	26	34	30	13	12	10	3	431
20-Oct-09	2	2	2	0	2	0	21	22	33	33	27	28	22	16	26	35	20	21	33	31	14	9	15	2	416
21-Oct-09	3	1	0	1	1	0	20	24	31	38	29	26	21	23	19	34	21	26	37	34	13	13	12	2	429
22-Oct-09	2	1	0	0	1	1	21	22	30	30	29	33	23	18	20	34	21	23	34	32	17	14	13	0	419
23-Oct-09	7	1	1	0	2	0	19	25	29	32	36	25	28	20	21	37	28	26	39	35	16	11	11	1	450
24-Oct-09	0	0	0	0	0	0	13	17	29	38	27	30	24	17	18	26	14	18	19	18	9	12	8	0	337
25-Oct-09	0	2	0	0	0	0	11	11	27	24	26	22	6	16	32	33	32	21	32	31	23	17	16	0	382
26-Oct-09	0	1	0	0	0	0	16	19	21	37	34	32	34	16	22	25	31	29	32	31	19	12	8	0	419
27-Oct-09	4	4	0	0	2	0	16	22	32	28	34	21	28	16	25	30	21	21	33	38	12	10	17	1	415
28-Oct-09	3	1	0	1	1	0	22	20	30	36	27	30	20	21	24	31	31	23	32	41	16	12	11	2	435
29-Oct-09	3	1	0	1	1	0	20	23	29	29	33	28	27	15	29	30	20	27	36	36	13	8	18	1	428
30-Oct-09	4	1	0	1	1	0	20	22	36	34	33	32	25	17	27	35	27	26	39	35	18	6	11	1	451
31-Oct-09	0	0	0	0	0	1	14	15	30	35	29	24	23	15	20	24	13	16	19	20	9	8	9	0	324
Total	54	32	7	11	25	4	524	656	891	1016	922	883	756	570	700	965	710	730	946	947	501	380	345	35	12610
Avg.	1.74	1.03	0.23	0.35	0.81	0.13	16.90	21.16	28.74	32.77	29.74	28.48	24.39	18.39	22.58	31.13	22.90	23.55	30.52	30.55	16.16	12.26	11.13	1.13	406.77

Mode Utilisation Summary (Total Hours by Day)

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Oct-09	7:00	0:37	-	-	-	-	12:17	-	-	-	-	4:05	-
02-Oct-09	7:00	0:21	-	-	-	-	1:06	15:33	-	-	-	-	-
03-Oct-09	7:00	0:39	-	-	-	-	-	16:21	-	-	-	-	-
04-Oct-09	7:00	0:23	-	-	-	-	1:49	12:02	-	-	-	2:46	-
05-Oct-09	7:00	0:20	-	-	0:58	-	4:20	11:22	-	-	-	-	-
06-Oct-09	7:00	0:08	-	-	1:04	-	1:05	14:43	-	-	-	-	-
07-Oct-09	7:00	0:17	0:54	-	0:52	-	0:33	14:24	-	-	-	-	-
08-Oct-09	7:00	0:15	-	0:53	-	-	-	15:52	-	-	-	-	-
09-Oct-09	7:00	0:07	-	3:02	-	-	-	13:51	-	-	-	-	-
10-Oct-09	7:00	0:51	-	0:52	-	-	-	15:17	-	-	-	-	-
11-Oct-09	7:00	0:27	-	-	0:53	-	11:04	-	-	-	-	4:35	-
12-Oct-09	7:00	0:18	0:47	-	2:24	-	11:35	-	-	-	-	1:56	-
13-Oct-09	7:00	0:19	-	-	3:22	-	11:18	-	-	-	-	2:01	-
14-Oct-09	7:00	0:19	-	-	0:47	-	11:34	-	-	4:20	-	-	-
15-Oct-09	7:00	0:19	-	-	3:24	-	11:26	-	-	-	-	1:51	-
16-Oct-09	7:00	0:22	-	3:00	0:52	-	2:55	9:51	-	-	-	-	-
17-Oct-09	7:00	0:23	0:52	0:53	-	-	-	14:52	-	-	-	-	-
18-Oct-09	7:00	0:20	-	0:09	-	-	3:05	11:37	-	-	-	1:49	-
19-Oct-09	7:00	0:17	1:15	1:12	-	-	4:05	10:11	-	-	-	-	-
20-Oct-09	7:00	0:11	-	-	0:59	-	15:50	-	-	-	-	-	-
21-Oct-09	7:00	0:22	-	-	1:01	-	8:11	6:19	-	-	-	1:07	-
22-Oct-09	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-	-
23-Oct-09	7:00	0:24	-	-	-	-	11:56	4:40	-	-	-	-	-
24-Oct-09	7:00	0:22	-	1:02	-	-	-	12:55	-	-	-	2:41	-
25-Oct-09	7:00	0:03	0:09	-	-	-	7:23	8:15	-	-	-	1:10	-
26-Oct-09	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-	-
27-Oct-09	7:00	0:26	-	-	-	-	8:17	8:17	-	-	-	-	-
28-Oct-09	7:00	0:22	1:56	-	1:06	-	11:20	2:16	-	-	-	-	-
29-Oct-09	7:00	0:15	-	1:40	-	-	-	15:05	-	-	-	-	-
30-Oct-09	7:00	0:14	-	-	0:53	-	15:53	-	-	-	-	-	-
31-Oct-09	7:00	0:34	-	-	0:51	-	11:49	-	-	-	-	3:46	-
Total	217:00	10:51	5:53	12:43	19:26	0:00	178:51	267:07	0:00	4:20	0:00	27:47	0:00
% Used		2.06%	1.12%	2.41%	3.69%	0.00%	33.94%	50.69%	0.00%	0.82%	0.00%	5.27%	0.00%

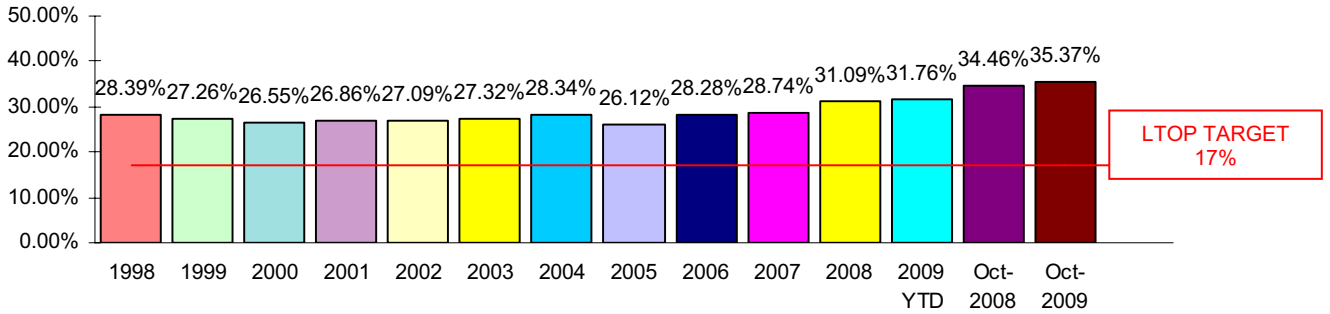
Cumulative Mode Utilisation from 1 January 2009

Time	2.30%	7.49%	0.47%	2.44%	0.00%	39.59%	37.72%	0.00%	1.24%	0.00%	8.75%	0.00%
Movements	0.37%	5.82%	0.32%	1.80%	0.00%	44.80%	39.09%	0.00%	1.18%	0.00%	6.63%	0.00%

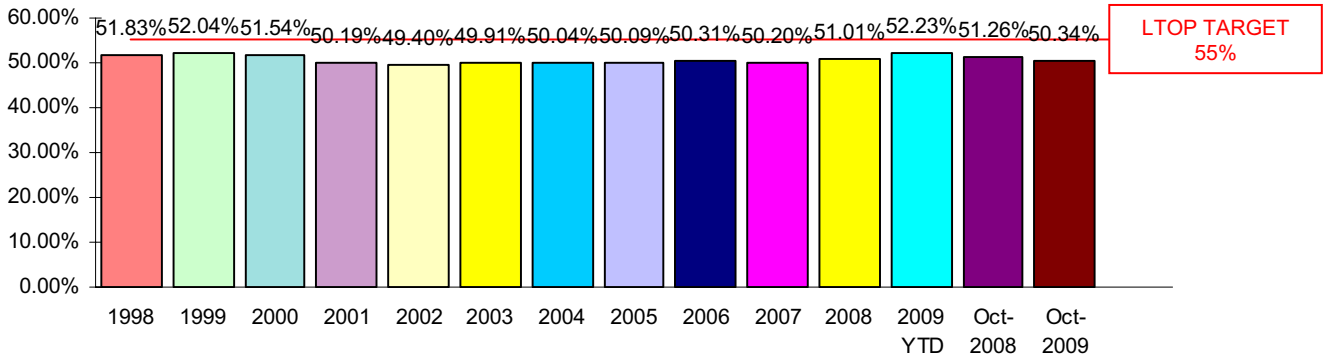
Runway End Impact to 31 October 2009

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

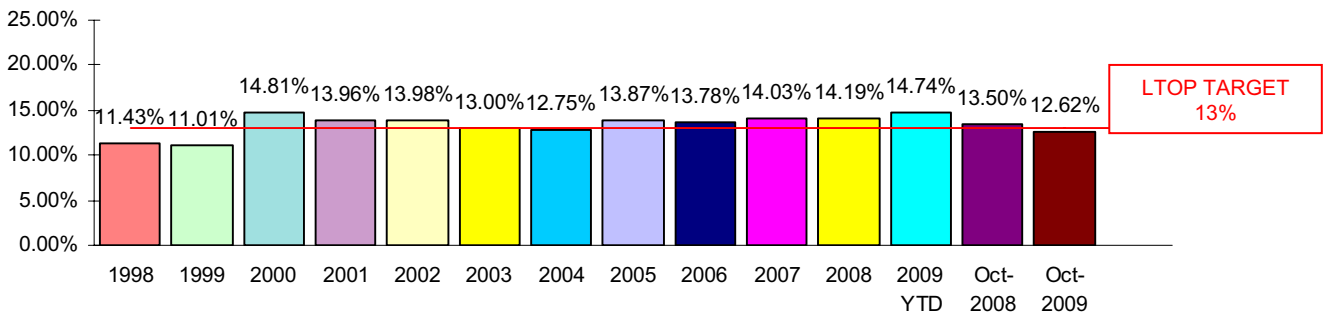
NORTH



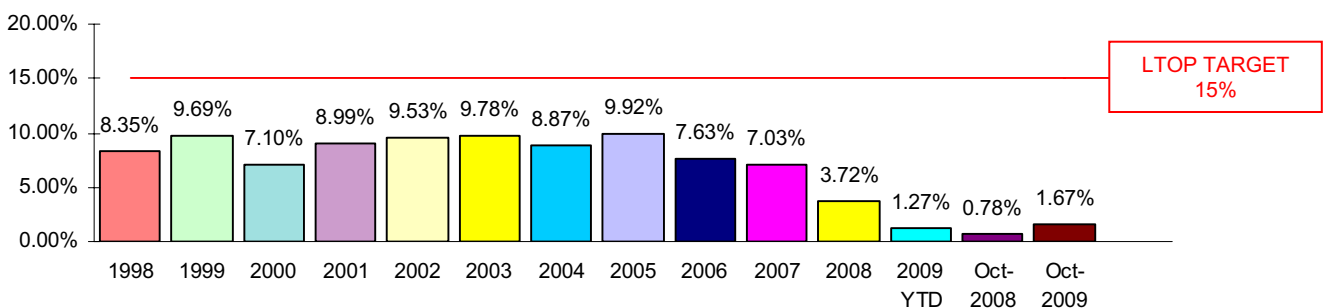
SOUTH



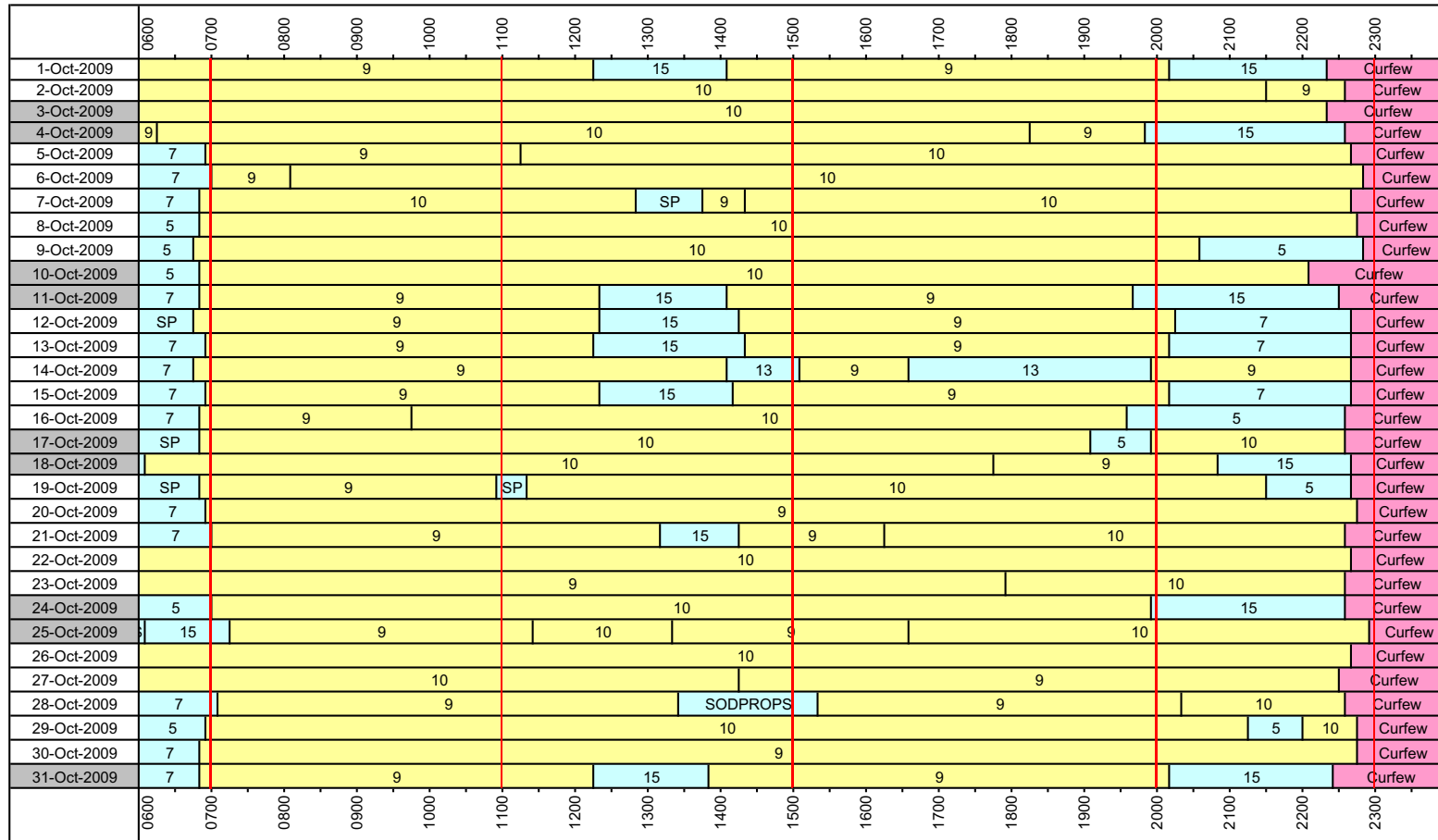
EAST



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 **October 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	
6 October 2009	8:19	9:39	1:20

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
6 October 2009	41	20	21

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Beecroft	2	1

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:

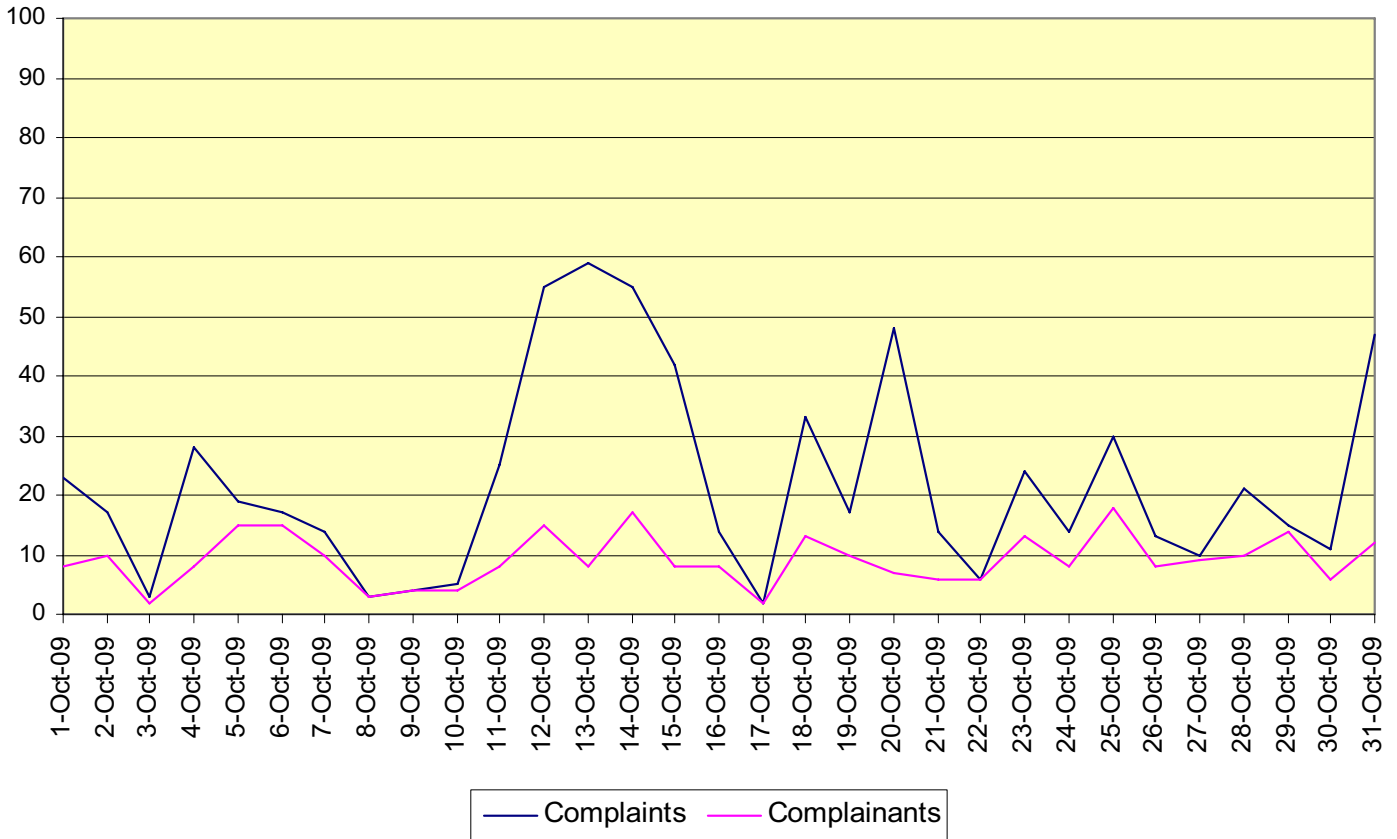
www.sacf.infrastructure.gov.au

Summary of Section Activity – October 2009

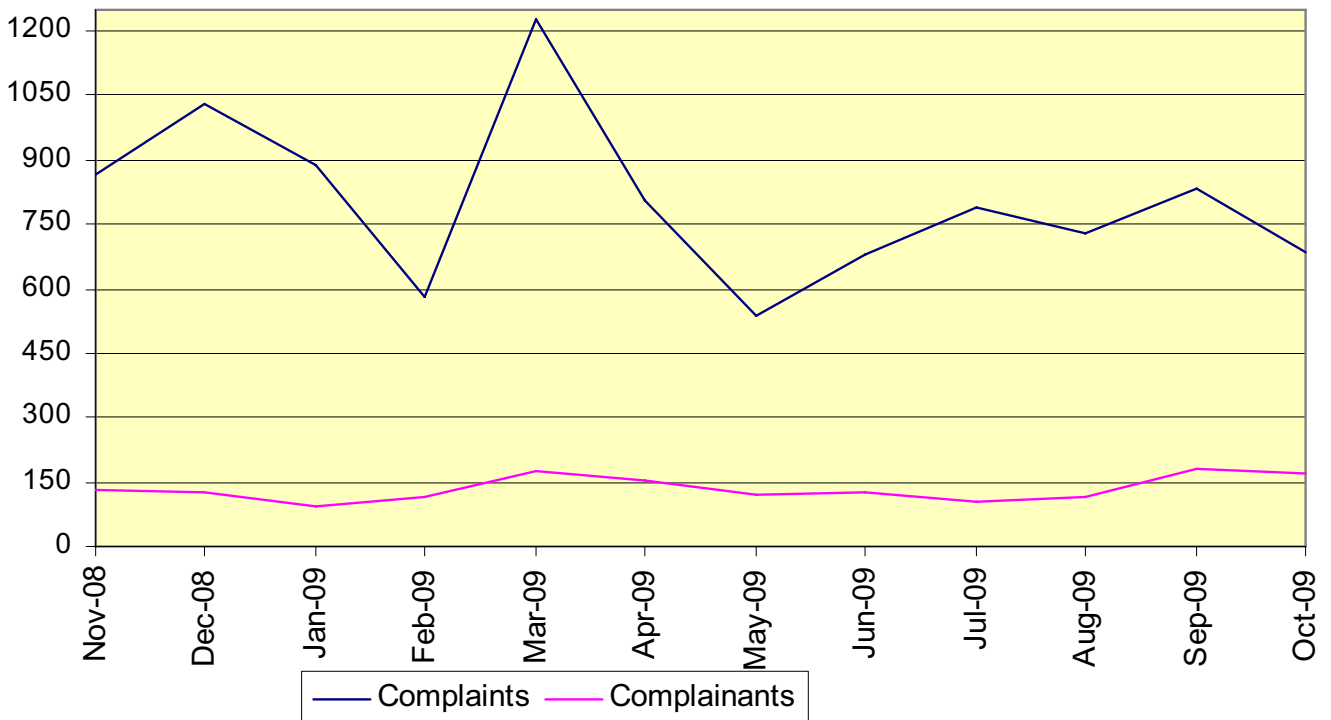
➤ Sydney Suburbs Complaints	
• By phone	311
• By correspondence.....	21
• By internet	261
• By e-mail.....	89
• By WebTrak.....	6
➤ Sydney Suburbs Complaints – suburb not specified.....	3
➤ Sydney Suburbs Comments and Enquiries.....	47
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	48
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	17
➤ Callback / Information Requests (NSW Only)	272

Complaints Graphs

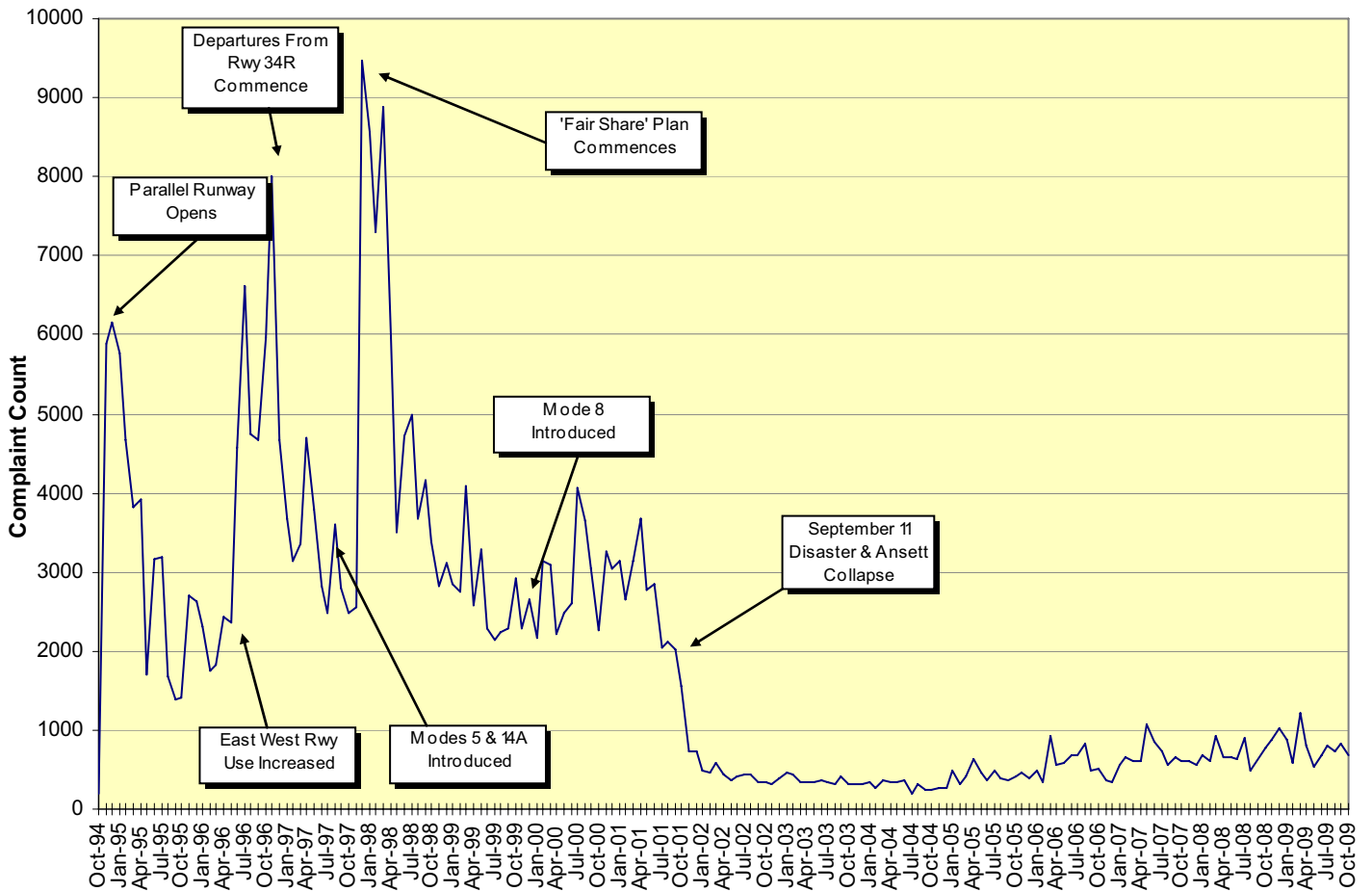
Complaints vs Complainants – 1 October to 31 October 2009



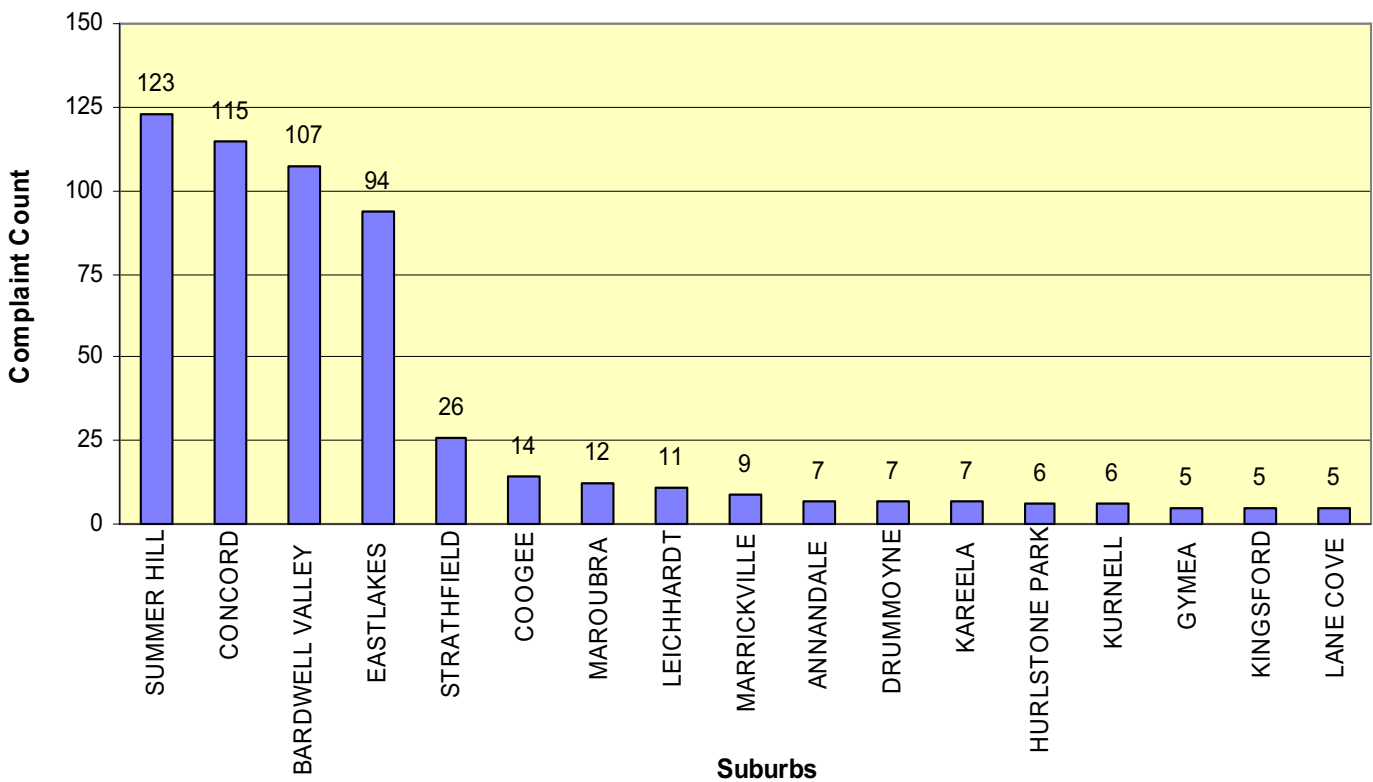
Complaints vs Complainants – Monthly



Complaints History

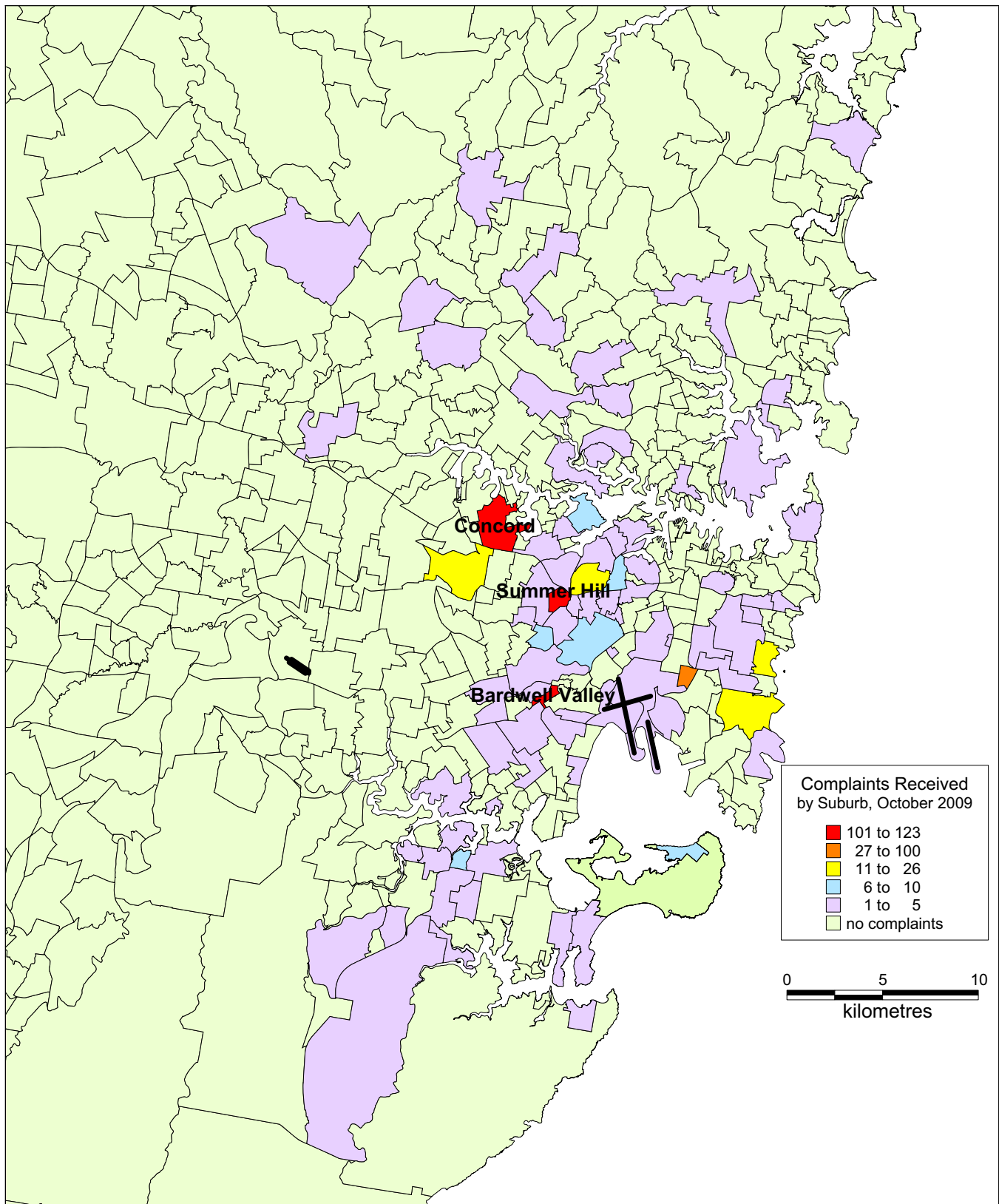


Top Complaint Suburbs – 1 October to 31 October 2009



Complaint Density by Suburb

1 October to 31 October 2009



Recorded Complaints vs Complainants, by Suburb

1 October to 31 October 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	3	1	Kareela	7	2
Alexandria	1	1	Kensington	2	1
Annandale	7	7	Kingsford	5	3
Ashbury	1	1	Kingsgrove	1	1
Ashfield	1	1	Kirrawee	1	1
Balgowlah	1	1	Kurnell	6	3
Balmain	2	2	Kyeemagh	2	1
Banksia	4	2	Kyle Bay	2	1
Bardwell Park	1	1	Lane Cove	5	1
Bardwell Valley	107	1	Leichhardt	11	9
Beaconsfield	2	2	Lewisham	1	1
Beecroft	2	1	Lilyfield	4	4
Bexley	1	1	Lindfield	1	1
Bondi	1	1	Lindfield West	1	1
Bondi Junction	1	1	Loftus	1	1
Bonnet Bay	1	1	Malabar	2	1
Botany	3	3	Maroubra	12	6
Bundeena	3	2	Marrickville	9	7
Camperdown	1	1	Mascot	3	2
Carlton	1	1	Mona Vale	1	1
Castle Hill	1	1	Monterey	1	1
Chatswood West	1	1	Mosman	1	1
Clontarf	2	1	North Ryde	4	3
Concord	115	1	North Sydney	1	1
Coogee	14	9	Oatley	2	2
Cronulla	1	1	Oyster Bay	2	1
Drummoyne	7	6	Paddington	2	2
Dulwich Hill	1	1	Parramatta	1	1
Earlwood	1	1	Petersham	3	3
Eastlakes	94	4	Queens Park	1	1
Engadine	1	1	Randwick	4	4
Enmore	1	1	Riverview	4	2
Epping	4	2	Rockdale	1	1
Five Dock	2	2	Rozelle	3	2
Frenchs Forest	1	1	Russell Lea	1	1
Glebe	1	1	Stanmore	3	3
Grays Point	4	1	Strathfield	26	1
Gymea	5	3	Summer Hill	123	4
Haberfield	1	1	Sydenham	1	1
Hornsby	4	1	Sylvania	1	1
Hunters Hill	4	4	Turramurra	2	1
Hurlstone Park	6	1	Vaucluse	1	1
Hurstville	1	1	West Pymble	2	1
Jannali	2	1	Woolooware	3	2
Total Complaints	688		Total Complainants	168	

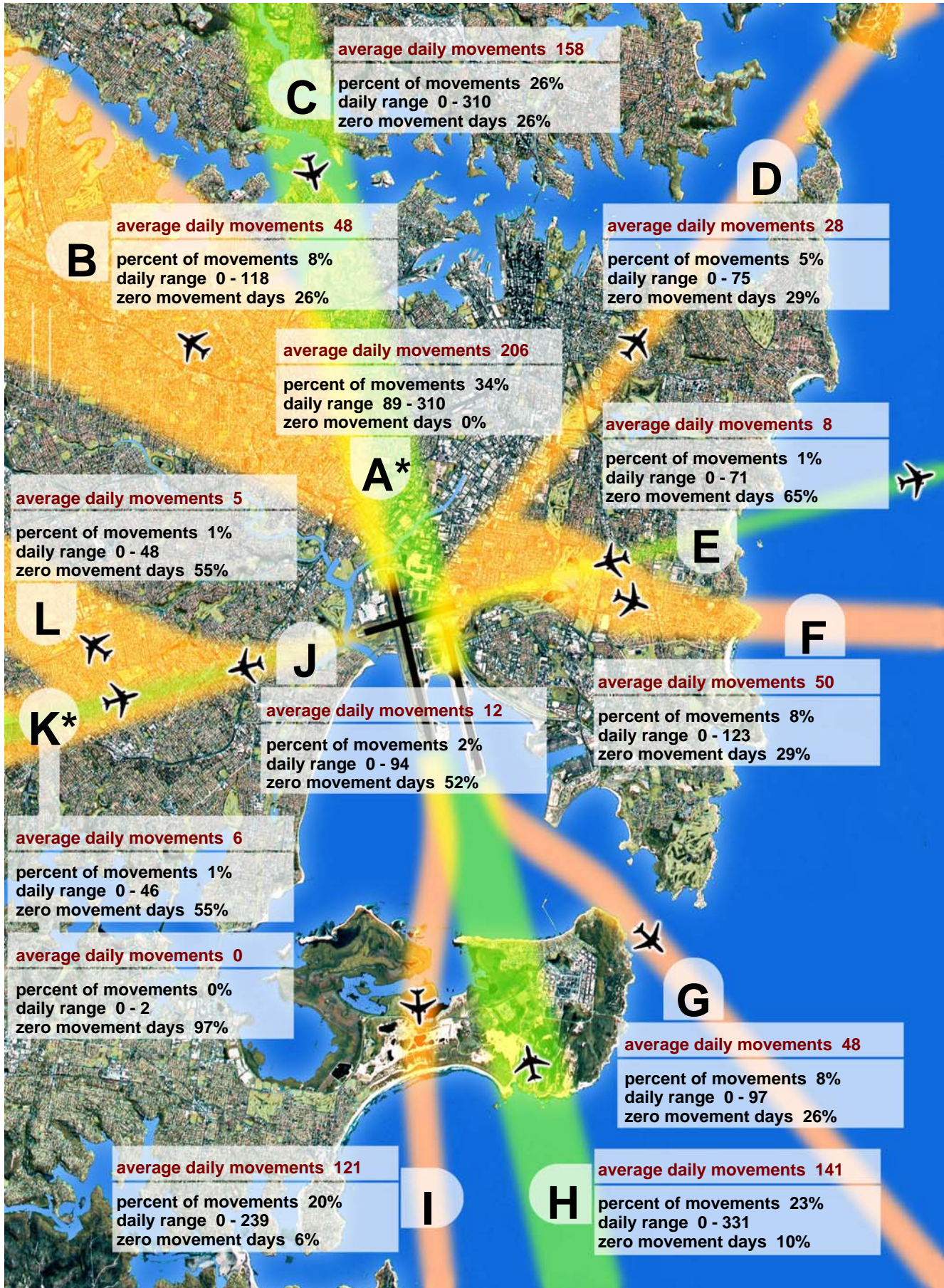
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 October to 31 October 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	17	13	Kirribilli	2	2
Camden	7	2	Newington	1	1
Williamstown	3	2	Not Applicable	2	2
Balgowlah	1	1	Not Specified	1	1
Balmain	1	1	Orange	1	1
Byron Bay	4	1	Paddington	2	1
Coffs Harbour	1	1	RPA Hospital	1	1
Cowra	1	1	St George Hospital	1	1
Dooralong	1	1	Yass	1	1
Total Complaints	48		Total Complainants		34

Sydney Airport : Jet Flight Path Movements

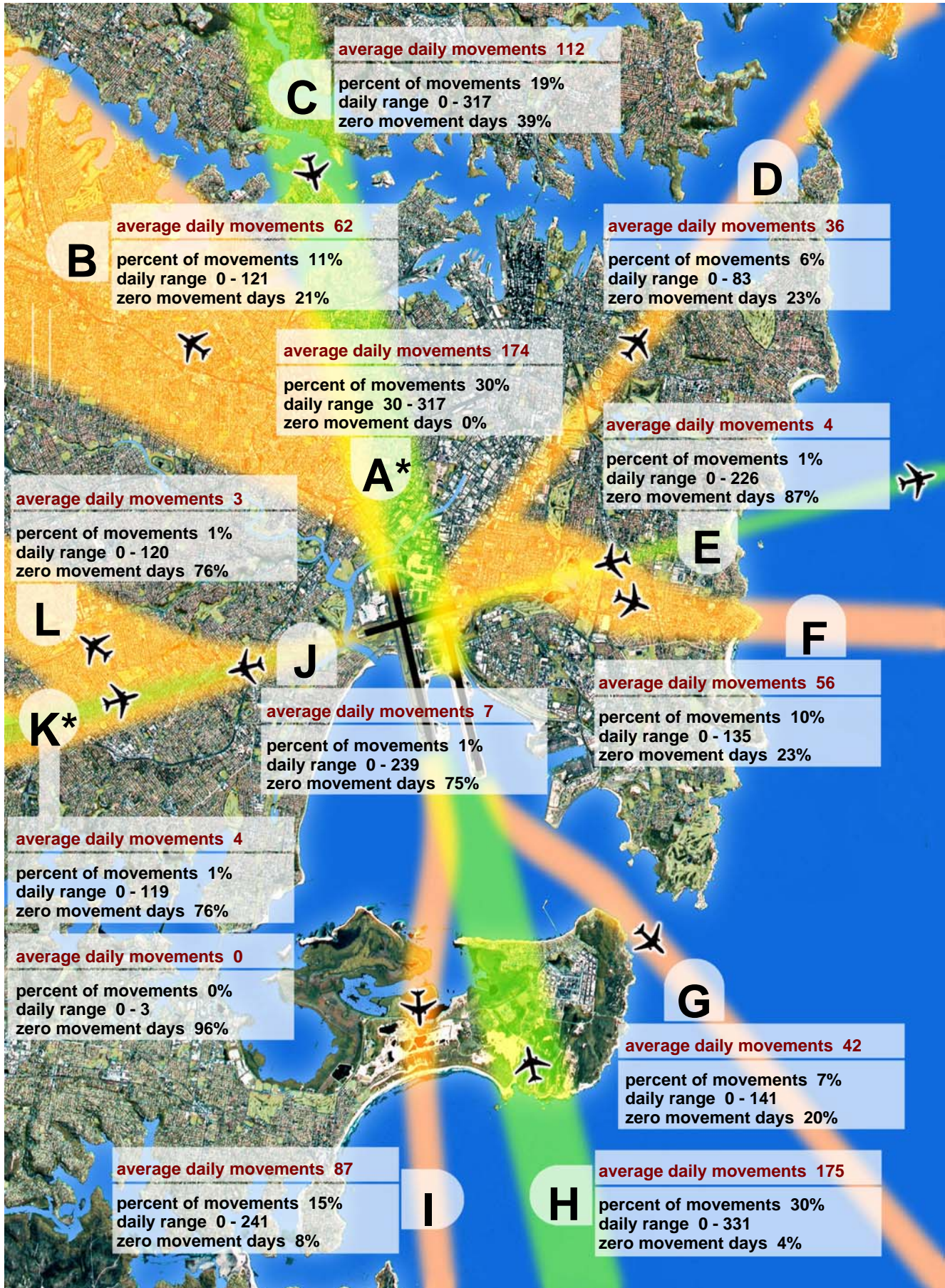
1 Oct 2009 to 31 Oct 2009, All Jets



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

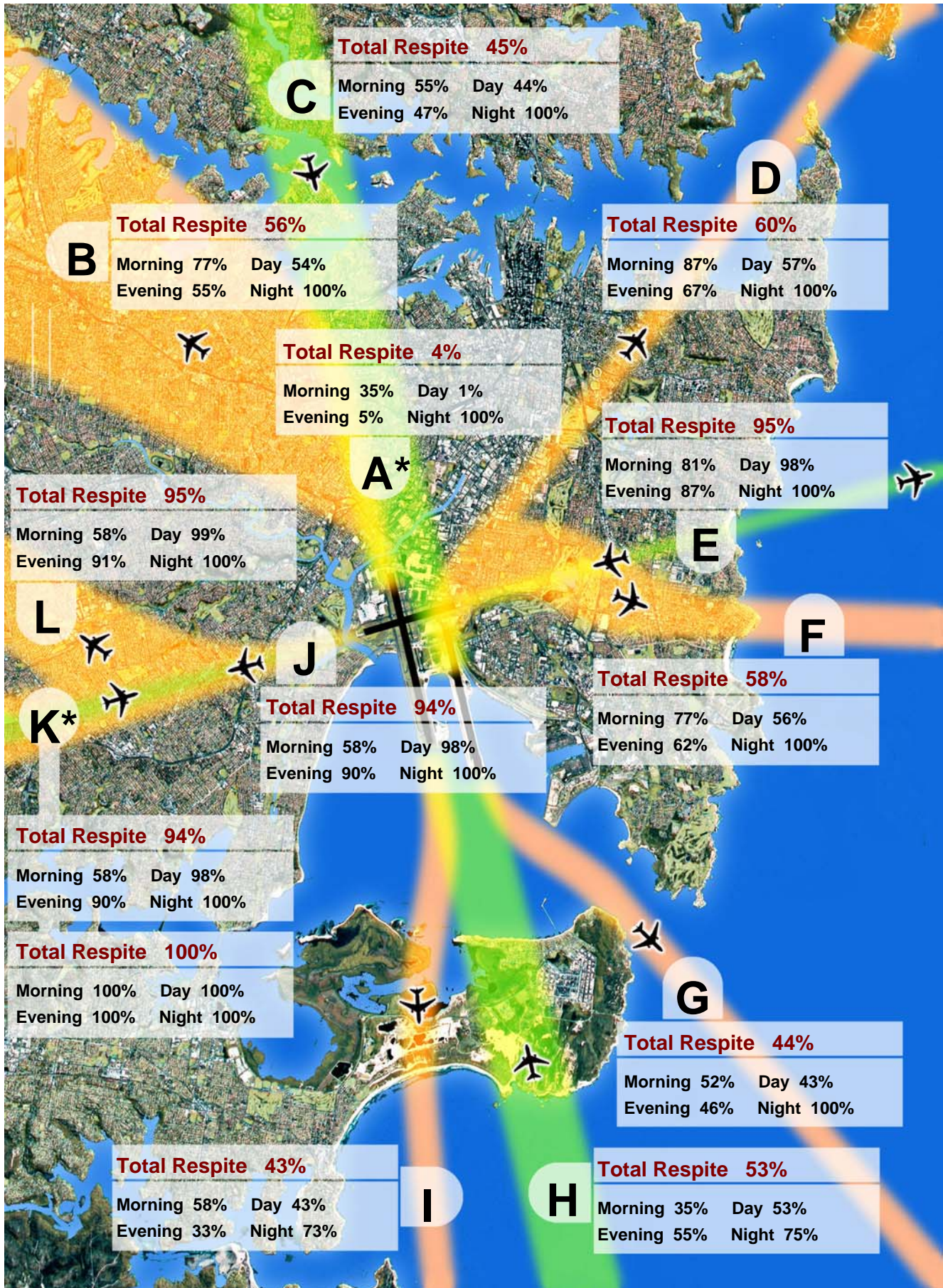
1 Nov 2008 to 31 Oct 2009, All Jets



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 Oct 2009 to 31 Oct 2009, All Jets



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

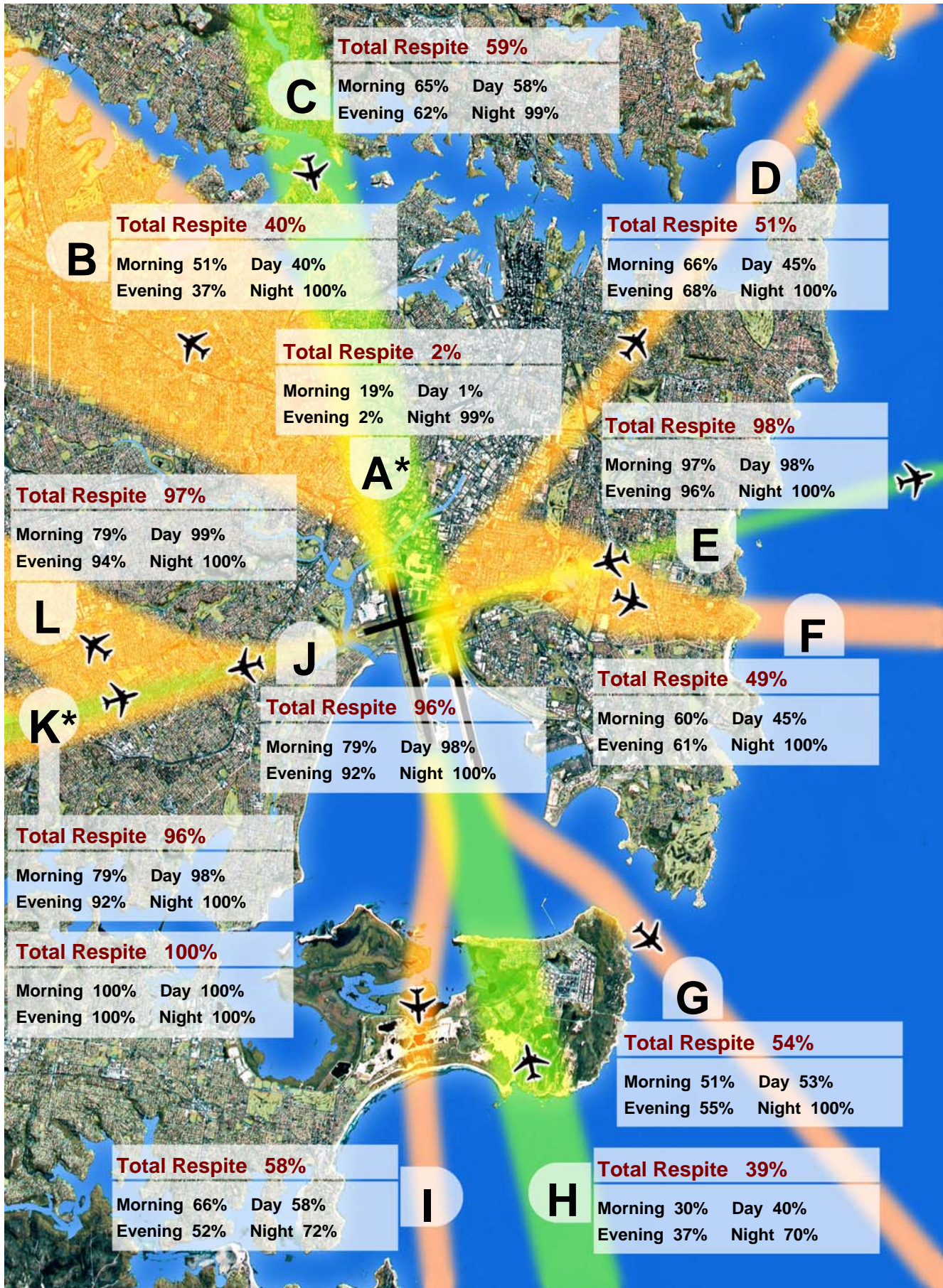
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Nov 2008 to 31 Oct 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)

November 2008 to October 2009

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

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

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

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

Respite

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

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

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 51%**. This means that over the period **November 2008 to October 2009 for 51%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

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

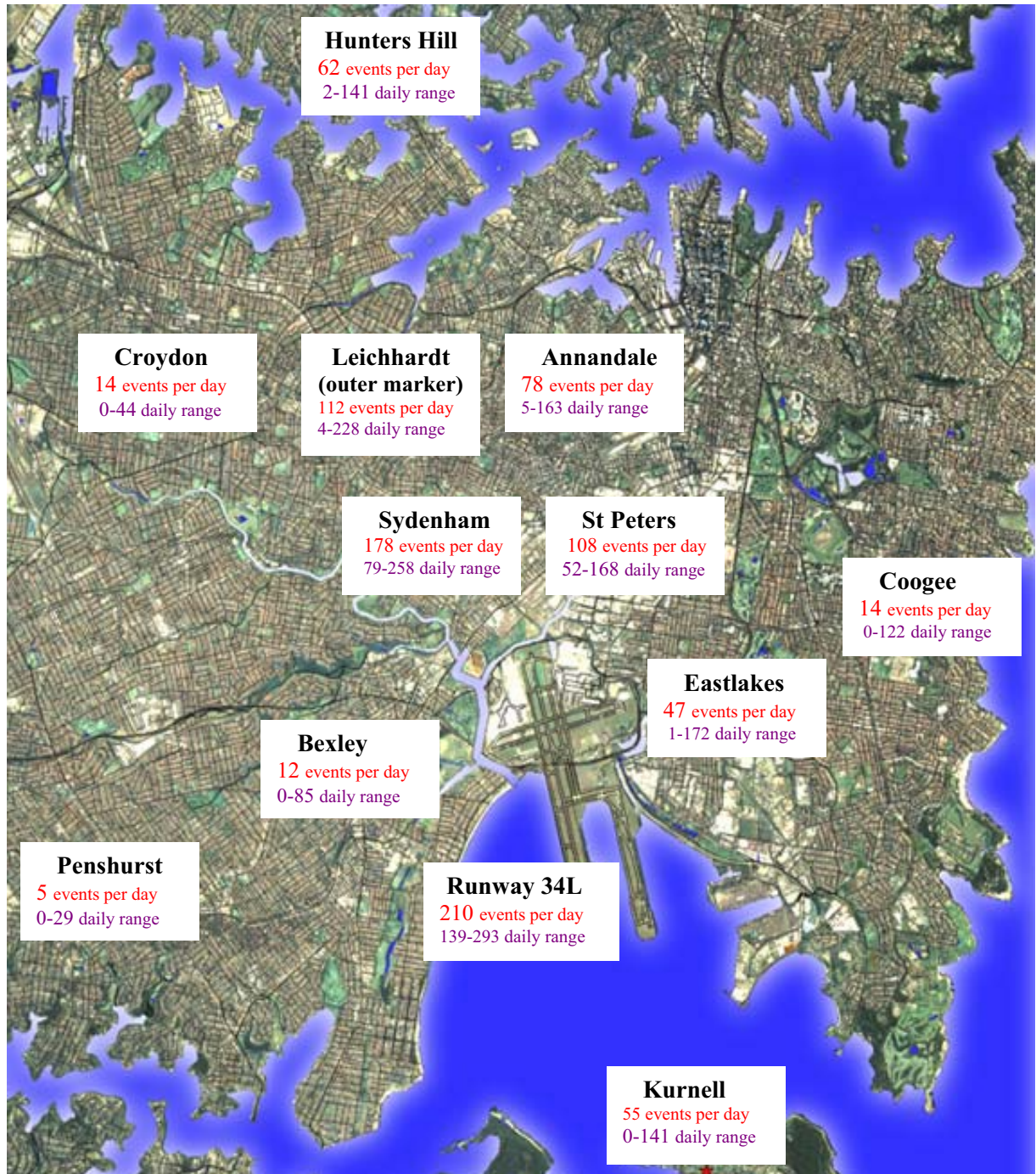


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2009

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 October 2009 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>	6,940	31.0	210	182	153
<i>Penshurst</i>	248	31.0	5	11	6
<i>Bexley</i>	417	30.9	12	25	15
<i>Eastlakes</i>	1,505	31.0	47	73	67
<i>Coogee</i>	701	31.0	14	29	15
<i>Sydenham</i>	5,645	31.0	178	133	120
<i>Kurnell</i>	2,128	31.0	55	69	80
<i>Annandale</i>	2,813	31.0	78	41	26
<i>St Peters</i>	3,692	31.9	108	81	70
<i>Croydon</i>	496	31.0	14	18	18
<i>Hunters Hill</i>	3,251	31.0	62	29	18
<i>Leichhardt (outer marker)</i>	3,124	26.6	112	59	57

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

The N70 values for October 2009 have also been calculated for six different periods:

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

These results are contained in Table 2.

Runway 34L AM 9 PM 28 Day 169 Night 9 WE_D 197 WE_N 2	Penshurst AM 4 PM 1 Day 2 Night 0 WE_D 2 WE_N 0	Bexley AM 8 PM 3 Day 4 Night 0 WE_D 3 WE_N 0	Eastlakes AM 2 PM 8 Day 42 Night 0 WE_D 35 WE_N 0
Coogee AM 1 PM 6 Day 9 Night 0 WE_D 9 WE_N 0	Sydenham AM 4 PM 23 Day 151 Night 1 WE_D 173 WE_N 1	Kurnell AM 1 PM 5 Day 58 Night 0 WE_D 30 WE_N 0	Annandale AM 1 PM 8 Day 69 Night 0 WE_D 79 WE_N 0
St Peters AM 1 PM 12 Day 97 Night 0 WE_D 101 WE_N 0	Croydon AM 0 PM 2 Day 12 Night 0 WE_D 15 WE_N 0	Hunters Hill AM 3 PM 10 Day 45 Night 0 WE_D 73 WE_N 0	Leichhardt (outer marker) AM 4 PM 14 Day 86 Night 1 WE_D 129 WE_N 1

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.