



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
February 2008

Produced by the Noise Enquiry Service

PREVIEW

Sydney Airport Operational Statistics Report Preview

February 2008

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

There was a total of 23,934 aircraft movements this month (daily average 825.31). Last month there were a total of 23,769 movements (daily average 766.74) and for the same month last year there were a total of 21,918 movements (daily average 782.78).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 10 days, Mode 10 on 15 days and Mode 14a on 1 day. Crossing runway modes (including Sodprops) were used for 23.43% 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 32.8% - This result is above the LTOP target and also above the previous month (30.82%).

South 50.98% - This result is below the LTOP target but above the previous month (50.87%).

East 10.59% - This result is below the LTOP target and also below the previous month (11.87%).

West 5.63% - This result is below the LTOP target and also below the previous month (6.44%).

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

This procedure was used on 1, 8, 13, 14, 15, 21, 22, 25, 28, and 29 February 2008 for a total of 24 hours 57 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 762 complaints, comments and enquiries were received as follows:

600 Sydney suburbs complaints from 177 complainants

56 Sydney suburbs comments and enquiries

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

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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 2008.....	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 – 29 February 2008).....	21
Jet Flight Path Movements * (1 March 2007 – 29 February 2008).....	22
Jet Aircraft Respite (R60) * (1 – 29 February 2008).....	23
Jet Aircraft Respite (R60) * (1 March 2007 – 29 February 2008).....	24
Jet Flight Path Movements (Explanation).....	25
Jet Aircraft Respite (R60) (Explanation).....	26
Measured Daily N70 Values **.....	27

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www.airservicesaustralia.com

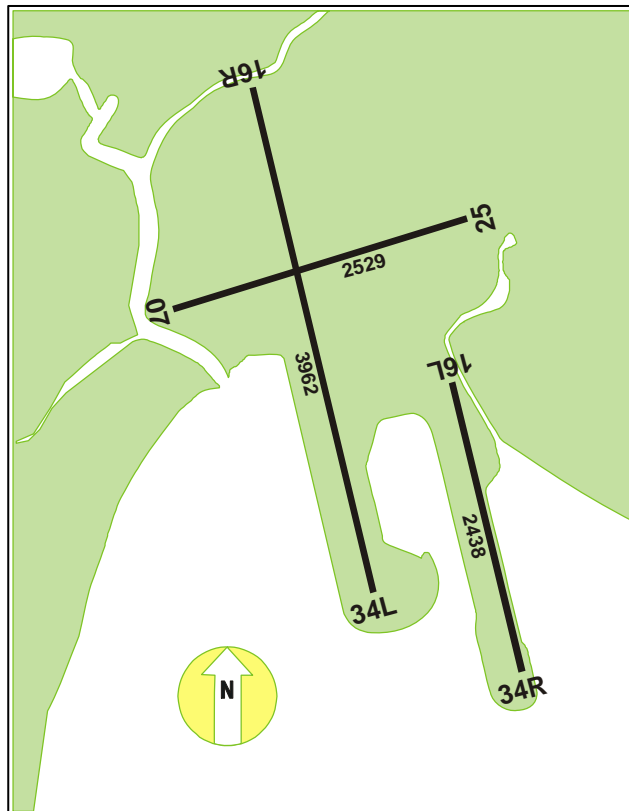
click on "Reports and Statistics" **then** "Sydney Airport Operational Statistics".

* This information is produced using the TNIP software package developed by DOTaRS

** This information is produced by Environment Services, Airservices Australia

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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)

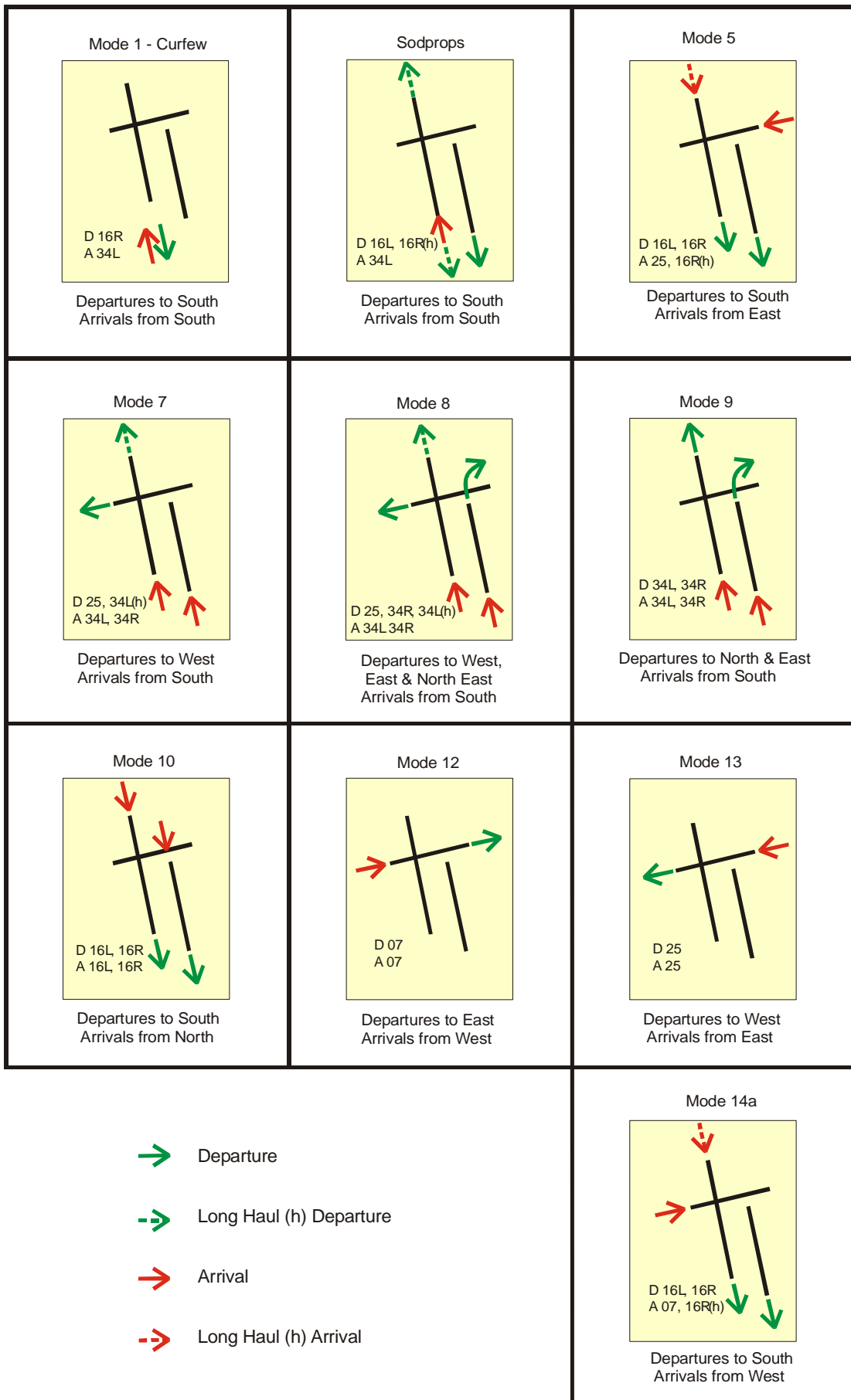
Movements over the East

=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.	SODPROPS - Departures 16L / Arrivals 34L
	2.	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)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
0700 to 2245 / 2300	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	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)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L
	2.	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.
	3.	Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	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	1.	SODPROPS - Departures 16L / Arrivals 34L
0600 to 0800 Sunday	2.	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
	3.	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)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday	1.	SODPROPS - Departures 16L / Arrivals 34L
0800 to 2200 Sunday	2.	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)
	3.	34 (Mode 9) or 16 (Mode 10)
	4.	07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	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
	3.	Departures 16L&R / Arrivals 25 (Mode 5)
	4.	Departures 16L&R / Arrivals 07 (Mode 14A)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8)
	6.	Departures 25 / Arrivals 34L&R (Mode 7)
	7.	34 (Mode 9) or 16 (Mode 10)
	8.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L
	2.	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
	3.	Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-08	0	0	0	168	132	300	245	295	540	0	0	0	6	0	6	0	0	0	846
02-Feb-08	50	0	50	101	92	193	164	220	384	11	0	11	3	0	3	0	0	0	641
03-Feb-08	2	0	2	115	107	222	202	228	430	0	2	2	33	12	45	5	17	22	723
04-Feb-08	116	104	220	0	0	0	0	8	8	0	0	0	191	140	331	105	157	262	821
05-Feb-08	1	0	1	65	58	123	109	162	271	19	32	51	135	77	212	94	91	185	843
06-Feb-08	3	0	3	20	56	76	47	70	117	6	17	23	237	138	375	113	150	263	857
07-Feb-08	1	0	1	136	124	260	256	297	553	8	0	8	24	0	24	0	0	0	846
08-Feb-08	91	1	92	146	136	282	192	314	506	7	1	8	7	0	7	0	0	0	895
09-Feb-08	0	0	0	126	99	225	212	223	435	4	0	4	1	0	1	0	0	0	665
10-Feb-08	40	0	40	85	111	196	151	275	426	97	2	99	1	0	1	0	0	0	762
11-Feb-08	2	0	2	0	6	6	0	9	9	1	0	1	268	196	464	163	225	388	870
12-Feb-08	0	0	0	6	3	9	3	25	28	0	19	19	269	177	446	156	209	365	867
13-Feb-08	0	0	0	162	130	292	249	309	558	15	0	15	8	0	8	0	0	0	873
14-Feb-08	18	0	18	151	126	277	218	318	536	57	0	57	11	0	11	0	0	0	899
15-Feb-08	48	0	48	141	126	267	209	321	530	38	0	38	4	0	4	0	0	0	887
16-Feb-08	196	0	196	55	97	152	74	230	304	9	0	9	2	0	2	0	0	0	663
17-Feb-08	73	0	73	105	109	214	186	269	455	1	1	2	2	0	2	0	0	0	746
18-Feb-08	88	0	88	21	50	71	23	110	133	1	18	19	197	106	303	115	153	268	882
19-Feb-08	38	0	38	0	17	17	2	59	61	0	15	15	249	154	403	154	190	344	878
20-Feb-08	4	0	4	0	1	1	0	17	17	0	5	5	291	200	491	153	227	380	898
21-Feb-08	79	0	79	127	122	249	167	313	480	49	3	52	13	0	13	0	0	0	873
22-Feb-08	13	0	13	66	51	117	98	139	237	0	0	0	177	115	292	87	147	234	893
23-Feb-08	136	0	136	67	96	163	96	213	309	11	4	15	34	15	49	9	11	20	692
24-Feb-08	133	1	134	64	122	186	107	250	357	24	1	25	34	3	37	0	0	0	739
25-Feb-08	59	0	59	126	112	238	174	245	419	0	0	0	46	32	78	30	36	66	860
26-Feb-08	21	0	21	5	5	10	8	34	42	0	12	12	236	168	404	152	197	349	838
27-Feb-08	0	0	0	40	24	64	48	73	121	3	0	3	221	167	388	135	197	332	908
28-Feb-08	0	0	0	187	135	322	239	305	544	9	1	10	7	0	7	0	0	0	883
29-Feb-08	0	0	0	163	125	288	224	317	541	51	2	53	4	0	4	0	0	0	886
Total	1212	106	1318	2448	2372	4820	3703	5648	9351	421	135	556	2711	1700	4411	1471	2007	3478	23934

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-08	0	0	0	103	92	195	197	212	409	0	0	0	2	0	2	0	0	0	606
02-Feb-08	46	0	46	64	68	132	122	174	296	11	0	11	0	0	0	0	0	0	485
03-Feb-08	0	0	0	63	72	135	179	172	351	0	1	1	30	10	40	4	17	21	548
04-Feb-08	84	71	155	0	0	0	0	7	7	0	0	0	166	90	256	41	125	166	584
05-Feb-08	0	0	0	38	39	77	82	106	188	16	21	37	114	53	167	48	75	123	592
06-Feb-08	3	0	3	13	43	56	41	43	84	6	14	20	185	84	269	57	124	181	613
07-Feb-08	0	0	0	86	85	171	195	213	408	5	0	5	12	0	12	0	0	0	596
08-Feb-08	72	0	72	86	95	181	150	225	375	6	0	6	2	0	2	0	0	0	636
09-Feb-08	0	0	0	82	73	155	173	181	354	3	0	3	0	0	0	0	0	0	512
10-Feb-08	37	0	37	63	78	141	118	207	325	69	0	69	1	0	1	0	0	0	573
11-Feb-08	0	0	0	0	6	6	0	3	3	1	0	1	195	114	309	105	182	287	606
12-Feb-08	0	0	0	4	2	6	2	9	11	0	15	15	210	108	318	89	169	258	608
13-Feb-08	0	0	0	92	86	178	197	218	415	12	0	12	1	0	1	0	0	0	606
14-Feb-08	14	0	14	88	85	173	175	228	403	39	0	39	3	0	3	0	0	0	632
15-Feb-08	37	0	37	86	87	173	159	226	385	29	0	29	1	0	1	0	0	0	625
16-Feb-08	146	0	146	36	70	106	64	183	247	9	0	9	0	0	0	0	0	0	508
17-Feb-08	61	0	61	73	75	148	152	207	359	0	0	0	0	0	0	0	0	0	568
18-Feb-08	63	0	63	10	37	47	18	86	104	0	14	14	150	54	204	69	120	189	621
19-Feb-08	29	0	29	0	11	11	2	37	39	0	12	12	193	96	289	96	157	253	633
20-Feb-08	2	0	2	0	0	0	0	6	6	0	4	4	227	124	351	86	184	270	633
21-Feb-08	53	0	53	69	80	149	138	226	364	41	0	41	6	0	6	0	0	0	613
22-Feb-08	9	0	9	37	36	73	83	95	178	0	0	0	124	67	191	61	121	182	633
23-Feb-08	100	0	100	38	68	106	80	169	249	11	3	14	30	13	43	8	11	19	531
24-Feb-08	110	0	110	39	89	128	85	196	281	20	1	21	30	0	30	0	0	0	570
25-Feb-08	46	0	46	67	74	141	144	183	327	0	0	0	30	19	49	22	29	51	614
26-Feb-08	9	0	9	4	3	7	6	22	28	0	10	10	184	107	291	98	153	251	596
27-Feb-08	0	0	0	25	14	39	39	35	74	3	0	3	168	113	281	83	165	248	645
28-Feb-08	0	0	0	106	91	197	195	218	413	7	0	7	1	0	1	0	0	0	618
29-Feb-08	0	0	0	102	86	188	173	229	402	41	0	41	1	0	1	0	0	0	632
Total	921	71	992	1474	1645	3119	2969	4116	7085	329	95	424	2066	1052	3118	867	1632	2499	17237

Runway Movement Summary – Non Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Feb-08	0	0	0	65	40	105	48	83	131	0	0	0	4	0	4	0	0	0	240
02-Feb-08	4	0	4	37	24	61	42	46	88	0	0	0	3	0	3	0	0	0	156
03-Feb-08	2	0	2	52	35	87	23	56	79	0	1	1	3	2	5	1	0	1	175
04-Feb-08	32	33	65	0	0	0	0	1	1	0	0	0	25	50	75	64	32	96	237
05-Feb-08	1	0	1	27	19	46	27	56	83	3	11	14	21	24	45	46	16	62	251
06-Feb-08	0	0	0	7	13	20	6	27	33	0	3	3	52	54	106	56	26	82	244
07-Feb-08	1	0	1	50	39	89	61	84	145	3	0	3	12	0	12	0	0	0	250
08-Feb-08	19	1	20	60	41	101	42	89	131	1	1	2	5	0	5	0	0	0	259
09-Feb-08	0	0	0	44	26	70	39	42	81	1	0	1	1	0	1	0	0	0	153
10-Feb-08	3	0	3	22	33	55	33	68	101	28	2	30	0	0	0	0	0	0	189
11-Feb-08	2	0	2	0	0	0	0	6	6	0	0	0	73	82	155	58	43	101	264
12-Feb-08	0	0	0	2	1	3	1	16	17	0	4	4	59	69	128	67	40	107	259
13-Feb-08	0	0	0	70	44	114	52	91	143	3	0	3	7	0	7	0	0	0	267
14-Feb-08	4	0	4	63	41	104	43	90	133	18	0	18	8	0	8	0	0	0	267
15-Feb-08	11	0	11	55	39	94	50	95	145	9	0	9	3	0	3	0	0	0	262
16-Feb-08	50	0	50	19	27	46	10	47	57	0	0	0	2	0	2	0	0	0	155
17-Feb-08	12	0	12	32	34	66	34	62	96	1	1	2	2	0	2	0	0	0	178
18-Feb-08	25	0	25	11	13	24	5	24	29	1	4	5	47	52	99	46	33	79	261
19-Feb-08	9	0	9	0	6	6	0	22	22	0	3	3	56	58	114	58	33	91	245
20-Feb-08	2	0	2	0	1	1	0	11	11	0	1	1	64	76	140	67	43	110	265
21-Feb-08	26	0	26	58	42	100	29	87	116	8	3	11	7	0	7	0	0	0	260
22-Feb-08	4	0	4	29	15	44	15	44	59	0	0	0	53	48	101	26	26	52	260
23-Feb-08	36	0	36	29	28	57	16	44	60	0	1	1	4	2	6	1	0	1	161
24-Feb-08	23	1	24	25	33	58	22	54	76	4	0	4	4	3	7	0	0	0	169
25-Feb-08	13	0	13	59	38	97	30	62	92	0	0	0	16	13	29	8	7	15	246
26-Feb-08	12	0	12	1	2	3	2	12	14	0	2	2	52	61	113	54	44	98	242
27-Feb-08	0	0	0	15	10	25	9	38	47	0	0	0	53	54	107	52	32	84	263
28-Feb-08	0	0	0	81	44	125	44	87	131	2	1	3	6	0	6	0	0	0	265
29-Feb-08	0	0	0	61	39	100	51	88	139	10	2	12	3	0	3	0	0	0	254
Total	291	35	326	974	727	1701	734	1532	2266	92	40	132	645	648	1293	604	375	979	6697

Hourly Runway Movement Summary – All Movements

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-08	6	4	2	3	2	4	29	47	45	63	60	50	51	48	43	55	48	59	63	63	40	32	26	3	846
02-Feb-08	0	1	1	2	0	0	17	50	62	52	50	48	40	36	39	40	42	30	39	38	24	12	18	0	641
03-Feb-08	2	0	1	0	1	0	15	35	47	42	46	43	48	38	45	55	56	47	58	58	37	26	23	0	723
04-Feb-08	0	0	0	0	0	0	25	62	64	60	54	53	53	38	35	57	49	50	42	47	41	36	41	14	821
05-Feb-08	10	6	4	2	3	2	20	55	68	65	54	49	48	42	40	58	50	45	58	61	36	28	32	7	843
06-Feb-08	9	4	0	5	1	2	26	66	66	57	59	58	45	41	38	57	54	45	49	43	37	44	35	16	857
07-Feb-08	6	6	1	4	2	1	23	62	62	65	59	45	44	18	56	54	49	45	58	60	45	35	38	8	846
08-Feb-08	8	4	3	2	3	2	27	59	65	71	56	50	56	45	41	68	53	52	67	70	32	33	25	3	895
09-Feb-08	0	0	1	0	0	0	17	49	59	61	58	45	49	35	42	46	42	32	40	35	23	14	15	2	665
10-Feb-08	0	1	1	0	0	1	18	40	45	51	48	45	54	46	41	55	56	51	64	63	32	26	24	0	762
11-Feb-08	3	2	0	0	2	1	24	70	70	61	57	50	54	42	42	56	54	53	67	53	40	32	26	11	870
12-Feb-08	7	5	0	3	2	2	28	62	76	65	58	50	50	43	41	46	49	52	60	66	34	35	25	8	867
13-Feb-08	7	5	1	6	0	0	30	60	61	62	63	52	48	38	42	49	57	59	67	53	45	36	26	6	873
14-Feb-08	1	7	2	1	3	1	31	64	67	64	57	52	58	44	40	65	52	55	66	62	38	34	25	10	899
15-Feb-08	7	5	1	4	3	1	29	62	65	65	61	47	58	39	43	56	58	56	68	59	36	39	24	1	887
16-Feb-08	2	0	1	0	0	0	17	55	55	62	51	43	48	34	40	48	42	34	37	39	25	13	17	0	663
17-Feb-08	1	2	1	0	0	1	14	41	42	55	51	45	55	40	46	51	51	47	65	55	37	25	21	0	746
18-Feb-08	2	0	0	0	1	0	28	63	73	63	64	56	53	41	47	59	52	49	70	53	39	30	30	9	882
19-Feb-08	4	6	0	5	0	3	27	61	65	67	55	48	60	36	45	54	55	49	72	57	43	30	30	6	878
20-Feb-08	10	2	3	2	2	0	25	60	66	71	60	54	54	40	44	56	53	53	73	58	37	39	28	8	898
21-Feb-08	11	3	0	5	2	2	28	59	69	61	54	54	53	38	40	58	52	53	61	57	44	31	28	10	873
22-Feb-08	8	3	4	5	1	1	28	64	65	67	60	49	56	45	41	56	57	50	72	60	36	40	21	4	893
23-Feb-08	0	0	2	1	1	0	22	58	65	58	56	43	45	40	42	44	38	40	47	31	24	17	15	3	692
24-Feb-08	1	1	1	1	0	0	16	35	47	52	53	40	49	45	43	49	52	44	70	55	35	29	20	1	739
25-Feb-08	1	0	1	0	0	1	25	63	71	67	59	53	50	36	45	54	52	52	68	59	33	34	27	9	860
26-Feb-08	11	3	2	3	1	1	27	62	69	63	60	46	52	41	43	49	51	42	23	43	57	40	34	15	838
27-Feb-08	14	4	2	3	1	1	27	52	65	75	65	61	51	41	37	53	57	53	65	39	48	50	33	11	908
28-Feb-08	9	1	3	2	1	0	25	53	60	61	60	41	58	53	41	55	58	52	56	60	49	43	34	8	883
29-Feb-08	4	4	2	2	2	1	26	55	59	73	67	48	57	35	46	55	57	57	71	58	44	36	25	2	886
Total	144	79	40	61	34	28	694	1624	1793	1799	1655	1418	1497	1158	1228	1558	1496	1406	1716	1555	1091	919	766	175	23934
Avg.	4.97	2.72	1.38	2.10	1.17	0.97	23.93	56.00	61.83	62.03	57.07	48.90	51.62	39.93	42.34	53.72	51.59	48.48	59.17	53.62	37.62	31.69	26.41	6.03	825.31

Hourly Runway Movement Summary – Arrivals

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-08	1	1	0	2	1	2	12	25	24	37	29	23	22	23	23	25	24	29	32	29	18	20	16	1	419
02-Feb-08	0	0	1	2	0	0	9	34	33	21	26	21	18	20	23	18	20	14	20	19	14	5	11	0	329
03-Feb-08	0	0	1	0	1	0	9	21	24	23	17	25	16	15	24	27	21	29	30	31	14	17	12	0	357
04-Feb-08	0	0	0	0	0	0	12	36	37	26	27	27	24	16	21	24	21	25	18	21	22	22	27	6	412
05-Feb-08	4	2	0	1	0	2	12	36	39	29	27	23	21	19	23	26	20	23	33	27	15	16	20	5	423
06-Feb-08	2	1	0	2	1	2	14	40	35	28	29	29	19	16	25	24	22	22	28	27	24	18	11	7	426
07-Feb-08	1	3	0	2	2	1	14	39	37	24	30	19	25	13	25	28	22	18	29	23	25	20	21	4	425
08-Feb-08	2	1	1	2	1	2	12	35	39	34	27	20	24	19	27	33	20	25	39	28	15	22	15	0	443
09-Feb-08	0	0	1	0	0	0	10	29	34	30	25	21	24	19	22	23	19	19	20	14	14	8	10	1	343
10-Feb-08	0	0	1	0	0	1	11	24	22	23	23	22	20	17	24	27	24	28	37	26	16	13	15	0	374
11-Feb-08	0	1	0	0	2	0	13	43	39	23	31	24	23	14	26	26	23	26	33	21	23	19	17	7	434
12-Feb-08	1	1	0	1	2	1	12	39	45	28	27	30	20	17	25	23	19	24	34	25	19	21	15	5	434
13-Feb-08	1	2	1	1	0	0	18	35	38	27	29	25	20	16	25	23	22	28	36	23	22	23	16	3	434
14-Feb-08	0	2	0	1	1	1	16	35	40	30	26	25	28	18	25	29	26	27	36	26	20	21	15	7	455
15-Feb-08	0	1	0	2	2	0	12	36	40	33	29	21	24	14	29	26	24	28	38	21	20	24	15	1	440
16-Feb-08	1	0	1	0	0	0	8	33	35	22	23	22	23	16	23	24	21	19	19	16	13	7	10	0	336
17-Feb-08	1	1	1	0	0	0	8	25	21	28	23	24	17	14	29	21	24	27	32	24	18	15	14	0	367
18-Feb-08	1	0	0	0	0	0	13	40	40	28	30	27	24	16	32	23	24	28	37	22	20	19	15	6	445
19-Feb-08	1	1	0	3	0	2	13	37	41	31	27	24	24	14	28	24	24	28	32	27	22	20	16	4	443
20-Feb-08	2	0	2	2	1	0	13	37	39	31	27	30	21	14	29	25	21	30	40	21	19	23	16	5	448
21-Feb-08	1	1	0	3	2	2	11	36	42	27	22	31	20	15	24	30	23	22	36	24	20	21	17	5	435
22-Feb-08	1	2	1	2	1	0	13	37	39	31	29	20	26	17	30	26	21	24	39	24	17	26	14	1	441
23-Feb-08	0	0	2	1	0	0	12	37	38	24	24	22	20	19	24	19	19	22	21	16	13	11	8	1	353
24-Feb-08	1	1	1	0	0	0	10	21	26	24	23	22	15	21	26	18	23	23	38	21	18	17	13	0	362
25-Feb-08	0	0	1	0	0	1	11	35	40	32	32	23	20	18	27	25	21	28	34	24	18	23	16	6	435
26-Feb-08	3	1	1	2	1	1	14	37	41	27	32	22	22	19	25	22	20	21	17	20	23	25	19	7	422
27-Feb-08	3	1	1	1	1	1	16	29	39	38	29	27	20	20	21	26	21	27	32	23	29	21	15	6	447
28-Feb-08	1	1	0	1	1	0	12	29	37	33	30	29	23	18	22	27	23	23	34	26	27	21	20	4	442
29-Feb-08	1	1	1	1	1	1	10	33	38	37	32	22	20	16	26	31	19	31	38	26	20	21	16	0	442
Total	29	25	18	32	21	20	350	973	1042	829	785	700	623	493	733	723	631	718	912	675	558	539	445	92	11966
Avg.	1.00	0.86	0.62	1.10	0.72	0.69	12.07	33.55	35.93	28.59	27.07	24.14	21.48	17.00	25.28	24.93	21.76	24.76	31.45	23.28	19.24	18.59	15.34	3.17	412.62

Hourly Runway Movement Summary – Departures

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Feb-08	5	3	2	1	1	2	17	22	21	26	31	27	29	25	20	30	24	30	31	34	22	12	10	2	427
02-Feb-08	0	1	0	0	0	0	8	16	29	31	24	27	22	16	16	22	22	16	19	19	10	7	7	0	312
03-Feb-08	2	0	0	0	0	0	6	14	23	19	29	18	32	23	21	28	35	18	28	27	23	9	11	0	366
04-Feb-08	0	0	0	0	0	0	13	26	27	34	27	26	29	22	14	33	28	25	24	26	19	14	14	8	409
05-Feb-08	6	4	4	1	3	0	8	19	29	36	27	26	27	23	17	32	30	22	25	34	21	12	12	2	420
06-Feb-08	7	3	0	3	0	0	12	26	31	29	30	29	26	25	13	33	32	23	21	16	13	26	24	9	431
07-Feb-08	5	3	1	2	0	0	9	23	25	41	29	26	19	5	31	26	27	27	29	37	20	15	17	4	421
08-Feb-08	6	3	2	0	2	0	15	24	26	37	29	30	32	26	14	35	33	27	28	42	17	11	10	3	452
09-Feb-08	0	0	0	0	0	0	7	20	25	31	33	24	25	16	20	23	23	13	20	21	9	6	5	1	322
10-Feb-08	0	1	0	0	0	0	7	16	23	28	25	23	34	29	17	28	32	23	27	37	16	13	9	0	388
11-Feb-08	3	1	0	0	0	1	11	27	31	38	26	26	31	28	16	30	31	27	34	32	17	13	9	4	436
12-Feb-08	6	4	0	2	0	1	16	23	31	37	31	20	30	26	16	23	30	28	26	41	15	14	10	3	433
13-Feb-08	6	3	0	5	0	0	12	25	23	35	34	27	28	22	17	26	35	31	31	30	23	13	10	3	439
14-Feb-08	1	5	2	0	2	0	15	29	27	34	31	27	30	26	15	36	26	28	30	36	18	13	10	3	444
15-Feb-08	7	4	1	2	1	1	17	26	25	32	32	26	34	25	14	30	34	28	30	38	16	15	9	0	447
16-Feb-08	1	0	0	0	0	0	9	22	20	40	28	21	25	18	17	24	21	15	18	23	12	6	7	0	327
17-Feb-08	0	1	0	0	0	1	6	16	21	27	28	21	38	26	17	30	27	20	33	31	19	10	7	0	379
18-Feb-08	1	0	0	0	1	0	15	23	33	35	34	29	29	25	15	36	28	21	33	31	19	11	15	3	437
19-Feb-08	3	5	0	2	0	1	14	24	24	36	28	24	36	22	17	30	31	21	40	30	21	10	14	2	435
20-Feb-08	8	2	1	0	1	0	12	23	27	40	33	24	33	26	15	31	32	23	33	37	18	16	12	3	450
21-Feb-08	10	2	0	2	0	0	17	23	27	34	32	23	33	23	16	28	29	31	25	33	24	10	11	5	438
22-Feb-08	7	1	3	3	0	1	15	27	26	36	31	29	30	28	11	30	36	26	33	36	19	14	7	3	452
23-Feb-08	0	0	0	0	1	0	10	21	27	34	32	21	25	21	18	25	19	18	26	15	11	6	7	2	339
24-Feb-08	0	0	0	1	0	0	6	14	21	28	30	18	34	24	17	31	29	21	32	34	17	12	7	1	377
25-Feb-08	1	0	0	0	0	0	14	28	31	35	27	30	30	18	18	29	31	24	34	35	15	11	11	3	425
26-Feb-08	8	2	1	1	0	0	13	25	28	36	28	24	30	22	18	27	31	21	6	23	34	15	15	8	416
27-Feb-08	11	3	1	2	0	0	11	23	26	37	36	34	31	21	16	27	36	26	33	16	19	29	18	5	461
28-Feb-08	8	0	3	1	0	0	13	24	23	28	30	12	35	35	19	28	35	29	22	34	22	22	14	4	441
29-Feb-08	3	3	1	1	1	0	16	22	21	36	35	26	37	19	20	24	38	26	33	32	24	15	9	2	444
Total	115	54	22	29	13	8	344	651	751	970	870	718	874	665	495	835	865	688	804	880	533	380	321	83	11968
Avg.	3.97	1.86	0.76	1.00	0.45	0.28	11.86	22.45	25.90	33.45	30.00	24.76	30.14	22.93	17.07	28.79	29.83	23.72	27.72	30.34	18.38	13.10	11.07	2.86	412.69

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	Other
01-Feb-08	7:00	0:05	-	-	-	-	-	16:55	-	-	-	-
02-Feb-08	7:00	0:21	-	0:58	-	-	-	11:37	-	-	4:04	-
03-Feb-08	7:00	0:19	-	-	-	-	2:07	14:34	-	-	-	-
04-Feb-08	7:00	0:19	-	-	-	-	11:38	-	5:03	-	-	-
05-Feb-08	7:00	0:01	-	1:22	2:00	-	6:29	7:08	-	-	-	-
06-Feb-08	7:00	0:03	2:02	0:22	1:12	-	9:52	3:28	-	-	-	-
07-Feb-08	7:00	0:08	0:54	0:25	-	-	-	13:24	-	-	-	2:09
08-Feb-08	7:00	0:25	-	0:44	-	-	-	11:12	-	-	4:39	-
09-Feb-08	7:00	0:12	-	0:10	-	-	-	16:38	-	-	-	-
10-Feb-08	7:00	0:14	-	5:09	-	-	-	9:01	-	-	2:36	-
11-Feb-08	7:00	0:14	0:54	-	-	-	15:52	-	-	-	-	-
12-Feb-08	7:00	0:12	-	-	1:08	-	15:10	0:30	-	-	-	-
13-Feb-08	7:00	0:10	-	0:47	-	-	-	16:03	-	-	-	-
14-Feb-08	7:00	0:22	-	2:58	-	-	-	12:39	-	-	1:01	-
15-Feb-08	7:00	0:22	-	2:34	-	-	-	11:53	-	-	2:11	-
16-Feb-08	7:00	0:22	-	1:02	-	-	-	4:24	-	-	11:12	-
17-Feb-08	7:00	0:16	-	-	-	-	-	12:02	-	-	4:42	-
18-Feb-08	7:00	0:10	0:21	-	1:03	-	9:38	1:27	-	-	4:20	-
19-Feb-08	7:00	0:16	-	-	1:01	-	13:40	-	-	-	2:02	-
20-Feb-08	7:00	0:11	-	-	0:33	-	16:08	-	-	-	0:07	-
21-Feb-08	7:00	-	-	3:41	-	-	-	9:19	-	-	4:00	-
22-Feb-08	7:00	0:22	-	-	-	-	10:19	5:37	-	-	0:42	-
23-Feb-08	7:00	0:19	-	1:03	0:57	-	2:08	5:40	-	-	6:53	-
24-Feb-08	7:00	0:22	2:01	1:37	-	-	-	6:10	-	-	6:50	-
25-Feb-08	7:00	0:04	-	-	-	-	3:08	10:29	-	-	3:19	-
26-Feb-08	7:00	0:21	-	-	0:48	-	14:11	0:39	-	-	1:01	-
27-Feb-08	7:00	0:13	-	0:19	-	-	13:22	3:06	-	-	-	-
28-Feb-08	7:00	0:11	-	0:59	-	-	-	15:50	-	-	-	-
29-Feb-08	7:00	0:09	-	2:43	-	-	-	14:02	-	-	0:06	-
Total	203:00	6:43	6:13	26:53	8:42	-	143:43	233:47	5:03	-	59:47	2:09
% Used		1.36%	1.26%	5.45%	1.76%	0.00%	29.15%	47.42%	1.02%	0.00%	12.13%	0.44%

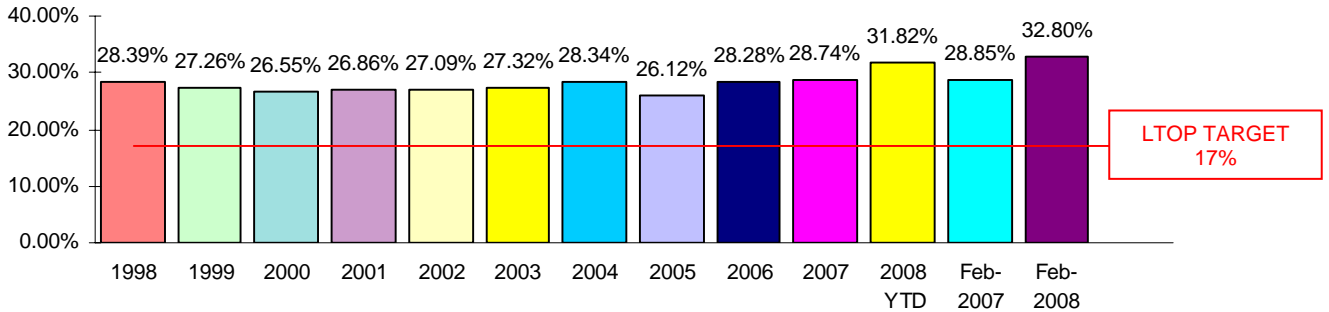
Cumulative Mode Utilisation from 1 January 2008

Time	1.31%	1.03%	4.20%	1.59%	0.00%	35.41%	42.32%	0.59%	0.00%	13.33%	0.21%
Movements	0.33%	0.62%	3.10%	0.94%	0.00%	37.01%	46.49%	0.53%	0.00%	10.82%	0.17%

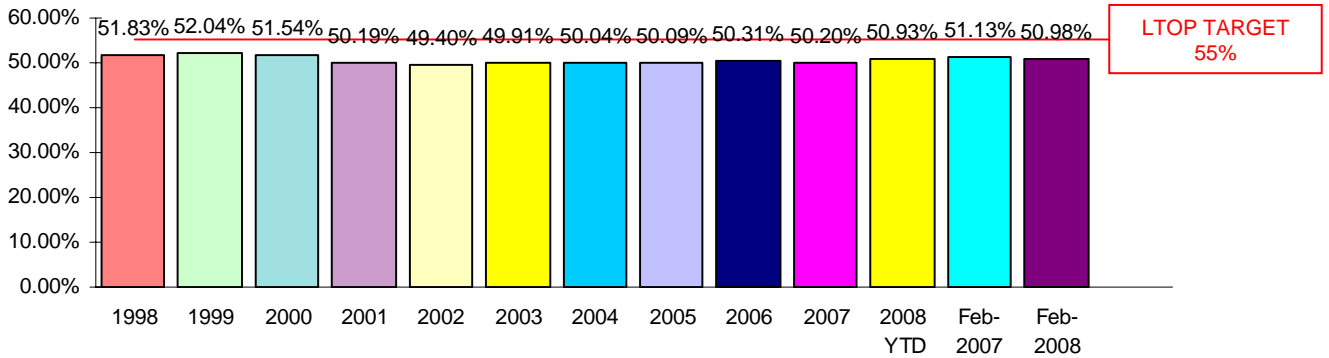
Runway End Impact to 29 February 2008

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

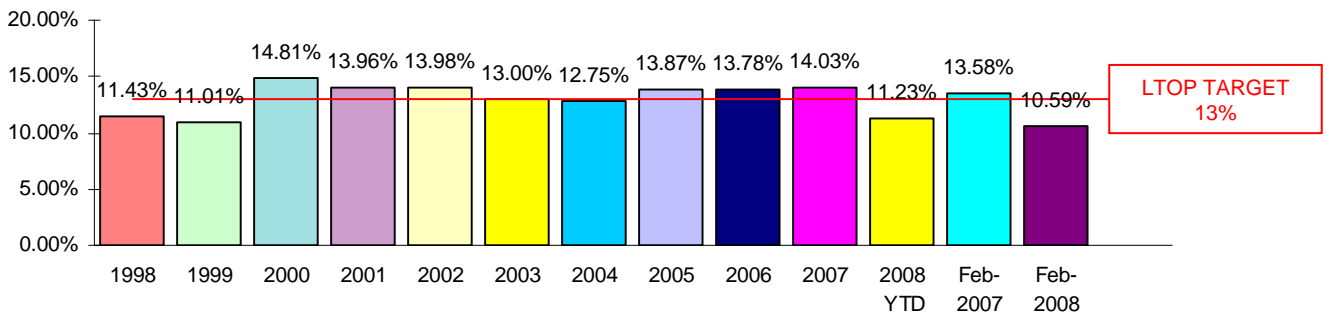
NORTH



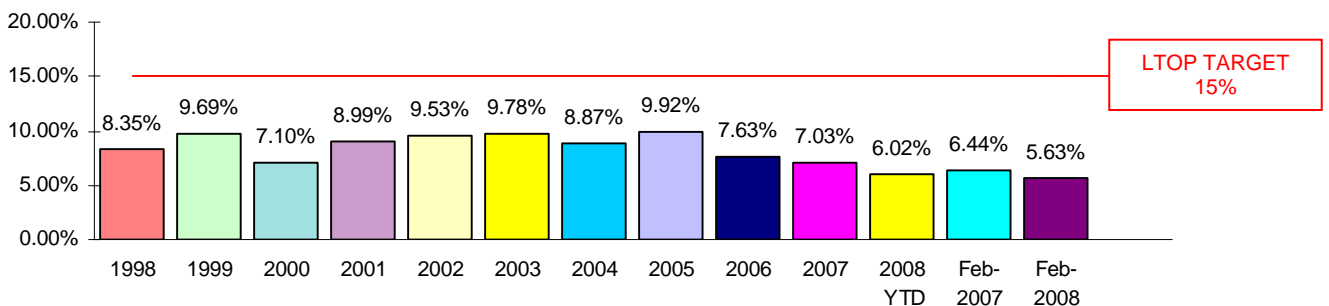
SOUTH



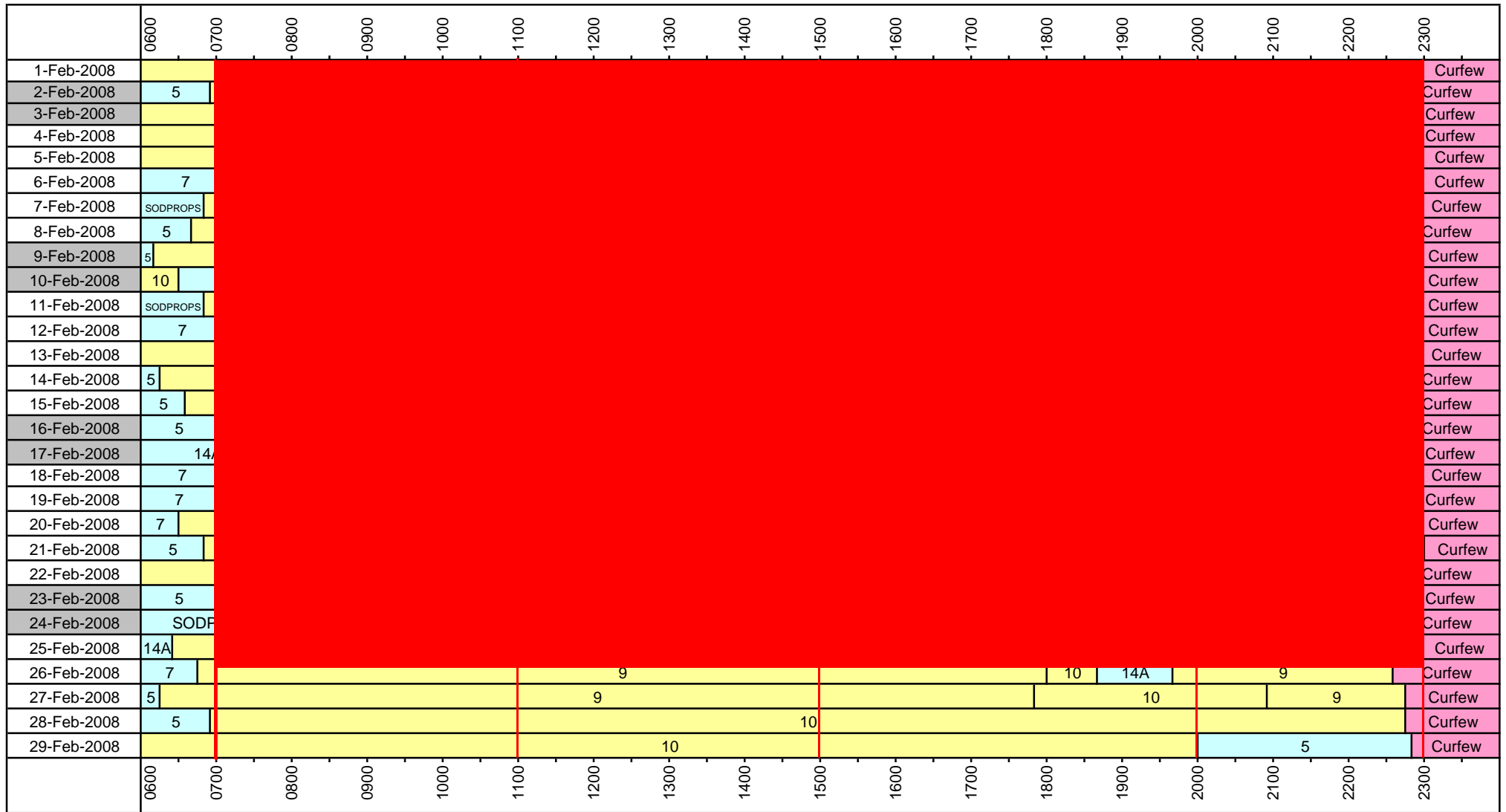
EAST



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 **February 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	
01-Feb-08	7:03	9:59	2:56
08-Feb-08	7:02	9:38	2:36
13-Feb-08	6:56	9:25	2:29
14-Feb-08	6:45	9:23	2:38
15-Feb-08	6:38	9:20	2:42
21-Feb-08	6:52	7:55	1:03
22-Feb-08	6:39	9:43	3:04
25-Feb-08	7:08	9:26	2:18
28-Feb-08	6:45	9:44	2:59
29-Feb-08	6:47	8:59	2:12

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
01-Feb-08	86	37	49
08-Feb-08	98	47	51
13-Feb-08	85	39	46
14-Feb-08	90	44	46
15-Feb-08	93	46	47
21-Feb-08	33	17	16
22-Feb-08	104	45	59
25-Feb-08	95	46	49
28-Feb-08	102	48	54
29-Feb-08	76	35	41

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Hunters Hill	1	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:

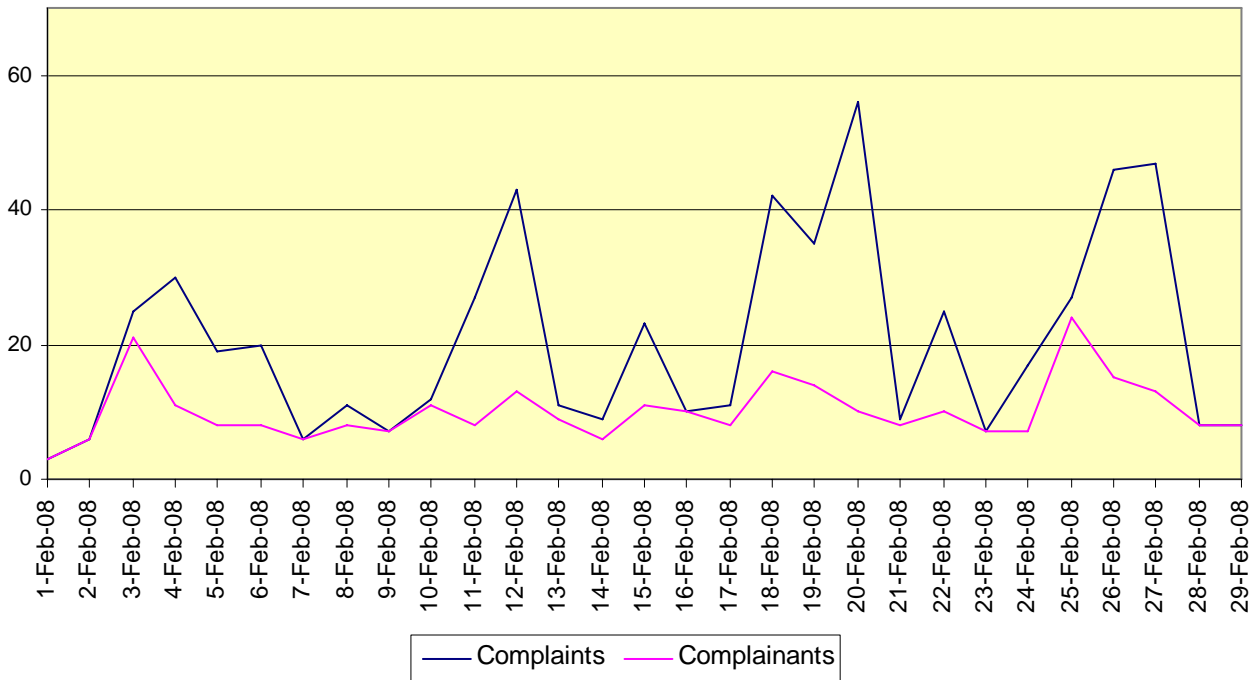
www.sacf.dotars.gov.au

Summary of Section Activity – February 2008

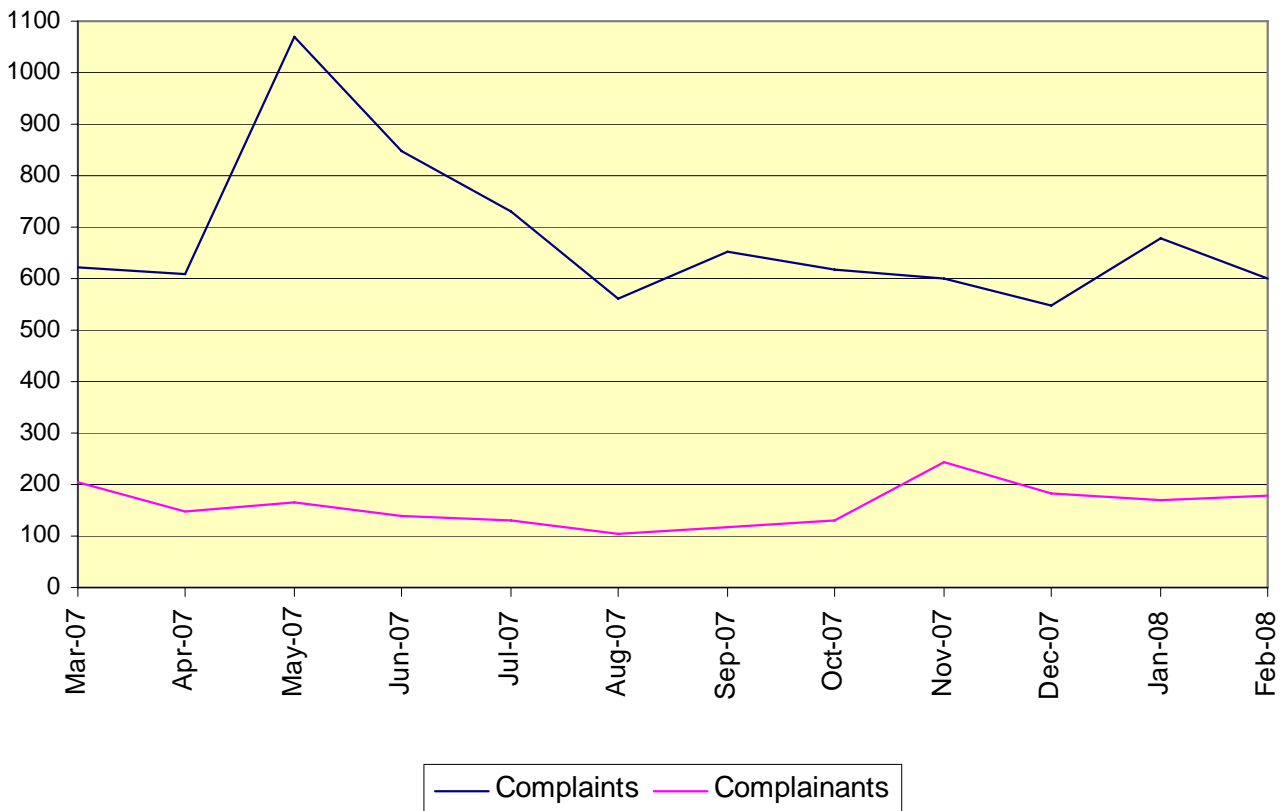
➤ Sydney Suburbs Complaints	
• By phone.....	285
• By correspondence	18
• By internet.....	66
• By e-mail.....	231
➤ Sydney Suburbs Complaints – suburb not specified	9
➤ Sydney Suburbs Comments and Enquiries	56
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	57
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	9
➤ Callback / Information Requests (NSW Only).....	276

Complaints Graphs

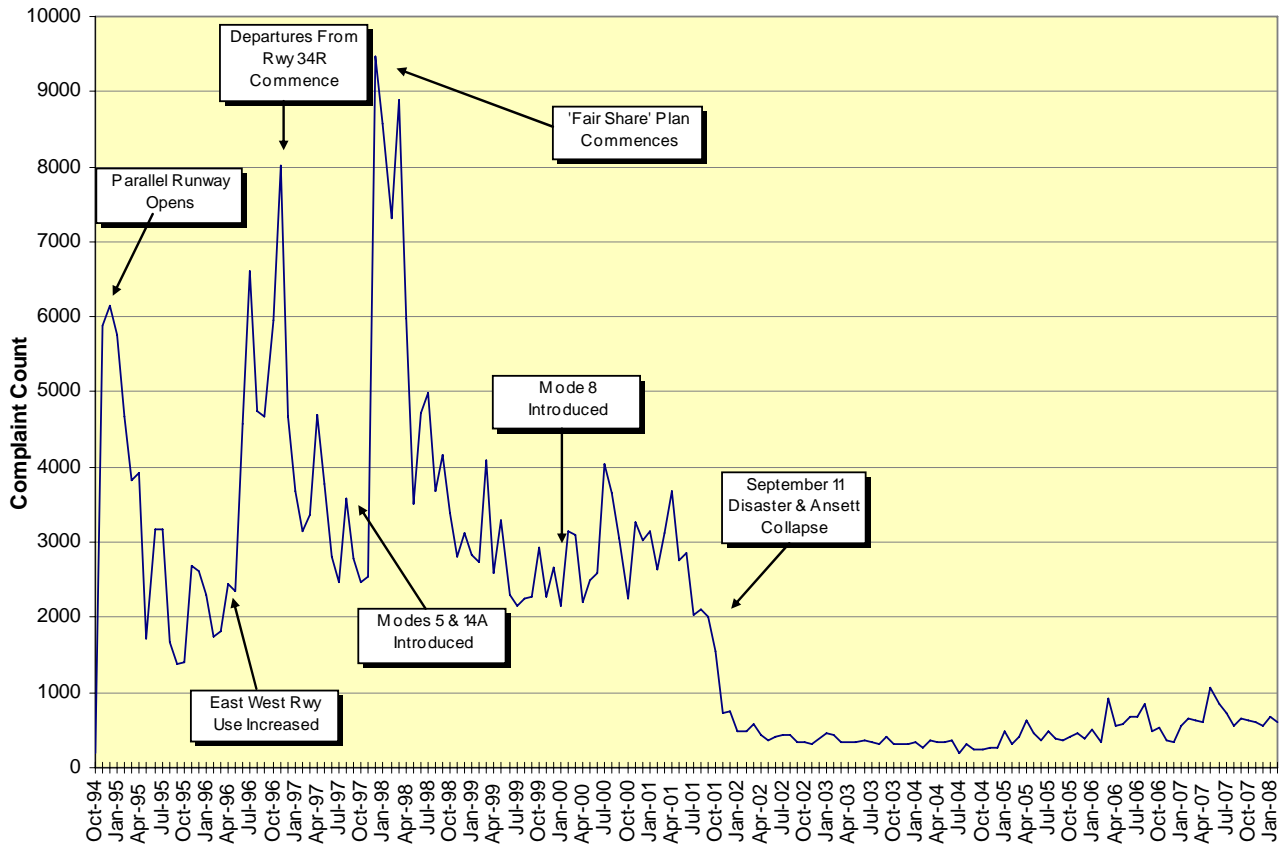
Complaints vs Complainants – 1 February to 29 February 2008



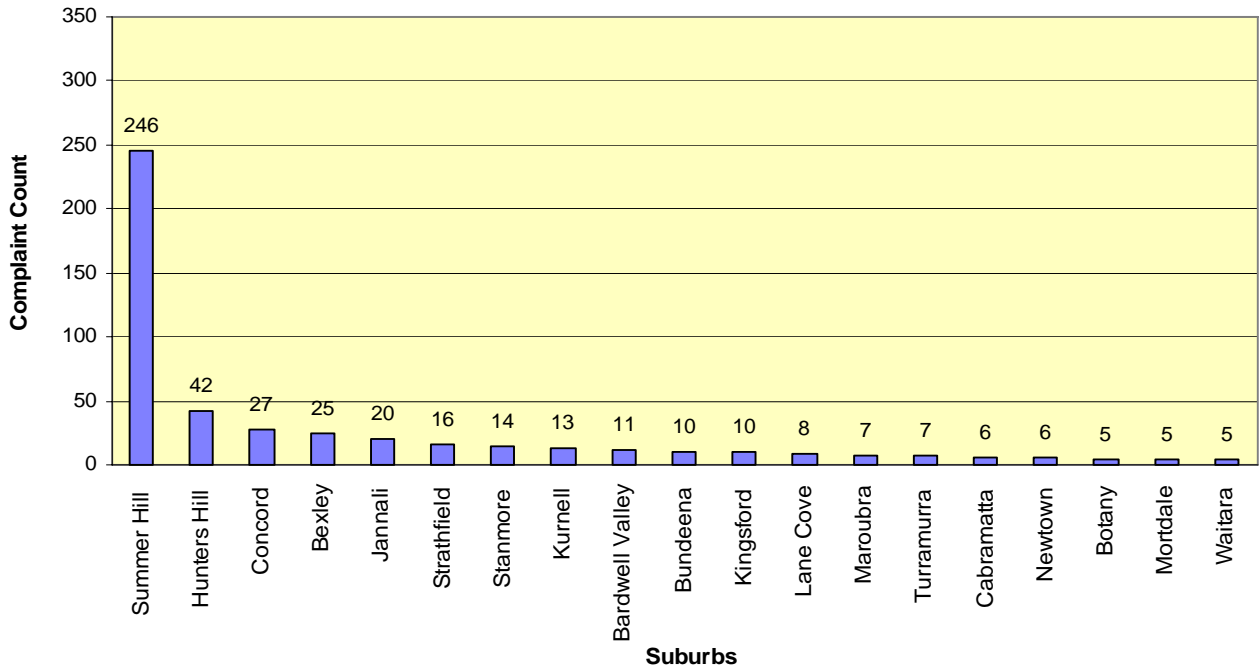
Complaints vs Complainants – Monthly



Complaints History

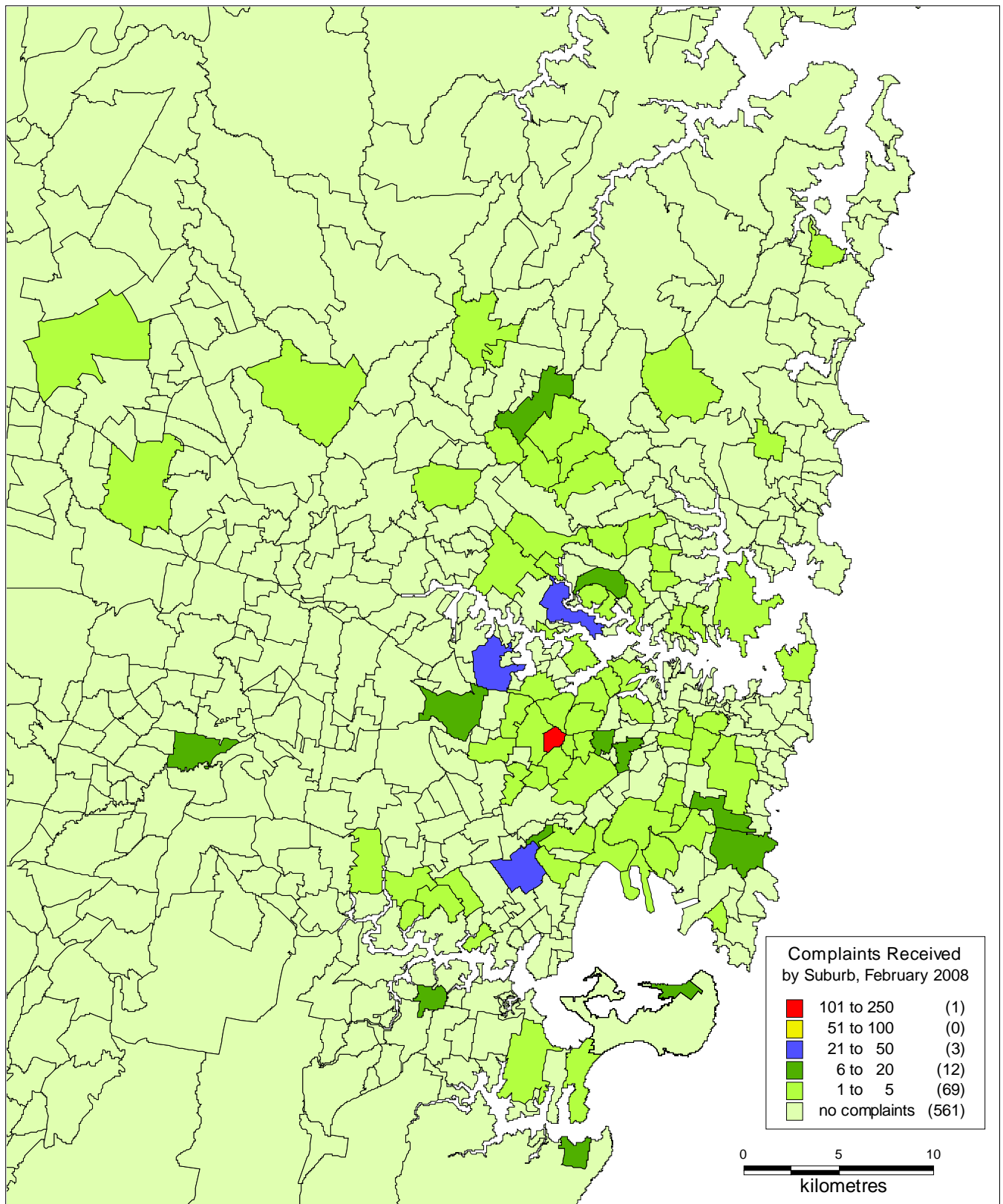


Top Complaint Suburbs – 1 February to 29 February 2008



Complaint Density by Suburb

1 February to 29 February 2008



Recorded Complaints vs Complainants, by Suburb

1 February to 29 February 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	9	4	Leichhardt	2	2
Arncliffe	1	1	Lewisham	1	1
Ashfield	2	1	Lilyfield	1	1
Balmain	1	1	Longueville	1	1
Banora Point	1	1	Maroubra	7	7
Bardwell Valley	11	1	Marrickville	3	3
Bayview	1	1	Mascot	4	1
Beacon Hill	1	1	Moore Park	1	1
Belrose	3	1	Mortdale	5	2
Bexley	25	9	Mosman	1	1
Blacktown	1	1	Naremburn	1	1
Botany	5	3	Neutral Bay	1	1
Bundeena	10	5	Newtown	6	4
Cabramatta	6	1	North Ryde	1	1
Canterbury	2	2	North Sydney	1	1
Caringbah	1	1	Oxford Falls	2	1
Castle Hill	2	2	Paddington	2	1
Centennial Park	1	1	Padstow	1	1
Chatswood	2	2	Pagewood	1	1
Chatswood West	2	1	Peakhurst	1	1
Concord	27	1	Peakhurst Heights	1	1
Connells Point	1	1	Penshurst	3	2
Cronulla	1	1	Petersham	1	1
Croydon	1	1	Phillip Bay	1	1
Croydon Park	1	1	Pymble	2	2
Drummoyne	3	2	Queens Park	2	2
Dulwich Hill	4	4	Randwick	4	4
East Ryde	1	1	Redfern	1	1
Eastlakes	1	1	Riverview	3	2
Epping	1	1	Rockdale	1	1
Five Dock	1	1	Rosebery	1	1
Glebe	2	2	Rozelle	2	2
Gordon	3	2	Ryde	1	1
Greenwich	2	1	Schofields	1	1
Haberfield	2	2	South Turramurra	2	1
Henley	1	1	Stanmore	14	5
Hornsby	1	1	Strathfield	16	2
Hunters Hill	42	8	Summer Hill	246	4
Hurlstone Park	4	3	Surry Hills	1	1
Jannali	20	1	Turramurra	7	3
Killara	1	1	Vaucluse	1	1
Kingsford	10	5	Waitara	5	3
Kurnell	13	11	West Pymble	1	1
Kyeemagh	1	1	Willoughby	1	1
Lane Cove	8	6			
Total Complaints	600		Total Complainants	177	

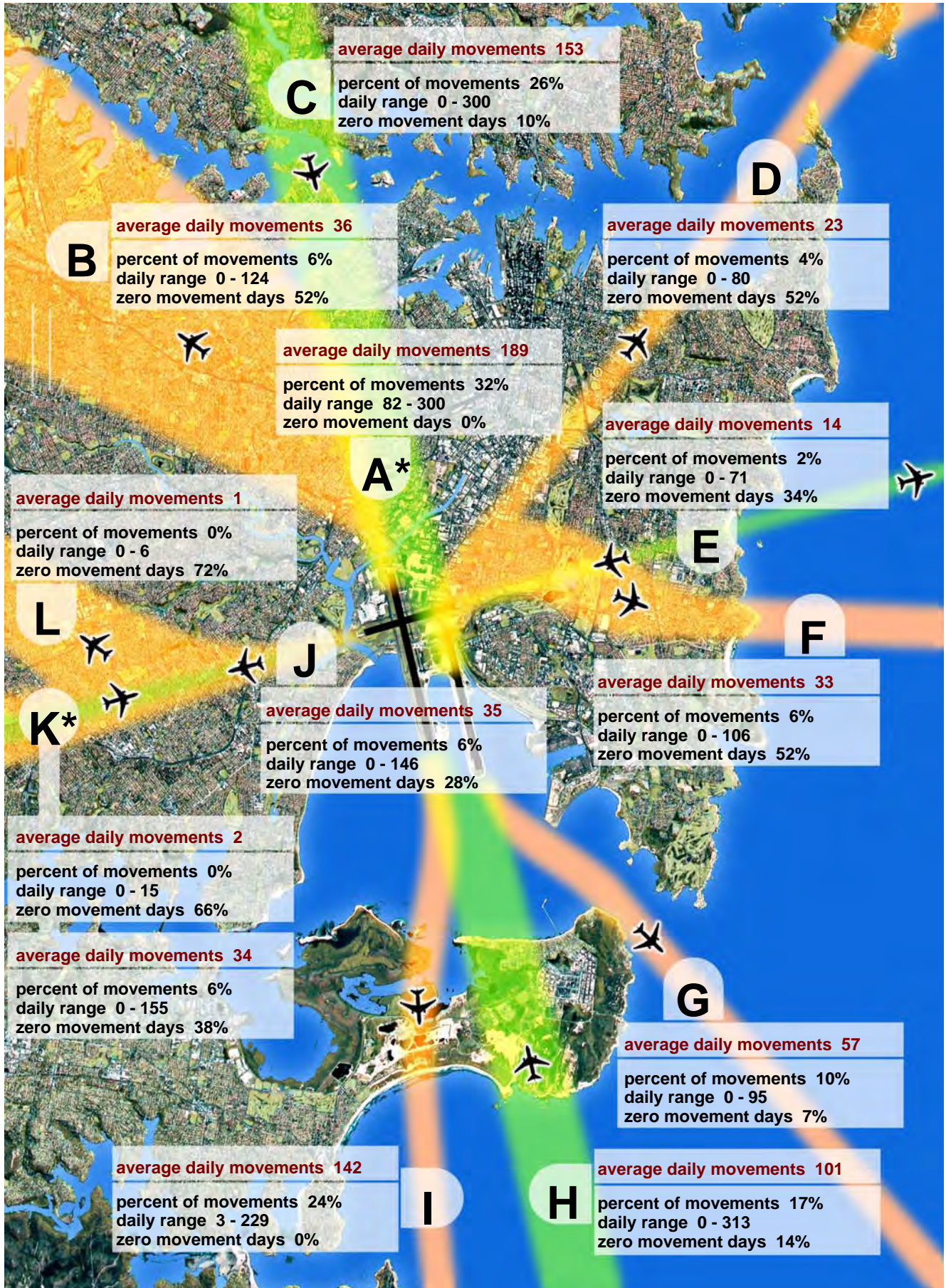
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 February to 29 February 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	35	14	Not Specified	1	1
Camden	3	1	Prince Of Wales Hospital	1	1
Williamstown	3	3	Raymond Terrace	2	1
Albion Park	1	1	Revesby	1	1
Albury	1	1	Windellama	1	1
Badgerys Creek	1	1	Smiths Lake	1	1
Bundanoon	1	1	St Peters	1	1
Burringbar	1	1	Taree	1	1
Chipping Norton	1	1	Urunga	1	1
Eden	1	1	Westmead Hospital	1	1
Leeton	2	1	Williamstown	3	3
Lower Bucca	1	1			
Total Complaints	57		Total Complainants		32

Sydney Airport : Jet Flight Path Movements

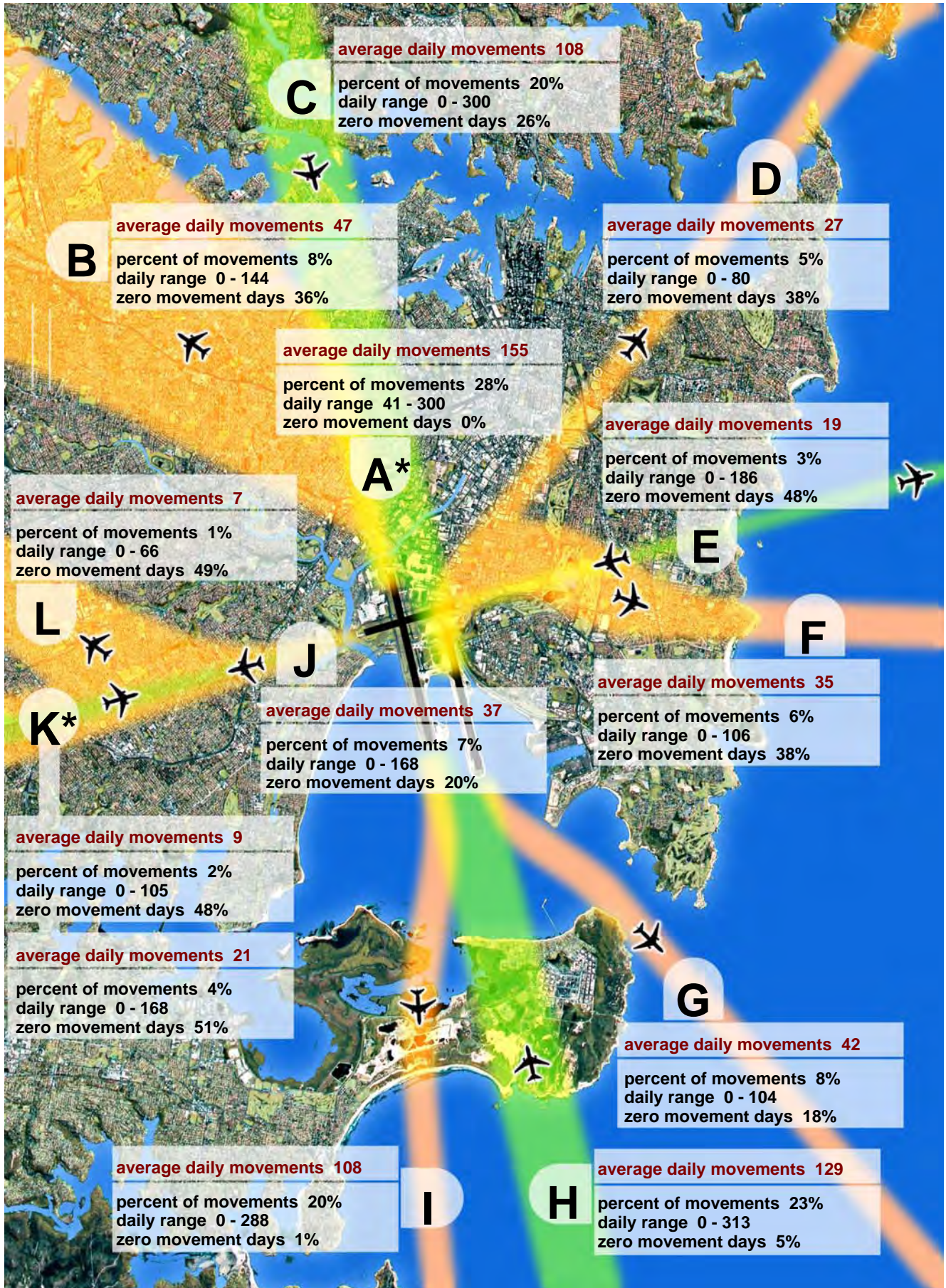
1 Feb 2008 to 29 Feb 2008, All Jets



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

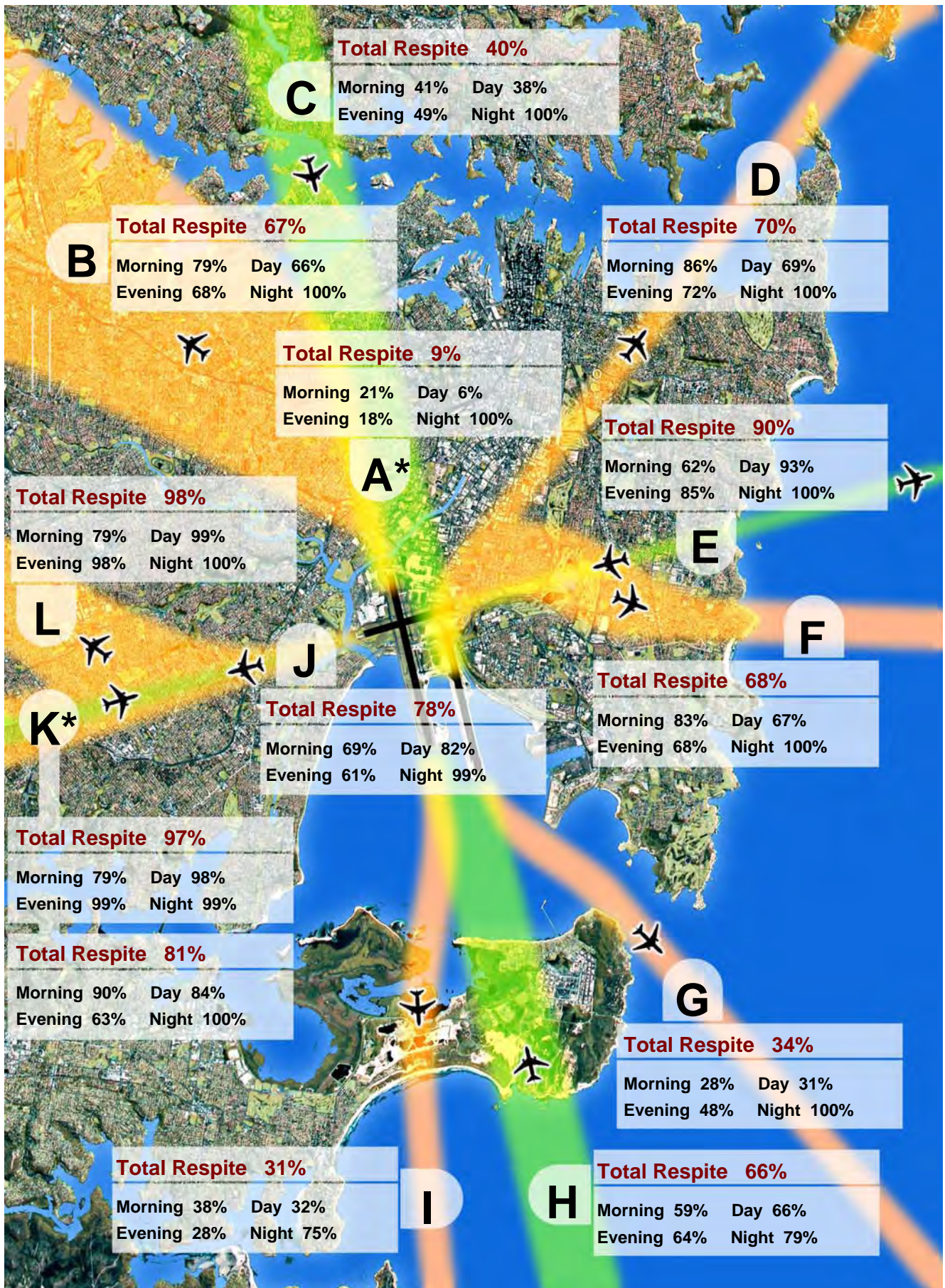
1 March 2007 to 29 Feb 2008, All Jets



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 Feb 2008 to 29 Feb 2008, All Jets



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

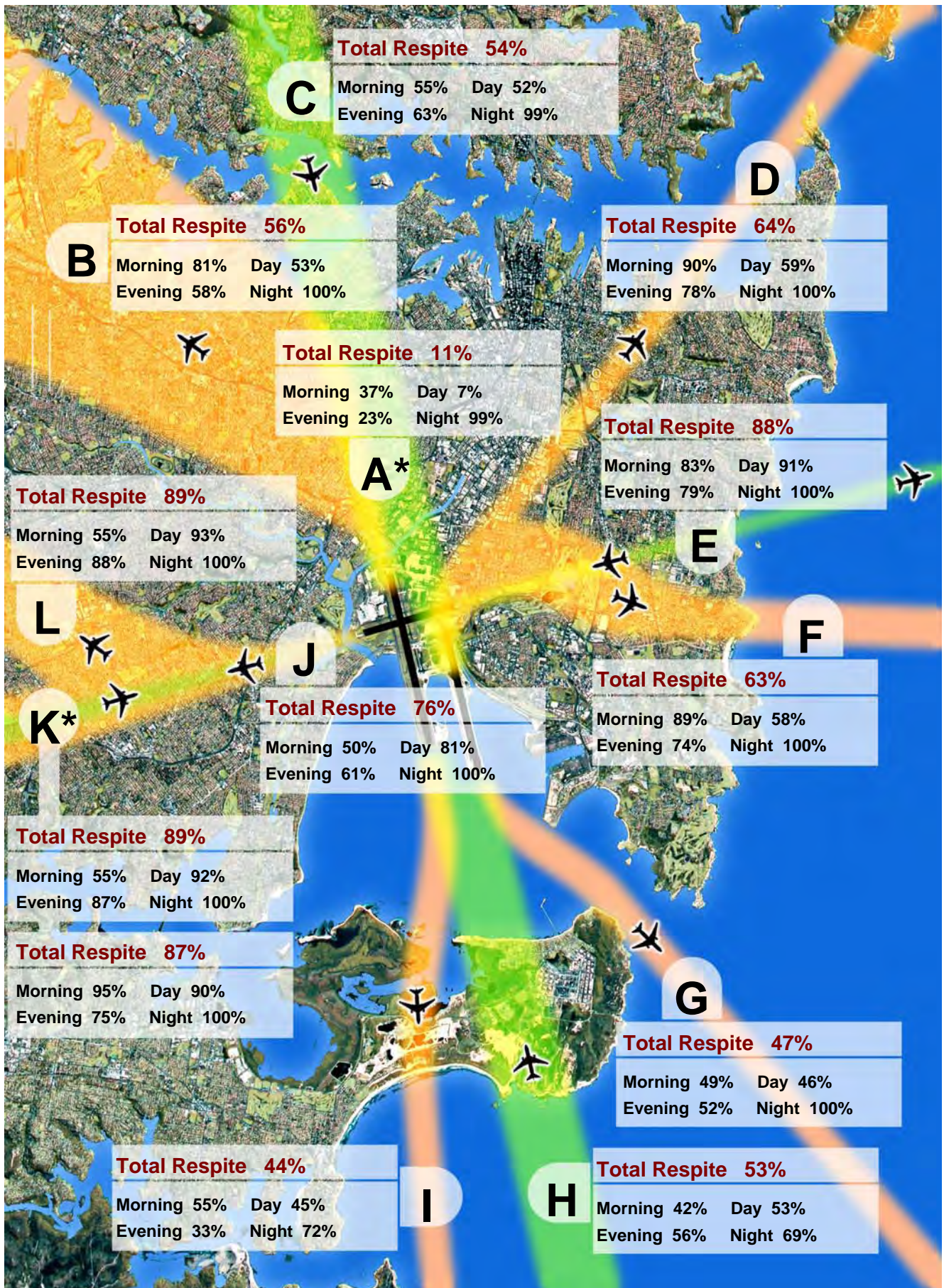
A respite interval is a 60 minute period when there are no jet movements (R60).

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 March 2007 to 29 Feb 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 May 2007 .
	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 November 2007 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in May 2007 .
	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 July 2007 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in May 2007 .
	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 May 2007 and Mode 7 was in May 2007 .
	Arrivals on runways 34L and 34R	
I	South - Kurnell sand hills	
	Departures from runway 16R	
J	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 May 2007 , Mode 14A in September 2007 and Mode 8 was not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **February 2008**, 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 64%**. This means that over the period **March 2007 to February 2008 for 64%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. The Environment Services Branch at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney airport for February 2008.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during February 2008 along with the Daily N70 values for the three months up to and including February are given in Table 1.

<i>Location</i>	<i>CNE Feb</i>	<i>Operational days Feb</i>	<i>N70 Feb</i>	<i>N70 Jan</i>	<i>N70 Dec</i>
<i>Runway 34L</i>	<i>7,018</i>	<i>29.0</i>	<i>235</i>	<i>201</i>	<i>212</i>
<i>Penshurst</i>	<i>1,271</i>	<i>29.0</i>	<i>41</i>	<i>44</i>	<i>40</i>
<i>Bexley</i>	<i>1,312</i>	<i>29.0</i>	<i>44</i>	<i>49</i>	<i>44</i>
<i>Eastlakes</i>	<i>1,288</i>	<i>29.0</i>	<i>43</i>	<i>38</i>	<i>47</i>
<i>Coogee</i>	<i>537</i>	<i>29.0</i>	<i>17</i>	<i>10</i>	<i>15</i>
<i>Sydenham</i>	<i>4,850</i>	<i>29.0</i>	<i>167</i>	<i>140</i>	<i>141</i>
<i>Leichhardt</i>	<i>3,844</i>	<i>29.0</i>	<i>132</i>	<i>100</i>	<i>90</i>
<i>Kurnell</i>	<i>1,486</i>	<i>29.0</i>	<i>50</i>	<i>56</i>	<i>61</i>
<i>Annandale</i>	<i>2228</i>	<i>28.0</i>	<i>72</i>	<i>57</i>	<i>56</i>
<i>St Peters</i>	<i>2,876</i>	<i>29.0</i>	<i>97</i>	<i>76</i>	<i>77</i>
<i>Croydon</i>	<i>241</i>	<i>25.0</i>	<i>8</i>	<i>11</i>	<i>13</i>
<i>Hunters Hill</i>	<i>3,283</i>	<i>29.0</i>	<i>63</i>	<i>49</i>	<i>48</i>

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

During February the Annadale NMT was offline due to a maintenance issue affecting 1 day of measurement, whilst the NMT at Croydon suffered a communication failure affecting 4 days measurement.

The N70 values for February 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 182 Night 19 WE_D 224 WE_N 1	Penshurst AM 2 PM 9 Day 16 Night 0 WE_D 74 WE_N 0	Bexley AM 3 PM 11 Day 17 Night 0 WE_D 78 WE_N 1	Eastlakes AM 2 PM 12 Day 36 Night 0 WE_D 25 WE_N 0
Coogee AM 2 PM 7 Day 7 Night 0 WE_D 20 WE_N 0	Sydenham AM 4 PM 18 Day 150 Night 1 WE_D 151 WE_N 0	Leichhardt AM 4 PM 14 Day 107 Night 1 WE_D 148 WE_N 0	Kurnell AM 1 PM 6 Day 61 Night 0 WE_D 3 WE_N 0
Annandale AM 1 PM 4 Day 62 Night 0 WE_D 85 WE_N 0	St Peters AM 1 PM 8 Day 91 Night 0 WE_D 89 WE_N 0	Croydon AM 0 PM 1 Day 10 Night 0 WE_D 1 WE_N 0	Hunters Hill AM 3 PM 6 Day 48 Night 0 WE_D 79 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.