



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
January 2008

Produced by the Noise Enquiry Service

PREVIEW

Sydney Airport Operational Statistics Report Preview

January 2008

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

There was a total of **23,769** aircraft movements this month (daily average **766.74**). Last month there were a total of **23,930** movements (daily average **771.94**) and for the same month last year there were a total of **22,526** movements (daily average **726.64**).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on **23** days this month, Mode **10** on **10** days and Mode **9** on **13**. Crossing runway modes (including Sodprops) were used for **21.18%** 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 **30.82%** - This result is above the LTOP target and also above the previous month (**29.64%**).

South **50.87%** - This result is below the LTOP target and also below the previous month (**50.93%**).

East **11.87%** - This result is below the LTOP target and also below the previous month (**13.57%**).

West **6.44%** - This result is below the LTOP target but above the previous month (**5.86%**).

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

This procedure was used on **3, 4, 9, 14, 15, 17, 18, 21 and 22 January 2008** for a total of **18 hours 19 minutes** (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 794 complaints, comments and enquiries were received as follows:

677 Sydney suburbs complaints from **171** complainants

51 Sydney suburbs comments and enquiries

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

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www.airservicesaustralia.com

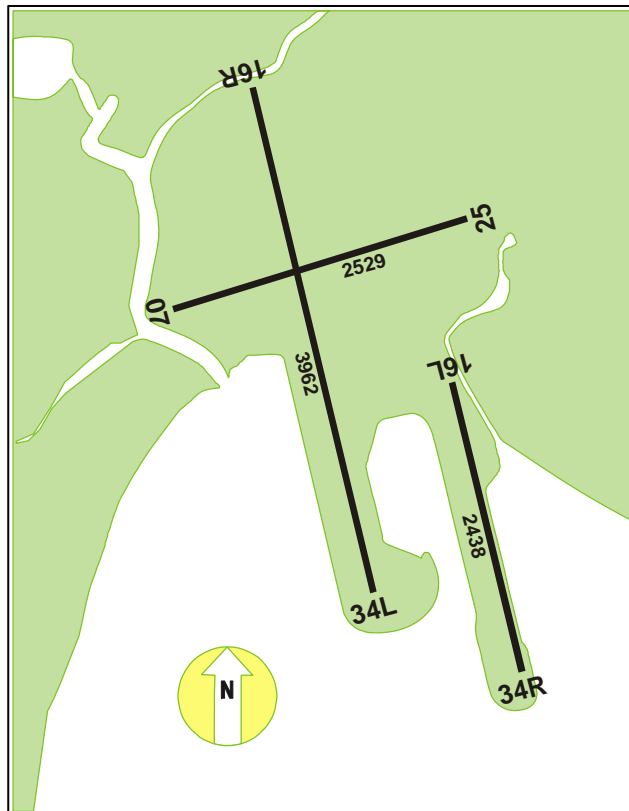
click on "Reports and Statistics" **then** "Sydney Airport Operational Statistics".

* 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)

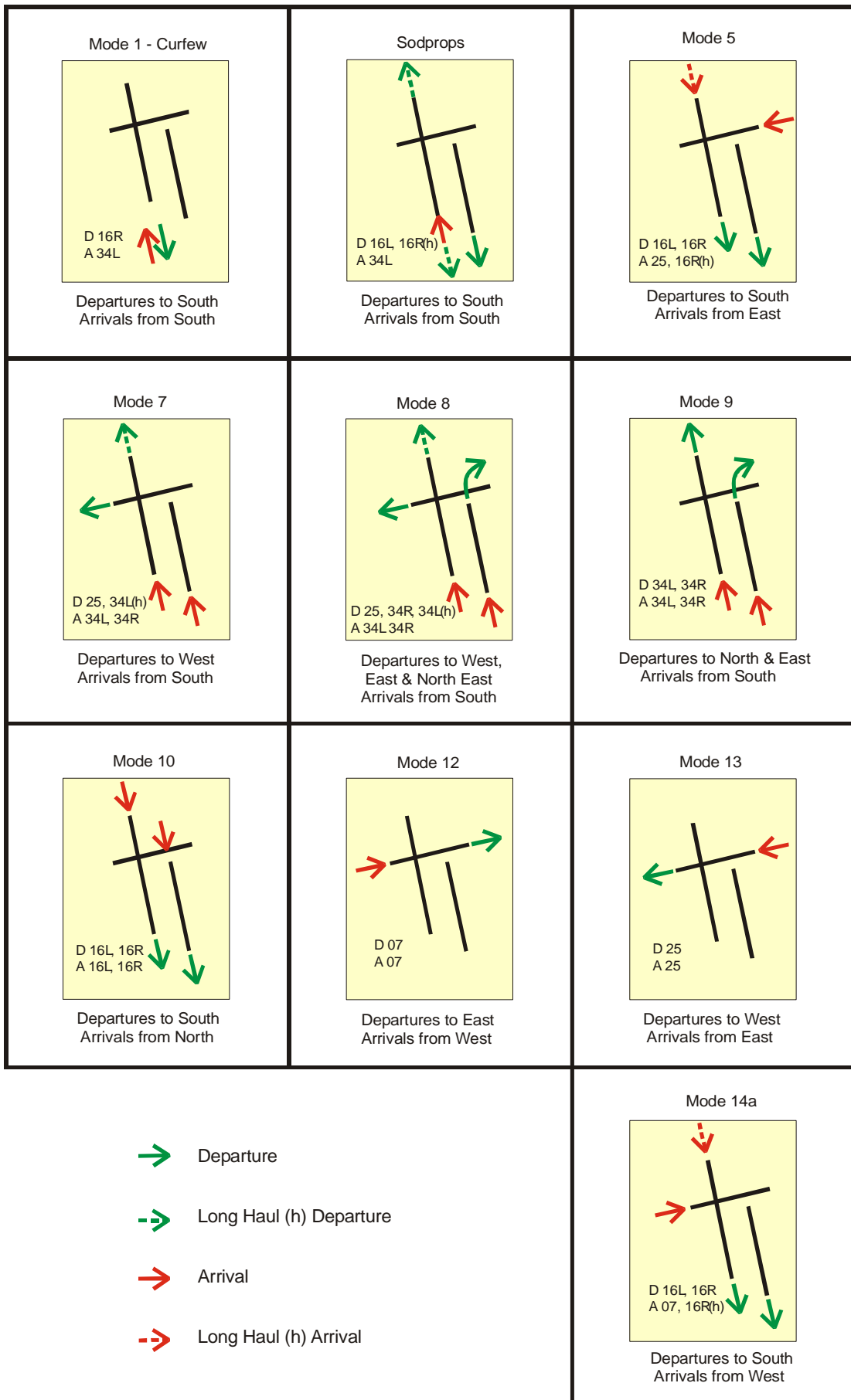
Movements over the East

=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. 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

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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-Jan-08	2	0	2	0	4	4	0	7	7	0	0	0	233	144	377	95	175	270	660
02-Jan-08	3	0	3	0	0	0	0	8	8	0	11	11	254	166	420	115	203	318	760
03-Jan-08	54	0	54	115	125	240	205	253	458	0	0	0	10	0	10	0	0	0	762
04-Jan-08	138	0	138	90	122	212	143	273	416	0	0	0	8	0	8	0	0	0	774
05-Jan-08	9	0	9	124	97	221	193	219	412	0	0	0	3	0	3	0	0	0	645
06-Jan-08	69	0	69	29	65	94	78	129	207	4	1	5	107	76	183	60	81	141	699
07-Jan-08	98	0	98	84	119	203	145	253	398	42	0	42	4	0	4	0	0	0	745
08-Jan-08	71	0	71	84	111	195	130	267	397	85	0	85	13	0	13	0	0	0	761
09-Jan-08	119	0	119	102	115	217	157	273	430	5	0	5	8	0	8	0	0	0	779
10-Jan-08	2	0	2	0	1	1	0	17	17	0	0	0	243	175	418	133	191	324	762
11-Jan-08	1	0	1	0	0	0	0	14	14	0	4	4	260	174	434	128	206	334	787
12-Jan-08	1	0	1	0	0	0	0	4	4	0	1	1	244	148	392	87	166	253	651
13-Jan-08	21	13	34	22	25	47	55	53	108	2	20	22	154	123	277	83	116	199	687
14-Jan-08	34	0	34	151	114	265	215	282	497	0	0	0	4	0	4	0	0	0	800
15-Jan-08	38	0	38	49	49	98	77	118	195	3	0	3	144	113	257	82	114	196	787
16-Jan-08	0	0	0	73	47	120	93	121	214	0	0	0	154	108	262	87	123	210	806
17-Jan-08	31	0	31	152	119	271	218	291	509	0	0	0	15	0	15	0	0	0	826
18-Jan-08	36	0	36	146	124	270	226	291	517	0	0	0	5	1	6	0	0	0	829
19-Jan-08	1	0	1	1	0	1	0	4	4	0	8	8	237	167	404	121	162	283	701
20-Jan-08	5	0	5	11	2	13	23	13	36	0	2	2	183	182	365	139	177	316	737
21-Jan-08	0	0	0	164	122	286	224	278	502	8	0	8	5	0	5	0	0	0	801
22-Jan-08	53	0	53	113	121	234	176	291	467	64	1	65	14	0	14	0	0	0	833
23-Jan-08	160	0	160	94	121	215	150	300	450	0	0	0	15	1	16	0	0	0	841
24-Jan-08	124	1	125	21	68	89	26	137	163	0	0	0	163	91	254	83	120	203	834
25-Jan-08	95	0	95	68	84	152	92	202	294	11	0	11	98	62	160	57	77	134	846
26-Jan-08	127	0	127	50	82	132	84	177	261	0	0	0	66	27	93	13	36	49	662
27-Jan-08	5	0	5	0	22	22	0	3	3	0	2	2	213	211	424	132	125	257	713
28-Jan-08	27	1	28	145	120	265	212	279	491	5	0	5	1	0	1	0	0	0	790
29-Jan-08	118	1	119	12	51	63	33	123	156	0	18	18	145	95	240	106	114	220	816
30-Jan-08	2	1	3	0	1	1	0	17	17	0	0	0	272	188	460	143	217	360	841
31-Jan-08	1	0	1	35	23	58	39	80	119	21	17	38	212	145	357	110	151	261	834
Total	1445	17	1462	1935	2054	3989	2994	4777	7771	250	85	335	3487	2397	5884	1774	2554	4328	23769

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jan-08	1	0	1	0	4	4	0	5	5	0	0	0	191	107	298	69	146	215	523
02-Jan-08	2	0	2	0	0	0	0	6	6	0	9	9	199	112	311	78	168	246	574
03-Jan-08	40	0	40	72	84	156	164	193	357	0	0	0	4	0	4	0	0	0	557
04-Jan-08	103	0	103	60	86	146	113	204	317	0	0	0	2	0	2	0	0	0	568
05-Jan-08	6	0	6	85	69	154	158	175	333	0	0	0	0	0	0	0	0	0	493
06-Jan-08	45	0	45	20	44	64	69	104	173	4	0	4	82	49	131	45	67	112	529
07-Jan-08	75	0	75	50	83	133	117	188	305	25	0	25	2	0	2	0	0	0	540
08-Jan-08	57	0	57	47	77	124	106	196	302	61	0	61	4	0	4	0	0	0	548
09-Jan-08	88	0	88	63	79	142	123	203	326	5	0	5	3	0	3	0	0	0	564
10-Jan-08	0	0	0	0	0	0	0	4	4	0	0	0	184	115	299	85	155	240	543
11-Jan-08	0	0	0	0	0	0	0	3	3	0	4	4	195	110	305	82	164	246	558
12-Jan-08	0	0	0	0	0	0	0	3	3	0	0	0	187	107	294	65	138	203	500
13-Jan-08	11	10	21	19	17	36	48	41	89	0	19	19	121	83	204	61	88	149	518
14-Jan-08	26	0	26	88	79	167	169	203	372	0	0	0	2	0	2	0	0	0	567
15-Jan-08	19	0	19	28	33	61	67	76	143	3	0	3	100	72	172	59	94	153	551
16-Jan-08	0	0	0	48	33	81	67	84	151	0	0	0	115	66	181	48	96	144	557
17-Jan-08	23	0	23	86	77	163	170	201	371	0	0	0	3	0	3	0	0	0	560
18-Jan-08	31	0	31	81	83	164	178	212	390	0	0	0	1	0	1	0	0	0	586
19-Jan-08	0	0	0	0	0	0	0	3	3	0	6	6	194	111	305	69	135	204	518
20-Jan-08	0	0	0	6	2	8	19	13	32	0	0	0	151	112	263	89	142	231	534
21-Jan-08	0	0	0	99	86	185	179	203	382	7	0	7	1	0	1	0	0	0	575
22-Jan-08	43	0	43	74	79	153	136	213	349	43	0	43	5	0	5	0	0	0	593
23-Jan-08	120	0	120	53	84	137	118	214	332	0	0	0	4	0	4	0	0	0	593
24-Jan-08	83	0	83	8	49	57	21	95	116	0	0	0	122	51	173	56	97	153	582
25-Jan-08	73	0	73	45	55	100	66	144	210	11	0	11	71	38	109	32	66	98	601
26-Jan-08	90	0	90	33	60	93	65	131	196	0	0	0	57	22	79	10	34	44	502
27-Jan-08	3	0	3	0	20	20	0	3	3	0	0	0	178	144	322	88	104	192	540
28-Jan-08	24	1	25	89	82	171	170	204	374	4	0	4	1	0	1	0	0	0	575
29-Jan-08	82	0	82	9	31	40	26	89	115	0	15	15	109	59	168	59	89	148	568
30-Jan-08	1	0	1	0	1	1	0	4	4	0	0	0	196	112	308	87	173	260	574
31-Jan-08	1	0	1	19	15	34	32	52	84	15	14	29	146	88	234	69	117	186	568
Total	1047	11	1058	1182	1412	2594	2381	3469	5850	178	67	245	2630	1558	4188	1151	2073	3224	17159

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-Jan-08	1	0	1	0	0	0	0	2	2	0	0	0	42	37	79	26	29	55	137
02-Jan-08	1	0	1	0	0	0	0	2	2	0	2	2	55	54	109	37	35	72	186
03-Jan-08	14	0	14	43	41	84	41	60	101	0	0	0	6	0	6	0	0	0	205
04-Jan-08	35	0	35	30	36	66	30	69	99	0	0	0	6	0	6	0	0	0	206
05-Jan-08	3	0	3	39	28	67	35	44	79	0	0	0	3	0	3	0	0	0	152
06-Jan-08	24	0	24	9	21	30	9	25	34	0	1	1	25	27	52	15	14	29	170
07-Jan-08	23	0	23	34	36	70	28	65	93	17	0	17	2	0	2	0	0	0	205
08-Jan-08	14	0	14	37	34	71	24	71	95	24	0	24	9	0	9	0	0	0	213
09-Jan-08	31	0	31	39	36	75	34	70	104	0	0	0	5	0	5	0	0	0	215
10-Jan-08	2	0	2	0	1	1	0	13	13	0	0	0	59	60	119	48	36	84	219
11-Jan-08	1	0	1	0	0	0	0	11	11	0	0	0	65	64	129	46	42	88	229
12-Jan-08	1	0	1	0	0	0	0	1	1	0	1	1	57	41	98	22	28	50	151
13-Jan-08	10	3	13	3	8	11	7	12	19	2	1	3	33	40	73	22	28	50	169
14-Jan-08	8	0	8	63	35	98	46	79	125	0	0	0	2	0	2	0	0	0	233
15-Jan-08	19	0	19	21	16	37	10	42	52	0	0	0	44	41	85	23	20	43	236
16-Jan-08	0	0	0	25	14	39	26	37	63	0	0	0	39	42	81	39	27	66	249
17-Jan-08	8	0	8	66	42	108	48	90	138	0	0	0	12	0	12	0	0	0	266
18-Jan-08	5	0	5	65	41	106	48	79	127	0	0	0	4	1	5	0	0	0	243
19-Jan-08	1	0	1	1	0	1	0	1	1	0	2	2	43	56	99	52	27	79	183
20-Jan-08	5	0	5	5	0	5	4	0	4	0	2	2	32	70	102	50	35	85	203
21-Jan-08	0	0	0	65	36	101	45	75	120	1	0	1	4	0	4	0	0	0	226
22-Jan-08	10	0	10	39	42	81	40	78	118	21	1	22	9	0	9	0	0	0	240
23-Jan-08	40	0	40	41	37	78	32	86	118	0	0	0	11	1	12	0	0	0	248
24-Jan-08	41	1	42	13	19	32	5	42	47	0	0	0	41	40	81	27	23	50	252
25-Jan-08	22	0	22	23	29	52	26	58	84	0	0	0	27	24	51	25	11	36	245
26-Jan-08	37	0	37	17	22	39	19	46	65	0	0	0	9	5	14	3	2	5	160
27-Jan-08	2	0	2	0	2	2	0	0	0	0	2	2	35	67	102	44	21	65	173
28-Jan-08	3	0	3	56	38	94	42	75	117	1	0	1	0	0	0	0	0	0	215
29-Jan-08	36	1	37	3	20	23	7	34	41	0	3	3	36	36	72	47	25	72	248
30-Jan-08	1	1	2	0	0	0	0	13	13	0	0	0	76	76	152	56	44	100	267
31-Jan-08	0	0	0	16	8	24	7	28	35	6	3	9	66	57	123	41	34	75	266
Total	398	6	404	753	642	1395	613	1308	1921	72	18	90	857	839	1696	623	481	1104	6610

Hourly Runway Movement Summary – All Movements

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-08	2	0	0	0	0	0	22	44	47	47	44	38	37	41	37	44	37	42	52	48	31	23	23	1	660
02-Jan-08	0	1	1	0	0	1	22	50	60	54	55	44	47	38	37	52	47	44	59	53	32	31	23	9	760
03-Jan-08	3	4	0	3	3	0	22	52	59	49	49	49	49	40	44	49	36	50	51	49	38	27	31	5	762
04-Jan-08	8	0	2	7	2	1	22	57	59	50	51	51	49	42	39	54	39	34	59	53	38	31	22	4	774
05-Jan-08	1	2	2	0	1	2	16	47	54	54	53	45	39	37	35	46	40	34	40	42	21	13	19	2	645
06-Jan-08	1	0	2	0	0	0	14	36	43	49	52	41	54	40	40	50	41	48	55	58	20	27	27	1	699
07-Jan-08	1	1	1	0	0	0	25	59	58	55	49	47	49	38	38	44	49	40	55	50	24	28	29	5	745
08-Jan-08	9	3	2	3	2	1	23	60	63	55	45	41	46	38	34	47	46	41	54	55	29	28	28	8	761
09-Jan-08	6	3	2	3	4	0	26	56	59	44	57	52	45	32	37	51	42	51	60	52	34	27	29	7	779
10-Jan-08	7	3	1	3	2	2	25	54	61	48	51	47	48	34	42	50	42	41	61	46	30	26	30	8	762
11-Jan-08	7	3	2	4	4	0	23	61	63	49	50	51	43	34	47	49	44	41	61	57	33	32	27	2	787
12-Jan-08	0	1	1	0	1	0	17	50	55	51	50	49	47	39	35	40	42	37	41	37	25	15	18	0	651
13-Jan-08	0	1	1	0	0	0	17	35	44	42	48	43	45	41	39	48	43	45	45	64	32	26	27	1	687
14-Jan-08	2	2	1	0	1	0	25	54	64	55	52	55	50	43	40	45	47	45	64	55	28	30	31	11	800
15-Jan-08	11	4	1	4	4	1	24	60	63	53	46	47	44	35	44	49	42	43	62	54	29	36	23	8	787
16-Jan-08	9	2	2	4	1	2	20	64	58	59	57	53	39	33	38	44	42	50	54	61	41	37	31	5	806
17-Jan-08	8	2	3	2	3	1	25	51	63	55	55	48	54	38	42	54	48	45	59	59	40	30	32	9	826
18-Jan-08	7	0	0	3	6	1	30	56	64	60	54	54	53	37	40	47	47	52	65	62	32	32	25	2	829
19-Jan-08	0	0	0	3	0	2	18	47	56	65	56	51	53	43	45	43	43	36	34	42	33	13	17	1	701
20-Jan-08	1	0	0	1	1	1	16	38	46	49	49	47	49	41	36	51	61	39	32	62	52	39	24	2	737
21-Jan-08	0	1	1	0	0	0	23	55	58	56	57	54	55	38	40	51	46	44	57	60	38	33	25	9	801
22-Jan-08	8	5	2	5	2	1	31	58	62	64	57	45	48	44	41	56	41	44	61	56	35	31	27	9	833
23-Jan-08	9	5	1	5	0	2	25	63	69	54	61	48	48	35	38	50	48	55	62	62	31	32	27	11	841
24-Jan-08	7	5	3	2	1	2	30	59	63	56	50	57	50	36	41	53	44	49	63	53	33	36	32	9	834
25-Jan-08	8	3	2	3	2	3	29	59	66	60	54	54	58	36	43	53	49	47	65	54	36	34	25	3	846
26-Jan-08	0	1	2	2	0	1	19	49	59	53	56	44	46	40	41	42	40	37	38	36	26	11	18	1	662
27-Jan-08	1	1	1	1	0	1	20	38	45	48	47	46	43	42	41	49	49	52	51	54	32	29	21	1	713
28-Jan-08	1	1	1	0	0	1	21	53	63	57	58	53	53	38	46	59	43	43	67	55	30	28	18	1	790
29-Jan-08	1	0	0	0	0	0	25	65	67	60	52	50	47	39	44	54	44	46	62	56	33	34	28	9	816
30-Jan-08	8	4	1	3	3	2	27	62	71	58	60	47	46	37	36	51	46	49	58	61	38	34	32	7	841
31-Jan-08	9	4	1	2	2	3	30	66	69	52	61	49	51	47	40	57	49	49	35	26	27	46	45	14	834
Total	135	62	39	63	45	31	712	1658	1831	1661	1636	1500	1485	1196	1240	1532	1377	1373	1682	1632	1001	899	814	165	23769
Avg.	4.35	2.00	1.26	2.03	1.45	1.00	22.97	53.48	59.06	53.58	52.77	48.39	47.90	38.58	40.00	49.42	44.42	44.29	54.26	52.65	32.29	29.00	26.26	5.32	766.74

Hourly Runway Movement Summary – Arrivals

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-08	1	0	0	0	0	0	14	26	27	17	20	21	16	18	20	17	19	23	26	20	16	14	15	0	330
02-Jan-08	0	0	0	0	0	1	13	25	32	22	28	24	17	17	20	20	22	26	31	20	18	18	13	5	372
03-Jan-08	1	2	0	2	2	0	10	31	32	20	28	22	22	15	26	18	18	28	26	26	19	15	18	3	384
04-Jan-08	0	0	1	4	1	1	12	28	34	19	26	26	20	16	25	24	15	20	34	23	18	17	14	1	379
05-Jan-08	1	1	1	0	1	1	8	30	29	21	27	24	15	18	21	22	16	19	25	20	8	9	11	1	329
06-Jan-08	0	0	2	0	0	0	8	22	19	22	24	18	23	19	23	25	15	28	32	27	8	16	16	0	347
07-Jan-08	0	1	0	0	0	0	14	30	32	26	23	24	17	18	22	21	20	22	31	21	13	17	18	3	373
08-Jan-08	3	1	0	2	1	1	11	31	34	27	27	20	20	16	19	23	16	23	27	27	15	19	15	5	383
09-Jan-08	0	1	0	2	2	0	14	30	30	22	30	27	19	13	21	22	21	26	33	27	16	18	14	3	391
10-Jan-08	0	1	0	2	2	1	13	28	34	24	29	21	20	14	25	21	17	23	32	19	16	15	17	4	378
11-Jan-08	1	1	0	3	2	0	12	34	33	21	26	27	17	13	28	21	21	21	30	26	18	17	15	2	389
12-Jan-08	0	1	0	0	0	0	10	28	31	21	26	26	23	17	19	20	18	22	21	18	13	8	10	0	332
13-Jan-08	0	1	0	0	0	0	10	22	21	18	25	23	14	14	23	22	19	23	24	30	16	12	20	0	337
14-Jan-08	0	1	1	0	1	0	10	32	37	25	26	31	17	18	25	22	18	27	32	20	17	23	17	4	404
15-Jan-08	2	1	0	2	4	1	12	34	36	24	21	25	23	13	24	22	17	20	35	20	20	20	12	5	393
16-Jan-08	1	2	0	3	1	2	9	36	35	24	29	29	12	15	24	17	22	26	28	29	20	21	20	2	407
17-Jan-08	1	2	1	1	3	1	11	32	35	27	27	24	24	15	27	19	24	23	30	27	22	18	16	6	416
18-Jan-08	0	0	0	2	3	1	13	33	34	29	24	29	21	18	25	24	18	29	31	27	17	23	12	0	413
19-Jan-08	0	0	0	2	0	1	9	27	36	32	21	30	25	16	29	22	15	20	20	21	17	5	12	0	360
20-Jan-08	0	0	0	1	0	1	7	19	25	27	23	20	20	17	23	24	30	18	29	34	14	15	13	1	361
21-Jan-08	0	0	1	0	0	0	11	30	38	27	24	25	24	16	25	21	18	21	32	30	17	21	15	5	401
22-Jan-08	1	2	2	3	1	1	15	35	38	27	31	23	21	22	21	23	15	25	31	26	18	20	14	5	420
23-Jan-08	2	2	1	3	0	2	13	35	38	27	31	22	20	13	25	20	20	31	34	22	19	20	14	5	419
24-Jan-08	1	3	1	1	1	2	16	34	35	24	23	31	22	14	25	24	18	27	33	22	15	22	17	6	417
25-Jan-08	3	0	0	2	1	2	15	31	38	27	27	28	23	14	28	23	22	26	31	23	20	20	15	2	421
26-Jan-08	0	0	2	1	0	1	11	30	32	22	25	23	21	19	23	21	19	21	18	20	13	6	11	1	340
27-Jan-08	0	1	0	0	0	1	10	22	24	23	20	24	18	16	19	25	22	26	27	24	19	16	13	0	350
28-Jan-08	0	1	0	0	0	1	8	31	35	26	28	28	21	16	29	24	20	23	30	22	20	15	12	0	390
29-Jan-08	0	0	0	0	0	0	12	37	39	27	23	26	22	20	24	25	16	28	30	21	22	21	17	4	414
30-Jan-08	1	1	1	1	2	2	13	34	41	25	30	24	16	17	24	23	19	23	36	27	14	21	18	4	417
31-Jan-08	2	1	0	1	2	2	14	41	37	25	31	24	24	18	24	22	21	29	22	9	23	23	20	3	418
Total	21	27	14	38	30	26	358	938	1021	748	803	769	617	505	736	677	591	747	901	728	521	525	464	80	11885
Avg.	0.68	0.87	0.45	1.23	0.97	0.84	11.55	30.26	32.94	24.13	25.90	24.81	19.90	16.29	23.74	21.84	19.06	24.10	29.06	23.48	16.81	16.94	14.97	2.58	383.39

Hourly Runway Movement Summary – Departures

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jan-08	1	0	0	0	0	0	8	18	20	30	24	17	21	23	17	27	18	19	26	28	15	9	8	1	330
02-Jan-08	0	1	1	0	0	0	9	25	28	32	27	20	30	21	17	32	25	18	28	33	14	13	10	4	388
03-Jan-08	2	2	0	1	1	0	12	21	27	29	21	27	27	25	18	31	18	22	25	23	19	12	13	2	378
04-Jan-08	8	0	1	3	1	0	10	29	25	31	25	25	29	26	14	30	24	14	25	30	20	14	8	3	395
05-Jan-08	0	1	1	0	0	1	8	17	25	33	26	21	24	19	14	24	24	15	15	22	13	4	8	1	316
06-Jan-08	1	0	0	0	0	0	6	14	24	27	28	23	31	21	17	25	26	20	23	31	12	11	11	1	352
07-Jan-08	1	0	1	0	0	0	11	29	26	29	26	23	32	20	16	23	29	18	24	29	11	11	11	2	372
08-Jan-08	6	2	2	1	1	0	12	29	29	28	18	21	26	22	15	24	30	18	27	28	14	9	13	3	378
09-Jan-08	6	2	2	1	2	0	12	26	29	22	27	25	26	19	16	29	21	25	27	25	18	9	15	4	388
10-Jan-08	7	2	1	1	0	1	12	26	27	24	22	26	28	20	17	29	25	18	29	27	14	11	13	4	384
11-Jan-08	6	2	2	1	2	0	11	27	30	28	24	24	26	21	19	28	23	20	31	31	15	15	12	0	398
12-Jan-08	0	0	1	0	1	0	7	22	24	30	24	23	24	22	16	20	24	15	20	19	12	7	8	0	319
13-Jan-08	0	0	1	0	0	0	7	13	23	24	23	20	31	27	16	26	24	22	21	34	16	14	7	1	350
14-Jan-08	2	1	0	0	0	0	15	22	27	30	26	24	33	25	15	23	29	18	32	35	11	7	14	7	396
15-Jan-08	9	3	1	2	0	0	12	26	27	29	25	22	21	22	20	27	25	23	27	34	9	16	11	3	394
16-Jan-08	8	0	2	1	0	0	11	28	23	35	28	24	27	18	14	27	20	24	26	32	21	16	11	3	399
17-Jan-08	7	0	2	1	0	0	14	19	28	28	28	24	30	23	15	35	24	22	29	32	18	12	16	3	410
18-Jan-08	7	0	0	1	3	0	17	23	30	31	30	25	32	19	15	23	29	23	34	35	15	9	13	2	416
19-Jan-08	0	0	0	1	0	1	9	20	20	33	35	21	28	27	16	21	28	16	14	21	16	8	5	1	341
20-Jan-08	1	0	0	0	1	0	9	19	21	22	26	27	29	24	13	27	31	21	3	28	38	24	11	1	376
21-Jan-08	0	1	0	0	0	0	12	25	20	29	33	29	31	22	15	30	28	23	25	30	21	12	10	4	400
22-Jan-08	7	3	0	2	1	0	16	23	24	37	26	22	27	22	20	33	26	19	30	30	17	11	13	4	413
23-Jan-08	7	3	0	2	0	0	12	28	31	27	30	26	28	22	13	30	28	24	28	40	12	12	13	6	422
24-Jan-08	6	2	2	1	0	0	14	25	28	32	27	26	28	22	16	29	26	22	30	31	18	14	15	3	417
25-Jan-08	5	3	2	1	1	1	14	28	28	33	27	26	35	22	15	30	27	21	34	31	16	14	10	1	425
26-Jan-08	0	1	0	1	0	0	8	19	27	31	31	21	25	21	18	21	21	16	20	16	13	5	7	0	322
27-Jan-08	1	0	1	1	0	0	10	16	21	25	27	22	25	26	22	24	27	26	24	30	13	13	8	1	363
28-Jan-08	1	0	1	0	0	0	13	22	28	31	30	25	32	22	17	35	23	20	37	33	10	13	6	1	400
29-Jan-08	1	0	0	0	0	0	13	28	28	33	29	24	25	19	20	29	28	18	32	35	11	13	11	5	402
30-Jan-08	7	3	0	2	1	0	14	28	30	33	30	23	30	20	12	28	27	26	22	34	24	13	14	3	424
31-Jan-08	7	3	1	1	0	1	16	25	32	27	30	25	27	29	16	35	28	20	13	17	4	23	25	11	416
Total	114	35	25	25	15	5	354	720	810	913	833	731	868	691	504	855	786	626	781	904	480	374	350	85	11884
Avg.	3.68	1.13	0.81	0.81	0.48	0.16	11.42	23.23	26.13	29.45	26.87	23.58	28.00	22.29	16.26	27.58	25.35	20.19	25.19	29.16	15.48	12.06	11.29	2.74	383.35

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-Jan-08	7:00	0:31	0:45	-	-	-	15:44	-	-	-	-	-
02-Jan-08	7:00	0:23	-	-	0:58	-	15:38	-	-	-	0:01	-
03-Jan-08	7:00	0:12	-	-	-	-	-	13:28	-	-	3:20	-
04-Jan-08	7:00	0:02	-	-	-	-	-	9:07	-	-	7:51	-
05-Jan-08	7:00	0:05	-	-	-	-	-	16:14	-	-	0:41	-
06-Jan-08	7:00	0:21	-	0:35	-	-	7:33	4:52	-	-	3:39	-
07-Jan-08	7:00	0:13	-	2:27	-	-	-	9:00	-	-	5:20	-
08-Jan-08	7:00	0:05	-	5:14	-	-	-	7:43	-	-	3:58	-
09-Jan-08	7:00	0:10	-	0:49	-	-	-	8:53	-	-	7:08	-
10-Jan-08	7:00	0:12	-	-	-	-	16:48	-	-	-	-	-
11-Jan-08	7:00	0:13	-	-	0:35	-	16:12	-	-	-	-	-
12-Jan-08	7:00	0:22	-	-	-	-	16:38	-	-	-	-	-
13-Jan-08	7:00	0:14	-	-	1:58	-	10:11	3:48	0:49	-	-	-
14-Jan-08	7:00	0:18	-	-	-	-	-	14:42	-	-	2:00	-
15-Jan-08	7:00	0:16	-	0:14	-	-	10:16	4:32	-	-	1:42	-
16-Jan-08	7:00	-	-	-	-	-	9:49	7:11	-	-	-	-
17-Jan-08	7:00	0:11	-	-	-	-	-	15:02	-	-	1:47	-
18-Jan-08	7:00	0:17	-	-	-	-	-	14:20	-	-	2:23	-
19-Jan-08	7:00	0:19	-	-	1:56	-	14:45	-	-	-	-	-
20-Jan-08	7:00	0:02	-	-	-	-	15:01	1:57	-	-	-	-
21-Jan-08	7:00	0:05	-	0:46	-	-	-	16:08	-	-	-	-
22-Jan-08	7:00	0:13	-	3:29	-	-	-	10:25	-	-	2:53	-
23-Jan-08	7:00	0:20	-	-	-	-	-	8:07	-	-	8:33	-
24-Jan-08	7:00	0:10	0:58	-	-	-	8:08	1:31	-	-	6:13	-
25-Jan-08	7:00	0:14	-	0:50	-	-	4:53	5:59	-	-	5:04	-
26-Jan-08	7:00	0:24	0:53	-	-	-	4:40	4:50	-	-	6:13	-
27-Jan-08	7:00	0:14	1:44	-	-	-	15:02	-	-	-	-	-
28-Jan-08	7:00	0:12	-	0:50	-	-	-	14:13	-	-	1:45	-
29-Jan-08	7:00	0:08	-	-	1:03	-	8:13	1:53	-	-	5:43	-
30-Jan-08	7:00	0:13	-	-	-	-	16:47	-	-	-	-	-
31-Jan-08	7:00	-	-	0:44	1:01	-	11:10	3:57	0:08	-	-	-
Total	217:00	6:39	4:20	15:58	7:31	-	217:28	197:53	0:57	-	76:14	-
% Used		1.26%	0.82%	3.03%	1.43%	0.00%	41.27%	37.55%	0.18%	0.00%	14.47%	0.00%

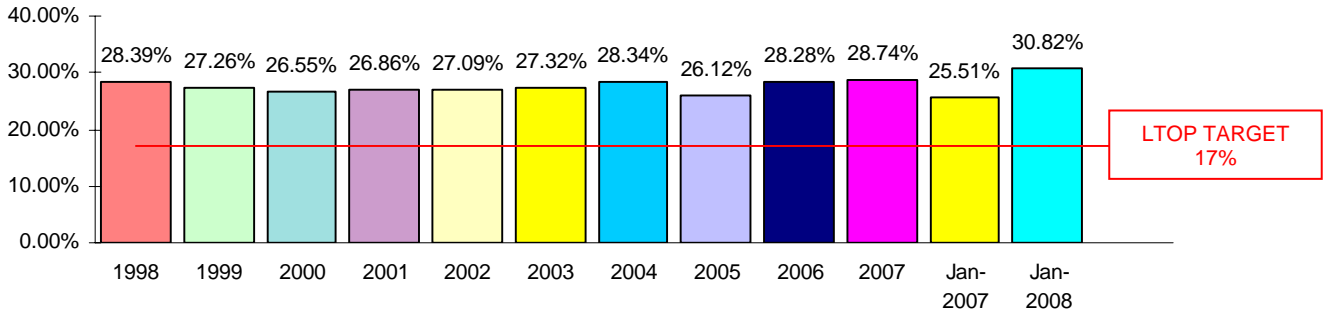
Cumulative Mode Utilisation from 1 January 2008

Time	1.26%	0.82%	3.03%	1.43%	0.00%	41.27%	37.55%	0.18%	0.00%	14.47%	0.00%
Movements	0.33%	0.46%	2.29%	0.74%	0.00%	42.39%	41.43%	0.16%	0.00%	12.19%	0.00%

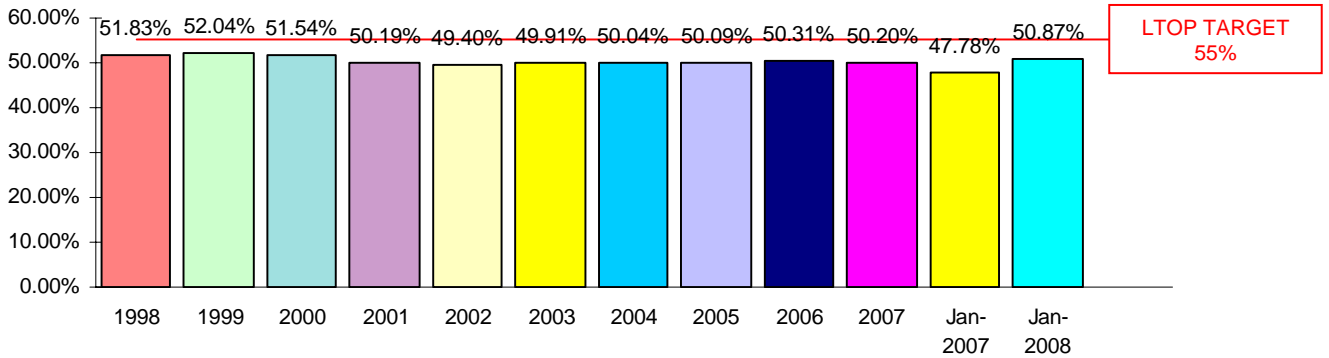
Runway End Impact to 31 January 2008

Includes comparisons with annual figures for 1998 to 2007, Current month this year and corresponding month last year.

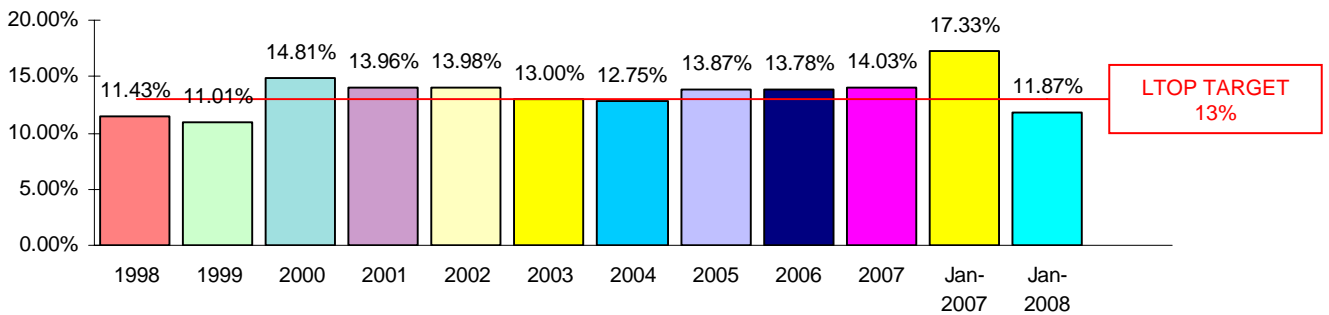
NORTH



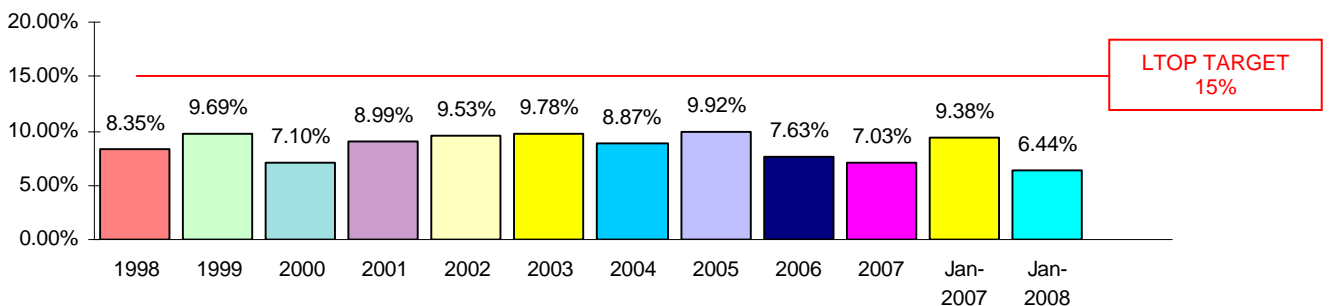
SOUTH



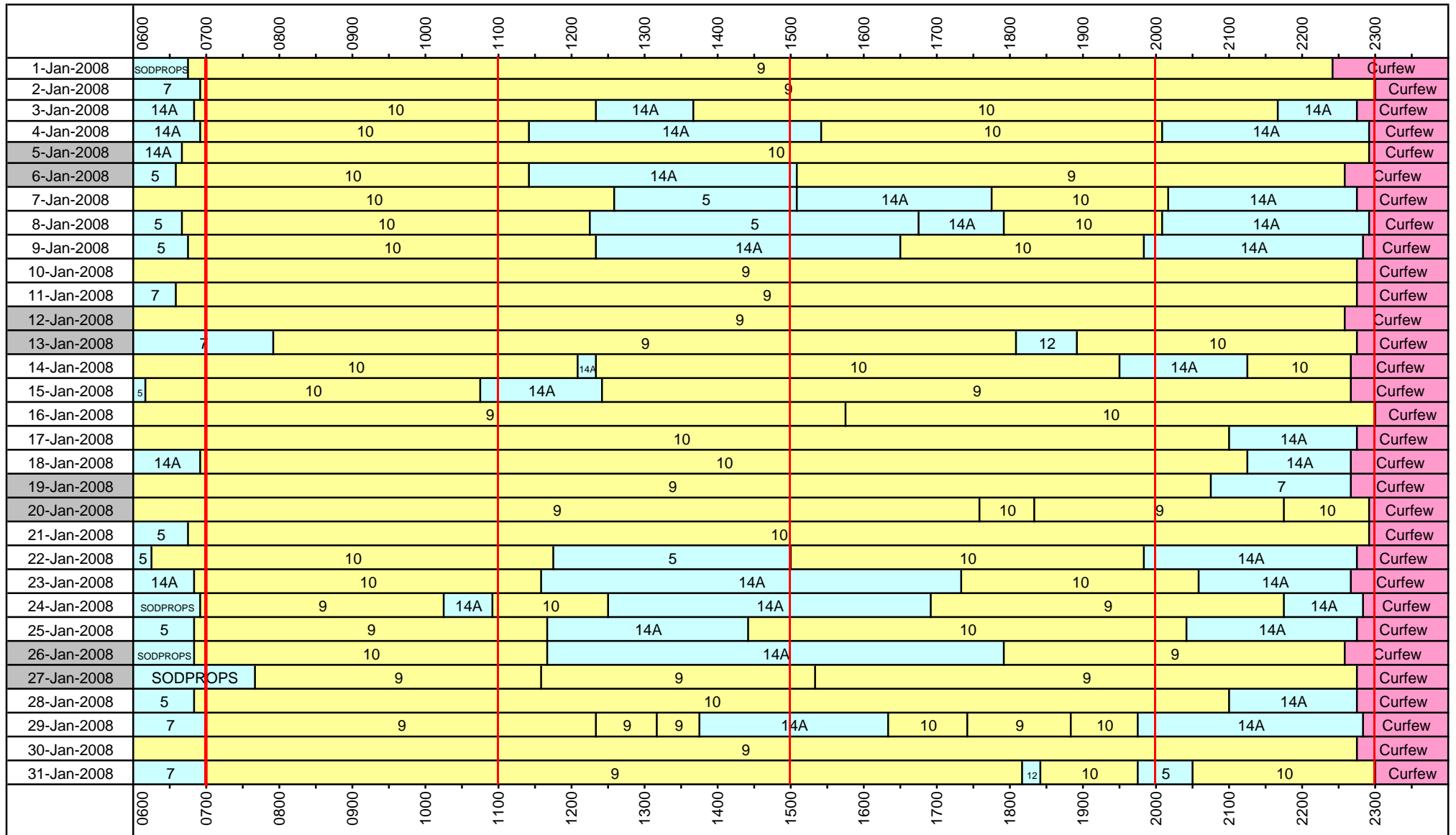
EAST



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 **January 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	
03-Jan-08	07:11	08:22	01:11
04-Jan-08	07:50	08:48	00:58
09-Jan-08	06:46	09:12	02:26
14-Jan-08	06:48	09:22	02:34
15-Jan-08	06:59	08:48	01:49
17-Jan-08	06:42	08:39	01:57
18-Jan-08	06:56	09:53	02:57
21-Jan-08	06:59	09:06	02:07
22-Jan-08	06:59	09:19	02:20

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
03-Jan-08	42	20	22
04-Jan-08	29	14	15
09-Jan-08	76	31	45
14-Jan-08	83	36	47
15-Jan-08	65	31	34
17-Jan-08	80	49	31
18-Jan-08	86	37	49
21-Jan-08	66	32	34
22-Jan-08	83	41	42

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Kenthurst	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:

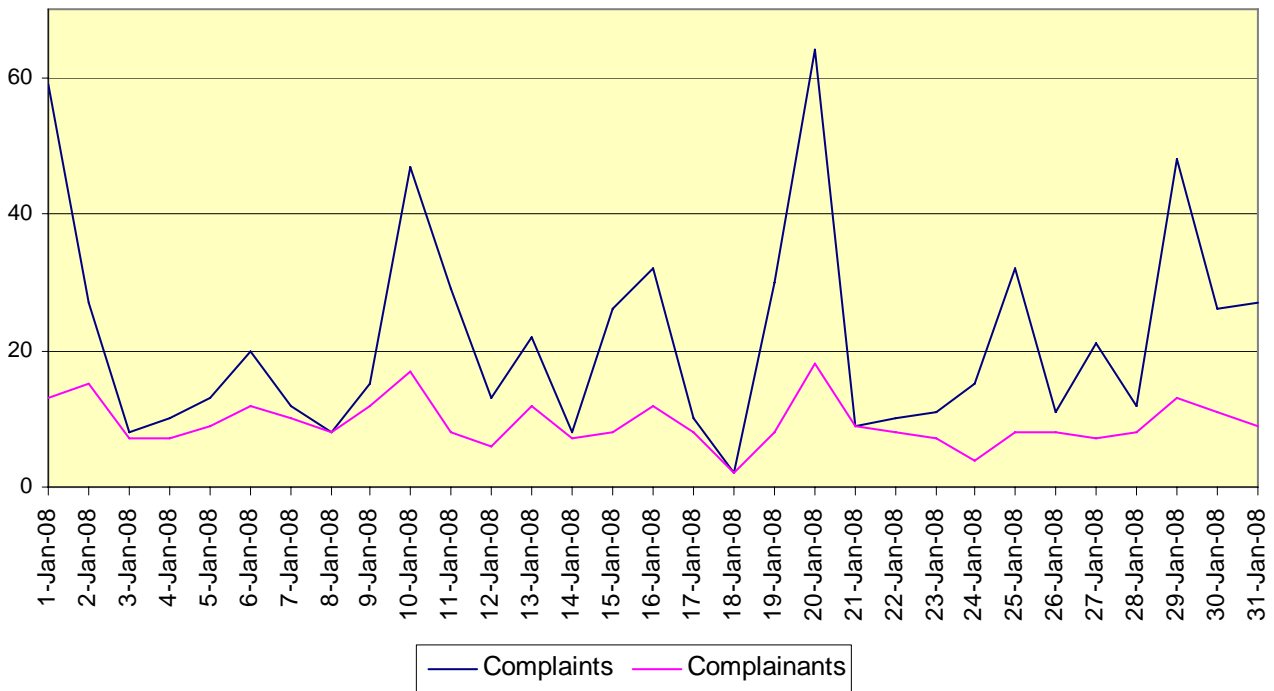
www.sacf.dotars.gov.au

Summary of Section Activity – January 2008

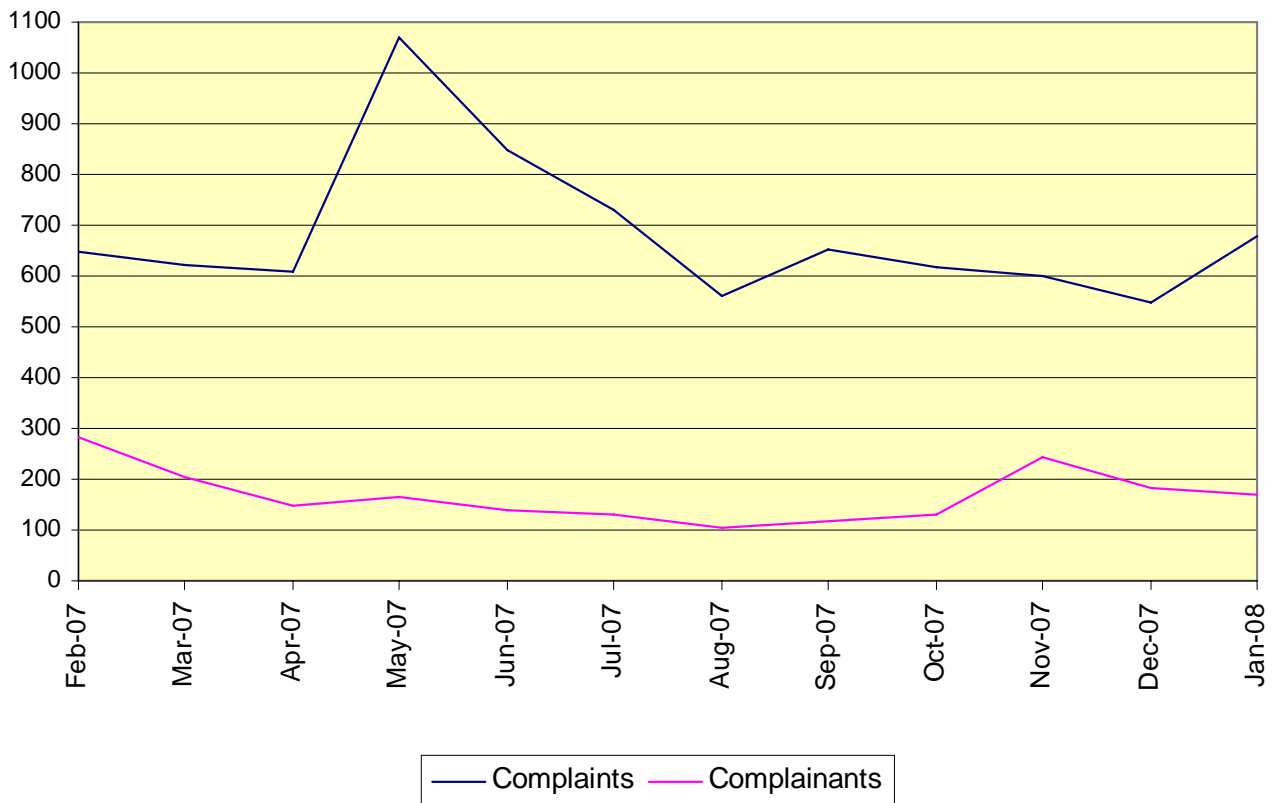
➤ Sydney Suburbs Complaints	
• By phone.....	257
• By correspondence	18
• By internet.....	123
• By e-mail.....	279
➤ Sydney Suburbs Complaints – suburb not specified	5
➤ Sydney Suburbs Comments and Enquiries	51
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	58
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	8
➤ Callback / Information Requests (NSW Only).....	262

Complaints Graphs

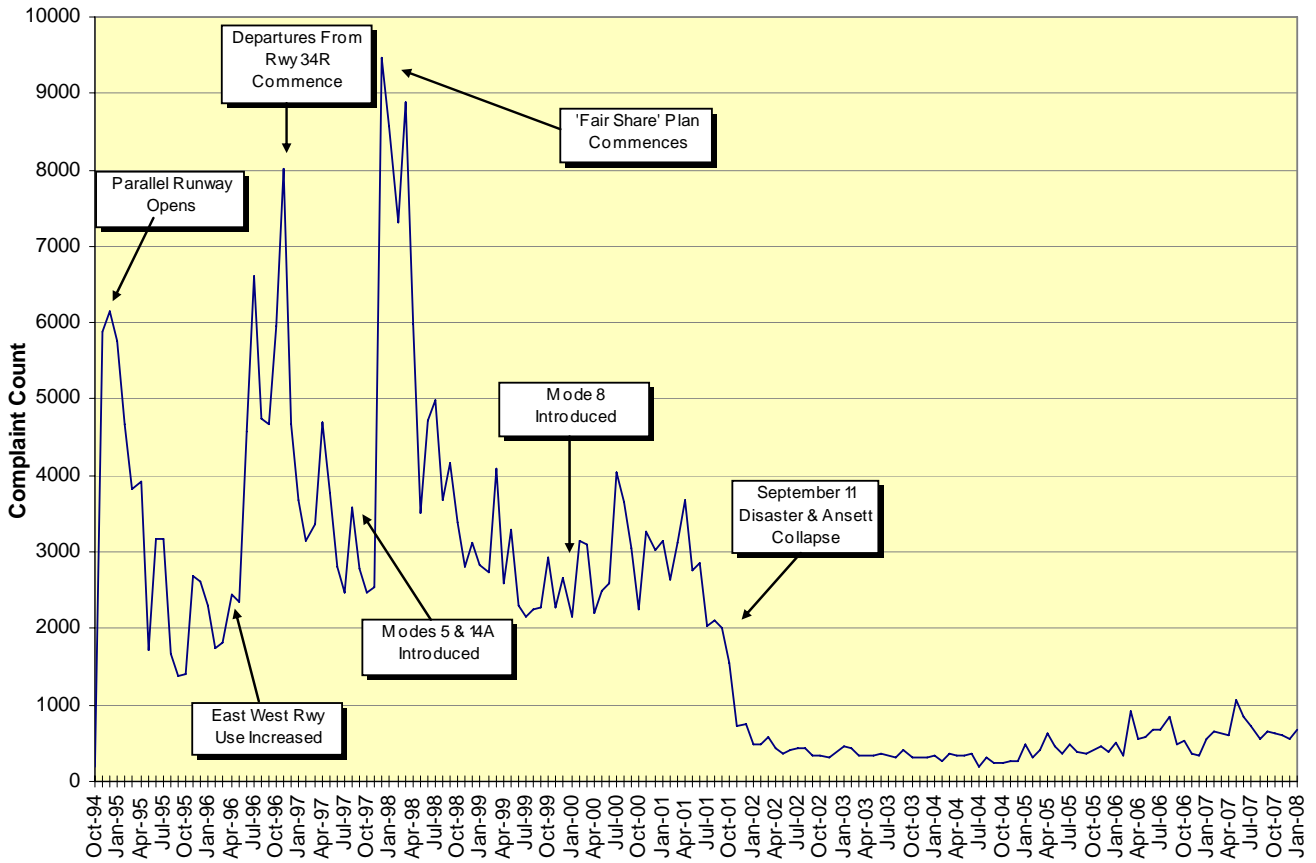
Complaints vs Complainants – 1 January to 31 January 2008



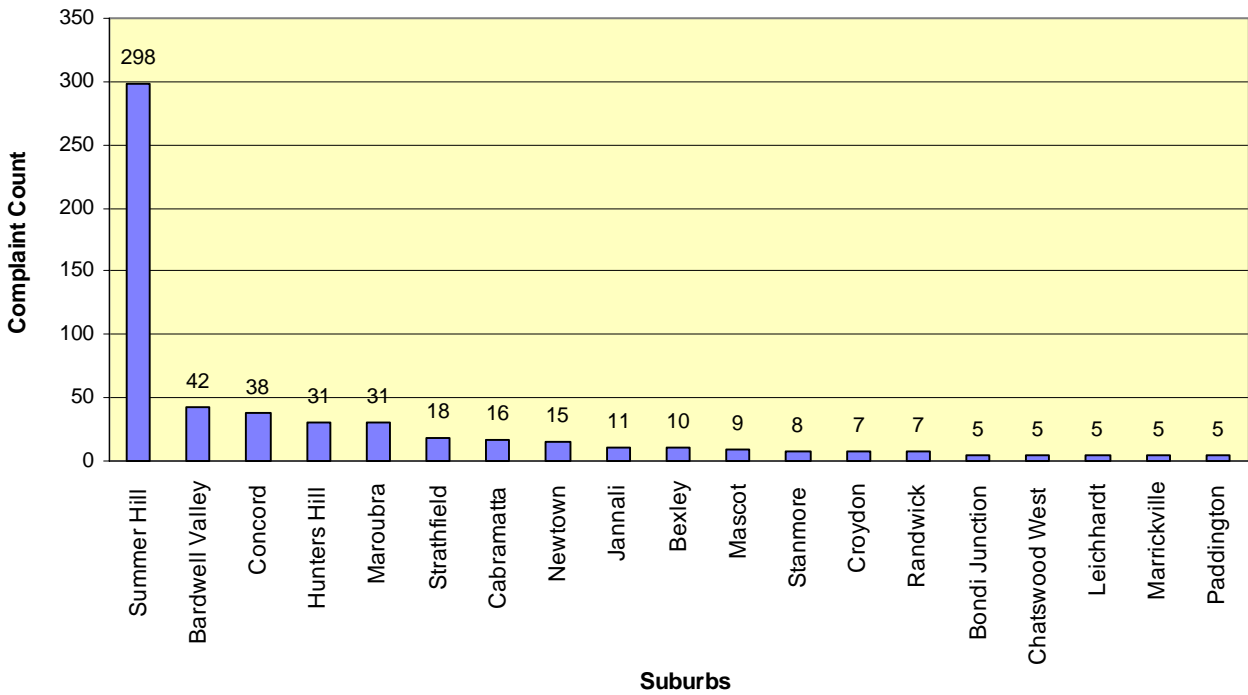
Complaints vs Complainants – Monthly



Complaints History

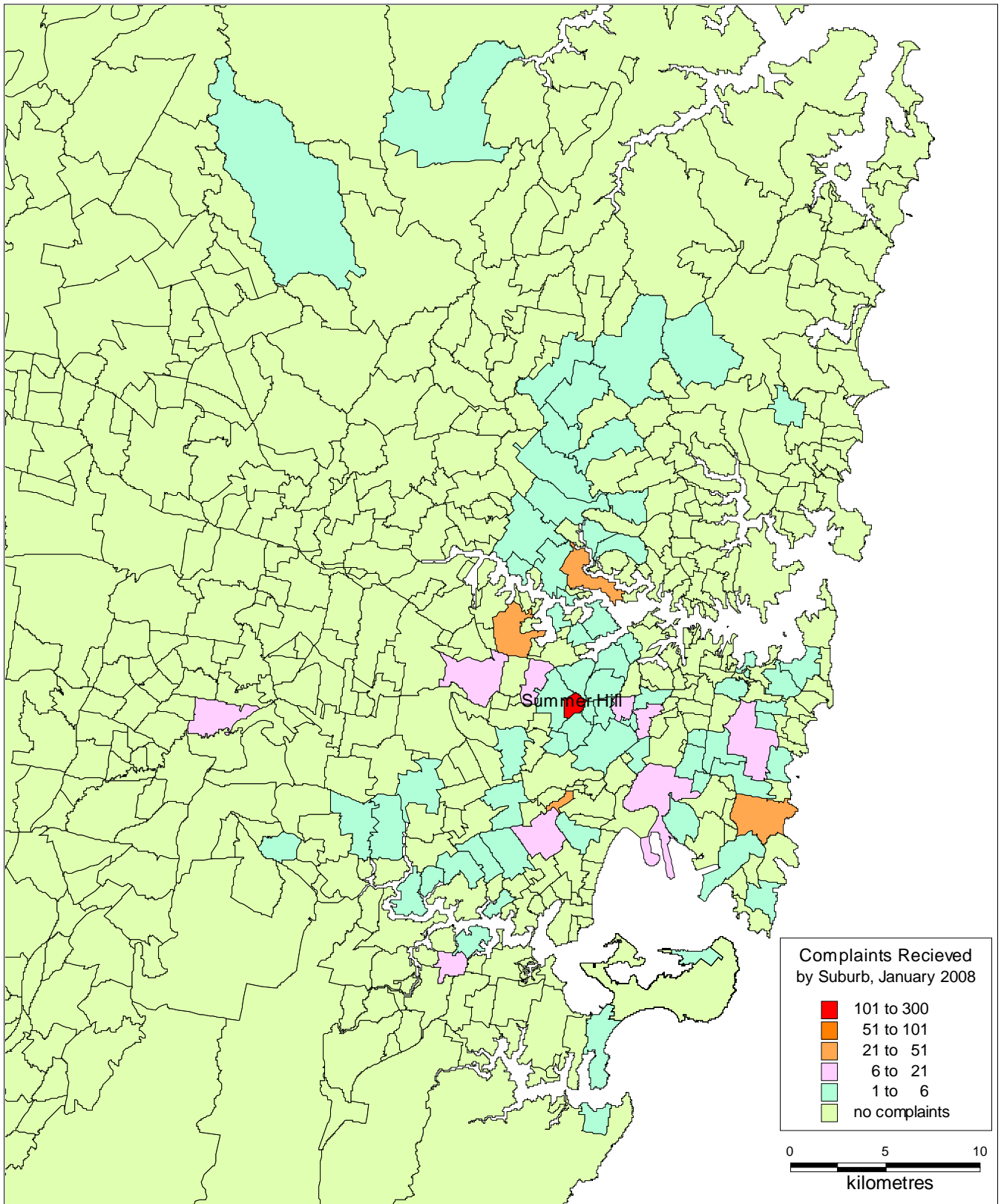


Top Complaint Suburbs – 1 January to 31 January 2008



Complaint Density by Suburb

1 January to 31 January 2008



Recorded Complaints vs Complainants, by Suburb

1 January to 31 January 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	5	3	Leichhardt	5	4
Abbotsford	1	1	Lewisham	4	1
Arcadia	1	1	Lilyfield	4	3
Ashfield	2	2	Little Bay	1	1
Bardwell Valley	42	1	Lugarno	1	1
Beacon Hill	1	1	Macquarie Park	1	1
Bellevue Hill	1	1	Maroubra	31	8
Belrose	1	1	Marrickville	5	4
Bexley	10	7	Mascot	9	4
Bondi Junction	5	4	Matraville	1	1
Botany	1	1	Mortdale	2	2
Bulahdelah	1	1	Newtown	15	6
Bundeena	3	2	North Ryde	3	2
Cabramatta	16	1	Oyster Bay	1	1
Camperdown	2	2	Paddington	5	4
Campsie	1	1	Padstow	2	2
Chatswood West	5	2	Peakhurst Heights	1	1
Concord	38	3	Penshurst	1	1
Connells Point	1	1	Petersham	1	1
Coogee	2	2	Punchbowl	1	1
Cronulla	1	1	Putney	1	1
Croydon	7	5	Pymble	1	1
Darling Point	2	1	Queens Park	2	2
Drummoyne	1	1	Randwick	7	6
Dulwich Hill	1	1	Revesby	1	1
Eastlakes	4	2	Rockdale	3	3
Enmore	1	1	Rose Bay	1	1
Gladesville	2	2	Rosebery	1	1
Haberfield	3	1	Rozelle	2	2
Henley	2	1	Russell Lea	1	1
Hunters Hill	31	7	Ryde	1	1
Hurlstone Park	3	1	St Ives	1	1
Hurstville	2	2	St Peters	1	1
Jannali	11	1	Stanmore	8	6
Kensington	1	1	Strathfield	18	1
Kenthurst	1	1	Summer Hill	298	6
Killara	1	1	Sydney South	2	1
Kingsford	4	3	Turramurra	3	2
Kingsgrove	1	1	Voyager Point	1	1
Kurnell	4	2	West Pymble	2	2
Lane Cove	3	3	Zetland	1	1
Lane Cove West	2	2			
Total Complaints	677		Total Complainants	171	

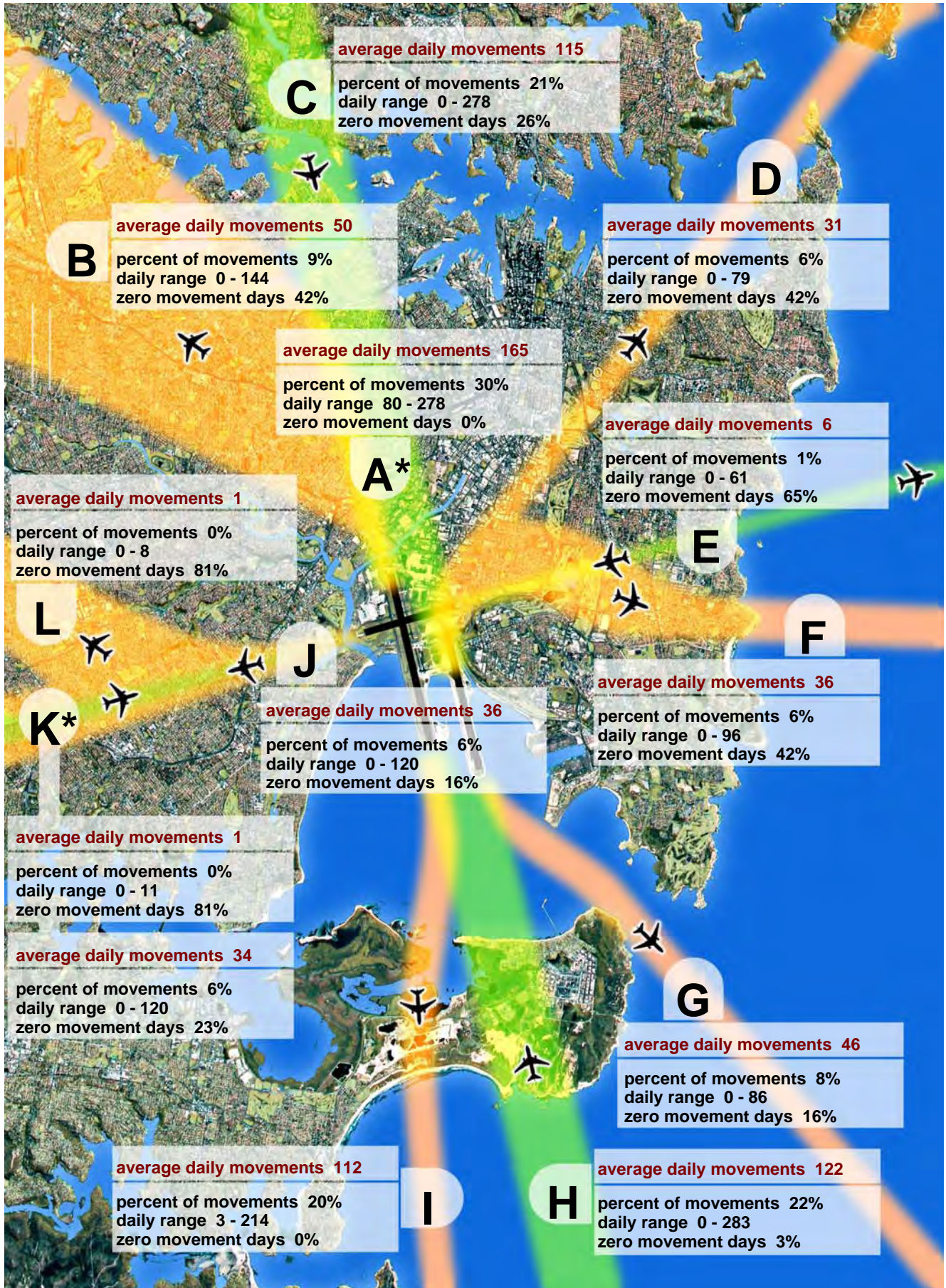
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 January to 31 January 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Mosman	1	1
Arcadia	1	1	Narrabri	1	1
Bankstown	33	15	Newcastle	1	1
Busby	1	1	Penrith	1	1
Camden	1	1	Port Macquarie	1	1
Childrens Hospital	1	1	Salt Ash	1	1
Copmanhurst	1	1	Smiths Lake	1	1
Dulwich Hill	1	1	St Peters	1	1
Hoxton Park	1	1	Taree	1	1
Kempsey	1	1	Urunga	1	1
Merry Goen	1	1	Westmead Hospital	1	1
Monkerai	1	1	Williamtown	3	3
Total Complaints	58		Total Complainants		40

Sydney Airport : Jet Flight Path Movements

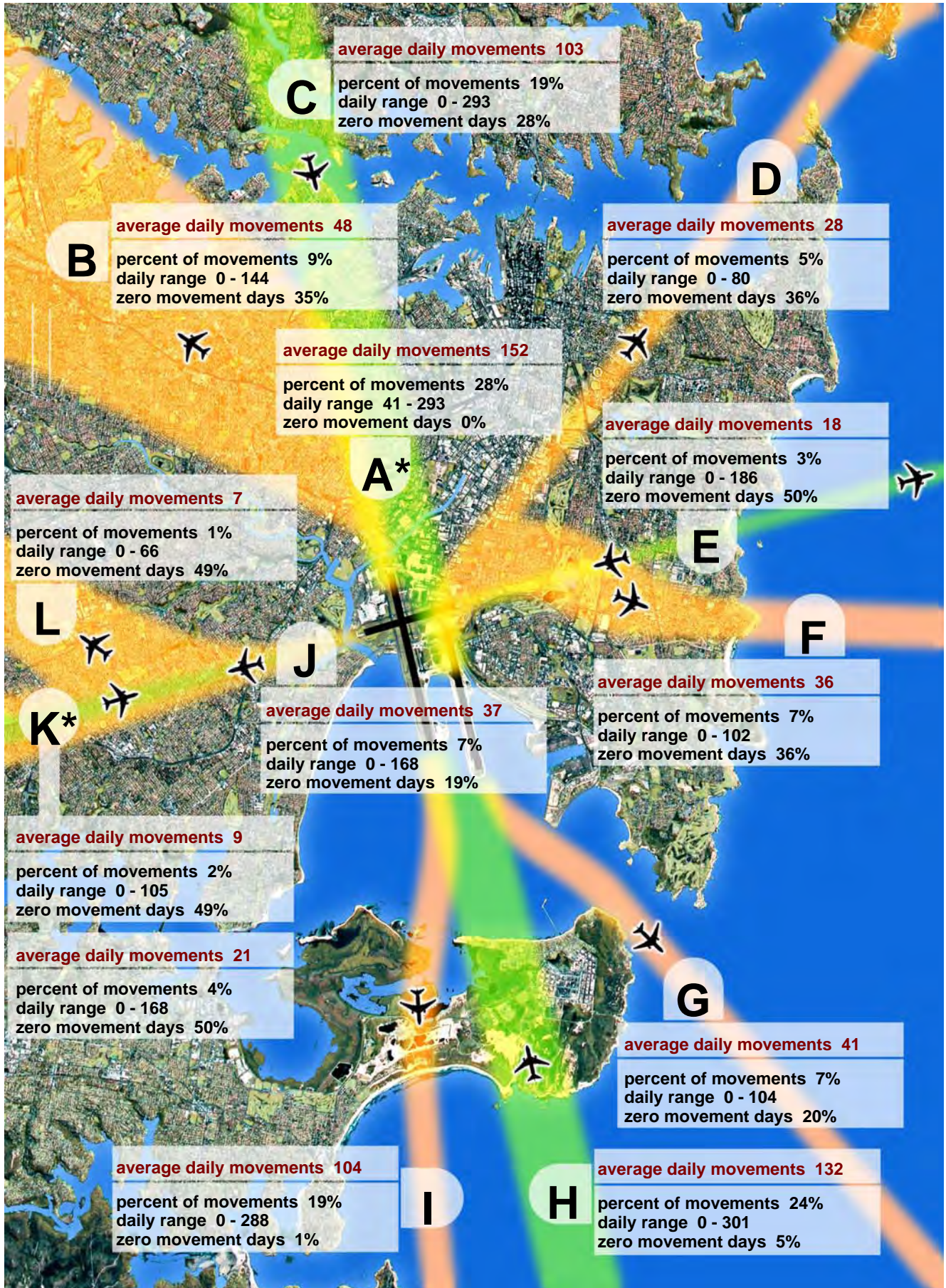
1 Jan 2008 to 31 Jan 2008, All Jets



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

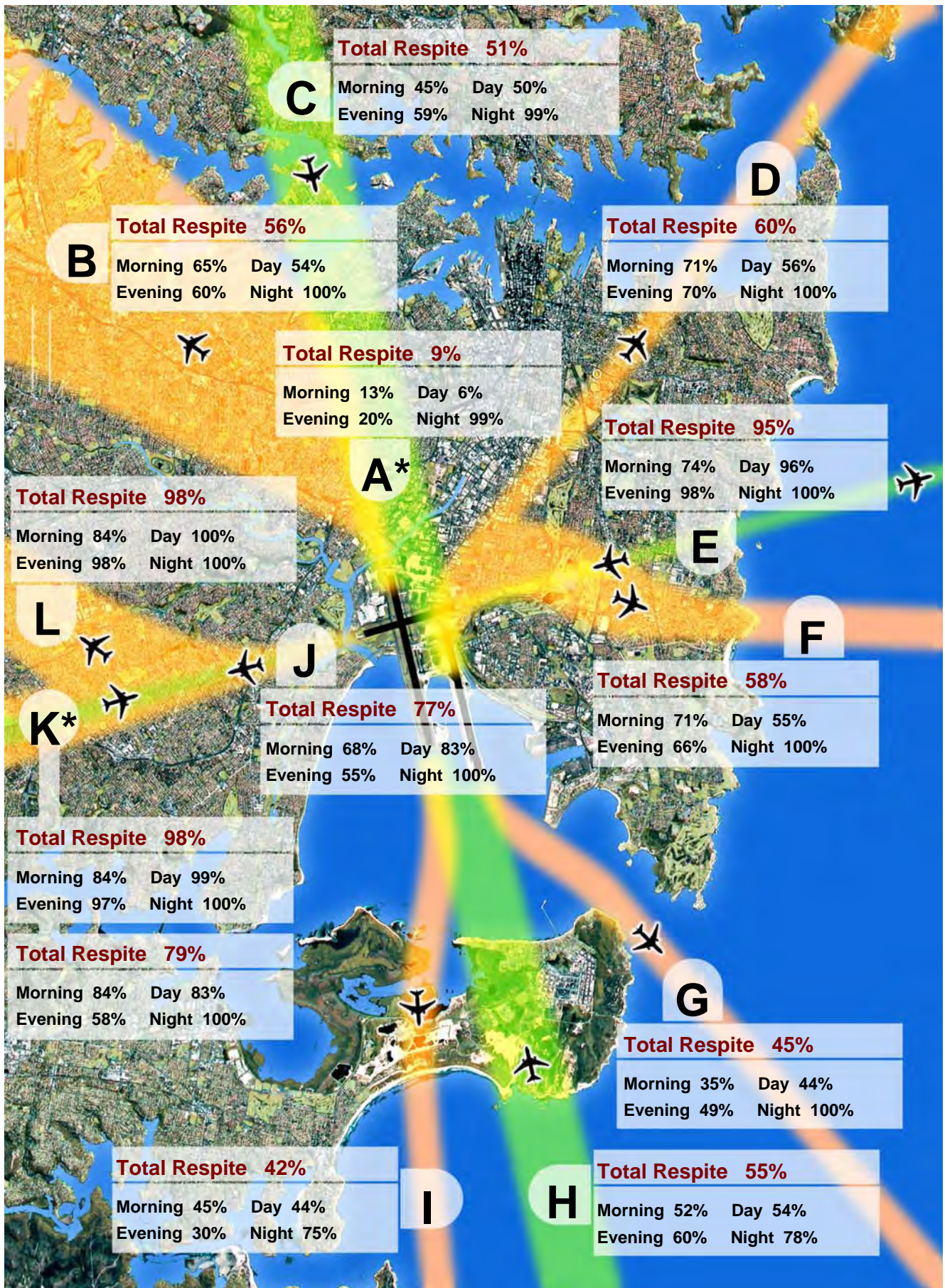
1 Feb 2007 to 31 Jan 2008, All Jets



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 Jan 2008 to 31 Jan 2008, All Jets



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

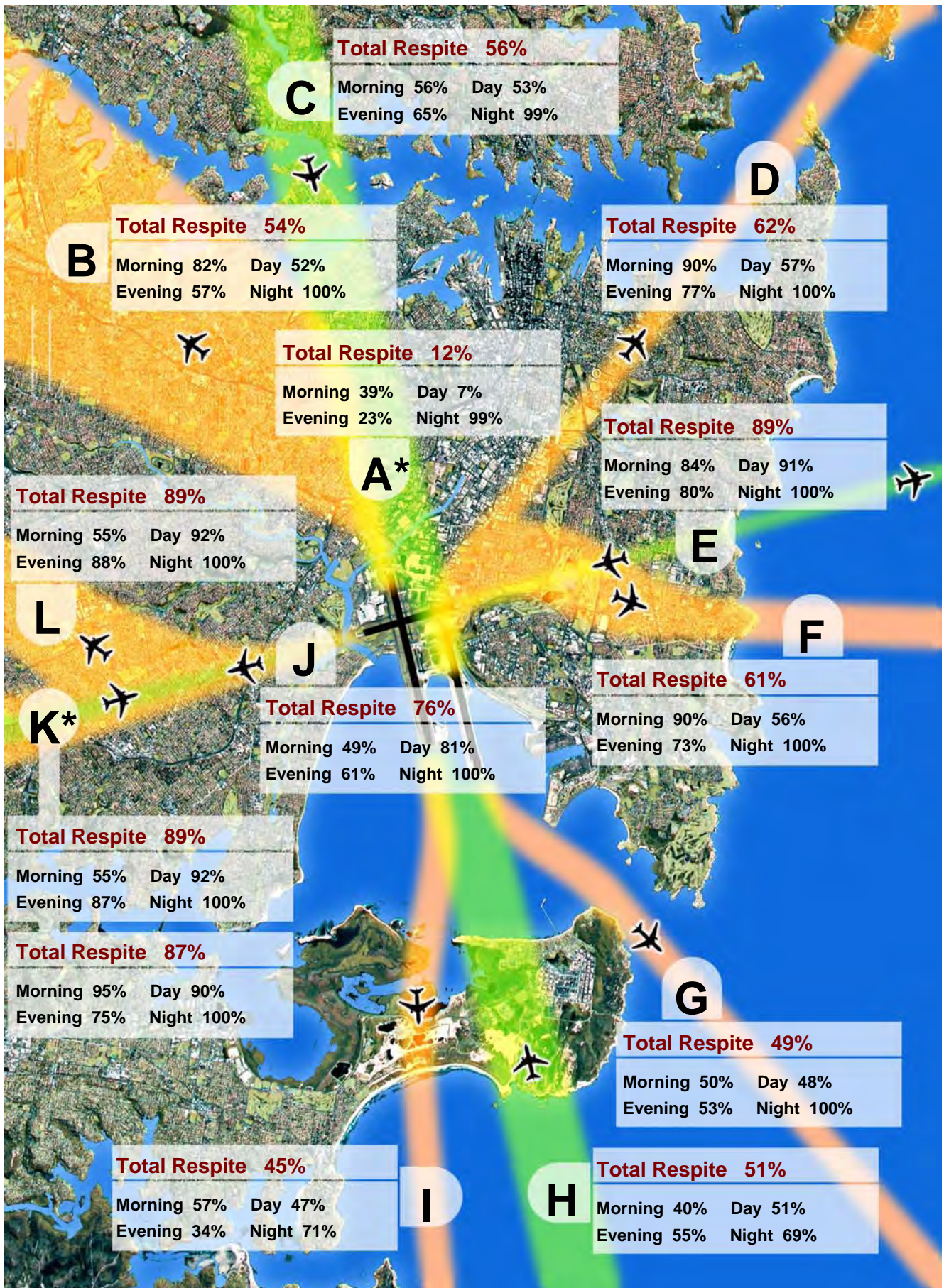
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Feb 2007 to 31 Jan 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 **January 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 62%**. This means that over the period **February 2007 to January 2008 for 62%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

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



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of January 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 January 2008 along with the Daily N70 values for the three months up to and including January are given in Table 1.

<i>Location</i>	<i>CNE Sept</i>	<i>Operational days Sept</i>	<i>N70 Jan</i>	<i>N70 Dec</i>	<i>N70 Nov</i>
<i>Runway 34L</i>	<i>6,503</i>	<i>31.0</i>	<i>201</i>	<i>212</i>	<i>217</i>
<i>Penshurst</i>	<i>1,496</i>	<i>31.0</i>	<i>44</i>	<i>40</i>	<i>38</i>
<i>Bexley</i>	<i>1,540</i>	<i>31.0</i>	<i>49</i>	<i>44</i>	<i>39</i>
<i>Eastlakes</i>	<i>1,225</i>	<i>31.0</i>	<i>38</i>	<i>47</i>	<i>40</i>
<i>Coogee</i>	<i>327</i>	<i>31.0</i>	<i>10</i>	<i>15</i>	<i>14</i>
<i>Sydenham</i>	<i>4,352</i>	<i>31.0</i>	<i>140</i>	<i>141</i>	<i>162</i>
<i>Leichhardt</i>	<i>3,137</i>	<i>31.0</i>	<i>100</i>	<i>90</i>	<i>131</i>
<i>Kurnell</i>	<i>1,753</i>	<i>31.0</i>	<i>56</i>	<i>61</i>	<i>46</i>
<i>Annandale</i>	<i>1,931</i>	<i>31.0</i>	<i>57</i>	<i>56</i>	<i>81</i>
<i>St Peters</i>	<i>2,428</i>	<i>31.0</i>	<i>76</i>	<i>77</i>	<i>100</i>
<i>Croydon</i>	<i>432</i>	<i>31.0</i>	<i>11</i>	<i>13</i>	<i>9</i>
<i>Hunters Hill</i>	<i>2,795</i>	<i>31.0</i>	<i>49</i>	<i>48</i>	<i>67</i>

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

The N70 values for January 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 8 PM 24 Day 170 Night 15 WE_D 154 WE_N 2	Penshurst AM 2 PM 20 Day 26 Night 0 WE_D 29 WE_N 1	Bexley AM 3 PM 23 Day 29 Night 0 WE_D 33 WE_N 1	Eastlakes AM 2 PM 4 Day 32 Night 0 WE_D 39 WE_N 0
Coogee AM 1 PM 1 Day 9 Night 0 WE_D 5 WE_N 0	Sydenham AM 4 PM 12 Day 129 Night 0 WE_D 127 WE_N 0	Leichhardt AM 4 PM 9 Day 97 Night 0 WE_D 72 WE_N 0	Kurnell AM 03 PM 3 Day 44 Night 0 WE_D 79 WE_N 0
Annandale AM 0 PM 3 Day 62 Night 0 WE_D 33 WE_N 0	St Peters AM 0 PM 6 Day 76 Night 0 WE_D 58 WE_N 0	Croydon AM 0 PM 1 Day 8 Night 0 WE_D 16 WE_N 0	Hunters Hill AM 3 PM 5 Day 47 Night 0 WE_D 33 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.