



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics October 2011

Produced by Environmental Services

PREVIEW

Sydney Airport Operational Statistics Report Preview

October 2011

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

There were a total of 25,631 aircraft movements this month (daily average 826.81). Last month there were a total of 25,093 movements (daily average 836.43) and for the same month last year there were a total of 26,031 movements (daily average 839.71).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 20 days this month, Mode 9 on 8 days and Mode 10 on 12 days. Crossing runway modes (including Sodprops) were used for 25.17% of non Curfew hours.

Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010)

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 29.37% - This result is above the LTOP target and above the previous month (27.57%)

South 51.82%- This result is below the LTOP target and above the previous month (51.06%)

East 12.74% - This result is below the LTOP target and below the previous month (15.74%)

West 6.05% - This result is below the LTOP target and above the previous month (5.61%)

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

This procedure was not used in October.

Noise Complaints & Information Service (refer pages 15-20)

A total of 2791 complaints, comments and enquiries were received as follows:

2628 Sydney suburbs complaints from 139 complainants

41 Sydney suburbs comments and enquiries

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

Noise Enquiry Service Environmental Services Airservices Australia

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

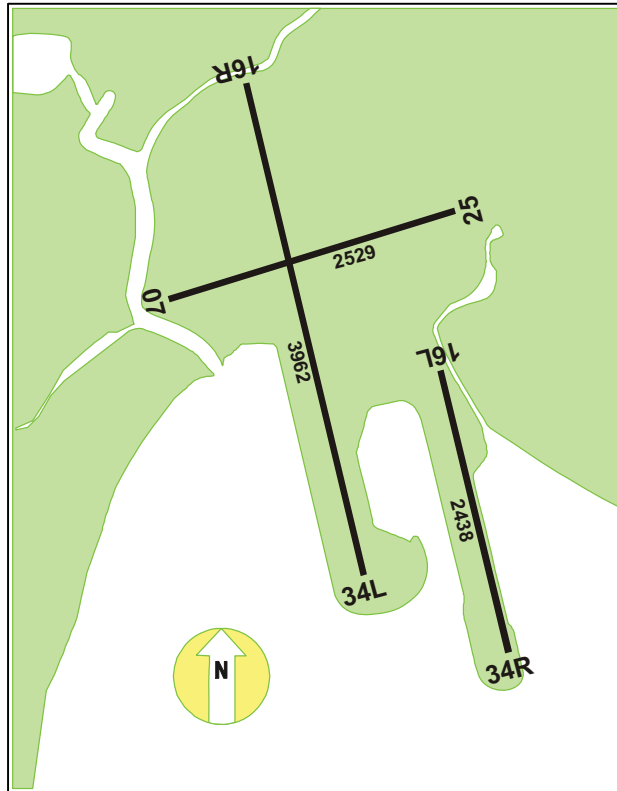
www.airservicesaustralia.com

click on "Publications", "Reports & Statistics" **then**

"Sydney Airport Operational Statistics".

* This information is produced using Airservices Australia's Noise and Flight Path Monitoring System and the TNIP software package developed by the Department of Infrastructure and Transport.

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L	Main North-South runway
Runway 16L/34R	Parallel North-South runway.
Runway 07/25	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)

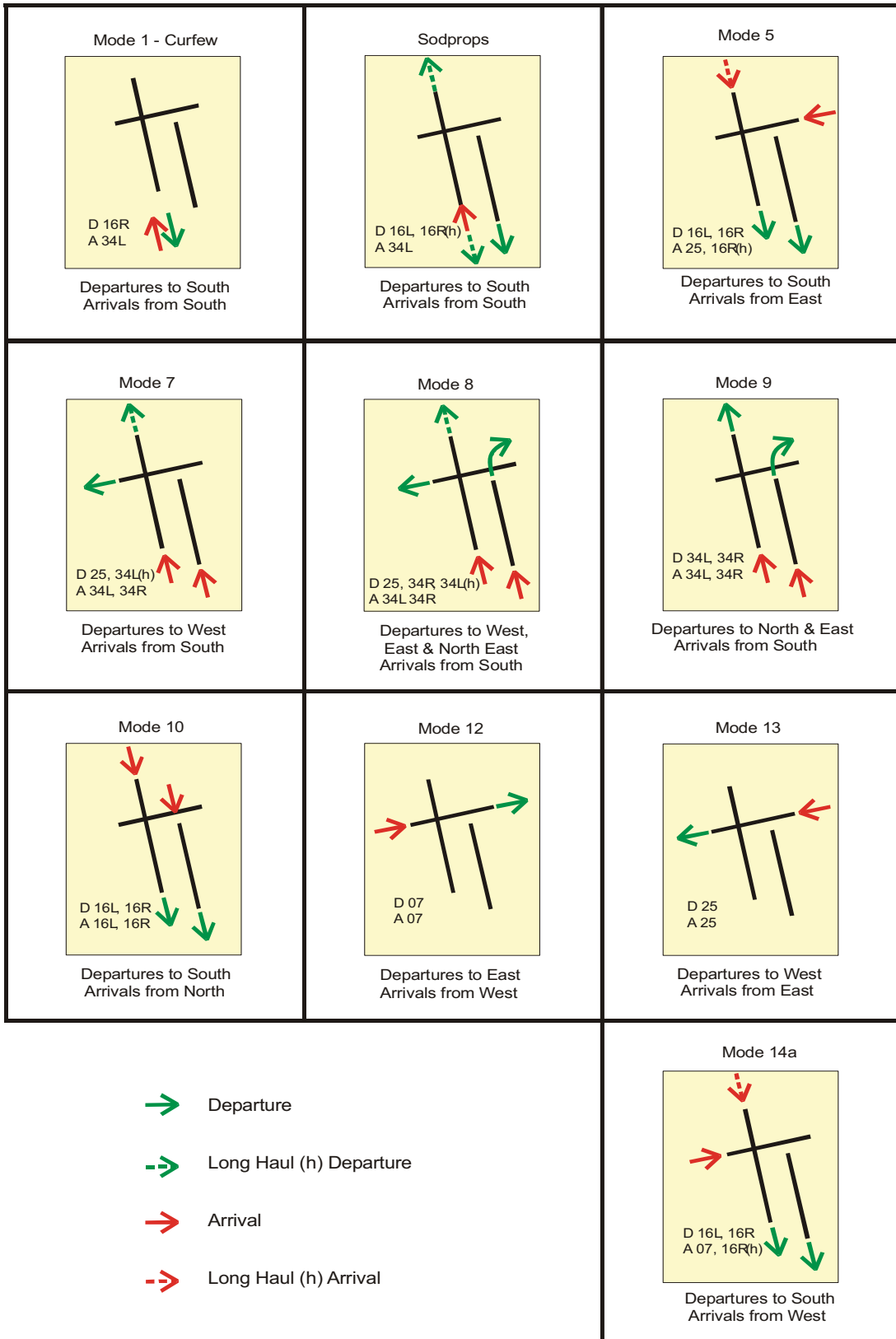
Movements over the North =16L(arr) + 16R(arr) + 34L(dep)

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 1 July 2010 (LOA 3181 V1)

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 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	3.	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)
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
0700 to 2245	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 (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) 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.	Departures 16L&R / Arrivals 34L (Shoulder Curfew). If traffic permits.
	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 (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) 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 (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (Shoulder Curfew) 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)

Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Oct-11	77	1	78	86	78	164	93	184	277	0	1	1	88	32	120	34	54	88	0	0	0	728
02-Oct-11	0	0	0	147	111	258	229	279	508	0	0	0	0	0	0	0	0	0	0	0	0	766
03-Oct-11	1	0	1	157	129	286	210	314	524	67	1	68	2	0	2	0	0	0	0	0	0	881
04-Oct-11	1	0	1	134	124	258	179	302	481	125	2	127	5	0	5	0	0	0	0	0	0	872
05-Oct-11	78	1	79	9	87	96	18	103	121	0	0	0	236	117	353	91	134	225	0	0	0	874
06-Oct-11	23	0	23	0	28	28	1	38	39	0	2	2	272	156	428	158	226	384	0	0	0	904
07-Oct-11	60	0	60	78	76	154	105	182	287	8	1	9	131	89	220	68	101	169	0	0	0	899
08-Oct-11	2	0	2	76	60	136	136	185	321	42	1	43	68	38	106	41	63	104	0	0	0	712
09-Oct-11	0	0	0	48	46	94	78	147	225	126	46	172	85	86	171	48	77	125	0	0	0	787
10-Oct-11	19	0	19	61	50	111	90	114	204	2	25	27	177	121	298	89	129	218	0	0	0	877
11-Oct-11	36	0	36	46	90	136	73	178	251	56	0	56	158	79	237	67	87	154	0	0	0	870
12-Oct-11	82	0	82	102	100	202	134	257	391	0	1	1	76	33	109	41	48	89	0	0	0	874
13-Oct-11	67	0	67	77	97	174	95	176	271	6	1	7	158	84	242	48	90	138	0	0	0	899
14-Oct-11	3	0	3	0	0	0	0	18	18	0	0	0	295	198	493	149	232	381	0	0	0	895
15-Oct-11	57	0	57	12	85	97	12	65	77	0	0	0	213	99	312	55	87	142	0	0	0	685
16-Oct-11	108	0	108	85	115	200	151	280	431	20	0	20	9	1	10	0	0	0	0	0	0	769
17-Oct-11	85	0	85	140	121	261	210	311	521	0	0	0	4	0	4	0	0	0	0	0	0	871
18-Oct-11	109	0	109	81	90	171	91	201	292	1	0	1	113	66	179	44	81	125	0	0	0	877
19-Oct-11	0	0	0	0	18	18	0	8	8	0	0	0	280	191	471	145	209	354	0	0	0	851
20-Oct-11	3	0	3	0	14	14	0	11	11	0	0	0	296	191	487	157	232	389	0	0	0	904
21-Oct-11	1	1	2	5	2	7	16	23	39	0	19	19	266	187	453	148	213	361	0	0	0	881
22-Oct-11	92	1	93	56	90	146	90	153	243	11	0	11	85	47	132	18	41	59	0	0	0	684
23-Oct-11	88	0	88	31	68	99	87	175	262	0	0	0	110	71	181	55	75	130	0	0	0	760
24-Oct-11	1	1	2	0	13	13	0	4	4	0	10	10	274	201	475	162	210	372	0	0	0	876
25-Oct-11	8	0	8	187	124	311	242	313	555	0	0	0	4	0	4	0	0	0	0	0	0	878
26-Oct-11	128	0	128	126	126	252	174	306	480	0	0	0	6	0	6	0	0	0	0	0	0	866
27-Oct-11	144	0	144	128	130	258	162	320	482	0	0	0	9	0	9	0	0	0	0	0	0	893
28-Oct-11	1	0	1	0	0	0	0	5	5	0	0	0	284	210	494	170	239	409	0	0	0	909
29-Oct-11	13	0	13	0	0	0	1	10	11	0	0	0	241	142	383	87	169	256	0	0	0	663
30-Oct-11	110	0	110	55	89	144	146	234	380	0	2	2	2	0	2	0	0	0	0	0	0	638
31-Oct-11	43	0	43	121	111	232	220	291	511	0	0	0	2	0	2	0	0	0	0	0	0	788
Total	1440	5	1445	2048	2272	4320	3043	5187	8230	464	112	576	3949	2439	6388	1875	2797	4672	0	0	0	25631

Runway Movement Summary - Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Oct-11	60	0	60	63	67	130	79	156	235	0	0	0	77	19	96	20	43	63	0	0	0	584
02-Oct-11	0	0	0	111	78	189	195	227	422	0	0	0	0	0	0	0	0	0	0	0	0	611
03-Oct-11	0	0	0	105	87	192	176	246	422	46	0	46	2	0	2	0	0	0	0	0	0	662
04-Oct-11	0	0	0	85	83	168	147	233	380	96	0	96	4	0	4	0	0	0	0	0	0	648
05-Oct-11	53	0	53	5	69	74	8	83	91	0	0	0	191	67	258	61	108	169	0	0	0	645
06-Oct-11	13	0	13	0	25	25	1	31	32	0	0	0	218	94	312	106	184	290	0	0	0	672
07-Oct-11	37	0	37	46	53	99	88	141	229	7	0	7	103	54	157	52	87	139	0	0	0	668
08-Oct-11	0	0	0	55	48	103	105	160	265	40	0	40	59	25	84	29	51	80	0	0	0	572
09-Oct-11	0	0	0	38	33	71	64	118	182	105	29	134	66	63	129	33	65	98	0	0	0	614
10-Oct-11	12	0	12	43	33	76	65	84	149	1	19	20	153	79	232	48	108	156	0	0	0	645
11-Oct-11	26	0	26	37	62	99	49	130	179	36	0	36	143	52	195	31	73	104	0	0	0	639
12-Oct-11	71	0	71	65	69	134	96	202	298	0	0	0	66	16	82	22	40	62	0	0	0	647
13-Oct-11	43	0	43	44	73	117	79	135	214	5	0	5	132	46	178	27	72	99	0	0	0	656
14-Oct-11	1	0	1	0	0	0	0	15	15	0	0	0	247	120	367	81	193	274	0	0	0	657
15-Oct-11	39	0	39	9	76	85	8	52	60	0	0	0	187	70	257	28	74	102	0	0	0	543
16-Oct-11	85	0	85	62	83	145	123	223	346	19	0	19	8	1	9	0	0	0	0	0	0	604
17-Oct-11	72	0	72	83	82	165	167	237	404	0	0	0	2	0	2	0	0	0	0	0	0	643
18-Oct-11	75	0	75	38	55	93	83	155	238	0	0	0	92	41	133	30	69	99	0	0	0	638
19-Oct-11	0	0	0	0	17	17	0	6	6	0	0	0	219	118	337	94	170	264	0	0	0	624
20-Oct-11	0	0	0	0	14	14	0	6	6	0	0	0	240	120	360	91	184	275	0	0	0	655
21-Oct-11	0	0	0	4	2	6	15	19	34	0	15	15	208	114	322	87	173	260	0	0	0	637
22-Oct-11	67	0	67	39	68	107	73	122	195	10	0	10	69	38	107	16	40	56	0	0	0	542
23-Oct-11	64	0	64	22	44	66	76	141	217	0	0	0	90	46	136	43	66	109	0	0	0	592
24-Oct-11	0	0	0	0	13	13	0	3	3	0	6	6	224	133	357	100	171	271	0	0	0	650
25-Oct-11	7	0	7	108	79	187	203	234	437	0	0	0	2	0	2	0	0	0	0	0	0	633
26-Oct-11	95	0	95	71	83	154	141	231	372	0	0	0	4	0	4	0	0	0	0	0	0	625
27-Oct-11	107	0	107	73	85	158	137	241	378	0	0	0	6	0	6	0	0	0	0	0	0	649
28-Oct-11	0	0	0	0	0	0	0	2	2	0	0	0	218	134	352	109	193	302	0	0	0	656
29-Oct-11	12	0	12	0	0	0	1	8	9	0	0	0	199	102	301	49	143	192	0	0	0	514
30-Oct-11	76	0	76	31	53	84	117	169	286	0	0	0	1	0	1	0	0	0	0	0	0	447
31-Oct-11	38	0	38	66	67	133	157	209	366	0	0	0	2	0	2	0	0	0	0	0	0	539
Total	1053	0	1053	1303	1601	2904	2453	4019	6472	365	69	434	3232	1552	4784	1157	2307	3464	0	0	0	19111

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			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Oct-11	17	1	18	23	11	34	14	28	42	0	1	1	11	13	24	14	11	25	0	0	0	144
02-Oct-11	0	0	0	36	33	69	34	52	86	0	0	0	0	0	0	0	0	0	0	0	0	155
03-Oct-11	1	0	1	52	42	94	34	68	102	21	1	22	0	0	0	0	0	0	0	0	0	219
04-Oct-11	1	0	1	49	41	90	32	69	101	29	2	31	1	0	1	0	0	0	0	0	0	224
05-Oct-11	25	1	26	4	18	22	10	20	30	0	0	0	45	50	95	30	26	56	0	0	0	229
06-Oct-11	10	0	10	0	3	3	0	7	7	0	2	2	54	62	116	52	42	94	0	0	0	232
07-Oct-11	23	0	23	32	23	55	17	41	58	1	1	2	28	35	63	16	14	30	0	0	0	231
08-Oct-11	2	0	2	21	12	33	31	25	56	2	1	3	9	13	22	12	12	24	0	0	0	140
09-Oct-11	0	0	0	10	13	23	14	29	43	21	17	38	19	23	42	15	12	27	0	0	0	173
10-Oct-11	7	0	7	18	17	35	25	30	55	1	6	7	24	42	66	41	21	62	0	0	0	232
11-Oct-11	10	0	10	9	28	37	24	48	72	20	0	20	15	27	42	36	14	50	0	0	0	231
12-Oct-11	11	0	11	37	31	68	38	55	93	0	1	1	10	17	27	19	8	27	0	0	0	227
13-Oct-11	24	0	24	33	24	57	16	41	57	1	1	2	26	38	64	21	18	39	0	0	0	243
14-Oct-11	2	0	2	0	0	0	0	3	3	0	0	0	48	78	126	68	39	107	0	0	0	238
15-Oct-11	18	0	18	3	9	12	4	13	17	0	0	0	26	29	55	27	13	40	0	0	0	142
16-Oct-11	23	0	23	23	32	55	28	57	85	1	0	1	1	0	1	0	0	0	0	0	0	165
17-Oct-11	13	0	13	57	39	96	43	74	117	0	0	0	2	0	2	0	0	0	0	0	0	228
18-Oct-11	34	0	34	43	35	78	8	46	54	1	0	1	21	25	46	14	12	26	0	0	0	239
19-Oct-11	0	0	0	0	1	1	0	2	2	0	0	0	61	73	134	51	39	90	0	0	0	227
20-Oct-11	3	0	3	0	0	0	0	5	5	0	0	0	56	71	127	66	48	114	0	0	0	249
21-Oct-11	1	1	2	1	0	1	1	4	5	0	4	4	58	73	131	61	40	101	0	0	0	244
22-Oct-11	25	1	26	17	22	39	17	31	48	1	0	1	16	9	25	2	1	3	0	0	0	142
23-Oct-11	24	0	24	9	24	33	11	34	45	0	0	0	20	25	45	12	9	21	0	0	0	168
24-Oct-11	1	1	2	0	0	0	0	1	1	0	4	4	50	68	118	62	39	101	0	0	0	226
25-Oct-11	1	0	1	79	45	124	39	79	118	0	0	0	2	0	2	0	0	0	0	0	0	245
26-Oct-11	33	0	33	55	43	98	33	75	108	0	0	0	2	0	2	0	0	0	0	0	0	241
27-Oct-11	37	0	37	55	45	100	25	79	104	0	0	0	3	0	3	0	0	0	0	0	0	244
28-Oct-11	1	0	1	0	0	0	0	3	3	0	0	0	66	76	142	61	46	107	0	0	0	253
29-Oct-11	1	0	1	0	0	0	0	2	2	0	0	0	42	40	82	38	26	64	0	0	0	149
30-Oct-11	34	0	34	24	36	60	29	65	94	0	2	2	1	0	1	0	0	0	0	0	0	191
31-Oct-11	5	0	5	55	44	99	63	82	145	0	0	0	0	0	0	0	0	0	0	0	0	249
Total	387	5	392	745	671	1416	590	1168	1758	99	43	142	717	887	1604	718	490	1208	0	0	0	6520

(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 ¹

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-11	3	1	1	0	2	5	32	50	62	59	52	54	43	36	45	45	44	46	46	35	25	26	13	3	728
02-Oct-11	1	1	0	0	0	2	21	33	46	52	43	50	51	31	52	48	50	59	61	62	41	37	24	1	766
03-Oct-11	1	2	2	2	0	1	36	55	64	62	61	57	54	36	49	57	48	62	69	60	46	27	26	4	881
04-Oct-11	3	2	2	1	0	0	41	63	63	71	60	51	46	37	48	51	51	65	64	55	40	28	26	4	872
05-Oct-11	3	2	3	2	1	1	37	69	69	71	46	57	45	34	51	49	49	68	63	57	38	29	25	5	874
06-Oct-11	3	0	1	3	0	1	36	72	68	65	55	50	51	38	46	56	58	62	67	68	41	28	30	5	904
07-Oct-11	2	2	0	3	1	1	34	62	70	77	57	58	50	38	47	59	50	72	61	52	40	36	25	2	899
08-Oct-11	1	0	1	0	1	0	25	51	62	64	57	53	49	28	42	50	37	40	52	38	25	21	15	0	712
09-Oct-11	0	0	0	0	0	0	22	35	44	65	50	54	45	35	42	56	50	70	67	58	33	36	24	1	787
10-Oct-11	0	0	1	1	0	0	41	68	68	66	62	61	48	42	57	55	37	58	58	62	39	23	24	6	877
11-Oct-11	4	2	3	2	1	2	34	63	74	61	59	55	48	40	47	51	47	65	68	51	35	28	26	4	870
12-Oct-11	3	0	0	3	2	0	34	61	75	66	58	56	42	34	47	56	51	63	69	52	38	32	26	6	874
13-Oct-11	2	2	3	2	2	2	32	61	69	74	58	56	44	35	51	54	50	65	62	61	39	36	34	5	899
14-Oct-11	3	1	0	4	3	0	36	54	59	68	61	63	50	39	56	59	58	48	53	63	42	37	31	7	895
15-Oct-11	1	1	1	1	0	0	20	44	54	60	62	62	52	29	43	45	35	43	42	33	28	16	13	0	685
16-Oct-11	1	1	0	1	0	0	23	40	49	46	43	52	47	37	47	53	48	67	69	58	35	29	23	0	769
17-Oct-11	0	1	1	0	0	0	37	63	67	65	59	60	48	36	52	53	52	62	62	52	43	26	28	4	871
18-Oct-11	5	0	1	2	1	0	32	61	69	68	64	63	44	38	54	50	47	63	68	57	35	25	24	6	877
19-Oct-11	2	1	0	4	1	1	33	66	66	62	49	61	44	34	48	54	47	58	66	56	41	24	31	2	851
20-Oct-11	2	1	1	5	1	0	35	68	73	60	59	53	51	39	48	48	57	68	62	62	42	36	27	6	904
21-Oct-11	3	1	0	3	2	0	34	68	66	72	54	58	44	33	52	58	49	57	63	58	48	34	24	0	881
22-Oct-11	0	1	1	0	0	3	25	48	64	62	48	62	41	31	47	48	35	45	37	31	26	19	10	0	684
23-Oct-11	1	1	0	0	0	0	29	34	46	50	43	50	46	35	45	51	50	63	64	60	39	29	23	1	760
24-Oct-11	2	0	0	0	0	0	33	67	69	74	56	52	48	30	50	56	53	63	62	56	38	31	32	4	876
25-Oct-11	3	1	0	3	2	1	34	58	64	65	63	61	50	39	41	54	49	54	62	69	48	21	33	3	878
26-Oct-11	2	1	2	4	0	0	37	55	59	71	59	59	44	34	53	50	50	66	70	48	41	34	24	3	866
27-Oct-11	3	2	1	3	1	2	35	62	68	69	54	58	52	34	53	52	48	66	65	63	35	33	29	5	893
28-Oct-11	3	1	0	2	2	0	40	63	59	72	56	61	50	34	54	58	51	67	63	67	43	32	29	2	909
29-Oct-11	0	2	1	0	1	0	28	47	66	57	53	50	46	31	44	46	34	40	36	31	19	18	12	1	663
30-Oct-11	1	1	0	1	1	0	18	27	34	47	32	43	34	37	42	41	41	52	58	54	31	18	22	3	638
31-Oct-11	0	0	0	0	0	0	27	57	55	56	47	45	33	36	49	38	53	56	71	59	35	33	36	2	788
Total	58	31	26	52	25	22	981	1725	1921	1977	1680	1725	1440	1090	1502	1601	1479	1833	1880	1688	1149	882	769	95	25631
Avg.	1.87	1.00	0.84	1.68	0.81	0.71	31.65	55.65	61.97	63.77	54.19	55.65	46.45	35.16	48.45	51.65	47.71	59.13	60.65	54.45	37.06	28.45	24.81	3.06	826.81

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

Hourly Runway Movement Summary - Arrivals ¹

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-11	1	0	1	0	2	5	20	32	29	24	26	26	16	22	19	24	23	24	22	20	18	16	6	2	378
02-Oct-11	0	0	0	0	0	2	10	21	24	21	24	19	17	14	30	20	22	35	30	24	24	27	12	0	376
03-Oct-11	1	2	0	0	0	1	15	30	38	30	29	23	22	19	25	24	23	35	36	26	24	17	16	1	437
04-Oct-11	1	2	1	0	0	0	18	36	39	36	29	24	20	21	23	20	26	39	29	21	23	21	13	2	444
05-Oct-11	1	0	2	1	0	0	15	41	40	24	26	24	19	20	24	18	26	43	28	25	22	18	12	3	432
06-Oct-11	0	0	1	1	0	1	14	44	35	32	26	24	22	19	23	28	29	33	35	27	22	20	16	2	454
07-Oct-11	0	1	0	2	0	1	14	37	40	37	25	27	18	20	25	27	24	41	29	23	23	23	11	2	450
08-Oct-11	0	0	1	0	1	0	11	35	36	24	28	21	22	19	20	26	14	24	26	21	15	16	5	0	365
09-Oct-11	0	0	0	0	0	0	12	22	21	30	24	19	17	18	20	25	26	36	31	27	19	24	14	0	385
10-Oct-11	0	0	1	0	0	0	18	35	36	37	30	27	20	24	28	25	19	38	31	21	19	13	13	3	438
11-Oct-11	2	0	2	1	0	2	14	38	40	29	32	26	18	22	25	19	21	36	31	23	22	18	13	2	436
12-Oct-11	0	0	0	2	1	0	12	38	41	27	33	21	20	22	21	23	27	34	31	23	25	19	12	3	435
13-Oct-11	0	2	1	1	1	2	13	37	39	30	34	25	17	20	26	23	21	35	32	27	20	23	20	2	451
14-Oct-11	0	0	0	4	0	0	14	31	33	33	31	32	18	21	30	20	29	26	31	31	27	18	18	0	447
15-Oct-11	0	1	0	1	0	0	8	27	29	32	27	28	21	15	25	21	17	24	23	16	18	12	4	0	349
16-Oct-11	1	0	0	1	0	0	10	25	26	17	24	18	17	19	23	21	25	39	28	26	22	20	11	0	373
17-Oct-11	0	1	1	0	0	0	14	36	36	35	31	27	19	22	26	22	21	37	29	24	26	16	13	3	439
18-Oct-11	1	0	1	1	0	0	12	35	37	37	33	26	19	22	26	18	27	35	32	24	24	14	12	3	439
19-Oct-11	0	1	0	2	0	1	12	41	35	26	28	22	20	21	25	21	25	34	31	23	25	18	13	1	425
20-Oct-11	0	1	0	3	0	0	14	42	36	27	34	24	18	21	27	20	31	38	30	26	24	23	15	2	456
21-Oct-11	1	0	0	2	1	0	13	40	38	32	26	25	18	18	26	24	21	31	32	27	29	17	15	0	436
22-Oct-11	0	1	1	0	0	1	12	32	35	25	24	26	17	21	25	22	19	27	17	16	16	10	5	0	352
23-Oct-11	1	0	0	0	0	0	17	19	21	21	24	16	15	19	21	24	23	40	29	26	25	15	14	1	371
24-Oct-11	2	0	0	0	0	0	14	38	40	33	28	23	19	16	28	24	26	31	33	23	22	19	17	1	437
25-Oct-11	1	0	0	2	1	1	15	32	34	33	33	32	15	23	19	25	22	30	32	35	25	13	18	0	441
26-Oct-11	1	0	2	1	0	0	14	31	35	36	29	23	18	20	23	25	23	40	29	23	26	21	12	2	434
27-Oct-11	0	1	1	2	0	2	13	34	40	29	31	27	15	22	25	22	26	40	29	22	20	22	17	3	443
28-Oct-11	0	1	0	2	0	0	18	38	33	30	30	26	21	17	31	24	22	36	29	32	27	20	16	2	455
29-Oct-11	0	1	0	0	1	0	14	30	33	23	28	22	19	18	24	24	16	26	19	15	12	11	5	1	342
30-Oct-11	1	0	0	1	1	0	9	16	15	20	18	15	13	19	22	17	21	29	31	24	16	11	12	2	313
31-Oct-11	0	0	0	0	0	0	9	38	27	21	27	21	14	21	27	13	17	36	34	26	18	20	15	2	386
Total	15	15	16	30	9	19	418	1031	1041	891	872	739	564	615	762	689	712	1052	909	747	678	555	395	45	12819
Avg.	0.48	0.48	0.52	0.97	0.29	0.61	13.48	33.26	33.58	28.74	28.13	23.84	18.19	19.84	24.58	22.23	22.97	33.94	29.32	24.10	21.87	17.90	12.74	1.45	413.52

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

Hourly Runway Movement Summary - Departures ¹

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-11	2	1	0	0	0	0	12	18	33	35	26	28	27	14	26	21	21	22	24	15	7	10	7	1	350
02-Oct-11	1	1	0	0	0	0	11	12	22	31	19	31	34	17	22	28	28	24	31	38	17	10	12	1	390
03-Oct-11	0	0	2	2	0	0	21	25	26	32	32	34	32	17	24	33	25	27	33	34	22	10	10	3	444
04-Oct-11	2	0	1	1	0	0	23	27	24	35	31	27	26	16	25	31	25	26	35	34	17	7	13	2	428
05-Oct-11	2	2	1	1	1	1	22	28	29	47	20	33	26	14	27	31	23	25	35	32	16	11	13	2	442
06-Oct-11	3	0	0	2	0	0	22	28	33	33	29	26	29	19	23	28	29	29	32	41	19	8	14	3	450
07-Oct-11	2	1	0	1	1	0	20	25	30	40	32	31	32	18	22	32	26	31	32	29	17	13	14	0	449
08-Oct-11	1	0	0	0	0	0	14	16	26	40	29	32	27	9	22	24	23	16	26	17	10	5	10	0	347
09-Oct-11	0	0	0	0	0	0	10	13	23	35	26	35	28	17	22	31	24	34	36	31	14	12	10	1	402
10-Oct-11	0	0	0	1	0	0	23	33	32	29	32	34	28	18	29	30	18	20	27	41	20	10	11	3	439
11-Oct-11	2	2	1	1	1	0	20	25	34	32	27	29	30	18	22	32	26	29	37	28	13	10	13	2	434
12-Oct-11	3	0	0	1	1	0	22	23	34	39	25	35	22	12	26	33	24	29	38	29	13	13	14	3	439
13-Oct-11	2	0	2	1	1	0	19	24	30	44	24	31	27	15	25	31	29	30	30	34	19	13	14	3	448
14-Oct-11	3	1	0	0	3	0	22	23	26	35	30	31	32	18	26	39	29	22	22	32	15	19	13	7	448
15-Oct-11	1	0	1	0	0	0	12	17	25	28	35	34	31	14	18	24	18	19	19	17	10	4	9	0	336
16-Oct-11	0	1	0	0	0	0	13	15	23	29	19	34	30	18	24	32	23	28	41	32	13	9	12	0	396
17-Oct-11	0	0	0	0	0	0	23	27	31	30	28	33	29	14	26	31	31	25	33	28	17	10	15	1	432
18-Oct-11	4	0	0	1	1	0	20	26	32	31	31	37	25	16	28	32	20	28	36	33	11	11	12	3	438
19-Oct-11	2	0	0	2	1	0	21	25	31	36	21	39	24	13	23	33	22	24	35	33	16	6	18	1	426
20-Oct-11	2	0	1	2	1	0	21	26	37	33	25	29	33	18	21	28	26	30	32	36	18	13	12	4	448
21-Oct-11	2	1	0	1	1	0	21	28	28	40	28	33	26	15	26	34	28	26	31	31	19	17	9	0	445
22-Oct-11	0	0	0	0	0	2	13	16	29	37	24	36	24	10	22	26	16	18	20	15	10	9	5	0	332
23-Oct-11	0	1	0	0	0	0	12	15	25	29	19	34	31	16	24	27	27	23	35	34	14	14	9	0	389
24-Oct-11	0	0	0	0	0	0	19	29	29	41	28	29	29	14	22	32	27	32	29	33	16	12	15	3	439
25-Oct-11	2	1	0	1	1	0	19	26	30	32	30	29	35	16	22	29	27	24	30	34	23	8	15	3	437
26-Oct-11	1	1	0	3	0	0	23	24	24	35	30	36	26	14	30	25	27	26	41	25	15	13	12	1	432
27-Oct-11	3	1	0	1	1	0	22	28	28	40	23	31	37	12	28	30	22	26	36	41	15	11	12	2	450
28-Oct-11	3	0	0	0	2	0	22	25	26	42	26	35	29	17	23	34	29	31	34	35	16	12	13	0	454
29-Oct-11	0	1	1	0	0	0	14	17	33	34	25	28	27	13	20	22	18	14	17	16	7	7	7	0	321
30-Oct-11	0	1	0	0	0	0	9	11	19	27	14	28	21	18	20	24	20	23	27	30	15	7	10	1	325
31-Oct-11	0	0	0	0	0	0	18	19	28	35	20	24	19	15	22	25	36	20	37	33	17	13	21	0	402
Total	43	16	10	22	16	3	563	694	880	1086	808	986	876	475	740	912	767	781	971	941	471	327	374	50	12812
Avg.	1.39	0.52	0.32	0.71	0.52	0.10	18.16	22.39	28.39	35.03	26.06	31.81	28.26	15.32	23.87	29.42	24.74	25.19	31.32	30.35	15.19	10.55	12.06	1.61	413.29

(1) The data in the table above includes all movements at Sydney Airport (excluding helicopters) which may include operations that are exempt for other reports provided by Airservices under specific legislation.

Mode Utilisation Summary (Total Hours by Day) ¹

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-11	07:00	00:31	01:09	-	-	-	03:13	08:14	-	-	03:49	-	-
02-Oct-11	07:00	00:24	-	-	-	-	-	16:34	-	-	-	-	-
03-Oct-11	07:00	-	-	03:21	-	-	-	13:38	-	-	-	-	-
04-Oct-11	07:00	00:14	-	06:26	-	-	-	10:18	-	-	-	-	-
05-Oct-11	07:00	00:34	04:05	-	-	-	07:30	00:58	-	-	03:50	-	-
06-Oct-11	07:00	00:18	00:57	-	-	-	14:33	-	-	-	01:10	-	-
07-Oct-11	07:00	00:15	-	00:32	-	-	07:29	06:06	-	-	02:35	-	-
08-Oct-11	07:00	00:30	-	02:55	-	-	04:09	09:24	-	-	-	-	-
09-Oct-11	07:00	00:26	-	03:32	-	-	05:20	05:18	-	02:21	-	-	-
10-Oct-11	07:00	-	01:14	-	00:59	-	08:16	05:24	-	-	01:04	-	-
11-Oct-11	07:00	00:16	02:11	03:03	-	-	05:34	03:57	-	-	01:55	-	-
12-Oct-11	07:00	00:18	00:40	-	-	-	02:49	09:05	-	-	04:05	-	-
13-Oct-11	07:00	00:18	02:26	00:28	-	-	05:09	05:18	-	-	03:18	-	-
14-Oct-11	07:00	00:15	-	-	-	-	16:43	-	-	-	-	-	-
15-Oct-11	07:00	00:28	06:04	-	-	-	06:19	00:57	-	-	03:08	-	-
16-Oct-11	07:00	00:28	00:51	00:29	-	-	-	09:45	-	-	05:24	-	-
17-Oct-11	07:00	00:24	-	-	-	-	-	12:16	-	-	04:17	-	-
18-Oct-11	07:00	00:34	-	-	-	-	06:26	04:51	-	-	05:06	-	-
19-Oct-11	07:00	00:15	01:10	-	-	-	15:33	-	-	-	-	-	-
20-Oct-11	07:00	00:14	00:54	-	-	-	15:50	-	-	-	-	-	-
21-Oct-11	07:00	00:11	-	-	01:01	-	14:32	01:13	-	-	-	-	-
22-Oct-11	07:00	00:26	00:44	00:55	-	-	05:19	05:12	-	-	04:21	-	-
23-Oct-11	07:00	00:25	-	-	-	-	06:08	05:55	-	-	04:29	-	-
24-Oct-11	07:00	00:16	00:44	-	00:54	-	15:03	-	-	-	-	-	-
25-Oct-11	07:00	00:20	-	-	-	-	-	15:55	-	-	00:43	-	-
26-Oct-11	07:00	00:15	-	-	-	-	-	10:36	-	-	06:07	-	-
27-Oct-11	07:00	-	-	-	-	-	-	09:40	-	-	07:19	-	-
28-Oct-11	07:00	00:13	-	-	-	-	16:45	-	-	-	-	-	-
29-Oct-11	07:00	00:44	-	-	-	-	15:54	-	-	-	00:20	-	-
30-Oct-11	07:00	00:19	-	-	-	-	-	10:24	-	-	06:15	-	-
31-Oct-11	07:00	00:10	-	-	-	-	-	14:26	-	-	02:22	-	-
Total	217:00	10:28	23:16	21:44	2:55	00:00	198:45	195:37	00:00	2:21	71:47	00:00	00:00
% Used		1.99%	4.42%	4.13%	0.56%	0.00%	37.71%	37.12%	0.00%	0.45%	13.62%	0.00%	0.00%

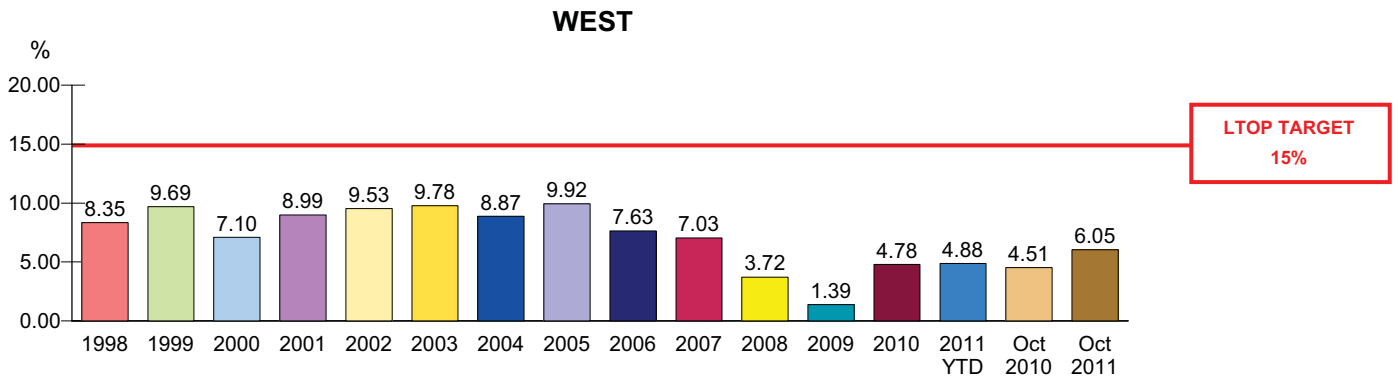
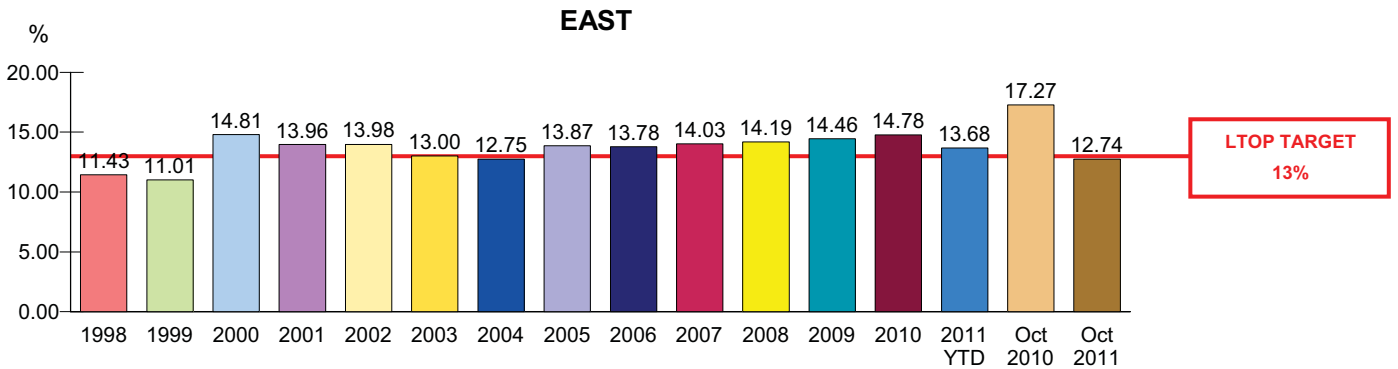
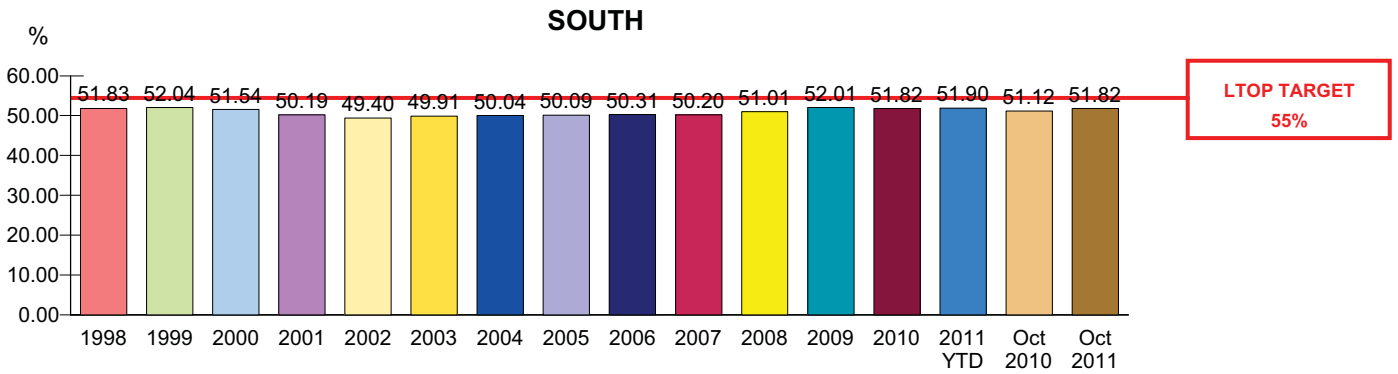
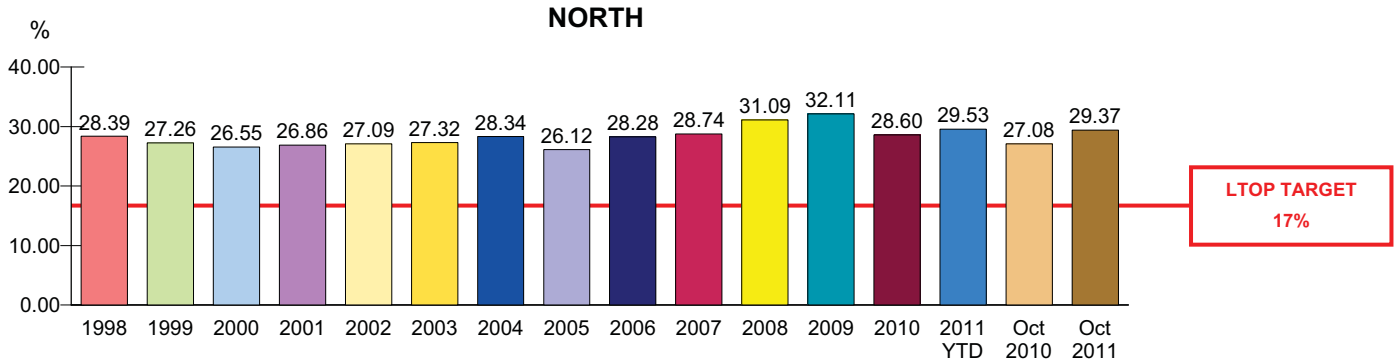
(1) Mode 15 was introduced during RESA works (commenced October 2008) and ceased being used at the completion of RESA (April 2010).

Cumulative Mode Utilisation from 1 January 2011

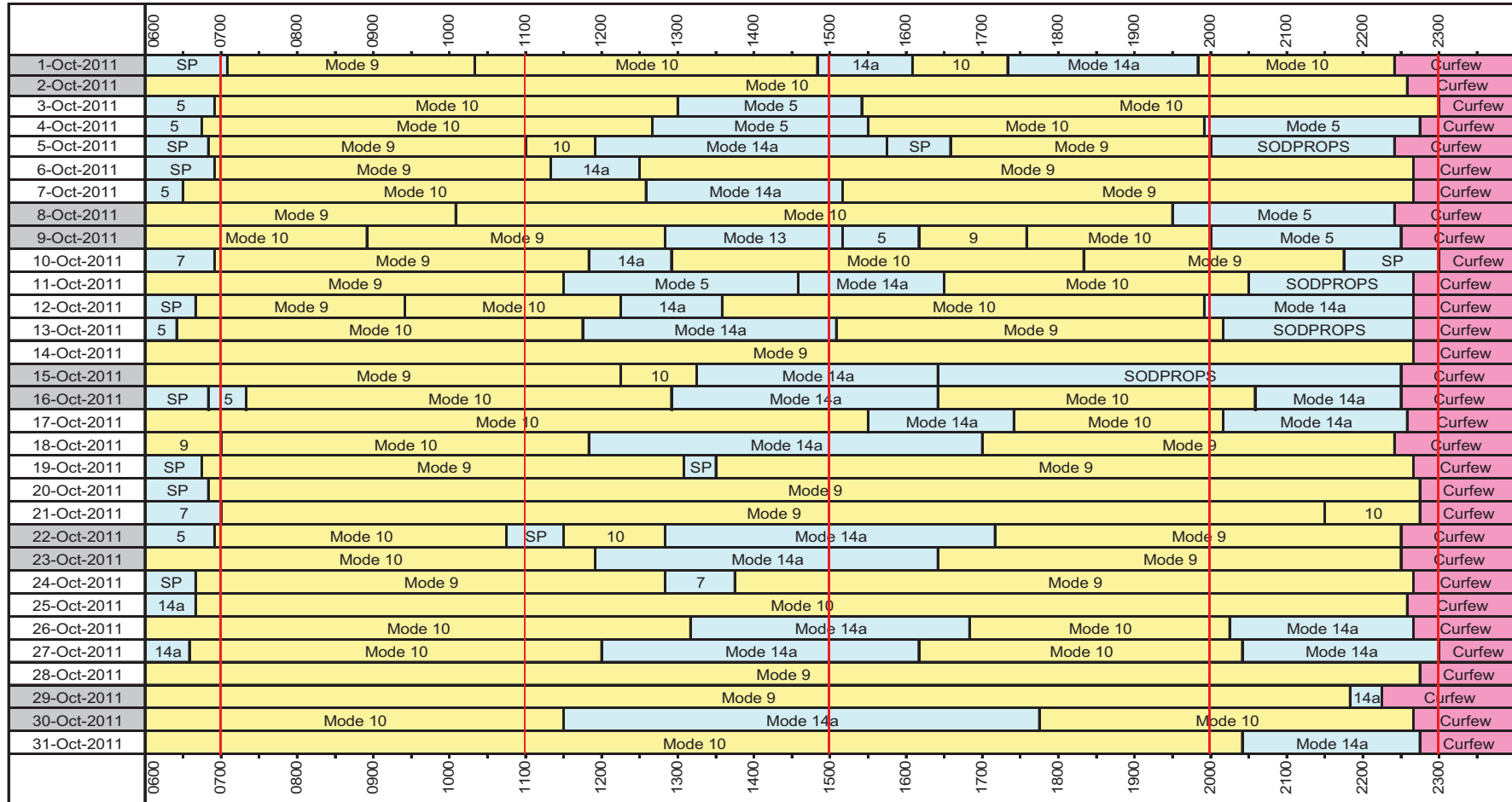
Time	2.30%	6.64%	5.88%	4.83%	0.00%	37.35%	34.86%	0.01%	1.33%	6.80%	0.00%	0.00%
Movements	0.40%	5.34%	4.46%	3.68%	0.00%	41.20%	38.18%	0.01%	1.13%	5.60%	0.00%	0.00%

Runway End Impact to 31 October 2011

Includes comparisons with annual figures for 1998 to 2010, 2011 Year to Date, current month this year and corresponding month last year.



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

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 (the Commonwealth Environmental Department at that time) and the community, to meet the requirements of the then 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 2011**.

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
Nil	-	-	-

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
Nil	-	-	-

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	-	-

Noise Complaints & Information Service

The Noise Complaints & Information 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	ncis@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

<https://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/>

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:

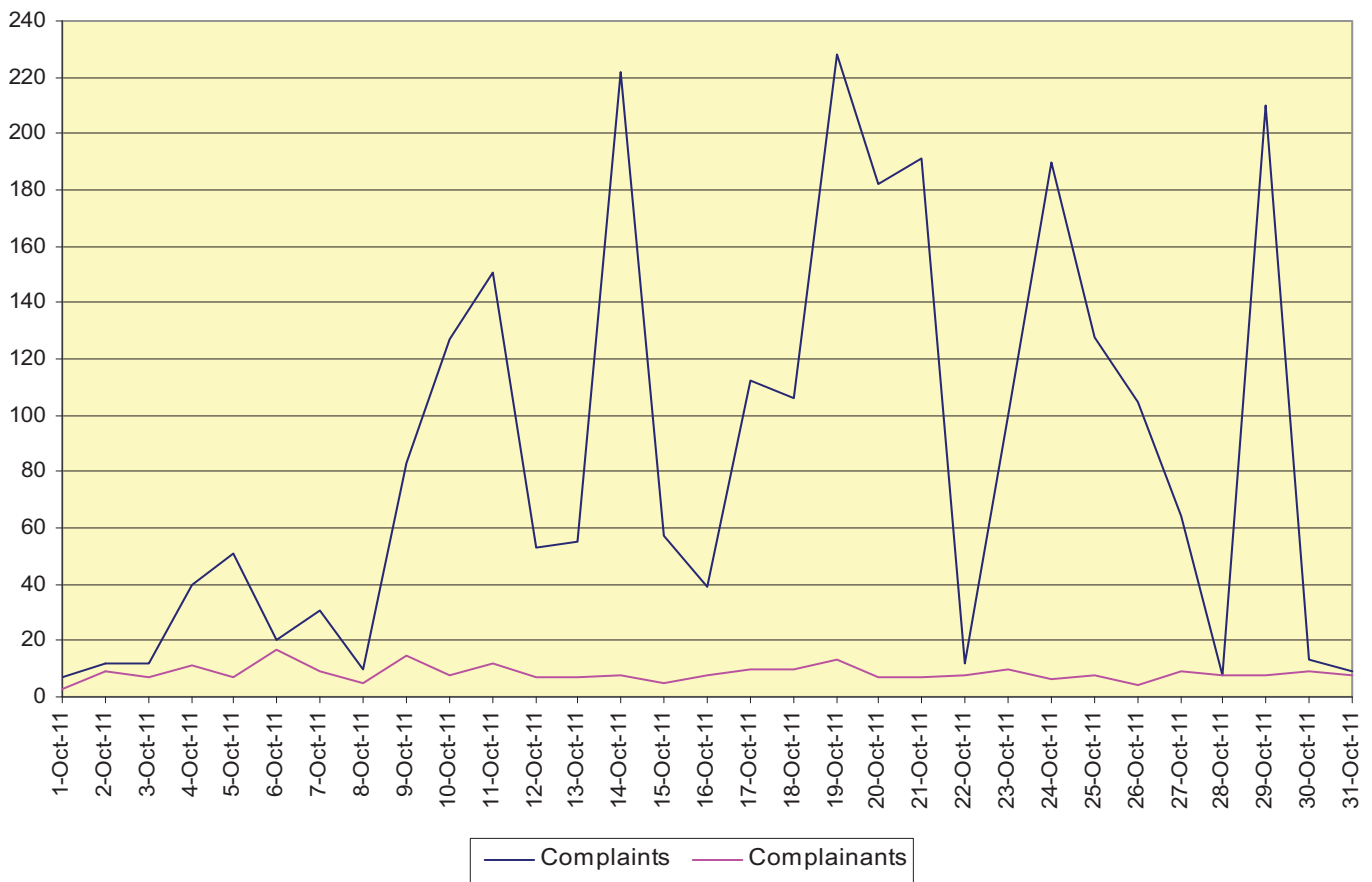
www.sacf.infrastructure.gov.au

Summary of Section Activity – October 2011

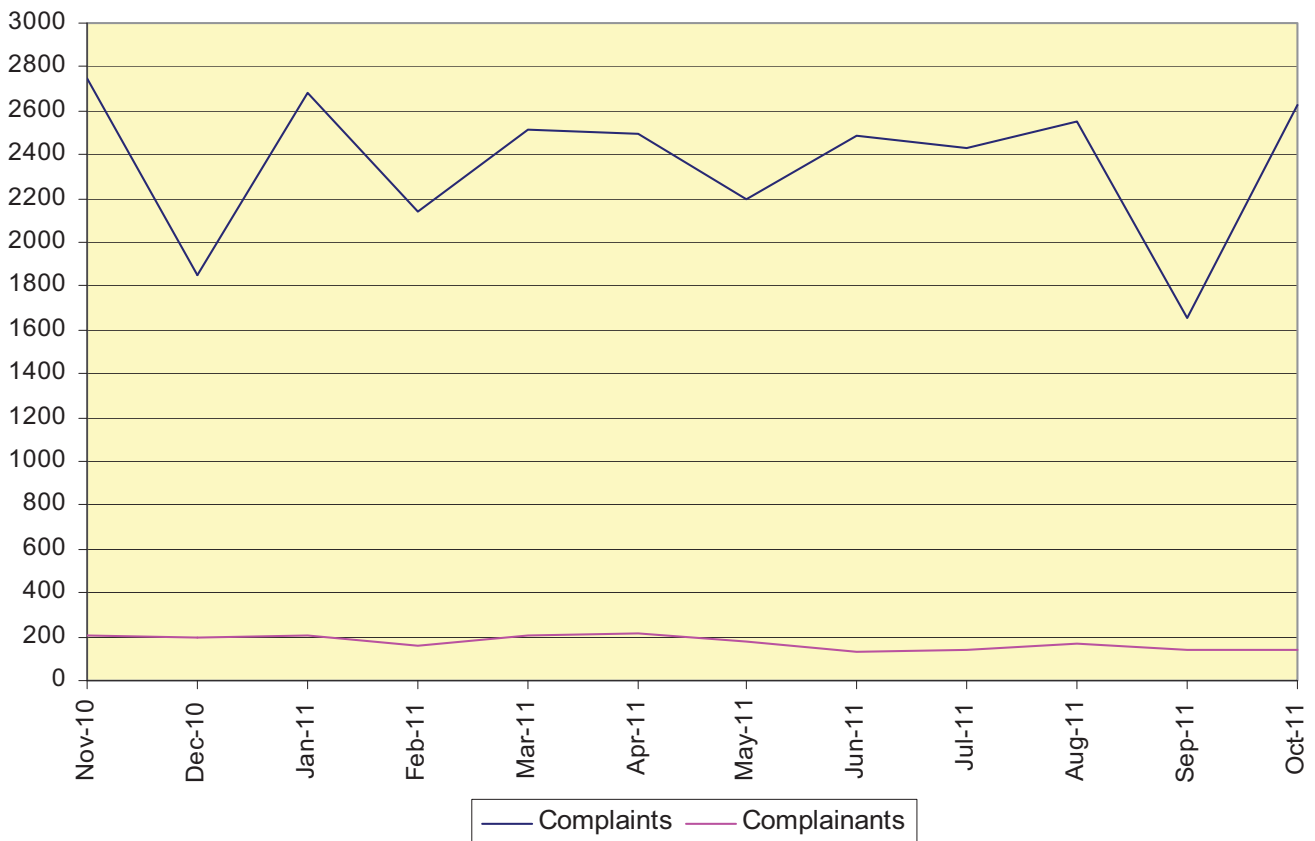
➤ Sydney Suburbs Complaints	
• By phone.....	128
• By correspondence.....	13
• By internet.....	1416
• By e-mail.....	16
• By WebTrak.....	1055
➤ Sydney Suburbs Complaints – suburb not specified	2
➤ Sydney Suburbs Comments and Enquiries	41
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	114
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	8
➤ Callback / Information Requests (NSW Only).....	40

Complaints Graphs

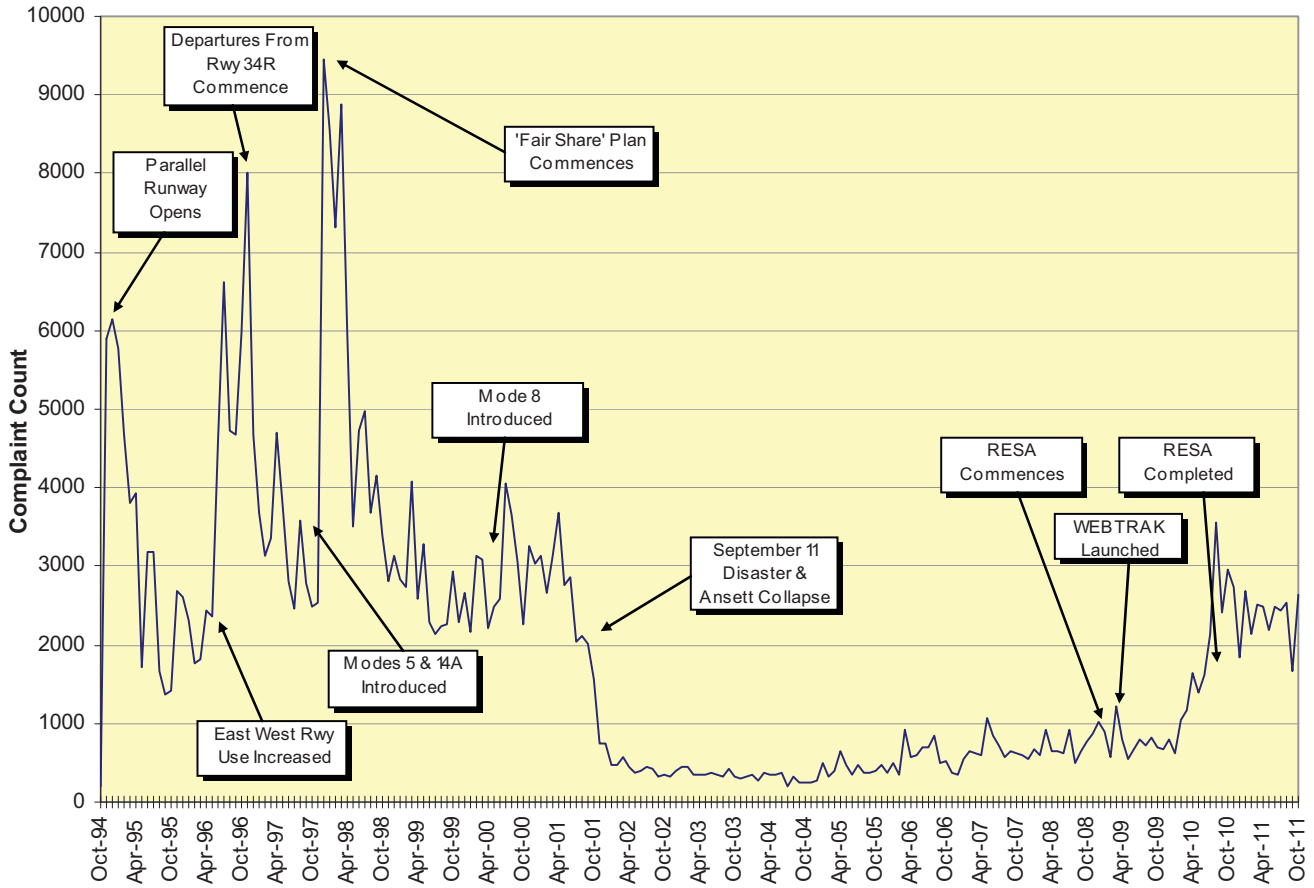
Complaints vs Complainants – 1 October to 31 October 2011



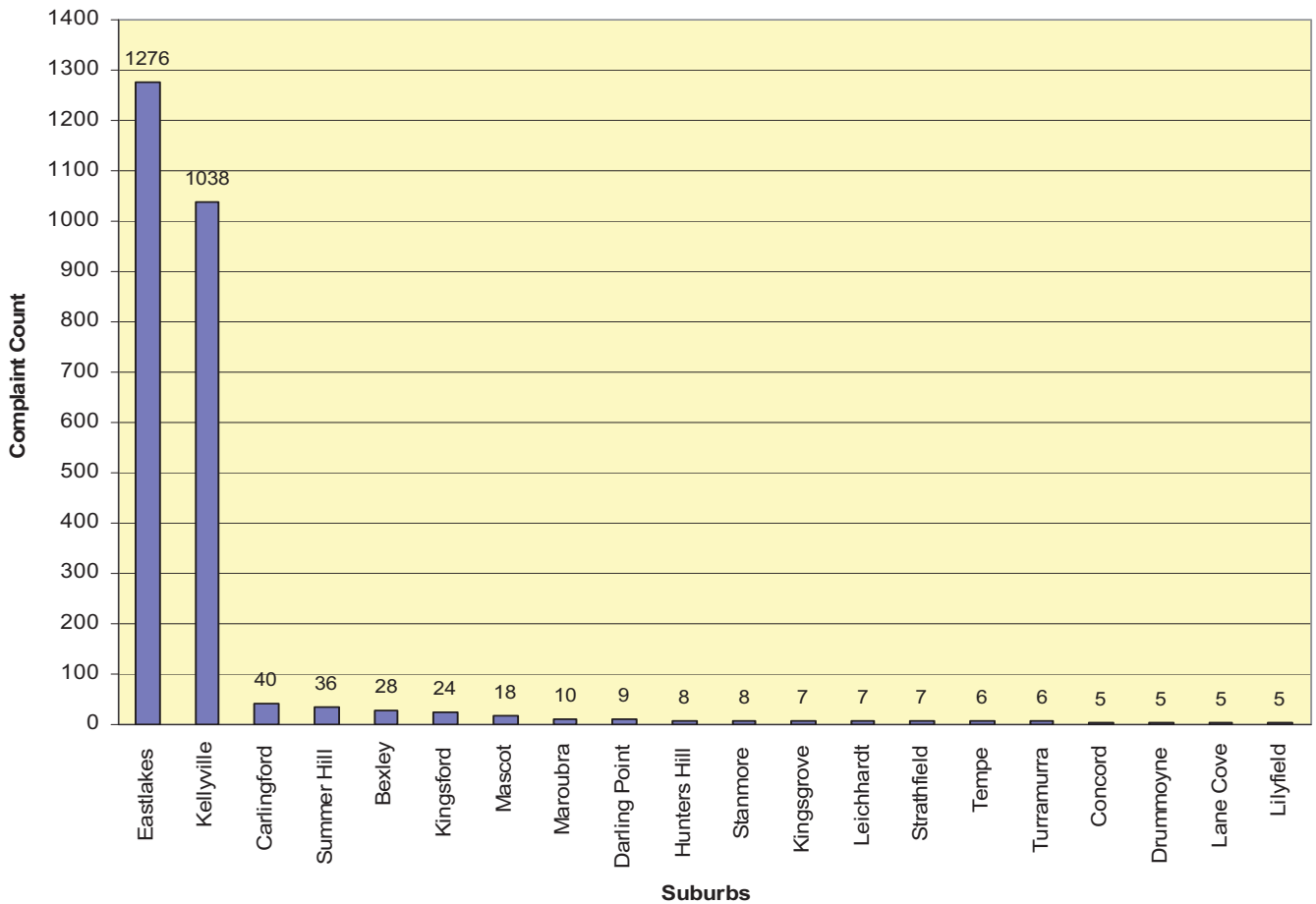
Complaints vs Complainants – Monthly



Complaints History

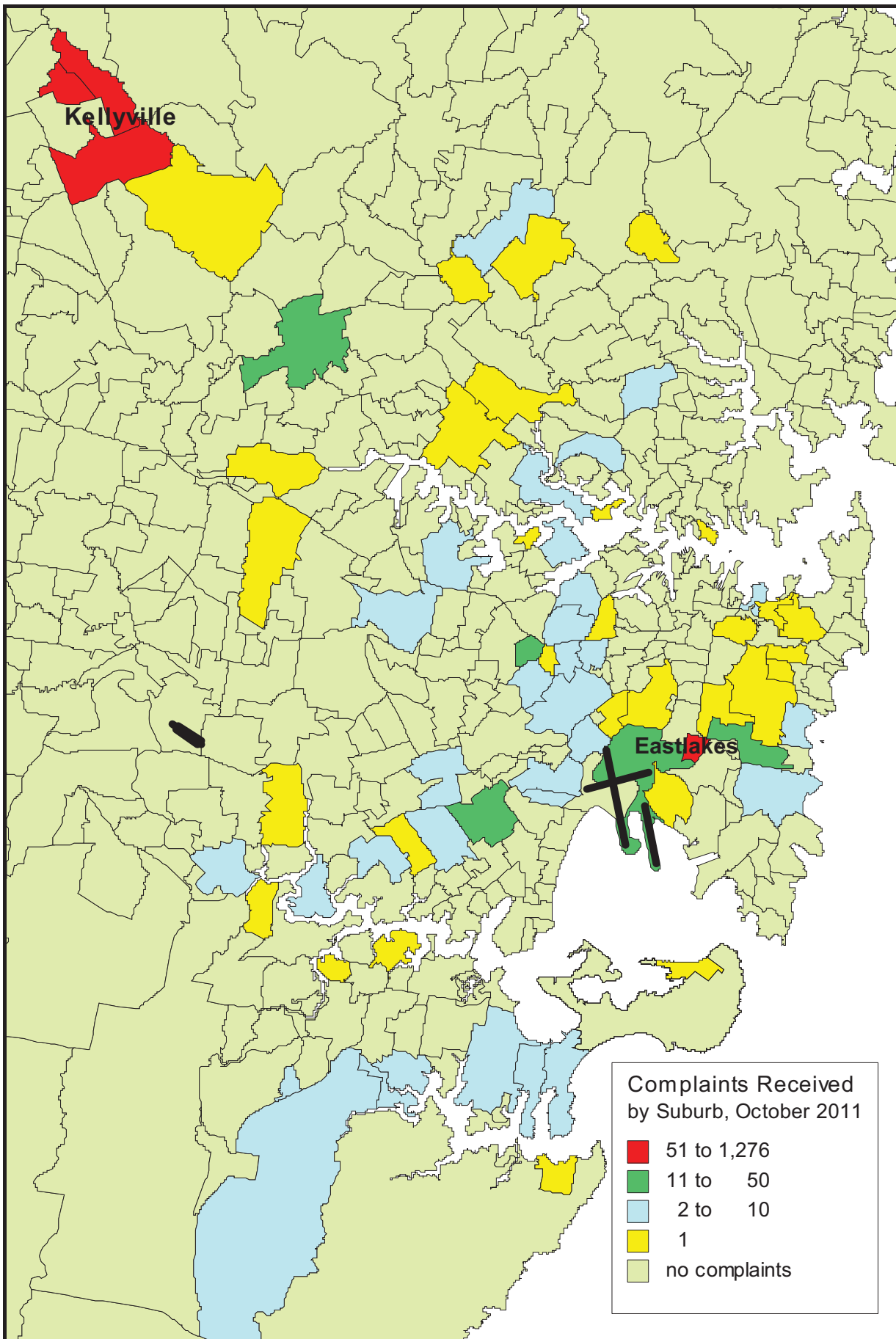


Top 20 Complaint Suburbs – 1 October to 31 October 2011



Complaint Density by Suburb

1 October to 31 October 2011



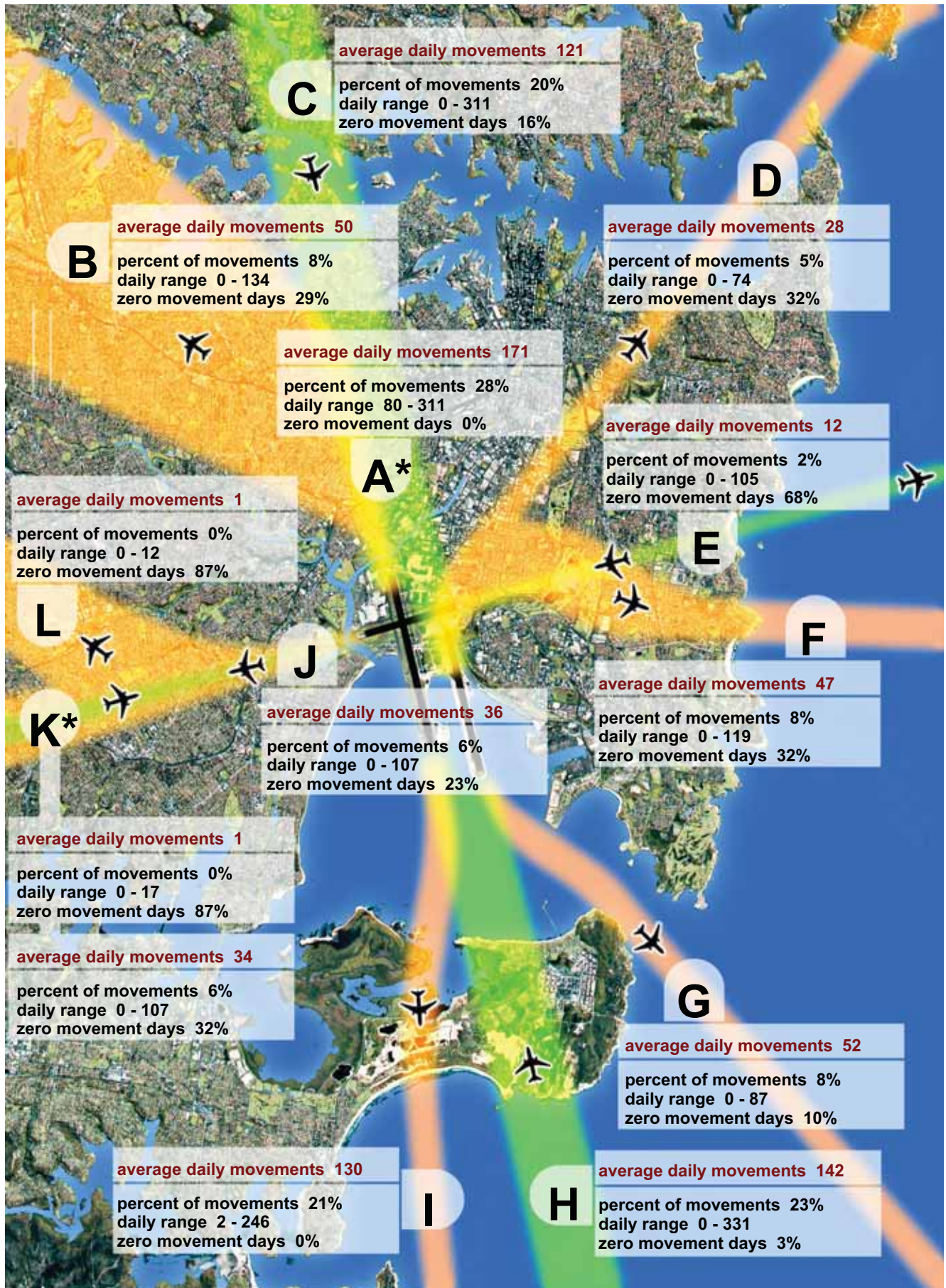
Recorded Complaints vs Complainants, by Suburb

1 October to 31 October 2011

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	2	2	Kingsford	24	6
Alexandria	1	1	Kingsgrove	7	1
Alfords Point	1	1	Kirribilli	1	1
Annandale	1	1	Kurnell	1	1
Arncliffe	3	1	Lane Cove	5	2
Auburn	1	1	Leichhardt	7	6
Banksia	4	2	Lewisham	1	1
Bellevue Hill	1	1	Lilyfield	5	3
Bexley	28	3	Lugarno	2	2
Bondi Junction	1	1	Maroubra	10	4
Bonnet Bay	1	1	Marrickville	2	2
Botany	1	1	Mascot	18	15
Bundeena	1	1	Mortdale	2	2
Caringbah	4	2	Narellan Vale	1	1
Caringbah South	3	1	North Ryde	1	1
Carlingford	40	4	Oyster Bay	1	1
Castle Hill	1	1	Paddington	1	1
Chatswood	2	2	Padstow	1	1
Chiswick	1	1	Penshurst	1	1
Concord	5	1	Petersham	2	2
Coogee	4	3	Picnic Point	2	1
Cronulla	2	2	Pymble	1	1
Darling Point	9	4	Queens Park	1	1
Davidson	1	1	Randwick	1	1
Double Bay	1	1	Ryde	1	1
Drummoyne	5	4	South Turramurra	1	1
Dulwich Hill	2	1	St Peters	1	1
Eastlakes	1276	3	Stanmore	8	3
Fingal Head	1	1	Strathfield	7	1
Grays Point	2	2	Summer Hill	36	4
Gymea Bay	2	1	Tempe	6	3
Harris Park	1	1	Turramurra	6	1
Hunters Hill	8	5	Woolooware	3	2
Hurstville	2	2	Woolwich	1	1
Kellyville	1038	1	Yarrawarra	3	1
Kensington	1	1			
Total Complaints	2628		Total Complainants	139	

Sydney Airport : Jet Flight Path Movements

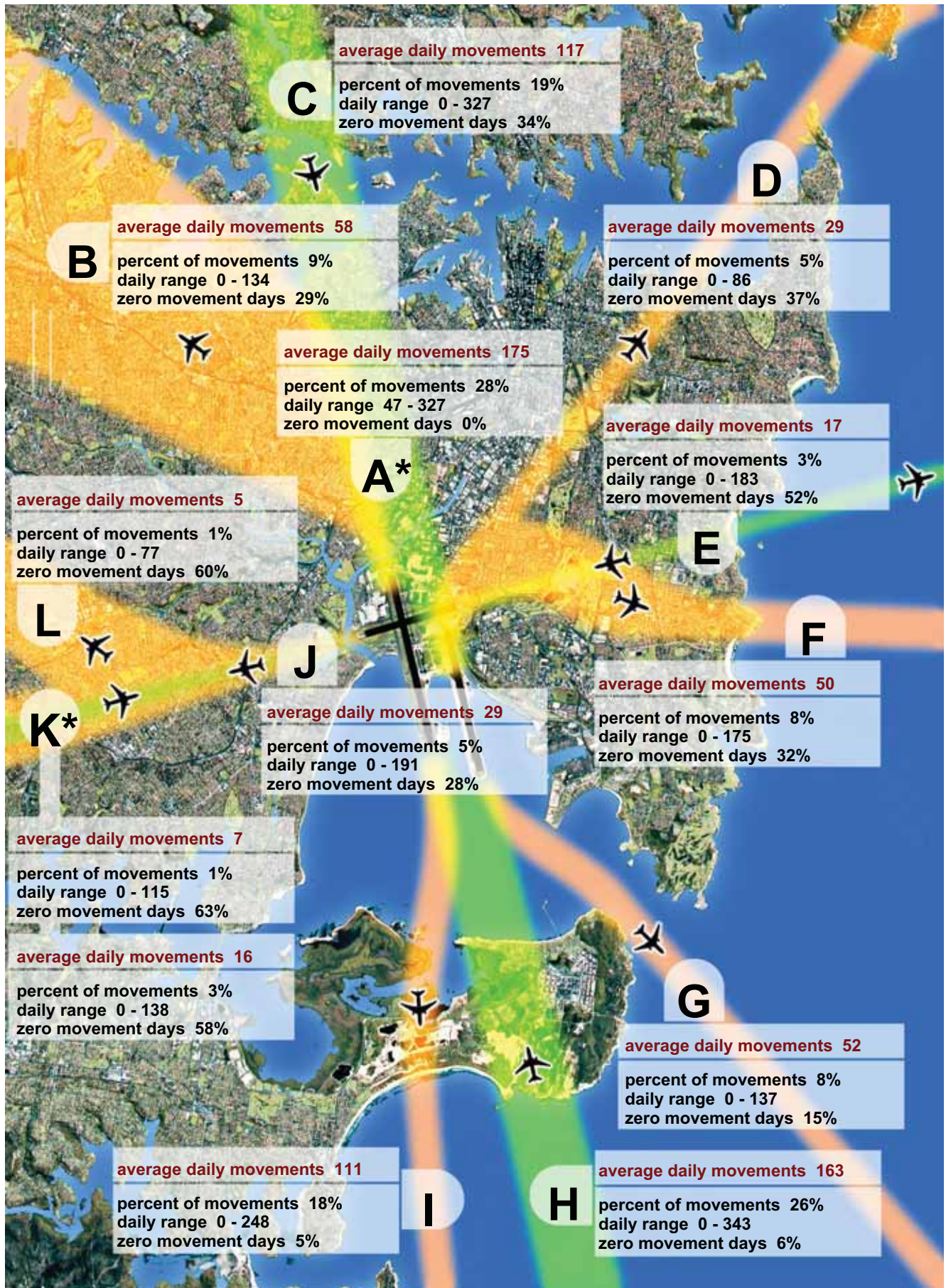
1 Oct 2011 to 31 Oct 2011, All Jets



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

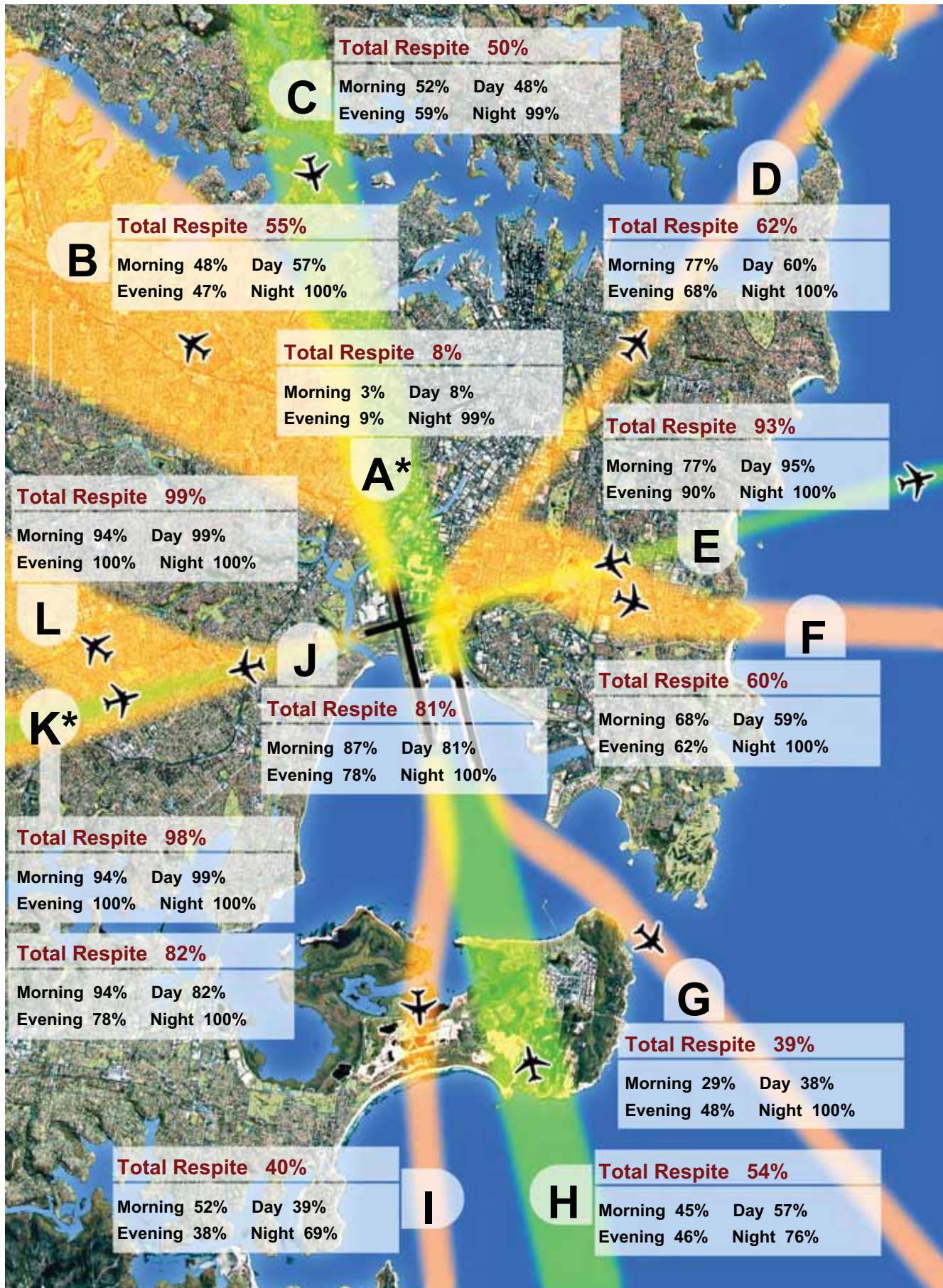
1 Nov 2010 to 31 Oct 2011, All Jets



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 2011 to 31 Oct 2011, All Jets



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

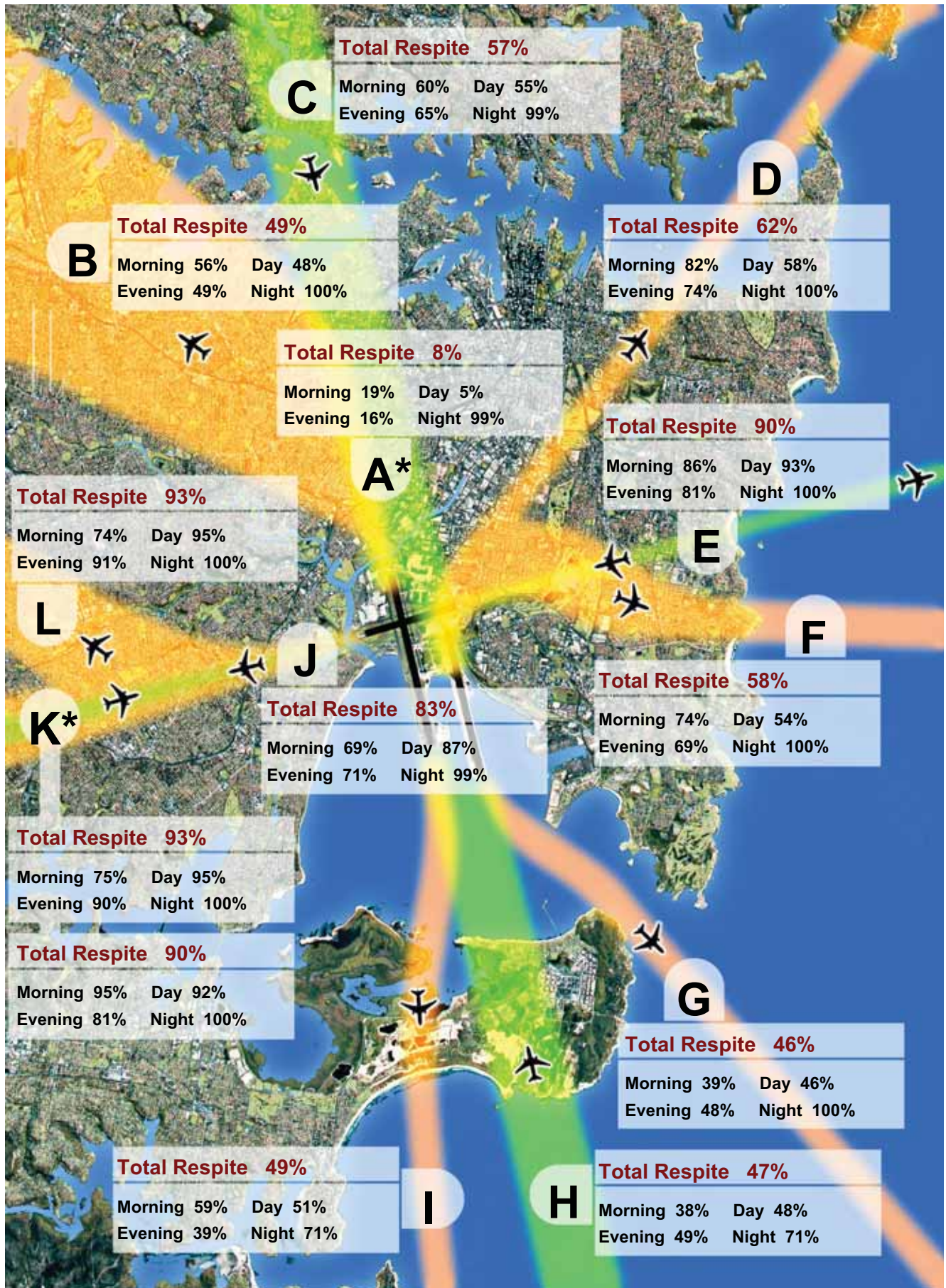
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2010 to 31 Oct 2011, 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 2010 to October 2011

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 Airservices Australia's NFPMS.

	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 December 2010 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in April 2011 .
	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 Mode 9 was in December 2010 .
	Departures off runway 34R to the north-east	
E	East - Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in May 2011 .
	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 Mode 9 was in December 2010 .
	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 December 2010 and Mode 7 was in July 2011 .
	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 2011 , Mode 14A in October 2011 & Mode 8 has not been 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 2010 to October 2011, 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) 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 62%**. This means that over the period **November 2010 to October 2011 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 the Airport Noise and Operations Management System (ANOMS) 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. Environmental Services 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 2011.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of October 2011

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during October 2011 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 Sep</i>	<i>N70 Aug</i>
<i>Threshold rwy 34</i>	10,368	30.9	327	340	325
<i>Penshurst</i>	1,655	30.9	46	33	37
<i>Bexley</i>	1,611	30.9	49	41	45
<i>Sydenham</i>	4,890	30.9	157	147	154
<i>Johnston St. Annandale</i>	2,923	30.9	68	56	54
<i>Church St. St Peters</i>	4,213	30.8	93	84	72
<i>Leichhardt PEMU 36</i>	3,159	30.9	96	78	78
<i>Eastlakes</i>	2,126	30.9	61	79	57
<i>Coogee</i>	753	30.9	19	31	14
<i>Kurnell</i>	2,557	30.9	62	77	80
<i>Croydon</i>	547	30.9	13	14	13
<i>Hunters Hill</i>	4,660	30.9	58	49	48

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including October 2011.

The N70 values for October 2011 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 15 PM 48 Day 261 Night 11 WE_D 272 WE_N 3	Penshurst AM 1 PM 11 Day 29 Night 0 WE_D 54 WE_N 0	Bexley AM 2 PM 12 Day 31 Night 0 WE_D 58 WE_N 0	Eastlakes AM 3 PM 8 Day 54 Night 0 WE_D 50 WE_N 0
Coogee AM 2 PM 3 Day 13 Night 0 WE_D 23 WE_N 0	Sydenham AM 6 PM 16 Day 141 Night 1 WE_D 144 WE_N 2	Leichhardt PEMU36 AM 3 PM 7 Day 84 Night 0 WE_D 98 WE_N 2	Kurnell AM 0 PM 7 Day 68 Night 0 WE_D 35 WE_N 0
Annandale AM 1 PM 3 Day 67 Night 0 WE_D 61 WE_N 1	St Peters AM 2 PM 8 Day 89 Night 0 WE_D 82 WE_N 0	Croydon AM 1 PM 3 Day 11 Night 0 WE_D 9 WE_N 0	Hunters Hill AM 3 PM 4 Day 49 Night 0 WE_D 61 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), 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.