



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics August 2010

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

August 2010

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

There were a total of 25,574 aircraft movements this month (daily average 824.97). Last month there were a total of 26,185 movements (daily average 844.68) and for the same month last year there were a total of 23,887 movements (daily average 770.55).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 20 days this month, Mode 9 on 17 days, Mode 10 on 2 days and Mode 5 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 37.40% 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 21.60% - This result is above the LTOP target but below the previous month (29.24%).

South 50.06%- This result is below the LTOP target and below the previous month (53.02%).

East 20.02% - This result is above the LTOP target and above the previous month (13.53%).

West 8.30% - This result is below the LTOP target but above the previous month (4.20%).

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

This procedure was not used in August 2010.

Noise Enquiry Service (refer pages 15-20)

A total of 3669 complaints, comments and enquiries were received as follows:

3550 Sydney suburbs complaints from 265 complainants

59 Sydney suburbs comments and enquiries

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

Measured Daily N70 Values (refer pages 27-29)

Coogee (NMT 100) was non operational from June 2010 ongoing due to site power issue.

Noise Enquiry Service Environment and Climate Change Airservices Australia

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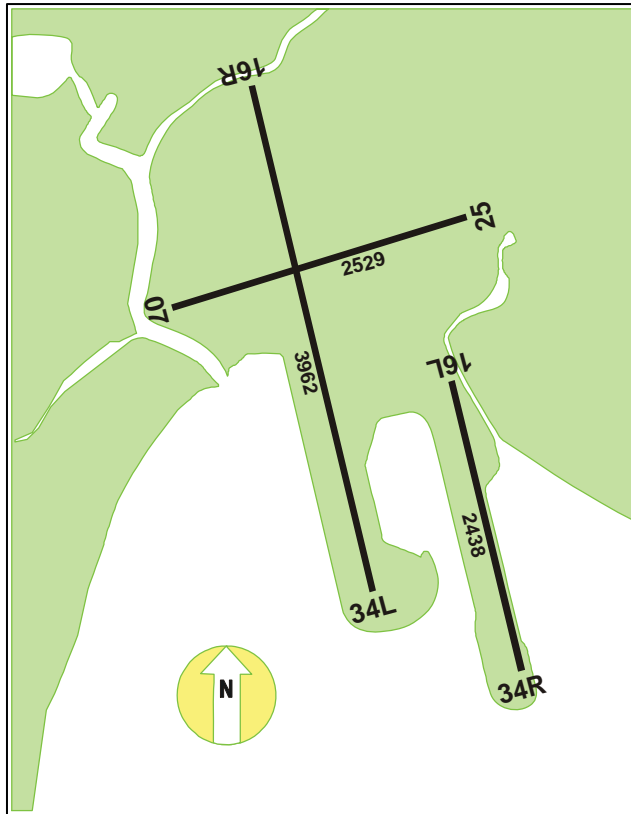
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

click on "Projects & Services", "Reports & Statistics" **then**
"Sydney Airport Operational Statistics".

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

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L 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)

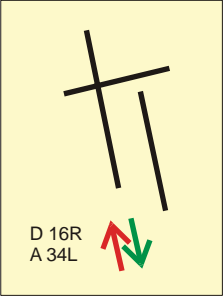
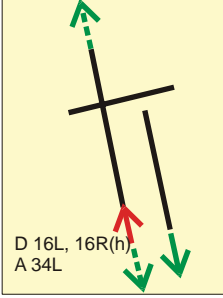
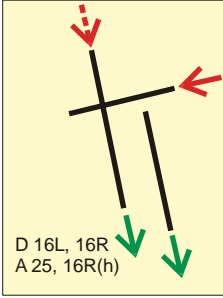
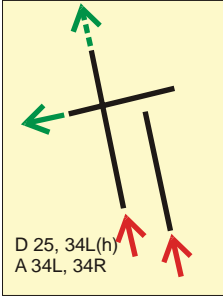
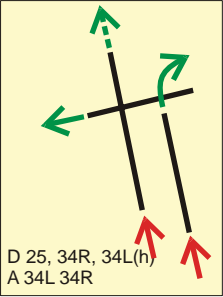
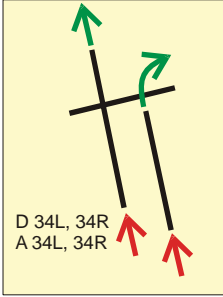
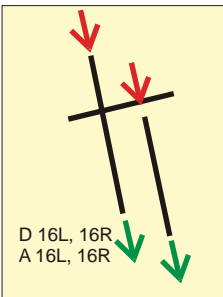
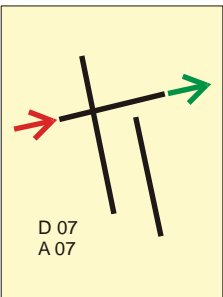
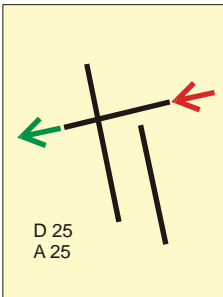
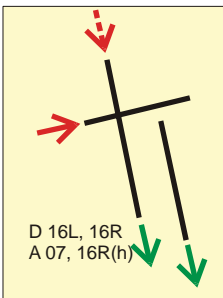
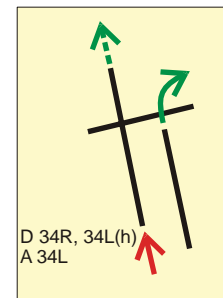




Runway 34R Used by aircraft landing toward the north and taking off to the East.

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

<p>Mode 1 - Curfew</p>  <p>D 16R A 34L</p> <p>Departures to South Arrivals from South</p>	<p>Sodprops</p>  <p>D 16L, 16R(h) A 34L</p> <p>Departures to South Arrivals from South</p>	<p>Mode 5</p>  <p>D 16L, 16R A 25, 16R(h)</p> <p>Departures to South Arrivals from East</p>
<p>Mode 7</p>  <p>D 25, 34L(h) A 34L, 34R</p> <p>Departures to West Arrivals from South</p>	<p>Mode 8</p>  <p>D 25, 34R, 34L(h) A 34L 34R</p> <p>Departures to West, East & North East Arrivals from South</p>	<p>Mode 9</p>  <p>D 34L, 34R A 34L, 34R</p> <p>Departures to North & East Arrivals from South</p>
<p>Mode 10</p>  <p>D 16L, 16R A 16L, 16R</p> <p>Departures to South Arrivals from North</p>	<p>Mode 12</p>  <p>D 07 A 07</p> <p>Departures to East Arrivals from West</p>	<p>Mode 13</p>  <p>D 25 A 25</p> <p>Departures to West Arrivals from East</p>
<p>Mode 14a</p>  <p>D 16L, 16R A 07, 16R(h)</p> <p>Departures to South Arrivals from West</p>	<p>Mode 15</p>  <p>D 34R, 34L(h) A 34L</p> <p>Departures to East Arrivals from South</p>	<ul style="list-style-type: none">  Departure  Long Haul (h) Departure  Arrival  Long Haul (h) Arrival

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-Aug-10	0	0	0	0	0	0	1	3	4	49	70	119	220	150	370	109	178	287	0	0	0	780
02-Aug-10	0	0	0	2	0	2	4	7	11	106	167	273	175	134	309	140	116	256	0	0	0	851
03-Aug-10	0	0	0	159	118	277	214	305	519	44	1	45	4	0	4	0	0	0	0	0	0	845
04-Aug-10	0	0	0	0	18	18	0	10	10	0	84	84	284	148	432	140	167	307	0	0	0	851
05-Aug-10	1	0	1	0	13	13	1	8	9	0	31	31	318	188	506	126	205	331	0	0	0	891
06-Aug-10	0	0	0	113	120	233	156	303	459	145	24	169	23	1	24	6	0	6	0	0	0	891
07-Aug-10	0	0	0	53	83	136	91	238	329	181	10	191	24	0	24	6	0	6	0	0	0	686
08-Aug-10	1	0	1	0	19	19	0	0	0	0	110	110	252	132	384	122	130	252	0	0	0	766
09-Aug-10	1	0	1	0	44	44	0	3	3	0	1	1	312	182	494	128	210	338	0	0	0	881
10-Aug-10	1	0	1	0	0	0	1	13	14	3	20	23	254	165	419	164	225	389	0	0	0	846
11-Aug-10	0	1	1	0	0	0	0	7	7	69	81	150	230	158	388	121	178	299	0	0	0	845
12-Aug-10	0	0	0	11	18	29	26	83	109	202	185	387	124	59	183	66	85	151	0	0	0	859
13-Aug-10	0	0	0	146	121	267	229	324	553	61	2	63	8	0	8	0	0	0	0	0	0	891
14-Aug-10	2	0	2	0	0	0	0	1	1	0	22	22	257	144	401	102	170	272	0	0	0	698
15-Aug-10	1	0	1	0	0	0	0	1	1	1	61	62	251	150	401	131	185	316	0	0	0	781
16-Aug-10	0	0	0	0	30	30	0	15	15	14	79	93	273	161	434	153	160	313	0	0	0	885
17-Aug-10	81	0	81	86	129	215	125	271	396	56	18	74	74	11	85	7	0	7	0	0	0	858
18-Aug-10	2	0	2	0	0	0	0	10	10	0	24	24	286	178	464	130	212	342	0	0	0	842
19-Aug-10	0	0	0	0	24	24	0	8	8	1	33	34	293	175	468	140	192	332	0	0	0	866
20-Aug-10	0	0	0	0	53	53	1	3	4	3	23	26	320	177	497	117	189	306	0	0	0	886
21-Aug-10	0	0	0	1	31	32	0	2	2	119	186	305	148	74	222	88	44	132	0	0	0	693
22-Aug-10	0	0	0	25	53	78	37	54	91	0	1	1	213	128	341	97	150	247	0	0	0	758
23-Aug-10	1	0	1	0	4	4	0	3	3	0	66	66	274	171	445	161	196	357	0	0	0	876
24-Aug-10	0	0	0	0	25	25	0	9	9	1	94	95	280	136	416	139	152	291	0	0	0	836
25-Aug-10	0	0	0	57	42	99	75	98	173	2	110	112	186	82	268	94	85	179	0	0	0	831
26-Aug-10	0	0	0	0	0	0	0	8	8	52	103	155	247	143	390	130	178	308	0	0	0	861
27-Aug-10	0	0	0	0	24	24	0	5	5	3	95	98	272	159	431	169	158	327	0	0	0	885
28-Aug-10	53	0	53	48	60	108	77	182	259	52	5	57	82	33	115	39	54	93	0	0	0	685
29-Aug-10	119	0	119	49	103	152	65	166	231	0	21	21	110	59	169	30	39	69	0	0	0	761
30-Aug-10	116	0	116	59	92	151	86	199	285	3	0	3	109	70	179	63	79	142	0	0	0	876
31-Aug-10	0	1	1	0	0	0	0	8	8	1	18	19	283	160	443	128	214	342	0	0	0	813
Total	379	2	381	809	1224	2033	1189	2347	3536	1168	1745	2913	6186	3528	9714	3046	3951	6997	0	0	0	25574

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-Aug-10	0	0	0	0	0	0	0	1	1	33	54	87	181	102	283	89	155	244	0	0	0	615
02-Aug-10	0	0	0	1	0	1	3	7	10	79	121	200	149	89	238	85	98	183	0	0	0	632
03-Aug-10	0	0	0	96	79	175	179	238	417	38	0	38	2	0	2	0	0	0	0	0	0	632
04-Aug-10	0	0	0	0	17	17	0	8	8	0	60	60	231	93	324	84	139	223	0	0	0	632
05-Aug-10	0	0	0	0	13	13	0	5	5	0	26	26	252	110	362	71	165	236	0	0	0	642
06-Aug-10	0	0	0	76	85	161	120	227	347	105	19	124	20	1	21	5	0	5	0	0	0	658
07-Aug-10	0	0	0	30	62	92	81	197	278	141	10	151	22	0	22	4	0	4	0	0	0	547
08-Aug-10	0	0	0	0	18	18	0	0	0	0	84	84	206	87	293	92	112	204	0	0	0	599
09-Aug-10	0	0	0	0	42	42	0	2	2	0	0	0	245	108	353	82	174	256	0	0	0	653
10-Aug-10	0	0	0	0	0	0	0	8	8	3	15	18	213	102	315	96	185	281	0	0	0	622
11-Aug-10	0	1	1	0	0	0	0	6	6	47	61	108	180	100	280	82	147	229	0	0	0	624
12-Aug-10	0	0	0	6	13	19	22	66	88	148	131	279	96	34	130	43	72	115	0	0	0	631
13-Aug-10	0	0	0	88	84	172	176	245	421	55	0	55	7	0	7	0	0	0	0	0	0	655
14-Aug-10	1	0	1	0	0	0	0	0	0	0	21	21	211	104	315	72	149	221	0	0	0	558
15-Aug-10	0	0	0	0	0	0	0	0	0	0	47	47	201	96	297	99	159	258	0	0	0	602
16-Aug-10	0	0	0	0	26	26	0	12	12	11	55	66	222	101	323	89	134	223	0	0	0	650
17-Aug-10	59	0	59	51	85	136	99	197	296	31	17	48	67	9	76	6	0	6	0	0	0	621
18-Aug-10	0	0	0	0	0	0	0	5	5	0	21	21	228	107	335	74	175	249	0	0	0	610
19-Aug-10	0	0	0	0	23	23	0	6	6	0	25	25	234	106	340	87	158	245	0	0	0	639
20-Aug-10	0	0	0	0	49	49	1	3	4	3	18	21	254	112	366	73	155	228	0	0	0	668
21-Aug-10	0	0	0	0	30	30	0	0	0	82	148	230	129	57	186	68	37	105	0	0	0	551
22-Aug-10	0	0	0	16	44	60	27	35	62	0	0	0	179	92	271	76	129	205	0	0	0	598
23-Aug-10	0	0	0	0	4	4	0	2	2	0	51	51	229	113	342	102	165	267	0	0	0	666
24-Aug-10	0	0	0	0	22	22	0	6	6	1	75	76	229	82	311	86	127	213	0	0	0	628
25-Aug-10	0	0	0	36	31	67	58	75	133	1	86	87	159	49	208	52	69	121	0	0	0	616
26-Aug-10	0	0	0	0	0	0	0	4	4	33	74	107	205	95	300	84	148	232	0	0	0	643
27-Aug-10	0	0	0	0	23	23	0	3	3	3	67	70	228	105	333	102	134	236	0	0	0	665
28-Aug-10	43	0	43	39	48	87	60	154	214	39	5	44	70	22	92	26	44	70	0	0	0	550
29-Aug-10	96	0	96	36	78	114	51	127	178	0	19	19	92	43	135	27	35	62	0	0	0	604
30-Aug-10	87	0	87	38	65	103	67	153	220	1	0	1	96	46	142	38	67	105	0	0	0	658
31-Aug-10	0	0	0	0	0	0	0	6	6	0	15	15	236	105	341	78	177	255	0	0	0	617
Total	286	1	287	513	941	1454	944	1798	2742	854	1325	2179	5073	2270	7343	1972	3309	5281	0	0	0	19286

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-Aug-10	0	0	0	0	0	0	1	2	3	16	16	32	39	48	87	20	23	43	0	0	0	165
02-Aug-10	0	0	0	1	0	1	1	0	1	27	46	73	26	45	71	55	18	73	0	0	0	219
03-Aug-10	0	0	0	63	39	102	35	67	102	6	1	7	2	0	2	0	0	0	0	0	0	213
04-Aug-10	0	0	0	0	1	1	0	2	2	0	24	24	53	55	108	56	28	84	0	0	0	219
05-Aug-10	1	0	1	0	0	0	1	3	4	0	5	5	66	78	144	55	40	95	0	0	0	249
06-Aug-10	0	0	0	37	35	72	36	76	112	40	5	45	3	0	3	1	0	1	0	0	0	233
07-Aug-10	0	0	0	23	21	44	10	41	51	40	0	40	2	0	2	2	0	2	0	0	0	139
08-Aug-10	1	0	1	0	1	1	0	0	0	0	26	26	46	45	91	30	18	48	0	0	0	167
09-Aug-10	1	0	1	0	2	2	0	1	1	0	1	1	67	74	141	46	36	82	0	0	0	228
10-Aug-10	1	0	1	0	0	0	1	5	6	0	5	5	41	63	104	68	40	108	0	0	0	224
11-Aug-10	0	0	0	0	0	0	0	1	1	22	20	42	50	58	108	39	31	70	0	0	0	221
12-Aug-10	0	0	0	5	5	10	4	17	21	54	54	108	28	25	53	23	13	36	0	0	0	228
13-Aug-10	0	0	0	58	37	95	53	79	132	6	2	8	1	0	1	0	0	0	0	0	0	236
14-Aug-10	1	0	1	0	0	0	0	1	1	0	1	1	46	40	86	30	21	51	0	0	0	140
15-Aug-10	1	0	1	0	0	0	0	1	1	1	14	15	50	54	104	32	26	58	0	0	0	179
16-Aug-10	0	0	0	0	4	4	0	3	3	3	24	27	51	60	111	64	26	90	0	0	0	235
17-Aug-10	22	0	22	35	44	79	26	74	100	25	1	26	7	2	9	1	0	1	0	0	0	237
18-Aug-10	2	0	2	0	0	0	0	5	5	0	3	3	58	71	129	56	37	93	0	0	0	232
19-Aug-10	0	0	0	0	1	1	0	2	2	1	8	9	59	69	128	53	34	87	0	0	0	227
20-Aug-10	0	0	0	0	4	4	0	0	0	0	5	5	66	65	131	44	34	78	0	0	0	218
21-Aug-10	0	0	0	1	1	2	0	2	2	37	38	75	19	17	36	20	7	27	0	0	0	142
22-Aug-10	0	0	0	9	9	18	10	19	29	0	1	1	34	36	70	21	21	42	0	0	0	160
23-Aug-10	1	0	1	0	0	0	0	1	1	0	15	15	45	58	103	59	31	90	0	0	0	210
24-Aug-10	0	0	0	0	3	3	0	3	3	0	19	19	51	54	105	53	25	78	0	0	0	208
25-Aug-10	0	0	0	21	11	32	17	23	40	1	24	25	27	33	60	42	16	58	0	0	0	215
26-Aug-10	0	0	0	0	0	0	0	4	4	19	29	48	42	48	90	46	30	76	0	0	0	218
27-Aug-10	0	0	0	0	1	1	0	2	2	0	28	28	44	54	98	67	24	91	0	0	0	220
28-Aug-10	10	0	10	9	12	21	17	28	45	13	0	13	12	11	23	13	10	23	0	0	0	135
29-Aug-10	23	0	23	13	25	38	14	39	53	0	2	2	18	16	34	3	4	7	0	0	0	157
30-Aug-10	29	0	29	21	27	48	19	46	65	2	0	2	13	24	37	25	12	37	0	0	0	218
31-Aug-10	0	1	1	0	0	0	0	2	2	1	3	4	47	55	102	50	37	87	0	0	0	196
Total	93	1	94	296	283	579	245	549	794	314	420	734	1113	1258	2371	1074	642	1716	0	0	0	6288

(1) Includes miscellaneous General Aviation aircraft - refer Noise And Flight Path Monitoring System Sydney Quarterly Report for more detail

Hourly Runway Movement Summary – All Movements

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Aug-10	1	0	2	1	0	4	33	35	52	46	49	51	39	41	55	52	48	60	33	51	67	34	25	1	780
02-Aug-10	0	0	0	0	0	5	43	54	73	61	52	51	45	46	49	55	47	52	42	48	45	40	36	7	851
03-Aug-10	4	3	1	0	0	0	42	46	58	61	62	55	44	44	47	63	45	54	76	56	35	29	15	5	845
04-Aug-10	1	0	2	2	0	2	40	61	75	49	59	56	39	43	54	56	42	59	70	55	39	21	20	6	851
05-Aug-10	1	1	3	2	3	4	38	68	73	59	59	57	42	43	54	58	46	60	69	60	40	25	22	4	891
06-Aug-10	3	1	2	3	0	1	44	61	73	61	66	53	43	44	54	53	49	68	71	61	36	29	15	0	891
07-Aug-10	1	1	1	0	0	4	32	54	70	60	57	55	40	36	40	48	29	34	40	36	21	20	7	0	686
08-Aug-10	1	0	0	0	0	3	32	34	48	48	47	49	40	41	55	51	44	60	74	58	35	30	16	0	766
09-Aug-10	0	1	0	0	0	3	41	69	74	61	61	59	43	36	57	54	47	60	73	58	33	22	22	7	881
10-Aug-10	2	2	1	4	2	2	48	55	68	63	53	59	39	30	44	51	46	50	63	62	39	31	28	4	846
11-Aug-10	1	0	1	3	1	3	36	66	67	61	57	56	37	34	48	54	49	54	68	57	36	24	27	5	845
12-Aug-10	3	1	1	2	1	4	44	55	62	64	53	51	44	37	46	57	44	63	59	60	40	38	25	5	859
13-Aug-10	0	0	2	3	0	5	39	65	72	58	63	55	47	42	58	52	57	63	65	62	38	29	15	1	891
14-Aug-10	1	1	0	0	0	4	36	51	69	61	58	53	37	37	47	45	30	34	45	35	24	20	10	0	698
15-Aug-10	1	0	0	0	0	3	32	34	47	46	54	50	36	42	51	54	55	59	68	67	36	26	19	1	781
16-Aug-10	2	3	0	0	1	4	46	65	71	67	61	62	39	37	51	54	48	56	72	56	39	21	25	5	885
17-Aug-10	4	4	2	3	1	3	45	64	69	64	53	50	44	38	49	55	40	68	69	54	38	21	17	3	858
18-Aug-10	4	2	4	3	0	3	38	65	79	54	54	59	38	33	52	47	47	50	62	58	34	25	27	4	842
19-Aug-10	1	0	1	3	0	4	40	67	71	55	59	50	40	36	49	57	48	64	66	60	40	23	27	5	866
20-Aug-10	1	0	1	3	1	3	45	62	81	51	62	54	46	41	50	50	57	61	73	57	38	28	20	1	886
21-Aug-10	2	2	1	1	0	4	38	49	72	57	45	52	54	37	33	41	41	36	45	32	24	19	7	1	693
22-Aug-10	2	2	0	0	0	4	30	35	48	49	51	45	39	38	49	51	49	61	66	58	40	28	13	0	758
23-Aug-10	0	0	0	1	0	4	44	62	76	59	62	61	40	34	51	52	43	65	73	57	40	29	19	4	876
24-Aug-10	2	1	2	2	2	4	47	59	75	63	49	52	35	36	46	54	42	58	75	50	34	24	20	4	836
25-Aug-10	2	3	1	3	1	3	41	65	76	56	52	51	39	37	52	57	38	52	64	61	28	25	19	5	831
26-Aug-10	3	0	2	2	0	5	37	58	74	52	59	47	54	35	49	55	48	62	66	59	38	28	23	5	861
27-Aug-10	2	0	3	4	0	2	45	67	66	59	62	52	47	43	54	50	51	60	73	65	32	28	19	1	885
28-Aug-10	1	1	2	0	0	4	36	57	65	51	63	52	41	34	43	39	32	37	47	31	21	20	7	1	685
29-Aug-10	0	1	1	0	1	3	32	36	49	42	51	43	41	40	49	49	58	57	70	61	29	31	16	1	761
30-Aug-10	2	0	0	2	0	4	41	65	75	59	62	57	40	42	44	57	53	64	70	51	33	30	21	4	876
31-Aug-10	1	1	0	2	2	3	44	59	72	57	48	49	40	38	47	52	50	51	64	48	38	21	20	6	813
Total	49	31	36	49	16	104	1229	1743	2100	1754	1743	1646	1292	1195	1527	1623	1423	1732	1971	1684	1110	819	602	96	25574
Avg.	1.58	1.00	1.16	1.58	0.52	3.35	39.65	56.23	67.74	56.58	56.23	53.10	41.68	38.55	49.26	52.35	45.90	55.87	63.58	54.32	35.81	26.42	19.42	3.10	824.97

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-Aug-10	1	0	1	0	0	4	22	17	23	18	24	21	13	20	28	19	25	35	23	25	31	14	15	0	379
02-Aug-10	0	0	0	0	0	5	21	33	39	24	21	27	20	22	23	25	25	30	21	22	23	20	22	4	427
03-Aug-10	1	0	1	0	0	0	20	26	30	32	30	28	15	22	26	25	25	30	36	25	21	17	9	2	421
04-Aug-10	0	0	2	0	0	1	22	35	38	24	26	26	16	20	33	22	23	33	31	23	22	12	13	2	424
05-Aug-10	0	1	2	0	1	4	22	39	39	23	30	30	15	20	31	18	30	30	35	27	20	16	12	1	446
06-Aug-10	1	1	2	1	0	1	23	37	39	25	29	25	21	19	28	22	26	39	32	27	16	20	9	0	443
07-Aug-10	1	1	0	0	0	4	22	33	37	24	25	23	20	18	24	20	17	21	23	16	11	10	5	0	355
08-Aug-10	1	0	0	0	0	3	22	20	20	16	21	23	14	20	28	18	24	38	38	23	19	17	10	0	375
09-Aug-10	0	1	0	0	0	3	21	39	39	29	27	25	20	16	33	19	28	33	36	22	19	15	12	4	441
10-Aug-10	0	0	1	2	1	2	27	30	35	35	22	29	18	13	20	21	22	30	33	28	21	15	17	1	423
11-Aug-10	0	0	1	2	0	2	16	39	33	27	24	29	18	13	27	29	22	28	33	25	17	17	16	2	420
12-Aug-10	1	0	1	1	0	4	24	31	37	26	22	25	15	22	24	25	21	34	27	24	24	25	14	2	429
13-Aug-10	0	0	1	1	0	5	21	36	39	24	29	31	17	16	32	22	32	33	30	30	19	17	9	0	444
14-Aug-10	1	0	0	0	0	4	22	37	34	22	24	24	20	18	29	16	20	21	26	16	9	11	7	0	361
15-Aug-10	1	0	0	0	0	3	21	21	21	18	21	21	17	16	27	21	31	34	36	30	17	16	12	0	384
16-Aug-10	2	1	0	0	1	4	25	36	39	27	27	30	14	18	29	18	27	32	32	26	22	14	14	2	440
17-Aug-10	1	2	0	2	0	3	24	40	37	26	24	25	21	19	25	19	24	38	31	25	21	14	7	1	429
18-Aug-10	2	2	1	1	0	3	20	39	38	21	24	32	14	16	32	16	25	23	32	26	19	16	15	1	418
19-Aug-10	0	0	1	1	0	4	23	37	33	24	29	26	15	15	33	23	25	34	36	24	17	17	16	1	434
20-Aug-10	0	0	1	2	0	3	24	37	42	20	28	25	19	17	29	18	33	29	39	23	20	18	13	1	441
21-Aug-10	1	1	1	1	0	4	23	33	37	23	20	23	23	18	15	21	26	18	24	14	14	11	4	1	356
22-Aug-10	1	1	0	0	0	4	20	22	21	20	20	19	15	16	24	23	28	35	34	23	21	19	6	0	372
23-Aug-10	0	0	0	0	0	4	24	34	41	26	27	30	15	17	29	19	23	35	36	22	25	19	8	2	436
24-Aug-10	1	0	2	1	0	3	27	35	40	28	24	21	18	18	23	19	24	36	33	20	17	19	10	1	420
25-Aug-10	1	1	1	1	1	3	20	40	36	23	27	28	16	14	31	20	18	30	32	28	15	17	9	2	414
26-Aug-10	1	0	2	0	0	5	20	35	37	22	27	25	24	11	30	23	23	35	33	24	19	20	11	2	429
27-Aug-10	0	0	3	2	0	2	26	40	34	23	29	26	18	20	31	18	26	35	37	28	16	18	12	0	444
28-Aug-10	1	0	2	0	0	4	22	37	34	19	26	26	21	14	26	13	20	22	21	16	9	14	3	1	351
29-Aug-10	0	1	0	0	1	3	23	22	18	19	20	20	14	19	24	18	34	32	38	23	16	21	6	1	373
30-Aug-10	1	0	0	1	0	4	24	36	40	27	27	28	17	18	23	23	31	35	27	23	20	21	9	1	436
31-Aug-10	0	1	0	2	0	3	25	35	36	23	25	25	18	18	25	19	29	27	31	21	21	16	11	1	412
Total	20	14	26	21	5	101	696	1031	1066	738	779	796	541	543	842	632	787	965	976	729	581	516	336	36	12777
Avg.	0.65	0.45	0.84	0.68	0.16	3.26	22.45	33.26	34.39	23.81	25.13	25.68	17.45	17.52	27.16	20.39	25.39	31.13	31.48	23.52	18.74	16.65	10.84	1.16	412.16

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-Aug-10	0	0	1	1	0	0	11	18	29	28	25	30	26	21	27	33	23	25	10	26	36	20	10	1	401
02-Aug-10	0	0	0	0	0	0	22	21	34	37	31	24	25	24	26	30	22	22	21	26	22	20	14	3	424
03-Aug-10	3	3	0	0	0	0	22	20	28	29	32	27	29	22	21	38	20	24	40	31	14	12	6	3	424
04-Aug-10	1	0	0	2	0	1	18	26	37	25	33	30	23	23	21	34	19	26	39	32	17	9	7	4	427
05-Aug-10	1	0	1	2	2	0	16	29	34	36	29	27	27	23	23	40	16	30	34	33	20	9	10	3	445
06-Aug-10	2	0	0	2	0	0	21	24	34	36	37	28	22	25	26	31	23	29	39	34	20	9	6	0	448
07-Aug-10	0	0	1	0	0	0	10	21	33	36	32	32	20	18	16	28	12	13	17	20	10	10	2	0	331
08-Aug-10	0	0	0	0	0	0	10	14	28	32	26	26	26	21	27	33	20	22	36	35	16	13	6	0	391
09-Aug-10	0	0	0	0	0	0	20	30	35	32	34	34	23	20	24	35	19	27	37	36	14	7	10	3	440
10-Aug-10	2	2	0	2	1	0	21	25	33	28	31	30	21	17	24	30	24	20	30	34	18	16	11	3	423
11-Aug-10	1	0	0	1	1	1	20	27	34	34	33	27	19	21	21	25	27	26	35	32	19	7	11	3	425
12-Aug-10	2	1	0	1	1	0	20	24	25	38	31	26	29	15	22	32	23	29	32	36	16	13	11	3	430
13-Aug-10	0	0	1	2	0	0	18	29	33	34	34	24	30	26	26	30	25	30	35	32	19	12	6	1	447
14-Aug-10	0	1	0	0	0	0	14	14	35	39	34	29	17	19	18	29	10	13	19	19	15	9	3	0	337
15-Aug-10	0	0	0	0	0	0	11	13	26	28	33	29	19	26	24	33	24	25	32	37	19	10	7	1	397
16-Aug-10	0	2	0	0	0	0	21	29	32	40	34	32	25	19	22	36	21	24	40	30	17	7	11	3	445
17-Aug-10	3	2	2	1	1	0	21	24	32	38	29	25	23	19	24	36	16	30	38	29	17	7	10	2	429
18-Aug-10	2	0	3	2	0	0	18	26	41	33	30	27	24	17	20	31	22	27	30	32	15	9	12	3	424
19-Aug-10	1	0	0	2	0	0	17	30	38	31	30	24	25	21	16	34	23	30	30	36	23	6	11	4	432
20-Aug-10	1	0	0	1	1	0	21	25	39	31	34	29	27	24	21	32	24	32	34	34	18	10	7	0	445
21-Aug-10	1	1	0	0	0	0	15	16	35	34	25	29	31	19	18	20	15	18	21	18	10	8	3	0	337
22-Aug-10	1	1	0	0	0	0	10	13	27	29	31	26	24	22	25	28	21	26	32	35	19	9	7	0	386
23-Aug-10	0	0	0	1	0	0	20	28	35	33	35	31	25	17	22	33	20	30	37	35	15	10	11	2	440
24-Aug-10	1	1	0	1	2	1	20	24	35	35	25	31	17	18	23	35	18	22	42	30	17	5	10	3	416
25-Aug-10	1	2	0	2	0	0	21	25	40	33	25	23	23	23	21	37	20	22	32	33	13	8	10	3	417
26-Aug-10	2	0	0	2	0	0	17	23	37	30	32	22	30	24	19	32	25	27	33	35	19	8	12	3	432
27-Aug-10	2	0	0	2	0	0	19	27	32	36	33	26	29	23	23	32	25	25	36	37	16	10	7	1	441
28-Aug-10	0	1	0	0	0	0	14	20	31	32	37	26	20	20	17	26	12	15	26	15	12	6	4	0	334
29-Aug-10	0	0	1	0	0	0	9	14	31	23	31	23	27	21	25	31	24	25	32	38	13	10	10	0	388
30-Aug-10	1	0	0	1	0	0	17	29	35	32	35	29	23	24	21	34	22	29	43	28	13	9	12	3	440
31-Aug-10	1	0	0	0	2	0	19	24	36	34	23	24	22	20	22	33	21	24	33	27	17	5	9	5	401
Total	29	17	10	28	11	3	533	712	1034	1016	964	850	751	652	685	991	636	767	995	955	529	303	266	60	12797
Avg.	0.94	0.55	0.32	0.90	0.35	0.10	17.19	22.97	33.35	32.77	31.10	27.42	24.23	21.03	22.10	31.97	20.52	24.74	32.10	30.81	17.06	9.77	8.58	1.94	412.81

Mode Utilisation Summary (Total Hours by Day)

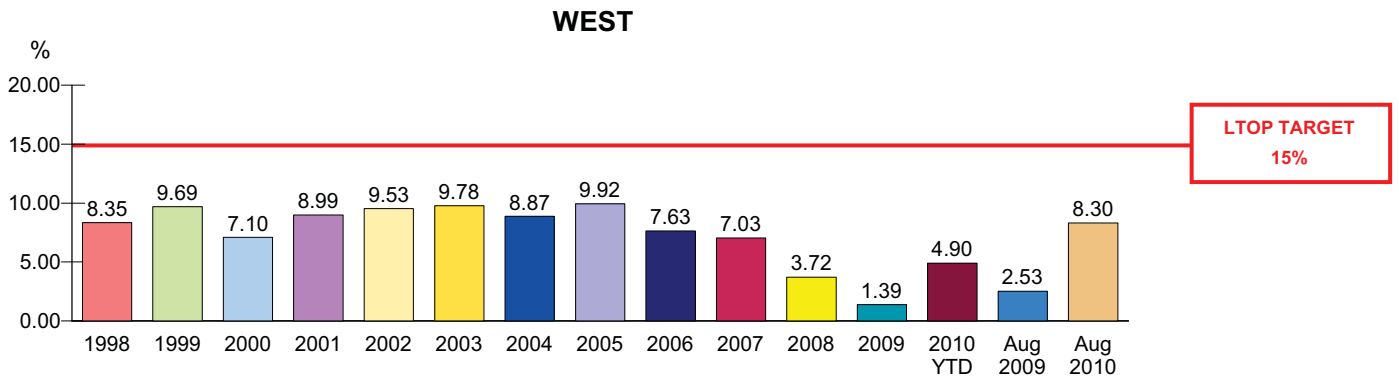
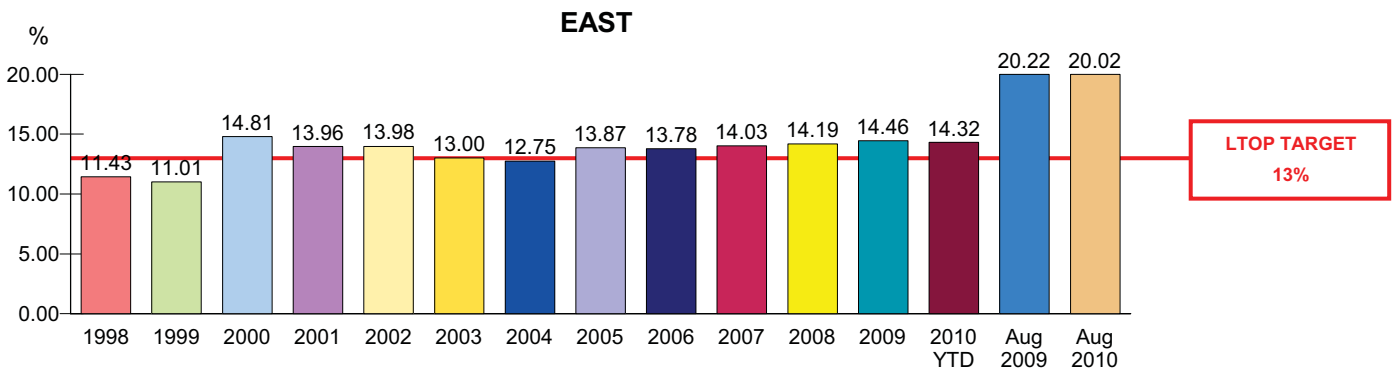
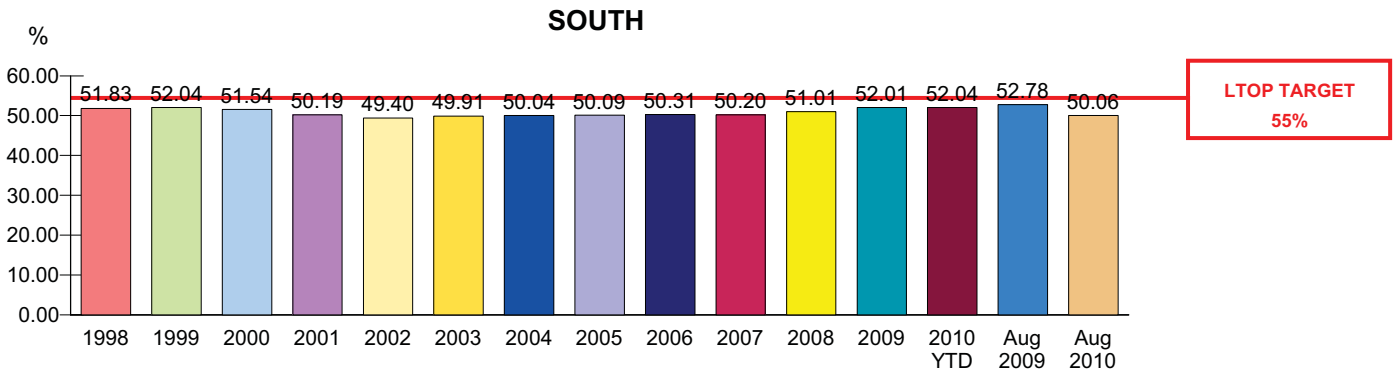
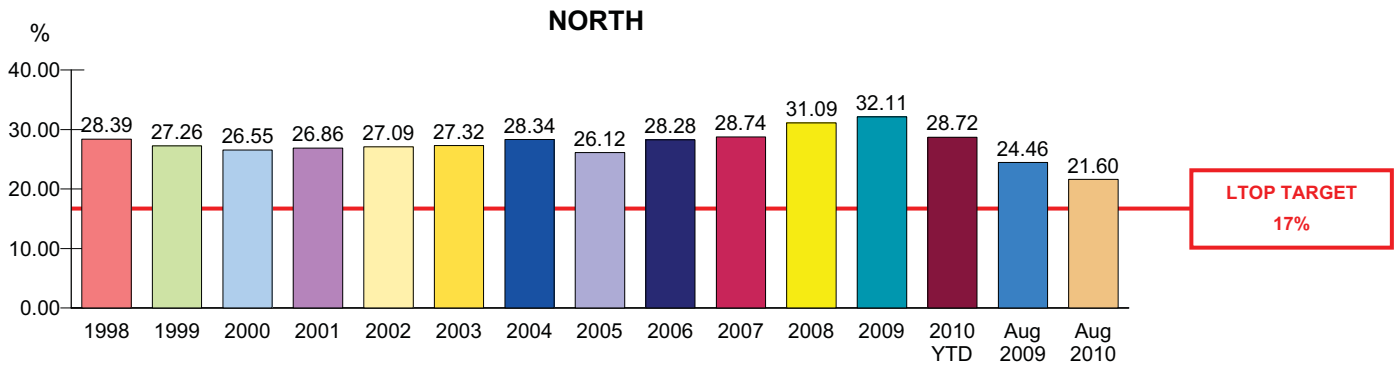
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Aug-10	07:00	00:24	-	-	01:58	-	12:48	-	-	01:47	-	-	-
02-Aug-10	07:00	-	-	-	03:09	-	08:55	00:08	-	04:47	-	-	-
03-Aug-10	07:00	00:24	00:16	02:25	-	-	-	13:52	-	-	-	-	-
04-Aug-10	07:00	00:34	02:20	-	03:46	-	10:17	-	-	-	-	-	-
05-Aug-10	07:00	00:28	01:01	-	02:32	-	12:57	-	-	-	-	-	-
06-Aug-10	07:00	00:24	-	07:13	01:01	-	-	08:20	-	-	-	-	-
07-Aug-10	07:00	00:49	-	10:44	01:00	-	-	04:24	-	-	-	-	-
08-Aug-10	07:00	00:40	02:02	-	05:27	-	08:48	-	-	-	-	-	-
09-Aug-10	07:00	00:16	03:50	-	-	-	12:52	-	-	-	-	-	-
10-Aug-10	07:00	00:03	-	00:09	01:03	-	15:42	-	-	-	-	-	-
11-Aug-10	07:00	00:12	-	-	00:58	-	12:25	-	-	03:23	-	-	-
12-Aug-10	07:00	-	-	02:36	01:07	-	04:54	01:31	-	06:50	-	-	-
13-Aug-10	07:00	00:39	-	03:09	-	-	-	13:10	-	-	-	-	-
14-Aug-10	07:00	00:34	-	-	01:48	-	14:36	-	-	-	-	-	-
15-Aug-10	07:00	-	-	-	04:29	-	12:43	-	-	-	-	-	-
16-Aug-10	07:00	00:22	02:35	00:33	03:53	-	09:35	-	-	-	-	-	-
17-Aug-10	07:00	00:40	02:34	02:32	00:57	-	-	06:25	-	-	03:48	-	-
18-Aug-10	07:00	00:22	-	-	01:31	-	15:05	-	-	-	-	-	-
19-Aug-10	07:00	00:23	02:30	-	01:56	-	12:09	-	-	-	-	-	-
20-Aug-10	07:00	00:39	04:03	-	01:03	-	11:13	-	-	-	-	-	-
21-Aug-10	07:00	00:43	01:58	-	05:37	-	02:35	-	-	06:05	-	-	-
22-Aug-10	07:00	00:46	03:15	-	-	-	10:13	02:43	-	-	-	-	-
23-Aug-10	07:00	-	00:39	-	04:38	-	11:42	-	-	-	-	-	-
24-Aug-10	07:00	00:23	01:57	-	06:00	-	08:37	-	-	-	-	-	-
25-Aug-10	07:00	00:19	-	-	06:51	-	05:26	04:22	-	-	-	-	-
26-Aug-10	07:00	01:24	-	-	03:04	-	11:14	-	-	02:16	-	-	-
27-Aug-10	07:00	00:21	02:34	-	04:28	-	09:35	-	-	-	-	-	-
28-Aug-10	07:00	00:51	-	02:59	00:16	-	03:40	05:07	-	-	04:03	-	-
29-Aug-10	07:00	00:37	02:09	-	01:36	-	03:03	03:14	-	-	06:17	-	-
30-Aug-10	07:00	00:24	00:50	-	-	-	04:47	04:56	-	-	06:00	-	-
31-Aug-10	07:00	00:22	-	-	01:02	-	15:34	-	-	-	-	-	-
Total	217:00	14:29	34:41	32:23	71:21	00:00	261:35	68:18	00:00	25:09	20:10	00:00	00:00
% Used		2.75%	6.58%	6.15%	13.54%	0.00%	49.64%	12.96%	0.00%	4.77%	3.83%	0.00%	0.00%

Cumulative Mode Utilisation from 1 January 2010

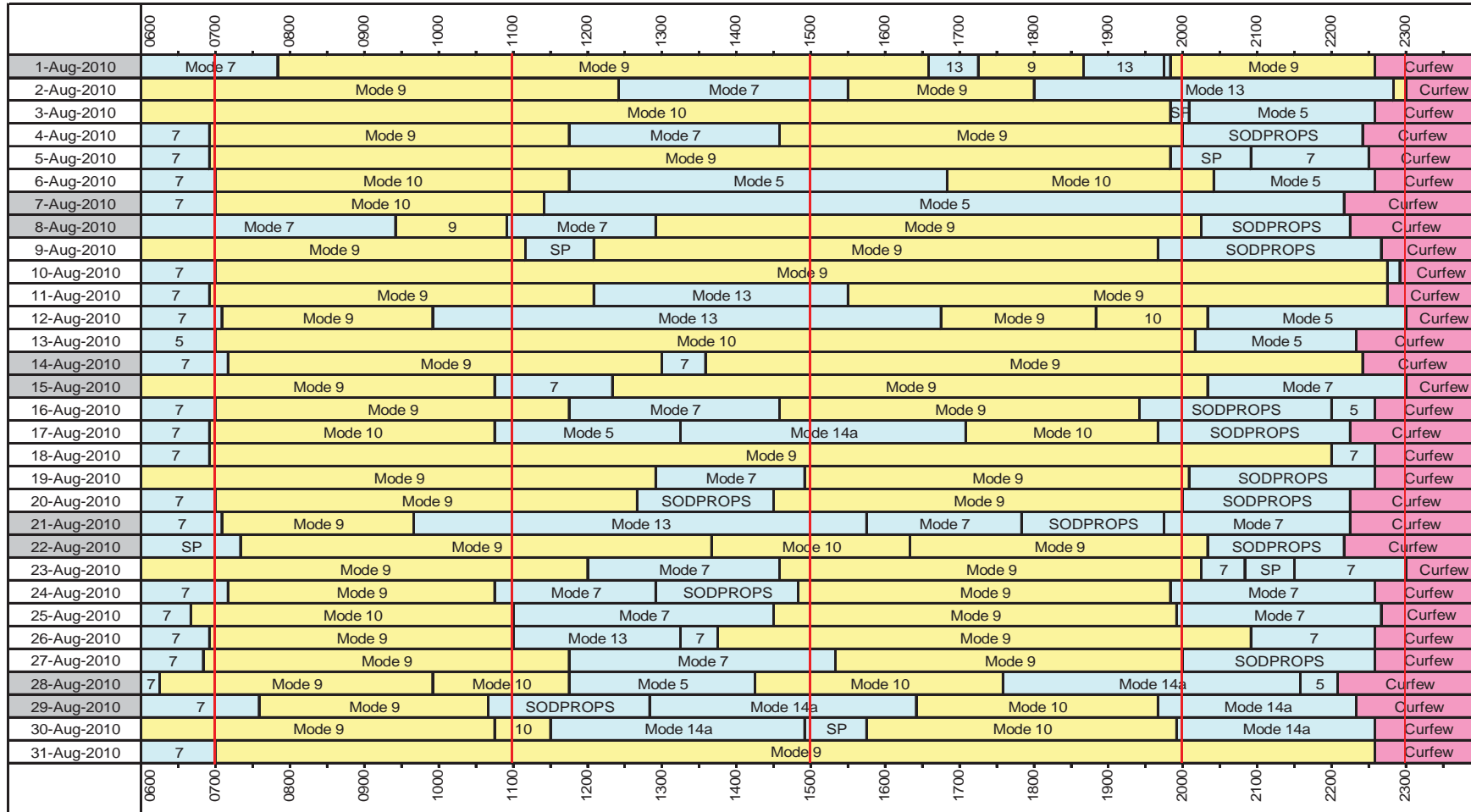
Time	2.38%	7.11%	6.20%	7.36%	0.00%	34.17%	33.61%	0.08%	1.23%	4.29%	3.58%	0.01%
Movements	0.33%	5.54%	4.85%	6.05%	0.00%	39.04%	36.93%	0.05%	1.15%	3.39%	2.66%	0.01%

Runway End Impact to 31 August 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 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 M15: Dep 34R Arr 34L

Precision Runway Monitor (PRM) Operations

In June 2002 at Sydney Airport, Airservices Australia commenced operation of the Precision Runway Monitor (PRM), a highly accurate radar system, to monitor landing operations arriving from the North. PRM landings from the South have been operating since 1999. The PRM supplements the existing Instrument Landing System (ILS), and is only used by Air Traffic Control during poor weather conditions thereby reducing air traffic delays due to weather.

The PRM operation involves two changes in procedure for arrivals from the North (Runway 16)

- Aircraft make their final turn to line up with the runways about 5-10km further north of the airport than during ILS operation.
- Within this extended area aircraft may fly at a fixed altitude of 3000ft (under ILS operation 3000-4000ft).

Airservices Australia conducted a 6 month Noise Monitoring Program from June 2002 until December 2002, which included regular reporting to Environment Australia and the community, to meet the requirements of the Minister for the Environment and Heritage.

Portable Noise Monitors, which were installed in suburbs affected by PRM changes, have since been removed with the cessation of the Noise Monitoring Program.

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **August 2010**.

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

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

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
-	-	-	-

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	-	-

Noise Enquiry Service

The Noise Enquiry Service is a function of Airservices Australia located at Sydney Airport. For more information visit the website at:

www.airservicesaustralia.com

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

www.privacy.gov.au

The Telecommunications Act 1997 (Commonwealth)

www.acma.gov.au

The responsibilities of the Service include the recording of complaints, comments and enquiries regarding aircraft operations and noise for flights within Australia.

The Service is available **from 9 am to 5 pm, Monday to Friday** Australian Eastern Standard Time / Eastern Daylight Saving Time. Outside of these hours Voice Mail is used to record these calls. The Service can be contacted by:

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

www.airservicesaustralia.com/ncm

Complaints received are entered directly into a computer database. Any personal information collected is protected and will not be passed onto any unrelated parties. Statistical information generated from the computer database is produced for this Report, and is also made available to the Sydney Airport Community Forum (SACF). For more information visit the website at:

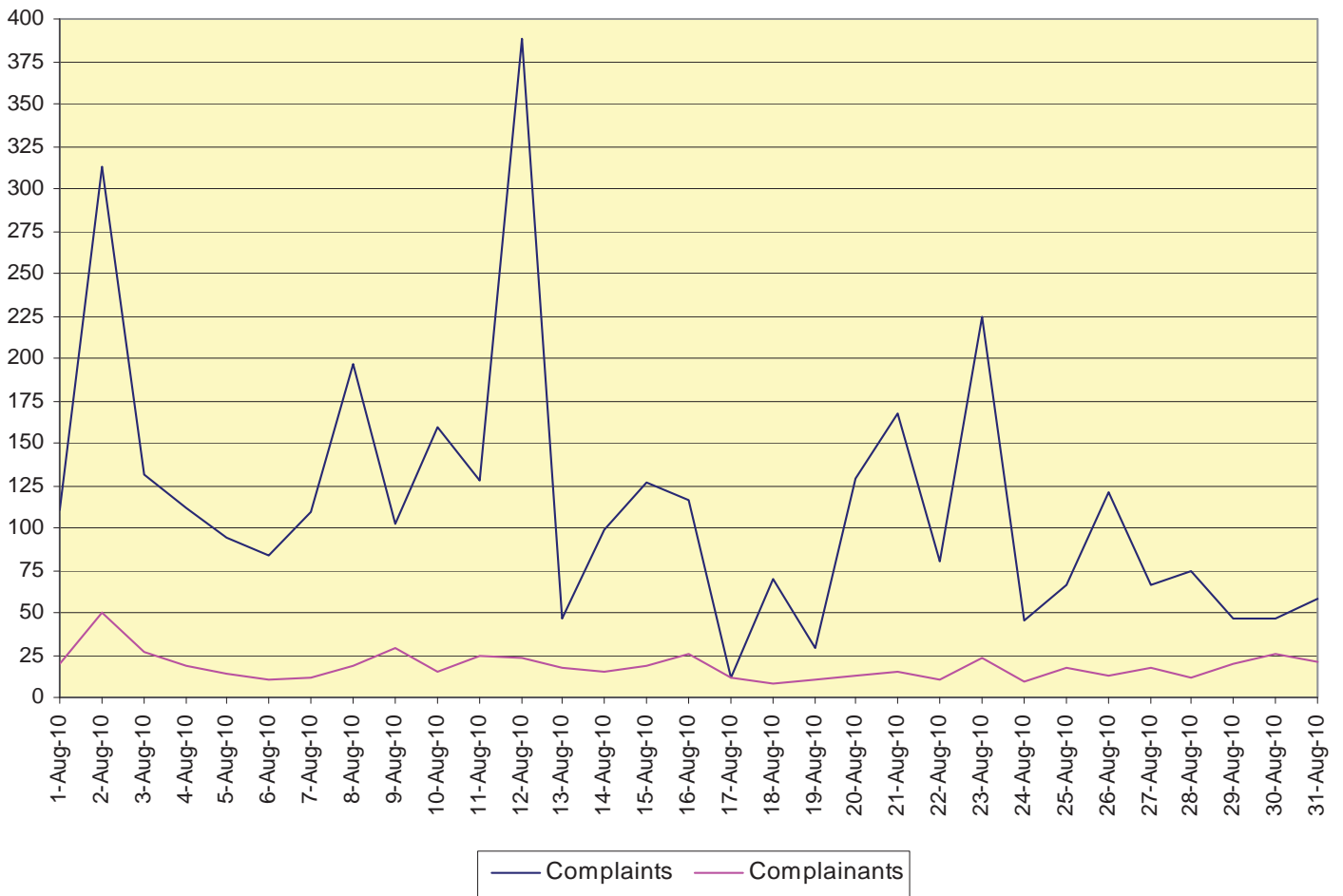
www.sacf.infrastructure.gov.au

Summary of Section Activity – August 2010

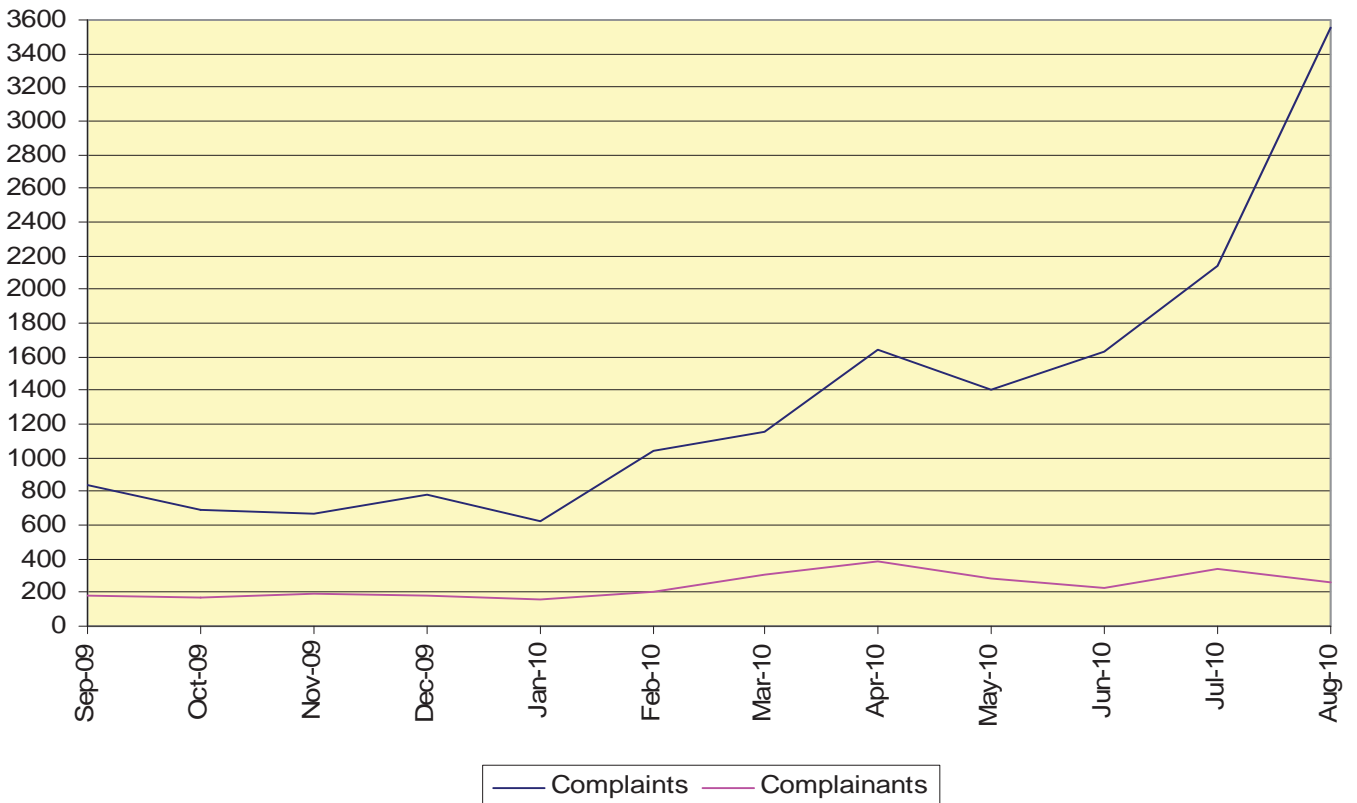
➤ Sydney Suburbs Complaints	
• By phone	408
• By correspondence.....	30
• By internet	2139
• By e-mail.....	446
• By WebTrak.....	527
➤ Sydney Suburbs Complaints – suburb not specified	10
➤ Sydney Suburbs Comments and Enquiries.....	59
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	46
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	14
➤ Callback / Information Requests (NSW Only)	303

Complaints Graphs

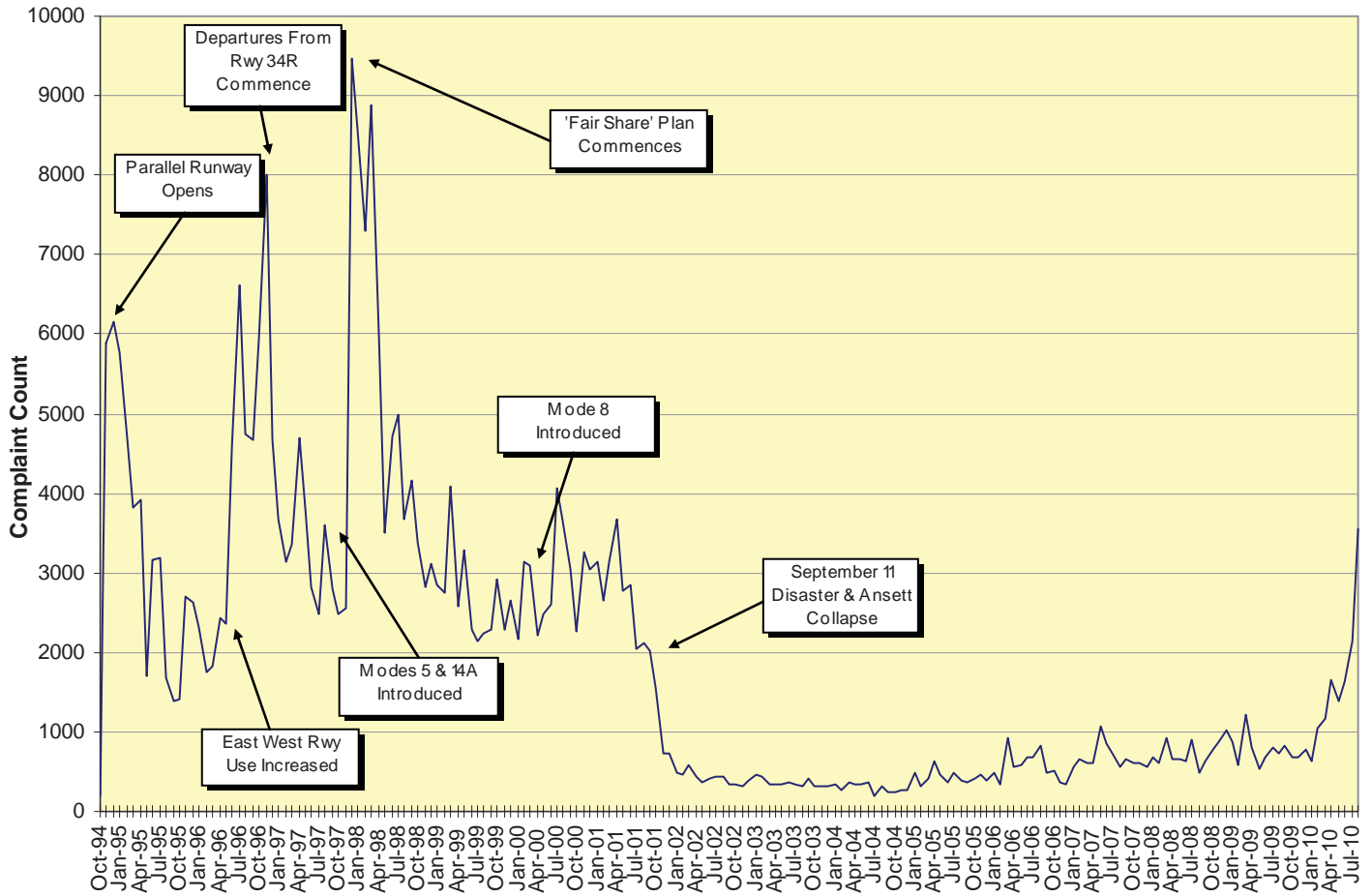
Complaints vs Complainants – 1 August to 31 August 2010



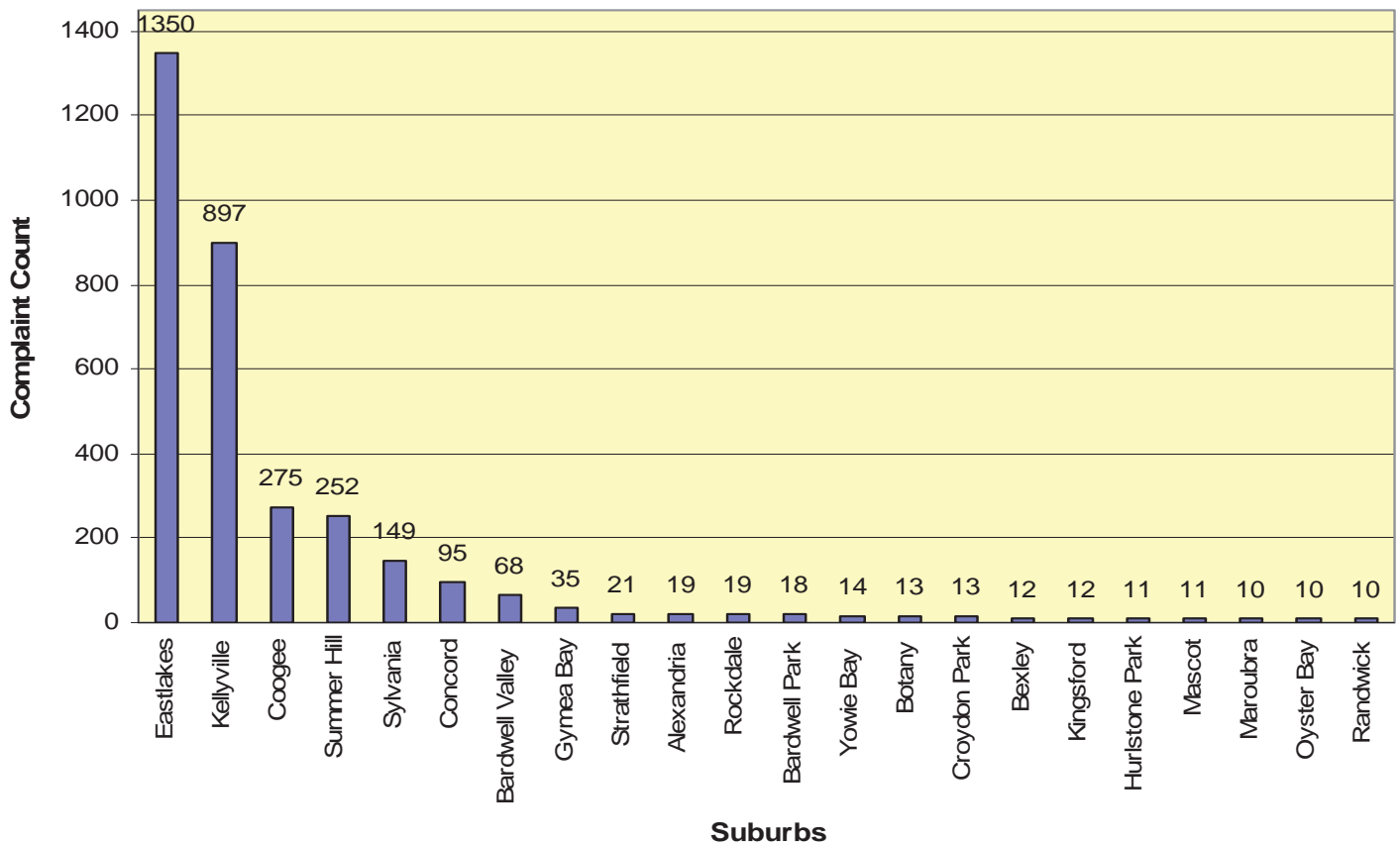
Complaints vs Complainants – Monthly



Complaints History

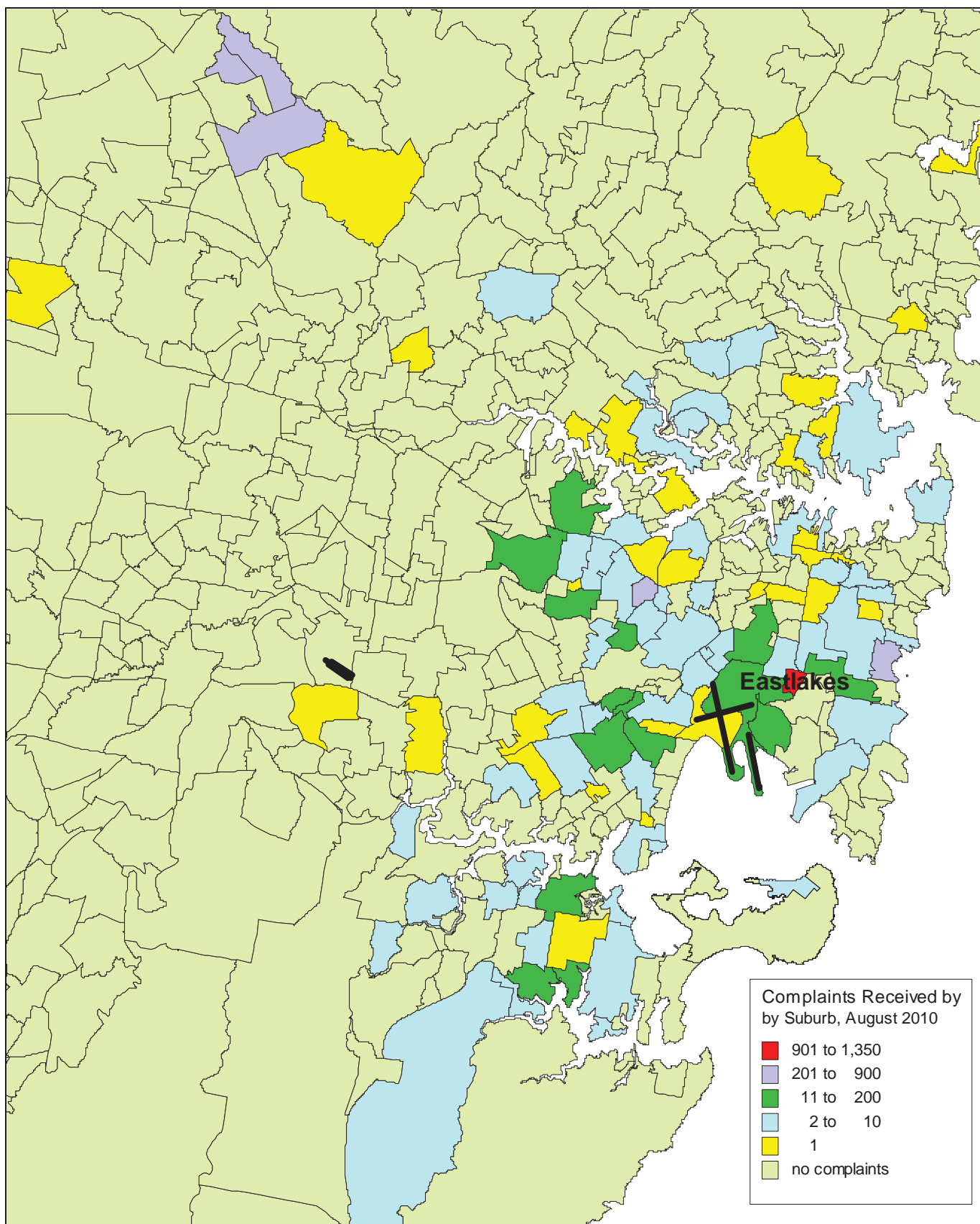


Top 20 Complaint Suburbs – 1 August to 31 August 2010



Complaint Density by Suburb

1 August to 31 August 2010



Recorded Complaints vs Complainants, by Suburb

1 August to 31 August 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	10	7	Kingsford	12	9
Alexandria	19	4	Kingsgrove	7	2
Alfords Point	2	1	Kogarah	5	2
Allawah	1	1	Kurnell	4	3
Arncliffe	3	2	Kyeemagh	1	1
Ashfield	8	6	Lane Cove	2	2
Bangor	2	1	Leichhardt	1	1
Banksia	1	1	Lewisham	3	2
Barden Ridge	2	1	Lilli Pilli	5	1
Bardwell Park	18	6	Lilyfield	2	1
Bardwell Valley	68	2	Manly Vale	1	1
Belrose	1	1	Maroubra	10	8
Beverly Hills	1	1	Marrickville	2	2
Bexley	12	9	Mascot	11	5
Bexley North	2	2	Matraville	6	1
Bondi Junction	2	2	Milperra	1	1
Botany	13	5	Miranda	1	1
Burwood	4	3	Mortdale	3	2
Burwood Heights	1	1	Mosman	3	1
Canterbury	4	1	Narrabeen	1	1
Caringbah	6	2	Neutral Bay	3	2
Castle Hill	1	1	North Sydney	1	1
Centennial Park	1	1	Northbridge	1	1
Chatswood	6	1	Oatlands	1	1
Chatswood West	3	1	Oyster Bay	10	1
Clovelly	3	1	Paddington	7	5
Concord	95	3	Padstow	1	1
Coogee	275	23	Penshurst	1	1
Cremorne	1	1	Port Hacking	8	2
Croydon	2	2	Potts Point	2	1
Croydon Park	13	3	Putney	1	1
Darlinghurst	1	1	Queens Park	1	1
Darlington	1	1	Ramsgate	1	1
Dolls Point	2	2	Randwick	10	6
Drummoyne	1	1	Redfern	1	1
Dulwich Hill	3	3	Riverview	2	2
East Ryde	4	2	Rockdale	19	12
Eastlakes	1350	3	Rooty Hill	1	1
Edgecliff	1	1	Rosebery	6	4
Epping	2	1	Sans Souci	6	4
Five Dock	2	2	St Peters	8	1
Gladesville	1	1	Stanmore	3	1
Grays Point	4	3	Strathfield	21	2
Gymea	5	3	Summer Hill	252	4
Gymea Bay	35	4	Sydenham	8	5
Haberfield	1	1	Sydney	2	2
Henley	1	1	Sylvania	149	3
Hunters Hill	2	2	Taren Point	4	2
Hurlstone Park	11	1	Tempe	3	2
Hurstville	3	2	Vaucluse	2	2
Jannali	3	1	Woollahra	3	2
Kareela	4	2	Woolloomooloo	1	1
Kellyville	897	1	Yowie Bay	14	6
Kensington	2	1			
Total Complaints	3550	Total Complainants	265		

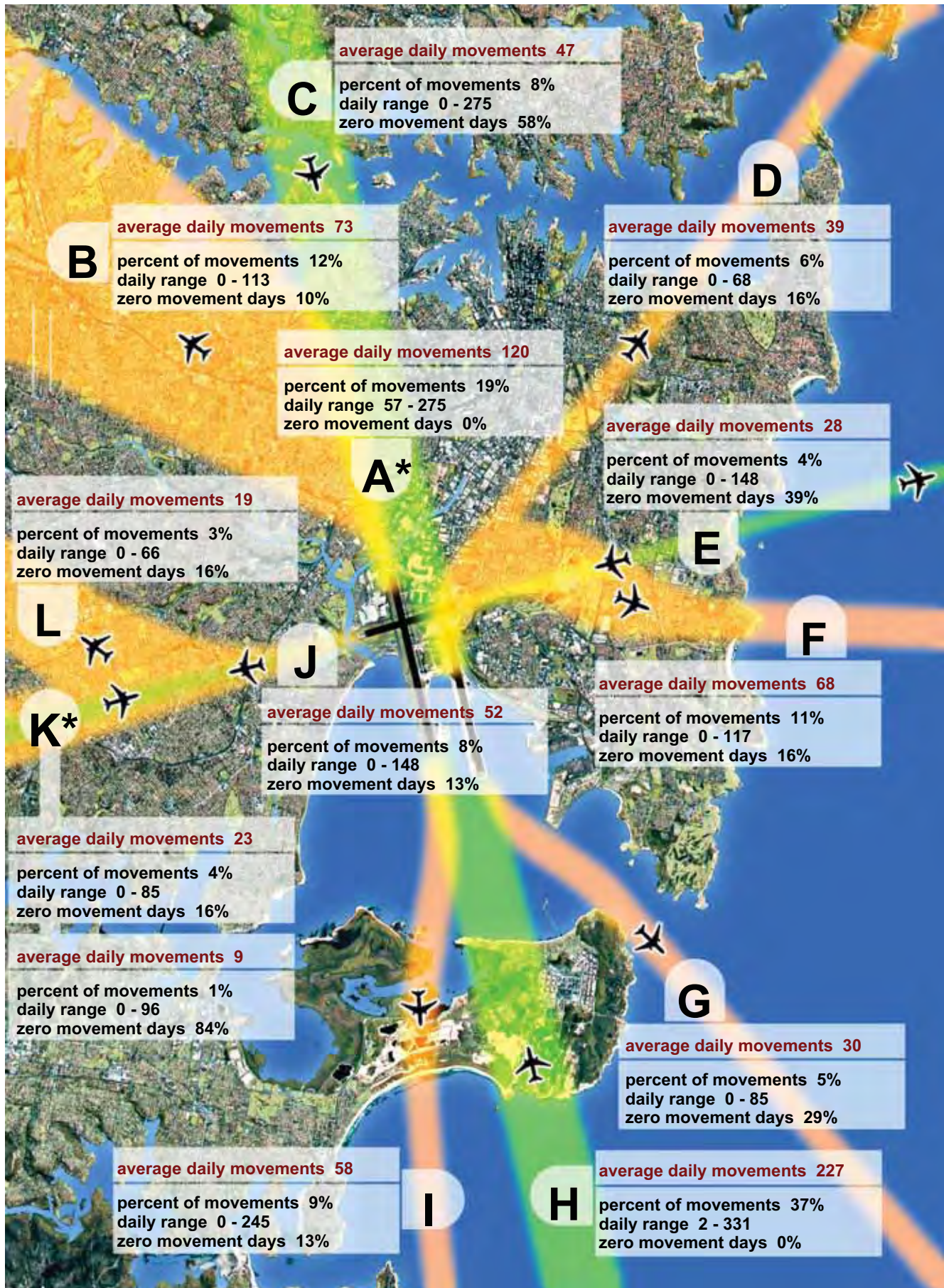
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 August to 31 August 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	2	2	Not Specified	2	2
Bankstown	10	7	Oatlands	1	1
Camden	13	4	Somersby	1	1
Canowindra	1	1	Spencer	1	1
Cessnock	1	1	Summer Hill	1	1
Concord	3	1	Thirroul	1	1
Cremorne	2	1	Tocumwal	1	1
Legume	1	1	Williamtown	4	3
Lismore	1	1			
Total Complaints	46		Total Complainants		30

Sydney Airport : Jet Flight Path Movements

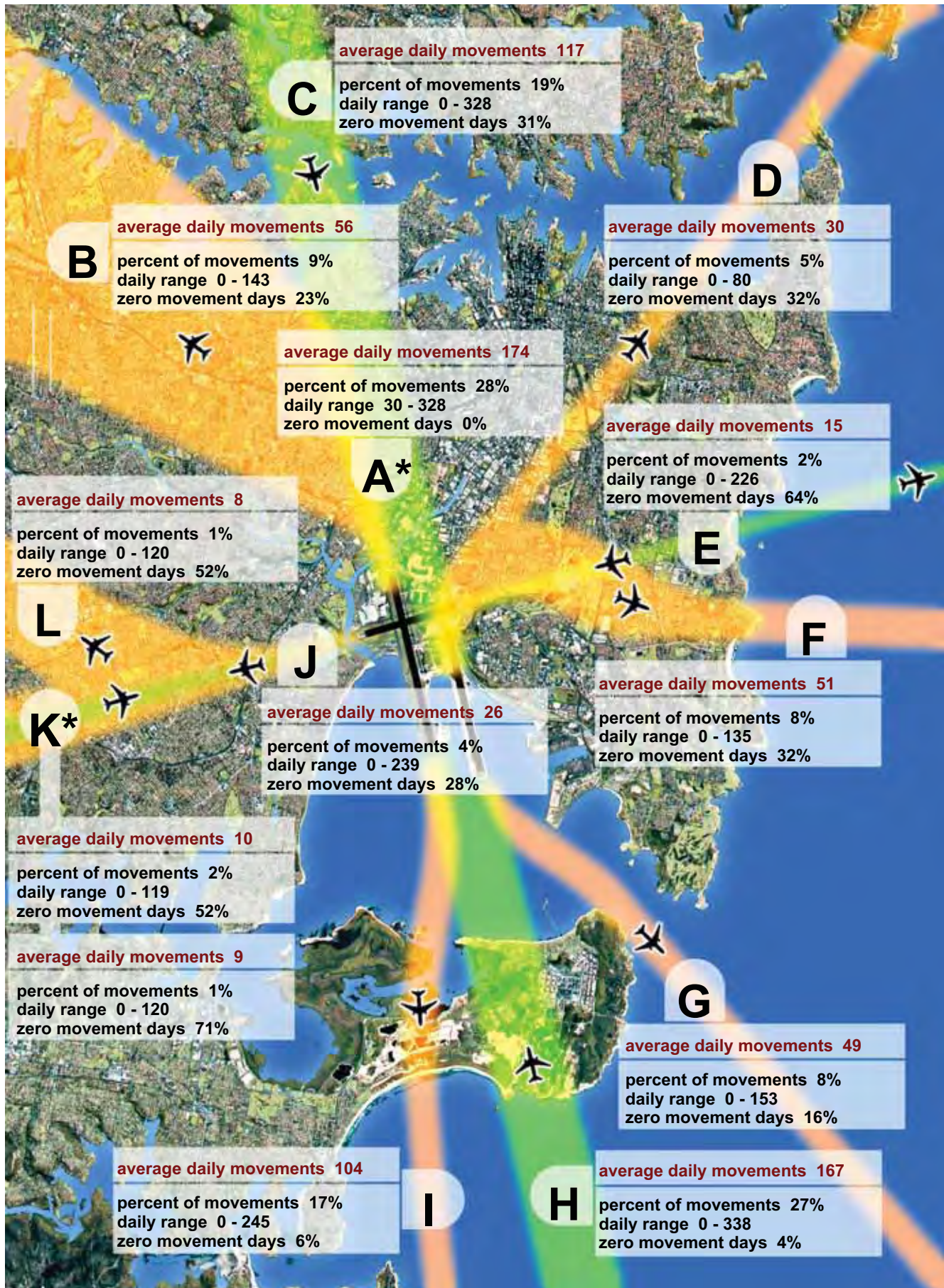
1 Aug 2010 to 31 Aug 2010, All Jets



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

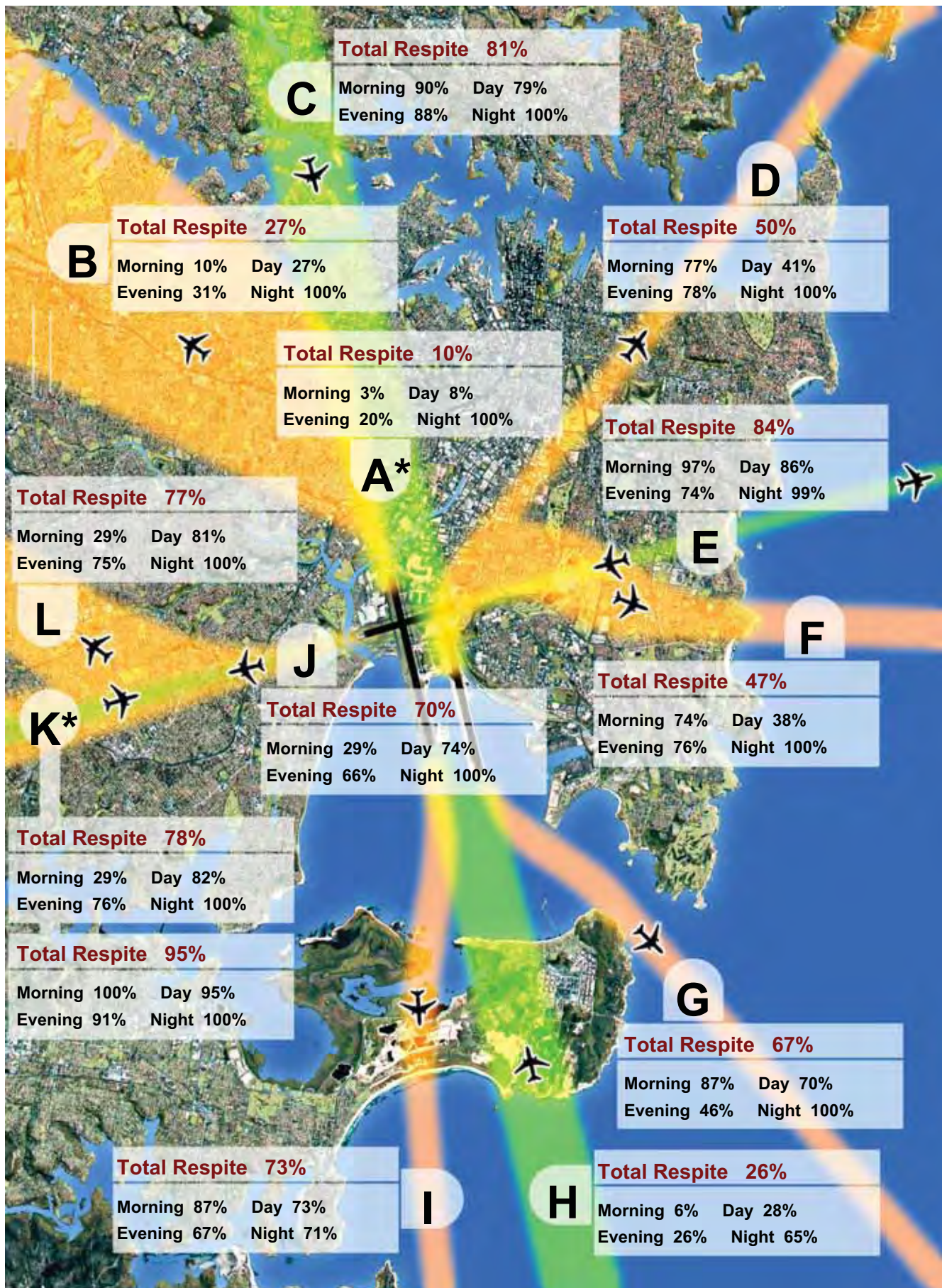
1 Sept 2009 to 31 Aug 2010, All Jets



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 Aug 2010 to 31 Aug 2010, All Jets



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

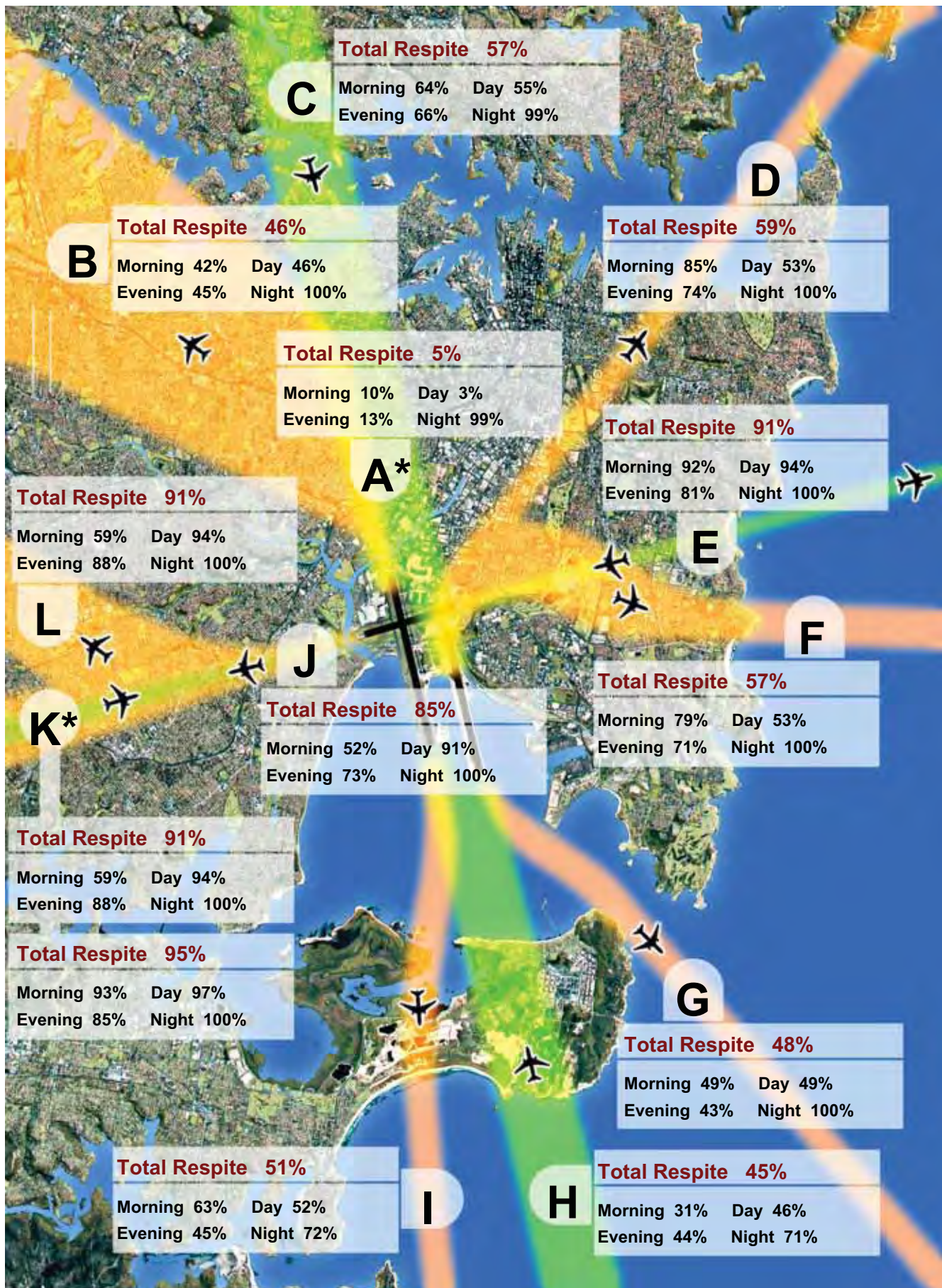
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Sept 2009 to 31 Aug 2010, 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)

September 2009 to August 2010

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 August 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 October 2009 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Modes 9 & 15 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in August 2010 and Mode 15 March 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 June 2010 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Modes 9 & 15 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in August 2010 and Mode 15 in March 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 August 2010 and Mode 7 was in May 2010 .
	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 May 2010 , Mode 14A in April 2010 & 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 **September 2009 to August 2010**, 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 59%**. This means that over the period **September 2009 to August 2010 for 59%** 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. 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 August 2010.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of August 2010

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 August 2010 along with the Daily N70 values for the three months up to and including August are given in Table 1.

<i>Location</i>	<i>CNE Aug</i>	<i>Operational Days Aug</i>	<i>N70 Aug</i>	<i>N70 Jul</i>	<i>N70 Jun</i>
<i>Threshold rwy 34</i>	9,093	30.9	290	307	293
<i>Penshurst</i>	1,379	30.9	31	19	22
<i>Bexley</i>	1,899	30.9	51	30	36
<i>Sydenham</i>	3,721	30.9	119	161	144
<i>Johnston St. Annandale</i>	1,318	30.9	29	66	59
<i>Church St. St Peters</i>	2,507	30.9	62	93	87
<i>Leichhardt PEMU 36</i>	1,383	30.9	42	97	88
<i>Eastlakes</i>	3,296	30.9	101	72	79
<i>Coogee</i>	0	0.0	0	0	63
<i>Kurnell</i>	3,958	30.9	100	66	69
<i>Croydon</i>	852	30.9	20	13	10
<i>Hunters Hill</i>	2,262	30.9	30	62	59

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including August 2010.

The N70 values for August 2010 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 18 PM 38 Day 222 Night 13 WE_D 243 WE_N 7	Penshurst AM 5 PM 5 Day 19 Night 0 WE_D 39 WE_N 0	Bexley AM 9 PM 7 Day 31 Night 0 WE_D 59 WE_N 0	Eastlakes AM 2 PM 14 Day 86 Night 0 WE_D 98 WE_N 0
Coogee AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Sydenham AM 3 PM 9 Day 113 Night 0 WE_D 105 WE_N 0	Leichhardt PEMU36 AM 1 PM 2 Day 42 Night 0 WE_D 34 WE_N 0	Kurnell AM 4 PM 4 Day 99 Night 0 WE_D 82 WE_N 0
Annandale AM 0 PM 1 Day 30 Night 0 WE_D 23 WE_N 0	St Peters AM 1 PM 6 Day 58 Night 0 WE_D 56 WE_N 0	Croydon AM 1 PM 2 Day 18 Night 0 WE_D 18 WE_N 0	Hunters Hill AM 1 PM 1 Day 30 Night 0 WE_D 23 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.