



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics July 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

July 2009

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

There was a total of 24,307 aircraft movements this month (daily average 784.10). Last month there were a total of 22,615 movements (daily average 753.83) and for the same month last year there were a total of 25,544 movements (daily average 824.00).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 24 days this month, Mode 9 on 12 days, Mode 10 on 10 days, Mode 13 on 1 day and Sodprops on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 31.89% of non Curfew hours.

Runway End Impact Long Term Operating Plan (LTOP) Targets (refer page 12)

LTOP targets - North 17% - South 55% - East 13% - West 15%

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels. In addition the SACL RESA works have had a direct impact on these percentages. This month's results are as follows:

North 28.23% - This result is above the LTOP target and above the previous month (25.61%).

South 53.00% - This result is below the LTOP target and below the previous month (53.60%).

East 15.94% - This result is above the LTOP target but below the previous month (20.13%).

West 2.82% - This result is below the LTOP target but above the previous month (0.66%).

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

This procedure was not utilized this month (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 899 complaints, comments and enquiries were received as follows:

791 Sydney suburbs complaints from 105 complainants

43 Sydney suburbs comments and enquiries

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

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

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

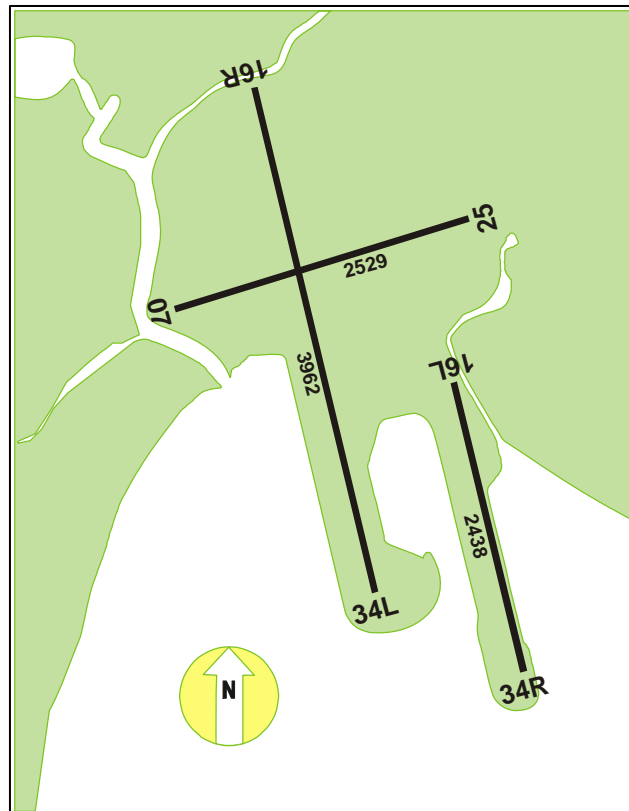
www.airservicesaustralia.com

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

"Sydney Airport Operational Statistics".

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

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

Runway 25

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

Movements over the North

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

Movements over the South

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

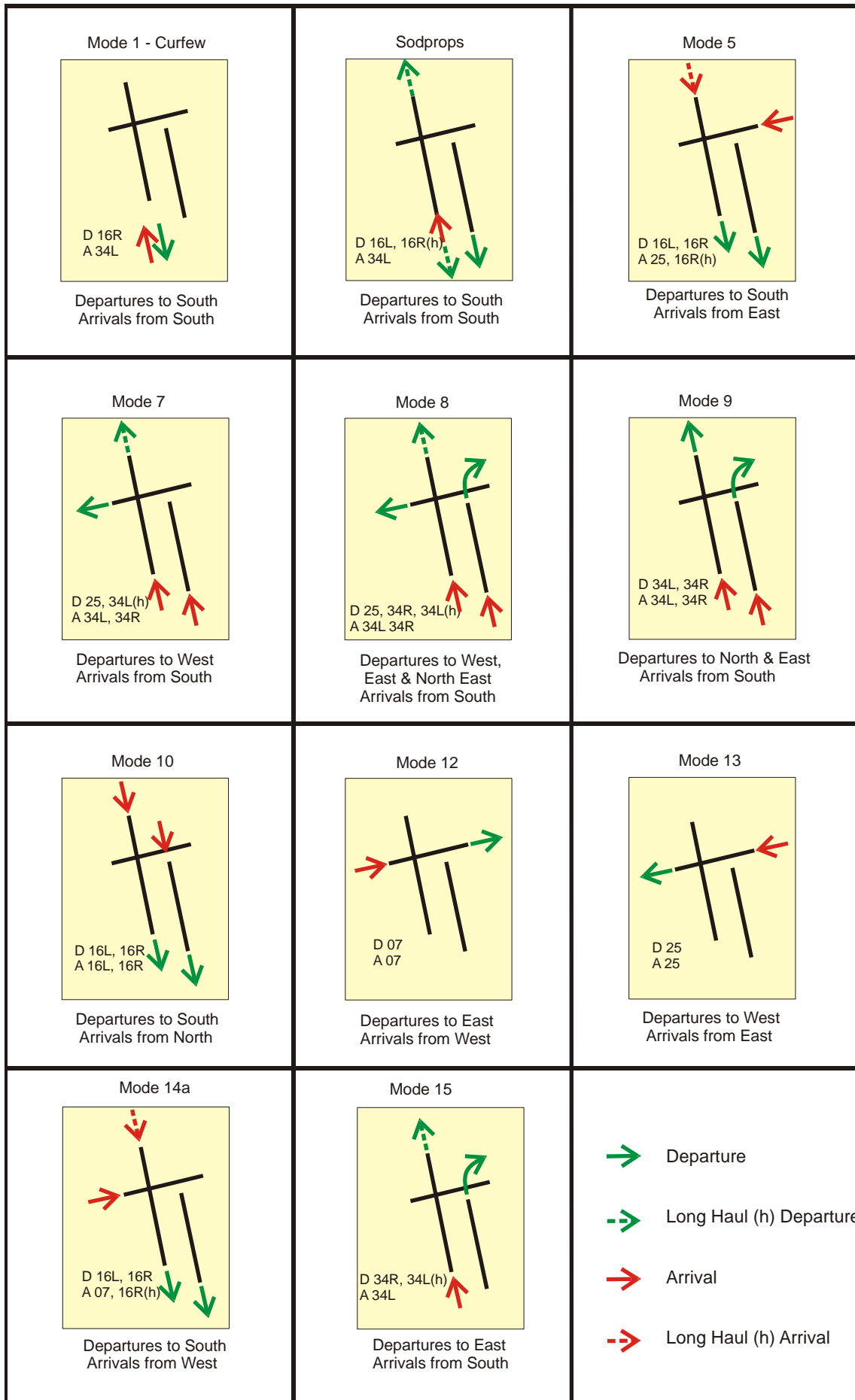
Movements over the East

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

Movements over the West

=07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) , or Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2245 / 2300	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) , or Departures 16L&R / Arrivals 25 (Mode 5) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 16 (Mode 10)

Rwy 34 and Rwy 16 Parallel Runway operations should only be considered for use if required for traffic management purposes during the following hours:

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

In order to take advantage of suitable traffic dispositions, variations to these times will occur.

20 knot crosswind and 5 knot downwind criteria apply to all dry runway conditions

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 0600 to 0800 Sunday	1. 2. 3. 4. 5.	SODPROPS - Departures 16L / Arrivals 34L Curfew Act - Departures 16L&R/Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
0700 to 2200 Saturday 0800 to 2200 Sunday	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 07 (Mode 14A) , or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) , or Departures 25 / Arrivals 34L&R (Mode 7) or Departures 16L&R / Arrivals 25 (Mode 5) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1. 2. 3. 4. 5. 6. 7. 8.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 34L (Mode 4) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable Departures 16L&R / Arrivals 25 (Mode 5) Departures 16L&R / Arrivals 07 (Mode 14A) Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8) Departures 25 / Arrivals 34L&R (Mode 7) 34 (Mode 9) or 16 (Mode 10) 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) . The arrivals runway (34L) may be varied if there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L. Departures 16L&R / Arrivals 25 (Mode 5) , or Departures 16L&R / Arrivals 07 (Mode 14A) 16 (Mode 10)

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jul-09	0	0	0	0	0	0	0	8	8	0	0	0	289	170	459	107	220	327	794
02-Jul-09	0	0	0	0	1	1	0	7	7	0	18	18	301	168	469	103	205	308	803
03-Jul-09	0	0	0	0	0	0	0	10	10	254	290	544	111	69	180	51	47	98	832
04-Jul-09	0	0	0	44	128	172	61	66	127	0	22	22	203	74	277	19	27	46	644
05-Jul-09	0	0	0	95	140	235	147	191	338	0	7	7	107	28	135	3	0	3	718
06-Jul-09	0	0	0	0	22	22	3	5	8	0	12	12	291	178	469	117	197	314	825
07-Jul-09	0	0	0	152	106	258	230	279	509	0	0	0	3	0	3	0	0	0	770
08-Jul-09	0	0	0	135	110	245	243	285	528	0	8	8	19	0	19	1	0	1	801
09-Jul-09	0	0	0	122	92	214	191	244	435	0	0	0	66	31	97	32	41	73	819
10-Jul-09	0	0	0	125	99	224	182	237	419	0	0	0	74	39	113	38	52	90	846
11-Jul-09	0	1	1	0	54	54	0	1	1	0	0	0	294	131	425	40	135	175	656
12-Jul-09	0	0	0	0	23	23	0	2	2	0	0	0	303	165	468	65	193	258	751
13-Jul-09	0	0	0	0	49	49	0	5	5	0	12	12	309	166	475	101	175	276	817
14-Jul-09	0	0	0	0	18	18	0	9	9	0	14	14	298	162	460	95	189	284	785
15-Jul-09	0	0	0	88	68	156	143	180	323	0	13	13	115	67	182	62	80	142	816
16-Jul-09	0	0	0	149	110	259	239	286	525	0	16	16	27	0	27	0	0	0	827
17-Jul-09	0	0	0	139	121	260	227	293	520	39	2	41	8	4	12	0	1	1	834
18-Jul-09	0	0	0	0	74	74	0	3	3	0	17	17	291	132	423	44	98	142	659
19-Jul-09	0	0	0	0	41	41	0	2	2	0	4	4	269	161	430	100	171	271	748
20-Jul-09	0	0	0	0	0	0	0	3	3	0	25	25	278	186	464	134	200	334	826
21-Jul-09	1	0	1	0	0	0	0	13	13	0	16	16	287	161	448	111	211	322	800
22-Jul-09	0	0	0	0	0	0	0	9	9	0	15	15	275	168	443	124	214	338	805
23-Jul-09	0	0	0	140	107	247	260	303	563	4	1	5	12	0	12	0	0	0	827
24-Jul-09	0	0	0	118	103	221	178	241	419	1	15	16	95	28	123	26	35	61	840
25-Jul-09	0	0	0	0	106	106	0	3	3	0	18	18	283	118	401	50	74	124	652
26-Jul-09	0	0	0	0	0	0	0	3	3	0	31	31	311	138	449	58	206	264	747
27-Jul-09	0	0	0	0	52	52	0	4	4	0	24	24	301	175	476	111	159	270	826
28-Jul-09	0	0	0	17	62	79	30	49	79	0	22	22	262	137	399	74	117	191	770
29-Jul-09	0	0	0	23	56	79	49	65	114	1	16	17	244	129	373	88	140	228	811
30-Jul-09	0	0	0	0	0	0	0	9	9	0	40	40	301	168	469	108	191	299	817
31-Jul-09	0	0	0	0	12	12	0	5	5	1	27	28	297	180	477	123	196	319	841
Total	1	1	2	1347	1754	3101	2183	2820	5003	300	685	985	6324	3333	9657	1985	3574	5559	24307

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jul-09	0	0	0	0	0	0	0	3	3	0	0	0	221	100	321	69	186	255	579
02-Jul-09	0	0	0	0	1	1	0	5	5	0	16	16	228	94	322	65	172	237	581
03-Jul-09	0	0	0	0	0	0	0	7	7	176	206	382	97	47	144	30	41	71	604
04-Jul-09	0	0	0	30	110	140	52	52	104	0	16	16	159	53	212	13	25	38	510
05-Jul-09	0	0	0	71	110	181	111	141	252	0	7	7	97	22	119	2	0	2	561
06-Jul-09	0	0	0	0	21	21	0	3	3	0	11	11	233	113	346	72	161	233	614
07-Jul-09	0	0	0	91	68	159	188	215	403	0	0	0	3	0	3	0	0	0	565
08-Jul-09	0	0	0	70	79	149	206	210	416	0	8	8	17	0	17	1	0	1	591
09-Jul-09	0	0	0	78	61	139	146	179	325	0	0	0	53	18	71	18	34	52	587
10-Jul-09	0	0	0	89	68	157	134	178	312	0	0	0	64	20	84	22	46	68	621
11-Jul-09	0	0	0	0	47	47	0	0	0	0	0	0	241	95	336	22	122	144	527
12-Jul-09	0	0	0	0	21	21	0	1	1	0	0	0	246	110	356	46	160	206	584
13-Jul-09	0	0	0	0	43	43	0	3	3	0	10	10	244	103	347	65	144	209	612
14-Jul-09	0	0	0	0	17	17	0	6	6	0	14	14	238	101	339	57	156	213	589
15-Jul-09	0	0	0	65	44	109	110	137	247	0	13	13	91	44	135	37	67	104	608
16-Jul-09	0	0	0	92	74	166	188	211	399	0	15	15	23	0	23	0	0	0	603
17-Jul-09	0	0	0	95	89	184	168	218	386	35	0	35	6	2	8	0	0	0	613
18-Jul-09	0	0	0	0	66	66	0	0	0	0	17	17	234	91	325	26	85	111	519
19-Jul-09	0	0	0	0	35	35	0	0	0	0	3	3	222	104	326	70	144	214	578
20-Jul-09	0	0	0	0	0	0	0	1	1	0	21	21	215	116	331	88	166	254	607
21-Jul-09	0	0	0	0	0	0	0	8	8	0	15	15	223	95	318	67	171	238	579
22-Jul-09	0	0	0	0	0	0	0	6	6	0	14	14	219	100	319	76	182	258	597
23-Jul-09	0	0	0	92	72	164	201	228	429	3	0	3	9	0	9	0	0	0	605
24-Jul-09	0	0	0	78	70	148	131	172	303	0	15	15	82	19	101	15	33	48	615
25-Jul-09	0	0	0	0	96	96	0	2	2	0	18	18	228	81	309	34	64	98	523
26-Jul-09	0	0	0	0	0	0	0	0	0	0	30	30	258	83	341	33	173	206	577
27-Jul-09	0	0	0	0	44	44	0	2	2	0	22	22	237	105	342	71	133	204	614
28-Jul-09	0	0	0	11	46	57	22	36	58	0	21	21	209	88	297	44	99	143	576
29-Jul-09	0	0	0	18	43	61	35	48	83	0	14	14	198	79	277	50	117	167	602
30-Jul-09	0	0	0	0	0	0	0	5	5	0	36	36	232	100	332	70	160	230	603
31-Jul-09	0	0	0	0	11	11	0	3	3	0	25	25	232	107	339	78	161	239	617
Total	0	0	0	880	1336	2216	1692	2080	3772	214	567	781	5059	2090	7149	1241	3002	4243	18161

Runway Movement Summary – Non Jet Aircraft Only ¹

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jul-09	0	0	0	0	0	0	0	5	5	0	0	0	68	70	138	38	34	72	215
02-Jul-09	0	0	0	0	0	0	0	2	2	0	2	2	73	74	147	38	33	71	222
03-Jul-09	0	0	0	0	0	0	0	3	3	78	84	162	14	22	36	21	6	27	228
04-Jul-09	0	0	0	14	18	32	9	14	23	0	6	6	44	21	65	6	2	8	134
05-Jul-09	0	0	0	24	30	54	36	50	86	0	0	0	10	6	16	1	0	1	157
06-Jul-09	0	0	0	0	1	1	3	2	5	0	1	1	58	65	123	45	36	81	211
07-Jul-09	0	0	0	61	38	99	42	64	106	0	0	0	0	0	0	0	0	0	205
08-Jul-09	0	0	0	65	31	96	37	75	112	0	0	0	2	0	2	0	0	0	210
09-Jul-09	0	0	0	44	31	75	45	65	110	0	0	0	13	13	26	14	7	21	232
10-Jul-09	0	0	0	36	31	67	48	59	107	0	0	0	10	19	29	16	6	22	225
11-Jul-09	0	1	1	0	7	7	0	1	1	0	0	0	53	36	89	18	13	31	129
12-Jul-09	0	0	0	0	2	2	0	1	1	0	0	0	57	55	112	19	33	52	167
13-Jul-09	0	0	0	0	6	6	0	2	2	0	2	2	65	63	128	36	31	67	205
14-Jul-09	0	0	0	0	1	1	0	3	3	0	0	0	60	61	121	38	33	71	196
15-Jul-09	0	0	0	23	24	47	33	43	76	0	0	0	24	23	47	25	13	38	208
16-Jul-09	0	0	0	57	36	93	51	75	126	0	1	1	4	0	4	0	0	0	224
17-Jul-09	0	0	0	44	32	76	59	75	134	4	2	6	2	2	4	0	1	1	221
18-Jul-09	0	0	0	0	8	8	0	3	3	0	0	0	57	41	98	18	13	31	140
19-Jul-09	0	0	0	0	6	6	0	2	2	0	1	1	47	57	104	30	27	57	170
20-Jul-09	0	0	0	0	0	0	0	2	2	0	4	4	63	70	133	46	34	80	219
21-Jul-09	1	0	1	0	0	0	0	5	5	0	1	1	64	66	130	44	40	84	221
22-Jul-09	0	0	0	0	0	0	0	3	3	0	1	1	56	68	124	48	32	80	208
23-Jul-09	0	0	0	48	35	83	59	75	134	1	1	2	3	0	3	0	0	0	222
24-Jul-09	0	0	0	40	33	73	47	69	116	1	0	1	13	9	22	11	2	13	225
25-Jul-09	0	0	0	0	10	10	0	1	1	0	0	0	55	37	92	16	10	26	129
26-Jul-09	0	0	0	0	0	0	0	3	3	0	1	1	53	55	108	25	33	58	170
27-Jul-09	0	0	0	0	8	8	0	2	2	0	2	2	64	70	134	40	26	66	212
28-Jul-09	0	0	0	6	16	22	8	13	21	0	1	1	53	49	102	30	18	48	194
29-Jul-09	0	0	0	5	13	18	14	17	31	1	2	3	46	50	96	38	23	61	209
30-Jul-09	0	0	0	0	0	0	0	4	4	0	4	4	69	68	137	38	31	69	214
31-Jul-09	0	0	0	0	1	1	0	2	2	1	2	3	65	73	138	45	35	80	224
Total	1	1	2	467	418	885	491	740	1231	86	118	204	1265	1243	2508	744	572	1316	6146

(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-Jul-09	1	1	2	4	0	3	38	63	68	51	49	56	35	26	48	50	41	49	65	53	36	31	19	5	794
02-Jul-09	2	2	1	2	1	4	34	59	64	53	51	47	41	39	48	50	43	49	70	50	33	30	23	7	803
03-Jul-09	4	0	2	2	2	3	38	63	59	49	50	49	50	39	46	51	51	51	49	50	53	41	29	1	832
04-Jul-09	1	1	0	1	0	4	30	47	60	54	47	48	43	33	44	40	38	29	38	38	23	14	11	0	644
05-Jul-09	0	1	1	0	0	2	26	41	44	42	48	47	38	32	50	46	50	53	62	55	40	25	14	1	718
06-Jul-09	1	1	2	0	0	5	39	70	60	54	60	49	54	39	49	52	45	53	55	52	34	25	22	4	825
07-Jul-09	1	1	1	3	1	0	44	56	64	56	52	52	38	35	41	42	40	55	57	48	33	26	20	4	770
08-Jul-09	3	0	1	3	0	2	37	60	63	60	56	51	33	33	46	45	47	47	64	53	37	32	23	5	801
09-Jul-09	3	2	2	3	3	2	37	57	63	57	54	56	39	33	45	44	43	49	55	48	44	36	37	7	819
10-Jul-09	3	1	1	3	2	2	40	61	67	55	58	58	43	39	51	49	53	54	66	55	42	28	14	1	846
11-Jul-09	0	1	0	0	0	3	32	51	61	48	55	52	39	31	46	44	32	38	43	26	25	16	12	1	656
12-Jul-09	3	0	1	0	0	3	26	40	45	44	49	52	40	36	46	52	49	50	72	63	29	27	23	1	751
13-Jul-09	0	0	0	0	0	4	37	72	68	49	60	47	41	42	49	48	42	54	59	52	38	28	22	5	817
14-Jul-09	5	0	1	3	1	3	38	70	66	51	54	52	31	32	47	50	43	46	56	52	35	25	20	4	785
15-Jul-09	1	1	3	2	0	5	37	64	67	52	56	52	39	34	46	47	46	53	63	55	39	29	21	4	816
16-Jul-09	2	3	3	2	1	4	35	58	66	55	57	50	39	35	49	49	46	51	67	56	40	32	23	4	827
17-Jul-09	1	1	1	3	1	0	41	61	64	51	59	52	49	37	50	55	50	58	63	56	39	27	15	0	834
18-Jul-09	2	1	0	1	1	4	31	52	57	52	49	51	40	31	46	44	33	37	39	31	26	19	10	2	659
19-Jul-09	0	0	2	1	1	2	28	39	49	39	49	45	41	38	57	50	47	50	72	52	38	31	17	0	748
20-Jul-09	3	0	0	0	0	4	42	60	73	55	60	56	44	37	51	53	42	49	59	49	39	27	20	3	826
21-Jul-09	3	3	5	1	1	6	43	69	65	49	58	54	32	32	47	46	44	44	64	50	32	26	20	6	800
22-Jul-09	2	1	1	3	1	3	36	68	71	49	54	53	38	27	49	51	48	44	59	53	41	29	22	2	805
23-Jul-09	4	1	1	2	2	7	38	63	65	54	51	51	41	42	46	47	48	53	63	50	43	27	24	4	827
24-Jul-09	1	2	1	3	1	4	37	60	67	51	63	52	48	31	55	63	44	57	66	54	38	26	15	1	840
25-Jul-09	1	0	0	0	1	4	32	51	62	48	52	46	41	34	45	43	31	37	38	34	20	19	13	0	652
26-Jul-09	1	1	0	1	0	4	27	40	47	43	41	51	34	41	55	54	42	54	60	64	38	29	19	1	747
27-Jul-09	1	0	1	0	2	3	37	65	61	53	63	57	45	36	57	53	43	47	63	53	37	26	19	4	826
28-Jul-09	1	3	1	2	1	3	43	64	62	52	52	50	33	34	48	42	41	50	62	46	30	26	20	4	770
29-Jul-09	2	0	3	3	1	3	38	65	69	50	57	49	30	37	43	51	46	56	66	54	34	27	23	4	811
30-Jul-09	3	1	1	3	1	4	37	64	58	53	56	50	44	31	50	51	46	51	67	51	38	28	25	4	817
31-Jul-09	2	2	2	2	0	4	37	65	68	54	56	49	44	37	58	53	50	57	66	58	36	28	12	1	841
Total	57	31	40	53	25	104	1115	1818	1923	1583	1676	1584	1247	1083	1508	1515	1364	1525	1848	1561	1110	840	607	90	24307
Avg.	1.84	1.00	1.29	1.71	0.81	3.35	35.97	58.65	62.03	51.06	54.06	51.10	40.23	34.94	48.65	48.87	44.00	49.19	59.61	50.35	35.81	27.10	19.58	2.90	784.10

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-Jul-09	0	0	1	2	0	3	21	36	34	22	24	30	17	12	23	19	19	25	34	24	18	19	12	1	396
02-Jul-09	1	1	1	1	0	4	18	35	27	26	28	24	16	19	29	16	23	28	34	20	17	19	13	4	404
03-Jul-09	0	0	1	2	0	3	22	38	29	23	20	21	26	17	23	25	23	24	23	25	31	21	19	0	416
04-Jul-09	1	0	0	1	0	4	16	33	26	20	24	24	17	14	24	20	21	16	18	19	13	9	7	0	327
05-Jul-09	0	1	0	0	0	2	18	23	18	19	22	18	17	13	25	18	25	33	32	23	20	16	9	0	352
06-Jul-09	0	1	1	0	0	4	22	38	32	22	30	23	25	15	24	21	25	28	28	22	19	16	14	1	411
07-Jul-09	0	0	1	1	0	0	27	32	35	21	25	27	15	19	21	11	22	31	27	21	20	16	12	1	385
08-Jul-09	1	0	1	1	0	2	20	34	35	26	25	28	12	15	20	22	22	27	30	22	21	18	14	2	398
09-Jul-09	0	1	2	0	3	2	21	32	32	25	28	24	17	16	25	20	18	27	20	25	26	23	21	3	411
10-Jul-09	0	0	1	2	0	2	23	36	33	20	29	30	17	19	24	23	23	32	34	21	22	17	11	0	419
11-Jul-09	0	1	0	0	0	3	17	33	29	19	24	26	18	16	24	19	22	20	20	10	16	9	8	0	334
12-Jul-09	1	0	1	0	0	3	17	23	16	21	23	24	15	17	21	21	24	33	35	27	12	19	14	1	368
13-Jul-09	0	0	0	0	0	4	23	40	31	21	29	25	18	19	28	18	20	31	30	22	18	17	15	1	410
14-Jul-09	2	0	1	2	0	3	22	42	29	25	21	29	14	16	24	14	24	26	29	23	21	13	12	1	393
15-Jul-09	0	0	3	0	0	5	21	38	31	23	25	30	16	16	21	16	26	29	30	25	24	16	12	1	408
16-Jul-09	1	1	3	0	1	3	18	31	34	25	28	27	15	18	28	18	22	30	33	22	23	19	14	1	415
17-Jul-09	0	0	1	1	1	0	24	35	33	17	28	28	17	19	25	20	28	33	33	22	20	15	13	0	413
18-Jul-09	1	0	0	1	1	4	17	35	26	21	20	27	17	14	25	18	20	22	20	15	14	10	6	1	335
19-Jul-09	0	0	0	1	1	2	18	21	19	19	23	20	16	17	30	16	28	32	38	20	21	16	11	0	369
20-Jul-09	2	0	0	0	0	4	22	29	38	25	27	32	17	18	27	22	20	28	31	19	21	17	12	1	412
21-Jul-09	1	2	1	1	0	6	24	40	30	20	29	29	12	14	25	14	25	21	35	22	18	15	12	3	399
22-Jul-09	0	0	1	1	1	3	20	40	34	20	27	26	16	11	28	18	24	22	30	26	19	19	13	0	399
23-Jul-09	1	0	0	2	1	5	18	39	29	23	29	27	17	22	26	15	23	29	34	18	25	17	14	2	416
24-Jul-09	0	0	1	1	0	4	21	34	34	19	30	29	19	15	28	24	22	33	34	22	20	16	11	1	418
25-Jul-09	1	0	0	0	0	4	18	34	28	17	25	25	18	14	24	19	18	24	18	16	14	8	8	0	333
26-Jul-09	0	1	0	1	0	3	17	22	18	20	19	21	14	19	30	16	24	34	35	25	19	16	15	0	369
27-Jul-09	0	0	1	0	2	3	17	40	29	22	32	26	16	18	32	18	22	30	31	24	20	16	12	1	412
28-Jul-09	0	1	1	1	0	3	23	39	28	22	22	27	15	17	27	12	22	28	31	19	17	15	12	1	383
29-Jul-09	0	0	3	0	0	3	19	42	32	23	26	24	12	18	20	20	27	28	33	25	16	18	14	2	405
30-Jul-09	0	0	1	1	1	4	20	38	23	27	26	28	18	15	30	16	25	28	32	19	23	17	15	2	409
31-Jul-09	0	1	2	0	0	4	21	40	30	21	25	26	21	17	32	19	25	31	34	23	24	14	10	1	421
Total	13	11	29	23	12	99	625	1072	902	674	793	805	520	509	793	568	712	863	926	666	612	496	385	32	12140
Avg.	0.42	0.35	0.94	0.74	0.39	3.19	20.16	34.58	29.10	21.74	25.58	25.97	16.77	16.42	25.58	18.32	22.97	27.84	29.87	21.48	19.74	16.00	12.42	1.03	391.61

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-Jul-09	1	1	1	2	0	0	17	27	34	29	25	26	18	14	25	31	22	24	31	29	18	12	7	4	398
02-Jul-09	1	1	0	1	1	0	16	24	37	27	23	23	25	20	19	34	20	21	36	30	16	11	10	3	399
03-Jul-09	4	0	1	0	2	0	16	25	30	26	30	28	24	22	23	26	28	27	26	25	22	20	10	1	416
04-Jul-09	0	1	0	0	0	0	14	14	34	34	23	24	26	19	20	20	17	13	20	19	10	5	4	0	317
05-Jul-09	0	0	1	0	0	0	8	18	26	23	26	29	21	19	25	28	25	20	30	32	20	9	5	1	366
06-Jul-09	1	0	1	0	0	1	17	32	28	32	30	26	29	24	25	31	20	25	27	30	15	9	8	3	414
07-Jul-09	1	1	0	2	1	0	17	24	29	35	27	25	23	16	20	31	18	24	30	27	13	10	8	3	385
08-Jul-09	2	0	0	2	0	0	17	26	28	34	31	23	21	18	26	23	25	20	34	31	16	14	9	3	403
09-Jul-09	3	1	0	3	0	0	16	25	31	32	26	32	22	17	20	24	25	22	35	23	18	13	16	4	408
10-Jul-09	3	1	0	1	2	0	17	25	34	35	29	28	26	20	27	26	30	22	32	34	20	11	3	1	427
11-Jul-09	0	0	0	0	0	0	15	18	32	29	31	26	21	15	22	25	10	18	23	16	9	7	4	1	322
12-Jul-09	2	0	0	0	0	0	9	17	29	23	26	28	25	19	25	31	25	17	37	36	17	8	9	0	383
13-Jul-09	0	0	0	0	0	0	14	32	37	28	31	22	23	23	21	30	22	23	29	30	20	11	7	4	407
14-Jul-09	3	0	0	1	1	0	16	28	37	26	33	23	17	16	23	36	19	20	27	29	14	12	8	3	392
15-Jul-09	1	1	0	2	0	0	16	26	36	29	31	22	23	18	25	31	20	24	33	30	15	13	9	3	408
16-Jul-09	1	2	0	2	0	1	17	27	32	30	29	23	24	17	21	31	24	21	34	34	17	13	9	3	412
17-Jul-09	1	1	0	2	0	0	17	26	31	34	31	24	32	18	25	35	22	25	30	34	19	12	2	0	421
18-Jul-09	1	1	0	0	0	0	14	17	31	31	29	24	23	17	21	26	13	15	19	16	12	9	4	1	324
19-Jul-09	0	0	2	0	0	0	10	18	30	20	26	25	25	21	27	34	19	18	34	32	17	15	6	0	379
20-Jul-09	1	0	0	0	0	0	20	31	35	30	33	24	27	19	24	31	22	21	28	30	18	10	8	2	414
21-Jul-09	2	1	4	0	1	0	19	29	35	29	29	25	20	18	22	32	19	23	29	28	14	11	8	3	401
22-Jul-09	2	1	0	2	0	0	16	28	37	29	27	27	22	16	21	33	24	22	29	27	22	10	9	2	406
23-Jul-09	3	1	1	0	1	2	20	24	36	31	22	24	24	20	20	32	25	24	29	32	18	10	10	2	411
24-Jul-09	1	2	0	2	1	0	16	26	33	32	33	23	29	16	27	39	22	24	32	32	18	10	4	0	422
25-Jul-09	0	0	0	0	1	0	14	17	34	31	27	21	23	20	21	24	13	13	20	18	6	11	5	0	319
26-Jul-09	1	0	0	0	0	1	10	18	29	23	22	30	20	22	25	38	18	20	25	39	19	13	4	1	378
27-Jul-09	1	0	0	0	0	0	20	25	32	31	31	31	29	18	25	35	21	17	32	29	17	10	7	3	414
28-Jul-09	1	2	0	1	1	0	20	25	34	30	30	23	18	17	21	30	19	22	31	27	13	11	8	3	387
29-Jul-09	2	0	0	3	1	0	19	23	37	27	31	25	18	19	23	31	19	28	33	29	18	9	9	2	406
30-Jul-09	3	1	0	2	0	0	17	26	35	26	30	22	26	16	20	35	21	23	35	32	15	11	10	2	408
31-Jul-09	2	1	0	2	0	0	16	25	38	33	31	23	23	20	26	34	25	26	32	35	12	14	2	0	420
Total	44	20	11	30	13	5	490	746	1021	909	883	779	727	574	715	947	652	662	922	895	498	344	222	58	12167
Avg.	1.42	0.65	0.35	0.97	0.42	0.16	15.81	24.06	32.94	29.32	28.48	25.13	23.45	18.52	23.06	30.55	21.03	21.35	29.74	28.87	16.06	11.10	7.16	1.87	392.48

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-Jul-09	7:00	0:25	-	-	0:03	-	12:49	-	-	-	-	3:43	-
02-Jul-09	7:00	0:14	0:14	-	1:11	-	13:38	-	-	-	-	1:43	-
03-Jul-09	7:00	0:16	-	-	0:52	-	4:35	-	-	11:17	-	-	-
04-Jul-09	7:00	0:29	7:05	-	3:08	-	2:14	4:04	-	-	-	-	-
05-Jul-09	7:00	0:34	4:35	-	1:00	-	-	10:50	-	-	-	-	-
06-Jul-09	7:00	0:16	2:39	-	0:54	-	11:27	-	-	-	-	1:44	-
07-Jul-09	7:00	0:16	-	-	-	-	-	16:44	-	-	-	-	-
08-Jul-09	7:00	0:14	-	-	0:39	-	-	16:07	-	-	-	-	-
09-Jul-09	7:00	0:02	-	-	-	-	3:07	13:51	-	-	-	-	-
10-Jul-09	7:00	0:27	-	-	-	-	3:36	12:57	-	-	-	-	-
11-Jul-09	7:00	0:49	5:55	-	-	-	4:13	-	-	-	-	6:03	-
12-Jul-09	7:00	0:23	1:52	-	-	-	7:31	-	-	-	-	7:14	-
13-Jul-09	7:00	0:20	4:26	-	0:56	-	10:20	-	-	-	-	0:58	-
14-Jul-09	7:00	0:20	1:59	-	1:00	-	11:54	-	-	-	-	1:47	-
15-Jul-09	7:00	0:22	-	-	0:40	-	5:21	10:37	-	-	-	-	-
16-Jul-09	7:00	0:19	-	-	0:59	-	-	15:42	-	-	-	-	-
17-Jul-09	7:00	0:15	0:16	2:20	-	-	-	14:09	-	-	-	-	-
18-Jul-09	7:00	0:24	6:53	-	2:20	-	5:25	-	-	-	-	1:58	-
19-Jul-09	7:00	0:16	3:38	-	0:46	-	11:21	-	-	-	-	0:59	-
20-Jul-09	7:00	0:20	-	-	2:24	-	12:17	-	-	-	-	1:59	-
21-Jul-09	7:00	0:31	-	-	0:46	-	11:18	-	-	-	-	4:25	-
22-Jul-09	7:00	0:22	-	-	0:45	-	14:03	-	-	-	-	1:50	-
23-Jul-09	7:00	0:23	-	0:18	-	-	-	16:19	-	-	-	-	-
24-Jul-09	7:00	0:19	-	-	0:45	-	1:34	11:41	-	-	-	2:41	-
25-Jul-09	7:00	0:40	9:04	-	1:40	-	5:36	-	-	-	-	-	-
26-Jul-09	7:00	0:30	-	-	3:20	-	5:59	-	-	-	-	7:11	-
27-Jul-09	7:00	0:22	3:02	-	2:28	-	11:08	-	-	-	-	-	-
28-Jul-09	7:00	0:22	5:39	-	1:13	-	7:26	2:19	-	-	-	-	-
29-Jul-09	7:00	0:24	3:31	-	0:54	-	8:52	3:19	-	-	-	-	-
30-Jul-09	7:00	0:24	-	-	3:14	-	11:34	-	-	-	-	1:48	-
31-Jul-09	7:00	0:38	0:54	-	2:30	-	12:58	-	-	-	-	-	-
Total	217:00	11:56	61:42	2:38	34:27	0:00	210:16	148:39	0:00	11:17	0:00	46:03	0:00
% Used		2.26%	11.71%	0.50%	6.54%	0.00%	39.90%	28.21%	0.00%	2.14%	0.00%	8.74%	0.00%

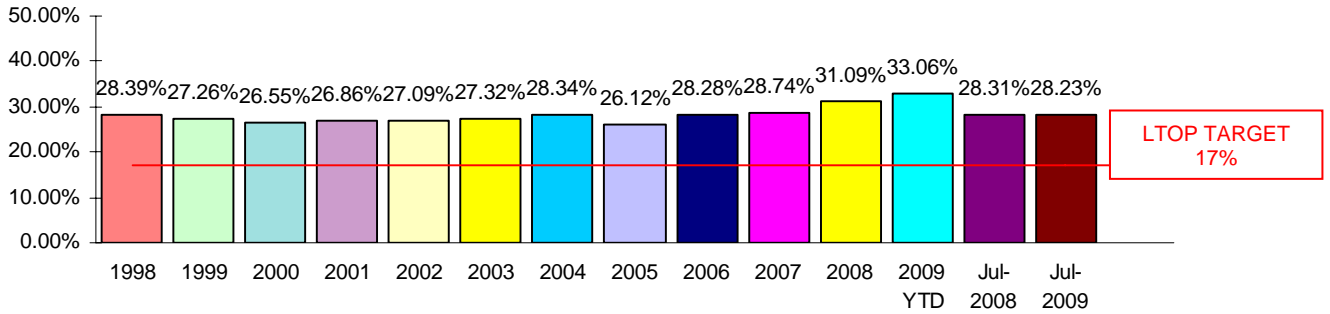
Cumulative Mode Utilisation from 1 January 2009

Time	2.22%	7.74%	0.12%	1.31%	0.00%	37.71%	41.54%	0.00%	0.31%	0.00%	9.04%	0.00%
Movements	0.34%	6.02%	0.07%	0.94%	0.00%	42.61%	42.81%	0.00%	0.35%	0.00%	6.86%	0.00%

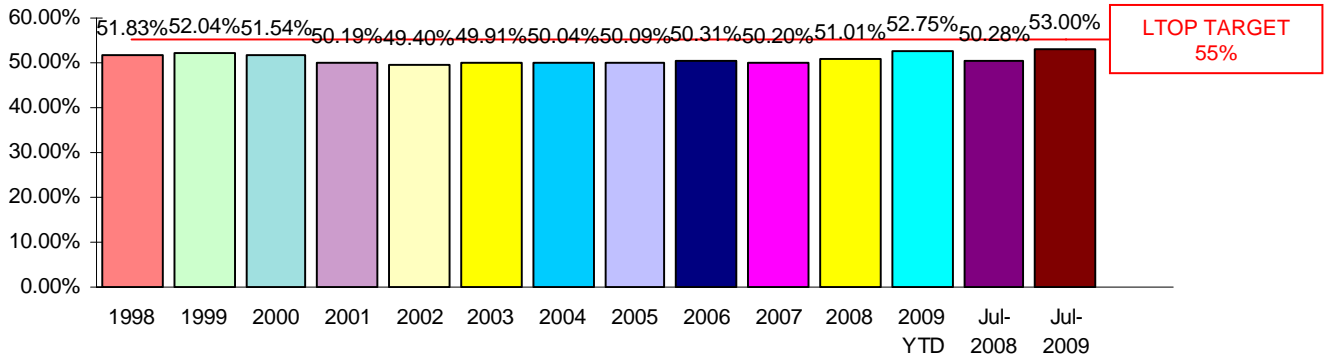
Runway End Impact to 31 July 2009

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

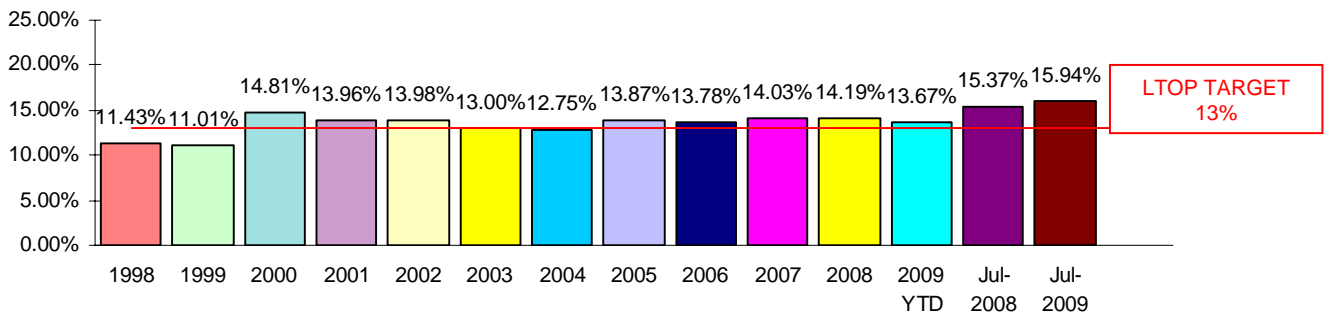
NORTH



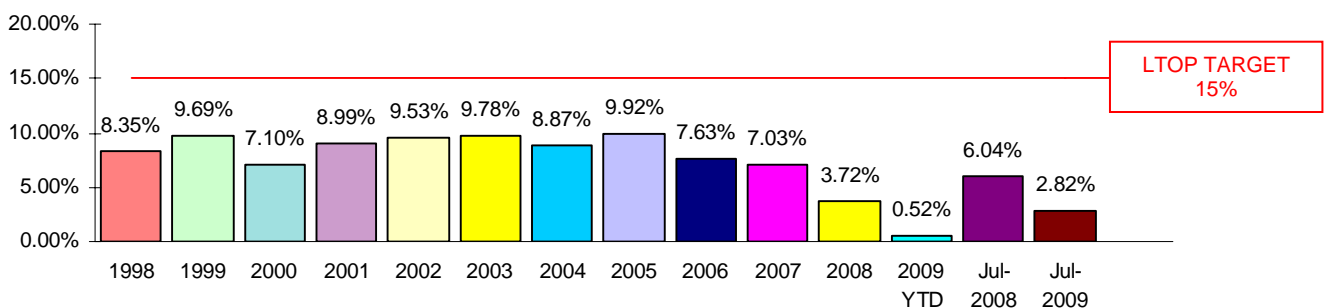
SOUTH



EAST



WEST



Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1-Jul-2009				9				15				9			9	15		Curfew
2-Jul-2009	7			9				15	15			9				7	9	Curfew
3-Jul-2009	7		9						13							9		Curfew
4-Jul-2009	SP			10					SODPROPS			9				7		Curfew
5-Jul-2009	7		SP		10						10					SODPROPS		Curfew
6-Jul-2009	7			9				15				9				SODPROPS		Curfew
7-Jul-2009									10									Curfew
8-Jul-2009	7								10									Curfew
9-Jul-2009			9								10							Curfew
10-Jul-2009			9								10							Curfew
11-Jul-2009	SP			9					SODPROPS			15				SODPROPS		Curfew
12-Jul-2009		SODPROPS			9					15			9			15		Curfew
13-Jul-2009	7			9				SODPROPS	15			9				SODPROPS		Curfew
14-Jul-2009	7			9					15			9				SODPROPS	9	Curfew
15-Jul-2009	7			9								10						Curfew
16-Jul-2009	7								10									Curfew
17-Jul-2009								10								SP	5	Curfew
18-Jul-2009	7			9					15				SODPROPS				7	Curfew
19-Jul-2009	SP			9					SP	15		9				SODPROPS	7	Curfew
20-Jul-2009				9					15			9				7		Curfew
21-Jul-2009	7			9					15			9				15		Curfew
22-Jul-2009	7			9					15			9						Curfew
23-Jul-2009									10							5	10	Curfew
24-Jul-2009	7		9						10							15		Curfew
25-Jul-2009	7			9					SODPROPS			9	SODPROPS		7	SODPROPS		Curfew
26-Jul-2009	7	7			15						9					7		Curfew
27-Jul-2009	SP			9					SODPROPS			9				7		Curfew
28-Jul-2009	7			9					SODPROPS		10		9			SODPROPS		Curfew
29-Jul-2009	7			9					SP		10		9			SODPROPS		Curfew
30-Jul-2009	7			9					15			9				7		Curfew
31-Jul-2009	7							9							SP	7		Curfew

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 **June 2009**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
July 09	-	-	0:00

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
July 09	0	0	0

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	0	0

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:

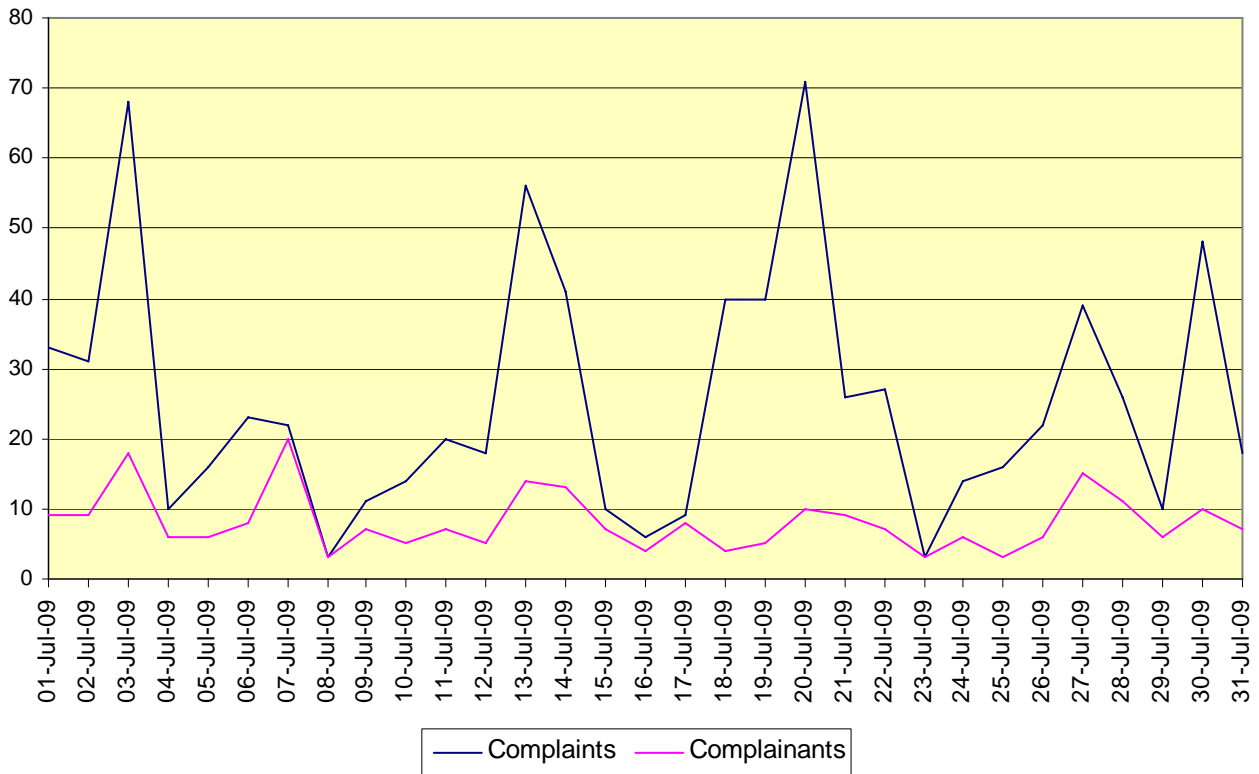
www.sacf.infrastructure.gov.au

Summary of Section Activity – July 2009

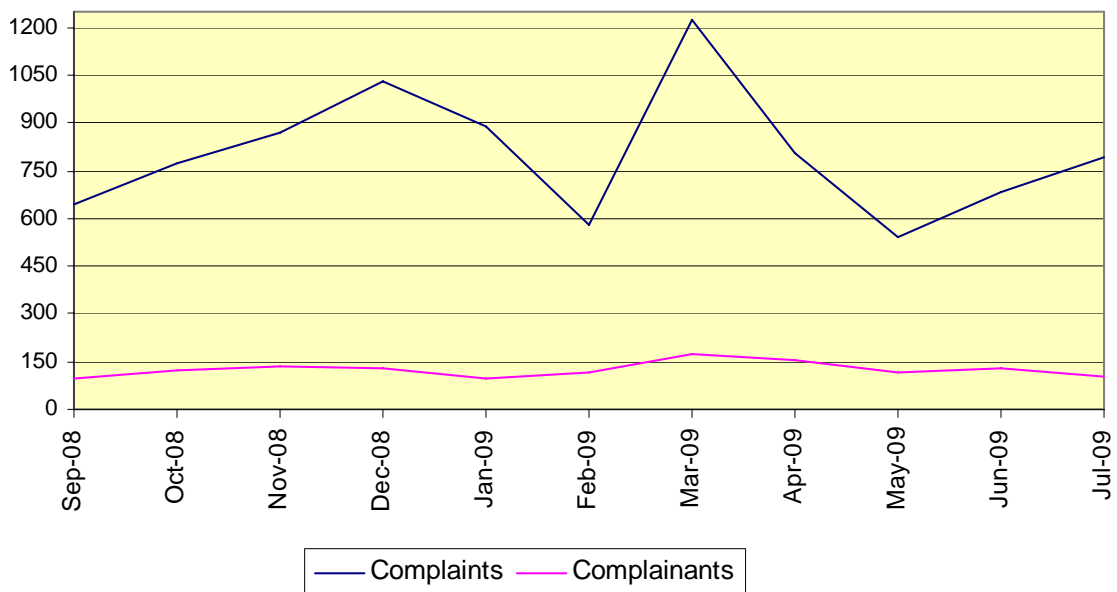
➤ Sydney Suburbs Complaints	
• By phone.....	271
• By correspondence	29
• By internet.....	149
• By e-mail.....	342
➤ Sydney Suburbs Complaints – suburb not specified	7
➤ Sydney Suburbs Comments and Enquiries	43
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	37
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	28
➤ Callback / Information Requests (NSW Only).....	199

Complaints Graphs

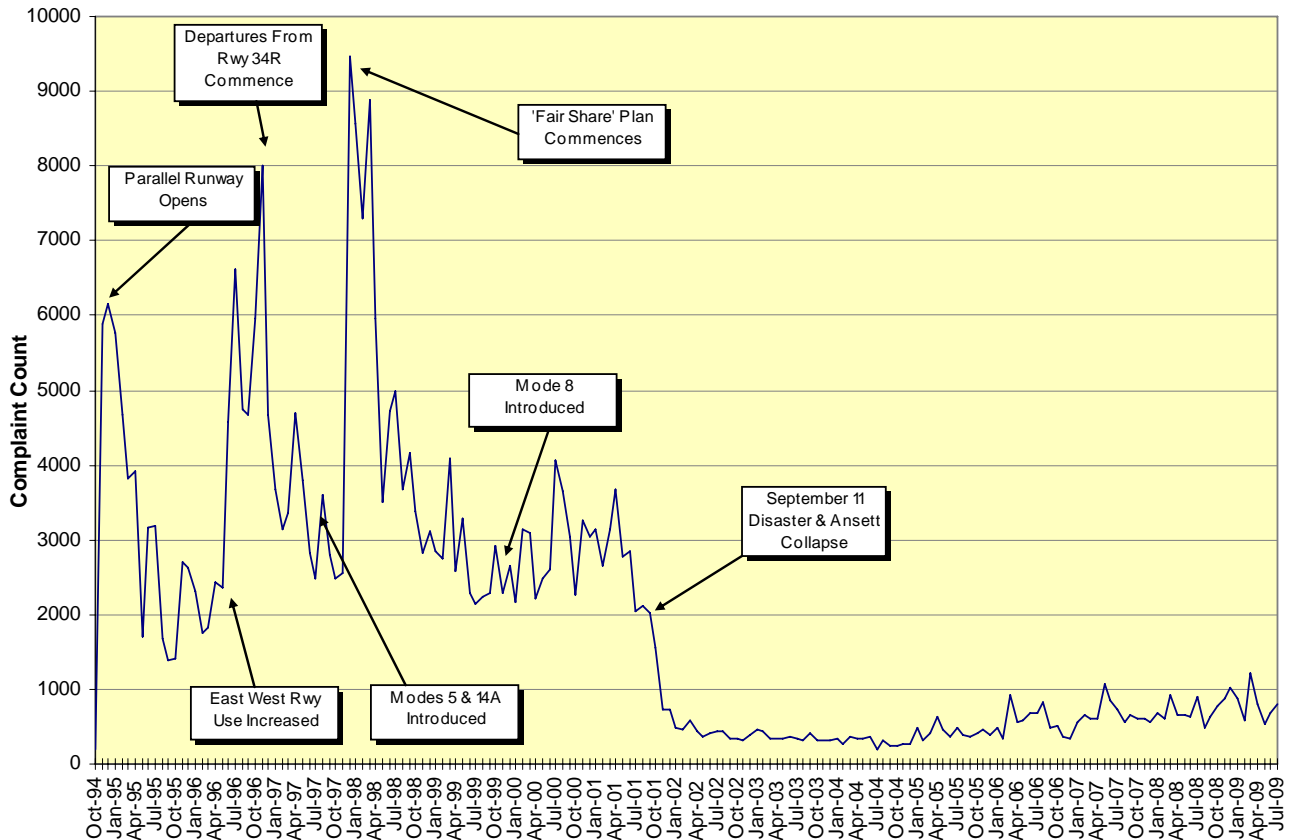
Complaints vs Complainants – 1 July to 31 July 2009



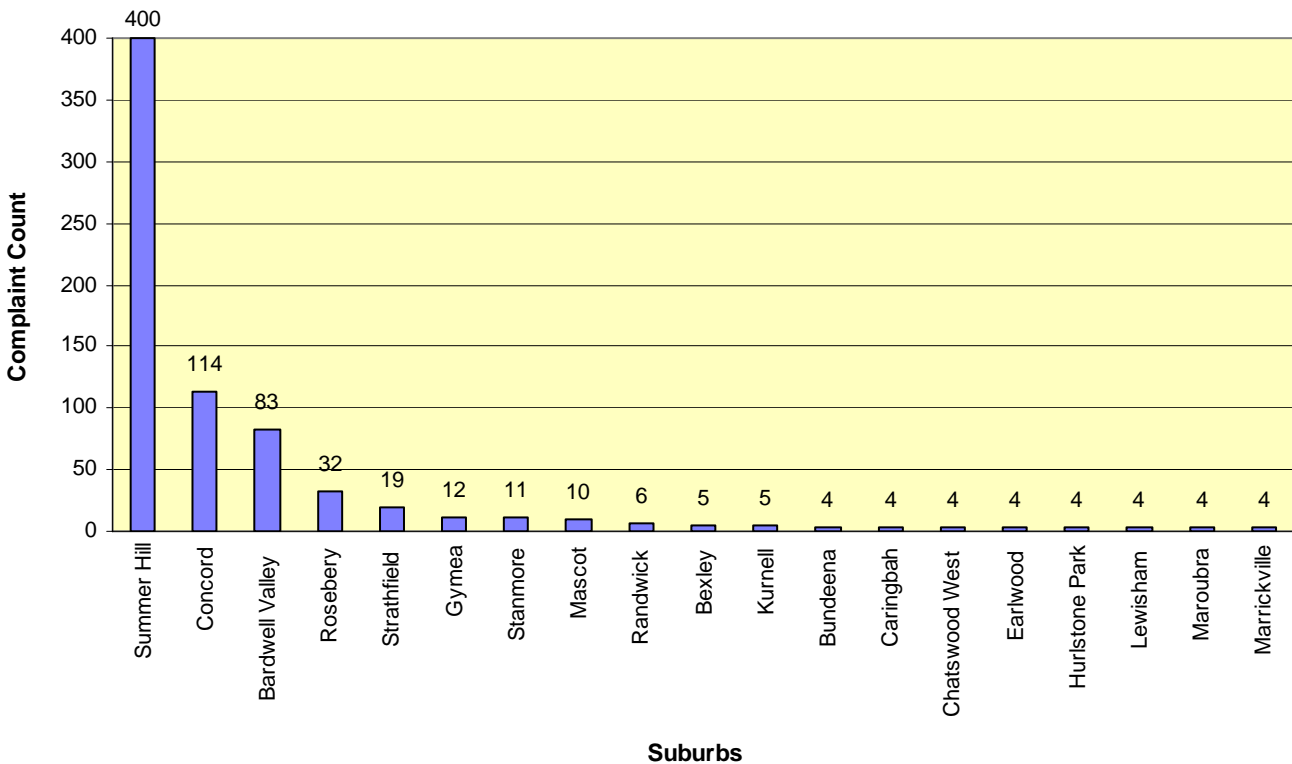
Complaints vs Complainants – Monthly



Complaints History

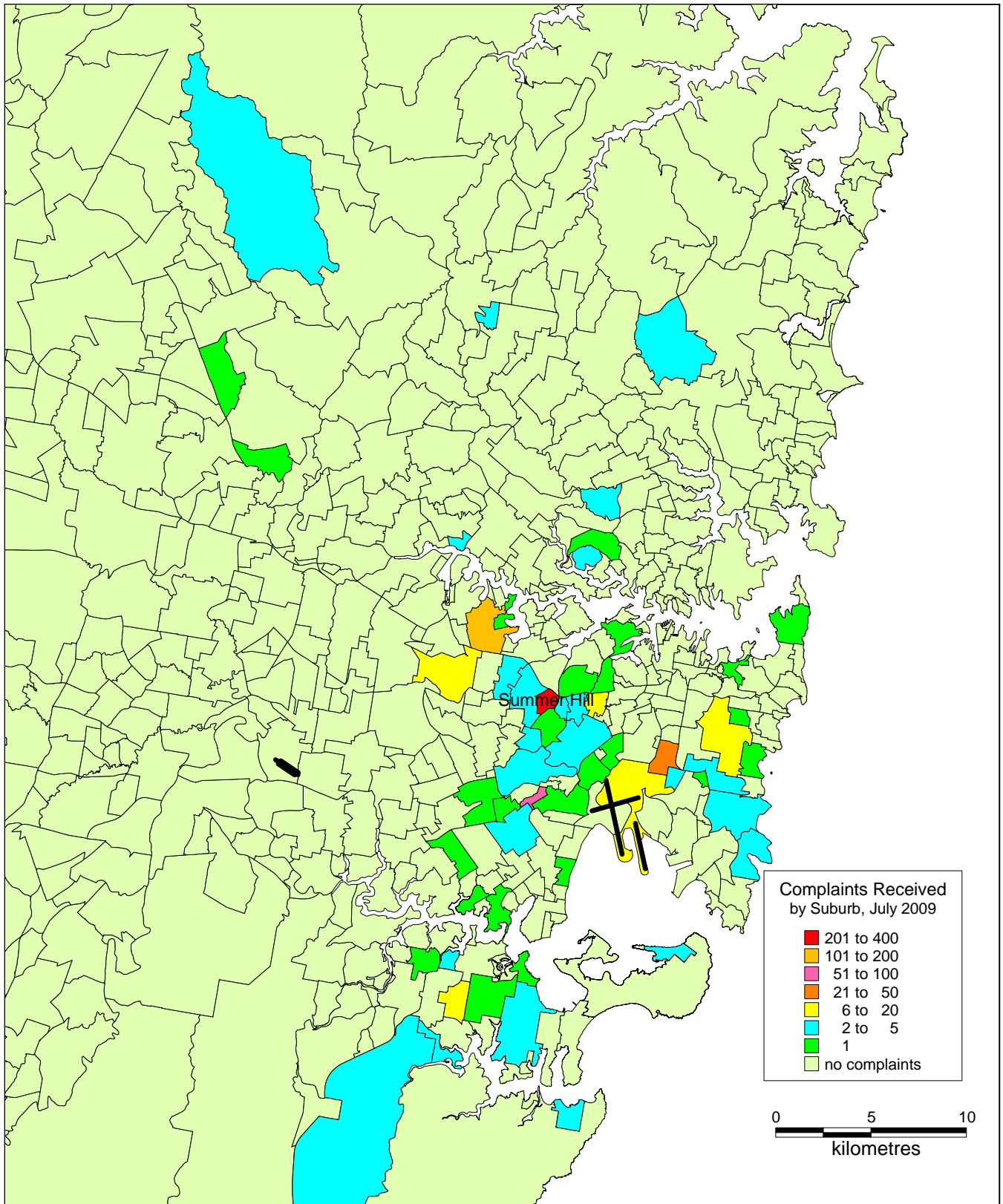


Top Complaint Suburbs – 1 July to 31 July 2009



Complaint Density by Suburb

1 July to 31 July 2009



Recorded Complaints vs Complainants, by Suburb

1 July to 31 July 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	
	<i>COMPLAINANTS</i>				
Not Specified	7	4	Kenthurst	2	1
Annandale	1	1	Kingsford	2	2
Arncliffe	1	1	Kingsgrove	1	1
Ashfield	2	2	Kurnell	5	2
Balmain	1	1	Lane Cove	1	1
Bardwell Valley	83	1	Leichhardt	1	1
Bella Vista	1	1	Lewisham	4	2
Belrose	2	2	Malabar	2	1
Bexley	5	4	Maroubra	4	3
Bexley North	1	1	Marrickville	4	3
Blakehurst	1	1	Mascot	10	6
Bundeena	4	2	Meadowbank	3	3
Cabarita	1	1	Miranda	1	1
Caringbah	4	2	Monterey	1	1
Chatswood West	4	1	Penshurst	1	1
Concord	114	2	Petersham	2	2
Connells Point	1	1	Queens Park	1	1
Coogee	1	1	Randwick	6	4
Croydon	3	2	Riverview	2	1
Daceyville	1	1	Rosebery	32	6
Double Bay	1	1	St Peters	1	1
Dulwich Hill	1	1	Stanmore	11	1
Earlwood	4	3	Strathfield	19	3
Eastlakes	3	2	Summer Hill	400	6
Grays Point	3	2	Taren Point	1	1
Gymea	12	2	Tempe	1	1
Hurlstone Park	4	1	Vaucluse	1	1
Jannali	1	1	Waitara	2	1
Kareela	2	1	Winston Hills	1	1
Total Complaints	791		Total Complainants	105	

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

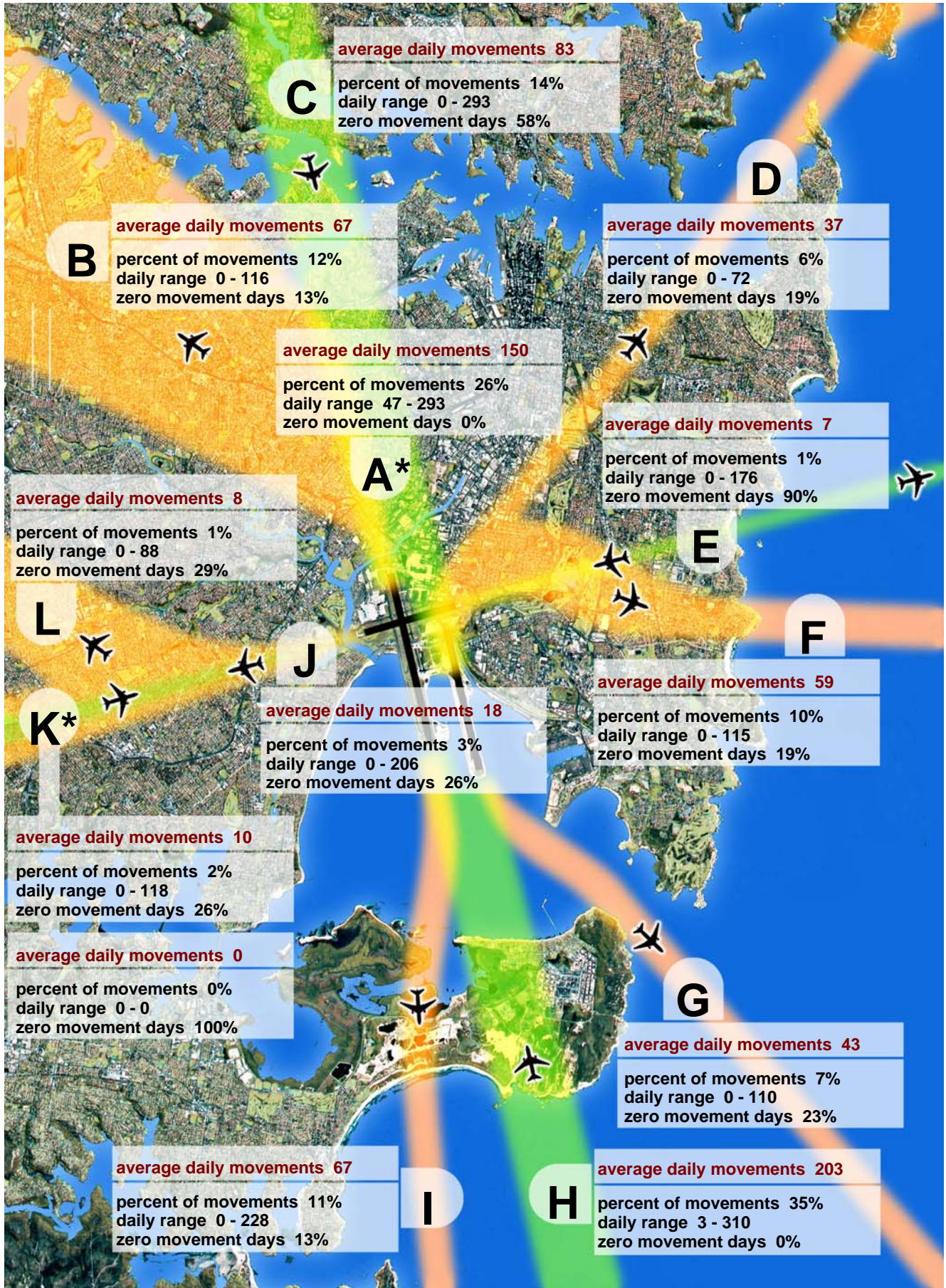
1 July to 31 July 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	14	11	Kyogle	1	1
Camden	7	3	Not Applicable	1	1
Williamstown	2	2	Port Macquarie	1	1
Belmont	1	1	Royal North Shore Hospital	1	1
Coffs Harbour	1	1	Strathfield	1	1
Coleambally	1	1	Summer Hill	1	1
Concord	2	1	Sydney Childrens Hospital	1	1
Dorrigo	1	1	Bankstown	14	11
Jervis Bay	1	1	Camden	7	3

Total Complaints **37** **Total Complainants** **29**

Sydney Airport : Jet Flight Path Movements

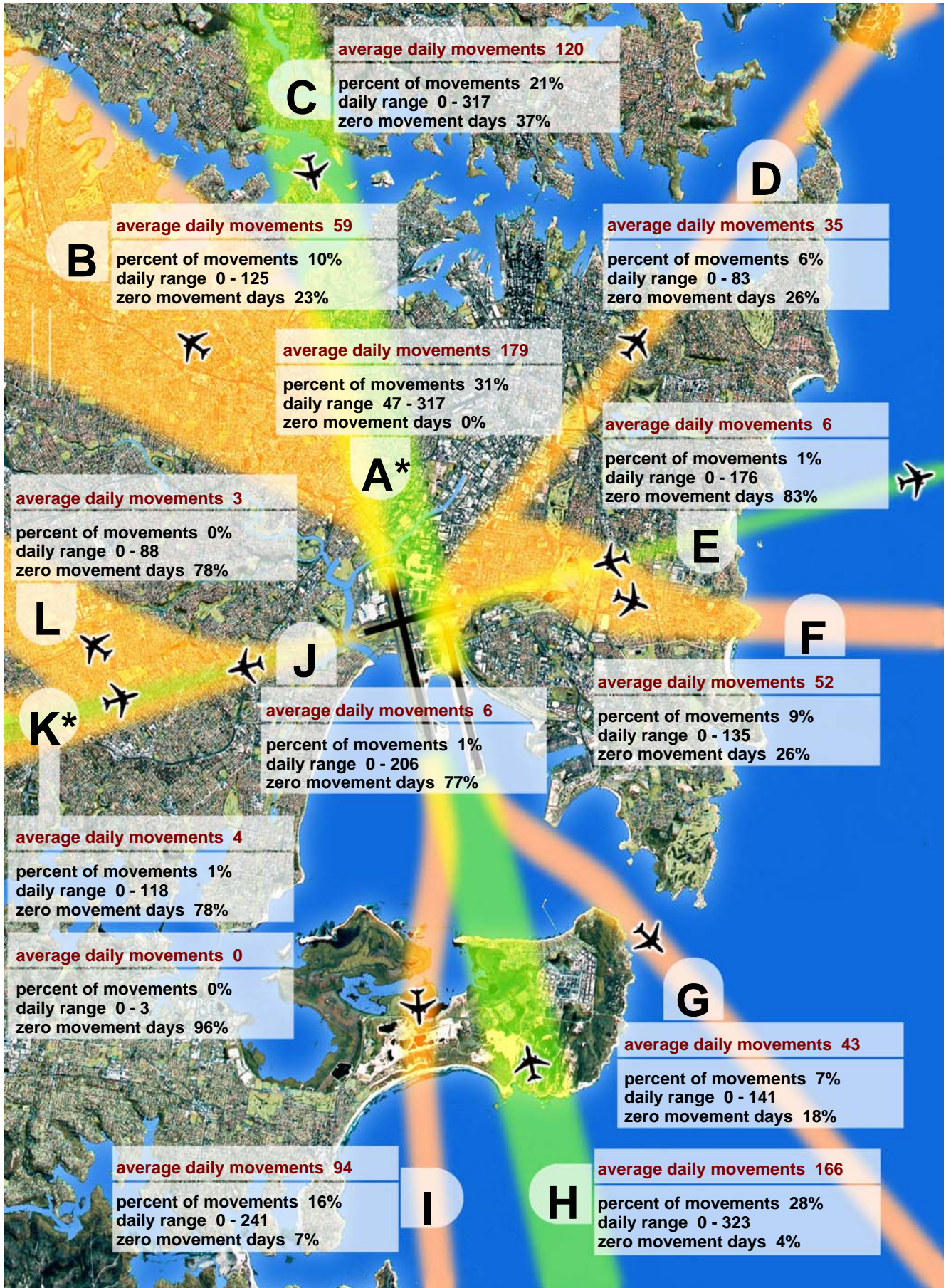
1 July 2009 to 31 July 2009, All Jets



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

Sydney Airport : Jet Flight Path Movements

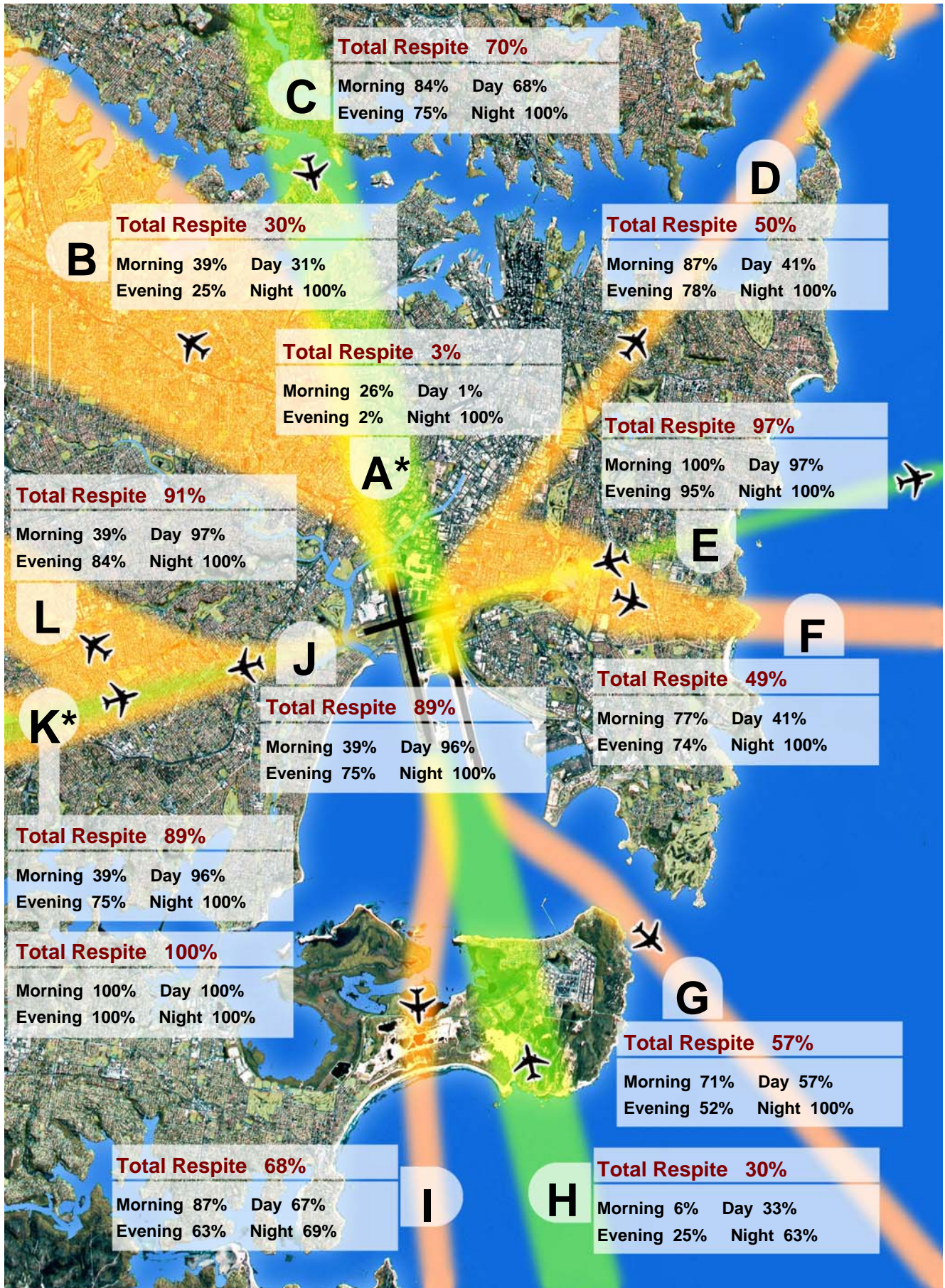
1 Aug 2008 to 31 July 2009, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 July 2009 to 31 July 2009, All Jets



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

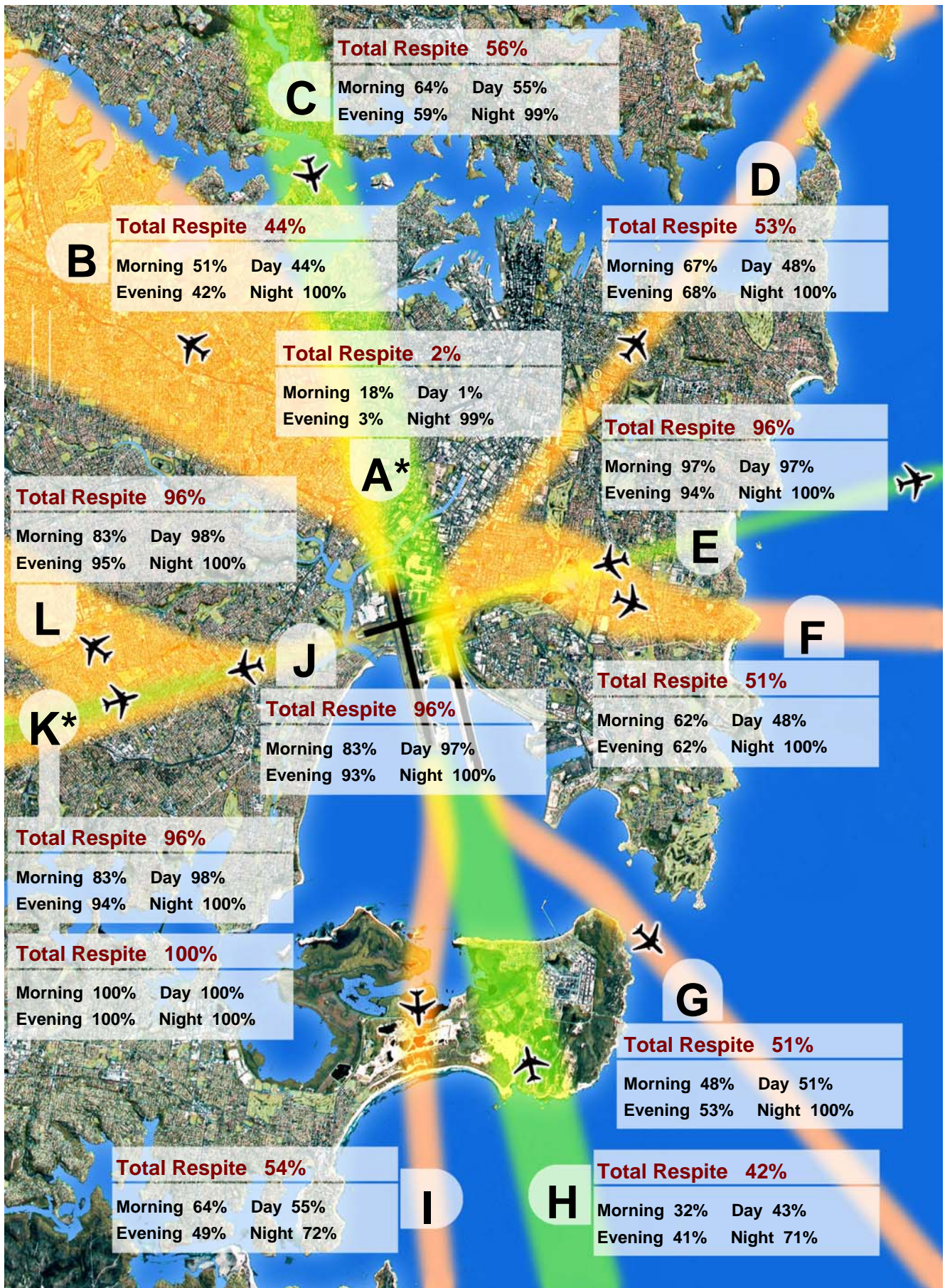
A respite interval is a 60 minute period when there are no jet movements (R60).

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 Aug 2008 to 31 July 2009, All Jets



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

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

Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation)

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

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

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in June 2009 .
	Departures off runway 34L	
C	North shore	Area mainly gets overflights (arrivals) from Mode 10 . Due to seasonal changes in wind patterns the highest use of this Mode was in February 2009 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 15 in January 2009 .
	Departures off runway 34R to the north-east	
E	East - Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in August 2008 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 15 in January 2009 .
	Departures from runway 34R that turn hard east	
G	South - Botany Bay Heads	
	Departures from runway 16L	
H	South - Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 7 was in August 2008 .
	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 August 2008 , Mode 14A and Mode 8 were not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

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

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **August 2008 to July 2009 for 53%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

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

Measured Daily N70 Values

Description

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

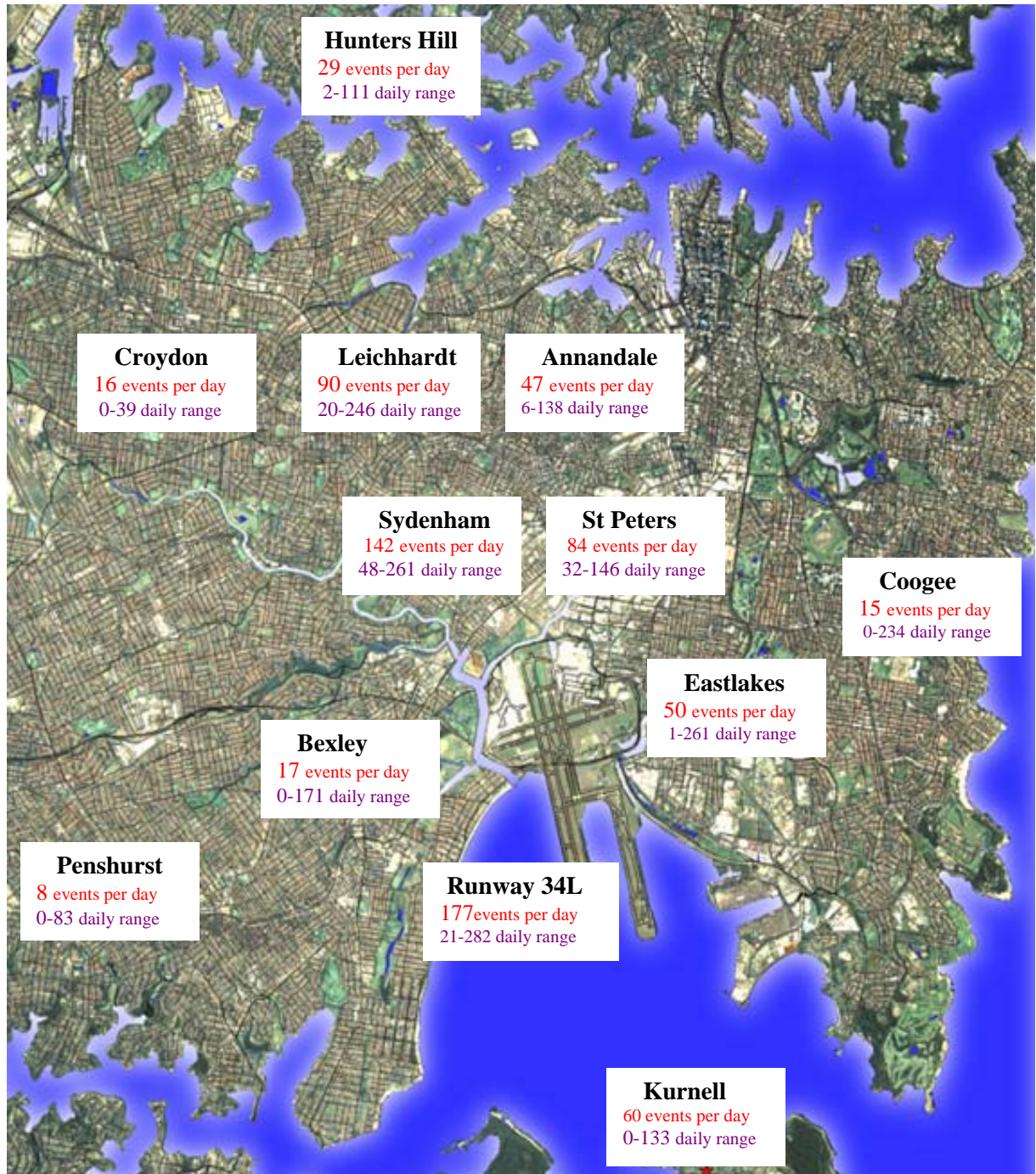


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 2009

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during July 2009 along with the Daily N70 values for the three months up to and including July are given in Table 1.

<i>Location</i>	<i>CNE July</i>	<i>Operational days July</i>	<i>N70 Jul</i>	<i>N70 Jun</i>	<i>N70 May</i>
<i>Runway 34L</i>	<i>5,814</i>	<i>30.5</i>	<i>177</i>	<i>176</i>	<i>177</i>
<i>Penshurst</i>	<i>338</i>	<i>31.0</i>	<i>8</i>	<i>2</i>	<i>1</i>
<i>Bexley</i>	<i>649</i>	<i>31.0</i>	<i>17</i>	<i>5</i>	<i>0</i>
<i>Eastlakes</i>	<i>1,586</i>	<i>31.0</i>	<i>50</i>	<i>55</i>	<i>19</i>
<i>Coogee</i>	<i>711</i>	<i>31.0</i>	<i>15</i>	<i>10</i>	<i>4</i>
<i>Sydenham</i>	<i>4,509</i>	<i>31.0</i>	<i>142</i>	<i>131</i>	<i>145</i>
<i>Leichhardt</i>	<i>2,479</i>	<i>26.7</i>	<i>90</i>	<i>57</i>	<i>109</i>
<i>Kurnell</i>	<i>2,302</i>	<i>31.0</i>	<i>60</i>	<i>85</i>	<i>34</i>
<i>Annandale</i>	<i>1,729</i>	<i>31.0</i>	<i>47</i>	<i>28</i>	<i>60</i>
<i>St Peters</i>	<i>2,765</i>	<i>31.0</i>	<i>84</i>	<i>72</i>	<i>83</i>
<i>Croydon</i>	<i>585</i>	<i>31.0</i>	<i>16</i>	<i>22</i>	<i>10</i>
<i>Hunters Hill</i>	<i>1,658</i>	<i>31.0</i>	<i>29</i>	<i>17</i>	<i>51</i>

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

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

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

These results are contained in Table 2.

Runway 34L AM 9 PM 24 Day 149 Night 9 WE_D 133 WE_N 3	Penshurst AM 4 PM 1 Day 4 Night 0 WE_D 5 WE_N 0	Bexley AM 8 PM 3 Day 7 Night 0 WE_D 11 WE_N 0	Eastlakes AM 1 PM 5 Day 46 Night 0 WE_D 44 WE_N 0
Coogee AM 0 PM 2 Day 15 Night 0 WE_D 6 WE_N 0	Sydenham AM 4 PM 18 Day 131 Night 0 WE_D 111 WE_N 0	Leichhardt AM 3 PM 15 Day 81 Night 0 WE_D 59 WE_N 0	Kurnell AM 3 PM 5 Day 57 Night 0 WE_D 50 WE_N 0
Annandale AM 0 PM 6 Day 49 Night 0 WE_D 24 WE_N 0	St Peters AM 1 PM 9 Day 80 Night 0 WE_D 65 WE_N 0	Croydon AM 1 PM 1 Day 14 Night 0 WE_D 17 WE_N 0	Hunters Hill AM 1 PM 0 Day 27 Night 0 WE_D 16 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.