



AIRSERVICES AUSTRALIA

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# Sydney Airport Operational Statistics June 2009

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

June 2009

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

There were a total of 22,615 aircraft movements this month (daily average 753.83). Last month there were a total of 23,216 movements (daily average 748.90) and for the same month last year there were a total of 24,028 movements (daily average 800.93).

### Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 10 on 4 days and , Mode 9 on 21 days. Crossing runway modes (including Sodprops & Mode 15) were used for 25.58% 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 25.61% - This result is above the LTOP target but below the previous month (37.00%).

South 53.60% - This result is below the LTOP target and also below the previous month (54.00%).

East 20.13% - This result is above the LTOP target and also above the previous month (9.00%).

West 0.66% - This result is below the LTOP target but above the previous month (0.00%).

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

This procedure was used on 17 June 2009 for a total of 49 minutes (ATIS time).

### Noise Enquiry Service (refer pages 15-20)

A total of 789 complaints, comments and enquiries were received as follows:

682 Sydney suburbs complaints from 128 complainants

46 Sydney suburbs comments and enquiries

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

**Noise Enquiry Service  
Environment and Climate Change  
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# Table of Contents

Preview.....	i
Table of Contents .....	1
Sydney Airport Runways .....	2
Runway Modes of Operation.....	3
Preferred Runway Selection.....	4
Runway Movement Summary – All Aircraft.....	5
Runway Movement Summary – Jet Aircraft only.....	6
Runway Movement Summary – Non Jet Aircraft only.....	7
Hourly Runway Movement Summary– All Movements .....	8
Hourly Runway Movement Summary – Arrivals .....	9
Hourly Runway Movement Summary – Departures .....	10
Mode Utilisation Summary / Cumulative Mode Utilisation from 1 January 2009 .....	11
Runway End Impact .....	12
Daily Mode Usage .....	13
PRM Statistics .....	14
Noise Enquiry Service .....	15
Complaints Graphs – Complaints vs Complainants .....	16
Complaints History / Top Complaint Suburbs .....	17
Complaint Density by Suburb.....	18
Recorded Complaints vs Complainants, by Suburb.....	19
Recorded Complaints vs Complainants, by Locations/Airports Other Than Sydney .....	20
Jet Flight Path Movements * (1 - 30 June 2009).....	21
Jet Flight Path Movements * (1 July 2008 - 30 June 2009) .....	22
Jet Aircraft Respite (R60) * (1 - 30 June 2009).....	23
Jet Aircraft Respite (R60) * (1 July 2008 - 30 June 2009) .....	24
Jet Flight Path Movements (Explanation).....	25
Jet Aircraft Respite (R60) (Explanation).....	26
Measured Daily N70 Values.....	27

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

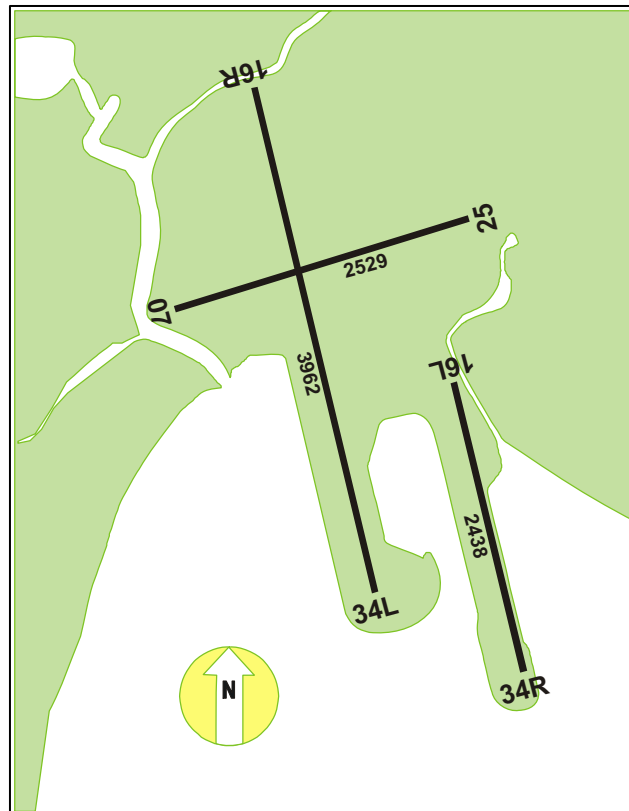
**[www.airservicesaustralia.com](http://www.airservicesaustralia.com)**

***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)

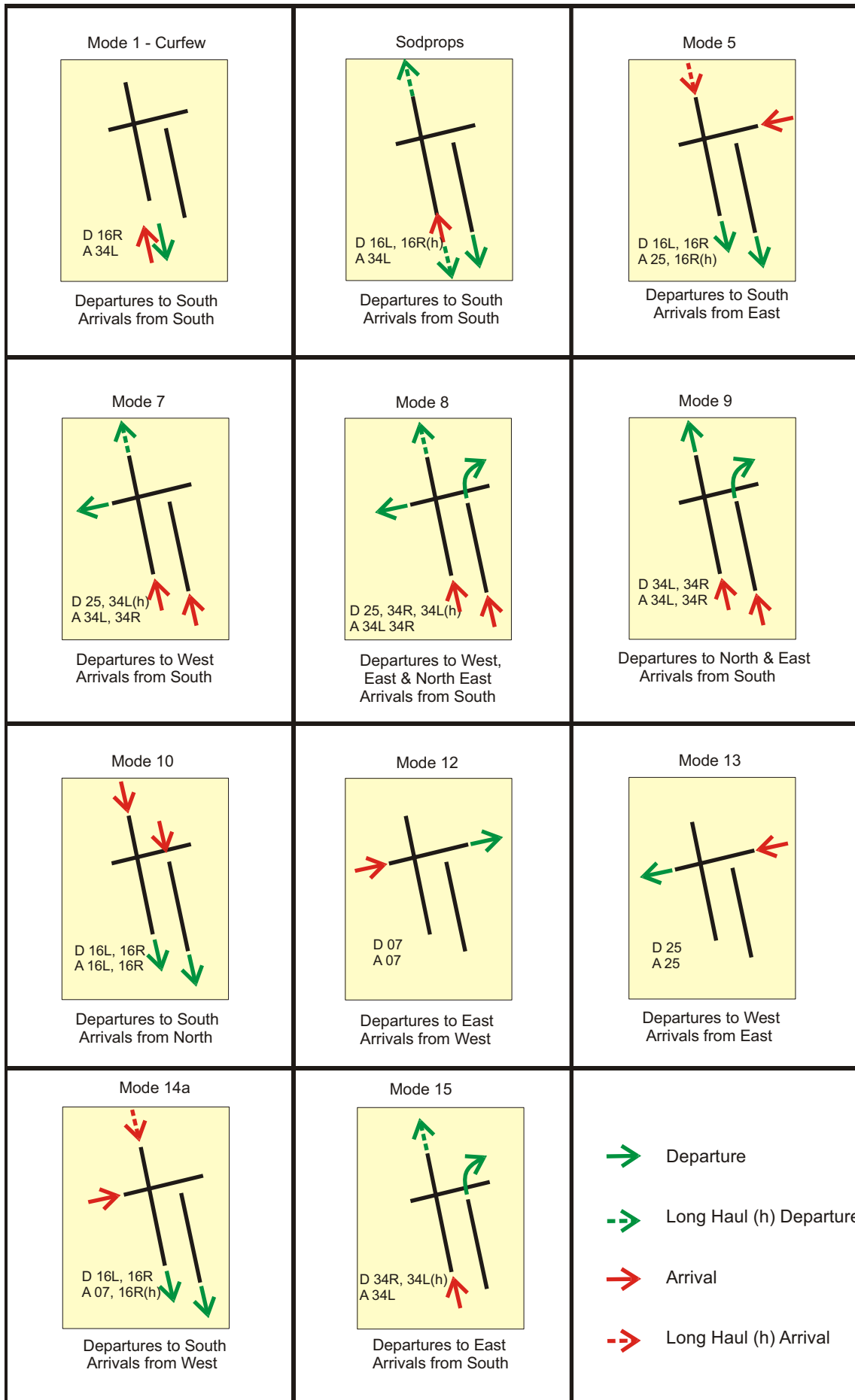
Movements over the East

=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

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

*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.**

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

## 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-Jun-09	0	0	0	69	73	142	142	155	297	0	0	0	139	90	229	44	83	127	795
02-Jun-09	0	0	0	0	0	0	0	8	8	0	0	0	272	178	450	106	191	297	755
03-Jun-09	0	0	0	0	0	0	0	6	6	0	0	0	280	168	448	103	208	311	765
04-Jun-09	0	0	0	9	7	16	20	39	59	0	0	0	265	156	421	97	189	286	782
05-Jun-09	0	0	0	0	0	0	0	3	3	0	0	0	284	182	466	134	232	366	835
06-Jun-09	0	0	0	0	47	47	2	3	5	0	0	0	249	127	376	66	124	190	618
07-Jun-09	0	0	0	0	17	17	0	4	4	0	0	0	238	138	376	72	165	237	634
08-Jun-09	0	0	0	0	0	0	1	3	4	0	0	0	272	159	431	96	214	310	745
09-Jun-09	0	0	0	0	0	0	0	2	2	0	0	0	278	170	448	107	209	316	766
10-Jun-09	0	0	0	34	66	100	64	91	155	0	0	0	206	120	326	78	114	192	773
11-Jun-09	0	0	0	10	41	51	20	28	48	0	0	0	267	151	418	101	178	279	796
12-Jun-09	0	0	0	0	69	69	0	6	6	0	0	0	322	168	490	95	171	266	831
13-Jun-09	0	0	0	0	5	5	0	4	4	0	0	0	256	130	386	58	160	218	613
14-Jun-09	0	0	0	0	49	49	0	3	3	0	0	0	264	163	427	81	151	232	711
15-Jun-09	0	0	0	61	75	136	117	144	261	0	16	16	158	84	242	57	73	130	785
16-Jun-09	0	0	0	128	94	222	213	278	491	26	2	28	8	0	8	0	0	0	749
17-Jun-09	0	0	0	137	106	243	243	283	526	0	0	0	9	1	10	1	2	3	782
18-Jun-09	0	0	0	69	71	140	134	172	306	1	7	8	128	69	197	69	86	155	806
19-Jun-09	0	0	0	0	113	113	0	4	4	0	12	12	328	159	487	78	117	195	811
20-Jun-09	0	0	0	0	0	0	1	0	1	0	12	12	222	142	364	91	146	237	614
21-Jun-09	1	0	1	0	0	0	1	2	3	1	9	10	235	165	400	104	183	287	701
22-Jun-09	0	0	0	41	45	86	65	89	154	0	0	0	210	124	334	80	139	219	793
23-Jun-09	0	0	0	0	28	28	0	10	10	0	0	0	291	152	443	90	187	277	758
24-Jun-09	0	0	0	0	0	0	0	9	9	0	19	19	257	170	427	128	203	331	786
25-Jun-09	0	0	0	0	0	0	0	9	9	0	16	16	291	171	462	120	215	335	822
26-Jun-09	0	0	0	0	54	54	0	5	5	0	11	11	310	171	481	104	169	273	824
27-Jun-09	0	0	0	27	48	75	25	40	65	0	0	0	203	115	318	67	105	172	630
28-Jun-09	0	0	0	14	97	111	19	14	33	1	5	6	264	152	416	59	104	163	729
29-Jun-09	0	0	0	0	0	0	0	3	3	1	40	41	258	180	438	148	188	336	818
30-Jun-09	0	0	0	0	0	0	0	9	9	0	0	0	283	170	453	109	217	326	788
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>599</b>	<b>1105</b>	<b>1704</b>	<b>1067</b>	<b>1426</b>	<b>2493</b>	<b>30</b>	<b>149</b>	<b>179</b>	<b>7047</b>	<b>4125</b>	<b>11172</b>	<b>2543</b>	<b>4523</b>	<b>7066</b>	<b>22615</b>

## 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-Jun-09	0	0	0	47	50	97	111	113	224	0	0	0	97	57	154	26	68	94	569
02-Jun-09	0	0	0	0	0	0	0	7	7	0	0	0	212	113	325	65	155	220	552
03-Jun-09	0	0	0	0	0	0	0	5	5	0	0	0	233	97	330	46	176	222	557
04-Jun-09	0	0	0	9	6	15	18	35	53	0	0	0	206	86	292	48	154	202	562
05-Jun-09	0	0	0	0	0	0	0	2	2	0	0	0	219	105	324	84	194	278	604
06-Jun-09	0	0	0	0	45	45	0	2	2	0	0	0	200	93	293	43	103	146	486
07-Jun-09	0	0	0	0	16	16	0	1	1	0	0	0	194	93	287	55	142	197	501
08-Jun-09	0	0	0	0	0	0	0	0	0	0	0	0	218	100	318	66	182	248	566
09-Jun-09	0	0	0	0	0	0	0	2	2	0	0	0	220	103	323	63	175	238	563
10-Jun-09	0	0	0	24	47	71	48	66	114	0	0	0	159	73	232	48	99	147	564
11-Jun-09	0	0	0	4	37	41	12	20	32	0	0	0	209	88	297	67	144	211	581
12-Jun-09	0	0	0	0	59	59	0	4	4	0	0	0	241	92	333	56	141	197	593
13-Jun-09	0	0	0	0	4	4	0	3	3	0	0	0	215	95	310	28	138	166	483
14-Jun-09	0	0	0	0	40	40	0	2	2	0	0	0	218	103	321	53	128	181	544
15-Jun-09	0	0	0	45	51	96	82	99	181	0	12	12	124	56	180	31	62	93	562
16-Jun-09	0	0	0	81	63	144	164	205	369	20	0	20	6	0	6	0	0	0	539
17-Jun-09	0	0	0	78	73	151	196	210	406	0	0	0	7	0	7	0	2	2	566
18-Jun-09	0	0	0	32	46	78	115	119	234	1	6	7	101	47	148	42	73	115	582
19-Jun-09	0	0	0	0	93	93	0	3	3	0	11	11	251	88	339	46	99	145	591
20-Jun-09	0	0	0	0	0	0	0	0	0	0	12	12	182	103	285	60	126	186	483
21-Jun-09	0	0	0	0	0	0	1	0	1	0	9	9	201	109	310	68	154	222	542
22-Jun-09	0	0	0	27	33	60	51	63	114	0	0	0	165	78	243	44	113	157	574
23-Jun-09	0	0	0	0	23	23	0	8	8	0	0	0	228	87	315	53	158	211	557
24-Jun-09	0	0	0	0	0	0	0	5	5	0	17	17	203	99	302	81	172	253	577
25-Jun-09	0	0	0	0	0	0	0	7	7	0	14	14	227	96	323	72	179	251	595
26-Jun-09	0	0	0	0	45	45	0	4	4	0	10	10	249	101	350	52	141	193	602
27-Jun-09	0	0	0	21	44	65	15	33	48	0	0	0	173	82	255	40	87	127	495
28-Jun-09	0	0	0	11	83	94	17	8	25	0	5	5	211	97	308	42	87	129	561
29-Jun-09	0	0	0	0	0	0	0	2	2	0	35	35	201	110	311	94	155	249	597
30-Jun-09	0	0	0	0	0	0	0	5	5	0	0	0	222	100	322	63	180	243	570
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>379</b>	<b>858</b>	<b>1237</b>	<b>830</b>	<b>1033</b>	<b>1863</b>	<b>21</b>	<b>131</b>	<b>152</b>	<b>5592</b>	<b>2551</b>	<b>8143</b>	<b>1536</b>	<b>3787</b>	<b>5323</b>	<b>16718</b>

## Runway Movement Summary – Non Jet Aircraft Only <sup>1</sup>

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-Jun-09	0	0	0	22	23	45	31	42	73	0	0	0	42	33	75	18	15	33	226
02-Jun-09	0	0	0	0	0	0	0	1	1	0	0	0	60	65	125	41	36	77	203
03-Jun-09	0	0	0	0	0	0	0	1	1	0	0	0	47	71	118	57	32	89	208
04-Jun-09	0	0	0	0	1	1	2	4	6	0	0	0	59	70	129	49	35	84	220
05-Jun-09	0	0	0	0	0	0	0	1	1	0	0	0	65	77	142	50	38	88	231
06-Jun-09	0	0	0	0	2	2	2	1	3	0	0	0	49	34	83	23	21	44	132
07-Jun-09	0	0	0	0	1	1	0	3	3	0	0	0	44	45	89	17	23	40	133
08-Jun-09	0	0	0	0	0	0	1	3	4	0	0	0	54	59	113	30	32	62	179
09-Jun-09	0	0	0	0	0	0	0	0	0	0	0	0	58	67	125	44	34	78	203
10-Jun-09	0	0	0	10	19	29	16	25	41	0	0	0	47	47	94	30	15	45	209
11-Jun-09	0	0	0	6	4	10	8	8	16	0	0	0	58	63	121	34	34	68	215
12-Jun-09	0	0	0	0	10	10	0	2	2	0	0	0	81	76	157	39	30	69	238
13-Jun-09	0	0	0	0	1	1	0	1	1	0	0	0	41	35	76	30	22	52	130
14-Jun-09	0	0	0	0	9	9	0	1	1	0	0	0	46	60	106	28	23	51	167
15-Jun-09	0	0	0	16	24	40	35	45	80	0	4	4	34	28	62	26	11	37	223
16-Jun-09	0	0	0	47	31	78	49	73	122	6	2	8	2	0	2	0	0	0	210
17-Jun-09	0	0	0	59	33	92	47	73	120	0	0	0	2	1	3	1	0	1	216
18-Jun-09	0	0	0	37	25	62	19	53	72	0	1	1	27	22	49	27	13	40	224
19-Jun-09	0	0	0	0	20	20	0	1	1	0	1	1	77	71	148	32	18	50	220
20-Jun-09	0	0	0	0	0	0	1	0	1	0	0	0	40	39	79	31	20	51	131
21-Jun-09	1	0	1	0	0	0	0	2	2	1	0	1	34	56	90	36	29	65	159
22-Jun-09	0	0	0	14	12	26	14	26	40	0	0	0	45	46	91	36	26	62	219
23-Jun-09	0	0	0	0	5	5	0	2	2	0	0	0	63	65	128	37	29	66	201
24-Jun-09	0	0	0	0	0	0	0	4	4	0	2	2	54	71	125	47	31	78	209
25-Jun-09	0	0	0	0	0	0	0	2	2	0	2	2	64	75	139	48	36	84	227
26-Jun-09	0	0	0	0	9	9	0	1	1	0	1	1	61	70	131	52	28	80	222
27-Jun-09	0	0	0	6	4	10	10	7	17	0	0	0	30	33	63	27	18	45	135
28-Jun-09	0	0	0	3	14	17	2	6	8	1	0	1	53	55	108	17	17	34	168
29-Jun-09	0	0	0	0	0	0	0	1	1	1	5	6	57	70	127	54	33	87	221
30-Jun-09	0	0	0	0	0	0	0	4	4	0	0	0	61	70	131	46	37	83	218
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>220</b>	<b>247</b>	<b>467</b>	<b>237</b>	<b>393</b>	<b>630</b>	<b>9</b>	<b>18</b>	<b>27</b>	<b>1455</b>	<b>1574</b>	<b>3029</b>	<b>1007</b>	<b>736</b>	<b>1743</b>	<b>5897</b>

(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-Jun-09	1	2	1	2	2	4	39	67	65	56	55	47	40	36	48	44	53	45	60	51	33	20	21	3	795
02-Jun-09	2	1	1	3	1	2	45	56	69	55	47	51	34	30	44	47	45	45	54	48	34	17	20	4	755
03-Jun-09	1	1	1	0	3	3	37	59	61	52	55	48	29	35	44	49	45	48	63	50	37	22	18	4	765
04-Jun-09	1	1	0	0	0	0	15	26	36	53	64	60	55	43	43	58	51	56	63	56	43	27	29	2	782
05-Jun-09	2	1	0	1	0	3	33	44	57	72	50	47	47	43	52	54	51	51	70	62	43	27	23	2	835
06-Jun-09	1	0	1	1	2	4	27	57	52	52	52	45	46	28	46	41	30	32	32	27	24	10	7	1	618
07-Jun-09	1	0	0	1	1	3	24	38	41	37	41	49	33	28	44	43	43	41	57	46	28	21	14	0	634
08-Jun-09	1	1	1	1	1	5	34	57	52	48	57	46	38	37	47	45	42	45	61	55	27	29	14	1	745
09-Jun-09	0	0	0	0	0	5	39	68	64	52	51	51	39	35	40	47	41	42	67	47	34	21	20	3	766
10-Jun-09	4	0	1	5	1	3	39	65	67	45	51	47	37	29	43	50	46	49	58	48	38	22	21	4	773
11-Jun-09	3	0	1	2	1	3	37	64	62	49	55	47	38	31	47	53	39	53	67	49	39	29	22	5	796
12-Jun-09	3	2	2	3	2	2	42	65	60	54	49	45	50	40	49	54	50	52	64	58	40	27	18	0	831
13-Jun-09	1	1	0	0	1	5	27	51	65	43	55	44	38	31	47	36	27	35	32	27	21	18	7	1	613
14-Jun-09	0	0	0	0	0	3	26	40	43	38	42	41	43	31	57	48	46	54	60	64	34	23	17	1	711
15-Jun-09	1	1	0	0	1	4	35	69	67	53	55	49	39	35	52	44	41	53	58	48	34	23	18	5	785
16-Jun-09	3	4	0	2	2	4	39	52	65	56	48	50	33	35	40	47	39	50	57	48	32	24	15	4	749
17-Jun-09	4	0	1	3	0	3	28	50	68	56	51	48	36	36	51	54	48	45	68	49	37	25	17	4	782
18-Jun-09	7	1	1	2	2	2	34	66	61	53	55	46	40	34	45	50	50	50	64	53	39	27	19	5	806
19-Jun-09	1	0	0	3	1	3	37	61	65	51	54	47	43	35	49	52	49	58	61	57	40	29	15	0	811
20-Jun-09	1	0	0	0	0	4	32	45	62	48	49	44	41	30	45	41	31	31	32	28	25	13	12	0	614
21-Jun-09	1	1	1	1	0	4	23	35	47	41	45	41	43	34	48	53	43	47	61	54	36	28	14	0	701
22-Jun-09	0	0	0	0	0	3	37	53	65	58	54	51	51	39	52	44	50	51	55	47	35	24	19	5	793
23-Jun-09	3	0	0	3	1	2	36	60	63	50	48	50	30	37	41	52	40	48	62	44	38	29	17	4	758
24-Jun-09	2	1	0	3	1	4	35	55	69	49	49	60	33	33	45	57	36	51	63	52	38	27	18	5	786
25-Jun-09	2	2	0	3	2	5	35	68	61	51	52	50	48	33	43	48	52	53	65	53	43	25	23	5	822
26-Jun-09	2	3	1	3	0	3	38	67	68	48	56	52	46	35	54	47	49	43	61	58	37	29	24	0	824
27-Jun-09	1	1	0	1	1	4	25	52	63	42	52	51	40	39	44	40	29	31	38	28	24	15	9	0	630
28-Jun-09	1	1	0	0	0	3	24	37	43	40	52	45	42	36	46	52	48	51	68	58	35	29	18	0	729
29-Jun-09	1	1	0	0	0	5	37	74	64	51	58	57	39	37	48	50	43	48	61	53	38	25	25	3	818
30-Jun-09	5	1	2	1	1	5	41	66	70	53	53	54	31	33	46	47	39	48	58	49	37	26	19	3	788
<b>Total</b>	<b>56</b>	<b>27</b>	<b>15</b>	<b>44</b>	<b>27</b>	<b>103</b>	<b>1000</b>	<b>1667</b>	<b>1795</b>	<b>1506</b>	<b>1555</b>	<b>1463</b>	<b>1202</b>	<b>1038</b>	<b>1400</b>	<b>1447</b>	<b>1296</b>	<b>1406</b>	<b>1740</b>	<b>1467</b>	<b>1043</b>	<b>711</b>	<b>533</b>	<b>74</b>	<b>22615</b>
<b>Avg.</b>	<b>1.87</b>	<b>0.90</b>	<b>0.50</b>	<b>1.47</b>	<b>0.90</b>	<b>3.43</b>	<b>33.33</b>	<b>55.57</b>	<b>59.83</b>	<b>50.20</b>	<b>51.83</b>	<b>48.77</b>	<b>40.07</b>	<b>34.60</b>	<b>46.67</b>	<b>48.23</b>	<b>43.20</b>	<b>46.87</b>	<b>58.00</b>	<b>48.90</b>	<b>34.77</b>	<b>23.70</b>	<b>17.77</b>	<b>2.47</b>	<b>753.83</b>

## 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-Jun-09	1	1	1	1	1	4	22	37	29	25	25	22	18	18	27	19	24	22	31	22	17	12	14	1	394
02-Jun-09	1	0	1	2	0	2	27	33	32	24	23	28	18	15	20	16	21	24	29	22	17	10	12	1	378
03-Jun-09	0	1	1	0	2	2	21	28	28	29	25	25	13	20	21	17	25	24	36	22	18	14	10	1	383
04-Jun-09	0	1	0	0	0	0	8	8	14	32	44	28	21	17	27	28	21	28	35	23	23	12	20	1	391
05-Jun-09	1	0	0	1	0	3	19	19	38	28	23	25	23	23	19	26	24	29	37	25	22	14	17	2	418
06-Jun-09	0	0	1	1	1	4	16	39	22	16	27	20	21	15	24	22	18	13	19	16	11	7	3	1	317
07-Jun-09	0	0	0	0	0	3	18	21	16	17	15	20	13	13	21	18	24	23	29	23	14	12	10	0	310
08-Jun-09	0	1	1	1	0	4	19	34	22	21	26	22	18	16	25	18	21	26	32	18	17	15	11	1	369
09-Jun-09	0	0	0	0	0	5	22	40	27	24	27	28	19	16	19	16	19	25	32	21	20	11	13	1	385
10-Jun-09	1	0	1	2	0	3	22	35	32	18	26	27	16	14	21	20	22	23	31	20	21	13	13	1	382
11-Jun-09	1	0	1	1	0	3	21	39	25	24	28	26	13	18	29	16	18	28	34	20	21	17	14	1	398
12-Jun-09	1	2	1	2	0	2	24	39	30	19	22	25	26	19	25	20	23	30	35	20	23	16	13	0	417
13-Jun-09	0	1	0	0	1	5	16	35	29	14	26	22	18	15	28	13	18	19	16	13	11	12	2	0	314
14-Jun-09	0	0	0	0	0	3	18	23	13	21	18	18	14	15	29	17	22	32	35	25	18	12	12	0	345
15-Jun-09	0	1	0	0	1	4	18	40	30	22	27	26	17	18	31	12	23	29	28	21	19	14	9	3	393
16-Jun-09	0	1	0	2	0	4	23	27	35	24	26	24	17	18	20	18	18	28	25	23	19	14	8	1	375
17-Jun-09	1	0	1	1	0	3	18	29	34	25	18	25	19	20	26	20	24	23	35	22	21	15	8	2	390
18-Jun-09	3	0	1	1	1	2	20	37	30	24	26	26	17	15	27	20	20	24	32	24	22	16	11	2	401
19-Jun-09	0	0	0	2	0	3	20	36	30	23	26	23	20	18	25	24	22	34	27	25	22	15	11	0	406
20-Jun-09	1	0	0	0	0	4	19	31	26	19	21	22	20	16	25	19	19	13	18	14	15	7	5	0	314
21-Jun-09	0	1	0	1	0	4	14	20	17	20	22	17	19	15	25	19	21	28	34	24	14	18	9	0	342
22-Jun-09	0	0	0	0	0	3	22	29	33	21	24	31	21	18	28	18	24	27	24	25	17	16	12	3	396
23-Jun-09	0	0	0	2	0	2	19	37	28	21	26	26	15	19	20	18	21	27	30	17	23	21	8	1	381
24-Jun-09	0	0	0	2	0	4	19	35	26	21	24	32	16	12	26	19	21	24	35	20	23	15	10	1	385
25-Jun-09	1	1	0	2	1	4	19	40	26	23	29	28	18	15	25	19	26	25	36	18	26	14	14	1	411
26-Jun-09	1	2	1	1	0	3	20	40	32	21	28	30	17	17	32	17	22	20	36	22	20	16	16	0	414
27-Jun-09	1	1	0	0	1	4	12	34	29	16	26	26	17	18	25	16	18	18	20	11	16	8	5	0	322
28-Jun-09	1	1	0	0	0	3	15	21	18	19	21	23	15	16	21	22	26	33	34	22	16	19	11	0	357
29-Jun-09	0	1	0	0	0	5	20	40	28	24	30	28	18	17	26	17	23	30	29	18	22	16	13	2	407
30-Jun-09	2	0	1	0	1	3	22	36	36	25	25	29	15	15	24	14	21	27	28	18	23	15	11	1	392
<b>Total</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>25</b>	<b>10</b>	<b>98</b>	<b>573</b>	<b>962</b>	<b>815</b>	<b>660</b>	<b>754</b>	<b>752</b>	<b>532</b>	<b>501</b>	<b>741</b>	<b>558</b>	<b>649</b>	<b>756</b>	<b>902</b>	<b>614</b>	<b>571</b>	<b>416</b>	<b>325</b>	<b>28</b>	<b>11287</b>
<b>Avg.</b>	<b>0.57</b>	<b>0.53</b>	<b>0.40</b>	<b>0.83</b>	<b>0.33</b>	<b>3.27</b>	<b>19.10</b>	<b>32.07</b>	<b>27.17</b>	<b>22.00</b>	<b>25.13</b>	<b>25.07</b>	<b>17.73</b>	<b>16.70</b>	<b>24.70</b>	<b>18.60</b>	<b>21.63</b>	<b>25.20</b>	<b>30.07</b>	<b>20.47</b>	<b>19.03</b>	<b>13.87</b>	<b>10.83</b>	<b>0.93</b>	<b>376.23</b>

## 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-Jun-09	0	1	0	1	1	0	17	30	36	31	30	25	22	18	21	25	29	23	29	29	16	8	7	2	401
02-Jun-09	1	1	0	1	1	0	18	23	37	31	24	23	16	15	24	31	24	21	25	26	17	7	8	3	377
03-Jun-09	1	0	0	0	1	1	16	31	33	23	30	23	16	15	23	32	20	24	27	28	19	8	8	3	382
04-Jun-09	1	0	0	0	0	0	7	18	22	21	20	32	34	26	16	30	30	28	28	33	20	15	9	1	391
05-Jun-09	1	1	0	0	0	0	14	25	19	44	27	22	24	20	33	28	27	22	33	37	21	13	6	0	417
06-Jun-09	1	0	0	0	1	0	11	18	30	36	25	25	25	13	22	19	12	19	13	11	13	3	4	0	301
07-Jun-09	1	0	0	1	1	0	6	17	25	20	26	29	20	15	23	25	19	18	28	23	14	9	4	0	324
08-Jun-09	1	0	0	0	1	1	15	23	30	27	31	24	20	21	22	27	21	19	29	37	10	14	3	0	376
09-Jun-09	0	0	0	0	0	0	17	28	37	28	24	23	20	19	21	31	22	17	35	26	14	10	7	2	381
10-Jun-09	3	0	0	3	1	0	17	30	35	27	25	20	21	15	22	30	24	26	27	28	17	9	8	3	391
11-Jun-09	2	0	0	1	1	0	16	25	37	25	27	21	25	13	18	37	21	25	33	29	18	12	8	4	398
12-Jun-09	2	0	1	1	2	0	18	26	30	35	27	20	24	21	24	34	27	22	29	38	17	11	5	0	414
13-Jun-09	1	0	0	0	0	0	11	16	36	29	29	22	20	16	19	23	9	16	16	14	10	6	5	1	299
14-Jun-09	0	0	0	0	0	0	8	17	30	17	24	23	29	16	28	31	24	22	25	39	16	11	5	1	366
15-Jun-09	1	0	0	0	0	0	17	29	37	31	28	23	22	17	21	32	18	24	30	27	15	9	9	2	392
16-Jun-09	3	3	0	0	2	0	16	25	30	32	22	26	16	17	20	29	21	22	32	25	13	10	7	3	374
17-Jun-09	3	0	0	2	0	0	10	21	34	31	33	23	17	16	25	34	24	22	33	27	16	10	9	2	392
18-Jun-09	4	1	0	1	1	0	14	29	31	29	29	20	23	19	18	30	30	26	32	29	17	11	8	3	405
19-Jun-09	1	0	0	1	1	0	17	25	35	28	28	24	23	17	24	28	27	24	34	32	18	14	4	0	405
20-Jun-09	0	0	0	0	0	0	13	14	36	29	28	22	21	14	20	22	12	18	14	14	10	6	7	0	300
21-Jun-09	1	0	1	0	0	0	9	15	30	21	23	24	24	19	23	34	22	19	27	30	22	10	5	0	359
22-Jun-09	0	0	0	0	0	0	15	24	32	37	30	20	30	21	24	26	26	24	31	22	18	8	7	2	397
23-Jun-09	3	0	0	1	1	0	17	23	35	29	22	24	15	18	21	34	19	21	32	27	15	8	9	3	377
24-Jun-09	2	1	0	1	1	0	16	20	43	28	25	28	17	21	19	38	15	27	28	32	15	12	8	4	401
25-Jun-09	1	1	0	1	1	1	16	28	35	28	23	22	30	18	18	29	26	28	29	35	17	11	9	4	411
26-Jun-09	1	1	0	2	0	0	18	27	36	27	28	22	29	18	22	30	27	23	25	36	17	13	8	0	410
27-Jun-09	0	0	0	1	0	0	13	18	34	26	26	25	23	21	19	24	11	13	18	17	8	7	4	0	308
28-Jun-09	0	0	0	0	0	0	9	16	25	21	31	22	27	20	25	30	22	18	34	36	19	10	7	0	372
29-Jun-09	1	0	0	0	0	0	17	34	36	27	28	29	21	20	22	33	20	18	32	35	16	9	12	1	411
30-Jun-09	3	1	1	1	0	2	19	30	34	28	28	25	16	18	22	33	18	21	30	31	14	11	8	2	396
<b>Total</b>	<b>39</b>	<b>11</b>	<b>3</b>	<b>19</b>	<b>17</b>	<b>5</b>	<b>427</b>	<b>705</b>	<b>980</b>	<b>846</b>	<b>801</b>	<b>711</b>	<b>670</b>	<b>537</b>	<b>659</b>	<b>889</b>	<b>647</b>	<b>650</b>	<b>838</b>	<b>853</b>	<b>472</b>	<b>295</b>	<b>208</b>	<b>46</b>	<b>11328</b>
<b>Avg.</b>	<b>1.30</b>	<b>0.37</b>	<b>0.10</b>	<b>0.63</b>	<b>0.57</b>	<b>0.17</b>	<b>14.23</b>	<b>23.50</b>	<b>32.67</b>	<b>28.20</b>	<b>26.70</b>	<b>23.70</b>	<b>22.33</b>	<b>17.90</b>	<b>21.97</b>	<b>29.63</b>	<b>21.57</b>	<b>21.67</b>	<b>27.93</b>	<b>28.43</b>	<b>15.73</b>	<b>9.83</b>	<b>6.93</b>	<b>1.53</b>	<b>377.60</b>

## 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-Jun-09	7:00	0:14	1:36	-	-	-	5:10	9:09	-	-	-	0:51	-
02-Jun-09	7:00	0:16	-	-	-	-	16:44	-	-	-	-	-	-
03-Jun-09	7:00	0:25	-	-	-	-	13:18	-	-	-	-	3:17	-
04-Jun-09	7:00	0:22	-	-	-	-	9:50	2:55	-	-	-	3:53	-
05-Jun-09	7:00	0:17	-	-	-	-	16:43	-	-	-	-	-	-
06-Jun-09	7:00	0:40	6:31	-	-	-	9:01	-	-	-	-	0:48	-
07-Jun-09	7:00	0:14	2:38	-	-	-	11:46	-	-	-	-	2:22	-
08-Jun-09	7:00	0:17	-	-	-	-	11:47	-	-	-	-	4:56	-
09-Jun-09	7:00	0:13	-	-	-	-	13:52	-	-	-	-	2:55	-
10-Jun-09	7:00	0:31	3:10	-	-	-	9:17	4:02	-	-	-	-	-
11-Jun-09	7:00	0:20	3:08	-	-	-	12:15	1:17	-	-	-	-	-
12-Jun-09	7:00	0:30	5:25	-	-	-	9:59	-	-	-	-	1:06	-
13-Jun-09	7:00	0:50	1:03	-	-	-	8:41	-	-	-	-	6:25	-
14-Jun-09	7:00	0:27	4:43	-	-	-	11:50	-	-	-	-	-	-
15-Jun-09	7:00	0:36	2:21	-	0:57	-	5:00	8:06	-	-	-	-	-
16-Jun-09	7:00	0:25	-	1:49	-	-	-	14:46	-	-	-	-	-
17-Jun-09	7:00	0:26	-	-	-	-	0:12	16:22	-	-	-	-	-
18-Jun-09	7:00	0:17	-	-	1:15	-	6:21	9:07	-	-	-	-	-
19-Jun-09	7:00	0:36	7:14	-	0:45	-	8:25	-	-	-	-	-	-
20-Jun-09	7:00	0:38	-	-	0:53	-	13:40	-	-	-	-	1:49	-
21-Jun-09	7:00	0:18	-	-	0:57	-	14:53	-	-	-	-	0:52	-
22-Jun-09	7:00	0:22	2:12	-	-	-	7:56	4:30	-	-	-	1:59	-
23-Jun-09	7:00	0:29	3:08	-	-	-	11:15	-	-	-	-	2:08	-
24-Jun-09	7:00	0:17	-	-	2:22	-	12:36	-	-	-	-	1:45	-
25-Jun-09	7:00	0:24	-	-	1:04	-	11:44	-	-	-	-	3:48	-
26-Jun-09	7:00	0:18	4:28	-	0:40	-	11:34	-	-	-	-	-	-
27-Jun-09	7:00	0:51	2:34	-	-	-	9:09	2:47	-	-	-	1:39	-
28-Jun-09	7:00	0:33	6:56	-	0:40	-	7:10	0:55	-	-	-	0:45	-
29-Jun-09	7:00	0:16	-	-	3:20	-	13:24	-	-	-	-	-	-
30-Jun-09	7:00	0:20	-	-	-	-	12:03	-	-	-	-	4:37	-
<b>Total</b>	<b>210:00</b>	<b>12:42</b>	<b>57:08</b>	<b>1:49</b>	<b>12:53</b>	<b>0:00</b>	<b>305:37</b>	<b>73:56</b>	<b>0:00</b>	<b>0:00</b>	<b>0:00</b>	<b>45:55</b>	<b>0:00</b>
<b>% Used</b>		<b>2.49%</b>	<b>11.20%</b>	<b>0.36%</b>	<b>2.53%</b>	<b>0.00%</b>	<b>59.92%</b>	<b>14.50%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>9.00%</b>	<b>0.00%</b>

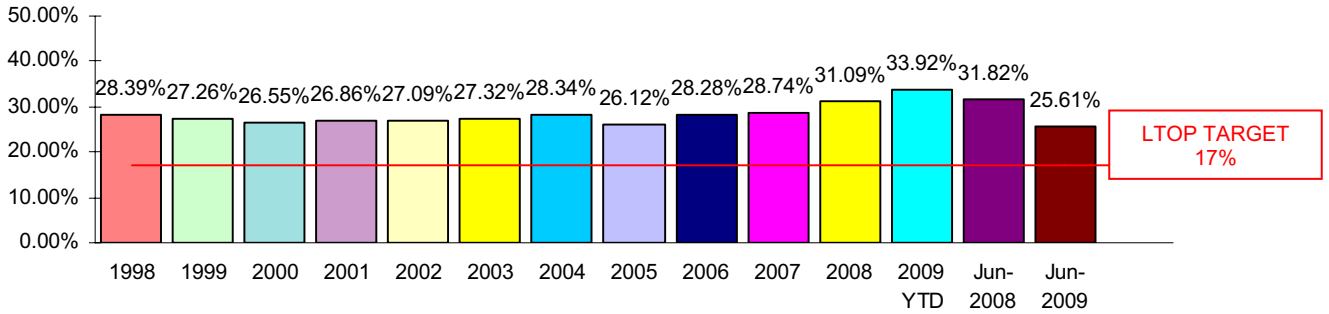
## Cumulative Mode Utilisation from 1 January 2009

<b>Time</b>	<b>2.21%</b>	<b>7.06%</b>	<b>0.06%</b>	<b>0.42%</b>	<b>0.00%</b>	<b>37.34%</b>	<b>43.82%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>9.09%</b>	<b>0.00%</b>
<b>Movements</b>	<b>0.35%</b>	<b>5.51%</b>	<b>0.03%</b>	<b>0.30%</b>	<b>0.00%</b>	<b>41.94%</b>	<b>45.07%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>6.81%</b>	<b>0.00%</b>

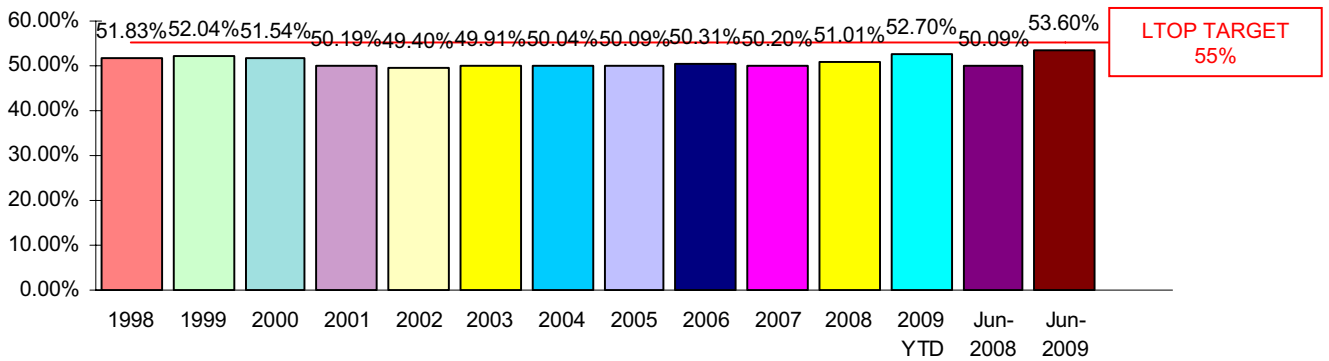
# Runway End Impact to 30 June 2009

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

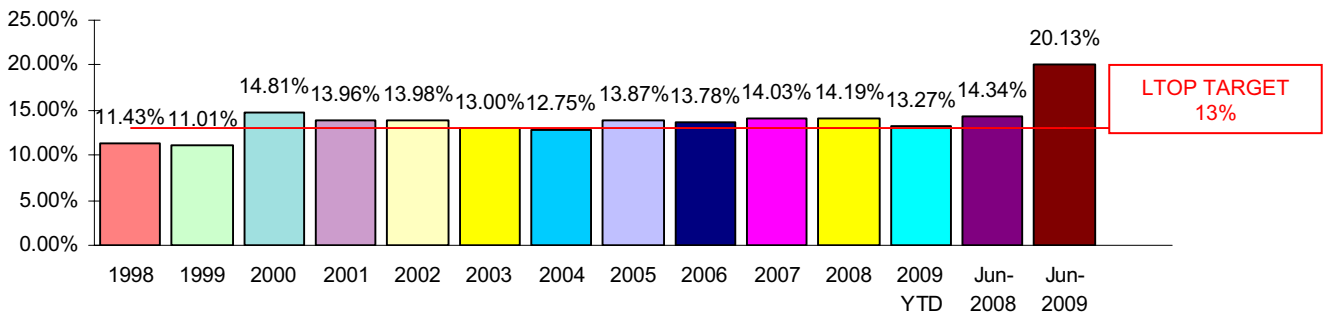
## NORTH



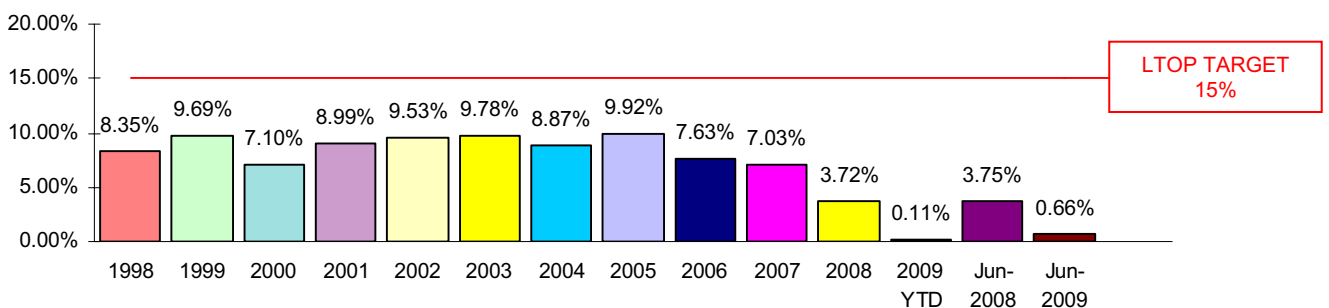
## SOUTH



## 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-Jun-2009		10			9		SP	15		9					10				Curfew
2-Jun-2009									9										Curfew
3-Jun-2009	15							9								15			Curfew
4-Jun-2009		10				9			15			9					15		Curfew
5-Jun-2009										9									Curfew
6-Jun-2009	15					9								SODPROPS					Curfew
7-Jun-2009				9				15				9				SODPROPS			Curfew
8-Jun-2009				9				15				9				15			Curfew
9-Jun-2009									9							15			Curfew
10-Jun-2009						9						10			SODPROPS				Curfew
11-Jun-2009				9			10				9				SODPROPS				Curfew
12-Jun-2009					9			15		SODPROPS				9			SODPROPS		Curfew
13-Jun-2009	SP				9								15				SP		Curfew
14-Jun-2009				9				SODPROPS	9			9				SODPROPS			Curfew
15-Jun-2009	7				9						10					SODPROPS			Curfew
16-Jun-2009									10								5		Curfew
17-Jun-2009	10	9								10									Curfew
18-Jun-2009					9						10						9	7	Curfew
19-Jun-2009	7				9					SODPROPS			9		SP		9		Curfew
20-Jun-2009	7								9								15		Curfew
21-Jun-2009	7				9				15					9					Curfew
22-Jun-2009					9				15		9			10			SODPROPS		Curfew
23-Jun-2009						9				15			9			SODPROPS			Curfew
24-Jun-2009						9				15			9				7		Curfew
25-Jun-2009	7				9					15			9				15		Curfew
26-Jun-2009	7					9				SODPROPS			9				SODPROPS		Curfew
27-Jun-2009	SP					9					10			9		SP		15	Curfew
28-Jun-2009	SP					9			15		SODPROPS		10		9		SODPROPS	7	Curfew
29-Jun-2009	7									9							7		Curfew
30-Jun-2009					9					15			9				15		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	
17 June 09	07:06	07:55	0:49

### 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
17 June 09	16	7	9

### 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](http://www.airservicesaustralia.com)

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

[www.privacy.gov.au](http://www.privacy.gov.au)

The Telecommunications Act 1997 (Commonwealth)

[www.acma.gov.au](http://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](http://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:

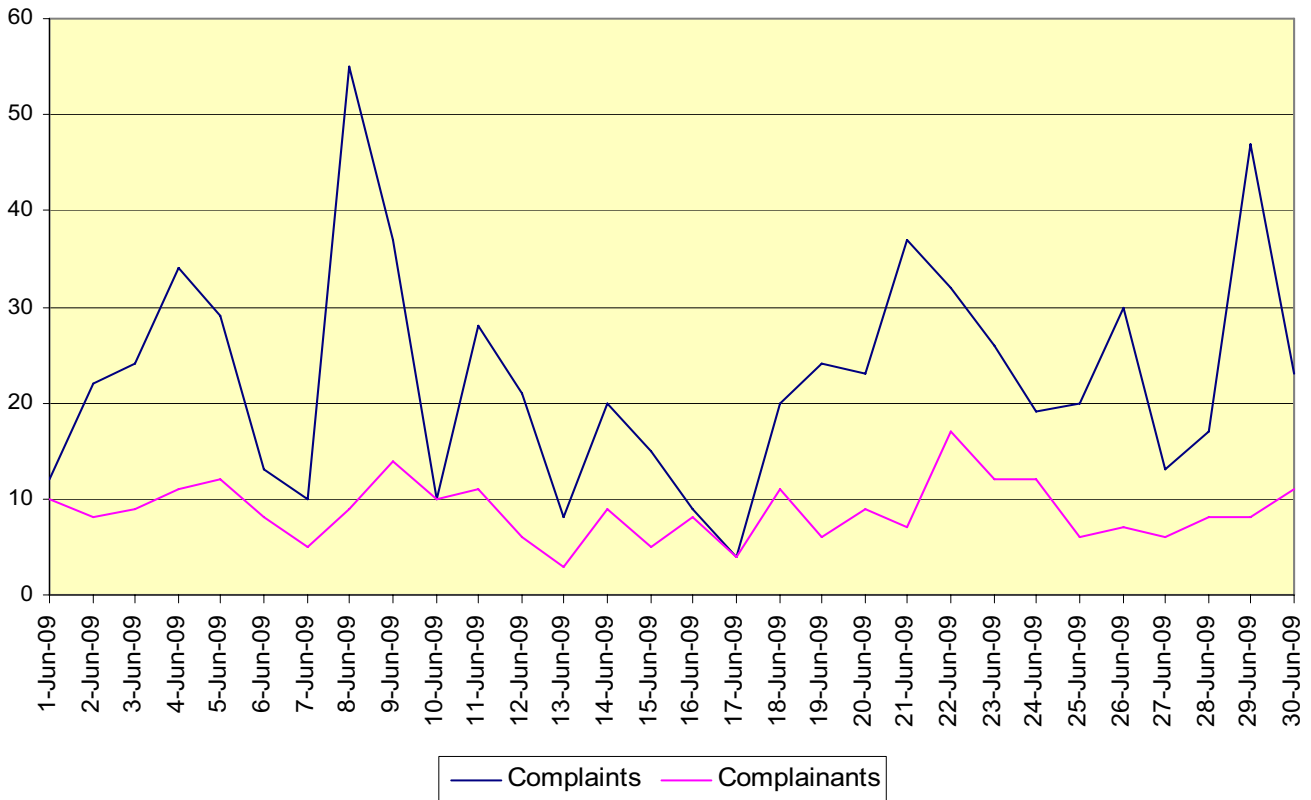
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – June 2009

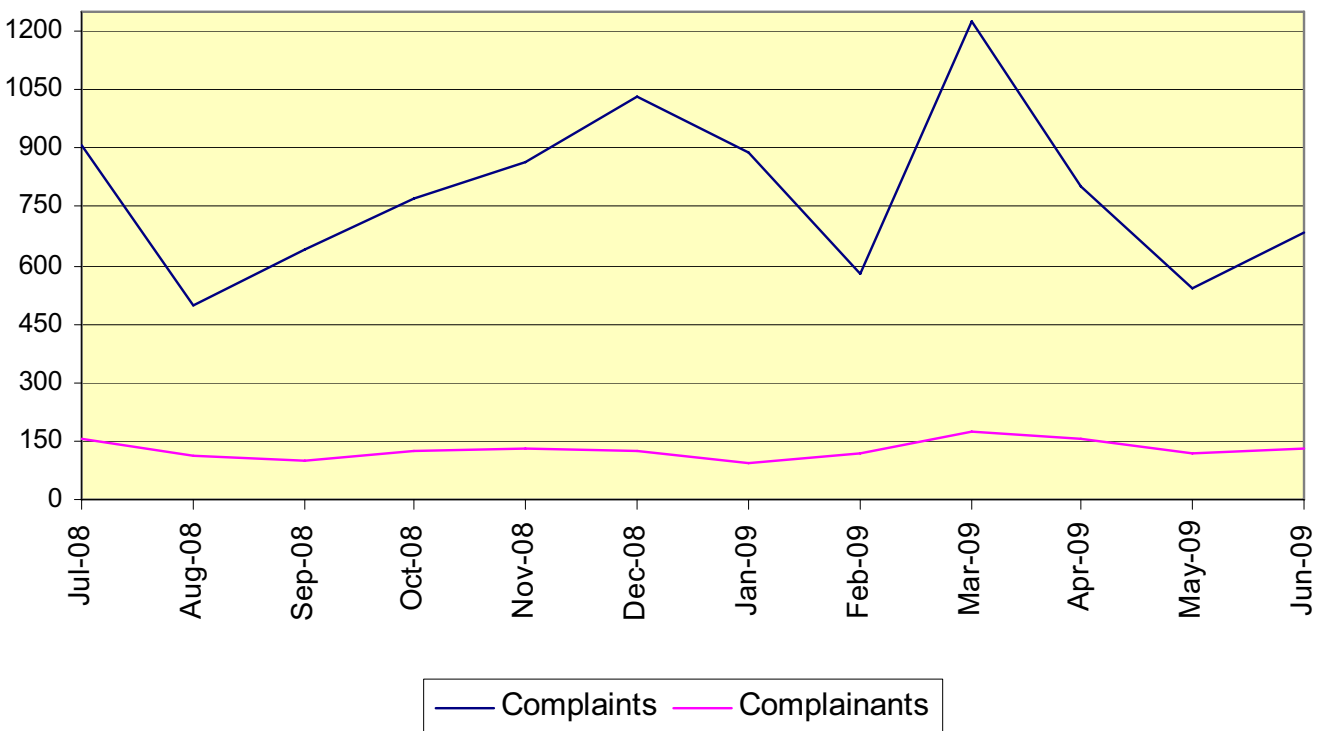
➤ Sydney Suburbs Complaints	
• By phone.....	314
• By correspondence .....	30
• By internet.....	113
• By e-mail.....	225
➤ Sydney Suburbs Complaints – suburb not specified .....	4
➤ Sydney Suburbs Comments and Enquiries .....	46
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	40
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	21
➤ Callback / Information Requests (NSW Only).....	189

## Complaints Graphs

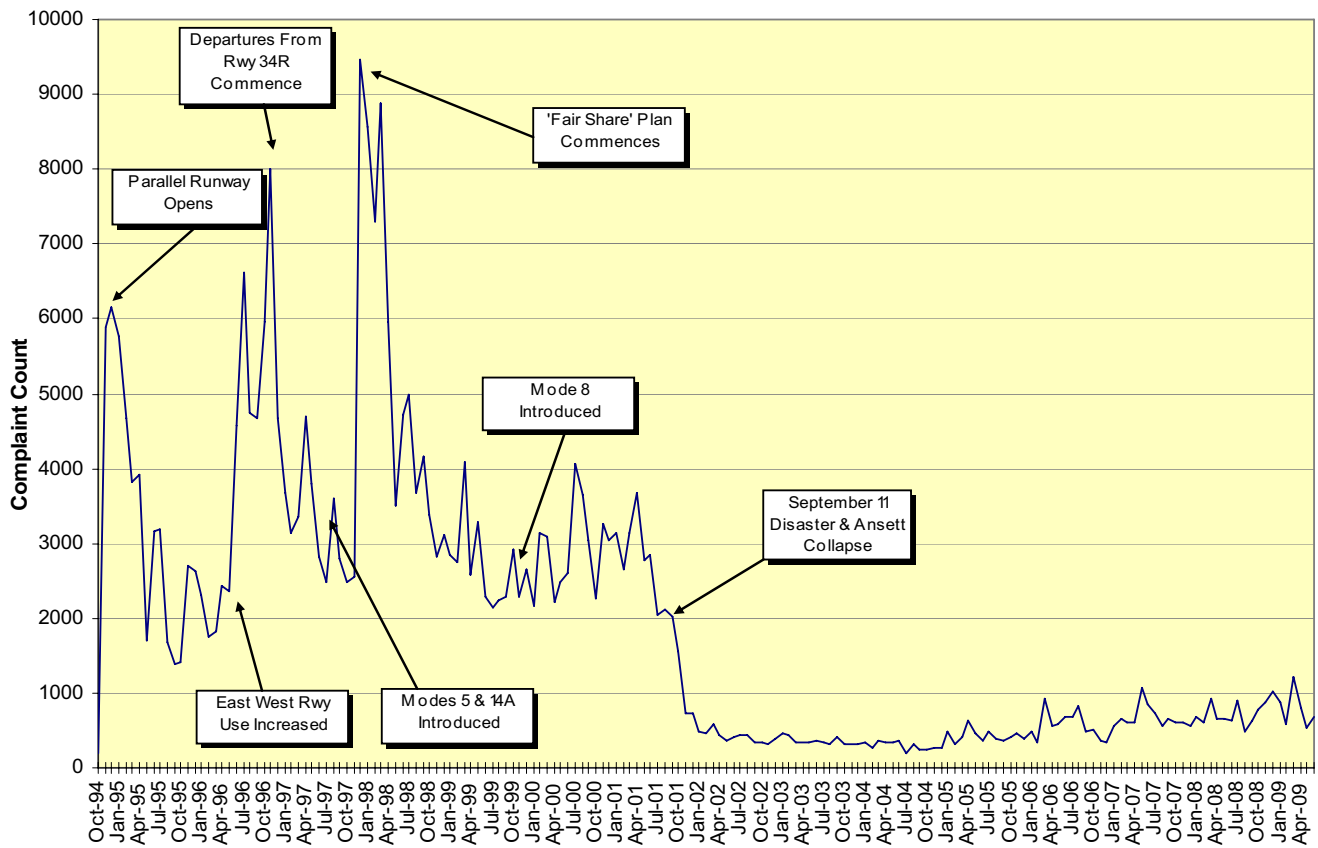
### Complaints vs Complainants – 1 June to 30 June 2009



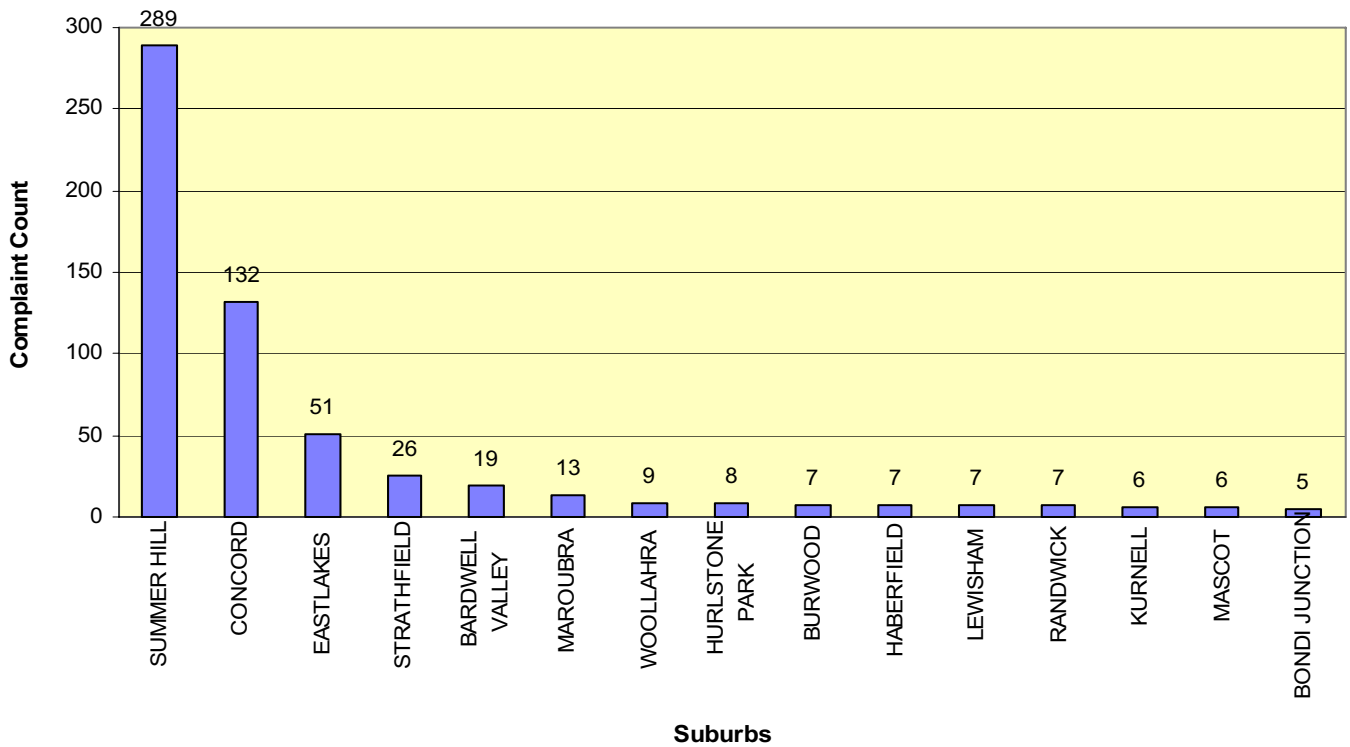
### Complaints vs Complainants – Monthly



# Complaints History

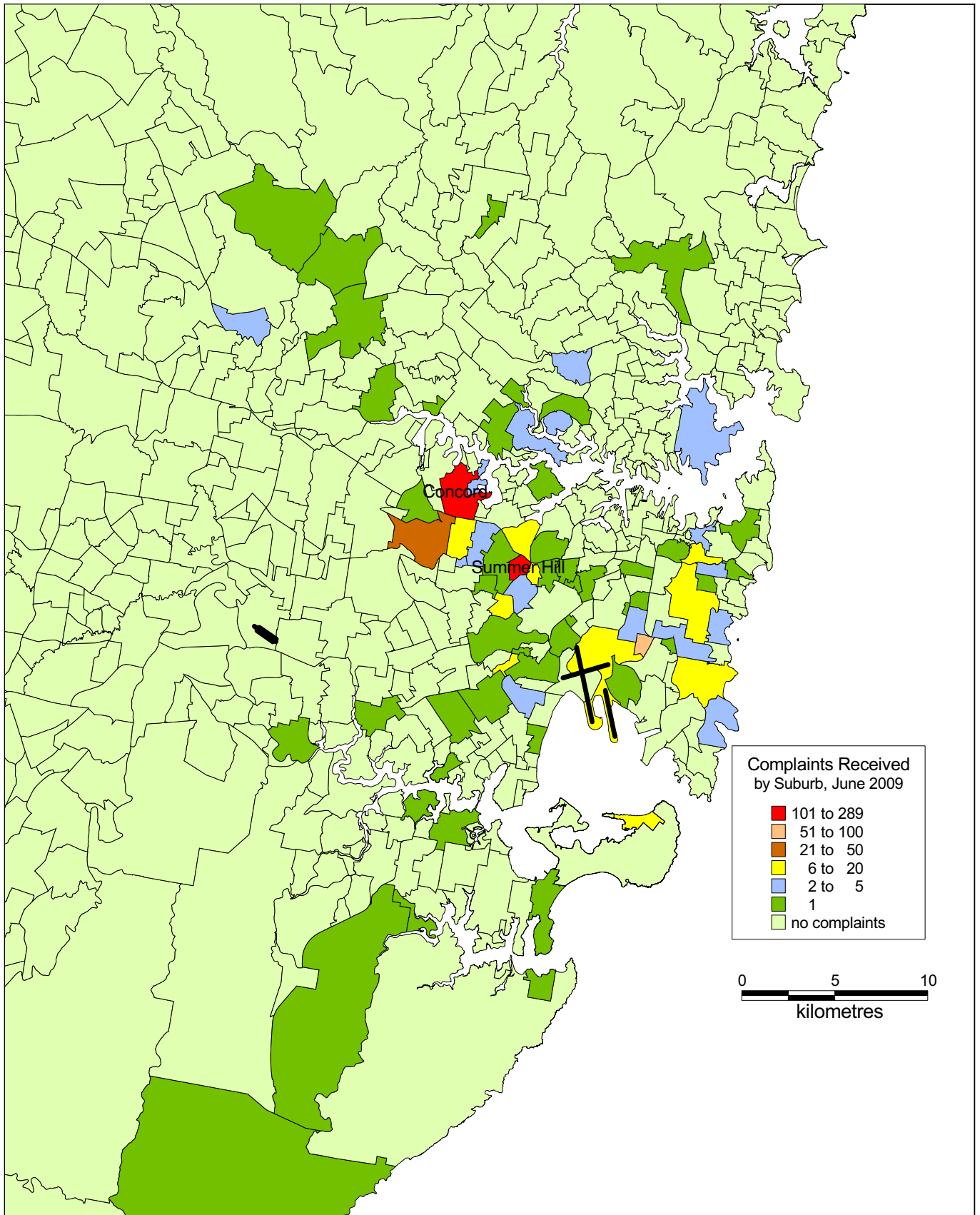


## Top Complaint Suburbs – 1 June to 30 June 2009



# Complaint Density by Suburb

1 June to 30 June 2009



## Recorded Complaints vs Complainants, by Suburb

1 June to 30 June 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	4	4	Hurlstone Park	8	3
Arncliffe	1	1	Hurstville	1	1
Ashbury	1	1	Kingsford	3	3
Ashfield	1	1	Kurnell	6	5
Bardwell Valley	19	1	Lane Cove	1	1
Beaconsfield	1	1	Leichhardt	1	1
Bexley	1	1	Lewisham	7	2
Bondi	1	1	Malabar	3	1
Bondi Junction	5	5	Maroubra	13	4
Botany	1	1	Marrickville South	1	1
Bundeena	1	1	Mascot	6	4
Burwood	7	2	Meadowbank	1	1
Burwood Heights	2	1	Monterey	1	1
Cabarita	2	1	Mosman	2	2
Campbelltown	1	1	Newtown	1	1
Carlingford	1	1	Oyster Bay	1	1
Castle Hill	1	1	Paddington	1	1
Chatswood West	3	1	Peakhurst	1	1
Concord	132	3	Petersham	1	1
Connells Point	1	1	Picnic Point	1	1
Coogee	2	2	Queens Park	1	1
Cronulla	1	1	Randwick	7	4
Croydon	2	1	Redfern	1	1
Daceyville	1	1	Riverview	3	1
Double Bay	2	1	Rockdale	4	4
Drummoyne	1	1	Rose Bay	1	1
Dulwich Hill	4	4	Rosebery	2	2
Earlwood	1	1	Stanmore	1	1
East Ryde	1	1	Strathfield	26	2
Eastlakes	51	3	Summer Hill	289	3
Enmore	1	1	Sydenham	1	1
Ermington	1	1	Sylvania	1	1
Frenchs Forest	1	1	Tempe	1	1
Gladesville	1	1	Turrella	1	1
Grays Point	1	1	Warrawee	1	1
Haberfield	7	7	West Pennant Hills	1	1
Helensburgh	1	1	Winston Hills	3	1
Homebush	1	1	Woollahra	9	2
Hunters Hill	2	2	Zetland	1	1
<b>Total Complaints</b>	<b>682</b>		<b>Total Complainants</b>	<b>128</b>	

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

1 June to 30 June 2009

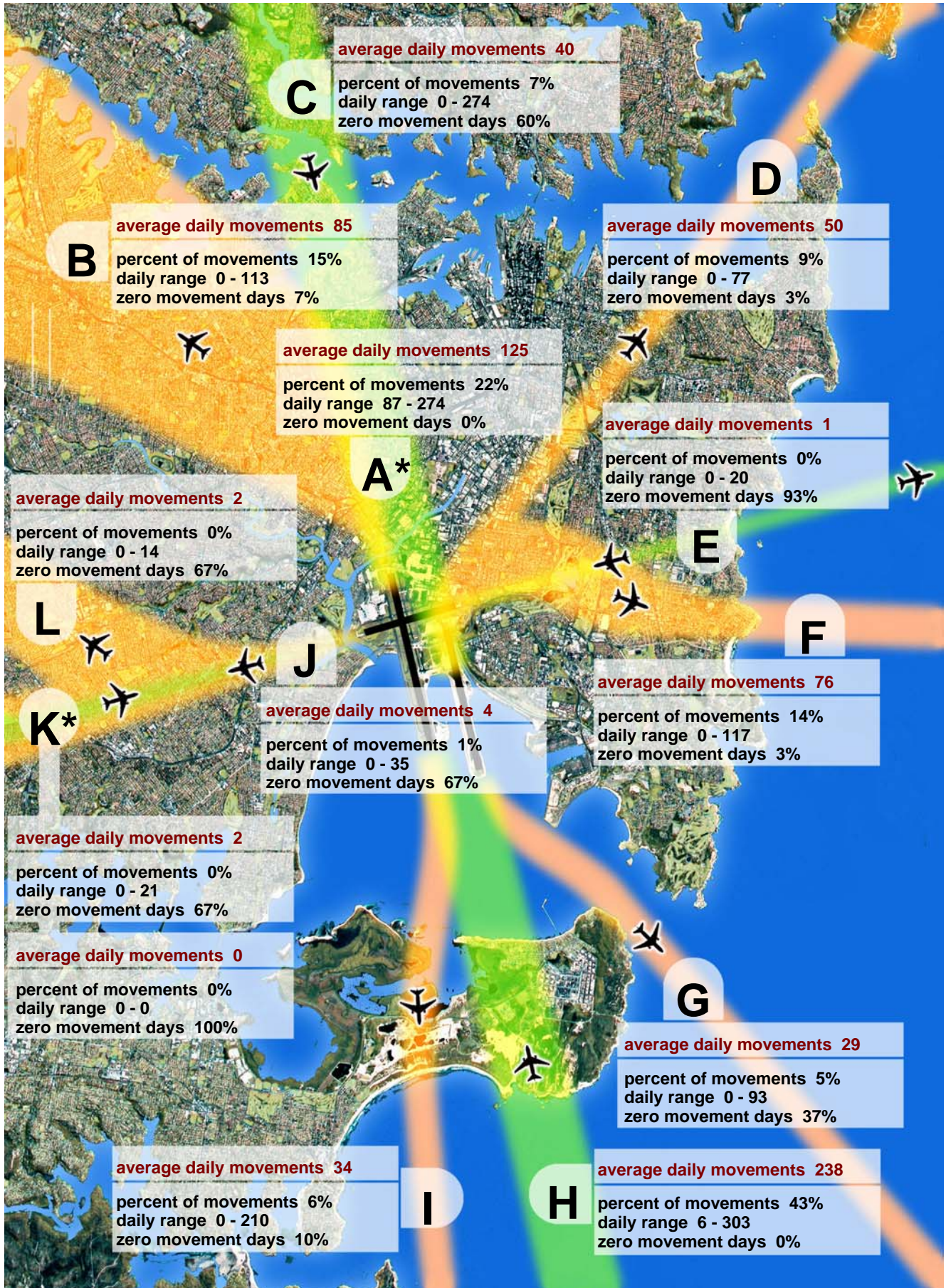
<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albury	1	1	Holsworthy	1	1
Bankstown	9	8	Inverell	1	1
Bilpin	5	1	Katoomba	1	1
Bowral	1	1	Lismore	1	1
Byron Bay	1	1	Mullumbimby	1	1
Camden	5	3	Parkes	1	1
Cessnock	1	1	Richmond	2	2
Concord	4	1	Royal North Shore Hospital	1	1
Evans Head	1	1	Williamtown	3	2

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<b>Total Complaints</b>	<b>40</b>	<b>Total Complainants</b>	<b>29</b>
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# Sydney Airport : Jet Flight Path Movements

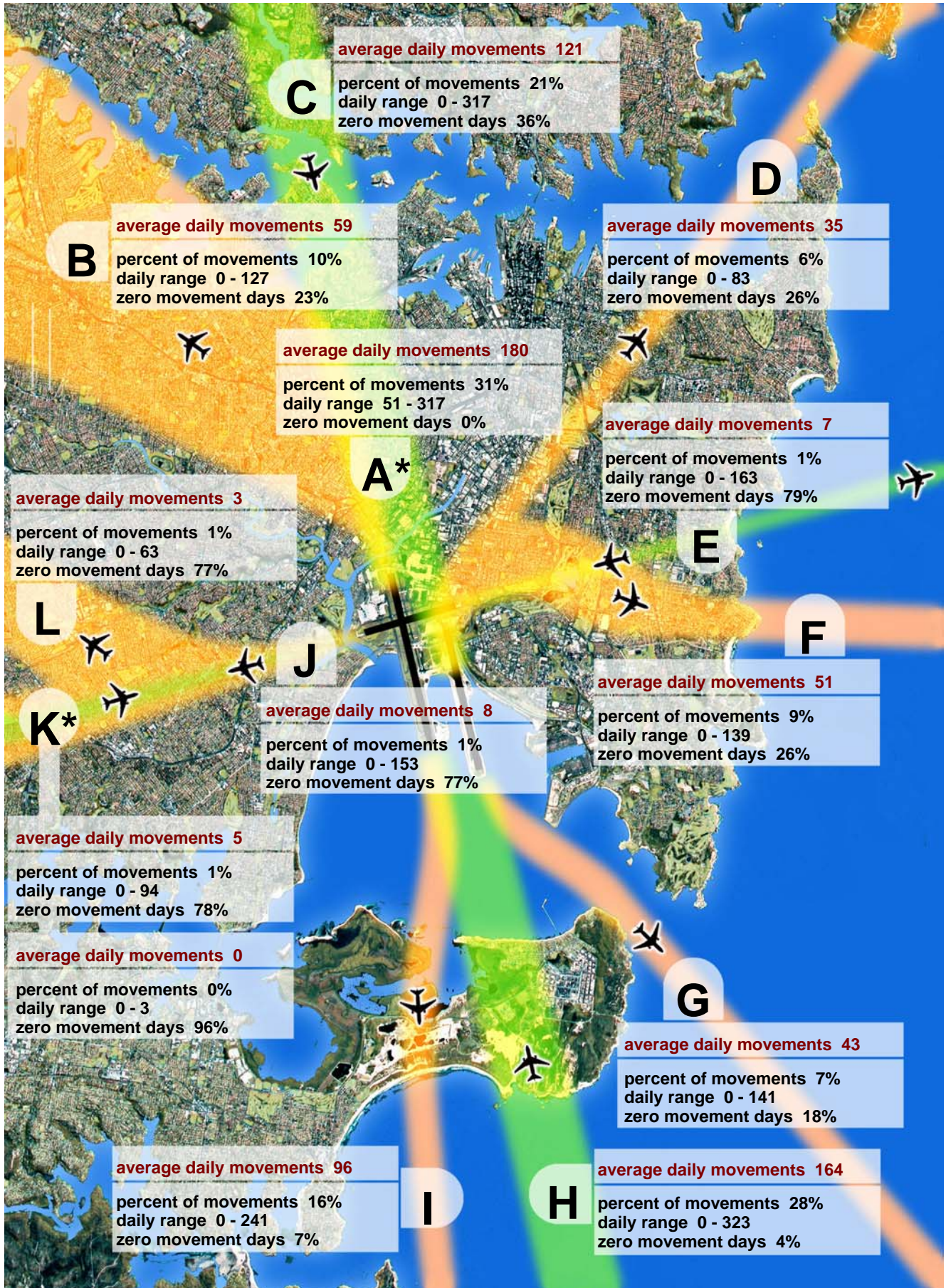
1 June 2009 to 30 June 2009, All Jets



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

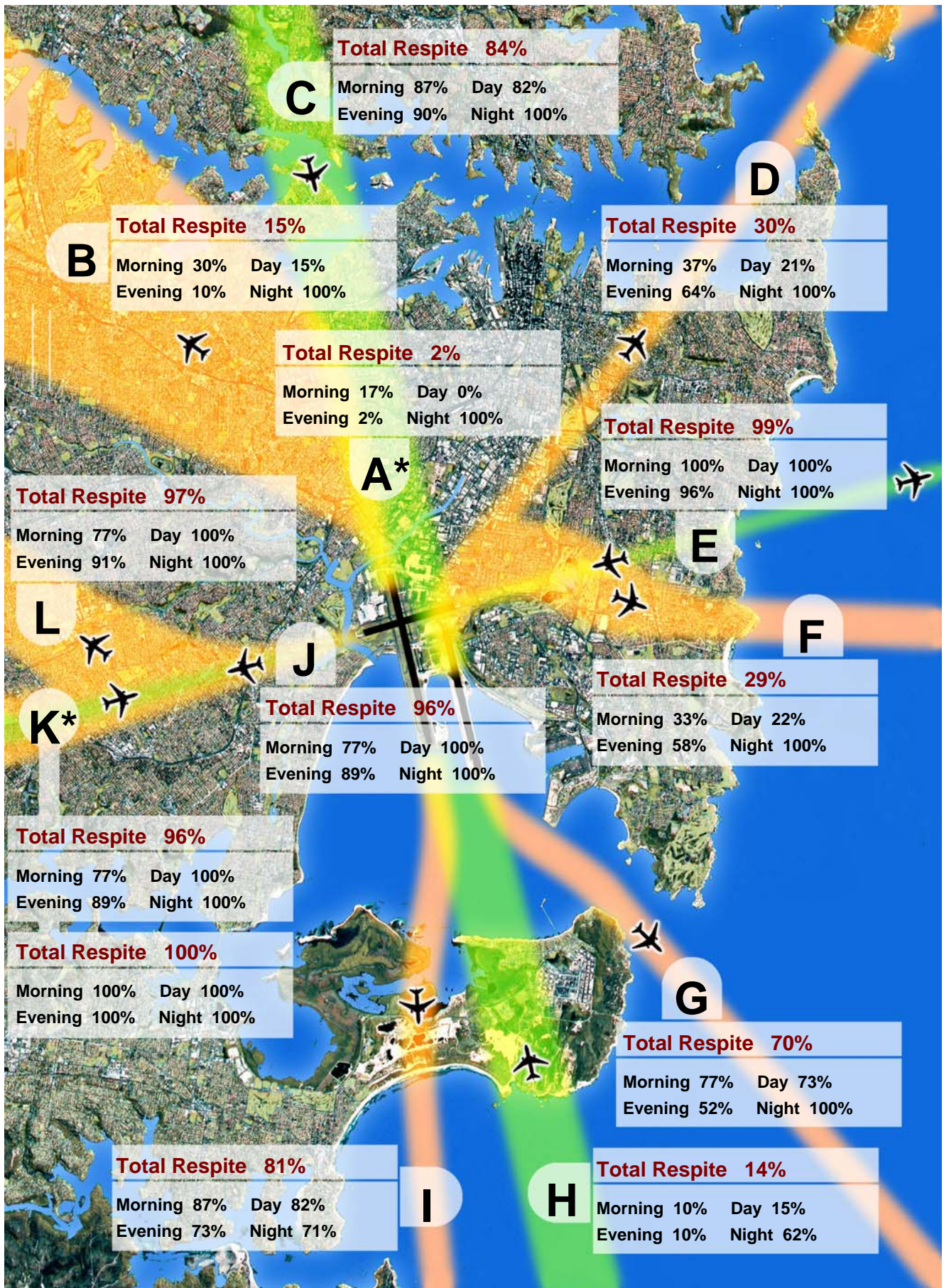
1 July 2008 to 30 June 2009, All Jets



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 June 2009 to 30 June 2009, All Jets



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

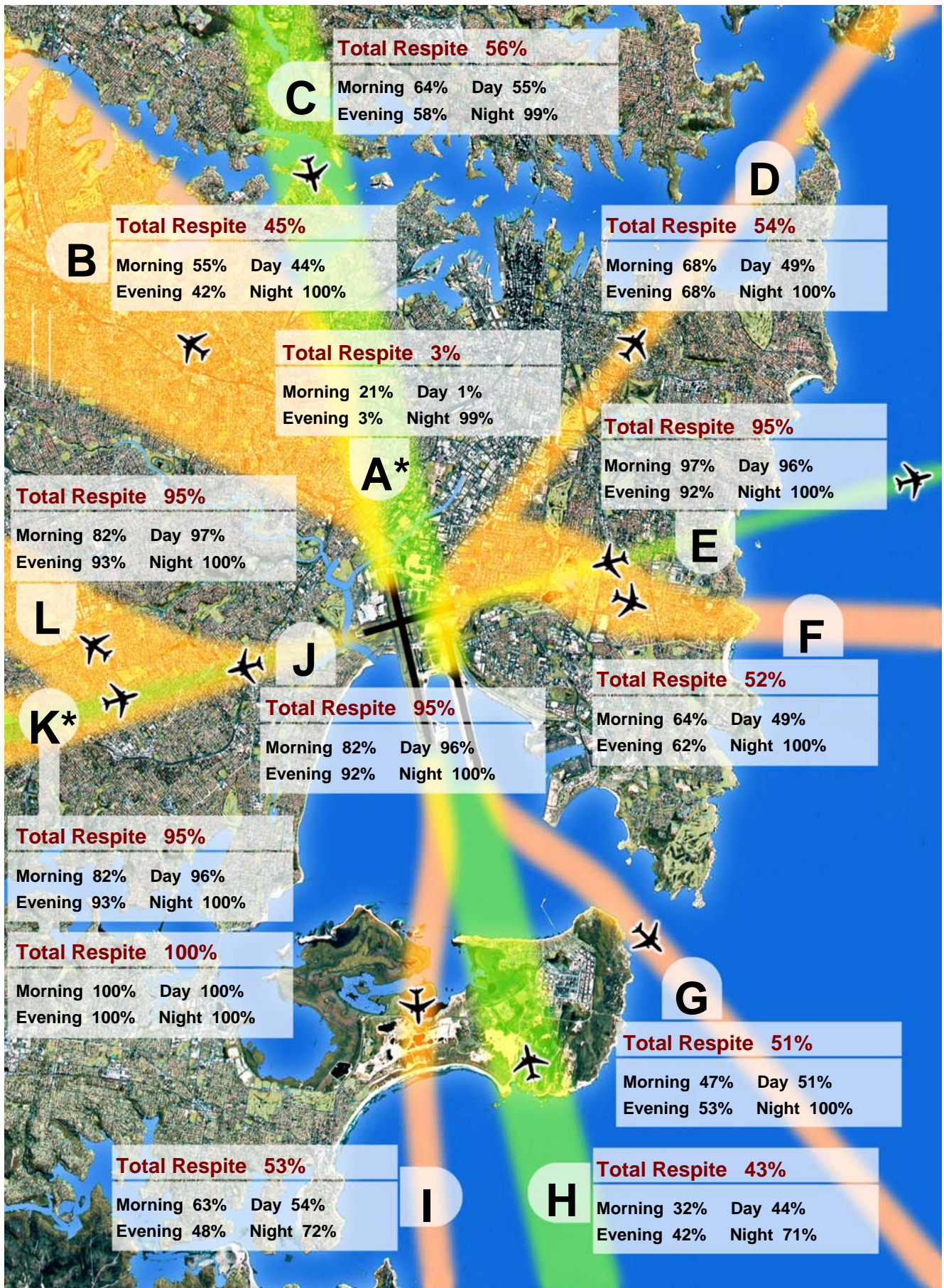
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2008 to 30 June 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
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">June 2009</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">February 2009</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">June 2009</a> and <a href="#">Mode 15</a> in <a href="#">January 2009</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">August 2008</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from Modes 9 & 15. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">June 2009</a> and <a href="#">Mode 15</a> in <a href="#">January 2009</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">June 2009</a> and <a href="#">Mode 7</a> was in <a href="#">July 2008</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell sand hills</b>	
	Departures from runway 16R	
<b>J, K &amp; L</b>	<b>West</b>	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">July 2008</a> , <a href="#">Mode 14A</a> and <a href="#">Mode 8</a> was <a href="#">not used</a> 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 **July 2008 to June 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 54%**. This means that over the period **July 2008 to June 2009 for 54%** 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 June 2009.

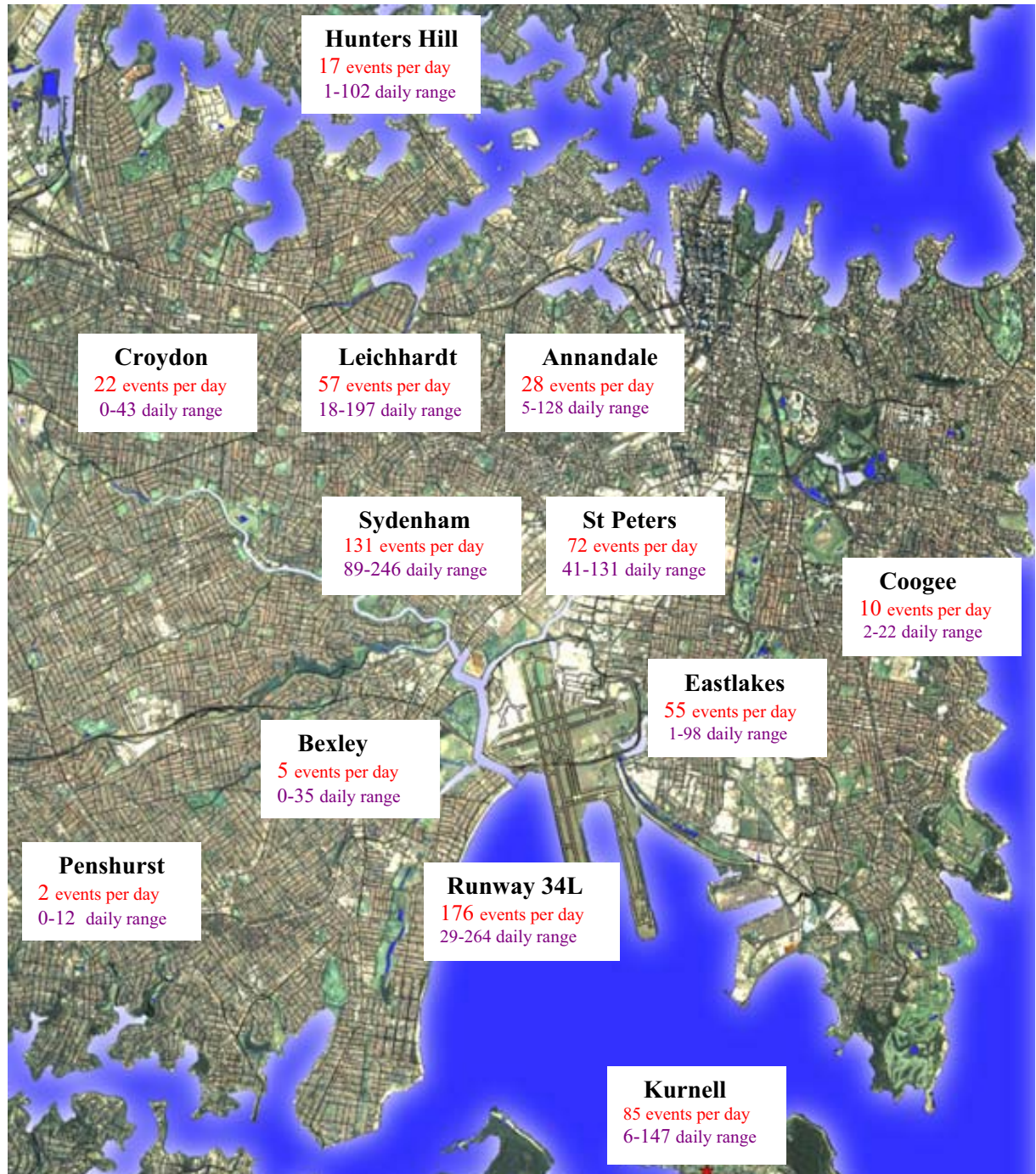


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 2009

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L<sub>Amax</sub>) 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 June 2009 along with the Daily N70 values for the three months up to and including June are given in Table 1.

<i>Location</i>	<i>CNE Jun</i>	<i>Operational days Jun</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Runway 34L</i>	5,855	30.0	176	177	191
<i>Penshurst</i>	176	30.0	2	1	0
<i>Bexley</i>	267	30.0	5	0	0
<i>Eastlakes</i>	1,708	30.0	55	19	28
<i>Coogee</i>	617	30.0	10	4	3
<i>Sydenham</i>	3,990	30.0	131	145	169
<i>Leichhardt</i>	1,779	30.0	57	109	129
<i>Kurnell</i>	2,903	30.0	85	34	40
<i>Annandale</i>	984	30.0	28	60	71
<i>St Peters</i>	2,318	30.0	72	83	95
<i>Croydon</i>	762	30.0	22	10	13
<i>Hunters Hill</i>	899	30.0	17	51	87

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

The N70 values for June 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.

<b>Runway 34L</b> AM 10 PM 23 Day 143 Night 9 WE_D 148 WE_N 3	<b>Penshurst</b> AM 1 PM 1 Day 0 Night 0 WE_D 2 WE_N 0	<b>Bexley</b> AM 3 PM 2 Day 1 Night 0 WE_D 4 WE_N 0	<b>Eastlakes</b> AM 2 PM 5 Day 50 Night 0 WE_D 52 WE_N 0
<b>Coogee</b> AM 1 PM 2 Day 8 Night 0 WE_D 11 WE_N 0	<b>Sydenham</b> AM 4 PM 14 Day 121 Night 0 WE_D 108 WE_N 0	<b>Leichhardt</b> AM 3 PM 8 Day 55 Night 0 WE_D 34 WE_N 0	<b>Kurnell</b> AM 3 PM 4 Day 82 Night 0 WE_D 75 WE_N 0
<b>Annandale</b> AM 1 PM 2 Day 31 Night 0 WE_D 14 WE_N 0	<b>St Peters</b> AM 1 PM 8 Day 67 Night 0 WE_D 62 WE_N 0	<b>Croydon</b> AM 1 PM 2 Day 18 Night 0 WE_D 25 WE_N 0	<b>Hunters Hill</b> AM 2 PM 2 Day 17 Night 0 WE_D 7 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.*