



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
March 2010

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

March 2010

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

There was a total of 25,661 aircraft movements this month (daily average 827.77). Last month there were a total of 22,840 movements (daily average 815.71) and for the same month last year there were a total of 24,134 movements (daily average 778.51).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 29 days this month, Mode 9 on 16 days and Mode 10 on 13 days. Crossing runway modes (including Sodprops & Mode 15) were used for 25.43% 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 31.55% - This result is above the LTOP target but below the previous month (33.34%).

South 51.81% - This result is below the LTOP target but above the previous month (51.26%).

East 14.67% - This result is above the LTOP target and above the previous month (12.88%).

West 1.95% - This result is below the LTOP target and below the previous month (2.51%).

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

This procedure was used on the 01, 22, 30 and 31 of March for a total of 10 hours and 7 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 1353 complaints, comments and enquiries were received as follows:

1159 Sydney suburbs complaints from 305 complainants

57 Sydney suburbs comments and enquiries

137 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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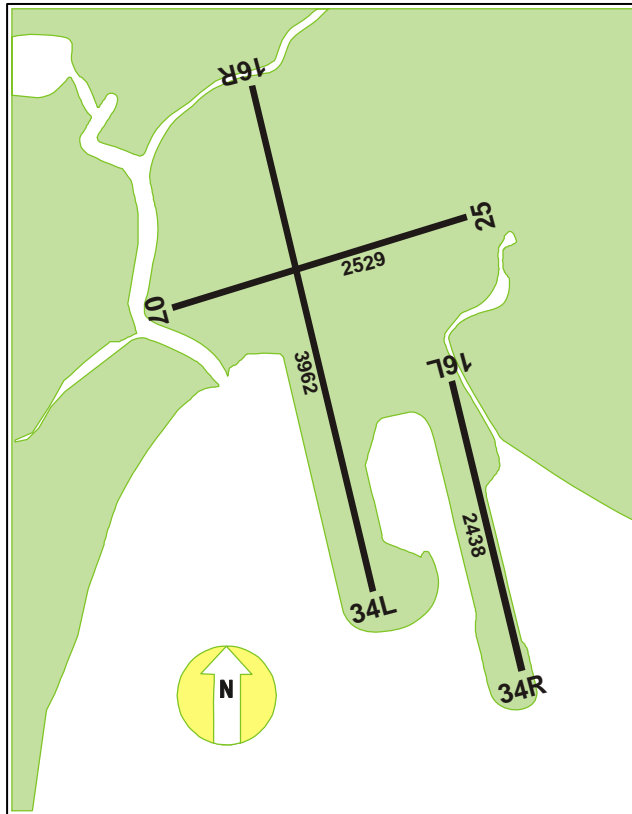
This report is available on the Internet at Airservices Australia website at

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

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

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

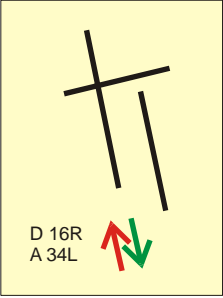
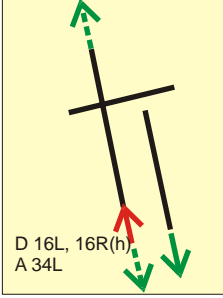
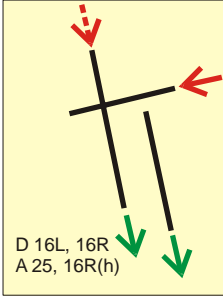
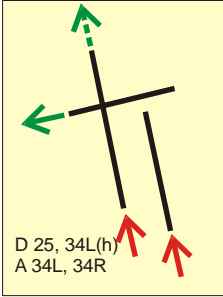
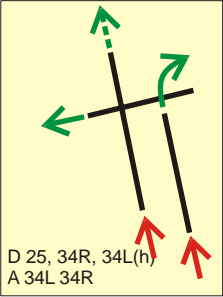
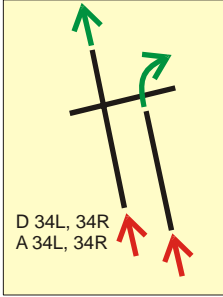
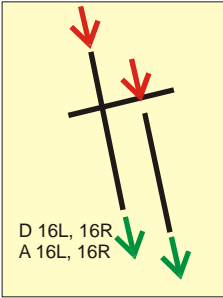
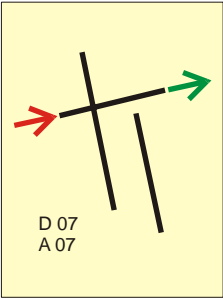
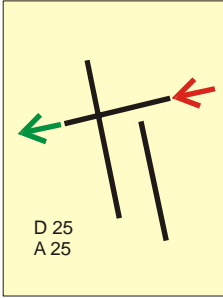
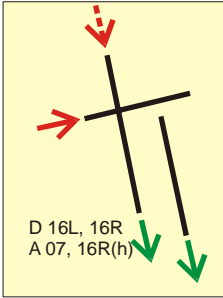
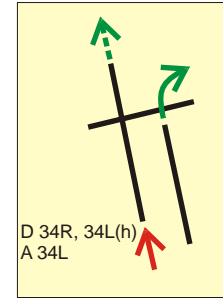




Runway 34R Used by aircraft landing toward the north and taking off to the East.

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

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

Movements over the North =16L(arr) + 16R(arr) + 34L(dep)
 Movements over the South =16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
 Movements over the East =07(dep) + 25(arr) + 34R(dep)
 Movements over the West =07(arr) + 25(dep)

Runway Modes of Operation

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

Sydney Airport Preferred Runway Selection

Effective from 21 May 2009 (TLI 09 0163; LOA 714 V5)

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (<i>Shoulder Curfew</i>). If traffic permits.
	3.	Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	5.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	6.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
0700 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	3.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	4.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	5.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	16 (<i>Mode 10</i>)

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.

Note 1 – Mode 15 is a temporary mode of operations that is only approved for use during the RESA period and will cease on the completion of the RESA works (expected April 2010). Implementation of this Mode is for weekdays between the hours 0600 to 0700, 1230 to 1430 and after 2000, Saturday afternoons and Sunday morning 0600 to 0800 when conditions are suitable and traffic patterns permit.

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
<i>0600 to 0700 Saturday 0600 to 0800</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (<i>Shoulder Curfew</i>). If traffic permits.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>)
	4.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	5.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	6.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
<i>0700 to 2200 Saturday 0800 to 2200</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	3.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	4.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	5.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2200 to 2245	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	4.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>)
	6.	Departures 25 / Arrivals 34L&R (<i>Mode 7</i>)
	7.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	8.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	16 (<i>Mode 10</i>)

Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-10	12	0	12	167	123	290	252	305	557	0	0	0	2	0	2	0	0	0	0	0	0	861
02-Mar-10	39	0	39	138	110	248	236	303	539	0	0	0	5	0	5	0	0	0	0	0	0	831
03-Mar-10	40	0	40	142	118	260	228	310	538	0	0	0	9	0	9	0	0	0	0	0	0	847
04-Mar-10	1	0	1	0	16	16	0	6	6	0	0	0	292	181	473	144	232	376	0	0	0	872
05-Mar-10	0	0	0	0	0	0	0	8	8	0	0	0	293	186	479	142	249	391	0	0	0	878
06-Mar-10	0	0	0	0	0	0	0	2	2	0	12	12	241	133	374	103	183	286	0	0	0	674
07-Mar-10	1	0	1	0	0	0	0	2	2	0	0	0	264	165	429	104	217	321	0	0	0	753
08-Mar-10	0	0	0	0	0	0	0	7	7	0	0	0	305	188	493	122	233	355	0	0	0	855
09-Mar-10	0	0	0	0	18	18	1	9	10	0	17	17	308	172	480	114	202	316	0	0	0	841
10-Mar-10	0	0	0	186	124	310	177	300	477	56	2	58	6	0	6	0	0	0	0	0	0	851
11-Mar-10	63	0	63	153	126	279	212	306	518	0	0	0	4	0	4	0	0	0	0	0	0	864
12-Mar-10	63	0	63	157	130	287	211	309	520	0	0	0	2	0	2	0	0	0	0	0	0	872
13-Mar-10	29	0	29	140	96	236	174	232	406	0	0	0	3	0	3	0	0	0	0	0	0	674
14-Mar-10	29	0	29	111	141	252	164	237	401	0	0	0	68	12	80	0	0	0	0	0	0	762
15-Mar-10	1	0	1	19	60	79	30	32	62	0	0	0	288	169	457	94	168	262	0	0	0	861
16-Mar-10	0	0	0	11	51	62	20	27	47	0	0	0	282	151	433	105	180	285	0	0	0	827
17-Mar-10	1	0	1	0	26	26	0	12	12	0	0	0	309	181	490	113	213	326	0	0	0	855
18-Mar-10	0	0	0	0	15	15	0	6	6	0	0	0	306	184	490	134	233	367	0	0	0	878
19-Mar-10	6	0	6	0	16	16	0	9	9	0	0	0	295	183	478	146	235	381	0	0	0	890
20-Mar-10	1	0	1	83	121	204	65	74	139	0	13	13	165	58	223	29	68	97	0	0	0	677
21-Mar-10	1	0	1	26	30	56	48	57	105	1	5	6	183	127	310	118	171	289	0	0	0	767
22-Mar-10	59	0	59	163	130	293	214	310	524	0	0	0	3	0	3	0	0	0	0	0	0	879
23-Mar-10	8	0	8	0	34	34	1	19	20	0	0	0	301	164	465	110	197	307	0	0	0	834
24-Mar-10	62	0	62	151	131	282	205	306	511	7	0	7	7	0	7	0	0	0	0	0	0	869
25-Mar-10	0	0	0	29	31	60	32	35	67	0	0	0	293	169	462	99	207	306	0	0	0	895
26-Mar-10	5	0	5	0	21	21	3	6	9	0	0	0	321	200	521	127	237	364	0	0	0	920
27-Mar-10	0	0	0	119	94	213	224	239	463	5	0	5	0	0	0	0	0	0	0	0	0	681
28-Mar-10	0	0	0	0	16	16	0	1	1	0	1	1	283	164	447	96	214	310	0	0	0	775
29-Mar-10	1	0	1	0	0	0	0	5	5	0	22	22	282	195	477	151	216	367	0	0	0	872
30-Mar-10	0	0	0	175	127	302	244	307	551	14	0	14	7	0	7	0	0	0	0	0	0	874
31-Mar-10	1	0	1	181	154	335	224	277	501	27	6	33	2	0	2	0	0	0	0	0	0	872
Total	423	0	423	2151	2059	4210	2965	4058	7023	110	78	188	5129	2982	8111	2051	3655	5706	0	0	0	25661

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-10	11	0	11	96	84	180	209	232	441	0	0	0	2	0	2	0	0	0	0	0	0	634
02-Mar-10	34	0	34	87	74	161	187	233	420	0	0	0	4	0	4	0	0	0	0	0	0	619
03-Mar-10	33	0	33	91	82	173	177	234	411	0	0	0	5	0	5	0	0	0	0	0	0	622
04-Mar-10	1	0	1	0	16	16	0	4	4	0	0	0	234	109	343	91	194	285	0	0	0	649
05-Mar-10	0	0	0	0	0	0	0	5	5	0	0	0	235	116	351	88	210	298	0	0	0	654
06-Mar-10	0	0	0	0	0	0	0	2	2	0	12	12	203	95	298	68	161	229	0	0	0	541
07-Mar-10	0	0	0	0	0	0	0	2	2	0	0	0	214	106	320	79	185	264	0	0	0	586
08-Mar-10	0	0	0	0	0	0	0	7	7	0	0	0	241	118	359	73	190	263	0	0	0	629
09-Mar-10	0	0	0	0	17	17	0	8	8	0	14	14	245	107	352	68	163	231	0	0	0	622
10-Mar-10	0	0	0	119	85	204	141	229	370	49	0	49	4	0	4	0	0	0	0	0	0	627
11-Mar-10	53	0	53	94	83	177	165	235	400	0	0	0	4	0	4	0	0	0	0	0	0	634
12-Mar-10	55	0	55	96	89	185	166	233	399	0	0	0	2	0	2	0	0	0	0	0	0	641
13-Mar-10	29	0	29	97	72	169	145	196	341	0	0	0	1	0	1	0	0	0	0	0	0	540
14-Mar-10	27	0	27	74	109	183	131	183	314	0	0	0	66	8	74	0	0	0	0	0	0	598
15-Mar-10	0	0	0	13	48	61	18	27	45	0	0	0	237	105	342	52	138	190	0	0	0	638
16-Mar-10	0	0	0	8	42	50	17	23	40	0	0	0	226	89	315	58	146	204	0	0	0	609
17-Mar-10	0	0	0	0	21	21	0	9	9	0	0	0	241	110	351	70	179	249	0	0	0	630
18-Mar-10	0	0	0	0	15	15	0	5	5	0	0	0	245	113	358	80	190	270	0	0	0	648
19-Mar-10	6	0	6	0	16	16	0	9	9	0	0	0	234	110	344	88	194	282	0	0	0	657
20-Mar-10	0	0	0	59	101	160	44	54	98	0	12	12	148	42	190	16	61	77	0	0	0	537
21-Mar-10	0	0	0	24	25	49	46	45	91	1	0	1	150	88	238	85	145	230	0	0	0	609
22-Mar-10	54	0	54	101	89	190	172	239	411	0	0	0	3	0	3	0	0	0	0	0	0	658
23-Mar-10	6	0	6	0	33	33	0	17	17	0	0	0	239	95	334	67	161	228	0	0	0	618
24-Mar-10	52	0	52	87	88	175	167	234	401	6	0	6	4	0	4	0	0	0	0	0	0	638
25-Mar-10	0	0	0	13	25	38	29	28	57	0	0	0	242	107	349	53	169	222	0	0	0	666
26-Mar-10	3	0	3	0	21	21	3	5	8	0	0	0	261	121	382	70	196	266	0	0	0	680
27-Mar-10	0	0	0	78	70	148	189	200	389	5	0	5	0	0	0	0	0	0	0	0	0	542
28-Mar-10	0	0	0	0	16	16	0	1	1	0	0	0	234	107	341	70	182	252	0	0	0	610
29-Mar-10	0	0	0	0	0	0	0	3	3	0	21	21	235	127	362	87	175	262	0	0	0	648
30-Mar-10	0	0	0	109	88	197	200	233	433	13	0	13	5	0	5	0	0	0	0	0	0	648
31-Mar-10	0	0	0	116	116	232	178	202	380	24	5	29	2	0	2	0	0	0	0	0	0	643
Total	364	0	364	1362	1525	2887	2384	3137	5521	98	64	162	4166	1873	6039	1263	3039	4302	0	0	0	19275

Runway Movement Summary – Non Jet Aircraft Only ¹

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Mar-10	1	0	1	71	39	110	43	73	116	0	0	0	0	0	0	0	0	0	0	0	0	227
02-Mar-10	5	0	5	51	36	87	49	70	119	0	0	0	1	0	1	0	0	0	0	0	0	212
03-Mar-10	7	0	7	51	36	87	51	76	127	0	0	0	4	0	4	0	0	0	0	0	0	225
04-Mar-10	0	0	0	0	0	0	0	2	2	0	0	0	58	72	130	53	38	91	0	0	0	223
05-Mar-10	0	0	0	0	0	0	0	3	3	0	0	0	58	70	128	54	39	93	0	0	0	224
06-Mar-10	0	0	0	0	0	0	0	0	0	0	0	0	38	38	76	35	22	57	0	0	0	133
07-Mar-10	1	0	1	0	0	0	0	0	0	0	0	0	50	59	109	25	32	57	0	0	0	167
08-Mar-10	0	0	0	0	0	0	0	0	0	0	0	0	64	70	134	49	43	92	0	0	0	226
09-Mar-10	0	0	0	0	1	1	1	1	2	0	3	3	63	65	128	46	39	85	0	0	0	219
10-Mar-10	0	0	0	67	39	106	36	71	107	7	2	9	2	0	2	0	0	0	0	0	0	224
11-Mar-10	10	0	10	59	43	102	47	71	118	0	0	0	0	0	0	0	0	0	0	0	0	230
12-Mar-10	8	0	8	61	41	102	45	76	121	0	0	0	0	0	0	0	0	0	0	0	0	231
13-Mar-10	0	0	0	43	24	67	29	36	65	0	0	0	2	0	2	0	0	0	0	0	0	134
14-Mar-10	2	0	2	37	32	69	33	54	87	0	0	0	2	4	6	0	0	0	0	0	0	164
15-Mar-10	1	0	1	6	12	18	12	5	17	0	0	0	51	64	115	42	30	72	0	0	0	223
16-Mar-10	0	0	0	3	9	12	3	4	7	0	0	0	56	62	118	47	34	81	0	0	0	218
17-Mar-10	1	0	1	0	5	5	0	3	3	0	0	0	68	71	139	43	34	77	0	0	0	225
18-Mar-10	0	0	0	0	0	0	0	1	1	0	0	0	61	71	132	54	43	97	0	0	0	230
19-Mar-10	0	0	0	0	0	0	0	0	0	0	0	0	61	73	134	58	41	99	0	0	0	233
20-Mar-10	1	0	1	24	20	44	21	20	41	0	1	1	17	16	33	13	7	20	0	0	0	140
21-Mar-10	1	0	1	2	5	7	2	12	14	0	5	5	33	39	72	33	26	59	0	0	0	158
22-Mar-10	5	0	5	62	41	103	42	71	113	0	0	0	0	0	0	0	0	0	0	0	0	221
23-Mar-10	2	0	2	0	1	1	1	2	3	0	0	0	62	69	131	43	36	79	0	0	0	216
24-Mar-10	10	0	10	64	43	107	38	72	110	1	0	1	3	0	3	0	0	0	0	0	0	231
25-Mar-10	0	0	0	16	6	22	3	7	10	0	0	0	51	62	113	46	38	84	0	0	0	229
26-Mar-10	2	0	2	0	0	0	0	1	1	0	0	0	60	79	139	57	41	98	0	0	0	240
27-Mar-10	0	0	0	41	24	65	35	39	74	0	0	0	0	0	0	0	0	0	0	0	0	139
28-Mar-10	0	0	0	0	0	0	0	0	0	0	1	1	49	57	106	26	32	58	0	0	0	165
29-Mar-10	1	0	1	0	0	0	0	2	2	0	1	1	47	68	115	64	41	105	0	0	0	224
30-Mar-10	0	0	0	66	39	105	44	74	118	1	0	1	2	0	2	0	0	0	0	0	0	226
31-Mar-10	1	0	1	65	38	103	46	75	121	3	1	4	0	0	0	0	0	0	0	0	0	229
Total	59	0	59	789	534	1323	581	921	1502	12	14	26	963	1109	2072	788	616	1404	0	0	0	6386

(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-Mar-10	0	0	0	1	1	0	32	59	68	65	51	57	54	41	53	50	45	63	71	51	34	34	27	4	861
02-Mar-10	4	2	1	2	2	0	36	60	68	65	60	45	41	35	43	47	49	56	68	50	35	31	26	5	831
03-Mar-10	4	1	2	3	4	0	35	58	67	68	46	48	45	44	51	48	52	60	68	54	33	30	21	5	847
04-Mar-10	3	0	1	2	1	0	36	63	73	60	55	50	47	43	48	49	49	59	75	58	32	41	24	3	872
05-Mar-10	3	2	1	3	1	1	34	62	69	70	54	50	50	37	52	50	61	53	67	61	39	38	20	0	878
06-Mar-10	1	0	0	0	0	0	27	44	64	64	51	53	45	33	43	38	39	37	39	29	28	22	17	0	674
07-Mar-10	0	1	0	0	1	0	20	35	46	52	47	44	45	40	44	49	58	55	65	58	28	29	32	4	753
08-Mar-10	0	1	0	0	0	0	36	58	68	66	56	58	47	42	47	55	47	59	73	50	29	34	23	6	855
09-Mar-10	3	0	1	2	1	0	35	67	73	67	56	47	43	40	47	45	48	58	63	52	37	27	24	5	841
10-Mar-10	3	1	2	2	1	1	32	52	56	58	51	60	58	47	42	53	53	56	62	65	38	29	24	5	851
11-Mar-10	1	1	1	2	1	0	34	50	61	57	59	58	56	36	51	49	46	53	72	56	43	40	32	5	864
12-Mar-10	2	1	1	1	2	0	29	55	60	66	64	60	48	44	52	52	50	64	71	60	37	36	17	0	872
13-Mar-10	1	0	1	1	1	0	24	48	63	60	58	52	41	33	46	39	33	41	40	32	26	21	13	0	674
14-Mar-10	0	0	0	0	0	0	21	31	47	50	44	45	47	38	55	53	54	60	72	59	30	34	21	1	762
15-Mar-10	0	1	1	1	2	0	34	66	63	69	60	54	50	45	54	50	41	61	65	57	27	30	27	3	861
16-Mar-10	4	0	2	3	0	0	33	70	65	67	55	47	47	36	47	48	43	51	64	54	32	32	22	5	827
17-Mar-10	2	2	2	2	2	1	35	66	69	66	54	56	45	38	51	47	54	57	58	59	35	29	21	4	855
18-Mar-10	2	1	1	2	1	0	35	69	70	62	59	54	42	39	51	48	47	64	65	62	36	34	29	5	878
19-Mar-10	0	0	2	2	1	1	36	67	74	68	56	51	50	42	51	53	51	67	72	60	33	34	18	1	890
20-Mar-10	0	0	0	0	0	0	29	53	59	60	55	46	40	37	51	36	32	40	45	31	27	21	12	3	677
21-Mar-10	2	1	1	0	1	0	22	35	49	49	46	40	47	43	48	54	48	61	70	62	36	32	20	0	767
22-Mar-10	1	0	0	0	2	1	35	63	74	70	59	58	52	46	53	51	41	60	67	55	30	37	21	3	879
23-Mar-10	5	0	1	1	2	1	33	61	67	69	53	53	40	43	49	45	43	55	70	52	29	33	25	4	834
24-Mar-10	2	0	1	3	1	2	32	60	65	71	57	56	51	45	51	49	48	63	68	49	39	32	20	4	869
25-Mar-10	2	0	1	2	1	0	35	65	68	71	54	63	42	43	54	46	48	66	69	60	37	32	29	7	895
26-Mar-10	2	0	0	3	1	0	38	60	69	76	57	52	51	46	55	58	57	67	67	66	39	35	20	1	920
27-Mar-10	0	3	0	0	1	1	23	50	56	69	55	49	42	40	47	39	34	43	36	29	25	27	12	0	681
28-Mar-10	1	0	0	0	0	0	26	37	46	58	42	50	50	37	48	52	44	67	69	59	37	29	23	0	775
29-Mar-10	0	0	1	1	0	0	37	64	73	73	53	60	43	41	49	55	48	54	71	55	35	28	28	3	872
30-Mar-10	5	1	1	2	2	1	40	59	65	70	59	52	42	39	48	57	43	53	66	64	41	33	28	3	874
31-Mar-10	3	1	0	1	5	0	31	63	71	68	60	45	47	34	49	52	51	62	68	59	34	35	32	1	872
Total	56	20	25	42	38	10	985	1750	1986	2004	1686	1613	1448	1247	1530	1517	1457	1765	1996	1668	1041	979	708	90	25661
Avg.	1.81	0.65	0.81	1.35	1.23	0.32	31.77	56.45	64.06	64.65	54.39	52.03	46.71	40.23	49.35	48.94	47.00	56.94	64.39	53.81	33.58	31.58	22.84	2.90	827.77

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-Mar-10	0	0	0	1	1	0	13	36	38	28	25	31	20	22	27	21	21	33	36	20	22	23	12	3	433
02-Mar-10	1	0	1	2	0	0	14	38	38	31	29	23	20	17	22	16	27	30	30	21	22	20	14	2	418
03-Mar-10	1	0	1	2	2	0	13	37	36	30	25	26	18	19	27	16	28	30	32	24	20	20	9	3	419
04-Mar-10	0	0	1	1	0	0	13	40	37	25	31	27	20	20	29	17	27	34	32	24	20	27	10	2	437
05-Mar-10	0	1	1	2	0	0	11	41	36	31	29	22	20	19	30	21	28	28	36	24	20	24	11	0	435
06-Mar-10	1	0	0	0	0	0	14	30	34	23	26	27	20	17	25	16	22	23	15	16	16	12	7	0	344
07-Mar-10	0	1	0	0	1	0	10	23	17	26	22	17	17	21	23	22	28	31	33	23	17	21	14	2	369
08-Mar-10	0	1	0	0	0	0	14	39	35	31	27	28	20	19	28	20	24	33	37	17	19	20	12	3	427
09-Mar-10	1	0	1	1	0	0	15	41	37	32	29	24	17	23	25	17	25	30	32	17	24	19	10	3	423
10-Mar-10	1	0	1	1	0	1	11	28	32	28	28	29	27	25	21	22	24	28	33	31	22	15	14	3	425
11-Mar-10	1	0	1	1	0	0	13	26	31	31	33	31	21	19	28	17	19	33	35	24	22	26	17	3	432
12-Mar-10	0	0	1	0	1	0	10	32	32	36	29	29	16	26	29	20	25	36	34	21	23	22	11	0	433
13-Mar-10	1	0	0	1	1	0	11	32	33	25	28	25	20	17	28	13	20	25	18	16	14	13	5	0	346
14-Mar-10	0	0	0	0	0	0	11	19	20	22	25	16	19	18	29	22	26	35	37	25	15	20	12	1	372
15-Mar-10	0	1	1	1	0	0	13	41	33	32	31	23	22	28	27	14	22	36	32	23	19	19	12	2	432
16-Mar-10	1	0	1	1	0	0	13	43	36	30	30	20	26	18	26	16	25	31	25	24	19	21	9	3	418
17-Mar-10	0	0	2	1	1	1	14	41	36	31	27	26	21	20	26	17	27	29	27	26	21	18	9	2	423
18-Mar-10	0	1	1	1	0	0	15	42	36	27	32	24	20	23	27	15	24	36	31	24	21	23	14	3	440
19-Mar-10	0	0	2	1	0	1	13	45	37	29	30	24	21	22	30	16	29	38	34	22	21	22	10	0	447
20-Mar-10	0	0	0	0	0	0	14	38	30	21	25	21	21	20	26	14	19	25	18	15	17	12	4	3	343
21-Mar-10	1	0	0	0	1	0	11	27	18	23	23	15	20	22	23	23	24	35	36	23	21	21	10	0	377
22-Mar-10	1	0	0	0	0	1	14	37	40	33	29	25	26	25	24	18	23	35	35	20	19	23	9	2	439
23-Mar-10	2	0	1	1	1	0	10	40	37	33	26	24	21	22	25	14	25	30	34	20	17	24	11	2	420
24-Mar-10	0	0	1	2	0	1	12	34	40	32	28	29	23	21	27	16	25	33	31	20	24	20	11	2	432
25-Mar-10	0	0	1	1	0	0	11	39	38	32	29	35	15	25	29	17	23	36	34	25	24	23	13	3	453
26-Mar-10	0	0	0	2	0	0	13	39	42	29	29	24	21	23	31	22	30	35	34	25	25	21	10	1	456
27-Mar-10	0	1	0	0	1	1	10	34	32	28	25	22	21	20	27	15	19	26	17	12	16	18	3	0	348
28-Mar-10	1	0	0	0	0	0	10	24	21	27	22	20	19	16	23	22	24	41	35	24	21	16	13	0	379
29-Mar-10	0	0	1	0	0	0	13	41	40	35	29	27	14	22	29	21	23	32	30	26	17	19	13	2	434
30-Mar-10	2	0	1	0	1	1	18	36	38	34	29	22	20	21	27	18	23	30	32	31	19	23	12	2	440
31-Mar-10	0	0	0	1	3	0	11	37	40	33	29	22	21	15	29	20	23	36	32	27	19	19	17	1	435
Total	15	6	20	24	14	7	388	1100	1050	908	859	758	627	645	827	558	752	993	957	690	616	624	338	53	12829
Avg.	0.48	0.19	0.65	0.77	0.45	0.23	12.52	35.48	33.87	29.29	27.71	24.45	20.23	20.81	26.68	18.00	24.26	32.03	30.87	22.26	19.87	20.13	10.90	1.71	413.84

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-Mar-10	0	0	0	0	0	0	19	23	30	37	26	26	34	19	26	29	24	30	35	31	12	11	15	1	428
02-Mar-10	3	2	0	0	2	0	22	22	30	34	31	22	21	18	21	31	22	26	38	29	13	11	12	3	413
03-Mar-10	3	1	1	1	2	0	22	21	31	38	21	22	27	25	24	32	24	30	36	30	13	10	12	2	428
04-Mar-10	3	0	0	1	1	0	23	23	36	35	24	23	27	23	19	32	22	25	43	34	12	14	14	1	435
05-Mar-10	3	1	0	1	1	1	23	21	33	39	25	28	30	18	22	29	33	25	31	37	19	14	9	0	443
06-Mar-10	0	0	0	0	0	0	13	14	30	41	25	26	25	16	18	22	17	14	24	13	12	10	10	0	330
07-Mar-10	0	0	0	0	0	0	10	12	29	26	25	27	28	19	21	27	30	24	32	35	11	8	18	2	384
08-Mar-10	0	0	0	0	0	0	22	19	33	35	29	30	27	23	19	35	23	26	36	33	10	14	11	3	428
09-Mar-10	2	0	0	1	1	0	20	26	36	35	27	23	26	17	22	28	23	28	31	35	13	8	14	2	418
10-Mar-10	2	1	1	1	1	0	21	24	24	30	23	31	31	22	21	31	29	28	29	34	16	14	10	2	426
11-Mar-10	0	1	0	1	1	0	21	24	30	26	26	27	35	17	23	32	27	20	37	32	21	14	15	2	432
12-Mar-10	2	1	0	1	1	0	19	23	28	30	35	31	32	18	23	32	25	28	37	39	14	14	6	0	439
13-Mar-10	0	0	1	0	0	0	13	16	30	35	30	27	21	16	18	26	13	16	22	16	12	8	8	0	328
14-Mar-10	0	0	0	0	0	0	10	12	27	28	19	29	28	20	26	31	28	25	35	34	15	14	9	0	390
15-Mar-10	0	0	0	0	2	0	21	25	30	37	29	31	28	17	27	36	19	25	33	34	8	11	15	1	429
16-Mar-10	3	0	1	2	0	0	20	27	29	37	25	27	21	18	21	32	18	20	39	30	13	11	13	2	409
17-Mar-10	2	2	0	1	1	0	21	25	33	35	27	30	24	18	25	30	27	28	31	33	14	11	12	2	432
18-Mar-10	2	0	0	1	1	0	20	27	34	35	27	30	22	16	24	33	23	28	34	38	15	11	15	2	438
19-Mar-10	0	0	0	1	1	0	23	22	37	39	26	27	29	20	21	37	22	29	38	38	12	12	8	1	443
20-Mar-10	0	0	0	0	0	0	15	15	29	39	30	25	19	17	25	22	13	15	27	16	10	9	8	0	334
21-Mar-10	1	1	1	0	0	0	11	8	31	26	23	25	27	21	25	31	24	26	34	39	15	11	10	0	390
22-Mar-10	0	0	0	0	2	0	21	26	34	37	30	33	26	21	29	33	18	25	32	35	11	14	12	1	440
23-Mar-10	3	0	0	0	1	1	23	21	30	36	27	29	19	21	24	31	18	25	36	32	12	9	14	2	414
24-Mar-10	2	0	0	1	1	1	20	26	25	39	29	27	28	24	24	33	23	30	37	29	15	12	9	2	437
25-Mar-10	2	0	0	1	1	0	24	26	30	39	25	28	27	18	25	29	25	30	35	35	13	9	16	4	442
26-Mar-10	2	0	0	1	1	0	25	21	27	47	28	28	30	23	24	36	27	32	33	41	14	14	10	0	464
27-Mar-10	0	2	0	0	0	0	13	16	24	41	30	27	21	20	20	24	15	17	19	17	9	9	9	0	333
28-Mar-10	0	0	0	0	0	0	16	13	25	31	20	30	31	21	25	30	20	26	34	35	16	13	10	0	396
29-Mar-10	0	0	0	1	0	0	24	23	33	38	24	33	29	19	20	34	25	22	41	29	18	9	15	1	438
30-Mar-10	3	1	0	2	1	0	22	23	27	36	30	30	22	18	21	39	20	23	34	33	22	10	16	1	434
31-Mar-10	3	1	0	0	2	0	20	26	31	35	31	23	26	19	20	32	28	26	36	32	15	16	15	0	437
Total	41	14	5	18	24	3	597	650	936	1096	827	855	821	602	703	959	705	772	1039	978	425	355	370	37	12832
Avg.	1.32	0.45	0.16	0.58	0.77	0.10	19.26	20.97	30.19	35.35	26.68	27.58	26.48	19.42	22.68	30.94	22.74	24.90	33.52	31.55	13.71	11.45	11.94	1.19	413.94

Mode Utilisation Summary (Total Hours by Day)

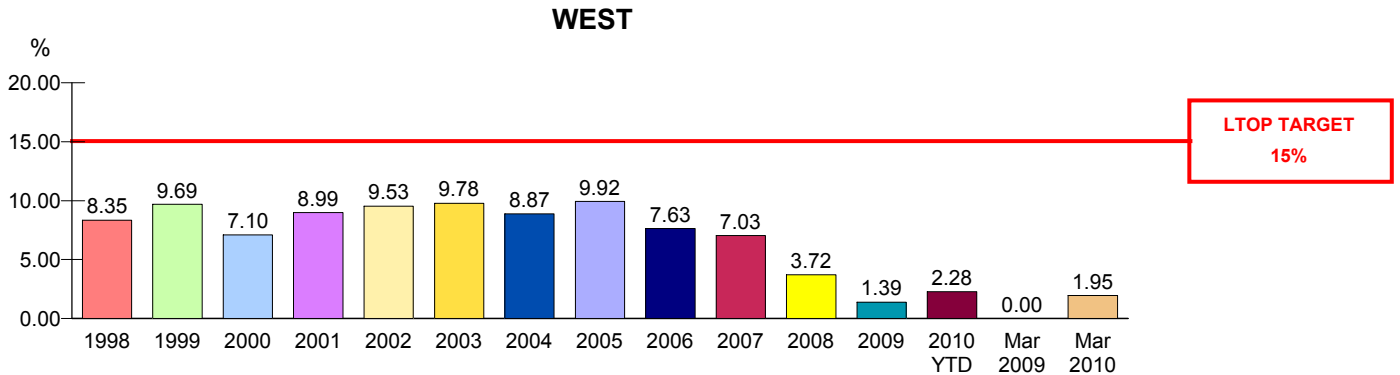
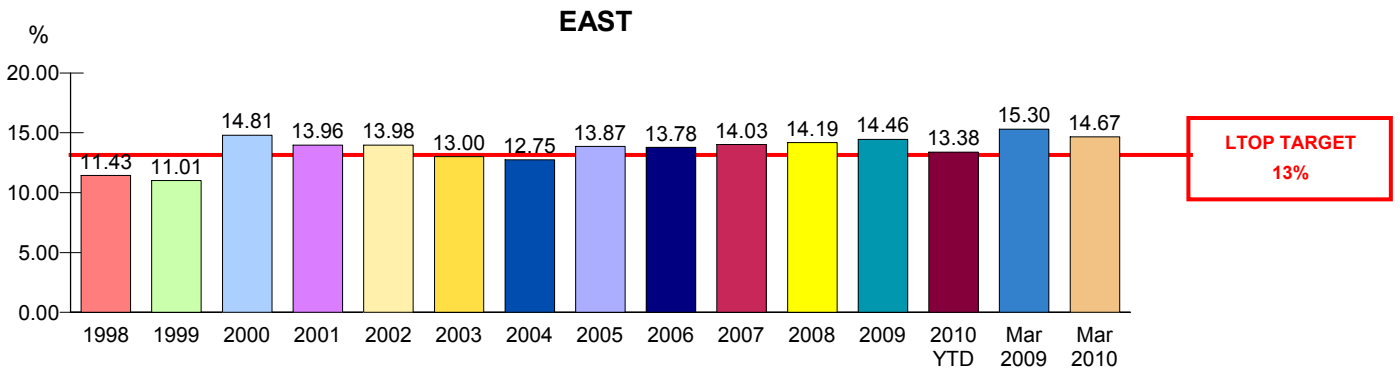
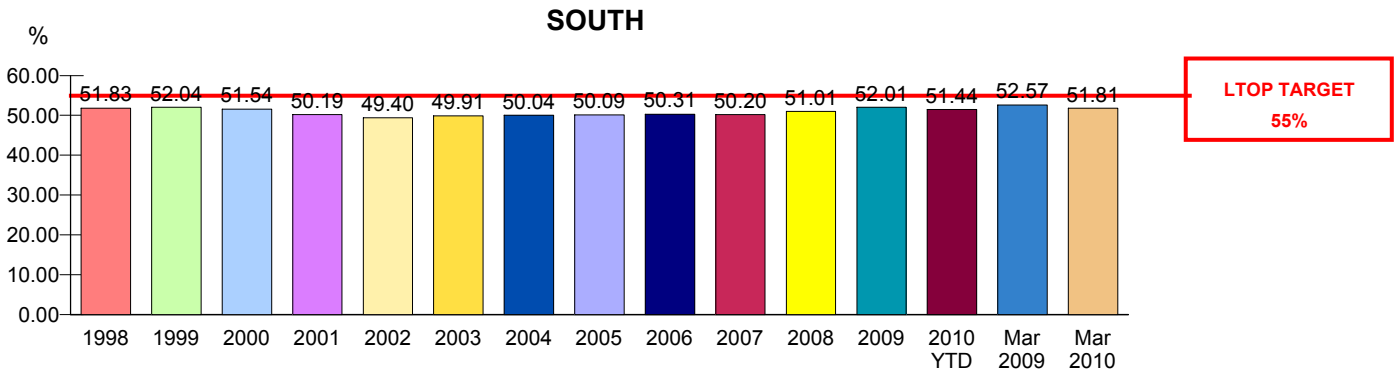
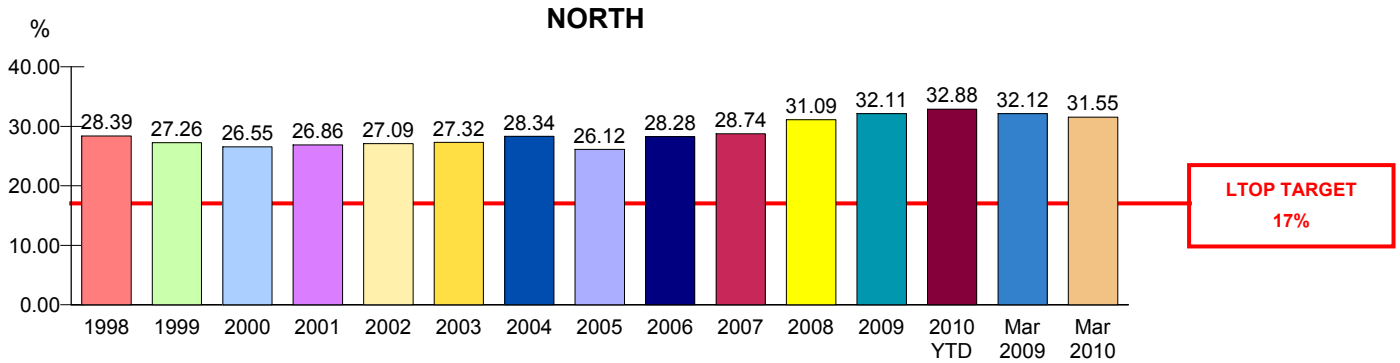
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Mar-10	07:00	00:07	-	-	-	-	-	16:16	-	-	00:35	-	-
02-Mar-10	07:00	00:19	-	-	-	-	-	14:06	-	-	02:33	-	-
03-Mar-10	07:00	00:20	-	-	-	-	-	14:24	-	-	02:14	-	-
04-Mar-10	07:00	00:12	00:49	-	-	-	12:37	-	-	-	-	03:19	-
05-Mar-10	07:00	00:21	-	-	-	-	13:34	-	-	-	-	03:03	-
06-Mar-10	07:00	00:35	-	-	00:54	-	10:30	-	-	-	-	04:59	-
07-Mar-10	07:00	00:07	-	-	-	-	12:53	-	-	-	-	03:58	-
08-Mar-10	07:00	00:16	-	-	-	-	11:41	-	-	-	-	05:01	-
09-Mar-10	07:00	00:21	02:26	-	00:56	-	11:32	-	-	-	-	01:41	-
10-Mar-10	07:00	00:18	-	03:25	-	-	-	13:15	-	-	-	-	-
11-Mar-10	07:00	00:05	-	-	-	-	-	13:56	-	-	02:57	-	-
12-Mar-10	07:00	00:26	-	-	-	-	-	13:08	-	-	03:24	-	-
13-Mar-10	07:00	00:22	-	-	-	-	-	14:02	-	-	02:34	-	-
14-Mar-10	07:00	00:32	03:46	-	-	-	-	11:03	-	-	01:36	-	-
15-Mar-10	07:00	00:16	03:10	-	-	-	08:52	01:47	-	-	-	02:52	-
16-Mar-10	07:00	00:21	04:18	-	-	-	11:03	01:15	-	-	-	-	-
17-Mar-10	07:00	00:32	01:17	-	-	-	10:40	-	-	-	-	04:29	-
18-Mar-10	07:00	00:15	00:41	-	-	-	11:01	-	-	-	-	05:00	-
19-Mar-10	07:00	00:27	00:47	-	-	-	12:58	-	-	-	00:15	02:30	-
20-Mar-10	07:00	00:27	01:57	-	00:53	-	02:06	06:56	-	-	-	04:38	-
21-Mar-10	07:00	00:28	01:04	-	-	-	11:56	03:29	-	-	-	-	-
22-Mar-10	07:00	00:23	-	-	-	-	-	12:58	-	-	03:36	-	-
23-Mar-10	07:00	00:13	02:58	-	-	-	11:05	-	-	-	00:35	02:06	-
24-Mar-10	07:00	00:22	-	00:46	-	-	-	12:38	-	-	03:11	-	-
25-Mar-10	07:00	-	00:54	-	-	-	09:17	01:36	-	-	-	05:11	-
26-Mar-10	07:00	00:24	00:49	-	-	-	11:00	-	-	-	-	04:17	00:27
27-Mar-10	07:00	00:45	-	00:36	-	-	-	15:37	-	-	-	-	-
28-Mar-10	07:00	00:11	01:01	-	-	-	10:46	-	-	-	-	04:59	-
29-Mar-10	07:00	00:14	-	-	02:08	-	11:55	-	-	-	-	02:40	-
30-Mar-10	07:00	00:19	-	00:48	-	-	-	15:51	-	-	-	-	-
31-Mar-10	07:00	00:07	-	01:54	-	-	-	14:57	-	-	-	-	-
Total	217:00	10:34	26:04	7:31	4:53	00:00	195:35	197:23	00:00	00:00	23:36	60:50	00:27
% Used		2.01%	4.95%	1.43%	0.93%	0.00%	37.11%	37.46%	0.00%	0.00%	4.48%	11.54%	0.09%

Cumulative Mode Utilisation from 1 January 2010

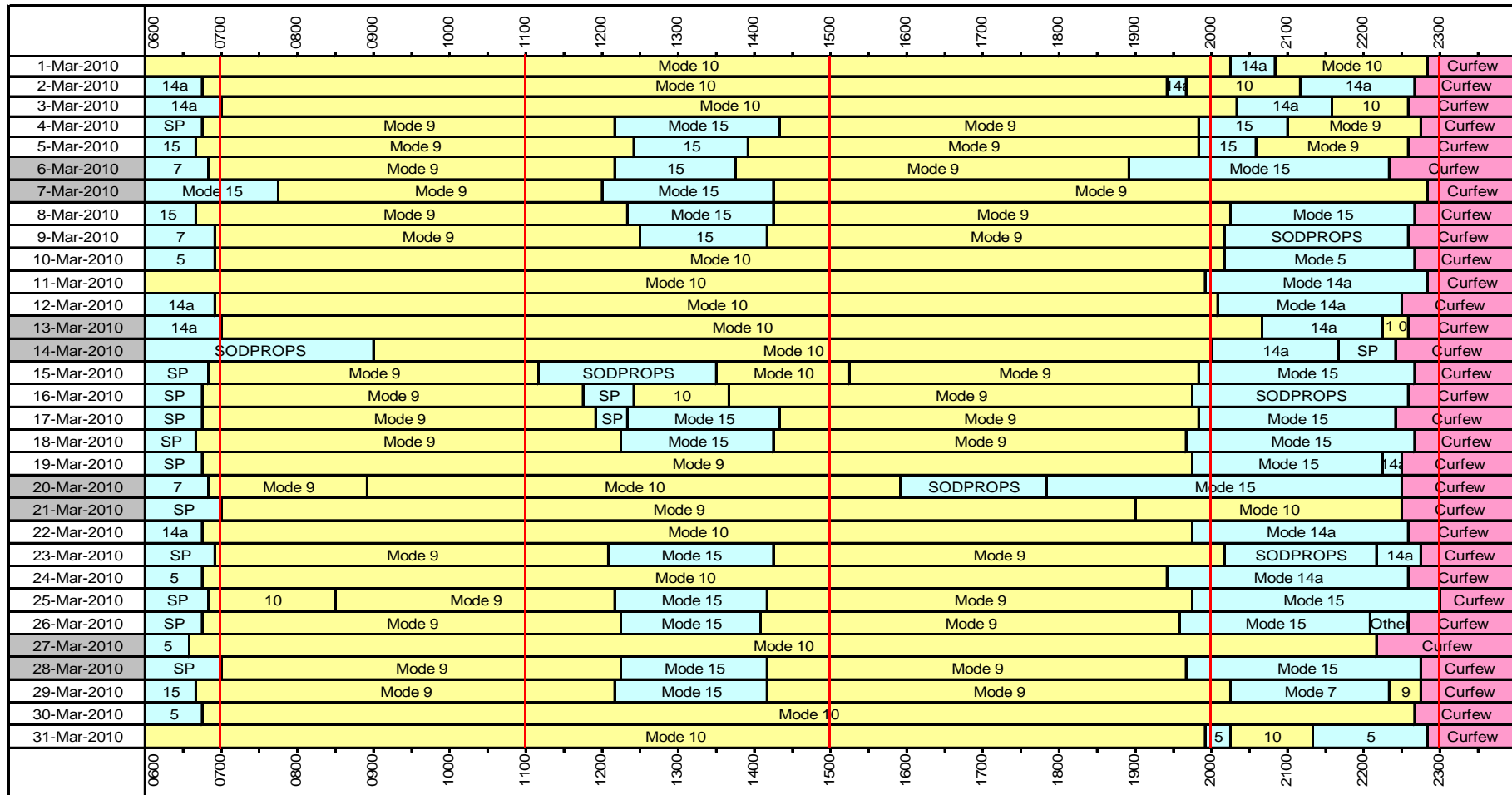
Time	2.05%	3.14%	1.57%	0.94%	0.00%	35.17%	42.03%	0.06%	0.11%	5.24%	9.66%	0.03%
Movements	0.32%	2.25%	1.10%	0.60%	0.00%	39.78%	44.73%	0.04%	0.11%	3.72%	7.32%	0.01%

Runway End Impact to 31 March 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 Year to Date, current month this year and corresponding month last year.



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

Parallel Modes M9: Dep 34L+R Arr 34L+R M10: Dep 16L+R Arr 16L+R

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14a: Dep 16L+R Arr 07 M15: Dep 34R Arr 34L

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

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

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
01 Mar 2010	6:47	8:34	1:47
22 Mar 2010	6:50	9:38	2:48
30 Mar 2010	6:42	9:34	2:52
31 Mar 2010	6:47	9:27	2:40

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
01 Mar 2010	62	26	36
22 Mar 2010	105	50	55
30 Mar 2010	96	44	52
31 Mar 2010	98	46	52

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Glenorie	1	1
Kellyville	1	1
Kenthurst	1	1

Noise Enquiry Service

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

www.airservicesaustralia.com

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

www.privacy.gov.aus

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:

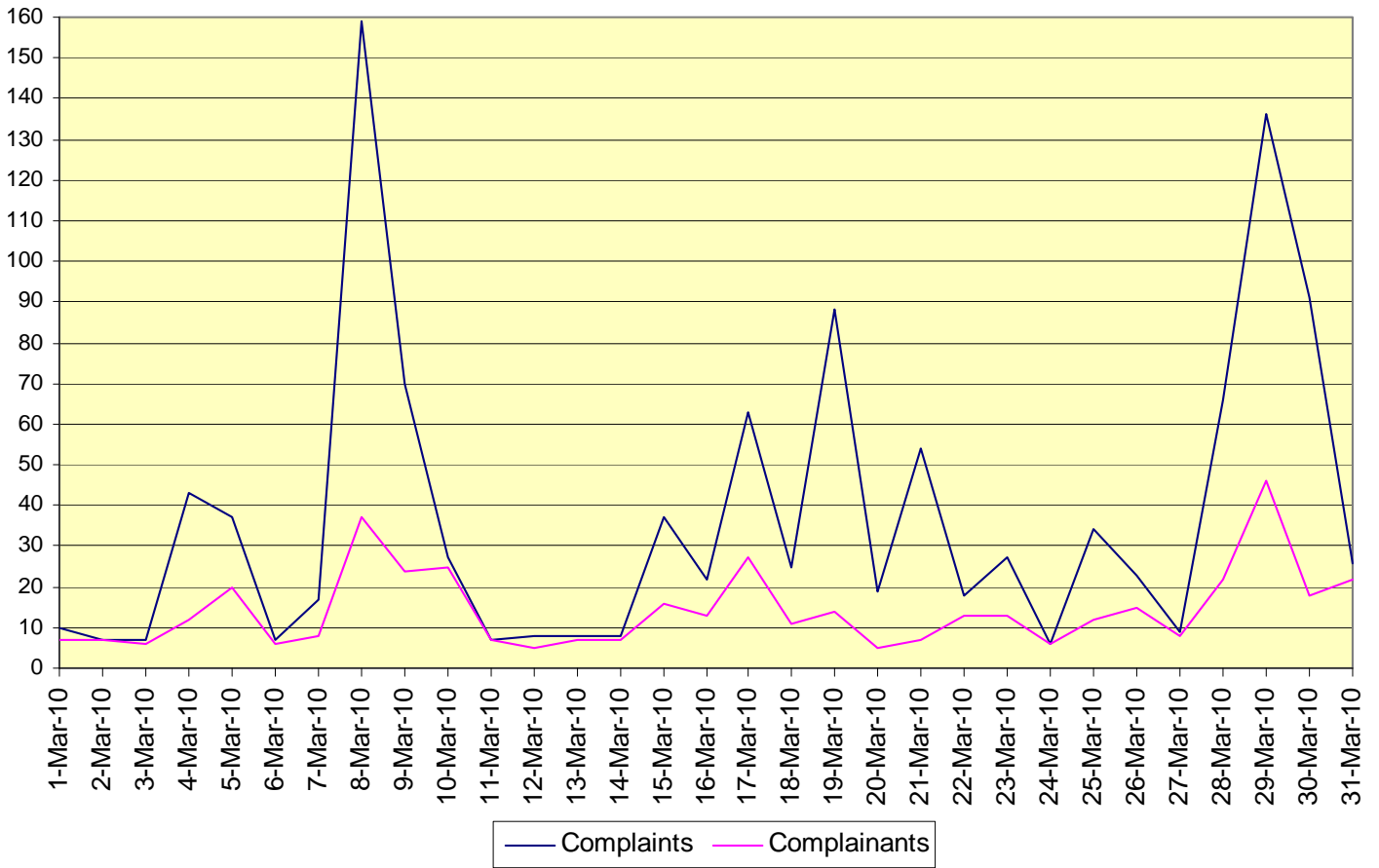
www.sacf.infrastructure.gov.au

Summary of Section Activity – March 2010

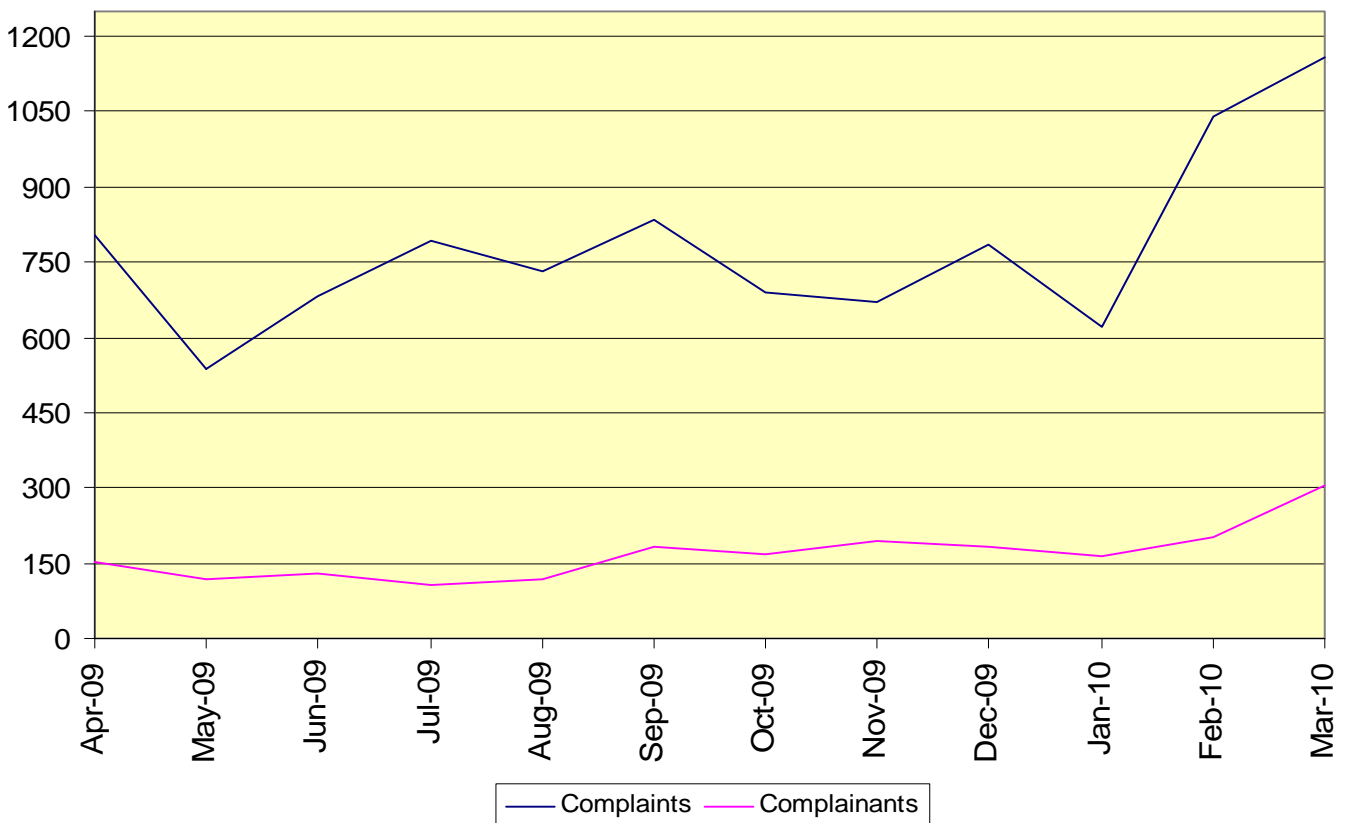
➤ Sydney Suburbs Complaints	
• By phone	431
• By correspondence.....	20
• By internet	382
• By e-mail.....	310
• By WebTrak.....	16
➤ Sydney Suburbs Complaints – suburb not specified	10
➤ Sydney Suburbs Comments and Enquiries.....	57
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	110
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	27
➤ Callback / Information Requests (NSW Only)	539

Complaints Graphs

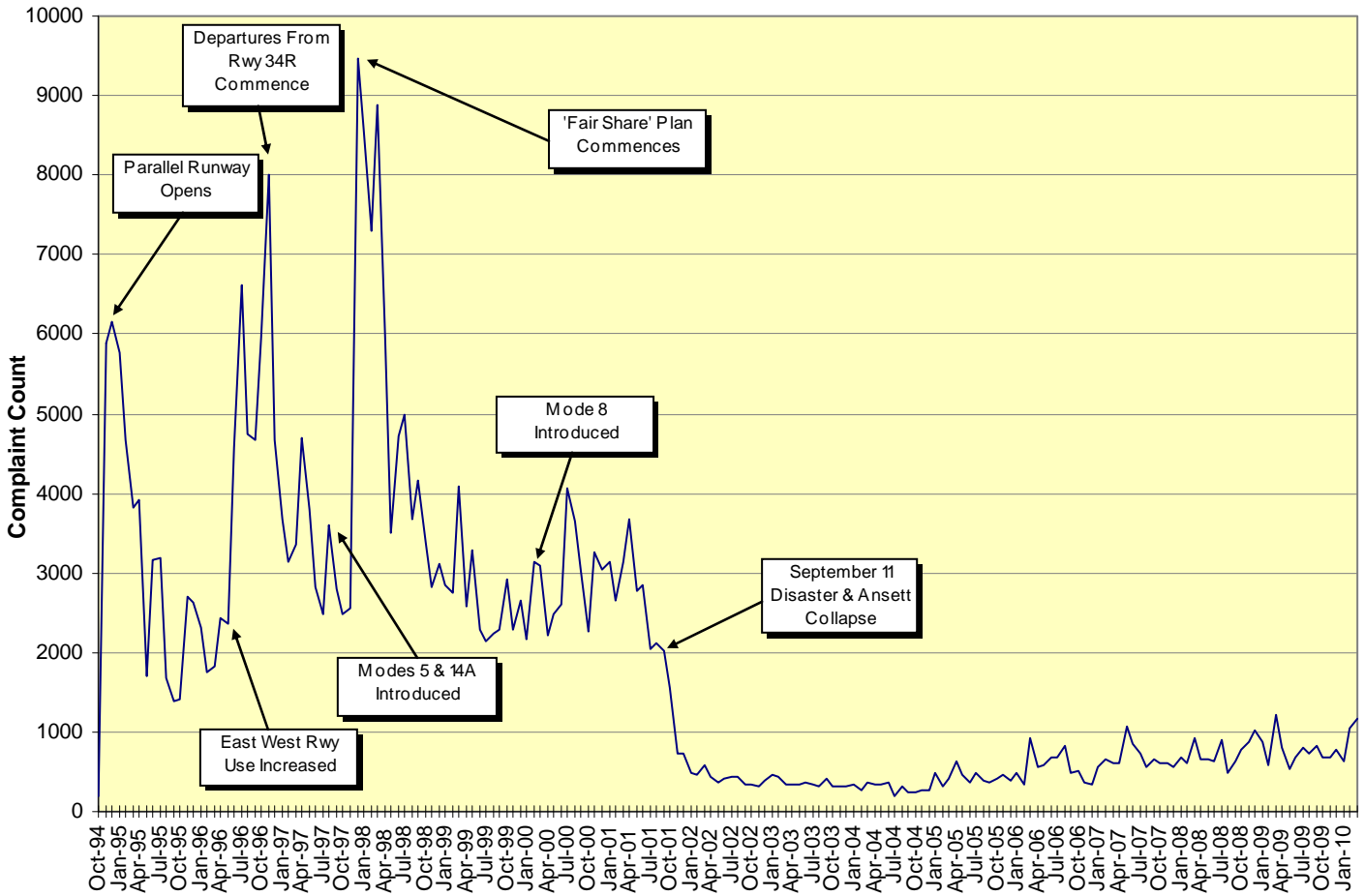
Complaints vs Complainants – 1 March to 31 March 2010



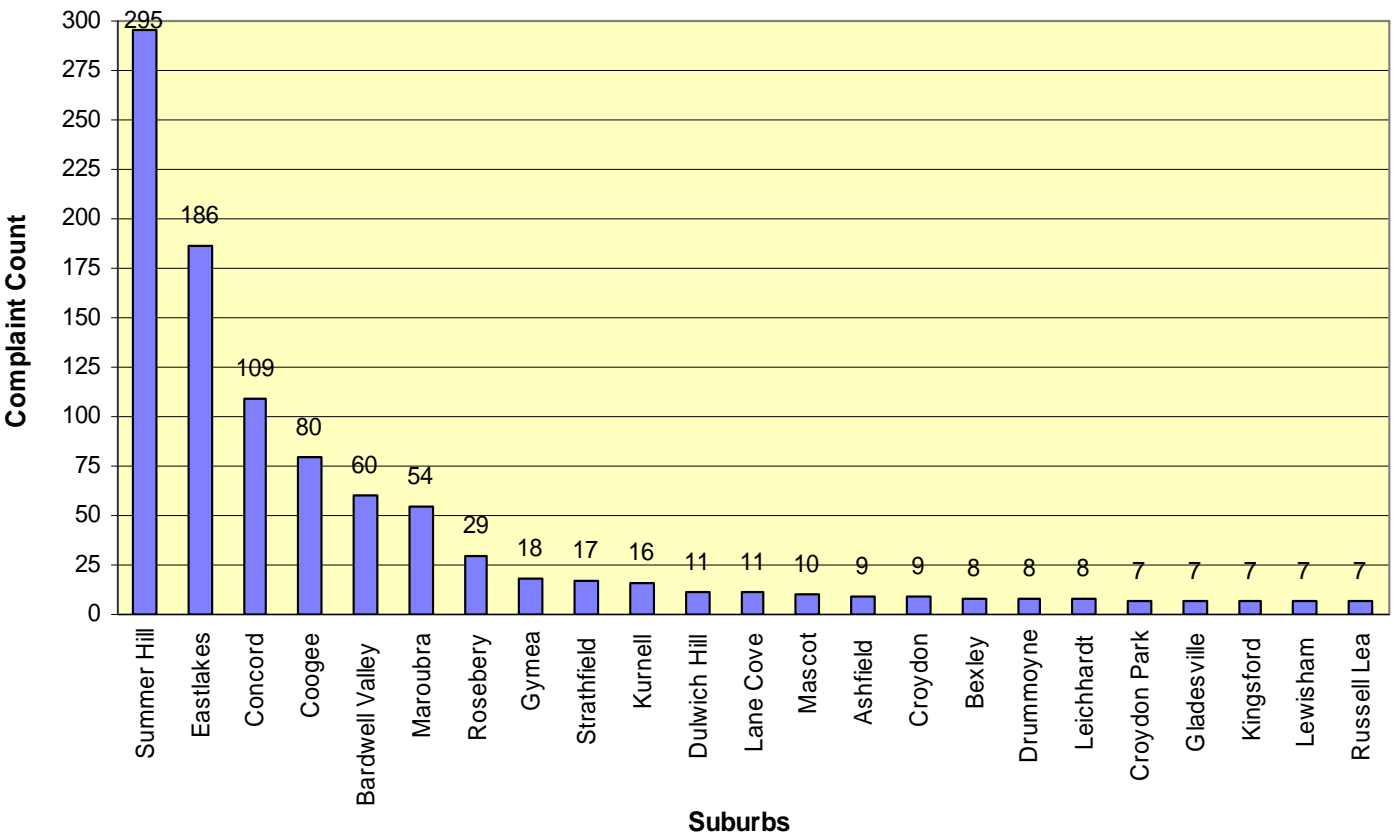
Complaints vs Complainants – Monthly



Complaints History

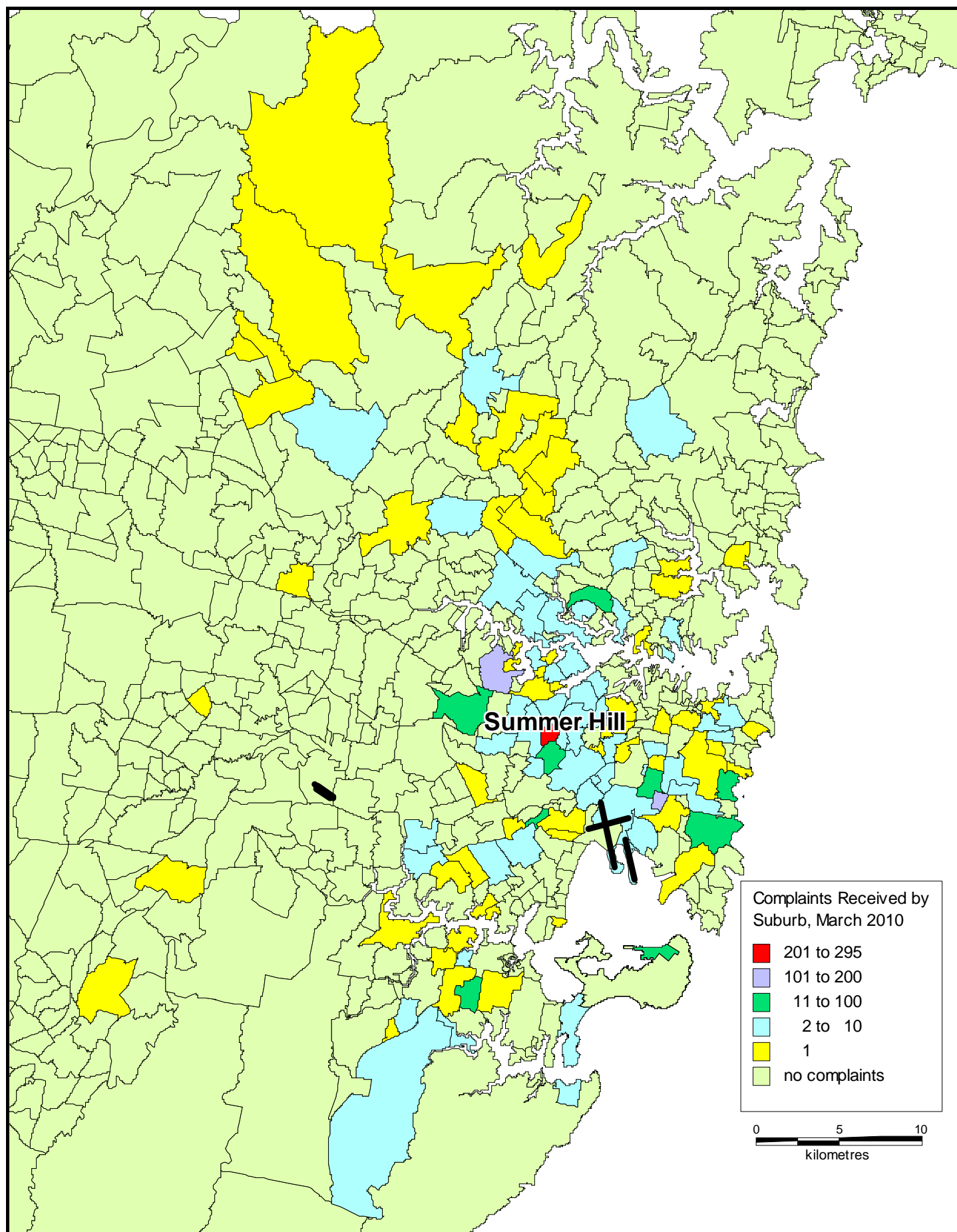


Top 20 Complaint Suburbs – 1 March to 31 March 2010



Complaint Density by Suburb

1 March to 31 March 2010



Recorded Complaints vs Complainants, by Suburb

1 March to 31 March 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	10	5	Kensington	2	2
Abbotsford	5	4	Kenthurst	1	1
Annandale	2	2	Kingsford	7	6
Arncliffe	1	1	Kirrawee	1	1
Ashfield	9	7	Kirribilli	2	2
Balgowlah	1	1	Kurnell	16	12
Banksia	1	1	Kyle Bay	1	1
Bardwell Valley	60	1	Lane Cove	11	8
Beaconsfield	4	4	Leichhardt	8	6
Bellevue Hill	3	2	Lewisham	7	3
Belmore	1	1	Lilyfield	5	4
Belrose	2	1	Loftus	2	1
Berowra	1	1	Macquarie Park	1	1
Bexley	8	5	Maroubra	54	16
Bexley North	1	1	Marrickville	6	6
Bondi Beach	1	1	Marsfield	1	1
Bondi Junction	4	3	Mascot	10	9
Botany	2	2	Matraville	1	1
Bundeena	2	2	McMahons Point	1	1
Cabarita	1	1	Minto	1	1
Camperdown	1	1	Miranda	1	1
Carlingford	1	1	Mortdale	1	1
Castle Hill	2	2	Neutral Bay	2	2
Castlecrag	1	1	Newtown	3	3
Chatswood	2	1	North Ryde	3	3
Chiswick	1	1	Northbridge	1	1
Clovelly	1	1	Oyster Bay	1	1
Concord	109	6	Paddington	1	1
Connells Point	1	1	Pagewood	1	1
Coogee	80	8	Peakhurst	4	2
Cronulla	3	2	Penshurst	1	1
Croydon	9	3	Petersham	5	3
Croydon Park	7	3	Pymble	1	1
Dolls Point	1	1	Queens Park	1	1
Double Bay	1	1	Randwick	1	1
Drummoyne	8	7	Riverview	2	2
Dulwich Hill	11	8	Riverwood	2	1
Eastlakes	186	3	Rodd Point	1	1
Enmore	1	1	Rosebery	29	9
Epping	2	2	Rozelle	4	3
Erskineville	1	1	Russell Lea	7	5
Five Dock	1	1	Ryde	2	1
Galston	1	1	Spit Junction	1	1
Gladesville	7	7	St Peters	2	2
Glebe	1	1	Strathfield	17	4
Glenfield	1	1	Summer Hill	295	7
Glenorie	1	1	Surry Hills	1	1
Grays Point	3	3	Sydenham	2	2
Greenwich	2	1	Tempe	3	3
Gymea	18	5	Thornleigh	1	1
Haberfield	4	4	Turrumurra	1	1
Henley	5	4	Wahroonga	1	1
Hornsby	2	1	Wakeley	1	1
Hunters Hill	2	2	Wareemba	1	1
Huntleys Point	2	2	Waterloo	3	2
Hurlstone Park	2	2	Waverton	1	1
Hurstville	2	2	Wentworthville	1	1
Illawong	1	1	West Pymble	1	1
Jannali	1	1	Woollahra	2	2
Kareela	6	1	Yarrawarra	1	1
Kellyville	1	1	Zetland	1	1

Total Complaints

1159

Total Complainants

305

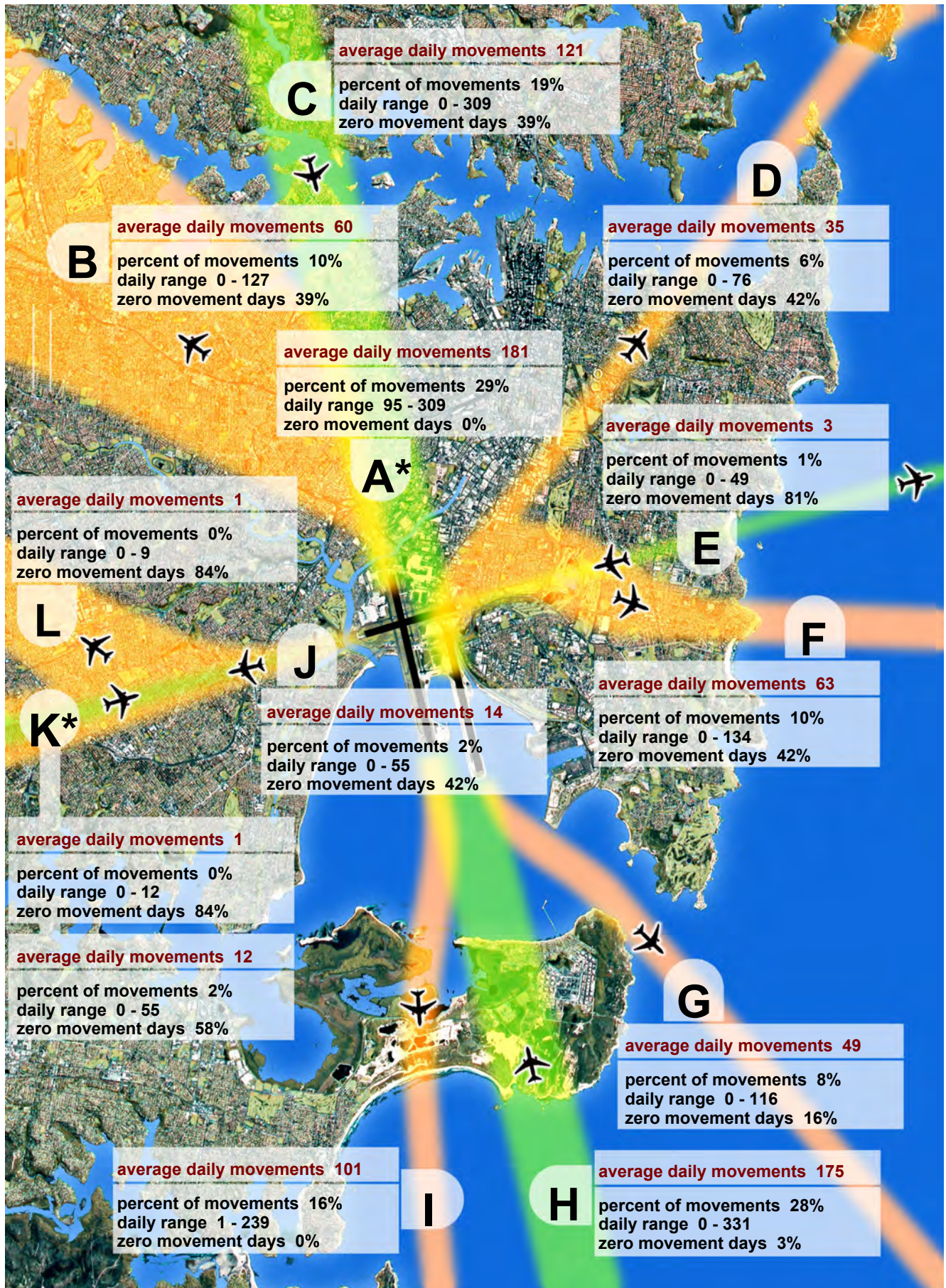
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 March to 31 March 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Gunnedah	1	1
Albury	1	1	Holsworthy	12	10
Annangrove	1	1	Lapstone	1	1
Arcadia	1	1	Maitland	1	1
Avoca	1	1	Newport	2	1
Bankstown	17	15	North Parramatta	2	2
Bega	1	1	North Sydney	1	1
Byron Bay	1	1	Not Specified	2	2
Camden	48	24	Port Macquarie	1	1
Castlecrag	1	1	Quaama	1	1
Cobargo	1	1	Richmond	1	1
Coledale	1	1	Royal North Shore Hospital	1	1
Cootamundra	1	1	Russell Vale	1	1
Drummoyne	1	1	Sydney Childrens Hospital	1	1
Goulburn	1	1	The Entrance	1	1
Greenwich	1	1	Williamtown	2	2
Total Complaints	110		Total Complainants		81

Sydney Airport : Jet Flight Path Movements

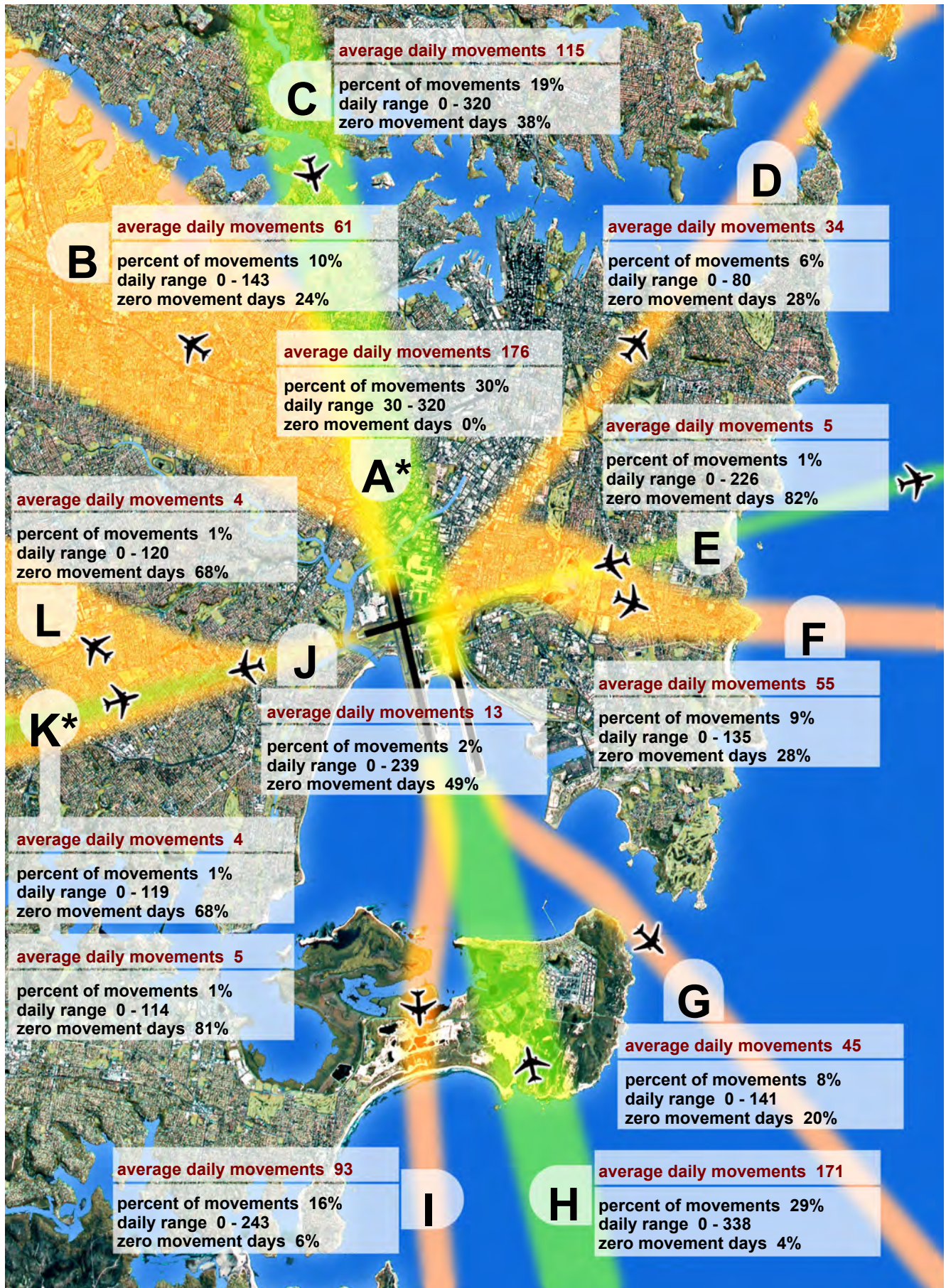
1 March 2010 to 31 March 2010, All Jets



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

Sydney Airport : Jet Flight Path Movements

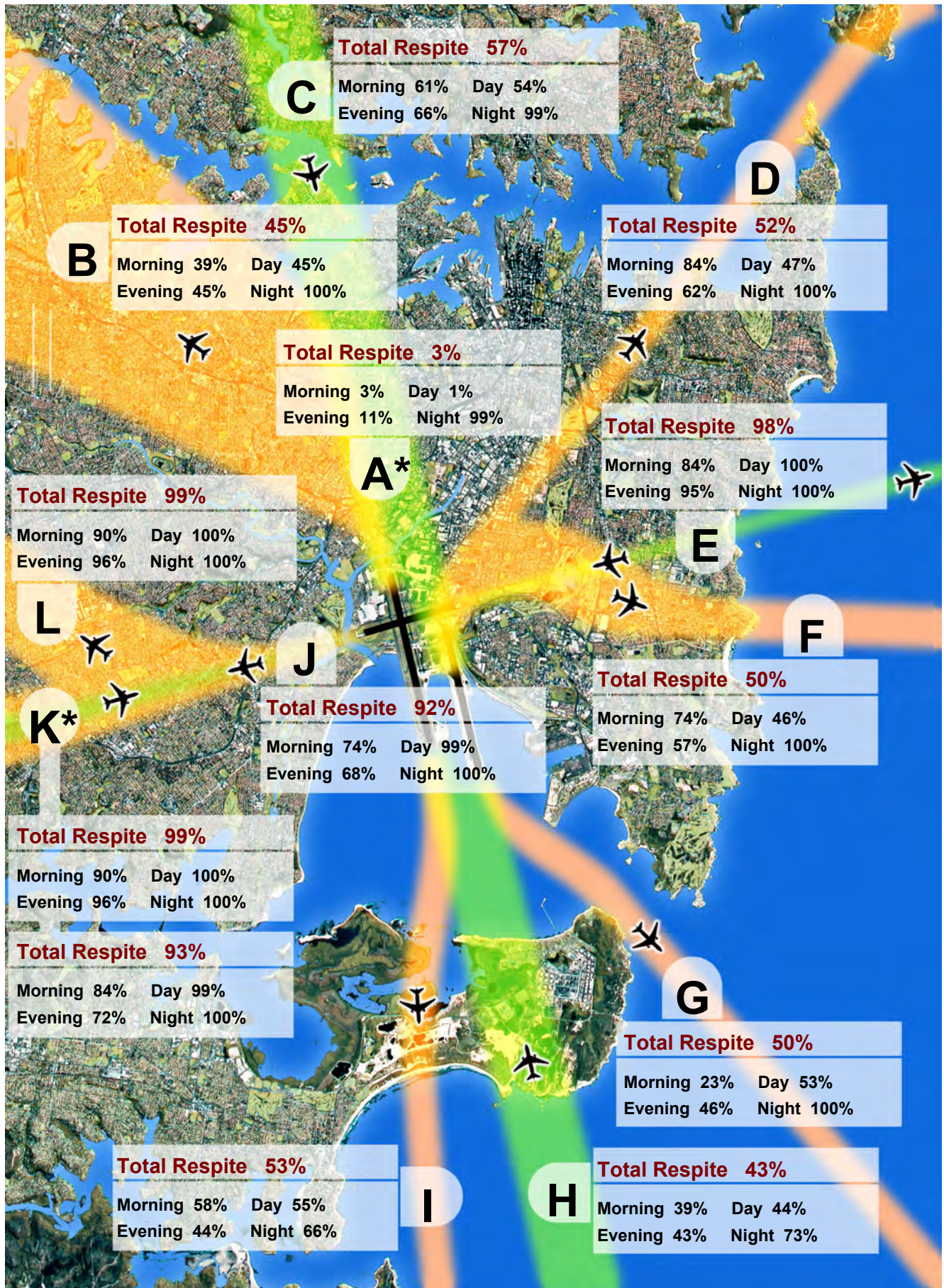
1 April 2009 to 31 March 2010, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 March 2010 to 31 March 2010, All Jets



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

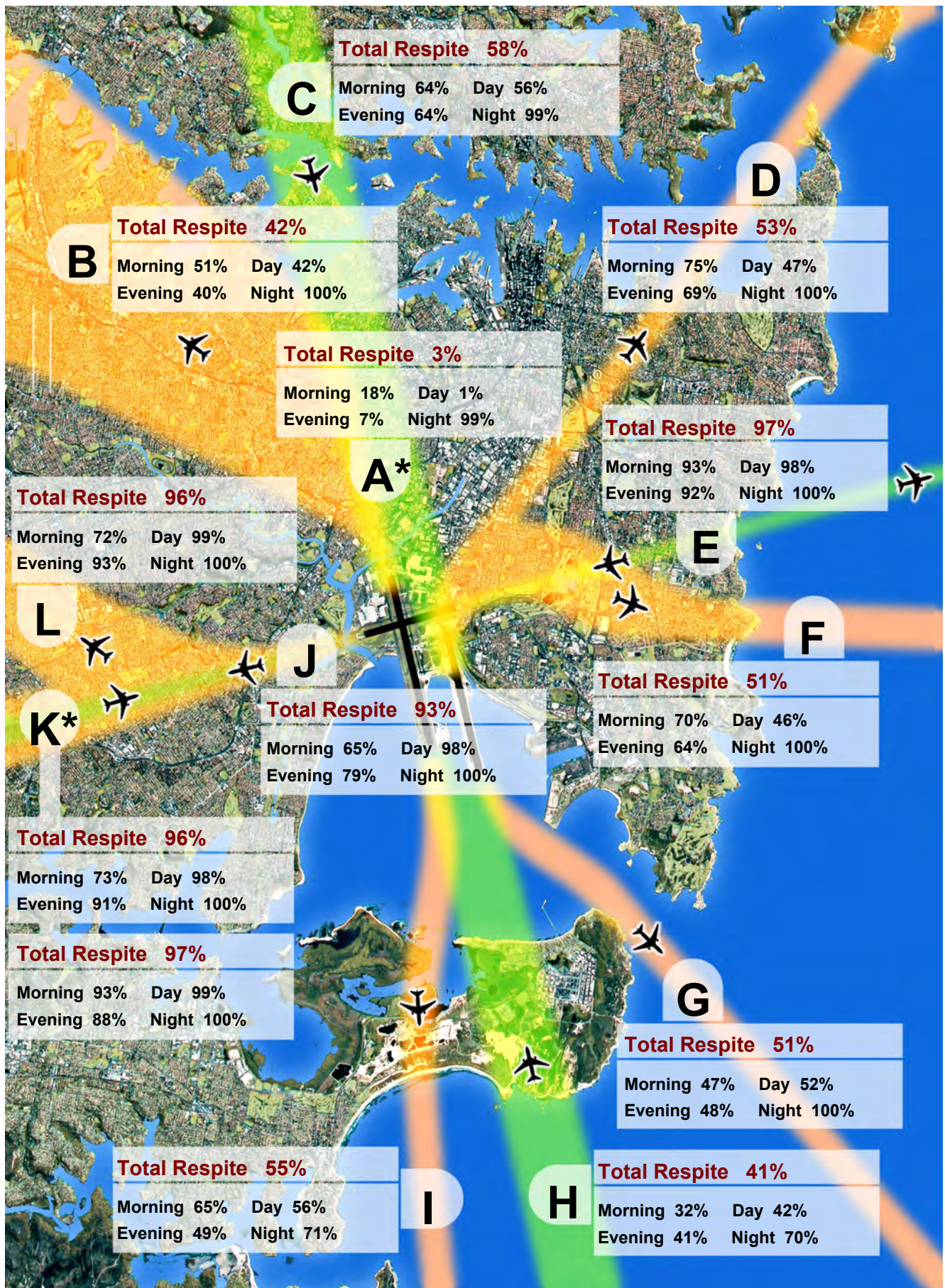
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 April 2009 to 31 March 2010, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation)

April 2009 to March 2010

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

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

	Description	Notes
A	Inner north	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
B	North-west	Area mainly gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in 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 May 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 Mode15 in March 2010 .
	Departures off runway 34R to the north-east	
E	East - Coogee	Area mainly gets overflights (arrivals) from Mode 5 . Due to seasonal changes in wind patterns the highest use of this Mode was in December 2009 .
	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 March 2010 .
	Departures from runway 34R that turn hard east	
G	South - Botany Bay Heads	
	Departures from runway 16L	
H	South - Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 7 was in July 2009 .
	Arrivals on runways 34L and 34R	
I	South - Kurnell Sand Hills	
	Departures from runway 16R	
J, K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2009 , Mode 14A in February 2010 & Mode 8 has not been used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

Total Respite takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **April 2009 to March 2010**, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 53%**. This means that over the period **April 2009 to March 2010 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 the Airport Noise and Operations Management System (ANOMS) data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

Measured Daily N70 Values

Description

Airservices Australia maintains and operates an Airport Noise and Operations Management System (ANOMS) at all the major Australian airports. Environment and Climate Change 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 March 2010.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during March 2010 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Mar</i>	<i>Operational Days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Threshold rwy 34</i>	5,307	30.9	166	264	256
<i>Penshurst</i>	495	30.9	14	19	15
<i>Bexley</i>	518	30.9	16	21	17
<i>Sydenham</i>	5,049	30.9	163	180	169
<i>Johnston St. Annandale</i>	4,415	30.9	65	67	66
<i>Church St. St Peters</i>	3,028	30.9	77	94	99
<i>Leichhardt PEMU 36</i>	2,781	30.9	83	99	111
<i>Eastlakes</i>	1,669	30.9	52	47	45
<i>Coogee</i>	210	30.9	5	6	9
<i>Kurnell</i>	2,108	30.9	63	61	45
<i>Croydon</i>	503	30.9	14	16	13
<i>Hunters Hill</i>	2,650	30.9	49	66	70

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

The N70 values for March 2010 have also been calculated for six different periods:

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

These results are contained in Table 2.

Runway 34L AM 8 PM 24 Day 134 Night 7 WE_D 136 WE_N 2	Penshurst AM 2 PM 13 Day 1 Night 0 WE_D 9 WE_N 0	Bexley AM 2 PM 14 Day 1 Night 0 WE_D 11 WE_N 0	Eastlakes AM 3 PM 7 Day 43 Night 0 WE_D 51 WE_N 0
Coogee AM 1 PM 3 Day 2 Night 0 WE_D 2 WE_N 0	Sydenham AM 4 PM 12 Day 152 Night 1 WE_D 146 WE_N 0	Leichhardt PEMU36 AM 2 PM 5 Day 78 Night 1 WE_D 76 WE_N 0	Kurnell AM 0 PM 2 Day 63 Night 0 WE_D 56 WE_N 0
Annandale AM 0 PM 3 Day 64 Night 0 WE_D 57 WE_N 0	St Peters AM 0 PM 6 Day 74 Night 0 WE_D 67 WE_N 0	Croydon AM 1 PM 2 Day 11 Night 0 WE_D 15 WE_N 0	Hunters Hill AM 2 PM 4 Day 45 Night 0 WE_D 44 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 Airport Noise and Operations Management System (ANOMS), 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.