



AIRSERVICES AUSTRALIA

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# Sydney Airport Operational Statistics November 2008

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**November 2008**

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

There were a total of 24,398 aircraft movements this month (daily average 813.27). Last month there were a total of 25,635 movements (daily average 826.94) and for the same month last year there were a total of 24,171 movements (daily average 805.70).

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

Individual mode use in excess of 9 hours occurred on 26 days this month, Mode 9 on 15 days and Mode 10 on 11 days. Crossing runway modes (including Sodprops and Mode 15) were used for 13.59% 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 31.90% - This result is above the LTOP target and above the previous month (34.46%).

South 51.78% - This result is below the LTOP target but slightly above the previous month (51.26%).

East 16.32% - This result is above the LTOP target and above the previous month (13.50%).

West 0.00% - This result is below the LTOP target and below the previous month (0.78%).

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

This procedure was not utilized this month.

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

A total of 976 complaints, comments and enquiries were received as follows:

867 Sydney suburbs complaints from 133 complainants

37 Sydney suburbs comments and enquiries

72 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

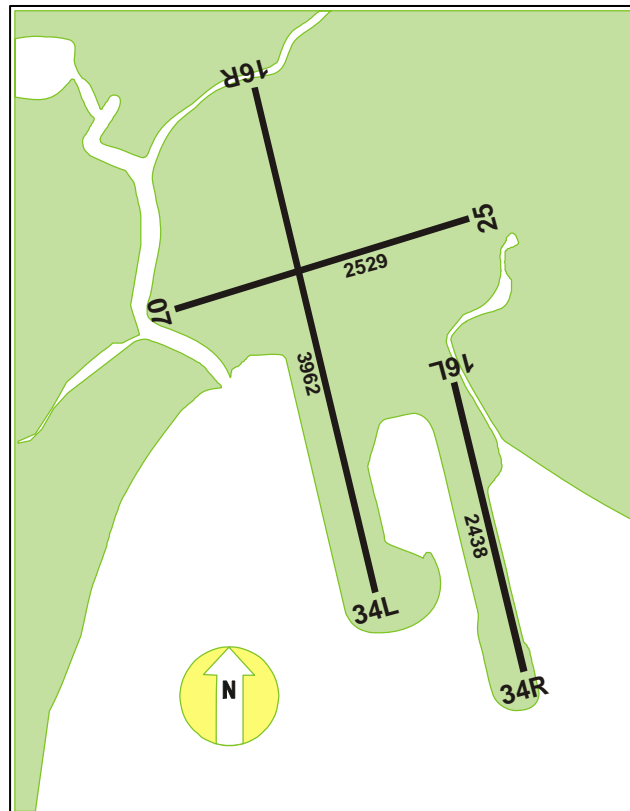
**[www.airservicesaustralia.com](http://www.airservicesaustralia.com)**

***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)

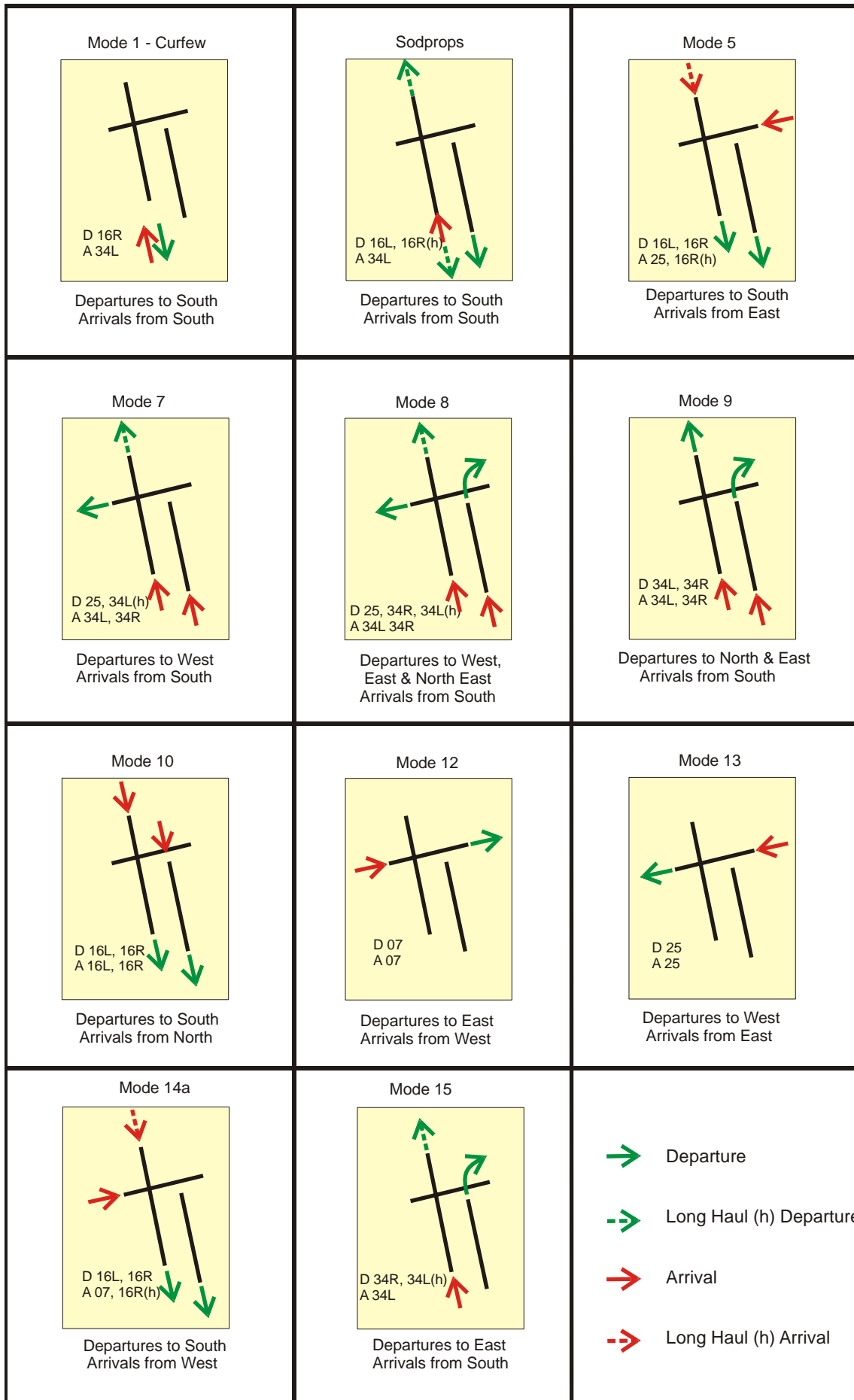
Movements over the East

=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 - Departures 16L / Arrivals 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 - Departures 16L / Arrivals 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 - Departures 16L&amp;R (Mandatory) / Arrivals 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</b> <i>Saturday</i> <b>0600 to 0800</b> <i>Sunday</i>	1. 2. 3. 4. 5.	<b>SODPROPS - Departures 16L / Arrivals 34L</b> <b>Curfew Act - Departures 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</b> <i>Saturday</i> <b>0800 to 2200</b> <i>Sunday</i>	1. 2. 3. 4.	<b>SODPROPS - Departures 16L / Arrivals 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 - Departures 16L / Arrivals 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 - Departures 16L&amp;R (Mandatory) / Arrivals 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-Nov-08	0	0	0	138	101	239	214	237	451	0	0	0	0	0	0	0	0	0	690
02-Nov-08	0	0	0	0	0	0	0	1	1	0	0	0	268	173	441	99	205	304	746
03-Nov-08	0	0	0	74	53	127	108	136	244	0	0	0	150	110	260	87	119	206	837
04-Nov-08	0	0	0	165	116	281	243	301	544	0	0	0	8	0	8	0	0	0	833
05-Nov-08	0	0	0	0	0	0	1	16	17	0	0	0	321	181	502	122	244	366	885
06-Nov-08	0	0	0	9	2	11	16	31	47	0	0	0	297	182	479	118	221	339	876
07-Nov-08	0	0	0	131	109	240	194	228	422	0	0	0	94	53	147	31	71	102	911
08-Nov-08	0	0	0	64	41	105	132	157	289	0	0	0	100	57	157	49	80	129	680
09-Nov-08	0	0	0	80	51	131	131	187	318	0	0	0	94	61	155	68	78	146	750
10-Nov-08	0	0	0	0	76	76	0	5	5	0	0	0	320	170	490	99	163	262	833
11-Nov-08	0	0	0	42	79	121	48	81	129	0	0	0	267	118	385	71	151	222	857
12-Nov-08	0	0	0	0	1	1	0	14	14	0	0	0	306	175	481	118	240	358	854
13-Nov-08	0	0	0	0	2	2	0	12	12	0	0	0	311	191	502	124	226	350	866
14-Nov-08	0	0	0	2	4	6	13	32	45	0	0	0	260	166	426	147	216	363	840
15-Nov-08	0	0	0	125	79	204	213	255	468	0	0	0	1	1	2	0	0	0	674
16-Nov-08	0	0	0	135	80	215	241	302	543	0	0	0	1	0	1	0	0	0	759
17-Nov-08	0	0	0	31	32	63	63	78	141	0	0	0	225	134	359	108	191	299	862
18-Nov-08	0	0	0	0	0	0	0	11	11	0	0	0	282	175	457	140	230	370	838
19-Nov-08	0	0	0	0	0	0	0	14	14	0	0	0	264	188	452	159	230	389	855
20-Nov-08	0	0	0	31	23	54	63	82	145	0	0	0	214	149	363	111	171	282	844
21-Nov-08	0	0	0	35	37	72	58	69	127	0	0	0	242	146	388	109	197	306	893
22-Nov-08	0	0	0	9	10	19	20	17	37	0	0	0	243	142	385	69	158	227	668
23-Nov-08	0	0	0	102	78	180	148	192	340	0	0	0	91	56	147	29	57	86	753
24-Nov-08	0	0	0	169	126	295	270	314	584	0	0	0	2	0	2	0	0	0	881
25-Nov-08	0	0	0	162	122	284	260	301	561	0	0	0	6	1	7	0	0	0	852
26-Nov-08	0	1	1	68	50	118	110	148	258	0	0	0	173	103	276	86	138	224	877
27-Nov-08	0	0	0	0	0	0	0	14	14	0	0	0	288	175	463	152	247	399	876
28-Nov-08	0	0	0	0	0	0	0	6	6	0	0	0	268	187	455	153	231	384	845
29-Nov-08	0	0	0	130	104	234	212	231	443	0	0	0	5	0	5	0	0	0	682
30-Nov-08	0	0	0	45	74	119	95	113	208	0	0	0	188	90	278	60	116	176	781
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1747</b>	<b>1450</b>	<b>3197</b>	<b>2853</b>	<b>3585</b>	<b>6438</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5289</b>	<b>3184</b>	<b>8473</b>	<b>2309</b>	<b>3980</b>	<b>6289</b>	<b>24398</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-Nov-08	0	0	0	94	74	168	177	196	373	0	0	0	0	0	0	0	0	0	541
02-Nov-08	0	0	0	0	0	0	0	0	0	0	0	0	219	116	335	70	171	241	576
03-Nov-08	0	0	0	48	35	83	85	101	186	0	0	0	116	69	185	52	98	150	604
04-Nov-08	0	0	0	98	75	173	198	221	419	0	0	0	4	0	4	0	0	0	596
05-Nov-08	0	0	0	0	0	0	0	4	4	0	0	0	244	109	353	77	206	283	640
06-Nov-08	0	0	0	7	2	9	13	21	34	0	0	0	234	110	344	69	186	255	642
07-Nov-08	0	0	0	79	79	158	160	165	325	0	0	0	71	35	106	23	61	84	673
08-Nov-08	0	0	0	48	28	76	109	131	240	0	0	0	81	37	118	31	69	100	534
09-Nov-08	0	0	0	61	34	95	106	145	251	0	0	0	80	40	120	47	68	115	581
10-Nov-08	0	0	0	0	62	62	0	0	0	0	0	0	246	102	348	53	139	192	602
11-Nov-08	0	0	0	27	61	88	38	57	95	0	0	0	213	69	282	40	127	167	632
12-Nov-08	0	0	0	0	0	0	0	3	3	0	0	0	237	107	344	70	202	272	619
13-Nov-08	0	0	0	0	2	2	0	4	4	0	0	0	246	121	367	71	187	258	631
14-Nov-08	0	0	0	1	2	3	10	16	26	0	0	0	199	105	304	99	181	280	613
15-Nov-08	0	0	0	85	52	137	173	212	385	0	0	0	0	0	0	0	0	0	522
16-Nov-08	0	0	0	96	49	145	203	239	442	0	0	0	0	0	0	0	0	0	587
17-Nov-08	0	0	0	17	20	37	46	55	101	0	0	0	174	81	255	72	161	233	626
18-Nov-08	0	0	0	0	0	0	0	5	5	0	0	0	213	110	323	94	189	283	611
19-Nov-08	0	0	0	0	0	0	0	6	6	0	0	0	218	115	333	91	191	282	621
20-Nov-08	0	0	0	21	15	36	53	62	115	0	0	0	161	90	251	71	144	215	617
21-Nov-08	0	0	0	22	26	48	44	48	92	0	0	0	187	83	270	69	166	235	645
22-Nov-08	0	0	0	5	9	14	11	13	24	0	0	0	205	100	305	40	138	178	521
23-Nov-08	0	0	0	71	52	123	123	147	270	0	0	0	80	44	124	21	50	71	588
24-Nov-08	0	0	0	115	86	201	200	236	436	0	0	0	2	0	2	0	0	0	639
25-Nov-08	0	0	0	104	81	185	205	228	433	0	0	0	4	0	4	0	0	0	622
26-Nov-08	0	1	1	37	35	72	95	106	201	0	0	0	133	62	195	54	113	167	636
27-Nov-08	0	0	0	0	0	0	0	7	7	0	0	0	228	105	333	93	205	298	638
28-Nov-08	0	0	0	0	0	0	0	6	6	0	0	0	203	111	314	100	194	294	614
29-Nov-08	0	0	0	92	78	170	167	181	348	0	0	0	1	0	1	0	0	0	519
30-Nov-08	0	0	0	33	56	89	77	90	167	0	0	0	154	54	208	39	101	140	604
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1161</b>	<b>1013</b>	<b>2174</b>	<b>2293</b>	<b>2705</b>	<b>4998</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4153</b>	<b>1975</b>	<b>6128</b>	<b>1446</b>	<b>3347</b>	<b>4793</b>	<b>18094</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-Nov-08	0	0	0	44	27	71	37	41	78	0	0	0	0	0	0	0	0	0	149
02-Nov-08	0	0	0	0	0	0	0	1	1	0	0	0	49	57	106	29	34	63	170
03-Nov-08	0	0	0	26	18	44	23	35	58	0	0	0	34	41	75	35	21	56	233
04-Nov-08	0	0	0	67	41	108	45	80	125	0	0	0	4	0	4	0	0	0	237
05-Nov-08	0	0	0	0	0	0	1	12	13	0	0	0	77	72	149	45	38	83	245
06-Nov-08	0	0	0	2	0	2	3	10	13	0	0	0	63	72	135	49	35	84	234
07-Nov-08	0	0	0	52	30	82	34	63	97	0	0	0	23	18	41	8	10	18	238
08-Nov-08	0	0	0	16	13	29	23	26	49	0	0	0	19	20	39	18	11	29	146
09-Nov-08	0	0	0	19	17	36	25	42	67	0	0	0	14	21	35	21	10	31	169
10-Nov-08	0	0	0	0	14	14	0	5	5	0	0	0	74	68	142	46	24	70	231
11-Nov-08	0	0	0	15	18	33	10	24	34	0	0	0	54	49	103	31	24	55	225
12-Nov-08	0	0	0	0	1	1	0	11	11	0	0	0	69	68	137	48	38	86	235
13-Nov-08	0	0	0	0	0	0	0	8	8	0	0	0	65	70	135	53	39	92	235
14-Nov-08	0	0	0	1	2	3	3	16	19	0	0	0	61	61	122	48	35	83	227
15-Nov-08	0	0	0	40	27	67	40	43	83	0	0	0	1	1	2	0	0	0	152
16-Nov-08	0	0	0	39	31	70	38	63	101	0	0	0	1	0	1	0	0	0	172
17-Nov-08	0	0	0	14	12	26	17	23	40	0	0	0	51	53	104	36	30	66	236
18-Nov-08	0	0	0	0	0	0	0	6	6	0	0	0	69	65	134	46	41	87	227
19-Nov-08	0	0	0	0	0	0	0	8	8	0	0	0	46	73	119	68	39	107	234
20-Nov-08	0	0	0	10	8	18	10	20	30	0	0	0	53	59	112	40	27	67	227
21-Nov-08	0	0	0	13	11	24	14	21	35	0	0	0	55	63	118	40	31	71	248
22-Nov-08	0	0	0	4	1	5	9	4	13	0	0	0	38	42	80	29	20	49	147
23-Nov-08	0	0	0	31	26	57	25	45	70	0	0	0	11	12	23	8	7	15	165
24-Nov-08	0	0	0	54	40	94	70	78	148	0	0	0	0	0	0	0	0	0	242
25-Nov-08	0	0	0	58	41	99	55	73	128	0	0	0	2	1	3	0	0	0	230
26-Nov-08	0	0	0	31	15	46	15	42	57	0	0	0	40	41	81	32	25	57	241
27-Nov-08	0	0	0	0	0	0	0	7	7	0	0	0	60	70	130	59	42	101	238
28-Nov-08	0	0	0	0	0	0	0	0	0	0	0	0	65	76	141	53	37	90	231
29-Nov-08	0	0	0	38	26	64	45	50	95	0	0	0	4	0	4	0	0	0	163
30-Nov-08	0	0	0	12	18	30	18	23	41	0	0	0	34	36	70	21	15	36	177
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>586</b>	<b>437</b>	<b>1023</b>	<b>560</b>	<b>880</b>	<b>1440</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1136</b>	<b>1209</b>	<b>2345</b>	<b>863</b>	<b>633</b>	<b>1496</b>	<b>6304</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-Nov-08	0	1	0	0	0	0	23	49	59	66	54	55	45	38	43	43	41	38	43	35	21	21	13	2	690
02-Nov-08	0	1	1	1	0	1	16	42	39	54	44	50	51	37	43	51	51	53	62	60	39	33	17	0	746
03-Nov-08	0	0	1	0	0	0	26	64	65	59	55	51	51	45	42	55	49	48	72	55	40	29	24	6	837
04-Nov-08	7	5	1	2	2	3	30	58	64	63	61	42	50	37	44	48	47	52	68	48	37	36	23	5	833
05-Nov-08	7	0	2	2	2	4	33	66	68	59	59	49	49	34	47	56	59	59	64	59	38	32	29	8	885
06-Nov-08	6	1	2	2	3	4	34	68	69	58	59	47	53	37	46	51	50	52	71	55	38	38	30	2	876
07-Nov-08	6	4	2	1	2	3	29	67	69	62	62	52	50	42	50	56	60	59	72	64	41	38	20	0	911
08-Nov-08	1	0	0	1	1	0	20	51	61	57	55	40	54	34	40	46	39	42	42	37	27	19	13	0	680
09-Nov-08	1	0	1	0	1	0	20	38	45	49	50	48	46	39	47	45	43	47	59	58	50	41	21	1	750
10-Nov-08	2	0	1	0	1	0	24	66	63	71	60	49	49	39	40	47	51	54	61	53	37	32	24	9	833
11-Nov-08	6	4	1	1	2	1	32	67	65	65	53	47	50	44	41	49	50	54	70	55	36	30	28	6	857
12-Nov-08	4	1	2	2	2	1	33	68	65	61	53	52	41	33	47	50	55	52	66	57	41	35	24	9	854
13-Nov-08	5	3	1	2	1	2	33	60	61	59	61	46	53	42	47	51	50	49	68	60	39	32	31	10	866
14-Nov-08	9	2	2	0	3	1	30	60	66	60	55	46	56	39	46	46	56	55	55	43	23	42	40	5	840
15-Nov-08	1	0	1	0	0	0	20	48	53	52	56	50	48	39	40	46	41	38	44	38	22	20	17	0	674
16-Nov-08	0	0	1	0	0	0	17	33	52	44	51	50	51	38	47	52	45	55	66	55	41	31	28	2	759
17-Nov-08	1	0	0	0	0	0	31	63	70	63	63	53	51	43	46	48	52	59	62	55	38	34	23	7	862
18-Nov-08	5	0	2	2	2	0	33	63	70	58	54	46	46	37	47	49	54	47	68	54	39	29	27	6	838
19-Nov-08	4	2	0	2	2	2	32	57	60	67	61	53	48	37	37	51	51	55	61	50	37	37	37	12	855
20-Nov-08	1	0	6	1	0	1	26	61	72	59	56	52	45	37	46	54	44	40	45	67	49	36	36	10	844
21-Nov-08	6	3	0	2	2	1	31	65	63	64	63	44	56	41	47	57	60	57	62	63	40	36	30	0	893
22-Nov-08	1	0	1	0	1	0	20	51	64	49	56	50	40	42	40	32	44	35	42	37	25	22	14	2	668
23-Nov-08	1	1	0	0	0	0	19	34	51	50	44	39	51	41	40	49	47	54	55	56	50	42	29	0	753
24-Nov-08	0	0	2	0	0	0	32	68	71	62	60	52	50	41	53	51	54	59	69	52	40	37	23	5	881
25-Nov-08	4	0	2	1	3	0	32	64	63	63	55	50	47	35	49	49	49	56	71	55	37	37	26	4	852
26-Nov-08	6	3	1	2	2	2	30	68	69	58	60	42	51	35	44	60	52	56	65	59	40	40	25	7	877
27-Nov-08	7	1	1	2	1	1	27	63	76	55	58	47	53	42	48	57	52	51	62	55	41	39	31	6	876
28-Nov-08	0	0	0	0	0	0	18	60	67	63	60	47	55	43	43	52	55	42	53	70	40	37	32	8	845
29-Nov-08	4	2	0	1	1	1	23	44	56	58	64	49	47	32	43	29	39	40	34	24	35	28	28	0	682
30-Nov-08	0	1	0	0	0	0	16	35	49	50	54	45	54	39	44	55	55	59	69	58	37	40	20	1	781
<b>Total</b>	<b>95</b>	<b>35</b>	<b>34</b>	<b>27</b>	<b>34</b>	<b>28</b>	<b>790</b>	<b>1701</b>	<b>1865</b>	<b>1758</b>	<b>1696</b>	<b>1443</b>	<b>1491</b>	<b>1162</b>	<b>1337</b>	<b>1485</b>	<b>1495</b>	<b>1517</b>	<b>1801</b>	<b>1587</b>	<b>1118</b>	<b>1003</b>	<b>763</b>	<b>133</b>	<b>24398</b>
<b>Avg.</b>	<b>3.17</b>	<b>1.17</b>	<b>1.13</b>	<b>0.90</b>	<b>1.13</b>	<b>0.93</b>	<b>26.33</b>	<b>56.70</b>	<b>62.17</b>	<b>58.60</b>	<b>56.53</b>	<b>48.10</b>	<b>49.70</b>	<b>38.73</b>	<b>44.57</b>	<b>49.50</b>	<b>49.83</b>	<b>50.57</b>	<b>60.03</b>	<b>52.90</b>	<b>37.27</b>	<b>33.43</b>	<b>25.43</b>	<b>4.43</b>	<b>813.27</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-Nov-08	0	0	0	0	0	0	15	29	33	25	28	26	22	18	23	21	21	24	17	19	13	12	6	0	352
02-Nov-08	0	0	1	1	0	1	11	24	20	21	24	23	20	12	29	19	27	28	32	26	21	18	9	0	367
03-Nov-08	0	0	1	0	0	0	12	43	30	24	28	27	20	19	26	23	22	30	36	20	22	19	14	3	419
04-Nov-08	2	0	0	1	2	2	15	33	33	31	32	23	20	18	26	15	22	34	31	20	20	23	11	2	416
05-Nov-08	0	0	1	1	1	4	18	39	33	26	34	24	18	16	31	24	25	33	35	20	19	21	18	3	444
06-Nov-08	1	0	1	1	1	3	19	40	35	23	29	28	21	17	29	20	25	33	34	20	20	25	15	0	440
07-Nov-08	1	2	1	0	2	1	13	40	37	26	34	25	18	18	34	26	30	25	34	29	20	20	14	0	450
08-Nov-08	0	0	0	1	1	0	13	33	33	21	29	18	23	15	25	16	22	26	20	19	13	11	6	0	345
09-Nov-08	1	0	0	0	1	0	11	20	24	22	28	21	17	16	29	15	21	27	29	26	28	25	11	1	373
10-Nov-08	0	0	1	0	1	0	10	36	37	31	30	26	15	22	22	23	26	27	30	19	21	21	15	6	419
11-Nov-08	0	2	0	1	1	1	17	38	37	27	23	27	22	22	24	20	22	34	32	18	20	21	17	2	428
12-Nov-08	0	1	0	1	1	1	16	38	37	27	28	26	13	15	31	17	27	29	32	24	20	23	13	4	424
13-Nov-08	1	1	0	1	1	2	17	33	35	27	29	27	20	18	28	21	23	28	34	24	21	18	20	6	435
14-Nov-08	1	1	1	0	2	0	15	32	36	30	24	27	25	14	25	25	25	28	29	17	9	24	31	1	422
15-Nov-08	0	0	1	0	0	0	13	25	27	18	30	26	18	20	23	19	23	26	16	22	11	11	10	0	339
16-Nov-08	0	0	1	0	0	0	9	17	28	19	26	25	17	15	29	23	21	32	34	24	22	17	18	0	377
17-Nov-08	0	0	0	0	0	0	15	35	40	25	29	30	18	19	31	17	22	34	32	22	19	23	12	4	427
18-Nov-08	0	0	1	2	0	0	18	37	37	25	28	20	21	18	29	20	23	27	33	26	18	21	15	3	422
19-Nov-08	0	0	0	2	1	1	16	30	35	32	25	26	16	16	23	26	17	36	29	20	20	24	22	6	423
20-Nov-08	0	0	1	0	0	1	11	37	41	23	27	30	16	17	25	23	16	24	27	30	24	20	20	6	419
21-Nov-08	2	0	0	2	0	1	14	39	36	29	29	21	22	18	29	30	24	29	32	26	19	24	18	0	444
22-Nov-08	1	0	1	0	0	0	14	32	35	16	28	31	14	19	22	15	19	24	21	18	13	11	6	1	341
23-Nov-08	1	0	0	0	0	0	12	17	25	24	22	20	17	18	25	21	23	26	25	27	28	25	14	0	370
24-Nov-08	0	0	0	0	0	0	15	38	39	25	33	26	19	14	35	21	26	34	35	22	20	24	13	2	441
25-Nov-08	0	0	2	1	0	0	15	38	36	28	26	28	16	16	31	17	22	33	36	20	21	26	13	3	428
26-Nov-08	0	1	1	1	1	1	14	39	37	23	32	20	21	14	31	25	24	31	33	23	23	26	12	4	437
27-Nov-08	1	0	1	1	0	1	12	37	39	22	32	28	21	16	32	26	24	27	29	26	21	22	19	3	440
28-Nov-08	0	0	0	0	0	0	9	33	38	28	28	26	17	20	28	25	22	29	26	32	18	16	24	2	421
29-Nov-08	3	0	0	1	1	0	13	27	31	28	28	24	17	16	25	16	17	21	18	10	19	17	15	0	347
30-Nov-08	0	1	0	0	0	0	9	18	25	24	28	23	20	14	25	23	28	31	42	22	22	22	11	0	388
<b>Total</b>	<b>15</b>	<b>9</b>	<b>16</b>	<b>18</b>	<b>17</b>	<b>20</b>	<b>411</b>	<b>977</b>	<b>1009</b>	<b>750</b>	<b>851</b>	<b>752</b>	<b>564</b>	<b>510</b>	<b>825</b>	<b>632</b>	<b>689</b>	<b>870</b>	<b>893</b>	<b>671</b>	<b>585</b>	<b>610</b>	<b>442</b>	<b>62</b>	<b>12198</b>
<b>Avg.</b>	<b>0.50</b>	<b>0.30</b>	<b>0.53</b>	<b>0.60</b>	<b>0.57</b>	<b>0.67</b>	<b>13.70</b>	<b>32.57</b>	<b>33.63</b>	<b>25.00</b>	<b>28.37</b>	<b>25.07</b>	<b>18.80</b>	<b>17.00</b>	<b>27.50</b>	<b>21.07</b>	<b>22.97</b>	<b>29.00</b>	<b>29.77</b>	<b>22.37</b>	<b>19.50</b>	<b>20.33</b>	<b>14.73</b>	<b>2.07</b>	<b>406.60</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-Nov-08	0	1	0	0	0	0	8	20	26	41	26	29	23	20	20	22	20	14	26	16	8	9	7	2	338
02-Nov-08	0	1	0	0	0	0	5	18	19	33	20	27	31	25	14	32	24	25	30	34	18	15	8	0	379
03-Nov-08	0	0	0	0	0	0	14	21	35	35	27	24	31	26	16	32	27	18	36	35	18	10	10	3	418
04-Nov-08	5	5	1	1	0	1	15	25	31	32	29	19	30	19	18	33	25	18	37	28	17	13	12	3	417
05-Nov-08	7	0	1	1	1	0	15	27	35	33	25	25	31	18	16	32	34	26	29	39	19	11	11	5	441
06-Nov-08	5	1	1	1	2	1	15	28	34	35	30	19	32	20	17	31	25	19	37	35	18	13	15	2	436
07-Nov-08	5	2	1	1	0	2	16	27	32	36	28	27	32	24	16	30	30	34	38	35	21	18	6	0	461
08-Nov-08	1	0	0	0	0	0	7	18	28	36	26	22	31	19	15	30	17	16	22	18	14	8	7	0	335
09-Nov-08	0	0	1	0	0	0	9	18	21	27	22	27	29	23	18	30	22	20	30	32	22	16	10	0	377
10-Nov-08	2	0	0	0	0	0	14	30	26	40	30	23	34	17	18	24	25	27	31	34	16	11	9	3	414
11-Nov-08	6	2	1	0	1	0	15	29	28	38	30	20	28	22	17	29	28	20	38	37	16	9	11	4	429
12-Nov-08	4	0	2	1	1	0	17	30	28	34	25	26	28	18	16	33	28	23	34	33	21	12	11	5	430
13-Nov-08	4	2	1	1	0	0	16	27	26	32	32	19	33	24	19	30	27	21	34	36	18	14	11	4	431
14-Nov-08	8	1	1	0	1	1	15	28	30	30	31	19	31	25	21	21	31	27	26	26	14	18	9	4	418
15-Nov-08	1	0	0	0	0	0	7	23	26	34	26	24	30	19	17	27	18	12	28	16	11	9	7	0	335
16-Nov-08	0	0	0	0	0	0	8	16	24	25	25	25	34	23	18	29	24	23	32	31	19	14	10	2	382
17-Nov-08	1	0	0	0	0	0	16	28	30	38	34	23	33	24	15	31	30	25	30	33	19	11	11	3	435
18-Nov-08	5	0	1	0	2	0	15	26	33	33	26	26	25	19	18	29	31	20	35	28	21	8	12	3	416
19-Nov-08	4	2	0	0	1	1	16	27	25	35	36	27	32	21	14	25	34	19	32	30	17	13	15	6	432
20-Nov-08	1	0	5	1	0	0	15	24	31	36	29	22	29	20	21	31	28	16	18	37	25	16	16	4	425
21-Nov-08	4	3	0	0	2	0	17	26	27	35	34	23	34	23	18	27	36	28	30	37	21	12	12	0	449
22-Nov-08	0	0	0	0	1	0	6	19	29	33	28	19	26	23	18	17	25	11	21	19	12	11	8	1	327
23-Nov-08	0	1	0	0	0	0	7	17	26	26	22	19	34	23	15	28	24	28	30	29	22	17	15	0	383
24-Nov-08	0	0	2	0	0	0	17	30	32	37	27	26	31	27	18	30	28	25	34	30	20	13	10	3	440
25-Nov-08	4	0	0	0	3	0	17	26	27	35	29	22	31	19	18	32	27	23	35	35	16	11	13	1	424
26-Nov-08	6	2	0	1	1	1	16	29	32	35	28	22	30	21	13	35	28	25	32	36	17	14	13	3	440
27-Nov-08	6	1	0	1	1	0	15	26	37	33	26	19	32	26	16	31	28	24	33	29	20	17	12	3	436
28-Nov-08	0	0	0	0	0	0	9	27	29	35	32	21	38	23	15	27	33	13	27	38	22	21	8	6	424
29-Nov-08	1	2	0	0	0	1	10	17	25	30	36	25	30	16	18	13	22	19	16	14	16	11	13	0	335
30-Nov-08	0	0	0	0	0	0	7	17	24	26	26	22	34	25	19	32	27	28	27	36	15	18	9	1	393
<b>Total</b>	<b>80</b>	<b>26</b>	<b>18</b>	<b>9</b>	<b>17</b>	<b>8</b>	<b>379</b>	<b>724</b>	<b>856</b>	<b>1008</b>	<b>845</b>	<b>691</b>	<b>927</b>	<b>652</b>	<b>512</b>	<b>853</b>	<b>806</b>	<b>647</b>	<b>908</b>	<b>916</b>	<b>533</b>	<b>393</b>	<b>321</b>	<b>71</b>	<b>12200</b>
<b>Avg.</b>	<b>2.67</b>	<b>0.87</b>	<b>0.60</b>	<b>0.30</b>	<b>0.57</b>	<b>0.27</b>	<b>12.63</b>	<b>24.13</b>	<b>28.53</b>	<b>33.60</b>	<b>28.17</b>	<b>23.03</b>	<b>30.90</b>	<b>21.73</b>	<b>17.07</b>	<b>28.43</b>	<b>26.87</b>	<b>21.57</b>	<b>30.27</b>	<b>30.53</b>	<b>17.77</b>	<b>13.10</b>	<b>10.70</b>	<b>2.37</b>	<b>406.67</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-Nov-08	7:00	0:01	-	-	-	-	-	16:59	-	-	-	-	-
02-Nov-08	7:00	0:21	0:26	-	-	-	10:40	-	-	-	-	5:33	-
03-Nov-08	7:00	0:22	-	-	-	-	8:35	7:29	-	-	-	0:34	-
04-Nov-08	7:00	0:12	-	-	-	-	-	16:48	-	-	-	-	-
05-Nov-08	7:00	0:16	-	-	-	-	11:12	-	-	-	-	5:32	-
06-Nov-08	7:00	0:14	-	-	-	-	11:13	1:07	-	-	-	4:26	-
07-Nov-08	7:00	0:03	-	-	-	-	5:07	11:50	-	-	-	-	-
08-Nov-08	7:00	0:20	-	-	-	-	5:07	10:39	-	-	-	0:54	-
09-Nov-08	7:00	0:22	-	-	-	-	6:13	10:25	-	-	-	-	-
10-Nov-08	7:00	0:18	5:24	-	-	-	8:02	-	-	-	-	3:16	-
11-Nov-08	7:00	0:21	3:02	-	-	-	6:24	3:42	-	-	-	3:31	-
12-Nov-08	7:00	0:14	-	-	-	-	11:11	-	-	-	-	5:35	-
13-Nov-08	7:00	0:18	0:15	-	-	-	12:28	-	-	-	-	3:59	-
14-Nov-08	7:00	0:15	-	-	-	-	13:52	1:02	-	-	-	1:51	-
15-Nov-08	7:00	0:13	-	-	-	-	-	16:47	-	-	-	-	-
16-Nov-08	7:00	0:16	-	-	-	-	-	16:44	-	-	-	-	-
17-Nov-08	7:00	0:21	-	-	-	-	9:23	4:30	-	-	-	2:46	-
18-Nov-08	7:00	0:19	-	-	-	-	14:31	-	-	-	-	2:10	-
19-Nov-08	7:00	0:12	-	-	-	-	16:08	-	-	-	-	0:40	-
20-Nov-08	7:00	0:06	-	-	-	-	12:16	3:54	-	-	-	0:44	-
21-Nov-08	7:00	0:17	-	-	-	-	10:22	3:02	-	-	-	3:19	-
22-Nov-08	7:00	0:20	-	-	-	-	15:11	1:29	-	-	-	-	-
23-Nov-08	7:00	0:23	-	-	-	-	5:47	10:50	-	-	-	-	-
24-Nov-08	7:00	0:01	-	-	-	-	-	16:59	-	-	-	-	-
25-Nov-08	7:00	0:13	-	-	-	-	-	16:47	-	-	-	-	-
26-Nov-08	7:00	0:22	-	-	-	-	10:03	6:35	-	-	-	-	-
27-Nov-08	7:00	0:14	-	-	-	-	14:30	-	-	-	-	2:16	-
28-Nov-08	7:00	0:20	0:27	-	-	-	15:50	-	-	-	-	0:23	-
29-Nov-08	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-	-
30-Nov-08	7:00	0:21	1:54	-	-	-	5:56	6:21	-	-	-	2:28	-
<b>Total</b>	<b>210:00</b>	<b>7:53</b>	<b>11:28</b>	<b>0:00</b>	<b>0:00</b>	<b>0:00</b>	<b>240:01</b>	<b>200:41</b>	<b>0:00</b>	<b>0:00</b>	<b>0:00</b>	<b>49:57</b>	<b>0:00</b>
<b>% Used</b>		<b>1.55%</b>	<b>2.25%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>47.06%</b>	<b>39.35%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>9.79%</b>	<b>0.00%</b>

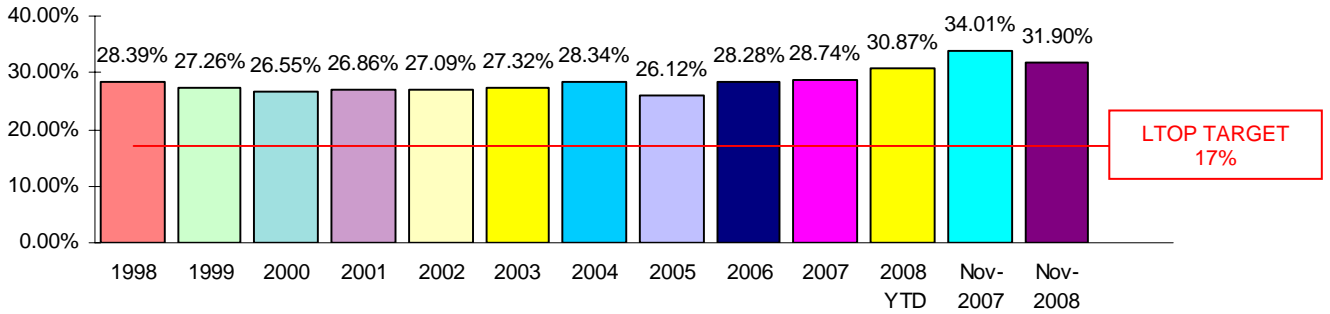
## Cumulative Mode Utilisation from 1 January 2008

<b>Time</b>	<b>1.47%</b>	<b>3.47%</b>	<b>5.97%</b>	<b>4.86%</b>	<b>0.00%</b>	<b>37.49%</b>	<b>39.27%</b>	<b>0.11%</b>	<b>2.03%</b>	<b>4.17%</b>	<b>1.14%</b>	<b>0.04%</b>
<b>Movements</b>	<b>0.37%</b>	<b>2.35%</b>	<b>4.50%</b>	<b>3.56%</b>	<b>0.00%</b>	<b>41.02%</b>	<b>42.07%</b>	<b>0.09%</b>	<b>1.90%</b>	<b>3.28%</b>	<b>0.84%</b>	<b>0.03%</b>

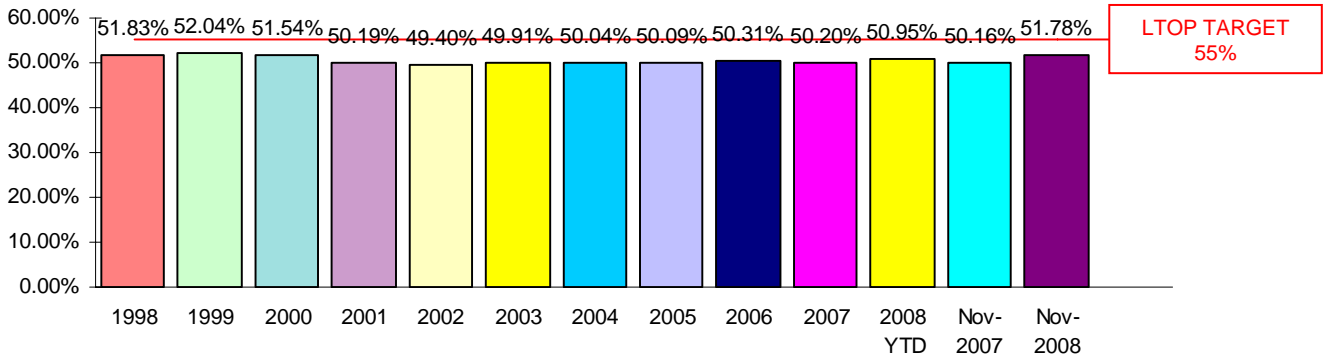
# Runway End Impact to 30 November 2008

Includes comparisons with annual figures for 1998 to 2007, 2008 Year to Date, current month this year and corresponding month last year.

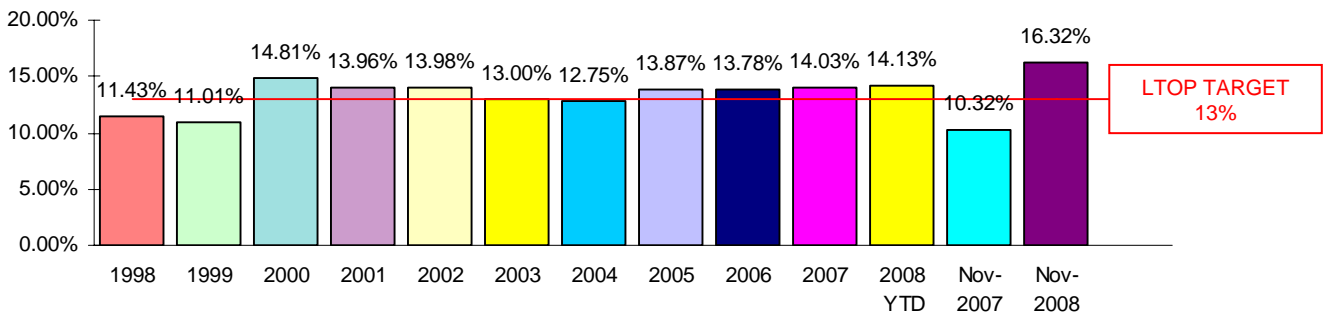
## NORTH



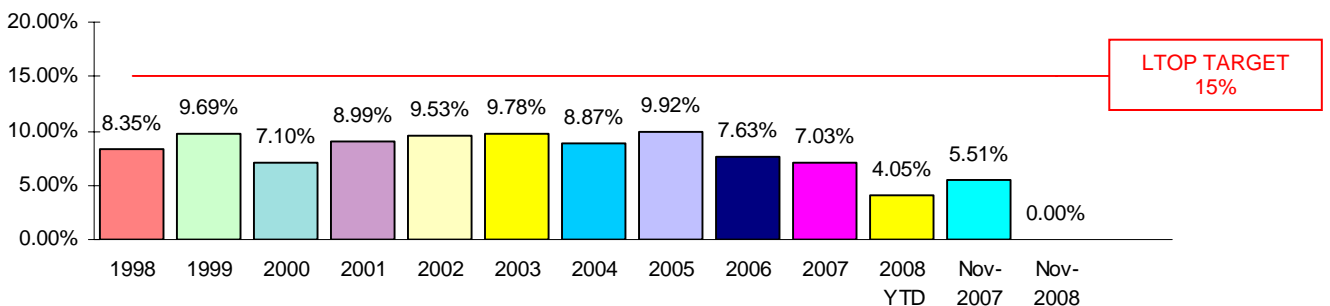
## SOUTH



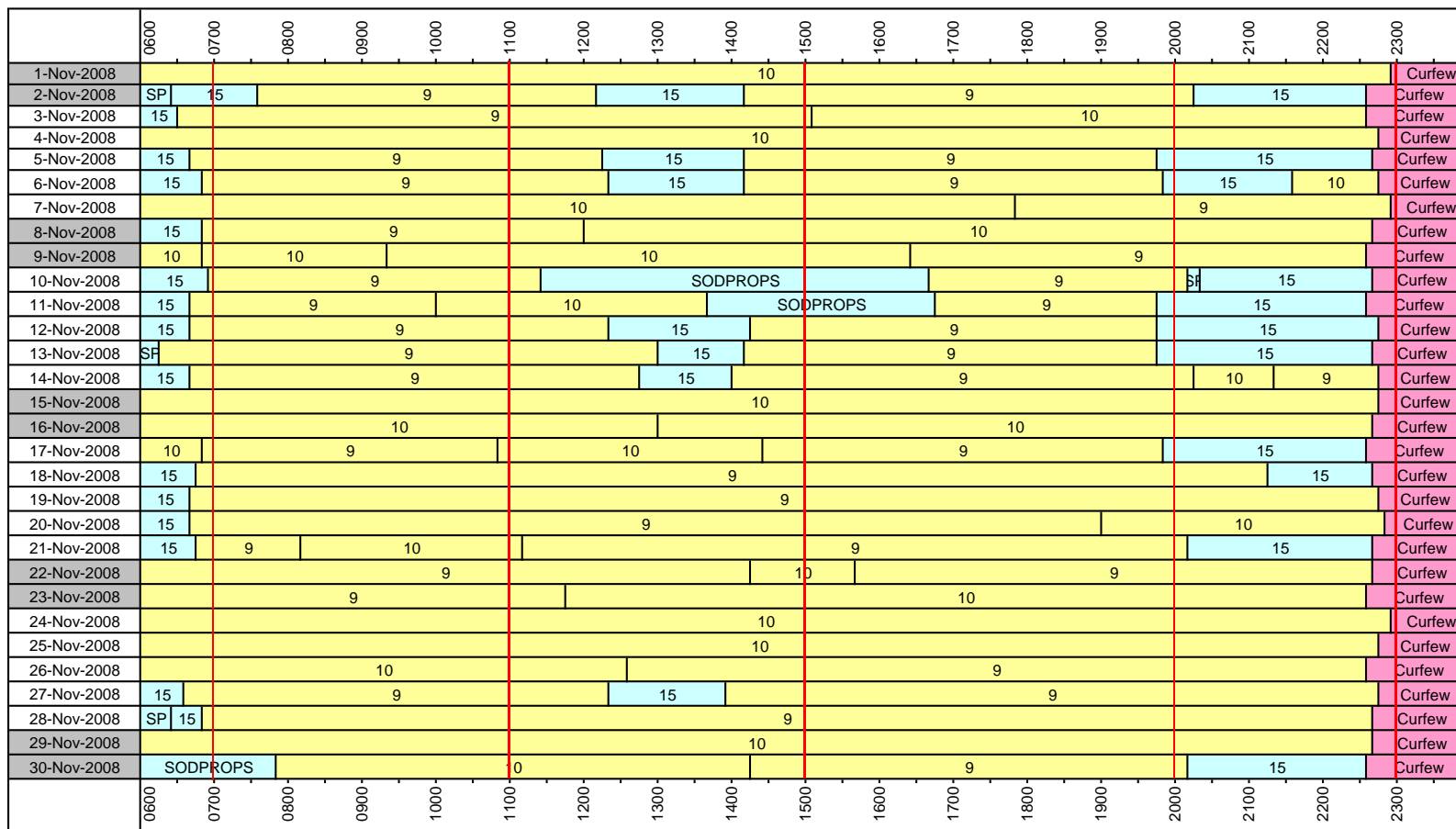
## EAST



## WEST



### 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 **November 2008**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
November-08	-	-	-

### 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
November-08	-	-	-

### 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:

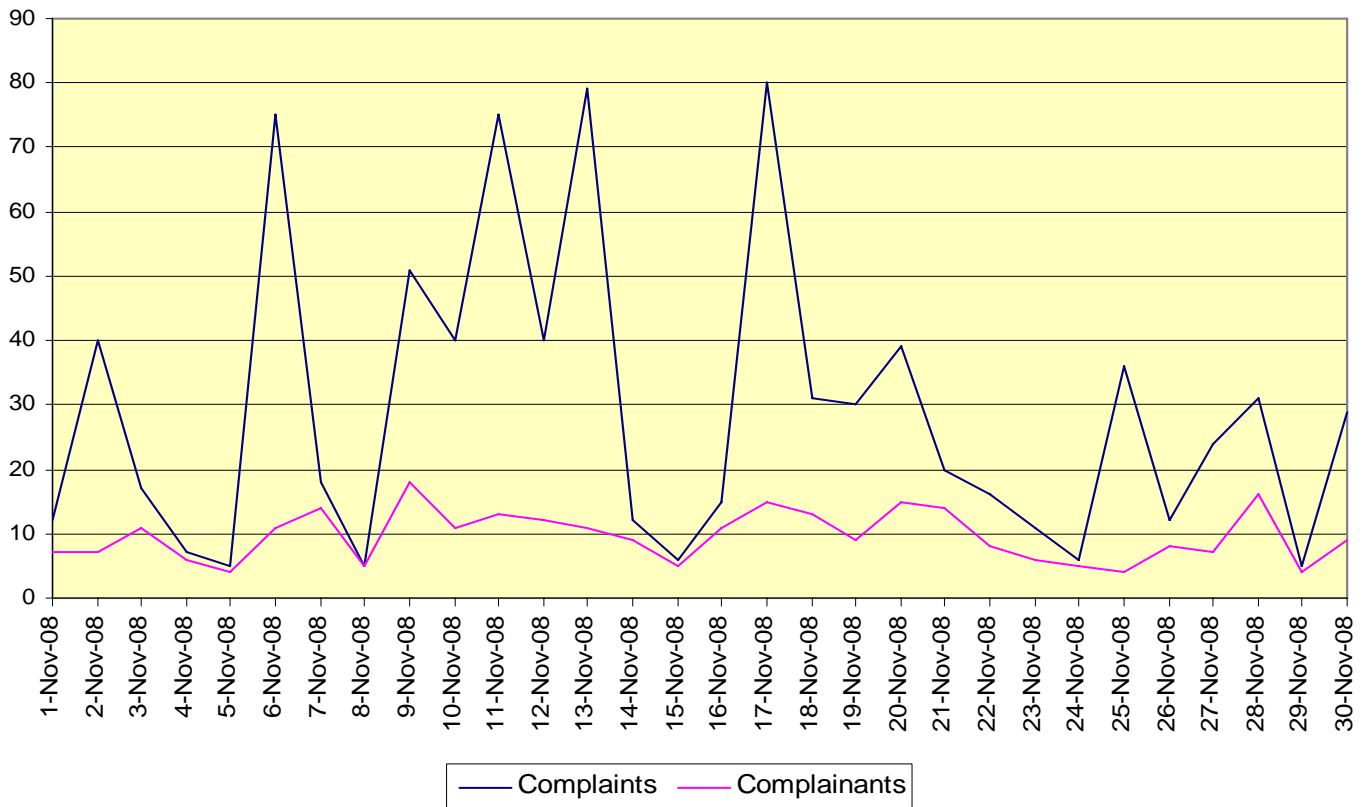
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – November 2008

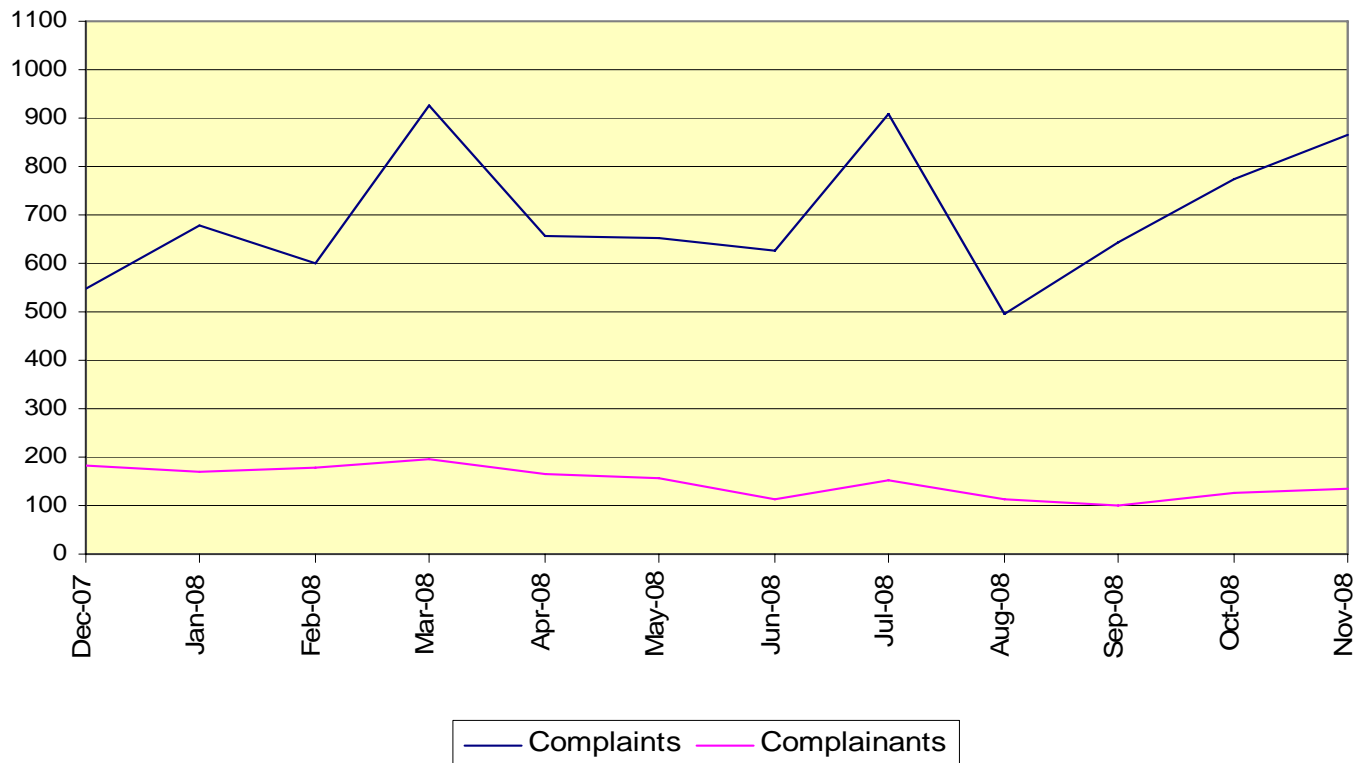
➤ Sydney Suburbs Complaints	
• By phone.....	241
• By correspondence .....	23
• By internet.....	349
• By e-mail.....	254
➤ Sydney Suburbs Complaints – suburb not specified .....	4
➤ Sydney Suburbs Comments and Enquiries .....	37
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	63
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	9
➤ Callback / Information Requests (NSW Only).....	186

## Complaints Graphs

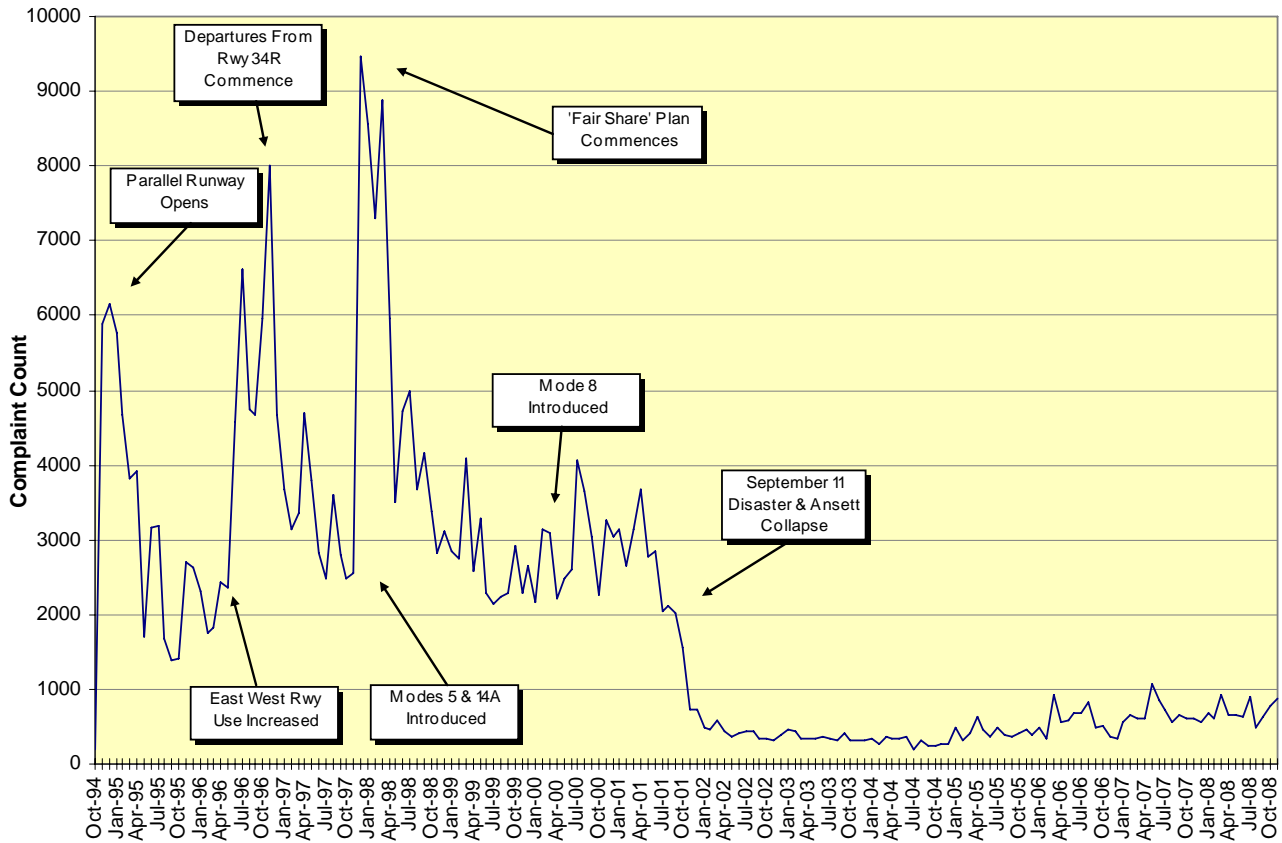
### Complaints vs Complainants – 1 November to 30 November 2008



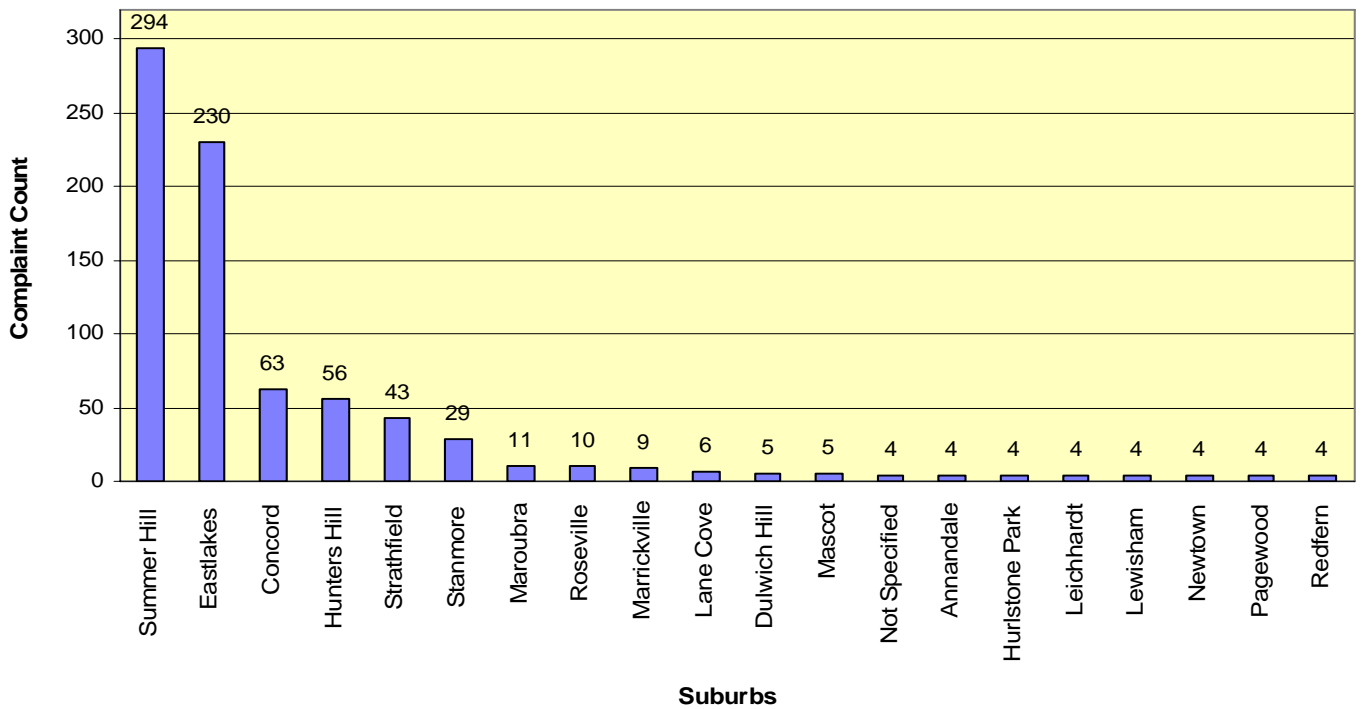
### Complaints vs Complainants – Monthly



# Complaints History

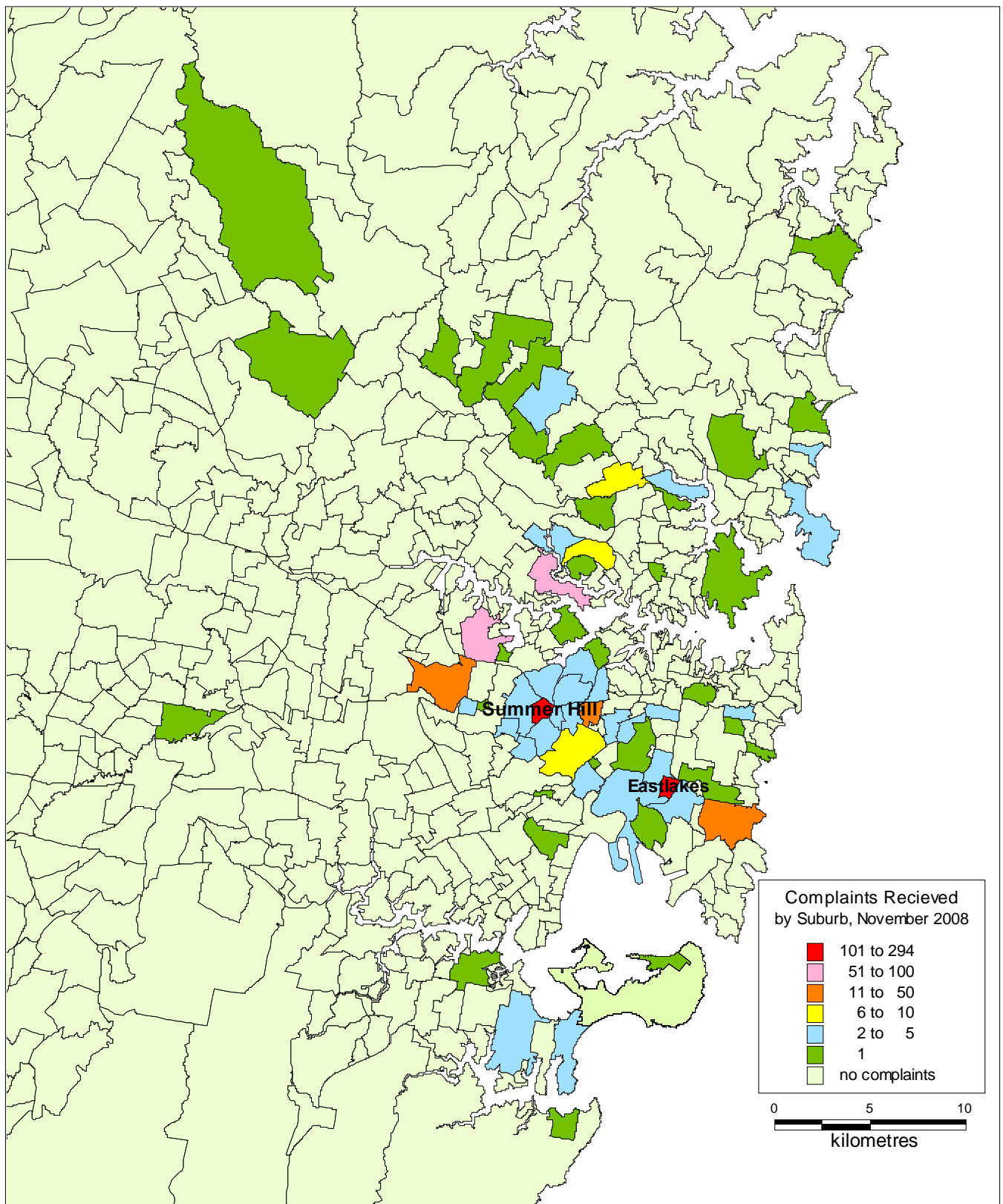


## Top Complaint Suburbs – 1 November to 30 November 2008



# Complaint Density by Suburb

1 November to 30 November 2008



## Recorded Complaints vs Complainants, by Suburb

1 November to 30 November 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	4	4	Lane Cove	6	4
Alexandria	1	1	Lane Cove West	2	1
Allambie Heights	1	1	Leichhardt	4	4
Annandale	4	4	Lewisham	4	1
Ashbury	2	2	Lilyfield	2	2
Ashfield	2	2	Manly	3	3
Bondi Junction	2	1	Maroubra	11	7
Botany	1	1	Marrickville	9	4
Bundeena	1	1	Mascot	5	4
Burwood Heights	1	1	Middle Cove	1	1
Cabramatta	1	1	Mona Vale	1	1
Canada Bay	1	1	Mosman	1	1
Caringbah	2	1	Newtown	4	2
Castle Cove	2	1	Paddington	1	1
Castle Hill	1	1	Pagewood	4	2
Chatswood West	1	1	Petersham	3	2
Clovelly	1	1	Pymble	2	1
Concord	63	4	Queens Park	1	1
Cronulla	3	2	Redfern	4	2
Crows Nest	1	1	Riverview	1	1
Curl Curl	2	1	Rockdale	1	1
Dee Why	1	1	Rosebery	2	2
Drummoyne	1	1	Roseville	10	3
Dulwich Hill	5	4	Rozelle	1	1
East Ryde	3	1	Stanmore	29	4
Eastlakes	230	2	Strathfield	43	1
Enfield	2	2	Summer Hill	294	5
Ersleville	2	2	Sydenham	1	1
Haberfield	3	1	Sylvania	1	1
Hunters Hill	56	9	Tempe	3	3
Hurlstone Park	4	1	Thornleigh	1	1
Kenthurst	1	1	Turramurra	1	1
Killara	1	1	Turrella	1	1
Kingsford	1	1	Wahroonga	1	1
Kurnell	1	1	West Pymble	1	1
<b>Total Complaints</b>	<b>867</b>		<b>Total Complainants</b>	<b>133</b>	

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

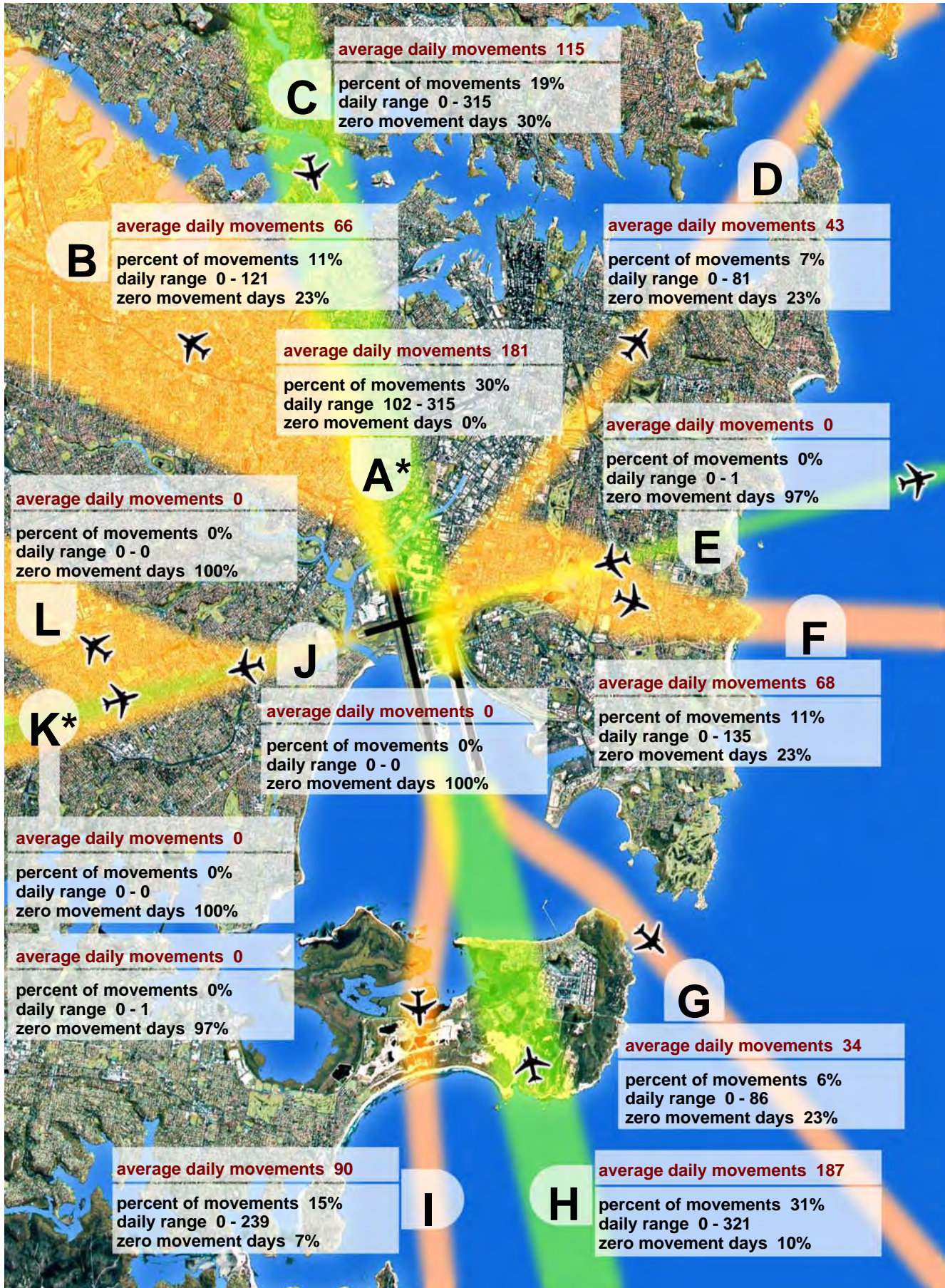
1 November to 30 November 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	35	11	Lambton	1	1
Bargo	1	1	Minto	1	1
Byron	1	1	Mosman	1	1
Camden	2	2	Not Specified	1	1
Castlecrag	2	2	Port Stephens	1	1
Cessnock	1	1	Royal Prince Alfred Hospital	1	1
Coffs Harbour	1	1	Silverdale	1	1
Cooranbong	1	1	Ulladulla	1	1
Cremorne Point	1	1	Waverley	1	1
Grafton	1	1	Williamstown	4	3
Hinton	2	1	Wollongong	2	1

<b>Total Complaints</b>	<b>63</b>	<b>Total Complainants</b>	<b>36</b>
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# Sydney Airport : Jet Flight Path Movements

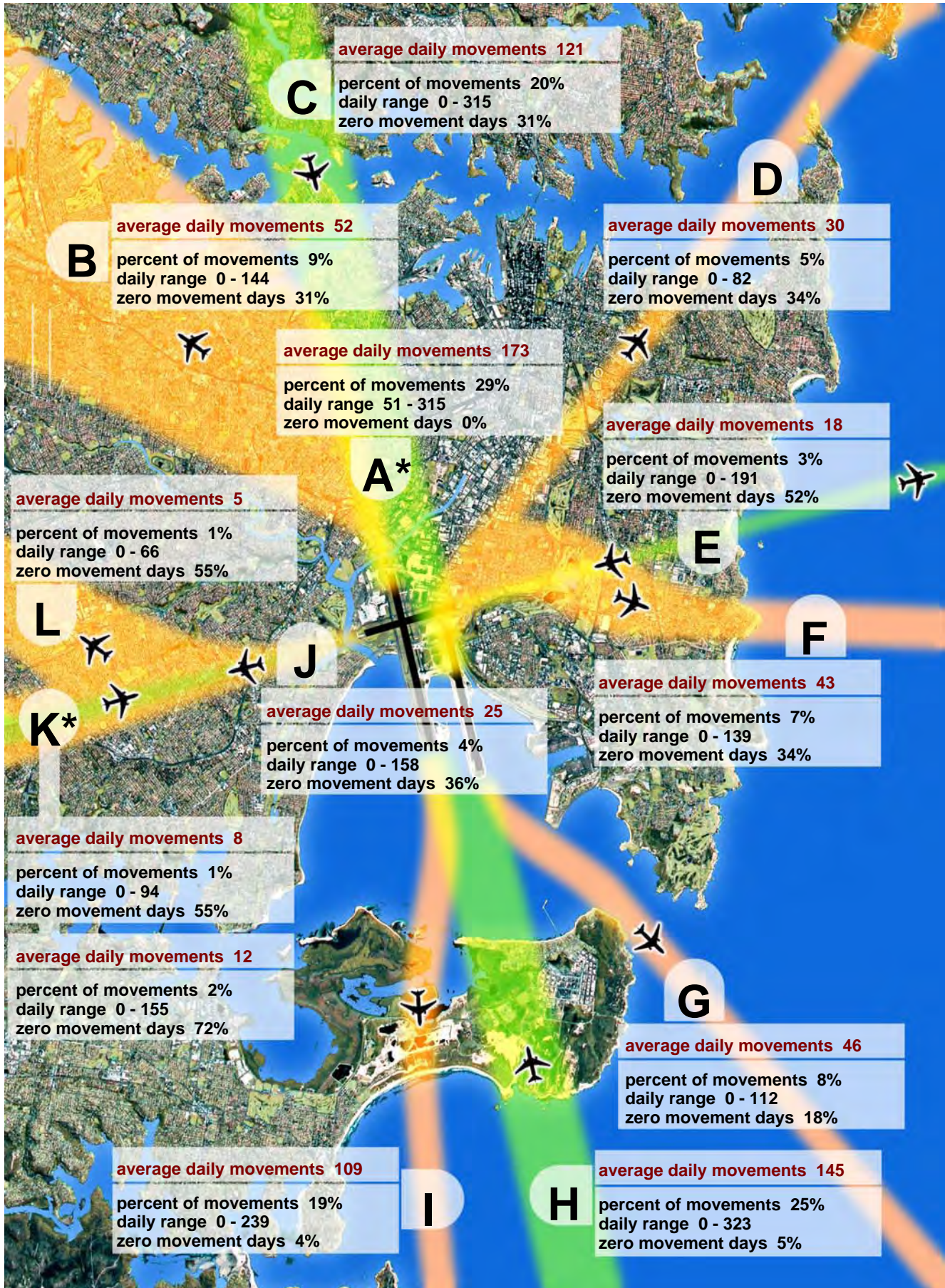
1 Nov 2008 to 30 Nov 2008, All Jets



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 Dec 2007 to 30 Nov 2008, All Jets

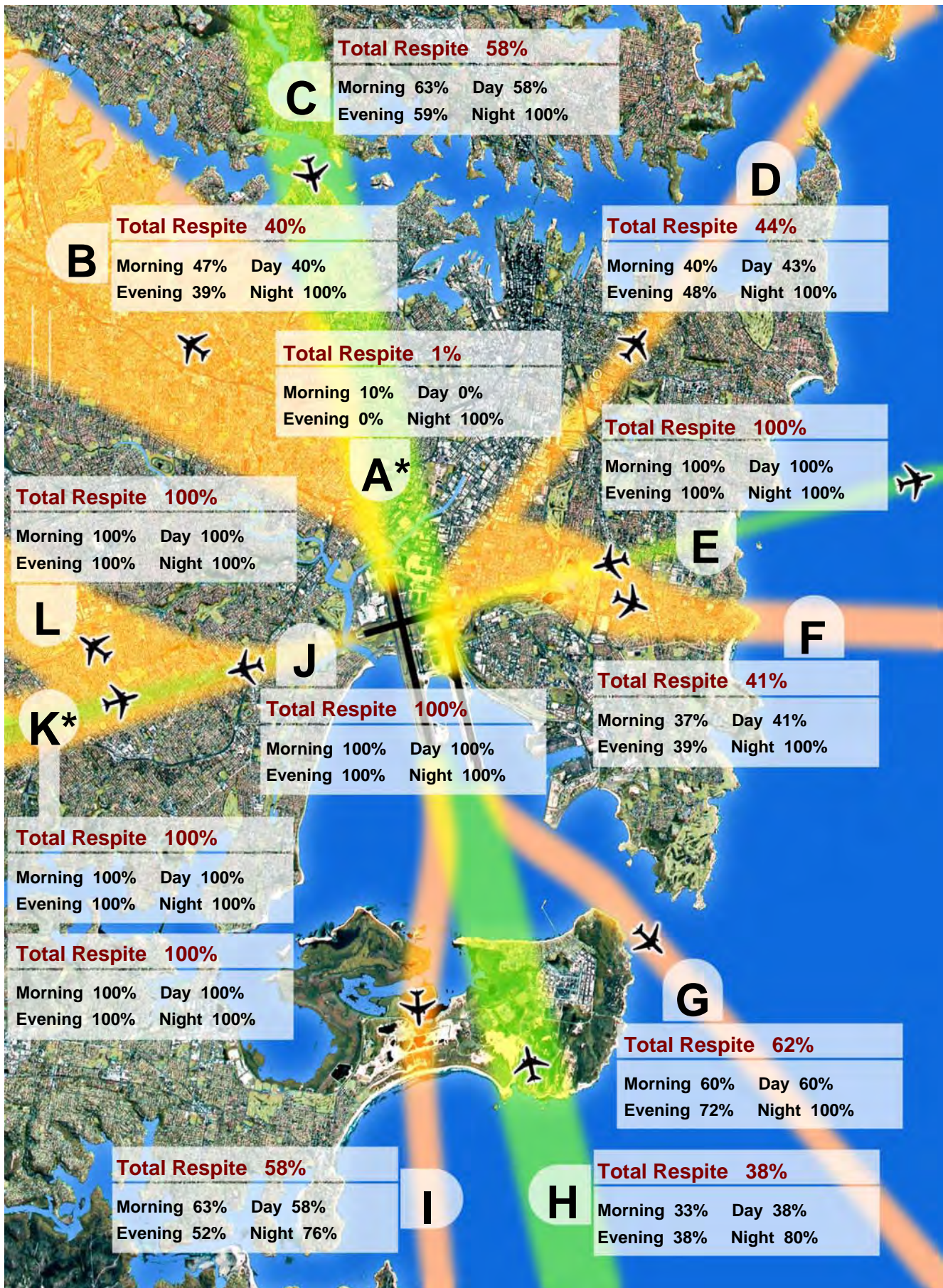


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Nov 2008 to 30 Nov 2008, All Jets



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

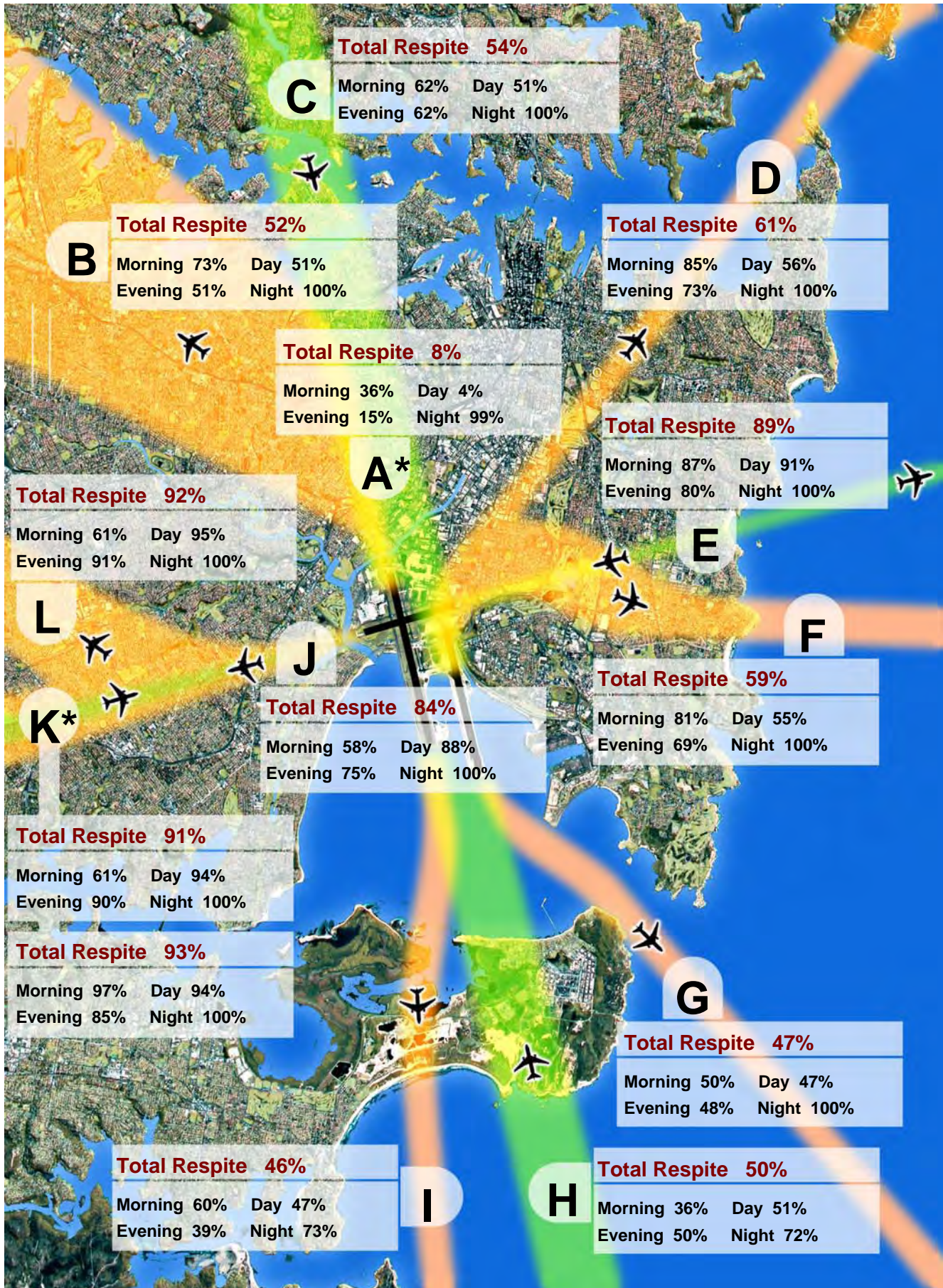
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Dec 2007 to 30 Nov 2008, 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="#">March 2008</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="#">April 2008</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="#">March 2008</a> and <a href="#">Mode 15</a> in <a href="#">November 2008</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="#">May 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="#">March 2008</a> and <a href="#">Mode 15</a> in <a href="#">November 2008</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="#">March 2008</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> in <a href="#">January 2008</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 **respice 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 **December 2007 to November 2008**, 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 61%**. This means that over the period **December 2007 to November 2008 for 61%** 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 November 2008.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of November 2008

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 November 2008 along with the Daily N70 values for the three months up to and including November are given in Table 1.

<i>Location</i>	<i>CNE Nov</i>	<i>Operational days Nov</i>	<i>N70 Nov</i>	<i>N70 Oct</i>	<i>N70 Sep</i>
<i>Runway 34L</i>	<i>6,340</i>	<i>30.0</i>	<i>200</i>	<i>214</i>	<i>215</i>
<i>Penshurst</i>	<i>67</i>	<i>29.9</i>	<i>1</i>	<i>2</i>	<i>7</i>
<i>Bexley</i>	<i>72</i>	<i>30.0</i>	<i>1</i>	<i>5</i>	<i>15</i>
<i>Eastlakes</i>	<i>1,435</i>	<i>30.0</i>	<i>47</i>	<i>49</i>	<i>65</i>
<i>Coogee</i>	<i>129</i>	<i>30.0</i>	<i>3</i>	<i>11</i>	<i>25</i>
<i>Sydenham</i>	<i>4,756</i>	<i>30.0</i>	<i>159</i>	<i>174</i>	<i>154</i>
<i>Leichhardt</i>	<i>3,238</i>	<i>30.0</i>	<i>107</i>	<i>123</i>	<i>111</i>
<i>Kurnell</i>	<i>2,310</i>	<i>30.0</i>	<i>76</i>	<i>66</i>	<i>71</i>
<i>Annandale</i>	<i>1,860</i>	<i>30.0</i>	<i>58</i>	<i>72</i>	<i>66</i>
<i>St Peters</i>	<i>2,702</i>	<i>29.9</i>	<i>88</i>	<i>105</i>	<i>95</i>
<i>Croydon</i>	<i>481</i>	<i>27.0</i>	<i>15</i>	<i>11</i>	<i>7</i>
<i>Hunters Hill</i>	<i>2,722</i>	<i>30.0</i>	<i>50</i>	<i>58</i>	<i>49</i>

**Table 1 Results for each Noise Monitoring Terminal for the three months up to and including November 2008**

The N70 values for November 2008 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 8 PM 29 Day 146 Night 12 WE_D 209 WE_N 2	<b>Penshurst</b> AM 0 PM 0 Day 1 Night 0 WE_D 1 WE_N 0	<b>Bexley</b> AM 0 PM 0 Day 1 Night 0 WE_D 0 WE_N 0	<b>Eastlakes</b> AM 3 PM 8 Day 46 Night 0 WE_D 27 WE_N 0
<b>Coogee</b> AM 0 PM 0 Day 3 Night 0 WE_D 3 WE_N 0	<b>Sydenham</b> AM 5 PM 19 Day 126 Night 0 WE_D 176 WE_N 1	<b>Leichhardt</b> AM 4 PM 13 Day 71 Night 0 WE_D 146 WE_N 0	<b>Kurnell</b> AM 1 PM 6 Day 89 Night 0 WE_D 38 WE_N 0
<b>Annandale</b> AM 1 PM 5 Day 40 Night 0 WE_D 81 WE_N 0	<b>St Peters</b> AM 1 PM 10 Day 70 Night 0 WE_D 102 WE_N 0	<b>Croydon</b> AM 0 PM 3 Day 15 Night 0 WE_D 10 WE_N 0	<b>Hunters Hill</b> AM 2 PM 5 Day 31 Night 0 WE_D 73 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.*