



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics November 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

November 2009

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

There was a total of 24,406 aircraft movements this month (daily average 813.53). Last month there were a total of 25,223 movements (daily average 813.65) and for the same month last year there were a total of 24,398 movements (daily average 813.27).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 9 on 14 days, Mode 10 on 11 days and Mode 15 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 19.82% 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 33.05% - This result is above the LTOP target but below the previous month (35.37%).

South 50.95% - This result is below the LTOP target but above the previous month (50.34%).

East 13.85% - This result is above the LTOP target and above the previous month (12.62%).

West 2.16% - This result is below the LTOP target but above the previous month (1.67%).

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

This procedure was used on 2, 6, 13, 17 and 24 November for a total of 10 hours 44 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 836 complaints, comments and enquiries were received as follows:

670 Sydney suburbs complaints from 196 complainants

51 Sydney suburbs comments and enquiries

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail community.relations@airservicesaustralia.com

internet www.airservicesaustralia.com

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

www.airservicesaustralia.com

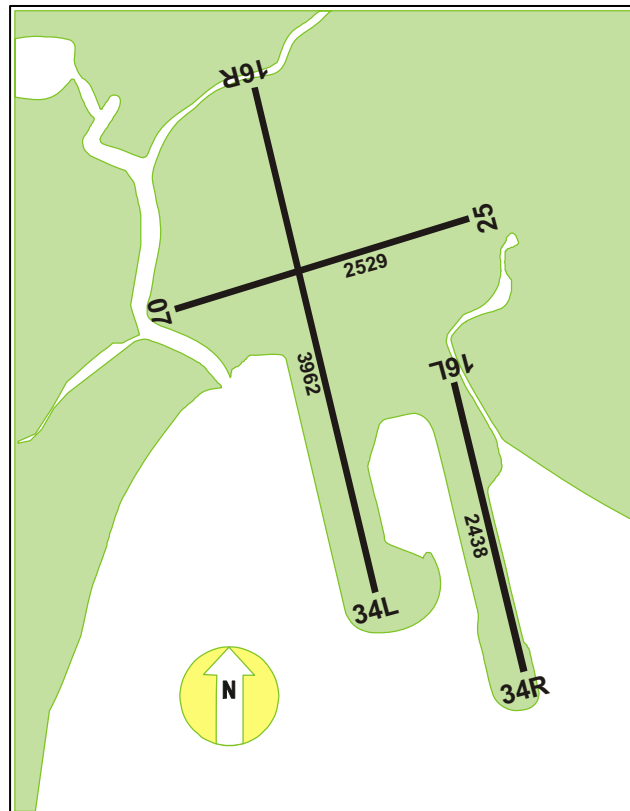
click on "Projects & Services", "Reports & Statistics" ***then***

"Sydney Airport Operational Statistics".

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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)

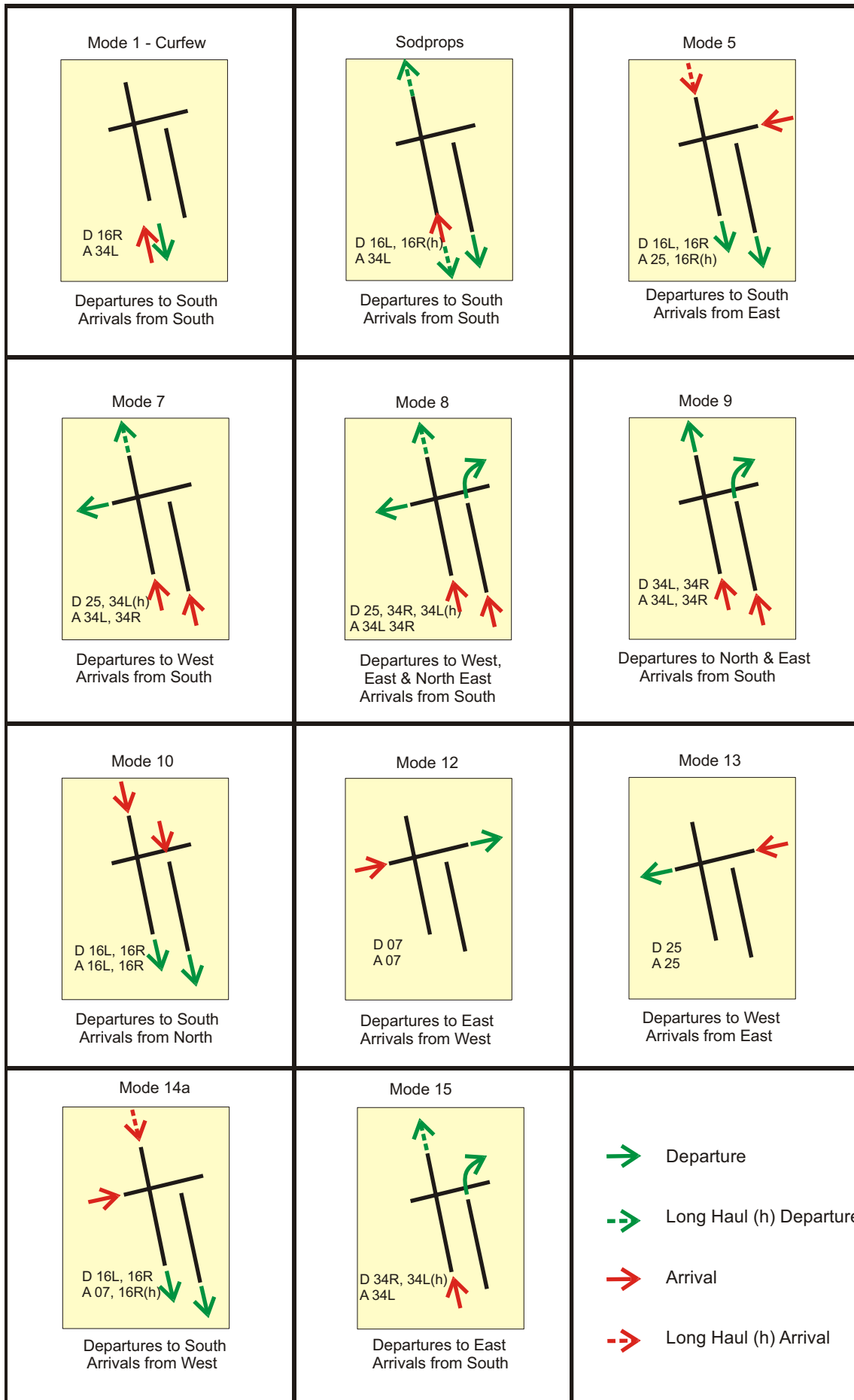
Movements over the East

=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 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 (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	Departures 34R / Arrivals 34L (Mode 15) – refer Note 1 below.
	5.	34 (Mode 9) or 16 (Mode 10)
	6.	07 (Mode 12) or 25 (Mode 13)
0700 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	Departures 34R / Arrivals 34L (Mode 15) – refer Note 1 below.
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
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 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

This is not an operational document. It has been prepared for information purposes only and is subject to change without notice.

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)
0600 to 0700 <i>Saturday</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
0600 to 0800 <i>Sunday</i>	2.	Departures 16L&R / Arrivals 34L (<i>Shoulder Curfew</i>). If traffic permits.
	3.	Departures 16L&R / Arrivals 25 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7)
	4.	Departures 34R / Arrivals 34L (Mode 15) – refer Note 1 below.
	5.	34 (Mode 9) or 16 (Mode 10)
	6.	07 (Mode 12) or 25 (Mode 13)
0700 to 2200 <i>Saturday</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
0800 to 2200 <i>Sunday</i>	2.	Departures 16L&R / Arrivals 07 (Mode 14A), or Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8), or Departures 25 / Arrivals 34L&R (Mode 7), or Departures 16L&R / Arrivals 25 (Mode 5)
	3.	Departures 34R / Arrivals 34L (Mode 15) – refer Note 1 below.
	4.	34 (Mode 9) or 16 (Mode 10)
	5.	07 (Mode 12) or 25 (Mode 13)
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 (Mode 5)
	4.	Departures 16L&R / Arrivals 07 (Mode 14A)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (Mode 8)
	6.	Departures 25 / Arrivals 34L&R (Mode 7)
	7.	34 (Mode 9) or 16 (Mode 10)
	8.	07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<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 (Mode 5), or Departures 16L&R / Arrivals 07 (Mode 14A)
	4.	16 (Mode 10)

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Nov-09	1	0	1	0	3	3	0	3	3	0	0	0	301	185	486	74	197	271	764
02-Nov-09	14	0	14	158	116	274	236	290	526	0	0	0	4	0	4	0	0	0	818
03-Nov-09	0	0	0	0	5	5	3	37	40	60	30	90	222	143	365	104	177	281	781
04-Nov-09	34	0	34	159	114	273	225	315	540	0	0	0	7	0	7	0	0	0	854
05-Nov-09	0	0	0	168	129	297	248	297	545	8	0	8	6	0	6	0	0	0	856
06-Nov-09	45	0	45	153	128	281	226	308	534	0	0	0	16	5	21	1	5	6	887
07-Nov-09	33	1	34	32	43	75	54	89	143	0	0	0	168	88	256	58	105	163	671
08-Nov-09	5	0	5	106	100	206	226	261	487	0	0	0	21	12	33	11	12	23	754
09-Nov-09	1	0	1	0	1	1	0	3	3	0	0	0	286	185	471	141	238	379	855
10-Nov-09	0	0	0	0	0	0	2	11	13	0	21	21	311	162	473	101	215	316	823
11-Nov-09	0	0	0	61	62	123	98	131	229	0	0	0	188	99	287	74	134	208	847
12-Nov-09	0	0	0	55	38	93	69	92	161	1	24	25	210	125	335	96	150	246	860
13-Nov-09	0	0	0	177	134	311	256	308	564	0	1	1	6	0	6	0	0	0	882
14-Nov-09	0	0	0	0	0	0	1	2	3	0	13	13	292	139	431	47	178	225	672
15-Nov-09	38	0	38	101	118	219	221	269	490	0	0	0	13	0	13	0	0	0	760
16-Nov-09	1	0	1	4	3	7	12	16	28	0	24	24	255	191	446	157	190	347	853
17-Nov-09	39	0	39	141	115	256	222	293	515	0	0	0	5	0	5	0	0	0	815
18-Nov-09	0	0	0	0	0	0	0	12	12	0	21	21	302	171	473	126	223	349	855
19-Nov-09	1	0	1	15	21	36	23	29	52	0	0	0	288	168	456	104	218	322	867
20-Nov-09	0	0	0	0	0	0	1	5	6	0	0	0	287	199	486	154	231	385	877
21-Nov-09	43	0	43	101	95	196	197	242	439	0	0	0	1	0	1	0	0	0	679
22-Nov-09	0	0	0	10	33	43	31	35	66	12	0	12	222	168	390	101	155	256	767
23-Nov-09	40	0	40	156	121	277	227	301	528	0	0	0	1	0	1	0	1	1	847
24-Nov-09	42	0	42	149	113	262	220	303	523	0	0	0	5	0	5	0	0	0	832
25-Nov-09	0	0	0	0	0	0	0	8	8	0	20	20	283	189	472	144	215	359	859
26-Nov-09	0	0	0	9	4	13	19	27	46	0	0	0	242	170	412	175	238	413	884
27-Nov-09	0	0	0	63	53	116	104	121	225	0	17	17	170	125	295	101	134	235	888
28-Nov-09	6	0	6	0	13	13	1	10	11	0	0	0	262	161	423	74	143	217	670
29-Nov-09	12	0	12	11	52	63	40	35	75	0	0	0	233	160	393	77	139	216	759
30-Nov-09	0	0	0	182	118	300	247	318	565	0	0	0	5	0	5	0	0	0	870
Total	355	1	356	2011	1732	3743	3209	4171	7380	81	171	252	4612	2845	7457	1920	3298	5218	24406

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-09	0	0	0	0	3	3	0	2	2	0	0	0	254	122	376	43	166	209	590
02-Nov-09	12	0	12	104	81	185	184	223	407	0	0	0	3	0	3	0	0	0	607
03-Nov-09	0	0	0	0	4	4	2	34	36	54	26	80	174	82	256	65	148	213	589
04-Nov-09	30	0	30	101	81	182	183	241	424	0	0	0	5	0	5	0	0	0	641
05-Nov-09	0	0	0	100	92	192	207	222	429	7	0	7	4	0	4	0	0	0	632
06-Nov-09	37	0	37	97	87	184	176	234	410	0	0	0	15	5	20	1	5	6	657
07-Nov-09	32	0	32	28	38	66	46	79	125	0	0	0	132	59	191	32	86	118	532
08-Nov-09	5	0	5	68	70	138	190	201	391	0	0	0	20	12	32	11	12	23	589
09-Nov-09	0	0	0	0	1	1	0	3	3	0	0	0	233	112	345	81	201	282	631
10-Nov-09	0	0	0	0	0	0	0	7	7	0	20	20	249	102	351	63	180	243	621
11-Nov-09	0	0	0	40	48	88	73	103	176	0	0	0	152	53	205	47	112	159	628
12-Nov-09	0	0	0	39	29	68	52	67	119	0	20	20	172	76	248	57	126	183	638
13-Nov-09	0	0	0	108	97	205	212	229	441	0	0	0	2	0	2	0	0	0	648
14-Nov-09	0	0	0	0	0	0	0	0	0	0	13	13	237	103	340	28	155	183	536
15-Nov-09	36	0	36	72	85	157	178	212	390	0	0	0	13	0	13	0	0	0	596
16-Nov-09	0	0	0	2	2	4	8	13	21	0	19	19	212	120	332	93	159	252	628
17-Nov-09	32	0	32	90	81	171	177	220	397	0	0	0	3	0	3	0	0	0	603
18-Nov-09	0	0	0	0	0	0	0	6	6	0	18	18	242	104	346	75	190	265	635
19-Nov-09	0	0	0	7	21	28	17	20	37	0	0	0	230	96	326	65	183	248	639
20-Nov-09	0	0	0	0	0	0	0	3	3	0	0	0	225	122	347	99	195	294	644
21-Nov-09	40	0	40	69	73	142	160	200	360	0	0	0	1	0	1	0	0	0	543
22-Nov-09	0	0	0	9	29	38	29	33	62	12	0	12	175	110	285	71	126	197	594
23-Nov-09	35	0	35	91	83	174	191	236	427	0	0	0	1	0	1	0	0	0	637
24-Nov-09	34	0	34	89	79	168	183	230	413	0	0	0	5	0	5	0	0	0	620
25-Nov-09	0	0	0	0	0	0	0	5	5	0	18	18	221	118	339	92	175	267	629
26-Nov-09	0	0	0	7	4	11	19	24	43	0	0	0	193	97	290	112	199	311	655
27-Nov-09	0	0	0	46	38	84	73	93	166	0	15	15	148	78	226	58	113	171	662
28-Nov-09	6	0	6	0	13	13	1	8	9	0	0	0	212	127	339	51	119	170	537
29-Nov-09	12	0	12	11	47	58	37	33	70	0	0	0	191	105	296	47	111	158	594
30-Nov-09	0	0	0	108	79	187	209	243	452	0	0	0	2	0	2	0	0	0	641
Total	311	0	311	1286	1265	2551	2607	3224	5831	73	149	222	3726	1803	5529	1191	2761	3952	18396

Runway Movement Summary – Non Jet Aircraft Only ¹

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Nov-09	1	0	1	0	0	0	0	1	1	0	0	0	47	63	110	31	31	62	174
02-Nov-09	2	0	2	54	35	89	52	67	119	0	0	0	1	0	1	0	0	0	211
03-Nov-09	0	0	0	0	1	1	1	3	4	6	4	10	48	61	109	39	29	68	192
04-Nov-09	4	0	4	58	33	91	42	74	116	0	0	0	2	0	2	0	0	0	213
05-Nov-09	0	0	0	68	37	105	41	75	116	1	0	1	2	0	2	0	0	0	224
06-Nov-09	8	0	8	56	41	97	50	74	124	0	0	0	1	0	1	0	0	0	230
07-Nov-09	1	1	2	4	5	9	8	10	18	0	0	0	36	29	65	26	19	45	139
08-Nov-09	0	0	0	38	30	68	36	60	96	0	0	0	1	0	1	0	0	0	165
09-Nov-09	1	0	1	0	0	0	0	0	0	0	0	0	53	73	126	60	37	97	224
10-Nov-09	0	0	0	0	0	0	2	4	6	0	1	1	62	60	122	38	35	73	202
11-Nov-09	0	0	0	21	14	35	25	28	53	0	0	0	36	46	82	27	22	49	219
12-Nov-09	0	0	0	16	9	25	17	25	42	1	4	5	38	49	87	39	24	63	222
13-Nov-09	0	0	0	69	37	106	44	79	123	0	1	1	4	0	4	0	0	0	234
14-Nov-09	0	0	0	0	0	0	1	2	3	0	0	0	55	36	91	19	23	42	136
15-Nov-09	2	0	2	29	33	62	43	57	100	0	0	0	0	0	0	0	0	0	164
16-Nov-09	1	0	1	2	1	3	4	3	7	0	5	5	43	71	114	64	31	95	225
17-Nov-09	7	0	7	51	34	85	45	73	118	0	0	0	2	0	2	0	0	0	212
18-Nov-09	0	0	0	0	0	0	0	6	6	0	3	3	60	67	127	51	33	84	220
19-Nov-09	1	0	1	8	0	8	6	9	15	0	0	0	58	72	130	39	35	74	228
20-Nov-09	0	0	0	0	0	0	1	2	3	0	0	0	62	77	139	55	36	91	233
21-Nov-09	3	0	3	32	22	54	37	42	79	0	0	0	0	0	0	0	0	0	136
22-Nov-09	0	0	0	1	4	5	2	2	4	0	0	0	47	58	105	30	29	59	173
23-Nov-09	5	0	5	65	38	103	36	65	101	0	0	0	0	0	0	0	1	1	210
24-Nov-09	8	0	8	60	34	94	37	73	110	0	0	0	0	0	0	0	0	0	212
25-Nov-09	0	0	0	0	0	0	0	3	3	0	2	2	62	71	133	52	40	92	230
26-Nov-09	0	0	0	2	0	2	0	3	3	0	0	0	49	73	122	63	39	102	229
27-Nov-09	0	0	0	17	15	32	31	28	59	0	2	2	22	47	69	43	21	64	226
28-Nov-09	0	0	0	0	0	0	0	2	2	0	0	0	50	34	84	23	24	47	133
29-Nov-09	0	0	0	0	5	5	3	2	5	0	0	0	42	55	97	30	28	58	165
30-Nov-09	0	0	0	74	39	113	38	75	113	0	0	0	3	0	3	0	0	0	229
Total	44	1	45	725	467	1192	602	947	1549	8	22	30	886	1042	1928	729	537	1266	6010

(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-09	0	2	1	0	0	0	23	36	48	50	43	43	49	37	51	51	54	61	61	64	35	31	24	0	764
02-Nov-09	1	1	0	0	0	0	41	53	63	63	58	49	49	40	48	47	46	58	58	58	33	27	22	3	818
03-Nov-09	3	0	0	4	1	0	34	60	63	56	52	45	38	35	45	41	41	50	61	49	43	32	25	3	781
04-Nov-09	4	4	0	4	2	1	37	58	67	63	61	56	49	37	43	47	53	55	70	56	34	31	18	4	854
05-Nov-09	5	0	1	4	1	0	33	55	61	65	63	51	46	36	46	49	47	56	67	63	41	34	27	5	856
06-Nov-09	2	1	0	3	2	1	41	61	66	69	52	56	46	48	50	51	53	64	67	63	38	35	17	1	887
07-Nov-09	0	0	0	2	0	1	25	49	56	61	56	46	38	39	50	43	34	40	41	29	28	18	14	1	671
08-Nov-09	2	1	0	0	0	0	24	35	43	48	48	41	47	39	48	52	50	58	65	57	41	33	21	1	754
09-Nov-09	0	0	0	0	1	0	34	58	59	66	64	64	42	39	62	51	45	58	70	56	28	31	24	3	855
10-Nov-09	5	1	3	1	4	0	38	62	60	65	57	43	43	43	46	43	47	58	70	46	29	34	20	5	823
11-Nov-09	3	1	0	2	4	0	33	64	62	63	55	52	43	40	45	50	54	54	72	54	41	28	24	3	847
12-Nov-09	2	3	1	3	1	0	35	62	67	68	51	49	47	39	54	47	45	34	35	64	70	38	42	3	860
13-Nov-09	5	3	2	4	1	0	31	54	65	72	59	54	48	43	53	48	59	60	73	55	44	29	18	2	882
14-Nov-09	1	1	0	1	0	0	23	48	60	57	56	50	45	41	43	44	34	41	38	30	27	20	11	1	672
15-Nov-09	0	0	0	0	0	0	19	40	44	44	53	41	50	41	46	53	45	61	67	65	39	34	17	1	760
16-Nov-09	0	1	0	0	0	0	35	57	65	73	58	55	40	46	53	47	48	55	54	34	50	44	35	3	853
17-Nov-09	5	5	3	2	2	0	32	59	62	72	54	41	47	36	48	45	43	57	66	50	36	27	21	2	815
18-Nov-09	5	2	0	5	3	1	35	59	65	58	63	51	46	39	45	51	51	53	72	55	37	31	23	5	855
19-Nov-09	3	2	1	3	0	0	32	70	68	59	53	56	41	37	52	46	51	60	74	52	34	37	32	4	867
20-Nov-09	2	0	3	2	1	0	35	66	64	66	59	51	46	46	48	25	60	59	64	68	43	38	29	2	877
21-Nov-09	7	0	1	0	0	0	26	46	65	58	53	44	52	38	46	33	39	39	42	32	26	22	9	1	679
22-Nov-09	2	0	1	1	0	0	21	35	44	50	50	44	52	38	50	44	54	58	67	56	41	37	21	1	767
23-Nov-09	1	0	0	1	0	1	39	56	65	64	66	54	49	41	51	46	49	55	67	56	29	31	23	3	847
24-Nov-09	5	2	0	2	2	0	35	61	60	66	64	48	37	40	48	47	45	58	71	55	29	33	20	4	832
25-Nov-09	2	1	2	3	3	1	36	58	68	68	60	48	48	37	48	43	57	57	63	62	38	34	18	4	859
26-Nov-09	4	1	0	4	2	0	31	61	62	70	54	53	48	39	50	42	54	59	78	62	39	34	32	5	884
27-Nov-09	3	1	1	2	1	1	31	65	74	68	54	57	52	43	48	52	57	63	72	57	38	32	16	0	888
28-Nov-09	0	0	0	2	0	0	26	48	60	59	45	45	48	38	47	39	43	38	42	31	25	20	13	1	670
29-Nov-09	0	0	0	1	0	0	22	31	45	49	49	39	53	34	54	44	53	52	72	62	43	30	26	0	759
30-Nov-09	1	1	3	1	1	0	36	54	69	58	63	60	50	44	47	49	51	57	71	55	35	31	29	4	870
Total	73	34	23	57	32	7	943	1621	1820	1848	1673	1486	1389	1193	1465	1370	1462	1628	1890	1596	1114	936	671	75	24406
Avg.	2.43	1.13	0.77	1.90	1.07	0.23	31.43	54.03	60.67	61.60	55.77	49.53	46.30	39.77	48.83	45.67	48.73	54.27	63.00	53.20	37.13	31.20	22.37	2.50	813.53

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-09	0	2	0	0	0	0	12	25	21	23	23	14	19	17	29	19	27	34	32	27	21	20	11	0	376
02-Nov-09	1	1	0	0	0	0	20	34	35	26	27	23	22	21	28	15	23	30	28	26	21	19	10	2	412
03-Nov-09	0	0	0	2	0	0	14	41	34	22	27	21	20	22	21	12	20	26	29	20	23	23	12	0	389
04-Nov-09	2	1	0	3	1	0	17	32	38	30	31	28	20	21	24	16	22	30	35	22	21	20	9	2	425
05-Nov-09	1	0	0	3	0	0	14	33	35	31	29	25	22	19	27	15	23	33	34	23	26	23	12	2	430
06-Nov-09	0	0	0	2	1	1	14	37	36	33	24	27	20	27	28	20	24	34	31	29	23	21	9	0	441
07-Nov-09	0	0	0	1	0	1	11	36	28	26	28	20	16	24	28	18	19	25	15	13	17	12	6	1	345
08-Nov-09	2	1	0	0	0	0	12	22	15	24	25	16	18	19	26	20	24	31	34	26	24	20	10	0	369
09-Nov-09	0	0	0	0	1	0	11	33	34	34	34	29	14	24	34	19	22	33	33	22	16	22	11	2	428
10-Nov-09	1	0	3	1	1	0	17	42	30	32	28	20	22	21	26	14	24	31	29	18	17	25	8	4	414
11-Nov-09	0	0	0	2	1	0	12	39	32	29	31	23	20	19	26	17	28	30	35	22	22	19	12	2	421
12-Nov-09	0	0	1	2	0	0	11	43	37	31	25	24	18	24	33	13	22	21	28	30	24	19	23	2	431
13-Nov-09	2	0	1	2	0	0	12	31	39	32	30	24	20	24	30	19	29	28	40	21	24	19	11	1	439
14-Nov-09	0	0	0	1	0	0	10	36	28	22	28	24	21	22	25	17	19	24	15	14	18	11	4	1	340
15-Nov-09	0	0	0	0	0	0	8	27	19	21	29	13	21	20	20	23	20	38	38	24	23	20	9	0	373
16-Nov-09	0	1	0	0	0	0	12	35	38	37	25	29	18	22	27	20	24	31	22	21	25	21	19	2	429
17-Nov-09	2	1	1	2	0	0	14	34	39	32	25	22	24	17	26	17	20	29	30	24	20	19	8	1	407
18-Nov-09	2	0	0	3	1	1	14	38	35	26	34	26	19	21	23	18	25	28	37	21	23	21	10	2	428
19-Nov-09	0	1	1	1	0	0	11	46	32	24	31	28	18	19	28	16	25	33	35	19	22	23	16	2	431
20-Nov-09	0	0	2	1	0	0	14	43	34	29	31	23	20	21	27	15	32	29	27	29	18	24	21	2	442
21-Nov-09	1	0	0	0	0	0	11	33	32	23	24	24	25	20	26	15	22	22	18	15	17	13	1	0	342
22-Nov-09	1	0	1	1	0	0	10	22	19	23	25	19	23	17	28	17	24	36	32	25	20	23	10	0	376
23-Nov-09	0	0	0	0	0	1	18	34	35	32	29	29	17	21	29	19	21	31	32	23	17	22	12	2	424
24-Nov-09	1	1	0	2	0	0	13	38	35	33	29	22	18	22	26	14	23	31	34	22	17	25	8	2	416
25-Nov-09	0	0	1	2	2	1	16	36	34	34	32	23	19	18	28	13	27	31	29	30	19	22	8	2	427
26-Nov-09	2	0	0	3	0	0	12	36	34	32	29	29	22	17	27	15	26	33	43	21	22	24	14	4	445
27-Nov-09	0	0	1	1	0	0	13	40	42	26	25	27	24	22	29	20	25	37	34	24	21	19	8	0	438
28-Nov-09	0	0	0	1	0	0	12	35	31	22	23	24	18	23	26	17	22	21	20	17	14	12	5	0	343
29-Nov-09	0	0	0	1	0	0	13	19	19	23	26	17	21	15	30	21	16	33	43	24	21	18	13	0	373
30-Nov-09	1	1	1	0	1	0	14	30	38	28	34	29	19	20	24	29	24	29	32	21	20	23	14	2	434
Total	19	10	13	37	9	5	392	1030	958	840	841	702	598	619	809	523	702	902	924	673	616	602	324	40	12188
Avg.	0.63	0.33	0.43	1.23	0.30	0.17	13.07	34.33	31.93	28.00	28.03	23.40	19.93	20.63	26.97	17.43	23.40	30.07	30.80	22.43	20.53	20.07	10.80	1.33	406.27

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-09	0	0	1	0	0	0	11	11	27	27	20	29	30	20	22	32	27	27	29	37	14	11	13	0	388
02-Nov-09	0	0	0	0	0	0	21	19	28	37	31	26	27	19	20	32	23	28	30	32	12	8	12	1	406
03-Nov-09	3	0	0	2	1	0	20	19	29	34	25	24	18	13	24	29	21	24	32	29	20	9	13	3	392
04-Nov-09	2	3	0	1	1	1	20	26	29	33	30	28	29	16	19	31	31	25	35	34	13	11	9	2	429
05-Nov-09	4	0	1	1	1	0	19	22	26	34	34	26	24	17	19	34	24	23	33	40	15	11	15	3	426
06-Nov-09	2	1	0	1	1	0	27	24	30	36	28	29	26	21	22	31	29	30	36	34	15	14	8	1	446
07-Nov-09	0	0	0	1	0	0	14	13	28	35	28	26	22	15	22	25	15	15	26	16	11	6	8	0	326
08-Nov-09	0	0	0	0	0	0	12	13	28	24	23	25	29	20	22	32	26	27	31	31	17	13	11	1	385
09-Nov-09	0	0	0	0	0	0	23	25	25	32	30	35	28	15	28	32	23	25	37	34	12	9	13	1	427
10-Nov-09	4	1	0	0	3	0	21	20	30	33	29	23	21	22	20	29	23	27	41	28	12	9	12	1	409
11-Nov-09	3	1	0	0	3	0	21	25	30	34	24	29	23	21	19	33	26	24	37	32	19	9	12	1	426
12-Nov-09	2	3	0	1	1	0	24	19	30	37	26	25	29	15	21	34	23	13	7	34	46	19	19	1	429
13-Nov-09	3	3	1	2	1	0	19	23	26	40	29	30	28	19	23	29	30	32	33	34	20	10	7	1	443
14-Nov-09	1	1	0	0	0	0	13	12	32	35	28	26	24	19	18	27	15	17	23	16	9	9	7	0	332
15-Nov-09	0	0	0	0	0	0	11	13	25	23	24	28	29	21	26	30	25	23	29	41	16	14	8	1	387
16-Nov-09	0	0	0	0	0	0	23	22	27	36	33	26	22	24	26	27	24	24	32	13	25	23	16	1	424
17-Nov-09	3	4	2	0	2	0	18	25	23	40	29	19	23	19	22	28	23	28	36	26	16	8	13	1	408
18-Nov-09	3	2	0	2	2	0	21	21	30	32	29	25	27	18	22	33	26	25	35	34	14	10	13	3	427
19-Nov-09	3	1	0	2	0	0	21	24	36	35	22	28	23	18	24	30	26	27	39	33	12	14	16	2	436
20-Nov-09	2	0	1	1	1	0	21	23	30	37	28	28	26	25	21	10	28	30	37	39	25	14	8	0	435
21-Nov-09	6	0	1	0	0	0	15	13	33	35	29	20	27	18	20	18	17	17	24	17	9	9	8	1	337
22-Nov-09	1	0	0	0	0	0	11	13	25	27	25	25	29	21	22	27	30	22	35	31	21	14	11	1	391
23-Nov-09	1	0	0	1	0	0	21	22	30	32	37	25	32	20	22	27	28	24	35	33	12	9	11	1	423
24-Nov-09	4	1	0	0	2	0	22	23	25	33	35	26	19	18	22	33	22	27	37	33	12	8	12	2	416
25-Nov-09	2	1	1	1	1	0	20	22	34	34	28	25	29	19	20	30	30	26	34	32	19	12	10	2	432
26-Nov-09	2	1	0	1	2	0	19	25	28	38	25	24	26	22	23	27	28	26	35	41	17	10	18	1	439
27-Nov-09	3	1	0	1	1	1	18	25	32	42	29	30	28	21	19	32	32	26	38	33	17	13	8	0	450
28-Nov-09	0	0	0	1	0	0	14	13	29	37	22	21	30	15	21	22	21	17	22	14	11	8	8	1	327
29-Nov-09	0	0	0	0	0	0	9	12	26	26	23	22	32	19	24	23	37	19	29	38	22	12	13	0	386
30-Nov-09	0	0	2	1	0	0	22	24	31	30	29	31	31	24	23	20	27	28	39	34	15	8	15	2	436
Total	54	24	10	20	23	2	551	591	862	1008	832	784	791	574	656	847	760	726	966	923	498	334	347	35	12218
Avg.	1.80	0.80	0.33	0.67	0.77	0.07	18.37	19.70	28.73	33.60	27.73	26.13	26.37	19.13	21.87	28.23	25.33	24.20	32.20	30.77	16.60	11.13	11.57	1.17	407.27

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-09	7:00	0:20	0:18	-	-	-	10:38	-	-	-	-	5:43	-
02-Nov-09	7:00	0:26	-	-	-	-	-	15:38	-	-	0:56	-	-
03-Nov-09	7:00	0:18	-	1:25	0:51	-	10:57	-	-	1:33	-	1:56	-
04-Nov-09	7:00	0:22	-	-	-	-	-	14:39	-	-	1:59	-	-
05-Nov-09	7:00	0:17	-	0:47	-	-	-	15:56	-	-	-	-	-
06-Nov-09	7:00	0:22	-	-	-	-	0:55	13:15	-	-	2:28	-	-
07-Nov-09	7:00	0:39	1:11	-	-	-	6:27	4:24	-	-	2:39	1:40	-
08-Nov-09	7:00	0:25	-	-	-	-	1:33	14:33	-	-	0:29	-	-
09-Nov-09	7:00	0:12	-	-	-	-	11:09	-	-	-	-	5:39	-
10-Nov-09	7:00	0:04	-	-	0:56	-	10:58	-	-	-	-	5:02	-
11-Nov-09	7:00	0:26	0:47	-	-	-	6:23	6:41	-	-	-	2:43	-
12-Nov-09	7:00	0:18	-	-	1:01	-	8:58	4:40	-	-	-	2:02	-
13-Nov-09	7:00	0:13	-	-	-	-	-	16:47	-	-	-	-	-
14-Nov-09	7:00	0:27	-	-	0:50	-	5:59	-	-	-	-	9:44	-
15-Nov-09	7:00	0:32	1:12	-	-	-	-	13:13	-	-	2:02	-	-
16-Nov-09	7:00	0:06	-	-	1:03	-	14:58	0:53	-	-	-	-	-
17-Nov-09	7:00	0:22	-	-	-	-	-	14:13	-	-	2:25	-	-
18-Nov-09	7:00	-	-	-	0:59	-	10:55	-	-	-	-	5:05	-
19-Nov-09	7:00	0:16	0:51	-	-	-	10:03	1:08	-	-	-	4:42	-
20-Nov-09	7:00	0:13	0:09	-	-	-	15:33	-	-	-	-	1:05	-
21-Nov-09	7:00	0:58	-	-	-	-	-	12:59	-	-	3:03	-	-
22-Nov-09	7:00	0:28	1:26	0:37	-	-	12:34	1:55	-	-	-	-	-
23-Nov-09	7:00	0:17	-	-	-	-	-	14:14	-	-	2:29	-	-
24-Nov-09	7:00	0:15	-	-	-	-	-	14:15	-	-	2:30	-	-
25-Nov-09	7:00	0:20	-	-	0:58	-	15:42	-	-	-	-	-	-
26-Nov-09	7:00	0:15	-	-	-	-	15:32	1:13	-	-	-	-	-
27-Nov-09	7:00	0:28	-	-	0:50	-	9:49	5:53	-	-	-	-	-
28-Nov-09	7:00	0:14	0:54	-	-	-	13:12	-	-	-	0:40	2:00	-
29-Nov-09	7:00	0:27	2:21	-	-	-	11:03	2:17	-	-	0:51	-	-
30-Nov-09	7:00	0:14	-	-	-	-	-	16:46	-	-	-	-	-
Total	210:00	10:14	9:09	2:49	7:28	0:00	203:18	205:32	0:00	1:33	22:31	47:21	0:00
% Used		2.01%	1.79%	0.55%	1.46%	0.00%	39.87%	40.31%	0.00%	0.30%	4.42%	9.29%	0.00%

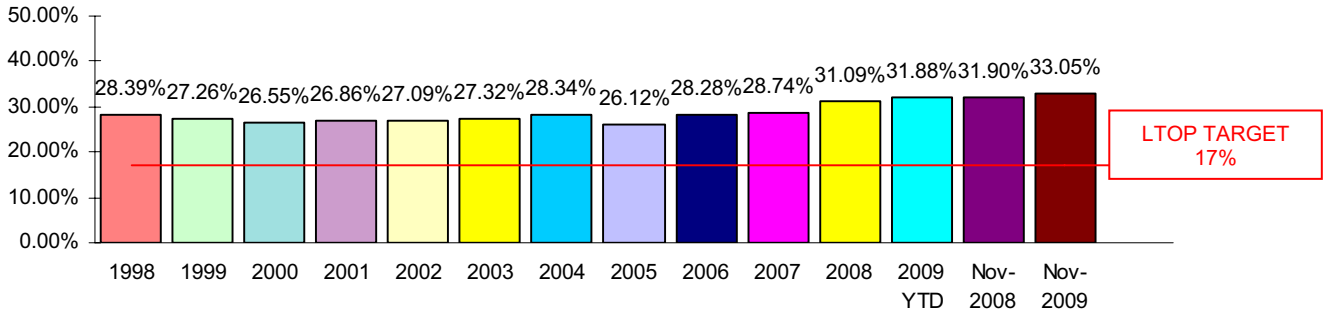
Cumulative Mode Utilisation from 1 January 2009

Time	2.28%	6.97%	0.48%	2.35%	0.00%	39.61%	37.96%	0.00%	1.15%	0.40%	8.80%	0.00%
Movements	0.36%	5.37%	0.33%	1.72%	0.00%	44.75%	39.46%	0.00%	1.08%	0.26%	6.66%	0.00%

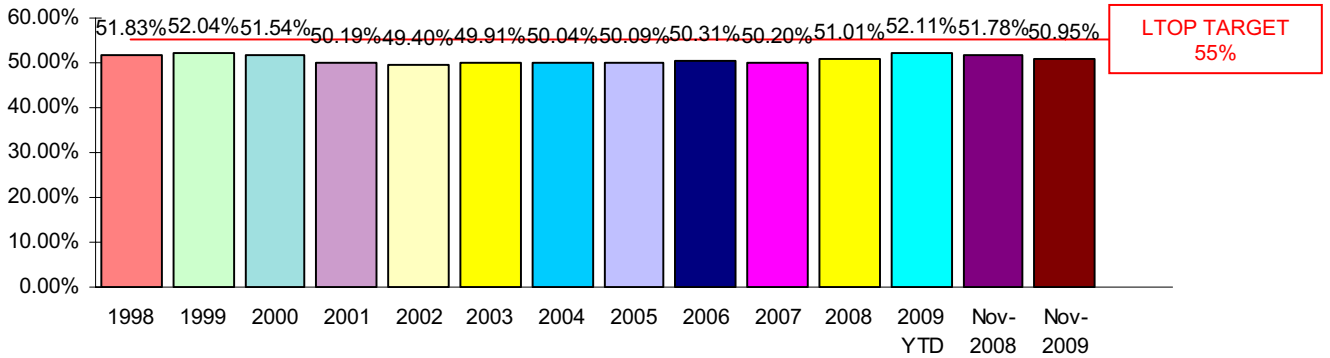
Runway End Impact to 30 November 2009

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

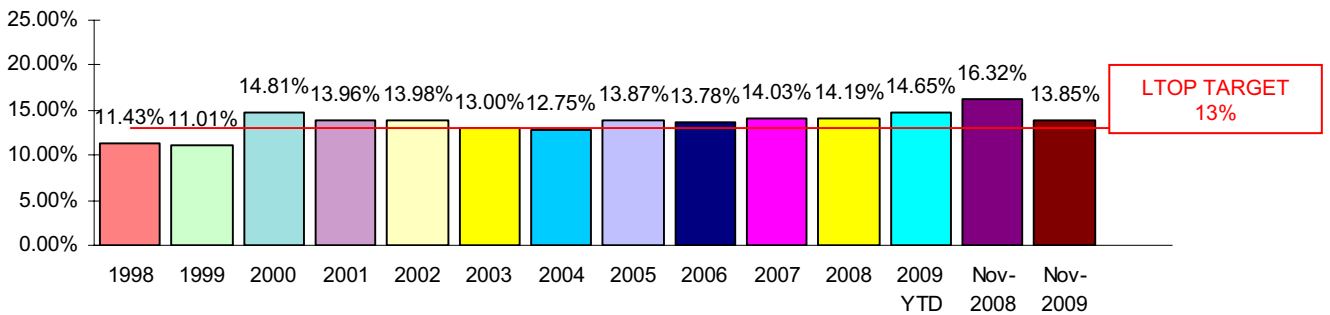
NORTH



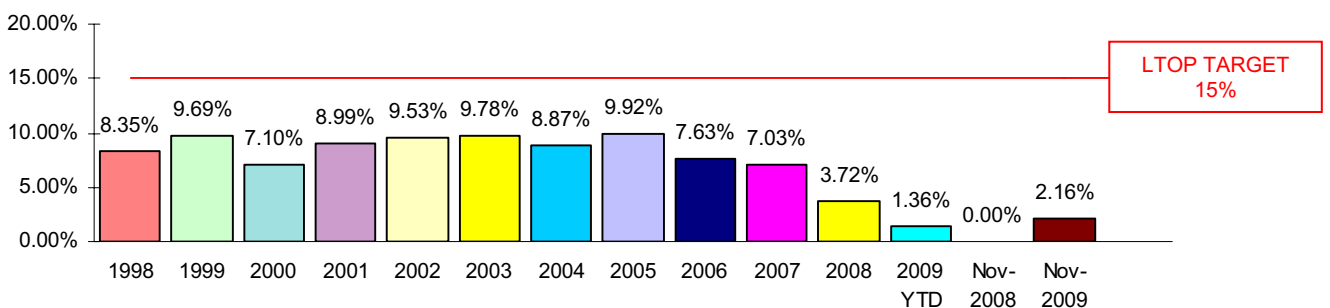
SOUTH



EAST



WEST



Sydney Airport - Daily Mode Usage

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

Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

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

M14A: Dep 16L+R Arr 07 M15: Dep 34R Arr 34L

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **November 2009**:

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

Date	PRM		Hours of PRM operation
	Start Time	End Time	
2 November	6:42	8:14	1:32
6 November	6:49	9:18	2:29
13 November	7:02	9:38	2:36
17 November	6:37	9:19	2:42
24 November	7:03	8:28	1:25

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
2 November 2009	48	24	24
6 November 2009	83	38	45
13 November 2009	87	41	46
17 November 2009	91	42	49
24 November 2009	55	27	28

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	0	0

Noise Enquiry Service

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

www.airservicesaustralia.com

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

www.privacy.gov.au

The Telecommunications Act 1997 (Commonwealth)

www.acma.gov.au

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

www.airservicesaustralia.com/ncm

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

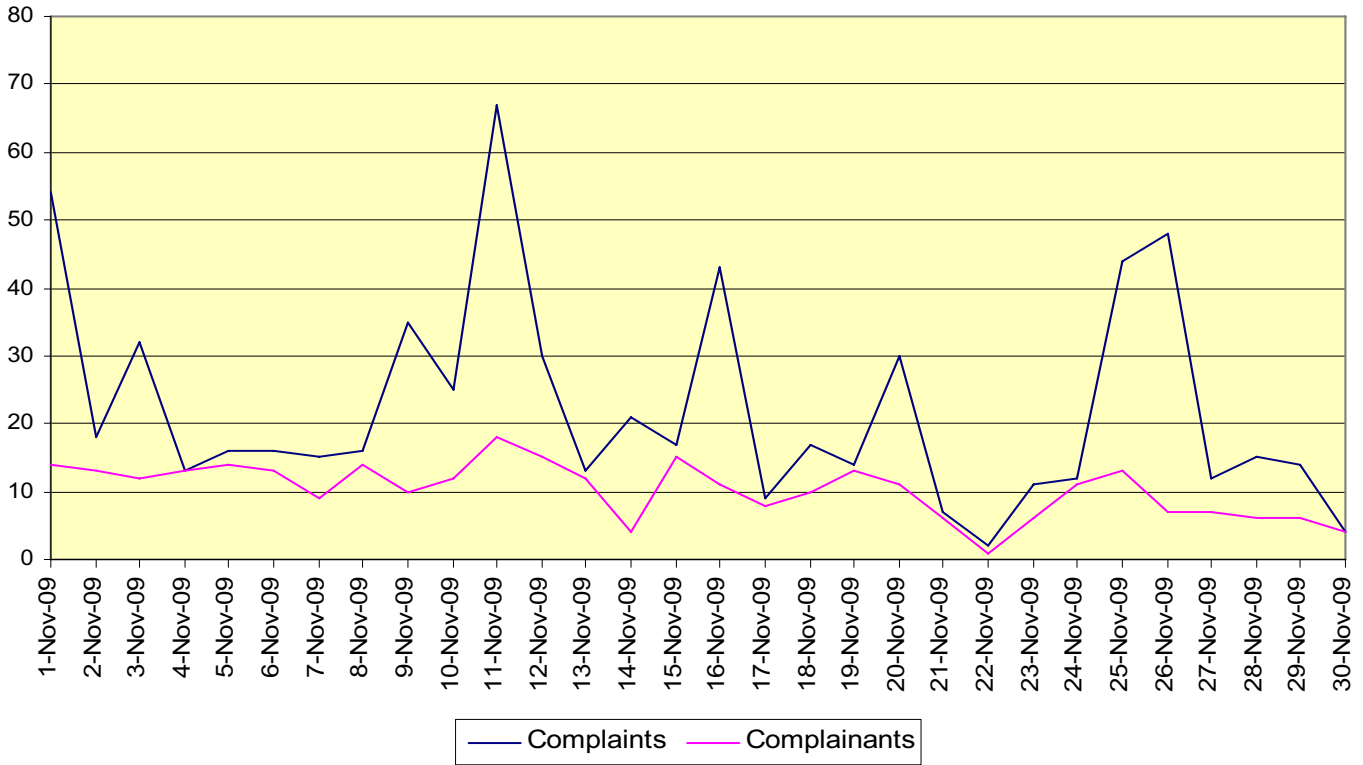
www.sacf.infrastructure.gov.au

Summary of Section Activity – November 2009

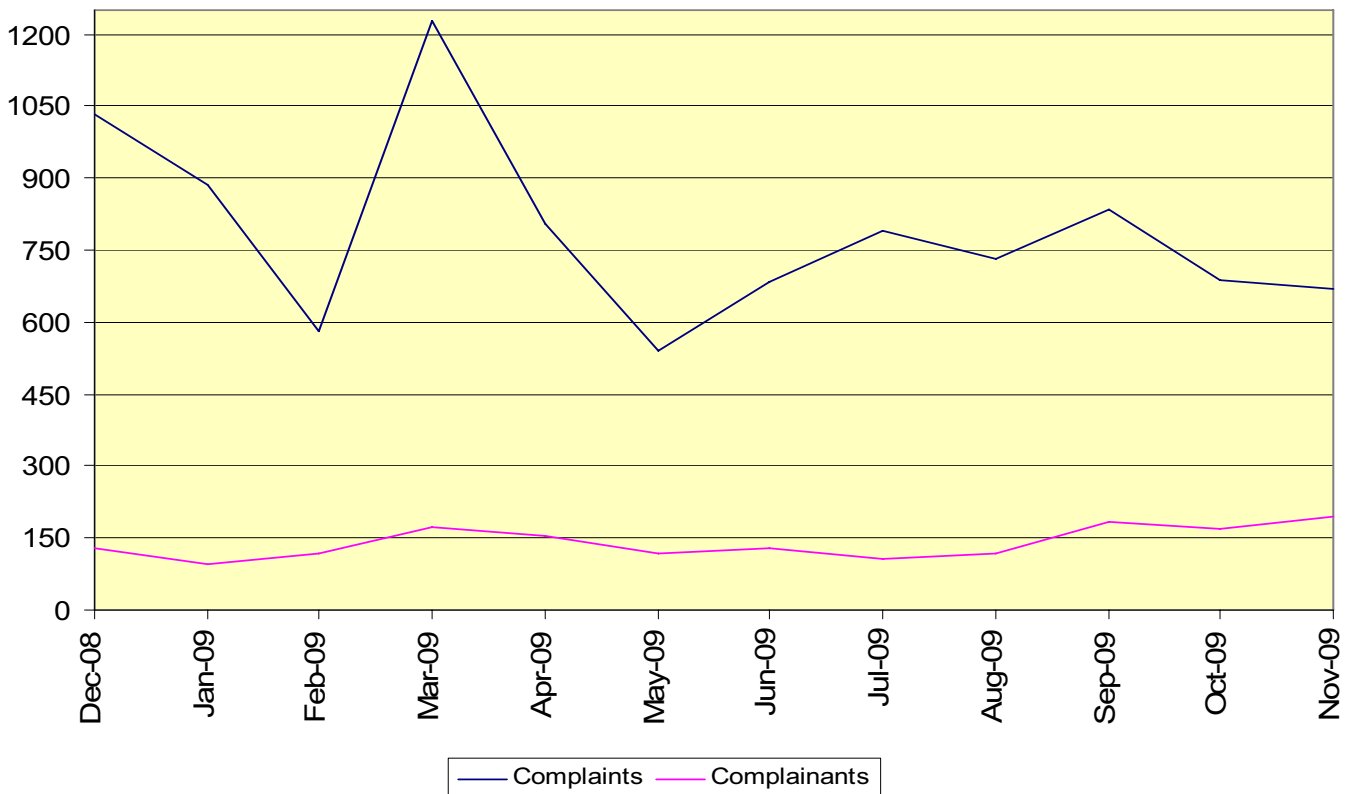
➤ Sydney Suburbs Complaints	
• By phone	269
• By correspondence.....	21
• By internet	145
• By e-mail.....	218
• By WebTrak.....	17
➤ Sydney Suburbs Complaints – suburb not specified.....	7
➤ Sydney Suburbs Comments and Enquiries.....	51
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	83
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	32
➤ Callback / Information Requests (NSW Only)	388

Complaints Graphs

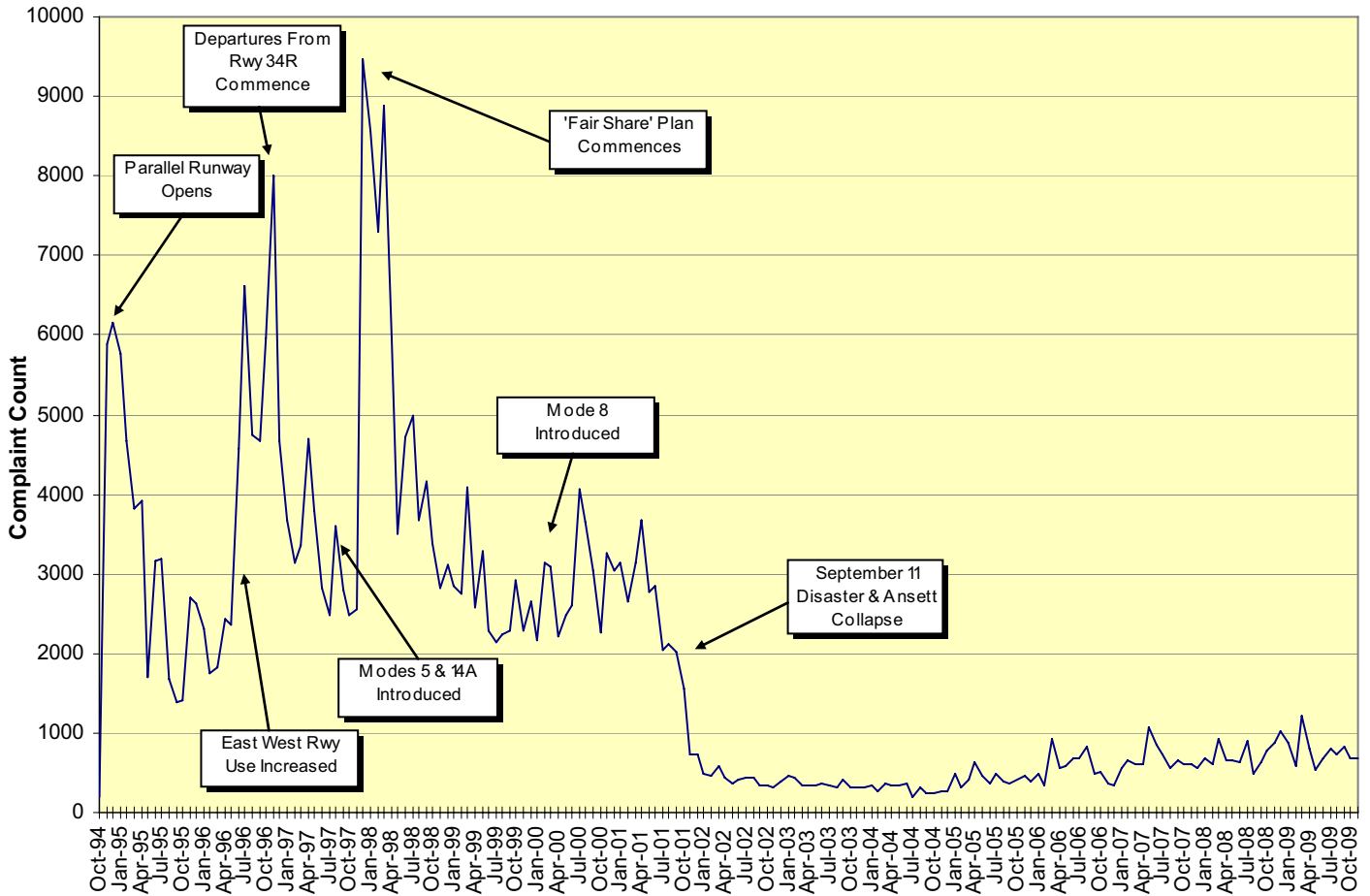
Complaints vs Complainants – 1 November to 30 November 2009



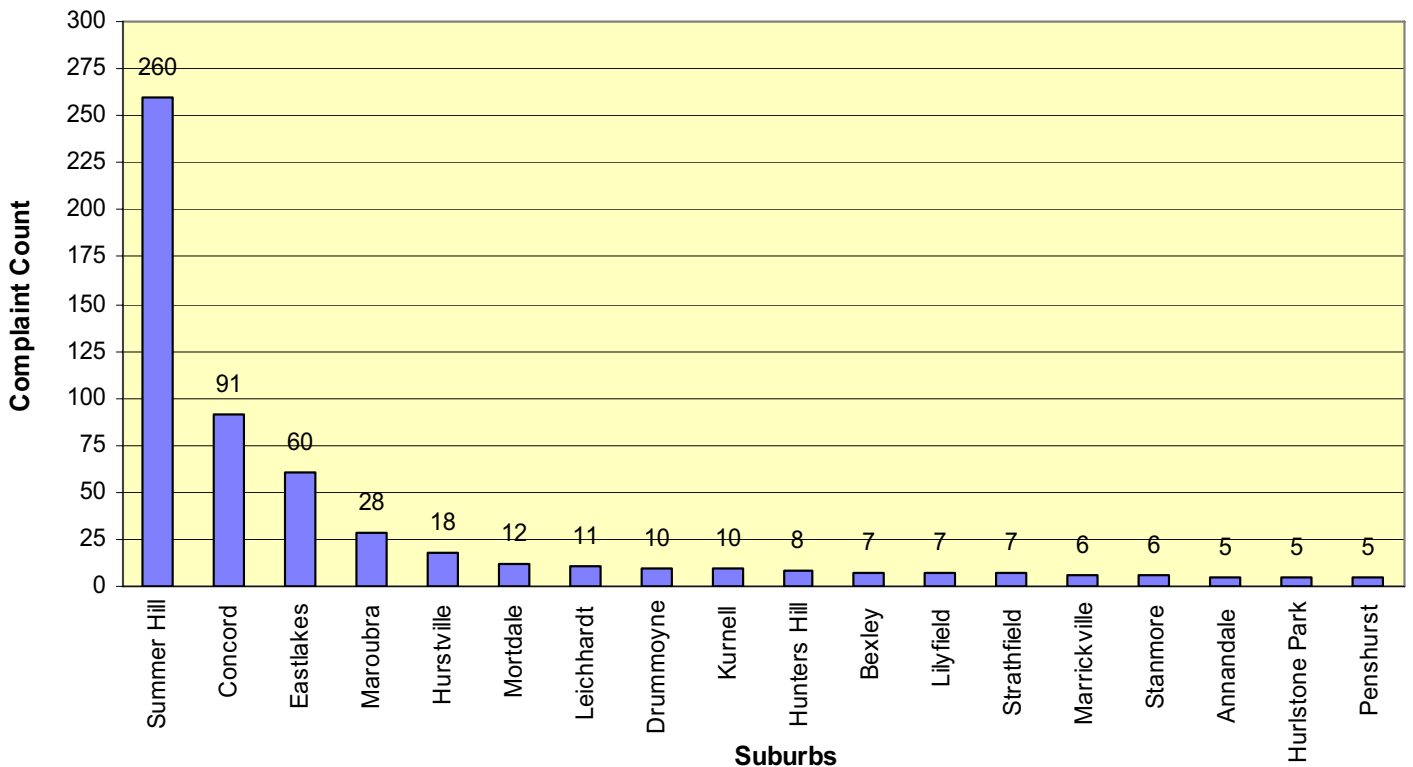
Complaints vs Complainants – Monthly



Complaints History

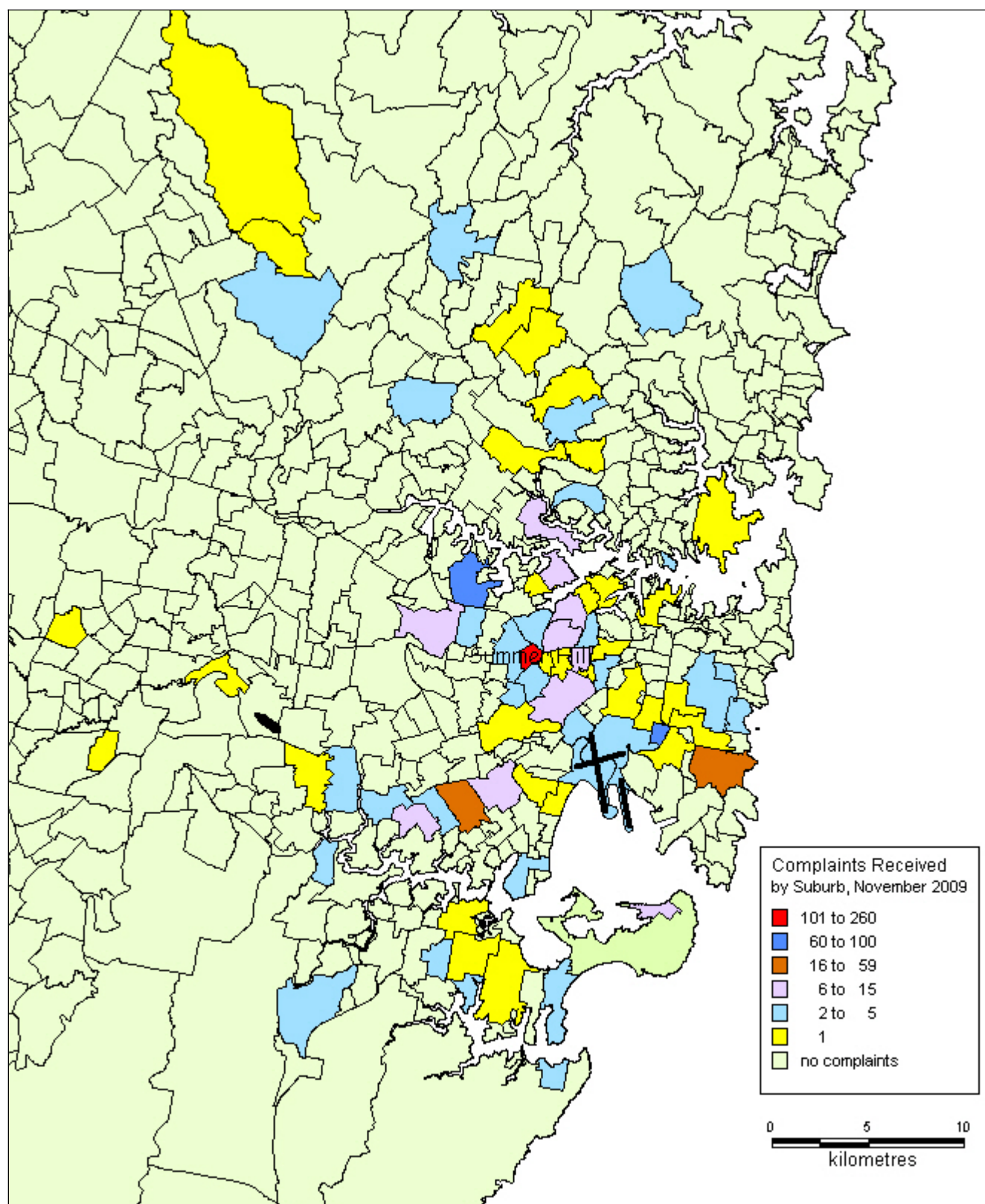


Top Complaint Suburbs – 1 November to 30 November 2009



Complaint Density by Suburb

1 November to 30 November 2009



Recorded Complaints vs Complainants, by Suburb

1 November to 30 November 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	7	5	Kyeemagh	2	1
Alexandria	1	1	Lane Cove	4	4
Alfords Point	2	1	Lansvale	1	1
Annandale	5	3	Leichhardt	11	9
Ashfield	2	1	Lewisham	1	1
Balmain	1	1	Lilyfield	7	7
Belrose	2	1	Lindfield	2	2
Bexley	7	5	Lurnea	1	1
Brighton-Le-Sands	1	1	Maroubra	28	18
Bundeena	4	2	Marrickville	6	6
Burwood	3	1	Mascot	2	2
Camperdown	1	1	Miranda	1	1
Caringbah	1	1	Mortdale	12	6
Castle Hill	2	2	Mosman	1	1
Chatswood West	1	1	Newtown	4	4
Concord	91	3	North Ryde	1	1
Coogee	4	4	Padstow	2	2
Cronulla	4	4	Pagewood	1	1
Drummoyne	10	5	Peakhurst	4	4
Dulwich Hill	2	1	Penshurst	5	5
Earwood	1	1	Petersham	1	1
Eastlakes	60	3	Pymble	1	1
Edensor Park	1	1	Queens Park	2	2
Engadine	2	2	Randwick	2	2
Enmore	1	1	Revesby	1	1
Epping	4	3	Rockdale	1	1
Glenhaven	1	1	Rosebery	1	1
Gymea	2	2	Rozelle	1	1
Haberfield	4	2	Russell Lea	1	1
Hornsby	4	3	Sans Souci	3	1
Hunters Hill	8	7	Springwood	1	1
Hurlstone Park	5	1	Stanmore	6	3
Hurstville	18	8	Strathfield	7	1
Kensington	1	1	Summer Hill	260	4
Kenthurst	1	1	Sydney	1	1
Killara	1	1	Sylvania	1	1
Kingsford	1	1	Tempe	2	2
Kirribilli	3	3	Turrumurra	1	1
Kurnell	10	6	Yowie Bay	2	1

Total Complaints	670	Total Complainants	196
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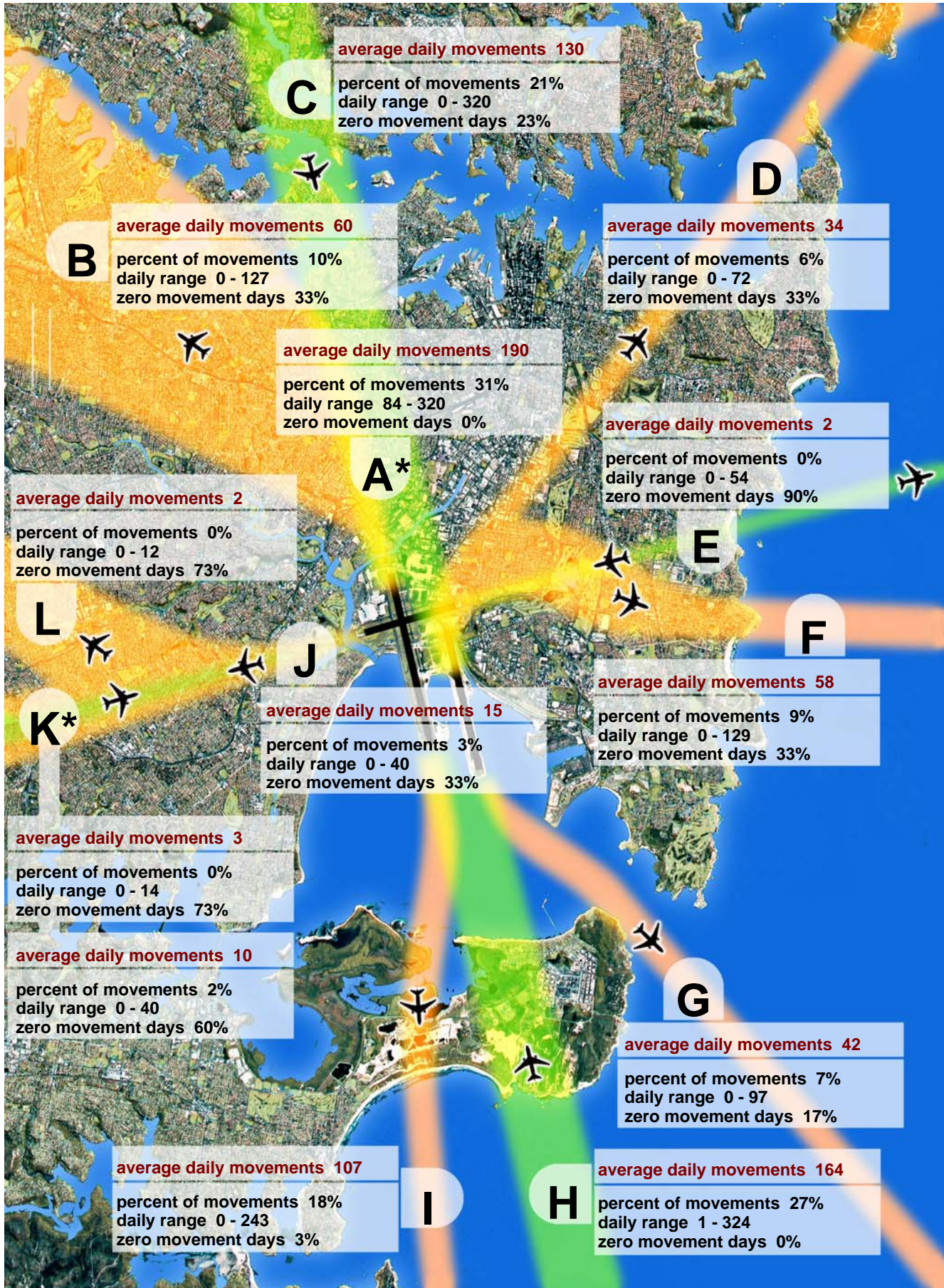
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 November to 30 November 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	19	15	Lansvale	1	1
Camden	38	9	Macmasters Beach	1	1
Williamstown	3	2	North Curl Curl	1	1
Armidale	1	1	Not Applicable	2	2
Balmain	1	1	Not Specified	2	1
Bovin	1	1	Primbee	1	1
Byron Bay	1	1	Repton	1	1
Cheltenham	1	1	Royal Prince Alfred Hospital	1	1
Coffs Harbour	1	1	Soldiers Point	1	1
Cremorne	1	1	St Leonards	1	1
Gosford	1	1	Sylvania	1	1
Grafton	1	1	Tamworth	1	1
Total Complaints	83		Total Complainants		48

Sydney Airport : Jet Flight Path Movements

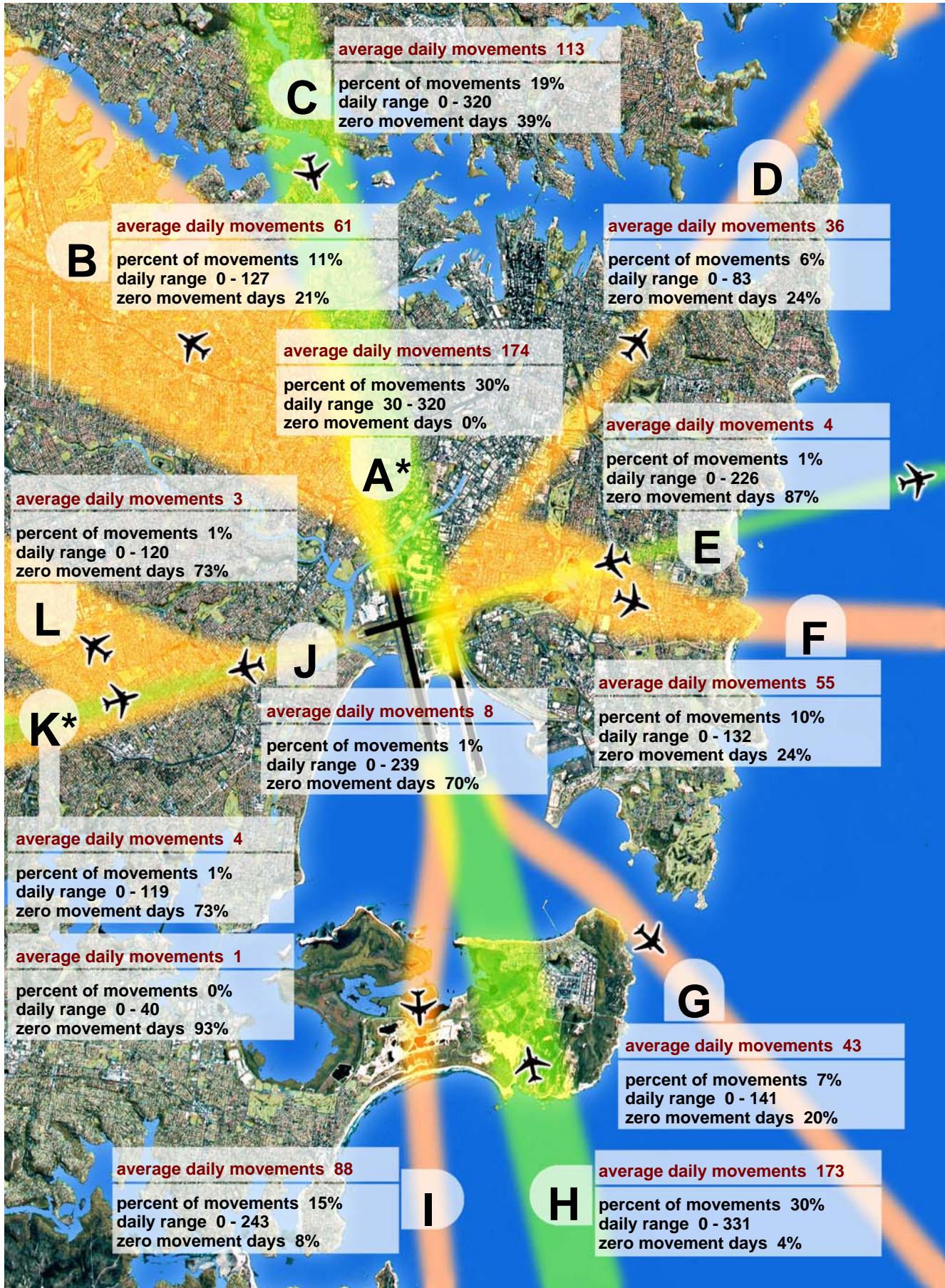
1 Nov 2009 to 30 Nov 2009, All Jets



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

Sydney Airport : Jet Flight Path Movements

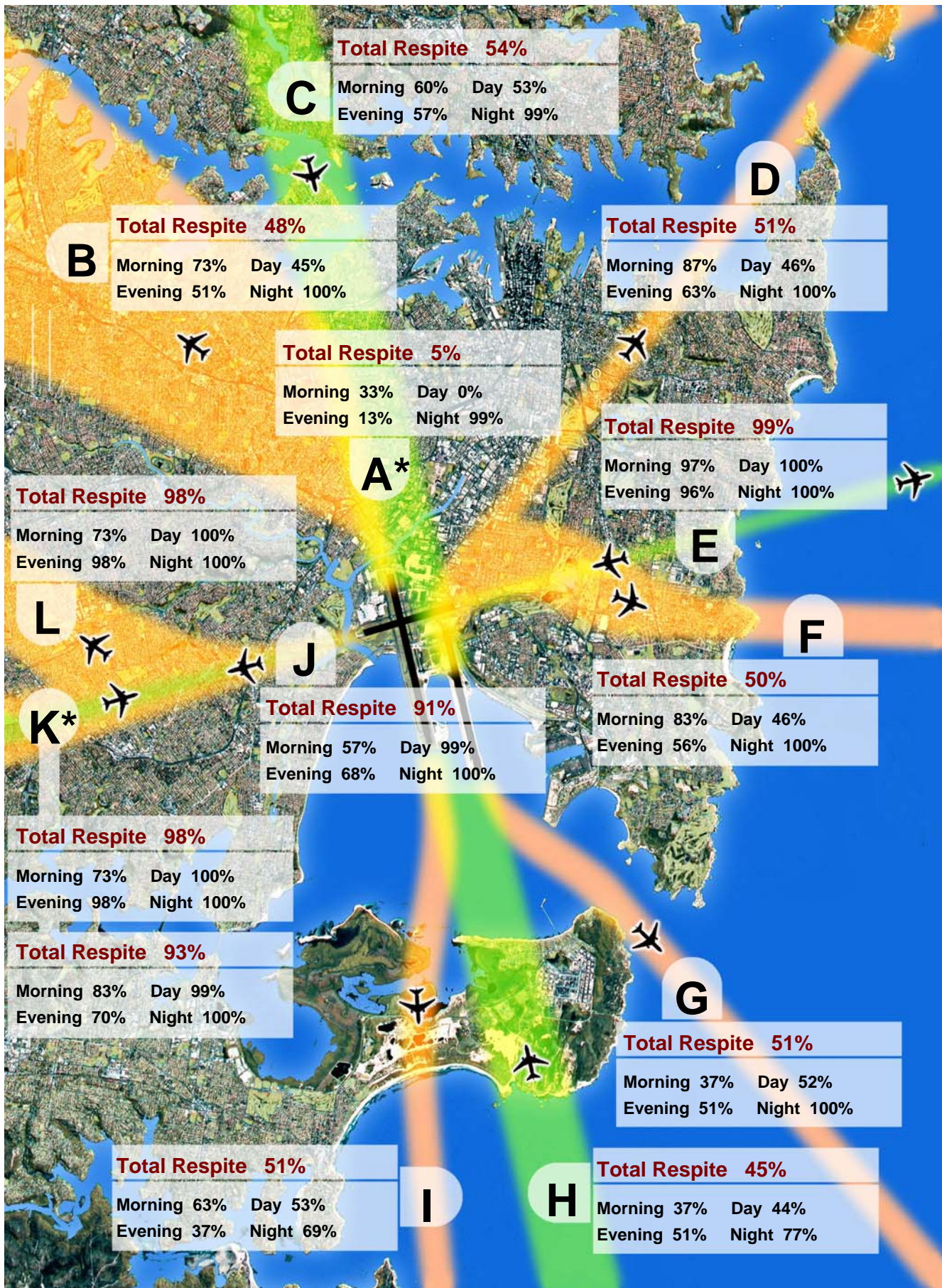
1 Dec 2008 to 30 Nov 2009, All Jets



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

Sydney Airport : Jet Aircraft Respite (R60)

1 Nov 2009 to 30 Nov 2009, All Jets



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

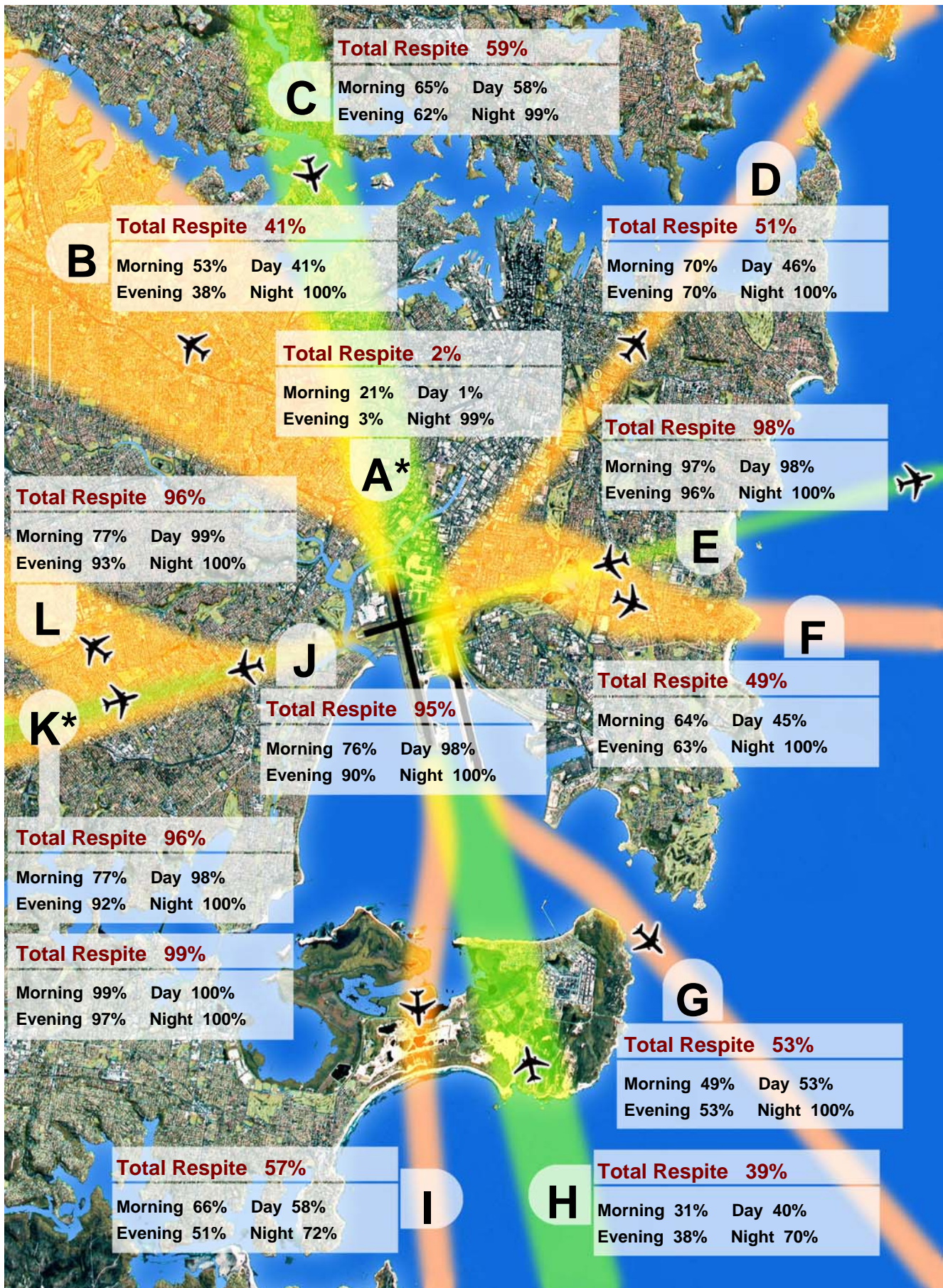
A respite interval is a 60 minute period when there are no jet movements (R60).

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

Total Respite: 06:00 to 23:00

Sydney Airport : Jet Aircraft Respite (R60)

1 Dec 2008 to 30 Nov 2009, All Jets



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

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

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

Total Respite: 06:00 to 23:00

Sydney Airport - Jet Flight Path Movements (Explanation)

December 2008 to November 2009

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

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

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

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

Respite

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

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

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 51%**. This means that over the period **December 2008 to November 2009 for 51%** 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 2009.

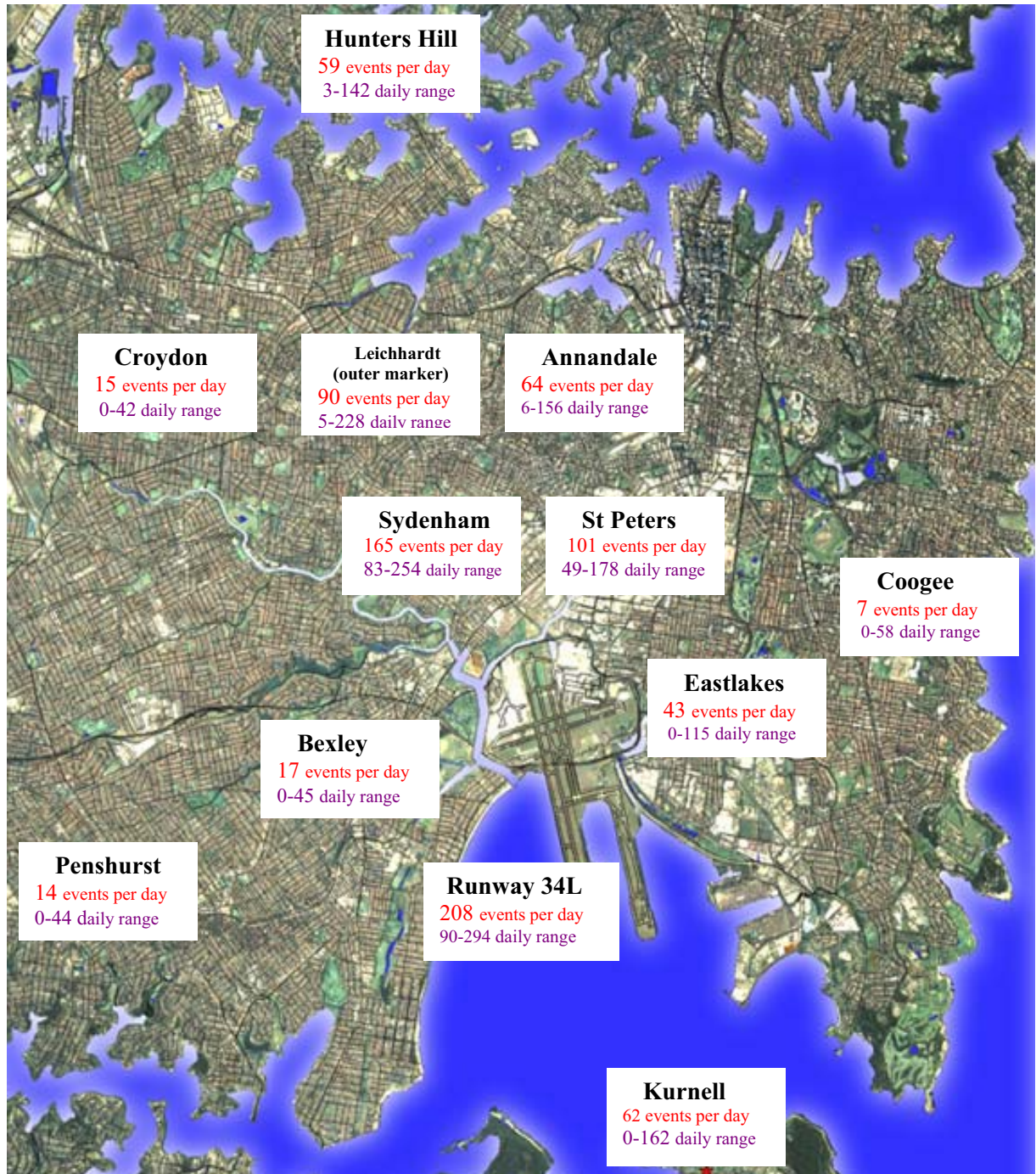


Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of November 2009

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during November 2009 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 Sept</i>
<i>Runway 34L</i>	6,619	29.9	208	210	182
<i>Penshurst</i>	469	30.0	14	5	11
<i>Bexley</i>	546	30.0	17	12	25
<i>Eastlakes</i>	1,345	30.0	43	47	73
<i>Coogee</i>	467	30.0	7	14	29
<i>Sydenham</i>	5,037	30.0	165	178	133
<i>Kurnell</i>	2,312	30.0	62	55	69
<i>Annandale</i>	2,156	27.6	64	78	41
<i>St Peters</i>	3,275	30.0	101	108	81
<i>Croydon</i>	544	30.0	15	14	18
<i>Hunters Hill</i>	2,353	23.7	59	62	29
<i>Leichhardt (outer marker)</i>	2,904	30.0	90	112	59

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

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

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

These results are contained in Table 2.

Runway 34L AM 10 PM 26 Day 178 Night 9 WE_D 172 WE_N 2	Penshurst AM 4 PM 8 Day 1 Night 0 WE_D 15 WE_N 0	Bexley AM 7 PM 10 Day 0 Night 0 WE_D 16 WE_N 0	Eastlakes AM 1 PM 7 Day 38 Night 0 WE_D 36 WE_N 0
Coogee AM 0 PM 3 Day 4 Night 0 WE_D 8 WE_N 0	Sydenham AM 5 PM 18 Day 153 Night 1 WE_D 137 WE_N 0	Kurnell AM 1 PM 4 Day 63 Night 0 WE_D 50 WE_N 0	Annandale AM 1 PM 7 Day 67 Night 0 WE_D 43 WE_N 0
St Peters AM 1 PM 10 Day 98 Night 0 WE_D 82 WE_N 0	Croydon AM 0 PM 2 Day 12 Night 0 WE_D 15 WE_N 0	Hunters Hill AM 3 PM 6 Day 49 Night 0 WE_D 59 WE_N 0	Leichhardt (outer marker) AM 4 PM 10 Day 86 Night 1 WE_D 63 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.