



AIRSERVICES AUSTRALIA

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# Sydney Airport Operational Statistics September 2008

Produced by Environment and Climate Change

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

September 2008

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

There were a total of 24,524 aircraft movements this month (daily average 817.47). Last month there were a total of 24,872 movements (daily average 802.32) and for the same month last year there were a total of 23,762 movements (daily average 792.07).

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

Individual mode use in excess of 9 hours occurred on 25 days this month, Mode 10 on 12 days and Mode 9 on 13 days. Crossing runway modes (including Sodprops) were used for 16.32% 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. This month's results are as follows:

North 31.55% - This result is above the LTOP target and above the previous month (27.94%).

South 50.51% - This result is below the LTOP target and the same as the previous month (50.51%).

East 15.69% - This result is above the LTOP target but below the previous month (15.85%).

West 2.25% - This result is below the LTOP target and below the previous month (5.71%).

### 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 728 complaints, comments and enquiries were received as follows:

643 Sydney suburbs complaints from 99 complainants

41 Sydney suburbs comments and enquiries

44 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

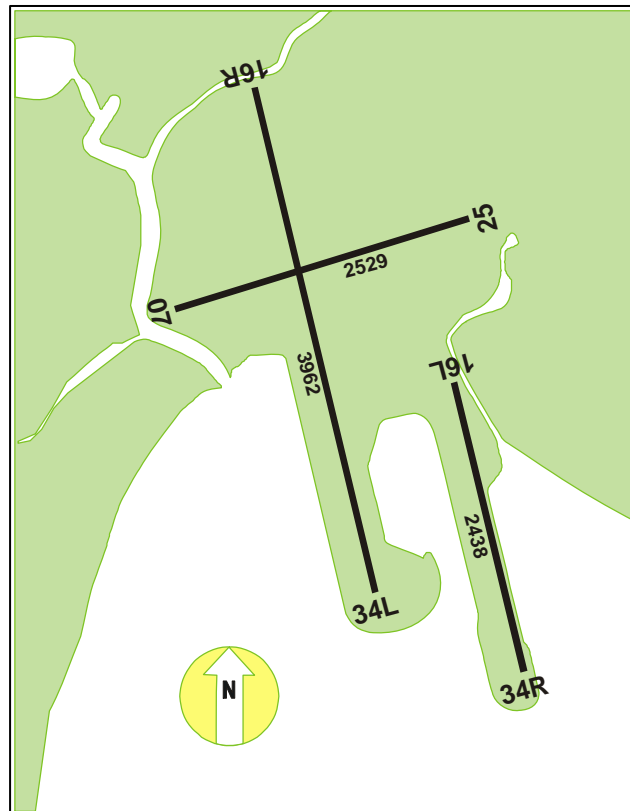
**[www.airservicesaustralia.com](http://www.airservicesaustralia.com)**

***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)

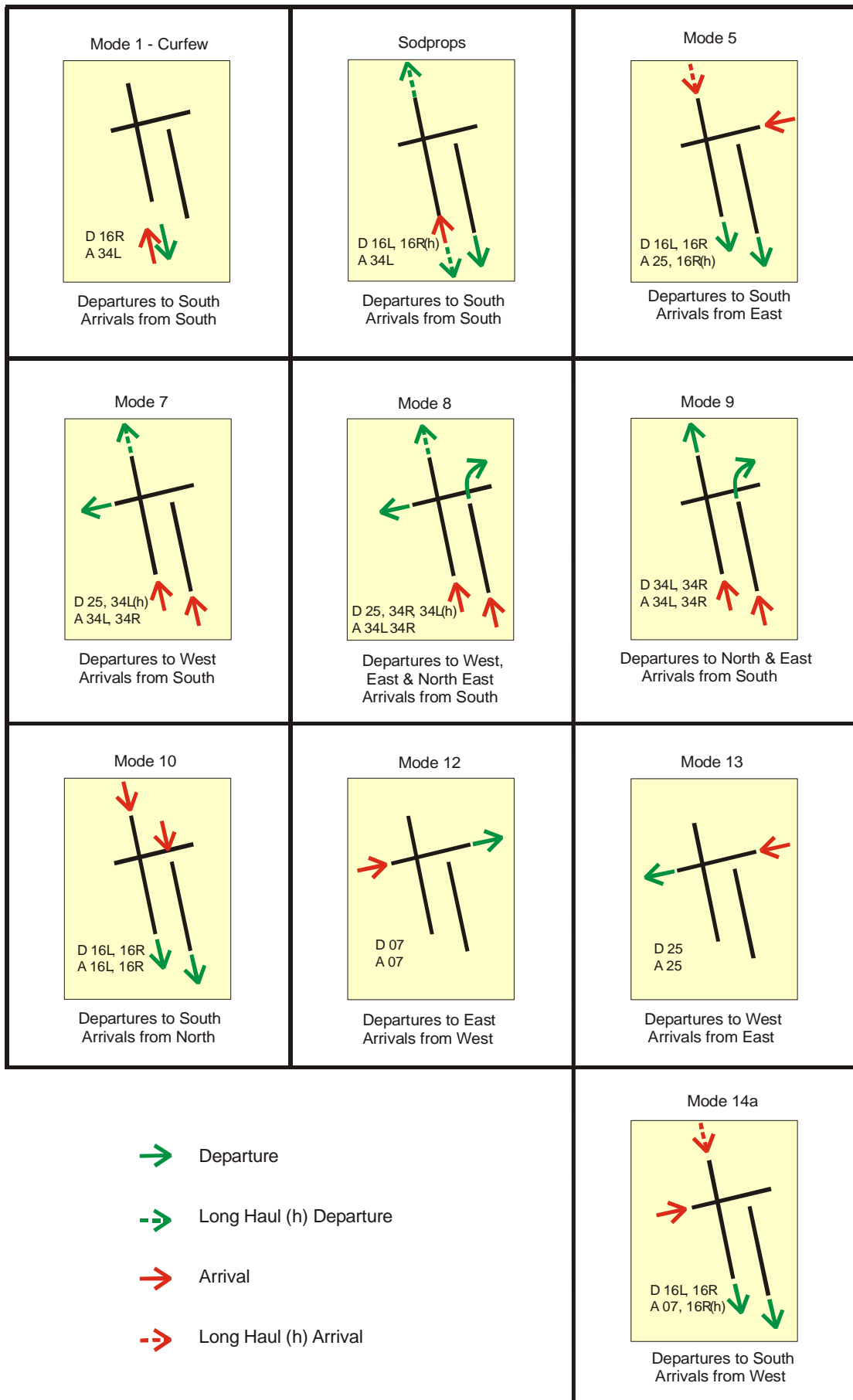
Movements over the East

=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.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	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>
	3.	<b>34 (Mode 9)</b> or <b>16 (Mode 10)</b>
	4.	<b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>0700 to 2245 / 2300</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	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>
	3.	<b>34 (Mode 9)</b> or <b>16 (Mode 10)</b>
	4.	<b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	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.
	3.	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>
	4.	<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> <b>Saturday</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0600 to 0800</b> <b>Sunday</b>	2.	<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
	3.	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>
	4.	<b>34 (Mode 9)</b> or <b>16 (Mode 10)</b>
	5.	<b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>0700 to 2200</b> <b>Saturday</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0800 to 2200</b> <b>Sunday</b>	2.	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>
	3.	<b>34 (Mode 9)</b> or <b>16 (Mode 10)</b>
	4.	<b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>2200 to 2245</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	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
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b>
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b>
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b>
	7.	<b>34 (Mode 9)</b> or <b>16 (Mode 10)</b>
	8.	<b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	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>
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	4.	<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-Sep-08	1	0	1	0	22	22	0	20	20	33	21	54	249	166	415	134	187	321	833
02-Sep-08	0	1	1	80	101	181	142	203	345	19	20	39	141	39	180	39	50	89	835
03-Sep-08	0	0	0	157	115	272	250	314	564	4	1	5	9	0	9	0	0	0	850
04-Sep-08	0	0	0	170	114	284	251	318	569	0	0	0	11	0	11	0	0	0	864
05-Sep-08	1	0	1	182	125	307	245	309	554	0	0	0	6	0	6	0	0	0	868
06-Sep-08	0	0	0	133	95	228	210	234	444	0	0	0	1	0	1	0	0	0	673
07-Sep-08	0	0	0	131	115	246	195	257	452	15	2	17	23	0	23	0	0	0	738
08-Sep-08	0	0	0	100	89	189	166	232	398	38	0	38	78	46	124	42	62	104	853
09-Sep-08	1	0	1	124	117	241	193	294	487	93	2	95	10	0	10	0	0	0	834
10-Sep-08	0	0	0	102	116	218	147	220	367	12	19	31	123	41	164	38	34	72	852
11-Sep-08	1	0	1	0	0	0	0	14	14	0	23	23	282	175	457	150	217	367	862
12-Sep-08	3	0	3	0	0	0	0	9	9	0	17	17	269	194	463	168	228	396	888
13-Sep-08	1	0	1	0	0	0	0	3	3	0	11	11	233	147	380	113	169	282	677
14-Sep-08	1	0	1	0	0	0	0	3	3	0	17	17	239	173	412	129	185	314	747
15-Sep-08	0	0	0	1	0	1	0	6	6	27	10	37	253	187	440	147	225	372	856
16-Sep-08	0	0	0	67	59	126	88	151	239	220	140	360	22	27	49	5	24	29	803
17-Sep-08	0	0	0	169	121	290	241	300	541	0	0	0	7	0	7	0	0	0	838
18-Sep-08	3	0	3	0	1	1	0	12	12	0	16	16	276	180	456	149	216	365	853
19-Sep-08	0	0	0	0	9	9	0	12	12	1	1	2	281	199	480	154	227	381	884
20-Sep-08	0	0	0	0	5	5	2	19	21	122	94	216	161	110	271	72	112	184	697
21-Sep-08	0	0	0	41	37	78	77	104	181	21	4	25	148	112	260	90	132	222	766
22-Sep-08	0	0	0	0	0	0	0	4	4	0	18	18	279	185	464	149	219	368	854
23-Sep-08	0	0	0	136	118	254	211	281	492	42	9	51	24	1	25	5	0	5	827
24-Sep-08	0	0	0	138	132	270	225	284	509	0	2	2	61	15	76	0	0	0	857
25-Sep-08	0	0	0	0	10	10	0	11	11	0	1	1	291	185	476	153	236	389	887
26-Sep-08	0	0	0	0	20	20	0	7	7	0	19	19	295	186	481	141	210	351	878
27-Sep-08	0	0	0	63	57	120	116	135	251	0	4	4	132	70	202	39	69	108	685
28-Sep-08	0	0	0	80	54	134	89	143	232	55	57	112	103	76	179	44	50	94	751
29-Sep-08	0	0	0	120	107	227	178	255	433	33	17	50	61	22	83	32	28	60	853
30-Sep-08	1	0	1	0	3	3	0	23	23	21	13	34	254	181	435	153	212	365	861
<b>Total</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>1994</b>	<b>1742</b>	<b>3736</b>	<b>3026</b>	<b>4177</b>	<b>7203</b>	<b>756</b>	<b>538</b>	<b>1294</b>	<b>4322</b>	<b>2717</b>	<b>7039</b>	<b>2146</b>	<b>3092</b>	<b>5238</b>	<b>24524</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-Sep-08	0	0	0	0	20	20	0	15	15	27	15	42	178	99	277	95	150	245	599
02-Sep-08	0	1	1	45	73	118	102	144	246	17	15	32	117	23	140	23	41	64	601
03-Sep-08	0	0	0	97	79	176	194	232	426	4	0	4	5	0	5	0	0	0	611
04-Sep-08	0	0	0	102	77	179	199	228	427	0	0	0	6	0	6	0	0	0	612
05-Sep-08	0	0	0	108	81	189	202	231	433	0	0	0	4	0	4	0	0	0	626
06-Sep-08	0	0	0	87	73	160	175	188	363	0	0	0	0	0	0	0	0	0	523
07-Sep-08	0	0	0	89	83	172	164	202	366	14	0	14	21	0	21	0	0	0	573
08-Sep-08	0	0	0	62	62	124	125	172	297	25	0	25	62	25	87	25	48	73	606
09-Sep-08	0	0	0	76	82	158	154	217	371	72	0	72	7	0	7	0	0	0	608
10-Sep-08	0	0	0	70	85	155	109	154	263	9	14	23	99	26	125	18	30	48	614
11-Sep-08	0	0	0	0	0	0	0	6	6	0	21	21	216	108	324	96	174	270	621
12-Sep-08	0	0	0	0	0	0	0	5	5	0	14	14	212	122	334	108	185	293	646
13-Sep-08	0	0	0	0	0	0	0	0	0	0	10	10	181	102	283	83	146	229	522
14-Sep-08	0	0	0	0	0	0	0	1	1	0	16	16	195	115	310	95	155	250	577
15-Sep-08	0	0	0	0	0	0	0	4	4	22	9	31	191	113	304	93	182	275	614
16-Sep-08	0	0	0	44	41	85	62	107	169	163	100	263	15	20	35	5	18	23	575
17-Sep-08	0	0	0	106	84	190	190	221	411	0	0	0	4	0	4	0	0	0	605
18-Sep-08	0	0	0	0	0	0	0	6	6	0	14	14	214	109	323	95	177	272	615
19-Sep-08	0	0	0	0	9	9	0	4	4	1	0	1	222	122	344	97	189	286	644
20-Sep-08	0	0	0	0	5	5	0	16	16	93	78	171	133	80	213	47	91	138	543
21-Sep-08	0	0	0	30	29	59	66	89	155	20	3	23	115	66	181	64	110	174	592
22-Sep-08	0	0	0	0	0	0	0	2	2	0	14	14	221	114	335	86	178	264	615
23-Sep-08	0	0	0	81	81	162	168	207	375	33	8	41	19	1	20	5	0	5	603
24-Sep-08	0	0	0	91	94	185	165	206	371	0	1	1	50	11	61	0	0	0	618
25-Sep-08	0	0	0	0	10	10	0	5	5	0	1	1	222	110	332	101	193	294	642
26-Sep-08	0	0	0	0	17	17	0	5	5	0	15	15	229	114	343	89	171	260	640
27-Sep-08	0	0	0	41	36	77	88	104	192	0	4	4	113	58	171	27	64	91	535
28-Sep-08	0	0	0	52	38	90	68	112	180	50	43	93	89	58	147	34	39	73	583
29-Sep-08	0	0	0	75	71	146	136	190	326	27	13	40	52	13	65	17	25	42	619
30-Sep-08	0	0	0	0	3	3	0	14	14	16	10	26	199	111	310	98	172	270	623
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1256</b>	<b>1233</b>	<b>2489</b>	<b>2367</b>	<b>3087</b>	<b>5454</b>	<b>593</b>	<b>418</b>	<b>1011</b>	<b>3391</b>	<b>1720</b>	<b>5111</b>	<b>1401</b>	<b>2538</b>	<b>3939</b>	<b>18005</b>



## Runway Movement Summary – Non 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-Sep-08	1	0	1	0	2	2	0	5	5	6	6	12	71	67	138	39	37	76	234
02-Sep-08	0	0	0	35	28	63	40	59	99	2	5	7	24	16	40	16	9	25	234
03-Sep-08	0	0	0	60	36	96	56	82	138	0	1	1	4	0	4	0	0	0	239
04-Sep-08	0	0	0	68	37	105	52	90	142	0	0	0	5	0	5	0	0	0	252
05-Sep-08	1	0	1	74	44	118	43	78	121	0	0	0	2	0	2	0	0	0	242
06-Sep-08	0	0	0	46	22	68	35	46	81	0	0	0	1	0	1	0	0	0	150
07-Sep-08	0	0	0	42	32	74	31	55	86	1	2	3	2	0	2	0	0	0	165
08-Sep-08	0	0	0	38	27	65	41	60	101	13	0	13	16	21	37	17	14	31	247
09-Sep-08	1	0	1	48	35	83	39	77	116	21	2	23	3	0	3	0	0	0	226
10-Sep-08	0	0	0	32	31	63	38	66	104	3	5	8	24	15	39	20	4	24	238
11-Sep-08	1	0	1	0	0	0	0	8	8	0	2	2	66	67	133	54	43	97	241
12-Sep-08	3	0	3	0	0	0	0	4	4	0	3	3	57	72	129	60	43	103	242
13-Sep-08	1	0	1	0	0	0	0	3	3	0	1	1	52	45	97	30	23	53	155
14-Sep-08	1	0	1	0	0	0	0	2	2	0	1	1	44	58	102	34	30	64	170
15-Sep-08	0	0	0	1	0	1	0	2	2	5	1	6	62	74	136	54	43	97	242
16-Sep-08	0	0	0	23	18	41	26	44	70	57	40	97	7	7	14	0	6	6	228
17-Sep-08	0	0	0	63	37	100	51	79	130	0	0	0	3	0	3	0	0	0	233
18-Sep-08	3	0	3	0	1	1	0	6	6	0	2	2	62	71	133	54	39	93	238
19-Sep-08	0	0	0	0	0	0	0	8	8	0	1	1	59	77	136	57	38	95	240
20-Sep-08	0	0	0	0	0	0	2	3	5	29	16	45	28	30	58	25	21	46	154
21-Sep-08	0	0	0	11	8	19	11	15	26	1	1	2	33	46	79	26	22	48	174
22-Sep-08	0	0	0	0	0	0	0	2	2	0	4	4	58	71	129	63	41	104	239
23-Sep-08	0	0	0	55	37	92	43	74	117	9	1	10	5	0	5	0	0	0	224
24-Sep-08	0	0	0	47	38	85	60	78	138	0	1	1	11	4	15	0	0	0	239
25-Sep-08	0	0	0	0	0	0	0	6	6	0	0	0	69	75	144	52	43	95	245
26-Sep-08	0	0	0	0	3	3	0	2	2	0	4	4	66	72	138	52	39	91	238
27-Sep-08	0	0	0	22	21	43	28	31	59	0	0	0	19	12	31	12	5	17	150
28-Sep-08	0	0	0	28	16	44	21	31	52	5	14	19	14	18	32	10	11	21	168
29-Sep-08	0	0	0	45	36	81	42	65	107	6	4	10	9	9	18	15	3	18	234
30-Sep-08	1	0	1	0	0	0	0	9	9	5	3	8	55	70	125	55	40	95	238
<b>Total</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>738</b>	<b>509</b>	<b>1247</b>	<b>659</b>	<b>1090</b>	<b>1749</b>	<b>163</b>	<b>120</b>	<b>283</b>	<b>931</b>	<b>997</b>	<b>1928</b>	<b>745</b>	<b>554</b>	<b>1299</b>	<b>6519</b>

## 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-Sep-08	2	1	1	0	0	4	34	64	64	58	53	53	46	33	50	50	46	49	65	57	42	30	26	5	833
02-Sep-08	7	0	3	3	0	5	40	68	69	53	54	55	31	39	48	49	46	51	64	57	36	29	23	5	835
03-Sep-08	4	4	2	2	2	3	38	64	67	59	52	53	40	38	46	48	55	52	65	55	41	33	24	3	850
04-Sep-08	7	2	1	4	2	4	41	65	67	56	52	51	49	37	50	46	52	46	62	56	41	34	29	10	864
05-Sep-08	4	2	2	3	1	3	40	62	61	63	52	48	45	45	45	54	50	53	59	61	47	37	28	3	868
06-Sep-08	0	2	2	1	1	0	31	51	51	56	50	48	54	32	43	51	40	30	38	27	37	14	14	0	673
07-Sep-08	0	1	1	1	2	2	29	43	46	38	50	48	38	41	52	46	51	52	64	56	35	27	15	0	738
08-Sep-08	0	1	0	0	0	5	38	77	64	56	58	53	44	35	50	52	56	52	63	51	39	30	24	5	853
09-Sep-08	5	3	1	6	1	3	43	64	70	56	47	52	38	39	49	45	50	56	66	50	37	21	26	6	834
10-Sep-08	5	1	4	2	1	4	38	59	71	61	49	51	35	36	55	59	48	52	66	56	40	30	23	6	852
11-Sep-08	4	1	4	4	1	4	38	63	65	61	51	56	44	37	51	54	52	49	65	58	40	30	25	5	862
12-Sep-08	3	1	3	4	0	4	42	66	67	59	54	57	44	39	51	56	61	53	62	64	47	34	15	2	888
13-Sep-08	2	2	0	0	0	4	29	58	58	49	51	56	39	38	42	45	45	26	40	23	34	22	14	0	677
14-Sep-08	1	1	0	0	2	4	27	40	46	39	48	48	45	42	39	54	56	44	58	62	40	31	20	0	747
15-Sep-08	0	0	1	0	0	5	39	71	65	60	54	59	42	34	54	48	50	50	61	59	41	31	26	6	856
16-Sep-08	6	0	2	3	1	2	39	46	48	49	51	46	47	50	38	52	47	50	65	58	34	36	24	9	803
17-Sep-08	4	1	1	5	0	1	37	58	62	65	49	55	44	36	48	55	45	54	62	52	42	33	23	6	838
18-Sep-08	4	0	3	2	2	3	36	60	64	59	51	54	44	36	50	51	48	55	62	62	44	31	25	7	853
19-Sep-08	5	3	3	3	3	3	40	69	71	49	61	56	41	40	49	55	57	49	70	60	41	35	21	0	884
20-Sep-08	0	0	1	1	1	5	31	63	63	45	57	47	43	37	38	47	41	39	39	29	33	22	14	1	697
21-Sep-08	0	1	0	0	0	2	25	44	49	38	55	54	42	43	46	52	54	53	57	64	37	32	18	0	766
22-Sep-08	2	1	2	0	0	4	38	75	65	57	54	57	48	35	44	54	44	43	68	62	37	29	31	4	854
23-Sep-08	4	0	1	4	1	5	42	61	66	55	49	53	42	33	48	53	49	52	66	50	38	28	24	3	827
24-Sep-08	5	2	2	3	1	1	35	70	71	44	52	56	42	32	49	51	54	50	66	63	37	33	31	7	857
25-Sep-08	0	1	2	3	3	2	35	72	66	56	57	53	50	42	46	57	51	53	66	56	50	31	26	9	887
26-Sep-08	2	2	3	3	1	1	43	68	69	59	57	55	45	44	44	55	56	52	69	60	33	34	23	0	878
27-Sep-08	0	1	0	1	0	4	28	57	63	51	56	49	40	38	40	53	34	33	41	31	32	19	14	0	685
28-Sep-08	1	0	1	0	0	3	25	43	48	41	48	54	41	42	43	54	57	49	52	52	42	30	24	1	751
29-Sep-08	1	0	1	1	0	4	37	74	61	65	51	53	44	41	45	60	47	47	68	53	38	32	23	7	853
30-Sep-08	5	1	3	3	1	1	35	65	57	67	52	54	50	39	44	53	51	51	67	53	44	31	29	5	861
<b>Total</b>	<b>83</b>	<b>35</b>	<b>50</b>	<b>62</b>	<b>27</b>	<b>95</b>	<b>1073</b>	<b>1840</b>	<b>1854</b>	<b>1624</b>	<b>1575</b>	<b>1584</b>	<b>1297</b>	<b>1153</b>	<b>1397</b>	<b>1559</b>	<b>1493</b>	<b>1445</b>	<b>1816</b>	<b>1597</b>	<b>1179</b>	<b>889</b>	<b>682</b>	<b>115</b>	<b>24524</b>
<b>Avg.</b>	<b>2.77</b>	<b>1.17</b>	<b>1.67</b>	<b>2.07</b>	<b>0.90</b>	<b>3.17</b>	<b>35.77</b>	<b>61.33</b>	<b>61.80</b>	<b>54.13</b>	<b>52.50</b>	<b>52.80</b>	<b>43.23</b>	<b>38.43</b>	<b>46.57</b>	<b>51.97</b>	<b>49.77</b>	<b>48.17</b>	<b>60.53</b>	<b>53.23</b>	<b>39.30</b>	<b>29.63</b>	<b>22.73</b>	<b>3.83</b>	<b>817.47</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-Sep-08	0	0	1	0	0	4	18	33	37	25	23	28	19	14	32	13	24	29	37	20	22	21	15	2	417
02-Sep-08	0	0	3	1	0	4	23	44	34	23	22	28	14	17	29	14	25	30	32	25	20	19	14	0	421
03-Sep-08	1	1	2	1	0	3	22	35	38	22	23	26	16	15	27	19	27	28	36	21	22	18	16	1	420
04-Sep-08	2	0	0	3	0	3	22	39	34	22	29	25	20	15	32	16	25	24	38	21	20	23	17	2	432
05-Sep-08	0	1	2	1	0	3	23	34	32	31	23	22	23	16	26	23	25	29	34	28	18	19	21	0	434
06-Sep-08	0	2	0	1	0	0	21	28	28	19	24	26	25	14	21	29	23	13	23	12	19	5	11	0	344
07-Sep-08	0	0	1	1	1	2	19	25	17	17	22	24	16	14	29	18	27	29	35	24	16	17	10	0	364
08-Sep-08	0	0	0	0	0	5	23	39	28	25	28	27	18	15	33	18	29	25	35	19	20	19	16	2	424
09-Sep-08	1	1	1	3	1	2	24	41	37	21	21	27	17	15	31	16	25	31	35	21	20	10	18	2	421
10-Sep-08	0	0	3	1	0	4	21	34	38	25	22	26	13	17	35	17	27	30	32	25	16	20	14	2	422
11-Sep-08	0	0	4	2	0	4	21	39	30	24	26	31	15	17	33	19	28	26	36	22	21	19	15	1	433
12-Sep-08	0	0	2	2	0	4	25	40	31	25	23	31	16	21	28	23	31	23	35	30	19	18	12	1	440
13-Sep-08	2	0	0	0	0	3	20	35	23	23	27	29	15	16	23	21	26	12	29	9	16	9	9	0	347
14-Sep-08	0	1	0	0	1	3	19	22	20	16	23	23	17	16	25	23	26	23	34	29	18	17	13	0	369
15-Sep-08	0	0	1	0	0	5	22	41	30	25	26	27	18	15	33	13	25	30	32	24	20	21	17	3	428
16-Sep-08	0	0	2	1	0	2	23	24	24	24	26	25	24	15	22	22	20	27	41	22	20	20	15	3	402
17-Sep-08	0	0	1	3	0	1	23	33	35	26	23	27	18	14	28	24	22	29	35	21	20	18	14	2	417
18-Sep-08	0	0	2	1	0	3	21	37	33	23	27	25	15	15	33	23	21	27	34	29	21	19	16	3	428
19-Sep-08	0	0	3	1	1	3	24	39	38	20	26	28	17	16	29	23	28	25	39	24	18	18	16	0	436
20-Sep-08	0	0	1	1	1	5	20	35	25	19	26	28	18	16	18	25	25	21	24	12	16	11	10	0	357
21-Sep-08	0	1	0	0	0	2	17	24	20	19	27	23	18	15	26	23	27	29	33	30	13	18	12	0	377
22-Sep-08	2	1	1	0	0	4	20	42	33	23	25	36	16	14	27	22	18	28	37	21	19	19	18	2	428
23-Sep-08	0	0	1	2	0	5	26	32	34	26	22	29	17	10	27	26	23	29	32	20	22	18	15	2	418
24-Sep-08	0	0	2	1	1	1	21	41	32	20	27	27	17	13	29	22	24	27	33	29	19	17	19	2	424
25-Sep-08	0	0	2	1	2	2	19	42	31	22	30	28	20	16	31	20	26	29	36	24	25	17	18	3	444
26-Sep-08	0	2	2	1	0	1	24	41	33	26	24	30	19	19	29	20	26	30	36	23	16	18	16	0	436
27-Sep-08	0	0	0	1	0	4	19	34	30	18	29	25	16	16	21	27	20	19	21	15	14	11	10	0	350
28-Sep-08	1	0	1	0	0	3	14	23	21	21	24	24	17	15	25	29	24	22	31	26	19	14	17	0	371
29-Sep-08	1	0	0	0	0	4	21	42	31	24	24	31	16	17	29	24	24	26	33	19	21	19	16	2	424
30-Sep-08	1	0	2	1	0	1	23	35	31	34	22	28	20	13	26	21	27	24	38	22	23	17	19	1	429
<b>Total</b>	<b>11</b>	<b>10</b>	<b>40</b>	<b>30</b>	<b>8</b>	<b>90</b>	<b>638</b>	<b>1053</b>	<b>908</b>	<b>688</b>	<b>744</b>	<b>814</b>	<b>530</b>	<b>461</b>	<b>837</b>	<b>633</b>	<b>748</b>	<b>774</b>	<b>1006</b>	<b>667</b>	<b>573</b>	<b>509</b>	<b>449</b>	<b>36</b>	<b>12257</b>
<b>Avg.</b>	<b>0.37</b>	<b>0.33</b>	<b>1.33</b>	<b>1.00</b>	<b>0.27</b>	<b>3.00</b>	<b>21.27</b>	<b>35.10</b>	<b>30.27</b>	<b>22.93</b>	<b>24.80</b>	<b>27.13</b>	<b>17.67</b>	<b>15.37</b>	<b>27.90</b>	<b>21.10</b>	<b>24.93</b>	<b>25.80</b>	<b>33.53</b>	<b>22.23</b>	<b>19.10</b>	<b>16.97</b>	<b>14.97</b>	<b>1.20</b>	<b>408.57</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-Sep-08	2	1	0	0	0	0	16	31	27	33	30	25	27	19	18	37	22	20	28	37	20	9	11	3	416
02-Sep-08	7	0	0	2	0	1	17	24	35	30	32	27	17	22	19	35	21	21	32	32	16	10	9	5	414
03-Sep-08	3	3	0	1	2	0	16	29	29	37	29	27	24	23	19	29	28	24	29	34	19	15	8	2	430
04-Sep-08	5	2	1	1	2	1	19	26	33	34	23	26	29	22	18	30	27	22	24	35	21	11	12	8	432
05-Sep-08	4	1	0	2	1	0	17	28	29	32	29	26	22	29	19	31	25	24	25	33	29	18	7	3	434
06-Sep-08	0	0	2	0	1	0	10	23	23	37	26	22	29	18	22	22	17	17	15	15	18	9	3	0	329
07-Sep-08	0	1	0	0	1	0	10	18	29	21	28	24	22	27	23	28	24	23	29	32	19	10	5	0	374
08-Sep-08	0	1	0	0	0	0	15	38	36	31	30	26	26	20	17	34	27	27	28	32	19	11	8	3	429
09-Sep-08	4	2	0	3	0	1	19	23	33	35	26	25	21	24	18	29	25	25	31	29	17	11	8	4	413
10-Sep-08	5	1	1	1	1	0	17	25	33	36	27	25	22	19	20	42	21	22	34	31	24	10	9	4	430
11-Sep-08	4	1	0	2	1	0	17	24	35	37	25	25	29	20	18	35	24	23	29	36	19	11	10	4	429
12-Sep-08	3	1	1	2	0	0	17	26	36	34	31	26	28	18	23	33	30	30	27	34	28	16	3	1	448
13-Sep-08	0	2	0	0	0	1	9	23	35	26	24	27	24	22	19	24	19	14	11	14	18	13	5	0	330
14-Sep-08	1	0	0	0	1	1	8	18	26	23	25	25	28	26	14	31	30	21	24	33	22	14	7	0	378
15-Sep-08	0	0	0	0	0	0	17	30	35	35	28	32	24	19	21	35	25	20	29	35	21	10	9	3	428
16-Sep-08	6	0	0	2	1	0	16	22	24	25	25	21	23	35	16	30	27	23	24	36	14	16	9	6	401
17-Sep-08	4	1	0	2	0	0	14	25	27	39	26	28	26	22	20	31	23	25	27	31	22	15	9	4	421
18-Sep-08	4	0	1	1	2	0	15	23	31	36	24	29	29	21	17	28	27	28	28	33	23	12	9	4	425
19-Sep-08	5	3	0	2	2	0	16	30	33	29	35	28	24	24	20	32	29	24	31	36	23	17	5	0	448
20-Sep-08	0	0	0	0	0	0	11	28	38	26	31	19	25	21	20	22	16	18	15	17	17	11	4	1	340
21-Sep-08	0	0	0	0	0	0	8	20	29	19	28	31	24	28	20	29	27	24	24	34	24	14	6	0	389
22-Sep-08	0	0	1	0	0	0	18	33	32	34	29	21	32	21	17	32	26	15	31	41	18	10	13	2	426
23-Sep-08	4	0	0	2	1	0	16	29	32	29	27	24	25	23	21	27	26	23	34	30	16	10	9	1	409
24-Sep-08	5	2	0	2	0	0	14	29	39	24	25	29	25	19	20	29	30	23	33	34	18	16	12	5	433
25-Sep-08	0	1	0	2	1	0	16	30	35	34	27	25	30	26	15	37	25	24	30	32	25	14	8	6	443
26-Sep-08	2	0	1	2	1	0	19	27	36	33	33	25	26	25	15	35	30	22	33	37	17	16	7	0	442
27-Sep-08	0	1	0	0	0	0	9	23	33	33	27	24	24	22	19	26	14	14	20	16	18	8	4	0	335
28-Sep-08	0	0	0	0	0	0	11	20	27	20	24	30	24	27	18	25	33	27	21	26	23	16	7	1	380
29-Sep-08	0	0	1	1	0	0	16	32	30	41	27	22	28	24	16	36	23	21	35	34	17	13	7	5	429
30-Sep-08	4	1	1	2	1	0	12	30	26	33	30	26	30	26	18	32	24	27	29	31	21	14	10	4	432
<b>Total</b>	<b>72</b>	<b>25</b>	<b>10</b>	<b>32</b>	<b>19</b>	<b>5</b>	<b>435</b>	<b>787</b>	<b>946</b>	<b>936</b>	<b>831</b>	<b>770</b>	<b>767</b>	<b>692</b>	<b>560</b>	<b>926</b>	<b>745</b>	<b>671</b>	<b>810</b>	<b>930</b>	<b>606</b>	<b>380</b>	<b>233</b>	<b>79</b>	<b>12267</b>
<b>Avg.</b>	<b>2.40</b>	<b>0.83</b>	<b>0.33</b>	<b>1.07</b>	<b>0.63</b>	<b>0.17</b>	<b>14.50</b>	<b>26.23</b>	<b>31.53</b>	<b>31.20</b>	<b>27.70</b>	<b>25.67</b>	<b>25.57</b>	<b>23.07</b>	<b>18.67</b>	<b>30.87</b>	<b>24.83</b>	<b>22.37</b>	<b>27.00</b>	<b>31.00</b>	<b>20.20</b>	<b>12.67</b>	<b>7.77</b>	<b>2.63</b>	<b>408.90</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	Other
01-Sep-08	7:00	0:11	1:16	1:39	1:05	-	12:49	-	-	-	-	-
02-Sep-08	7:00	0:23	2:26	1:28	1:04	-	2:50	8:49	-	-	-	-
03-Sep-08	7:00	0:13	-	0:25	-	-	-	16:22	-	-	-	-
04-Sep-08	7:00	-	-	-	-	-	-	17:00	-	-	-	-
05-Sep-08	7:00	0:14	-	-	-	-	-	16:46	-	-	-	-
06-Sep-08	7:00	0:39	-	-	-	-	-	16:21	-	-	-	-
07-Sep-08	7:00	0:19	0:56	1:00	-	-	-	14:45	-	-	-	-
08-Sep-08	7:00	0:09	0:37	2:42	-	-	3:15	10:17	-	-	-	-
09-Sep-08	7:00	0:13	-	5:30	-	-	-	11:17	-	-	-	-
10-Sep-08	7:00	0:21	2:40	0:44	1:05	-	2:10	10:00	-	-	-	-
11-Sep-08	7:00	0:20	-	-	1:25	-	15:15	-	-	-	-	-
12-Sep-08	7:00	0:24	-	-	1:02	-	15:34	-	-	-	-	-
13-Sep-08	7:00	0:23	-	-	1:02	-	15:35	-	-	-	-	-
14-Sep-08	7:00	0:29	-	-	1:48	-	14:43	-	-	-	-	-
15-Sep-08	7:00	0:18	-	-	0:09	-	15:21	-	-	1:12	-	-
16-Sep-08	7:00	0:10	-	2:39	-	-	1:17	6:04	-	6:50	-	-
17-Sep-08	7:00	0:16	-	-	-	-	-	16:44	-	-	-	-
18-Sep-08	7:00	0:29	-	-	1:01	-	15:30	-	-	-	-	-
19-Sep-08	7:00	0:19	0:40	-	-	-	16:01	-	-	-	-	-
20-Sep-08	7:00	0:41	-	1:51	1:52	-	8:26	-	-	4:10	-	-
21-Sep-08	7:00	0:14	-	1:29	0:18	-	10:09	4:50	-	-	-	-
22-Sep-08	7:00	0:18	-	-	1:05	-	15:37	-	-	-	-	-
23-Sep-08	7:00	0:18	-	2:17	0:46	-	-	13:39	-	-	-	-
24-Sep-08	7:00	0:11	2:44	0:08	-	-	-	13:57	-	-	-	-
25-Sep-08	7:00	0:18	0:51	-	-	-	15:51	-	-	-	-	-
26-Sep-08	7:00	0:03	2:13	-	1:02	-	13:42	-	-	-	-	-
27-Sep-08	7:00	0:25	-	-	0:39	-	8:28	7:28	-	-	-	-
28-Sep-08	7:00	0:13	-	2:15	2:07	-	4:48	6:24	-	1:13	-	-
29-Sep-08	7:00	0:13	-	1:50	1:02	-	1:39	12:16	-	-	-	-
30-Sep-08	7:00	0:19	-	0:50	1:03	-	14:48	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>9:02</b>	<b>14:23</b>	<b>26:47</b>	<b>19:35</b>	<b>0:00</b>	<b>223:48</b>	<b>202:59</b>	<b>0:00</b>	<b>13:25</b>	<b>0:00</b>	<b>0:00</b>
<b>% Used</b>		<b>1.77%</b>	<b>2.82%</b>	<b>5.25%</b>	<b>3.84%</b>	<b>0.00%</b>	<b>43.88%</b>	<b>39.80%</b>	<b>0.00%</b>	<b>2.63%</b>	<b>0.00%</b>	<b>0.00%</b>

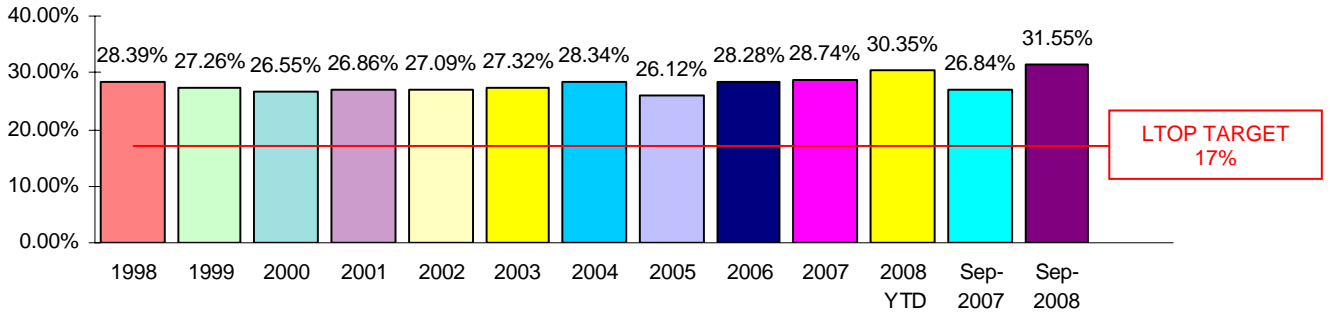
## Cumulative Mode Utilisation from 1 January 2008

<b>Time</b>	<b>1.46%</b>	<b>3.58%</b>	<b>7.09%</b>	<b>5.79%</b>	<b>0.00%</b>	<b>35.78%</b>	<b>38.67%</b>	<b>0.13%</b>	<b>2.36%</b>	<b>5.10%</b>	<b>0.05%</b>
<b>Movements</b>	<b>0.36%</b>	<b>2.40%</b>	<b>5.35%</b>	<b>4.25%</b>	<b>0.00%</b>	<b>39.30%</b>	<b>41.95%</b>	<b>0.11%</b>	<b>2.22%</b>	<b>4.02%</b>	<b>0.04%</b>

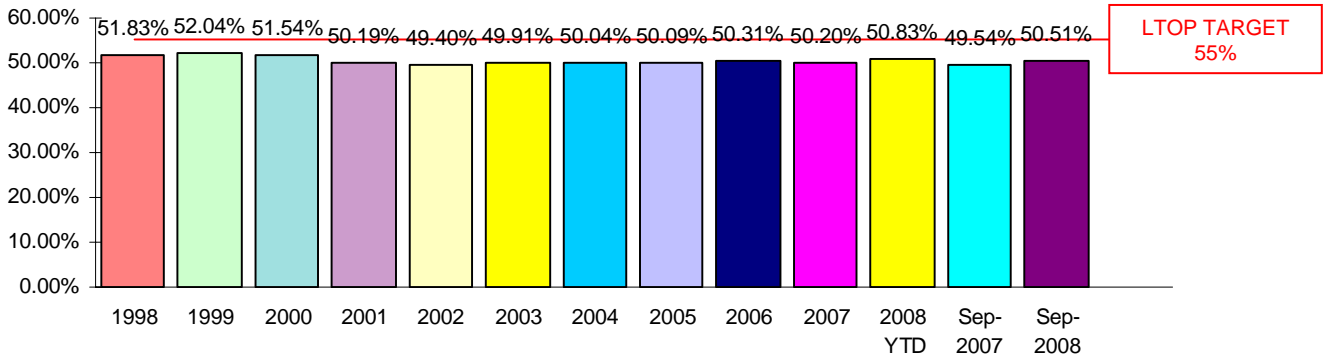
# Runway End Impact to 30 September 2008

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

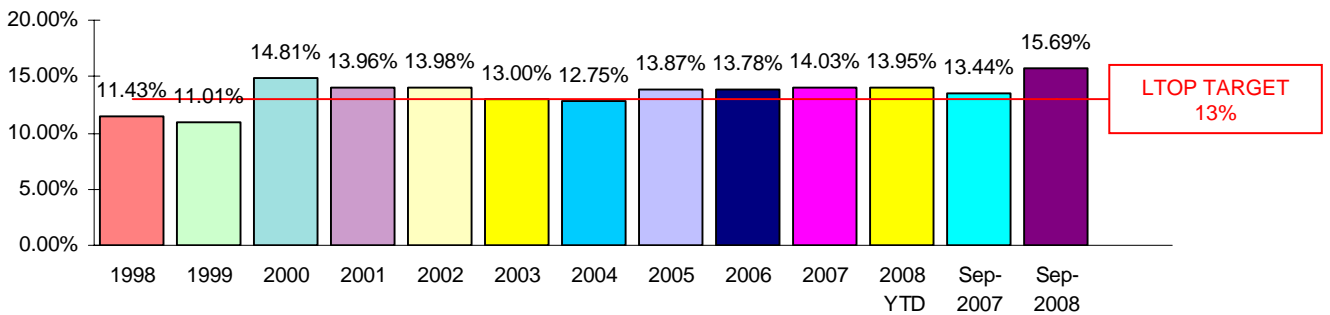
## NORTH



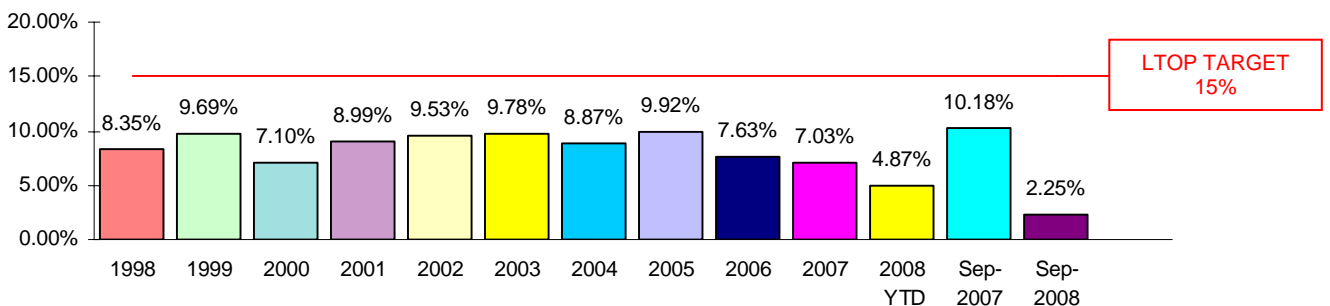
## SOUTH



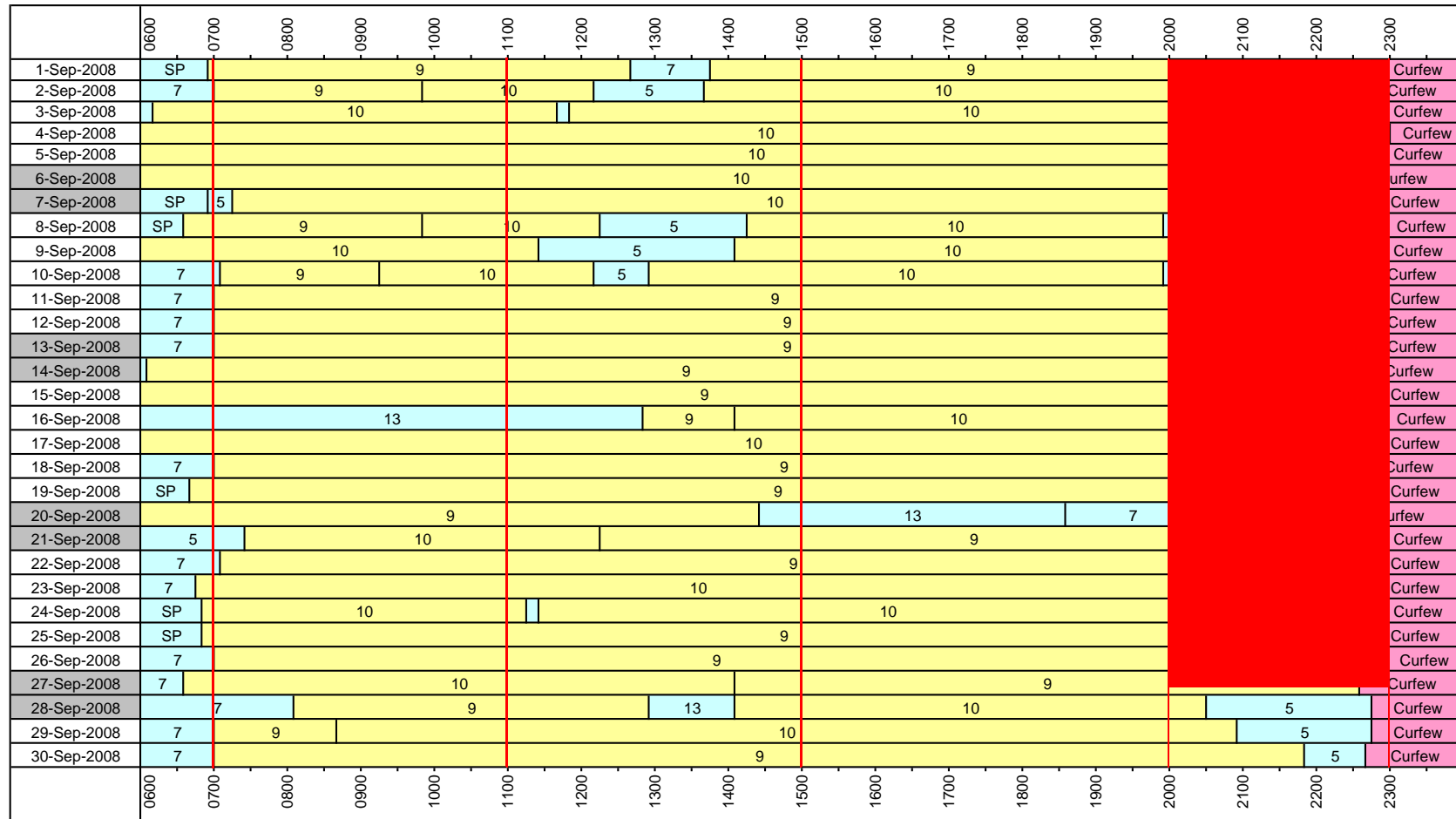
## EAST



## 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: 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

## 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 **September 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	
September-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
September-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:

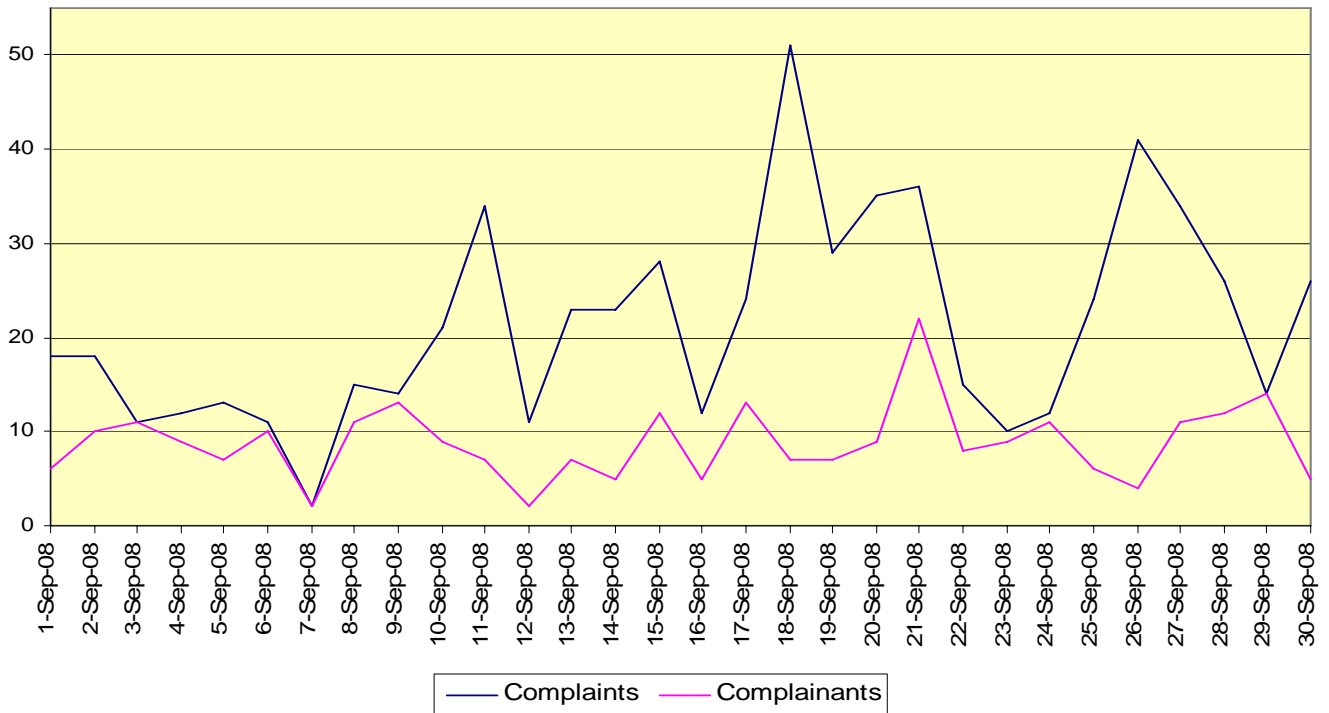
[www.sacf.infrastructure.gov.au](http://www.sacf.infrastructure.gov.au)

### Summary of Section Activity – September 2008

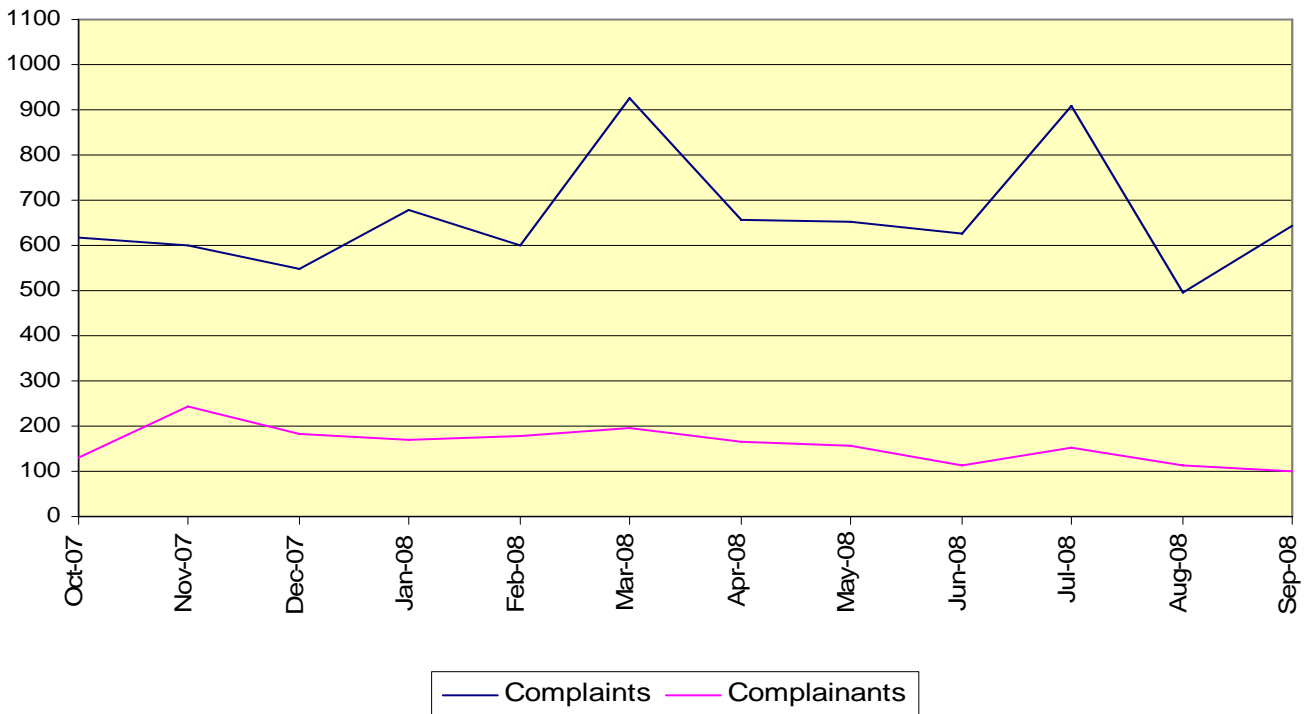
➤ Sydney Suburbs Complaints	
• By phone.....	209
• By correspondence .....	24
• By internet.....	153
• By e-mail.....	257
➤ Sydney Suburbs Complaints – suburb not specified .....	0
➤ Sydney Suburbs Comments and Enquiries .....	41
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	36
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	8
➤ Callback / Information Requests (NSW Only).....	132

## Complaints Graphs

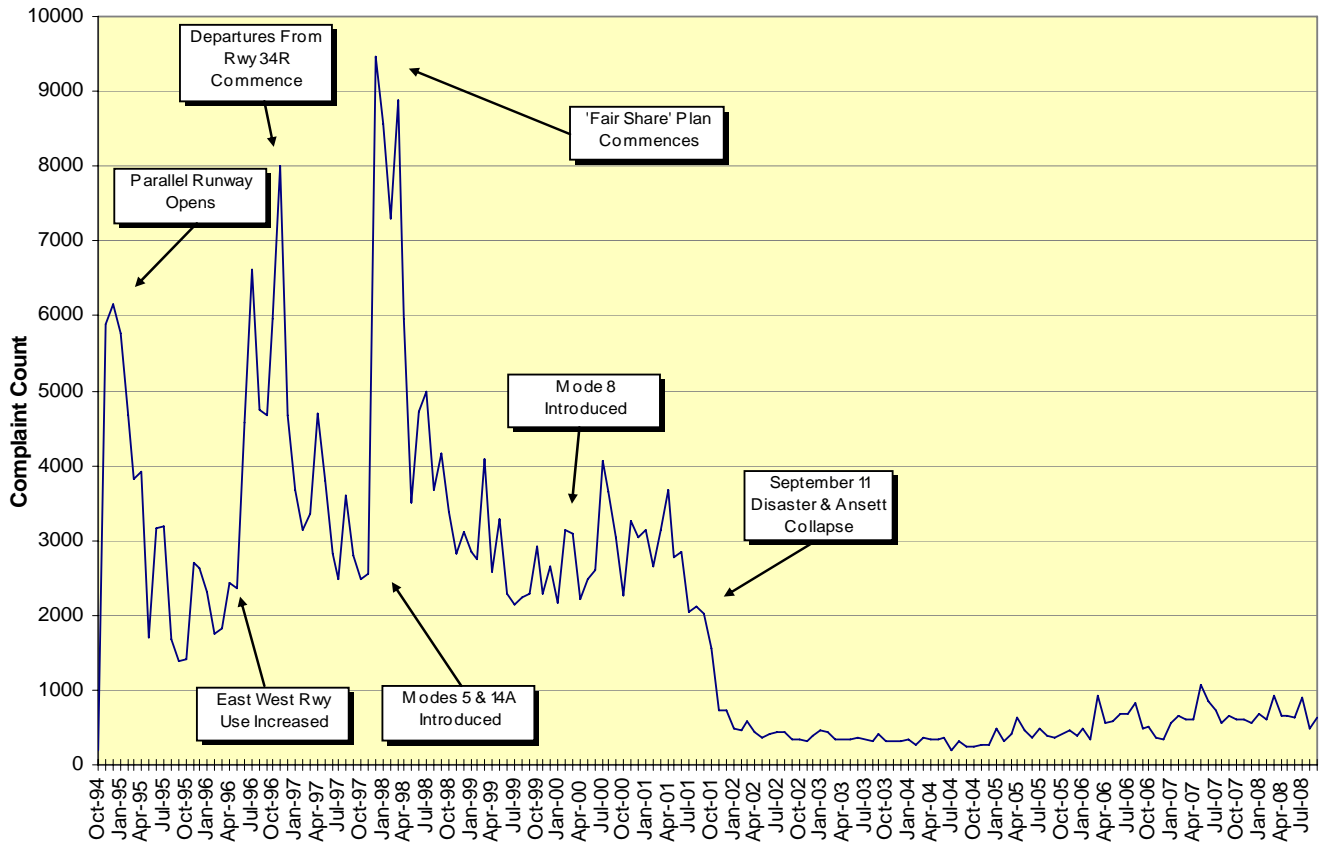
### Complaints vs Complainants – 1 September to 30 September 2008



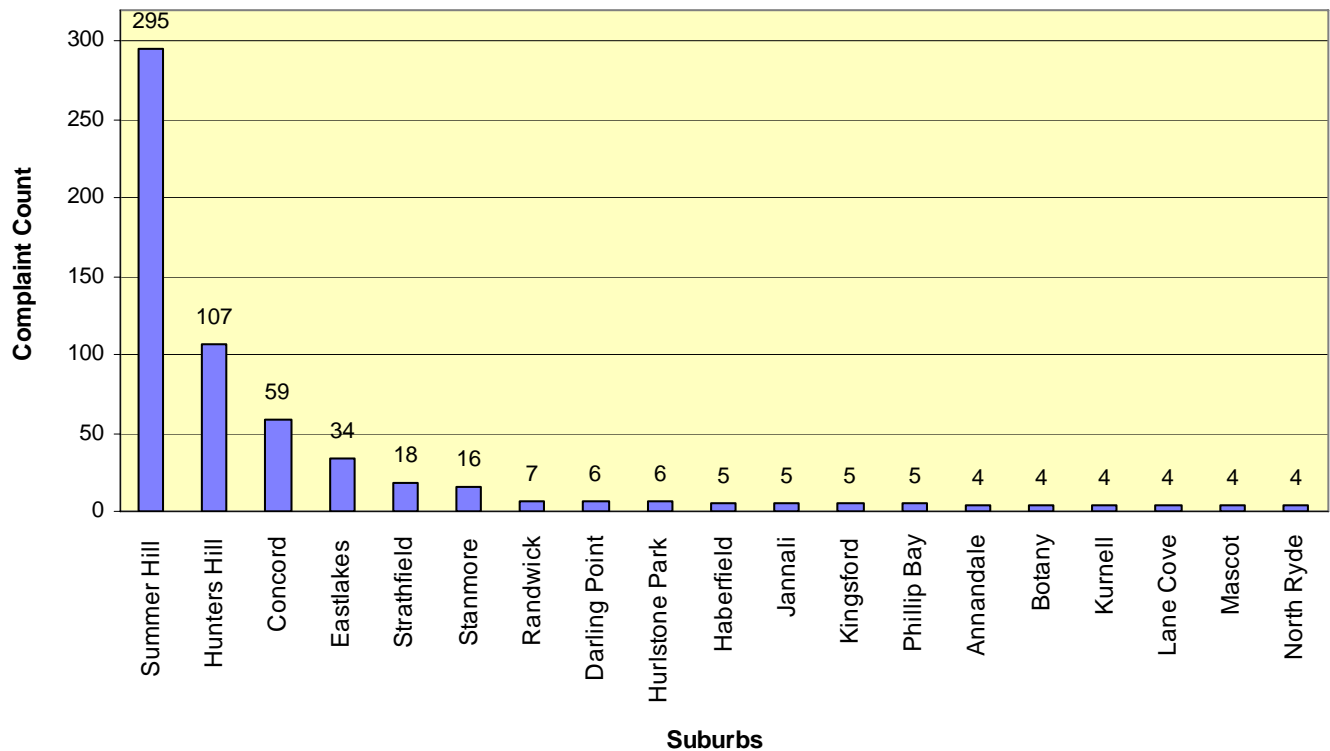
### Complaints vs Complainants – Monthly



# Complaints History

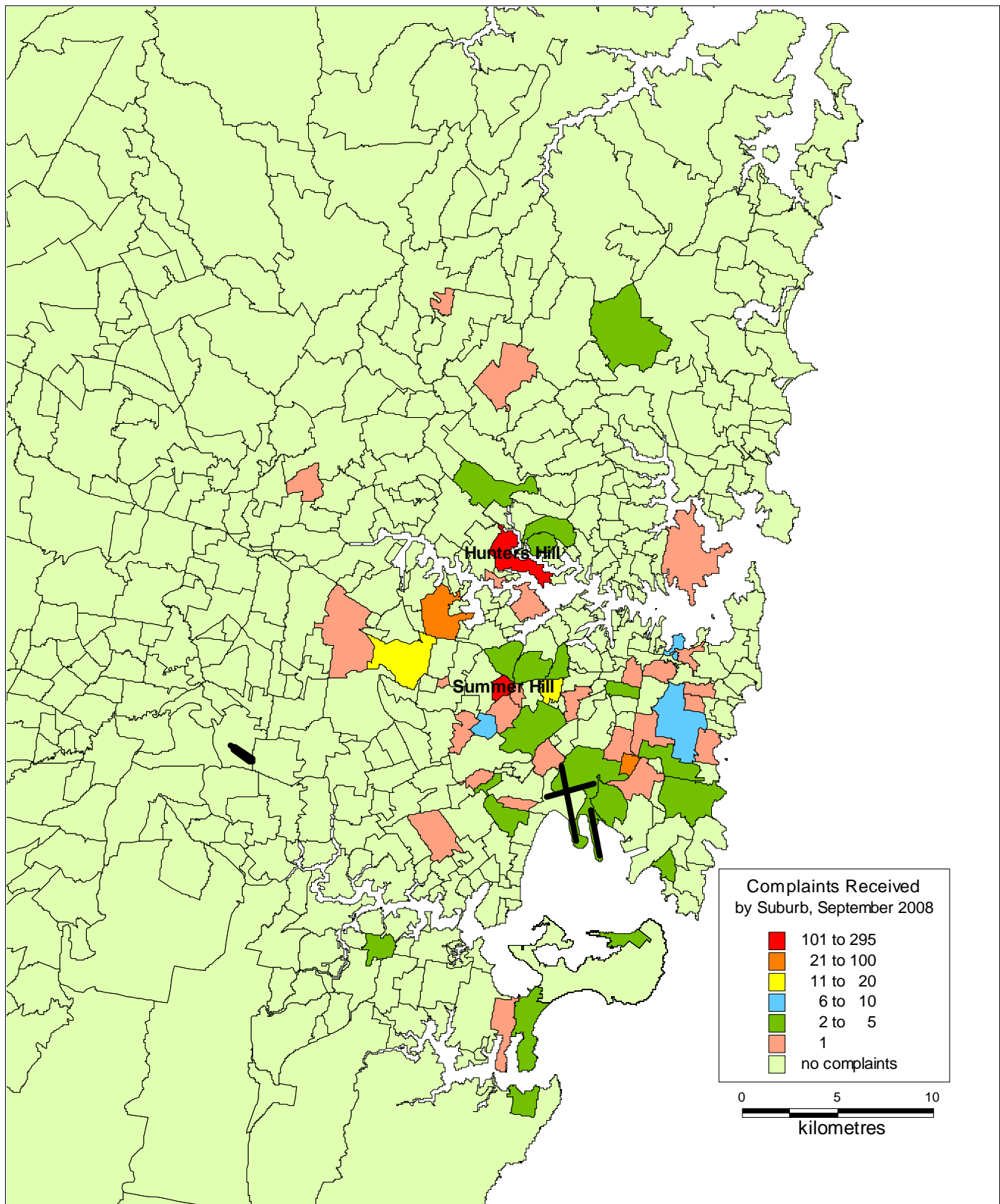


## Top Complaint Suburbs – 1 September to 30 September 2008



# Complaint Density by Suburb

1 September to 30 September 2008



## Recorded Complaints vs Complainants, by Suburb

1 September to 30 September 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Annandale	4	3	Leichhardt	2	1
Banksia	1	1	Lewisham	1	1
Bardwell Park	1	1	Lidcombe	1	1
Bardwell Valley	3	1	Maroubra	3	2
Belrose	3	1	Marrickville	3	2
Bondi Junction	1	1	Mascot	4	4
Botany	4	3	Mosman	1	1
Bundeena	2	2	Newtown	1	1
Burwood Heights	1	1	North Ryde	4	3
Canterbury	1	1	Oatlands	1	1
Concord	59	1	Paddington	1	1
Coogee	1	1	Pagewood	1	1
Cronulla	2	2	Phillip Bay	5	1
Darling Point	6	1	Pymble	1	1
Double Bay	1	1	Queens Park	1	1
Drummoyne	1	1	Randwick	7	3
Dulwich Hill	1	1	Redfern	2	2
Eastlakes	34	4	Riverview	2	1
Haberfield	5	2	Rockdale	2	2
Henley	1	1	Rosebery	1	1
Hunters Hill	107	13	Stanmore	16	2
Hurlstone Park	6	2	Strathfield	18	2
Hurstville	1	1	Summer Hill	295	3
Jannali	5	1	Surry Hills	1	1
Kensington	1	1	Sydney South	1	1
Kingsford	5	2	Tempe	1	1
Kurnell	4	3	Waitara	1	1
Lane Cove	4	3	Woolooware	1	1
<b>Total Complaints</b>	<b>643</b>		<b>Total Complainants</b>		<b>99</b>

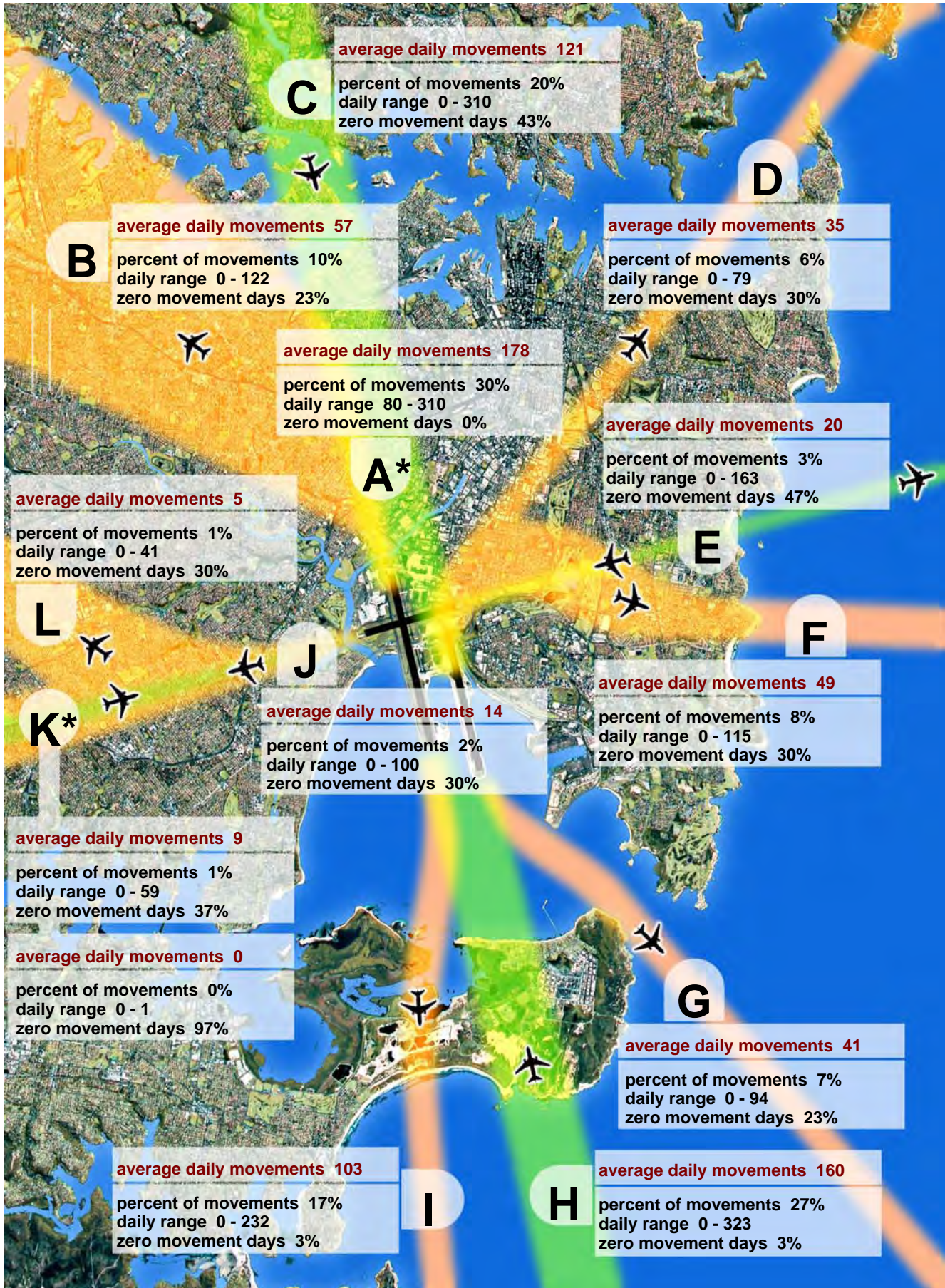
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 September to 30 September 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	11	6	Matcham	1	1
Bunyah	1	1	Not Applicable	1	1
Byron Bay	2	2	Not Specified	1	1
Cessnock	4	4	Ocean Shores	2	2
Coffs Harbour	1	1	Warrawee	1	1
Fingal Head	1	1	Williamtown	5	5
Gravesend	1	1	Woolloomooloo	1	1
Mandalong	1	1	Yelgun	1	1
Mangrove Mountain	1	1			
<b>Total Complaints</b>	<b>36</b>		<b>Total Complainants</b>		<b>31</b>

# Sydney Airport : Jet Flight Path Movements

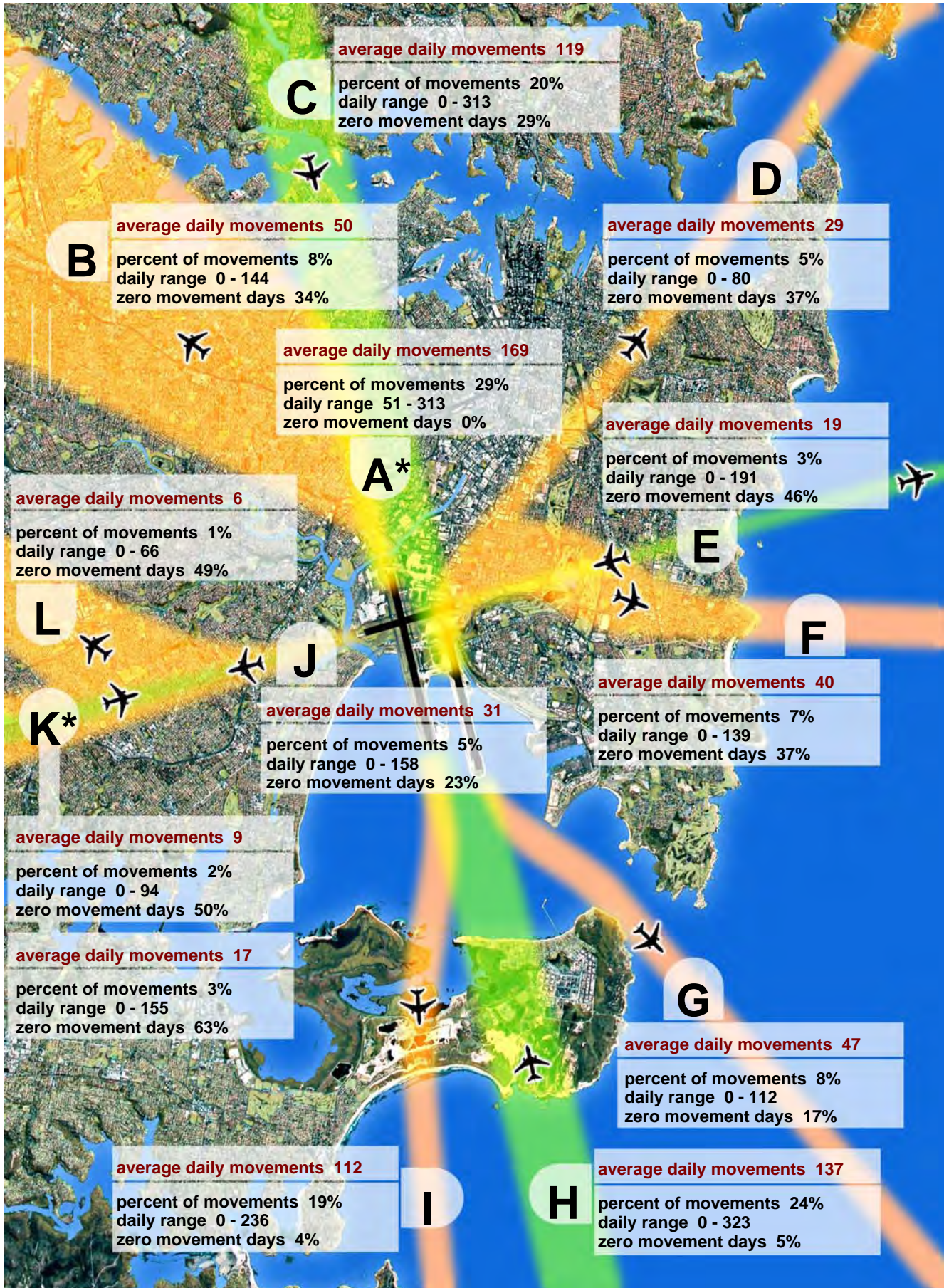
1 Sept 2008 to 30 Sept 2008, All Jets



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 Oct 2007 to 30 Sept 2008, All Jets

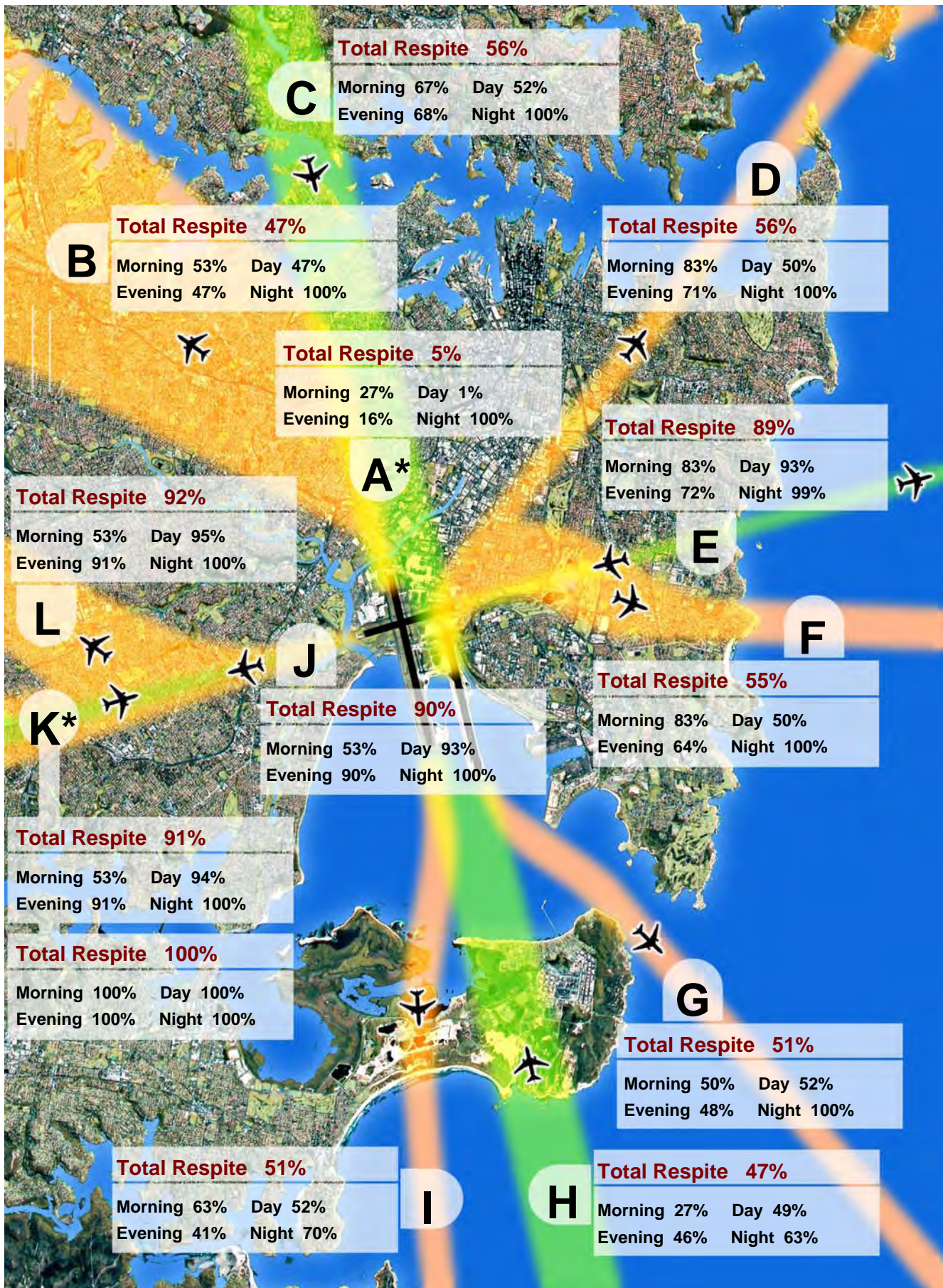


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 Sept 2008 to 30 Sept 2008, All Jets



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

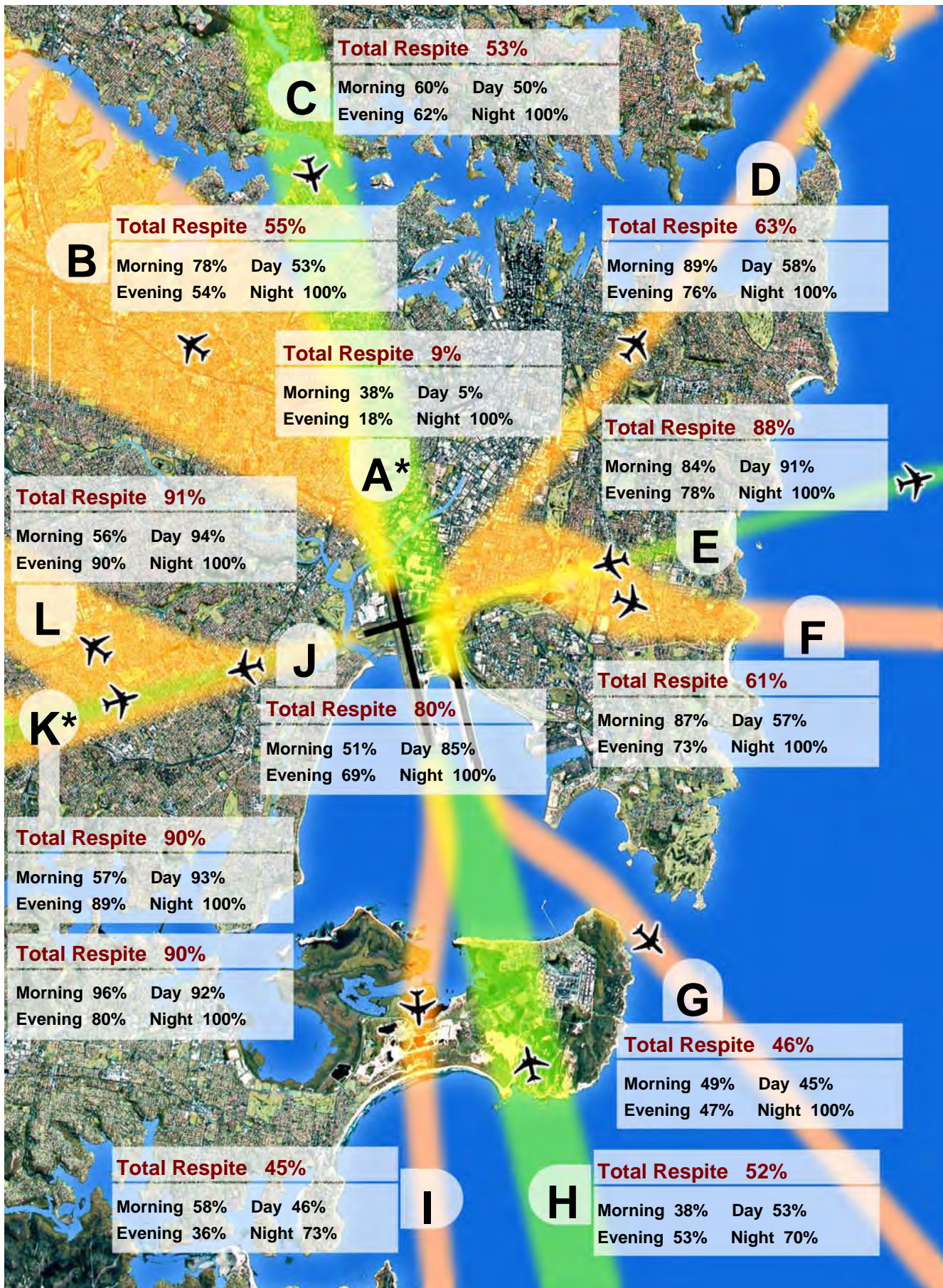
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2007 to 30 Sept 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 <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 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 <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 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</b>	<b>West</b>	Area mainly gets overflights from Modes 7 & 8 (departures) and <a href="#">Mode 14A</a> (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 **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 **October 2007 to September 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 63%**. This means that over the period **October 2007 to September 2008 for 63%** 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 September 2008.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of September 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 September 2008 along with the Daily N70 values for the three months up to and including September are given in Table 1.

<i>Location</i>	<i>CNE Sept</i>	<i>Operational days Sept</i>	<i>N70 Sep</i>	<i>N70 Aug</i>	<i>N70 Jul</i>
<i>Runway 34L</i>	6,862	30.0	215	207	211
<i>Penshurst</i>	306	30.0	7	16	19
<i>Bexley</i>	528	30.0	15	33	36
<i>Eastlakes</i>	1,976	30.0	65	70	65
<i>Coogee</i>	784	30.0	25	43	34
<i>Sydenham</i>	4,629	30.0	154	138	143
<i>Leichhardt</i>	3,353	30.0	111	93	92
<i>Kurnell</i>	2,137	30.0	71	64	81
<i>Annandale</i>	2,113	30.0	66	57	54
<i>St Peters</i>	2,937	30.0	95	85	87
<i>Croydon</i>	256	30.0	7	8	11
<i>Hunters Hill</i>	2,732	30.0	49	40	37

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

The N70 values for September 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 12 PM 27 Day 177 Night 14 WE_D 175 WE_N 4	<b>Penshurst</b> AM 4 PM 0 Day 3 Night 0 WE_D 7 WE_N 0	<b>Bexley</b> AM 6 PM 1 Day 6 Night 0 WE_D 20 WE_N 0	<b>Eastlakes</b> AM 2 PM 16 Day 49 Night 0 WE_D 61 WE_N 0
<b>Coogee</b> AM 1 PM 12 Day 12 Night 0 WE_D 27 WE_N 0	<b>Sydenham</b> AM 5 PM 15 Day 139 Night 0 WE_D 139 WE_N 0	<b>Leichhardt</b> AM 4 PM 11 Day 100 Night 0 WE_D 99 WE_N 1	<b>Kurnell</b> AM 2 PM 6 Day 67 Night 0 WE_D 60 WE_N 0
<b>Annandale</b> AM 1 PM 5 Day 64 Night 0 WE_D 57 WE_N 0	<b>St Peters</b> AM 1 PM 8 Day 88 Night 0 WE_D 89 WE_N 0	<b>Croydon</b> AM 0 PM 1 Day 6 Night 0 WE_D 6 WE_N 0	<b>Hunters Hill</b> AM 3 PM 5 Day 44 Night 0 WE_D 40 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.*