



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics September 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

September 2009

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

There was a total of 23,594 aircraft movements this month (daily average 786.46). Last month there were a total of 23,887 movements (daily average 770.55) and for the same month last year there were a total of 24,524 movements (daily average 817.46).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 22 days this month, Mode 9 on 13 days, Mode 10 on 6 days, Mode 13 on 2 days and Mode 15 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 33.37% 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 26.40% - This result is above the LTOP target and also above the previous month (24.48%).

South 50.23% - This result is below the LTOP target and below the previous month (52.74%).

East 18.69% - This result is above the LTOP target but below the previous month (20.23%).

West 4.68% - This result is below the LTOP target but above the previous month (2.55%).

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

This procedure was not utilized this month (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 934 complaints, comments and enquiries were received as follows:

833 Sydney suburbs complaints from 183 complainants

58 Sydney suburbs comments and enquiries

43 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

Table of Contents

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

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

www.airservicesaustralia.com

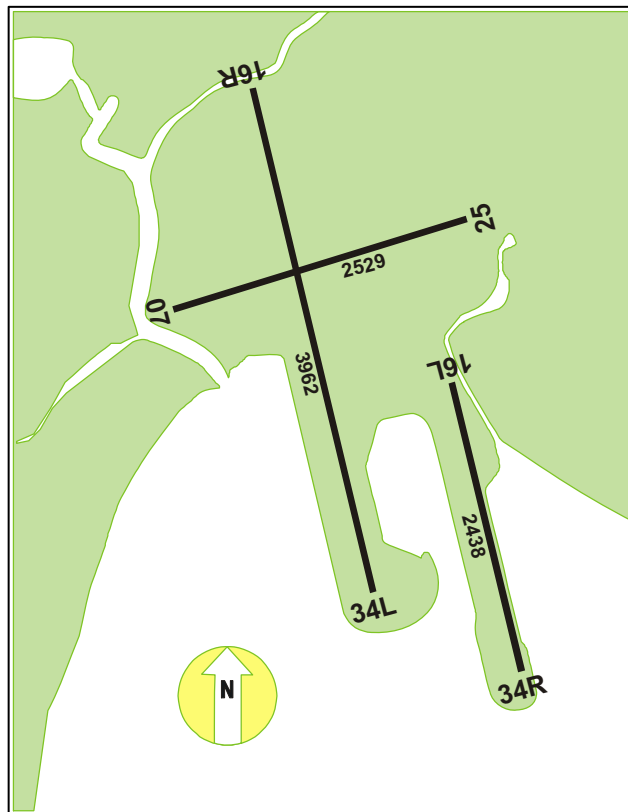
click on “Projects & Services”, “Reports & Statistics” ***then***

"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)

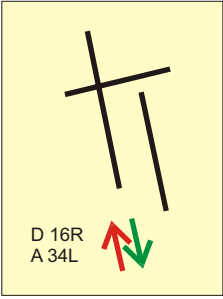
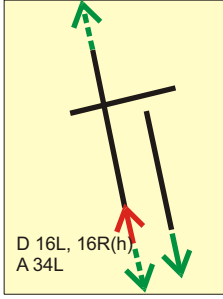
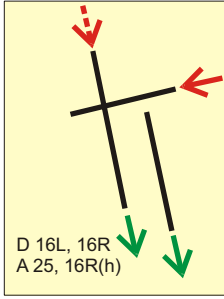
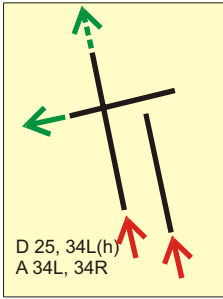
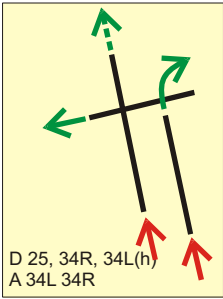
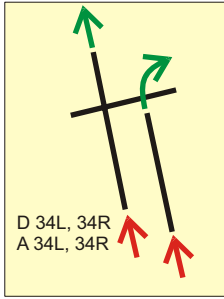
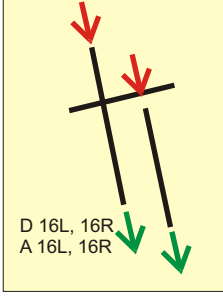
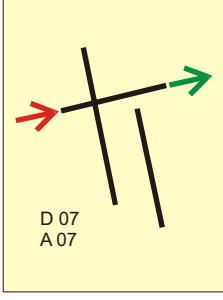
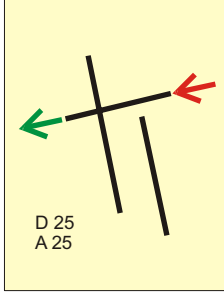
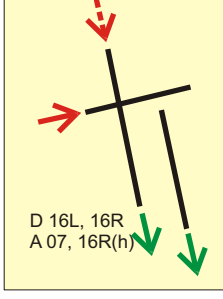
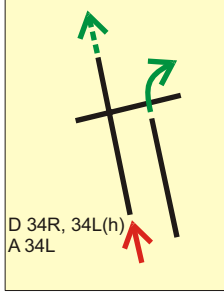




Movements over the East

=07(dep) + 25(arr) + 34R(dep)

Movements over the West

=07(arr) + 25(dep)

Runway Modes of Operation

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

Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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) 3. 34 (Mode 9) or 16 (Mode 10) 4. 07 (Mode 12) or 25 (Mode 13)
0700 to 2245 / 2300	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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. 34 (Mode 9) or 16 (Mode 10) 4. 07 (Mode 12) or 25 (Mode 13)
2245 to 2300	1. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) 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)

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R/Arrivals 34L (Mode 1)
0600 to 0700 <i>Saturday</i> 0600 to 0800 <i>Sunday</i>	1. 2. 3. 4. 5.	SODPROPS - Departures 16L / Arrivals 34L Curfew Act - Departures 16L&R/Arrivals 34L (Mode 4) 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) , 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. 34 (Mode 9) or 16 (Mode 10) 5. 07 (Mode 12) or 25 (Mode 13)
0700 to 2200 <i>Saturday</i> 0800 to 2200 <i>Sunday</i>	1. 2. 3. 4.	SODPROPS - Departures 16L / Arrivals 34L 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. 34 (Mode 9) or 16 (Mode 10) 4. 07 (Mode 12) or 25 (Mode 13)
2200 to 2245	1. 2. 3. 4. 5. 6. 7. 8.	SODPROPS - Departures 16L / Arrivals 34L Departures 16L&R / Arrivals 34L (Mode 4) 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. 2. 3. 4.	SODPROPS - Departures 16L&R (Mandatory) / Arrivals 34L Departures 16L&R (Mandatory) / Arrivals 34L (Mode 4) . The arrivals runway (34L) may be varied if 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. Departures 16L&R / Arrivals 25 (Mode 5) , or 3. 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.

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-09	0	0	0	57	96	153	90	135	225	0	20	20	196	84	280	57	63	120	798
02-Sep-09	0	0	0	26	38	64	62	86	148	0	17	17	229	112	341	81	154	235	805
03-Sep-09	0	0	0	13	9	22	21	25	46	0	20	20	280	161	441	95	201	296	825
04-Sep-09	0	0	0	0	0	0	0	5	5	1	0	1	291	184	475	133	233	366	847
05-Sep-09	0	0	0	103	125	228	144	172	316	0	0	0	88	22	110	0	0	0	654
06-Sep-09	1	0	1	0	0	0	0	1	1	0	0	0	251	177	428	105	197	302	732
07-Sep-09	0	0	0	0	30	30	0	7	7	0	16	16	279	179	458	126	174	300	811
08-Sep-09	0	0	0	21	49	70	44	60	104	0	19	19	246	129	375	88	140	228	796
09-Sep-09	0	0	0	0	97	97	1	10	11	0	17	17	324	153	477	80	132	212	814
10-Sep-09	1	0	1	59	100	159	82	119	201	0	16	16	212	102	314	64	81	145	836
11-Sep-09	0	0	0	0	22	22	0	5	5	0	19	19	306	180	486	117	198	315	847
12-Sep-09	0	0	0	0	0	0	0	1	1	0	14	14	288	134	422	51	169	220	657
13-Sep-09	0	0	0	0	1	1	1	3	4	0	0	0	227	170	397	128	198	326	728
14-Sep-09	0	0	0	168	116	284	239	297	536	0	0	0	6	0	6	0	0	0	826
15-Sep-09	0	0	0	0	26	26	1	9	10	0	21	21	291	162	453	109	183	292	802
16-Sep-09	0	0	0	155	117	272	194	269	463	14	31	45	34	6	40	18	0	18	838
17-Sep-09	0	0	0	14	9	23	27	39	66	0	14	14	243	165	408	128	181	309	820
18-Sep-09	0	0	0	162	130	292	247	301	548	22	0	22	10	1	11	0	0	0	873
19-Sep-09	0	0	0	0	0	0	0	2	2	0	28	28	255	146	401	91	161	252	683
20-Sep-09	0	0	0	0	61	61	0	2	2	0	22	22	288	162	450	72	137	209	744
21-Sep-09	0	0	0	116	83	199	171	216	387	0	0	0	103	45	148	25	69	94	828
22-Sep-09	0	0	0	0	0	0	0	7	7	0	0	0	264	165	429	125	209	334	770
23-Sep-09	0	0	0	0	0	0	4	22	26	258	277	535	54	34	88	16	10	26	675
24-Sep-09	0	0	0	64	64	128	101	130	231	4	50	54	178	101	279	84	80	164	856
25-Sep-09	0	0	0	0	0	0	0	9	9	0	0	0	309	175	484	119	250	369	862
26-Sep-09	0	0	0	0	0	0	0	1	1	156	138	294	123	97	220	69	98	167	682
27-Sep-09	0	0	0	0	0	0	0	7	7	298	326	624	46	33	79	13	11	24	734
28-Sep-09	0	0	0	69	92	161	107	155	262	40	1	41	147	91	238	47	73	120	822
29-Sep-09	0	0	0	120	127	247	203	248	451	0	17	17	76	10	86	6	0	6	807
30-Sep-09	1	0	1	0	10	10	0	9	9	0	18	18	298	162	460	109	215	324	822
Total	3	0	3	1147	1402	2549	1739	2352	4091	793	1101	1894	5942	3342	9284	2156	3617	5773	23594

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-09	0	0	0	39	73	112	66	96	162	0	18	18	158	54	212	35	53	88	592
02-Sep-09	0	0	0	17	23	40	46	60	106	0	14	14	184	68	252	46	132	178	590
03-Sep-09	0	0	0	9	8	17	10	19	29	0	18	18	225	93	318	58	169	227	609
04-Sep-09	0	0	0	0	0	0	0	2	2	0	0	0	225	112	337	88	195	283	622
05-Sep-09	0	0	0	68	101	169	112	138	250	0	0	0	80	16	96	0	0	0	515
06-Sep-09	0	0	0	0	0	0	0	0	0	0	0	0	203	114	317	78	166	244	561
07-Sep-09	0	0	0	0	28	28	0	4	4	0	14	14	212	111	323	84	144	228	597
08-Sep-09	0	0	0	13	41	54	30	42	72	0	17	17	195	78	273	55	113	168	584
09-Sep-09	0	0	0	0	87	87	0	6	6	0	14	14	251	86	337	48	108	156	600
10-Sep-09	0	0	0	39	77	116	58	84	142	0	15	15	172	61	233	36	67	103	609
11-Sep-09	0	0	0	0	21	21	0	4	4	0	17	17	233	105	338	75	164	239	619
12-Sep-09	0	0	0	0	0	0	0	0	0	0	14	14	233	96	329	30	148	178	521
13-Sep-09	0	0	0	0	1	1	0	2	2	0	0	0	186	115	301	96	163	259	563
14-Sep-09	0	0	0	110	79	189	188	223	411	0	0	0	5	0	5	0	0	0	605
15-Sep-09	0	0	0	0	24	24	0	6	6	0	19	19	233	96	329	61	149	210	588
16-Sep-09	0	0	0	96	81	177	156	197	353	9	28	37	32	6	38	13	0	13	618
17-Sep-09	0	0	0	6	7	13	18	34	52	0	13	13	198	98	296	81	146	227	601
18-Sep-09	0	0	0	110	95	205	188	224	412	22	0	22	6	0	6	0	0	0	645
19-Sep-09	0	0	0	0	0	0	0	1	1	0	25	25	218	111	329	58	139	197	552
20-Sep-09	0	0	0	0	57	57	0	1	1	0	20	20	237	106	343	52	111	163	584
21-Sep-09	0	0	0	79	58	137	132	164	296	0	0	0	84	27	111	15	60	75	619
22-Sep-09	0	0	0	0	0	0	0	5	5	0	0	0	208	107	315	84	175	259	579
23-Sep-09	0	0	0	0	0	0	3	19	22	193	204	397	47	28	75	6	9	15	509
24-Sep-09	0	0	0	40	45	85	75	89	164	3	43	46	144	64	208	54	64	118	621
25-Sep-09	0	0	0	0	0	0	0	4	4	0	0	0	240	105	345	79	212	291	640
26-Sep-09	0	0	0	0	0	0	0	0	0	122	118	240	111	72	183	41	82	123	546
27-Sep-09	0	0	0	0	0	0	0	6	6	226	239	465	43	30	73	12	10	22	566
28-Sep-09	0	0	0	49	65	114	79	120	199	36	0	36	110	56	166	28	62	90	605
29-Sep-09	0	0	0	78	88	166	150	185	335	0	16	16	68	9	77	5	0	5	599
30-Sep-09	0	0	0	0	10	10	0	6	6	0	16	16	237	98	335	69	182	251	618
Total	0	0	0	753	1069	1822	1311	1741	3052	611	882	1493	4778	2122	6900	1387	3023	4410	17677

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-Sep-09	0	0	0	18	23	41	24	39	63	0	2	2	38	30	68	22	10	32	206
02-Sep-09	0	0	0	9	15	24	16	26	42	0	3	3	45	44	89	35	22	57	215
03-Sep-09	0	0	0	4	1	5	11	6	17	0	2	2	55	68	123	37	32	69	216
04-Sep-09	0	0	0	0	0	0	0	3	3	1	0	1	66	72	138	45	38	83	225
05-Sep-09	0	0	0	35	24	59	32	34	66	0	0	0	8	6	14	0	0	0	139
06-Sep-09	1	0	1	0	0	0	0	1	1	0	0	0	48	63	111	27	31	58	171
07-Sep-09	0	0	0	0	2	2	0	3	3	0	2	2	67	68	135	42	30	72	214
08-Sep-09	0	0	0	8	8	16	14	18	32	0	2	2	51	51	102	33	27	60	212
09-Sep-09	0	0	0	0	10	10	1	4	5	0	3	3	73	67	140	32	24	56	214
10-Sep-09	1	0	1	20	23	43	24	35	59	0	1	1	40	41	81	28	14	42	227
11-Sep-09	0	0	0	0	1	1	0	1	1	0	2	2	73	75	148	42	34	76	228
12-Sep-09	0	0	0	0	0	0	0	1	1	0	0	0	55	38	93	21	21	42	136
13-Sep-09	0	0	0	0	0	0	1	1	2	0	0	0	41	55	96	32	35	67	165
14-Sep-09	0	0	0	58	37	95	51	74	125	0	0	0	1	0	1	0	0	0	221
15-Sep-09	0	0	0	0	2	2	1	3	4	0	2	2	58	66	124	48	34	82	214
16-Sep-09	0	0	0	59	36	95	38	72	110	5	3	8	2	0	2	5	0	5	220
17-Sep-09	0	0	0	8	2	10	9	5	14	0	1	1	45	67	112	47	35	82	219
18-Sep-09	0	0	0	52	35	87	59	77	136	0	0	0	4	1	5	0	0	0	228
19-Sep-09	0	0	0	0	0	0	0	1	1	0	3	3	37	35	72	33	22	55	131
20-Sep-09	0	0	0	0	4	4	0	1	1	0	2	2	51	56	107	20	26	46	160
21-Sep-09	0	0	0	37	25	62	39	52	91	0	0	0	19	18	37	10	9	19	209
22-Sep-09	0	0	0	0	0	0	0	2	2	0	0	0	56	58	114	41	34	75	191
23-Sep-09	0	0	0	0	0	0	1	3	4	65	73	138	7	6	13	10	1	11	166
24-Sep-09	0	0	0	24	19	43	26	41	67	1	7	8	34	37	71	30	16	46	235
25-Sep-09	0	0	0	0	0	0	0	5	5	0	0	0	69	70	139	40	38	78	222
26-Sep-09	0	0	0	0	0	0	0	1	1	34	20	54	12	25	37	28	16	44	136
27-Sep-09	0	0	0	0	0	0	0	1	1	72	87	159	3	3	6	1	1	2	168
28-Sep-09	0	0	0	20	27	47	28	35	63	4	1	5	37	35	72	19	11	30	217
29-Sep-09	0	0	0	42	39	81	53	63	116	0	1	1	8	1	9	1	0	1	208
30-Sep-09	1	0	1	0	0	0	0	3	3	0	2	2	61	64	125	40	33	73	204
Total	3	0	3	394	333	727	428	611	1039	182	219	401	1164	1220	2384	769	594	1363	5917

(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-Sep-09	1	2	2	2	1	5	45	66	66	56	54	48	40	36	47	49	41	50	59	45	35	26	16	6	798
02-Sep-09	2	2	2	3	0	4	41	61	72	57	56	52	28	32	47	50	48	50	62	49	32	31	18	6	805
03-Sep-09	2	1	2	2	0	4	42	57	69	52	63	51	36	33	49	48	45	50	70	51	39	31	23	5	825
04-Sep-09	1	1	2	2	3	3	36	65	67	52	57	48	47	39	54	51	49	57	71	54	43	30	14	1	847
05-Sep-09	0	2	1	1	1	4	32	52	69	55	46	47	39	35	38	44	36	37	36	30	25	13	11	0	654
06-Sep-09	1	1	0	1	0	3	27	34	52	40	51	44	39	30	59	38	54	54	65	61	36	27	15	0	732
07-Sep-09	3	0	0	0	1	5	41	68	72	53	61	50	39	33	50	52	42	47	20	64	48	34	23	5	811
08-Sep-09	3	2	2	2	3	4	41	66	63	59	53	52	38	35	36	44	44	49	61	51	33	30	19	6	796
09-Sep-09	3	0	2	2	0	5	39	69	70	50	49	54	36	29	45	56	45	51	65	52	36	33	18	5	814
10-Sep-09	2	0	2	2	1	4	42	66	64	58	54	53	34	38	49	48	50	59	68	50	33	32	23	4	836
11-Sep-09	3	1	2	2	0	3	39	63	73	47	61	50	43	31	53	54	52	60	66	53	38	34	18	1	847
12-Sep-09	1	0	1	0	0	4	31	52	62	52	51	51	39	34	43	45	37	33	38	29	24	20	10	0	657
13-Sep-09	0	0	0	0	0	3	27	34	50	41	48	46	41	34	50	43	51	45	42	51	39	44	37	2	728
14-Sep-09	0	3	0	1	0	4	45	61	66	58	59	54	41	41	49	46	45	57	59	52	37	26	18	4	826
15-Sep-09	3	2	1	4	0	3	43	62	71	53	53	50	35	38	43	49	48	47	60	49	37	26	22	3	802
16-Sep-09	2	1	2	2	2	2	40	62	66	63	57	54	37	32	48	52	49	49	64	57	40	35	19	3	838
17-Sep-09	2	2	1	3	1	0	19	43	47	68	71	56	49	34	44	56	48	53	60	54	36	40	29	4	820
18-Sep-09	5	1	2	4	0	4	40	65	67	60	61	52	43	42	54	52	53	62	66	59	39	29	12	1	873
19-Sep-09	0	1	0	1	0	3	35	50	68	58	52	53	46	34	45	45	36	34	40	31	26	18	7	0	683
20-Sep-09	0	1	0	0	1	3	28	35	51	42	49	47	39	40	51	49	49	51	47	66	49	33	13	0	744
21-Sep-09	1	1	0	1	0	3	44	66	71	55	62	56	35	42	53	51	42	49	61	50	30	29	22	4	828
22-Sep-09	1	0	4	2	0	3	46	63	68	54	50	48	30	33	46	43	45	42	29	33	56	36	34	4	770
23-Sep-09	4	0	0	5	0	0	18	21	20	24	30	29	45	39	45	44	48	50	51	53	49	39	42	19	675
24-Sep-09	2	4	1	4	3	4	35	57	57	60	68	49	44	34	46	54	47	61	66	54	40	33	27	6	856
25-Sep-09	4	1	1	5	1	3	38	70	67	47	61	57	39	37	53	54	54	58	66	58	36	32	18	2	862
26-Sep-09	2	0	1	0	0	4	32	45	59	60	49	54	42	35	40	46	42	37	43	37	25	17	11	1	682
27-Sep-09	3	0	0	0	0	4	29	44	36	49	46	50	43	37	45	45	49	46	41	39	46	42	39	1	734
28-Sep-09	0	0	1	0	1	5	40	57	52	52	63	66	46	38	56	54	47	53	61	45	35	20	25	5	822
29-Sep-09	1	1	1	4	1	3	43	69	67	59	51	56	31	39	46	53	46	49	55	43	37	28	20	4	807
30-Sep-09	1	1	3	2	1	3	40	62	76	54	50	49	38	29	47	50	51	52	67	50	40	29	22	5	822
Total	53	31	36	57	21	102	1098	1685	1858	1588	1636	1526	1182	1063	1431	1465	1393	1492	1659	1470	1119	897	625	107	23594
Avg.	1.77	1.03	1.20	1.90	0.70	3.40	36.60	56.17	61.93	52.93	54.53	50.87	39.40	35.43	47.70	48.83	46.43	49.73	55.30	49.00	37.30	29.90	20.83	3.57	786.47

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-09	0	1	2	1	0	4	25	41	28	26	26	25	23	14	26	16	21	28	26	19	23	15	8	2	400
02-Sep-09	1	1	2	0	0	4	20	36	35	25	26	24	15	13	26	17	24	27	29	22	18	19	12	2	398
03-Sep-09	1	0	2	0	0	4	21	34	34	23	29	27	14	17	28	15	22	26	37	22	21	18	12	2	409
04-Sep-09	0	1	0	2	1	3	21	39	29	25	25	26	21	18	29	18	25	32	38	20	26	14	11	1	425
05-Sep-09	0	0	1	0	1	4	17	35	32	20	20	26	17	18	22	20	21	22	16	15	14	9	5	0	335
06-Sep-09	1	0	0	1	0	3	18	19	15	21	23	19	17	13	31	14	24	35	36	24	17	16	10	0	357
07-Sep-09	1	0	0	0	1	4	21	42	32	22	30	26	17	16	30	16	22	27	11	30	24	16	16	1	405
08-Sep-09	0	2	2	1	1	3	22	38	30	26	26	26	17	17	18	14	27	26	28	23	20	18	11	3	399
09-Sep-09	0	0	2	0	0	5	21	41	32	19	24	28	17	13	23	24	22	26	34	20	21	20	11	2	405
10-Sep-09	1	0	2	0	1	4	21	41	28	27	28	25	15	20	28	15	27	28	30	24	19	21	12	1	418
11-Sep-09	2	0	2	0	0	3	20	40	33	19	30	27	17	12	32	20	27	31	34	19	22	21	11	1	423
12-Sep-09	0	0	1	0	0	4	17	36	27	21	24	26	15	15	25	20	24	18	18	17	14	10	7	0	339
13-Sep-09	0	0	0	0	0	3	18	20	16	20	21	18	19	12	27	18	25	23	23	24	20	28	20	1	356
14-Sep-09	0	1	0	1	0	4	23	36	33	25	29	25	19	21	27	17	22	30	30	22	21	13	13	1	413
15-Sep-09	2	1	1	1	0	3	23	37	35	26	22	30	15	16	23	16	24	27	30	22	21	15	10	1	401
16-Sep-09	0	0	2	0	2	2	19	34	33	30	28	29	15	14	25	18	27	23	31	30	23	19	10	1	415
17-Sep-09	1	1	1	2	0	0	4	21	30	39	37	30	14	16	27	24	23	27	31	21	24	22	15	2	412
18-Sep-09	1	0	2	2	0	4	21	40	34	21	29	28	21	21	30	19	26	33	34	24	25	16	9	1	441
19-Sep-09	0	0	0	1	0	3	19	33	35	19	24	26	19	18	25	19	22	20	16	16	16	12	3	0	346
20-Sep-09	0	0	0	0	1	3	18	20	17	23	21	20	16	18	25	17	26	28	26	36	16	21	8	0	360
21-Sep-09	1	1	0	1	0	3	24	38	34	25	32	28	14	18	30	19	20	29	32	18	17	18	12	1	415
22-Sep-09	0	0	3	0	0	3	25	38	32	22	24	26	16	14	26	15	23	22	21	13	29	17	19	1	389
23-Sep-09	1	0	0	2	0	0	5	9	13	14	17	14	23	27	22	21	22	19	24	24	20	22	22	11	332
24-Sep-09	0	1	1	3	1	4	17	36	30	25	34	25	16	14	29	24	22	31	34	23	22	19	17	3	431
25-Sep-09	0	0	1	3	0	3	20	42	32	18	30	28	18	18	29	25	20	31	37	20	19	18	15	1	428
26-Sep-09	1	0	1	0	0	4	18	29	29	28	17	28	17	18	21	20	25	23	22	17	12	12	5	1	348
27-Sep-09	1	0	0	0	0	4	20	26	11	20	18	25	15	16	23	22	20	24	18	23	25	24	22	0	357
28-Sep-09	0	0	1	0	0	5	24	25	24	33	27	29	22	17	34	20	23	30	28	21	18	14	14	1	410
29-Sep-09	0	0	1	2	1	3	26	41	32	26	21	31	15	18	23	18	28	24	27	17	24	15	11	1	405
30-Sep-09	0	0	2	0	1	3	23	39	34	21	21	30	17	12	23	22	25	27	31	23	22	16	14	2	408
Total	15	10	32	23	11	99	591	1006	859	709	763	775	516	494	787	563	709	797	832	649	613	518	365	44	11780
Avg.	0.50	0.33	1.07	0.77	0.37	3.30	19.70	33.53	28.63	23.63	25.43	25.83	17.20	16.47	26.23	18.77	23.63	26.57	27.73	21.63	20.43	17.27	12.17	1.47	392.67

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-09	1	1	0	1	1	1	20	25	38	30	28	23	17	22	21	33	20	22	33	26	12	11	8	4	398
02-Sep-09	1	1	0	3	0	0	21	25	37	32	30	28	13	19	21	33	24	23	33	27	14	12	6	4	407
03-Sep-09	1	1	0	2	0	0	21	23	35	29	34	24	22	16	21	33	23	24	33	29	18	13	11	3	416
04-Sep-09	1	0	2	0	2	0	15	26	38	27	32	22	26	21	25	33	24	25	33	34	17	16	3	0	422
05-Sep-09	0	2	0	1	0	0	15	17	37	35	26	21	22	17	16	24	15	15	20	15	11	4	6	0	319
06-Sep-09	0	1	0	0	0	0	9	15	37	19	28	25	22	17	28	24	30	19	29	37	19	11	5	0	375
07-Sep-09	2	0	0	0	0	1	20	26	40	31	31	24	22	17	20	36	20	20	9	34	24	18	7	4	406
08-Sep-09	3	0	0	1	2	1	19	28	33	33	27	26	21	18	18	30	17	23	33	28	13	12	8	3	397
09-Sep-09	3	0	0	2	0	0	18	28	38	31	25	26	19	16	22	32	23	25	31	32	15	13	7	3	409
10-Sep-09	1	0	0	2	0	0	21	25	36	31	26	28	19	18	21	33	23	31	38	26	14	11	11	3	418
11-Sep-09	1	1	0	2	0	0	19	23	40	28	31	23	26	19	21	34	25	29	32	34	16	13	7	0	424
12-Sep-09	1	0	0	0	0	0	14	16	35	31	27	25	24	19	18	25	13	15	20	12	10	10	3	0	318
13-Sep-09	0	0	0	0	0	0	9	14	34	21	27	28	22	22	23	25	26	22	19	27	19	16	17	1	372
14-Sep-09	0	2	0	0	0	0	22	25	33	33	30	29	22	20	22	29	23	27	29	30	16	13	5	3	413
15-Sep-09	1	1	0	3	0	0	20	25	36	27	31	20	20	22	20	33	24	20	30	27	16	11	12	2	401
16-Sep-09	2	1	0	2	0	0	21	28	33	33	29	25	22	18	23	34	22	26	33	27	17	16	9	2	423
17-Sep-09	1	1	0	1	1	0	15	22	17	29	34	26	35	18	17	32	25	26	29	33	12	18	14	2	408
18-Sep-09	4	1	0	2	0	0	19	25	33	39	32	24	22	21	24	33	27	29	32	35	14	13	3	0	432
19-Sep-09	0	1	0	0	0	0	16	17	33	39	28	27	27	16	20	26	14	14	24	15	10	6	4	0	337
20-Sep-09	0	1	0	0	0	0	10	15	34	19	28	27	23	22	26	32	23	23	21	30	33	12	5	0	384
21-Sep-09	0	0	0	0	0	0	20	28	37	30	30	28	21	24	23	32	22	20	29	32	13	11	10	3	413
22-Sep-09	1	0	1	2	0	0	21	25	36	32	26	22	14	19	20	28	22	20	8	20	27	19	15	3	381
23-Sep-09	3	0	0	3	0	0	13	12	7	10	13	15	22	12	23	23	26	31	27	29	29	17	20	8	343
24-Sep-09	2	3	0	1	2	0	18	21	27	35	34	24	28	20	17	30	25	30	32	31	18	14	10	3	425
25-Sep-09	4	1	0	2	1	0	18	28	35	29	31	29	21	19	24	29	34	27	29	38	17	14	3	1	434
26-Sep-09	1	0	0	0	0	0	14	16	30	32	32	26	25	17	19	26	17	14	21	20	13	5	6	0	334
27-Sep-09	2	0	0	0	0	0	9	18	25	29	28	25	28	21	22	23	29	22	23	16	21	18	17	1	377
28-Sep-09	0	0	0	0	1	0	16	32	28	19	36	37	24	21	22	34	24	23	33	24	17	6	11	4	412
29-Sep-09	1	1	0	2	0	0	17	28	35	33	30	25	16	21	23	35	18	25	28	26	13	13	9	3	402
30-Sep-09	1	1	1	2	0	0	17	23	42	33	29	19	21	17	24	28	26	25	36	27	18	13	8	3	414
Total	38	21	4	34	10	3	507	679	999	879	873	751	666	569	644	902	684	695	827	821	506	379	260	63	11814
Avg.	1.27	0.70	0.13	1.13	0.33	0.10	16.90	22.63	33.30	29.30	29.10	25.03	22.20	18.97	21.47	30.07	22.80	23.17	27.57	27.37	16.87	12.63	8.67	2.10	393.80

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-Sep-09	7:00	0:27	4:54	-	1:06	-	3:43	6:50	-	-	-	-	-
02-Sep-09	7:00	0:21	-	-	0:51	-	8:11	4:52	-	-	-	2:44	-
03-Sep-09	7:00	0:28	-	-	1:02	-	11:35	1:19	-	-	-	2:36	-
04-Sep-09	7:00	0:36	-	-	-	-	12:47	-	-	-	-	3:37	-
05-Sep-09	7:00	0:43	5:01	-	-	-	0:30	10:46	-	-	-	-	-
06-Sep-09	7:00	0:23	-	-	-	-	14:10	-	-	-	-	2:27	-
07-Sep-09	7:00	0:18	2:09	-	1:35	-	12:58	-	-	-	-	-	-
08-Sep-09	7:00	0:28	2:36	-	1:00	-	9:29	3:27	-	-	-	-	-
09-Sep-09	7:00	0:22	7:30	-	0:53	-	7:25	-	-	-	-	0:50	-
10-Sep-09	7:00	0:30	4:50	-	0:44	-	5:28	5:28	-	-	-	-	-
11-Sep-09	7:00	0:27	1:52	-	1:01	-	10:51	-	-	-	-	2:49	-
12-Sep-09	7:00	0:50	-	-	0:57	-	5:23	-	-	-	-	9:50	-
13-Sep-09	7:00	0:17	-	-	-	-	16:43	-	-	-	-	-	-
14-Sep-09	7:00	0:23	-	-	-	-	-	16:37	-	-	-	-	-
15-Sep-09	7:00	0:27	2:37	-	1:03	-	10:58	-	-	-	-	1:55	-
16-Sep-09	7:00	0:21	-	0:35	2:26	-	-	13:38	-	-	-	-	-
17-Sep-09	7:00	0:19	-	-	1:10	-	12:08	2:06	-	-	-	1:17	-
18-Sep-09	7:00	0:28	-	1:35	-	-	-	14:57	-	-	-	-	-
19-Sep-09	7:00	0:58	-	-	2:49	-	11:51	-	-	-	-	1:22	-
20-Sep-09	7:00	0:40	4:16	-	2:33	-	8:08	-	-	-	-	1:23	-
21-Sep-09	7:00	0:14	-	-	-	-	3:13	11:09	-	-	-	2:24	-
22-Sep-09	7:00	0:16	-	-	-	-	14:39	-	-	-	-	2:05	-
23-Sep-09	7:00	0:22	-	-	-	-	1:53	-	-	14:45	-	-	-
24-Sep-09	7:00	0:24	0:58	0:36	3:17	-	5:55	5:50	-	-	-	-	-
25-Sep-09	7:00	0:12	-	-	-	-	12:09	-	-	-	-	4:39	-
26-Sep-09	7:00	0:41	-	-	1:24	-	6:14	-	-	8:03	-	0:38	-
27-Sep-09	7:00	0:15	-	-	1:56	-	0:46	-	-	14:03	-	-	-
28-Sep-09	7:00	0:14	2:12	2:39	-	-	5:02	6:53	-	-	-	-	-
29-Sep-09	7:00	0:26	2:34	-	0:58	-	-	13:02	-	-	-	-	-
30-Sep-09	7:00	0:26	1:02	-	1:01	-	10:46	-	-	-	-	3:45	-
Total	210:00	13:16	42:31	5:25	27:46	0:00	222:56	116:54	0:00	36:51	0:00	44:21	0:00
% Used		2.60%	8.34%	1.06%	5.44%	0.00%	43.71%	22.92%	0.00%	7.23%	0.00%	8.70%	0.00%

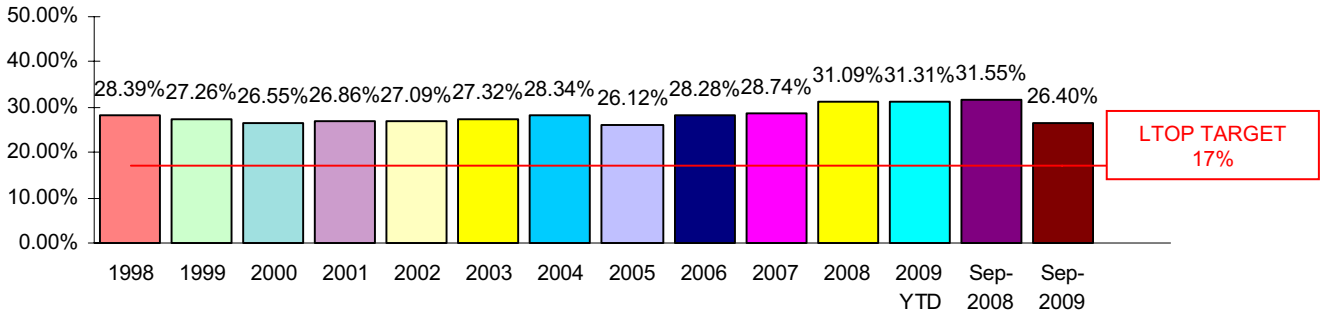
Cumulative Mode Utilisation from 1 January 2009

Time	2.33%	8.21%	0.25%	2.29%	0.00%	40.23%	36.25%	0.00%	1.29%	0.00%	9.15%	0.00%
Movements	0.37%	6.42%	0.17%	1.70%	0.00%	45.65%	37.51%	0.00%	1.21%	0.00%	6.97%	0.00%

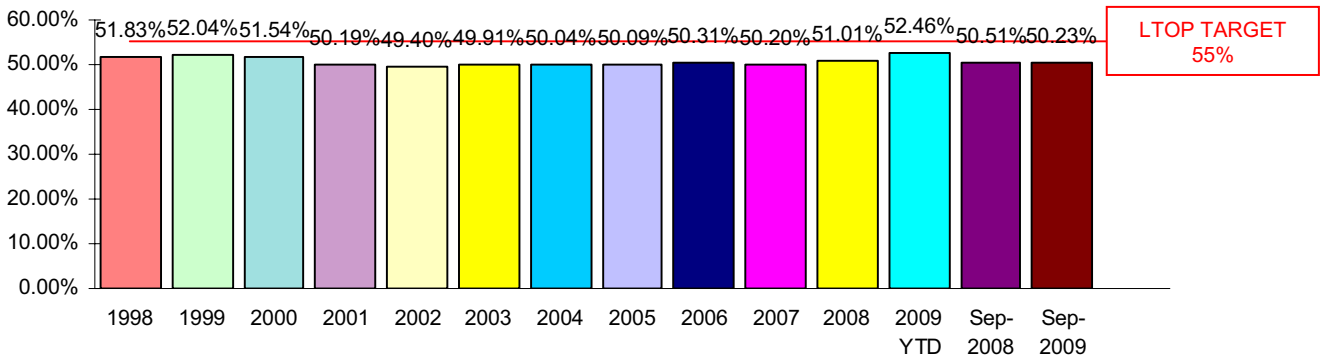
Runway End Impact to 30 September 2009

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

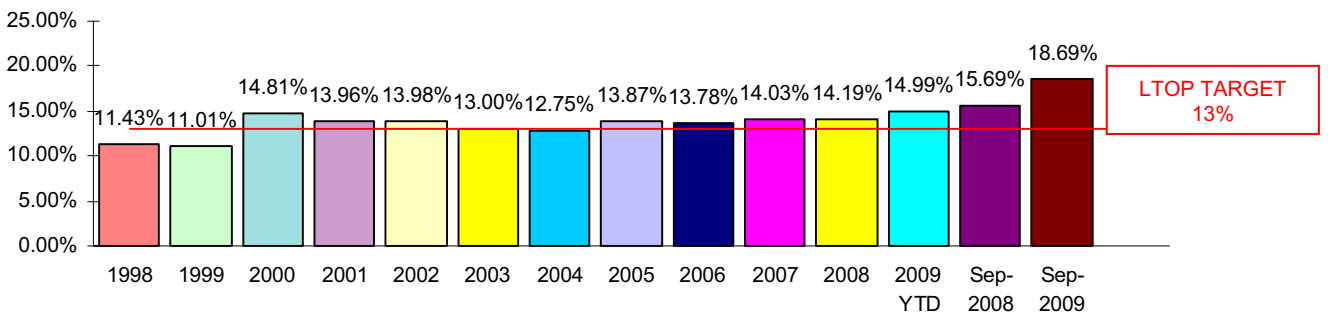
NORTH



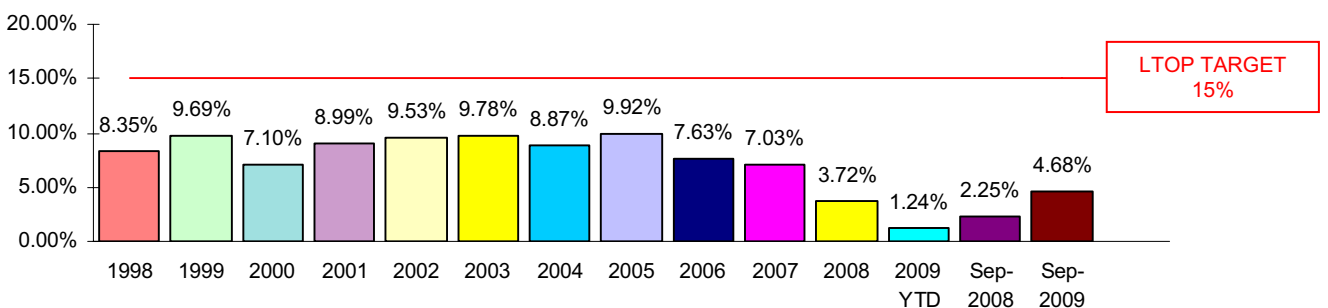
SOUTH



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-Sep-2009	7			9															Curfew
2-Sep-2009	7			9															Curfew
3-Sep-2009	7				9														Curfew
4-Sep-2009				9															Curfew
5-Sep-2009	SP																		Curfew
6-Sep-2009																			Curfew
7-Sep-2009	SP			9															Curfew
8-Sep-2009	7			9															Curfew
9-Sep-2009	7			9															Curfew
10-Sep-2009	7			9															Curfew
11-Sep-2009	7				9														Curfew
12-Sep-2009	7				9														Curfew
13-Sep-2009																			Curfew
14-Sep-2009																			Curfew
15-Sep-2009	7				9														Curfew
16-Sep-2009							10					5	10			7			Curfew
17-Sep-2009	10		9	10				9							15	7			Curfew
18-Sep-2009								10								5	7		Curfew
19-Sep-2009	7							9					15		7	9			Curfew
20-Sep-2009	7			SODPROPS			15				9					7			Curfew
21-Sep-2009							10					9				15			Curfew
22-Sep-2009				9				15				9							Curfew
23-Sep-2009				13				9				13							Curfew
24-Sep-2009	7				9				SP			10		5		7			Curfew
25-Sep-2009				9					15			9				15			Curfew
26-Sep-2009	15				9							13				7			Curfew
27-Sep-2009		7		9							13								Curfew
28-Sep-2009	SP			9				SP				10				5			Curfew
29-Sep-2009	7											10				SODPROPS			Curfew
30-Sep-2009	7				9				15				9			15		SP	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 **September 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	
September 09	-	-	0:00

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 09	0	0	0

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.aus

The Telecommunications Act 1997 (Commonwealth)

www.acma.gov.au

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

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

telephone	1-800-802-584
facsimile	(02) 9556-6641
e-mail	community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

www.airservicesaustralia.com/ncm

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

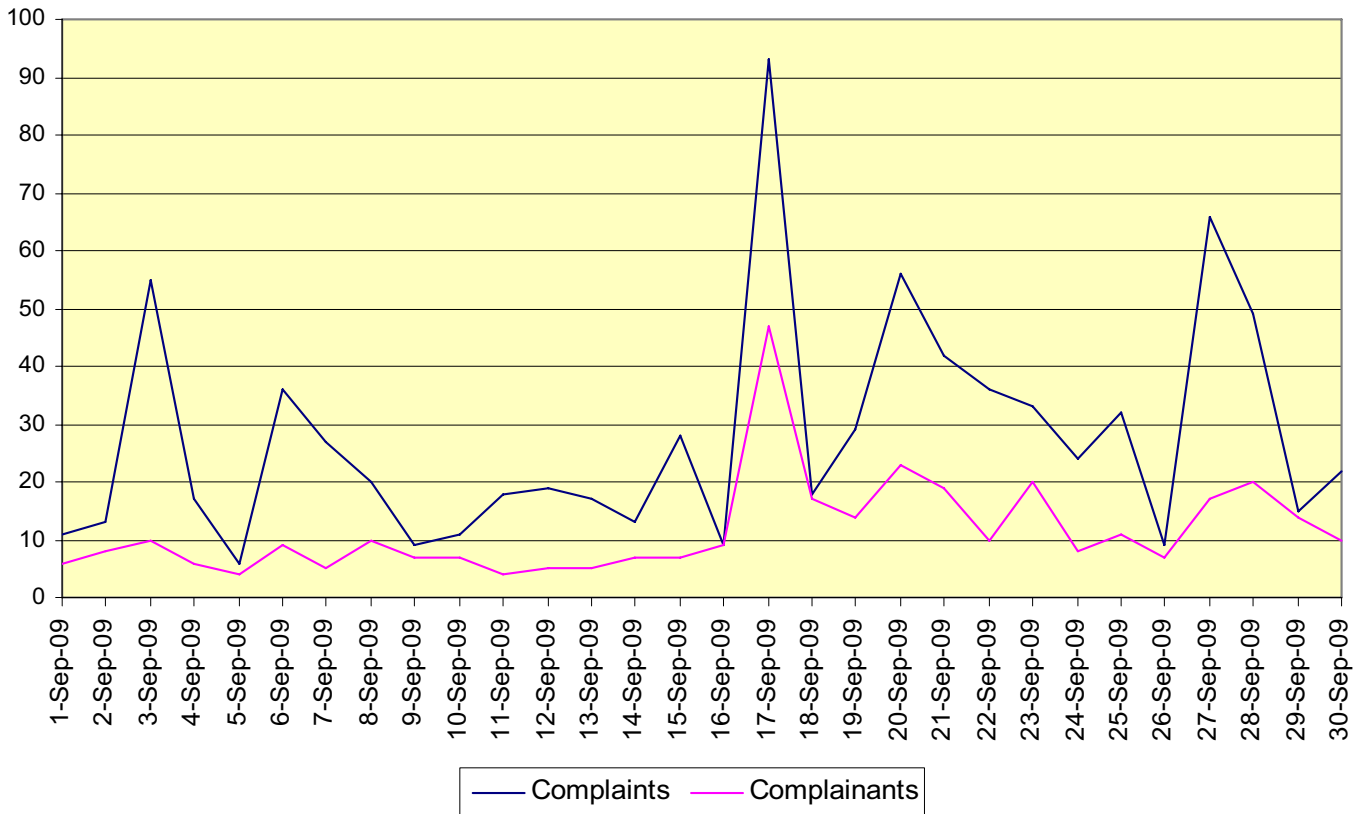
www.sacf.infrastructure.gov.au

Summary of Section Activity – September 2009

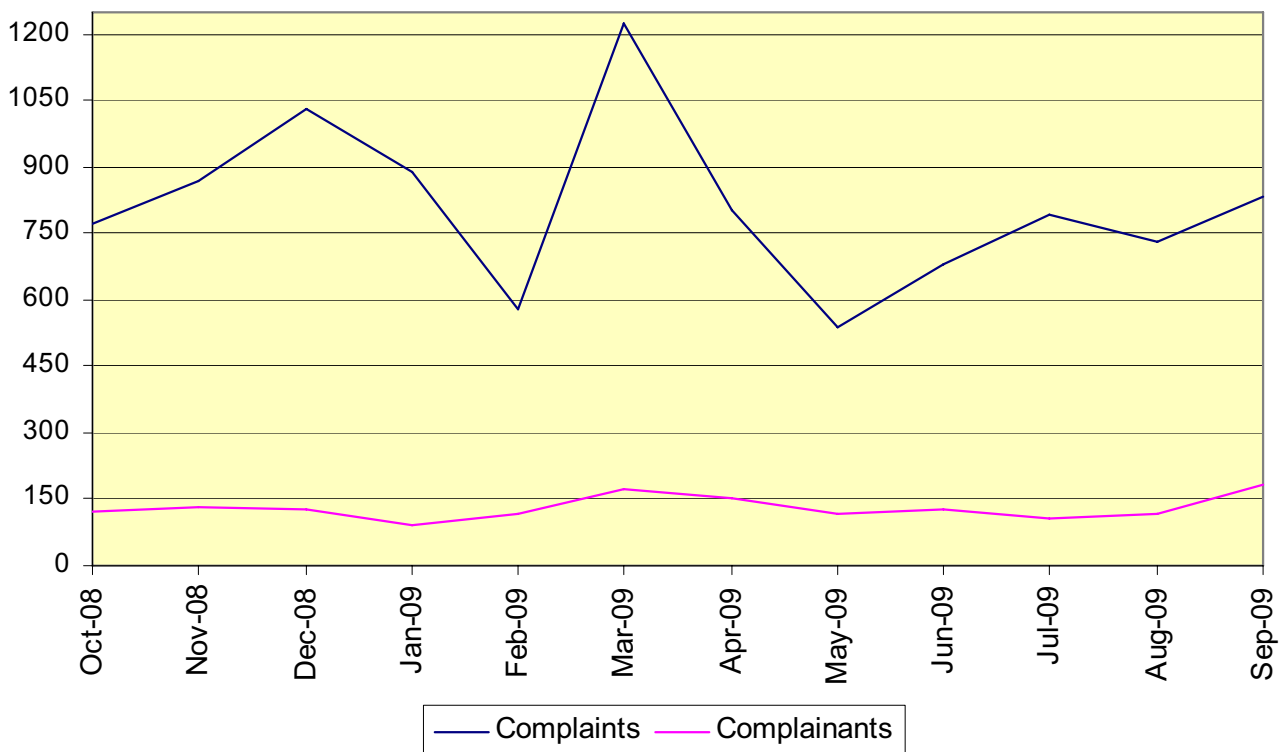
➤ Sydney Suburbs Complaints	
• By phone	344
• By correspondence.....	26
• By internet	239
• By e-mail.....	218
• By Web Trak.....	6
➤ Sydney Suburbs Complaints – suburb not specified.....	10
➤ Sydney Suburbs Comments and Enquiries.....	58
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	29
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	14
➤ Callback / Information Requests (NSW Only)	344

Complaints Graphs

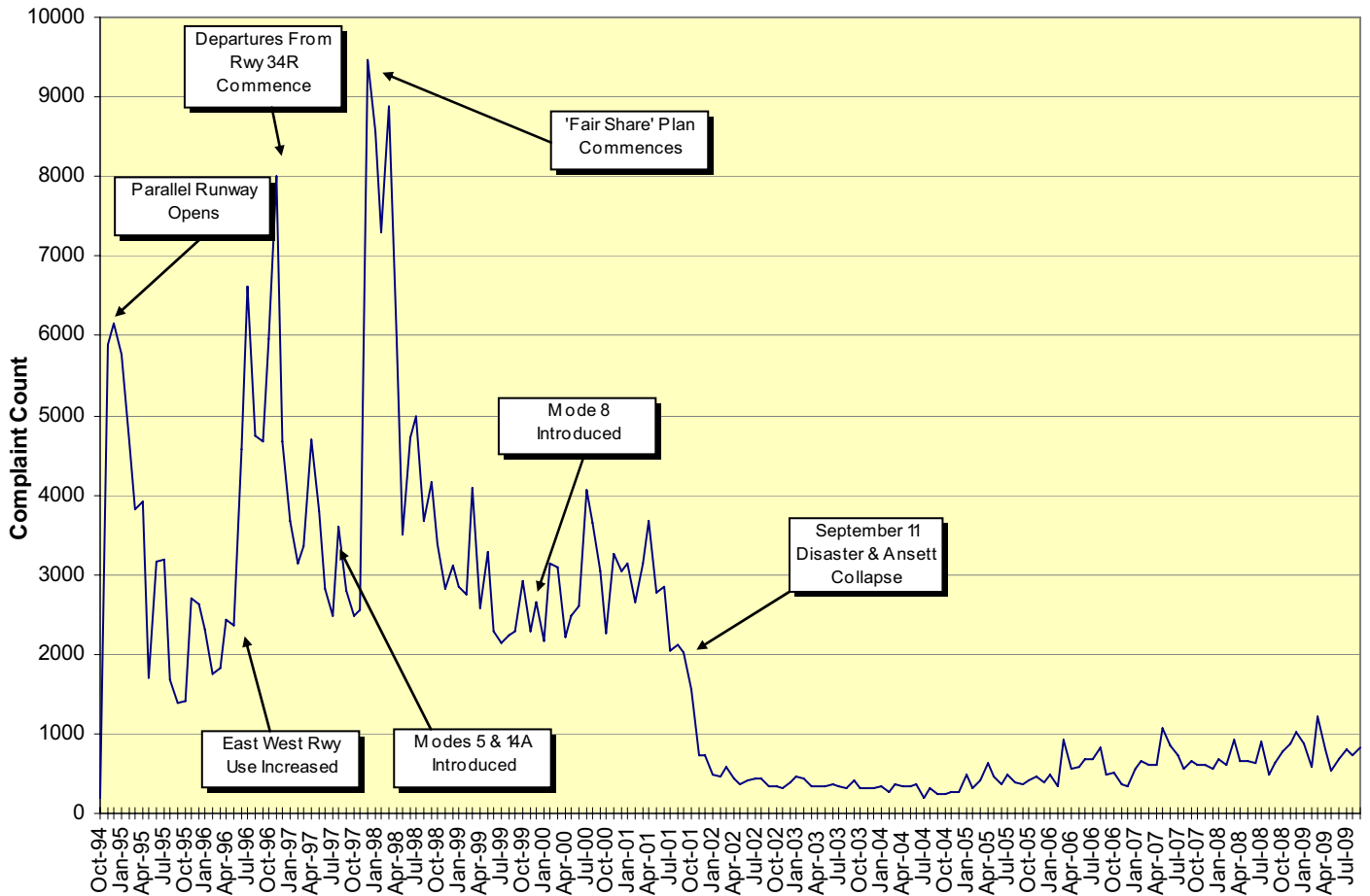
Complaints vs Complainants – 1 September to 30 September 2009



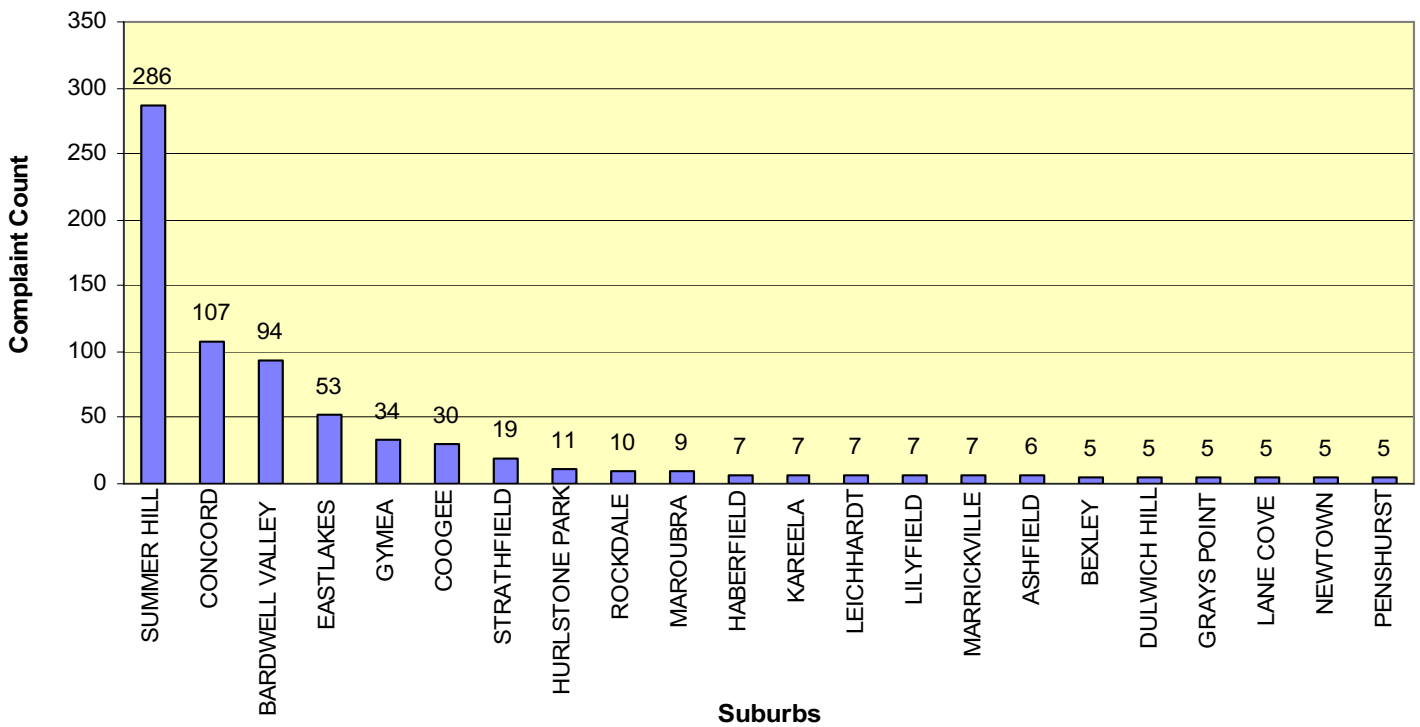
Complaints vs Complainants – Monthly



Complaints History

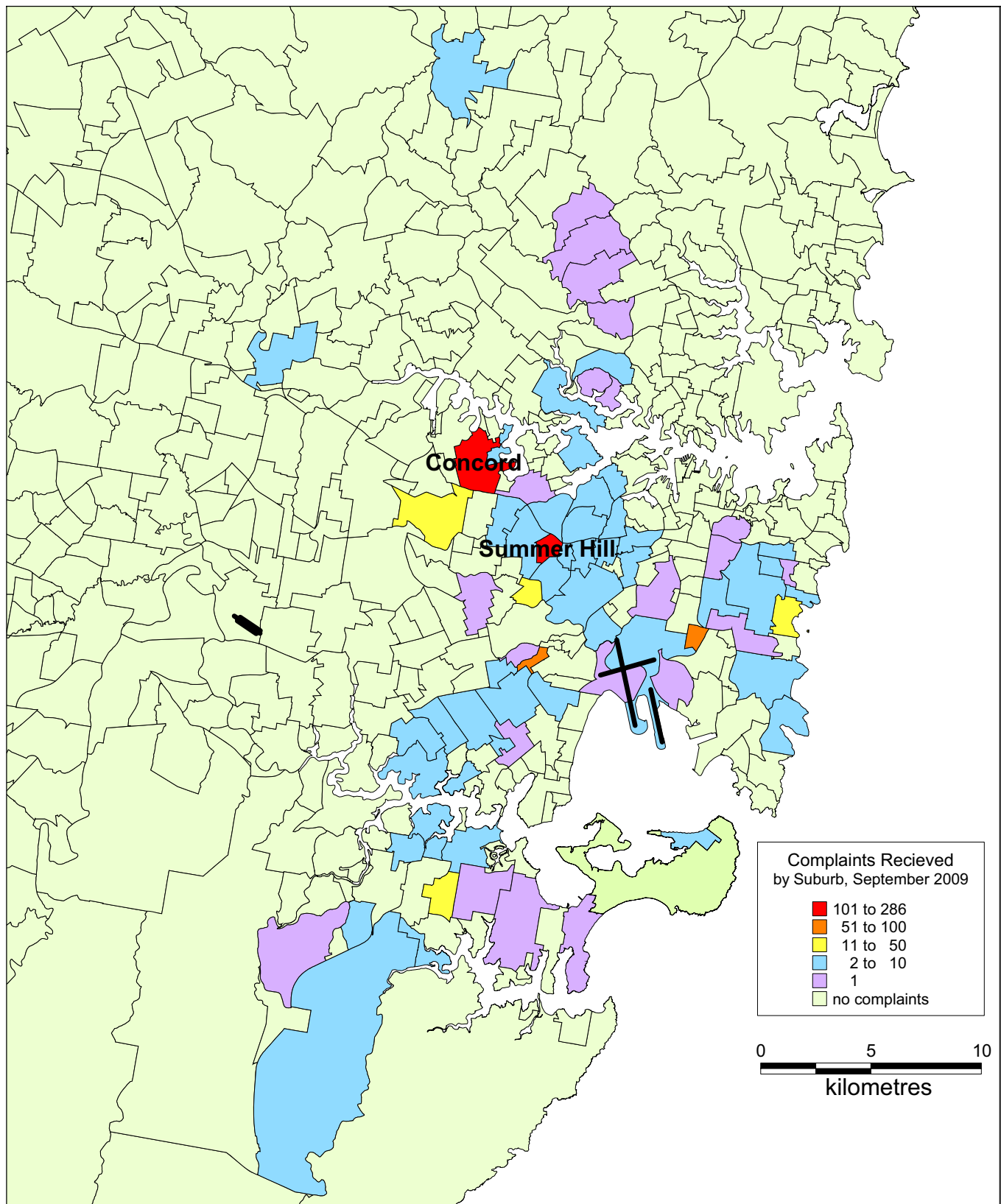


Top Complaint Suburbs – 1 September to 30 September 2009



Complaint Density by Suburb

1 September to 30 September 2009



Recorded Complaints vs Complainants, by Suburb

1 September to 30 September 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	10	2	Kareela	7	1
Alexandria	1	1	Kensington	2	1
Allawah	3	1	Killara	1	1
Annandale	2	2	Kingsford	1	1
Ashfield	6	6	Kurnell	3	2
Bardwell Park	1	1	Kyeemagh	1	1
Bardwell Valley	94	1	Lane Cove	5	2
Bexley	5	3	Leichhardt	7	7
Bexley North	2	2	Lewisham	4	2
Bondi Junction	2	2	Lilyfield	7	6
Botany	1	1	Lindfield	1	1
Cabarita	2	2	Loftus	2	1
Camperdown	2	2	Longueville	1	1
Campsie	1	1	Malabar	3	1
Caringbah	1	1	Maroubra	9	5
Carlton	1	1	Marrickville	7	6
Centennial Park	1	1	Mascot	3	3
Chatswood West	1	1	Miranda	1	1
Clovelly	2	2	Mortdale	2	1
Concord	107	1	Newtown	5	3
Connells Point	2	2	Oatley	2	2
Coogee	30	18	Oyster Bay	2	1
Cronulla	1	1	Paddington	1	1
Croydon	2	1	Parramatta	2	1
Drummoyne	3	3	Penshurst	5	3
Dulwich Hill	5	5	Petersham	2	1
Eastlakes	53	2	Queens Park	2	1
Engadine	1	1	Randwick	3	3
Five Dock	1	1	Riverview	1	1
Gordon	1	1	Rockdale	10	9
Grays Point	5	3	Rozelle	3	3
Gymea	34	5	Stanmore	4	3
Haberfield	7	6	Strathfield	19	2
Hornsby	2	1	Summer Hill	286	7
Hunters Hill	4	3	Sylvania	3	3
Hurlstone Park	11	1	Tempe	2	2
Hurstville	3	3	Waverley	1	1
Jannali	3	1			

Total Complaints

833

Total Complainants

183

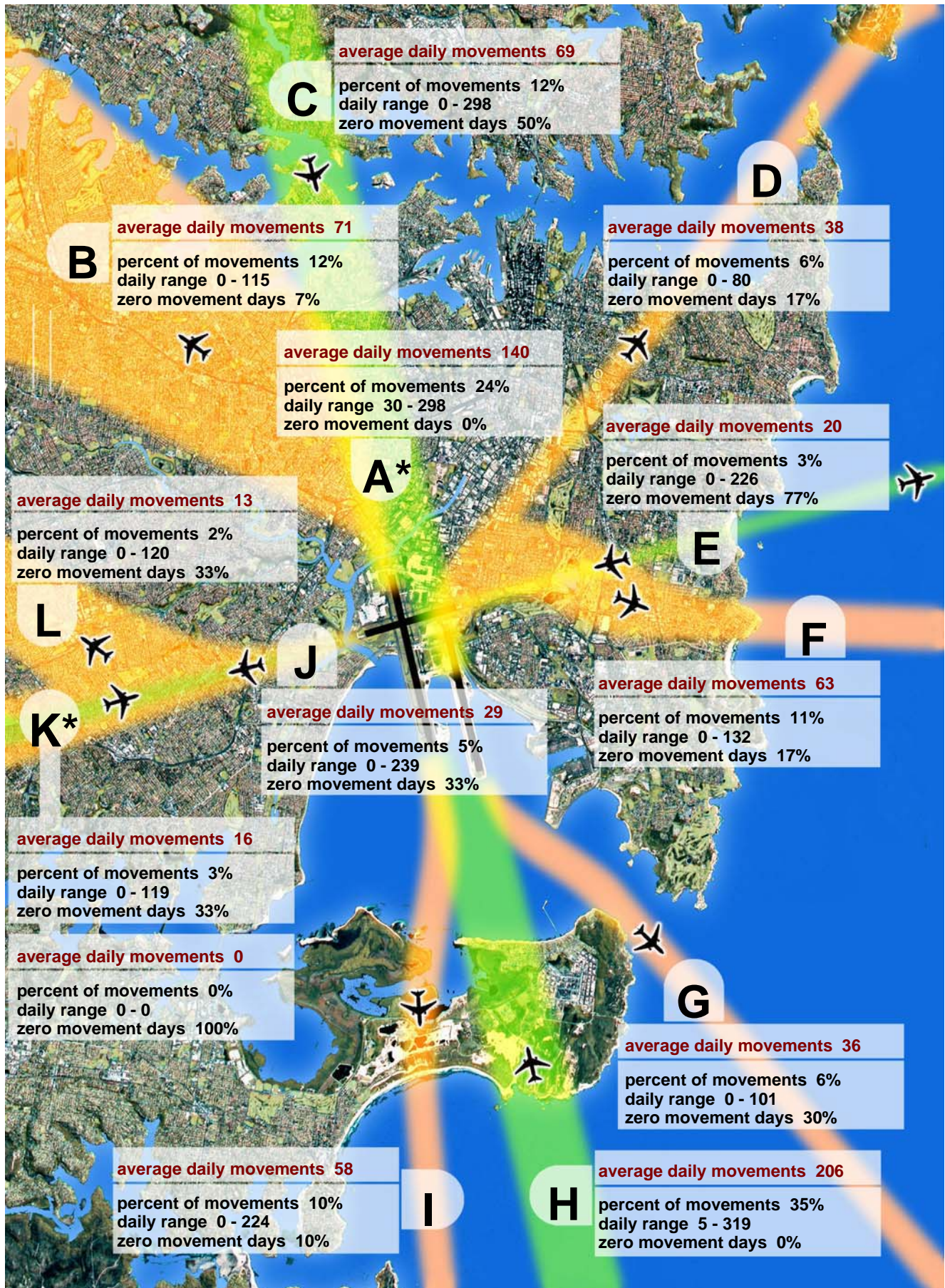
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 September to 30 September 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	11	6	Gymea Bay	2	1
Camden	1	1	Murwillumbah	1	1
Williamstown	1	1	Not Applicable	2	2
Albury	2	2	Not Specified	1	1
Batemans Bay	1	1	Port Macquarie	1	1
Bilambil Heights	1	1	St Vincents Hospital	1	1
Concord	1	1	Tyagarah	1	1
Galston	1	1	Wollongong	1	1
Total Complaints	29		Total Complainants		23

Sydney Airport : Jet Flight Path Movements

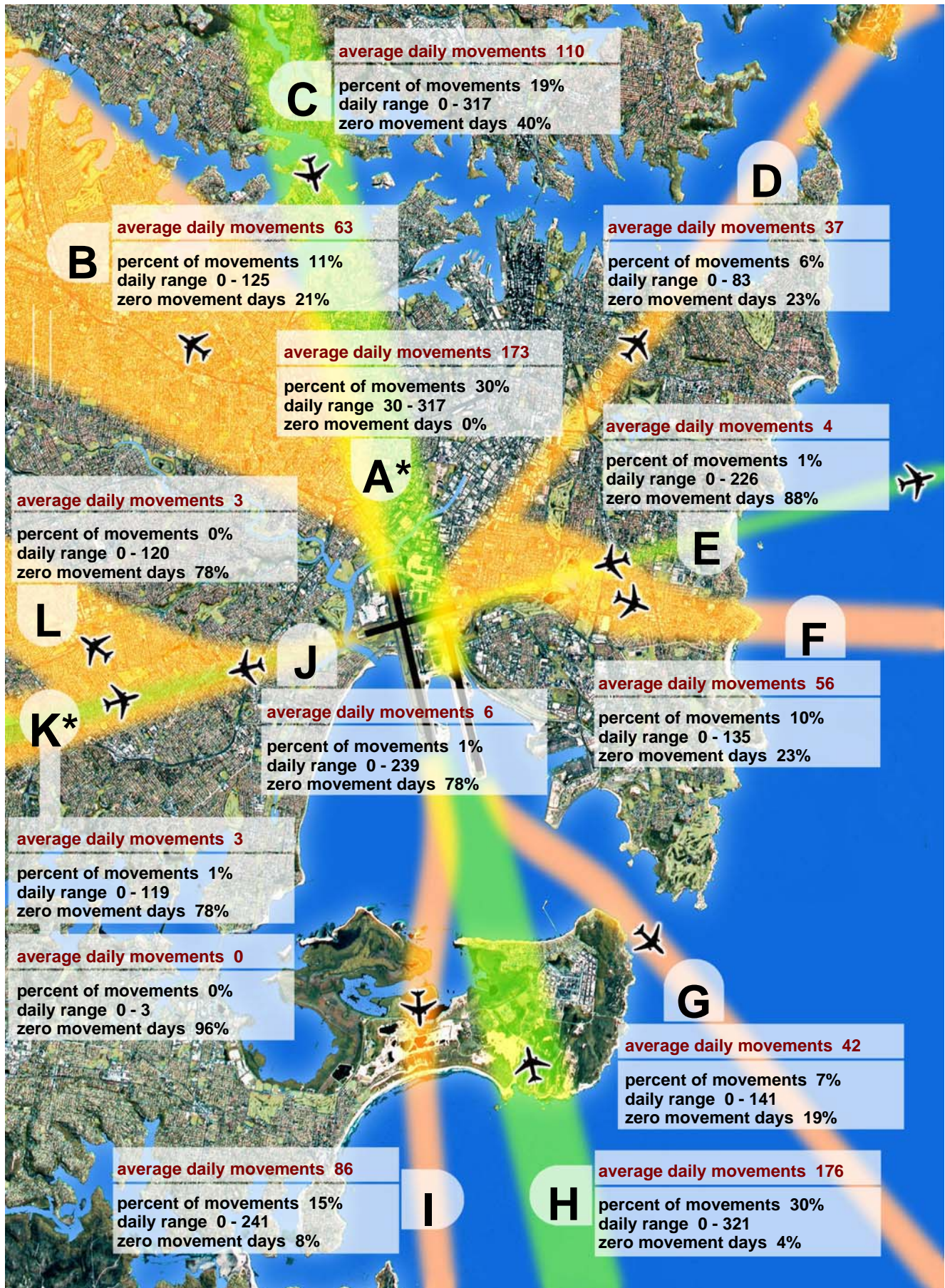
1 Sept 2009 to 30 Sept 2009, All Jets



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

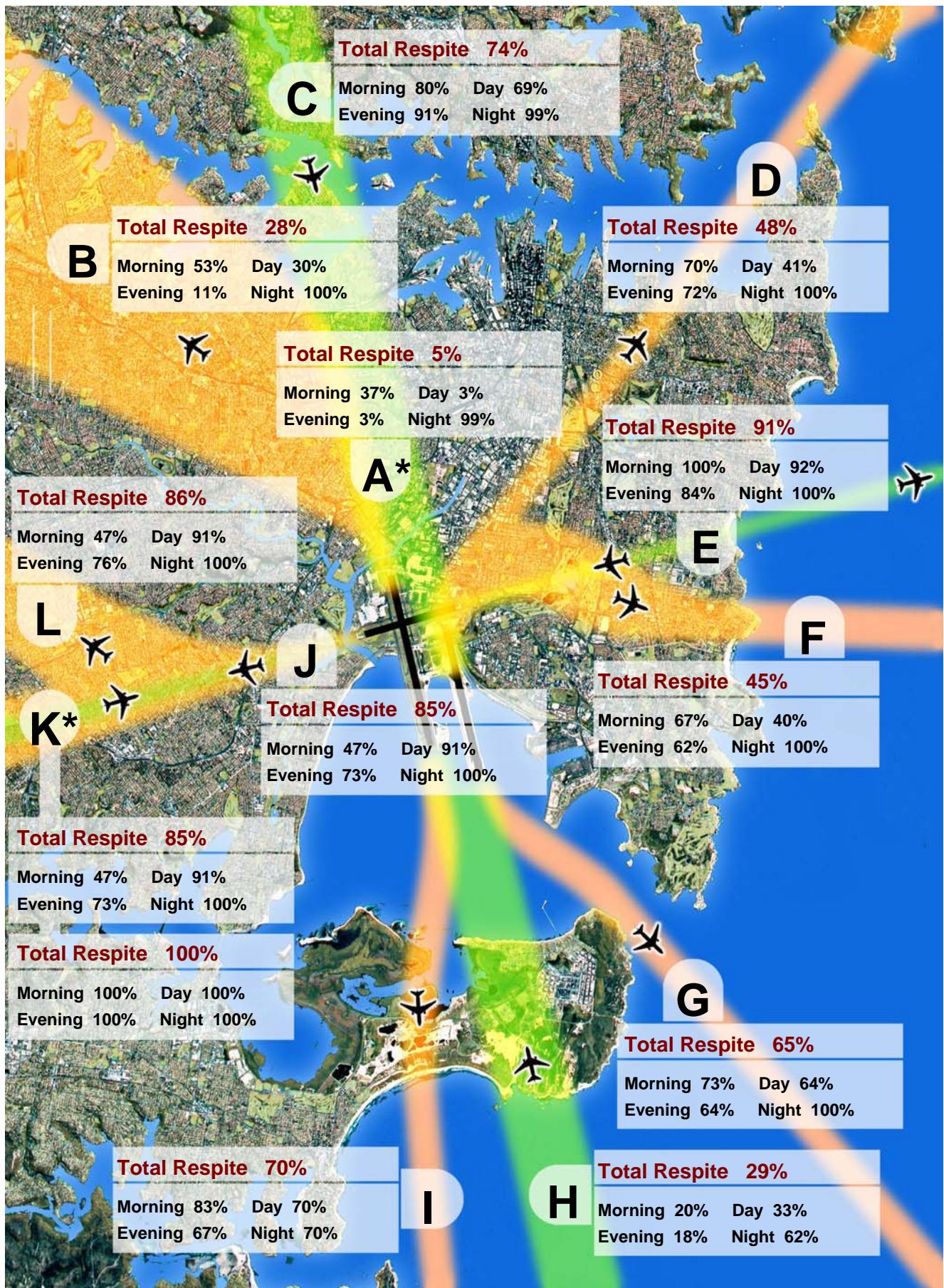
1 Oct 2008 to 30 Sept 2009, All Jets



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 Sept 2009 to 30 Sept 2009, All Jets



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

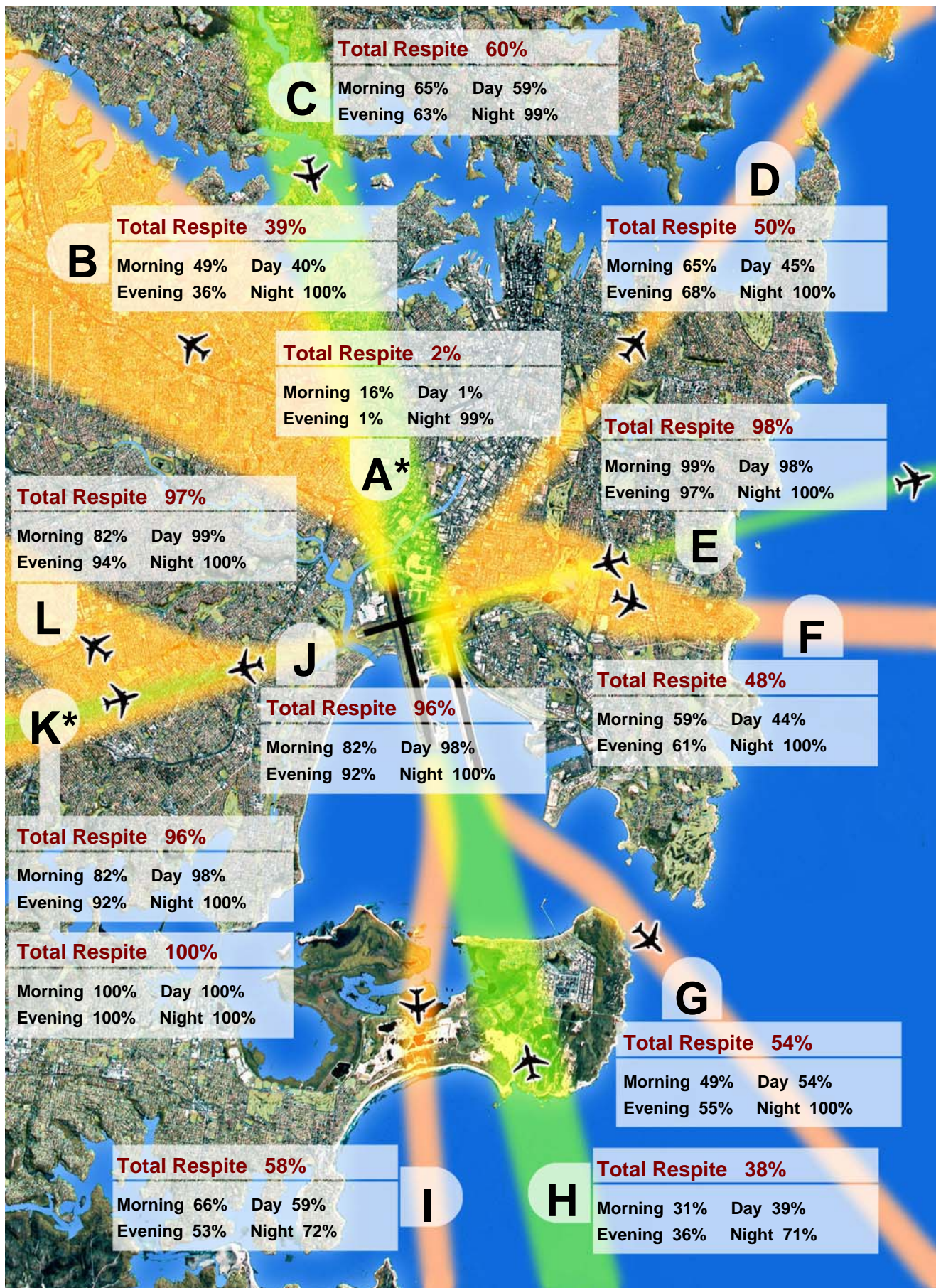
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2008 to 30 Sept 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)

October 2008 to September 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 2008 .
	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 and Mode 8 were 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 **October 2008 to September 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 50%**. This means that over the period **October 2008 to September 2009 for 50%** 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 2009.



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

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during September 2009 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>	5,949	30	182	153	177
<i>Penshurst</i>	434	30	11	6	8
<i>Bexley</i>	889	30	25	15	17
<i>Eastlakes</i>	2,272	30	73	67	50
<i>Coogee</i>	1,184	30	29	15	15
<i>Sydenham</i>	4,026	30	133	120	142
<i>Leichhardt</i>	2,052	30	59	57	90
<i>Kurnell</i>	2,616	30	69	80	60
<i>Annandale</i>	1,497	30	41	26	47
<i>St Peters</i>	2,589	30	81	70	84
<i>Croydon</i>	636	30	18	18	16
<i>Hunters Hill</i>	1,384	26.5	29	18	29

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

The N70 values for September 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 11 PM 25 Day 154 Night 10 WE_D 129 WE_N 2	Penshurst AM 4 PM 2 Day 3 Night 0 WE_D 14 WE_N 0	Bexley AM 8 PM 5 Day 6 Night 0 WE_D 40 WE_N 0	Eastlakes AM 1 PM 11 Day 52 Night 0 WE_D 99 WE_N 0
Coogee AM 0 PM 6 Day 13 Night 0 WE_D 57 WE_N 0	Sydenham AM 4 PM 10 Day 130 Night 0 WE_D 99 WE_N 0	Leichhardt AM 3 PM 4 Day 63 Night 1 WE_D 27 WE_N 0	Kurnell AM 3 PM 4 Day 64 Night 0 WE_D 64 WE_N 0
Annandale AM 1 PM 2 Day 46 Night 0 WE_D 20 WE_N 0	St Peters AM 1 PM 7 Day 79 Night 0 WE_D 64 WE_N 0	Croydon AM 0 PM 3 Day 15 Night 0 WE_D 19 WE_N 0	Hunters Hill AM 3 PM 2 Day 31 Night 0 WE_D 10 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.