



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
April 2008

Produced by the Noise Enquiry Service

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**April 2008**

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

There was a total of **24,653** aircraft movements this month (daily average **821.77**). Last month there were a total of **25,161** movements (daily average **811.64**) and for the same month last year there were a total of **22,907** movements (daily average **763.56**).

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

Individual mode use in excess of 9 hours occurred on **24** days this month, Mode **5** on **1** day, Mode **9** on **5** days, Mode **10** on **17** days and Mode **13** on **1** day. Crossing runway modes (including Sodprops) were used for **26.45%** 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 **34.31%** - This result is above the LTOP target and above the previous month (**27.72%**).

South **50.31%** - This result is below the LTOP target and also below the previous month (**51.32%**).

East **9.48%** - This result is below the LTOP target and also below the previous month (**15.41%**).

West **5.90%** - This result is below the LTOP target but above the previous month (**5.55%**).

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

This procedure was used on **7, 9, 14, 15, 16, 17, 18, 21, 22, 23, 24 and 25 April 2008** for a total of **22 hours 40 minutes** (ATIS time).

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

A total of **749** complaints, comments and enquiries were received as follows:

**658** Sydney suburbs complaints from **167** complainants

**40** Sydney suburbs comments and enquiries

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

### **Airservices Australia Noise Enquiry Service**

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail [community.relations@airservicesaustralia.com](mailto:community.relations@airservicesaustralia.com)

internet [www.airservicesaustralia.com](http://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 2008.....	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 April 2008).....	21
Jet Flight Path Movements * (1 May 2007 – 30 April 2008).....	22
Jet Aircraft Respite (R60) * (1 – 30 April 2008).....	23
Jet Aircraft Respite (R60) * (1 May 2007 – 30 April 2008).....	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](http://www.airservicesaustralia.com)**

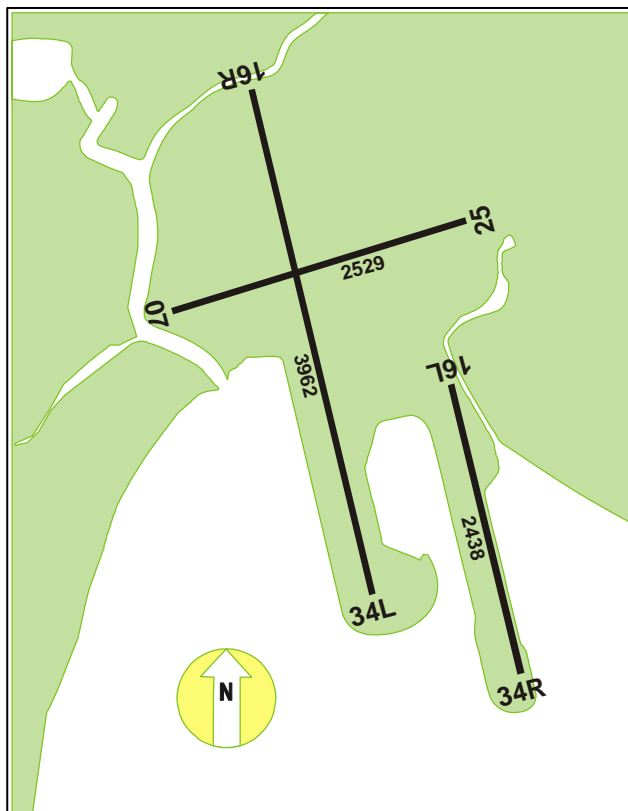
***click on*** "Reports and Statistics" ***then*** "Sydney Airport Operational Statistics".

\* This information is produced using the TNIP software package developed by DOTaRS

\*\* This information is produced by Environment Services, Airservices Australia

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## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

Runway 16R/34L  
Runway 16L/34R  
Runway 07/25

Main North-South runway  
Parallel North-South runway.  
East-West runway.

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

Runway 25

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

Movements over the North

=16L(arr) + 16R(arr) + 34L(dep)

Movements over the South

=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)

Movements over the East

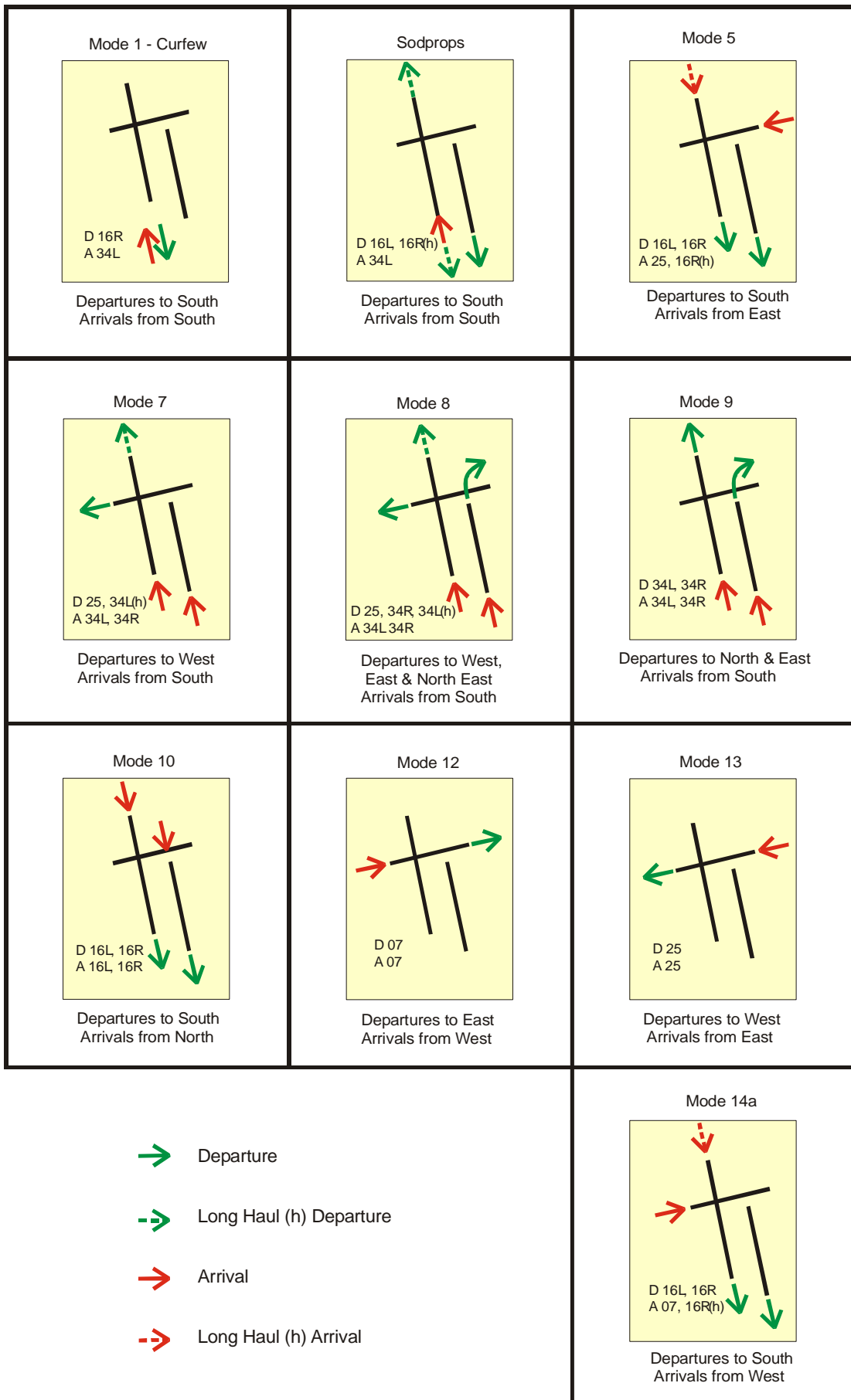
=07(dep) + 25(arr) + 34R(dep)

Movements over the West

=07(arr) + 25(dep)



# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

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

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

*0700 to 1100 Monday to Saturday*

*0800 to 1100 Sunday*

*1500 to 2000 Sunday to Friday*

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

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

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

<b>Saturday and Sunday</b>		
<b>2300 to 0600</b>	1.	<b>Curfew – Departures 16R/Arrivals 34L (Mode 1)</b>
<b>0600 to 0700 Saturday</b> <b>0600 to 0800 Sunday</b>	1. 2. 3. 4. 5.	<b>SODPROPS - Departures 16L / Arrivals 34L</b> <b>Curfew Act - Departures 16L&amp;R/Arrivals 34L (Mode 4) unless</b> there would be significant delays to either departing or arriving aircraft <b>or</b> traffic complexity requires a variation <b>or</b> weather conditions are not suitable Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> , <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> <b>34 (Mode 9)</b> or <b>16 (Mode 10)</b> <b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>0700 to 2200 Saturday</b> <b>0800 to 2200 Sunday</b>	1. 2. 3. 4.	<b>SODPROPS - Departures 16L / Arrivals 34L</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> , <b>or</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> , <b>or</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> <b>34 (Mode 9)</b> or <b>16 (Mode 10)</b> <b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>2200 to 2245</b>	1. 2. 3. 4. 5. 6. 7. 8.	<b>SODPROPS - Departures 16L / Arrivals 34L</b> Departures <b>16L&amp;R</b> / Arrivals <b>34L (Mode 4) unless</b> there would be significant delays to either departing or arriving aircraft <b>or</b> traffic complexity requires a variation <b>or</b> weather conditions are not suitable Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b> Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b> <b>34 (Mode 9)</b> or <b>16 (Mode 10)</b> <b>07 (Mode 12)</b> or <b>25 (Mode 13)</b>
<b>2245 to 2300</b>	1. 2. 3. 4.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b> Departures <b>16L&amp;R (Mandatory)</b> / Arrivals <b>34L (Mode 4)</b> . The arrivals runway (34L) may be varied if there would be significant delays to either departing or arriving aircraft <b>or</b> traffic complexity requires a variation <b>or</b> weather conditions preclude the use of 34L. Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b> , <b>or</b> Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b> <b>16 (Mode 10)</b>

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Apr-08	102	1	103	82	91	173	108	227	335	0	16	16	84	37	121	46	51	97	845
02-Apr-08	3	0	3	0	0	0	2	14	16	0	15	15	273	182	455	151	221	372	861
03-Apr-08	0	0	0	43	39	82	72	113	185	275	236	511	24	17	41	0	7	7	826
04-Apr-08	1	0	1	171	124	295	234	294	528	1	14	15	21	0	21	1	0	1	861
05-Apr-08	127	0	127	15	79	94	34	124	158	0	9	9	128	63	191	47	56	103	682
06-Apr-08	22	0	22	119	97	216	180	258	438	1	22	23	35	1	36	7	0	7	742
07-Apr-08	0	0	0	165	131	296	256	293	549	0	0	0	4	0	4	0	0	0	849
08-Apr-08	99	0	99	128	123	251	190	298	488	0	0	0	7	0	7	0	0	0	845
09-Apr-08	52	0	52	101	109	210	152	227	379	27	0	27	61	47	108	40	54	94	870
10-Apr-08	57	0	57	85	119	204	138	228	366	0	17	17	122	35	157	38	35	73	874
11-Apr-08	38	0	38	79	114	193	139	214	353	0	15	15	134	56	190	52	54	106	895
12-Apr-08	0	0	0	0	56	56	0	0	0	0	9	9	263	145	408	87	129	216	689
13-Apr-08	7	0	7	110	100	210	171	230	401	17	15	32	48	18	66	16	15	31	747
14-Apr-08	0	0	0	146	125	271	228	307	535	47	0	47	12	0	12	0	0	0	865
15-Apr-08	0	0	0	165	129	294	255	300	555	0	0	0	12	0	12	0	0	0	861
16-Apr-08	0	0	0	147	120	267	246	315	561	35	0	35	8	0	8	0	0	0	871
17-Apr-08	0	0	0	124	127	251	183	310	493	119	3	122	13	0	13	0	0	0	879
18-Apr-08	1	0	1	174	129	303	251	311	562	0	1	1	8	0	8	0	0	0	875
19-Apr-08	76	0	76	87	101	188	175	226	401	0	1	1	4	0	4	0	0	0	670
20-Apr-08	60	0	60	104	107	211	195	272	467	0	1	1	4	0	4	0	0	0	743
21-Apr-08	47	0	47	135	121	256	201	306	507	43	0	43	7	0	7	0	0	0	860
22-Apr-08	41	1	42	155	129	284	233	309	542	0	1	1	9	0	9	0	0	0	878
23-Apr-08	1	0	1	166	153	319	264	290	554	0	0	0	10	0	10	0	0	0	884
24-Apr-08	19	0	19	164	144	308	237	288	525	0	0	0	9	0	9	0	0	0	861
25-Apr-08	0	0	0	68	117	185	120	268	388	194	2	196	3	0	3	0	0	0	772
26-Apr-08	0	0	0	0	0	0	0	2	2	0	44	44	238	149	387	106	135	241	674
27-Apr-08	0	0	0	0	0	0	2	3	5	30	43	73	225	162	387	122	184	306	771
28-Apr-08	0	0	0	0	8	8	0	21	21	170	207	377	170	101	271	90	90	180	857
29-Apr-08	0	0	0	85	100	185	147	273	420	103	16	119	71	19	90	31	24	55	869
30-Apr-08	0	0	0	0	0	0	0	14	14	0	14	14	267	195	462	168	219	387	877
<b>Total</b>	<b>753</b>	<b>2</b>	<b>755</b>	<b>2818</b>	<b>2792</b>	<b>5610</b>	<b>4413</b>	<b>6335</b>	<b>10748</b>	<b>1062</b>	<b>701</b>	<b>1763</b>	<b>2274</b>	<b>1227</b>	<b>3501</b>	<b>1002</b>	<b>1274</b>	<b>2276</b>	<b>24653</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-Apr-08	72	0	72	54	57	111	82	169	251	0	14	14	68	18	86	24	41	65	599
02-Apr-08	1	0	1	0	0	0	0	3	3	0	13	13	210	108	318	92	182	274	609
03-Apr-08	0	0	0	25	28	53	55	78	133	191	158	349	17	14	31	0	7	7	573
04-Apr-08	0	0	0	105	84	189	187	210	397	0	12	12	14	0	14	0	0	0	612
05-Apr-08	91	0	91	10	61	71	23	98	121	0	9	9	115	40	155	28	47	75	522
06-Apr-08	14	0	14	85	65	150	145	200	345	0	18	18	35	1	36	5	0	5	568
07-Apr-08	0	0	0	105	89	194	194	215	409	0	0	0	2	0	2	0	0	0	605
08-Apr-08	67	0	67	74	83	157	157	218	375	0	0	0	3	0	3	0	0	0	602
09-Apr-08	36	0	36	62	76	138	118	161	279	21	0	21	48	27	75	21	46	67	616
10-Apr-08	42	0	42	51	86	137	99	162	261	0	12	12	97	22	119	21	28	49	620
11-Apr-08	27	0	27	53	79	132	92	146	238	0	13	13	107	33	140	37	44	81	631
12-Apr-08	0	0	0	0	55	55	0	0	0	0	8	8	210	104	314	59	103	162	539
13-Apr-08	6	0	6	73	72	145	132	173	305	15	14	29	45	13	58	15	12	27	570
14-Apr-08	0	0	0	86	84	170	175	219	394	36	0	36	7	0	7	0	0	0	607
15-Apr-08	0	0	0	103	87	190	199	219	418	0	0	0	6	0	6	0	0	0	614
16-Apr-08	0	0	0	89	80	169	199	235	434	24	0	24	3	0	3	0	0	0	630
17-Apr-08	0	0	0	74	84	158	145	226	371	86	0	86	6	0	6	0	0	0	621
18-Apr-08	0	0	0	105	94	199	204	223	427	0	0	0	3	0	3	0	0	0	629
19-Apr-08	49	0	49	56	76	132	152	184	336	0	0	0	3	0	3	0	0	0	520
20-Apr-08	46	0	46	74	73	147	160	211	371	0	0	0	3	0	3	0	0	0	567
21-Apr-08	35	0	35	79	83	162	158	225	383	31	0	31	4	0	4	0	0	0	615
22-Apr-08	32	0	32	99	88	187	182	225	407	0	0	0	4	0	4	0	0	0	630
23-Apr-08	0	0	0	96	112	208	217	203	420	0	0	0	4	0	4	0	0	0	632
24-Apr-08	16	0	16	100	107	207	189	199	388	0	0	0	3	0	3	0	0	0	614
25-Apr-08	0	0	0	45	84	129	103	214	317	145	0	145	2	0	2	0	0	0	593
26-Apr-08	0	0	0	0	0	0	0	2	2	0	36	36	195	112	307	68	111	179	524
27-Apr-08	0	0	0	0	0	0	0	1	1	29	35	64	174	107	281	91	151	242	588
28-Apr-08	0	0	0	0	3	3	0	12	12	107	150	257	142	58	200	52	75	127	599
29-Apr-08	0	0	0	54	67	121	110	195	305	74	12	86	56	14	70	21	20	41	623
30-Apr-08	0	0	0	0	0	0	0	4	4	0	12	12	201	124	325	109	177	286	627
<b>Total</b>	<b>534</b>	<b>0</b>	<b>534</b>	<b>1757</b>	<b>1957</b>	<b>3714</b>	<b>3477</b>	<b>4630</b>	<b>8107</b>	<b>759</b>	<b>516</b>	<b>1275</b>	<b>1787</b>	<b>795</b>	<b>2582</b>	<b>643</b>	<b>1044</b>	<b>1687</b>	<b>17899</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-Apr-08	30	1	31	28	34	62	26	58	84	0	2	2	16	19	35	22	10	32	246
02-Apr-08	2	0	2	0	0	0	2	11	13	0	2	2	63	74	137	59	39	98	252
03-Apr-08	0	0	0	18	11	29	17	35	52	84	78	162	7	3	10	0	0	0	253
04-Apr-08	1	0	1	66	40	106	47	84	131	1	2	3	7	0	7	1	0	1	249
05-Apr-08	36	0	36	5	18	23	11	26	37	0	0	0	13	23	36	19	9	28	160
06-Apr-08	8	0	8	34	32	66	35	58	93	1	4	5	0	0	0	2	0	2	174
07-Apr-08	0	0	0	60	42	102	62	78	140	0	0	0	2	0	2	0	0	0	244
08-Apr-08	32	0	32	54	40	94	33	80	113	0	0	0	4	0	4	0	0	0	243
09-Apr-08	16	0	16	39	33	72	34	66	100	6	0	6	13	20	33	19	8	27	254
10-Apr-08	15	0	15	34	33	67	39	66	105	0	5	5	25	13	38	17	7	24	254
11-Apr-08	11	0	11	26	35	61	47	68	115	0	2	2	27	23	50	15	10	25	264
12-Apr-08	0	0	0	0	1	1	0	0	0	0	1	1	53	41	94	28	26	54	150
13-Apr-08	1	0	1	37	28	65	39	57	96	2	1	3	3	5	8	1	3	4	177
14-Apr-08	0	0	0	60	41	101	53	88	141	11	0	11	5	0	5	0	0	0	258
15-Apr-08	0	0	0	62	42	104	56	81	137	0	0	0	6	0	6	0	0	0	247
16-Apr-08	0	0	0	58	40	98	47	80	127	11	0	11	5	0	5	0	0	0	241
17-Apr-08	0	0	0	50	43	93	38	84	122	33	3	36	7	0	7	0	0	0	258
18-Apr-08	1	0	1	69	35	104	47	88	135	0	1	1	5	0	5	0	0	0	246
19-Apr-08	27	0	27	31	25	56	23	42	65	0	1	1	1	0	1	0	0	0	150
20-Apr-08	14	0	14	30	34	64	35	61	96	0	1	1	1	0	1	0	0	0	176
21-Apr-08	12	0	12	56	38	94	43	81	124	12	0	12	3	0	3	0	0	0	245
22-Apr-08	9	1	10	56	41	97	51	84	135	0	1	1	5	0	5	0	0	0	248
23-Apr-08	1	0	1	70	41	111	47	87	134	0	0	0	6	0	6	0	0	0	252
24-Apr-08	3	0	3	64	37	101	48	89	137	0	0	0	6	0	6	0	0	0	247
25-Apr-08	0	0	0	23	33	56	17	54	71	49	2	51	1	0	1	0	0	0	179
26-Apr-08	0	0	0	0	0	0	0	0	0	0	8	8	43	37	80	38	24	62	150
27-Apr-08	0	0	0	0	0	0	2	2	4	1	8	9	51	55	106	31	33	64	183
28-Apr-08	0	0	0	0	5	5	0	9	9	63	57	120	28	43	71	38	15	53	258
29-Apr-08	0	0	0	31	33	64	37	78	115	29	4	33	15	5	20	10	4	14	246
30-Apr-08	0	0	0	0	0	0	0	10	10	0	2	2	66	71	137	59	42	101	250
<b>Total</b>	<b>219</b>	<b>2</b>	<b>221</b>	<b>1061</b>	<b>835</b>	<b>1896</b>	<b>936</b>	<b>1705</b>	<b>2641</b>	<b>303</b>	<b>185</b>	<b>488</b>	<b>487</b>	<b>432</b>	<b>919</b>	<b>359</b>	<b>230</b>	<b>589</b>	<b>6754</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-Apr-08	5	5	1	2	2	1	28	70	62	61	55	50	52	39	44	52	55	42	67	52	40	25	27	8	845
02-Apr-08	8	3	1	2	3	1	27	63	66	69	47	56	47	40	41	51	54	47	62	62	39	35	31	6	861
03-Apr-08	11	2	1	2	3	2	22	49	38	45	45	47	49	52	46	51	46	51	64	58	52	45	37	8	826
04-Apr-08	9	2	1	2	3	2	28	65	57	63	57	50	58	40	39	56	58	44	60	54	49	32	26	6	861
05-Apr-08	2	2	0	1	1	0	20	59	66	55	48	48	49	34	41	50	37	33	37	34	31	13	20	1	682
06-Apr-08	1	1	0	1	0	3	27	37	55	39	48	50	44	34	49	55	48	50	63	58	35	27	17	0	742
07-Apr-08	0	1	1	1	0	2	36	68	63	63	57	51	45	42	41	52	53	47	57	56	47	34	27	5	849
08-Apr-08	7	1	0	4	2	2	38	60	64	59	60	51	46	39	41	47	56	48	62	50	44	30	27	7	845
09-Apr-08	7	4	1	2	1	4	38	58	76	66	48	53	47	41	41	54	58	51	58	62	39	28	24	9	870
10-Apr-08	4	0	2	0	0	3	34	64	74	57	56	53	56	34	45	61	56	49	67	59	37	26	28	9	874
11-Apr-08	4	3	4	2	2	3	38	69	69	63	58	59	48	37	51	56	48	52	72	59	38	35	23	2	895
12-Apr-08	0	1	1	0	0	2	27	63	64	55	50	49	44	36	42	50	32	37	44	29	32	18	12	1	689
13-Apr-08	0	0	2	1	0	3	23	49	47	51	47	47	44	17	53	60	54	39	51	42	56	35	26	0	747
14-Apr-08	4	0	1	1	0	4	32	63	69	65	52	58	51	38	43	54	49	51	58	61	42	32	28	9	865
15-Apr-08	7	4	0	4	0	3	41	64	68	62	60	49	50	40	43	52	42	46	68	57	37	29	27	8	861
16-Apr-08	6	2	0	3	1	2	40	62	71	70	52	52	50	35	50	56	48	48	65	58	26	35	32	7	871
17-Apr-08	8	2	1	3	2	4	36	61	61	65	55	51	55	38	48	56	51	50	66	57	39	28	29	13	879
18-Apr-08	7	1	2	3	5	4	41	62	65	66	51	53	51	35	45	57	51	48	64	58	38	38	27	3	875
19-Apr-08	0	1	1	0	0	3	24	58	65	53	52	46	40	32	42	43	45	31	40	36	28	16	13	1	670
20-Apr-08	0	1	1	0	0	2	23	43	46	48	45	49	44	41	44	56	48	49	53	56	43	37	13	1	743
21-Apr-08	2	0	0	0	0	4	33	66	68	64	55	47	50	43	49	47	58	44	60	57	48	30	28	7	860
22-Apr-08	8	3	2	2	5	1	42	61	67	72	54	49	49	42	42	57	46	53	68	55	37	29	27	7	878
23-Apr-08	9	4	1	4	1	2	39	62	64	65	60	54	46	39	43	55	55	48	67	58	42	26	31	9	884
24-Apr-08	8	3	0	4	3	4	38	61	72	61	57	46	54	36	41	49	56	46	63	55	46	33	24	1	861
25-Apr-08	0	0	1	0	0	3	37	54	72	56	55	44	52	36	46	49	46	44	53	42	34	26	21	1	772
26-Apr-08	1	1	1	1	1	3	28	53	62	48	58	50	44	30	40	51	34	36	40	37	22	16	15	2	674
27-Apr-08	0	1	2	1	0	2	30	42	52	42	52	41	46	40	49	55	45	55	61	68	39	29	17	2	771
28-Apr-08	0	1	0	0	0	5	38	68	71	60	50	51	45	40	42	51	50	47	53	61	44	42	31	7	857
29-Apr-08	8	1	2	3	1	3	38	66	68	60	52	51	46	40	48	54	49	53	66	55	39	26	29	11	869
30-Apr-08	6	0	2	3	2	3	43	61	76	60	48	54	48	37	47	59	40	51	69	55	46	30	30	7	877
<b>Total</b>	<b>132</b>	<b>50</b>	<b>32</b>	<b>52</b>	<b>38</b>	<b>80</b>	<b>989</b>	<b>1781</b>	<b>1918</b>	<b>1763</b>	<b>1584</b>	<b>1509</b>	<b>1450</b>	<b>1127</b>	<b>1336</b>	<b>1596</b>	<b>1468</b>	<b>1390</b>	<b>1778</b>	<b>1601</b>	<b>1189</b>	<b>885</b>	<b>747</b>	<b>158</b>	<b>24653</b>
<b>Avg.</b>	<b>4.40</b>	<b>1.67</b>	<b>1.07</b>	<b>1.73</b>	<b>1.27</b>	<b>2.67</b>	<b>32.97</b>	<b>59.37</b>	<b>63.93</b>	<b>58.77</b>	<b>52.80</b>	<b>50.30</b>	<b>48.33</b>	<b>37.57</b>	<b>44.53</b>	<b>53.20</b>	<b>48.93</b>	<b>46.33</b>	<b>59.27</b>	<b>53.37</b>	<b>39.63</b>	<b>29.50</b>	<b>24.90</b>	<b>5.27</b>	<b>821.77</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-Apr-08	1	1	0	2	1	1	12	43	36	26	28	27	20	17	23	25	23	20	35	23	20	18	16	4	422
02-Apr-08	2	0	1	2	2	0	14	36	42	26	24	29	21	14	26	19	26	26	36	23	19	19	19	3	429
03-Apr-08	3	0	1	1	2	2	11	23	23	23	23	23	24	24	18	25	25	24	34	26	28	27	20	4	414
04-Apr-08	1	0	1	2	1	1	14	38	32	33	27	20	25	19	21	27	27	24	26	26	25	19	17	3	429
05-Apr-08	0	1	0	1	0	0	11	38	37	22	21	24	23	16	24	23	19	19	22	13	18	6	13	0	351
06-Apr-08	1	1	0	0	0	3	19	20	23	19	20	22	17	13	27	23	26	28	34	24	18	14	12	0	364
07-Apr-08	0	0	0	1	0	2	25	38	36	26	20	24	23	19	23	22	23	26	30	29	18	23	15	2	425
08-Apr-08	1	0	0	3	1	2	25	34	33	31	24	26	19	19	17	25	27	27	29	23	21	15	19	3	424
09-Apr-08	1	1	1	1	1	4	23	33	39	32	16	29	21	18	24	25	25	30	31	26	17	16	16	3	433
10-Apr-08	2	0	0	0	0	3	20	39	38	21	28	28	23	12	29	25	28	26	34	26	20	14	20	4	440
11-Apr-08	1	0	3	0	1	3	23	38	34	32	25	25	20	15	29	24	25	32	33	24	20	22	13	0	442
12-Apr-08	0	1	1	0	0	2	19	38	29	21	24	25	22	14	22	27	15	20	23	13	17	7	9	1	350
13-Apr-08	0	0	1	1	0	3	17	27	20	25	20	21	18	12	26	24	22	22	29	23	30	15	13	0	369
14-Apr-08	2	0	1	1	0	4	20	35	38	28	20	26	23	17	26	22	23	27	34	27	19	18	18	4	433
15-Apr-08	3	1	0	3	0	3	26	35	39	29	25	21	24	18	22	21	21	27	36	20	19	18	18	3	432
16-Apr-08	2	0	0	2	1	2	25	35	38	30	23	26	20	15	29	26	22	25	34	27	17	17	18	2	436
17-Apr-08	1	0	0	2	2	4	21	32	32	31	23	26	25	16	25	28	22	31	34	26	18	15	21	4	439
18-Apr-08	1	0	1	2	2	2	24	36	38	30	22	25	18	13	28	26	24	26	32	28	18	22	16	0	434
19-Apr-08	0	1	1	0	0	3	17	32	34	21	24	21	21	11	21	26	23	18	18	20	12	8	9	1	342
20-Apr-08	0	0	1	0	0	2	17	25	20	23	19	21	18	13	25	27	23	28	30	28	19	14	9	1	363
21-Apr-08	1	0	0	0	0	4	23	37	38	25	19	25	23	20	26	23	26	24	32	23	25	18	18	3	433
22-Apr-08	2	0	1	2	1	1	27	36	39	30	22	23	22	18	26	22	24	29	33	23	21	16	17	3	438
23-Apr-08	1	2	1	2	1	2	26	35	38	28	22	27	22	19	23	26	24	24	35	26	20	14	20	3	441
24-Apr-08	2	0	0	3	2	2	23	32	39	27	27	25	20	15	28	23	26	22	33	29	20	16	15	0	429
25-Apr-08	0	0	1	0	0	2	24	29	41	25	21	20	21	18	24	24	23	23	24	17	22	13	12	1	385
26-Apr-08	1	0	1	1	0	3	19	31	30	18	28	24	21	11	25	28	17	22	18	17	10	6	12	1	344
27-Apr-08	0	1	2	0	0	2	21	23	21	18	23	20	20	14	30	23	18	35	32	30	19	14	12	1	379
28-Apr-08	0	0	0	0	0	5	23	38	34	29	21	24	22	14	22	25	23	26	24	32	23	20	22	3	430
29-Apr-08	1	0	1	2	1	3	25	38	36	23	25	25	22	16	29	21	25	30	35	20	20	16	21	2	437
30-Apr-08	0	0	2	1	2	3	26	36	39	23	21	30	20	14	26	24	21	24	45	20	19	17	21	1	435
<b>Total</b>	<b>30</b>	<b>10</b>	<b>22</b>	<b>35</b>	<b>21</b>	<b>73</b>	<b>620</b>	<b>1010</b>	<b>1016</b>	<b>775</b>	<b>685</b>	<b>732</b>	<b>638</b>	<b>474</b>	<b>744</b>	<b>729</b>	<b>696</b>	<b>765</b>	<b>925</b>	<b>712</b>	<b>592</b>	<b>477</b>	<b>481</b>	<b>60</b>	<b>12322</b>
<b>Avg.</b>	<b>1.00</b>	<b>0.33</b>	<b>0.73</b>	<b>1.17</b>	<b>0.70</b>	<b>2.43</b>	<b>20.67</b>	<b>33.67</b>	<b>33.87</b>	<b>25.83</b>	<b>22.83</b>	<b>24.40</b>	<b>21.27</b>	<b>15.80</b>	<b>24.80</b>	<b>24.30</b>	<b>23.20</b>	<b>25.50</b>	<b>30.83</b>	<b>23.73</b>	<b>19.73</b>	<b>15.90</b>	<b>16.03</b>	<b>2.00</b>	<b>410.73</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-Apr-08	4	4	1	0	1	0	16	27	26	35	27	23	32	22	21	27	32	22	32	29	20	7	11	4	423
02-Apr-08	6	3	0	0	1	1	13	27	24	43	23	27	26	26	15	32	28	21	26	39	20	16	12	3	432
03-Apr-08	8	2	0	1	1	0	11	26	15	22	22	24	25	28	28	26	21	27	30	32	24	18	17	4	412
04-Apr-08	8	2	0	0	2	1	14	27	25	30	30	30	33	21	18	29	31	20	34	28	24	13	9	3	432
05-Apr-08	2	1	0	0	1	0	9	21	29	33	27	24	26	18	17	27	18	14	15	21	13	7	7	1	331
06-Apr-08	0	0	0	1	0	0	8	17	32	20	28	28	27	21	22	32	22	22	29	34	17	13	5	0	378
07-Apr-08	0	1	1	0	0	0	11	30	27	37	37	27	22	23	18	30	30	21	27	27	29	11	12	3	424
08-Apr-08	6	1	0	1	1	0	13	26	31	28	36	25	27	20	24	22	29	21	33	27	23	15	8	4	421
09-Apr-08	6	3	0	1	0	0	15	25	37	34	32	24	26	23	17	29	33	21	27	36	22	12	8	6	437
10-Apr-08	2	0	2	0	0	0	14	25	36	36	28	25	33	22	16	36	28	23	33	33	17	12	8	5	434
11-Apr-08	3	3	1	2	1	0	15	31	35	31	33	34	28	22	22	32	23	20	39	35	18	13	10	2	453
12-Apr-08	0	0	0	0	0	0	8	25	35	34	26	24	22	22	20	23	17	17	21	16	15	11	3	0	339
13-Apr-08	0	0	1	0	0	0	6	22	27	26	27	26	26	5	27	36	32	17	22	19	26	20	13	0	378
14-Apr-08	2	0	0	0	0	0	12	28	31	37	32	32	28	21	17	32	26	24	24	34	23	14	10	5	432
15-Apr-08	4	3	0	1	0	0	15	29	29	33	35	28	26	22	21	31	21	19	32	37	18	11	9	5	429
16-Apr-08	4	2	0	1	0	0	15	27	33	40	29	26	30	20	21	30	26	23	31	31	9	18	14	5	435
17-Apr-08	7	2	1	1	0	0	15	29	29	34	32	25	30	22	23	28	29	19	32	31	21	13	8	9	440
18-Apr-08	6	1	1	1	3	2	17	26	27	36	29	28	33	22	17	31	27	22	32	30	20	16	11	3	441
19-Apr-08	0	0	0	0	0	0	7	26	31	32	28	25	19	21	21	17	22	13	22	16	16	8	4	0	328
20-Apr-08	0	1	0	0	0	0	6	18	26	25	26	28	26	28	19	29	25	21	23	28	24	23	4	0	380
21-Apr-08	1	0	0	0	0	0	10	29	30	39	36	22	27	23	23	24	32	20	28	34	23	12	10	4	427
22-Apr-08	6	3	1	0	4	0	15	25	28	42	32	26	27	24	16	35	22	24	35	32	16	13	10	4	440
23-Apr-08	8	2	0	2	0	0	13	27	26	37	38	27	24	20	20	29	31	24	32	32	22	12	11	6	443
24-Apr-08	6	3	0	1	1	2	15	29	33	34	30	21	34	21	13	26	30	24	30	26	26	17	9	1	432
25-Apr-08	0	0	0	0	0	1	13	25	31	31	34	24	31	18	22	25	23	21	29	25	12	13	9	0	387
26-Apr-08	0	1	0	0	1	0	9	22	32	30	30	26	23	19	15	23	17	14	22	20	12	10	3	1	330
27-Apr-08	0	0	0	1	0	0	9	19	31	24	29	21	26	26	19	32	27	20	29	38	20	15	5	1	392
28-Apr-08	0	1	0	0	0	0	15	30	37	31	29	27	23	26	20	26	27	21	29	29	21	22	9	4	427
29-Apr-08	7	1	1	1	0	0	13	28	32	37	27	26	24	24	19	33	24	23	31	35	19	10	8	9	432
30-Apr-08	6	0	0	2	0	0	17	25	37	37	27	24	28	23	21	35	19	27	24	35	27	13	9	6	442
<b>Total</b>	<b>102</b>	<b>40</b>	<b>10</b>	<b>17</b>	<b>17</b>	<b>7</b>	<b>369</b>	<b>771</b>	<b>902</b>	<b>988</b>	<b>899</b>	<b>777</b>	<b>812</b>	<b>653</b>	<b>592</b>	<b>867</b>	<b>772</b>	<b>625</b>	<b>853</b>	<b>889</b>	<b>597</b>	<b>408</b>	<b>266</b>	<b>98</b>	<b>12331</b>
<b>Avg.</b>	<b>3.40</b>	<b>1.33</b>	<b>0.33</b>	<b>0.57</b>	<b>0.57</b>	<b>0.23</b>	<b>12.30</b>	<b>25.70</b>	<b>30.07</b>	<b>32.93</b>	<b>29.97</b>	<b>25.90</b>	<b>27.07</b>	<b>21.77</b>	<b>19.73</b>	<b>28.90</b>	<b>25.73</b>	<b>20.83</b>	<b>28.43</b>	<b>29.63</b>	<b>19.90</b>	<b>13.60</b>	<b>8.87</b>	<b>3.27</b>	<b>411.03</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-Apr-08	7:00	0:10	-	-	1:00	-	3:07	7:22	-	-	5:21	-
02-Apr-08	7:00	0:11	-	-	1:06	-	15:43	-	-	-	-	-
03-Apr-08	7:00	0:07	-	1:12	-	-	0:52	4:02	-	10:47	-	-
04-Apr-08	7:00	0:20	-	-	1:03	-	-	15:37	-	-	-	-
05-Apr-08	7:00	0:11	3:29	-	0:54	-	3:57	2:04	-	-	6:25	-
06-Apr-08	7:00	0:17	-	-	1:56	-	-	13:31	-	-	1:16	-
07-Apr-08	7:00	0:26	-	-	-	-	-	16:34	-	-	-	-
08-Apr-08	7:00	0:05	-	-	-	-	-	11:38	-	-	5:17	-
09-Apr-08	7:00	0:11	-	1:30	-	-	2:56	9:25	-	-	2:58	-
10-Apr-08	7:00	0:07	2:54	-	1:04	-	2:02	8:00	-	-	2:52	-
11-Apr-08	7:00	0:22	2:27	-	1:02	-	3:03	8:07	-	-	1:59	-
12-Apr-08	7:00	0:33	5:30	-	0:58	-	9:59	-	-	-	-	-
13-Apr-08	7:00	0:10	-	0:57	1:21	-	1:28	13:04	-	-	-	-
14-Apr-08	7:00	0:05	-	2:40	-	-	-	14:15	-	-	-	-
15-Apr-08	7:00	0:09	-	-	-	-	-	16:51	-	-	-	-
16-Apr-08	7:00	0:04	-	2:02	-	-	-	14:53	-	-	-	-
17-Apr-08	7:00	0:03	-	5:59	-	-	-	10:58	-	-	-	-
18-Apr-08	7:00	0:18	-	-	-	-	-	16:42	-	-	-	-
19-Apr-08	7:00	0:29	-	-	-	-	-	12:29	-	-	4:02	-
20-Apr-08	7:00	0:13	-	-	-	-	-	13:10	-	-	3:37	-
21-Apr-08	7:00	0:17	-	2:00	-	-	-	12:20	-	-	2:23	-
22-Apr-08	7:00	0:14	-	-	-	-	-	14:34	-	-	2:12	-
23-Apr-08	7:00	0:07	-	-	-	-	-	16:53	-	-	-	-
24-Apr-08	7:00	0:08	-	-	-	-	-	15:42	-	-	1:10	-
25-Apr-08	7:00	0:16	-	10:21	-	-	-	6:23	-	-	-	-
26-Apr-08	7:00	0:23	-	-	4:19	-	12:18	-	-	-	-	-
27-Apr-08	7:00	0:08	-	0:11	1:55	-	12:51	-	-	1:55	-	-
28-Apr-08	7:00	0:13	-	0:54	2:36	-	5:58	-	-	7:19	-	-
29-Apr-08	7:00	-	-	5:37	1:01	-	1:42	8:40	-	-	-	-
30-Apr-08	7:00	0:11	-	-	0:56	-	15:53	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>6:28</b>	<b>14:20</b>	<b>33:24</b>	<b>21:11</b>	<b>-</b>	<b>91:50</b>	<b>283:14</b>	<b>-</b>	<b>20:01</b>	<b>39:32</b>	<b>-</b>
<b>% Used</b>		<b>1.27%</b>	<b>2.81%</b>	<b>6.55%</b>	<b>4.15%</b>	<b>0.00%</b>	<b>18.01%</b>	<b>55.54%</b>	<b>0.00%</b>	<b>3.92%</b>	<b>7.75%</b>	<b>0.00%</b>

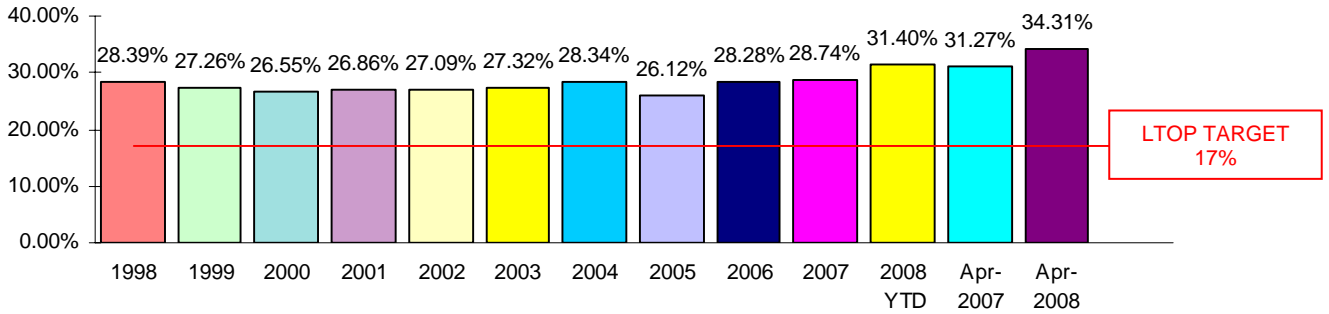
## Cumulative Mode Utilisation from 1 January 2008

<b>Time</b>	<b>1.43%</b>	<b>1.90%</b>	<b>4.71%</b>	<b>2.76%</b>	<b>0.00%</b>	<b>34.45%</b>	<b>41.84%</b>	<b>0.29%</b>	<b>0.97%</b>	<b>11.55%</b>	<b>0.10%</b>
<b>Movements</b>	<b>0.37%</b>	<b>1.19%</b>	<b>3.59%</b>	<b>1.71%</b>	<b>0.00%</b>	<b>36.87%</b>	<b>45.83%</b>	<b>0.26%</b>	<b>0.93%</b>	<b>9.17%</b>	<b>0.08%</b>

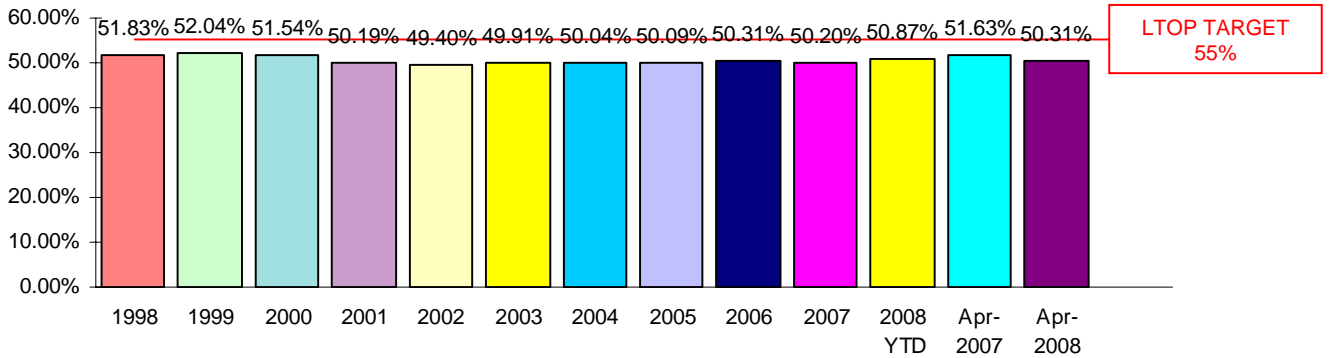
# Runway End Impact to 30 April 2008

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

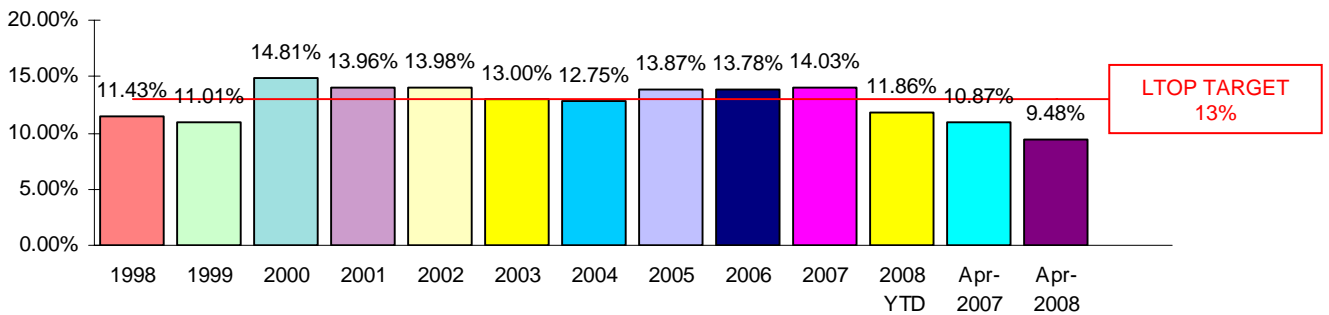
## NORTH



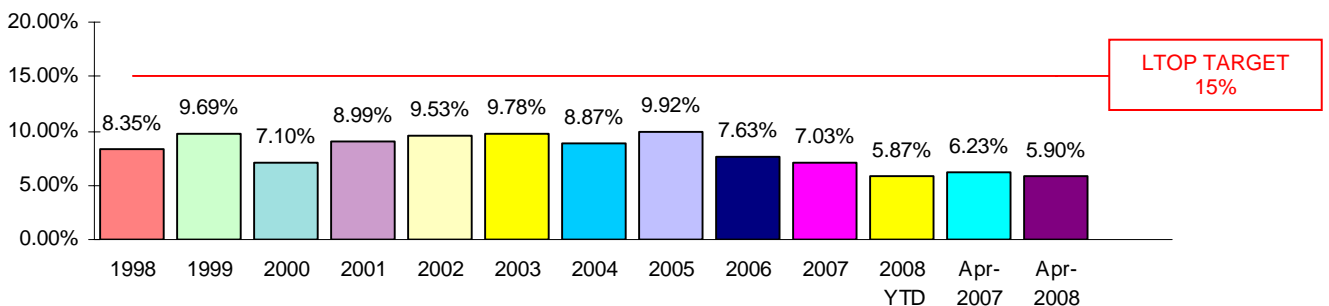
## SOUTH



## EAST

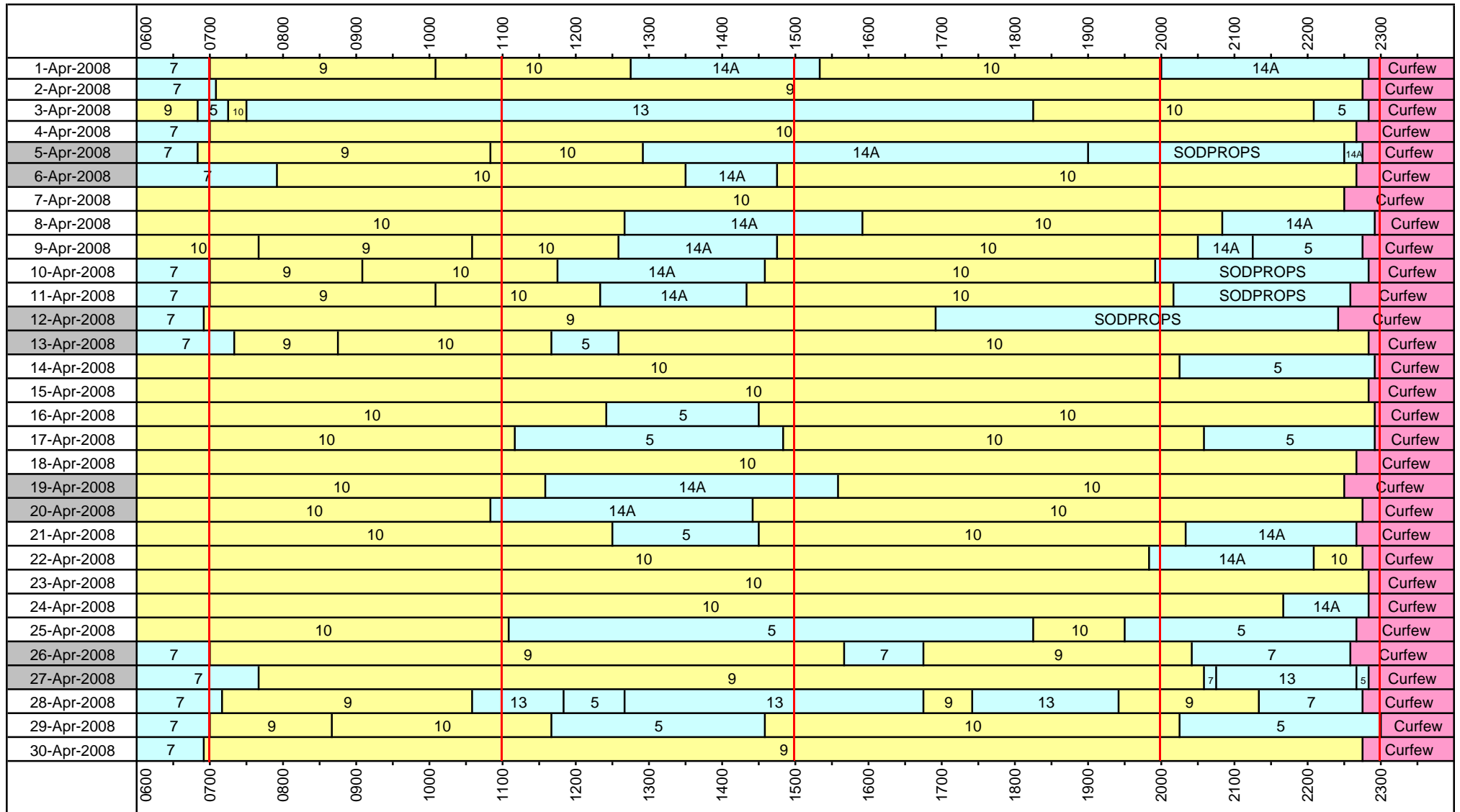


## WEST





# 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 **April 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	
07-Apr-08	6:57	8:44	1:47
09-Apr-08	7:01	7:27	0:26
14-Apr-08	6:53	9:07	2:14
15-Apr-08	6:35	8:47	2:12
16-Apr-08	6:49	8:57	2:08
17-Apr-08	7:22	8:17	0:55
18-Apr-08	6:53	8:27	1:34
21-Apr-08	6:47	9:37	2:50
22-Apr-08	6:39	9:28	2:49
23-Apr-08	6:55	9:08	2:13
24-Apr-08	7:04	9:15	2:11
25-Apr-08	7:05	8:26	1:21

### 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
07-Apr-08	65	30	35
09-Apr-08	18	9	9
14-Apr-08	80	39	41
15-Apr-08	76	34	42
16-Apr-08	76	38	38
17-Apr-08	31	13	18
18-Apr-08	58	27	31
21-Apr-08	94	45	49
22-Apr-08	93	43	50
23-Apr-08	80	37	43
24-Apr-08	78	36	42
25-Apr-08	56	28	28

### Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Gordon	2	1
Mount Colah	1	1

## Noise Enquiry Service

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

[www.airservicesaustralia.com](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:

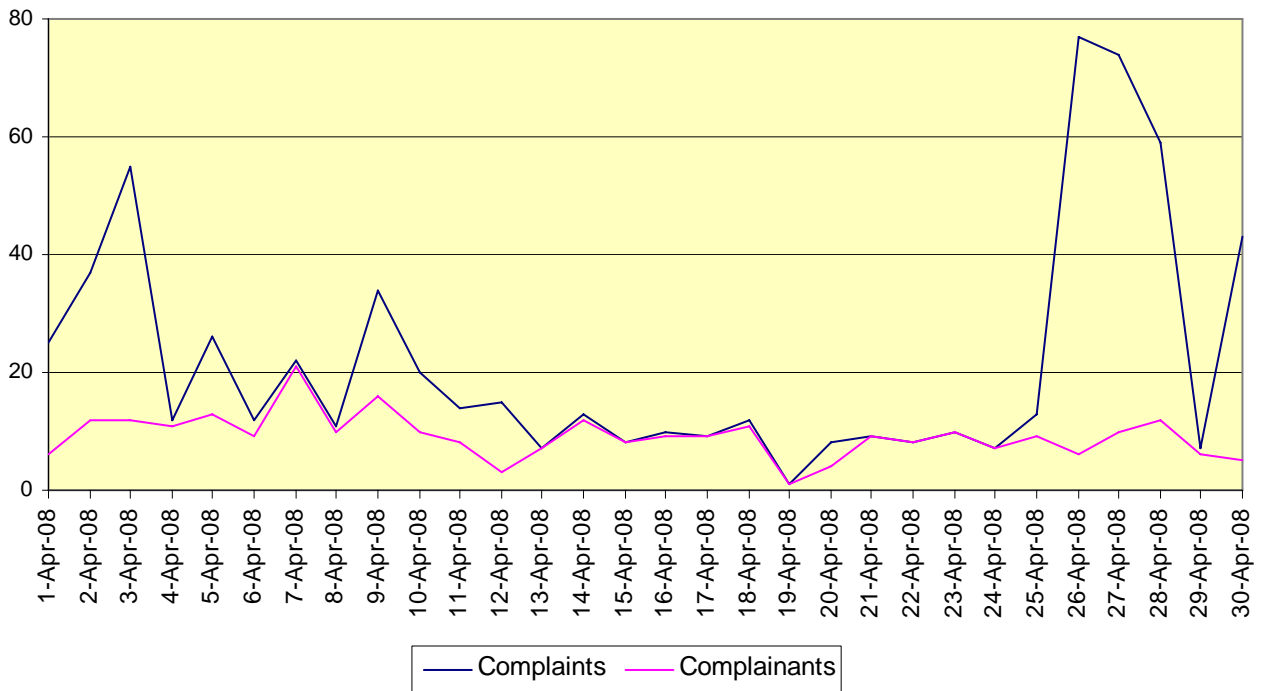
[www.sacf.dotars.gov.au](http://www.sacf.dotars.gov.au)

### Summary of Section Activity – April 2008

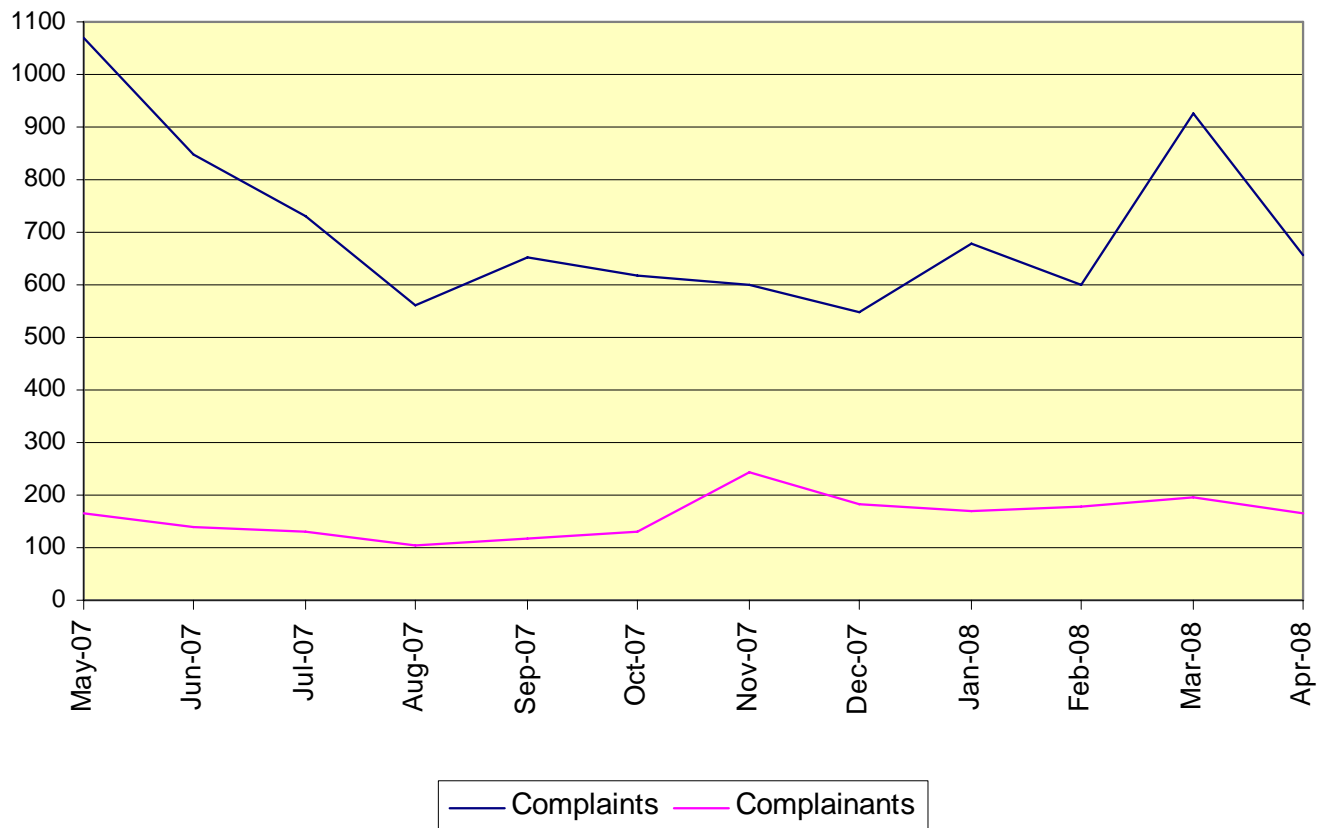
➤ Sydney Suburbs Complaints	
• By phone.....	277
• By correspondence .....	8
• By internet.....	157
• By e-mail.....	216
➤ Sydney Suburbs Complaints – suburb not specified .....	7
➤ Sydney Suburbs Comments and Enquiries .....	40
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	39
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	12
➤ Callback / Information Requests (NSW Only).....	191

## Complaints Graphs

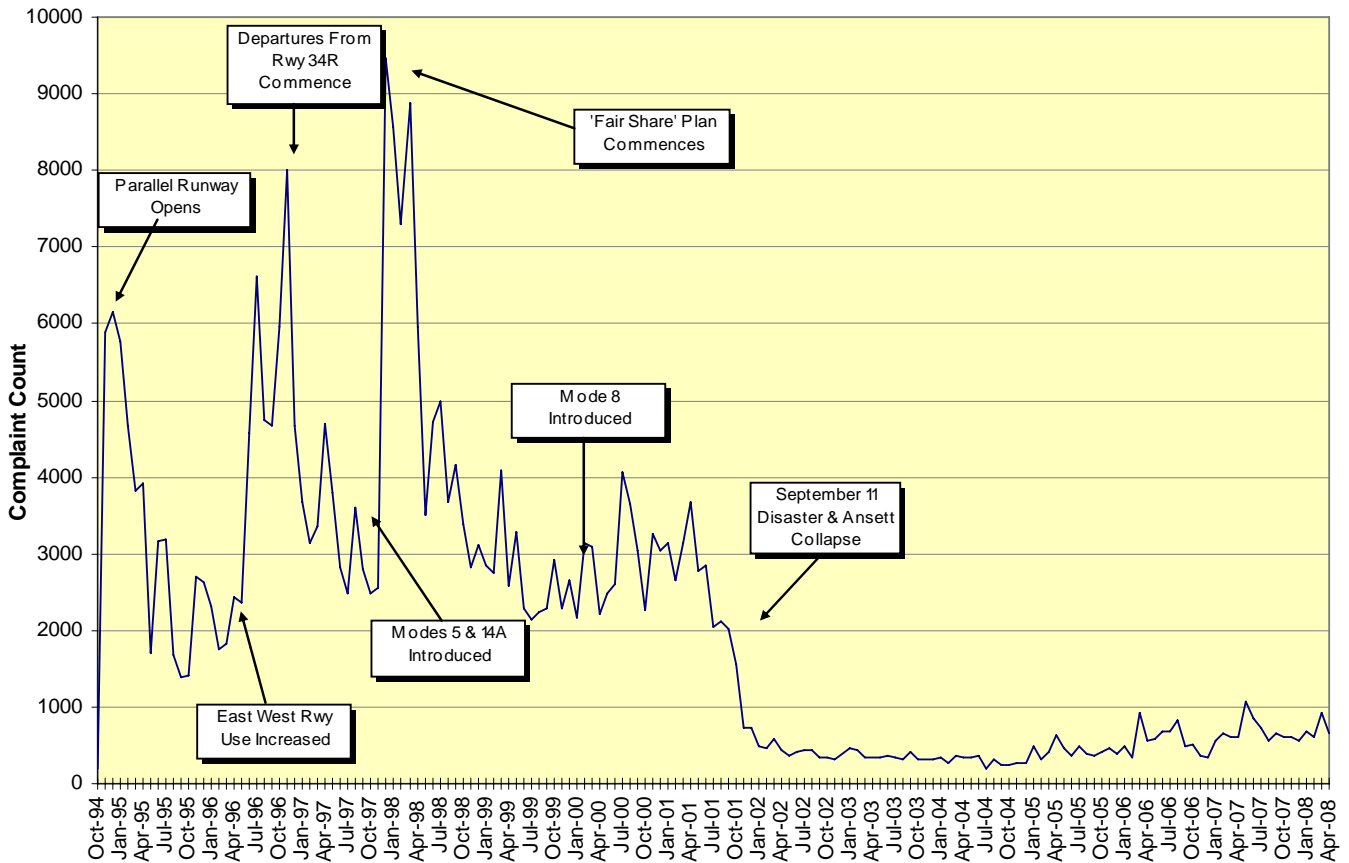
### Complaints vs Complainants – 1 April to 30 April 2008



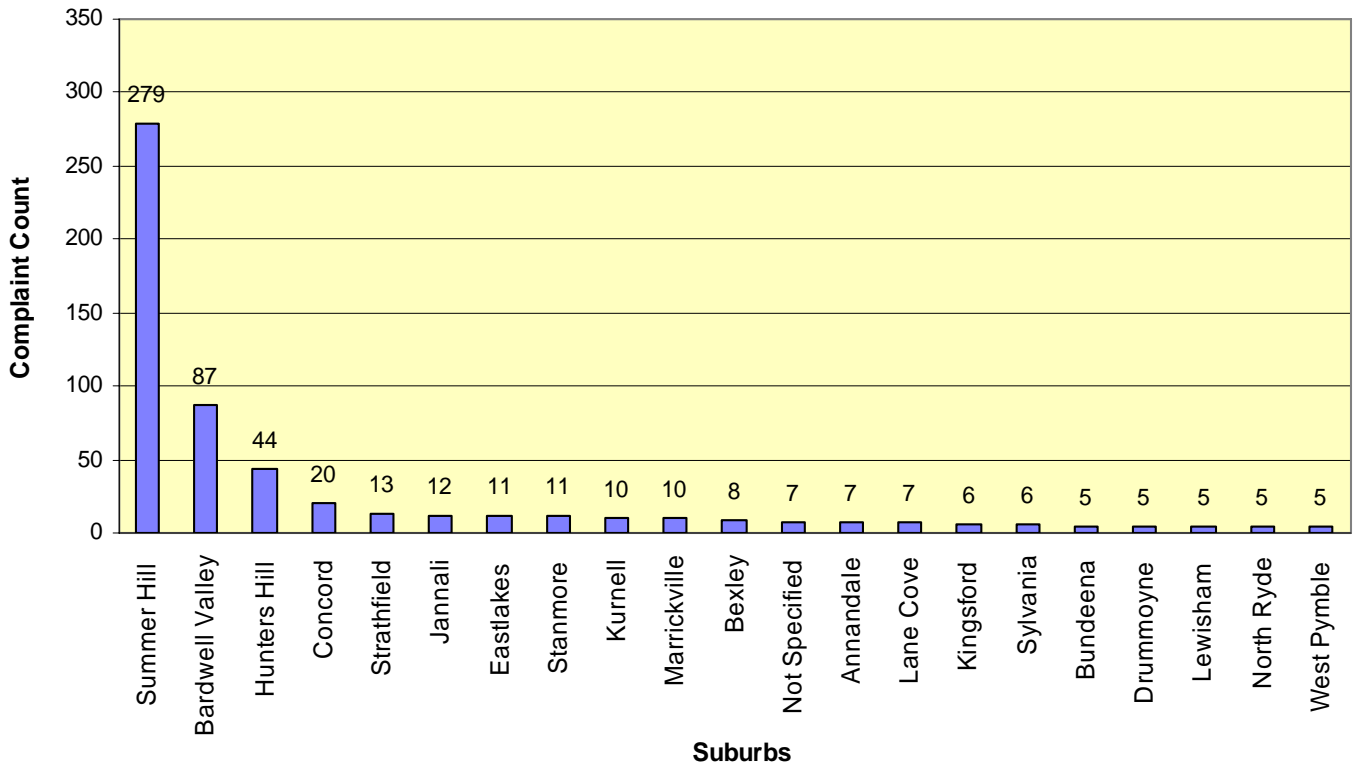
### Complaints vs Complainants – Monthly



# Complaints History

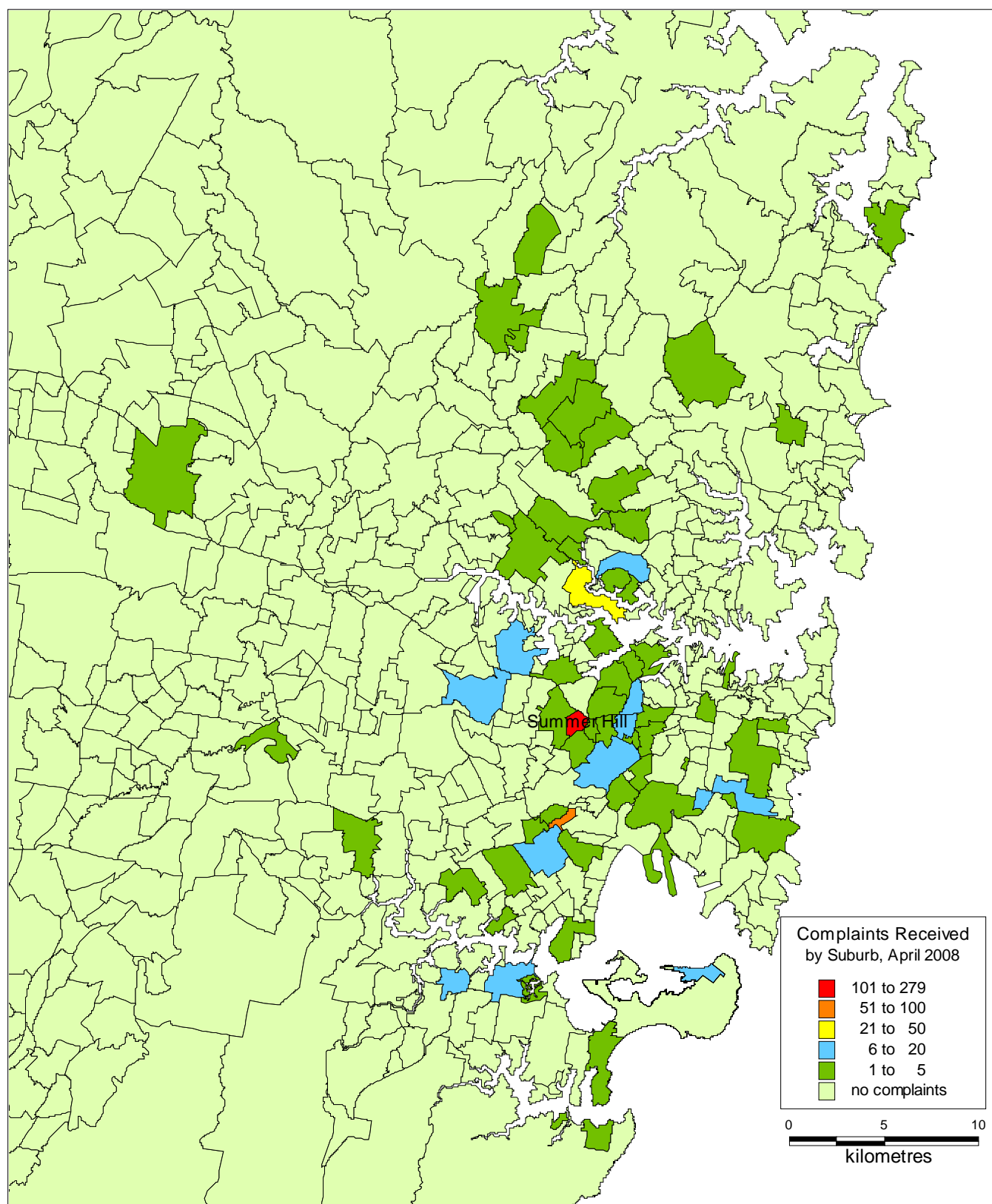


## Top Complaint Suburbs – 1 April to 30 April 2008



# Complaint Density by Suburb

1 April to 30 April 2008





## Recorded Complaints vs Complainants, by Suburb

1 April to 30 April 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	7	2	Leichhardt	3	3
Annandale	7	6	Lewisham	5	2
Ashfield	3	3	Lilyfield	3	3
Balmain	1	1	Lindfield	2	2
Bardwell Park	3	3	Longueville	1	1
Bardwell Valley	87	1	Maianbar	1	1
Beacon Hill	2	1	Maroubra	4	3
Beaconsfield	1	1	Marrickville	10	10
Belrose	2	1	Mascot	2	1
Bexley	8	5	Mortdale	1	1
Bexley North	1	1	Mount Colah	1	1
Blacktown	1	1	Newport	1	1
Bondi Junction	4	4	Newtown	3	3
Broadway	1	1	North Ryde	5	4
Bundeena	5	4	Oxford Falls	1	1
Camperdown	1	1	Petersham	1	1
Chatswood West	1	1	Potts Point	1	1
Concord	20	1	Pymble	3	1
Connells Point	1	1	Randwick	4	4
Cronulla	1	1	Revesby	1	1
Daceyville	1	1	Riverview	3	1
Denistone East	1	1	Rockdale	1	1
Drummoyne	5	5	Rozelle	1	1
Dulwich Hill	2	2	Ryde	1	1
East Ryde	2	1	Sans Souci	3	3
Eastlakes	11	2	St Peters	1	1
Emu Plains	2	2	Stanmore	11	4
Enmore	3	2	Strathfield	13	2
Five Dock	1	1	Summer Hill	279	3
Gordon	3	2	Surry Hills	1	1
Hornsby	1	1	Sydney South	1	1
Hunters Hill	44	12	Sylvania	6	5
Hurstville	1	1	Sylvania Waters	2	2
Jannali	12	1	Tempe	1	1
Kingsford	6	4	Turramurra	4	3
Kurnell	10	7	Waitara	2	1
Lane Cove	7	4	West Pymble	5	1
Lansvale	1	1			
<b>Total Complaints</b>	<b>658</b>		<b>Total Complainants</b>	<b>167</b>	

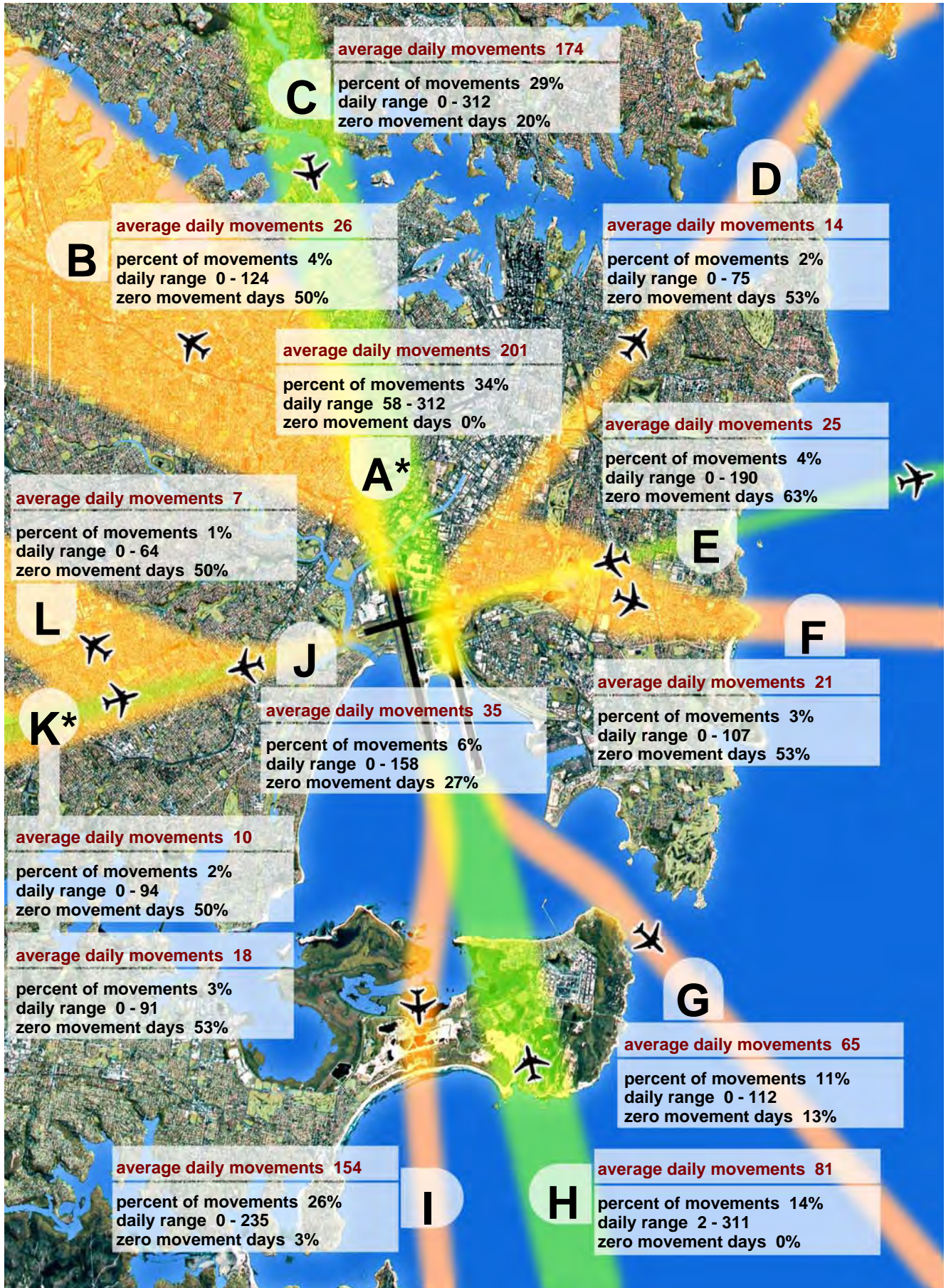
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 April to 30 April 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	6	4	Murwillumbah	1	1
Albury	2	1	Not Specified	2	1
Ballina	1	1	Richmond	2	2
Bankstown	10	7	Tabulam	1	1
Bathurst	1	1	Tweed Heads	1	1
Coalcliff	1	1	Tyagarah	3	3
Kangaroo Valley	1	1	Wamboin	1	1
Mount Ousley	1	1	Williamstown	3	3
Mount Pleasant	1	1	Yelgun	1	1
<b>Total Complaints</b>	<b>39</b>		<b>Total Complainants</b>		<b>32</b>

# Sydney Airport : Jet Flight Path Movements

1 April 2008 to 30 April 2008, All Jets

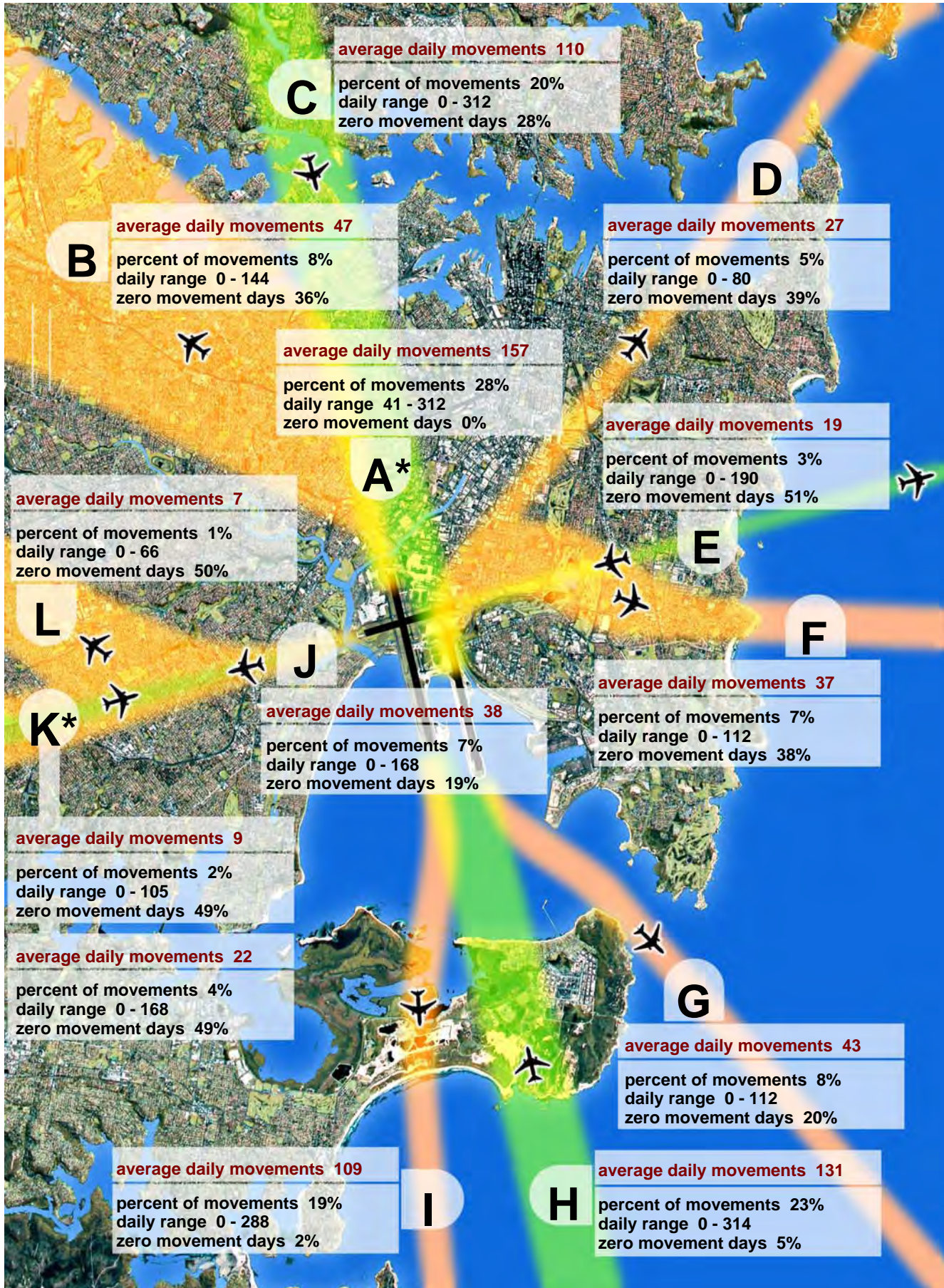


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 May 2007 to 30 April 2008, All Jets

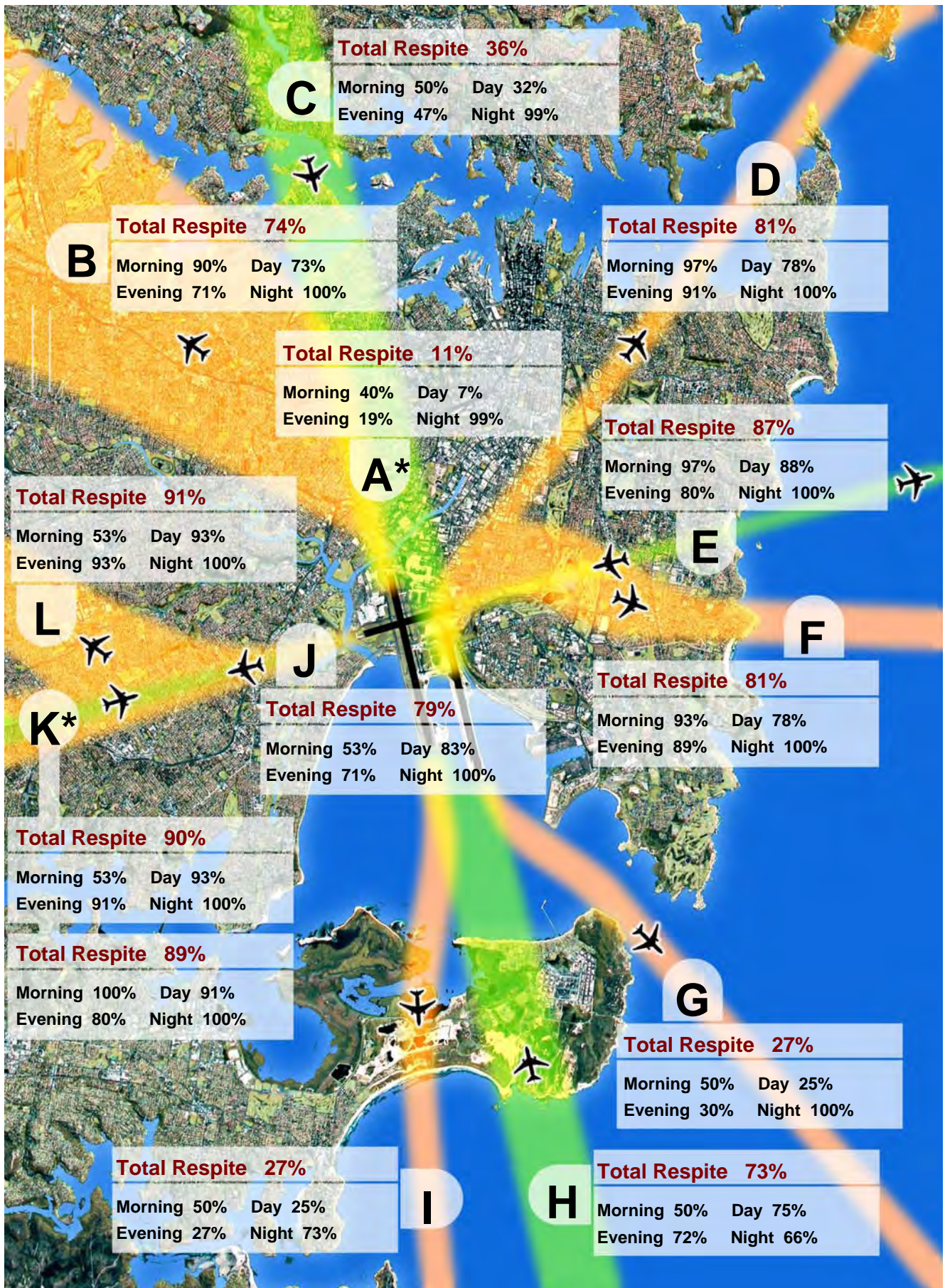


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 April 2008 to 30 April 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).

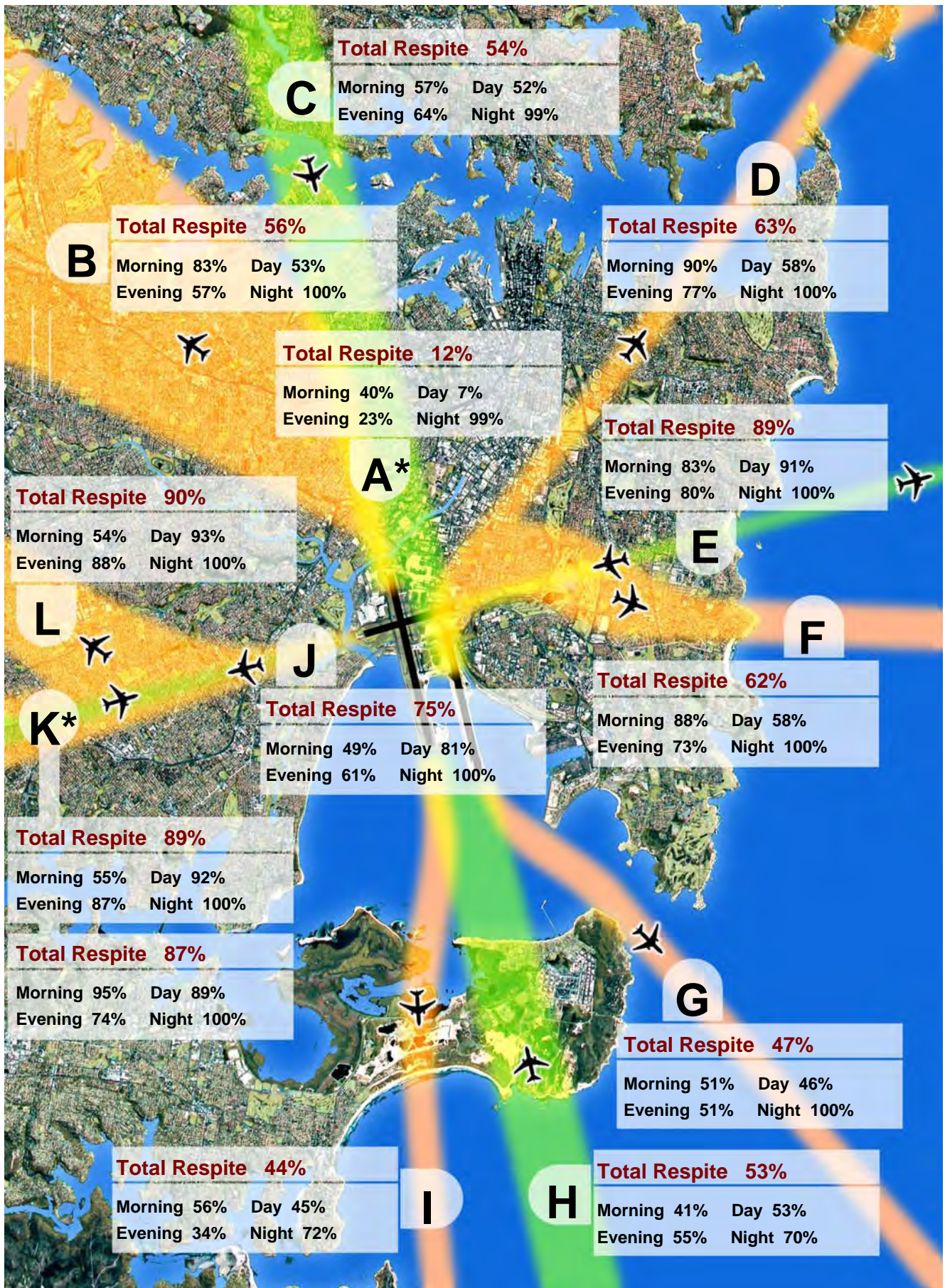
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 May 2007 to 30 April 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="#">May 2007</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 2007</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="#">May 2007</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="#">July 2007</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="#">May 2007</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="#">May 2007</a> and <a href="#">Mode 7</a> was in <a href="#">May 2007</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 Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">May 2007</a> , <a href="#">Mode 14A</a> in <a href="#">September 2007</a> and <a href="#">Mode 8</a> was not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

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

**Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **April 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 **May 2007 to April 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 April 2008.



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

<i>Location</i>	<i>CNE Apr</i>	<i>Operational days Apr</i>	<i>N70 Apr</i>	<i>N70 Mar</i>	<i>N70 Feb</i>
<i>Runway 34L</i>	<i>6,908</i>	<i>28.2</i>	<i>237</i>	<i>203</i>	<i>235</i>
<i>Penshurst</i>	<i>1,039</i>	<i>29.9</i>	<i>31</i>	<i>37</i>	<i>41</i>
<i>Bexley</i>	<i>1,294</i>	<i>29.9</i>	<i>41</i>	<i>44</i>	<i>44</i>
<i>Eastlakes</i>	<i>1,573</i>	<i>29.9</i>	<i>52</i>	<i>53</i>	<i>43</i>
<i>Coogee</i>	<i>1,054</i>	<i>29.8</i>	<i>35</i>	<i>12</i>	<i>17</i>
<i>Sydenham</i>	<i>5,064</i>	<i>29.8</i>	<i>170</i>	<i>140</i>	<i>167</i>
<i>Leichhardt</i>	<i>4,469</i>	<i>29.9</i>	<i>149</i>	<i>87</i>	<i>132</i>
<i>Kurnell</i>	<i>1,038</i>	<i>29.8</i>	<i>34</i>	<i>77</i>	<i>50</i>
<i>Annandale</i>	<i>2,770</i>	<i>29.9</i>	<i>87</i>	<i>43</i>	<i>72</i>
<i>St Peters</i>	<i>3,221</i>	<i>29.8</i>	<i>106</i>	<i>79</i>	<i>97</i>
<i>Croydon</i>	<i>181</i>	<i>29.9</i>	<i>5</i>	<i>16</i>	<i>8</i>
<i>Hunters Hill</i>	<i>3,950</i>	<i>30.0</i>	<i>69</i>	<i>39</i>	<i>63</i>

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

The N70 values for April 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 9 PM 29 Day 199 Night 17 WE_D 193 WE_N 4	<b>Penshurst</b> AM 3 PM 8 Day 17 Night 0 WE_D 41 WE_N 0	<b>Bexley</b> AM 4 PM 10 Day 23 Night 0 WE_D 51 WE_N 0	<b>Eastlakes</b> AM 0 PM 12 Day 48 Night 0 WE_D 30 WE_N 0
<b>Coogee</b> AM 0 PM 10 Day 34 Night 0 WE_D 7 WE_N 0	<b>Sydenham</b> AM 11 PM 18 Day 151 Night 11 WE_D 138 WE_N 0	<b>Leichhardt</b> AM 11 PM 16 Day 137 Night 1 WE_D 102 WE_N 0	<b>Kurnell</b> AM 1 PM 3 Day 25 Night 0 WE_D 49 WE_N 0
<b>Annandale</b> AM 3 PM 6 Day 90 Night 0 WE_D 54 WE_N 0	<b>St Peters</b> AM 3 PM 8 Day 104 Night 0 WE_D 80 WE_N 0	<b>Croydon</b> AM 0 PM 1 Day 3 Night 0 WE_D 10 WE_N 0	<b>Hunters Hill</b> AM 9 PM 7 Day 60 Night 1 WE_D 51 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.*