



AIRSERVICES AUSTRALIA

Sydney Airport
Operational Statistics
December 2009

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

December 2009

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

There was a total of 24,618 aircraft movements this month (daily average 794.13). Last month there were a total of 24,406 movements (daily average 813.53) and for the same month last year there were a total of 24,275 movements (daily average 783.06).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 29 days this month, Mode 9 on 11 days, Mode 10 on 17 days and Mode 15 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 17.18% 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 34.69% - This result is above the LTOP target and above the previous month (33.05%).

South 50.94% - This result is below the LTOP target and below the previous month (50.95%).

East 12.42% - This result is below the LTOP target and below the previous month (13.85%).

West 1.93% - This result is below the LTOP target and below the previous month (2.16%).

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

This procedure was used on the 1 and 9 December for a total of 2 hours and 54 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 911 complaints, comments and enquiries were received as follows:

784 Sydney suburbs complaints from 182 complainants

44 Sydney suburbs comments and enquiries

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

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

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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 – 31 December 2009).....	21
Jet Flight Path Movements * (1 January 2009 – 31 December 2009)	22
Jet Aircraft Respite (R60) * (1 – 31 December 2009)	23
Jet Aircraft Respite (R60) * (1 January 2009 – 31 December 2009)	24
Jet Flight Path Movements (Explanation)	25
Jet Aircraft Respite (R60) (Explanation)	26
Measured Daily N70 Values	27

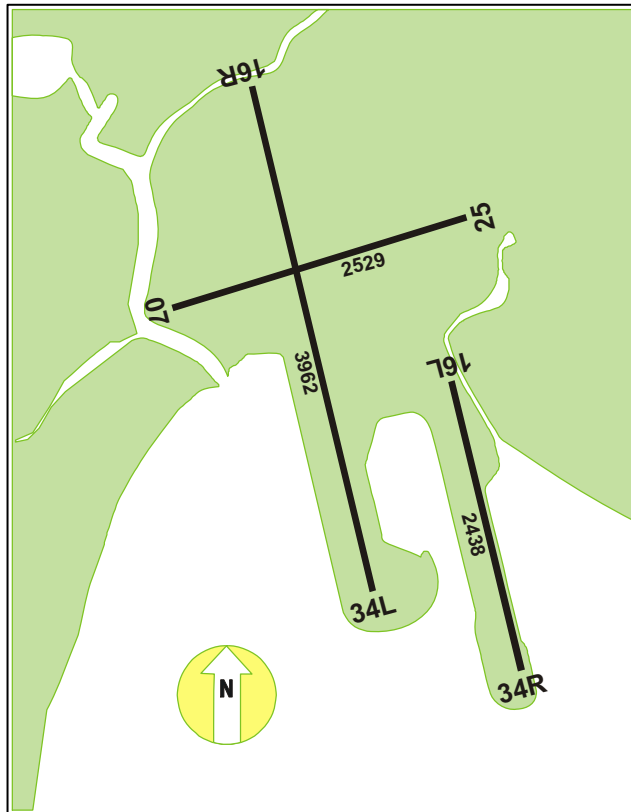
This report is available on the Internet at Airservices Australia website at

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	Main North-South runway
Runway 16L/34R	Parallel North-South runway.
Runway 07/25	East-West runway.

Runways 16L and 16R	Used by aircraft landing or taking off towards the South. (16=approx. 160 degrees magnetic bearing)
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Runway 34L	Used by aircraft landing or taking off towards the North. (34=approx. 340 degrees magnetic bearing)
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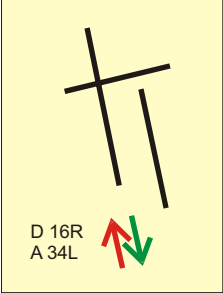
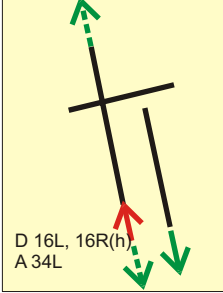
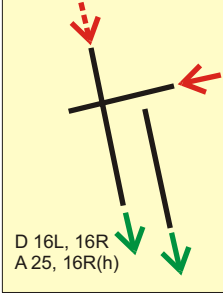
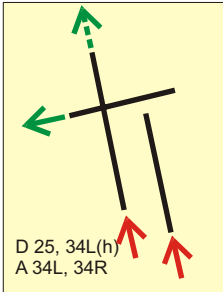
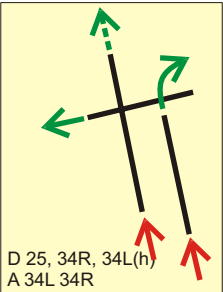
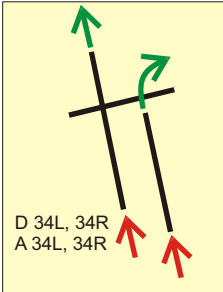
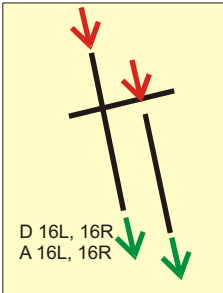
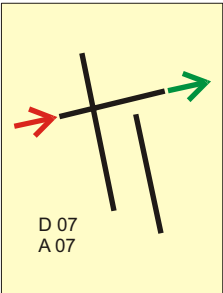
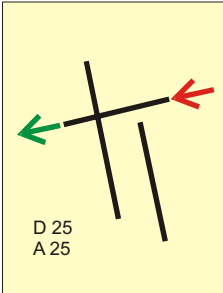
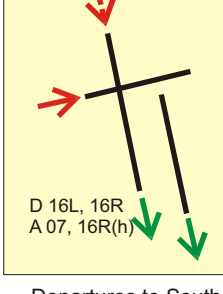
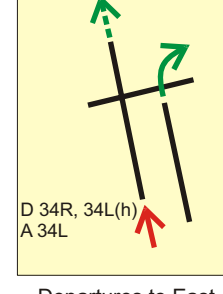




Runway 34R	Used by aircraft landing toward the north and taking off to the East.
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Runway 07	Used by aircraft landing or taking off towards the East. (07=approx. 070 degrees magnetic bearing)
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Runway 25	Used by aircraft landing or taking off towards the West. (25=approx. 250 degrees magnetic bearing)
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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 21 May 2009 (TLI 09 0163; LOA 714 V5)

Monday to Friday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
0600 to 0700	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (<i>Shoulder Curfew</i>). If traffic permits.
	3.	Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	5.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	6.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
0700 to 2245	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	3.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	4.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	5.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	16 (<i>Mode 10</i>)

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

Note 1 – Mode 15 is a temporary mode of operations that is only approved for use during the RESA period and will cease on the completion of the RESA works (expected April 2010). Implementation of this Mode is for weekdays between the hours 0600 to 0700, 1230 to 1430 and after 2000, Saturday afternoons and Sunday morning 0600 to 0800 when conditions are suitable and traffic patterns permit.

Saturday and Sunday		
2300 to 0600	1.	Curfew – Departures 16R / Arrivals 34L (Mode 1)
<i>0600 to 0700 Saturday 0600 to 0800</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 34L (<i>Shoulder Curfew</i>). If traffic permits.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>)
	4.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	5.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	6.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
<i>0700 to 2200 Saturday 0800 to 2200</i>	1.	SODPROPS - Departures 16L / Arrivals 34L
	2.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>), or Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>), or Departures 25 / Arrivals 34L&R (<i>Mode 7</i>), or Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	3.	Departures 34R / Arrivals 34L (<i>Mode 15</i>) – refer Note 1 below.
	4.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	5.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2200 to 2245	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions are not suitable.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>)
	4.	Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	5.	Departures 34R, 25 & 34L / Arrivals 34L&R (<i>Mode 8</i>)
	6.	Departures 25 / Arrivals 34L&R (<i>Mode 7</i>)
	7.	34 (<i>Mode 9</i>) or 16 (<i>Mode 10</i>)
	8.	07 (<i>Mode 12</i>) or 25 (<i>Mode 13</i>)
2245 to 2300	1.	SODPROPS - Departures 16L (Mandatory) / Arrivals 34L
	2.	Departures 16L&R (Mandatory) / Arrivals 34L (<i>Shoulder Curfew</i>) unless there would be significant delays to either departing or arriving aircraft or traffic complexity requires a variation or weather conditions preclude the use of 34L.
	3.	Departures 16L&R / Arrivals 25 (<i>Mode 5</i>), or Departures 16L&R / Arrivals 07 (<i>Mode 14A</i>)
	4.	16 (<i>Mode 10</i>)

Runway Movement Summary - All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Dec-09	0	0	0	163	121	284	254	299	553	0	0	0	5	0	5	0	0	0	0	0	0	842
02-Dec-09	55	0	55	152	130	282	232	311	543	0	0	0	6	0	6	0	0	0	0	0	0	886
03-Dec-09	0	0	0	0	0	0	2	9	11	0	19	19	327	182	509	117	232	349	0	0	0	888
04-Dec-09	45	0	45	163	130	293	221	315	536	0	0	0	9	0	9	0	0	0	0	0	0	883
05-Dec-09	45	0	45	84	74	158	127	167	294	0	0	0	68	39	107	23	46	69	0	0	0	673
06-Dec-09	1	0	1	15	11	26	43	39	82	0	0	0	237	154	391	78	184	262	0	0	0	762
07-Dec-09	0	0	0	9	9	18	36	26	62	0	16	16	256	179	435	125	200	325	0	0	0	856
08-Dec-09	6	0	6	95	80	175	147	174	321	0	0	0	126	78	204	37	78	115	0	0	0	821
09-Dec-09	0	0	0	150	112	262	224	280	504	0	0	0	53	16	69	0	20	20	0	0	0	855
10-Dec-09	0	0	0	0	0	0	1	8	9	0	17	17	282	176	458	153	231	384	0	0	0	868
11-Dec-09	22	0	22	160	127	287	248	319	567	9	0	9	5	0	5	0	0	0	0	0	0	890
12-Dec-09	0	0	0	0	0	0	1	2	3	0	0	0	291	142	433	55	183	238	0	0	0	674
13-Dec-09	47	0	47	117	112	229	200	284	484	8	0	8	1	0	1	0	0	0	0	0	0	769
14-Dec-09	40	0	40	155	122	277	218	288	506	0	0	0	2	0	2	0	0	0	0	0	0	825
15-Dec-09	0	0	0	0	0	0	0	14	14	0	15	15	287	174	461	118	207	325	0	0	0	815
16-Dec-09	0	0	0	0	0	0	0	11	11	0	0	0	302	189	491	121	223	344	0	0	0	846
17-Dec-09	1	0	1	0	0	0	1	11	12	0	0	0	317	189	506	124	240	364	0	0	0	883
18-Dec-09	33	0	33	173	139	312	234	308	542	0	0	0	5	0	5	0	0	0	0	0	0	892
19-Dec-09	0	0	0	70	60	130	145	157	302	1	13	14	97	49	146	47	66	113	0	0	0	705
20-Dec-09	6	0	6	77	73	150	135	174	309	0	0	0	101	66	167	57	74	131	0	0	0	763
21-Dec-09	0	0	0	0	0	0	0	4	4	0	0	0	261	183	444	142	217	359	0	0	0	807
22-Dec-09	0	0	0	0	15	15	0	14	14	0	0	0	266	175	441	139	197	336	0	0	0	806
23-Dec-09	0	0	0	77	58	135	114	152	266	0	0	0	151	98	249	76	112	188	0	0	0	838
24-Dec-09	11	18	29	0	15	15	0	8	8	0	0	0	281	173	454	131	196	327	0	0	0	833
25-Dec-09	7	0	7	89	80	169	199	220	419	0	0	0	1	0	1	0	0	0	0	0	0	596
26-Dec-09	0	0	0	118	108	226	202	235	437	25	0	25	0	0	0	0	0	0	0	0	0	688
27-Dec-09	0	0	0	124	119	243	204	257	461	36	0	36	0	0	0	0	0	0	0	0	0	740
28-Dec-09	0	0	0	137	117	254	206	259	465	34	1	35	1	0	1	0	0	0	0	0	0	755
29-Dec-09	0	0	0	108	101	209	196	259	455	57	1	58	5	0	5	0	0	0	0	0	0	727
30-Dec-09	56	0	56	106	94	200	188	265	453	0	0	0	8	0	8	0	0	0	0	0	0	717
31-Dec-09	0	0	0	0	0	0	0	7	7	0	20	20	241	158	399	124	165	289	0	0	0	715
Total	375	18	393	2342	2007	4349	3778	4876	8654	170	102	272	3992	2420	6412	1667	2871	4538	0	0	0	24618

Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Dec-09	0	0	0	103	85	188	207	224	431	0	0	0	3	0	3	0	0	0	0	0	0	622
02-Dec-09	50	0	50	95	93	188	181	235	416	0	0	0	4	0	4	0	0	0	0	0	0	658
03-Dec-09	0	0	0	0	0	0	0	7	7	0	17	17	262	113	375	69	192	261	0	0	0	660
04-Dec-09	39	0	39	108	91	199	173	239	412	0	0	0	7	0	7	0	0	0	0	0	0	657
05-Dec-09	42	0	42	47	58	105	104	138	242	0	0	0	61	31	92	20	40	60	0	0	0	541
06-Dec-09	0	0	0	14	9	23	41	31	72	0	0	0	193	105	298	51	154	205	0	0	0	598
07-Dec-09	0	0	0	5	8	13	34	25	59	0	15	15	207	111	318	72	165	237	0	0	0	642
08-Dec-09	5	0	5	59	56	115	131	135	266	0	0	0	91	51	142	25	65	90	0	0	0	618
09-Dec-09	0	0	0	93	81	174	180	210	390	0	0	0	47	14	61	0	19	19	0	0	0	644
10-Dec-09	0	0	0	0	0	0	1	6	7	0	15	15	234	105	339	90	195	285	0	0	0	646
11-Dec-09	18	0	18	102	92	194	193	238	431	8	0	8	3	0	3	0	0	0	0	0	0	654
12-Dec-09	0	0	0	0	0	0	0	1	1	0	0	0	244	103	347	30	162	192	0	0	0	540
13-Dec-09	46	0	46	78	80	158	162	224	386	8	0	8	0	0	0	0	0	0	0	0	0	598
14-Dec-09	34	0	34	90	85	175	185	224	409	0	0	0	2	0	2	0	0	0	0	0	0	620
15-Dec-09	0	0	0	0	0	0	0	7	7	0	15	15	229	112	341	72	173	245	0	0	0	608
16-Dec-09	0	0	0	0	0	0	0	5	5	0	0	0	245	123	368	76	191	267	0	0	0	640
17-Dec-09	0	0	0	0	0	0	0	3	3	0	0	0	250	116	366	79	203	282	0	0	0	651
18-Dec-09	31	0	31	98	100	198	194	230	424	0	0	0	2	0	2	0	0	0	0	0	0	655
19-Dec-09	0	0	0	54	44	98	116	137	253	0	13	13	84	33	117	27	53	80	0	0	0	561
20-Dec-09	6	0	6	52	47	99	115	137	252	0	0	0	83	48	131	46	65	111	0	0	0	599
21-Dec-09	0	0	0	0	0	0	0	1	1	0	0	0	210	127	337	97	181	278	0	0	0	616
22-Dec-09	0	0	0	0	15	15	0	6	6	0	0	0	213	121	334	96	164	260	0	0	0	615
23-Dec-09	0	0	0	51	42	93	96	118	214	0	0	0	122	69	191	56	98	154	0	0	0	652
24-Dec-09	5	13	18	0	14	14	0	4	4	0	0	0	226	119	345	88	165	253	0	0	0	634
25-Dec-09	7	0	7	76	67	143	182	202	384	0	0	0	1	0	1	0	0	0	0	0	0	535
26-Dec-09	0	0	0	89	80	169	171	200	371	23	0	23	0	0	0	0	0	0	0	0	0	563
27-Dec-09	0	0	0	87	89	176	174	211	385	35	0	35	0	0	0	0	0	0	0	0	0	596
28-Dec-09	0	0	0	90	87	177	180	216	396	33	0	33	0	0	0	0	0	0	0	0	0	606
29-Dec-09	0	0	0	73	72	145	162	214	376	51	0	51	2	0	2	0	0	0	0	0	0	574
30-Dec-09	49	0	49	74	66	140	161	218	379	0	0	0	3	0	3	0	0	0	0	0	0	571
31-Dec-09	0	0	0	0	0	0	0	3	3	0	16	16	201	117	318	87	144	231	0	0	0	568
Total	332	13	345	1538	1461	2999	3143	3849	6992	158	91	249	3229	1618	4847	1081	2429	3510	0	0	0	18942

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			Unknown Runway			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Dec-09	0	0	0	60	36	96	47	75	122	0	0	0	2	0	2	0	0	0	0	0	0	220
02-Dec-09	5	0	5	57	37	94	51	76	127	0	0	0	2	0	2	0	0	0	0	0	0	228
03-Dec-09	0	0	0	0	0	0	2	2	4	0	2	2	65	69	134	48	40	88	0	0	0	228
04-Dec-09	6	0	6	55	39	94	48	76	124	0	0	0	2	0	2	0	0	0	0	0	0	226
05-Dec-09	3	0	3	37	16	53	23	29	52	0	0	0	7	8	15	3	6	9	0	0	0	132
06-Dec-09	1	0	1	1	2	3	2	8	10	0	0	0	44	49	93	27	30	57	0	0	0	164
07-Dec-09	0	0	0	4	1	5	2	1	3	0	1	1	49	68	117	53	35	88	0	0	0	214
08-Dec-09	1	0	1	36	24	60	16	39	55	0	0	0	35	27	62	12	13	25	0	0	0	203
09-Dec-09	0	0	0	57	31	88	44	70	114	0	0	0	6	2	8	0	1	1	0	0	0	211
10-Dec-09	0	0	0	0	0	0	0	2	2	0	2	2	48	71	119	63	36	99	0	0	0	222
11-Dec-09	4	0	4	58	35	93	55	81	136	1	0	1	2	0	2	0	0	0	0	0	0	236
12-Dec-09	0	0	0	0	0	0	1	1	2	0	0	0	47	39	86	25	21	46	0	0	0	134
13-Dec-09	1	0	1	39	32	71	38	60	98	0	0	0	1	0	1	0	0	0	0	0	0	171
14-Dec-09	6	0	6	65	37	102	33	64	97	0	0	0	0	0	0	0	0	0	0	0	0	205
15-Dec-09	0	0	0	0	0	0	0	7	7	0	0	0	58	62	120	46	34	80	0	0	0	207
16-Dec-09	0	0	0	0	0	0	0	6	6	0	0	0	57	66	123	45	32	77	0	0	0	206
17-Dec-09	1	0	1	0	0	0	1	8	9	0	0	0	67	73	140	45	37	82	0	0	0	232
18-Dec-09	2	0	2	75	39	114	40	78	118	0	0	0	3	0	3	0	0	0	0	0	0	237
19-Dec-09	0	0	0	16	16	32	29	20	49	1	0	1	13	16	29	20	13	33	0	0	0	144
20-Dec-09	0	0	0	25	26	51	20	37	57	0	0	0	18	18	36	11	9	20	0	0	0	164
21-Dec-09	0	0	0	0	0	0	0	3	3	0	0	0	51	56	107	45	36	81	0	0	0	191
22-Dec-09	0	0	0	0	0	0	0	8	8	0	0	0	53	54	107	43	33	76	0	0	0	191
23-Dec-09	0	0	0	26	16	42	18	34	52	0	0	0	29	29	58	20	14	34	0	0	0	186
24-Dec-09	6	5	11	0	1	1	0	4	4	0	0	0	55	54	109	43	31	74	0	0	0	199
25-Dec-09	0	0	0	13	13	26	17	18	35	0	0	0	0	0	0	0	0	0	0	0	0	61
26-Dec-09	0	0	0	29	28	57	31	35	66	2	0	2	0	0	0	0	0	0	0	0	0	125
27-Dec-09	0	0	0	37	30	67	30	46	76	1	0	1	0	0	0	0	0	0	0	0	0	144
28-Dec-09	0	0	0	47	30	77	26	43	69	1	1	2	1	0	1	0	0	0	0	0	0	149
29-Dec-09	0	0	0	35	29	64	34	45	79	6	1	7	3	0	3	0	0	0	0	0	0	153
30-Dec-09	7	0	7	32	28	60	27	47	74	0	0	0	5	0	5	0	0	0	0	0	0	146
31-Dec-09	0	0	0	0	0	0	0	4	4	0	4	4	40	41	81	37	21	58	0	0	0	147
Total	43	5	48	804	546	1350	635	1027	1662	12	11	23	763	802	1565	586	442	1028	0	0	0	5676

(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-Dec-09	5	4	1	2	3	1	32	60	68	66	59	51	40	34	46	48	45	56	72	61	31	24	28	5	842
02-Dec-09	2	3	1	3	3	1	30	62	65	66	57	56	46	34	55	52	54	64	75	55	31	39	27	5	886
03-Dec-09	2	2	2	2	1	2	36	60	69	67	54	55	46	44	49	50	45	65	76	57	35	37	29	3	888
04-Dec-09	5	2	0	3	1	1	34	61	68	68	56	58	48	43	51	46	51	61	69	57	45	34	20	1	883
05-Dec-09	0	1	0	0	0	1	25	45	56	55	57	55	44	39	44	45	37	39	40	30	26	23	11	0	673
06-Dec-09	0	1	1	2	0	0	24	40	48	43	48	40	46	39	45	55	49	57	73	55	37	34	24	1	762
07-Dec-09	1	1	0	0	1	0	35	60	63	67	66	63	45	41	50	56	49	51	67	54	31	29	23	3	856
08-Dec-09	4	1	2	2	2	0	37	56	62	64	62	53	34	42	51	40	46	50	65	57	35	26	28	2	821
09-Dec-09	1	1	1	3	2	1	38	56	62	69	54	56	43	38	48	48	50	57	65	62	37	37	23	3	855
10-Dec-09	5	1	3	2	2	0	36	55	66	65	59	59	49	33	50	44	51	57	72	55	40	29	31	4	868
11-Dec-09	5	2	1	2	2	1	32	66	68	61	63	48	50	37	57	57	50	64	73	62	36	38	13	2	890
12-Dec-09	1	0	1	0	2	0	27	47	60	52	56	51	47	34	44	36	41	41	35	38	25	21	15	0	674
13-Dec-09	1	1	0	0	0	0	22	37	50	50	51	44	50	36	53	49	51	61	71	55	34	35	17	1	769
14-Dec-09	0	0	0	0	0	0	30	57	62	61	62	55	50	30	51	47	51	53	65	54	33	34	26	4	825
15-Dec-09	7	3	1	4	2	0	32	60	65	63	60	51	40	41	43	41	47	45	64	54	27	29	29	7	815
16-Dec-09	4	3	0	3	2	1	29	56	61	62	63	56	41	37	49	44	57	54	66	51	35	36	32	4	846
17-Dec-09	4	2	3	2	2	2	35	66	64	60	55	54	47	48	46	48	51	62	70	57	41	32	29	3	883
18-Dec-09	4	3	2	3	3	1	35	57	57	63	64	55	51	40	53	55	58	52	69	66	39	35	25	2	892
19-Dec-09	0	3	1	0	0	0	22	54	66	60	57	54	47	33	48	38	38	43	43	28	26	29	14	1	705
20-Dec-09	1	1	0	0	1	0	20	32	46	49	48	44	51	41	47	53	49	51	73	59	34	37	24	2	763
21-Dec-09	1	1	0	1	0	0	31	58	62	59	56	59	50	32	52	45	48	49	63	47	32	33	25	3	807
22-Dec-09	4	5	1	4	1	3	30	56	62	57	61	45	45	36	48	37	51	49	65	49	35	30	26	6	806
23-Dec-09	3	2	1	5	0	0	31	51	63	63	56	47	53	39	46	52	49	56	66	53	36	32	29	5	838
24-Dec-09	2	2	3	4	1	0	30	59	59	62	52	57	47	38	46	55	48	66	62	40	45	31	23	1	833
25-Dec-09	0	1	0	1	2	0	28	41	41	53	43	39	36	32	38	32	35	44	39	28	23	28	11	1	596
26-Dec-09	2	0	0	0	1	0	28	40	58	56	51	54	46	40	49	47	35	47	44	29	30	21	10	0	688
27-Dec-09	0	1	1	1	0	0	21	33	49	53	50	47	50	40	53	46	49	55	61	46	31	33	20	0	740
28-Dec-09	0	3	0	0	1	0	29	47	58	59	55	54	51	36	49	42	42	53	53	45	32	28	18	0	755
29-Dec-09	1	1	0	0	0	0	31	50	57	59	49	46	42	35	40	39	37	57	53	36	32	32	23	7	727
30-Dec-09	4	2	1	1	1	1	31	46	64	53	20	50	38	32	40	44	43	56	58	44	33	29	21	5	717
31-Dec-09	4	1	1	1	2	2	32	47	48	56	47	54	41	38	43	43	47	46	55	38	27	22	19	1	715
Total	73	54	28	51	38	18	933	1615	1847	1841	1691	1610	1414	1162	1484	1434	1454	1661	1922	1522	1034	957	693	82	24618
Avg.	2.35	1.74	0.90	1.65	1.23	0.58	30.10	52.10	59.58	59.39	54.55	51.94	45.61	37.48	47.87	46.26	46.90	53.58	62.00	49.10	33.35	30.87	22.35	2.65	794.13

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-Dec-09	1	1	1	2	0	1	15	36	39	31	29	26	19	19	21	20	23	29	38	19	19	18	13	2	422
02-Dec-09	1	1	1	2	0	1	10	38	36	33	29	27	19	20	31	19	26	34	33	24	20	25	13	2	445
03-Dec-09	0	1	2	1	0	1	14	39	38	30	25	30	17	22	31	14	24	39	34	22	22	27	11	2	446
04-Dec-09	0	1	0	2	0	1	15	36	42	29	29	26	19	21	32	15	26	30	31	27	23	21	11	1	438
05-Dec-09	0	0	0	0	0	0	12	31	28	25	25	29	19	21	29	15	23	21	20	15	17	12	5	0	347
06-Dec-09	0	1	1	0	0	0	13	26	20	23	23	14	21	17	23	21	24	35	37	21	24	17	12	1	374
07-Dec-09	1	1	0	0	0	0	16	32	35	38	28	32	15	21	32	18	28	27	28	23	18	20	11	2	426
08-Dec-09	0	0	2	1	1	0	16	33	37	34	29	22	15	23	27	12	23	28	32	23	21	18	14	0	411
09-Dec-09	0	0	1	2	0	1	17	32	36	31	29	28	20	16	25	18	24	30	29	31	21	23	12	1	427
10-Dec-09	1	0	3	1	1	0	16	31	39	29	30	33	20	15	30	15	24	31	34	26	20	21	13	3	436
11-Dec-09	1	1	1	1	1	0	12	43	39	27	31	21	22	19	34	21	25	37	32	25	20	23	7	1	444
12-Dec-09	0	0	0	0	2	0	12	35	30	23	27	22	22	18	27	15	19	26	16	20	13	14	6	0	347
13-Dec-09	0	1	0	0	0	0	12	22	20	24	26	19	18	17	31	17	21	37	37	22	19	22	8	0	373
14-Dec-09	0	0	0	0	0	0	13	31	35	32	33	26	18	17	30	16	26	30	31	20	19	23	13	2	415
15-Dec-09	2	0	1	3	1	0	14	34	39	30	30	25	19	22	22	12	25	25	32	17	15	21	13	3	405
16-Dec-09	0	2	0	2	1	0	14	36	34	30	31	26	20	18	30	14	26	32	28	17	24	23	13	2	423
17-Dec-09	1	0	1	1	1	2	14	42	34	25	31	28	18	23	23	21	26	38	33	20	24	21	14	2	443
18-Dec-09	2	0	1	2	1	1	12	35	34	31	32	28	17	23	27	25	25	30	32	34	20	21	12	0	445
19-Dec-09	0	2	0	0	0	0	8	38	35	23	30	26	21	17	28	16	18	24	22	14	14	20	3	1	360
20-Dec-09	1	0	0	0	1	0	8	19	23	19	24	22	22	19	28	20	24	32	35	26	18	23	12	0	376
21-Dec-09	0	1	0	1	0	0	11	36	34	29	31	28	17	17	32	18	24	24	26	19	21	23	10	1	403
22-Dec-09	1	2	0	3	1	1	11	37	34	28	29	23	19	18	28	13	21	28	34	17	22	22	11	2	405
23-Dec-09	1	1	0	3	0	0	11	29	35	31	27	22	24	19	28	22	21	32	32	22	22	21	13	2	418
24-Dec-09	0	0	3	2	0	0	11	39	31	25	27	27	20	19	28	20	25	36	33	15	30	20	12	0	423
25-Dec-09	0	1	0	1	0	0	12	29	19	24	18	18	17	19	20	8	21	26	15	14	14	15	5	0	296
26-Dec-09	1	0	0	0	1	0	14	26	27	22	21	28	18	21	29	19	18	28	23	15	18	15	1	0	345
27-Dec-09	0	1	0	1	0	0	11	20	23	21	22	22	22	18	29	17	25	30	33	22	17	19	11	0	364
28-Dec-09	0	1	0	0	1	0	12	27	32	25	29	24	23	17	29	13	23	30	26	22	19	18	7	0	378
29-Dec-09	1	1	0	0	0	0	12	30	30	25	26	22	21	16	22	12	25	29	21	16	23	21	8	5	366
30-Dec-09	0	1	1	0	1	1	12	30	33	25	12	23	19	13	23	14	22	31	29	18	19	18	9	4	358
31-Dec-09	0	1	1	1	1	1	12	32	23	23	23	26	20	21	24	15	24	26	31	20	18	12	10	0	365
Total	15	22	20	32	15	11	392	1004	994	845	836	773	601	586	853	515	729	935	917	646	614	617	313	39	12324
Avg.	0.48	0.71	0.65	1.03	0.48	0.35	12.65	32.39	32.06	27.26	26.97	24.94	19.39	18.90	27.52	16.61	23.52	30.16	29.58	20.84	19.81	19.90	10.10	1.26	397.55

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-Dec-09	4	3	0	0	3	0	17	24	29	35	30	25	21	15	25	28	22	27	34	42	12	6	15	3	420
02-Dec-09	1	2	0	1	3	0	20	24	29	33	28	29	27	14	24	33	28	30	42	31	11	14	14	3	441
03-Dec-09	2	1	0	1	1	1	22	21	31	37	29	25	29	22	18	36	21	26	42	35	13	10	18	1	442
04-Dec-09	5	1	0	1	1	0	19	25	26	39	27	32	29	22	19	31	25	31	38	30	22	13	9	0	445
05-Dec-09	0	1	0	0	0	1	13	14	28	30	32	26	25	18	15	30	14	18	20	15	9	11	6	0	326
06-Dec-09	0	0	0	2	0	0	11	14	28	20	25	26	25	22	22	34	25	22	36	34	13	17	12	0	388
07-Dec-09	0	0	0	0	1	0	19	28	28	29	38	31	30	20	18	38	21	24	39	31	13	9	12	1	430
08-Dec-09	4	1	0	1	1	0	21	23	25	30	33	31	19	19	24	28	23	22	33	34	14	8	14	2	410
09-Dec-09	1	1	0	1	2	0	21	24	26	38	25	28	23	22	23	30	26	27	36	31	16	14	11	2	428
10-Dec-09	4	1	0	1	1	0	20	24	27	36	29	26	29	18	20	29	27	26	38	29	20	8	18	1	432
11-Dec-09	4	1	0	1	1	1	20	23	29	34	32	27	28	18	23	36	25	27	41	37	16	15	6	1	446
12-Dec-09	1	0	1	0	0	0	15	12	30	29	29	29	25	16	17	21	22	15	19	18	12	7	9	0	327
13-Dec-09	1	0	0	0	0	0	10	15	30	26	25	25	32	19	22	32	30	24	34	33	15	13	9	1	396
14-Dec-09	0	0	0	0	0	0	17	26	27	29	29	29	32	13	21	31	25	23	34	34	14	11	13	2	410
15-Dec-09	5	3	0	1	1	0	18	26	26	33	30	26	21	19	21	29	22	20	32	37	12	8	16	4	410
16-Dec-09	4	1	0	1	1	1	15	20	27	32	32	30	21	19	19	30	31	22	38	34	11	13	19	2	423
17-Dec-09	3	2	2	1	1	0	21	24	30	35	24	26	29	25	23	27	25	24	37	37	17	11	15	1	440
18-Dec-09	2	3	1	1	2	0	23	22	23	32	32	27	34	17	26	30	33	22	37	32	19	14	13	2	447
19-Dec-09	0	1	1	0	0	0	14	16	31	37	27	28	26	16	20	22	20	19	21	14	12	9	11	0	345
20-Dec-09	0	1	0	0	0	0	12	13	23	30	24	22	29	22	19	33	25	19	38	33	16	14	12	2	387
21-Dec-09	1	0	0	0	0	0	20	22	28	30	25	31	33	15	20	27	24	25	37	28	11	10	15	2	404
22-Dec-09	3	3	1	1	0	2	19	19	28	29	32	22	26	18	20	24	30	21	31	32	13	8	15	4	401
23-Dec-09	2	1	1	2	0	0	20	22	28	32	29	25	29	20	18	30	28	24	34	31	14	11	16	3	420
24-Dec-09	2	2	0	2	1	0	19	20	28	37	25	30	27	19	18	35	23	30	29	25	15	11	11	1	410
25-Dec-09	0	0	0	0	2	0	16	12	22	29	25	21	19	13	18	24	14	18	24	14	9	13	6	1	300
26-Dec-09	1	0	0	0	0	0	14	14	31	34	30	26	28	19	20	28	17	19	21	14	12	6	9	0	343
27-Dec-09	0	0	1	0	0	0	10	13	26	32	28	25	28	22	24	29	24	25	28	24	14	14	9	0	376
28-Dec-09	0	2	0	0	0	0	17	20	26	34	26	30	28	19	20	29	19	23	27	23	13	10	11	0	377
29-Dec-09	0	0	0	0	0	0	19	20	27	34	23	24	21	19	18	27	12	28	32	20	9	11	15	2	361
30-Dec-09	4	1	0	1	0	0	19	16	31	28	8	27	19	19	17	30	21	25	29	26	14	11	12	1	359
31-Dec-09	4	0	0	0	1	1	20	15	25	33	24	28	21	17	19	28	23	20	24	18	9	10	9	1	350
Total	58	32	8	19	23	7	541	611	853	996	855	837	813	576	631	919	725	726	1005	876	420	340	380	43	12294
Avg.	1.87	1.03	0.26	0.61	0.74	0.23	17.45	19.71	27.52	32.13	27.58	27.00	26.23	18.58	20.35	29.65	23.39	23.42	32.42	28.26	13.55	10.97	12.26	1.39	396.58

Mode Utilisation Summary (Total Hours by Day)

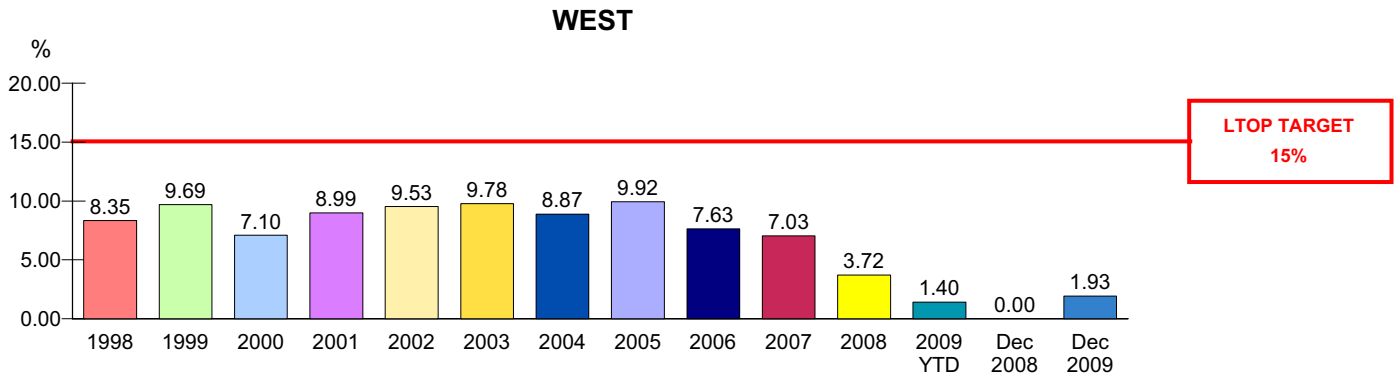
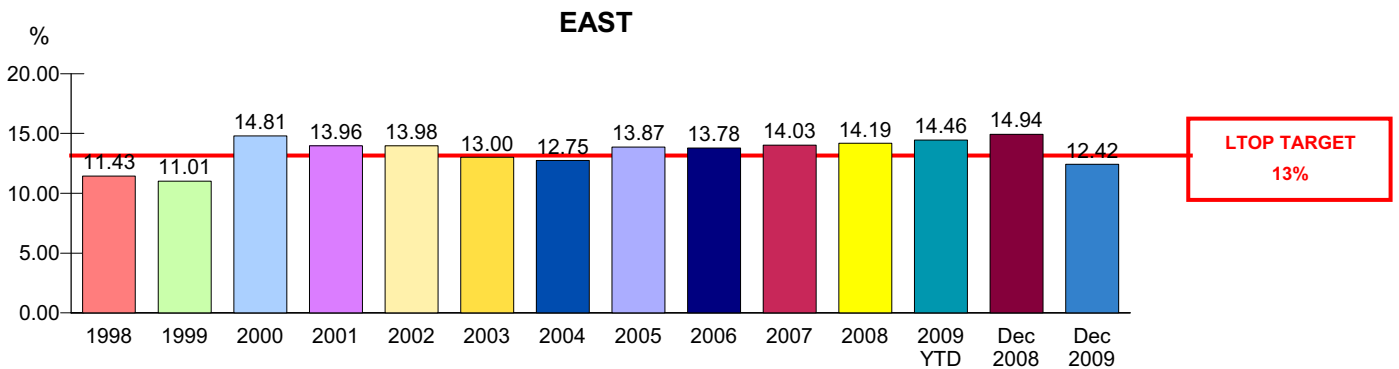
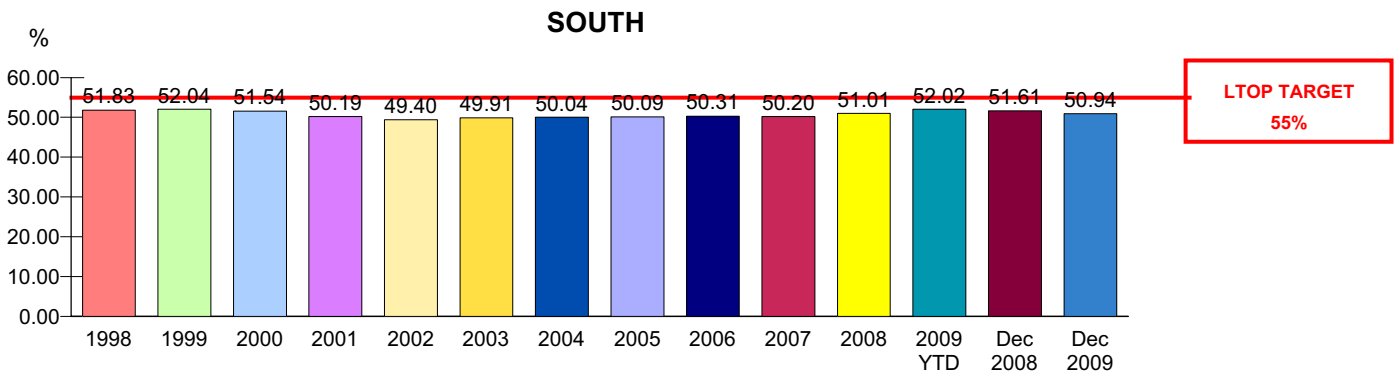
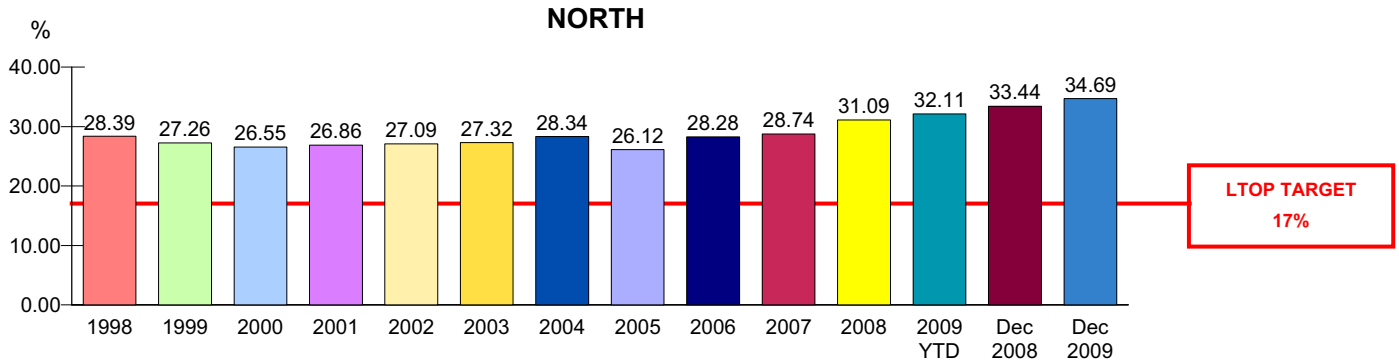
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode 14a 16/07	Mode 15 34R/34L	Other
01-Dec-09	07:00	-	-	-	-	-	-	16:59	-	-	-	-	-
02-Dec-09	07:00	00:15	-	-	-	-	-	14:02	-	-	02:41	-	-
03-Dec-09	07:00	00:26	-	-	00:59	-	11:11	-	-	-	-	04:21	-
04-Dec-09	07:00	00:28	-	-	00:13	-	-	14:00	-	-	02:17	-	-
05-Dec-09	07:00	00:28	00:56	-	-	-	04:04	08:03	-	-	03:26	-	-
06-Dec-09	07:00	00:14	-	-	-	-	13:53	02:51	-	-	-	-	-
07-Dec-09	07:00	00:16	-	-	00:54	-	13:19	02:28	-	-	-	-	-
08-Dec-09	07:00	00:11	01:14	-	-	-	05:08	09:12	-	-	00:20	00:52	-
09-Dec-09	07:00	00:19	-	-	-	-	-	14:27	-	-	-	02:12	-
10-Dec-09	07:00	00:10	-	-	00:54	-	15:54	-	-	-	-	-	-
11-Dec-09	07:00	00:17	-	00:49	-	-	-	14:36	-	-	01:15	-	-
12-Dec-09	07:00	00:22	-	-	-	-	05:22	-	-	-	-	11:14	-
13-Dec-09	07:00	00:27	-	00:43	-	-	-	13:11	-	-	02:36	-	-
14-Dec-09	07:00	-	-	-	-	-	-	14:25	-	-	02:34	-	-
15-Dec-09	07:00	00:07	-	-	00:56	-	11:38	-	-	-	-	04:17	-
16-Dec-09	07:00	00:16	-	-	-	-	12:23	-	-	-	-	04:19	-
17-Dec-09	07:00	00:15	-	-	-	-	14:09	-	-	-	-	02:33	-
18-Dec-09	07:00	00:20	-	-	-	-	-	15:00	-	-	01:38	-	-
19-Dec-09	07:00	00:22	-	-	00:54	-	04:28	11:13	-	-	-	-	-
20-Dec-09	07:00	00:12	-	-	-	-	06:14	09:47	-	-	00:45	-	-
21-Dec-09	07:00	00:01	-	-	-	-	16:14	-	-	-	-	00:43	-
22-Dec-09	07:00	00:14	01:00	-	-	-	15:44	-	-	-	-	-	-
23-Dec-09	07:00	00:17	-	-	-	-	08:10	07:39	-	-	-	00:51	-
24-Dec-09	07:00	00:17	00:52	-	-	-	13:23	-	00:46	-	-	01:40	-
25-Dec-09	07:00	00:52	-	-	-	-	-	15:27	-	-	00:39	-	-
26-Dec-09	07:00	00:45	-	01:58	-	-	-	14:15	-	-	-	-	-
27-Dec-09	07:00	00:15	-	02:45	-	-	-	13:58	-	-	-	-	-
28-Dec-09	07:00	00:30	-	03:05	-	-	-	13:23	-	-	-	-	-
29-Dec-09	07:00	00:24	-	03:39	-	-	-	12:55	-	-	-	-	-
30-Dec-09	07:00	00:26	-	-	-	-	-	13:22	-	-	03:10	-	-
31-Dec-09	07:00	00:24	-	-	01:02	-	13:40	-	-	-	-	01:51	-
Total	217:00	10:18	4:03	13:02	5:55	00:00	185:04	251:23	0:46	00:00	21:26	34:57	00:00
% Used		1.96%	0.77%	2.47%	1.12%	0.00%	35.12%	47.70%	0.15%	0.00%	0.00%	6.63%	4.07%

Cumulative Mode Utilisation from 1 January 2009

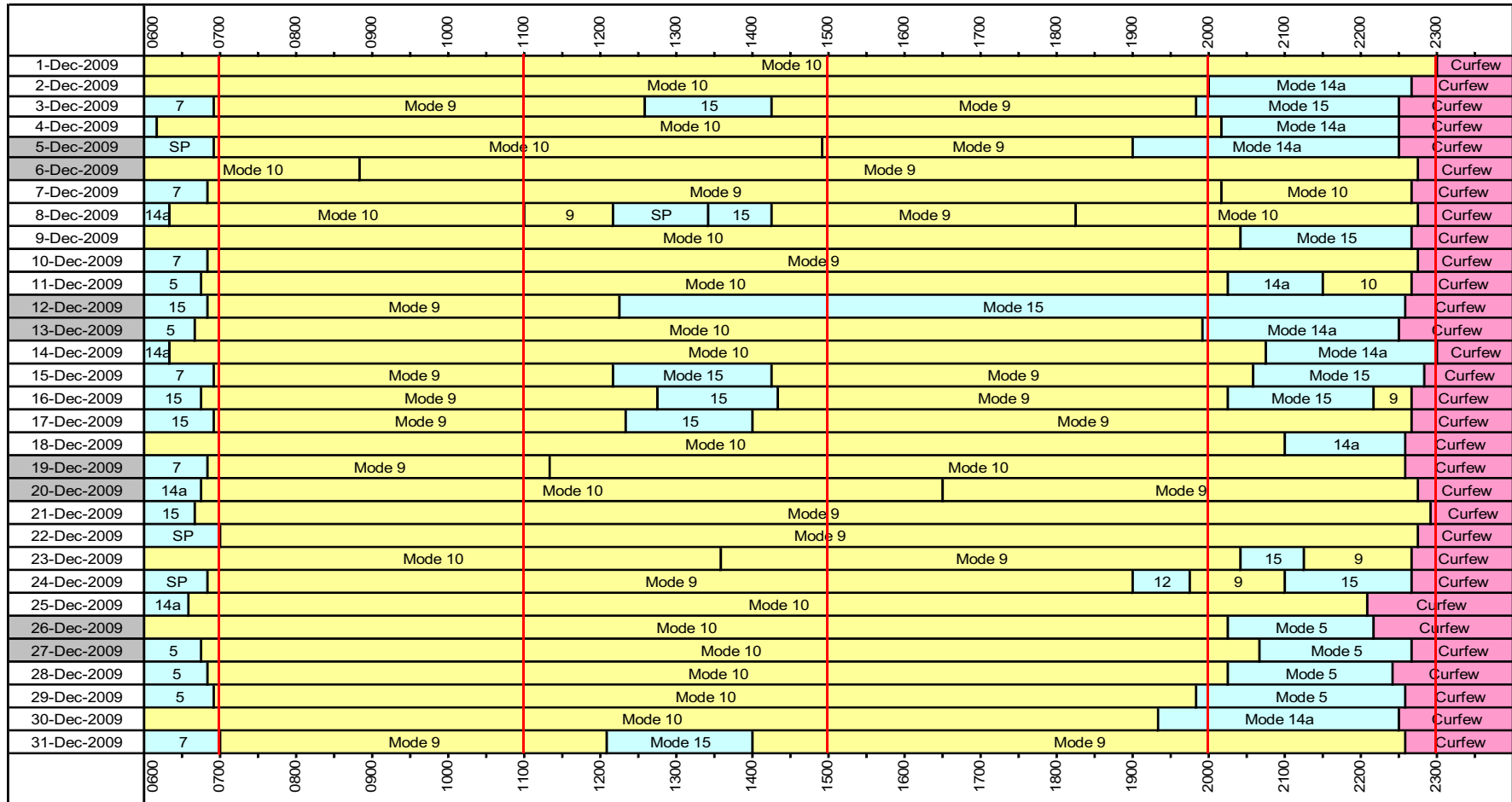
Time	2.25%	6.45%	0.65%	2.23%	0.00%	39.23%	38.78%	0.01%	1.07%	0.71%	8.62%	0.00%
Movements	0.35%	4.95%	0.44%	1.64%	0.00%	44.22%	40.39%	0.01%	0.99%	0.48%	6.53%	0.00%

Runway End Impact to 31 December 2009

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



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

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

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

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **December 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	
01 Dec 2009	7:00	7:56	0:56
09 Dec 2009	6:42	8:40	1:58

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
01 Dec 2009	32	15	19
09 Dec 2009	64	27	38

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Glenorie	1	1
Hornsby	1	1
Kenthurst	2	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

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

www.privacy.gov.au

The Telecommunications Act 1997 (Commonwealth)

www.acma.gov.au

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail community.relations@airservicesaustralia.com

In addition complaints can be lodged via the internet at:

www.airservicesaustralia.com/ncm

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

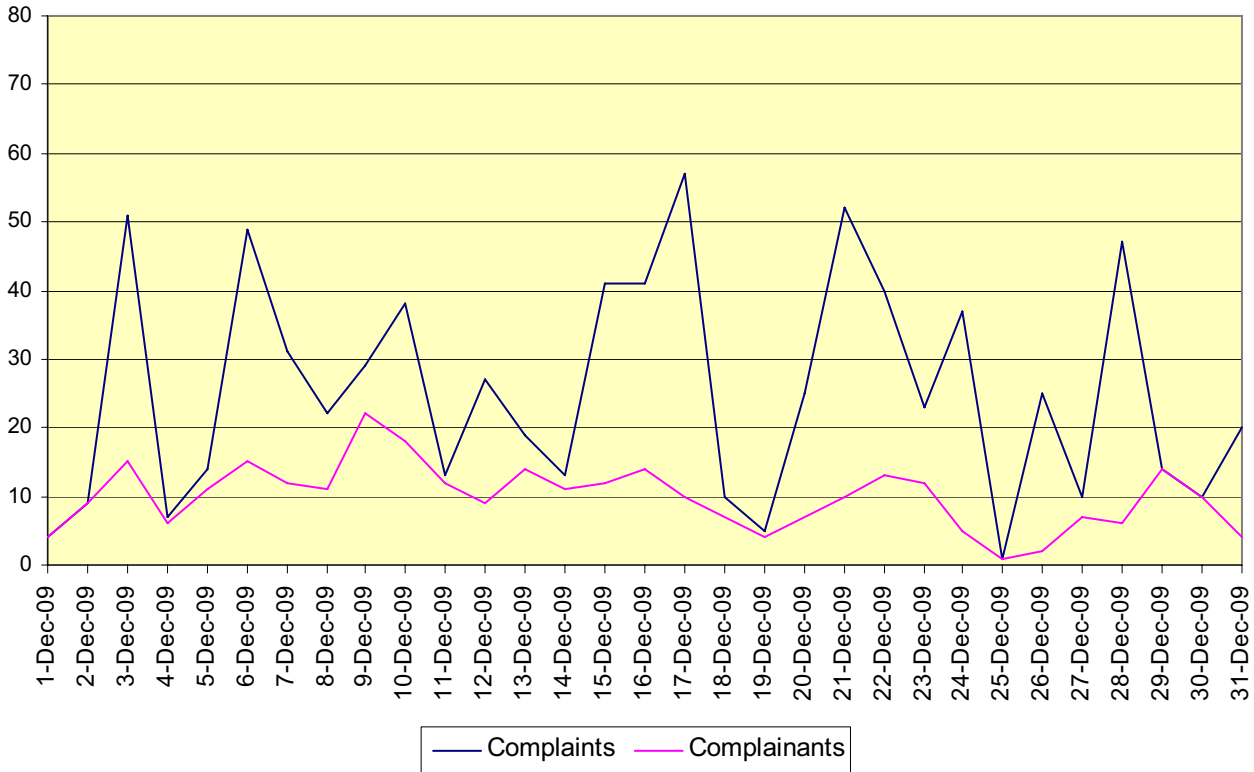
www.sacf.infrastructure.gov.au

Summary of Section Activity – December 2009

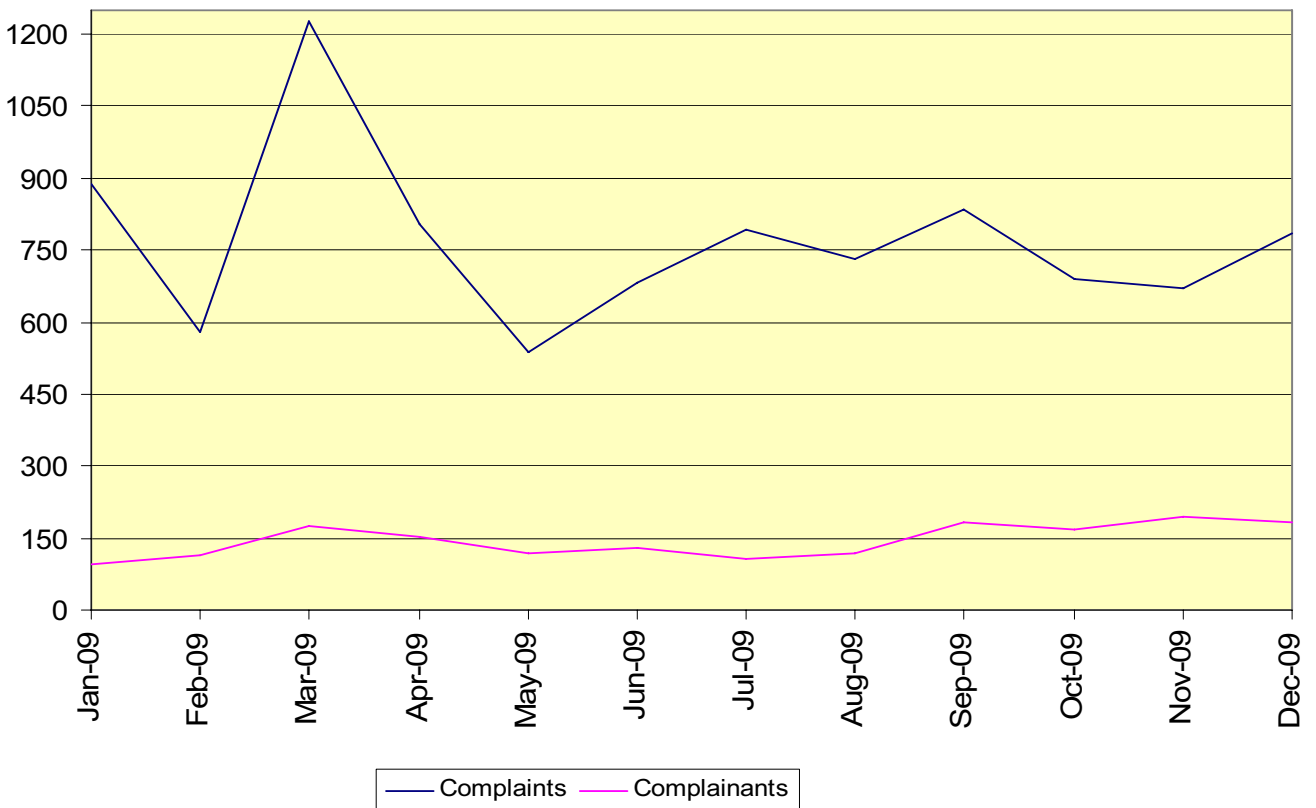
➤ Sydney Suburbs Complaints	
• By phone	290
• By correspondence.....	19
• By internet	251
• By e-mail.....	222
• By WebTrak.....	2
➤ Sydney Suburbs Complaints – suburb not specified.....	6
➤ Sydney Suburbs Comments and Enquiries.....	44
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	72
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	11
➤ Callback / Information Requests (NSW Only)	391

Complaints Graphs

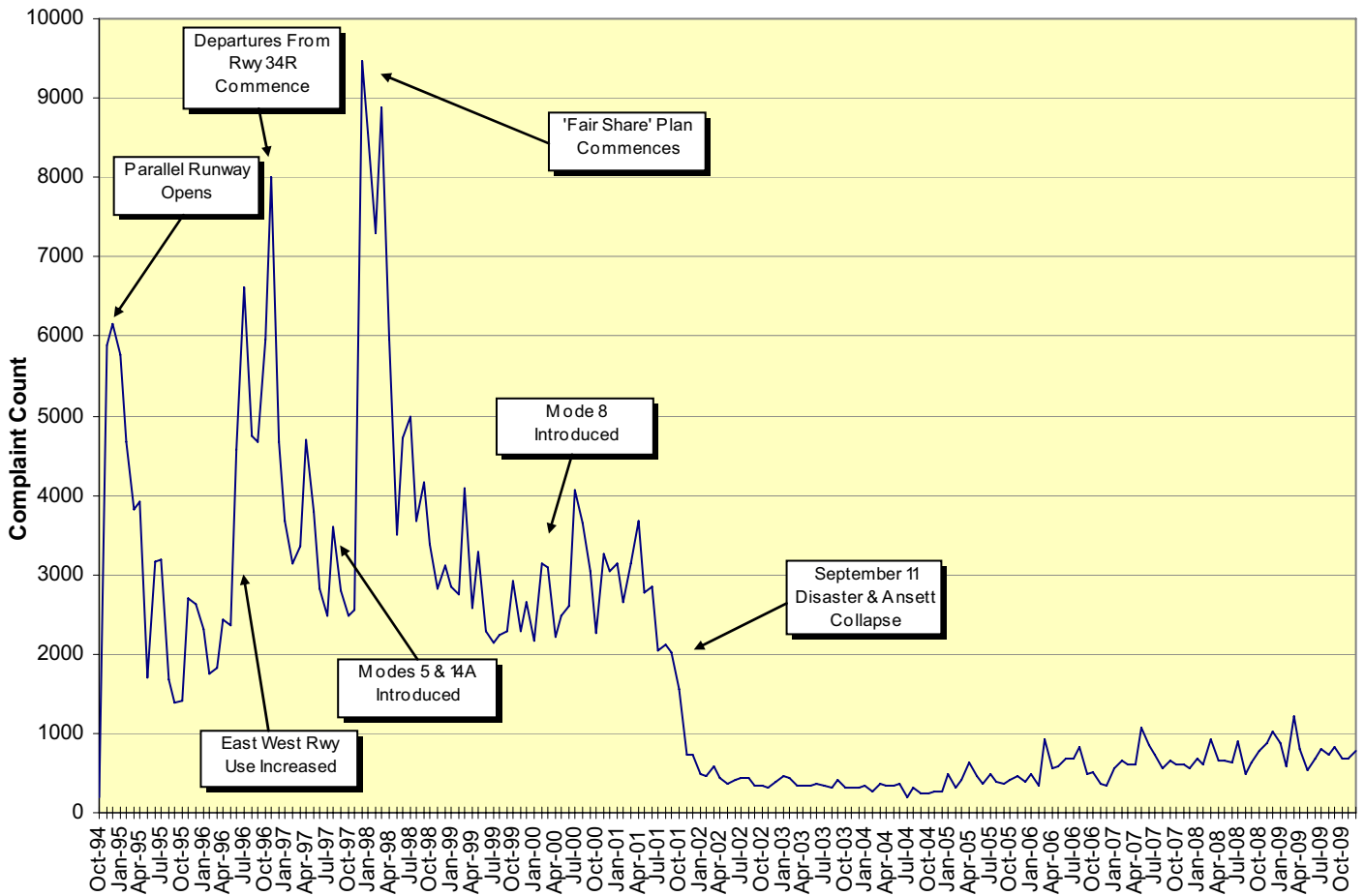
Complaints vs Complainants – 1 December to 31 December 2009



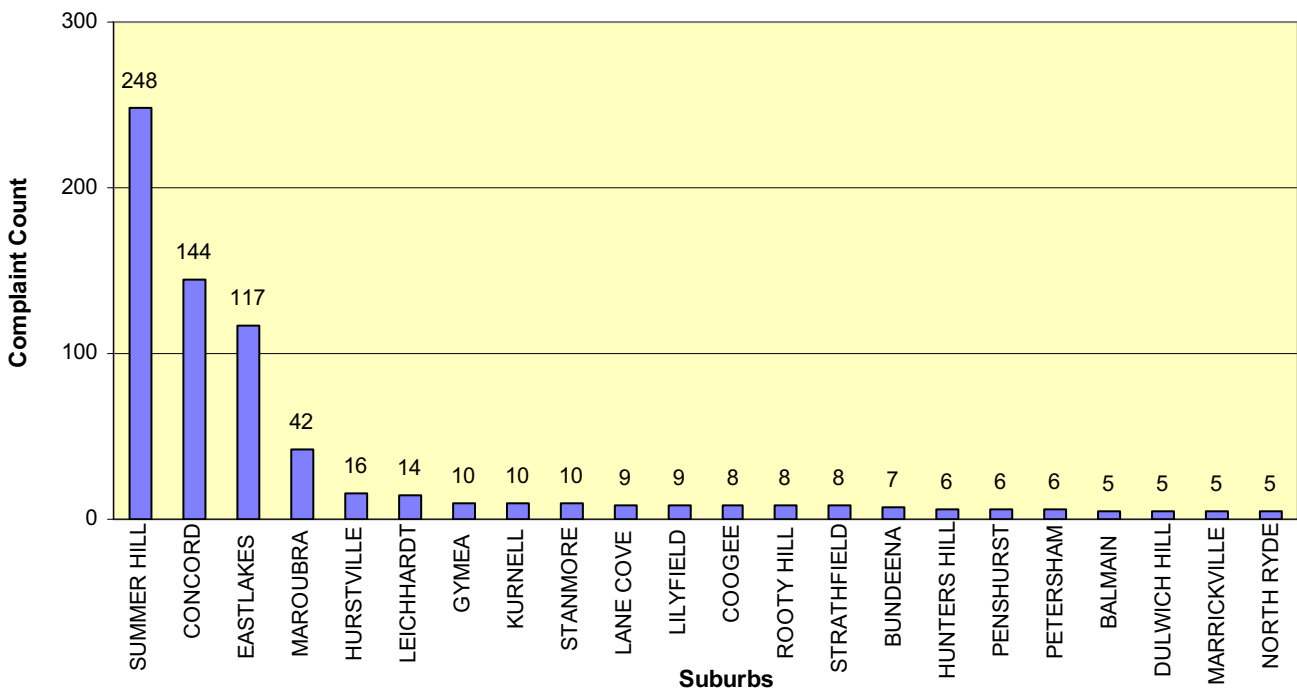
Complaints vs Complainants – Monthly



Complaints History

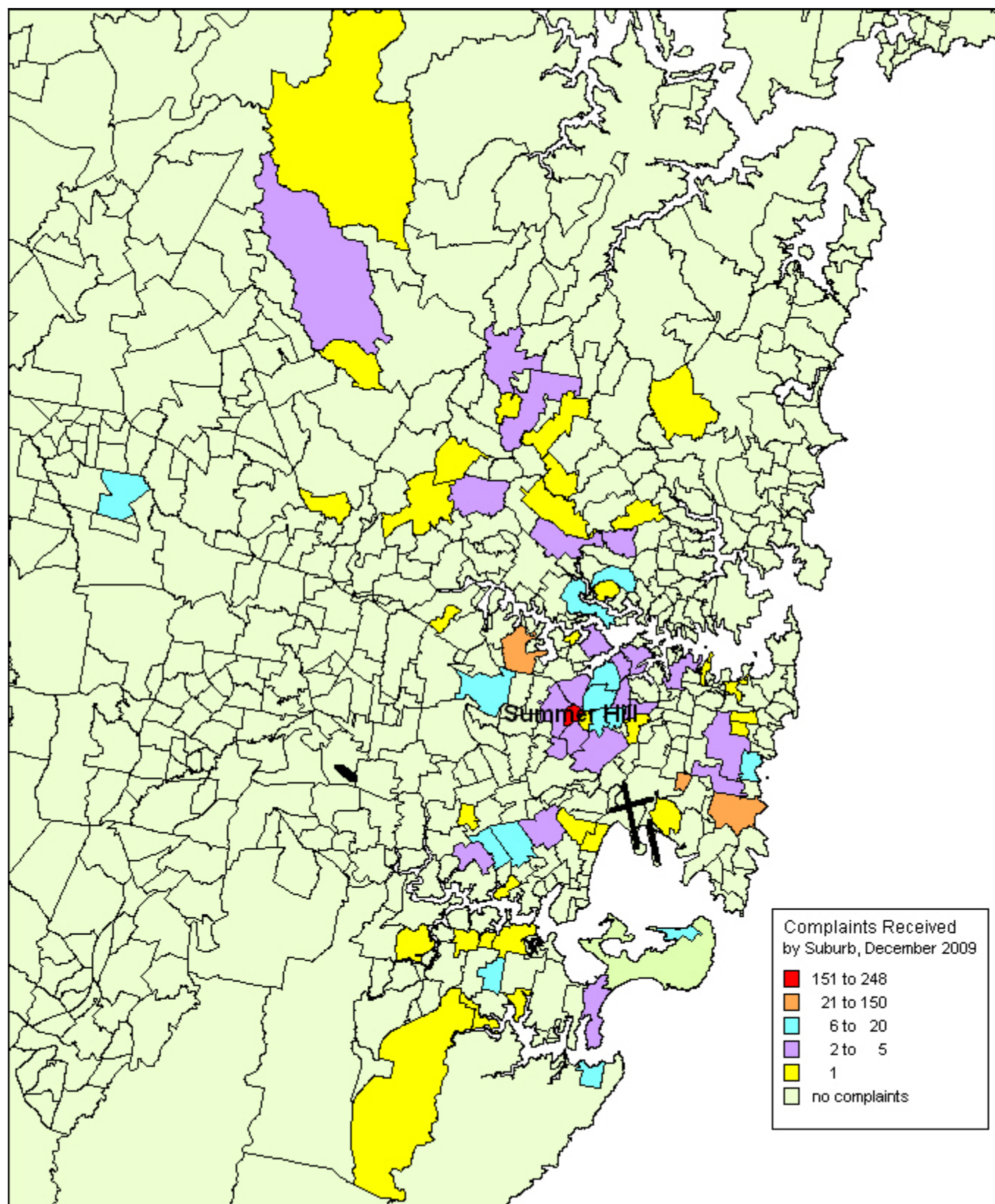


Top Complaint Suburbs – 1 December to 31 December 2009



Complaint Density by Suburb

1 December to 31 December 2009



Recorded Complaints vs Complainants, by Suburb

1 December to 31 December 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	6	5	Kenthurst	2	1
Annandale	2	2	Kingsford	3	3
Ashfield	3	1	Kurnell	10	5
Balmain	5	4	Lane Cove	9	6
Bangor	1	1	Leichhardt	14	12
Beecroft	1	1	Lewisham	1	1
Belrose	1	1	Lilyfield	9	8
Bexley	3	3	Macquarie Park	1	1
Bondi Junction	1	1	Maroubra	42	8
Botany	1	1	Marrickville	5	5
Brighton-Le-Sands	1	1	Mortdale	4	4
Bundeena	7	3	Narwee	1	1
Camperdown	3	1	Newington	1	1
Carlingford	1	1	Newtown	1	1
Chatswood West	2	2	Normanurst	1	1
Chiswick	1	1	North Ryde	5	4
Concord	144	5	Penshurst	6	3
Connells Point	1	1	Petersham	6	4
Coogee	8	6	Potts Point	1	1
Cronulla	3	3	Queens Park	1	1
Double Bay	1	1	Randwick	3	2
Drummoyne	4	3	Riverview	1	1
Dulwich Hill	5	3	Rockdale	1	1
Eastlakes	117	2	Rooty Hill	8	1
Epping	3	3	Roseville	1	1
Glenhaven	1	1	Rozelle	2	2
Glenorie	1	1	Stanmore	10	6
Grays Point	1	1	Strathfield	8	3
Gymea	10	3	Summer Hill	248	5
Haberfield	3	3	Sydney	2	2
Hornsby	2	2	Sylvania	1	1
Hunters Hill	6	6	Turramurra	1	1
Hurlstone Park	2	1	Wahroonga	3	1
Hurstville	16	5	West Pymble	1	1
Jannali	1	1	Winston Hills	1	1
Kareela	1	1	Yowie Bay	1	1

Total Complaints

784

Total Complainants

182

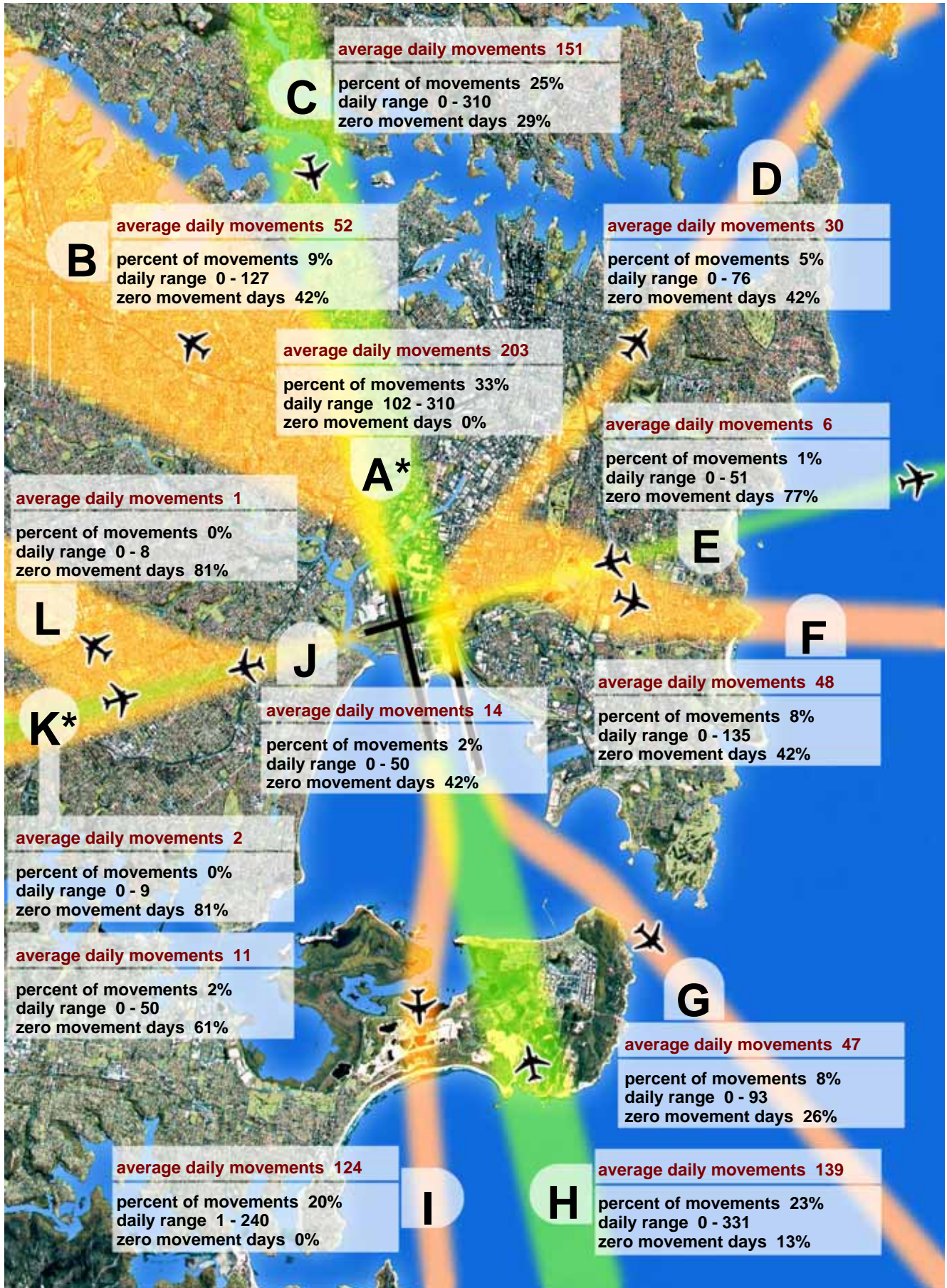
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 December to 31 December 2009

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albury	1	1	Leumeah	1	1
Bankstown	19	15	Neutral Bay	1	1
Bermagui	1	1	Rooty Hill	3	1
Blaxland	1	1	Schofields	1	1
Camden	34	11	St George Hospital	1	1
Cammeray	1	1	Temora	1	1
Castle Hill	1	1	Tyagarah	1	1
Concord	1	1	Westmead Hospital	1	1
Holsworthy	1	1	Woodford	1	1
Kings Park	1	1			
Total Complaints	72		Total Complainants		43

Sydney Airport : Jet Flight Path Movements

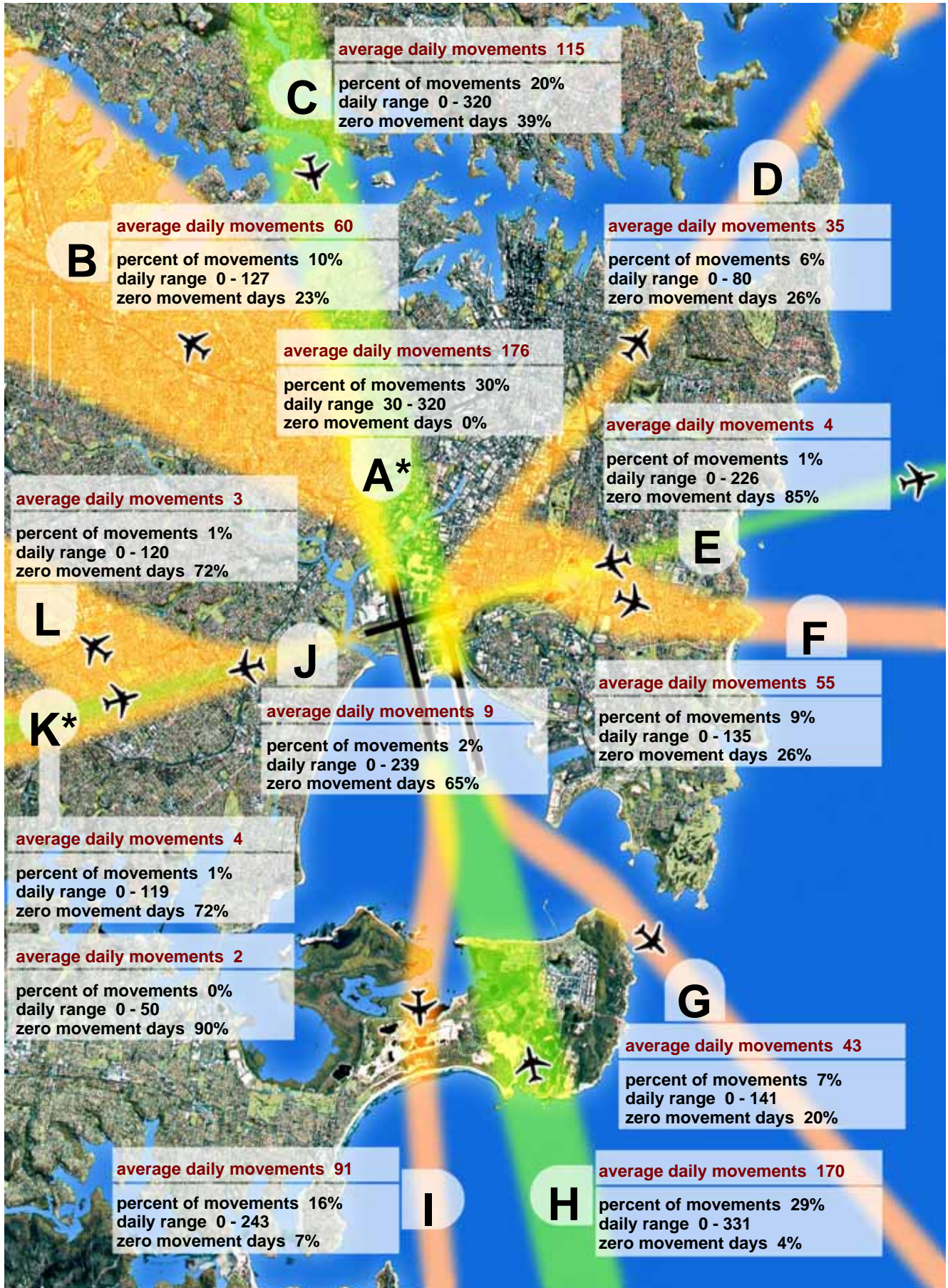
1 Dec 2009 to 31 Dec 2009, All Jets



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

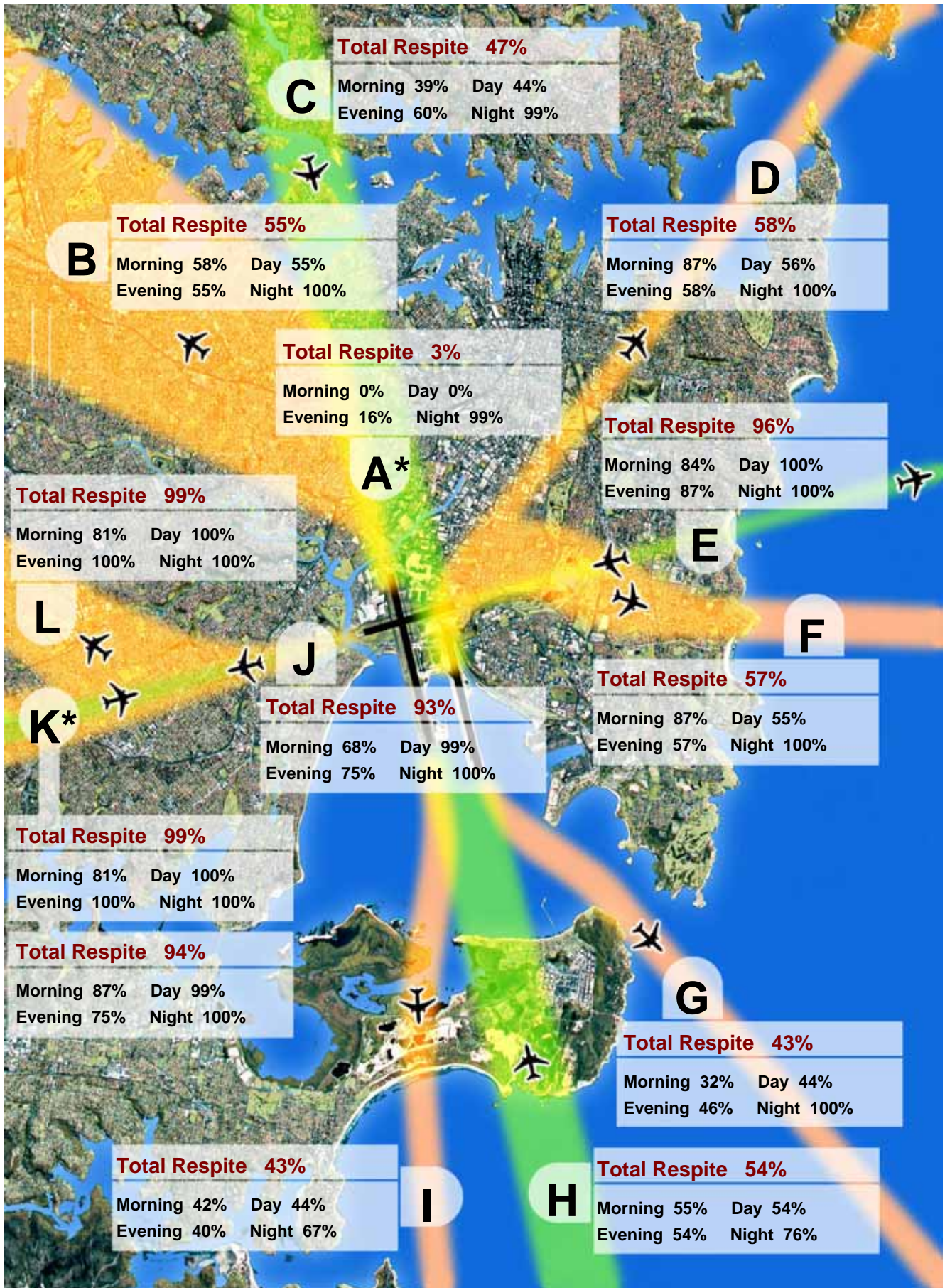
1 Jan 2009 to 31 Dec 2009, All Jets



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 Dec 2009 to 31 Dec 2009, All Jets



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

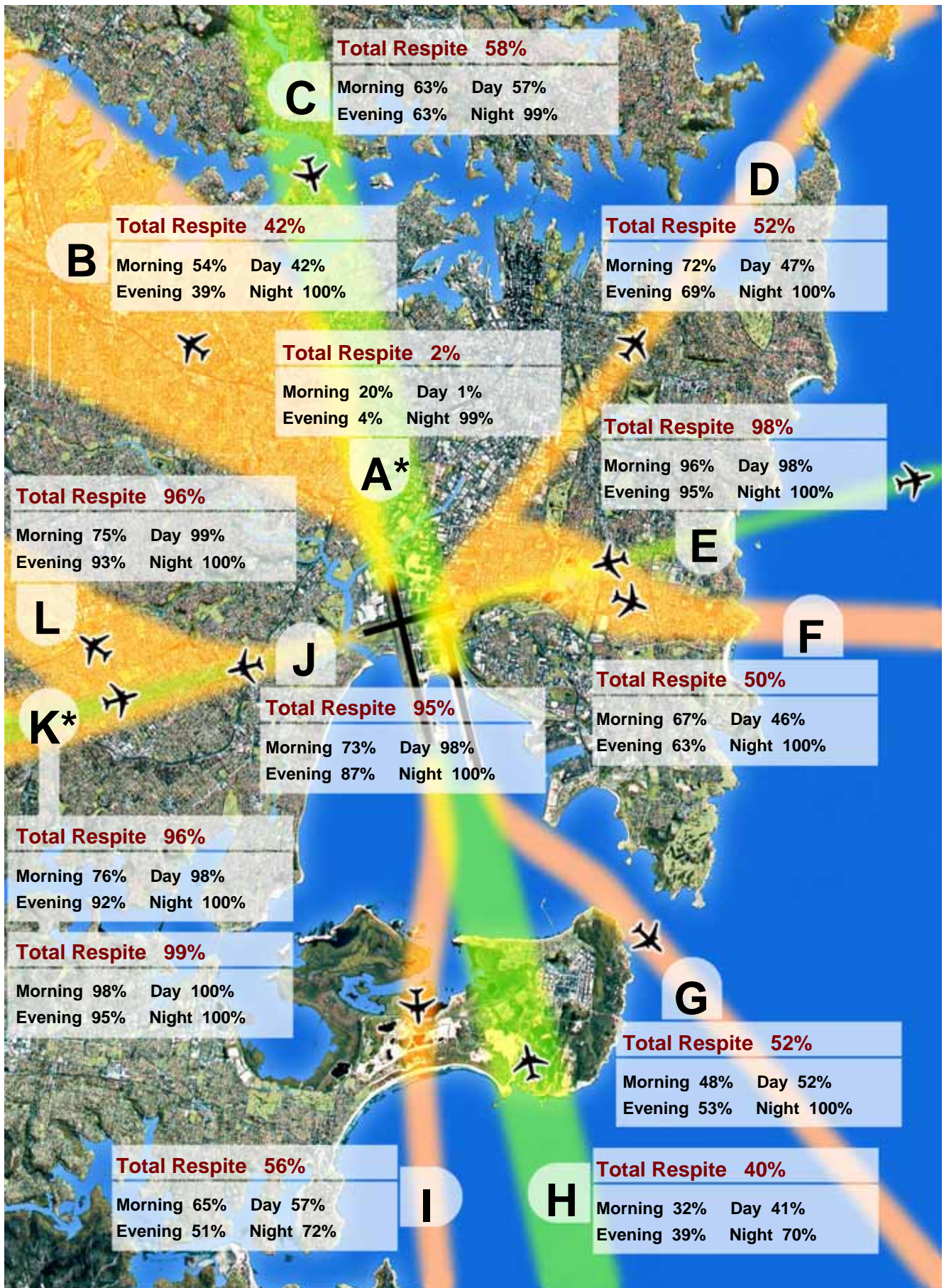
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Jan 2009 to 31 Dec 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)

January 2009 to December 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 December 2009 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Modes 9 & 15 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 15 in January 2009 .
	Departures from runway 34R that turn hard east	
G	South - Botany Bay Heads	
	Departures from runway 16L	
H	South - Kurnell Peninsula	Area gets overflights (arrivals) from Modes 9 & 7 . Due to seasonal changes in wind patterns the highest use of Mode 9 was in June 2009 and Mode 7 was in July 2009 .
	Arrivals on runways 34L and 34R	
I	South - Kurnell Sand Hills	
	Departures from runway 16R	
J, K & L	West	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of Mode 7 was in July 2009 , Mode 14A in November 2009 & Mode 8 has not been 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 January 2009 to December 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)	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 52%**. This means that over the period **January 2009 to December 2009 for 52%** 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 the NFPMS 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 December 2009.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of December 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 December 2009 along with the Daily N70 values for the three months up to and including December are given in Table 1.

<i>Location</i>	<i>CNE Dec</i>	<i>Operational Days Dec</i>	<i>N70 Dec</i>	<i>N70 Nov</i>	<i>N70 Oct</i>
<i>Threshold rwy 34</i>	7,760	31.0	250	267	262
<i>Penshurst</i>	474	31.0	13	14	5
<i>Bexley</i>	501	30.9	15	17	11
<i>Sydenham</i>	5,419	31.0	175	173	182
<i>Johnston St. Annandale</i>	2,704	31.0	71	64	78
<i>Church St. St Peters</i>	3,449	31.0	99	97	106
<i>Leichhardt PEMU 36</i>	3,467	30.9	106	95	117
<i>Eastlakes</i>	1,590	31.0	49	49	51
<i>Coogee</i>	338	31.0	7	6	13
<i>Kurnell</i>	1,925	31.0	51	62	55
<i>Croydon</i>	425	30.9	11	12	12
<i>Hunters Hill</i>	1,630	13.1	75	63	68

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

The N70 values for December 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 12 PM 30 Day 194 Night 12 WE_D 235 WE_N 3	Penshurst AM 2 PM 10 Day 1 Night 0 WE_D 13 WE_N 0	Bexley AM 4 PM 10 Day 1 Night 0 WE_D 14 WE_N 0	Eastlakes AM 2 PM 8 Day 42 Night 0 WE_D 40 WE_N 0
Coogee AM 1 PM 3 Day 2 Night 0 WE_D 10 WE_N 0	Sydenham AM 6 PM 16 Day 153 Night 1 WE_D 170 WE_N 1	Leichhardt PEMU36 AM 5 PM 9 Day 93 Night 0 WE_D 102 WE_N 1	Kurnell AM 0 PM 4 Day 53 Night 0 WE_D 32 WE_N 0
Annandale AM 1 PM 3 Day 67 Night 0 WE_D 71 WE_N 0	St Peters AM 1 PM 8 Day 90 Night 0 WE_D 99 WE_N 0	Croydon AM 0 PM 2 Day 9 Night 0 WE_D 11 WE_N 0	Hunters Hill AM 3 PM 4 Day 55 Night 0 WE_D 102 WE_N 1

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.