



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics July 2008

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

July 2008

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

There was a total of 25,544 aircraft movements this month (daily average 824.00). Last month there were a total of 24,028 movements (daily average 800.93) and for the same month last year there were a total of 24,299 movements (daily average 783.84).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 19 days this month, Mode 9 on 11 days and Mode 10 on 8 days. Crossing runway modes (including Sodprops) were used for 29.48% 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 28.31% - This result is above the LTOP target but below the previous month (31.83%).

South 50.28% - This result is below the LTOP target but above the previous month (50.09%).

East 15.37% - This result is above the LTOP target and above the previous month (14.33%).

West 6.04% - This result is below the LTOP target but above the previous month (3.75%).

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

This procedure was not utilized this month.

Noise Enquiry Service (refer pages 15-20)

A total of 1010 complaints, comments and enquiries were received as follows:

909 Sydney suburbs complaints from 154 complainants

51 Sydney suburbs comments and enquiries

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

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

telephone 1-800-802-584

facsimile (02) 9556-6641

e-mail community.relations@airservicesaustralia.com

internet www.airservicesaustralia.com

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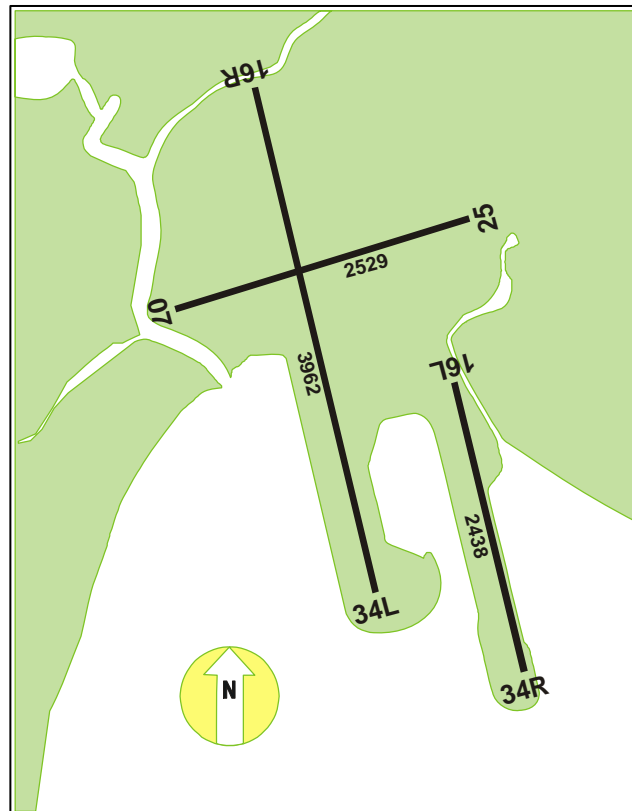
This report is available on the Internet at Airservices Australia website at

www.airservicesaustralia.com

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

* This information is produced using the TNIP software package developed by the Department of Infrastructure, Transport, Regional Development and Local Government

Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

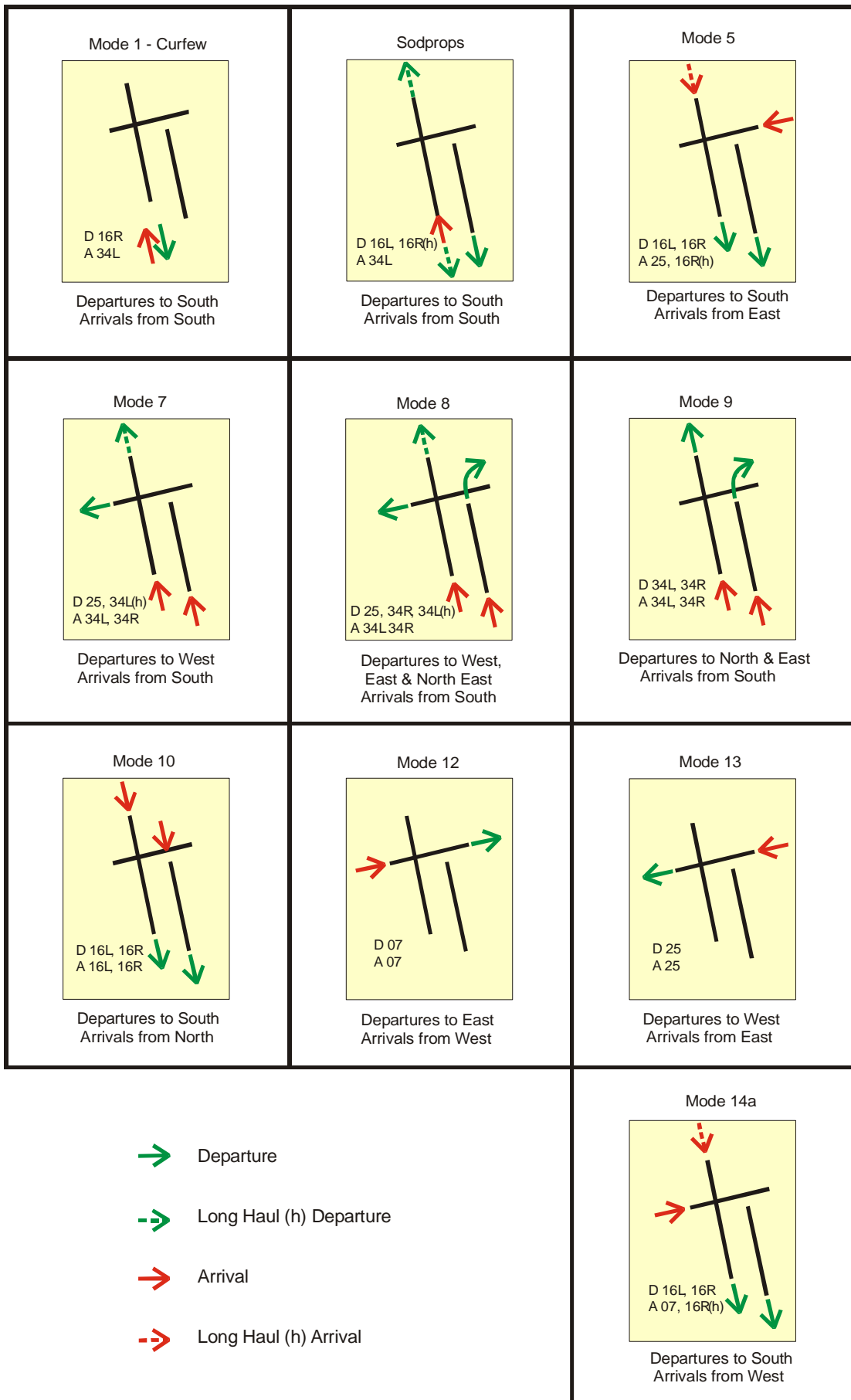
Runway 25

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

Movements over the North
Movements over the South
Movements over the East
Movements over the West

=16L(arr) + 16R(arr) + 34L(dep)
=16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
=07(dep) + 25(arr) + 34R(dep)
=07(arr) + 25(dep)

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

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

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

0700 to 1100 Monday to Saturday

0800 to 1100 Sunday

1500 to 2000 Sunday to Friday

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

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

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

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

Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jul-08	0	0	0	41	41	82	50	85	135	67	85	152	187	105	292	73	102	175	836
02-Jul-08	0	0	0	0	0	0	0	13	13	140	177	317	163	120	283	107	106	213	826
03-Jul-08	1	0	1	79	102	181	151	229	380	78	5	83	85	38	123	37	56	93	861
04-Jul-08	0	0	0	131	122	253	230	273	503	0	16	16	54	14	68	29	17	46	886
05-Jul-08	1	0	1	0	0	0	0	5	5	0	41	41	252	149	401	107	151	258	706
06-Jul-08	1	0	1	0	0	0	1	2	3	0	44	44	240	172	412	135	167	302	762
07-Jul-08	1	0	1	0	0	0	0	6	6	0	48	48	255	179	434	162	198	360	849
08-Jul-08	0	0	0	81	80	161	121	152	273	0	16	16	154	86	240	61	80	141	831
09-Jul-08	0	0	0	69	49	118	91	122	213	3	39	42	170	108	278	92	103	195	846
10-Jul-08	1	0	1	0	0	0	0	18	18	1	66	67	281	167	448	148	180	328	862
11-Jul-08	0	0	0	40	38	78	62	107	169	117	127	244	134	79	213	80	79	159	863
12-Jul-08	1	0	1	0	0	0	0	2	2	0	74	74	233	136	369	121	132	253	699
13-Jul-08	0	0	0	1	1	2	0	2	2	1	34	35	246	173	419	127	172	299	757
14-Jul-08	2	0	2	0	1	1	1	15	16	9	93	102	259	160	419	164	170	334	874
15-Jul-08	0	0	0	45	76	121	87	198	285	134	14	148	112	59	171	51	75	126	851
16-Jul-08	1	0	1	56	92	148	83	170	253	68	20	88	158	80	238	56	70	126	854
17-Jul-08	0	0	0	0	0	0	1	12	13	0	40	40	266	201	467	163	176	339	859
18-Jul-08	0	0	0	0	2	2	0	11	11	79	180	259	216	132	348	141	118	259	879
19-Jul-08	0	0	0	0	63	63	0	2	2	0	70	70	245	116	361	100	80	180	676
20-Jul-08	1	0	1	0	7	7	0	1	1	2	75	77	210	193	403	157	108	265	754
21-Jul-08	0	0	0	0	32	32	1	6	7	94	110	204	224	168	392	118	125	243	878
22-Jul-08	0	0	0	129	115	244	210	275	485	32	25	57	54	10	64	3	0	3	853
23-Jul-08	0	0	0	102	93	195	164	256	420	48	17	65	77	33	110	37	39	76	866
24-Jul-08	1	0	1	165	124	289	232	307	539	29	1	30	6	0	6	0	0	0	865
25-Jul-08	0	0	0	178	129	307	222	315	537	37	1	38	8	0	8	0	0	0	890
26-Jul-08	0	0	0	75	114	189	114	104	218	23	2	25	107	57	164	37	59	96	692
27-Jul-08	0	0	0	55	27	82	69	76	145	1	20	21	159	133	292	94	132	226	766
28-Jul-08	0	0	0	170	120	290	236	306	542	0	0	0	6	0	6	0	0	0	838
29-Jul-08	0	0	0	157	119	276	223	298	521	35	0	35	9	0	9	0	0	0	841
30-Jul-08	0	0	0	104	122	226	165	259	424	38	1	39	106	28	134	23	27	50	873
31-Jul-08	0	0	0	0	9	9	0	12	12	0	90	90	256	144	400	172	168	340	851
Total	11	0	11	1678	1678	3356	2514	3639	6153	1036	1531	2567	4932	3040	7972	2595	2890	5485	25544

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-Jul-08	0	0	0	25	32	57	42	57	99	47	54	101	146	73	219	44	83	127	603
02-Jul-08	0	0	0	0	0	0	0	7	7	91	129	220	136	76	212	66	85	151	590
03-Jul-08	0	0	0	51	76	127	105	172	277	63	0	63	71	19	90	21	44	65	622
04-Jul-08	0	0	0	82	81	163	174	199	373	0	11	11	45	8	53	17	15	32	632
05-Jul-08	0	0	0	0	0	0	0	0	0	0	36	36	199	109	308	75	126	201	545
06-Jul-08	0	0	0	0	0	0	0	1	1	0	36	36	197	115	312	103	140	243	592
07-Jul-08	0	0	0	0	0	0	0	2	2	0	35	35	200	117	317	105	162	267	621
08-Jul-08	0	0	0	54	56	110	95	112	207	0	12	12	122	55	177	32	64	96	602
09-Jul-08	0	0	0	46	30	76	61	91	152	2	30	32	133	66	199	59	84	143	602
10-Jul-08	0	0	0	0	0	0	0	7	7	0	56	56	213	98	311	96	144	240	614
11-Jul-08	0	0	0	27	25	52	47	74	121	75	97	172	110	52	162	51	61	112	619
12-Jul-08	0	0	0	0	0	0	0	0	0	0	56	56	187	104	291	86	114	200	547
13-Jul-08	0	0	0	0	0	0	0	2	2	0	33	33	199	113	312	99	142	241	588
14-Jul-08	0	0	0	0	0	0	0	10	10	6	75	81	208	101	309	103	134	237	637
15-Jul-08	0	0	0	29	51	80	63	146	209	100	9	109	92	37	129	26	62	88	615
16-Jul-08	0	0	0	41	68	109	61	114	175	46	13	59	130	51	181	27	60	87	611
17-Jul-08	0	0	0	0	0	0	0	5	5	0	35	35	201	110	311	108	160	268	619
18-Jul-08	0	0	0	0	0	0	0	4	4	65	125	190	180	91	271	71	101	172	637
19-Jul-08	0	0	0	0	61	61	0	0	0	0	53	53	206	85	291	61	66	127	532
20-Jul-08	0	0	0	0	7	7	0	0	0	0	62	62	176	127	303	114	93	207	579
21-Jul-08	0	0	0	0	29	29	0	3	3	67	78	145	187	109	296	65	106	171	644
22-Jul-08	0	0	0	77	79	156	169	198	367	23	21	44	41	10	51	2	0	2	620
23-Jul-08	0	0	0	68	63	131	120	196	316	37	12	49	64	17	81	22	30	52	629
24-Jul-08	0	0	0	100	83	183	191	227	418	18	0	18	5	0	5	0	0	0	624
25-Jul-08	0	0	0	111	88	199	180	236	416	30	0	30	4	0	4	0	0	0	649
26-Jul-08	0	0	0	53	99	152	81	78	159	21	0	21	95	40	135	23	50	73	540
27-Jul-08	0	0	0	43	20	63	52	57	109	1	19	20	140	93	233	65	109	174	599
28-Jul-08	0	0	0	104	81	185	193	231	424	0	0	0	4	0	4	0	0	0	613
29-Jul-08	0	0	0	96	79	175	176	221	397	27	0	27	5	0	5	0	0	0	604
30-Jul-08	0	0	0	64	86	150	127	185	312	28	0	28	83	18	101	13	24	37	628
31-Jul-08	0	0	0	0	9	9	0	5	5	0	66	66	209	91	300	105	137	242	622
Total	0	0	0	1071	1203	2274	1937	2640	4577	747	1153	1900	3988	1985	5973	1659	2396	4055	18779

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-Jul-08	0	0	0	16	9	25	8	28	36	20	31	51	41	32	73	29	19	48	233
02-Jul-08	0	0	0	0	0	0	0	6	6	49	48	97	27	44	71	41	21	62	236
03-Jul-08	1	0	1	28	26	54	46	57	103	15	5	20	14	19	33	16	12	28	239
04-Jul-08	0	0	0	49	41	90	56	74	130	0	5	5	9	6	15	12	2	14	254
05-Jul-08	1	0	1	0	0	0	0	5	5	0	5	5	53	40	93	32	25	57	161
06-Jul-08	1	0	1	0	0	0	1	1	2	0	8	8	43	57	100	32	27	59	170
07-Jul-08	1	0	1	0	0	0	0	4	4	0	13	13	55	62	117	57	36	93	228
08-Jul-08	0	0	0	27	24	51	26	40	66	0	4	4	32	31	63	29	16	45	229
09-Jul-08	0	0	0	23	19	42	30	31	61	1	9	10	37	42	79	33	19	52	244
10-Jul-08	1	0	1	0	0	0	0	11	11	1	10	11	68	69	137	52	36	88	248
11-Jul-08	0	0	0	13	13	26	15	33	48	42	30	72	24	27	51	29	18	47	244
12-Jul-08	1	0	1	0	0	0	0	2	2	0	18	18	46	32	78	35	18	53	152
13-Jul-08	0	0	0	1	1	2	0	0	0	1	1	2	47	60	107	28	30	58	169
14-Jul-08	2	0	2	0	1	1	1	5	6	3	18	21	51	59	110	61	36	97	237
15-Jul-08	0	0	0	16	25	41	24	52	76	34	5	39	20	22	42	25	13	38	236
16-Jul-08	1	0	1	15	24	39	22	56	78	22	7	29	28	29	57	29	10	39	243
17-Jul-08	0	0	0	0	0	0	1	7	8	0	5	5	65	91	156	55	16	71	240
18-Jul-08	0	0	0	0	2	2	0	7	7	14	55	69	36	41	77	70	17	87	242
19-Jul-08	0	0	0	0	2	2	0	2	2	0	17	17	39	31	70	39	14	53	144
20-Jul-08	1	0	1	0	0	0	0	1	1	2	13	15	34	66	100	43	15	58	175
21-Jul-08	0	0	0	0	3	3	1	3	4	27	32	59	37	59	96	53	19	72	234
22-Jul-08	0	0	0	52	36	88	41	77	118	9	4	13	13	0	13	1	0	1	233
23-Jul-08	0	0	0	34	30	64	44	60	104	11	5	16	13	16	29	15	9	24	237
24-Jul-08	1	0	1	65	41	106	41	80	121	11	1	12	1	0	1	0	0	0	241
25-Jul-08	0	0	0	67	41	108	42	79	121	7	1	8	4	0	4	0	0	0	241
26-Jul-08	0	0	0	22	15	37	33	26	59	2	2	4	12	17	29	14	9	23	152
27-Jul-08	0	0	0	12	7	19	17	19	36	0	1	1	19	40	59	29	23	52	167
28-Jul-08	0	0	0	66	39	105	43	75	118	0	0	0	2	0	2	0	0	0	225
29-Jul-08	0	0	0	61	40	101	47	77	124	8	0	8	4	0	4	0	0	0	237
30-Jul-08	0	0	0	40	36	76	38	74	112	10	1	11	23	10	33	10	3	13	245
31-Jul-08	0	0	0	0	0	0	0	7	7	0	24	24	47	53	100	67	31	98	229
Total	11	0	11	607	475	1082	577	999	1576	289	378	667	944	1055	1999	936	494	1430	6765

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-Jul-08	6	1	3	3	1	2	35	61	74	59	48	56	40	28	40	47	46	60	62	56	43	36	22	7	836
02-Jul-08	4	1	1	4	0	4	31	69	64	50	45	48	46	36	46	44	59	46	59	63	35	34	31	6	826
03-Jul-08	2	0	3	2	0	2	31	72	68	52	56	53	48	41	56	46	53	51	61	58	37	36	27	6	861
04-Jul-08	4	3	2	1	5	2	36	58	61	70	61	56	45	38	45	60	58	49	61	70	42	33	26	0	886
05-Jul-08	2	2	1	2	1	3	29	58	62	53	52	55	39	34	44	50	35	33	40	39	36	19	15	2	706
06-Jul-08	0	1	0	2	0	2	26	46	44	46	52	44	49	35	48	49	52	52	62	61	34	30	26	1	762
07-Jul-08	1	0	0	0	0	3	35	73	68	57	53	51	46	38	49	47	52	45	58	62	41	30	33	7	849
08-Jul-08	3	3	2	4	0	2	41	61	72	57	52	48	37	35	48	49	53	44	67	54	41	18	34	6	831
09-Jul-08	4	1	3	3	0	3	39	59	70	53	55	46	41	41	46	54	43	48	63	54	45	36	33	6	846
10-Jul-08	8	2	2	3	1	1	35	64	72	54	52	49	54	40	48	49	51	45	55	58	47	31	35	6	862
11-Jul-08	5	0	4	3	0	2	33	57	73	58	43	52	58	34	40	48	61	53	60	66	43	42	28	0	863
12-Jul-08	1	2	1	0	1	3	27	51	60	55	54	50	39	38	50	48	37	32	43	37	31	22	16	1	699
13-Jul-08	0	2	0	1	0	3	21	39	51	43	50	55	39	37	51	49	53	49	59	64	41	28	22	0	757
14-Jul-08	0	0	0	0	1	6	34	70	68	52	49	59	48	40	54	51	48	51	62	63	37	37	33	11	874
15-Jul-08	5	0	1	3	0	5	31	62	69	63	47	56	43	44	42	54	49	53	64	55	40	27	28	10	851
16-Jul-08	5	2	3	3	0	4	36	64	71	60	52	49	45	36	43	46	51	56	62	63	34	40	23	6	854
17-Jul-08	5	2	2	4	0	2	32	64	64	55	55	57	54	37	46	50	55	38	62	63	44	28	34	6	859
18-Jul-08	5	0	3	3	1	4	36	64	70	66	53	56	46	41	38	53	55	48	54	56	51	46	27	3	879
19-Jul-08	1	2	0	1	1	4	21	55	59	53	53	49	42	36	38	43	43	32	41	34	33	22	13	0	676
20-Jul-08	1	0	0	1	0	3	26	44	47	39	50	58	41	38	47	48	46	41	66	60	45	27	25	1	754
21-Jul-08	1	0	1	2	0	3	34	63	76	50	63	60	45	41	41	50	49	52	59	68	42	37	33	8	878
22-Jul-08	6	3	3	1	2	3	41	59	69	60	59	50	44	42	43	47	54	47	61	59	36	31	25	8	853
23-Jul-08	3	1	2	3	2	1	32	65	73	55	54	47	50	41	43	50	52	48	68	60	43	33	32	8	866
24-Jul-08	3	1	2	3	1	3	35	59	65	57	57	53	52	43	41	53	53	51	57	62	40	36	29	9	865
25-Jul-08	3	1	3	3	1	2	33	59	62	62	56	61	53	38	46	58	55	51	64	64	48	33	33	1	890
26-Jul-08	2	1	1	1	1	5	26	53	65	47	60	56	41	39	46	43	38	38	41	28	34	16	10	0	692
27-Jul-08	0	0	0	0	0	2	28	43	47	45	47	49	51	39	43	41	47	61	49	63	48	36	26	1	766
28-Jul-08	0	1	0	0	0	3	32	64	65	59	51	58	46	38	52	46	55	45	65	59	36	31	27	5	838
29-Jul-08	5	3	2	2	3	2	35	51	60	63	50	53	49	35	47	49	51	47	68	54	47	36	24	5	841
30-Jul-08	9	0	3	3	1	4	31	68	67	64	55	49	36	39	48	53	52	56	65	57	38	41	27	7	873
31-Jul-08	4	1	2	3	0	3	32	63	70	53	56	58	49	37	44	54	50	46	63	66	32	31	29	5	851
Total	98	36	50	64	23	91	994	1838	2006	1710	1640	1641	1416	1179	1413	1529	1556	1468	1821	1776	1244	983	826	142	25544
Avg.	3.16	1.16	1.61	2.06	0.74	2.94	32.06	59.29	64.71	55.16	52.90	52.94	45.68	38.03	45.58	49.32	50.19	47.35	58.74	57.29	40.13	31.71	26.65	4.58	824.00

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-Jul-08	1	0	1	2	1	2	22	37	37	24	21	31	21	7	22	24	21	23	30	31	22	21	14	3	418
02-Jul-08	0	1	1	2	0	4	18	41	30	23	22	22	23	10	21	23	24	32	31	23	18	18	22	1	410
03-Jul-08	0	0	2	1	0	2	19	42	34	21	28	28	17	17	34	16	28	30	34	19	20	22	16	1	431
04-Jul-08	0	1	1	1	3	2	21	35	37	33	23	23	18	18	23	34	24	29	34	31	20	15	18	0	444
05-Jul-08	0	0	1	2	0	3	20	36	31	21	24	25	17	15	25	25	17	18	27	15	16	8	12	2	360
06-Jul-08	0	0	0	2	0	2	20	25	18	22	23	19	20	11	32	16	29	32	35	21	14	18	17	1	377
07-Jul-08	0	0	0	0	0	3	22	41	32	21	25	24	21	14	32	17	26	25	32	24	22	15	20	2	418
08-Jul-08	1	1	1	2	0	2	26	38	38	21	22	22	17	16	26	22	24	25	36	23	18	8	26	2	417
09-Jul-08	1	1	2	1	0	3	24	39	36	21	23	21	20	20	25	20	21	26	37	21	21	21	19	2	425
10-Jul-08	1	0	2	1	1	1	22	39	39	17	28	24	25	13	31	20	24	26	25	28	22	17	24	1	431
11-Jul-08	0	0	4	1	0	2	18	34	41	26	18	24	25	10	28	23	24	32	34	31	18	20	20	0	433
12-Jul-08	0	2	0	0	1	3	16	31	29	24	26	23	17	19	27	18	21	20	26	12	19	8	12	1	355
13-Jul-08	0	1	0	1	0	3	14	21	22	21	25	27	13	15	31	18	26	28	34	26	18	16	15	0	375
14-Jul-08	0	0	0	0	1	5	19	42	33	21	19	35	19	16	33	18	20	35	30	21	20	23	23	2	435
15-Jul-08	1	0	1	2	0	5	19	38	35	26	20	24	25	21	20	23	24	32	32	22	21	14	21	3	429
16-Jul-08	0	0	2	1	0	4	22	35	37	23	21	27	21	14	27	17	27	30	33	25	19	21	15	1	422
17-Jul-08	2	0	1	3	0	2	18	38	32	23	27	30	23	10	33	21	23	26	34	25	21	14	22	2	430
18-Jul-08	0	0	3	1	0	4	22	37	36	27	21	31	21	14	21	27	23	25	33	25	21	25	18	1	436
19-Jul-08	0	1	0	1	1	4	13	33	28	23	24	27	16	16	22	21	25	13	22	20	17	8	10	0	345
20-Jul-08	1	0	0	0	0	3	19	23	23	17	25	24	18	12	27	17	25	25	38	23	19	13	18	0	370
21-Jul-08	0	0	1	1	0	3	21	37	39	23	26	28	21	15	23	25	24	22	32	33	18	20	22	3	437
22-Jul-08	1	2	1	1	1	3	26	37	34	25	28	24	24	14	23	19	29	24	36	25	18	14	17	2	428
23-Jul-08	0	0	2	1	2	1	20	37	40	18	23	26	23	20	24	21	21	31	36	23	23	15	20	1	428
24-Jul-08	0	0	2	1	1	3	22	33	36	25	23	30	21	20	20	29	22	25	35	28	17	21	18	1	433
25-Jul-08	0	0	3	1	1	2	18	31	34	33	29	26	18	18	29	29	20	29	35	29	19	21	19	1	445
26-Jul-08	0	1	1	0	1	5	19	32	33	17	26	30	17	18	24	19	24	24	23	11	16	8	7	0	356
27-Jul-08	0	0	0	0	0	2	21	25	21	19	19	26	18	13	25	18	25	33	29	29	22	16	17	0	378
28-Jul-08	0	1	0	0	0	3	20	34	39	21	20	24	22	17	34	18	22	26	35	24	18	15	17	2	412
29-Jul-08	1	1	2	1	1	2	24	30	34	26	18	30	26	12	25	18	29	26	33	20	28	19	15	3	424
30-Jul-08	1	0	3	1	0	4	19	42	36	25	24	23	14	16	31	21	27	31	34	23	21	19	20	1	436
31-Jul-08	0	0	2	1	0	3	19	43	31	21	26	31	18	14	24	28	25	30	34	24	15	18	19	2	428
Total	11	13	39	32	15	90	623	1086	1025	708	727	809	619	465	822	665	744	833	999	735	601	511	553	41	12766
Avg.	0.35	0.42	1.26	1.03	0.48	2.90	20.10	35.03	33.06	22.84	23.45	26.10	19.97	15.00	26.52	21.45	24.00	26.87	32.23	23.71	19.39	16.48	17.84	1.32	411.81

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-Jul-08	5	1	2	1	0	0	13	24	37	35	27	25	19	21	18	23	25	37	32	25	21	15	8	4	418
02-Jul-08	4	0	0	2	0	0	13	28	34	27	23	26	23	26	25	21	35	14	28	40	17	16	9	5	416
03-Jul-08	2	0	1	1	0	0	12	30	34	31	28	25	31	24	22	30	25	21	27	39	17	14	11	5	430
04-Jul-08	4	2	1	0	2	0	15	23	24	37	38	33	27	20	22	26	34	20	27	39	22	18	8	0	442
05-Jul-08	2	2	0	0	1	0	9	22	31	32	28	30	22	19	19	25	18	15	13	24	20	11	3	0	346
06-Jul-08	0	1	0	0	0	0	6	21	26	24	29	25	29	24	16	33	23	20	27	40	20	12	9	0	385
07-Jul-08	1	0	0	0	0	0	13	32	36	36	28	27	25	24	17	30	26	20	26	38	19	15	13	5	431
08-Jul-08	2	2	1	2	0	0	15	23	34	36	30	26	20	19	22	27	29	19	31	31	23	10	8	4	414
09-Jul-08	3	0	1	2	0	0	15	20	34	32	32	25	21	21	21	34	22	22	26	33	24	15	14	4	421
10-Jul-08	7	2	0	2	0	0	13	25	33	37	24	25	29	27	17	29	27	19	30	30	25	14	11	5	431
11-Jul-08	5	0	0	2	0	0	15	23	32	32	25	28	33	24	12	25	37	21	26	35	25	22	8	0	430
12-Jul-08	1	0	1	0	0	0	11	20	31	31	28	27	22	19	23	30	16	12	17	25	12	14	4	0	344
13-Jul-08	0	1	0	0	0	0	7	18	29	22	25	28	26	22	20	31	27	21	25	38	23	12	7	0	382
14-Jul-08	0	0	0	0	0	1	15	28	35	31	30	24	29	24	21	33	28	16	32	42	17	14	10	9	439
15-Jul-08	4	0	0	1	0	0	12	24	34	37	27	32	18	23	22	31	25	21	32	33	19	13	7	7	422
16-Jul-08	5	2	1	2	0	0	14	29	34	37	31	22	24	22	16	29	24	26	29	38	15	19	8	5	432
17-Jul-08	3	2	1	1	0	0	14	26	32	32	28	27	31	27	13	29	32	12	28	38	23	14	12	4	429
18-Jul-08	5	0	0	2	1	0	14	27	34	39	32	25	25	27	17	26	32	23	21	31	30	21	9	2	443
19-Jul-08	1	1	0	0	0	0	8	22	31	30	29	22	26	20	16	22	18	19	19	14	16	14	3	0	331
20-Jul-08	0	0	0	1	0	0	7	21	24	22	25	34	23	26	20	31	21	16	28	37	26	14	7	1	384
21-Jul-08	1	0	0	1	0	0	13	26	37	27	37	32	24	26	18	25	25	30	27	35	24	17	11	5	441
22-Jul-08	5	1	2	0	1	0	15	22	35	35	31	26	20	28	20	28	25	23	25	34	18	17	8	6	425
23-Jul-08	3	1	0	2	0	0	12	28	33	37	31	21	27	21	19	29	31	17	32	37	20	18	12	7	438
24-Jul-08	3	1	0	2	0	0	13	26	29	32	34	23	31	23	21	24	31	26	22	34	23	15	11	8	432
25-Jul-08	3	1	0	2	0	0	15	28	28	29	27	35	35	20	17	29	35	22	29	35	29	12	14	0	445
26-Jul-08	2	0	0	1	0	0	7	21	32	30	34	26	24	21	22	24	14	14	18	17	18	8	3	0	336
27-Jul-08	0	0	0	0	0	0	7	18	26	26	28	23	33	26	18	23	22	28	20	34	26	20	9	1	388
28-Jul-08	0	0	0	0	0	0	12	30	26	38	31	34	24	21	18	28	33	19	30	35	18	16	10	3	426
29-Jul-08	4	2	0	1	2	0	11	21	26	37	32	23	23	23	22	31	22	21	35	34	19	17	9	2	417
30-Jul-08	8	0	0	2	1	0	12	26	31	39	31	26	22	23	17	32	25	25	31	34	17	22	7	6	437
31-Jul-08	4	1	0	2	0	0	13	20	39	32	30	27	31	23	20	26	25	16	29	42	17	13	10	3	423
Total	87	23	11	32	8	1	371	752	981	1002	913	832	797	714	591	864	812	635	822	1041	643	472	273	101	12778
Avg.	2.81	0.74	0.35	1.03	0.26	0.03	11.97	24.26	31.65	32.32	29.45	26.84	25.71	23.03	19.06	27.87	26.19	20.48	26.52	33.58	20.74	15.23	8.81	3.26	412.19

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-Jul-08	7:00	0:06	0:53	-	1:00	-	7:57	3:24	-	3:40	-	-
02-Jul-08	7:00	0:16	-	-	2:32	-	7:10	-	-	7:01	-	-
03-Jul-08	7:00	0:09	0:53	4:11	-	-	3:03	8:44	-	-	-	-
04-Jul-08	7:00	0:05	-	-	0:59	-	1:35	14:21	-	-	-	-
05-Jul-08	7:00	0:28	-	-	3:41	-	12:51	-	-	-	-	-
06-Jul-08	7:00	0:26	-	-	3:17	-	13:17	-	-	-	-	-
07-Jul-08	7:00	0:13	-	-	3:04	-	13:43	-	-	-	-	-
08-Jul-08	7:00	0:05	1:48	-	1:00	-	5:28	8:39	-	-	-	-
09-Jul-08	7:00	0:16	-	-	2:46	-	7:15	6:43	-	-	-	-
10-Jul-08	7:00	0:20	-	-	4:15	-	12:25	-	-	-	-	-
11-Jul-08	7:00	0:14	-	1:24	3:18	-	4:37	3:25	-	4:02	-	-
12-Jul-08	7:00	0:17	-	-	5:56	-	10:47	-	-	-	-	-
13-Jul-08	7:00	0:24	-	-	3:33	-	13:03	-	-	-	-	-
14-Jul-08	7:00	0:12	-	0:21	5:55	-	10:32	-	-	-	-	-
15-Jul-08	7:00	0:15	-	6:36	0:59	-	4:30	4:40	-	-	-	-
16-Jul-08	7:00	0:01	2:32	3:51	1:05	-	4:33	4:58	-	-	-	-
17-Jul-08	7:00	0:08	-	-	3:15	-	13:37	-	-	-	-	-
18-Jul-08	7:00	0:03	-	-	4:35	-	8:10	-	-	4:12	-	-
19-Jul-08	7:00	0:19	6:36	-	4:35	-	5:29	-	-	-	-	-
20-Jul-08	7:00	0:19	1:10	-	4:34	-	10:57	-	-	-	-	-
21-Jul-08	7:00	0:13	2:24	-	1:08	-	8:45	-	-	4:30	-	-
22-Jul-08	7:00	0:15	0:33	2:08	2:02	-	-	12:01	-	-	-	-
23-Jul-08	7:00	0:07	-	2:46	1:08	-	2:19	10:40	-	-	-	-
24-Jul-08	7:00	0:12	-	1:24	-	-	-	15:23	-	-	-	-
25-Jul-08	7:00	0:07	-	1:54	-	-	-	14:59	-	-	-	-
26-Jul-08	7:00	-	2:58	1:42	-	-	4:01	8:19	-	-	-	-
27-Jul-08	7:00	-	-	-	1:25	-	10:08	5:27	-	-	-	-
28-Jul-08	7:00	0:13	-	-	-	-	-	16:47	-	-	-	-
29-Jul-08	7:00	0:18	-	1:52	-	-	-	14:50	-	-	-	-
30-Jul-08	7:00	0:10	2:42	2:19	-	-	2:05	9:44	-	-	-	-
31-Jul-08	7:00	0:18	0:43	-	5:43	-	10:16	-	-	-	-	-
Total	217:00	6:29	23:11	30:28	71:48	-	208:32	163:05	-	23:25	-	-
% Used		1.23%	4.40%	5.78%	13.62%	0.00%	39.57%	30.95%	0.00%	4.44%	0.00%	0.00%

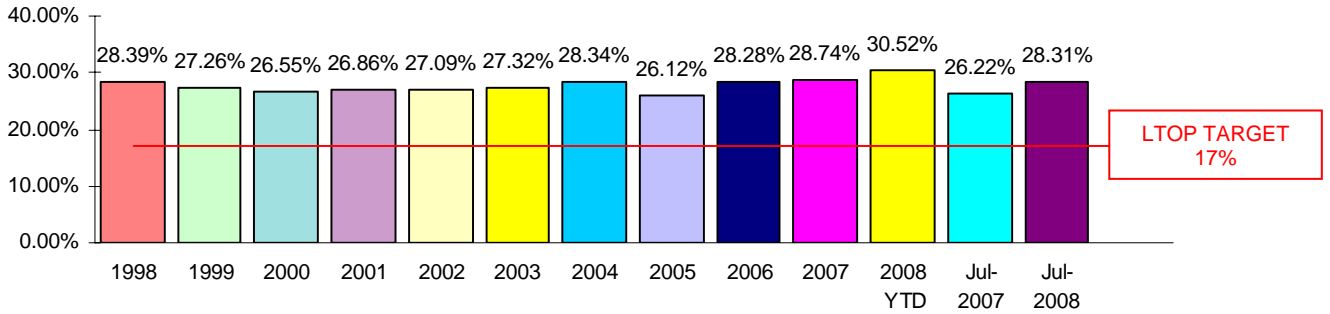
Cumulative Mode Utilisation from 1 January 2008

Time	1.41%	3.14%	7.39%	5.65%	0.00%	34.58%	39.30%	0.17%	1.73%	6.56%	0.06%
Movements	0.35%	2.07%	5.65%	4.13%	0.00%	38.02%	42.79%	0.15%	1.62%	5.18%	0.05%

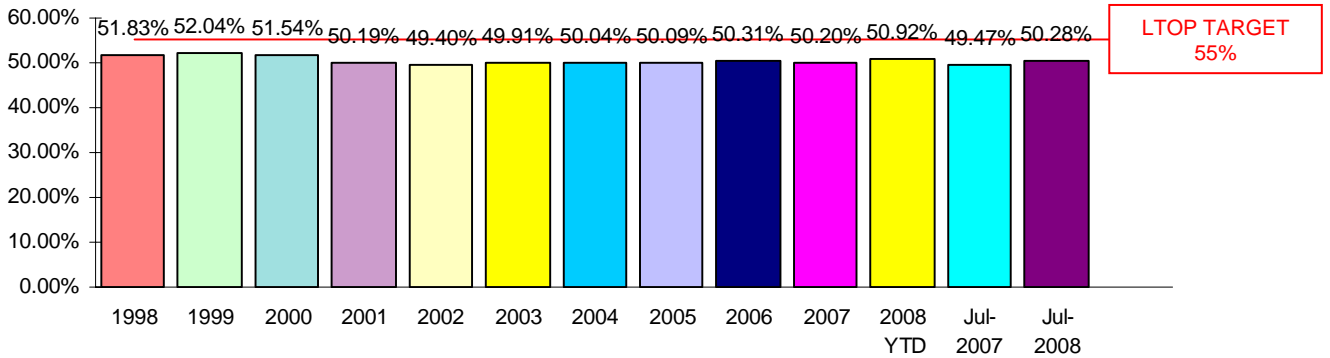
Runway End Impact to 31 July 2008

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

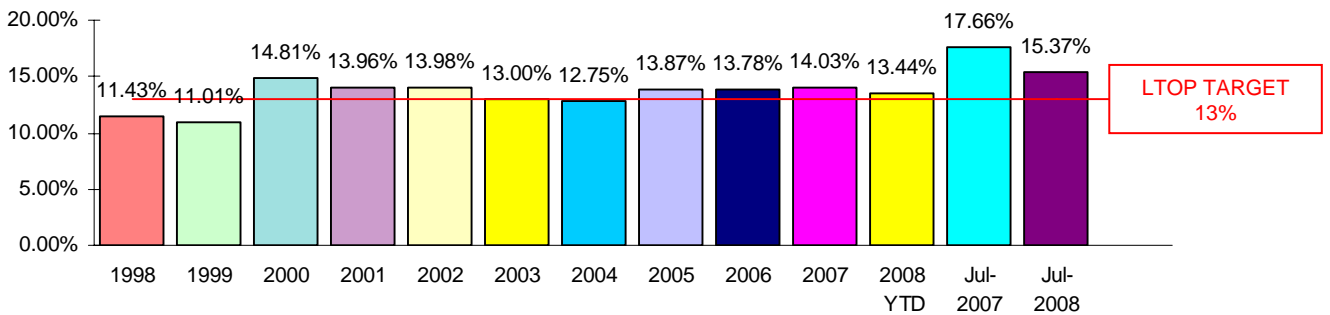
NORTH



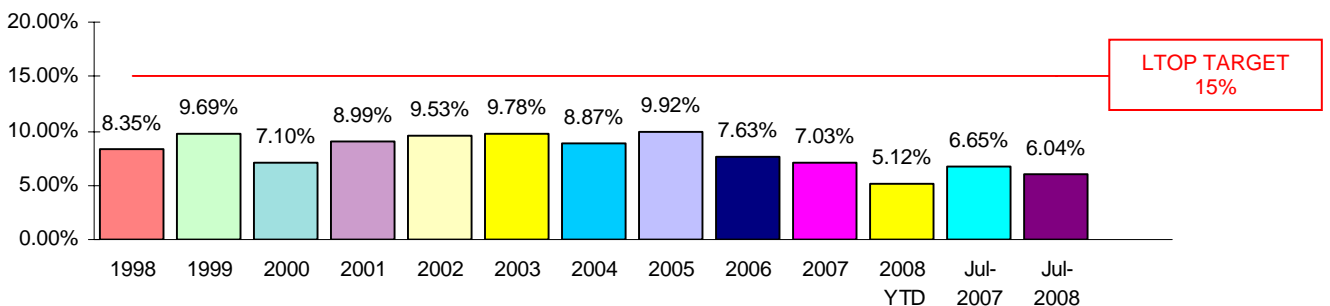
SOUTH



EAST



WEST



Sydney Airport - Daily Mode Usage

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1-Jul-2008	7				9			13	9		13			10		SODP.	9	Curfew
2-Jul-2008	7		9					13						9			7	Curfew
3-Jul-2008	SODP.		9			10		5				10				5		Curfew
4-Jul-2008	7		9		10							10						Curfew
5-Jul-2008	7							9							7	7		Curfew
6-Jul-2008	7			9				7				9					7	Curfew
7-Jul-2008	7			9				7					9					Curfew
8-Jul-2008	7			9				SODPROPS					10					Curfew
9-Jul-2008	7			9							10				9		7	Curfew
10-Jul-2008	7			9				7				9					7	Curfew
11-Jul-2008	7		9			13		9	7		13	5		10		5	7	Curfew
12-Jul-2008	7			9				7			9					7		Curfew
13-Jul-2008	7							9									7	Curfew
14-Jul-2008	7			9				7				9				7	5	Curfew
15-Jul-2008	7			9				5				10				5		Curfew
16-Jul-2008	7			9				5			10		5	10		SODPROPS	5	Curfew
17-Jul-2008	7							9									7	Curfew
18-Jul-2008	7			9		7		13		7		13	7	9			9	Curfew
19-Jul-2008	SODP.			9				7								SODPROPS		Curfew
20-Jul-2008	SODP.		7		9	9		9				9					7	Curfew
21-Jul-2008	7			9				13				9					SODPROPS	Curfew
22-Jul-2008				10				5				10				DPRC	7	Curfew
23-Jul-2008	7		9					10			5		10				5	Curfew
24-Jul-2008				10				5					10					Curfew
25-Jul-2008								10									5	Curfew
26-Jul-2008	SODP.			9						10					5		SODPROPS	Curfew
27-Jul-2008	7					9					10				9		10	Curfew
28-Jul-2008								10										Curfew
29-Jul-2008								10									5	Curfew
30-Jul-2008		9			10			5				10					SODPROPS	Curfew
31-Jul-2008	SODP.			9				7					9				7	Curfew

Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

Crossing Modes SODPROPS: 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 **July 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	
July-08	-	-	-

Number of Runway 16 arrivals during PRM operations and their runway assignment

Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
July-08	-	-	-

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
-	-	-

Noise Enquiry Service

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

www.airservicesaustralia.com

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:

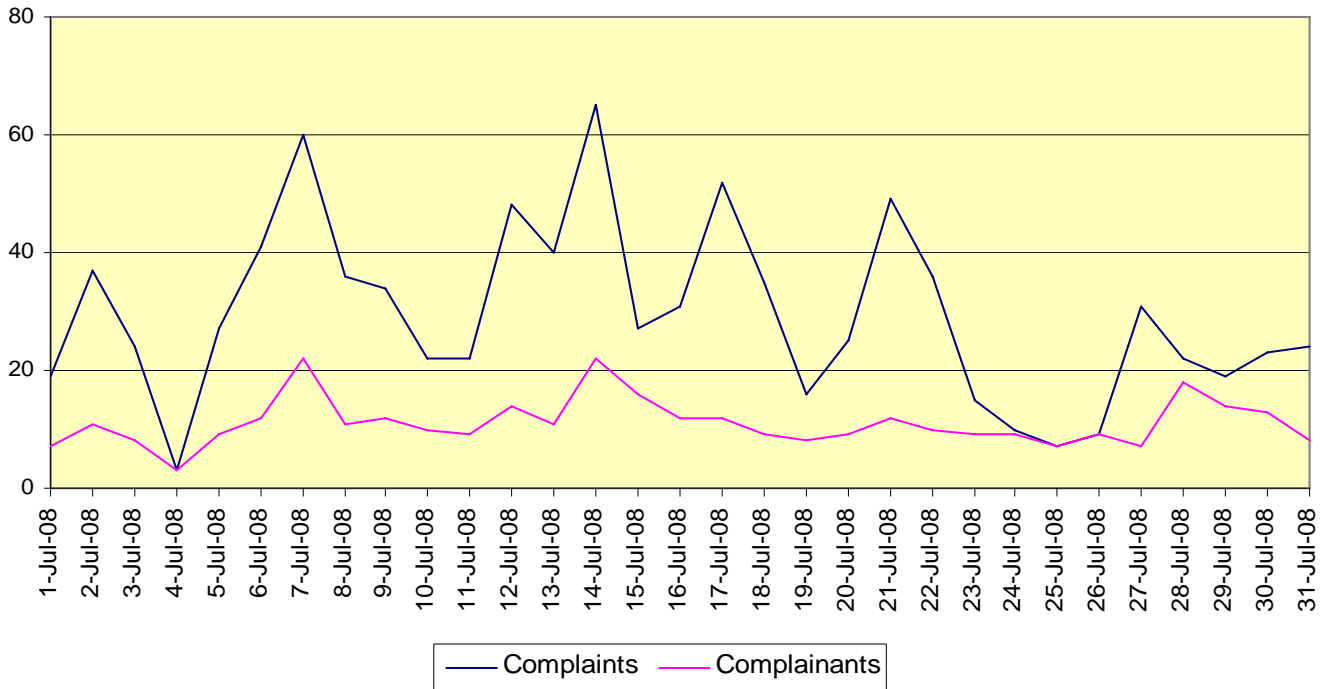
www.sacf.dotars.gov.au

Summary of Section Activity – July 2008

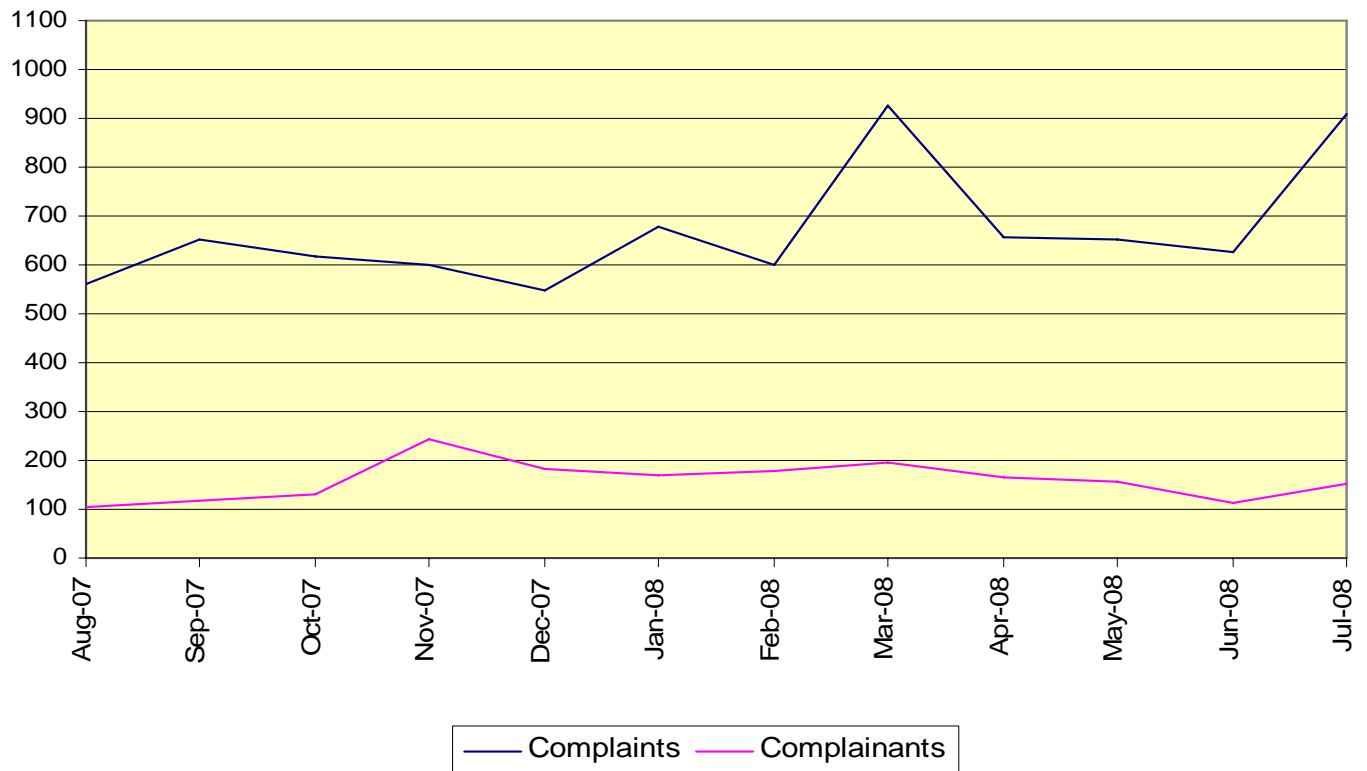
➤ Sydney Suburbs Complaints	
• By phone.....	301
• By correspondence	24
• By internet.....	253
• By e-mail.....	331
➤ Sydney Suburbs Complaints – suburb not specified	6
➤ Sydney Suburbs Comments and Enquiries	51
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	43
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries	7
➤ Callback / Information Requests (NSW Only).....	235

Complaints Graphs

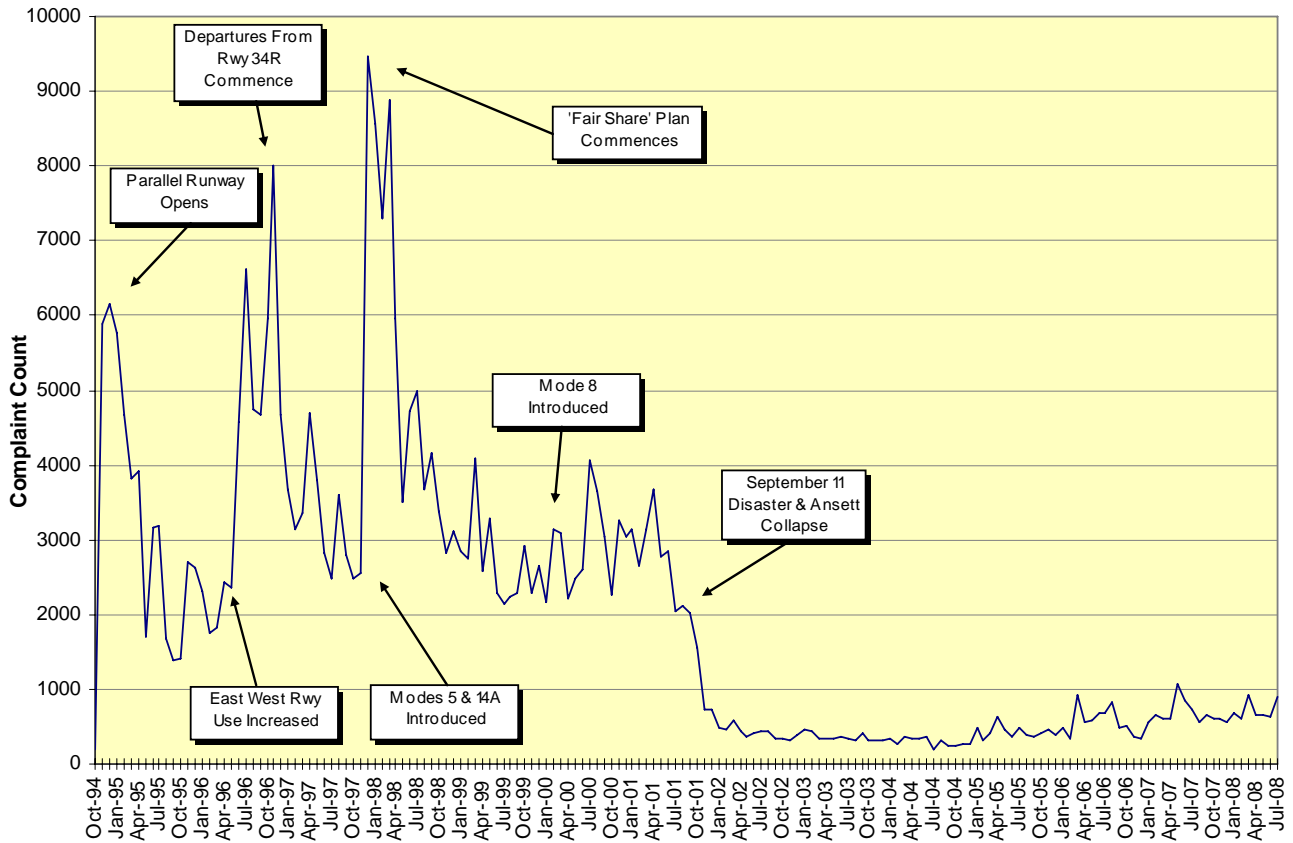
Complaints vs Complainants – 1 July to 31 July 2008



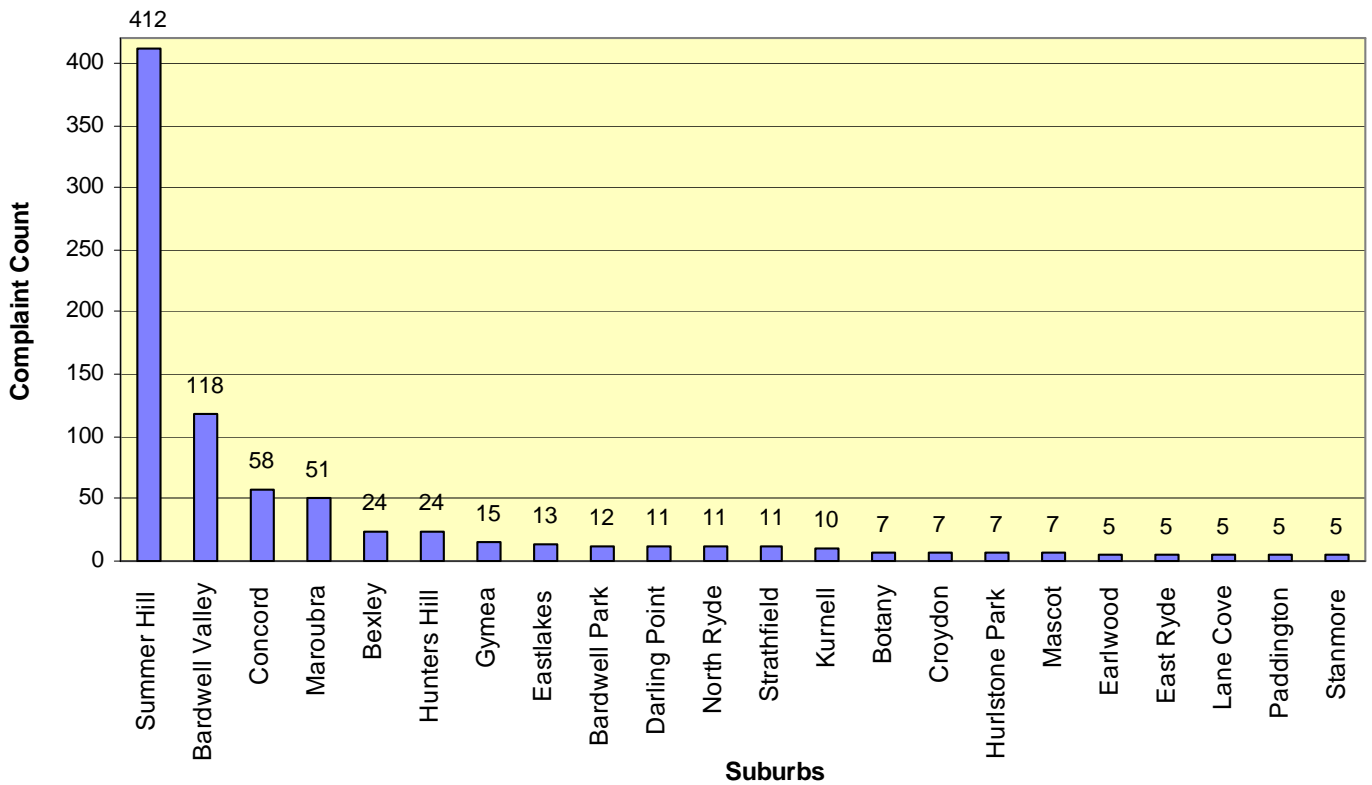
Complaints vs Complainants – Monthly



Complaints History

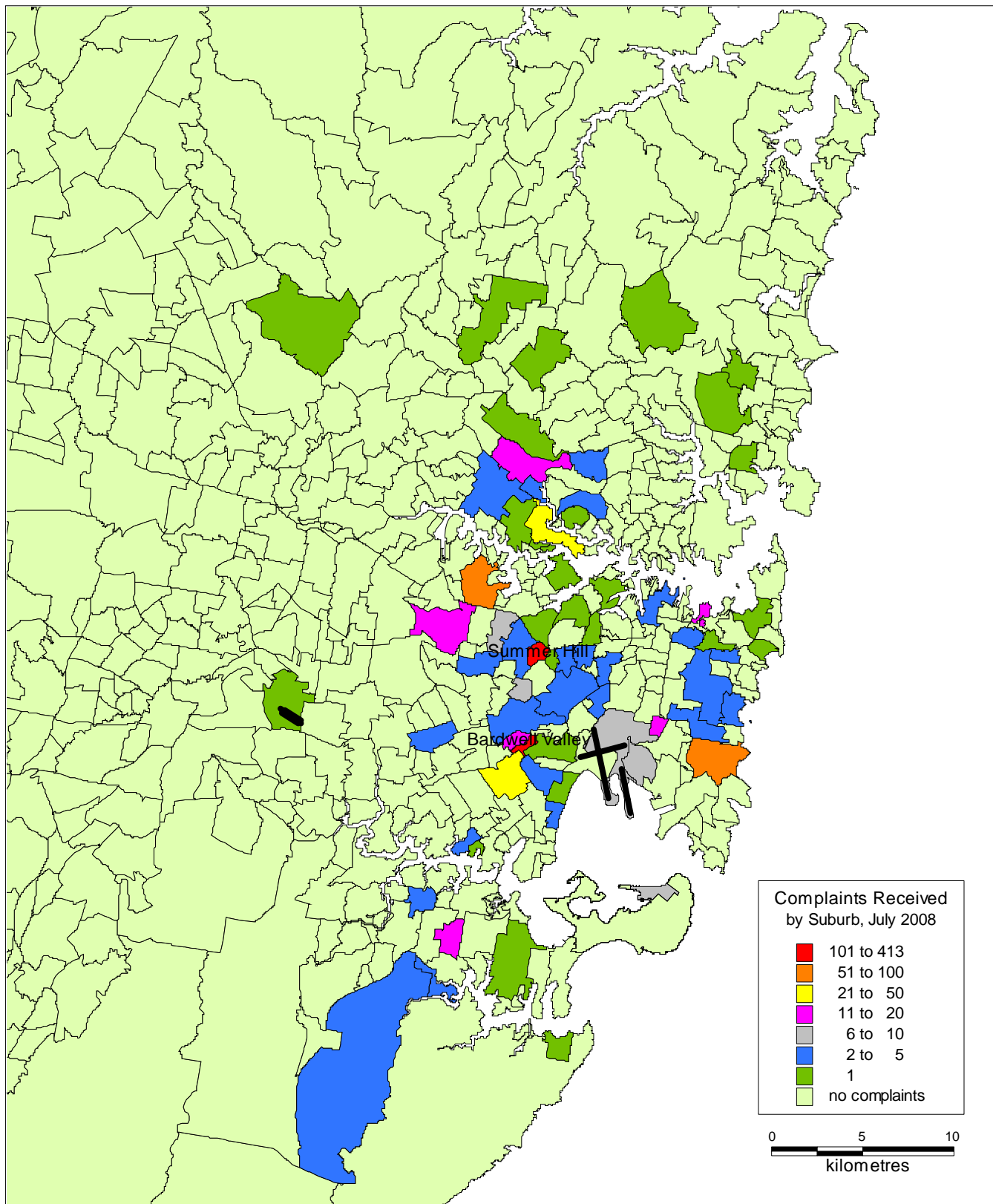


Top Complaint Suburbs – 1 July to 31 July 2008



Complaint Density by Suburb

1 July to 31 July 2008



Recorded Complaints vs Complainants, by Suburb

1 July to 31 July 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	6	4	Hunters Hill	24	7
Allambie Heights	1	1	Huntleys Cove	1	1
Annandale	1	1	Huntleys Point	1	1
Arncliffe	1	1	Hurlstone Park	7	1
Ashfield	4	3	Jannali	3	1
Balgowlah	1	1	Kingsford	2	2
Balmain	1	1	Kurnell	10	5
Bardwell Park	12	5	Kyle Bay	1	1
Bardwell Valley	118	1	Lane Cove	5	2
Beacon Hill	1	1	Lewisham	1	1
Belrose	1	1	Lilyfield	1	1
Bexley	24	3	Macquarie Park	1	1
Bondi Beach	1	1	Maroubra	51	8
Bondi Junction	3	2	Marrickville	4	3
Botany	7	4	Mascot	7	3
Brighton-Le-Sands	1	1	Monterey	2	2
Bundeena	1	1	Newtown	3	1
Caringbah	1	1	North Ryde	11	9
Castle Hill	1	1	Paddington	5	4
Chatswood West	2	1	Petersham	2	2
Concord	58	3	Pymble	1	1
Connells Point	4	2	Randwick	3	3
Coogee	2	2	Riverview	1	1
Croydon	7	5	Rockdale	4	3
Croydon Park	3	3	Rose Bay	1	1
Darling Point	11	1	Roselands	2	1
Drummoyne	1	1	Ryde	2	2
Earlwood	5	3	St Peters	2	2
East Ryde	5	5	Stanmore	5	1
Eastlakes	13	3	Strathfield	11	1
Georges Hall	1	1	Summer Hill	412	7
Gladesville	1	1	Sydney	2	2
Grays Point	3	1	Sydney South	1	1
Gymea	15	3	Wahroonga	1	1
Haberfield	1	1	Woollahra	1	1
Total Complaints	909		Total Complainants	154	

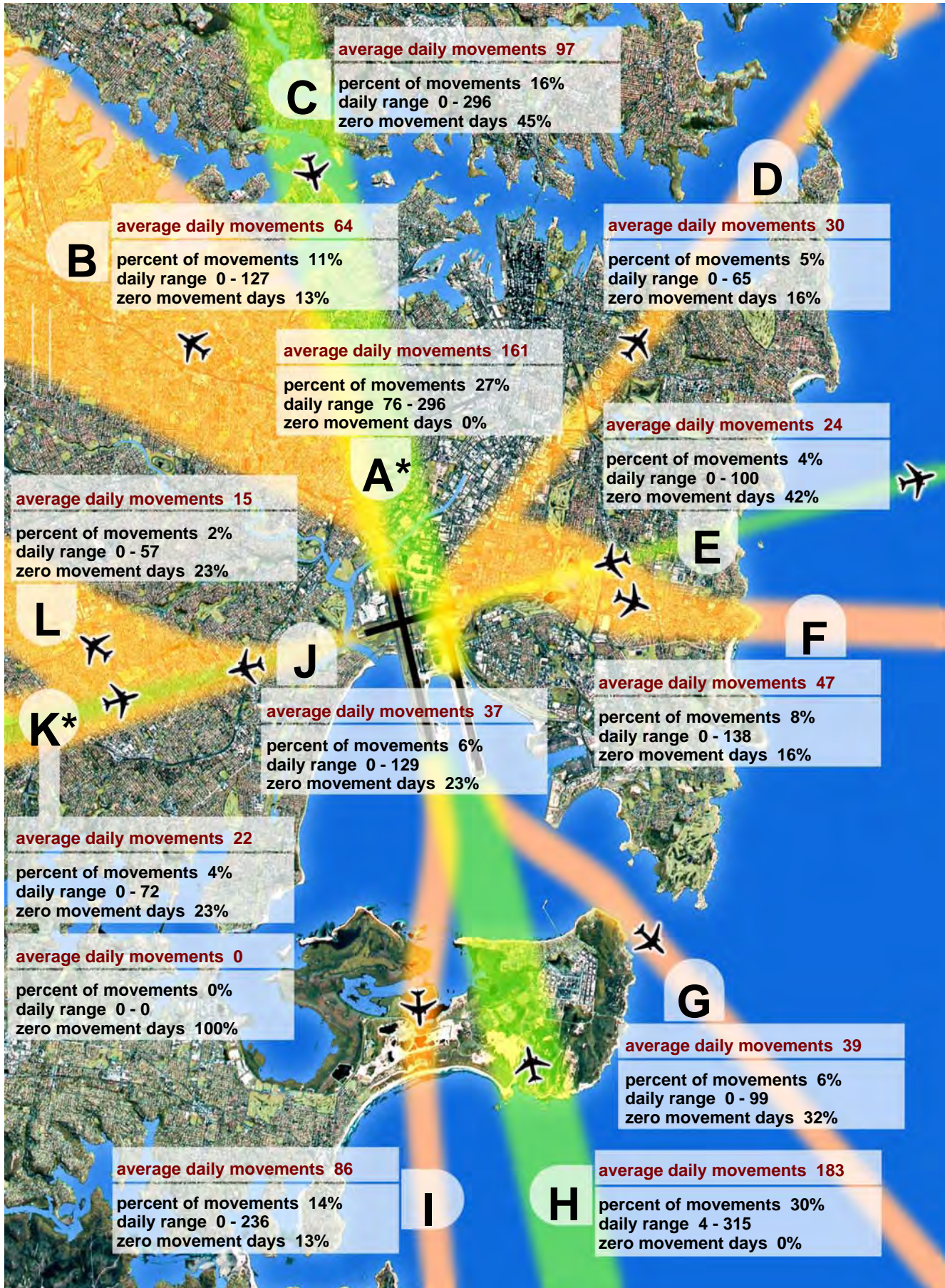
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 July to 31 July 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Arcadia	1	1	Lilyfield	1	1
Ashfield	1	1	Menai	1	1
Ballina	1	1	Merewether	1	1
Balmain	2	2	Moss Vale	2	1
Bankstown	5	4	Murwillumbah	1	1
Bowraville	1	1	Not Specified	1	1
Bundanoon	1	1	Orange	2	1
Cammeray	1	1	Scone	1	1
Coffs Harbour	1	1	Stroud	1	1
Corrimal	1	1	Summer Hill	2	1
Crows Nest	1	1	Surry Hills	1	1
Ewingsdale	1	1	Tabulam	1	1
Hoxton Park	1	1	Tyagarah	1	1
Katoomba	1	1	Williamtown	5	1
Kempsey	1	1	Yelgun	1	1
Kirribilli	1	1			
Total Complaints	43		Total Complainants		35

Sydney Airport : Jet Flight Path Movements

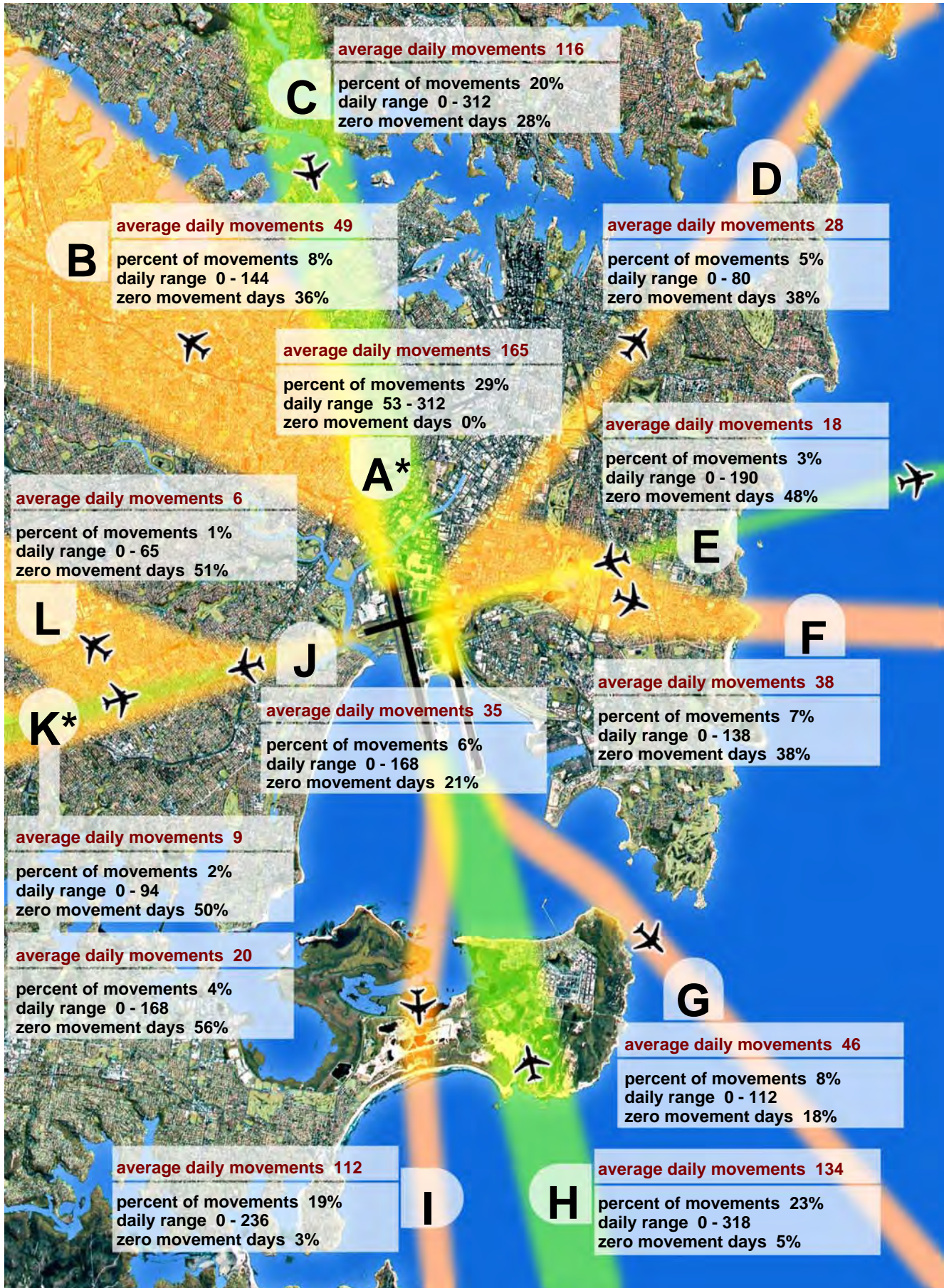
1 July 2008 to 31 July 2008, All Jets



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

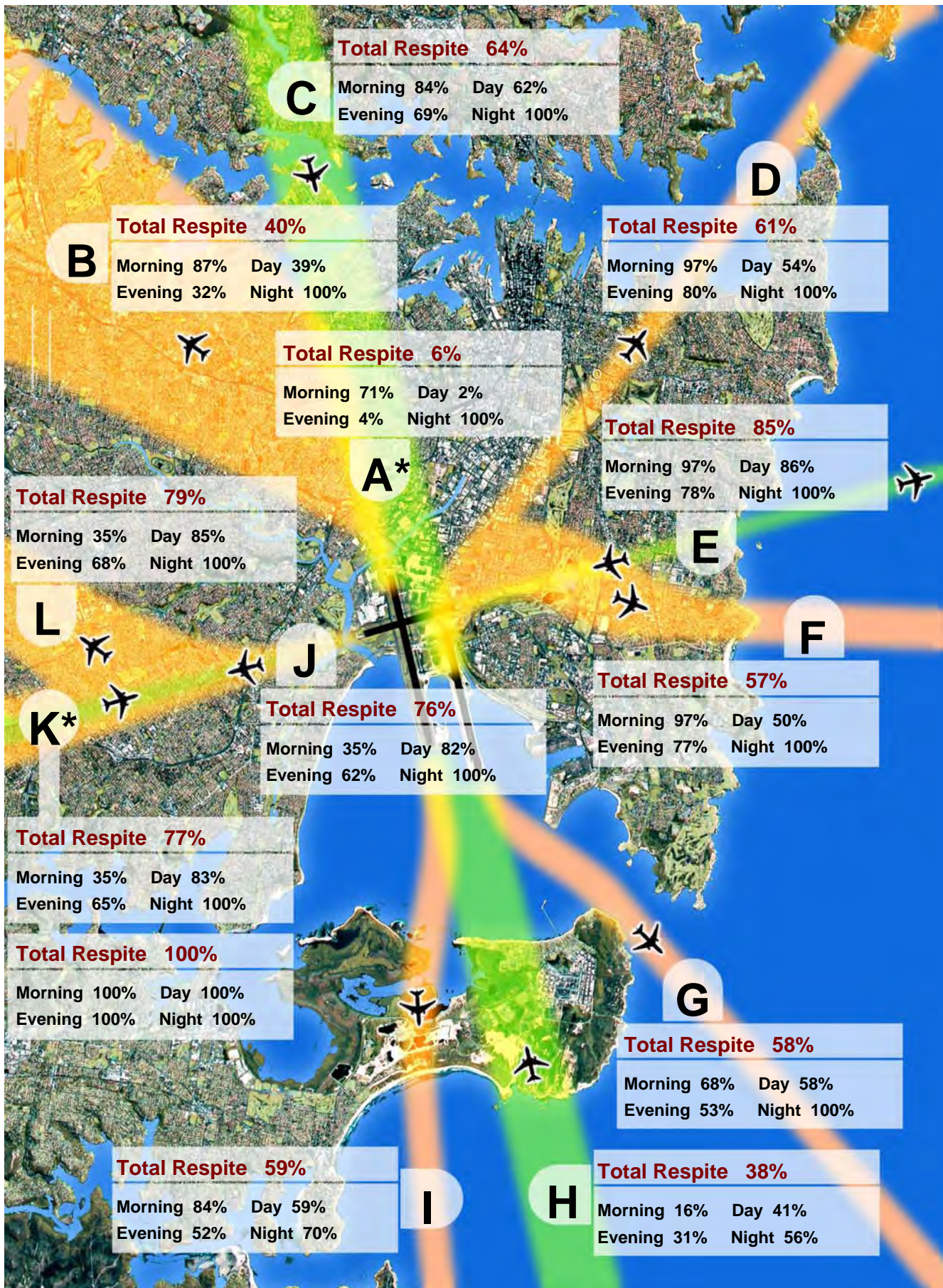
1 Aug 2007 to 31 July 2008, All Jets



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 July 2008 to 31 July 2008, All Jets



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

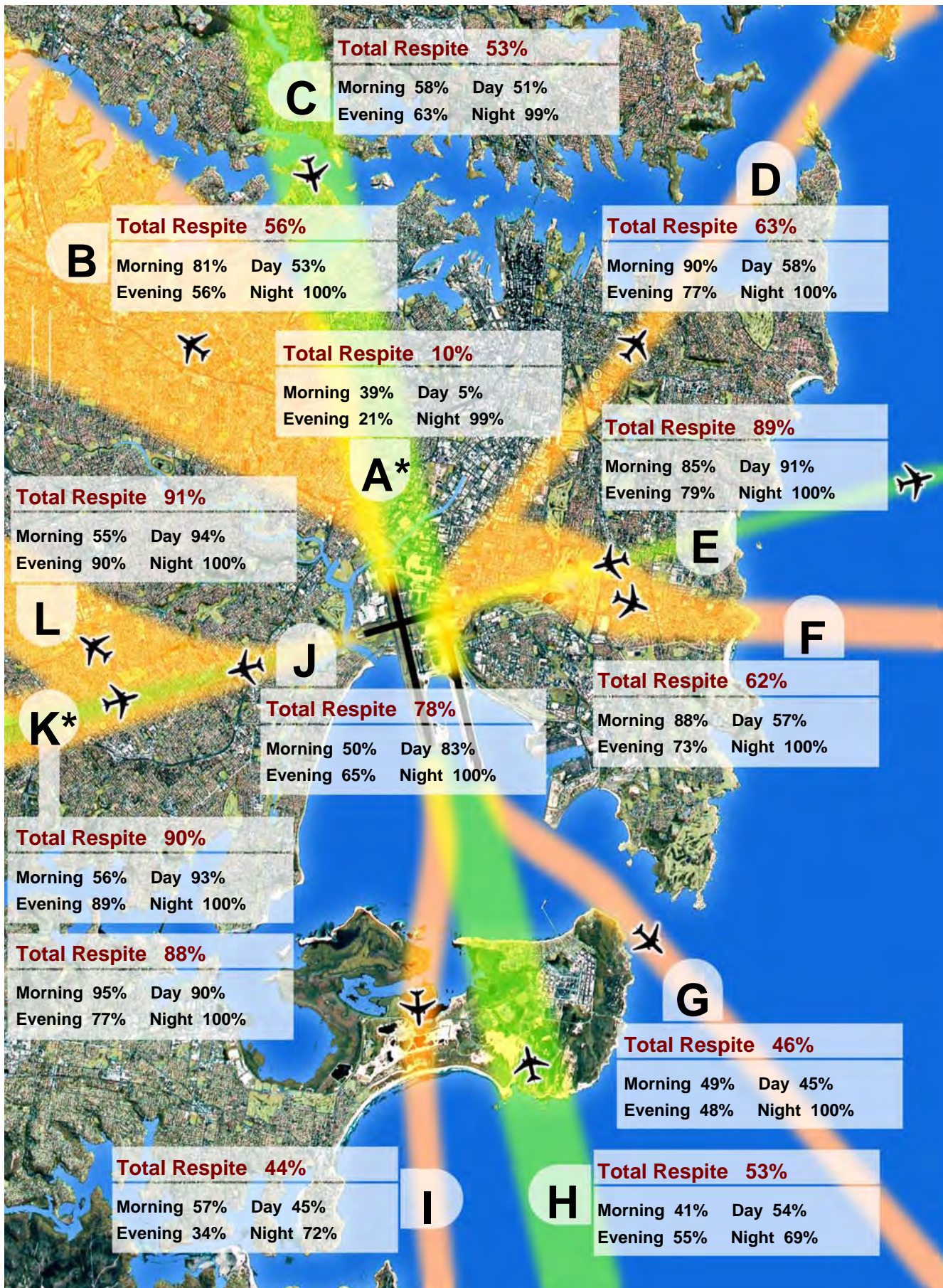
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Aug 2007 to 31 July 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
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 March 2008 .
	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 April 2008 .
	Arrivals from the north on runways 16L and 16R	
D	North-east	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in March 2008 .
	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 May 2007 .
	Arrivals on runway 25 and departures from runway 07	
F	East - Maroubra	Area gets overflights (departures) from Mode 9 . Due to seasonal changes in wind patterns the highest use of this Mode was in March 2008 .
	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 March 2008 and Mode 7 was in August 2007 .
	Arrivals on runways 34L and 34R	
I	South - Kurnell sand hills	
	Departures from runway 16R	
J	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 August 2007 , Mode 14A in September 2007 and Mode 8 was not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

Respite

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

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



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 2008

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

The daily N70 values for the various NMTs and their positions in Sydney are displayed in Figure 1. The total number of Correlated Noise Events (CNE) and the number of days each NMT was operational during July 2008 along with the Daily N70 values for the three months up to and including July are given in Table 1.

<i>Location</i>	<i>CNE Jul</i>	<i>Operational days Jul</i>	<i>N70 Jul</i>	<i>N70 Jun</i>	<i>N70 May</i>
<i>Runway 34L</i>	<i>7,031</i>	<i>31.0</i>	<i>211</i>	<i>202</i>	<i>223</i>
<i>Penshurst</i>	<i>710</i>	<i>31.0</i>	<i>19</i>	<i>10</i>	<i>8</i>
<i>Bexley</i>	<i>1,277</i>	<i>31.0</i>	<i>36</i>	<i>22</i>	<i>17</i>
<i>Eastlakes</i>	<i>2,056</i>	<i>31.0</i>	<i>65</i>	<i>70</i>	<i>77</i>
<i>Coogee</i>	<i>1,110</i>	<i>31.0</i>	<i>34</i>	<i>45</i>	<i>47</i>
<i>Sydenham</i>	<i>4,430</i>	<i>31.0</i>	<i>143</i>	<i>156</i>	<i>140</i>
<i>Leichhardt</i>	<i>2,895</i>	<i>31.0</i>	<i>92</i>	<i>120</i>	<i>100</i>
<i>Kurnell</i>	<i>2,525</i>	<i>31.0</i>	<i>81</i>	<i>56</i>	<i>65</i>
<i>Annandale</i>	<i>1,819</i>	<i>31.0</i>	<i>54</i>	<i>73</i>	<i>54</i>
<i>St Peters</i>	<i>2,741</i>	<i>31.0</i>	<i>87</i>	<i>97</i>	<i>82</i>
<i>Croydon</i>	<i>229</i>	<i>19.3</i>	<i>11</i>	<i>7</i>	<i>10</i>
<i>Hunters Hill</i>	<i>2,240</i>	<i>31.0</i>	<i>37</i>	<i>53</i>	<i>40</i>

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

The N70 values for July 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.

Runway 34L AM 12 PM 29 Day 173 Night 13 WE_D 162 WE_N 5	Penshurst AM 4 PM 3 Day 11 Night 0 WE_D 22 WE_N 0	Bexley AM 7 PM 6 Day 21 Night 0 WE_D 41 WE_N 0	Eastlakes AM 0 PM 12 Day 60 Night 0 WE_D 47 WE_N 0
Coogee AM 0 PM 10 Day 34 Night 0 WE_D 6 WE_N 0	Sydenham AM 4 PM 16 Day 132 Night 0 WE_D 114 WE_N 0	Leichhardt AM 4 PM 11 Day 94 Night 0 WE_D 43 WE_N 0	Kurnell AM 2 PM 9 Day 60 Night 0 WE_D 109 WE_N 0
Annandale AM 1 PM 5 Day 60 Night 0 WE_D 21 WE_N 0	St Peters AM 1 PM 10 Day 83 Night 0 WE_D 67 WE_N 0	Croydon AM 0 PM 2 Day 6 Night 0 WE_D 21 WE_N 0	Hunters Hill AM 3 PM 4 Day 38 Night 0 WE_D 15 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.