



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics July 2010

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview *

July 2010

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

There was a total of 26,185 aircraft movements this month (daily average 844.68). Last month there were a total of 24,552 movements (daily average 818.40) and for the same month last year there were a total of 24,307 movements (daily average 784.10).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 16 days this month, Mode 9 on 7 days, Mode 10 on 8 days and Sodprops on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 33.15% 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 29.24% - This result is above the LTOP target and above the previous month (27.24%)

South 53.02% - This result is below the LTOP target but above the previous month (52.66%)

East 13.53% - This result is above the LTOP target but below the previous month (14.34%)

West 4.20% - This result is below the LTOP target and below the previous month (5.75%)

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

This procedure was used on the 09 July for a total of 1 hour and 26 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 2292 complaints, comments and enquiries were received as follows:

2142 Sydney suburbs complaints from 345 complainants

93 Sydney suburbs comments and enquiries

57 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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* Measured Daily N70 Values (refer pages 27-29) - Coogee NMT was non operational for July 2010.

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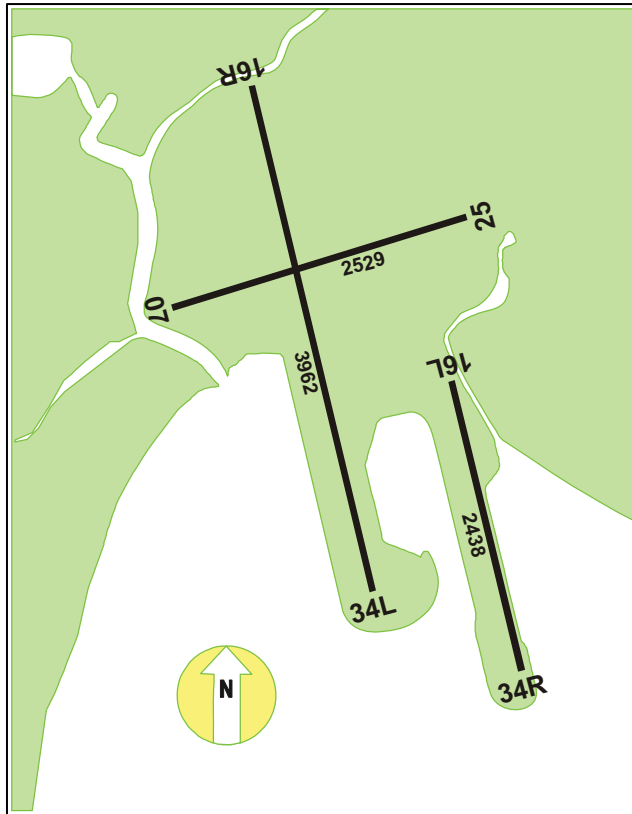
This report is available on the Internet at Airservices Australia website at

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)

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

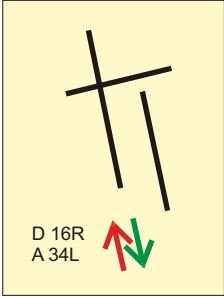
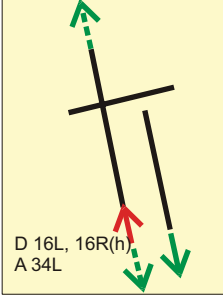
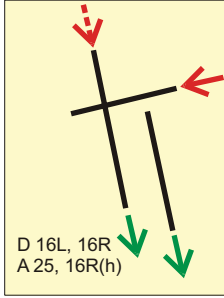
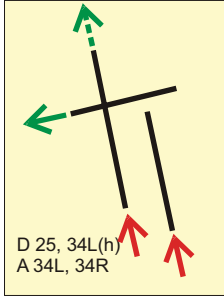
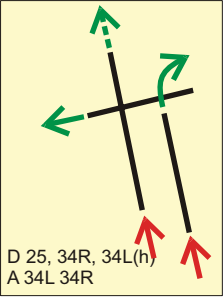
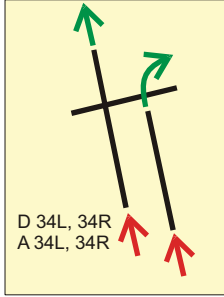
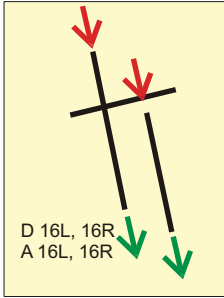
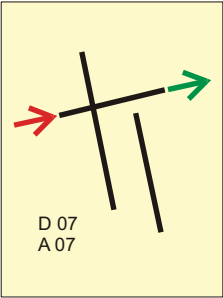
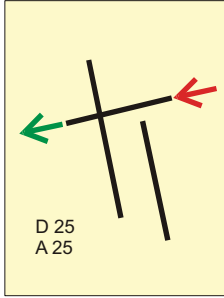
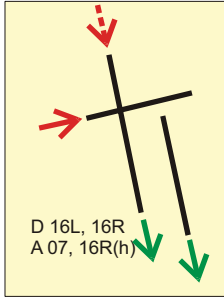
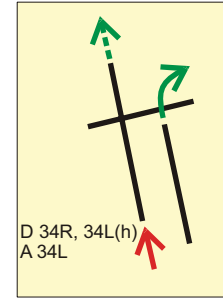




Runway 34R Used by aircraft landing toward the north and taking off to the East.

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

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

Movements over the North =16L(arr) + 16R(arr) + 34L(dep)
 Movements over the South =16L(dep) + 16R(dep) + 34L(arr) + 34R(arr)
 Movements over the East =07(dep) + 25(arr) + 34R(dep)
 Movements over the West =07(arr) + 25(dep)

Runway Modes of Operation

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

Sydney Airport Preferred Runway Selection

Effective from 1 July 2010 (LOA 3181 V1)

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

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

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-Jul-10	0	0	0	53	126	179	62	87	149	0	16	16	260	124	384	80	101	181	0	0	0	909
02-Jul-10	0	0	0	0	40	40	1	4	5	2	42	44	293	174	467	151	186	337	0	0	0	893
03-Jul-10	2	0	2	60	146	206	81	167	248	119	6	125	95	24	119	5	0	5	0	0	0	705
04-Jul-10	2	0	2	72	96	168	98	242	340	129	26	155	68	16	84	13	14	27	0	0	0	776
05-Jul-10	0	0	0	80	54	134	108	136	244	0	47	47	146	116	262	101	92	193	0	0	0	880
06-Jul-10	1	0	1	106	85	191	165	199	364	0	10	10	104	63	167	67	79	146	0	0	0	879
07-Jul-10	0	0	0	164	131	295	221	304	525	46	3	49	8	0	8	0	0	0	0	0	0	877
08-Jul-10	0	0	0	182	139	321	262	316	578	0	1	1	8	0	8	0	0	0	0	0	0	908
09-Jul-10	1	0	1	150	134	284	217	270	487	0	2	2	68	31	99	23	24	47	0	0	0	920
10-Jul-10	1	0	1	0	19	19	1	3	4	0	28	28	273	147	420	95	157	252	0	0	0	724
11-Jul-10	0	0	0	0	12	12	1	1	2	1	9	10	267	175	442	114	201	315	0	0	0	781
12-Jul-10	1	0	1	69	143	212	112	128	240	0	1	1	226	108	334	39	67	106	0	0	0	894
13-Jul-10	1	0	1	0	0	0	0	9	9	0	34	34	287	171	458	153	225	378	0	0	0	880
14-Jul-10	0	0	0	0	0	0	0	6	6	35	145	180	250	138	388	151	157	308	0	0	0	882
15-Jul-10	0	0	0	70	82	152	92	200	292	116	2	118	114	70	184	58	92	150	0	0	0	896
16-Jul-10	0	0	0	111	139	250	161	290	451	128	1	129	39	13	52	0	0	0	0	0	0	882
17-Jul-10	0	0	0	0	151	151	0	2	2	1	1	2	323	125	448	46	67	113	0	0	0	716
18-Jul-10	0	0	0	0	99	99	0	0	0	1	67	68	303	139	442	81	95	176	0	0	0	785
19-Jul-10	1	0	1	65	114	179	98	125	223	0	23	23	225	103	328	58	82	140	0	0	0	894
20-Jul-10	0	0	0	157	132	289	266	293	559	1	1	2	5	0	5	0	0	0	0	0	0	855
21-Jul-10	1	0	1	101	88	189	146	191	337	27	77	104	103	56	159	56	23	79	0	0	0	869
22-Jul-10	0	0	0	162	131	293	252	295	547	0	17	17	24	2	26	3	0	3	0	0	0	886
23-Jul-10	0	0	0	86	88	174	131	211	342	73	20	93	103	63	166	66	74	140	0	0	0	915
24-Jul-10	123	1	124	57	109	166	120	201	321	0	13	13	56	15	71	5	0	5	0	0	0	700
25-Jul-10	65	1	66	89	123	212	172	278	450	55	0	55	2	0	2	0	0	0	0	0	0	785
26-Jul-10	1	0	1	154	133	287	222	305	527	48	0	48	19	4	23	2	3	5	0	0	0	891
27-Jul-10	73	0	73	0	77	77	2	68	70	0	21	21	259	126	385	98	134	232	0	0	0	858
28-Jul-10	38	21	59	0	0	0	0	9	9	0	17	17	246	174	420	147	218	365	0	0	0	870
29-Jul-10	1	0	1	0	0	0	1	8	9	0	50	50	276	164	440	152	213	365	0	0	0	865
30-Jul-10	0	0	0	21	14	35	37	36	73	0	22	22	251	175	426	142	204	346	0	0	0	902
31-Jul-10	1	0	1	0	10	10	3	51	54	135	86	221	154	100	254	73	95	168	0	0	0	708
Total	313	23	336	2009	2615	4624	3032	4435	7467	917	788	1705	4855	2616	7471	1979	2603	4582	0	0	0	26185

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-Jul-10	0	0	0	34	101	135	51	65	116	0	15	15	208	74	282	49	86	135	0	0	0	683
02-Jul-10	0	0	0	0	33	33	0	3	3	2	37	39	231	102	333	100	157	257	0	0	0	665
03-Jul-10	0	0	0	42	124	166	68	135	203	87	5	92	87	17	104	5	0	5	0	0	0	570
04-Jul-10	2	0	2	51	66	117	77	187	264	98	26	124	64	14	78	13	13	26	0	0	0	611
05-Jul-10	0	0	0	56	36	92	78	103	181	0	43	43	130	80	210	64	75	139	0	0	0	665
06-Jul-10	0	0	0	70	59	129	136	154	290	0	9	9	91	39	130	38	67	105	0	0	0	663
07-Jul-10	0	0	0	106	94	200	179	236	415	39	0	39	6	0	6	0	0	0	0	0	0	660
08-Jul-10	0	0	0	120	97	217	208	238	446	0	1	1	6	0	6	0	0	0	0	0	0	670
09-Jul-10	0	0	0	88	101	189	169	201	370	0	1	1	57	18	75	17	18	35	0	0	0	670
10-Jul-10	0	0	0	0	14	14	0	2	2	0	25	25	229	109	338	63	137	200	0	0	0	579
11-Jul-10	0	0	0	0	11	11	1	0	1	0	9	9	220	117	337	84	170	254	0	0	0	612
12-Jul-10	0	0	0	41	116	157	90	97	187	0	0	0	175	64	239	22	54	76	0	0	0	659
13-Jul-10	0	0	0	0	0	0	0	3	3	0	30	30	241	107	348	91	185	276	0	0	0	657
14-Jul-10	0	0	0	0	0	0	0	5	5	31	100	131	196	96	292	98	131	229	0	0	0	657
15-Jul-10	0	0	0	46	57	103	69	151	220	93	1	94	91	47	138	36	78	114	0	0	0	669
16-Jul-10	0	0	0	73	101	174	125	221	346	94	0	94	33	6	39	0	0	0	0	0	0	653
17-Jul-10	0	0	0	0	138	138	0	2	2	0	0	0	264	86	350	30	58	88	0	0	0	578
18-Jul-10	0	0	0	0	86	86	0	0	0	0	48	48	250	91	341	59	85	144	0	0	0	619
19-Jul-10	0	0	0	50	86	136	74	93	167	0	21	21	174	62	236	35	73	108	0	0	0	668
20-Jul-10	0	0	0	102	93	195	218	227	445	0	0	0	5	0	5	0	0	0	0	0	0	645
21-Jul-10	0	0	0	66	59	125	113	143	256	25	53	78	87	46	133	29	19	48	0	0	0	640
22-Jul-10	0	0	0	103	89	192	197	225	422	0	14	14	23	2	25	2	0	2	0	0	0	655
23-Jul-10	0	0	0	53	61	114	100	152	252	49	16	65	87	40	127	39	64	103	0	0	0	661
24-Jul-10	88	0	88	37	86	123	98	164	262	0	13	13	55	10	65	5	0	5	0	0	0	556
25-Jul-10	45	0	45	64	92	156	150	217	367	43	0	43	2	0	2	0	0	0	0	0	0	613
26-Jul-10	0	0	0	97	94	191	176	230	406	42	0	42	15	4	19	2	3	5	0	0	0	663
27-Jul-10	50	0	50	0	57	57	1	54	55	0	17	17	210	79	289	64	111	175	0	0	0	643
28-Jul-10	34	18	52	0	0	0	0	7	7	0	15	15	192	104	296	91	178	269	0	0	0	639
29-Jul-10	0	0	0	0	0	0	1	6	7	0	32	32	227	101	328	88	180	268	0	0	0	635
30-Jul-10	0	0	0	11	12	23	37	30	67	0	19	19	190	99	289	89	170	259	0	0	0	657
31-Jul-10	0	0	0	0	9	9	3	46	49	111	69	180	128	72	200	46	80	126	0	0	0	564
Total	219	18	237	1310	1972	3282	2419	3397	5816	714	619	1333	3974	1686	5660	1259	2192	3451	0	0	0	19779

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-Jul-10	0	0	0	19	25	44	11	22	33	0	1	1	52	50	102	31	15	46	0	0	0	226
02-Jul-10	0	0	0	0	7	7	1	1	2	0	5	5	62	72	134	51	29	80	0	0	0	228
03-Jul-10	2	0	2	18	22	40	13	32	45	32	1	33	8	7	15	0	0	0	0	0	0	135
04-Jul-10	0	0	0	21	30	51	21	55	76	31	0	31	4	2	6	0	1	1	0	0	0	165
05-Jul-10	0	0	0	24	18	42	30	33	63	0	4	4	16	36	52	37	17	54	0	0	0	215
06-Jul-10	1	0	1	36	26	62	29	45	74	0	1	1	13	24	37	29	12	41	0	0	0	216
07-Jul-10	0	0	0	58	37	95	42	68	110	7	3	10	2	0	2	0	0	0	0	0	0	217
08-Jul-10	0	0	0	62	42	104	54	78	132	0	0	0	2	0	2	0	0	0	0	0	0	238
09-Jul-10	1	0	1	62	33	95	48	69	117	0	1	1	11	13	24	6	6	12	0	0	0	250
10-Jul-10	1	0	1	0	5	5	1	1	2	0	3	3	44	38	82	32	20	52	0	0	0	145
11-Jul-10	0	0	0	0	1	1	0	1	1	1	0	1	47	58	105	30	31	61	0	0	0	169
12-Jul-10	1	0	1	28	27	55	22	31	53	0	1	1	51	44	95	17	13	30	0	0	0	235
13-Jul-10	1	0	1	0	0	0	0	6	6	0	4	4	46	64	110	62	40	102	0	0	0	223
14-Jul-10	0	0	0	0	0	0	0	1	1	4	45	49	54	42	96	53	26	79	0	0	0	225
15-Jul-10	0	0	0	24	25	49	23	49	72	23	1	24	23	23	46	22	14	36	0	0	0	227
16-Jul-10	0	0	0	38	38	76	36	69	105	34	1	35	6	7	13	0	0	0	0	0	0	229
17-Jul-10	0	0	0	0	13	13	0	0	0	1	1	2	59	39	98	16	9	25	0	0	0	138
18-Jul-10	0	0	0	0	13	13	0	0	0	1	19	20	53	48	101	22	10	32	0	0	0	166
19-Jul-10	1	0	1	15	28	43	24	32	56	0	2	2	51	41	92	23	9	32	0	0	0	226
20-Jul-10	0	0	0	55	39	94	48	66	114	1	1	2	0	0	0	0	0	0	0	0	0	210
21-Jul-10	1	0	1	35	29	64	33	48	81	2	24	26	16	10	26	27	4	31	0	0	0	229
22-Jul-10	0	0	0	59	42	101	55	70	125	0	3	3	1	0	1	1	0	1	0	0	0	231
23-Jul-10	0	0	0	33	27	60	31	59	90	24	4	28	16	23	39	27	10	37	0	0	0	254
24-Jul-10	35	1	36	20	23	43	22	37	59	0	0	0	1	5	6	0	0	0	0	0	0	144
25-Jul-10	20	1	21	25	31	56	22	61	83	12	0	12	0	0	0	0	0	0	0	0	0	172
26-Jul-10	1	0	1	57	39	96	46	75	121	6	0	6	4	0	4	0	0	0	0	0	0	228
27-Jul-10	23	0	23	0	20	20	1	14	15	0	4	4	49	47	96	34	23	57	0	0	0	215
28-Jul-10	4	3	7	0	0	0	0	2	2	0	2	2	54	70	124	56	40	96	0	0	0	231
29-Jul-10	1	0	1	0	0	0	0	2	2	0	18	18	49	63	112	64	33	97	0	0	0	230
30-Jul-10	0	0	0	10	2	12	0	6	6	0	3	3	61	76	137	53	34	87	0	0	0	245
31-Jul-10	1	0	1	0	1	1	0	5	5	24	17	41	26	28	54	27	15	42	0	0	0	144
Total	94	5	99	699	643	1342	613	1038	1651	203	169	372	881	930	1811	720	411	1131	0	0	0	6406

(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-Jul-10	1	1	1	3	0	4	44	65	75	59	66	54	44	41	52	59	46	69	71	58	39	28	24	5	909
02-Jul-10	1	0	2	4	0	3	39	67	72	67	65	53	49	42	55	51	44	63	72	58	37	28	21	0	893
03-Jul-10	0	1	1	1	0	3	33	54	67	52	50	48	59	36	34	47	34	40	47	39	25	23	11	0	705
04-Jul-10	1	0	0	0	1	2	36	31	45	47	49	55	39	39	50	55	50	66	69	60	33	34	13	1	776
05-Jul-10	0	1	0	0	0	4	42	58	71	58	59	61	51	41	54	54	49	61	67	63	35	25	22	4	880
06-Jul-10	2	0	2	3	1	3	44	65	69	64	56	58	39	46	51	41	51	59	74	61	34	30	21	5	879
07-Jul-10	1	0	2	2	1	3	46	56	61	68	64	57	40	41	55	51	47	56	70	58	41	27	26	4	877
08-Jul-10	2	0	3	3	0	3	44	62	68	61	65	57	48	44	50	57	47	61	62	64	41	34	27	5	908
09-Jul-10	3	2	2	2	1	5	41	60	68	65	67	66	47	48	55	55	46	64	65	58	42	35	23	0	920
10-Jul-10	1	0	0	1	0	4	33	55	64	60	59	57	38	41	45	45	28	40	54	40	18	26	14	1	724
11-Jul-10	1	1	0	0	0	3	31	39	51	41	50	48	47	38	57	52	50	57	76	62	33	28	15	1	781
12-Jul-10	1	2	0	0	1	4	46	55	73	66	65	53	43	41	52	61	44	66	72	58	34	31	21	5	894
13-Jul-10	5	2	1	1	0	3	44	59	73	54	65	54	47	42	43	54	42	57	77	55	36	35	27	4	880
14-Jul-10	1	1	1	1	1	4	40	64	73	63	62	59	41	36	49	55	43	57	73	63	38	31	23	3	882
15-Jul-10	2	1	2	2	0	4	43	61	73	58	63	53	42	38	58	55	47	71	71	55	36	36	21	4	896
16-Jul-10	3	0	3	1	1	3	40	61	68	53	62	53	52	44	53	57	52	63	68	65	37	29	13	1	882
17-Jul-10	0	1	0	0	0	4	35	49	67	60	54	50	45	45	44	48	36	41	44	35	25	27	6	0	716
18-Jul-10	1	0	0	0	0	1	37	33	51	43	49	48	42	43	53	56	55	62	66	65	35	32	12	1	785
19-Jul-10	1	0	1	0	0	4	45	67	75	57	64	54	48	47	59	58	42	58	67	57	40	22	24	4	894
20-Jul-10	3	0	1	2	2	2	44	58	73	60	54	53	43	40	49	54	43	57	60	53	47	30	22	5	855
21-Jul-10	1	0	0	4	0	4	42	47	62	58	66	57	64	41	49	52	50	61	63	62	30	28	23	5	869
22-Jul-10	1	0	1	2	1	4	41	68	70	64	62	52	45	40	53	50	50	60	73	59	34	31	22	3	886
23-Jul-10	2	0	1	3	0	4	43	65	76	65	64	56	50	44	55	56	48	60	70	60	39	35	17	2	915
24-Jul-10	0	0	0	0	0	4	37	46	68	56	60	49	47	33	50	44	36	35	49	33	22	18	12	1	700
25-Jul-10	1	0	0	0	0	2	35	35	50	40	44	52	41	40	52	59	54	59	56	62	44	36	21	2	785
26-Jul-10	1	0	1	0	1	3	39	60	70	72	68	57	50	44	50	55	46	56	72	54	37	28	22	5	891
27-Jul-10	1	0	4	2	1	3	46	58	72	64	53	59	41	39	50	49	42	65	69	50	34	35	18	3	858
28-Jul-10	1	1	0	4	1	1	43	53	65	68	64	54	45	44	42	60	46	56	64	58	36	33	26	5	870
29-Jul-10	1	0	1	2	0	1	33	37	61	70	63	55	48	46	51	59	42	58	69	61	40	34	28	5	865
30-Jul-10	2	0	4	4	1	0	35	45	56	71	75	67	45	43	48	65	52	56	66	66	45	31	24	1	902
31-Jul-10	0	2	1	0	0	4	36	46	62	70	57	52	40	38	40	49	35	43	43	35	23	21	11	0	708
Total	41	16	35	47	14	96	1237	1679	2049	1854	1864	1701	1420	1285	1558	1663	1397	1777	2019	1727	1090	921	610	85	26185
Avg.	1.32	0.52	1.13	1.52	0.45	3.10	39.90	54.16	66.10	59.81	60.13	54.87	45.81	41.45	50.26	53.65	45.06	57.32	65.13	55.71	35.16	29.71	19.68	2.74	844.68

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-10	0	1	1	1	0	4	24	39	37	25	32	26	19	18	30	20	27	38	36	25	20	20	11	1	455
02-Jul-10	0	0	2	1	0	3	21	38	41	27	28	27	21	17	31	19	27	36	39	21	21	13	14	0	447
03-Jul-10	0	0	1	1	0	3	20	34	37	16	22	22	30	14	19	26	17	24	23	19	15	12	7	0	362
04-Jul-10	1	0	0	0	0	2	22	17	20	24	21	21	13	18	26	23	29	39	31	29	16	20	9	1	382
05-Jul-10	0	1	0	0	0	4	21	33	38	26	29	26	17	21	30	25	22	36	35	25	17	17	11	1	435
06-Jul-10	1	0	1	1	1	3	26	36	42	24	27	27	20	22	26	15	26	33	36	27	18	16	14	1	443
07-Jul-10	0	0	2	0	1	3	24	28	34	34	30	23	20	21	26	23	24	31	35	26	20	19	13	2	439
08-Jul-10	1	0	2	1	0	3	23	34	37	23	31	28	22	19	29	26	21	32	30	31	25	20	13	1	452
09-Jul-10	2	0	1	1	1	4	21	34	39	35	28	30	15	24	30	17	31	34	33	24	24	19	12	0	459
10-Jul-10	0	0	0	1	0	4	19	36	33	22	25	29	20	20	25	15	18	27	23	19	10	16	7	1	370
11-Jul-10	1	1	0	0	0	3	19	22	21	19	21	21	20	21	26	19	27	36	41	23	17	16	9	0	383
12-Jul-10	1	0	0	0	1	4	24	32	39	28	32	26	14	24	26	27	22	38	34	20	19	22	11	3	447
13-Jul-10	1	0	1	0	0	3	26	34	37	26	32	28	20	16	25	18	24	33	37	22	20	23	13	2	441
14-Jul-10	0	1	1	0	0	4	21	34	40	25	27	32	18	15	26	21	22	35	35	28	16	23	12	0	436
15-Jul-10	1	1	2	0	0	4	23	32	40	25	27	26	20	17	32	22	26	41	35	20	21	23	11	1	450
16-Jul-10	0	0	2	0	1	3	19	39	36	20	31	23	22	22	27	23	30	34	31	30	18	18	10	0	439
17-Jul-10	0	1	0	0	0	4	20	34	35	21	24	26	22	23	21	24	20	22	21	19	14	17	2	0	370
18-Jul-10	1	0	0	0	0	1	24	18	21	18	21	21	18	20	24	25	30	36	38	26	16	19	7	1	385
19-Jul-10	1	0	0	0	0	4	26	40	37	22	28	24	26	24	29	21	24	36	33	23	20	14	13	2	447
20-Jul-10	0	0	1	1	0	2	25	34	42	24	23	30	18	16	27	20	25	32	33	21	22	19	13	1	429
21-Jul-10	0	0	0	2	0	4	23	23	31	34	26	32	27	19	21	25	24	36	33	25	14	19	14	2	434
22-Jul-10	0	0	1	1	0	4	20	40	35	24	32	25	20	17	31	24	25	30	39	25	18	17	12	1	441
23-Jul-10	1	0	1	1	0	4	23	39	37	28	30	23	25	19	33	19	26	35	38	25	21	18	11	2	459
24-Jul-10	0	0	0	0	0	4	23	30	36	21	26	24	21	18	26	20	20	23	22	16	14	9	7	1	361
25-Jul-10	0	0	0	0	0	2	23	19	21	16	20	21	16	19	26	25	29	35	35	25	21	16	14	0	383
26-Jul-10	1	0	1	0	1	3	20	32	41	36	30	25	21	20	29	25	24	33	34	18	21	18	12	1	446
27-Jul-10	0	0	4	0	0	3	26	32	38	27	27	30	19	17	26	15	27	38	30	20	21	20	11	1	432
28-Jul-10	0	1	0	2	0	1	23	34	34	28	26	28	19	23	21	27	24	30	33	23	19	22	12	1	431
29-Jul-10	0	0	1	1	0	1	16	19	36	32	28	25	22	24	28	26	23	33	35	23	19	23	14	1	430
30-Jul-10	1	0	3	1	1	0	19	22	33	40	32	27	15	22	30	29	24	34	37	28	18	19	16	0	451
31-Jul-10	0	2	0	0	0	4	23	29	33	30	24	27	15	17	23	23	20	25	22	18	10	14	7	0	366
Total	14	9	28	16	7	95	687	967	1081	800	840	803	615	607	829	687	758	1025	1017	724	565	561	342	28	13105
Avg.	0.45	0.29	0.90	0.52	0.23	3.06	22.16	31.19	34.87	25.81	27.10	25.90	19.84	19.58	26.74	22.16	24.45	33.06	32.81	23.35	18.23	18.10	11.03	0.90	422.74

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-10	1	0	0	2	0	0	20	26	38	34	34	28	25	23	22	39	19	31	35	33	19	8	13	4	454
02-Jul-10	1	0	0	3	0	0	18	29	31	40	37	26	28	25	24	32	17	27	33	37	16	15	7	0	446
03-Jul-10	0	1	0	0	0	0	13	20	30	36	28	26	29	22	15	21	17	16	24	20	10	11	4	0	343
04-Jul-10	0	0	0	0	1	0	14	14	25	23	28	34	26	21	24	32	21	27	38	31	17	14	4	0	394
05-Jul-10	0	0	0	0	0	0	21	25	33	32	30	35	34	20	24	29	27	25	32	38	18	8	11	3	445
06-Jul-10	1	0	1	2	0	0	18	29	27	40	29	31	19	24	25	26	25	26	38	34	16	14	7	4	436
07-Jul-10	1	0	0	2	0	0	22	28	27	34	34	34	20	20	29	28	23	25	35	32	21	8	13	2	438
08-Jul-10	1	0	1	2	0	0	21	28	31	38	34	29	26	25	21	31	26	29	32	33	16	14	14	4	456
09-Jul-10	1	2	1	1	0	1	20	26	29	30	39	36	32	24	25	38	15	30	32	34	18	16	11	0	461
10-Jul-10	1	0	0	0	0	0	14	19	31	38	34	28	18	21	20	30	10	13	31	21	8	10	7	0	354
11-Jul-10	0	0	0	0	0	0	12	17	30	22	29	27	27	17	31	33	23	21	35	39	16	12	6	1	398
12-Jul-10	0	2	0	0	0	0	22	23	34	38	33	27	29	17	26	34	22	28	38	38	15	9	10	2	447
13-Jul-10	4	2	0	1	0	0	18	25	36	28	33	26	27	26	18	36	18	24	40	33	16	12	14	2	439
14-Jul-10	1	0	0	1	1	0	19	30	33	38	35	27	23	21	23	34	21	22	38	35	22	8	11	3	446
15-Jul-10	1	0	0	2	0	0	20	29	33	33	36	27	22	21	26	33	21	30	36	35	15	13	10	3	446
16-Jul-10	3	0	1	1	0	0	21	22	32	33	31	30	30	22	26	34	22	29	37	35	19	11	3	1	443
17-Jul-10	0	0	0	0	0	0	15	15	32	39	30	24	23	22	23	24	16	19	23	16	11	10	4	0	346
18-Jul-10	0	0	0	0	0	0	13	15	30	25	28	27	24	23	29	31	25	26	28	39	19	13	5	0	400
19-Jul-10	0	0	1	0	0	0	19	27	38	35	36	30	22	23	30	37	18	22	34	34	20	8	11	2	447
20-Jul-10	3	0	0	1	2	0	19	24	31	36	31	23	25	24	22	34	18	25	27	32	25	11	9	4	426
21-Jul-10	1	0	0	2	0	0	19	24	31	24	40	25	37	22	28	27	26	25	30	37	16	9	9	3	435
22-Jul-10	1	0	0	1	1	0	21	28	35	40	30	27	25	23	22	26	25	30	34	34	16	14	10	2	445
23-Jul-10	1	0	0	2	0	0	20	26	39	37	34	33	25	25	22	37	22	25	32	35	18	17	6	0	456
24-Jul-10	0	0	0	0	0	0	14	16	32	35	34	25	26	15	24	24	16	12	27	17	8	9	5	0	339
25-Jul-10	1	0	0	0	0	0	12	16	29	24	24	31	25	21	26	34	25	24	21	37	23	20	7	2	402
26-Jul-10	0	0	0	0	0	0	19	28	29	36	38	32	29	24	21	30	22	23	38	36	16	10	10	4	445
27-Jul-10	1	0	0	2	1	0	20	26	34	37	26	29	22	22	24	34	15	27	39	30	13	15	7	2	426
28-Jul-10	1	0	0	2	1	0	20	19	31	40	38	26	26	21	21	33	22	26	31	35	17	11	14	4	439
29-Jul-10	1	0	0	1	0	0	17	18	25	38	35	30	26	22	23	33	19	25	34	38	21	11	14	4	435
30-Jul-10	1	0	1	3	0	0	16	23	23	31	43	40	30	21	18	36	28	22	29	38	27	12	8	1	451
31-Jul-10	0	0	1	0	0	0	13	17	29	40	33	25	25	21	17	26	15	18	21	17	13	7	4	0	342
Total	27	7	7	31	7	1	550	712	968	1054	1024	898	805	678	729	976	639	752	1002	1003	525	360	268	57	13080
Avg.	0.87	0.23	0.23	1.00	0.23	0.03	17.74	22.97	31.23	34.00	33.03	28.97	25.97	21.87	23.52	31.48	20.61	24.26	32.32	32.35	16.94	11.61	8.65	1.84	421.94

Mode Utilisation Summary (Total Hours by Day)

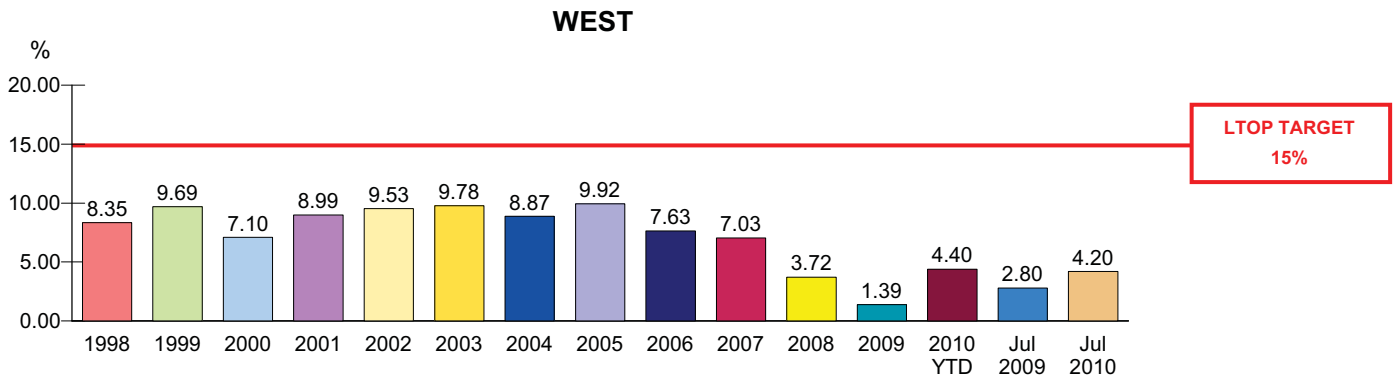
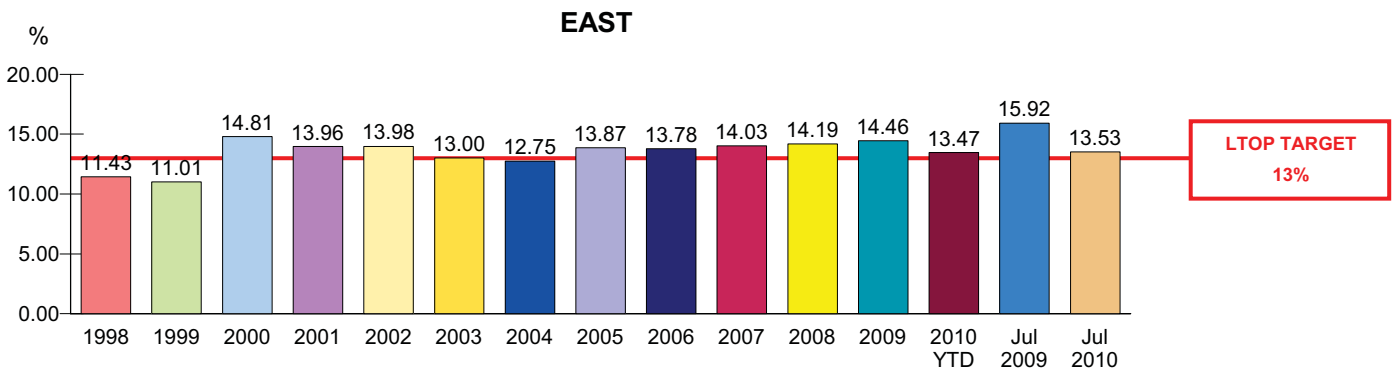
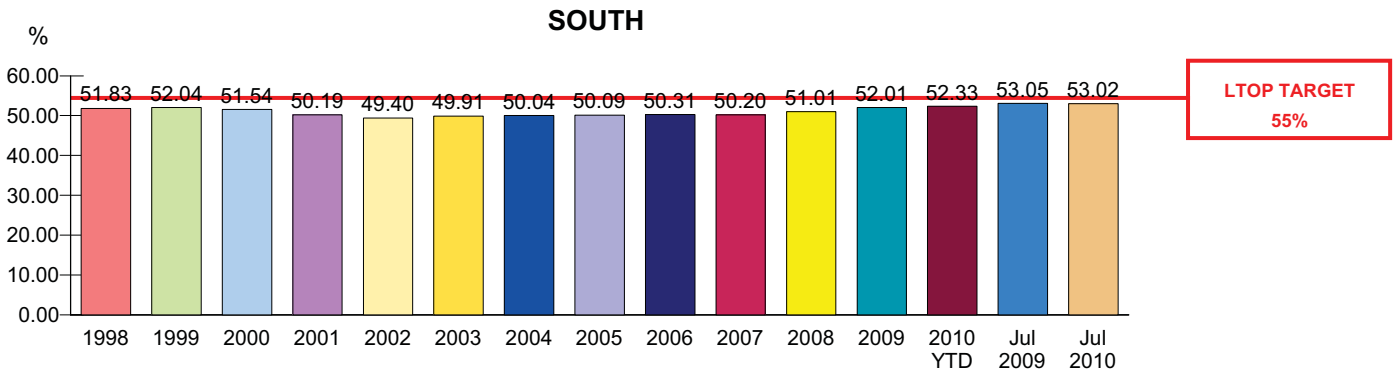
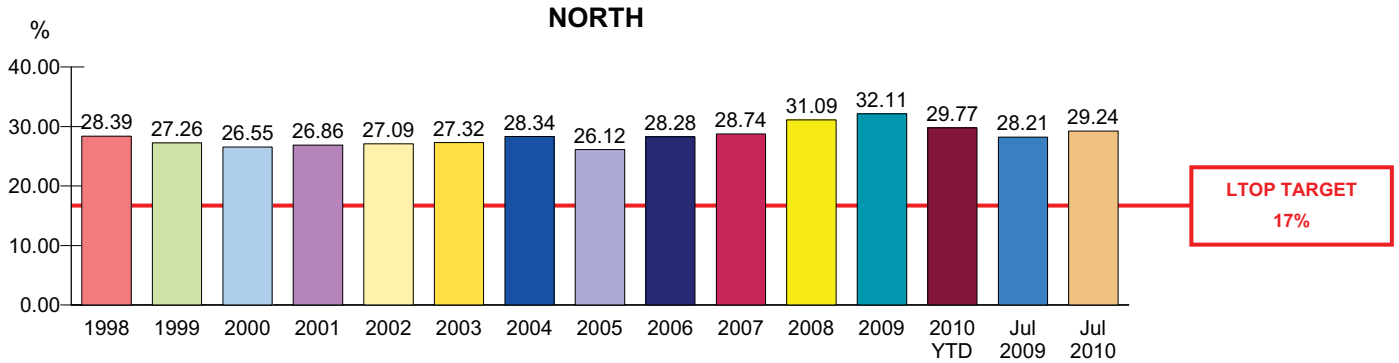
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Jul-10	07:00	00:20	06:37	-	00:52	-	05:39	03:29	-	-	-	-	-
02-Jul-10	07:00	00:37	01:54	-	03:07	-	11:20	-	-	-	-	-	-
03-Jul-10	07:00	00:46	05:04	05:46	00:25	-	-	04:56	-	-	-	-	-
04-Jul-10	07:00	00:32	00:37	06:45	01:46	-	01:24	05:40	-	-	00:10	-	-
05-Jul-10	07:00	00:16	-	-	03:37	-	06:31	06:34	-	-	-	-	-
06-Jul-10	07:00	00:14	-	-	00:41	-	04:43	11:20	-	-	-	-	-
07-Jul-10	07:00	00:21	-	02:27	-	-	-	14:10	-	-	-	-	-
08-Jul-10	07:00	00:10	-	-	-	-	-	16:48	-	-	-	-	-
09-Jul-10	07:00	00:15	02:05	-	-	-	01:20	13:17	-	-	-	-	-
10-Jul-10	07:00	00:36	00:58	-	03:36	-	11:47	-	-	-	-	-	-
11-Jul-10	07:00	00:23	01:46	-	00:53	-	13:55	-	-	-	-	-	-
12-Jul-10	07:00	00:18	06:52	-	-	-	03:51	05:56	-	-	-	-	-
13-Jul-10	07:00	00:20	-	-	01:32	-	15:05	-	-	-	-	-	-
14-Jul-10	07:00	00:27	-	-	05:58	-	08:55	-	-	01:37	-	-	-
15-Jul-10	07:00	00:13	-	05:53	-	-	05:32	05:20	-	-	-	-	-
16-Jul-10	07:00	00:26	01:31	05:58	-	-	-	09:02	-	-	-	-	-
17-Jul-10	07:00	00:47	11:50	-	-	-	04:21	-	-	-	-	-	-
18-Jul-10	07:00	00:32	05:47	-	04:13	-	06:25	-	-	-	-	-	-
19-Jul-10	07:00	00:20	03:52	-	02:12	-	04:39	05:55	-	-	-	-	-
20-Jul-10	07:00	00:27	-	-	-	-	-	16:31	-	-	-	-	-
21-Jul-10	07:00	-	00:56	01:54	03:03	-	02:16	08:49	-	-	-	-	-
22-Jul-10	07:00	00:27	-	-	00:56	-	-	15:35	-	-	-	-	-
23-Jul-10	07:00	00:23	00:18	03:07	00:59	-	03:56	08:12	-	-	-	-	-
24-Jul-10	07:00	00:25	02:30	-	01:01	-	-	06:40	-	-	06:21	-	-
25-Jul-10	07:00	00:22	-	02:54	-	-	-	10:34	-	-	03:07	-	-
26-Jul-10	07:00	00:27	-	02:35	-	-	00:34	13:22	-	-	-	-	-
27-Jul-10	07:00	00:34	03:48	-	01:07	-	07:46	-	-	-	03:42	-	-
28-Jul-10	07:00	-	-	-	00:58	-	13:48	-	02:13	-	-	-	-
29-Jul-10	07:00	00:20	-	-	02:06	-	14:32	-	-	-	-	-	-
30-Jul-10	07:00	00:23	-	-	02:02	-	12:00	02:32	-	-	-	-	-
31-Jul-10	07:00	00:31	-	04:28	02:18	-	06:54	-	-	02:46	-	-	-
Total	217:00	12:40	56:31	41:52	43:33	00:00	167:25	184:52	2:13	4:24	13:22	00:00	00:00
% Used		2.41%	10.73%	7.95%	8.26%	0.00%	31.77%	35.08%	0.42%	0.84%	2.54%	0.00%	0.00%

Cumulative Mode Utilisation from 1 January 2010

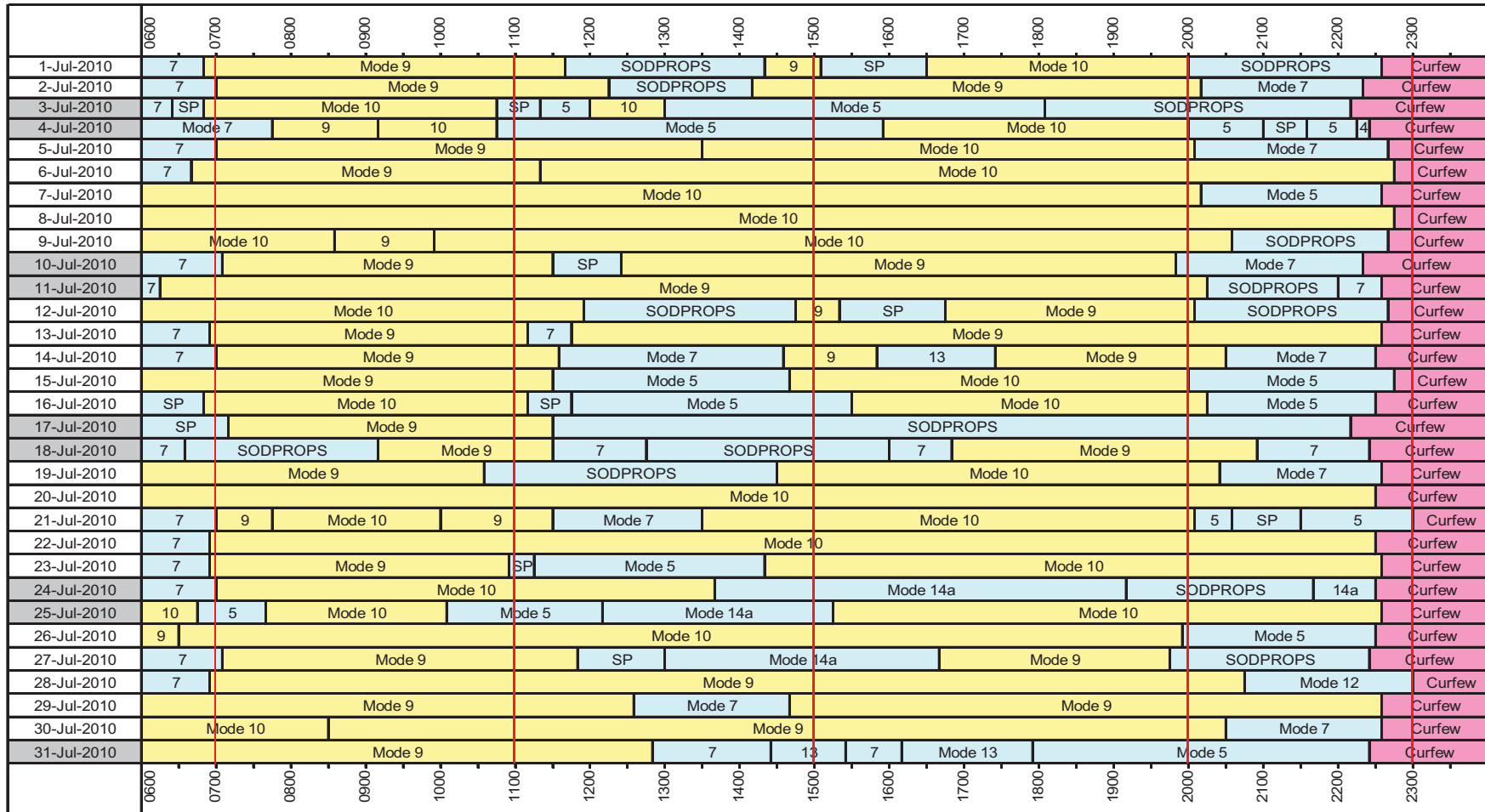
Time	2.33%	7.19%	6.20%	6.46%	0.00%	31.92%	36.63%	0.09%	0.71%	4.36%	4.10%	0.01%
Movements	0.33%	5.65%	4.86%	5.34%	0.00%	36.55%	40.06%	0.06%	0.65%	3.43%	3.05%	0.01%

Runway End Impact to 31 July 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 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 **Jul 2010**.

Days on which Runway 16 PRM was used and hours of usage (ATIS time)

Date	PRM		Hours of PRM operation
	Start Time	End Time	
09 Jul 2010	6:58	8:24	1:26

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
09 Jul 2010	52	25	27

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:

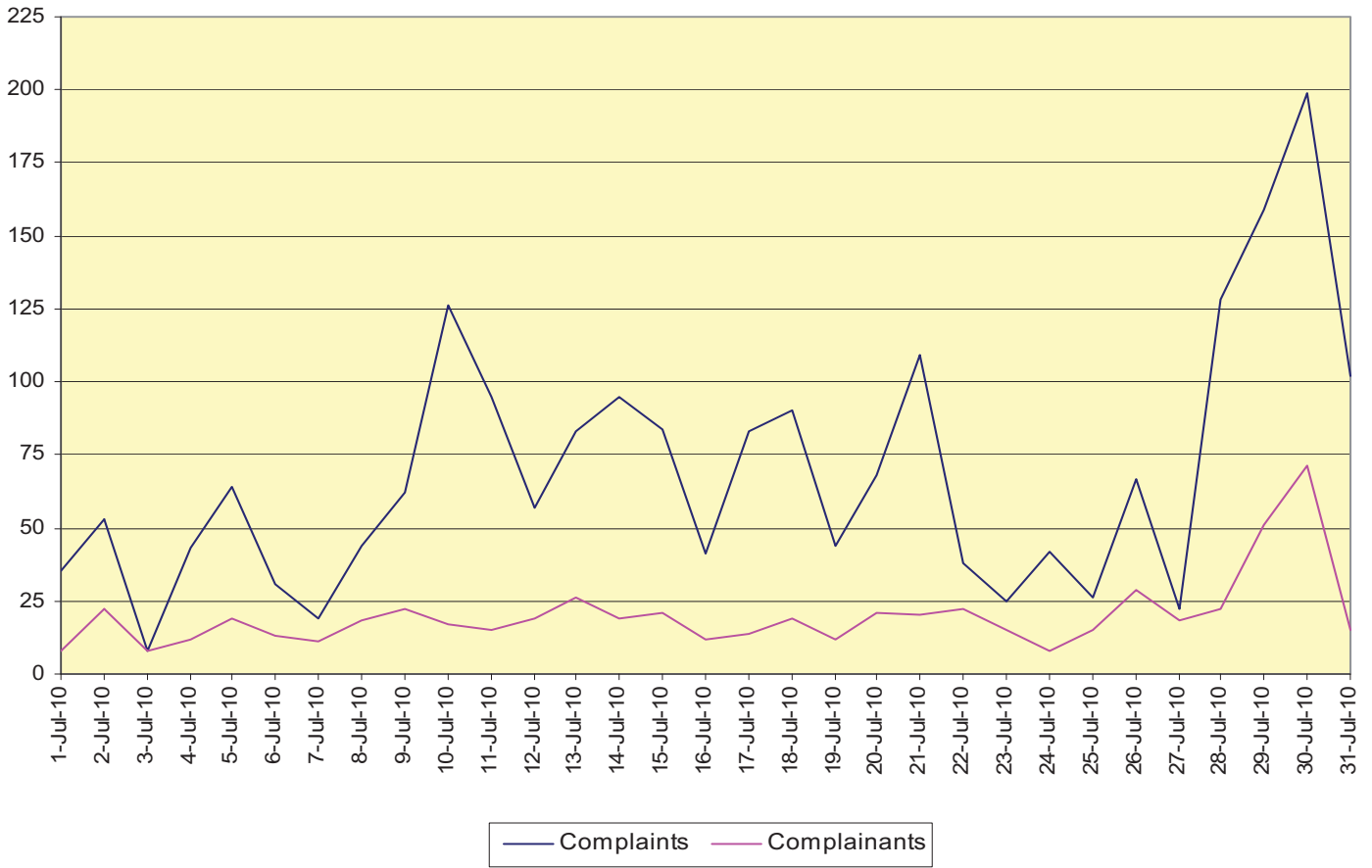
www.sacf.infrastructure.gov.au

Summary of Section Activity – July 2010

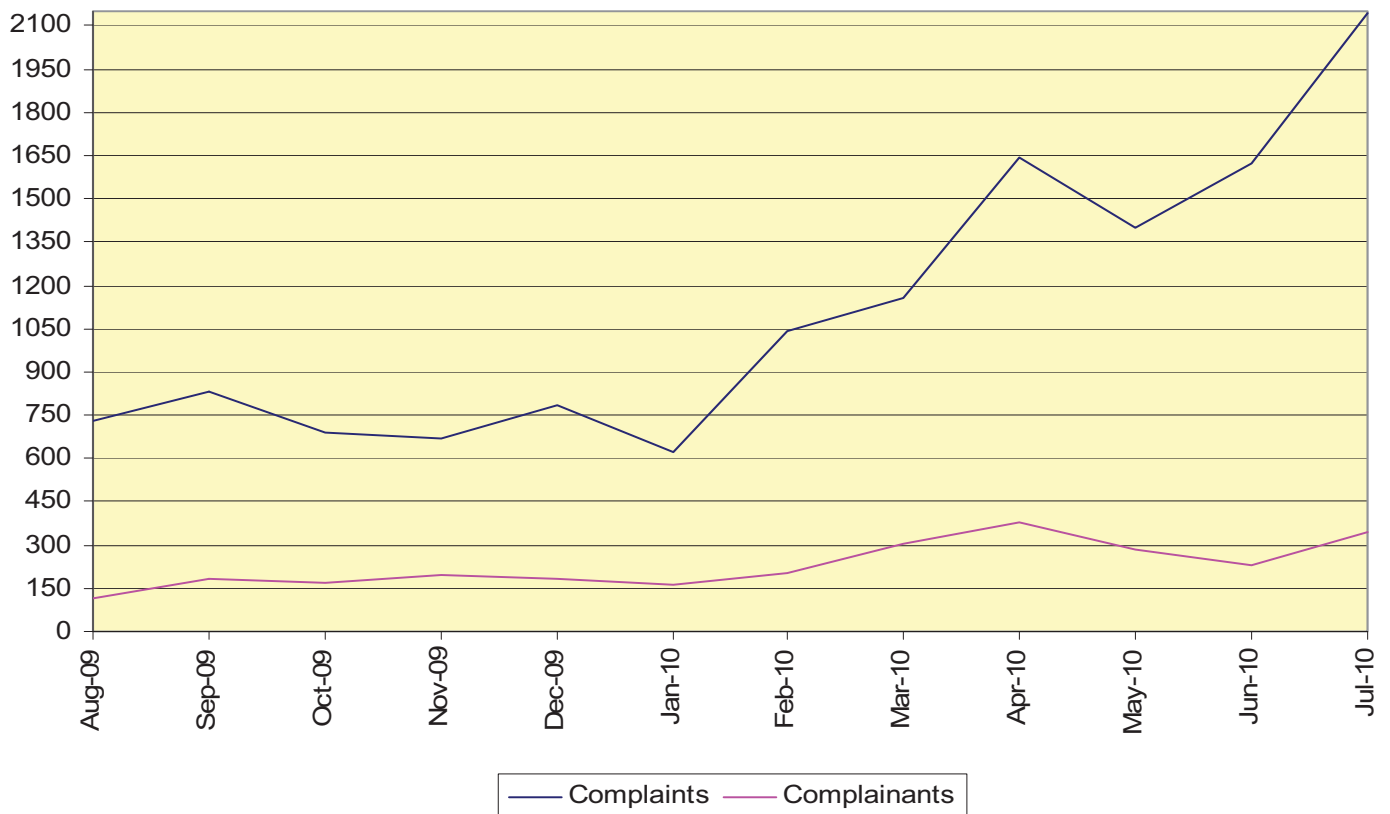
➤ Sydney Suburbs Complaints	
• By phone	399
• By correspondence.....	21
• By internet	1288
• By e-mail.....	274
• By WebTrak.....	160
➤ Sydney Suburbs Complaints – suburb not specified	8
➤ Sydney Suburbs Comments and Enquiries.....	93
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	49
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	8
➤ Callback / Information Requests (NSW Only)	591

Complaints Graphs

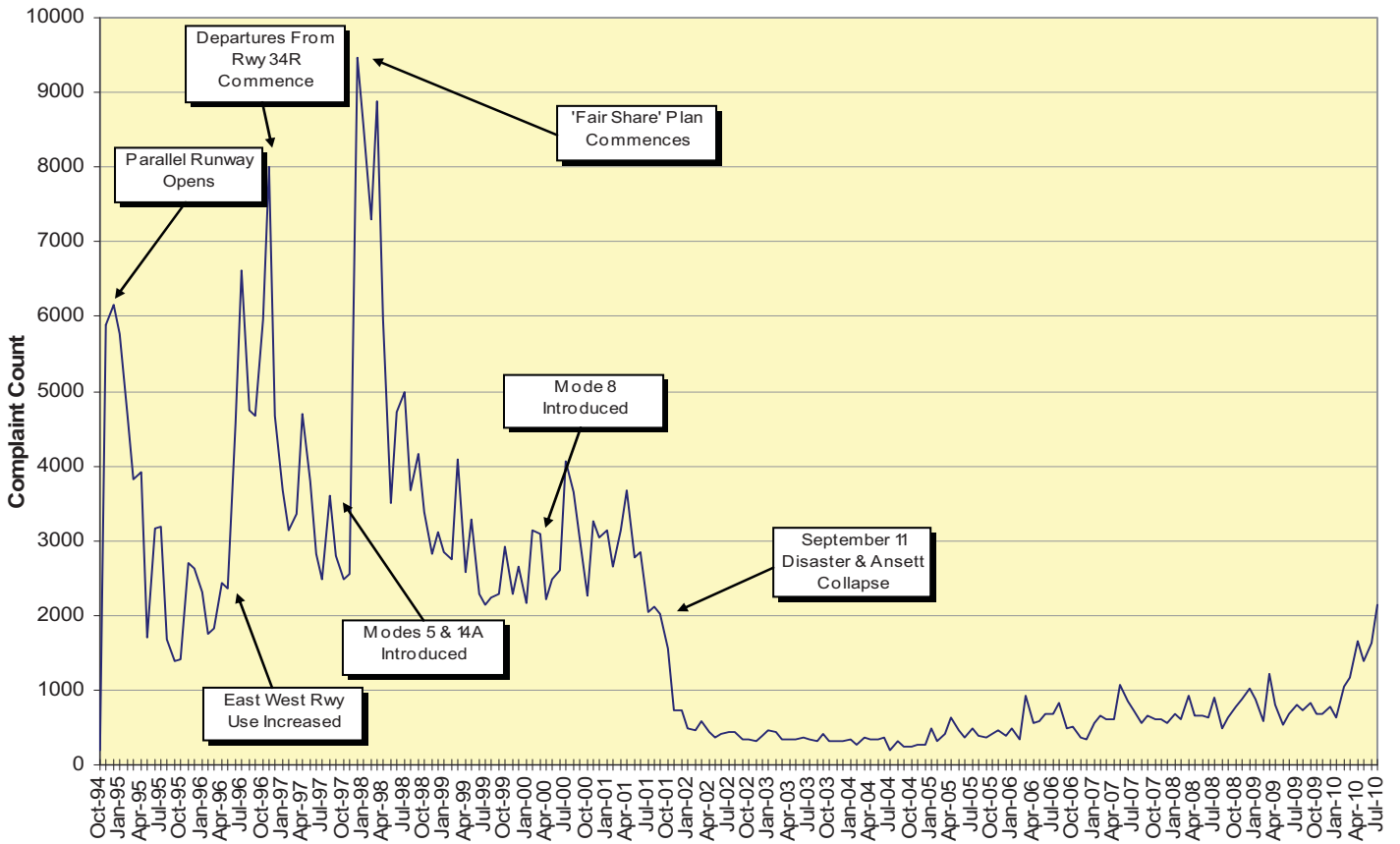
Complaints vs Complainants – 1 July to 31 July 2010



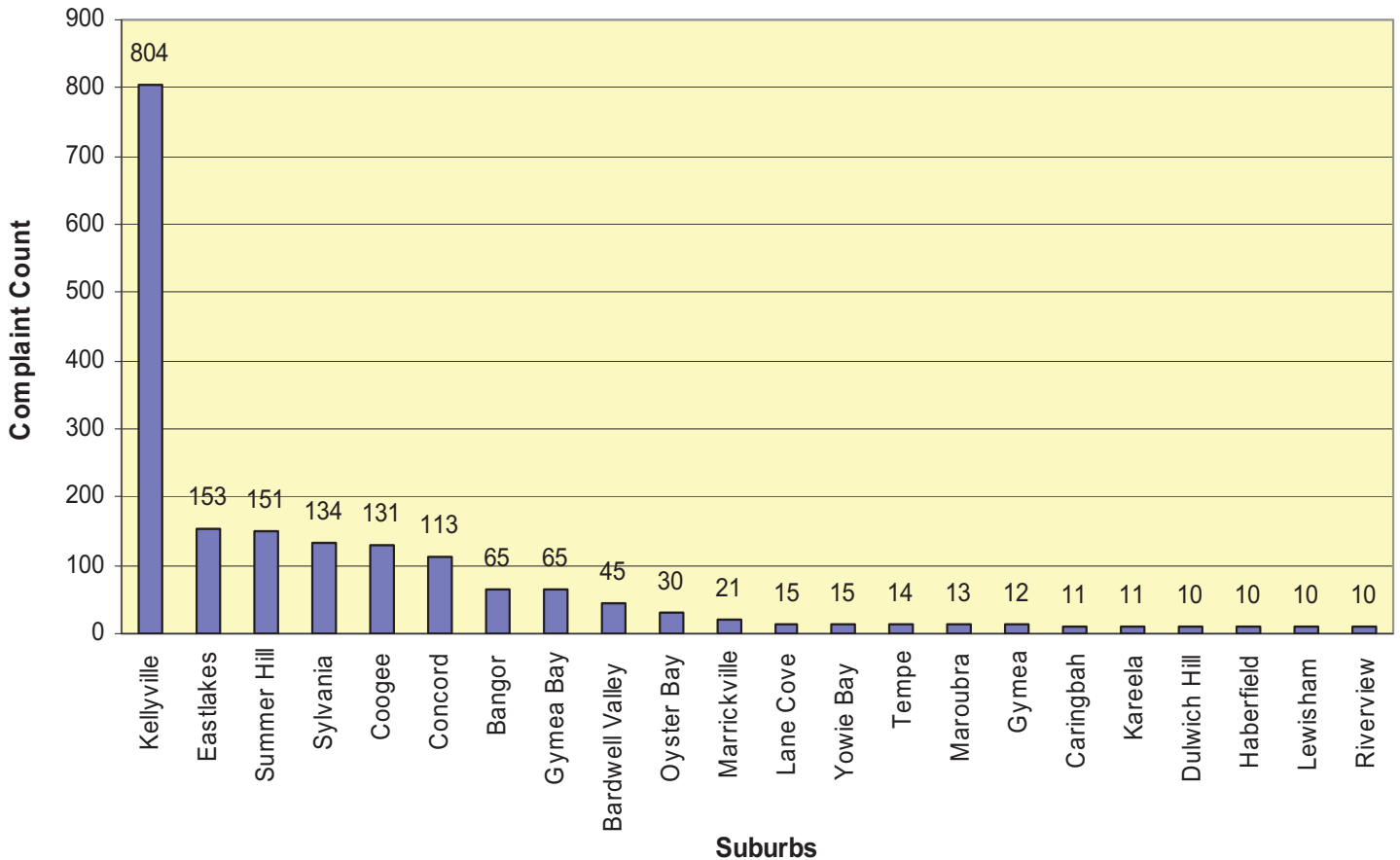
Complaints vs Complainants – Monthly



Complaints History

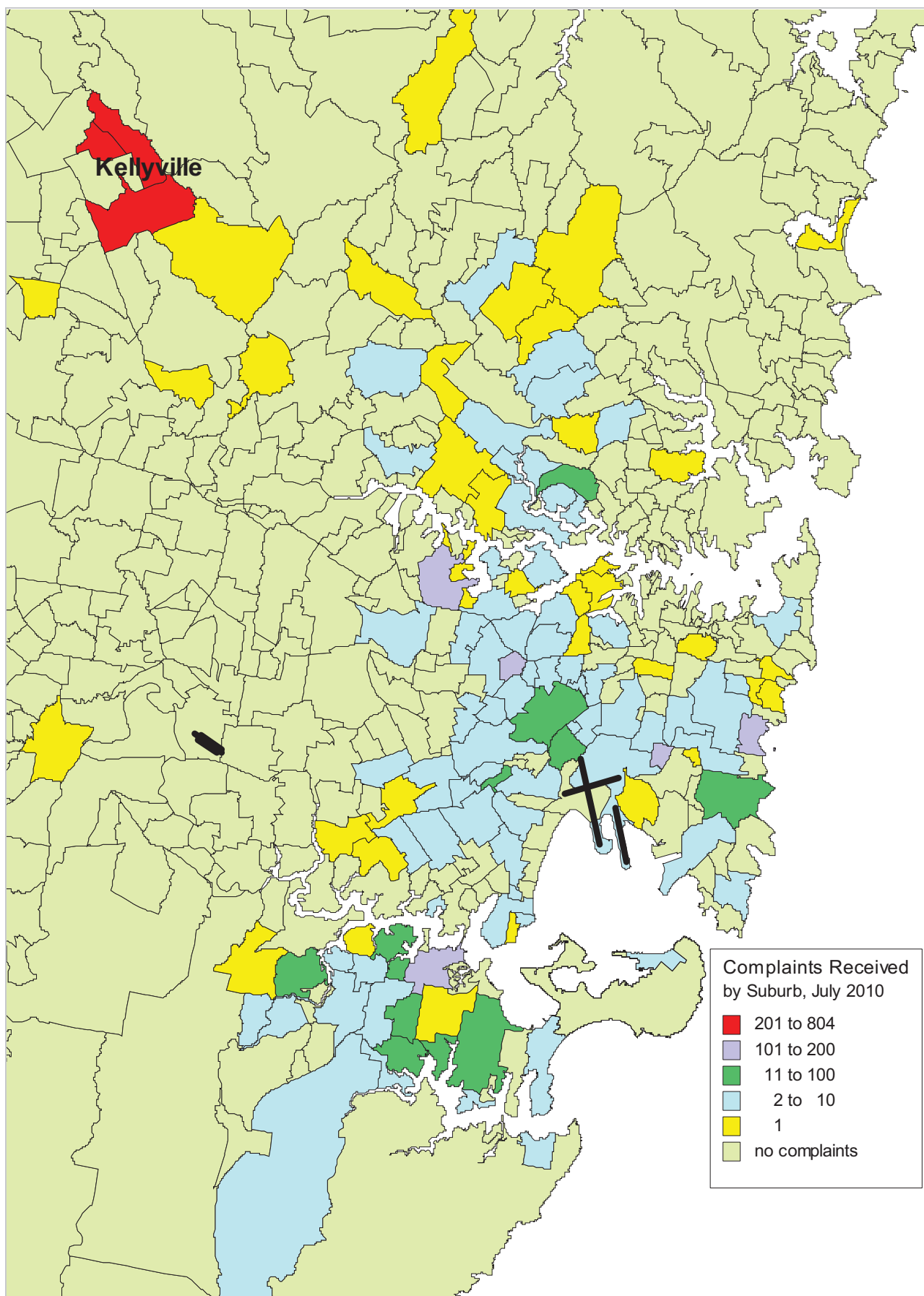


Top 20 Complaint Suburbs – 1 July to 31 July 2010



Complaint Density by Suburb

1 July to 31 July 2010



Recorded Complaints vs Complainants, by Suburb

1 July to 31 July 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	8	7	Kellyville	804	1
Abbotsford	2	2	Kensington	2	2
Alexandria	2	1	Killara	4	3
Annandale	1	1	Kings Park	1	1
Arncliffe	2	1	Kingsford	3	2
Ashfield	6	5	Kingsgrove	7	2
Balmain	1	1	Kirrawee	3	3
Bangor	65	2	Kogarah	2	2
Barden Ridge	2	1	Kurnell	5	5
Bardwell Park	2	1	Kyle Bay	2	2
Bardwell Valley	45	2	Lane Cove	15	5
Beverly Hills	1	1	Lane Cove West	2	1
Bexley	7	5	Leichhardt	9	8
Bexley North	5	3	Lewisham	10	5
Birchgrove	1	1	Lilli Pilli	7	2
Bondi	1	1	Lilyfield	6	3
Bonnet Bay	4	3	Lindfield	2	1
Botany	1	1	Little Bay	2	2
Bronte	1	1	Liverpool	1	1
Bundeena	6	3	Longueville	2	1
Cabarita	1	1	Maroubra	13	6
Canada Bay	1	1	Marrickville	21	17
Canterbury	2	2	Marsfield	1	1
Caringbah	11	7	Mascot	6	1
Castle Hill	1	1	Matraville	4	2
Chatswood	4	2	Medowie	1	1
Chatswood West	1	1	Menai	1	1
Como	1	1	Miranda	1	1
Concord	113	2	Mortdale	1	1
Coogee	131	8	Mortlake	1	1
Cronulla	6	4	Narrabeen	1	1
Croydon	3	3	Newtown	2	1
Daceyville	1	1	North Rocks	1	1
Dolls Point	4	4	North Ryde	3	1
Drummoyne	2	2	Northbridge	1	1
Dulwich Hill	10	7	Oyster Bay	30	6
Earlwood	2	2	Paddington	1	1
East Ryde	5	3	Peakhurst	1	1
Eastlakes	153	3	Pennant Hills	1	1
Enmore	3	1	Penshurst	2	2
Epping	2	2	Petersham	2	2
Five Dock	2	1	Port Hacking	8	1
Gladesville	1	1	Pymble	1	1
Glebe	2	2	Queens Park	2	2
Gordon	1	1	Ramsgate	2	2
Grays Point	9	6	Randwick	6	3
Gymea	12	6	Redfern	1	1
Gymea Bay	65	10	Riverview	10	5
Haberfield	10	8	Rockdale	7	3
Hornsby Heights	1	1	Rose Bay	2	1
Hunters Hill	2	2	Rosebery	7	6
Hurlstone Park	5	1	Roselands	2	1
Hurstville	4	3	Rozelle	1	1
Jannali	9	2	Russell Lea	1	1
Kareela	11	7	Ryde	1	1

Sandringham	1	1	Sylvania	134	9
Sans Souci	7	5	Tempe	14	10
St Ives	1	1	Turrumurra	2	2
St Peters	5	3	Waverley	1	1
Stanmore	2	2	West Ryde	3	2
Strathfield	8	1	Winston Hills	1	1
Summer Hill	151	12	Woronora Heights	2	1
Sutherland	2	1	Yowie Bay	15	8
Sydenham	4	2			
Total Complaints	2142		Total Complainants	345	

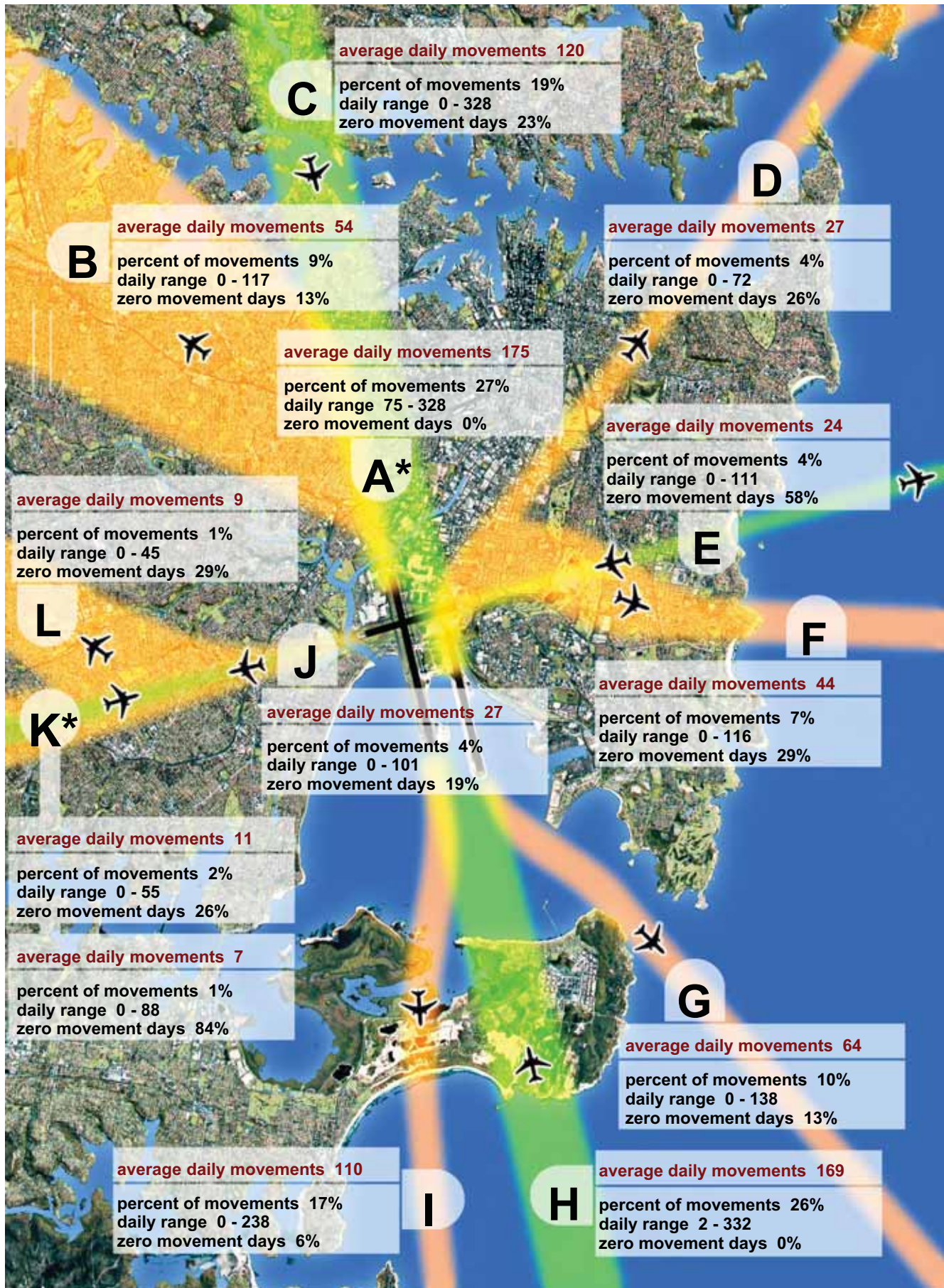
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 July to 31 July 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	9	9	Coramba	1	1
Camden	26	18	Ellenborough	1	1
Williamstown	1	1	Engadine	1	1
Albion Park	1	1	Richmond	1	1
Albury	1	1	St Clair	1	1
Ballina	3	1	Summer Hill	1	1
Cessnock	1	1	Wollongong	1	1
Total Complaints	49		Total Complainants	39	

Sydney Airport : Jet Flight Path Movements

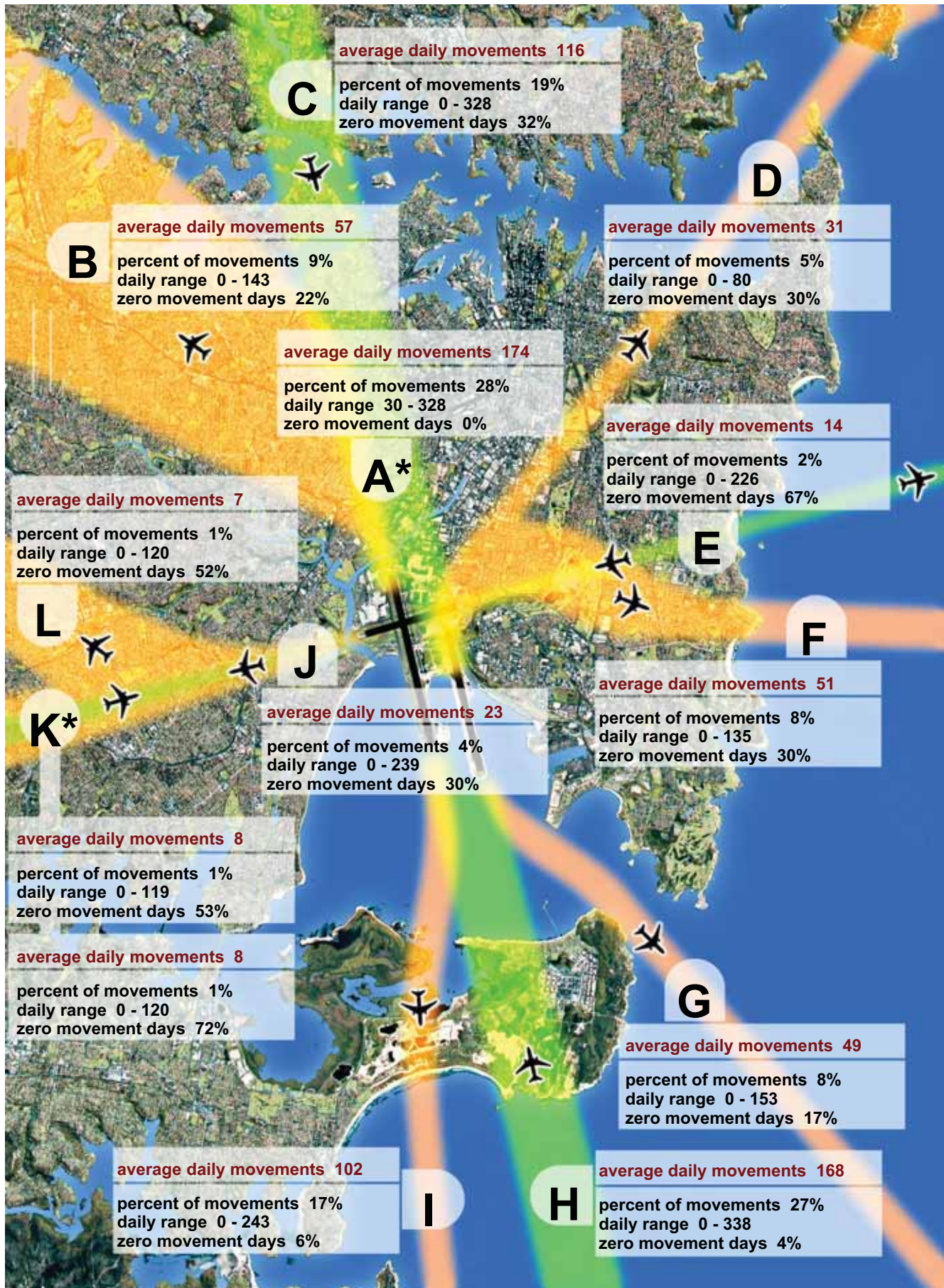
1 July 2010 to 31 July 2010, All Jets



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

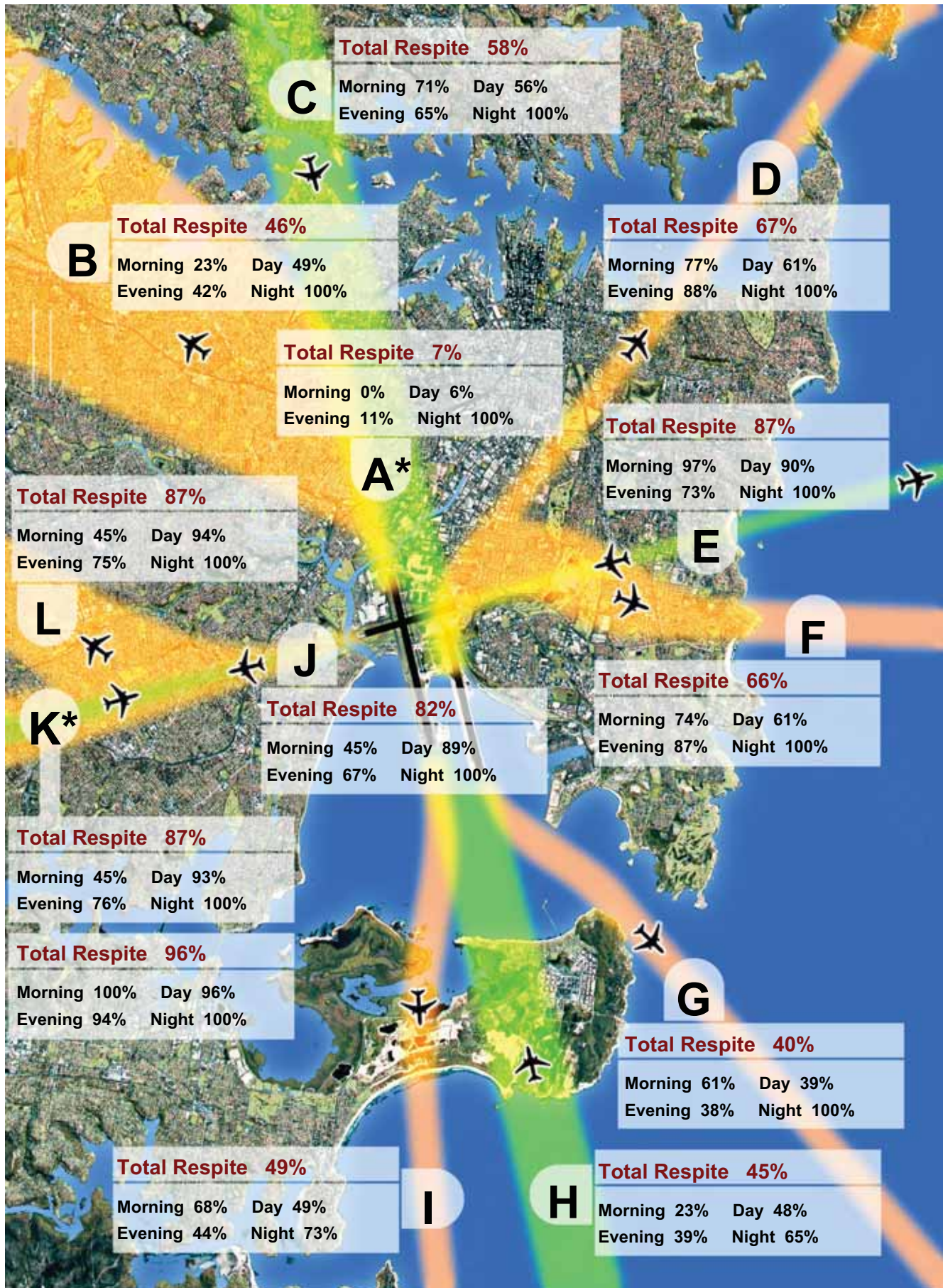
1 Aug 2009 to 31 July 2010, All Jets



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 2010 to 31 July 2010, All Jets



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

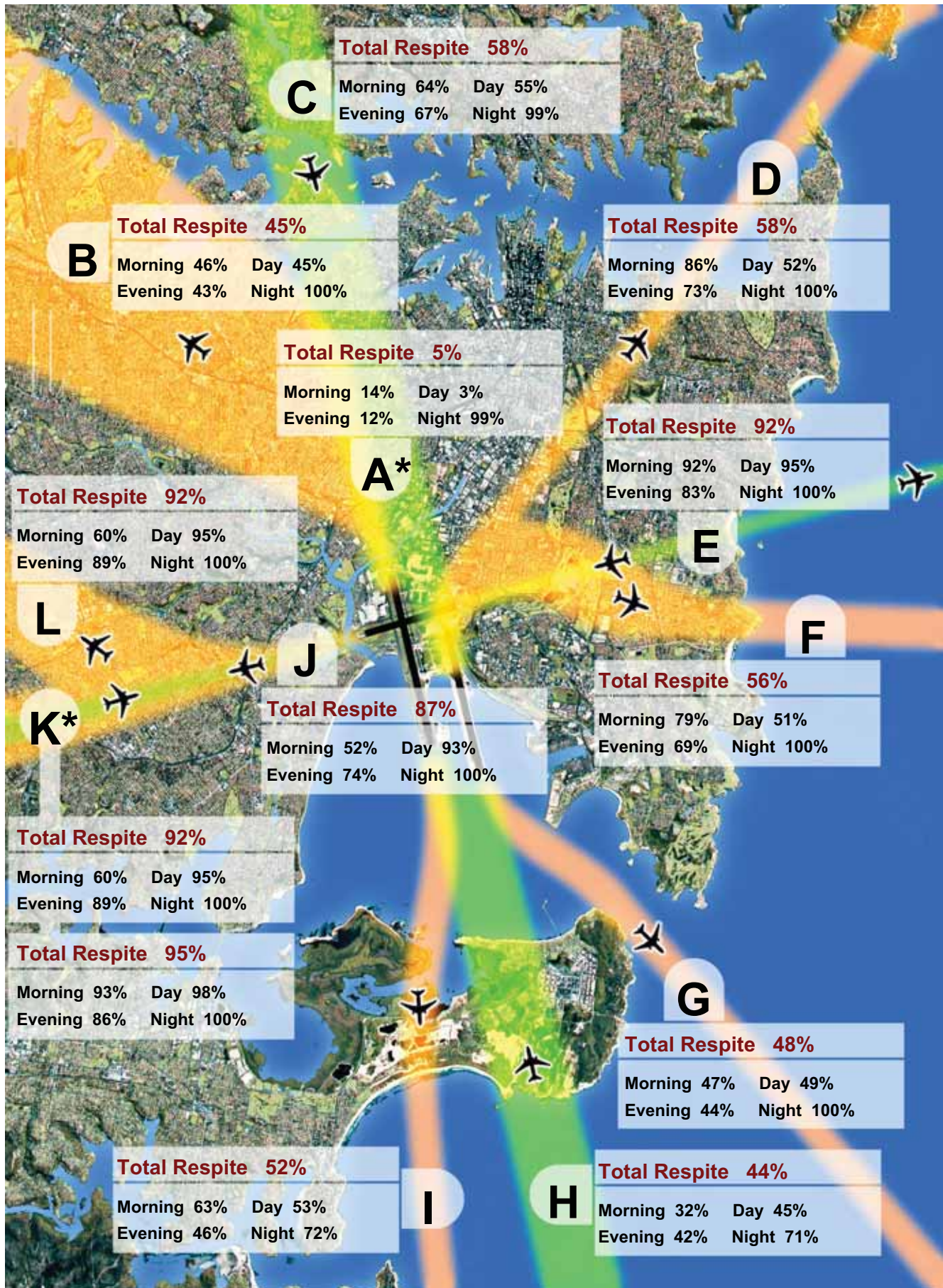
A respite interval is a 60 minute period when there are no jet movements (R60).

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 2009 to 31 July 2010, 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

August 2009 to July 2010

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 August 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 October 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 August 2009 and Mode 15 March 2010 .
	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 June 2010 .
	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 August 2009 and Mode 15 in March 2010 .
	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 August 2009 and Mode 7 was in May 2010 .
	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 May 2010 , Mode 14A in April 2010 & 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 **respice 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 **August 2009 to July 2010**, during which there were no movements.

Morning Respite is based on the above criteria for the period 6am to 7am for all 7 days of the week.

Day Respite is based on the above criteria for the period 7am to 8pm for all 7 days of the week.

Evening Respite is based on the above criteria for the period 8pm to 11pm for all 7 days of the week.

Curfew (Night) Respite is based on the above criteria for the period 11pm to 6am for all 7 days of the week.

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours of 58%**. This means that over the period **August 2009 to July 2010 for 58%** 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 2010.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of July 2010

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 July 2010 along with the Daily N70 values for the three months up to and including July are given in Table 1.

Location	CNE Jul	Operational Days Jul	N70 Jul	N70 Jun	N70 May
<i>Threshold rwy 34</i>	9,625	30.9	307	293	281
<i>Penshurst</i>	886	30.9	19	22	23
<i>Bexley</i>	1,033	30.9	30	36	41
<i>Sydenham</i>	5,006	30.9	161	144	152
<i>Johnston St. Annandale</i>	2,973	30.9	66	59	66
<i>Church St. St Peters</i>	4,371	30.9	93	87	56
<i>Leichhardt PEMU 36</i>	3,143	30.9	97	88	93
<i>Eastlakes</i>	2,375	30.9	72	79	68
<i>Coogee</i>	0	0.0	0	63	33
<i>Kurnell</i>	2,671	30.9	66	69	71
<i>Croydon</i>	573	30.9	13	10	13
<i>Hunters Hill</i>	4,922	30.9	62	59	62

Table 1 Results for each Noise Monitoring Terminal for the three months up to and including July 2010.

The N70 values for July 2010 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 17 PM 35 Day 244 Night 13 WE_D 274 WE_N 5	Penshurst AM 4 PM 4 Day 7 Night 0 WE_D 32 WE_N 0	Bexley AM 7 PM 7 Day 11 Night 0 WE_D 42 WE_N 0	Eastlakes AM 1 PM 12 Day 54 Night 0 WE_D 84 WE_N 0
Coogee AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Sydenham AM 7 PM 16 Day 154 Night 0 WE_D 119 WE_N 0	Leichhardt PEMU36 AM 5 PM 10 Day 98 Night 0 WE_D 54 WE_N 0	Kurnell AM 3 PM 5 Day 64 Night 0 WE_D 50 WE_N 0
Annandale AM 1 PM 4 Day 74 Night 0 WE_D 34 WE_N 0	St Peters AM 2 PM 8 Day 95 Night 0 WE_D 63 WE_N 0	Croydon AM 1 PM 2 Day 11 Night 0 WE_D 10 WE_N 0	Hunters Hill AM 5 PM 7 Day 61 Night 0 WE_D 37 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.