



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
June 2008

Produced by the Noise Enquiry Service

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**June 2008**

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

There was a total of **24,028** aircraft movements this month (daily average **800.93**). Last month there were a total of **25,388** movements (daily average **818.97**) and for the same month last year there were a total of **23,071** movements (daily average **769.03**).

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

Individual mode use in excess of 9 hours occurred on **21** days this month, Mode **5** on **1** day, Mode **9** on **8** days and Mode **10** on **12** days. Crossing runway modes (including Sodprops) were used for **27.34%** 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 **31.83%** - This result is above the LTOP target and also above the previous month (**28.19%**).

South **50.09%** - This result is below the LTOP target and also below the previous month (**52.51%**).

East **14.34%** - This result is above the LTOP target but below the previous month (**16.70%**).

West **3.75%** - This result is below the LTOP target but above the previous month (**2.60%**).

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

This procedure was used on **10 and 17 June 2008** for a total of **2** hours **43** minutes (ATIS time).

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

A total of **715** complaints, comments and enquiries were received as follows:

**626** Sydney suburbs complaints from **111** complainants

**35** Sydney suburbs comments and enquiries

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

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

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

**[www.airservicesaustralia.com](http://www.airservicesaustralia.com)**

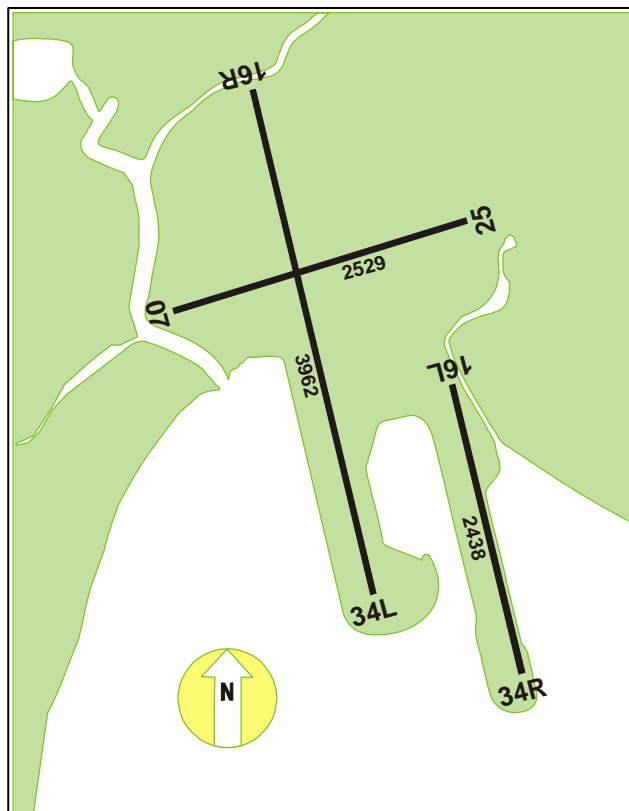
***click on*** "Reports and Statistics" ***then*** "Sydney Airport Operational Statistics".

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

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

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## Sydney Airport Runways



Runway numbers refer to the direction an aircraft is flying.

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

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

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

Runway 25

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

Movements over the North

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

Movements over the South

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

Movements over the East

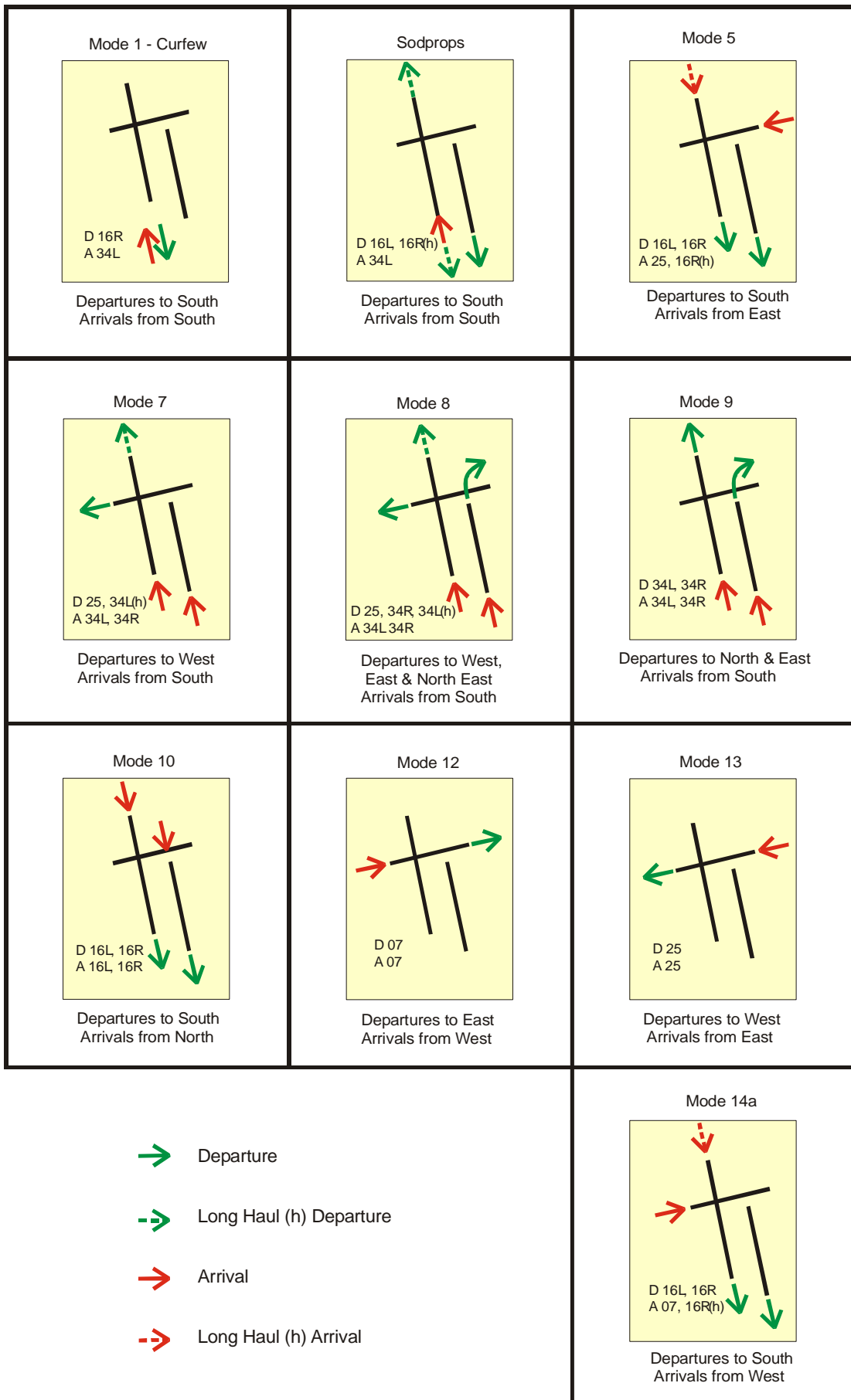
=07(dep) + 25(arr) + 34R(dep)

Movements over the West

=07(arr) + 25(dep)



# Runway Modes of Operation



# Sydney Airport Preferred Runway Selection

Effective from 28 November 2000

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

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

*0700 to 1100 Monday to Saturday*

*0800 to 1100 Sunday*

*1500 to 2000 Sunday to Friday*

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

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

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

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

## Runway Movement Summary – All Aircraft

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-08	1	0	1	131	112	243	228	258	486	0	1	1	3	0	3	0	0	0	734
02-Jun-08	0	0	0	66	46	112	102	102	204	5	1	6	135	135	270	105	123	228	820
03-Jun-08	0	0	0	147	114	261	233	274	507	0	0	0	9	0	9	0	0	0	777
04-Jun-08	0	0	0	174	115	289	239	300	539	0	0	0	3	0	3	0	0	0	831
05-Jun-08	0	0	0	181	124	305	240	300	540	0	0	0	1	0	1	1	0	1	847
06-Jun-08	0	0	0	158	133	291	228	313	541	51	1	52	3	0	3	0	0	0	887
07-Jun-08	0	0	0	60	94	154	101	242	343	178	1	179	8	0	8	0	0	0	684
08-Jun-08	0	0	0	116	100	216	180	235	415	40	1	41	4	0	4	0	0	0	676
09-Jun-08	0	0	0	0	0	0	1	4	5	3	34	37	234	167	401	159	197	356	799
10-Jun-08	0	0	0	55	35	90	72	87	159	2	37	39	166	119	285	113	126	239	812
11-Jun-08	0	0	0	27	31	58	33	84	117	42	69	111	203	116	319	112	126	238	843
12-Jun-08	0	0	0	0	6	6	1	16	17	1	79	80	277	156	433	156	175	331	867
13-Jun-08	0	0	0	35	28	63	43	78	121	154	144	298	129	102	231	65	81	146	859
14-Jun-08	0	0	0	89	70	159	197	247	444	52	8	60	4	0	4	0	0	0	667
15-Jun-08	0	0	0	148	114	262	223	270	493	0	0	0	1	0	1	0	0	0	756
16-Jun-08	0	0	0	168	120	288	226	300	526	25	0	25	3	0	3	0	0	0	842
17-Jun-08	0	0	0	130	112	242	209	300	509	69	2	71	7	0	7	0	0	0	829
18-Jun-08	1	0	1	0	2	2	0	16	16	0	59	59	272	166	438	149	185	334	850
19-Jun-08	0	0	0	98	94	192	147	198	345	24	18	42	116	61	177	54	65	119	875
20-Jun-08	0	0	0	139	124	263	192	313	505	94	1	95	8	0	8	0	0	0	871
21-Jun-08	0	0	0	62	123	185	95	188	283	116	1	117	72	20	92	0	0	0	677
22-Jun-08	0	0	0	75	96	171	109	232	341	113	3	116	60	28	88	15	28	43	759
23-Jun-08	0	0	0	66	56	122	96	155	251	49	16	65	131	92	223	70	92	162	823
24-Jun-08	0	0	0	0	36	36	0	18	18	2	78	80	272	146	418	136	133	269	821
25-Jun-08	2	0	2	0	5	5	0	12	12	0	73	73	267	158	425	156	169	325	842
26-Jun-08	0	0	0	34	31	65	58	105	163	167	190	357	99	49	148	48	36	84	817
27-Jun-08	0	0	0	53	76	129	84	195	279	107	17	124	119	79	198	68	73	141	871
28-Jun-08	1	1	2	29	82	111	36	68	104	50	11	61	186	94	280	51	82	133	691
29-Jun-08	0	0	0	0	13	13	1	1	2	1	47	48	252	167	419	116	157	273	755
30-Jun-08	2	0	2	0	5	5	1	29	30	38	1	39	241	177	418	139	213	352	846
<b>Total</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>2241</b>	<b>2097</b>	<b>4338</b>	<b>3375</b>	<b>4940</b>	<b>8315</b>	<b>1383</b>	<b>893</b>	<b>2276</b>	<b>3285</b>	<b>2032</b>	<b>5317</b>	<b>1713</b>	<b>2061</b>	<b>3774</b>	<b>24028</b>

## Runway Movement Summary – Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-08	0	0	0	92	81	173	187	196	383	0	0	0	1	0	1	0	0	0	557
02-Jun-08	0	0	0	39	35	74	86	77	163	4	0	4	109	85	194	58	97	155	590
03-Jun-08	0	0	0	75	78	153	197	196	393	0	0	0	5	0	5	0	0	0	551
04-Jun-08	0	0	0	99	76	175	197	221	418	0	0	0	2	0	2	0	0	0	595
05-Jun-08	0	0	0	109	83	192	191	217	408	0	0	0	0	0	0	0	0	0	600
06-Jun-08	0	0	0	93	91	184	184	231	415	41	0	41	2	0	2	0	0	0	642
07-Jun-08	0	0	0	37	69	106	77	195	272	143	0	143	4	0	4	0	0	0	525
08-Jun-08	0	0	0	81	74	155	153	193	346	37	0	37	3	0	3	0	0	0	541
09-Jun-08	0	0	0	0	0	0	1	1	2	1	31	32	198	107	305	107	163	270	609
10-Jun-08	0	0	0	31	23	54	64	66	130	1	31	32	134	71	205	67	103	170	591
11-Jun-08	0	0	0	15	24	39	25	58	83	35	52	87	150	70	220	71	100	171	600
12-Jun-08	0	0	0	0	6	6	0	8	8	0	61	61	214	94	308	102	139	241	624
13-Jun-08	0	0	0	19	19	38	38	54	92	112	102	214	98	70	168	39	64	103	615
14-Jun-08	0	0	0	65	53	118	143	195	338	51	8	59	1	0	1	0	0	0	516
15-Jun-08	0	0	0	104	84	188	186	208	394	0	0	0	1	0	1	0	0	0	583
16-Jun-08	0	0	0	101	82	183	179	223	402	20	0	20	2	0	2	0	0	0	607
17-Jun-08	0	0	0	77	72	149	164	220	384	50	0	50	5	0	5	0	0	0	588
18-Jun-08	0	0	0	0	2	2	0	5	5	0	47	47	208	99	307	91	148	239	600
19-Jun-08	0	0	0	61	66	127	116	146	262	19	15	34	84	37	121	37	53	90	634
20-Jun-08	0	0	0	84	87	171	146	227	373	76	0	76	6	0	6	0	0	0	626
21-Jun-08	0	0	0	41	100	141	74	152	226	81	0	81	69	14	83	0	0	0	531
22-Jun-08	0	0	0	56	71	127	75	173	248	90	0	90	57	21	78	14	24	38	581
23-Jun-08	0	0	0	43	38	81	68	116	184	38	12	50	101	57	158	43	73	116	589
24-Jun-08	0	0	0	0	34	34	0	7	7	1	50	51	213	93	306	80	106	186	584
25-Jun-08	0	0	0	0	5	5	0	6	6	0	53	53	206	95	301	90	136	226	591
26-Jun-08	0	0	0	21	16	37	47	68	115	112	140	252	81	36	117	27	27	54	575
27-Jun-08	0	0	0	36	51	87	62	142	204	81	12	93	91	52	143	39	59	98	625
28-Jun-08	0	0	0	18	75	93	25	59	84	39	10	49	158	59	217	32	67	99	542
29-Jun-08	0	0	0	0	12	12	0	0	0	1	39	40	210	112	322	81	128	209	583
30-Jun-08	0	0	0	0	4	4	0	22	22	28	0	28	183	104	287	89	174	263	604
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1397</b>	<b>1511</b>	<b>2908</b>	<b>2685</b>	<b>3682</b>	<b>6367</b>	<b>1061</b>	<b>663</b>	<b>1724</b>	<b>2596</b>	<b>1276</b>	<b>3872</b>	<b>1067</b>	<b>1661</b>	<b>2728</b>	<b>17599</b>



## Runway Movement Summary – Non Jet Aircraft Only

Date	Runway 07			Runway 16 Left			Runway 16 Right			Runway 25			Runway 34 Left			Runway 34 Right			Day
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
01-Jun-08	1	0	1	39	31	70	41	62	103	0	1	1	2	0	2	0	0	0	177
02-Jun-08	0	0	0	27	11	38	16	25	41	1	1	2	26	50	76	47	26	73	230
03-Jun-08	0	0	0	72	36	108	36	78	114	0	0	0	4	0	4	0	0	0	226
04-Jun-08	0	0	0	75	39	114	42	79	121	0	0	0	1	0	1	0	0	0	236
05-Jun-08	0	0	0	72	41	113	49	83	132	0	0	0	1	0	1	1	0	1	247
06-Jun-08	0	0	0	65	42	107	44	82	126	10	1	11	1	0	1	0	0	0	245
07-Jun-08	0	0	0	23	25	48	24	47	71	35	1	36	4	0	4	0	0	0	159
08-Jun-08	0	0	0	35	26	61	27	42	69	3	1	4	1	0	1	0	0	0	135
09-Jun-08	0	0	0	0	0	0	0	3	3	2	3	5	36	60	96	52	34	86	190
10-Jun-08	0	0	0	24	12	36	8	21	29	1	6	7	32	48	80	46	23	69	221
11-Jun-08	0	0	0	12	7	19	8	26	34	7	17	24	53	46	99	41	26	67	243
12-Jun-08	0	0	0	0	0	0	1	8	9	1	18	19	63	62	125	54	36	90	243
13-Jun-08	0	0	0	16	9	25	5	24	29	42	42	84	31	32	63	26	17	43	244
14-Jun-08	0	0	0	24	17	41	54	52	106	1	0	1	3	0	3	0	0	0	151
15-Jun-08	0	0	0	44	30	74	37	62	99	0	0	0	0	0	0	0	0	0	173
16-Jun-08	0	0	0	67	38	105	47	77	124	5	0	5	1	0	1	0	0	0	235
17-Jun-08	0	0	0	53	40	93	45	80	125	19	2	21	2	0	2	0	0	0	241
18-Jun-08	1	0	1	0	0	0	0	11	11	0	12	12	64	67	131	58	37	95	250
19-Jun-08	0	0	0	37	28	65	31	52	83	5	3	8	32	24	56	17	12	29	241
20-Jun-08	0	0	0	55	37	92	46	86	132	18	1	19	2	0	2	0	0	0	245
21-Jun-08	0	0	0	21	23	44	21	36	57	35	1	36	3	6	9	0	0	0	146
22-Jun-08	0	0	0	19	25	44	34	59	93	23	3	26	3	7	10	1	4	5	178
23-Jun-08	0	0	0	23	18	41	28	39	67	11	4	15	30	35	65	27	19	46	234
24-Jun-08	0	0	0	0	2	2	0	11	11	1	28	29	59	53	112	56	27	83	237
25-Jun-08	2	0	2	0	0	0	0	6	6	0	20	20	61	63	124	66	33	99	251
26-Jun-08	0	0	0	13	15	28	11	37	48	55	50	105	18	13	31	21	9	30	242
27-Jun-08	0	0	0	17	25	42	22	53	75	26	5	31	28	27	55	29	14	43	246
28-Jun-08	1	1	2	11	7	18	11	9	20	11	1	12	28	35	63	19	15	34	149
29-Jun-08	0	0	0	0	1	1	1	1	2	0	8	8	42	55	97	35	29	64	172
30-Jun-08	2	0	2	0	1	1	1	7	8	10	1	11	58	73	131	50	39	89	242
<b>Total</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>844</b>	<b>586</b>	<b>1430</b>	<b>690</b>	<b>1258</b>	<b>1948</b>	<b>322</b>	<b>230</b>	<b>552</b>	<b>689</b>	<b>756</b>	<b>1445</b>	<b>646</b>	<b>400</b>	<b>1046</b>	<b>6429</b>

## Hourly Runway Movement Summary – All Movements

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-08	0	1	0	1	0	1	24	42	42	45	49	50	42	35	44	47	53	54	58	57	36	28	23	2	734
02-Jun-08	1	0	0	0	0	3	30	54	62	63	61	55	52	34	45	55	44	44	68	53	32	32	24	8	820
03-Jun-08	6	2	2	3	1	3	31	52	56	63	44	46	45	30	42	47	46	40	53	50	45	32	30	8	777
04-Jun-08	5	0	1	2	1	0	34	54	59	57	51	61	45	35	44	52	53	45	65	55	46	34	28	4	831
05-Jun-08	5	0	0	0	1	1	34	57	61	63	60	41	50	43	45	51	51	46	55	55	48	38	36	6	847
06-Jun-08	4	3	0	2	0	0	40	60	64	62	60	49	52	43	53	57	57	44	68	62	44	38	23	2	887
07-Jun-08	0	2	1	2	2	3	24	60	68	57	50	57	42	31	45	46	36	34	35	28	25	21	13	2	684
08-Jun-08	0	0	1	0	0	2	24	38	45	43	47	36	43	37	48	46	45	44	59	47	30	25	16	0	676
09-Jun-08	1	1	1	0	0	3	31	55	59	43	54	52	49	33	49	52	54	46	62	63	39	27	24	1	799
10-Jun-08	0	0	1	0	0	3	20	37	33	66	66	59	60	42	39	51	57	48	56	55	44	36	34	5	812
11-Jun-08	6	2	2	2	0	4	40	65	61	50	55	51	40	40	50	53	51	49	55	64	38	32	24	9	843
12-Jun-08	4	3	2	3	0	4	34	63	65	60	50	60	45	39	48	57	44	52	65	58	40	34	28	9	867
13-Jun-08	6	1	2	2	2	2	40	67	70	56	52	52	49	39	38	44	48	48	52	68	47	43	28	3	859
14-Jun-08	0	2	0	0	1	2	27	53	57	54	54	55	37	39	40	41	40	30	40	31	30	20	13	1	667
15-Jun-08	0	0	1	0	0	1	30	45	50	43	40	50	43	38	50	52	57	50	56	62	38	28	20	2	756
16-Jun-08	1	0	0	1	0	0	39	60	66	67	53	58	47	35	49	48	50	44	63	62	36	32	25	6	842
17-Jun-08	8	1	2	2	1	3	38	62	67	59	51	53	41	38	39	48	50	46	64	55	38	31	24	8	829
18-Jun-08	7	0	2	4	0	4	31	69	70	55	52	50	46	40	47	45	60	47	63	55	36	32	24	11	850
19-Jun-08	2	0	2	3	0	2	39	55	70	56	56	50	53	36	58	51	55	50	60	61	46	31	31	8	875
20-Jun-08	6	0	2	3	1	4	33	53	63	76	53	56	50	41	44	54	48	51	63	63	36	40	29	2	871
21-Jun-08	1	0	2	0	0	4	23	61	59	51	55	50	40	32	42	51	36	41	33	37	30	15	13	1	677
22-Jun-08	0	0	1	0	1	3	23	49	45	41	55	47	50	38	49	52	46	51	65	60	32	30	20	1	759
23-Jun-08	2	0	0	1	0	2	34	59	73	54	53	51	43	38	49	50	46	49	64	55	34	33	26	7	823
24-Jun-08	6	3	2	2	2	2	37	60	66	56	50	54	44	32	46	50	47	45	63	56	34	30	27	7	821
25-Jun-08	5	1	4	1	1	2	36	59	66	55	54	52	42	33	48	50	48	56	66	58	41	32	27	5	842
26-Jun-08	4	1	3	2	2	4	33	56	60	54	43	43	48	43	38	51	53	45	56	57	43	39	32	7	817
27-Jun-08	4	3	3	4	2	1	35	61	70	58	54	60	48	38	45	58	49	52	69	56	38	41	20	2	871
28-Jun-08	1	2	0	1	0	4	28	59	66	41	53	53	42	37	42	50	39	31	34	42	32	19	15	0	691
29-Jun-08	0	0	0	2	0	3	26	43	51	40	47	47	48	35	49	55	46	53	67	59	34	29	20	1	755
30-Jun-08	0	3	0	0	1	5	37	64	72	47	55	50	54	35	46	49	47	49	66	63	35	33	28	7	846
<b>Total</b>	<b>85</b>	<b>31</b>	<b>37</b>	<b>43</b>	<b>19</b>	<b>75</b>	<b>955</b>	<b>1672</b>	<b>1816</b>	<b>1635</b>	<b>1577</b>	<b>1548</b>	<b>1390</b>	<b>1109</b>	<b>1371</b>	<b>1513</b>	<b>1456</b>	<b>1384</b>	<b>1743</b>	<b>1647</b>	<b>1127</b>	<b>935</b>	<b>725</b>	<b>135</b>	<b>24028</b>
<b>Avg.</b>	<b>2.83</b>	<b>1.03</b>	<b>1.23</b>	<b>1.43</b>	<b>0.63</b>	<b>2.50</b>	<b>31.83</b>	<b>55.73</b>	<b>60.53</b>	<b>54.50</b>	<b>52.57</b>	<b>51.60</b>	<b>46.33</b>	<b>36.97</b>	<b>45.70</b>	<b>50.43</b>	<b>48.53</b>	<b>46.13</b>	<b>58.10</b>	<b>54.90</b>	<b>37.57</b>	<b>31.17</b>	<b>24.17</b>	<b>4.50</b>	<b>800.93</b>

## Hourly Runway Movement Summary – Arrivals

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-08	0	0	0	1	0	1	18	24	19	22	21	21	17	14	23	20	30	30	28	27	16	16	14	1	363
02-Jun-08	0	0	0	0	0	3	18	29	34	31	28	27	18	18	29	19	19	27	36	22	16	16	19	4	413
03-Jun-08	1	0	2	1	1	3	20	33	35	30	18	23	12	13	24	22	17	24	28	22	23	15	20	2	389
04-Jun-08	0	0	1	1	0	0	20	31	34	28	20	30	20	13	24	27	23	27	34	25	21	16	20	1	416
05-Jun-08	0	0	0	0	1	1	24	33	33	28	24	22	21	18	23	26	20	29	26	29	21	20	23	1	423
06-Jun-08	1	1	0	1	0	0	26	32	33	30	24	26	17	24	29	27	24	20	40	28	21	19	16	1	440
07-Jun-08	0	1	1	2	1	3	17	31	40	18	23	27	23	13	25	20	20	18	19	13	15	9	7	1	347
08-Jun-08	0	0	1	0	0	2	16	22	24	20	19	14	19	15	28	16	25	29	31	19	16	13	11	0	340
09-Jun-08	1	0	0	0	0	3	20	29	31	16	22	27	20	12	32	22	23	24	35	31	15	16	18	0	397
10-Jun-08	0	0	1	0	0	3	7	11	22	40	35	29	29	17	25	22	24	29	25	26	22	18	22	1	408
11-Jun-08	1	0	2	0	0	4	25	38	26	23	25	25	18	17	31	19	26	25	27	33	18	16	15	3	417
12-Jun-08	0	1	2	1	0	4	19	38	33	25	26	28	16	16	30	23	25	31	29	26	19	21	19	3	435
13-Jun-08	0	0	2	0	2	2	25	39	35	20	26	22	22	17	22	23	24	23	27	35	22	21	17	0	426
14-Jun-08	0	1	0	0	1	2	19	30	28	24	26	24	19	20	21	20	21	18	19	15	16	9	9	0	342
15-Jun-08	0	0	0	0	0	1	24	22	21	18	19	23	19	14	29	23	23	29	30	27	20	15	14	1	372
16-Jun-08	0	0	0	1	0	0	25	31	35	29	23	29	21	13	32	19	23	25	37	24	16	20	16	3	422
17-Jun-08	1	0	2	0	1	3	27	34	33	27	25	22	21	16	24	21	22	26	31	25	19	18	15	2	415
18-Jun-08	1	0	2	2	0	4	20	42	34	25	20	23	22	18	29	17	28	21	37	24	20	14	16	3	422
19-Jun-08	0	0	2	1	0	2	23	32	35	22	28	24	23	16	35	19	29	26	32	26	22	18	21	3	439
20-Jun-08	0	0	1	2	1	3	17	33	37	33	23	25	19	17	27	26	22	29	36	24	19	17	21	1	433
21-Jun-08	1	0	1	0	0	4	13	38	30	20	27	19	19	17	21	25	20	27	17	15	16	5	10	0	345
22-Jun-08	0	0	1	0	0	3	15	27	21	18	25	22	17	15	30	14	26	30	37	23	19	12	16	1	372
23-Jun-08	0	0	0	1	0	2	19	36	41	20	24	25	19	17	33	18	23	28	34	18	17	16	19	2	412
24-Jun-08	1	0	2	1	1	2	24	38	34	22	25	25	20	16	26	15	23	29	33	20	16	17	18	2	410
25-Jun-08	1	0	2	1	1	2	22	40	34	22	20	28	18	13	29	17	24	32	38	23	21	18	17	2	425
26-Jun-08	0	0	2	1	1	3	18	32	33	27	21	23	22	15	17	22	23	24	30	26	22	19	23	2	406
27-Jun-08	1	0	3	1	1	1	20	39	37	22	26	31	15	16	24	29	26	29	34	20	20	22	13	1	431
28-Jun-08	0	1	0	1	0	4	18	37	28	17	26	27	18	16	25	23	19	19	22	18	14	10	10	0	353
29-Jun-08	0	0	0	2	0	3	17	24	24	17	24	20	15	13	31	17	27	28	42	22	15	16	13	0	370
30-Jun-08	0	1	0	0	0	5	21	39	36	18	27	27	20	17	28	17	19	30	40	21	16	19	19	1	421
<b>Total</b>	<b>10</b>	<b>6</b>	<b>30</b>	<b>21</b>	<b>12</b>	<b>73</b>	<b>597</b>	<b>964</b>	<b>940</b>	<b>712</b>	<b>720</b>	<b>738</b>	<b>579</b>	<b>476</b>	<b>806</b>	<b>628</b>	<b>698</b>	<b>786</b>	<b>934</b>	<b>707</b>	<b>553</b>	<b>481</b>	<b>491</b>	<b>42</b>	<b>12004</b>
<b>Avg.</b>	<b>0.33</b>	<b>0.20</b>	<b>1.00</b>	<b>0.70</b>	<b>0.40</b>	<b>2.43</b>	<b>19.90</b>	<b>32.13</b>	<b>31.33</b>	<b>23.73</b>	<b>24.00</b>	<b>24.60</b>	<b>19.30</b>	<b>15.87</b>	<b>26.87</b>	<b>20.93</b>	<b>23.27</b>	<b>26.20</b>	<b>31.13</b>	<b>23.57</b>	<b>18.43</b>	<b>16.03</b>	<b>16.37</b>	<b>1.40</b>	<b>400.13</b>

## Hourly Runway Movement Summary – Departures

Date	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-Jun-08	0	1	0	0	0	0	6	18	23	23	28	29	25	21	21	27	23	24	30	30	20	12	9	1	371
02-Jun-08	1	0	0	0	0	0	12	25	28	32	33	28	34	16	16	36	25	17	32	31	16	16	5	4	407
03-Jun-08	5	2	0	2	0	0	11	19	21	33	26	23	33	17	18	25	29	16	25	28	22	17	10	6	388
04-Jun-08	5	0	0	1	1	0	14	23	25	29	31	31	25	22	20	25	30	18	31	30	25	18	8	3	415
05-Jun-08	5	0	0	0	0	0	10	24	28	35	36	19	29	25	22	25	31	17	29	26	27	18	13	5	424
06-Jun-08	3	2	0	1	0	0	14	28	31	32	36	23	35	19	24	30	33	24	28	34	23	19	7	1	447
07-Jun-08	0	1	0	0	1	0	7	29	28	39	27	30	19	18	20	26	16	16	16	15	10	12	6	1	337
08-Jun-08	0	0	0	0	0	0	8	16	21	23	28	22	24	22	20	30	20	15	28	28	14	12	5	0	336
09-Jun-08	0	1	1	0	0	0	11	26	28	27	32	25	29	21	17	30	31	22	27	32	24	11	6	1	402
10-Jun-08	0	0	0	0	0	0	13	26	11	26	31	30	31	25	14	29	33	19	31	29	22	18	12	4	404
11-Jun-08	5	2	0	2	0	0	15	27	35	27	30	26	22	23	19	34	25	24	28	31	20	16	9	6	426
12-Jun-08	4	2	0	2	0	0	15	25	32	35	24	32	29	23	18	34	19	21	36	32	21	13	9	6	432
13-Jun-08	6	1	0	2	0	0	15	28	35	36	26	30	27	22	16	21	24	25	25	33	25	22	11	3	433
14-Jun-08	0	1	0	0	0	0	8	23	29	30	28	31	18	19	19	21	19	12	21	16	14	11	4	1	325
15-Jun-08	0	0	1	0	0	0	6	23	29	25	21	27	24	24	21	29	34	21	26	35	18	13	6	1	384
16-Jun-08	1	0	0	0	0	0	14	29	31	38	30	29	26	22	17	29	27	19	26	38	20	12	9	3	420
17-Jun-08	7	1	0	2	0	0	11	28	34	32	26	31	20	22	15	27	28	20	33	30	19	13	9	6	414
18-Jun-08	6	0	0	2	0	0	11	27	36	30	32	27	24	22	18	28	32	26	26	31	16	18	8	8	428
19-Jun-08	2	0	0	2	0	0	16	23	35	34	28	26	30	20	23	32	26	24	28	35	24	13	10	5	436
20-Jun-08	6	0	1	1	0	1	16	20	26	43	30	31	31	24	17	28	26	22	27	39	17	23	8	1	438
21-Jun-08	0	0	1	0	0	0	10	23	29	31	28	31	21	15	21	26	16	14	16	22	14	10	3	1	332
22-Jun-08	0	0	0	0	1	0	8	22	24	23	30	25	33	23	19	38	20	21	28	37	13	18	4	0	387
23-Jun-08	2	0	0	0	0	0	15	23	32	34	29	26	24	21	16	32	23	21	30	37	17	17	7	5	411
24-Jun-08	5	3	0	1	1	0	13	22	32	34	25	29	24	16	20	35	24	16	30	36	18	13	9	5	411
25-Jun-08	4	1	2	0	0	0	14	19	32	33	34	24	24	20	19	33	24	24	28	35	20	14	10	3	417
26-Jun-08	4	1	1	1	1	1	15	24	27	27	22	20	26	28	21	29	30	21	26	31	21	20	9	5	411
27-Jun-08	3	3	0	3	1	0	15	22	33	36	28	29	33	22	21	29	23	23	35	36	18	19	7	1	440
28-Jun-08	1	1	0	0	0	0	10	22	38	24	27	26	24	21	17	27	20	12	12	24	18	9	5	0	338
29-Jun-08	0	0	0	0	0	0	9	19	27	23	23	27	33	22	18	38	19	25	25	37	19	13	7	1	385
30-Jun-08	0	2	0	0	1	0	16	25	36	29	28	23	34	18	18	32	28	19	26	42	19	14	9	6	425
<b>Total</b>	<b>75</b>	<b>25</b>	<b>7</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>358</b>	<b>708</b>	<b>876</b>	<b>923</b>	<b>857</b>	<b>810</b>	<b>811</b>	<b>633</b>	<b>565</b>	<b>885</b>	<b>758</b>	<b>598</b>	<b>809</b>	<b>940</b>	<b>574</b>	<b>454</b>	<b>234</b>	<b>93</b>	<b>12024</b>
<b>Avg.</b>	<b>2.50</b>	<b>0.83</b>	<b>0.23</b>	<b>0.73</b>	<b>0.23</b>	<b>0.07</b>	<b>11.93</b>	<b>23.60</b>	<b>29.20</b>	<b>30.77</b>	<b>28.57</b>	<b>27.00</b>	<b>27.03</b>	<b>21.10</b>	<b>18.83</b>	<b>29.50</b>	<b>25.27</b>	<b>19.93</b>	<b>26.97</b>	<b>31.33</b>	<b>19.13</b>	<b>15.13</b>	<b>7.80</b>	<b>3.10</b>	<b>400.80</b>

## Mode Utilisation Summary (Total Hours by Day)

Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14A 16/07	Other
01-Jun-08	7:00	0:06	-	-	-	-	-	16:53	-	-	-	-
02-Jun-08	7:00	0:06	-	0:23	-	-	9:26	7:04	-	-	-	-
03-Jun-08	7:00	-	-	-	-	-	-	17:00	-	-	-	-
04-Jun-08	7:00	0:07	-	-	-	-	-	16:53	-	-	-	-
05-Jun-08	7:00	-	-	-	-	-	-	17:00	-	-	-	-
06-Jun-08	7:00	0:12	-	2:38	-	-	-	14:10	-	-	-	-
07-Jun-08	7:00	0:20	-	11:22	-	-	-	5:18	-	-	-	-
08-Jun-08	7:00	0:26	-	2:39	-	-	-	13:55	-	-	-	-
09-Jun-08	7:00	0:07	-	0:05	3:03	-	13:45	-	-	-	-	-
10-Jun-08	7:00	0:01	-	-	2:55	-	9:16	4:48	-	-	-	-
11-Jun-08	7:00	0:10	-	2:30	3:47	-	8:39	1:54	-	-	-	-
12-Jun-08	7:00	0:20	0:45	-	4:31	-	11:24	-	-	-	-	-
13-Jun-08	7:00	0:09	-	1:26	1:01	-	5:43	2:35	-	6:06	-	-
14-Jun-08	7:00	0:29	-	2:52	-	-	-	12:34	-	1:05	-	-
15-Jun-08	7:00	0:19	-	-	-	-	-	16:41	-	-	-	-
16-Jun-08	7:00	0:18	-	1:14	-	-	-	15:28	-	-	-	-
17-Jun-08	7:00	0:15	-	3:46	-	-	-	12:59	-	-	-	-
18-Jun-08	7:00	0:20	0:07	-	4:25	-	12:08	-	-	-	-	-
19-Jun-08	7:00	0:07	0:53	0:58	1:07	-	3:57	9:58	-	-	-	-
20-Jun-08	7:00	0:07	-	5:18	-	-	-	11:35	-	-	-	-
21-Jun-08	7:00	0:29	5:01	5:54	-	-	-	5:36	-	-	-	-
22-Jun-08	7:00	0:17	0:56	5:40	-	-	2:36	7:31	-	-	-	-
23-Jun-08	7:00	0:10	-	2:54	1:01	-	6:44	6:11	-	-	-	-
24-Jun-08	7:00	0:09	3:45	-	4:20	-	8:46	-	-	-	-	-
25-Jun-08	7:00	0:13	0:57	-	4:29	-	11:21	-	-	-	-	-
26-Jun-08	7:00	0:16	-	1:31	2:44	-	2:27	3:25	-	6:37	-	-
27-Jun-08	7:00	0:27	-	5:26	1:02	-	5:17	4:48	-	-	-	-
28-Jun-08	7:00	0:24	5:01	2:34	1:00	-	5:34	2:27	-	-	-	-
29-Jun-08	7:00	0:21	0:55	-	3:55	-	11:49	-	-	-	-	-
30-Jun-08	7:00	0:09	-	1:55	-	-	14:56	-	-	-	-	-
<b>Total</b>	<b>210:00</b>	<b>6:54</b>	<b>18:20</b>	<b>61:05</b>	<b>39:20</b>	<b>-</b>	<b>143:49</b>	<b>226:44</b>	<b>-</b>	<b>13:48</b>	<b>-</b>	<b>-</b>
<b>% Used</b>		<b>1.35%</b>	<b>3.59%</b>	<b>11.98%</b>	<b>7.71%</b>	<b>0.00%</b>	<b>28.20%</b>	<b>44.46%</b>	<b>0.00%</b>	<b>2.71%</b>	<b>0.00%</b>	<b>0.00%</b>

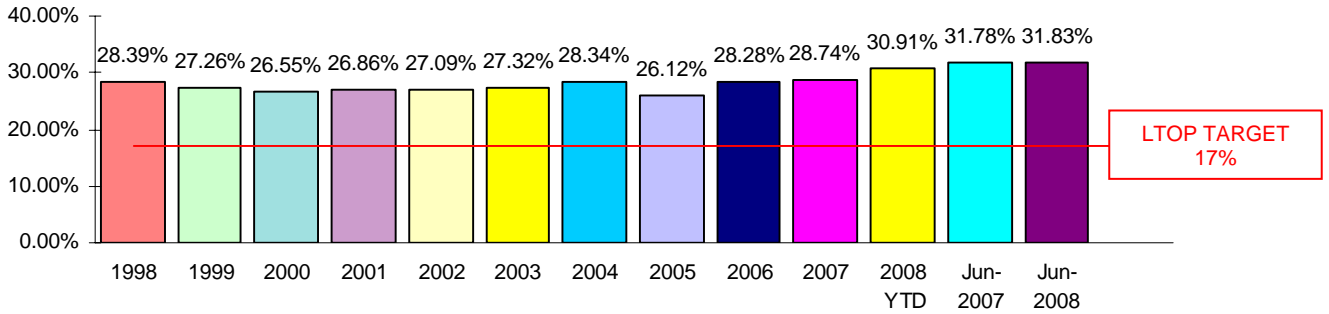
## Cumulative Mode Utilisation from 1 January 2008

<b>Time</b>	<b>1.45%</b>	<b>2.93%</b>	<b>7.66%</b>	<b>4.29%</b>	<b>0.00%</b>	<b>33.73%</b>	<b>40.72%</b>	<b>0.19%</b>	<b>1.27%</b>	<b>7.68%</b>	<b>0.07%</b>
<b>Movements</b>	<b>0.35%</b>	<b>1.93%</b>	<b>5.82%</b>	<b>3.04%</b>	<b>0.00%</b>	<b>36.96%</b>	<b>44.41%</b>	<b>0.17%</b>	<b>1.19%</b>	<b>6.08%</b>	<b>0.06%</b>

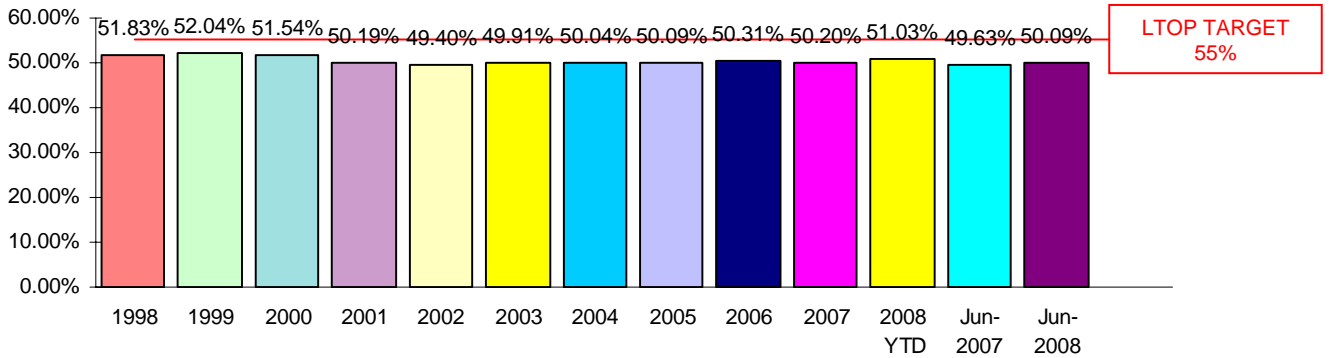
# Runway End Impact to 30 June 2008

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

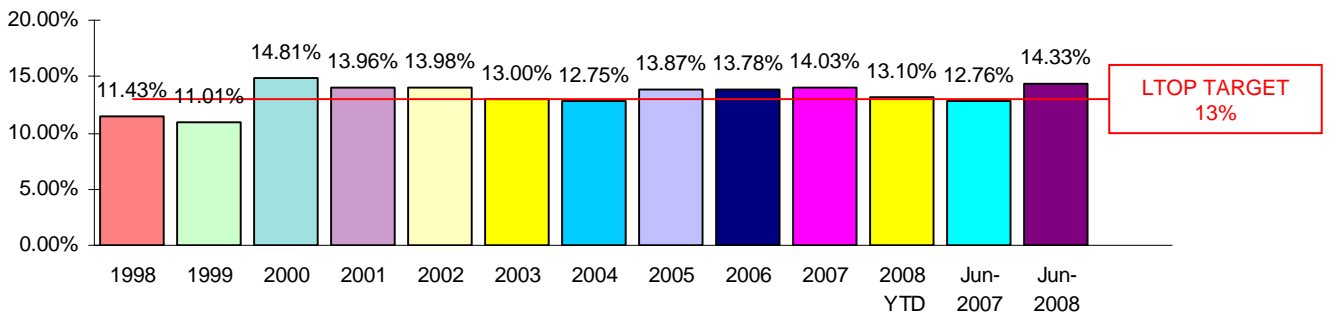
## NORTH



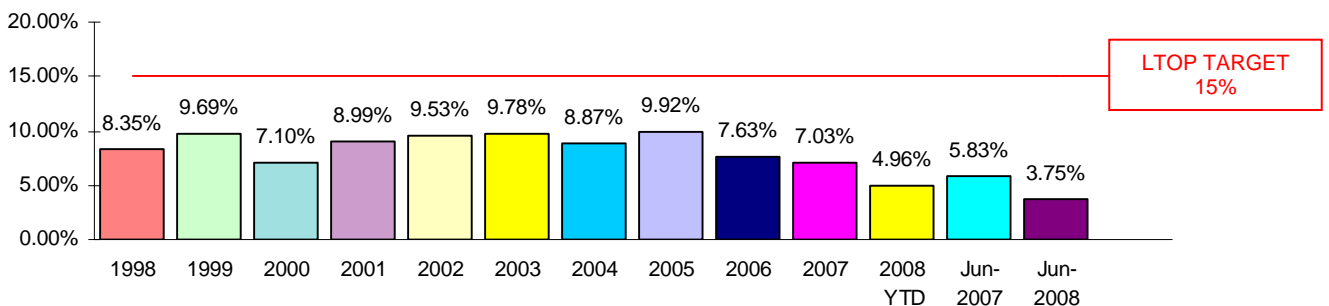
## SOUTH



## EAST

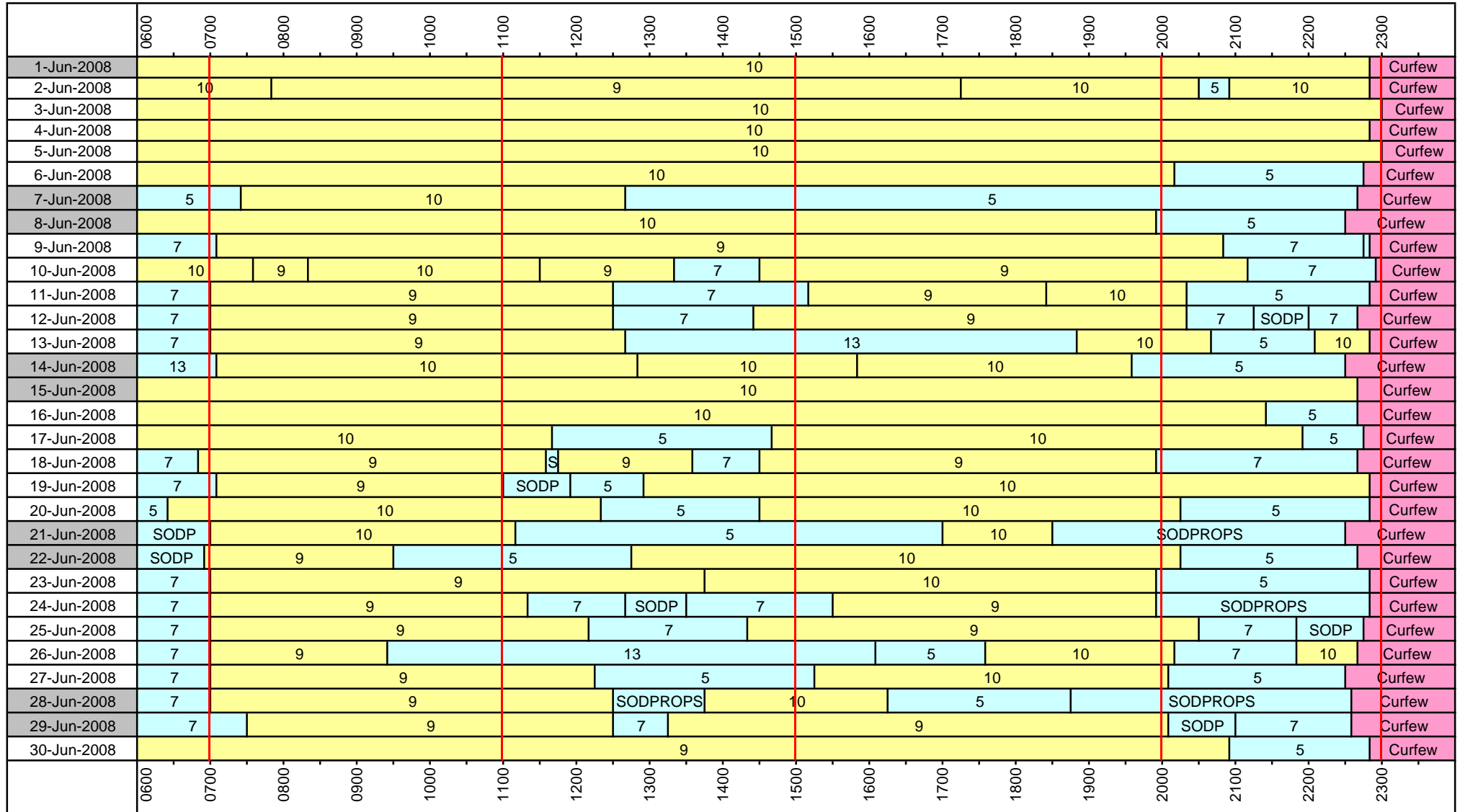


## WEST





# Sydney Airport - Daily Mode Usage



**Weekend**

**Curfew Mode** CURFEW: Dep 16R Arr 34L

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

**Crossing Modes** SODPROPS: Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25 M14A: Dep 16L+R Arr 07

## Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **June 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	
10-June-08	8:08	09:28	1:20
17-June-08	6:56	8:19	1:23

### 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
10-June-08	49	25	24
17-June-08	49	22	27

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

Suburb	Number of complaints	Number of complainants
Gordon	1	1

## Noise Enquiry Service

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

[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

The practices of the Service comply with the requirements of:

The Privacy Act 1988 (Commonwealth)

[www.privacy.gov.au](http://www.privacy.gov.au)

The Telecommunications Act 1997 (Commonwealth)

[www.acma.gov.au](http://www.acma.gov.au)

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

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

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

In addition complaints can be lodged via the internet at:

[www.airservicesaustralia.com/ncm](http://www.airservicesaustralia.com/ncm)

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

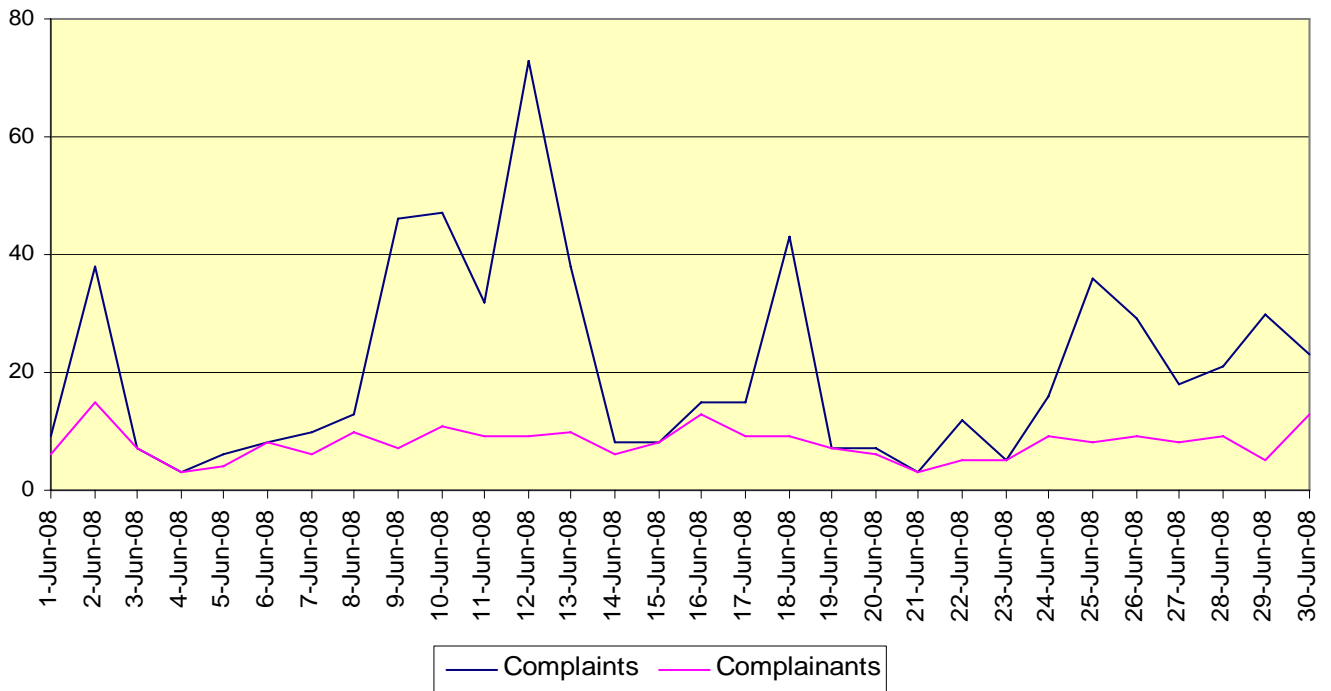
[www.sacf.dotars.gov.au](http://www.sacf.dotars.gov.au)

### Summary of Section Activity – June 2008

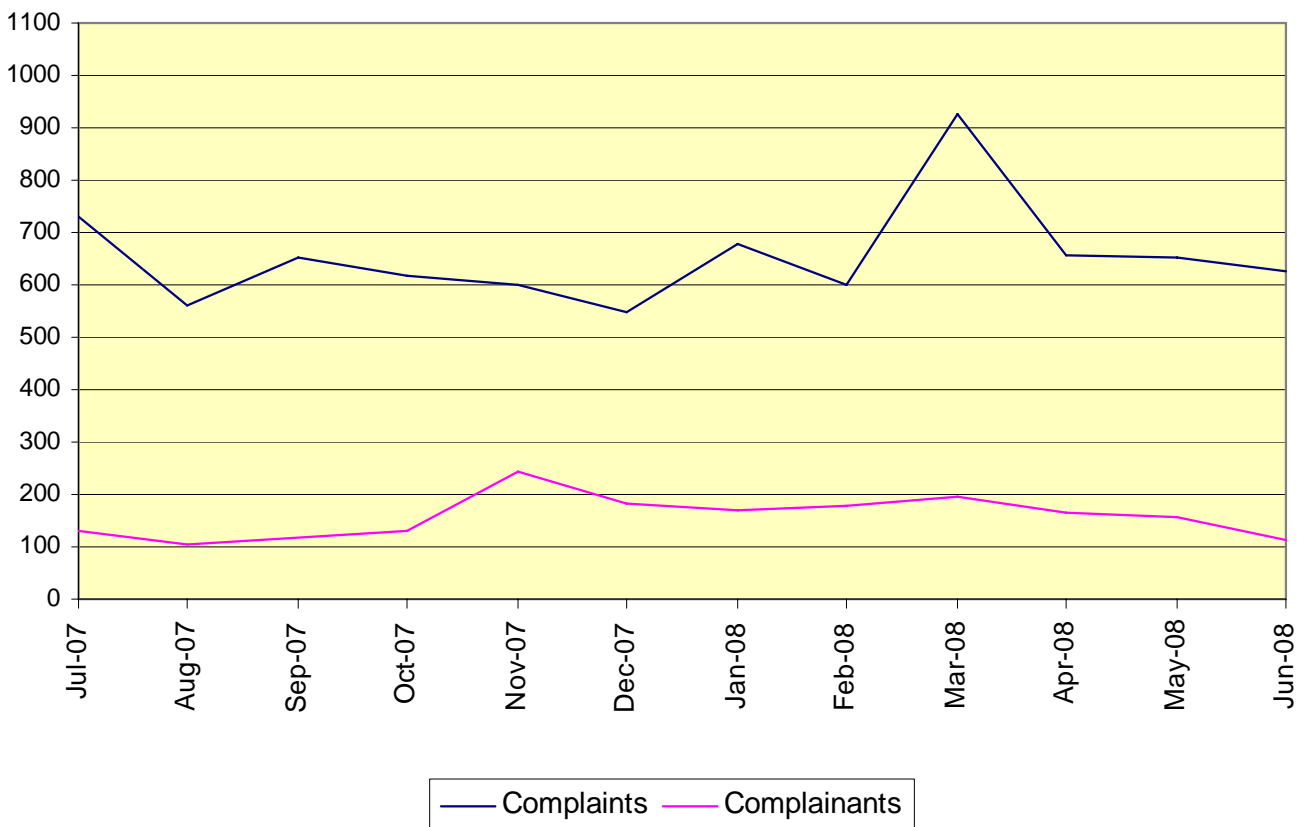
➤ Sydney Suburbs Complaints	
• By phone.....	209
• By correspondence .....	23
• By internet.....	176
• By e-mail.....	218
➤ Sydney Suburbs Complaints – suburb not specified .....	4
➤ Sydney Suburbs Comments and Enquiries .....	35
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	43
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	11
➤ Callback / Information Requests (NSW Only).....	164

## Complaints Graphs

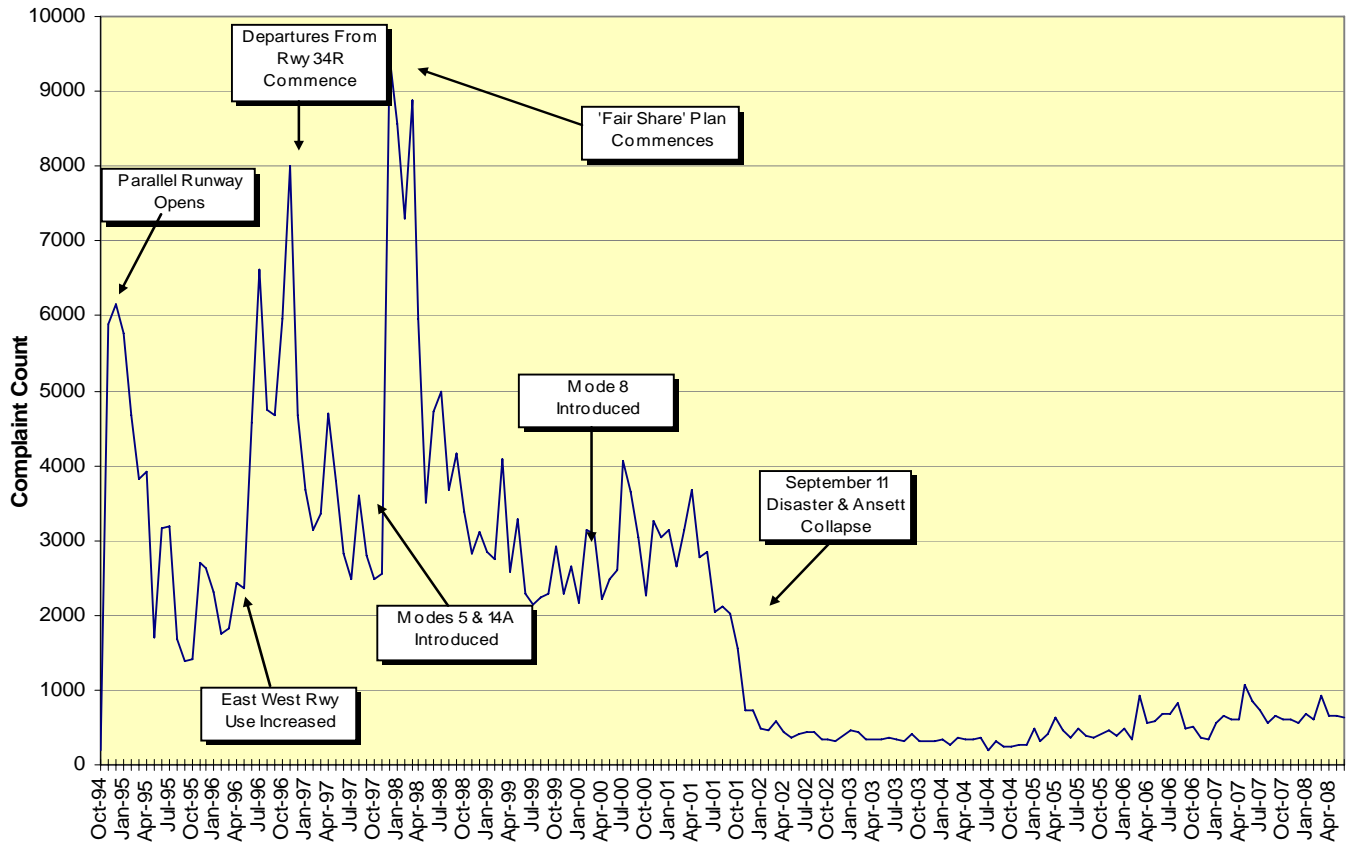
### Complaints vs Complainants – 1 June to 30 June 2008



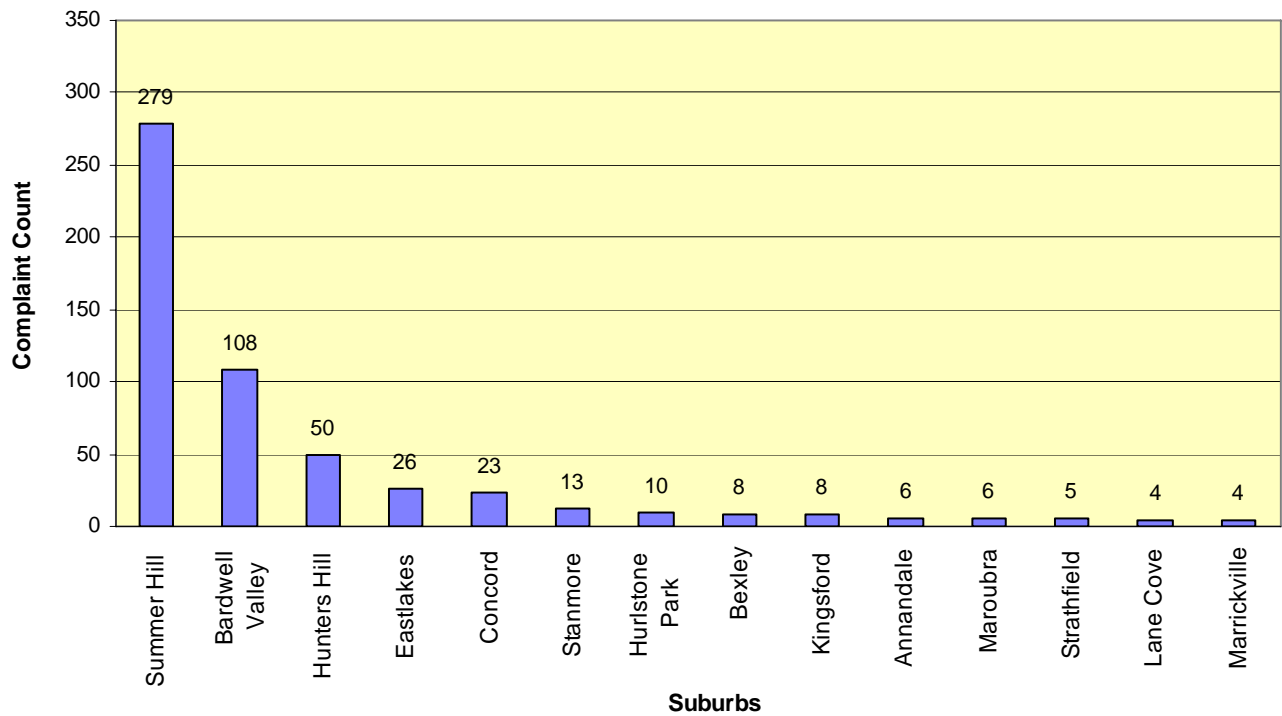
### Complaints vs Complainants – Monthly



# Complaints History

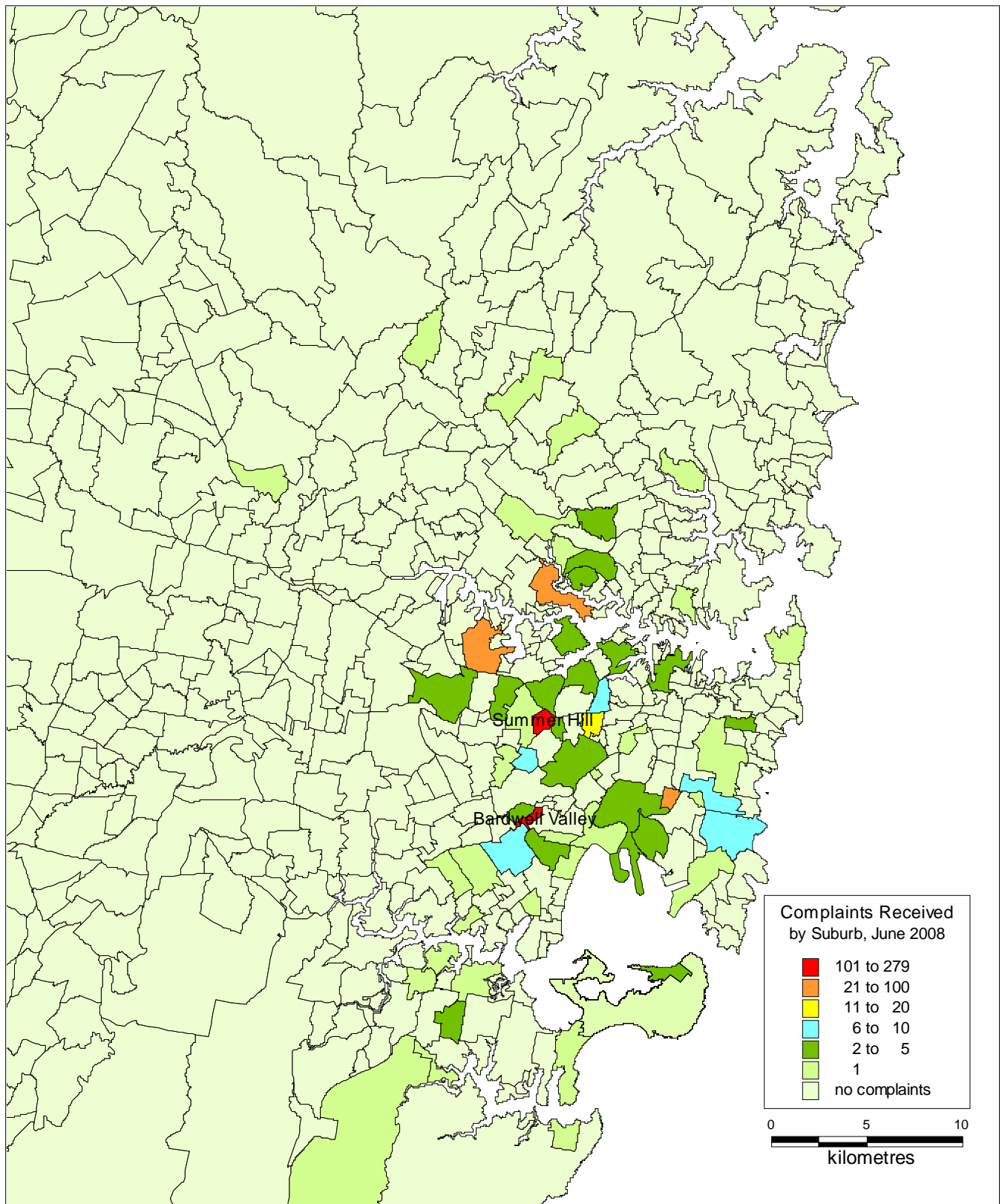


## Top Complaint Suburbs – 1 June to 30 June 2008



# Complaint Density by Suburb

1 June to 30 June 2008





## Recorded Complaints vs Complainants, by Suburb

1 June to 30 June 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	4	3	Jannali	1	1
Annandale	6	4	Killarney Heights	1	1
Ashfield	1	1	Kingsford	8	5
Balmain	3	2	Kurnell	2	2
Banksia	1	1	Kyeemagh	1	1
Bardwell Park	3	2	Lane Cove	4	3
Bardwell Valley	108	1	Lane Cove West	1	1
Beverley Park	1	1	Lewisham	2	1
Bexley	8	2	Lilyfield	3	2
Bondi Junction	2	2	Maroubra	6	4
Botany	3	2	Marrickville	4	4
Brighton-Le-Sands	1	1	Mascot	3	2
Bundeena	1	1	Matraville	1	1
Canterbury	1	1	Neutral Bay	1	1
Chatswood West	3	1	North Ryde	1	1
Concord	23	2	Oyster Bay	1	1
Connells Point	1	1	Penshurst	1	1
Cronulla	1	1	Randwick	1	1
Croydon	2	2	Riverview	3	1
Daceyville	1	1	Rockdale	3	3
Drummoyne	3	3	Stanmore	13	2
Eastlakes	26	4	Strathfield	5	4
Erskineville	1	1	Summer Hill	279	4
Gordon	1	1	Sydenham	1	1
Grays Point	1	1	Sydney	3	1
Gymea	3	2	Sylvania	1	1
Haberfield	2	1	Turrumurra	1	1
Hunters Hill	50	8	Vaucluse	1	1
Hurlstone Park	10	3	Westleigh	1	1
Hurstville	1	1	Winston Hills	1	1
<b>Total Complaints</b>	<b>626</b>		<b>Total Complainants</b>		<b>111</b>

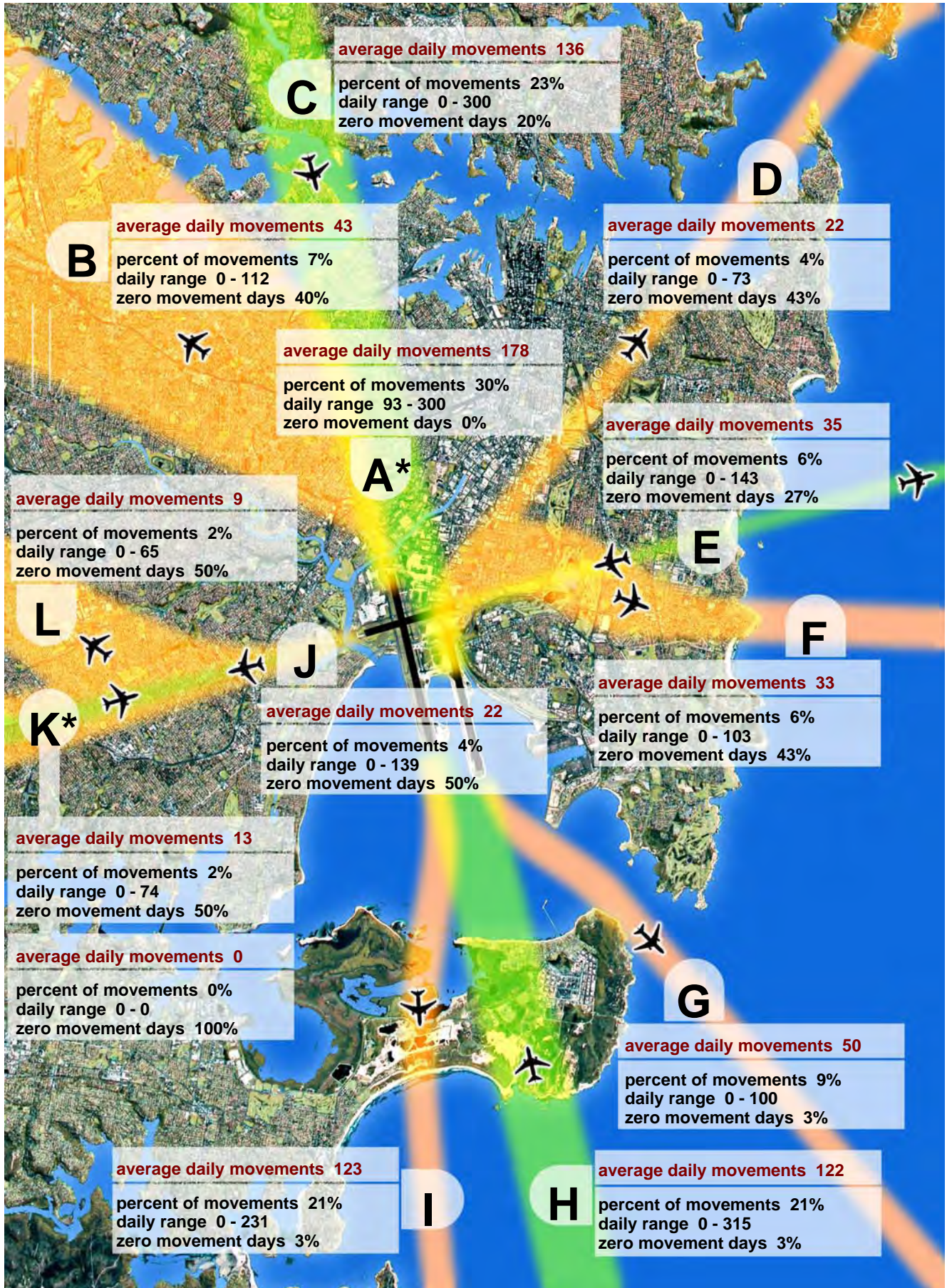
## Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 June to 30 June 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Albion Park	1	1	Pymble	1	1
Albury	4	3	Royal Prince Alfred Hospital	1	1
Balgownie	1	1	Schofields	3	1
Bankstown	4	4	Tabulam	2	1
Bowral	1	1	Tyagarah	2	1
Byron Bay	1	1	Wakefield	1	1
Cabramatta	1	1	Wee Waa	1	1
Greenwich	1	1	White Bay	2	1
Mittagong	1	1	Williamtown	3	3
Moss Vale	1	1	Windsor	1	1
Not Applicable	1	1	Yelgun	6	2
Ocean Shores	3	2			
<b>Total Complaints</b>	<b>43</b>		<b>Total Complainants</b>		<b>32</b>

# Sydney Airport : Jet Flight Path Movements

1 June 2008 to 30 June 2008, All Jets

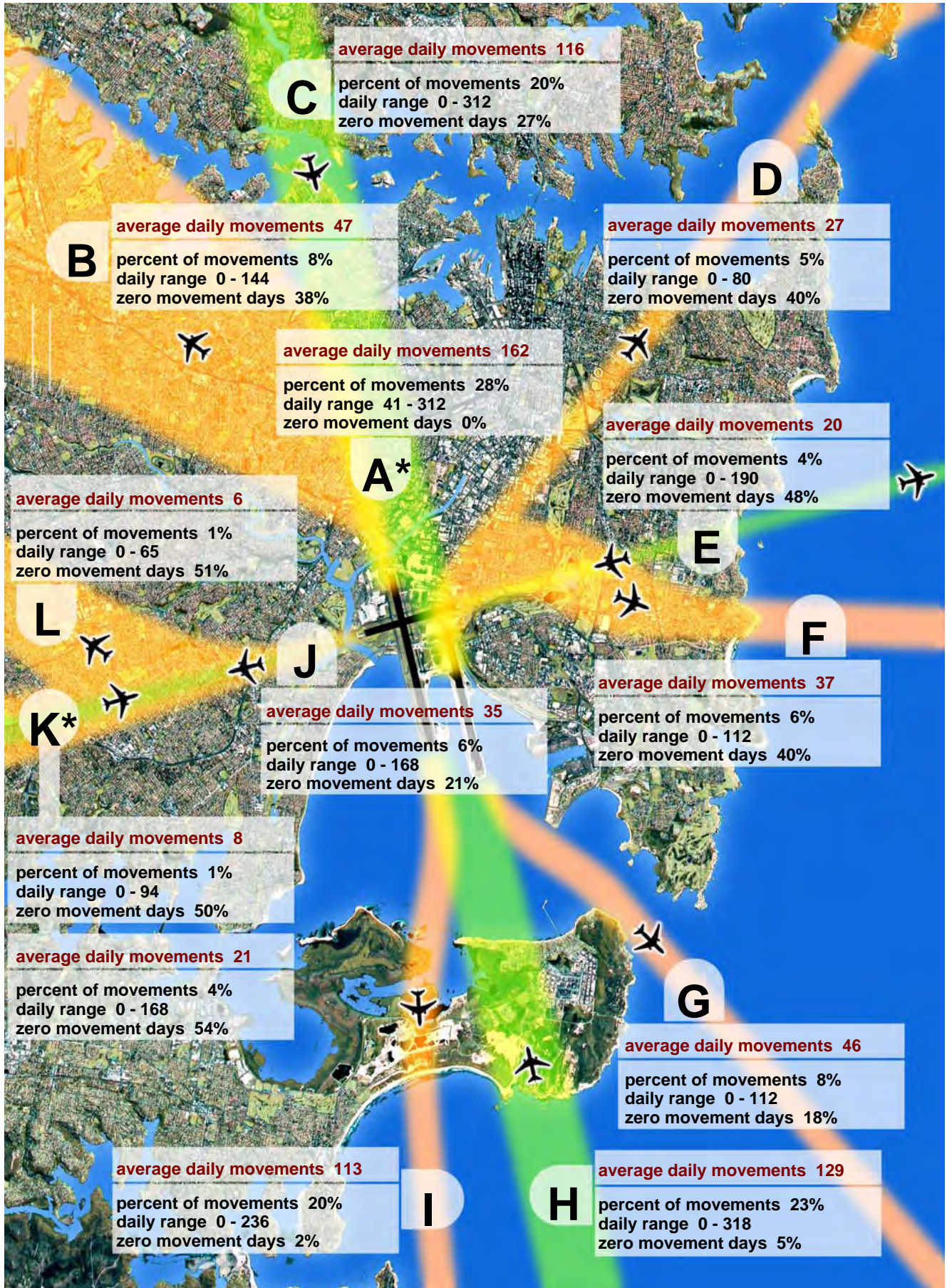


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Flight Path Movements

1 July 2007 to 30 June 2008, All Jets

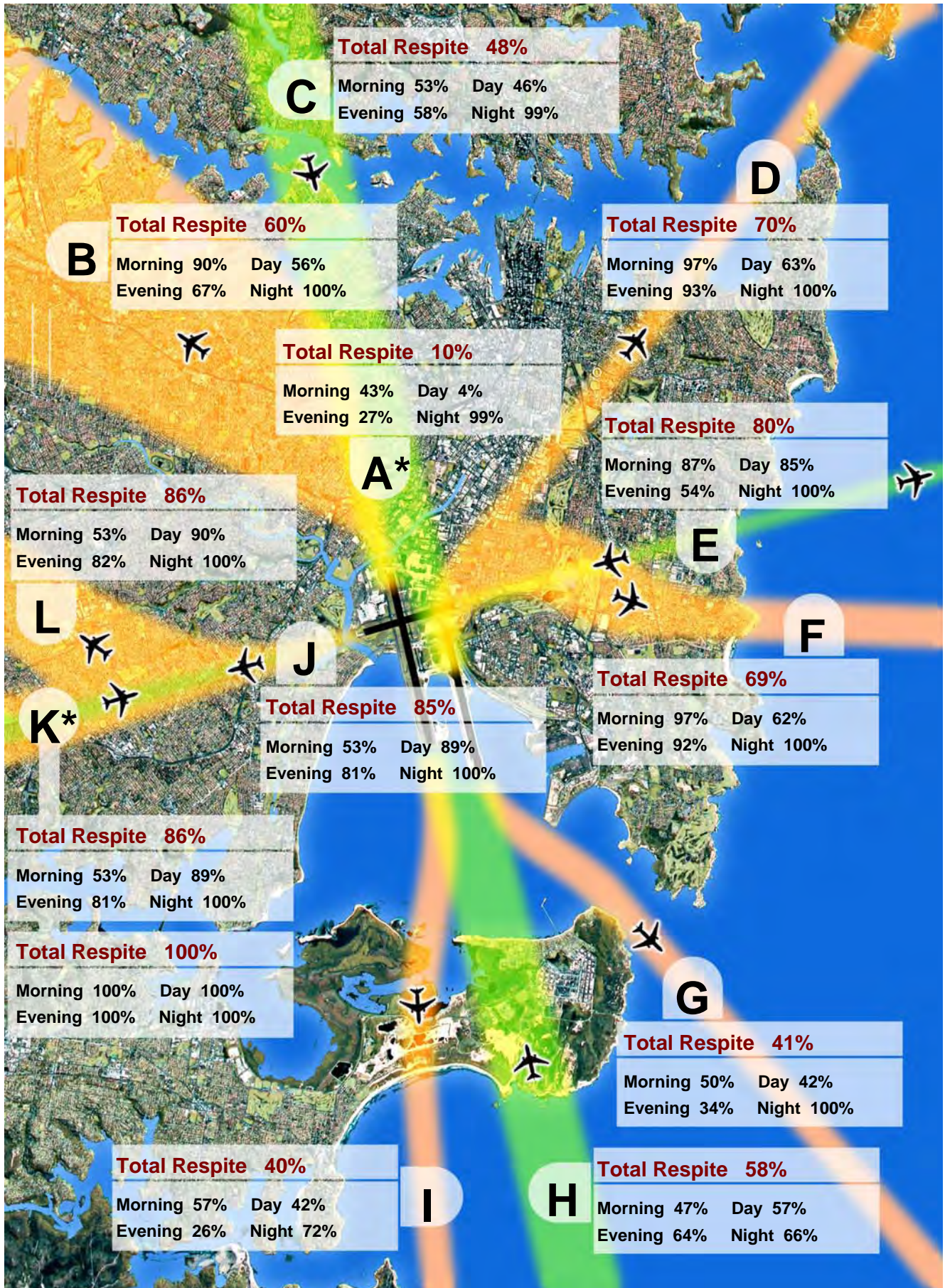


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 June 2008 to 30 June 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).

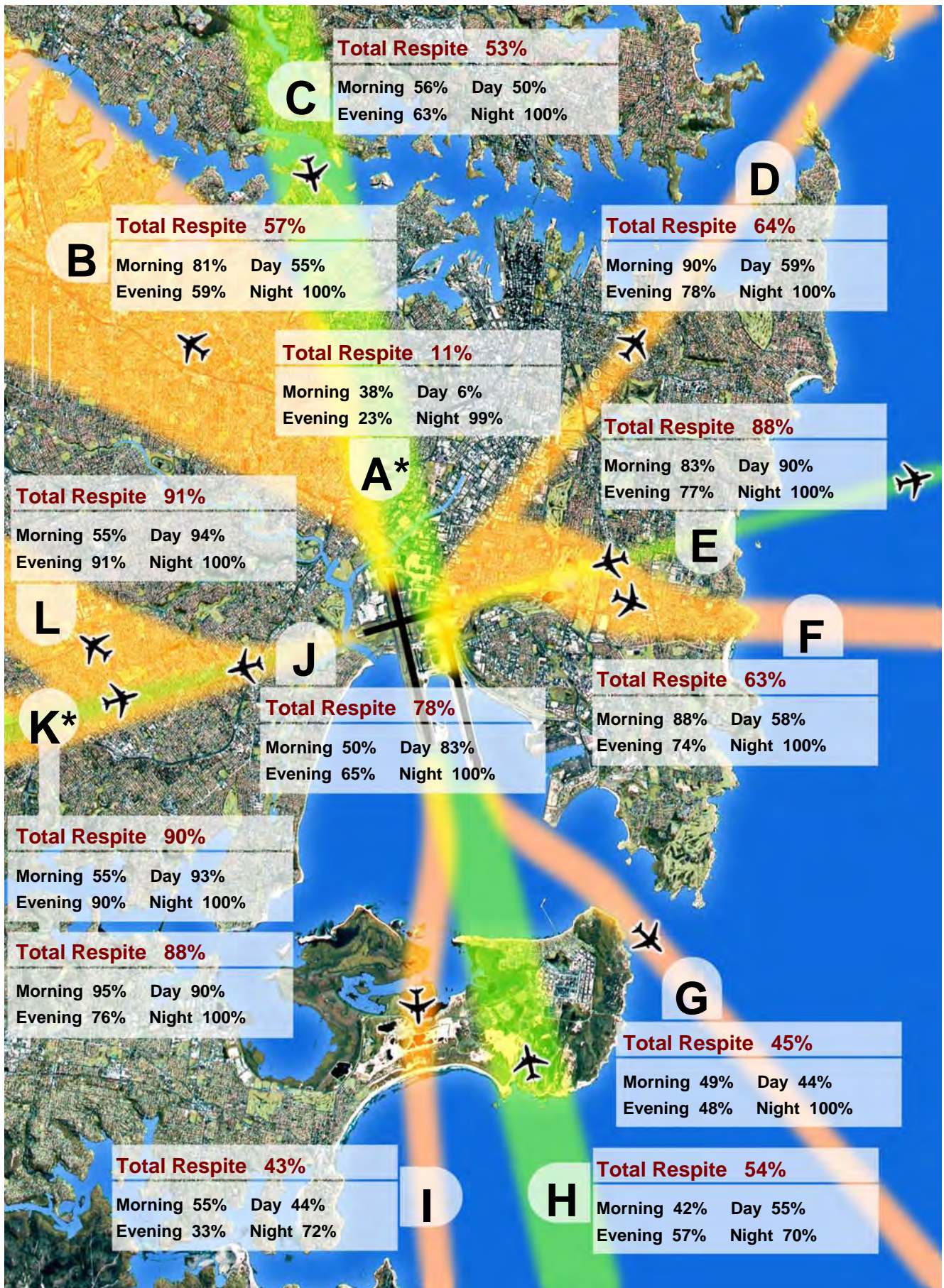
Morning: 06:00 to 07:00 Day: 07:00 to 20:00 Evening: 20:00 to 23:00 Night: 23:00 to 06:00

Total Respite: 06:00 to 23:00



# Sydney Airport : Jet Aircraft Respite (R60)

1 July 2007 to 30 June 2008, All Jets



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

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

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

Total Respite: 06:00 to 23:00



## Sydney Airport - Jet Flight Path Movements (Explanation)

The flight path bands depicted in the diagram are indicative only and are used to illustrate how the noise is being shared. Some flight tracks will be outside the bands indicated.

- The diagram shows only jet flight tracks and movements. Propeller flight tracks and movements are not shown.
- Percentages and average daily movement numbers have been rounded.
- The information presented in the movements and respite summary statistics sheets is derived from preliminary Aviation Data Processor data and is subject to change.

	Description	Notes
<b>A</b>	<b>Inner north</b>	
	Arrivals from and departures to the north (L16L, L16R, D34L)	
<b>B</b>	<b>North-west</b>	Area mainly gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">March 2008</a> .
	Departures off runway 34L	
<b>C</b>	<b>North shore</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 10</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">April 2008</a> .
	Arrivals from the north on runways 16L and 16R	
<b>D</b>	<b>North-east</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">March 2008</a> .
	Departures off runway 34R to the north-east	
<b>E</b>	<b>East - Coogee</b>	Area mainly gets overflights (arrivals) from <a href="#">Mode 5</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">July 2007</a> .
	Arrivals on runway 25 and departures from runway 07	
<b>F</b>	<b>East - Maroubra</b>	Area gets overflights (departures) from <a href="#">Mode 9</a> . Due to seasonal changes in wind patterns the highest use of this Mode was in <a href="#">March 2008</a> .
	Departures from runway 34R that turn hard east	
<b>G</b>	<b>South - Botany Bay Heads</b>	
	Departures from runway 16L	
<b>H</b>	<b>South - Kurnell Peninsula</b>	Area gets overflights (arrivals) from Modes 9 & 7. Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 9</a> was in <a href="#">March 2008</a> and <a href="#">Mode 7</a> was in <a href="#">August 2007</a> .
	Arrivals on runways 34L and 34R	
<b>I</b>	<b>South - Kurnell sand hills</b>	
	Departures from runway 16R	
<b>J</b>	<b>West</b>	Area mainly gets overflights from Modes 7 & 8 (departures) and Mode 14A (arrivals). Due to seasonal changes in wind patterns the highest use of <a href="#">Mode 7</a> was in <a href="#">August 2007</a> , <a href="#">Mode 14A</a> in <a href="#">September 2007</a> and <a href="#">Mode 8</a> was not used during the past 12 months.
	Arrivals on runway 07 and departures from runway 25	

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

### Respite

The respite figures in the map are based on the concept of a **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 **June 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 64%**. This means that over the period **July 2007 to June 2008 for 64%** 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 June 2008.



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

The measured daily N70 value is the average daily number of aircraft noise events whose maximum noise level (L<sub>Amax</sub>) equals or exceeds 70dBA.

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

<i>Location</i>	<i>CNE June</i>	<i>Operational days June</i>	<i>N70 Jun</i>	<i>N70 May</i>	<i>N70 Apr</i>
<i>Runway 34L</i>	6,436	30.0	202	223	237
<i>Penshurst</i>	401	29.8	10	8	31
<i>Bexley</i>	754	30.0	22	17	41
<i>Eastlakes</i>	2,127	30.0	70	77	52
<i>Coogee</i>	1,397	30.0	45	47	35
<i>Sydenham</i>	4,674	30.0	156	140	170
<i>Leichhardt</i>	3,614	30.0	120	100	149
<i>Kurnell</i>	1,697	30.0	56	65	34
<i>Annandale</i>	2,333	30.0	73	54	87
<i>St Peters</i>	2,966	30.0	97	82	106
<i>Croydon</i>	266	29.9	7	10	5
<i>Hunters Hill</i>	2,879	30.0	53	40	69

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

The N70 values for June 2008 have also been calculated for six different periods:

- Morning N70 value (AM), correlated noise events between 6:00am and 7:00am.
- Evening N70 value (PM), between 8:00pm and 11:00pm.
- Daytime N70 value (Day), between 7:00am and 8:00pm
- Night N70 value (Night), between 11:00pm and 6:00am
- Weekend Day N70 value (WE\_D), between 6:00am and 11:00pm Saturday and Sunday.
- Weekend Night N70 value (WE\_N), between midnight Friday to 6:00am Saturday, 11:00pm Saturday to 6:00am Sunday and 11:00pm to midnight on Sunday

These results are contained in Table 2.

<b>Runway 34L</b> AM 10 PM 28 Day 152 Night 11 WE_D 203 WE_N 3	<b>Penshurst</b> AM 3 PM 2 Day 7 Night 0 WE_D 4 WE_N 0	<b>Bexley</b> AM 6 PM 6 Day 16 Night 0 WE_D 7 WE_N 0	<b>Eastlakes</b> AM 1 PM 18 Day 52 Night 0 WE_D 71 WE_N 0
<b>Coogee</b> AM 0 PM 16 Day 22 Night 0 WE_D 60 WE_N 0	<b>Sydenham</b> AM 7 PM 16 Day 133 Night 0 WE_D 153 WE_N 0	<b>Leichhardt</b> AM 7 PM 14 Day 92 Night 1 WE_D 134 WE_N 0	<b>Kurnell</b> AM 2 PM 5 Day 64 Night 0 WE_D 21 WE_N 0
<b>Annandale</b> AM 2 PM 7 Day 62 Night 0 WE_D 77 WE_N 0	<b>St Peters</b> AM 2 PM 9 Day 88 Night 0 WE_D 91 WE_N 0	<b>Croydon</b> AM 0 PM 1 Day 8 Night 0 WE_D 4 WE_N 0	<b>Hunters Hill</b> AM 5 PM 6 Day 39 Night 0 WE_D 60 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.*