



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics June 2010

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

June 2010

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

There was a total of 24,552 aircraft movements this month (daily average 818.40). Last month there were a total of 25,472 movements (daily average 821.68) and for the same month last year there were a total of 22,615 movements (daily average 753.83).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 19 days this month, Mode 9 on 9 days, Mode 10 on 9 days and Mode 5 on 1 day. Crossing runway modes (including Sodprops & Mode 15) were used for 38.52% 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 27.24% - This result is above the LTOP target but below the previous month (28.46%)

South 52.66% - This result is below the LTOP target but above the previous month (52.30%)

East 14.34% - This result is above the LTOP target and above the previous month (12.67%)

West 5.75% - This result is below the LTOP target and below the previous month (6.56%)

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

This procedure was used on the 03, 04, 21 June for a total of 6 hours and 34 minutes (ATIS time).

Noise Enquiry Service (refer pages 15-20)

A total of 1833 complaints, comments and enquiries were received as follows:

1625 Sydney suburbs complaints from 228 complainants

48 Sydney suburbs comments and enquiries

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

Noise Enquiry Service Environment and Climate Change Airservices Australia

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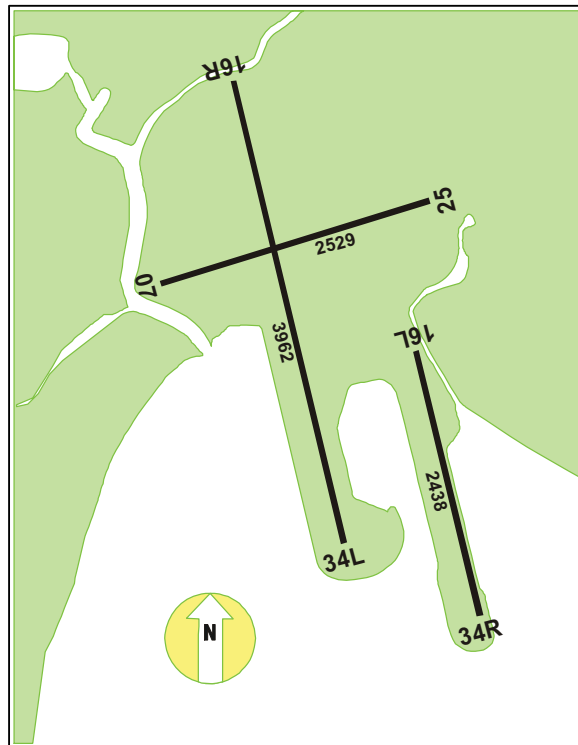
This report is available on the Internet at Airservices Australia website at

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

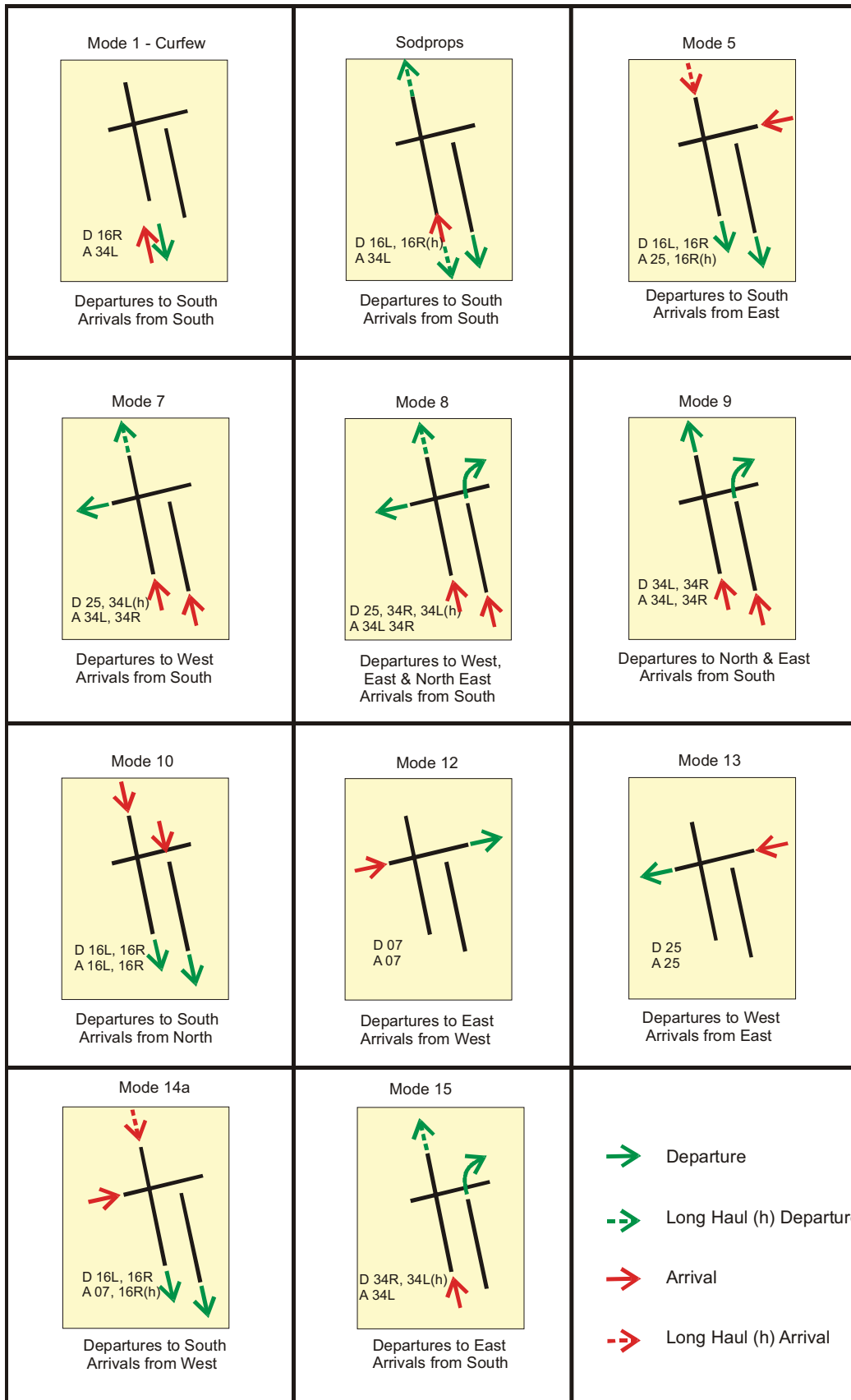


Runway numbers refer to the direction an aircraft is flying.

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



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-Jun-10	0	0	0	132	123	255	201	280	481	80	13	93	8	0	8	0	0	0	0	0	0	837
02-Jun-10	90	0	90	65	87	152	106	233	339	41	21	62	77	38	115	46	50	96	0	0	0	854
03-Jun-10	0	0	0	162	132	294	251	284	535	0	0	0	6	0	6	0	0	0	0	0	0	835
04-Jun-10	1	0	1	178	130	308	239	310	549	14	0	14	5	0	5	0	0	0	0	0	0	877
05-Jun-10	0	0	0	58	93	151	146	228	374	128	0	128	5	0	5	0	0	0	0	0	0	658
06-Jun-10	0	0	0	125	110	235	211	275	486	33	1	34	2	0	2	0	0	0	0	0	0	757
07-Jun-10	1	0	1	142	124	266	208	309	517	75	4	79	4	0	4	0	0	0	0	0	0	867
08-Jun-10	0	0	0	0	29	29	1	12	13	0	47	47	290	146	436	130	179	309	0	0	0	834
09-Jun-10	0	0	0	0	0	0	0	7	7	0	107	107	254	147	401	168	160	328	0	0	0	843
10-Jun-10	1	0	1	81	109	190	105	177	282	100	59	159	116	55	171	33	35	68	0	0	0	871
11-Jun-10	2	0	2	47	86	133	63	80	143	0	97	97	232	106	338	105	81	186	0	0	0	899
12-Jun-10	1	0	1	77	102	179	88	219	307	134	1	135	37	7	44	0	0	0	0	0	0	666
13-Jun-10	1	0	1	30	66	96	45	179	224	165	78	243	55	8	63	31	0	31	0	0	0	658
14-Jun-10	58	0	58	19	123	142	28	99	127	41	22	63	210	104	314	44	59	103	0	0	0	807
15-Jun-10	0	0	0	10	72	82	19	31	50	1	33	34	280	141	421	113	140	253	0	0	0	840
16-Jun-10	0	0	0	0	42	42	0	8	8	0	20	20	303	168	471	114	187	301	0	0	0	842
17-Jun-10	0	0	0	0	1	1	0	25	25	20	28	48	257	163	420	163	222	385	0	0	0	879
18-Jun-10	2	0	2	0	81	81	0	3	3	2	21	23	313	172	485	130	170	300	0	0	0	894
19-Jun-10	1	0	1	0	0	0	0	2	2	90	136	226	170	101	271	84	86	170	0	0	0	670
20-Jun-10	38	0	38	59	183	242	117	144	261	0	8	8	157	53	210	0	0	0	0	0	0	759
21-Jun-10	0	0	0	161	131	292	234	298	532	36	3	39	6	0	6	0	0	0	0	0	0	869
22-Jun-10	50	0	50	141	124	265	214	296	510	7	0	7	7	0	7	0	0	0	0	0	0	839
23-Jun-10	14	0	14	157	118	275	222	293	515	0	0	0	28	9	37	4	7	11	0	0	0	852
24-Jun-10	1	0	1	1	6	7	14	17	31	1	50	51	257	177	434	173	189	362	0	0	0	886
25-Jun-10	2	0	2	0	0	0	0	6	6	0	52	52	273	179	452	170	216	386	0	0	0	898
26-Jun-10	0	0	0	8	36	44	36	112	148	124	45	169	119	69	188	66	71	137	0	0	0	686
27-Jun-10	0	0	0	66	125	191	98	186	284	106	36	142	109	43	152	8	13	21	0	0	0	790
28-Jun-10	1	0	1	0	62	62	2	3	5	1	49	50	287	167	454	141	154	295	0	0	0	867
29-Jun-10	1	0	1	0	27	27	0	9	9	1	88	89	288	142	430	140	160	300	0	0	0	856
30-Jun-10	0	0	0	0	30	30	0	7	7	0	128	128	277	127	404	151	142	293	0	0	0	862
Total	265	0	265	1719	2352	4071	2648	4132	6780	1200	1147	2347	4432	2322	6754	2014	2321	4335	0	0	0	24552

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-Jun-10	0	0	0	86	83	169	159	217	376	60	8	68	6	0	6	0	0	0	0	0	0	619
02-Jun-10	65	0	65	39	57	96	81	181	262	37	17	54	63	20	83	27	40	67	0	0	0	627
03-Jun-10	0	0	0	108	90	198	191	213	404	0	0	0	6	0	6	0	0	0	0	0	0	608
04-Jun-10	0	0	0	114	92	206	192	235	427	11	0	11	3	0	3	0	0	0	0	0	0	647
05-Jun-10	0	0	0	44	70	114	130	192	322	87	0	87	5	0	5	0	0	0	0	0	0	528
06-Jun-10	0	0	0	87	80	167	176	215	391	31	0	31	2	0	2	0	0	0	0	0	0	591
07-Jun-10	0	0	0	91	84	175	161	241	402	62	0	62	4	0	4	0	0	0	0	0	0	643
08-Jun-10	0	0	0	0	23	23	0	9	9	0	34	34	238	88	326	72	149	221	0	0	0	613
09-Jun-10	0	0	0	0	0	0	0	5	5	0	83	83	211	93	304	101	131	232	0	0	0	624
10-Jun-10	1	0	1	51	79	130	73	131	204	73	45	118	105	35	140	19	29	48	0	0	0	641
11-Jun-10	0	0	0	33	67	100	44	60	104	0	69	69	191	69	260	60	68	128	0	0	0	661
12-Jun-10	0	0	0	50	84	134	70	181	251	113	0	113	34	5	39	0	0	0	0	0	0	537
13-Jun-10	0	0	0	23	47	70	33	146	179	130	64	194	53	8	61	26	0	26	0	0	0	530
14-Jun-10	42	0	42	11	95	106	21	78	99	26	19	45	174	66	240	35	51	86	0	0	0	618
15-Jun-10	0	0	0	5	57	62	15	23	38	1	28	29	220	85	305	75	117	192	0	0	0	626
16-Jun-10	0	0	0	0	35	35	0	6	6	0	17	17	238	102	340	72	154	226	0	0	0	624
17-Jun-10	0	0	0	0	1	1	0	23	23	19	24	43	212	92	304	94	184	278	0	0	0	649
18-Jun-10	0	0	0	0	72	72	0	3	3	0	17	17	243	98	341	80	138	218	0	0	0	651
19-Jun-10	0	0	0	0	0	0	0	0	0	68	115	183	142	78	220	58	69	127	0	0	0	530
20-Jun-10	30	0	30	36	153	189	86	106	192	0	6	6	144	35	179	0	0	0	0	0	0	596
21-Jun-10	0	0	0	97	95	192	192	227	419	32	0	32	4	0	4	0	0	0	0	0	0	647
22-Jun-10	45	0	45	88	85	173	176	230	406	4	0	4	6	0	6	0	0	0	0	0	0	634
23-Jun-10	12	0	12	86	80	166	187	220	407	0	0	0	23	8	31	4	7	11	0	0	0	627
24-Jun-10	0	0	0	1	6	7	13	14	27	0	39	39	209	111	320	104	151	255	0	0	0	648
25-Jun-10	0	0	0	0	0	0	0	3	3	0	43	43	215	108	323	110	180	290	0	0	0	659
26-Jun-10	0	0	0	3	30	33	31	97	128	103	32	135	100	52	152	41	60	101	0	0	0	549
27-Jun-10	0	0	0	48	100	148	71	139	210	84	28	112	99	31	130	5	12	17	0	0	0	617
28-Jun-10	0	0	0	0	58	58	1	2	3	0	29	29	235	110	345	85	127	212	0	0	0	647
29-Jun-10	1	0	1	0	26	26	0	8	8	1	64	65	244	92	336	78	130	208	0	0	0	644
30-Jun-10	0	0	0	0	27	27	0	6	6	0	82	82	229	82	311	86	123	209	0	0	0	635
Total	196	0	196	1101	1776	2877	2103	3211	5314	942	863	1805	3658	1468	5126	1232	1920	3152	0	0	0	18470

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-Jun-10	0	0	0	46	40	86	42	63	105	20	5	25	2	0	2	0	0	0	0	0	0	218
02-Jun-10	25	0	25	26	30	56	25	52	77	4	4	8	14	18	32	19	10	29	0	0	0	227
03-Jun-10	0	0	0	54	42	96	60	71	131	0	0	0	0	0	0	0	0	0	0	0	0	227
04-Jun-10	1	0	1	64	38	102	47	75	122	3	0	3	2	0	2	0	0	0	0	0	0	230
05-Jun-10	0	0	0	14	23	37	16	36	52	41	0	41	0	0	0	0	0	0	0	0	0	130
06-Jun-10	0	0	0	38	30	68	35	60	95	2	1	3	0	0	0	0	0	0	0	0	0	166
07-Jun-10	1	0	1	51	40	91	47	68	115	13	4	17	0	0	0	0	0	0	0	0	0	224
08-Jun-10	0	0	0	0	6	6	1	3	4	0	13	13	52	58	110	58	30	88	0	0	0	221
09-Jun-10	0	0	0	0	0	0	0	2	2	0	24	24	43	54	97	67	29	96	0	0	0	219
10-Jun-10	0	0	0	30	30	60	32	46	78	27	14	41	11	20	31	14	6	20	0	0	0	230
11-Jun-10	2	0	2	14	19	33	19	20	39	0	28	28	41	37	78	45	13	58	0	0	0	238
12-Jun-10	1	0	1	27	18	45	18	38	56	21	1	22	3	2	5	0	0	0	0	0	0	129
13-Jun-10	1	0	1	7	19	26	12	33	45	35	14	49	2	0	2	5	0	5	0	0	0	128
14-Jun-10	16	0	16	8	28	36	7	21	28	15	3	18	36	38	74	9	8	17	0	0	0	189
15-Jun-10	0	0	0	5	15	20	4	8	12	0	5	5	60	56	116	38	23	61	0	0	0	214
16-Jun-10	0	0	0	0	7	7	0	2	2	0	3	3	65	66	131	42	33	75	0	0	0	218
17-Jun-10	0	0	0	0	0	0	0	2	2	1	4	5	45	71	116	69	38	107	0	0	0	230
18-Jun-10	2	0	2	0	9	9	0	0	0	2	4	6	70	74	144	50	32	82	0	0	0	243
19-Jun-10	1	0	1	0	0	0	0	2	2	22	21	43	28	23	51	26	17	43	0	0	0	140
20-Jun-10	8	0	8	23	30	53	31	38	69	0	2	2	13	18	31	0	0	0	0	0	0	163
21-Jun-10	0	0	0	64	36	100	42	71	113	4	3	7	2	0	2	0	0	0	0	0	0	222
22-Jun-10	5	0	5	53	39	92	38	66	104	3	0	3	1	0	1	0	0	0	0	0	0	205
23-Jun-10	2	0	2	71	38	109	35	73	108	0	0	0	5	1	6	0	0	0	0	0	0	225
24-Jun-10	1	0	1	0	0	0	1	3	4	1	11	12	48	66	114	69	38	107	0	0	0	238
25-Jun-10	2	0	2	0	0	0	0	3	3	0	9	9	58	71	129	60	36	96	0	0	0	239
26-Jun-10	0	0	0	5	6	11	5	15	20	21	13	34	19	17	36	25	11	36	0	0	0	137
27-Jun-10	0	0	0	18	25	43	27	47	74	22	8	30	10	12	22	3	1	4	0	0	0	173
28-Jun-10	1	0	1	0	4	4	1	1	2	1	20	21	52	57	109	56	27	83	0	0	0	220
29-Jun-10	0	0	0	0	1	1	0	1	1	0	24	24	44	50	94	62	30	92	0	0	0	212
30-Jun-10	0	0	0	0	3	3	0	1	1	0	46	46	48	45	93	65	19	84	0	0	0	227
Total	69	0	69	618	576	1194	545	921	1466	258	284	542	774	854	1628	782	401	1183	0	0	0	6082

(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-Jun-10	2	1	2	1	2	4	49	56	64	68	57	50	43	41	41	52	49	61	64	51	35	22	20	2	837
02-Jun-10	3	2	2	2	3	4	42	59	77	64	60	48	40	37	46	53	46	56	65	62	33	25	21	4	854
03-Jun-10	0	0	1	3	0	4	40	56	64	61	50	57	36	41	39	54	47	55	62	50	43	34	33	5	835
04-Jun-10	1	1	1	5	0	1	42	54	70	64	47	54	58	44	46	53	61	58	64	58	46	34	15	0	877
05-Jun-10	0	0	0	0	0	3	36	50	60	55	45	44	43	42	36	45	34	35	46	31	25	22	6	0	658
06-Jun-10	0	1	0	0	0	2	33	33	47	53	46	49	41	38	48	48	51	58	67	62	35	31	13	1	757
07-Jun-10	1	0	1	0	0	3	44	69	67	66	57	59	44	37	55	51	46	59	67	53	37	27	20	4	867
08-Jun-10	2	1	2	2	1	4	49	58	71	64	52	54	38	39	47	45	47	56	72	48	35	27	16	4	834
09-Jun-10	1	0	3	2	0	2	37	69	69	56	60	50	45	36	50	56	45	53	66	54	37	25	22	5	843
10-Jun-10	2	1	1	4	1	4	43	49	49	73	56	65	41	37	53	53	50	61	68	59	32	33	30	6	871
11-Jun-10	1	1	3	4	0	3	43	64	73	65	57	61	49	41	51	63	49	63	63	55	38	37	15	0	899
12-Jun-10	0	1	1	0	1	5	34	52	66	58	46	56	40	34	40	37	33	32	44	35	26	19	6	0	666
13-Jun-10	1	0	2	0	0	3	29	37	47	39	44	46	34	33	47	46	46	51	50	43	28	22	10	0	658
14-Jun-10	0	0	2	1	0	3	38	50	55	54	52	53	45	43	54	53	48	60	62	52	38	27	16	1	807
15-Jun-10	1	0	1	0	0	2	42	62	68	66	53	47	44	35	48	51	56	53	71	46	40	26	22	6	840
16-Jun-10	1	1	1	1	2	3	39	64	72	60	59	46	46	41	48	48	46	54	66	56	33	29	22	4	842
17-Jun-10	1	0	2	3	0	4	41	61	70	62	56	58	41	42	53	57	45	62	68	55	39	33	20	6	879
18-Jun-10	0	0	0	3	2	3	46	62	75	54	61	57	48	44	55	51	50	51	78	61	41	29	21	2	894
19-Jun-10	2	1	0	0	1	3	30	58	64	54	55	47	41	32	43	41	38	35	42	33	23	18	9	0	670
20-Jun-10	0	0	0	0	2	2	32	34	51	42	44	47	46	41	54	50	49	58	64	60	33	31	17	2	759
21-Jun-10	1	1	0	0	0	5	44	58	69	60	63	57	39	43	53	52	51	61	65	56	39	24	24	4	869
22-Jun-10	2	1	3	1	2	3	42	61	69	60	59	56	39	38	50	48	41	54	69	53	39	26	19	4	839
23-Jun-10	2	1	2	3	1	2	39	58	63	66	59	54	41	42	51	52	47	57	68	59	34	23	23	5	852
24-Jun-10	3	0	2	3	0	0	31	42	56	61	82	64	44	43	52	55	60	57	68	59	32	40	25	7	886
25-Jun-10	3	1	3	2	0	3	43	64	72	58	63	62	48	44	51	57	53	58	68	64	42	25	14	0	898
26-Jun-10	0	1	0	0	0	4	32	52	59	57	56	52	42	36	48	45	27	34	48	39	25	19	8	2	686
27-Jun-10	0	0	1	1	2	3	36	31	52	54	48	47	49	35	49	62	52	68	68	56	32	30	13	1	790
28-Jun-10	0	0	1	1	0	4	37	62	76	55	63	58	43	38	52	53	54	58	71	52	37	27	20	5	867
29-Jun-10	2	0	1	3	0	3	45	59	73	62	58	50	46	43	48	48	45	55	74	51	41	28	17	4	856
30-Jun-10	1	0	2	3	0	3	38	64	72	63	61	58	40	42	51	51	47	58	68	54	37	27	18	4	862
Total	33	16	40	48	20	92	1176	1648	1940	1774	1669	1606	1294	1182	1459	1530	1413	1631	1916	1567	1055	820	535	88	24552
Avg.	1.10	0.53	1.33	1.60	0.67	3.07	39.20	54.93	64.67	59.13	55.63	53.53	43.13	39.40	48.63	51.00	47.10	54.37	63.87	52.23	35.17	27.33	17.83	2.93	818.40

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-10	0	1	1	0	2	3	26	33	38	29	27	25	22	18	21	16	29	33	29	22	21	13	11	1	421
02-Jun-10	2	0	1	1	2	3	23	32	37	29	31	26	18	16	22	21	25	33	31	28	16	15	12	1	425
03-Jun-10	0	0	1	1	0	4	23	33	34	26	20	29	16	18	21	24	23	30	32	24	20	21	17	2	419
04-Jun-10	0	0	1	3	0	1	24	30	37	27	17	29	28	20	22	27	28	30	34	28	23	18	10	0	437
05-Jun-10	0	0	0	0	0	3	23	31	30	18	19	24	25	15	19	22	21	20	21	16	13	14	3	0	337
06-Jun-10	0	1	0	0	0	2	21	19	23	22	19	19	16	18	24	19	26	35	35	28	18	17	8	1	371
07-Jun-10	0	0	1	0	0	3	24	38	32	31	29	28	18	16	30	19	27	32	30	22	21	16	12	1	430
08-Jun-10	0	0	2	1	0	4	28	33	40	26	25	28	17	17	26	13	29	32	30	22	20	18	9	1	421
09-Jun-10	0	0	2	0	0	2	22	40	35	23	27	24	23	16	27	21	26	30	32	20	24	15	11	2	422
10-Jun-10	1	0	1	1	0	4	23	23	27	42	24	31	17	17	30	24	21	35	36	21	18	23	15	2	436
11-Jun-10	0	0	3	2	0	2	23	40	38	23	30	28	20	17	29	25	25	39	28	24	24	22	7	0	449
12-Jun-10	0	0	1	0	1	4	20	35	33	17	23	27	19	17	22	17	18	18	21	17	13	12	2	0	337
13-Jun-10	1	0	1	0	0	3	20	21	20	15	19	20	16	16	23	20	23	30	23	23	16	11	6	0	327
14-Jun-10	0	0	1	1	0	3	20	31	27	25	23	20	24	20	25	25	25	37	25	23	20	18	7	0	400
15-Jun-10	1	0	0	0	0	2	25	35	37	28	23	24	21	16	23	23	30	33	31	16	24	16	13	2	423
16-Jun-10	0	0	1	1	0	3	18	39	36	24	29	23	24	21	21	18	28	27	35	21	17	19	11	1	417
17-Jun-10	0	0	2	1	0	4	21	38	33	29	29	28	15	18	32	23	21	36	34	23	22	20	9	2	440
18-Jun-10	0	0	0	3	0	2	26	38	33	23	29	28	20	20	34	18	27	29	43	23	20	17	13	1	447
19-Jun-10	1	0	0	0	1	3	19	37	31	20	23	26	21	13	26	19	21	19	21	15	14	11	4	0	345
20-Jun-10	0	0	0	0	2	2	20	19	20	19	19	21	18	18	28	19	26	36	33	24	18	19	10	0	371
21-Jun-10	1	0	0	0	0	5	22	34	38	30	27	23	16	18	31	17	32	36	29	27	21	14	14	2	437
22-Jun-10	0	0	2	1	0	3	25	33	36	27	27	27	19	17	26	16	25	33	31	21	23	17	9	1	419
23-Jun-10	1	0	2	1	1	2	21	33	33	31	26	27	21	18	25	20	25	33	29	27	18	16	13	2	425
24-Jun-10	1	0	2	1	0	0	15	20	32	37	41	31	11	25	29	24	30	33	33	24	19	20	16	3	447
25-Jun-10	0	1	2	0	0	3	23	37	35	25	29	33	15	23	28	25	28	30	35	29	21	14	9	0	445
26-Jun-10	0	0	0	0	0	4	20	34	28	22	24	28	18	18	31	16	15	22	25	19	10	13	6	0	353
27-Jun-10	0	0	1	1	1	3	21	19	23	23	20	20	15	19	24	28	28	41	33	22	20	17	8	0	387
28-Jun-10	0	0	1	0	0	4	20	35	41	25	29	27	12	19	34	21	28	35	29	20	22	17	11	2	432
29-Jun-10	0	0	1	1	0	3	26	37	33	30	25	27	22	21	24	19	26	32	33	20	23	17	9	1	430
30-Jun-10	0	0	2	1	0	3	19	38	39	25	28	31	16	22	22	21	25	31	32	23	21	18	10	1	428
Total	9	3	32	21	10	87	661	965	979	771	761	782	563	547	779	620	761	940	913	672	580	498	295	29	12278
Avg.	0.30	0.10	1.07	0.70	0.33	2.90	22.03	32.17	32.63	25.70	25.37	26.07	18.77	18.23	25.97	20.67	25.37	31.33	30.43	22.40	19.33	16.60	9.83	0.97	409.27

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-10	2	0	1	1	0	1	23	23	26	39	30	25	21	23	20	36	20	28	35	29	14	9	9	1	416
02-Jun-10	1	2	1	1	1	1	19	27	40	35	29	22	22	21	24	32	21	23	34	34	17	10	9	3	429
03-Jun-10	0	0	0	2	0	0	17	23	30	35	30	28	20	23	18	30	24	25	30	26	23	13	16	3	416
04-Jun-10	1	1	0	2	0	0	18	24	33	37	30	25	30	24	24	26	33	28	30	30	23	16	5	0	440
05-Jun-10	0	0	0	0	0	0	13	19	30	37	26	20	18	27	17	23	13	15	25	15	12	8	3	0	321
06-Jun-10	0	0	0	0	0	0	12	14	24	31	27	30	25	20	24	29	25	23	32	34	17	14	5	0	386
07-Jun-10	1	0	0	0	0	0	20	31	35	35	28	31	26	21	25	32	19	27	37	31	16	11	8	3	437
08-Jun-10	2	1	0	1	1	0	21	25	31	38	27	26	21	22	21	32	18	24	42	26	15	9	7	3	413
09-Jun-10	1	0	1	2	0	0	15	29	34	33	33	26	22	20	23	35	19	23	34	34	13	10	11	3	421
10-Jun-10	1	1	0	3	1	0	20	26	22	31	32	34	24	20	23	29	29	26	32	38	14	10	15	4	435
11-Jun-10	1	1	0	2	0	1	20	24	35	42	27	33	29	24	22	38	24	24	35	31	14	15	8	0	450
12-Jun-10	0	1	0	0	0	1	14	17	33	41	23	29	21	17	18	20	15	14	23	18	13	7	4	0	329
13-Jun-10	0	0	1	0	0	0	9	16	27	24	25	26	18	17	24	26	23	21	27	20	12	11	4	0	331
14-Jun-10	0	0	1	0	0	0	18	19	28	29	29	33	21	23	29	28	23	23	37	29	18	9	9	1	407
15-Jun-10	0	0	1	0	0	0	17	27	31	38	30	23	23	19	25	28	26	20	40	30	16	10	9	4	417
16-Jun-10	1	1	0	0	2	0	21	25	36	36	30	23	22	20	27	30	18	27	31	35	16	10	11	3	425
17-Jun-10	1	0	0	2	0	0	20	23	37	33	27	30	26	24	21	34	24	26	34	32	17	13	11	4	439
18-Jun-10	0	0	0	0	2	1	20	24	42	31	32	29	28	24	21	33	23	22	35	38	21	12	8	1	447
19-Jun-10	1	1	0	0	0	0	11	21	33	34	32	21	20	19	17	22	17	16	21	18	9	7	5	0	325
20-Jun-10	0	0	0	0	0	0	12	15	31	23	25	26	28	23	26	31	23	22	31	36	15	12	7	2	388
21-Jun-10	0	1	0	0	0	0	22	24	31	30	36	34	23	25	22	35	19	25	36	29	18	10	10	2	432
22-Jun-10	2	1	1	0	2	0	17	28	33	33	32	29	20	21	24	32	16	21	38	32	16	9	10	3	420
23-Jun-10	1	1	0	2	0	0	18	25	30	35	33	27	20	24	26	32	22	24	39	32	16	7	10	3	427
24-Jun-10	2	0	0	2	0	0	16	22	24	24	41	33	33	18	23	31	30	24	35	35	13	20	9	4	439
25-Jun-10	3	0	1	2	0	0	20	27	37	33	34	29	33	21	23	32	25	28	33	35	21	11	5	0	453
26-Jun-10	0	1	0	0	0	0	12	18	31	35	32	24	24	18	17	29	12	12	23	20	15	6	2	2	333
27-Jun-10	0	0	0	0	1	0	15	12	29	31	28	27	34	16	25	34	24	27	35	34	12	13	5	1	403
28-Jun-10	0	0	0	1	0	0	17	27	35	30	34	31	31	19	18	32	26	23	42	32	15	10	9	3	435
29-Jun-10	2	0	0	2	0	0	19	22	40	32	33	23	24	22	24	29	19	23	41	31	18	11	8	3	426
30-Jun-10	1	0	0	2	0	0	19	26	33	38	33	27	24	20	29	30	22	27	36	31	16	9	8	3	434
Total	24	13	8	27	10	5	515	683	961	1003	908	824	731	635	680	910	652	691	1003	895	475	322	240	59	12274
Avg.	0.80	0.43	0.27	0.90	0.33	0.17	17.17	22.77	32.03	33.43	30.27	27.47	24.37	21.17	22.67	30.33	21.73	23.03	33.43	29.83	15.83	10.73	8.00	1.97	409.13

Mode Utilisation Summary (Total Hours by Day)

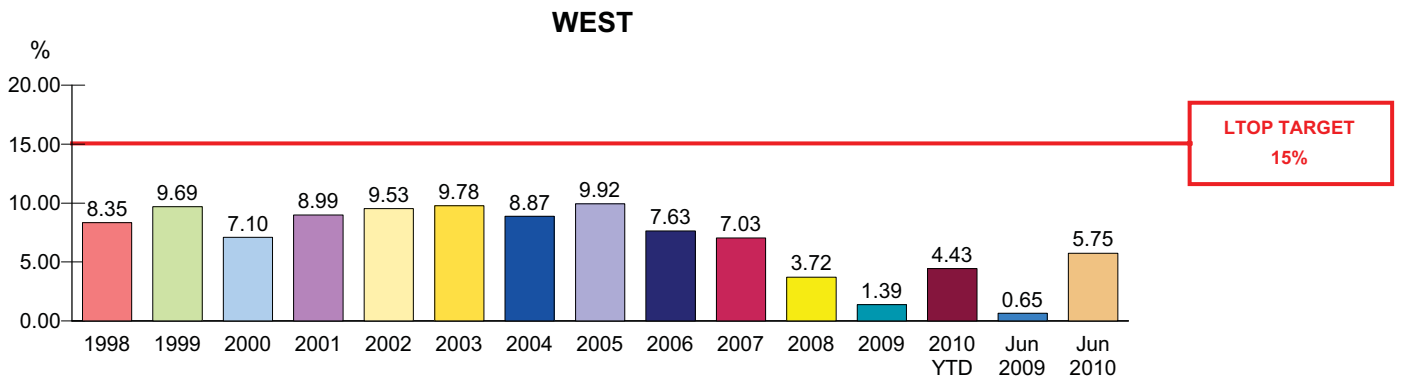
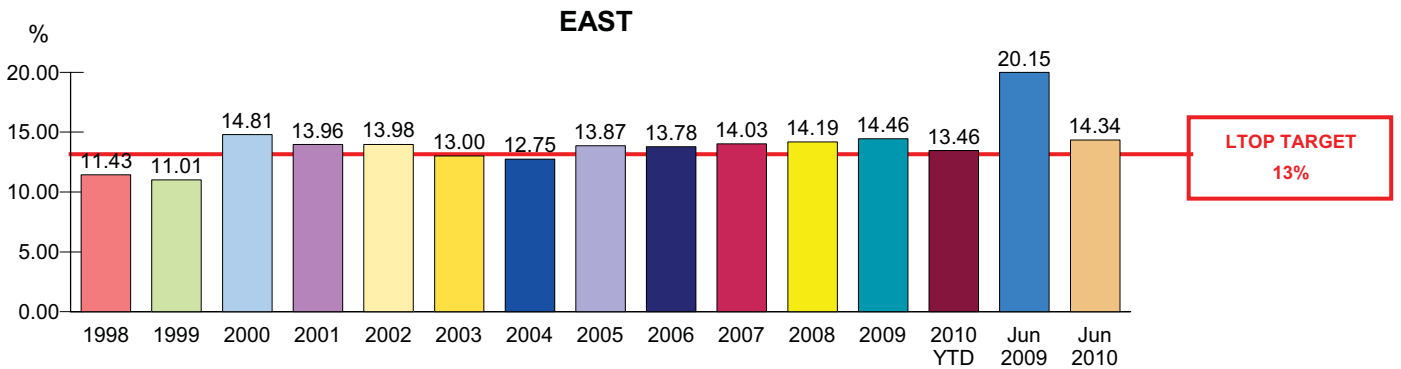
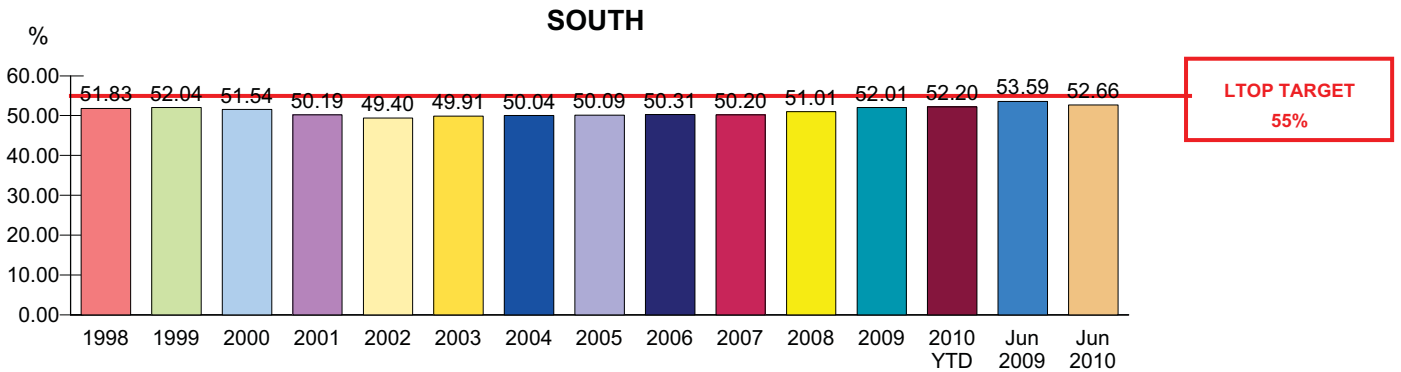
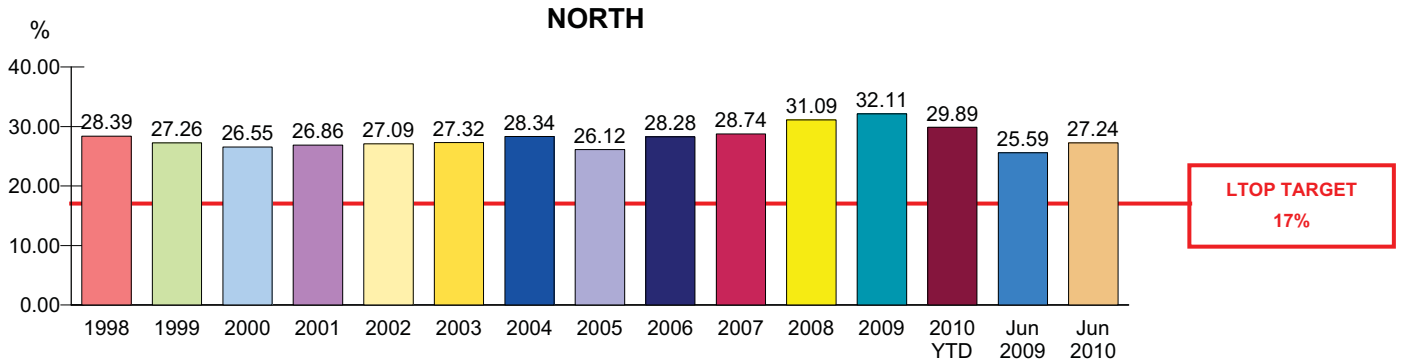
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Jun-10	07:00	00:29	-	03:51	-	-	-	12:06	-	00:31	-	-	-
02-Jun-10	07:00	-	-	02:53	01:01	-	02:38	05:53	-	-	04:32	-	-
03-Jun-10	07:00	00:08	-	-	-	-	-	16:50	-	-	-	-	-
04-Jun-10	07:00	00:09	-	01:05	-	-	-	15:44	-	-	-	-	-
05-Jun-10	07:00	00:55	-	06:26	-	-	-	09:37	-	-	-	-	-
06-Jun-10	07:00	00:30	-	02:04	-	-	-	14:24	-	-	-	-	-
07-Jun-10	07:00	00:33	-	04:07	-	-	-	12:18	-	-	-	-	-
08-Jun-10	07:00	00:34	01:59	-	02:06	-	12:19	-	-	-	-	-	-
09-Jun-10	07:00	00:19	-	-	06:37	-	10:02	-	-	-	-	-	-
10-Jun-10	07:00	00:19	03:09	01:40	-	-	02:17	06:42	-	02:50	-	-	-
11-Jun-10	07:00	00:21	04:02	-	04:20	-	04:37	03:38	-	-	-	-	-
12-Jun-10	07:00	00:43	01:42	08:10	-	-	-	06:22	-	-	-	-	-
13-Jun-10	07:00	00:38	-	09:32	04:20	-	-	02:27	-	-	-	-	-
14-Jun-10	07:00	00:19	05:46	01:47	01:15	-	04:12	01:15	-	-	02:23	-	-
15-Jun-10	07:00	00:28	04:10	-	03:05	-	07:56	01:17	-	-	-	-	-
16-Jun-10	07:00	00:20	03:04	-	00:59	-	12:35	-	-	-	-	-	-
17-Jun-10	07:00	-	-	01:32	01:48	-	13:39	-	-	-	-	-	-
18-Jun-10	07:00	00:25	05:16	-	01:01	-	10:16	-	-	-	-	-	-
19-Jun-10	07:00	00:36	-	-	05:42	-	06:07	-	-	04:33	-	-	-
20-Jun-10	07:00	00:20	07:20	-	00:33	-	-	06:57	-	-	01:47	-	-
21-Jun-10	07:00	00:21	-	02:04	-	-	-	14:33	-	-	-	-	-
22-Jun-10	07:00	00:21	-	00:22	-	-	-	13:33	-	-	02:41	-	-
23-Jun-10	07:00	00:16	-	-	-	-	01:14	14:28	-	-	00:59	-	-
24-Jun-10	07:00	00:17	-	-	03:44	-	11:59	00:58	-	-	-	-	-
25-Jun-10	07:00	00:19	-	-	02:40	-	13:59	-	-	-	-	-	-
26-Jun-10	07:00	00:41	-	07:42	02:20	-	05:08	01:07	-	-	-	-	-
27-Jun-10	07:00	00:22	03:27	04:48	00:25	-	01:32	05:21	-	01:02	-	-	-
28-Jun-10	07:00	00:16	05:09	-	01:57	-	09:36	-	-	-	-	-	-
29-Jun-10	07:00	00:22	02:43	-	04:14	-	09:38	-	-	-	-	-	-
30-Jun-10	07:00	00:18	03:09	-	05:27	-	08:03	-	-	-	-	-	-
Total	210:00	12:06	51:01	58:10	53:42	00:00	147:54	165:38	00:00	8:57	12:25	00:00	00:00
% Used		2.37%	10.00%	11.41%	10.53%	0.00%	29.00%	32.48%	0.00%	1.76%	2.44%	0.00%	0.00%

Cumulative Mode Utilisation from 1 January 2010

Time	2.31%	6.58%	5.91%	6.15%	0.00%	31.95%	36.90%	0.03%	0.69%	4.67%	4.80%	0.01%
Movements	0.33%	5.12%	4.60%	5.16%	0.00%	36.58%	40.29%	0.02%	0.64%	3.66%	3.60%	0.01%

Runway End Impact to 30 June 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

	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300				
1-Jun-2010			Mode 10										5	13	Mode 10				Mode 5	Curfew		
2-Jun-2010	7		Mode 9		Mode 10			Mode 14a				Mode 10				Mode 5		Curfew				
3-Jun-2010		Mode 10																		Curfew		
4-Jun-2010		Mode 10																	5	Curfew		
5-Jun-2010		Mode 10				Mode 5								Mode 10				Curfew				
6-Jun-2010		Mode 10																	Mode 5	Curfew		
7-Jun-2010		Mode 10				Mode 5			Mode 10								Mode 5		Curfew			
8-Jun-2010	7	Mode 9			7	SODPROPS		Mode 9								Curfew						
9-Jun-2010	7	Mode 9			Mode 7			Mode 9								Mode 7		Curfew				
10-Jun-2010		Mode 13	Mode 9		Mode 10		5	Mode 10						SODPROPS			Curfew					
11-Jun-2010	7	Mode 9				Mode 7				Mode 10				SODPROPS			Curfew					
12-Jun-2010	SP	Mode 10						Mode 5								SP	5	Curfew				
13-Jun-2010		Mode 7			Mode 5								Mode 10			Mode 5		Curfew				
14-Jun-2010	7	Mode 9				SP	Mode 5		Mode 14a		10	SODPROPS				Curfew						
15-Jun-2010	7	Mode 9			SODPROPS				10	Mode 9				Mode 7		Curfew						
16-Jun-2010	7	Mode 9				SP	Mode 9								SP	9	Curfew					
17-Jun-2010	7	Mode 9																		7	5	Curfew
18-Jun-2010	7	Mode 9				SODPROPS				Mode 9								SODPROPS		Curfew		
19-Jun-2010	7	Mode 9						Mode 13				Mode 7				Curfew						
20-Jun-2010	7	SODPROPS			Mode 10						Mode 14a		Mode 10		SODPROPS			Curfew				
21-Jun-2010		Mode 10				5	Mode 10								5	Mode 10		Curfew				
22-Jun-2010		Mode 10						5	Mode 10								Mode 14a		Curfew			
23-Jun-2010	14a	Mode 10																		9	Curfew	
24-Jun-2010	10	Mode 9				7	Mode 9								Mode 7		Curfew					
25-Jun-2010	7	Mode 9																		Curfew		
26-Jun-2010	7	Mode 9				7	10	Mode 5								Curfew						
27-Jun-2010	7	SODPROPS			9	13	Mode 5				Mode 10				Mode 5		Curfew					
28-Jun-2010	SP	Mode 9				Mode 7			SP	Mode 9								SODPROPS		Curfew		
29-Jun-2010	7	Mode 9				Mode 7				Mode 9				SODPROPS			Curfew					
30-Jun-2010	7	Mode 9						Mode 7								Mode 9		SODPROPS		Curfew		

Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

Crossing Modes SODPROPS (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

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 **Jun 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	
03 Jun 2010	6:59	8:39	1:40
04 Jun 2010	6:42	9:12	2:30
21 Jun 2010	6:05	8:29	2:24

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
03 Jun 2010	58	27	31
04 Jun 2010	79	35	44
21 Jun 2010	73	27	46

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:

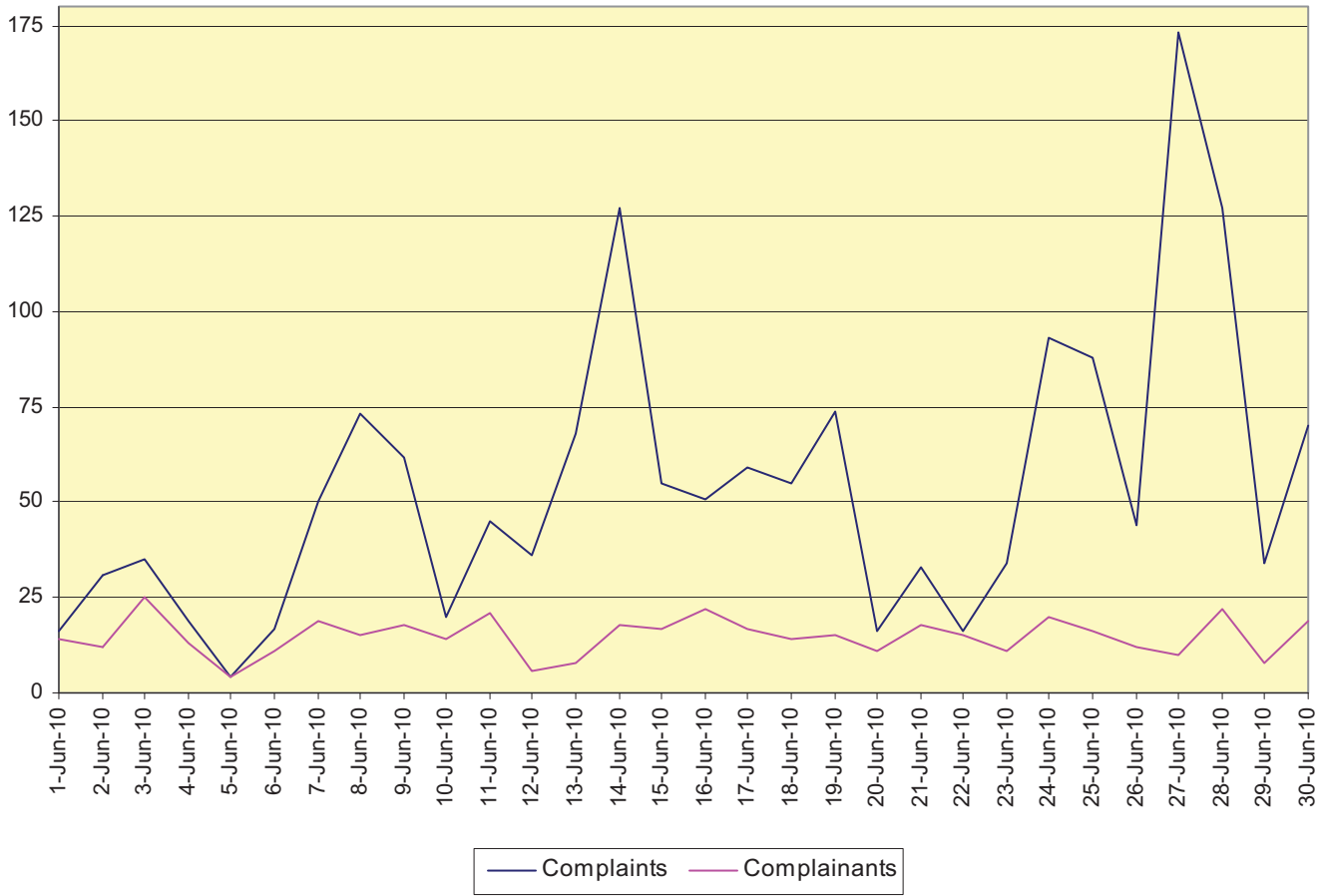
www.sacf.infrastructure.gov.au

Summary of Section Activity – June 2010

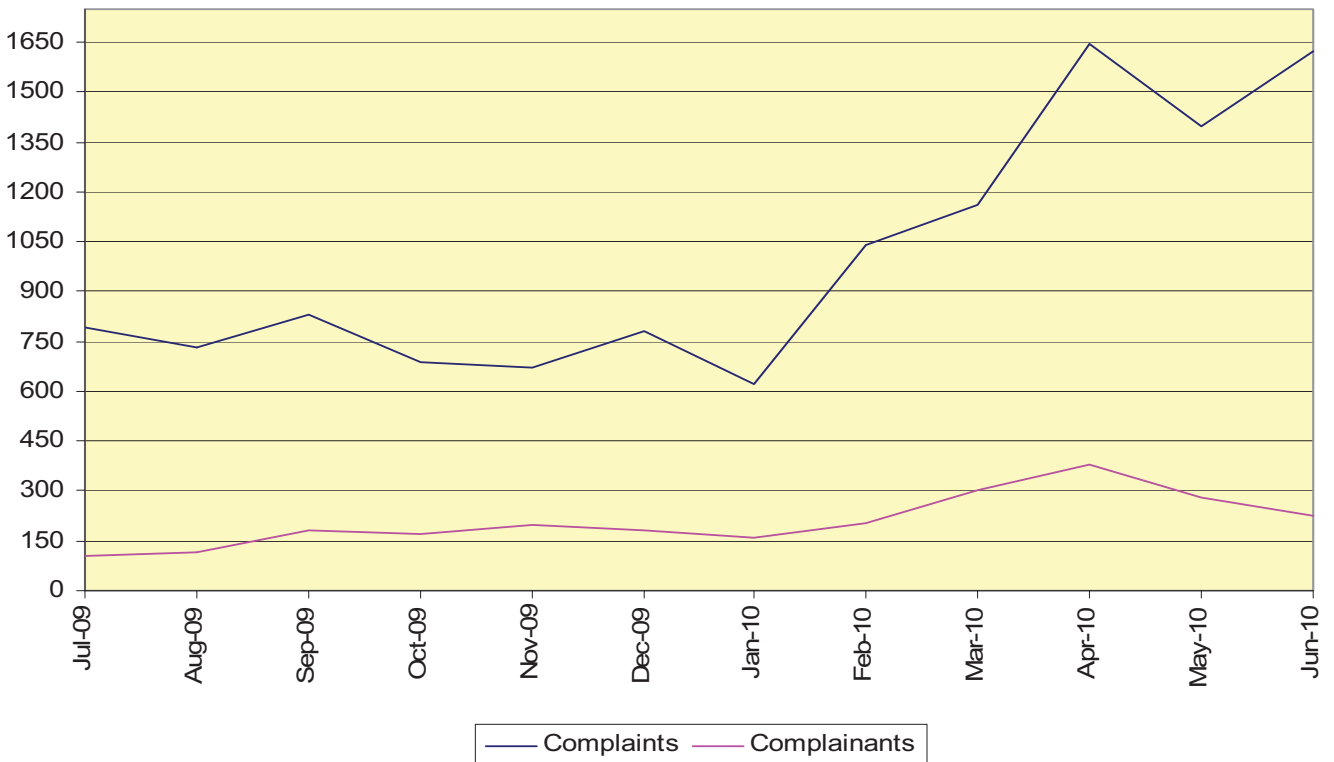
➤ Sydney Suburbs Complaints	
• By phone	334
• By correspondence.....	21
• By internet	569
• By e-mail.....	667
• By WebTrak.....	34
➤ Sydney Suburbs Complaints – suburb not specified	6
➤ Sydney Suburbs Comments and Enquiries.....	48
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	49
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	10
➤ Callback / Information Requests (NSW Only)	289

Complaints Graphs

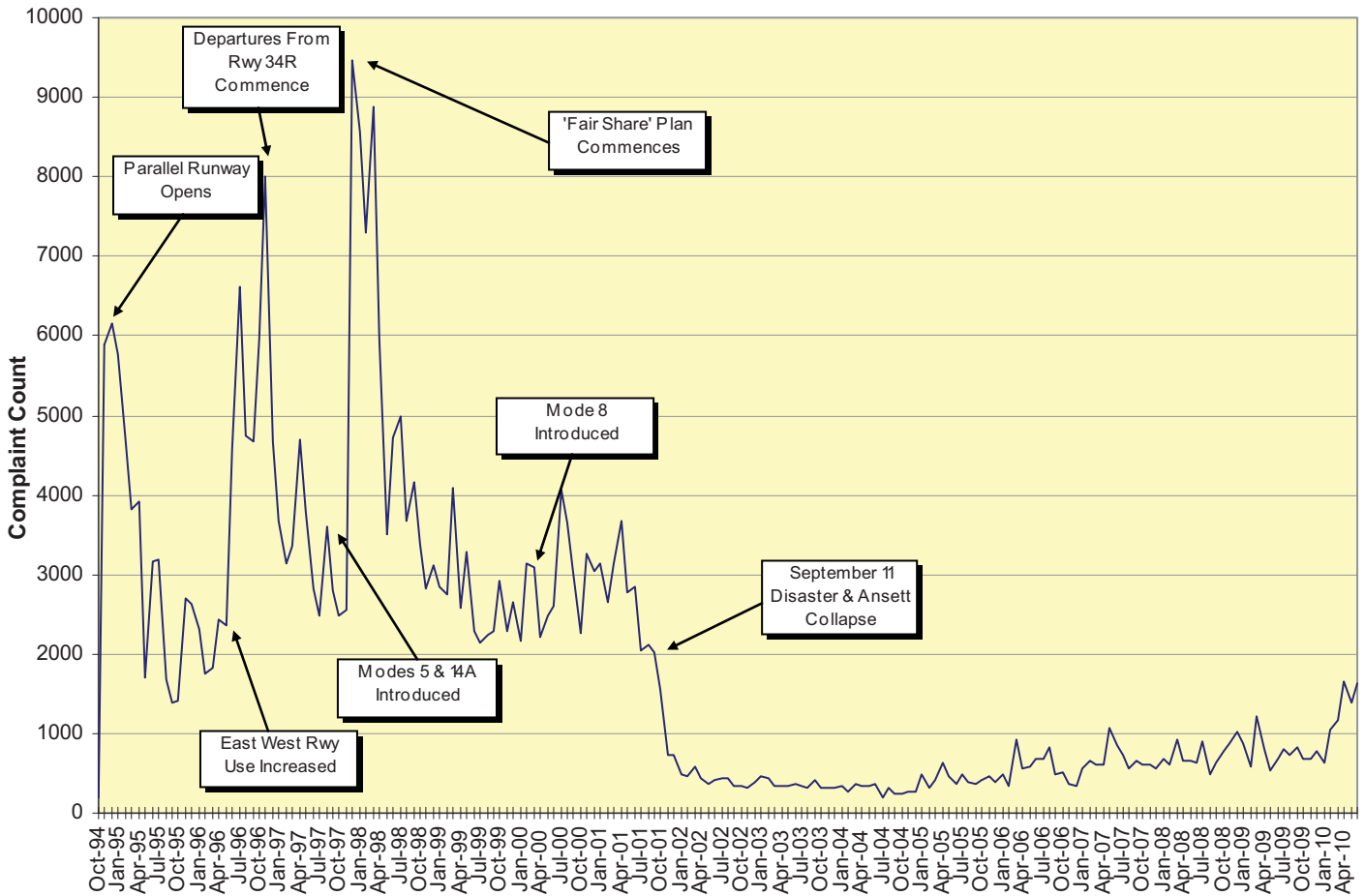
Complaints vs Complainants – 1 June to 30 June 2010



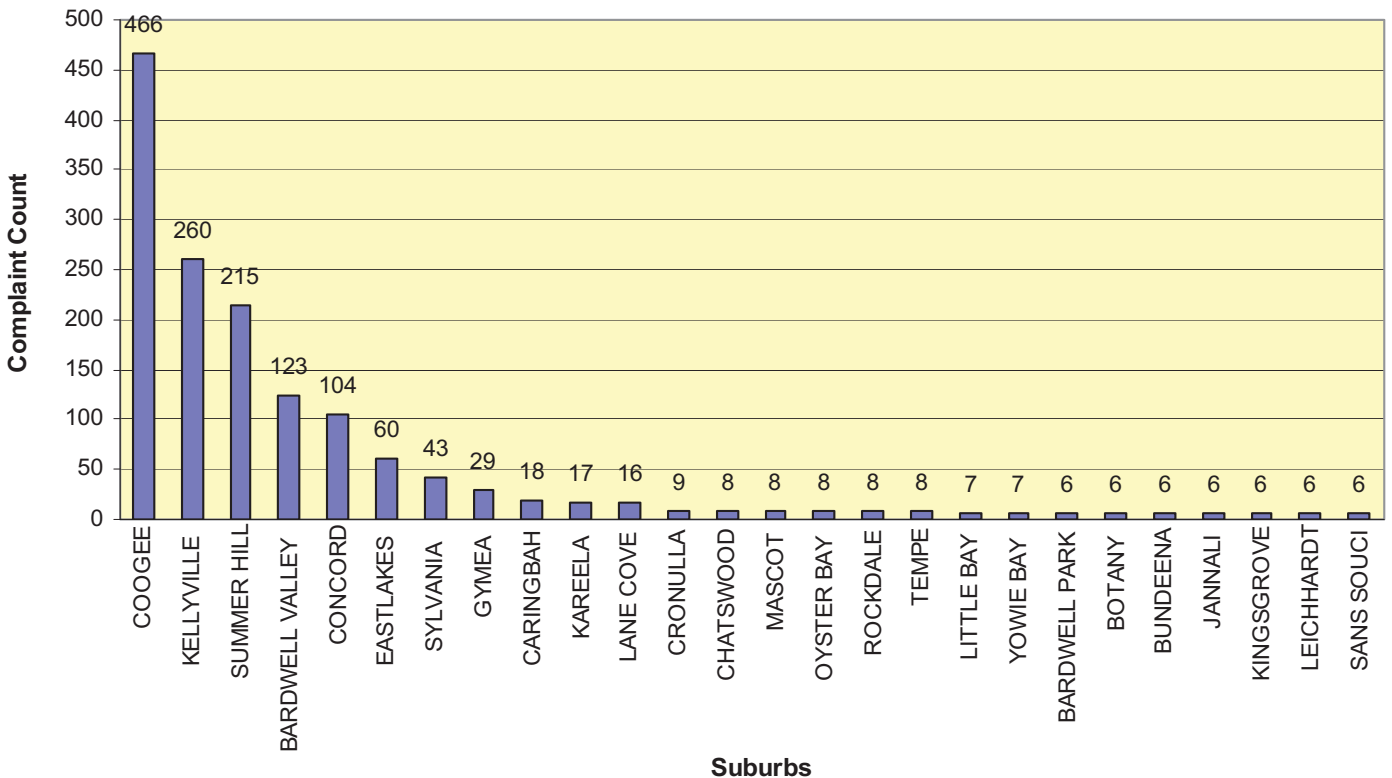
Complaints vs Complainants – Monthly



Complaints History

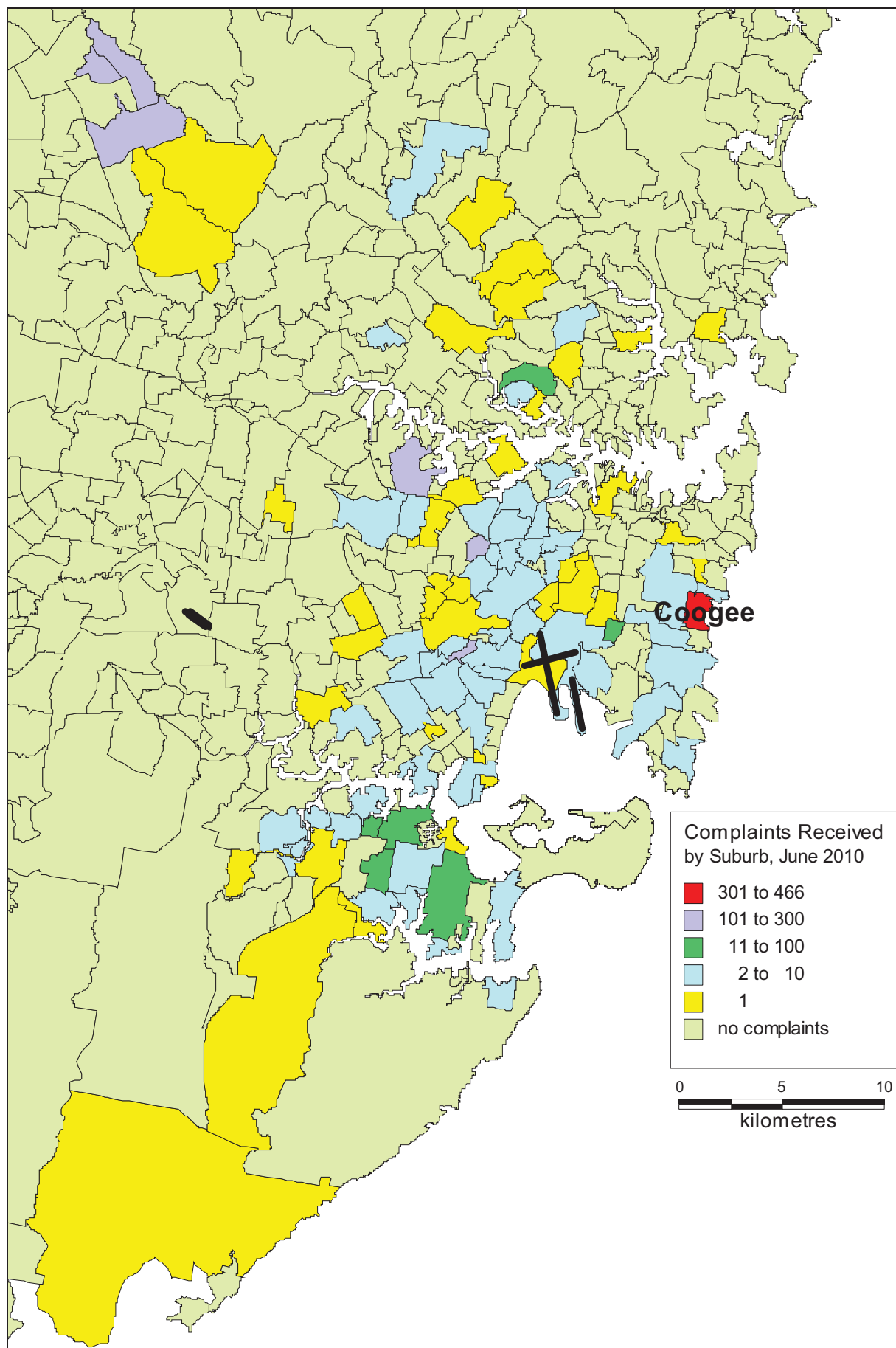


Top 20 Complaint Suburbs – 1 June to 30 June 2010



Complaint Density by Suburb

1 June to 30 June 2010



Recorded Complaints vs Complainants, by Suburb

1 June to 30 June 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	6	6	Kellyville	260	1
Alexandria	1	1	Killara	1	1
Allawah	1	1	Kingsford	3	3
Annandale	2	2	Kingsgrove	6	2
Arncliffe	3	3	Kogarah	4	2
Artarmon	1	1	Kyeemagh	1	1
Balgowlah	1	1	Kyle Bay	4	2
Balmain	3	3	Lakemba	1	1
Bangor	3	1	Lane Cove	16	5
Banksia	2	1	Leichhardt	6	6
Banora Point	1	1	Lewisham	5	2
Barden Ridge	1	1	Lilli Pilli	4	2
Bardwell Park	6	5	Lilyfield	5	4
Bardwell Valley	123	3	Lindfield	1	1
Baulkham Hills	1	1	Little Bay	7	1
Berala	1	1	Longueville	1	1
Bexley	3	3	Maroubra	4	4
Bexley North	2	2	Marrickville	5	4
Blakehurst	3	2	Mascot	8	2
Bonnet Bay	2	1	Matraville	5	2
Botany	6	2	Miranda	3	2
Bundeena	6	5	Mortdale	2	2
Burwood	3	1	Newtown	5	3
Burwood Heights	1	1	North Ryde	1	1
Camperdown	3	2	Oyster Bay	8	3
Canterbury	1	1	Peakhurst	1	1
Caringbah	18	6	Petersham	3	3
Castle Hill	1	1	Pymble	1	1
Castlecrag	1	1	Ramsgate	1	1
Chatswood	8	3	Randwick	4	3
Clovelly	3	1	Riverview	4	1
Concord	104	2	Rockdale	8	5
Coogee	466	9	Rosebery	1	1
Cronulla	9	7	Roselands	1	1
Croydon	1	1	Sandringham	2	2
Denistone	2	1	Sans Souci	6	5
Dolls Point	1	1	St Peters	1	1
Drummoyne	1	1	Stanmore	4	3
Dulwich Hill	2	1	Strathfield	3	1
Earlwood	1	1	Summer Hill	215	5
Eastlakes	60	2	Sutherland	1	1
Erskineville	1	1	Sydenham	2	2
Five Dock	1	1	Sydney	1	1
Grays Point	1	1	Sylvania	43	2
GyMEA	29	6	Taren Point	1	1
GyMEA Bay	4	3	Tempe	8	3
Haberfield	2	1	Wahroonga	3	1
Helensburgh	1	1	Waverley	1	1
Hurlstone Park	1	1	Wolli Creek	2	2
Hurstville	5	3	Woollahra	1	1
Jannali	6	3	Woronora	2	1
Kareela	17	4	Yowie Bay	7	5
Total Complaints	1625	1625	Total Complainants	228	228

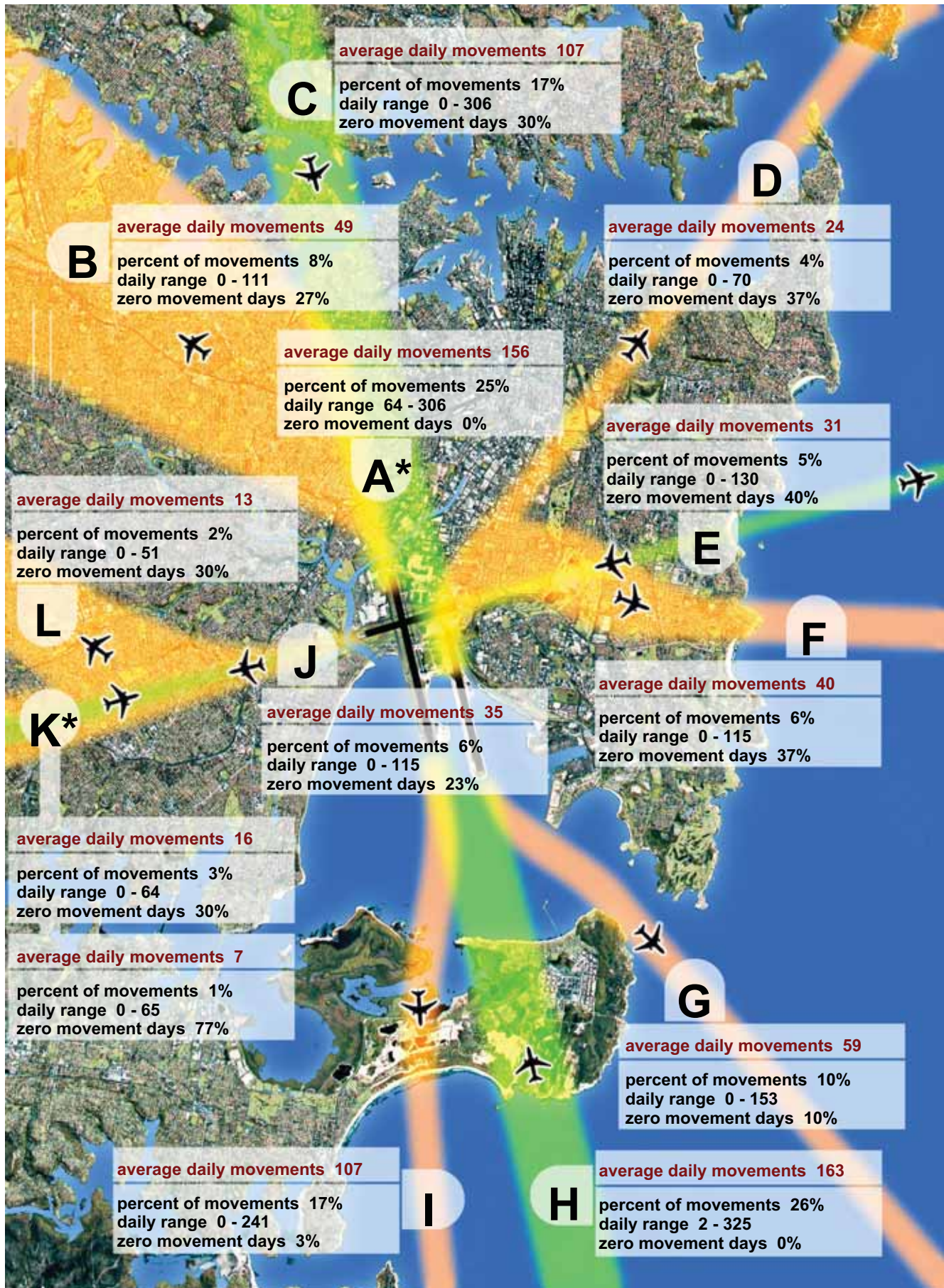
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 June to 30 June 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	7	6	Mudgee	2	2
Belrose	1	1	Not Specified	1	1
Camden	24	8	Nyngan	1	1
Crescent Head	1	1	St Clair	1	1
Delegate	2	2	St George Hospital	1	1
Mount View	1	1	Williamtown	7	4
Total Complaints	49		Total Complainants		29

Sydney Airport : Jet Flight Path Movements

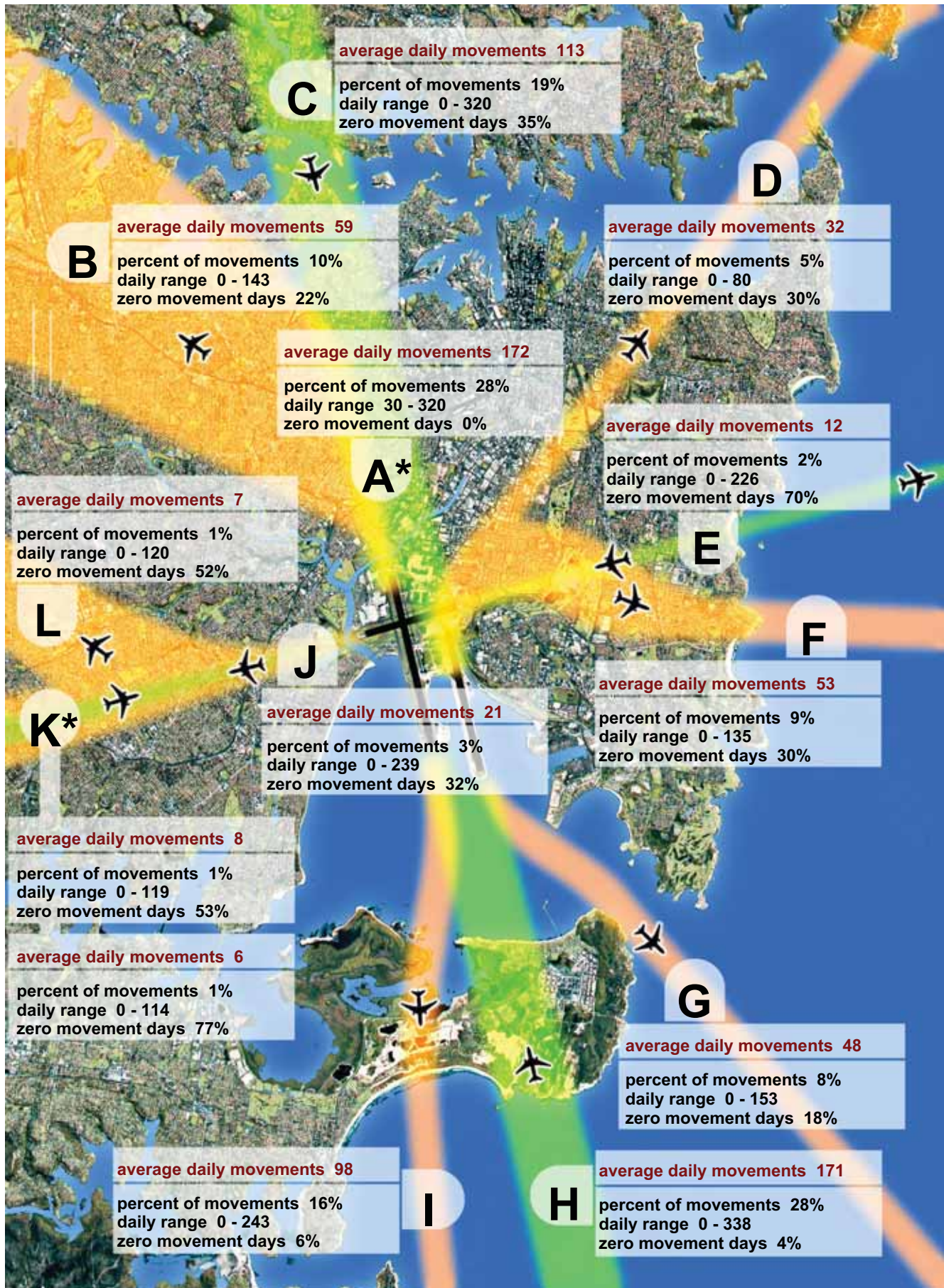
1 June 2010 to 30 June 2010, All Jets



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

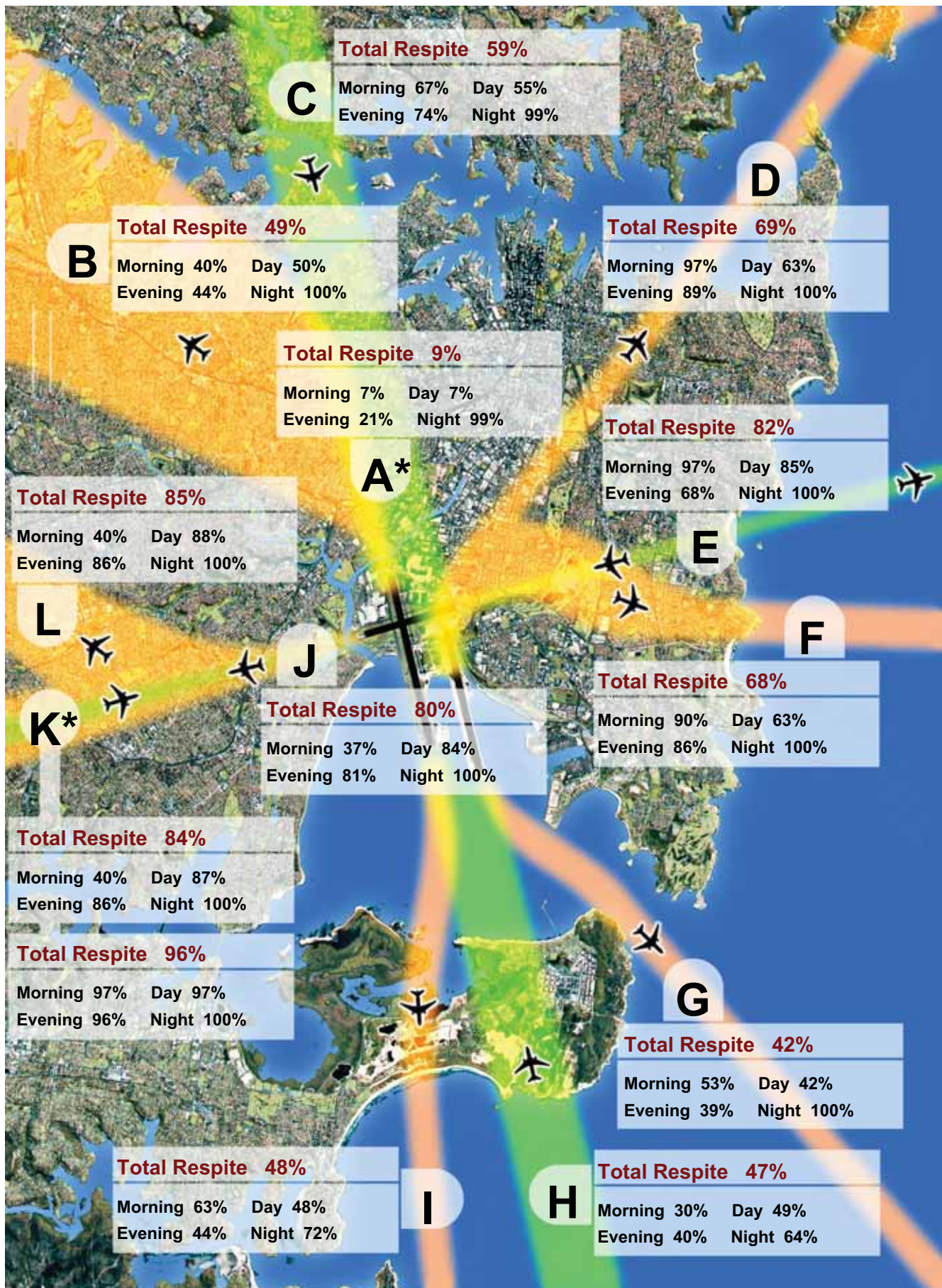
1 July 2009 to 30 June 2010, All Jets



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 June 2010 to 30 June 2010, All Jets



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

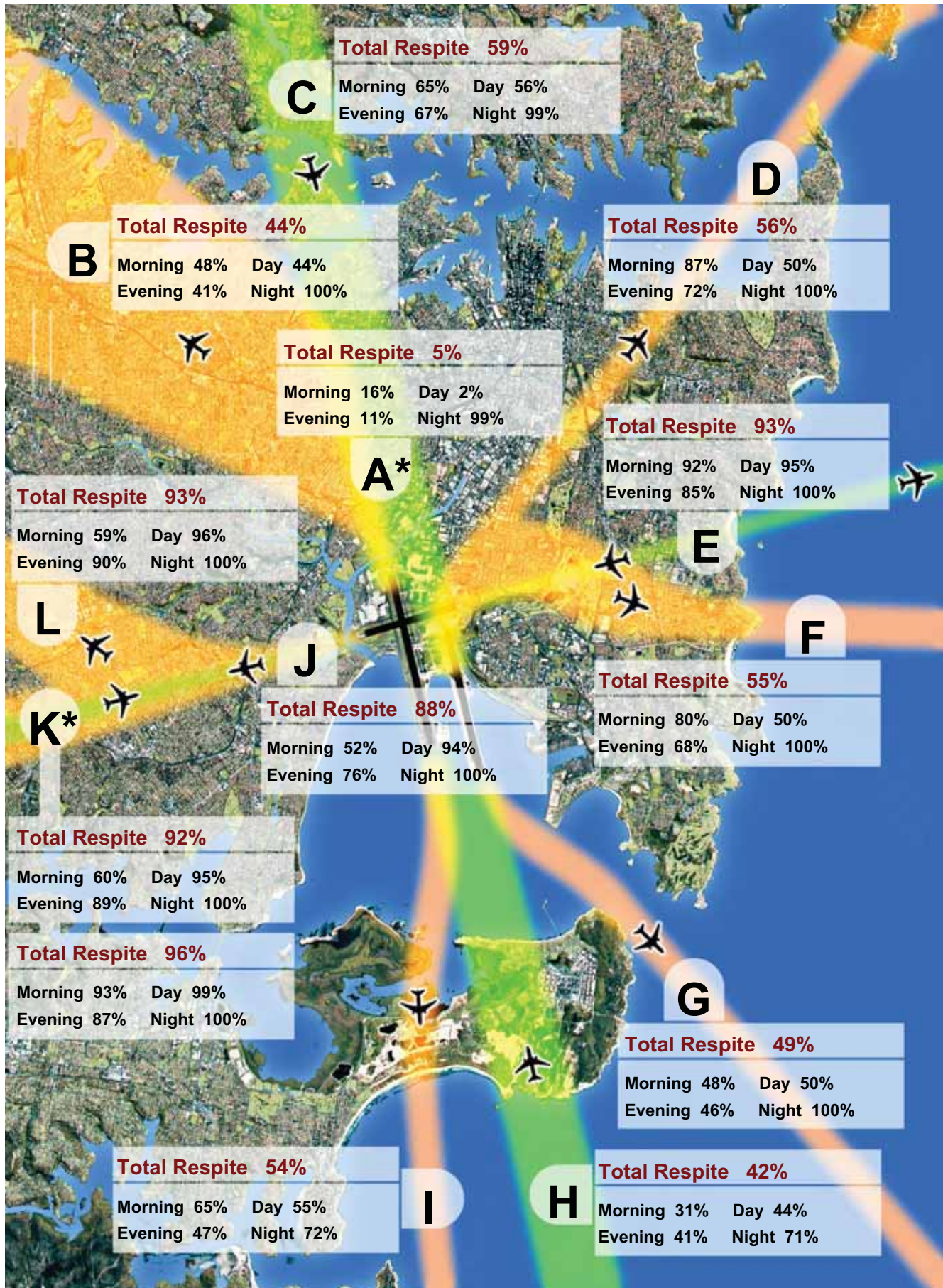
A respite interval is a 60 minute period when there are no jet movements (R60).

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 July 2009 to 30 June 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 Flight Path Movements (Explanation)

July 2009 to June 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 **respite hour** being a **whole clock hour** where there are **no aircraft movements**.

- Total Respite** takes into account all 7 days of the week and is based on the total number of clock hours during the period 6am to 11pm, for the period **July 2009 to June 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)** 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 56%**. This means that over the period **July 2009 to June 2010 for 56%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

Notes

- Propeller movements have not been taken into account.
- The information presented in the map is derived from the Airport Noise and Operations Management System (ANOMS) 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 2010.



Figure 1. NMT sites about Sydney Airport and the daily N70 values for the month of June 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 June 2010 along with the Daily N70 values for the three months up to and including June are given in Table 1.

Location	CNE Jun	Operational Days Jun	N70 Jun	N70 May	N70 Apr
<i>Threshold rwy 34</i>	8,882	29.9	293	281	231
<i>Penshurst</i>	962	29.9	22	23	37
<i>Bexley</i>	1,261	29.9	36	41	49
<i>Sydenham</i>	4,327	29.9	144	152	125
<i>Johnston St. Annandale</i>	2,554	29.9	59	66	50
<i>Church St. St Peters</i>	3,812	29.9	87	56	32
<i>Leichhardt PEMU 36</i>	2,776	29.9	88	93	73
<i>Eastlakes</i>	2,490	29.9	79	68	65
<i>Coogee</i>	129	2.0	63	33	37
<i>Kurnell</i>	2,606	29.9	69	71	54
<i>Croydon</i>	438	29.9	10	13	10
<i>Hunters Hill</i>	4,246	29.9	59	62	44

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

The N70 values for June 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 15 PM 40 Day 232 Night 12 WE_D 241 WE_N 5	Penshurst AM 5 PM 4 Day 15 Night 0 WE_D 19 WE_N 0	Bexley AM 10 PM 5 Day 23 Night 0 WE_D 32 WE_N 1	Eastlakes AM 1 PM 10 Day 57 Night 0 WE_D 110 WE_N 0
Coogee AM 0 PM 43 Day 20 Night 0 WE_D 0 WE_N 0	Sydenham AM 7 PM 13 Day 132 Night 1 WE_D 120 WE_N 1	Leichhardt PEMU36 AM 6 PM 5 Day 75 Night 1 WE_D 90 WE_N 1	Kurnell AM 3 PM 4 Day 79 Night 0 WE_D 25 WE_N 0
Annandale AM 2 PM 3 Day 57 Night 0 WE_D 54 WE_N 0	St Peters AM 2 PM 7 Day 82 Night 0 WE_D 73 WE_N 0	Croydon AM 0 PM 2 Day 9 Night 0 WE_D 6 WE_N 0	Hunters Hill AM 5 PM 4 Day 48 Night 1 WE_D 62 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.