



AIRSERVICES AUSTRALIA

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Sydney Airport  
Operational Statistics  
March 2008

Produced by the Noise Enquiry Service

# PREVIEW

## Sydney Airport Operational Statistics Report Preview

**March 2008**

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

There was a total of **25,161** aircraft movements this month (daily average **811.64**). Last month there were a total of **23,934** movements (daily average **825.31**) and for the same month last year there were a total of **24,519** movements (daily average **790.93**).

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

Individual mode use in excess of 9 hours occurred on **24** days this month, Mode **9** on **16** days, Mode **10** on **7** days and Mode **14a** on **1** day. Crossing runway modes (including Sodprops) were used for **23.83%** 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 **27.72%** - This result is above the LTOP target and but below the previous month (**32.8%**).

South **51.32%** - This result is below the LTOP target but above the previous month (**50.98%**).

East **15.41%** - This result is above the LTOP target but above the previous month (**10.59%**).

West **5.55%** - This result is below the LTOP target and also below the previous month (**5.63%**).

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

This procedure was used on **5, 7, 21 and 28 March 2008** for a total of **8** hours **26** minutes (ATIS time).

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

A total of **1041** complaints, comments and enquiries were received as follows:

**927** Sydney suburbs complaints from **197** complainants

**47** Sydney suburbs comments and enquiries

**67** 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)**

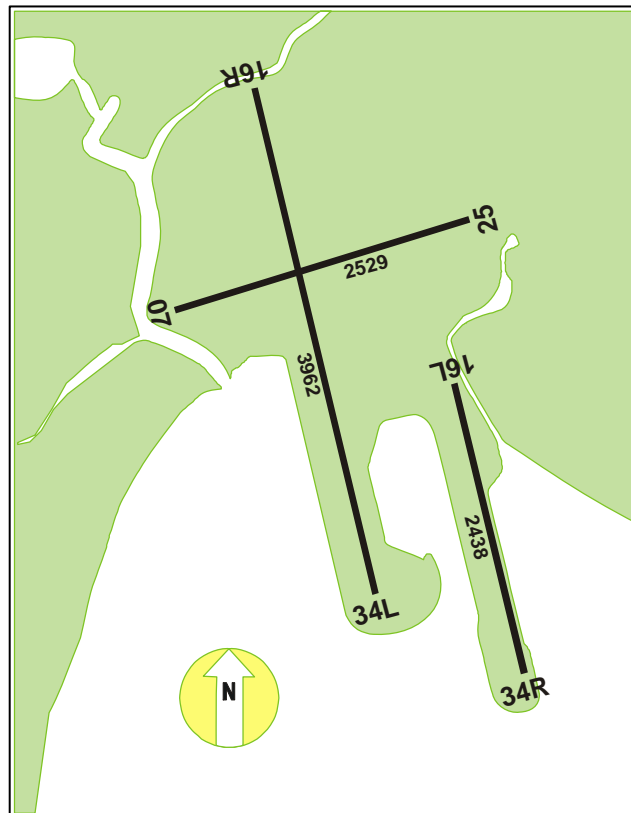
***click on*** "Reports and Statistics" ***then*** "Sydney Airport Operational Statistics".

\* 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)

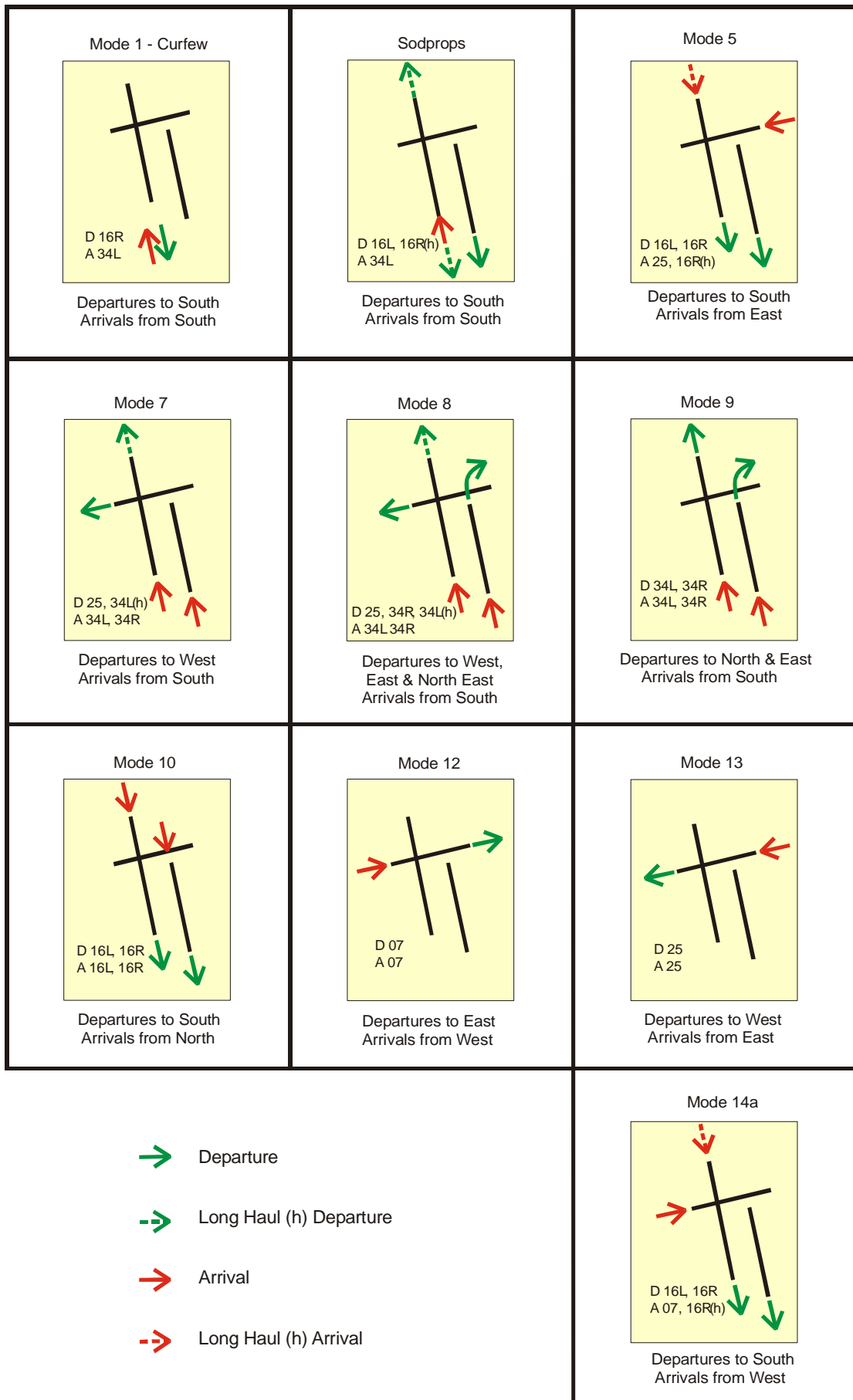
Movements over the East

=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.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	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>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>0700 to 2245 / 2300</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	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>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	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.
	3.	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>
	4.	<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</b> <i>Saturday</i>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0600 to 0800</b> <i>Sunday</i>	2.	<b>Curfew Act - Departures 16L&amp;R/Arrivals 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 are not suitable
	3.	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>
	4.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	5.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>0700 to 2200</b> <i>Saturday</i>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
<b>0800 to 2200</b> <i>Sunday</i>	2.	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>
	3.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	4.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2200 to 2245</b>	1.	<b>SODPROPS - Departures 16L / Arrivals 34L</b>
	2.	Departures <b>16L&amp;R</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 are not suitable
	3.	Departures <b>16L&amp;R</b> / Arrivals <b>25 (Mode 5)</b>
	4.	Departures <b>16L&amp;R</b> / Arrivals <b>07 (Mode 14A)</b>
	5.	Departures <b>34R, 25 &amp; 34L</b> / Arrivals <b>34L&amp;R (Mode 8)</b>
	6.	Departures <b>25</b> / Arrivals <b>34L&amp;R (Mode 7)</b>
	7.	<b>34 (Mode 9) or 16 (Mode 10)</b>
	8.	<b>07 (Mode 12) or 25 (Mode 13)</b>
<b>2245 to 2300</b>	1.	<b>SODPROPS - Departures 16L&amp;R (Mandatory) / Arrivals 34L</b>
	2.	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.
	3.	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>
	4.	<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-Mar-08	0	0	0	125	100	225	189	232	421	33	0	33	0	0	0	0	0	0	679
02-Mar-08	38	0	38	83	110	193	144	267	411	99	0	99	1	0	1	0	0	0	742
03-Mar-08	45	0	45	45	62	107	54	110	164	0	17	17	204	111	315	89	140	229	877
04-Mar-08	26	1	27	0	64	64	2	34	36	0	0	0	292	168	460	118	171	289	876
05-Mar-08	84	0	84	129	129	258	200	307	507	10	0	10	13	0	13	0	0	0	872
06-Mar-08	8	0	8	0	1	1	0	26	26	0	16	16	283	194	477	157	216	373	901
07-Mar-08	0	0	0	175	128	303	258	318	576	0	0	0	6	0	6	0	0	0	885
08-Mar-08	153	1	154	65	97	162	107	222	329	0	7	7	19	2	21	0	0	0	673
09-Mar-08	41	0	41	81	77	158	118	187	305	1	22	23	84	44	128	37	40	77	732
10-Mar-08	0	0	0	0	0	0	0	7	7	0	12	12	273	187	460	150	213	363	842
11-Mar-08	45	0	45	0	16	16	1	35	36	0	0	0	247	169	416	128	199	327	840
12-Mar-08	1	0	1	0	9	9	0	18	18	0	0	0	287	190	477	150	224	374	879
13-Mar-08	131	0	131	62	88	150	94	222	316	0	20	20	104	52	156	52	60	112	885
14-Mar-08	1	1	2	0	0	0	0	15	15	0	17	17	290	189	479	147	226	373	886
15-Mar-08	0	0	0	0	4	4	0	1	1	0	4	4	239	150	389	113	178	291	689
16-Mar-08	2	0	2	0	0	0	1	6	7	1	7	8	257	174	431	115	202	317	765
17-Mar-08	2	0	2	0	0	0	0	5	5	0	11	11	263	195	458	179	231	410	886
18-Mar-08	1	0	1	0	6	6	0	14	14	0	0	0	293	182	475	137	225	362	858
19-Mar-08	18	0	18	155	125	280	197	273	470	0	0	0	61	20	81	17	25	42	891
20-Mar-08	1	0	1	14	20	34	25	36	61	0	0	0	256	186	442	143	207	350	888
21-Mar-08	0	0	0	141	125	266	211	260	471	39	0	39	0	0	0	0	0	0	776
22-Mar-08	180	1	181	47	95	142	87	209	296	0	0	0	2	0	2	0	0	0	621
23-Mar-08	150	0	150	51	101	152	107	226	333	0	1	1	17	0	17	0	0	0	653
24-Mar-08	1	1	2	0	0	0	1	1	2	0	9	9	245	183	428	145	212	357	798
25-Mar-08	0	0	0	0	0	0	5	8	13	0	17	17	275	185	460	154	211	365	855
26-Mar-08	2	0	2	45	41	86	52	76	128	9	13	22	228	145	373	100	163	263	874
27-Mar-08	49	0	49	126	127	253	197	317	514	67	0	67	8	0	8	0	0	0	891
28-Mar-08	64	0	64	158	130	288	200	310	510	1	0	1	6	0	6	0	0	0	869
29-Mar-08	90	1	91	0	35	35	6	76	82	12	22	34	151	96	247	90	100	190	679
30-Mar-08	0	0	0	0	4	4	0	14	14	26	27	53	213	160	373	130	174	304	748
31-Mar-08	0	0	0	39	39	78	76	101	177	32	42	74	165	119	284	114	124	238	851
<b>Total</b>	<b>1133</b>	<b>6</b>	<b>1139</b>	<b>1541</b>	<b>1733</b>	<b>3274</b>	<b>2332</b>	<b>3933</b>	<b>6265</b>	<b>330</b>	<b>264</b>	<b>594</b>	<b>4782</b>	<b>3101</b>	<b>7883</b>	<b>2465</b>	<b>3541</b>	<b>6006</b>	<b>25161</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-Mar-08	0	0	0	78	72	150	148	183	331	33	0	33	0	0	0	0	0	0	514
02-Mar-08	34	0	34	57	78	135	115	207	322	77	0	77	0	0	0	0	0	0	568
03-Mar-08	32	0	32	23	46	69	38	79	117	0	13	13	169	63	232	46	111	157	620
04-Mar-08	19	0	19	0	58	58	0	19	19	0	0	0	221	100	321	74	136	210	627
05-Mar-08	66	0	66	73	88	161	158	223	381	9	0	9	5	0	5	0	0	0	622
06-Mar-08	3	0	3	0	0	0	0	10	10	0	13	13	214	118	332	99	175	274	632
07-Mar-08	0	0	0	107	89	196	205	225	430	0	0	0	1	0	1	0	0	0	627
08-Mar-08	119	1	120	35	72	107	92	179	271	0	7	7	15	2	17	0	0	0	522
09-Mar-08	39	0	39	60	52	112	84	138	222	1	18	19	72	34	106	27	36	63	561
10-Mar-08	0	0	0	0	0	0	0	4	4	0	10	10	207	112	319	89	171	260	593
11-Mar-08	35	0	35	0	14	14	1	24	25	0	0	0	190	103	293	76	160	236	603
12-Mar-08	1	0	1	0	9	9	0	5	5	0	0	0	220	115	335	92	183	275	625
13-Mar-08	95	0	95	36	57	93	75	158	233	0	15	15	81	33	114	27	50	77	627
14-Mar-08	1	1	2	0	0	0	0	3	3	0	14	14	224	113	337	87	185	272	628
15-Mar-08	0	0	0	0	4	4	0	1	1	0	4	4	193	108	301	73	149	222	532
16-Mar-08	0	0	0	0	0	0	0	2	2	0	6	6	212	111	323	74	170	244	575
17-Mar-08	0	0	0	0	0	0	0	4	4	0	10	10	201	110	311	110	189	299	624
18-Mar-08	0	0	0	0	6	6	0	5	5	0	0	0	235	111	346	79	186	265	622
19-Mar-08	10	0	10	89	87	176	159	195	354	0	0	0	49	16	65	12	22	34	639
20-Mar-08	0	0	0	12	19	31	21	26	47	0	0	0	204	107	311	80	170	250	639
21-Mar-08	0	0	0	89	91	180	176	205	381	34	0	34	0	0	0	0	0	0	595
22-Mar-08	140	0	140	32	73	105	76	172	248	0	0	0	0	0	0	0	0	0	493
23-Mar-08	121	0	121	31	73	104	93	188	281	0	0	0	15	0	15	0	0	0	521
24-Mar-08	0	0	0	0	0	0	0	0	0	0	9	9	196	116	312	99	175	274	595
25-Mar-08	0	0	0	0	0	0	3	5	8	0	12	12	215	116	331	94	172	266	617
26-Mar-08	0	0	0	23	32	55	48	47	95	7	11	18	165	89	254	68	134	202	624
27-Mar-08	40	0	40	72	85	157	152	230	382	53	0	53	3	0	3	0	0	0	635
28-Mar-08	48	0	48	89	91	180	167	222	389	1	0	1	1	0	1	0	0	0	619
29-Mar-08	67	0	67	0	27	27	4	59	63	11	19	30	122	70	192	60	85	145	524
30-Mar-08	0	0	0	0	4	4	0	13	13	24	21	45	169	102	271	89	144	233	566
31-Mar-08	0	0	0	23	27	50	59	73	132	24	33	57	126	72	198	67	96	163	600
<b>Total</b>	<b>870</b>	<b>2</b>	<b>872</b>	<b>929</b>	<b>1254</b>	<b>2183</b>	<b>1874</b>	<b>2904</b>	<b>4778</b>	<b>274</b>	<b>215</b>	<b>489</b>	<b>3725</b>	<b>1921</b>	<b>5646</b>	<b>1522</b>	<b>2899</b>	<b>4421</b>	<b>18389</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-Mar-08	0	0	0	47	28	75	41	49	90	0	0	0	0	0	0	0	0	0	165
02-Mar-08	4	0	4	26	32	58	29	60	89	22	0	22	1	0	1	0	0	0	174
03-Mar-08	13	0	13	22	16	38	16	31	47	0	4	4	35	48	83	43	29	72	257
04-Mar-08	7	1	8	0	6	6	2	15	17	0	0	0	71	68	139	44	35	79	249
05-Mar-08	18	0	18	56	41	97	42	84	126	1	0	1	8	0	8	0	0	0	250
06-Mar-08	5	0	5	0	1	1	0	16	16	0	3	3	69	76	145	58	41	99	269
07-Mar-08	0	0	0	68	39	107	53	93	146	0	0	0	5	0	5	0	0	0	258
08-Mar-08	34	0	34	30	25	55	15	43	58	0	0	0	4	0	4	0	0	0	151
09-Mar-08	2	0	2	21	25	46	34	49	83	0	4	4	12	10	22	10	4	14	171
10-Mar-08	0	0	0	0	0	0	0	3	3	0	2	2	66	75	141	61	42	103	249
11-Mar-08	10	0	10	0	2	2	0	11	11	0	0	0	57	66	123	52	39	91	237
12-Mar-08	0	0	0	0	0	0	0	13	13	0	0	0	67	75	142	58	41	99	254
13-Mar-08	36	0	36	26	31	57	19	64	83	0	5	5	23	19	42	25	10	35	258
14-Mar-08	0	0	0	0	0	0	0	12	12	0	3	3	66	76	142	60	41	101	258
15-Mar-08	0	0	0	0	0	0	0	0	0	0	0	0	46	42	88	40	29	69	157
16-Mar-08	2	0	2	0	0	0	1	4	5	1	1	2	45	63	108	41	32	73	190
17-Mar-08	2	0	2	0	0	0	0	1	1	0	1	1	62	85	147	69	42	111	262
18-Mar-08	1	0	1	0	0	0	0	9	9	0	0	0	58	71	129	58	39	97	236
19-Mar-08	8	0	8	66	38	104	38	78	116	0	0	0	12	4	16	5	3	8	252
20-Mar-08	1	0	1	2	1	3	4	10	14	0	0	0	52	79	131	63	37	100	249
21-Mar-08	0	0	0	52	34	86	35	55	90	5	0	5	0	0	0	0	0	0	181
22-Mar-08	40	1	41	15	22	37	11	37	48	0	0	0	2	0	2	0	0	0	128
23-Mar-08	29	0	29	20	28	48	14	38	52	0	1	1	2	0	2	0	0	0	132
24-Mar-08	1	1	2	0	0	0	1	1	2	0	0	0	49	67	116	46	37	83	203
25-Mar-08	0	0	0	0	0	0	2	3	5	0	5	5	60	69	129	60	39	99	238
26-Mar-08	2	0	2	22	9	31	4	29	33	2	2	4	63	56	119	32	29	61	250
27-Mar-08	9	0	9	54	42	96	45	87	132	14	0	14	5	0	5	0	0	0	256
28-Mar-08	16	0	16	69	39	108	33	88	121	0	0	0	5	0	5	0	0	0	250
29-Mar-08	23	1	24	0	8	8	2	17	19	1	3	4	29	26	55	30	15	45	155
30-Mar-08	0	0	0	0	0	0	0	1	1	2	6	8	44	58	102	41	30	71	182
31-Mar-08	0	0	0	16	12	28	17	28	45	8	9	17	39	47	86	47	28	75	251
<b>Total</b>	<b>263</b>	<b>4</b>	<b>267</b>	<b>612</b>	<b>479</b>	<b>1091</b>	<b>458</b>	<b>1029</b>	<b>1487</b>	<b>56</b>	<b>49</b>	<b>105</b>	<b>1057</b>	<b>1180</b>	<b>2237</b>	<b>943</b>	<b>642</b>	<b>1585</b>	<b>6772</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-Mar-08	2	0	1	1	1	0	20	59	59	57	61	40	49	37	43	49	32	37	36	33	29	15	16	2	679
02-Mar-08	0	0	1	0	0	0	16	38	49	53	48	48	52	37	42	52	54	51	63	55	34	28	21	0	742
03-Mar-08	1	1	0	0	1	1	26	63	73	63	64	57	53	39	43	50	57	48	70	62	34	35	27	9	877
04-Mar-08	11	4	1	4	2	0	31	68	69	63	57	51	49	43	39	54	54	48	64	61	36	31	29	7	876
05-Mar-08	9	4	1	3	1	1	29	64	62	71	60	54	44	36	39	54	55	54	69	56	37	31	30	8	872
06-Mar-08	11	3	0	4	1	1	28	58	68	69	55	48	56	40	55	60	48	51	69	59	42	30	34	11	901
07-Mar-08	9	2	1	3	4	0	27	65	66	67	54	56	54	43	41	60	52	51	65	58	39	23	35	10	885
08-Mar-08	2	0	1	0	2	0	16	56	62	60	57	50	41	42	39	45	36	35	41	34	25	13	15	1	673
09-Mar-08	0	0	0	0	0	0	15	40	40	54	47	44	52	43	43	54	50	47	62	58	35	27	21	0	732
10-Mar-08	0	0	0	0	0	1	23	68	64	62	55	52	54	38	41	50	50	46	66	63	36	35	31	7	842
11-Mar-08	10	2	1	3	0	1	30	67	66	60	50	51	46	43	40	54	44	42	65	55	40	32	30	8	840
12-Mar-08	10	3	2	2	1	2	29	71	65	66	51	54	47	45	35	53	54	50	62	69	38	31	31	8	879
13-Mar-08	2	4	1	4	0	0	30	71	70	53	53	55	58	39	45	60	53	51	68	58	36	34	29	11	885
14-Mar-08	7	4	1	3	3	1	32	63	65	68	48	52	57	41	48	52	52	48	67	66	43	36	29	0	886
15-Mar-08	1	0	1	0	1	0	17	66	62	58	53	48	43	38	45	46	36	37	43	38	28	12	15	1	689
16-Mar-08	1	1	1	1	0	1	18	42	42	54	46	48	52	40	47	55	46	46	70	59	38	32	24	1	765
17-Mar-08	0	0	0	0	0	0	29	67	67	66	56	60	49	38	40	55	50	59	68	65	38	39	33	7	886
18-Mar-08	5	5	1	3	1	2	28	68	64	64	47	59	53	41	40	50	45	51	65	61	36	33	31	5	858
19-Mar-08	9	4	2	3	0	3	27	71	58	63	54	53	49	42	38	55	59	57	59	69	41	36	29	10	891
20-Mar-08	10	1	0	5	3	2	27	67	67	54	51	55	55	39	49	57	58	53	66	62	38	40	27	2	888
21-Mar-08	1	0	0	0	0	0	20	57	60	67	50	56	54	42	43	45	49	40	55	51	35	29	20	2	776
22-Mar-08	1	0	1	0	0	1	23	48	60	56	53	40	42	25	39	43	37	35	40	27	24	13	12	1	621
23-Mar-08	1	0	1	0	1	0	18	35	43	48	44	40	48	35	36	49	41	43	57	40	28	27	17	1	653
24-Mar-08	1	1	1	0	0	0	22	50	58	56	56	59	52	40	47	53	48	46	58	58	41	25	25	1	798
25-Mar-08	3	0	0	0	2	0	27	60	71	68	50	53	51	40	50	51	55	41	65	61	35	34	27	11	855
26-Mar-08	7	5	2	1	0	2	24	61	67	61	69	54	41	37	49	53	50	54	65	66	33	35	30	8	874
27-Mar-08	8	2	1	2	2	1	34	62	74	58	56	49	55	44	47	59	49	55	64	55	41	36	31	6	891
28-Mar-08	8	2	1	3	3	1	30	64	63	64	51	57	57	44	39	58	44	54	61	61	45	33	26	0	869
29-Mar-08	1	0	1	0	1	0	20	58	59	57	53	42	43	41	47	47	33	40	33	41	26	15	20	1	679
30-Mar-08	1	0	2	1	0	0	19	36	46	49	48	50	51	42	40	56	51	47	60	60	39	26	23	1	748
31-Mar-08	2	1	0	1	0	0	25	66	65	63	55	58	57	36	44	56	50	49	67	50	40	27	31	8	851
<b>Total</b>	<b>134</b>	<b>49</b>	<b>26</b>	<b>47</b>	<b>30</b>	<b>21</b>	<b>760</b>	<b>1829</b>	<b>1904</b>	<b>1872</b>	<b>1652</b>	<b>1593</b>	<b>1564</b>	<b>1230</b>	<b>1333</b>	<b>1635</b>	<b>1492</b>	<b>1466</b>	<b>1863</b>	<b>1711</b>	<b>1110</b>	<b>893</b>	<b>799</b>	<b>148</b>	<b>25161</b>
<b>Avg.</b>	<b>4.32</b>	<b>1.58</b>	<b>0.84</b>	<b>1.52</b>	<b>0.97</b>	<b>0.68</b>	<b>24.52</b>	<b>59.00</b>	<b>61.42</b>	<b>60.39</b>	<b>53.29</b>	<b>51.39</b>	<b>50.45</b>	<b>39.68</b>	<b>43.00</b>	<b>52.74</b>	<b>48.13</b>	<b>47.29</b>	<b>60.10</b>	<b>55.19</b>	<b>35.81</b>	<b>28.81</b>	<b>25.77</b>	<b>4.77</b>	<b>811.65</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-Mar-08	0	0	0	1	1	0	9	38	34	25	31	19	20	18	29	19	17	20	18	15	16	8	8	1	347
02-Mar-08	0	0	1	0	0	0	9	22	26	26	24	22	18	14	25	27	21	29	33	22	18	16	12	0	365
03-Mar-08	0	0	0	0	0	1	12	34	42	30	31	29	22	17	27	22	22	28	34	26	17	22	16	5	437
04-Mar-08	1	2	0	3	1	0	16	42	39	27	29	25	22	18	22	25	24	25	34	23	19	22	16	3	438
05-Mar-08	2	3	0	2	1	1	13	36	40	33	27	27	17	16	24	26	23	27	35	20	21	19	19	4	436
06-Mar-08	2	1	0	2	1	1	11	36	45	26	30	21	24	19	33	26	22	25	36	25	21	16	20	5	448
07-Mar-08	2	1	0	2	2	0	13	38	39	31	25	28	20	20	27	30	20	25	34	23	21	18	19	1	439
08-Mar-08	1	0	1	0	2	0	8	35	36	24	27	24	19	21	21	21	21	19	20	14	15	7	8	0	344
09-Mar-08	0	0	0	0	0	0	8	24	22	26	22	24	17	15	27	22	25	26	32	22	21	17	12	0	362
10-Mar-08	0	0	0	0	0	0	12	38	34	29	29	28	18	14	28	20	25	24	36	23	22	22	16	5	423
11-Mar-08	1	0	1	2	0	1	18	40	37	22	27	27	18	19	25	23	21	21	36	18	18	21	20	5	421
12-Mar-08	1	1	1	2	0	2	13	46	34	29	28	26	18	20	21	27	21	28	36	25	16	21	17	5	438
13-Mar-08	0	2	0	3	0	0	14	45	36	24	26	23	25	19	25	27	27	26	36	23	19	21	16	6	443
14-Mar-08	2	0	0	3	1	0	16	37	41	28	22	25	20	20	28	25	24	25	39	26	19	20	17	0	438
15-Mar-08	1	0	1	0	1	0	9	43	34	23	26	23	19	14	25	25	19	20	24	16	13	6	10	0	352
16-Mar-08	0	1	0	0	0	1	12	25	21	26	22	21	21	15	28	21	21	24	42	23	18	16	18	0	376
17-Mar-08	0	0	0	0	0	0	15	41	38	25	26	29	22	17	28	27	24	24	39	22	19	26	17	5	444
18-Mar-08	2	0	0	2	1	1	15	41	36	27	23	30	22	14	27	24	23	25	32	26	18	21	18	3	431
19-Mar-08	2	1	2	1	0	3	15	44	30	28	26	28	16	16	23	29	28	28	32	33	18	23	16	6	448
20-Mar-08	1	0	0	3	1	1	13	42	38	18	28	28	23	16	28	26	25	28	36	29	17	22	16	0	439
21-Mar-08	0	0	0	0	0	0	12	33	38	28	19	30	17	23	24	20	27	21	31	21	18	16	13	0	391
22-Mar-08	0	0	1	0	0	1	14	29	31	21	26	20	19	11	24	21	21	19	15	14	14	8	6	1	316
23-Mar-08	0	0	1	0	1	0	13	23	19	21	24	20	16	16	21	21	17	22	31	18	16	15	10	0	325
24-Mar-08	0	1	1	0	0	0	12	32	28	24	27	23	23	17	30	22	19	25	35	24	18	15	15	1	392
25-Mar-08	1	0	0	0	2	0	13	38	42	27	26	26	24	17	29	25	23	19	38	22	18	22	18	4	434
26-Mar-08	1	1	1	1	0	2	13	32	41	30	32	24	14	19	30	19	27	28	35	27	13	24	17	5	436
27-Mar-08	1	0	0	2	1	0	15	41	42	23	30	21	24	19	25	29	23	32	33	22	22	19	19	4	447
28-Mar-08	2	0	0	3	1	0	14	38	38	29	24	29	19	18	23	28	18	28	35	26	21	20	15	0	429
29-Mar-08	1	0	1	0	0	0	10	40	31	23	26	20	19	22	27	20	16	23	22	14	13	6	14	1	349
30-Mar-08	0	0	2	1	0	0	11	19	23	27	23	24	17	15	24	29	24	23	36	21	20	15	15	0	369
31-Mar-08	0	1	0	1	0	0	10	41	42	22	27	27	24	14	30	22	23	25	36	16	24	17	19	5	426
<b>Total</b>	<b>24</b>	<b>15</b>	<b>14</b>	<b>34</b>	<b>17</b>	<b>15</b>	<b>388</b>	<b>1113</b>	<b>1077</b>	<b>802</b>	<b>813</b>	<b>771</b>	<b>617</b>	<b>533</b>	<b>808</b>	<b>748</b>	<b>691</b>	<b>762</b>	<b>1011</b>	<b>679</b>	<b>563</b>	<b>541</b>	<b>472</b>	<b>75</b>	<b>12583</b>
<b>Avg.</b>	<b>0.77</b>	<b>0.48</b>	<b>0.45</b>	<b>1.10</b>	<b>0.55</b>	<b>0.48</b>	<b>12.52</b>	<b>35.90</b>	<b>34.74</b>	<b>25.87</b>	<b>26.23</b>	<b>24.87</b>	<b>19.90</b>	<b>17.19</b>	<b>26.06</b>	<b>24.13</b>	<b>22.29</b>	<b>24.58</b>	<b>32.61</b>	<b>21.90</b>	<b>18.16</b>	<b>17.45</b>	<b>15.23</b>	<b>2.42</b>	<b>405.90</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-Mar-08	2	0	1	0	0	0	11	21	25	32	30	21	29	19	14	30	15	17	18	18	13	7	8	1	332
02-Mar-08	0	0	0	0	0	0	7	16	23	27	24	26	34	23	17	25	33	22	30	33	16	12	9	0	377
03-Mar-08	1	1	0	0	1	0	14	29	31	33	33	28	31	22	16	28	35	20	36	36	17	13	11	4	440
04-Mar-08	10	2	1	1	1	0	15	26	30	36	28	26	27	25	17	29	30	23	30	38	17	9	13	4	438
05-Mar-08	7	1	1	1	0	0	16	28	22	38	33	27	27	20	15	28	32	27	34	36	16	12	11	4	436
06-Mar-08	9	2	0	2	0	0	17	22	23	43	25	27	32	21	22	34	26	26	33	34	21	14	14	6	453
07-Mar-08	7	1	1	1	2	0	14	27	27	36	29	28	34	23	14	30	32	26	31	35	18	5	16	9	446
08-Mar-08	1	0	0	0	0	0	8	21	26	36	30	26	22	21	18	24	15	16	21	20	10	6	7	1	329
09-Mar-08	0	0	0	0	0	0	7	16	18	28	25	20	35	28	16	32	25	21	30	36	14	10	9	0	370
10-Mar-08	0	0	0	0	0	1	11	30	30	33	26	24	36	24	13	30	25	22	30	40	14	13	15	2	419
11-Mar-08	9	2	0	1	0	0	12	27	29	38	23	24	28	24	15	31	23	21	29	37	22	11	10	3	419
12-Mar-08	9	2	1	0	1	0	16	25	31	37	23	28	29	25	14	26	33	22	26	44	22	10	14	3	441
13-Mar-08	2	2	1	1	0	0	16	26	34	29	27	32	33	20	20	33	26	25	32	35	17	13	13	5	442
14-Mar-08	5	4	1	0	2	1	16	26	24	40	26	27	37	21	20	27	28	23	28	40	24	16	12	0	448
15-Mar-08	0	0	0	0	0	0	8	23	28	35	27	25	24	24	20	21	17	17	19	22	15	6	5	1	337
16-Mar-08	1	0	1	1	0	0	6	17	21	28	24	27	31	25	19	34	25	22	28	36	20	16	6	1	389
17-Mar-08	0	0	0	0	0	0	14	26	29	41	30	31	27	21	12	28	26	35	29	43	19	13	16	2	442
18-Mar-08	3	5	1	1	0	1	13	27	28	37	24	29	31	27	13	26	22	26	33	35	18	12	13	2	427
19-Mar-08	7	3	0	2	0	0	12	27	28	35	28	25	33	26	15	26	31	29	27	36	23	13	13	4	443
20-Mar-08	9	1	0	2	2	1	14	25	29	36	23	27	32	23	21	31	33	25	30	33	21	18	11	2	449
21-Mar-08	1	0	0	0	0	0	8	24	22	39	31	26	37	19	19	25	22	19	24	30	17	13	7	2	385
22-Mar-08	1	0	0	0	0	0	9	19	29	35	27	20	23	14	15	22	16	16	25	13	10	5	6	0	305
23-Mar-08	1	0	0	0	0	0	5	12	24	27	20	20	32	19	15	28	24	21	26	22	12	12	7	1	328
24-Mar-08	1	0	0	0	0	0	10	18	30	32	29	36	29	23	17	31	29	21	23	34	23	10	10	0	406
25-Mar-08	2	0	0	0	0	0	14	22	29	41	24	27	27	23	21	26	32	22	27	39	17	12	9	7	421
26-Mar-08	6	4	1	0	0	0	11	29	26	31	37	30	27	18	19	34	23	26	30	39	20	11	13	3	438
27-Mar-08	7	2	1	0	1	1	19	21	32	35	26	28	31	25	22	30	26	23	31	33	19	17	12	2	444
28-Mar-08	6	2	1	0	2	1	16	26	25	35	27	28	38	26	16	30	26	26	26	35	24	13	11	0	440
29-Mar-08	0	0	0	0	1	0	10	18	28	34	27	22	24	19	20	27	17	17	11	27	13	9	6	0	330
30-Mar-08	1	0	0	0	0	0	8	17	23	22	25	26	34	27	16	27	27	24	24	39	19	11	8	1	379
31-Mar-08	2	0	0	0	0	0	15	25	23	41	28	31	33	22	14	34	27	24	31	34	16	10	12	3	425
<b>Total</b>	<b>110</b>	<b>34</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>372</b>	<b>716</b>	<b>827</b>	<b>1070</b>	<b>839</b>	<b>822</b>	<b>947</b>	<b>697</b>	<b>525</b>	<b>887</b>	<b>801</b>	<b>704</b>	<b>852</b>	<b>1032</b>	<b>547</b>	<b>352</b>	<b>327</b>	<b>73</b>	<b>12578</b>
<b>Avg.</b>	<b>3.55</b>	<b>1.10</b>	<b>0.39</b>	<b>0.42</b>	<b>0.42</b>	<b>0.19</b>	<b>12.00</b>	<b>23.10</b>	<b>26.68</b>	<b>34.52</b>	<b>27.06</b>	<b>26.52</b>	<b>30.55</b>	<b>22.48</b>	<b>16.94</b>	<b>28.61</b>	<b>25.84</b>	<b>22.71</b>	<b>27.48</b>	<b>33.29</b>	<b>17.65</b>	<b>11.35</b>	<b>10.55</b>	<b>2.35</b>	<b>405.74</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-Mar-08	7:00	0:39	-	3:17	-	-	-	13:04	-	-	-	-
02-Mar-08	7:00	0:21	-	5:38	-	-	-	8:48	-	-	2:13	-
03-Mar-08	7:00	0:39	1:46	-	1:08	-	8:06	3:12	-	-	2:08	-
04-Mar-08	7:00	0:09	4:27	-	-	-	11:04	-	-	-	1:20	-
05-Mar-08	7:00	0:02	-	0:49	-	-	-	11:34	-	-	4:35	-
06-Mar-08	7:00	-	-	-	1:01	-	15:14	-	-	-	0:45	-
07-Mar-08	7:00	-	-	-	-	-	-	17:00	-	-	-	-
08-Mar-08	7:00	1:21	-	-	0:56	-	-	6:10	-	-	8:33	-
09-Mar-08	7:00	0:27	-	-	1:55	-	3:46	8:33	-	-	2:19	-
10-Mar-08	7:00	0:11	-	-	1:01	-	15:48	-	-	-	-	-
11-Mar-08	7:00	0:18	0:48	-	-	-	13:52	-	-	-	2:02	-
12-Mar-08	7:00	0:14	0:51	-	-	-	15:55	-	-	-	-	-
13-Mar-08	7:00	0:21	-	-	1:08	-	3:53	5:22	-	-	6:16	-
14-Mar-08	7:00	0:17	-	-	1:00	-	15:43	-	-	-	-	-
15-Mar-08	7:00	0:22	0:36	-	0:28	-	15:34	-	-	-	-	-
16-Mar-08	7:00	0:19	-	-	0:54	-	15:47	-	-	-	-	-
17-Mar-08	7:00	0:21	-	-	0:55	-	15:44	-	-	-	-	-
18-Mar-08	7:00	0:22	0:40	-	-	-	15:58	-	-	-	-	-
19-Mar-08	7:00	0:26	0:42	-	-	-	2:17	12:35	-	-	0:59	-
20-Mar-08	7:00	-	0:52	-	-	-	14:00	2:08	-	-	-	-
21-Mar-08	7:00	0:21	-	2:22	-	-	-	14:17	-	-	-	-
22-Mar-08	7:00	0:32	-	-	-	-	-	5:12	-	-	11:16	-
23-Mar-08	7:00	0:38	1:08	-	-	-	-	6:26	-	-	8:48	-
24-Mar-08	7:00	0:17	-	-	0:48	-	15:55	-	-	-	-	-
25-Mar-08	7:00	0:05	-	-	1:03	-	15:39	0:13	-	-	-	-
26-Mar-08	7:00	-	2:09	0:44	1:14	-	10:16	2:37	-	-	-	-
27-Mar-08	7:00	0:05	-	3:30	-	-	-	10:53	-	-	2:32	-
28-Mar-08	7:00	0:07	-	-	-	-	-	13:37	-	-	3:16	-
29-Mar-08	7:00	0:15	0:09	0:50	1:19	-	9:27	-	-	-	5:00	-
30-Mar-08	7:00	0:27	-	1:12	2:05	-	13:16	-	-	-	-	-
31-Mar-08	7:00	-	-	2:11	2:21	-	8:18	4:10	-	-	-	-
<b>Total</b>	<b>217:00</b>	<b>9:36</b>	<b>14:08</b>	<b>20:32</b>	<b>19:17</b>	<b>-</b>	<b>255:33</b>	<b>145:51</b>	<b>-</b>	<b>-</b>	<b>62:02</b>	<b>-</b>
<b>% Used</b>		<b>1.82%</b>	<b>2.68%</b>	<b>3.90%</b>	<b>3.66%</b>	<b>0.00%</b>	<b>48.49%</b>	<b>27.68%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>11.77%</b>	<b>0.00%</b>

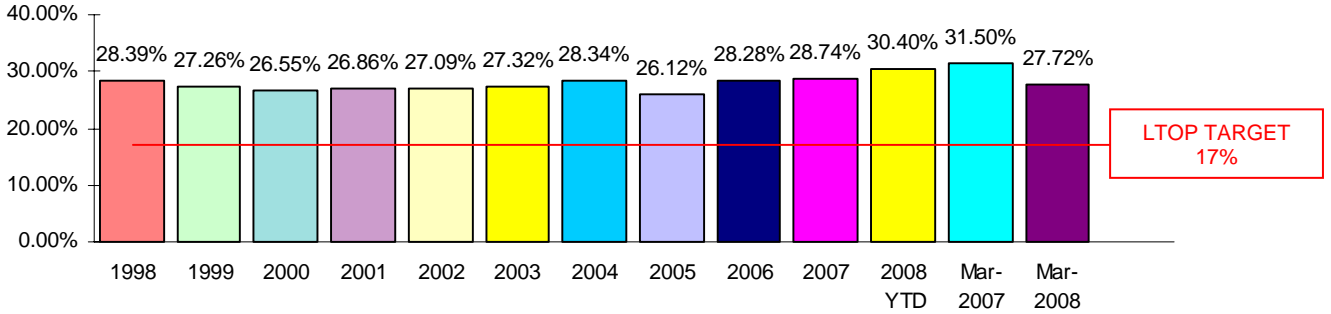
## Cumulative Mode Utilisation from 1 January 2008

<b>Time</b>	<b>1.48%</b>	<b>1.60%</b>	<b>4.10%</b>	<b>2.29%</b>	<b>0.00%</b>	<b>39.87%</b>	<b>37.33%</b>	<b>0.39%</b>	<b>0.00%</b>	<b>12.80%</b>	<b>0.14%</b>
<b>Movements</b>	<b>0.41%</b>	<b>0.98%</b>	<b>2.97%</b>	<b>1.36%</b>	<b>0.00%</b>	<b>42.61%</b>	<b>41.05%</b>	<b>0.34%</b>	<b>0.00%</b>	<b>10.18%</b>	<b>0.11%</b>

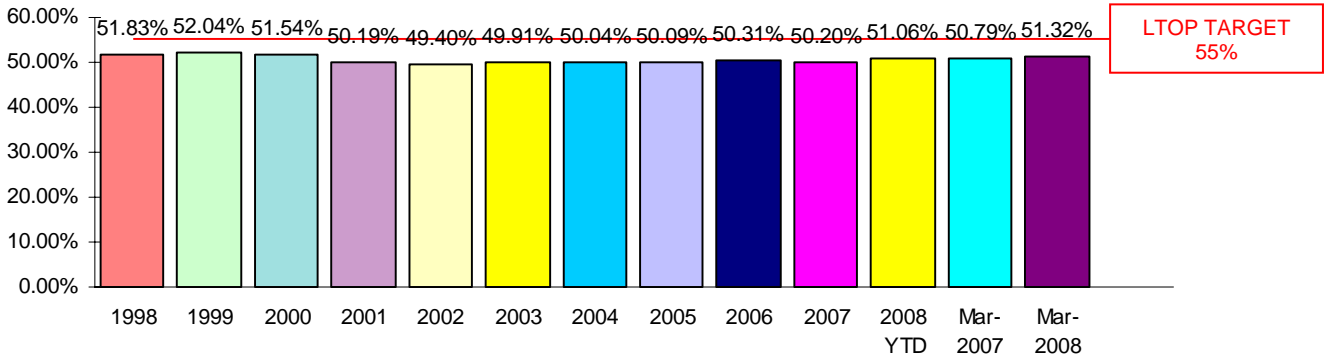
# Runway End Impact to 31 March 2008

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

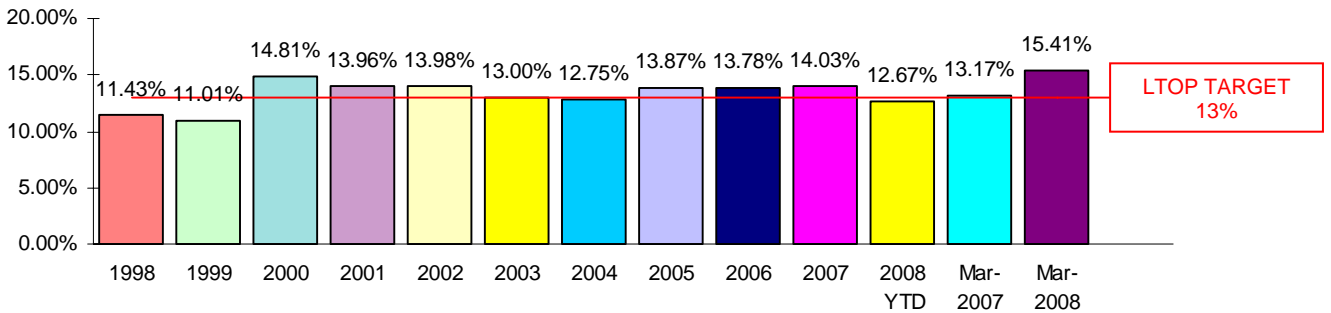
## NORTH



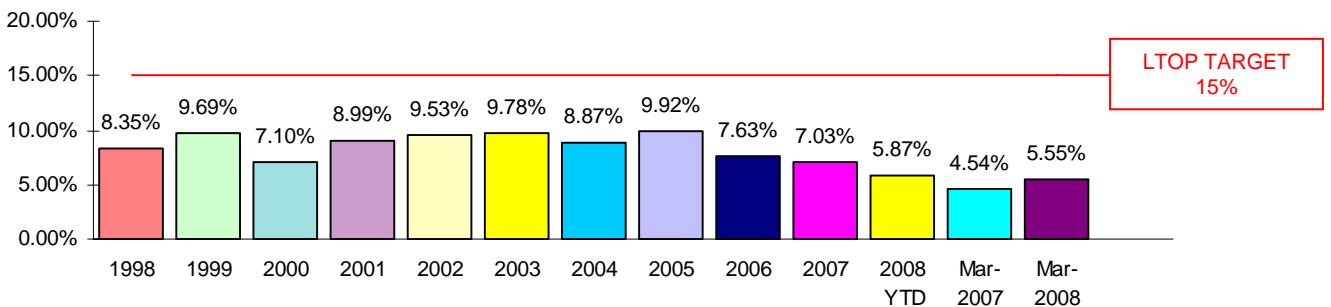
## SOUTH



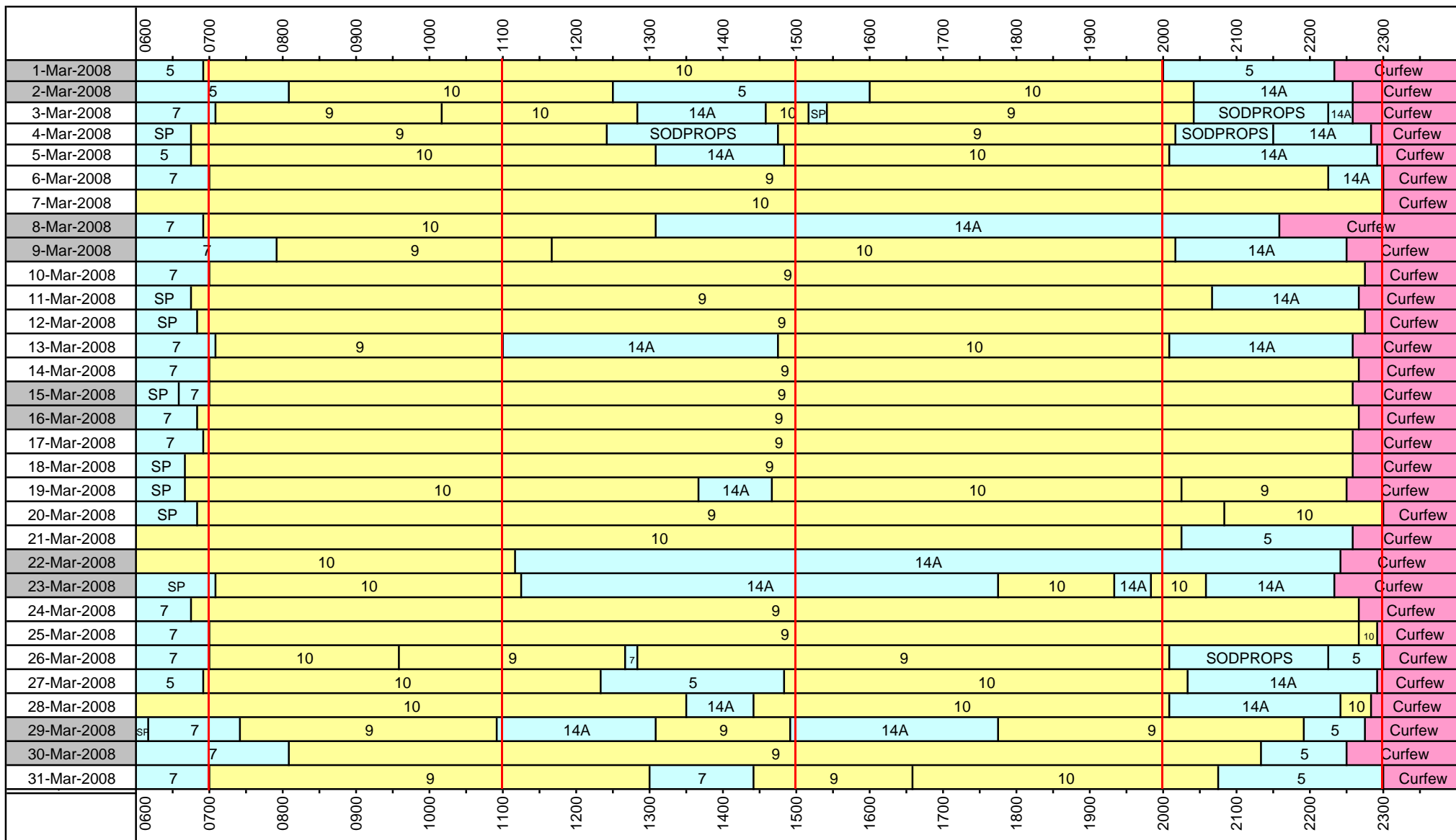
## EAST



## 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 **March 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	
05-Mar-08	7:00	9:10	2:10
07-Mar-08	6:48	9:36	2:48
21-Mar-08	7:22	9:21	1:59
28-Mar-08	6:50	8:19	1:29

### 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
05-Mar-08	83	40	43
07-Mar-08	100	48	52
21-Mar-08	72	34	38
28-Mar-08	48	23	25

### 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](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:

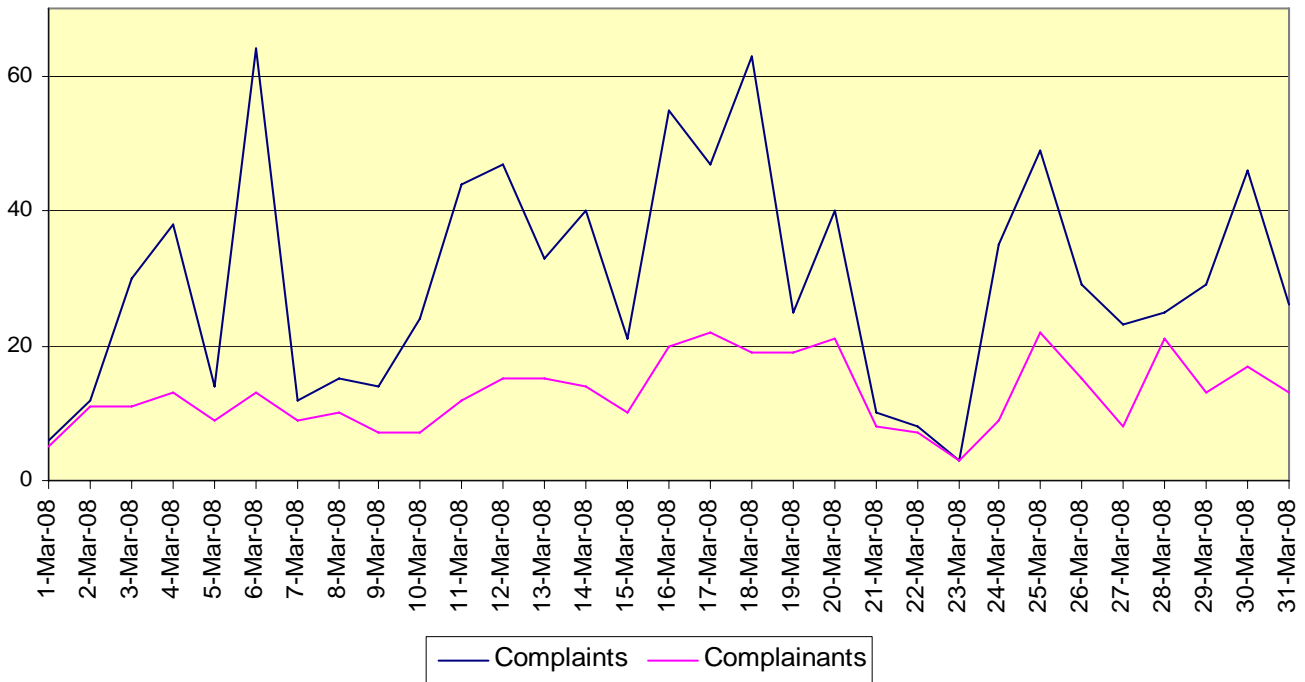
[www.sacf.dotars.gov.au](http://www.sacf.dotars.gov.au)

### Summary of Section Activity – March 2008

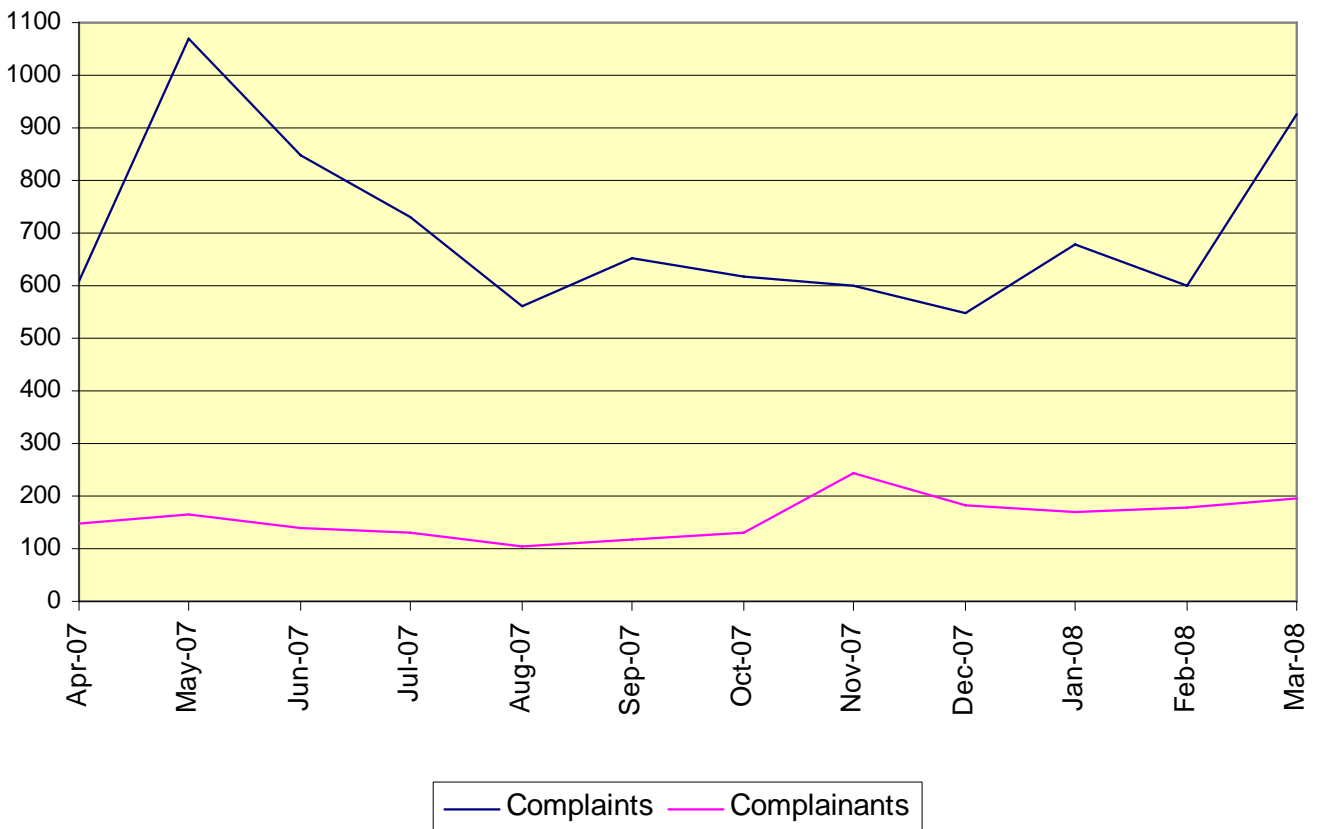
➤ Sydney Suburbs Complaints	
• By phone.....	481
• By correspondence .....	19
• By internet.....	154
• By e-mail.....	273
➤ Sydney Suburbs Complaints – suburb not specified .....	8
➤ Sydney Suburbs Comments and Enquiries .....	47
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints.....	61
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries .....	6
➤ Callback / Information Requests (NSW Only).....	251

## Complaints Graphs

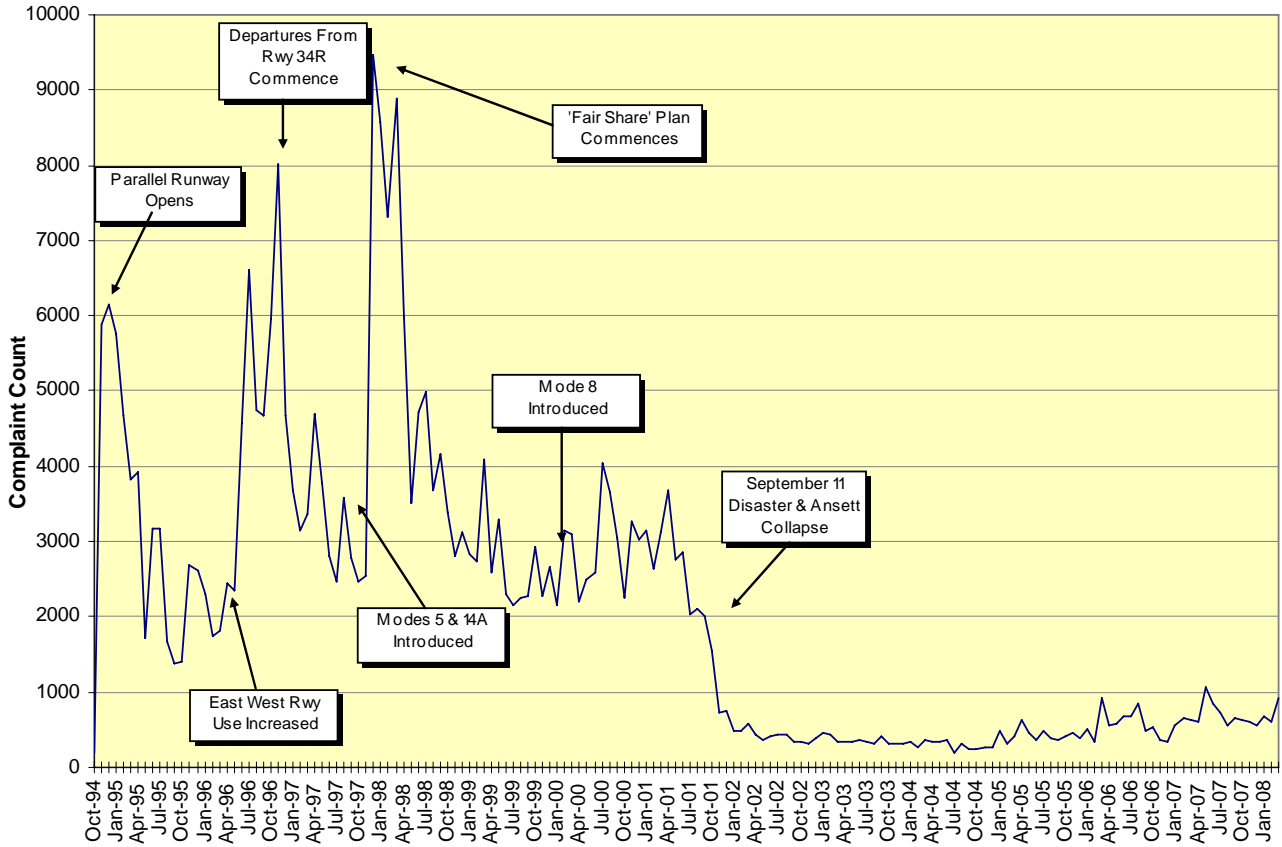
### Complaints vs Complainants – 1 March to 31 March 2008



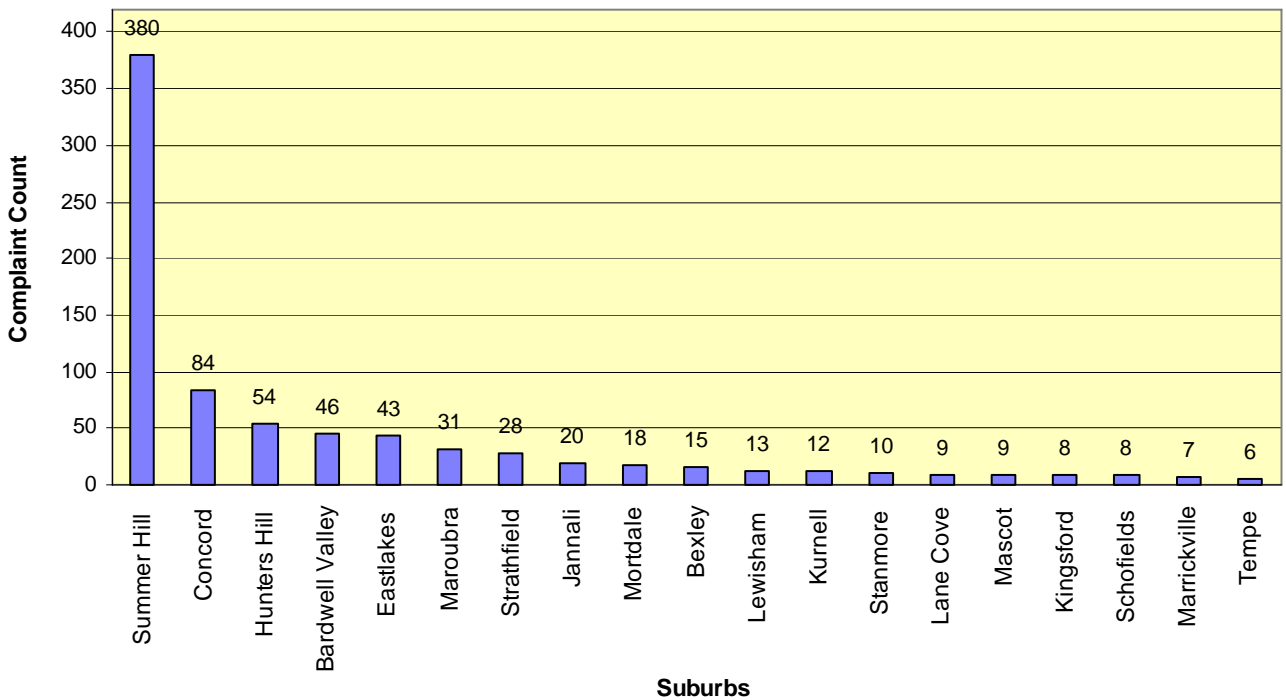
### Complaints vs Complainants – Monthly



# Complaints History

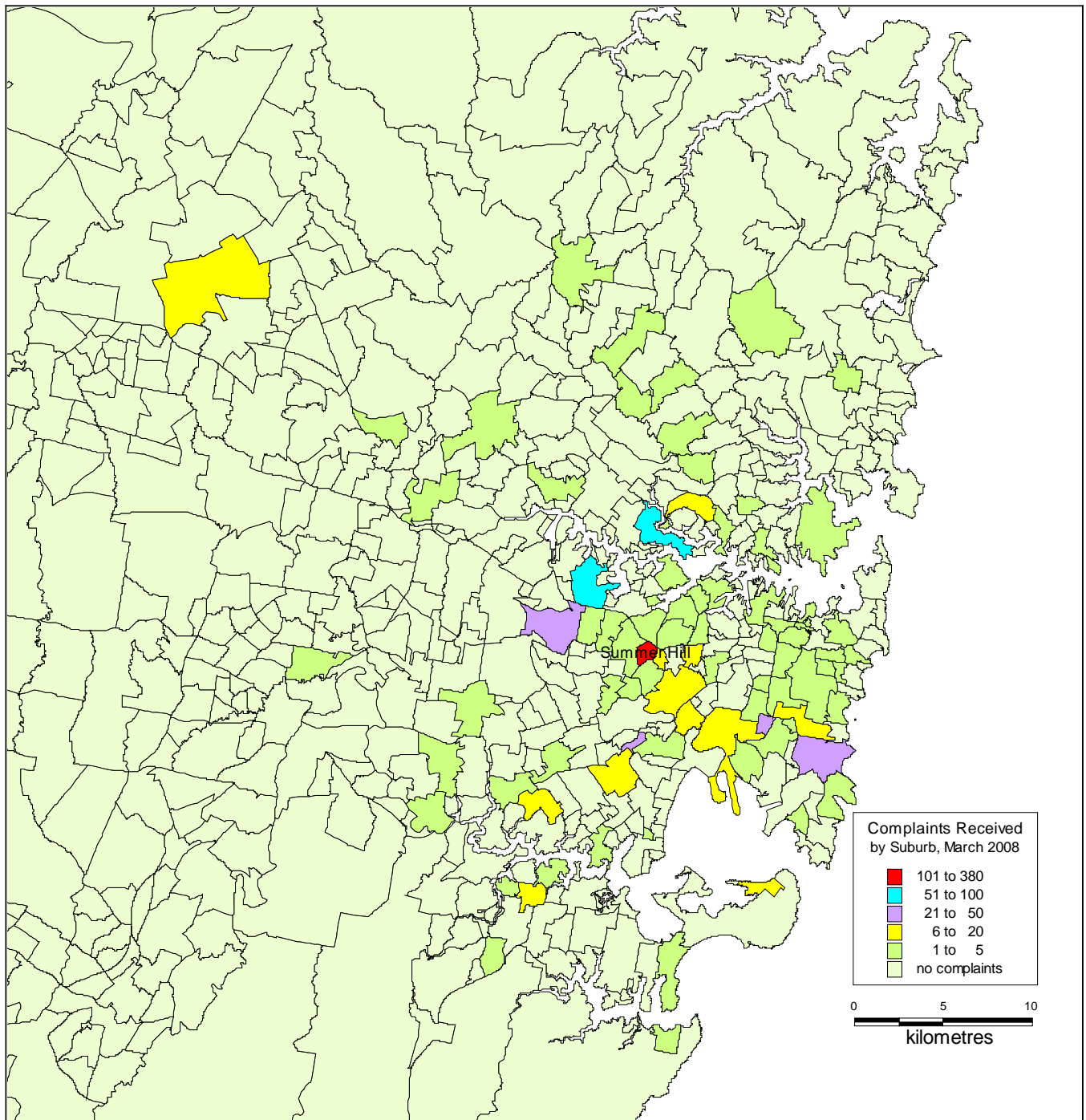


# Top Complaint Suburbs – 1 March to 31 March 2008



# Complaint Density by Suburb

1 March to 31 March 2008



# Recorded Complaints vs Complainants, by Suburb

1 March to 31 March 2008

<b>SUBURB</b>	<b>COMPLAINTS</b>	<b>COMPLAINANTS</b>	<b>SUBURB</b>	<b>COMPLAINTS</b>	<b>COMPLAINANTS</b>
Not Specified	8	5	Lane Cove	9	6
Annandale	2	1	Leichhardt	1	1
Arncliffe	1	1	Lewisham	13	6
Ashfield	3	3	Lilyfield	1	1
Balmain	2	2	Lindfield	1	1
Bankstown	1	1	Linley Point	1	1
Bardwell Valley	46	1	Loftus	1	1
Beacon Hill	1	1	Malabar	1	1
Bellevue Hill	1	1	Maroubra	31	10
Belrose	2	1	Marrickville	7	6
Belrose West	2	1	Mascot	9	5
Beverly Hills	1	1	Mortdale	18	4
Bexley	15	3	Mosman	1	1
Blakehurst	1	1	Naremburn	1	1
Bondi	1	1	Newtown	2	2
Bondi Junction	2	2	North Sydney	1	1
Bonnet Bay	1	1	Oyster Bay	1	1
Botany	2	1	Paddington	1	1
Bundeena	4	4	Pagewood	1	1
Burwood	1	1	Parramatta	1	1
Cabramatta	2	1	Peakhurst	2	2
Canterbury	1	1	Penrith	1	1
Carlingford	1	1	Phillip Bay	1	1
Centennial Park	1	1	Picnic Point	1	1
Chatswood West	3	2	Queens Park	3	2
Concord	84	2	Ramsgate	1	1
Coogee	3	3	Randwick	4	4
Cronulla	2	2	Revesby	1	1
Croydon	3	2	Riverview	2	1
Daceyville	1	1	Rodd Point	2	1
Darling Point	1	1	Rosebery	2	2
Darlinghurst	1	1	Rozelle	2	2
Drummoyne	3	3	Schofields	8	1
Dulwich Hill	3	3	Stanmore	10	3
Eastlakes	43	8	Strathfield	28	2
Edgecliff	1	1	Summer Hill	380	7
Gordon	4	2	Surry Hills	1	1
Greenwich	2	1	Sydney	1	1
Haberfield	4	3	Tempe	6	4
Hornsby	1	1	Turramurra	1	1
Hunters Hill	54	10	Waverley	2	1
Hurlstone Park	4	1	West Pymble	1	1
Jannali	20	1	West Ryde	1	1
Kensington	2	2	Winston Hills	1	1
Kingsford	8	5	Zetland	1	1
Kirribilli	1	1	Zetland	1	1
Kurnell	12	8			
<b>Total Complaints</b>	<b>927</b>		<b>Total Complainants</b>	<b>197</b>	

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

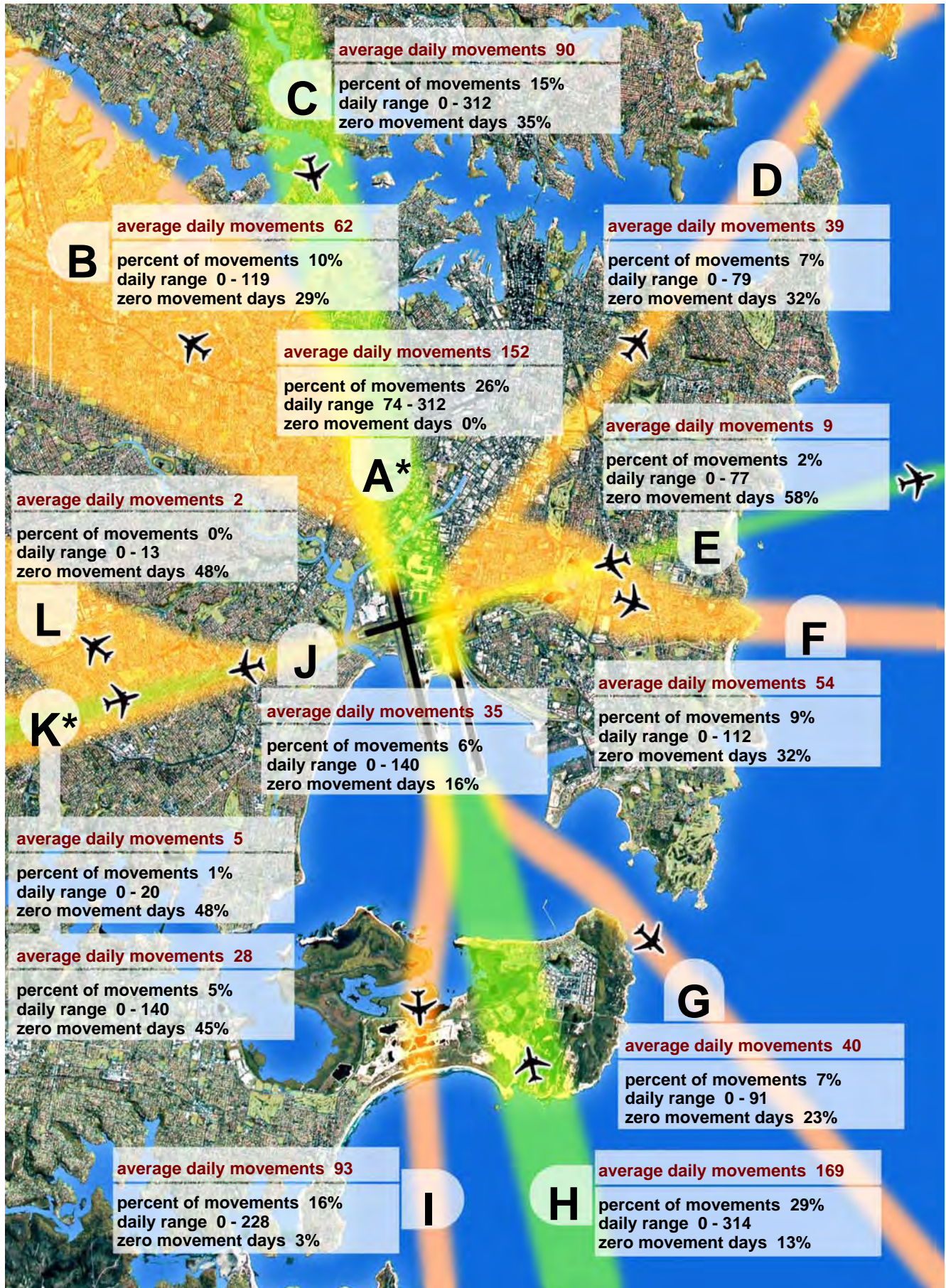
1 March to 31 March 2008

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Ashfield	1	1	Laurieton	1	1
Balmoral	1	1	Lismore	1	1
Bankstown	27	11	McMahons Point	2	2
Bayview	2	1	Minnamurra	3	3
Blackheath	1	1	Miranda	1	1
Bookham	1	1	Nelson Bay	1	1
Coffs Harbour	1	1	Not Specified	2	2
Crawford River	1	1	Richmond	1	1
Dora Creek	1	1	Schofields	1	1
Good Forest	1	1	Somersby	2	2
Gymea	1	1	Tocumwal	1	1
Kangy Angy	1	1	Wamberal	1	1
Lane Cove	1	1	Williamtown	4	3

<b>Total Complaints</b>	<b>61</b>	<b>Total Complainants</b>	<b>43</b>
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# Sydney Airport : Jet Flight Path Movements

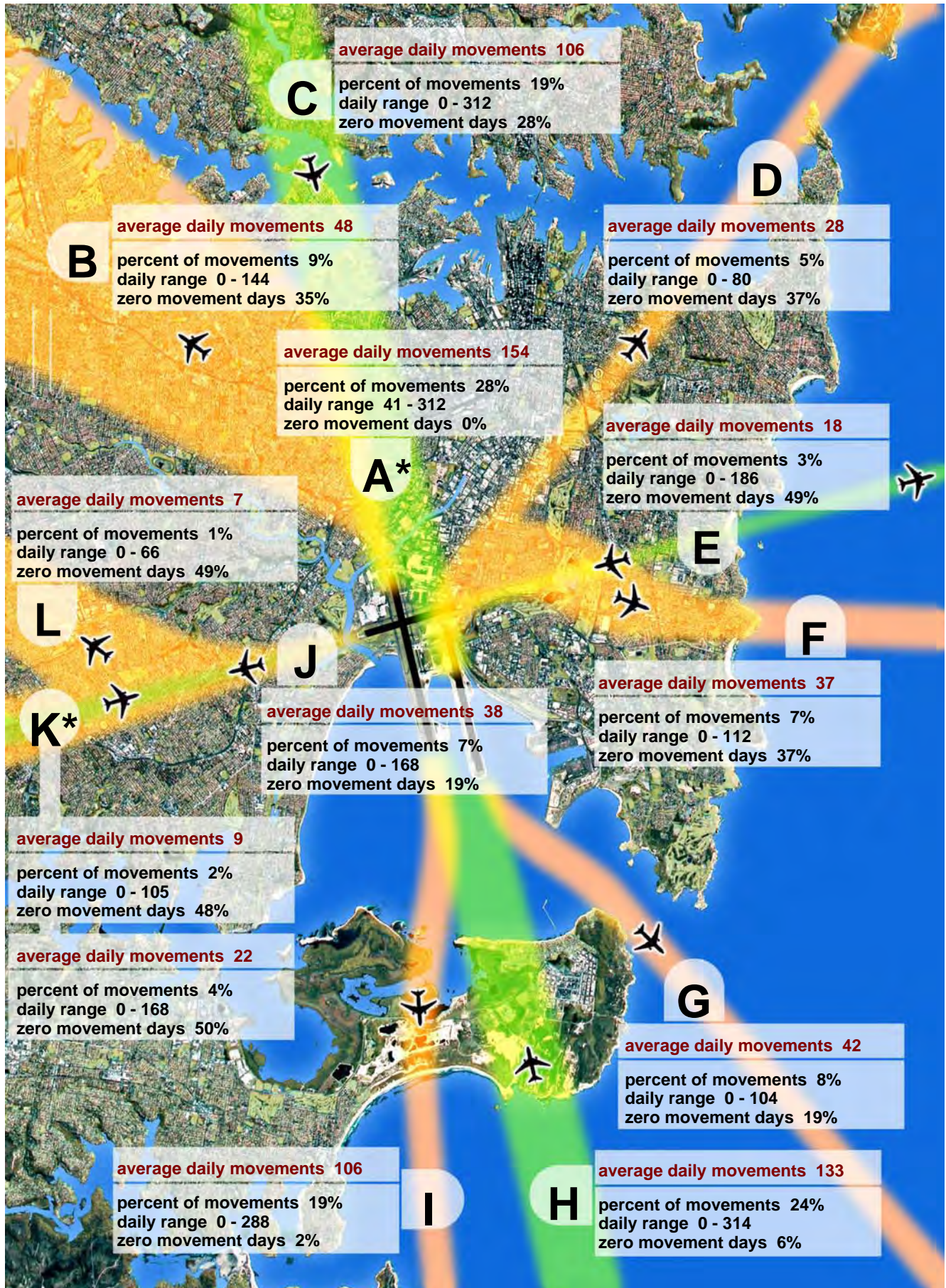
1 March 2008 to 31 March 2008, All Jets



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 April 2007 to 31 March 2008, All Jets

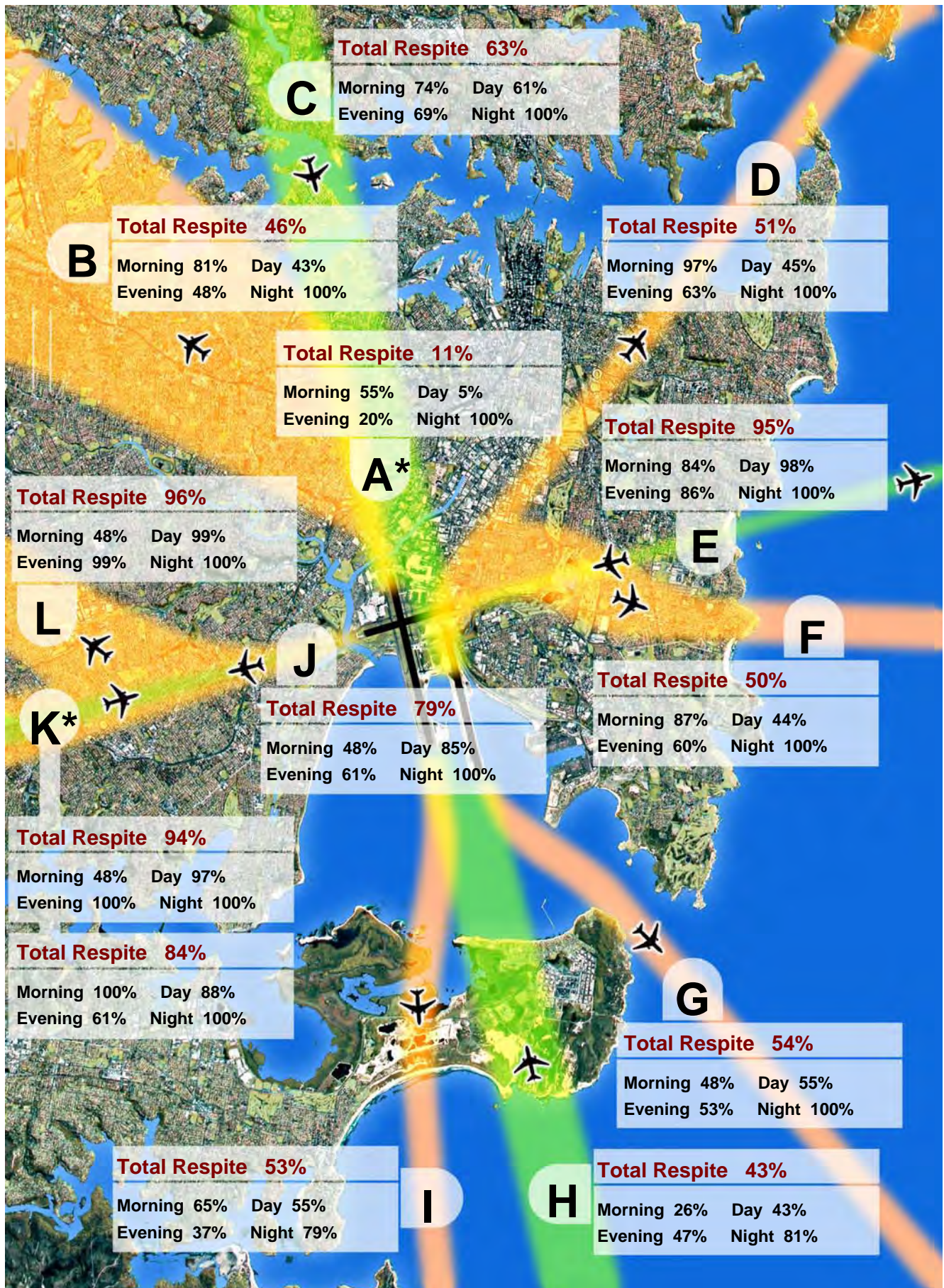


Note : Track A\* is Tracks B and C combined. Track K\* shows departures (top box) and arrivals (bottom box).



# Sydney Airport : Jet Aircraft Respite (R60)

1 March 2008 to 31 March 2008, All Jets



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

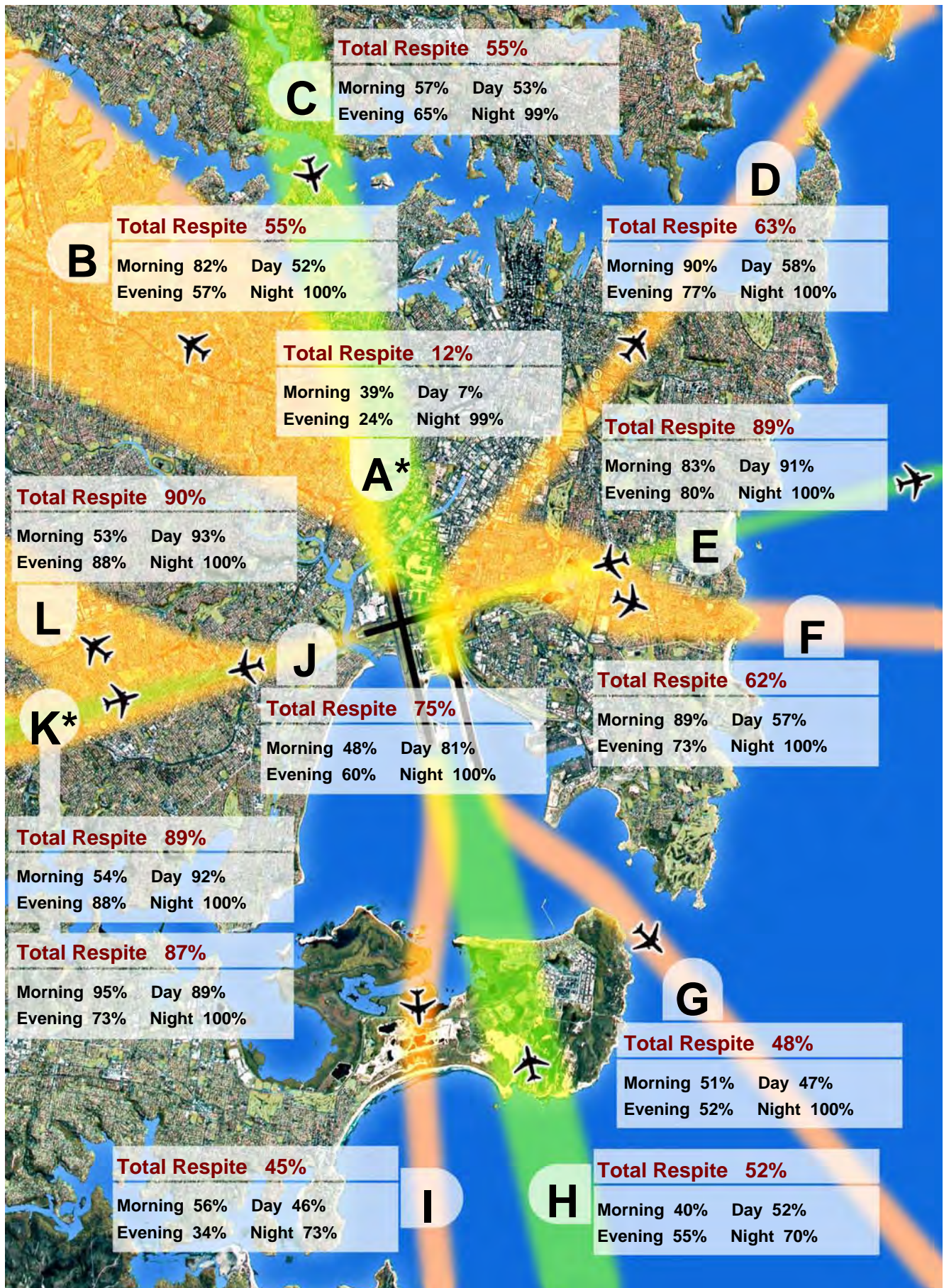
A respite interval is a 60 minute period when there are no jet movements (R60).

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 April 2007 to 31 March 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="#">May 2007</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="#">November 2007</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="#">May 2007</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="#">May 2007</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="#">May 2007</a> and <a href="#">Mode 7</a> was in <a href="#">May 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="#">May 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 **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 **March 2008**, during which there were no movements.

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

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

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

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

The percentage figure for a category of respite refers to the proportion of the total possible number of respite hours for that category for the date period. For example, the Jet Aircraft Respite Hours map (for the last rolling year) shows that **flight path D has Total Respite hours 63%**. This means that over the period **April 2007 to March 2008 for 63%** of the total clock hours between 6am and 11pm there were no movements on that flight path.

### Notes

- **Propeller movements have not been taken into account.**
- The information presented in the map is derived from preliminary Aviation Data Processor data and is subject to change.
- The flight path bands depicted in the map are indicative only and are used to illustrate the extent of respite in different areas. Some jet movements will be outside the bands indicated.

## Measured Daily N70 Values

### Description

Airservices Australia maintains and operates a Noise and Flight path Monitoring System (NFPMS) at all the major Australian airports. The Environment Services Branch at Airservices Australia's head office located in Canberra regularly reports on aircraft flight paths and noise for each major Airport. The data appearing here is a summary of the N70 noise data for Sydney airport for March 2008.



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

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 March 2008 along with the Daily N70 values for the three months up to and including March are given in Table 1.

<i>Location</i>	<i>CNE Mar</i>	<i>Operational days Mar</i>	<i>N70 Mar</i>	<i>N70 Feb</i>	<i>N70 Jan</i>
<i>Runway 34L</i>	6,603	31.0	203	235	201
<i>Penshurst</i>	1,277	31.0	37	41	44
<i>Bexley</i>	1,396	31.0	44	44	49
<i>Eastlakes</i>	1,684	31.0	53	43	38
<i>Coogee</i>	405	31.0	12	17	10
<i>Sydenham</i>	4,342	31.0	140	167	140
<i>Leichhardt</i>	2,727	31.0	87	132	100
<i>Kurnell</i>	2,424	30.8	77	50	56
<i>Annandale</i>	1,136	24.3	43	72	57
<i>St Peters</i>	2,502	31.0	79	97	76
<i>Croydon</i>	512	28.0	16	8	11
<i>Hunters Hill</i>	2,229	31.0	39	63	49

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

The N70 values for March 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 8 PM 27 Day 161 Night 15 WE_D 186 WE_N 2	<b>Penshurst</b> AM 3 PM 12 Day 9 Night 0 WE_D 66 WE_N 0	<b>Bexley</b> AM 5 PM 14 Day 10 Night 0 WE_D 73 WE_N 0	<b>Eastlakes</b> AM 1 PM 9 Day 46 Night 0 WE_D 43 WE_N 0
<b>Coogee</b> AM 1 PM 4 Day 4 Night 0 WE_D 18 WE_N 0	<b>Sydenham</b> AM 3 PM 13 Day 135 Night 0 WE_D 117 WE_N 0	<b>Leichhardt</b> AM 2 PM 7 Day 79 Night 0 WE_D 83 WE_N 0	<b>Kurnell</b> AM 1 PM 7 Day 84 Night 0 WE_D 48 WE_N 0
<b>Annandale</b> AM 0 PM 3 Day 44 Night 0 WE_D 33 WE_N 0	<b>St Peters</b> AM 0 PM 6 Day 79 Night 0 WE_D 65 WE_N 0	<b>Croydon</b> AM 0 PM 3 Day 14 Night 0 WE_D 13 WE_N 0	<b>Hunters Hill</b> AM 2 PM 3 Day 32 Night 0 WE_D 42 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. In addition to maintenance outages two NMTs were affected by technical failures during March; the Annandale NMT suffered a microphone failure affecting 6.7 days and a power failure at the Croydon NMT resulted in a loss of 3 days of noise data.

## 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.*