



AIRSERVICES AUSTRALIA

Sydney Airport Operational Statistics September 2010

Produced by Environment and Climate Change

PREVIEW

Sydney Airport Operational Statistics Report Preview

September 2010

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

There were a total of 24,979 aircraft movements this month (daily average 832.63). Last month there were a total of 25,574 movements (daily average 824.97) and for the same month last year there were a total of 23,594 movements (daily average 786.46).

Mode Utilisation (refer pages 11 & 13)

Individual mode use in excess of 9 hours occurred on 18 days this month, Mode 9 on 12 days, Mode 10 on 6. Crossing runway modes (including Sodprops & Mode 15) were used for 33.94% 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 25.62% - This result is above the LTOP target and above the previous month (21.60%)

South 53.12%- This result is below the LTOP target but above the previous month (50.06%)

East 14.40% - This result is above the LTOP target but below the previous month (20.02%)

West 6.84% - This result is below the LTOP target and below the previous month (8.30%)

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

This procedure was used on 02, 03, 14 and 23 September for a total of 7 hours and 49 minutes (ATIS time)

Noise Enquiry Service (refer pages 15-20)

A total of 2515 complaints, comments and enquiries were received as follows:

2401 Sydney suburbs complaints from 180 complainants

40 Sydney suburbs comments and enquiries

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

Measured Daily N70 Values (refer pages 27-29)

Coogee (NMT 100) was non operational from June 2010 ongoing due to site power issue.

Noise Enquiry Service Environment and Climate Change Airservices Australia

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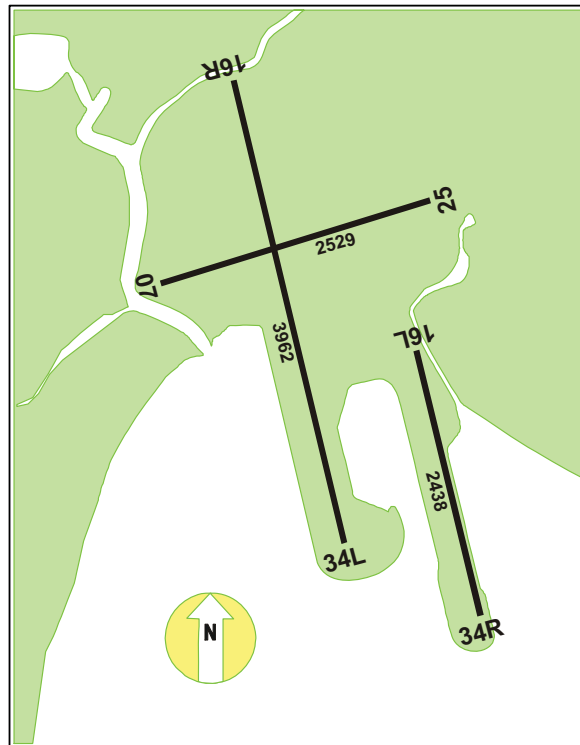
This report is available on the Internet at Airservices Australia website at

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
Runway 16L/34R
Runway 07/25

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

Runways 16L and 16R

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

Runway 34L

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

Runway 34R

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

Runway 07

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

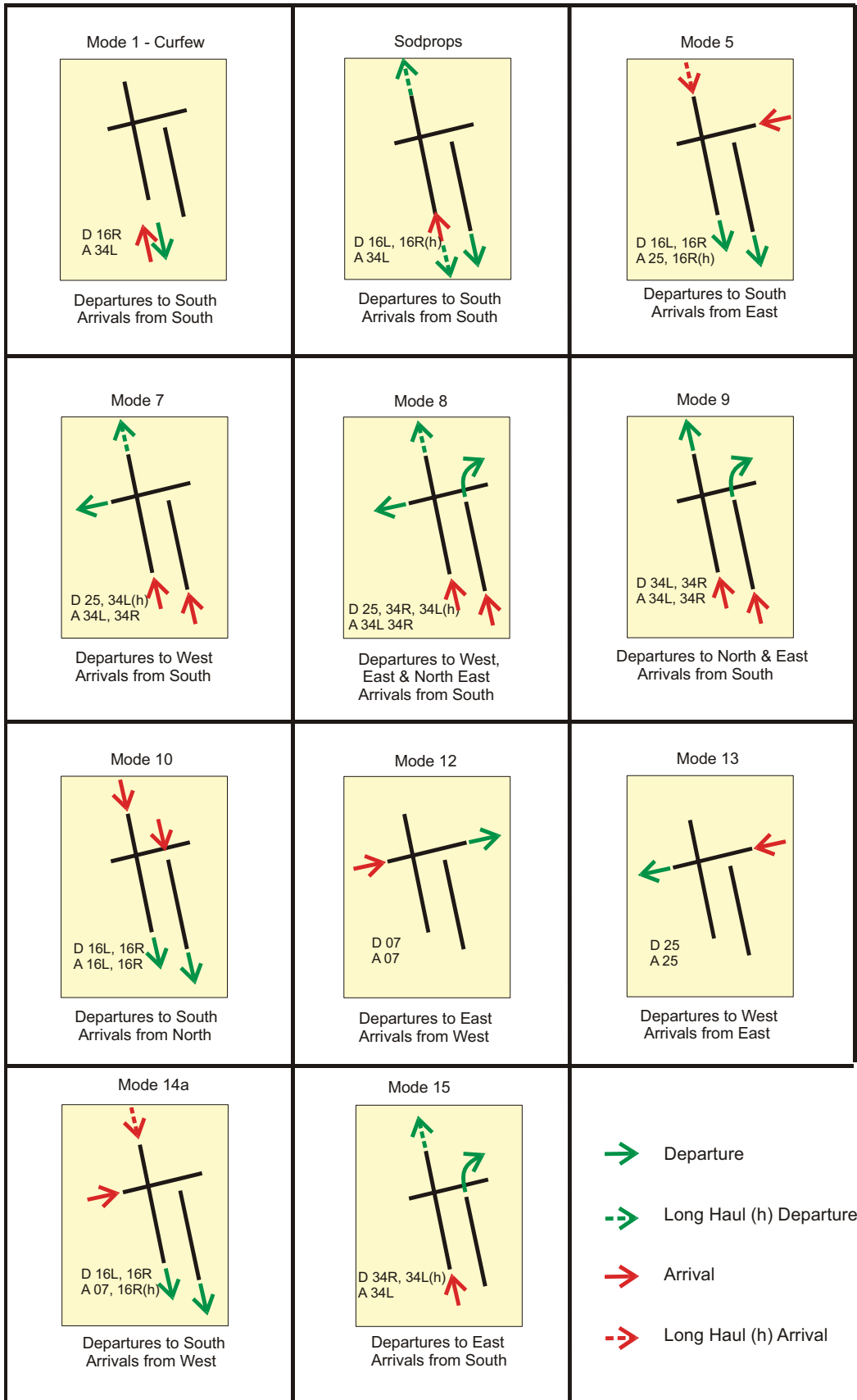
Runway 25

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

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

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

Runway Modes of Operation



Sydney Airport Preferred Runway Selection

Effective from 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-Sep-10	0	0	0	0	3	3	0	19	19	21	89	110	237	147	384	152	163	315	0	0	0	831
02-Sep-10	71	0	71	148	128	276	201	298	499	0	0	0	6	0	6	0	0	0	0	0	0	852
03-Sep-10	103	0	103	81	93	174	105	212	317	0	1	1	99	62	161	57	74	131	0	0	0	887
04-Sep-10	1	0	1	0	0	0	0	1	1	0	4	4	229	147	376	111	173	284	0	0	0	666
05-Sep-10	1	0	1	0	31	31	0	1	1	1	2	3	261	156	417	108	194	302	0	0	0	755
06-Sep-10	0	0	0	79	138	217	112	144	256	1	22	23	193	81	274	49	53	102	0	0	0	872
07-Sep-10	0	0	0	90	89	179	167	238	405	40	22	62	83	21	104	44	43	87	0	0	0	837
08-Sep-10	113	0	113	76	113	189	104	249	353	0	21	21	103	21	124	25	20	45	0	0	0	845
09-Sep-10	0	0	0	0	0	0	0	7	7	2	27	29	285	161	446	141	236	377	0	0	0	859
10-Sep-10	0	0	0	1	7	8	19	23	42	100	113	213	195	133	328	124	167	291	0	0	0	882
11-Sep-10	100	1	101	45	126	171	71	165	236	1	13	14	129	27	156	4	0	4	0	0	0	682
12-Sep-10	2	0	2	0	79	79	0	1	1	1	15	16	285	151	436	99	153	252	0	0	0	786
13-Sep-10	0	0	0	0	42	42	0	4	4	1	69	70	286	152	438	141	166	307	0	0	0	861
14-Sep-10	65	0	65	118	115	233	176	261	437	0	12	12	45	20	65	24	16	40	0	0	0	852
15-Sep-10	61	1	62	85	125	210	126	212	338	23	0	23	106	40	146	18	46	64	0	0	0	843
16-Sep-10	0	0	0	0	0	0	1	8	9	73	128	201	225	128	353	140	170	310	0	0	0	873
17-Sep-10	0	0	0	67	127	194	76	101	177	0	1	1	228	107	335	69	111	180	0	0	0	887
18-Sep-10	62	0	62	19	87	106	27	67	94	1	40	41	186	79	265	66	70	136	0	0	0	704
19-Sep-10	46	0	46	51	75	126	73	118	191	1	2	3	155	94	249	52	105	157	0	0	0	772
20-Sep-10	72	0	72	140	129	269	207	310	517	15	0	15	6	0	6	0	0	0	0	0	0	879
21-Sep-10	0	0	0	101	83	184	153	203	356	25	16	41	101	59	160	56	71	127	0	0	0	868
22-Sep-10	0	0	0	0	10	10	2	18	20	10	14	24	275	191	466	146	213	359	0	0	0	879
23-Sep-10	146	0	146	71	101	172	104	221	325	0	0	0	75	51	126	53	72	125	0	0	0	894
24-Sep-10	2	0	2	0	43	43	0	6	6	1	18	19	305	182	487	148	203	351	0	0	0	908
25-Sep-10	87	0	87	14	56	70	22	80	102	0	48	48	165	90	255	84	80	164	0	0	0	726
26-Sep-10	8	0	8	36	78	114	97	110	207	0	1	1	161	90	251	51	82	133	0	0	0	714
27-Sep-10	0	0	0	0	0	0	0	6	6	0	19	19	303	185	488	149	236	385	0	0	0	898
28-Sep-10	0	0	0	0	28	28	1	33	34	40	49	89	258	160	418	142	177	319	0	0	0	888
29-Sep-10	0	0	0	162	136	298	252	306	558	16	2	18	9	0	9	0	0	0	0	0	0	883
30-Sep-10	2	0	2	20	116	136	31	48	79	2	19	21	309	136	445	85	128	213	0	0	0	896
Total	942	2	944	1404	2158	3562	2127	3470	5597	375	767	1142	5303	2871	8174	2338	3222	5560	0	0	0	24979

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-Sep-10	0	0	0	0	3	3	0	18	18	19	67	86	186	97	283	102	135	237	0	0	0	627
02-Sep-10	47	0	47	94	87	181	170	231	401	0	0	0	5	0	5	0	0	0	0	0	0	634
03-Sep-10	76	0	76	51	64	115	91	170	261	0	0	0	80	37	117	40	64	104	0	0	0	673
04-Sep-10	0	0	0	0	0	0	0	0	0	0	3	3	195	112	307	78	154	232	0	0	0	542
05-Sep-10	0	0	0	0	29	29	0	0	0	1	0	1	220	105	325	80	167	247	0	0	0	602
06-Sep-10	0	0	0	53	106	159	81	111	192	0	17	17	159	50	209	31	43	74	0	0	0	651
07-Sep-10	0	0	0	57	58	115	128	191	319	34	17	51	74	12	86	24	32	56	0	0	0	627
08-Sep-10	80	0	80	47	77	124	85	191	276	0	18	18	93	17	110	13	17	30	0	0	0	638
09-Sep-10	0	0	0	0	0	0	0	6	6	1	20	21	234	101	335	86	196	282	0	0	0	644
10-Sep-10	0	0	0	1	7	8	18	21	39	76	80	156	159	84	243	74	140	214	0	0	0	660
11-Sep-10	72	0	72	29	106	135	62	135	197	0	13	13	114	21	135	4	0	4	0	0	0	556
12-Sep-10	1	0	1	0	72	72	0	1	1	1	15	16	233	96	329	77	128	205	0	0	0	624
13-Sep-10	0	0	0	0	41	41	0	3	3	1	47	48	235	100	335	88	139	227	0	0	0	654
14-Sep-10	47	0	47	66	76	142	153	200	353	0	12	12	40	17	57	20	14	34	0	0	0	645
15-Sep-10	43	0	43	57	94	151	108	168	276	17	0	17	84	23	107	11	39	50	0	0	0	644
16-Sep-10	0	0	0	0	0	0	0	5	5	62	94	156	178	84	262	83	137	220	0	0	0	643
17-Sep-10	0	0	0	40	105	145	61	80	141	0	0	0	184	61	245	48	92	140	0	0	0	671
18-Sep-10	51	0	51	11	81	92	20	60	80	1	26	27	167	60	227	41	58	99	0	0	0	576
19-Sep-10	38	0	38	39	59	98	55	87	142	1	1	2	134	71	205	39	92	131	0	0	0	616
20-Sep-10	58	0	58	82	91	173	167	236	403	14	0	14	5	0	5	0	0	0	0	0	0	653
21-Sep-10	0	0	0	69	56	125	121	153	274	15	13	28	86	41	127	35	58	93	0	0	0	647
22-Sep-10	0	0	0	0	9	9	2	15	17	8	13	21	212	121	333	98	173	271	0	0	0	651
23-Sep-10	109	0	109	40	69	109	88	173	261	0	0	0	57	22	79	34	60	94	0	0	0	652
24-Sep-10	0	0	0	0	38	38	0	4	4	0	16	16	240	108	348	95	168	263	0	0	0	669
25-Sep-10	76	0	76	11	48	59	14	69	83	0	36	36	143	69	212	51	67	118	0	0	0	584
26-Sep-10	6	0	6	28	62	90	83	85	168	0	0	0	124	55	179	34	67	101	0	0	0	544
27-Sep-10	0	0	0	0	0	0	0	4	4	0	17	17	242	112	354	92	196	288	0	0	0	663
28-Sep-10	0	0	0	0	24	24	1	30	31	36	36	72	197	97	294	94	145	239	0	0	0	660
29-Sep-10	0	0	0	105	99	204	199	234	433	15	0	15	6	0	6	0	0	0	0	0	0	658
30-Sep-10	0	0	0	14	97	111	23	36	59	0	16	16	242	74	316	55	108	163	0	0	0	665
Total	704	0	704	894	1658	2552	1730	2717	4447	302	577	879	4328	1847	6175	1527	2689	4216	0	0	0	18973

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-Sep-10	0	0	0	0	0	0	0	1	1	2	22	24	51	50	101	50	28	78	0	0	0	204
02-Sep-10	24	0	24	54	41	95	31	67	98	0	0	0	1	0	1	0	0	0	0	0	0	218
03-Sep-10	27	0	27	30	29	59	14	42	56	0	1	1	19	25	44	17	10	27	0	0	0	214
04-Sep-10	1	0	1	0	0	0	0	1	1	0	1	1	34	35	69	33	19	52	0	0	0	124
05-Sep-10	1	0	1	0	2	2	0	1	1	0	2	2	41	51	92	28	27	55	0	0	0	153
06-Sep-10	0	0	0	26	32	58	31	33	64	1	5	6	34	31	65	18	10	28	0	0	0	221
07-Sep-10	0	0	0	33	31	64	39	47	86	6	5	11	9	9	18	20	11	31	0	0	0	210
08-Sep-10	33	0	33	29	36	65	19	58	77	0	3	3	10	4	14	12	3	15	0	0	0	207
09-Sep-10	0	0	0	0	0	0	0	1	1	1	7	8	51	60	111	55	40	95	0	0	0	215
10-Sep-10	0	0	0	0	0	0	1	2	3	24	33	57	36	49	85	50	27	77	0	0	0	222
11-Sep-10	28	1	29	16	20	36	9	30	39	1	0	1	15	6	21	0	0	0	0	0	0	126
12-Sep-10	1	0	1	0	7	7	0	0	0	0	0	0	52	55	107	22	25	47	0	0	0	162
13-Sep-10	0	0	0	0	1	1	0	1	1	0	22	22	51	52	103	53	27	80	0	0	0	207
14-Sep-10	18	0	18	52	39	91	23	61	84	0	0	0	5	3	8	4	2	6	0	0	0	207
15-Sep-10	18	1	19	28	31	59	18	44	62	6	0	6	22	17	39	7	7	14	0	0	0	199
16-Sep-10	0	0	0	0	0	0	1	3	4	11	34	45	47	44	91	57	33	90	0	0	0	230
17-Sep-10	0	0	0	27	22	49	15	21	36	0	1	1	44	46	90	21	19	40	0	0	0	216
18-Sep-10	11	0	11	8	6	14	7	7	14	0	14	14	19	19	38	25	12	37	0	0	0	128
19-Sep-10	8	0	8	12	16	28	18	31	49	0	1	1	21	23	44	13	13	26	0	0	0	156
20-Sep-10	14	0	14	58	38	96	40	74	114	1	0	1	1	0	1	0	0	0	0	0	0	226
21-Sep-10	0	0	0	32	27	59	32	50	82	10	3	13	15	18	33	21	13	34	0	0	0	221
22-Sep-10	0	0	0	0	1	1	0	3	3	2	1	3	63	70	133	48	40	88	0	0	0	228
23-Sep-10	37	0	37	31	32	63	16	48	64	0	0	0	18	29	47	19	12	31	0	0	0	242
24-Sep-10	2	0	2	0	5	5	0	2	2	1	2	3	65	74	139	53	35	88	0	0	0	239
25-Sep-10	11	0	11	3	8	11	8	11	19	0	12	12	22	21	43	33	13	46	0	0	0	142
26-Sep-10	2	0	2	8	16	24	14	25	39	0	1	1	37	35	72	17	15	32	0	0	0	170
27-Sep-10	0	0	0	0	0	0	0	2	2	0	2	2	61	73	134	57	40	97	0	0	0	235
28-Sep-10	0	0	0	0	4	4	0	3	3	4	13	17	61	63	124	48	32	80	0	0	0	228
29-Sep-10	0	0	0	57	37	94	53	72	125	1	2	3	3	0	3	0	0	0	0	0	0	225
30-Sep-10	2	0	2	6	19	25	8	12	20	2	3	5	67	62	129	30	20	50	0	0	0	231
Total	238	2	240	510	500	1010	397	753	1150	73	190	263	975	1024	1999	811	533	1344	0	0	0	6006

(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-Sep-10	1	0	4	1	0	4	42	66	70	55	58	50	37	35	47	57	42	59	62	57	40	18	22	4	831
02-Sep-10	2	0	1	3	0	3	45	61	69	65	50	50	46	38	45	59	47	56	61	61	38	25	23	4	852
03-Sep-10	2	0	1	2	1	0	47	60	72	68	58	56	45	39	52	54	52	64	67	60	37	31	18	1	887
04-Sep-10	0	1	0	2	0	5	32	41	58	61	49	51	40	37	38	43	33	39	46	39	24	16	11	0	666
05-Sep-10	0	0	2	0	1	2	36	33	46	47	45	48	35	38	52	46	52	55	64	70	36	32	15	0	755
06-Sep-10	1	0	1	0	0	3	46	66	77	56	64	56	45	36	56	54	40	64	68	52	33	28	22	4	872
07-Sep-10	1	1	2	1	2	3	45	67	73	59	55	55	35	38	48	47	46	57	68	55	34	22	18	5	837
08-Sep-10	1	1	2	2	2	3	42	68	66	62	53	52	39	42	46	57	50	56	66	55	34	23	19	4	845
09-Sep-10	1	0	2	4	0	3	39	68	69	55	59	51	39	36	53	53	51	53	67	61	40	25	26	4	859
10-Sep-10	2	1	2	2	0	0	33	50	71	69	68	59	47	35	45	56	52	54	48	71	58	37	22	0	882
11-Sep-10	1	1	1	0	0	5	34	49	66	54	58	49	45	34	42	41	30	40	42	37	25	17	11	0	682
12-Sep-10	1	1	1	0	0	3	32	38	48	46	45	49	44	41	53	57	55	54	68	63	38	30	18	1	786
13-Sep-10	0	0	0	0	1	4	42	70	76	57	62	55	40	34	54	56	46	58	68	52	32	27	22	5	861
14-Sep-10	2	2	1	2	1	2	49	64	71	60	53	57	36	40	41	55	45	59	68	39	39	34	28	4	852
15-Sep-10	1	0	1	3	0	1	43	58	69	55	64	48	42	39	43	56	49	52	68	57	36	29	24	5	843
16-Sep-10	3	1	3	1	0	5	41	61	71	58	52	49	48	35	44	65	45	65	63	54	47	24	32	6	873
17-Sep-10	1	2	2	2	0	4	45	62	75	58	61	51	47	40	56	53	48	62	69	61	38	33	17	0	887
18-Sep-10	2	0	0	0	0	3	35	55	69	50	63	53	36	37	44	40	35	43	45	37	22	22	13	0	704
19-Sep-10	0	1	0	0	0	3	32	41	47	45	49	43	44	35	55	50	48	58	73	68	30	31	18	1	772
20-Sep-10	0	1	0	0	0	4	45	65	69	69	59	54	45	40	46	52	51	58	68	58	40	24	29	2	879
21-Sep-10	3	0	0	3	1	3	40	51	75	63	60	52	45	38	43	54	49	61	65	67	33	35	22	5	868
22-Sep-10	2	1	2	3	2	3	38	62	72	62	61	52	44	36	53	58	46	64	67	63	36	24	23	5	879
23-Sep-10	2	1	2	1	2	2	46	59	75	58	62	53	46	39	51	53	51	65	69	58	40	30	24	5	894
24-Sep-10	1	1	2	4	0	4	44	66	75	62	58	60	45	43	54	56	53	60	74	65	35	31	15	0	908
25-Sep-10	1	0	1	1	0	4	36	51	67	63	61	56	43	38	40	47	36	42	45	40	26	18	10	0	726
26-Sep-10	2	0	1	0	0	2	37	36	39	41	41	48	40	33	44	54	47	56	50	61	29	32	21	0	714
27-Sep-10	0	0	0	2	1	4	43	67	67	63	57	57	49	39	50	51	63	58	64	63	38	34	23	5	898
28-Sep-10	1	2	2	1	2	2	47	70	76	62	59	53	37	44	50	51	45	58	70	58	44	23	26	5	888
29-Sep-10	1	2	3	3	0	3	41	72	71	61	54	49	42	37	51	56	53	62	64	63	32	29	27	7	883
30-Sep-10	3	2	2	1	3	4	46	69	70	57	57	49	47	38	48	55	51	66	67	61	41	28	28	3	896
Total	38	22	41	44	19	91	1223	1746	2019	1741	1695	1565	1273	1134	1444	1586	1411	1698	1884	1706	1075	812	627	85	24979
Avg.	1.27	0.73	1.37	1.47	0.63	3.03	40.77	58.20	67.30	58.03	56.50	52.17	42.43	37.80	48.13	52.87	47.03	56.60	62.80	56.87	35.83	27.07	20.90	2.83	832.63

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-Sep-10	0	0	3	0	0	3	23	40	32	18	31	24	17	15	25	22	22	29	35	24	23	10	13	1	410
02-Sep-10	1	0	1	1	0	3	25	32	39	25	25	26	21	15	24	28	23	27	32	29	20	14	14	1	426
03-Sep-10	1	0	1	1	0	0	26	32	42	30	28	26	19	17	25	25	28	41	28	26	17	22	10	0	445
04-Sep-10	0	0	0	1	0	5	18	27	32	25	17	28	20	16	21	20	17	23	24	18	11	12	6	0	341
05-Sep-10	0	0	2	0	0	2	24	20	18	22	20	21	14	15	27	16	28	30	36	31	16	20	9	0	371
06-Sep-10	0	0	1	0	0	3	25	36	44	23	31	23	19	13	33	19	24	36	31	21	21	19	11	1	434
07-Sep-10	1	0	2	0	0	3	24	39	39	27	27	26	18	18	26	15	27	29	32	24	19	16	10	2	424
08-Sep-10	0	0	2	0	2	3	21	40	35	20	28	27	18	18	23	23	30	28	32	24	21	16	9	1	421
09-Sep-10	0	0	1	2	0	3	20	43	30	27	30	22	16	15	30	20	29	27	36	25	19	17	15	1	428
10-Sep-10	1	0	2	0	0	0	15	26	42	39	31	28	15	15	26	25	23	24	26	38	28	22	13	0	439
11-Sep-10	1	1	0	0	0	5	20	33	35	19	24	24	22	15	25	15	18	24	23	17	13	12	4	0	350
12-Sep-10	1	0	0	0	0	3	21	22	19	18	21	24	14	19	25	22	33	33	38	26	21	17	9	1	387
13-Sep-10	0	0	0	0	1	4	22	39	41	24	28	26	16	15	31	19	26	32	32	21	19	20	10	2	428
14-Sep-10	0	2	1	1	0	2	28	35	39	26	27	27	14	20	22	22	22	32	31	21	23	19	13	1	428
15-Sep-10	0	0	1	1	0	1	23	31	38	24	28	27	17	16	23	22	30	28	30	25	17	20	15	2	419
16-Sep-10	1	0	2	0	0	5	22	36	37	22	24	28	17	15	28	28	23	36	33	25	19	16	19	3	439
17-Sep-10	0	0	2	0	0	4	23	37	41	22	31	22	20	17	31	22	24	35	37	24	22	16	10	0	440
18-Sep-10	1	0	0	0	0	3	21	37	32	20	27	25	17	18	28	14	22	23	22	17	14	13	7	0	361
19-Sep-10	0	1	0	0	0	3	20	23	22	17	20	21	15	15	30	17	27	38	37	30	11	19	12	0	378
20-Sep-10	0	1	0	0	0	4	22	37	38	30	26	22	23	17	26	24	24	35	34	26	20	16	14	1	440
21-Sep-10	0	0	0	2	0	3	21	27	43	30	26	23	22	16	24	24	24	33	36	28	18	23	12	1	436
22-Sep-10	0	1	1	3	0	3	21	29	38	30	25	25	19	17	30	23	24	33	33	26	22	16	12	2	433
23-Sep-10	1	0	2	0	1	2	23	34	40	28	30	24	19	17	26	24	27	34	39	23	22	19	12	2	449
24-Sep-10	0	0	2	1	0	4	24	38	40	26	27	30	17	20	28	25	27	34	38	25	22	19	9	0	456
25-Sep-10	1	0	0	1	0	4	21	34	36	22	27	25	21	19	21	24	21	23	25	18	12	10	7	0	372
26-Sep-10	2	0	0	0	0	2	24	23	15	18	23	20	13	13	21	26	25	28	29	28	15	17	11	0	353
27-Sep-10	0	0	0	2	0	4	28	34	30	29	31	26	20	16	23	24	38	27	33	33	19	22	11	2	452
28-Sep-10	0	1	1	1	1	2	27	38	34	28	28	24	17	21	26	19	27	30	36	29	20	14	15	2	441
29-Sep-10	0	1	2	1	0	3	24	37	33	26	27	25	18	18	28	22	31	30	31	28	18	18	15	3	439
30-Sep-10	0	2	2	1	1	3	25	39	30	27	28	24	20	18	26	23	28	34	38	24	23	16	16	1	449
Total	12	10	31	19	6	89	681	998	1034	742	796	743	538	499	782	652	772	916	967	754	565	510	343	30	12489
Avg.	0.40	0.33	1.03	0.63	0.20	2.97	22.70	33.27	34.47	24.73	26.53	24.77	17.93	16.63	26.07	21.73	25.73	30.53	32.23	25.13	18.83	17.00	11.43	1.00	416.30

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-Sep-10	1	0	1	1	0	1	19	26	38	37	27	26	20	20	22	35	20	30	27	33	17	8	9	3	421
02-Sep-10	1	0	0	2	0	0	20	29	30	40	25	24	25	23	21	31	24	29	29	32	18	11	9	3	426
03-Sep-10	1	0	0	1	1	0	21	28	30	38	30	30	26	22	27	29	24	23	39	34	20	9	8	1	442
04-Sep-10	0	1	0	1	0	0	14	14	26	36	32	23	20	21	17	23	16	16	22	21	13	4	5	0	325
05-Sep-10	0	0	0	0	1	0	12	13	28	25	25	27	21	23	25	30	24	25	28	39	20	12	6	0	384
06-Sep-10	1	0	0	0	0	0	21	30	33	33	33	33	26	23	23	35	16	28	37	31	12	9	11	3	438
07-Sep-10	0	1	0	1	2	0	21	28	34	32	28	29	17	20	22	32	19	28	36	31	15	6	8	3	413
08-Sep-10	1	1	0	2	0	0	21	28	31	42	25	25	21	24	23	34	20	28	34	31	13	7	10	3	424
09-Sep-10	1	0	1	2	0	0	19	25	39	28	29	29	23	21	23	33	22	26	31	36	21	8	11	3	431
10-Sep-10	1	1	0	2	0	0	18	24	29	30	37	31	32	20	19	31	29	30	22	33	30	15	9	0	443
11-Sep-10	0	0	1	0	0	0	14	16	31	35	34	25	23	19	17	26	12	16	19	20	12	5	7	0	332
12-Sep-10	0	1	1	0	0	0	11	16	29	28	24	25	30	22	28	35	22	21	30	37	17	13	9	0	399
13-Sep-10	0	0	0	0	0	0	20	31	35	33	34	29	24	19	23	37	20	26	36	31	13	7	12	3	433
14-Sep-10	2	0	0	1	1	0	21	29	32	34	26	30	22	20	19	33	23	27	37	18	16	15	15	3	424
15-Sep-10	1	0	0	2	0	0	20	27	31	31	36	21	25	23	20	34	19	24	38	32	19	9	9	3	424
16-Sep-10	2	1	1	1	0	0	19	25	34	36	28	21	31	20	16	37	22	29	30	29	28	8	13	3	434
17-Sep-10	1	2	0	2	0	0	22	25	34	36	30	29	27	23	25	31	24	27	32	37	16	17	7	0	447
18-Sep-10	1	0	0	0	0	0	14	18	37	30	36	28	19	19	16	26	13	20	23	20	8	9	6	0	343
19-Sep-10	0	0	0	0	0	0	12	18	25	28	29	22	29	20	25	33	21	20	36	38	19	12	6	1	394
20-Sep-10	0	0	0	0	0	0	23	28	31	39	33	32	22	23	20	28	27	23	34	32	20	8	15	1	439
21-Sep-10	3	0	0	1	1	0	19	24	32	33	34	29	23	22	19	30	25	28	29	39	15	12	10	4	432
22-Sep-10	2	0	1	0	2	0	17	33	34	32	36	27	25	19	23	35	22	31	34	37	14	8	11	3	446
23-Sep-10	1	1	0	1	1	0	23	25	35	30	32	29	27	22	25	29	24	31	30	35	18	11	12	3	445
24-Sep-10	1	1	0	3	0	0	20	28	35	36	31	30	28	23	26	31	26	26	36	40	13	12	6	0	452
25-Sep-10	0	0	1	0	0	0	15	17	31	41	34	31	22	19	19	23	15	19	20	22	14	8	3	0	354
26-Sep-10	0	0	1	0	0	0	13	13	24	23	18	28	27	20	23	28	22	28	21	33	14	15	10	0	361
27-Sep-10	0	0	0	0	1	0	15	33	37	34	26	31	29	23	27	27	25	31	31	30	19	12	12	3	446
28-Sep-10	1	1	1	0	1	0	20	32	42	34	31	29	20	23	24	32	18	28	34	29	24	9	11	3	447
29-Sep-10	1	1	1	2	0	0	17	35	38	35	27	24	24	19	23	34	22	32	33	35	14	11	12	4	444
30-Sep-10	3	0	0	0	2	1	21	30	40	30	29	25	27	20	22	32	23	32	29	37	18	12	12	2	447
Total	26	12	10	25	13	2	542	748	985	999	899	822	735	635	662	934	639	782	917	952	510	302	284	55	12490
Avg.	0.87	0.40	0.33	0.83	0.43	0.07	18.07	24.93	32.83	33.30	29.97	27.40	24.50	21.17	22.07	31.13	21.30	26.07	30.57	31.73	17.00	10.07	9.47	1.83	416.33

Mode Utilisation Summary (Total Hours by Day)

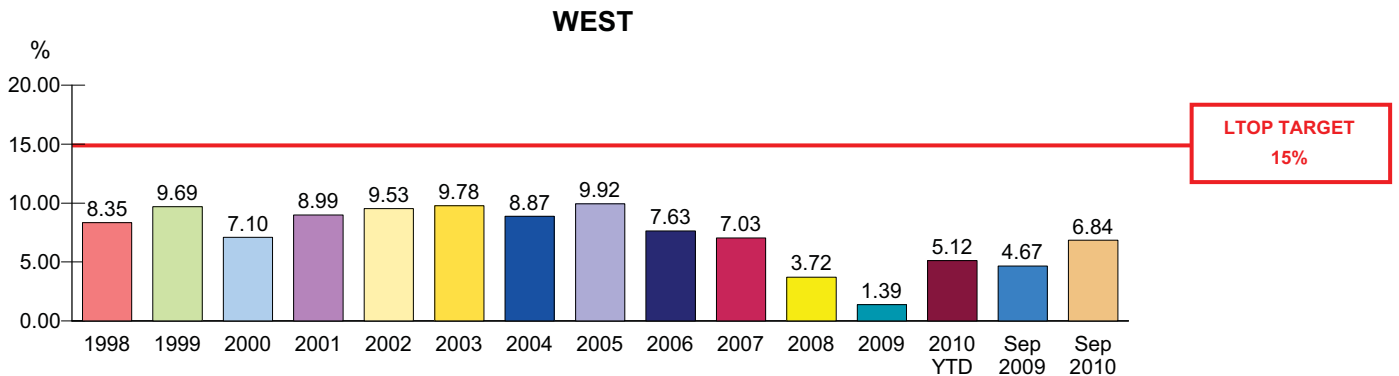
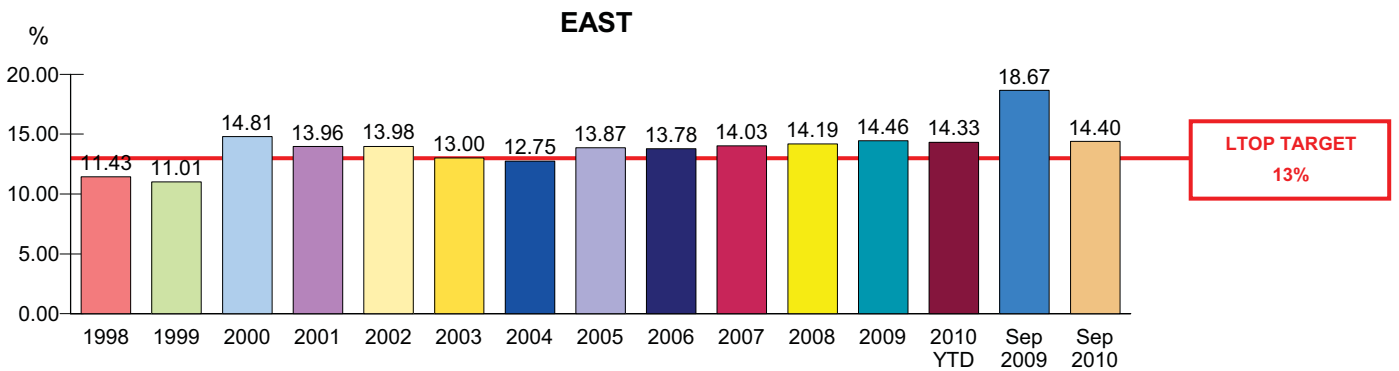
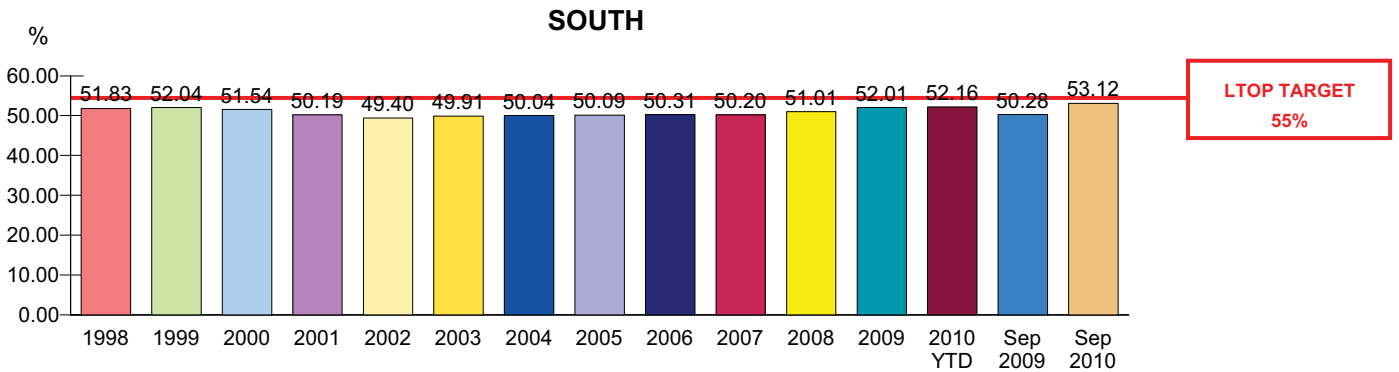
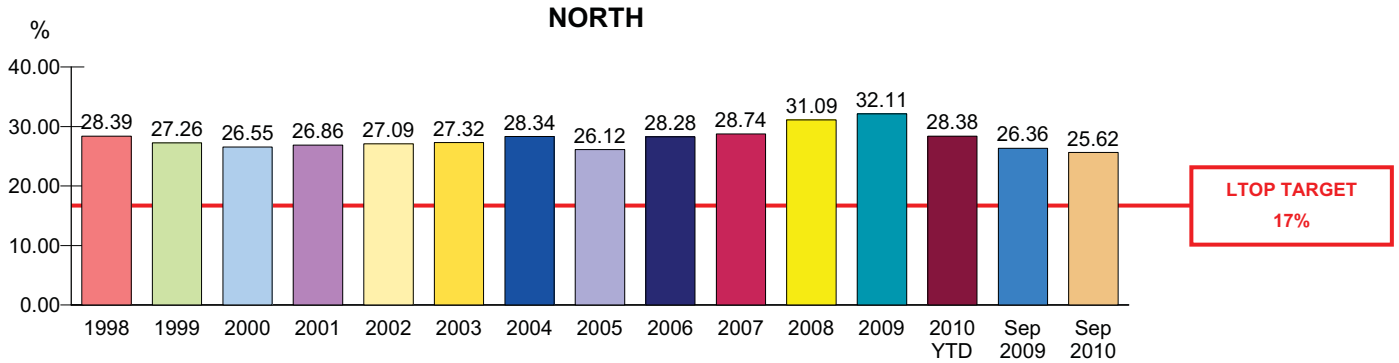
Date	Curfew	16/34	Sod props	Mode 5 16/25	Mode 7 25/34	Mode 8 25/34	Mode 9 34	Mode 10 16	Mode 12 07	Mode 13 25	Mode14a 16/07	Mode 15 34R/34L	Other
01-Sep-10	07:00	00:31	-	01:14	04:59	-	10:13	-	-	-	-	-	-
02-Sep-10	07:00	00:22	-	-	-	-	-	12:58	-	-	03:38	-	-
03-Sep-10	07:00	00:21	-	-	-	-	05:24	05:58	-	-	05:14	-	-
04-Sep-10	07:00	00:26	-	-	01:23	-	15:09	-	-	-	-	-	-
05-Sep-10	07:00	00:18	02:55	-	-	-	13:45	-	-	-	-	-	-
06-Sep-10	07:00	00:22	05:56	-	01:04	-	02:46	06:48	-	-	-	-	-
07-Sep-10	07:00	00:27	-	02:23	01:00	-	02:21	10:46	-	-	-	-	-
08-Sep-10	07:00	00:35	02:36	-	01:01	-	01:18	06:13	-	-	05:14	-	-
09-Sep-10	07:00	00:33	-	-	01:13	-	15:12	-	-	-	-	-	-
10-Sep-10	07:00	00:21	-	-	-	-	11:13	01:09	-	04:14	-	-	-
11-Sep-10	07:00	00:38	05:58	-	01:04	-	-	04:03	-	-	05:14	-	-
12-Sep-10	07:00	00:32	04:42	-	01:33	-	10:11	-	-	-	-	-	-
13-Sep-10	07:00	00:24	03:37	-	03:20	-	09:36	-	-	-	-	-	-
14-Sep-10	07:00	00:20	-	-	00:56	-	01:59	10:42	-	-	03:00	-	-
15-Sep-10	07:00	00:22	02:58	01:11	-	-	01:56	07:09	-	-	03:20	-	-
16-Sep-10	07:00	00:19	-	-	02:57	-	10:17	-	-	03:24	-	-	-
17-Sep-10	07:00	00:31	05:30	-	-	-	06:35	04:21	-	-	-	-	-
18-Sep-10	07:00	00:39	05:17	-	01:59	-	04:01	01:58	-	-	03:03	-	-
19-Sep-10	07:00	00:31	02:38	-	-	-	06:29	04:35	-	-	02:44	-	-
20-Sep-10	07:00	00:16	-	00:39	-	-	-	12:03	-	-	04:00	-	-
21-Sep-10	07:00	00:23	-	01:12	00:54	-	04:17	10:11	-	-	-	-	-
22-Sep-10	07:00	-	01:10	01:03	00:59	-	13:46	-	-	-	-	-	-
23-Sep-10	07:00	00:15	-	-	-	-	04:02	05:30	-	-	07:11	-	-
24-Sep-10	07:00	00:18	03:48	-	00:57	-	11:54	-	-	-	-	-	-
25-Sep-10	07:00	00:30	03:12	-	02:44	-	05:08	01:02	-	-	04:21	-	-
26-Sep-10	07:00	00:22	02:09	-	-	-	07:08	06:36	-	-	00:42	-	-
27-Sep-10	07:00	00:27	-	-	02:02	-	14:29	-	-	-	-	-	-
28-Sep-10	07:00	00:07	01:24	02:25	02:27	-	10:34	-	-	-	-	-	-
29-Sep-10	07:00	00:09	-	00:55	-	-	-	15:53	-	-	-	-	-
30-Sep-10	07:00	00:21	06:48	-	00:53	-	06:55	02:00	-	-	-	-	-
Total	210:00	12:08	60:46	11:06	33:33	00:00	206:52	130:03	00:00	7:39	47:47	00:00	00:00
% Used		2.38%	11.92%	2.18%	6.58%	0.00%	40.56%	25.50%	0.00%	1.50%	9.37%	0.00%	0.00%

Cumulative Mode Utilisation from 1 January 2010

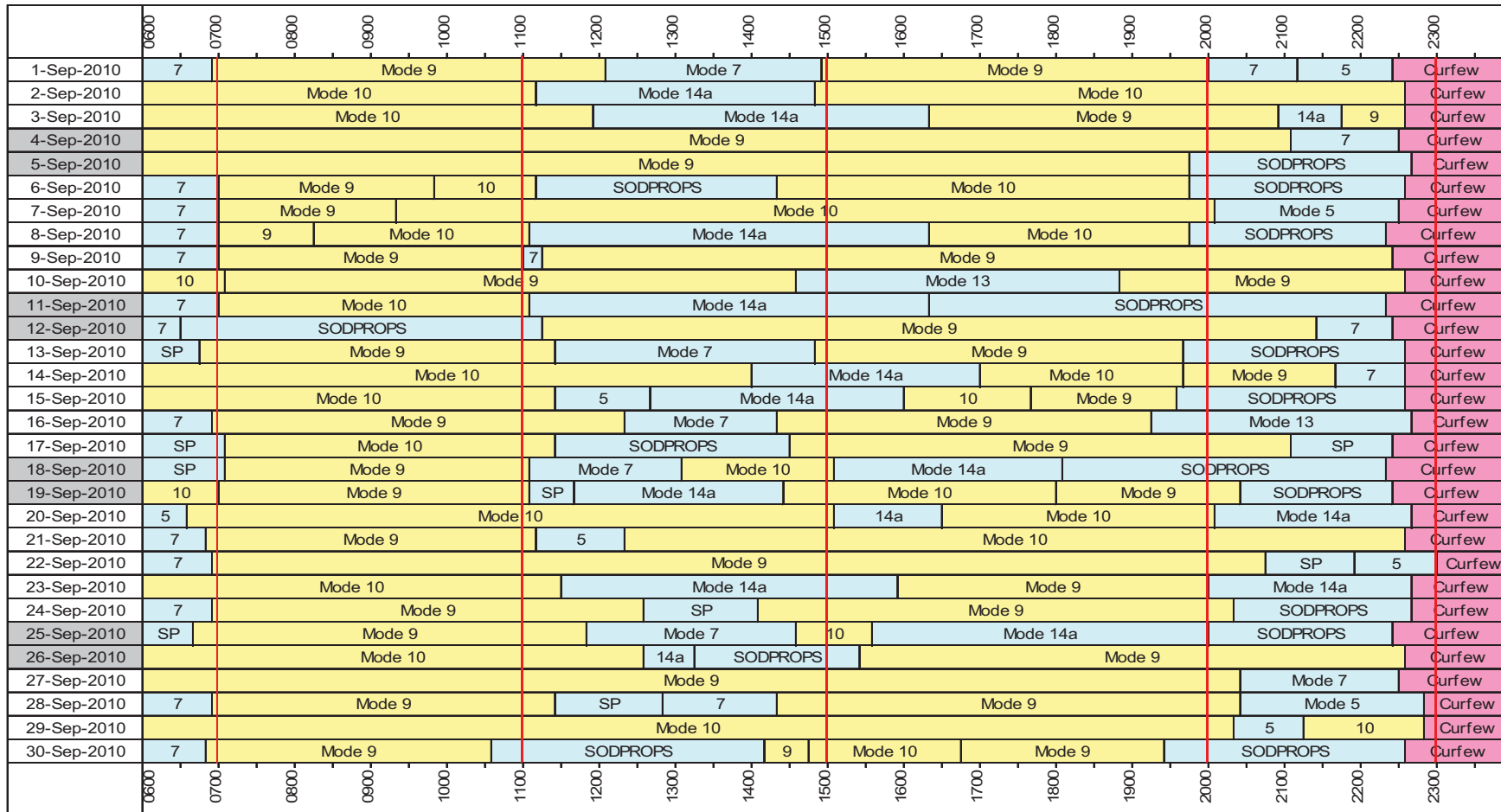
Time	2.38%	7.64%	5.75%	7.27%	0.00%	34.88%	32.72%	0.07%	1.26%	4.85%	3.18%	0.01%
Movements	0.35%	5.90%	4.47%	5.97%	0.00%	39.83%	35.96%	0.04%	1.18%	3.93%	2.36%	0.00%

Runway End Impact to 30 September 2010

Includes comparisons with annual figures for 1998 to 2009, 2010 Year to Date, current month this year and corresponding month last year.



Sydney Airport - Daily Mode Usage



Weekend

Curfew Mode CURFEW: Dep 16R Arr 34L

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

Crossing Modes SODPROPS (or SP): Dep 16L Arr 34L M5: Dep 16L+R Arr 25 M7: Dep 25 Arr 34L+R M8: Dep 25 34R Arr 34L+R M12: Dep 07 Arr 07 M13: Dep 25 Arr 25

M14A: Dep 16L+R Arr 07 M15: Dep 34R Arr 34L

Precision Runway Monitor (PRM) Operations

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

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

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

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

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

Nevertheless Airservices Australia Noise Enquiry Service continues to collect daily statistical data relating to PRM operations on Runway 16 and associated issues. Below is a summary of data collected for **September 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	
02 Sep 2010	7:10	9:06	1:56
03 Sep 2010	6:57	9:28	2:31
14 Sep 2010	7:14	8:28	1:14
23 Sep 2010	6:44	8:52	2:08

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

Date	Number of arrivals on Runway 16 during PRM	Runway assignment	
		16L	16R
02 Sep 2010	73	34	39
03 Sep 2010	93	44	49
14 Sep 2010	49	24	25
23 Sep 2010	72	33	39

Complaints and complainants by suburb, specifically mentioning PRM operations

Suburb	Number of complaints	Number of complainants
Arcadia	1	1

Noise Enquiry Service

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

www.airservicesaustralia.com

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:

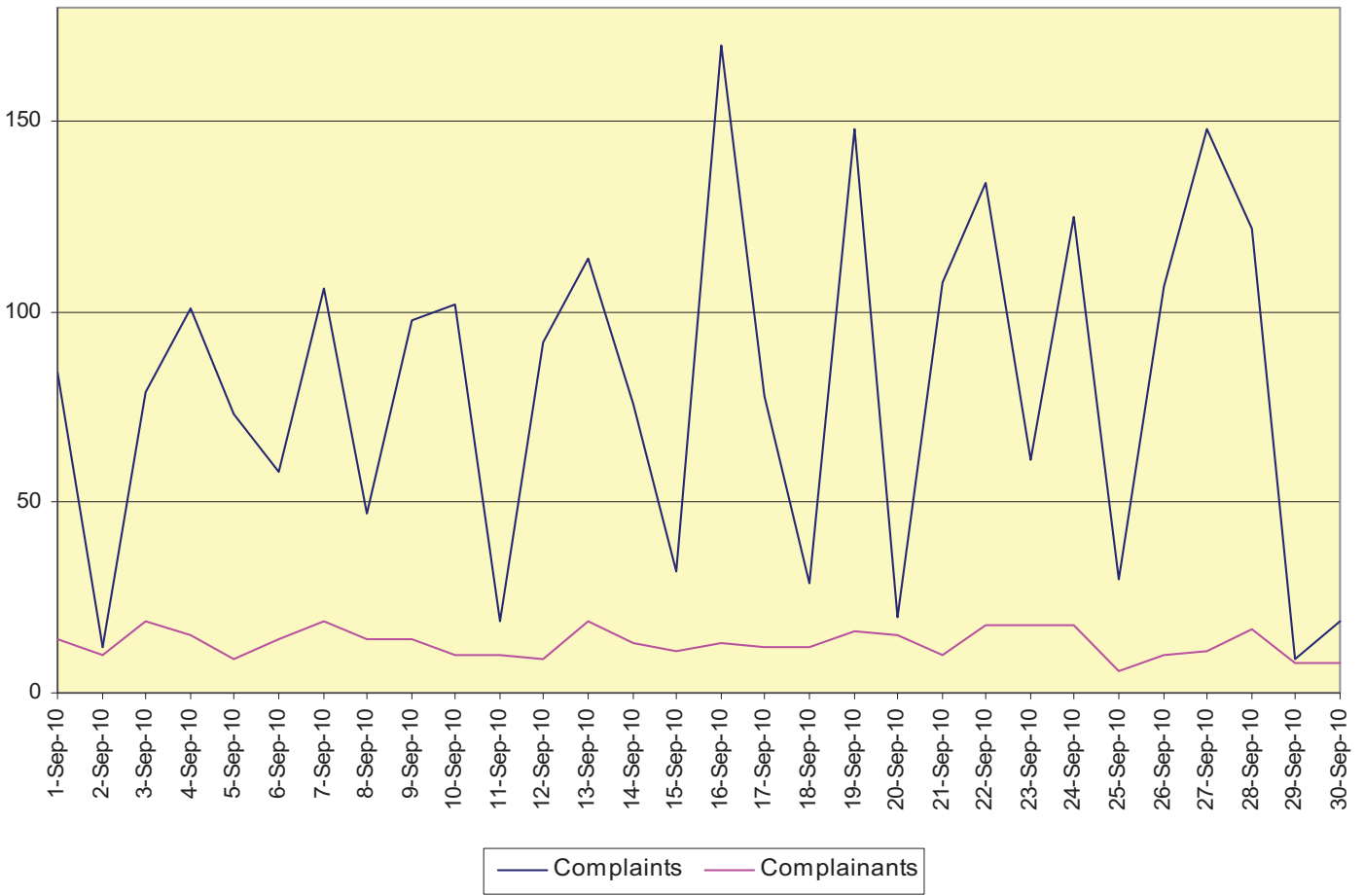
www.sacf.infrastructure.gov.au

Summary of Section Activity – September 2010

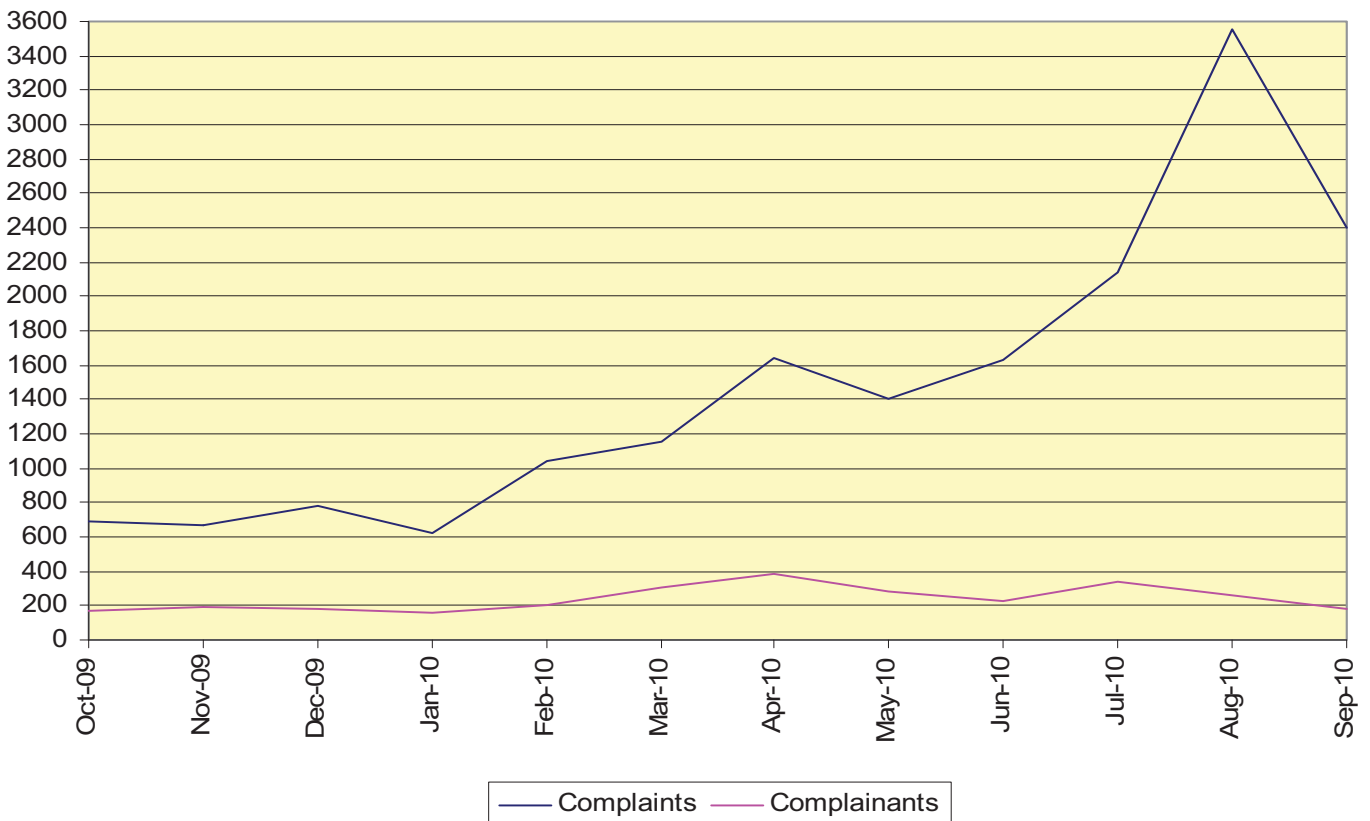
➤ Sydney Suburbs Complaints	
• By phone	320
• By correspondence.....	29
• By internet	501
• By e-mail.....	261
• By WebTrak.....	1290
➤ Sydney Suburbs Complaints – suburb not specified	8
➤ Sydney Suburbs Comments and Enquiries.....	40
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Complaints	63
➤ Other than Sydney Suburbs or Sydney Airport (NSW Only) Comments and Enquiries.....	11
➤ Callback / Information Requests (NSW Only)	295

Complaints Graphs

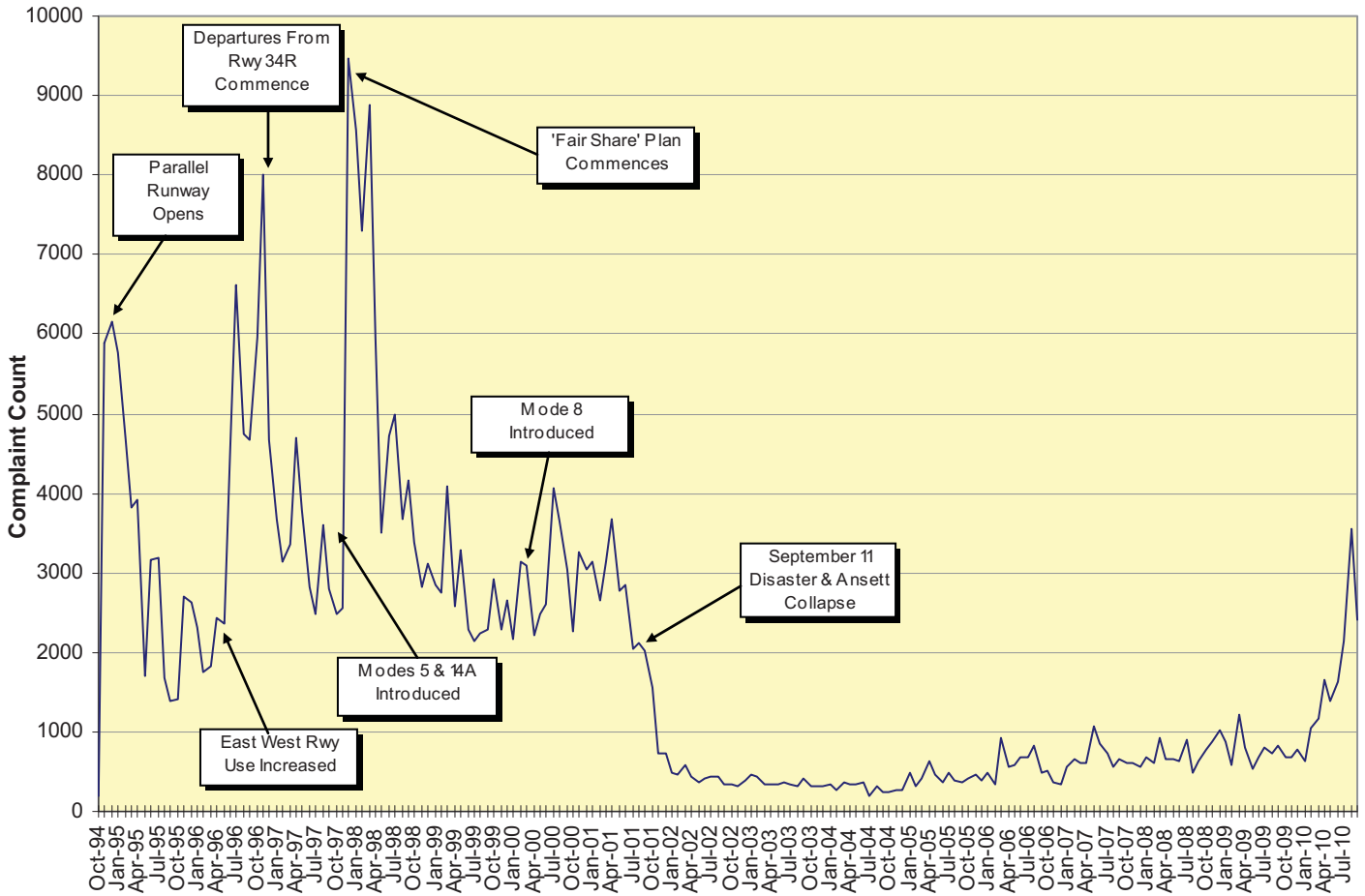
Complaints vs Complainants – 1 September to 30 September 2010



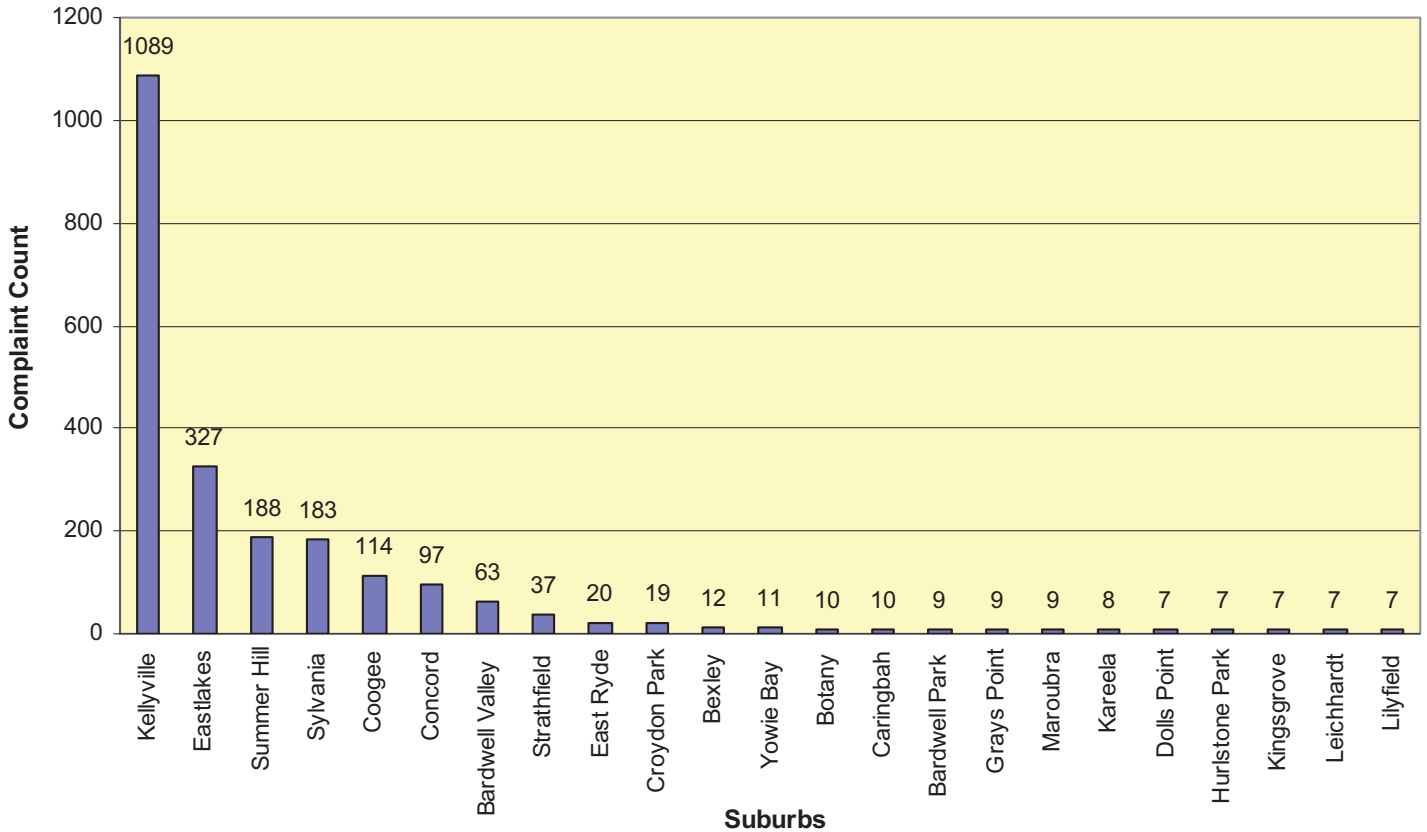
Complaints vs Complainants – Monthly



Complaints History

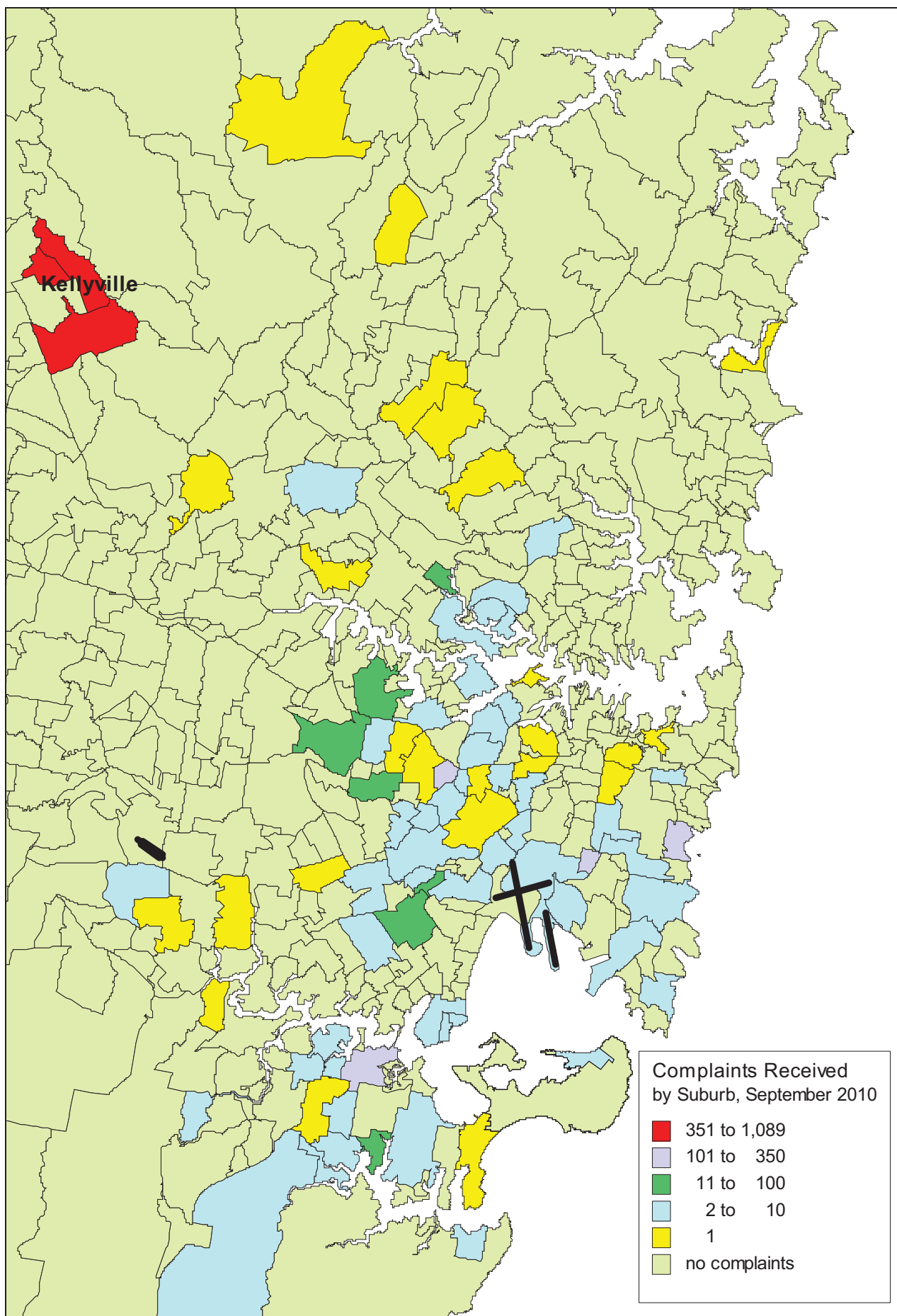


Top 20 Complaint Suburbs – 1 September to 30 September 2010



Complaint Density by Suburb

1 September to 30 September 2010



Recorded Complaints vs Complainants, by Suburb

1 September to 30 September 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Not Specified	8	5	Kellyville	1089	1
Alfords Point	1	1	Kensington	2	1
Arcadia	1	1	Killara	1	1
Arncliffe	2	2	Kingsford	2	2
Ashfield	1	1	Kingsgrove	7	1
Barden Ridge	2	1	Kirrawee	1	1
Bardwell Park	9	3	Kurnell	5	3
Bardwell Valley	63	1	Lane Cove	2	2
Bexley	12	9	Leichhardt	7	4
Birchgrove	1	1	Lewisham	4	2
Bondi Junction	2	2	Lilyfield	7	4
Botany	10	4	Little Bay	5	1
Bundeena	3	1	Longueville	2	2
Burwood	3	1	Maroubra	9	7
Camperdown	1	1	Marrickville	1	1
Canterbury	6	2	Mascot	4	2
Caringbah	10	6	Matraville	3	1
Centennial Park	1	1	Milperra	2	2
Chatswood	4	1	Mount Colah	1	1
Concord	97	3	Narrabeen	1	1
Coogee	114	4	Newtown	3	1
Cronulla	1	1	North Rocks	1	1
Croydon	1	1	Oyster Bay	5	2
Croydon Park	19	1	Paddington	1	1
Dolls Point	7	6	Padstow	1	1
Double Bay	1	1	Panania	1	1
Drummoyne	2	2	Petersham	1	1
Dulwich Hill	3	2	Pymble	1	1
Earlwood	5	4	Riverview	5	1
East Ryde	20	3	Roselands	1	1
Eastlakes	327	3	Rozelle	2	1
Epping	2	1	Sandringham	4	3
Five Dock	2	2	Sans Souci	3	3
Glebe	1	1	St Peters	5	1
Grays Point	9	5	Stanmore	3	2
Gymea	3	3	Strathfield	37	1
Gymea Bay	4	3	Summer Hill	188	6
Hunters Hill	4	4	Sylvania	183	2
Hurlstone Park	7	1	Tempe	3	3
Hurstville	3	3	Turrumurra	1	1
Jannali	5	1	West Ryde	1	1
Kareela	8	2	Yowie Bay	11	4

Total Complaints

2401

Total Complainants

180

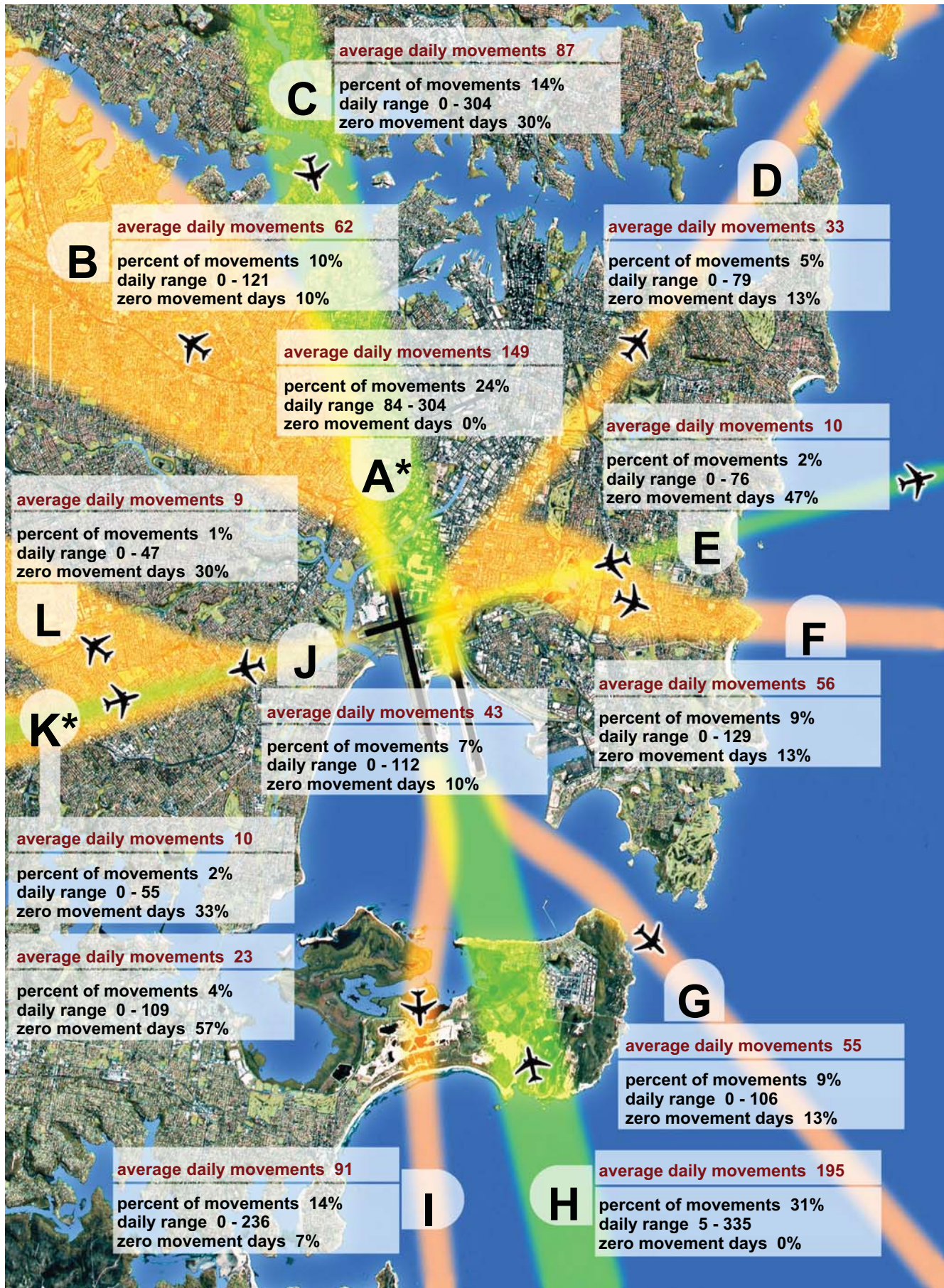
Recorded Complaints vs Complainants, by Locations/Airports Other than Sydney (NSW Only)

1 September to 30 September 2010

<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>	<i>SUBURB</i>	<i>COMPLAINTS</i>	<i>COMPLAINANTS</i>
Bankstown	21	14	Cessnock	1	1
Camden	12	9	Coffs Harbour	3	3
Perth (Intl)	1	1	Concord	1	1
Williamstown	2	2	Curlewis	1	1
Royal North Shore Hospital	1	1	Dee Why	1	1
Albion Park	4	3	Glenmore Park	2	1
Albury	2	2	Old Guildford	2	1
Alstonville	1	1	Royal North Shore Hospital	1	1
Ballina	1	1	Summer Hill	1	1
Campbelltown	1	1	Towang	1	1
Capertee Valley	1	1	Wedderburn	2	1
Total Complaints	63		Total Complainants		49

Sydney Airport : Jet Flight Path Movements

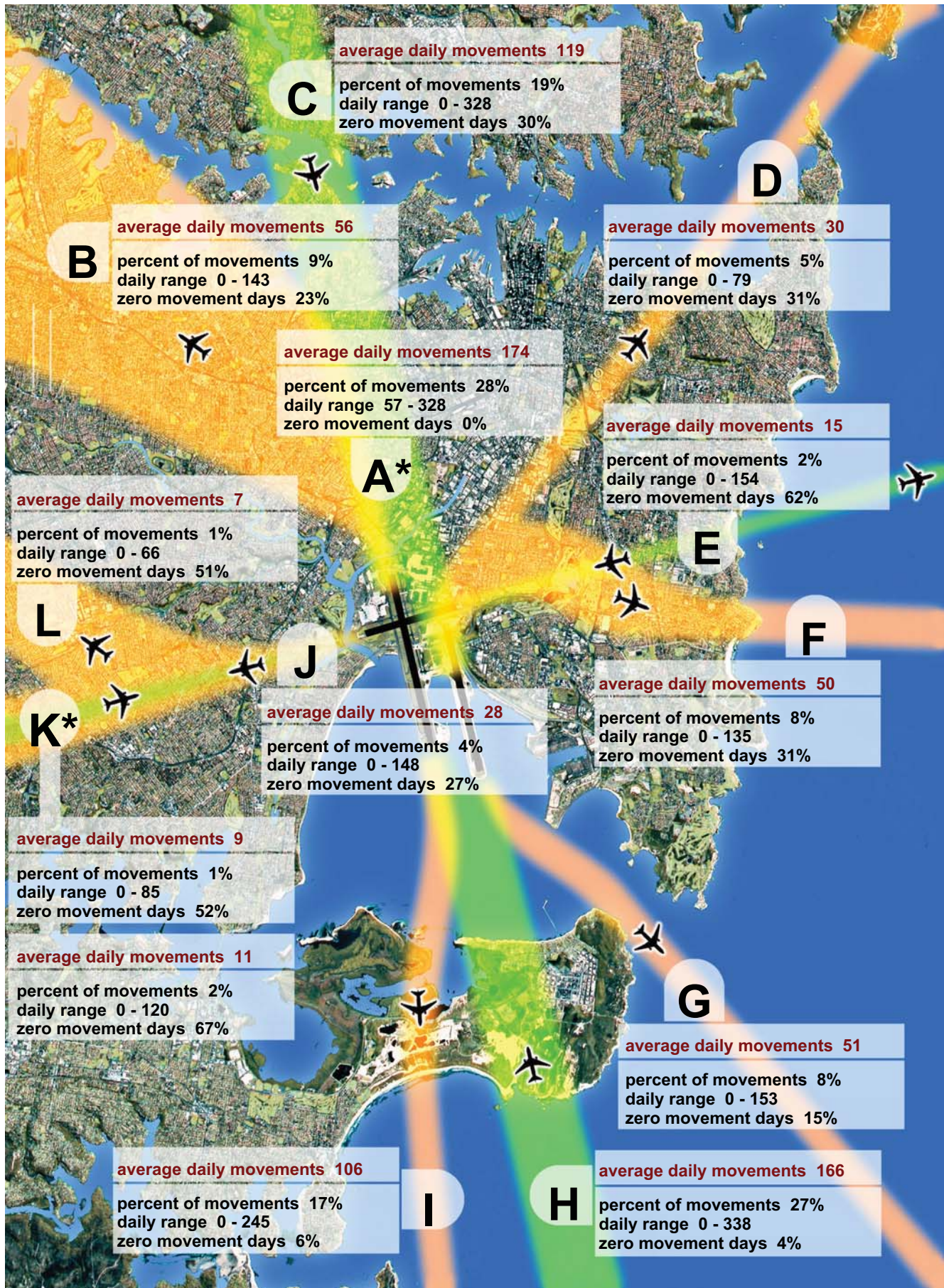
1 Sept 2010 to 30 Sept 2010, All Jets



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

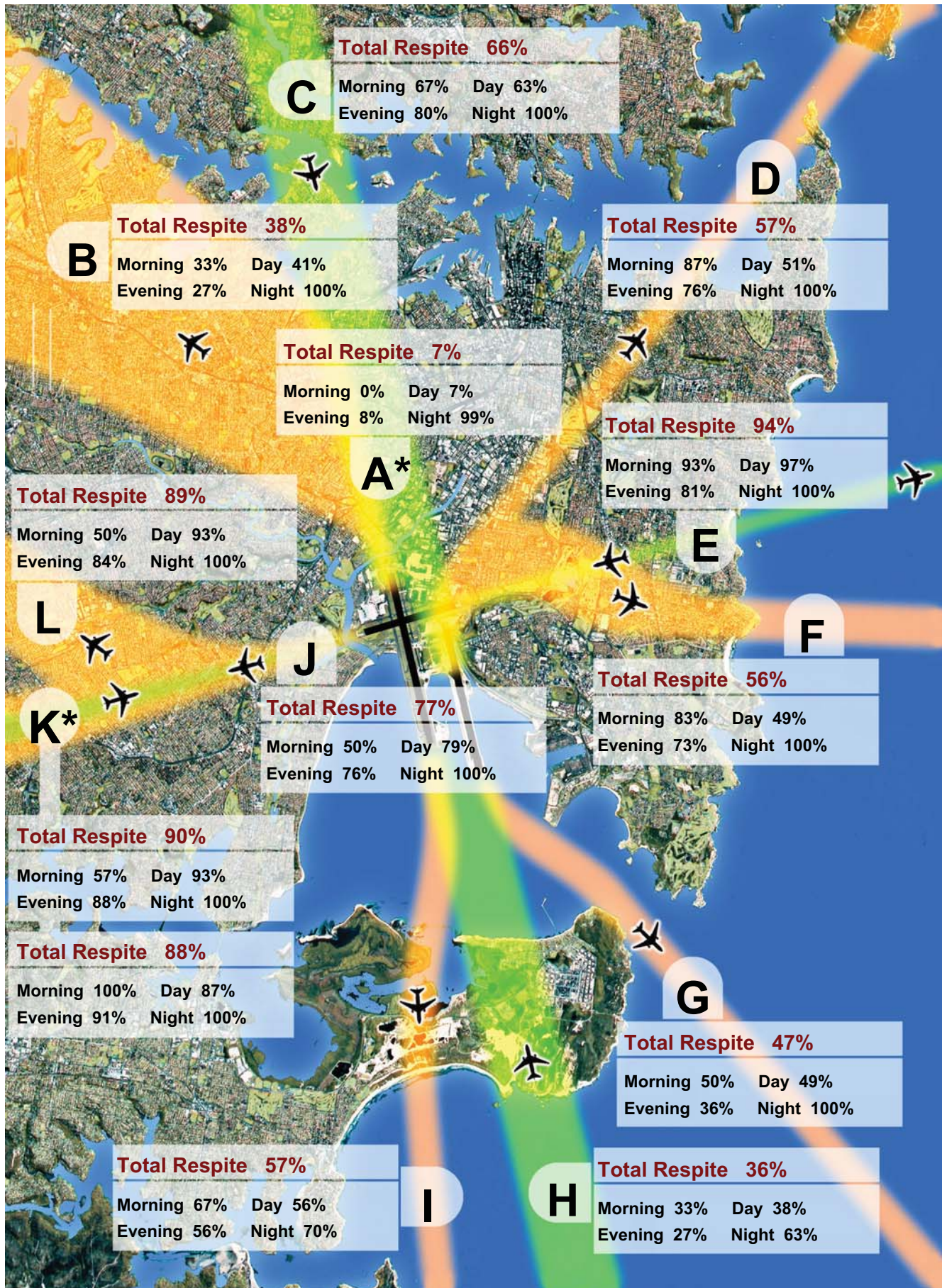
1 Oct 2009 to 30 Sept 2010, All Jets



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 Sept 2010 to 30 Sept 2010, All Jets



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

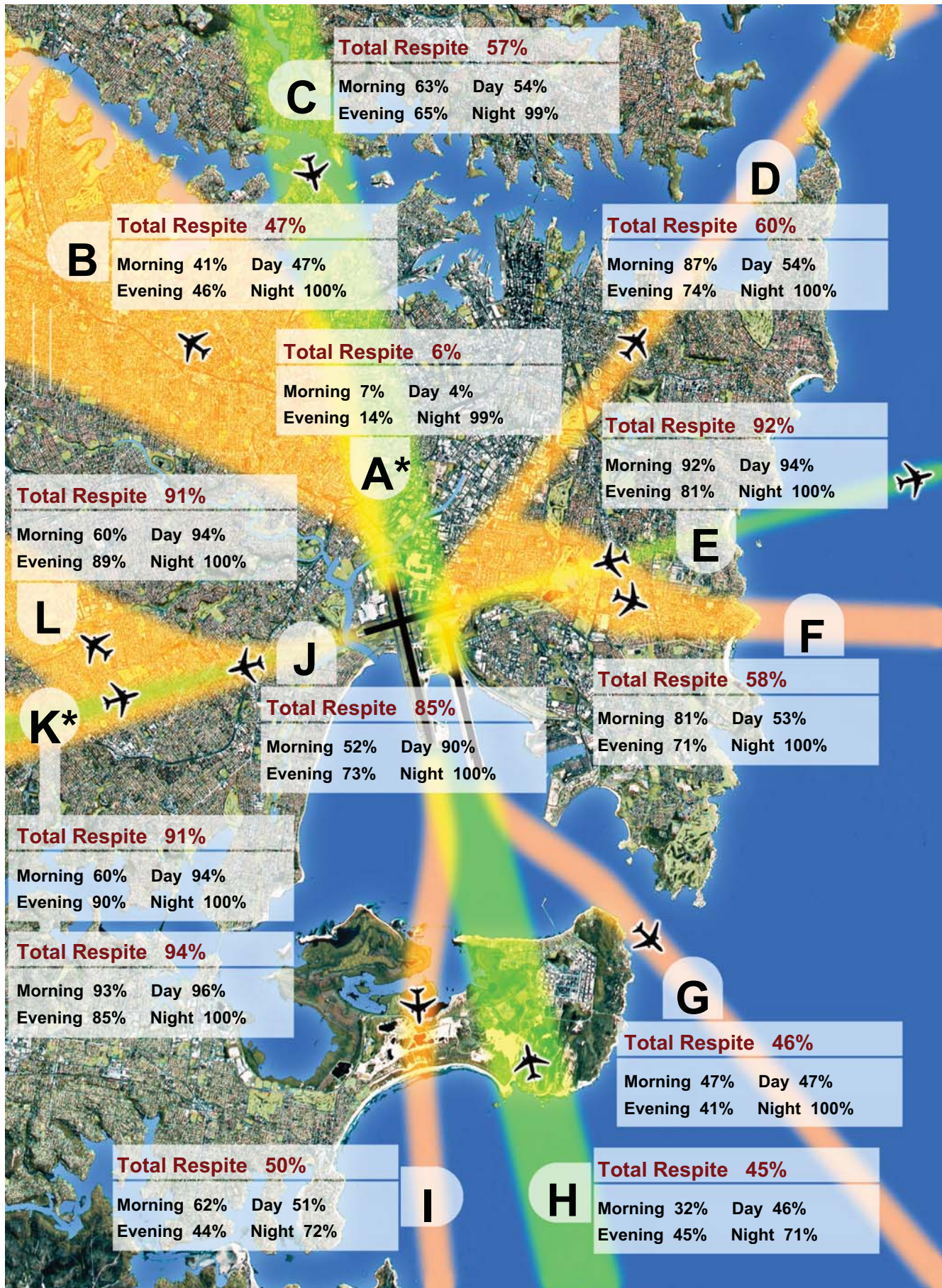
A respite interval is a 60 minute period when there are no jet movements (R60).

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 Oct 2009 to 30 Sept 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)

October 2009 to September 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 2010 .
	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 2010 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 2010 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 2010 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 September 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 **October 2009 to September 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 60%**. This means that over the period **October 2009 to September 2010 for 60%** 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 September 2010.



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

<i>Location</i>	<i>CNE Sep</i>	<i>Operational Days Sep</i>	<i>N70 Sep</i>	<i>N70 Aug</i>	<i>N70 Jul</i>
<i>Threshold rwy 34</i>	9,223	29.9	304	290	307
<i>Penshurst</i>	1,437	29.9	38	31	19
<i>Bexley</i>	1,641	29.9	49	51	30
<i>Sydenham</i>	4,210	29.9	140	119	161
<i>Johnston St. Annandale</i>	1,961	29.9	49	29	66
<i>Church St. St Peters</i>	3,193	29.9	79	62	93
<i>Leichhardt PEMU 36</i>	2,253	29.9	72	42	97
<i>Eastlakes</i>	2,106	29.9	64	101	72
<i>Coogee</i>	0	0.0	0	0	0
<i>Kurnell</i>	3,008	29.9	79	100	66
<i>Croydon</i>	598	29.9	15	20	13
<i>Hunters Hill</i>	3,444	29.9	50	30	62

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

The N70 values for September 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 18 PM 38 Day 236 Night 13 WE_D 268 WE_N 6	Penshurst AM 3 PM 7 Day 27 Night 0 WE_D 40 WE_N 0	Bexley AM 8 PM 8 Day 33 Night 0 WE_D 50 WE_N 0	Eastlakes AM 1 PM 11 Day 55 Night 0 WE_D 56 WE_N 0
Coogee AM 0 PM 0 Day 0 Night 0 WE_D 0 WE_N 0	Sydenham AM 8 PM 12 Day 129 Night 0 WE_D 112 WE_N 0	Leichhardt PEMU36 AM 6 PM 5 Day 72 Night 0 WE_D 37 WE_N 0	Kurnell AM 2 PM 4 Day 74 Night 0 WE_D 75 WE_N 1
Annandale AM 2 PM 3 Day 54 Night 0 WE_D 22 WE_N 0	St Peters AM 3 PM 7 Day 77 Night 0 WE_D 58 WE_N 0	Croydon AM 1 PM 2 Day 12 Night 0 WE_D 17 WE_N 0	Hunters Hill AM 6 PM 3 Day 50 Night 0 WE_D 27 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.