

PERTH NIGHT-TIME DEPARTURE TRIAL

Airservices Australia has decided to not proceed with the proposed Perth night-time departure trial as the environmental assessment has concluded it would not result in an overall noise improvement.

THE PROPOSAL

On 5 March 2015, Airservices announced a proposal to trial for 12 months a new departure flight path to the south at night (from 10 pm to 5 am) with implementation subject to the completion of the required environmental assessment and community consultation processes.

The aim was to provide night-time respite for residents along the Swan River underneath a flight path, without unfairly negatively impacting other areas of the Perth community. It was proposed that those aircraft currently using the departure flight path to the southwest of the airport would delay their turn towards the coast until they reached a point adjacent to Jandakot Airport; they would then either continue westward or turn to the north after reaching 8000 feet.

ENVIRONMENTAL ASSESSMENT

Early analysis of the trial proposal indicated it could be implemented without a high noise impact on other areas. The trial flight path was designed to maximise overflight of non-residential land to the south of Perth Airport, which would allow aircraft to gain sufficient altitude to cause a low-level noise impact when they subsequently flew over residential areas.

Our final analysis has now been completed and shows that if the trial were to proceed, then there would be more people impacted by aircraft noise than under current procedures. There would also be a major increase in noise levels for some areas that currently receive only a small number of overflights at night. This is exclusively related to most aircraft types being unable to achieve altitude in a manner that would create the intended noise benefit. On the basis of these findings, the trial will not proceed.

The final analysis was independently reviewed by environmental consultants, AECOM, who fully supported the findings and recommendations. A copy of the assessment is available on Airservices website and additional technical analysis is available on request.

FURTHER PROPOSALS FOR CHANGE

Airservices is constantly seeking noise improvement opportunities, however no further noise improvements are currently being considered for the Perth metropolitan area prior to a decision being made on the proposed construction of the Perth Airport parallel runway.

When considering air traffic management procedures, safety is always Airservices first priority. We also must balance our legislated responsibilities of fostering the growth of Australian aviation with mitigating its noise impacts, as far as practicable.

Since 2010, Airservices has considered 31 noise improvement opportunities for the greater Perth area and has, or will shortly, implement 10 changes in total. The remaining proposals were either unable to be safely implemented or implemented without causing a significant noise impact for residents. The night-time departure trial proposal is one of three changes put forward for 2015.

The first was a change to the preferences that Air Traffic Control uses to select runways which took effect on 28 May 2015. This is expected to provide a benefit to the Swan River area to the southwest by reducing the number of nights (by 25 per cent on average) that Perth Airport's departure runway to the south is used.

The second change is the introduction of Smart Tracking navigation technology and moving an arrival flight path to the southeast of the airport over the Perth Hills. This is scheduled for implementation in September 2015 and is expected to provide some noise improvement to areas around Bickley and east of Kalamunda. There will also be some incremental noise improvement for areas directly to the south of the airport.

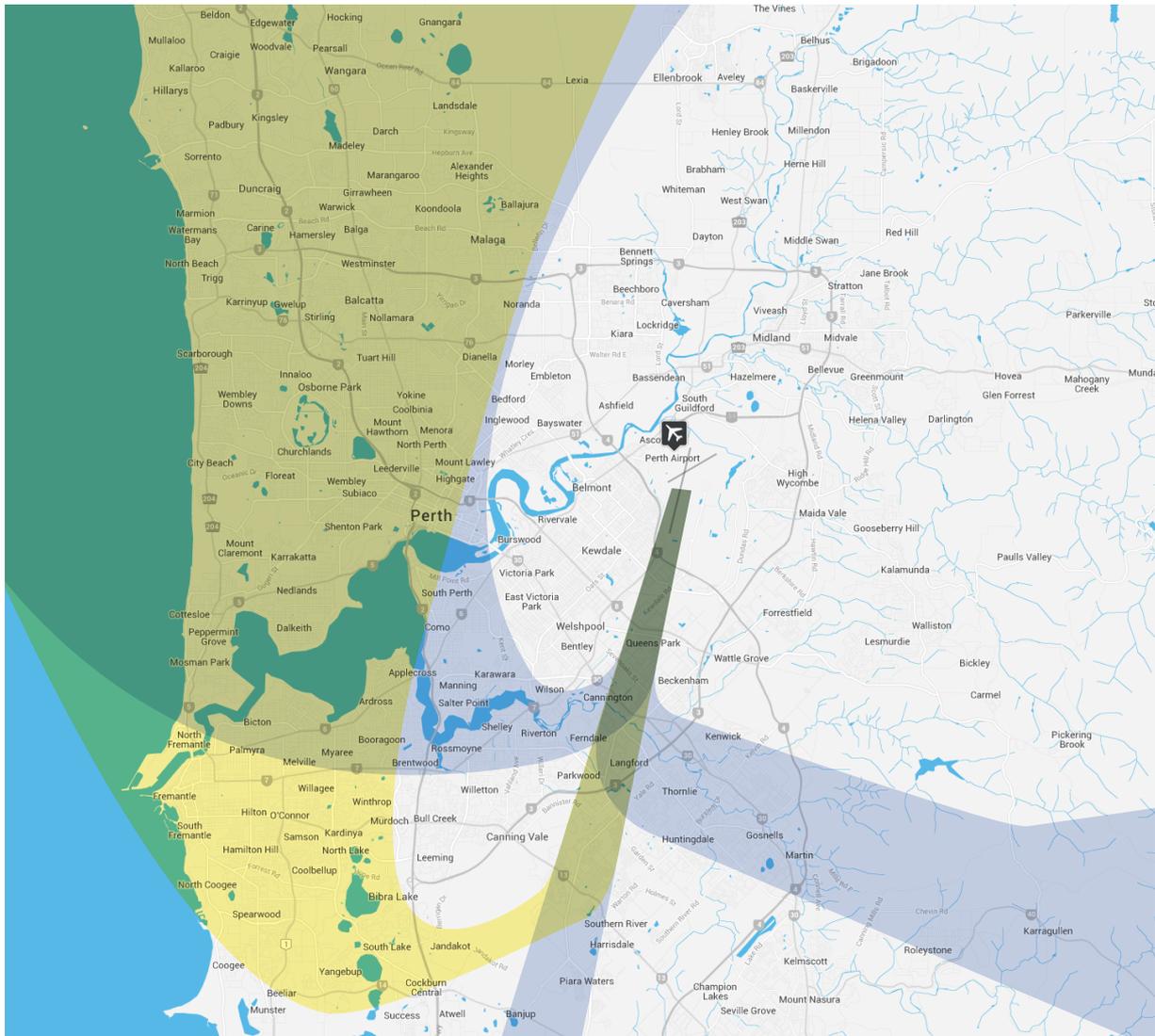


Figure 1 Current departure flight paths shown in blue. Proposed night-time departure trial flight path shown in yellow.

AIRCRAFT NOISE OMBUDSMAN

Airservices has discussed the decision to not proceed with the trial with the Aircraft Noise Ombudsman. It was explained we had hoped to find an alternative departure route at night that would reduce the noise over parts of Perth while not making the situation significantly worse for any other group. Unfortunately, our detailed environmental analysis has concluded this objective cannot be achieved. Based on the information provided, the Aircraft Noise Ombudsman fully supports the decision to not proceed with the trial and will make a public statement about this separately.

FURTHER INFORMATION AND FEEDBACK

Further information on the trial proposal and other Perth noise improvements can be found at www.airservicesaustralia.com/projects/flight-path-changes/perth-noise-improvements-2015

If you require assistance in the interpretation of Airservices information please contact the Telephone Interpreter Service on 131 450.

WHAT HAPPENS NEXT?

Community information sessions scheduled in Canning Vale on 11 and 12 August have been cancelled due to the trial not proceeding.

Aircraft will continue to use the existing arrival and departure flight paths for Perth Airport, subject to the usual variations in airline flight schedules and seasonal wind patterns.