

TRIAL OF MODIFIED FLIGHT PATH—ROLEYSTONE, WA

At the request of the Aircraft Noise Ombudsman, Airservices is undertaking a trial to modify part of a flight path to the south-east of Perth to greatly reduce the impact of aircraft noise on the majority of local residents in the area.

What is being changed?

Some aircraft arriving from the north to land at the southern end of Perth Airport fly over residential areas on the eastern side of the city, including Roleystone. A safety assessment shows that the southern end of the flight path can be moved further to the east where there are unpopulated and less populated areas.

Why is a trial being considered?

Managing the impacts of aircraft noise remains a key challenge for an industry that is expanding and forecasting high levels of growth. In consultation with the community, the Aircraft Noise Ombudsman has formally recommended this change to Airservices.

Conducting a trial is an effective way of testing the merits of the proposed change.

When will the trial start?

The trial will commence on 22 August 2013. A trial like this requires the publication of aeronautical information so that airlines can properly prepare flight crews about the change to the flight path.

How long will this trial go for and how will it be assessed?

The trial will be in place for 12 months in order to cover normal seasonal patterns (increased use during the winter months due to prevailing wind direction).

During the trial Airservices will review the results with a view to introducing the change permanently if it is operationally feasible and valued by the community.

What areas are affected?

The flight path will move flights away from: Bickley, Byford, Carmel, Martin and Roleystone, reducing flights for over 4500 residents.

The trial flight path will move aircraft activity closer to: Bickley East, Karragullen and Pickering Brook, impacting on 250 residents.

Has an environmental assessment been done?

Yes. The proposed trial flight path aims to balance the environmental and operational impacts. Our analysis concluded the environmental impact from this change is expected to be minor and recommended that the trial is formally reviewed.

We will complete a review of the trial after 12 months.

Will I notice any increase in noise?

Aircraft associated with this trial will typically be about 9000 feet (2750 metres) above sea level 8000 feet (2450 metres) above ground when near Pickering Brook and their noise measured at ground level is expected to be well below 50dB.

Aircraft flying near Karragullen will typically be above 7000 feet (2150 metres) above sea level 6000 feet (1800 metres) above ground. This is similar to their current altitude when flying over Roleystone and the resulting noise impact at ground level is typically expected to be below 55dB.

How many planes use this flight path?

About one-third of arrivals to Perth Airport land at the southern end of the runways, with about a quarter of those aircraft using the flight path over Roleystone. This equates to about 6500 aircraft a year or an average of 18 each day.

What community consultation will occur?

We aim to inform all residents impacted by the current and trial flight path about this proposal and provide an opportunity to give us feedback before the trial starts. We will keep the community informed as the trial progresses and will consider all feedback in our assessment process.

More information is available at www.airservicesaustralia.com/projects/trial-of-new-flight-path-roleystone-wa

How can I have my say?

We have put in place a range of feedback mechanisms and will respond to questions as quickly as possible. We will include all community views and comments in the trial assessment process.

Your feedback is welcomed at community.relations@airservicesaustralia.com, by contacting our Noise Complaint and Information Service on 1800 802 584 or by mail to Community Relations, GPO Box 367, Canberra ACT 2601.

