

ROLEYSTONE FLIGHT PATH TRIAL ENVIRONMENTAL SUMMARY

This summarises the environmental analysis that Airservices has carried out on the trial, including potential impacts on noise levels, emissions and the natural environment.

From 22 August 2013, for 12 months, Airservices is trialling a change to a flight path in Perth that is designed to reduce aircraft noise for some suburbs to the south-east of the city.

Some aircraft arriving from the north land at the southern end of the runways. During the trial the flight path will move away from Bickley, Byford, Carmel, Martin and Roleystone and closer to Bickley East, Karragullen and Pickering Brook.

Airservices has produced a map showing the existing flight path compared with the trial flight path.

Flight frequency

In the six months between 1 July and 31 December 2012 about 1700 jet aircraft arriving from the north flew over Roleystone. The average altitude of these jets was around 6000ft and all flew above 5000ft. During the same period, around 500 turboprops arriving from the north flew over Roleystone, at an average altitude of 7000ft.

During the trial, these aircraft will not fly over Roleystone but there will be a corresponding increase in movements over the Pickering Brook area. Pickering Brook is already regularly flown over by aircraft departing from Runways 21 and 24 for airports to the east. The trial will result in an increase in aircraft flying over the suburb.

Noise impacts

The trial will result in over 4000 residents in the suburbs of Roleystone, Bickley, Carmel, Byford and Martin experiencing less aircraft noise.

However, around 250 people living in Bickley East, Karragullen and Pickering Brook will be flown over by aircraft arriving into Perth Airport during the trial. These areas are at least 70km from the runway threshold (compared with Roleystone, which is 45km away) and aircraft will mostly be at an altitude of at least 8000ft above ground at this altitude, noise experienced on the ground from jet aircraft will be well below 50dB, which is quieter than speech during a normal conversation.

Emissions

The trial flight path is around 12km longer than the current flight path. This means that on average, each aircraft during the trial will use around 70kg more fuel, resulting in some 200kg of CO² emissions, compared with aircraft using the existing flight path.

Natural environment

It is improbable that the trial would have any impact on wildlife, due to the high altitude of aircraft flying over these areas.

