



Post Implementation Review

BANKSTOWN AIRPORT - New arrival flight path

Version 1

Effective 16 February 2016

Change Summary

Introduction

Airservices changed an existing flight path to Bankstown Airport from November 2014. This resulted from a review of Air Traffic Control procedures that was undertaken to ensure they were appropriate for modern navigation aids and to further enhance the safe operations of Sydney's airspace.

The change saw aircraft flying an 'instrument' approach into Bankstown Airport use a modified flight path which is about 2.5 kilometres west of the previous flight path. The suburbs of Plumpton, Rooty Hill, Blacktown, Mount Druitt, Whalan, St Marys, Erskine and Minchinbury were expected to see an increase in the number of aircraft flying overhead at an altitude of around 3 000ft.

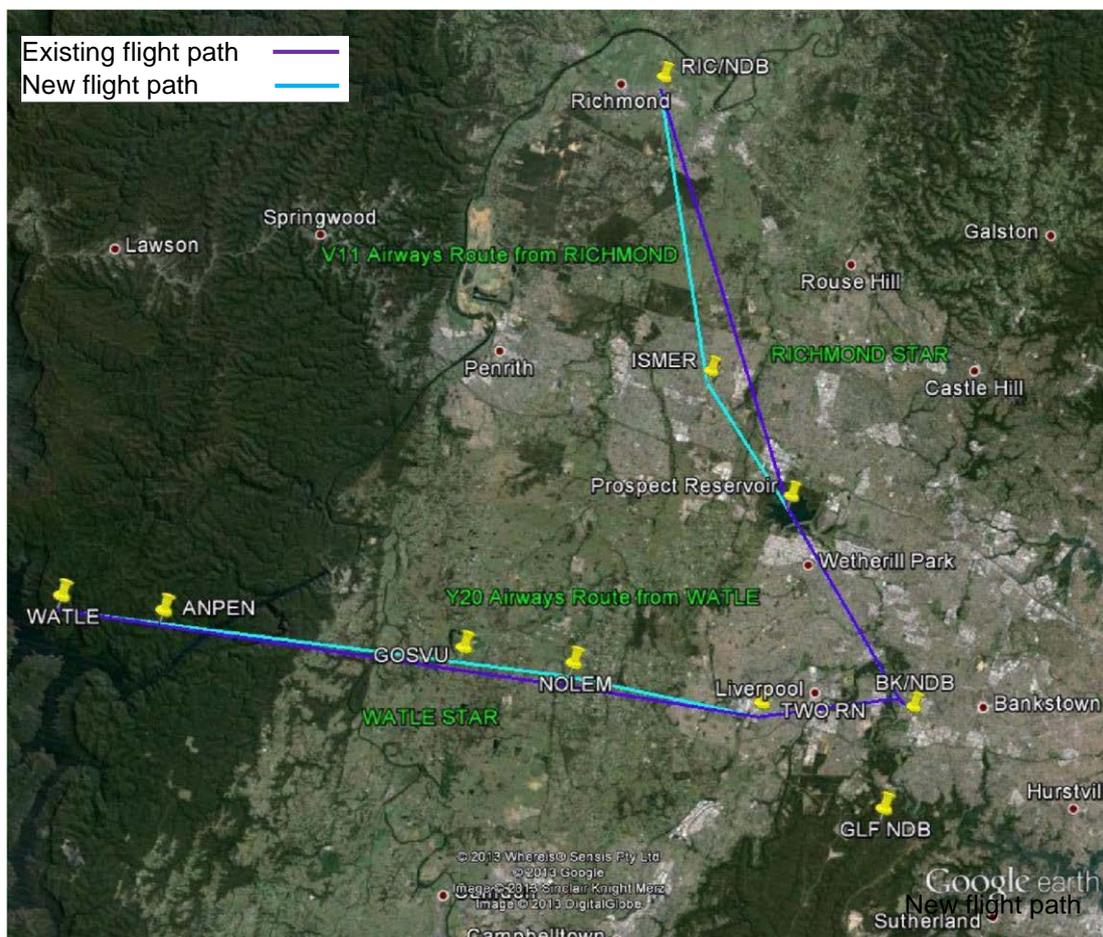


Figure 1. The westerly route (named WATLE in this assessment) closely replicates the existing Standard Terminal Arrival (STAR) along its entire length, while the northern route (named Richmond) is up to 2.5km west of the existing STAR, and overflies different residential areas north of Prospect Reservoir.

Summary of environmental assessment

Prior to implementation, Airservices undertook an environmental assessment which noted the following:

Noise

The analysis showed the change to the WATLE STAR (western arrival flight path) will have no significant impact on the community, as the new flight path almost exactly replicates the old one.

However, with the exception of one aircraft (DC6) the noise levels are expected to be relatively low, and the number of operations of this aircraft is expected to be only one per fortnight, with the largest noise impact occurring during the day.

However, the new Richmond arrival flight path (northern arrival flight path) may have potentially noticeable noise impacts. At least one aircraft type (DC6) using this flight path would be likely to have a noticeable environmental impact. This is because of an expected increase of more than 5dBA and in some cases the resultant noise level was expected to be above 60dBA.

On the western route, there were no reference locations where the increase in noise for any one aircraft type was likely to have an adverse environmental impact.

Natural Environment

The changes are not expected to have a significant impact on the natural environment.

Summary of engagement undertaken

Industry consultation

Airservices had already commenced formal consultation with the aviation industry on the proposal prior to the implementation of the stakeholder engagement strategy.

Community consultation

The Bankstown Airport Community Aviation Consultative Group (CACG) was informed of the need to change these arrival procedures on 12 December 2013. The CACG confirmed no further community consultation on the matter was required, however, Airservices would continue to report back on the changes made. Information was placed on the organisation's website. It was further agreed that Airservices would monitor any noise complaints, however a local media campaign would not be undertaken as there was no anticipated noise impact on the community due to the very small number of aircraft using the changed flight path that would be producing noise above 60dBA.

For more information about this change see <http://www.airservicesaustralia.com/projects/flight-path-changes/newbankstownarrival-flight-path/>

Operations

Air Traffic Control

Air Traffic Control in Sydney identified the solution to introduce satellite based (RNAV) flight paths tracking from WATLE waypoint to Bankstown and Richmond Non Directional Beacon (NDB) to Bankstown. CASA indicated that with this change the proposed flight path is an operationally safe solution and they would not continue with the previous publication of the arrival flight paths (STARs).

Noise impacts

No noise impacts were recorded since this change to flight paths was made, nor were any noise complaints made directly in conjunction with this change.

Community feedback

The suburbs of Plumpton, Rooty Hill, Blacktown, Mount Druitt, Whalan, St Marys, Erskine and Minchinbury were anticipated to see an increase in aircraft flying overhead. Complaints data was collected from the Noise Complaints and Information Services (NCIS) over the 12 month period, November 2014 to November 2015. This data showed a total of 153 complaints across the Bankstown area but only one complaint from the above mentioned suburbs. The 153 complaints made within the last 12 months were unrelated to this flight path change.

Conclusion

Community feedback demonstrates there was no noticeable noise impact on the community as a result of these changes. Airservices therefore considers the changes to have been successfully implemented.