



Post Implementation Review

CANBERRA AIRPORT

**Runway 35 South and West (Jet) Departure Flight Path
Amendment**

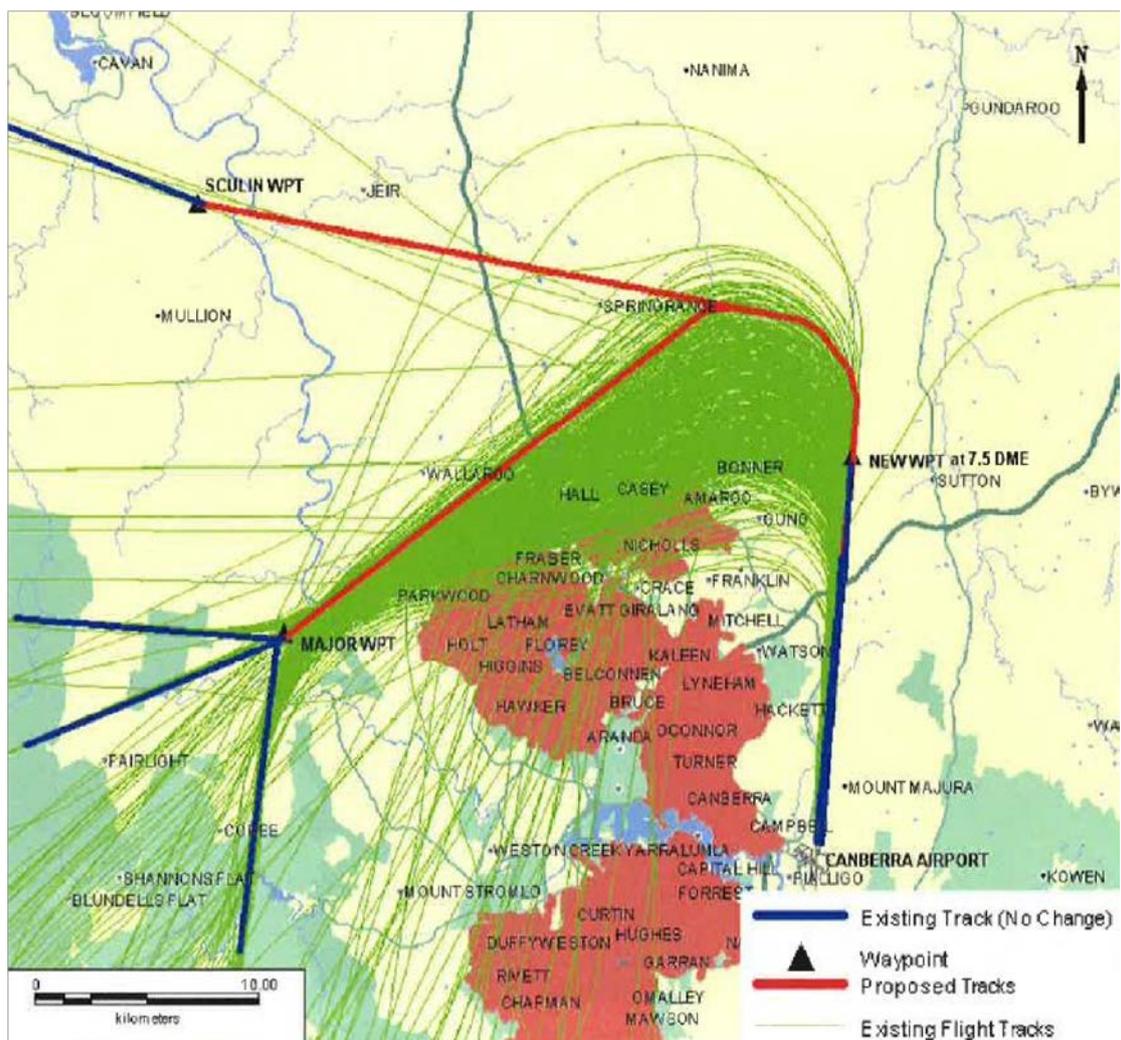
Version 1

Effective February 2016

Introduction

In 2014 at the request of Canberra Airport, Airservices changed a flight path for aircraft departing from Runway 35 on the Standard Instrument Departure (SID) at Canberra Airport in order to reduce the noise impact for residents living in the north-west of Canberra such as Gungahlin.

Jet aircraft departing from Runway 35 using the SID, turned left on reaching 7,000 feet in accordance with Canberra Noise Abatement Procedures. Due to their different climb performance, some aircraft turning at 7,000 feet tracked over residential areas in the north-west of Gungahlin. The change established a defined turning point 14km from the airport. Aircraft would therefore not turn left until passing over this waypoint and after reaching 7,000 feet (see the diagram below) in order to avoid overflight of Gungahlin.



Summary of environmental assessment

Prior to implementing the change, Airservices undertook an environmental assessment of the proposal – a summary of this analysis is available at <http://www.airservicesaustralia.com/projects/flight-path-changes/canberra-airportdepartures/>

The analysis found:

- The proposed change to the Runway 35 departure procedure was expected to direct flights away from the residential areas of Gungahlin thus providing a potential benefit to the Gungahlin community by reducing aircraft noise.
- Aircraft overflying the new turning point would be at or above 7,000 feet, and their maximum noise levels below 60 dBA.
- An anticipated decrease in maximum noise of each overflight by up to 5 dBA was likely to be noticeable in Gungahlin.
- Establishing the new turning point was not likely to result in any significant environmental impact within the meaning of the *Environmental Protection and Biodiversity Conservation Act, 1999 Cth*.

Summary of engagement undertaken

Discussions occurred with Canberra Airport, respective airlines and key stakeholders over an extended period.

The Canberra Airport Community Aviation Consultation Group (CACG) is Airservices primary community engagement forum for communication with the community on airport activities. This forum is comprised of representatives from peak community organisations, the aviation, tourism and business sectors, and Government.

The CACG was informed of the proposed change on 20 February 2014 and provided updates on progress at meetings held in May and November 2014. As the change related to a noise improvement, the CACG confirmed no further community consultation on the change was required. Airservices nonetheless committed to update the CACG about the change as it was being implemented and after it had been made. Airservices also advised that community enquiries on the change received through the Noise Complaints & Information Service would be monitored to help determine if any further consultation would be required. Information about the change was also placed on the organisation's website.

Operations

Air Traffic Control

The main areas of potential operational concern during the design process were to avoid any impact on airspace safety and efficiency. There was no evidence of any adverse impact in these areas during the 12-month period after implementation.

A sample was taken of Runway 35 jet departure flight tracks prior to the change being implemented in November 2014 (Figure 1) and after the change was implemented (Figure 2). A semi-rural residential area (Hall) to the northwest than Gungahlin is marked on the figures. The sample indicates that jet aircraft were compliant with the change, resulting in aircraft avoiding residential areas to the north-west of Canberra.

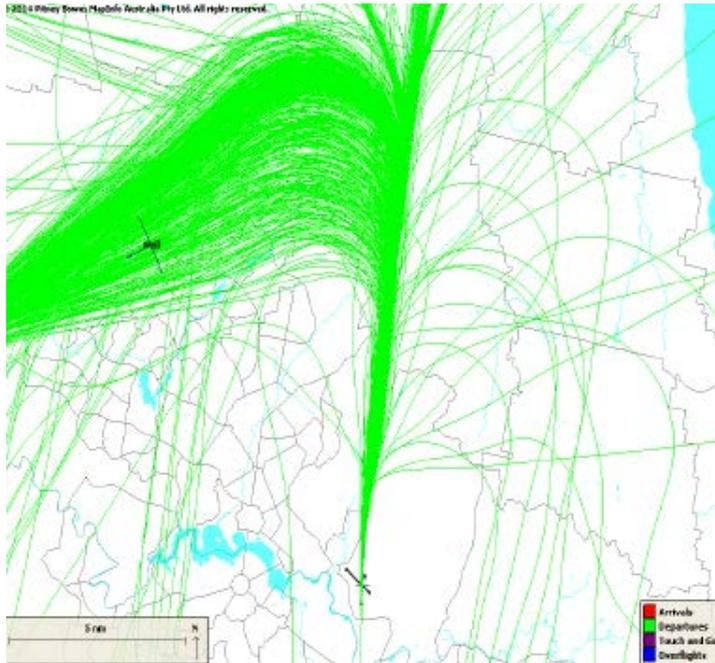


Figure 1: Jet departure flight tracks pre-change.

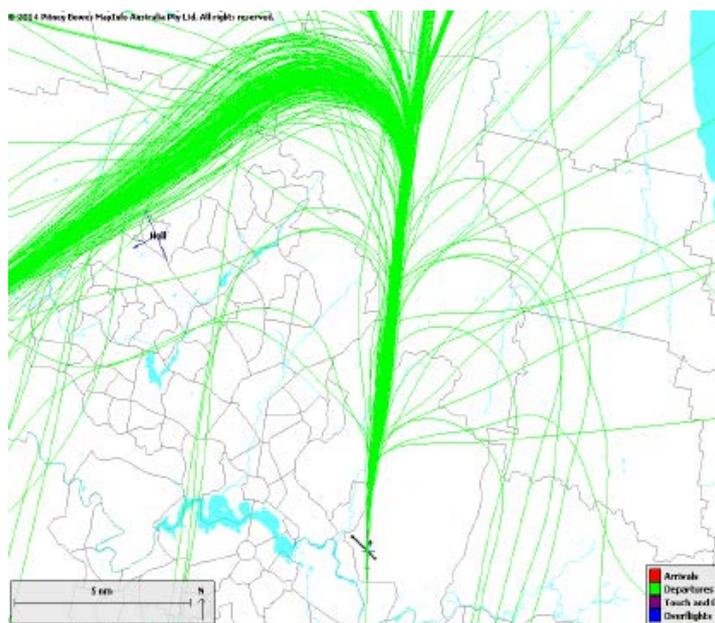


Figure 2: Jet departure flight tracks after the change was implemented

Noise impacts

No noise analysis has been undertaken since the change was implemented.

Community feedback

There has been no negative feedback received from the community since the change was implemented.

Conclusion

This change was suggested by Canberra Airport and the CACG has shown strong support. While no post-implementation noise analysis has been undertaken, Airservices has received no negative feedback from industry or the community.

Airservices concludes that this change has been successfully implemented.