ACCC PRESENTATION

AIRCRAFT NOISE – A WORLD PERSPECTIVE

10 JUNE 2015

AIRBIZ

AGENDA

1. **Introduction / About Airbiz**
2. **Causes of Noise Impact**
3. **Describing Noise Impact**
   - **NEF Limitations**
   - **Noise Dialogue**
   - **Alternative Metrics**
   - **Innovative Ways to Communicate with Public**

ABOUT AIRBIZ

INFRASTRUCTURE

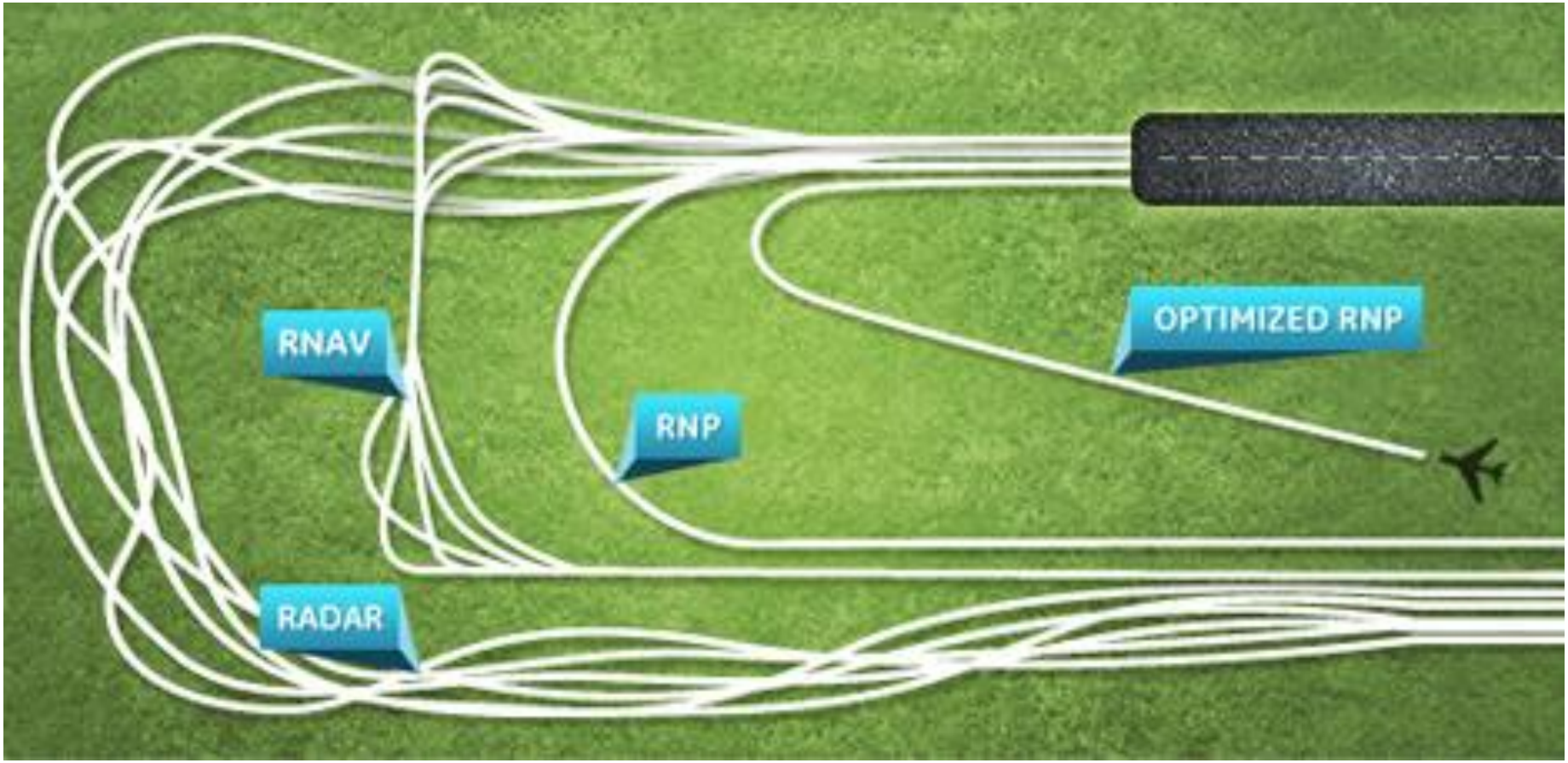
1. New Infrastructure
2. Maintenance

Heathrow Airport, England

Brisbane Airport, Australia

NEW OR MODIFIED FLIGHT TRACKS

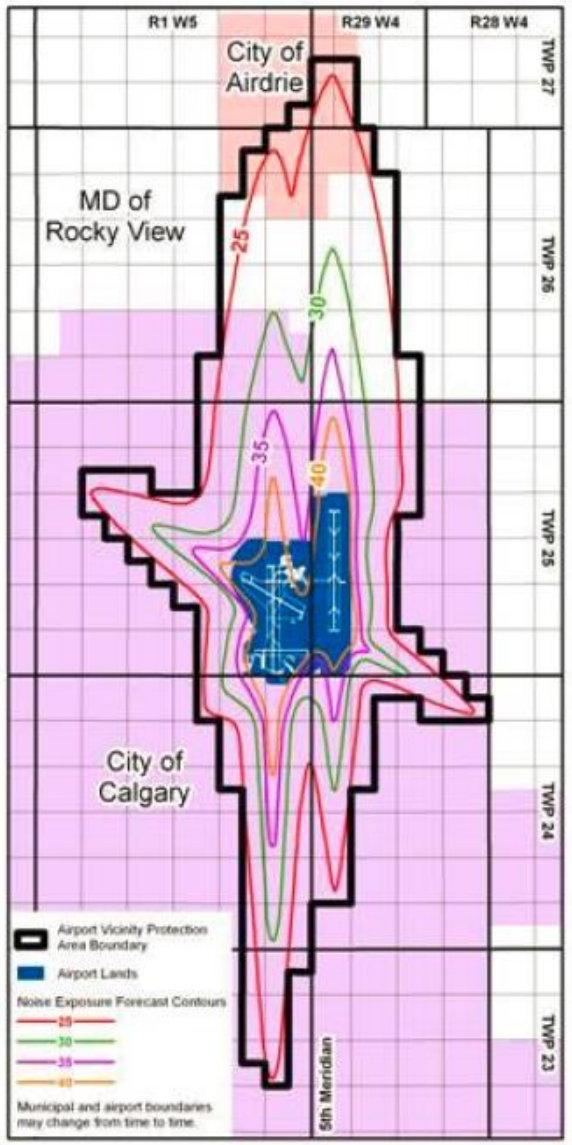
- PBN is now being implemented around the world
- Not as simple as it may seem!



NEXT GEN Components: RNAV/RNP (GE)

ALTERNATIVE NOISE METRICS

- NEF contours too complex for non-experts
- Identify metrics with best response from the community

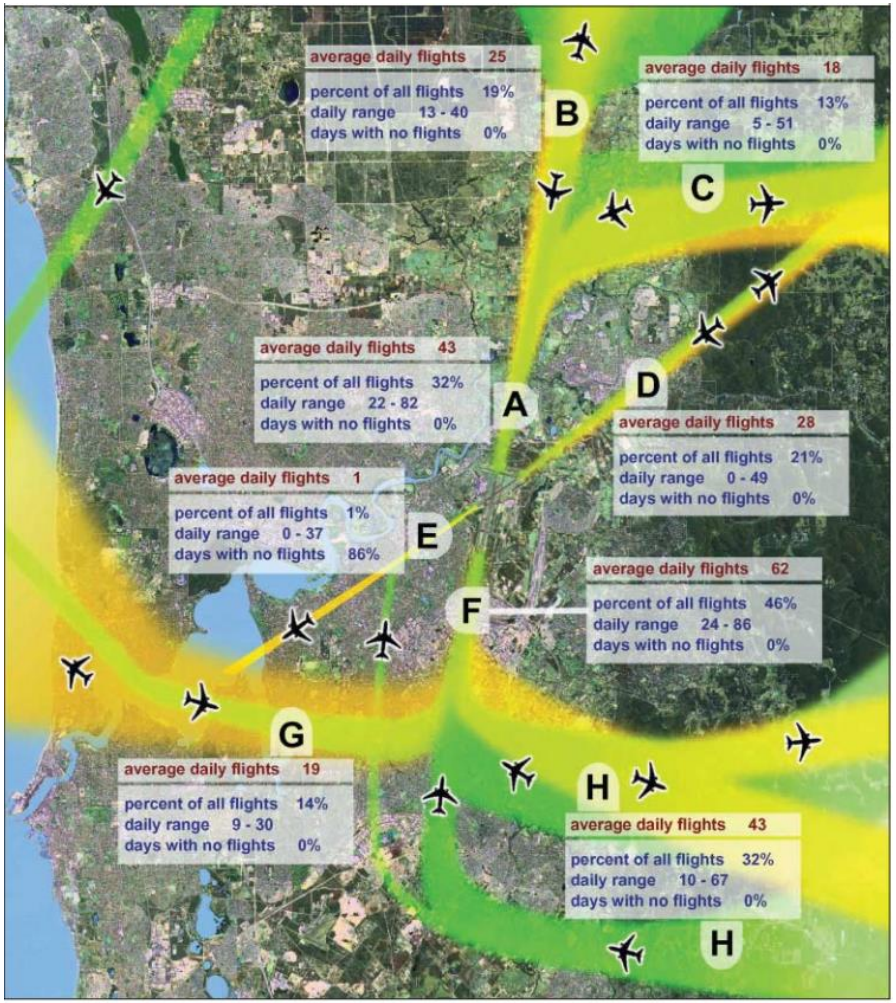


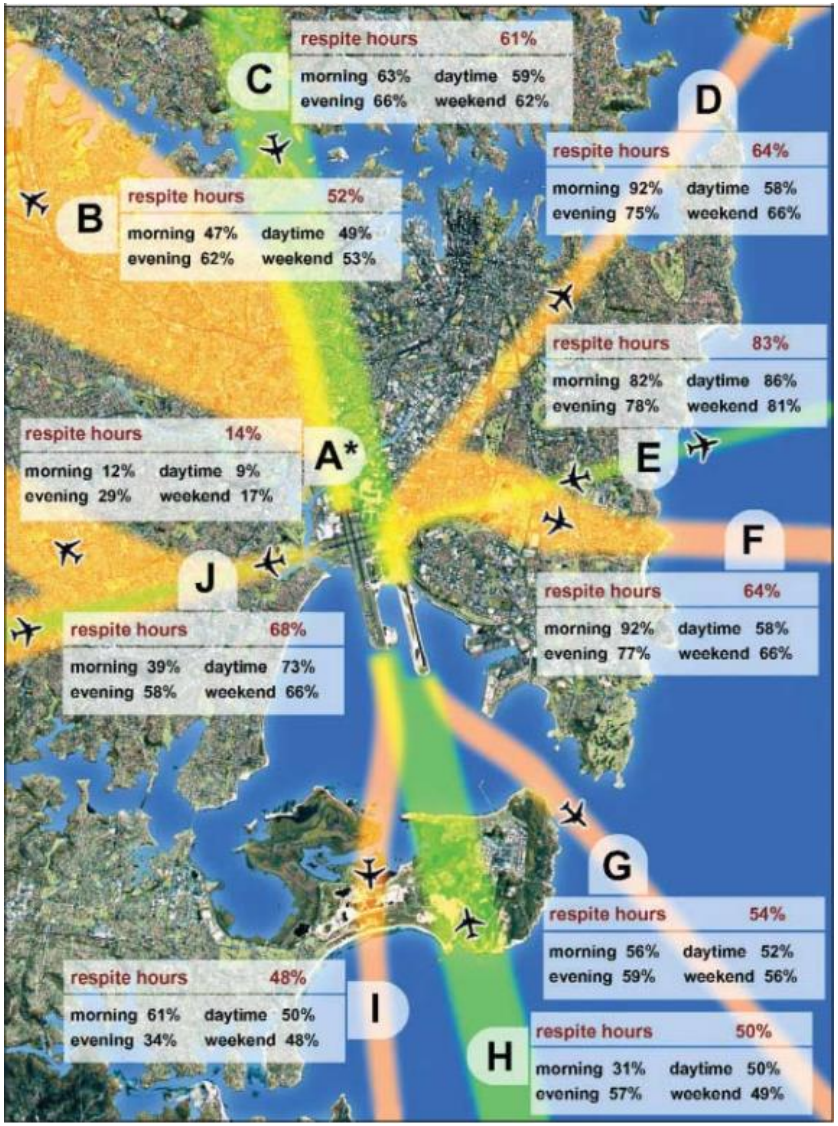
NOISE DIALOGUE

- Provide Facts
- Describe noise in terms of exposure
- Try to provide the information the enquirer wants
- Give the enquirer the type of information which relates to the question
- Be aware of the limitations of your data
- ***Use multiple metrics***
- Attempt to provide information in a form that the enquirer can independently verify
- Don't provide noise contours without also giving out information on the flight paths underlying the contours
- Don't be afraid to point out the facts to the enquirer if their perception does not accord with what has actually happened
- Avoid comparing aircraft noise with other noise sources such as road traffic
- Clearly differentiate between current and future noise

Source: Guidance Material for Selecting and Providing Aircraft Noise Information (DOTARS) and David Southgate

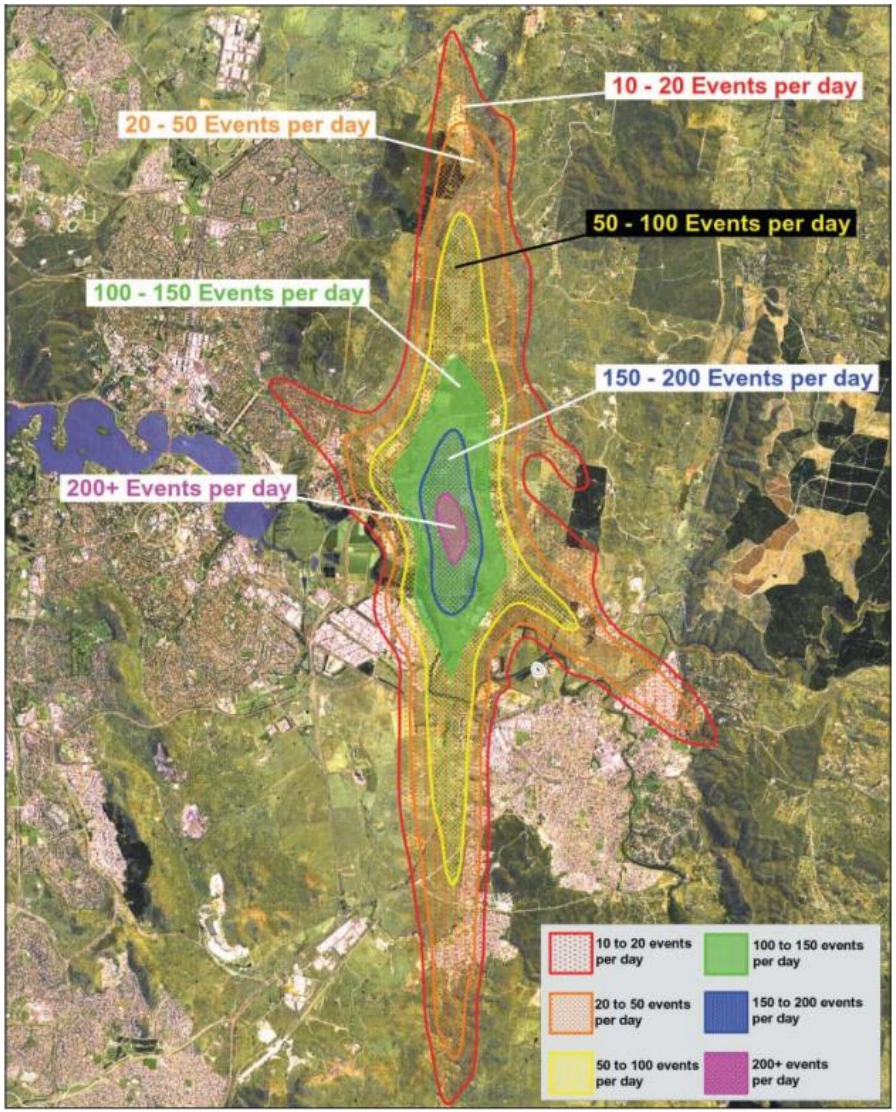
FLIGHT PATH MOVEMENT CHARTS





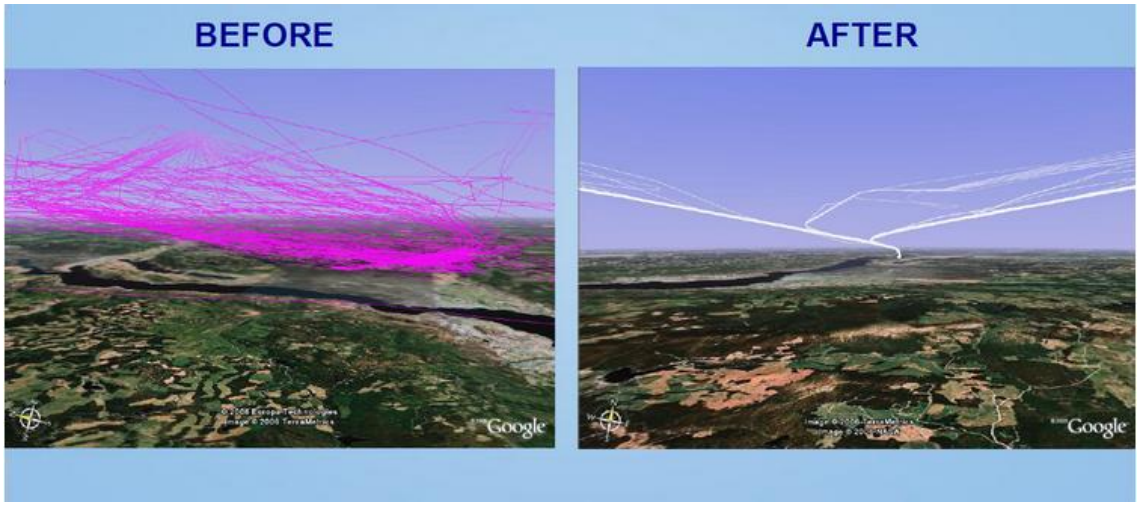
Source: Infrastructure Australia

EVENTS ABOVE CHARTS (N60/N70)

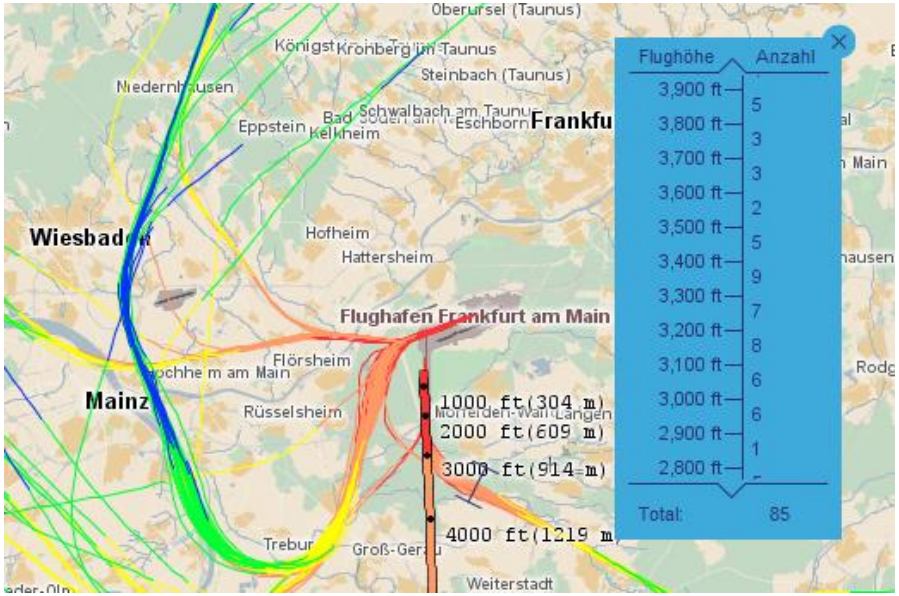


Source: Infrastructure Australia

INNOVATIVE WAYS TO ENGAGE WITH PUBLIC



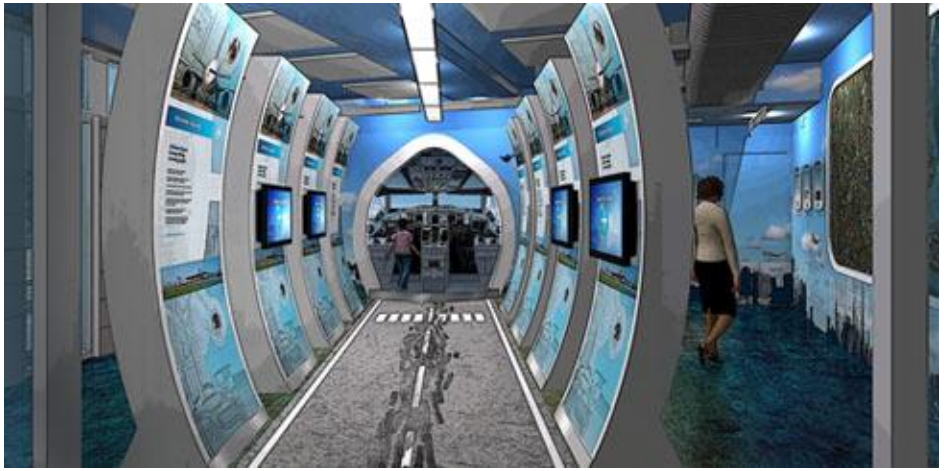
Kelowna Airport – Open House

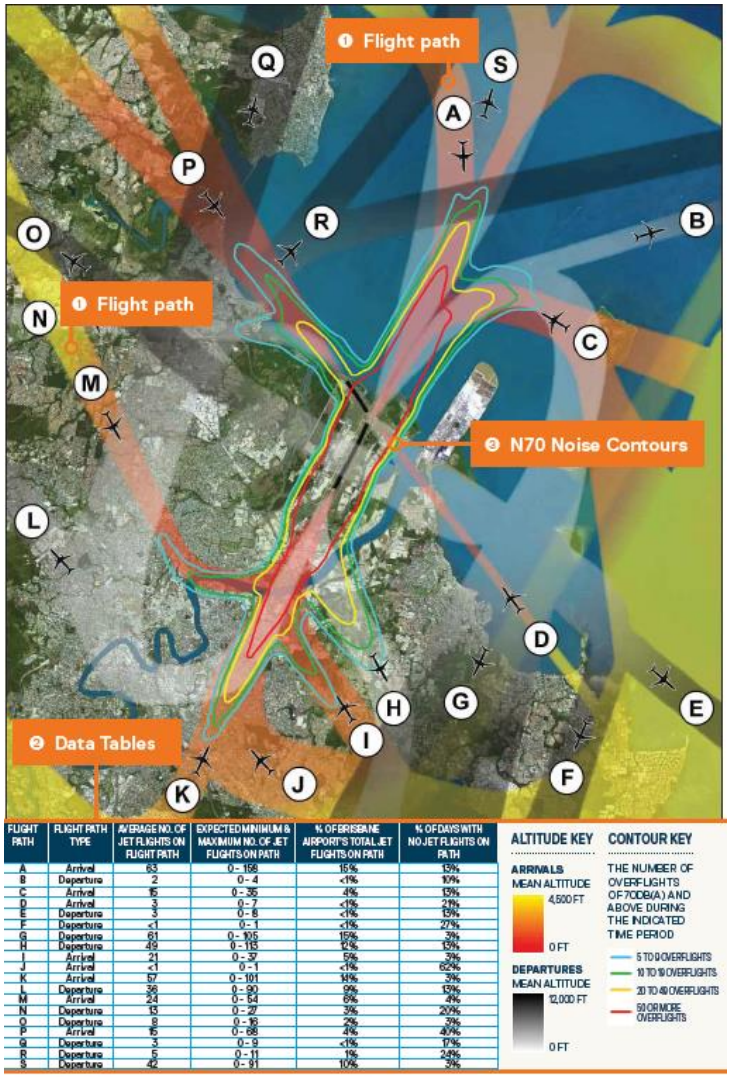


German DFS – Flight Path Monitoring

INNOVATIVE WAYS TO ENGAGE WITH PUBLIC

Brisbane Airport – Experience Centre

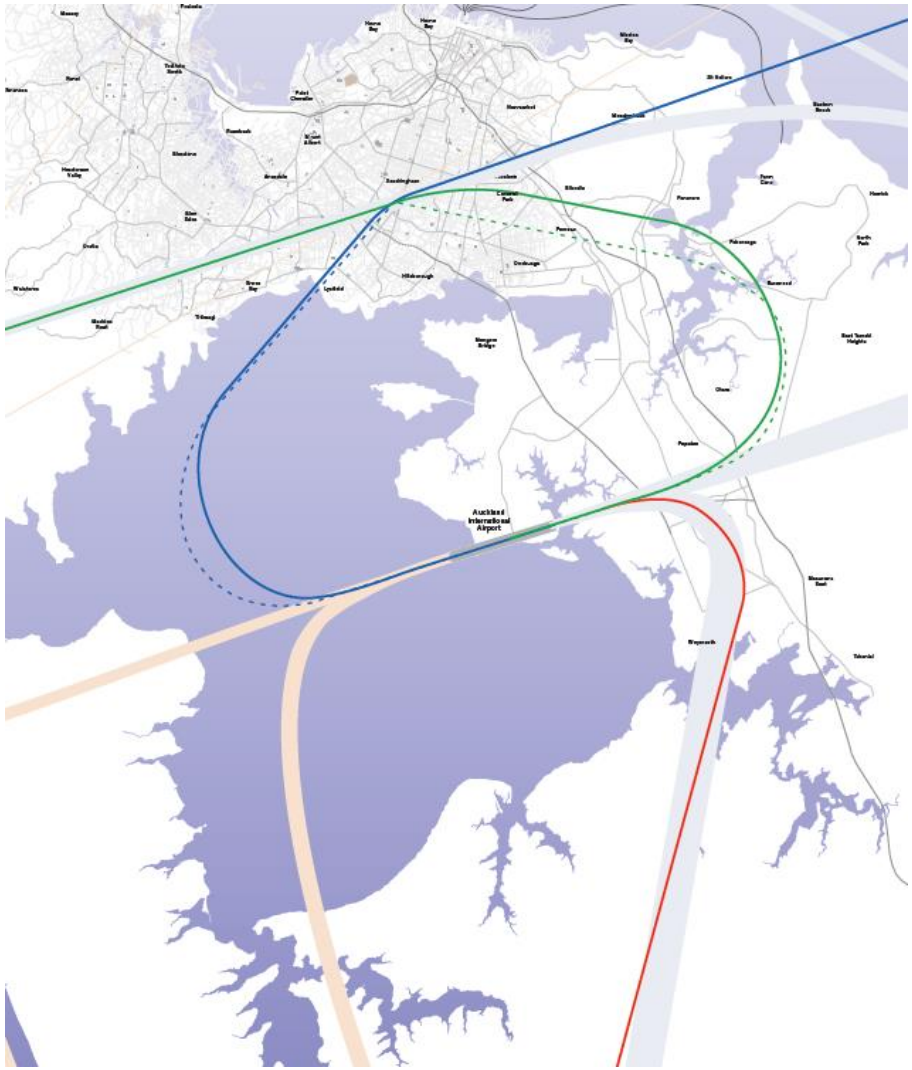




FLIGHT PATH	FLIGHT PATH TYPE	AVERAGE NO. OF JET FLIGHTS ON FLIGHT PATH	EXPECTED MINIMUM & MAXIMUM NO. OF JET FLIGHTS ON PATH	% OF BRISBANE AIRPORT'S TOTAL JET FLIGHTS ON PATH	% OF DAYS WITH NO JET FLIGHTS ON PATH
A	Arrival	63	0 - 158	15%	13%
B	Departure	2	0 - 4	<1%	10%
C	Arrival	15	0 - 36	4%	13%
D	Arrival	3	0 - 7	<1%	21%
E	Departure	3	0 - 8	<1%	13%
F	Departure	<1	0 - 1	<1%	27%
G	Departure	61	0 - 105	15%	3%
H	Departure	49	0 - 115	12%	13%
I	Arrival	21	0 - 37	5%	3%
J	Arrival	<1	0 - 1	<1%	62%
K	Arrival	57	0 - 101	14%	3%
L	Departure	36	0 - 90	9%	13%
M	Arrival	24	0 - 54	6%	4%
N	Departure	13	0 - 27	3%	20%
O	Departure	8	0 - 18	2%	3%
P	Arrival	15	0 - 68	4%	4%
Q	Departure	3	0 - 9	<1%	17%
R	Departure	5	0 - 11	1%	24%
S	Departure	42	0 - 91	10%	3%

Noise Information Package

INNOVATIVE WAYS TO ENGAGE WITH PUBLIC



Auckland Airport – RNP Trials

Perth Airport – Flight Path Change Trials

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