



DMP 2011 - Noise Issues

For residents of suburbs surrounding the airport, it is important to note that the N70 noise contour diagrams on the following page show the noise effects of the airport operating at ultimate practical capacity. In other words, the modelling shows the noise patterns that would occur with the maximum possible number of aircraft movements that can fit on the runway system.

It is highly unlikely that Archerfield will cater for this many flights per year. The practical capacity of the airport has been calculated as 460,200 movements. In reality, the annual rate fluctuated between 250,000 and 300,000 flights per annum during the 1990s, and has ranged between 133,000 and 151,000 over the period 2002 to 2010. The modelling that AAC has undertaken for the Master Plan indicates that by 2030, assuming steady growth, the airport would be catering for between 180,000 and 270,000 movements per year.

The practical capacity calculations describe a worst-case-scenario. They are however an important planning tool for Council and the State government when they are making decisions about land use and development around airports.

When you consider the impact of the proposed change in grass runway direction, please note that these runways are only used during daylight hours, and only by light aircraft. There will be no change to night time flights, and large aircraft will not be permitted to use these runways. This information has been clarified in the DMP. As can be seen by the N70 noise contour diagrams, it is unlikely that this change will have a noticeable impact on residents that do not already experience some level of aircraft noise.

Regular Passenger Transport (RPT) aircraft (60-80 seats) have been approved at Archerfield for a number of years to cater for potential future commuter travel. The Corporation has no intention of introducing aircraft of a larger size. Similarly, small freight aircraft movements (up to 10 seats) have been incorporated to cater for potential operations from local businesses. Again, these aircraft will not be using the grass runways.

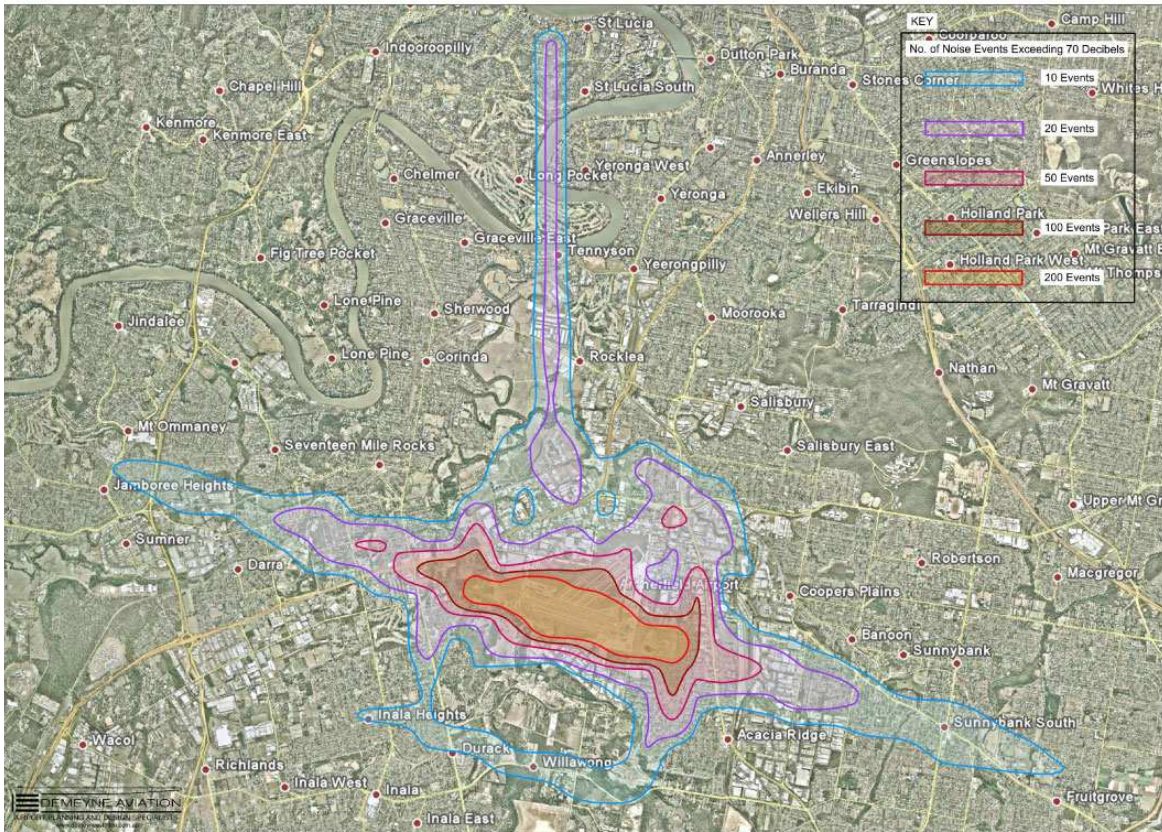
For RPT operations to begin at Archerfield the main runway will need to be strengthened and there will be other works to improve the airport infrastructure. Before these can proceed, a Major Development Plan (MDP) will be prepared which will take factors such as noise and safety issues into consideration. AAC will be undertaking detailed investigations and designs, and will be consulting with people who might be affected.

Ultimately, the federal Minister is responsible for assessing a MDP, and the works cannot proceed until a MDP is approved. Before commencing works on the realignment of the grass runways a similar process will be required. This has been expanded upon in the DMP. Assumptions used in the development of the ANEF have also been included in the DMP.

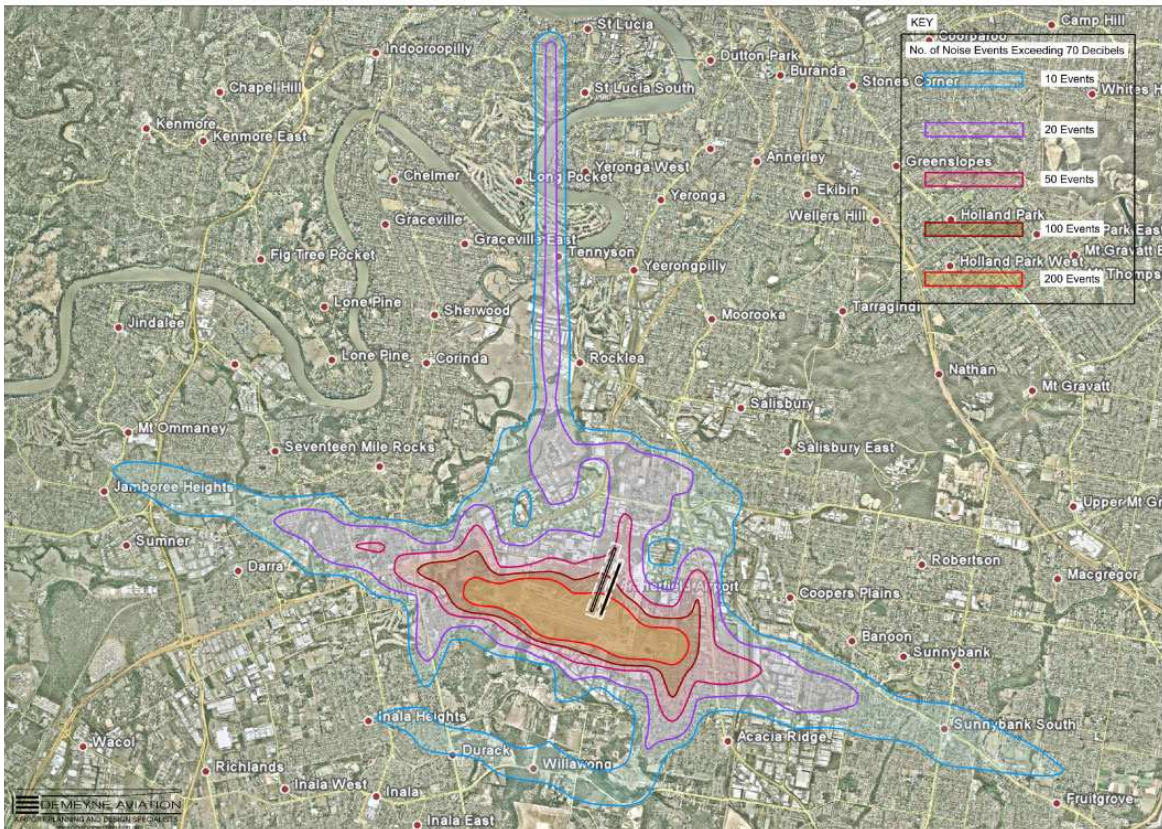
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N70 contours for the existing runways at practical capacity



N70 contours for the proposed runways at practical capacity



If you would like to view a larger copy of the diagrams above, please contact AAC on (07) 3275 8000