



25 Constitution Avenue
(GPO Box 367)
Canberra ACT 2601

Telephone: +61 2 6268 4263

Facsimile: +61 2 6268 4233

ABN 59 696 720 886

Ms Mandy Skeates

Dear Ms Skeates

Thank you for your emails dated 20 and 30 July 2009 to the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP, about changes to flight paths at Perth. The Minister has forwarded your emails to Airservices Australia for response.

I note that at the time of writing you had not received a reply from the Airservices' Noise Enquiry Unit to your enquiry of 24 June. I apologise for the delay in their reply which I understand was sent to you on 24 July.

I further note your comment that the Shire of Mundaring had not been informed about the Western Australia Route Review Project (WARRP) prior to the implementation of changes to Perth's air route structure. This is not the case as this Shire is represented on the Perth Airport Noise Management Consultative Committee which Airservices kept informed about WARRP over an approximate 18-month period before these changes took effect.

With regard to your questions about the flight path over Glen Forrest, as noted in information previously sent to you by the Noise Enquiry Unit moving this flight path further to the east would interfere with departures from the southern end of the runways. There would also be a significant noise impact for residents closer to the airport, particularly in the Bickley area, as departing aircraft would need to be held at low level for a much longer period until they passed under the arrival track.

I must emphasise that airspace design is a highly complex matter which is made more difficult at Perth by the large amount of airspace under military control, and therefore unavailable or severely restricted for civilian operations, and the sustained high level of growth of the airport. In the design of the current structure, I can assure you we thoroughly examined all options for air routes including your suggestion.

I am advised by Airservices' Air Traffic Control that the Singapore Airlines aircraft you observed tracking over the south end of Mundaring Weir followed this route in order to avoid a severe weather cell. In such circumstances aircraft are able to vary their approach under the direction of Air Traffic Control to ensure safe operation. Our data shows the Qantas aircraft you identified overflew Glen Forrest at 5,916 feet above sea level; the majority of aircraft at this point are at or above 6,000 feet.

We are closely monitoring the new route structure for Perth from both operational and community impact perspectives.

Additional information about WARRP is available at our website at the following link <<http://www.airservicesaustralia.com/projectsservices/projects/waroutereview/default.asp>>.

Thank you again for your enquiry.

Yours sincerely



Paul Dawson
Acting General Manager
Corporate & International Affairs

4 August 2009