

**SENATE STANDING COMMITTEE ON
RURAL & REGIONAL AFFAIRS & TRANSPORT**

INDEX OF TABLED DOCUMENTS

**Inquiry into the Effectiveness of Airservices Australia's
management of aircraft noise**

MELBOURNE, 21 May 2010

DATE	LODGED BY	TITLE/SUBJECT	PAGES
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21/5/10	Melbourne Airport.	<i>'The Economic Impact of Melbourne Airport'</i> report.	63
		<i>'Melbourne Airport Master Plan 2008'</i> report.	95

TABLED JANN JENNISON 2/5/10 AIRCRAFT NOISE

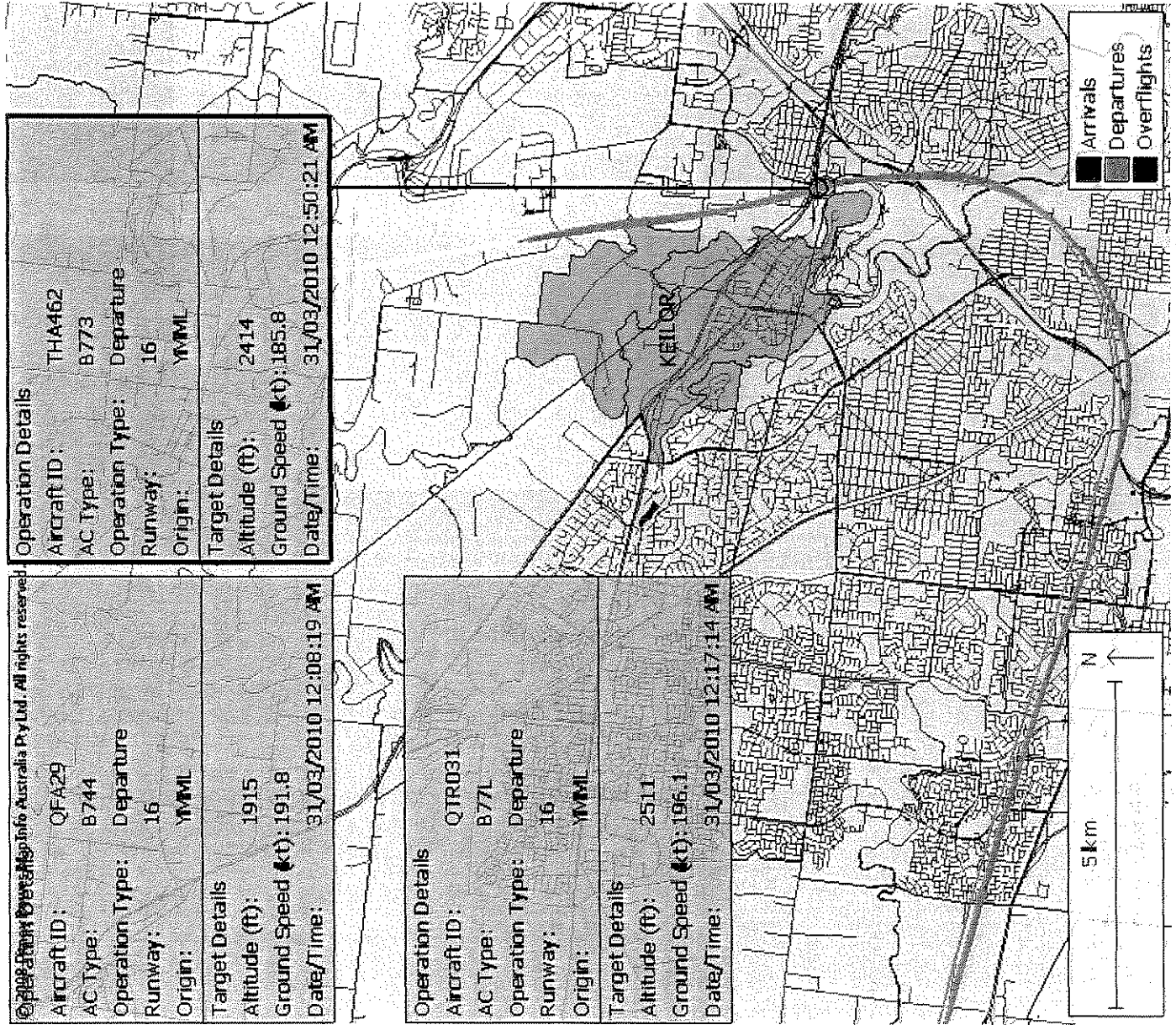
© 2009 AirNav Pty Ltd. Info Australia Pty Ltd. All rights reserved.

Aircraft ID:	QFA29
AC Type:	B744
Operation Type:	Departure
Runway:	16
Origin:	YVVM
Target Details	
Altitude (ft):	1915
Ground Speed (kt):	191.8
Date/Time:	31/03/2010 12:08:19 AM

Operation Details	
Aircraft ID:	THA462
AC Type:	B773
Operation Type:	Departure
Runway:	16
Origin:	YVVM
Target Details	
Altitude (ft):	2414
Ground Speed (kt):	185.8
Date/Time:	31/03/2010 12:50:21 AM

Operation Details	
Aircraft ID:	QTR031
AC Type:	B77L
Operation Type:	Departure
Runway:	16
Origin:	YVVM
Target Details	
Altitude (ft):	2511
Ground Speed (kt):	196.1
Date/Time:	31/03/2010 12:17:14 AM

Operation Details	
Aircraft ID:	THA462
AC Type:	B773
Operation Type:	Departure
Runway:	16
Origin:	YVVM
Target Details	
Altitude (ft):	2414
Ground Speed (kt):	185.8
Date/Time:	31/03/2010 12:50:21 AM



Complaint Number
242181

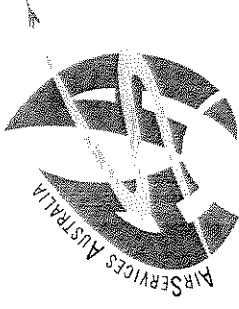
Keilor highlighted in
orange.

Period displayed
12:01am to 01:00am
local time.

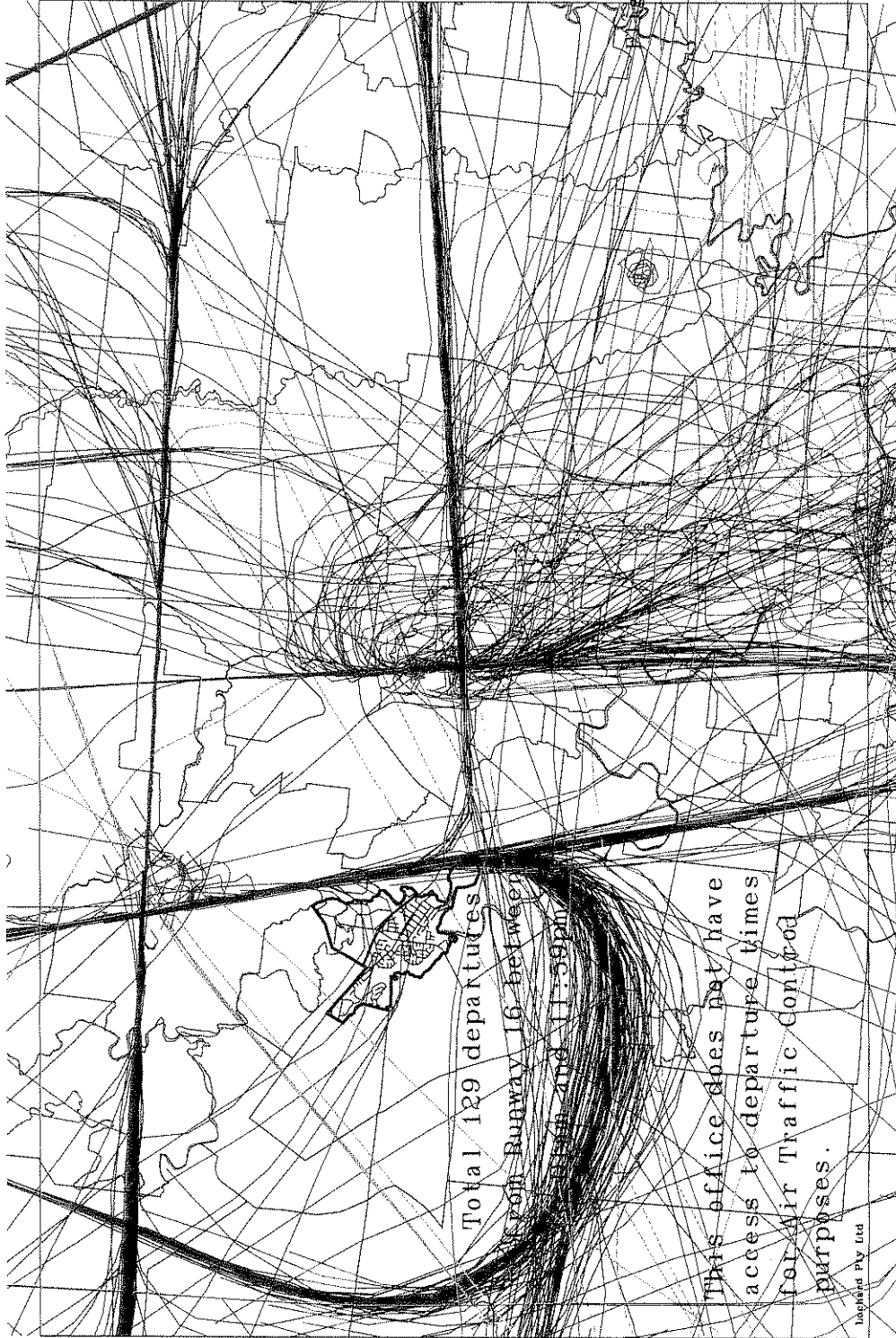
departures from
Melbourne Runway 16
displayed.

This track has been
generated through
ANOMS, the
replacement for
NFPMS. Screen
colours are still under
trial to establish the
most suitable default
colours. Any feedback
is welcome.

MELBOURNE AIRPORT

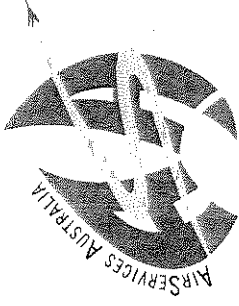


Complaint No. 224979
Keilor marked
05 October 2009
0:01am to 11:59pm local



Flights by Operation
 Arrival
 Departure
 Fly Over
 Training
 Overshoots
 General
 Region

MELBOURNE AIRPORT



Complaint No. 225042
Keilor marked
02 October 2009
2:30pm to 9:21pm local

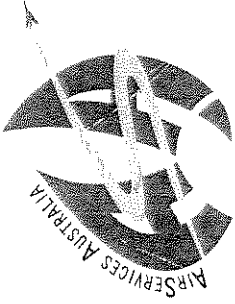


Total 102 departures
from Runway 16 between
2:30pm and 9:21pm local

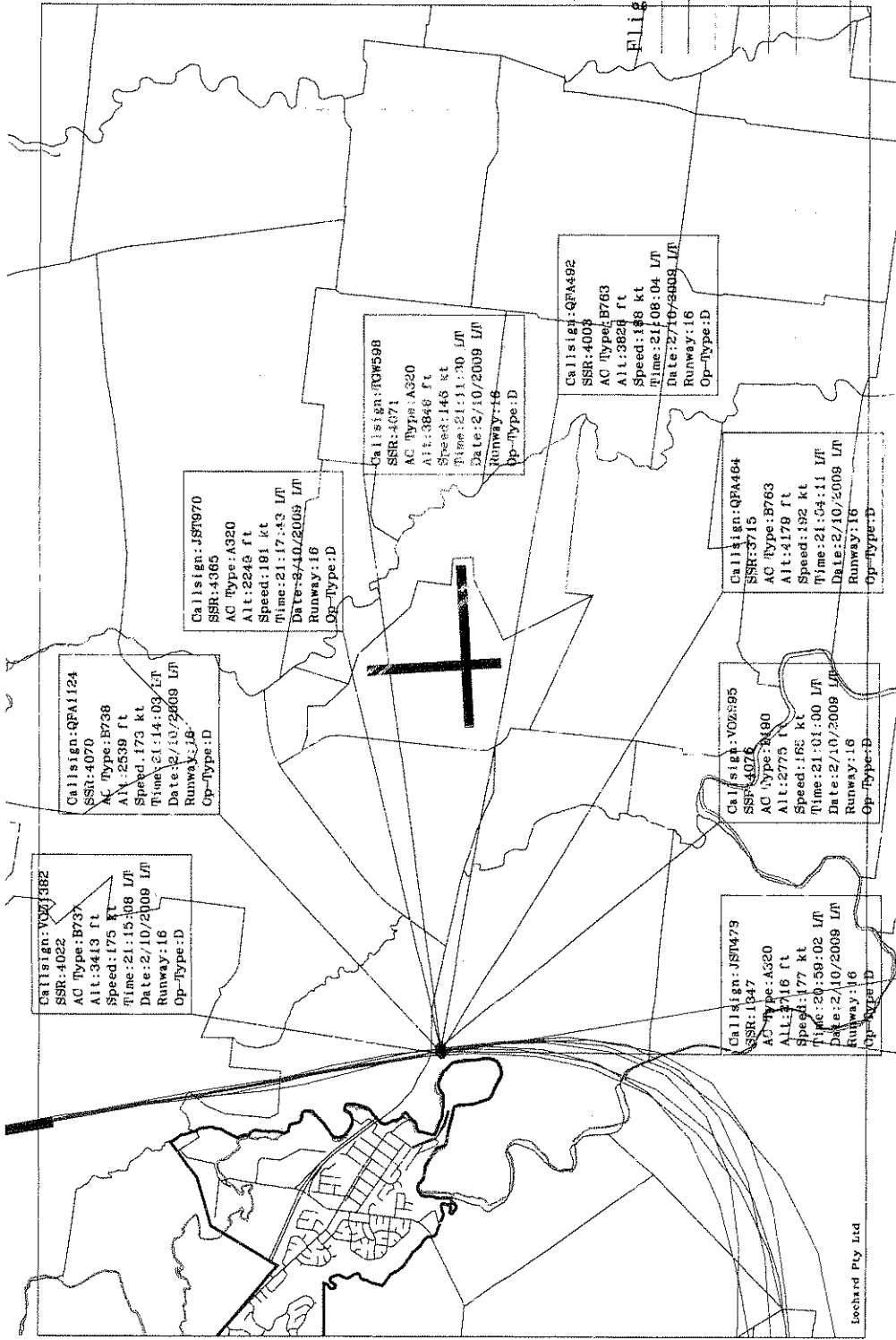
Flights by Operation
Arrival
Departure
Fly Over
Training
Overshoots
General
Region

Bochard Pty Ltd

MELBOURNE AIRPORT



Complaint No. 225043
 Keilor marked
 02 October 2009
 8:59pm to 9:19pm local



Flights by Operation
 Arrival
 Departure
 Fly Over
 Training
 Overshoots
 General
 Region

0 0.5 1 Km



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REFERENCE THE DISPLAY OF INDICATIVE FLIGHT PATHS, ENCLOSED

Noise abatement procedures are published for Australian Airports, and airlines and air traffic controllers are required to follow these wherever possible. However, in all circumstances, aviation safety must be given priority over noise abatement. Accordingly, while air traffic control will follow noise abatement procedures wherever possible, operational requirements such as traffic density, mix of aircraft type, operational capabilities of the aircraft, and weather conditions may require them to redirect traffic to follow alternate procedures.

The enclosure depicts flight paths that are generated by our Noise and Flight Path Monitoring System (NFPMS), a radar-based system which records the tracks of aircraft operating serviceable radar transponder equipment in a nominated area from ground level to a height of 10,000 feet above mean sea level (AMSL). These flight paths are indicative of all runway operations. Not all general aviation activity can be captured by the NFPMS as it isn't mandatory for all general aviation operators to have their radar transponders switched on while operating in and around the secondary airport. However, these reports do provide a useful insight into general aviation activity in your area.

Suburb boundaries are marked. The tolerance of the track display and suburb boundaries is plus or minus 250 metres at the outer range of the display and at higher levels. The tolerances decrease the closer the track is to the airport, or the lower the aircraft is to the ground. This means that the aircraft may not have passed exactly over a particular suburb location as indicated on the display. The track display is not used by Air Traffic Control as a separation tool.

The Air Traffic Controllers select the most suitable runway for aircraft operations and consider the wind, weather and noise impact. The most suitable runway generally allows the aircraft to operate into the prevailing wind direction.

Noise Enquiry Unit
Environment Branch

April 2009

File reference HQ_CB0-1233/27

Disclaimer

The information contained in this document is for information purposes and is indicative only. Aircraft movements and flight paths are affected by variable factors such as weather, separation requirements and congestion at relevant airports, and can therefore change without notice. While Airservices Australia has taken reasonable steps to ensure the accuracy of this information, Airservices Australia makes no warranty or representation that it is current, accurate or complete. Information required for operational purposes must be checked against original sources. Contact the relevant section of Airservices Australia for more information, or obtain the appropriate Airservices publication.

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