

# Our view on the flight path validation study

## Background

In March 2015, Airservices Australia (Airservices) announced a proposal for a 12 month trial of a night-time flight path over Canning Vale instead of the long standing flight path along the Swan River. A subsequent environmental analysis (based on noise modelling) determined that the change would not deliver an overall noise improvement. The ANO supported Airservices' decision to not proceed with the proposed trial given the information available.

In January 2016, the ANO office published a formal report on our *Investigation into Complaints about the Perth Noise Improvement Proposals* (see [www.ano.gov.au](http://www.ano.gov.au) under the 'Reports and statistics' tab).

Airservices has since announced a short study to validate the modelling used in the environmental analysis, as follows:

- 15 February to 6 March – validation flights will occur between 10 pm to 5 am
- 21 March to 10 April – validation flights will occur between 10 pm to 5 am.

## Our view on the validation study

Our preference was for no trial and no validation study because:

- In our view, the change was unfair. This is because the aircraft departing over Canning Vale at night would disturb the sleep of those below (who already get sleep disturbance when aircraft arrive over Canning Vale).
- The sleep disturbance happens because the departing aircraft cannot get high enough, quickly enough to avoid noise levels that can disturb sleep.
- Canning Vale residents would get sleep disturbance every night between 10 pm and 5 am from arrivals or departures while those along the Swan River would have no flights at those times.

Canning Vale, like the Swan River corridor, already gets significant aircraft noise from Perth airport. It also gets noise from Jandakot airport.

However, we have accepted Airservices' decision to run the study because:

- The study is relatively short: two blocks of three weeks. In those blocks some nights will have arrivals over Canning Vale while on other nights it will be the departures.
- The study is to test the modelling, not to test community reactions.
- A test to show that the actual noise of the aircraft is similar to the modelling will be more convincing than relying on the modelling alone.
- We expect the study to show that the modelling is reliable. This would mean that, in our view, it would not be a noise improvement to move the night-time noise over Canning Vale to have none over the Swan River corridor between 10 pm and 5 am.

We will now wait for the results from the study. We cannot pre-empt the results, but we expect they will confirm the modelled result and show that the change is not an overall noise improvement.

We know that there are many residents in the Swan River corridor and Canning Vale area – as well as many other areas around Perth – who would like a solution to reduce the aircraft noise issues at their homes. The ANO will continue to seek better noise outcomes where possible.