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SOUTHEASTERN SUBURBS

Flight path reinstated

Francis Curro

AIR Services Australia (ASA) has reinstated a controversial flight path trial six months after abruptly cancelling it, drawing both praise and ire from the community.

Between 10pm and 5am residents in the Southern River, Parkwood and Canning Vale will hear planes taking off as part of a study into air traffic noise.

The trial, which started on February 15 and ends on April 10, replaces existing flight paths leaving south via the Shelley, Riverton and Rossmoyne areas. Instead, they will fly south.

Swan MHR Steve Irons said it was good news for residents in Waterford, Karawara, Manning and Salter Point.

“During the trial, night-time departures to the south will continue much further on the southward heading instead of banking west over the river suburbs,” he said.

“Air Services Australia will set up noise monitors at several points along the proposed trial flight path to obtain baseline noise readings, then re-route some aircraft to use this flight path to collect actual noise level readings.

“This trial will show what can be done to improve the sharing of that noise in Perth.

“I welcome the reinstatement and hope that Air Services Australia will use the findings to meet the community sharing aspirations into the future.”

Parkwood resident Ormonde Waters said he had noticed the change in the evening and called on ASA to cancel the trial.

“I have noticed it has got-

ten worse,” he said.

“I want it reversed the way it was before or make it go over the Swan River so people are not affected.”

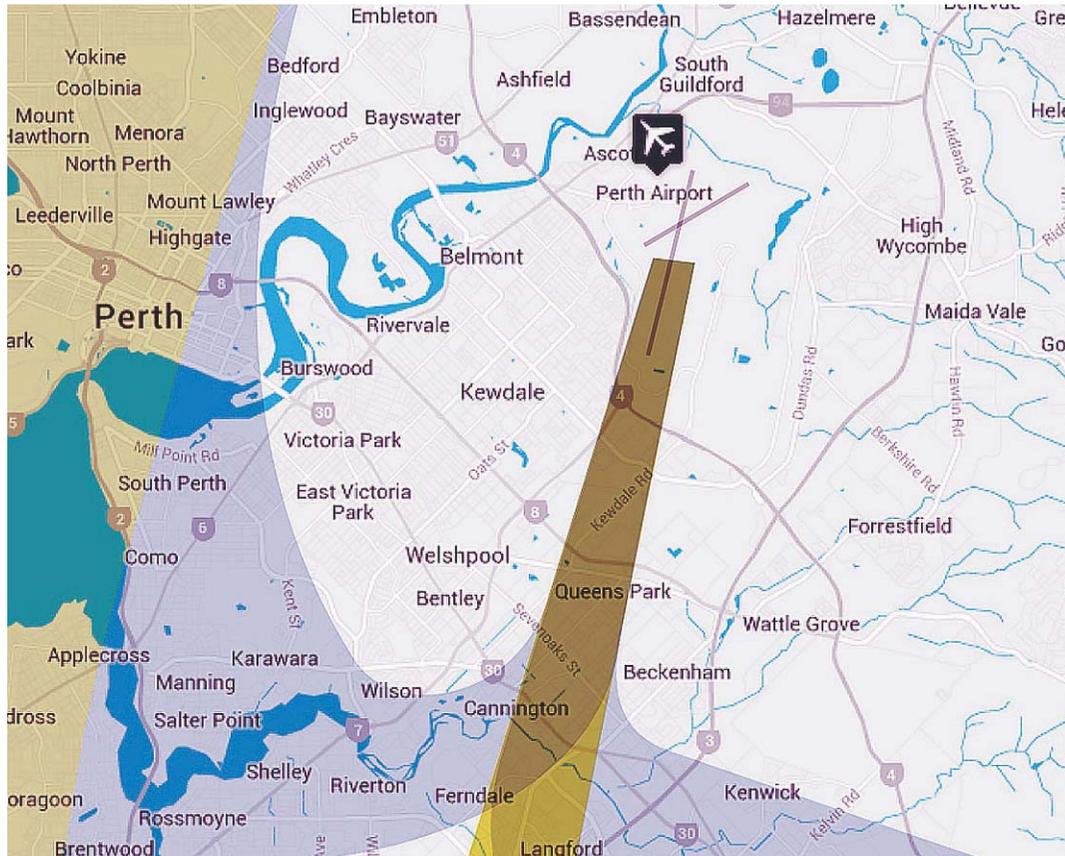
He said he would be satisfied for flight paths to be more flexible, meaning noise could be shared among the communities affected.

“Another option is to rotate the area from one area to another and share the noise,” he said.

An ASA spokeswoman said the study would obtain baseline noise readings, and then re-route some aircraft to use this flight path to collect actual noise level readings.

“(The study) will allow a direct comparison between actual noise data collected and the modelling data that was used in the environmental assessment,” she said.

“The location of the noise monitors have been selected to ensure data captured is reflective of the noise experienced by residents as they are closest to the flight path centreline and within residential areas.”



Map indicating the 'south' flight path.