

Runway 23L Night Arrival Procedures

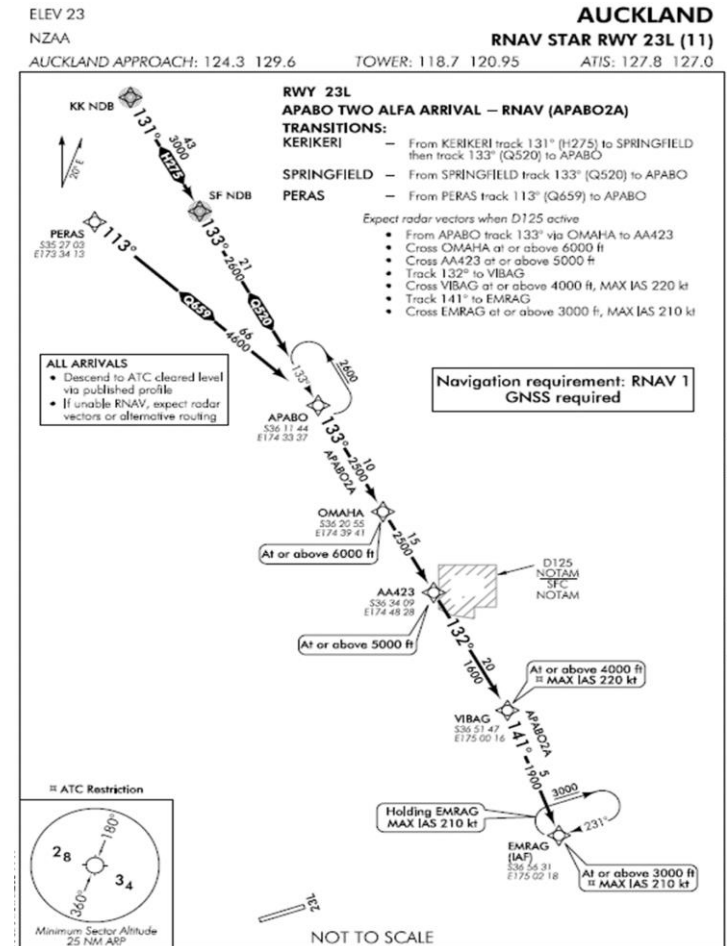


Objective

- The ANCCG have asked for ways in which noise can be minimised across the centre of the city.
- Previously the ANCCG were presented ideas in which some flights could be moved from high density areas in Auckland between the hours of 23:00 to 06:00.
- This presentation is an update on those initiatives.

STARs – What are they?

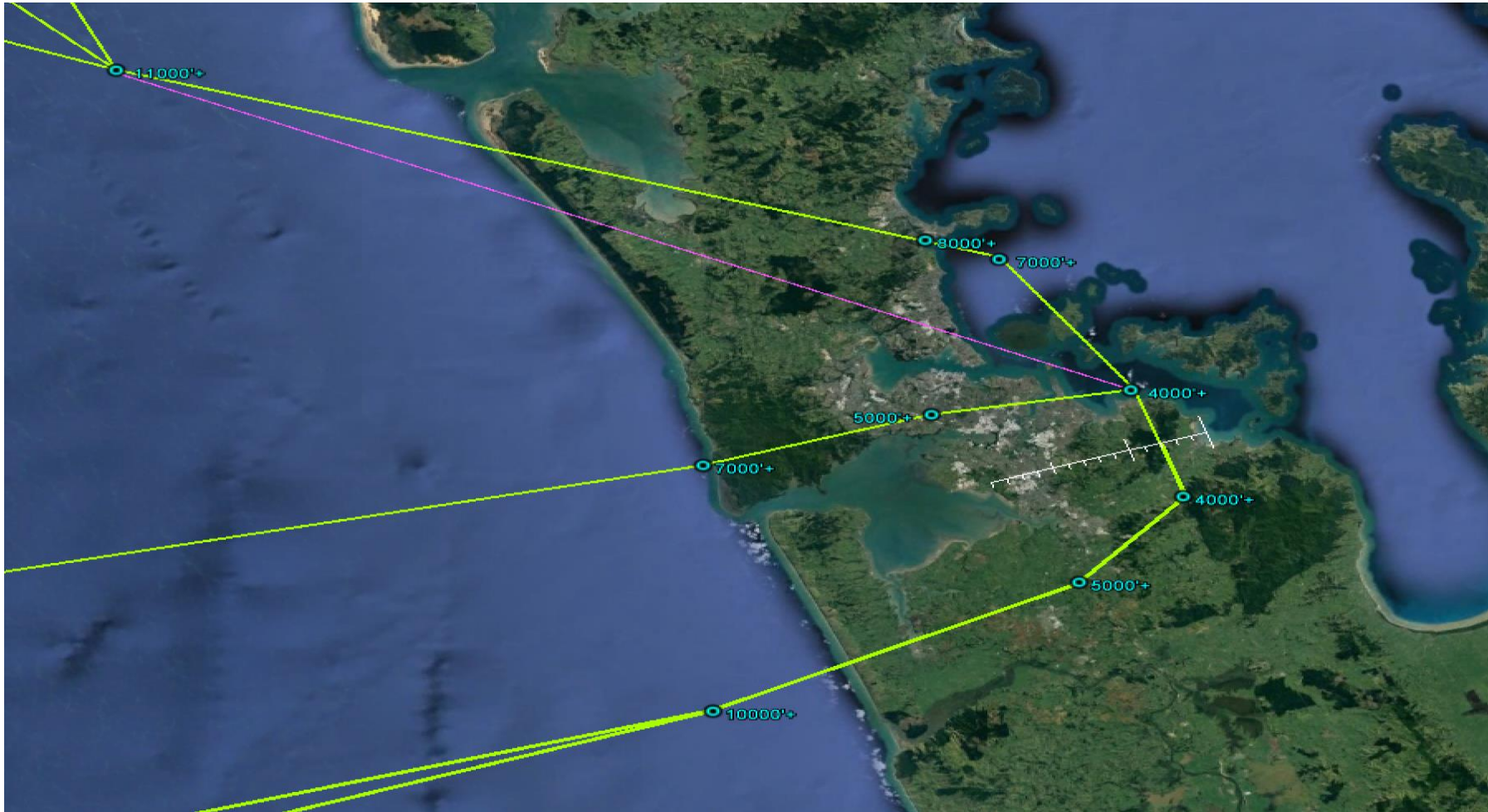
- **Standard Terminal Arrival Route**
- The way aircraft get from the enroute phase of flight to the Instrument Approach
- Currently all traffic from Australia, Middle East and most of Asia fly over the city on a STAR
- These current STARs have not changed much in over 20 years.



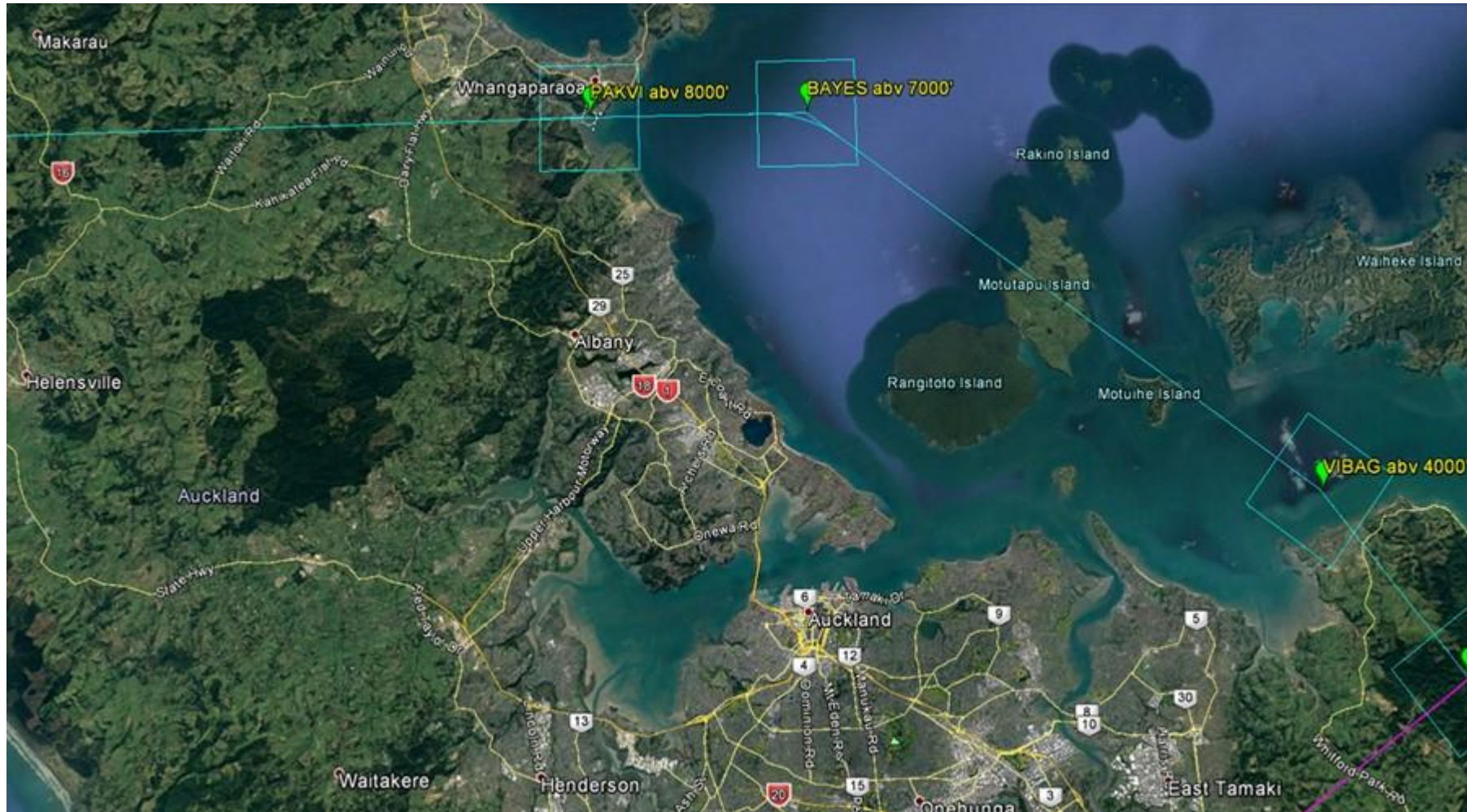
Current Paths



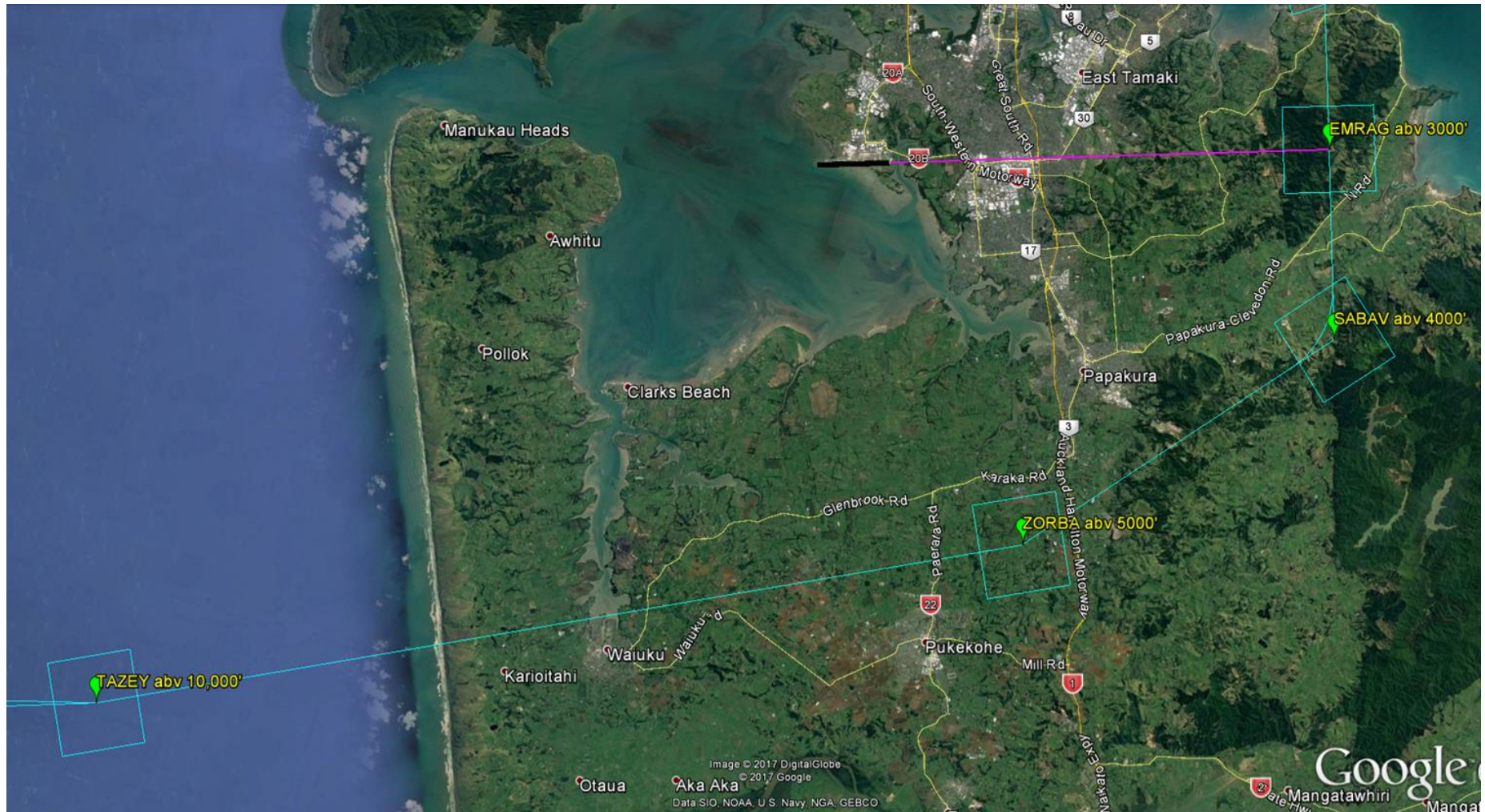
Auckland Runway 23 Night STARs



North Night STAR



South Night STAR



Person Event Index

The table below shows the number of night overflights on a typical week when 23L is in use.

	Central Suburbs	Takapuna	Pukekohe	Stillwater
No. People*	273,084	124,902	67,812	61,587
Existing Overflights	12 overflights	5 overflights	2 overflights	2 overflights
Future Overflights	4 overflights	0 overflights	6 overflights	11 overflights

- The existing overflights PEI = 4.2
- Future overflights PEI = 2.4
- Therefore there is an overall reduction in impact on the community.

* This is the number of people exposed to an Lmax event assuming a B777 flight on the existing/proposed paths.

In Summary

- The proposed new approaches overfly 65% fewer people
- PEI reduces by 50%
- Pukekoke/Stillwater areas – some increase in overflights. These flights are a high altitude –over 5,000 feet in Pukekoke and over 8,000 feet at Stillwater.
- Central Suburbs/Takapuna areas – decrease in overflights
- Overall positive for wider community
- Noise level/effects in these areas very low