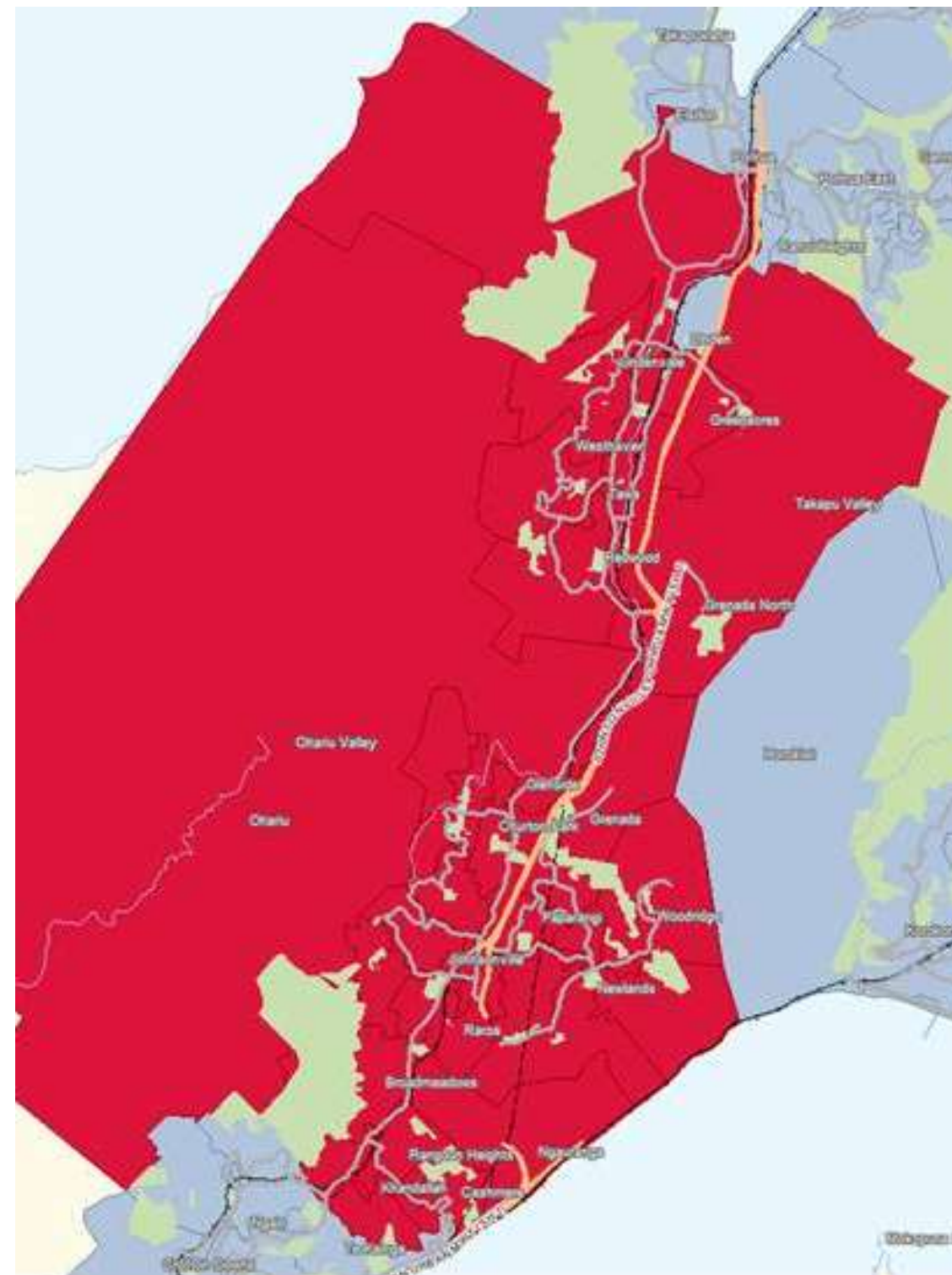
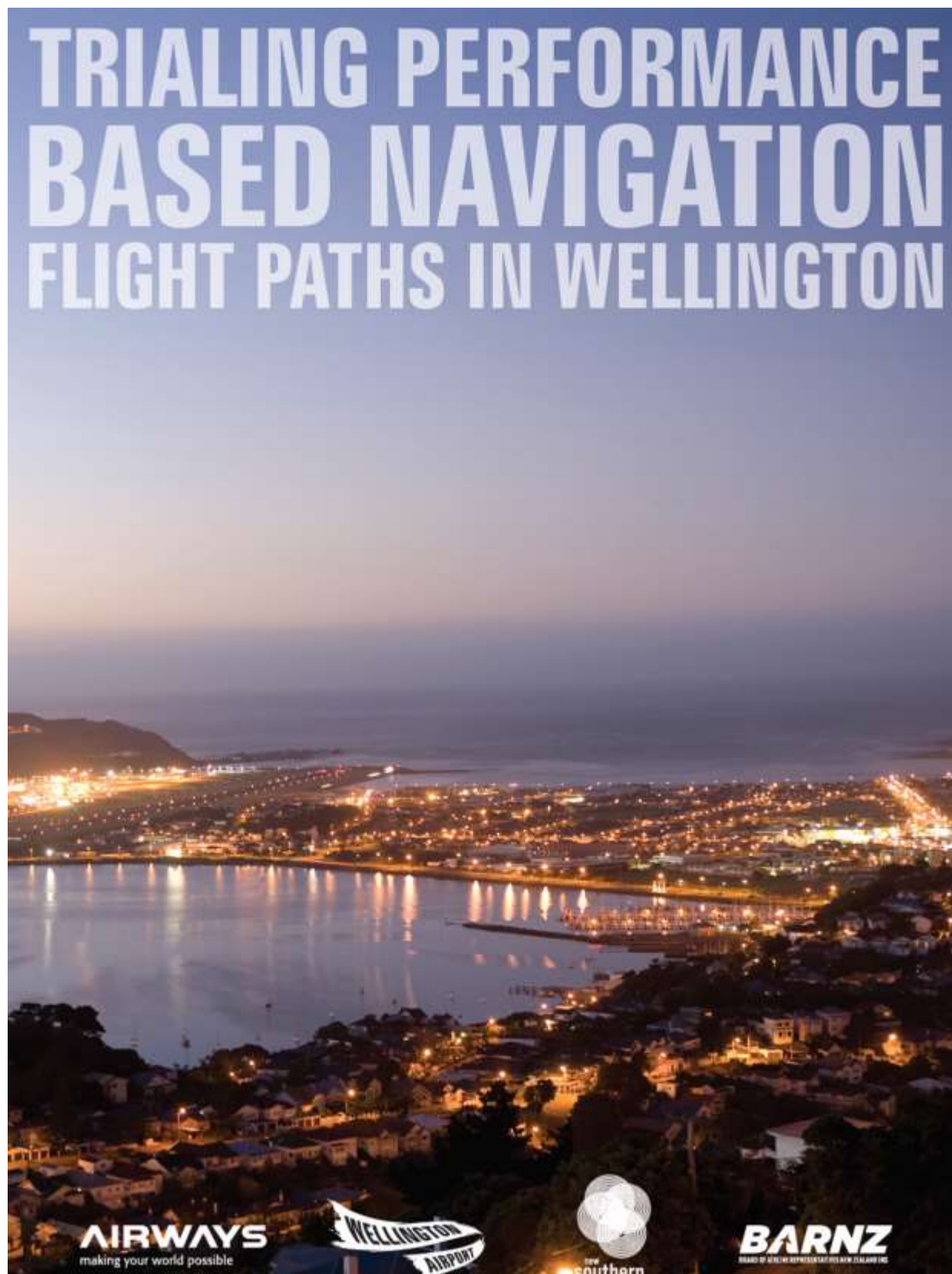





PBN at Wellington Airport

An update on community engagement and implementation

Media release and community notification – March 2018





20 Mar 2018
5:00:14 PM

[Start Here](#) [Investigate](#) [Legend](#) [Help](#)


Quick Start Guide

Using WebTrak you can track the flight activity in to and out of Airport Name, along with information about each aircraft.

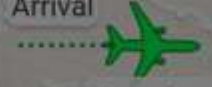
Aircraft

Aircraft are color-coded to show whether they are arrivals, departures or over flights. Please refer to Legend tab for details of color usage.

The line trailing behind each aircraft shows where it flew in the last 30 seconds.



Arrival



Departure

[Other Colors...](#)

Report Aircraft

Do you want to report this aircraft?

Yes
No
Make a general enquiry


Provide Feedback

Flights
Display
Prefs

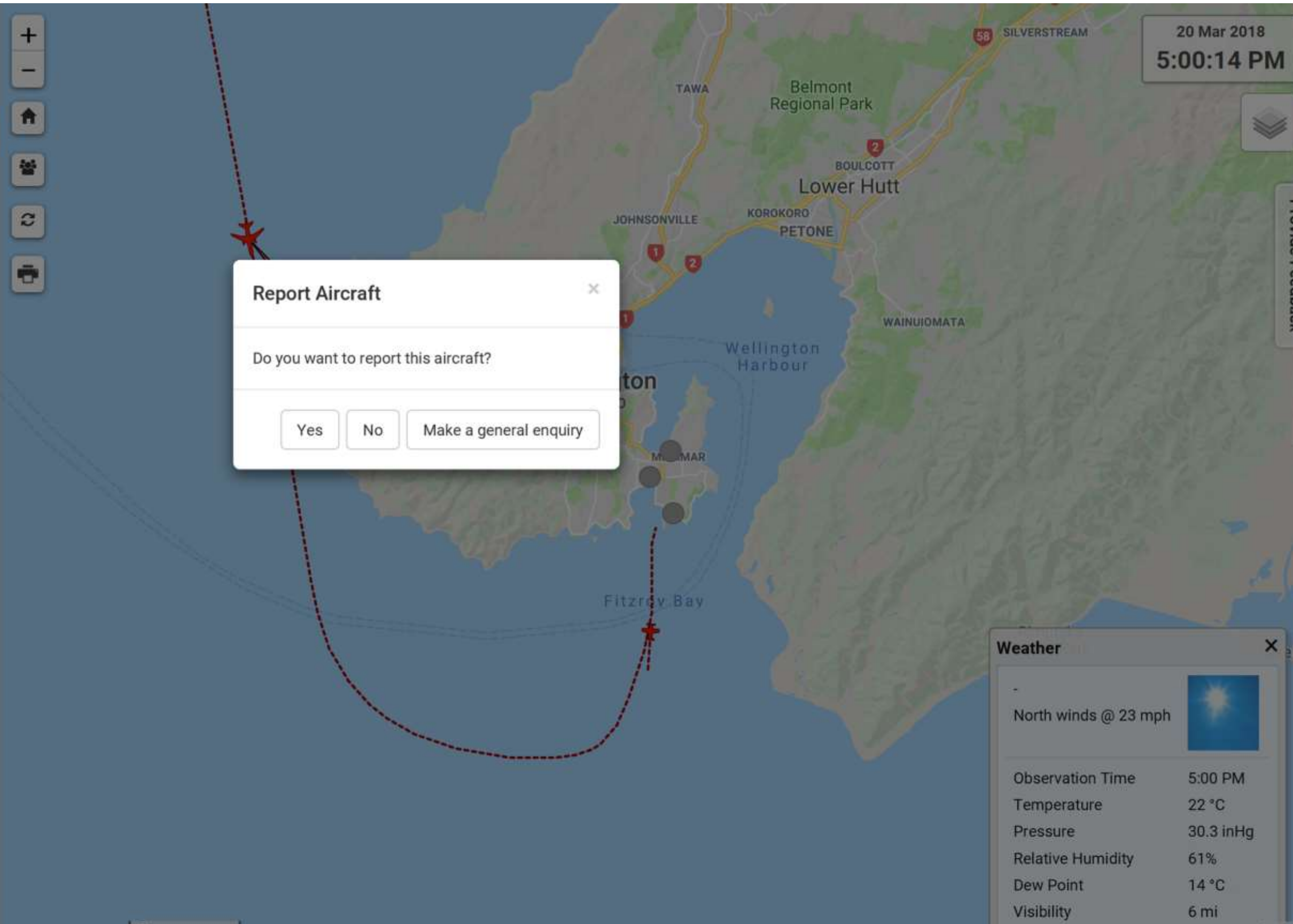
Mode: Show current flights Historical

Date to load: 20/03/2018

Flights by hour for 20 Mar 2018



Time to start replay: 05 00 PM Set



Weather

North winds @ 23 mph

Observation Time: 5:00 PM

Temperature: 22 °C

Pressure: 30.3 inHg

Relative Humidity: 61%

Dew Point: 14 °C

Visibility: 6 mi

Scale: 5 km / 3 mi

Google Maps



Menu ▾

AIRPORT NOISE /

NOISE ENQUIRY FORM

Wellington Airport is committed to providing access to information about aircraft noise and responding to your enquiries.

You can submit a noise enquiry by completing the form below or by phoning 0508 AIR NOISE

To help us with your enquiry, please include flight information in the Description (if known).

For more information on noise management at Wellington Airport, [click here](#).

What is your noise enquiry about?

Aircraft Noise ▾

Street address*

Suburb*

Subject*

What is your concern?

Choose an option ▾

Incident Date

2018-03-20

Incident Time

17:00:00

Operator Number

53987

Aircraft Type

A320

Incident Location (Latitude)

-41.22278333333333,-41.224046666

Incident Location (Longitude)

174.5883,174.58861000000002,174

Description*

SUBMIT

Programme

MARCH – AUGUST 2018

- 1. Establish existing baseline** - Noise monitors will be installed at locations along the proposed flight paths to establish the baseline level of noise – what is experienced today under normal conditions.

SEPTEMBER 2018 – AUGUST 2019

- 2. Trial and monitor proposed approach flight paths** - The PBN flight paths will then be trialed over a twelve month period. Noise and traffic levels will be monitored again.

MARCH 2019

- 3. Compare baseline and new paths** - Analysis will then be conducted and a six month interim report on the comparison will be prepared.

OCTOBER 2019

- 4. Issue draft report for feedback** - This report will be issued to the Air Noise Management Committee and community for comment and feedback.

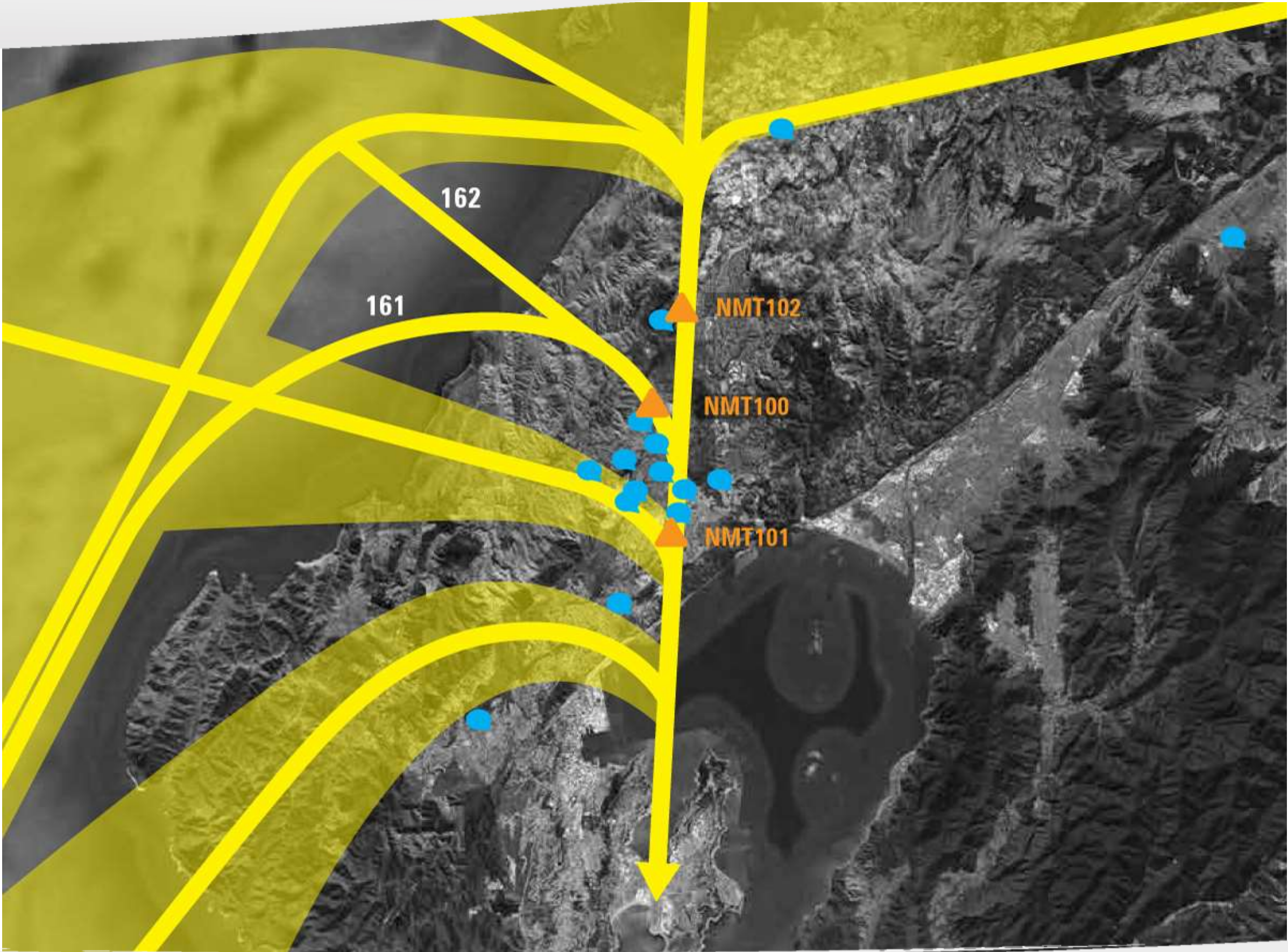
NOVEMBER 2019

- 5. Review feedback and make any adjustments needed** - Feedback will be reviewed and considered and flight paths adjusted where feasible.

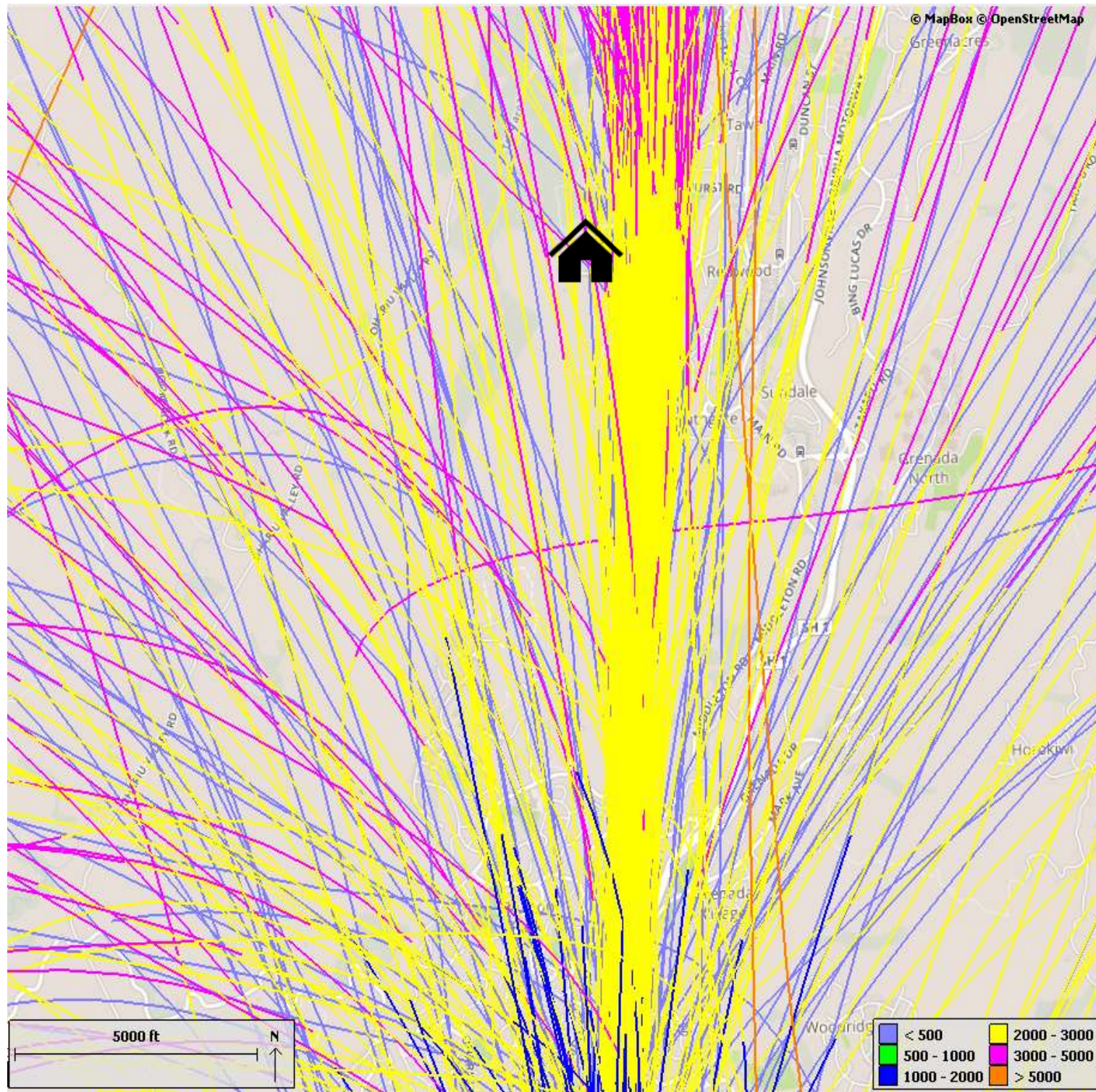
Noise monitoring



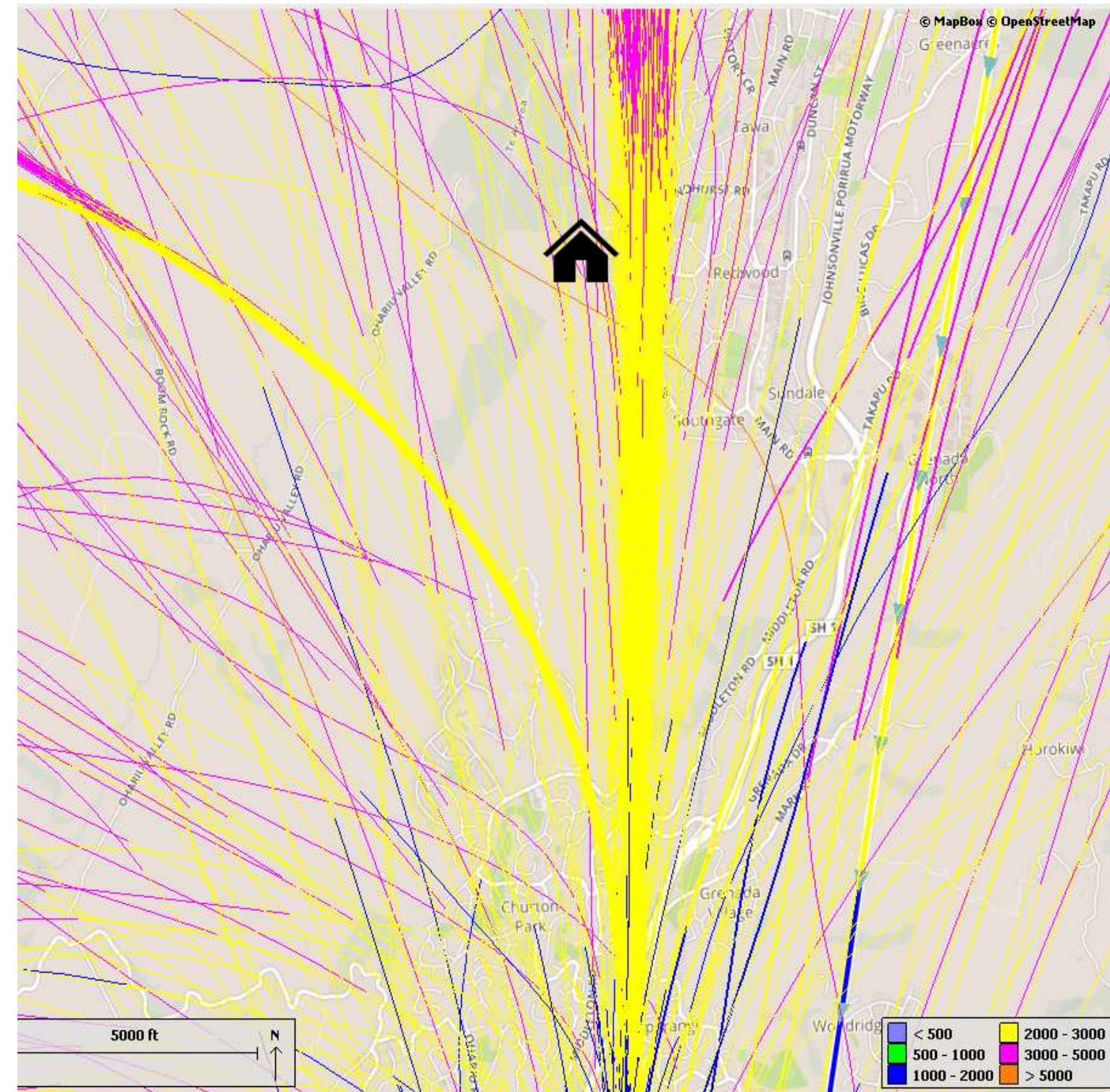
Community response



Community engagement



February 2018
All arrivals RWY16

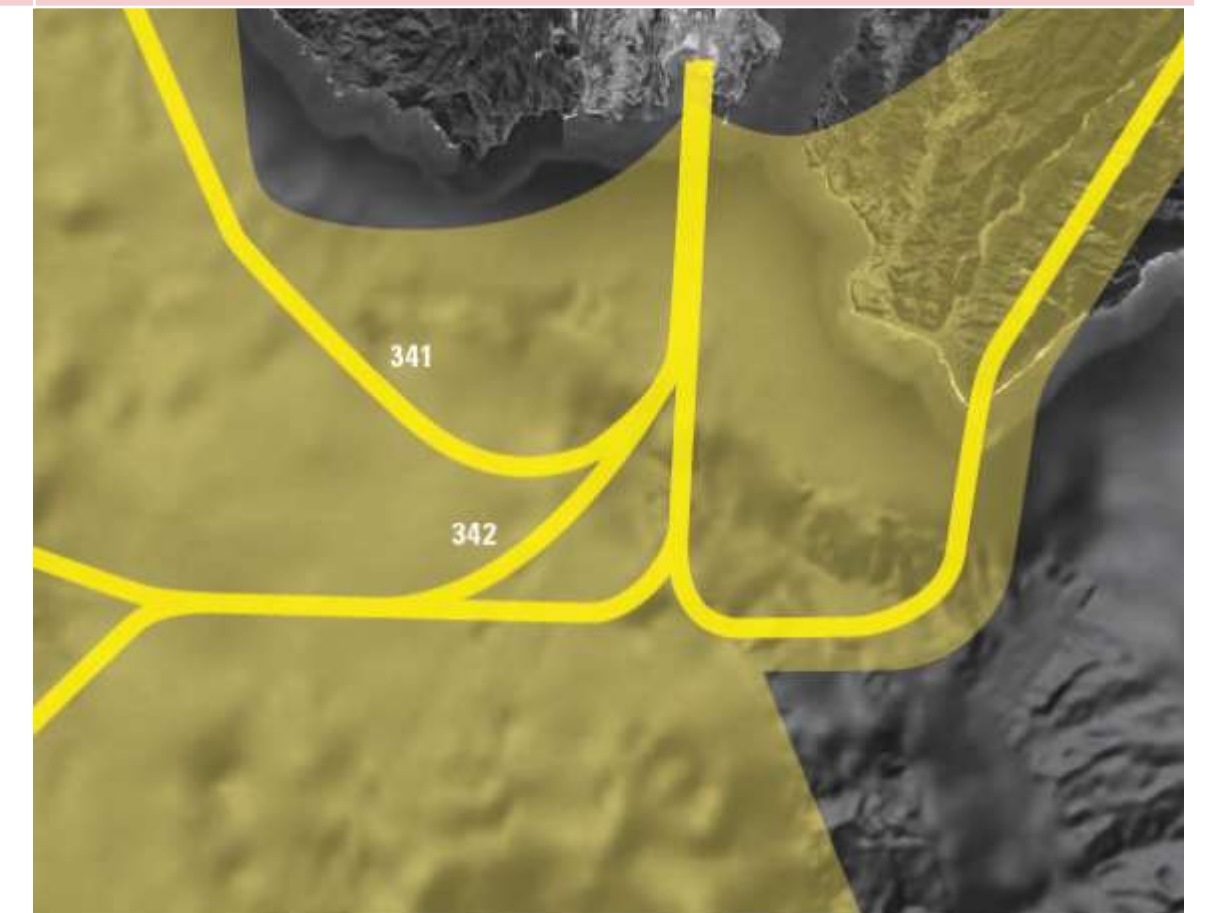
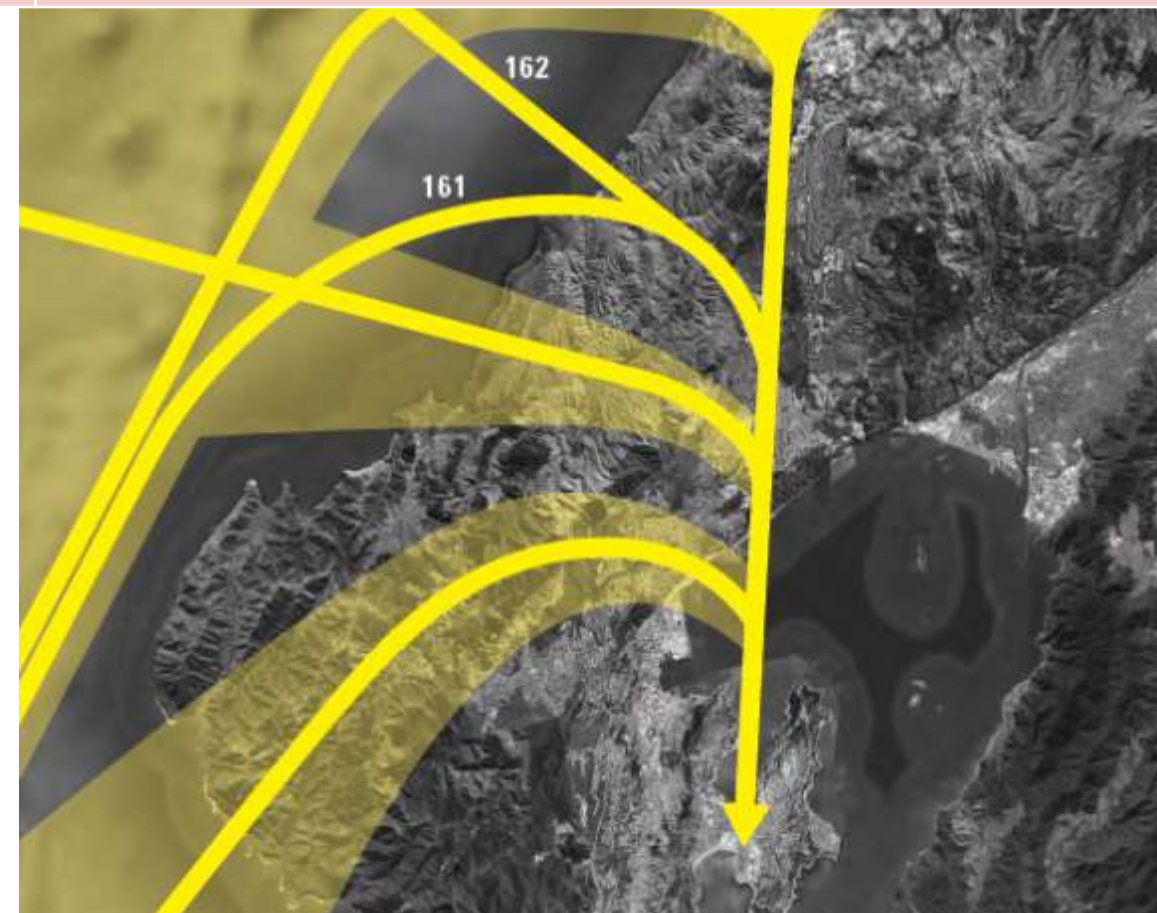


February 2019
All arrivals RWY16

Interim trial summary – Operations

20-Sep-2018 to 20-Mar-2019

	RWY16	RWY34
TOTAL FLIGHTS	1041	359
MAXIMUM TRIAL FLIGHTS/DAY	26	32
MAXIMUM TRIAL TRAFFIC %/day	26%	74%



Interim trial summary – Calculated benefits 20-Sep-2018 to 20-Mar-2019

- ✈ Reduced fuel burn
- ✈ Less CO2 emissions
- ✈ Shorter travel times

BENEFIT	METRIC
Flight distance saved	6,066NM / 11,235km
Flight time reduction	14.4 hours / 864 minutes
Fuel saving (\$1/kg, NBJ 39kg/min)	33,800kgs / \$33,800
Aircraft Direct Operating Cost (NBJ \$37min, no fuel)	\$32,000
CO2 emission reduction	107,000kg
Passengers	203,000
Passenger value of time saved (\$22/hr)	\$46,000



Interim trial summary – Aircraft noise

- ✈ Aircraft noise data includes Lmax and SEL
- ✈ Discussion regarding Ldn v N70 to consider effect of aircraft noise
- ✈ Analysis to come

