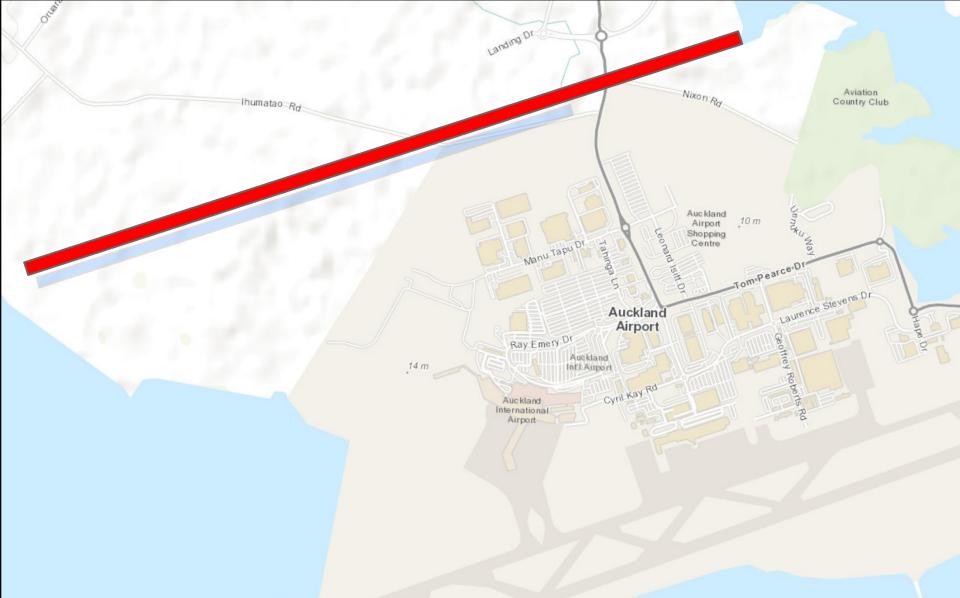
Auckland Airport Second Runway Assessment of Noise Effects





Older noisier aircraft



Proposed Runway - 2983m long Most jets on northern runway Modern quieter aircraft

Community Response to Noise Influenced by

Nature of Noise Source

(loudness, duration, frequency, time of day, pitch, change etc.

Psychological, social and attitudinal factors



Assessment Methods

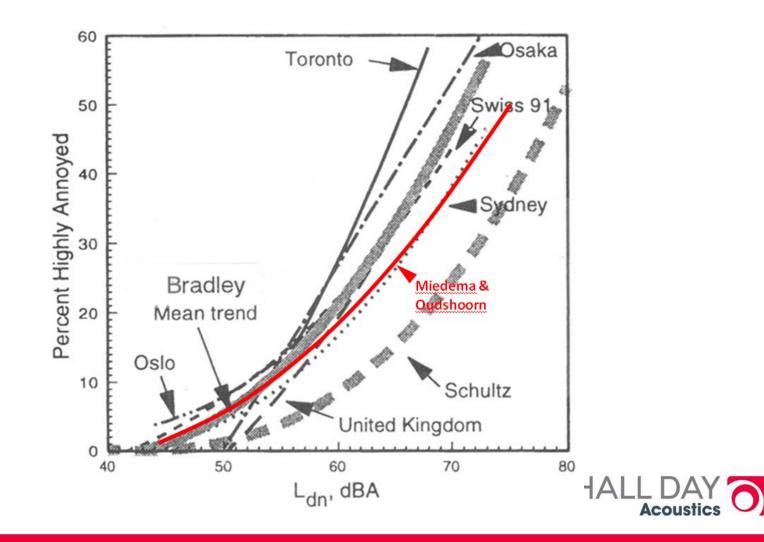
Number of People Highly Annoyed

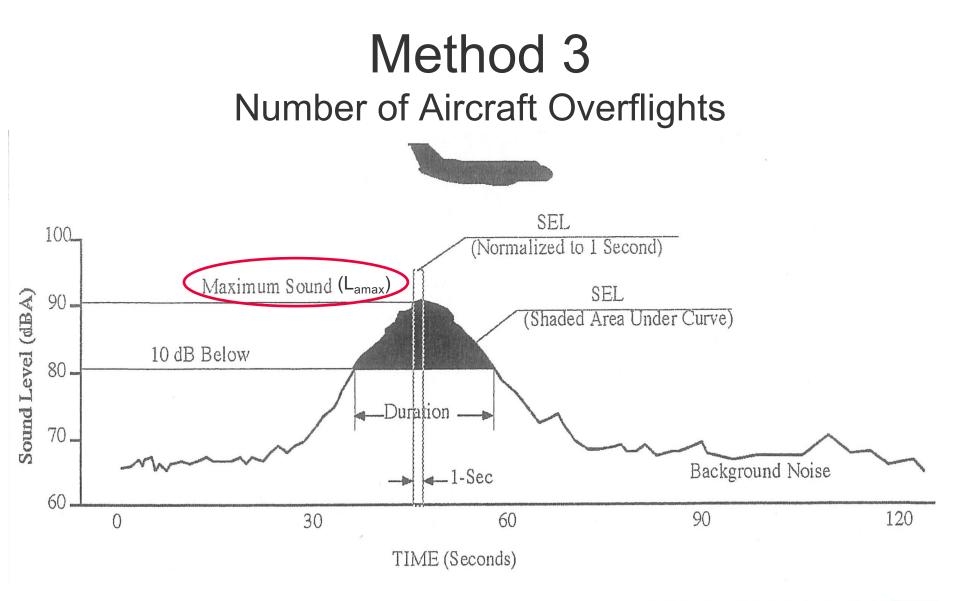
Difference in Noise Level

Number of Aircraft Overflights



Method 1 Number of People Highly Annoyed

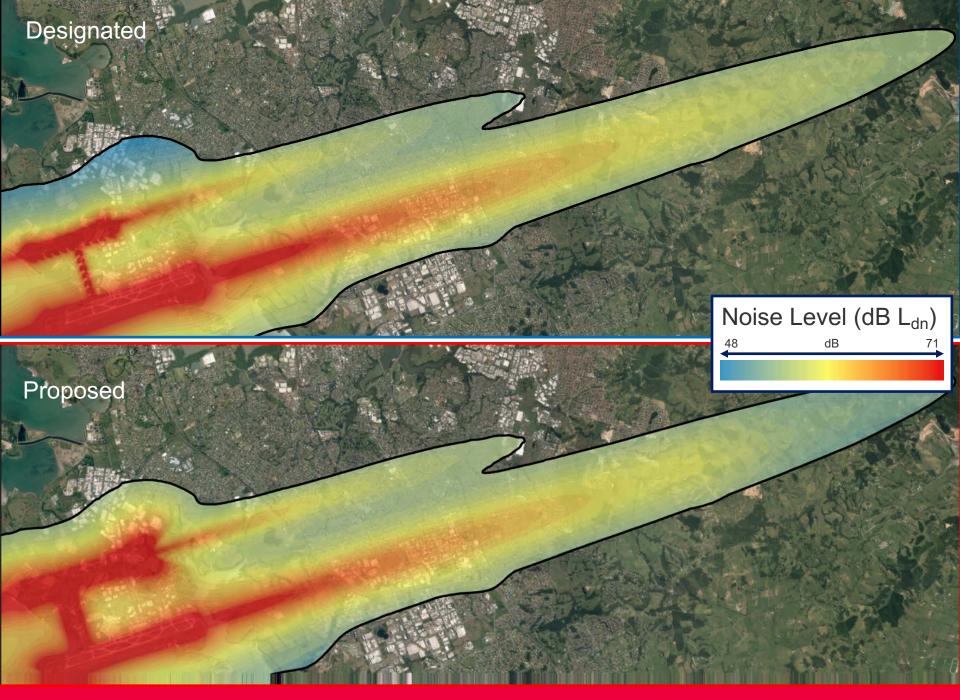
















Designated

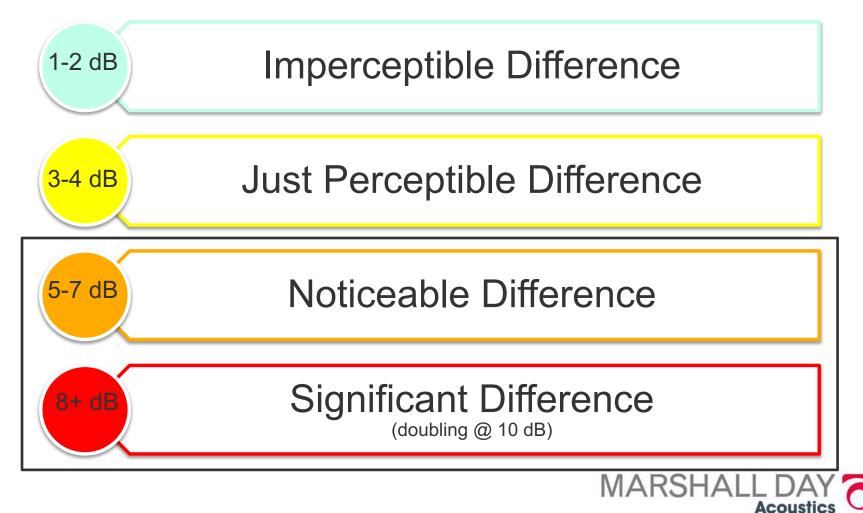
10,065 people Highly Annoyed

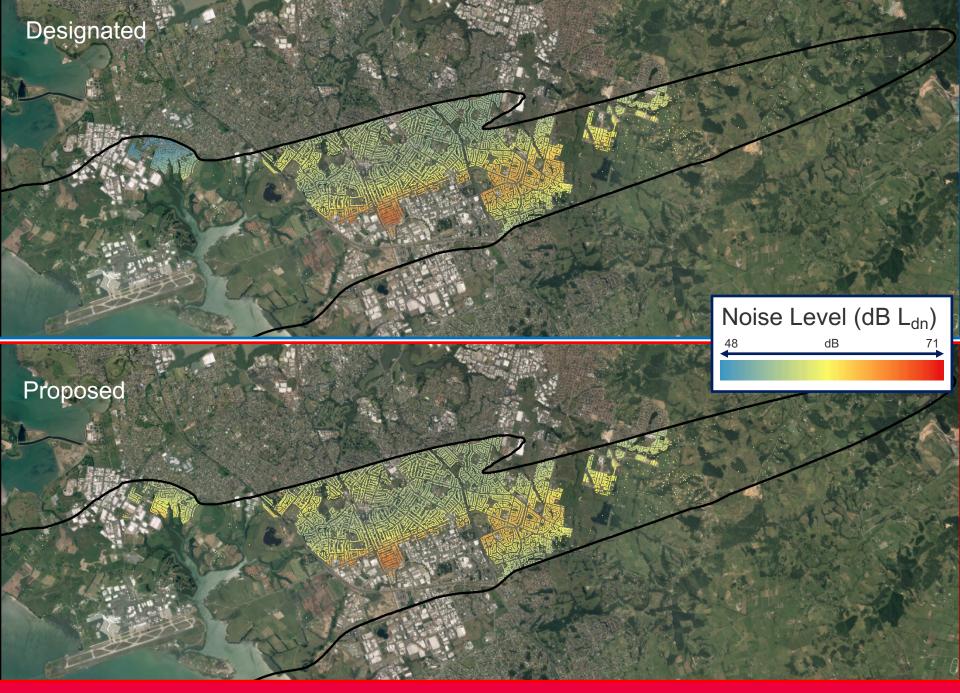
anta al	Noise	Level	(dB	L _{dn})
	48	dB		71

Proposed

10,318 people Highly Annoyed

Method 2 Difference in Noise Level





Designated to Proposed

Difference in Noise Level

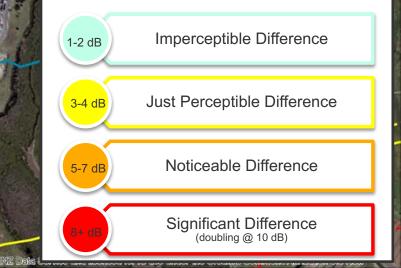


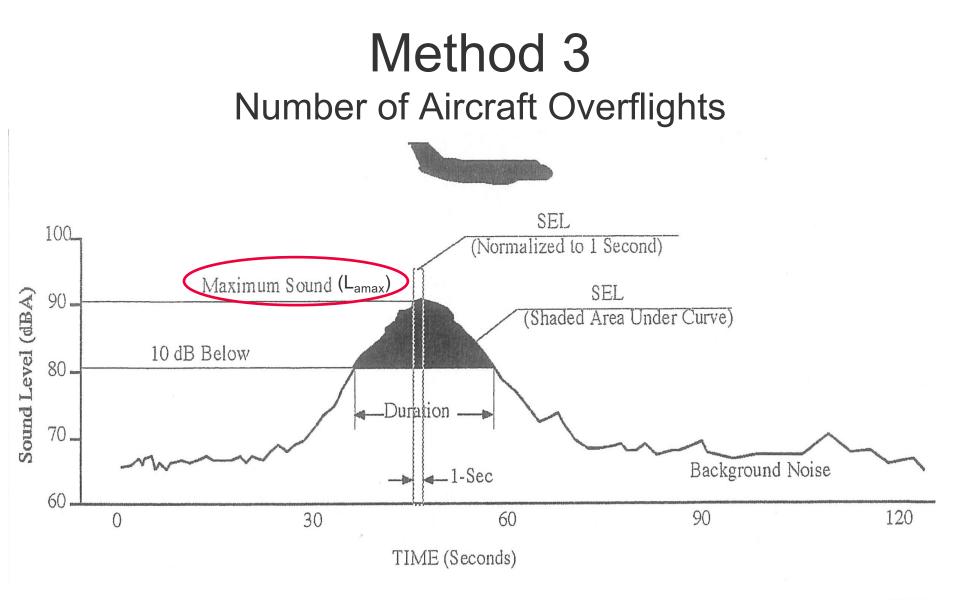
le Te

Designated to Proposed



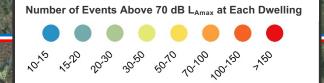
Difference in Noise Level



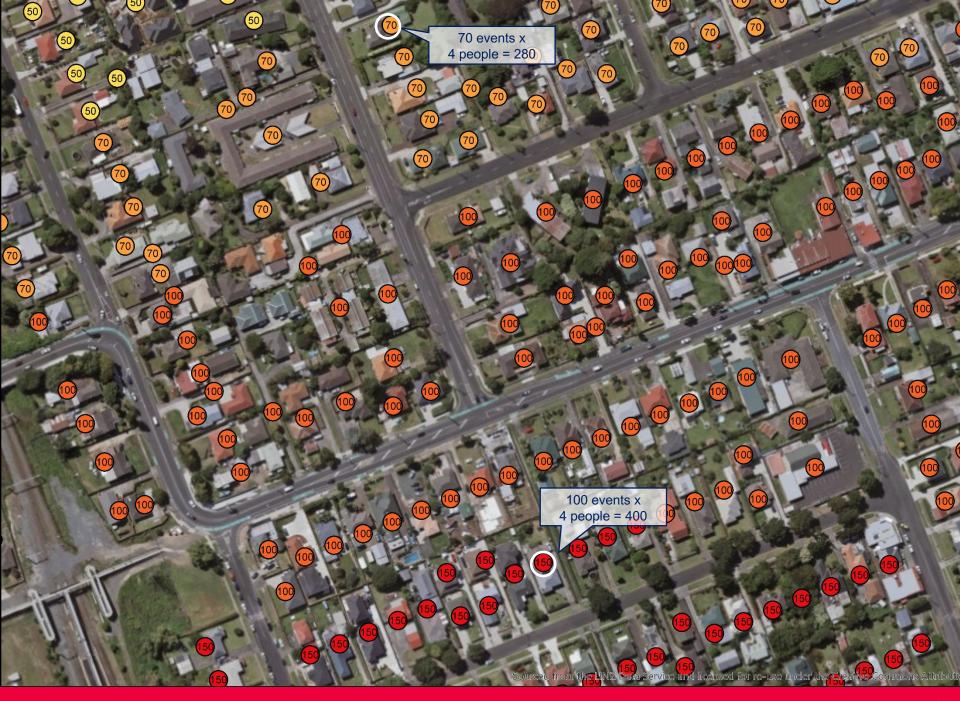








Proposed



Designated

PEI = 4.2 million

Number of Events Above 70 dB L_{Amax} at Each Dwelling

Proposed

PEI = 2.7 million

Summary

Method 1 – Number of People Highly Annoyed

- Designated 10,065 HA
- Proposed 10,318 HA
- Method 2 Change in Noise Level
 - + 5-7 dB for 2,228 people
 - >+8 dB for 990 people
- Method 3 Number of Noise Events
 - Designated 4.2 million
 - Proposed 2.7 million



