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## Wind taken out of new airport runway scheme.

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BRISBANE Airport Corporation's plan to use its proposed parallel runway to direct nine out of 10 flights over Moreton Bay could be difficult to achieve in the face of prevailing winds, an analysis of weather patterns suggests.

Bureau of Meteorology data for the past 49 years suggests daytime wind conditions would limit exclusive over-the-Bay operations for all flights between 6am and 6pm to about three days out of seven.

But the airport corporation says wind conditions are generally suitable when it matters most - at the busiest time between about 5am and 9am.

Airport operations manager Cam Spencer said that in the early morning conditions were far more favourable for what it calls simultaneous opposite direction runway operations.

Using the runways both ways, which is already happening overnight, and the proposed new parallel runway, the corporation wants to land planes on one runway while taking off on another.

Weather bureau data confirms residents would be spared most noise during the early morning, when the airport could direct most 6am arrivals and departures over the Bay for about five days out of seven.

By 9am, as wind speeds pick up, the data suggests later flights would have to either approach or depart over land about half the time. That figure worsens significantly by mid-afternoon but generally improves by early evening.

Mr Spencer said the corporation was aiming for 90 percent and there might be "days in a row" when it might not be achievable.

"It might be we can get 95 percent for nine months of the year and only 80 percent for the other three months," he said.

Last month, for example, a total of 97.5 percent of jet aircraft flights between 10am and 6am landed from over the Bay and 89.1 percent took off over the Bay, Mr Spencer said.

That was possible because wind conditions overnight were generally calm and traffic densities were low until about 5.30am or 6am.

"With a parallel runway we could extend that later in the morning with both takeoffs and landings over the Bay," he said.

One of the factors limiting increased take-offs and landings over the Bay is a five-knot daytime restriction on tailwinds set by the International Civil Aviation Organisation. Higher tailwinds mean planes land faster and are harder to slow down, and on take-off require more runway to get airborne.

The restriction means that when tailwinds exceed five knots, planes should take off and land from the opposite direction although it is understood pilots have landed in Brisbane with tailwinds of eight knots.

The night-time standard allows 10 knots of tailwind as the cooler and denser air allows planes to operate more efficiently.

Mr Spencer said the airport corporation would not compromise safety but was examining the difference between the daytime and night-time recommendations on tail winds.

According to bureau data, if the 10 knot limit was introduced during the day, simultaneous landings from opposite ends of the runways could be achieved about 80 percent of the time.

At 6am, that figure would rise to about 97.5 percent, falling to 87 percent at 9am, 58 percent at 3pm and rising to almost 80 percent at 6pm. - SECT-News.

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