


8. CONCLUSIONS

Based on the results of this investigation the following conclusions are drawn:

- At present the noise caused by aircraft operating to and from East London Airport restrict the suitability for particularly residential development, including hospitals and schools in the vicinity of the airport.
- This present situation is mainly caused by the operation of very noisy Chapter 2 aircraft during the day. The fact that there are almost no operations at night should be seen as an affective mitigation measure.
- In the foreseeable future, i.e. in 2008, the noise contours will reduce very significantly, releasing a number of areas for residential development. This is due to the removal of Chapter 2 aircraft from South African airspace.
- It must be stressed that this reduction will only become a reality if there is no significant increase in night flights.
- The possible, but unlikely extension of Runway 11/29 will cause very little difference in the location of the contours.
- The noise contours for a maximum capacity of 566 daily movements are very unlikely to occur, and should only serve as a guideline for land use planners.
- The noise contours for a maximum capacity of 1120 daily movements are even more unlikely to occur. In the opinion of the consultants, the use of these noise contours for purposes of land use planning should be tempered by considering more realistic future scenarios.

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