Kempsey Airport

Kempsey Airport Fly Neighbourly Advice

FINAL REPORT 2019

KEMPSEY
Shire Council

Prepared for Kempsey Shire Council by The Airport Group - December 2019

DOCUMENT VERSION LISTING

Version	Version Description	Changes/ Actions	Staff	Date
1.0	Initial draft FNA for consultation	Draft FNA sent to KSC	HS	19/07/19
1.1	Revised draft report for public consultation	Amendments based on initial consultation	HS	23/08/19
2.0	Final Draft for public exhibition	Final Draft FNA sent to KSC	HS	18/10/19
3.0	Final FNA issued to KSC	Final Draft amended based on public consultation	HS	10/12/19

OPERATIONAL SUMMARY OF KEMPSEY FNA

This section includes information pertinent to aviation operators (both visiting and local) to Kempsey Airport (KPS) which are additional to, or differs from, standard regulation. It is included at the start of this Fly Neighbourly Agreement (FNA) for ease of reference however, users of Kempsey Airport should refer to the remainder of this FNA for further information.

Please note: whilst some aviation regulations are specified within this FNA, all mandatory aviation operating and safety procedures (as well as any aviation requirements relevant to the area) have precedence over a FNA in all circumstances. All the Principles should be considered not applicable if, for any reason, their observance would jeopardise the safety of a flight or put a pilot in conflict with any provision of the Civil Aviation Regulations 1988 and Civil Aviation Safety Regulations 1998. Aviation regulations specified within this FNA are those have been highlighted by the community as particularly relevant in the KPS context.

Noise Sensitive Areas

Noise Sensitive Areas
There are three facilities near Kempsey Airport that may be considered Noise Sensitive Areas. These facilities are the Aldavilla Primary School, the Greenhill School, and Booroongen Djugun Aged Care Facility and are identified in Figure 1, below.

Figure 1: Location of Noise Sensitive Areas from L-R: Aldavilla Primary School, Booroongen Djugun Aged Care Facility and the Greenhill School

Overflying Noise Sensitive Areas
As described above, there are three Noise Sensitive Areas that lay directly underneath the centerline approach to runway 22 and departure of runway 04.

When using runway 22 pilots should use the minimum power necessary on approach to minimize noise over the sensitive areas.

When taking off on runway 04, aircraft must maintain runway heading until reaching 1,000 feet above the aerodrome elevation before commencing a turn (climb to 1,000 feet AGL is a requirement for both runways when departing and turning in the direction of the circuit, refer Section 1.8.2 – Departing aircraft).

Simulated engine failure practice
Where practicable, EFATOs should not be performed over Noise Sensitive Areas surrounding KPS.

Circuit Operations

Standard Circuit Heights
At KPS, all aircraft conducting circuits are required to climb to 1,000 feet above the aerodrome elevation prior to making a turn onto cross-wind (with the exception of those aircraft that operate at circuit heights lower than 1,000 feet)[1].

Low Level Circuits
Circuits below 500 feet AGL are not permitted.

Departing aircraft
Aircraft departing from KPS off either runway should climb to 1,000 feet AGL prior to commencing a turn in the direction of the circuit[1].

Engine ground running

Pre-takeoff
Engine ground run for the safe operation of aircraft may be conducted at any time, such as prior to the operation of aircraft during pre-takeoff checks. For all other types of ground running, refer to Section 1.8.2 of this FNA. Engine ground runs and run-ups should be kept to the minimum time operationally required.

Acknowledgements of emergency services
In support of the NMP document, the proponents of this FNA acknowledge that emergency services operators, including police, fire, air ambulance, RFDS, military, search and rescue and infrastructure monitoring operations may not always be able to adhere with the Fly Neighbourly Principles in this FNA. It is understood that where possible, these operators will adopt Fly Neighbourly Principles, provided they do not interfere with the safety or key outcomes of their operations.

Additional Principles applicable to flight training
The following Principles relate only to aircraft operating as part of a flight training school, including both local and visiting operators[1].

Hours of Operation
Circuit training, as part of flight training operations, should only be conducted between the following hours.

Local aircraft operators:
- Monday - Friday (other than Public Holidays)
  - 07:00 - 19:00 Australian Eastern Standard Time
  - 07:00 - 22:00 Australian Eastern Daylight Savings Time
- Saturday (other than Public Holidays)
  - 08:00 - 19:00 all year round
- Sunday (other than Public Holidays)
  - 09:00 - 18:00 all year round
- New South Wales Public Holidays
  - 09:00 - 18:00 (except for Christmas Day, when no circuit training is allowed)

Visiting Aircraft Operators:
- Monday - Friday (other than Public Holidays)
  - 08:00 - 19:00 all year round.
- Saturday - Sunday (other than Public Holidays)
  - Nil hours. None permitted on weekends.
- New South Wales Public Holidays
  - Nil hours. None permitted on public holidays in NSW.

1These Principles are based on a Council resolution and are anticipated to be incorporated within the En Route Supplement Australia (ERSA) for KPS. The ERSA Principles are subject to consultation and approval by CASA/AsA for inclusion in the ERSA for the Airport. As such, some amendments may be required in future. These may also be subject to a risk assessment process prior to implementation.

Refer Section 1.8.3 for definition of Local and Visiting aircraft operators.

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FLY NEIGHBOURLY ADVICE

A Fly Neighbourly Advice (FNA) is described by Airservices Australia (AsA) as *"a voluntary code of practice established between the airport, aircraft operators and communities or authorities that have an interest in reducing the disturbance caused by aircraft within a particular area".*[2]

The Fly Neighbourly Advice (previously 'Fly Neighbourly Agreement') is not enforceable and is a measure of goodwill. The intention of the FNA is to assist with the minimisation of noise nuisance experienced by the Airport's neighbours through observance of Fly Neighbourly Principles by both itinerant and visiting aircraft to Kempsey Airport (KPS).

Please note: whilst some aviation regulations are specified within this FNA, all mandatory aviation operating and safety procedures (as well as any aviation requirements relevant to the area) have precedence over a FNA in all circumstances. All the Principles should be considered not applicable if, for any reason, their observance would jeopardise the safety of a flight or put a pilot in conflict with any provision of the Civil Aviation Regulations 1988 and Civil Aviation Safety Regulations 1998. Aviation regulations specified within this FNA are those have been highlighted by the community as particularly relevant in the KPS context.

1. Fly Neighbourly Advice at Kempsey Airport

The FNA is a voluntary agreement which has been identified by Kempsey Shire Council (KSC) as a useful tool to manage the operations in the vicinity of KPS.

The FNA draws upon the outcomes of the Noise Management Plan developed for KPS by The Airport Group, relevant industry reference documents, in addition to the resolutions of Council from the Kempsey Shire Council meeting on 25 June 2019.

1.2 Consultation process

A thorough program of consultation has been undertaken to produce the NMP and FNA for KPS. This has seen regular reporting and inputs from various Council and community representatives, including:

- Establishment of the Kempsey Airport Reference Group as a representative group of the broader community to oversee the process of developing the NMP and FNA;
- Feedback on the draft NMP from the Office of Airspace Regulation;
- Feedback on the draft NMP from community members during the public exhibition of the draft NMP;
- Individual airport stakeholder meetings; and
- Community information session.

Specifically, for the FNA, additional engagement included:

- Engagement with the Save Kempsey Airport Action Group Inc;
- Ongoing engagement with the Kempsey Airport Reference Group;
- Local aircraft operators;
- Feedback on the draft FNA from community and aircraft operators during the public exhibition of the draft FNA;
- Ongoing engagement with the Kempsey Shire Council;
- Office of Airspace Regulation (CASA); and
- Airservices Australia.

2 http://www.airservicesaustralia.com/aircraftnoise/frequently-asked-questions/

1.3 Fly Neighbourly Advice Structure

The structure of the FNA is based largely upon the structure in the Civil Aviation Safety Authority (CASA) Airspace Risk and Safety Management Manual (2017)[3]. In addition, considerations determined to be relevant in the context of KPS and this FNA have been included.

1.4 Intention of the FNA

The intent of the FNA is to provide a guideline for actions that can be taken by aircraft operators flying to or from KPS, including flight training operators, which may minimise noise impacts originating from operations at the Airport.

1.5 Proponents

The proponents of this FNA are KSC, the residents of Kempsey, including residents in the vicinity of the Airport and noise sensitive areas, and all locally based and itinerant operators at KPS. The FNA has been developed by KSC in consultation with these proponents (as outlined in the consultation process section above).

1.6 Application of the FNA

Typically, FNA's apply to a geographic area around the aerodrome. However, in consideration of the community, KSC has identified the desire to have a broader application of the Fly Neighbourly Principles outlined in Section 1.8. As such, The FNA applies to all aircraft operating to/from KPS, which includes both itinerant and locally based operating aircraft.

1.7 Matters of concern

The matters of concern to the proponents (refer Section 1.5) affected by aviation operations at KPS are described in this section.

1.7.1 Stakeholders affected by aviation operations

Based on submissions received during the public consultation undertaken as part of the NMP and FNA process, several matters of concern with regard to KPS operations were identified by residents. Those that relate to aircraft noise include:

- Continual and repetitive droning noise from circuit training operations;
- Contrast of ambient noise and aircraft noise;
- Being able to use outdoor areas on private properties;
- Quality of learning environment for children at schools located in the noise sensitive areas;
- Impacts on residents of aged care facilities located in the noise sensitive areas; and
- Circuit operations, including number of aircraft, low flying circuit operations, and height of circuit operations.

Noise Sensitive Areas

There are three facilities near Kempsey Airport that may be considered Noise Sensitive Areas due to their uses and location relative to the noise assessment logger results. These facilities are the Aldavilla Primary School, the Greenhill School, and Booroongen Djugun Aged Care Facility (see Figure 2).

3 https://www.casa.gov.au/sites/g/files/net351/f/arasmm.pdf?v=1477006420

Figure 2: Location of Noise Sensitive Areas from L-R: Aldavilla Primary School, Booroongen Djugun Aged Care Facility and the Greenhill School.

It is important to note that these Noise Sensitive Areas are located north-east of runway 04/22. These areas are under the runway centreline approach to runway 22 and as such cannot be avoided in their entirety. As per CASA regulations, aircraft must be aligned with the runway centreline by at least 500 feet above the airport elevation when approaching to land. When considering a standard flight path, aircraft will be inherently overflying these Noise Sensitive Areas.

When using runway 22 pilots should use the minimum power necessary on approach to minimize noise over the sensitive areas.

Conversely, when taking off on runway 04, aircraft must maintain runway heading until reaching 1,000 feet above the aerodrome elevation before commencing a turn (climb to 1,000 feet AGL is a requirement for both runways when departing and turning in the direction of the circuit, refer Section 1.8.2 – Departing aircraft).

1.7.2 Aviation Operators

The matters of concern for the aviation operators at KPS vary pending their type of operation, whether it be commercial or private general aviation. For example, training operators being able to operate into or out of KPS at the desired times to support their circuit training requirements for pilot training needs.

1.8 Fly Neighbourly Principles for KPS

The Fly Neighbourly Principles outlined here for KPS should be adhered to by aircraft operators to reduce the disturbances or noise impacts of their operations on the community.

The Fly Neighbourly Principles have been produced in accordance with the strategies adopted by KSC in their meeting on 25 June 2019. Additional strategies, drawn from the outcomes of the NMP, which will support aircraft operators to operate with consideration of the surrounding community are also included in this FNA.

1.8.1 Circuit Operations (all operators)

The following Principles apply to all aircraft operators at KPS.

Standard Circuit Heights
At KPS, all aircraft conducting circuits are required to climb to 1,000 feet above the aerodrome elevation prior to making a turn onto cross-wind (with the exception of those aircraft that operate at circuit heights lower than 1,000 feet)[4].

Low Level Circuits
Circuits below 500 feet AGL are not permitted.

Circuit Direction
Circuit operations at KPS should follow the standard left-hand circuit directions as legislated. A typical left-hand circuit for aeroplanes is shown in Figure 3.

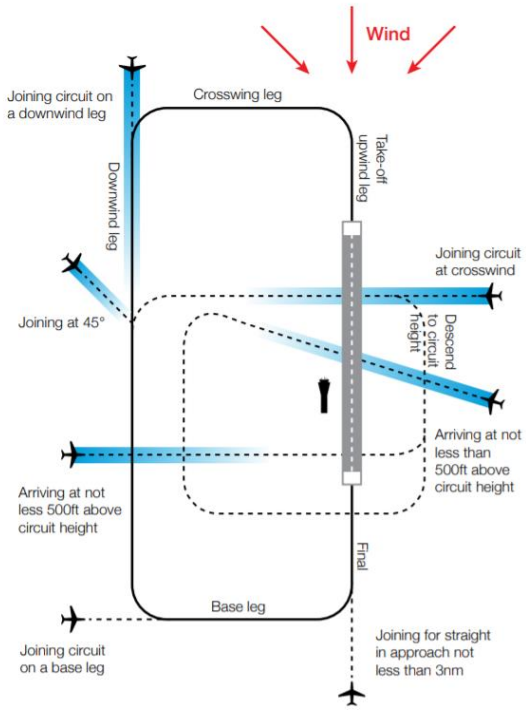

Figure 3: Typical left-hand circuit diagram (AsA)

4 These Principles are based on a Council resolution and are anticipated to be incorporated within the En Route Supplement Australia (ERSA) for KPS. The ERSA Principles are subject to consultation and approval by CASA/AsA for inclusion in the ERSA for the Airport. As such, some amendments may be required in future. These may also be subject to a risk assessment process prior to implementation.

1.8.2 All other operations

Departing aircraft
Aircraft departing from KPS off either runway should climb to 1,000 feet AGL prior to commencing a turn in the direction of the circuit[5].

Overflying Noise Sensitive Areas
As described above, there are three Noise Sensitive Areas that lay directly underneath the centerline approach to Runway 22. As such, when using this Runway pilots should use the minimum power necessary on approach to minimize noise over the sensitive areas.

Simulated Engine Failure Practice
Where practicable, EFATOs should not be performed over Noise Sensitive Areas surrounding KPS.

Transponder Usage
If fitted to aircraft, transponders are to be turned on and operated in accordance with CAAP 166-01 V4.2 for all operations.

Runway Usage
The preferred runways at KPS are Runway 04 and 22, based on meteorological and operating conditions at the time of operation.

Altitude of Operations
Operators flying in proximity to KPS should maintain altitudes as required by the *Civil Aviation Regulations (1988)* and the *Civil Aviation Safety Regulations (1998).*

Model Jet Aircraft
Model jet aircraft operating at KPS should maintain operations in conjunction with their CASA Instrument of Approval and operate at altitudes of less than 1,000 feet, or the height specified by CASA if that is lower.

Engine Ground Running

Maintenance
For maintenance or engine testing purposes, engine running at KPS should only be conducted during the hours of 08:00 and 17:00 all year around, with a minimum 1-hour break between each engine test run being conducted. An exception to this is when urgent or timely maintenance is required by a local maintenance operator at KPS.

Pre-takeoff
Engine ground run requirements for the safe operation of aircraft may be conducted at any time, such as prior to the operation of aircraft during pre-take-off checks.

Other
For all other operations, to minimise noise impacts, engine ground runs and run-ups should be kept to the minimum time operationally required.

The above conditions are not intended to limit immediate pre-flight engine checks, normal start, taxi and shutdown procedures.

5 These Principles are based on a Council resolution and are anticipated to be incorporated within the En Route Supplement Australia (ERSA) for KPS. The ERSA Principles are subject to consultation and approval by CASA/AsA for inclusion in the ERSA for the Airport. As such, some amendments may be required in future. These may also be subject to a risk assessment process prior to implementation.

Aircraft flight tracks
Aircraft operators should follow published flight tracks on approach to KPS whilst maintaining requirements and altitudes as outlined in the *Civil Aviation Regulations (1988)*[6].

Operating procedures
All aircraft operating from KPS should operate in accordance with aircraft manufacturing requirements, CASA regulations, and company Standard Operating Procedures (SOPs). Private or leisure operators without SOPs operating from KPS should operate in accordance with aircraft manufacturing requirements and CASA regulations.

Take Off Point
When practicable, pilots are encouraged to use the full length of the runway for takeoff.

Aircraft Noise Regulations and Standards
All aircraft operating at KPS should be compliant with the *Air Navigation (Aircraft Noise) Regulations 2018* and/or other relevant airworthiness regulations and standards.

Operators should select engine power and propeller pitch settings consistent with the aircraft operations manual. Where practicable, achieving minimum noise level on take-off should be considered
Pilot training organisations operating at KPS are encouraged to fit aircraft with manufacturer approved noise minimising mufflers.

6 https://www.legislation.gov.au/Details/F2018C00826/Html/Volume_3#_Toc530043134

1.8.3 Additional Principles for flight training operations

The following Principles relate only to aircraft operating as part of a flight training school, including both local and visiting operators[7].

Local aircraft operator is defined as any aircraft operator that has a tenancy agreement in place with Kempsey Shire Council for a building structure located at Kempsey Airport, or is a resident or is a business operating in Kempsey Shire.

Visiting aircraft operator is defined as an aircraft operator that does not have a tenancy agreement in place with Kempsey Shire Council for a building structure located at Kempsey Airport, or is not a resident or is not a business operating in Kempsey Shire.

Hours of Operation

Circuit training, as part of flight training operations, should only be conducted between the following hours.

Local aircraft operators:

- Monday - Friday (other than Public Holidays)
  - 07:00 - 19:00 Australian Eastern Standard Time
  - 07:00 - 22:00 Australian Eastern Daylight Savings Time
- Saturday (other than Public Holidays)
  - 08:00 - 19:00 all year round
- Sunday (other than Public Holidays)
  - 09:00 - 18:00 all year round
- New South Wales Public Holidays
  - 09:00 - 18:00 (except for Christmas Day, when no circuit training is allowed)

Visiting Aircraft Operators:

- Monday - Friday (other than Public Holidays)
  - 08:00 - 19:00 all year round
- Saturday - Sunday (other than Public Holidays)
  - Nil hours. None permitted on weekends
- New South Wales Public Holidays
  - Nil hours. None permitted on public holidays in NSW

Number of Aircraft in a Circuit

The aircraft operating in a circuit at KPS should be following all safety requirements as stipulated by CASA. Investigations into limiting the number of aircraft in a circuit at any given time may be conducted in future at the discretion of KSC and may form part of future updates to the FNA.

7 These Principles are based on a Council resolution and are anticipated to be incorporated within the En Route Supplement Australia (ERSA) for KPS. The ERSA Principles are subject to consultation and approval by CASA/AsA for inclusion in the ERSA for the Airport. As such, some amendments may be required in future. These may also be subject to a risk assessment process prior to implementation.

1.9 Fly Neighbourly Advice Monitoring

The effectiveness of the implementation of the FNA will be monitored through an ongoing review of noise complaints received by KSC or by AsA. Council will identify the number of complaints relating to flight training operations as a percentage of total complaints for the complaints that Council receives directly. Review of this data will identify whether aircraft are operating in accordance with the Principles outlined in this FNA.

Overarching indicators of success for the FNA, may include (but not necessarily be limited to):

- Decrease in number of complaints received; and
- Crosschecking aircraft movement information to confirm times of operations.

1.10 Means of Monitoring the Adherence to Principles

In the event that the Council becomes aware that the Fly Neighbourly Principles outlined in this FNA (Section 1.2) have not been adhered to, KSC should identify the pilot or operator and advise them of this FNA and the relevant Principles within it. If the pilot or operator is already aware of the FNA and engaged in practices not conducive to these neighbourly Principles, non-adherence should be recorded and incorporated into the Council's noise complaint register and treated in accordance with reporting processes adopted by KSC. At the end of each month, KSC should discuss all the complaint data with the relevant operator. Where appropriate, KSC should send monthly data to AsA and CASA. Council will publish monthly complaint reporting data on the Council website, differentiating between flight training and other general aviation related complaints. This will not include specific information on aircraft owner/operator identification.

It is recognised that the FNA is not an enforceable document. However, this FNA has been developed with the proponents with the intention to manage the impacts of aircraft noise on the community surrounding KPS while maintaining aircraft operations.

1.11 Undertakings by Aircraft Operators

Where practicable and without any impacts on the safety of aviation operations at KPS, pilots should operate in accordance with the ERSA, as well as the Principles outlined in this FNA.

Aircraft operators should recognise the FNA Principles into their SOPs which ensure that operations take into consideration best practicable noise abatement procedures in that operating situation, taking into account the meteorological conditions and other external influences without compromises to safety.

1.12 Acknowledgements of Emergency Services

In support of the NMP document, the proponents of this FNA acknowledge that emergency services operators, including police, fire, air ambulance, RFDS, military, search and rescue and infrastructure monitoring operations may not always be able to adhere with the Fly Neighbourly Principles in this FNA. It is understood that where possible, these operators will adopt Fly Neighbourly Principles, provided they do not interfere with the safety or key outcomes of their operations.

1.13 Conclusion and FNA Review Process

The FNA should be reviewed within 12 months of being adopted. It is pertinent to continue to develop the FNA to align with any noise abatement procedures or operating procedures included in the ERSA entries for KPS.

The FNA should be regularly reviewed and updated as KSC continue to implement proposed strategies included in the NMP or in response to regular engagement with proponents associated with the FNA, such as the surrounding community and aircraft operators.

KEMPSEY
Shire Council

Prepared for Kempsey Shire Council by The Airport Group - December 2019