

## AIRCRAFT GROUND BASED NOISE

Sydney Metro Airport Camden processes and actions noise complaints associated with ground based activities. The Airport regularly communicates with its tenants about noise generation and the impact ground based noise has on the local community.

The Airport oversees the following processes and procedural concerns received from the local community in relation to these issues:

- Ground running of aircraft and aircraft servicing;
- Mechanical plant and equipment;
- Non-aviation industrial activities;
- On airport road traffic;
- Operation of fixed audible alarm or warning systems;
- On airport construction activities.

To register your concerns about ground based noise, please contact the Airport on 02 8709 9400.

## WORRIED ABOUT AIRCRAFT NOISE?

Airservices is responsible for the monitoring of airborne aircraft noise. Issues regarding aircraft noise in relation to these aircraft movements, can be raised with Airservices on 1800-802-584.

### REVIEW OF PROCEDURES

Sydney Metro Airport Camden is committed to regularly reviewing its aircraft and ground-based noise procedures.

### EXEMPTIONS TO PROCEDURES

For operational requirements, emergency services (including NSW Police, NSW Fire, NSW Ambulance and search and rescue operations) and infrastructure monitoring may have to operate outside these procedures.

## FLY NEIGHBOURLY PROGRAM

Sydney Metro Airport Camden has implemented the Fly Neighbourly Program with the support of the aviation community at the Airport. To ensure its success, to the Airport must undertake regular and sustained communications with aircraft operators, the community and other interested parties.

Information contained in this publication does not remove the requirement for the pilot to comply with published procedures in AIP/ERSA or instructions given by ATC during TOWER hours.

# FLY NEIGHBOURLY



## A voluntary Code of Conduct for Pilots at Sydney Metro Airport Camden

Effective December 2019

For more information about our Fly Friendly program, please visit our website [www.sydneymetroairports.com.au](http://www.sydneymetroairports.com.au)



## SYDNEY METRO AIRPORT CAMDEN RECOGNISES THAT AIRCRAFT NOISE IS AN IMPORTANT ISSUE FOR THE COMMUNITY.

Australian airports are regulated by federal laws and regulations, and each airport must produce a range of documents such as Master Plans and Environment plans which govern their daily operations. As part of the Airport Environment Strategy (AES) we have produced a Noise Management Plan to assist the community to understand noise in general, noise at airports and noise management at Sydney Metro Airport Camden.

A key component of our Noise Management Plan is the Fly Neighbourly procedures. The Fly Neighbourly procedures are a voluntary Code of Conduct for pilots using Camden Airport.

Sydney Metro Airport Camden is committed to undertaking operations in a good neighbourly manner. We expect aircraft pilots operating into and from Camden Airport to undertake operations in a manner which is considerate of local residents. The safe operation of an aircraft must be maintained at all times. Air traffic procedures, weather and safe separation requirements may preclude at times a pilots compliance with this programme but pilots are expected to make their best efforts to ensure compliance with the spirit of this procedure.

### CODE OF CONDUCT

Pilots operating from Sydney Metro Airport Camden must comply with a range of regulations and procedures stipulated by Airservices Australia (AsA) and the Civil Aviation Safety Authority (CASA). These include the En Route Supplement Australia (ERSA), the Visual Pilot Guide and noise abatement procedures.

In addition to these requirements, Sydney Metro Airport Camden in consultation with a variety of airport users, AsA and the Camden Airport Consultation Aviation Community Group, has developed voluntary procedures to assist pilots to minimise their operational noise impact on the community. The implementation of these voluntary procedures is subject to safety and operational considerations of the aircraft.

As part of our Fly Neighbourly Code of Conduct, we ask pilots of fixed-wing aircraft and helicopters to endeavour to practice the following principles.

### FIXED-WING AIRCRAFT PROCEDURES

- Adopt and maintain best rates of climb, to minimise noise over residential areas, as soon as possible after take-off;
- Maintain correct or ATC cleared tracks after take-off\*;
- Reduce engine revs as soon as possible;
- Follow designated flight paths;
- Avoid flying over, residential areas, hospitals and schools when possible and, if this is not possible, try to be above 1000ft AGL or at the altitude assigned by Air Traffic Control (ATC);
- Only conduct circuit training:
  - Monday to Friday between 7.00am and 10.00pm (10.30PM during HDS)
  - Saturday to Sunday between 7.00am and 8:00pm
- Keep circuits as compact as possible – do not fly wide circuits;
- Use the preferred runway direction 06; and
- When simulating engine failure and recovery this should occur over the airfield.

\* Note: In line with CASA and Airservices requirements

### HELICOPTER PROCEDURES

- Adopt and maintain best rates of climb, to minimise noise over residential areas, as soon as possible after take-off;
- Maintain correct or ATC cleared tracks after take-off\*;
- Always look ahead and select the least noise sensitive route (try to avoid hospitals, schools and residential areas);

- Circuit height is 700ft AGL during daylight hours, and 1,000ft AGL during hours of night;
- Maintain 1,000ft AGL minimum when flying over noise sensitive areas, unless at an altitude required by ATC;
- Avoid blade slap;
- Vary your flight path when accessing visual landmarks;
- Restrict low level training to designated and/or approved areas;
- Only conduct circuit training:
  - Monday to Friday between 7.00am and 10.00pm (10.30PM during HDS)
  - Saturday to Sunday between and 7.00am and 8:00pm.

\* Note: In line with CASA and Airservices requirements

### AREA COVERED BY FLY NEIGHBOURLY PROCEDURES

These Fly Neighbourly Procedures correlate to an area which constitutes the Camden Control Zone (CTR). This area extends in a 2 nautical miles (3.7 kilometres) radius from the Airport Reporting Point, and includes the circuit training flying area.

However there are five approach points to the airport from all sides as well as several departure tracks (due to varying runway directions) where pilots should consider these procedures.

