Responsibility for aircraft noise

Managing aircraft noise is the shared responsibility of Bankstown Airport, aviation operators, aircraft manufacturers, regulators and governments.

We work closely with such stakeholders and the community to responsibly balance aviation safety and the essential services delivered by Bankstown Airport with unavoidable aircraft noise impacts.

The airport directly oversees issues and concerns regarding ground-based noise, including:

- 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 find out more about ground-based noise, ask a question or make a complaint, please contact AMG via info@aeria.co.

Airborne aircraft noise

Airservices Australia monitors aircraft noise at airports and manages complaints and enquiries about aircraft noise and aircraft operations. Visit airservicesaustralia.com or call 1800 802 584 to find out more or make a complaint

Aeria Management Group (AMG), manager of Bankstown Airport, works with aviation operators, governments and the community to help minimise and mitigate the impacts of aircraft noise.

For more information about about aircraft noise at Bankstown Airport, visit **aeria.co.**

Fly Neighbourly

Aeria Management Group

aeria.co

info@aeria.co

02 8709 9400

A voluntary code of conduct for pilots at Bankstown Airport

Effective June 2023

Bankstown Airport

We recognise aircraft noise is an important community issue and work hard to manage and mitigate its impacts

Aircraft noise is inevitably generated by essential general aviation activities at Bankstown Airport, including emergency and aeromedical services.

Aircraft noise is complex and varies according to multiple factors, such as aircraft type and altitude, thrust settings and speed, pilot performance and weather conditions.

Bankstown Airport operates 24/7 but has restricted hours for flight circuit training, to reduce the incidence of nighttime aircraft noise.

We respond directly to community queries or complaints and work with airport operators to minimise and mitigate aircraft noise impacts, where possible.

Such measures include the Fly Neighbourly code of conduct, regular engagement through the Bankstown Airport Community Aviation Consultation Group and our support for emerging aircraft that generate less noise and lower carbon emissions.

Our Noise and Vibration Management Plan also includes requirements related to ground-based noise.

Pilots at Bankstown Airport must comply with regulations and procedures set by Airservices Australia and CASA, including noise abatement procedures.

Fly Neighbourly

Fly Neighbourly is a voluntary code of conduct developed by Bankstown Airport in partnership with airport operators, community representatives and other stakeholders to reduce aircraft noise concerns.

While it is impossible to stop aircraft noise at an airport, Fly Neighbourly recognises there are opportunities to reduce the effect of aircraft noise on residents and surrounding communities.

The code encourages airport operators to undertake operations in a manner that is considerate of residents, subject to safety and operational concerns. Air traffic procedures and instructions must also be complied with at all times.

The Fly Neighbourly code of conduct asks pilots of fixed-wing aircraft and helicopters to practice the principles outlined below.

Helicopter procedures

- Adopt and maintain best rates of climb, to maximise height and minimise noise over residential areas, as soon as possible after take off
- Maintain correct tracks after takeoff*
- Always look ahead and select the least noise sensitive route (try to avoid hospitals, schools and residential areas)
- Fly above 500 ft and try to be above 1000 ft when flying over noise sensitive areas
- Avoid blade slap
- Vary your flight path especially during circuit training and when accessing visual landmarks.
- Restrict low level training to designated approved areas
- Only conduct circuit training at the main helipad from: Monday to Friday 7am-7pm (or last light, if earlier); Saturday 8am-6pm (or last light, if earlier); and Sunday 9am-6pm (or last light, if earlier) **

Fixed-wing aircraft procedures

- Adopt and maintain best rates of climb, to maximum height and minimise noise over residential areas, as soon as possible after take off
- Maintain correct tracks after take-off*
- Minimise noise after take-off by reducing engine revs as soon as possible
- Follow designated flight paths
- Always look ahead and select the least noise sensitive route (try to avoid hospitals, schools and residential areas). In the alternative, try to remain above 1000ft
- Only conduct circuit training from 6am-10pm Monday to Friday. During Daylight Savings, circuit training must finish by 10.30pm. On Saturday and Sunday, circuit training is between 7am and last light.**
- Keep circuits as compact as possible – don't fly wide circuits
- Use the preferred runway direction 29, over the Georges River**

* Note: In line with CASA requirements
** Note: Airservices Australia requirements apply when this isn't practical