Responsibility for aircraft noise

Managing aircraft noise is the shared responsibility of Camden 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 Camden 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 Camden 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.**

Aeria Management Group

aeria.co

info@aeria.co

02 8709 9400

Fly Neighbourly

A voluntary code of conduct for pilots at Camden Airport

Effective June 2023

Camden 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 Camden Airport, including emergency services and flight training.

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.

Camden 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 Camden 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 Camden 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 Camden 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.

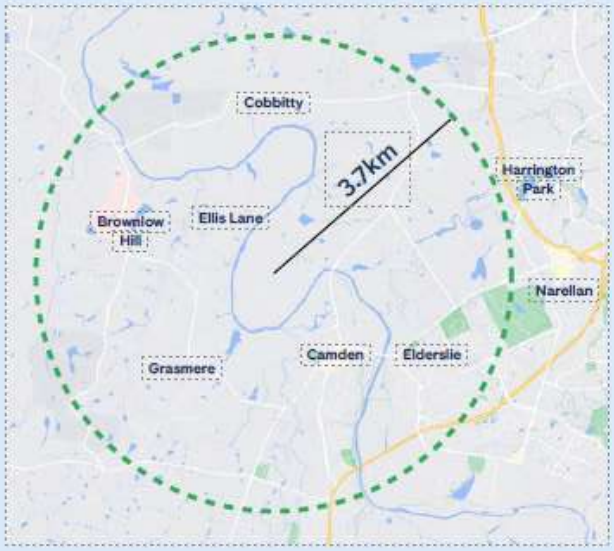
The code encourages airport operators to undertake operations in a manner that is considerate of residents, subject to safety and operational concerns. Air traffic procedures and instructions must also be complied with at all times.

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

Area covered by Fly Neighbourly procedures

Fly Neighbourly Procedures correlate to an area that 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.



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 or Air Traffic Control (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 during daylight hours and 1000ft at nighttime

> Maintain a minimum of 1000ft minimum flying over noise sensitive areas, unless flying at an altitude required by ATC

> Avoid blade slap

> Vary your flight path when accessing visual landmarks

> Restrict low level training to designated areas

> Only conduct circuit training: Monday to Friday between 7am and 10pm (10.30pm during daylight saving time); Saturday and Sunday from 7am-8pm

Fixed-wing aircraft 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 or ATC cleared 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). If this is not possible, try to remain above 1000ft or at the altitude assigned by ATC

> Only conduct circuit training: Monday to Friday from 7am-10pm (10.30pm during daylight saving time); Saturday and Sunday from 7am-8pm

> Keep circuits as compact as possible – do not fly wide circuits

> Use the preferred runway direction 06

> When simulating engine failure and recovery, do so over the airfield.

*Note: In line with CASA and Airservices Australia requirements