Rachael Jeffrey

From: INFO OAR <oar@casa.gov.au>
Sent: Monday, 13 February 2017 2:03 PM
To: Rachael Jeffrey
Cc: Records Shared Mailbox; Erin Fuller; INFO OAR
Subject: DA T6-16-444 - Proposed Pilot Training Facility at Kempsey Airport - Airport Road, Aldavilla, NSW [SEC=UNCLASSIFIED]
Attachments: 1617 AIAC DA SOEE r3 2017 01 31.pdf; Annexure 5 -AIAC_NIA (Feb 2017).pdf

UNCLASSIFIED

Hello Rachael,

May I advise that the assessment of aircraft noise associated with the said flying school proposal does not fall within the remit of the Office of Airspace Regulation (OAR), or more generally within CASA. (For example, a key role of the OAR is to access risk based change proposals for airspace classifications and volumes.)

As Kempsey Shire Council owns the airport it appears the council would be in the best position to consider the aircraft noise documentation associated with the proposed flying school.

Should you have any queries please contact me.

Sincerely

Serghei de Bray
Environmental Specialist
Air Navigation, Airspace & Aerodromes Branch
CASA\Aviation Group
p: 02 6217 1409 **m:** 0423 829 745
16 Furzer Street, Philip ACT 2606
GPO Box 2005, Canberra ACT 2005
www.casa.gov.au

From: Rachael Jeffrey [mailto:Rachael.Jeffrey@kempsey.nsw.gov.au]
Sent: Monday, 13 February 2017 11:11 AM
To: INFO OAR
Cc: Records Shared Mailbox; Erin Fuller
Subject: DA T6-16-444 - Proposed Pilot Training Facility at Kempsey Airport - Airport Road, Aldavilla, NSW
Importance: High

Hi,

Kempsey Shire Council has received a Development Application (T6-16-444) for a reasonably large Pilot Training Facility to be constructed and operated at the Kempsey Airport. Council referred the DA to the NSW Environment Protection Authority (NSW EPA) for comment in regards to noise impacts to surrounding residents. However the EPA has informed Council of the following:

> *"The Noise Guide for local Government (EPA, 2013) - http://www.epa.nsw.gov.au/resources/noise/20130127NGLG.pdf - identifies that responsibility for aircraft when in flight, landing, taking off or taxiing is the regulatory responsibility of AirServices Australia (NGLG – Table 1.3).* ***More recently the Office of Airspace Regulation within the Civil Aviation Safety Authority has***

assumed a regulatory role. *The EPA does not have a regulatory role for these activities and has not reviewed or assessed these proposed activities. Note the following International Civil Aviation Organisation definitions: 'Take-off' commences with the application of power to the aircraft once it is on the runway to bring the aircraft to the speed necessary to become airborne. 'Landing' ends when an aircraft leaves the runway or comes to a stop on the runway."*

Can you please confirm if in fact this is the responsibility of your office or not? And if so, please have an appropriate person review the attached reports (Statement of Environmental Effects and Noise Report) and provide some feedback to Council. The most contentious issue associated with this development is the noise the aircraft will make during taking off, landing and when in flight.

Also, if it is not the responsibility of the Office of Airspace Regulation, please advise who is the regulatory authority for this (Council??)?

If your office is the appropriate regulatory authority for this issue could you please also advice on the anticipated timing for providing comments to Council. Council has to provide an assessment report to the Northern Joint Regional Planning Panel (JRPP) this week, however the determination meeting for the DA is not until 2 March 2017. Council is able to provide the JRPP with additional information prior to the meeting date if this is at all possible.

Please don't hesitate to contact me by either email or phone (direct - 02 6566 3283) if you require any further information.

Kind Regards,
Rachael

Rachael Jeffrey
Town Planner | Sustainable Environment | Kempsey Shire Council

22 Tozer Street | PO Box 3078 | West Kempsey NSW 2440
P 02 6566 3200 | **E** rachael.jeffrey@kempsey.nsw.gov.au | www.kempsey.nsw.gov.au

Please note I work Monday to Thursday only.

For Kempsey Shire Council Records Only:
Name:
Company: Office of Airspace Regulation - CASA
Address: GPO Box 2005, Canberra ACT 2601
File: T6-16-444

Rachael Jeffrey

From: ncis@ncis.airservicesaustralia.com
Sent: Monday, 20 February 2017 4:09 PM
To: Rachael Jeffrey
Subject: Noise Complaints and Information Service submission: Case 6917
Attachments: Mrs R Jeffrey 20 February 2017.pdf

Dear Mrs. Rachel Jeffrey

Please find attached our response to your enquiry to the Noise Complaints and Information Service.

Please do not reply to this email as this address does not receive incoming emails. Your reply will not be delivered. Should you wish to contact NCIS again, please use our online Noise Complaints, Enquiries and Feedback Form: https://complaints.bksv.com/asa

Other contact methods for complaint or enquiry lodgement are set out on our website: http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/

Yours sincerely

Ruth Jost

Noise Complaints and Information Service Manager

Airservices Australia

Online form: https://complaints.bksv.com/asa

Telephone: 1800 802 584 (freecall) | Fax: (02) 9556 6641 | Post: PO Box 211, Mascot, 1460

Web: http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/

Mrs R Jeffrey
By email

Noise Complaints and Information Service

PO Box 211, Mascot NSW 1460

t 1800 802 584
f 02 9556 6751

www.airservicesaustralia.com

ABN 59 698 720 886

20 February 2017

Dear Mrs Jeffrey

I write in relation to your request for Airservices to assess noise impacts from a development application for a pilot training school. I regret that there has been a misunderstanding however our records of your initial call on 9 February 2017 state that you were advised at that time that this is not a matter for Airservices.

I can confirm that it is not the role of Airservices to assess the aircraft noise impacts of new developments. The only role Airservices has in relation to development applications is to assess whether any proposed new structures may pose an impediment to flight paths, obstruct navigational aids or require any change to flight procedures. You have not mentioned that the development application in question includes new structures, but if you do require this specific input I can provide you with a contact person within Airservices. If this is the case please respond via our online form: https://complaints.bksv.com/asa

As you have been advised, if you wish to conduct a noise analysis you will need to engage a private acoustic consultant to undertake this work. This type of work is not conducted by Airservices.

Yours sincerely

Ruth Jost
National Noise Complaints and Information Service Manager
Airservices Australia
Online form: https://complaints.bksv.com/asa
Telephone: 1800 802 584 (freecall) | Fax: (02) 9556 6641 | Post: PO Box 211 Mascot 1460
W: http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint

Rachael Jeffrey

From: ncis@ncis.airservicesaustralia.com
Sent: Wednesday, 22 February 2017 3:56 PM
To: Rachael Jeffrey
Subject: [CASE:6917] Other | 6917
Attachments: NCIS Fact Sheet.pdf; 12-039FAC_NCIS-Circuit-training_WEB.PDF

Dear Ms Jeffrey

I am further responding to your enquiry about noise impacts from a development application (DA). I understand that Ruth Jost has previously sent you an email and I am following it up with further information.

For a review of the DA structures could you please contact Tony Aiezza, Senior Advisor Airport Development, Airservices Australia, on 02 6268 4331.

You have also enquired about the complaints process. I have attached the **NCIS fact sheet** which gives you some basic information. As we have no Air Traffic Control tower we have limited ability to provide information to complainants regarding issues they might raise with us. Equally we have no tracking capabilities in the area – we only have that around major airports such as Sydney and Brisbane – so our investigations of any complaints are limited. However we do provide information on such things as circuit training – I have attached a **fact sheet on circuit** training that we often send to complainants for their information – and the regulations on required aircraft height over an area.

Where an airport is run by a council we may contact the council to discuss an issue that a complainant raises, such as late-night/early-morning circuit training. Being close to the location of the airport means that the council may have information on the issue already. Often the council, whether the issue has been raised by the NCIS or the complainant direct to them, will look into the matter and take steps to resolve the issue. For example, recently we had issues raised by complainants regarding late night circuit training at another council-run airport in NSW. We contacted the council and advised them of the issues raised. The council took steps to contact the out-of-town flight school to request that the circuits were not conducted after 9pm. When this was not successful the council imposed a circuit-training curfew after 9pm.

We can also provide councils with reports on any complainant issues when they are raised. Generally reports are sent each month where they have been requested, however we often find that there are no complaints for much of the year for smaller airports. Please advise if you would like a report on any complainant issues, and also who is the best person at the Council to contact when dealing with any issues where we need further information.

Should you have any other questions please contact us again.

Please do not reply to this email as this address does not receive incoming emails. Your reply will not be delivered. Should you wish to contact NCIS again, please use our online Noise Complaints, Enquiries and Feedback Form: https://complaints.bksv.com/asa

Other contact methods for complaint or enquiry lodgement are set out on our website: http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/

Yours sincerely

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National Noise Complaints and Information Service Investigator

Airservices Australia

Online form: https://complaints.bksv.com/asa

Telephone: 1800 802 584 (freecall) | Fax: (02) 9556 6641 | Post: PO Box 211 Mascot 1460

W: http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint

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NOISE COMPLAINTS AND INFORMATION SERVICE

Airservices is responsible for managing complaints and enquiries about aircraft noise and operations through our Noise Complaints and Information Service (NCIS). This service is the Australian aviation industry's main interface on aircraft noise and related issues for the community.

Complaints and enquiries help identify issues of concern and possible opportunities for improvements. When analysing the information received from complaints and enquiries, we focus on the number of complainants and the issues raised by them, rather than the number of contacts received from each person.

Our process

If you make a submission to the Noise Complaints and Information Service, a Complaint Specialist will review it and determine the appropriate response and/or action.

We will contact you within 21 days if you have:

- asked a relevant question; or
- raised a noise issue to which we can reasonably respond.

If you have contacted us previously and received a response, we may not respond further if there is no additional information that we can reasonably provide.

Further information about lodging complaints and enquiries and about aircraft noise issues is available from our website: http://www.airservicesaustralia.com/aircraftnoise

Reporting

Airservices does not report on the number of complaints received or the number of times individual complainants contact us. This is because our focus is the number of individuals in an area who have raised concerns, and what those concerns are. You need only contact us once in order for your issue to be taken seriously and given due consideration.

Our quarterly Aircraft Noise Information Reports contain information about the number of complainants in each suburb for months where there are more than five complainants. They also contain information and statistics about issues, aircraft movements, runway usage, night movements and noise improvements that have been implemented or are being investigated. These reports are available from our website:
http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/

Noise Complaints and Information Service

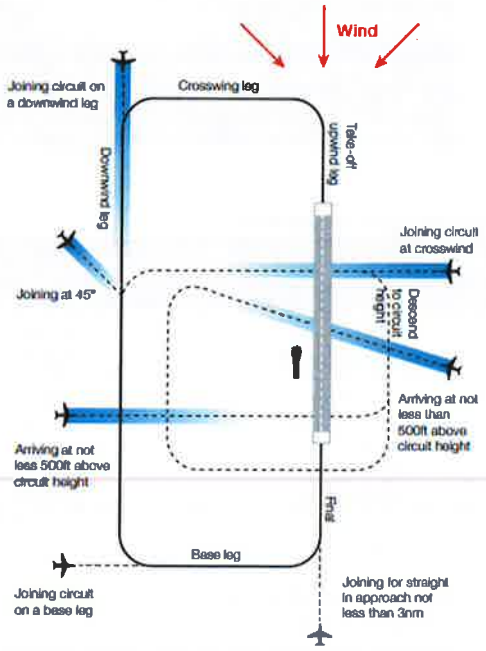
CIRCUIT TRAINING

Circuit training is the first stage of practical pilot training focused on take-offs and landings. It involves the pilot making approaches to the runway, touching down and then applying power to take off again. This is undertaken in accordance with Civil Aviation Safety Authority (CASA) Regulations which are consistent with international practices.

Circuit training is undertaken at most airports, particularly regional and general aviation aerodromes. Each airport makes its own determination about the hours of the day or days of the week that training may be undertaken. This is based on factors including pilot demand, the number and time of other regular flights into and out of the aerodrome, runway capacity and configuration, availability of air traffic control services and the type of navigational equipment available at the aerodrome.

Training during both day and night is important for developing pilot competencies, as is experience with using different types of navigational aids. As different aerodromes offer different facilities, the numbers and timing of circuit training flights varies between locations.

FIGURE 1 Left hand training circuit.



A training circuit consists of five legs – the take-off, crosswind, downwind, base and final approach to the runway. A simplified representation is shown in Figure 1. The take off and final stage of the circuit is flown into the wind, as this is the safest way for an aircraft to operate. The direction of the training circuit depends on local terrain and the position of the runway(s) at the airport. The aircraft symbols and dotted lines shown in Figure 1 indicate recommended ways for an aircraft to join the circuit pattern.

Left hand circuits

Figure 1 depicts a left hand circuit with the aircraft turning left after take-off and flying anticlockwise. This is the most common type of circuit operation.

Right hand circuits

Where a right hand circuit is used, a pilot turns right after take-off for a clockwise circuit. This may occur because of high terrain restricting circuit operations to one side of the runway, regardless of the wind direction. Another example of the use of a right hand circuit is an airport which has parallel runways, such as Bankstown, Parafield or Moorabbin. During times when air traffic control services are provided, circuit operations can be conducted off both parallel runways at the same time. This means both left and right hand circuits may be flown concurrently.

Training aircraft

There are three categories of training aircraft based on the aircraft's speed as shown in Table 1. Each category has a different downwind height requirement measured above the ground level at the airport. This helps separate aircraft that perform differently. Higher performance aircraft fly larger and longer circuits at higher altitude than lower performance aircraft.

Aircraft joining and departing a circuit

At airports without a control tower, CASA regulations specify how an aircraft should join a circuit when approaching the airport from outside its local area. This is done by flying over the runway at least 500ft above the high performance circuit or by joining the circuit at the beginning, end, or partway along (at a 45° angle to) the downwind leg. If the circuit is clear, an arriving aircraft can join the final approach from three nautical miles (5.6km) out.

At locations with an air traffic control tower pilots must follow the instructions of air traffic control regarding the height they fly and how they may join or depart the circuit.

Arrival paths in the circuit have been designed to give pilots the best visibility of other aircraft in the circuit or approaching the airport from outside the circuit. The approach paths are shown as dotted lines in Figure 1.

Aircraft can depart from the circuit by extending one of the four legs and are only allowed to turn away from the extended leg when well clear of the circuit.

Aircraft doing circuit training at airports without a control tower should give way to commercial aircraft, such as regular passenger aircraft. In this case the training aircraft will extend one of the circuit legs to allow the commercial aircraft to land.

Aircraft noise impacts

All aircraft operating in Australia, including training aircraft, must meet international noise standards.

There are no regulated hours for circuit training, but most airports have their own limitations which prohibit circuits during the late night to early morning, typically 10pm to 7am. Many airports publish this information on their website.

The circuit length, and therefore the area overflown, depends on how quickly the aircraft can climb to the required height for the downwind leg as outlined in Table 1. This length varies between aircraft and is affected by meteorological conditions (including wind, cloud cover, and temperature), other aircraft in the circuit, air traffic control requirements and pilot proficiency.

The size and location of the circuit is controlled to ensure the safety of all aircraft operations at the airport. This may result in training being undertaken over populated areas, especially where these are in close proximity to the aerodrome.

For example, variations for circuit patterns are shown in Figure 2. These circuit maps were collected at an airport over a 25 day period.

Further information

Further information is available from:

- Civil Aviation Safety Authority website
  www.casa.gov.au
- Airservices website
  www.airservicesaustralia.com/aircraftnoise
- Department of Infrastructure and Transport website
  www.infrastructure.gov.au/aviation/general

FIGURE 2 Typical variations in circuit pattern. The yellow circuit depicts circuits when the wind is blowing from the north, whereas the green circuit depicts circuits when the wind is from the south.

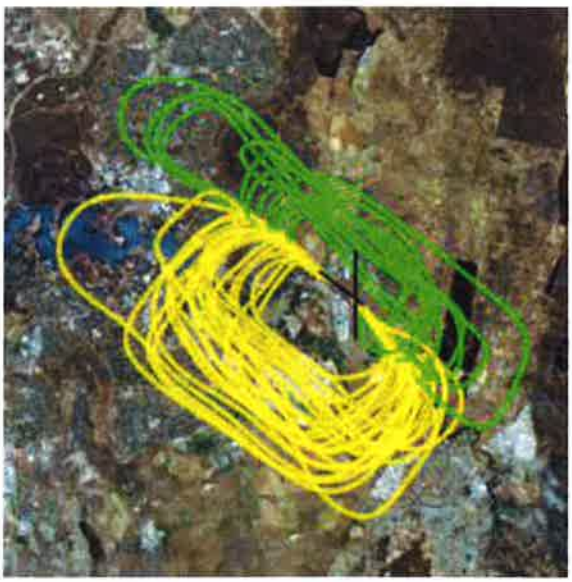


TABLE 1 Circuit height for three categories of training aircraft. *Height is measured above the airport level.

Type of aircraft	Standard circuit speed range	Standard circuit height* (downwind leg)
High performance (including jets and many turboprops)	150-200kts (280-320 km/hr)	1500ft (450m)
Medium performance	55-150kts (100-280km/hr)	1000ft (300m)
Low performance (including helicopters)	Less than 55kts (100km/h)	500ft (150m)

For more information
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www.airservicesaustralia.com

11-154DEC Corporate Communication