

Darwin Airport

Aircraft Noise Information Report

Quarter 2 2013 (April to June)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	Sept 2013

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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy can not be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.

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1 Purpose

This report summarises data for Quarter 2 of 2013 (April to June) from Airservices' Operational Data Warehouse (ODW) and Noise Complaints and Information Service (NCIS) for the Darwin area.

1.1 Darwin Airport

Darwin Airport is located approximately 7 km to the north of Darwin CBD (see Figure 1). During Quarter 2 of 2013 there were around 21,000 aircraft movements at the Airport. Of these 700 involve circuit training activities. A mixture of regular passenger transport operations (involving medium to larger propeller and medium jets) and smaller general aviation aircraft operate at this airport.

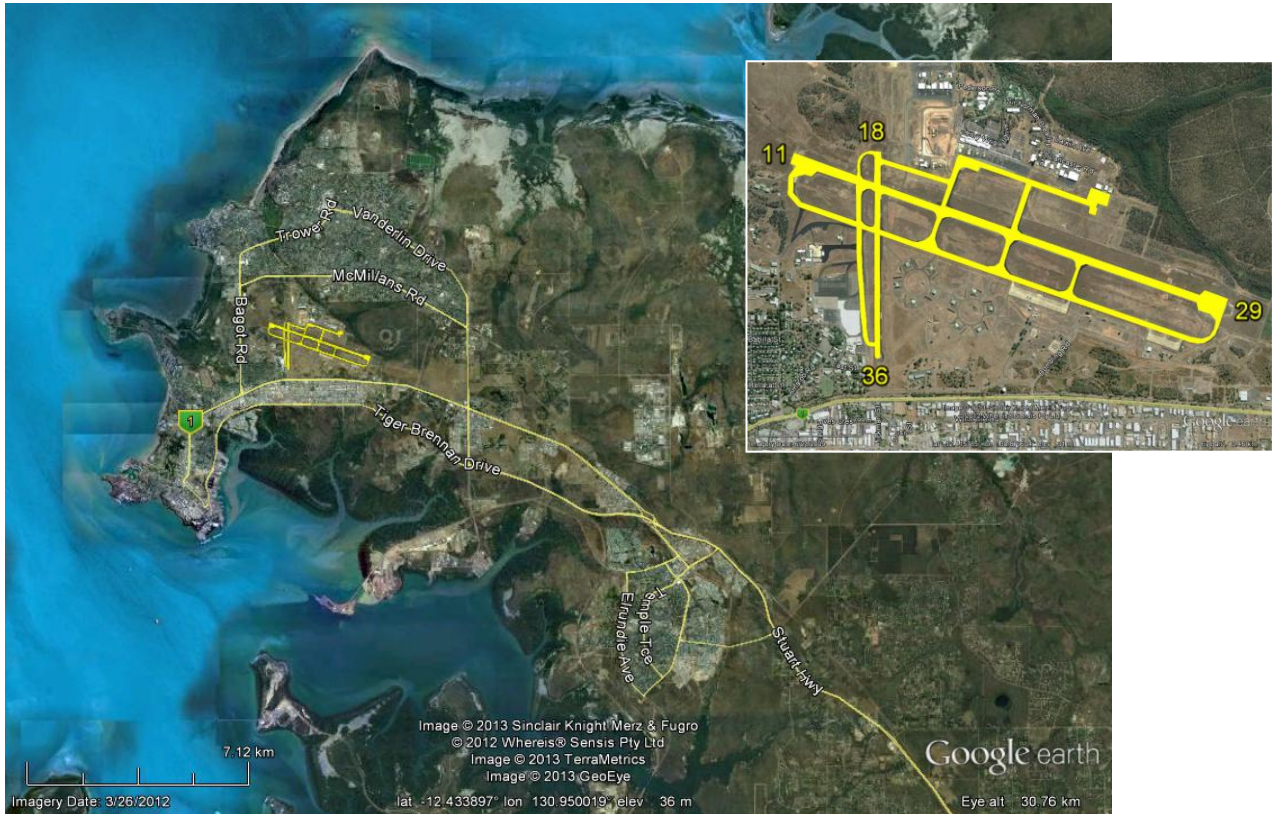


Figure 1: Location of Darwin Airport. Runway orientation is shown in the insert.

Figure 1 shows runway configuration at Darwin Airport. Runway 11/29 is approximately 3.4 km long, orientated northwest to southeast; runway 18/36 is approximately 1.5 km long, oriented north to south.

Information about runway selection is available on the Airservices website at www.airservicesaustralia.com/aircraftnoise/factsheets/

Darwin Air Traffic Control is provided by the Royal Australian Air Force.

2 Aircraft Movements

2.1 Airport movements

Figure 2 shows aircraft movements at Darwin Airport for the 15 month period to the end of Quarter 2 of 2013. Not all military flights at the airport are included in the figures shown below.

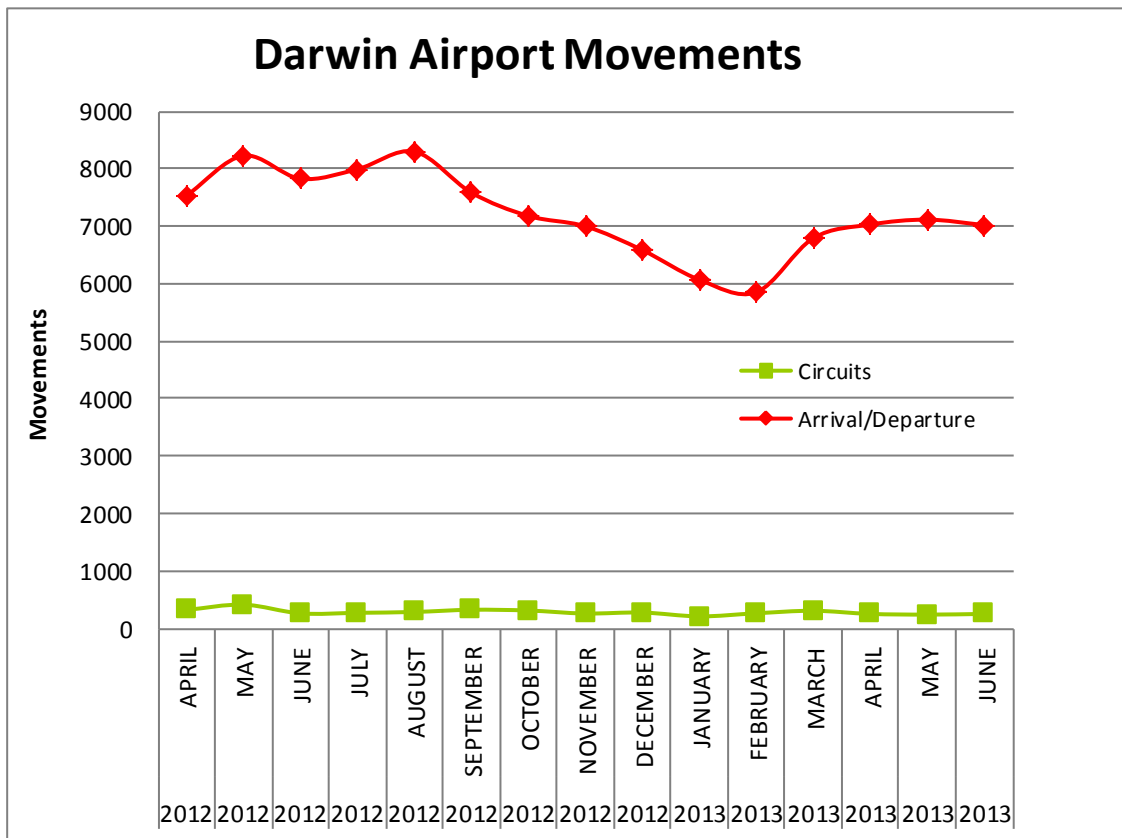


Figure 2: Aircraft movements at Darwin Airport from April 2012 to June 2013

Key points shown in Figure 2 are:

- The peak in the number of movements occurred during the dry season of 2012
- The minimum monthly movement number for the last 15 months was 6000.
- The June 2013 movement number is slightly less than that for June 2012.
- Helicopter movements are approximately 300 per month.

3 Complaints data

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors. Each complaint, enquiry or request for information is referred to as a contact and each person who makes contact with the NCIS is referred to as a client.

3.1 NCIS Clients by Suburb

The NCIS received contact from four clients from Darwin Airport during Quarter 1 of 2013. Client density maps are used to show the number of clients from each suburb, with suburbs coloured according to how many clients had contacted the NCIS. The data does not include clients who contacted other organisations (e.g. airports or the RAAF).

Table 1 provides a breakdown of clients from April to June 2013. Figure 3 shows client density for Darwin Airport.

Table 1 Clients by Suburb

Suburb	Total
Gunn	1
Ludmilla	1
Milliner	1
Palmerston	1

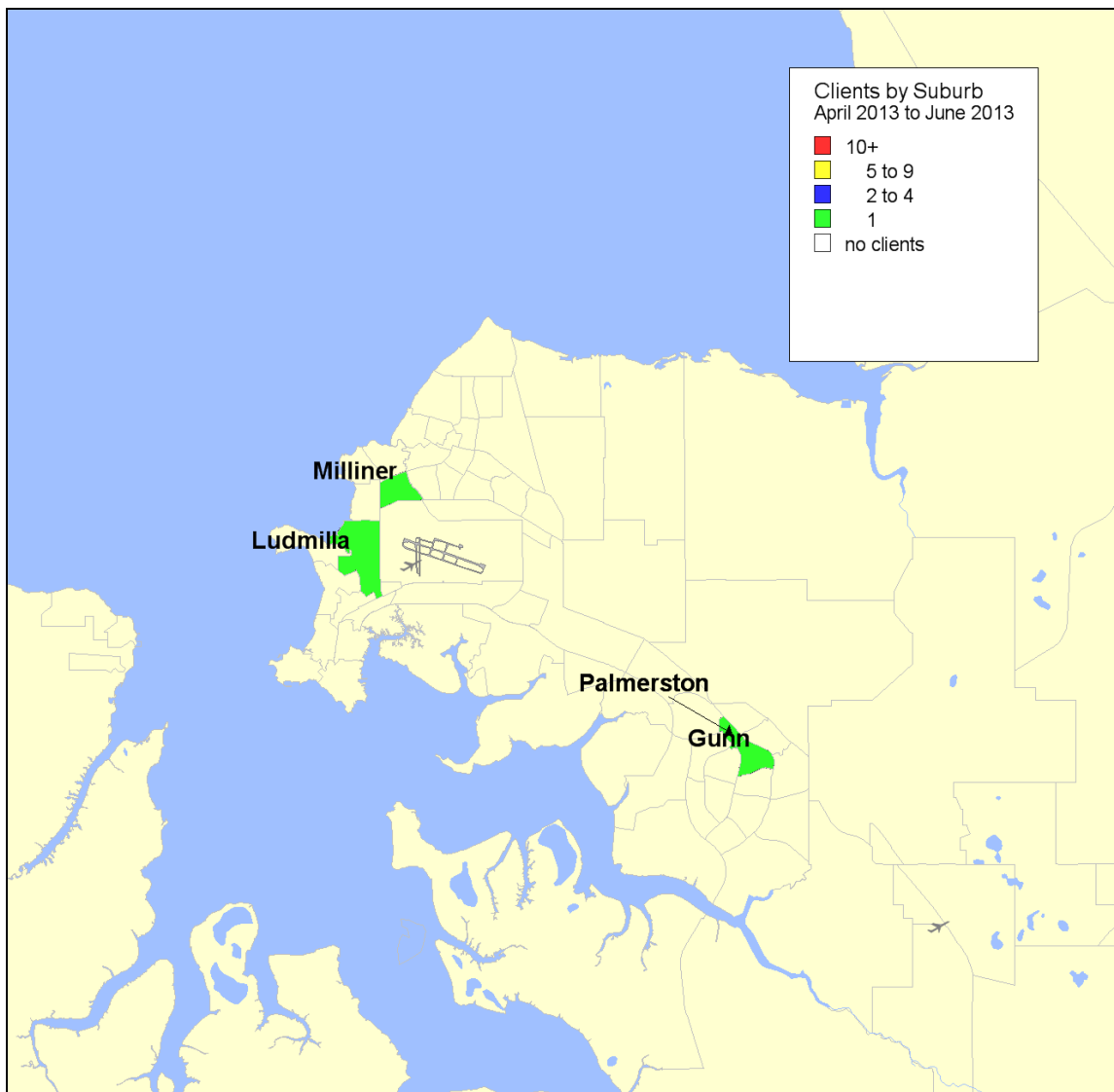


Figure 3 Recorded Clients April to June 2013 by Suburb

The client density map shown in Figure 3 shows one Client during Q2 2013.

3.2 Issues raised by NCIS clients

Figure 4 shows the issues raised by clients at Darwin Airport for the 15 month period to the end of Quarter 2 of 2013. A single contact can involve multiple issues (ie. a client may have raised more than one issue when they contacted the NCIS).

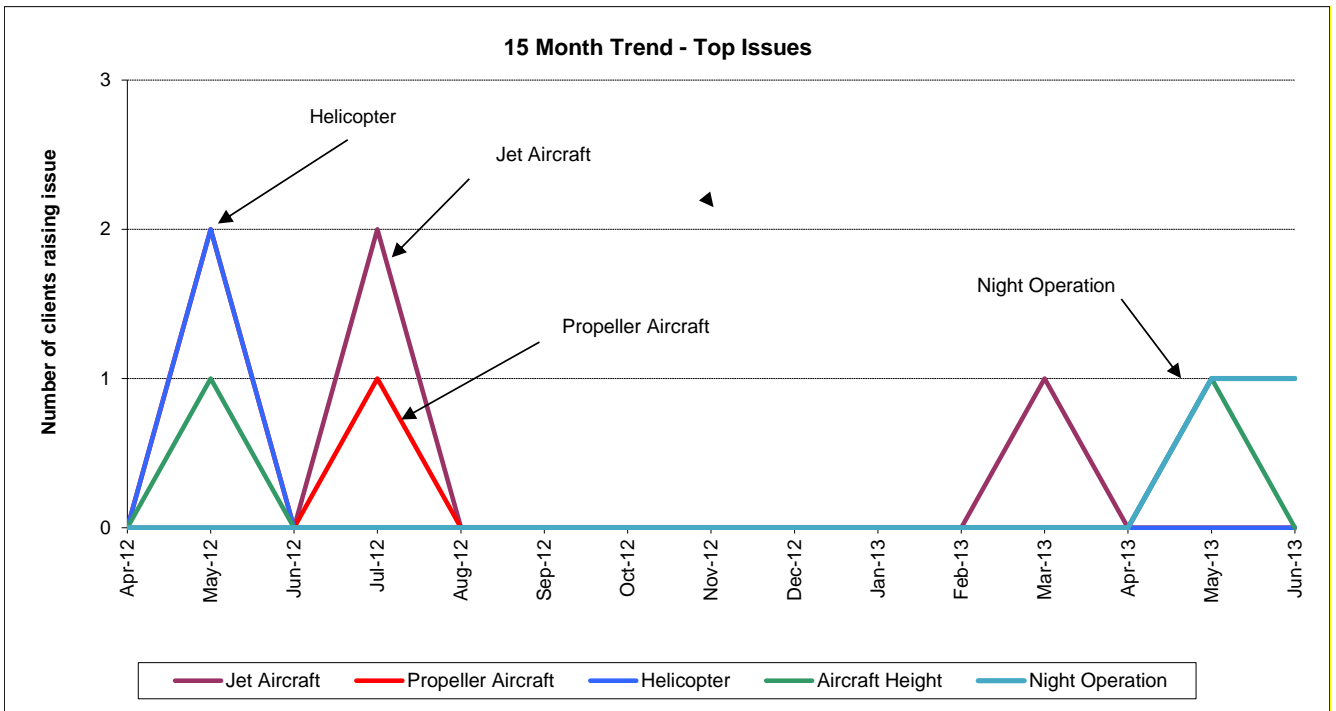


Figure 4: Top issues for Darwin Airport for the 15 month period, April 2012 to June 2013

- The issues that have resulted in the most complaints over the last 15 months are jet aircraft and helicopters.

4. Improving noise outcomes

A key Airservices objective is being actively involved in airport community forums such as the Community Aviation Consultation Groups (CACGs) and, through these forums, seeking community input into potential noise improvements. This means looking for, finding, and where feasible, implementing change. Airservices wants active consideration of, and consultation on, proposals or ideas and seeking input from the CACG is a very important part of this process.

A 'noise-initiated change process' has been drafted to guide this objective and Airservices sought input and support from the Department of Infrastructure and Transport and the Aircraft Noise Ombudsman in the development of this.

This is a process for change driven by improving noise outcomes and allows for early identification of feasibility. If a proposal is considered as likely to result in an improved noise outcome, it will *then* enter the complete change process for implementation.

The Airservices noise initiated change process:

1. Identified change opportunity solely for improved noise outcome (CACG/community, Airservices, airports, industry, issues/complaints analysis)
2. Airservices will undertake an initial high level assessment that includes potential noise impacts. This will be provided to the CACG for initial feedback before progressing further
3. An Air Traffic Control feasibility assessment will then be undertaken and options considered (includes safety and efficiency)
4. Industry consultation as required
5. Updates to CACG on status of the suggestion including proposed/likely timelines and next steps if it is deemed feasible to explore further
6. Change process undertaken, which includes an environmental assessment
7. Airservices to keep CACG informed of the progress

While there is a focus on exploring noise improvement opportunities, making or implementing change is difficult and often improvement suggested by some community members may mean that there is a detrimental impact on another area. However, Airservices will continue to look for opportunities and further engage with the community as these opportunities are considered. The CACG, and seeking feedback early in the process, is central to improving noise outcomes.

5. Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to WebTrak (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our online form (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/)
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney)
- fax (02) 9556 6641 or
- write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Airservices welcomes comments about this report. Please contact us via e-mail at community.relations@airservicesaustralia.com if you would like to provide feedback.