

Darwin Airport

Aircraft Noise Information Report

Quarter 3 2013 (July to September)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	December 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.

Darwin Airport – Aircraft Noise Information Report

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1 Purpose

This report summarises data for Quarter 3 of 2013 (July to September) 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 3 of 2013 there were around 22,000 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.

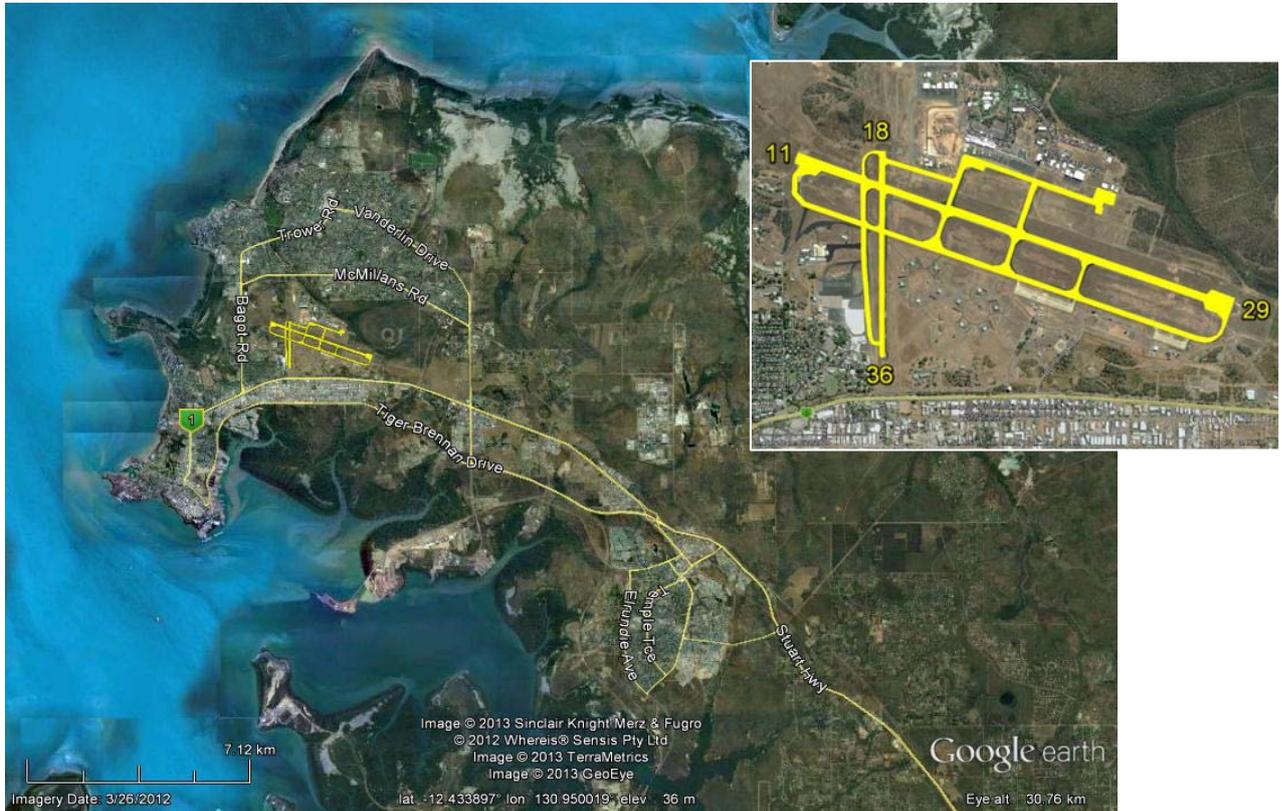


Figure 1 Location of Darwin Airport. Runway orientation is shown in the insert.

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 3 of 2013. The data point for September 2013 is temporarily removed due to uncompleted data entry process at the report preparation time. Not all military flights at the airport are included in the figures shown below.

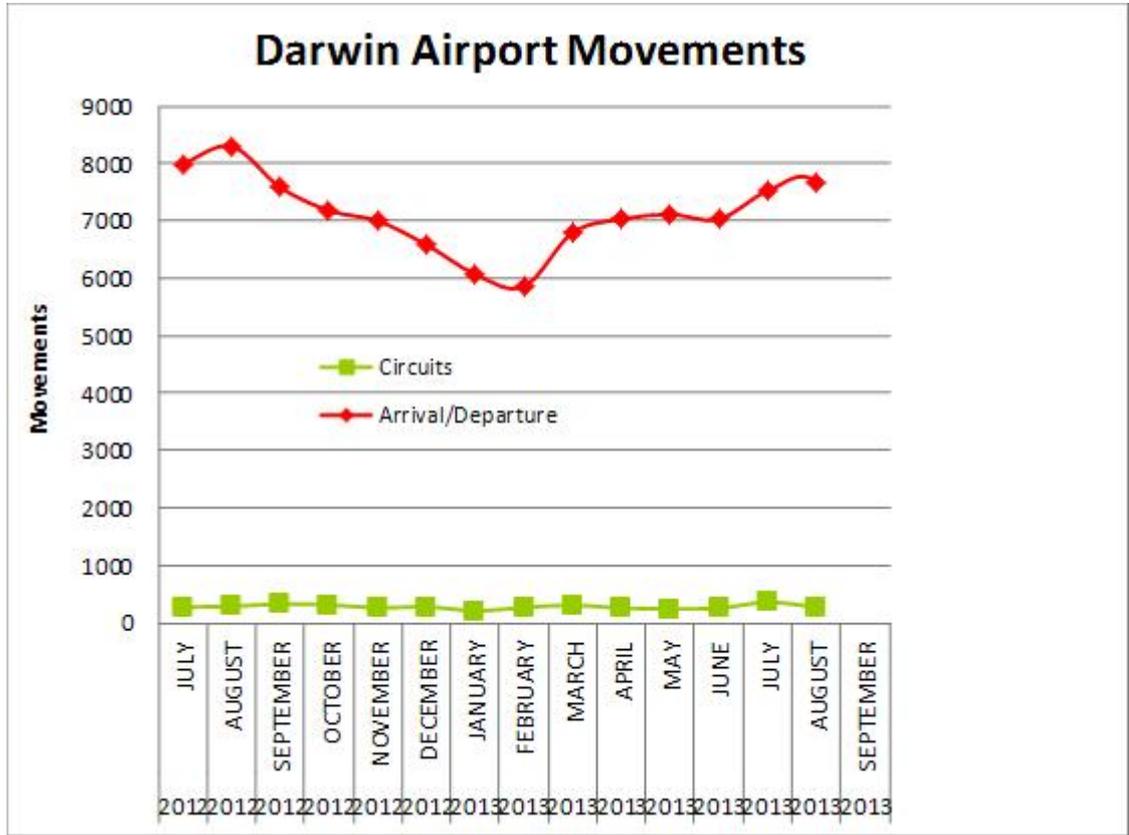


Figure 2 Aircraft movements at Darwin Airport from July 2012 to September 2013

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 6,000.
- 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 4 clients from Darwin Airport during Quarter 3 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 July to September 2013. Figure 3 shows client density for Darwin Airport.

Table 1 Clients by Suburb

Suburb	Total
Darwin	3
Larrakeyah	1
Total	4

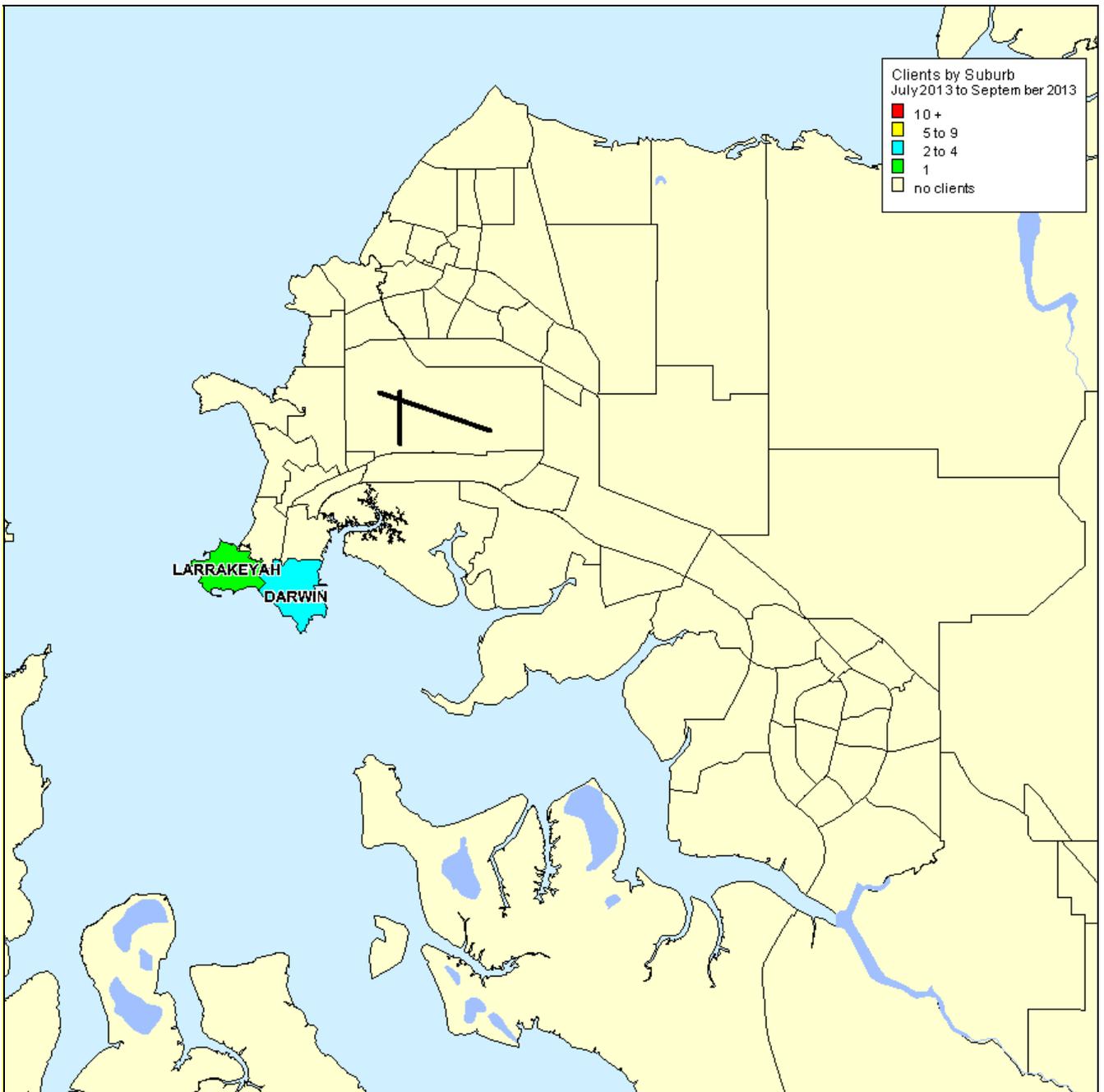


Figure 3 Darwin Client Density by Suburb for the period July 2013 to September 2013.

The client density map shown in Figure 3 shows Clients during Q3 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 3 of 2013. A single contact can involve multiple issues (i.e. a client may have raised more than one issue when they contacted the NCIS).

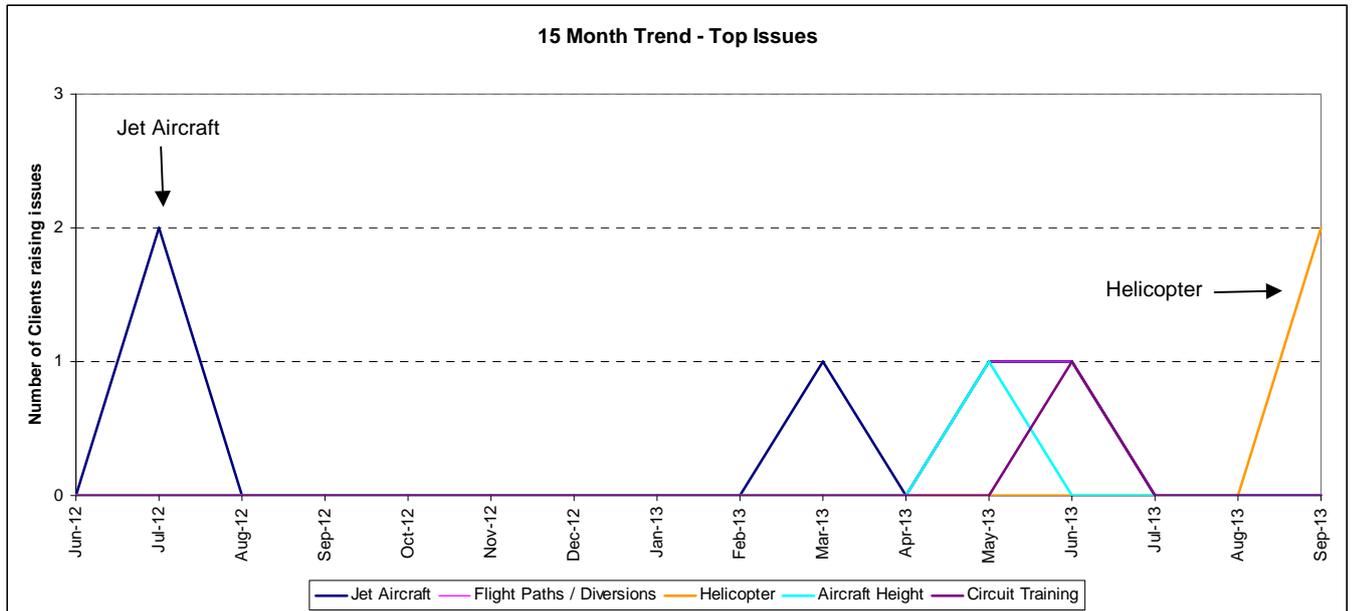


Figure 4: Top issues for Darwin Airport for the 15 month period, July 2012 to September 2013

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

4 Airservices update

4.1 Community Aviation Consultation Groups

Airservices attends Community Aviation Consultation Group (CACG) meetings at Darwin to provide information to the community and assist in discussions on aviation matters.

4.2 Noise improvements

Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous Air Traffic Control requirements. This means that it may not be possible to implement some proposals.

Airservices will only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We will also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

Appendix 1 provides details of noise improvements that have been implemented in the Basin and others that are in progress.

5 Contact us

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

- go to [WebTrak](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/) (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/)
- telephone 1800 802 584 (freecall)
- fax (02) 9556 6641
- 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.

Appendix 1 **Airservices update**

Noise Improvement Opportunity

Departures to the South-East

Analysis of the issues raised in 2013 with the Noise Complaints and Information Service revealed a noise improvement opportunity for departures to the south and east from Runway 11. Noise Abatement Procedures at Darwin allow aircraft to be taken off the Standard Instrument Departure (SID) procedure once jets have reached 2,000 feet above ground level and 5 nautical miles from the runway. Airservices proposed to RAAF Air Traffic Control that aircraft are retained on track until reaching 7 nautical miles in accordance with the SID provisions between the hours of 10pm and 6am the following day. Aircraft (5-8 a day) would therefore avoid all residential areas (e.g. Palmerston) during the most noise sensitive hours. The proposed change has been agreed in-principal with RAAF and discussed at the Darwin Community Aviation Consultation Group meeting held on 28 November 2013. The change will be implemented as soon as is practicable.