

Darwin Airport

Aircraft Noise Information Report

Quarter 4 2015 (October to December)

Version Control

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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 cannot 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 4 of 2015 (October to December) 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 7km to the north of Darwin CBD (see Figure 1). During Quarter 4 of 2015 there were around 18,800 arrival/departure aircraft movements at the airport. A mixture of regular passenger transport operations (involving medium to larger propeller and medium jets) and smaller general aviation aircraft operate at this airport.

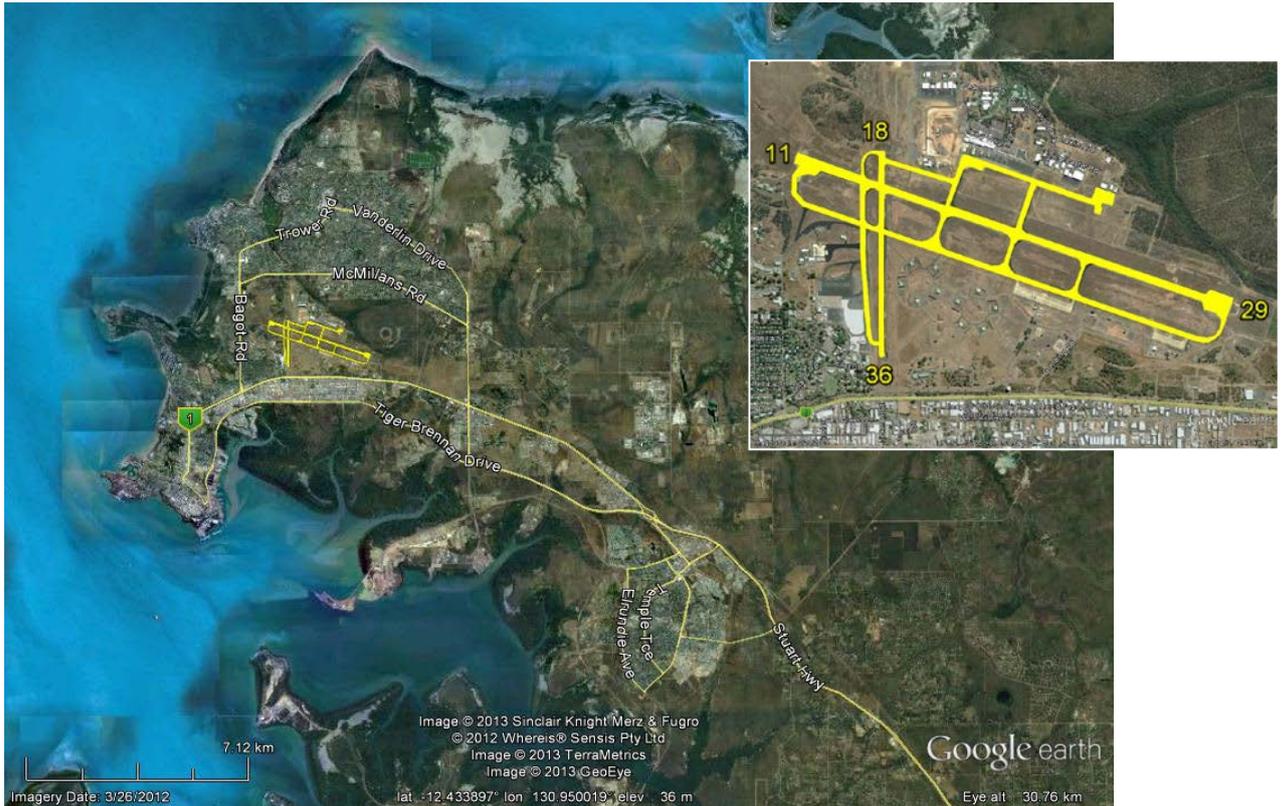


Figure 1: Location of Darwin Airport. Runway orientation is shown in the insert.

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 Airport Statistics

2.1 Darwin Airport

Figure 2 shows aircraft movements at Darwin Airport for 12-month period to the end of Quarter 4 of 2015 (and three-year average per month from January 2012 to December 2014). Not all military flights at the airport are included in the figures shown below. Aircraft performing circuits have also been excluded. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.

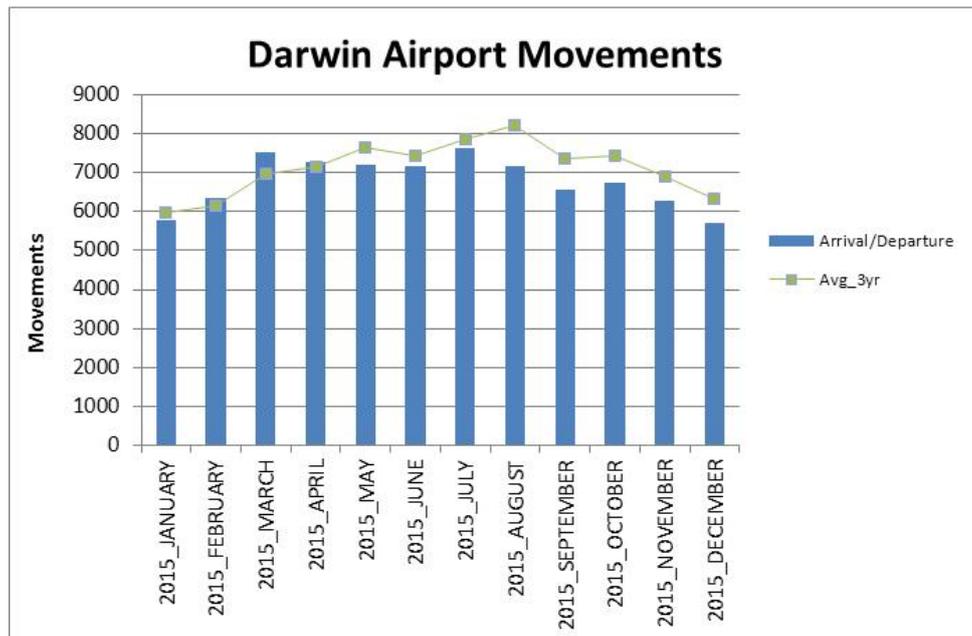


Figure 2: Aircraft movements at Darwin Airport for 12-month period to the end of Quarter 4 of 2015 (and three-year average per month from January 2012 to December 2014).

Key points shown in Figure 2 are:

- Movements in Quarter 4 of 2015 were below the three year average.
- Peaks in movements tend to occur during the dry season which is the primary tourism period in the Northern Territory.

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. For this report, only complainants making complaints have been included.

3.1 NCIS Clients by suburb

The NCIS received complaints from 1 complainant about Darwin Airport operations during Quarter 4 of 2015, regarding departure flight paths.

Table 1 provides a breakdown of complainants for the last four quarters.

The following data is derived from a dynamic database and is correct as at 14th January 2016 and may change without notification.

Table 1: Complainants for Darwin Airport

Darwin Airport				
Suburb	Quarter 1 2015	Quarter 2 2015	Quarter 3 2015	Quarter 4 2015
Alawa	1	-	-	-
Coconut Grove	1	-	-	-
Fannie Bay	-	1	-	-
Howard Springs	-	-	-	1
Jingili	-	1	-	-
Ludmilla	-	-	1	-
Millner	-	1	1	-
Total Complainants	2	3	2	1

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.

Appendix 1 provides a summary of issues raised by Airservices at CACG meetings since March 2015.

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 the noise improvement that was implemented at Darwin in 2014.

4.3 Key Issues and initiatives identified and/or investigated by Airservices Australia (ASA)

Noise Abatement Procedures (NAP)

As result of a complaint from a Gunn resident and follow-up contact to the NCIS from the Mayor of Palmerston, proposed changes to the NAP are being discussed with RAAF.

ASA previously 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 was agreed by the RAAF and discussed at the Darwin Community Aviation Consultation Group meeting held on 28 November 2013. The change came into effect from 29 May 2014.

Arrival and departure procedures Traffic Management Plan (TMP)

Since May this year, RAAF and Airservices have been reviewing the arrival and departure procedures in the Darwin Control Zone and the air routes that they connect with to other airports. This kind of review is done routinely and the last one was in 2005. Since then, the air traffic has progressively changed in terms of the number of flights and the types of planes using the airport. As a result of the review, several changes to flight paths within the Darwin Control Zone are proposed in order to maintain the highest level of safety assurance possible. Implemented 28 May 2015 and ASA Airline Relations is currently working with international carriers to ensure that this plan is followed.

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/how-to-make-a-complaint/)
- e-mail ncis@airservicesaustralia.com
- 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 ncis@airservicesaustralia.com if you would like to provide feedback.

Appendix 1 Airservices update

Darwin Community Aviation Consultation Group

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

19 November 2015

Defence and Airservices provided a presentation on PFC's (PFOS and PFOA). Defence provided a brief technical explanation on the history of PFC's and their investigations into the environmental impact. The following messages were presented by Defence (not verbatim); PFOS and PFOA were used worldwide until 2008 and are commonly used in industrial and commercial products. A discussion around the current status of Williamstown was presented with all questions taken on notice. Airservices provides aviation rescue firefighting services under contract to the Department of Defence. Airservices provided explanation around our past and current use of the fire-fighting foam and our contractual obligation with defence. Airservices fire fighting vehicles carry the Ansulite AFFF product at Darwin, however, only to be used in emergency situations.

2 July 2015

A reminder on how to lodge complaints was spoken about, as the community members questioned the process. CACG members were provided with the different options for lodging a complaint through Airservices and with the RAAF Base Command Post by telephoning 1300 DEFENCE. A demonstration was shown on how to navigate through the Airservices website to lodge a complaint, this satisfied the community's queries and the Independent Chairman noted that there has been considerable improvement over time in how aircraft noise complaints are handled.

19 March 2015

Airservices presented on Q4 2014 Noise Information Report, complainants continue to remain low for Darwin Airport. An update was provided on OneSky with Thales winning the tender to build the joint Civil and Military Air Traffic System. Both Airservices and RAAF currently have separate Air Traffic Systems, both are due for replacement. This has provided us the opportunity to align both Air Traffic Management Systems.

Noise Improvement Opportunity

Departures to the South-East

Analysis of complaints 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 by the RAAF and was discussed at the Darwin Community Aviation Consultation Group meeting held on 28 November 2013. The change came into effect from 29 May 2014.