



301FLT CHIEF FLYING INSTRUCTOR BULLETIN 3/15

Fly Neighbourly Policy - Minimising Aircraft Noise

Goals and Commitments

1. As the largest flying training school at Bathurst Regional Airport, 301 Aviation Training Flight are working with the local community to reduce noise impacts whilst balancing safety and training requirements.
2. 301 Aviation Training Flight have been operating at Bathurst Regional Airport for over 30 years, and during this time have conducted regular flying training operations to the West of the aerodrome with the Piper Pawnee PA25 towing aircraft and a multitude of glider types. As residential developments extend easterly towards the aerodrome, further noise abatement procedures are required to be investigated and where possible implemented without impact to safety margins or adversely impacting educational outcomes.
3. To reduce impact to the local community 301 Aviation Training Flight will be guided by the following goals and commitments;
 - a. Comply with any future BRA noise abatement procedures;
 - b. Use appropriate runway length for departures to maximize height over local built up areas;
 - c. Minimise aero-towing over residential areas and other noise sensitive buildings such as hospitals and schools; and where possible not below 1000ft AGL
 - d. Avoid aero-towing over other noise sensitive areas known to 301 Aviation Training Flight where possible not below 1000ft AGL;
 - e. Minimise aero-towing operations early in the morning;
 - f. Include aircraft noise awareness in aero-tow pilot training and familiarisation;
 - g. Effectively implement published local noise minimising aero-tow route procedures;
 - h. Vary flight paths to share noise;
 - i. Publish and widely disseminate local noise minimising aero-tow route procedures;
 - j. Review flight data loggers regularly to accurately research aero-tow flight paths; and
 - k. Adhere to aero-tow required decent profiles (low powered) being 2000RPM and 95kts when operating the PA25 Pawnee. Aircraft such as the C180 type should not be operated.
4. Further to the above, 301 Aviation Training Flight shall;
 - a. Maintain a register of noise sensitive areas;
 - b. Actively investigate and manage each noise complaint effectively;
 - c. Implement via wide consultation further innovative noise mitigation strategies;
 - d. Liaise with local flying training providers in relation to 301 Aviation Training Flight noise abatement procedures and local noise minimising aero-tow routes;
 - e. Conduct an annual evaluation of 301 Aviation Training Flight noise abatement processes and systems.

Responsibility

5. On receipt of noise complaints the initial management shall be conducted by the 301 Aviation Training Flight Chief Flying Instructor or delegate. The Chief Flying Instructor will work closely with the below personnel to ensure an effective outcome;

- a. Duty Aero-Tow Pilots;
- b. Bathurst Regional Airport Groundsman;
- c. Bathurst Regional Airport Manager;
- d. 301 Aviation Training Flight Aero-Tow Master;
- e. Staff Officer Gliding – Aviation Operations Directorate; and
- f. Cadets Branch – Air Force.

Reporting

6. Each noise complaint shall follow the below steps with regards to post complaint reporting;
- a. Record the specific location of the complaint;
 - b. Try to ascertain whether the person has previously lodged a complaint;
 - c. If the complainant is comfortable record their address and advise that it will be kept confidentially;
 - d. Record the complaint in the Detachment Duty Log and also the activity Flying Safety Officer's Safety Diary;
 - e. Report the complaint to the Chief Flying Instructor;
 - f. Locate and 'pin' the location on the area map for noise complaints located in the Chief Flying Instructors office;
 - g. Record complaint in the 'Noise Complaint Register';
 - h. If the Chief Flying Instructor is not on site, direct the complaint to the course Senior Flying Instructor.

Action Time Lines

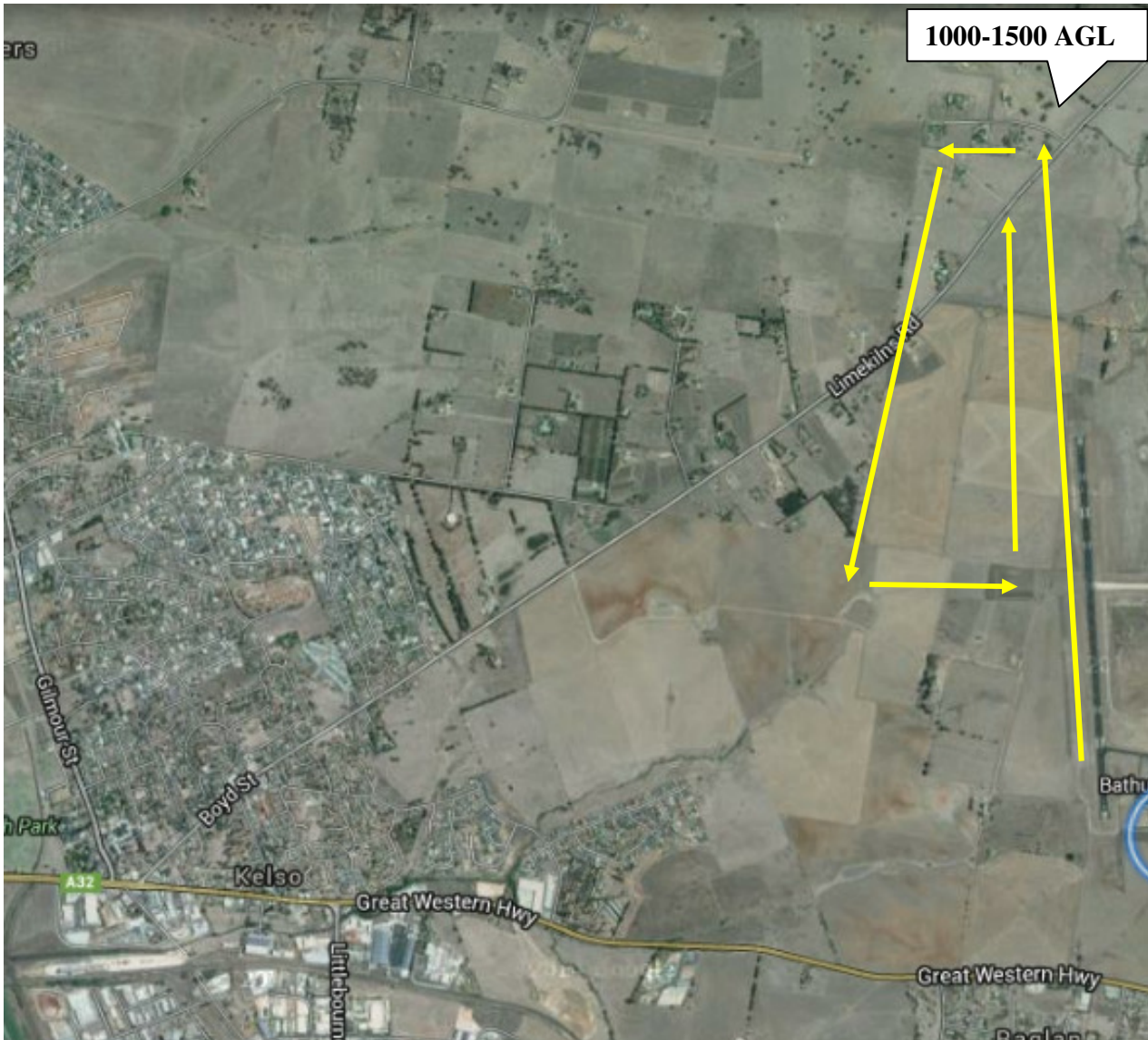
7. It is recommended that all noise complaints are managed quickly and efficiently. It is preferred that where possible initial contact (on receipt of a complaint) is made the same day or quickly thereafter by the Chief Flying Instructor or delegate. Having an understanding of the immediate causal factors will most likely increase the possibility of an expeditious and positive outcome.

8. When noise complaints cannot be resolved locally, the specific complaint will be escalated within the appropriate chain of command with supporting documentation

Noise Abatement Aero-Tow Routes

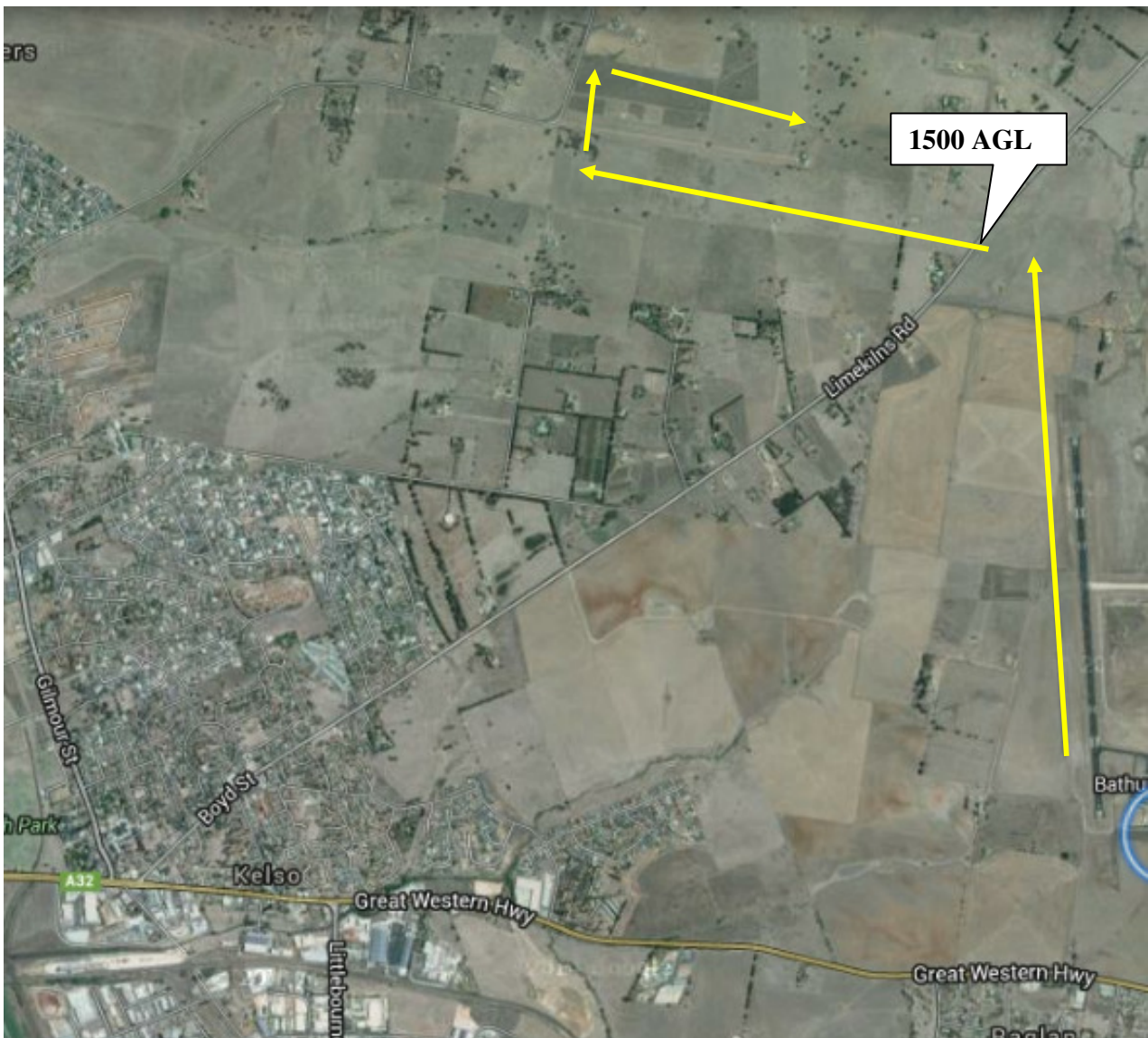
Runway 35 Operations – Nil Head Wind

9. Below displays the aero-tow departure legs for operations on RWY35. This route is subject to weather and traffic at the time of departure.



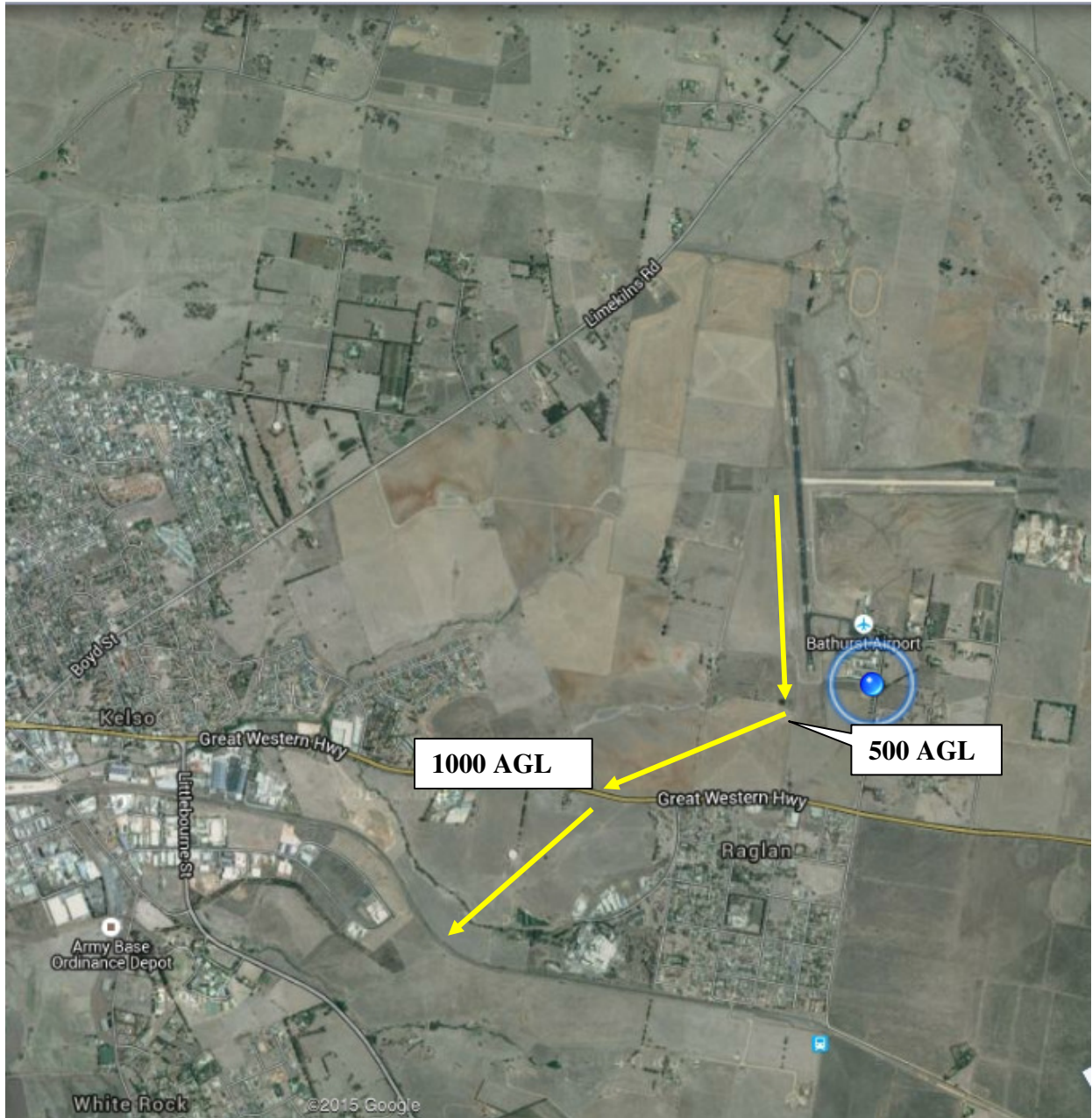
Runway 35 Operations – 10 Knots headwind and above

10. Below displays the aero-tow departure legs for operations on RWY35. This route is subject to weather and traffic at the time of departure.



Runway 17 Operations – Any Wind

11. Below displays the aero-tow departure legs for operations on RWY17. This route is subject to weather and traffic at the time of departure.



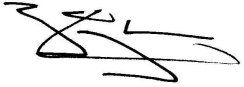
Runway 26 Operations – Any Wind

12. Below displays the aero-tow departure legs for operations on RWY26. This route is subject to weather and traffic at the time of departure.



13. Any further suggestions or input should be directed to undersigned.

Cheers BGB



B.A. Gleeson-Barker
Squadron Leader (AAFC)
Chief Flying Instructor

