

1. FLY NEIGHBOURLY POLICY, NARROMINE AERODROME

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Link to Strategic Plans	CSP – 2.2.03.02 Update/ Review Aerodrome Strategic Master Plan CSP – 3.5.05.02 Maintain the Narromine aerodrome facility to meet reasonable user expectations and CASA requirements within the allocated budget

Executive Summary

This report details the development of a Narromine Aerodrome Fly Neighbourly Policy. On the 14th of August 2019 Narromine Shire Council resolved to place the draft policy on public exhibition. The exhibition period ended on the 18th of September 2019. A small number of changes are recommended for adoption.

Report

Fly Neighbourly Advice (formerly “Fly Neighbourly Agreement”) (FNA) are described by Australia’s Civil Aviation Safety Authority (CASA) in the Airspace Risk and Safety Management Manual (2017) as “a voluntary code of practice established between aircraft operators and communities or authorities that have an interest in reducing the disturbance caused by aircraft within a particular area”.

This Fly Neighbourly policy provides a formal balance to the needs of the many stakeholders during events.

On the 14th of August 2019 Narromine Shire Council resolved to place the draft policy on public exhibition. This exhibition period was completed on the 18th of September 2019. Three submissions were received.

In summary, two of the three submissions were in favour of the policy as presented in the draft. The third submission was also supportive with four (4) suggested minor alterations. These were in regards to:

- Clarification of approach to the runway
- Clarification of the terminology regarding ‘low revs’
- Ensuring that radio communication is maintained during events
- Clarification in regards to the air worthiness of aircraft

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Three of the four suggestions have been added to the policy (**See Attachment No. 1**) for adoption by Council (suggested improvements have been added in track changes).

Note that the suggestion not included for change was the suggestion in regards to the additional clarification of the air worthiness of aircraft. This was not changed as the wording should remain consistent with the regulator which is CASA.

Financial Implications

Nil

Legal and Regulatory Compliance

Narromine Shire Council is the owner and operator of the Narromine Aerodrome and as such has overall management responsibility for the operations of the aerodrome.

The Civil Aviation Safety Authority is the Australian national authority for the regulation of civil aviation. It is the government body that regulates Australian aviation safety as well as licencing pilots and registering aircraft.

Risk Management Issues

Continue to reduce risk of noise and inconvenience to neighbours while balancing needs of aviators and those holding events at the aerodrome.

Internal/External Consultation

Initial consultation with known stakeholders of aerodrome was undertaken.

The draft policy has been placed on public exhibition for a period of 28 days. Four (4) suggestions for changes were made for inclusion in the policy. Three of these suggestions are recommended for inclusion in the final policy.

Attachments

- Narromine Aerodrome Fly Neighbourly Policy

RECOMMENDATION

That Narromine Aerodrome Fly Neighbourly Policy be adopted by Council.

Phil Johnston
Director Community and Economic Development



Fly Neighbourly Policy

Created By	Version No	Date Adopted by Council	Review Period
Director Community and Economic Development	1.0		4 Years

FLY NEIGHBOURLY

Fly Neighbourly Advice (formerly "Fly Neighbourly Agreement") (FNA) are described by Australia's Civil Aviation Safety Authority (CASA) in the Airspace Risk and Safety Management Manual (2017)⁵ as "a voluntary code of practice established between aircraft operators and communities or authorities that have an interest in reducing the disturbance caused by aircraft within a particular area".

STAKEHOLDERS

Narromine Shire Council recognises that there are many stakeholders on the aerodrome, adjacent to the aerodrome and with businesses that rely on visitation as a result of the aerodrome. The aerodrome is an important economic driver for the Narromine community and will be important to its future growth. This is balanced of course by the development of the residential area particularly to the east of the main runways and in future to the industrial area established to the south of the main runway.

This Fly Neighbourly policy attempts to provide a more formal balance between the needs of the many stakeholders during formal events. This policy relates to the operation of powered planes. Elements of this policy **may** be utilised in approving other events if required such as fly ins and other competitions.

EVENTS

Application for use of Narromine Aerodrome for an event is required when there is a reasonable expectation of increased usage from the activity proposed.

The application will include:

- Name of person responsible
- Name of Organisation
- Description of event
- Date of event
- Insurance details
- Risk Management documentation

All applications must be received by Council at least 2 months prior to the event.

All applications for events will be posted on Council's website at the earliest opportunity and members of the public will be able to subscribe to receive electronic advice when there are new postings.

As aviation events are inherently dependant on weather conditions the Aerodrome Manager may make variations to the timing of approved events without the need for further notification.

AEROBATIC EVENTS

The aerodrome will be available for practice of participants during the 5 days prior to the event between the hours of 8.00am and 5.00pm (Winter) or to 6.00pm (Summer, Daylight savings).

Pilots will be required to avoid flying over populated areas where possible and if they must fly over them to do so in a way that reduces noise impact (ie. ~~At lower revs~~at lower power settings consistent with safe aircraft operation) and with no aerobatic activity to occur above populated areas. (Marked on enclosed map). Aerobatic events may include State and National championships, Aerobatic schools/ master classes, competitions.

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AEROBATIC PRACTICE

Other than for training associated with events being run on the aerodrome aerobatic practice sessions are to be limited to a maximum of four consecutive days per week and generally on non-consecutive weekends between the hours of 8.00am and 5.00pm (Winter) or to 6.00pm (Summer, daylight savings).

Pilots will be required to avoid flying over populated areas where possible and if they must fly over them to do so in a way that reduces noise impact (ie. ~~At lower revs~~at lower power settings consistent with safe aircraft operation) and with no aerobatic activity to occur above populated areas. (Marked on enclosed map). Note that normal circuit height is 1000 feet above ground level and no turns to be performed below 1000 feet over built up areas. (except suitably equipped aircraft certified for Instrument flight conducting a circling approach in accordance with the current RNAV-Z (GNSS) RWY 11 published procedure and operated by a pilot with the required rating for that approach).

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To co-ordinate aerobatic practice outside events use of the aerodrome by aerobatic aircraft is to be booked with the Aerodrome Manager at least 7 days prior to such use. All bookings for aerobatic operations will be posted on Council's website at the earliest opportunity and members of the public will be able to subscribe to receive electronic advice when there are new postings.

The Aerodrome Manager is able to vary booked use to cater for prevailing weather conditions and other extenuating circumstances. Only one aircraft is permitted to be practising aerobatics over Narromine airfield at any time.

IMPORTANT: Conduct all aircraft operations in accordance with ERSA and CASA regulations. Yellow square marks the approximate Aerobatic Box location. Nearest noise sensitive residence is 250m east of box edge.

Practicing aerobatic aircraft are required to monitor the Narromine CTAF frequency (126.7) at all times for arriving/departing/overflying aircraft and arrange separation with those aircraft to facilitate their operation.

TIMES

Generally 8-00am to 5-00pm weekdays (Winter) and 8-00am to 6.00pm (Summer, daylight savings).

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TAKE OFF

Suggested direction to the west on runway 11/29 if prevailing weather conditions permit. Where possible avoid flying into competition area from the south east.

PERSON RESPONSIBLE

The person responsible for the event should be nominated. Including best contact details and email. Note that any complaints and correspondence will be sent to person responsible.

COMPLIANCE

Compliance will be monitored by the Aerodrome Manager. Depending on the nature of non compliance an event can be cancelled, conditions modified or future bookings put in jeopardy.

Note that from time to time reasonable variations to the Policy may need to be put in place. For example to finalise an event or to take into account future known weather. These may be considered and allowed by the Aerodrome Manager on request from the event organiser.

CASA

5.1 CIVIL AVIATION REGULATION (CAR) 1555.1.1 CAR 155 specifies rules limiting the conduct of aerobatic flight. Aerobatics pilots should be familiar with all the provisions of CAR 155 and the following provides a summary of the main elements of the regulation:

- Aerobatics must only be conducted in visual meteorological conditions (VMC) by day.
- A pilot must not perform aerobatics in aircraft unless the Certificate of Airworthiness (COA) or flight manual for the aircraft specifies that the aircraft can perform aerobatics.
- Straight and steady stalls or turns with not more than 60 degree bank, are not classified as aerobatics.
- Aerobatics must not be conducted below 3000' above terrain or objects on the ground without the written permission of CASA.
- Aerobatics are not permitted over populous areas or public gatherings without the written permission of CASA.
- Before conducting aerobatics, pilots must ensure that:
 - There are no loose articles in the aircraft
 - All locker and compartment doors are fastened
 - Safety harnesses on vacant seats are secured so as not to foul controls
- Dual controls are removed or passengers are briefed not to interfere with the controls and there is adequate communication with the pilot. (See Civil Aviation Regulation (CAR) 226 and Civil Aviation Order (CAO) Section 20.16.3)

- All occupants are secured with correctly adjusted safety harnesses.

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COMPLAINT REGISTER

A complaints register will be kept with forms available on line. The register will include:

Time	
Receiving person/department	
Name and details of complainant	
Address; • Phone Number	
Nature/description of complaint (with as much detail as possible)	
Identify if further contact required – if yes, forward to Event Representative •	
Action taken and response overview	
Event representative completed	
Method of advice/feedback; • Indication of whether complaint has, or will be, forwarded to CASA; • Date complaint actioned (if required)	
Timing for follow up (if required)	
Outlining how complaint was finalised.	

MAP

The below map highlights the approximate location of the Aerobatic Box and the Location of Skypark residential area. The Box provided is typical of that used in recent times for aerobatic use. It is recognised that it is important that those practising for competitions do so over the competition area.

Note that if practice is unobserved and is for example for body conditioning then this should occur further to the west over vacant farm land.



