

COMMUNITY OPERATIONAL UNDERTAKING

The purpose of this document is to describe the management and daily operating procedures at Maitland Aerodrome, Rutherford NSW.

The document has been prepared by RNAC in response to the results of the Noise Impact Study by AOS Airport Consulting, which indicated that the surrounding community has a number of issues associated with operations at the aerodrome.

One outcome of the Noise Study recommended the establishment of a noise complaint register and handling mechanism. As part of a positive consultative approach and to meet the community's expectations, this document describes the aerodrome's operating procedures and the measures designated and designed to minimise the effect of these operations on the surrounding environment.

The document aims to provide the community with clear and transparent information in respect of activities undertaken at the Aerodrome and is proposed as a basis of ongoing monitoring and management of the facility.

Maitland Aerodrome is all weather privately owned airfield located approximately 3 kilometres to the west of Rutherford, a western suburb of the City Of Maitland. The main 05/23 runway was constructed in 1968.

The Royal Newcastle Aero Club, a non-profit member association with its principal objective being the promotion of aeronautical activities, conducts activities at the airport. Several commercial organisations also operate from the airport. Visitors to the City of Maitland, regular freight operators, community emergency response aircraft, air ambulance & government agencies use the facility. A portion of the Club's landholdings is leased to the Maitland Polo Crosse Association.

In addition to the airfield activities, the airport grounds are also used for the conduct of bushfire and fire brigade training coupled to the desire to reposition a range of bush fire fighting aircraft on the aerodrome. The other training activities organizations utilizing the field at nil charge to the community include the police highway pursuit vehicle squad, Westpac Rescue Helicopter Service.

Other community groups include the Air League who are based on the property with Scout activity visits on occasions. The club has maintained a valuable contribution to the local economy. This will only continue if a sensible development policy is allowed to focus on the real purpose of the COU.

THE FACILITIES

Two sealed & two grass runways service the airfield. All of the runways are capable of being operated in either direction (i.e.: each runway has two operational directions, one in either magnetic compass direction). A copy of the airfield layout is appended to this document as attachment "A".

Additionally, Air Services Australia operates a radio navigation aid located approximately 6.0 kilometres to the south east of the aerodrome. This radio navigation aid is used by over flying aircraft, pilot training for flights often not originating from MAITLAND and aircraft arriving into MAITLAND in adverse weather conditions.

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This document addresses the following aspects of airfield activities.

- Categories of aircraft to be operated
- Types of operations/activities.
- Operational hours of the airport
- Circuit training hours
- Numbers of aircraft movements
- Circuit patterns
- Noise impacts
- Community Consultation/Complaint handling.

It should be specifically noted that nothing in this document shall preclude the operation of the airport or of an aircraft in any way which, in the opinion of the airfield or of the pilot in command of an aircraft is required to facilitate the safe operation of the facility or the aircraft on any specific occasion.

Further the airfield operator shall not be responsible for any divergence from these proposed practices where such divergence is required by any relevant government authority.

CATEGORY OF AIRCRAFT TO BE OPERATED.

Single & multi engine aircraft (including ultra-lights) up to a maximum take off weight of 5700 Kg - both fixed wing & rotary (helicopter type) aircraft.

TYPES OF OPERATIONS/ACTIVITIES.

Airfield & Aero Club normal activities include flying training, aircraft private hire, aircraft charter, competitions, air displays, parachuting, gliding, ballooning, aircraft maintenance and social activities. In addition the following activities have been established at the aerodrome:-

- Regular freight charter operations
- Commercial air charter
- Commercial flight training.
- Regular passenger carrying services.
- Private Aircraft Operation, Hangarage & Storage
- Aircraft maintenance including major overhauls and assembly.
- Aircraft re-fuelling.
- Bush fire-fighting aircraft including helicopters that will follow the departure and arrival procedure indicated in the attached diagram.
- Emergency Services aircraft, including helicopters engaged or operated by an Emergency Service Organisation.

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OPERATIONAL HOURS

DEPARTURES & ARRIVALS

Months	Hours
Sept to April	6.00am to 11.00pm - noting that arrivals only will be permitted after 10.00pm
May to August	6.30am to 11.00pm - noting that arrivals only will be permitted after 10.00pm

AIRCRAFT ARE PERMITTED TO OPERATE OUTSIDE OPERATIONAL HOURS WHILST ENGAGED IN EMERGENCY SERVICE OPERATIONS AS DIRECTED BY AN EMERGENCY SERVICE ORGANISATION

CIRCUIT TRAINING HOURS

Months	Hours
Sept to April	7.00am to 10.00pm
May to August	7.00am to 9.30pm

It is also proposed that circuit training hours will be further restricted by aircraft type. Eg:-

Circuits by Pitts acrobatic aircraft - not prior to 8.00am

Circuits by Ultralight 'Trike' aircraft - weekends/public holidays not prior to 8.00am.

ANNUALISED MOVEMENTS

Specific information on aircraft movement numbers was tabulated as part of the AOS Noise Impact Study (Phase 1 Report, April 2001) The following table summarises all aircraft movements for 2001 and compiled as part of the Noise Study (Tables 1.3, 1.4, 1.5. 2.2, 3.2, 4.2 & 5.2 pages 43 to 49 AOS Consulting April 2002).

MAITLAND AERODROME MOVEMENTS SUMMARY 2001			
OPERATOR	TAKE-OFFS	LANDINGS	CIRCUITS
RNAC	5,024	5,024	3,778
Itinerant	1,650	1,650	0
Emergency Services	18	18	0
General Aviation Operators	2,946	2,946	2,439
Total	9,638	9,638	6,217
Source: Tables 1.3, 1.4, 1.5. 2.2, 3.2, 4.2 & 5.2 pages 43 to 49 AOS Consulting April 2002). #General Aviation Operators are defined as regular users of the airport, and at the time of the Noise Impact Study comprised Action Aerobatics, Cirrus Airlines, Glenn Smith and Airborne Wind Sports.			

‘Movements’ comprise a mixture of take-offs, landings and circuits. A movement is each individual take-off or landing using the aerodrome. ‘Circuits’ are recorded as the initial take-off coupled with the initial landing, in conjunction with each additional touch and go operation as an additional movement.

For the purposes of this Table, each individual take-off, landing and circuit were deemed to be one movement. The total of all take-offs, landings and circuits equated to a total of 25,493 movements for the 2001 period, which was averaged out over 365 days at 70 movements per day. A noise contour map has been developed identifying the footprint of the likely noise impacts from the facility, based on the average usage of 70 movements per day.

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RNAC undertakes to restrict annualised movements at the airfield to within the levels recorded for 2001 and tabulated above.

Detailed records of aircraft movements at the airfield are not maintained by RNAC, nor is it practically feasible to maintain such records except at considerable cost. The Club does however, maintain a record of flying hours.

For the year ending 30th June 2001, the Club fleet flew approximately 7,460 hours, and this figure was used by AOS to generate estimates of RNAC aircraft movements. This baseline figure will be used as an indicator of future airport activity levels.

Maitland City Council will retain the right to undertake an audit of movements conducted at the airport at any time to verify activity levels.

The 2001 estimates of aircraft movements equated to an annual average of 70 movements per day. A daily average is determined as the total number of movement expected for a year divided by 365. In the operation of the airport, there are a number of days where no activity at all takes place, generally as a result of weather.

Additionally levels of overall activity and operation on different runways vary according to seasonal winds. In order for pilot training to continue in an orderly manner, the flying lost or varied on some days is then made up on other days, resulting in peaks & troughs in the number of movements over a period. As part of the Noise Study, Peak periods of activity were noted at 250 movements in a day. Whilst variability in daily averages will continue to occur, annual movements will be restricted to those recorded in 2001.

CIRCUIT PATTERN

It should be noted that MAITLAND aerodrome is an 'authorised landing area' for the purposes of applicable Civil Aviation regulatory practices. It is not a controlled aerodrome; therefore circuit patterns cannot be defined or regulated such as occurs at major City airports. It is impossible to say that aircraft should not fly over a particular ground feature, nor is it possible to depict a required circuit on a diagram for the airfield.

RNAC does **NOT** have operational control of every aircraft that visits the airfield, in much the same way as cars using public roads cannot be controlled, however RNAC will publish, for pilots utilising the airport, a recommended circuit pattern to be adopted whenever possible.

Circuits at Maitland aerodrome will be conducted in accordance with Australian standard operational practices (see exceptions below).

Regulations of the Australian Civil Aviation Authority set out the manner in which, an aircraft shall be operated in and around an aerodrome. These regulations include in Civil Aviation Regulation 166 the following: -

- All turns after take off or before landing shall be to the left.
- An aircraft taking off shall continue on a straight course until reaching 500 feet above the ground after take off.
- An aircraft shall follow a straight course on approach to land from point at least 500 metres from the aerodrome boundary.
- Emergency service helicopters shall approach and depart the aerodrome over a wide non-residential corridor to the south of the aerodrome.

Exceptions to the above arise as a result of a requirement of the conduct of pilot training, which include a requirement for a pilot to be trained in circuits turning to the right, low level

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circuits, circuits conducted from a 'glide approach (a landing conducted without the use of engine power) and other apparently 'unusual' maneuvers for training purposes.

Night circuits will only be conducted from either runway 05 or runway 23 (the two operational alignments of the main sealed runway). All night circuits shall be conducted on the south eastern side of the airport (i.e. a left circuit on runway 23, a right circuit on runway 05)

In order to reduce the impact on Windella residents of aircraft taking off on runway 26 RNAC will if sufficient funding allows, after approval by Maitland City Council, seal a further length of the existing runway and mark out displaced thresholds so that aircraft should be higher over Windella after take off and on approach to land.

NOISE IMPACT STUDY 2002

Maitland City Council and Royal Newcastle Aero Club co-funded an independent assessment of noise impacts associated with the aerodrome. The resulting Noise Impact Study, by AOS Airport Consulting (2002), was a detailed and comprehensive assessment of existing operations at the aerodrome and included:

- Discussion of relevant noise assessment criteria for an aerodrome such as MAITLAND;
- Use of a computer model to produce noise contours for the facility;
- Actual field measurement of noise from existing activities in order to calibrate and verify the outputs of the computer model;
- Identification of areas of noise complaint; and
- Discussion on the correlation of areas of noise complaint with modeled noise contours.

AOS compiled data on the average number of aircraft movements for 2001, flight tracks, runway configuration and utilisation patterns and times at which operations took place and used this information to generate a computer model of noise levels around the facility, in the form of noise contours.

The starting point for all contours produced in the Noise Impact Study was based on 2001 movements and operations. Several other scenarios were mapped including, twice and three times the 2001 movements and 2001 movements with various operating differences including reduced circuit heights and runway use patterns.

The Australian Standard for Aircraft Noise (AS2021) suggests, in part that:

housing development is acceptable in areas outside the 20 ANEF contour and unacceptable inside the 25 ANEF contour

The modeling for Maitland aerodrome indicates that based on 2001 aircraft movement numbers and patterns, the 20 ANEC contour would not extend outside the aerodrome boundary.

As part of RNAC's commitment to the Community, RNAC undertakes to manage activities in such a way as to retain operational noise levels within those indicated by the noise contours indicated by the attached ANEC diagram marked attachment "B".

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COMMUNITY CONSULTATION/COMPLAINT HANDLING

As part of this Operational Undertaking, RNAC will take part in an ongoing community consultation process and recommends the formation of an Aerodrome Consultative Panel. This Panel is to be comprised of a representative of RNAC, a representative of Maitland City Council and two Community representatives. The panel is to meet three times per annum and be chaired by the MCC representative.

The panel is to be responsible for reviewing operating procedures, in accordance with this undertaking, and to address any noise complaints received in respect of aerodrome operations.

Since April 2002 RNAC has been collecting noise complaint information in a form similar to that attached as Appendix "C".

In order to implement an effective and transparent Noise Complaint handling system and register, it is proposed that:

Noise complaints received by RNAC continue to be collected using the same form and information system already in place.

Complaints received by any other agency (such as Maitland City Council) or Community Representative, be referred to the Aerodrome for inclusion on the Register and for actioning where appropriate; and

The Aerodrome Consultative Panel to review complaints received or issues arising from the airport's operation - with a view to making recommendations for change (if required) to RNAC operational procedures or to relevant Government bodies.

Reports of the "Aerodrome Consultative Committee" to be made available as part of Council public papers.

Issued by the Authority of the

Board of Directors

ROYAL NEWCASTLE AERO CLUB – April 2006