

Fly Neighbourly Agreement

Before we start, it would be prudent to define what 'neighbourly' means, and how and to whom that applies to flight training aircraft noise in Port Macquarie.

What does neighbourly mean: In the sense of a business relationship which in this case it is between residents and flight training schools, we consider it to mean to be considerate, decent, agreeable, obliging (helpful).

Under the current operations of the pilot training operators, they can conduct training flights 24 by 7, 365 of days of the year. The commercial school being the [REDACTED] states (as per their submission to Council) that they operate 362 days of the year. [REDACTED] states that they do not conduct circuit training on Christmas, Boxing Day and New Year's Day.

The hours of flight operation being:

- I. Monday to Friday 0700-2200 (Summer-time)
- II. Monday to Friday 0700–2100 (Eastern Standard Time)
- III. Saturday to Sunday 0800–2000 (All Year)

[REDACTED] monopolizes all, of the daylight hours and the bulk of quality evening hours. Therefore subjecting residents to excessive industrial scale flight training noise pollution. This leaves no quality time for people's rest and relaxation. So, we base our log of claims on a creating a better share of quality hours for residents.

For the Fly Neighbourly Agreement, we refer to neighbours as Residents and Flight Training Schools.

Residents:

Residents as defined as those within the (current and potential future) circuit zones. Be they touch and go zones or general Flight School navigational flying. General navigational intermediary flying, which often includes regular criss-crossing loops over a wider geographic area. This practice regularly includes Port Macquarie and down the coast to Lake Cathie and Bonny Hills. Intermediary flying is not a major problem yet for the broader community, however, it will be a major problem if flight training operations continue to expand.

Flight Training Schools:

It is also prudent to categorise the Flight Training Schools. Why? Because the operations of those schools are different and the impact lesser or greater dependent on the school. The challenge will be to find a solution that clearly recognises and reflects those differences.

There are several smaller operators, mainly servicing recreational training requirements. We also have a large-scale commercial school being the [REDACTED]. This school is training students to be international pilot for airlines in their own country. The characteristics of those operations diverge, and the impact on residents is therefore vastly different.

We maintain that we should view the commercial school like any other factory business. A business that has inputs and outputs. They are training a distinct class of student and have more scope to alter and schedule their operations to meet residents' needs and their own, than do recreational schools.

Our log of claims therefore relates mainly to the operation of the Commercial Flight Training School being the training school with the largest impact on residents; [REDACTED]. The increase in flight traffic is evidenced by this school as published in the Councils report, following the recent Airport Noise Survey. (Refer to attachment B). In this context, we maintain we should treat the Commercial Flight Training School as any other manufacturing business.

We restrict manufacturing businesses to various hours of operation. If [REDACTED] were in the middle of a suburban street, they would be subject to stringent noise control conditions. Just as the heavy vehicles servicing factories are heavily regulated on noise, routes taken and hours of operations in compliance with EPA regulations. Just because the 'business' in conducting their operations off the ground and above resident's houses should not imply they have carte blanche to do as they please. As any small backyard home business in Port Macquarie is well-aware, the conditions of operation PMHC imposes are very, strict penalties. Where breaches are clear PMHC imposes heavy penalties including closing the business down.

In Conclusion:

We accept that what residents seek is different to what happens now. We are also aware, that despite current assurances by [REDACTED] of their hours of operation, they frequently operate outside of those hours, of an evening. This happened more frequently prior to COVID. The expectation is, that it will be normal practice for [REDACTED] when they are back to full capacity once we lift COVID restrictions.

We are asking that circuit training be reduced to blocks of no more than 4 hours per day; morning and afternoon, (maximum 8-hours in total) with agreed times set. This will enable residents to plan their days in advance. You will also note no circuit training of weekend or public holidays. (Refer to attachment A – Log of Claims).

We are also aware, that the fitting of mufflers/silencers (a Non-Negotiable item on RIFT's list of Claims) was not accepted by [REDACTED], as part of the negotiation process for a Fly Neighbourly Agreement in Kempsey. It is understood, [REDACTED] refusal was based on cost. However, it is our opinion that any business that wants to operate in a populated area has an obligation to reduce the impact on residents.

What we are asking for is fair and indeed essential, to create more balance for residents. It should be acknowledged, that many hundreds of residents were not subject to repetitive (and rapidly increasing) flight noise prior to [REDACTED] establishing their operation here. Others were accepting of a moderate level of noise. That has changed. Our question to Council is this. When will Council put the needs, sanity, the health and well-being of residents (rate payers) above the privileged few who are benefiting from this industrial scale operation; [REDACTED]. We are also unequivocal in our belief that maximising the value of the Airport for the community does not equal "training as many pilots at Port Macquarie as possible."

RIFT – Residents Impacted by Flight Training – Port Macquarie

Attachments:

- A. RIFT – Log of Claims
- B. Chart highlighting the increase in Flight Training activity (taken from the Councils Aircraft Noise and Monitoring Survey)
- C. Doppler Effect chart
- D. Example of Intermediary Criss-Crossing flight activity

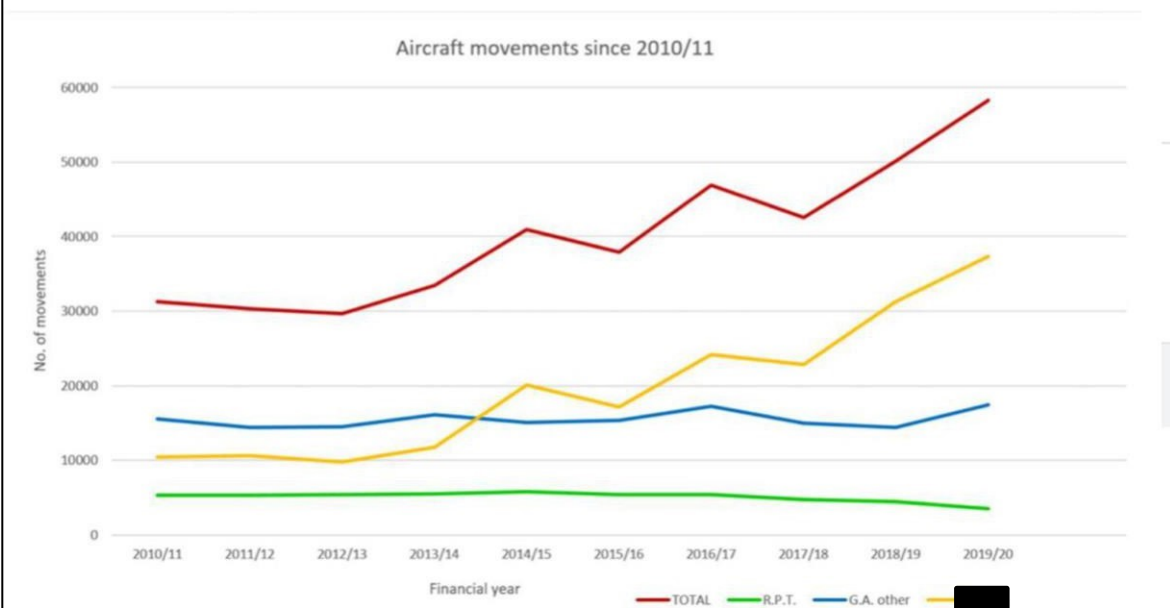
Attachment A:**RIFT LOG of CLAIMS**

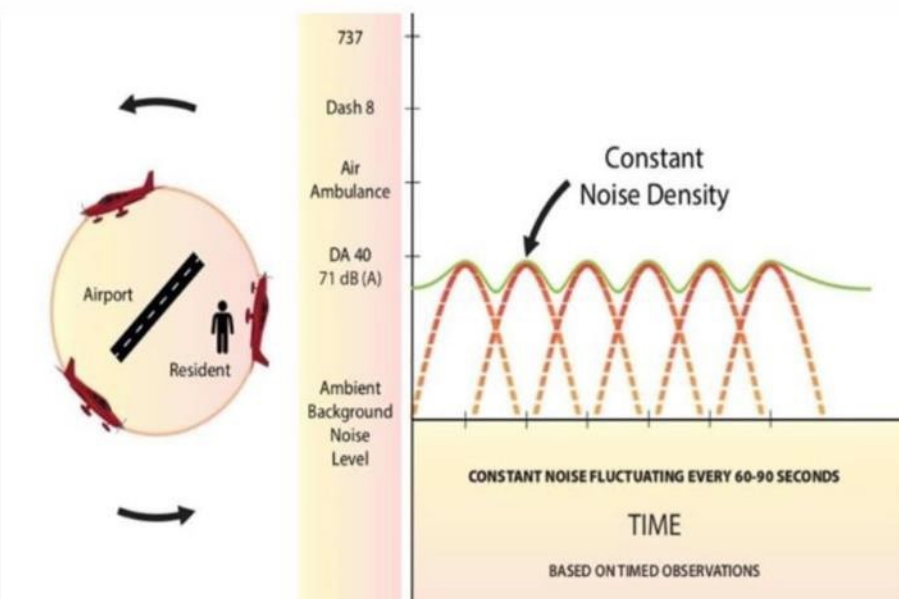
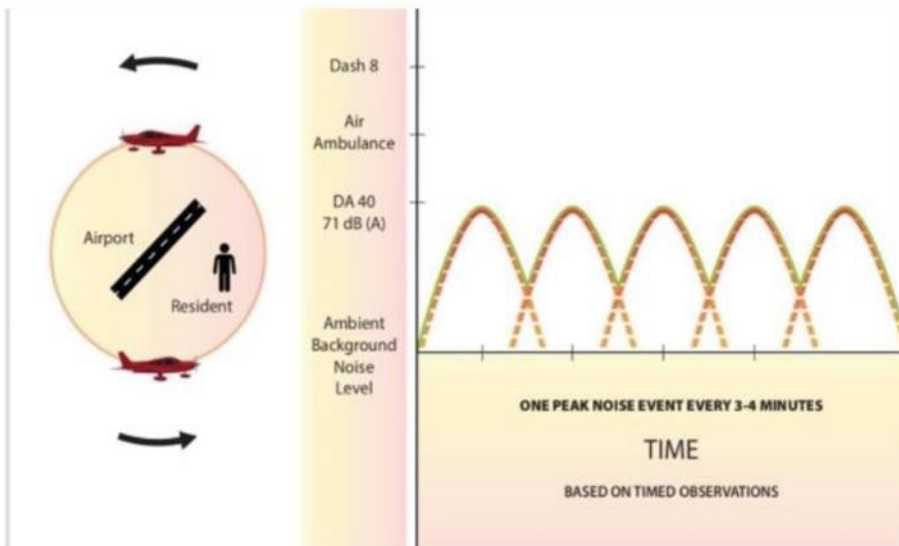
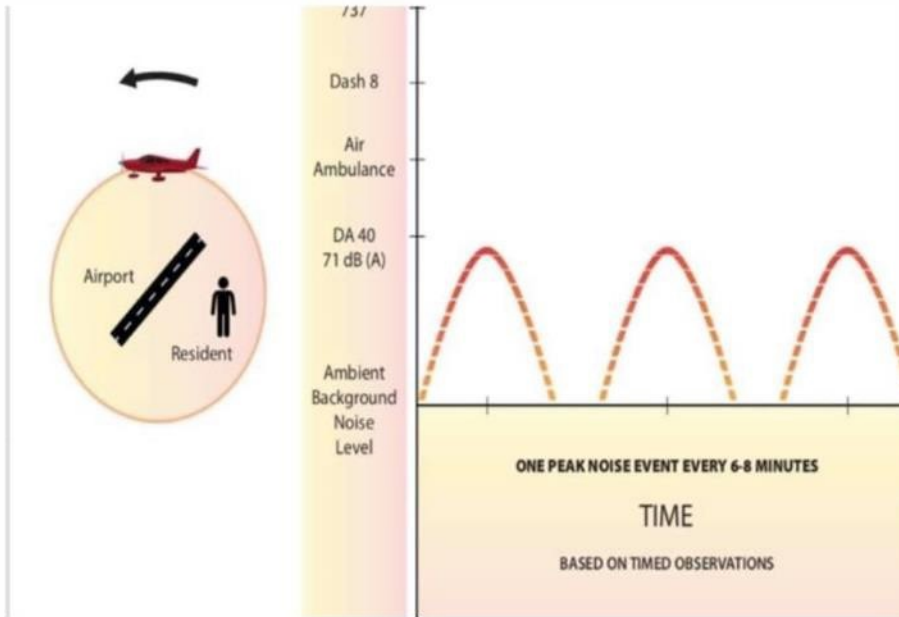
RATING	ITEM	REQUIREMENT	COMPROMISE
N/N	Circuit Training Days of Operation	Monday to Friday ONLY NO Circuit Training on Public Holidays No night circuits after 1700 on Wednesdays	
	Mufflers/Silencers	Fit manufactured approved silencers to all training aircraft	
	Simulated Engine Failure After Take Off (SEFATO)	Not over residential areas	
N/AC	Circuit Altitude	Follow runway extended centre line & climb to 1000 ft before 1 st turn into circuit	
	Circuit Direction	Change Circuit to Right Hand to minimise the residential impact area. This is common practice at many airports. Take off to the North as allowed	Mix the circuit to a month to Right and a month to the left
	Number of ████ Training Aircraft in Circuit at One Time	1	2
	Circuit Training: Hours of Operation	Maximum hours per day 8**. In blocks of no more than 4 hours. Take off no earlier than 0800am Land no later than 2000pm	Take off no earlier than 0900am Land no later than 2100pm
	Navigation Training: Hours of Operation	Take of no earlier than 0900 am Land no later than 2100 (Including summertime) NOTE: Navigation flying over, populated areas to be minimal and include zero circuits	Take of no earlier than 0800 am Land no later than 2200 pm
	Suitability of Planes	Twin-Engine aircraft are significantly louder. They should not be used to conduct circuits at any anytime	Use between 9000am and 1700 pm ONLY
CASA	Transponders	Mode C – fitted and turned on. Whilst the Commercial School operational transponders the smaller schools appear not to	

RATING: N/N – Not-Negotiable: N/AC – Negotiable after consultation

Attachment B:

As shown in the chart below, aircraft movements have grown significantly over the past 10 years, primarily associated with the growth in pilot training activities. Movements associated with the largest pilot training organisation at the Airport, [REDACTED] are shown for reference purposes only and to demonstrate the correlation between the increase in overall aircraft movement numbers at the Airport and the growth in pilot training activity. It is acknowledged that there are a number of organisations at the Airport conducting private and commercial pilot training operations.





Attachment C:

Attachment: D

Whilst not an [REDACTED] aircraft this serves as an example of criss-crossing which is a regular activity for Flight Training Aircraft. Whilst the altitude is above that of circuit training the repetitive nature and frequency of these flights results in the same Doppler Effect.

