



Welcome to TYAGARAH AIRFIELD

Fly Neighbourly

A Guide for Pilots using TYAGARAH AIRFIELD

A **Fly Neighbourly Procedure** is 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. An FNP must be consistent with Civil Aviation Regulations 1988 and any air traffic management procedures applicable to the area. Mandatory aviation operating and safety procedures (as well as any aviation requirements relevant to the area) have precedence over an FNP in all circumstances.

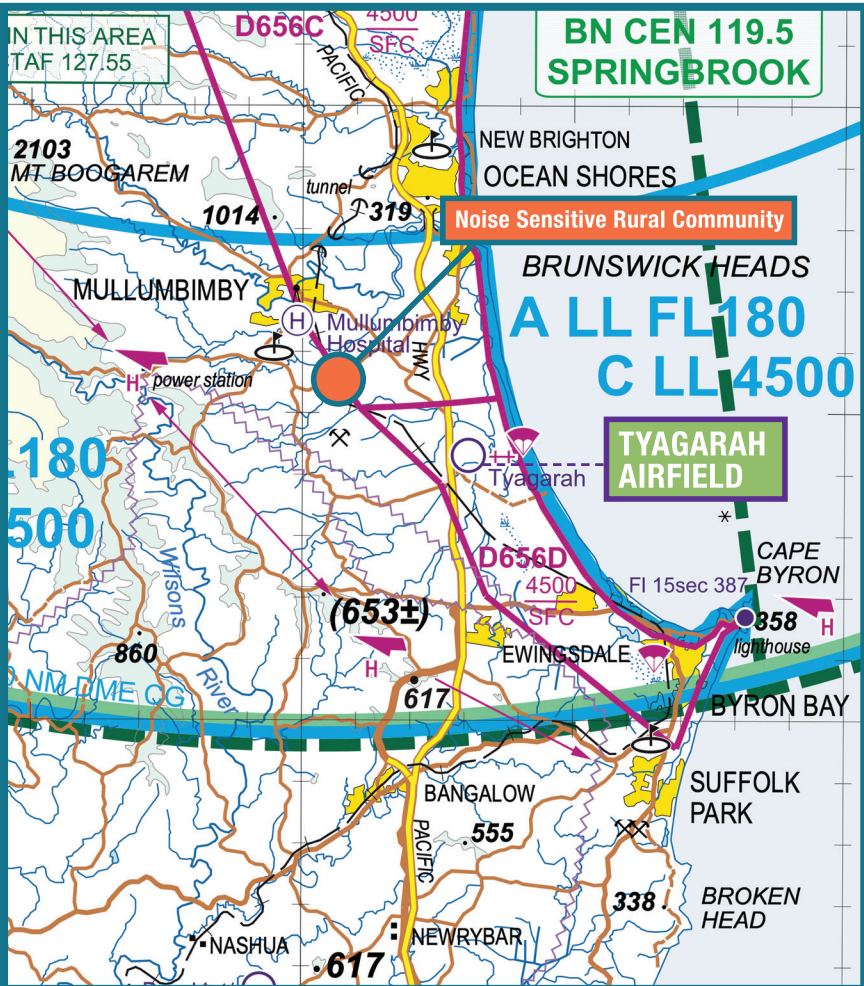
Byron Shire Council & Tyagarah Airfield operators are committed to undertaking operations in a Fly Neighbourly manner. It is expected that all pilots operating into and out of Tyagarah Airfield undertake operations in a manner which is considerate of local residents. **The safe operation of an aircraft must be maintained at all times.**

Air traffic procedures, weather and safe separation requirements may preclude at times the compliance with this procedure but it is expected that the best efforts are made to ensure compliance with the spirit of this procedure.

Emergency services, including police, fire, search and rescue, and infrastructure-monitoring operations, may not always be able to comply with this **Fly Neighbourly Procedure**.

Fly Neighbourly Procedures

- Local frequency is 127.55 – some aircraft are not fitted with radio – pilots should assume that other pilots may not be aware of their presence.
- Be aware of, and where possible avoid, noise-sensitive area's when arriving or departing the airfield including built up areas and a noise sensitive rural community approximately 4 nm north west of the airfield.
- Preferred runway is rwy 05 and should be used when prevailing weather conditions and aircraft performance allow. Pilots should maintain runway direction until over water and climb over water where able.
- Preferred circuit height for turbine aircraft is 1,500ft AGL.
- Use sufficient runway length and as soon as possible climb to height, then reduce power to desired cruise settings.
- Adopt best rates of climb to minimise noise over residential areas as soon as possible after take-off. Noisier aircraft have greater impact so refrain from low flying, steep turns and operations over residential areas.
- Conduct turns including delay, steep and low level turns so as to have the least impact on residential areas.
- Unless subject to ATC procedures or instructions, upper air flight training or prolonged climb to altitude should be conducted over water to the east of the airfield.
- Unless subject to ATC procedures or instructions, aircraft should follow high ambient noise routes such as railway lines and highways, and unpopulated routes such as waterways. Be aware of, and where possible avoid, flying over residential areas, schools and hospitals. Instead, use flight paths over highways, bushland, railway lines, water and other less populated areas.
- When operating near noise-sensitive areas maintain appropriate fly-over altitude, reduce speed, use low noise speed/descent settings and use high take-off/descent profiles.
- Vary your flight path where possible, especially during circuit training and when arriving and departing, to avoid nearby residential areas, schools and hospitals; and try to fly above 1,000 feet.
- Include noise management information, including the **Fly Neighbourly Procedure**, in pilot training, site induction and familiarisation.



MAP

- Denotes Noise sensitive community
- 05 is preferred runway (maintain runway heading until over water and climb over water where able)
- Vary flight path where possible especially during circuit training to avoid nearby schools, residential areas and hospitals and try to fly above 1000ft.
- Residents live close by Tyagarah airfield in a rural setting, please adopt a **Fly Neighbourly Procedure** and be a good neighbour.

Remember:
Fly friendly and be a good neighbour!



AIRCRAFT

Aircraft with a MTOW in excess of 5,700kg or having a main landing gear tyre pressure in excess of 450 kilopascals (65psi) or any jet powered aircraft are not permitted to land at Tyagarah Airfield.



BALLOONING

Manned balloon activities, including launching and landing, occur on private land adjacent to the Tyagarah Airfield. Balloon landings are not permitted at Tyagarah Airfield.



HELICOPTERS

There is no designated helicopter landing area at Tyagarah Airfield and commercial helicopter operations are not permitted.

Airfield landing and parking fees apply

Please refer to Councils Website for the current adopted fees and charges.
www.byron.nsw.gov.au

For more information

about our FLY NEIGHBOURLY PROCEDURE and TYAGARAH AIRFIELD, please visit our website www.byron.nsw.gov.au or contact:
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