

MILDURA AIRPORT

NOISE MANAGEMENT GUIDELINES

January 2026



INTRODUCTION

Mildura Airport operates 24 hours a day, seven days a week and is one of the most important public transport facilities in the state servicing a wide catchment area incorporating three states namely northern Victoria, southern New South Wales and north-eastern South Australia. The airport is operated by Mildura Airport Pty Ltd (MAPL), a private company with 100% of the shares owned by the Mildura Rural City Council.

We are Victoria’s third largest airport in terms of passenger numbers and the principal regional airport in the state. Mildura Airport plays an important role in the local economy, actively supporting employment opportunities, business, tourism and leisure – connecting people, places and services. Safety is always our first priority and we strive to maintain the highest levels of compliance at all times.

Noise from aircraft operating at Mildura Airport is an unavoidable part of providing essential air services to the region. In addition to regular passenger transport, the airport supports a broad range of aviation activities, including flight training, emergency and medical services, and general aviation operations.

Although aircraft and engine technological improvements continue to result in new aircraft being quieter, the growth in both the number of aircraft movements and the growth of the region means many areas in the community are or will be exposed to aircraft noise. Mildura Airport, general aviation pilots and training groups and the RPT airlines servicing our region all work together to manage the experience of aircraft noise on our community. We are committed to ensuring that noise experience on local residents is managed to the best of our ability and this noise management plan provides the framework to achieve this.

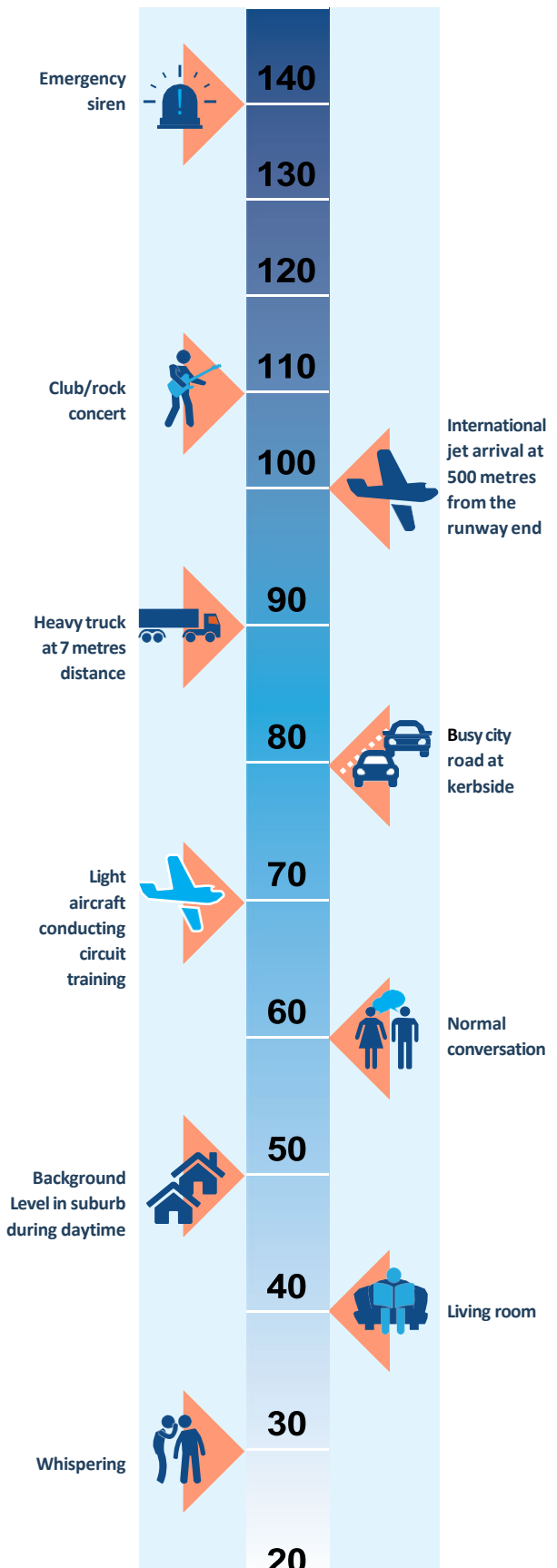
WHAT IS NOISE?

Sound is vibrations travelling through the air that are received and interpreted (“heard”) by a person whereas *noise* is usually defined as an unwanted or unpleasant sound.

Sound is measured on a logarithmic scale with the decibel (dB) as the unit of measure. The sound level of normal daytime activities ranges between 40dB and 85dB and light aircraft noise is usually between 50dB and 70dB when operating circuits at an airport and depending on a number of factors such as:

- ❖ Aircraft type and size
- ❖ The way the aircraft is flown by the pilot
- ❖ Meteorological conditions such as wind speed/direction, temperature etc.
- ❖ Adherence to safety procedures

Indicative dBA noise levels in typical situations.

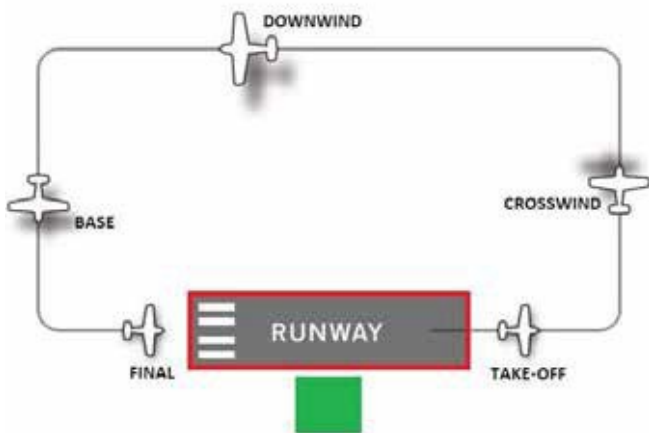


CIRCUIT TRAINING

Circuit training is the first stage of practical pilot training and is focused on take-offs and landings. It involves the pilot making approaches to the runway, touching down and then applying power to take off again. A pilot can do up to 8 circuits in a training hour and it is a critical part of their training designed to develop pilot competencies and use of different navigational aids.

Circuit training is conducted at Mildura Airport by a range of aviation operators, including general aviation users, Defence aircraft and other approved operators. The direction of the training circuit is determined by the runway in use; however, in all cases circuits are flown to the north of the airport to maintain safe separation from the Mildura Glider airfield located approximately two miles to the south. Operating circuits to the north is critical for the safety of all airspace users and there is no viable alternative.

The circuit length, and therefore the area overflown, depends on a number of factors such as aircraft type, weather conditions, pilot proficiency and other aircraft in the circuit. Mildura Airport prescribes recommended circuit routes, heights and lengths to ensure the safety of all aircraft operations at the airport but these can be affected by the items listed above.



WHY MILDURA AIRPORT OPERATES 24/7?

Maintaining operational flexibility is critical to supporting the region's growing economy. The airport is part of a national aviation network and as such flight times and schedules are not always controlled locally as we rely on the bigger airport hubs to determine the schedules and availability of time slots.

This in turn depicts when recreational and student aircraft are able to fly as they generally try to avoid the busy passenger traffic (airline) flight times to enhance safety at the airport.

Mildura Airport also supports aircraft assisting with fire and emergency response operations, Ambulance Victoria and Royal Flying Doctor Service aircraft. These flights are often critical in nature and may result in aircraft operating at all times of the day and night.

WHY AIRCRAFT FLY WHERE THEY DO?

Aircraft are required to fly approved aircraft flight paths (corridors) that are required by the aviation safety regulator and have been developed by the airport to enhance safety. However, factors such as aircraft type and weight, other aircraft in the vicinity and weather conditions can alter or affect the prescribed flight paths in the interests of safe flying.

In the interest of safety aircraft take off and land into the wind whenever possible and as a result the wind direction dictates the selection of runway and runway end in most cases.

Mildura Airport has two sealed runways for pilots to choose from and the different alignment, runway length and width of these two runways can also alter the selection of runway.

There are many factors to consider when taking off or landing at Mildura Airport.

Arriving aircraft must be stabilised and aligned with the runway at least a few kilometers from the runway end and as such these areas will often be impacted by aircraft noise as well. There are no alternatives to this.

WHO IS RESPONSIBLE FOR AIRCRAFT NOISE MANAGEMENT?

Mildura Airport only has direct control over the management of ground-based aircraft noise. The Civil Aviation Safety Authority (CASA) is responsible for the administration and regulation of Australian-administered airspace under the Airspace Act 2007, while Airservices Australia is the agency responsible for managing the airspace around Mildura Airport. This includes the design of flight paths as well as the management of noise generated from airborne aircraft.

The management of aircraft noise is the responsibility of a range of organisations. Mildura Airport is committed to working with Airservices, Airlines, Commonwealth, State and Local Governments to manage adverse impacts of aircraft noise on the community.

ORGANISATION	RESPONSIBILITY
International Civil Aviation Organisation (ICAO)	Establishes strict noise certification standards for new aircraft provides guidance on noise management strategy
Civil Aviation Safety Authority (CASA)	Responsible for airspace regulation through the Office of Airspace Regulation
Department of Infrastructure and Regional Development (DoIRD)	<ul style="list-style-type: none"> ❖ Advises the Commonwealth Government on the policy and regulatory framework for Australian airports and the aviation industry ❖ Provides policy advice to the Minister on the management of aircraft noise ❖ Provides regulatory oversight of the 'Air Navigation (Aircraft Noise) Regulations 1984' as they apply to aircraft which do not meet Australian aircraft noise standards
Airservices Australia (Airservices)	<ul style="list-style-type: none"> ❖ Provides Air Traffic Control (ATC) services ❖ Manages and maintains aircraft navigation, surveillance and noise monitoring infrastructure ❖ Establishes flight paths at Mildura Airport ❖ Manages noise complaints and enquiries through the Noise Complaints and Information Service ❖ Provides information on aircraft movements, runway and flight path usage and noise impacts using a range of noise descriptors ❖ Implements Noise Abatement Procedures where possible
Airlines and aircraft operators	Operate and maintain aircraft that meet the ICAO noise certification requirements implement Noise Abatement Procedures principles for flight operations
Aircraft Noise Ombudsman (ANO)	<ul style="list-style-type: none"> ❖ Oversees the handling of aircraft noise issues by Airservices and the Department of Defence ❖ Conducts independent reviews of noise complaint handling makes recommendations for improvements and changes where necessary and feasible
State and Local Government	State Government develops land use planning frameworks to prevent developments that are inappropriate, having regard to aircraft noise Local Government implements State Government land use planning frameworks
Mildura Airport	Manages operations at the airport <ul style="list-style-type: none"> ❖ Develops and maintains infrastructure to support aircraft operations ❖ Develops a management plan for managing aircraft noise intrusion in areas forecast to be ❖ Subject to exposure above significant noise levels ❖ Applies an engine ground running management plan

WHAT IS MILDURA AIRPORT DOING TO IMPROVE NOISE MANAGEMENT?

Mildura airport is continuously working to reduce the noise impacts to our community whilst balancing operational and training requirements. The procedures listed below will help to minimise noise, whilst maintaining a safe and compliant airport for the benefit of the whole community.

NOISE MANAGEMENT ACTIONS AT MILDURA AIRPORT:

- ❖ Retain noise management at the Mildura Airport Safety and Operations Forum as a permanent agenda item for discussion with all operators'
- ❖ Regular discussions with the flying community including training schools, defence and General Aviation groups to continually work towards reducing noise experience
- ❖ Implement a night flying curfew for circuit training between 10.30pm and 6.30am
- ❖ Implement a "fly Friendly" program for all pilots
- ❖ Record and track all noise complaints and analyse the data to identify trends.
- ❖ Respond to all noise complaints in a timely manner
- ❖ Liaise with CASA and Airservices to discuss all noise complaints and feedback and seek solutions
- ❖ Reduce ground noise and take-off noise wherever possible
- ❖ Implement circuit tracks that ensure that minimal circuit training happens over residential areas
- ❖ Assist any aviation group or school to widen their training base to other regions and airports
- ❖ Assist the any aviation group or school to move the training areas to areas with minimal residential development
- ❖ Work with Mildura Rural City Council to ensure adequate planning parameters are put in place to protect the community from noise generated from the airport precinct.

Alternatively, noise complaints may be made to Airservices Australia Noise Complaints and Information Service by calling **1800 802 584** or via the Airservices website: www.airservicesaustralia.com

HOW DO I MAKE A NOISE COMPLAINT?

Noise complaints can be made using the "feedback" link on our website:

www.milduraairport.com.au/contact-us/

OR per telephone on **03 5055 0500**

Mildura Airport will try to respond to your complaint within a short time frame.

THE VALUE OF MILDURA AIRPORT TO THE COMMUNITY

Mildura Airport is Victoria's third largest airport in terms of passenger numbers and the principal regional airport in the state of Victoria. Mildura Airport plays an important role in the local economy, actively supporting employment opportunities, business, tourism and leisure – connecting people, places and services.

The airport welcomes over 190,000 passengers each year and these numbers have grown by over 5% per annum and are set to continue to grow. The airport connects our region to the main centers and further abroad and is a vital link for business and tourist travel and connecting family and friends.

The airport currently employs over 30 staff with a further 100 people employed in the wider airport community. This number is set to grow exponentially as the airport continues to develop.

The ongoing commercial success of Mildura Airport supports a number of community projects such as the RAAF museum, the Mildura Go-Kart club, Mildura Aero club, Mildura Sports Aviation club, Mallee skills to name but a few.

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