

Noise Abatement Procedure (NAP) Adherence Investigation

Adelaide Airport NAP 3.4a – Preferred Flight Paths

December 2025

NAP 3.4a directs that Runway 23 departures heading east maintain heading until 6 nautical miles (jets), then track via waypoint LEMAT. Non-jet aircraft maintain heading until 3 nautical miles, then track seaward of the coast and via waypoint LEMAT. Aircraft heading west should maintain heading until 3 nautical miles.

Do the results appear to be typical?

Adherence to this NAP appeared lower than expected in late 2025. Following investigation, it was determined that the reported adherence did not accurately reflect operations.

Issue identified

Issue 1: Airservices identified low adherence to Runway 23 preferred flight path tracking (NAP 3.4a).

Investigation

Issue 1: Airservices reviewed the reported non-adherence and met with operational Air Traffic Control (ATC) staff to better understand the results. It was identified that non-jet aircraft were being reported as non-adherent, despite Clause 3.2 of the Adelaide NAPs specifying that preferred flight paths for non-jet aircraft less than 32,000kg may be waived between 0700 and 2100 local time.

Action: Discussions with Envirosuite (EVS) confirmed that the waiver for non-jet aircraft during daytime hours was not being applied in the reporting methodology. The reporting was updated to correctly apply the Clause 3.2 waiver.

Outcome

As of December 2025, the reporting methodology was updated to correctly apply the waiver for non-jet aircraft during daytime hours. Updated explanatory wording has also been included in the public reporting to clarify the application of Clause 3.2.