

Noise Abatement Procedure (NAP) Adherence Investigation Report

Canberra Airport NAP 2.1b – Preferred Flight Paths

December 2025

NAP 2.1b directs that Air Traffic Control (ATC) avoid designated Noise Abatement Areas (NAA) covering most of Canberra and Queanbeyan wherever possible. Where aircraft must overfly these areas, jet aircraft are required to remain above 7,000 feet Above Mean Sea Level (AMSL), and propeller aircraft over 5,700 kg maximum take-off weight must remain above 5,000 feet AMSL.

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 lower than expected adherence to NAP 2.1b in reporting.

Investigation

Issue 1: Airservices undertook a review of reported non-adherence and met with Envirosuite (EVS), Environmental Assessment, and Air Traffic Control (ATC) to examine flight tracking data and compliance methodology. It was identified that an incorrect calculation method was being applied to aircraft operating over Noise Abatement Areas. The reporting methodology was using Above Ground Level (AGL) rather than Above Mean Sea Level (AMSL), which is the basis specified in the NAP.

Action: EVS corrected the reporting methodology to apply the AMSL definition and re-ran all relevant data. The corrected methodology was applied retrospectively to reporting from January 2025.

Outcome

The reporting methodology was updated to correctly apply AMSL in line with the NAP. Revised data was published following resolution of the issue, and historical reports were backdated to reflect the corrected calculations.