NOISE ABATEMENT PROCEDURES

CANBERRA

1. PREFERRED RUNWAYS

1.1 LANDING

(a) Between the hours of 0700 and 2000 Local Time:

1. RWY 35, RWY 17, RWY 30
2. RWY 12

(b) Between the hours of 2000 and 0700 Local Time:

1. RWY 17
2. RWY 35, RWY 30
3. RWY 12

1.2 TAKE-OFF

1. RWY 35
2. RWY 17
3. RWY 30 & RWY 12

1.3 NOTES:

(a) The above priorities are to be used to ensure that the majority of movements occur on the most preferred runway.

(b) The above priorities do not dictate the mandatory use of opposite direction or crossing runways.

2. PREFERRED FLIGHT PATHS

2.1 NOISE ABATEMENT AREA

(a) A Noise Abatement Area applies to most areas of Canberra and Queanbeyan. Aircraft will normally be routed to avoid the Noise Abatement Area, which includes Gungahlin, North Canberra, Belconnen, South Canberra, Woden, Tuggeranong and Queanbeyan. (see map).

(b) Where it is not practical for aircraft to remain clear of those areas, overflight of the Noise Abatement Area is restricted to heights of not lower than;

(i) 7,000FT AMSL by jet aircraft and;

(ii) 5,000FT AMSL by propeller aircraft over 5,700kg MTOW.

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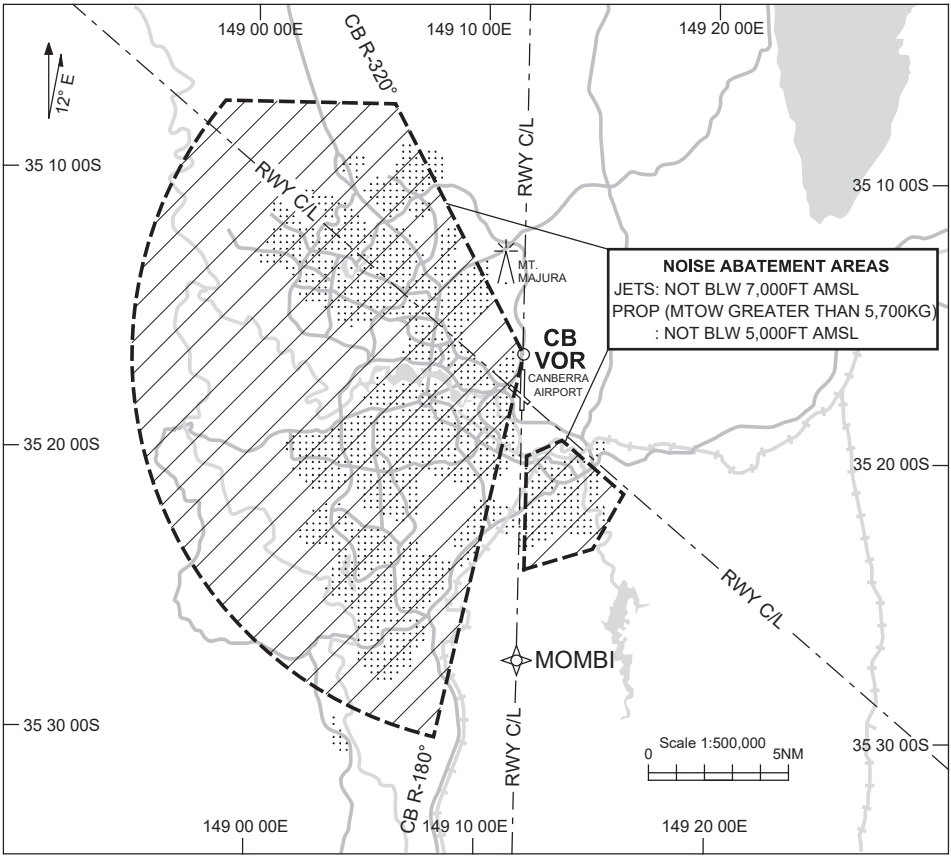

NOTES:

The Noise abatement Areas do not apply to:

(a) Aircraft with priorities in accordance with AIP ENR 1.4. (aircraft emergencies, medical priorities etc).

(b) Aircraft that need to enter the Noise Abatement Area to avoid hazardous weather;

(c) Aircraft that need to enter the Noise Abatement Area due to operational requirements;

(d) TWR circuit training aircraft;

(e) Aircraft that have made an unplanned missed approach and are reprocessed via a circuit;

(f) Aircraft that require a departure on the reciprocal of the duty arrival runway, if avoiding the Noise Abatement Area would cause significant delay to aircraft operations.

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2.2 ARRIVING AIRCRAFT DURING ATC HOURS OF OPERATION

(a) LANDING RWY 35

By night, jet aircraft will be radar vectored to be established on final no closer than MOMBI.

(b) LANDING RWY 17

In VMC, aircraft on right base will be radar vectored to intercept final no closer than 4 DME CB.

(c) LANDING RWY 30

No specific procedures apply.

(d) LANDING RWY 12

1. Only available when operationally required by the pilot in command.
2. In VMC, aircraft will be radar vectored to remain clear of the Noise Abatement Areas until established on final.

2.3 ARRIVING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

(a) LANDING RWY 35 or 17

1. All IFR aircraft landing are required to conduct a straight-in instrument approach.
2. Aircraft may track via a DME arc to intercept the final approach track.

(b) LANDING RWY 30

No specific procedures apply.

(c) LANDING RWY 12

Only available when operationally required by the pilot in command.

2.4 DEPARTING AIRCRAFT DURING ATC HOURS OF OPERATION

ATC will route departing aircraft (including below 5,700kg MTOW in some situations) over less noise sensitive areas.

(a) DEPARTING RWY 35

1. Jet aircraft departing shall normally be assigned a heading of 350°.
2. Jet aircraft, turning to the right, are required to reach 4500FT prior to the commencement of a turn.
3. Jet aircraft, turning to the left, must pass abeam Mt Majura prior to the commencement of a turn.

(b) DEPARTING RWY 17

Aircraft shall normally be assigned a heading of 180° until clear of the Noise Abatement Area.

(c) DEPARTING RWY 30

1. Only available if operationally required by the pilot in command.
2. By day when the aircraft can be flown in VMC below 4,500FT (MVA), aircraft shall normally be assigned runway heading until clear of the Noise Abatement Area.

(d) DEPARTING RWY 12

Only available if operationally required by the pilot in command.

2.5 DEPARTING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

(a) DEPARTING RWY 35 (all aircraft over 5,700kg MTOW)

1. Track 353°M (SID RADAR initial track)
2. At or above 5,000FT turn left or right to intercept flight plan route.

(b) DEPARTING RWY 17 (all aircraft over 5,700kg MTOW)

1. Track 168°M (SID RADAR initial track)
2. At or above 5,000FT turn left or right to intercept flight plan route.

(c) DEPARTING RWY 30 or 12

Only available when operationally required by the pilot in command.