

NOISE ABATEMENT PROCEDURES SYDNEY (KINGSFORD-SMITH)

1. PREFERRED RUNWAYS

- 1.1 - (a) **2300-0600 HR local time** (applicable to all aircraft):
 LANDING - Runway 34L
 TAKE-OFF - Runway 16R
- (b) **DAILY MON-SAT 0600-0700 HR local time and
 SUN 0600-0800 HR local time**
 LANDING & TAKE-OFF:
 1. Runway 16L for Take-Off and Runway 34L for Landing
 2. Runway 16L and 16R for Take-Off and Runway 34L for Landing
 3. EQUAL - Runway 25 for Take-Off and Runway 34L and 34R for Landing
 Runway 16L and 16R for Take-Off and Runway 25 for Landing
 Runway 16L and 16R for Take-Off and Runway 07 for Landing
 4. EQUAL - Runway 16L and 16R
 Runway 34L and 34R
 5. EQUAL - Runway 07 or 25
- (c) **DAILY MON - FRI 0700 - 2245 HR local time and
 SAT 0700-2200 HR local time and
 SUN 0800-2200 HR local time**
 LANDING and TAKE - OFF:
 1. Runway 16L for Take-Off and Runway 34L for Landing
 2. EQUAL-Runway 16L and 16R for Take-Off and Runway 07 for Landing
 Runway 25 for Take-Off and Runway 34L and 34R for Landing
 Runway 16L and 16R for Take-Off and Runway 25 for Landing
 3. EQUAL-Runway 16L and 16R
 Runway 34L and 34R
 4. EQUAL-Runway 07 or 25
- (d) **SAT and SUN 2200-2245 HR local time**
 LANDING and TAKE-OFF:
 1. Runway 16L for Take-Off and Runway 34L for Landing
 2. Runway 16L and 16R for Take-off and Runway 34L for Landing
 3. Runway 16L and 16R for Take-off and Runway 25 for Landing
 4. Runway 16L and 16R for Take-off and Runway 07 for Landing
 5. Runway 25 for Take-off and Runway 34L and 34R for Landing
 6. EQUAL-Runway 16L and 16R
 Runway 34L and 34R
 7. EQUAL-Runway 07 or 25
- (e) **2245-2300 HR local time**
 LANDING and TAKE-OFF:
 1. Runway 16L for Take-Off and Runway 34L for Landing
 2. Runway 16L and 16R for Take-off and Runway 34L for Landing
 3. EQUAL-Runway 16L and 16R for Take-off and Runway 25 for Landing
 Runway 16L and 16R for Take-off and Runway 07 for Landing
 4. Runway 16L and 16R
- 1.2 Jet noise abatement climb procedures apply for the following runways:
 Runway 16R 2300-0600 HR local time
 Runways 34L & 34R at other times.

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2 - PREFERRED FLIGHT PATHS

2.1 - Arriving Aircraft

These procedures will apply to all aircraft between **1900 and 0700** Local.

(NOTE: For arriving jet aircraft landing Runway 34L and 34R preferred flight path procedures apply at all times).

2.1.1 - Arriving jet aircraft landing Runway 07 will not be permitted to descend below 3,000ft over built-up areas until aligned with the runway centreline prior to ANKUB.

For arriving jet aircraft landing Runway 25, preferred flight path procedures apply.

Further, to assist with noise reduction in the Sydney Terminal Area, it is recommended that, as far as is practicable and to the extent that ATC speed control requirements permit, pilots delay the deployment of flaps until operationally required.

2.1.2 - Other arriving aircraft will not be permitted to descend below 2,000ft over built-up areas until aligned with the runway centreline.

2.1.3 - ATC will route aircraft over less noise-sensitive areas to the various runways whenever possible. Frequent use will be made of seaward tracking during the night hours.

2.2 - Departing Aircraft

ATC will route departing jet aircraft via Standard Instrument Departures which, where applicable, are contained within the designated flight corridors listed in paragraph 6, and other aircraft, over less noise sensitive areas.

3. - TRAINING FLIGHTS.

See AIP/ERSA.

4. - CURFEW

4.1 INTRODUCTION

4.1.1. The Sydney Airport Curfew Act 1995, the Sydney Airport Curfew Regulations and the Air Navigation (Aerodrome Curfew) Regulations regulate movements at Sydney/Kingsford-Smith Aerodrome between 2300 and 0600 Local. Additional restrictions apply, daily between 2245 and 2300 Local, and on Saturdays and Sundays between 0600 and 0700 and 2200 and 2300 Local.

4.1.2 The Act contains provisions for severe penalties for any unauthorised operations between the above times and for failure to provide information or the provision of false information.

4.1.3 The restrictions set out in this document become effective for all aircraft operating at Sydney/Kingsford Smith Aerodrome at 2245 Local on 24 December 1995. Specific operators have some concessions which are not listed here.

4.2 RESTRICTIONS APPLICABLE TO ALL AIRCRAFT

4.2.1 The restrictions listed in this paragraph are applicable to all aircraft including prop-propeller driven aircraft over 34,000KG MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

4.3 GROUP OF AIRCRAFT THAT CAN OPERATE

Only the following aircraft may take off or land at Sydney Aerodrome between 2300 and 0600 Local:

(a) Propeller-driven aircraft with a MTOW of 34,000KG or less that meet the noise level requirements of *ICAO Annex 16, Volume 1, Part 11, Chapter 3,5,6 or 10* (as appropriate to the aircraft classification).

(b) Jets with a MTOW of 34,000KG or less that meet the noise level requirements of *ICAO Annex 16, Volume 1, Part 11, Chapter 4 or 14*.

4.4 AVAILABLE RUNWAYS

All aircraft permitted to operate during the curfew period, and during the restricted times around the curfew period, must use the following RWY, unless the provisions of 4.5 or 4.6 apply:

(a) for landing:

- (i) 0600-0700 HR and 2200-2300 HR (SAT and SUN) Local.
Only RWY 34L, unless another RWY is nominated by ATC
- (ii) 2300-0600 HR (Daily) Local.
Only RWY 34L;

(b) for take-off:

- (i) 0600-0700 HR and 2200-2245 HR (SAT and SUN) Local.
Only RWY 16R or 16L, unless another RWY is nominated by ATC.
- (ii) 2245-2300 HR (Daily) Local.
Only RWY 16R or 16L;
- (iii) 2300 - 0600 HR (Daily) Local.
Only RWY 16R, south of the intersection of taxiway G.

NOTE: Aircraft that receive a taxi clearance prior to the commencement of the Curfew period (2300 HR Local) but subsequently depart after the commencement of the Curfew May use the full length of the runway and are not required to reposition south of the intersection of RWY 16R and taxiway G.

- (iv) If an aircraft receives taxi clearance prior to 2300 HR it may take off from RWY 16R even though the departure time may be within the curfew period;

4.5 EXEMPTIONS

These restrictions to operations do not apply to a flight under the following circumstances:

(a) The aircraft is being used for or in connection with:

- (i) a search and rescue operation;
- (ii) a medical emergency
- (iii) a natural disaster;

(b) the pilot of the aircraft has declared an in-flight emergency;

(c) the aircraft has insufficient fuel to be diverted to another airport;

(d) there is an urgent need for the aircraft to land or take-off;

- (i) to ensure the safety or security of the aircraft or any person; or
- (ii) to avoid damage to property.

4.6 DISPENSATIONS

4.6.1 Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.

4.6.2 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through PH: 0466 548 063 (24 HRS), or by email to: chapter2@infrastructure.gov.au

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4.7 REVERSE THRUST DURING THE CURFEW PERIOD

4.7.1 Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.

4.7.2 If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust the operator must, no later than 7 days after landing, give a reverse thrust return including the following details.

- (a) the date and time,
- (b) the aircraft registration, operator and type,
- (c) the engine type, and
- (d) the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: chapter2@infrastructure.gov.au

4.7.3 Notification of the use of reverse thrust greater than at idle power will not be issued to operators by Airservices.

4.8 MISSED APPROACHES DURING THE CURFEW PERIOD

4.8.1 If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:

- (a) date and time;
- (b) the aircraft registration, operator and type;
- (c) the reasons for the missed approach, including the wind conditions prevailing at the time; and
- (d) the tailwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: chapter2@infrastructure.gov.au

4.8.2 Notification of missed approach incidents will not be issued to operators by Airservices.

4.9 CLASSIFICATION OF AIRCRAFT

4.9.1 The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Director, South West, ACT and NSW Airports and Noise Section, at the address shown in para 4.7.2.

5. CONCESSIONS FOR INTERNATIONAL AIRCRAFT

5.1 Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota:

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(a) no more than twenty four landings between 0500 and 0600 HR local time in any one week.

5.2 Slot allocation to operate within the quota can be obtained from;

Airport Coordination Australia Pty. Ltd.
3/1227 Sydney International Terminal
PO Box 332
Mascot NSW 1460

Telephone: (02) 9313 5469
Facsimile : (02) 9313 4210
SITA : HDQACXH
Email : coordaus@magna.com.au

6. DESIGNATED FLIGHT CORRIDORS

6.1 INTRODUCTION

The Air Navigation (Aerodrome Flight Corridors) Regulations regulate flight corridors used at Sydney/Kingsford Smith Aerodrome. The Regulations contain provisions for penalties for contravention or failure to comply with the relevant designated flight corridor.

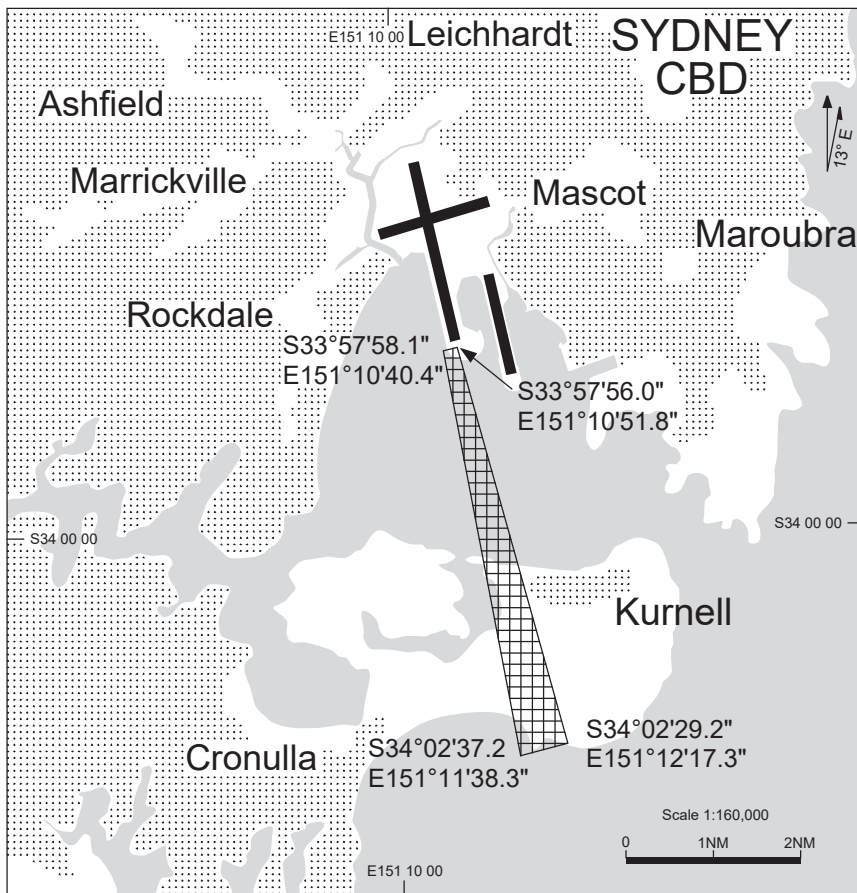
6.2 USE OF FLIGHT CORRIDORS

Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons. During curfew hours, this requirement applies to ALL aircraft.

6.3 FLIGHT CORRIDORS

The Sydney Airport Arrival and Departure flight corridors designated for the runways are promulgated in this document (NAP Pages 7 - 10).

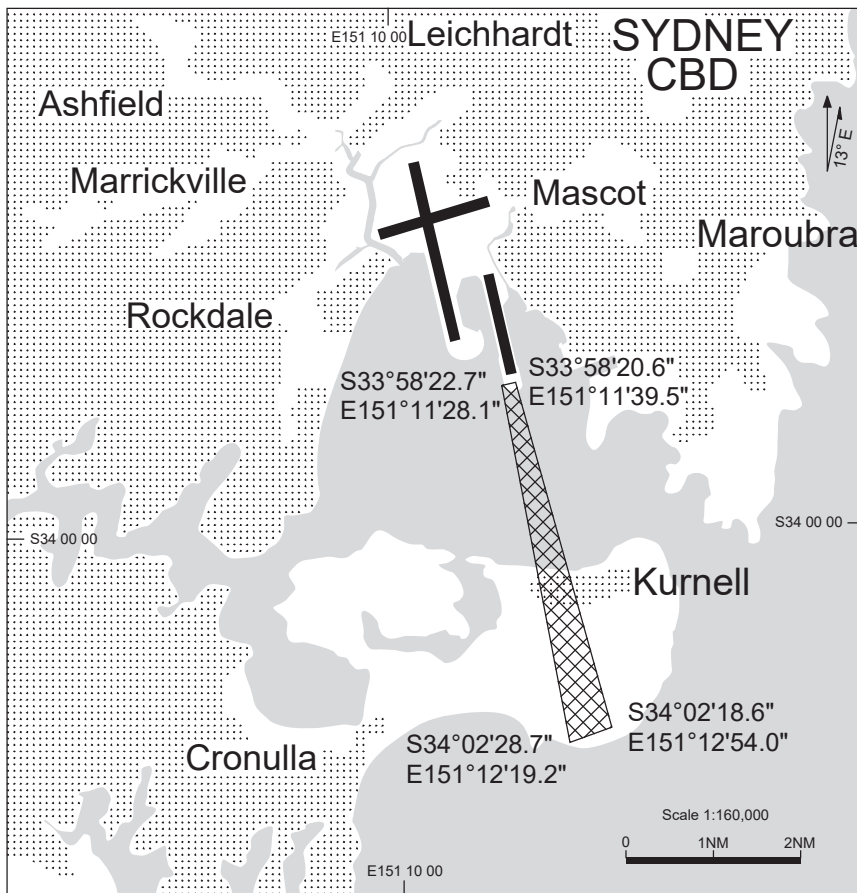
FLIGHT CORRIDOR A



Flight Corridor A (Runway 34L - landing approach)

The points by reference to which the location and dimensions of Flight Corridor A are defined are all the points on an imaginary line commencing at the point of intersection of Latitude $33^{\circ}57'56''$ South and Longitude $151^{\circ}10'51.8''$ East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude $34^{\circ}02'29.2''$ South and Longitude $151^{\circ}12'17.3''$ East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude $34^{\circ}02'37.2''$ South and Longitude $151^{\circ}11'38.3''$ East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude $33^{\circ}57'58.1''$ South and Longitude $151^{\circ}10'40.4''$ East, then in a north-easterly direction along the geodesic to the point of commencement.

FLIGHT CORRIDOR C

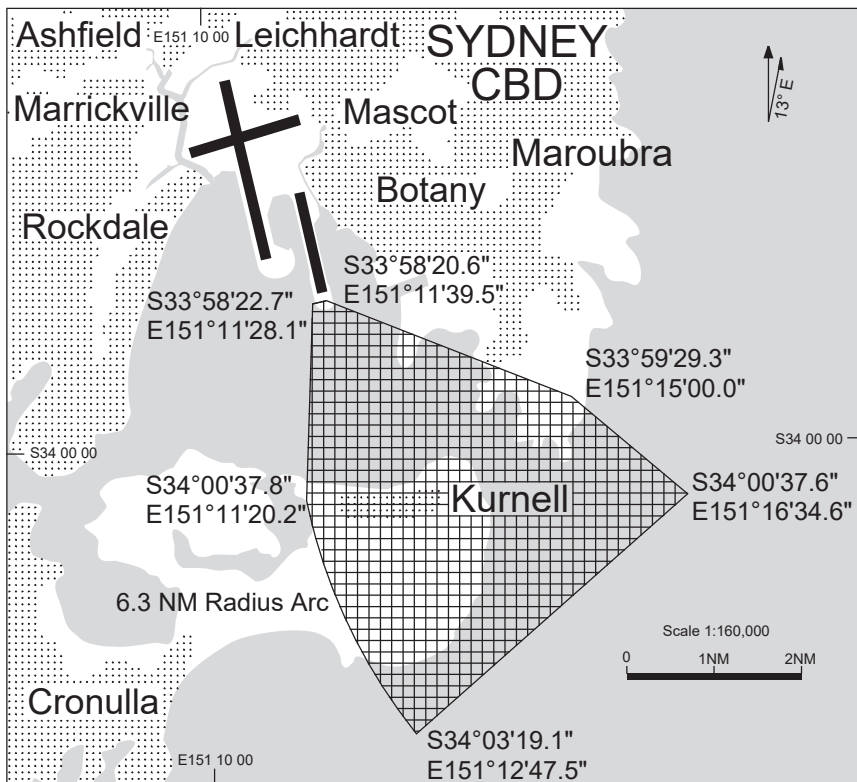


Flight Corridor C (Runway 34R - landing approach)

The points by reference to which the location and dimensions of Flight Corridor C are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'18.6" South and Longitude 151°12'54" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°02'28.7" South and Longitude 151°12'19.2" East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

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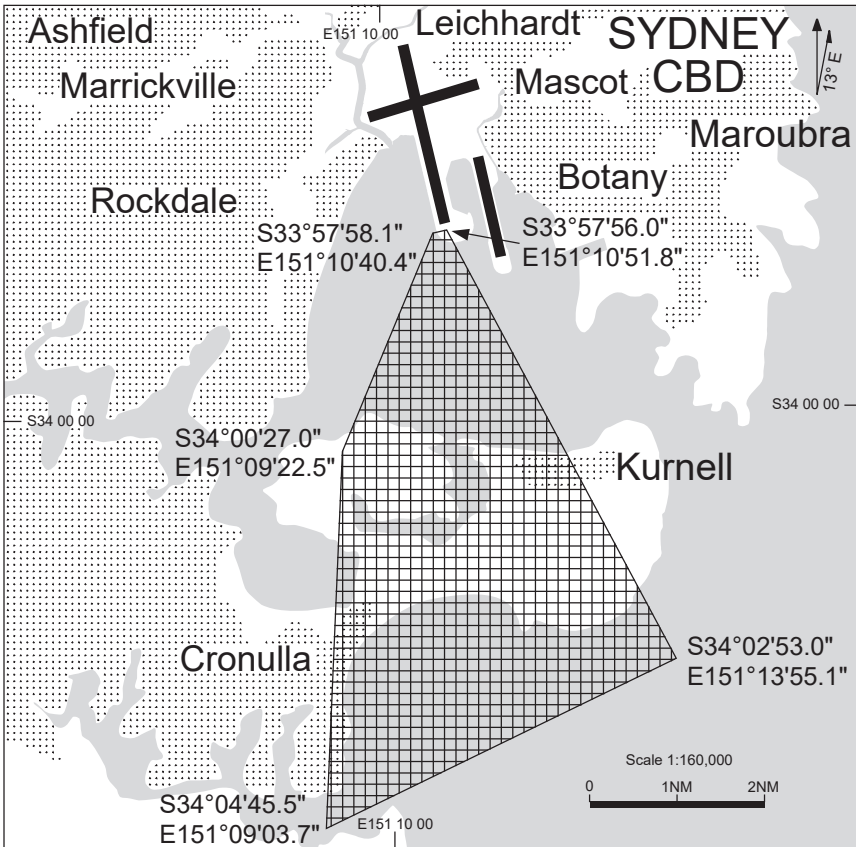
FLIGHT CORRIDOR E



Flight Corridor E (Runway 16L - departure after take-off (IFR flight))

The points by reference to which the location and dimensions of Flight Corridor E are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 33°59'29.3" South and Longitude 151°15'00" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°00'37.6" South and Longitude 151°16.34.6" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°03'19.1" South and Longitude 151°12'47.5" East, then in a north-westerly direction along an arc of a circle of radius 6.3 Nautical Miles centred on the point of intersection of Latitude 33°59'27" South and Longitude 151°18'46.8" East to the point of intersection of Latitude 34°00'37.8" South and Longitude 151°11'20.2" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

FLIGHT CORRIDOR G



Flight Corridor G (Runway 16R - departure after take-off (IFR flight))

The points by reference to which the location and dimensions of Flight Corridor G are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'53" South and Longitude 151°13'55.1" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°04'45.5" South and Longitude 151°09.03.7" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 34°00'27" South and Longitude 151°09'22.5" East, then in a north-easterly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.