

NOISE ABATEMENT PROCEDURES

ADELAIDE

1. INTRODUCTION.

- 1.1 Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

2. PREFERRED RUNWAYS

- 2.1 Between the hours of 0600 and 2300 LOCAL TIME the Preferred runways are:

1. RWY 23
2. RWY 05

- 2.1.1 When RWY 23 is the duty runway aircraft may land RWY 05. When RWY 05 is the duty runway aircraft may take-off RWY 23

- 2.2 In the event of the non availability of RWY 05/23 the preferred runways are:

1. RWY 30
2. RWY 12

- 2.2.1 When RWY 30 is the duty runway aircraft may land RWY 12.
When RWY 12 is the duty runway aircraft may take-off RWY 30.

- 2.3 Jet noise abatement climb procedures apply on runways 05, 12 and 30

- 2.4 During the hours of 0600 to 0700 and 2100 to 2300 LOCAL TIME shoulder periods exist.

- 2.4.1 During these times:

- (a). When RWY 23 is the duty runway non-jet aircraft below 32,000kg MTOW may land on runways other than RWY 23.
- (b). When RWY 05 is the duty runway non-jet aircraft below 32,000kg MTOW may take-off on runways other than runway 05.

- 2.5 Between 0700 and 2100 LOCAL TIME preferred runways may be waived for non-jet aircraft below 32,000kg MTOW.

3. PREFERRED FLIGHT PATHS.

- 3.1 Preferred flight paths do not apply to single engine aircraft less than 1750kg MTOW.

- 3.2 Preferred flight paths may be waived for non-jet aircraft less than 32,000kg MTOW, between 0700 and 2100 local time.

3.3 ARRIVING AIRCRAFT.

Via a STAR where available otherwise in compliance with the following provisions:

- (a) RWY 23

From the East-Intercept the RWY 23 LOC at or beyond MOPRI or the 047R (RWY 23 VOR) at or beyond 10nm. Aircraft shall not be cleared below 3000FT until passing MOPRI or 10 NM.

From the West - Right circuit/base.

(b) RWY 05

From the East-Track via PEGTU to intercept runway centreline at, or beyond, 5NM for jets and 3NM for non-jets, (AD215R for VOR RWY 05 approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD215R for VOR RWY 05 approach).

(c) Runway 12.

From the East-Intercept the 10 DME AD ARC thence intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD304R for instrument approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non jets, (AD304R for instrument approach).

(d) Runway 30.

From the East-Intercept runway centreline at, or beyond, 10NM.(AD110R for instrument approach).

From the West-As determined by traffic management requirements.

3.4 DEPARTING AIRCRAFT.

(a). RWY 23

East: Jets maintain runway heading/track until at least 6 NM then via LEMAT.

Non-jets maintain runway heading/track until at least 3 NM, then seawards of the coast and then via LEMAT. West: Maintain runway heading/track until at least 3 NM.

(b). RWY 30

Maintain runway heading/track until at least 3NM.

(c). RWY 05 and 12.

No requirements.

(d). Aircraft departing RWY 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000FT for non-jets or 5000FT for jets before crossing the coastline east bound.

4. TRAINING FLIGHTS.

4.1 Flying training (See AIP ERSA).

5. CURFEW

2300-0600 Local

5.1 APPLICATION.

5.1.1 The Adelaide Airport Curfew Act and Regulations commenced on 27 August 2000.

From that time, the curfew provides that between 2300 and 0600 Local no

landing or take-offs are permitted at Adelaide Airport except for the following under 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.5, 5.6 and 5.7:

7 SEP 2023

- 5.1.2 A maximum of 8 international aircraft (refer definitions at 5.8) landings during curfew shoulder periods (2300-midnight and 0500-0600) may be permitted per week. Prior approval through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) is required for operations in this category; and
- 5.1.3 A maximum of 25 landings and 15 take-offs each week by low noise heavy freight aircraft (refer 5.8) may be permitted. Prior approval through DITRDCA is required; and
- 5.1.4 Propeller driven aircraft with a maximum take-off weight (MTOW) of 34,000kg or less, that meet specified ICAO noise standards; and
- 5.1.5 Jets with a MTOW of 34,000kg or less which meet International Civil Aviation Organization Chapter 4 or Chapter 14 noise standards as specified in *Annex 16, Volume I*.

3 MAR 2016**5.2 RUNWAY SELECTION.**

- 5.2.1 Landings by approved international aircraft (refer 5.8) during the curfew shoulder periods should be on runway 05, unless meteorological conditions require the aircraft to land on another runway, and aircraft should not use reverse thrust greater than idle reverse thrust.
- 5.2.2 Movements to approved low noise heavy freight aircraft (refer 5.8) during curfew periods, in relation to (i) take-offs - must be from runway 23, and (ii) landings - should be on runway 05 unless the meteorological conditions require the aircraft to land on another runway. Aircraft should not use reverse thrust greater than idle reverse thrust.
- 5.2.3 Where an approved international aircraft (refer 5.8) or an approved low noise heavy freight aircraft (refer 5.8) lands on a runway other than runway 05, the operator of the aircraft must within 7 days after the landing give to Airservices Australia a return that states:
- (a) the date and time of the landing; and
 - (b) the runway on which the landing occurred; and
 - (c) the aircraft's registration mark, its operator, and its type, and
 - (d) the reason for landing on a runway other than runway 05, including the wind conditions at the time, and
 - (e) the down wind limits for landing specified in the aircraft's flight manual.
- 5.2.4 Jet aircraft movements during curfew periods other than to approved international aircraft, and approved low noise heavy freight aircraft, in relation to:
- (a) take offs - should be from runway 23, and
 - (b) landings - should be onto runway 05 unless meteorological conditions require the aircraft to land on another runway.
- 5.2.5 For Non-Jet aircraft, the preferred runways are:
runway 23 for take-offs; and
runway 05 for landings.
- 5.2.6 When runway 23 is the duty runway for landing, non-jet aircraft less than 25,000kgs MTOW may land on runway 12.
- 5.2.7 When runway 05 is the duty runway for take-off, non-jet aircraft less than 25,000kgs MTOW may take-off from runway 30.
- 5.2.8 In the event of the unavailability of runway 05/23, the preferred runways are:
runway 30 for take-offs; and
runway 12 for landings.

5.3 PREFERRED FLIGHT PATHS

- 5.3.1 During the curfew, the preferred flight paths in section 3 will apply to all arriving and departing aircraft, except single engine aircraft of less than 1,750kg MTOW.

5.4 TAKE-OFF WHEN TAXI CLEARANCE RECEIVED BEFORE START OF CURFEW PERIOD

- 5.4.1 An aircraft may take off during a curfew period if it received taxi clearance before the start of the curfew period.

13 JUN 2024

5.5 USE OF ADELAIDE AS AN ALTERNATE

- 5.5.1 Adelaide Airport may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent take-offs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
- 5.5.2 The use of Adelaide Airport as an alternate during the curfew relates to situations where there is an urgent need for an aircraft to land. If an aircraft uses Adelaide Airport as an alternate, where ever possible, the Noise Abatement Procedures for Adelaide Airport set out in this section should be followed.

5.6 EXEMPTIONS

- 5.6.1 Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from Department of Infrastructure, Transport, Regional Development, Communications and the Arts is not required:
- (a) the aircraft is being used for, or in connection with:
 - (i) a search and rescue operation; or
 - (ii) a medical emergency; or
 - (iii) a natural disaster; or
 - (b) the pilot of the aircraft has declared an in-flight emergency; or
 - (c) the aircraft has insufficient fuel to be diverted to another airport; or
 - (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.

- 5.6.2 An aircraft, having landed subject to the above conditions (i.e. dispensation not required), may resume its flight once the emergency has been resolved.

5.7 DISPENSATIONS

- 5.7.1 A dispensation may be granted authorising an aircraft to land at, or take off from, Adelaide Airport in exceptional circumstances. Prior approval is required
- 5.7.2 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, Adelaide 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

5.8 DEFINITIONS

- 5.8.1 An aircraft is an international aircraft if:
- (a) the aircraft is being used for an international air service to carry passengers or freight (or both) for hire or reward, to or from the Airport, and
 - (b) one of the following applies:
 - (i) the operator of the aircraft has an international airline licence granted under section 12 of the Air Navigation Act 1920; or
 - (ii) the operator of the aircraft has a permission under section 15D of that Act; or
 - (iii) the operator of the flight in question is covered by a permission under section 17 of that Act; or

PADNA05-179

13 JUN 2024

- (iv) the flight in question is covered by a determination under subsection 17 (1B) of that Act; and
- (c) the aircraft complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the maximum take-off weight of the aircraft (whether or not the Chapter is expressed to apply to the aircraft); and
- (d) if the aircraft is being used solely for the purpose of carrying freight - the aircraft is not a low noise heavy freight aircraft; and
- (e) for a take-off from Adelaide Airport - the first or second port of call of the aircraft after taking off from Adelaide Airport is outside Australia; and
- (f) for a landing at Adelaide Airport - the last or second last port of call of the aircraft before landing at Adelaide Airport was outside Australia.

5.8.2 An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:

- (a) has a maximum take-of weight that is 34,000kgs or more; and
- (b) is being used solely for the purpose of carrying freight; and
- (c) complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the aircraft (whether or not the Chapter is expressed to the aircraft); and
- (d) complies with the 90-95 noise level rule.

5.9 FURTHER INFORMATION

5.9.1 Any enquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on PH: 0466 548 063 during normal business hours or email: chapter2@infrastructure.gov.au