

NOISE ABATEMENT PROCEDURES

Day and Night preferred runway operations will be nominated during normal operations as per AIP ENR.

Day runway modes provide segregation from Sydney/Kingsford Smith Aerodrome flight paths. Night runway modes allow flight paths not constrained by Sydney/Kingsford Smith Aerodrome operations.

ATC may nominate alternative runway configurations when required due to critical operational requirements, unusual operations such as emergencies, or when airborne delays exceed published holding requirements.

Safe commencement and cessation of night runway operating modes is dependent on transition to and from Sydney/Kingsford Smith Aerodrome curfew mode and as such there may be variations from day to day to accommodate these transitions.

1 - PREFERRED RUNWAYS

Priority	Landing	Take-off
Day (0530-2300 Local)		
1	Runway 23	Runway 23
2	Runway 05	Runway 05
Night (2300-0530 Local)		
1	Runway 05 (RRO)	Runway 23 (RRO)
2	Runway 23 (*1)	Runway 23
3	Runway 05	Runway 05 (*2)

(*1) Subject to ATC approval, landing on Runway 05 is available.

(*2) Subject to ATC approval, take-off from Runway 23 is available.

1.1 - Reciprocal Runway Operations (RRO)

During RRO and subject to arriving traffic disposition, jet aircraft departing Runway 23 on routes to the west and northwest; ATC may cancel the SID and instruct aircraft to track extended centreline. Once airborne the departure will be radar vectored clear of noise sensitive areas.

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2 - PREFERRED FLIGHT PATHS

2.1 - Arriving Aircraft

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

1. Between 0530 and 2300 Local, when required for traffic management, ATC may clear an aircraft to join final inside the Initial Approach Fix. Wherever practicable this will be no closer than the Final Approach Fix (approximately 6NM final).
2. Between 0530 and 2300 Local, only when required for expedition, ATC may clear aircraft off their assigned STAR, provided the aircraft rejoins the STAR at or above 5,000ft AMSL.
3. Between 2300 and 0530 Local, arriving aircraft must remain on STAR and above 5,000ft AMSL, where practicable, whilst transiting noise sensitive areas.

2.2 - Departing Aircraft

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

1. Between 0530 and 2300 Local, ATC may clear a departing aircraft off its assigned SID when above 5,000ft AMSL.
2. Between 2300 and 0530 Local, when subject to RRO-NAP, departing aircraft will be radar vectored to avoid noise sensitive areas or be processed as closely as possible to published flight paths.

3 - JET NOISE ABATEMENT CLIMB PROCEDURES

Jet Noise Abatement Departure Procedures (NADP) are required for all jet departures. NADP 2 is preferred unless operationally unavailable.

4 - LANDING - USE OF REVERSE THRUST

Between 2200 – 0600 Local, pilots are requested to minimise the use of reverse thrust where operationally acceptable.