

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.