4.2 PERMITTED OPERATIONS

4.2.1 Only aircraft meeting the following criteria are permitted to operate at Essendon Airport between 2300 local time and 0600 local time.

(a) Propeller-driven aircraft with a MTOW that does not exceed 8618KG;

(b) Propeller-driven aircraft with a MTOW that exceeds 8618KG but the aircraft's noise emission levels do not exceed:

i. 90 EPNdB on take-off; and

ii. 95 EPNdB on approach to landing

An aircraft's noise emission levels must be measured in accordance the procedures set out in Appendix 2 to Volume 1 of Annex 16 to the Chicago Convention, but without allowing any trade-offs under the process set out in Clause 3.5 of Chapter 3 of the annex.

(c) A helicopter that complies with the relevant maximum noise levels specified in Chapter 8 or 11, Volume I Annex 16 that are applicable to the MTOW of the helicopter (whether or not the Chapter is expressed to apply to the helicopter).

4.2.2 The operator is responsible for determining the noise status of an aircraft with respect to ICAO Annex 16. If an aircraft is noise certificated, the necessary information will be available with the aircraft's documentation. Airservices Australia will provide advice, on request, to operators. Operators can obtain this information by writing to: Noise Assessment Team, Airservices Australia, GPO Box 367, Canberra, ACT, 2601; email Noise.Assessment@AirservicesAustralia.com

4.2.3 An aircraft that otherwise would not be permitted to take off during the curfew period may take off if:

(a) The aircraft received taxi clearance before the start of the curfew period; or

(b) An Air Traffic Control service is not available, and the aircraft began taxiing for take off before the start of the curfew period.

4.2.4 An aircraft that otherwise would not be permitted to land during the curfew period may land if :

(a) Both of the following conditions are met:

i. When the aircraft takes off, the aircraft operator reasonably believes that the aircraft will land before the beginning of the curfew period,

ii. The landing is authorised by a dispensation given under 4.4.

(b) The aircraft is involved in an emergency (within the meaning given by paragraph 4.3.2).

4.2.5 A flight plan must be submitted to Airservices Australia before operating at Essendon Airport during the curfew period. This requirement does not apply to operations described in para 4.2.4.

4.2.6 The operator of an aircraft shall not flight plan with Essendon Airport as an alternate airport if the flight is scheduled to end during the curfew period.

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