NOISE ABATEMENT PROCEDURES

PERTH

1 - PREFERRED RUNWAYS

1.1 - Runways will be nominated by Air Traffic Control for noise abatement as follows:

Landing 1 - Runway 21, Runway 03 and Runway 24 are equally preferred.
2 - Runway 06

Departing 1 - Runway 21, Runway 03 and Runway 06 are equally preferred.
2 - Runway 24.

1.2 - Due to a co-ordinated runway change plan for traffic managment at Perth and Pearce, runway changes at Perth will generally be effected when the wind conditions listed in AIP NAP are met at both aerodromes.

2 - PREFERRED FLIGHT PATHS

2.1 - The minimum height over residential areas is:

- Jet aircraft 5000FT AGL;
- Turbo-prop aircraft 3000FT AGL;

except where impractical in the normal course of operation to and from the airport runways.

2.2 - Aircraft departing to the east of Perth on Standard Instrument Departures will be kept on track until leaving an altitude of 8000FT except when required for operational reasons.

2.3 - ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with paragraph 2.1.

2.4 - IFR arriving aircraft must be processed via STAR tracks where available. STAR tracking may only be varied if essential for sequencing or separation.

2.5 - Non-STAR tracking must approximate STAR tracks or must comply with paragraph 2.1 except:

1. Landing runway 21, arriving from the South
   a. ACFT at or below 45000kg MTOW, visual left CIRCUIT
2. Landing runway 21, arriving from the West
   a. Via WOOFY to 6nm final runway 21 for VISUAL APPROACH
3. Landing runway 24, arriving from the South
   a. Via SPUDO
4. Landing runway 03, arriving from the South or West
   a. Via HARMN for ILS approach
   b. Via 5nm Final runway 03 for VISUAL APPROACH
5. Landing runway 06, arriving from the Southwest or West
   a. West of the coast then via straight in approach

3 - TRAINING FLIGHTS

See AIP/ERSA

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