4.7 REVERSE THRUST DURING THE CURFEW PERIOD

4.7.1 Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.

4.7.2 If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust the operator must, no later than 7 days after landing, give a reverse thrust return including the following details.

(a) the date and time,
(b) the aircraft registration, operator and type,
(c) the engine type, and
(d) the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: chapter2@infrastructure.gov.au

4.7.3 Notification of the use of reverse thrust greater than at idle power will not be issued to operators by Airservices.

4.8 MISSED APPROACHES DURING THE CURFEW PERIOD

4.8.1 If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:

(a) date and time;
(b) the aircraft registration, operator and type;
(c) the reasons for the missed approach, including the wind conditions prevailing at the time; and
(d) the tailwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: chapter2@infrastructure.gov.au

4.8.2 Notification of missed approach incidents will not be issued to operators by Airservices.

4.9 CLASSIFICATION OF AIRCRAFT

4.9.1 The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Director, South West, ACT and NSW Airports and Noise Section, at the address shown in para 4.7.2.

5. CONCESSIONS FOR INTERNATIONAL AIRCRAFT

5.1 Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota:

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