

NOISE ABATEMENT PROCEDURES

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.