

# Noise abatement procedures

FEBRUARY 2020

Minimising the impact of aircraft noise disturbance on the community is one of Canberra Airport's key achievements in partnership with Airservices Australia and the airlines, and it remains an ongoing goal for the future. The Airport has taken a proactive approach to managing aircraft noise through comprehensive and ongoing consultation with, and in response to, the community.

## 2014

Standard Instrument Departure (SID) amendment Runway 35

Jet aircraft departing Runway 35 previously turned left when achieving 7,000 feet (2,133m), flying over northern areas of Canberra. An amendment was made to the SID so aircraft continue north to a waypoint, before turning left, positioning the aircraft over non-residential land.

## 2013 and 2006

Required Navigation Performance (RNP) curved approaches – Smart Track

Boeing 737–800 aircraft and other capable aircraft use technology to operate a curved noise abatement approach to Runway 35. These aircraft bypass Jerrabomberra on arrival, and instead fly over, noise impacting the rural areas of Tralee/South Jerrabomberra, and Enviroana.



## 2005

New Standard Terminal Arrival Route (STAR) procedures

Aircraft arriving and departing the main Runway 17/35 stay inside the High Noise corridor, reducing high level aircraft over-flight of residents in Tuggeranong and Gungahlin.

## 2003

### Night operations

Overnight freight operators are required to use Runway 17/35, rather than Runway 12/30, between 11pm and 6am. A similar agreement has been reached with the Royal Flying Doctor Service/NSW Air Ambulance, other than in emergency situations.

Higher over-flight of residents located between Queanbeyan and Bungendore

For light aircraft travelling to the training area near Bungendore, aircraft travel at an altitude of 500ft higher than previously flown.

Protection of North Canberra residents through altered departure procedures Runway 30

Revised departure procedures for Runway 30 require light aircraft to track over Fairbairn Avenue to the War Memorial before turning, avoiding disturbance to residents of North Canberra.



## 2002

### New standard departure procedures

Aircraft departing Runway 17/35 stays inside the High Noise corridor for longer, before they turn onto the track to their destination. This has ensured reduced high-level aircraft over-flight of residents in Tuggeranong and Gungahlin.

Minimised noise to Pialligo and North Canberra residents from circuit traffic

New circuit procedures on Runway 12/30 are introduced to ensure minimal aircraft noise impact to residents in Pialligo and North Canberra.

### Arrival procedures Runway 12

Arriving aircraft on Runway 12 join their final track, no later than the War Memorial, to reduce noise over North Canberra.

Increased protection for Carwoola, Captains Flat Road and Ridgeway residents

Amended arrival procedures to Runway 30 arrival from the east to provide noise respite to the rural-residential areas of Carwoola, Captains Flat Road, and The Ridgeway. Aircraft are directed mainly over currently unpopulated western areas of Kowen Forest.

## 1998

Night protection for Jerrabomberra residents from arrival flight paths

Between 8pm and 7am, Runway 17 from the north is the preferred arrival runway when weather conditions permit. This measure ensures over-flight of Jerrabomberra residents is avoided overnight whenever possible.

## 1996

Protection for Jerrabomberra residents from departure flight paths

A 12-degree offset departure flight path is introduced to ensure aircraft taking off to the south on Runway 17 fly away from Jerrabomberra, towards the western side of the High Noise Corridor, over rural land at Tralee (now referred to as South Jerrabomberra) and Environs.

## 1995

Canberra and Queanbeyan noise abatement areas

There is less overflight of residential areas by arriving and departing aircraft. Jets in the Noise Abatement Areas may not fly below 5,000ft (1,524m) above ground level, and large propeller aircraft may not fly below 3,000ft (914m) above ground level, except in exceptional circumstances.