

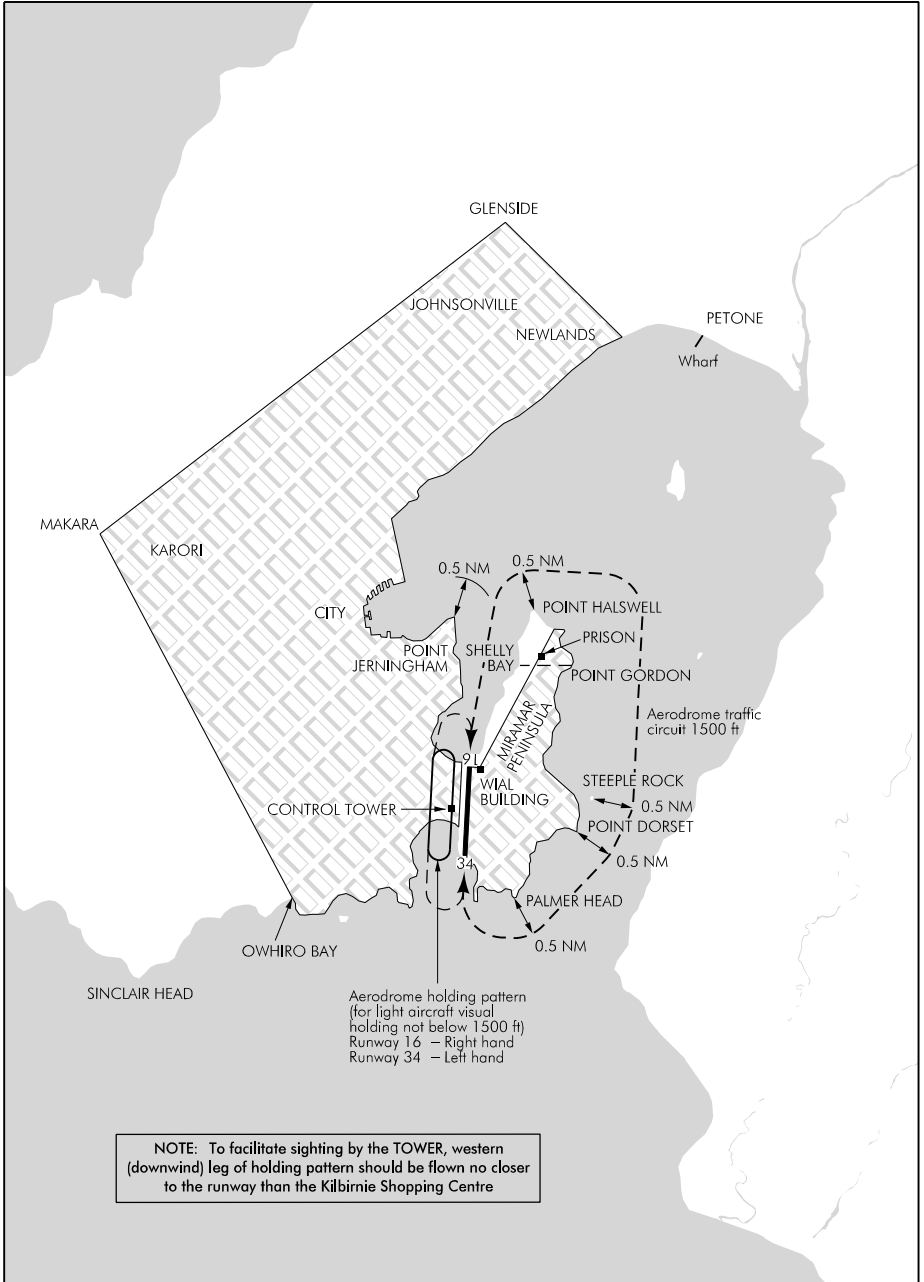
ELEV 41

NZWN

TOWER: 118.8 120.0

WELLINGTON NOISE ABATEMENT (1)

ATIS: 126.9



Changes from 20 JUL 17: Control Tower location updated.

WNNA-B

Effective: 1 FEB 18

ELEV 41

NZWN

TOWER: 118.8 120.0

**WELLINGTON
NOISE ABATEMENT (2)**

ATIS: 126.9

Derived from an Environmental Court decision dated 19 November 1997**1. GENERAL**

Aircraft operations at Wellington International Airport shall normally be prohibited between 1200 and 1800 UTC (1100 and 1700 UTC during NZDT) with the exception that international arrivals are permitted until 1300 UTC (1200 UTC during NZDT).

The above restriction on hours of operation shall not apply:

- (a) to aircraft landing in an emergency;
- (b) to aircraft using Wellington International Airport as a planned alternate, but which shall not take off until 1800 UTC (1700 UTC during NZDT);
- (c) to emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;
- (d) to the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;
- (e) foreign military aircraft carrying heads of state and/or senior foreign dignitaries;
- (f) in the case of disrupted flights where operations may be permitted for an additional 30 minutes after 1200 UTC (1100 UTC during NZDT) for domestic operations and international departures, and an additional 30 minutes after 1300 UTC (1200 UTC during NZDT) for international landings;

A disrupted flight is defined as a flight which is delayed on arrival or departure at Wellington through unforeseen circumstances that could not reasonably be catered for by prudent timetabling, such delay having originated at Wellington or within the previous 4 sectors as a result of:

- weather (at origin, enroute or destination causing cancellations, diversions, delays, missed approaches or holding)
- Air Traffic Control (congestion, start delays, enroute holding or approach delays)
- closure of a departure or destination aerodrome
- diversion for in-flight medical condition or flight safety reason to another aerodrome other than the flight planned aerodrome
- aircraft unserviceability (e.g. mechanical breakdown)
- the aircraft being required to wait for crew from a flight delayed as a result of any of the above

Note:

- an aircraft which has been substituted for an aircraft delayed as a result of any of the above also comes within the definition of a disrupted flight
 - an aircraft may not depart Wellington after midnight and before 0600 HR (local) to act as a substitute aircraft for another that has become unserviceable at a location other than Wellington
- (g) in statutory holiday periods when operations may be permitted for an additional 1 hour beyond the disrupted schedule allowance;

The definition of statutory holiday period was the subject of an Environment Court ruling. For details contact WIAL Airside Operations Co-ordinator Tel (04) 385 5164.