

ELEV 41

NZWN

TOWER: 118.8 120.0

WELLINGTON**NOISE ABATEMENT (3)**

ATIS: 126.9

2. Non chapter 3 jet aircraft operations shall normally be prohibited except:
 - in the event of unscheduled non-serviceability when substitute aircraft meeting chapter 2 may be used for the period of the non-serviceability
 - to aircraft using Wellington International Airport as a planned alternate but which shall not take off until 1800 UTC (1700 UTC during NZDT)
 - in the event of emergencies
 - to military aircraft, which have their own noise emissions quota

3. REQUESTS FOR ONE-OFF EXEMPTIONS

The authority to grant any exemptions rests with the Wellington City Council pursuant to the Resource Management Act 1991.

As a general rule, exemptions will not be contemplated unless:

- adequate time has been given for full consultation and decision to be made within the terms and provisions of the Wellington District Plan
- circumstances are unusual, compelling and are unlikely to be repeated and the environment effect of the aircraft movement is minor

Enquiries in the first instance should be directed to the Manager, Property and Planning, Tel (04) 385 5153.

4. FLIGHT OPERATION PROCEDURES

No aircraft shall be flown over the noise abatement area (refer Wellington Noise Abatement Chart) at an altitude lower than that required by Civil Aviation Rules Part 91 (generally 1000ft AGL for flight over a populous area) or 1500ft, whichever is the higher.

This limit shall not apply:

- to aircraft on approach to land from the airport holding pattern
- to aircraft conducting operations within the built-up area as approved by the Director
- to aircraft north of a line joining Point Gordon and Shelly Bay, approaching to land on RWY 16
- to aircraft operating in accordance with promulgated IFR procedures
- to helicopters conducting emergency flights

5. Aircraft joining the standard aerodrome traffic circuit pattern shall maintain a distance of not less than 0.5NM from the Miramar peninsula as depicted on the Wellington Noise Abatement (1) Chart.

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6. Runway 34

Aircraft taking off VFR are required to track up the centre of Evans Bay. In conditions of turbulence, aircraft may track along the western side of Miramar peninsula adjacent to the Evans Bay coastline, that is west of a line passing through the WIAL building and Mt Crawford Prison, extended to the shoreline slightly east of Point Halswell.

The minimum altitudes for turns from these tracks are:

- to the west at 1500ft AMSL, continuing to climb to achieve at least 1000ft AGL
- to the east at 1000ft AMSL, provided the climb is continued to not less than 1500ft AMSL

7. Runway 16

Aircraft cleared by ATC to join right base from over the city must, in addition to 4 above, maintain a distance of not less than 0.5NM north of Point Jerningham.

Aircraft joining or departing via the aerodrome traffic circuit at altitudes of less than 1500ft AMSL must maintain a distance of not less than 0.5NM from the Miramar peninsula, as depicted on the Wellington Noise Abatement Chart.

The noise abatement requirements do not apply to aircraft conducting operations within the built-up area as approved by the Director.