Cairns International Airport

IATA/ICAO CODE:	CNS/YBCS
CITY:	Cairns
COUNTRY:	Australia

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Paul Lamont	Ian Robinson
Title:	Manager Aerodrome Operations	General Manager Airport
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Airport Web Site: www.cairnsport.com.au

ELEVATION: 10 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
15/33	3196	-	3	45
12/30	925	-	3	18

NOISE ABATEMENT PROCEDURES

See AIP Australia for details

The NAPs detail guidelines and restrictions on aircraft operations with the aim of reducing the impact of aircraft noise on the community. A full text the key points are:

Wind direction primarily dictates the direction in which aircraft take-off and land. When wind is not a factor and all other things are equal, aircraft should follow a "preferred" procedure, which has aircraft landing from the north and taking off to the south (using runway 15).

Larger jet aircraft taking off are required to use the full runway length between 11 pm and 6 am. This ensures they have gained maximum height when flying over residential areas

Chapter 2 aircraft are required to use full runway length at all time. This will ensure they have gained maximum height when flying over residential areas.

Engine test runs are not permitted between the hours of 11 pm and 6 am unless extenuating circumstances apply.

Aircraft are requested to limit the use of reverse thrust when landing however, safety requirements always override.

Aircraft are encouraged to use ground power units whilst aircraft are parked on the apron for extended periods.

Departing Aircraft
Departing aircraft follow specific flights paths known as Standard Instrument or Radar Departures (SID or SRD). At Cairns, all jet aircraft taking off to the south, turn left as soon as they reach 400 ft. or the end of the runway, which ever comes first. This takes them away from the North Cairns area as soon as possible and out to sea.

All jet aircraft taking off to the north, continue northwards until they reach the Non-Directional Beacon (NDB) at Holloways Beach and then commence a right hand turn. This should track aircraft over Richters Creek which is situated between Yorkeys Knob and Holloways Beach.

In exceptional circumstances (to avoid thunderstorms for example), Air Traffic Control can direct jet aircraft to continue straight ahead on the extended runway centerline over flying Yorkeys Knob.

The detailed instructions contained in the SID/SRD are followed by all large jet aircraft and other smaller aircraft flying under instruments.

Due to many variables such as aircraft type, speed, weight and wind for example, these procedures will not guarantee that all aircraft will turn exactly over Richters Creek. Some may fall short and cross the coast at the northern end of Yorkeys Knob however, the majority of aircraft should follow the path of Richters Creek.

Landing Aircraft
In conditions whereby visual approaches are possible, smaller jet aircraft (up to B737 size) landing over the northern beaches (approaching for runway 15) are directed to cross the coast at Richters Creek. Visual approaches are possible only during good weather conditions.

At night or when weather conditions dictate or for all large aircraft landing from the north, they follow the instrument landing system (they do an ILS approach). This means aircraft are on their final approach as far north as Palm cove and cross over the top of Yorkeys Knob about 1200 ft high.

To assist with noise reduction on final approach course, pilots are requested to delay flap deployment until as late as is operationally practicable.

Jet aircraft approaching over the city (landing on runway 33) will usually fly down the extended runway centerline, using a navigation aid known as the Localizer, from a point about 20kms south of the city.

Appendix C - Noise Abatement Procedures

2. Preferred Flight Paths

2.1 Arriving aircraft - Turbojets
These aircraft will be routed clear of populous areas until seawards of the coast line or established on their final approach course. To assist with noise reduction on final approach course, pilots are requested to delay flap deployment until as late as is operationally practicable.

a) Landing Runway 15: Expect to be tracked via the 15 DME arc, or vectored, to a RWY 15 ILS approach. When VMC exists below 3000FT by day, turbojets of 136,000KG MTOW or below will be cleared to the CS VOR R-360 /15 DME and are to maneuver visually from 5 DME via the "Creek Corridor"

Note: The Creek Corridor is established to minimize noise at, and north of, Yorkeys Knob and Holloways beach.

b) Landing Runway 33: Expect to be tracked via HENDO or the 20 DME arc to a RWY 33 LLZ/DME approach, or if weather conditions are suitable, join a visual right circuit seawards of the coastline.

c) Operators and pilots of jet aircraft are requested to co-operate in limiting the use of reverse thrust when landing between the hours of 2300-0600 local time.

2.2 Departing Aircraft - Turbojets:
Follow the requirements of the Standard Instrument Departure (Jets) and then be routed clear of populous areas.

Operators and pilots of jet aircraft are requested to cooperate in limiting the use of reverse thrust when landing between 2300-0600 local time.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS
1. Preferred Runways

1.1 Landing - Runway 15
1.2 Take-off - Runway 15 - Jet Noise Abatement climb procedures apply*

Note: Intersection departures runways 15 and 33 are not permitted 2300-0600 local time by aircraft exceeding 23,000KG MTOW. Intersection departures runways 15 and 33 are not permitted by Chapter 2 aircraft 24 hours.

* Jet Noise Abatement climb procedures apply on Runway 15. The procedure should satisfy the noise abatement objectives of the airport operator in alleviating noise either close to the airport or distant from the airport. examples of such procedures are given in PANS-OPS Vol. 1, Part V, Chapter 3 (NADP 1 and NADP 2).

As an alternative to the procedures detailed above, operators of aircraft which have engines with a bypass ratio greater then 3.5:1 may use the following procedure:

a. climb v2_10 kt to V2_20 kt or body angle limit speed; and
b. maintain take-off power to a height above the airport of 1000 ft;
c. then, maintaining a positive rate os climb, accelerate to zero flap minimum safe maneuvering speed (Vzf) retracting flaps on schedule;
d. then reduce to normal climb power/thrust; and

note: for airplanes with slow flap retraction, reduce power/thrust at an intermediate flap setting.

e. continue climb at not greater than Vzf+10 kt to a height above the airport of 3000 ft;
f. accelerate smoothly to en route climb speed; and
g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instructions.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

4. Other Restrictions

4.1 All aircraft between the hours of 2300-0600 local time unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns Port Authority (07) 40529744 or 0418-773065

4.2 All engine runs other than short duration idle power runs, are to be conducted in designated run-up bays only, except that subject to requirements of Civil Aviation Order 20.9 Section 5, non-turbine propeller driven aircraft below 5700kg MTOW may undertake short duration low power engine runs within leased areas.

APU OPERATING RESTRICTIONS

Operators are requested to use Ground Power Units in lieu of aircraft APU where possible, especially on the International Apron between the hours of 2300-0600 local time.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound		

Insulation (Residences and Public Buildings)	-	Not implemented at Cairns International Airport. Commonwealth controlled program. Local Govt Town Planning building approval standards may require assessment by an acoustic consultant and installation of sound insulation.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Not implemented at Cairns International Airport. Commonwealth controlled program.
Avigation Easements	-	Not Applicable
Zoning Laws	-	State Planning Policy SPP1/02 (and predecessor) requires Local Government to include provisions with in the Planning Scheme to prevent incompatible development in the vicinity of key airports. Planning Scheme reflects the current ANEF for the airport and requires compliance with Australian Standard AS2021 - 2000 (Acoustics - aircraft noise intrusion - building siting and construction). Refer below for extract (AS 2021 - 1994)
Real Estate/Property Disclosure Laws	-	Not aware of any.
Acquire Land for Noise Compatibility	-	Not Applicable

to date		
Population within each noise contour level relative to aircraft operations	-	Information not available
Airport Noise Contour Overlay Maps	2005	2005 Australian Noise Exposure Forecast - Cairns Airport
Total Cost of Noise Mitigation Programs to Date	-	Not Applicable
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Not Applicable

NOISE MONITORING SYSTEM

Click here for all noise monitoring system information including a current map for the airport.

FLIGHT TRACK MONITORING SYSTEM

The airport has a flight track monitoring system

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.

CHAPTER 3 RESTRICTIONS

Marginally compliant Chapter 3 airplanes restricted