

Wellington International Airport

IATA/ICAO CODE:	WLG/NZWN
CITY:	Wellington
COUNTRY:	New Zealand

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 40 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
16/34	1945/1921	RWY 16 TO Starter extension 130m prior to THR, RWY 34 TO starter extension 107m prior to THR - LDA 16/34 1814m	3	45

RESAs
90m x 90m RESA available

NOISE ABATEMENT PROCEDURES

4. Flight Operation Procedures

NZ Civil Aviation Rule Part 93 Subpart C specifies the noise abatement requirements for Wellington Airport. No aircraft shall be flown over the noise abatement area at an altitude lower than that required by Civil Aviation Rule Part 91 (generally 1000 ft AGL for flight over a populous area) or 1500 ft, 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 Noise Abatement Chart.

6. Runway 34

Aircraft taking off VFR are required to track up the center 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 1500 ft AMSL, continuing to climb to achieve at least 1000 ft AGL

- to the east at 1000 ft AMSL, provided the climb is continued to not less than 1500 ft 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 Port Jerningham.

Aircraft joining or departing via the aerodrome traffic circuit at altitudes of less than 1500 ft 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.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

An aircraft may not depart Wellington airport after midnight and before 6:00am. Generally no domestic arrivals permitted after midnight. Generally no international arrivals permitted after 0100.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

(a) Aircraft propulsion engines may be run for the purpose of engine testing

- during the hours of 0600 to 2000 - to carry out essential unscheduled maintenance between 2000 hrs and 2300 hrs

- to carry out essential unscheduled maintenance between 2000 hrs and 2300 hrs

- to operate an aircraft within the flying hours but provided that the engine run must be no longer than is required for normal procedures, which for the purpose of this rule shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron.

(b) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the hardstand area south and west of the Air New Zealand hangar at any time.

This area is depicted by the shaded portion of Map 39 of the Wellington City District Plan (contact WIAL Operations (04) 385 5164 for details).

(c) Restrictions on engine testing from 2300 hrs to 0600 hrs do not apply if engine testing can be carried out in compliance with all of the following:

(i) Measured noise levels do not exceed Leq (15 mins) 60 dBA at or within the boundary of any residentially zoned site.

(ii) Measured noise levels do not exceed Lmax 75 dBA at or within the boundary of any residentially zoned site.

(iii) Noise Levels shall be measured in accordance with NZS6801:1991 "Measurement of Environmental Sound"

(iv) The total number of engine test events to which rule (c) applies shall not exceed 18 in any consecutive 12 month period.

(v) The total duration of engine test events to which rule (c) applies shall be no more than 20 minutes.

APU OPERATING RESTRICTIONS

Ground power and auxiliary power units (GPUs/APUs)

(a) GPUs must comply with the noise limits in rule 11.1.1.1.7 of the Wellington City District Plan as follows:

Noise emissions levels, from any activity within the airport area, other than aircraft operations, engine testing and the operation of GPUs and APUs (as provided for in rule 11.1.1.1.8) when measured:

Monday to Saturday- 7am to 10 pm 55 dbA L10

At all other times- 45 dbA L10

All days 10 pm to 7 am- 75 dbA Lmax

(b) APUs With the exception of:

- aircraft under tow
- the first 90 minutes after the aircraft has stopped on the gate
- 60 minutes prior to scheduled departure
- the use of APUs to provide for engine testing pursuant to rule above

NOISE BUDGET RESTRICTIONS

1. Aircraft operations shall be managed so that the rolling 90 day average 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 65 dBA outside the Airnoise Boundary shown on District Plan Map 39. Aircraft noise will be measured in accordance with NZS6805:1992 and calculated as a 90 rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS 6805. The level of noise from aircraft operations, for comparison with Ldn 65 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated in a 24 hour period.

2. The following aircraft operations are excluded from the calculation of the rolling 90 day

average in rule 1

- Aircraft landing in an emergency
- The operation of emergency flights required to rescue persons from life- threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency
- The operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 1983
- Military aircraft movements which shall be managed in compliance with rule 3 below

3. The following conditions shall apply to New Zealand Defence Force Military aircraft

(a) New Zealand military transport aircraft operations shall be managed so that the following 90 day 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 55 dBA outside the Airnoise Boundary shown on District Plan Map 39.

Aircraft noise will be measured in accordance with NZS 6805:1992 and calculated as a 90 day rolling average

All terminology shall have the meaning that may be used or defined in the context of NZS6805. The level of noise from aircraft operations, for comparison with Ldn 55 dBA, is calculated from the total amount of a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated in a 24 hour period.

(b) Movements of New Zealand military combat aircraft shall be limited to 80 per year.

NOISE EMISSIONS

91.807 Engine Emission Compliance

No person may operate a turbojet or turboprop powered aircraft to or from an aerodrome within New Zealand after 28 July 2003, unless-

(1) for New Zealand registered aircraft, the Director is satisfied that the aircraft complies with the applicable aircraft engine emission standards specified in Appendix C to Part 21; and

(2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that are equivalent to the applicable aircraft engine emission standards specified in ICAO Annex 16, Volume II.

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	None to date	Land use management and Insulation for Noise' study presently underway, potential outcomes are a requirement for insulation of existing houses around the Airport and changes to zone rules promoting uses more compatible with immediate proximity to Airport.

Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	16 June 2000	The Wellington City District Plan imposes limits on development inside the Air Noise Boundary (ANB) The ANB is based upon the 65 Ldn noise contour but is adjusted for property boundaries. Some residential development is permitted inside the residential zones inside the ANB, recognising the inequity of unduly constraining those uses where they are already established and in fact predate the airport. New development is not permitted as of right in the commercial zones inside the ANB, recognising those zones have little history of residential development.
Real Estate/Property Disclosure Laws	-	A property search should disclose a property's location inside the ANB.
Acquire Land for Noise Compatibility to date	-	An ongoing programme of gradual property acquisition is in place for those properties closest to the Airport.
Population within each noise contour level relative to aircraft operations	-	728 dwellings inside the ANB
Airport Noise Contour Overlay Maps	-	Airport Noise Boundary (ANB) Map
Total Cost of Noise Mitigation Programs to Date	16 June 2000	Significant cost has been incurred by Airlines in 'hushkitting' of existing aircraft, and purchase of new quieter aircraft. Curfew between midnight and 0600, and other operational constraints also impose an as yet unquantified cost on the Airport.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	If required, potentially could come from a variety of sources: City Council, Airport, Airlines, Local residents.

NOISE MONITORING SYSTEM

[Map with noise monitor locations.](#)

Three noise monitors are located on the Airnoise Boundary. The noise data is downloaded daily by Brüel & Kjær EMS. Radar data is then matched against noise data by Brüel & Kjær EMS. Monthly reports are supplied by Brüel & Kjær EMSto Wellington International Airport.

FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System

NOISE LEVEL LIMITS

There are no limits for individual aircraft movements - see Noise Budget above

STAGE 2 RESTRICTIONS

Stage 2 civil aircraft are banned from operating to or from New Zealand airports, unless the operator has obtained an exemption from the Director of Civil Aviation. Additionally to operate a Stage 2 aircraft through Wellington International Airport would require the granting of a Resource Consent by Wellington City Council. Contact Wellington International Airport for more information.

STAGE 2 PHASEOUT

Phase out completed as of 28 July 2003.

STAGE 3 RESTRICTIONS - [NONE](#)

COMMENTS

Part 91

Subpart J - Operating Noise Limits

98.801 Applicability

This Subpart prescribes limitations on the operation of civil aircraft in New Zealand in respect to aircraft noise and engine emissions.

91.803 Noise Level Compliance

(a) No person shall operate an aircraft to or from an aerodrome within New Zealand after 28 July 2003, unless-

(1) for New Zealand registered aircraft, the Director is satisfied that the aircraft complies with the applicable aircraft noise standards specified in Appendix C to Part 21; and

(2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that are applicable aircraft noise standards specified in ICAO Annex 16 Volume I.

(b) Notwithstanding paragraph (a), a person may not operate a subsonic turbojet or turbofan powered aeroplane to or from an aerodrome within New Zealand unless that aeroplane is certificated to comply with noise standards that are at least equal to the aircraft noise standards specified in ICAO Annex 16 Volume I, Chapter 3.

Part 91 91.805

Aircraft Sonic Boom

(a) No person shall operate an aircraft at Mach number greater than 0.92 unless approved by the Director and in compliance with any conditions and limitations specified in the approval.

(b) No person shall operate an aircraft for which the maximum operating speed exceeds a Mach number of 0.92, within the territorial limits of New Zealand unless information available to the pilot in command includes flight limitations that ensure that flights entering or leaving New Zealand will not cause a sonic boom to reach the surface within New Zealand.

(c) A pilot-in-command of an aircraft that has a maximum operating speed in excess of a Mach number 0.92 must comply with the flight limitations required under paragraph (b).