

# Aircraft noise: the Civil Aviation Authority role

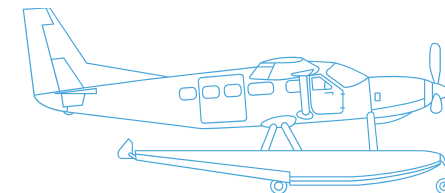


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# Regulatory structure for noise abatement



Minister of Transport	Director of Civil Aviation
Can make rules for noise abatement	Enforces the Act and Rules
Civil Aviation Act s.29B	Civil Aviation rules Part 21 & 93



# Existing noise rules

CAR 21:

*Certification of parts and products*

Technical standards for noise emissions for specific aircraft



CAR 93:

*Special aerodrome traffic rules and noise abatement procedures*

Rules for operating in the vicinity of airports



# Purpose of Part 93 rules



Special rules for aerodrome traffic: **Auckland**, Wellington, Christchurch, Paraparumu, Ardmore, Matamata.

In place to manage noise **while preserving aviation safety:**

Airspace regulation

Aircraft operations

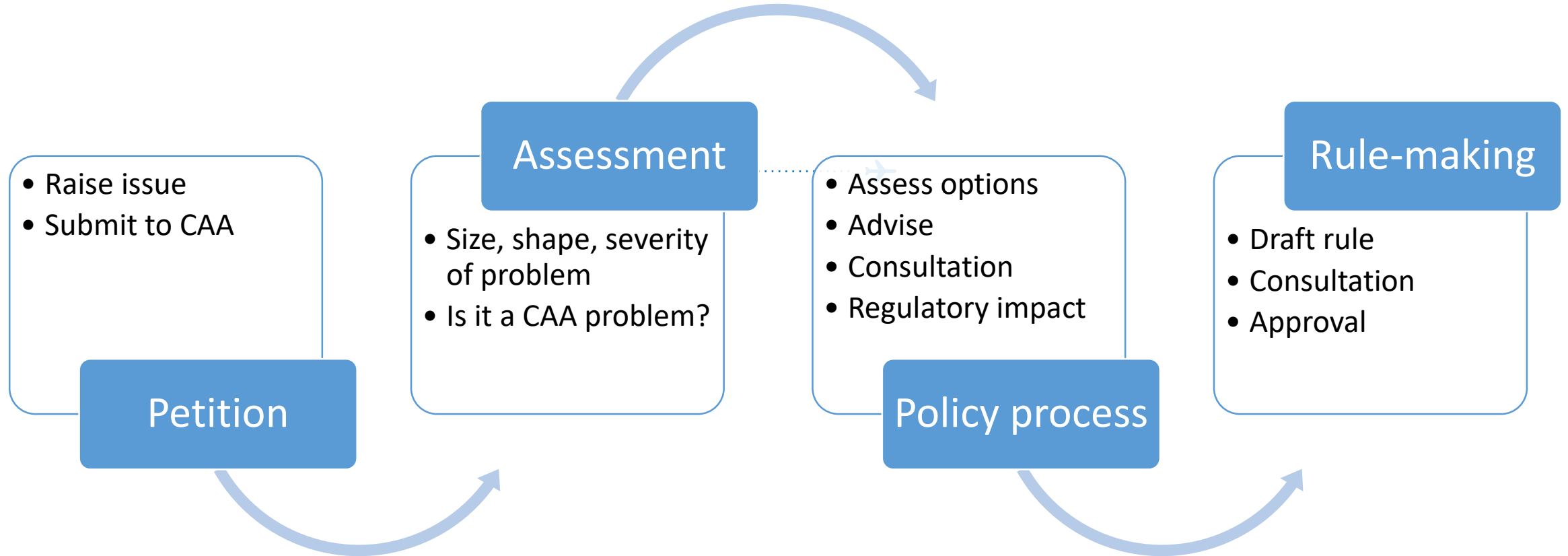
# What Part 93 does

- Defines noise abatement procedures: ..... →

*Means **inflight** procedures prescribed for the purpose of abatement of noise within the vicinity of an aerodrome*

- Sets departure and arrival noise abatement procedures
- Sets the noise abatement area and related procedures
- Establishes the use of runways between 11pm and 6am

# Changes to rules



# In summary...



*The CAA certainly does have a role in dealing with noise exposure in the vicinity of airports.*

*That role is intended, however, to support local government when necessary by assessing whether operational procedures or airspace changes may be possible to balance flight safety, airport utilisation and noise exposure in the event that the desired airport utilisation cannot be achieved within existing or projected noise exposure limits in the regional plan.*