

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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OPERATION OF AIRCRAFT

GENERAL

AEROPLANE NOISE ABATEMENT

- Δ* Indicates changes.
- Δ* This AIC replaces AIC 20A3 dated 94-06-15.
1. *Aeroplane noise during take-off and landing creates an ever increasing annoyance to inhabitants of areas adjacent to aerodromes.*
 2. *Continuous efforts are made to devise procedures in order to reduce aeroplane noise without jeopardizing safe operations.*
 3. ***In order to reduce or to restrict aeroplane noise to the minimum, the following procedures are proposed: -***
 - 3.1 *All aeroplanes must, as far as possible, use the full length of runways for take-off to ensure that sufficient altitude is gained in order to cross built-up areas with the minimum noise. No jet aeroplanes are to use RWY or TWY intersections for take-off between 2000 - 0400 Z.*
 - 3.2 *Turnouts immediately after take-off must as far as possible be avoided and runway heading must be maintained to a reasonable altitude.*
 - 3.3 *Where possible, aeroplanes must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are overflown, or the desired altitude has been reached / attained.*
 - 3.4 *Testing and run-ups of aeroplane engines must, as far as possible, be avoided during the period 1800 and 0400 Z.*
 - 3.5 *After landing minimum reverse thrust must, as far as possible, be utilized for purposes of braking.*
 4. *An appeal is made to all pilots to be considerate towards inhabitants of areas adjacent to aerodromes by combating aeroplane noise at all times.*

COMMISSIONER FOR CIVIL AVIATION