

PARAFIELD AIRPORT

CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for some aircraft arriving to Runway 21R at Parafield Airport from 5 November 2020.

Background

Since 2007, the [International Civil Aviation Organization \(ICAO\)](#) has encouraged its members to implement approach procedures with vertical (straight up and down) guidance to improve safety for aircraft arriving at airports.

One way to do this is through the use Baro-VNAV technology. BARO-VNAV stands for Barometric vertical navigation.

Baro-VNAV is a technology available on most large modern aircraft. The technology increases the likelihood of a stabilised approach being flown by the aircraft through the provision of vertical guidance to the pilot during their descent to the runway without relying on ground based navigation equipment. It also reduces the workload for pilots and decreases their reliance on visual assessments on approach, making landing safer. Baro-VNAV approaches reduce the frequency of an aircraft needing to complete a missed approach as they give pilots greater accuracy.

Airservices has worked with the [Civil Aviation Safety Authority \(CASA\)](#) and identified more than 100 locations for the roll out of Baro-VNAV approach procedures across Australia.

The introduction of Baro-VNAV requires minor changes to the existing procedure for Runway 21R at Parafield Airport.

What will change at Parafield Airport?

The new approach procedure to Runway 21R will be overlaid on the existing procedure, with no lateral changes. This procedure is not used for training and is intended to assist aircraft to land safely in poor weather.

There will be a new altitude profile for aircraft in the initial segments of the approach procedure. As a result some aircraft may choose to fly at a lower altitude (3,000 feet (ft)) on their descent than they currently do (4,000 ft) (Figure 1). These aircraft will still commence their approach from the same altitude as they currently do (4,000 ft).

Residents in Evanston Gardens, Evanston South, Hillier, Buchfelde, Kudla, Barossa Goldfields and Bibaringa may notice some aircraft on the procedure arriving at lower heights (maximum 1,000 ft lower).

This could also result in a small increase in noise levels (up to 3.5 decibels (dB(A) increase), to a maximum of 58 dB(A), which is comparable to conversation levels in a busy location (e.g. office, shop, café).

Use of the procedure is minimal and residents in these areas will continue to see approximately 400 aircraft per year using this flight path during the day.

There will be no impact on training circuits, other operations, number of aircraft movements or aircraft types at Parafield Airport as a result of these changes.

Common aircraft operating at Parafield Airport include Diamond DA40, Diamond DA42 and Cessna 172.



Figure 1: Approach to Runway 21R existing and changed approach procedures (yellow) with no lateral change, area where aircraft may operate at lower heights (blue circle).

Have a question?

For questions about this change and/or current aircraft operations contact our Noise Complaints and Information Service (NCIS).

As a result of the response to the COVID-19 pandemic, the NCIS is currently closed to phone and postal complaints and enquiries. Further information and details on how to contact the NCIS at this time is available on the Airservices website at:

<http://www.airservicesaustralia.com/aircraftnoise/>