

# GERALDTON AIRPORT

## CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for aircraft arriving to Runway 21 at Geraldton 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.

Some of these locations, including Geraldton Airport, require changes to their existing approach procedures in order for Baro-VNAV to be introduced.

### **What will change at Geraldton Airport?**

The introduction of Baro-VNAV requires changes to existing procedures to Runway 21 at Geraldton Airport.

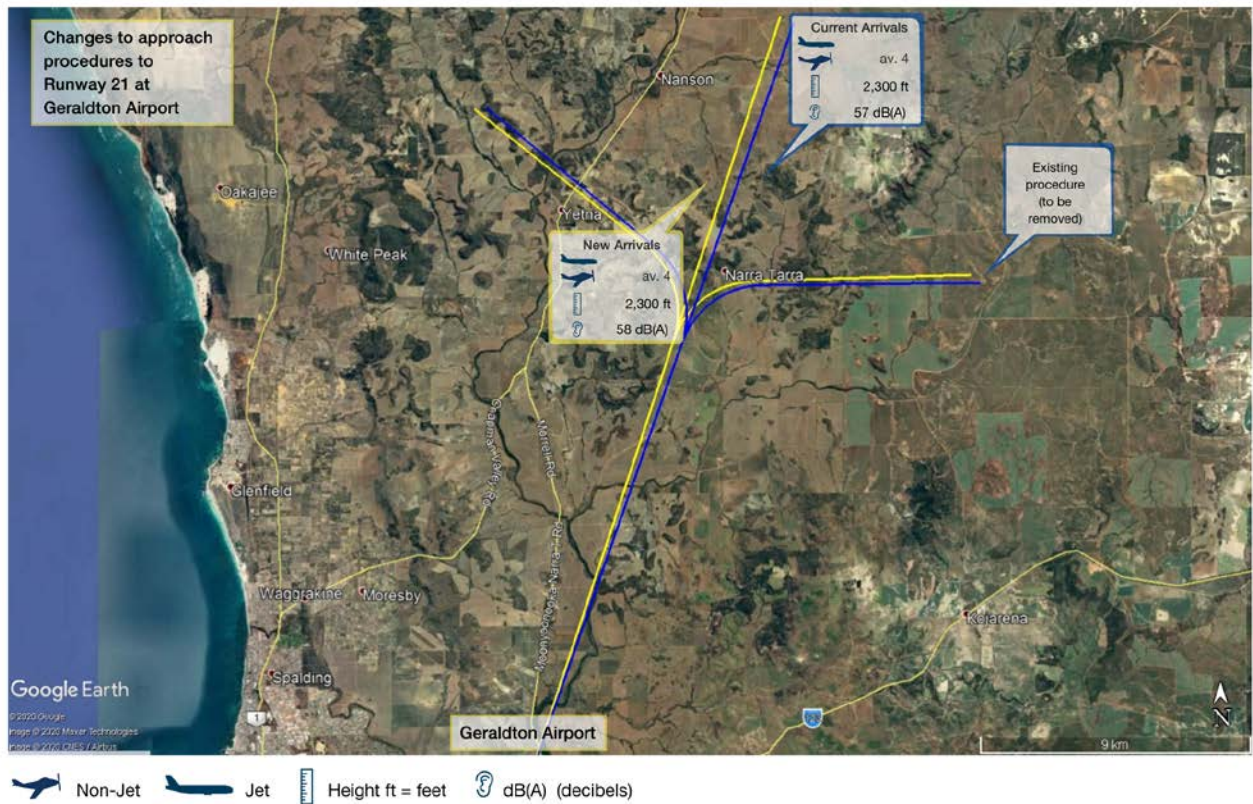
The new approach procedure for Runway 21 will be runway aligned and this will result in the approach procedure shifting a maximum of 500 metres to the west of the current procedure (**Figure 1**).

Some residents of Moonyoonooka, East Chapman, Narra Tarra, Yetna and Nanson may notice a small visual change to the way aircraft arrive the airport, however there will be no noticeable change in noise levels.

Residents will continue to see approximately 4 aircraft using this flight path on a busy day.

The most common aircraft that operates at Geraldton Airport is the Fokker 100. There are also a number of general aviation aircraft, including private and charter flights, operating at Geraldton Airport.

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



**Figure 1:** Approach to Runway 21 existing (blue) and new procedure (yellow)

### Have a question?

For questions about this change and/or current aircraft operations, contact the Noise Complaints and Information Service (NCIS) on:

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/>