

JANDAKOT AIRPORT

CHANGES TO APPROACH PROCEDURES

Airservices is modernising the approaches used for jet aircraft arriving to Jandakot Airport from 3 December 2020, as part of a national program.

BACKGROUND

We have been working with the Civil Aviation Safety Authority (CASA) to identify more than 100 locations across Australia, including Jandakot Airport, for the roll out of Barometric Vertical Navigation (Baro-VNAV) technology approach procedures.

Baro-VNAV is a technology available on most modern aircraft. Baro-VNAV increases the likelihood of a stabilised approach by providing 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, making landing safer.

The introduction of Baro-VNAV requires changes to the existing procedures for Runway 06L and Runway 24R at Jandakot Airport.

WHAT WILL CHANGE AT JANDAKOT AIRPORT?

At Jandakot Airport, approximately 90% of aircraft operations are conducted under Visual Flight Rule (VFR) conditions.

The proposed change will be used by jet aircraft, include Pilatus PC24 and PC12 aircraft operated by the Royal Flying Doctor Service, and SA22 Metro and Beechcraft King Air 200 used for private and commercial activities. This will apply to 10% of annual operations at Jandakot Airport.

For Runway 06L, we are providing increased flexibility for arriving aircraft with a new instrument approach segment and at the same time, improving the missed approach procedure (**Figure 1**). The new approach segment is entirely over water, provides a lateral tracking option for jet aircraft arriving from the north, and is not expected to be noticeable to the community.

The number of missed approaches on the approach for Runway 06L are expected to be less than one a month, and this is unlikely to result in a noticeable change in noise or tracking. In the unlikely event that a jet aircraft arriving to Runway 06L is required to conduct a missed approach, community members of Canning Vale may notice an aircraft climb between 500- 1,500ft operating 600m closer than they currently do.

For Runway 24R, there will be a change to the missed approach point, which will move from one nautical mile prior to the runway threshold, to being at the runway threshold. The result is a slight change to the potential area for a missed approach, however as Runway 24R is rarely used for these approaches (e.g. two or three times a year) a missed approach is an unlikely occurrence.

There will be no change to departure flight paths for Runway 06L/24R, and no changes to flights arriving and departing to the other runways at Jandakot Airport.

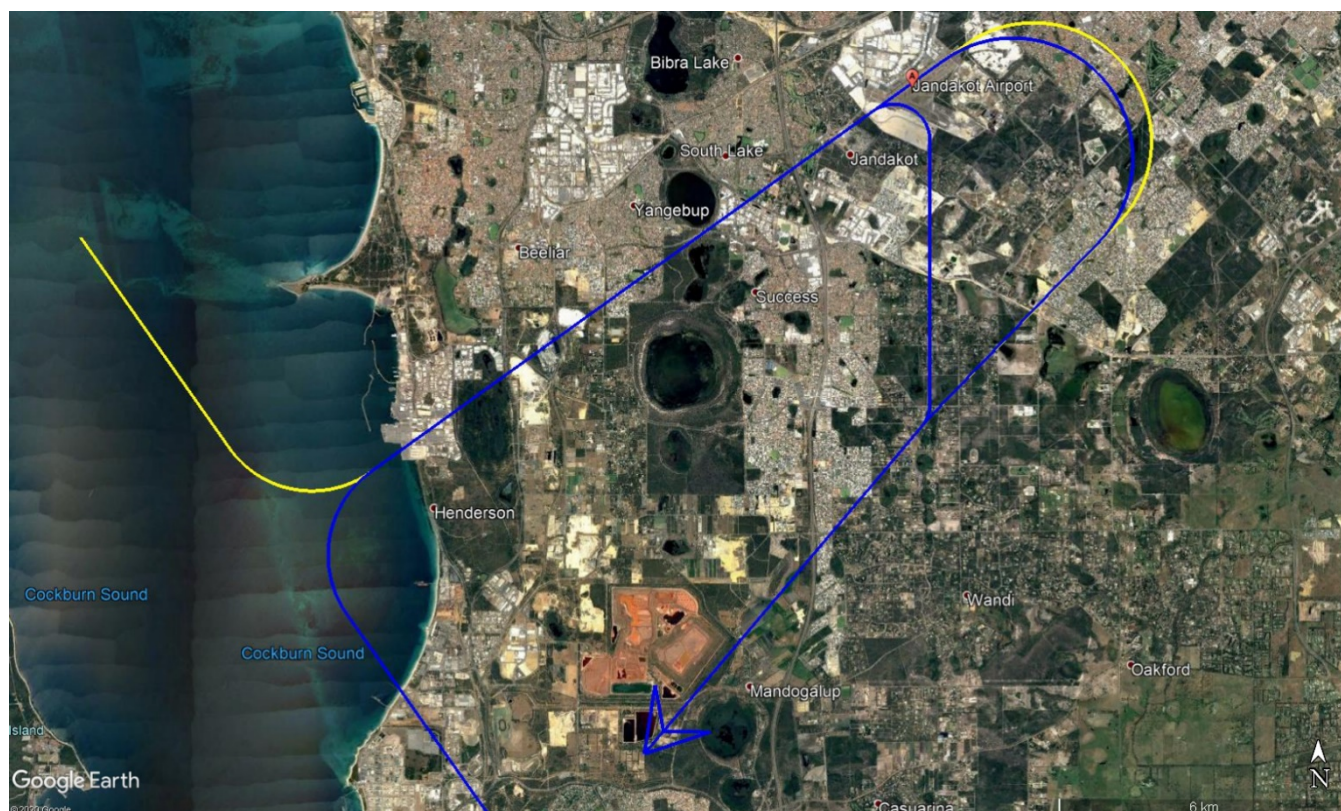


Figure 1: Current instrument approach/missed approach procedures to Runway 06L (blue) and new instrument approach flight path and missed approach procedures Runway 06L (yellow).

Source: Airservices Operational Data Analysis Suite (ODAS)

WHEN WILL THIS OCCUR?

These improved approaches for jet aircraft will be implemented on 3 December 2020.

HAVE A QUESTION?

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

w: <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>

t: 1800 802 584 (free call)

t: 131 450 (interpreter service)

