

# OLYMPIC DAM AIRPORT

## CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for some aircraft arriving to Olympic Dam Airport from August 2019.

### 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 to and landing at airports.

One way to do this is to make it possible for aircraft to use Baro-VNAV technology.

Baro-VNAV is a technology available on most modern aircraft. It allows aircraft to land more smoothly, without using ground based navigation equipment. It also reduces the workload for pilots and decreases their reliance on visual assessments, making landing safer.

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 require changes to their existing approach procedures in order for Baro-VNAV to be introduced.

### What will change at Olympic Dam Airport?

The introduction of Baro-VNAV requires some changes to existing procedures for the runway (Runway 06/24) at Olympic Dam Airport.

Runways can be used in two opposite directions, and each direction is named with a two digit number based on the two different directions they face on a compass. The runway at Olympic Dam Airport is called Runway 06/24 because it runs between 064° and 244° from North.

The change includes:

#### **1. Lowering of the altitude for approaching aircraft to Runway 24**

The height for aircraft starting their approach to Runway 24 will be lowered to match the minimum safe altitude aircraft are able to fly in the area. Currently aircraft remain at 2,000 feet before beginning their final descent to land. The new procedure will lower aircraft to 1,700 feet (a reduction of 300 feet) before aircraft begin their final descent.

#### **2. Relocation of the “missed approach point”**

A “missed approach point” is the latest safe point at which an aircraft can make a missed approach. A missed approach (also called an aborted landing), is a safe manoeuvre where an aircraft stops its approach to the runway when landing. It is most commonly used in poor weather conditions, such as strong winds. It can also be used to avoid debris on the runway, an aircraft (or vehicle) that has not yet left the runway or an aircraft that has been slow to take-off.

Currently the missed approach point is approximately 550 metres prior to the runway threshold (an area marked on the runway to show the start of where aircraft can land and take off). The introduction of Baro-VNAV means the missed approach point can be relocated to the runway

threshold. This may cause some aircraft doing missed approaches to fly on a slightly different track, with a maximum shift of 515 metres.

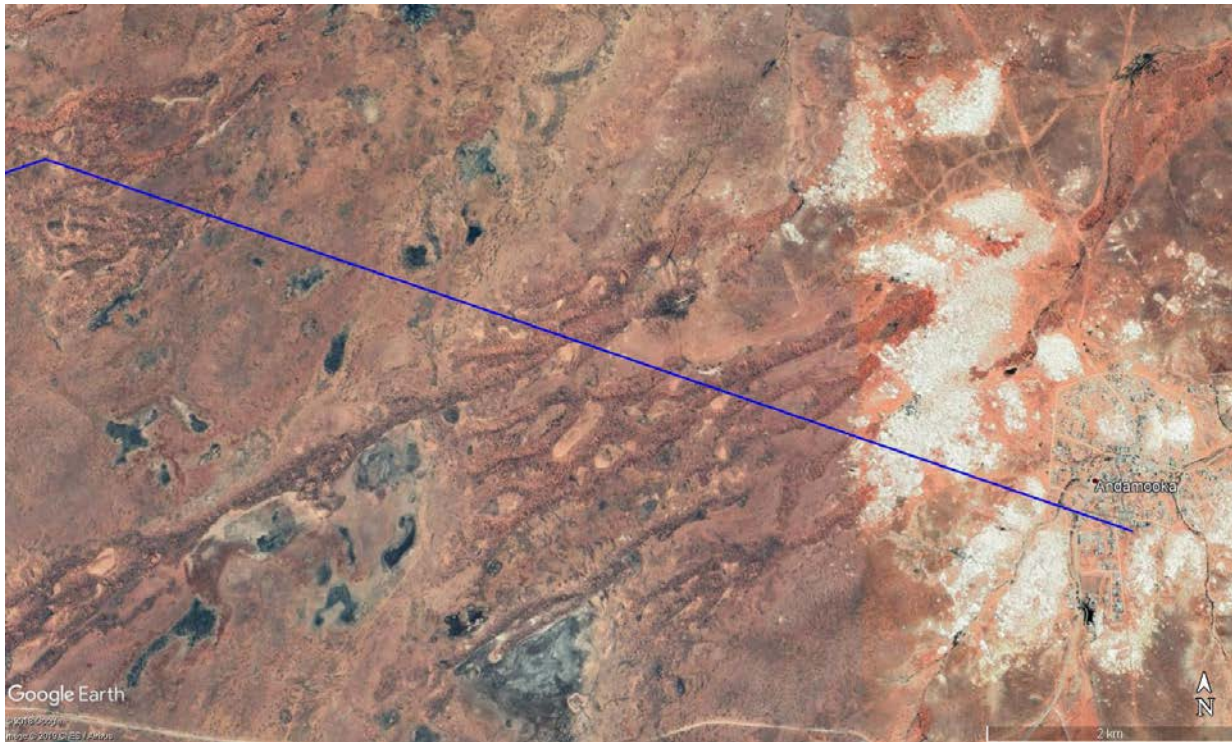
A new instruction will also be added for aircraft approaching Runway 24 from the east to climb to 1,700 feet, a reduction of 300 feet from the current height they climb to (2,000 feet).

There will be no change in distance of arrival flight paths from communities, height or distance of departure flight paths, the number of aircraft movements or aircraft types at Olympic Dam Airport as a result of these changes.


### What will this mean for the community?

Residents of Andamooka may notice some arriving aircraft flying at lower altitudes of 1,700 feet (**Figure 1**). Aircraft at these lower altitudes may increase noise levels by approximately 1.4 dB(A), but this is not considered to be noticeable by the human ear. Noise levels from aircraft in this area will remain at below 65 decibels.

Residents in Andamooka will continue to see approximately 5 arriving aircraft on a busy day.



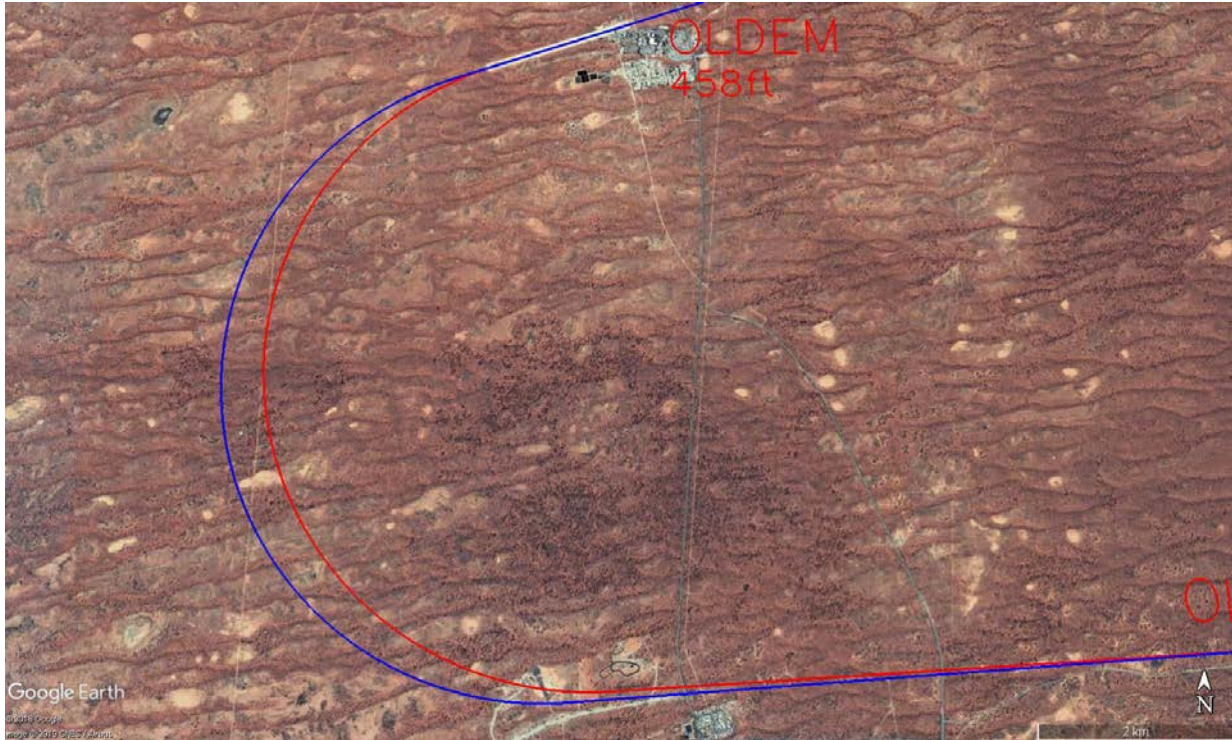
**Figure 1: Existing and proposed arrivals for Runway 24 (no change to distance from communities)**

**Key:**  Existing and proposed arrival flight path



Residents in Olympic Dam and Roxby Downs may notice a slight change in position of up to 300 metres on occasions when the missed approach point is used by arriving aircraft. These aircraft may be flying at slightly lower altitudes than during current missed approaches of over 1,700 feet.

Missed approaches occur infrequently and communities may expect to see approximately 2 to 5 missed approaches for every 1,000 arrivals.



**Figure 2: Existing and proposed missed approach for Runway 24**

**Key:** ■ Existing missed approach ■ Proposed Missed approach

### When do we want to make these changes?

Airservices plans to implement these changes from August 2019.

### How can I get more information?

For general information on flight path changes, contact the Noise Complaints and Information Service (NCIS) on:

- 1800 802 584 (free call)
- 131 450 (interpreter service)



General feedback can be provided:

- Via online form at: <https://feedback.emsbk.com/asa>
- Mail to Feedback c/o Noise Complaints and Information Service, PO BOX 211 Mascot NSW 1460