

MERIMBULA AIRPORT

CHANGES TO APPROACH PROCEDURES

Airservices is proposing to implement changes for aircraft arriving to Merimbula 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 Merimbula Airport?

The introduction of Baro-VNAV requires two changes to existing procedures for the main runway (Runway 03/21) at Merimbula 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 main runway at Merimbula is called Runway 03/21 because it runs between the northeast (at 21 degrees) and the southwest (at 201 degrees).

The changes include:

1. Lowering of the altitude for approaching aircraft to Runway 03

The height for aircraft starting their approach to Runway 03 will be lowered earlier. Currently aircraft remain at 5,000 feet before beginning their final descent to land. The new procedure will keep aircraft at 5,000 feet but then will add a lower step of 4,260 feet (a reduction of 740 feet) before aircraft begin their final descent.

The minimum safe height that aircraft may fly before they begin their final descent to Runway 03 will not change.

2. Lowering of the altitude for approaching aircraft to Runway 21

The height for aircraft starting their approach to Runway 21 will also be lowered earlier. Currently aircraft remain at 5,000 feet before beginning their final descent to land. The new procedure will keep aircraft at 5,000 feet but then will add a lower step of 3,240 feet (a reduction of 1,760 feet) before aircraft begin their final descent.

The minimum safe height that aircraft may fly before they begin their final descent to Runway 21 will also be lowered from 3,700 feet to 2,800 feet (a reduction of 900 feet).

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

What will I see and hear?

Residents in the Towamba and Nullica areas may notice arriving aircraft flying at slightly lower altitudes of 4,260 feet (**Figure 1**). Aircraft at these lower altitudes may increase noise levels by approximately 1.4 decibels, however an increase of this level is not considered to be noticeable by the human ear. Noise levels from aircraft in this area will remain at current levels of 58 decibels or less.

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



Figure 1: Existing and proposed flight paths for aircraft arriving to Runway 03

Key: ■ Existing and proposed arrivals (no change to distance from communities)

Residents in Tathra, Chinnock and Mogareeka may notice arriving aircraft flying at slightly lower altitudes of 3,240 feet (**Figure 2**). This may increase noise levels by approximately 3.8 decibels. Current noise levels from aircraft in this area are 59 decibels or less and may increase to 63 decibels or less.

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

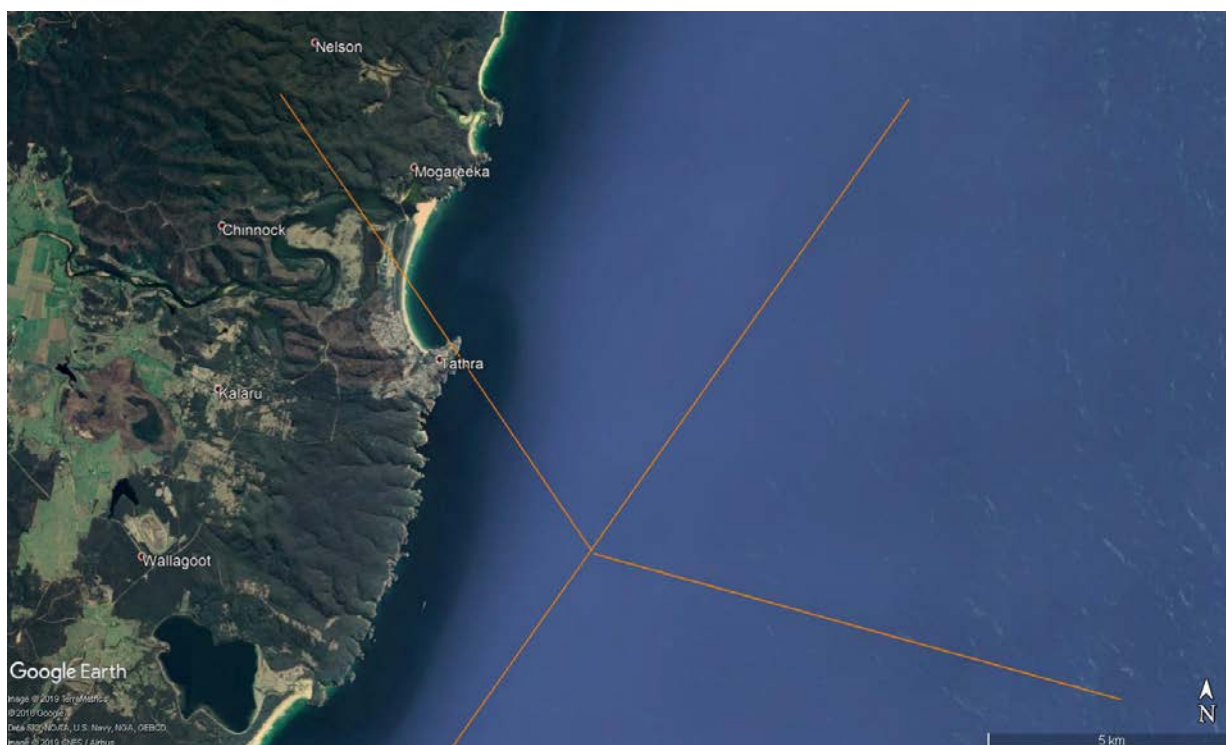


Figure 2: Existing and proposed flight paths for aircraft arriving to Runway 21

Key: Existing and proposed arrivals (no change to distance from communities)

How can I provide feedback?

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

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)



Feedback closes on 30 May 2019.