

KUNUNURRA AIRPORT

CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for aircraft arriving to Kununurra Airport from September 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 technology available on most modern aircraft, as it uses either Global Positioning System (GPS) or the barometric pressure readings from on-board equipment, to provide vertical guidance for the approach.

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.

Baro-VNAV approaches will reduce the risk of aircraft over running the runway on landing, and the frequency of an aircraft needing to either circle or complete a missed approach.

Airservices has worked with the Civil Aviation Safety Authority (CASA) to identify more than 100 locations for the rollout of Baro-VNAV approach procedures across Australia.

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

What will change at Kununurra Airport?

The introduction of Baro-VNAV requires some small changes to existing arrival procedures for the runway (Runway 12/30) at Kununurra Airport.

There will be no change to the number of arrivals or type of aircraft and no change to departure procedures at Kununurra Airport as a result of these changes.

What will I see and hear?

Residents on properties near Berkeley Crescent, Drysdale Approach, Chamberlain Drive and Salmond Court may notice arriving aircraft flying approximately 750 metres further away at slightly lower altitudes of 1,150 feet. This will decrease noise levels by approximately 10 dB(A), which may be a noticeable noise reduction for these residents.

Residents will continue to see an average of 6 arrivals on a busy day (including an average of 4 night time arrivals).

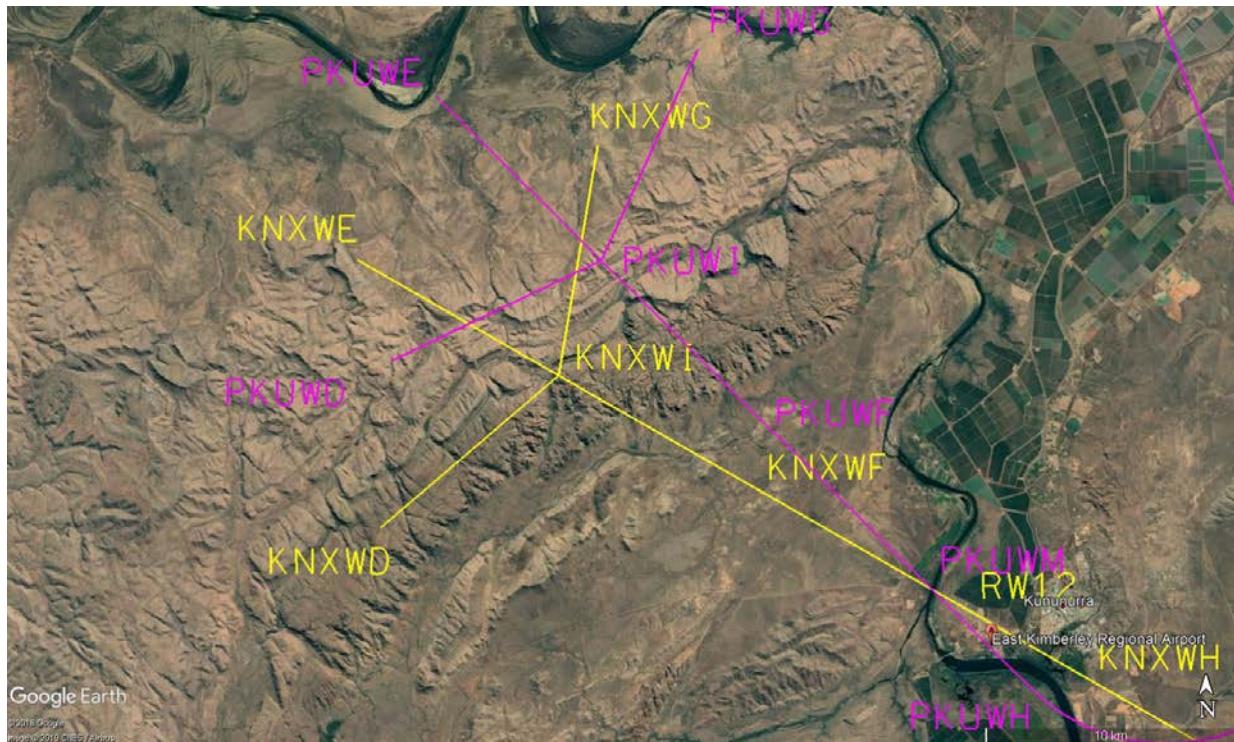


Figure 1: Existing and new flight paths for aircraft arriving to Runway 12

Key: ■ Existing arrivals ■ new arrivals

Residents in Kununurra may notice arriving aircraft flying approximately 200 metres further away at slightly higher altitudes of 990 feet. This will decrease noise levels by approximately 4 dB(A), which may be a noticeable noise reduction for these residents.

Residents in and around Kangaroo Haven may notice arriving aircraft flying approximately 600 metres closer at slightly lower altitudes of 1,790 feet. This will increase noise levels by approximately 7 dB(A), which may be a noticeable noise increase for these residents.

Residents of this area will continue to see an average of 3 arrivals on a busy day (including an average of 1 night time arrival).

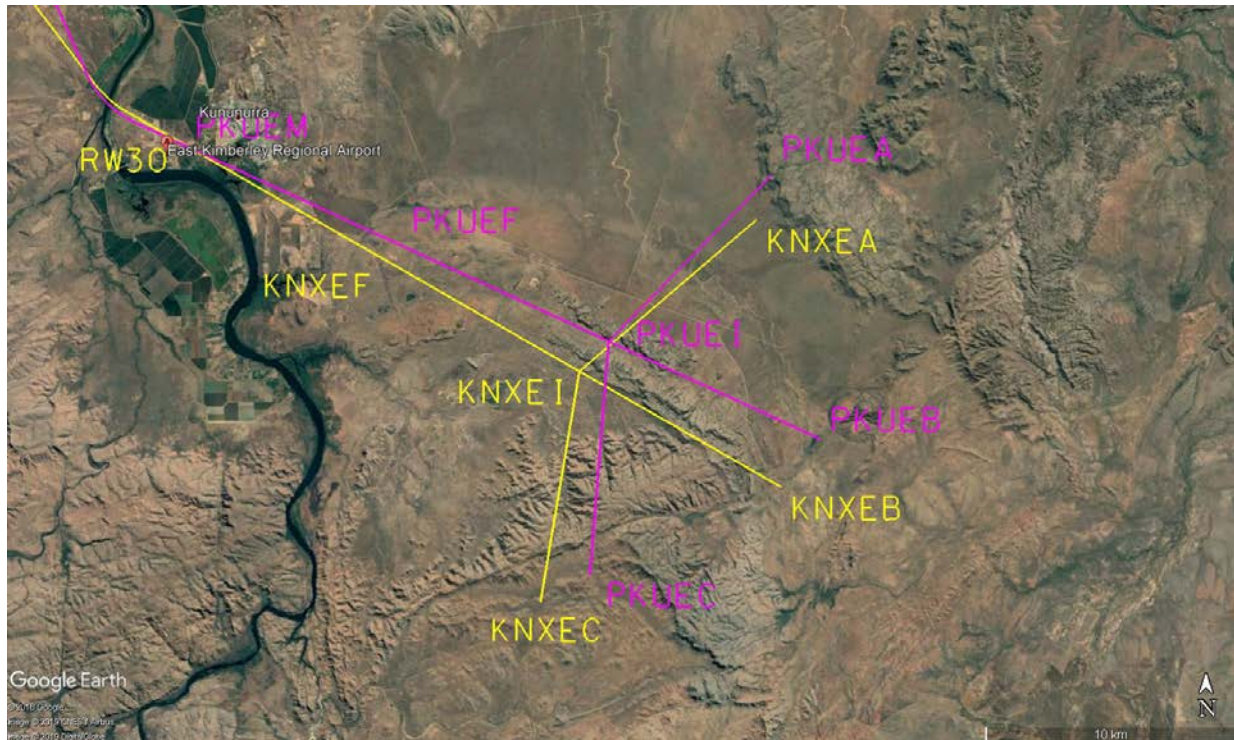


Figure 2: Existing and new flight paths for aircraft arriving to Runway 30

Key: ■ Existing arrivals ■ new arrivals

How can I get more information?

For Queries regarding information on the changes please contact Community Engagement

- Via email to the Airservices Community Engagement Team at communityengagement@airservices.com.au
- Via Mail to Group and Community Engagement Manager,
Building 1.01, 2a Boronia Rd Brisbane Airport 4008

For matters relating to current aircraft operations, contact the Noise Complaints and Information Service (NCIS) on:

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

