

DEVONPORT AIRPORT

CHANGES TO APPROACH PROCEDURES

Airserves is proposing to implement changes for aircraft arriving to Devonport 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.

Airserves 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 Devonport Airport?

The introduction of Baro-VNAV requires changes to existing procedures for the main runway (Runway 06/24) at Devonport 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 Devonport is called Runway 06/24 because it is located at 63 degrees and 243 degrees from North.

The changes include:

1. Realignment and lowering of the flight path for approaching aircraft to Runway 24

The flight path for aircraft approaching Runway 24 will be realigned which will result in a shift in distance of between 1 kilometre and 500 metres.

The height for aircraft starting their approach to Runway 24 will be lowered earlier. Currently aircraft remain at 3,200 feet before beginning their final descent to land. The new procedure will keep aircraft at 3,200 feet but then will add a lower step of 2,940 feet (a reduction of 260 feet) before aircraft begin their final descent.

The minimum safe height that aircraft may fly before they begin their final descent to Runway 24 will be raised in the first section of their approach from 2,500 to 2,800 feet (an increase of 300 feet) and then lowered in the next section from 1,700 feet to 1,600 feet (a reduction of 100 feet).

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.

The missed approach point will be relocated to 1, 872 metres from the runway threshold (an area marked on the runway to show the start of where aircraft can land and take off).

This will result in aircraft that do missed approaches flying along a different track to the one they currently use.

There will be no change to flight paths for departures, the number of aircraft movements or aircraft types at Devonport Airport as a result of these changes.

What will I see and hear?

Residents may notice arriving aircraft flying approximately 500 - 600 metres closer to Hawley Beach and Shearwater (**Figure 1**). These aircraft may be flying at slightly lower altitudes of 2,500 feet. These aircraft may increase noise levels by approximately 3 dB(A), however this is not considered to be noticeable by the human ear.

These communities will continue to see the current average of 16 arrivals per day.



Figure 1: Existing and proposed flight paths for aircraft arriving to Runway 24

Key: ■ Existing arrivals ■ Proposed arrivals

Residents of Badger Head will notice significantly less aircraft as the flight path is proposed to relocate west over Briggs Regional Reserve (**Figure 2**).

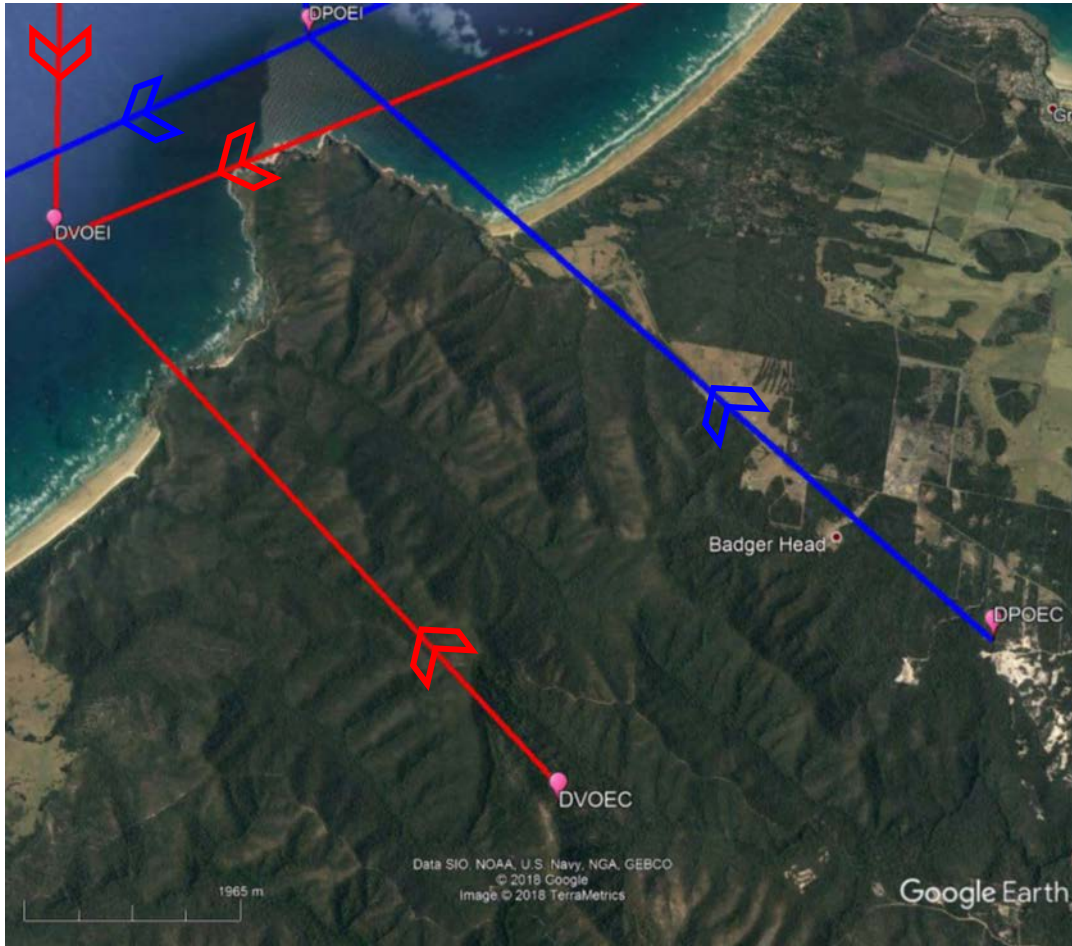


Figure 2: Existing and proposed flight paths for aircraft arriving to Runway 24

Key: ■ Existing arrivals ■ Proposed arrivals

Residents of Devonport, East Devonport, Miandetta, Stony Rise, Don and Lillico may notice a change in position on occasions when the missed approach point is used by arriving aircraft (**Figure 3**).

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



Figure 3: Existing and proposed missed approaches for aircraft arriving to Runway 24

Key: ■ Existing missed approach ■ Proposed missed approach ■ Runways

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.