CLEVE AIRPORT

CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for aircraft arriving to Runway 08/26 at Cleve Airport from February 2020.

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 at airports.

One way to do this is through the use Baro-VNAV technology. BARO-VNAV stands for Barometric vertical navigation.

Baro-VNAV is a technology available on most large modern aircraft. The technology increases the likelihood of a stabilised approach being flown by the aircraft through the provision of 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 on approach, making landing safer. Baro-VNAV approaches reduce the frequency of an aircraft needing to either circle or complete a missed approach as they give pilots greater accuracy.

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, including Cleve Airport, will see minor changes to their existing approach procedures to support the introduction of Baro-VNAV.

What will change at Cleve Airport?

The introduction of Baro-VNAV brings with it minor changes to existing approach procedures for Runway 26 at Cleve Airport.

The initial approach path for aircraft flying an approach to Runway 26 from the east will be moved 1 kilometre closer to Cleve Airport (Figure 1 yellow tracks), and as a result residents within the vicinity of the change may notice aircraft arriving on slightly different tracks.

Residents near the relocated arrival tracks may notice a small increase in noise levels of up to 4 decibels (dB(A)). It is expected the noise level will be at a maximum of 57 dB(A), which is comparable to conversation levels in a busy location (e.g. office, shop, café). Residents in these areas will continue to see up to 2 aircraft arriving to Runway 26 on a busy day. Common aircraft types arriving at Cleve Airport include the Aero Commander 500 and the Pilatus PC - 12.

Residents close to Cleve Airport may notice some aircraft which undertake circling manoeuvres are slightly lower (by a maximum of 310 feet). These aircraft may increase noise levels by 1.8 dB(A); however this is not considered to be noticeable to human hearing.

There will be no change in number of aircraft movements or aircraft types operating at Cleve Airport as a result of these changes, and no change to the existing approach procedures for aircraft arriving from the west to Runway 08.

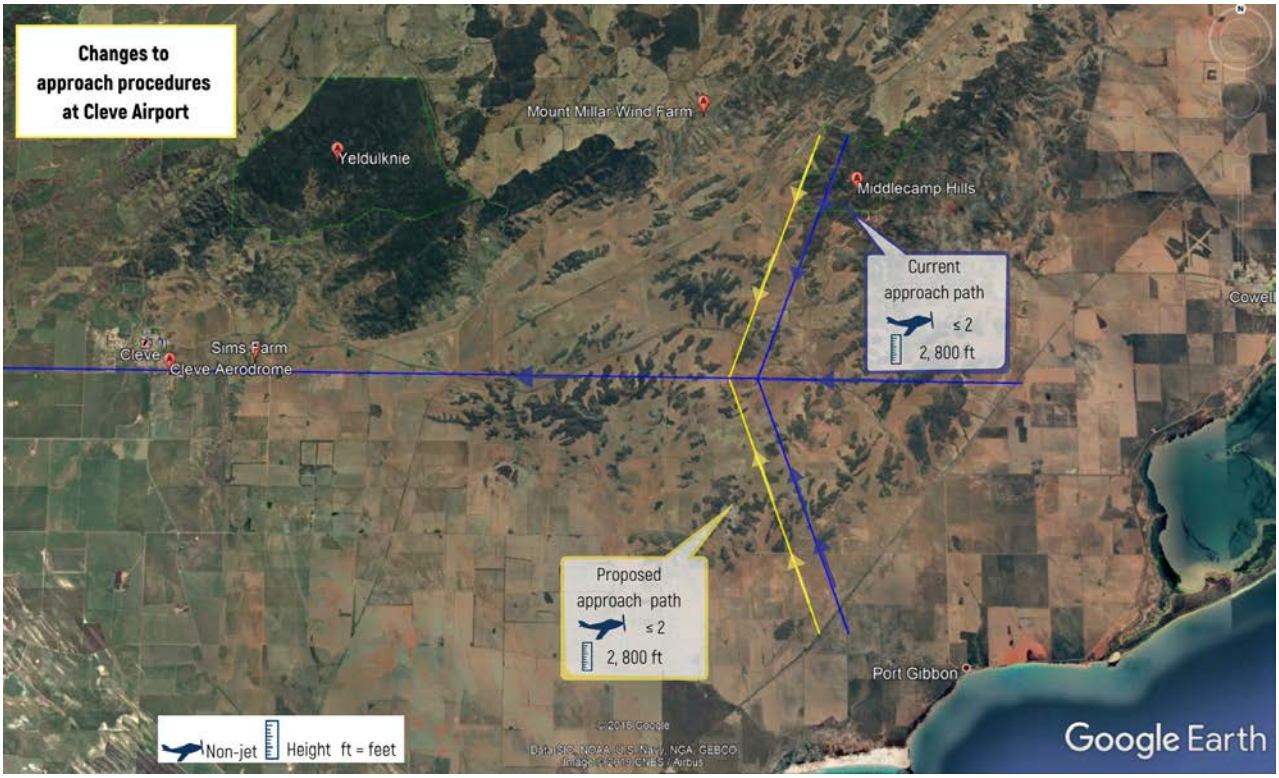

Figure 1: Existing approach to Runway 26 (blue) and proposed approach (yellow)

How can I get more information?

For Queries regarding this information contact Community Engagement:

- Via email to communityengagement@airservicesaustralia.com
- Via mail to Community Engagement Manager, Airservices Australia, Locked Bag 747, Eagle Farm QLD 4009

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

- http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/
- 1800 802 584 (free call)
- 131 450 (interpreter service)