

# WHITSUNDAY COAST AIRPORT CHANGES TO APPROACH PROCEDURES

Airservices is modernising the approaches used for jet aircraft arriving to Whitsunday Coast Airport from 3 December 2020, as part of a national program.

## BACKGROUND

We have been working with the Civil Aviation Safety Authority (CASA) to identify more than 100 locations across Australia, including Goulburn Airport, for the roll out of Barometric Vertical Navigation (Baro-VNAV) technology approach procedures.

Baro-VNAV is a technology available on most modern aircraft. Baro-VNAV increases the likelihood of a stabilised approach by providing 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, making landing safer.

The introduction of Baro-VNAV requires changes to the existing procedures for Runway 11 at Whitsunday Coast Airport. There will be no change to the existing VOR (very high frequency omnidirectional range) approach to Runway 11. Aircraft may continue to use this approach.

## WHAT WILL CHANGE AT WHITSUNDAY COAST AIRPORT?

The new Baro-VNAV approach procedure to Runway 11 will shift up to one kilometre south west of the current approach path to be aligned with the runway, and a new western approach will be added (**Figure 1**). There will be no change to the altitude at which aircraft currently fly.

The community of Dittmer will likely experience an increase in aircraft noise from current levels between 50-60dB(A) to levels of 60dB(A) as the new procedure moves approximately 700 m closer to this area. This is similar to noise levels in a busy office.

Residents located along Thorogood Rd south east of Dittmer may visually notice aircraft tracking closer to them on approach to Runway 11. These residents will continue to experience noise levels of 60dB(A).

Residents located along Crystal Brook Road may visually notice a change in the pattern of aircraft arriving to the Airport as some aircraft track further north than they currently do. As a result some residents in this area may experience a slight decrease in aircraft noise levels; however most residents will continue to experience noise levels of 50dB(A).

These residents may also continue to experience aircraft tracking to the north and south of Crystal Brook Road on the VOR approach to Runway 11.

Residents located along Station Road to the south-east of Peter Faust Dam may visually notice aircraft tracking closer to the Dam along the new western approach segment to join the straight-in approach to Runway 11. Residents may perceive an increase in noise from current levels of up to 40dB(A) up to 55-58 dB(A). This is similar to noise levels of a conversation.

Residents located in this area may continue to see aircraft operations to the south west as aircraft track along the existing VOR approach to Runway 11.

There will be no change to the number of aircraft movements or aircraft types operating at Whitsunday Coast Airport as a result of these changes.

Residents will continue to see up to 5 aircraft arriving to Runway 11 per day.



**Figure 1:** Current approach procedure to be removed (blue tracks) and new approach procedure (yellow tracks)

## WHEN WILL THIS OCCUR?

These improved approaches for jet aircraft will be implemented on 3 December 2020.

## HAVE A QUESTION?

For questions about this change and/or current aircraft operations, contact the Noise Complaints and Information Service (NCIS) on:

w: <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>

t: 1800 802 584 (free call)

t: 131 450 (interpreter service)

