

# MOUNT ISA AIRPORT

## CHANGES TO APPROACH PROCEDURES

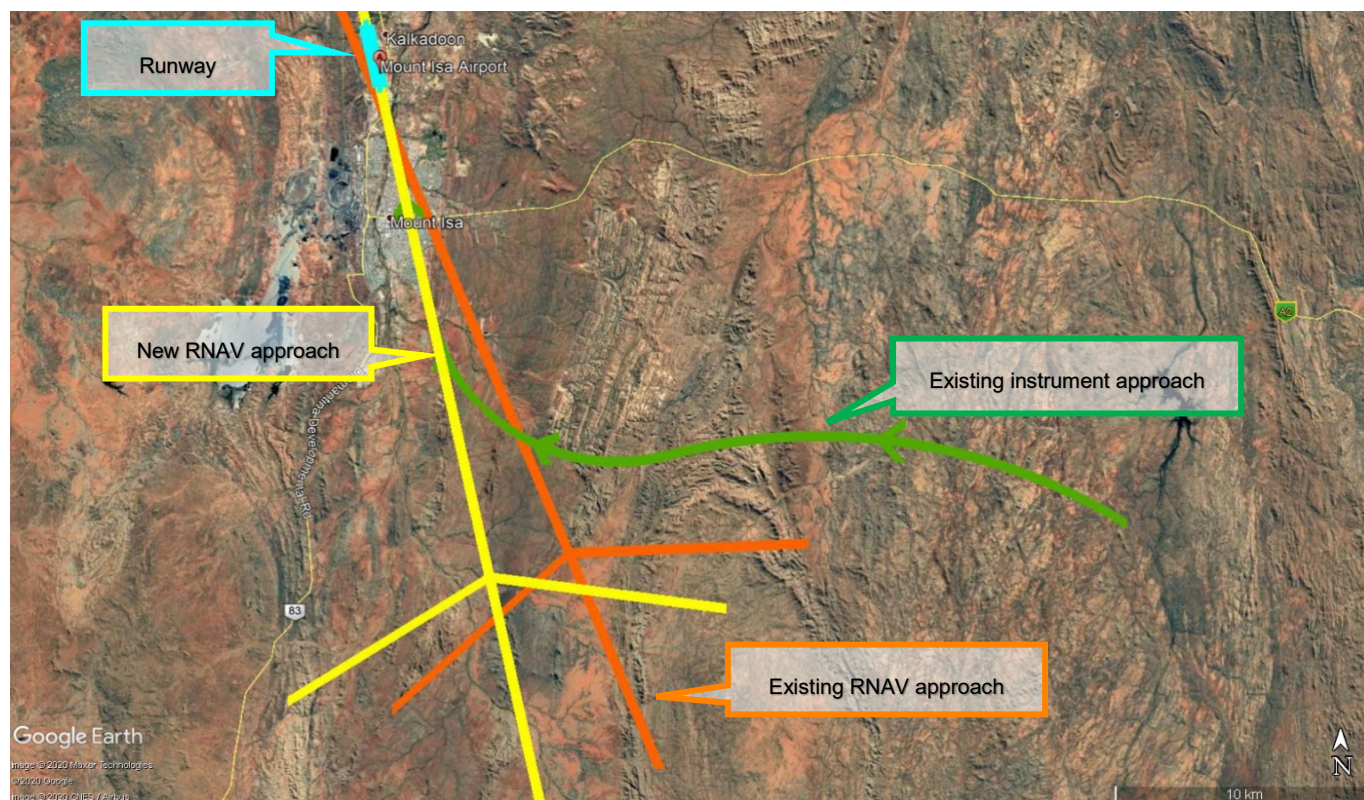
Airservices is modernising the approaches for aircraft arriving to Mount Isa Airport from 25 March 2021.

### BACKGROUND

Mount Isa Airport has one runway (aligned north/south) that operates in both directions depending on the wind at the time of take-off or landing. Operations in a southerly direction use Runway 16, and operations in a northerly direction use Runway 34.

Wind conditions at Mount Isa mean that Runway 16 is most commonly used for arrivals. Noise Abatement Procedures (NAPs) designed to minimise the effect of aircraft operations, nominate Runway 16 as the preferred runway for arriving aircraft as it does not overfly the city.

Aircraft arriving to Mount Isa can use several approaches depending on the runway direction in use at the time, and the type of aircraft or operator flying the approach. An instrument approach procedure developed and used by Qantas is available from the south-east to Runway 34 and includes a 'straight-in' approach procedure that is aligned with the direction of the runway ('runway-aligned'). This approach currently overflies the city from the south (**Figure 1 – green track**).



**Figure 1:** Approaches to Runway 34 – existing Qantas approach (green), existing RNAV approach (orange), new RNAV approach (yellow)

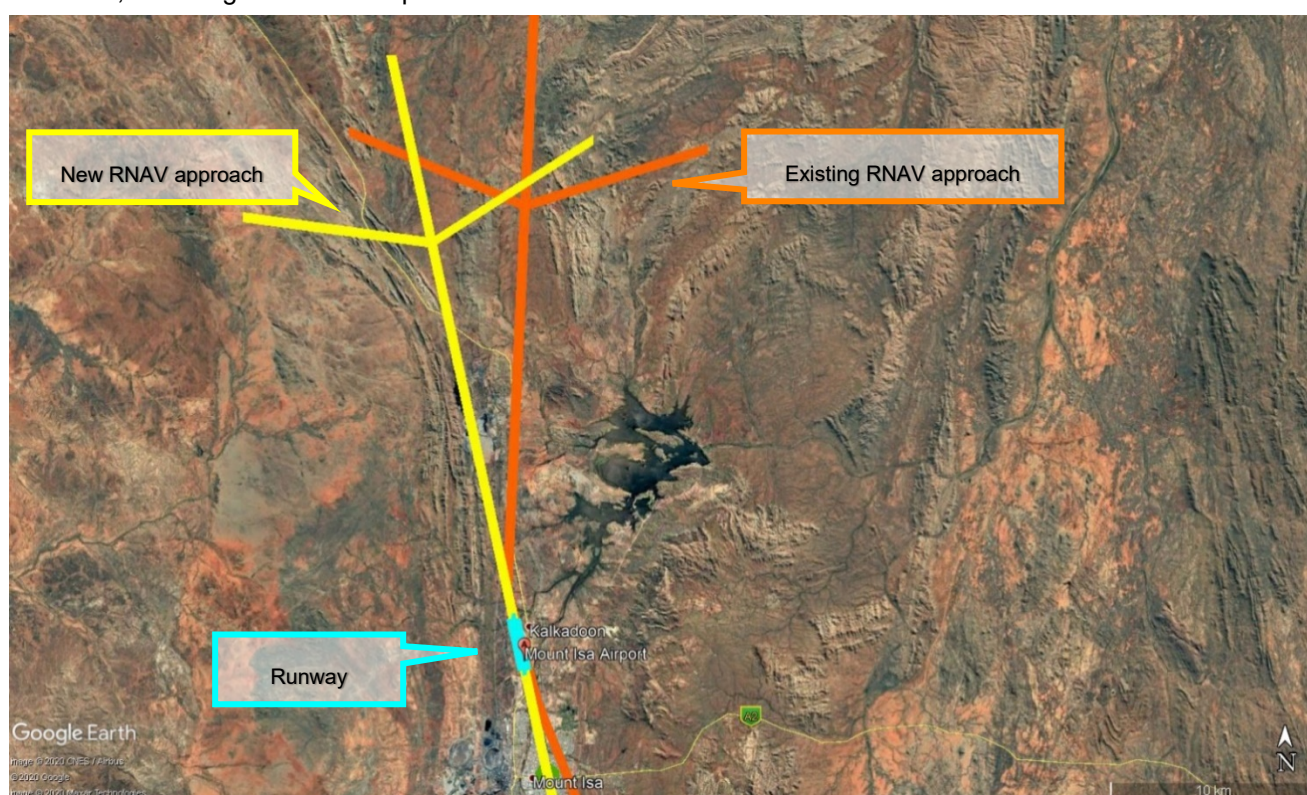


There are also area navigation approaches (RNAV) used by other operators, which are available to both ends of the runway. These are currently 'off-set' (not aligned with the runway) and can add unnecessary complexity for pilots conducting approaches (**Figure 1** – orange track).

Airservices is seeking to modernise and improve the safety of the RNAV approaches at Mount Isa Airport. This includes changing the RNAV approaches to be aligned with the runway, and introducing Barometric Vertical Navigation (Baro-VNAV) technology approach procedures (**Figure 1** and **Figure 2** – yellow).

Baro-VNAV is a technology available on most modern aircraft. It 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.

Airservices has been working with the Civil Aviation Safety Authority (CASA) to roll out as Baro-VNAV as part of a national safety improvement program, which has identified more than 100 suitable aerodromes across Australia, including Mount Isa Airport.



**Figure 2:** Approaches to Runway 16 – existing RNAV approach (orange), new RNAV approach (yellow)

## WHAT WILL CHANGE AT MOUNT ISA AIRPORT?

As a result of the introduction of Baro-VNAV, aircraft on approach to the runway may be between 200 feet and 500 feet lower than current operations.

The start of the existing RNAV off-set approach for Runway 16, will be relocated up to 7 km to the north-west from its current position to align with the runway. There are currently no residential areas under Runway 16 approach path (**Figure 2**).

The start of the existing RNAV off-set approach for Runway 34 will be relocated up to 3 km to the southwest from its current position to align with the runway, and overlay the existing 'straight-in' instrument approach procedure used by Qantas. Communities located to the south of Mount Isa Airport will continue to experience aircraft arrivals, however these will all now use the 'straight-in' approach (**Figure 3**).

The introduction of Baro-VNAV and the alignment of the approach procedures will not change the number or type of aircraft operating in and out of Mount Isa Airport. Residents will continue to see up to 7 arrivals per day to Runway 34 when that runway is being used.



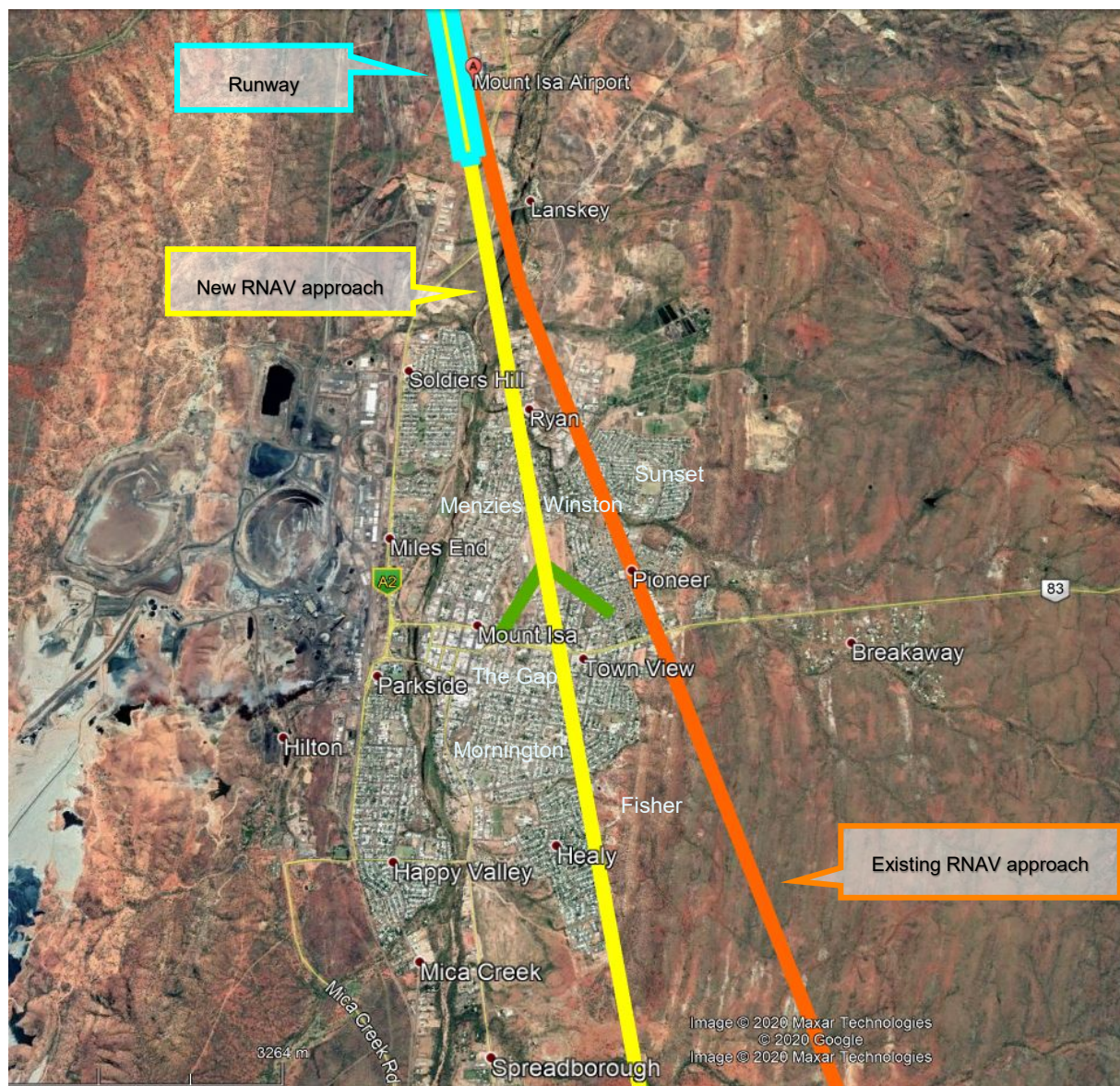
The most common type of aircraft operating in and out of Mount Isa Airport is the Beech 200 Super King Air (BE20), while the largest type of aircraft is the Boeing 737-800 (B738).

## WHAT WILL I SEE AND HEAR?

The suburbs of Pioneer and Sunset are currently under the off-set approach and experience aircraft noise of up to 70 decibels (dB(A)) during aircraft landing. This is expected to decrease by approximately 10 dB(A) as the existing off-set approach moves west of these suburbs to become runway-aligned (**Figure 3** – yellow track).

The suburbs of Healy, Fisher, Townview, parts of Mornington, The Gap, Winston and Ryan currently experience aircraft arriving to Runway 34 on the runway-aligned procedure (**Figure 3** – green track). As a result of the RNAV approach change, residents of these suburbs will now notice additional aircraft arriving on the runway-aligned approach, and will continue to experience aircraft noise events of 70 dB(A) and above when this runway is being used.

The suburbs of Spreadborough, Mica Creek, Happy Valley, Parkside, Miles End and Soldiers Hill are also likely to notice the additional aircraft arriving to Runway 34 on the straight-in approach, and may experience an increase in aircraft noise of 10 dB(A) on current levels, to between 50 and 60 dB(A) when aircraft are operating on this approach.



**Figure 3:** Approaches to Runway 34 - new runway-aligned RNAV procedure (yellow) overlaid on existing straight-in approach and existing RNAV off-set approach (orange; to be removed).

## WHEN WILL THIS OCCUR?

Effective from 25 March 2021.

## 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)

