

# ALBURY AIRPORT

# CHANGES TO APPROACH

# PROCEDURES

Airservices is modernising the approaches for aircraft arriving to Albury Airport from 22 April 2021.

## BACKGROUND

Albury Airport services commercial, charter, training, general aviation and medical flights including the Royal Flying Doctor Service (RFDS) and Air Ambulance, and seasonal firefighting operations. The airport has one runway (RWY) which is oriented east/west, known as RWY 07/25.

Based on prevailing wind conditions, it is estimated that 60% of all arrivals to the airport use RWY 25 (landing from the east) while 40% use RWY 07 (landing from the west).

Satellite area navigation approaches, known as RNAV, are available to both ends of the runway. The existing RNAV approach to RWY 07 is aligned to the runway, however the RNAV approach to RWY 25 is currently 'off-set' by five (5) degrees (not aligned to the runway). Off-set approaches can add unnecessary workload and complexity for pilots.

Airservices is seeking to modernise and improve the safety of the approaches at Albury Airport. This includes introducing approaches with vertical guidance, known as Baro-VNAV, to both ends of the runway and moving the RNAV approach to RWY 25 to be aligned with the runway.

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 and reducing the likelihood of pilots needing to conduct a missed approach<sup>1</sup> in poor weather.

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 Albury Airport.

## CURRENT OPERATIONS AT ALBURY AIRPORT

The most common type of aircraft operating in and out of Albury will continue to be the SF34 (Saab 340) and the P28A (Piper Cherokee). Other aircraft will continue to operate in the area, including those undertaking circuit and flight training, medical and other emergency flights, helicopters and seasonal firefighting operations.

On a busy day up to three (3) aircraft arrive to RWY 07 and up to five (5) aircraft arrive to RWY 25 will be using these procedures.

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<sup>1</sup> A go-around, or missed approach, is a safe and well-practised manoeuvre that sees an aircraft discontinue its approach to the runway when landing. Adverse weather conditions, including strong winds, experienced by the aircraft on final approach are the most common cause of go-arounds. For more information see <https://www.airservicesaustralia.com/about-us/our-services/how-air-traffic-control-works/unusual-activities-on-the-ground-and-in-the-air/>

## WHAT WILL CHANGE AT ALBURY AIRPORT?

### RUNWAY 07

A Baro-VNAV approach will be added to RWY 07, approximately one (1) kilometre north of the existing RNAV approach (**Figure 1**). The existing RNAV approach will also remain as this may be more suitable for some operators unable to use Baro-VNAV and provides for a different decision making altitude. On a busy day up to three (3) aircraft arrive to RWY 07.

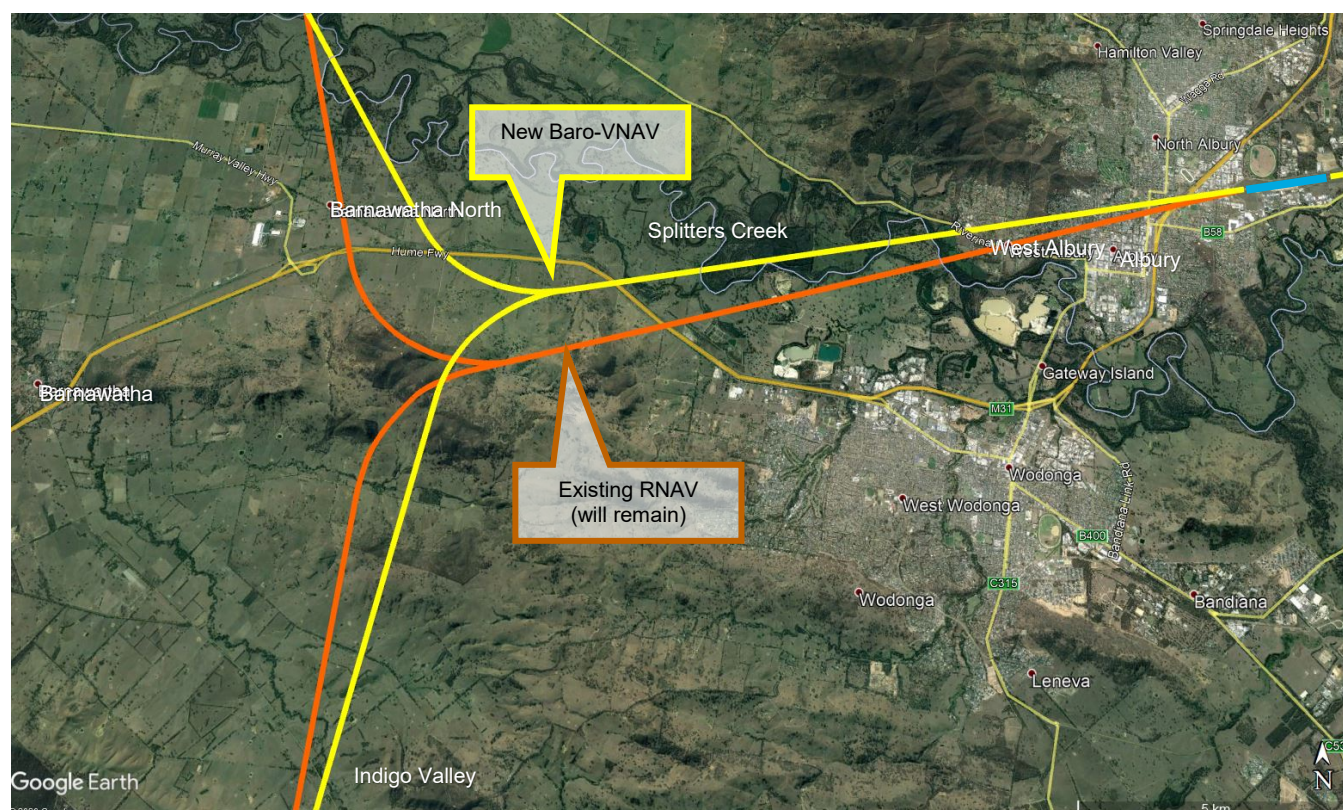
Some residents in West Albury may notice aircraft tracking 500 metres further north on the new Baro-VNAV approach. These residents will continue to experience arrivals on the existing RNAV approach and the associated aircraft noise levels at or above 70 decibels (dB(A)).

Residents near Riverina Highway at Splitters Creek may notice some aircraft tracking approximately 650m further north on the new Baro-VNAV approach. These residents will continue to experience aircraft noise at or above 60 dB(A).

Residents near Bretton Road and Riverina Highway, Splitters Creek may notice the change, with aircraft noise at or above 40 dB(A). Residential areas in this location already experience occasional noise from aircraft arriving to RWY 07.

Some residents in rural areas near Barnawartha North may notice aircraft tracking approximately 2km further east as they come in to join the new approach to RWY 07. These residents may experience an increase in aircraft noise to approximately 60 dB(A).

Some residents in rural areas near Indigo Valley may notice aircraft tracking approximately 300m further east as they come in to join the new approach to RWY 07.



**Figure 1:** Existing RNAV procedure (orange), new Baro-VNAV procedure (yellow) to RWY 07 and runway (blue) at Albury Airport



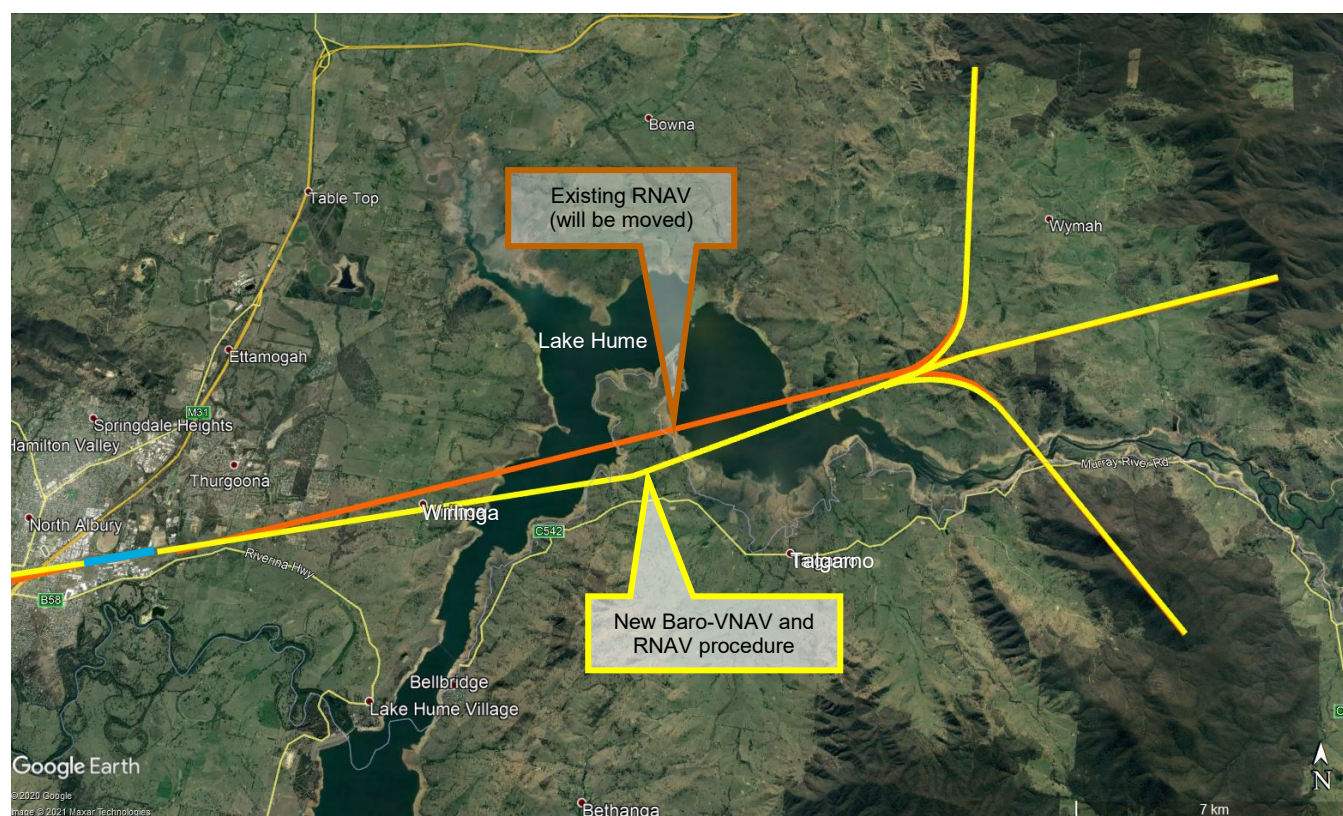
## RUNWAY 25

The current RNAV approach to RWY 25 will be moved approximately one (1) km south to align with a new Baro-VNAV approach, and all aircraft will track on this flight path (**Figure 2**).

Residents near Murray River Road and Drummond Road, Talgarno may notice aircraft fly 1km closer to them and experience aircraft noise at or above 60 dB(A). Residential areas in this location currently experience some noise from aircraft operations, however the number of aircraft directly flying over the area will increase to approximately five (5) aircraft on a busy day.

Residents near Talgarno Gap Road and Murray River Road, Talgarno may notice the change, with aircraft noise at or above 40 dB(A). Residential areas in this location already experience occasional noise from aircraft at this level.

Some residents in Wirlinga may notice aircraft fly 500m closer to them and continue to experience aircraft noise at or above 70 dB(A). Residents along Hawkesview Rd and Knobles Rd already experience noise from aircraft but will experience an increase in the number of runway aligned aircraft with up to five (5) aircraft arriving to RWY 25 on a busy day.



**Figure 2:** Existing RNAV procedure (orange), new Baro-VNAV and RNAV procedures (yellow) to RWY 25 and runway (blue) at Albury Airport

There will be no change to the total number of aircraft movements or aircraft types operating at Albury Airport as a result of introducing Baro-VNAV.

Some aircraft will continue to fly the RNAV procedures or will conduct visual approaches, where the pilot uses reference to landmarks rather than flying on a set flight path.

## WHEN WILL THIS OCCUR?

These improved approaches will be effective from 22 April 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)

