

INSTRUMENT LANDING SYSTEM FOR GOLD COAST AIRPORT

At Gold Coast Airport, an Instrument Landing System (ILS) will provide vertical and horizontal guidance to pilots when landing in low visibility weather conditions, reducing flight delays and diversions.

ABOUT THE INSTRUMENT LANDING SYSTEM (ILS)

A new arrival flight path extending north in a straight line to over Surfers Paradise is required for the Instrument Landing System (ILS) on Runway 14.

Aircraft can start using the ILS from 28 February 2019.

Usage will vary according to weather conditions. When the weather is fine there may be days when the ILS is not used at all. On days when the weather is poor, all aircraft may need to use the ILS.

The ILS Major Development Plan (MDP), approved in January 2016, noted that there will be occasions when the ILS is used outside of inclement weather by non-Australian/New Zealand international jets; however, since ILS MDP approval, Airservices has implemented a new satellite navigation approach (RNAV) over water until Currumbin Creek which is suitable for all international jets. This means the RNAV will be used by these operators instead of the ILS during fine weather.

Airservices will implement Noise Abatement Procedures (NAPs) to ensure that alternative flight paths minimise ILS usage as much possible.

Information on the NAPs, including how they will be applied, can be found at <http://www.airservicesaustralia.com/projects/gold-coast-ils/>

ILS FLIGHT PATH

The ILS will require a new flight path extending north for about 18 kilometres

(approximately 10 nautical miles) in a straight line from the airport (see **Map 1**). This will give aircraft sufficient distance to position in line with the runway, and established on the ILS to receive guidance to the runway.

Much of this new flight path overflies residential land instead of over the ocean where most existing arrival flight paths are located. This will also mean a longer flying distance for those aircraft arriving from the south and east of the airport.

At the starting point of the ILS approach flight path aircraft will be more than 750 metres high (2500 feet) above ground level.

Aircraft will generally perform a constant descent once they are established on the ILS.

Flight validation for the ILS approach was conducted in December 2018 by a specialist calibration aircraft. The Civil Aviation Safety Authority (CASA) approved the use of the ILS approach straight section but did not approve the ILS flight path over water due to its design.

As a result, aircraft arriving to GC Airport will be vectored to intercept the ILS by 18 kilometres (10 nautical miles) from the airport.

HOW WILL THE ILS AFFECT ME?

When in use, the new ILS flight paths will have a varying effect on suburbs to the north of the airport. A detailed description of the noise exposure for each region is outlined in **Map 2**. Suburbs have been grouped into regions to more effectively explain the forecast aircraft noise exposure when the ILS is in use.

REGION 1 (GREEN)

The proposed ILS flight path will be very similar to the existing approach flight paths to Runway 14 in these areas. The suburbs of Currumbin, Tugun and Bilinga are not expected to experience any additional aircraft noise exposure.

REGION 2 (ORANGE)

Residents in this area, from Palm Beach to Surfers Paradise, currently experience a low level of aircraft noise. This area is expected to experience noticeable increases in aircraft noise during poor weather when the ILS is used, as aircraft will be travelling overhead instead of tracking to the east over the ocean.

Region 2 is expected to experience additional aircraft noise events of up to 74 decibels (dB(A)) which is similar to the sound levels emitted from a truck and experienced from inside a residence. Note that Noise Abatement Procedures will require the use of alternative over water flight paths to minimise the use of the ILS as much as possible.

REGION 3 (SOLID AND STRIPED PINK)

Region 3 is not expected to experience significant noise exposure as a result of the ILS. Aircraft arriving from the north using the ILS will generally fly within the solid pink coastal corridor on the map, spanning the suburbs of Runaway Bay to Surfers Paradise. Aircraft arriving from the south and south east that are being vectored will intercept the ILS by Surfers Paradise. During poor weather, when using the ILS most international aircraft arriving into the Gold Coast will fly over this region.

The suburbs of Varsity Lakes to Helensvale make up the striped, left portion of Region 3. A small number of aircraft could fly over this region to join the ILS flight path in order to avoid extreme weather events, to spread high volumes of air traffic or to respond to medical or aircraft emergencies.

WHERE CAN I GET MORE INFORMATION?

Further information about the ILS can be found on the Airservices and Gold Coast Airport websites.