

INSTRUMENT LANDING SYSTEM FOR GOLD COAST AIRPORT

NOISE ABATEMENT PROCEDURES

Airservices will implement Noise Abatement Procedures (NAPs) that instruct pilots and air traffic controllers to minimise the use of the Gold Coast Instrument Landing System (ILS) for Runway 14.

ABOUT THE ILS

The Gold Coast Instrument Landing System (ILS) was included in the Gold Coast Airport Major Development Plan (MDP), which was approved on 19 January 2016 by the then Minister for Infrastructure and Regional Development.

Conditions on the ILS were later placed on the approved MDP through an Administrative Appeals Tribunal (AAT) process.

The AAT conditions required Airservices to design Noise Abatement Procedures (NAPs) to minimise the use of the ILS to situations where poor weather conditions affect visibility; for operational requirements; and during emergencies.

WHAT ARE THE FLIGHT PATHS AVAILABLE TO RUNWAY 14?

Jet and turbo propeller aircraft will be required to use navigation approach flight paths in the order of priority outlined here to minimise noise impacts when landing onto Runway 14:

- 1. Smart Tracking (Required Navigation Performance – Authorisation Required - RNP-AR).**

The existing flight path ensures aircraft remain over water until Currumbin Creek using the most accurate form of satellite navigation available to approved airlines and aircraft.

- 2. Satellite area navigation approach (RNAV)**

The existing flight path ensures that, while aircraft are closer to the coast south of Tallebudgera Creek than those using Smart Tracking, aircraft will remain over water until Currumbin Creek, using satellite navigation available to all airlines.

- 3. Flight path to the Instrument Landing System (ILS)**

This flight path overflies coastal areas between Surfers Paradise and Gold Coast Airport and is available to all airlines.

Safety is paramount and the pilot is ultimately responsible for deciding which navigation approach flight path is suitable for the safe operation of the aircraft.

WHAT ARE THE NAPs FOR THE USE OF THE ILS?

The ILS is only to be used when poor weather affects visibility, for operational requirements, or during emergencies.

Air traffic control will advise pilots to use the ILS when weather conditions do not permit the use of the alternate noise preferred navigation approach flight paths into the Gold Coast.

This will occur when the prescribed cloud base is at or below approximately 800 feet (244 metres) and/or the visibility from the tower looking out along the ILS flight path is less than approximately 4 kilometres. These criteria will be recorded in air traffic control standard operating procedures.

Furthermore, use of the ILS for the purposes of training:

- a. will not be permitted for aircraft with a maximum take-off weight **above** 5700 kilograms.
- b. will be permitted for aircraft with a maximum take-off weight **below** 5700 kilograms (light aircraft) only between the hours of 9am and 5pm local time.

HOW WILL VISIBILITY BE ASSESSED?

The assessment of visibility from the air traffic control tower is made with reference to geographical features at known distances from the tower.

In the case of the ILS, the air traffic controller will nominate the use of the ILS once the visibility of the closest of those known features, Tugun Hill, is reduced due to weather. Tugun Hill is 4 kilometres from the tower.

Importantly, air traffic control must make a decision to nominate the use of the ILS well in advance of an aircraft arriving at the airport. This will often require a prediction of what the

weather conditions will be up to 30 minutes prior to an aircraft landing.

Weather conditions are often highly localised and there will be instances when the weather conditions close to the airport require the use of the ILS, but appear much better further out along the flight path.

HOW WILL AIRSERVICES INFORM THE COMMUNITY ABOUT THE USE OF THE ILS?

Airservices is committed to ensuring the ILS is used in accordance with the NAPs. Airservices will report on the use of the ILS at the Gold Coast Airport Noise Abatement Consultative Committee (ANACC) and the Gold Coast Airport Community Aviation Consultation Group (CACG) until a post implementation review is conducted after 12 months.

HOW WILL AIRSERVICES INFORM PILOTS ABOUT THE NAPs?

Airservices will publish the NAPs for pilots prior to use of the ILS for aircraft operations, initially by Notice to Airmen (NOTAM), followed by publication in the Aeronautical Information Publication (AIP).

WHERE CAN I FIND FURTHER INFORMATION?

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

