

BRISBANE AIRPORT

CHANGES TO THE ARRIVAL FLIGHT PATH FROM THE NORTH TO RUNWAY 19

Airservices has implemented changes to the standard instrument arrival flight path to Brisbane Airport for aircraft arriving to Runway 19 from the north.

These changes ensure pilots can keep the aircraft in autopilot when descending to the airport from the north, and that tracking and speed are consistent for all aircraft as they approach the runway.

Aircraft will fly the existing approach shown below in Figure 1, with a small change in aircraft tracking represented by the flight path corridors shown in Figure 2.

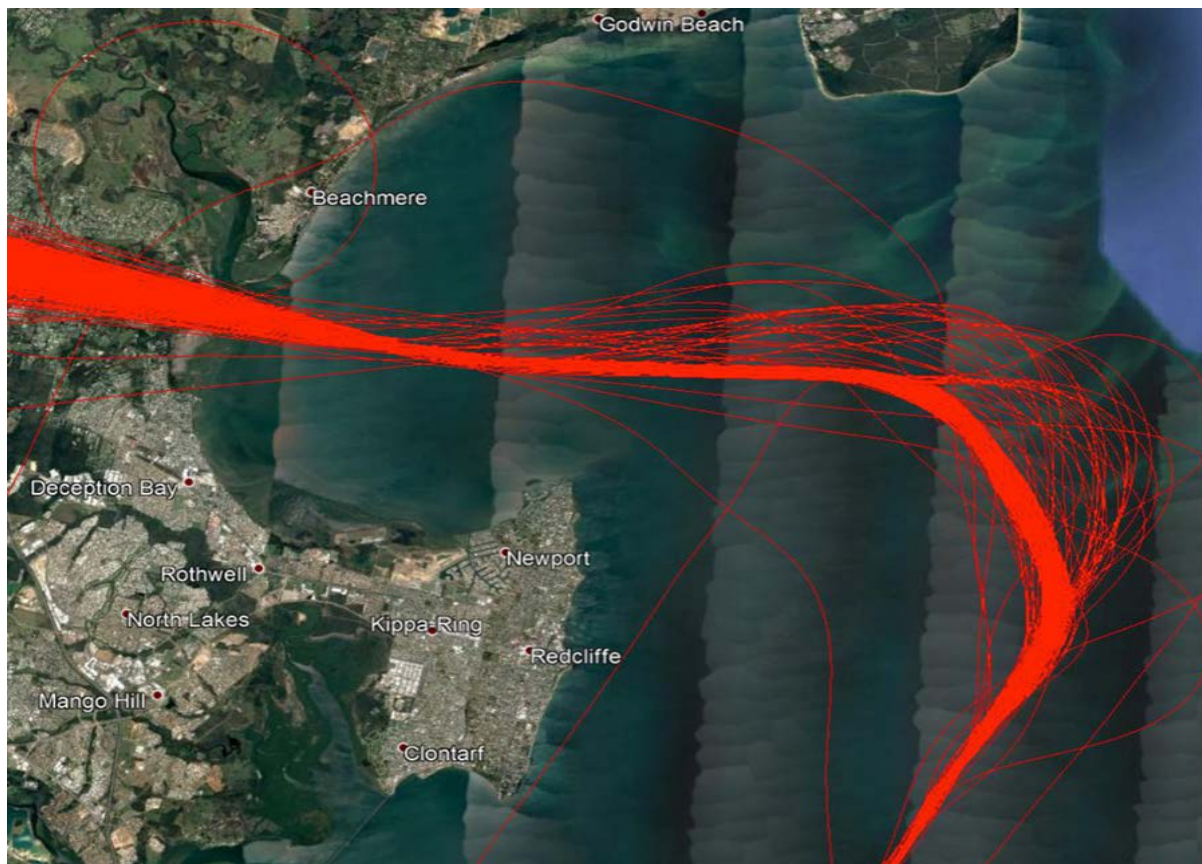


Figure 1: Arrival tracks from the north to Runway 19 at Brisbane Airport (from 1 October – 31 December 2017) shown in red.

WHAT HAS CHANGED?

To provide consistent tracking and speed with other arrivals to Runway 19, the arrival flight path from the north was moved 200 metres to the south and occurs around the area where the aircraft crosses the coast line at Deception Bay.

An additional change is also needed to accommodate the requirements for the aircraft to effectively use autopilot on the approach to Runway 19. The change reduces the Lowest Safe Altitude (LSALT) level that aircraft can fly over the coast and water from 3700 feet to 3000 feet.

The LSALT is the minimum possible height that can be flown that ensures safe clearance from obstacles and terrain. The requirements for making these calculations are set in regulation by the Civil Aviation Authority (CASA). Aircraft do not commonly fly at the LSALT.

WILL THERE BE ANY NOTICEABLE CHANGE IN AIRCRAFT NOISE OR TRACKING?

Residents in Deception Bay, Kippa-Ring and the Redcliffe Peninsula may notice a very slight visual change in aircraft tracking as shown in Figure 2, although such a small change within the existing spread of flight tracks is not likely to be noticeable.

In the unlikely event that aircraft are required to fly at the new LSALT over the coast line and over water to the runway, it is predicted that a noise level change of 1.8 decibels (dB(A)) will result from the lowering of the LSALT from 3700 feet to 3000 feet.

Aircraft are currently crossing the coastline at an average of 5,400 feet. It is possible in rare circumstances that a pilot may choose to make a quick descent over the coast line and out over water towards the runway resulting in the aircraft being at 3,000 feet and flying at that altitude until turning towards the runway.

This change in altitude from the average of 5,400 feet to 3,000 feet would result in a maximum noise level increase of 5.1 decibels (dB(A)). Should this unlikely event occur, residents in the Deception Bay area and on the Redcliffe Peninsula may notice an increase in noise levels.

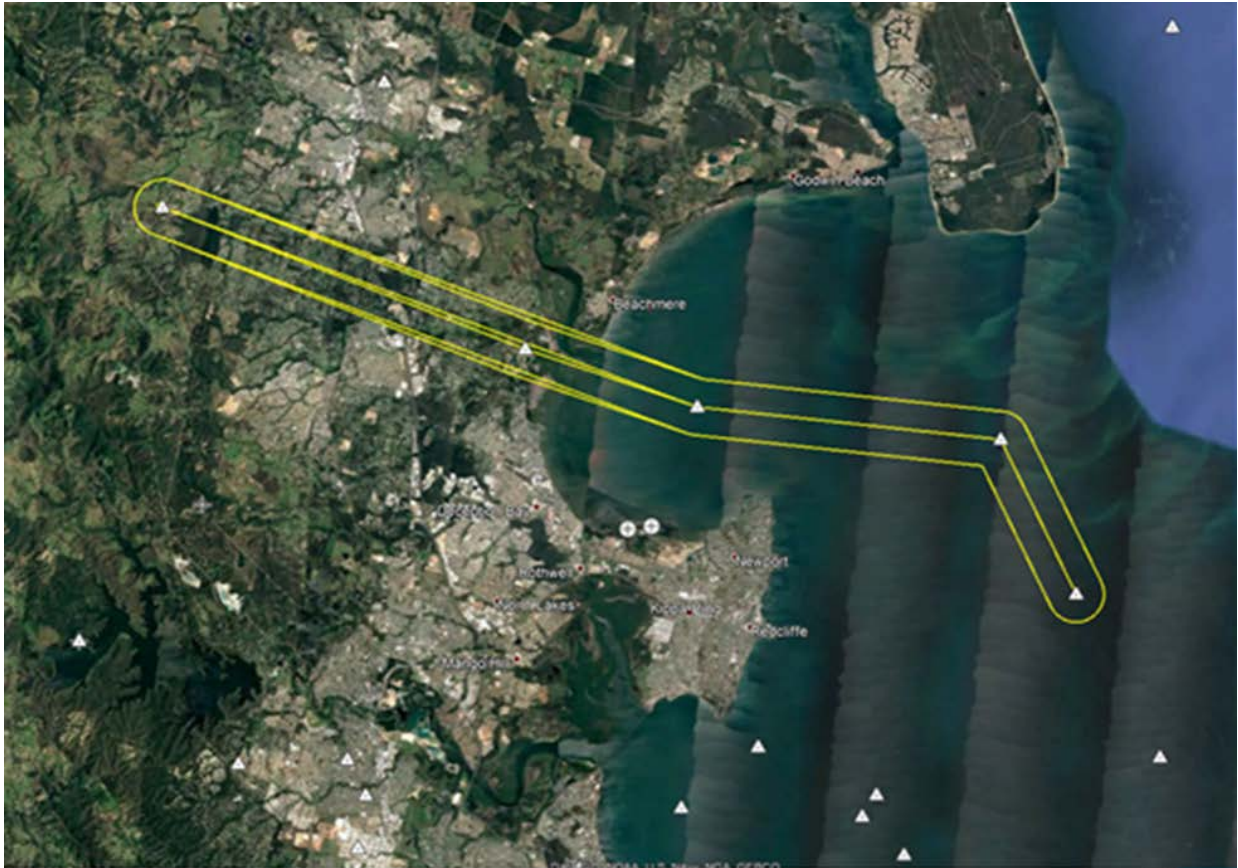


Figure 2: Representation of flight path corridor showing 200 metre move to the south

WHEN DID THESE CHANGES COMMENCE?

Airservices implemented the changes in August 2018.

This ensured that safety benefits of flying using the aircraft flight management systems were implemented as quickly as possible.

FURTHER INFORMATION

To register interest in receiving information on flight path changes in your area, please contact Airservices Noise Complaints and Information Service on:

- 1800 802 584 (free call)
- 131 450 (interpreter service)
- online at:
<https://feedback.emsbk.com/asa>