

# COOBER PEDY AIRPORT

## CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for aircraft arriving to Runway 04/22 at Coober Pedy Airport from February 2020.

### **BACKGROUND**

Since 2007, the [International Civil Aviation Organization \(ICAO\)](#) has encouraged its members to implement approach procedures with vertical (straight up and down) guidance to improve safety for aircraft arriving at airports.

One way to do this is through the use Baro-VNAV technology. BARO-VNAV stands for Barometric vertical navigation.

Baro-VNAV is a technology available on most large modern aircraft. The technology increases the likelihood of a stabilised approach being flown by the aircraft through the provision of 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 on approach, making landing safer. Baro-VNAV approaches reduce the frequency of an aircraft needing to either circle or complete a missed approach as they give pilots greater accuracy.

Airservices has worked with the [Civil Aviation Safety Authority \(CASA\)](#) and identified more than 100 locations for the roll out of Baro-VNAV approach procedures across Australia.

Some of these locations, including Coober Pedy Airport, require changes to their existing approach procedures in order for Baro-VNAV to be introduced.

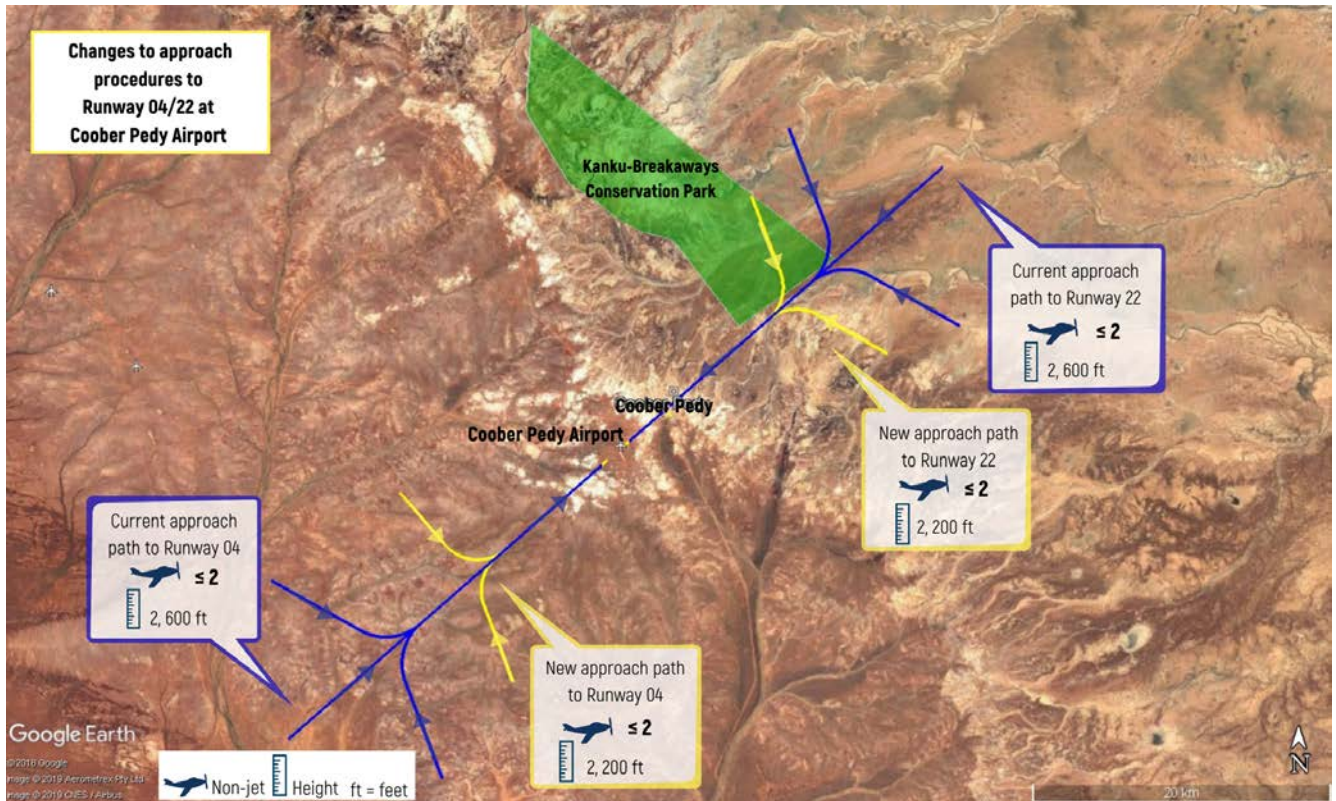
### **What will change at Coober Pedy Airport?**

The approach procedures to both Runway 04 and Runway 22 will be shortened. The initial segments of the approach to Runway 04 will be moved approximately 7 to 9km to the northeast while the initial segments of the approach to Runway 22 will be moved approximately 4km to the southwest (Figure 1 yellow tracks). As a result aircraft will commence their approach procedures closer to the airport and at a lower altitude than they currently do.

There will be no change in number of aircraft movements or aircraft types at Coober Pedy Airport and there will continue to be an estimated 2 arrivals to each end of the runway on a busy day. Common aircraft operating at Coober Pedy Airport include Saab 340, Pilatus PC12 and Beechcraft Super King Air 200. Noise levels from these flights will be below 64 decibels (dB(A)) which is comparable to conversation levels in a busy location (e.g. office, shop, café).

An estimated 2 arrivals on a busy day currently fly along the southeast corner of Kanku-Breakaways Conservation Park. Users of the park may notice these aircraft flying on a slightly

different track over the park as a result of the new approach procedures at heights of approximately 2,200 feet.



**Figure 1:** Approach to Runway 04/22: existing approach procedures (blue) and proposed approach procedures (yellow).

There will be no change to the current flight paths over Coober Pedy; however residents on the outskirts of the town may notice a slight visual change in aircraft tracking with some aircraft flying closer to the town.

It is not expected that there will be any changes in aircraft noise in Coober Pedy as a result of these changes.

### How can I get more information?

For Queries regarding this information contact Community Engagement:

- Email to [communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com)
- Mail to Community Engagement Manager, Airservices Australia, Locked Bag 747, Eagle Farm QLD 4009

For matters relating to current aircraft operations, contact the Noise Complaints and Information Service (NCIS) on:

- <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>
- 1800 802 584 (free call)
- 131 450 (interpreter service)

