

# MARYBOROUGH AIRPORT

## PROPOSED CHANGES TO RUNWAY 17 GPS APPROACH FLIGHT PATH

Airservices is proposing changes to the satellite navigation (GPS) approach flight path for aircraft landing from the north onto Runway 17 at Maryborough Airport.

### **WHY ARE THE CHANGES NECESSARY?**

The GPS approach flight path for aircraft arriving from the north to land on Runway 17 at Maryborough Airport is currently in close proximity to the jet arrival flight path into Hervey Bay Airport.

This requires pilots to adjust their descent profiles into Hervey Bay Airport and increases pilot workload.

### **WHAT IS GOING TO CHANGE AND HOW?**

There will be no changes to the number of aircraft operating into Maryborough Airport as a result of the flight path changes.

To ensure that aircraft can operate as safely as possible into both airports, Airservices will shorten the northerly extent of the approach flight path into Maryborough Airport and move the area in which aircraft hold during poor weather slightly further south (refer Figure 1).

Arriving aircraft using the satellite navigation approach flight path will also now be lower over Takura and areas to the south.

### **WILL THERE BE ANY CHANGE IN AIRCRAFT NOISE?**

Residents in the Howard, Torbanlea and Burgowan areas may notice a change in aircraft tracking when holding to the north of the airport, generally in poor weather conditions.

Residents in Howard in particular will be directly overflown by holding aircraft.

Noise levels from aircraft using the holding area are expected to be between 60 – 70 decibels (dB(A)). The holding area is expected to be rarely used. There has been no recorded usage in the last 6 months.

Residents in Walligan, Susan River and areas south east of Burgowan will notice a change in aircraft tracking.

While currently occasionally overflown, residents may notice new consistent overflight of up to 5 aircraft on a given day, at approximately 2100 feet with noise levels between 60 and 70 decibels (dB(A)).

Residents in areas between Toogoom and Takura will notice a reduced number and concentration of arriving flights.

Residents in and just south of Takura, may notice a lowering of aircraft altitude from 3100 feet to approximately 2000 feet and an increase in associated noise levels from aircraft overflying the area (refer Figure 2). Noise levels are expected to be between 60-70 decibels (dB(A)).

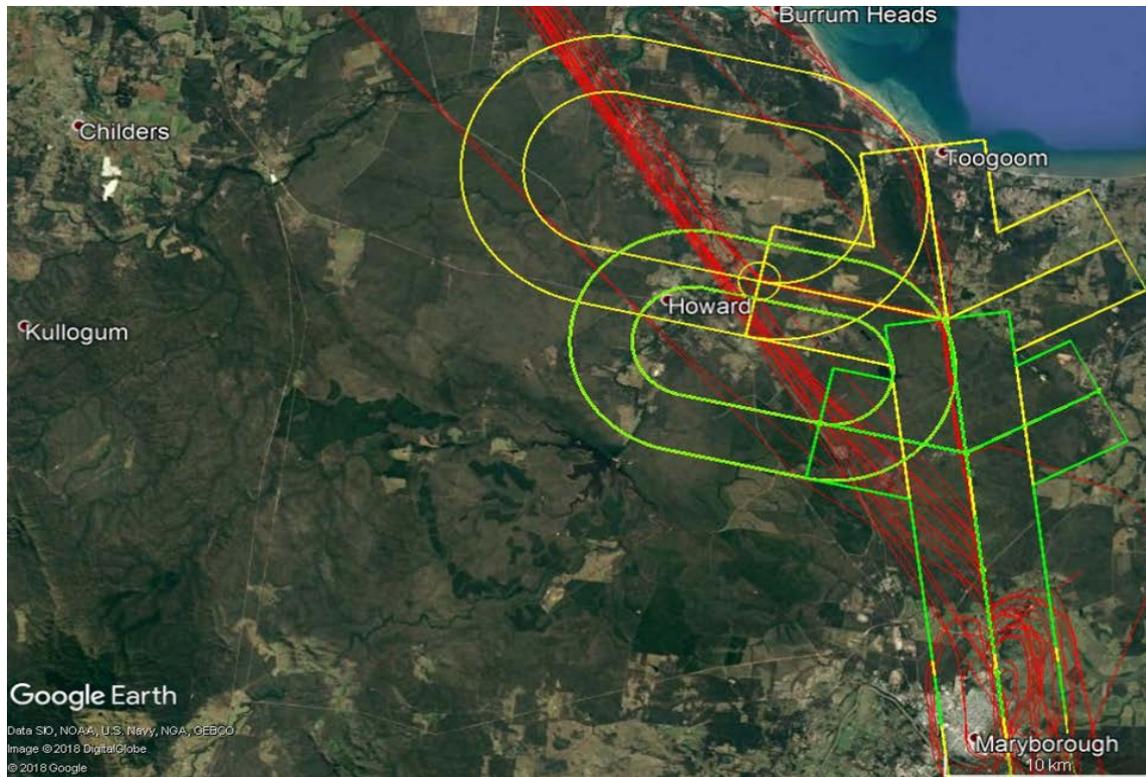


Figure 1: Existing flight path corridors for holding area and area navigation approach (yellow); proposed flight path corridors from February 2019 (green). Existing aircraft flight tracks in February 2018 (red).

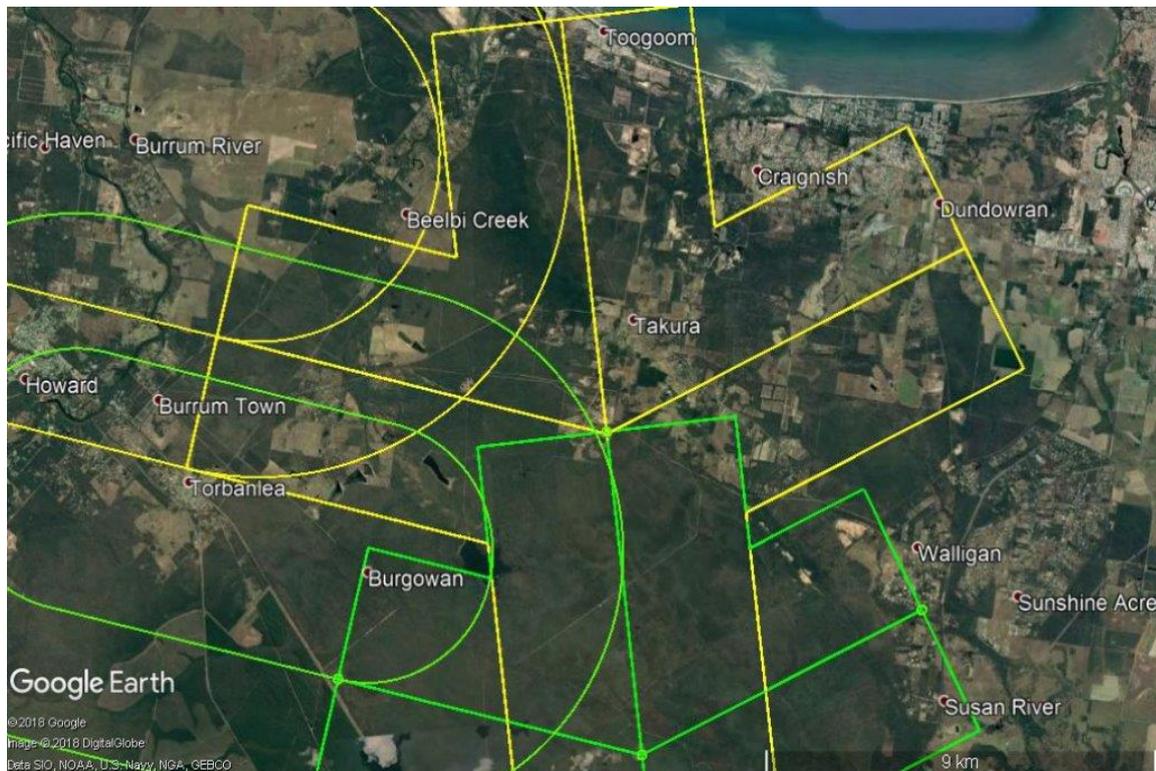


Figure 2: Existing flight path corridors for holding area and area navigation approach (yellow); proposed flight path corridors from February 2019 (green) - zoomed in to show all areas

## **WHEN WILL THIS CHANGE COMMENCE?**

Airservices is proposing to implement these changes in February 2019.

## **HOW CAN I HAVE MY SAY?**

To provide feedback and/or to register to receive information on flight path changes, please contact Airservices Noise Complaints and Information Service (NCIS) on:

- 1800 802 584 (free call)
- 131 450 (interpreter service)
- Online at <https://complaints.bksv.com/asa>
- Mail to Noise Complaints and Information Service, PO BOX 211 Mascot NSW 1460.

### **Feedback closes on 13 December 2018.**

We will publish a summary of the feedback received on our website.