

MELBOURNE AIRPORT

SMART PATH FOR RUNWAY 34 (SOUTH)

Airservices is introducing Smart Path technology at Melbourne Airport to improve safety and predictability for aircraft landing in poor weather and low visibility.

In 2017 Airservices commissioned a satellite-based navigation precision landing service, known as Smart Path technology to a number of approach procedures at Melbourne Airport. This technology provides airlines with precision guidance to the runway.

WHAT IS SMART PATH TECHNOLOGY?

Smart Path is a Global Navigation Satellite System (GNSS) based precision approach and landing system. Since 2017, this has been available for all runways at Melbourne Airport except to Runway 34 from the south.

GNSS technology enables precision approach with vertical guidance resulting in safety and predictability improvements for aircraft landing in poor weather and low visibility. Further information on this technology can be found on the Airservices website at <http://www.airservicesaustralia.com/projects/ground-based-augmentation-system-gbas/>

HOW MANY AIRCRAFT WILL USE SMART PATH?

There will be no change to the number of aircraft movements at Melbourne Airport as a result of the introduction of Smart Path to Runway 34.

Not all aircraft are equipped to use the Smart Path. Approximately 40 per cent of arriving aircraft are currently estimated to be suitably equipped to use Smart Path navigation.

An average of 30 aircraft (maximum of 130), will use Smart Path for Runway 34 on any given day.

WHAT IS GOING TO CHANGE?

Airservices is now proposing to install this technology to Runway 34. Aircraft will continue to fly on existing arrival routes to Melbourne.

However, to comply with international design standards Airservices must ensure that aircraft are able to intercept the final approach path.

To enable this, aircraft may fly 500ft lower than they currently are between 25km and 15km from the runway touchdown point.

Not all aircraft will fly lower, and the reduction in altitude will vary according to how aircraft systems manage that segment of the approach pattern prior to landing.

This will help to improve landing capability at Melbourne when there are northerly winds and weather conditions are poor, with limited visibility.

WILL THERE BE ANY CHANGE IN AIRCRAFT NOISE OR TO WHERE AIRCRAFT FLY?

Aircraft using Smart Path to land onto Runway 34 will be on existing flight paths as shown in Figure 1. However, aircraft may be 500ft lower from their existing altitude of 3000ft (down to 2500ft).

Residents in the following areas may see aircraft on the Smart Path to Runway 34 from the south: Williamstown, Williamstown North and Seaholme.

While aircraft currently overfly these areas some residents may experience a small increase in noise of up to 1.6 decibels; however, it is expected that this level of noise increase will not be noticeable.

WHEN WILL THIS CHANGE START?

Smart Path arrivals to Runway 34 from the east and west (green paths) have already been consulted on and will commence on 8 November 2018. Feedback is now being sought for arrivals to Runway 34 from the south (blue paths) with a proposed implementation date for that corridor of 8 December 2018.

WHERE CAN I GET MORE INFORMATION OR PROVIDE FEEDBACK ON THE CHANGE?

By contacting Airservices Noise Complaints and Information Service:

- 1800 802 584 (free call);
- 131 450 (interpreter service) or
- online at <https://complaints.bksv.com/asa>

Please provide feedback by 21 November 2018.

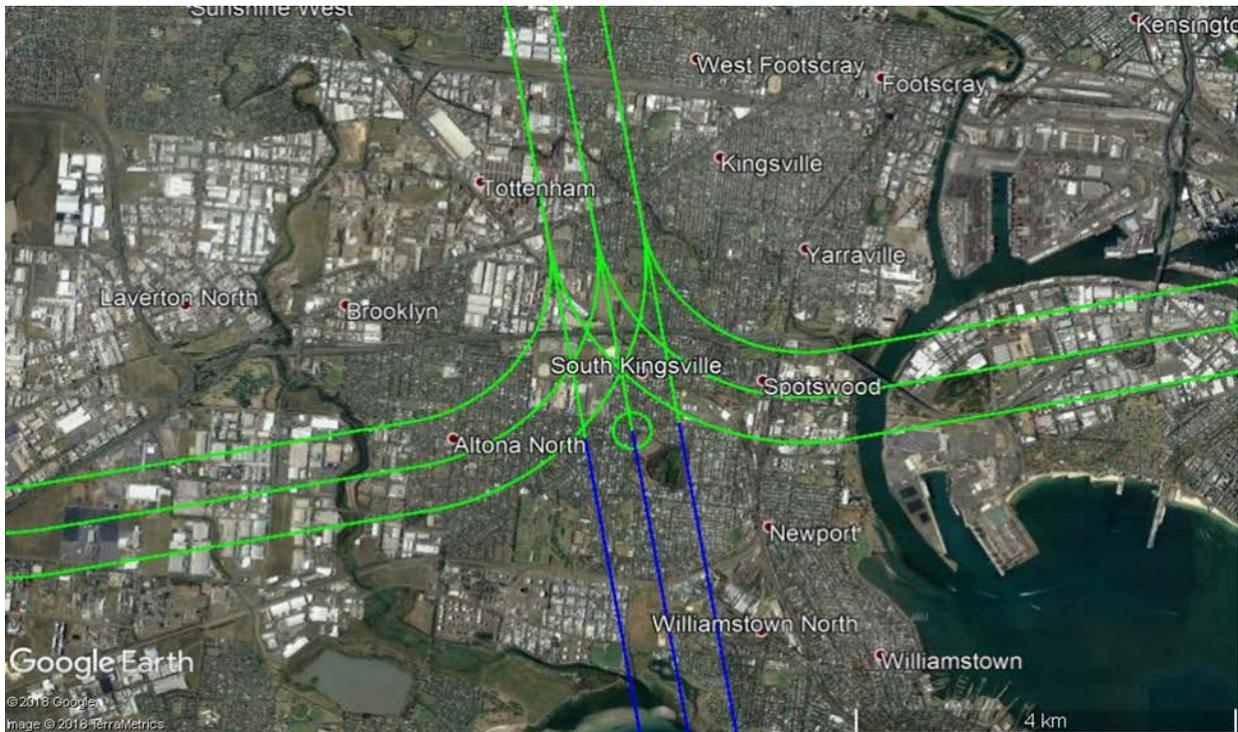


Figure 1: Existing flight paths to Runway 34 – aircraft within the green and blue corridors may be up to 500ft lower (arriving Smart Path aircraft will be between 3,000ft and 2,500ft in the corridors shown). Smart path using the green corridors will commence 8 November 2018. Smart path using the blue corridor is proposed to commence 8 December 2018.