February 2021

HOBART AIRSPACE DESIGN REVIEW POST IMPLEMENTATION REVIEW

COMMUNITY SUGGESTED ALTERNATIVES

HOBART AIRSPACE DESIGN REVIEW PIR

WHY ARE WE SEEKING COMMUNITY SUGGESTED ALTERNATIVES?

On 7 November 2019, Airservices introduced new instrument flight procedures and flight paths at Hobart Airport.

As these flight paths have now been operating for 12 months we have commenced a Post Implementation Review (PIR).

The PIR includes identifying opportunities to minimise the impact of aircraft operations on the community and provides all stakeholders with the opportunity to submit flight path alternatives including amendments to the current Noise Abatement Procedures (NAPs).

We are seeking community suggestions for flight path alternatives including amendments to Noise Abatement Procedures.

WHAT KIND OF CHANGES CAN I SUGGEST?

Suggestions may include:

- changes to a lateral flight path (e.g. move a flight path by x kilometres to x location)
- changes to the vertical profile of a flight path (e.g. change the height of the aircraft climbing to depart or descending to land)
- changes to the way the flight paths are used through the Noise Abatement Procedures (see more detail on page 6).

WHAT ARE THE CURRENT FLIGHT PATHS AT HOBART AIRPORT?

We have released updated community specific information that shows summer operations at Hobart Airport (data collected during 2019/2020), compared to the final flight path designs as shown in previous community information (May 2019).

You can also access information on current aircraft operations on our Aircraft in Your Neighbourhood webpage.

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CAN I SUGGEST ANY CHANGE TO THE FLIGHT PATHS?

The flight paths we design must comply with international and national safety and design standards. Because of this, there are some areas where the flight paths cannot be changed or where flight paths are not able to go. However these areas may be suitable for changes to the Noise Abatement Procedures – *see page 6.*

At Hobart airport, the following design constraints apply:

- arriving aircraft must be aligned directly with the runway on their final approach to help them stabilise and land safely
- arrival flight paths cannot be moved closer to the airport because aircraft require sufficient distance to descend safely to the runway from the height at the beginning of their approach to land
- flight paths for arriving aircraft must allow for different aircraft capability (e.g. satellite area navigation for freight operators through to CASA approved Smart Tracking[1] technology)
- flight paths for departing aircraft must provide separation between jet and non-jets to allow slower aircraft to move out of the way of faster following aircraft.

[1]'Smart Tracking' also known as Required Navigation Performance Authorization Required (RNP AR) procedures are flight paths with strict navigation performance requirements that rely on satellite based navigation and are only available to Civil Aviation Safety Authority (CASA) approved aircraft and pilots.

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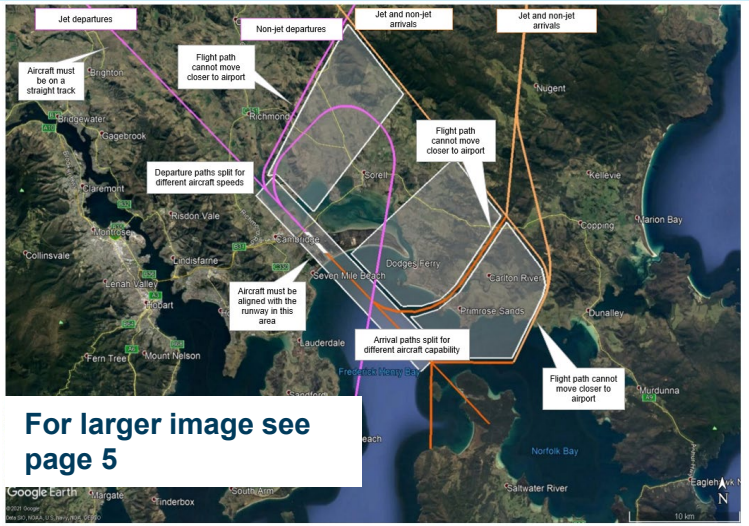
DESIGN CONSTRAINTS

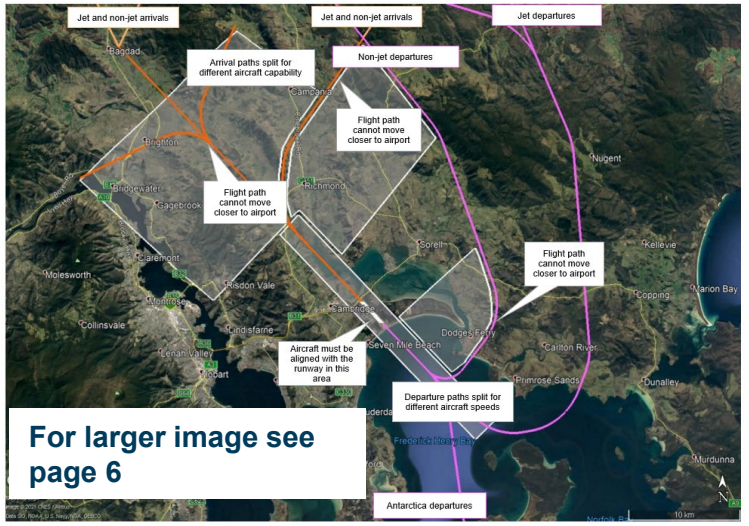
While we have shown some of the main constraints in the following images there may be others that will only be identified in reviewing your designs. In assessing designs we will also need to consider how the flight paths fit together as a whole within the overall design.

- Arriving aircraft must be aligned directly with the runway on their final approach to help them stabilise and land safely (**Figure 1 and Figure 2 – grey**)
- Arrival flight paths (**Figure 1 and Figure 2 – orange**) cannot be moved closer to the airport because aircraft require sufficient distance to descend safely to the runway from the height at the beginning of their approach to land
- Flight paths for arriving aircraft must allow for different aircraft capability (e.g. satellite area navigation for freight operators through to CASA approved Smart Tracking[1] technology)
- Flight paths for departing aircraft (**Figure 1 and Figure 2 – pink**) must provide separation between jet and non-jets to allow slower aircraft to move out of the way of faster following aircraft.



For larger image see page 5

Figure 1: Constraints Runway 30 at Hobart Airport



For larger image see page 6

Figure 2: Constraints Runway 12 at Hobart Airport

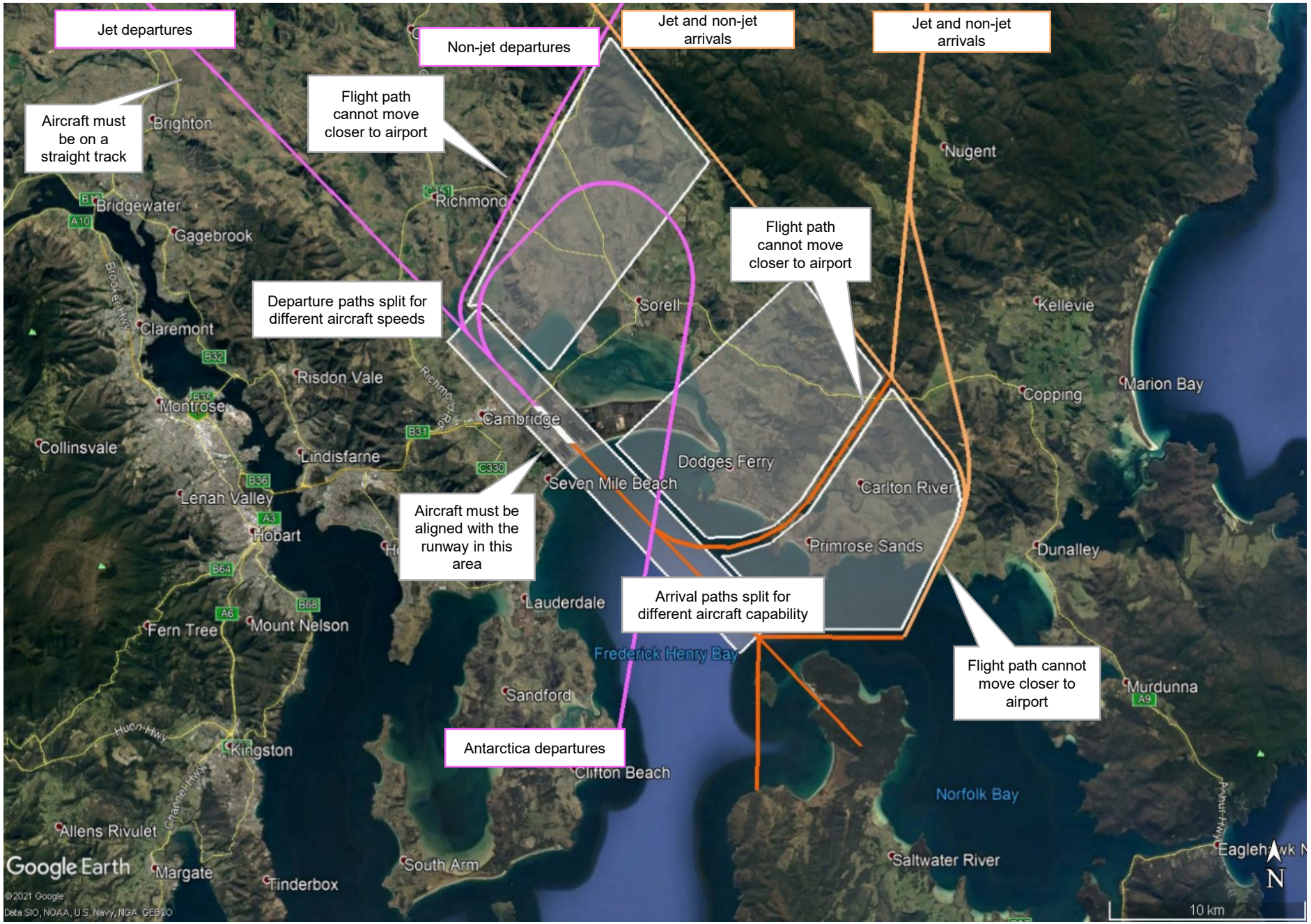


Figure 1: Constraints (grey), current arrival (orange) and departure (pink) flight paths to Runway 30 at Hobart Airport

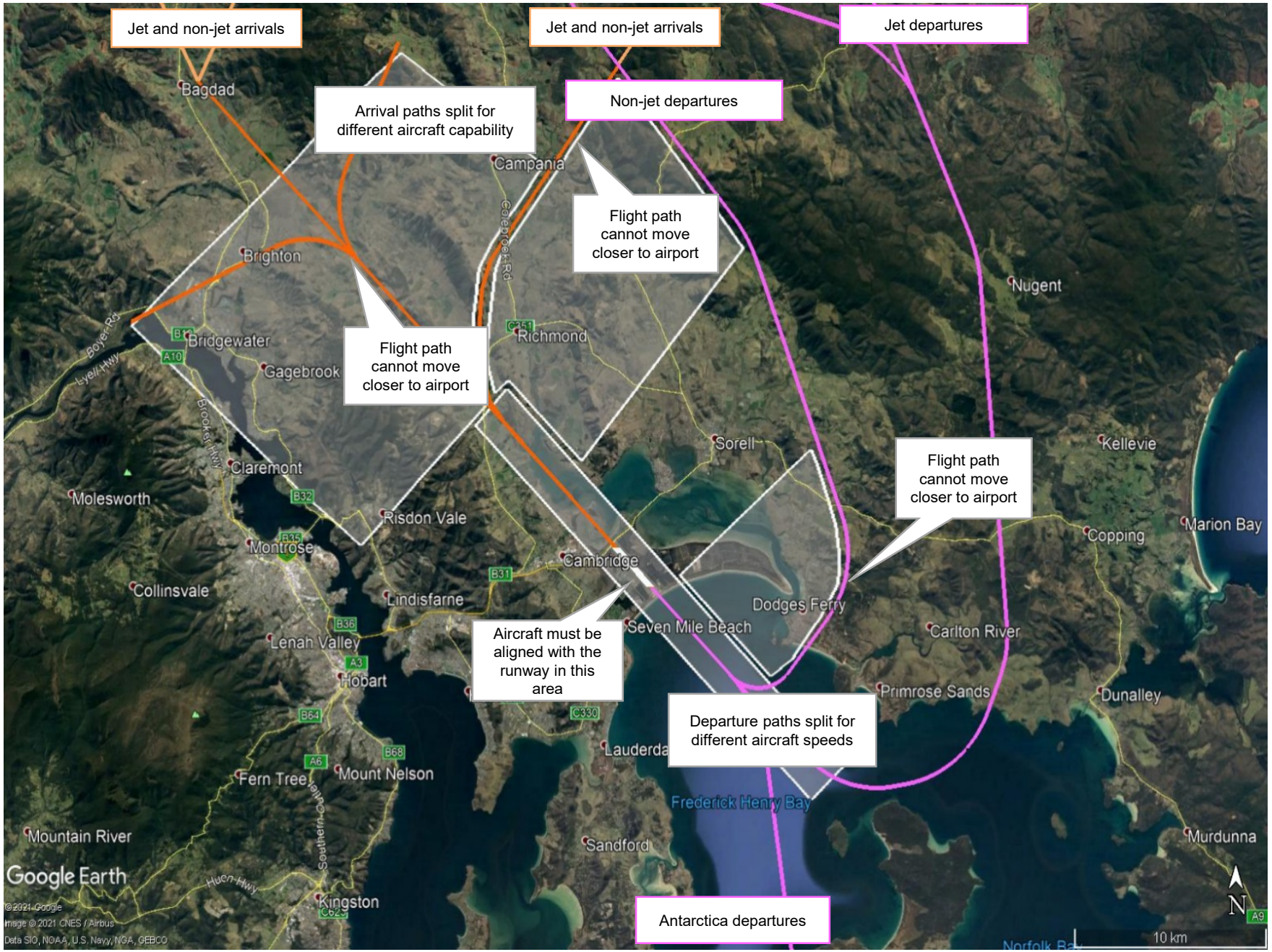


Figure 2: Constraints (grey), current arrival (orange) and departure (pink) flight paths to Runway 12 at Hobart Airport

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WHAT ARE NOISE ABATEMENT PROCEDURES?

Every major airport has Noise Abatement Procedures (NAPs), which are procedures designed to reduce the impact of aircraft noise on the community by reducing noise at the airport during ground operations and noise generated during the arrival and departure phases of flight.

There are some limitations to the use of NAPs and they may not be used if they generate delay and congestion, as this can cause noise and emission impacts. Air traffic control or pilots may not be able to use them in certain situations, for example weather conditions or operational requirements.

WHAT ARE THE CURRENT NOISE ABATEMENT PROCEDURES AT HOBART AIRPORT?

At Hobart, during tower hours (between 5:50am and 10:10pm) the NAPs preference instrument approaches and departures (the Standard Instrument Arrival [STARs] routes and Standard Instrument Departure [SIDs] routes) for large aircraft (e.g. jets).

The NAPs also state that the VHF omnidirectional range (VOR) may only be used for flight training for small aircraft (under 5,700 kilograms) or for operational reasons when no alternative approach exists.

You can view the NAPs for Hobart Airport here: https://www.airservicesaustralia.com/aip/current/dap/MHBNA01-162_05NOV2020.pdf

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CAN I SUGGEST A CHANGE TO THE NOISE ABATEMENT PROCEDURES?

Yes, you can submit a change to the NAPs for consideration.

This could be a change to the existing NAPs or the addition of a new NAP.

Typically NAPs can include:

- preferred flight tracks and/or runway directions of operation (e.g. Runway x for landing and Runway x for take-off)
- Noise Abatement Departure Procedures (NADP) such as directing aircraft to depart over water at night
- approach procedures such as Continuous Descent Operations (CDO)[2] and low power, low drag techniques
- modified flight path angles to adjust climb gradients
- restrictions on engine run-ups (a type of engine check) and/or ground equipment use.

Communities near airports may be sensitive to operations at different times of the day and night. To minimise the noise impacts on these communities NAPs may also include requirements regarding time of operations, including nominating the preferred runway use.

In all cases, safety considerations take priority over NAPs. The appropriateness of NAPs ultimately depends on a range of factors including, the physical layout of the airport, its surroundings, and airport and airspace capacity, particularly during high demand periods.

[2]CDO is an aircraft operating technique, enabled by airspace and instrument procedure design, which allows arriving aircraft to descend continuously using minimum engine thrust and low drag settings.

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HOW DO WE ASSESS COMMUNITY SUGGESTED ALTERNATIVES?

We accept community suggested alternatives for consideration and have an established process for investigating these options. We will consider the following when reviewing suggestions:

Safety and operational compliance

- Does the change comply with international and national safety and design standards?

Operational efficiency and feasibility - Is the change flyable and efficient?

- Does the change:
  - add complexity to operations (i.e. the work of air traffic control in managing the airspace or pilot workload in flying the flight path)
  - increase track miles for industry (creating additional emissions and operational costs)?

Environmental assessment - Is the change environmentally appropriate?

- Does the change:
  - reduce noise levels or the number of people impacted
  - affect new communities
  - better share the impact of noise in keeping with Airservices *Flight Path Design Principles*
    (proposals that seek to move aircraft noise from one community to another are not considered as responsible)
  - impact areas of future residential development or areas of high tourism value
  - impact areas of national environmental significance and noise sensitive sites.

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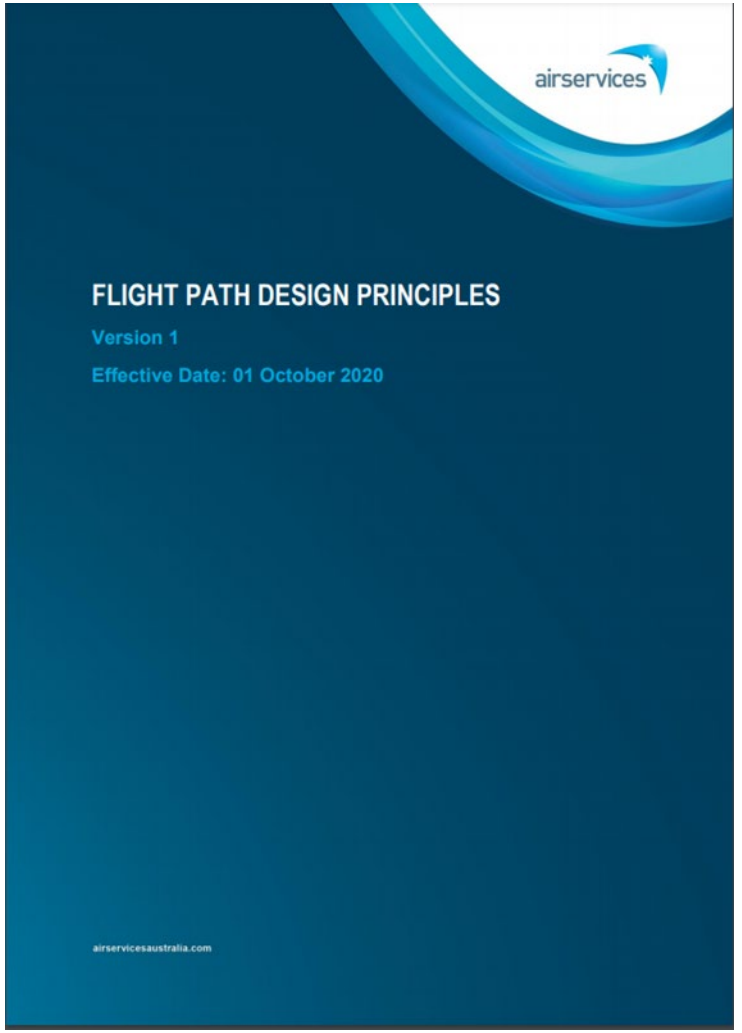
Network assessment

- Does the change:
  - have flow on effects or require changes to other procedures or flight paths
  - impact or benefit overall network efficiency
  - involve a cost
  - have a benefit appropriate to the cost

If community suggested alternatives meet the assessment criteria outlined above, our flight path change management process will apply, including environmental assessments and stakeholder engagement activities.

All suggested alternatives are considered in accordance with Airservices *Flight Path Design Principles*.

Where a proposed change would require changes to Hobart Airport airspace, the Airspace Change Proposal process with the Civil Aviation Safety Authority (CASA) will apply.



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WHAT SHOULD I INCLUDE IN MY SUBMISSION?

When submitting your suggestion/s please ensure you include details of:

a. the specific flight path you are referring to (e.g. arrival to Runway 12 from the north)
b. the change you are proposing e.g. move the flight path laterally, change the preferred runways etc.
c. if you are proposing to move a flight path laterally please include details about where you suggest it is moved to (landmarks or road names are helpful)
d. any other information that may help us to consider the change e.g. located away from populated areas
e. your contact information (this will be kept private and we may contact you if we need to clarify any information you have provided)

You may also include a picture or diagram of your suggested change/s.

Our community specific information can be used as a base to draw your suggestions (either printed or electronic).

Images do not need to be to scale or contain technical information.

A line drawing from point to point is sufficient along with an explanation of your suggestion.

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WHEN CAN I SUBMIT MY SUGGESTION?

Suggestions can be submitted from **Thursday 11 March 2021 to 5pm AEDT, Wednesday 19 May 2021.**

HOW DO I SUBMIT MY SUGGESTION?

Visit *Engage Airservices* and complete the online survey, which will take you through a series of questions to provide the required information.

You will be able to attach files and images to this survey.

If you would like to submit your suggestion/s by mail you can write to us at:

Community Engagement
Airservices Australia
Locked Bag 747
Eagle Farm QLD 4009.

WHAT HAPPENS AFTER I SUBMIT MY SUGGESTION?

If we have any questions about your suggestion/s, we will contact you directly. Up until 19 May 2021 you can submit further suggestions or alterations to your existing suggestion.

We will prepare a report on our assessment of all suggested alternatives and we will make this available in draft for the community to review and seek clarification prior to publication of the final report.