Hobart Airport Runway 30 Noise Abatement Procedure (NAP) trial

The Post Implementation Review (PIR) of the Hobart Airspace Design Review identified a recommended action for a Noise Abatement Procedure (NAP) for arrivals to Runway 30 at Hobart Airport. Further work has been completed to assess the operational safety of a NAP trial presented to the community in 2023, including identifying exclusions and exemptions to its use, and the success criteria to be used in its evaluation.

What is the Noise Abatement Procedure?

The intent of the proposed NAP is to better share noise between the existing arrival flight paths, which comprise of the RNAV arrival path (long approach) and the RNP-AR/visual approach (short approach) – refer **Figure 1**.

The Hobart PIR, completed in April 2022, identified higher than forecast aircraft movements over Primrose Sands, Carlton and Carlton River (short approach), when actual movements were compared to those modelled in the 2018 Environmental Impact Assessment (EIA). The introduction of a NAP was proposed to achieve operations more consistent with those forecast in the EIA and engaged on with the community. It was proposed to be introduced as a trial to enable assessment of its effectiveness prior to a decision on permanent implementation.

Figure 1: Existing arrival flight paths to runway 30 - RNAV and RNP AR/visual approaches

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Implementation of a NAP trial

The *Air Services Act 1995* requires that Airservices "in exercising its powers and performing its functions, must regard the safety of air navigation as the most important consideration". In August 2023, we released a flight path design assessment report sharing our decision not to proceed with the proposed NAP trial. This decision was based on the potential operational risk associated with the introduction of further change to the airspace, also giving consideration to the divided community opinion.

The Aircraft Noise Ombudsman reviewed this outcome and requested Airservices to undertake further work to inform the decision. We have since completed detailed operational safety work to more fully understand any risk associated with the NAP trial introduction, as well as looking at exclusions and exemptions to its use, and the criteria against which its success or otherwise could be measured.

We have finalised this assessment, which has confirmed that the NAP trial can be safely implemented with appropriate controls, exclusions and exemptions. **With these safety elements now confirmed, the NAP trial will be implemented for a period of 6 months commencing in mid-June 2024**.

The proposed NAP will operate between 2pm and 8am (local), with all arrivals to runway 30 using the RNAV (longer approach) during these hours, excluding valid exemptions.

The trial will be monitored on an on-going basis using the success measures below.

Exclusions and exemptions

Some aircraft will be exempt from the NAP and from time to time, communities will see aircraft operating in a manner that is not consistent with the NAP. These exemptions include emergency operations and operational requirements, for example safety and weather.

NAPs are not mandatory and outside of ATC hours when airspace is uncontrolled, application of the NAP is at aircraft operators' discretion. Adherence to the NAP is therefore more likely during ATC hours when the airspace is being controlled.

We are engaging with aircraft operators to explain the intent of the NAP and request its application. We will monitor this throughout the trial and continue to engage with operators as required to encourage its use and to identify reasons preventing this.

Assessment process

At the conclusion of the NAP trial period, an assessment will be made against identified criteria.

To support this assessment, temporary noise monitor/s will be installed to measure noise events. Community and industry feedback will also be sought throughout the trial.

At the completion of the assessment a decision will be made on whether to cease the trial, amend the trial conditions, or implement the NAP as a permanent operation. We will consult further with the community on this decision.

The outcome of this assessment will be published on Engage Airservices.

How will the success of the NAP trial be measured?

Safety is Airservices highest priority. The primary requirement throughout the NAP trial will be the continued safety of air navigation.

Other factors that would be considered when evaluating the success of the NAP trial include:

- more equitable distribution of aircraft movements across both arrival paths, in keeping with EIA forecasts
- dwellings, population and noise sensitive sites subject to 60 decibel and above noise events compared to current operations.

Specific measures are provided below.

Success measures

Measurement	Measure of success	Measure of failure
Safety	Risks are managed to As Low As Reasonably Practicable.	The success measure is not achieved.
Distribution of aircraft movements across both arrival paths. *Current use:* *RNAV – 20%; RNP-AR – 80%*	40% to 60% of aircraft use the RNP-AR (short approach).	Greater than 60% of aircraft using the RNP-AR (short approach). * Greater than 60% of aircraft using the RNAV (long approach). *
Number of dwellings, population and noise sensitive sites subject to 60 decibel noise events (24hrs) when compared to current operations. *Airservices National Operating Standard trigger for environmental significance = 20% change*	Reduction of 20% or more in dwellings/population/noise sensitive sites within the N60 noise contour. **	Number of dwellings/population/ noise sensitive sites does not reduce. *

** Investigation of options to improve this outcome may be considered in determining if an amendment to the trial is warranted.*

*** Any reduction in the number of dwellings, population or sensitive sites exposed to 60 decibel and above events is considered to have merit in achieving successful noise abatement. Where a result of less than 20% is achieved, further investigation will be required to determine if amendment to the trial is warranted.*