Hobart community suggested alternatives

Recommended action 4: Move the Runway 30 Required Navigation Performance–Authorisation Required (RNP-AR) arrival flight path 2 to 3km to the east

The Hobart Post Implementation Review (PIR) resulted in recommendations for Airservices Australia to investigate community-suggested flight path changes. Recommendation 4 was that *Airservices would undertake further assessment of the community suggested change to move the Runway 30 RNP-AR Standard Instrument Arrival (STAR) path two to three kilometres to the east.*

Current flight path

Aircraft arriving at Hobart Airport use Runway 30 (southern runway end) to land when the wind is blowing from the north. This is because aircraft operate safest when flying into the wind.

This community-based recommendation focuses on the shorter RNP-AR flight path that tracks over the communities of Carlton, Carlton River and Primrose Sands.

In 2023, this arrival flight path **Figure 1** (below) was used on average by 15 flights a day.

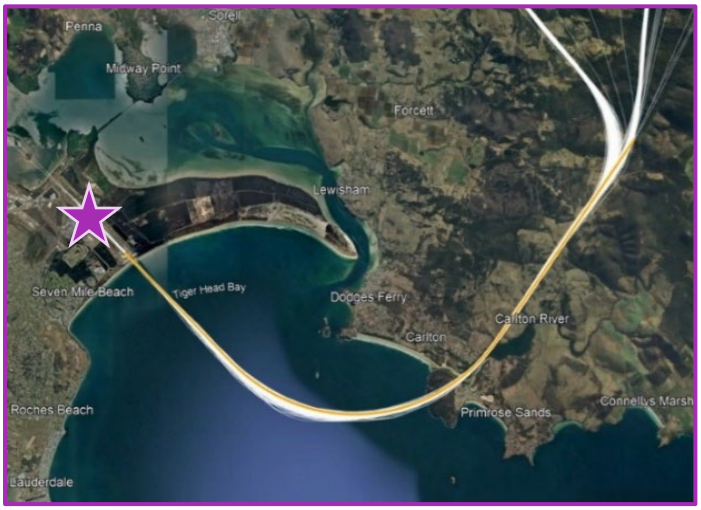

Figure 1: Current runway 30 RNP-AR arrival path shown in **orange** with actual aircraft tracking data from March 2024 shown in **white**. Hobart airport is indicated by the **purple star**.

Suggested flight path change

Airservices has designed the community suggested option shown in **Figure 2** (on the next page).

The existing flight path is shown in orange and the suggested change in green. The shaded area on either side the centre lines indicates the 2km wide corridor in which aircraft will generally fly when using this approach.

The suggested change would commence from the Arthur Highway at Forcett. Aircraft would be approximately 1000 feet (305 metres) higher than the current flight path.

The suggested flight path would continue in a southerly direction to cross the coastline between South Primrose Sands and Connellys Marsh at approximately 3250 feet (990 metres).

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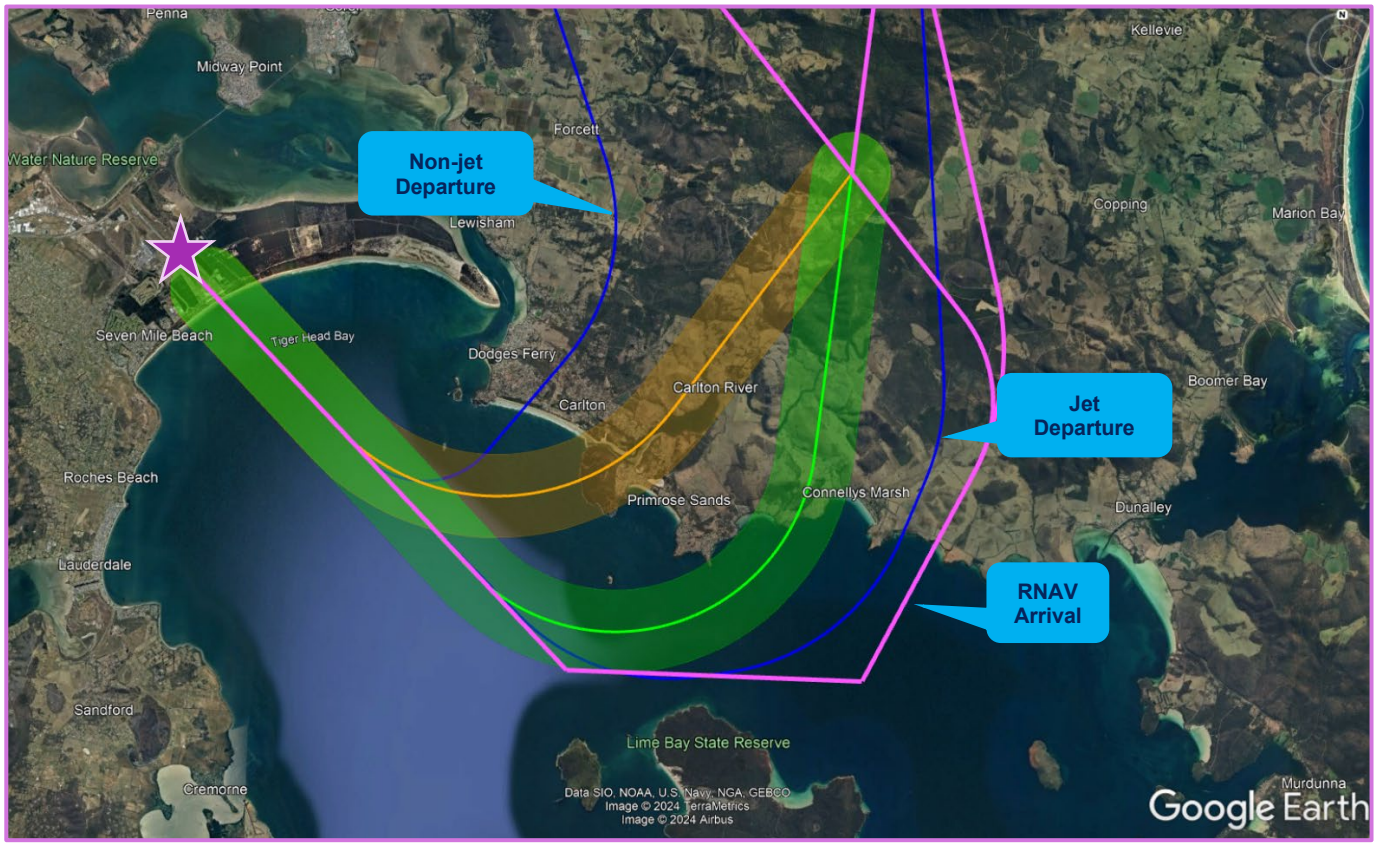

Figure 2: Current RWY 30 RNP-AR arrival flight path shown in **orange**, suggested change shown in **green**. Other existing flight paths in the area are labelled in **blue**. Hobart Airport is indicated by the **purple star**.

Assessment of this community suggested option has included a review of population overflown, population affected by noise levels at or above 60 decibels and 70 decibels, track miles and CO_2 emissions.

Please note, the 2km corridor used to assess population overflown is a measure of direct overflight only. It does not suggest a limit of noise impact.

Criteria	Current (orange)	Suggested change (green)
Total population overflown within the 2km corridor	971	94
Population within 60dB maximum single noise event (LAMax) contour	1153	100
Population within 70dB maximum single noise event (LAMax) contour	39	8
Track miles (nautical miles)	12	15
CO_2 emissions (tonnes)	Negligible change	

Further information on our noise assessment, including 60 and 70 decibel contour mapping can be viewed here.

Next steps

Airservices is seeking community feedback on the suggested change to the location of the current flight path to assist in our decision making.

If this change were to be progressed, it would take about 12 months to implement. This includes detailed flight path design, environmental and safety assessments. Further engagement with the community on this more detailed information would be conducted prior to a final decision being made.

Provide feedback

Airservices invites feedback online via the *Engage Airservices Hobart Community and Industry suggested alternatives* project page Hobart Community and Industry Suggested Alternatives | Engage Airservices.

The survey to have your say on this proposal is available now here.

For more information

For more information, to provide feedback or subscribe for email updates, scan this QR code or visit:

engage.airservicesaustralia.com/hobart-community

communityengagement@airservicesaustralia.com

PO Box 1093 Tullamarine VIC 3043

To learn more about aircraft noise: airservicesaustralia.com/community/environment/aircraft-noise

Questions or complaints about aircraft operations, contact our Noise Complaints and Information Services (NCIS) at: airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint

Assessment methodology and definitions

Further information on the assessment methodology and assumptions used in modelling noise levels, altitude and other information presented in this document can be found here.