

# HOBART AIRPORT

## CHANGES TO ARRIVAL AND DEPARTURE FLIGHT PATHS

Airservices is the government-owned corporation responsible for providing air traffic management and aviation rescue and fire-fighting services in Australia. Each year we manage more than four million flights across the country involving some 90 million passengers, including those operating to and from Hobart Airport.

Airservices proactively works with Airports and communities to minimise noise impacts where possible.

### WHAT IS BEING CHANGED AND WHY?

As traffic levels increase, the standardisation of flight paths is a key safety measure which reduces complexity for pilots and air traffic controllers. These changes build separation standards into the airspace design for departing and arriving aircraft and enable pilots to improve fuel management and reduce emissions with the use of on-board systems.

### WHEN WILL THIS CHANGE START?

Airservices will be implementing standard arrival and departure flight paths at Hobart Airport from 14 September 2017.

### WHAT IS GOING TO CHANGE?

In 2017, on average, there are around 30 arrivals and 30 departures each day at Hobart Airport. The flight paths that are used on any given day depend on which runway is in use. The runway direction used depends on the wind and other factors, with Runway 30 tending to be used more than 50 per cent of the time.

For the changes shown below residents will experience aircraft movements depending on direction of the wind and runway in use.

Some residents will notice a change in where departing and arriving aircraft are tracking, as aircraft track with greater consistency. The maps and images below show the changes to where aircraft will be tracking.

### WHERE CAN I GET MORE INFORMATION?

Standard Instrument Arrival Routes (STARs) and Standard Instrument Departures (SIDs) at <http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/working-with-atc/>

Noise Complaints and Information Service (NCIS) on:

- 1800 802 584 (free call), an interpreter service is also available on 131 450
- Our online form at: <https://complaints.bksv.com/asa>
- Mail to Noise complaints and Information Service, PO BOX 211 Mascot NSW 1460.

## DEPARTURES FROM RUNWAY 12



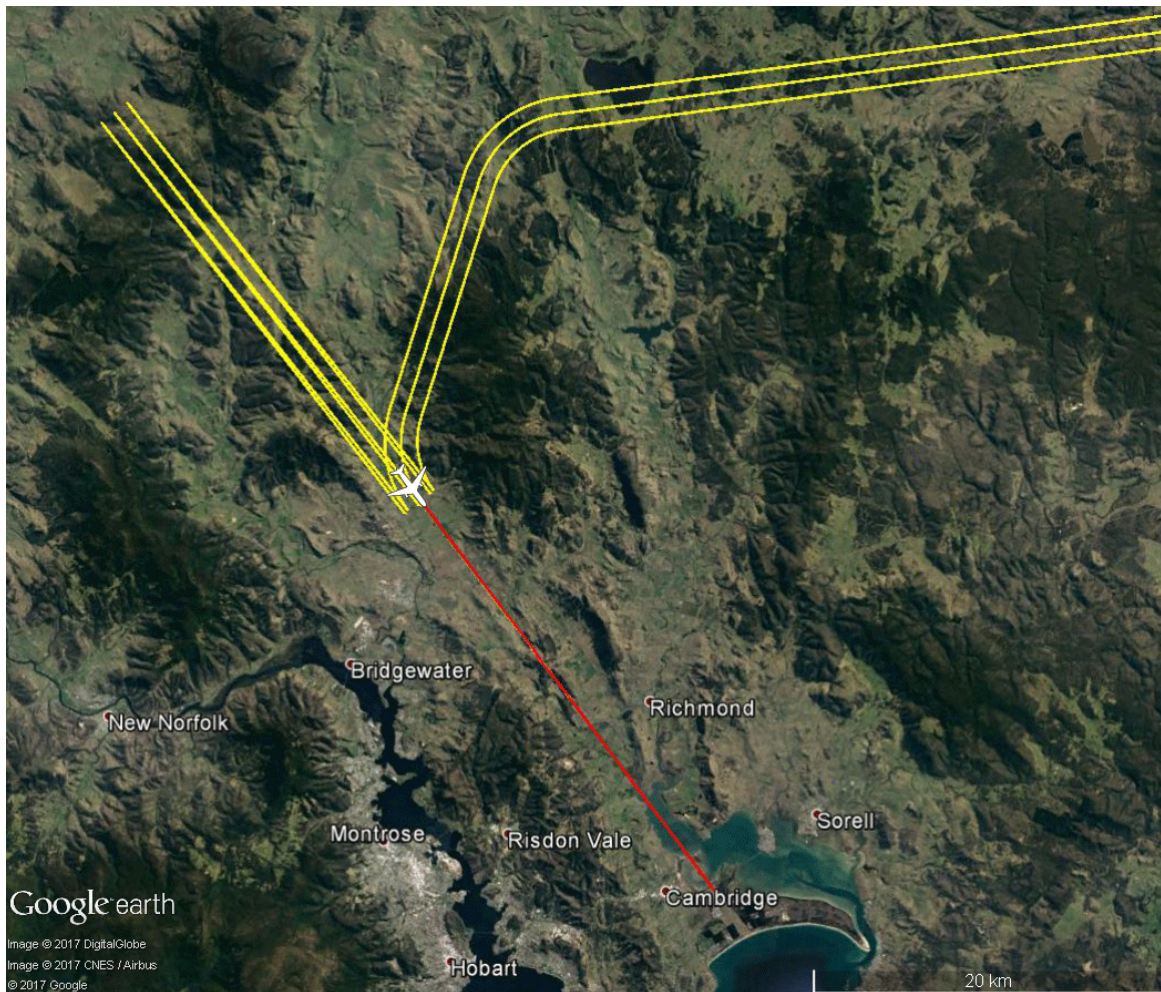
**Figure 1: New flight path for aircraft departing from Runway 12 to the north**

Residents of Primrose Sands are not likely to be directly overflown however they may notice changes to the tracking of departing aircraft and an increase in the consistency of this tracking.

Residents in the Connellys Marsh area are currently overflown, however they may notice changes to the tracking of departing aircraft and an increase in the consistency of this tracking. Aircraft are at approximately 8000 to 9000 feet in altitude. Noise levels over 60 decibels are possible for larger aircraft.



## ARRIVALS TO RUNWAY 12



**Figure 2: New flight path show in yellow for aircraft arriving to Runway 12 from the north. No change to existing flight path shown in red (instrument approach).**



## DEPARTURES FROM RUNWAY 30



**Figure 3: New flight path for aircraft departing from Runway 30 to the north.**

Residents in the Campania area are currently overflown, however they may notice changes to the tracking of departing aircraft and an increase in the consistency of this tracking. Aircraft will be at altitudes of approximately 4000 to 5200 feet over this area.



## ARRIVALS TO RUNWAY 30



**Figure 4: New flight path show in yellow for aircraft arriving to Runway 30 from the north. No change to existing flight path shown in red (instrument approach).**

Residents in the Dunalley and Copping will notice changes to the tracking of arriving aircraft and an increase in the consistency of this tracking. Aircraft are expected to be at altitudes of approximately 5000 to 6000 feet over these areas.