

HOBART AIRSPACE DESIGN

CAMPANIA COMMUNITY

Airservices has undertaken a review of the Hobart Airport Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) for Runway 12 and Runway 30, with safety of air navigation as our primary consideration. While the current flight path design is safe, Airservices has identified opportunities to improve safety while minimising the effect of aircraft noise on the community, where possible.

Airservices has prepared Fact Sheets for specific communities located within areas affected by proposed flight path designs to provide further information regarding what you will see and hear. Consultation commenced on 31 October 2018 and is open until 21 December 2018. The proposed designs can be found by following this [link](http://www.airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/) on the Airservices website or <http://www.airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/>

HOW ARE THE RUNWAYS USED AT HOBART INTERNATIONAL AIRPORT?

The operational pattern of Hobart Airport is highly seasonal due to prevailing winds and weather patterns. Hobart Airport has one runway, which is aligned northwest known as Runway 30 and southeast known as Runway 12.

In winter months the airport tends to operate in a north-westerly flow, with aircraft landing and taking off on Runway 30 in the same direction, whereas during the summer months, operations are more evenly distributed to both Runway 30 and Runway 12. This is because aircraft need to land and take-off into wind as much as possible.

HOW WILL IT BE DIFFERENT FROM WHAT I EXPERIENCE TODAY?

The proposed design introduces separate SIDs for light aircraft and jet aircraft. It also includes the introduction of Smart Tracking STAR approaches for both runways. These are in addition to the satellite area navigation approaches (RNAV) currently in use.

Smart Tracking aircraft fly with greater accuracy than those using conventional navigation means, providing vertical and lateral guidance. The satellite technology makes air travel safer, with fewer emissions and is more dependable in all weather conditions.

Aircraft flying the Smart Tracking approach must meet regulatory standards for approval to fly this flight path. Most airlines in Australia have this approval.

The following are the proposed flight path designs for Runway 30 and Runway 12 that affect the Campania area. It is important to note that there will be times when aircraft will fly paths that are different to the proposed flight paths due to operational reasons.

Due to the proximity of Campania to the extended runway centreline used by aircraft to establish on the approaches or continue on the departures, residents will continue to experience arrivals for Runway 12 and departures for Runway 30.

Runway 12 (Figures 1, 2 and 5)

When Runway 12 is used for arrivals, there will be two nearby flight paths:

- The majority of jet and light aircraft (approximately **32**) will continue to fly the RNAV flight path to the southwest
- Some jet aircraft will fly the new Smart Tracking flight path, situated to the southeast of Campania.

When Runway 12 is used for departures, there will be three nearby flight paths:

- Light aircraft SID approximately 5km to the south for aircraft tracking to locations such as Strahan
- Light aircraft SID approximately 7.5 km to the northeast, which is the current departure track used by jet and light aircraft with be flown by light aircraft only, to locations such as Launceston
- Jet aircraft SID approximately 7.5 km to the northeast to locations such as Adelaide or Perth. These aircraft will be climbing through 15,000 feet when tracking near Campania.

Runway 30 (Figures 3, 4 and 6)

When Runway 30 is used for arrivals, the proposed flight path will move from south of Campania to approximately 7 km to the northeast.

When Runway 30 is used for departures, the proposed flight path (approximately 38 aircraft) will no longer track overhead Campania. Instead jet and light aircraft SIDS will track 7-8 km either side of the Campania area.

Flight Path Corridors

The current and proposed flight paths are presented as ‘flight path corridors’. The corridors contain the flight path track in the centre and an area either side of the track, where aircraft can be expected to operate. This is because aircraft performance can vary across aircraft types, operators and in different weather conditions.

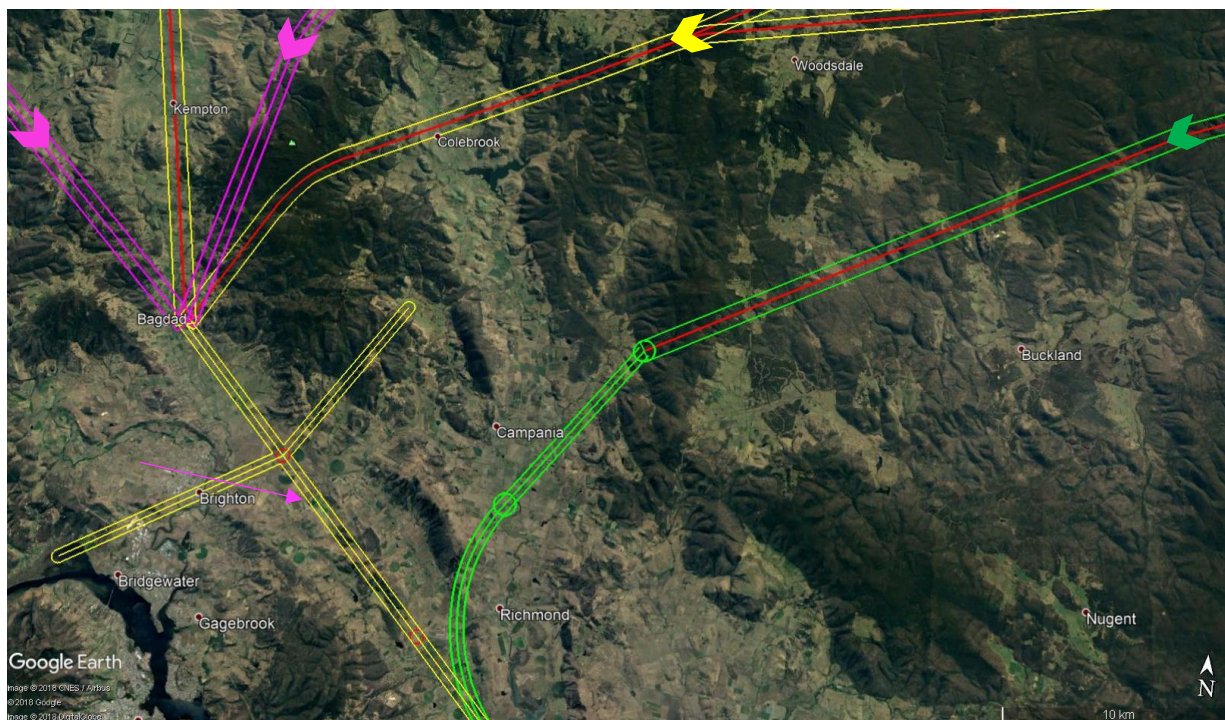


Figure 1: Runway 12 Arrival Operations

Key: ● Current Arrivals ● Proposed Arrivals ● Smart Tracking

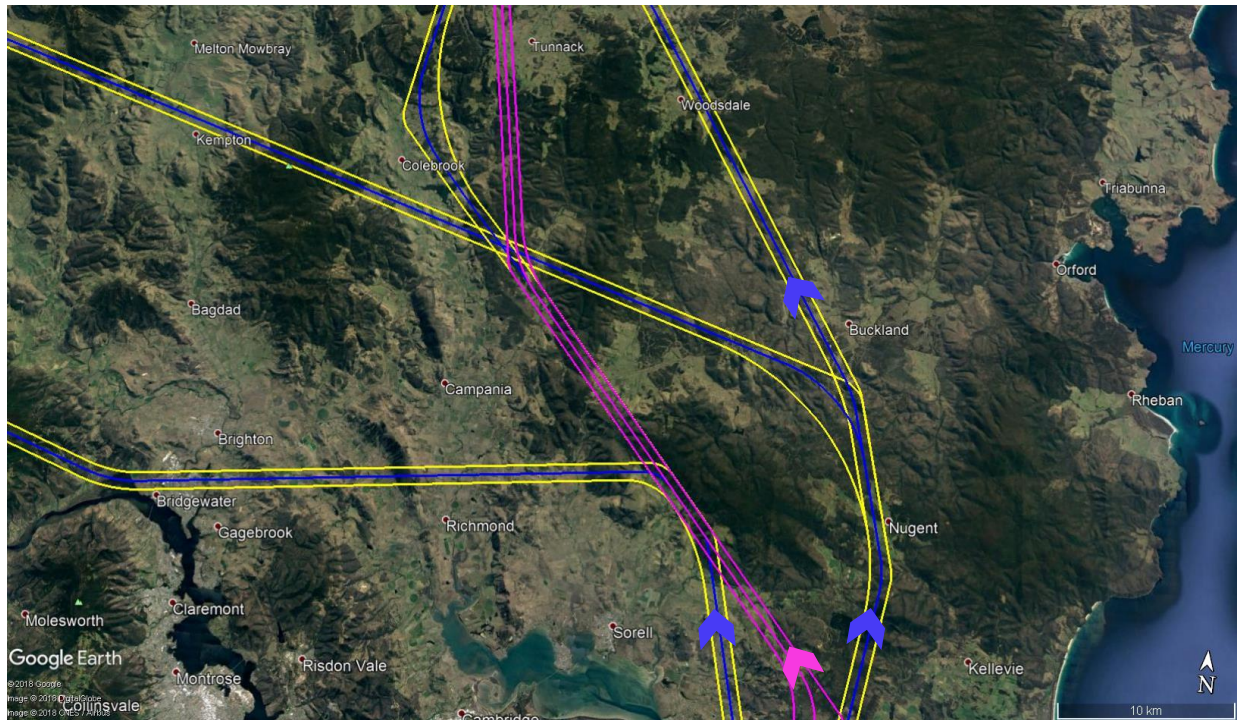


Figure 2: Runway 12 Departure Operations

Key: ● Current Departures ● Proposed Departures

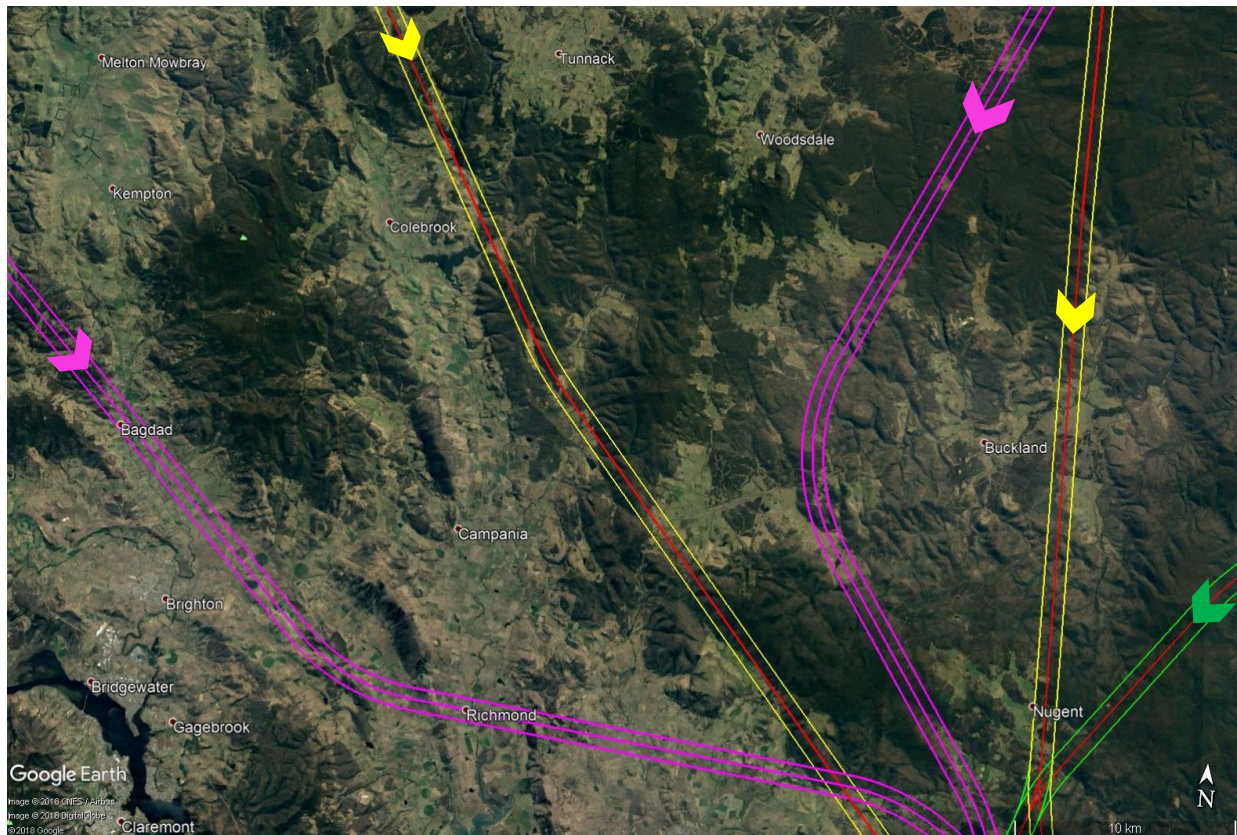


Figure 3: Runway 30 Arrival Operations

Key: ● Current Arrivals ● Proposed Arrivals ● Smart Tracking

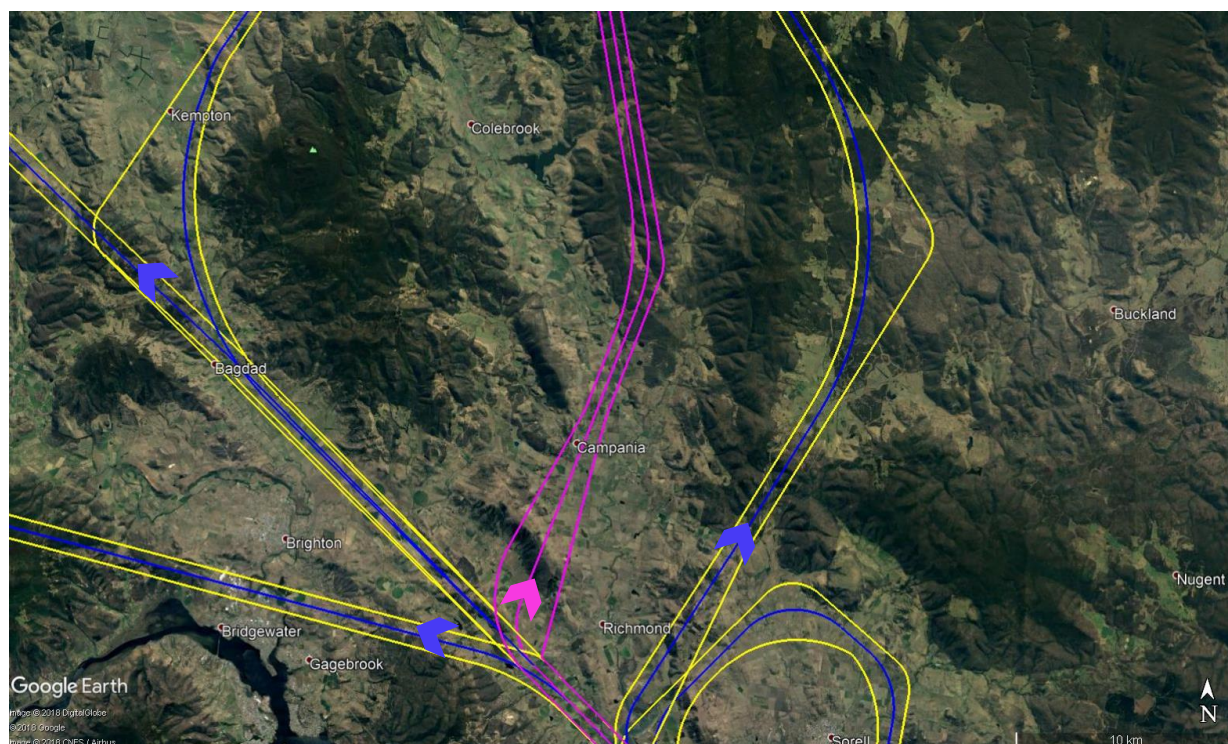


Figure 4: Runway 30 Departure Operations

Key: ● Current Departures ● Proposed Departures

WHAT WILL I SEE (AIRCRAFT MOVEMENTS, DISTANCES AND HEIGHTS)?

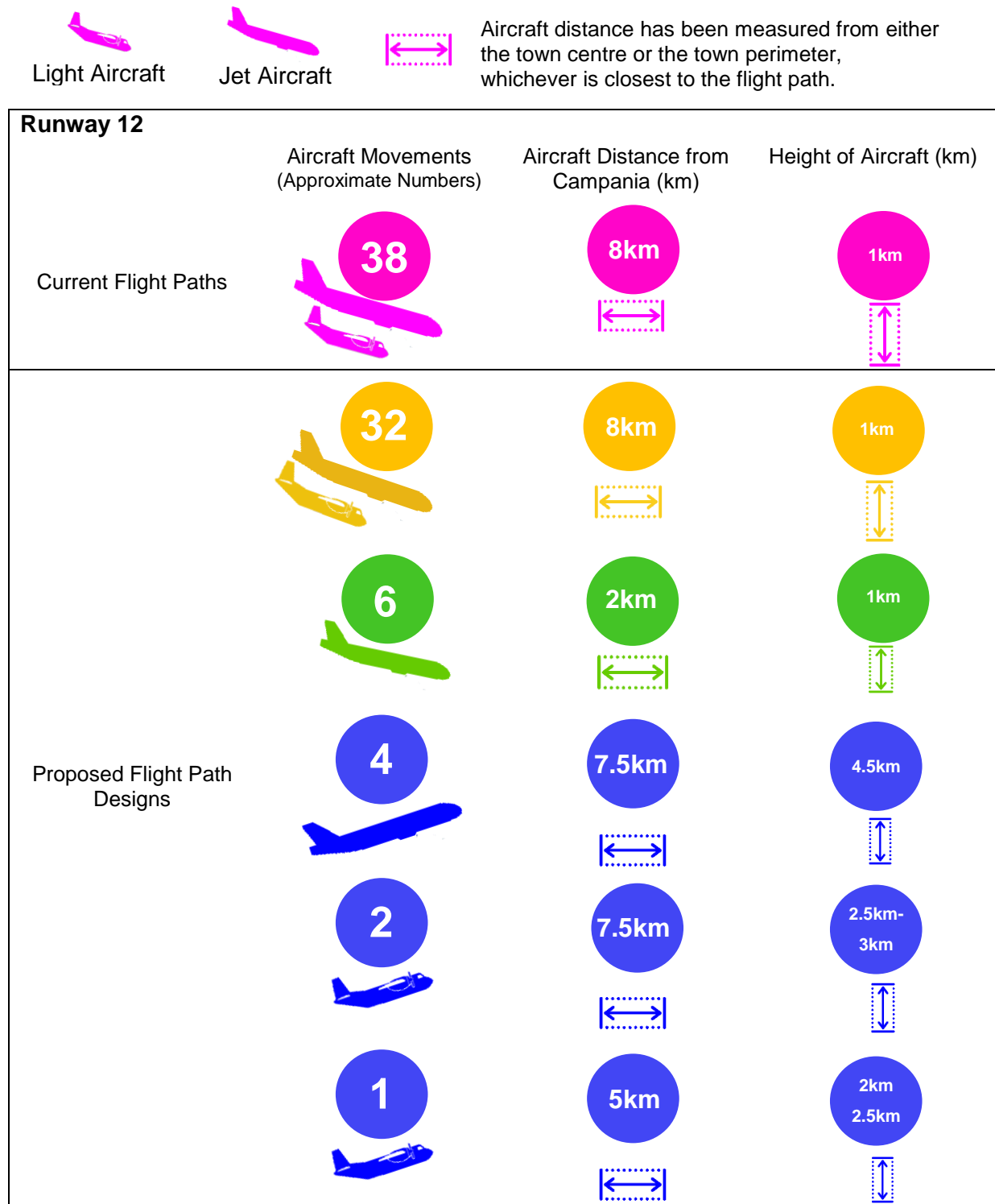




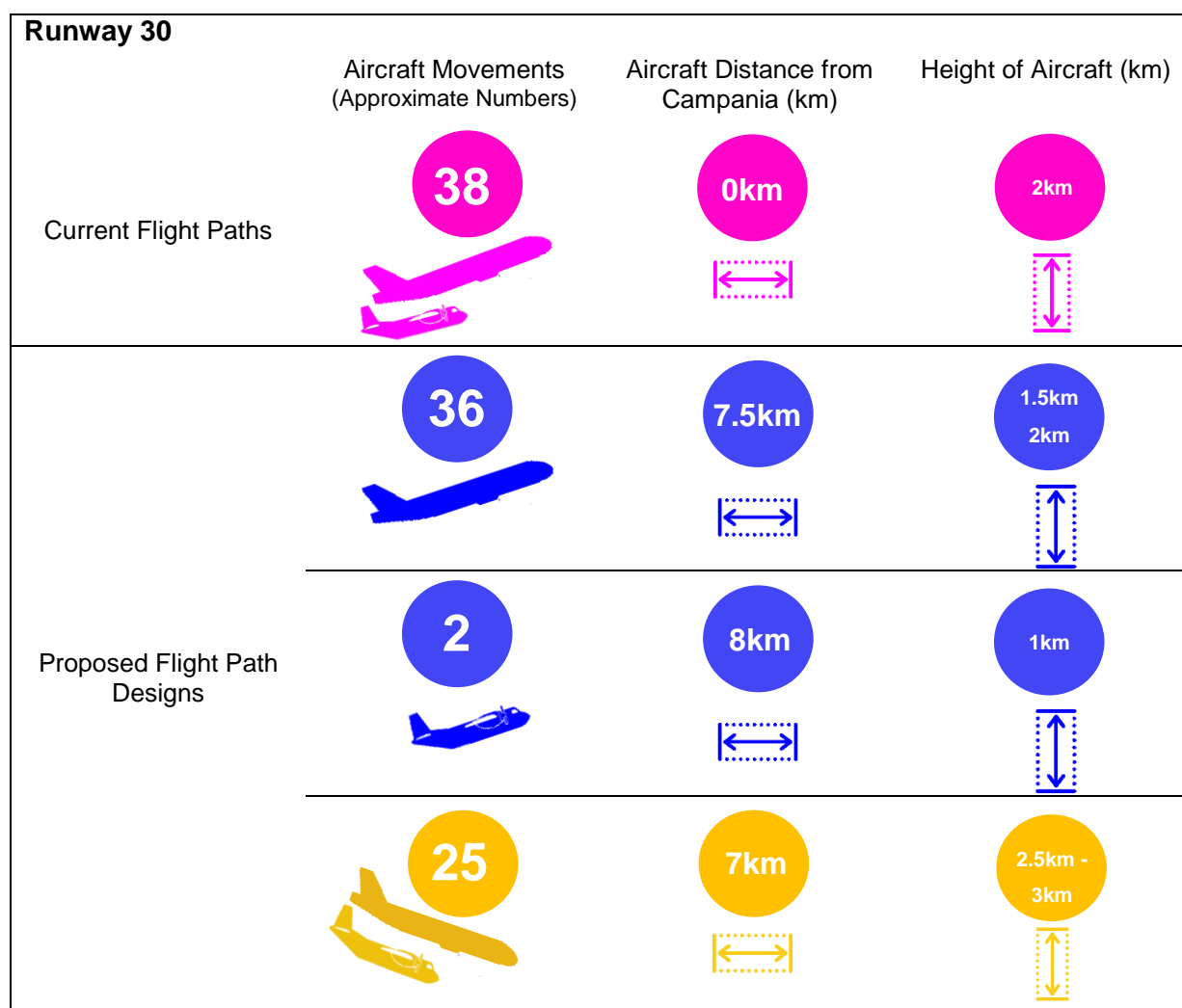


Figure 5: Runway 12 Operations

Key:

-  Current Arrivals
-  Proposed Arrivals
-  Smart Tracking
-  Proposed Departures

On a busy day, residents will notice approximately **32** jet and light aircraft arriving 8km to the southwest at a height of up to 1km, approximately **6** jet aircraft arriving 2km from to the southeast, **2** light aircraft departing 7.5km to the northeast at a height of up to 3km and approximately **1** light aircraft departing 5km to the south at a height of up to 2.5km. Residents will also notice approximately **4** jet aircraft a week 7.5km northeast at a height of up to 4.5km.

**Figure 6: Runway 30 Operations**

Key:

- Current Departures
- Proposed Arrivals
- Proposed Departures

Residents can expect to see approximately **36** jet aircraft departing 7.5km to the southwest at an approximate height of up to 2km, **2** light aircraft departing 8km to the southeast at an approximate height of 1km and **25** jet and light aircraft arriving 7km to the north east at an approximate height of up to 3km.

WHAT WILL I HEAR?

Based on noise modelling¹ on a busy summer day, Figure 7 depicts the current noise modelling map of the Campania area which shows up to 5 noise events over 60 decibels² to the immediate southwest (pink dots).

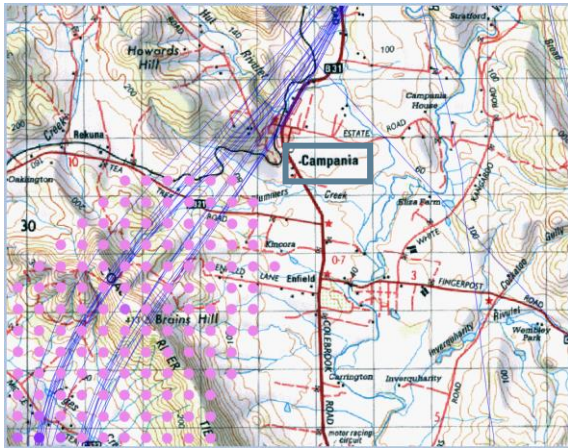


Figure 7: Current 60 decibel map – 5 (pink dots) noise events depicted

Figure 8 presents the proposed noise modelling map for the of the Campania area which shows up to 5 noise events over 60 decibels further southwest (pink dots).

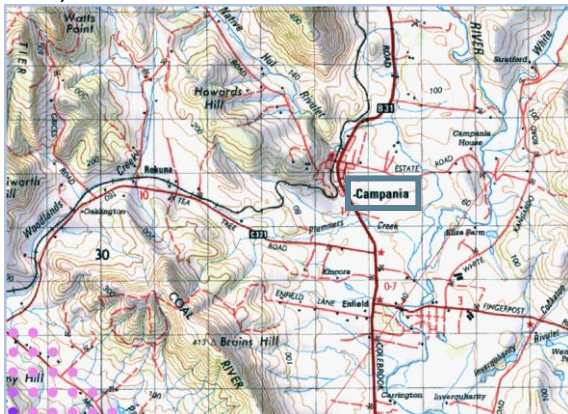


Figure 8: Proposed 60 decibel map – 5 (pink dots) noise events depicted

The range of noise levels associated with different everyday activities is depicted in Figure 9.

WHEN WILL THIS CHANGE OCCUR?

The proposed flight path designs are open for stakeholder feedback from 31 October and have now been extended until 21 December 2018.

¹ Aviation Environment Design Tool (FAA)

² Australian Standard 2021:2015

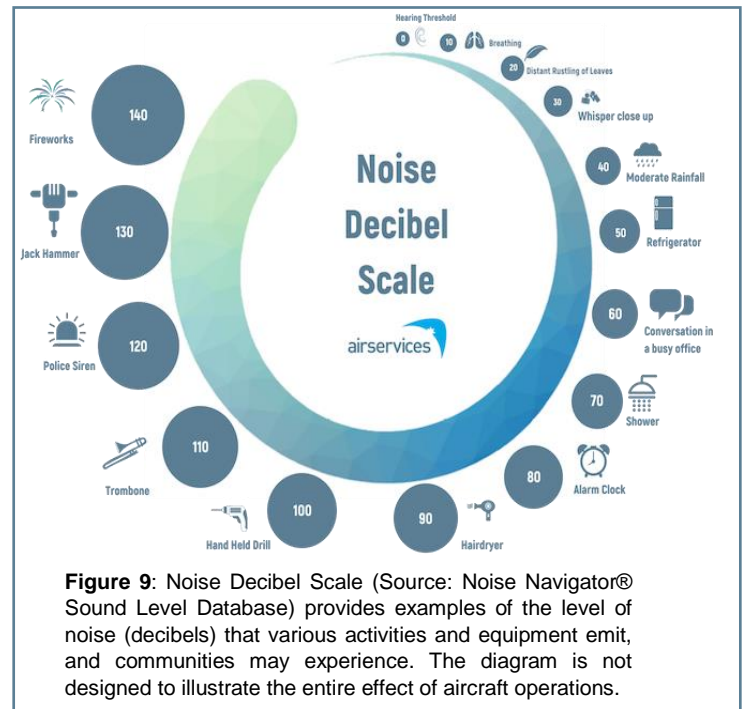


Figure 9: Noise Decibel Scale (Source: Noise Navigator® Sound Level Database) provides examples of the level of noise (decibels) that various activities and equipment emit, and communities may experience. The diagram is not designed to illustrate the entire effect of aircraft operations.

An implementation date will be determined once all the feedback is considered and the flight path designs are finalised.

WHERE CAN I GET MORE INFORMATION?

On-site community consultation will occur in the broader Hobart area between 15 and 21 November 2018. Dates and locations are available on the [Airservices website](https://airservices.com.au).

HOW CAN I HAVE MY SAY?

To provide feedback and/or register interest in receiving information on flight path changes for the Hobart area, contact either:

Tania Parkes Consulting:

- taniaparkes@taniaparkes.com.au
- 1800 172 173 (free call), or

Airservices Noise Complaints and Information Service (NCIS):

- 1800 802 584 (free call), an interpreter service is also available on 131 450
- Our online form at: <https://feedback.emsbk.com/asa>

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