

Stakeholder  
Reference  
Panel

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# Hobart Airspace Design Review

## Stakeholder Reference Panel

### Summary Report Meeting No. 2

Prepared for Airservices Australia

October 2018

Version	Date	Change
0.1	1 March 2019	Draft report to Panel members for feedback
1.0	7 March 2019	Updated following feedback
1.1	25 March 2019	Updated to remove an example (p11)

**Disclaimer**

This report has been prepared with due care by the consultants, who believe the contents to be fair and accurate.

However, neither Tania Parkes Consulting nor individual authors of the Report accept any responsibility for any error or omission, nor for any application of its contents.

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# 1.0 Executive Summary

Airservices Australia's (Airservices) primary obligation is to ensure that aircraft and passengers are able to travel safely.

On 30 October 2018 Airservices hosted a second Stakeholder Reference Panel (Panel) meeting in Hobart as part of the program of Hobart Airspace Design Review (Review) consultation activities. The first Panel meeting was held on 14 September 2018. The Stakeholder Reference Panel concept is regarded internationally as best practice when engaging with a diverse range of stakeholders across change initiatives and is being incorporated into consultation activities in industries such as transportation, utilities and mining.

Both Panel meetings were chaired by Dr Tania Parkes (Tania Parkes Consulting) and consisted of stakeholders from Clarence, Sorrel and Tasman local councils, Tasmanian state government, Hobart International Airport, Airlines, and community advocates from Hobart Community Aviation Consultation Group, South East Coast Lifestyle Association (SECLA) and the Dunalley Neighbourhood House.

The 30 October 2018 Panel was primarily to discuss proposed design changes to arrival and departure flight paths based on a range of technical and stakeholder information received by Airservices.

Airservices gave a detailed presentation on the constraints impacting the design of new flight paths, and the considerations in developing the flight path proposals that were tabled. The proposed design would be

taken to public consultation between 31 October and 10 December 2018 (the end date was extended after the Panel meeting to 21 December), with on-site meetings between 15 and 21 November 2018.

There was considerable discussion in the Panel meeting as to the constraints for proposed flight path design, the designs themselves, the potential for changes to be made, and designs that did not progress.

While not pre-empting any outcome, Airservices confirmed that the proposed designs would not be reviewed until after the consultation period had been completed and feedback from all stakeholders, including community, industry and other stakeholders, had been received and analysed.

Airservices also noted that the proposed designs contained a number of integrated elements and that any change to the design could have an effect on other elements, and would need to be assessed for the safety of the change.

The Panel agreed that the proposed designs were complex and that the overview fact sheet contained a significant amount of technical information. The Panel agreed that the preparation of proposed community specific fact sheets relating to local area impacts and the presentation of material was an important consultation element.

The majority of Panel members appreciated the effort that Airservices had gone to in preparing the design proposals to inform local communities. There was an element of nervousness from some Panel members regarding how the proposed designs would be received.

Airservices again thanked the Panel for their genuine engagement, comments and feedback, and collective goodwill to progress the upcoming community consultation in a meaningful way.

## 2.0 Introduction

The Hobart Airspace Design Review is a technical review being undertaken by Airservices with safety of air navigation as the primary consideration.

### Changes to arrival and departure flights

Airservices introduced changes to arrival and departure flight paths at Hobart Airport in September 2017. The changes were designed to organise aircraft departing from or arriving into Hobart Airport onto standard routes. Following implementation, community concerns were raised and a modification to the routes was introduced in March 2018.

The new flight paths are associated with satellite-based navigation systems aimed at improving the safety of aircraft landing and departures. The use of satellite navigation systems is occurring across Australia as required by the Civil Aviation Safety Authority (CASA).

In April 2018 the Aircraft Noise Ombudsman (ANO) released her report *Investigation into complaints about the introduction of new flight paths in Hobart April 2018*. Airservices accepted ANO recommendations including that Airservices seek expertise in community engagement.

### Community engagement

Airservices retained Tania Parkes Consulting (TPC) to lead community engagement to inform the Hobart Airspace Design Review. This work commenced in May and June 2018 with consultation sampling of affected areas to better understand the social impacts experienced by communities resulting from

the September 2017 and March 2018 Hobart flight path changes.

The consultation also sought feedback on preferred engagement approaches that would be used as the basis for consultation when Airservices presents the Review findings.

The *Social Impacts of Hobart Airspace Changes (September 2017/March 2018) Consultation Summary Report* and *Community Engagement Plan* are both available on the Airservices website. An online survey seeking comment on the *draft Community Engagement Plan* was open from 4 to 18 September 2018.

The *Community Engagement Plan* recommended that a Stakeholder Reference Panel be established to 'bring stakeholders to the table'. An aim is to assure the Panel that they have a voice in informing Airservices of issues of importance to them in refining airspace design, and that they have the opportunity to understand the issues from the perspective of other stakeholders.

Both documents can be found at <http://www.airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/>

This *Hobart Airspace Design Review Stakeholder Reference Panel Summary Report of Meeting No. 2* represents a synopsis of the second Panel meeting.

### Hobart Airspace Design Review

Within the operational requirements and constraints at Hobart Airport, and in accordance with the Terms of Reference for the Hobart Airspace Design Review, Airservices has reviewed the design of the Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) for Runway 12 and Runway 30.

Airservices stated that it has a requirement to consider safety as the most important consideration. Airservices explained there are regulatory requirements to utilise satellite-based navigation, SIDs and STARs, and that this must be used at Hobart Airport to ensure the travelling public continues to receive the best level of air traffic control service with the safest outcomes.

Airservices stated that it has the technical expertise to best design airspace to ensure aircraft and passenger safety. Co-design or shared decision making is not an option in flight path design. However, this technical expertise is enriched and better informed locally by the views of relevant stakeholders, and provides the opportunity to understand the issues raised from the perspective of others. This is achieved through a Stakeholder Reference Panel.

The Stakeholder Reference Panel for the Hobart Airspace Design Review included representatives from community, airlines, airport, business, state government, local councils and general aviation stakeholder groups.

### Stakeholder Reference Panel 1

The first Hobart Stakeholder Reference Panel meeting held in September 2018, after the

June 2018 social impact consultations, was an opportunity for Airservices to validate whether the identified stakeholder considerations had been documented correctly, and to identify any gaps, in the context of known international and domestic legislative constraints and aircraft operational requirements. Some additional considerations were raised by stakeholders at the Panel meeting and these further informed the flight path design.

### Stakeholder Reference Panel 2

The second Hobart Stakeholder Reference Panel was held in late October 2018, prior to commencement of the November 2018 community feedback sessions on the proposed integrated flight path design. This meeting was an opportunity for Airservices to expose presentation content to initial critique, and to test presentation materials for clarity and sufficiency. The same Hobart airspace design presentation made to the Stakeholder Reference Panel was also presented at the community feedback sessions. Feedback from the Stakeholder Reference Panel on the presentation content assisted Airservices to better prepare to answer the range of possible questions that may arise, and further improve and tailor presentation materials, such as fact sheets, to local communities.

Following release of the draft Report comments were received from a representative of the South East Coast Lifestyle Association and these are included in **Attachment 1**. No other comments were received.

## 3.0 Stakeholder Reference Panel

The Stakeholder Reference Panel was an opportunity to understand the issues from the perspectives of all stakeholder groups.

The Panel was initially convened in September 2018 to explain the international and domestic regulatory constraints and aircraft operational requirements, and to share and discuss the stakeholder considerations identified through previous consultations so as to validate that they had been documented correctly, and to identify any gaps. Some additional considerations were presented by stakeholders at the Panel meeting and these have informed the flight path design.

The Panel provides an opportunity to:

- Ensure that all stakeholder groups have a voice in informing Airservices of issues of importance to them in refining airspace design and to hear the perspectives of other stakeholders
- Discuss the relevant regulatory, operational and stakeholder considerations for flight path design
- Assist stakeholders to better understand the technical reasons for Airservices' reasoning and decisions thereby potentially making the broader community consultations more productive

- Be updated on the processes, proposed activities and timeline through to 2019.

Similar to the first Panel meeting, the second Panel meeting was held in Hobart on 30 October 2018 at the Hotel Grand Chancellor, 1 Davey Street, Hobart.

At the second Panel meeting there were 15 attendees in total. They included stakeholders from Clarence, Sorrel and Tasman local councils, the Tasmanian State Government, Hobart International Airport, Airlines, leading community advocates from the Hobart Community Aviation Consultation Group, the South East Coast Lifestyle Association the Dunalley Neighbourhood House, Airservices and Tania Parkes Consulting. The same organisations were represented at both Panel meetings.

The Panel's Terms of Reference are at **Attachment 2**.

A copy of the standard invitation to attend the Panel is at **Attachment 3**.

The Panel Agenda is at **Attachment 4**.

### Panel participants

The following stakeholder groups participated in the Stakeholder Reference Panel.

Organisation	Participants
Airservices (host)	Executive General Manager, Air Navigation Services Group and Community Engagement Manager, Air Navigation Services
Stakeholder Reference Panel Chair	Principal, Tania Parkes Consulting Senior Advisor, Tania Parkes Consulting
Hobart International Airport	Chief Executive Officer General Manager Operations
Local Government – Sorell	Mayor
Local Government – Tasman	Mayor
Local Government - Clarence	Mayor
Community Aviation Consultation Group - Hobart International Airport	Chair
Jetstar Airlines	A320 Fleet Manager and Captain
South East Coast Lifestyle Association	Community representatives
Dunalley Neighbourhood Centre	Community representative
Department for State Growth	Director Aviation & Access Development, Tourism Tasmania

## 4.0 Key Themes

The Agenda for the second Panel meeting was primarily for Airservices to present proposed changes to present the proposed flight path design for the Hobart Airspace and for the Panel to discuss the design elements and overall integrated design.

### Panel No. 2 key themes

Airservices gave a detailed presentation on the key issues impacting the design of new flight paths, and what has been considered in developing the proposed design. The key matters raised are summarised as follows.

- **Overall design approach** – a ‘greenfield’ approach where safety is the most important consideration. Requirements from the Review Terms of Reference including balancing designs as far as practicable with minimising the effects of aircraft noise on the community.
- **Design constraints** – there are a range of non-negotiable constraints and procedures issued through legislation, and various global and domestic aviation regulatory organisations. ‘Business requirements’ include a range of systems, longer term planning, airspace architecture, social impacts and communication and consultation elements. ‘Design requirements’ include aircraft operability, airspace management, air traffic control operational requirements, equity across airspace users and the approved Hobart Airport Master Development Plan.
- **Current airspace design** – presentation of tracking the current SIDs and STARs, and actual aircraft movement data (July - September 2018) to enable comparison with the proposed design. It was noted that the current operations at Hobart Airport are highly seasonal due to prevailing winds, and the need for aircraft to land and depart into wind, wherever possible.
- **Key design elements:**
  - These include enhancing safety; minimising noise; new additional STAR procedures; a new easterly flight path; new SIDs for Strahan and Antarctica; re-design the Runway 30 approach; integrated SID/STAR design with a vertical crossover; flights away from World Heritage sites; consideration of topography and noise implications; move holding patterns over less populated areas or over water where possible; and improve general aviation management around Cambridge with minimum additional controlled airspace required
  - Designs were compared against safety, efficiency, the environment, and stakeholder considerations
  - Designs also met international and domestic regulatory requirements and constraints including the range of different aircraft capability, pilot and air traffic control workload, air traffic control standards and procedures, and overall ‘flyability’.

- **Proposed design** – a range of graphic representations were presented including an overall view of SIDs and STARs; Runway 12 and Runway 30 operations; new SIDs and STARs procedures; over water flight paths; a new Strahan and Antarctica SID; re-design of Runway 30 RNAV; SID and STAR crossovers; World Heritage sites and other impacts; holding patterns; noise levels; flight path corridors for Runway 30 arrivals and Runway 12 departures; actual February 2017 flight paths; alternate designs considered (including the Western flight path designs); and the future consultation program.

The Stakeholder Reference Panel No. 2 presentation is at **Attachment 5**.

## Discussion

Panel discussion included:

- Airservices confirmed that safety is the first priority and design constraint in developing new flight paths, and that the overall net benefit to an integrated flight path design is a balance between safety, efficiency and impacts on the community
- Airservices met with airline stakeholders who operate in the Hobart Airspace on 13 August 2018 in order to test the ‘flyability’ criteria of potential flight paths that were designed from a ‘greenfield’ approach
- The proposed design reflects all the feedback received during previous consultations noting that it may be possible to undertake some adjustments should it be safe to do so
- Airservices is looking for feedback on the proposed integrated design from the stakeholder consultation process from 31 October 2018, with on-site community consultations planned for 15 to 21 November 2018.
- An important flight path constraint discussed is the CASA designated ‘D316 area’ (i.e. Danger 316 area) within proximity to the Cambridge airspace that serves as a multi-purpose flight area including Par Avion training, Antarctic helicopter training and other Cambridge airport based functions, many of which have been there long-term and prior to operations commencing at Hobart International Airport. There was concern by some Panel members that Cambridge functions were a constraint to the design of different Runway 12 and Runway 30 flight paths. Airservices advised that Cambridge contributes approximately 210 of 290 average daily Hobart airport movements
- There was discussion as to the definition of ‘flyability’ and whether current and proposed routes are considered to be ‘flyable’. It was noted that a flight path could be flyable but not operationally feasible due to safety constraints. South East Coast Lifestyle Association provided a written response (Attachment 1) following the first Panel meeting indicating that their preference would be for all flyable options to be presented to stakeholders for consideration. They expressed their surprise, disappointment and concern that a single integrated flight path design progressed to consultation. In their view, a single proposal does not provide sufficient opportunity for consultation

- Regarding a western design approach that was presented and not progressed by Airservices, there was support from some community representatives for this flight path rather than the nominated proposed design. Airservices advised that the western path was discounted primarily due to the option being considered as not operationally feasible due to a range of issues including safety, notwithstanding that the option could manage considerable air traffic to and from the airport. Airservices confirmed that flight path concepts that did not progress will be part of the presentation at upcoming community meetings in November 2018. Some community representatives advised that they were keen for the western design to be further explored
- There was discussion as to what scope there was to modify elements of the proposed flight paths. Airservices said that the 'triangle area' located to the south east of the airport cannot be altered, however there are other areas of the design that may be able to be refined subject to it being safe to do so
- The location of towns/villages was an important design consideration particularly regarding flight paths that 'thread the needle' between these settlements. A 2.5 kilometre radius to the centre of towns per Google Earth was selected by flight path designers as an appropriate buffer, noting that there is no official radius buffer requirement. It was agreed that the provision of pertinent and factual information on selected towns is an important part of the consultation process to inform local communities. It was noted that a circular measure of potentially affected towns and communities will not be an accurate representation of all localities given the different patterns of these settlements
- A range of technical and other inclusions to the proposed community 'Fact Sheets' were suggested specifically related to local impacts and the presentation of material
- Airservices advised they propose to undertake a number of community feedback sessions between 15 and 21 November 2018 at a range of locations potentially impacted by changes to the flight paths. Dunalley sessions were also confirmed immediately prior to the Stakeholder Reference Panel, but the presentation had not been able to be updated to reflect these confirmed arrangements. There would be senior aircraft traffic controller(s) to answer technical questions. These sessions will be advertised and promoted through a range of methods including the Airservices website, the media and media advertisements, local council social media, local community contacts and through the current consultation database
- Several members of the Panel advised that while they appreciated the effort that Airservices had gone to in preparing for the Panel meeting and the proposals to inform the local communities, there was an element of nervousness with regard to the flight path proposal presented at the meeting. There was a strong element of consternation, anger and frustration from some community representatives that the proposed design

did not reflect their constructive input and feedback throughout the Panel process.

- Panel members were asked to promote the feedback sessions and that Airservices is keen to receive community feedback

- Airservices advised that designs would not be reviewed until after the consultation period had been completed and feedback is received and analysed, noting that the consultation period would operate from 31 October to 27 November (the end date was subsequently extended in November 2018 to 21 December 2018).

## Attachment 1: Comments on Draft Panel Summary Report No. 1

Text of correspondence provided by the Public Officer of South East Coast Lifestyle Association to Tania Parkes Consulting dated 23 October 2018 outlining SECLA's concerns regarding part of SRP No. 1 Draft Summary Report. It was agreed at the second Panel meeting that the original wording in the SRP No. 1 draft Report would remain and that the following would be included in full within this report.

Thanks for the meeting invitation and for the draft report. I've discussed it with my SECLA colleagues.

For the stakeholder group to succeed, and to ensure our trust in the consultation process, SECLA feels it is important that an accurate record of Panel deliberations is maintained.

We are concerned that the following dot points on page 11 of the report do not accurately reflect discussion at the forum:

- Airservices sought the opinion of Panel members regarding whether, as part of the consultation activities, it was constructive to present flight path designs that had been considered but discounted as they did not meet the range of safety, international and domestic regulatory requirements, and/or operational constraints.
- The majority of the Panel agreed that only flight path designs that would be feasible for implementation should be taken to all stakeholders, including community, for consultation from 31 October 2018, to ensure effective consultation on the proposed flight path designs. At the Panel Airservices agreed that it would explain how other designs were considered and why they had not been progressed.

Firstly, it was quite clear from Stephen Angus's response to my question that Airservices is seeking to further limit the number of operationally feasible options (that is, those that do meet 'the range of safety, international and domestic regulatory requirements, and/or operational constraints') to those it assumes represent a compromise between what it perceives as the opposing interests of airlines and the community. It is disappointing to see how this distinction between operational feasibility and perceived stakeholder preferences has been conflated to obscure what was actually said.

Secondly, the reference to a 'majority of the panel' is irrelevant, given that the panel is not numerically representative of all interests. The sole airline representative did not express an opinion on the question of limiting the consultation options, and only one out of three community representative was clearly in favour of the proposal.

We believe that the following wording is a more appropriate summary of the discussion between Stephen Angus and community representatives about which options are presented. We ask that you delete the dot points above and substitute the following text:

- Airservices sought the opinion of Panel members regarding whether, as part of the consultation activities, it was constructive to present all flyable flight path designs, or only the two options which would be likely (in the opinion of Airservices) to represent a compromise between the respective preferences of airlines and communities. SECLA representatives asked to consult with their committee on this matter and respond as a follow-up to the meeting.
- Subsequent to the meeting, SECLA conveyed its position to Airservices via Tania Parkes that all flyable options should be presented to stakeholders for consideration. SECLA felt that eliminating operationally feasible options on the basis of assumptions about community and airline preferences was unacceptable. SECLA also communicated its concerns that designs and concepts had already been provided to non-community stakeholders for comment, prior to wider public consultation.

We look forward to receiving the amended report prior to the meeting next week.

Regards,

*(Name of SECLA Public Officer not provided for privacy reasons)*

## Attachment 2: Terms of Reference



### **Hobart Airspace Design Review** Stakeholder Reference Panel

#### *Terms of Reference*

**Date:** Friday, 14 September 2018

**Location:** Hotel Grand Chancellor Hobart

**Address:** 1 Davey St, Hobart

**Time:** 10am to 4pm

connecting australian aviation

## 1. Background

Airservices Australia introduced changes to arrival and departure flight paths at Hobart Airport in September 2017. The changes were designed to organise aircraft departing from or arriving into Hobart Airport onto standard routes called Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs).

The implementation of new flight paths are associated with satellite-based navigation systems aimed at improving the safety of aircraft landing and departing. The use of satellite navigation systems is occurring across Australia as required by the Civil Aviation Safety Authority (CASA).

Following implementation, concerns were raised and a modification to the routes was introduced in March 2018. Airservices committed to undertaking a Hobart Airspace Design Review from a 'blank sheet of paper'.

Airservices has previously acknowledged that community consultation for the initial flight path changes in Hobart was inadequate. In recognition of this, Airservices retained a community engagement specialist and social planner, Dr Tania Parkes, to assist with future community consultation as part of the Hobart Airspace Design Review (the Review).

On 14 and 15 June 2018, Airservices undertook community consultation to better understand the social impacts experienced by communities resulting from the previous flight path changes. The consultation also sought feedback on a preferred engagement approach that will be used as the basis for consultation when Airservices presents the initial findings of the Review. The outcome of the June 2018 consultation has been a better understanding of community views which have been reflected in two key documents: *Social Impact Overview of Hobart Airspace Changes*, and a draft *Community Engagement Plan*. We are now inviting feedback from communities on the draft engagement plan via an online survey.

In parallel, we continue to develop airspace flight path design concepts in preparation for consultation with stakeholders. This work is technical and complex and is taking longer than anticipated but it is important that we get it right. It was originally envisaged that proposed flight path designs would be ready for community consultation in August 2018 however these are now expected to be available on Airservices website on 31 October 2018. Community consultation will open from 31 October to 27 November 2018, including onsite engagement in Hobart between 15 and 21 November 2018.

## 2. Stakeholder Reference Panel

To commence the next stage of stakeholder engagement and consultation in Hobart, and in accordance with the draft Community Engagement Plan, Airservices will host a Stakeholder Reference Panel to meet in advance of the broader community consultations for a day of facilitated discussion and consultation.

Representation is by invitation to ensure key stakeholders and community advocates are provided with an opportunity to better understand the regulatory, technical, operational, and community considerations for Airservices' flight plan designs, and to enable the sharing of a range stakeholder views in a small group format.

Invitees include stakeholders from airport, industry, government and community.

The Stakeholder Reference Panel provides opportunity to 'bring stakeholders to the table' to ensure that all stakeholders have a voice in informing Airservices of issues of importance to them in refining airspace design, and that they have the opportunity to understand the issues from the perspective of other stakeholders.

### 3. Purpose

The purpose of the Stakeholder Reference Panel will be to:

- Provide an overview and update on the processes that will take us through to March 2019
- Present a timeline of proposed activities
- Discuss the relevant regulatory, technical, operational, and community considerations for flight path design
- Consult with the stakeholders on all the principles and considerations that are informing proposed flight paths designs.

The panel will be facilitated by **Tania Parkes Consulting**.

### 4. Feedback

We will seek feedback at the Stakeholder Reference Panel and record any further proposed considerations.

Airservices will then progress the proposed flight path design development, ready for community consultation on 31 October.

Airservices will provide the *Proposed Flight Path Design Consultation Summary Report* in December 2018, which will include a summary of feedback provided via the Stakeholder Reference Panel and community consultation activities, and include reasoning for why considerations may or may not have been included.

### 5. Panel Invitees

The following representatives have been invited to participate in the Stakeholder Reference Panel.

Organisation	Representation
Airservices (host)	Executive General Manager, Air Navigation Services
Stakeholder Reference Panel Chair	Principle, Tania Parkes Consulting
Hobart International Airport	Chief Executive Officer
Local Government – Sorell	Mayor
Local Government – Tasman	Mayor
Local Government - Clarence	Mayor
Community Aviation Consultation Group	Chair, Hobart International Airport
Airlines	Qantas, Virgin Airlines, local operator representative
South East Coast Lifestyle Association	Community representatives
Dunalley Neighbourhood Centre	Community representative
Tasmanian Government	Department for Tourism, Hospitality and Events Department for State Growth
Tourism Tasmania	Director of Aviation & Access Development

## Attachment 3: Invitation to attend Panel meeting

### BY EMAIL

#### **Hobart Airspace Design Review – Invitation to participate in Stakeholder Reference Panel – Part 2**

We are pleased to be at this next stage of consultation on the Hobart Airspace Design Review.

We thank you for your involvement to date in the Stakeholder Reference Panel. In recognition of your role as a key representative stakeholder, we offer you the opportunity to attend an advanced briefing on the Hobart Airspace proposed flight path designs and range of consultation material.

The proposed flight path designs will be released on the Airservices website on 31 October 2018.

The panel will again be facilitated by Dr Tania Parkes, and representation is by invitation only. Further details of the meeting are below.

**Date:** Tuesday 30 October 2018  
**Time:** 1-4 pm  
**Location:** Hotel Grand Chancellor Hobart, 1 Davey St, Hobart

If you could please indicate your interest and confirm your attendance by RSVP to [stakeholder@airservicesaustralia.com](mailto:stakeholder@airservicesaustralia.com) by Thursday 25 October 2018. Please find the Agenda attached.

We will send through the draft Stakeholder Reference Panel Summary from the meeting held on 14 September in Hobart 2018 by the end of the week. If you have any comments please provide them to Dr Tania Parkes at [taniaparkes@taniaparkes.com.au](mailto:taniaparkes@taniaparkes.com.au)

If you have any questions or require further information, please contact Fiona Lawton, Group and Community Engagement Manager via [stakeholder@airservicesaustralia.com](mailto:stakeholder@airservicesaustralia.com) or 07 3866 3809.

Yours sincerely



Stephen Angus  
Executive General Manager  
Air Navigation Services

## Attachment 4: Panel Agenda



# Agenda

## Hobart Stakeholder Reference Panel

Chancellor Room 4  
Hotel Grand Chancellor Hobart  
1pm to 4pm  
Tuesday 30 October 2018

Welcome  
Stakeholder Reference Panel Summary Report  
Proposed Flight Path Designs Presentation

**Afternoon Tea Provided**

Meeting Close

## Attachment 5: Airservices Stakeholder Reference Panel No. 2 Presentation



### Stakeholder Reference Panel

Hobart Airspace Design Review

30 October 2018



## Hobart Airspace Design Review

- A 'greenfield approach'
- Safety is our most important consideration
- Review the design of Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) for Runway 12 and Runway 30
- review of the operability of the design implemented on 14 September 2017, and the changes to Runway 30 STAR in March 2018.
- Identify changes to flight paths that would deliver safety enhancements
- Balance these with minimising the effects of aircraft noise on the community, as far a practical.



## Design Constraints

### Regulatory Requirements

- International Civil Aviation Organisation (ICAO) Procedures for Air Navigation – Aircraft Operations (PANS-OPS, ICAO Doc 8168)
- ICAO Performance Based Navigation (PBN) Manual (ICAO Doc 9613)
- Civil Aviation Safety Regulation (CASR) Part 172
- Civil Aviation Safety Regulation (CASR) Part 173
- Environment Protection Biodiversity and Conservation Act (1999)
- Air Services Act (1995)

## Design Constraints



### Business Requirements

- Comply with Safety and Environmental Management Systems
- Optimisation of Performance Based Navigation (PBN)
- Reduced reliance on terrestrial navigation systems
- Increased satellite capability, enhancing surveillance
- Airspace optimisation providing enhanced IFR services and VFR access
- Improved flight paths capturing optimal climb and descent profiles and route optimisation
- Planning horizon of 2028 to ensure longevity of design
- Airspace architecture that fully considers the *Social Impact Review Report (TPC, 2018)*
- Effective Communication and Consultation

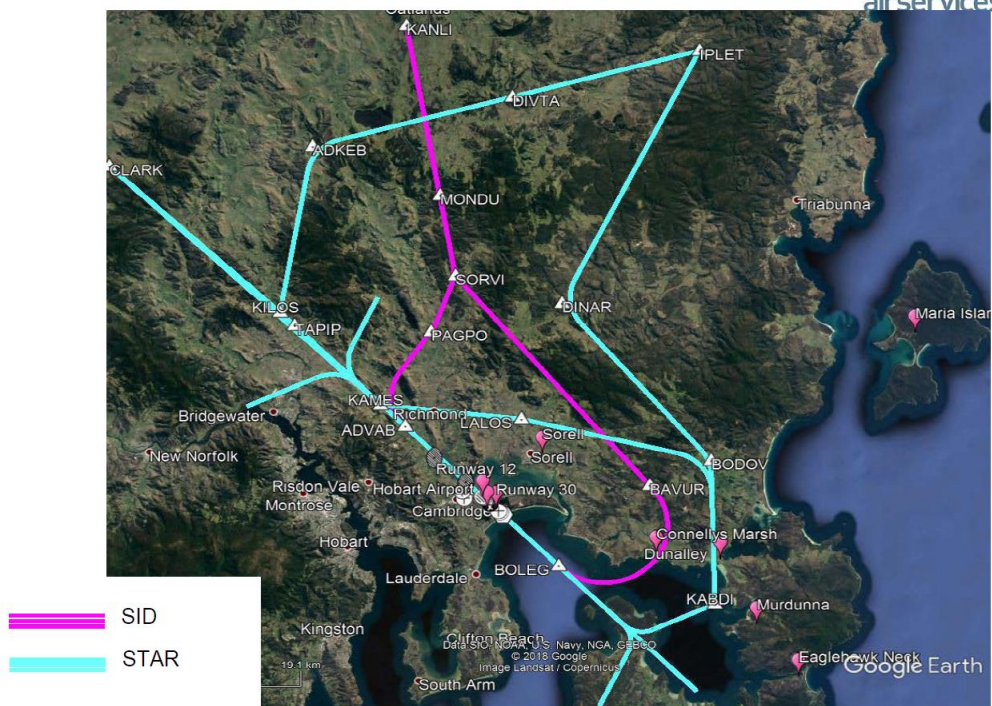
## Design Constraints

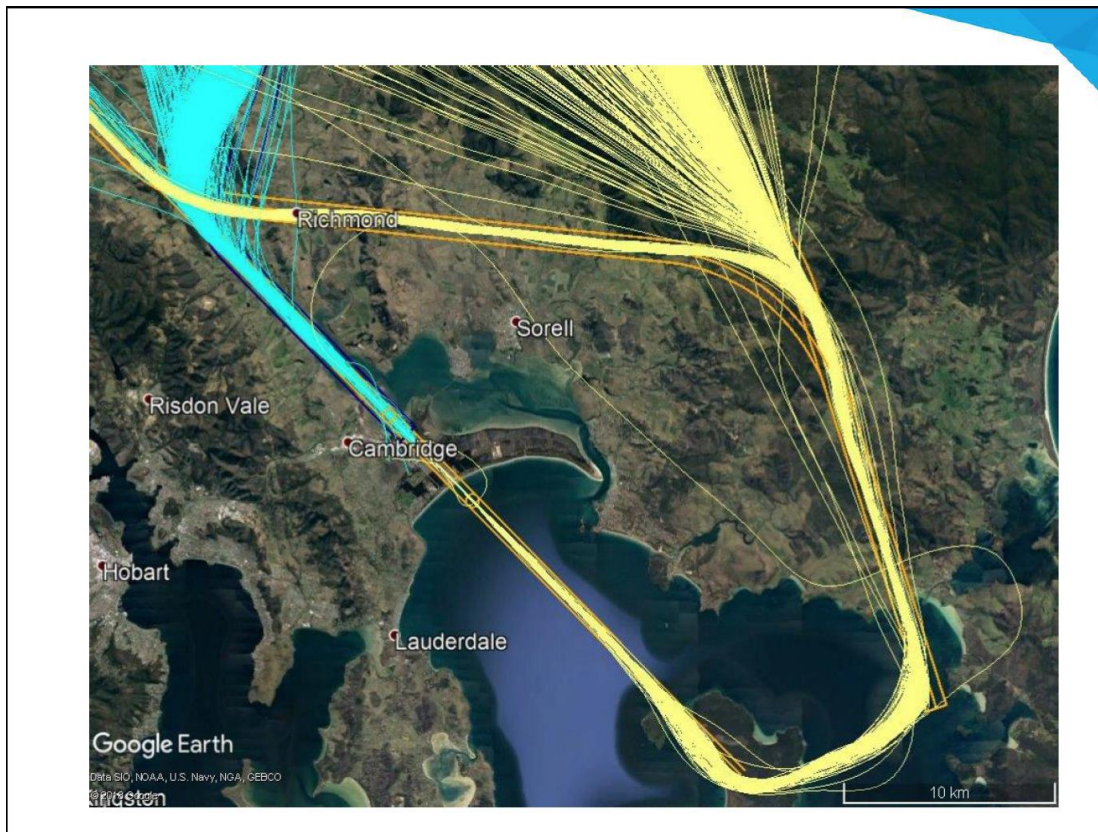


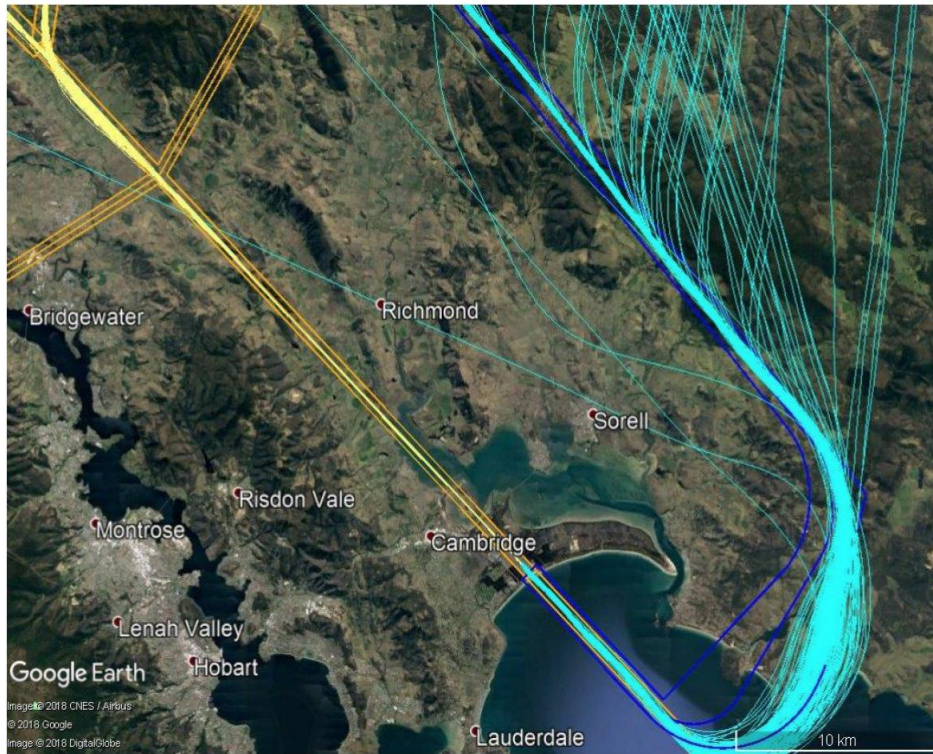
### Design Requirements

- SIDs and STARs designed in accordance with ICAO DOC 8168 and internal procedures design manuals
- Accommodate aircraft performance as specified in ICAO PANS OPS
- Airspace design includes all changes required to safely interface with surrounding airspace (including Cambridge, Launceston)
- Connect seamlessly with overlying route structure
- Airspace is of sufficient size to contain all arrival and departure manoeuvring including tactical sequencing
- Provide equity of access to operators
- Hobart Airport Master Development Plan

## Current Airspace Design







## Current Airspace Design



This operational pattern is highly seasonal, due to prevailing winds.



### **Winter –**

Almost exclusively Runway 30, with aircraft departing and arriving in north westerly direction



### **Summer –**

Runway operations evenly distributed between Runway 12 and Runway 30.



### **Daily –**

Aircraft movements range from 41 to 90, averaging 62 per day (arrivals and departures combined).

Main aircraft types are B737-800, A320, A321, B717-200

Aircraft movements in 2017 were 28,084

## Key design elements



- Enhance **safety** and wherever possible minimise the effect of **aircraft noise** on the community
- Introduction of **additional separated SID** procedures for turbo propeller (light aircraft) and jet aircraft for both Runway 12 and Runway 30
- Introduction of **additional STAR** procedures for both Runway 12 and Runway 30, utilising RNP-AR '*Smart Tracking*'
- A new **easterly flight path** off the coast of Tasmania for Aircraft arriving from east coast ports (e.g. Sydney, Brisbane, Gold Coast etc)
- Introduce **new SIDS** to Strahan and Antarctica

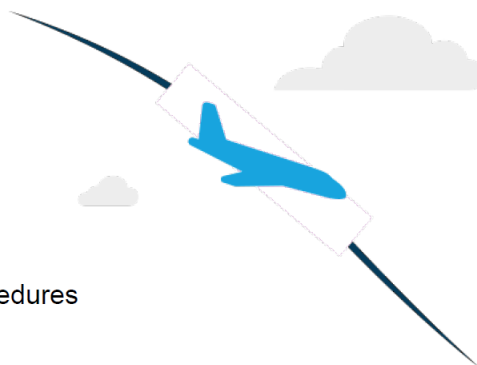
## Key design elements



- Re-design the **Runway 30 RNAV** to extend it over water
- **Integrated SID/STAR** design with a vertical crossover
- Move flight paths away from **World Heritage** areas including Coal Mine Historic Site
- Consider **topography** and interplay with aircraft noise
- Move **holding patterns** over sparsely populated areas or over water wherever possible
- Improved management of **General Aviation** operations around Cambridge with minimal requirement for additional controlled airspace

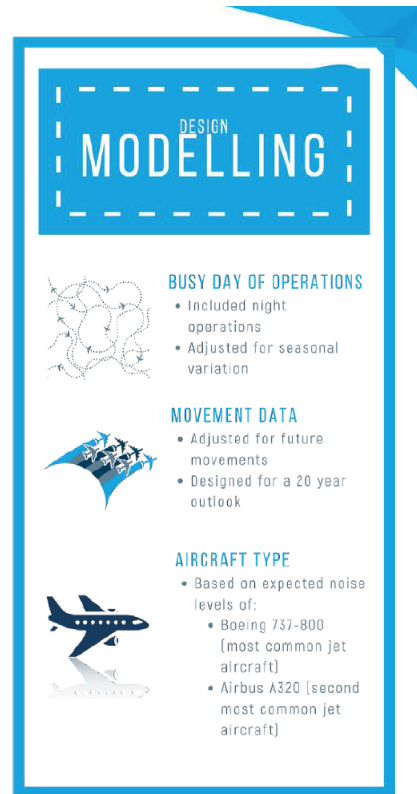
## How the Designs were Developed

- Met international and domestic regulatory requirements
- Consideration of constraints such as:
  - Aircraft capability
  - Controlled airspace design
  - Single runway airport capacity
  - Pilot work load
  - Air traffic control system capability
  - Air traffic control standards and procedures
  - Flyability

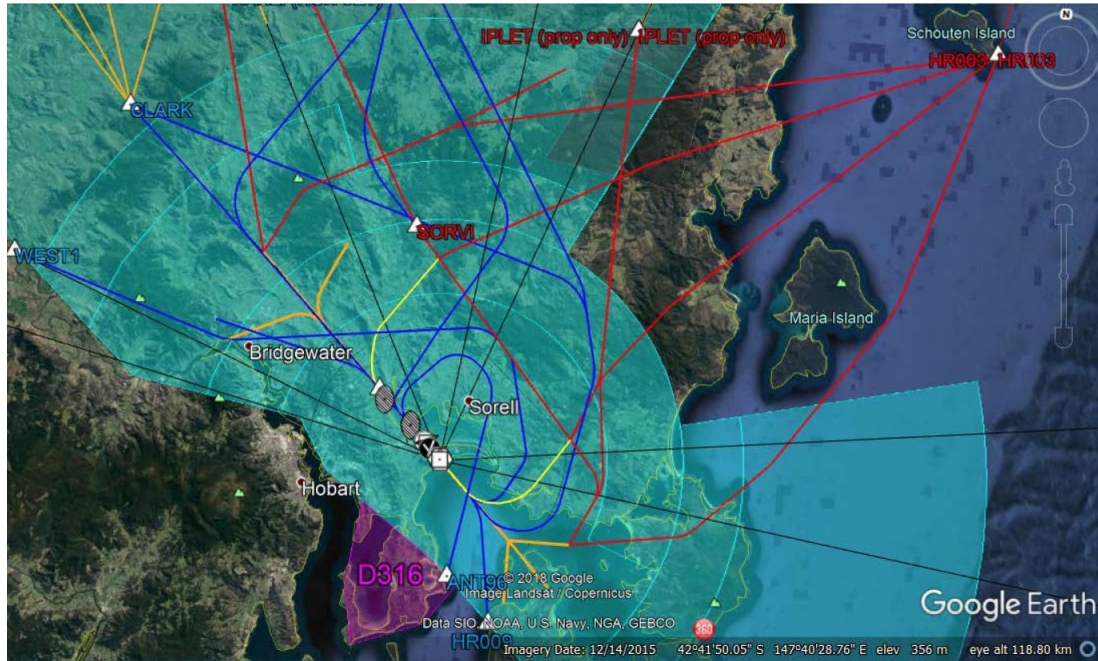


## Key design elements

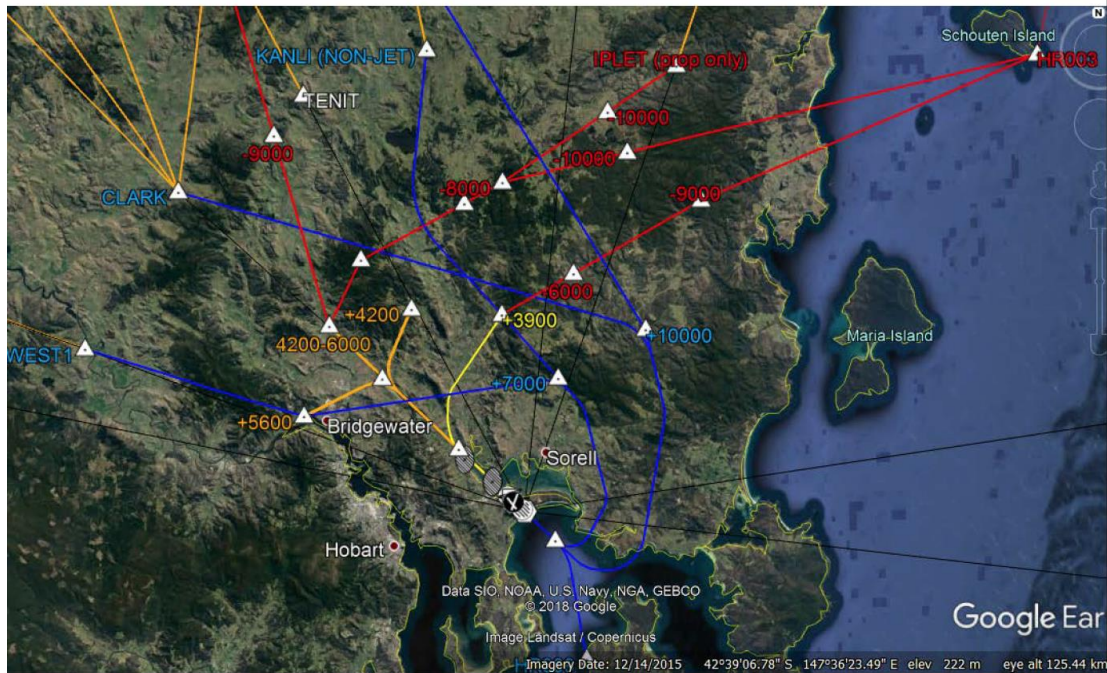
- Designs were compared against the following considerations:
  - safety
  - efficiency
  - environment
    - ✓ noise and visual impacts
    - ✓ ecological and heritage issues
    - ✓ fuel burn and emissions
  - Stakeholder considerations
  - AEDT (FAA)



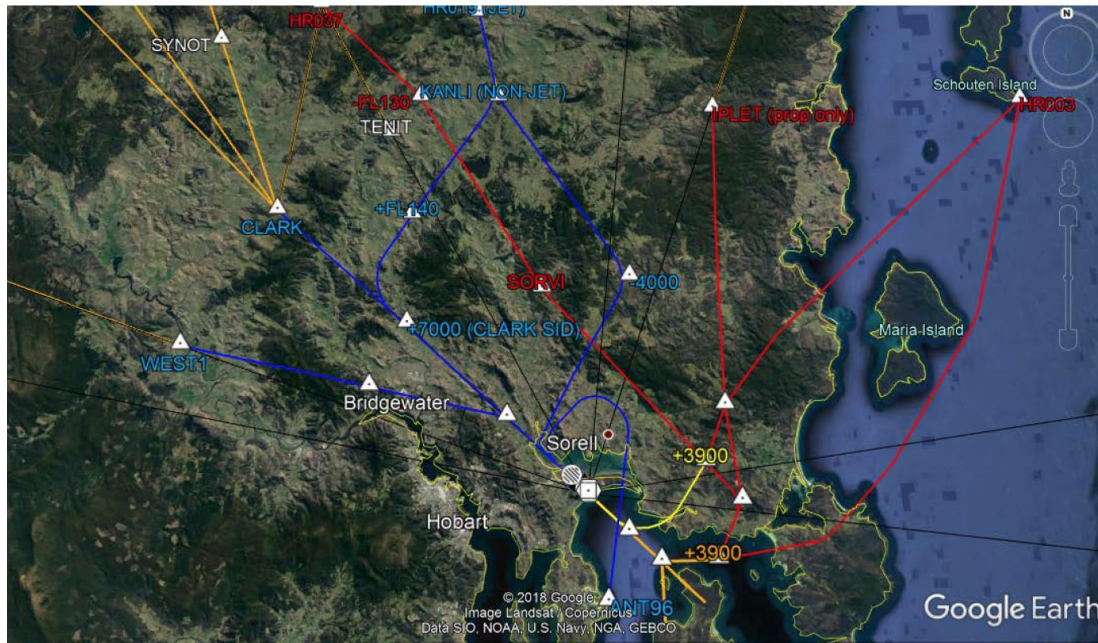
## Proposed designs



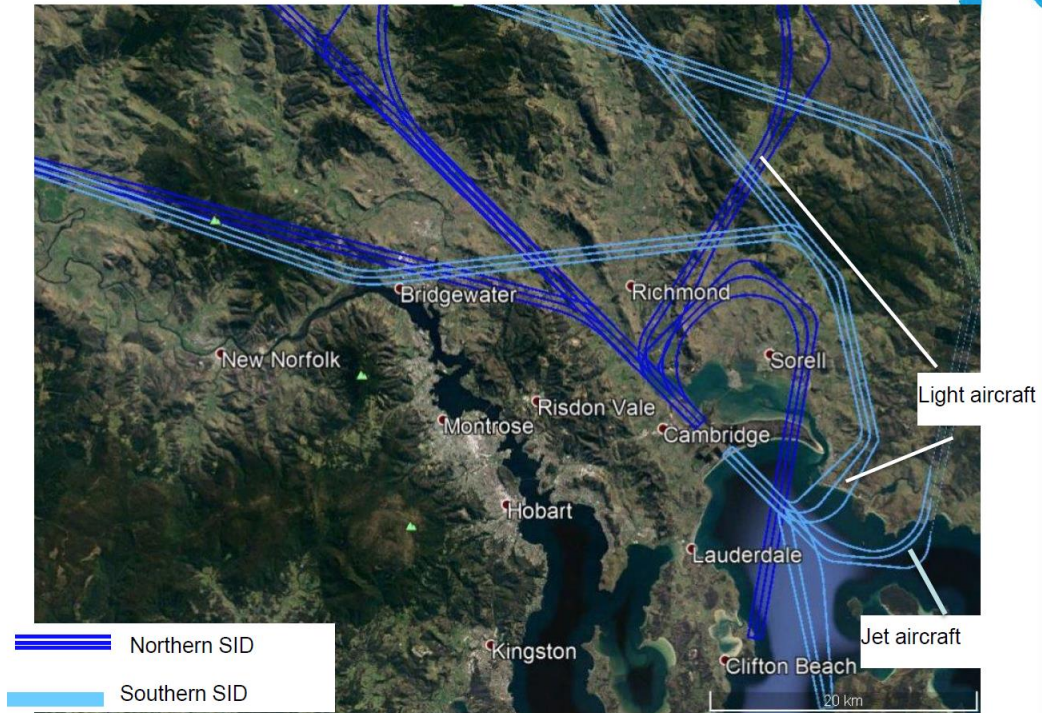
## Runway 12 operations



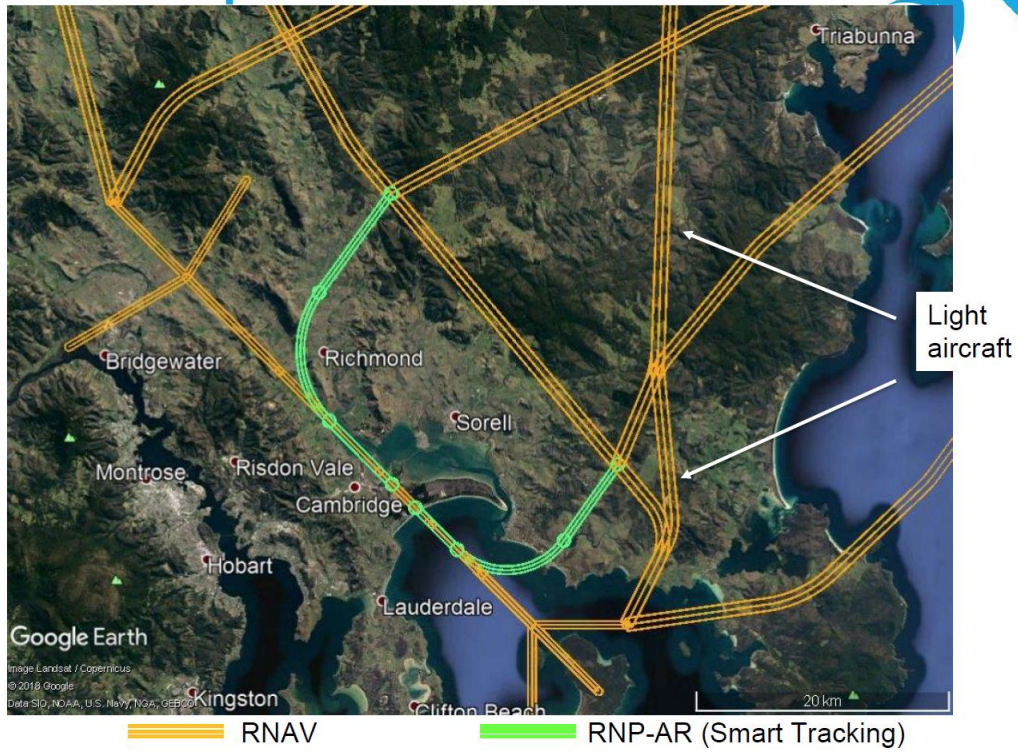
## Runway 30 operations



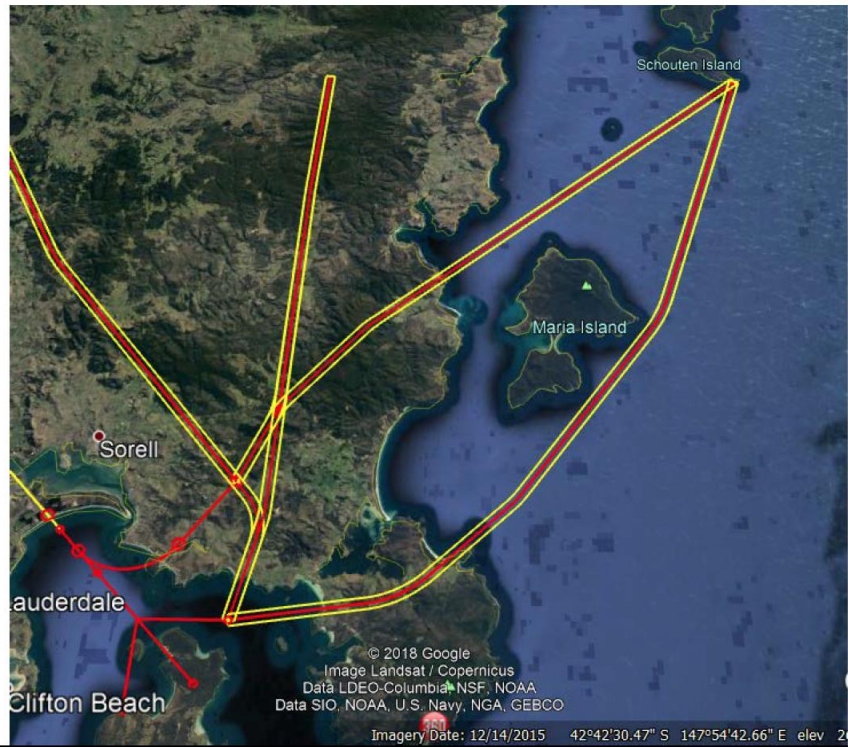
## New SID procedures



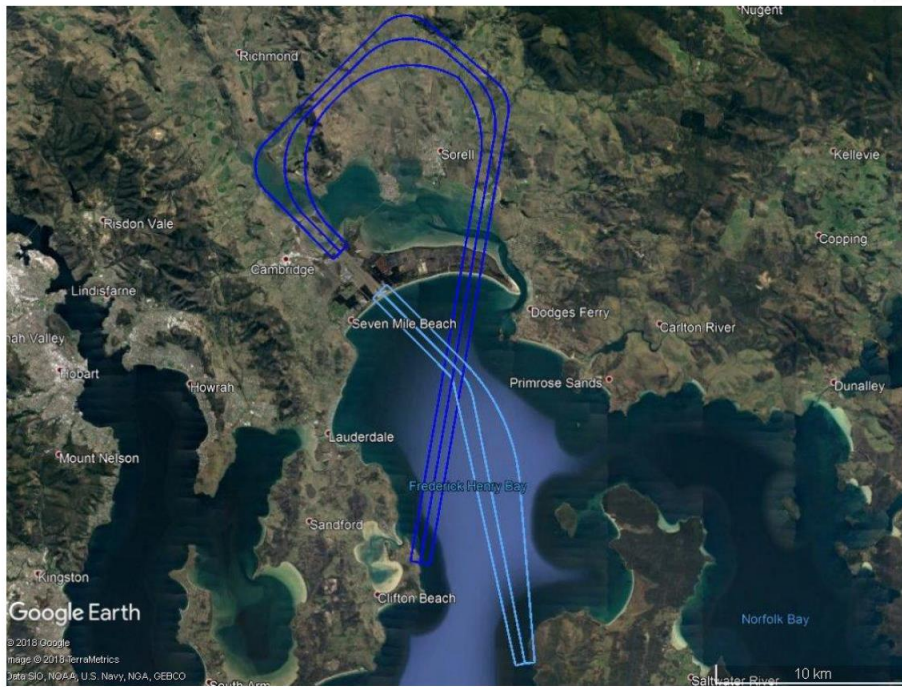
## New STAR procedures



## Over water flight paths



## New Antarctica SID

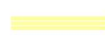


==== RWY30      ===== RWY12

## Re-design Runway 30 RNAV



Proposed arrival flight path corridors



Existing arrivals



## SID/STAR crossover

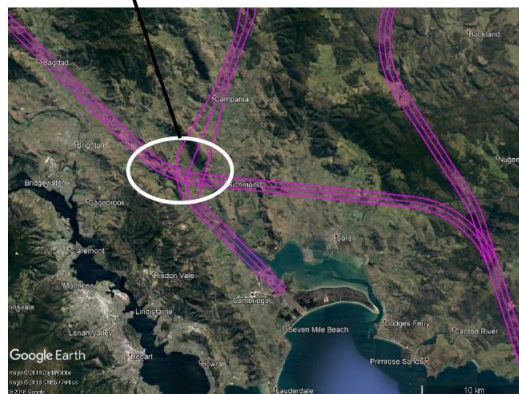
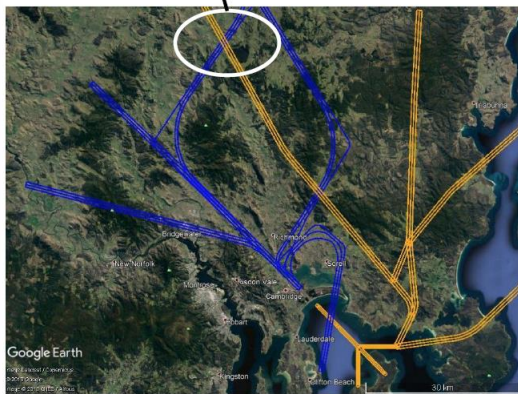


==== Arrival corridors RWY30

==== Departure corridors RWY30

Proposed Crossover



Existing Crossover



==== Existing corridors

## World Heritage and other areas



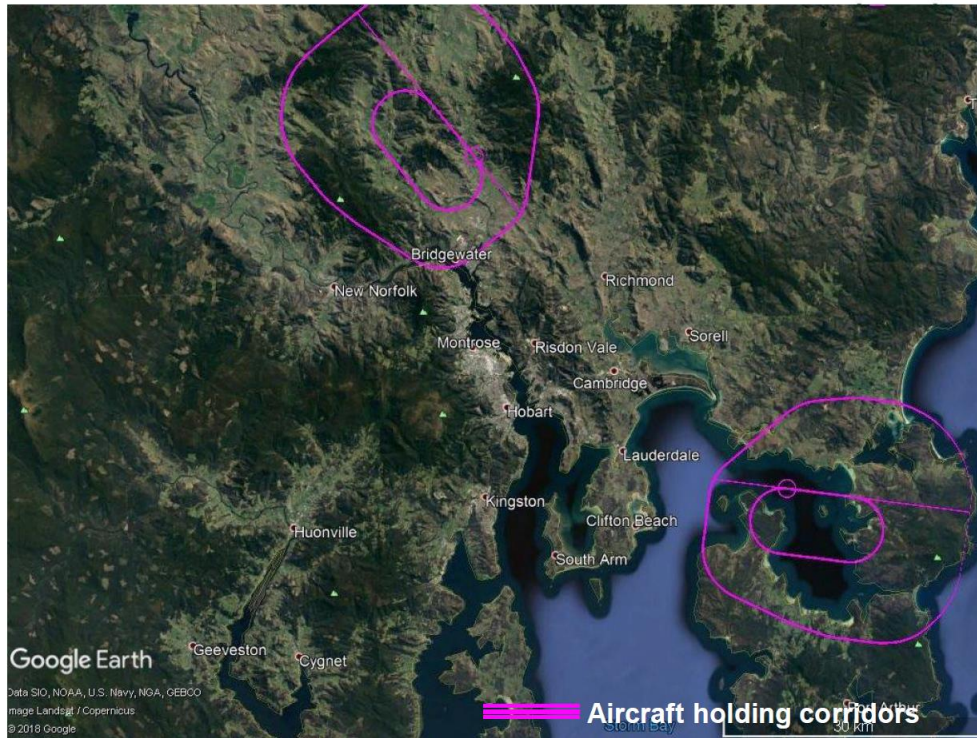
-  Proposed arrival corridors
-  Existing RWY30 arrival corridors



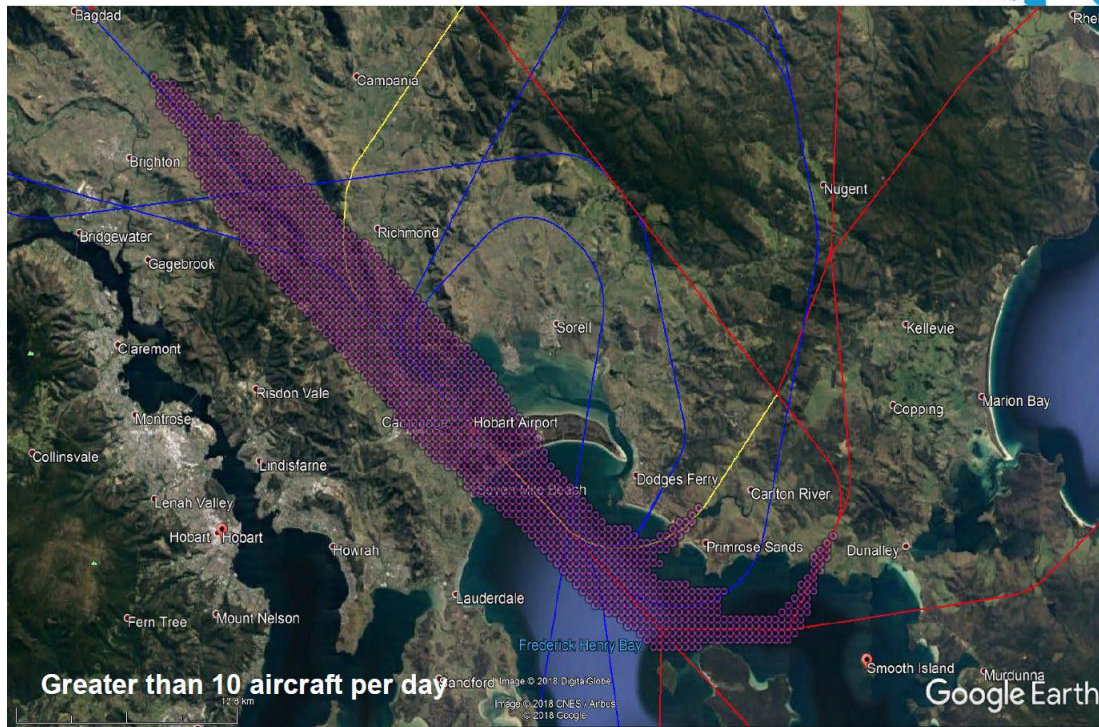
## World Heritage and other areas

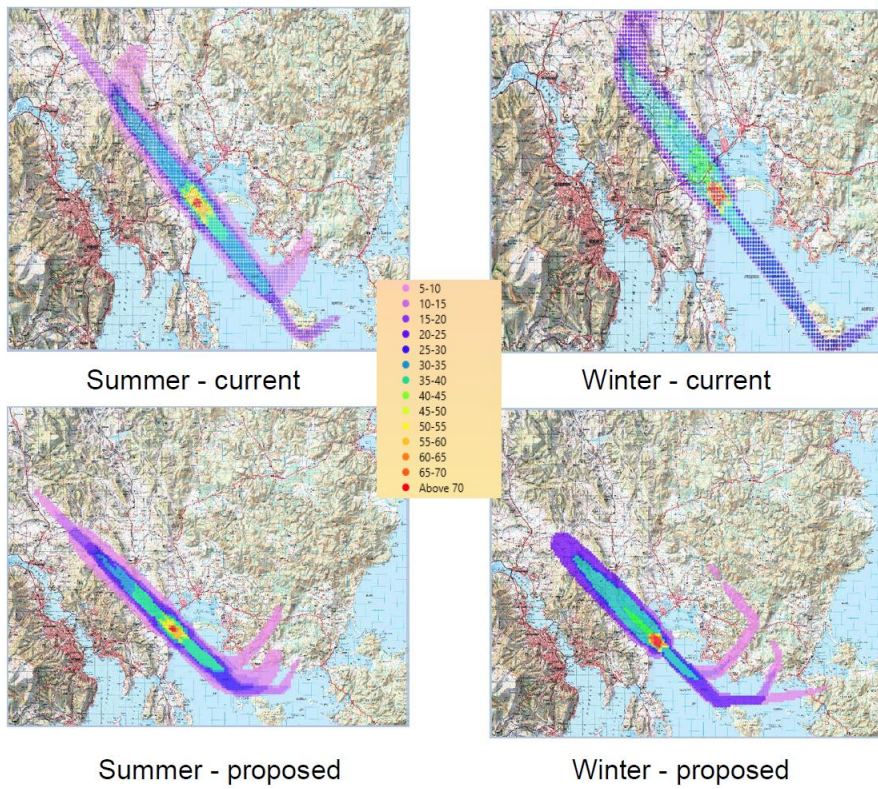


## Holding Patterns

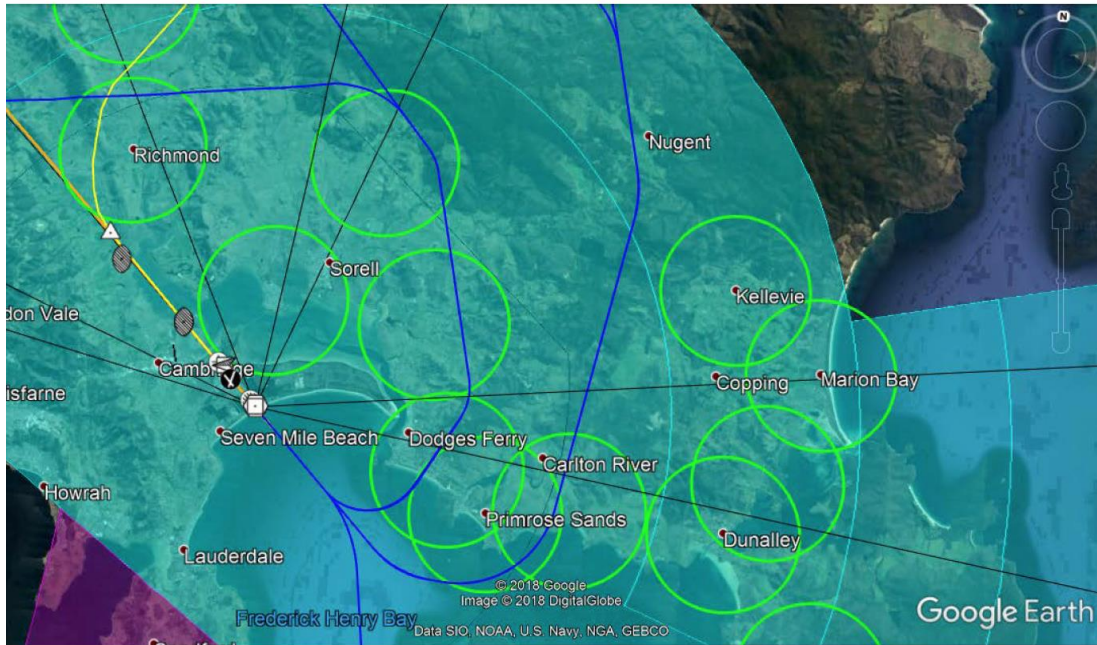


## Noise levels above 60 decibels

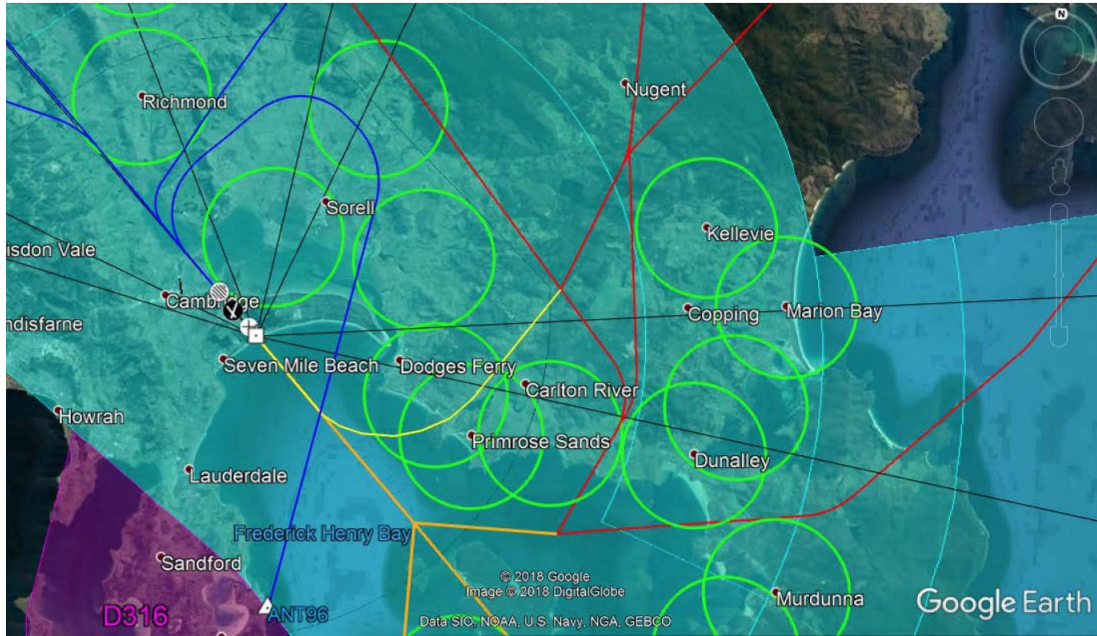




## Flight threading Runway 12



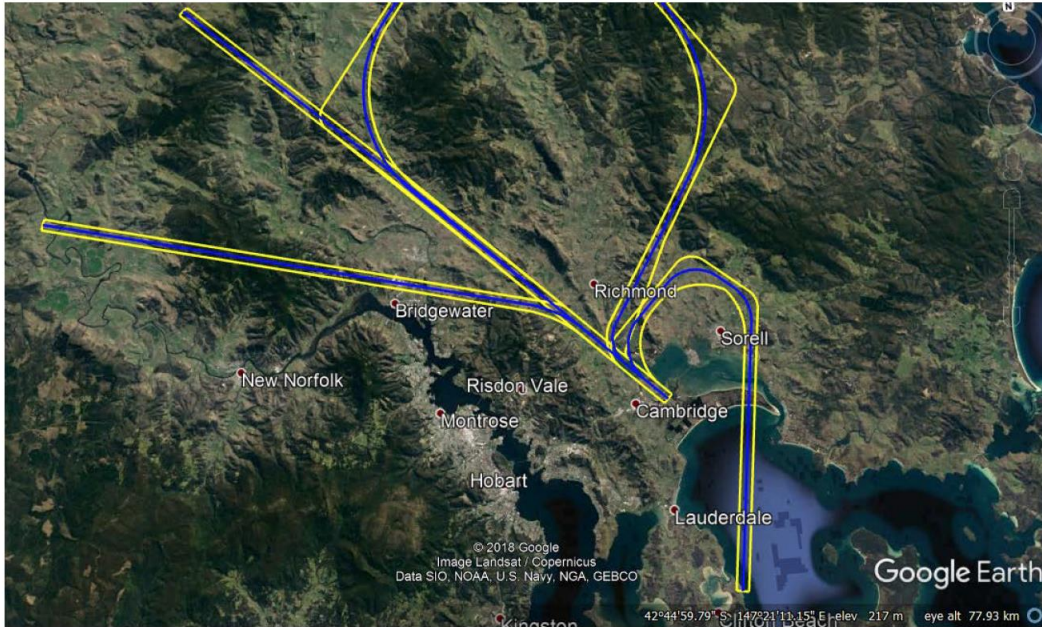
## Flight threading Runway 30



## 'Corridor' view Runway 30 arrivals



## 'Corridor' view – Runway 12 dep Interactive map



## February 2017





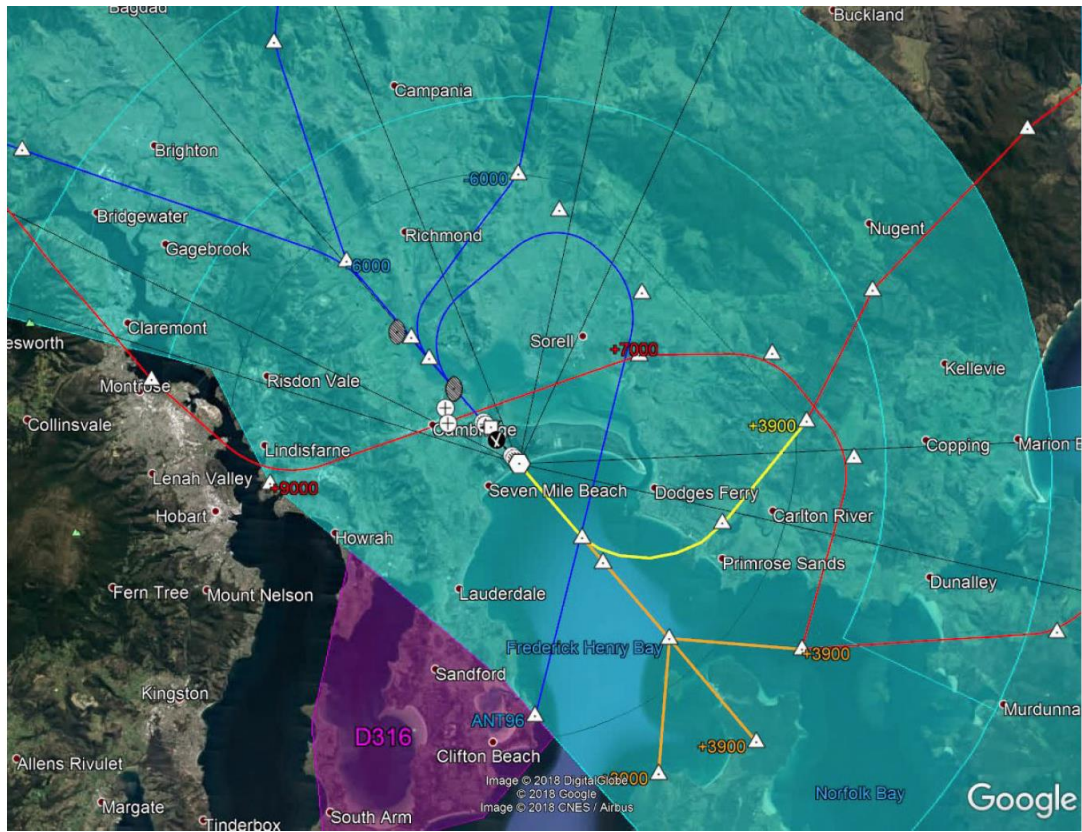
## What happens next?

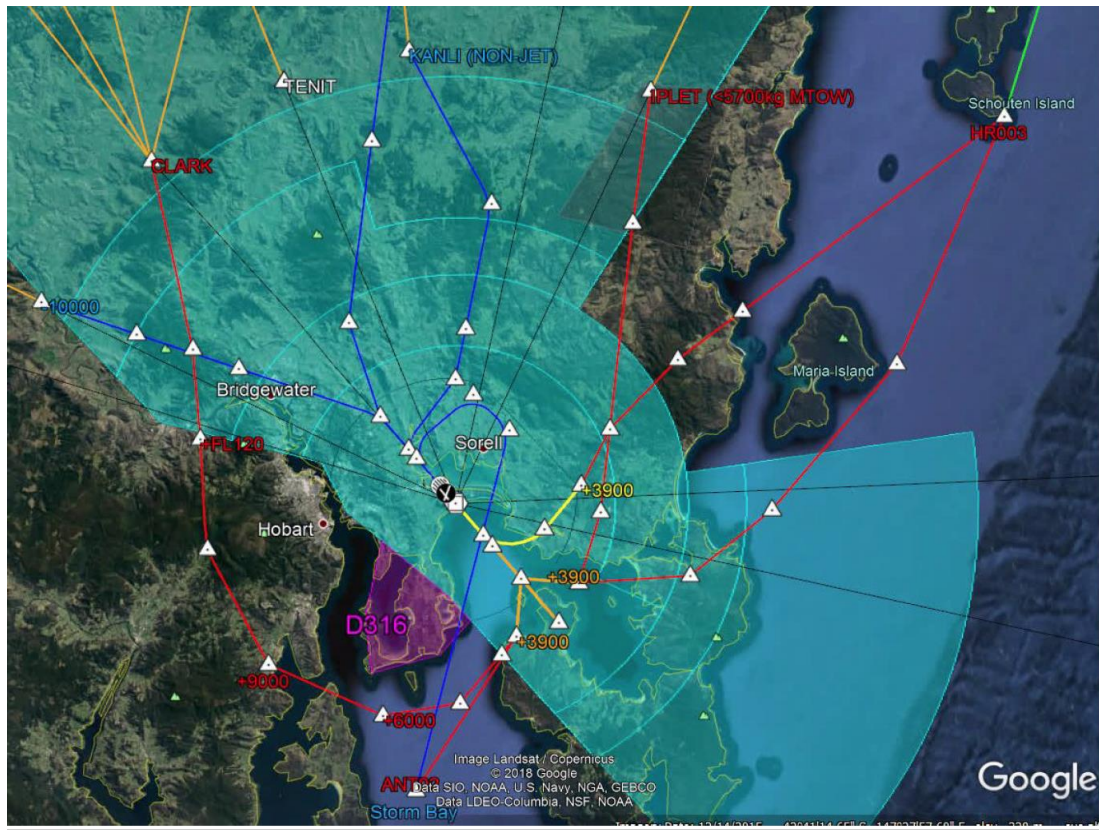
Consultation period 31 October 2018 – 27 November 2018

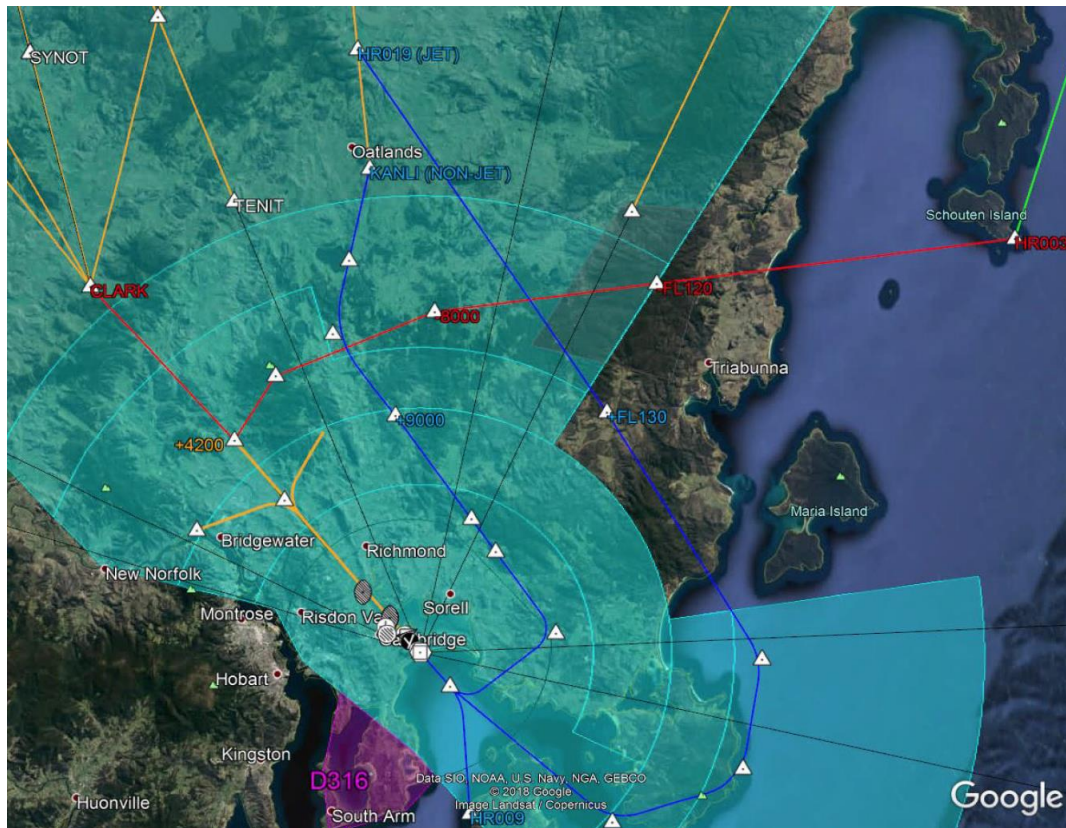
Extended consultation until 10 December 2018

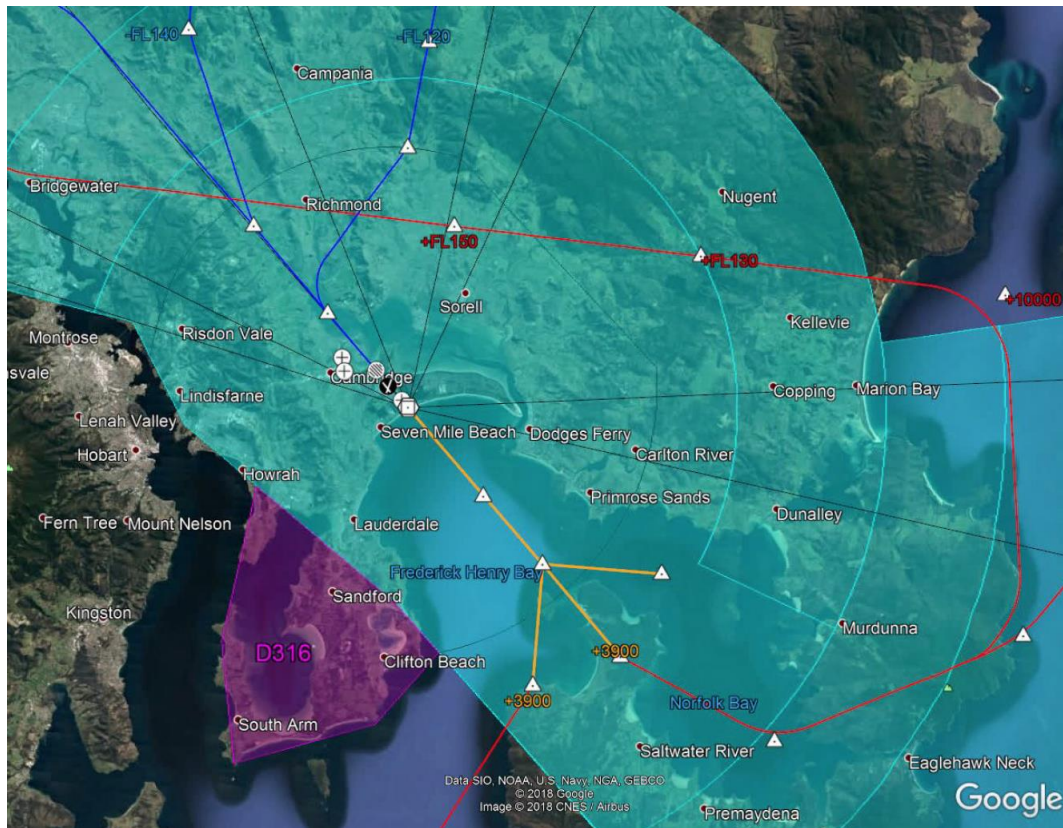
On-site consultation 15-21 November 2018

- Bagdad
- Brighton
- Campania
- Copping
- Primrose Sands
- Richmond
- Sorell
- Taranna









## Discussion

