Proposed Design Feedback

Hobart Airspace Design Review

Consultation Summary Report

31 October 2018 to 7 January 2019

Prepared for Airservices Australia

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0.1	28 Feb 2019	Draft report uploaded on AA website for feedback
1.0	21 March 2019	Corrections and clarifications made following feedback

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 (Airservices) has undertaken a review of the Hobart Airspace with safety of air navigation as its primary consideration.

The Hobart Airspace Design Review was a commitment made by Airservices following earlier changes to flight paths into and out of Hobart International Airport implemented in September 2017 and March 2018.

The process of developing proposed designs for consultation consisted of the following steps:

1. Design constraints
    a. Regulatory compliance
    b. International and domestic operational mandates
    c. Airservices business requirements
2. Design considerations
3. Environmental assessment
4. Net benefit analysis.

These steps are further explained on the Airservices website at http://www.Airservicesaustralia.com/wp-content/uploads/Hobart-Airspace-Proposed-Design-Development-Process-Fact-Sheet-January-2019.pdf.

The inadequacies of the consultation processes prior to implementing the earlier flight path changes in September 2017 have been well documented and acknowledged by Airservices. The process for the Hobart Airspace Design Review is a genuine effort to engage stakeholders, including the community, to provide input to the design process.

Given that the primary focus of the design is on safety for public aviation transport, the process cannot and should not be a co-design process. While responsibility for the design itself rests with Airservices, it is important that the views of community members, and those of other interested stakeholders, be considered in finalising a design for flight paths.

This report is a summary of feedback received through engagement activities undertaken between 31 October 2018 and 7 January 2019 seeking community views on the Hobart Airspace proposed designs.

Activities included on site community feedback sessions held between 15 and 21 November 2018 as well as other forms of feedback via email and online submissions through both Airservices and Tania Parkes Consulting (TPC) and other written correspondence, as well as TPC 1800 and Airservices Noise Complaints and Information Service (NCIS) numbers.

Fifteen community feedback sessions were conducted at nine locations to the north and south-east of Hobart reflecting the community areas that would be affected by the proposed design. In total, there were 169 attendees and observers at these sessions with 145 registrations. A number of people attended and participated in several sessions.

Eighteen Feedback Forms were submitted during or at the end of community feedback sessions.

Feedback from 277 submissions were broadly consistent with those received from on-site sessions in that they reflected the priorities for each locality. However, they differed considerably in relation to:

- how equitable noise distribution was defined
- how impacts on population size should be considered
- the extent of impacts of an over water route and where it intersects with land
- where the flight path over Primrose Sands should be moved, and
- whether a western route should be considered.

The majority of submissions identify authors by their content and/or the authors have asked that their submissions be kept confidential and have therefore not been provided in this report.

The feedback received comprised a range of issues from a desire to return to the pre-September 2017 flight paths to concerns about the accuracy of noise modelling, to broader strategic level discussions about better location for flight paths through to specific details on individual flight paths. Some issues were strongly argued by a focal group at a number of sessions.

The key themes from the community feedback appear below in order of:

- proposed flight path design
- process matters, and
- other matters.

This ordering does not necessarily reflect the importance of issues to the community, in fact, there was a strong view that good process would lead to better design.

Proposed Flight Path Design

Flight Paths. The following suggestions for flight paths were predominantly advocated:

- Some tourism business operators and impacted landholders argued strongly to remove the proposed 'over water' flight paths from eastern ports. There were counter arguments suggesting that 'over water' routes at least 5km away from the Maria Island east coastline may be acceptable. Consideration of 'over water' routes included the possible relocation of the waypoint at Schouten Island.
- Cross over points from 'over water' routes further south than what was proposed were, generally, not supported especially by those communities on the Tasman Peninsula.
- Smart Tracking technology (RNP-AR – Required Navigation Performance-Authorisation Required) was broadly supported for arrivals.
- The proposed northern routes (Runway 30 departures and Runway 12 arrivals) were supported.
- With the introduction of Smart Tracking for arrivals, the key issue for eastern flights was departures (Runway 12). On balance, the preference was to adjust the Runway 12 departure path to the east between Connellys Marsh and Dunalley.
- A western flight path for aircraft travelling to the southern ports (i.e. Melbourne, Adelaide and Perth) to be seriously examined.

Dispersion. While previous consultation had indicated that 'sharing the noise' across the whole of Hobart would be considered more equitable, individual communities became

more focused on the benefits/disbenefits of dispersion when faced with the detail of proposed flight paths in specific locations. Communities that are considered already overflown did not want increased impacts and those considered as being newly overflown and in localities of low ambient noise called for flight paths to reflect the pre-September 2017 flight paths to as closely as possible.

Historic Sites. There was general support as to how Airservices had considered the Port Arthur and Coal Mine Historic Sites, with calls for Darlington on the west coast of Maria Island to be considered in the same context.

Holding Patterns. Despite considerable discussion on this issue, no clear change to the designs proposed by Airservices were suggested. There was a general understanding of the need for holding patterns to be located adjacent to the end of the runways and the likely infrequent use of these by jet aircraft.

Topography. In addition to being precise with staying on designated flight paths, it was said that particular attention should be paid to flight paths avoiding Susan's Bay on departures and at Nugent, Kellevie and Forcett at lower levels, and instead fly over State Forest areas.

Process

Exhaustive Review. The feedback was that the review process should be exhaustive in assessing possible options, including a western route into and from Hobart; and routes to the south and east over water in relation to preserving the tranquillity of pristine coastline.

Looking Forward. While some people wished to draw attention to the location of flight paths pre-September 2017, the focus of most was on the future location of flight paths. It was said that the impact of flights on all localities should be assessed not just those with larger populations.

Silent Majority. A great many consultation contributors expressed their concern that views expressed by people who attended community feedback sessions may outweigh the views of those who contributed by submission because they were not able to attend an on-site session, or did not feel sufficiently confident to speak at a session where views were being strongly argued. This includes organisations from different regions representing from a few hundred to over a thousand residents. They stated that the interests of all potentially impacted people should be taken into account including those less able to articulate a position or advocate on their own behalf.

Noise Assessment. Many consultation contributors questioned the accuracy of the noise modelling and sought 'ground truthing' with on-site measurements. It was said this would validate community perceptions of the noise experienced compared to the data from the noise modelling.

Stakeholder Reference Panel. It was expressed on several occasions that those parties represented on the Stakeholder Reference Panel were thought to have held more sway with Airservices and were provided more access to information. A clear statement in the final communication to the public on the Panel's role and influence would promote better community understanding of the process.

Other Matters

Precision and Compliance. There were calls for operators to be more precise in adhering to flight paths and for there to be deterrents for

variances (lateral and vertical) from the published flight paths.

Communication. A more personable and open approach to communications with timely progress updates and opportunities to contribute during the design process would better serve the overall communications with Airservices.

Flight fans. There were a few people in every locality who indicated they were not perturbed by aircraft noise or visual impact and welcomed increased air traffic into Tasmania. They referenced the benefits to the economy, employment and exports.

2.0 Introduction

Airservices implemented standardised flight paths in September 2017 for aircraft arriving and departing Hobart. A modification to the new flight paths 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 the 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 the ANO recommendations including that Airservices seek expertise in community engagement.

Tania Parkes Consulting was engaged by Airservices to assist with community engagement activities associated with the Hobart flight paths, including the partial social impact consultations undertaken in June 2018 and the Hobart Airspace Design Review consultations undertaken between 31 October and 7 January 2019.

Consultation on the Hobart Airspace Design Review was undertaken through a number of methods including on site community feedback sessions, hard copy Feedback Forms, and on-line feedback platforms. Email and written correspondence and telephone contact were also available.

Information on the Hobart Airspace Design Review was available on the Airservices website (http://www.Airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/). This included an overview Fact Sheet as well as individual Fact Sheets for 19 potentially impacted localities.

Fact Sheets were developed for the following localities:

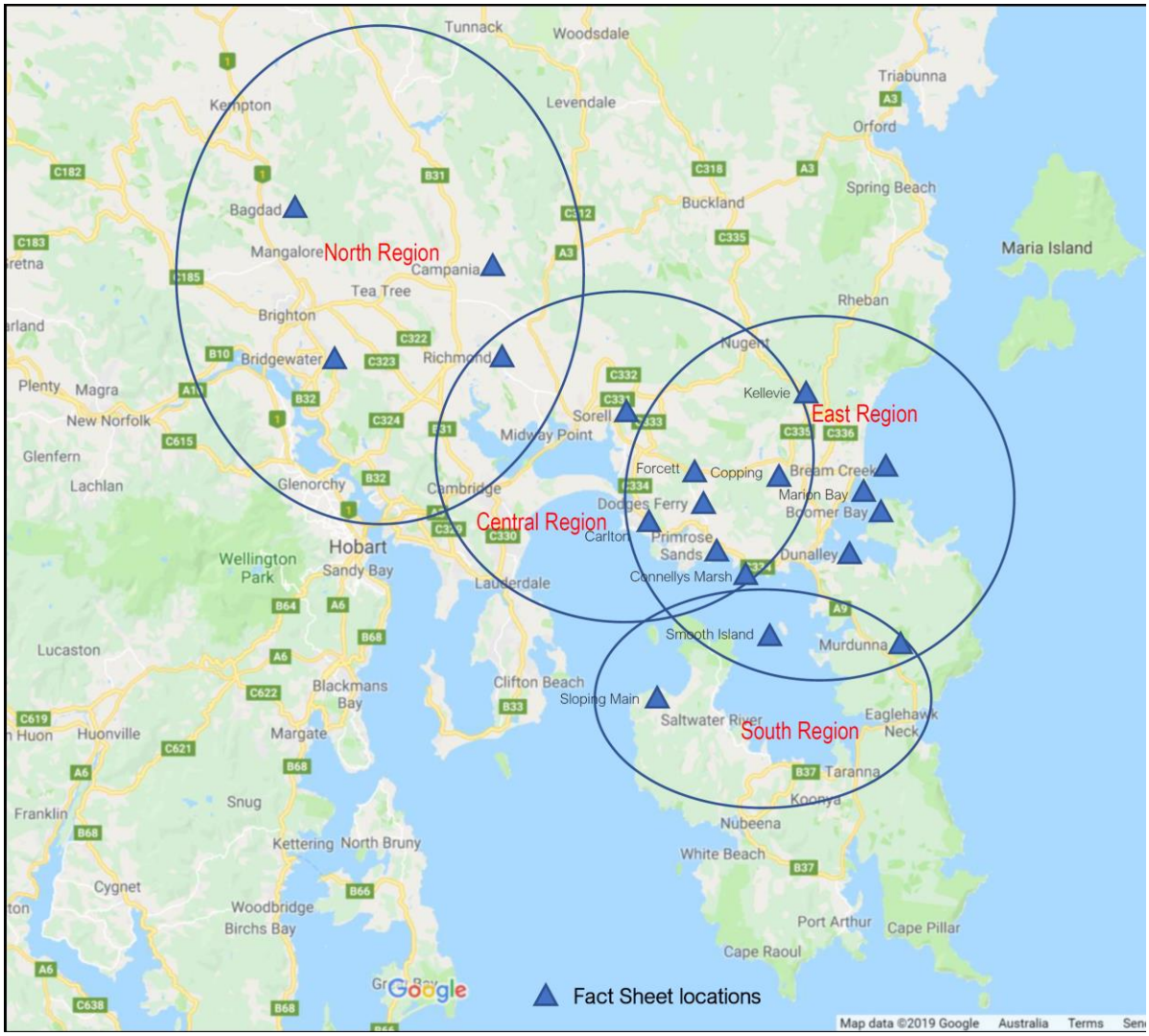
Bagdad	Copping	Primrose Sands
Boomer Bay	Dodges Ferry	Richmond
Bream Creek	Dunalley	Sloping Main
Bridgewater	Forcett	Smooth Island
Campania	Kellevie	Sorell
Carlton	Marion Bay	
Connellys Marsh	Murdunna	

Updates to the website and Fact Sheets were made as required including the correction of errors, new information as this became available and changes to the review timeline. Paper copies of Fact Sheets were also delivered to the offices of the Sorell and Tasman Councils and the Richmond Post Office for interested residents to collect.

This report outlines the community engagement process and the key themes that arose. The report also provides indicative summaries of on-site feedback sessions (Attachment 1) and more detailed records of each session including the Feedback Forms submitted at those sessions (Attachment 2). Feedback session locations and registrations are also attached (Attachment 3) and (Attachment 4).

Tania Parkes Consulting thanks all participants and contributors to this report.

Figure 1: Map depicting Fact Sheet locations in four locations



Source: Google Earth

3.0 Key Themes

The issues raised through the 31 October 2018 to 7 January 2019 community engagement addressed strategic, broader issues as well as specific technical suggestions on the flight paths.

The key themes from the community feedback including those from on-site sessions and all forms of submission appear below in order of proposed flight path design, process matters and other matters.

This ordering does not necessarily reflect the importance of issues to the community, in fact, there was a strong view that good process would lead to better design.

PROPOSED FLIGHT PATH DESIGN

Accepted Design Elements

The following elements were generally accepted:

- The implementation of Smart Tracking technology for arrivals, in particular the expected improvement in noise levels resulting from a longer 'glide' by arriving aircraft.
- The re-positioning of the southern and northern Area Navigation (RNAV) tridents closer to the ends of both runways. It was also noted that this gave greater flexibility as to where the flight paths could be located with regard to turning to travel east and north.
- The separation of arrival and departure flight paths for light and jet aircraft.
- The change from a restricted to an unrestricted cross-over point together with a higher point for the cross-over and greater flight separation.
- Flight paths to and from Strahan and Antarctica.

Eastern Routes

There was significant feedback about the proposed arrival flight paths from ports on the east coast of the mainland (Sydney, Brisbane and Gold Coast).

Tourism business operators and impacted landholders argued strongly to remove the proposed 'over water' flight paths from eastern ports. There were counter arguments suggesting that 'over water' routes further east away from the Maria Island coastline may be acceptable. The appropriateness of whether there should be a waypoint at Schouten Island was also questioned.

On balance, feedback from across localities leaves the debate open as to whether a flight path over water is acceptable or not.

Feedback reflected that retaining an 'over water' path would necessitate taking the flight path at least 5km east away from the coastline so as to not impact the brand values of this area, including Freycinet and Maria Island. Any adverse impact – such as noise, visual impacts or night lights – could negatively impact the tourism and economic values of the area.

Conversely, it was said that bringing the 'over water' flight paths over land may have an adverse impact on localities that may be overflown – primarily noise and visual impacts. This would especially be the case if these flights travel along the same paths as other aircraft travelling from the southern ports from the mainland (Melbourne, Adelaide and Perth), thereby accentuating any impacts.

Further feedback reflects that in addressing this issue, it will be necessary for Airservices to ensure any over land flight path minimises the impacts on communities and outweighs the benefits available to Tasmanian tourism and the economy by deleting the 'over water' options. Several more populated localities in the northern region responded that any such outcome should not create a consequent pressure to explore a route further to the west, if such a route has been assessed as less than acceptable.

A further conflict was said to be whether to either tighten the Runway 12 departure path to the west of Primrose Sands or to move the turning point further east past Primrose Sands and below Connellys Marsh. Either way, the objective was to avoid flights travelling directly over Primrose Sands. While there was much discussion around tightening the flight paths and approximating the pre-September 2017 flight paths, this risked taking flights over more populated areas such as Dodges Ferry and Lewisham. Less populated areas such as Dunalley and the bays to its east that view their localities as being newly overflown, expressed concern about the amplified effect on areas with low ambient noise and consequent lifestyle impacts.

On balance, the more acceptable option was said to be a departure path for Runway 12 to be between Connellys Marsh and Dunalley, avoiding both villages. This is an area said to be less impacted by the topography and therefore less likely to cause noise reverberation. However, there would be individual landholders directly impacted should such a change be implemented.

…and where the over water flight path crosses the coast

There was a mix of comments as to whether flight paths should travel further south than what currently occurs or was proposed by Airservices during the community feedback sessions.

Some attendees proposed extending the proposed eastern path over water further south (either above or below Murdunna) so as to avoid localities currently overflown (i.e. post-March 2018) while others proposed taking flights further south past the Tasman Peninsula. These were made as suggestions but not strongly advocated.

Some people, particularly those living on the Tasman Peninsula, expressed a preference that flights remain above Murdunna. This had been based on a number of factors including the 'brand values' of the eastern coastline, the heritage values of the historic sites at Port Arthur and Coal Mines as well as the community interests. The impact on flight operations – extra travel time, increased fuel and staffing costs and greater emissions – was also noted.

On balance, there was more feedback to not take flights south below the current flight paths and preferably no further south than what was presented by Airservices in the proposed design. This would keep aircraft away from Murdunna and other localities on the Tasman Peninsula.

Northern Routes

There were few concerns raised in relation to the location of the flight paths for Runway 12 arrivals and Runway 30 departures. The proposed flight paths were preferred over the current flight paths (i.e. post-March 2018) and those that existed pre-September 2017.

Feedback from Campania, Richmond, Bridgewater and Brighton felt they were better off under the proposed flight paths presented during the community feedback sessions.

It was said that what would be important is ensuring that the flight paths skirt around and avoid a new development area to the north of Richmond and avoid flying over Coal River. The proposed design achieves these outcomes.

Western Routes

Airservices did not present a western route in their proposed design. However, design consideration of flights travelling to the west of Hobart International Airport were presented at community feedback sessions. Airservices explained the safety risks associated with a western route predominantly being weather patterns associated with Mount Wellington; a restricted pilot training area designated as a 'danger zone'; and the need to apply to the CASA regarding the boundaries for controlled airspace and the location and functioning of Danger Area D316.

The level of interest in discussing a western route differed between localities. However, it became a focal theme expressed in on-site feedback sessions in the eastern region.

Dispersion

While previous consultation had indicated that 'sharing the noise' across the whole of Hobart would be considered more equitable, individual communities became more focused on the benefits/disbenefits of dispersion when faced with the detail of proposed flight paths in specific locations.

Communities considered already overflown often with more dense populations did not want increased noise impacts; and those considered as being newly overflown and in areas of low ambient noise, called for flight paths to reflect the pre-September 2017 flight paths to as closely as possible.

Alternative suggestions to the proposed flight path over water included over land flight paths for aircraft flying from eastern ports (e.g. Sydney, Brisbane and Gold Coast) and running departures and arrivals on the same flight path. Some community members noted that this would be counter to the promoted benefits of distributing flights.

Other than the over water route, the emphasis in community feedback was on the impact of departures more so than arrivals. This may suggest that arrival paths in their proposed form (or slightly adjusted) may be acceptable, especially given that flights would be dispersed between the Smart Tracking and the RNAV flights. An example of 'slightly adjusted' is that at on-site sessions Nugent, Kellevie and Bream Creek residents suggested the proposed Smart Tracking flight path be moved further west of Nugent.

It was noted that while technology does allow Smart Tracking to be used for departures, this capability is not yet available in Australia.

Historic Sites

There was appreciation that the proposed design locates flight paths away from the Coal Mines Historic Site, noting that avoiding the Tasman Peninsula also avoids the Port Arthur Historic Site.

There was feedback that similarly, flight paths should remain a significant distance from Darlington located on the west coast of Maria Island. This is the location of a further UNESCO-listed convict heritage site.

Holding Patterns

While there was some consternation over the location of the holding patterns for Runway 30 arrivals and the use of holding patterns by trainee pilots for instrument training purposes, there was a general understanding of the need for these to be located adjacent to the end of the runways and the likely infrequent use of these by jet aircraft.

Topography

In addition to being precise with staying on designated flight paths, it was said that particular attention should be paid to flight paths avoiding Susan's Bay on departures and at Nugent, Kellevie and Forcett at lower levels, and instead fly over State Forest areas.

PROCESS

Exhaustive review

Airservices conducted the Hobart Airspace Design Review using a 'greenfield' approach to the design. Essentially, this approach 'took all the flight path lines off the map' of Tasmania in order to determine the best option for future flight paths using contemporary airspace design methodology as well as current and foreseeable aviation technology.

The feedback was that in order to ensure a genuine assessment, it is necessary to exhaustively review all relevant options. This includes a review of a possible western flight path into and from Hobart International Airport.

There were strong representations by tourism business operators and affected land owners to thoroughly review the over water routes to the south and east in relation to preserving the tranquillity of pristine coastline. It was said that this unique world class asset was a prime driver of state tourism.

There were calls also for further review of the crossing point where the over water route intersects with the coastline.

Looking forward

Many in localities not overflown prior to September 2017 expressed their distress and despair at regular aircraft noise and visual impacts. This was in the context of both returning to these paths or approximating these paths and comparisons for noise modelling purposes.

Alternate feedback was that given the design review is being undertaken as a 'greenfield' process, where flight paths had previously been located – whether current, pre-March 2018, pre-September 2017 or pre-2005 – should not be relevant in the strategic planning on where future flight paths should be located. Hence arguments about people and locations previously overflown knowing that aircraft flew overhead and arguments about population densities in localities likely to be overflown (i.e. larger versus smaller population centres) should have a lesser influence over the best location for the future flight paths.

Notwithstanding, the outcome from noise impact modelling could influence adjustments to the actual line where flight paths occur (i.e. where paths should 'thread' between localities). This will reflect the greater sensitivities that communities want attributed to rural-residential areas and the fact that noise will be more acute in smaller population areas in the south-east region outside Hobart.

Silent Majority

A great many consultation contributors expressed their concern that views expressed by people who attended community feedback sessions may outweigh the views of those who contributed by submission because they were not able to attend an on-site session, or did not feel sufficiently confident to speak at a session where views were being strongly argued. This includes organisations from different regions representing from a few hundred residents to over a thousand. They stated that the interests of all potentially impacted people should be taken into account, particularly those less able to articulate a position or advocate on their own behalf.

Airservices was urged to ensure that feedback is not "skewed" by the views, opinions and comments of a minority compared with more populated areas. The feedback urged consideration of the positions likely to be taken by others who did not attend any feedback sessions, whether due to work, health or caring commitments, or an inability to articulate a position or advocate on their own behalf.

This sentiment was evidenced by an attendee representing the interests of social housing clients living in 1,070 properties in one locality. These residents, many of whom experience multiple disadvantage, live directly below a current flight path and their advocate questions the fairness of them having to take the burden of more aircraft impacts.

Those who did attend feedback sessions and provided comment will have strong reasons for expressing these. These will need to be carefully considered as well the interests of those who are less able to advocate for themselves.

Noise Assessment

Airservices applied its standard noise assessment processes to confirm the noise impact on different localities. This involved the use of the latest noise modelling technology, with Hobart being the first time this model had been used in Australia.

Although the latest noise modelling tool had been used, there were numerous calls for Airservices to undertake 'ground truthing' through on-site noise monitoring. Given that noise modelling uses the latest technology, it should not be necessary for noise monitoring to also occur. However, the communities called for Airservices to prove the accuracy of the noise modelling tool in order to satisfy them that noise assessments will accurately depict the audible noise that localities will hear.

Some respondents indicated the accuracy of the noise measurement tool should be able to be confirmed by tests undertaken at other locations where noise monitoring occurs. Noise assessments are important for communities and individual localities. However, there was feedback that noise assessments should not determine the strategic positioning of flight paths. It was said that where noise modelling becomes important is in the specific design of where flight paths are 'threaded' between localities

in order to minimise the impact of aircraft noise. This is despite the position taken by many session attendees seeking to use the outcome of noise assessments (whether at 60 decibels or 50 decibels) to argue for the relocation of flight paths.

There were calls by some attendees for Airservices to undertake a more refined noise assessment with a lower threshold at 50 decibels rather than the standard 60 decibels. Airservices noted that the appropriate threshold for noise assessments is currently being reviewed, in accordance with the Aircraft Noise Ombudsman (ANO) recommendation.

It was said these assessments should be accompanied with examples of noise events that match both 50 and 60 decibels – such as aircraft, motor traffic, group/community meetings, school classroom noting that examples should be 'locked' to ensure that direct comparisons are maintained and not adjusted.

Stakeholder Reference Panel

The role of the Stakeholder Reference Panel was important in terms of strategic planning for the design review. The Panel was a broad cross-section of interested parties including airport and airline operators, businesses, local and state government, tourism and community representatives.

The Panel was convened 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 further informed the flight path design.

The view expressed frequently in community feedback was that those parties represented on the Stakeholder Reference Panel held more sway with Airservices and were provided more access to information. A clear statement in the final communication to the public on the Panel's role and influence would be beneficial to promoting more informed community understanding.

OTHER MATTERS

Precision and Compliance

During the process for the social impact assessment, several comments were made about the compliance of airlines and air crew with the designated flight paths, and drawing attention to the importance of precision in designating flight path corridors.

Some questions were again raised during this community engagement about who, if not Airservices, is responsible for compliance with the designated flight paths and whether Airservices will be in a position to refer flight path data, including incidences of non-compliance, to the relevant regulator.

There were also queries about the accuracy of locality maps using Google Earth in Fact Sheets and in presentations.

Communications

General feedback was that a more personable and open approach to communications with timely progress updates and opportunities to contribute during the design process would better serve the overall communications with Airservices.

Flight fans

There were a few people in every locality who indicated they were not perturbed by aircraft noise or visual impact and welcomed increased air traffic into Tasmania. They referenced the benefits to the economy, employment and exports.

4.0 Consultation Methods

The consultation methodology was consistent with the Community Engagement Plan prepared with community input (http://www.Airservicesaustralia.com/wp-content/uploads/Community-Engagement-Plan-Hobart.pdf)

The methods used for community members to seek information and provide feedback included on-site meetings in multiple locations, written and verbal submissions, dedicated email and 1800 contacts.

On-site meeting - schedule

Initially, 14 community feedback sessions were planned. An additional session was scheduled at Dunalley on Tuesday 20 November 2018 bringing the number of sessions held to 15. The additional session was scheduled to assist Dunalley residents who may not have been able to attend the earlier sessions because of a conflict with the Dunalley Primary School's fete scheduled for Friday, 16 November 2018.

Community feedback sessions were scheduled at:

1. Campania – Thursday, 15 November 2018 from 1:00pm to 3:00pm;
2. Primrose Sands – Thursday, 15 November 2018 from 6:00pm to 8:00pm;
3. Primrose Sands – Friday, 16 November 2018 from 9:00am to 11:00am;
4. Dunalley – Friday, 16 November 2018 from 2:00pm to 4:00pm;
5. Dunalley – Friday, 16 November 2018 from 6:00pm to 8:00pm;
6. Copping – Saturday, 17 November 2018 from 2:00pm to 4:00pm;
7. Sorell – Saturday, 17 November 2018 from 6:00pm to 8:00pm;
8. Bagdad – Sunday, 18 November 2018 from 2:00pm to 4:00pm;
9. Sorell – Monday, 19 November 2018 from 9:00am to 11:00am;
10. Bridgewater – Monday, 19 November 2018 from 2:00pm to 4:00pm;
11. Bridgewater – Monday, 19 November 2018 from 6:00pm to 8:00pm;
12. Dunalley – Tuesday, 20 November 2018 from 12:00pm to 2:00pm;
13. Copping – Tuesday, 20 November 2018 from 6:00pm to 8:00pm;
14. Richmond – Wednesday, 21 November 2018 from 12:00pm to 2:00pm; and
15. Taranna – Wednesday, 21 November 2018 from 6:00pm to 8:00pm.

On-site meeting - arrangements

The following factors helped determine the location of community feedback sessions:

- identification of localities most central to the proposed flight paths where there may be a potential change in a visual and/or noise impact;
- localities visited in June 2018 where individuals, groups and businesses had already expressed a specific interest in the previous, current and proposed flight paths to "close the loop" for these communities;
- localities with a suitable and available meeting space (venue) to accommodate the expected number of attendees (i.e. up to 50 people), including ease of access, the availability of tables and chairs, kitchen and public facilities, and possibly audio and video capability; and
- meeting spaces that were within short distance to residents living in other locations where suitable meeting spaces were not available (i.e. mostly within a 10-15 km distance or up to a 15 minute drive). While some venues were up to 25 minutes from key localities, these were more in the south region where there were more significant distances between localities.

TPC visited the facilities for the proposed meeting spaces before confirming the bookings. Images of facilities used for community meetings are at Attachment 4.

Airservices acquired audio equipment (two television screens, microphones and a speaker) for use in each of the community feedback sessions which was supplemented by venue equipment where this was available. Tables and chairs were set up at each venue to give attendees access to the television screens and the speakers/presenters.

The seating arrangements for each of the sessions were structured around small group tables (8-10 people). This offered the opportunity for people to speak with others at their table.

Tea and coffee facilities were made available for attendees at each venue, either within the meeting space or an adjacent kitchen.

Fact Sheets relevant to the locality were provided to attendees. Fact Sheets for other localities were also available. Maps depicting the proposed flight paths, together with a legend were provided on the tables for reference by attendees. Paper copies of Feedback Forms were available at tables for attendees.

Across the 15 community feedback sessions, there was a head count of 169 attendees and observers. There were 145 registered attendances by 104 attendees. A number of people attended several sessions. Also, a number of people identified themselves as representing or being a member of an organisation. The summary of attendances is at Attachment 5.

Eighteen (18) Feedback Forms were submitted, with one person submitting a number of forms.

With the exception of the session scheduled at Bagdad, there were attendees at every session. Several Bagdad residents telephoned their views. Sessions were commenced slightly after the scheduled commencement time to allow all attendees to register, collect Fact Sheets and be seated. Some attendees arrived during the session and after the commencement of the presentation. One

attendee arrived as the session was closed but was still able to provide feedback. Airservices and TPC did not leave venues until after the scheduled end time for sessions.

On-site meeting - format

Dr Tania Parkes facilitated each of the community feedback sessions. A record of the sessions was taken by TPC staff. To aid the record taking, sessions (with the exception of the first session at Campania) were audio taped. Approval was obtained from the attendees, noting that the audio was for record taking purposes only.

A slide presentation on the Hobart Airspace Design Review had been prepared and presented at each community feedback session by Airservices staff (Fiona Lawton and Neil Hall). [Note: Mr Hall was not able to attend the sessions on Tuesday, 20 November 2018 nor Wednesday, 21 November 2018].

While the general information presented to sessions remained consistent, modifications to later sessions were made reflecting advice and feedback received from attendees at earlier sessions. Information was also targeted to the localities of attendees at each session to ensure its relevance to the people in attendance. This included using Google Earth to “drill down” to specific locations and addresses.

All attendees were given the opportunity to ask clarification questions and to offer comments and feedback. Some attendees chose to provide minimal comments and feedback, while others sought numerous clarifications and provided detailed comments and feedback; some argued strongly. Some attendees chose not to speak during the sessions, instead providing written or verbal comments and feedback after sessions had concluded.

The format of the community feedback sessions involved:

- an introduction by the facilitator, including the conduct of the session;
- delivery of the presentation by Airservices;
- clarification questions during the presentation; and
- feedback on the design in the form of views, opinions and comments.

Given that different audiences attended each session, the time required to deliver the presentation differed between sessions. Some presentations progressed quickly while attendees absorbed the information, while other presentations were extended as information was clarified for specific attendees. Overall, the general information was able to be delivered at all sessions.

To allow all clarification questions to be responded and to allow all attendees to provide feedback, many of the community feedback sessions extended past the scheduled end time.

In addition to the feedback provided during the community feedback sessions, direct feedback was also provided by smaller groups of attendees at the conclusion of the sessions at Dunalley (Tuesday, 20 November 2018) and Taranna (Wednesday, 21 November 2018). There were also one-on-one discussions with attendees at the conclusion of sessions.

Many of the questions by attendees sought clarification on the information provided in the presentation and around the consultation process, and while related to the Hobart Airspace Design

Review, some questions did not lead to clarification of the design or provide feedback. These questions were more in the nature of information gathering without a clear purpose.

Where further information was necessary to clarify information presented during a session, Airservices made attempts to source this information prior to the end of that session. Some additional information was either provided directly to the attendee requesting that information or provided at later sessions. All required actions were noted.

Submissions

The majority of submissions identify authors by their content and/or the authors have asked that their submissions be kept confidential and have therefore not been provided in this report.

Feedback from 277 submissions were broadly consistent with those received from on-site sessions in that they reflected the priorities for each locality. However, they differed considerably in relation to:

- how equitable noise distribution was defined
- how impacts on population size should be considered
- the extent of impacts of an over water route and where it intersects with land
- where the flight path over Primrose Sands should be moved, and
- whether a western route should be considered.

In total 277 submissions were received, 117 to Airservices and 160 to TPC, through:

- Airservices Noise Complaints and Information Service (NCIS), that is operated through their website (i.e. http://www.Airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/)
- Airservices telephone (1800 802 584 -free call, or 131 450 for their interpreter service)
- An Airservices Online Feedback Form
- Contact through the external consultation advisor, Tania Parkes Consulting, via taniaparkes@taniaparkes.com.au or 1800 172 173 (free call)

Airservices received 117 submissions to the Noise Complaints and Information Service.

- The 117 submissions were received from 63 individuals [Note that one submission was representing a local association group] and were a combination of written (email or letters) submissions, telephone call submissions and online feedback.
- Of the 63 individuals that provided submissions to Airservices, 13 individuals submitted more than one submission. In many cases these submissions provided a continued 'conversation' of matters raised with Airservices. There were 50 individuals that submitted one submission.

The nominated suburban locations of the various individuals were broadly consistent with the areas where consultation occurred and for which project Fact Sheets were developed to assist the community in understanding the potential impacts of air space changes to local communities. There was a total of 20 locations nominated and are listed as follows (alphabetically):

- Bream Creek
- Boomer Bay
- Cambridge
- Dunalley
- Forcett
- Kellevie
- Nugent
- Primrose Sands
- Sandy Bay

- Collingwood
- Coningham
- Connellys Marsh
- Copping
- Marion Bay
- Murdunna
- New Town
- Nubeena
- Sloping Main
- Sorell
- Swansea

In considering the submissions received by Airservices,

- Many submissions included questions seeking information and did not provide feedback to the proposed designs of the flight paths.
- There were a number of submissions received from different individuals that included virtually identical text and messaging, indicating that feedback commentary was coordinated.
- There were comments received in some submissions requesting flight paths be located to the west of Hobart. In these submissions, community members expressed that the proposed airspace changes did not contemplate changes to the west of Hobart, and as such the selection of community feedback locations was primarily based on potential impacts to locations prior to and after the airspace changes where a 'direct' effect on those communities was reasonably anticipated.
- The vast majority of submissions included the same matters that were raised at the various November 2018 community feedback sessions.
- Most submissions were based on the impact, being positive, negative or neutral to the individuals issuing the submissions and as such considered the impact of the airspace changes to their own local community. Few submissions considered the impact of the airspace change to the broader Hobart community.
- Some submissions included complaints in relation to the consultation process and personnel involved.

TPC received 160 submissions.

- The 160 submissions were received from 52 individuals [Note that three submissions were received from representative associations] and were a combination of written submissions and telephone submissions. Of the 160 submissions, 150 were written and 10 were telephone calls.
- Of the 52 individuals that provided submissions, 21 individuals submitted more than one submission. There were 31 individuals that submitted only one submission.
- From reference to the Feedback Session Registrations database it is evident that a significant proportion of attendees at the sessions also provided submissions either to Airservices and or to TPC.

The suburban locations of the various individuals were similar but not identical to the Airservices locations indicated above and the locations were broadly consistent with the areas where consultation occurred. There were submissions from 26 locations (including one interstate location). The additional six locations were Dulcot, Saltwater River, Richmond, Bagdad, Brighton and Sydney (NSW).

In considering the submissions received by TPC,

- There were a number of duplicate submissions provided to both Airservices and TPC. The number of identical submissions received by both organisations has not been assessed but may

be considered to be a significant number of all submissions received. As such the total number of submissions from both databases (being 277) is not the total number of unique submissions.

- The relatively large number of submissions received evidenced in a number of cases ongoing commentary with the retained project consultation advisor. In many cases the dialogue developed over the period of the consultation to the extent that one submitting party issued over 40 individual submissions. Many of the multiple submissions were based on requests for additional information, which in a large number of cases was technical in nature. Such requests would normally have to be referred to Airservices to ensure that expert and informed advice was provided in response to these requests.

Website hits

There were 3,673 website hits to the Hobart Airspace Design Review webpage between 31 October 2018 and 31 January 2019.

Attachment 1: Feedback Session Summaries

The following are high level summaries of the on-site feedback sessions.

- *Campania*

  Campania Hall, 45 Reeve Street, Campania

  Thursday, 15 November, 1:00pm to 3:00pm

  Feedback:
  - Consider the location for the design of the holding patterns.
  - Happier with a commitment to a 10 year horizon for flight paths (as opposed to a 20 year commitment).
  - Consider SIDs separately to STARs. The question was why they needed to be integrated.
  - Consider taking flights over water (i.e. a more southern crossing of coast).
  - Consider taking departures west (presumably leaving arrivals on the proposed paths to the east).
  - A view that proposed flight paths posed no problems.
  - Consider taking departures from Runway 12 further east (i.e. past Primrose Sands).

- *Primrose Sands*

  Primrose Sands Hall, 570 Primrose Sands Road, Primrose Sands

  Thursday, 15 November, 6:00pm to 8:00pm

  Feedback:
  - A request that noise monitoring be undertaken, not just noise modelling. [Note: this request had been made by a number of attendees at several sessions].
  - A departure flight off Runway at 1:15pm flew over Storm Bay and onto Lime Bay before turning at 8,500 feet. This was suggested as an alternative departure flight path.
  - Consider re-instatement of original flight path over Connellys Marsh.
  - Suggest that arrival path over water (eastern RNAV) should also be the reciprocal departure path (i.e. over water past Maria Island).
  - Suggestion that noise abatement should be paid by Airservices Australia (AIRSERVICES).
  - Consider a western option for flight paths into Hobart (referencing both arrivals and departures). [Note: this suggestion had been made by a number of attendees at several sessions].
    - this consideration involved travelling inside the controlled airspace adjacent to the Danger Area (D316) or alternatively requesting that the boundary of the

Danger Area/controlled air space be adjusted away from the airport to allow aircraft to fly safely in this area – this request will need to be presented to CASA.

- Consider Runway 30 arrivals extending south below Murdunna.
- Consider Runway 12 departure flight paths going further to the east of Primrose Sands.
- Suggestion that any implementation of proposed flight paths await the outcome of the Australian Noise Ombudsman's (ANO) review of noise levels. [Note: this had also been raised at other sessions.]
- AIRSERVICES to assess the impacts of the proposed flight paths against the pre-September 2017 flight paths. [Note: this was a common and strong position presented by attendees at several sessions.]
- Consider jets departing from Runway 12 along the proposed light aircraft path, noting that this shifts the flight path from Primrose Sands to Dodges Ferry. This would require light aircraft turning tighter.
- A comment that, given individual localities wanted the flight paths to be re-located, there needs to be a compromise:
  - another attendee identified that a compromise would be one flight path past Forcett rather than two (arrivals and departures). [Note: this attendee had proposed this compromise at a number of sessions and in a number of Feedback Forms.]
- A comment that there needs to be equitable noise sharing. [Note: this was viewed by different attendees as being:]
  - between localities to the east and west of Hobart; and
  - between localities within the proposed flight areas.
- Consider flying further south down the Derwent River.

- *Primrose Sands*

  Primrose Sands Hall, 570 Primrose Sands Road, Primrose Sands

  Friday, 16 November, 9:00am to 11:00am

  Feedback:

- Consider taking flight paths further south away from Primrose Sands. This was raised a couple of times during this session.
- Consider moving the Runway 12 departure flight path towards Connellys Marsh (noting the empty paddocks). There was strong support in this session for this proposal.
- A suggestion that the Runway 12 departures follow the Runway 30 arrivals path.
- Proposal for flight paths to the west of Hobart:
  - a further comment was that a distribution would be east and west and not multiple east routes;
  - proposal extended to "thread" between Sandford and Lauderdale and vary the boundary for the controlled air space;
  - keep light aircraft to the east and jets to the west.

- An attendee suggested that the independence of the eastern flight path (i.e. over water) be considered separately, to allow the other paths to be expedited. [Note: the eastern path would require a change to the approved controlled airspace.]
- An attendee advised that the proposal caused no problems, however identified flights over Susan's Bay as being a current issue.

- *Dunalley*

  Dunalley Hall, 5 Franklin Street, Dunalley

  Friday, 16 November, 2:00pm to 4:00pm

  Feedback:

  - Consider a revision to the threshold tolerance for tail wind for arriving and departing aircraft. [This proposal was aimed at reducing the number of flights to the south-east]. [Note: this request was also raised in a Feedback Form.]
  - A request to allow the community to be involved in the design (essentially, a co-design proposal).
  - A request for more time for the community to provide feedback. [Note: later sessions were advised that the period for community consultation feedback had been extended to 21 December 2018.]
  - A request for ground truthing for noise (i.e. noise monitoring). [Note: this issue was raised a couple of times during this session.]
  - A suggestion that the 'clear area' (i.e. low or no population) between Connellys Marsh and Dunalley would be the best location to place the flight paths:
    - a further comment is that noise associated with the current flight path 'echoes' due to the hills, while the area between Connellys Marsh and Dunalley is flatter farmland without housing
  - Noise modelling should be based around a comparison with the pre-September 2017 flight paths. [Note: AIRSERVICES advised that this modelling had been requested.]
  - Consider taking the holding pattern over water.
  - A suggestion to return to the pre-September 2017 flight paths while the proposed flight path design was being discussed. [Note: in later sessions, AIRSERVICES explained why it was not possible to return to the pre-September 2017 flight paths.]
  - Consider extending Runway 30 holding pattern off the east coast and over water:
    - there was also a suggestion that training pilots should use the other holding pattern (i.e. Runway 12 holding pattern).
  - Consider locating Runway 12 departures over State Forest areas.
  - Consider the jet departures flight path from Runway 12 turning earlier. [Note: this would require the light aircraft SIDs to be even tighter:]
    - alternative suggestion was for jets to take the earlier path to turn and light aircraft to take the outer flight path.
  - Review option to extend airspace to the west and move the Danger Area D316 space:

  - AIRSERVICES to propose to CASA a change to D316 to allow a western flight path; and
  - alternative is to remain within the existing controlled air space and "hug" the side of D316.
- Consider taking eastern route (over water) further past Maria Island and then taking straight to land (essentially over no/low populated areas):
  - another view was to take flight paths 4 to 5 kilometres east of Maria Island.

- *Dunalley*

  Dunalley Hall, 5 Franklin Street, Dunalley

  Friday, 16 November, 6:00pm to 8:00pm

  Feedback:
  - A request for noise monitoring for the past 14 months (i.e. to pre-September 2017).
  - A request for 'ground truthing' aircraft noise.
  - A request to move eastern pathway for departures on Runway 12 to the west of Hobart.
  - Consider taking all eastern flights (i.e. Sydney, Brisbane and Gold Coast) on the Smart Tracking path inside Maria Island and then have flights deviate between the RNAV and Smart Tracking paths.
  - Consider taking the eastern track over water wider from Maria Island and lower to cross the Peninsula below Murdunna:
    - another proposal was to remove the eastern track over water and take the flight path over land and join the traffic coming the southern ports for RNAV;
    - [Note: removing the eastern option (i.e. over water) gained support at several later sessions.]
  - Airservices to take note of the topography, in particular the ridge line above Boomer Bay.
  - Consider using feet as the measurement on all information sources (rather than kilometres). [Note: this was proposed as different information sources used either feet or kilometres and hence distances were not readily relatable.]
  - Strong call by attendees for a western flight path (i.e. west of Hobart):
    - included a request to negotiate the boundary buffer for the Danger Area D316; and
    - Feedback Form also proposed arrivals to Runway 30 tracking down the Derwent River, inside the controlled air space adjacent to the D316 with a left turn into the airport.
  - Airservices to take note potential loss of visual amenity at night along the east coast with the eastern flight path.
  - Attendees said they feel the need to constantly remind Airservices that Dunalley and surrounds are classified as 'not overflown' because they believe that Airservices does not consider this in their risk analysis to avoid environmental assessment (i.e. reference

to comparing the proposed flight paths with the pre-September 2017 flight paths). [Note: this issue was raised at several sessions.]

- *Copping*

  Copping Community Hall, Marion Bay Road, Copping

  Saturday, 17 November, 2:00pm to 4:00pm

  Feedback:

  - A request for Airservices to undertake more noise modelling.
  - A position to return to the pre-September 2017 flight paths. [Note: AIRSERVICES explained how this option was not possible:]
    - further comments were made to consider bringing proposed flight paths as close as possible to the pre-September 2017 flight paths (i.e. approximate the earlier flight paths).
  - Consider moving the jet flight path for departures on Runway 12 to the proposed light aircraft pathway (i.e. swap the proposed jet and light aircraft SIDs). [Note: AIRSERVICES commented that this option may be too tight for jet aircraft:]
    - a request was also made for noise modelling on this option.
  - If considering moving departures to the east, then need to consider "fanning out".
  - Consider continuing the RNP-AR curve connecting to the RNAV track on the Runway 30 Smart Tracking path (towards Sorell).
  - A comment that the arrival path along the coast was satisfactory.
  - A request to move one flight path (either arrival or departure) from Forcett. [Note: this specific request had been made by an attendee who had attended a number of sessions]:
    - general comment made that no one locality should experience both arrivals and departures.
  - Consider shifting eastern flight paths from Schouten Island to the way point at IPLET.
  - Consider freight aircraft following the STAR for jets and not have a separate track for the LT to HB non-jet traffic.
  - Session feedback summarised as:
    - investigate everything to the west;
    - remove east tracks;
    - single route west of Launceston;
    - where possible, return to pre-September 2017 paths;
    - paths to be placed where least impact on communities;
    - link STARs and Smart Tracking paths;
    - move Smart Tracking slightly to avoid Nugent.
  - Consider parallel SIDs and STARs paths. [Note: this conflicts with the proposal to not fly over localities with both arrivals and departures.]
  - A request for an independent environmental assessment (addressing noise and pollution of rain water).

- *Sorell*

  Sorell Memorial Hall, Cole Street, Sorell

  Saturday, 17 November, 6:00pm to 8:00pm

  Feedback:
  - A request by an attendee to not bring flights back over Lewisham. [Note: pre-September 2017, flights were previously over this locality.]
  - A comment that the flight paths would impact businesses near Nugent.
  - Consider moving Runway 12 departure flight path to west of Nugent, over the hills.
  - A request to 'mimic' pre-September 2017 flight paths.
  - A request to move one flight path (either arrival or departure) from Forcett. [Note: this specific request had been made by an attendee who had attended a number of sessions.]
  - An attendee commented that, with the exception of a few communities, the proposed tracks were ideal. Adding that the majority of people will support the proposals, noting that progress involves change.
  - A suggestion to move departures west of Hobart.
  - A Feedback Form comment which was happy with the present and proposed flight paths, noting that safety and efficiency for flights are paramount.

- *Bagdad*

  Bagdad Community Hall, Midland Highway

  Sunday, 18 November, 2:00pm to 4:00pm

  Feedback:
  - No attendees, hence no feedback

- *Sorell*

  Sorell Memorial Hall, Cole Street, Sorell

  Monday, 19 November, 9:00am to 11:00am

  Feedback:
  - A request to move one flight path (either arrival or departure) from Forcett. [Note: this specific request had been made by an attendee who had attended a number of sessions.]
  - An attendee is not supportive of suggestions at earlier sessions to take flights further south than currently proposed (i.e. close to or below Murdunna).
  - A concern was expressed that a small group of people are advocating for changes, adding that few people want flight paths to return to the earlier paths:

  - a further comment that the proposed flight paths were 'pretty right'.
- An attendee preferred the proposed use of three Runway 30 arrival tracks over the current single track.
- An attendee commented that the eastern path (over water and past Maria Island) would allow visitors to view the east side of Maria Island and the rugged coast as flights crossed onto the main island.

- *Bridgewater*

  Brighton Civic Centre, 25 Green Point Road, Bridgewater

  Monday, 19 November, 2:00pm to 4:00pm

  Feedback:
  - Support for the proposed flight paths on the other side of the hill from Bridgewater.
  - A comment to avoid the river corridor at Bridgewater and to thread between the communities.
  - Comment by attendees that there was no real issue with the proposed flight paths.
  - AIRSERVICES congratulated on doing the consultations.
  - Another attendee representing social housing clients in the region, expressed a view to consider the interests of all residents.

- *Bridgewater*

  Brighton Civic Centre, 25 Green Point Road, Bridgewater

  Monday, 19 November, 6:00pm to 8:00pm

  Feedback:
  - Consideration of the 'brand value' of the east coast of Tasmania was emphasised:
    - included staying away from key tourism centres – Maria Island, Freycinet and Bangor near Dunalley;
    - identified Darlington on the west side of Maria Island as one of eleven UNESCO world heritage sites (along with other local Australian convict sites – Coal Mines and Port Arthur).
  - An emphasis was made to avoid the 3 Capes area at the bottom of the Tasman Peninsula.
  - A comment that the proposed flight path design is better than the current flight paths.
    - a further comment that if the eastern route was taken out, this would take away issues for Maria Island and Bangor; and
    - however, taking away the eastern route is likely to have an effect on inland communities.

- *Dunalley*

  Dunalley Hall, 5 Franklin Street, Dunalley

  Tuesday, 20 November, 12:00pm to 2:00pm

  Feedback:

  - A comment that the proposed design is better for some and worse for others, adding that there was a willingness to have some noise sharing.
  - A comment that this area should be regarded as "not previously overflown".
  - A comment that flights should be directed to where previously overflown. [Note: AIRSERVICES advised that other communities have acknowledged that the flights cannot return to the earlier flight paths.]
  - Noise assessment comparisons should be between the proposed flight paths and the pre-September 2017 flight paths, and not the current flight paths. [Note: this comment was made several times during this session and made at a number of sessions.]
  - Consider a western route:
    - included a suggestion to move Danger Area D316;
    - flights to travel down the Derwent River; and
    - a request was made for AIRSERVICES to approach CASA.
  - Consider taking pressure off Primrose Sands and Kellevie:
    - including comments that Kellevie, Primrose Sands and Connellys Marsh are worse off under the proposed design.
  - A concern that the Dunalley community was being surrounded by flight paths.
  - A comment that the primary issue was 'load sharing'.
  - Consider taking both east coast tracks off.
  - Summary of feedback received to date:
    - take flight paths off water and take over land;
    - way point at Schouten Island to move further west;
    - take flights south of Murdunna;
    - take pressure off Primrose Sands; and
    - move flight paths further away from Kellevie.
  - Consider designing paths as close as possible to the pre-September 2017 flight path.
  - A comment in support of the proposed designs.
  - Specific feedback comments:
    - remove path east of Maria Island;
    - tighten radius for Smart Tracking path for flights from Sydney, Brisbane and Gold Coast – move north and west;
    - identify another way point above IPLET;
    - fly over Mount Morrison State Reserve north of Pawleena;
    - keep Runway 12 departures as close as possible to current paths (i.e. west of Primrose Sands);

  - tighten light aircraft SIDs;
  - essentially, look for a better solution for Primrose Sands; and
  - flip Runway 12 SIDs from east to west of Hobart (i.e. mirror the current design for east).
- A local resident commented that she was not concerned about either the current or proposed flight paths.
- With regard to departures from Runway 12, an attendee commented:
  - a western route should be considered for departures from Runway 12;
  - consider a departure path where aircraft start their turn at Lime Bay, hence keeping aircraft higher and noise away from Primrose Sands; and
  - fly closer from Red Hills to Wattle Hill.
- Another attendee commented:
  - east coast approach is unsatisfactory;
  - a Runway 12 departure route to the west of Primrose Sands; and
  - a Runway 30 arrival path to the west of Primrose Sands.
- A further proposal for a route to the west of Hobart.

- *Copping*

  Copping Community Hall, Marion Bay Road, Copping

  Tuesday, 20 November, 6:00pm to 8:00pm

  Feedback:
  - A comment to return to the original flight paths (i.e. pre-September 2017).
  - A comment to 'lock in' flight paths as close as possible to the original paths.
  - A suggestion to have flight paths "all over the place" to spread the noise.
  - Consider moving the eastern paths onto the RNAV for flights from the southern ports (Melbourne, Adelaide and Perth).
  - Consider locating both RNAV and Smart Tracking onto the same path.
  - Consider moving path for light aircraft to the west, hence allowing path for jet aircraft to move west as well.
  - Consider using the Launceston track for flights arriving from the southern ports, arguing this will remove one track.
  - A request for noise monitoring at points along the path (ground truthing). [Note: this request had been made a number of times at this session and at a number of sessions]:
    - a further comment was to include base-line data (before and after September 2017); and
    - another comment was that the flight path design work should wait until ground truthing had been undertaken.
  - Consider a path to the west of Hobart. [Note: this request had been raised numerous times. Further comments included]:
    - shrink Danger Area D316; or

  - move this area further south.
- Noise modelling to be based on levels below 60 decibels to factor in that hamlets and villages have older houses.
- Comment that, given the environmental assessment criteria are being reviewed, the air space design review work should be delayed.
- A comment for aircraft to travel down the Derwent River, arguing that aircraft noise would be drowned out by the noise in the city.
- Consider flying south around the Tasman Peninsula. [Note: AIRSERVICES advised that this would be cost prohibitive due to extra mileage and would affect Port Arthur.]
- A comment that, to the greatest degree possible, flight paths to return to their original routes.
- A comment to fly east and south below the Tasman Peninsula, adding that tourism businesses should not be weighed more important than locals.
- A comment that the number of residents to be newly affected by significant noise should be minimised.

- *Richmond*

  Richmond Hall, 54 Bridge Street, Richmond

  Wednesday, 21 November, 12:00pm to 2:00pm

  Feedback:
  - Support for the proposed flight paths to the north of Hobart (i.e. Runway 30 departures and Runway 12 arrivals), adding that there should be no flights over Coal River.
  - A suggestion to minimise the number of people affected.
  - A comment that the concern for residents on the Peninsula is arrivals (Runway 30) rather than departures (Runway 12).
  - Support for the proposed flight path design (Runway 30 arrivals and Runway 12 departures) which places paths north of the current flight paths (i.e. above Murdunna and Sloping Main), adding a concern at suggestions to move the flight paths south. [Note: this comment was supported by a number of attendees.]
  - A comment that if east coast routes are removed that this does not impact Richmond.
  - Comments that what is proposed is fair on everybody and that the proposed designs should be left 'as is'.
  - An attendee advised of a major residential land development to the north of Richmond (between Prossers Road and Fingerpost Road). The proposed tracks 'skirt' this area.

- *Taranna*

  Taranna Community Hall, Gourley Street (off Arthur Highway), Taranna

  Wednesday, 21 November, 6:00pm to 8:00pm

  Feedback:

  - Areas should not be treated as previously overflown. Comparisons should reflect the pre-September 2017 flight paths.
  - Noise modelling should be based on the Airbus A320 aircraft.
  - Noise monitoring to be undertaken.
  - A request that 50 decibel noise maps for all affected communities be placed on the AIRSERVICES website.
  - Consideration of a flight path to the west of Hobart.
  - A request to not to have the eastern flight paths over water.
  - A proposal that a further single meeting be held for all communities to attend in order for feedback to be relayed to all people.
  - A comment that areas previously overflown (i.e. pre-September 2017) will not be as acutely affected as have had flights before.
  - In identifying areas to be overflown, AIRSERVICES to be aware that Google Earth does not necessarily have towns, villages, hamlets marked at the correct location.
  - A request to move one flight path (either arrival or departure) from Forcett. [Note: this specific request had been made by an attendee who had attended a number of sessions.]
  - A comment that the design of the eastern paths was appropriate.
  - A request to avoid the Coal Mine Historic Site.

Notes:

- Feedback includes Feedback Forms submitted during the Consultation Sessions as well as matters raised during the sessions.
- Feedback included broad suggestions, specific ideas on modifications to the proposed paths, positions presented, as well as questions noted for consideration or addressed during the session or a later session.

Attachment 2: Indicative Feedback Session Records

An indicative record of comments and views expressed at feedback sessions is provided below to give readers an appreciation of the meetings. Names of individuals have not been attributed and records that identify individuals have not been included for privacy reasons, although many people will be able to identify their own comments and expressed views.

Fifteen community feedback sessions to engage with local communities on the proposed flight path designs were held in localities to the north and south-east of Hobart. Sessions were held at nine central locations.

The nine localities (represented by 45 townships and hamlets) can be described in four regions, representing locations to the north (sessions were undertaken in Campania, Bagdad, Richmond and Bridgewater), central (Sorell), east (Primrose Sands, Dunalley and Copping) and south (Taranna). Table 1 summarises the various locations identified within each region, noting that some towns are included in more than one region due to their location.

Table 1- Locations and regions identified for community sessions

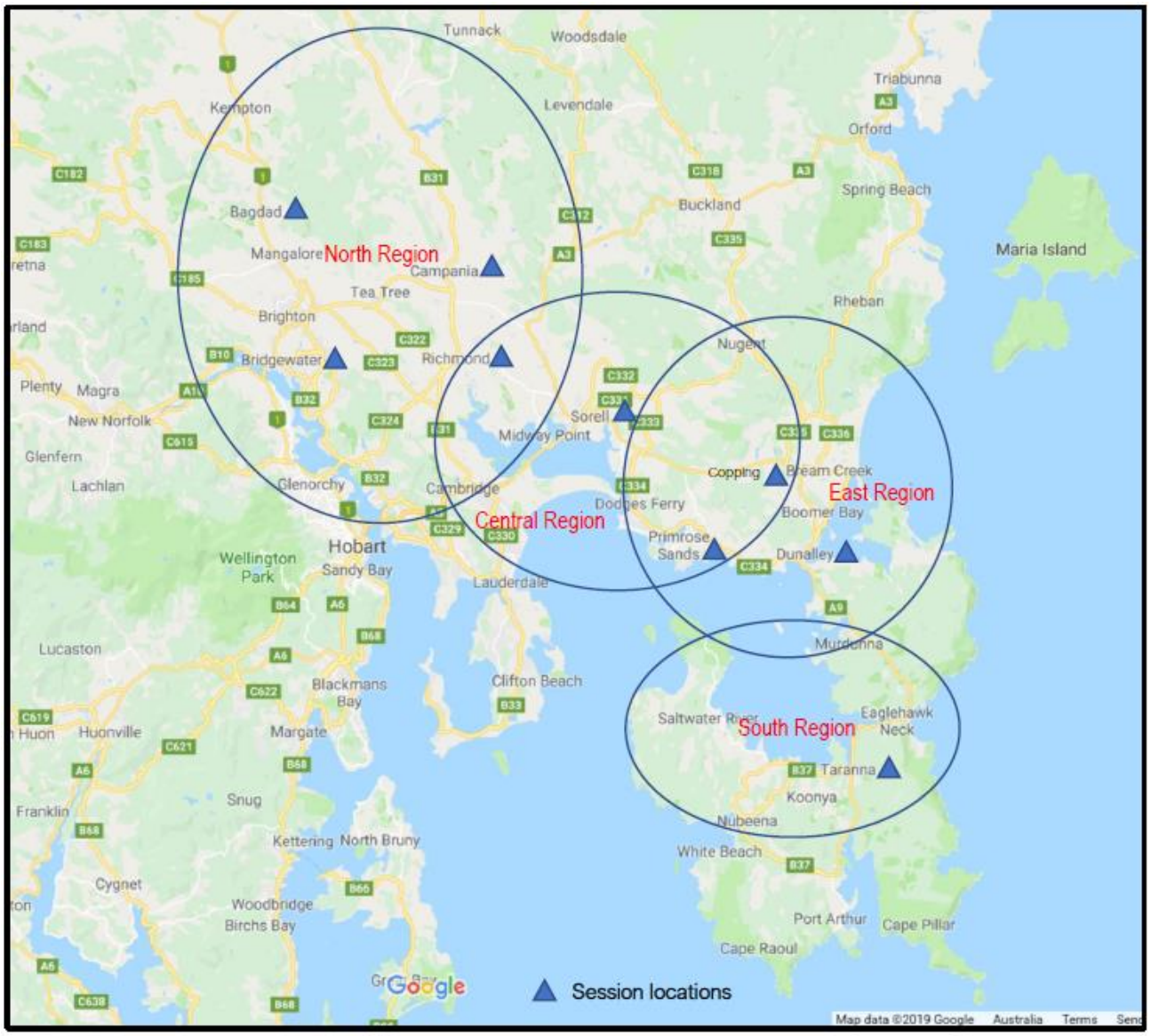
Township / Hamlet	Session Location	Region			
		North	Central	East	South
Campania	√	√			
Bagdad	√	√			
Bridgewater	√	√			
Richmond	√	√			
Brighton		√			
Cambridge		√	√		
Colebrook		√			
Dulcot		√			
Gagebrook		√			
Grasstree Hill		√			
Honeywood		√			

Township / Hamlet	Session Location	Region			
		North	Central	East	South
Kempton		√			
Mangalore		√			
Old Beach		√			
Orielton		√	√		
Pontville		√			
Tea Tree		√			
Sorell	√		√		
Carlton			√	√	
Carlton River			√	√	
Connellys Marsh			√	√	
Dodges Ferry			√		
Forcett			√	√	
Lewisham			√	√	
Midway Point			√		
Nugent			√	√	
Pawleena			√		
Penna			√		
Seven Mile Beach			√		
Wattle Hill			√		
Primrose Sands	√			√	
Dunalley	√			√	
Copping	√			√	
Boomer Bay				√	
Bream Creek				√	
Kellevie				√	
Marion Bay				√	
Murdunna				√	√

Township / Hamlet	Session Location	Region			
		North	Central	East	South
Sommers Bay				√	√
Taranna	√				√
Eaglehawk Neck					√
Nubeena					√
Premaydena					√
Saltwater River					√
Sloping Main					√
Total number of towns - 45	9	17	15	15	8

The regions and townships/hamlets with session locations are depicted in Figure 1 below.

Figure 2 – Map depicting townships/hamlets in four regions and session locations



Note – The above map is indicative of the regions and is intended to include the various townships and hamlets included in the nominated 4 regions together with the locations of the community feedback sessions. Map source – Google Earth

North Region

Fact Sheet

- This region may be impacted by proposed flight paths associated with Runway 12 arrivals and Runway 30 departures.
- Five sessions were scheduled in this region at the following venues:
  - Campania Hall, 45 Reeve Street, Campania on Thursday, 15 November 2018 from 1:00pm to 3:00pm;
  - Bagdad Community Hall, Midland Highway, Bagdad on Sunday, 18 November 2018 from 2:00pm to 4:00pm;
  - Brighton Civic Centre, 25 Green Point Road, Bridgewater on Monday, 19 November 2018 from 2:00pm to 4:00pm;
  - Brighton Civic Centre, 25 Green Point Road, Bridgewater on Monday, 19 November 2018 from 6:00pm to 8:00pm; and
  - Richmond Hall, 54 Bridge Street, Richmond on Wednesday, 21 November 2018 from 12:00pm to 2:00pm.
- Other localities in close proximity to the selected venues include:
  - Brighton – 19 kilometres (16 minutes) from Campania, 11 kilometres (14 minutes) from Bagdad and 5.1 kilometres (6 minutes) from Bridgewater;
  - Cambridge – 14 kilometres (15 minutes) from Richmond;
  - Colebrook – 19 kilometres (16 minutes) from Campania;
  - Dulcot – 8.8 kilometres (10 minutes) from Richmond;
  - Gagebrook – 3.4 kilometres (4 minutes) from Bridgewater;
  - Grasstree Hill – 9.7 kilometres (11 minutes) from Richmond;
  - Honeywood – 5.5 kilometres (7 minutes) from Bridgewater;
  - Kempton – 11 kilometres (11 minutes) from Bagdad;
  - Mangalore – 6.8 kilometres (8 minutes) from Bagdad and 13 kilometres (11 minutes) from Bridgewater;
  - Old Beach – 6.5 kilometres (6 minutes) from Bridgewater;
  - Orielton – 14 kilometres (12 minutes) from Richmond;
  - Pontville – 9.5 kilometres (12 minutes) from Bagdad and 12 kilometres (11 minutes) from Bridgewater; and
  - Tea Tree – 9.4 kilometres (8 minutes) from Campania and 14 kilometres (12 minutes) from Richmond.
- Population counts at the 2016 Census were:
  - Bagdad – 1,356;
  - Bridgewater – 4,045;
  - Brighton – 4,086;
  - Cambridge – 1,161 [Note: also included in central region];
  - Campania – 934;
  - Colebrook – 294;
  - Dulcot – 235;
  - Gagebrook – 1,440;
  - Grasstree Hill – 105;
  - Honeywood – 501;
  - Kempton – 386;

- Population counts at the 2016 Census (cont'd):
  - Mangalore – 422;
  - Old Beach – 3,779;
  - Orielton – 355 [Note: also included in central region];
  - Pontville – 623;
  - Richmond – 1,464; and
  - Tea Tree – 413.
- Overall, there is no proposed change across the whole region. The flights will deviate slightly from those existing pre-September 2017 and those implemented post-September 2017 and post-March 2018.

Presentation, feedback details and actions arising from sessions held in the North Region

Campania – Thursday, 15 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 1:08pm allowing attendees to register, collect Fact Sheets and be seated.
- There were five attendees and observers (head count), with four registrations.
- Dr Parkes opened the session outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC.
- Dr Parkes noted that this session would focus on Campania.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - an overview of the process, including the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis that safety was the primary objective, with other considerations including operability of flight paths, safety enhancements and community feedback;
  - a comment that the current flight paths include one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival);
  - a description of flight data (arrivals and departures) for the period 30 July to 30 September 2018, noting that arrivals follow a narrower corridor with a wider corridor and 'splay' by aircraft for departures; this information was provided to explain the operations/behaviour of aircraft;

  - an observation that there is a distinction between winter and summer operational patterns;
  - an outline of the considerations and constraints for the Hobart Airspace Design Review;
  - an explanation of the key design elements, including separating jet and light aircraft, introducing Smart Tracking; a new eastern flight path (over water); taking account of world heritage sites; topography; and Cambridge Airport operations;
  - an explanation that Smart Tracking provided vertical as well as lateral guidance for aircraft which provided predictability, reliability and safety;
  - a comment that new paths had been introduced for Strahan and Antarctica flights;
  - the assessment of noise and visual impacts on regions, including the use of new noise modelling technology, using flight numbers for the busiest summer's day (adjusted seasonally) and using rural-residential for sensitivity analysis;
  - a description of the proposal for Runway 12 arrivals, including 32 flights using the RNAV path and 6 flights using the Smart Tracking path each day;
  - a description of the separation of jet and light aircraft for Runway 30 departures;
  - confirmation that jet aircraft traffic would be away from Campania;
  - confirmation that holding patterns for aircraft would be at 6,000ft; and
  - confirmation that Campania was outside the noise 'footprint' assessed by the modelling tool (assessed at above 60 decibels and more than 10 events).
- A clarification question was raised by an attendee about the time period for the proposed flight path, understanding it to be 20 years. AIRSERVICES explained that the noise modelling was a 12 month look ahead, while the design had a 10 year horizon. The difference between the 20 years and 10 years horizons was also clarified. A comment was made by the attendee that he was happier with the commitment of a 10 year horizon.
- A comment was made by an attendee that the Airbus A320 was the noisiest aircraft and should be used for modelling purposes. AIRSERVICES confirmed that the Boeing 737-800 aircraft creates the greater noise and were also the most frequent aircraft flying into Hobart. This aircraft was used for noise modelling purposes.
- An attendee advised that there were no noise issues for Campania.
- A question was raised about the design of the holding patterns. AIRSERVICES explained that it was necessary to locate these close to the runway to allow a quick landing. A feedback comment was to consider the actual location of the holding patterns.
- Another attendee noted that the holding pattern was not over water and asked about the time periods aircraft are holding. AIRSERVICES advised that the time on hold is up to the pilot and typically was 15-20 minutes; and was influenced by fuel load and distance to an alternative airport.
- An attendee commented that the old system (i.e. pre-September 2017) was okay, with flights overhead at Campania, noting that flights now take 10 minutes longer.

- A question was asked about the number of flights arriving from the eastern ports (i.e. Sydney, Brisbane and Gold Coast). AIRSERVICES advised that there were 12 arrival flights, with six expected to use the RNAV and six to use Smart Tracking. AIRSERVICES also advised that there were 24 flights from the southern ports (Melbourne, Adelaide and Perth).
- AIRSERVICES advised that not all flights can/will use Smart Tracking, adding that this depended on the capability of the fleet [Note: airline operators, aircraft and air crew each needed to be approved].
- A question was asked about freight jets flying from Launceston, with a specific reference to a 5:15am flight. This information was noted as an action item.
- A question was asked as to why Smart Tracking was not the default flight path for all arrivals. AIRSERVICES advised that this was new for Hobart and there was a need to assess its workability.
- A question was asked as to the incentive for airlines to use Smart Tracking. AIRSERVICES commented that this track was shorter, and hence saved fuel.
- AIRSERVICES also confirmed that eleven flights from southern ports were expected to turn onto the Smart Tracking path.
- An attendee requested that her address be pin pointed on the maps. This action was noted.
- A question was asked about the width of the flight corridors. AIRSERVICES advised that aircraft are likely to fly 250 metres either side of the Smart Tracking path and 500 metres either side of the RNAV track.
- AIRSERVICES presented slides on alternative flight paths considered for possible western routes:
    - these considerations were for flights from southern ports, with flight paths from eastern ports unchanged;
    - one consideration involved a path inside the controlled air space and a tight turn across other flight paths, which was not pursued further due to the lack of Smart Tracking and wind turbulence to the west; and
    - a second consideration involved a wider path around Mt Wellington and outside the existing controlled air space, which also was not pursued because of safety risks due to operational issues around Mt Wellington; proximity to the Danger Area D316 (i.e. a pilot training area); wind turbulence in particular wind shears, additional workload for air crew; and a concern that this path was unsafe for light aircraft. This path would require a review by CASA for additional/revised controlled air space.
- In response to a question about a departure over water, AIRSERVICES commented that this would involve significant track miles, involving around an extra 50 nautical miles which would be cost prohibitive [to airline operators and passengers].
- A suggestion was made by an attendee to look at SIDs separate to STARs, questioning the need to integrate these in undertaking the design work. This feedback was noted.

- Another suggestion was to consider taking the eastern flights over water with a more southern crossing of the coast. This feedback was noted.
- A suggestion to take departures west, which involved separating SIDs and STARs. This feedback was noted.
- An attendee advising that aircraft and the proposed flight paths posed no problem. This feedback was noted.
- An attendee commented that he missed the aircraft as he could judge his morning and afternoon teas by aircraft overhead at 11:00am and 3:00pm.
- An attendee advised that his observation was that aircraft were at 4,500ft when turning and were 3,900ft at the navigation point [Note: this was in reference to Runway 30 arrivals].
- An attendee noted that should the eastern flight path over water be preferred, this would require a change to the controlled airspace.
- AIRSERVICES clarified that the aircraft on the RNAV arrival path involved a 'stepped' decline whereas those aircraft on the Smart Tracking path involved a 'glide'.
- There were no Feedback Forms submitted at this session.
- This session closed at 2:25pm.

Summary

- There was support to the proposed flight paths from local residents.
- There was keen interest from other attendees for AIRSERVICES to further explore a western route for departures and/or to extend the route further south for the proposed flight path over water.

Actions:

- Check details of freight flights from Launceston. [Note: information provided at a later session.]
- Forcett resident requested that her address be pin pointed on the maps. [Note: this information was provided directly to the resident.]

Bagdad – Sunday, 18 November 2018

Presentation and Feedback

- This session was open from 2:00pm and was closed at 4:00pm.
- There were no attendees at this session.

Summary

- With no attendees there were no feedback.

Actions:

- With no attendees there were no actions arising.

Bridgewater – Monday, 19 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 2:09pm allowing attendees to register, collect Fact Sheets and be seated.
- There were three attendees and observers (head count), with three registrations.
- Dr Parkes opened the session outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC. She advised that given the number of attendees, the session would be flexible in order to meet the needs of attendees.
- Dr Parkes advised attendees that the consultation period had been extended to 21 December 2018 and that a further community feedback session had been scheduled at Dunalley on Tuesday, 20 November 2018 from 12:00pm to 2:00pm.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- One attendee identified as a representative of a local community housing provider representing 1,070 social housing properties in the local area (with a further 350 properties planned).
- Another attendee identified himself as an emergency co-ordinator and SES co-ordinator for the local area as well as being a local Councillor (with 8,000 ratepayers).
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
    - commentary that the session was on consultation and feedback on the proposed designs for the Hobart Airspace Design Review;
    - commentary that constructive feedback had been received from sessions held to date;
    - advice that the presentation was not limited to the images in the presentation slides and that Google Earth was accessible in order to “drill down” into locations;
    - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a ‘greenfield’ approach to the design process;
    - an emphasis on AIRSERVICES’s core role of safety with a specific review of SIDs and STARs which would give flight certainty and would be able to be coded into on-board aircraft computer systems;
    - a comment that the current flight paths include one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
    - a description of flight data (arrivals and departures) for the period 30 July to 30 September 2018 – for each of Runway 12 and Runway 30;

- noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft;
- an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
- an observation that over the period January 2018 to July 2018, there was a daily average of 62 flights and that in 2017 there was a total of 28,084 aircraft movements recorded;
- an explanation of the key design elements, including enhancing safety, re-design of the Runway 30 RNAV flight paths (satellite navigation); separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of world heritage sites; topography; and introducing flight distribution as requested by the community;
- an explanation that separating jet and light aircraft was a safety enhancement adding that flights remained safe under the current flight paths;
- an explanation that Smart Tracking allowed aircraft to turn closer to the airport and provided vertical as well as lateral guidance for aircraft which offered predictability, reliability and safety (this was described as putting aircraft in a box with aircraft not going outside the box); a further comment was that airline operators prefer Smart Tracking due to its predictability;
- an explanation that the design integrated the SIDs and STARs flight paths, with an unrestricted cross-over allowing arriving aircraft to be brought down earlier and departing aircraft to take off earlier;
- identification in the design that flights from the eastern ports track over water;
- an explanation that the design of the holding patterns is over sparsely populated areas;
- an outline of the constraints for the Hobart Airspace Design Review including international and domestic rules; one runway at Hobart with its terrain and controlled airspace; workload for air crew and air traffic controllers (ATC); and fly ability for routes;
- an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movement; a 10 year outlook; and rural-residential sensitivity analysis;
- a description of the proposed Runway 30 departures, including new paths introduced for Strahan and Antarctica flights;
- a description of the proposed Runway 12 departures;
- a description of the proposed Runway 30 arrivals including the 'over water' path which has already received community feedback; the light aircraft and Launceston path; Smart Tracking path; and the path to the southern ports;

  - a comment that airline operators had been asking for Smart Tracking to be implemented as this provided a shorter route;
  - a further comment that sequencing by ATCs will influence whether the Smart Tracking or RNAV tracks are used;
  - a description of the proposed Runway 12 arrivals; and
  - a slide depicting the tracking of arrivals and departures in February 2017 with a further slide presented overlaying existing and proposed flight paths for Runway 12.
- An observation by an attendee that light aircraft were noisier than jets; that previously Boeing 727s were noisier and assessed current aircraft were fairly quiet; and identified aircraft travelling along the Derwent River and inside the valley were noisy.
- Confirmation that the location of the holding patterns needed to be as close to the airport as possible.
- A question as to whether the holding pattern was used much, with AIRSERVICES advising that jets don't like holding at 4,000ft as this was fuel inefficient, aircraft typically hold for 15-30 minutes as they do not hold a lot of fuel and need to decide whether to divert if they cannot land.
- AIRSERVICES explained the noise modelling output which was based on events above 60 decibels, adding that Fact Sheets zoomed in on locations.
- A question was asked as to whether the noise modelling had been based on sparsely populated areas, with AIRSERVICES commenting that the noise is less than someone starting a lawn mower.
- A comment that it was a positive that the proposed flight path was over the hill and contained in the other valley (i.e. away from Brighton and Bridgewater); adding that aircraft were high and that people would be inquisitive about aircraft rather than impacted by them.
- An observation that light aircraft echo through the valley as they track down the river adding that medical helicopters travelled down the river a couple of times a year and were noisy.
- In relation to noise events, an attendee observed that the issue is how long the sound is around.
- An observation that there was a high social housing presence in the area with a wide demographic and that the interests of these residents needed to be considered. This feedback was noted.
- In relation to light aircraft, AIRSERVICES advised there would be roughly one aircraft per day to Strahan, with light noise at 5,000ft and low noise at 9,000 to 10,000ft.
- An attendee advised that he had no concerns with the proposed flight paths. This feedback was noted.
- An attendee commented that arriving aircraft currently drop quickly, with AIRSERVICES commenting that one of the design principles was a continuous descent.

- AIRSERVICES commented that light aircraft currently flew over the Bridgewater area but that this was not on a defined path, adding that under the proposed flight paths, light aircraft would use a defined path.
- An attendee confirmed the need to avoid the river corridor at Bridgewater. This feedback was noted.
- An enquiry was made about the boundary for the flight path corridor, with AIRSERVICES confirming that the corridor was a total width of 1 kilometre.
- An attendee advised that there were no issues in Brighton and at Richmond they could hear aircraft departing but this was not an issue.
- Dr Parkes checked whether the session was interested in viewing the slides on the western paths not further considered by AIRSERVICES. There was no interest, although a comment was made that alternatives over dense populations were not good.
- A question was asked about the cross-over point, with AIRSERVICES advising that under the proposed flight paths these were now higher.
- A question was raised about an increase in freight flights, adding that there was a regular flight from Launceston that arrived between 4:00am and 6:00am. AIRSERVICES advised that freight and any future international flights would use the same flight paths for jets.
- An observation by an attendee that a nearby train whistle was louder than the aircraft noise.
- Dr Parkes informed attendees that further feedback could be submitted on the Feedback Forms on the tables and via the TPC contacts listed Fact Sheets and the AIRSERVICES website.
- Dr Parkes summarised the key feedback from this session as being not to fly over the river and to thread the flight path through the communities.
- An attendee commented that the region was a growth area with more houses to be developed, adding that the region had the second highest growth in Tasmania.
- An attendee commented that the community feedback sessions had been well advertised.
- A suggestion was made to use the Brighton Community News (via Brighton Council) to provide updates on the flight path design process. This feedback was noted. It was noted that the last edition for 2018 had closed, with articles for the next edition closing on 22 January 2019. TPC undertook to keep Brighton Council updated. This action was noted.
- AIRSERVICES was congratulated for the effort put into the community feedback sessions and presentation.
- An attendee commented that the outcome from the Hobart Airspace Design Review needed to belong to everyone and not just one organisation.
- A question was asked as to whether pilots would be consulted. AIRSERVICES confirmed that community consultations started on 31 October 2018, with industry consultations to start on 9 November 2018 and the CACG (Community Aviation Consultation Group) to be consulted on 20 November 2018.
- There were no Feedback Forms submitted at this session.

- The session closed at 3:17pm.

Summary

- There was a general comment of support for the proposed flight paths, with an emphasis on avoiding the river corridor and to thread between the communities.
- A strong observation that the interests of others not attending community feedback sessions should be taken into account, in particular those not able to articulate a view or advocate on their own behalf.

Actions:

- AIRSERVICES/TPC to use the Brighton Community News for updates on the process for the flight path designs.
- TPC to keep the Council updated on the process.

Bridgewater – Monday, 19 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:13pm allowing attendees to register, collect Fact Sheets and be seated.
- There was one attendee (head count), with one registration.
- Dr Parkes:
  - opened the session outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC;
  - advised the attendee that the consultation period had been extended to 21 December 2018;
  - advised that AIRSERVICES had produced information for the community, including information on the AIRSERVICES website and that consultation was occurring in the southern part of the State to obtain views;
  - commented that a diverse group of views had already been received from community feedback sessions; and
  - informed the attendee that Feedback Forms were available on the tables and could also be provided via the TPC contact details on the Fact Sheets and the AIRSERVICES website.
- Dr Parkes checked with the attendee that he was agreeable to the session being audio recorded for record taking purposes. He agreed.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - advice that A3 maps on tables showed the proposed flight paths in its entirety;

- commentary that the session was on consultation and feedback on the proposed designs for the Hobart Airspace Design Review;
- an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
- an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs, operability, safety enhancements and community noise impacts;
- a comment that the current flight paths include one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
- a description of flight data (arrivals and departures) for the period 30 July to 30 September 2018 – for each of Runway 12 and Runway 30;
- noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arrivals follow a narrower corridor with a wider corridor and 'splay' by aircraft for departures. It was noted that aircraft have tracked off the standard path after reaching certain heights, usually for weather and operational efficiency purposes;
- an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
- an observation that over the period January 2018 to July 2018, there was a daily average of 62 flights and that in 2017 there was a total of 28,084 aircraft movements recorded. It was noted that flight movements were growing;
- an explanation of the key design elements, including enhancing safety, re-design of the Runway 30 RNAV flight paths (satellite navigation); separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of world heritage sites; topography; and introducing flight distribution as requested by the community;
- noting that Cambridge Airport has had a 74% increase in traffic;
- an explanation that the additional STAR involved Smart Tracking which had been requested by airline operators; adding that this provided vertical as well as lateral guidance for aircraft which offered predictability and efficiency; and
- commentary that Smart Tracking had not previously been used at Hobart but had been used at many airports elsewhere in Australia.

- The attendee asked how many flights were able to use Smart Tracking. AIRSERVICES advised that 17 of around 38 flights were expected to use Smart Tracking, adding that Smart Tracking is the future. AIRSERVICES commented that in order to use Smart Tracking, CASA approval was required for the airline operators, the aircraft and the air crew.
- Ms Lawton continued the presentation which included:
  - the key design elements also included an easterly path (over water);

  - revised holding patterns [Note: the RNAV tridents had been brought closer to the runways];
  - an outline of the constraints for the Hobart Airspace Design Review including regulations; one runway at Hobart; weather with wind shears and turbulence; aircraft capability for routes; and controlled airspace; and
  - an explanation of the noise and visual considerations, emphasising that safety was the first priority followed by operational efficiency and community impacts.
- The attendee raised the need to also give priority to environmental impacts, with AIRSERVICES confirming that it was assessing the overall net benefit from the designs.
- A question was raised about why the proposed flight paths travelled to Schouten Island. AIRSERVICES advised that flight paths were designed from the runway out and that Schouten Island provided a logical turning point. AIRSERVICES commented that Schouten Island was a waypoint and not an on-ground navigation aid and also advised that feedback by some attendees in earlier sessions was that a path over water was not was intended.
- The attendee advised that he represented tourism operators in southern Tasmania, adding that there was concern among some group members. He enquired as to whether east coast communities had been consulted, with AIRSERVICES confirming that these communities had been consulted and had given considerable feedback.
- The attendee commented that the State must grow and this included tourism, which meant that access to flights will increase. However, he emphasised the significance of 'brand value' for tourism adding that the east coast of Tasmania exemplifies this and that aircraft overhead weakened this product. This feedback was noted.
- The attendee advised that Darlington was a UNESCO heritage listed site which was located on Maria Island and stated that Freycinet was a significant part of the east coast and tourism. The significance of these sites was noted.
- The attendee acknowledged that aircraft must turn when flying down the east coast, but it was AIRSERVICES's job to work out where.
- With regard to Maria Island, AIRSERVICES advised that aircraft would be high and not fly directly over Maria Island, therefore noise would be lower. The attendee commented that there would be visual impacts from reflected light. This feedback was noted.
- AIRSERVICES advised that the proposed 'over water' flight path could be changed without a significant impact on the design of the 'over land' paths, however adding that there would be impacts on people if the east coast paths were re-located inland.
- Dr Parkes sought advice from the attendee on current activities in the region. He provided the following:
  - Maria Island (east coast) – this involved nature-based tourism, with the best nature walks in the world. He advocated that it was best to avoid this area;
  - 3 Capes track (Tasman Peninsula) – this was world leading, again advocating to avoid this area;
  - again, in relation to Maria Island – viewed that it would be the next version of 3 Capes, that it's tourism potential was underutilised and that it was a 'sleeping

giant'. He added that the island had a convict story, an aboriginal story, great walks and community recreation; and
- Freycinet National Park was the "jewel in the crown" for tourism.

This advice was noted.

- AIRSERVICES displayed on the screen the high level network (i.e. flight paths beyond the Hobart controlled airspace), noting that flights above Schouten Island would be at 20,000ft. AIRSERVICES also advised that the proposed design for the high level holding pattern was at 20,000ft over Freycinet. The attendee asked whether there was no noise at this level, with AIRSERVICES confirming that aircraft can be seen but not heard. AIRSERVICES added that at Maria Island, people will be able to hear a hum.
- An emphasis that brand value and people are important and balancing this with other priorities was necessary. This feedback was noted.
- The attendee highlighted that the point of his attendance was to emphasise the world heritage significance of Maria Island, adding that "this was a rare opportunity to protect what we have".
- The attendee commented that the design of the proposed flight path was better than the current flight paths, adding that if the 'over water' path was taken out this would take away issues for Bangor and Maria Island. This feedback was noted. AIRSERVICES also noted that the removal of the over water flight path would take 12 flights across land.
- The attendee commended AIRSERVICES for the consultations that have been undertaken.
- The attendee advised that submissions were going to the Premier, which will emphasise the brand value of the region.
- There were no Feedback Forms submitted during this session.
- The session closed at 7:21pm.

<u>Summary</u>

- A significant emphasis was placed on the 'brand value' of the east coast of Tasmania for tourism purposes, with a need to protect Freycinet, Maria Island and the Tasman Peninsula.
- Removal of the 'over water' flight paths was preferred, but noting the consequential impact on the 'over land' routes.

<u>Actions</u>:

- There were no actions arising.

Richmond – Wednesday, 21 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 12:12pm allowing attendees to register, collect Fact Sheets and be seated.
- There were nine attendees (head count), with eight registrations.
- Dr Parkes:
  - opened the session identifying attendees as being from Richmond, Murdunna, Sloping Main and Saltwater River;
  - informed attendees that while there were some operational constraints, the proposed flight paths had "not been set in concrete";
  - advised that the session was not limited by the images included in the presentation and that Google Earth was able to be used to drill down to specific localities;
  - outlined the session structure and introduced the presenter from AIRSERVICES (Fiona Lawton) and representatives from TPC. [Note: the second AIRSERVICES presenter (Neil Hall) was not available for this session];
  - informed attendees that questions and clarifications can be sought during the presentation;
  - advised the attendees that the consultation period had been extended to 21 December 2018; and
  - informed attendees of the TPC details and the AIRSERVICES website for feedback.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- Ms Lawton delivered the AIRSERVICES presentation, thanking attendees for their attendance. She added that AIRSERVICES had received excellent feedback from earlier community feedback sessions on a range of elements for the designs.
- The presentation included:
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs, operability, safety enhancements and community noise impacts;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - a description of flight data (arrivals and departures) for the period 30 July to 30 September 2018 – for each of Runway 12 and Runway 30;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that the behaviour of aircraft created a corridor around the flight path – arrivals follow a narrower corridor with a wider corridor for departures. It

was noted that aircraft have tracked off the standard path for departure after reaching certain heights, usually for weather and operational efficiency purposes;

- an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
- an observation that over the period January 2018 to July 2018, there was a daily average of 62 flights and that in 2017 there was a total of 28,084 aircraft movements recorded;
- an explanation of the constraints on the design process, including one runway;
- an explanation of the key design elements (i.e. how designs were delivered), including enhancing safety; minimise aircraft noise on communities; re-design of the Runway 30 RNAV flight paths (satellite navigation); separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of feedback on the Coal Mine historic site; topography; and introducing flight distribution as requested by the community;
- an explanation that the additional STAR involved Smart Tracking which provided vertical as well as lateral guidance for aircraft (RNAV only provided lateral guidance) which offered predictability in bad weather, adding that this was attractive to airline operators and benefitted travellers;
- an explanation that the proposed design included a vertical cross-over that was further north and higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures;
- advising that new flight paths had been included for Strahan and Antarctica;
- advising that a new easterly path over water had been included in the design, taking 30% of flights off land;
- advising that the holding patterns had been designed over sparsely populated areas, adding that the holding pattern must be over the RNAV (i.e. trident close to the runway);
- a comment that CASA's expectation was that the design took account of the interplay with Cambridge Airport (which provided general aviation services);
- an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook and rural-residential sensitivity analysis;
- an explanation of the proposed Runway 30 departures, including the paths to Antarctica, Strahan, southern ports, Launceston and the eastern ports;
- an explanation of the proposed Runway 12 departures;
- an explanation of the Runway 12 arrivals, including overlaying the current with the proposed paths, identifying that aircraft will track over Bagdad, adding that six flights are expected to use Smart Tracking and explaining who was authorised

to use Smart Tracking (i.e. airline operators, aircraft and air crew approved by CASA);
  - adding that lots of feedback had been received on the arrival's tracks; and
  - an explanation of Runway 30 arrivals, noting that the path had been moved to the east away from Richmond [Note: path is currently over Richmond].
- A slide depicting arrival flights (Runaway 12) in the region of Sloping Main was presented. This identified that the RNAV trident in the proposed design had been moved closer to the airport resulting in the path moving further away from Sloping Main.
- An attendee asked whether the flight path was likely to be moved south. AIRSERVICES advised that there had been mixed feedback at earlier sessions with suggestions to take the flight path to the north of Murdunna and also to the south of Murdunna.
- A slide depicting departure flights (Runaway 12) in the region of Sloping Main was presented. AIRSERVICES again advised that there had also been mixed feedback on this design with suggestions for the path to be tighter closer to the airport, or further below Dunalley or to move south of Murdunna.
- A slide depicting the proposed holding patterns was presented, with AIRSERVICES advising that:
  - aircraft would hold at between 4,500ft and 5,000ft;
  - aircraft would hold for 15-30 minutes; and
  - if required, airline operators would prefer to hold at 20,000ft.
- A question was asked about how often the holding pattern was used. AIRSERVICES advised that one jet had used this in the period January to July 2018 and that up to six light aircraft would use this area each day for instrument training.
- Slides depicting noise footprints for localities were presented:
  - an explanation was provided that the noise levels depicted were above 60 decibels and greater than ten noise events per day;
  - an attendee identified he was from Dulcot where 230 residents live on acreage and identified that this location was inside the noise area;
  - noise footprints for Richmond (current and proposed flight paths) were presented;
  - noise footprints for Sloping Main (current and proposed flight paths) were presented;
  - noise footprints for Murdunna (current and proposed flight paths) were presented; and
  - noise footprints for Saltwater River (current and proposed flight paths) were presented, noting that the proposed flight path had been moved further north.
- A comment was made that the proposed design appears to bring flights back to where they were pre-2005 when there were no flights over Richmond, adding that there should be no flights over the Coal River valley. This feedback was noted.

- A comment was made that aircraft currently flew up the valley over Dulcot, noting that this was a tourist area specialising in wines and accommodation, adding that the current flights were "a disaster for the area".
- A question was asked about planning for larger jets and related noise modelling. AIRSERVICES advised that:
  - the modelling was a 12 month look ahead, which was a best guess based on intentions for growth adding that specific growth plans were a commercial-in-confidence matter with the Hobart International Airport;
  - CASA undertake reviews of airspace, with passenger number thresholds triggering reviews; and
  - a ten year outlook was used for the design.
- A question was asked about the net impact on Richmond arising from the proposed flight path designs. AIRSERVICES commented that this was about the same as the current flight paths, although noting that arrivals (i.e. 75% of the traffic) had been moved.
- A comment was made by an attendee about AIRSERVICES's engagement process, noting that changes had been implemented in September 2017 without community consultation, residents from Dunalley were included on the Stakeholder Reference Panel and there was no reference to all people affected. AIRSERVICES acknowledged that there had been no effective consultation pre-September 2017. The CACG was consulted in accordance with common practise at the time.
- A local attendee noted that the proposed use of Smart Tracking for Runaway 12 arrivals did not fly over Richmond and considered this path to be satisfactory. This feedback was noted.
- A question was asked about the fact that not all flights were approved for Smart Tracking. AIRSERVICES confirmed that RNAV would be used by these aircraft adding that some approved flights may also use the RNAV to allow flights into Hobart to be staggered thereby providing spacing between arrivals. AIRSERVICES re-capped who is approved to fly Smart Tracking.
- A question was raised about increased tourism from China and freight flights. AIRSERVICES advised that CASA will monitor and when thresholds are triggered may undertake an airspace review.
- A query was raised that a 12 month look ahead was short-sighted. AIRSERVICES advised that it looked at 12 months as it did not know the schedule of flights beyond that time period.
- An attendee commented that the process was political and that the Stakeholder Reference Panel (SRP) would close out the design process. AIRSERVICES confirmed that the community feedback sessions were involved in the consultation process, with Dr Parkes confirming that there was no further broader stakeholder panel (SRP) role and that the earlier SRP process had been closed.
- A feedback comment from Sloping Main residents was that they were pleased with the proposed flight paths moved further north and that they were concerned about

comments at earlier sessions which had proposed moving the flight path to the south. This feedback was noted.

- Dr Parkes noted feedback from earlier sessions about the pristine nature of the east coast. An attendee commented that aircraft were high over Boomer Bay.
- A comment was made that the objective is to minimise the number for people affected. This feedback was noted, however in noting, attendees were informed that the process was "not a numbers game".
- An attendee commented that aircraft flew low and that he could "count the rivets".
- A Sloping Main resident identified that the Runway 30 arrivals were the concern not necessarily the Runway 12 departures [Note: this differs to views expressed by others that departures were the main concern.]
- A question was asked whether there would be another consultation once a final preferred flight path design had been determined. Dr Parkes advised that should the process arrive at a new design, there will be a need for a new environmental assessment and hence consultation.
- Feedback from a Sloping Main resident was that the proposed designs were better than the current flight paths. This feedback was noted.
- Feedback from a Richmond resident that the proposed designs were good and therefore the designs should be left 'as is', adding that he didn't want flights back over Richmond.
- AIRSERVICES summarised suggestions from earlier sessions including:
  - flying south below Murdunna;
  - flying over Eaglehawk Neck; and
  - removing the over water flight paths, which would protect all east coast areas.
- An observation was made by a Richmond resident that there were more visitors to Richmond than Port Arthur.
- A comment was made that if the east coast path (i.e. over water) was removed, this should not impact on Richmond. This feedback was noted.
- A general comment was made that what has been proposed is "fair on everyone". This feedback was noted.
- The question about whether further feedback consultation will occur was again asked. AIRSERVICES advised that if there were changes to the design, the process starts again with re-modelling the noise impacts and then consultation with those people potentially affected.
- One Feedback Form was submitted during this session which supported the proposed flight path moved further north of Sloping Main. This feedback was noted.
- This session closed at 1:51pm.
- After the session was closed, a Richmond resident advised of an upcoming land development project north of Richmond bounded by Prossers Road and Fingerpost Road. He noted that the proposed flight paths were a reasonable distance from this development site.

Summary

- Generally, the attendees at this session preferred to retain the proposed flight path designs. This referenced flights both to the north and south-east.

Actions:

There were no actions arising.

Central Region

Fact Sheet

- This region had been impacted by flights pre-September 2017.
- This region may be impacted by proposed flight paths associated with Runway 12 departures.
- Two sessions were scheduled in this region at the following venues:
    - Sorell Memorial Hall, Cole Street, Sorell on Saturday, 17 November 2018 from 6:00pm to 8:00pm; and
    - Sorell Memorial Hall, Cole Street, Sorell on Monday, 19 November 2018 from 9:00am to 11:00am.
- Other localities in close proximity to the selected venue include:
    - Cambridge – 15 kilometres (15 minutes) from Sorell;
    - Carlton – 15 kilometres (15 minutes) from Sorell;
    - Carlton River – 19 kilometres (18 minutes) from Sorell;
    - Connellys Marsh – 21 kilometres (18 minutes) from Sorell;
    - Dodges Ferry – 11 kilometres (10 minutes) from Sorell;
    - Forcett – 10 kilometres (10 minutes) from Sorell;
    - Lewisham – 8.5 kilometres (10 minutes) from Sorell;
    - Midway Point – 6.7 kilometres (10 minutes) from Sorell;
    - Nugent – 18 kilometres (17 minutes) from Sorell;
    - Orielton – 9.6 kilometres (9 minutes) from Sorell;
    - Pawleena – 4.9 kilometres (6 minutes) from Sorell;
    - Penna – 4.8 kilometres (6 minutes) from Sorell;
    - Seven Mile Beach – 15 kilometres (17 minutes) from Sorell; and
    - Wattle Hill – 8.6 kilometres (9 minutes) from Sorell.
- Population counts at the 2016 Census were:
    - Cambridge – 1,161 [Note: also included in north region];
    - Carlton – 1,119 [Note: also included in east region];
    - Carlton River – 265 [Note: also included in east region];
    - Connellys Marsh – 40 [Note: also included in east region];
    - Dodges Ferry – 2,467;
    - Forcett – 964 [Note: also included in east region];
    - Lewisham – 691 [Note: also included in east region];
    - Midway Point – 2,859;
    - Nugent – 101 [Note: also included in east region];
    - Orielton – 355 [Note: also included in north region];
    - Pawleena – 102;
    - Penna – 422;
    - Seven Mile Beach – 1,286;
    - Sorell – 2,907; and
    - Wattle Hill – 187.
- Overall, there was an improvement in visual and noise impacts in this region post-September 2018. There is minimal to no change in this region arising from the proposed flight paths.

Presentation, feedback details and actions arising from sessions held in the Central Region

Sorell – Saturday, 17 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:14pm allowing attendees to register, collect Fact Sheets and be seated.
- There were six attendees and observers (head count), with five registrations.
- Dr Parkes opened the session:
  - noting attendees were from Nugent, Lewisham, Sorell and Primrose Sands;
  - informing attendees that the session was intended to obtain feedback on the proposed Hobart Airspace Design; and
  - outlined the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC.
- Dr Parkes advised attendees that the consultation period had been extended to 21 December 2018 and that a further community feedback session had been scheduled at Dunalley on Tuesday, 20 November 2018 from 12:00pm to 2:00pm.
- Dr Parkes informed attendees that feedback could also be given via the AIRSERVICES website.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - an explanation that the A3 sheets on tables was an integrated design;
  - commentary that the session was an important process for AIRSERVICES to elicit feedback, ideas and suggestions; and to capture these;
  - advice that the presentation was not constrained by the images in the presentation slides and that Google Earth was accessible in order to “drill down” into locations;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a ‘greenfield’ approach to the design process; and
  - an emphasis on AIRSERVICES’s core role of safety with a specific review of SIDs and STARs which would provide a precise design with procedures coded into on-board aircraft computer systems.
- An attendee commented that he wanted to see the pre-September 2017 flight paths and questioned why those flight paths were not safe now. AIRSERVICES advised that this information was contained in the presentation.
- The presentation was continued:

  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft, noting that different aircraft and air crew have different performances;
  - further noting that some departing aircraft deviated from the corridor, with air traffic control clearance;
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally; and
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded.
- An attendee enquired about the span of hours aircraft flew into and from Hobart International Airport. AIRSERVICES advised that:
  - passenger operations were roughly from 5:00am to 6:00am in the morning through to 10:30pm at night;
  - flights tended to come in clusters linked to schedules;
  - freight flights can be outside these times and
  - noting that aircraft may not depart or arrive on time with flights varying from schedule.
- A question was asked as to why there were four flights and only three carriers. AIRSERVICES commented that flights arrive from southern ports as well as eastern ports and can arrive in clusters.
- The presentation was continued:
  - an explanation of the key design elements, including enhancing safety, re-design of the Runway 30 RNAV flight paths (satellite navigation); separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of world heritage sites; topography; and introducing flight distribution as requested by the community;
  - an explanation was given for Smart Tracking including that it was safe, low and close to the airport, provided a significant safety enhancement, is considered contemporary airspace design element and airline operators preferred this;
  - an explanation that separating jet and light aircraft was a safety enhancement requested by ATCs;
  - an explanation that the design integrated the SIDs and STARs flight paths, with an unrestricted cross-over allowing arriving aircraft to be brought down earlier and departing aircraft to take off earlier;

  - identification in the design that flights from the eastern ports track over water;
  - an explanation that the design of the holding patterns is over sparsely populated areas or water;
  - an outline of the constraints for the Hobart Airspace Design Review including international and domestic rules; one runway at Hobart with its terrain and controlled airspace; workload for air crew and air traffic controllers (ATC); and fly-ability for routes;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movement; a 10 year outlook; and rural-residential sensitivity analysis;
  - a description of the proposed Runway 30 departures, including new paths introduced for Strahan and Antarctica flights; separate path for light aircraft; and the paths for the aircraft flying to the southern and eastern ports;
  - a description of the proposed Runway 12 departures; and
  - a description of the proposed Runway 30 arrivals including the 'over water' path which has already received community feedback; and the Smart Tracking path, including comments that the path east of Maria Island was not needed.
- A question was asked as to why all eastern flights could not use a lower entry point (i.e. further south) and who decided the location of the Smart Tracking path and why it was not further out. AIRSERVICES advised that the design was to save travel mileage and make flights more efficient. AIRSERVICES also commented that earlier community feedback was to distribute flights.
- An attendee commented that they had moved to the country (Nugent) to get away from certain noises experienced in the town and had bought land for the quiet. Another attendee compared the population numbers for Nugent (200) and Lewisham (2,000).
- A question was asked as to why a change to flight paths was necessary. AIRSERVICES:
  - advised that CASA had reviewed the Hobart airspace and had recommended that SIDs and STARs be introduced at Hobart because of traffic growth;
  - adding that CASA had also mandated the use of GPS tracking as the main form of navigation, thereby removing a reliance on ground-based navigation aids and a move to the latest technology;
  - further adding that this allowed aircraft to use auto-pilot, in idle throttle, until about 8km from the airport;
  - commented that technological enhancements will now be able to be implemented, improving safety and an incremental improvement in efficiency;
  - adding that GPS aligns to the runway and gets aircraft closer to the runway;
  - commented that it could not go back to the earlier system and AIRSERVICES was using community feedback to get the best outcome; and
  - further adding that airline operators wanted Smart Tracking.

- A comment was made that earlier sessions had requested the flight path to be as close as possible to the pre-September 2017 flight path (i.e. to mimic the earlier path). This feedback was noted.
- An attendee commented that she didn't want flights to go back over Lewisham. Another attendee commented that there was little feedback to return to the pre-September 2017 flight paths.
- A comment that flights would impact bush-based businesses and tourism in the Nugent region. This feedback was noted.
- A comment was made that the explanation about why the change was necessary was helpful.
- The presentation was continued:
    - a description of the proposed Runway 12 arrivals, noting that different communities will have different reactions; and
    - an explanation of the freight flight from Launceston was provided.
- An attendee identified as being a resident living 6km south-west of Nugent and identified that both arrival and departure flights were directly overhead his property.
- The presentation was continued:
    - an explanation that modern aircraft were quieter; different airline operators had different procedures (hence impacting the actual path taken in a corridor); and while not yet operating, international flights may not be at normal hours as this depended on connections; note: there was a comment that arrivals were quieter with a counter comment that one airline was noisier;
    - confirmation that the Royal Flying Doctor Service would use the light aircraft path;
    - a description of the proposed Runway 12 departures;
    - a description of the proposed holding patterns;
    - an explanation of the noise modelling, with a drill down to localities; an explanation of the use of 60 decibels for modelling purposes; and
    - an acknowledgement about views at earlier sessions that even noise below 60 decibels in rural areas is unsatisfactory;
- Slides depicting noise modelling assessments for Dodges Ferry and Lewisham (current and proposed flight paths) were presented.
- A comment was made that aircraft over water were not a problem and a suggestion that aircraft should fly over the conservation park near Nugent. This feedback was noted.
- A suggestion was made to move the Runway 12 departure flights to the west. This feedback was noted.
- An attendee commented that the majority of people will support the proposed flight paths, noting that progress involves change.
- AIRSERVICES advised that a request had been made at an earlier session for an extra slide depicting the modelling for 50 decibel noise events.

- A question was asked as to whether the final flight paths would be set in concrete. AIRSERVICES confirmed that once a decision was made, the new flight paths would be implemented.
- An attendee expressed a concern at the lack of information and the difficulty in finding the information, adding that many people will not have had the opportunity to consider the proposals – either because they were not interested or not aware:
    - AIRSERVICES advised that it was undertaking renovations to the website and that it had received lots of comments on this issue;
    - there was discussion as to whether information could be provided in the Sorell Times;
    - the attendee was asked to inform other residents of future sessions;
    - TPC advised that it had contacted the Nugent Post Office which had undertaken to place flyers out. TPC undertook to contact information points again.
- A request was made for a summary of the feedback. [Note: the summary is to be provided through the TPC report on the community feedback].
- A comment was made that Hobart had an airport, therefore aircraft will fly over somebody, adding that the path had to go somewhere.
- A further comment was made expressing surprise at the lack of comment from Richmond residents. [Note: a later community feedback had been scheduled at Richmond].
- An attendee requested that one path (over Forcett) must be taken away. [Note: this attendee raised this issue as several sessions and in several Feedback Forms].
- A question was raised about the trajectory of flights and whether aircraft were adhering to these. AIRSERVICES advised that the 'glide' for arriving aircraft was 3 degrees (i.e. 300ft per nautical mile) which allows auto-pilot to manage the constant descent. AIRSERVICES also advised that departures would ascend 600ft per nautical mile.
- There was one Feedback Form submitted during this session, with the attendee advising that she was very happy with the present and proposed flight paths, adding that safety and efficiency were of paramount importance. This feedback was noted.
- This session closed at 7:58pm.

<u>Summary</u>

- There was a mixed response with residents in different localities not wishing aircraft to fly near or over them. The key issue is keeping flight paths away from Nugent and being precise in threading flight paths between localities.
- There was a call for the consideration of a route to the west of Hobart.
- There was an acknowledgement that the proposed flight paths would be generally supported by the community.

Actions:

- TPC undertook to contact points for the dissemination of information on the proposed flight paths (i.e. post offices, community centres) to confirm how materials were disseminated.
- AIRSERVICES/TPC commitment to produce a summary of the feedback.

Sorell – Monday, 19 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 9:10am allowing attendees to register, collect Fact Sheets and be seated.
- There were eleven attendees and observers (head count), with eight registrations.
- Dr Parkes opened the session:
  - noting attendees from Sorell, Primrose Sands, Wattle Hill, Boomer Bay and Mt Lord;
  - informing attendees that the session was intended to obtain feedback and views on the proposed Hobart Airspace Design; and
  - outlined the session structure and introduced the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC.
- Dr Parkes advised attendees that the consultation period had been extended to 21 December 2018 and that a further community feedback session had been scheduled at Dunalley on Tuesday, 20 November 2018 from 12:00pm to 2:00pm.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - commentary that AIRSERVICES was seeking feedback, ideas and suggestions from attendees and that feedback had already been received from earlier sessions;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - comments on the fact that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;

- a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
- noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft, noting that different aircraft and air crew have different performances;
- an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
- an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded;
- an explanation of the constraints on the design process, including the fly-ability of the paths, and one runway;
- an explanation of the key design elements including enhancing safety; an enhanced RNAV to achieve improved noised outcomes; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of world heritage-listed sites; topography; and introducing flight distribution as requested by the community;
- an explanation that the additional STAR involved Smart Tracking which provided vertical as well as lateral guidance for aircraft (RNAV only provided lateral guidance) which offered greater protection from the terrain allowing aircraft to land safely in all weather conditions; and
- an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures.

- An attendee questioned where the flights had been coming from over the last couple days (with reference to the fact there were no flights overhead during the community feedback sessions) implying that this had been orchestrated by AIRSERVICES. AIRSERVICES responded that the direction of flights was influenced by the direction of the wind.
- A question was raised about the implications of the Chinese milk runs. AIRSERVICES advised that this information would need to be obtained from the Hobart International Airport administration.
- The presentation was continued:
  - advising that new flight paths had been included for Strahan and Antarctica;
  - advising that a new easterly path over water had been included in the design;
  - advising that the holding patterns had been designed;

  - an explanation as to how flight path designs were developed;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis;
  - an explanation of the proposed Runway 30 departures, including the paths to Antarctica, Strahan, southern ports, Launceston and the eastern ports;
  - an explanation of the proposed Runway 12 departures;
  - an explanation of the Runway 12 arrivals, including identification of the Smart Tracking path, light aircraft path and the path to the southern ports;
  - a presentation of the pre-September 2017 aircraft movements;
  - an overlay of the proposed flight paths with the existing Runway 12 departures; and
  - an explanation of Runway 30 arrivals, noting that the slide took into account all localities.
- A comment was made that the flight to Antarctica was a slow lumbering aircraft which was lower than 6,000ft. AIRSERVICES suggested that this flight was a military aircraft. Another attendee commented that these flights occurred twice a month and can be accepted, noting that the flight path close to the airport.
- The presentation was continued with:
  - an explanation of the holding patterns, including the fact that these are used when aircraft cannot land on the runway safely, with a maximum holding period of 15-30 minutes; and
  - slides depicting the 'noise footprint' from modelling (i.e. greater than 60 decibels), including Dodges Ferry.
- A question was asked as to whether the flight paths would be moved back to the earlier (pre-September 2017) flight paths. AIRSERVICES advised that what is proposed is not going back, with the design including safety enhancements and future proofing. The attendee commented that what is proposed is far better.
- Another attendee commented that thousands lived in Sorell and that with the change (i.e. post-September 2017) a few people "whinged" and caused a further change to the flight path (i.e. post-March 2018). He added that few people wanted flights to go back (i.e. to the pre-September 2017 flight paths). This feedback was noted.
- A comment was made that the consultation was costing a lot of money and was a waste of time.
- An attendee was interested in Smart Tracking. AIRSERVICES explained that this was like putting aircraft "into a box" and not being able to move outside the box and that arriving aircraft were able to glide towards a landing. AIRSERVICES advised that QANTAS had previously used this technology. AIRSERVICES confirmed that Smart Tracking was not currently used for departures, but that this would not be on the same track as arrivals.

- An attendee commented that Hobart was a little town in a little state in a large country, adding that people should get used to change.
- An attendee commented that flights were flying closer to Carlton Park Beach than was depicted in the slides. AIRSERVICES was to check whether this was an issue with Google Earth.
- An attendee commended AIRSERVICES for the hard work in preparing information and presenting at the community feedback sessions, adding that this had been a tremendous response to community angst. The attendee added that he was not particularly concerned about noise and that the concern was safety. The attendee summarised his view that "AIRSERVICES have got it pretty well right".
- In relation to the cross over, AIRSERVICES clarified that currently arrivals flew over departures, but under the proposed flight paths, arrivals will be below departures which will be able to climb faster, earlier, higher.
- An attendee asked whether there was a curfew at Hobart International Airport. AIRSERVICES advised that there was no curfew, adding that the Federal Government manages curfews.
- A question was asked as to why light and jet aircraft could not depart on the same path. AIRSERVICES advised that these aircraft travelled at different speeds and that the objective was to have light aircraft move off the runway quickly to allow jets to take off.
- An attendee commented that all arrivals and departures flew overhead at Forcett and requesting that one of these paths be moved. [Note: this attendee made similar comments at several sessions and in a number of Feedback Forms.]
- An attendee commented about rotor-lift training. AIRSERVICES noted that complaints had been submitted about helicopters.
- Dr Parkes informed the session that the AIRSERVICES presentation included further slides on considerations for flight paths to the west of Hobart. There was no interest in viewing these slides.
- There was one Feedback Form submitted during this session, which commented that there will always to objectors to changes.
- This session closed at 10:12am.
- At the conclusion of the session, another attendee arrived at 10:35am with the following information and feedback provided:
    - attendee identified as a resident of Sommers Bay (near Murdunna);
    - AIRSERVICES explained the intent of the design process, with the attendee noting that the proposed flight paths were further north from Murdunna;
    - AIRSERVICES explained the feedback at earlier sessions to the 'over water' flight path, with the attendee commenting that he did not support the feedback which had suggested flights travelling further south – this feedback was noted;
    - AIRSERVICES commented that currently all eastern flights were on one track with the proposal for three paths, with the attendee supporting this proposed design;
    - the attendee commented that he was not against aircraft and that they needed to travel somewhere;

- AIRSERVICES explained earlier feedback on the departure paths, noting that departures to the south-east were only 25% of the year;
- the attendee asked when the final flight paths would become operational. AIRSERVICES advised that this would depend on whether further work to the designs was necessary;
- the attendee commented that he supported the proposed designs – this feedback was noted;
- the attendee commented that visitors to Tasmania would like to see the outside of Maria Island and the rugged coastline around Marion Bay – this feedback was noted; and
- AIRSERVICES referred the attendee to the website for further information, including the feedback form. The attendee commented that he will circulate information to his local community.

- This discussion concluded at 10:50am.

Summary

- There was general support for the proposed flight path designs.
- Again, the issue is ensuring that the threading of flight paths between localities is precise.

Actions:

- AIRSERVICES to check the accuracy of the positioning of localities in Google Earth.

East Region

Fact Sheet

- This region was not impacted by arriving and departing flights pre-September 2017. However, post-September 2017 and post-March 2018, the region has been impacted by Runway 30 arrivals and Runway 12 departures.
- This region will again have visual and noise impacts associated with the proposed flight paths, although the impact on specific localities is expected to decrease and be distributed.
- Seven sessions were scheduled in this region at the following venues:
    - Primrose Sands Hall, 570 Primrose Sands Road, Primrose Sands on Thursday, 15 November 2018 from 6:00pm to 8:00pm;
    - Primrose Sands Hall, 570 Primrose Sands Road, Primrose Sands on Friday, 16 November 2018 from 9:00am to 11:00am;
    - Dunalley Hall, 5 Franklin Street, Dunalley on Friday, 16 November 2018 from 2:00pm to 4:00pm;
    - Dunalley Hall, 5 Franklin Street, Dunalley on Friday, 16 November 2018 from 6:00pm to 8:00pm;
    - Copping Community Hall, 69 Allanby Street, Copping on Saturday, 17 November 2018 from 2:00pm to 4:00pm;
    - Dunalley Hall, 5 Franklin Street, Dunalley on Tuesday, 20 November 2018 from 12:00pm to 2:00pm; and
    - Copping Community Hall, 69 Allanby Street, Copping on Tuesday, 20 November 2018 from 6:00pm to 8:00pm.
- Other localities in close proximity to the selected venues include:
    - Boomer Bay – 5.5 kilometres (6 minutes) from Dunalley and 6.4 kilometres (9 minutes) from Copping;
    - Bream Creek – 4.3 kilometres (6 minutes) from Copping and 12 kilometres (12 minutes) from Dunalley;
    - Carlton – 9.7 kilometres (11 minutes) from Primrose Sands;
    - Carlton River – 6.5 kilometres (7 minutes) to Primrose Sands and 15 kilometres (17 minutes) to Dunalley;
    - Connellys Marsh – 6.6 kilometres (7 minutes) from Primrose Sands and 8.2 kilometres (10 minutes) from Dunalley;
    - Forcett – 12 kilometres (12 minutes) from Copping, 10 kilometres (10 minutes) from Primrose Sands and 20 kilometres (16 minutes) from Dunalley;
    - Kellevie – 9 kilometres (12 minutes) from Copping;
    - Lewisham – 16 kilometres (17 minutes) from Primrose Sands;
    - Marion Bay – 6.8 kilometres (8 minutes) from Copping and 8.3 kilometres (9 minutes) from Dunalley;
    - Murdunna (including Smooth Island) – 13 kilometres (14 minutes) from Dunalley;
    - Nugent – 17 kilometres (20 minutes) from Copping; and
    - Sommers Bay – 15 kilometres (18 minutes) from Dunalley.

- Population counts at the 2016 Census were:
  - Boomer Bay – 93;
  - Bream Creek – 164;
  - Carlton – 1,119 [Note: also included in central region]
  - Carlton River – 265 [Note: also included in central region];
  - Connellys Marsh – 40 [Note: also included with central region];
  - Copping – 183;
  - Dunalley – 316;
  - Forcett – 964 [Note: also included in central region];
  - Kellevie – 164;
  - Lewisham – 691 [Note: also included in central region];
  - Marion Bay – 72;
  - Murdunna – 3019 [Note: also included with south region]; and
  - Nugent – 101 [Note: also included in central region];
  - Primrose Sands – 1,050; and
  - Sommers Bay – included with Murdunna.
- Overall, since pre-September 2017 there has been a visual and noise impact in this region, not previously experienced. The visual and noise impacts associated with the proposed flight flights are an improvement on the post-September 2017 and post-March 2018 flight paths principally around the distribution of flights, the introduction of Smart Tracking and the introduction of an unrestricted cross over. However, this does not replicate the pre-September 2018 flight paths.

Presentation, feedback details and actions arising from sessions held in the East Region

Primrose Sands – Thursday, 15 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:08pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 15 attendees and observers (head count), with 13 registrations.
- Dr Parkes opened the session:
  - welcoming attendees and stating that the session was an opportunity for community feedback on the proposed flight path designs prior to the finalisation of the designs; and
  - outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement. An attendee requested a copy of the recording. This action was noted.

- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - a comment that AIRSERVICES undertook a detailed review of the area and that Google Earth is available to support an interactive presentation;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - a description of the current airspace design;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival);
  - comments on the fact that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft;
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded;
  - an explanation of the constraints on the design process;
  - an explanation of the key design elements based around a 'blank piece of paper', including enhancing safety; an enhanced RNAV; new holding patterns; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path taking 30% of flights over water; avoiding the Coal Mine Historic Site; topography; and community feedback (social impact assessment);
  - an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures; and
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on

12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis.

- A question was asked as to whether the noise modelling took into account topography. [Note: AIRSERVICES advised later that the modelling was based on altitude.]
- [Note: the presentation was paused while aircraft noise was heard overhead (at 6:17pm, 6:20pm 6:25pm and 7:57pm)].
- The presentation was continued:
  - a slide depicting the proposed flight paths and the noise events, identifying that Carlton was most affected;
  - slides depicting the proposed and current flight paths for Runway 30 departures, Runway 12 departures and Runway 30 arrivals; and
  - a slide depicting the holding patterns. A question was asked whether the holding pattern had varied from the current patterns. AIRSERVICES confirmed they had.
- A question was asked about the methodology for the noise modelling. AIRSERVICES advised that 60 decibels were the Australian Standard.
- An attendee commented that AIRSERVICES had not been on-site to monitor noise.
- Another attendee commented that he had a new house with double glazing and he could hear aircraft even with the television on, adding that departures were worse. He asked whether aircraft dump fuel and what percentage of unburnt fuel was emitted. This action was noted.
- An attendee (local resident) commented that aircraft do not currently go over Susan's Bay but go over Primrose Sands Bay. [Note: this attendee also submitted a Feedback Form.]
- An attendee commented that aircraft did not fly over this region pre-September 2017.
- Another attendee (a Forcett resident) stated that her experience was that flights actually went over her house rather than the actual flight paths, which contradicted AIRSERVICES's maps for departures.
- An attendee identified that Google Earth was not absolutely accurate and that the positioning of flight paths could be 500 metres out due to topography settings. This point was confirmed by examples from other attendees.
- A comment was made that the current path was different to the earlier consultation which had flights over Connelly's Marsh. AIRSERVICES commented that the SID path was broad.
- An attendee advised that a flight at 1:15pm (i.e. today) flew over Storm Bay and onto Lime Bay, turning at 8,500ft and suggested that this could be an alternative Runway 12 departure flight path. This feedback was noted. AIRSERVICES commented that conditions can dictate the need for a safer clearance for a variety of reasons.
- An attendee commented that there was a lack of trust in AIRSERVICES.
- A question was asked as to why the flight paths were changed in the first place. AIRSERVICES advised that the change reflected changes in technology:
  - the ground-based navigation system (VOR) had been removed;
  - the introduction of SIDs and STARs for safety reasons; and

  - CASA had undertaken a review of the airspace.
- A comment was made that since the new flight paths had been introduced there had been incidents. AIRSERVICES advised that the current flight paths were safer and that the aim was to have the best safety possible.
- AIRSERVICES commented that with technology improving, SIDs and STARs was able to be introduced and now Smart Tracking was being introduced, adding that Smart Tracking allowed predictability. AIRSERVICES further added that it was always looking ahead to improve safety and airspace architecture needed to be ahead of when aircraft can use new technology.
- AIRSERVICES also added that with the growth in air travel to Hobart there was a need to increase the use of technology.
- A question was asked whether the proposed flight paths would be implemented without consultation. AIRSERVICES confirmed that it was looking for feedback on the proposed design.
- An attendee reminded AIRSERVICES that it had not consulted when the September 2017 changes were implemented. AIRSERVICES had acknowledged this fact.
- Another request was made to re-instate the original proposed flight path over Connellys Marsh. This feedback was noted.
- Another comment was made that the arrival path (over water) should also be the reciprocal departure path. This feedback was noted.
- Another attendee requested that the Runway 12 departure travel west. This feedback had been made a number of times and was noted.
- An attendee commented that, given the current experience with flights, the proposed narrow corridor for departures would likely be wider.
- Dr Parkes enquired with the attendees whether they would prefer to view the further presentation slides or continue with questions. Questions were continued.
- An attendee identified that her house had no insulation and that noise was as loud inside as it was outside, adding that she had used ear protectors. An attendee suggested that noise abatement should be paid by AIRSERVICES. This feedback was noted.
- An attendee commented that aircraft noise was louder when there was cloud, citing readings of 120 decibels.
- A comment was made to move the Runway 12 departure flight path to the east (i.e. past Primrose Sands). This feedback had been made by a number of attendees and was noted.
- A comment was made to extend the Runway 12 departure path. AIRSERVICES explained that with an unrestricted SIDs, aircraft can climb higher quickly.
- Questions were raised about a western flight path, with a comment on why the designs were focussed on this area (meaning the eastern region). AIRSERVICES explained that there were restrictions around a western path.
- The presentation was continued (to discuss the western path considerations). AIRSERVICES advised:

  - one consideration was a path over the north of Hobart; however, this would be unsafe for light aircraft, would be a restricted design, involve high pilot workload and there would flight time over community; and
  - another consideration to take flights south and then north into the airport; however, this had issues with the Danger Area D316, entering uncontrolled airspace and had safety risks with turbulence and wind shear.
- A question was asked whether any other western paths had been considered. AIRSERVICES stated that there were no other considerations (i.e. to the west).
- AIRSERVICES commented that a suggestion had been made to take the 'over water' flight south and up the Derwent River, commenting that this would add 50 nautical miles to the flight which would result in fuel burn and emissions and additional cost.
- A comment was made that in a 2017 publication, the AIRSERVICES CEO had stated that "no new communities will be overflown".
- A further comment was made that there was no genuine attempt by AIRSERVICES to undertake a 'greenfield' review.
- A suggestion was made to take the Runway 30 arrival flight path further south below Murdunna. This feedback was noted.
- Another suggestion was presented by an attendee for a western flight path, involving a change of dimensions for the Danger Area D316 with a clear height and geographical considerations. A comment was made that this option would distribute noise and would match the tight pre-September 2017 flight path. This feedback was noted.
- A suggestion was made that AIRSERVICES talk to the Department of State Growth around the pilot training contract. This action was noted.
- An attendee asked about the environmental assessment and whether this had been prepared by AIRSERVICES. AIRSERVICES confirmed that the work behind the assessment was undertaken by AIRSERVICES and that there was more data behind the report than the report itself.
- AIRSERVICES also confirmed that it had undertaken a full environmental assessment, adding that there were thresholds to trigger reviews under the relevant Act. A question was asked as to whether the assessment would be passed onto the Minister.
- In response to a query, Dr Parkes stated that TPC had conveyed 'word for word' the social impact outcome to AIRSERVICES.
- AIRSERVICES advised that the Aircraft Noise Ombudsman (ANO) recommended that there be a review of the triggers/criteria for environmental assessments. An attendee commented that the ANO recommendation should be closed before any flight path proposal is implemented. This feedback was noted.
- An attendee commented that if departures were on the arrival flight paths there would be less noise and less fuel burn. The issue was the topography of the area:
  - another attendee commented that aircraft flying 9km from Boomer Bay can be heard because of the topography; and
  - a further attendee stated that noise was amplified by topography, water and low cloud.

- A suggestion was again made to consider a western flight path, adding that AIRSERVICES should treat residents on both sides of Hobart the same. This feedback was noted.
- A common comment by attendees was that the benchmark for noise event comparisons should be the pre-September 2017 flight paths. This feedback was noted.
- An attendee read out a statement by the AIRSERVICES Chief Executive Officer which referenced "a commitment to community".
- A question was asked about the approval of the RNPAR. AIRSERVICES added that with Smart Tracking, aircraft can be put into a curve as this technology was more precise.
- An attendee asked why all aircraft would not use Smart Tracking. AIRSERVICES advised that this was an air traffic control issue to deal with the sequencing of landings.
- AIRSERVICES commented that the inclusion of an 'over water' flight path was to assist with the distribution of flights. AIRSERVICES added that, in designing the flight paths, it looked ahead, including the possibility of new airline operators (e.g. Tiger Air), with some aircraft capable and some not capable of using Smart Tracking; adding that 12 months outlook was the greatest certainty it had.
- A comment was made that the proposed design is no different to the current flight paths.
- A question was raised about potential international flights. A further question was asked whether jet aircraft could depart along the light aircraft flight path (assuming light aircraft are assigned to an alternative flight path). [Note: need to check whether this would simply move jet aircraft from Primrose Sands to Dodges Ferry]. This feedback was noted.
- A suggestion was made to move the Runway 12 departure flight path further east (away from Primrose Sands). This feedback was noted.
- An attendee noted the different views expressed by attendees and commented that the outcome would not be able to make everyone happy, adding that:
  - her children love the aircraft overhead;
  - understood that people will be affected by aircraft overhead; and
  - felt that there was a need to compromise.

  This feedback was noted.

- An attendee commented that there needed to be equitable noise sharing. This feedback was noted. TPC commented that the feedback would be genuinely taken on board.
- An attendee commented that a compromise would be one path only past her place (Forcett). [Note: this attendee had made the same request at several sessions and in a number of Feedback Forms].
- An attendee asked attendees how they had found out about the community feedback sessions, stating that Sorell Council staff were not aware of the sessions. Dr Parkes responded that the General Manager was made aware and had been provided information for dissemination. AIRSERVICES undertook to follow up. This action was noted.
- A question was asked as to whether there would be further consultation once the consultation feedback had been taken on board. AIRSERVICES advised that a change to

the flight path designs would trigger a new environmental assessment and hence further consultation.

- An attendee commented that there needed to be a transparent and fair process and that AIRSERVICES needed to "treat us real", adding that Mr Hall did this.
- One Feedback Form was submitted during this session. The attendee commented that:
  - aircraft are not following the current flight path and are flying straight over Primrose Sands and not water;
  - the new (proposed) pathway is directly over Susan's Bay;
  - noise level is over 60 decibels and wakes her up at between 6:00-6:30am till 11:00pm; and
  - suggested that the Runway 12 departure flight path should be moved east to Connellys Marsh.
- This session closed at 8:44pm.

Summary

- There were many questions during this session which, while answered and informed the attendees, did not necessarily lead to specific feedback on the Hobart Airspace Design Review.
- There was particular concern over flight paths over Primrose Sands and a strong request to move the Runway 12 departure path to the east, preferably between Connellys Marsh and Dunalley.
- Many attendees focussed on a possible flight path to the west of Hobart.
- There was also a suggestion for Runway 12 departure flights to be tighter into the airport. However, this may simply transfer flights to Dodges Ferry and Lewisham.
- There was also a strong request for AIRSERVICES to undertake noise monitoring.
- There were mixed comments in relation to the flight path over water, with some supporting while others seeking to bring this across land.

Actions:

- A request was made for a copy of the session recording by Tania Parkes Consulting (TPC).
- Question as to whether the noise modelling took into account topography. This was clarified in a later session – topography was not factored in by the modelling tool.
- Question as to whether aircraft dump fuel and what percentage of unburnt fuel is released by aircraft and where.
- AIRSERVICES talk to the Department of State Growth about future pilot training contracts (to inform the likely usage of air space in the danger area).
- AIRSERVICES/TPC to follow up with Sorell Council on the dissemination of information about the consultation processes and sessions for the proposed flight paths.

Primrose Sands – Friday, 16 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 9:07am allowing attendees to register, collect Fact Sheets and be seated.
- There were seven attendees and observers (head count), with seven registrations.
- Dr Parkes opened the session:
  - outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC; and
  - stating that there was a lot of emotion about the designs and requesting attendees to respect the views of others.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - a description of the session including the overview; a PowerPoint presentation; the use of Google Earth to zoom into locations; clarification questions on the presentation; and feedback;
  - advice that Feedback Forms were on the tables;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs; with other key considerations being the need for flights paths to be operable and to minimise noise on communities; and
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) for each runway.
- An attendee asked whether the flight path was a "line or a path". AIRSERVICES advised that the design was a line but that flights vary which created a corridor, adding that the airline operators and aircraft performed differently, hence the corridor.
- AIRSERVICES further added that sometimes aircraft fly outside the corridor for various reasons. AIRSERVICES confirmed that departures showed a wider corridor (splay) when turning a corner.
- A question was asked about the tolerance within and outside the corridor. [Note: AIRSERVICES had commented that the flight path is a line but that aircraft operated in a corridor around this path].
- A question was asked why flights were over Primrose Sands and not further south (i.e. in the area of Connellys Marsh). This feedback was noted.
- A question was asked about the projections used in modelling. AIRSERVICES advised that it uses the published airport projections (which are five year). An attendee

commented that the Hobart International Airport expected to double traffic in the next ten years. AIRSERVICES also commented that it uses 12 months forecasting for noise modelling.
[Note: AIRSERVICES confirmed later in the session that the Airport's projected growth in its Masterplan was 3.6% per annum.]

- A further question was asked about larger four engine aircraft. AIRSERVICES advised that the flight path design looks ahead ten years, but that the noise modelling is projected 12 months ahead.
- The presentation was continued:
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally; and
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded.
- An attendee questioned the average of 62 flights per day, stated that a simple calculation of the total aircraft movements was an average of 82 per day. AIRSERVICES commented that the aircraft movements were all movements which might include helicopter movements as well as passenger aircraft movements.
- AIRSERVICES confirmed that helicopters were not included in the noise modelling. AIRSERVICES undertook to check, including a list of all aircraft included in the movement numbers.
- The presentation was continued:
  - an explanation of the constraints on the design process;
  - an explanation of the key design elements based around a 'blank piece of paper', including enhancing safety; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path taking 30% of flights over water; new SIDs to Strahan and Antarctica; re-design Runway 30 to achieve improved noise outcomes; and as much as possible 'thread' the path between communities;
  - an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures which allowed departures to climb higher faster; and
  - an explanation that the design elements also included avoiding world heritage sites (i.e. Coal Mines Historic Site); considered the topography; flew over water wherever possible; and separated and segregated airspace for different operations (i.e. Cambridge Airport).

- A question was asked whether there was a priority order between heritage versus the impacts on people. AIRSERVICES advised that these were legislated requirements and that both were considered equally.
- The presentation was continued:
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis.
- An attendee disagreed that the Boeing 737-800 was the loudest aircraft that flew into Hobart. AIRSERVICES confirmed that for noise modelling purposes, this aircraft is the loudest.
- A question was asked for the definition of 'rural-residential'. AIRSERVICES provided this definition later in the session, adding that this reflected a more sensitive analysis in the modelling (i.e. over urban areas).
- The presentation was continued:
  - a slide depicting the proposed flight paths for Runway 30 departures; an attendee commented that this had not changed from the current flight paths;
  - a slide depicting the proposed and existing flight paths for Runway 12 departures;
  - a slide depicting the proposed and existing flight paths for Runway 30 arrivals, identifying the RNAV path over water, the Smart Tracking and the light aircraft path;
  - an explanation was provided on what aircraft can use Smart Tracking (i.e. each of airline operator, aircraft and air crew must be approved by CASA), adding that authorised aircraft would prefer to use Smart Tracking.
- A comment was made that flight paths should move further south past Connelly's Marsh, where there were empty paddocks. There was strong support for this suggestion. This feedback was noted. [Note: this feedback had been made several times.]
- AIRSERVICES commented that the design intent was to keep arrivals and departure flight paths separated, adding that a concession was made in March 2018 with a minor change. AIRSERVICES added that the intent was to distribute flights. A suggestion was made that departures could follow the arrivals flight path. This feedback was noted.
- An attendee commented that 37 flights flew over Primrose Sands and that the proposed design of the departure flights does not provide sufficient noise relief. This feedback was noted.
- An attendee suggested that flights be taken to the west of Hobart. Another attendee commented that he was satisfied with the east path provided that flights were 5km away. These feedbacks were noted.
- A question was asked whether a varied path to the east would come back to the current path. AIRSERVICES advised that it would need to check the point of connection with the network, adding that such a move would possibly take flight paths to other communities.

- An attendee commented that Smart Tracking was confusing with "too many lines" and that the community did not want more flight paths. AIRSERVICES advised that it had wanted to introduce Smart Tracking into Hobart for some time, clarifying that Smart Tracking was a STARs flight path. AIRSERVICES added that Smart Tracking was a means to distribute flight paths, adding that it was not a concept and that it was 'here and now'.
- A comment was made that distribution should be east and west and not multiple east flight paths, suggesting that a flight path could be 'thread' between Sandford and Lauderdale. This feedback was noted.
- AIRSERVICES spoke to the alternative concepts to the west, advising:
  - this was impacted by Danger Area 316 which would require re-zoning by CASA who are the arbiters of airspace;
  - it would not be safe putting public transport over danger areas;
  - there were safety concerns with Mt Wellington;
  - there were concerns with weather patterns which would cause issues with aircraft stability; and
  - because of the safety concerns, this path would not be operable and therefore the design work was not further progressed.
- A suggestion was made to push the flight path further west and past the Danger Area D316. AIRSERVICES advised that this path could not use Smart Tracking and that there would be concerns with wind shear, as well as the added workload to air crew and air traffic controllers.
- A question was asked about the buffer that was needed around Danger Area D316. AIRSERVICES advised that if a route was taken further west, the Danger Area would be inside the controlled airspace and training pilots would need to be instructed by ATCs.
- A question was asked about the length of time for CASA to review a request for a change to controlled airspace. AIRSERVICES advised that this would be around 6 months, including consultation.
- An attendee suggested that the solution would be a minor change to airspace to reduce the Danger Area and keeping light aircraft to the east and taking jet aircraft to the west. This feedback was noted.
- In response to a question, AIRSERVICES explained that the Hobart air traffic control tower was open from 4:50am to 10:10pm, with Melbourne ATCs managing flights outside this time frame.
- An attendee asked why the VOR could not be re-introduced. AIRSERVICES advised that aircraft were moving away from ground-based to satellite-based navigation systems, adding that satellite was safer. AIRSERVICES added that VOR will be re-visited for flight training and that this action will involve community consultation. AIRSERVICES further added that 98 airports in Australia solely use satellite-based technology.
- An attendee asked why RADAR was not used. AIRSERVICES advised that the future is to use satellite for surveillance.

- A question was raised about the noise modelling, stating that there was not much difference between the current and proposed flight paths. AIRSERVICES commented that under the proposed design, noise would move to the south (i.e. towards Connellys Marsh).
- At the request of an attendee, AIRSERVICES undertook to check the noise events for Forcett. [Note: this information was provided directly to the attendee. This attendee commented that if all flights converged on Forcett, then there should be lots of 60 decibel events.]
- A comment was made that flights currently concentrate over Susan's Bay. A further comment was made that there was confusion as the flight path line on the presentation slide was different to the path shown in the Fact Sheet, with the Fact Sheet showing the path closer to Primrose Sands. AIRSERVICES advised that there was an issue with the scale on the Fact Sheet.
- An attendee commented that aircraft were not flying on the flight path, with aircraft flying off the SIDs path. AIRSERVICES commented that aircraft operators code the flight path into the on-board computers and auto-pilot fly this path, adding that this is presenting a corridor which reflects the aircraft behaviour which is better than just the flight path line.
- A common point raised by attendees was that the major problem was departures.
- The suggestion was again made to place the flight path further to the south (i.e. over Connellys Marsh). This feedback was noted.
- An attendee commented that noise monitoring was undertaken at other airports and that AIRSERVICES was relying on noise modelling at Hobart, adding that the basis for the noise modelling was flawed as there were an average of 82 aircraft movements and not 62. AIRSERVICES advised that the noise modelling had been based on 77 jet aircraft flights, confirming that the actual average was 62 jet aircraft flights.
- An attendee asked what AIRSERVICES would do if noise modelling was wrong and commented that he will take noise measurements at his property. AIRSERVICES commented that the modelling it had undertaken used the latest modelling technology and that it was the most accurate available. The attendee suggested that an improvement would be actual noise measurements. AIRSERVICES further commented that it did cross check noise monitoring with data from other airports.
- An attendee asked whether noise modelling had been undertaken for her property (Forcett). [Note: AIRSERVICES was able to provide this information directly to her. The attendee requested that AIRSERVICES look to change the flight paths around Forcett.] [Note: this attendee has made this request at several sessions and in a number of Feedback Forms.]
- An attendee stated that she was willing to share the departures and arrivals but should not have both overhead. [Note: this attendee has made this statement at a number of sessions and in a number of Feedback Forms.]
- A question was asked on how long it would take to finalise the design process. AIRSERVICES advised that all feedback would be collated, including correspondence, verbal and feedback at sessions, then this needed to be analysed and then fed back into

the design process. AIRSERVICES confirmed that it would provide a detailed feedback report, adding that if there were changes to the design there would need to be new noise modelling.

- AIRSERVICES stated that it was not predicting any outcome, but stated that if the design changes then there would be a need to consult again. An attendee stated that he would like more consultation.
- An attendee commented that the Minister had stated that there would be noise relief and another attendee stated that interim noise relief had been promised by the CEO.
- A question was asked about the timeline to introduce any approved flight paths. AIRSERVICES advised that the eastern flight path (i.e. over water) would require an airspace change and that the process for consultation feedback closed in late December 2018, therefore the earliest that new flight paths would commence would be November 2019.
- An attendee suggested that AIRSERVICES should look at the independence of the eastern flight path (i.e. over water) and to expedite the other flight paths. This feedback was noted.
- A request was made for AIRSERVICES to check whether the arrival and departure noise could be separated. However, there was a general attendee preference that these be combined for noise measurement purposes.
- An attendee commented that more time was needed to be given to Primrose Sands. [Note: this attendee also provided this feedback in a Feedback Form.]
- There was one Feedback Form submitted during this session. The attendee raised the following issues:
    - sought accurate maps for actual flights;
    - requested that one of the SIDs/STARs flight paths be moved from Forcett;
    - requested more time to be able to study information [Note: attendees at later sessions were informed that the consultation feedback period had been extended to 21 December 2018];
    - identified that her home positioning was not shown on the maps [Note: information depicting the location of her property was later provided directly to this attendee];
    - identified that the area (i.e. eastern region) had not previously been overflown;
    - was of the view that AIRSERVICES needed to visit this area and observe the flights;
    - felt that the proposed design was a “re-hash” of the current flight paths;
    - requested acknowledgement that her Feedback Form had been received;
    - felt that the Primrose Sands sessions were not long enough; and
    - felt that AIRSERVICES was not accessing the entire community.

  [Note: this attendee raised some of these issues in several sessions and a number of Feedback Forms.]
- This session closed at 11:19am.
- At the conclusion of the session, one attendee commented that he knew aircraft flew overhead when he moved in pre-September 2017, the flights had moved post-

September 2017 and had no concern with the proposal. He added that the problem was Susan's Bay.

Summary

- There was a strong preference to move the departure flights to the east of Primrose Sands (between Connellys Marsh and Dunalley).
- There was discussion about a flight path to the west of Hobart.
- There was also a preference for AIRSERVICES to undertake noise monitoring.
- A common comment was that the issue was Runway 12 departures.

Actions:

- Confirmation of the aircraft included in the record of 2017 aircraft movements at Hobart (i.e. 28,084).
- To advise the definition for rural-residential. [Note: this was clarified later in the session, meaning that a greater sensitivity was taken into account in the noise modelling.]
- AIRSERVICES to check the noise events over Forcett. [Note: this information was discussed directly with the resident.]
- AIRSERVICES confirmed that all feedback (i.e. correspondence, Feedback Forms, verbal and sessions) would be analysed and a detailed feedback report would be prepared.
- AIRSERVICES advised that, whilst not predicting any outcome, if the flightpath design is changed, then consultation would need to occur again.
- An attendee requested an acknowledgement that her Feedback Form had been received. [Note: The attendee had submitted Feedback Forms at four sessions and had made an acknowledgement request in two forms.]

Dunalley – Friday, 16 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 2:12pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 15 attendees and observers (head count), with 15 registrations.
- Dr Parkes opened the session:
  - outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC; and
  - informed attendees that another session had been organised at Dunalley on Tuesday, 20 November 2018 at 12:00pm, adding that an advertisement would be in the Hobart Mercury newspaper with the session also to be advertised through the local Councils. [Note: there were inconsistencies in the scheduled time, but this was confirmed as 12:00pm].
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.

- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - advice about information provided on the tables, including the A3 map depicting the proposed flight paths;
  - a comment that there were images in the presentation but Google Earth is available to support an interactive presentation; and
  - advised that updated information had been provided in the Fact Sheets by adding the outcome of noise modelling for winter.
- An attendee commented that the current flight path design was not what existed pre-September 2017 (i.e. implying that the comparisons should be between the proposed flight and the pre-September 2017 path).
- The presentation was continued:
  - an explanation that the presentation was a 'step through' of the overview of the design process, a look at the local area and an explanation of the building blocks for the design;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review (i.e. meaning that there were no lines on the page, hence starting again) and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) for each runway;
  - comments on the fact that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft; and
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft.
- An attendee asked about the width of the flight corridor. AIRSERVICES advised that the corridor was 1km wide, adding that there will be exceptions for emergencies and aircraft separations. Another attendee commented that the Fact Sheets show that near Primrose Sands and Connellys Marsh, the corridor was 6km wide.
- AIRSERVICES further commented that the departure corridor can be wider than the arrival corridor, adding that different aircraft and different performances for aircraft affect the path taken by aircraft.
- The presentation was continued:
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer

flights using both Runway 30 and Runway 12 equally, adding that ATCs will dictate which runway to use.

- An attendee suggested that the tail wind threshold, for when the runway used for landing/take off should be switched, should be reviewed (i.e. with the aim to keep flights to the north). This feedback was noted.
- The presentation was continued:
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded [Note: AIRSERVICES had committed to check the movement numbers for SIDs and STARs only];
  - an explanation of the constraints on the design process; and
  - an explanation of the key design elements based around a 'blank piece of paper', including enhancing safety; an enhanced RNAV; new holding patterns; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); and a new eastern flight path taking 30% of flights over water.
- A request was made by an attendee that he wanted all issues on notice to be noted and read back to the session. [Note: in this and other sessions, AIRSERVICES confirmed that it would be providing a report on the feedback received during the community consultation].
- A comment was made that the additional flight path (i.e. Smart Tracking) is not what the community had requested, stating that this is what AIRSERVICES wanted. AIRSERVICES advised that the additional path was to distribute flights, adding that Smart Tracking was a national agenda.
- An attendee asked whether all information was being documented. AIRSERVICES confirmed that all feedback would be considered and the community advised. This action was noted. The attendee commented that there was a general disbelief in AIRSERVICES's commitment.
- An attendee stated that AIRSERVICES had promised that the technical team would be available at these sessions. The AIRSERVICES team advised that the presenters had technical expertise.
- A comment was made that five options had been mooted for presentation to the community. AIRSERVICES confirmed that it did not have five design options.
- AIRSERVICES advised that it had considered options and is presenting the proposed integrated design. AIRSERVICES added that this represented the best elements of contemporary design with feedback from the community consultations to be taken to the design team to see whether the designs can be improved.
- A comment was made that others had already had input to the designs (citing an airline).
- Another attendee commented that the concern was the difference between feedback and consultation, referencing the fact that there had been no consultation when new flight paths had been introduced in September 2017, which was subsequently followed

by a social impact assessment. She added that the concern was that feedback was not a rigorous consultation.

- AIRSERVICES acknowledged that effective "had not occurred pre-September 2017 and reminded attendees that it was seeking feedback on the proposed flight path designs, adding that the paths "had not been set in concrete".
- A general comment was to "let us co-design". AIRSERVICES advised that it was difficult to co-design and believed that the process it had engaged was effective, adding that 75% of the design was dictated by constraints. An attendee disagreed.
- The attendee explained her understanding that consultation was "person to person" with people alongside one another, adding that AIRSERVICES was delivering a presentation followed by a request for feedback and therefore felt it was a disjointed process. AIRSERVICES confirmed that it was seeking feedback and would provide a consolidated outcome.
- Another attendee re-iterated that he would like AIRSERVICES to come back. AIRSERVICES confirmed that if the design changed, then it would need to consult again.
- A further attendee asked for a co-design process. This feedback was noted. This attendee referenced Recommendation 3 of the ANO Report which related to the opportunity of the community to influence the outcome, stating that other stakeholders have been given more influence over the broader outcome with the community being given the opportunity to only tweaks of one of five designs, despite the impact on tiny communities.
- AIRSERVICES advised that community consultation commenced on 31 October 2018 and that other industry consultation commenced on 9 November 2018 with the CACG meeting scheduled for 20 November 2018; and the general aviation discussion to be held on 19 November 2018. AIRSERVICES added that the considerations for flight paths had been reviewed by operators on 13 August 2018 to verify that they were flyable.
- An attendee asked why there was a three-month delay before consultations commenced. AIRSERVICES advised that it was a more complex design with the use of contemporary design principles and the need to future proof the designs.
- There were a number of adverse comments from the attendees. An attendee commented that AIRSERVICES had come to the community last [Note: AIRSERVICES had earlier in this session advised attendees of the consultation process].
- A question was asked whether there had been consultation prior to the September 2017 flight path changes. AIRSERVICES advised that the CACG had been consulted for community input, adding that this was now regarded as inadequate.
- A further comment was made that the community was the last to be consulted and that she was anxious that the community will not have a further say. The AIRSERVICES team stated that it was aware of the history with regard to consultation, commenting that the team was genuine about taking community feedback into the design.
- An attendee commented that the community needed more time to provide feedback. This feedback was noted.

- An attendee commented that during the (partial) social impact consultations, the community was not allowed to provide feedback on the flight paths, adding that the proposed designs included community feedback.
  [Note: The consultation in June 2018 was focussed on capturing the social impact of the flight path changes.] During these sessions, attendees raised issues about flight path impacts that were reflected in the summary report and up to Airservices to determine whether to or not to consider.
- Another attendee commented that the community was not aware that the social impact assessment would feed into the design, and questioning why AIRSERVICES had not come back with vague options for broad discussion.
- The presentation was continued:
  - an explanation of Smart Tracking, which provided vertical as well as lateral guidance for aircraft; noting that 30% of arrivals would move to the Smart Tracking path; and
  - also noting that a new eastern flight path (over water) had been included in the design; and the re-design of the Runway 30 RNAV in order to improve the impact of noise.
- A question was asked why the flight path could not travel over the Coal Mine Historic Site, with another attendee commenting that the perception was that AIRSERVICES had moved the path away from this site over to the community.
- An attendee asked that AIRSERVICES undertake 'ground truthing' for noise impacts. This feedback was noted.
- A question was asked on what was taken into account regarding topography. AIRSERVICES advised that the designs reflected the location of valleys, adding that the social impact assessment was one means for community feedback on this issue.
- A suggestion was made by a Primrose Sands resident that there was a clear area between Connellys Marsh and Dunalley for flight paths. This feedback was noted.
- A comment was made that the concern was noise, adding that the eastern approach was wrong.
- A question was asked around what was meant by "minimising noise impacts on communities" and whether this was applied uniformly or whether consideration is given to the fact that people choose to live in rural areas. AIRSERVICES advised that it looked at population numbers as well as noise impacts (in 60-80 decibel range). A comment was made that this did not consider the fact that these areas were not overflown pre-September 2017.
- A question was asked whether new freight flights had been considered. AIRSERVICES advised that it had requested information on freight flights from the airport but was not privy to these operations. AIRSERVICES advised that if it was given access, and permission to release this information, it would make it available to the community. AIRSERVICES added that the Launceston freight flight was included in the noise modelling.
- An attendee stated that the community "feels on the bottom of the rung".

- AIRSERVICES informed the session that it had requested the pre-September 2017 noise modelling, noting that this model pre-dates the new model now being used by AIRSERVICES. This action was noted.
- Comments were made by attendees about the environmental assessment, including a view that the September 2017 assessment was inadequate. AIRSERVICES advised that the earlier noise data would also be put into the current modelling tool (i.e. in addition to the proposed and current).
- The presentation was continued:
  - an explanation of the holding pattern;
  - an explanation of the modelling tool, including the fact that the Boeing 737-800 was used for modelling purposes; and
  - in response to a question, AIRSERVICES provided an explanation for the term 'rural-residential' used in the model, noting the lower threshold in terms of noise sensitivity.
- An attendee requested that AIRSERVICES be permitted to continue presenting the flight paths.
- Another attendee called for flights to be returned to the pre-September 2017 flight paths. This feedback was noted.
- The presentation was continued:
  - slides depicting the proposed and current flight paths for Runway 30 departures, Runway 12 departures and Runway 30 arrivals;
  - a slide depicting the holding patterns, adding that this was a corridor/envelope and that the holding pattern needed to be within controlled airspace and remain close to the runway;
  - a comment that the holding pattern was being used more regularly by light aircraft and infrequently by jet aircraft; and
  - adding that pilot instrument training will need to occur over the holding pattern.
- A concern was expressed that the holding pattern was being used for pilot training. A concern was also expressed that this information had been withheld [Note: AIRSERVICES advised that this area was currently used for pilot instrument training]. AIRSERVICES advised that it was informed at the time when light aircraft wanted to undertake training in this area.
- Dr Parkes asked whether attendees wished to hear the remainder of the presentation or continue asking questions. A focal voice was to continue asking questions.
- A comment was made that the proposed holding pattern was over water and an amphitheatre and that it should be further over water. This feedback was noted.
- A comment was made that trainee pilots could use the other holding pattern for training purposes. Another attendee commented that the holding pattern should not be used for training purposes.
- An attendee commented that the first decisions (i.e. September 2017 and March 2018) had been made by AIRSERVICES and the community had to like these, then there was

the social impact assessment and now there was a third process, expressing the view that the feedback would not be taken on board.

- A comment was made that the process hadn't been based on community values and that there was a need for a common language threshold.
- A comment was made that the community will find time to propose something to take back to AIRSERVICES. Another attendee requested being able to go past the AIRSERVICES team and to deal directly with the designers in AIRSERVICES.
- An attendee enquired about why there was a separate flight path for flights from the southern ports (i.e. Melbourne, Adelaide and Perth). AIRSERVICES advised that this was for flight distribution.
- A suggestion was made to swap the Runway 12 departure flight paths for the jet and light aircraft. AIRSERVICES advised that this would create an issue with jets having to wait for light aircraft to move off the flight path. This feedback was noted.
- A further comment was made for a western flight path.
- AIRSERVICES presented the western flight paths it had considered:
    - advising of the issue with the Danger Area D316; a suggestion was made to approach CASA to change the area for D316 – this feedback was noted;
    - AIRSERVICES adding that there was a risk in mixing public transport and training flights;
    - commenting that there were issues with wind shear and topography (Mt Wellington); and
    - adding that a change to D316 was outside the Terms of Reference for the Hobart Airspace Design Review.
- A comment was made to review the option to extend the controlled airspace and move the Danger Area D316 space. This feedback was noted.
- There were two Feedback Forms submitted during this session. One attendee:
    - commented that a western flight path must be reviewed again;
    - requested a review of the tail wind threshold at Hobart;
    - commented that the community needs more time [Note: AIRSERVICES had advised that the consultation feedback period had been extended to 21 December 2018];
    - questioned how AIRSERVICES would return to the community on future proposals;
    - commented on the impact that flights post-September 2017 have had on her; and
    - requested acknowledgment that her Feedback Form had been received.

  Another attendee provided the following written feedback:
    - a comment that aircraft echo because of the topography and suggested that a flight path away from the hills (i.e. between Connellys Marsh and Dunalley) would be over flatter farmland, without housing.

  This feedback was noted.
- This session closed at 4:48pm.

- Following the conclusion of the session, there were a number of one-on-one discussions:
  - a question was asked about air quality from aircraft and the potential impact on water pollution (i.e. with reference to rain water tanks), with AIRSERVICES advising that the State Government was responsible for air and water quality assessments;
  - a confirmation by AIRSERVICES that it would consider the noise impacts on communities in the final designs;
  - a comment to take the eastern flight path 4-5km outside and further south past Maria Island and then straight into the coast, with the rest of the flight paths able to be worked with – this feedback was noted.
  - a suggestion that flights to the west could remain within the existing controlled airspace and "hug" the Danger Area D316 – this feedback was noted;
  - a commitment by AIRSERVICES to take the feedback from the community consultations and to provide a written explanation how these were addressed. This action was noted; and
  - a commitment by AIRSERVICES to sit down to go through the proposals (i.e. the technical aspects of the designs). A meeting time was set for 3:00pm on Wednesday, 21 November 2018 at Dunalley [Note: due to the scheduling of an additional session at Dunalley on Tuesday, 20 November 2018, this meeting was cancelled].

Summary

- There were many questions and arguments on process without any specific feedback on the proposed flight path designs.
- There was discussion around the meaning and intent of consultation, including a call for a co-design process between AIRSERVICES and the community.
- There were calls for noise monitoring (i.e. ground truthing), the return of flights to the pre-September 2017 flight paths and the consideration of a flight path to the west of Hobart.
- There was discussion and concern at the fact that holding patterns were used for pilot instrument training.
- There was also a suggestion by a Primrose Sands resident to locate the Runway 12 departure flight path between Connellys Marsh and Dunalley.
- While views varied as to whether there should or should not be an over water flight path, there was also an indication that the eastern path over water could be satisfactory if it was sufficiently distant from the east coast of Maria Island and if the impacts on the cross over point to land could be minimised.

Actions:

- AIRSERVICES/TPC to confirm the session time for the additional session scheduled for Tuesday, 20 November 2018. [Note: this was later confirmed as 12:00pm to 2:00pm.]

- In reference to the total number of aircraft movements for the 2017 year, AIRSERVICES to identify the aircraft movements related to each of the SIDs and STARs flights only.
- An attendee requested that all issues taken on notice to be noted and reported to attendees at the end of the session. [Note: the session went significantly over time and this action did not occur.]
- AIRSERVICES commitment that all feedback will be considered and the community advised.
- AIRSERVICES advice that, if flight path design is changed, then AIRSERVICES would need to consult again.
- AIRSERVICES had requested information from the Hobart International Airport on plans for growth in flight movements and, subject to authorisation, will share this information with the community.
- AIRSERVICES committed to undertake noise modelling on the pre-September 2017 flights. [Note: this information was used in presentations at later sessions.]
- AIRSERVICES to obtain details from air traffic controllers on height of flights in the danger area. [Note: this information was to inform feedback to be provided at a proposed later meeting with local residents.]
- A further comment that AIRSERVICES take the feedback from community consultations and give a written explanation as to how each has been addressed.

Dunalley – Friday, 16 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:09pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 29 attendees and observers (head count), with 22 registrations.
- Dr Parkes opened the session:
  - welcoming attendees and stating that the session was an opportunity for community feedback to AIRSERVICES on the proposed flight path designs;
  - outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC;
  - requested that questions and comments be left to the end of presentation; and
  - advised that an additional community feedback session had been scheduled at Dunalley for Tuesday, 20 November 2018 with notifications on the AIRSERVICES website, the Hobart Mercury and Council Facebook sites [Note: AIRSERVICES to confirm the scheduled time for this session].
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- AIRSERVICES advised that the Fact Sheet had been updated, explaining that additional noise maps that had been included. An attendee commented that the figures were

different. AIRSERVICES suggested that the Fact Sheet had been updated since the attendee had printed his copy.

- Mr Hall delivered the AIRSERVICES presentation, with Ms Lawton providing supplementary information and clarifications.
- The presentation included:
  - AIRSERVICES's desire to obtain a 'whole community' feedback;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs and the operability of the flight paths;
  - a description of the current airspace design;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival); and
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally.
- An attendee commented that since the design is for 20 years, why did AIRSERVICES not reflect longer term flight numbers. AIRSERVICES advised that it used the Hobart Airport Masterplan growth projection of 3.6%, adding that the noise modelling was based on a 12 month look ahead.
- Another attendee commented that there was a flaw in the forecasting as the people responsible for flight volume (i.e. the airport) "were not at the table".
- The presentation was continued:
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded;
  - an explanation of the constraints on the design process, commenting that the airspace is designed in steps (essentially like an upside down wedding cake);
  - an explanation of the key design elements, including the impact on people; separating jet and light aircraft; and introducing Smart Tracking which is an additional flight path; and
  - an explanation that Smart Tracking operates in "box" which can curve as aircraft head towards the runway, adding that the benefit is that the path is closer to the

runway and that airline operators are keen to have this path; as well as being keen to have SIDs and STARs.

- A request was made to show the flight path prior to arriving at Schouten Island. This action was noted.
  [Note: AIRSERVICES did provide this information at a later session through an interactive screen.]
- The presentation was continued:
  - an explanation that the design avoided the Coal Mine Historic Site; and took account of topography; move flights over sparsely populated areas and keep light aircraft away from jet aircraft, noting that this is a current difficulty for ATCs;
  - an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis; and
  - explaining that 60 decibels was used which is a global standard, adding that noise monitoring was not used at Hobart.
- An attendee questioned the use of noise modelling, commenting that the community had asked for noise monitoring for the past 14 months. This feedback was noted.
- An attendee asked of examples of noise. AIRSERVICES advised that trucks were above 70 decibels and cars were 60 decibels.
- There were general comments around decibel levels. AIRSERVICES commented that the design process was more than just a noise analysis. A comment was made that people in this area live in an area not previously exposed to aircraft noise. AIRSERVICES advised that there were different thresholds for different communities (this is a reference to the use of rural-residential in the modelling).
- An attendee asked what AIRSERVICES would do if the noise modelling was wrong [Note: this attendee had also asked this question at an earlier session]. AIRSERVICES commented that it was confident that the modelling was not wrong, adding that this was a new and better tool which is used internationally.
- The attendee commented that AIRSERVICES needed a 'safety value' if it got the modelling wrong, asking why Hobart did not have noise monitoring. AIRSERVICES explained that data from other sites was used to check the outcome from the modelling tool.
- Another attendee requested 'ground truthing'. This feedback was noted. There was a general comment that modelling was the wrong approach. AIRSERVICES advised that it was satisfied with noise modelling.
- A question was asked about future project changes that might impact the flight path designs. AIRSERVICES advised that CASA has long-term plans for reviews.

- A question was asked about aircraft moving off the flight path. AIRSERVICES advised that there are reasons such as separation issues.
- A question was asked about the powers to ensure compliance with the designated flight paths. AIRSERVICES commented that that there was an expectation that aircraft use the corridors, adding that reports can be produced of tracking by aircraft, citing a recent example at the Gold Coast airport.
- A further attendee asked about the height aircraft reach when they go off track. AIRSERVICES advised that once aircraft reach high altitude (i.e. greater than 20,000ft) there is no noise impact and aircraft are allowed to track differently.
- AIRSERVICES advised that earlier feedback had been given to shorten the proposed Runway 12 departure flight path for jets, closer to the light aircraft flight path.
- A question was asked about the paths international flights would use. AIRSERVICES advised that these would use both the jet flight paths from the southern ports (i.e. Melbourne, Adelaide and Perth) and the eastern ports (i.e. Sydney, Brisbane and Gold Coast).
- A question was asked about the historic growth rates in aircraft movements at Hobart over the last five years. AIRSERVICES advised that it did not have that data at these sessions.
- AIRSERVICES advised that the number of flights used for the design involved 25 from the southern ports, six from the eastern ports using Smart Tracking and a further six from the eastern ports using the RNAV.
- An attendee commented that the proposed eastern path will fly over a bowl with noise reverberating and suggested that all flights travel on the Smart Tracking path, with some flights then deviating onto the RNAV path. This feedback was noted.
- A suggestion was made to take the 'over water' flight path down lower and further away from Maria Island, crossing the peninsula below Murdunna. This feedback was noted.
- A question was asked whether the topography in the area had been considered by AIRSERVICES. AIRSERVICES advised that a designer had come to the area and assessed the topography, however the AIRSERVICES team could not confirm what was recorded by the designers. Feedback comments were made about the ridge line below Boomer Bay and Norfolk Bay.
- A comment was made that the Hobart International Airport is open 24 hours and that there is no curfew.
- A call was made by an attendee for a 'show of hands' on whether the focus of the session should be on departures or arrivals. The response was to focus on both.
- A further call was made by an attendee for a 'show of hands' as to whether there was any trust in the process. There were no hands raised.
- In relation to Smart Tracking, AIRSERVICES commented that airline operators preferred to use these, but identifying that some aircraft cannot use this path. AIRSERVICES clarified that operators were moving towards Smart Tracking capability.

- A suggestion was made to remove the eastern path (i.e. over water), therefore avoiding the need to apply for a change to controlled airspace. AIRSERVICES summarised this feedback as taking the eastern port traffic to join the flight path for the southern port traffic. This feedback was noted.
- A question was asked about the height that noise from arriving aircraft can be heard. AIRSERVICES commented that aircraft 'glide', with the throttle used close to the runway, adding that 60 decibels was around 4,500ft.
- An attendee commented that there was an inconsistency in the measurement used by AIRSERVICES (i.e. both kilometres and feet were used) which made comparisons difficult, suggesting that feet and a scale be used in documents. This feedback was noted.
- A question was asked about when all aircraft will use Smart Tracking. AIRSERVICES advised that new aircraft will have this capability and that airline operators were training crew. AIRSERVICES confirmed that there was an extra complexity in maintaining both RNAV and Smart Tracking.
- A question was asked whether Smart Tracking was only available for arrivals. AIRSERVICES advised that it did not yet have the technical capacity to introduce Smart Tracking for departures.
- The presentation was continued:
    - a slide depicting the holding patterns, emphasising the need to be connected with the RNAV trident with the holding pattern to the east at 4,500ft.
- An attendee asked whether the holding patterns would be used for Air Asia training. Another attendee commented that Air Asia was seeking to train in larger aircraft. [Note: AIRSERVICES had previously confirmed that the holding patterns was used by trainee pilots for instrument training].
- A question was asked about the current location of the holding pattern. [Note: AIRSERVICES undertook in a later session to develop a Fact Sheet for holding patterns].
- A call was made by an attendee for a 'show of hands' on whether attendees wished to see the use of a western route. The claim was that all attendees responded. This feedback was noted.
- The presentation was continued with a discussion of the considerations for a flight path to the west of Hobart:
    - this involved bringing flights from the southern ports down the west of Hobart;
    - commenting that this path offered no flexibility in terms of fly-ability;
    - issues were Mt Wellington, weather conditions which created a risk for unstable approaches and wind shear;
    - another issue was Danger Area D316 which is designated by CASA;
    - the need for flights to be in controlled air space, otherwise there is the risk of training aircraft infringing into controlled airspace;
    - commented that such an option would increase the workload on ATCs; and
    - AIRSERVICES clarified that, subject to ATC clearance, aircraft can travel in controlled airspace.

- An attendee commented that aircraft in D316 flew at a maximum of 5,000ft, whereas jets would be around 6,000ft in an alternative western flight path.
- A comment was made that a second flight path to the west had been discussed at previous feedback sessions. An attendee addressed the session and spoke to an alternative flight path to the west of Hobart:
    - viewed this as a viable option;
    - the path would be located to the north of D316;
    - would require the re-negotiation of the boundary for the Danger Area;
    - aircraft would fly down the Derwent River;
    - claimed that a 'source within AIRSERVICES' had stated that this option was being seriously considered; and
    - stated that this option would provide significant relief to communities to the east of Hobart.

  This feedback was noted, with a commitment to take back to the designers.
- The AIRSERVICES team commented that they had not seen this option within the organisation.
- A question was asked whether any other 'pollution' factors had been assessed by AIRSERVICES, such as night sky interference (i.e. night lights), adding that this affected quality of life values. AIRSERVICES commented that the design team may not have been aware of this issue. This feedback was noted.
- An attendee commented that at the start of the process, AIRSERVICES had lied that no new areas would be overflown, adding that while information may have been provided at the CACG the community was not made aware of the changes. A comment was made that the community consider their localities as 'not previously overflown'. This feedback was noted.
- A comment was made that Connellys Marsh currently had both departure and arrival flights overhead.
- One Feedback Form was submitted during this session. This attendee:
    - commented that she can no longer read the numbers on the aircraft, adding that this was a good start;
    - commented that aircraft noise had improved as flights are no longer directly overhead (i.e. Dunalley);
    - suggested simpler "lines on the map" and to zoom in onto localities [Note: AIRSERVICES did this at later sessions]; and
    - expressed concern at the likelihood of international flights arriving at night; and
    - suggested a western path up the Derwent River, edging the Danger Area D316 and with a left turn into the airport.

  This feedback was noted.
- This session closed at 8:22pm.

- At the conclusion of the session, a discussion with attendees identified the following feedback on the proposed designs [Note: these were annotated to a map of the designs]:
  - identification of the visual impact of night operations;
  - remove the over water path to the east of Maria Island and keep flights from the eastern ports on the Smart Tracking path, with the RNAV flights to veer off and join the light aircraft and southern port RNAV path (i.e. Runway 30 arrivals);
  - identification of the impact of the ridge line at Boomer Bay on noise;
  - a query about growth in the last 10 years;
  - a query about data for flight deviations; and
  - a comment that arriving aircraft that is 4km from Connellys Marsh is still able to be heard.

Summary

- There was considerable discussion about the use of noise monitoring as opposed to noise modelling undertaken by AIRSERVICES.
- The benefit of the eastern flight path over water was questioned at this session, with a suggestion to take all flights along the Smart Tracking path.
- Notwithstanding, there were also suggestions to take this flight path wider and lower past Maria Island.
- There was also considerable discussion and support in this session for a flight path to the west of Hobart and discussion on the use of holding patterns by trainee pilots.

Actions:

- Times on the AIRSERVICES website for the additional session on Tuesday, 20 November 2018 at Dunalley to be checked. [Note: times were corrected on the website].
- Identification of where flight paths exist above Schouten Island (essentially, where the Hobart flight paths connect the network to the north). [Note: this was shown and discussed at a later session].
- AIRSERVICES to develop a tracking report for flights [Note: with particular reference to deviations from the corridor]. [Note: this was an offer made by AIRSERVICES in response to a question about 'powers to police' errant tracking.]
- AIRSERVICES to check whether the proposed holding pattern will be used by Air Asia trainee pilots for training purposes, including larger aircraft:
  - there was general concern that the holding pattern was being used by trainee pilots; and
  - [Note: AIRSERVICES did advise sessions that the holding patterns are currently used by light aircraft for instrument training purposes].
- Information to be provided on the pre-September 2017 holding pattern design. [Note: a commitment was made by AIRSERVICES at a later session to produce a specific Fact Sheet on holding patterns].

Copping – Saturday, 17 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 2:09pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 15 attendees and observers (head count), with 13 registrations.
- Dr Parkes opened the session:
  - commenting that thoughtful suggestions and ideas had been presented by attendees at earlier community feedback sessions; and
  - outlining the session structure and introducing the presenters from AIRSERVICES (Fiona Lawton and Neil Hall) and representatives from TPC.
- An attendee made the following comments:
  - that she does not feel listened to;
  - questioned why AIRSERVICES was undertaking this consultation process;
  - stated that the process was happening in the busiest work period for her;
  - stated that she was furious;
  - stated that she did not want aircraft flying over her house; and
  - noted that there was no curfew at Hobart International Airport, with aircraft overhead at 3:15am.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. An attendee advised that she was also recording the session.
- Ms Lawton delivered the AIRSERVICES presentation, with Mr Hall providing supplementary information and clarifications.
- The presentation included:
  - an announcement that the consultation period had been extended to 21 December 2018;
  - advice that this session would focus on Copping, Forcett, Boomer Bay, Bream Creek and Kellevie; a comment was made that some people did not attend the sessions as they were angry and upset by the impact of the aircraft;
  - advice that Feedback Forms were on the tables and that AIRSERVICES welcomed their feedback;
  - advice that Google Earth was available for an interactive presentation, with noise maps for areas to review;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design

process; an attendee held the view that the process was not a 'greenfield' process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) for each runway;
  - comments on the fact that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;
  - a description of the current airspace design;
  - a slide depicting aircraft movement data (arrivals and departures) for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft; and
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft,
- A question was asked about the threshold height where aircraft were permitted to peel off. AIRSERVICES advised that aircraft peel off at around 10,000ft, but that this was subject to operational requirements.
- The presentation was continued:
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded; and
  - an explanation of the constraints on the design process, including not having flights too high or too fast; international and domestic regulations; the single runway; and pilot and ATC workloads.
- An attendee commented that they could not see where the community was included in the key design elements. AIRSERVICES confirmed that the impact on the community was included.
- A question was asked about the 'black lines' on the A3 flight path design map. AIRSERVICES advised that this was the over-arching flight network.
- The presentation was continued:
  - an explanation of the key design elements, including enhancing safety; an additional STAR; flight distribution and Smart Tracking;
  - an explanation about Smart Tracking, including the fact it involved vertical as well as lateral guidance which offered safety from terrain and predictability in all weather conditions;

  - a redesign of Runway 30 arrivals to improve the noise impacts; integrated SIDs and STARs; new holding patterns; separating jet and light aircraft; a new eastern flight path; world heritage considerations; topography; and general aviation;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis; and
  - a slide depicting the proposed and current flight paths for Runway 30 departures.
- A question was asked as to why Dunalley had been left off the maps. AIRSERVICES advised that this was a function of Google Earth. This omission was acknowledged.
- Another attendee commented that the maps were designed to confuse attendees, with AIRSERVICES advising that it used the Google Earth markers, hence the inclusion of the capacity in the sessions to zoom into localities.
- A question was asked about the noise modelling impact should the light aircraft and jet flight paths for Runway 12 departures be swapped. AIRSERVICES commented that this would be too tight for jets, advising that this feedback had also been provided at an earlier session. AIRSERVICES also commented that light aircraft hold up jets, therefore light aircraft needed to turn early.
- A request was made for AIRSERVICES to undertake more modelling. This feedback was noted.
- AIRSERVICES advised that there was a CASA requirement to implement SIDs and STARs, adding that this was being done progressively by AIRSERVICES.
- A comment was made that other airports had a range of navigation aids. AIRSERVICES commented that there was a CASA mandate to implement satellite systems, adding that GPS was the primary form of navigation. AIRSERVICES added that this provided the safest outcome.
- A comment was made that the AIRSERVICES CEO had stated that recent safety incidents were "teething problems".
- A question was asked as to why Hobart was being downgraded to a regional airport status with aircraft movements to be controlled from Melbourne. AIRSERVICES commented that, from an airspace design perspective, Hobart is a capital city airport. AIRSERVICES undertook to follow-up.
- The presentation was continued:
  - a slide depicting the proposed Runway 30 arrivals (existing and proposed), including the RNAV path, the Smart Tracking path, the light aircraft path and the path from the southern ports; and
  - a slide on the Runway 12 departures.
- A question was asked about the height when flights are able to 'veer off'. [Note: this information had been provided in an earlier session].
- A comment was made that people who bought under flight paths were aware that aircraft would be overhead. A request was made to return to the pre-September 2017

flight paths. AIRSERVICES commented that this was not possible as there was a need to provide an RNAV and a Smart Tracking path for arriving aircraft.

- A further comment was that there was a concern that there was now a precedent that the areas were now overflown. This feedback was noted.
- A comment was made as to why CASA could not insist that all airline operators and aircraft use Smart Tracking. AIRSERVICES advised that not all airline operators, aircraft and air crew had been approved to fly the Smart Tracking path. [Note: AIRSERVICES had advised an earlier session that operators were moving to Smart Tracking and were training air crew].
- AIRSERVICES added that because not all aircraft can fly Smart Tracking, there was a need for both the RNAV and Smart Tracking flight paths.
- A comment was made that the new Smart Tracking flight path had an impact on Bream Creek. This feedback was noted.
- A suggestion was made for the Smart Tracking path curve to be continued and swing further towards Sorrel.
- A further request was made to identify paths that could be brought close to the original flight path (i.e. pre-September 2017). This feedback was noted.
- A question was asked as to whether flying over water or flying over land was a safety issue. AIRSERVICES confirmed that there no safety issues.
- An attendee commented that she would be happy if one of the two paths (i.e. a SIDs or STAR path) could be moved from Forcett and Kellevie. Others supported this suggestion. [Note: this attendee had made this request at several sessions and in a number of Feedback Forms]. This feedback was noted.
- A comment was made that it was upsetting for people to zoom in over properties and see where flight paths are located. [Note: this had the effect of confirming to people the impact of the flight paths on specific properties and localities].
- A comment was made that the arrival path along the coast was okay.
- A comment was made that a curfew needed to be considered. This comment was also made later in the session.
- A comment was made that solutions proposed in this session would impact other communities. This feedback was noted.
- A comment was made that pushing flight paths over to the east (over land) was placing paths over an amphitheatre, adding that it was not the fly over that was the main issue but the noise.
- A comment was made that Lime Bay had been destroyed by the current flight paths, requesting that flight paths return to where they were previously.
- A question was asked about the growth in flights at Hobart. AIRSERVICES advised that the airport was predicting a 3.6% growth, adding that this had already been exceeded.
- A request was made for the freight aircraft to follow the jet flight paths (as opposed to the light aircraft path). This feedback was noted.
- A question was asked whether AIRSERVICES would compensate individuals.

- A suggestion was made to move the jet flight path for Runway 12 departures to the existing path, with the light aircraft path to also move. This feedback was noted.
- Again, a suggestion was made to move the flight paths to the pre-September 2017 flight paths. AIRSERVICES commented that it had tried to replicate the earlier flight paths, but that the earlier visual track was too tight. This feedback was noted.
- A comment was made to use the airspace to the west of Hobart. This feedback was noted.
- A suggestion was made to move flights away from Schouten Island and move to the west (i.e. use IPLET as the way point). This feedback was noted.
- A suggestion was made to move the eastern path (i.e. over water) back over land, but avoiding communities as much as possible. Essentially, taking the paths back to the pre-September 2017 paths. This feedback was noted.
- A request that Bream Creek be relatively noise free.
- Dr Parkes checked whether attendees wanted to continue the presentation on the options to the west of Hobart or to continue with questions.
- AIRSERVICES explained the removal of the VOR, confirming that it was now considered as a back-up navigation aid. A concern was expressed that the beacon had not yet been switched on.
- AIRSERVICES added that there was a need to review the VOR which would involve consultation, adding that it would be used for flight training and that Launceston also provided a suitable back up system.
- AIRSERVICES added that, in designing the Hobart flight paths, there was a need to also examine the link with the broader network.
- A question was asked about international flights into Hobart. AIRSERVICES advised that these aircraft would use the designated jet flight paths, adding that the design had a 10 year horizon and was intended to address these flights.
- A suggestion was made to have parallel SIDs and STARs. AIRSERVICES commented that it did not want the same locality flown over with both paths.
- An attendee asked about the holding patterns. AIRSERVICES explained the proposal, adding that data had shown that this had been used once by a jet in the last month.
- AIRSERVICES undertook to check the number of jets that had used the holding pattern and the number of trainee pilots who had used this area for instrument practice. This action was noted.
- Two Feedback Forms were submitted by attendees at this session:
    - one attendee commented that flight paths should be returned to the pre-September 2017 flight paths; and
    - the second attendee also called for flights to return to the pre-September 2017 flight paths and also called for an independent environmental assessment. This feedback was noted.
- This session closed at 4:20pm.

<u>Summary</u>

- There was discussion around Runway 12 departure flight paths being made tighter and as close to the airport as possible. [Note: this would have an impact on other localities].
- There was strong support to return to the pre-September 2017 flight paths.
- Reference to flight paths to the west of Hobart was minimal.
- Discussion of the eastern flight path (i.e. over water) was minimal.
- The need to consider adjusting the Smart Tracking flight paths to avoid particular localities, such as Forcett and Kellevie.

Actions:

- AIRSERVICES to advise/confirm whether it is proposing to downgrade Hobart to a regional airport status.
- Request for information on height when departures 'veer off' from the flight path track.
- AIRSERVICES to check how many times the holding patterns were used (both jets holding and light aircraft training).

Dunalley – Tuesday, 20 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 12:07pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 19 attendees and observers (head count), with 16 registrations.
- Dr Parkes opened the session:
  - informing attendees that the TPC and AIRSERVICES teams had a tight schedule, needing to depart at 2:00pm;
  - advising that TPC was assisting AIRSERVICES with the community feedback sessions;
  - identified that there had been lots of feedback and ideas from the earlier sessions;
  - outlining the session structure and introducing the presenter from AIRSERVICES (Fiona Lawton) and representatives from TPC;
  - noted that there were new attendees, and advising that the presentation would be delivered;
  - noted attendees were from Boomer Bay, Primrose Sands, Murdunna, Sloping Main, Dunalley, Forcett and Bream Creek, which would be areas to target in this session; and
  - advised that Feedback Forms were available on the tables, with feedback also able to be provided through the TPC contacts and the AIRSERVICES website.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- An attendee enquired about the whereabouts of AIRSERVICES's second presenter, Mr Hall. AIRSERVICES advised that he was not able to attend today's sessions. Another attendee commented that a number of attendees had scheduled a meeting with Mr

Hall following today's session. Ms Lawton commented that she was not aware of any further meeting given this was the additional scheduled session at Dunalley.

- Ms Lawton delivered the AIRSERVICES presentation:
  - a comment that the sessions provided an opportunity for community feedback.
- An attendee commented that this session did not provide what the community wanted and a number of community members then left the room at this time.
- The presentation was continued:
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - a description of the current airspace design;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft;
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded;
  - an explanation of the constraints on the design process; and
  - an explanation of the key design elements based around a 'blank piece of paper', including enhancing safety; the re-design of the Runway 30 RNAV; and topography, adding that good feedback had already been received on topography.
- Dr Parkes also commented that attention had also been brought to other areas of the coast, such as Maria Island and links with Abel Tasman.
- The community members returned and the presentation continued:
  - the design also addressed world heritage sites; separating jet and light aircraft; and introducing Smart Tracking (an additional STAR);

  - an explanation that Smart Tracking involved vertical as well a lateral protection, adding that it was being 'rolled out' across a number of locations and was currently only available for arrivals;
  - an explanation that the proposed design included an integrated SIDs and STARs with a vertical cross-over that was higher with a greater separation, explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures;
  - the inclusion of a new eastern path, adding that varied community feedback had been received with suggestions to move this path further out, or to move the path over land as well as a combination of suggestions;
  - the design of the holding patterns and consideration of general aviation operations at Cambridge Airport;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis;
  - a slide depicting the proposed flight paths for Runway 30 departures, noting the SIDs to Strahan, Antarctica and Launceston;
  - a slide depicting the proposed Runway 12 departures;
  - a slide depicting the Runway 30 arrivals, adding that discussions had occurred at earlier sessions on the flight paths from the eastern ports (i.e. Sydney, Brisbane and Gold Coast);
  - slides depicting the proposed flight paths overlaid on the current flights;
  - a slide depicting the holding patterns; and
  - a slide reflecting the noise modelling footprints.
- A question was asked whether there were no aircraft over 60 decibels. AIRSERVICES advised that the screen shots showed locations were there were more than 10 noise events each day, adding that the screen shots were noise pictures. AIRSERVICES advised that the modelling was the most sensitive available.
- Aircraft noise was heard which interrupted the presentation. It was identified that this was a recording played by an attendee in the session. It was understood that the intent was to demonstrate the impact of aircraft noise. This occurred on three occasions.
- A comment was made that the community has been making a point about the impact of aircraft noise for the past 14 months.
- A further comment was made that there was no noise sharing and that Hobart was burdening all the noise on the east coast.
- Dr Parkes informed attendees that, in relation to the flight path designs, "nothing was set in concrete". AIRSERVICES added that it was not predicting any outcome.
- An attendee asked how the review would be rolled out over time and whether AIRSERVICES will come back to the community. AIRSERVICES confirmed that all feedback was being taken by the TPC team which will be put into a consolidated report.

AIRSERVICES advised that feedback can also be provided through the AIRSERVICES NCIS team.

- An attendee identified that he had a land development proposal which is directly under the reported noise events, adding that the noise events showed that flights simply surrounded the community. He added that there was no noise sharing unless there was a western route. This feedback was noted.
- An attendee commented that she had no confidence that the information reported will genuinely be included in the community feedback. [Note: the reporting process had been outlined earlier in the session].
- A comment was made that AIRSERVICES was uncertain with the world heritage areas and local businesses. [Note: earlier feedback had identified a world heritage site on Maria Island].
- An attendee stated that, based on the data presented, the proposal did not make sense. AIRSERVICES advised that it needed to consider noise improvements across all communities. The attendee asked about the 'net benefit'.
- An attendee asked for a 'call of hands' as to who was happy with the new eastern path, identifying that there was not one person.
- Another attendee asked what would happen if changes were made to the flight path designs. AIRSERVICES advised that noise modelling would be re-done and then community consultation would also be undertaken.
- A question was asked as to whether a full environmental assessment had been undertaken by AIRSERVICES. AIRSERVICES advised that an initial screening is undertaken and then a targeted environmental impact assessment is undertaken, adding that if the assessment meets the threshold criteria then the assessment is required to be submitted to the Minister of the Environment for advice.
- An attendee commented that he did not agree the threshold criteria as 'on the ground' data was not available. AIRSERVICES confirmed that a targeted environmental assessment for the proposed flight path design has been completed. An attendee requested a copy of this assessment. AIRSERVICES confirmed that this had already been requested. This action was noted.
- An attendee commented that, depending on the volume of feedback, there may need to be an extension of time in order to complete reporting. Dr Parkes confirmed that TPC is considering requesting an extension. [Note: AIRSERVICES subsequently posted a revised design review timetable on its website].
- AIRSERVICES confirmed that the environmental threshold criteria are being reviewed as part of the ANO recommendations.
- Dr Parkes checked with the session attendees whether they would like AIRSERVICES to continue with the presentation.
- An attendee queried why AIRSERVICES was calling the review a 'greenfield' review when 70% of the design is unchanged and clearly not all options were 'on the table'. AIRSERVICES confirmed that there were certain constraints.

- An attendee commented that she had previously been over flown by 100% of aircraft and the proposal has only changed this to 70% overflown.
- Another attendee commented that the review was not a greenfield process, adding that the outcome was slightly better for some and slightly worse for others. Adding that he felt AIRSERVICES was determined to surround the community.
- He further commented that there was no noise relief and no noise sharing, adding that he was willing to have some noise sharing. This feedback was noted. AIRSERVICES advised that it had not spoken about noise relief but had talked about flight distribution.
- Attendees commented that the community was not slightly better or slightly worse off, but much worse off (Kellevie, Connellys Marsh and Primrose Sands). This feedback was noted.
- A comment was made that this area had not been previously overflown prior to September 2017 and yet the presentation was about comparing the proposed flight paths to the current flight paths. The attendee added that this area should be regarded as not previously overflown. This feedback was noted.
- An attendee commented that the flight paths should be directed to areas that had previously been overflown This feedback was noted.
- An attendee requested that AIRSERVICES acknowledge that this area was not previously overflown and that AIRSERVICES had delivered a disingenuous presentation, adding that it was wrong to assume that the current flight paths were acceptable. This feedback was noted.
- AIRSERVICES commented that the reference to “tweaking” was a reference to feedback and that during earlier sessions communities had acknowledged that the flight paths could not go back to the pre-September 2017 flight paths.
- AIRSERVICES clarified that the targeted assessment compares the proposed flight path impacts with the current flight paths. There was a general comment that the comparison should be with the pre-September 2017 flight paths. This feedback was noted.
- A query was made as to whether any communities were better off. AIRSERVICES identified Sorell, Sloping Main, Campania, Bridgewater and Bridgton as examples.
- Dr Parkes confirmed that a request was made to view the considerations for a western flight path.
- The presentation was continued:
    - an explanation of the consideration for a path from the southern ports (i.e. Melbourne, Adelaide and Perth) to loop around the Hobart; and
    - the further consideration for a flight path around Mt Wellington, explaining the increased complexity and safety issues with this consideration.
- There were general adverse comments made about AIRSERVICES’s work and presentation of these considerations. AIRSERVICES commented that a restriction was Danger Area D316.

- A question was asked whether a potential departure track could travel west. AIRSERVICES advised that CASA would need to consider this suggestion. This feedback was noted.
- In relation to the holding area, AIRSERVICES advised that light aircraft would undertake instrument training with ATC flight clearance.
- In relation to possible considerations for a flight path to the west, AIRSERVICES invited an attendee to again present a proposal presented at an earlier session. This invitation was declined.
- A suggestion was made to relocate Danger Area D316. AIRSERVICES advised that CASA would need to review and approve such a change. This feedback was noted. A question was asked whether AIRSERVICES would commit to asking CASA to review the western approach. AIRSERVICES committed to discuss with CASA, adding that it did not know CASA's intentions.
- An attendee asked whether there was another technical reason to prevent implementing a western approach, with a flight path down the Derwent River. This feedback was noted.
- Another attendee asked whether the contract with Air Asia for pilot training had been factored into the designs. AIRSERVICES advised that the holding pattern would be used for instrument training purposes, adding that this was currently happening.
- An attendee made a statement that the AIRSERVICES Executive General Manger had considered Hobart airport to be a new airport, and commenting that a 'blank sheet of paper' approach must include a review of D316 and that the community was asking for a comprehensive review. This feedback was noted.
- This attendee called for a "motion of no confidence" in AIRSERVICES.
- An attendee suggested removing the departures path from the west of Primrose Sands. This feedback was noted.
- A further suggestion was to slightly move Danger Area D316, adding that there should no reason to not take flights over west, even if only the southern port traffic. This feedback was noted.
- A further request was made to approach CASA to move Danger Area 316. This feedback was noted.
- An attendee asked about the current back-up navigation system for Hobart airport. AIRSERVICES advised that the Launceston VOR can be used as the back-up, adding that the ATC would be issuing instructions. AIRSERVICES also commented that the VOR at Hobart will be re-commissioned, adding that this will require consultation.
- In response to a question, AIRSERVICES explained who was approved to use the Smart Tracking paths.
- In response to a question, AIRSERVICES explained the operation of holding patterns.
- An attendee asked whether there were further considerations by AIRSERVICES. AIRSERVICES advised that a flight path south of Murdunna had been considered, but was a prohibitive distance. An attendee stated that this was part of doing business for airline operators.

- A question was posed as to why AIRSERVICES had placed three new flight paths "over our heads".
- An attendee commented that the process was like September 2017 all over again.
- An attendee commented that AIRSERVICES was determined to surround the community, thereby shattering future growth of the area. This feedback was noted.
- Dr Parkes commented that AIRSERVICES and TPC had heard feedback on the 'brand value' of the east coast of Tasmania.
- An attendee asked what AIRSERVICES would take back from the community feedback sessions. AIRSERVICES summarised the feedback as:
    - take the eastern flight path off water and take over land;
    - move the way point to the north away from Shouten Island;
    - take flights south below Murdunna and event to Port Arthur;
    - take pressure off Primrose Sands;
    - take flights to the west of Hobart;
    - move flight paths away from Kellevie; and
    - other communities closer to the airport have different issues and would not want flight paths concentrated closer to airport.
- An attendee stated that she wanted confidence that feedback raised would be taken on board. AIRSERVICES advised that it eagerly wanted feedback and that this would be considered in the design process.
- An attendee asked why the flight path had been changed in September 2017, adding that if the proposed flight paths go ahead there were real concerns about a growth in flights. AIRSERVICES advised that, with regard to growth, the design process ensured that flight paths were future proofed.
- With regard to the initial change, AIRSERVICES advised that there were pressures, including the fact that the VOR had been de-commissioned and that there was a mandate from CASA to use SIDs and STARs. AIRSERVICES acknowledged that it had not consulted effectively prior to introducing new paths in September 2017.
- An attendee commented that the issue was load sharing, adding that there needed to more flight paths – eastern and western. This feedback was noted.
- A comment was made that if AIRSERVICES was serious about the design process, it would have approached CASA to move Danger Area D316. This feedback was noted.
- A question was asked about the size of aircraft able to fly into Hobart. The concern was the type of international aircraft that could fly into Hobart. AIRSERVICES advised that Hobart Airport runway was limited by its width.
- A further question was asked as to why it was not possible to return to the pre-September 2017 flight paths. AIRSERVICES advised that use of GPS had been mandated as the primary means of navigation.
- A question was asked about the number of times the review process will be undertaken. The AIRSERVICES team advised that it was not predicting whether the designs will be changed, however there would be a need to consider people in other affected areas.

- AIRSERVICES further advised that when an informed design was completed, it would make a decision at that time, adding that if the design was changed an environmental impact assessment would be undertaken as well as community consultation.
- A concern was expressed that this was "the thin edge of the wedge" and that, if implemented, there would a "free for all".
- A comment was made that the proposal for an eastern flight path (i.e. over water) would mean that this area will forever be considered overflown, adding that the proposal takes us back to where we were.
- Another comment was made that this area was previously not overflown and that it was now considered overflown.
- A question was asked whether the design date would change. Dr Parkes advised that TPC was considering requesting a change to the date [Note: AIRSERVICES subsequently posted a revised design review timetable on its website].
- Four Feedback Forms were submitted by attendees at this session:
    - one attendee thanked AIRSERVICES for the time to hold the community consultation sessions; adding that she had no problems with the current and proposed flight paths; commenting that air travel is now a part of life; and emphasising the need to keep the airways safe;
    - another attendee commented that the community had discussed its own 'best solution' which contained four major points – a flight path to the west of Hobart is possible, without needing to travel near mountains or the Danger Area; light aircraft to fly over Dodges Ferry; Runway 12 departing aircraft to turn at Lime Bay keeping them higher before turning, which also keeps flights away from Primrose Sands; this attendee also requested copies of environmental tests and certificates for noise testing;
    - a further attendee commented that the community had developed a proposal – the east coast approach is unsatisfactory (i.e. over water); there should be a departure path to the west of Primrose Sands (i.e. tight to the airport); there should be an arrival path west of Primrose Sands; and did not give consent to a pilot training area over Norfolk Bay; and
    - the fourth attendee proposed Runway 12 departures travel further over Lime Bay and turn over Connellys Marsh (i.e. the object is to remove the burden from Primrose Sands); suggested considering a western flight path; and a statement about the impact of flights that should be over Connellys Marsh actually being over Primrose Sands.

  This feedback was noted.

- This session closed at 2:14pm.
- A one-on-one feedback discussion was held with a number of local residents. The feedback involved [Note: these were annotated to a map of the designs]:

  Arrivals:

- an explanation by AIRSERVICES of the design process (i.e. from the airport out);
- a suggestion to remove the flight path east of Maria Island;
- a tighter radius for the Smart Tracking path for flights from the eastern ports;
- move the Schouten Island way point to the north and west over land (above IPLET);
- loop the RNAV and link to the Smart Tracking path;
- use the same track for RNAV and Smart Tracking;
- ensure SID and STAR are to the west of Red Hills; and
- take flights over Mount Morrison Forest Reserve north of Pawleena, noting that these are infrequently accessed.

Departures:

- keep SIDs as close as possible to the current paths, by moving the path west of Primrose Sands;
- tighten the light aircraft path to the west;
- consider a better solution for Primrose Sands; and
- flip the SID path from the east to the west (i.e. a mirror image of the proposed path).

This feedback was noted.

- Dr Parkes noted that this was feedback and not a commitment, adding that other communities should agree to the suggestions and not just residents from the Dunalley area.

Summary

- There was considerable discussion and questions during this session.
- A very strong request to avoid Primrose Sands, with suggestions from some to move it west of Primrose sands or west of Hobart, and from others for the Runway 12 departures to travel between Connellys Marsh and Dunalley.
- A request to avoid Kellevie.
- There was a strong request to consider flight paths to the west of Hobart, including a request for AIRSERVICES to approach CASA to review the positioning of Danger Area D316.
- There was also discussion around the benefits of an eastern path over water with, on balance at this session, a preference to move this over land.
- A call for the area to be considered as “not previously overflown”.
- A request to return to the pre-September 2017 flight paths.

Actions:

- AIRSERVICES confirmed that if changes to the flight path design is made then noise modelling needs to be re-done followed by community consultation.
- A request was made for a copy of the targeted environmental assessment for the Hobart Airspace Design Review.

Copping – Tuesday, 20 November 2018

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:06pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 14 attendees and observers (head count), with 13 registrations.
- Dr Parkes opened the session:
  - welcoming attendees and advising that the session was intended to obtain feedback on the Hobart flight path designs;
  - commenting that feedback was important for AIRSERVICES and that feedback was also able to be provided directly to TPC (email or phone) and the AIRSERVICES website;
  - advice that the consultation period had been extended to 21 December 2108;
  - outlining the session structure and introducing the presenter from AIRSERVICES (Fiona Lawton) and representatives from TPC; and
  - advising that as some attendees had not previously received the presentation, this would be again delivered.
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement.
- A request was made for the pre-September 2017 flight paths to be shown early in the presentation. This request was noted.
- Ms Lawton delivered the AIRSERVICES presentation [Note: the second AIRSERVICES presenter, Mr Hall, was not available for this session].
- The presentation included:
  - advice that A3 maps were on tables which showed the proposed flight paths, which were open for discussion;
  - advice that images could be zoomed in to localities and that Google Earth was available for interactive discussion;
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review and a comment that the design involved a 'greenfield' approach to the design process;
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - comments on the fact that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;
  - a description of the current flight paths; and

  - a slide depicting the pre-September 2017 flights overlaid with the proposed flight paths.
- A suggestion was made to refine the original flight paths (i.e. pre-September 2017) and consolidate as corridors, adding that this had worked for 40 years. This feedback was noted.
- AIRSERVICES advised that the pre-September 2017 operations used ground-based navigation, adding that CASA had mandated that GPS be used for navigation plus the SIDs and STARs had been implemented. AIRSERVICES added that ground-based navigation aids can no longer be used as the primary navigation aid.
- A suggestion was made to 'lock in' flight paths that were as close as possible to the original paths (i.e. pre-September 2017). This feedback was noted.
- Another suggestion was to spread the noise by having paths "all over the place". This feedback was noted. AIRSERVICES commented that the proposed designs used contemporary design principles, adding that there were certain distances that had to be allowed for turn rates, with limitations on what aircraft can fly. AIRSERVICES also added that the object was to make flights safe and efficient.
- The presentation was continued:
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain the operations/behaviour of aircraft;
  - a comment that aircraft fly to 10,000ft and are then cleared to the next waypoint, noting that there may be variances for operational reasons (such as weather);
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded;
  - an explanation of the constraints on the design process;
  - an explanation of the key design elements based around a 'blank piece of paper', including enhancing safety; an enhanced RNAV; new holding patterns; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path over water; avoiding world heritage sites; topography; moving the holding pattern and general aviation operations;
  - an explanation that Smart Tracking used improved technology that provided vertical as well as lateral guidance for aircraft; provided increased precision; and protection from the terrain which was a significant safety enhancement;

  - an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures;
  - an explanation of the noise and visual considerations, including the use of a new modelling tool (noting Hobart was the first location where this tool has been used); reflecting a busy summer's day; the loudest aircraft; based on 12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis;
  - slides depicting the proposed and current flight paths for Runway 30 departures, Runway 12 departures and Runway 30 arrivals, adding that there had been lots of feedback at earlier sessions on the arrivals paths;
  - a slide depicting the holding patterns. A question was asked whether the holding pattern had varied from the current patterns. AIRSERVICES confirmed they had;
  - an explanation of the Smart Tracking paths, adding that aircraft were able to turn corners and therefore the design is able to be tighter, further adding that earlier feedback was to consider making this even tighter; and
  - confirmation of who could use Smart Tracking.
- A suggestion was made to move the Smart Track onto the RNAV path. AIRSERVICES advised that one of the values of Smart Tracking was to get aircraft closer to the runway, adding that keeping aircraft on the RNAV path does not achieve operational efficiencies. An attendee comment was made that this was about money, with AIRSERVICES adding that it was also about safety and predictability for passengers as well as airline operators.
- A suggestion was made to move the eastern port flights (i.e. Sydney, Brisbane and Gold Coast) onto the southern port flight paths (i.e. Melbourne, Adelaide and Perth). This feedback was noted. AIRSERVICES commented that the issue was connecting to the wider network.
- A further suggestion was to have both RNAV and Smart Tracking on the same path. AIRSERVICES advised that feedback at earlier sessions suggested that there may not be interest in an 'over water' flight path.
- An attendee commented that he wanted flights to return to the pre-September 2017 flightpaths, identifying a number of localities that had been affected (Bream Creek, Boomer Bay, Dunalley, Kellevie, Nugent, Copping and Primrose Sands). This feedback was noted.
- The presentation was continued:
  - a slide depicting the proposed and current Runway 12 departures; a comment was made to move the light aircraft path west to allow the jet flight path to move west [Note: this is slightly west of the current proposed path] – this feedback was noted;
  - a slide depicting the proposed and current flight paths for Runway 30 arrivals; a comment was made to place the Launceston flights on the path for flights from the southern ports – this feedback was noted;

  - a slide depicting the proposed and current Runway 30 departures;
  - a slide depicting the proposed and current Runway 12 arrivals;
  - screen shots providing a closer look at localities (Copping, Kellevie and Nugent); and
  - an attendee commented that he was currently directly under both the arrival and departure paths (this was evident on the screen).
- A comment was made that if the proposed flight paths were moved towards Nugent, this would affect two local businesses. AIRSERVICES indicated that aircraft should be around 8,000ft at this point. This feedback was noted.
- The presentation was continued:
  - a slide depicting the suggestions from feedback already received during earlier sessions;
  - a slide depicting the holding patterns, noting that this would be for low level holding (i.e. 4,500ft to 5,000ft) and would be used in unforeseen circumstances such as bad weather and runway emergencies, adding that aircraft would hold for 15-30 minutes before deciding to land or divert; AIRSERVICES also confirmed that this area is used for pilot instrument training; and
  - a slide depicting noise level events.
- A question was asked about decibels. AIRSERVICES explained that this was a measure of sound, adding that a busy office restaurant would be 60 decibels. AIRSERVICES advised that it used 60 decibels in its modelling. AIRSERVICES advised that noise was not incremental, with 60 decibels being a lot louder than 20 decibels. AIRSERVICES further commented that noise modelling is arrivals and departures combined.
- A comment was made that there was no noise monitoring. A further comment was that AIRSERVICES should consider noise monitoring at points along the path. Another attendee commented that this was 'ground truthing' and needed to include 'before and after' readings. This feedback was noted.
- A question was asked about the impact of international flights. AIRSERVICES confirmed that this would increase flight numbers, adding that the designs were intended to future proof the flight paths for the next 10 years. AIRSERVICES added that international freight flights would travel the same paths, adding that it did not know how many such flights would occur.
- A question was asked whether freight flights will occur all night. AIRSERVICES advised that it was not involved in flight scheduling but indicated that there would be variability in the schedules.
- A comment was made that 28,084 aircraft movements was above expectations and asked about the further increase. AIRSERVICES advised that Hobart International Airport manage this, adding that the airport Masterplan prediction was a growth of 3.6%. An attendee commented that the recent growth was 7%.
- A comment was made that there was not a lot of information on future projections. AIRSERVICES advised that contracts for new and additional flights was commercial-in-confidence and that its best guess was the airport planning prediction.

- Dr Parkes checked with attendees whether they wished to continue with questions or whether they would like to view the presentation on the considerations not progressed. Questions continued.
- A question was asked about the duration of a noise event, the times aircraft flew (day and night) and whether the events were clustered or spread out. AIRSERVICES advised that it used 10 January 2018 movement data and that day modelling was 6:00am to 11:00pm. AIRSERVICES advised that it needed to confirm the duration of noise events. This action was noted.
- AIRSERVICES advised that the modelling it had undertaken for noise events at 50 decibels was to look closer at the sensitivities.
- A comment was made that implementation of flight paths should be deferred until after ground truthing had been undertaken. This feedback was noted.
- A question was asked about the largest aircraft. AIRSERVICES advised that its modelling had been based on the aircraft that currently flew into Hobart, adding that the runway was not wide enough for an Airbus A380 to land. AIRSERVICES also clarified that the Boeing 737-800 is the loudest and most frequent aircraft into Hobart.
- A comment was made that if ground truthing was undertaken, then there would be lots more than 10 events each day.
- AIRSERVICES advised that the standard modelling was at 60 decibels and that the modelling at 50 decibels was used for the discussions with the community.
- An attendee expressed concern at the Runway 12 departure path and requested that this be returned to the original path. This feedback was noted.
- An attendee asked about the type of building used for noise modelling, adding that the hamlets in the area had old buildings, adding that if 50 decibels was acceptable for indoors why was it not acceptable for outdoors. Another attendee commented that these houses would not have sound baffling. This feedback was noted. AIRSERVICES advised that 60 decibels were the Australian Standard (AS2021).
- A comment was made that the ANO had recommended that consideration be given to the use of 50 decibels. AIRSERVICES advised that it was undertaking this review. A further comment was that the flight path review should be deferred while the review of the noise levels was undertaken. This feedback was noted.
- An attendee quoted part of AS21021 which related to new noise [Note: the reference is the last paragraph to the Introduction on page 4 of the Standard].
- The presentation was continued with a slide depicting the considerations for flight paths to the west of Hobart.
- A comment was made that aircraft could travel down the Derwent River over the City, adding that people would not hear the aircraft. This feedback was noted.
- AIRSERVICES continued the presentation identifying issues with a west flight path:
    - the presence of Danger Area D316;
    - aircraft needed to be in controlled airspace;
    - significant safety risks; and
    - extra workload for ATCs.

- A suggestion was made to call for a reduction in the size of Danger Area D316. This feedback was noted.
- A suggestion was made to fly aircraft south and then up the Derwent River (i.e. below the peninsula). AIRSERVICES advised that this was prohibitive in terms of track miles, with 50 extra miles being significant in terms of fuel and emissions. This feedback was noted.
- AIRSERVICES commented that there had been other advice to not go below Murdunna. An attendee indicated that he wished to correct this statement, however AIRSERVICES confirmed that it did receive this advice. The attendee requested to see this advice. TPC commented that this was included in a collection of advice.
- Dr Parkes commented that other feedback had been understanding the importance of the 'brand value' of the entire east coast of Tasmania.
- An attendee enquired about the feedback that had been received to date. Dr Parkes advised that there was a commitment to report back on the feedback.
- An attendee requested examples of consultation undertaken by AIRSERVICES in other areas. AIRSERVICES advised that these are on the AIRSERVICES websites, citing Townsville, Brisbane, Melbourne and Perth as examples. AIRSERVICES also advised that environmental impact statements were on the airport website.
- A question was asked about the timeframe for the review process. AIRSERVICES advised that the consultation period had been extended to 21 December 2018 and that if significant changes were made to the proposed designs then noise modelling would need to be re-done and consultation undertaken again, noting the possibility of new localities being affected.
- Dr Parkes indicated that, with the extension for the consultation period, TPC would need to ask for an extension of time prior to delivering its report to AIRSERVICES, adding that the timeframe to complete the review would move.
  [Note: AIRSERVICES subsequently advised on its website a change to the review timeframe].
- A comment was made that noise at 30 decibels would affect some people, asking for noise modelling at 30 and 40 decibels. This feedback was noted.
- An attendee enquired as to whether flying over water was safer. AIRSERVICES commented that this was not necessarily safer, but added that less of the community would be overflown. AIRSERVICES added that it would be just the number of track miles. AIRSERVICES also commented that other feedback had been received suggesting to protect the east coast from visual impacts.
- An attendee commented that ground truthing should be undertaken to test noise modelling as this this may affect the outcome from the noise review. This feedback was noted.
- Another attendee expressed concern that the modelling may not be accurate. A further attendee requested extensive ground monitoring. This feedback was noted.
- Another attendee suggested deferring the new flight paths, undertaking ground testing and allowing people to take the tester home. This feedback was noted.

- A request was made to clarify the timeline. Dr Parkes confirmed that the summary report would be prepared by TPC, which would include all community feedback, adding that (based on the current timeline) AIRSERVICES will make a final decision in January 2019 and provide a report on how the feedback was considered. [Note: since this statement, the review timeline has been extended].
- An attendee asked when the community will know when the feedback has influenced the designs and wanted to review the outcome and then feedback again until the community is happy with the outcome. AIRSERVICES advised that it was not pre-empting the outcome from the community feedback consultations, needing to wait until the consultations had been completed and the report completed. This feedback was noted.
- AIRSERVICES informed attendees that the further mechanisms for feedback were the Feedback Forms on the tables, the TPC contact points (email and phone) and the AIRSERVICES website.
- Attendees thanked Ms Lawton for her presentation.
- Three Feedback Forms were submitted during this session:
    - one attendee requested that, to the greatest extent possible, flight paths should return to the pre-September 2017 paths; commenting that noise increased post-September 2017 and improved slightly post-March 2018; and further commenting that the proposed flight paths would increase the noise in Bream Creek and therefore were unacceptable;
    - another attendee commented that there has not been a good explanation why aircraft could not fly south-east of the Tasman Peninsula, adding that this would solve the noise concerns of affected communities; and commented that tourist businesses should not be weighed more importantly than locals; and
    - the third attendee commented that locating flight paths over areas of low population density is unfair to rural areas, adding that the number of residents newly affected by significant noise should be minimised.

  This feedback was noted.

- This session closed at 8:21pm.

<u>Summary</u>

- There were many questions that did not directly lead to specific feedback.
- There was considerable discussion around noise levels and a strong call for noise monitoring.
- There was discussion around flight paths to the west of Hobart, although not as strong as other sessions.
- There was discussion around the flight path over water, with calls to both extend and to remove this path.

- There was discussion around returning to the pre-September 2017 flight paths. There was also discussion around taking flight paths as close as possible to the pre-September 2017 flight paths.
- There were varying suggestions for changes to the flight paths from the eastern ports.
- There was interest in the expected growth in flights into and out of Hobart.

Actions:

- AIRSERVICES to advise the duration of a noise event identified in the modelling.

South Region

Fact Sheet

- This area has had visual and noise impacts from the post-September 2017 and post-March 2018 flight paths. The situation is expected to improve for this region with visual or noise impacts unlikely over this region under the proposed flight paths.
- One session was scheduled in this region at Taranna Community Hall, Arthur Highway, Taranna on Wednesday, 21 November 2018 from 6:00pm to 8:00pm
- Other localities in close proximity to the selected venue include:
    - Eaglehawk Neck – 8.9 kilometres (8 minutes) from Taranna;
    - Murdunna – 23 kilometres (23 minutes) from Taranna;
    - Nubeena – 17 kilometres (17 minutes) from Taranna;
    - Premaydena – 12 kilometres (13 minutes) from Taranna;
    - Saltwater River – 17 kilometres (20 minutes) from Taranna;
    - Slopping Main – 25 kilometres (28 minutes) from Taranna; and
    - Sommers Bay – 26 kilometres (26 minutes) from Taranna.
- Population counts at the 2016 Census were:
    - Eaglehawk Neck – 385
    - Murdunna – 309 [Note: also included in east region];
    - Nubeena – 481;
    - Premaydena – 99;
    - Saltwater River – 123;
    - Slopping Main – 47;
    - Sommers Bay – (included with Murdunna); and
    - Taranna – 156.
- Overall, there was an improvement with the proposed flight paths designed further north of this region.

Presentation, feedback details and actions arising from sessions held in the South Region.

Taranna

Presentation and Feedback

- Dr Tania Parkes facilitated this session.
- This session was opened at 6:08pm allowing attendees to register, collect Fact Sheets and be seated.
- There were 19 attendees and observers (head count), with 18 registrations.
- Dr Parkes opened the session:
    - informing attendees that TPC was assisting AIRSERVICES with the community feedback sessions;

  - informing attendees that the session was intended to obtain feedback and views to inform the design of the proposed Hobart Airspace Design;
  - informing attendees that community consultation commenced on 31 October 2018 and had been extended to 21 December 2018;
  - advising that Feedback Forms were available on tables and that feedback could also be provided via TPC contacts and the AIRSERVICES website; Dr Parkes confirmed that feedback will go to TPC for inclusion in the consultation feedback report;
  - identifying attendees from Sloping Main, Premaydena, Nubeena, Murdunna, Smooth Island, Dunalley, Primrose Sands and Forcett, adding that with earlier sessions at other locations the focus of this session would be on Slopping Main; and
  - outlined the session structure and introduced the presenter from AIRSERVICES (Fiona Lawton) and representatives from TPC. [Note: the second presenter from AIRSERVICES (Neil Hall) was not available for this session.]
- Dr Parkes checked with attendees that they were agreeable to the session being audio recorded for record taking purposes. There was agreement. An attendee advised he was video recording the session – there were no objections to this.
- Ms Lawton delivered the AIRSERVICES presentation. The presentation included:
  - commentary that AIRSERVICES was seeking feedback, ideas and suggestions from attendees;
  - Google Earth capability was available to drill down to localities where people live; and
  - an explanation of the Terms of Reference for the Hobart Airspace Design Review which were on the AIRSERVICES website and a comment that the design involved a 'greenfield' approach to the design process.
- An attendee commented that AIRSERVICES should treat areas as previously not overflown, with the emphasis to be on comparing the proposed design to the pre-September 2017 flight paths for noise modelling purposes. AIRSERVICES advised that it had a slide on actual flight behaviour pre-September 2017.
- The presentation was continued:
  - an emphasis on AIRSERVICES's core role of safety with a specific review of SIDs and STARs;
  - a comment that the current flight paths included one SIDs (Standard Instrument Departure) and two STARs (Standard Instrument Arrival) at each end of the runway;
  - a comment that flight paths need to be operable and that the proposed designs included safety enhancements and earlier community feedback;
  - a slide depicting aircraft movement data for the period 1 July 2018 to 30 September 2018, which showed the differences between the flight design and the actual path flown by aircraft;
  - noting that flight paths are a line but that flights are actually in a corridor around a line, adding that arriving aircraft follow a narrower corridor with a wider corridor and 'splay' by departing aircraft; this information was provided to explain

the operations/behaviour of aircraft, noting that different aircraft and air crew have different performances;
  - an observation that there is a current distinction between winter and summer operational patterns, with winter flights solely using Runway 30 and summer flights using both Runway 30 and Runway 12 equally;
  - an observation that over the period January 2018 to July 2018, there were between 41 and 90 daily flights with a daily average of 62 flights (arrivals and departures combined) and that in 2017 there was a total of 28,084 aircraft movements recorded; AIRSERVICES also noted that actual growth in flight numbers had exceeded the forecasts of the Hobart International Airport;
  - an explanation of the constraints on the design process, including the single runway, regular public transport to be within controlled airspace and aircraft capability;
  - an explanation of the key design elements including enhancing safety; re-design Runway 30 RNAV to achieve improved noise outcomes; separating jet and light aircraft; introducing Smart Tracking (an additional STAR); a new eastern flight path (over water); taking account of world heritage-listed sites; topography; and introducing flight distribution as requested by the community;
  - AIRSERVICES confirmed that good feedback had already been received on how valleys impacted noise;
  - an explanation was given on the use of the term RNAV, which involved the use of GPS technology;
  - an explanation that the additional STAR involved Smart Tracking which provided vertical as well as lateral guidance for aircraft (RNAV only provided lateral guidance) and which offered greater protection from the terrain; Queenstown in New Zealand was cited as an example where Smart Tracking was used;
  - an explanation that the proposed design included a vertical cross-over that was higher with a greater separation, and explaining that the integrated SIDs and STARs design involved an unrestricted cross-over with arrivals now proposed to be below departures and taking the cross-over point further north;
  - a comment that the proposed eastern path (over water) took 30% of flights off land, adding that there had been lots of different feedback on this path across the sessions; and
  - an explanation of the holding pattern, including the fact that it needed to be close to the runway and the RNAV trident.
- A question was raised about the proposed holding pattern and the fact that the slide did not show where this was before (i.e. where the current holding pattern is located). AIRSERVICES undertook to provide this information in a later slide during this session.
- The presentation was continued:
  - an explanation of the noise and visual considerations, including the use of a new modelling tool; reflecting a busy summer's day; the loudest aircraft; based on

12 months projected movements; a 10 year outlook; and rural-residential sensitivity analysis.

- A question was asked about the 10 year projections. AIRSERVICES advised that it used 12 month projections for modelling purposes, using the Airport's projections. The attendee commented that the actual increase had been greater than the 3.6% annual growth projection. The attendee also commented that the Airbus A320 aircraft should be used for noise modelling purposes. This feedback was noted.
- The presentation was continued:
  - an explanation of the proposed Runway 30 departures, including the paths to Antarctica, Strahan, southern ports, Launceston and the eastern ports;
  - an explanation of the proposed Runway 12 departures;
  - an explanation of the Runway 12 arrivals, including identification of the Smart Tracking path, light aircraft path and the path from the southern ports; adding that during summer flights will arrive over Bagdad;
  - an explanation of the Runway 30 arrivals; commenting that if Smart Tracking is approved this would approximate the pre-September 2017 flight path and noting that the RNAV flight path was also available;
  - adding that Smart Tracking is the future for contemporary flight path designs, confirming that Smart Tracking was not currently used at Hobart and adding that the corridor would be narrower and closer to the airport;
  - AIRSERVICES confirmed that there was a need for both the Smart Tracking and RNAV flight paths; and
  - AIRSERVICES advised that Smart Tracking would commence when a new design is approved, adding that this would be effective, safe and would offer predictability and a short path.
- An attendee asked that AIRSERVICES explain why Smart Tracking was not used at the Sydney Airport. AIRSERVICES provided the technical explanation, commenting that Smart Tracking would be used at the new airport to be built at Badgerys Creek.
- A comment that slides have been prepared showing a closer look at localities.
- AIRSERVICES commented that feedback received so far included taking the path south through Eaglehawk Neck; taking flights below Port Arthur; removing the eastern path and bringing flights through the north, noting that flights needed to connect with the RNAV.
- The presentation was continued:
  - a slide depicting the current and proposed Runway 30 arrival flight paths, identifying that the proposed paths had moved north;
  - a slide depicting the Runway 12 departures, commenting that feedback so far had been to move the path lower (below Primrose Sands) and comments that there were noise issues over water; an attendee noted that Slopping Main would not be overflown in the proposed design; and
  - a slide depicting the holding pattern at the south-east end of the runway, with aircraft holding at 4,500ft to 5,000ft and for periods up to 15-30 minutes; and

confirming that aircraft movements only included arrivals and departures and not aircraft circulating in the holding patterns.

- An attendee claimed that the holding pattern had been re-defined for training. AIRSERVICES corrected this claim as not being true, explaining that trainee pilots had always used the holding pattern for instrument flight training, fly a published pattern, approximate the inner circle of the holding patterns and did day-time operations only.
- The attendee commented that a significant increase in pilot training was projected. AIRSERVICES commented that there would not be many trainee pilots in the holding pattern area, with six using this each day.
- Another attendee added that the intention was for flight training to be distributed across Tasmania and not concentrated in Hobart area. A further comment was that Cambridge Airport was undertaking flight training in additional areas around the state.
- AIRSERVICES advised that it would prepare a Fact Sheet on holding patterns. This action was noted.
- The presentation was continued:
  - a slide on noise modelling, explaining that events reflected noise above 60 decibels and more than 10 events per day;
  - a slide showing current modelling over the Tasman Peninsula;
  - a slide showing that noise had moved north above Smooth Island and that there were no noise events at Murdunna; a request was made to show the noise events at 50 decibels; and
  - a slide depicting actual flights in February 2017, which showed the behaviour of aircraft and commenting that this was not indicative of the winter flights.
- A question was asked on the reason for the change to flight paths. AIRSERVICES commented that the earlier flight path had worked for a long time, with aircraft picking up the VOR which was not as safe or predictable as current technology. AIRSERVICES added that GPS is now the primary source of navigation which CASA now mandated to use. Further, with the airport runway extension, the VOR was removed. AIRSERVICES confirmed that the SIDs and STARs flight paths were safer and more efficient.
- A question was asked about the height of arriving aircraft over Lime Bay. AIRSERVICES advised that they were around 3,900ft.
- An attendee commented that Fact Sheets had been found to contain errors. Another attendee noted that Google Earth does not necessarily accurately depict the location of localities, which may contribute the errors in Fact Sheets. Two images of maps showing errors by Google Earth in the location of specific sites were provided.
- An attendee asked whether any noise monitoring had been undertaken. AIRSERVICES confirmed that there had not been no noise monitoring and that this had not been part of the design process. AIRSERVICES added that there had been feedback at earlier sessions about noise monitoring. Another attendee suggested noise monitoring data "would be scary".
- A question was asked about how community feedback would be collated. Dr Parkes confirmed that TPC will collate and prepare a report on the feedback to AIRSERVICES

and AIRSERVICES will make this report available to the community. AIRSERVICES advised that there were various means by which feedback can be provided.

- AIRSERVICES presented slides depicting 50 decibel noise events at Murdunna and Slopping Main. An attendee requested that 50 decibel maps for all affected communities be put onto the AIRSERVICES website. This feedback was noted.
- A question was asked about what AIRSERVICES would do in relation to the proposed eastern flight paths if CASA did not approve a change to the controlled airspace over Maria Island. AIRSERVICES advised that the process with CASA would take around 6 months. AIRSERVICES added that work would continue on the designs to address issues.
- A question was asked about what would happen if the proposed design was not approved. AIRSERVICES advised that if one flight path was changed, then this changes the design and the modelling work would need to be re-done, with further stakeholder engagement and community consultation required. AIRSERVICES added that there had been lots of feedback to date on the designs.
- An attendee commented that, so far, there had been no discussion in the presentation on a flight path proposal to the west of Hobart. Dr Parkes commented that this had been considered by AIRSERVICES but design work had not been continued on it. Another attendee commented that it was disappointing that these considerations had not been presented at this session.
- The presentation was continued, addressing the considerations for flight paths to the west of Hobart:
    - one consideration was to move the southern port flights (i.e. Melbourne, Adelaide and Perth) to the west with a loop across to the east; AIRSERVICES explained that this was not progressed because of weather issues, high pilot workload and the inefficiency of the path;
    - an attendee commented that the RFDS flies such a track and that there were flights over the Derwent River 10-15 years ago; AIRSERVICES commented that the flight path needed to be operable for public passenger jets; and
    - a second consideration involved arriving from CLARKE and flying deeper around Mt Wellington; AIRSERVICES explained that airline operators do not like flying near mountains, there are weather shear concerns, there was no opportunity for Smart Tracking, there were concerns with Danger Area D316 (i.e. flight training area) and CASA approval was needed to change this area's boundary which all lead to a safety risk, adding that CASA would also need to approve a change to the controlled airspace.
- A question was asked about the proposed flight path near Maria Island. AIRSERVICES commented that the design had not been modelled on potential international flights, confirming that any jet freight and international flights would travel on the jet SID and STAR flight paths. An attendee commented that this would be a "hell of a concentration of flights"
- A suggestion was made to not place the eastern flight path over water. This feedback was noted.

- An attendee questioned why future growth had not been included in the modelling. AIRSERVICES commented that growth projections were a matter for the airport.
- AIRSERVICES commented that the alternative flight paths were to distribute flights, adding that 17 flights were expected to use Smart Tracking. An attendee questioned why, if most flights can use Smart Tracking, the number used for the design (i.e. 17) was so low. AIRSERVICES advised that this was to enable sequencing of landings with both RNAV and Smart Tracking to be used. AIRSERVICES advised that the designs must have an RNAV.
- An attendee suggested that, given that there was lots of feedback from different communities, it would be prudent to hold another collective meeting close to 21 December 2018 so that collated feedback can be given to the one group. This feedback was noted. AIRSERVICES and TPC responding comments were:
    - AIRSERVICES advised that consultation was open to 21 December 2018 and that there had been far ranging and disparate range of feedback and views presented; and
    - Dr Parkes commented that information would be analysed and summarised into a report which would be given to AIRSERVICES which would provide the report to the community.
- An attendee commented that areas not previously overflown were more acutely affected than those that had flights overhead before. This feedback was noted.
- AIRSERVICES summarised some feedback from earlier sessions, including:
    - a tighter Runway 30 arrival Smart Tracking flight path;
    - one Runway 12 departure flight path which travelled over State Forest areas; and
    - removing the eastern flight path over water.
- An attendee raised a concern that a group of residents who had attended a session at Dunalley on Tuesday, 20 November 2018 appeared to have received preferential treatment with a separate sit-down discussion meeting:
    - Dr Parkes assured the attendee that no-one was receiving preferential treatment and that this was all part of the community consultation process and that TPC had recorded the community ideas. [Note: a further sit-down consultation was held with local residents at the conclusion of this session]; and
    - the attendee commented that he was pleased that people who were vocal at the Dunalley session were not as vocal at this session.
- One Feedback Form was submitted during this session. This attendee requested:
    - noise monitoring as opposed to noise modelling;
    - decibel readings for all localities to be shown on maps;
    - details of the person undertaking the noise modelling (and noise monitoring);
    - one SID or STAR to be removed from Forcett; and
    - information on new freight and international flights.

  [Note: this attendee had requested similar information at several sessions and in a number of Feedback Forms].

- This session closed at 8:03pm.
- The following further feedback comments were made by a group of local residents [Note: this was annotated to a map of the designs]:
  - noted that current flight paths were shown in the Fact Sheets as being 3.5km from Sloping Main and advised that these were actually 2km from Sloping Main (this reflected the errors in Google Earth);
  - noted that should the eastern (over water) flight path be removed, the RNAV trident would not move;
  - AIRSERVICES clarified why flight paths could not return to the pre-September 2017 flight paths;
  - a comment that people moved to the area for the quiet and solitude;
  - a comment expressing surprise with the changes;
  - a preference to not use the centre branch on the trident, but rather the north branch;
  - AIRSERVICES advised that it cannot trial a change as all procedures were required to be approved;
  - AIRSERVICES confirmed that the period to obtain CASA approval to change airspace was around six months, adding that the earliest implementation of a change would be November 2019;
  - AIRSERVICES commented that given the community feedback, changes to the design may be expected, which may involve a further process of modelling and consultation;
  - AIRSERVICES advised that the RNAV trident design for Runway 30 arrivals had changed and had been compressed towards the runway;
  - a view that the location of the Runway 30 RNAV trident appeared satisfactory, noting that there were no other flight paths to this approach;
  - commented that the maps were dark and therefore hard to read; this feedback was noted; and
  - noted that aircraft noise above the Coal Mines Historic site was high and requested that flights avoid this area.
- An attendee submitted a map depicting suggested changes to the proposed designs, which simplified the design and included:
  - the removal of the eastern (over water) Runway 30 arrival flight path;
  - a RNAV Runway departure flight path over or to the east of Connellys Marsh (presumably for eastern ports); and
  - a new Runway 12 departure flight path crossing near Lauderdale (presumably for southern ports).
- Ms Lawton spoke to an attendee who had requested information on current and proposed holding patterns. This information had been overlooked during the session. [Note: information was subsequently forwarded to this attendee at a later time].

Summary

- There were many questions during this session which, while answered, did not necessarily lead to specific feedback on the Hobart Airspace Design Review.
- Local residents appeared supportive of the proposed flight path designs, in particular the fact that flight paths had been moved further north of Murdunna.
- Other attendees (non-local) focussed on a possible flight path to the west of Hobart and advocated to remove the eastern flight path over water.

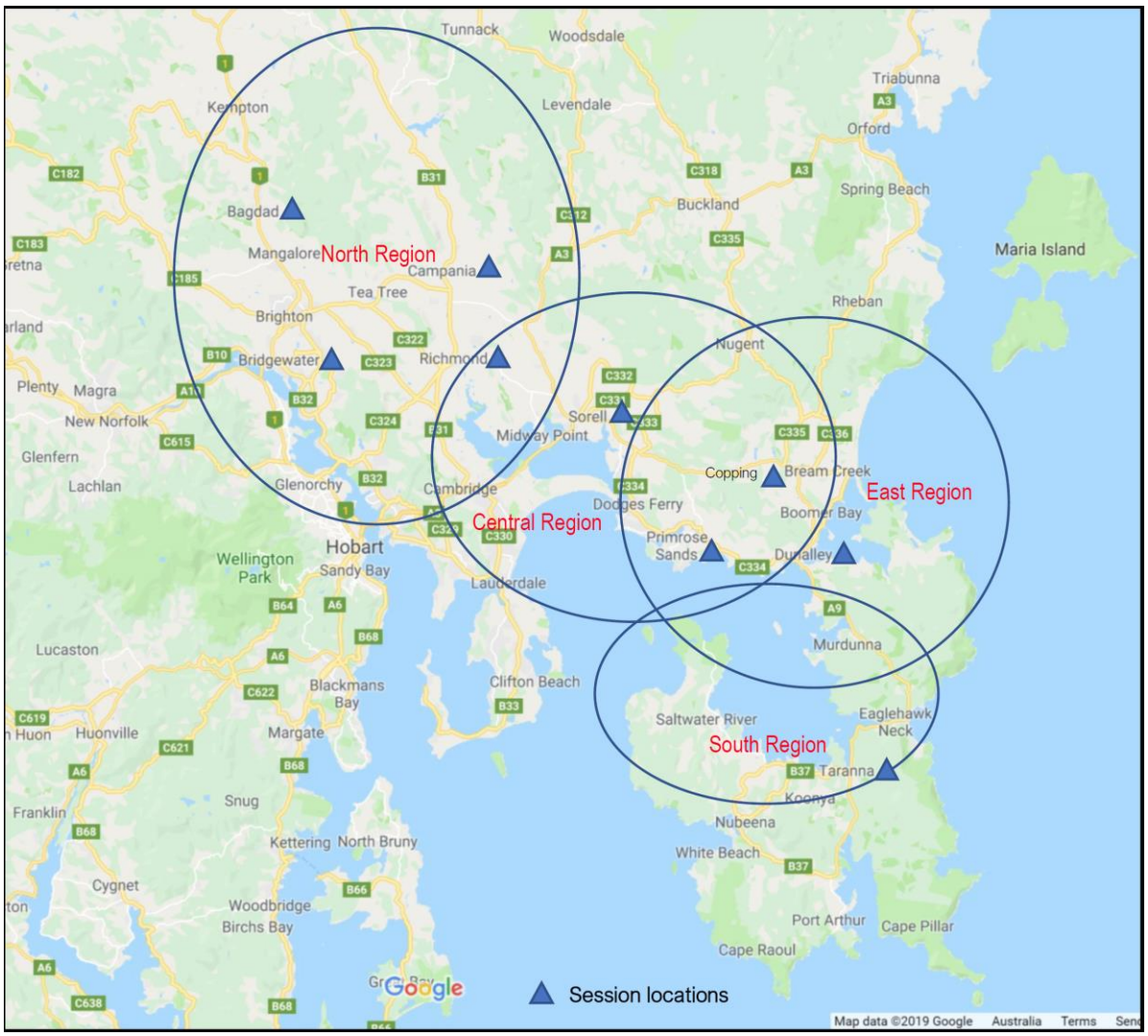
Actions:

- AIRSERVICES to provide pre-September 2017 flight paths. [Note: AIRSERVICES provided a slide showing the actual flights pre-September 2017].
- AIRSERVICES to provide image showing where current holding patterns were located in comparison to the proposed holding pattern. AIRSERVICES advised that a Fact Sheet would be prepared on holding patterns.
- TPC confirmed that feedback (from all sources) will be collated, a report prepared for AIRSERVICES and AIRSERVICES will make the report available to the community.

[General Note: many actions were addressed either later in the session or at a later session]. However, not all session attendees were privy to the information arising from the actions.

Attachment 3: Feedback Session Locations

Figure 3 - Map depicting Feedback Session Locations



Map source – Google Earth

Location: Campania Address: Campania Hall, 45 Reeve Street, Campania Session 1: 15 November 2018, 1pm to 3pm	
Location: Primrose Sands Address: Primrose Sands Hall, 570 Primrose Sands Road, Primrose Sands Session 2: 15 November 2018, 6pm to 8pm Session 3: 16 November 2018, 9am to 11am	
Location: Dunalley Address: Dunalley Hall, 5 Franklin Street, Dunalley Session 4: 16 November 2018, 2pm to 4pm Session 5: 16 November 2018, 6pm to 8pm Session 12: 20 November 2018, 12pm to 2pm	

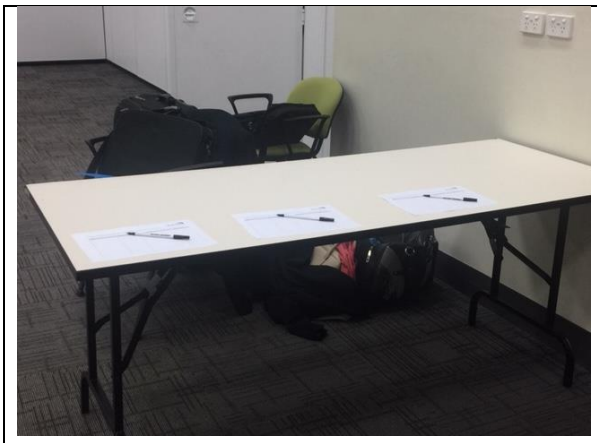
Location: Copping Address: Copping Community Hall, 69 Allanby Street (off Marion Bay Road), Copping Session 6: 17 November 2018, 2pm to 4pm Session 13: 20 November 2018, 6pm to 8pm	
Location: Sorell Address: Sorell Memorial Hall, Cole Street, Sorell Session 7: 17 November 2018, 6pm to 8pm Session 9: 19 November 2018, 9:00am to 11:00am	
Location: Bagdad Address: Bagdad Community Hall, Midland Highway, Bagdad Session 8: 18 November 2018, 2:00pm to 4:00pm	

Location: Bridgewater Address: Brighton Civic Centre, 25 Green Point Road, Bridgewater Session 10: 19 November 2018, 2pm to 4pm Session 11: 19 November 2018, 6pm to 8pm	
Location: Richmond Address: Richmond Hall, 54 Bridge Street, Richmond Session 14: 21 November 2018, 12pm to 2pm	
Location: Taranna Address: Taranna Community Hall, Gourley Street (off Arthur Highway), Taranna Session 15: 21 November 2018, 6pm to 8pm	

All photos taken by TPC other than Primrose Sands (sourced via Google.com and attributed to Paul O'Brien, December 2016)

The following photographs indicate examples of the room layouts used during the various consultation sessions. Due to differences in room sizes, capacities and configurations as well as variations in the furniture and facilities provided at each location the room set ups differed. In essence each room included:

- A registration table with access to a range of project Fact Sheets
- Chairs and where available tables for attendees to sit at
- Two, video screens for the presentations
- A public address system that was utilised in most venues
- A refreshments station with water, tea, coffee and biscuits
- Maps of proposed airspace change routes, Change Proposal Feedback forms and writing equipment was made available on tables (where provided) or throughout the room.



Typical registration table (Bridgewater)

Typical room set up (Dunalley)

Typical attendee tables & chairs (Bridgewater)

Typical refreshment station (Bridgewater)

Attachment 4: Feedback Session Registrations

The following table summarises the community registrations received upon entry to each session, actual head count at each session and the number of feedback forms received.

There was a total of 145 registered attendees with a total headcount over all 15 sessions of 169 attendees. Of the 145 registrants, 19 of these attended between 2 and 9 individual sessions, with a total of 104 unique registrations. Because not all attendees elected to register at each event, it is noted that there was also a minimum of 19 attendees that attended more than one session.

Session Number	Session Date and Time	Session Location	Registrations Note 1	Head Count Note 2	Feedback Forms Received Note 3
1	15 November 2019 1pm to 3pm	Campania Hall, Campania	4	5	0
2	15 November 2019 6pm to 8pm	Primrose Sands Hall, Primrose Sands	13	15	1
3	16 November 2019 9am to 11am	Primrose Sands Hall, Primrose Sands	7	7	1
4	16 November 2019 2pm to 4pm	Dunalley Hall, Dunalley	15	15	2
5	16 November 2019 6pm to 8pm	Dunalley Hall, Dunalley	21	29	1
6	17 November 2019 2pm to 4pm	Copping Community Hall, Copping	13	15	2
7	17 November 2019 6pm to 8pm	Sorell Memorial Hall, Sorell	5	6	1
8	18 November 2019 2pm to 4pm	Bagdad Community Hall, Bagdad	0	0	0
9	19 November 2019 9am to 11am	Sorell Memorial Hall, Sorell	8	11	1
10	19 November 2019 2pm to 4pm	Brighton Civic Centre, Bridgewater	3	3	0
11	19 November 2019 6pm to 8pm	Brighton Civic Centre, Bridgewater	1	2	0

Session Number	Session Date and Time	Session Location	Registrations Note 1	Head Count Note 2	Feedback Forms Received Note 3
12	20 November 2019 12pm to 2pm	Dunalley Hall, Dunalley	16	19	4
13	20 November 2019 6pm to 8pm	Copping Community Hall, Copping	13	14	3
14	21 November 2019 12pm to 2pm	Richmond Hall, Richmond	8	9	1
15	21 November 2019 6pm to 8pm	Taranna Community Hall, Taranna	18	19	1
Totals			145	169	18

Note 1 – Attendees were invited to register at each consultation venue on a form in order that Airservices / TPC could maintain contact. Requested information included individuals name, organisation represented, email and or postal address and phone number. Not all attendees registered for the sessions. A total of 145 session attendees registered for all sessions. It should be noted that of the registered attendees, 19 of these attended more than one session with one attendee attending 9 sessions.

Note 2 – A headcount of attendees at each session was undertaken. This number includes all attendees other than Airservices, TPC and retained contractors of Airservices. A total of 169 individuals attended the 15 sessions.

Note 3 – 'Change Proposal Feedback Forms' were available for sessions attendees to complete and return. The purpose of the forms was for session attendees to submit feedback or register their interest in receiving future updates to Airservices about proposed changes in areas where sessions were undertaken. Information requested included name, address, email address and feedback details. A total of 18 Change Proposal Feedback Forms were received on-site at the completion of the sessions.