

# CONSIDERATION OF FEEDBACK ON HOBART AIRSPACE DESIGN REVIEW PIR DRAFT TERMS OF REFERENCE

Feedback	Outcome
Extend/delay the commencement date of the Post Implementation Review (PIR) due to the impact of COVID-19 on aircraft movements	<p><b>Suggested change not accepted.</b></p> <p>The PIR requires access to sufficient and representative aircraft movement and noise data to ensure accurate and valid analysis. Prior to COVID-19 impacts we were able to collect representative aircraft movement data from November 2019 to February 2020. However, because of the COVID-19 impacts on aircraft movements, we were not able to collect representative data for other periods of 2020.</p> <p>Forecast flight schedules indicated a return to sufficient aircraft movement levels to enable on-ground short-term noise monitoring to commence in December 2020. Recent traffic reports for Hobart Airport show a return to more than 70 per cent of pre-COVID traffic levels. This gives us enough representative data to commence the PIR.</p>
Include a review of Class C Airspace and radar surveillance in the scope	<p><b>Suggested change not accepted.</b></p> <p>The purpose of the PIR is to review changes already implemented by Airservices. Class C Airspace has not yet been implemented at Hobart Airport; therefore changes to Hobart Class C Airspace, including any changes to radar surveillance, are outside the scope of the PIR.</p>

Include changes Airservices made to the Tasmanian high level route structure in the scope	<p><b>Suggested change accepted.</b></p> <p>Tasmanian high level route changes, associated with the Hobart Airspace Design Review, have been added to 'in scope' and referred to in 'background', 'objectives', and 'detailed activities'.</p>
Remove the out of scope section entirely	<p><b>Suggested change accepted.</b></p> <p>The 'out of scope' section (<i>Section 3.2</i>) has been removed.</p>
Not exclude changes to airspace for which Airservices is not the arbitrator (e.g. Danger Area D316) or previously examined flight path change proposals	<p><b>Suggested change not accepted.</b></p> <p>The purpose of the PIR is to review changes implemented by Airservices. Danger Area D316 was not changed as part of the Hobart Airspace Design Review, therefore it is outside the scope of the PIR.</p> <p>Community members will be able to submit suggestions to change flight paths and Noise Abatement Procedures. All suggestions submitted through the PIR process will be assessed. The process is described in Section 6 of the ToR.</p>
Consider specific areas 'not previously overflown' when reviewing the impact of noise on communities	<p><b>Suggested change accepted.</b></p> <p>As part of validating the assumptions of the Environmental Impact Assessments for the Hobart PIR we will examine the application of our "newly overflown" assessment criteria, with consideration of actual noise levels obtained through noise monitoring and aircraft movements. This will be achieved by using the original methodology with consideration of actual operational conditions, with the objective to identify any potential improvements to newly overflown criteria and application.</p>