

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

TAS RAPAC 2018-1

PAPER FOR DISTRIBUTION

AGENDA ITEM: 4.1

MEETING DATE: 11 April 2018

TITLE	PROPOSAL to expand the viable options for Arrivals and Departures at HBA
SUBMITTED BY	AusALPA – s47F
PURPOSE	The purpose of this proposal is to seek greater consultation and discussion on the recommendations related to the Airspace Review of the Hobart Airspace and to include a greater flexibility
KEY ISSUES	<ul style="list-style-type: none"> • Aeronautical Study of Hobart - February 2017 • The third recommendation from the related report is for the introduction of STARs to “improve efficiencies and predictability” and for the continuation of redesign work. • The report makes the recommendation for the introduction and inclusion of STARs as an approach option but doesn’t recommend that this be the exclusive or predominant option available for approach. • DAS Directive 01/2015; unnecessary costs and impacts on industry should be avoided where safety isn’t compromised. • STARs with a visual segment (Visual Termination) and or Visual Arrivals provide flexibility and efficiencies in time, cost and in environmental impacts.
ATTACHMENTS	Nil

BACKGROUND

The Review of the Hobart Airspace is documented in the report: *Aeronautical Study of Hobart - February 2017*. As a result of consultation with stakeholders, many key challenges were outlined in the document with three key recommendations provided. Whilst the document outlines the consultation that occurred in the lead up to and during the review, it is silent on what consultation has occurred for the design and implementation of these recommendations.

The report recommendation for the redesign of the flight routes into and out of Hobart and for the improvement to existing TIFPs and to introduce STARs into Hobart, has been actioned. The report did not provide specifics on how to achieve this however. Further industry consultation with relevant stakeholders may have been appropriate with greater discussion and review to ensure that the all relevant changes were fit for purpose and are not an unnecessary impost on operations and the industry.

The changes have resulted in an increase in flight times and track miles flown which can have impacts on the efficiencies related to cost and time. Other relevant considerations are of an environmental nature related to the extra fuel burn and the concentration of noise to specific corridors.

STARs with a visual segment, and or visual arrivals, are not an uncommonly provided option at many controlled airports around Australia. We propose that these approach options be considered for inclusion in addition to the wholly RNP based arrival options currently provided as a result of the Airspace Review.

Track shortening, where available, should be provided for, on a preferred basis.