

From: s47F (ATC Group)
To: s47F
Subject: FW: Hobart Airspace [SEC=UNCLASSIFIED]
Date: Tuesday, 11 December 2018 4:09:22 PM

FYI

Regards

s47F

ATC Line Manager

Airservices Australia

PO Box 1093 Tullamarine VIC 3043

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From: s47F @virginaustralia.com]

Sent: Tuesday, 11 December 2018 2:49 PM

To: s47F (ATC Group); s47F; s47F; s47F; s47F; s47F; s47F; s47F; s47F

Cc: s47F

Subject: RE: Hobart Airspace [SEC=UNCLASSIFIED]

Hi Phil,

Apologies for the delay in getting this to you. I have finally managed to corner everyone who wanted to give their input on this topic.

Thank you for the detailed presentation by you and your team on 9 November, 2018 regarding the holistic redesign of the airspace associated with Hobart International Airport (HBA). During this meeting two options were presented for new Departure and Arrival routes at HBA. These two options were referred to as the Eastern Option and the Western Option.

Virgin Australia Flight and Network Operations have reviewed the detailed plans for each Option. Virgin Australia formally endorses the so-called Eastern Option only. The Eastern Option provides the necessary safety and efficiency gains required at HBA.

The Eastern Option is endorsed for the following reasons:

1. The establishment of new arrival routes to the east of Maria Island allows for arriving aircraft from Sydney and Brisbane to be sequenced separately to those from Melbourne. This will result in increased safety in conjunction with an increase in airport capacity.
2. The implementation of new departure routes allows non-jet aircraft to immediately manoeuvre after take-off allowing the faster jet aircraft to take-off without delay. This is a neutral safety gain as this deconfliction is already assured by Air Traffic Control, but will be a considerable efficiency gain for departing aircraft.
3. The implementation of redesigned Required Navigation Performance (RNP) departures and arrivals will allow highly predictable paths for Flight Crew and Air Traffic Controllers alike. This will lead to a significant reduction in manual vectoring of aircraft by Air Traffic Controllers which will increase safety.
4. The redesign of the HBA airspace has allowed implementation of new, more efficient route for our Hobart-Perth-Hobart flights.

The Western Option is not endorsed for the following reasons:

1. When northerly runway operations (i.e. runway 30) are required, arrival routes in the Western Option will require our Flight Crew to operate at low levels in proximity to high terrain with associated significant turbulence and occasional aircraft icing.
2. Operations that track down the path of the River Derwent do not provide adequate manoeuvring margins to establish a safe and stabilised final approach in large jet aircraft.

This would lead to a potential increase in missed approaches and go-arounds.

3. When southerly runway operations (i.e. runway 12) are required, departure routes to the west must be designed in consideration of terrain features to the west of HBA, leading to a loss of efficiency.

Virgin Australia appreciates the opportunity to provide comment on the redesign of HBA airspace and commends the amount of industry engagement that was undertaken. Whilst community impacts were considered in this review, Air Services Australia remained committed to providing the safest outcome for aircraft operators and the travelling public.

Sincerely,

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From: s47F

Sent: Friday, 16 November 2018 15:30

To: s47F

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Cc: s47F

Subject: Hobart Airspace [SEC=UNCLASSIFIED]

Importance: High

Dear all

Now that you have had a time to reflect on our meeting last week I would be very grateful for any feedback; brickbats or bouquets are equally acceptable!

I am particularly interested in any commentary on the western option we discussed noting there were some concerns raised about lack of flexibility and alternative approaches, turbulence IVO Mt Wellington and proximity to the Danger Area.

The more evidence we can gather on your views of the proposed changes (East and West) then the stronger case we will have for implementing the most appropriate design.

Regards

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ATC Line Manager

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