

From: s47F
To: s47F
Subject: FW: Hobart Airspace Proposals [SEC=UNCLASSIFIED]
Date: Friday, 23 November 2018 7:18:28 AM
Attachments: [image001.jpg](#)

For our records.

Thanks

Stephen

From: s47F <[REDACTED]@AirservicesAustralia.com>
Date: Thursday, 22 Nov 2018, 16:13
To: s47F <[REDACTED]@jetstar.com>
Cc: s47F <[REDACTED]@qantas.com.au>, s47F <[REDACTED]@jetstar.com>, s47F <[REDACTED]@AirservicesAustralia.com>, Clarke, Steven
Subject: RE: Hobart Airspace Proposals [SEC=UNCLASSIFIED]

Dear s47F

Thank you for your support in this process and your comprehensive response. We acknowledge your concerns regarding the timing of the proposed changes.

Kind Regards

s47F
ATC Line Manager
Airservices Australia

PO Box 1093 Tullamarine VIC 3043
s47F
[REDACTED]@airservicesaustralia.com

From: s47F <[REDACTED]@jetstar.com>
Sent: Tuesday, 20 November 2018 9:16 PM
To: s47F <[REDACTED]@AirservicesAustralia.com>
Cc: s47F <[REDACTED]@qantas.com.au>; s47F <[REDACTED]@jetstar.com>; s47F <[REDACTED]@AirservicesAustralia.com>; s47F <[REDACTED]@AirservicesAustralia.com>
Subject: Hobart Airspace Proposals

Dear s47F

Thank you for the briefing on the 9th of November regarding Hobart flight procedure and airspace change proposals, which was attended for Jetstar by s47F. We have considered what was presented and have taken into account previous discussions and briefings on this topic.

We are reasonably pleased with the proposal of the eastern tracks (Option 5) with the required airspace change, shortened RNAV APCH, and new RNP-AR/Visual arrival option. This offers efficient descent and arrivals particularly for RWY30, something which has been

inefficient since the previous change in 2017. Couple that with SID designs offering unrestricted climbs and separation from non-jet traffic and inbound arrivals, this package seems like a reasonable proposal.

One issue however is with regards to the comments made about the time to implement these changes.

It was stated in the most recent briefing that this would be dependent on the airspace change to the North East, which at the earliest could be expected in November 2019. The previous briefing in August (outlining five potential options as well as the potential airspace changes) stated that March 2019 would be targeted for 'as much as possible' even without any airspace changes. This was also re-iterated in a conversation (with s47F) on 24th October, where it was mentioned that the intention was to implement RNP-AR at the same time as the rest of the changes, targeted in March. Concern was raised specifically about this with regards to promising to deliver RNP-AR as well as the SID/STAR changes in such a short time frame, and the offer was made that we could assist with RNP-AR designs (via third party) to help reduce workload. The response given was that this work was already underway.

It is disappointing that the briefing on 9th November has now indicated no intention to deliver any significant change in March 2019, and that at least November 2019 is now the targeted date for implementation.

It has been pointed out previously that changes introduced to Hobart procedures (without consultation) in 2017 significantly reduced efficiency, at great cost to operators. This removed all flexibility for visual arrivals or the previously QF Group proposed RNP-AR implementation. It is expected that an acceptable design solution should be prioritised. A phased implementation was suggested previously, and again we suggest this option be seriously considered. This is an option that would see phased implementation in March 2019, and then further changes with airspace revision in November 2019.

Also discussed was the Western route option which was unanimously rejected by industry. Issues stated include forcing aviation traffic toward terrain rich environments (increasing CFIT risk), associated turbulence due to terrain (an aircraft controllability concern with severe turbulence a high possibility), typically worse weather build up associated with terrain (due to orographic uplift), low efficiency due extended track miles for RWY 30 and in particular no option for RNP-AR or visual arrivals, potential mix of Jet RPT traffic and GA traffic due to GA training areas, further community issues with now flying over areas previously not overflown by jet traffic, and this option will rely quite significantly on a major airspace change in the south west quadrant to be approved with potential to even further delay any implementation far beyond November 2019.

As Operators have been forced to absorb the inefficiencies due to the 2017 procedure changes, we would appreciate every effort being made to implement proposed efficiency changes as soon as possible (even if staged) and to definitely avoid the western route option for both clear safety and operational reasons.

Kind regards,

s47F

Senior Manager Flying Operations (Fleet Operations & Regulatory Affairs)
Flying Operations
Jetstar Airways

s47F

@jetstar.com

Description: Victoria Parade signature



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Jetstar Airways Pty Limited

ABN 33 069 720 243