

From: s47F
To: s47F [Airservices Stakeholder Engagement](#)
Cc: "Office"
Subject: RE: Hobart Airspace Design Review
Date: Friday, 21 December 2018 7:32:21 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)

Good morning s47F

Thank you for your email and submission.

Your feedback will contribute to the overall community feedback from the Hobart Airspace Design Review proposed design consultations which, when completed, will be provided in a report on the Airservices website.

Have a safe festive season.

Regards

s47F



s47F



I acknowledge the traditional custodians of Australia and their continuing connection to land and community. I pay my respect to them and their culture, and to their elders both past and present.

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From: s47F <[redacted]@ausalpa.org.au>
Sent: Thursday, 20 December 2018 11:03 PM
To: s47F <[redacted]> Stakeholder <xxxxxxxxxxx@xxxxxxxxxxxxxxxxxxxxxxx.xxx>
Cc: Office <xxxxxxx@xxxxxxx.xxx.xx>
Subject: Hobart Airspace Design Review

Hello s47F and Airservices

s47F I understand that you are coordinating the public consultation for this review and that Airservices is also receiving submissions.

The Australian Airline Pilots' Association (AusALPA) is the Member Association for Australia

and a key member of the International Federation of Airline Pilot Associations (IFALPA) which represents over 100,000 pilots in 100 countries. We represent more than 7,500 professional pilots within Australia on safety and technical matters. Our membership places a very strong expectation of rational, risk and evidence-based safety behaviour on our government agencies and processes and we regard our participation in the work of the Australia's safety-related agencies as essential to ensuring that our policy makers get the best of independent safety and technical advice.

AusALPA welcomes the opportunity to contribute feedback to the consultation for the Hobart Airspace Design Review. We believe that this review provides some positive steps forward and we'd like to take this opportunity to provide you with our previous feedback on this topic. Please see the attached proposal originally discussed at the TAS RAPAC meeting in April 2018. This proposal was developed prior to knowledge of SIDs and STARs being designed for the north eastern tracks.

Whilst we understand that a significant reason for this current review grew from noise related complaints and community discontent, we believe that our earlier proposals and requests are not in conflict with these community concerns, but rather, provide support for them.

We note that the current proposal briefly mentions the introduction of Visual Terminations from STARs along with visual arrival options. This is a positive step which can help spread the noise foot-print too. Furthermore, the introduction of SIDs and STARs to link the routes to/from the north east (SYD, BNE & GC) are also positive improvements for noise issues, environmental matters (likely reduced fuel burns) and time savings. The careful considerations to avoid sensitive sites and to remain over water as much as possible are positive improvement. As long as altitude constraints don't pose a problem, we currently don't envisage any real issues with the proposed flight paths.

AusALPA has previously offered to participate in meetings to progress initiatives and consultation on this topic. In fact at the April TAS RAPAC meeting Airservices agreed that this would be a good idea however to date, no such meeting has been arranged. We have periodically followed this up with Airservices personnel but no progress has been achieved yet. AusALPA remains willing and able to provide input and we encourage Airservices to engage further on this topic.

Kind regards

s47F
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