

Date	Name	Position	Organisation	Stakeholder	Content of feedback	Theme(s)
22-Nov-18	S47F	Senior Manager Flying Operations	Jetstar	Airline	<p>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.</p> <p>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.</p> <p>One issue however is with regards to the comments made about the time to implement these changes.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 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.</p> <p>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.</p>	<p>Flight path design</p> <p>Communications</p> <p>Flight path design, efficiency, safety</p>
11-Dec-18	S47F	Base Manager - MLB Flight Ops	Virgin	Airline	<p>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.</p> <p>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.</p> <p>The Eastern Option is endorsed for the following reasons:</p> <ol style="list-style-type: none"> 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 decongestion 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. <p>The Western Option is not endorsed for the following reasons:</p> <ol style="list-style-type: none"> 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, departures routes to the west must be designed in consideration of terrain features to the west of HBA, leading to a loss of efficiency. <p>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.</p>	<p>Positive feedback overall</p> <p>Flight path designs, efficiency, safety</p>
	S47F	Manager, ATM and Meteorology				
	S47F		Par Avion	Airline/local business	No actual feedback provided - email thread organising meeting only	
20-Dec-18	S47F	Safety and Technical Rep	Australian Airline Pilot's Association (AUSALPA)	Industry Association	<p>Hello S47F and Airservices</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Positive feedback; flight path designs</p>
20-Nov-18	S47F	- RAPAC meeting mins 20 11 2018		RAPAC	<p>The Hobart Airspace Review generated discussion amongst RAPAC members, particularly by general aviation operators who operate under the Instrument Flight Rules (IFR) and raised their concern over the associated track miles required to fly the Hobart Standard Arrival (STAR). Airservices stated that they will review the STARs as currently implemented and that changes will require airspace modification to capture the main inbound routes from Sydney and Brisbane. The arrival routes from Melbourne will largely remain unchanged.</p> <p>Airservices also stated that it understands that, generally, airlines do not desire visual approaches on arrival and implied published instrument procedures are preferred. The attraction of visual arrival procedures is that track miles to the threshold of the landing runway are reduced. Mr S47F (CIC of Hobart Tower) indicated visual approaches are considered on request within the constraints of traffic and weather conditions and, if able, will be issued. After the discussion, the RAPAC raised no objections to the Hobart Airspace Review.</p>	<p>Flight path designs</p>