	A	B
1		Population
2	Current RNPAR (2km Buffer)	971
3	Current 60dBA	1153
4	Current 70dBA	39
5		
6		
7	Proposed RNPAR (2km Buffer)	94
8	Proposed 60dBA	100
9	Proposed 70dBA	8

	A	B	C
1		Population	Dwelling
2	Proposed Blue STAR (2km buffer)	27	23
3	Proposed Green STAR (2km buffer)	31	26
4	Proposed White STAR (2km buffer)	30	24
5	Proposed IPLET (2km buffer)	26	22
6	Existing RNP (2km buffer)	148	63
7	Existing RNP AR (2km buffer)	1099	669
8	Proposed Blue 60dBA	24	20
9	Proposed Green 60dBA	28	23
10	Proposed White 60dBA	26	21
11	Proposed IPLET 60dBA	23	19
12	Proposed Blue 70dBA	9	8
13	Proposed Green 70dBA	9	8
14	Proposed White 70dBA	9	8
15	Proposed IPLET 70dBA	9	8
16	Existing RNP 60dBA	113	52
17	Existing RNP 70dBA	9	8
18	Existing RNPAR 60dBA	1620	966
19	Existing RNPAR 70dBA	315	207

From: s47F
To: s47F
Cc: s47F
Subject: RE: YMHB ECRs
Date: Thursday, 15 May 2025 09:30:44
Attachments: YMHB IPLETGreenWhiteBlue ECR Contours (B738_calibrated).kmz
image001.png
image002.png
image003.png
image004.png
image005.png

OFFICIAL

Hi s47F,

See attached kmz which includes calibrated B738 contours for the RNP-AR and RNAV via IPLET as well.

Cheers,
s47F

s47F

Mob: s47F
Email: s47F @airservicesaustralia.com

www.airservicesaustralia.com

We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

OFFICIAL

From: s47F
Sent: Tuesday, 6 May 2025 2:14 PM
To: s47F @AirservicesAustralia.com>
Cc: s47F @AirservicesAustralia.com>
Subject: RE: YMHB ECRs

Hi s47F

Sure, see attached IPLET option included as well – same again, based on a B738 calibrated for YMHB.

Cheers,
s47F

s47F

Mob: s47F
Email: s47F @airservicesaustralia.com

www.airservicesaustralia.com

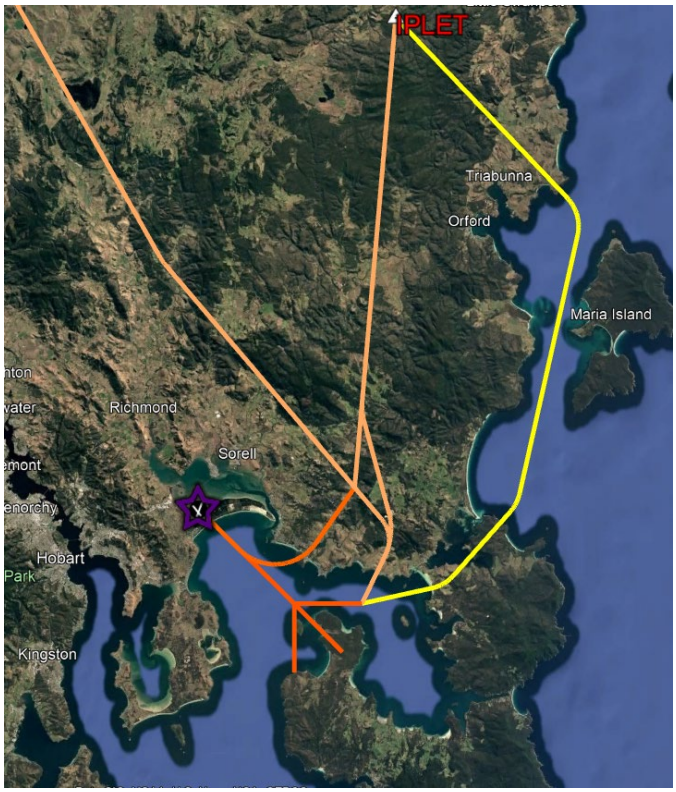
We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

From: s47F @AirservicesAustralia.com>
Sent: Tuesday, 6 May 2025 12:16 PM
To: s47F @AirservicesAustralia.com>
Cc: s47F @AirservicesAustralia.com>
Subject: RE: YMHB ECR

OFFICIAL

Thanks s47F,

Can I have the noise contours for the IPLET option please (snip below).



Cheers,
s47F

OFFICIAL

From: s47F @AirservicesAustralia.com>
Sent: Tuesday, 6 May 2025 10:41 AM
To: s47F @AirservicesAustralia.com>
Cc: s47F @AirservicesAustralia.com>
Subject: YMHB ECRs

OFFICIAL

Hey s47F

I have produced 40,50,60 and 70dBA contours based on s47F version of the Green, White and Blue East Coast routes, see attached. They are based on a B738 which has been calibrated based on actual noise levels from the noise monitors that were in YMHB. Let me know if you need anything further or any more details on that.

Kind regards,
s47F

s47F

Mob: s47F
Email: s47F @airservicesaustralia.com

www.airservicesaustralia.com

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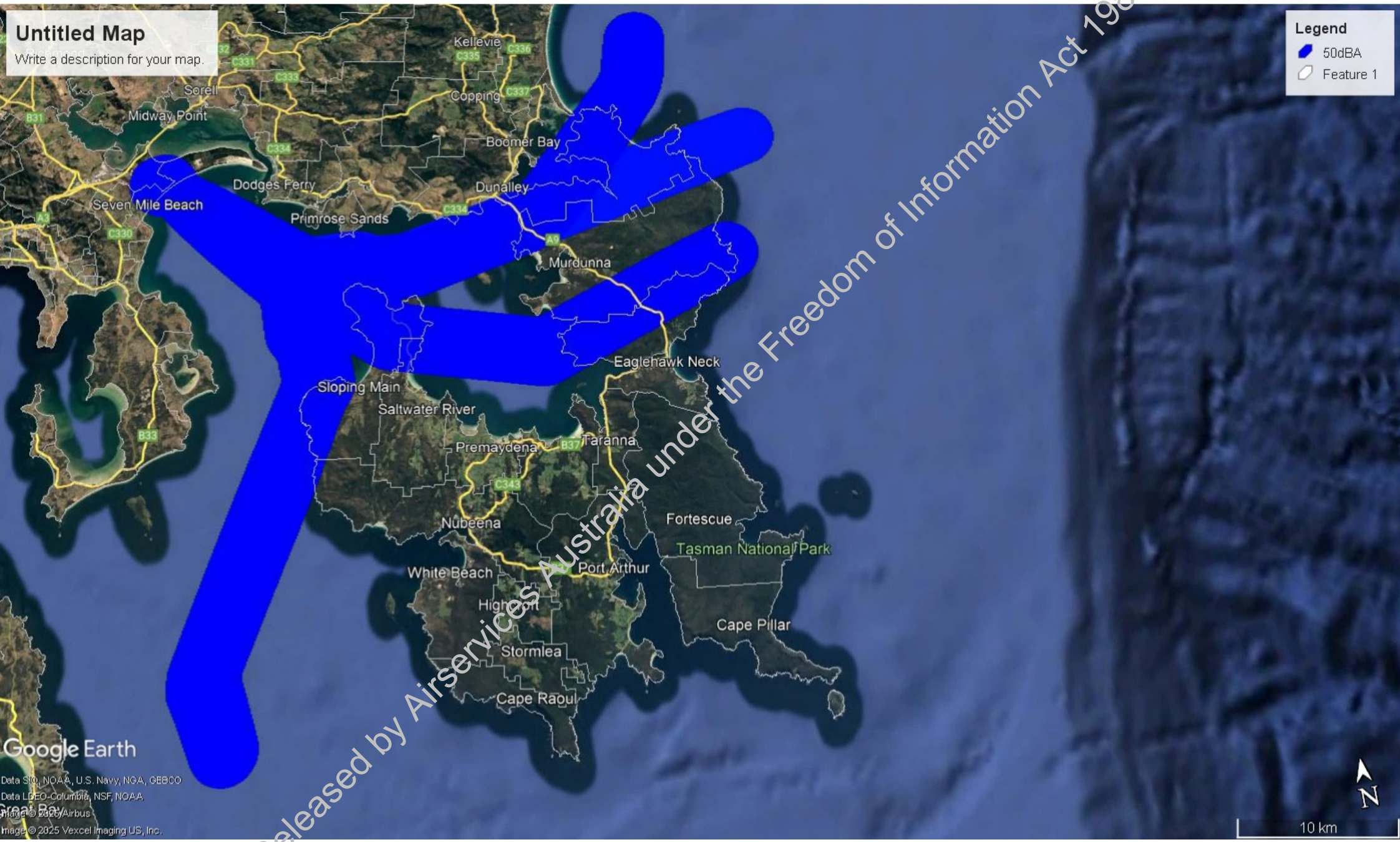
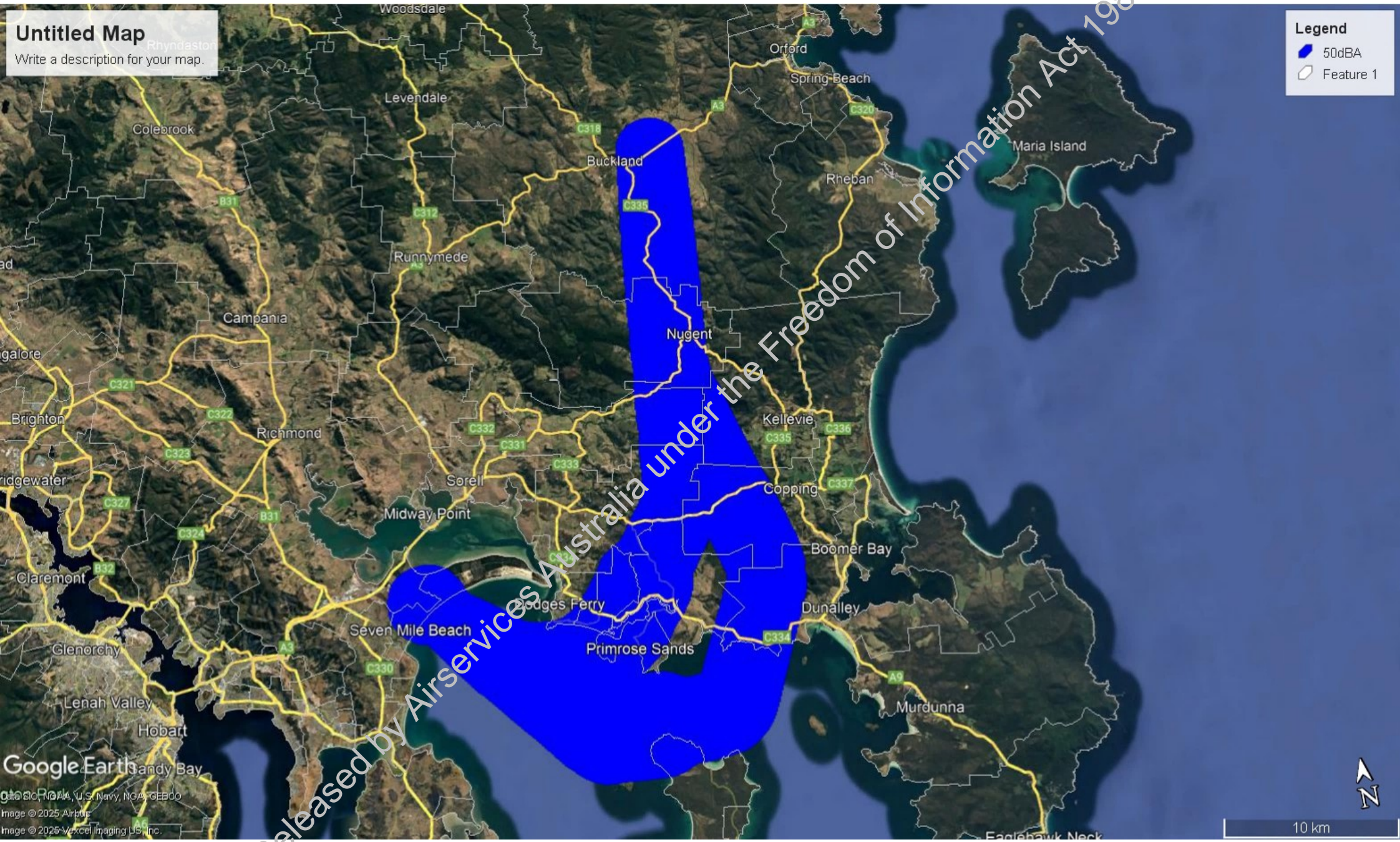
OFFICIAL





	Greater Hobart	Sorrell	Glamorgan	Tasman	Rest of Tas
Agriculture, Forestry and Fishing	1,837	254	290	137	10,678
Mining	185	6	3	6	2082
Manufacturing	6246	318	108	37	9642
Electricity, Gas, Water and Waste Services	2721	29	12	3	1605
Construction	8484	352	126	39	8931
Wholesale Trade	2056	76	32	3	3468
Retail Trade	11471	494	130	51	12642
Accommodation and Food Services	9212	295	495	121	10031
Transport, Postal and Warehousing	3800	99	48	29	5739
Information Media and Telecommunications	1490	12	4	3	867
Financial and Insurance Services	2609	40	13	3	1921
Rental, Hiring and Real Estate Services	1417	59	23	6	1288
Professional, Scientific and Technical Services	7485	137	50	19	4438
Administrative and Support Services	2933	106	82	36	3084
Public Administration and Safety	12371	110	84	39	5766
Education and Training	12687	285	108	45	10899
Health Care and Social Assistance	20430	393	118	75	19648
Arts and Recreation Services	2621	46	49	128	1804
Other Services	4507	123	37	11	4702
Inadequately described/Not stated	0	0	0	0	0
	2960	101	65	33	3599
Total	0	0	0	0	0
	117521	3320	1879	826	122822

	Greater Ho	Sorrell	Glamorgan	Tasman	Rest of Tas
Agriculture, Forestry and Fishing	1837	254	290	137	10678
Mining	185	6	3	6	2082
Manufacturing	6246	318	108	37	9642
Electricity, Gas, Water and Waste Services	2721	29	12	3	1605
Construction	8484	352	126	39	8931
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Total	**117521**	**3320**	**1879**	**826**	**122822**

	Greater Hobart	Sorrell	Glamorgan	Tasman	Rest of Tas
Agriculture, Forestry and Fishing	1.56%	7.65%	15.43%	16.59%	8.69%
Mining	0.16%	0.18%	0.16%	0.73%	1.70%
Manufacturing	5.31%	9.58%	5.75%	4.48%	7.85%
Electricity, Gas, Water and Waste Services	2.32%	0.87%	0.64%	0.36%	1.31%
Construction	7.22%	10.60%	6.71%	4.72%	7.27%
Wholesale Trade	1.75%	2.29%	1.70%	0.36%	2.82%
Retail Trade	9.76%	14.88%	6.92%	6.17%	10.29%
Accommodation and Food Services	7.84%	8.89%	26.34%	14.65%	8.17%
Transport, Postal and Warehousing	3.23%	2.98%	2.55%	3.51%	4.67%
Information Media and Telecommunications	1.27%	0.36%	0.21%	0.36%	0.71%
Financial and Insurance Services	2.22%	1.20%	0.69%	0.36%	1.56%
Rental, Hiring and Real Estate Services	1.21%	1.78%	1.22%	0.73%	1.05%
Professional, Scientific and Technical Services	6.37%	4.13%	2.66%	2.30%	3.61%
Administrative and Support Services	2.50%	3.19%	4.36%	4.36%	2.51%
Public Administration and Safety	10.53%	3.31%	4.47%	4.72%	4.69%
Education and Training	10.80%	8.58%	5.75%	5.45%	8.87%
Health Care and Social Assistance	17.38%	11.84%	6.28%	9.08%	16.00%
Arts and Recreation Services	2.23%	1.39%	2.61%	15.50%	1.47%
Other Services	3.84%	3.70%	1.97%	1.33%	3.83%
Inadequately described/Not stated	2.52%	3.04%	3.46%	4.00%	2.93%

	Greater Hobart	Sorrell	Glamorgan	Tasman	Rest of Tas
Sum of Arts, Recreaction and Accomodation Food Services	**10.07%**	**10.27%**	**28.95%**	**30.15%**	**9.64%**
	17.38%	14.88%	15.43%	16.59%	16.00%
Next largest	Health	Retail	Agri	Agri	Health

AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing

Greater Hobart (6GHOB) 1695.4 sq Kms

List of tables

Find out more:

Industry of employment

Occupation

W12 INDUSTRY OF EMPLOYMENT BY OCCUPATION

Count of employed persons aged 15 years and over

	Managers	*Professionals*	*Technicians and Trades Workers*	*Community and Personal Service Workers*	*Clerical and Administrative Workers*	*Sales Workers*	*Machinery Operators and Drivers*	*Labourers*	*Inadequately described/ Not stated*	*Total*
Agriculture, Forestry and Fishing	612	235	169	9	122	37	120	504	21	1,837
Mining	29	33	28	0	14	4	72	13	3	185
Manufacturing	873	429	1,843	170	417	396	808	1,215	93	6,246
Electricity, Gas, Water and Waste Services	457	858	403	3	516	65	248	97	67	2,721
Construction	1,351	287	4,226	14	762	85	639	1,006	99	8,484
Wholesale Trade	397	155	170	9	279	481	388	154	24	2,056
Retail Trade	1,697	433	649	106	398	6,440	399	1,088	59	11,471
Accommodation and Food Services	1,511	124	1,533	2,657	346	983	146	1,841	75	9,212
Transport, Postal and Warehousing	363	172	126	118	832	197	1,813	139	46	3,800
Information Media and Telecommunications	229	561	228	12	254	152	4	32	13	1,490
Financial and Insurance Services	346	804	22	16	1,258	90	3	13	59	2,609
Rental, Hiring and Real Estate Services	210	148	50	9	265	622	16	69	31	1,417
Professional, Scientific and Technical Services	783	4,252	924	20	1,326	41	11	73	52	7,485
Administrative and Support Services	346	393	270	115	354	47	70	1,168	44	2,933
Public Administration and Safety	1,829	3,402	574	2,006	3,752	61	144	342	255	12,371
Education and Training	965	7,024	494	2,407	1,267	38	21	389	74	12,687
Health Care and Social Assistance	1,082	7,796	596	7,153	2,566	121	136	803	178	20,430
Arts and Recreation Services	474	654	217	717	251	93	8	166	49	2,621
Other Services	481	500	1,721	730	481	66	64	407	51	4,507
Inadequately described/Not stated	296	279	360	214	260	164	230	334	827	2,960
Total	**14,330**	**28,534**	**14,600**	**16,628**	**15,928**	**10,178**	**5,360**	**9,834**	**2,123**	**117,521**

This table is based on place of work.

Please note that there are small random adjustments made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows or columns to differ by small amounts from table totals.

AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing

Rest of Tas. (6RTAS) 66322.2 sq Kms

List of tables

Find out more:

Industry of employment

Occupation

W12 INDUSTRY OF EMPLOYMENT BY OCCUPATION

Count of employed persons aged 15 years and over

	Managers	*Professionals*	*Technicians and Trades Workers*	*Community and Personal Service Workers*	*Clerical and Administrative Workers*	*Sales Workers*	*Machinery Operators and Drivers*	*Labourers*	*Inadequately described/ Not stated*	*Total*
Agriculture, Forestry and Fishing	4,562	393	652	33	478	102	711	3,595	144	10,678
Mining	164	209	536	16	87	3	928	119	23	2,082
Manufacturing	1,317	521	2,381	207	619	443	1,529	2,493	136	9,642
Electricity, Gas, Water and Waste Services	181	196	438	0	257	23	340	110	48	1,605
Construction	1,538	178	4,105	9	837	98	953	1,103	109	8,931
Wholesale Trade	565	279	423	15	440	698	747	256	44	3,468
Retail Trade	1,857	378	741	124	554	7,196	522	1,195	61	12,642
Accommodation and Food Services	1,719	64	1,475	2,689	348	1,112	183	2,373	61	10,031
Transport, Postal and Warehousing	536	225	281	173	1,098	199	2,723	442	59	5,739
Information Media and Telecommunications	113	306	201	5	102	97	8	23	11	867
Financial and Insurance Services	259	472	15	4	1,075	48	0	14	37	1,921
Rental, Hiring and Real Estate Services	148	102	54	17	243	628	21	66	13	1,288
Professional, Scientific and Technical Services	343	2,129	702	36	1,075	43	17	61	43	4,438
Administrative and Support Services	255	332	422	220	283	54	101	1,259	44	3,084
Public Administration and Safety	592	1,144	434	1,292	1,532	35	197	417	131	5,766
Education and Training	656	5,835	421	2,389	899	24	31	599	42	10,899
Health Care and Social Assistance	818	6,719	599	7,721	2,362	78	112	1,109	135	19,648
Arts and Recreation Services	273	411	258	427	129	79	18	191	18	1,804
Other Services	325	325	2,290	707	405	80	66	479	32	4,702
Inadequately described/Not stated	340	203	473	189	276	164	390	497	1,057	3,599
Total	**16,565**	**20,414**	**16,915**	**16,363**	**13,113**	**11,201**	**9,601**	**16,401**	**2,253**	**122,822**

This table is based on place of work.

Please note that there are small random adjustments made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows or columns to differ by small amounts from table totals.

AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing
Glamorgan-Spring Bay (LGA62410) 2591.6 sq Kms

List of tables

Find out more:

Industry of employment

Occupation

W12 INDUSTRY OF EMPLOYMENT BY OCCUPATION

Count of employed persons aged 15 years and over

	Managers	*Professionals*	*Technicians and Trades Workers*	*Community and Personal Service Workers*	*Clerical and Administrative Workers*	*Sales Workers*	*Machinery Operators and Drivers*	*Labourers*	*Inadequately described/ Not stated*	*Total*
Agriculture, Forestry and Fishing	115	12	20	8	10	3	10	111	3	290
Mining	0	0	0	0	0	0	0	0	0	3
Manufacturing	26	5	12	6	6	10	8	39	0	108
Electricity, Gas, Water and Waste Services	0	0	0	0	0	0	5	0	0	12
Construction	27	0	47	0	14	0	18	19	0	126
Wholesale Trade	7	0	16	0	6	6	0	4	0	32
Retail Trade	27	5	4	8	8	67	0	11	0	130
Accommodation and Food Services	103	3	101	110	32	15	3	127	3	495
Transport, Postal and Warehousing	7	3	0	0	16	0	8	5	0	48
Information Media and Telecommunications	0	0	3	0	0	0	0	0	0	4
Financial and Insurance Services	0	0	0	0	3	0	0	0	0	13
Rental, Hiring and Real Estate Services	0	0	0	0	7	7	0	0	0	23
Professional, Scientific and Technical Services	11	27	0	0	8	0	0	4	0	50
Administrative and Support Services	9	3	9	9	3	0	0	38	0	82
Public Administration and Safety	14	14	4	14	19	0	5	18	0	84
Education and Training	5	50	7	30	5	0	0	11	0	108
Health Care and Social Assistance	3	33	3	50	15	0	0	9	0	118
Arts and Recreation Services	4	22	4	12	0	0	0	5	0	49
Other Services	4	7	11	6	4	0	0	4	0	37
Inadequately described/Not stated	8	4	6	0	3	0	3	17	21	65
Total	**389**	**197**	**255**	**246**	**155**	**117**	**65**	**419**	**40**	**1,879**

This table is based on place of work.

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AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing

Tasman (LGA65210) 660.4 sq Kms

List of tables

Find out more:

Industry of employment

Occupation

W12 INDUSTRY OF EMPLOYMENT BY OCCUPATION

Count of employed persons aged 15 years and over

	Managers	*Professionals*	*Technicians and Trades Workers*	*Community and Personal Service Workers*	*Clerical and Administrative Workers*	*Sales Workers*	*Machinery Operators and Drivers*	*Labourers*	*Inadequately described/ Not stated*	*Total*
Agriculture, Forestry and Fishing	74	5	14	3	6	0	6	37	0	137
Mining	0	0	3	0	0	0	3	0	0	6
Manufacturing	11	3	9	7	0	0	4	13	0	37
Electricity, Gas, Water and Waste Services	0	0	0	0	0	0	4	0	0	3
Construction	5	0	8	0	4	0	14	6	0	39
Wholesale Trade	0	0	0	0	0	0	0	3	0	3
Retail Trade	13	4	0	0	0	25	3	4	0	51
Accommodation and Food Services	32	0	24	21	3	3	0	30	0	121
Transport, Postal and Warehousing	3	10	0	6	4	0	3	5	0	29
Information Media and Telecommunications	0	3	0	0	0	0	0	0	0	3
Financial and Insurance Services	0	0	0	0	3	0	0	0	0	3
Rental, Hiring and Real Estate Services	0	3	0	0	0	0	0	0	0	6
Professional, Scientific and Technical Services	0	4	3	4	0	0	0	0	0	19
Administrative and Support Services	6	4	4	3	0	4	0	19	0	36
Public Administration and Safety	4	8	3	0	8	0	5	6	0	39
Education and Training	0	30	0	6	5	0	0	0	0	45
Health Care and Social Assistance	0	18	6	40	5	0	0	6	0	75
Arts and Recreation Services	16	19	22	36	11	5	4	13	0	128
Other Services	0	4	4	4	0	0	0	0	0	11
Inadequately described/Not stated	5	5	5	0	0	0	0	3	10	33
Total	**166**	**108**	**116**	**131**	**53**	**45**	**41**	**145**	**19**	**826**

This table is based on place of work.

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AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing

Sorell (LGA64810) 583.8 sq Kms

List of tables

Find out more:

Industry of employment

Occupation

W12 INDUSTRY OF EMPLOYMENT BY OCCUPATION

Count of employed persons aged 15 years and over

	Managers	*Professionals*	*Technicians and Trades Workers*	*Community and Personal Service Workers*	*Clerical and Administrative Workers*	*Sales Workers*	*Machinery Operators and Drivers*	*Labourers*	*Inadequately described/ Not stated*	*Total*
Agriculture, Forestry and Fishing	126	9	15	0	16	6	14	73	0	254
Mining	0	0	0	0	0	0	4	0	0	6
Manufacturing	46	9	53	14	19	27	34	119	4	318
Electricity, Gas, Water and Waste Services	3	0	0	0	3	0	20	7	0	29
Construction	60	5	157	0	23	3	46	59	3	352
Wholesale Trade	5	5	0	0	5	34	11	13	0	76
Retail Trade	63	18	37	5	15	293	12	60	0	494
Accommodation and Food Services	43	0	39	62	5	59	9	86	3	295
Transport, Postal and Warehousing	10	0	0	0	26	6	53	4	0	99
Information Media and Telecommunications	4	0	0	0	5	0	0	0	0	12
Financial and Insurance Services	5	9	0	0	24	3	0	0	0	40
Rental, Hiring and Real Estate Services	10	5	0	0	13	36	0	0	0	59
Professional, Scientific and Technical Services	8	60	19	0	30	0	0	0	7	137
Administrative and Support Services	12	11	16	5	6	0	3	52	0	106
Public Administration and Safety	16	21	12	17	24	0	8	14	3	110
Education and Training	8	146	13	83	19	0	0	15	0	285
Health Care and Social Assistance	15	79	4	221	50	3	0	19	3	393
Arts and Recreation Services	6	16	0	12	6	0	0	0	0	46
Other Services	8	8	5	23	9	3	0	13	0	123
Inadequately described/Not stated	10	11	12	0	7	5	6	11	36	101
Total	**438**	**405**	**437**	**446**	**299**	**489**	**208**	**538**	**67**	**3,320**

This table is based on place of work.

Please note that there are small random adjustments made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows or columns to differ by small amounts from table totals.

Details for Count of Q2 (Do you support the change?)

Responded at	Signup Form Q8 (Suburb)	Q1 (What suburb/town are you located in?)	Q2 (Do you support the change?)	Q3 (Please tell us about the reasons for your choice)
2024-11-05 20:12:01 +1100	CARLTON RIVER, TAS	Carlton	1	Constant aircraft noise overhead, too low too noisy, afects way of life. Have lived here for nearly s47F and approach was moved without due consultation to community directly affected eg Carlton / Primrose sands.
2024-11-05 21:24:07 +1100	CARLTON, TAS	Carlton	1	Reduces impact of noise and aircraft on a large and growing residential area. Flight change path has minimum negative effects for the significant benefit for a large number of residents.
2024-11-06 06:39:40 +1100	CARLTON RIVER, TAS	Carlton	1	Low flying aircraft, noise , health implications of low flying planes over houses which collect rain water as their only source, toxic chemicals being released due to low flying aircraft, property devaluation due since changing to current
2024-11-06 10:19:22 +1100	CARLTON, TAS	Carlton	1	This is a reasonable alternative that minimises the effects on community with significantly fewer residents affected and the planes approaching at a higher level - a sensible alternative, thank you.
2024-11-08 13:43:12 +1100	CARLTON, TAS	Carlton	1	Less properties / people that will be affected and aircraft will be double the height going over them.
2024-11-12 10:07:39 +1100	CARLTON, TAS	Carlton	1	This route takes the flight path away from Carlton and over a less populated area, the reduced impact of aircraft noise would improve my mental health.
2024-11-12 22:03:34 +1100	CARLTON, TAS	Carlton	1	Excessive noise from low lying aircraft over my house that is located in the built up Carlton suburb. Please move further east/over the water where planes can be a higher altitude and fewer properties are impacted.
2024-11-23 19:54:57 +1100		Carlton	1	I live under the current RNP-AR. We have experienced noise from low arrivals for 5 years, sometimes over 35 flights in a day. We were not informed about this flight path prior to Nov 2019. Please move it to a less populated area at higher altitude.
2024-11-30 07:44:29 +1100	CARLTON, TAS	Carlton	1	I support the move of flight path to lessen adverse noise and pollution on the local community and residential area. We are reliant on tank water and the low, excessively noisy flights are hazardous to our health and environment.
2024-11-28 12:05:39 +1100	CARLTON, TAS	Carlton	1	The suggested change will result in a much smaller number of residents being adversely impacted by aircraft noise than currently are. To date I have been impressed by the review process/staff of s47F hopefully it is not just window dressing
2024-11-05 17:46:36 +1100	CARLTON RIVER, TAS	Carlton River	1	This flight path is far too low, far too loud and far too pollutive in our rainwater tanks. It is detrimental to our mental and physical health and property values. It should be moved further than 2-3kms to the east.
2024-11-05 21:26:21 +1100	CARLTON RIVER, TAS	Carlton River	1	Planes fly too low over populated area on current path, causing intolerable noise, water tank pollution
2024-11-05 21:33:44 +1100	CARLTON RIVER, TAS	Carlton River	1	Too much noise pollution. The planes fly too low over populated area
2024-11-12 19:52:40 +1100	CARLTON RIVER, TAS	Carlton River	1	Moved noise and fuel discharge and smell away from my house
2024-11-12 20:05:28 +1100	CARLTON RIVER, TAS	Carlton River	1	The planes go straight over my house, this will will move them away. They are very low and noisy
2024-11-25 19:51:53 +1100	CARLTON RIVER, TAS	Carlton River	1	The flight path will be higher and goes over less residents. So that is an improvement. A better option is to go higher and further out so it isn't just moving the issue to another community
2024/10/29 s47F		Dodges Ferry	1	When we moved to this home s47F , we were directly under the final inbound flight path to Hobart; this continued until recent time. When outside it was a matter of pausing a conversation for 30 seconds while a plane was overhead. The change of flight path some time ago meant that aircraft take a route further to the east at a higher altitude before turning over Norfolk and Frederick Henry Bays to land at Hobart and climbing steeply following the same route when departing, reducing noise as far as possible. We are concerned that a small number of people are raising objections about aircraft noise and seem to be unwilling to make any concession for the benefit of others living in this area and aircraft taking a longer route to and from Hobart [Perhaps best described as 'nimby's'!] We consider that the present route is a sensible plan to reduce aircraft noise as much as possible and would be unhappy about any change to the present route.
2024-11-11 19:38:27 +1100	DODGES FERRY, TAS	Dodges Ferry	1	10 less decibels is in a less populated area sounds like an improvement
2024-12-08 14:29:50 +1100	DODGES FERRY, TAS	Dodges Ferry	1	It will be less noisy for residents
2024-12-12 17:26:06 +1100	MURDUNNA, TAS	Murdunna	1	It makes sense to spread the noise
2024-12-05 14:44:53 +1100	ORFORD, TAS	Orford	1	It appears to be a good compromise while still keeping the route that is operating now.
2024-11-05 13:57:11 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	So don't have to listen the low Flying aircraft fly over the top of my and putting pollutants in my water tanks
2024-11-05 18:36:27 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I live 950' below the flight path ina residential area. Moving the flight path 2 to 3km east means aircraft pass over mostly rural area at almost twice the height
2024-11-05 22:13:53 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Noise, Height of aircraft directly above our house and fuel in our water tanks
2024-11-06 10:52:46 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This solution is the best all-round. The aircraft will be at a higher altitude in that part of the approach reducing the noise to all residents in the area.
2024-11-08 19:53:42 +1100	SANDY BAY, TAS	Primrose Sands	1	Less noise over my property. More equitable noise sharing.
2024-11-21 14:25:48 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Current RNP-AR needs to close - Best option for all communities is move RNP-AR to RNAV. Move RNAV to East Coast over water. In the interim move RNP-AR
2024-11-25 13:03:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I live on s47F and am currently experiencing high levels of aircraft noise. I'm concerned about the upcoming opening of the airport to bigger, louder international aircraft and would prefer the approach to be moved away from Primrose Sands.
2024-11-26 07:38:49 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The flight path is too low, with excessive noise and disrupts our lives, including tank water pollution which impacts our health. The RNP-AR path is an unnecessary shortcut that disregards the community and should move permanently to the RNAV 2-3km east
2024-12-15 19:59:18 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	It represents where the app should have been, rather than the current one that impacts so many other people in this area. I welcome the NAP being made permanent, including for the change. Thanks to s47F
2024-12-18 07:21:50 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The planes are too noisy 89-91 decibels over my house, they are so low I can read the black numbers on the sides and they are polluting our water tanks.

2024/11/26	s47F	Primrose Sands	1	The RNP-AR over Primrose Sands needs to be closed. Flights are too low, too noisy and too polluting. It was put over our homes with no consultation and should never have been approved. There is more consultation and approval in digging a simple ditch across a road, than was undertaken by Airservices with this flight path. Flight Path should not be over a heavily populated community on water tanks and it fails the ICAO height standards for healthy air. It was wrong from the start and we have had to bear the consequences for over 5 years. Option 4 (2-3kms) should be actioned as an immediate temporary measure only. The RNP-AR short track should be moved further East. The RNAV should be the RNP-AR)!!
2024-11-26 13:39:36 +1100	RHEBAN, TAS	Rheban	1	Rec 4 ppears to be a modest change from existing path. By making a major change as per Rec 6, Air Services Australia will be required to start from scratch in obtaining community acceptance. Recommendation 4 looks to be more operationally efficient
2024-12-03 07:49:32 +1100	RHEBAN, TAS	Rheban	1	Shorter than the 'over water' option and transits over a smaller population
2024/11/18	s47F	Unknown	1	We (our family) wish this route to be abandoned and moved to the East. Our suggestion is about 2-3 kilometres to the East of Connelly's Marsh. This area is very sparsely populated and is about. half way between Primrose Sands and Dunalley. When the aircraft come over water (Norfolk Bay) they then swing around close to Lime Bay and then on to their final approach. This will keep aircraft noise lower as they will be a bit higher and away from the more populated areas (Primrose Sands, Susans Bay, Connelly's Marsh and Dunalley).
2024/11/21		Forcett	1	I partially support the moving of this however 2 - 3 kms is totally inadequate and only placing the problem on another area of Primrose Sands.
2024/11/2	s47F	Unkown	1	If 4 is to stay in use that it be moved further to the East so the flights are higher, it would be less noisy, less polluting and affect less people. Would appreciate it if NAP could continue even with the new flights.
2024-12-01 21:44:59 +1100	BREAM CREEK, TAS	Bream Creek	2	It should be moved back towards the West, not the East where the areas are previously not overflown and have less ambient noise..
2024-11-25 19:38:41 +1100	CARLTON RIVER, TAS	Carlton River	2	This still creates issues for the primrose and Carlton bluff region residents from a sound perspective. Option 6 is the most suitable option.
2024-11-06 19:48:55 +1100	CONNELLYS MARSH, TAS	Connellys Marsh	2	The current flight path has acceptable noise levels, and I don't support the cost to redesign and conduct 12 months of work including further consultation for minimal benefit. Option 6 is a preferable alternative to consider
2024-11-14 19:10:26 +1100		Connellys Marsh	2	The change brings both incoming flight paths into closer proximity to Connellys Marsh and Connellys Bay. Jet departures also use a flight path over this area. Connellys Marsh may be a smaller community but there is also less ambient noise in the area.
2024-11-29 16:08:34 +1100		Copping	2	I am concerned that the increased invasive noise combined of the new proposed flight path will increase invasive sound disturbance that will have great effects on the region, impacting on individual and social wellbeing and commercial enterprises
2024-11-09 20:32:08 +1100	DODGES FERRY, TAS	Dodges Ferry	2	If the suggested change means airplanes travelling over the main part of Dodges Ferry, this will impact even more people than it currently does. If the suggestion is the move the runway east, there would be a negative impact to nearby forests.
2024/12/20	s47F	Dunalley	2	While this proposal provides some relief to communities closer to the airport, which were historically subjected to aircraft noise pre the introduction of SIDs and STARS in 2017, it moves noise closer to Dunalley and surrounds which are already impacted by the RNY30 RNAV approach, the RNY12 departure, and the Noise Abatement 'Trial'. Areas that were never previously overflown. In particular it unfairly concentrates noise over the community of Connelly's Marsh. AirServices Australia (ASA) have stated numerous times that they are looking for noise sharing across communities, but this does not provide noise sharing, it's just moving noise impacts to other communities. Proposed Actions 6 & 4 would further increase aircraft movements closer to and over these communities and so should not proceed.
2024-11-05 22:04:02 +1100		Dunalley	2	Bad environmental outcome. Should be close to the airport where they used to be
2024-11-18 10:57:50 +1100		Dunalley	2	Dunalley was never overflown prior to 2017 and the noise we deal with in such a quiet area is unacceptable.
2024-11-28 20:32:41 +1100	DUNALLEY, TAS	Dunalley	2	Our community already gets enough noise from 60 % of arrivals and all departures! Don't move arrivals any closer. They should be retained as close to the airport as possible where planes have flown for 60 years since Hobart airport was constructed!
2024-12-13 13:20:45 +1100	RANDWICK, NSW	Dunalley	2	There is plenty of space to the west. These changes will seriously impact on tourism - please look more closely and fair and efficient noise sharing
2024-11-29 08:37:23 +1100	KOONYA, TAS	Koonya	2	Moving the runway to the east will take it over areas where
2024-11-30 23:20:38 +1100		Marion Bay	2	We were never overflown prior to 2017. This proposal will increase the aircraft noise we already experience every day. We cannot take any more, this has to stop. This so called noise sharing is only shifting the problem, but not solving it. Try West path
2024-11-30 23:46:42 +1100		Marion Bay	2	We were never overflown prior to 2017. This is not fair noise sharing anymore, benefiting only communities who had aircraft for the last 50 years. We already have arrivals, departures & NAP. Need to assess West route & out wide, long approach over water.
2024-11-30 23:56:51 +1100	MARION BAY, TAS	Marion Bay	2	My family has been living here for s47F , existing plus noise from action 4 is destroying our tranquility and lifestyle. We enjoy the outdoors and have low ambient noise levels, never had aircraft noise prior to 2017.Assess West route, proven possible.
2024-11-17 16:20:42 +1100	MIDWAY POINT, TAS	Midway point	2	it just moves the problem to Connelly's marsh area which has a growing population and it will cause nuisance noise at The volume of a vacuum cleaner bigger planes are landing in the future eg boeing. New path must be further eastwards and bigger arc
2024-11-27 10:11:31 +1100	MURDUNNA, TAS	Murdunna	2	it concentrates all flight paths in one area some should go to the west of the RNAV or stay as is the area getting relief does not get any departures so this is not noise sharing
2024-11-29 07:50:36 +1100	MURDUNNA, TAS	Murdunna	2	Those who bought under the longstanding Coal River Valley flight path knew what they were getting. Changing the route impacts those who bought for peace & quiet. This is unfair. There is plenty of airspace to the west of the runway not even considered
2024-11-29 21:18:23 +1100	MURDUNNA, TAS	Murdunna	2	This is the gateway to one of Tasmania's major tourism areas. Peace & tranquility are big draw cards to this area. Air traffic noise will have a negative impact on the area
2024-11-30 13:45:24 +1100	MURDUNNA, TAS	Murdunna	2	When I telc
2024-11-30 14:41:31 +1100	MURDUNNA, TAS	Murdunna	2	This change directly affects residents in my community. The only equitable option is to share the flight paths so that all communities currently affected or to be affected by the proposed changes share the noise burden.
2024-11-30 15:04:05 +1100	MURDUNNA, TAS	Murdunna	2	The change will result in us getting all the aircraft and their noise flying over us and in front of us for arrivals as well as departures. This will impact our quality of life.
2024-11-30 15:05:08 +1100	MURDUNNA, TAS	Murdunna	2	It concentrates all the noise over one hitherto quiet area which is unfair, unjust and not in keeping with modern values and approaches. The answer is simple: share the noise then no one is unfairly done by, the approach mature & thoughtful
2024-11-30 17:37:51 +1100	MURDUNNA, TAS	Murdunna	2	This will add more noise to our community, which already has departures. if departures are moved to the west then this may be an option, until then I oppose the change
2024-11-30 17:44:42 +1100	MURDUNNA, TAS	Murdunna	2	Our peaceful seaside house will be disturbed with horrible plane noise. why can the noise not stay near the airport?
2024-11-30 20:13:13 +1100		Murdunna	2	This is unacceptable. This concentrates noise onto our community and completely eliminates it from those who live in the airport area. We already get departure noise, so we already get noise every day. absolutely opposed to this change unless departures a
2024-12-10 15:04:52 +1100		Murdunna	2	The proposed flight paths would negatively effect my enjoyment of my environment and that of others in the area. We live here for the peace and quiet. The proposed flight path would destroy that. We have already fought previous changes. Same arguments now

2024-12-12 21:46:48 +1100	MURDUNNA, TAS	Murdunna	2	This change will affect the tranquility of the area and affect the relaxed atmosphere of our community and our accommodation business, not to mention the pollution falling from the sky spreading chemicals over our property poisoning our live stock
2024-12-13 07:59:41 +1100	MURDUNNA, TAS	Murdunna	2	increased noise levels in my local area
2024-12-15 10:20:15 +1100	MURDUNNA, TAS	Murdunna	2	Arrival and departure flights' noise is already shared by many communities. Rec. 4 results in increased flight times and CO2 emissions and concentrates all flight paths over a smaller area further from Hobart airport. This is not a noise sharing outcome.
2024-12-17 09:51:44 +1100	MURDUNNA, TAS	Murdunna	2	If the changes are for the benefit of all Tasmanians, then they should share the noise pollution generated by the changes.
2024-12-15 18:19:20 +1100	ORFORD, TAS	Orford	2	The proposal flight path is way to close to my farm.
2024-11-05 14:39:10 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	You need to move Runway 30 RNP-AR more than 2- 3 kms to the east
2024-11-05 21:33:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	We live under the flight path. Noise, exhaust, pollution. Lack of empathy and understanding from Air Services. Pressure from Airlines and Hobart airport. Concerns about health.
2024-11-06 19:48:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Just moves the impact of flight noise from one group to another, flight paths should be shared according to time periods previously agreed upon
2024-11-09 21:54:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	It's swapping one area that has housing that is directly affected for another that will be directly affected. This proposal will send the flight path straight over the top of my house! You will just get another round of complaints if path is placed here!
2024-11-12 17:28:15 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	You are moving the noise from one growing populated area to another.
2024-11-12 17:29:37 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The proposed change is just moving the existing flight path from one populated area to another populated area. When we purchased our property there was no flight paths over our land, this changed in 2017/18. Path should be over less populated area.
2024-11-12 17:52:42 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Moving from one populated area to another. s47F , no planes2017/18 noise.
2024-11-12 18:03:37 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Flight paths should be over unpopulated areas. Not just shifting the issue from one populated area to another populated area.
2024-11-12 21:22:11 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	It is still flying over a populated area - move it between Connellys Marsh and Dunalley. Higher plane heights mean less noise and general disturbance, and this area is not as populated.
2024-11-14 22:46:04 +1100		Primrose Sands	2	The community that already gets the noise from most jet departures and some arrivals would also get all the noise from all the arrivals. That is not sharing the burden.
2024-11-18 16:20:58 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	More planes are coming with runway extension, town is growing , we collect drinking water, plus residents prior to 2016 never had planes, your moving the noise and pollution from 1 headland to the other, move it over the water
2024-11-19 11:37:03 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Noise levels would increase markedly at my home, as they would for all people along the route.
2024-11-25 09:29:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Shifting community health concerns identified with existing path will not resolve the issue.
2024-11-25 09:52:44 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	I oppose this as an option as it is a small quiet community and would present health concerns with pollution overhead and also noise pollution. Plenty of other space to fly around not over a tiny regional communities roofs
2024-11-25 10:06:09 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Shifting the identified "community health concerns" to a different populated neighbourhood is ridiculous. May be the easiest solution for air services but not local residents. Gypsy point residents already incur noise disruption from busy boat ramp
2024-11-25 20:35:27 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Very little improvement. Flights will still impact the community reliant on tank water. Noise still will be a major impact issue only 3km east.
2024-11-27 08:01:51 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Too direct over residential area, larger planes will be disruptive to community
2024-11-30 15:20:49 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The flight path is directly over a significant dwelling population of 1000+ when it could further south and disrupt very few people. This is not the moral choice and negatively impacts too many people's lives if enacted.
2024-11-30 20:47:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The noise from the aircraft is enough to cause a disturbance in what is a very quiet area. We do not want the impact of the noise of aircraft disturbing the peace. An aircraft flew this path during the week at 9:30pm - it was loud enough to wake us up.
2024-11-30 21:01:04 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	We moved into an area that was quiet, and was not part of a regular flight path, the sheer volume of flights in the recommendation would disturb the peace and enjoyment and have an adverse impact on our lives.
2024-12-13 16:25:52 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	This path will still affect pails of the Primrose Sands community. Please use existing RNAV route
2024-12-14 06:49:39 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	My preferred option is the East Coast flight path. The noise levels at the south eastern end of Primrose Sands would still too high with this option as we would have not only arrivals, but also departures on top of that. Thank you s47F
2024/11/11	s47F	Primrose Sands	2	Recommended option 4 would clearly improve noise outcomes for residents in the Carlton River and northern Primrose sands communities. However, moving the flight path 2-3km to the east of the current alignment simply serves to move more aircraft noise to residents in southern Primrose Sands and Connellys Marsh. Residents in this area are already subject to aircraft departure noise when aircraft are leaving from the south, so the addition of arrivals on the proposed flight path would mean that there would be no respite from noise, regardless of wind direction. We think that concentrating arrivals and departure over a single area of the community is ill considered, and are surprised that this is being progressed as an option.
2024/11/24	s47F	Primrose Sands	2	I do not support to move the flight path 2-3 kms east. This is simply moving the problem. This flight path is too low creating noise and pollution for our rural suburb that replies on tank water we collect form our roofs. This path needs to be closed. RNP-AR should be permanently moved to the RNAV.
2024/11/26	s47F	Primrose Sands	2	All the issues associated with the current flight path will just move to area 4 which still affects residents living under the pathway. The people currently objecting to the associated issues may support Action 4 as it takes the issues away from them however just makes them the problems of other residents in the proposed location. In addition, our house will be directly affected by the proposed flight path 😔
2024-12-11 19:22:58 +1100	SPRING BEACH, TAS	Spring beach	2	Noise congestion
2024-12-04 17:46:00 +1100	TRIABUNNA, TAS	Triabunna	2	Prefer to leave flight path as it currently exists
2024-11-22 06:51:11 +1100		Dunalley	3	If you live near the airport expect noise, why are the flight path options to move it away from the airpirt
2024-11-06 17:43:45 +1100		Murdunna	3	While the proposed path will fly over less people, this might not always remain the case into the future. The current path is closer to the airport and flies over communities which I believe have always been overflown.
2024-12-01 14:52:43 +1100	MURDUNNA, TAS	Murdunna	3	As we already hear aircraft using the RNAV Arrival and Jet Departure the changes would have no real impact on the current levels of aircraft noise experienced in Murdunna..
2024-12-18 11:46:01 +1100	MURDUNNA, TAS	Murdunna	3	I have no issue with the planes that I use and that bring tourists and business to our area
2024-12-20 13:10:36 +1100	ORFORD, TAS	Orford	3	Need for an Alt flight path is not strong 95% of objections from one person. Current flight path is simple, efficient, long established and residents in this growth area have chosen to reside here despite flight noise. Alt 4 ok, low impact. Alt 6 not ok.

Count of Q2 (Do you support the change?) Respondent's Suburb	Column Labels Yes	No	Neutral	Grand Total
Bream Creek		1		1
Carlton	10			10
Carlton River	6	1		7
Connellys Marsh		2		2
Copping		1		1
Dodges Ferry	1			1
Dodges Ferry	2	1		3
Dunalley		1		1
Dunalley		4	1	5
Koonya		1		1
Marion Bay		3		3
Midway point		1		1
Murdunna	1	15	3	19
Orford	1	1	1	3
Primrose Sands	11	25		36
Rheban	2			2
Spring beach		1		1
Triabunna		1		1
Unknown	1			1
Forcett	1			1
Unkown	1			1
Grand Total	**37**	**59**	**5**	**101**

101

Bream Creek	-	1	-
Carlton	10	-	-
Carlton River	6	1	-
Connellys Marsh	-	2	-
Copping	-	1	-
Dodges Ferry	2	1	-
Dunalley	-	4	1
Koonya	-	1	-
Marion Bay	-	3	-
Midway point	-	1	-
Murdunna	1	15	3
Orford	1	1	1
Primrose Sands	10	22	-
Rheban	2	-	-
Spring beach	-	1	-
Triabunna	-	1	-

	Yes	No	Nuetral
Rec 4	36.6%	58.4%	5.0%
Rec 6			
30			
76.9%			
49.2%			

Responded at	Signup Form Q8 (Suburb)	Q1 (What suburb/town are you located in?)	Q2 (Do you support the change?)	Q3 (Please tell us about the reasons for your choice)	Response ID
2024-11-22 06:51:11 +1100		Dunalley	3	If you live near the airport expect noise, why are the flight path options to move it away from the airpirt	6024287
2024-11-06 17:43:45 +1100		Murdunna	3	While the proposed path will fly over less people, this might not always remain the case into the future. The current path is closer to the airport and flies over communities which I believe have always been overflown.	5995935
2024-12-01 14:52:43 +1100	MURDUNNA, TAS	Murdunna	3	As we already hear aircraft using the RNAV Arrival and Jet Departure the changes would have no real impact on the current levels of aircraft noise experienced in Murdunna..	6038187
2024-12-18 11:46:01 +1100	MURDUNNA, TAS	Murdunna	3	I have no issue with the planes that I use and that bring tourists and business to our area	6059258
2024-12-20 13:10:36 +1100	ORFORD, TAS	Orford	3	Need for an Alt flight path is not strong 95% of objections from one person. Current flight path is simple, efficient, long established and residents in this growth area have chosen to reside here despite flight noise. Alt 4 ok, low impact. Alt 6 not ok.	6061282
2024-12-01 21:44:59 +1100	BREAM CREEK, TAS	Bream Creek	2	It should be moved back towards the West, not the East where the areas are previously not overflown and have less ambient noise..	6038433
2024-11-25 19:38:41 +1100	CARLTON RIVER, TAS	Carlton River	2	This still creates issues for the primrose and Carlton bluff region residents from a sound perspective. Option 6 is the most suitable option.	6029455
2024-11-06 19:48:55 +1100	CONNELLYS MARSH, TAS	Connellys Marsh	2	The current flight path has acceptable noise levels, and I don't support the cost to redesign and conduct 12 months of work including further consultation for minimal benefit. Option 6 is a preferable alternative to consider	5996299
2024-11-14 19:10:26 +1100		Connellys Marsh	2	The change brings both incoming flight paths into closer proximity to Connellys Marsh and Connellys Bay. Jet departures also use a flight path over this area. Connellys Marsh may be a smaller community but there is also less ambient noise in the area.	6012089
2024-11-29 16:08:34 +1100		Copping	2	I am concerned that the increased invasive noise combined of the new proposed flight path will increase invasive sound disturbance that will have great effects on the region, impacting on individual and social wellbeing and commercial enterprises	6036684
2024-11-09 20:32:08 +1100	DODGES FERRY, TAS	Dodges Ferry	2	If the suggested change means airplanes travelling over the main part of Dodges Ferry, this will impact even more people than it currently does. If the suggestion is the move the runway east, there would be a negative impact to nearby forests.	6003188
2024-11-05 22:04:02 +1100		Dunalley	2	Bad environmental outcome. Should be close to the airport where they used to be	5994605
2024-11-18 10:57:50 +1100		Dunalley	2	Dunalley was never overflown prior to 2017 and the noise we deal with in such a quiet area is unacceptable.	6017514
2024-11-28 20:32:41 +1100	DUNALLEY, TAS	Dunalley	2	Our community already gets enough noise from 60 % of arrivals and all departures! Don't move arrivals any closer. They should be retained as close to the airport as possible where planes have flown for 60 years since Hobart airport was constructed!	6035205
2024-12-13 13:20:45 +1100	RANDWICK, NSW	Dunalley	2	There is plenty of space to the west. These changes will seriously impact on tourism - please look more closely and fair and efficient noise sharing	6054131
2024-11-29 08:37:23 +1100	KOONYA, TAS	Koonya	2	Moving the runway to the east will take it over areas where	6035756
2024-11-30 23:20:38 +1100		Marion Bay	2	We were never overflown prior to 2017. This proposal will increase the aircraft noise we already experience every day. We cannot take any more, this has to stop. This so called noise sharing is only shifting the problem, but not solving it. Try West path	6037883
2024-11-30 23:46:42 +1100		Marion Bay	2	We were never overflown prior to 2017. This is not fair noise sharing anymore, benefiting only communities who had aircraft for the last 50 years. We already have arrivals, departures & NAP. Need to assess West route & out wide, long approach over water.	6037895
2024-11-30 23:56:51 +1100	MARION BAY, TAS	Marion Bay	2	My family has been living here for 17 F[redacted], existing plus noise from action 4 is destroying our tranquility and lifestyle. We enjoy the outdoors and have low ambient noise levels, never had aircraft noise prior to 2017.Assess West route, proven possible.	6037899
2024-11-17 16:20:42 +1100	MIDWAY POINT, TAS	Midway point	2	it just moves the problem to Connelly's marsh area which has a growing population and it will cause nuisance noise at The volume of a vacuum cleaner bigger planes are landing in the future eg boeing. New path must be further eastwards and bigger arc	6016810
2024-11-27 10:11:31 +1100	MURDUNNA, TAS	Murdunna	2	it concentrates all flight paths in one area some should go to the west of the RNAV or stay as is the area getting relief does not get any departures so this is not noise sharing	6031448
2024-11-29 07:50:36 +1100	MURDUNNA, TAS	Murdunna	2	Those who bought under the longstanding Coal River Valley flight path knew what they were getting. Changing the route impacts those who bought for peace & quiet. This is unfair. There is plenty of airspace to the west of the runway not even considered	6035725
2024-11-29 21:18:23 +1100	MURDUNNA, TAS	Murdunna	2	This is the gateway to one of Tasmania's major tourism areas. Peace & tranquility are big draw cards to this area. Air traffic noise will have a negative impact on the area	6037061
2024-11-30 13:45:24 +1100	MURDUNNA, TAS	Murdunna	2	Whole etc	6037513
2024-11-30 14:41:31 +1100	MURDUNNA, TAS	Murdunna	2	This change directly affects residents in my community. The only equitable option is to share the flight paths so that all communities currently affected or to be affected with proposed changes share the noise burden.	6037560
2024-11-30 15:04:05 +1100	MURDUNNA, TAS	Murdunna	2	The change will result in us getting all the aircraft and their noise flying over us and in front of us for arrivals as well as departures. This will impact our quality of life.	6037583
2024-11-30 15:05:08 +1100	MURDUNNA, TAS	Murdunna	2	It concentrates all the noise over one hitherto quiet area which is unfair, unjust and not in keeping with modern values and approaches. The answer is simple: share the noise then no one is unfairly done by, the approach mature & thoughtful	6037584
2024-11-30 17:37:51 +1100	MURDUNNA, TAS	Murdunna	2	This will add more noise to our community, which already has departures. if departures are moved to the west then this may be an option, until then I oppose the change	6037697
2024-11-30 17:44:42 +1100	MURDUNNA, TAS	Murdunna	2	Our peaceful seaside house will be disturbed with horrible plane noise. why can the noise not stay near the airport?	6037707
2024-11-30 20:13:13 +1100		Murdunna	2	This is unacceptable. This concentrates noise onto our community and completely eliminates it from those who live in the airport area. We already get departure noise, so we already get noise every day. absolutely opposed to this change unless departures a	6037806
2024-12-10 15:04:52 +1100		Murdunna	2	The proposed flight paths would negatively effect my enjoyment of my environment and that of others in the area. We live here for the peace and quiet. The proposed flight path would destroy that. We have already fought previous changes. Same arguments now	6050552
2024-12-12 21:46:48 +1100	MURDUNNA, TAS	Murdunna	2	This change will affect the tranquility of the area and affect the relaxed atmosphere of our community and our accommodation business, not to mention the pollution falling from the sky spreading chemicals over our property poisoning our live stock	6053526

2024-12-13 07:59:41 +1100	MURDUNNA, TAS	Murdunna	2	increased noise levels in my local area	6053747
2024-12-15 10:20:15 +1100	MURDUNNA, TAS	Murdunna	2	Arrival and departure flights' noise is already shared by many communities. Rec. 4 results in increased flight times and CO2 emissions and concentrates all flight paths over a smaller area further from Hobart airport. This is not a noise sharing outcome.	6055783
2024-12-17 09:51:44 +1100	MURDUNNA, TAS	Murdunna	2	If the changes are for the benefit of all Tasmanians, then they should share the noise pollution generated by the changes.	6058262
2024-12-15 18:19:20 +1100	ORFORD, TAS	Orford	2	The proposal flight path is way to close to my farm.	6056150
2024-11-05 14:39:10 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	You need to move Runway 30 RNP-AR more than 2- 3 kms to the east	5993860
2024-11-05 21:33:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	We live under the flight path. Noise, exhaust, pollution. Lack of empathy and understanding from Air Services, pressure from Airlines and Hobart airport. Concerns about health.	5994571
2024-11-06 19:48:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Just moves the impact of flight noise from one group to another, flight paths should be shared according to time periods previously agreed upon	5996298
2024-11-09 21:54:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	It's swapping one area that has housing that is directly affected for another that will be directly affected. This proposal will send the flight path straight over the top of my house! You will just get another round of complaints if path is placed here!	6003269
2024-11-12 17:28:15 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	You are moving the noise from one growing populated area to another.	6008238
2024-11-12 17:29:37 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The proposed change is just moving the existing flight path from one populated area to another populated area. When we purchased our property there was no flight paths over our land, this changed in 2017/18. Path should be over less populated area.	6008245
2024-11-12 17:52:42 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Moving from one populated area to another. 2014 we bought property, no planes2017-18 noise.	6008302
2024-11-12 18:03:37 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Flight paths should be over unpopulated areas. Not just shifting the issue from one populated area to another populated area.	6008329
2024-11-12 21:22:11 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	It is still flying over a populated area - move it between Connellys Marsh and Dunalley. Higher plane heights mean less noise and general disturbance, and this area is not as populated.	6008796
2024-11-14 22:46:04 +1100		Primrose Sands	2	The community that already gets the noise from most jet departures and some arrivals would also get all the noise from all the arrivals. That is not sharing the burden.	6012350
2024-11-18 16:20:58 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	More planes are coming with runway extension, town is growing , we collect drinking water, plus residents prior to 2016 never had planes, your moving the noise and pollution from 1 headland to the other, move it over the water	6018105
2024-11-19 11:37:03 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Noise levels would increase markedly at my home, as they would for all people along the route.	6019185
2024-11-25 09:29:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Shifting community health concerns identified with existing path will not resolve the issue.	6028094
2024-11-25 09:52:44 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	I oppose this as an option as it is a small quiet community and would present health concerns with pollution overhead and also noise pollution. Plenty of other space to fly around not over a tiny regional communities roofs	6028137
2024-11-25 10:06:09 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Shifting the identified "community health concerns" to a different populated neighbourhood is ridiculous. May be the easiest solution for air services but not local residents. Gypsy point residents already incur noise disruption from busy boat ramp	6028163
2024-11-25 20:35:27 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Very little improvement. Flights will still impact the community reliant on tank water. Noise still will be a major impact issue only 3km east.	6029546
2024-11-27 08:01:51 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	Too direct over residential area, larger planes will be disruptive to community	6031338
2024-11-30 15:20:49 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The flight path is directly over a significant dwelling population of 1000+ when it could further south and disrupt very few people. This is not the moral choice and negatively impacts too many people's lives if enacted.	6037602
2024-11-30 20:47:21 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	The noise from the aircraft is enough to cause a disturbance in what is a very quiet area. We do not want the impact of the noise of aircraft disturbing the peace. An aircraft flew this path during the week at 9:30pm - it was loud enough to wake us up.	6037825
2024-11-30 21:01:04 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	We moved into an area that was quiet, and was not part of a regular flight path, the sheer volume of flights in the recommendation would disturb the peace and enjoyment and have an adverse impact on our lives.	6037833
2024-12-13 16:25:52 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	This path will still affect parts of the Primrose Sands community. Please use existing RNAV route	6054317
2024-12-14 06:49:39 +1100	PRIMROSE SANDS, TAS	Primrose Sands	2	My preferred option is the East Coast flight path. The noise levels at the south eastern end of Primrose Sands would still too high with this option as we would have not only arrivals, but also departures on top of that. Thank you s47F	6055035
2024-12-11 19:22:58 +1100	SPRING BEACH, TAS	Spring beach	2	Noise congestion	6052063
2024-12-04 17:46:00 +1100	TRIABUNNA, TAS	Triabunna	2	Prefer to leave flight path as it currently exists	6042047
2024-11-05 20:12:01 +1100	CARLTON RIVER, TAS	Carlton	1	Constant aircraft noise overhead, too low too noisy, afects way of life. Have lived here for nearly 20 years and approach was moved without due consultation to community directly affected eg Carlton / Primrose sands.	5994479
2024-11-05 21:24:07 +1100	CARLTON, TAS	Carlton	1	Reduces impact of noise and aircraft on a large and growing residential area. Flight change path has minimum negative effects for the significant benefit for a large number of residents.	5994562
2024-11-06 06:39:40 +1100	CARLTON RIVER, TAS	Carlton	1	low flying aircraft, noise , health implications of low flying planes over houses which collect rain water as their only source, toxic chemicals being released due to low flying aircraft, property devaluation due since changing to current	5994766
2024-11-06 10:19:22 +1100	CARLTON, TAS	Carlton	1	This is a reasonable alternative that minimises the effects on community with significantly fewer residents affected and the planes approaching at a higher level - a sensible alternative, thank you.	5995026
2024-11-08 13:43:12 +1100	CARLTON, TAS	Carlton	1	Less properties / people that will be affected and aircraft will be double the height going over them.	6000708
2024-11-12 10:07:39 +1100	CARLTON, TAS	Carlton	1	This route takes the flight path away from Carlton and over a less populated area, the reduced impact of aircraft noise would improve my mental health.	6006951
2024-11-12 22:03:34 +1100	CARLTON, TAS	Carlton	1	Excessive noise from low lying aircraft over my house that is located in the built up Carlton suburb. Please move further east/over the water where planes can be a higher altitude and fewer properties are impacted.	6008848
2024-11-23 19:54:57 +1100		Carlton	1	I live under the current RNP-AR. We have experienced noise from low arrivals for 5 years, sometimes over 35 flights in a day. We were not informed about this flight path prior to Nov 2019. Please move it to a less populated area at higher altitude.	6026340
2024-11-30 07:44:29 +1100	CARLTON, TAS	Carlton	1	I support the move of flight path to lessen adverse noise and pollution on the local community and residential area. We are reliant on tank water and the low, excessively noisy flights are hazardous to our health and environment.	6037210
2024-11-28 12:05:39 +1100	CARLTON, TAS	Carlton	1	The suggested change will result in a much smaller number of residents being adversely impacted by aircraft noise than currently are. To date I have been impressed by the review process/staff o s47F hopefully it is not just window dressing.	6033530

2024-11-05 17:46:36 +1100	CARLTON RIVER, TAS	Carlton River	1	This flight path is far too low, far too loud and far too polluting in our rainwater tanks. It is detrimental to our mental and physical health and property values. It should be moved further than 2-3kms to the east.	5994230
2024-11-05 21:26:21 +1100	CARLTON RIVER, TAS	Carlton River	1	Planes fly too low over populated area on current path, causing intolerable noise, water tank pollution	5994565
2024-11-05 21:33:44 +1100	CARLTON RIVER, TAS	Carlton River	1	Too much noise pollution. The planes fly too low over populated area	5994573
2024-11-12 19:52:40 +1100	CARLTON RIVER, TAS	Carlton River	1	Moved noise and fuel discharge and smell away from my house	6008588
2024-11-12 20:05:28 +1100	CARLTON RIVER, TAS	Carlton River	1	The planes go straight over my house, this will will move them away. They are very low and noisy	6008624
2024-11-25 19:51:53 +1100	CARLTON RIVER, TAS	Carlton River	1	The flight path will be higher and goes over less residents. So that is an improvement. A better option is to go higher and further out so it isn't just moving the issue to another community	6029475
2024-11-11 19:38:27 +1100	DODGES FERRY, TAS	Dodges Ferry	1	10 less decibels and in a less populated area sounds like an improvement	6006134
2024-12-08 14:29:50 +1100	DODGES FERRY, TAS	Dodges Ferry	1	It will be less noisy for residents	6047873
2024-12-12 17:26:06 +1100	MURDUNNA, TAS	Murdunna	1	It makes sense to spread the noise	6053268
2024-12-05 14:44:53 +1100	ORFORD, TAS	Orford	1	It appears to be a good compromise while still keeping the route that is operating now.	6043675
2024-11-05 13:57:11 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	So don't have to listen the low Flying aircraft fly over the top of my and putting pollutants in my water tanks	5993778
2024-11-05 18:36:27 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I live 1950' below the flight path ina residential area. Moving the flight path 2 to 3km east means aircraft pass over mostly rural area at almost twice the height	5994307
2024-11-05 22:13:53 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Noise, Height of aircraft directly above our house and fuel in our water tanks	5994615
2024-11-06 10:52:46 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This solution is the best all-round. The aircraft will be at a higher altitude in that part of the approach reducing the noise to all residents in the area.	5995080
2024-11-08 19:53:42 +1100	SANDY BAY, TAS	Primrose Sands	1	Less noise over my property. More equitable noise sharing.	6001572
2024-11-21 14:25:48 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Current RNP-AR needs to close - Best option for all communities is move RNP AR to RNAV. Move RNAV to East Coast over water. In the interim move RNP-AR	6023386
2024-11-25 13:03:28 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I live on s47F and am currently experiencing high levels of aircraft noise. I'm concerned about the upcoming opening of the airport to bigger, louder international aircraft and would prefer the approach to be moved away from Primrose Sands.	6028685
2024-11-26 07:38:49 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The flight path is too low, with excessive noise and disrupts our lives, including tank water pollution which impacts our health. The RNP-AR path is an unnecessary shortcut that disregards the community and should move permanently to the RNAV 2-3km east	6029835
2024-12-15 19:59:18 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	It represents where the app should have been, rather than the current one that impacts so many other people in this area. I welcome the NAP being made permanent, including for the change. Thanks to s47F	6056239
2024-12-18 07:21:50 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The planes are too noisy 89-91 decibels over my house, they are so low I can read the black numbers on the sides and they are polluting our water tanks.	6059090
2024-11-26 13:39:36 +1100	RHEBAN, TAS	Rheban	1	Rec 4 ppears to be a modest change from existing path. By making a major change as per Rec 6, Air Services Australia will be required to start from scratch in obtaining community acceptance. Recommendation 4 looks to be more operationally efficient	6030277
2024-12-03 07:49:32 +1100	RHEBAN, TAS	Rheban	1	Shorter than the 'over water' option and transits over a smaller population	6039912
2024/11/18	s47F	Unknown	1	We (our family) wish this route to be abandoned and moved to the East. Our suggestion is about 2-3 kilometres to the East of Connelly's Marsh. This area is very sparsely populated and is about. half way between Primrose Sands and Dunalley. When the aircraft come over water (Norfolk Bay) they then swing around close to Lime Bay and then on to their final approach. This will keep aircraft noise lower as they will be a bit higher and away from the more populated areas (Primrose Sands, Susans Bay, Connelly's Marsh and Dunalley).		
2024/11/11	s47F	Primrose Sands	2	Recommended option 4 would clearly improve noise outcomes for residents in the Carlton River and northern Primrose sands communities. However, moving the flight path 2-3km to the east of the current alignment simply serves to move more aircraft noise to residents in southern Primrose Sands and Connellys Marsh. Residents in this area are already subject to aircraft departure noise when aircraft are leaving from the south, so the addition of arrivals on the proposed flight path would mean that there would be no respite from noise, regardless of wind direction. We think that concentrating arrivals and departure over a single area of the community is ill considered, and are surprised that this is being progressed as an option.		
2024/10/29	s47F	Dodges Ferry	1	When we moved to this home s47F we were directly under the final inbound flight path to Hobart; this continued until recent time. When outside it was a matter of pausing a conversation for 30 seconds while a plane was overhead. The change of flight path some time ago meant that aircraft take a route further to the east at a higher altitude before turning over Norfolk and Frederick Henry Bays to land at Hobart and climbing steeply following the same route when departing, reducing noise as far as possible. We are concerned that a small number of people are raising objections about aircraft noise and seem to be unwilling to make any concession for the benefit of others living in this area and aircraft taking a longer route to and from Hobart [Perhaps best described as 'nimby's'!] We consider that the present route is a sensible plan to reduce aircraft noise as much as possible and would be unhappy about any change to the present route.		
2024/12/20	s47F	Dunalley	2	While this proposal provides some relief to communities closer to the airport, which were historically subjected to aircraft noise pre the introduction of SIDs and STARS in 2017, it moves noise closer to Dunalley and surrounds which are already impacted by the RNY30 RNAV approach, the RNY12 departure, and the Noise Abatement 'Trial'. Areas that were never previously overflown. In particular it unfairly concentrates noise over the community of Connelly's Marsh. AirServices Australia (ASA) have stated numerous times that they are looking for noise sharing across communities, but this does not provide noise sharing, it's just moving noise impacts to other communities. Proposed Actions 6 & 4 would further increase aircraft movements closer to and over these communities and so should not proceed.		
2024/11/24	s47F	Primrose Sands	2	I do not support to move the flight path 2-3 kms east. This is simply moving the problem. This flight path is too low creating noise and pollution for our rural suburb that replies on tank water we collect form our roofs. This path needs to be closed. RNP-AR should be permanently moved to the RNAV.		
2024/11/21	s47F	Forcett	1	I partially support the moving of this however 2 - 3 kms is totally inadequate and only placing the problem on another area of Primrose Sands.		
2024/11/26	s47F	Primrose Sands	1	The RNP-AR over Primrose Sands needs to be closed. Flights are too low, too noisy and too polluting. It was put over our homes with no consultation and should never have been approved. There is more consultation and approval in digging a simple ditch across a road, than was undertaken by Airservices with this flight path. Flight Path should not be over a heavily populated community on water tanks and it fails the ICAO height standards for healthy air. It was wrong from the start and we have had to bear the consequences for over 5 years. Option 4 (2-3kms) should be actioned as an immediate temporary measure only. The RNP-AR short track should be moved further East. The RNAV should be the RNP-AR)!!		

2024/11/26	s47F	Primrose Sands	2	All the issues associated with the current flight path will just move to area 4 which still affects residents living under the pathway. The people currently objecting to the associated issues may support Action 4 as it takes the issues away from them however just makes them the problems of other residents in the proposed location. In addition, our house will be directly affected by the proposed flight path 😔	
2024/11/20	s47F	Unkown	1	If 4 is to stay in use that it be moved further to the East so the flights are higher, it would be less noisy, less polluting and affect less people. Would appreciate it if NAP could continue even with the new flights.	

	Yes	No	Nuetral
Rec 4	36.6%	58.4%	5.0%
Rec 6	35.4%	62.5%	2.1%

Count of Q2 (Do you support the change?)	Column Labels			
Row Labels	Yes	No	Neutral	Grand Total
Battery Point		1		1
Boomer Bay		1		1
Bream Creek		2		2
Bream Creek / Kellevie		2		2
Carlton	11			11
Carlton River	9			9
Connellys Marsh	1	1		2
Copping		1		1
Dodges Ferry	1			1
Dunalley		17		17
Forcett	2			2
Koonya		1		1
Lutana		1		1
Marion Bay		4		4
Murdunna		20		20
New Town		1		1
Orford		27		27
Primrose Sands	41			41
Rheban		2		2
Sandy Bay		5		5
Seven Mile Beach		1		1
Somerset		1		1
South Hobart		1		1
Spring Beach		19		19
Tea Tree		1		1
Triabunna	1	4	3	8
Hobart		2		2
Boomer Bay		1		1
Unkown	1		1	2
Bream Creek		1		1
Swansea		1		1
(blank)		2		2
Forcett	1			1
Grand Total	**68**	**120**	**4**	**192**

	Yes	No	Neutral	
Battery Point		1		
Boomer Bay		1		
Bream Creek		2		
Bream Creek / Kellevie		2		
Carlton	11			
Carlton River	9			
Connellys Marsh	1	1		
Copping		1		
Dodges Ferry	1			
Dunalley		17		
Forcett	2			
Koonya		1		
Lutana		1		
Marion Bay		4		
Murdunna		20		
New Town		1		
Orford		27		
Primrose Sands	41			
Rheban		2		
Sandy Bay		5		
Seven Mile Beach		1		
Somerset		1		
South Hobart		1		
Spring Beach		19		
Tea Tree		1		
Triabunna	1	4	3	
Hobart		2		
Boomer Bay		1		
Unkown	1		1	
Bream Creek		1		
Swansea		1		
(blank)		2		
Forcett	1			
	68	120	4	192
	35.4%	62.5%	2.1%	

Yes within	No within	Yes outside	No outside	Unknown location	Test
1	96	66	26	2	191
0.5%	50.3%	34.6%	13.6%	1.0%	
		61.0			
1	51	67	70		0.98
2	103				0.98
	9				

Yes	No	Nuetral
35.4%	62.5%	2.1%

Responded at	Signup Form Q8 (Suburb)	Q1 (What suburb/town are you located in?)	Q2 (Do you support the change?)	Q3 (Please tell us about the reasons for your choice)	Response ID
2024-11-05 17:14:21 +1100	CARLTON, TAS	Carlton	1	Obviously just flying over the water would make all residents of the area happy	5994178
2024-11-05 20:15:08 +1100	CARLTON RIVER, TAS	Carlton	1	Having lived in Carlton for s47F , it was a great shock when the approach was moved directly overhead. It has caused much anxiety and stress, it is noisy and has detracted from the amenity of my previous tranquil spot!	5994485
2024-11-05 21:26:28 +1100	CARLTON, TAS	Carlton	1	Moving the flight path to the coast reduces impact of flights on higher residential communities. It also is a more scenic flight route.	5994566
2024-11-12 10:09:39 +1100	CARLTON, TAS	Carlton	1	This option would greatly reduce the impact of aircraft noise where I live. I can still hear the planes coming and going from the airport, but this is my preferred option.	6006959
2024-11-12 22:07:31 +1100	CARLTON, TAS	Carlton	1	Excessive noise from low lying aircraft over my house that is located in the built up Carlton suburb. Please move further east/over the water where planes can be a higher altitude and fewer properties are impacted.	6008858
2024-11-23 20:05:28 +1100		Carlton	1	When we are outside we have to stop conversations when a flight goes over our home. Poor job ASA. Move RNP-AR and establish flight path down east coast for as many arrivals as possible. Noise sharing is key and Carlton/Primrose have had their share!	6026350
2024-11-30 07:41:46 +1100	CARLTON, TAS	Carlton	1	I support a change to lessen adverse noise and pollution to our community and residential area. Our community is reliant on tank water. Low, noisy flights are an absolute negative to our community.	6037208
2024-11-06 06:40:38 +1100	CARLTON RIVER, TAS	Carlton	1	Low flying planes impact	5994767
2024-11-28 13:08:13 +1100	CARLTON, TAS	Carlton	1	As with RA #4 implementation of RA #6 will result in less residents being adversely impacted by aircraft noise than currently are. There's no valid reason why both actions (4&6) shouldn't be implemented.	6033680
2024-11-08 13:46:48 +1100	CARLTON, TAS	Carlton	1	Less populated area, less people affected, aircraft at greater height before descent predominately over water.	6000716
2024-11-06 10:29:24 +1100	CARLTON, TAS	Carlton	1	This seems like a good option for the 17% of planes that can utilise it. This would need to be combined with a yes to recommendation #4 to ensure the best outcome for the maximum number of residents.	5995046
2024-11-05 17:51:34 +1100	CARLTON RIVER, TAS	Carlton River	1	This should result in a much smaller number of people being affected by a much smaller amount of aircraft noise and pollution.	5994242
2024-11-05 21:28:47 +1100	CARLTON RIVER, TAS	Carlton River	1	Planes flying too low over the river causing distressing noise and water tank pollution	5994568
2024-11-05 21:34:36 +1100	CARLTON RIVER, TAS	Carlton River	1	There are too many planes, flying too low over populated areas.	5994577
2024-11-12 20:06:47 +1100	CARLTON RIVER, TAS	Carlton River	1	The planes go directly over my house, this would move them away. They are very low and very loud	6008632

2024-11-25 19:37:33 +1100	CARLTON RIVER, TAS	Carlton River	1	This route will be considerably better for the communities of the southern beaches and dunalley, as the planes will be a higher altitude creating less impact to these communities. Best option to both support tassie tourism and local communities.	6029452
2024-11-25 20:00:29 +1100	CARLTON RIVER, TAS	Carlton River	1	The flight path is much higher, over less populated communities, and provides a stunning view for tourists. The current flight paths are far too low. A wider arc will be much higher and is fairer to the affected communities.	6029494
2024-11-12 19:56:30 +1100	CARLTON RIVER, TAS	Carlton River	1	Moves flight path away from populated area. Reduces noise and fuel smell near where we live	6008598
2024-11-13 11:22:39 +1100	CARLTON RIVER, TAS	Carlton River	1	To allow flight arrivals and minimise their impact on the local communities of the South East, this is the best option, both in the short term and long term.	6009494
2024-11-13 13:31:42 +1100	CARLTON RIVER, TAS	Carlton River	1	Much less noise, no pollution over our house and water tank	6009697
2024-11-06 19:42:09 +1100	CONNELLYS MARSH, TAS	Connellys Marsh	1	Minimizes the impact on communities for most flights and has limited downsides in terms of time, with easier implementation	5996289
2024-12-17 13:26:23 +1100	DODGES FERRY, TAS	Dodges Ferry	1	Noise.	6058450
2024-11-17 16:31:16 +1100	FORCETT, TAS	Forcett	1	Me and my family live at S47F and the amount of stress and anxiety the jets have put on our shoulders I wouldn't wish this upon anybody. Hence choosing this route that will reduce the impact for most communities.	6016815
2024-12-01 07:25:17 +1100	FORCETT, TAS	Forcett	1	Less noise impact on built up areas for residents of Primrose Sands and Carlton	6037939
2024-11-05 14:40:33 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	So that your flight path is over the water not over Primrose Sands	5993869
2024-11-05 17:13:15 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I believe it will benefit the community's of Carlton River primrosesands Connellymarsh as there will be no Flying aircraft on aircraft pollution going into our water supply also I get my normal life back	5994176
2024-11-05 18:38:02 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Moving the flight path over to the eats coast means aircraft will pass over residences at altitudes greater than 6000', not 1950' above my house.	5994310
2024-11-06 10:58:13 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Having the approach overwater would be the ideal.	5995086
2024-11-06 19:51:54 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Restores the position to what is was some years ago, previously ruled out by Air Services as unsafe hence the current kerfuffle. AS have now re-examined the proposal and deemed it safe should be no impediment to implementation, Co2 affect is negligible.n	5996307
2024-11-08 19:55:58 +1100	SANDY BAY, TAS	Primrose Sands	1	Less noise over my property. More equitable sharing of noise. Return the position regarding my property prior to the move of flight paths that occurred without any community consultation.	6001578
2024-11-12 17:32:43 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This will effect the least people	6008250

2024-11-12 17:55:54 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Not over population, 2016 primrose sands had 0 planes, now plenty, fix it permanently, primrose sands is growing, moving it over water is permanent answer	6008312
2024-11-12 18:00:13 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Flight plans should be over unpopulated areas. Not just shifting the issue from one populated area to another	6008321
2024-11-14 22:52:56 +1100		Primrose Sands	1	This change would allow for some relief from the noise that the community currently endures and does not appear to place an excessive burden on other communities.	6012359
2024-11-18 16:22:20 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Make the decent decision, to not affect populated areas when you don't have to, more planes are coming with runway extension, do the right thing.	6018110
2024-11-25 09:45:30 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Least disruption and community health concerns for populated areas. Option 4 a definite no only shifts the known problem. Rather than obtaining a resolution	6028122
2024-11-25 09:48:50 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Option six moves the path east overwater away from populated areas thus removing the planes from flying directly over our houses.	6028129
2024-11-25 10:09:14 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Option with least impact on populated communities. Community health concerns can be ameliorated	6028170
2024-11-25 10:32:18 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	flight path will no longer be over my yard so noise will be less.	6028226
2024-11-25 11:04:15 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Moving the flight path to Option 4 would still impact many in the local (& growing) community. The same health issues identified with RNP-AR will impact Option 4 community.	6028303
2024-11-25 13:05:02 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	I live on S17F and am currently experiencing high levels of aircraft noise. I'm concerned about the upcoming opening of the airport to bigger, louder international aircraft and would prefer the approach to be moved away from Primrose Sands.	6028691
2024-11-25 19:14:12 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Least impact on residents	6029404
2024-11-25 19:36:40 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Keeping noise away from residential areas and preventing a further distress to locals makes the most sense to me. It is also a particularly beautiful route to present to visitors to our State.	6029450
2024-11-25 20:42:13 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Much greater altitude. Less concentrated residential housing. Noise significantly less: still 50 decibel exposure over Fredrick Henry Bay: significant less than short path excess of 70 decibels!! Frequency caps needs to be addressed: all east traffic	6029551
2024-11-25 21:17:20 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The other options including area 4 are populated areas. Option 6 is the only option that won't risk the health and well-being of people who may be under the flight path.	6029590
2024-11-25 22:00:53 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Option 6 appears to have less impact on built up residential areas.	6029649
2024-11-26 07:41:16 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This flight path seems to respect all communities. It means flights will be much higher with minimal impact with noise, air pollution, health concerns, and the environment.	6029836

2024-11-26 15:10:51 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Less pollution over residential areas	6030437
2024-11-30 15:26:09 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	It is in a less populated area than the current flight path. Obvious choice.	6037608
2024-11-30 17:16:39 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	While option 4 is better than the status quo it just passes the problem to another group of people. Over the water means the flights are higher, impact on fewer houses in terms of pollution,noise levels and health of people especially those relying on ta	6037684
2024-11-30 21:01:15 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Fewer communities would experience fewer aircraft operations and associated noise impacts as aircraft would track over water - makes sense if it impacts fewer communities, most who live in these areas for the peace and quiet	6037834
2024-12-18 07:19:01 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The planes are too Noisy 89-91 Decibels over my house, too low (I can read nos on sides of planes when they fly over) and Pollute our water tanks	6059089
2024-11-05 20:53:44 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This is closer to what the original flight paths were before the flight path was changed. There was no public consultation to the change, just implementation. I purchased my property in 2018 and there was zero notification of any change to the flight path	5994535
2024-11-05 21:34:32 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	More logical.	5994576
2024-11-05 22:15:07 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	Noise, Height of aircraft directly above our house and fuel in our water tanks	5994617
2024-11-12 17:33:33 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	The flight path should be over unpopulated areas	6008255
2024-11-19 11:42:54 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This option minimal impact vast majority of people living in area. Aircraft using this route could be enabled to use optimum navigation system. Supposed increase costs and emissions could not be prohibitive- its only fractions. Balance against life quality.	6019197
2024-11-25 17:42:47 +1100		Primrose Sands	1	Moving the path away from the water and over Primrose only moves the existing problems to another location.	6029266
2024-11-09 21:55:43 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	As it will be over the ocean for parts and up higher it won't affect as many people. This flight path makes the most sense.	6003273
2024-11-21 14:29:35 +1100	PRIMROSE SANDS, TAS	Primrose Sands	1	This is the BEST option for all communities - flights will be very high and over water - RNAV should become the East Coast route and RNP-AR move to the RNAV. The current RNP-AR needs to CLOSE - in the interim move it - Option 4 should only be TEMPORARY	6023396
2024-11-14 12:19:26 +1100	TRIABUNNA, TAS	Triabunna	1	Shouldn't affect us and besides planes usually fly at very very high altitude say 30,000 ft or more	6011316
2024-12-19 13:20:03 +1100	BATTERY POINT, TAS	Battery Point	2	The visual and noise impact the proposed changes will have on the Mercury Passage, Maria Island, and the communities of Triabunna, Orford and Spring Beach will be detrimental to the enjoyment of these areas for residents, tourists and holidayers.	6060348
2024-12-20 17:00:06 +1100	BOOMER BAY, TAS	Boomer Bay	2	Movement of the path to the East will simply amplify the noise, given sound travels much further over water, affecting many areas where visitors to the State are endeavouring to have a quiet holiday. This will not be positive for the State as a whole.	6061528

2024-12-01 21:39:53 +1100	BREAM CREEK, TAS	Bream Creek	2	The East-coast path would disturb pristine areas and beaches that are really important for Tasmania's tourism. The lack of ambiant noise in the area will make the noise of the planes even more impactful on the people residing and visiting. Terrible idea!!	6038432
2024-12-02 07:04:55 +1100	BREAM CREEK, TAS	Bream Creek	2	Noise pollution as we have farm stay accommodation. Visual impact as we live 300m above sea level. Maria Island, Marion Bay, Bream Creek is a tourist hub for the South East. Quite, peacefull community, one of the most used recreational waterways inTas	6038546
2024-12-01 23:11:46 +1100		Bream Creek / Kelle	2	Dunalley meeting - unanimously voted against! Path over previously NOT overflow areas, both settlements and conservation areas. Tourists come to enjoy the peace and quiet of the coast and pristine areas like Maria Island. Impact on tourism business and...	6038470
2024-11-30 16:11:27 +1100	BREAM CREEK, TAS	Bream Creek / Kelle	2	Rural land should remain a quiet and natural environment for all families who have chosen this lifestyle	6037644
2024-11-14 19:18:51 +1100		Connellys Marsh	2	Flights will still be in close proximity to my home so don't anticipate much noise reduction. I strongly object to plans that would see new rural areas or National Parks overflown.	6012104
2024-11-29 16:04:30 +1100		Copping	2	I am concerned that the above increased invasive noise combined with the new proposed flight path down the Lower East Coast will create an increased invasive sound 'sandwich' that will have even greater invasive effects on the peaceful idyllic region	6036671
2024-11-05 19:34:04 +1100		Dunalley	2	This option was investigated by ASA in 2018, and rejected at that time. It overflies areas that are not currently overflown, areas of significant cultural and natural significance. It is absurd that we are being forced to again have this imposed upon us	5994412
2024-11-18 11:00:10 +1100		Dunalley	2	The area of Maria Island is a pristine area, now to be destroyed by planes flying overhead, disgusting!	6017521
2024-11-22 05:40:27 +1100		Dunalley	2	This route is an appalling proposal. The suggested area has not been overflown before. Aircraft movements along this route will have a significant impact on the Maria Island National Park, Marion Bay and Dunalley. I am deeply distressed by the proposal	6024271
2024-11-26 17:34:02 +1100	DUNALLEY, TAS	Dunalley	2	I believe the path over water will be noisier and impact me with greater noise levels. I believe the flight paths should continue to be close to the original paths, as people in they area knew they were in a flight path when they purchased their property.	6030845
2024-11-28 20:30:52 +1100	DUNALLEY, TAS	Dunalley	2	Our community is not directly overflown by arrivals. We already get enough noise from 60 % of arrivals and all departures nearby! Don't move the flightpath over a whole lot of other tranquil areas that are not overflown!	6035202
2024-11-30 00:01:07 +1100	EAGLEHAWK NECK, TAS	Dunalley	2	Why are there no flightpaths considerations to the west of the airport? This isn't noise sharing if all the flights are concentrated over the East coast communities...	6037132
2024-12-04 22:28:01 +1100	DUNALLEY, TAS	Dunalley	2	Dunalley is situated in the centre of the current flightpath and the proposed flight path which is noisily intrusive. Moving the flightpath overwater will not help but in fact will makethings worse.	6042644
2024-11-05 22:05:29 +1100		Dunalley	2	Bad environmental outcome. Should be closer to the airport where they used to be!	5994607
2024-11-22 06:49:21 +1100		Dunalley	2	We have already consulted on this, and it was rejected. We have gone from no planes to departures and arrivals and now another arrival path, how is this fair?	6024286
2024-12-13 13:18:24 +1100	RANDWICK, NSW	Dunalley	2	I am a regular visitor to the Dunnalley area where my family has had property for many years. It is a truly beautiful part of the world, a tranquil and beautiful area. I am supportive of noise sharing but not of concentrating noise in one area	6054127

2024-11-29 08:43:42 +1100	KOONYA, TAS	Koonya	2	Moving the flight path takes it over areas where additional noise will be much more noticeable as they are currently peaceful. Residents move to these areas for the peace and quiet not to be close to an airport.	6035759
2024-12-06 11:25:28 +1100	LUTANA, TAS	Lutana	2	I do not support the flight path being moved to be over other communities and also over Maria Island National Park which is a world heritage site and a refuge for endangered birds as well as unique flora & fauna	6044761
2024-12-10 09:32:03 +1100	MIDWAY POINT, TAS	Marion Bay	2	The proposed flight path over Dunalley, Bream Creek, Maria Island etc. will greatly impact conservation areas which are some of the most pristine areas, protecting a variety of wildlife including Tasmanian devils, wombats, sea Eagles and other bird life.	6049948
2024-11-30 23:29:02 +1100		Marion Bay	2	We were never overflown prior to 2017. I am s47F s47F ;will be surrounded by flight paths, massive visual & noise impact, loosing tranquility, which is core of our business.	6037889
2024-11-30 23:47:58 +1100		Marion Bay	2	We were never overflown prior to 2017. I am s47F s47F ;will be surrounded by flight paths, massive visual & noise impact, loosing tranquility, which is core of our business.	6037896
2024-12-01 00:00:47 +1100	MARION BAY, TAS	Marion Bay	2	Will be surrounded by flight paths. Destroying iconic tourism places, including world famous surf break Bone Yards at Marion Bay. We are already massively noise sharing considering that we were never overflown prior to 2017	6037901
2024-11-06 17:30:13 +1100		Murdunna	2	We had this debate in 2018. According to Airservices: The existing shorter approach is safe and efficient, reduces miles and CO2, better sequences aircraft arrivals, is more predictable, and requires less air traffic intervention.	5995868
2024-11-23 06:17:36 +1100	MURDUNNA, TAS	Murdunna	2	as	6025625
2024-11-24 08:09:25 +1100	MURDUNNA, TAS	Murdunna	2	Adverse impact on amenity of Murdunna	6026554
2024-11-29 21:23:17 +1100	MURDUNNA, TAS	Murdunna	2	Air traffic noise will be detrimental in this area where tourists come to get away from such things.	6037065
2024-11-30 14:39:08 +1100	MURDUNNA, TAS	Murdunna	2	Mercury Passage and Maria Island are national park areas and deserve to remain protected from aircraft noise	6037556
2024-11-30 15:01:15 +1100	MURDUNNA, TAS	Murdunna	2	It concentrates all the noise over one hitheryo	6037580
2024-11-30 17:36:10 +1100	MURDUNNA, TAS	Murdunna	2	Will bring Added Noise to Community that is not previously overflown. this recommendation has already been rejected by the community before.	6037694
2024-11-30 17:43:28 +1100	MURDUNNA, TAS	Murdunna	2	This will bring noise and disruption to our community and ruin our serene environment	6037705
2024-11-30 20:10:44 +1100		Murdunna	2	Absolutely opposed to this NEW flight path over community NOT previously overflown. How dare you propose this after we overwhelmingly opposed it.	6037804
2024-12-01 14:48:25 +1100	MURDUNNA, TAS	Murdunna	2	This proposal would see aircraft flying over land very close to Murdunna thereby increasing aircraft noise and due to extra miles flown, more CO2 production. The current flight paths do not need to be changed to cater for the demands of a small community.	6038184

2024-12-04 23:26:13 +1100		Murdunna	2	At present the noise of jets is acceptable in my area.	6042693
2024-12-10 15:03:46 +1100		Murdunna	2	The proposed flight paths would negatively effect my enjoyment of my environment and that of others in the area. We live here for the peace and quiet. The proposed flight path would destroy that. We have already fought previous changes. Same arguments now	6050547
2024-12-12 21:36:11 +1100	MURDUNNA, TAS	Murdunna	2	This change will affect the tranquility of the area and affect the relaxed atmosphere of our community and our accommodation business, not to mention the pollution falling from the sky of leading chemicals over our property poisoning our live stock.	6053519
2024-12-13 07:52:39 +1100	MURDUNNA, TAS	Murdunna	2	increased noise in my local area	6053741
2024-12-15 10:13:14 +1100	MURDUNNA, TAS	Murdunna	2	Increased flights and noise over quiet communities, heritage sites and other protected environments that are a long distance from Hobart airport. Noise is already shared between many different communities under a mix of arriving and departing flight paths	6055777
2024-12-17 09:47:53 +1100	MURDUNNA, TAS	Murdunna	2	All the aircraft noise pollution will be concentrated in an area of outstanding natural (tourist) beauty which has never had it before. If the increased flight capacity is for the benefit of all Tasmanians, share the noise, not just over Norfolk Bay.	6058260
2024-11-29 07:38:47 +1100	MURDUNNA, TAS	Murdunna	2	There is plenty of airspace to the west of the runway which you have not even considered. Why should those who can see the runway have no noise & those 30kms away get it all.	6035718
2024-11-30 13:37:36 +1100	MURDUNNA, TAS	Murdunna	2	There is no direct overwater flight path available from east coast to RW 30 without overflying the Forestier Peninsula. Consequently residents of Murdunna would be subjected to an increase of noise generated by the increasing aircraft activity.	6037502
2024-11-30 14:57:20 +1100	MURDUNNA, TAS	Murdunna	2	We came to live in Murdunna because we enjoy the peace and quiet of living away from noise and bright lights. Having planes making a noise and flying over or in front of us will negatively impact our quality of life and the value of our property.	6037576
2024-12-14 08:15:56 +1100	NEW TOWN, TAS	New Town	2	This plan seems poorly conceived. Maria Island and the Mercury passage is an important recreational place for Tasmanian's and the tourist industry. Why not fly further south across the Wielangta State Forest?	6055057
2024-12-14 10:34:06 +1100	ORFORD, TAS	Orford	2	Air movement noise over a pristine national park doesn't enhance the tourism experience Tasmania has to offer, there is plenty of air space out at sea where no-one will mind.	6055145
2024-11-06 09:21:31 +1100	ORFORD, TAS	Orford	2	Can't find any noise modelling in my area.	5994938
2024-11-17 15:55:15 +1100	ORFORD, TAS	Orford	2	existing path is efficient and allows tourists excellent views of the coastline	6016786
2024-11-21 09:54:09 +1100	ORFORD, TAS	Orford	2	The proposed new route would negatively impact the visitors flying in to Hobart because the view of the Coastline and Maria Island would no longer be visible as you would be flying over the top of it.	6022854
2024-12-02 20:26:02 +1100	ORFORD, TAS	Orford	2	At the moment our town has little to no noise pollution, the change will effect that plus that of our pristine tourist attraction Maria island national park as well as visual light pollution of evening	6039667
2024-12-02 21:47:56 +1100	ORFORD, TAS	Orford	2	Whilst your documents say that further work will be carried out I fail to see how moving flights to near coastal communities and particularly over/near Maria island is appropriate, particularly when your own analysis shows greater emissions	6039733

2024-12-02 22:13:41 +1100	ORFORD, TAS	Orford	2	The extra 11 nautical miles and subsequent emissions contradict the best practices and efforts of airlines and travelers to minimize negative environmental impacts. The proposed new route would disturb migratory birds which use the proposed areas.	6039752
2024-12-03 07:54:18 +1100	ORFORD, TAS	Orford	2	Air traffic to Hobart has been on the same existing path for sometime. Change is not required. If people in other areas are complaining may I suggest they knew about the location of flight paths to Hobart Airport prior to living or purchasing property.	6039920
2024-12-05 14:46:37 +1100	ORFORD, TAS	Orford	2	It would be very unsatisfactory and disruptive to the beautiful Maria Island to have this flight route implemented.	6043679
2024-12-09 19:38:46 +1100	ORFORD, TAS	Orford	2	Major tourist and holiday area near pristine National parks environment of Maria Island and inevitable noise pollution would be highly detrimental. Furthermore East Coast route involves additional CO2 production of a significant amount.	6049526
2024-12-14 08:38:07 +1100	ORFORD, TAS	Orford	2	It's a terrible idea. It will be loud and ruin the east coast not only for local communities but for tourism as well. Tassie has built itself on being quiet/fresh/untouched and hearing and seeing multiple planes all day will ruin that.	6055067
2024-12-14 09:18:23 +1100	ORFORD, TAS	Orford	2	aircraft on this route will be highly visible and noisy to our entthere would seem to be a relatively simple solution bringing them a bit further south and then out across the coast over the Wielangta State Forest, the least inhabited area in that region.	6055096
2024-12-15 18:41:05 +1100	ORFORD, TAS	Orford	2	To reconsider an already rejected flight path down past a UNESCOI listed site is madness. A quiet farming, fishing and basically retirement village(av age 63 in Orford) is ridiculous. Our village relies on retirees moving here to escape hustle bustle.	6056163
2024-12-16 13:07:59 +1100	RHEBAN, TAS	Orford	2	I have jus s47F s47F . s47F e s47F	6057309
2024-12-16 13:26:50 +1100	ORFORD, TAS	Orford	2	I have just s47F	6057335
2024-12-18 18:37:44 +1100	ORFORD, TAS	Orford	2	This is a horrible option, it doesn't seem like a lot of thought has gone into it. This is a beautiful stretch of land and water, which would be become a blight on these national park areas. Please think of the beautiful landscape of the east coast of Tas	6059664
2024-12-20 07:15:40 +1100	ORFORD, TAS	Orford	2	When choosing as s47F to live on the east coast our decision was a no-brainer Orford a quite seaside community where we could run our small business to accommodate many thousands of visitors that transition through	6061019
2024-12-20 07:51:26 +1100	ORFORD, TAS	Orford	2	I am very concerned at the impact of a flight path over a National Park of UNESCO significance. It seems counter intuitive to be bringing tourists to the State, while at the same time degrading the very attractions they come to visit!	6061033
2024-12-20 12:59:02 +1100	ORFORD, TAS	Orford	2	1. Need for a change to existing flight path is not strong, noting approx 95% of objections from a single person. Long established flight path	6061266
2024-12-20 14:17:06 +1100	ORFORD, TAS	Orford	2	Inappropriate to locate over a major and growing tourist destination and recreational boating area. Noise levels will inevitably increase with increased traffic and larger planes planned for Hobart Airport	6061366
2024-12-20 15:34:06 +1100	TAROONA, TAS	Orford	2	Flight path over one of the States most pristine stretches of coast is not appropriate. Noise and general pollution.	6061444
2024-12-14 08:33:58 +1100	ORFORD, TAS	Orford	2	The noise and visibility of air craft over national park areas	6055065

2024-12-20 09:49:26 +1100	ORFORD, TAS	Orford	2	This chance would introduce low flying aircraft over a tourism region and negatively impact the amenity of the area. This flight path would be a poor outcome for both the community and tourism sector. Aircraft noise in the area should remain low.	6061094
2024-12-05 11:38:15 +1100	ORFORD, TAS	Orford	2	I have no issue with aircraft passing over my house, but I would strongly object for a flightpath close to a National Park, and in this case, Maria Island, which is also a World Heritage Area. PLEASE try and protect what's left of Tassie's wilderness	6043213
2024-12-23 22:12:09 +1100	ORFORD, TAS	Orford	2	The noise and sight of aircraft over Spring Bay, Mercury Passage and Maria Island (which is a World Heritage Site) is disruptive of the peace and beauty of the area.	6062633
2024-11-26 13:44:21 +1100	RHEBAN, TAS	Rheban	2	Rec 6 is sledgehammer solution - more aviation fuel and Co2 emissaion - more flight time - more, high natural & tourism value areas affected by noise than Rec 4	6030283
2024-12-03 07:47:52 +1100	RHEBAN, TAS	Rheban	2	The transit over a significant national park, increased flight distance and increased emissions.	6039911
2024-12-14 08:08:17 +1100	SANDY BAY, TAS	Sandy Bay	2	Will impact the pristine nature of the Maria Island National park	6055053
2024-12-15 11:37:50 +1100	HOBART, TAS	Sandy Bay	2	The planes should fly further out to sea so as to minimise the disruption to the residents and tourists of the east coast.	6055827
2024-12-15 17:23:05 +1100	ORFORD, TAS	Sandy Bay	2	Leave the plan as it is	6056080
2024-12-16 08:52:46 +1100	SANDY BAY, TAS	Sandy Bay	2	Proposing to fly over Maria Island, a tranquil national park, is idiotic.	6056748
2024-12-06 12:53:58 +1100	SANDY BAY, TAS	Sandy Bay	2	Not not the normal flight party	6044888
2024-11-25 10:07:27 +1100	SEVEN MILE BEACH, TAS	Seven Mile Beach	2	The proposed change wa srejected in 2018 and shouldnot be supported now for various reasons. Many of which include the detrimetal effect this will have on the tourism industry and brand values of the East Coast, Maria island and Dunalley.	6028165
2024-12-16 21:27:54 +1100	SOMERSET, TAS	Somerset	2	It is a very inappropriate place to put a runway path that is going to cause a lot of unnecessary and very unwanted noise pollution to the many towns this will be impacting. How do I know? I used to live by an airport. I strongly object to this change.	6057993
2024-12-20 11:03:34 +1100	SOUTH HOBART, TAS	South Hobart	2	The TNPA opposes any flight path over Mercury Passage on the grounds of the noise impact on visitors to Maria Island National Park. The island is valued by visitors for its high level of natural quiet. There are no private motor vehicles on the island.	6061162
2024-11-15 11:39:25 +1100	SPRING BEACH, TAS	Spring Beach	2	with no consultation prior to releasing this alternative, you have catered to a group who purchased their properties knowing about the existing flight path. I purchased because there was no flight path over our property. why change when its working now!	6012970
2024-11-29 13:59:30 +1100	SPRING BEACH, TAS	Spring Beach	2	Current flight paths are working. Residents knew they were close to the flight paths. When purchasing we checked to avoid	6036370
2024-12-03 11:37:51 +1100	SPRING BEACH, TAS	Spring Beach	2	Flight path is over a number of small towns, also Maria Island Nation Park which is an important tourist destination. Increased noise levels will impact this pristine environment.	6040162

2024-12-05 13:15:01 +1100	SPRING BEACH, TAS	Spring Beach	2	Direct route of the east coast alternatives will impact noise and amenity of Orford/Spring Beach area.	6043490
2024-12-10 18:11:56 +1100	SPRING BEACH, TAS	Spring Beach	2	I just don't understand the logic in moving the flight path that will impact MORE communities, not to mention the beauty and amenity of Maria Island National Park?? There's a glaring gap to bring the path over the Wielangta State Forest impacting no one	6050829
2024-12-11 19:20:11 +1100	SPRING BEACH, TAS	Spring Beach	2	Noise congestion	6052057
2024-12-14 06:21:19 +1100	SPRING BEACH, TAS	Spring Beach	2	Flight path noise and bought the house for quiet. If I knew pathway was changing I would not have bought the place.	6055032
2024-12-14 09:30:43 +1100	SPRING BEACH, TAS	Spring Beach	2	Aircraft noise over our pristine East Coast Maria Island area is not required - go inland or further out to sea	6055104
2024-12-16 11:53:58 +1100	SPRING BEACH, TAS	Spring Beach	2	East Coast Tasmania describes taking you to unforgettable places, from iconic beaches to award-winning walks, breathtaking views." These have all existed or been developed in the absence of the noise and visual pollution of aircraft overhead. Don't change	6057207
2024-12-18 16:07:06 +1100	SPRING BEACH, TAS	Spring Beach	2	Thvisible and audible intrusion into the environment of the east coast, and impact negatively upon residential amenity and visitor experience.	6059528
2024-12-18 16:42:42 +1100	SPRING BEACH, TAS	Spring Beach	2	Noise pollution over the pristine tourism stretch along the east coast of Tasmania, unacceptable. Continue down the middle where the impact to population base is minimal , I don't understand why a change is required.	6059583
2024-12-18 17:20:13 +1100	SPRING BEACH, TAS	Spring Beach	2	I believe better alternatives exist whereby a path further south crossing Wielangta State Forest would impact significantly less residents (at this low altitude) and reduce the impact on tourism (Maria Island etc).	6059621
2024-12-19 14:28:12 +1100	SPRING BEACH, TAS	Spring Beach	2	Pristine area, national park and bush walking experience. Completely inappropriate all round for residents and visitors enjoying the beautiful and quiet east coast of Tasmania	6060489
2024-12-20 10:31:01 +1100	SPRING BEACH, TAS	Spring Beach	2	The east coast of Tasmania is a major tourism drawcard and endangering this with noise and visual disturbance by aviation activity is not supported by me. Tas needs increased flights and ferry trips to enable this tourism, but must be better facilitated.	6061127
2024-12-18 16:39:27 +1100	SPRING BEACH, TAS	Spring Beach	2	Flight paths over a national park with significant value to tourist industry makes zero sense. Tasmania's clean, green & quiet environment is such a drawcard for visitors and locals alike. Aircraft on this route will be visible and noisy.	6059577
2024-12-18 23:40:11 +1100	SPRING BEACH, TAS	Spring Beach	2	The choice to a flight path in between Spring Beach & Maria Island seems ludicrous. It's a beautiful pristine gem of Tasmania & a tourist destination.	6059948
2024-12-14 00:25:09 +1100	SPRING BEACH, TAS	Spring Beach	2	Why would you want to fly planes over such a beautiful area of the state of Tasmania. Tourism will suffer, as well as the peaceful nature of the area. Might I add planes will be flying over a national park (Maria Island) which needs to be protected.	6054881
2024-11-19 12:10:57 +1100	TEA TREE, TAS	Tea Tree	2	I object to a flight path so close to Maria island, a National Park with World Heritage values. This park has no vehicles, and very limited light plane access, so remains a quiet and peaceful sanctuary for wildlife and visitors. It must remain that way.	6019244

2024-11-28 03:32:24 +1100	TRIABUNNA, TAS	Triabunna	2	Maria Island is a pristine National Park. It has very significant cultural, historical and environmental assets, recognised globally, with a World Heritage listing. The impact on Maria Island and its surrounds from this will be devastating.	6033039
2024-11-30 11:13:28 +1100	TRIABUNNA, TAS	Triabunna	2	These changes mean air traffic & the associated issues of noise, potential safety concerns & pollution will have a definite impact on our lifestyle. We live here because we are not affected by flight traffic. The proposed changes will be detrimental.	6037377
2024-12-04 17:45:05 +1100	TRIABUNNA, TAS	Triabunna	2	Noise and disruption to residents and affects tourism	6042044
2024-11-15 10:46:21 +1100	TRIABUNNA, TAS	Triabunna	3	Given the importance of tourism to the East Coast of Tasmania, and in particular Triabunna/Orford, I am concerned that routing aircraft in the vicinity of Maria Island (also a World Heritage site) will create unnecessary negative noise/visual impacts	6012871
2024-12-15 21:58:21 +1100	TRIABUNNA, TAS	Triabunna	3	I don't want unwanted air traffic noise over our town, or water ways	6056328
2024/11/28	s47F	Hobart	2	This route change has been rejected in the past. Air Services have not explained why the proposal should be supported now, other than reducing aircraft noise to the currently affected communities. However, the route change will only shift the problem to another community whilst also damaging the brand values of the region, affect the economics of the flights and reduce the attractiveness of one of our most reliant communities on tourism in Australia.	
2024/11/22	s47F	Boomer Bay	2	I am completely opposed to the new flight path and do not wish to have any planes fly over my property. On closing, the community consultation process has been a sham. Rather it has been a political tick in a box with ASA going ahead with, yet again, a proposal that impacts negatively upon our community and surrounding environment.	
2024/11/29	s47F	Orford	2	As a s47F I am seeking a flight arrival path that does not impact businesses and communities that depend on the soundscape and natural values of Tasmania's iconic East coast.	
2024/11/30	s47F	Triabunna	3	Triabunna and Orford serve as key gateways to Maria Island and other east coast attractions. Increased aircraft noise and activity could impact the region's reputation as a tranquil, natural escape, potentially affecting local businesses that rely on eco-tourism. Maria Island is a wildlife haven, World Heritage-listed historic convict site, has a rich Aboriginal history, is a bushwalking paradise, and has some of the loveliest, and the most secluded beaches. Careful consideration is needed to ensure that increased overflight activity does not detract from the island's serene and historical ambiance. The effect of increased aircraft activity may disturb local wildlife, migratory birds and marine species and needs further expert research.	
2024/12/20	s47F	Unkown	3	As s47F , a split of perhaps 80% suburban and 20% rural/remote would seem to be far more appropriate, given, as stated above, the East Coast is used by a significant proportion of the population for rest and recreation at some point during the year.	
2024/11/29	s47F	Bream Creek	2	Please do not place at risk the desirability of this coastal strip and Maria Island, and please do not risk the financial viability of not only our significant (and expensive) s47F s47F .	
2024/11/03	s47F	Spring Beach	2	Airservices Australia already has existing and proposed flight paths that effectively distribute aircraft noise. Therefore, there is no justification for introducing a new flight path that would concentrate noise over the East Coast.	

2024/11/29	s47F	Spring Beach	2	I am writing to voice my strong opposition to the proposed East Coast flight path. As a property owner in Spring Beach (s47F), I am deeply concerned about the negative impacts this flight path will have on our community, property values and the environment. The excessive aircraft noise, disruption to tranquility, and potential harm to local businesses are major concerns. The flight path's proximity to World Heritage sites and sensitive ecosystems is also alarming. Existing flight paths are sufficient for current needs. This new path will only increase fuel consumption and carbon emissions. I urge Airservices Australia to prioritize the well-being of our communities and the environment by rejecting this proposal.	
2024/11/30	s47F	Swansea	2	In conclusion, I care about habitat for people and for wildlife; natural beauty, peace and quiet. I care about those under or near the proposed over-water coastal flight path suggestion ... but I care even more about my own personal home area and quiet, so please don't route any planes over me!	
2024/12/20	s47F	Dunalley	2	The recent decision by Airservices to permanently implement the NAP makes it unnecessary and inequitable to proceed with either Action 6 (the East Coast flight path) or Action 4 (relocation of the RNP-AR flightpath 3 km to the east).	
2024/11/30	s47F		2		
2024/11/30	s47F	Triabunna	2		
2024/12/01	s47F	Dunalley	2		
2024/12/01	s47F	Dunalley	2		
2024/11/29	s47F		2	The proposed East Coast route change would have profound negative impacts on the East Coast's environment, communities, and tourism-dependent economy. By prioritising convenience for some at the expense of the unique attributes that define our region, this proposal jeopardises the future sustainability of one of Tasmania's most cherished destinations.	
2024/11/28	s47F	Dunalley	2	In conclusion, the proposed East Coast flight path represents a serious threat to the social, economic, cultural, and environmental fabric of the communities and natural assets it would impact. The loud, regular noise from aircraft overflights is incompatible with the tranquil character of these rural areas and the significant tourism and conservation values they represent.	
2024/11/28	s47F	Dunalley	2	In conclusion, the proposed East Coast flight path poses a significant threat to the social, economic, cultural, and environmental integrity of the communities and natural assets it would impact. The intrusive noise from frequent aircraft overflights is fundamentally incompatible with the peaceful character of these rural areas and the tourism and conservation values they uphold.	
2024/11/22	s47F	Murdunna	2	ASA's next proposal, in a bid to move noise away from communities close to the airport, is to place a new flight path directly adjacent to the South East coast, newly overflying communities of Triabunna, Orford and Spring Bay, down Mercury passage, between Maria Island and the mainland, across the face of Marion Bay and through Blackman Bay, turning close to Dunalley to join the RNAV approach to the airport.	

2024/11/26	s47F	Dunalley	2	s47F s47F is such a small community we love our quiet life and do not want to be listening to planes all day. s47F for a relaxed layed back and peaceful lifestyle. We pay expensive rates s47F are we feel we should have a voice. Please respond that you have my objection.
2024/11/15	s47F	Dunalley	2	I will be objecting to this change using any and all means available to me. The residents who instigated the change have lived and purchased their properties knowing full well that they live under a flight path and I find it confronting that their wishes have been considered without any consideration to myself!
2024/11/06	s47F	Orford	2	
2024/11/20	s47F	Primrose Sands	1	
2024/11/12	s47F	Primrose Sands	1	Given that ASA's current assessments that East Coast option 6 is compliant with Airspace and Flight Path Design and safety, and would not require operational changes to airspace or additional surveillance equipment, this Option 6 should be progressed quickly.
2024/11/20	s47F	Unkown	1	I agree with 6, it would be great to see this take all flights. If 4 is to stay in use that it be moved further to the East so the flights are higher, it would be less noisy, less polluting and affect less people.
2024/11/26	s47F	Primrose Sands	1	East Coast over water ticks all boxes with aircraft height. Higher planes at 10,000 – 7,500ft means minimal disturbance in noise, pollution and environment. Less than an extra 5 mins with your seatbelt on and planes can glide in, so any increase in emissions will be negligible. Airlines have a Corporate Responsibility to ensure minimum impact on communities. Having a flight path than provides the best benefit to all communities, should be supported.
2024/11/24	s47F	Primrose Sands	1	Yes I support this as it makes most sense for all rural communities and means that planes will be at a high altitude when passing over any residential areas.
2024/11/26	s47F	Primrose Sands	1	Action 6 would be the preferred choice as the path would not directly be impacting residential properties (or very few) As flight numbers will only increase with development of the airport and the push for increased tourism in the future, the negative aspects will potentially and sadly outweigh the positives of living where we do.
2024/11/29	s47F	Hobart	2	Decisions to adjust flight routes over towns and communities which are currently not subject to being overflown must be treated with extreme caution. The TICT understands that a similar proposal was rejected in 2018 based on sound reasoning and therefore should not be resurrected. As outlined in this submission, the strength of Tasmania's visitor economy relies on its world class products and experiences, many of which are directly impacted by this proposal. If Tasmania's visitor economy is impacted, so is Tasmania's broader economy due to the critical role it plays in supporting Tasmanian jobs in regional communities, especially on the east coast which is one of the most heavily reliant regions on tourism in the nation. It is for these reasons, that the s47F urges Airservices Australia to reject Recommended Action 6.
2024/11/21	s47F	Forcett	1	I fully support this option 100 % and do not understand why all flights cannot use this path to enter Hobart Airport.

Demographics Data

1) Register today to stay up to date on Airservices projects.

Your registration will allow you to ask questions, take part in online engagement and utilise our interactive tools. (Question type: Essay)

2) Login and Screen Name. This will appear publicly when you contribute on our site. (Question type: SignupForm::Login)

3) First Name (Will remain confidential): (Question type: SingleLine)

4) Last Name (Will remain confidential): (Question type: SingleLine)

5) Suburb (Question type: Region)

6) Email (Question type: SignupForm::AccountEmail)

7) Where do you live? (Question type: Region)

8) Suburb (Question type: Region)

9) Tell us about yourself. I am (Question type: CheckBox)

A local resident	1
A local business owner	1
An interested community member	1
An Airservices Australia Employee	1
An aviation stakeholder (Airport, GA, Pilot, Airline)	1
A Research Organisation or University	1
A Government Representative (Local	1
A Government Representative (State)	1
A Government Representative (Federal)	1

10) Mobile Number (Will remain confidential): (Question type: SingleLine)

11) Would you like to receive e-newsletters on projects and engagement activities? You can choose to unsubscribe from these at any time. (Question type: RadioButton)

Yes	1
No	2

12) What is your age? (Question type: RadioButton)

Under 18	1
18-24	2
25-34	3
35-44	4
45-54	5
55-64	6
65+	7

Survey Data

1) What suburb/town are you located in? (Question type: SingleLine)

2) Do you support the change? (Question type: DropDown)

Yes	1
No	2
Neutral	3

3) Please tell us about the reasons for your choice (Question type: SingleLine)

From the <100 comments, it seems those who took time to comment on the tiles believed that flight path noise is not an issue in & around Hobart.
A couple of people questioned the locations and said the daytime sessions may have been to deliberately discourage working people to attend
-1 said don't put the planes at Mornington
s22
-4 said there are more important things going on in the world; loved the planes and to ignore the complainers

From: s47F
To: s47F
Subject: YMHB Action 4
Date: Tuesday, 20 May 2025 16:02:45
Attachments: image001.png
image002.png
image003.png
image004.png

OFFICIAL

Hey s47F

The additional approx.. 4nm for the proposed RNP-AR compared to the existing would be an additional 0.07 tonnes (70kg) of CO2 emissions per flight for a B738, based on our ICAO Carbon Emissions Calculator Methodology.

Cheers,
s47F

airservices australia

s47F

Mob: s47F
Email: s47F @airservicesaustralia.com

www.airservicesaustralia.com

We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

OFFICIAL

From: s47F
To: s47F
Subject: RE: YMHB ECRs Emissions
Date: Tuesday, 13 May 2025 13:36:00
Attachments: image001.png
image002.png
image003.png
image004.png

Thanks s47F

From: s47F @AirservicesAustralia.com>
Sent: Tuesday, 13 May 2025 1:36 PM
To: s47F @AirservicesAustralia.com>
Subject: YMHB ECRs Emissions

OFFICIAL

Hi s47F,

See below table of emissions calculated for proposed ECRs – I've included number of ops, methodology at the bottom. Let me know if you need more on that.

	Existing RNP STAR (Light orange)	Proposed east coast IPLET route STAR (Yellow)	Proposed east of Maria Island STAR (Green)	Proposed option east of Maria Island to join the central arm of the RWY30 RNAV STAR (White)	Proposed east of Maria Island to join the left arm of the RWY30 RNAV STAR (Blue)
Track miles	IPLET to touch down (baseline) 46.80NM (86.67km)	Additional 9.52NM (17.64km) 20.3% increase	Additional 25.8NM (47.78km) 55.1% increase	Additional 30.8NM (57.05km) 65.8% increase	Additional 67.89NM (125.73km) 145.1% increase
CO2 emissions/flight		Additional 174kg CO2 / flight	Additional 472kg CO2 / flight	Additional 564kg CO2 / flight	Additional 407.4kg / CO2 flight
CO2 emissions/month		Additional 14790kg CO2 / month	Additional 40120kg CO2 / month	Additional 47940kg CO2 / month	Additional 105655kg CO2/ month

Figures based on 85 RWY 30 RNAV (RNP-Z) arrivals from East Coast for November 2024 using calculations based off ICAO Carbon Emissions Methodology for B738.

Cheers,
s47F

s47F

Mob: s47F
Email: s47F @airservicesaustralia.com

www.airservicesaustralia.com

We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

OFFICIAL

ICAO Carbon Emissions Calculator Methodology

Version 11

June 2018

Table of Contents

1 Introduction

This document presents a general methodology developed for estimating the amount of carbon emissions (CO_2) generated by a passenger in a flight, for use in carbon offsetting programmes.

It provides information on the methodological approach and details the assumptions underlying the generic factors employed by the ICAO Carbon Emissions calculator. The methodology is provided in an open source format facilitating individual air carriers that may wish to customize it with their own data.

The document includes a general description of the method adopted by ICAO in order to estimate the CO_2 emissions of a flight (Item 2); the detailed calculation process implemented by the ICAO Calculator (Item 3); a description and analysis of the data inputs used (Item 4); a demonstration of the data coverage and sensitivity (Items 5 and 6); and the steps needed to be taken by a company wishing to customize the calculator with its own data set (Item 7).

2 Methodological Approach

The ICAO methodology employs a distance-based approach to estimate an individual's aviation emissions using data currently available on a range of aircraft types. In order to implement this methodology, ICAO has developed formula regarding fuel consumption and it is committed to continuously monitor and seek improvements in the data used, in order to obtain better emissions estimation.

The ICAO methodology has been designed to require a minimum amount of input information from the user regarding the particulars of the flight concerned. It employs industry averages for the various factors which contribute to the calculation of the emissions associated with the individual passenger's air travel. As passengers' aviation emissions are affected by continuously changing variables specific to each flight, it is necessary to develop average factors to account for the effect of these flight parameters. While these factors cannot be captured on a flight-specific basis, this methodology considers them for the purpose of developing a more robust estimation of flight emissions and educating the public and the industry as to how these factors affect an individual passengers' emission intensity.

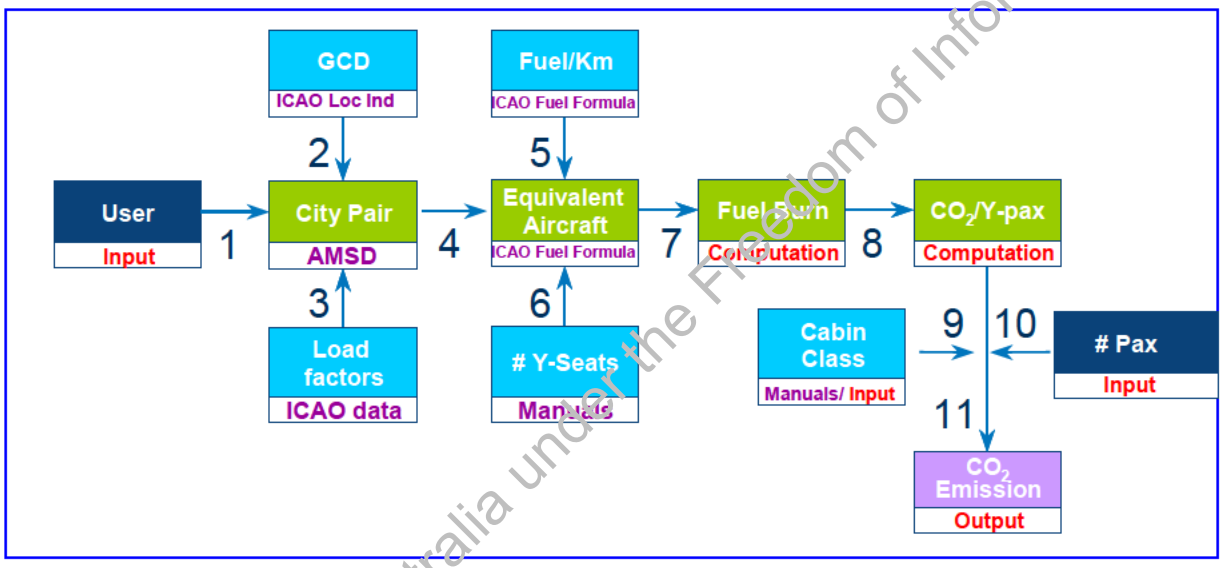
2.1 General Description of the Methodology

The ICAO Carbon Emission Calculator requires that the user input the airports of origin and destination for a direct through flight (i.e. a flight which does not have a change of the flight number). This is then compared with the published scheduled flights to obtain the aircraft types used to serve the two airports concerned and the number of departures per aircraft. Each aircraft is then mapped into one of the 312 equivalent aircraft types in order to calculate the fuel consumption for the trip based on the great circle distance between the airports involved in the journey. The passenger load factors, and passenger to cargo ratios, obtained from traffic and operational data collected by ICAO, are then applied to obtain the proportion of total fuel used which can be attributed to the passengers carried. The system then calculates the average fuel consumption for the

journey weighted by the frequency of departure of each equivalent aircraft type. This is then divided by the total number of economy class equivalent passengers, giving an average fuel burn per economy class passenger. The result is then multiplied by 3.16 in order to obtain the amount of CO_2 footprint attributed to each passenger travelling between those two airports.

3 Calculation Procedure

ICAO used this methodology to develop a Carbon Emissions Calculator using a database constructed from several data sources. From the diagram below, we identify the following information used as input to the calculator:



City Pair: Obtained from the airlines multilateral schedules database (AMSD). The flight schedule data are based on the latest available information and are updated annually.

GCD (Great Circle Distance): The distance between origin and destination airports is derived from latitude and longitude coordinates originally obtained from ICAO Location Indicators database.

Load Factors: The average generic factors considered for the purpose of this calculation are sourced from the Traffic by Flight Stage database (TFS) which collects air carrier city-pair specific traffic data by aircraft type produced on an annual basis, and domestic traffic and operational data, both collected by ICAO, as well as data based on the flight schedules published by the air carriers.

Fuel/Km: This information, per equivalent aircraft model, is obtained from the ICAO Fuel Consumption Formula.

Y-seats: This is the number of economy seats that can be fit inside the equivalent aircraft. ICAO made use of a standard cabin layout (in terms of location of galleys, toilets and exits) for each reference aircraft. This fixed space was then fitted with an all-economy seating using a pitch of about 31/32 inches (79/81 cm). This seating configuration was then compared with a mixed configuration involving business and/or first class row/seat combinations where, for the large wide bodied aircraft, business class seats have a 38 inch pitch, and those in first class have a 60 inch pitch. Examples of these layouts were obtained from the Manual on Airplane Characteristics for Airport Planning published on the Web by the aircraft manufacturers.

In simple terms, the general methodology used by the ICAO calculator can be described with the following steps, with references to the diagram above:

User input (1) – The user enters the origin and destination airports. The database is searched for all flights, direct or non-direct, serving that city-pair. However, the tool does not compute total emissions for journeys with different flight numbers (connecting flights). To do this, the user can choose to build a total by calculating each of the journey legs separately and adding them up.

Code share flights are treated as a single flight. This avoids a possible double counting of flight departures that would otherwise affect the calculations.

The origin and destination database includes individual routings for single flight numbers with multiple stops. Hence the passenger does not need to know, nor input the full itinerary of the flight.

Trip distance (2) – The ICAO Location Indicators database contains the longitude and latitude coordinates for the airports. From these coordinates the Great Circle Distance (GCD)[1] is then calculated and corrected by a factor depending on the distance between the two airports concerned (see section 4.2).

Traffic data (3) – A passenger load factor is assigned to the user-defined city-pair, based on the passenger load factor for the corresponding route groups. Load factor information is obtained from the database, based on 53 international route groups plus 11 domestic areas plus 11 intra areas (see **Appendix A**).

Aircraft mapping (4) – From the scheduled flights database, the scheduled aircraft is identified and linked to the aircraft fuel consumption database based on ICAO Fuel Consumption Formula. When the scheduled aircraft is not in the database, the aircraft is mapped into one of the 312 equivalent aircraft types existing in the aircraft fuel consumption database. **Appendix B** provides details of how this mapping was done. This allows estimation of the total fuel use on each route serving the user-defined city-pair.

Fuel burn data (5) – The fuel burn to flight distance relationship is extrapolated from the ICAO Fuel Consumption Formula. The factors considered include passenger load factor, flight distance, block time, the proportion of the overall payload represented by passenger traffic, cabin class flown, and type of equivalent aircraft flown. The amount of fuel used on

[1] The Great Circle Distance it is the shortest path between two points on the surface of a sphere

a route is the weighted average of total fuel burnt based on the frequencies of the scheduled aircraft types flown.

Economy Class (Y) seat capacity (6) – From cabin floor plans obtained from the "Manual on Airplane Characteristics for Airport Planning", which is developed by manufacturers to provide necessary data to airport operators and airlines for airport facilities planning, the maximum number of Y-seats that can be fitted per equivalent aircraft is determined. This "virtual" all economy configuration later allows the computation of cabin class factors (steps 9 & 10).

CO_2 per economy passenger (7 and 8) – Using the trip distance, equivalent aircraft fuel consumption, passenger to seat load factor and passenger to freight load factor for the route group, and the number of Y-seats, the methodology calculates the CO_2 associated to each passenger, as follows:

CO_2 per pax = 3.16 * (total fuel * pax-to-freight factor)/(number of y-seats * pax load factor)

Where:

Total fuel = The weighted average of the fuel used by all flights departed from the origin airport in order to reach the destination airport. The weighting factor is the ratio of number of departures for each equivalent aircraft type, to the total number of departures.

Pax-to-freight factor = is the ratio calculated from ICAO statistical database based on the number of passengers and the tonnage of mail and freight, transported in a given route group.

Number of Y-seats = the total number of economy equivalent seats available on all flights serving the given city pair.

Pax load factor = the ratio calculated from ICAO statistical database based on number of passengers transported and the number of seats available in a given route group.

3.16 = constant representing the number of tonnes of CO_2 produced by *burning* a tonne of aviation fuel.

Cabin class (9 and 10) – Depending on user selection, a multiplicative cabin class factor is applied to adjust the CO_2 per Y-passenger, on those routes where multiple class passenger services are available.

Passenger CO_2 output (11) – The estimated quantity for the carbon emission.

4 Data Sources

This methodology seeks to distribute the emissions between the passengers travelling in different cabin classes, and between passengers and cargo, in an equitable manner. This section details how the various contributing factors come together to accomplish this result.

4.1 Fuel Data

Since the 1980s, ICAO has been conducting studies on regional differences in international airline operating economics to estimate and compare airline operating cost and revenues in different regions of the world, using a unique database which includes fuel consumption. The fuel consumption in that database is estimated for each airline, on each sector of a scheduled flight, based on information reported by airlines for their scheduled operations.

During the early 1990s, ICAO began developing equations to estimate the fuel consumption by aircraft type. Those equations, have been regularly updated based on publically available information.

The fundamental principle of the ICAO fuel consumption formulas is to estimate in-service airline fuel consumption. The process by which they are developed is to start with fuel consumption figures as published by in aircraft manufacturers' handbooks as a baseline estimate of fuel consumption by trip distance. These figures are then corrected based on available in-service fuel consumption data.

Most of the in-service data comes from the US DOT Form 41. In the United States, federal law requires that most American passenger and cargo airlines report financial and operating information to the U.S. Department of Transportation (DOT). Often referred to by the name of one of its required reports, the "Form 41" system includes balance sheets, income statements and other financials as well as operating or "traffic" statistics.

Where Form 41 data were not available for specific aircraft type, handbook to in-service differences from a similar aircraft were used. Handbook level fuel consumption data came from a number of sources including the manufacturers, files from the ICAO database, charter companies, U.S. Department of Interior website, Internet and literature searches.

The formula also incorporates the ability to compute fuel consumption based on block time. This allows the fuel consumption estimate to consider additional time required for less direct routings or for prevailing winds.

Appendix C of this document presents average fuel consumption by stage length based on the ICAO fuel consumption formula.

4.2 Trip distance

The methodology uses the Great Circle Distance (GCD) between airports as input to calculate the fuel used, and thus estimate CO_2 emissions.

GCD is by definition the shortest distance between two points on the surface of a sphere. This distance can be calculated by using the geographical coordinates of the two points concerned. The coordinates for the airports involved are obtained from the ICAO Location

Indicators database (ICAO Doc 7910). Once the GCD is calculated, it is then corrected by a factor depending on the distance between the two airports concerned.

The correction factor is needed in order to include the emissions of distance flown in excess of the GCD, stacking, traffic and weather-driven corrections. According to EIG, the actual distance flown compared with GCD that is given in the scheduled flights timetable may vary up to 11% in Europe (ANCAT/EC2 1998).

The table below shows the GCD correction factor used.

GCD	Correction to GCD
Less than 550 Km	+ 50 Km
Between 550 Km and 5500 Km	+ 100 Km
Above 5500 Km	+ 125 Km

4.3 Aircraft type

The CO_2 emission is calculated from the fuel burned by the aircraft serving a given route. The scheduled aircraft is identified from the scheduled flights database, and mapped into one of the 312 equivalent aircraft types existing in the aircraft fuel consumption database (**Appendix C** provides details of how this mapping was done). Those aircraft types that cannot be mapped, are excluded from the calculations.

4.4 Passenger Load Factor and Passenger to Cargo Factor

As this methodology is intended to assess the passenger's aviation emissions it is necessary to deduct the flight emissions associated with the freight and mail carried on the flight from the total. This calculation will be performed on a revenue mass basis using historic freight and mail numbers specific to the city-pair being considered.

The data are sourced from the ICAO TFS dataset which contains totals of number of seats and passengers, tonnes of freight, and tonnes of mail carried. In order to develop an average freight allocation an average passenger mass with baggage is assumed as 100 Kg, plus a 50 Kg add-on to account of the on-board equipment and infrastructure associated with passenger use (for example, the weight of seats, toilets, galleys and crew). The total mass is then established as:

[((No. Passengers*100Kg) + (No. of seats * 50 Kg))/1000] (tonnes) + Freight (tonnes) + Mail (tonnes)

Based on the historical traffic data it is then possible to establish the proportion of freight and mail mass in relation to the total mass calculated by the formula above. The resulting proportion is the fraction of the flight emissions for which the passengers should not be held accountable for. The TFS data is updated annually by ICAO for each one of the 75 route groups (see **Appendix A**).

4.5 Cabin class

The cabin class correction factor is used only on equivalent aircraft types that support such differentiation, and on flights of more than 3,000 Km. It is based on the principle that premium seats occupy a larger space than that of an economy seat; therefore the same cabin configured with premium seat arrangements carries fewer passengers than an all-economy layout.

In order to define the cabin class correction factor, each representative aircraft has been assigned a standard all-economy class layout so that the reduced capacity resulting from the larger space occupied by premium seating and the associated increase in per-passenger emissions is accounted for. This cabin class correction factor is based on the principle that premium seats occupy a larger footprint than that of an economy seat; therefore the same cabin configured with premium seat arrangements carries fewer passengers than an all-economy layout. While it is not possible to account for all possible configurations of a given aircraft the cabin class correction factor serves to educate the user as to the environmental effect of their travel decisions. For this reason generic cabin class factors have been estimated.

The methodology employs a simplified approach by using two cabin class factors ("economy" and "premium") when allocating emissions to passengers, with a ratio of 1:2.

5 Discussion of Sensitivities

In any modelling exercise the desire for accuracy is moderated by the level of complexity the analyst is willing to accommodate. In the case of the ICAO methodology, an attempt has been made to account for the principal factors which define an individual's aviation carbon emission footprint while assessing each at a level which recognizes the inherent uncertainty underlying many of the assumptions embedded in this approach.

Great Circle Distance – while it is understood that air travel does not occur in a straight line between two points, actual flown distance to be collected from the air carriers, or from a more accurate trip distance database showed to be not feasible for the time being.

Representative Aircraft – as aircraft typically share similar performance characteristics, if designed for similar operation, the adoption of a representative aircraft approach is both necessary and reasonable given the level of detail available. It is recognized that there are considerable differences in fuel consumption between aircraft belonging to the same aircraft type variant, dependent on many factors such as age and airline specific configuration, including engines.

Cabin Class Factor – this recognizes that several seat configurations can be offered, and the different classes of service among air carriers. The ICAO Carbon Emissions calculator does not use a specific aircraft configuration; instead, it uses the equivalent aircraft approach that represents the actual equipment in use. Due to the general nature of this methodology, it was decided to use a simplified approach, restricting the cabin classes to two: one representing the economy class, and the other representing the premium classes (premium-economy, business, and first).

Passenger Load Factor – average passenger load factors are calculated on a route group basis for international flights and on a regional basis for domestic flights. The data are obtained from the reported data sent by States to ICAO, and it tends to change with every annual update.

Passenger to Cargo Factor – average cargo factors on passenger aircraft are calculated on a route group basis for international flights and on a regional basis for domestic flights. The data is obtained from the reported data sent by States to ICAO, and it tends to change with every annual update.

Fuel consumption per aircraft type – throughout the design of this tool, the intention was to default to the best publicly available information. While it is well known that most air carriers have detailed information in regards to their fuel consumption and fuel efficiency, this information is not publicly available. ICAO has developed formulas to estimate fuel consumption for 312 aircraft currently on duty.

6 Maintenance Requirements of the ICAO Methodology

In order to support the continued improvement and adoption of the ICAO methodology various data components will require a regular update by ICAO and be provided to users seeking to implement the ICAO methodology. These include:

ICAO traffic data – to be analyzed and updated on an annual basis.

Air carriers scheduled data – In order to calculate the composite city emissions city-pairs data are to be updated on an annual basis to reflect the schedules operated by the air carriers during the period.

Generic Aircraft Mapping – To account for changes in the equipment operating in the industry ICAO will complete a review of the aircraft types listed in the scheduled flights database and the TFS and publish a reference document showing the corresponding mapping to representative aircraft type for all in service aircraft type.

Aircraft Fuel consumption – In order to keep up to date information about new aircrafts types and technology improvements adopted by the industry, ICAO will update the fuel per kilometre information for the several aircraft equivalent models, as soon as new information is made available by aircraft manufacturers and air carriers.

7 Options for Carrier Specific Accuracy Improvements

As ICAO recognizes the additional benefits, which more detailed air carrier specific data can provide, the ICAO methodology is intended to be open source for carriers that are

considering their own offset programmes and able to receive enhancements to the quality of data employed for the calculations. Possible carrier specific improvements include:

Fuel Burn – Given the air carriers flight planning requirements in terms of efficiency and safety it is anticipated that air carriers will be interested in employing more robust data to the fuel consumed on their operated flights.

Cargo Carried – An air carrier may use its own cargo factor so long as the level of aggregation is provided in accompanying documentation.

Passenger Load Factor – An air carrier may use their own passenger load factor so long as the level of aggregation is clear in accompanying documentation.

Aircraft Configuration – On account of the generic nature of this methodology an air carrier may wish to implement fleet specific data on the aircraft operated in its service.

Appendix A: Load Factors by Route Group

Version 11 data are based on traffic during calendar year 2016.

#	Route Group	Passenger Load Factor	Passenger to Freight Factor
1	Africa - Asia/Pacific	73.7%	83.82%
2	Africa - Middle East	74.1%	82.92%
3	Africa - North America	77.1%	91.11%
4	Africa & Middle East - Central America/Caribbean	77.9%	84.03%
5	Africa & Middle East - South America	65.0%	83.97%
6	Central America/Caribbean - Europe	81.7%	86.57%
7	Central America/Caribbean - North America	80.7%	93.17%
8	Central America/Caribbean - South America	79.7%	89.42%
9	Central/South West Asia - Europe	81.3%	63.43%
10	Central/South West Asia - Latin America/Caribbean	80.3%	84.45%
11	Central/South West Asia - Middle East	78.9%	81.18%
12	Central/South West Asia - North America	83.3%	62.38%
13	Central/South West Asia - North Asia	71.2%	79.47%
14	Central/South West Asia - Pacific South East Asia	74.8%	80.12%
15	Europe - Middle East	74.5%	77.19%
16	Europe - North Africa	73.6%	81.99%
17	Europe - North America	83.1%	79.96%
18	Europe - North Asia	80.0%	63.43%
19	Europe - Pacific South East Asia	80.2%	63.43%
20	Europe - South America	84.9%	76.69%
21	Europe - Sub Saharan Africa	78.4%	81.99%
22	Intra Africa	66.1%	84.32%
23	Intra Central America/Caribbean	67.7%	96.09%
24	Intra Central/South West Asia	69.8%	79.47%
25	Intra Europe	82.3%	96.12%
26	Intra Middle East	70.2%	84.56%
27	Intra North America	79.1%	93.35%
28	Intra North Asia	75.3%	79.47%
29	Intra Pacific South East Asia	77.8%	79.47%

30	Intra South America	77.1%	82.66%
31	Latin America/Caribbean - North Asia & Pacific South East Asia	72.9%	84.67%
32	Middle East - North America	83.9%	79.89%
33	Middle East - North Asia & Pacific South East Asia	76.5%	81.18%
34	North America - North Asia	82.3%	66.44%
35	North America - Pacific South East Asia	80.9%	84.57%
36	North America - South America	82.6%	77.27%
37	North Asia - Pacific South East Asia	75.3%	79.47%

Appendix B: Equivalent Aircraft Mapping (based on aircraft currently in-service)

Aircraft	Equivalent
100	100
141	141
142	142
143	143
146	146
310	310
312	312
313	313
318	318
319	319
320	320
321	321
330	330
332	332
333	333
340	340
342	342
343	343
345	345
346	346
350	788
359	788
380	380
388	388
703	703
707	707
717	717
721	721
722	722
727	727
731	731
732	732
733	733
734	734
735	735
736	736
737	737
738	738
739	739

Aircraft	Equivalent
741	741
742	742
743	743
744	744
747	747
752	752
753	753
757	757
762	762
763	763
764	764
767	767
772	772
773	773
777	777
787	788
788	788
789	788
14F	14F
31F	31F
31X	310
31Y	31Y
32A	32A
32B	321
32S	32S
33F	33F
33X	33X
70F	70F
70M	70M
72A	72A
72B	721
72F	72F
72M	72M
72S	72S
73A	73A
73C	73C
73E	73E
73F	73F
73G	73G

Aircraft	Equivalent
73H	73H
73J	73J
73L	73L
73M	73M
73N	73N
73P	73P
73Q	73Q
73R	73R
73S	73S
73W	73W
73X	73X
73Y	73Y
74C	74C
74D	74D
74E	74E
74F	74F
74H	74H
74J	74J
74L	74L
74M	74M
74N	74N
74R	74R
74T	74T
74U	743
74X	74X
74Y	74Y
75F	75F
75M	75M
75T	75T
75W	75W
76F	76F
76W	76W
76X	76X
76Y	76Y
77F	77F
77L	77L
77W	77W
77X	77X
A22	A22

Aircraft	Equivalent
A26	SF3
A28	A28
A30	A30
A32	F50
A38	A38
A40	A40
A4F	A4F
A58	F28
A5F	A5F
A81	A81
AB3	AB3
AB4	AB4
AB6	AB6
ABB	ABB
ABF	ABF
ABX	ABX
ABY	ABY
ACD	ACD
ACP	ACP
ACT	ACT
AGH	AGH
AN2	AN2
AN4	AN4
AN6	AN6
AN7	AN7
ANF	ANF
APH	APH
AR1	AR1
AR7	AR7
AR8	AR8
ARJ	ARJ
AT3	AT3
AT4	AT4
AT5	AT5
AT7	AT7
ATF	ATF
ATP	ATP
ATR	ATR
B11	B11

Aircraft	Equivalent
B12	B12
B13	B13
B14	B14
B15	B15
B72	B72
BE1	BE1
BE2	BE2
BE4	NDC
BE9	BE9
BEC	BEC
BEH	BEH
BEP	BEP
BES	BES
BET	BET
BH2	BH2
BNi	BNi
BNT	BNT
CCJ	CCJ
CD2	CD2
CL4	CL4
CN1	CN1
CN2	MU2
CNA	CNA
CNC	CNC
CNF	CNF
CNJ	CNJ
CNT	CNT
CR1	CR1
CR2	CR2
CR7	CR7
CR9	CR9
CRA	CRA
CRF	CRF
CRJ	CRJ
CRK	CRK
CRV	CRV
CRX	CRX
CS2	CS2
CS5	CS5

Aircraft	Equivalent
CV2	CV2
CV3	CV3
CV4	CV4
CV5	CV5
CV6	CV6
CV8	CV8
CV9	CV9
CVF	CVF
CVR	CVR
CWC	CWC
D10	D10
D11	D11
D14	D14
D1C	D1C
D1F	D1F
D1Y	D1Y
D28	D28
D38	D38
D3F	D3F
D6F	D6F
D81	D81
D82	D82
D83	D83
D84	D84
D85	D85
D86	D86
D87	D87
D8F	D8F
D8T	D8T
D8X	D8X
D8Y	D8Y
D91	D91
D92	D92
D93	D93
D94	D94
D95	D95
D9F	D9F
D9S	D9S
DC3	DC3

Aircraft	Equivalent
DC4	DC4
DC6	DC6
DC7	DC7
DC8	DC8
DC9	DC9
DF2	DF2
DF3	DF3
DFL	DFL
DH1	DH1
DH2	DH2
DH3	DH3
DH4	DH4
DH7	DH7
DH8	DH8
DHB	DHB
DHC	DHC
DHD	DHD
DHL	DHL
DHO	DHO
DHP	DHP
DHR	DHR
DHS	DHS
DHT	DHT
DV5	DV5
E2F	E2F
E70	E70
E75	E75
E7W	E75
E90	E90
E95	E95
EC3	S76
EM1	EM1
EM2	EM2
EMB	EMB
EMJ	EMJ
EP1	NDC
ER3	ER3
ER4	ER4
ERD	ERD

Aircraft	Equivalent
ERJ	ERJ
F21	F21
F22	F22
F23	F23
F24	F24
F27	F27
F28	F28
F50	F50
F70	F70
FK7	FK7
FRJ	FRJ
GRG	GRG
GRJ	GRJ
GRM	GRM
GRS	GRS
H25	H25
HEC	HEC
HS7	HS7
I14	I14
IL6	IL6
IL7	IL7
IL8	IL8
IL9	IL9
ILW	ILW
J31	J31
J32	J32
J41	J41
JST	JST
L10	L10
L11	L11
L12	L12
L15	L15
L1F	L1F
L49	L49
L4T	L4T
LOE	LOE
LOF	LOF
LOH	LOH
LOM	LOM

Aircraft	Equivalent
LRJ	LRJ
M11	M11
M1F	M1F
M1M	M1M
M80	M80
M81	M81
M82	M82
M83	M83
M87	M87
M88	M88
M90	M90
M95	M95
MA6	MA6
MBH	MBH
MD9	MD9
MIH	MIH
MU2	MU2
ND2	ND2
NDC	NDC
NDE	NDE
NDH	NDH
PA1	PA1
PA2	PA2
PAG	PAG
PAT	PAT
PL2	PL2
PL6	PL6
PN6	PN6
S20	S20
S58	S58
S61	S61
S76	S76
SF3	SF3
SFB	SFB
SFF	SFF
SH3	SH3
SH6	SH6
SHB	SHB
SHS	SHS

Aircraft	Equivalent
SSC	SSC
SU9	SU9
SWM	SWM
T20	T20
T2F	T2F
TU3	TU3
TU5	TU5
VCV	VCV
WWP	WWP
YK2	YK2
YK4	YK4
YN2	YN2
YN7	YN7
YS1	YS1

Appendix C: ICAO Fuel Consumption Table

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
100	1296	2703	3788	5129	6427	8937	11373	13757	16104											
141	1289	2754	3874	5258	6600	9199														
142	1289	2754	3874	5258	6600	9199	11725													
143	1324	2874	4105	5621	7100	9986														
146	1289	2754	3874	5258	6600	9199	11725													
310	2628	5537	7790	10759	13658	19323	24876	30356	35784	41172	46530	51862	57175							
313	2628	5537	7790	10759	13658	19323	24876	30356	35784	41172	46530	51862	57175							
318	1488	3016	3925	5234	6482	8931	11335	13729	16130											
319	1596	3259	4323	5830	7271	10026	12668	15233	17741	20203										
320	1672	3430	4585	6212	7772	10766	13648	16452												
321	1909	3925	5270	7157	8970	12456	15818	19094	22308											
330	3497	7277	9980	13579	17055	23769	30276	36642	42903	49082	54788	59831	64719	69463	74074	78560	82928			
332	3395	6964	9550	12994	16321	22747	28973	35065	41057	46970	52422	57231	61889	66406	70793	75058	79207			
333	3497	7277	9980	13579	17055	23769	30276	36642	42903	49082	54788	59831	64719	69463						
340	4205	8452	11054	14688	18192	24999	31691	38363	45066	51831	58678	65621	72666	79169	85687	89019	91982	94586	96840	98752
342	3972	7985	10445	13882	17198	23642	29984	36312	42673	49097	55603	62203	68908	75453	80921	84023	86770	89174		
343	4205	8452	11054	14688	18192	24999	31691	38363	45066	51831	58678	65621	72666	79169	85687	89019	91982			
345	4456	9441	13137	18027	22779	32019	41031	49891	58640	67304	75900	84439	92931	101383	109799	117578	124601	131512	138319	145026
346	4778	10030	14053	19362	24537	34630	44505	54236	63863	73412	82899	92334	101727	111211	119071	126796	134395	141877		
380	5851	12016	17623	24940	32211	46695	61160	75638	90143	104681	119255	133865	148512	163196	177916	192517	203465	214166	224632	
388	5851	12016	17623	24940	32211	46695	61160	75638	90143	104681	119255	133865	148512	163196	177916	192517	203465	214166	224632	
717	1513	3121	4235	5628	6989	9646	12209													
727	2870	5891	7884	10688	13379	18544	23517	28361	33106											
731	1695	3439	4515	6053	7517	10304	12964	15537	18047	20504	22920									
732	1778	3708	4962	6727	8421	11672	14802	17850	20838	23777	26676									
733	1616	3323	4462	6061	7597	10551	13400	16176	18900	21582	24229									
734	1685	3482	4707	6419	8069	11250	14328	17335	20289	23203	26084									
735	1539	3153	4207	5694	7119	9850	12477	15038	17535	19995	22421									
736	1525	3074	3995	5324	6584	8971	11239	13426	15553	17631	19670									
737	1695	3439	4515	6053	7517	10304	12964	15537	18047	20504	22920									
738	1715	3494	4621	6221	7749	10666	13466	16170	18818	21415	23972									
739	1782	3641	4839	6533	8154	11255	14233	17125	19954	22733	25471									
744	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
747	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
752	2159	4435	5939	8054	10085	13984	17740	21398	24983	28159										
753	2331	4825	6525	8899	11188	15602	19872	24044	28145	31754										
757	2159	4435	5939	8054	10085	13984	17740	21398	24983	28159										
762	2685	5457	7625	10488	13276	18707	24013	29237	34402	39522	44605	49659	54687	59395	62791	66006				
763	2900	5799	7971	10965	13879	19557	25104	30566	35966	41318	46632	51915	57172	62106	65700	69112				
764	2963	6129	8564	11780	14911	21011	26971	32839	38641	44391	50100	55777	60999	65000						
767	2900	5799	7971	10965	13879	19557	25104	30566	35966	41318	46632	51915	57172	62106	65700	69112				
772	3691	7819	10880	14930	18866	26518	33982	41320	48566	55742	62861	69933	76966	83966	90378	96168	101853	107440		
773	4084	8572	12011	16549	20972	29598	38038	46355	54584	62745	70853	78747	85475	92061	98519	104857	111085	117210	123237	
777	3691	7819	10880	14930	18866	26518	33982	41320	48566	55742	62861	69933	76966	83966	90378	96168	101853	107440	112934	118340
787	2638	5517	7708	10603	13421	18911	24276	29557	34779	39954	45093	50202	55286	60348	65392	70419	75433	78744	81828	
788	2638	5517	7708	10603	13421	18911	24276	29557	34779	39954	45093	50202	55286	60348	65392	70419	75433	81221	84439	
14F	1289	2754	3874	5258	6600	9199	11725													
31F	2766	5823	8200	11325	14377	20340	26185	31954	37667	43339										

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
31Y	2628	5537	7790	10759	13658	19323	24876	30356	35784	41172										
32A	1672	3430	4585	6212	7772	10766	13648	16452												
32S	1672	3430	4585	6212	7772	10766	13648	16452	19200	21902										
33F	3395	6964	9550	12994	16321	22747	28973	35065	41057	46970										
33X	3395	6964	9550	12994	16321	22747	28973	35065	41057	46970										
72F	2870	5891	7884	10688	13379	18544	23517	28361	33106											
73C	1600	3273	4355	5884	7348	10151	12843	15460	18019	20534	23013									
73E	1529	3115	4117	5541	6901	9496	11981	14390	16744	19052	21325									
73F	1778	3708	4962	6727	8421	11672	14802	17850	20838	23777	26676									
73G	1586	3202	4173	5570	6895	9410	11804	14113	16360	18558	20715									
73H	1695	3439	4515	6053	7517	10304	12964	15537	18047	20504	22920									
73J	1761	3581	4724	6351	7903	10862	13694	16438	19117	21743	24328									
73L	1778	3708	4962	6727	8421	11672	14802	17850												
73M	1778	3708	4962	6727	8421	11672	14802	17850												
73N	1616	3323	4462	6061	7597	10551	13400	16176	18900	21582	24229									
73P	1770	3656	4942	6740	8472	11813	15044	18201	21304											
73Q	1770	3656	4942	6740	8472	11813	15044	18201	21304	24363	27388									
73R	1586	3202	4173	5570	6895	9410	11804	14113	16360	18558	20715									
73W	1567	3149	4074	5415	6684	9082	11357	13547	15674	17750	19786									
73X	1778	3708	4962	6727	8421	11672	14802	17850												
73Y	1696	3470	4617	6238	7789	10760	13614	16387	19100	21767	24394									
74E	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
74F	5508	11311	16590	23478	30323	43957	57575	71204	84859	98545	112264	126017	139806	153629	167486	181377	195300	209254		
74H	4416	8983	13175	18645	24081	34908	45722	56546	67389	78258	89153	100075	111025	122002	133007	142263	150070	157662		
74L	4502	9243	13557	19185	24778	35919	47046	58183	69341	80524	91734	102973	114240	125535	136859	148209	159586	170989		
74N	4416	8983	13175	18645	24081	34908	45722	56546	67389	78258	89153	100075	111025	122002	133007	142263	150070	157662		
74Y	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
75F	2302	4729	6332	8588	10753	14911	18916	22816	26659	30098										
75T	2318	4758	6363	8623	10791	14951	18955	22854	26673	30139										
75W	2147	4394	5824	7850	9787	13489	17038	20483	23849	26780										
76F	3124	6249	8608	11841	14988	21119	27110	33008	38839	44619	50357	56063	61319	65346	69177	72823				
76W	2900	5799	7854	10721	13497	18872	24093	29211	34253	39235	44169	49063	53924	58626	61965	65125				
76Y	3124	6249	8608	11841	14988	21119	27110	33008	38839	44619	50357	56063	61319	65346	69177	72823				
77F	3875	8210	11423	15675	19807	27842	35679	43383	50991	58525	65999	73425	80809	88158	94732	100815	106791	112665	118444	124133
77L	3809	8069	11228	15408	19469	27367	35069	42642	50120	57525	64872	72171	79429	86653	93846	100496	106451	112306	118066	123735
77W	4129	8667	12143	16731	21202	29924	38457	46865	55184	63436	71633	79786	87903	96089	102838	109465	115978	122384		
77X	3875	8210	11423	15675	19807	27842	35679	43383	50991	58525	65999	73425	80809	88158	94732	100815	106791	112665	118444	124133
A40	556	1111	1670	2257	2812	3861	4857													
A81	1235	2469	3251	4244	5183	6949	8617													
AB3	3427	7221	10159	14032	17812	25200	32442	39589	46667	53694	60682	67636								
AB4	3427	7221	10159	14032	17812	25200	32442	39589	46667	53694	60682	67636								
AB6	3119	6571	9245	12769	16209	22932	29522	36026	42467	48862	55220	61549								
ABF	3427	7221	10159	14032	17812	25200	32442													
ABX	3427	7221	10159	14032	17812	25200	32442	39589												
ABY	3119	6571	9245	12769	16209	22932	29522	36026												
AGH	123	247	360	478	590	799														
AN4	735	1337	1910	2536																
AN6	945	1639	2276	2991	3674	4971														
ANF	2145	3923	5620	7472	9231	12568	15742	18800	21773											
AR1	1324	2374	4105	5621	7100	9986														

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
AR8	1289	2754	3874	5258	6600	9199	11725													
ARJ	1289	2754	3874	5258	6600	9199	11725													
AT4	360	723	1093	1486	1863	2588														
AT5	426	878	1397	1993	2612	3942														
AT7	434	891	1409	1996	2603	3891	5293													
ATP	499	998	1500	2027	2525	3467	4360													
ATR	413	843	1317	1849	2389	3516	4718													
BE1	309	617	928	1254	1562	2145														
BE2	82	164	264	354	438	597														
BE9	210	420	631	853																
BEC	40	79	119	161																
BEH	309	617	928	1254	1562	2145														
BES	278	556	835	1129	1406	1931														
BET	210	420	631	853	1062	1459														
BH2	93	185	270	359	442	599														
BNI	71	142	229	307																
BNT	106	213	344	460	570	777	973	1161												
CN1	27	54	88	117																
CNA	27	54	87	116																
CNC	110	220	330	446																
CNF	138	277	447	598																
CNJ	425	849	1118	1460	1783	2390	2964	3514	4047											
CNT	65	131	197	266	331	455														
CR1	794	1594	2116	2786	3430	4674														
CR2	781	1569	2084	2743	3378	4605														
CR7	1043	2092	2772	3642	4475	6076														
CR9	1119	2251	2994	3949	4872	6664														
CRA	1043	2092	2772	3642	4475	6076														
CRF	781	1569	2084	2743	3378	4605														
CRJ	898	1804	2395	3153	3882	5289														
CRK	1177	2366	3145	4146	5110	6981														
CS2	244	488	733	991	1234	1695														
CV5	765	1531	2301	3110	3875	5320														
CVF	706	1412	2123	2869	3575	4908														
CWC	426	852	1377	1842	2280	3107														
D1F	4773	9701	13555	18646	23601	33256	42690	51978	61160	70261	79298	88282	97222	106124	114994	123835	132651	141445		
D28	203	407	612	826																
D38	413	825	1240	1676																
D6F	860	1720	2780	3718	4603	6273	7855	9375	10850	12289	13698	15082								
D93	1773	3640	4871	6604	8267	11458	14531	17524												
D9F	1773	3640	4871	6604	8267	11458	14531	17524												
DC3	235	469	758	1014	1256	1711														
DC9	1773	3640	4871	6604	8267	11458	14531	17524												
DH1	406	811	1219	1618																
DH2	440	880	1323	1783	2228															
DH3	535	1069	1607	2172																
DH4	689	1383	2093	2847	3570															
DH7	540	1080	1624	2195	2734															
DH8	517	1034	1554	2100	2616															
DHC	247	496	798	1068	1322	1801														

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
DHL	110	220	355	475																
DHP	49	99	160	214																
DHT	208	416	625	845																
E70	1075	2160	2868	3777	4651	6341														
E75	1113	2240	2989	3953	4890	6725														
E90	1338	2688	3567	4695	5778	7871	9913													
E95	1362	2747	3677	4881	6057	8383	10718													
EM2	315	625	926	1233	1514	2015														
EMB	194	389	585	790	984	1351														
EMJ	1249	2510	3338	4401	5427	7417	9372													
ER3	729	1505	2046	2722	3368	4601														
ER4	799	1633	2196	2903	3576	4855	6073													
ERD	744	1536	2088	2778	3437	4696	5901													
ERJ	787	1611	2172	2875	3545	4819	6034													
F28	1543	3087	4064	5306	6478															
F50	494	988	1485	2007	2500	3432														
F70	1238	2574	3607	4884	6121	8512	10831													
FRJ	673	1346	1772	2313																
I14	679	1358	2041	2759	3437	4719	5936	7107												
IL7	9161	15535	18463	23623	28639	38204	47286	56016	64475	72717										
IL9	5301	10656	13934	18514	22927	31499	39923	48320	56752	65260	73867	82593	89482	94787						
J31	213	426	640	865	1078	1480														
J32	227	454	683	923	1150	1579														
J41	314	627	943	1274	1587	2179														
L4T	247	494	742	1003																
LOH	1537	3074	4621	6245	7781	10683	13437	16089	18664	21179	23645									
M11	4773	9546	12908	17630	22203	31065	39677	48121	56411	64666	72813	80895	88923	96903	104843	112745	120615			
M1F	4773	9546	12908	17630	22203	31065	39677	48121	56411	64666	72813	80895	88923	96903	104843	112745	120615			
M80	1985	4001	5467	7503	9473	13291	17002	20641	24227	27772										
M82	1985	4001	5467	7503	9473	13291	17002	20641	24227	27772										
M83	1985	4001	5467	7503	9473	13291	17002	20641	24227	27772										
M87	1825	3679	5027	6898	8710	12220	15632	18977	22275	25534										
M88	1985	4001	5467	7503	9473	13291	17002	20641	24227	27772										
M90	1672	3430	4585	6212	7772	10766	13643													
MA6	549	1099	1447	1889																
NDE	105	210	306	407	501	679														
PA1	44	89	144	192																
PA2	86	173	260	351	437	601														
PAG	44	89	144	192	238	324														
PAT	44	89	134	181	225	309														
PL2	164	327	492	665	829	1137														
S20	695	1368	1991	2602	3132	3998														
S76	217	435																		
SF3	378	714	948	1112	1174															
SFB	378	714	948	1112	1174	1031														
SH6	314	627	943	1274																
SU9	1543	3087	4064	5306	6478	8686														
SWM	219	438	659	890	1109	1523														
T20	4472	8257	10158	13245	16176	21720	26973	32023	36919	41694										
TU3	3006	5013	5941	7470	8946															

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
TU5	4472	8257	10158	13245	16176	21720	26973	32023	36919	41694										
YK2	2948	5261	6004	7613	9163	12121	14937													
YK4	630	1259	1658	2165																
YN2	208	416	625	845	1053	1446														
YN7	549	1099	1652	2232	2781															
312	2766	5828	8200	11325	14377	20340	26185	31954	37667	43339	48979									
32F	1672	3430	4585	6212	7772	10766	13648	16452												
703	4281	8557	10973	14500	17820	24049	29906	35501	40894	46122	51212	56181	61044							
707	4281	8557	10973	14500	17820	24049	29906	35501	40894	46122	51212	56181	61044							
70F	4281	8557	10973	14500	17820	24049	29906	35501	40894	46122	51212	56181	61044							
70M	4281	8557	10973	14500	17820	24049	29906	35501	40894	46122	51212	56181	61044							
721	2550	5100	6548	8663	10659	14418	17973	21386	24693											
722	2870	5891	7884	10688	13379	18544	23517	28361	33106											
72A	2870	5891	7884	10688	13379	18544	23517	28361	33106											
72M	2870	5891	7884	10688	13379	18544	23517	28361	33106											
72S	2870	5891	7884	10688	13379	18544	23517	28361	33106											
73A	1778	3708	4962	6727	8421	11672	14802	17850	20838	23777	26676									
73S	1778	3708	4962	6727	8421	11672	14802	17850	20838	23777	26676									
741	5605	11509	16880	23888	30853	44725	58580	72448	86341	100265	114224	128218	142247	156312	170411	184544	198710	212909		
742	5508	11311	16590	23478	30323	43957	57575	71204	84859	98545	112264	126017	139806	153629	167486	181377	195300	209254		
743	5273	10827	15880	22473	29024	42074	55108	68154	81224	94323	107455	120620	133818	147049	160312	173608	186934	200291		
74C	5508	11311	16590	23478	30323	43957	57575	71204	84859	98545	112264	126017	139806	153629	167486	181377	195300	209254		
74D	5273	10827	15880	22473	29024	42074	55108	68154	81224	94323	107455	120620	133818	147049	160312	173608	186934	200291		
74J	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
74M	4719	9690	14212	20113	25977	37657	49323	60999	72696	84420	96173	107956	119768	131607	140292	148734	156946	164938		
74R	5605	11509	16880	23888	30853	44725	58580	72448	86341	100265	114224	128218	142247	156312	170411	184544	198710	212909		
74T	5605	11509	16880	23888	30853	44725	58580	72448	86341	100265	114224	128218	142247	156312	170411	184544	198710	212909		
74X	5508	11311	16590	23478	30323	43957	57575	71204	84859	98545	112264	126017	139806	153629	167486	181377	195300	209254		
75M	2302	4729	6332	8588	10753	14911	18916	22816	26639	30098										
76X	2865	5893	8235	11327	14338	20203	25934	31571	37155	42684	48173	53631	58640	62452	66072	69508				
A28	278	556	835	1129	1406	1931														
A4F	12347	24693	31970	42058	51578	69507	86445	102700	118444	133782										
ACD	64	127	167	219	267	358														
AN7	1235	2469	3251	4244	5183	6949	8627	10216												
AR7	1243	2657	3739	5074	6369	8877	11315													
AT3	360	723	1093	1486	1863	2588														
ATF	434	891	1409	1996	2603	3[illegible]	5293													
B11	1790	3597	4677	6266	7806	10821	13814													
B12	1790	3597	4677	6266	7806	10821	13814													
B13	1790	3597	4677	6266	7806	10821	13814													
B14	1790	3597	4677	6266	7806	10821	13814													
B15	1790	3597	4677	6266	7806	10821	13814													
CCJ	803	1605	2113	2759	3369	4517	5601	6640	7647	8627										
CD2	213	426	640																	
CL4	2001	4003	6017	8132	10131	13909	17495	20948	24301	27576	30786	33941								
CS5	370	741	1114	1505	1875	2574	3238													
CVR	765	1531	2301	3110	3875	5320														
D10	4773	9701	13555	18646	23601	33256	42690	51978	61160	70261	79298	88282	97222	106124	114994	123835	132651	141445		
D11	4534	9216	12877	17713	22421	31593	40555	49379	58102	66748	75333	83868	92361	100818	109244	117643	126019	134372		
D1C	4773	9701	13555	18646	23601	33256	42690	51978	61160	70261	79298	88282	97222	106124	114994	123835	132651	141445		

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
D1Y	4773	9701	13555	18646	23601	33256	42690	51978	61160	70261	79298	88282	97222	106124	114994	123835	132651	141445		
D3F	235	469	758	1014	1256	1711														
D8F	3986	7971	10233	13539	16657	22533	28088	33422	38590	43628	48558	53397	58158	62851						
D8X	3986	7971	10233	13539	16657	22533	28088	33422	38590	43628	48558	53397	58158	62851						
D8Y	3710	7420	9526	12603	15507	20977	26148	31113	35924	40614	45203	49708	54140	58509						
D91	1638	3364	4501	6102	7639	10588	13427	16193												
D92	1659	3405	4556	6177	7732	10717	13591	16390												
D94	1904	3908	5230	7090	8875	12301	15600	18813												
D95	1965	4034	5399	7319	9162	12699	16106	19422												
D9S	1773	3640	4871	6604	8267	11458	14531	17524												
DC6	835	1671	2700	3611	4471	6093	7629	9106	10538	11936	13305	14649								
DC8	3986	7971	10233	13539	16657	22533	28088	33422	38590	43628	48558	53397	58158	62851						
DF2	586	1173	1544	2016	2462	3301	4093	4853	5588											
DFL	586	1173	1544	2016	2462	3301	4093	4853	5588	6304	7004	7691	8367							
DHB	69	137	222	296																
DHO	80	161	259	347																
DHS	80	161	259	347																
F21	1543	3087	4640	6271	7812															
F22	1543	3087	4640	6271	7812															
F23	1543	3087	4640	6271	7812															
F24	1543	3087	4640	6271	7812															
F27	596	1191	1791	2420	3015	4140	5207													
FK7	596	1191	1791	2420	3015															
GRG	99	198	319	427	529	721														
GRM	154	309	499	667	826	1126														
GRS	556	1111	1670	2257	2812	3861	4857													
HEC	32	64	104	139																
HS7	567	1133	1704	2303	2869	3939														
IL6	9910	12650	13939	17878	21753	29192	36537	44075	51582	59098	66647	74246	81909							
IL8	1574	3148	4732	6396	7968	10940	13760	16475	19114	21690										
ILW	9188	17253	20999	27039	32800	43717	54068	64020	73669	83075	92282									
JST	251	503	755	1021	1272	1746														
L10	4654	9742	13612	18725	23702	33397	42871	52198	61420	70560	79635	88657	97635	106575	115483					
L11	4654	9742	13612	18725	23702	33397	42871	52198	61420	70560	79635									
L12	4654	9742	13612	18725	23702	33397	42871	52198	61420	70560	79635	88657								
L15	5038	10133	13264	17640	21867	30100	38219	46338	54517	62791	71185	79714	88391	97224	106219					
L1F	4654	9742	13612	18725	23702	33397	42871	52198	61420	70560	79635	88657	97635	106575	115483					
L49	1482	2963	4789	6405	7931	10908	13533	16152	18693	21172										
LOE	1790	3579	5380	7271	9059	12438	15644	18731	21730											
LOF	1790	3579	5380	7271	9059	12438	15644	18731	21730											
LOM	1790	3579	5380	7271	9059	12438	15644	18731	21730											
LRJ	420	840	1105	1443	1762	2363														
M1M	4773	9546	12908	17630	22203	31065	39677	48121	56441	64666	72813	80895	88923	96903	104843	112745	120615			
M81	1985	4001	5467	7503	9473	13291	17002	20641	24227	27772										
MBH	128	257	375	497	613	831														
MD9	161	322																		
MIH	554	1107	1617	2145	2644	3584														
MU2	185	370	599	801	991	1351														
ND2	233	467	702	948	1181	1622														
NDC	290	580	764	997	1218															

Equivalent Aircraft Code	Flight Distance (nm) / Fuel Consumption (kg)																			
	125	250	500	750	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500
NDH	204	407	595	789	973	1319														
PL6	91	183	275	371																
PN6	46	93	150	200	248	338														
S58	269	537	784	1040																
S61	395	790																		
SFF	378	714	948	1112	1174	1031														
SH3	293	586	882	1191																
SHB	2222	4445	6681	9030	11249	15445	19427	23261	26985	30621	34185	37689	41141	44546						
SHS	154	309	464	627																
SSC	23103	46206	59318	78480	96559	130620	162820	193740	223700	252901										
T2F	4472	8257	10158	13245	16176	21720	26973	32023	36919	41694										
VCV	1729	3457	5196	7023	8749	12013	15110	18092	20988	23816	26589	29314	31998							
WWP	449	898	1182	1543	1884	2526														
YS1	544	1089	1637	2212	2756															

Appendix D: Airport codes mapped to City codes

Airport Code	City Code	Airport Code	City Code	Airport Code	City Code	Airport Code	City Code
AAA	AAA	AFZ	AFZ	ANI	ANI	AUA	AUA
AAE	AAE	AGA	AGA	ANM	ANM	AUC	AUC
AAL	AAL	AGB	MUC	ANR	ANR	AUH	AUH
AAN	AAN	AGF	AGF	ANS	ANS	AUQ	AUQ
AAQ	AAQ	AGH	AGH	ANU	ANU	AUR	AUR
AAR	AAR	AGP	AGP	ANV	ANV	AUS	AUS
AAT	AAT	AGR	AGR	ANX	ANX	AUX	AUX
AAX	AAX	AGS	AGS	AOE	ESK	AUY	AUY
ABA	ABA	AGT	AGT	AOG	AOG	AVA	AVA
ABB	ABB	AGU	AGU	AOI	AOI	AVL	AVL
ABD	ABD	AGX	AGX	AOJ	AOJ	AVN	AVN
ABE	ABE	AHB	AHB	AOK	AOK	AVP	AVP
ABI	ABI	AHE	AHE	AOR	AOR	AVV	AVV
ABJ	ABJ	AHO	AHO	AOU	AOU	AWD	AWD
ABL	ABL	AHU	AHU	APC	APC	AWZ	AWZ
ABQ	ABQ	AIA	AIA	APK	APK	AXA	AXA
ABR	ABR	AIN	AIN	APL	APL	AXD	AXD
ABS	ABS	AIT	AIT	APN	APN	AXF	AXF
ABT	ABT	AIU	AIU	APO	APO	AXM	AXM
ABU	ABU	AJA	AJA	APW	APW	AXP	AXP
ABV	ABV	AJF	AJF	AQG	AQG	AXR	AXR
ABX	ABX	AJI	AJI	AQI	AQI	AXT	AXT
ABY	ABY	AJK	AJK	AQJ	AQJ	AXU	AXU
ABZ	ABZ	AJL	AJL	AQP	AQP	AYP	AYP
ACA	ACA	AJN	AJN	ARA	ARA	AYQ	AYQ
ACC	ACC	AJR	AJR	ARC	ARC	AYT	AYT
ACE	ACE	AJU	AJU	ARD	ARD	AZD	AZD
ACH	ACH	AJY	AJY	ARH	ARH	AZN	AZN
ACK	ACK	AKF	AKF	ARI	ARI	AZO	AZO
ACR	ACR	AKJ	AKJ	ARK	ARK	AZR	AZR
ACT	ACT	AKL	AKL	ARM	ARM	AZS	AZS
ACV	ACV	AKN	AKN	ARN	STO	BAH	BAH
ACX	ACX	AKP	AKP	ART	ART	BAL	BAL
ACY	AIY	AKU	AKU	ARU	ARU	BAQ	BAQ
ACZ	ACZ	AKV	AKV	ARW	ARW	BAS	BAS
ADA	ADA	AKX	AKX	ASB	ASB	BAV	BAV
ADB	IZM	AKY	AKY	ASE	ASE	BAX	BAX
ADD	ADD	ALA	ALA	ASF	ASF	BAY	BAY
ADE	ADF	ALB	ALB	ASJ	ASJ	BBA	BBA
ADF	ADF	ALC	ALC	ASM	ASM	BBI	BBI
ADH	ADH	ALF	ALF	ASO	ASO	BBK	BBK
ADJ	AMM	ALG	ALG	ASP	ASP	BBN	BBN
ADK	ADK	ALH	ALH	ASR	ASR	BBO	BBO
ADL	ADL	ALO	ALO	ASU	ASU	BCD	BCD
ADQ	ADQ	ALS	ALS	ASV	ASV	BCI	BCI
ADU	ADU	ALW	ALW	ASW	ASW	BCM	BCM
ADV	ADV	AMA	AMA	ATA	ATA	BCN	BCN
ADZ	ADZ	AMD	AMD	ATC	ATC	BCV	BCV
AEB	AEB	AMH	AMH	ATH	ATH	BDA	BDA
AEP	BUE	AMM	AMM	ATK	ATK	BDB	BDB
AER	AER	AMQ	AMQ	ATL	ATL	BDH	BDH
AES	AES	AMS	AMS	ATM	ATM	BDJ	BDJ
AET	AET	AMV	AMV	ATQ	ATQ	BDL	HFD
AEY	AEY	ANC	ANC	ATW	ATW	BDO	BDO
AFA	AFA	ANE	ANE	ATY	ATY	BDP	BDP
AFL	AFL	ANF	ANF	ATZ	ATZ	BDQ	BDQ

Airport Code	City Code
BDS	BDS
BDU	BDU
BEB	BEB
BEG	BEG
BEJ	BEJ
BEL	BEL
BEM	BEM
BEN	BEN
BES	BES
BET	BET
BEW	BEW
BEY	BEY
BFC	BFC
BFF	BFF
BFI	SEA
BFJ	BFJ
BFL	BFL
BFN	BFN
BFS	BFS
BFV	BFV
BGA	BGA
BGF	BGF
BGG	BGG
BGI	BGI
BGM	BGM
BGN	BGN
BGO	BGO
BGR	BGR
BGW	BGW
BGY	MIL
BHB	BHB
BHD	BFS
BHE	BHE
BHH	BHH
BHI	BHI
BHJ	BHJ
BHK	BHK
BHM	BHM
BHO	BHO
BHQ	BHQ
BHR	BHR
BHS	BHS
BHU	BHU
BHV	BHV
BHX	BHX
BHY	BHY
BIA	BIA
BIF	BIF
BIK	BIK
BIL	BIL
BIM	BIM
BIN	BIN
BIO	BIO
BIQ	BIQ
BIR	BIR
BIS	BIS
BJA	BJA
BJB	BJB

Airport Code	City Code
BJF	BJF
BJI	BJI
BJL	BJL
BJM	BJM
BJR	BJR
BJT	BJT
BJV	BJV
BJW	BJW
BJX	BJX
BJZ	BJZ
BKC	BKC
BKG	BKG
BKI	BKI
BKK	BKK
BKM	BKM
BKO	BKO
BKQ	BKQ
BKS	BKS
BKW	BKW
BKY	BKY
BKZ	BKZ
BLA	BLA
BLE	BLE
BLI	BLI
BLJ	BLJ
BLL	BLL
BLQ	BLQ
BLR	BLR
BLV	BLV
BLZ	BLZ
BMA	STO
BMB	BMB
BME	BME
BMG	BMG
BMI	BMI
BMO	BMO
BMU	BMU
BMV	BMV
BMW	BMW
BNA	BNA
BNC	BNC
BND	BND
BNE	BNE
BNI	BNI
BNK	BNK
BNN	BNN
BNS	BNS
BNX	BNX
BNY	BNY
BOB	BOB
BOC	BOC
BOD	BOD
BOG	BOG
BOH	BOH
BOI	BOI
BOJ	BOJ
BOM	BOM
BON	BON

Airport Code	City Code
BOO	BOO
BOS	BOS
BOY	BOY
BPE	BPE
BPL	BPL
BPM	BPM
BPN	BPN
BPS	BPS
BPT	BPT
BPX	BPX
BQA	BQA
BQB	BQB
BQJ	BQJ
BQK	SSI
BQN	BQN
BQS	BQS
BQT	BQT
BRA	BRA
BRC	BRC
BRD	BRD
BRE	BRE
BRI	BRI
BRL	BRL
BRM	BRM
BRN	BRN
BRO	BRO
BRQ	BRQ
BRR	BRR
BRS	BRS
BRU	BRU
BRW	BRW
BSA	BSA
BSB	BSB
BSC	BSC
BSD	BSD
BSG	BSG
BSK	BSK
BSL	BSL
BSO	BSO
BSR	BSR
BST	BST
BSX	BSX
BTC	BTC
BTH	BTH
BTI	BTI
BTJ	BTJ
BTK	BTK
BTM	BTM
BTR	BTR
BTS	BTS
BTT	BTT
BTU	BTU
BTV	BTV
BUA	BUA
BUD	BUD
BUF	BUF
BUL	BUL
BUN	BUN

Airport Code	City Code
BUQ	BUQ
BUR	BUR
BUS	BUS
BUW	BUW
BUX	BUX
BUZ	BUZ
BVA	BVA
BVB	BVB
BVC	BVC
BVE	BVE
BVG	BVG
BVH	BVH
BVV	BVV
BWA	BWA
BWE	BWE
BWI	WAS
BWK	BWK
BWN	BWN
BWT	BWT
BWX	BWX
BXB	BXB
BXR	BXR
BXU	BXU
BYC	BYC
BYK	BYK
BYO	BYO
BYP	BYP
BZE	BZE
BZG	BZG
BZN	BZN
BZO	BZO
BZR	BZR
BZV	BZV
CAB	CAB
CAC	CAC
CAE	CAE
CAG	CAG
CAH	CAH
CAI	CAI
CAK	CAK
CAL	CAL
CAN	CAN
CAP	CAP
CAW	CAW
CAY	CAY
CBB	CBB
CBH	CBH
CBO	CBO
CBQ	CBQ
CBR	CBR
CBT	CBT
CCC	CCC
CCF	CCF
CCJ	CCJ
CCK	CCK
CCM	CCM
CCN	CCN
CCP	CCP

Airport Code	City Code
CCS	CCS
CCU	CCU
CCV	CCV
CDB	CDB
CDC	CDC
CDG	PAR
CDR	CDR
CDV	CDV
CEB	CEB
CEC	CEC
CED	CED
CEE	CEE
CEG	CEG
CEI	CEI
CEK	CEK
CEN	CEN
CEZ	CEZ
CFB	CFB
CFC	CFC
CFE	CFE
CFG	CFG
CFK	CFK
CFN	CFN
CFR	CFR
CFS	CFS
CFU	CFU
CGA	CGA
CGB	CGB
CGD	CGD
CGH	SAO
CGK	JKT
CGM	CGM
CGN	CGN
CGO	CGO
CGP	CGP
CGQ	CGQ
CGR	CGR
CGY	CGY
CHA	CHA
CHC	CHC
CHG	CHG
CHO	CHO
CHQ	CHQ
CHS	CHS
CHT	CHT
CHX	CHX
CHY	CHY
CIA	ROM
CID	CID
CIF	CIF
CIH	CIH
CIJ	CIJ
CIT	CIT
CIU	SSM
CIX	CIX
CIY	CIY
CIZ	CIZ
CJA	CJA

Airport Code	City Code
CJB	CJB
CJC	CJC
CJF	CJF
CJJ	CJJ
CJL	CJL
CJM	CJM
CJS	CJS
CJU	CJU
CKB	CKB
CKG	CKG
CKH	CKH
CKS	CKS
CKY	CKY
CKZ	CKZ
CLD	CLD
CLE	CLE
CLJ	CLJ
CLL	CLL
CLO	CLO
CLQ	CLQ
CLT	CLT
CLV	CLV
CLY	CLY
CMB	CMB
CME	CME
CMF	CMF
CMG	CMG
CMH	CMH
CMI	CMI
CMN	CMN
CMU	CMU
CMW	CMW
CMX	CMX
CNC	CND
CNF	BHZ
CNJ	CNJ
CNM	CNM
CNP	CNP
CNQ	CNQ
CNS	CNS
CNX	CNX
CNY	CNY
COD	COD
COK	COK
COO	COO
COQ	COQ
COR	COR
COS	COS
COU	COU
CPC	CPC
CPD	CPD
CPE	CPE
CPH	CPH
CPO	CPO
CPR	CPR
CPT	CPT
CPV	CPV
CRA	CRA

Airport Code	City Code
CRD	CRD
CRI	CRI
CRK	NCP
CRL	BRU
CRM	CRM
CRP	CRP
CRV	CRV
CRW	CRW
CSG	CSG
CSH	CSH
CSX	CSX
CSY	CSY
CTA	CTA
CTC	CTC
CTG	CTG
CTL	CTL
CTM	CTM
CTN	CTN
CTS	SPK
CTU	CTU
CUC	CUC
CUE	CUE
CUF	CUF
CUK	CUK
CUL	CUL
CUM	CUM
CUN	CUN
CUR	CUR
CUU	CUU
CUZ	CUZ
CVG	CVG
CVM	CVM
CVN	CVN
CVQ	CVQ
CVT	CVT
CVU	CVU
CWA	AUW
CWB	CWB
CWL	CWL
CXB	CXB
CXI	CXI
CXJ	CXJ
CXR	CXR
CYB	CYB
CYD	CYD
CYO	CYO
CYP	CYP
CYS	CYS
CYX	CYX
CYZ	CYZ
CZE	CZE
CZH	CZH
CZL	CZL
CZM	CZM
CZS	CZS
CZU	CZU
CZX	CZX
DAB	DAB

Airport Code	City Code
DAC	DAC
DAD	DAD
DAL	DFW
DAM	DAM
DAR	DAR
DAT	DAT
DAU	DAU
DAV	DAV
DAX	DAX
DAY	DAY
DBA	DBA
DBO	DBO
DBQ	DBQ
DBV	DBV
DCA	WAS
DCM	DCM
DCY	DCY
DDC	DDC
DDG	DDG
DEA	DEA
DEB	DEB
DEC	DEC
DED	DED
DEE	DEE
DEF	DEF
DEL	DEL
DEN	DEN
DFW	DFW
DGA	DGA
DGO	DGO
DGT	DGT
DHI	DHI
DHM	DHM
DHN	DHN
DIB	DIB
DIE	DIE
DIG	DIG
DIK	DIK
DIL	DIL
DIN	DIN
DIO	DIO
DIR	DIR
DIS	DIS
DIU	DIU
DIW	DIW
DIY	DIY
DJB	DJB
DJE	DJE
DJG	DJG
DJJ	DJJ
DKR	DKR
DLA	DLA
DLC	DLC
DLE	DLE
DLG	DLG
DLH	DLH
DLI	DLI
DLM	DLM

Airport Code	City Code
DLU	DLU
DLY	DLY
DLZ	DLZ
DMB	DMB
DME	MOW
DMK	BKK
DMM	DMM
DMU	DMU
DNA	OKA
DND	DND
DNH	DNH
DNK	DNK
DNR	DNR
DNZ	DNZ
DOB	DOB
DOH	DOH
DOK	DOK
DOL	DOL
DOM	DOM
DOU	DOU
DOY	DOY
DPL	DPL
DPO	DPO
DPS	DPS
DPT	DPT
DQA	DQA
DQM	DQM
DRG	DRG
DRK	DRK
DRO	DRO
DRS	DRS
DRV	DRV
DRW	DRW
DSA	DSA
DSE	DSE
DSI	DSI
DSK	DSK
DSM	DSM
DSN	DSN
DTB	DTB
DTM	DTM
DTW	DTT
DUB	DUB
DUD	DUD
DUJ	DUJ
DUR	DUR
DUS	DUS
DUT	DUT
DVL	DVL
DVO	DVO
DWC	DWC
DWD	DWD
DWO	DWO
DXB	DXB
DXE	DXE
DYG	DYG
DYR	DYR
DYU	DYU

Airport Code	City Code
DZA	DZA
DZN	DZN
EAM	EAM
EAR	EAR
EAS	EAS
EAT	EAT
EAU	EAU
EBA	EBA
EBB	EBB
EBD	EBD
EBH	EBH
EBJ	EBJ
EBL	EBL
EBU	EBU
ECN	ECN
ECP	ECP
EDF	ANC
EDI	EDI
EDL	EDL
EDO	EDO
EDR	EDR
EEK	EEK
EFL	EFL
EGC	EGC
EGE	EGE
EGM	EGM
EGN	EGN
EGO	EGO
EGS	EGS
EIN	EIN
EJA	EJA
EJH	EJH
EJN	EJN
EKO	EKO
EKS	EKS
ELC	ELC
ELD	ELD
ELF	ELF
ELG	ELG
ELH	ELH
ELI	ELI
ELM	ELM
ELP	ELP
ELQ	ELQ
ELS	ELS
ELU	ELU
EMA	EMA
EMD	EMD
EML	EML
ENA	ENA
ENE	ENE
ENH	ENH
ENU	ENU
ENY	ENY
EOH	MDE
EPR	EPR
EQS	EQS
ERC	ERC

Airport Code	City Code
ERF	ERF
ERH	ERH
ERI	ERI
ERL	ERL
ERM	ERM
ERN	ERN
ERS	WDH
ERZ	ERZ
ESB	ANK
ESC	ESC
ESD	ESD
ESL	ESL
ESM	ESM
ESU	ESU
ETH	ETH
ETR	ETR
ETZ	ETZ
EUG	EUG
EUN	EUN
EUX	EUX
EVE	EVE
EVG	EVG
EVN	EVN
EVV	EVV
EWN	EWN
EWR	NYC
EXT	EXT
EYK	EYK
EYP	EYP
EYW	EYW
EZE	BUE
EZS	EZS
EZV	EZV
FAC	FAC
FAE	FAE
FAH	FAH
FAI	FAI
FAO	FAO
FAR	FAR
FAT	FAT
FAV	FAV
FAY	FAY
FBD	FBD
FBE	FBE
FBM	FBM
FCA	FCA
FCO	ROM
FDE	FDE
FDF	FDF
FDH	FDH
FEC	FEC
FEG	FEG
FEN	FEN
FEZ	FEZ
FGI	APW
FGU	FGU
FHZ	FHZ
FIH	FIH

Airport Code	City Code
FKB	FKB
FKI	FKI
FKQ	FKQ
FKS	FKS
FLA	FLA
FLG	FLG
FLL	FLL
FLN	FLN
FLO	FLO
FLR	FLR
FLS	FLS
FLW	FLW
FMA	FMA
FMI	FMI
FMM	FMM
FMN	FMN
FMO	FMO
FNA	FNA
FNC	FNC
FNI	FNI
FNJ	FNJ
FNT	FNT
FOC	FOC
FOD	FOD
FOE	TOP
FON	FON
FOR	FOR
FPO	FPO
FRA	FRA
FRD	FRD
FRE	FRE
FRO	FRO
FRS	FRS
FRU	FRU
FRW	FRW
FSC	FSC
FSD	FSD
FSM	FSM
FSP	FSP
FSZ	FSZ
FTA	FTA
FTE	FTE
FTU	FTU
FUE	FUE
FUG	FUG
FUJ	FUJ
FUK	FUK
FUN	FUN
FUO	FUO
FUT	FUT
FVM	FVM
FWA	FWA
FYJ	FYJ
FYU	FYU
GAE	GAE
GAF	GAF
GAJ	GAJ
GAL	GAL

Airport Code	City Code
GAM	GAM
GAN	GAN
GAU	GAU
GAY	GAY
GBB	GBB
GBD	GBD
GBE	GBE
GBT	GBT
GCC	GCC
GCH	GCH
GCI	GCI
GCK	GCK
GCM	GCM
GDE	GDE
GDL	GDL
GDN	GDN
GDQ	GDQ
GDT	GDT
GDX	GDX
GDZ	GDZ
GEA	NOU
GEG	GEG
GEL	GEL
GEO	GEO
GES	GES
GET	GET
GEV	GEV
GFF	GFF
GFK	GFK
GFN	GFN
GGG	GGG
GGM	GGM
GGT	GGT
GHA	GHA
GHB	GHB
GIB	GIB
GIG	RIO
GIL	GIL
GIS	GIS
GIU	GIU
GIZ	GIZ
GJA	GJA
GJL	GJL
GJT	GJT
GKA	GKA
GKK	GKK
GLA	GLA
GLF	GLF
GLH	GLH
GLK	GLK
GLN	GLN
GLO	GLO
GLT	GLT
GLV	GLV
GLX	GLX
GMA	GMA
GMB	GMB
GME	GME

Airport Code	City Code
GMO	GMO
GMP	SEL
GMR	GMR
GMZ	GMZ
GNA	GNA
GNB	GNB
GND	GND
GNS	GNS
GNV	GNV
GOA	GOA
GOB	GOB
GOH	GOH
GOI	GOI
GOJ	GOJ
GOM	GOM
GOP	GOP
GOQ	GOQ
GOT	GOT
GOU	GOU
GOV	GOV
GPA	GPA
GPI	GPI
GPS	GPS
GPT	GPT
GRB	GRB
GRI	GRI
GRJ	GRJ
GRK	GRK
GRO	GRO
GRQ	GRQ
GRR	GRR
GRU	SAO
GRV	GRV
GRW	GRW
GRX	GRX
GRZ	GRZ
GSE	GOT
GSM	GSM
GSO	GSO
GSP	GSP
GST	GST
GTE	GTE
GTF	GTF
GTO	GTO
GTP	GTP
GTR	UBS
GTS	GTS
GUA	GUA
GUC	GUC
GUM	GUM
GUR	GUR
GUW	GUW
GVA	GVA
GVR	GVR
GWD	GWD
GWL	GWL
GWT	GWT
GXF	GXF

Airport Code	City Code
GXH	GXH
GYA	GYA
GYD	BAK
GYE	GYE
GYG	GYG
GYL	GYL
GYN	GYN
GYS	GYS
GZO	GZO
GZP	AYT
GZT	GZT
HAA	HAA
HAC	HAC
HAD	HAD
HAH	YVA
HAJ	HAJ
HAK	HAK
HAM	HAM
HAN	HAN
HAQ	HAQ
HAS	HAS
HAU	HAU
HAV	HAV
HBA	HBA
HBE	HBE
HBX	HBX
HCJ	HCJ
HCR	HCR
HDF	HDF
HDG	HDG
HDM	HDM
HDN	HDN
HDS	HDS
HDY	HDY
HEA	HEA
HEH	HEH
HEK	HEK
HEL	HEL
HER	HER
HET	HET
HFE	HFE
HFS	HFS
HFT	HFT
HGA	HGA
HGD	HGD
HGH	HGH
HGN	HGN
HGO	HGO
HGR	HGR
HGU	HGU
HHH	HHH
HHN	HHN
HHQ	HHQ
HHR	HHR
HHZ	HHZ
HIA	HIA
HIB	HIB
HID	HID

Airport Code	City Code
HIJ	HIJ
HIN	HIN
HIR	HIR
HJJ	HJJ
HJR	HJR
HKD	HKD
HKG	HKG
HKK	HKK
HKN	HKN
HKT	HKT
HLA	HLA
HLD	HLD
HLH	HLH
HLN	HLN
HLP	JKT
HLZ	HLZ
HMA	HMA
HMB	HMB
HME	HME
HMI	HMI
HMO	HMO
HMV	HMV
HNA	HNA
HND	TYO
HNH	HNH
HNL	HNL
HNS	HNS
HNY	HNY
HOB	HOB
HOD	HOD
HOF	HOF
HOG	HOG
HOI	HOI
HOM	HOM
HON	HON
HOR	HOR
HOT	HOT
HOU	HOU
HOV	HOV
HOX	HOX
HPB	HPB
HPG	HPG
HPH	HPH
HPN	HPN
HRB	HRB
HRE	HRE
HRG	HRG
HRI	HRI
HRK	HRK
HRL	HRL
HRO	HRO
HSG	HSG
HSL	HSL
HSN	HSN
HSV	HSV
HTA	HTA
HTI	HTI
HTN	HTN

Airport Code	City Code
HTS	HTS
HUE	HUE
HUH	HUH
HUI	HUI
HUN	HUN
HUS	HUS
HUU	HUU
HUX	HUX
HUY	HUY
HUZ	HUZ
HVB	HVB
HVD	HVD
HVG	HVG
HVN	HVN
HWD	HWD
HXD	HXD
HYA	HYA
HYD	HYD
HYN	HYN
HYS	HYS
HZG	HZG
HZH	HZH
IAA	IAA
IAD	WAS
IAG	IAG
IAH	HOU
IAM	IAM
IAN	IAN
IAO	IAO
IAS	IAS
IBA	IBA
IBE	IBE
IBR	IBR
IBZ	IBZ
ICI	ICI
ICN	SEL
ICT	ICT
IDA	IDA
IDR	IDR
IEV	IEV
IFJ	IFJ
IFN	IFN
IFO	IFO
IGA	IGA
IGD	IGD
IGM	IGM
IGR	IGR
IGT	IGT
IGU	IGU
IIL	IIL
IJK	IJK
IKA	THR
IKI	IKI
IKS	IKS
IKT	IKT
ILD	ILD
ILG	ILG
ILI	ILI

Airport Code	City Code
ILM	ILM
ILO	ILO
ILP	ILP
ILR	ILR
ILY	ILY
IMF	IMF
IMP	IMP
IMT	IMT
INB	INB
INC	INC
IND	IND
INH	INH
INL	INL
INN	INN
INU	INU
INV	INV
INZ	INZ
IOA	IOA
IOM	IOM
IOS	IOS
IPA	IPA
IPC	IPC
IPH	IPH
IPL	IPL
IPN	IPN
IPT	IPT
IQN	IQN
IQQ	IQQ
IQT	IQT
IRA	IRA
IRJ	IRJ
IRM	IRM
IRP	IRP
ISA	ISA
ISB	ISB
ISC	ISC
ISE	ISE
ISG	ISG
ISN	ISN
ISP	ISP
IST	IST
ISU	ISU
ITB	ITB
ITH	ITH
ITM	OSA
ITO	ITO
IUE	IUE
IVC	IVC
IVL	IVL
IWA	IWA
IWD	IWD
IWJ	IWJ
IWK	IWK
IWO	IWO
IXA	IXA
IXB	IXB
IXC	IXC
IXD	IXD

Airport Code	City Code
IXE	IXE
IXG	IXG
IXJ	IXJ
IXL	IXL
IXM	IXM
IXR	IXR
IXS	IXS
IXU	IXU
IXZ	IXZ
IZA	IZA
IZO	IZO
JAC	JAC
JAI	JAI
JAL	JAL
JAN	JAN
JAU	JAU
JAV	JAV
JAX	JAX
JBB	JBB
JBQ	JBQ
JBR	JBR
JCB	JCB
JCK	JCK
JDH	JDH
JDO	JDO
JDZ	JDZ
JED	JED
JEG	JEG
JEK	JEK
JER	JER
JFK	NYC
JFR	JFR
JGA	JGA
JGD	JGD
JGN	JGN
JGS	JGS
JHB	JHB
JHG	JHG
JHS	JHS
JIB	JIB
JIC	JIC
JIJ	JIJ
JIK	JIK
JIM	JIM
JIQ	JIQ
JIU	JIU
JJN	JJN
JKG	JKG
JKH	JKH
JKL	JKL
JKR	JKR
JLN	JLN
JLR	JLR
JMK	JMK
JMS	JMS
JMU	JMU
JNB	JNB
JNG	JNG

Airport Code	City Code
JNU	JNU
JNX	JNX
JNZ	JNZ
JOE	JOE
JOG	JOG
JOI	JOI
JOK	JOK
JOL	JOL
JOS	JOS
JPA	JPA
JPR	JPR
JQA	JQA
JRH	JRH
JRO	JRO
JSH	JSH
JSI	JSI
JSR	JSR
JST	JST
JSU	JSU
JSY	JSY
JTC	JTC
JTR	JTR
JTY	JTY
JUB	JUB
JUH	JUH
JUJ	JUJ
JUL	JUL
JUV	JUV
JUZ	JUZ
JXA	JXA
JYV	JYV
JZH	JZH
KAA	KAA
KAB	KAB
KAD	KAD
KAJ	KAJ
KAL	KAL
KAN	KAN
KAO	KAO
KAT	KAT
KAW	KAW
KAZ	KAZ
KBC	KBC
KBL	KBL
KBP	IEV
KBR	KBR
KBU	KBU
KBV	KBV
KCA	KCA
KCH	KCH
KCK	KCK
KCM	KCM
KCT	KCT
KCZ	KCZ
KDH	KDH
KDI	KDI
KDL	KDL
KDM	KDM

Airport Code	City Code
KDO	KDO
KDU	KDU
KDV	KDV
KDY	KDY
KDZ	KDZ
KEF	REK
KEH	KEH
KEJ	KEJ
KEM	KEM
KEP	KEP
KER	KER
KET	KET
KEW	KEW
KFS	KFS
KGA	KGA
KGC	KGC
KGD	KGD
KGE	KGE
KGF	KGF
KGI	KGI
KGL	KGL
KGS	KGS
KGT	KGT
KGX	KGX
KHD	KHD
KHE	KHE
KHG	KHG
KHH	KHH
KHI	KHI
KHM	KHM
KHN	KHN
KHS	KHS
KHT	KHT
KHV	KHV
KHY	KHY
KHZ	KHZ
KID	KID
KIE	KIE
KIF	KIF
KIH	KIH
KIJ	KIJ
KIM	KIM
KIN	KIN
KIR	KIR
KIS	KIS
KIT	KIT
KIV	KIV
KIX	OSA
KJA	KJA
KJH	KJH
KKA	KKA
KKC	KKC
KKE	KKE
KKJ	KKJ
KKN	KKN
KKR	KKR
KKX	KKX
KLG	KLG

Airport Code	City Code
KLO	KLO
KLR	KLR
KLU	KLU
KLV	KLV
KLW	KLW
KLX	KLX
KMC	KMC
KMG	KMG
KMI	KMI
KMJ	KMJ
KMN	KMN
KMQ	KMQ
KMS	KMS
KMU	KMU
KMV	KMV
KND	KND
KNG	KNG
KNH	KNH
KNO	KNO
KNQ	KNQ
KNS	KNS
KNU	KNU
KNX	KNX
KOA	KOA
KOE	KOE
KOI	KOI
KOJ	KOJ
KOK	KOK
KOO	KOO
KOP	KOP
KOS	KOS
KOT	KOT
KOV	KOV
KOW	KOW
KQT	KQT
KRF	KRF
KRK	KRK
KRL	KRL
KRN	KRN
KRO	KRO
KRP	KRP
KRR	KRR
KRS	KRS
KRT	KRT
KRY	KRY
KSA	KSA
KSC	KSC
KSD	KSD
KSF	KSF
KSH	KSH
KSJ	KSJ
KSM	KSM
KSN	KSN
KSO	KSO
KSQ	KSQ
KSU	KSU
KSY	KSY
KTA	KTA

Airport Code	City Code
KTD	KTD
KTE	KTE
KTG	KTG
KTL	KTL
KTM	KTM
KTN	KTN
KTS	KTS
KTT	KTT
KTW	KTW
KUA	KUA
KUD	KUD
KUF	KUF
KUH	KUH
KUL	KUL
KUM	KUM
KUN	KUN
KUO	KUO
KUS	KUS
KUT	KUT
KUU	KUU
KUV	KUV
KVA	KVA
KVD	KVD
KVG	KVG
KVK	KVK
KVL	KVL
KVX	KVX
KWA	KWA
KWE	KWE
KWI	KWI
KWJ	KWJ
KWL	KWL
KWM	KWM
KWN	KWN
KWZ	KWZ
KXF	KXF
KXK	KXK
KXU	KXU
KYA	KYA
KYP	KYP
KYU	KYU
KYZ	KYZ
KZI	KZI
KZN	KZN
KZO	KZO
KZR	KZR
KZS	KZS
LAD	LAD
LAE	LAE
LAF	LAF
LAI	LAI
LAN	LAN
LAO	LAO
LAP	LAP
LAQ	LAQ
LAR	LAR
LAS	LAS
LAU	LAU

Airport Code	City Code
LAW	LAW
LAX	LAX
LBA	LBA
LBB	LBB
LBC	LBC
LBD	LBD
LBE	LBE
LBF	LBF
LBJ	LBJ
LBL	LBL
LBP	LBP
LBS	LBS
LBU	LBU
LBV	LBV
LCA	LCA
LCE	LCE
LCG	LCG
LCH	LCH
LCJ	LCJ
LCK	CMH
LCM	LCM
LCR	LCR
LCX	LCX
LCY	LON
LDB	LDB
LDE	LDE
LDH	LDH
LDS	LDS
LDU	LDU
LDY	LDY
LEA	LEA
LEC	LEC
LED	LED
LEI	LEI
LEJ	LEJ
LEN	LEN
LEQ	LEQ
LET	LET
LEX	LEX
LFM	LFM
LFT	LFT
LFW	LFW
LGA	NYC
LGB	LGB
LGG	LGG
LGI	LGI
LGK	LGK
LGL	LGL
LGP	LGP
LGQ	LGQ
LGW	LON
LHE	LHE
LHR	LON
LHW	LHW
LIF	LIF
LIG	LIG
LIH	LIH
LIL	LIL

Airport Code	City Code
LIM	LIM
LIN	MIL
LIQ	LIQ
LIR	LIR
LIS	LIS
LIT	LIT
LIW	LIW
LJG	LJG
LJU	LJU
LKA	LKA
LKB	LKB
LKE	SEA
LKG	LKG
LKH	LKH
LKL	LKL
LKN	LKN
LKO	LKO
LKY	LKY
LLA	LLA
LLB	LLB
LLF	LLF
LLI	LLI
LLK	LLK
LLV	LLV
LLW	LLW
LMC	LMC
LMM	LMM
LMN	LMN
LMP	LMP
LNB	LNB
LNE	LNE
LNJ	LNJ
LNK	LNK
LNV	LNV
LNY	LNY
LNZ	LNZ
LOD	LOD
LOE	LOE
LOH	LOH
LOK	LOK
LOO	LOO
LOP	LOP
LOS	LOS
LPA	LPA
LPB	LPB
LPD	LPD
LPF	LPF
LPI	LPI
LPK	LPK
LPL	LPL
LPM	LPM
LPP	LPP
LPQ	LPQ
LPS	LPS
LPT	LPT
LPY	LPY
LQM	LQM
LRD	LRD

Airport Code	City Code
LRE	LRE
LRH	LRH
LRM	LRM
LRR	LRR
LRS	LRS
LRT	LRT
LSA	LSA
LSC	LSC
LSE	LSE
LSH	LSH
LSI	SDZ
LSP	LSP
LST	LST
LSW	LSW
LSY	LSY
LTI	LTI
LTN	LON
LTO	LTO
LTT	LTT
LTX	LTX
LUD	LUD
LUG	LUG
LUH	LUH
LUK	CVG
LUM	LUM
LUN	LUN
LUO	LUO
LUQ	LUQ
LUR	LUR
LUV	LUV
LUW	LUW
LUX	LUX
LUZ	LUZ
LVI	LVI
LWB	LWB
LWN	LWN
LWO	LWO
LWS	LWS
LWY	LWY
LXA	LXA
LXG	LXG
LXR	LXR
LXS	LXS
LYA	LYA
LYB	LYB
LYC	LYC
LYG	LYG
LYH	LYH
LYI	LYI
LYP	LYP
LYR	LYR
LYS	LYS
LZC	LZC
LZH	LZH
LZO	LZO
LZR	LZR
LZY	LZY
MAA	MAA

Airport Code	City Code
MAB	MAB
MAD	MAD
MAF	MAF
MAG	MAG
MAH	MAH
MAJ	MAJ
MAM	MAM
MAN	MAN
MAO	MAO
MAQ	MAQ
MAR	MAR
MAS	MAS
MAU	MAU
MBA	MBA
MBE	MBE
MBI	MBI
MBJ	MBJ
MBL	MBL
MBS	MBS
MBT	MBT
MCE	MCE
MCG	MCG
MCI	MKC
MCK	MCK
MCO	ORL
MCP	MCP
MCT	MCT
MCV	MCV
MCW	MCW
MCX	MCX
MCY	MCY
MCZ	MCZ
MDC	MDC
MDE	MDE
MDG	MDG
MDK	MDK
MDL	MDL
MDQ	MDQ
MDT	HAR
MDU	MDU
MDW	CHI
MDZ	MDZ
MEA	MEA
MEB	MEL
MEC	MEC
MED	MED
MEE	MEE
MEG	MEG
MEH	MEH
MEI	MEI
MEL	MEL
MEM	MEM
MEQ	MEQ
MEX	MEX
MFE	MFE
MFM	MFM
MFR	MFR
MFU	MFU

Airport Code	City Code
MGA	MGA
MGB	MGB
MGF	MGF
MGH	MGH
MGM	MGM
MGQ	MGQ
MGS	MGS
MGT	MGT
MGW	MGW
MGZ	MGZ
MHC	MHC
MHD	MHD
MHG	MHG
MHH	MHH
MHK	MHK
MHQ	MHQ
MHT	MHT
MIA	MIA
MID	MID
MIG	MIG
MII	MII
MIM	MIM
MIR	MIR
MIS	MIS
MJD	MJD
MJF	MJF
MJI	MJI
MJM	MJM
MJN	MJN
MJT	MJT
MJU	MJU
MJV	MJV
MJZ	MJZ
MKC	MKC
MKE	MKE
MKG	MKG
MKK	MKK
MKL	MKL
MKM	MKM
MKP	MKP
MKQ	MKQ
MKW	MKW
MKY	MKY
MKZ	MKZ
MLA	MLA
MLB	MLB
MLE	MLE
MLG	MLG
MLH	MLH
MLI	MLI
MLM	MLM
MLN	MLN
MLO	MLO
MLU	MLU
MLX	MLX
MMB	MMB
MMD	MMD
MME	MME

Airport Code	City Code	Airport Code	City Code	Airport Code	City Code	Airport Code	City Code
MMH	MMH	MTR	MTR	NAW	NAW	NQU	NQU
MMJ	MMJ	MTT	MTT	NAY	BJS	NQX	EYW
MMK	MMK	MTV	MTV	NBC	NBC	NQY	NQY
MMO	MMO	MTY	MTY	NBE	NBE	NRA	NRA
MMU	MMU	MUA	MUA	NBO	NBO	NRE	NRE
MMX	MMA	MUB	MUB	NBS	NBS	NRK	NRK
MMY	MMY	MUC	MUC	NBX	NBX	NRN	NRN
MMZ	MMZ	MUK	MUK	NCE	NCE	NRT	TYO
MNA	MNA	MUN	MUN	NCJ	NCJ	NSH	NSH
MNC	MNC	MUR	MUR	NCL	NCL	NSI	YAO
MNG	MNG	MUW	MUW	NCN	NCN	NSK	NSK
MNL	MNL	MUX	MUX	NCU	NCU	NSN	NSN
MNU	MNU	MVB	MVB	NDB	NDB	NST	NST
MOB	MOB	MVD	MVD	NDG	NDG	NTD	NTD
MOC	MOC	MVP	MVP	NDJ	NDJ	NTE	NTE
MOF	MOF	MVR	MVR	NDR	NDR	NTG	NTG
MOG	MOG	MVT	MVT	NDU	NDU	NTL	NTL
MOI	MOI	MVY	MVY	NER	NER	NTQ	NTQ
MOL	MOL	MWF	MWF	NEV	NEV	NTX	NTX
MOQ	MOQ	MWX	MWX	NGB	NGB	NUE	NUE
MOT	MOT	MWZ	MWZ	NGE	NGE	NUI	NUI
MOU	MOU	MXH	MXH	NGK	NGK	NUK	NUK
MOV	MOV	MXL	MXL	NGO	NGO	NUL	NUL
MOZ	MOZ	MXP	MIL	NGQ	NGQ	NUS	NUS
MPA	MPA	MXS	MXS	NGS	NGS	NUU	NUU
MPH	MPH	MXV	MXV	NHV	NHV	NUX	NUX
MPL	MPL	MXX	MXX	NIF	NIF	NVA	NVA
MPM	MPM	MXZ	MXZ	NIM	NIM	NVI	NVI
MPN	MPN	MYA	MYA	NIU	NIU	NVK	NVK
MQF	MQF	MYD	MYD	NJC	NJC	NVT	NVT
MQJ	MQJ	MYF	SAN	NJF	NJF	NWI	NWI
MQL	MQL	MYG	MYG	NKC	NKC	NYA	NYA
MQM	MQM	MYJ	MYJ	NKG	NKG	NYI	NYI
MQN	MQN	MYR	MYR	NKM	NGO	NYM	NYM
MQP	NLP	MYT	MYT	NKT	NKT	NYO	STO
MQP	MQP	MYU	MYU	NLA	NLA	NYR	NYR
MQT	MQT	MYW	MYW	NLD	NLD	NYT	NYT
MQX	MQX	MYY	MYY	NLK	NLK	NYU	NYU
MRA	MRA	MZG	MZG	NLT	NLT	NYW	NYW
MRE	MRE	MZH	MZH	NMA	NMA	NZH	NZH
MRS	MRS	MZL	MZL	NME	NME	OAG	OAG
MRU	MRU	MZO	MZO	NNB	NNB	OAI	OAI
MRV	MRV	MZR	MZR	NNG	NNG	OAJ	OAJ
MRY	MRY	MZT	MZT	NNM	NNM	OAK	OAK
MRZ	MRZ	MZV	MZV	NNT	NNT	OAL	OAL
MSA	MSA	MZW	MZW	NNX	NNX	OAS	OAS
MSJ	MSJ	NAG	NAG	NNY	NNY	OAX	OAX
MSL	MSL	NAH	NAH	NOB	NOB	OBO	OBO
MSN	MSN	NAJ	NAJ	NOC	NOC	OBU	OBU
MSO	MSO	NAL	NAL	NOJ	NOJ	OCC	OCC
MSP	MSP	NAN	NAN	NOP	NOP	OCM	OCM
MSQ	MSQ	NAO	NAO	NOS	NOS	ODN	ODN
MSR	MSR	NAP	NAP	NOU	NOU	ODO	ODO
MST	MST	NAQ	NAQ	NOV	NOV	ODS	ODS
MSU	MSU	NAS	NAS	NOZ	NOZ	ODY	ODY
MSY	MSY	NAT	NAT	NPE	NPE	OER	OER
MSZ	MSZ	NAU	NAU	NPL	NPL	OGD	OGD
MTJ	MTJ	NAV	NAV	NQN	NQN	OGG	OGG

Airport Code	City Code
OGL	OGL
OGN	OGN
OGX	OGX
OGZ	OGZ
OHD	OHD
OHE	OHE
OHH	OHH
OHS	OHS
OIM	OIM
OIT	OIT
OKA	OKA
OKC	OKC
OKE	OKE
OKI	OKI
OKJ	OKJ
OKL	OKL
OLB	OLB
OLL	OLL
OLP	OLP
OLZ	OLZ
OMA	OMA
OMD	OMD
OME	OME
OMH	OMH
OMR	OMR
OMS	OMS
OND	OND
ONJ	ONJ
ONK	ONK
ONL	ONL
ONS	ONS
ONT	ONT
OOK	OOK
OOL	OOL
OPO	OPO
OPS	OPS
ORB	ORB
ORD	CHI
ORF	ORF
ORH	ORH
ORK	ORK
ORN	ORN
ORU	ORU
ORV	ORV
ORY	PAR
ORZ	ORZ
OSD	OSD
OSI	OSI
OSL	OSL
OSM	OSM
OSR	OSR
OSS	OSS
OST	OST
OSW	OSW
OSY	OSY
OTD	OTD
OTH	OTH
OTI	OTI
OTP	BUH
OTZ	OTZ
OUA	OUA
OUD	OUD
OUL	OUL
OUZ	OUZ
OVB	OVB
OVD	OVD
OVS	OVS
OWB	OWB
OXB	OXB
OZC	OZC
OZG	OZG
OZH	OZH
OZZ	OZZ
PAC	PTY
PAD	PAD
PAG	PAG
PAH	PAH
PAP	PAP
PAS	PAS
PAT	PAT
PAV	PAV
PAZ	PAZ
PBC	PBC
PBD	PBD
PBG	PBG
PBH	PBH
PBI	PBI
PBJ	PBJ
PBL	PBL
PBM	PBM
PBO	PBO
PBU	PBU
PBZ	PBZ
PCL	PCL
PCR	PCR
PDA	PDA
PDG	PDG
PDK	ATL
PDL	PDL
PDP	PDP
PDS	PDS
PDT	PDT
PDV	PDV
PDX	PDX
PED	PED
PEE	PEE
PEG	PEG
PEI	PEI
PEK	BJS
PEM	PEM
PEN	PEN
PER	PER
PES	PES
PET	PET
PEU	PEU
PEW	PEW
PEZ	PEZ
PFB	PFB
PFO	PFO
PFQ	PFQ
PGA	PGA
PGD	PGD
PGF	PGF
PGK	PGK
PGV	PGV
PGX	PGX
PHB	PHB
PHC	PHC
PHE	PHE
PHF	PHF
PHL	PHL
PHO	PHO
PHS	PHS
PHW	PHW
PHX	PHX
PIA	PIA
PIB	LUL
PIE	PIE
PIH	PIH
PIK	GLA
PIN	PIN
PIR	PIR
PIS	PIS
PIT	PIT
PIU	PIU
PIX	PIX
PIZ	PIZ
PJA	PJA
PJG	PJG
PJM	PJM
PKB	PKB
PKC	PKC
PKE	PKE
PKN	PKN
PKP	PKP
PKR	PKR
PKU	PKU
PKY	PKY
PKZ	PKZ
PLJ	PLJ
PLM	PLM
PLN	PLN
PLO	PLO
PLQ	PLQ
PLS	PLS
PLU	BHZ
PLW	PLW
PLX	PLX
PLZ	PLZ
PMC	PMC
PMF	PMF
PMI	PMI
PMO	PMO
PMR	PMR
PMV	PMV
PMW	PMW
PMY	PMY
PMZ	PMZ
PNA	PNA
PND	PND
PNH	PNH
PNI	PNI
PNK	PNK
PNL	PNL
PNP	PNP
PNQ	PNQ
PNR	PNR
PNS	PNS
PNZ	PNZ
POA	POA
POG	POG
POI	POI
POJ	POJ
POL	POL
POM	POM
POP	POP
POR	POR
POS	POS
POZ	POZ
PPB	PPB
PPG	PPG
PPN	PPN
PPP	PPP
PPQ	PPQ
PPS	PPS
PPT	PPT
PQC	PQC
PQI	PQI
PQQ	PQQ
PQS	PQS
PRA	PRA
PRC	PRC
PRG	PRG
PRH	PRH
PRI	PRI
PRN	PRN
PSA	PSA
PSC	PSC
PSE	PSE
PSG	PSG
PSJ	PSJ
PSM	PSM
PSO	PSO
PSP	PSP
PSR	PSR
PSS	PSS
PSU	PSU
PSZ	PSZ
PTG	PTG
PTH	PTH
PTJ	PTJ
PTP	PTP

Airport Code	City Code
PTY	PTY
PUB	PUB
PUE	PUE
PUF	PUF
PUG	PUG
PUJ	PUJ
PUK	PUK
PUM	PUM
PUQ	PUQ
PUS	PUS
PUU	PUU
PUW	PUW
PUY	PUY
PVA	PVA
PVD	PVD
PVG	SHA
PVH	PVH
PVK	PVK
PVL	PVL
PVR	PVR
PVU	PVU
PWM	PWM
PWQ	PWQ
PXM	PXM
PXO	PXO
PXU	PXU
PYH	PYH
PYJ	PYJ
PYY	PYY
PZB	PZB
PZH	PZH
PZI	PZI
PZO	PZO
PZU	PZU
QBC	QBC
QOW	QOW
QRO	QRO
QSC	QSC
QSF	QSF
QUO	QUO
RAB	RAB
RAE	RAE
RAH	RAH
RAI	RAI
RAJ	RAJ
RAK	RAK
RAO	RAO
RAP	RAP
RAR	RAR
RAS	RAS
RBA	RBA
RBQ	RBQ
RBR	RBR
RBV	RBV
RBY	RBY
RCB	RCB
RCH	RCH
RCM	RCM

Airport Code	City Code
RCY	RCY
RDB	RDB
RDD	RDD
RDM	RDM
RDU	RDU
RDZ	RDZ
REA	REA
REC	REC
REG	REG
REL	REL
REN	REN
REP	REP
RES	RES
RET	RET
REU	REU
REX	REX
RFD	RFD
RFP	RFP
RGA	RGA
RGI	RGI
RGK	RGK
RGL	RGL
RGN	RGN
RGS	RGS
RHD	RHD
RHI	RHI
RHO	RHO
RHT	RHT
RIA	RIA
RIB	RIB
RIC	RIC
RIG	RIG
RIS	RIS
RIW	RIW
RIX	RIX
RIY	RIY
RJA	RJA
RJH	RJH
RJK	RJK
RJL	RJL
RKA	RKA
RKS	RKS
RKV	REK
RKZ	RKZ
RLG	RLG
RLK	RLK
RLO	RLO
RMA	RMA
RMF	RMF
RMI	RMI
RMP	RMP
RMQ	RMQ
RMS	RMS
RMT	RMT
RNA	RNA
RNB	RNB
RNJ	RNJ
RNL	RNL

Airport Code	City Code
RNN	RNN
RNO	RNO
RNS	RNS
ROA	ROA
ROB	MLW
ROC	ROC
ROI	ROI
ROK	ROK
ROO	ROO
ROP	ROP
ROR	ROR
ROS	ROS
ROT	ROT
ROV	ROV
ROW	ROW
RPR	RPR
RRG	RRG
RRR	RRR
RRS	RRS
RSA	RSA
RSD	RSD
RST	RST
RSU	RSU
RSW	FMY
RTA	RTA
RTB	RTB
RTI	RTI
RTM	RTM
RTW	RTW
RUA	RUA
RUH	RUH
RUN	RUN
RUP	RUP
RUR	RUR
RVD	RVD
RVE	RVE
RVK	RVK
RVN	RVN
RVT	RVT
RVV	RVV
RXS	RXS
RYG	RYG
RYK	RYK
RYL	RYL
RZE	RZE
RZR	RZR
SAB	SAB
SAF	SAF
SAH	SAH
SAL	SAL
SAN	SAN
SAP	SAP
SAT	SAT
SAV	SAV
SAW	IST
SBA	SBA
SBH	SBH
SBN	SBN

Airport Code	City Code
SBP	CSL
SBW	SBW
SBY	SBY
SBZ	SBZ
SCC	SCC
SCE	SCE
SCK	SCK
SCL	SCL
SCM	SCM
SCN	SCN
SCO	SCO
SCQ	SCQ
SCT	SCT
SCU	SCU
SCW	SCW
SCY	SCY
SCZ	SCZ
SDD	SDD
SDE	SDE
SDF	SDF
SDJ	SDJ
SDK	SDK
SDL	SDL
SDN	SDN
SDP	SDP
SDQ	SDQ
SDR	SDR
SDU	RIO
SDV	TLV
SEA	SEA
SEB	SEB
SEK	SEK
SEN	SEN
SEU	SEU
SEZ	SEZ
SFA	SFA
SFB	SFB
SFD	SFD
SFG	SFG
SFH	SFH
SFJ	SFJ
SFL	SFL
SFN	SFN
SFO	SFO
SFT	SFT
SGC	SGC
SGD	SGD
SGF	SGF
SGN	SGN
SGU	SGU
SGY	SGY
SHA	SHA
SHB	SHB
SHC	SHC
SHD	SHD
SHE	SHE
SHG	SHG
SHH	SHH

Airport Code	City Code
SHJ	SHJ
SHL	SHL
SHM	SHM
SHP	SHP
SHR	SHR
SHV	SHV
SHW	SHW
SHX	SHX
SIC	SIC
SID	SID
SIF	SIF
SIN	SIN
SIP	SIP
SIS	SIS
SIT	SIT
SJC	SJC
SJD	SJD
SJE	SJE
SJI	SJI
SJJ	SJJ
SJL	SJL
SJO	SJO
SJP	SJP
SJT	SJT
SJU	SJU
SJW	SJW
SJZ	SJZ
SKB	SKB
SKD	SKD
SKE	SKE
SKG	SKG
SKK	SKK
SKN	SKN
SKO	SKO
SKP	SKP
SKT	SKT
SKU	SKU
SKX	SKX
SKZ	SKZ
SLA	SLA
SLC	SLC
SLH	SLH
SLI	SLI
SLL	SLL
SLM	SLM
SLN	SLN
SLP	SLP
SLU	SLU
SLW	SLW
SLY	SLY
SLZ	SLZ
SMA	SMA
SMF	SAC
SMI	SMI
SMK	SMK
SML	SML
SMQ	SMQ
SMR	SMR

Airport Code	City Code
SMS	SMS
SMX	SMX
SNA	SNA
SNC	SNC
SNE	SNE
SNN	SNN
SNO	SNO
SNP	SNP
SNR	SNR
SNU	SNU
SNW	SNW
SOB	SOB
SOC	SOC
SOF	SOF
SOG	SOG
SOJ	SOJ
SOM	SOM
SON	SON
SOQ	SOQ
SOU	SOU
SOW	SOW
SPB	STT
SPC	SPC
SPD	SPD
SPI	SPI
SPN	SPN
SPP	SPP
SPR	SPR
SPS	SPS
SPU	SPU
SPY	SPY
SQD	SQD
SQG	SQG
SRE	SRE
SRG	SRG
SRI	SRI
SRP	SRP
SRQ	SRQ
SRY	SRY
SRZ	SRZ
SSA	SSA
SSB	STX
SSG	SSG
SSH	SSH
SSJ	SSJ
SSR	SSR
STC	STC
STD	STD
STG	STG
STI	STI
STL	STL
STM	STM
STN	LON
STR	STR
STS	STS
STT	STT
STV	STV
STW	STW

Airport Code	City Code
STX	STX
SUB	SUB
SUF	SUF
SUG	SUG
SUJ	SUJ
SUK	SUK
SUN	SUN
SUR	SUR
SUV	SUV
SUX	SUX
SUY	SUY
SVA	SVA
SVB	SVB
SVC	SVC
SVD	SVD
SVG	SVG
SVI	SVI
SVJ	SVJ
SVK	SVK
SVL	SVL
SVN	SVN
SVO	MOW
SVP	SVP
SVQ	SVQ
SVU	SVU
SVX	SVX
SWA	SWA
SWF	SWF
SWJ	SWJ
SWO	SWO
SWQ	SWQ
SXB	SXB
SXF	BER
SXK	SXK
SXM	SXM
SXR	SXR
SXZ	SXZ
SYD	SYD
SYM	SYM
SYO	SYO
SYQ	SJO
SYR	SYR
SYS	SYS
SYX	SYX
SYY	SYY
SYZ	SYZ
SZA	SZA
SZB	KUL
SZE	SZE
SZF	SZF
SZG	SZG
SZI	SZI
SZK	SZK
SZX	SZX
SZZ	SZZ
TAB	TAB
TAC	TAC
TAE	TAE

Airport Code	City Code
TAG	TAG
TAH	TAH
TAI	TAI
TAK	TAK
TAL	TAL
TAM	TAM
TAO	TAO
TAP	TAP
TAS	TAS
TAT	TAT
TAY	TAY
TBB	TBB
TBG	TBG
TBH	TBH
TBI	TBI
TBO	TBO
TBP	TBP
TBS	TBS
TBT	TBT
TBU	TBU
TBW	TBW
TBZ	TBZ
TCB	TCB
TCD	TCD
TCG	TCG
TCL	TCL
TCO	TCO
TCP	TCP
TCQ	TCQ
TCR	TCR
TCZ	TCZ
TDD	TDD
TDG	TDG
TDX	TDX
TEE	TEE
TEK	TEK
TEN	TEN
TEQ	TEQ
TER	TER
TET	TET
TFF	TFF
TFI	TFI
TFN	TCI
TFS	TCI
TGC	TGC
TGD	TGD
TGG	TGG
TGI	TGI
TGM	TGM
TGO	TGO
TGP	TGP
TGR	TGR
TGU	TGU
TGZ	TGZ
THD	THD
THE	THE
THL	THL
THN	THN

Airport Code	City Code
THQ	THQ
THR	THR
THS	THS
THU	THU
THX	THX
THZ	THZ
TIA	TIA
TID	TID
TIF	TIF
TIH	TIH
TII	TII
TIJ	TIJ
TIM	TIM
TIN	TIN
TIP	TIP
TIR	TIR
TIU	TIU
TIV	TIV
TIZ	TIZ
TJA	TJA
TJK	TJK
TJL	TJL
TJM	TJM
TJN	TJN
TJQ	TJQ
TJS	TJS
TJU	TJU
TKD	TKD
TKG	TKG
TKK	TKK
TKN	TKN
TKP	TKP
TKQ	TKQ
TKS	TKS
TKU	TKU
TKV	TKV
TKX	TKX
TLA	TLA
TLC	TLC
TLE	TLE
TLH	TLH
TLI	TLI
TLL	TLL
TLM	TLM
TLN	TLN
TLS	TLS
TLV	TLV
TMC	TMC
TME	TME
TMF	TMF
TMI	TMI
TMJ	TMJ
TMK	TMK
TML	TML
TMM	TMM
TMP	TMP
TMR	TMR
TMS	TMS

Airport Code	City Code
TMT	TMT
TMU	TMU
TMW	TMW
TMX	TMX
TNA	TNA
TNC	TNC
TNE	TNE
TNG	TNG
TNH	TNH
TNJ	TNJ
TNK	TNK
TNN	TNN
TNO	TNO
TNR	TNR
TNW	TNW
TOB	TOB
TOE	TOE
TOF	TOF
TOG	TOG
TOH	TOH
TOL	TOL
TOS	TOS
TOY	TOY
TPA	TPA
TPE	TPE
TPP	TPP
TPQ	TPQ
TPS	TPS
TQL	TQL
TRA	TRA
TRC	TRC
TRD	TRD
TRE	TRE
TRF	OSL
TRG	TRG
TRI	TRI
TRK	TRK
TRM	TRM
TRN	TRN
TRO	TRO
TRR	TRR
TRS	TRS
TRU	TRU
TRV	TRV
TRW	TRW
TRZ	TRZ
TSA	TPE
TSE	TSE
TSF	VCE
TSJ	TSJ
TSN	TSN
TSR	TSR
TST	TST
TSV	TSV
TTA	TTA
TTE	TTE
TTJ	TTJ
TTN	TTN

Airport Code	City Code
TTQ	TTQ
TTT	TTT
TTU	TTU
TUB	TUB
TUC	TUC
TUF	TUF
TUG	TUG
TUI	TUI
TUK	TUK
TUL	TUL
TUN	TUN
TUO	TUO
TUP	TUP
TUR	TUR
TUS	TUS
TUU	TUU
TVC	TVC
TVF	TVF
TVS	TVS
TVU	TVU
TVY	TVY
TWF	TWF
TWT	TWT
TWU	TWU
TXF	TXF
TXK	TXK
TXL	BER
TXN	TXN
TYF	TYF
TYL	TYL
TYN	TYN
TYR	TYR
TYS	TYS
TZA	BZE
TZL	TZL
TZX	TZX
UAH	UAH
UAK	UAK
UAP	UAP
UAQ	UAQ
UBA	UBA
UBJ	UBJ
UBP	UBP
UCT	UCT
UDI	UDI
UDJ	UDJ
UDR	UDR
UEL	UEL
UEO	UEO
UET	UET
UFA	UFA
UGC	UGC
UIB	UIB
UIH	UIH
UII	UII
UIO	UIO
UIP	UIP
UKA	UKA

Airport Code	City Code
UKB	UKB
UKG	UKG
UKK	UKK
UKX	UKX
ULB	ULB
ULD	ULD
ULG	ULG
ULH	ULH
ULK	ULK
ULN	ULN
ULO	ULO
ULV	ULV
ULZ	ULZ
UME	UME
UMS	UMS
UND	UND
UNG	UNG
UNK	UNK
UNN	UNN
UOA	UOA
UOX	UOX
UPG	UPG
UPN	UPN
URA	URA
URC	URC
URE	URE
URG	URG
URJ	URJ
URS	URS
URT	URT
URY	URY
USA	USA
USH	USH
USK	USK
USM	USM
USN	USN
USR	USR
UST	UST
USU	USU
UTH	UTH
UTN	UTN
UTP	UTP
UTT	UTT
UUD	UUD
UUS	UUS
UVE	UVE
UVF	SLU
UYL	UYL
UYN	UYN
UYU	UYU
UZR	UZR
VAA	VAA
VAI	VAI
VAK	VAK
VAL	VAL
VAM	VAM
VAN	VAN
VAO	VAO

Airport Code	City Code
VAR	VAR
VAS	VAS
VAW	VAW
VBA	VBA
VBP	VBP
VBV	VBV
VBY	VBY
VCA	VCA
VCE	VCE
VCL	VCL
VCP	SAO
VCS	VCS
VCT	VCT
VCV	VCV
VDA	VDA
VDB	VDB
VDC	VDC
VDE	VDE
VDH	VDH
VDM	VDM
VDS	VDS
VDZ	VDZ
VEE	VEE
VEL	VEL
VER	VER
VFA	VFA
VGA	VGA
VGO	VGO
VGZ	VGZ
VHC	VHC
VHM	VHM
VHV	VHV
VHZ	VHZ
VIE	VIE
VIG	VIG
VII	VII
VIL	VIL
VIR	VIR
VIS	VIS
VIX	VIX
VKG	VKG
VKO	MOW
VKT	VKT
VLC	VLC
VLD	VLD
VLG	VLG
VLI	VLI
VLL	VLL
VLN	VLN
VLY	VLY
VNO	VNO
VNS	VNS
VNX	VNX
VOG	VOG
VOL	VOL
VOZ	VOZ
VPE	VPE
VPS	VPS

Airport Code	City Code
VPY	VPY
VQS	VQS
VRA	VRA
VRC	VRC
VRN	VRN
VSA	VSA
VST	VST
VTE	VTE
VTZ	VTZ
VUP	VUP
VUS	VUS
VVC	VVC
VVI	SRZ
VVO	VVO
VVZ	VVZ
VXC	VXC
VXE	VXE
VXO	VXO
VYI	VYI
WAA	WAA
WAE	WAE
WAG	WAG
WAT	WAT
WAW	WAW
WBB	WBB
WBM	WBM
WDH	WDH
WEF	WEF
WEH	WEH
WEI	WEI
WGA	WGA
WGP	WGP
WHK	WHK
WIC	WIC
WIL	NBO
WIN	WIN
WJR	WJR
WJU	WJU
WKJ	WKJ
WLE	WLE
WLG	WLG
WLH	WLH
WLK	WLK
WLP	WLP
WLS	WLS
WMI	WMI
WMN	WMN
WMO	WMO
WMR	WMR
WMX	WMX
WNH	WNH
WNN	WNN
WNP	WNP
WNZ	WNZ
WRE	WRE
WRG	WRG
WRL	WRL
WRN	WRN

Airport Code	City Code
WRO	WRO
WSZ	WSZ
WTB	WTB
WTK	WTK
WUA	WUA
WUH	WUH
WUS	WUS
WUX	WUX
WUZ	WUZ
WVB	WVB
WWI	WWI
WWK	WWK
WWT	WWT
WXN	WXN
WYA	WYA
WYS	WYS
XAP	XAP
XBE	XBE
XBJ	XBJ
XCH	XCH
XCR	XCR
XFN	XFN
XFW	XFW
XGR	XGR
XIC	XIC
XIL	XIL
XIY	SIA
XJD	XJD
XKH	XKH
XKS	XKS
XMH	XMH
XMN	XMN
XMS	XMS
XNA	FYV
XNN	XNN
XQP	XQP
XRY	XRY
XSB	XSB
XSC	XSC
XUZ	XUZ
YAA	YAA
YAB	YAB
YAC	YAC
YAG	YAG
YAK	YAK
YAM	YAM
YAP	YAP
YAT	YAT
YAX	YAX
YAY	YAY
YBC	YBC
YBG	YBG
YBK	YBK
YBL	YBL
YBP	YBP
YBR	YBR
YBX	YBX
YCB	YCB

Airport Code	City Code
YCD	YCD
YCG	YCG
YCK	YCK
YCL	YCL
YCO	YCO
YCS	YCS
YCU	YCU
YCY	YCY
YDF	YDF
YDP	YDP
YDQ	YDQ
YEG	YEA
YEI	BTZ
YEK	YEK
YER	YER
YES	YES
YEV	YEV
YFA	YFA
YFB	YFB
YFC	YFC
YFH	YFH
YFJ	YFJ
YFO	YFO
YFS	YFS
YGH	YGH
YGJ	YGJ
YGK	YGK
YGL	YGL
YGP	YGP
YGR	YGR
YGT	YGT
YGV	YGV
YGW	YGW
YGX	YGX
YGZ	YGZ
YHD	YHD
YHI	YHI
YHK	YHK
YHM	YHM
YHO	YHO
YHP	YHP
YHR	YHR
YHU	YMQ
YHY	YHY
YHZ	YHZ
YIC	YIC
YIE	YIE
YIF	YIF
YIH	YIH
YIK	YIK
YIN	YIN
YIO	YIO
YIW	YIW
YJT	YJT
YKA	YKA
YKF	YKF
YKG	YKG
YKL	YKL

Airport Code	City Code
YKM	YKM
YKQ	YKQ
YKS	YKS
YKU	YKU
YLC	YLC
YLE	YLE
YLH	YLH
YLL	YLL
YLW	YLW
YMK	YMK
YMM	YMM
YMN	YMN
YMO	YMO
YMP	YMP
YMT	YMT
YMX	YMQ
YNA	YNA
YNB	YNB
YNC	YNC
YND	YND
YNG	YNG
YNJ	YNJ
YNO	YNO
YNP	YNP
YNS	YNS
YNT	YNT
YNY	YNY
YNZ	YNZ
YOJ	YOJ
YOL	YOL
YOP	YOP
YOW	YOW
YPC	YPC
YPH	YPH
YPJ	YPJ
YPL	YPL
YPM	YPM
YPO	YPO
YPR	YPR
YPW	YPW
YPX	YPX
YPY	YPY
YQB	YQB
YQC	YQC
YQD	YQD
YQF	YQF
YQG	YQG
YQK	YQK
YQL	YQL
YQM	YQM
YQQ	YQQ
YQR	YQR
YQT	YQT
YQU	YQU
YQX	YQX
YQY	YQY
YQZ	YQZ
YRA	YRA

Airport Code	City Code
YRB	YRB
YRG	YRG
YRL	YRL
YRT	YRT
YSB	YSB
YSG	YSG
YSJ	YSJ
YSK	YSK
YSM	YSM
YSO	YSO
YSY	YSY
YTE	YTE
YTG	YTG
YTH	YTH
YTL	YTL
YTM	YTM
YTQ	YTQ
YTS	YTS
YTY	YTY
YTZ	YTO
YUB	YUB
YUD	YUD
YUL	YMQ
YUM	YUM
YUS	YUS
YUT	YUT
YUX	YUX
YUY	YUY
YVB	YVB
YVM	YVM
YVO	YVO
YVP	YVP
YVQ	YVQ
YVR	YVR
YVZ	YVZ
YWB	YWB
YWG	YWG
YWH	YYJ
YWJ	YWJ
YWK	YWK
YWL	YWL
YWP	YWP
YXC	YXC
YXE	YXE
YXH	YXH
YXJ	YXJ
YXL	YXL
YXN	YXN
YXP	YXP
YXS	YXS
YXT	YXT
YXU	YXU
YXX	YXX
YXY	YXY
YYB	YYB
YYC	YYC
YYD	YYD
YYE	YYE

Airport Code	City Code
YYF	YYF
YYG	YYG
YYH	YYH
YYJ	YYJ
YYQ	YYQ
YYR	YYR
YYT	YYT
YYU	YYU
YYY	YYY
YYZ	YTO
YZF	YZF
YZG	YZG
YZP	YZP
YZR	YZR
YZS	YZS
YZT	YZT
YZV	YZV
YZY	YZY
YZZ	YZZ
ZAD	ZAD
ZAG	ZAG
ZAH	ZAH
ZAJ	ZAJ
ZAL	ZAL
ZAM	ZAM
ZAT	ZAT
ZAZ	ZAZ
ZBF	ZBF
ZBL	ZBL
ZBR	ZBR
ZCL	ZCL
ZCO	ZCO
ZDY	ZDY
ZEL	ZEL
ZEM	ZEM
ZFM	ZFM
ZFN	ZFN
ZGS	ZGS
ZGU	ZGU
ZHA	ZHA
ZHY	ZHY
ZIG	ZIG
ZIH	ZIH
ZIX	ZIX
ZKE	ZKE
ZKG	ZKG
ZKP	ZKP
ZLO	ZLO
ZLT	ZLT
ZLX	ZLX
ZMT	ZMT
ZNA	ZNA
ZND	ZND
ZNE	ZNE
ZNZ	ZNZ
ZOS	ZOS
ZPB	ZPB
ZQN	ZQN

Airport Code	City Code
ZQZ	ZQZ
ZRH	ZRH
ZRJ	ZRJ
ZSA	ZSA
ZSE	ZSE
ZSJ	ZSJ
ZTA	ZTA
ZTB	ZTB
ZTH	ZTH
ZUH	ZUH
ZUM	ZUM
ZVK	ZVK
ZYI	ZYI
ZYL	ZYL

Meeting Minutes

Hobart Airspace Design Post Implementation Review Industry Update

Date and Time: 19 July 2024 10.00-10.45

Location: Teams

Attendees:

Organisation	Name
QantasLink (National Jet Systems)	s47F
Alliance Airlines	
QantasLink (National Jet Systems)	
Air New Zealand	
Air New Zealand	
Hobart Airport	
Australian Helicopter Industry Association	
RFDS South Eastern Section	
Airlines of Tasmania (Par Avion)	
Australian Federation of Air Pilots	
Jetstar	
Air New Zealand	
Jetstar	
QantasLink	
QantasLink (National Jet Systems)	
RAAA	
Hobart Airport	
Airservices	
Virgin Australia	
Airlines of Tasmania (Par Avion)	
QantasLink (National Jet Systems)	
Jetstar	
Airservices	
Airservices	
Airservices	
Airservices	

Meeting Agenda

On behalf of our Service Improvement team, this meeting provides an industry update on several recommended actions from the Hobart Airspace Design post implementation review (PIR):

- A community suggested change to the Hobart RWY 30 RNP W (AR) and visual approach paths (**recommended action #4**)

- The Hobart RWY 30 noise abatement procedures (NAP) trial currently underway (**recommended action #5**; AIP SUP H72/24 refers)
- A community suggested change to the inbound air routes for Hobart RWY 30 arrivals from e.g. Brisbane and Sydney (**recommended action #6**)
- s22

Additionally, Airservices is proposing to introduce a RADAR SID for Hobart.

Meeting Minutes

The project team presented the attached slide pack and explained the background on the project, specifically, investigating a number of recommendations from the Hobart Airspace Design post implementation review (PIR).

The group had no feedback on the current six-month NAP trial running until December 2024.

The project team presented a community suggested change to the Hobart RWY 30 RNP W (AR) and visual approach paths (recommended action #4) and clarified that all eligible aircraft are assigned RNP-AR approach onto RWY 30 at Hobart resulting in approximately 70 – 80% of traffic. No initial safety or operational concerns were identified by attendees when reviewing Google earth images of the draft change to the RNP-AR. The group noted the increase in track miles.

The project team presented community suggested change to the inbound air routes for Hobart RWY 30 arrivals as a Google earth image. The group requested clarification as to whether the route marked “current” on the image will be retained – it will for traffic bound to certain ports (other than Sydney and Brisbane) and for operators from Launceston the IPLET 30 arrivals would not change. The group observed that a control area increase would likely be required for implementation of the route as depicted. Surveillance coverage would also need to be reviewed.

The project team presented an industry request for additional Hobart SIDs and STARs for operations to/from e.g. New Zealand as Google earth images. This applies to arrivals and departures off both runways. The group reviewed draft RWY 30 SID new height requirement intended for Air New Zealand use only. The project team confirmed no change to KANLI or LATUM SIDs were planned as part of this initiative.

Attendees sought clarification regarding expected approach (RNP or RNP-AR) as all aircraft from NZ are currently RNP-AR equipped, and they are expecting to be issued the -AR arrival. As part of the design phase, industry consultation will be conducted on a comparison of track miles for the RNP-Z and the RNP-W, any difference in minima, and the possibility of a transition from the proposed STAR to the RNP-W. Feedback on these ideas is welcome by email to Leading Customer Engagement Specialist.

The project team presented a draft DAP chart on the proposed Hobart RADAR SID, intended for non-jet use. No comments were received on the draft DAP. The project team confirmed no change to the current restrictions on VOR approaches (eg: for training) as a VOR approach is available for aircraft weights below 5700kg in addition to the VOR approach at Launceston.

The project team summarised the project timeline- industry engagement would continue on as required following August 2024 community engagement on RNP-AR relocation, east coast routes and radar SIDs. March 2025 community engagement is planned for Tasman routes (additional Hobart SIDs and STARs for operations to/from e.g. New Zealand).

Hobart Airspace PIR update for industry

July 2024

Acknowledgement of Country

Introduction

Background

We are exploring several stakeholder suggestions from the post implementation review (PIR) of the 2019 Hobart flight path changes, which we adopted as recommended actions (RA):

- A community suggested change to the Hobart RWY 30 RNP W (AR) and visual approach paths (RA #4)
- A community suggestion for NAPs that specify preferred runway/flight path use at sensitive times of the day (RA #5)
- A community suggested change to the inbound air routes for Hobart RWY 30 arrivals from e.g. Brisbane and Sydney (RA #6)
- An industry request for additional Hobart SIDs and STARs for operations to/from the east, e.g. New Zealand (RA #7-10)

We are also proposing to introduce a RADAR SID for Hobart, to assist ATC in maximising airport efficiency.

Status update

- RA #5: A NAP trial for RWY 30 arrivals was developed and implemented in June 2024 for a period of six months (AIP SUP H72/24 refers).
- Concept designs for RA #4, #6 and #7-10 have been developed for consultation with industry and the community, with community consultation to be conducted in stages through the second half of 2024 and early 2025.
- A draft RADAR SID has been developed for industry feedback, prior to environmental assessment and community consultation planned for this year.

We greatly appreciate our industry's time and feedback in consideration of these proposals.

Update: NAP Trial – RWY 30 arrivals

AUSTRALIA

AIP SUPPLEMENT (SUP) | **AIRAC** | **H72/24**

Effective: 202406121600 UTC

AERONAUTICAL INFORMATION SERVICE, AIRSERVICES AUSTRALIA, GPO BOX 367, CANBERRA ACT 2601

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Email: aim.editorial@airservicesaustralia.com

For CONTENT queries regarding this SUP, contact:
Email: tas.approach@airservicesaustralia.com

HOBART (YMHB) AIRPORT NOISE ABATEMENT PROCEDURES TRIAL

1. INTRODUCTION

1.1 This AIP SUP introduces a Noise Abatement Procedure (NAP) trial at Hobart for arrivals to Runway 30 only. The NAP trial will apply during defined time periods each day and will be active for up to 6 months.

2. PREFERRED FLIGHT PATHS

2.1 The following apply during and outside Hobart Tower hours of operation:

2.1.1 RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.

2.1.2 RNP1 capable IFR aircraft departing Hobart can expect processing via published SID.

2.2 ARRIVING AIRCRAFT DURING APPROACH HOURS OF OPERATION

a) LANDING RWY 12

i) RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.

b) LANDING RWY 30

i) RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.

ii) Prior to 0800 Local aircraft arriving at Hobart can expect processing via the RNP Z approach only.

iii) Between 0800 and 1400 Local no specific procedures apply.

iv) After 1400 Local aircraft arriving at Hobart can expect processing via the RNP Z approach only.

Published: 3 JUN 2024 **Effective:** 202406121600 UTC

Recommended action #5: *Airservices will undertake further assessment of a potential NAPs change to specify preferred runway use at sensitive times of the day, including further community and industry engagement to determine what times of day or night would apply and operational requirements for exemptions.*

NAP Trial key features:

- Between 0800 and 1400L, no specific NAP applies
- Outside these times, arrivals can expect/should use RNP Z approach only (i.e. avoid RNP AR and visual approaches)
- Exclusions (see right)
- Expected end date 14 December 2024
- Industry feedback requested throughout.

2.4 NAP EXCLUSIONS

2.4.1 Exclusions and exemptions to NAP trial include (but are not restricted to):

a) The aircraft is being used for or in conjunction with:
   i) a search and rescue operation
   ii) police operation
   iii) a medical emergency
   iv) natural disaster
b) In flight emergencies.
c) The aircraft has insufficient fuel to be diverted to another airport.
d) There is urgent need for the aircraft to land or take-off
   i) to ensure the safety or security of the aircraft, any person; or
   ii) to avoid damage to property.
e) Where ATC operational requirements preclude compliance.
f) Where Pilot operational requirements preclude compliance.
g) Single engine over water operations.

Community suggested changes – RWY 30 arrivals

RNP W (AR) and visual approach

Recommended action #4: *Airservices will undertake further assessment of the community suggested change of moving the RWY 30 RNP AR 2-3km to the east.*

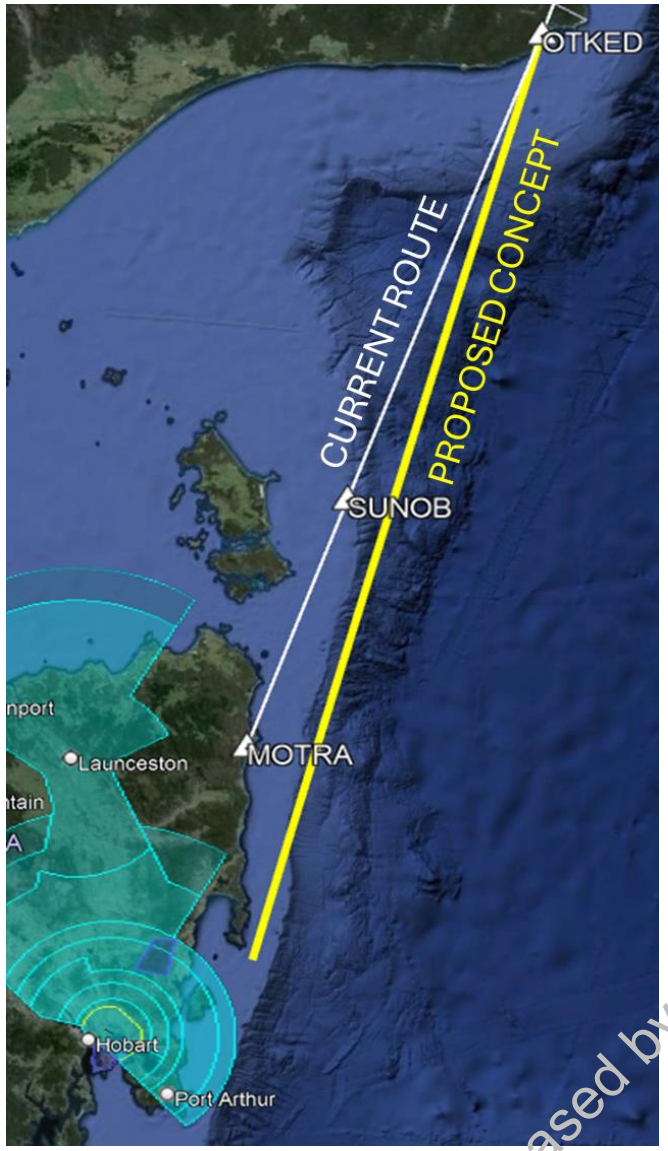
The PIR identified RWY 30 arrivals utilising the RNP-AR and visual approach were contributing to the aircraft noise complaints and disruption to residents to the east and south-east of Hobart Airport.

The proposed amendment is to move the existing RNP-AR and visual approach 2-3kms to the east to pass through vacant land between Primrose Sands and Connelly's Marsh.

The proposed procedure would begin at waypoint BAVUR followed by a 170°M/3.8NM Track-to-fix (TF) leg to waypoint HB521 where final approach is commenced.

The final approach consists of a 6.1NM NM radius-to fix (RF) leg to HB522 and then a runway-aligned/5.1NM TF leg to RWY30 for either a landing or a missed approach.

Community suggested changes – RWY 30 arrivals



Air routes from Brisbane/Sydney

Recommended action #6: *Airservices will undertake further investigation of the community suggested flight path change to move RWY 30 arrivals to the east coast (over water) to determine an appropriate STAR starting waypoint and validate the track miles assessment.*

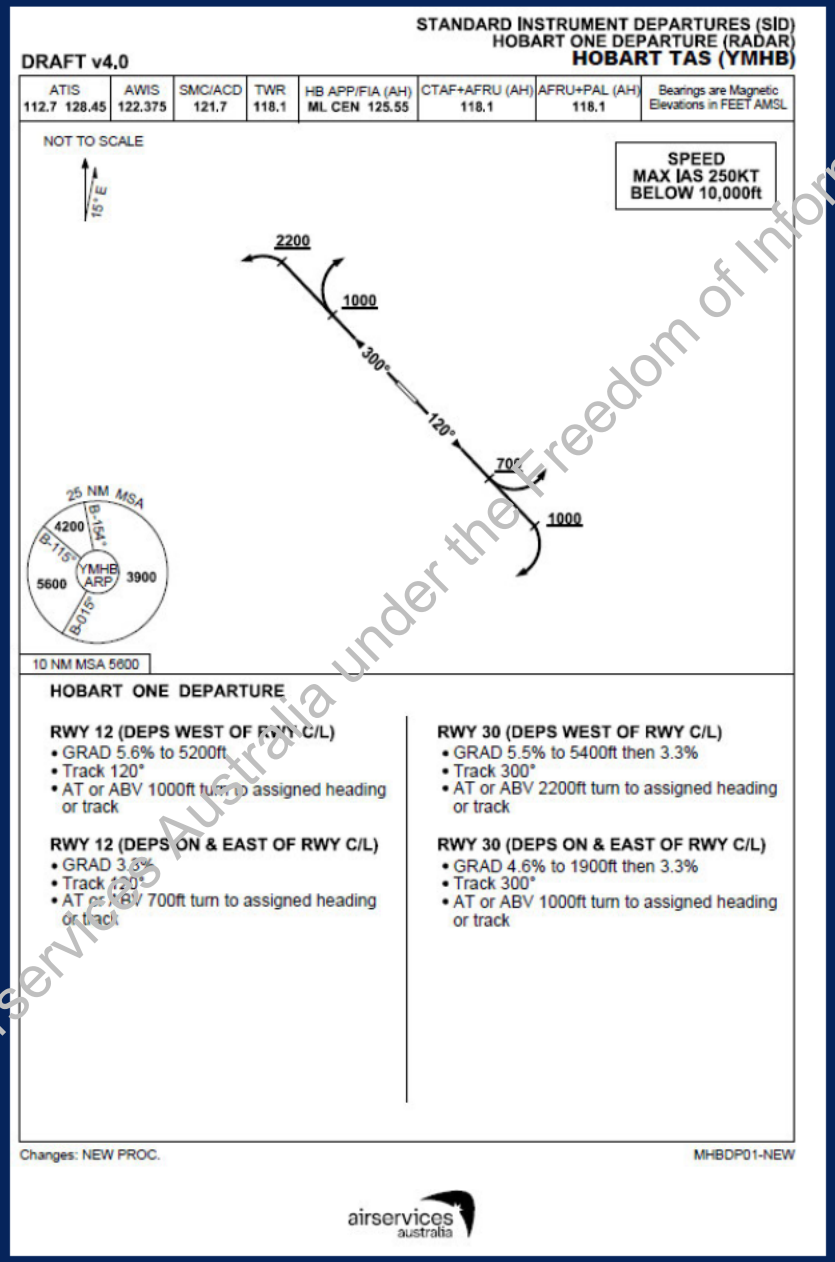
The proposed concept is in response to a community suggestion for RWY 30 arrivals to track further east over water, to provide a reduction in aircraft noise exposure for the impacted communities in eastern Tasmania.

The proposed amendment will facilitate tracking for arrivals from Brisbane and Sydney, beginning at waypoint OTKED thence diverging east of the current route H20 (approximately 12.4NM abeam at SUNOB and approximately 19.2NM abeam at MOTRA).

If progressed, a new STAR to RWY 30 approaches will also be required.

Proposed RADAR SID

Maximising efficiency in a surveillance approach environment



STANDARD INSTRUMENT DEPARTURES (SID)
HOBART ONE DEPARTURE (RADAR)
HOBART TAS (YMHB)

DRAFT v4.0

ATIS	AWIS	SMC/ACD	TWR	HB APP/FIA (AH)	CTAF+AFRU (AH)	AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.7 128.45	122.375	121.7	118.1	ML CEN 125.55	118.1	118.1	

NOT TO SCALE

15° E

SPEED
MAX IAS 250KT
BELOW 10,000ft

2200
1000
300°
120°
700
1000

25 NM MSA
B-154°
4200
B-115°
YMHB ARP
5600
3900
B-015°

10 NM MSA 5600

HOBART ONE DEPARTURE

RWY 12 (DEPS WEST OF RWY C/L)
- GRAD 5.6% to 5200ft
- Track 120°
- AT or ABV 1000ft turn to assigned heading or track

RWY 12 (DEPS ON & EAST OF RWY C/L)
- GRAD 3.3%
- Track 120°
- AT or ABV 700ft turn to assigned heading or track

RWY 30 (DEPS WEST OF RWY C/L)
- GRAD 5.5% to 5400ft then 3.3%
- Track 300°
- AT or ABV 2200ft turn to assigned heading or track

RWY 30 (DEPS ON & EAST OF RWY C/L)
- GRAD 4.6% to 1900ft then 3.3%
- Track 300°
- AT or ABV 1000ft turn to assigned heading or track

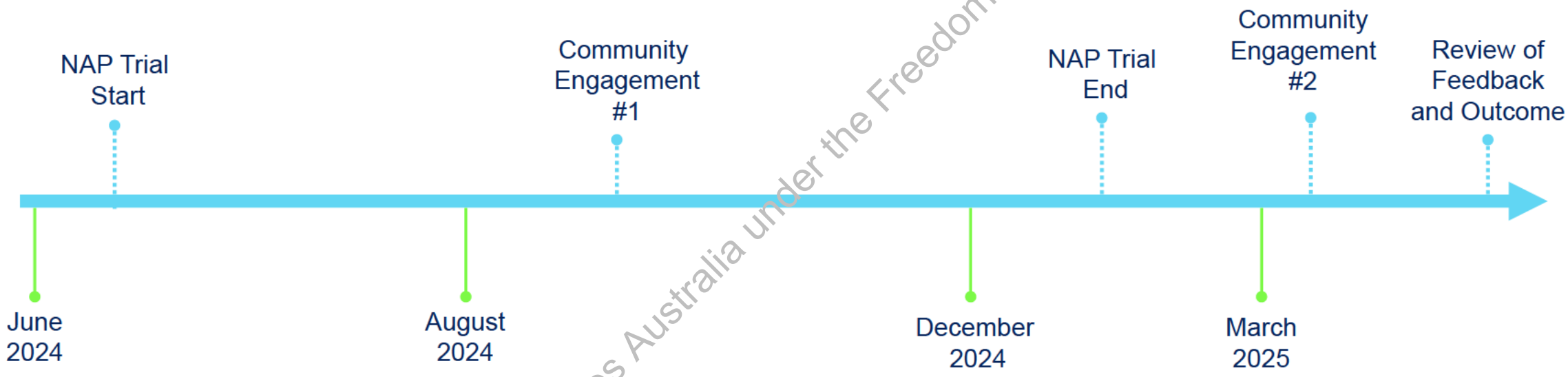
Changes: NEW PROC.

MHBDP01-NEW

airservices australia

Timeline

- NAP Trial - 6 months
  - 13 June to 14 December 2024
- Community consultation on community suggested changes and RADAR SID
  - from mid-August 2024
- Community consultation on NAP Trial and RWY 12/30 SID/STARs to/from the east
  - from March 2025



From: s47F
To: s47F
Subject: FW: Airservices Hobart Airspace Design PIR update for industry
Date: Tuesday, 29 July 2025 17:48:53
Attachments: image001.png
image003.png
image004.png
RE Airservices Hobart Airspace Design PIR update for industry.msg

OFFICIAL

H s47F,

Please see Par Avion feedback below (and me reply to both s47F attached).

s47F

OFFICIAL

From: s47F @paravion.com.au>
Sent: Tuesday, 12 November 2024 2:37 PM
s47F

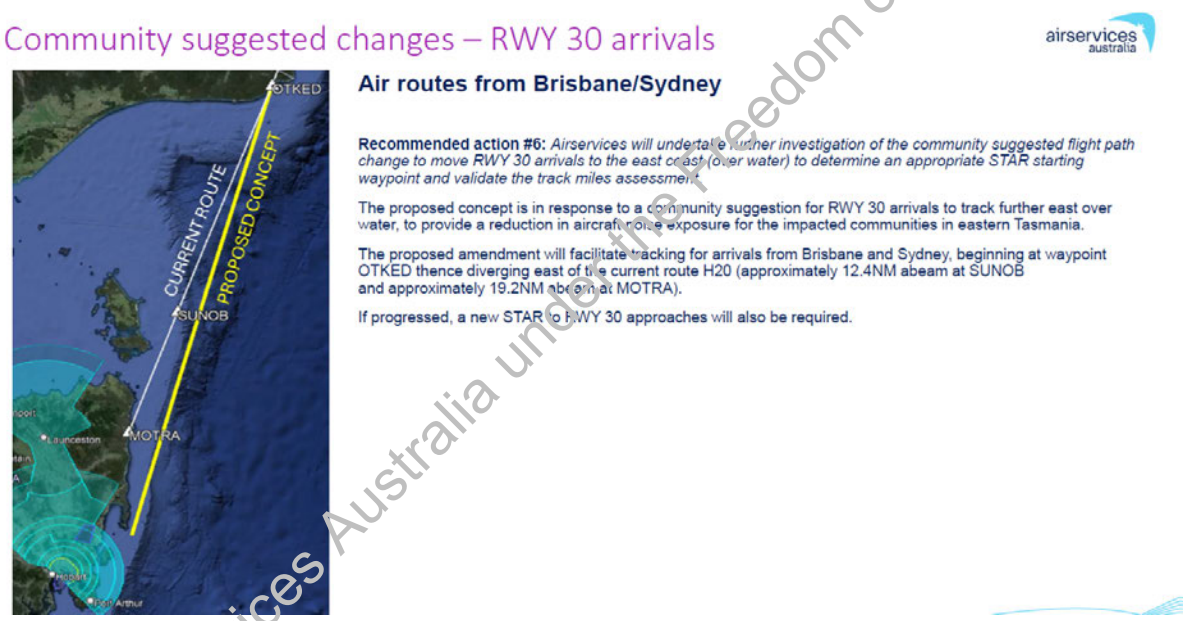
Subject: RE: Airservices Hobart Airspace Design PIR update for industry

OFFICIAL

Also a bit different from this from only a few months ago

My tip, recommendation 6 is going to cop a lot of flack from those on the ground, and it's increasing track miles … it is a lose/lose option.

s47F



OFFICIAL

From: s47F afaporg.au>
Sent: Tuesday, 12 November 2024 3:21 PM
s47F

Subject: RE: Airservices Hobart Airspace Design PIR update for industry

H s47F
s47F

AUSTRALIAN FEDERATION OF AIR PILOTS
33 MONTPELIER ROAD
BOWEN HILLS, QLD 4006

T s47F M s47F
WWW.AFAP.ORG.AU
Foundation Member of IFALPA

From: s47F @AirservicesAustralia.com>
Sent: Monday, 11 November 2024 4:10 PM
To: s47F
Subject: RE: Airservices Hobart Airspace Design PIR update for industry

OFFICIAL

Hi everyone,

Thank you for your engagement to date in relation to Hobart Airport airspace and flight path designs.

Since the industry briefing on 19 July, we have been preparing to engage with the Hobart community on their suggested alternatives to the current:

- RWY 30 W (AR) and visual approach paths (PIR Recommendation #4) and
- RWY 30 arrival route from e.g. Brisbane and Sydney (PIR Recommendation #6).

Our community campaign commences tomorrow (Tuesday 12 November) and I am writing to highlight what we have prepared to share with the community, and request any further feedback that industry would like to provide.

Please find attached 2x fact sheets prepared for this round of community engagement:

- Regarding Recommendation #4, the information presented is as per the industry briefing on 19 July. During the briefing, industry noted the increase in track miles which will be considered as part of our assessment of whether to proceed with the change.
- Regarding Recommendation #6, a concept RWY 30 STAR to the RNP Z approach has been developed along the lines of the community suggestion, as a possible option for the purposes of seeking community and industry feedback in relation to the suggestion.

Further information is available on our *Engage Airservices* platform at https://engage.airservicesaustralia.com/hobart-community

I would like to reiterate that no decision has been made in relation to either suggested alternatives, and we are requesting industry's feedback in parallel with community feedback over the next four weeks, for input to our decision-making process following this round of engagement. If you would like to provide feedback on behalf of your organisation, please do so by reply email to me, kindly requested by **1 December 2024**.

If you have any questions, please let me know.

Kind regards
s47F

airservices australia
s47F
M: s47F
Building 101 Da Vinci Business Park
2A Boronia Rd, Brisbane Airport QLD 4008 Australia
www.airservicesaustralia.com

OFFICIAL

From: s47F
Sent: Friday, 19 July 2024 11:06 AM
To: s47F
Subject: Airservices Hobart Airspace Design PIR update for industry

Hi everyone,

Thanks again for your attendance and participation in our industry update this morning.

As promised, please find attached copy of the slide pack, and submit any feedback or questions that you may have by reply email to me anytime.

Best regards
s47F

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s47F
M: s47F
Da Vinci Building 101, 2A Boronia Rd
Brisbane Airport QLD 4008, Australia
www.airservicesaustralia.com

-----Original Appointment-----
From: s47F
Sent: Friday, July 12, 2024 6:01 PM
To: s47F
Subject: Airservices Hobart Airspace Design PIR update for industry
When: Friday, 19 July 2024 10:00 AM-10:45 AM (UTC+10:00) Brisbane.
Where: Microsoft Teams Meeting

Hi everyone,

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- A community suggested change to the Hobart RWY 30 RNP W (AR) and visual approach paths (**recommended action #4**)
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Additionally, Airservices is proposing to introduce a RADAR SID for Hobart.

If you have any questions before the meeting, please let me know. Please also feel free to share this invitation with other colleagues as required.

Best regards
s47F

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s47F
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Brisbane Airport QLD 4008, Australia
www.airservicesaustralia.com

-

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From: s47F
To: s47F
Cc:

Subject: RE: Airservices Hobart Airspace Design PIR update for industry
Date: Wednesday, 18 December 2024 14:25:00
Attachments: image003.png
image004.png
image005.png

Thanks s47F for your feedback and questions.

Whilst the East Coast Route concept we presented at the industry briefing a few months ago would have required airspace/surveillance changes, the revised East Coast Route proposal is a RWY 30 IPLET STAR design change that does not involve any change to the inbound air route itself (or RWY 12 operations) and is contained within existing controlled airspace and surveillance coverage.

Based on our preliminary assessment of the concept design, the additional track miles compared to the current RWY 30 IPLET STAR would be 9.52 NM.

Trust this clarifies but please let me know if there are any further questions. I will keep everyone updated as to whether this proposal will go ahead to the next stage of assessment.

Kind regards
s47F

airservices australia
s47F
M: s47F
Brisbane QLD, Australia
www.airservicesaustralia.com

From: s47F @paravion.com.au>
Sent: Tuesday, 12 November 2024 2:37 PM

s47F

Subject: RE: Airservices Hobart Airspace Design PIR update for industry

OFFICIAL

CAUTION: This email was sent from an external email address. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Community suggested changes – RWY 30 arrivals

airservices australia

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If progressed, a new STAR to RWY 30 approaches will also be required.

OFFICIAL

From: s47F @afap.org.au>
Sent: Tuesday, 12 November 2024 3:11 PM

s47F

Subject: RE: Airservices Hobart Airspace Design PIR update for industry

s47F

s47F

Regards,

s47F

AUSTRALIAN FEDERATION OF AIR PILOTS
33 MONTPELIER ROAD
BOWEN HILLS, QLD 4006
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WWW.AFAP.ORG.AU

Foundation Member of IFALPA

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s47F

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If you have any questions, please let me know.

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s47F

airservices australia
s47F

M: s47F
Building 101 Da Vinci Business Park
2A Boronia Rd, Brisbane Airport QLD 4008 Australia
www.airservicesaustralia.com

OFFICIAL

From: s47F
Sent: Friday, 19 July 2024 11:06 AM
s47F

Cc: s47F @AirservicesAustralia.com>
Subject: RE: Airservices Hobart Airspace Design PIR update for industry

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s47F

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-

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Phone conference ID: s22

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From: s47F
To: s47F
Subject: FW: Airservices Hobart Airspace Design PIR update for industry
Date: Tuesday, 29 July 2025 17:40:01
Attachments: image002.png
image003.png
image001.png

OFFICIAL

Hi s47F

See VA submission below. Others to follow.

Thank you
s47F

OFFICIAL

From: S @virginaustralia.com>
Sent: Tuesday, 13 August 2024 10:12 AM
To: S @AirservicesAustralia.com>
Subject: Re: Airservices Hobart Airspace Design PIR update for industry

OFFICIAL

CAUTION: This email was sent from an external email address. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi s47

Thanks for the opportunity to review these proposals for Hobart.

We have reviewed and have no concerns with the technical designs themselves. We do remain concerned regarding two areas:

1. Increase in track miles – Virgin Australia cannot accept increases in track miles without offsetting reductions in track miles elsewhere. Track mile increases directly conflict with airline sustainability targets that we need to achieve and it is disappointing to see track mile increases due to noise abatement.
2. Future proofing – While we note that the proposed changes are to alleviate noise for some communities, there remains other communities that will be overflown should these proposals be introduced. What assurances can Airservices provide that communities, such as Connellys Marsh will force us to review future proposals for flight path changes, exacerbating these track mile increases?

I look forward to working with Airservices on these areas of concern.

Thanks
s47F

s47F | Partner Performance Manager
s47F
s47F @virginaustralia.com

OFFICIAL

From: s47F @AirservicesAustralia.com>
Date: Friday, 19 July 2024 at 11:08

s47F

Subject: RE: Airservices Hobart Airspace Design PIR update for industry

OFFICIAL

Hi everyone,

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Best regards
s47F

airservices australia
s47F
M: s47F
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Brisbane Airport QLD 4008 Australia
www.airservicesaustralia.com

OFFICIAL

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s47F

s47F

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- An industry request for additional Hobart SIDs and STARs for operations to/from e.g. New Zealand (**recommended actions #7, 8, 9, 10**).

Additionally, Airservices is proposing to introduce a RADAR SID for Hobart.

If you have any questions before the meeting, please let me know. Please also feel free to share this invitation with other colleagues as required.

Best regards
s47

airservices australia
s47F
M: s47F
Da Vinci Building 101, 2A Boronia Rd
Brisbane Airport QLD 4008, Australia
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From: s47F
To: s47F
Subject: FW: Hobart RWY 30 NAP trial - industry feedback requested
Date: Tuesday, 29 July 2025 17:50:21
Attachments: image004.png
image005.png

OFFICIAL

Hi s47F

Please see Qantas Group feedback below.

Thank you
s47F

OFFICIAL

From: s47F @qantas.com.au>
Sent: Tuesday, 3 December 2024 9:50 AM
To: s47F @AirservicesAustralia.com>
Cc: s47F @qantas.com.au>; s47F @qantas.com.au>
Subject: RE: Hobart RWY 30 NAP trial - industry feedback requested

OFFICIAL

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Hi s47F

Thanks for your ongoing communication regarding the Hobart NAP trial.

The Qantas Group comments are as follows:

- We support the RNP-AR changes. These seem to be a practical balance between choosing flight paths that are supported by impacted stakeholders and the implementation of efficient flight paths that assist us meet our sustainability targets.
- We oppose East Coast route changes for similar reasons. These changes don't appear to strike the right balance between flight path efficiency and other stakeholders. We believe the inefficiencies introduced by these flight paths don't adequately support our ability to reduce emissions.

Many thanks and regards

s47F
s47F
Group Compliance
Qantas Group

SYDQCB1 10 Bourke Road, Mascot NSW 2020
P. s47F
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OFFICIAL

From: s47F @AirservicesAustralia.com>
Sent: Tuesday, 26 November 2024 6:29 PM
Subject: Hobart RWY 30 NAP trial - industry feedback requested

OFFICIAL

Hi everyone,

Our Noise Abatement Procedure (NAP) trial for RWY 30 arrivals to Hobart Airport has been in place since June this year (AIP SUP H72/24 refers), and we would like to seek industry's feedback to support our assessment of the trial outcomes.

Specifically:

a. reports of flight crew experience to date, including what some of the operational requirements have been for *requiring* the RNP W (AR) over the RNP Z, during the defined daily time period that the RNP Z is preferred
b. data on the impact on your operations, in terms of e.g. fuel burn/emissions
c. feedback on the list of exclusions/exemptions listed at section 2.4 of the SUP.

This feedback would be greatly appreciated by next **Tuesday 3rd December 2024**. If you have any questions, please let me know.

Thank you,
s47F

s47F

M: s47F
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