

Airservices Australia Executive Steering Group (ESG) – 2025–26 Financial Year

Pursuant to section 17 of the *Freedom of Information Act 1982*, Airservices Australia has compiled the following information from its records to identify the members of the Executive Steering Group (ESG) during the 2025–26 financial year.

The ESG membership for the 2025–26 financial year comprised:

- **Peter Curran** – Deputy Chief Executive Officer
- **Rochelle Reynolds** – Chief Airspace and Network Officer
- **Michelle Petersen** – Chief Aerodromes Officer
- **Jacqui O’Dea** – Chief Risk, Noise and Environmental Officer
- **Paul Stoddart** – Chief Customer and External Relations Officer

Meeting minutes

Meeting title Airspace Change Executive Steering Group - Hobart - Community suggested improvements (Recommendation 4)

Meeting date Friday 24th April 2026

Attendees

- Peter Curran
- Paul Stoddart
- Jacqui O'Dea
- Michelle Peterson
- Rochelle Reynolds
- Paul Taylor
- Donna Marshall
- Russell McArthur
- s47F

Apologies:

s47F

Hobart - Community suggested improvements (Recommendation 4)

1	Recommendation 4: Move the RNP-AR to the east	Pending decision
Airservices will undertake further assessment of the community suggested change of moving the RWY30 RNP-AR STAR 2-3 km to the east. • JIG Recommendation is to not progress with preferred design due to the cumulative impact created in the proposed location and efforts already implemented to reduce noise impacts for existing short approach communities. The group discussed the assessment of the community-suggested relocation of the short approach (RNP-AR) to Runway 30 at Hobart Airport Background and Community Engagement: A historical overview of the Hobart airspace changes, including the 2017 modernisation, subsequent community complaints, the 2018 ANO investigation, and the 2019 airspace review with extensive community engagement provided. The PIR process was explained, highlighting the shift from seeking community-suggested flight path designs to seeking feedback on issues and developing improvements to best support community suggestions. Some discussion around how we continue to assess community suggestions followed. Current and Proposed Flight Path Impacts: The group reviewed data showing that the current short approach results in 7 flight per day over Primrose Sands and 20 over Connellys Marsh, with the NAP reducing night-time movements over the former. The proposed relocation would reduce overflown population but concentrate all southern operations over Connellys Marsh and surrounds, increasing their exposure to 27 flights per day, including lower altitude than current flights and more noticeable aircraft noise.		

Noise Abatement Procedure (NAP) Effectiveness and Industry Considerations

The group discussed the effectiveness of the NAP under the proposed flight path change, considering industry requests, fuel burn, emissions, and the likely outcome of the NAP if the RNP-AR were moved.

• **NAP Performance and Overlap:** *The group reviewed assessment data identifying that the NAP, which currently provides respite by splitting arrivals between two paths, would lose effectiveness if the RNP-AR were relocated, as both arrival paths would be within 3 km and the 50 dB noise contours would overlap, offering no meaningful respite to Connellys Marsh and surrounds.*

Action:

Provide copy of PIR PROC s22

Pack to be updated to clearly define overflight measures, including populations directly overflown by different paths and the decibel impact experience, flights per day and cumulative impacts (qualify cumulative impact). This should include assessment of impacts at Connolly’s Marsh that better reflects the lived experience of affected communities with direct comparison to the current RNP-AR location.

Updated pack to be presented back to Airspace change ESG to seek outcome. Date TBC.

2	Other decision: Noise Abatement Procedure & BAVUR relocation.	No decision.
2.1 Continuation of the Noise Abatement Procedure (NAP) in the new location 2.2 Relocation of waypoint BAVUR The group did not discuss these actions, as they are dependent on a decision in relation to 1 above. Held over to next meeting. Action: Nil action required at this time pending outcome to Recommendation 4.		

Next meeting:

Thursday, 28th May 2026

Meeting minutes

Meeting title Airspace Change Executive Steering Group - Hobart - Community suggested improvements (Recommendation 4)

Meeting date Tuesday 02 June 2026

Attendees

Peter Curran

Paul Stoddart

Jacqui O'Dea

Michelle Peterson

Rochelle Reynolds

s47F

Paul Taylor

Russell McArthur

s47F

Apologies:

s47F

s47F

Donna Marshall

Hobart - Community suggested improvements (Recommendation 4)

1

Recommendation 4: Move the RNP-AR to the east

**Decision – Endorsed
(Not to proceed)**

Airservices will undertake further assessment of the community suggested change of moving the RWY30 RNP-AR STAR 2-3 km to the east.

• **JIG Recommendation** is to not progress with preferred design due to the cumulative impact created in the proposed location and efforts already implemented to reduce noise impacts for existing short approach communities.

Updated pack presented to the Airspace Change ESG clearly defining the lived experience of affected communities in terms of decibel impact experience, flights per day, aircraft height above ground and cumulative impacts. The group reviewed the content of the pack and requested minor changes, captured in the actions below.

The group endorsed the JIG recommendation not to proceed with recommendation 4 due to the detrimental impacts to effectiveness of already implemented recommendation 5 (NAP), the increased cumulative impact on Connellys Marsh and surrounds, increase fuel burn, increase emissions and industry requests.

Action:

Pack to be updated to remove superfluous Slides 7 & 8. On slide 6 clearly label existing and proposed arrangements. Slide 5 amended to refer to movements to be consistent with slide 6.

Provide copy of final Pack s22

2	Other decision: Noise Abatement Procedure & BAVUR relocation.	No decision required
2.1 Continuation of the Noise Abatement Procedure (NAP) in the new location 2.2 Relocation of waypoint BAVUR The group did not discuss this action as it is no longer applicable due to Recommendation 4 not supported.		

Next meeting:

Nil