

Hobart Airport PIR Community Suggested Improvements

Recommendation 4 – Short approach RWY 30

ESG Discussion – 24 April 2026

Released by Airservices Australia under the Freedom of Information Act 1982

Hobart Post Implementation Review Recommendation 4

The Executive Steering Group (ESG) has been stood up to ensure that organisational objectives and stakeholder expectations have been fully considered for airspace and flight path changes in sensitive or high-risk locations.

Specifically, the ESG is responsible for:

- a) approving the new and preferred design option(s) for community engagement
- b) accepting the final design and approving progression of the change to finalisation (following completion of engagement activities).

The Purpose of this ESG meeting is to Endorse, or not Endorse, or request further investigation of the proposal/s as being suitable to progress through to implementation.

Recommendation 4: Airservices will undertake further assessment of the community suggested change of moving the RWY30 RNP-AR STAR 2-3 km to the east.

- Preferred design - **JIG Recommendation: Not to progress due to the cumulative impact created in the proposed location and efforts already implemented to reduce noise impacts for existing short approach communities.**

If the preferred design is endorsed to proceed, there are two more endorsements:

- Continuation of the Noise Abatement Procedure (NAP) in the new location: **JIG Recommendation: Not to continue as it will make no meaningful difference to respite while continuing to add track miles and emissions to industry.**
- Relocation of waypoint BAVUR: **JIG Recommendation: Not to proceed given the poor design outcome involved and limited to no noise benefit.**

Some important context to support decision making

- The proposed change reduces population impact quite substantially by shifting the operations to a lesser populated community, but removes the opportunity for noise sharing, resulting in no respite for this smaller community.
- Five policy and framework documents provide guidance to Airservices on the need for noise sharing.
- No policy or framework documents provide guidance to Airservices to seek out the lowest population. Instead, this is one input in a broader suite of criteria that we use to assess option, with the aim to finding the best net overall outcome having given regard to a range of relevant considerations.

Background and context

History

- 2017 - Hobart Airspace modernisation delivered
- Community complaint at lack of engagement
- 2018 - ANO investigation resulting in 13 recommendation including a review of the airspace design and detailed engagement
- 2019 - Hobart Airspace Review delivered including 15 engagement sessions across 9 locations
- 2021 - Post Implementation Review completed (noting COVID impact to representative movements and engagement)
- As a core focus, and consistent with ANO recommendations for Brisbane and Sunshine Coast PIRs at the time, the PIR Terms of Reference included:
 - Consideration of stakeholder feedback regarding the safety, operational management, efficiency and community noise impacts of the flight paths, including community suggested alternatives to flight paths and/or procedures.
- The PIR identified 11 recommendations:
 - 4 relating to updates to procedures and information provision – actioned and implemented
 - 4 industry requested changes – not progressed (due to comment noise impacts)
 - 3 community suggested changes – actioned (two out of three completed; only recommendation 4 remains)
- Community suggested changes:
 - Rec 4: Relocation the short approach (BNP-AR) to RWY 30 further east – **this option (noting this recommendation was accepted prior to Recommendation 5 being delivered which reduces impact on the same community)**
 - Rec 5: Introduce a NAP to more equitably share movements between the long and short approach – implemented and successful
 - Rec 6: Relocate arrivals to RWY 30 to the east coast over water – not progressed
- **While Airservices has progressed this community suggested change through options development to preferred design, this should not be interpreted as Airservices preferred design. We are following our process to investigate the suggestion and engage with the community on the best possible design, with a decision on the outcome to follow this engagement.**

Current situation

Current RNP-AR in orange, proposed in green



Operational considerations	Current RNP-AR location Primrose Sands/ Carlton	Proposed RNP-AR location Connellys Marsh
2019 EIA forecast	30% of arrivals	70% of arrivals
Actual (Dec 2023)	83% (av 10 per day)	17% (av 2 arr per day)
After NAR (Dec 2025)	40% (av 7 per day)	60% (av 12 arr per day)
Current movements Average per day	2790 per annum (7 per day)	7431 per annum (incl dep) (20 per day)

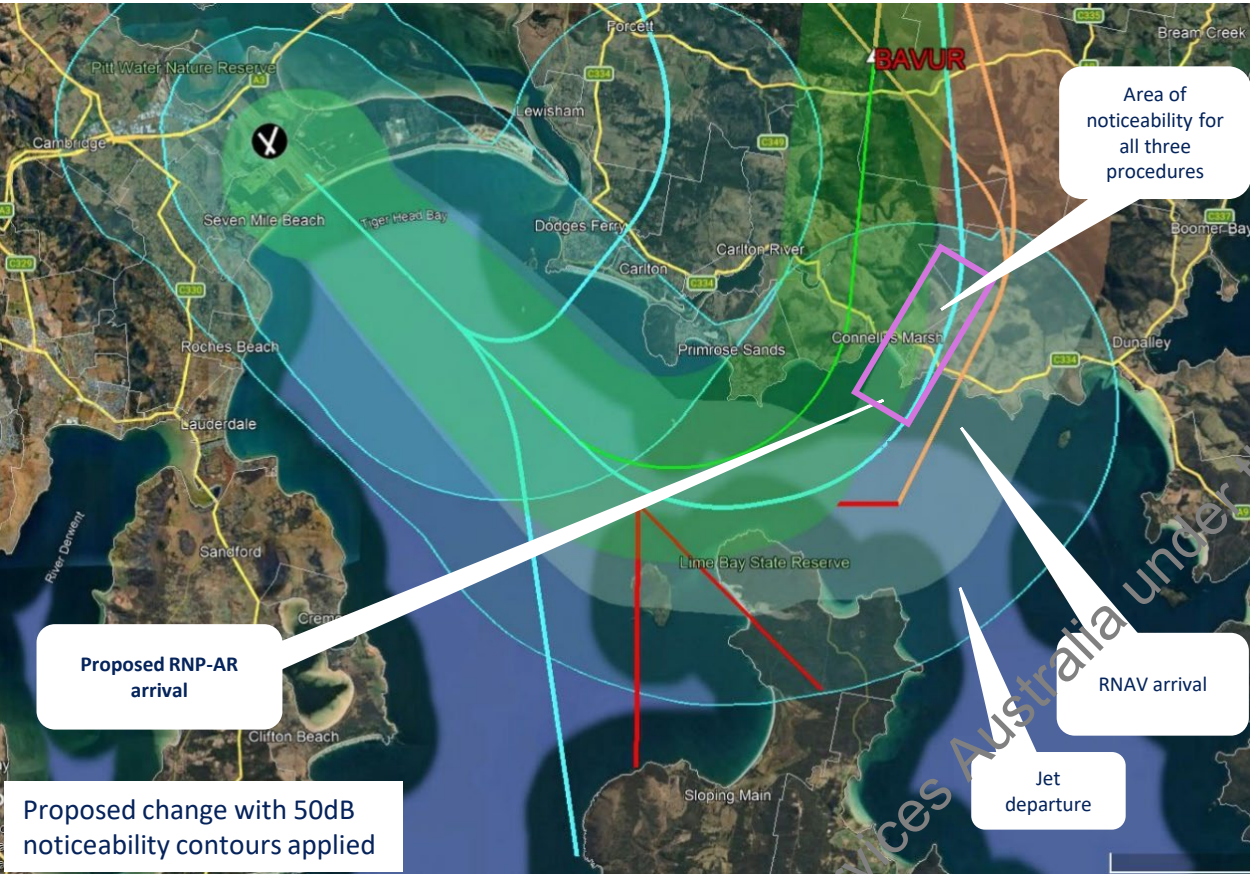
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Location	Complainants	Complaints
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Carlton/Carlton River	3	43
Forcett	1	12
Dunalley	5	48

Current location
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Recommendation 4: Move the RNP-AR to the east

Recommendation 4 Airservices will undertake further assessment of the community suggested change of moving the RWY30 RNP-AR STAR 2-3 km to the east.



Summary of relevant assessment considerations

Consideration	Current location	Proposed location
Total population directly overflow (2km corridor)	971	94 (newly impacted)
Population overflow at 70dB	39	8
Population overflow at 60dB	1153	100
Population overflow at 50dB	4597	1755
Track miles and CO2 emissions	12NM	15NM +70kg CO2 per flight
Cumulative impact	No	Yes (see over)
NAP effective/noise sharing	Yes/Yes	No/No
Distance between arrival paths	7.6km	3.5km
Triggers EPBC significant impact	N/A	Yes

Consideration	Primrose Sands etc	Connellys Marsh
Current flights per day	7	20
Proposed flights per day	0 arrivals <1 (non-jet departure)	27 (19 arr and 8 dep)
Altitude of current flights	2600ft	Arr: 4400ft & Dep: 7800ft
Altitude of proposed flights	N/A	Arr: 3600ft (+ above)
Background noise*	47.1 – 60.5dB	35.0 – 56.8dB

Less people will be impacted in total than current, but the same people will have all southern airport operations, arrivals and departures, day and night, northerly and southerly winds, with no opportunity to share noise. The NAP which is overperforming (37% of all arrivals over the current community, reduced from 80%) will not provide respite in the new location, undoing the outcomes of another RNP recommendation (5).

Detailed comparative assessment – implement vs do not change

Current location (Primrose Sands and surrounds)

Consideration	Do not change	Implement
Population directly overflown RNP-AR	971	0
Flights per day	~8 per day 7 Arrivals <1 Non-jet departure	< 1 per day 0 Arrivals <1 Non-jet departure
Population overflown at 70dB	39 - RNP-AR	0
Population overflown at 60dB	1153 - RNP-AR 0 – non-jet SID	0
Population overflown at 50dB	4597 - RNP-AR 8553 - non-jet SID	0 3888 - non-jet SID (<1 per day)
Area of 50dB cumulative impact	3888 – AR and non-jet	0
Average altitude of flights	2600ft - RNP-AR 4700ft - non-jet	N/A 4700ft - non-jet
Av ambient vs flight noise level	50.7dB average ambient 60dB clearly noticeable	50.7dB average ambient Indistinguishable
Sensitive sites	0	0
Community feedback	2	49

This location receives less overflight now than the proposed location, due to the success of the NAP, and will be subject to almost no overflight if this change is progressed.

- ✓ Less people directly overflown
- ✓ Less people affected by 60dB+ RNP-AR noise levels
- ✓ Current location will be subject to less than one flight per day (non-jet) at noise level indistinguishable from background noise

Proposed location (Connellys Marsh and surrounds)

Consideration	Do not change	Implement
Population directly overflown RNP-AR	0	94 (newly impacted RNP-AR)
Flights per day	20 per day 12 Arrivals 8 Jet departures	27 per day 19 Arrivals 8 Jet Departures
Population overflown at 70dB	34 - SID 9 - RNAV	34 - SID 9 – RNAV
Population overflown at 60dB	1338 - SID 113 - RNAV	1338 - Jet SID 113 – RNAV 100 - RNP-AR
Population overflown at 50dB	10,860 - Jet SID 1094 - RNAV	10,860 - SID 1094 - RNAV 1755 - RNP-AR
Area of 50dB cumulative impact	831 - SID and RNAV	831 - SID and RNAV 813 - all 3 procedures
Average altitude of flights	7800ft - SID 4600ft - RNAV	SID 7800ft RNAV 4600ft RNP-AR 3600ft (lower)
Av ambient vs flight noise level	47.9dB average ambient 50dB existing clearly noticeable	47.9dB average ambient 50dB clearly noticeable; 60dB dominates above background
Sensitive sites	0	0
Community feedback	16	0

There are already more flights over this location, more people affected at 60dB+ noise levels and more people subject to noticeable noise levels than the current location.

- ✗ Greater cumulative impact created by adding another, lower, operation to this area
- ✗ Noise sharing not possible
- ✗ NAP not longer effective, resulting in no respite (day/night; arrivals/departures; all year)
- ✗ 3NM additional track miles.+70kg CO2 per flight

For Context: Hobart RWY 30 respite story – PIR recommendation 5

Comparison of the outcomes of the introduction of the PIR Recommendation 5 NAP in December 2024 and the flow on effects of the implementation of Recommendation 4 currently under consideration

Current RNP-AR location		Proposed RNP-AR location	
2023 operations*  	80% of all arrivals to RWY 30 12.5 per day warmer months 19.5 per day cooler months Average 17 per day across the year (incl. non-jet departure ~1-2 per day)	2023 operations*  	20% of all arrivals to RWY 30 100% of jet departures from RWY 12 17.5 per day warmer months (3 arr and 14.5 dep) 8 per day cooler months (4 arr and 4 dep) Average 13 per day across the year (incl. 3 arr)
Rec 5 NAP introduced** 	37% of all arrivals to RWY 30 5 per day warmer months 7 per day cooler months Average 7 per day (noting growth of traffic) No night-time arrivals <i>Non-jet departure remains (~1 per day)</i>	Rec 5 NAP introduced**  	63% of all arrivals to RWY 30 100% of jet departures from RWY 12 24 per day warmer months (7 arr and 17 dep) 19 per day cooler months (13.5 arr and 5.5 dep) Average 20 per day (noting growth of traffic) Night and day movements
% impact more than halved		% impact more than tripled	
If RNP-AR is moved 	0 arrivals to RWY 30 <i>Non-jet departure remains (~1 per day)</i>	If RNP-AR is moved  	Average 27 per day 100% of arrivals to RWY 30 100% of jet departures from RWY 12
Cooler months (northerly winds)	No overflight	Cooler months (northerly winds)	20 arrivals per day 5 departures per day
Warmer months (southerly winds)	May notice 1-2 non-jet departures per day	Warmer months (southerly winds)	17 departures per day 12 arrivals per day



Daytime operations

Night-time operations

Higher use of RWY 30 for arrivals in cooler months (northerly winds)
 Higher use of RWY 12 for departures in warmer months (southerly winds)

* 2023 data – 1 Jan to 31 Dec 2023

**Post NAP data – 1 Jan 2025 to 31 Dec 2025

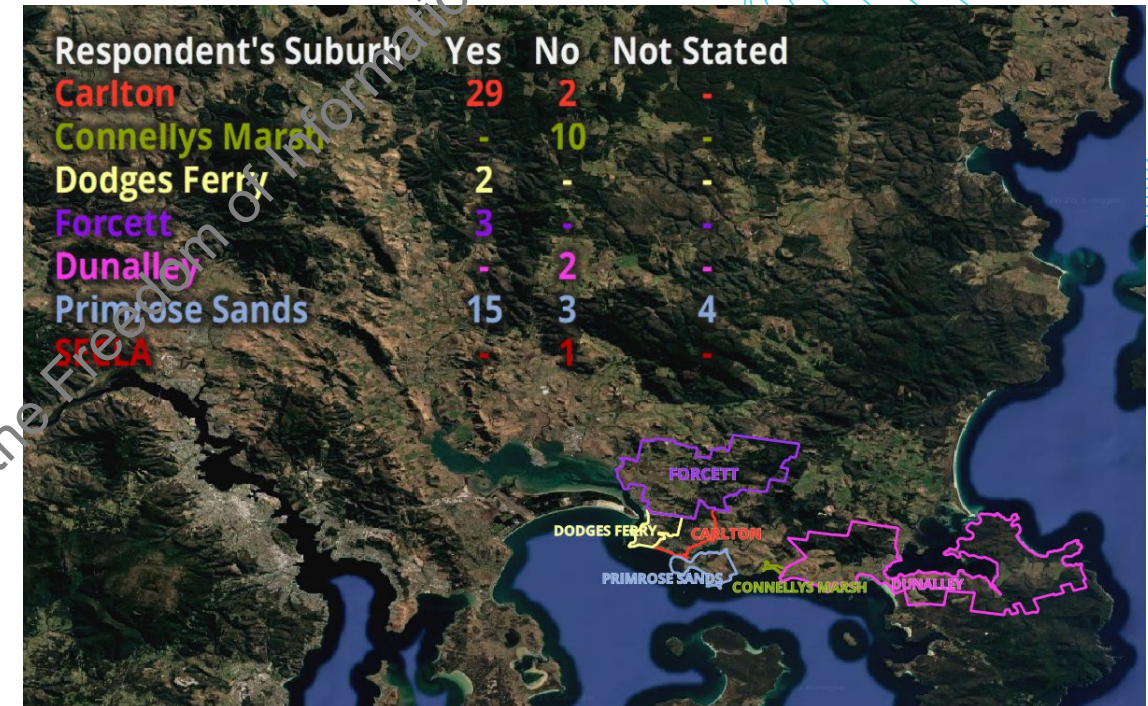
Additional assessment detail

Applying our standard options assessment criteria

Report reference	Ranking
Intent of the Recommendation 4	5
Safety of air navigation must be the most important consideration	5
Flight path design must comply with Australian and international design standards and cater for the range of aircraft that will operate on the flight paths	5
Consider concentrating aircraft operations to avoid noise sensitive sites	5
Consider potential impacts on social, economic, and cultural values of communities and locations, including Indigenous and other heritage places	1
Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared	1
Where noise exposure is unavoidable, consider Noise Abatement Procedures that adjust aircraft operations to reduce noise impacts, including consideration of the time of these operations	1
Consider current and expected future noise exposure when designing flight paths	1
Consider Matters of National Environmental Significance, other sensitive habitats, and registered heritage sites	5
Design flight paths that deliver operational efficiency and predictability and minimise the effect on the environment through reducing fuel consumption and emissions	3
Design flight paths to facilitate access to all appropriate airspace users	5
Consider flight paths that optimise airport capacity and meet future airport requirements	5
Consider flight paths that optimise overall network operations, including consideration of operations at adjacent airports	5
Consider innovation and technology advancements in navigation and aircraft design	5

This assessment focused on the specific recommendation and does not provide a comparison to the current situation. It seeks only to determine how the option performs against our standard criteria. The results show a **moderate** level of performance given performance against the community principles. By contrast the existing operation would achieve higher results on three of the four low ranking principles.

Feedback – focus suburbs*



* Focus suburbs are those that will likely notice the change if made, both current location and proposed relocation

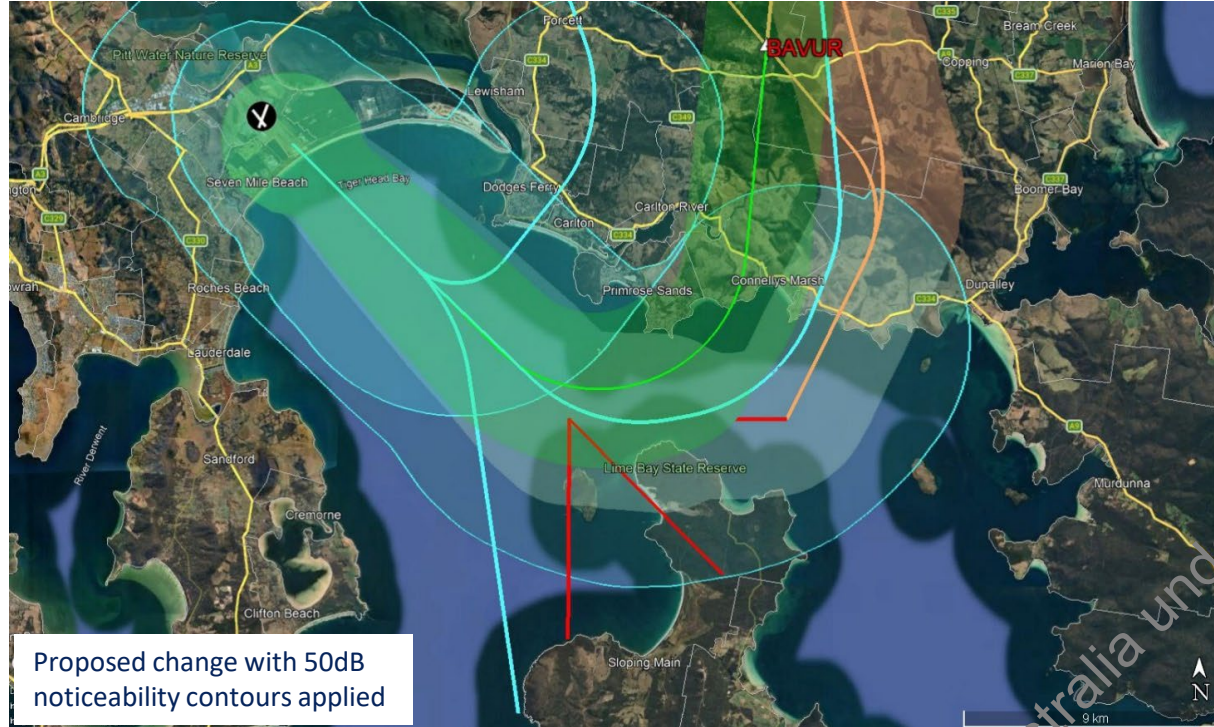
	Support change	Oppose change	Permanent resident population
Current AR location	49	2	~6000
Proposed AR location		16	~400
Total	49	18	

Population of proposed location <10% of the population of the current location

Submissions from proposed location 27% of all submissions received

4% of proposed location population submitted vs <1% of current location

To noise share or reduce population overflown?



The introduction of the NAP in 2024 in response to Recommendation 5 of the PIR, has achieved a significant reduction in overflight of the community seeking to remove the RNP-AR from their location.

The success of the NAP was not foreshadowed in accepting this recommendation for investigation, but with that knowledge, it is suggested the impact on this community has been fairly addressed.

Further concentration of operations on communities already subject to three times the movements, without the opportunity for any respite, is not considered reasonable.

Why is noise sharing a relevant consideration given the total population reduction is positive?

- **Aviation White Paper – Toward 2025** pg 9: “Where aircraft noise impacts on communities cannot be avoided, noise should be shared equitably across residential areas”
- **Ministerial Statement of Expectations 2025-27**, Section 5g) Key initiatives: “ensuring timely completion and implementation of safe and efficient noise minimisation measures and noise sharing programs”
- **Melbourne Airport Third Runway MDP**: Noise Sharing Plan condition of approval
- **Sydney LTOP principles**: “The concept of respite is an integral component of fairly sharing aircraft noise, particularly for residents close to the airport.”
- **Flight Path Design Principles**: “Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared.”

We have no policy direction that states reduction in population impacted is an objective.

Our FPDPs state:

- **Aircraft noise is an inevitable by-product of aircraft operations and it is not possible to guarantee any suburb, group or individual exemption from aircraft noise exposure** – if we implement the current location will be exempt from these operations.
- **Where noise exposure is unavoidable, consider Noise Abatement Procedures that adjust aircraft operations to reduce noise impacts, including consideration of the time of these operations** – this is what we have already done for the current location.
- **Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared** – the current location is higher density than the proposed, and we have two arrival paths that achieve noise sharing between the two.

Final perspectives

In summary, the RNP-AR relocation:

- ✓ Reduces the number of people overflowed.
- ✗ Increases concentration over Connellys Marsh, which is already subject to 3 times the movements of the existing location.
- ✗ All operations (excl. non-jet) over the same area – day/night, winter/summer, arrivals/departures.
- ✓ **The existing location has benefited from the NAP (80% to 37% of arrivals) – 7 per day.**
- ✗ Connellys Marsh operations were increased by the NAP (20% to 60% of arrivals + departures) – 20 per day.
- ✗ The NAP is no longer effective in providing respite due to proximity of both arrival paths.
- ✗ The change would result in 0 movements directly over the current location and 27 over the proposed.
- ✗ The change would introduce lower more noticeable flights to Connellys Marsh - ~1000ft lower than current arrivals and 4000ft lower than current departures.
- ✗ The change would undo the positive outcomes of another PIR recommendation in relation to the current NAP.

Potential outcome of shifting the RNP-AR

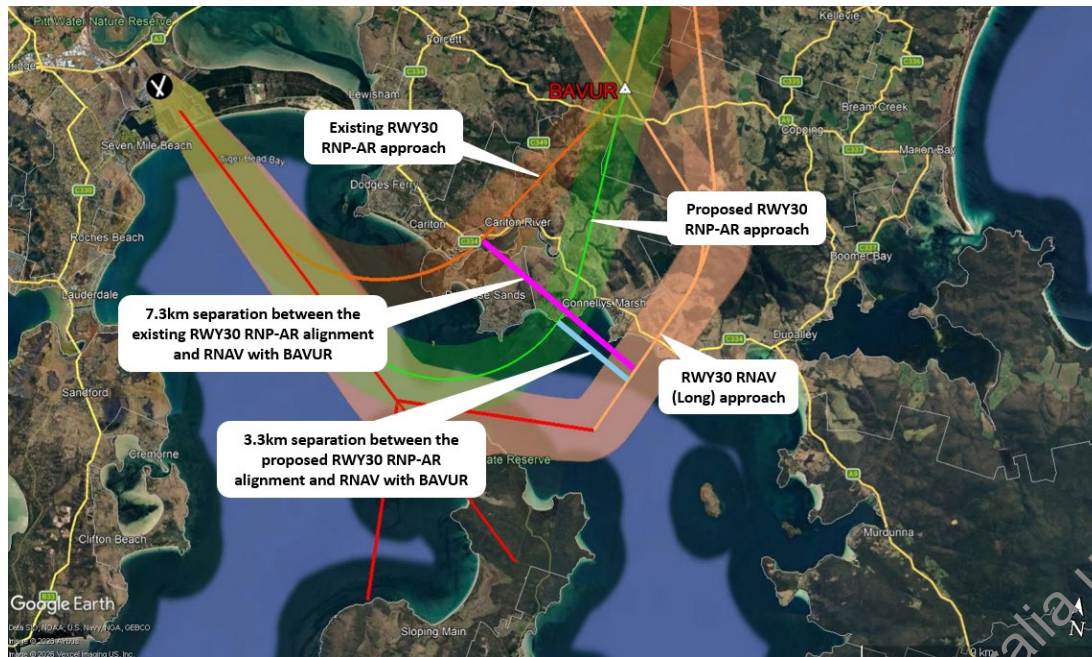
- Increased complainants
 - New complainants (new location affected)
 - Existing complainants will likely still complain about departure operations (jet and non-jet) that pass nearby them
 - Media interest in the outcome and how the decision was made (suggest pro-active media response preparation)
 - Potential canvassing of elected representatives to overturn decision to concentrate noise (suggest a pre-brief with key stakeholders)
 - Potential questions from elected representatives about how this decision, which concentrates noise, relates the government policy on noise sharing
 - May send the wrong signal to community groups that advocate for changes to flight paths.
- Either outcome is likely to result in complaints to the ANO and an investigation. We need to be able to demonstrate we made a reasonable decision given all factors.

Potential outcome of not shifting the RNP-AR

- Spike in complaints from existing complainants seeking to overturn the decision.
- Media interest in the outcome and how the decision was made (suggest pro-active media response preparation)
- Potential questions from elected representatives about why the decision was made not to reduce the impact of these communities (suggest a pre-brief with key stakeholders)
- Either outcome is likely to result in complaints to the ANO and an investigation. We need to be able to demonstrate we made a reasonable decision given all factors.

Other potential decisions – NAP future and waypoint BAVUR

Noise Abatement Procedure



- Highly successful in current location – 80/20 reduced to 40/60
- Preferred design RNP-AR 3.3km from RNAV at ~3500 to 4000ft
- 50dB contour overlaps
- Noise sharing potential is lost

Should the relocation of the short approach (RNP-AR) proceed, the close proximity of the new location to the other arrival procedure (long approach – RNAV) will limit the ability of the NAP to provide respite, particularly given the low ambient noise level of the location. It may provide a small degree of respite for the south-eastern portion of Primrose Sands and for the eastern-eastern most area of the long approach, which is largely unpopulated. Industry have requested the NAP be removed given the additional track miles incurred through the proposed RNP-AR location.

Additional consideration - BAVUR



- Theoretical location east of RNAV created
- Does not meet turn angle standards current RNP-AR
- Will work with new AR but required redesign that does not meet general principles of good design (zig-zag)
- Reduces impact on population by 5% placing operations over new communities
- Increases cumulative impact on Connellys Marsh by creating a greater 50db contour overlap to the east with other operations due to the change in angle of the RNP-AR to resulting from the flight path redesign

Having given regard to the relevant factors, it is not deemed feasible to relocate waypoint BAVUR further east, as it would create additional cumulative impacts for communities already subject to multiple aircraft operations, to remove them from a relatively small proportion of the community (circa five percent improvement). Given the newly affected communities, the cumulative impact and the small percentage improvement in population overflow, this proposal is not considered to have a net noise benefit and will not be progressed.

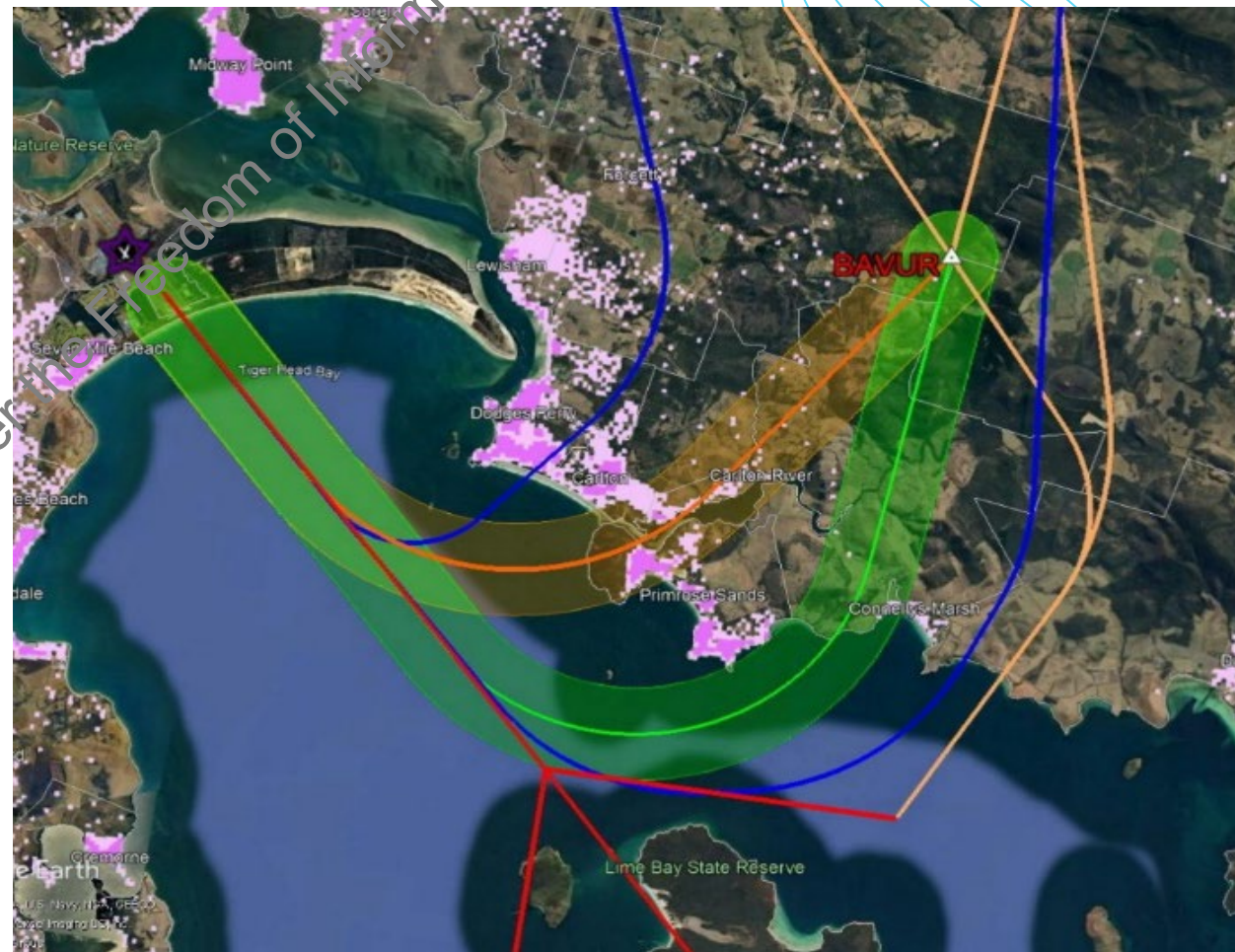
Hobart RWY 30 fuel burn and emissions story

Industry journey

Changes to approach procedure availability

2023 operations	80% of all arrivals to RWY 30 via the RNP-AR and 20 % via the RNAV • 114,714 track miles per annum • 12,206 fuel burn per annum • 35,568kg emissions per annum
Rec 4 NAP introduction	37% of all arrivals to RWY 30 via the RNP-AR and 63% via the RNAV • 141,074 track miles per annum • 12,770 fuel burn per annum • 40,352kg emissions per annum
If RNP-AR is moved	If NAP is removed (83% RNP-AR/17% RNAV) • 138,796 track miles per annum • 12,754 fuel burn per annum • 43,338 emissions per annum If NAP is retained (37% RNP-AR/63% RNAV) • 149,968 track miles per annum • 12,821 fuel burn per annum • 40,530 emissions per annum

Industry preference is to remove the NAP if Recommendation 4 is implemented.



RWY 30 RNP-AR relocation – Evolution of design consideration

Post Implementation Review

Hobart Airspace Review Post Implementation Review (PIR) was required to take community suggested improvements as a recommendation of the ANO review.

Recommendation 4 of the PIR was a community suggestion put forward by Primrose Sands/Carlton communities to remove the impact of overflight from this area. At this time, the RNP-AR was catering for 80% of arrivals to RWY 30.

Initial option



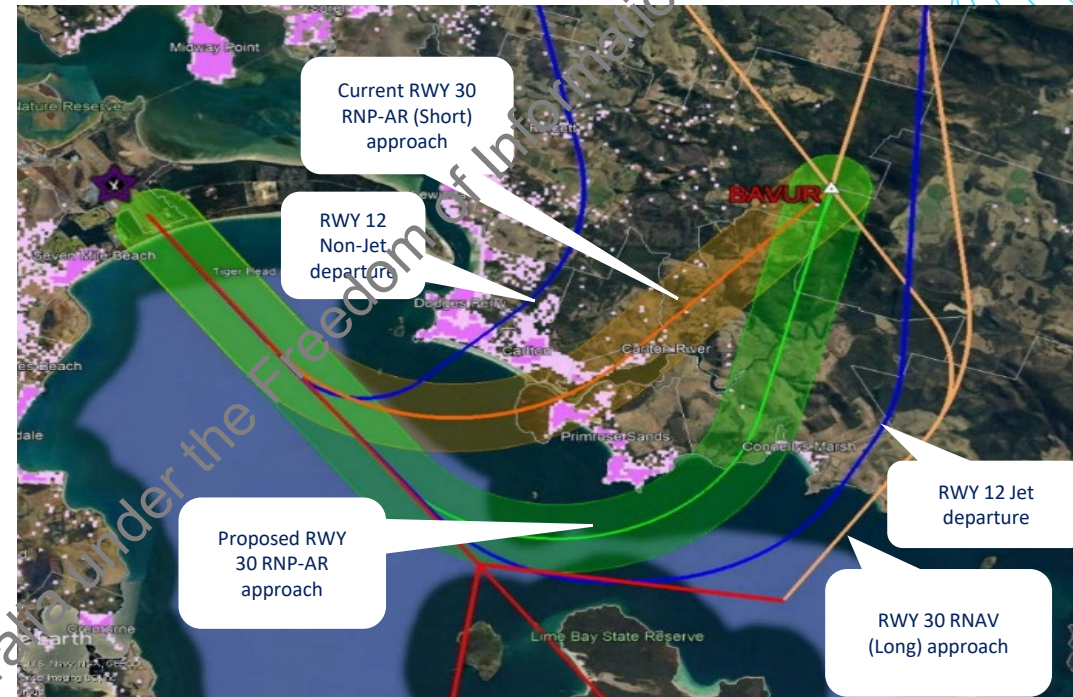
Engaged on November 2024

An initial option was developed that sought to balance efficiency and community impact. It proposed to track the RNP-AR over rural and lesser populated areas to the east of the current location.

Community response:

- Desire for larger change, further away, from current location community
- Almost 50/50 support vs opposition to the proposal

Preferred option



Engaged December 2025

In developing the preferred option, opportunities to make further improvements were reviewed, but no enhancements were identified. Thus, the same alignment was presented to the community for a second round of engagement to support a decision.

Information was provided highlighting the shift of the RNP-AR closer to other flight paths and the use of each flight path to ensure clarity on potential cumulative impact.

The NAP introduced in December 2024 in the intervening period changed the use of the RNP-AR from 80% of all arrivals to RWY30 to around 40%.

Community response:

- Support for the relocation from current location community
- Opposition to the relocation from new location community

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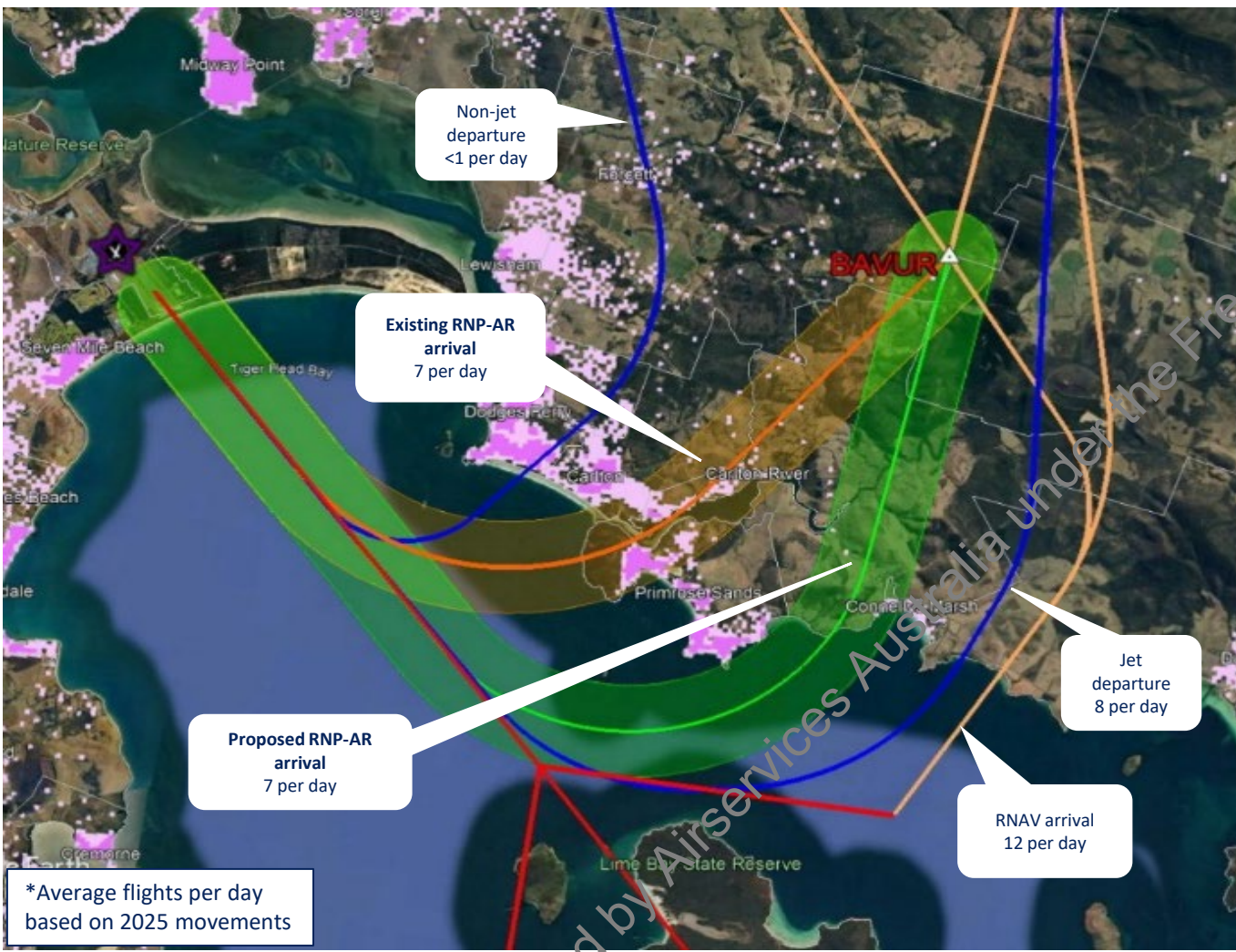
- **Preferred design - JIG Recommendation:** Not to progress due to the cumulative impact created in the proposed location and efforts already implemented to reduce noise impacts for existing short approach communities.

Following initial ESG consideration on 24 April, additional data has been prepared to demonstrate the lived experience of aircraft noise of the current short approach community and the proposed relocation community.

If the preferred design is endorsed to proceed, there are two more endorsements:

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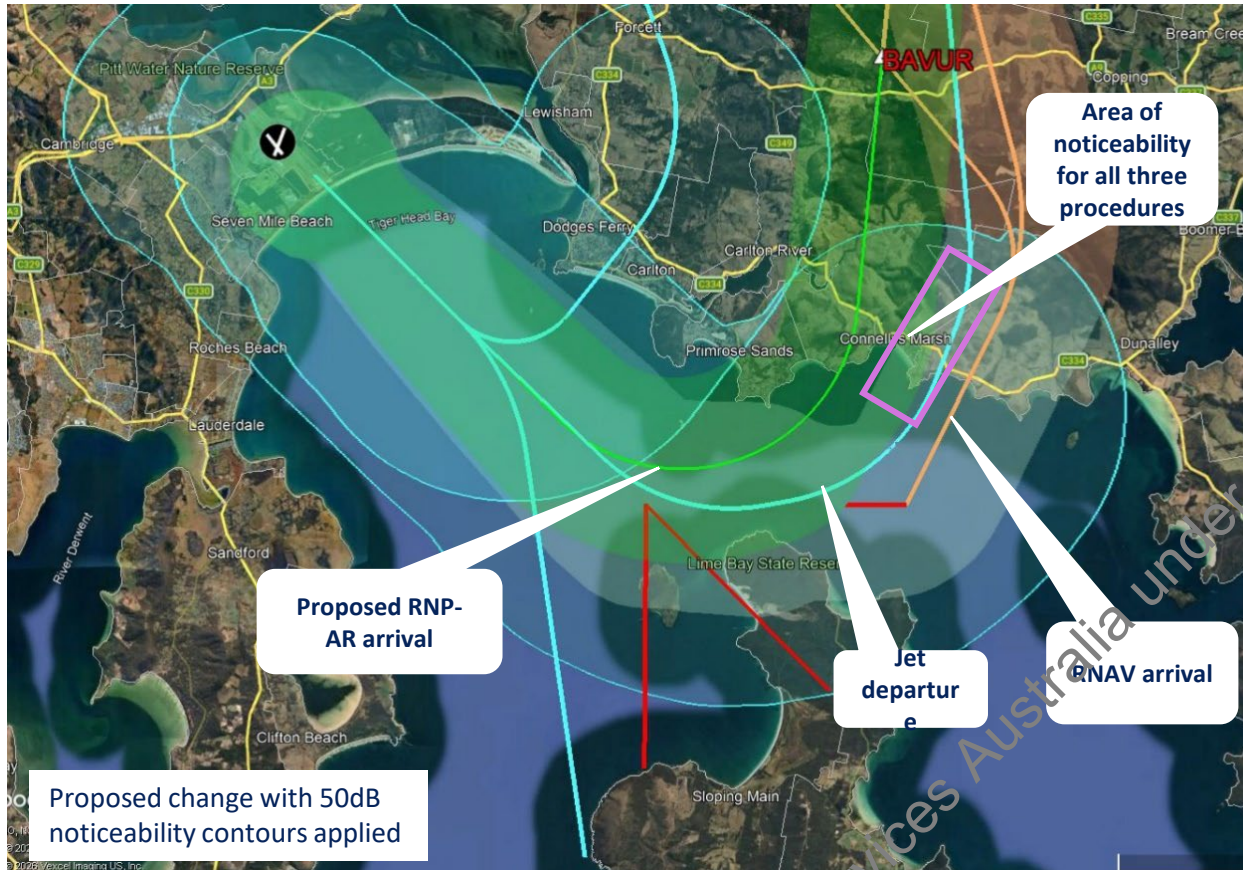
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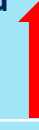
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Triggers EPBC significant impact	N/A	Yes

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% impact more than halved	<i>Non-jet departure remains (~1 per day)</i>	% impact more than tripled	
If RNP-AR is moved	  0 arrivals to RWY 30 <i>Non-jet departure remains (~1 per day)</i>	If RNP-AR is moved	  Average 27 movements per day 100% of arrivals to RWY 30 100% of jet departures from RWY 12
Cooler months (northerly winds)	No direct overflight	Cooler months (northerly winds)	20 arrivals per day 5 departures per day
Warmer months (southerly winds)	May notice 1-2 non-jet departures per day	Warmer months (southerly winds)	17 departures per day 12 arrivals per day



Daytime operations



Night-time operations

Higher use of RWY 30 for arrivals in cooler months (northerly winds)
 Higher use of RWY 12 for departures in warmer months (southerly winds)

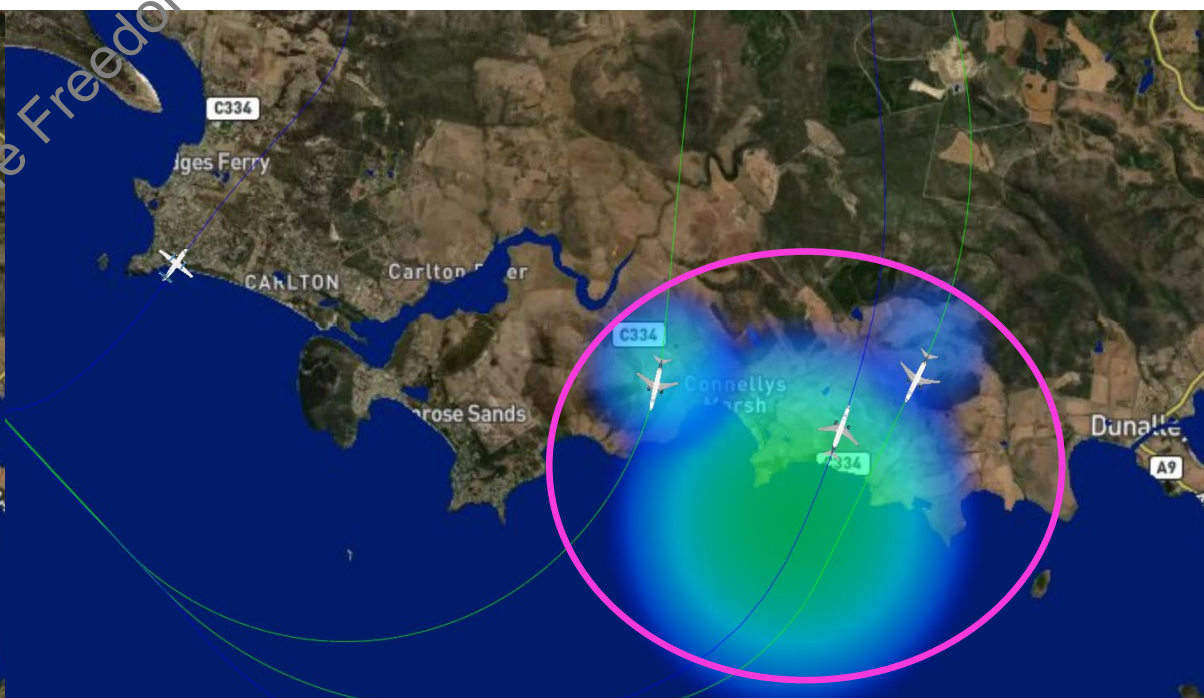
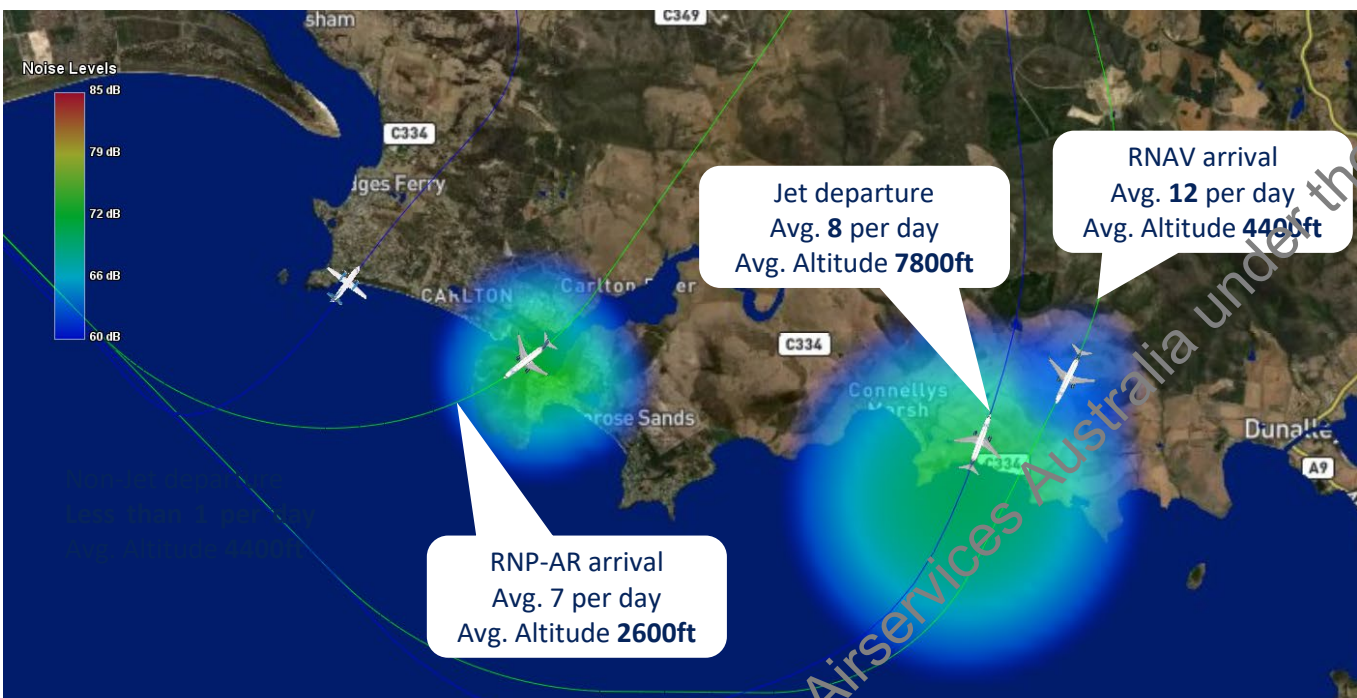
* 2023 data – 1 Jan to 31 Dec 2023

**Post NAP data – 1 Jan to 31 Dec 2025

Respite and noise with existing and proposed arrangements

Existing

Proposed



Carlton/northern Primrose Sands receives 7 arrivals per day on average
Respite delivered through NAP balancing noise outcomes
Dodges Ferry receive less than 1 movement per day on average

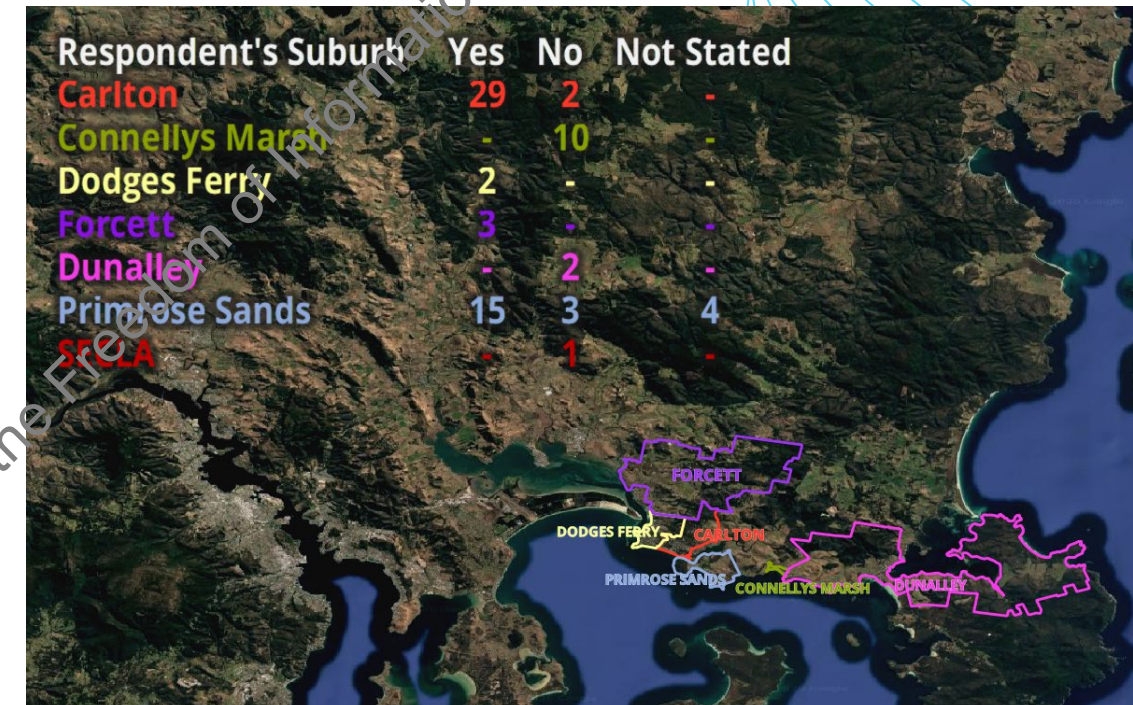
27 movements concentrated onto Connellys Marsh and southern Primrose Sands (19 arrivals and 8 departures on average)
Altitudes between 3600ft – 7800ft (lower than existing arrangements)
Respite non-operable 365
Carlton/northern Primrose receive 0 arrivals per day

Applying our standard options assessment criteria

Report reference	Ranking
Intent of the Recommendation 4	5
Safety of air navigation must be the most important consideration	5
Flight path design must comply with Australian and international design standards and cater for the range of aircraft that will operate on the flight paths	5
Consider concentrating aircraft operations to avoid noise sensitive sites	5
Consider potential impacts on social, economic, and cultural values of communities and locations, including Indigenous and other heritage places	1
Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared	1
Where noise exposure is unavoidable, consider Noise Abatement Procedures that adjust aircraft operations to reduce noise impacts, including consideration of the time of these operations	1
Consider current and expected future noise exposure when designing flight paths	1
Consider Matters of National Environmental Significance, other sensitive habitats, and registered heritage sites	5
Design flight paths that deliver operational efficiency and predictability and minimise the effect on the environment through reducing fuel consumption and emissions	3
Design flight paths to facilitate access to all appropriate airspace users	5
Consider flight paths that optimise airport capacity and meet future airport requirements	5
Consider flight paths that optimise overall network operations, including consideration of operations at adjacent airports	5
Consider innovation and technology advancements in navigation and aircraft design	5

This assessment focused on the specific recommendation and does not provide a comparison to the current situation. It seeks only to determine how the option performs against our standard criteria. The results show a **moderate** level of performance given performance against the community principles. By contrast the existing operation would achieve higher results on three of the four low ranking principles.

Feedback – focus suburbs*



* Focus suburbs are those that will likely notice the change if made, both current location and proposed relocation

	Support change	Oppose change	Permanent resident population
Current AR location	49	2	~6000
Proposed AR location		16	~400
Total	49	18	

Population of proposed location <10% of the population of the current location

Submissions from proposed location 27% of all submissions received

4% of proposed location population submitted vs <1% of current location

In summary, the RNP-AR relocation:

- ✓ Reduces the number of people overflowed.
- ✗ Increases concentration over Connellys Marsh, which is already subject to 3 times the movements of the existing location.
- ✗ All operations (excl. non-jet) over the same area – day/night, winter/summer, arrivals/departures.
- ✓ **The existing location has benefited from the NAP (80% to 37% of arrivals).**
- ✗ Connellys Marsh operations were increased by the NAP (20% to 60% of arrivals + departures).
- ✗ The NAP is no longer effective in providing respite due to proximity of both arrival paths.
- ✗ The change would result in 0 arrivals directly over the current location and 27 movements the proposed.
- ✗ The change would introduce lower, more noticeable flights to Connellys Marsh - ~1000ft lower than current arrivals and 4000ft lower than current departures.
- ✗ The change would undo the positive outcomes of another PIR recommendation in relation to the current NAP.

Addendum

Airservices FOI 34/26/27
Document 2



Released by Airservices Australia under the Freedom of Information Act 1982

History

- 2017 - Hobart Airspace modernisation delivered
- Community complaint at lack of engagement
- 2018 - ANO investigation resulting in 13 recommendation including a review of the airspace design and detailed engagement
- 2019 - Hobart Airspace Review delivered including 15 engagement sessions across 9 locations
- 2021 - Post Implementation Review completed (noting COVID impact to representative movements and engagement)
- As a core focus, and consistent with ANO recommendations for Brisbane and Sunshine Coast PIRs at the time, the PIR Terms of Reference included:
 - Consideration of stakeholder feedback regarding the safety, operational management, efficiency and community noise impacts of the flight paths, including community suggested alternatives to flight paths and/or procedures.
- The PIR identified 11 recommendations:
 - 4 relating to updates to procedures and information provision – actioned and implemented
 - 4 industry requested changes – not progressed (due to comment noise impacts)
 - 3 community suggested changes – actioned (two out of three completed; only recommendation 4 remains)
- Community suggested changes:
 - Rec 4: Relocation the short approach (BNP-AR) to RWY 30 further east – **this option (noting this recommendation was accepted prior to Recommendation 5 being delivered which reduces impact on the same community)**
 - Rec 5: Introduce a NAP to more equitably share movements between the long and short approach – implemented and successful
 - Rec 6: Relocate arrivals to RWY 30 to the east coast over water – not progressed.

Post Implementation Review

Hobart Airspace Review Post Implementation Review (PIR) was required to take community suggested improvements as a recommendation of the ANO review.

Recommendation 4 of the PIR was a community suggestion put forward by Primrose Sands/Carlton communities to remove the impact of overflight from this area. At this time, the RNP-AR was catering for 80% of arrivals to RWY 30.

Initial option



Engaged on November 2024

An initial option was developed that sought to balance efficiency and community impact. It proposed to track the RNP-AR over rural and lesser populated areas to the east of the current location.

Community response:

- Desire for larger change, further away from current location community
- Almost 50/50 support vs opposition to the proposal

Preferred option



Engaged December 2025

In developing the preferred option, opportunities to make further improvements were reviewed, but no enhancements were identified. Thus, the same alignment was presented to the community for a second round of engagement to support a decision.

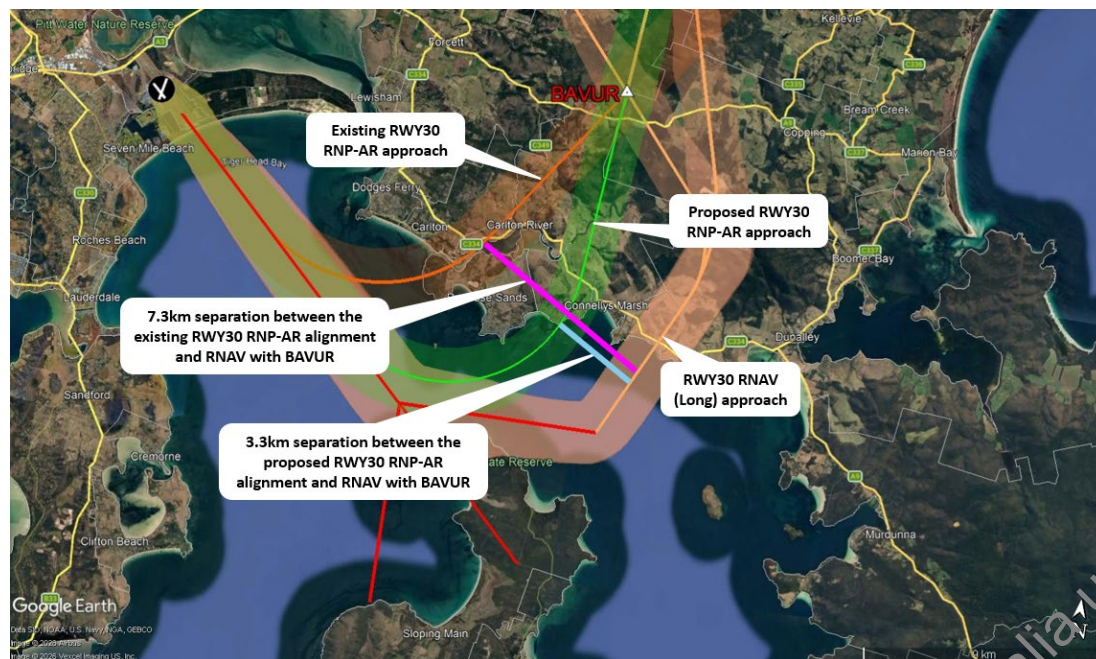
Information was provided highlighting the shift of the RNP-AR closer to other flight paths and the use of each flight path to ensure clarity on potential cumulative impact.

The NAP introduced in December 2024 in the intervening period changed the use of the RNP-AR from 80% of all arrivals to RWY30 to around 40%.

Community response:

- Support for the relocation from current location community
- Opposition to the relocation from new location community

Noise Abatement Procedure



- Highly successful in current location – 80/20 reduced to 40/60
- Preferred design RNP-AR 3.3km from RNAV at ~3500 to 4000ft
- 50dB contour overlaps
- Noise sharing potential is lost
- Industry request to not maintain NAP if RNP-AR is relocated given the track mile, fuel burn and emissions concessions they have already made and will make with the RNP-AR relocation
- **Retain NAP with RNP-AR in current location**

Should the relocation of the short approach (RNP-AR) proceed, the close proximity of the new location to the other arrival procedure (long approach – RNAV) will limit the ability of the NAP to provide respite, particularly given the low ambient noise level of the location. It may provide a small degree of respite for the south-eastern portion of Primrose Sands and for the eastern-eastern most area of the long approach, which is largely unpopulated. Industry have requested the NAP be removed given the additional track miles incurred through the proposed RNP-AR location.

Additional consideration - BAVUR



- Theoretical location east of RNAV created
- **Does not meet turn angle standards current RNP-AR and cannot be progressed**
- Will work with new AR location but required redesign that does not meet general principles of good design (zig-zag)
- Reduces impact on population by 5% placing operations over new communities
- Increases cumulative impact on Connellys Marsh by creating a greater 50db contour overlap to the east with other operations due to the change in angle of the RNP-AR to resulting from the flight path redesign

Having given regard to the relevant factors, it is not deemed feasible to relocate waypoint BAVUR further east, as it would create additional cumulative impacts for communities already subject to multiple aircraft operations, to remove them from a relatively small proportion of the community (circa five percent improvement). Given the newly affected communities, the cumulative impact and the small percentage improvement in population overflow, this proposal is not considered to have a net noise benefit and will not be progressed.