

## Airservices Objectives



- **Safety is our highest priority and our first design consideration.**
- **We actively seek to deliver safety and efficiency benefits to industry while managing the effect of aviation noise on the community, now and into the future.**



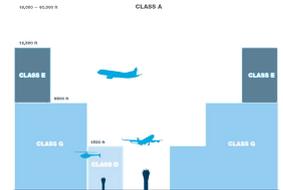
## Regulatory Compliance

- ICAO and CASA define the rule set and parameters for airspace and flight path design.
- Comply with the Airservices Act, EPBC Act, and Minister's Statement of Expectations
- ANO independently ensures that we are managing noise impacts effectively
- Comply with internal procedures and requirements and enhance safety wherever possible



## Change Management

- Communicate, educate and consult to inform design and change management
- Ensure safe change management into new operating modes for air traffic controllers and pilots
- Develop charts, documentation, procedures, education and training to align with international implementation dates
- Monitor, review, report, investigate and improve using data and feedback



## Airspace Architecture

- Safe and efficient airspace architecture now and for future growth
- Deliver measurable benefits
- Needs to recognise air traffic controller workload, aircraft manoeuvrability and environmental and noise management
- CASA are the airspace change approvers
- Airservices are the custodians of the airspace and responsible for delivering safe air traffic services



## Aerodrome Services

- Improve safety, efficiency and operations around airports
- Harness and optimise technology, reduced reliance on ground based navigation systems
- Performance Based Navigation - ICAO and CASA requirements for satellite based navigation



## Airspace Services

- Improved and increased surveillance through satellite networks and ADS-B
- Optimise airspace to provide enhanced services to IFR flights and improved access to VFR flights
- Improved flight paths accommodating optimal climb and descent profiles of current and newer aircraft

## Stakeholder Consultation



### Community

- Understand the social and environmental impact on the community
- Examine flight path designs that manage noise from aircraft arriving and departing
- Where possible, explore flight path designs that manage the effect of aircraft noise on community



### Airlines

- Support safe, efficient and technically advanced approach procedures including SIDs, STARs, RNP-AR using satellite technology wherever possible
- Reduce the miles flown to limit fuel burn, aircraft emissions and the length of time in the air
- Facilitate visual tracking procedures for final approach to the airport



### General Aviation

- Facilitate flexible and efficient operations with surrounding aerodromes and provide equity of access
- Accommodate Cambridge aerodrome operations to the extent that is practicable
- Use increased surveillance to create more efficient airspace management
- Provide a VFR corridor for entry and exit to Cambridge aerodrome



### Airport

- Support Hobart International Airport's vision as a gateway for a globally connected Tasmania
- Receive the same level of safety and service, and use technology capability available at many other major airports
- Minimise impact on the surrounding community wherever possible