

Hobart Airport Standard Instrument Departures and Standard Terminal Arrival Routes

Airspace Design Review Terms of Reference

Change Summary

Version : 31 January 2018		
Section/ Clause	Summary	Date
	New document	31/01/18

Table of Contents

1. Introduction
2. Operational Requirements and Constraints
3. Hobart SID and STAR Review Terms of Reference

1. Introduction

Airservices introduced changes to arrival and departure flight paths at Hobart Airport on 14th September 2017. The changes are designed to organise aircraft departing from, or arriving into, Hobart Airport onto standard routes called Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs).

Following implementation, concerns were raised by the community and Airservices subsequently undertook to engage with the communities affected to provide feedback on a number of flight path alternatives which may result in an improved noise outcome. Based on the feedback received, Airservices will implement a change to the Runway 30 STAR flight path in March 2018.

The Hobart Runway 30 STAR Review Report is on the Airservices website through the following link:

<http://www.airservicesaustralia.com/projects/flight-path-changes/hobart-airport-standard-arrivals-and-departures/>

In the report conclusion, Airservices committed to further review the Hobart SIDs and STARs, and these Terms of Reference describe the objectives of the review.

2. Operational Requirements and Constraints

Given Airservices requirements to consider safety as the most important consideration and the regulatory requirements to utilise satellite based navigation, Standard Instrument Departures and Standard Instrument Arrivals must continue to be utilised at Hobart Airport to ensure the travelling public continue to receive the best level of air traffic control service with the safest outcomes.

The following requirements exist when considering flight path options that must be adhered to:

- Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) enhance safety by systemising air routes so that arriving and departing aircraft are segregated and ensuring consistency and predictability of arrival movements using the latest available satellite based navigation technology and standards
- Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) provide terrain clearance, improve approach stability and environmental outcomes
- The flight path must be designed to international safety standards that have been adopted for Australia by the airspace regulator, the Civil Aviation Safety Authority
- Flight paths must accommodate aircraft arriving from, and departing to, airports in a number of directions
- Flight paths must be contained within air traffic control sectors and minimise complexity within each sector
- Airspace and flight paths must be designed to facilitate safe descent and climb
- The flight paths must remain inside designated controlled airspace
- Arrival flight paths must connect air routes to instrument landing procedures which provide guidance to the runway e.g. area navigation (RNAV) and instrument landing system (ILS)
- Airspace design must allow application of air traffic control procedures and standards

-
- Flight paths must allow for the efficient sequencing and management of aircraft in the broader network by air traffic control, and minimise fuel burn and emissions as much as possible

3. Hobart SID and STAR Review Terms of Reference

Within the operational requirements and constraints at Hobart Airport, Airservices will review the design of the SIDs and STARs for runway 12 and runway 30 in accordance with the following terms of reference:

The Hobart Airport SID and STAR design review will be undertaken with the safety of air navigation as the primary consideration and will include:

- An assessment of the operability of the design implemented on 14 September 2017, also including the planned change to the runway 30 STAR for implementation in March 2018
- Recommendations for any changes that would enhance the safety of the design balanced with minimising the effects of aircraft noise on the community as far as practicable
- Recommendations for any changes that would deliver improved community noise outcomes without impacting on the safety of the airspace design
- The requirements list in Section 2

Any proposed changes to the airspace design must consider:

- Regulatory requirements
- Efficiency of aircraft operation and airport capacity constraints
- Airspace operating constraints including aircraft capability, controlled airspace design, pilot work load, air traffic control system capability, and air traffic control standards and procedures

A report will be prepared detailing the outcomes of the review including:

- Findings and recommendations
- Airline customer feedback
- Outcomes of other stakeholder feedback including community

3.1 Timing

Stage 1: Findings and recommendations no later than August 2018

Stage 2: Consultation and feedback no later than December 2018

Stage 3: Publication of final report no later than March 2019