

## Noise Abatement Procedure (NAP) Adherence Investigation Report

### Hobart Airport NAP 2b – Preferred Flight Paths

December 2025

**NAP 2b** directs that aircraft arriving to Runway 30 (southern runway end) should use the long approach between 2pm and 8am daily local time. This is to provide a period of respite for communities subject to short approach operations and to create more equitable sharing of aircraft movements across both flight paths. From 08:00am to 2pm no special procedures apply.

#### Do the results appear to be typical?

Adherence to this NAP is in the order of 80-90 percent across most months, however, Airservices continues to receive complaints on the occasions that the short approach is used during the NAP period.

While there are valid operational exemptions that do not require application of the NAP, we report all flights that do not apply it as non-adherent.

#### Issue identified

Issue 1: Airservices was made aware of select Virgin Australia flights that were not applying the NAP during the defined period.

Issue 2: Airservices was made aware of select Qantas Group flights that were not applying the NAP during the defined period.

#### Investigation

Issue 1: Airservices contacted Virgin Australia on 26 August 2025 to seek a reason for the use of the short approach during the NAP periods. We were advised that the movement was outside of tower hours, and so the pilot was not under Air Traffic Control (ATC) at the time and that they used the short approach in error.

**Action:** Virgin have added to their internal arrival procedure charting, a Hobart Airport NAP alert. They have also provided supplementary information to their pilots explaining the NAP and companywide communication advising pilots of NAP and procedures to be followed.

Issue 2: Airservices met with Qantas Group on 8 December 2025 to seek a reason for the use of the short approach during the NAP periods.

Qantas identified some flyability issues for particular aircraft in relation to long approach, specifically the descent angle which was causing unstable approaches. As a result, pilots were making an operational decision to use the short approach which did not present this problem.

**Action:** Airservices included an adjustment to the descent angle for aircraft arriving on the long approach in our November 2025 engagement. This change will lower the altitude of aircraft by around 120m (400ft) over the water and will provide a more stable approach, potentially reducing the noise generated by aircraft and increasing the adherence to the NAP.

#### Outcome

This change is anticipated to be implemented in the second half of 2026.