



TASMANIAN AIR ADVENTURES

FACT SHEET

- Tasmanian Air Adventures (TAA) will be a world-class ecotourism business and is commencing regulatory certification from their Hobart waterfront base on 21 November 2011.
- TAA will commence operations with an 8 seater Seaplane to provide visitor access to the Tasmanian wilderness and other popular tourism locations via a selection of day adventures.
- Flights will depart from and return to TAA's Seaport at Kings Pier Marina on Hobart's waterfront.
- TAA will employ leading practices to minimise their environmental footprint and comply with all local, national and international regulatory requirements and aviation laws.
- Seaplanes have operated from Hobart intermittently since the 1920s. Today, seaplanes operate from Australia's most popular tourism destinations, such as Sydney, Melbourne, the Whitsundays, Broome, the Gold Coast, Darwin, Cairns, and Strahan.
- Seaplanes provide a unique opportunity to develop innovative tourism operations within Sullivans Cove (Tasmania's most visited precinct) that are in keeping with the working port and the precinct's heritage.
- Extensive consultation has occurred with all relevant authorities and port users. A *Joint River User Information Sheet* is available on the TAA website for other waterway users interested in technical information on seaplane operations.
- TAA is owned and operated by two highly experienced commercial pilots, Christiaan Durrant and Timothy Robertson. Christiaan has flown Boeing 747 aircraft for Australia's leading carrier Qantas whilst Tim has flown a wide variety of fixed and rotary wing aircraft around the world.

- Christiaan and Tim are also experienced adventurers who share a love of the natural environment and a deep understanding of the sensitivities concerning aviation and the wilderness.
- Seaplanes will take off and land approximately 1 kilometre from shore, virtually eliminating the noise impact when the aircraft is at high power.
- Whilst Sullivans Cove is a working port subject to industrial noise, TAA will self-impose aviation-specific noise abatement procedures.
- Daily operating hours will be 9am to 5pm during Winter and 9am to 7pm in Summer.
- TAA has consulted widely with other Port users in order to have minimal impact on commercial shipping, the fishing industry, ferries, recreational boating clubs, kayakers and rowers, and private vessels. TAA will have no impact on other port users including commercial shipping, the fishing industry, ferries, kayakers and rowers, and private vessels.
- The floating pontoon will be located on the Northern side of Kings Pier Marina, positioned mid-span on the marina's main walkway to eliminate any conflict with other port users. The design of the pontoon will satisfy all aviation security and public safety requirements. And, the pontoon will cater for up to 2 additional vessel berths (max 12m) for events such as the Launceston to Hobart Yacht Race and the Australian Wooden Boats Festival.
- Seaplanes must refuel after every flight, which requires refuelling at the pontoon, though the quantity of fuel is small compared to commercial vessels which refuel at Sullivans Cove. TasPorts have endorsed TAA's sophisticated proposed refuel procedures.
- TAA will operate with a maximum of 7 passengers per flight.
- Seaplanes will move away from Sullivans Cove immediately after starting at minimum power to reduce noise duration to approximately 1 minute on start. On return, aircraft will approach the cove at idle power and shut down immediately on arrival at the dock – reducing arrival noise to approximately 1 minute.
- Daily seaplane movements are not envisaged to exceed 5 movements per day, resulting in a total of approximately 10 minutes of aircraft noise per day.
- Based on TAA's operating distance from the nearest businesses, expert third party analysis estimates noise exposure will not exceed 34decibels (dB) at Muirs or Hunter Street. Normal conversations occur at 60-65 dB.

- The approved Development Application lodged by TAA was informed by and is compliant with:
 - Sullivans Cove Planning Scheme 1997
 - Environmental Management & Pollution Control (Miscellaneous Noise) Regulations 2004
 - Hobart Waterfront Urban Design Framework
 - Noise Assessment of Seaplane Operations
 - Seaplane Pilots Association of Australia Code of Operation
 - Australian Federal Aviation Laws
 - Civil Aviation Safety Authority
 - International Regulations for Prevention of Collisions at Sea
 - TasPorts operating lease
 - TAA Seaplane Operations Risk Management Plan and
 - TAA Seaplane Refuelling Risk Management Plan

- TAA's will commence operations with a DeHavilland DHC-2 Beaver seaplane – the most widely used commercial seaplane in the world. The aircraft has a range of over 700km and is capable of speeds of up to 300km/hr.

- Seaplanes have no impact on air quality, water quality, wildlife, fisheries, or hydrology. A seaplane's propeller is entirely above the water and thus does not disturb sediments or marine life, nor does it contribute to marine pollution.

- Seaplanes generate no more than a 2 to 3 inch wake and are not a factor in shoreline erosion.

- Seaplanes do not spread non-native species and do not discharge oily bilge water, sewage, or fuel into the water. Unlike boats, the exhaust from a seaplane's engine is discharged into the air well above the water's surface where it can dissipate without impacting water quality.

- Aviation fuel does not contain MTBE, a toxic additive found in automotive and marine fuels.

- Due to an aircraft's ability to fly directly to wilderness destinations, greater fuel economy can be achieved than in average family cars, thereby reducing overall carbon emissions.

- Seaplanes operate amongst other water traffic on busy waterways worldwide, including Vancouver, Seattle, Sydney, Melbourne, Lake Como, Maldives, Hawaii, Alaska, and the Great Barrier Reef.

- Bookings and information: www.tasmanianairadventures.com.au

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