

# **Hobart, Cambridge and Launceston Airports**

## **Aircraft Noise Information Report**

Quarter 2 2014 (April to June)

# Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	September 2014

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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy can not be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.

# Hobart, Cambridge and Launceston Airports - Aircraft Noise Information Report

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# 1. Purpose

This report summarises data for Quarter 2 of 2014 (April to June) from Airservices Operational Data Warehouse and Noise Complaints and Information Service for the Hobart, Cambridge and Launceston area (Hobart, Cambridge and Launceston Airports).

## 1.1 Hobart and Cambridge Airports

Hobart and Cambridge Airports are located approximately 17km east from Hobart CBD (see Figure 1). During Quarter 2 of 2014 (April to June) there were around 5300 aircraft movements at Hobart Airport and 3500 aircraft movements at Cambridge Airport.

## 1.2 Launceston Airport

Launceston Airport is located approximately 15km south of Launceston CBD (see Figure 2). During Quarter 2 of 2014 (April to June) there were around 5000 aircraft movements at Launceston Airport.



Figure 1: Location and runway orientation of Hobart and Cambridge Airports

Figure 1 shows runway configuration at Hobart and Cambridge Airports. The runway at Hobart Airport, 12/30, is approximately 2.2km long, orientated northwest to southeast. For Cambridge Airport there are 3 runways, 14/32 is approximately 150m long, 13/31 is approximately 123m long and 09/27 is approximately 91m long.



Information about runway selection is available on the Airservices website at [www.airservicesaustralia.com/aircraftnoise/factsheets/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/).



**Figure 2: Location of Launceston Airport and runway orientation is shown in the insert**

Figure 2 shows runway configuration at Launceston Airport. The airport has a single sealed runway, 14R/32L approximately 2.0km long, orientated north-northwest to south-southeast. There are also two unsealed runways, 14L/32R is approximately 700m long and 18/36 is approximately 690m long.

Information about runway selection is available on the Airservices website at [www.airservicesaustralia.com/aircraftnoise/factsheets/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/).

## 2. Airport Statistics

### 2.1 Hobart Airport

Figure 3 shows aircraft movements at Hobart Airport for the 12-month period to the end of Quarter 2 of 2014 (and three - year average per month from 2011 - 2014).

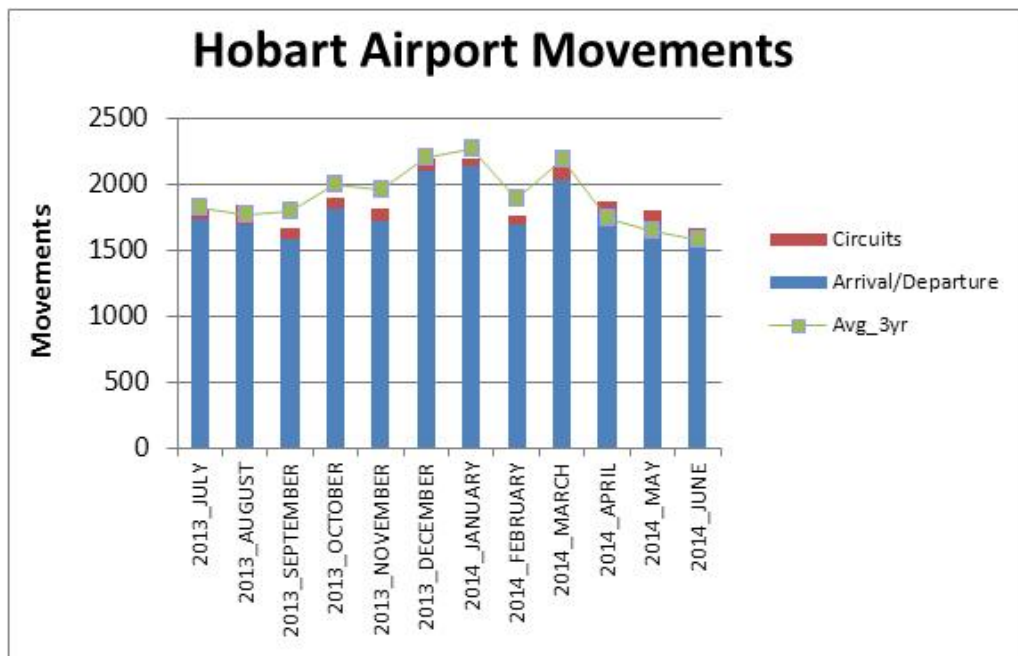


Figure 3: Aircraft movements at Hobart Airport from July 2013 to June 2014

Key points that relate to the data in Figure 3 are:

- A decrease in movements for Quarter 2 of 2014, compared to the summer months which is the peak tourist period in Tasmania.
- Circuit movements are less than 5% of the arrival/departure numbers.
- Heavy jets (greater than 136 tonnes) do not operate at Hobart Airport.

A sample of jet tracks for Hobart Airport is shown below in Figure 4.

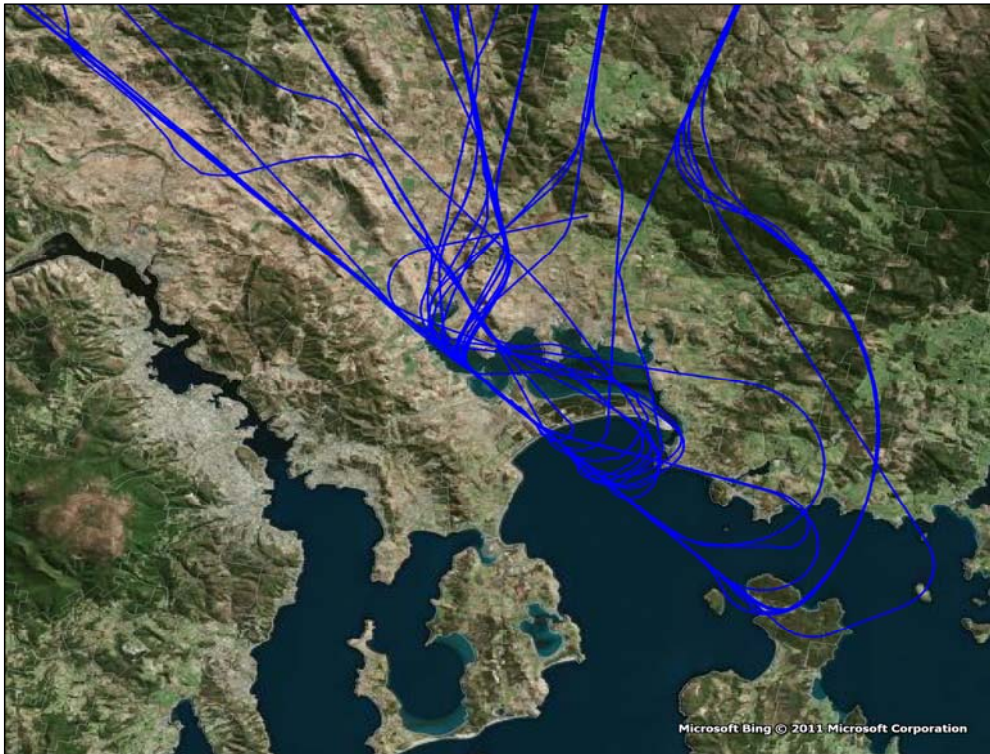


Figure 4: Example of jet operations at Hobart Airport

## 2.2 Cambridge Airport

Figure 5 shows aircraft movements at Cambridge Airport for the 12-month period to the end of Quarter 2 of 2014 (and three - year average per month from 2011 - 2014).

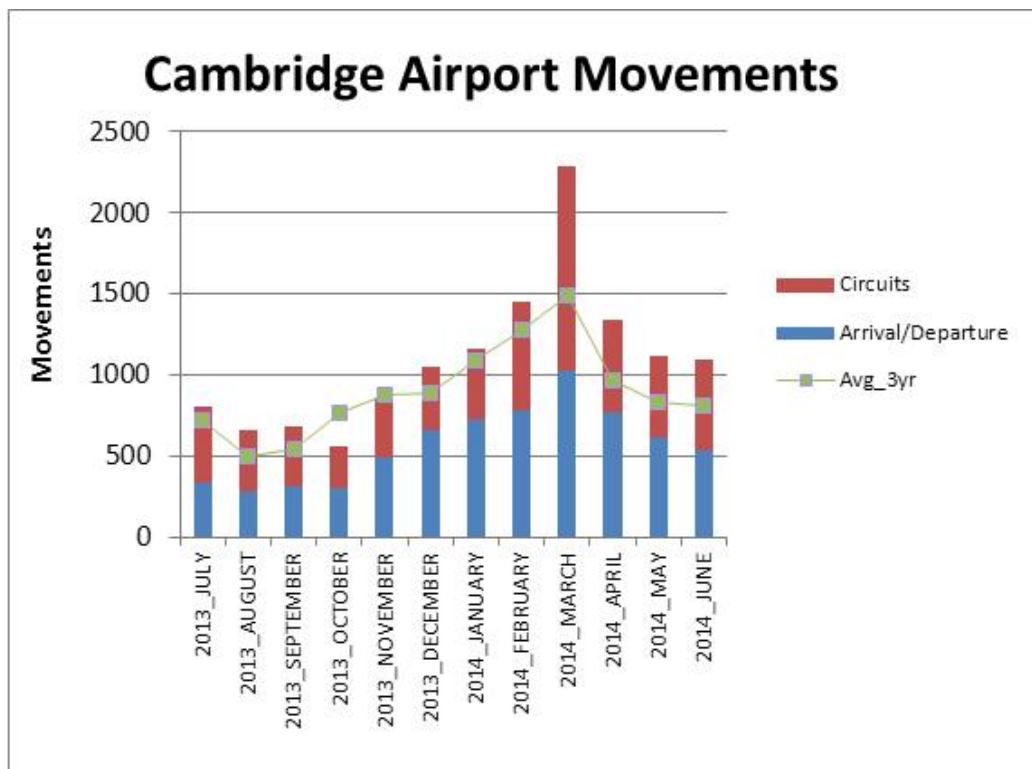


Figure 5: Aircraft movements at Cambridge Airport from July 2013 to June 2014

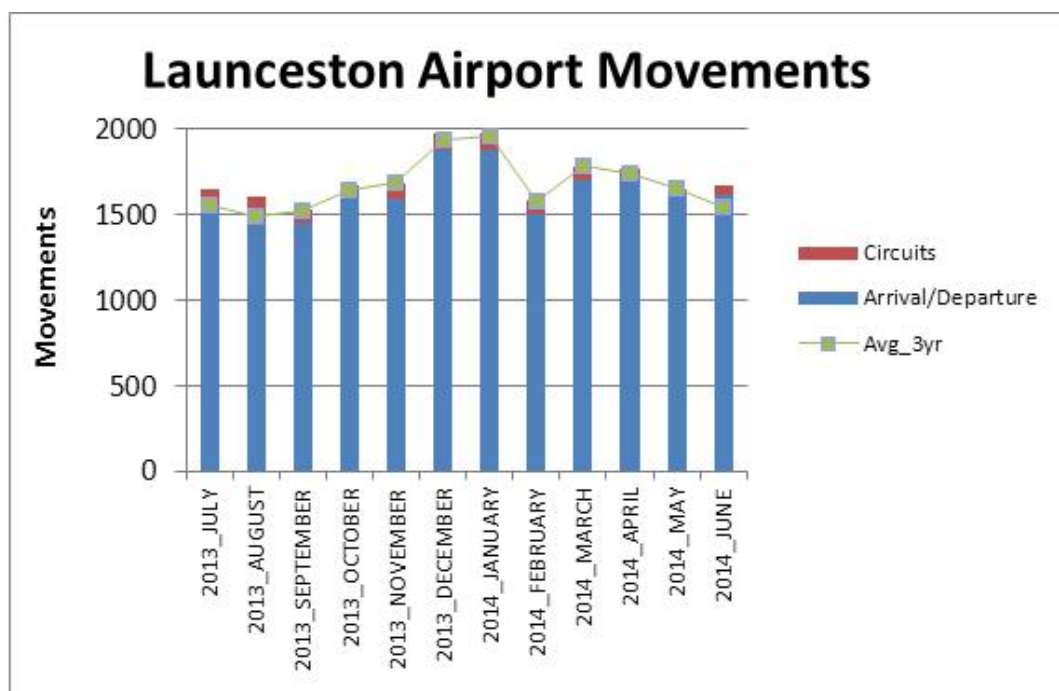


Key points that relate to the data in Figure 5 are:

- There was a gradual decrease in movements throughout the quarter, after a spike in movements in March due to a local training organisation undertaking flying activities, which were predominantly circuits.
- Very few regular passenger transport (RPT) aircraft operate at Cambridge Airport. The vast majority of operations at Cambridge Airport are smaller aircraft (less than 7 tonnes).
- Movements at Cambridge for Quarter 2 of 2014 are around 18% above the 3 year average.

## 2.3 Launceston Airport

Figure 6 shows aircraft movements at Launceston Airport for the 12-month period to the end of Quarter 2 of 2014 (and three - year average per month from 2011 - 2014).



**Figure 6: Aircraft movements at Launceston Airport from July 2013 to June 2014**

Key points that relate to the data in Figure 6 are:

- As at Hobart Airport, there was a slight decrease in movements at Launceston Airport in Quarter 2 of 2014, as summer is the peak tourist period in Tasmania.
- Launceston Airport is not a major training airport and circuits account for less than 3% of the arrival/departure numbers.
- Heavy jets (greater than 136 tonnes) do not operate from Launceston Airport, however approximately half of the operations involve medium sized (7-136 tonnes) jet/turbo propeller aircraft.



### 3. Complaints data

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors. Each complaint, enquiry or request for information is referred to as a contact and each person who makes contact with the NCIS is referred to as a complainant. For this report, only complainants making complaints have been included.

#### 3.1 NCIS Complainants by suburb

The NCIS received contact from 9 complainants related to Hobart and Launceston Airport during Quarter 2 of 2014.

There were no complaints received for Cambridge Airport operations during Quarter 2 of 2014.

Complainant density maps are used to show the number of complainants from each suburb, with suburbs coloured according to how many complainants had contacted the NCIS. The data does not include complainants who contacted other organisations (e.g. airports).

Table 1 to Table 3 provide a breakdown of suburbs for Quarter 2 of 2014 with five or more complainants.

Figure 7 shows client density for Launceston Airport for Quarter 2 of 2014.

*The following data is derived from a dynamic database and is correct as at 17 July 2014 and may change without notification.*

**Table 1: Five or greater recorded Hobart Airport complainants by suburb for the last four Quarters**

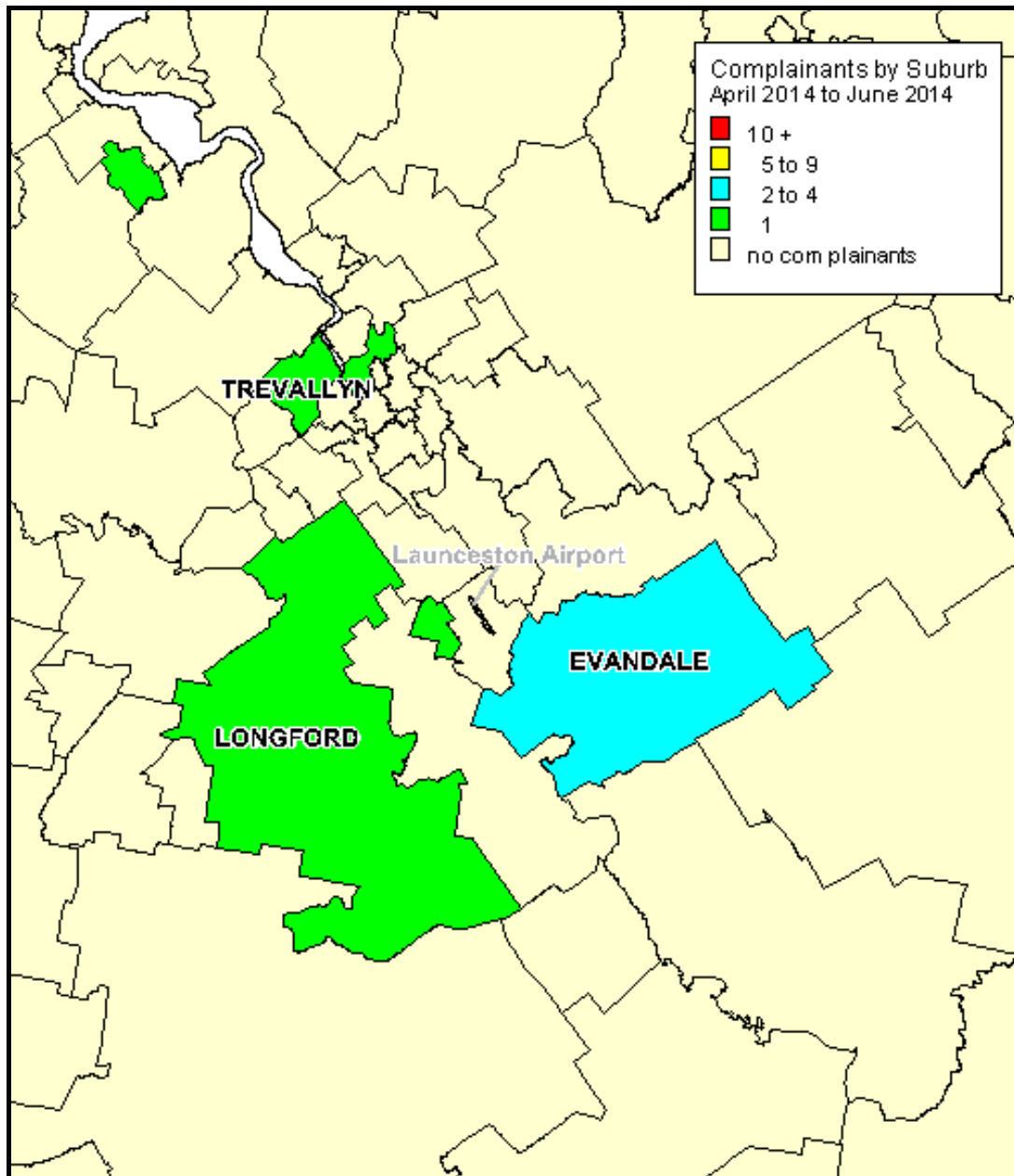
Hobart Airport				
Suburb	Quarter 3 2013	Quarter 4 2013	Quarter 1 2014	Quarter 2 2014
-	-	-	-	-
All Other Suburbs	0	1	1	1
Total Complainants	0	1	1	1

**Table 2: 5 or greater recorded Cambridge Airport complainants by suburb, for the last 4 Quarters**

Cambridge Airport				
Suburb	Quarter 3 2013	Quarter 4 2013	Quarter 1 2014	Quarter 2 2014
-	-	-	-	-
All Other Suburbs	0	0	0	0
Total Complainants	0	0	0	0

**Table 3: 5 or greater recorded Launceston Airport complainants by suburb for the last four Quarters**

Launceston Airport				
Suburb	Quarter 3 2013	Quarter 4 2013	Quarter 1 2014	Quarter 2 2014
-	-	-	-	-
All Other Suburbs	3	0	2	8
Total Clients	3	0	2	8



**Figure 7: Launceston Airport complainant density by suburb for the period April 2014 to June 2014**

## 4. Airservices update

### 4.1 Community Aviation Consultation Group

Airservices attends Community Aviation Consultation Group (CACG) meetings at Hobart Airport and Launceston Airport to provide information to the community and assist in discussions on aviation matters. Appendix 1 provides a summary of issues raised by Airservices at CACG meetings since February 2013.

### 4.2 Noise improvements

Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous air traffic control requirements. This means that it may not be possible to implement some proposals.

Airservices will only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We would also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

## 5. Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to [WebTrak](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/) (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/)
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney)
- fax (02) 9556 6641
- write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Airservices welcomes comments about this report. Please contact us via e-mail at [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com) if you would like to provide feedback.

## **Appendix 1 Airservices update**

### **Hobart Airport Community Aviation Consultation Group**

29 August 2014

Airservices reported on complainants that made contact with the NCIS for Q2 2014.

Airservices provided an update on increased flying activity, predominantly circuit training at Cambridge Airport, due to a local training organisation contract and how this is likely to continue for the duration of the contract.

23 May 2014

Airservices reported on highlights of the Noise Information Report for Q1 2014.

Airservices advised that that quarterly Aircraft Noise Information Reports had been updated and improvements have also been made to the noise section of Airservices website.

12 July 2013

Airservices outlined its role in the airport Master Plan process.

### **Launceston Airport Community Aviation Consultation Group**

29 May 2014

Airservices provided a presentation on Aviation Rescue and Fire Fighting operations.

Airservices advised that that quarterly Aircraft Noise Information Reports had been updated and improvements have also been made to the noise section of Airservices website.

Airservices also advised of some preliminary work underway looking at an additional departure track from RWY14 for Sydney bound flights.

1 November 2013

Airservices provided an update about its new noise management commitment Document, the new aviation industry noise website and the Melbourne ground delay program.

5 February 2013

Airservices outlined its new format Aircraft Noise Information Report for Tasmania and sought feedback from the CACG.