

Hobart, Cambridge and Launceston Airports

Aircraft Noise Information Report

Quarter 4 2014 (October to December)

Version Control

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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 cannot 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

Contents

1. Purpose	4
1.1 Hobart and Cambridge Airports	4
1.2 Launceston Airport	6
2. Airport Statistics	7
2.1 Hobart Airport	7
2.2 Cambridge Airport	8
2.3 Launceston Airport	9
3. Complaints data	10
3.1 NCIS Complainants by suburb	10
4. Airservices update	12
4.1 Community Aviation Consultation Group	12
4.2 Noise improvements	12
5. Contact us	12
Appendix 1 Airservices update	13

1. Purpose

This report summarises data for Quarter 4 of 2014 (October to December) 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 4 of 2014 (October to December) there were around 7000 aircraft movements at Hobart Airport and 2250 aircraft movements at Cambridge Airport. The movements above are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.



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/.

A sample of jet tracks for Hobart Airport is shown below in Figure 2.

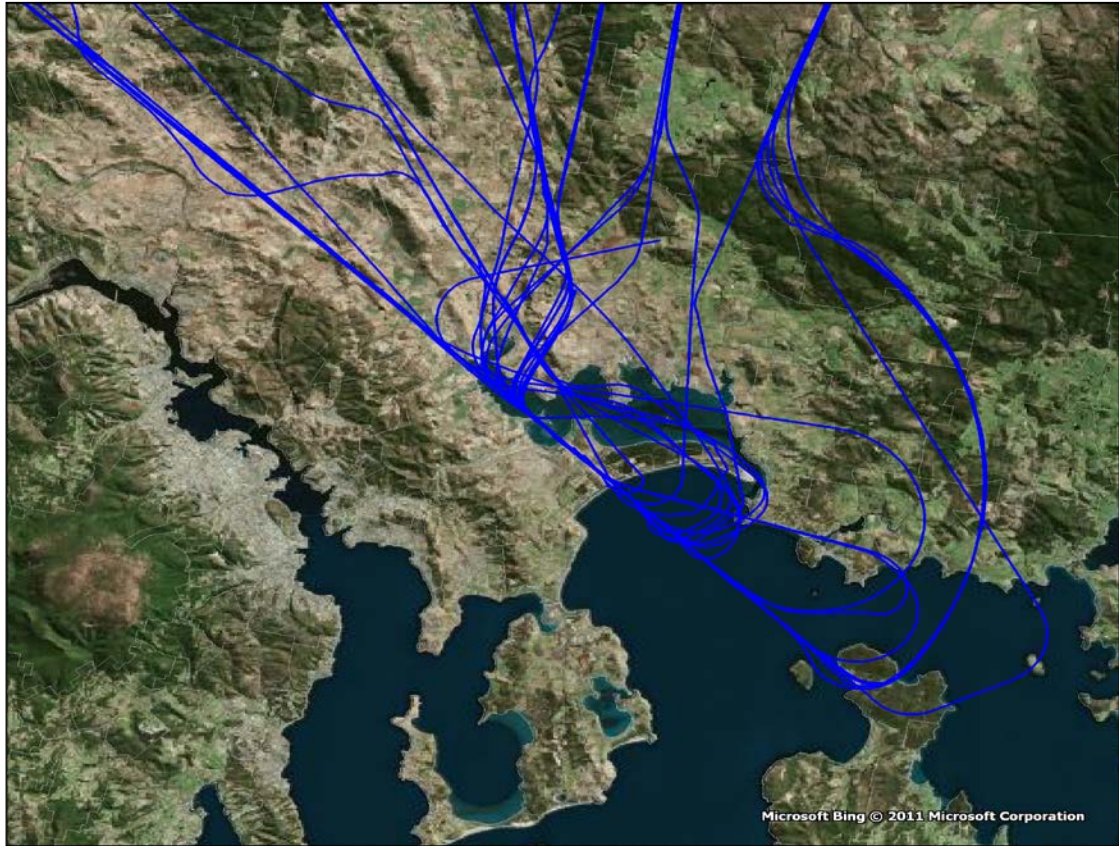


Figure 2: Example of jet operations at Hobart Airport

1.2 Launceston Airport

Launceston Airport is located approximately 15km south of Launceston CBD (see Figure 2). During Quarter 4 of 2014 (October to December) there were around 5300 aircraft movements at Launceston Airport. As above in Section 1.1, the movements are based on arrival/departures at the airport and have excluded circuits.



Figure 3: Location of Launceston Airport and runway orientation is shown in the insert

Figure 3 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/.

2. Airport Statistics

2.1 Hobart Airport

Figure 4 shows aircraft movements at Hobart Airport for the 12-month period to the end of Quarter 4 of 2014 (and three - year average per month from 2012 - 2014).

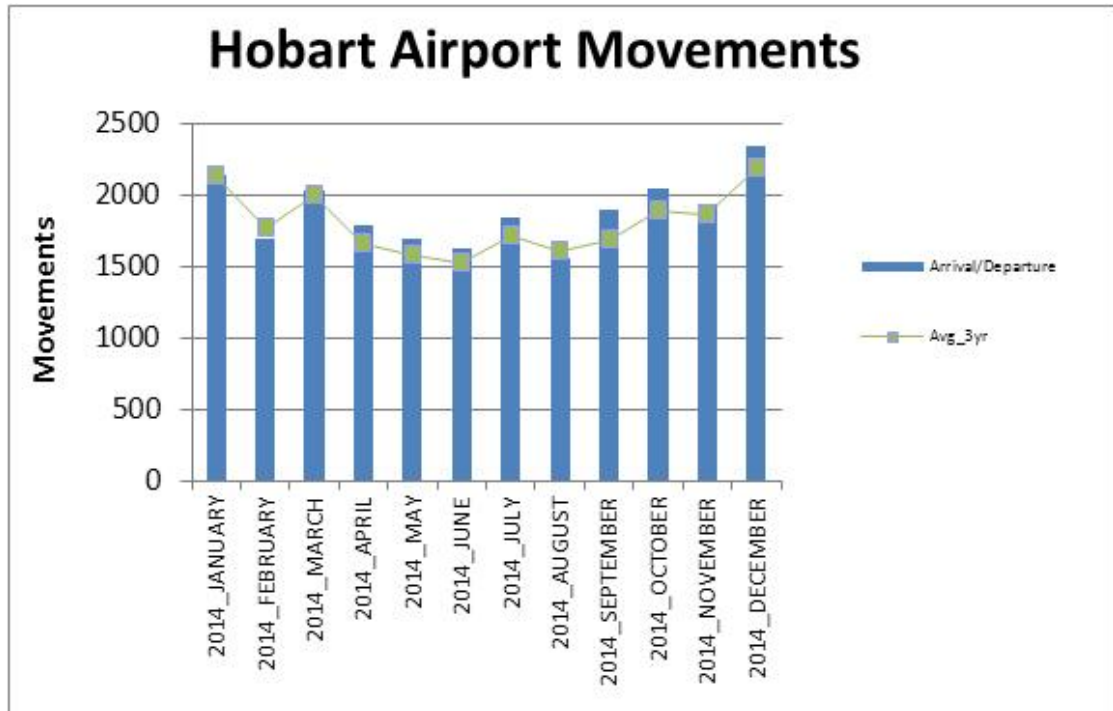


Figure 4: Aircraft movements at Hobart Airport from January to December 2014 (and three - year average per month from 2012 – 2014)

Key points that relate to the data in **Figure 4** are:

- There was a slight increase in movements for October and December in Quarter 4 of 2014. The summer months are the peak tourist period in Tasmania.
- For most of 2014, Hobart Airport movements were above the three-year average.
- Heavy jets (greater than 136 tonnes) do not operate 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 4 of 2014 (and three - year average per month from 2012 - 2014).

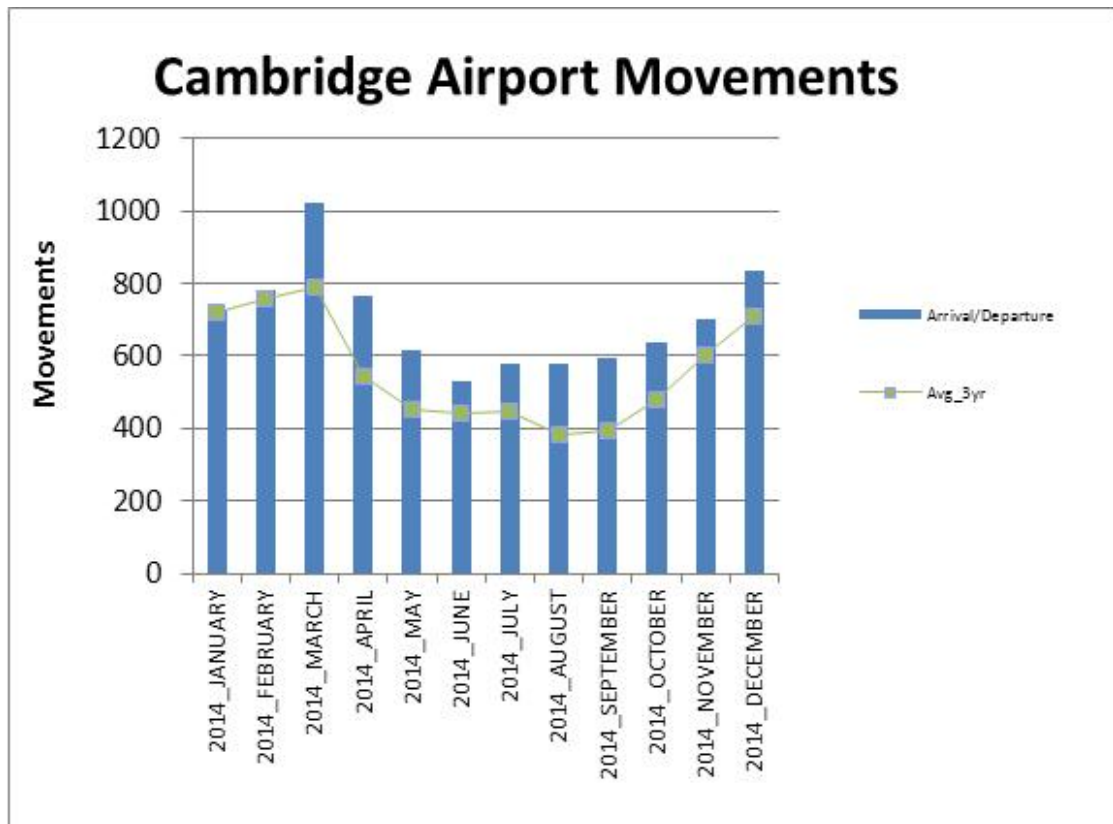


Figure 5: Aircraft movements at Cambridge Airport from January to December 2014 (and three - year average per month from 2012 - 2014).

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

- There was an increase in movements throughout the quarter, with a notable spike in circuits during the months of October to December.
- 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 4 of 2014 are around 15% 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 4 of 2014 (and three - year average per month from 2012 - 2014).

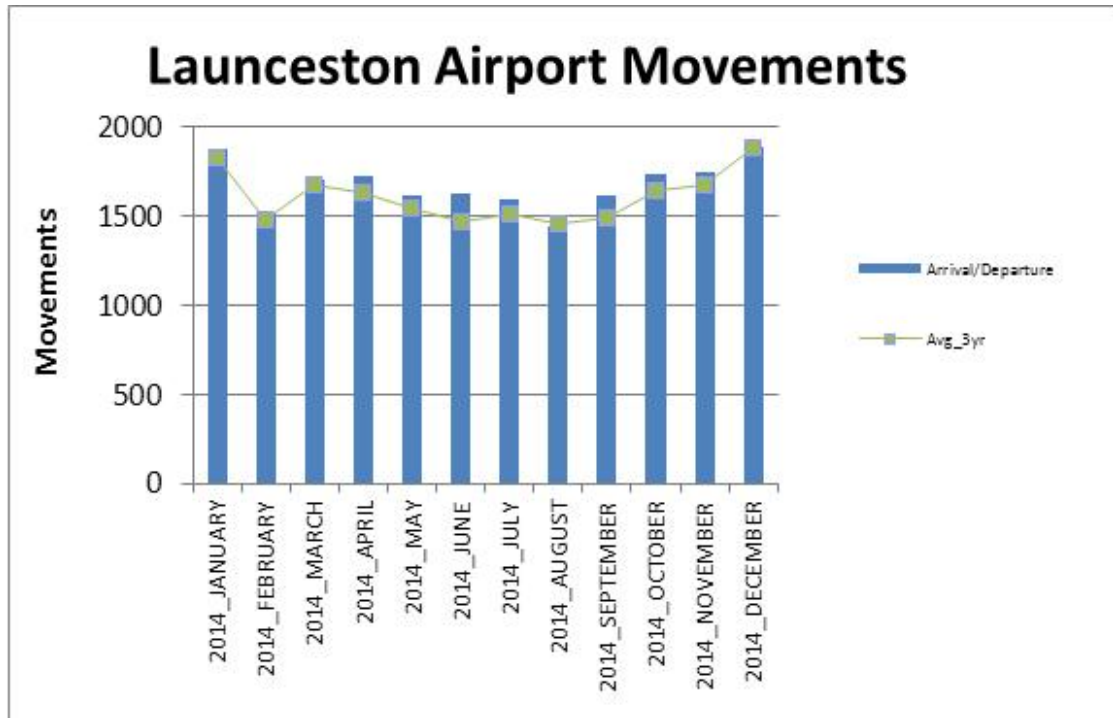


Figure 6: Aircraft movements at Launceston Airport from January to December 2014 (and three - year average per month from 2012 - 2014).

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

- Movements were reasonably steady at Launceston Airport in Quarter 4 of 2014, and in line with the 3 year average.
- 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 six complainants related to Hobart and Launceston Airport during Quarter 4 of 2014.

There were no complaints received for Cambridge Airport operations during Quarter 4 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 4 of 2014 with five or more complainants.

Figure 7 shows client density for Launceston Airport for Quarter 4 of 2014.

The following data is derived from a dynamic database and is correct as at 7th January 2015 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 1 2014	Quarter 2 2014	Quarter 3 2014	Quarter 4 2014
-	-	-	-	-
All Other Complainants	1	1	2	4
Total Complainants	1	1	2	4

- Complainants were primarily concerned about Helicopter operations.

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

Cambridge Airport				
Suburb	Quarter 1 2014	Quarter 2 2014	Quarter 3 2014	Quarter 4 2014
-	-	-	-	-
All Other Complainants	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 1 2014	Quarter 2 2014	Quarter 3 2014	Quarter 4 2014
-	-	-	-	-
All Other Complainants	2	8	5	2
Total Clients	2	8	5	2

- Complainants were primarily concerned with night time operations.

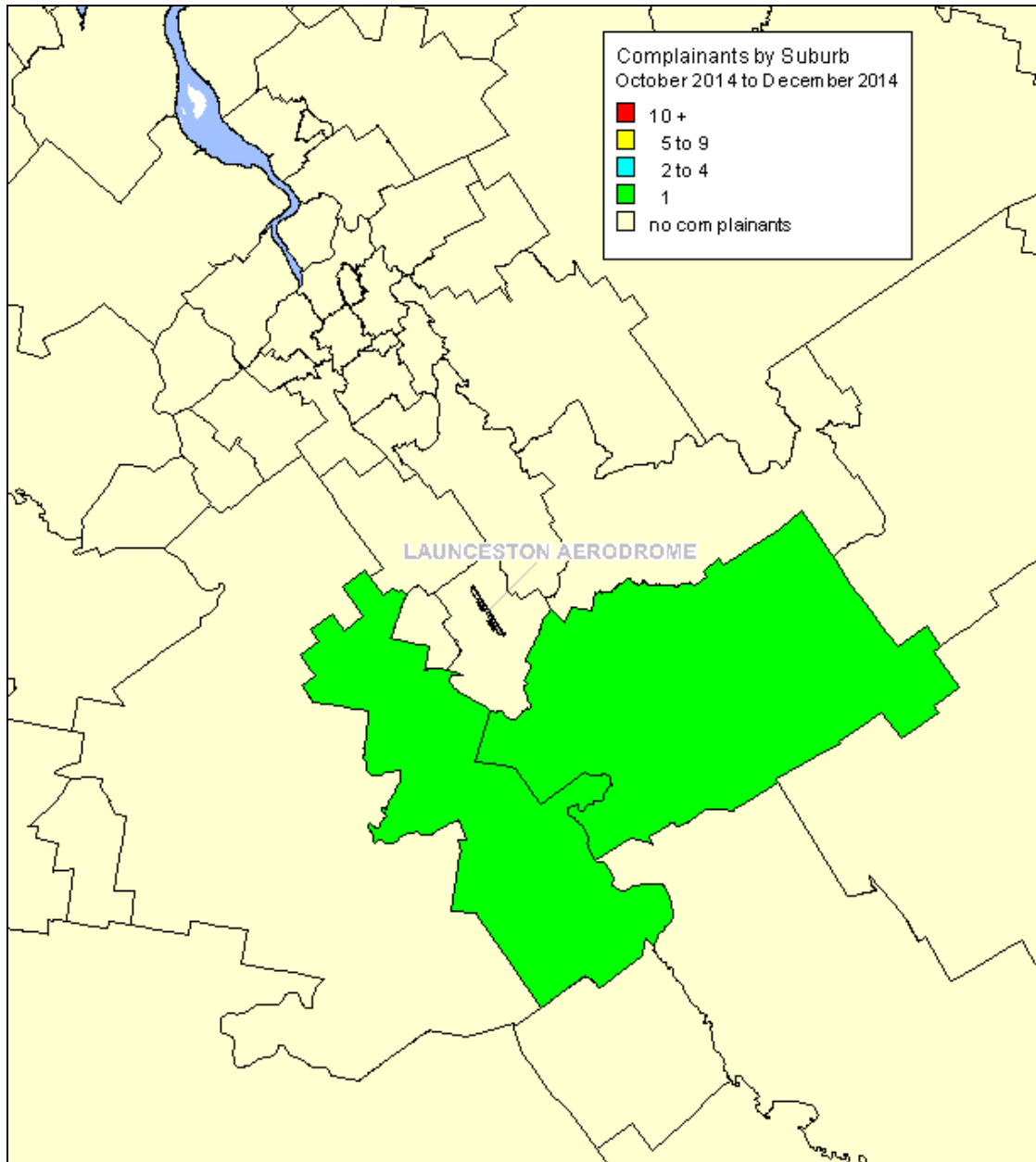


Figure 7: Launceston Airport complainant density by suburb for the period October 2014 to December 2014

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 if you would like to provide feedback.

Appendix 1 Airservices update

Hobart Airport Community Aviation Consultation Group

21 November 2014

Airservices informed the meeting that a new aviation terms definition document has been published on the industry noise website, which might be of interest to community members.

Members were also made aware of the Airservices Environment Strategy (2014-2019) which is available on the Airservices website.

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.

Launceston Airport Community Aviation Consultation Group

11 November 2014

Airservices advised of the progress of work underway looking at an additional departure track from RWY14, namely that CASA will validate the flight path in April 2015, and that any environmental impact of the additional track will be assessed.

Airservices advised the meeting of the Common Aviation Terms section that is now available on the Aircraft Noise website, and encouraged all members to make themselves familiar with the contents of this page.

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 'Airservices commitment to aircraft noise management' document, the new aviation industry noise website and the Melbourne ground delay program.