

Hobart, Cambridge and Launceston Airports

Aircraft Noise Information Report

Quarter 1 2015 (January to March)

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

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1. Purpose

This report summarises data for Quarter 1 of 2015 (January to March) 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 1 of 2015 (January to March) there were around 6150 aircraft movements at Hobart Airport and 2550 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.

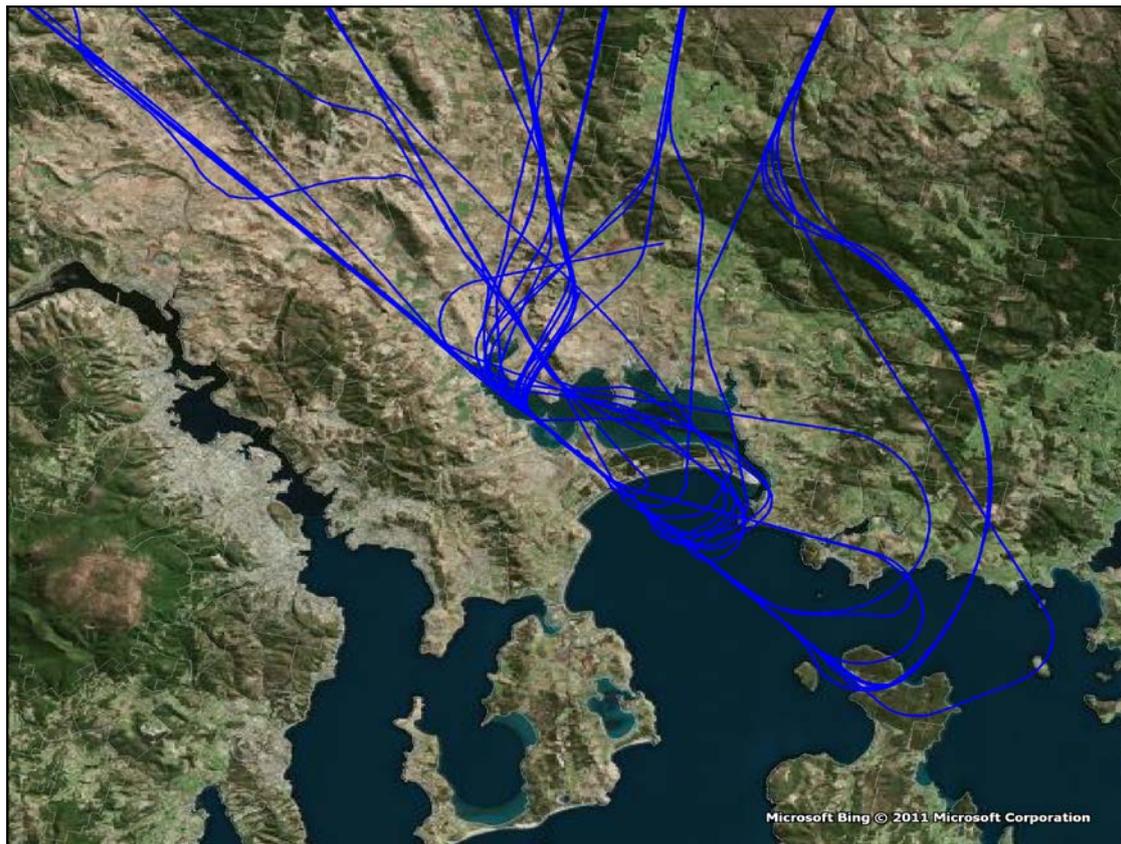


Figure 2: Example of jet operations at Hobart Airport

1.2 Launceston Airport

Launceston Airport is located approximately 15km south of Launceston CBD (see Figure 3). During Quarter 1 of 2015 (January to March) there were around 5200 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.

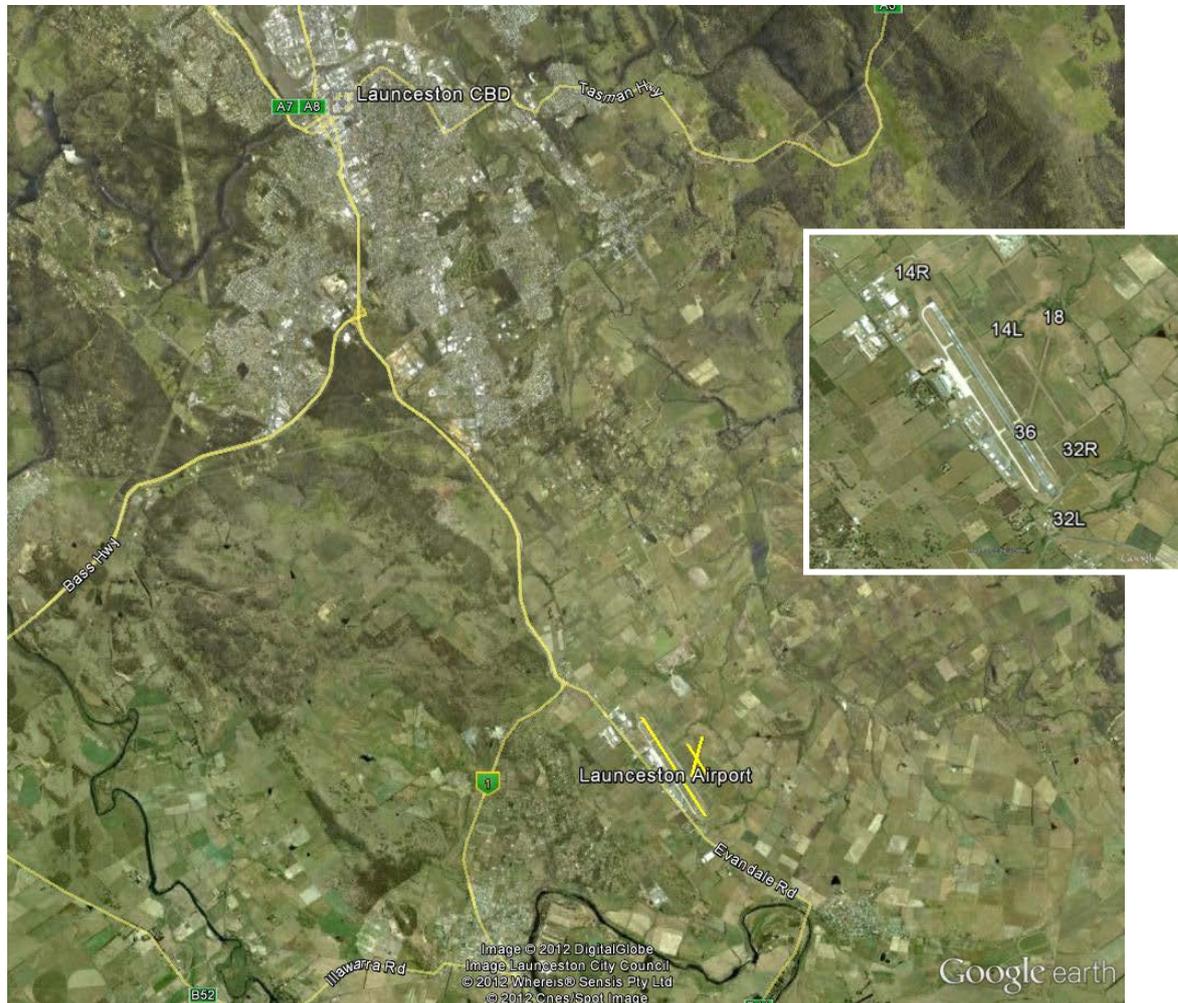


Figure 3: Location of Launceston Airport and runway orientation is shown in the insert

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 1 of 2015 (and three-year average per month from April 2011 to Mar 2014).

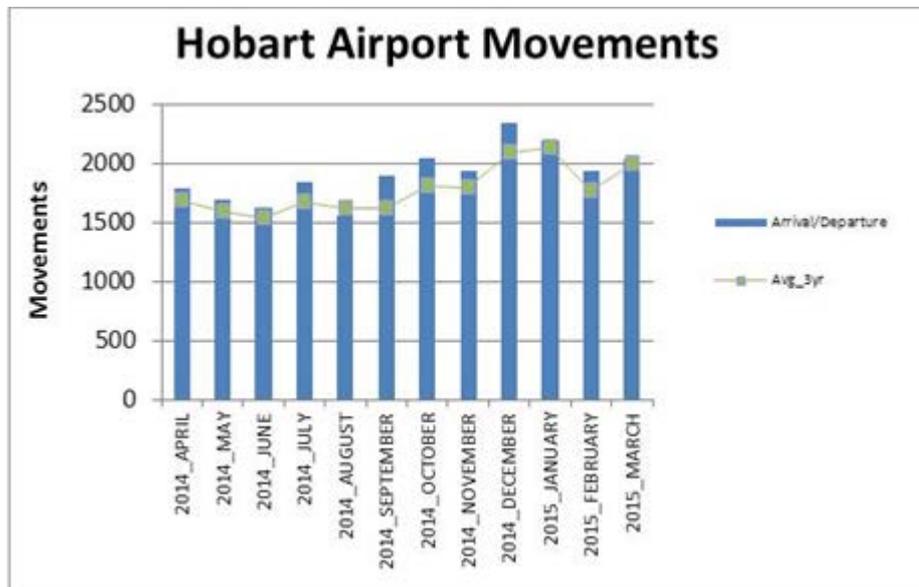


Figure 4: Aircraft movements at Hobart Airport for the 12-month period to the end of Quarter 1 of 2015 (and three-year average per month from April 2011 to Mar 2014)

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

- The summer months are the peak tourist period in Tasmania.
- Movements for February were slightly above the three-year average. January and March movements were in line with 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 1 of 2015 (and three-year average per month from April 2011 to Mar 2014).

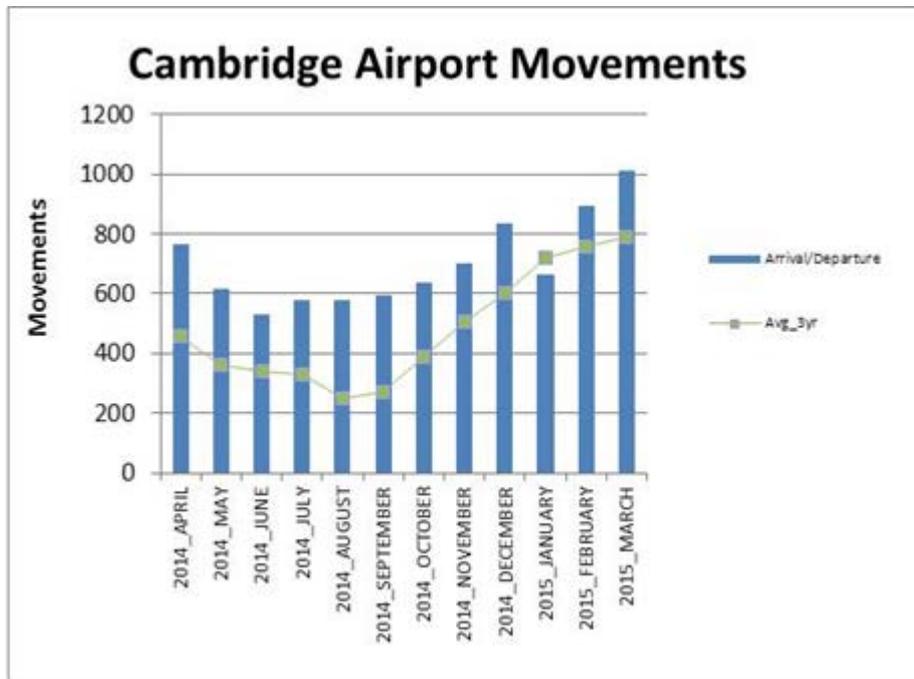


Figure 5: Aircraft movements at Cambridge Airport for the 12-month period to the end of Quarter 1 of 2015 (and three-year average per month from April 2011 to Mar 2014)

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 movements during March.
- 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).

2.3 Launceston Airport

Figure 6 shows aircraft movements at Launceston Airport for the 12-month period to the end of Quarter 1 of 2015 (and three-year average per month from April 2011 to Mar 2014).

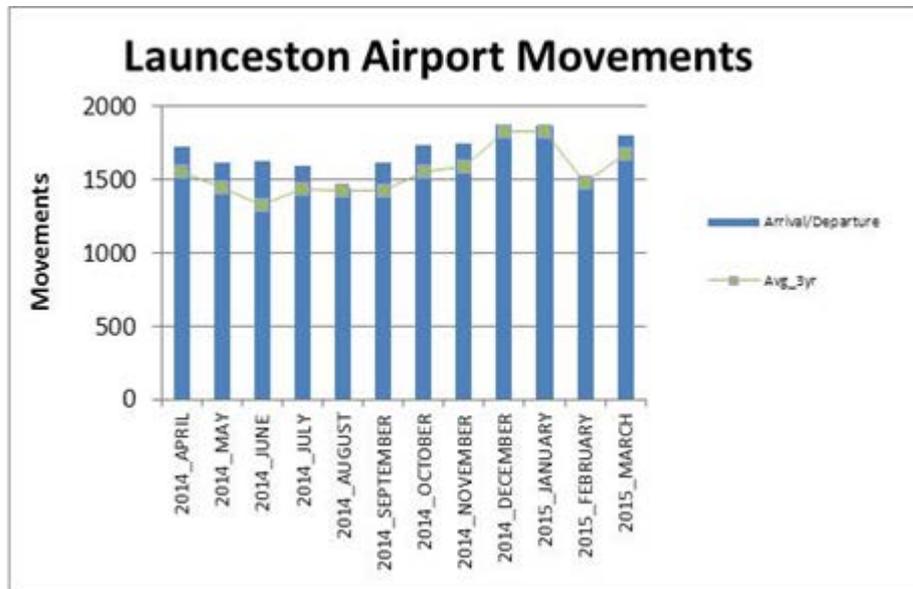


Figure 6: Aircraft movements at Launceston Airport for the 12-month period to the end of Quarter 1 of 2015 (and three-year average per month from April 2011 to Mar 2014)

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

- Movements at Launceston Airport in Quarter 1 of 2015 were predominantly in line with the 3 year average, with a slight spike in March.
- 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 3 complainants related to Hobart Airport during Quarter 1 of 2015.

There were no complaints received for Cambridge or Launceston Airport operations during Quarter 1 of 2015.

Table 1 to Table 3 provide a breakdown of suburbs for Quarter 1 of 2015 with five or more complainants. As no suburb had 5 or more complainants no individual suburb has been identified in the tables.

The following data is derived from a dynamic database and is correct as at 13th April 2015 and may change without notification.

Table 1: Five or greater recorded Hobart Airport complainants by suburb for the last 4 Quarters

Hobart Airport				
Suburb	Quarter 2 2014	Quarter 3 2014	Quarter 4 2014	Quarter 1 2015
-	-	-	-	-
All Other Complainants	1	2	4	3
Total Complainants	1	2	4	3

- 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 2 2014	Quarter 3 2014	Quarter 4 2014	Quarter 1 2015
-	-	-	-	-
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 4 Quarters

Launceston Airport				
Suburb	Quarter 2 2014	Quarter 3 2014	Quarter 4 2014	Quarter 1 2015
-	-	-	-	-
All Other Complainants	8	5	2	0
Total Clients	8	5	2	0

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.

4.3 Key Issues and initiatives identified and/or investigated by Airservices

Launceston

Key issues for this airport include:

- 3am cargo flight
- Arrivals from the north flying in over the city

Initiatives identified and/or investigated by ASA include:

- Drafting of Noise Abatement Procedures (NAPs) for night time operations in progress to alleviate noise from aircraft arriving between 10pm and 6am on Runway 32.
- NAP revision to encourage use of Runway 32 in fine weather (instead of Runway 14).
- Investigating procedures design change to departure track on Runway 14 so that aircraft will fly at a higher altitude over the city to decrease the noise levels.

5. Contact us

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

- go to WebTrak (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our online form (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/)
- e-mail ncis@airservicesaustralia.com
- 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

27 February 2015

Airservices provided an update on the ANIR for Quarter 4 2014. Five complaints were made; one enquiry was made. All were in relation to helicopters.

Airservices made particular mention of a complaint made to the Noise Ombudsman's office, regarding a Helicopter over Bellerive Oval. The Helicopter was being used for promoting the Cricket World Cup and was a one off event.

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.

11 March 2015

Airservices advised of the progress made in regards to the 3am flight over Launceston, advising that as well as speaking to the former operator, contact will be made with the new operator and adjustments will be made to the noise abatement procedures to lessen the impact of night time and early morning flights on Launceston residents.

Airservices advised of the progress of work underway looking at an additional departure track from RWY14, namely that Airservices will validate the flight path in April 2015, and that the process had been monitored to ensure that Evandale was not over flown as a result of the changes. Airservices distributed a diagram of the new procedure, explaining the benefits to the meeting.

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.