

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 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 1 of 2014 (January to March) from Airservices' Operational Data Warehouse (ODW) and Noise Complaints and Information Service (NCIS) 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 2014 (January to March) there were around 6000 aircraft movements at Hobart Airport and 4900 aircraft movements at Cambridge Airport.

1.2 Launceston Airport

Launceston Airport is located approximately 15km south of Launceston CBD (see Figure 2). During Quarter 1 of 2014 (January to March) there were around 5300 aircraft movements at Launceston Airport.



Figure 1: Location of Hobart and Cambridge Airports. Runway orientation for both airports are shown in the inserts.

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/.



Figure 2: Location of Launceston Airport. Runway orientation for airport 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/.

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 1 of 2014 (and 3 year average per month from 2011 - 2013).

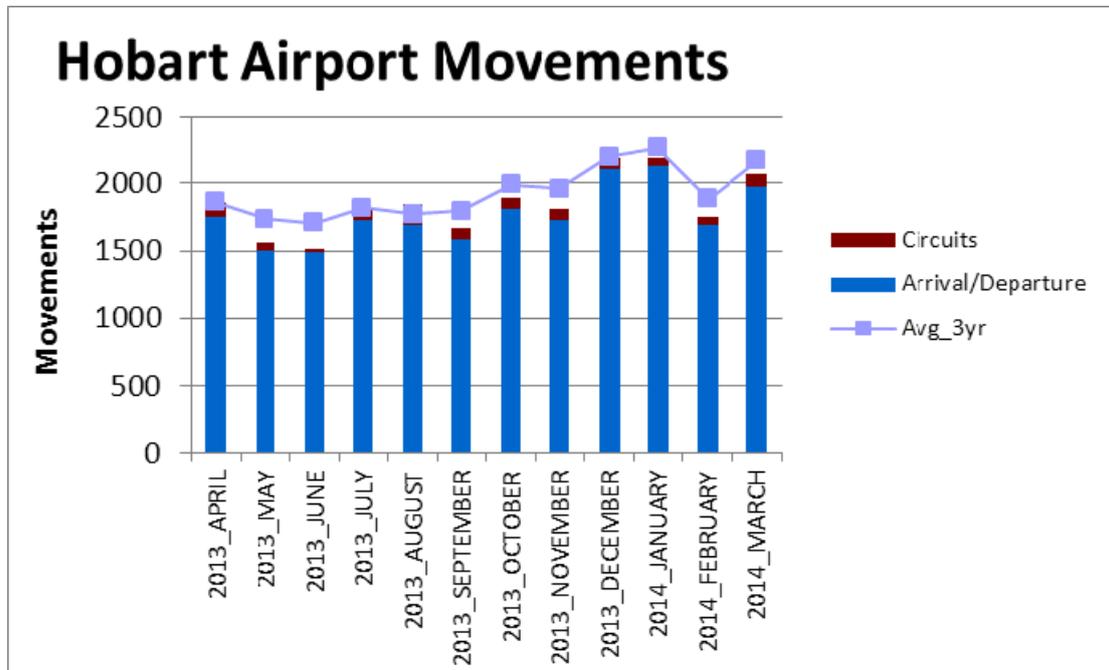


Figure 3: Aircraft movements at Hobart Airport from April 2013 to March 2014

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

- The upturn in movements for Q1 2014 continued, due to the summer months being the peak tourist period in Tasmania.
- Circuit movements are approximately 5% of the arrival/departure numbers.
- Heavy jets (>136 tonnes) do not operate at Hobart Airport.

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

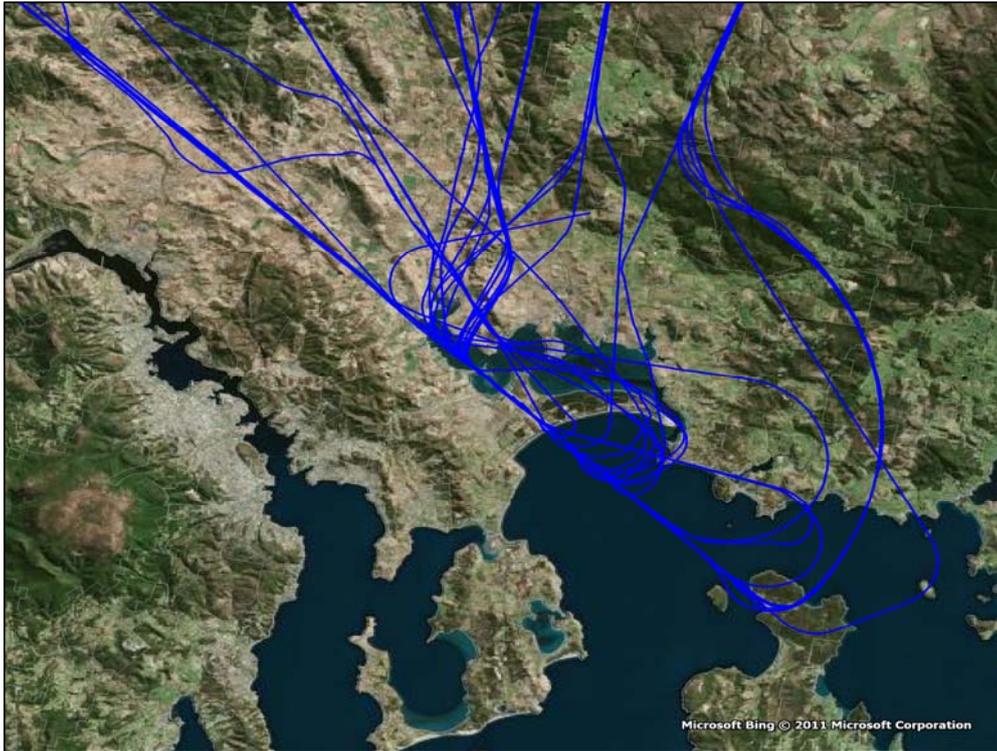


Figure 4: Example of Jet operations at Hobart Airport.

2.2 Cambridge Airport

Figure 5 shows aircraft movements at Cambridge Airport for the 12-month period to the end of Quarter 1 of 2014 (and 3 year average per month from 2011 - 2013).

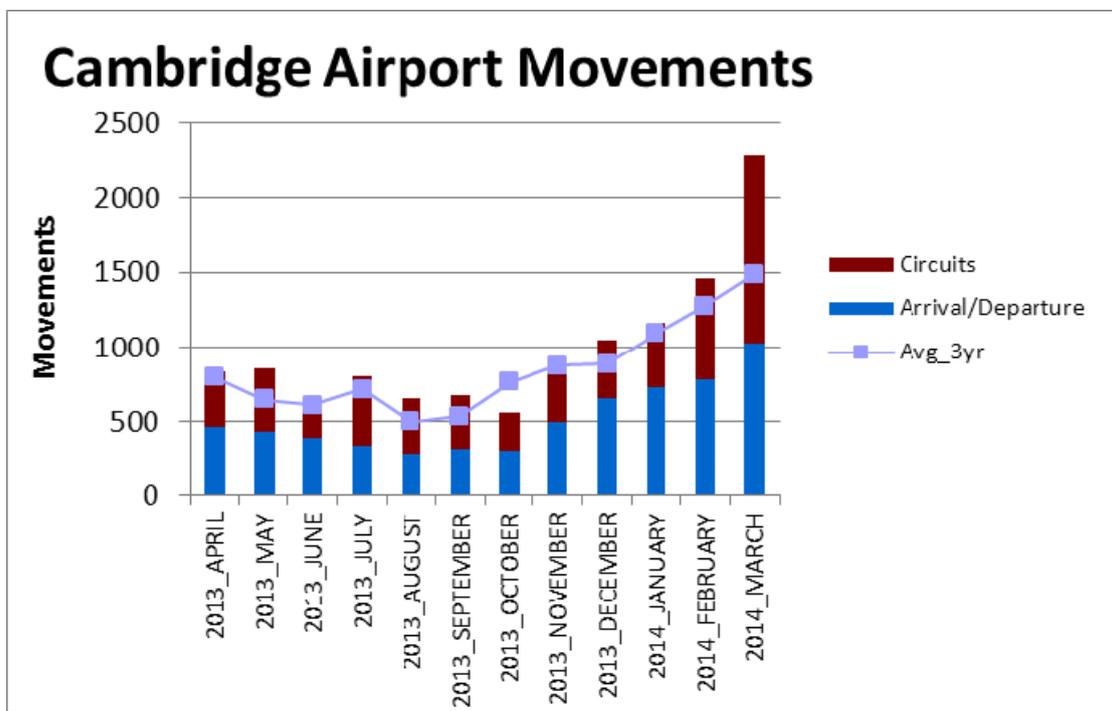


Figure 5: Aircraft movements at Cambridge Airport from April 2013 to March 2014

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

- There was a significant increase in movements and consequently circuits in March due to a local training organisation undertaking flying activities. This is expected to continue until the completion of this training.
- Movements at Cambridge Airport peak in the summer months, due to Cambridge Airport being mainly a recreational flying aerodrome, and leisure flyers tend to fly more when weather is good.
- 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 2014 (and 3 year average per month from 2011 - 2013).

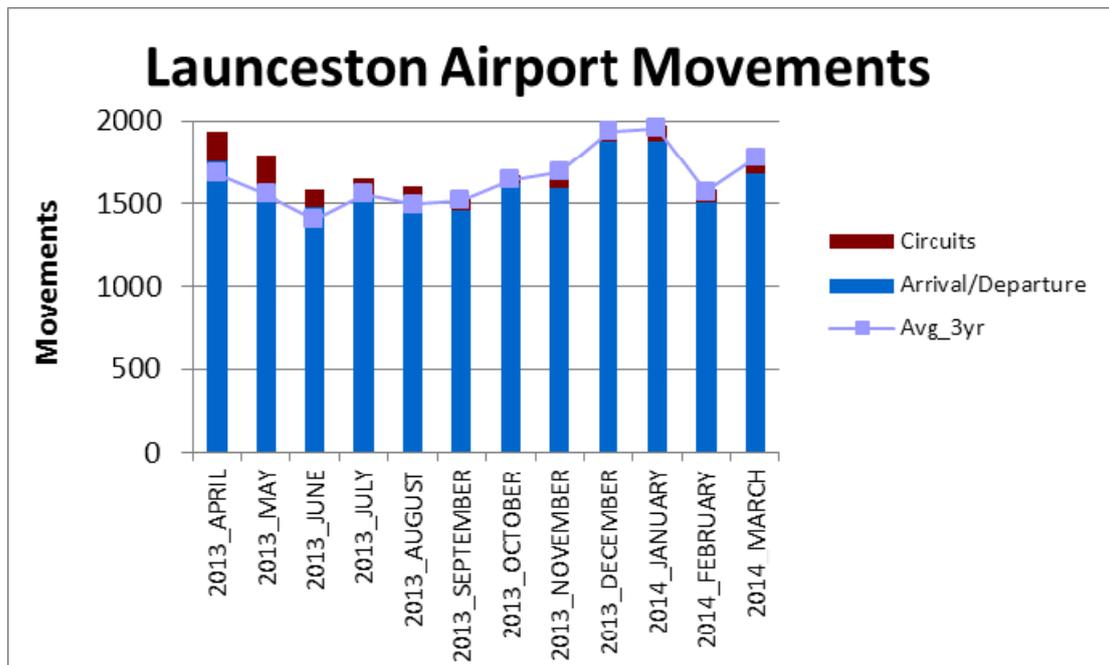


Figure 6: Aircraft movements at Launceston Airport from April 2013 to March 2014

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

- As at Hobart Airport, there was a slight increase in movements at Launceston Airport in Quarter 4 of 2013, as summer is the peak tourist period in Tasmania.
- Launceston Airport is not a major training airport and circuits account for less than 5% of the arrival/departure numbers.
- Heavy jets (>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 client.

3.1 NCIS Clients by suburb

The NCIS received contact from one client related to Hobart Airport during Quarter 1 of 2014. The client was from the suburb of Sorell, which is to the north of Hobart Airport, and was related to an increase in operations at the airport.

There were no contacts received about Cambridge or Launceston Airport operations during that quarter.

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

Table 1 to Table 3 provide a breakdown of suburbs for Quarter 1 of 2014 with 5 or more clients.

Figure 7 shows client density for Hobart Airport for Quarter 1 of 2014.

The following data is derived from a dynamic database and is correct as at 11th April 2014 and may change without notification.

Table 1: 5 or Greater Recorded Hobart Airport Clients by Suburb, for the last 4 Quarters

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

Table 2: 5 or Greater Recorded Cambridge Airport Clients by Suburb, for the last 4 Quarters

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

Table 3: 5 or Greater Recorded Launceston Airport Clients by Suburb, for the last 4 Quarters

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



Figure 7: Hobart Airport Client Density by Suburb for the period January 2014 to March 2014

4. Airservices update

4.1 Community Aviation Consultation Groups

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 January 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 would 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

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.

8 March 2013

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

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.