

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

Quarter 2 2013 (April to June)

# 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 2 2013 (April to June) 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 2 2013 there were around 5000 aircraft movements at Hobart Airport and 2300 aircraft movements at Cambridge Airport.

## 1.2 Launceston Airport

Launceston Airport is located approximately 15km south from Launceston CBD (see Figure 2). During Quarter 2 2013 there were around 5000 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/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/).



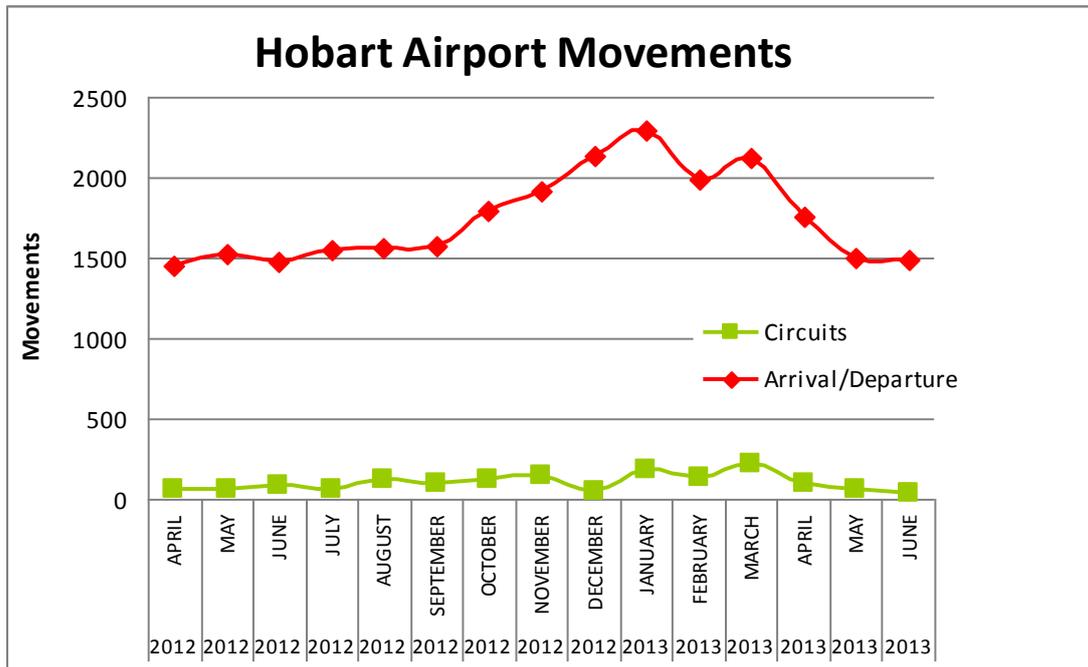
**Figure 2 Location of Launceston Airport. Runway orientation for airport is shown in the insert.**

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/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/).

## 2. Aircraft movements

Figure 3 shows aircraft movements at Hobart Airport for the 15 month period to the end of Quarter 2 2013 .

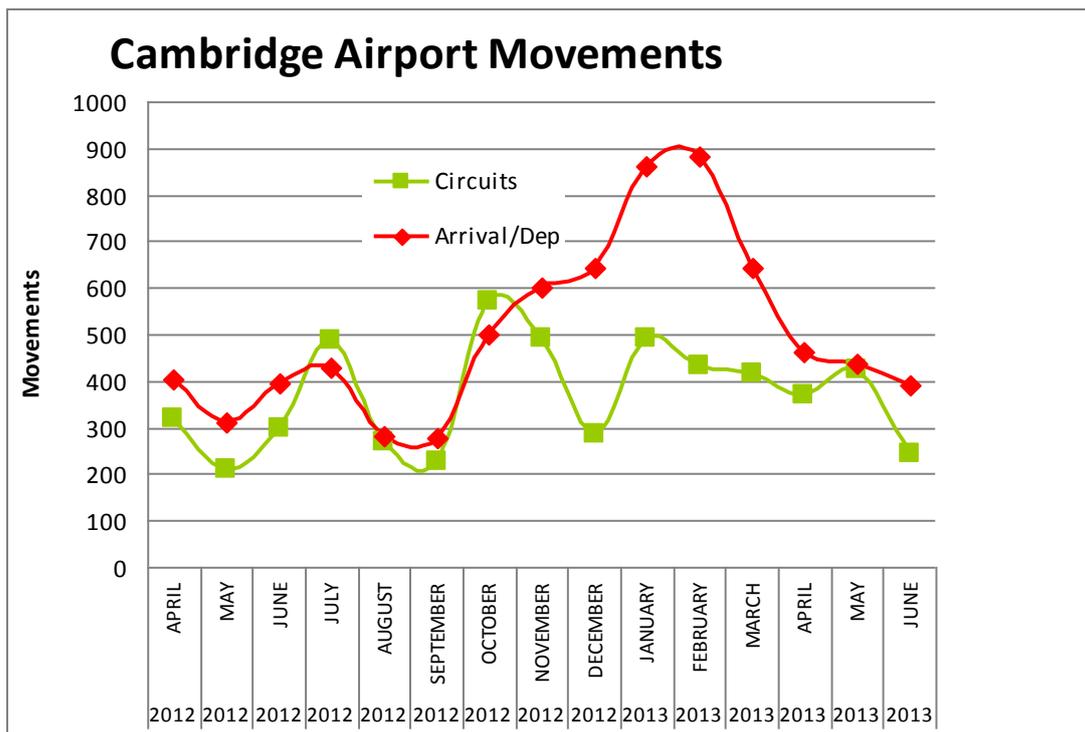


**Figure 3 Aircraft movements at Hobart Airport from April to June 2013**

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

- There has been a decrease in movements in Quarter 2 of 2013, compared to the summer months, which is the peak tourist period in Tasmania.
- Circuit movements are approximately 10% of the arrival/departure numbers.
- 30% of movements at Hobart are helicopters.
- Heavy jets (>136 tonnes) do not operate at Hobart Airport.

Figure 4 shows aircraft movements at Cambridge Airport for the 15 month period to the end of Quarter 2 2013 .

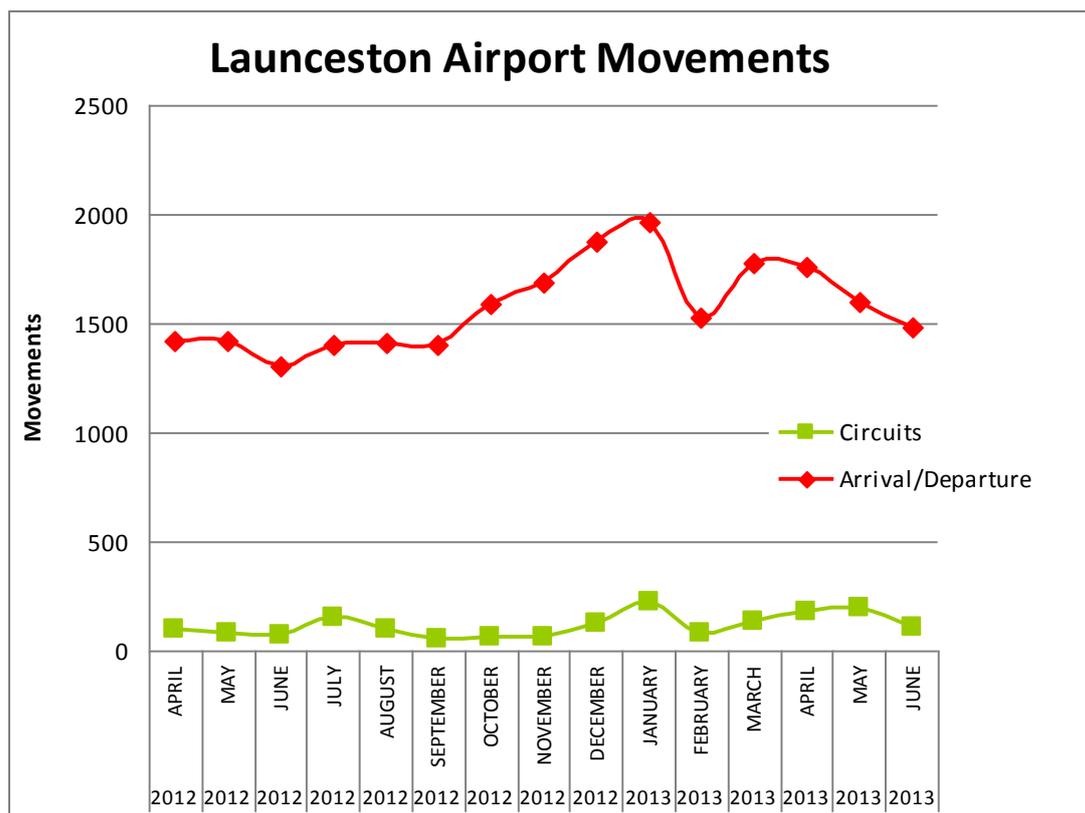


**Figure 4 Aircraft movements at Cambridge Airport from April to June 2013**

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

- 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 Airport peak in the summer months. This is because Cambridge Airport is mainly a recreational flying aerodrome, and leisure flyers tend to fly more when weather is good.
- The number of circuits at Cambridge Airport varies between 200 and 600 per month. This depends on the training cycles of flying schools.

Figure 5 shows aircraft movements at Launceston Airport for the 15 month period to the end of Quarter 2 2013 .



**Figure 5 Aircraft movements at Launceston Airport from April to June 2013**

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

- As at Hobart Airport, at Launceston Airport there has been a slight decrease in movements during Quarter 2 of 2013 compared to the summer months.
- Launceston Airport is not a major training airport and circuits account for less than 10% 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.
- Fewer helicopters operate at Launceston Airport compared to Hobart and Cambridge airports

### 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 contacts from four clients from Hobart, Cambridge and Launceston Airports during Quarter 2 2013 . Client density maps are used to show the number of clients from each suburb, with suburbs coloured according to how

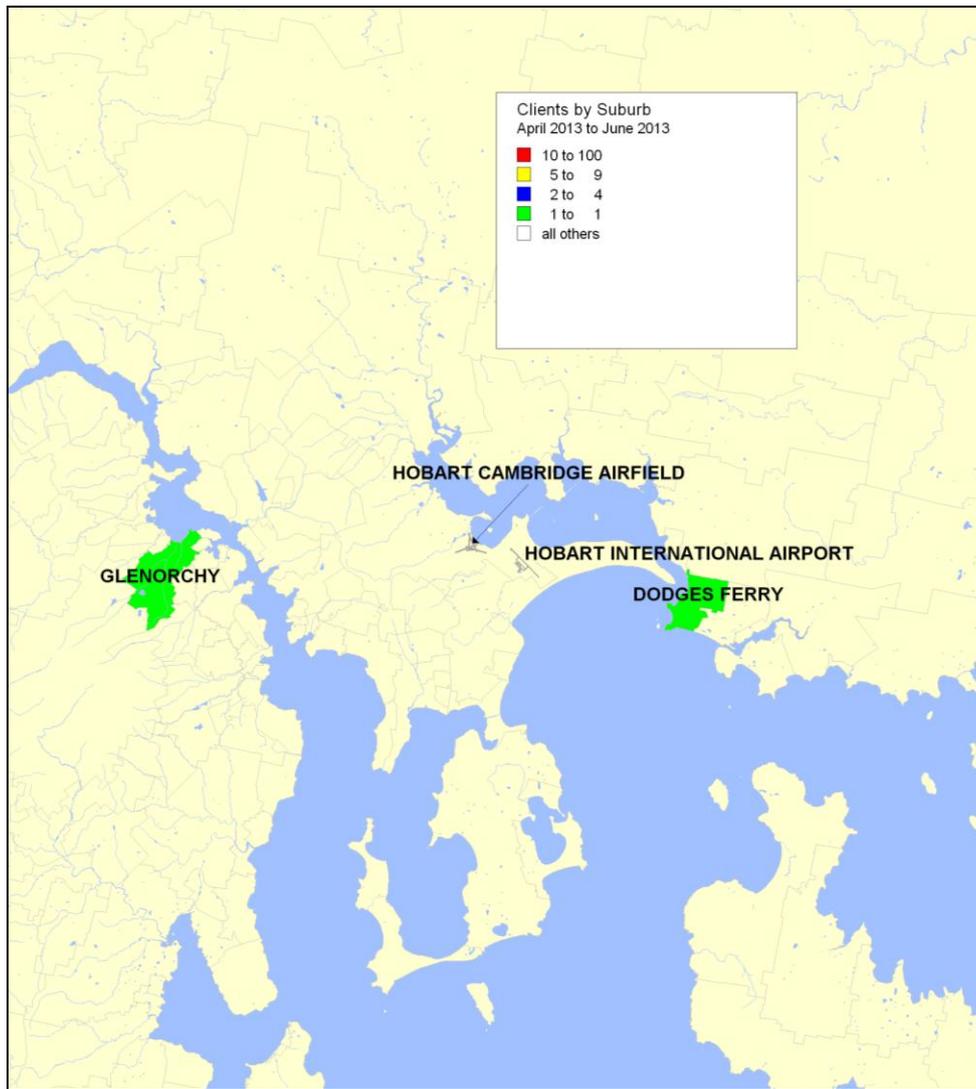
many clients had contacted the NCIS. The data does not include clients who contacted other organisations (eg. airports).

Table 1 provides a breakdown of clients from April to June 2013.

Figure 6 and Figure 7 shows client density for Hobart and Launceston Airports for Quarter 2 2013 .

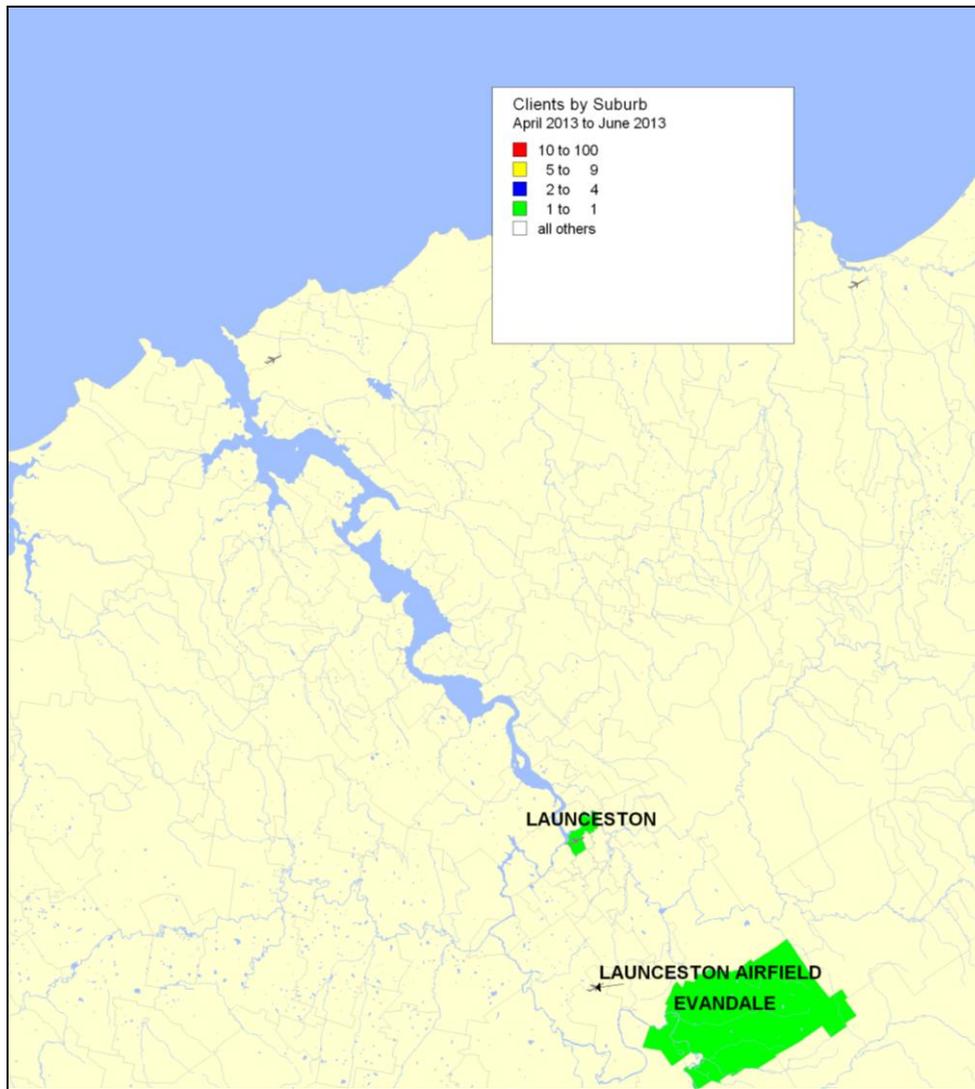
**Table 1: Recorded clients April to June 2013 by suburb and airport**

<b>AIRPORT</b>	<b>SUBURB</b>	<b>CLIENTS</b>
Hobart	Dodges Ferry	1
Hobart	Glenorchy	1
Launceston	Evandale	1
Launceston	Launceston	1



**Figure 6: Hobart and Cambridge client density by suburb for April to June 2013**

Figure 6 shows the location of the clients who lodged complaints for operations at Hobart Airport during quarter 1 of 2013.

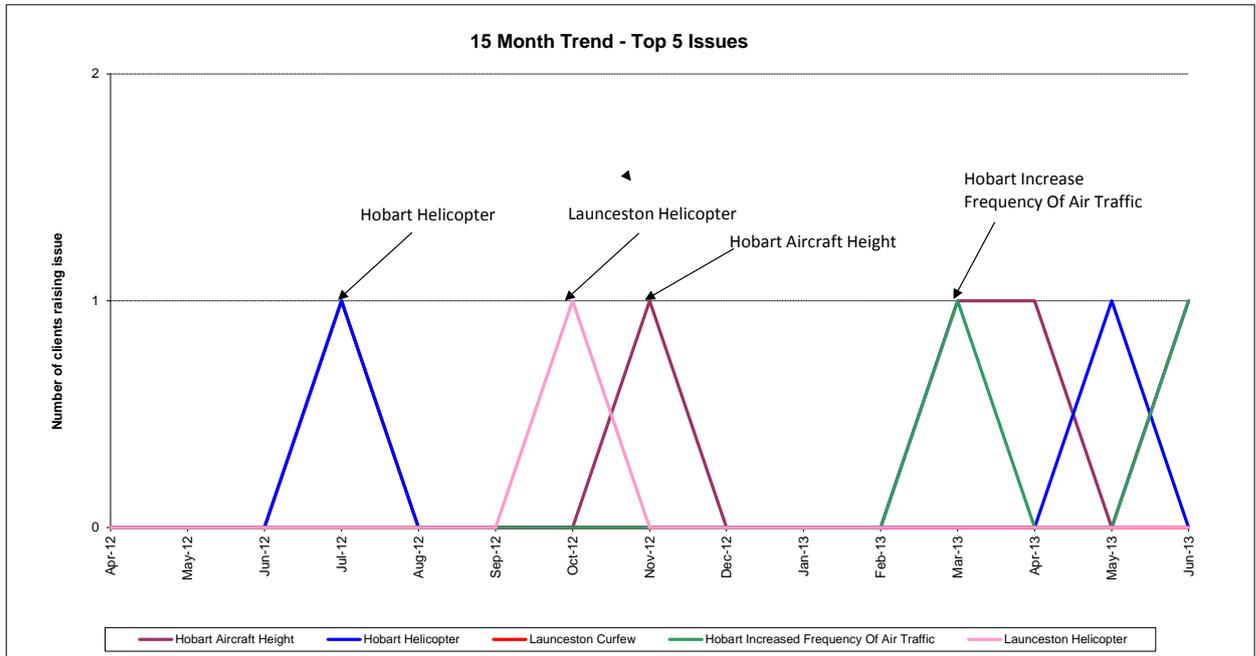


**Figure 7: Launceston client density by suburb for April to June 2013**

Figure 7 shows the location of the clients (from the suburb of Legana) who lodged complaints for operations at Launceston Airport during Quarter 1 2013.

### 3.2 Issues raised by NCIS clients

Figure 8 shows the top five issues raised by clients at Hobart, Cambridge and Launceston Airports for the 15 month period to the end of Quarter 2 2013 . A single contact can involve multiple issues (ie. a client may have raised more than one issue when they contacted the NCIS). During Quarter 2 2013 .



**Figure 8: Top five issues for Hobart, Cambridge and Launceston Airports for the 15 month period, April 2012 to June 2013**

The key point shown by Figure 8 is that during Quarter 2 2013 , no issue was raised by more than one client.

### 4. Improving noise outcomes

A key Airservices objective is being actively involved in airport community forums such as the Community Aviation Consultation Groups (CACGs) and, through these forums, seeking community input into potential noise improvements. This means looking for, finding, and where feasible, implementing change. Airservices wants active consideration of, and consultation on, proposals or ideas and seeking input from the CACG is a very important part of this process.

A 'noise-initiated change process' has been drafted to guide this objective and Airservices sought input and support from the Department of Infrastructure and Transport and the Aircraft Noise Ombudsman in the development of this.

This is a process for change driven by improving noise outcomes and allows for early identification of feasibility. If a proposal is considered as likely to result in an improved noise outcome, it will *then* enter the complete change process for implementation.

The Airservices noise initiated change process:

1. Identified change opportunity solely for improved noise outcome (CACG/community, Airservices, airports, industry, issues/complaints analysis)
2. Airservices will undertake an initial high level assessment that includes potential noise impacts. This will be provided to the CACG for initial feedback before progressing further
3. An Air Traffic Control feasibility assessment will then be undertaken and options considered (includes safety and efficiency)
4. Industry consultation as required
5. Updates to CACG on status of the suggestion including proposed/likely timelines and next steps if it is deemed feasible to explore further
6. Change process undertaken, which includes an environmental assessment
7. Airservices to keep CACG informed of the progress

While there is a focus on exploring noise improvement opportunities, making or implementing change is difficult and often improvement suggested by some community members may mean that there is a detrimental impact on another area. However, Airservices will continue to look for opportunities and further engage with the community as these opportunities are considered. The CACG, and seeking feedback early in the process, is central to improving noise outcomes.

## 5. Contact us

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

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

Airservices welcomes comments about this report.