

# **Hobart, Cambridge and Launceston Airports**

## **Aircraft Noise Information Report**

Quarter 3 2013 (July to September)

# Version Control

Version Number	Detail	Prepared by	Date
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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 3 2013 (July to September) 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 3 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 3 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/).



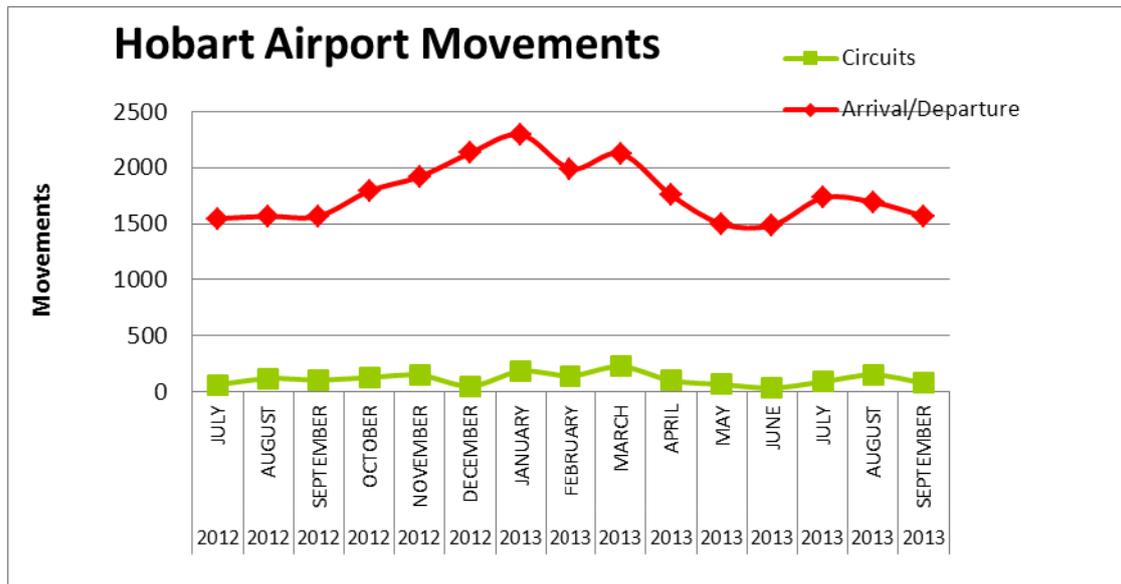
**Figure 2 Location of Launceston Airport. Runway orientation for airport is shown in the insert.**

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 3 2013



**Figure 3 Aircraft movements at Hobart Airport from July 2012 to September 2013**

Key points are:

- The number of operations at Hobart Airport is linked to capacity offered by airlines. The main tourist season is summer, when movements increase significantly. Although movement levels in Quarter 3 of 2013 were some way down on the summer peak, they were still slightly higher than the same period of the previous year.
- 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.

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

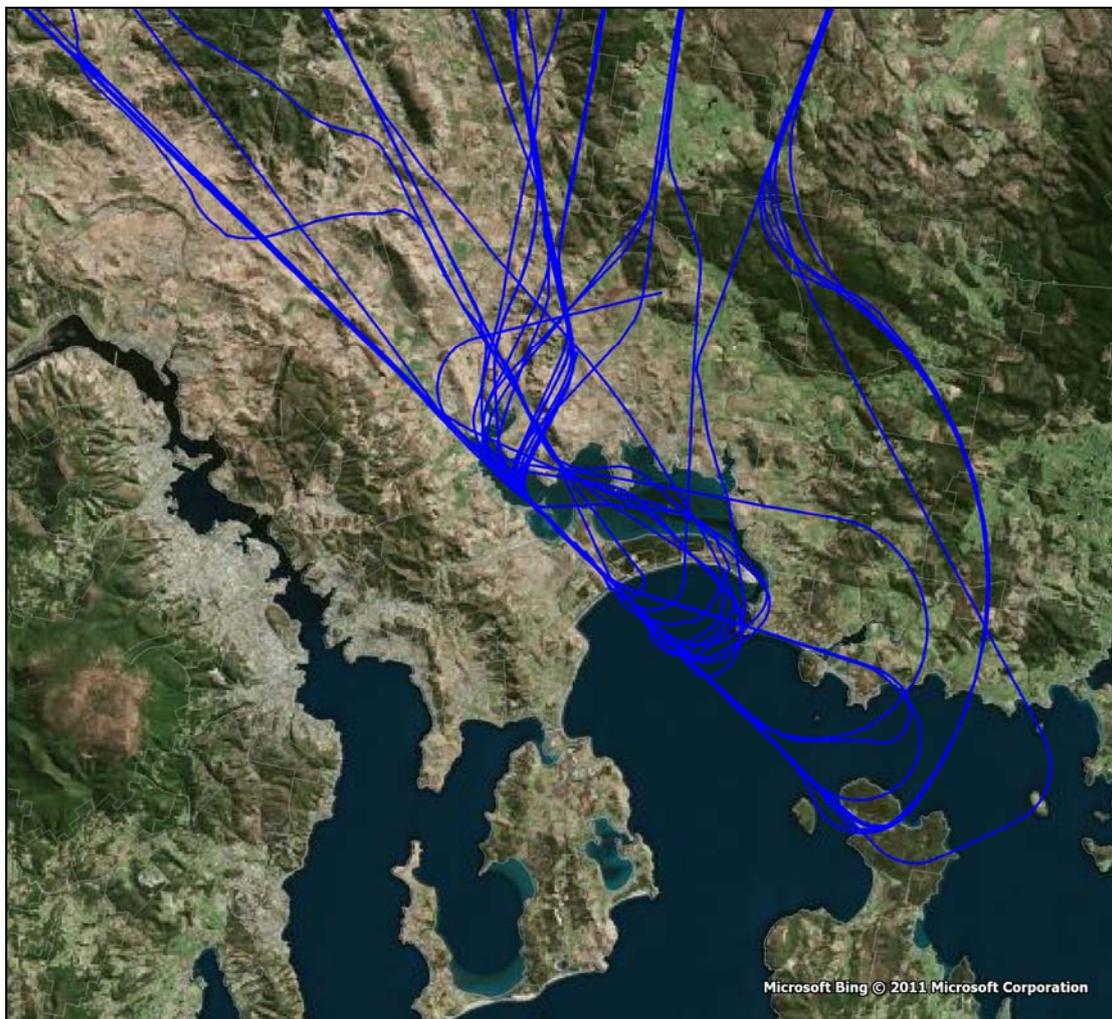


Figure 4 Example of Jet operations at Hobart Airport.

Figure 5 shows aircraft movements at Cambridge Airport for the 15 month period to the end of Quarter 3 2013 .

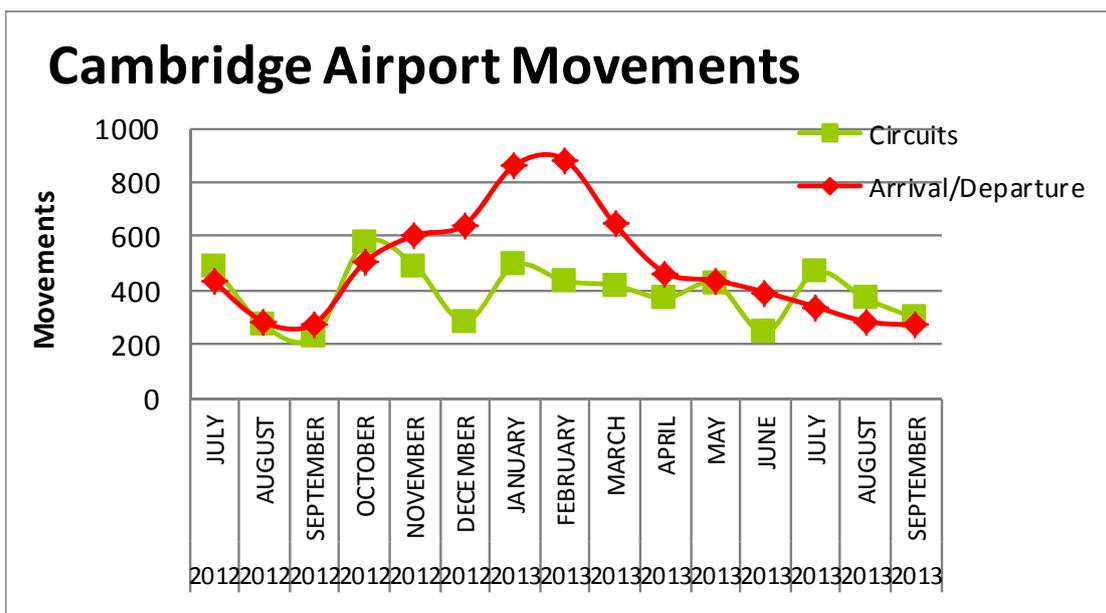


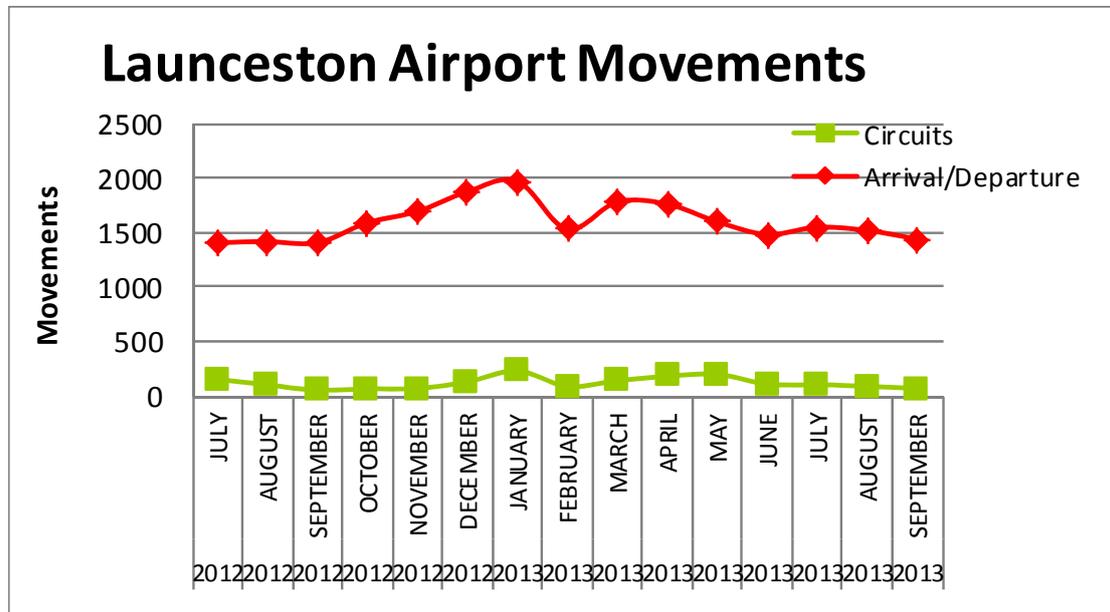
Figure 5 Aircraft movements at Cambridge Airport from July 2012 to September 2013

Key points 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 6 shows aircraft movements at Launceston Airport for the 15 month period to the end of Quarter 3 2013 .



**Figure 6 Aircraft movements at Launceston Airport from July 2012 to September 2013**

Key points are:

- As at Hobart Airport, at Launceston Airport movements peak during the summer. The number of movements in Quarter 3 of 2013 was approximately the same as in the same period of the previous year.
- 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 than at 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 three clients from Hobart, Cambridge and Launceston Airports during Quarter 3 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 (e.g. airports).

All three clients made complaints about movements at Launceston Airport and all three came from the suburb of Perth (see Figure 7 below). No clients lodged complaints for Hobart or Cambridge Airports during this period.

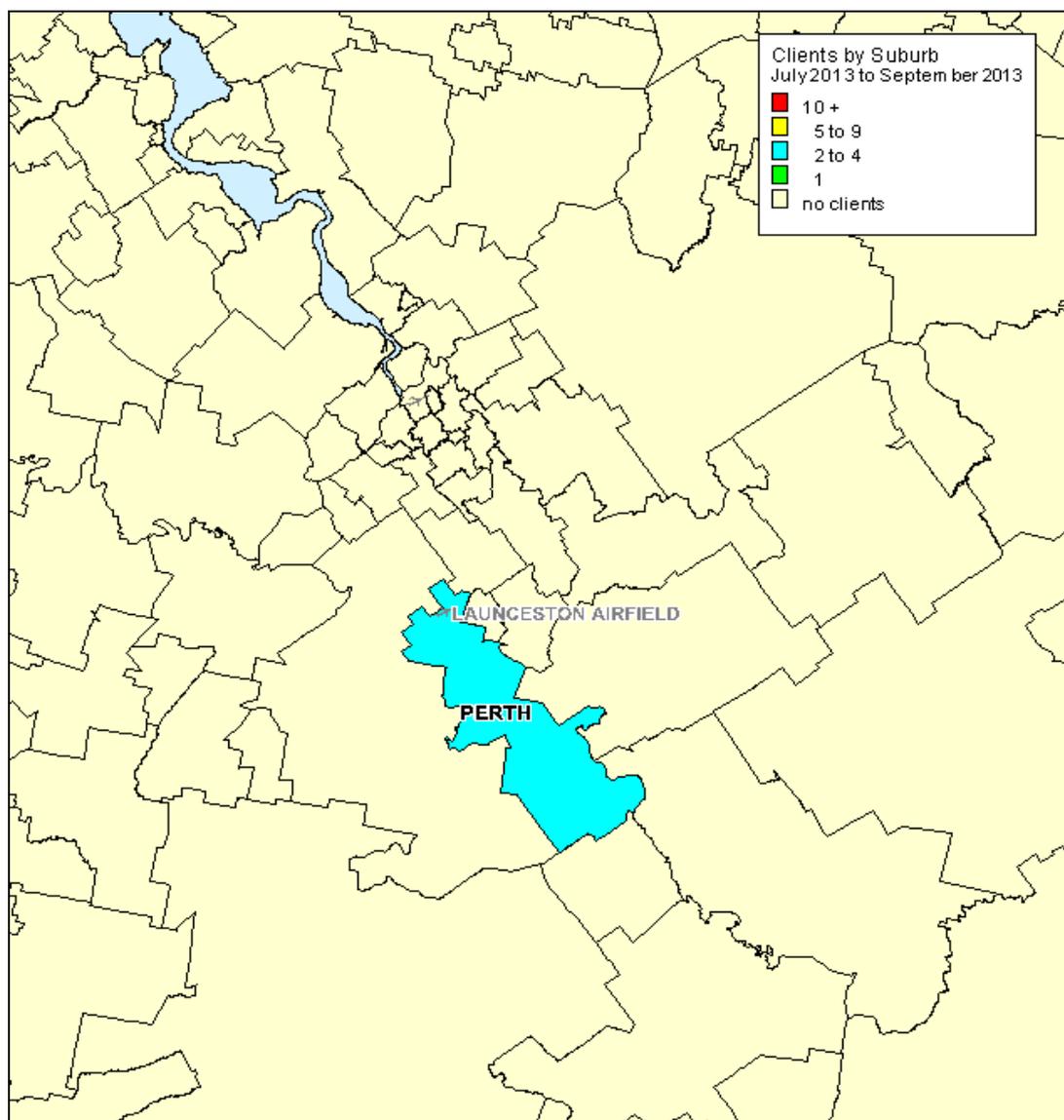
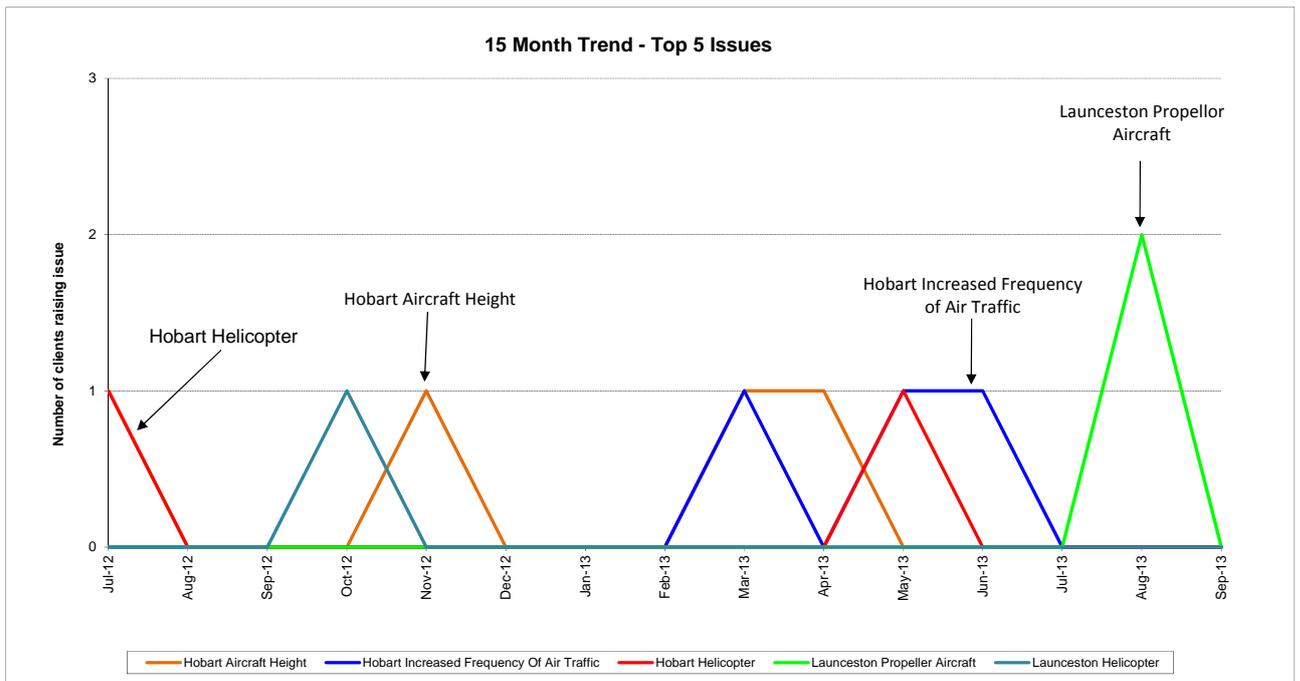


Figure 7: Launceston client density by suburb for the period July 2013 to September 2013

### 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 3 2013. A single contact can involve multiple issues (i.e. a client may have raised more than one issue when they contacted the NCIS). During this 15-month period, the issues raised by the greatest number of clients were: Hobart - Aircraft Height, Hobart - Increased Frequency of Air Traffic, Hobart - Helicopter, Launceston - Propeller Aircraft and Launceston - Helicopter.



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

## 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 October 2012.

### 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](mailto:ncis@airservicesaustralia.com) if you would like to provide feedback.

## **Appendix 1   Airservices update**

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

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**

5 February 2013

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