

# **Hobart, Cambridge and Launceston Airports**

## **Aircraft Noise Information Report**

Quarter 1 2013 (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 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 2013 (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 2013 there were around 7500 aircraft movements at Hobart Airport and 5100 aircraft movements at Cambridge Airport.

## 1.2 Launceston Airport

Launceston Airport is located approximately 15km south from Launceston CBD (see Figure 2). During Quarter 1 2013 there were around 6200 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/).





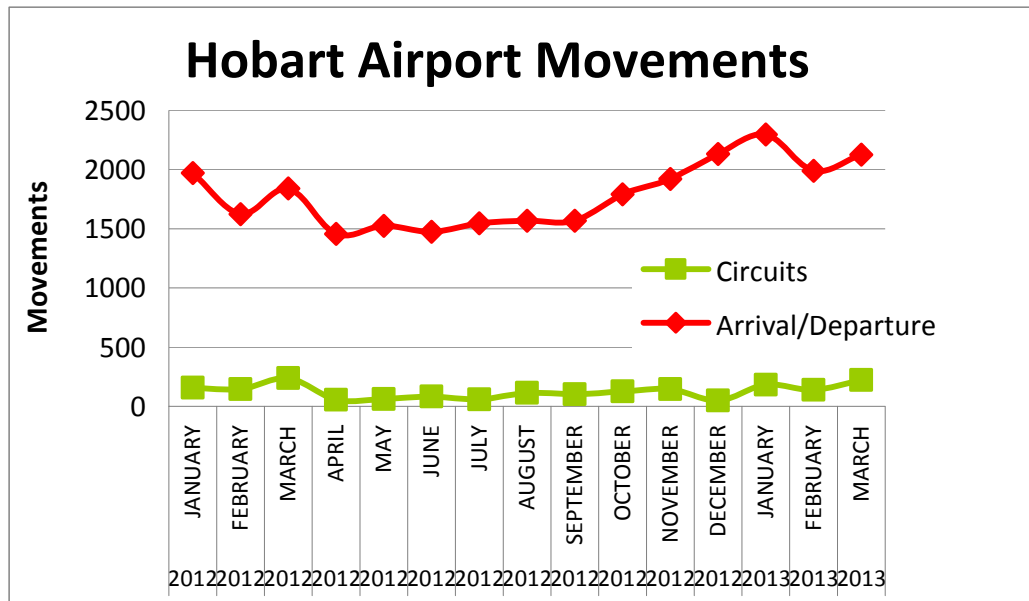
**Figure 2 Location of Launceston Airport. Runway orientation for airport is shown in the insert.**

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 1 2013 .

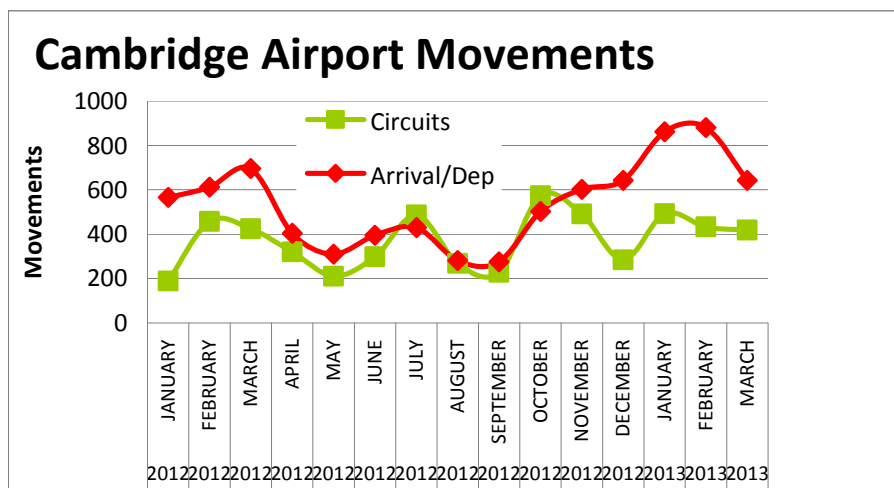


**Figure 3 Aircraft movements at Hobart Airport from January to March 2013**

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

- There has been a steady increase in arrival/departure numbers since August 2012. The slight dip in movements in February 2013 is typical of all passenger airports in Australia. It is largely due to fewer people making domestic leisure flights in this month so soon after the summer break
- 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

Figure 4 shows aircraft movements at Cambridge Airport for the 15 month period to the end of Quarter 1 2013 .



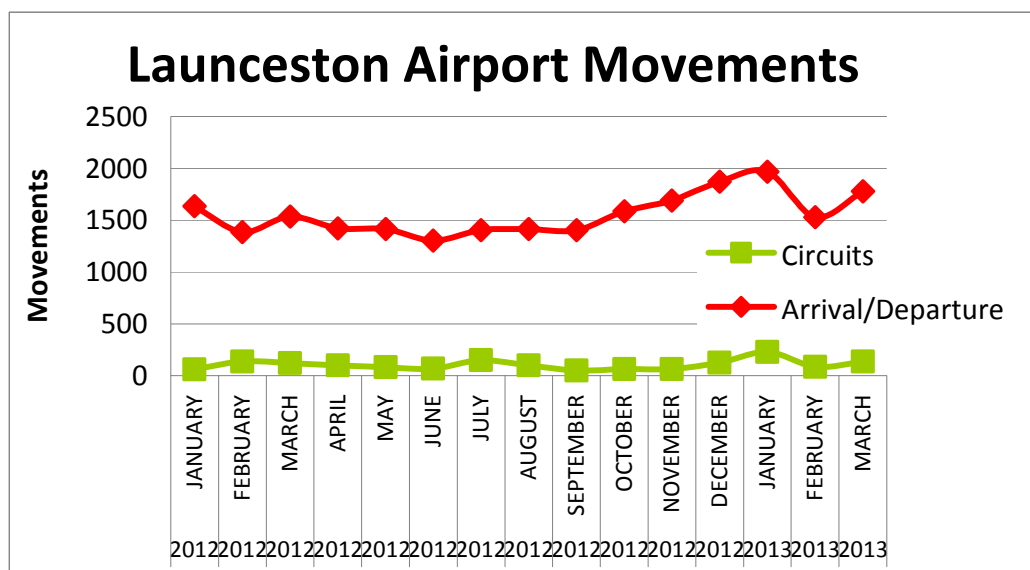
**Figure 4 Aircraft movements at Cambridge Airport from January to March 2013**

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 slight peak in movement numbers at the start of 2013 was largely due to an increase in helicopter movements during this period.
- 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 1 2013 .



**Figure 5 Aircraft movements at Launceston Airport from January to March 2013**

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

- There has been an increase in operations at the airport since October 2012, largely due to airlines increasing services. As at Hobart, the slight dip in February 2013 was due to reduced demand so soon after the summer holiday.
- Circuits account for less than 10% of the arrival/departure numbers
- Heavy jets (>136 tonnes) do not operate, 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

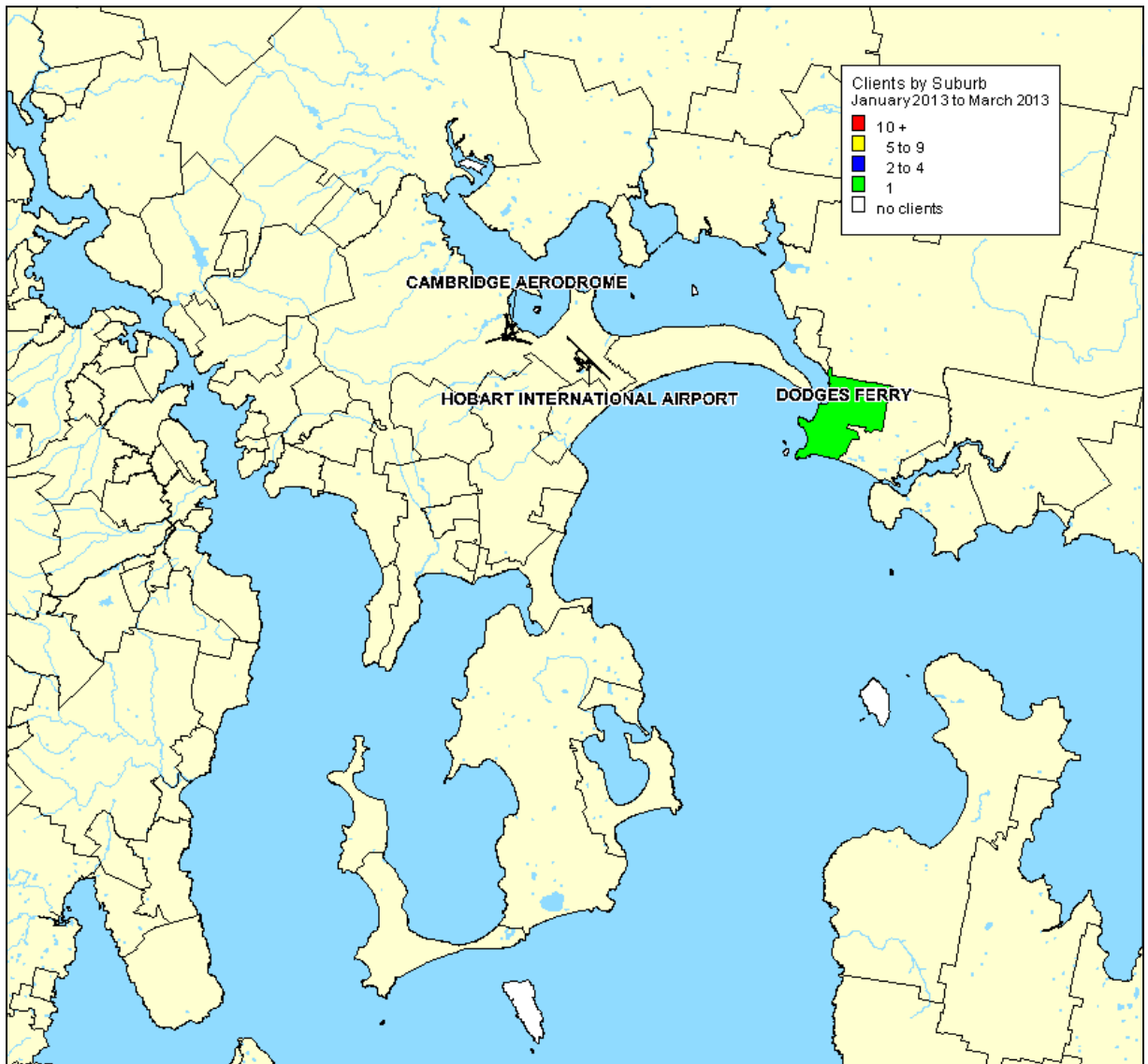
The NCIS received contacts from 2 clients from Hobart, Cambridge and Launceston Airports during Quarter 1 of 2013. Client density maps are used to show the number of clients from each suburb, with suburbs coloured according to how many clients had contacted the NCIS. The data does not include clients who contacted other organisations (eg. airports).

Table 1 provides a breakdown of clients from January to March 2013.

Figure 6 and Figure 7 shows client density for Hobart, Cambridge and Launceston Airports for Quarter 1 of 2013.

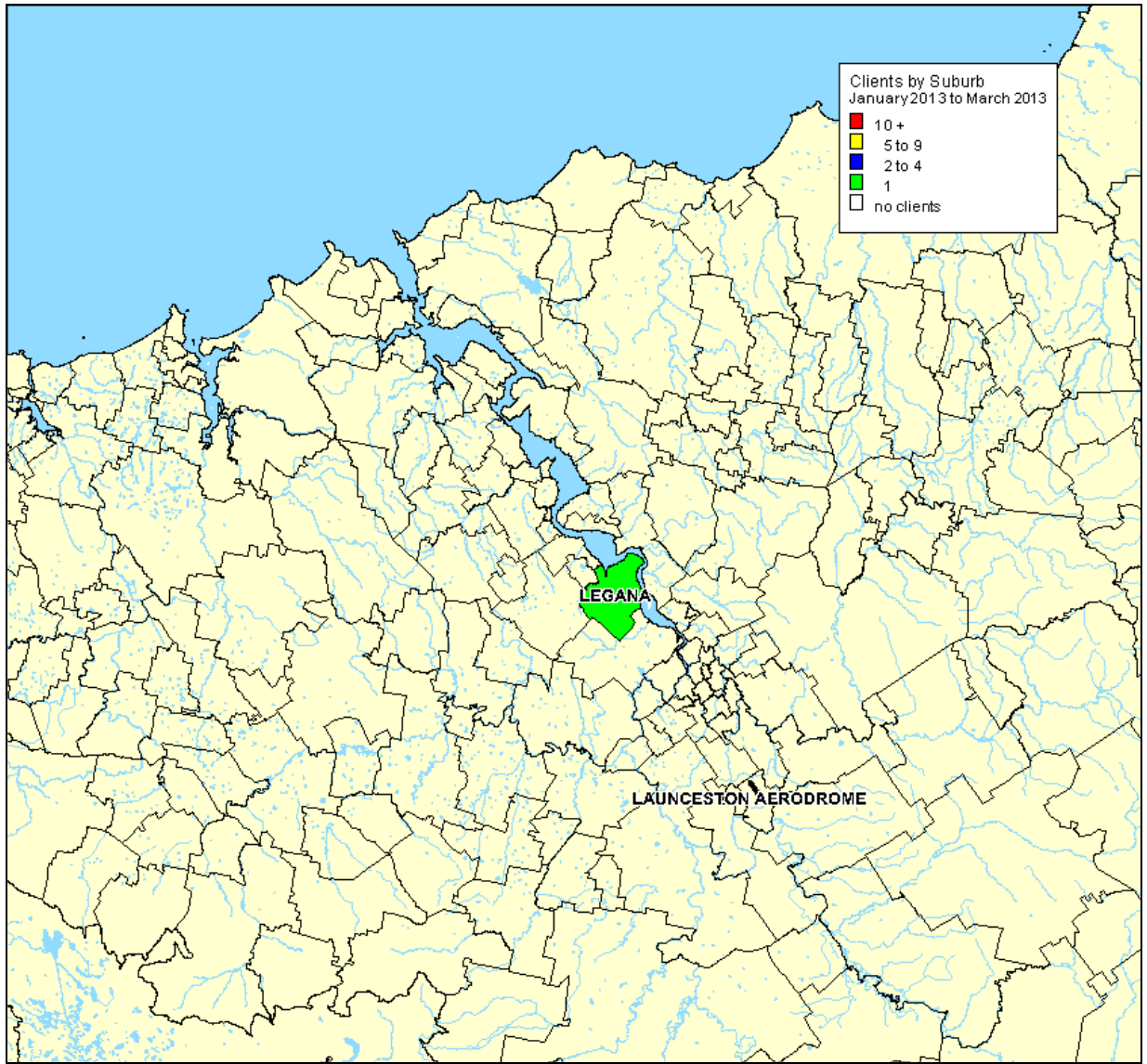
**Table 1: Recorded clients January to March 2013 by suburb and airport**

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



**Figure 6: Hobart and Cambridge client density by suburb for January to March 2013**

Figure 6 shows the location of the single client (from the suburb of Dodges Ferry) who lodged complaints for operations at Hobart Airport during quarter 1 of 2013.

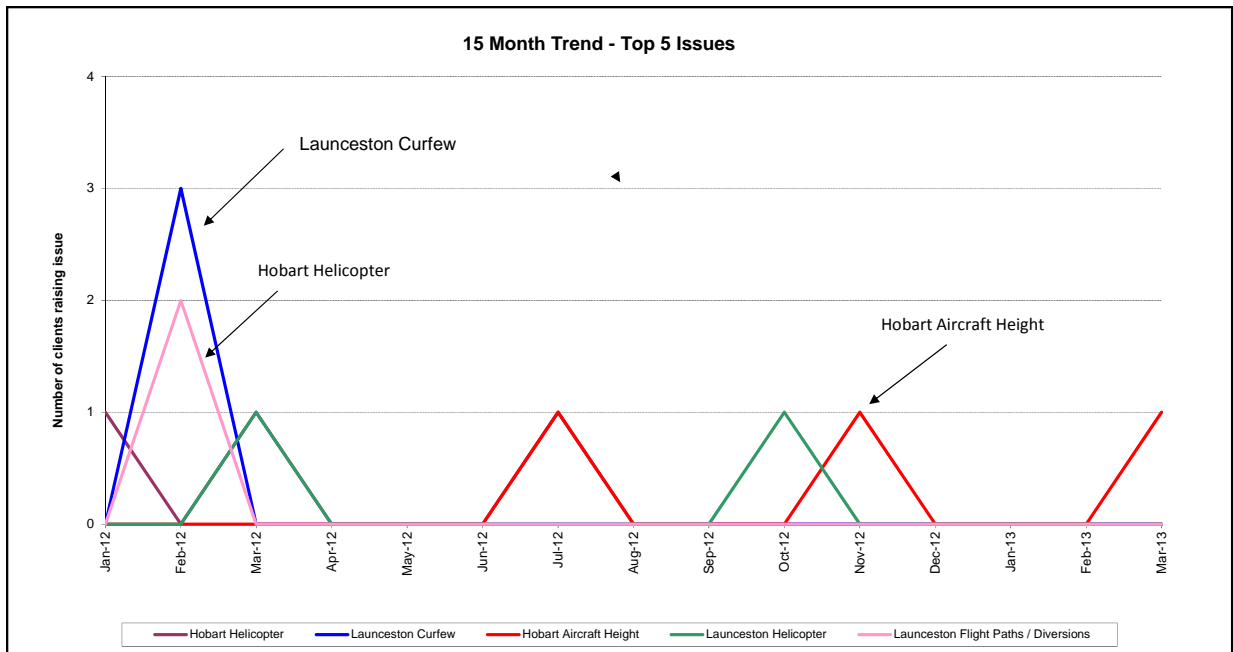


**Figure 7: Launceston client density by suburb for January to March 2013**

Figure 7 shows the location of the single client (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 1 of 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 1 of 2013, the issue raised by the greatest number of clients was: Hobart Aircraft Height.



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

The key point shown by Figure 8 is that during Quarter 1 of 2013, no issue was raised by more than one client.

## 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.