

Hobart, Cambridge and Launceston Airports

Aircraft Noise Information Report

Quarter 3 2012 (July to September)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	11 January 2013

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1. Purpose

This report summarises data for Quarter 3 of 2012 (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 close to each other. Hobart Airport handles the majority of the Regular Public Transport (medium sized jets and propeller aircraft) traffic into the region whilst Cambridge handles the majority of the General Aviation (small propeller aircraft) operations.

Hobart Airport is located approximately 17km east of Hobart's CBD (see Figure 1). Cambridge Airport is 2.5 km north-east of Hobart Airport. During Quarter 3 of 2012 there were around 5,000 aircraft movements at Hobart Airport and around 2,000 aircraft movements at Cambridge Airport.

1.2. Launceston Airport

Launceston Airport is located approximately 15km south of Launceston's CBD (see Figure 2). During Quarter 3 of 2012 there were around 4,400 aircraft movements at Launceston Airport.



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

Figure 1 shows runway configuration at Hobart and Cambridge Airports. The runway at Hobart Airport, 12/30, is approximately 2.2 km long, orientated northwest to southeast. At Cambridge Airport there are three runways. Runway 14/32 is approximately 150 m long, 13/31 is approximately 123 m long and 09/27 is approximately 91 m long.



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 2.0 km long, orientated north-northwest to south-southeast. There are also two unsealed runways. Runway 14L/32R is approximately 700 m long and 18/36 is approximately 690 m long.

Information about runway selection is available on the Airservices website at www.airservicesaustralia.com/aircraftnoise/factsheets/.

2. Aircraft movements

2.1. Airport movements

Figure 3 shows aircraft movements at Hobart Airport for the 15 month period to the end of Quarter 3 of 2012.

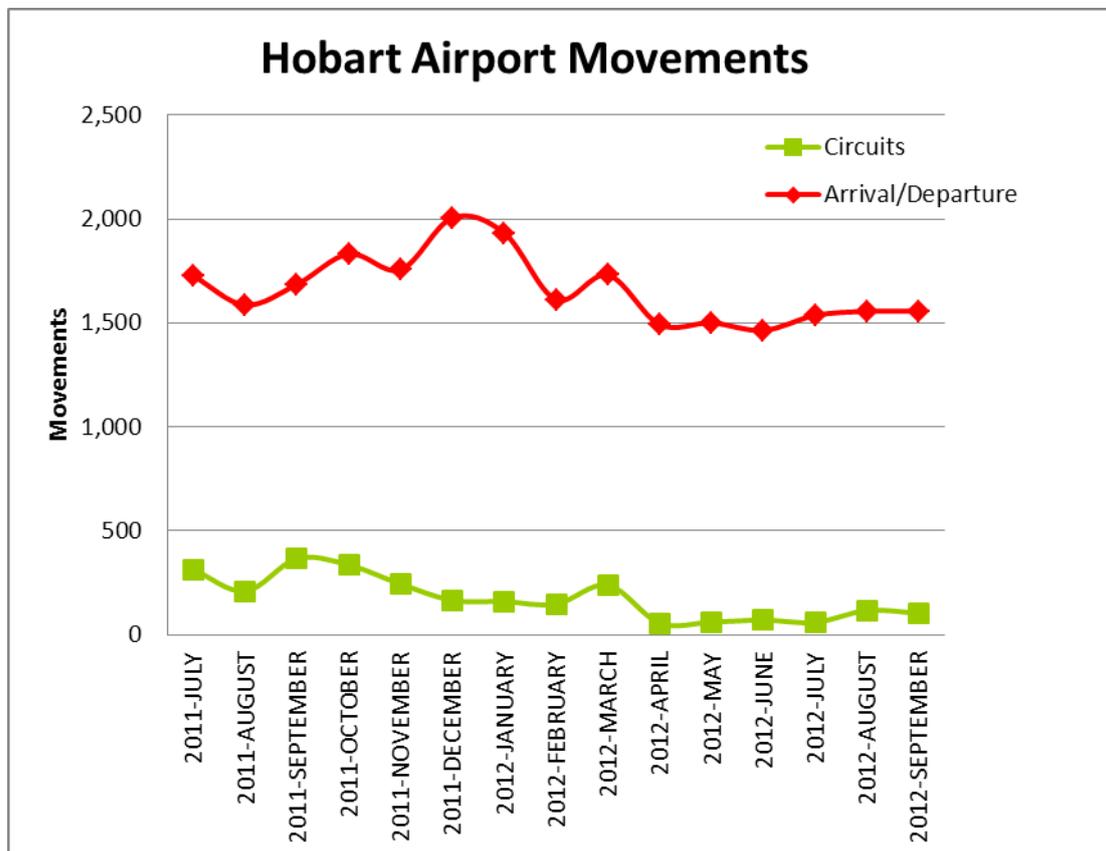


Figure 3: Aircraft movements at Hobart Airport from July 2011 to September 2012

Key points shown in Figure 3 are:

- The average number of movements at Hobart Airport over the 15 month period was around 2000 per month. However for Quarter 3 the average was about 300 movements per month lower.
- There was a slight peak in movements in December 2011 and January 2012. This is associated with tourists visiting the area, as well as movement of freight and agricultural produce during the holiday period.
- Approximately 5% of all operations were circuits.

Figure 4 shows aircraft movements at Cambridge Airport for the 15 month period to the end of Quarter 3 of 2012.

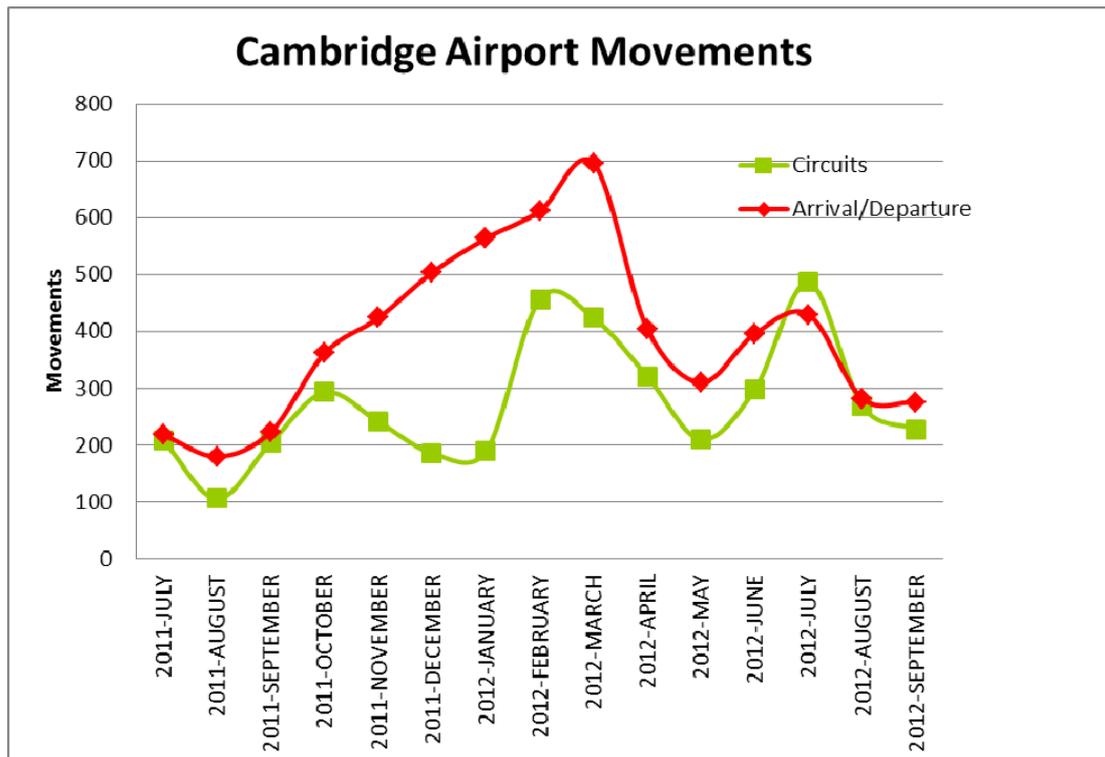


Figure 4: Aircraft movements at Cambridge Airport from July 2011 to September 2012

Key points shown in Figure 4 are:

- The monthly movement varies through out the year from 300 to 1100 per month with the peak occurring in March 2012.
- Circuits account for half of all operations at Cambridge Airport. The number of training flights fluctuates, depending on the training programs for individual schools.
- There was a peak in movements during the summer months. This was partly due to an increase in charter tourist flights during this period.

Figure 5 shows aircraft movements at Launceston Airport for the 15 month period to the end of Quarter 3 of 2012.

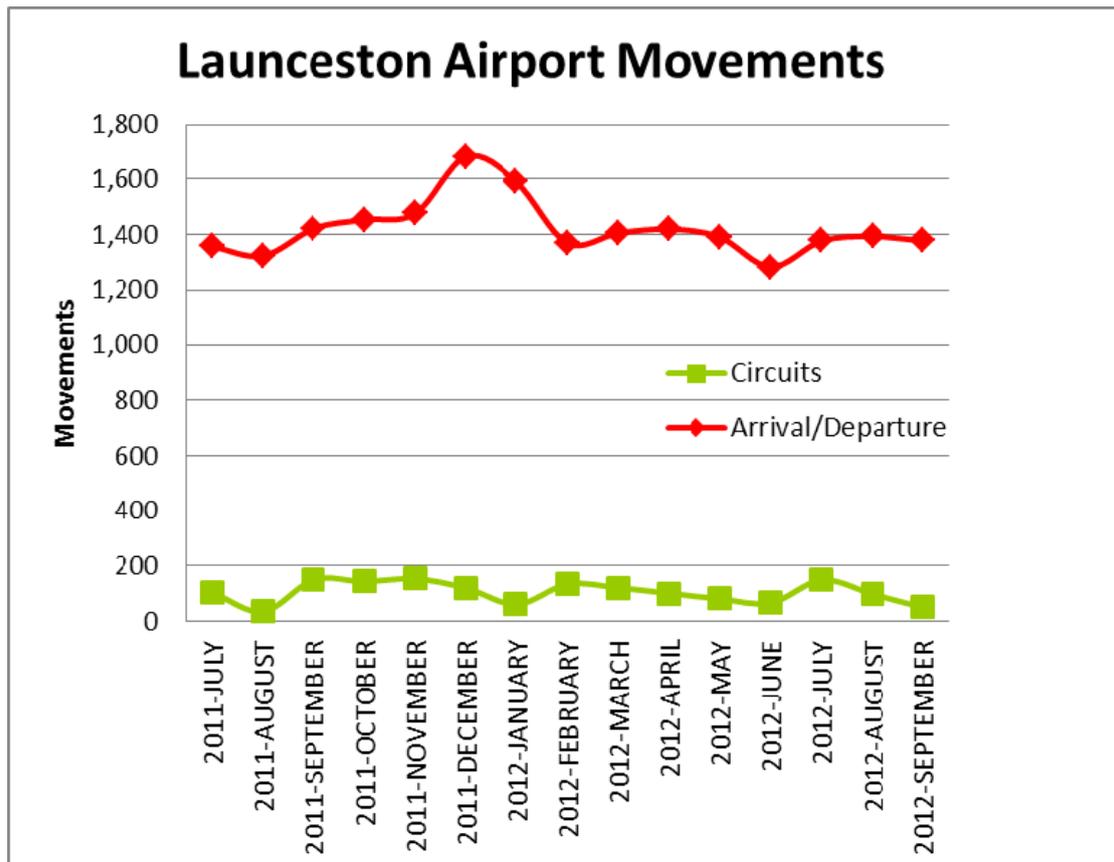


Figure 5: Aircraft movements at Launceston Airport from July 2011 to September 2012

Key points shown in Figure 5 are:

- The average number of movements at Launceston Airport over the 15 month period was 1500 per month.
- Approximately 6% of all operations were circuits.
- As at Hobart Airport, there was a peak in movements in December 2011 and January 2012, for similar reasons.

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 two clients from Hobart Airport during Quarter 3 of 2012. No complaints were lodged for Cambridge Airport or Launceston Airport during the quarter. 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 July to September 2012 and

shows client density for Hobart Airport for Quarter 3 of 2012.

Suburb	Hobart Airport
HOBART	1
SANDY BAY	1
Total	2

Table 1: Recorded clients July to September 2012 by suburb for Hobart Airport

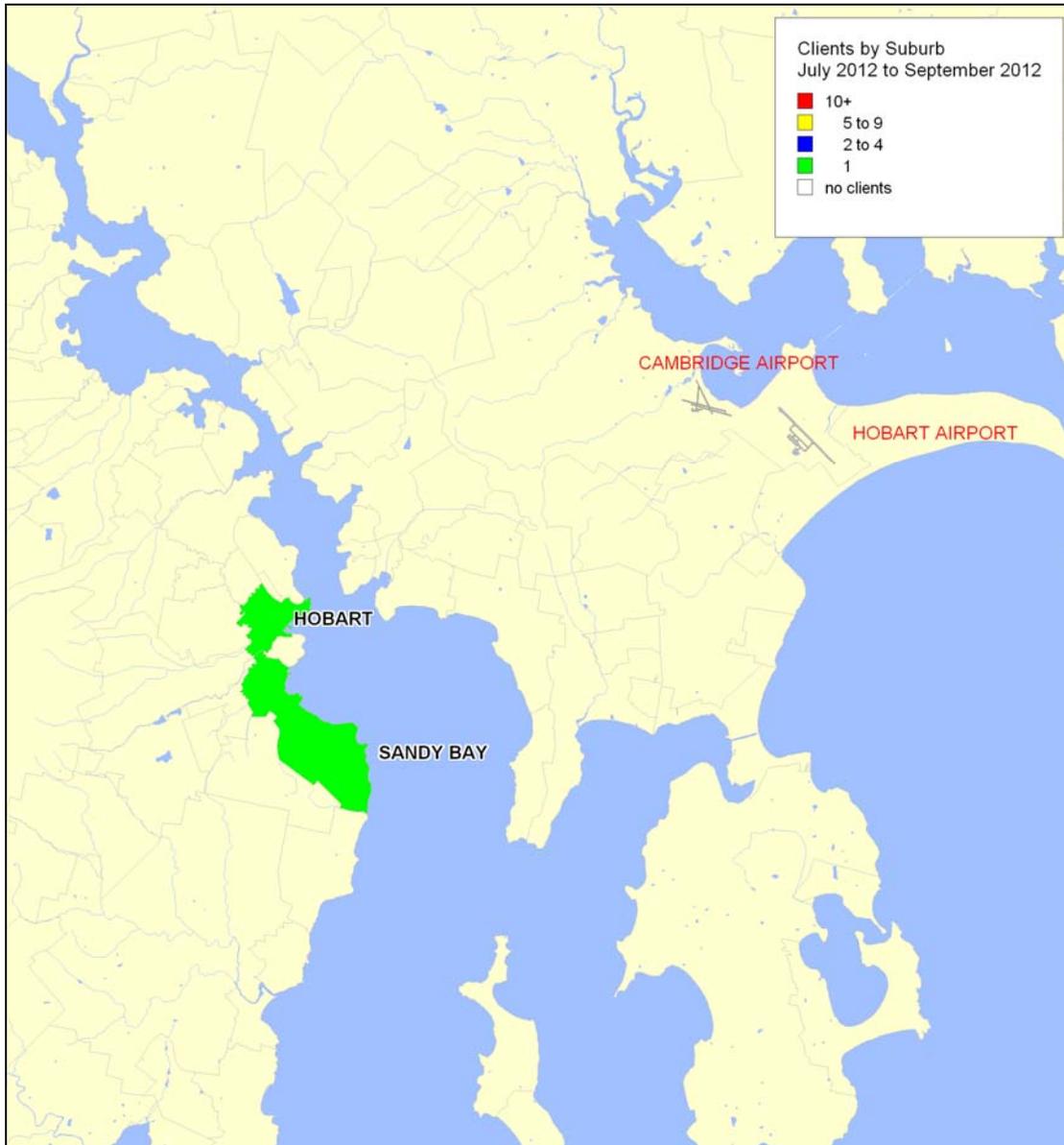


Figure 6: Hobart Airport client density by suburb for July to September 2012

3.2. Issues raised by NCIS clients

Figure 7 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 of 2012. A single contact can involve multiple issues (ie. a client may have raised more than one issue when they contacted the NCIS). The issue raised by clients for Quarter 3 2012 concerned low aircraft height at Hobart airport.

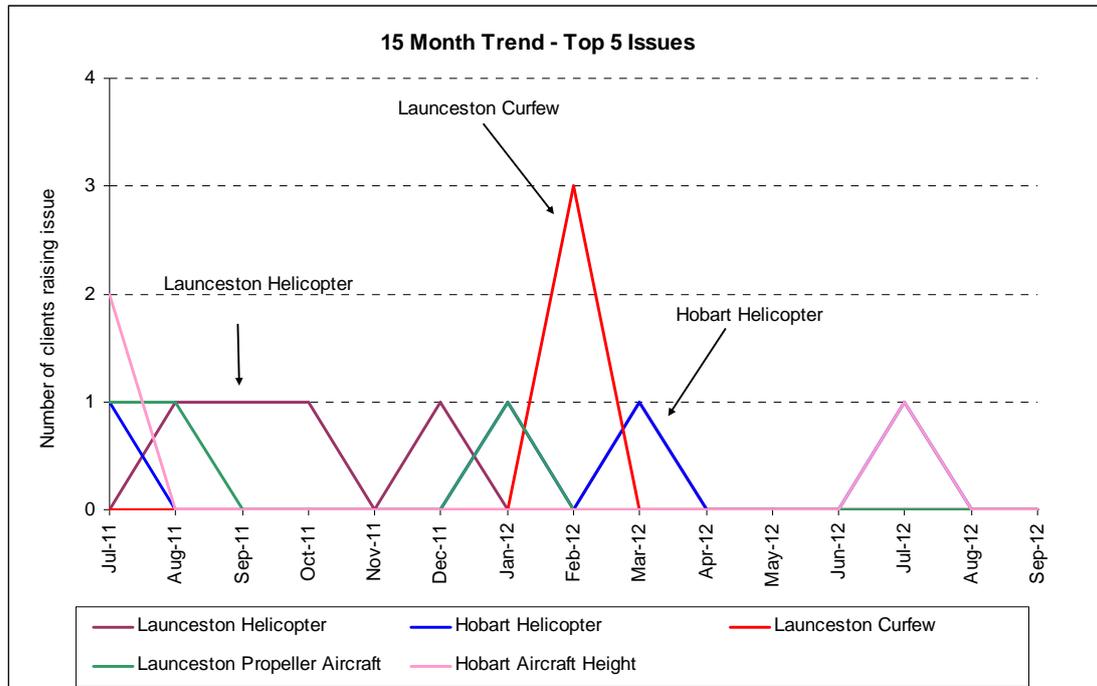


Figure 7: Top five issues for Hobart, Cambridge and Launceston Airports for the 15 month period, July 2011 to September 2012

Key points shown in Figure 7

- Over the 15 month period to September 2012 on average one issue per month was raised by clients.
- The only issue that was raised by more than one client in any one month was night flights at Launceston Airport. This was raised during February 2012 by three different clients who questioned whether a night curfew should be in place at this airport.

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/)
- 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. Please contact us via e-mail at community.relations@airservicesaustralia.com if you would like to provide feedback.