Hobart, Cambridge and Launceston Airports

Aircraft Noise Information Report

Quarter 4 2012 (October to December)

connecting australian aviation

Version Control

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1	-	Environment	18 March 2013

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.

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Contents

1. Purpose

This report summarises data for Quarter 4 of 2012 (October to December) 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 quite close to each other. Hobart Airport handles the majority of the Regular Passenger 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 from Hobart CBD (see Figure 1). Cambridge Airport is 2.5 km north-east of Hobart airport. During Quarter 4 of 2012 there were almost 6,000 aircraft movements at Hobart Airport and over 2,000 aircraft movements at Cambridge Airport.

1.2. Launceston Airport

Launceston Airport is located approximately 15km south from Launceston CBD (see Figure 2). During Quarter 4 of 2012 there were almost 5,000 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. For Cambridge Airport there are 3 runways, 14/32 is approximately 150 m long, 13/31 is approximately 123 m long and 09/27 is approximately 91 m 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 2.0 km long, orientated north-northwest to south-southeast. There are also two unsealed runways, 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 4 of 2012.

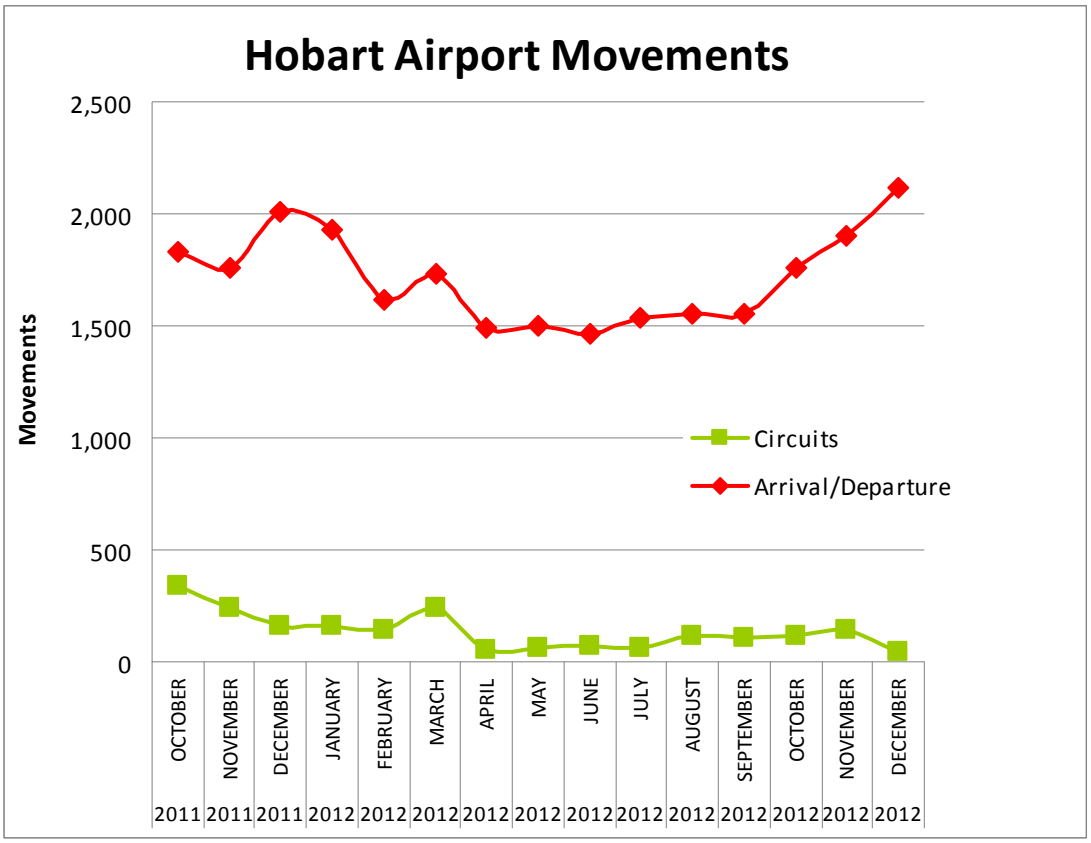

Figure 3: Aircraft movements at Hobart Airport from October 2011 to December 2012

The key point shown by Figure 3 is that in Quarter 3 there was a significant increase in arrivals and departures. This is due largely to airlines increasing the number of services to Tasmania for the 2012/13 tourist season, particularly on the Melbourne route.

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

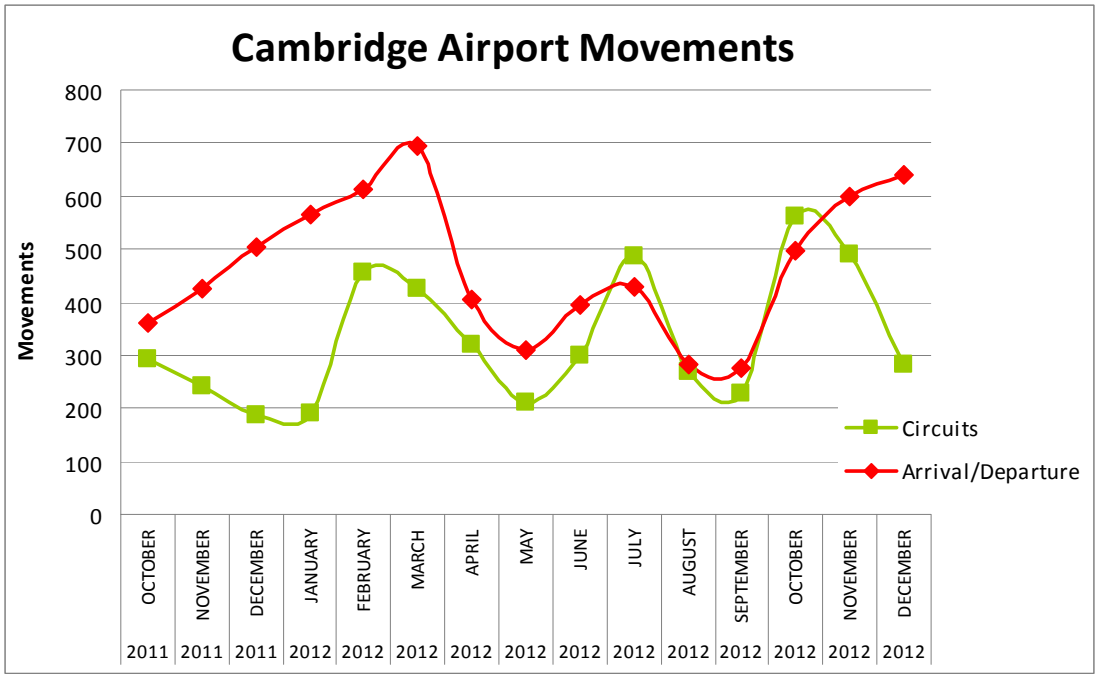

Figure 4: Aircraft movements at Cambridge Airport from October 2011 to December 2012

The key points shown by Figure 4 are:

- The number of circuits declined slightly during Quarter 4 of 2012. This is partly because training courses tend to end towards the end of the year.
- However, the number of arrivals and departures increased during this Quarter, as leisure pilots took advantage of good weather during the period.

Figure 5 shows aircraft movements at Launceston Airport for the 15 month period to the end of Quarter 4 of 2012.

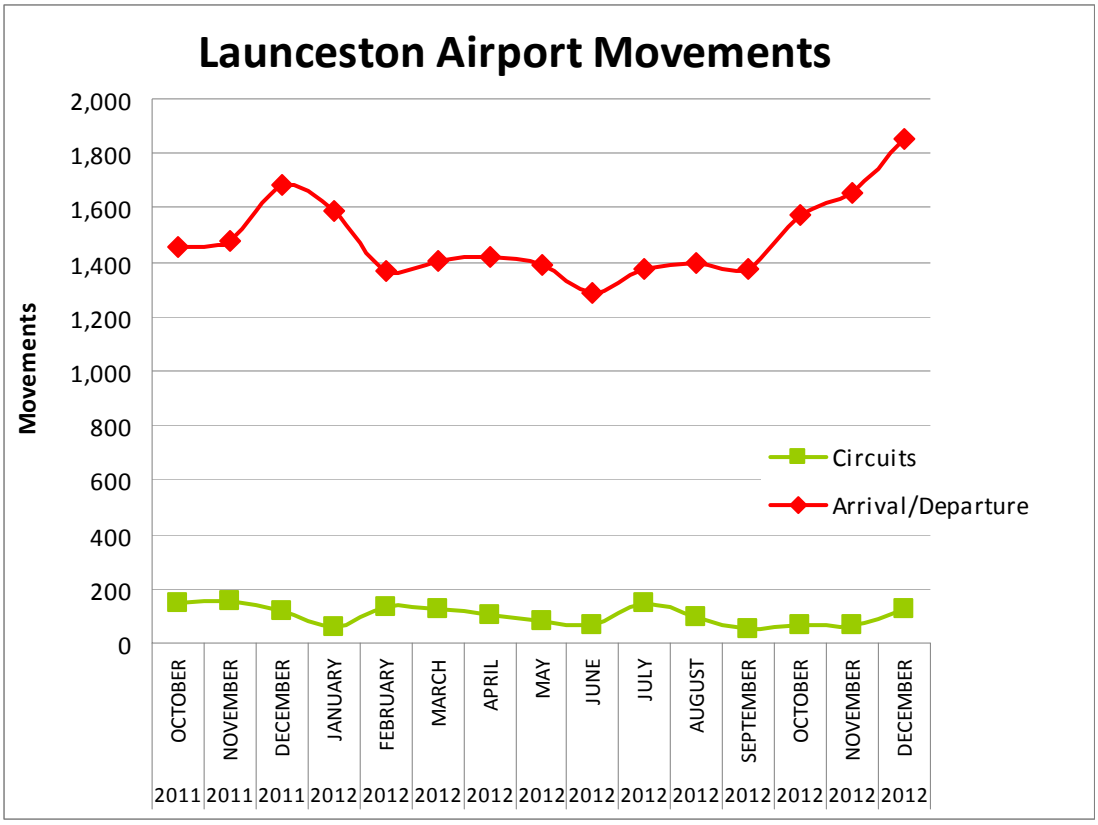

Figure 5: Aircraft movements at Launceston Airport from October 2011 to December 2012

The key point shown by Figure 5 is that, as at Hobart Airport, airlines increased the number of services to Launceston for the 2012/13 tourist season, which caused a significant increase in arrivals and departures in Quarter 4 of 2012.

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 5 clients from Hobart, Cambridge and Launceston Airports during Quarter 4 of 2012. 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 October to December 2012.

Figure 6A & 6B shows client density for Hobart, Cambridge and Launceston Airports for Quarter 4 of 2012.

Table 1: Recorded clients October to December 2012 by suburb and airport

AIRPORT	SUBURB	CLIENTS
CAMBRIDGE	CLIFTON BEACH	1
HOBART	DODGES FERRY	1
HOBART	MIDWAY POINT	1
HOBART	NEW TOWN	1
LAUNCESTON	LORINNA	1

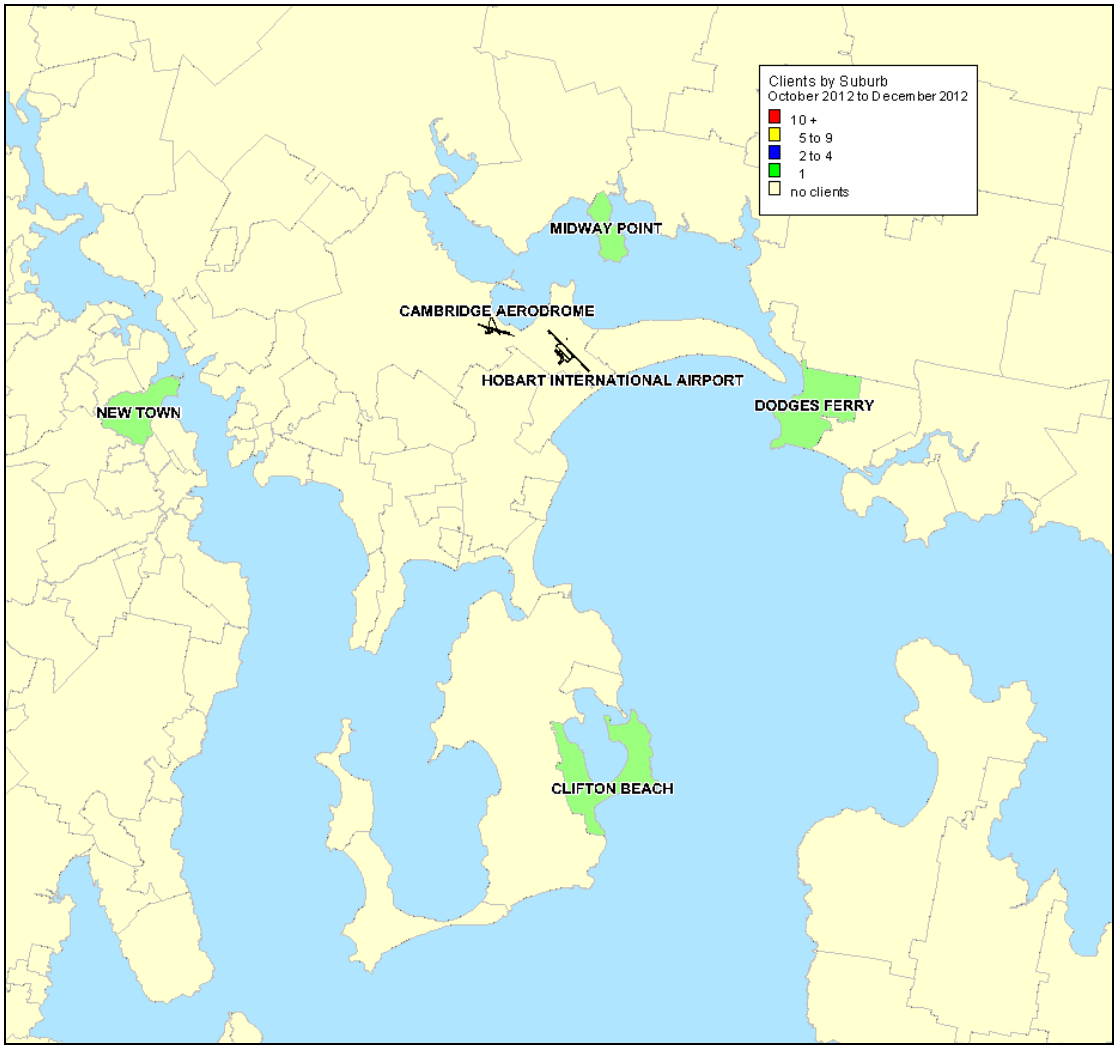

Figure 6A: Hobart and Cambridge client density by suburb for October to December 2012

- The key point shown by Figure 6A is that clients from the Hobart region were not concentrated in any single area near to Hobart Airport or Cambridge Airport, but were scattered.

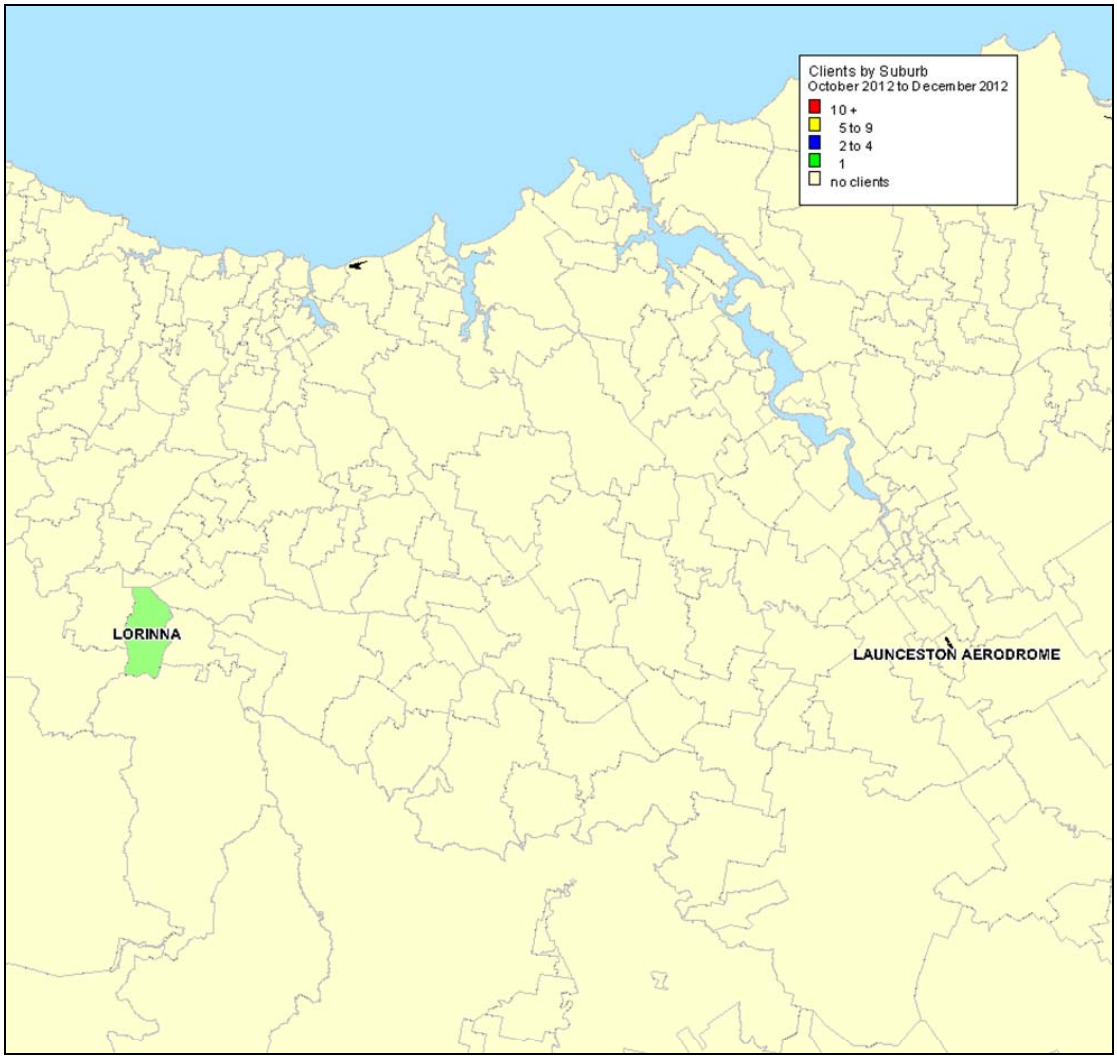

Figure 7B: Launceston client density by suburb for October to December 2012

- The key point shown by Figure 6B is that clients from the Launceston region were not concentrated to a single area near Launceston Airport.

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 4 of 2012. A single contact can involve multiple issues (ie. a client may have raised more than one issue when they contacted the NCIS). During Quarter 4 of 2012, the issue raised by the greatest number of clients was: Launceston.

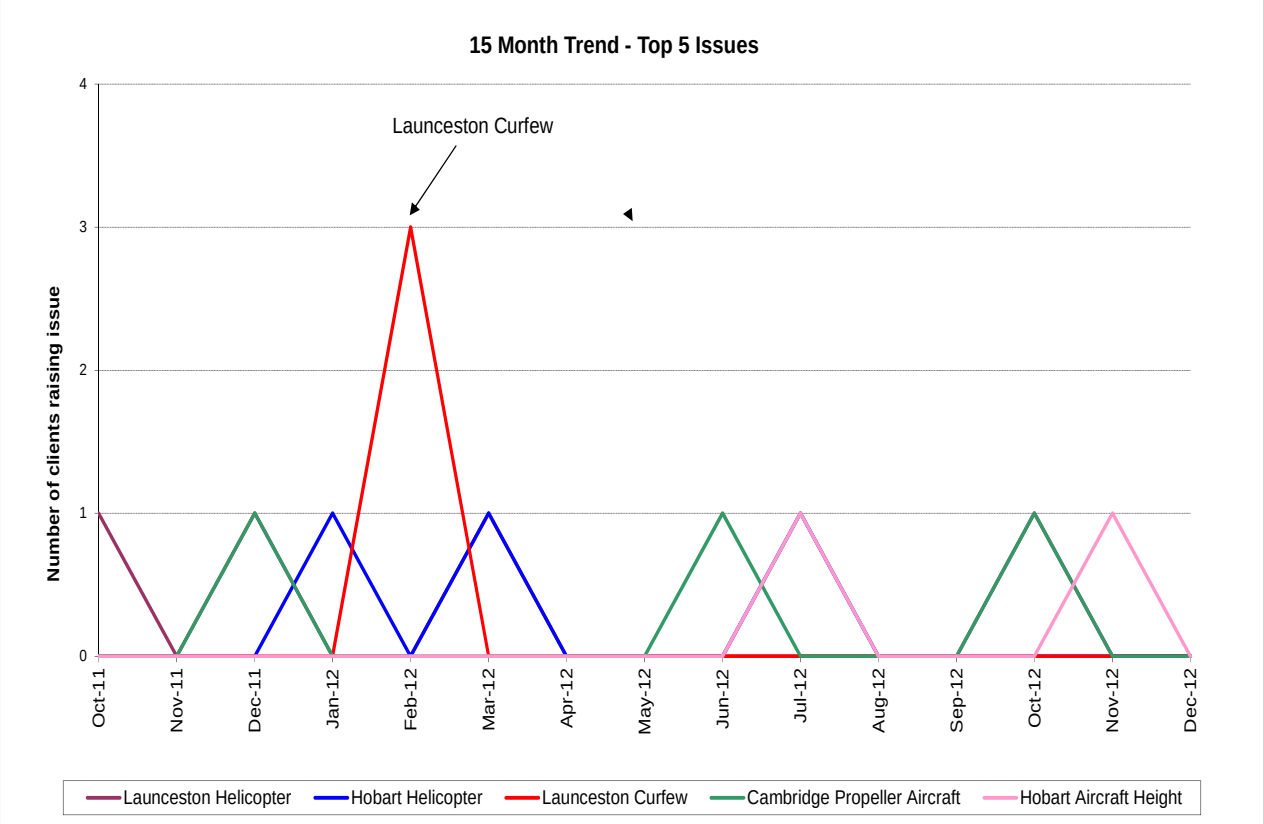

Figure 8: Top five issues for Hobart, Cambridge and Launceston Airports for the 15 month period, October 2011 to December 2012

The key point shown by Figure 7 is that during Quarter 4 of 2012, 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/)
- 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.