

19 September 2020



**SUNSHINE COAST AIRPORT FLIGHT PATHS
POST-IMPLEMENTATION REVIEW**

COMMUNITY MEETING

Facilitator – Donna Marshall

WELCOME

IN PERSON

- Buddina Flight Path Group
- Buderim War Memorial Community Association
- Castaways Beach Residents Association
- Coolum Residents Association
- East West Runway Action Group
- Flight Path Forum
- Friends of Lake Weyba
- Friends of Marcus Beach
- Mudjimba Residents Association
- Noosa Chamber of Commerce and Industry Inc.
- Noosa Council
- Noosa Hinterland Residents Association Inc.
- North Shore Traders Association
- Pacific Paradise Progress Association
- Peregrine Beach Community Association
- Peregrine West Community Association
- Sunshine Coast Airport
- Twin Waters Residents Association
- Verrierdale Residents Group
- Yandina Creek Progress Association

PARTICIPATING VIA WEBEX

- Buddina Flight Path Group
- Mudjimba Residents Association
- Organisation Sunshine Coast Association of Ratepayers (OSCAR)
- Sunshine Coast Airport CAF Chair, Mr Ron Brent
- Sunshine Coast Council, Mr Ross Ullman & Cr Maria Suarez
- Sunshine Coast Airport
- Ms Sandy Bolton MP, State Member for Noosa
- Ms Fiona Simpson MP, State Member for Maroochydore
- Mr Kieran Pehm, Aircraft Noise Ombudsman (Observer)

APOLOGIES

ELECTED REPRESENTATIVES

- Cr Frank Wilkie, Deputy Mayor, Noosa Council
- Cr Jason O'Pray, Division 8 Sunshine Coast Council

- Mr Brent Mickelberg MP, State Member for Buderim
- Mr Mark McArdle MP, State Member for Caloundra
- Mr Andrew Powell MP, State Member for Glass House
- Mr Tony Perrett MP, State Member for Gympie
- Mr Jarrod Bleijie MP, State Member for Kawana
- Mr Marty Hunt MP, State Member for Nicklin
- Mr Dan Purdie MP, State Member for Ninderry

- Mr Ted O'Brien MP, Federal Member for Fairfax
- Mr Andrew Wallace MP, Federal Member for Fisher
- Mr Llew O'Brien MP, Federal Member for Wide Bay

COMMUNITY GROUPS

- Coolum Business and Tourism Association
- Cooroy Area Residents Association (CARA)
- Marcoola South
- Noosa Biosphere Community Association
- Noosa North Shore Association
- Nambour Alliance (Chamber of Commerce)
- Seaside Shores Community Association

AGENDA

Time	Item	Presenter
1.00 – 1.15pm	Welcome, Introductions and Community Meeting Overview	Donna Marshall
1.15 – 1.45pm	Post Implementation Review Overview and draft Terms of Reference <ul style="list-style-type: none">• Objectives• Methodology• Scope• Timing	Donna Marshall
1.45 – 2.30pm	Discussion on the draft TOR	All
2.30 – 3.15pm	Sunshine Coast Airspace and Flight Path Design Presentation	Airservices
3.15 – 3.45pm	Discussion	All
3.45 – 4.00pm	Noise Improvement Investigations	Airservices
4.00 – 4.45pm	Discussion	All
4.45 – 5.00pm	Next Steps and Meeting Close	Donna Marshall

PIR DRAFT TERMS OF REFERENCE

PROCESS OVERVIEW

Airservices conducts Post Implementation Reviews (PIR) of flight path and associated airspace changes that include:

- safety
- operations
- industry efficiency and operations
- environmental impact
- community information and engagement.

The safety and operations PIRs are generally performed immediately following implementation of the change.

The environmental impact and community information PIRs are generally performed some months later to enable a period of data capture and impact monitoring.

The outcomes of PIR activity are considered to inform well-rounded future change decision making.



PROCESS OVERVIEW

Airservices conducts a post-implementation review (PIR) of flight paths that have been environmentally assessed, in accordance with the National Operating Standard (NOS) Environmental Management of Changes to Aircraft Operations (AA-NOS-ENV-2.100).

The environmental PIR typically consists of four steps:

1. **Desktop noise modelling** to verify and validate forecast noise assumptions
2. **On-site noise monitoring** to measure actual aircraft noise impacts
3. **Effectiveness of community information** regarding forecast noise and expected operations
4. **Investigation of community suggested noise improvements/alternatives**, including review of flight paths and noise abatement procedures (NAPs).



ANO RECOMMENDATION

Airservices should, as soon as practicable, design an effective post-implementation review (PIR) process for the Sunshine Coast flight path designs, that does not perpetuate design constraints requiring alignment with EIS concepts, and which encompasses:

- (a) consideration of identified community-suggested alternatives
- (b) a community engagement process that provides for genuine opportunities for community contributions to influence decisions
- (c) application of the latest version of Airservices' National Operating Standard (NOS) *Environmental Management of Changes to Aircraft Operations (AA-NOS-ENV-2.100)*.

BOARD STATEMENT IN RESPONSE

Airservices' response to ANO Investigation into complaints about the introduction of new flight paths in Sunshine Coast (April 2020)

In May 2019, the ANO commenced an investigation into flight path changes at Sunshine Coast. The ANO's report was received on 30 April 2020.

Airservices has reviewed the ANO's report and accepted the two recommendations. In response to these recommendations, the following is noted:

- **Recommendation 1: Develop a framework for third party proposed changes** – This is agreed as necessary. A Third Party Proposed Changes Framework is planned for implementation by 30 September 2020.
- **Recommendation 2: Implement as soon as practicable a Post-Implementation Review (PIR)** that considers community identified alternatives, provides an opportunity for genuine community input and applies the latest version of the National Operating Standards for Environmental Management of Changes to Aircraft Operations (AA-NOS-ENV-2.100) - A PIR Terms of Reference (TOR) will be developed for discussion and agreement with the ANO by September 2020.
To complete the PIR, it is necessary to gather 12 months of post-implementation operational data to enable assessment of actual operation against the assessed impact. It is therefore anticipated this PIR will be completed not later than 18 months after runway opening.

It is noted and appreciated that the ANO's report recognises the effort made to accommodate the greater than expected public interest in the project through the hosting of additional engagement sessions, and also the positive feedback on the launch of the "Engage Airservices" interactive website tool in response to community requests.

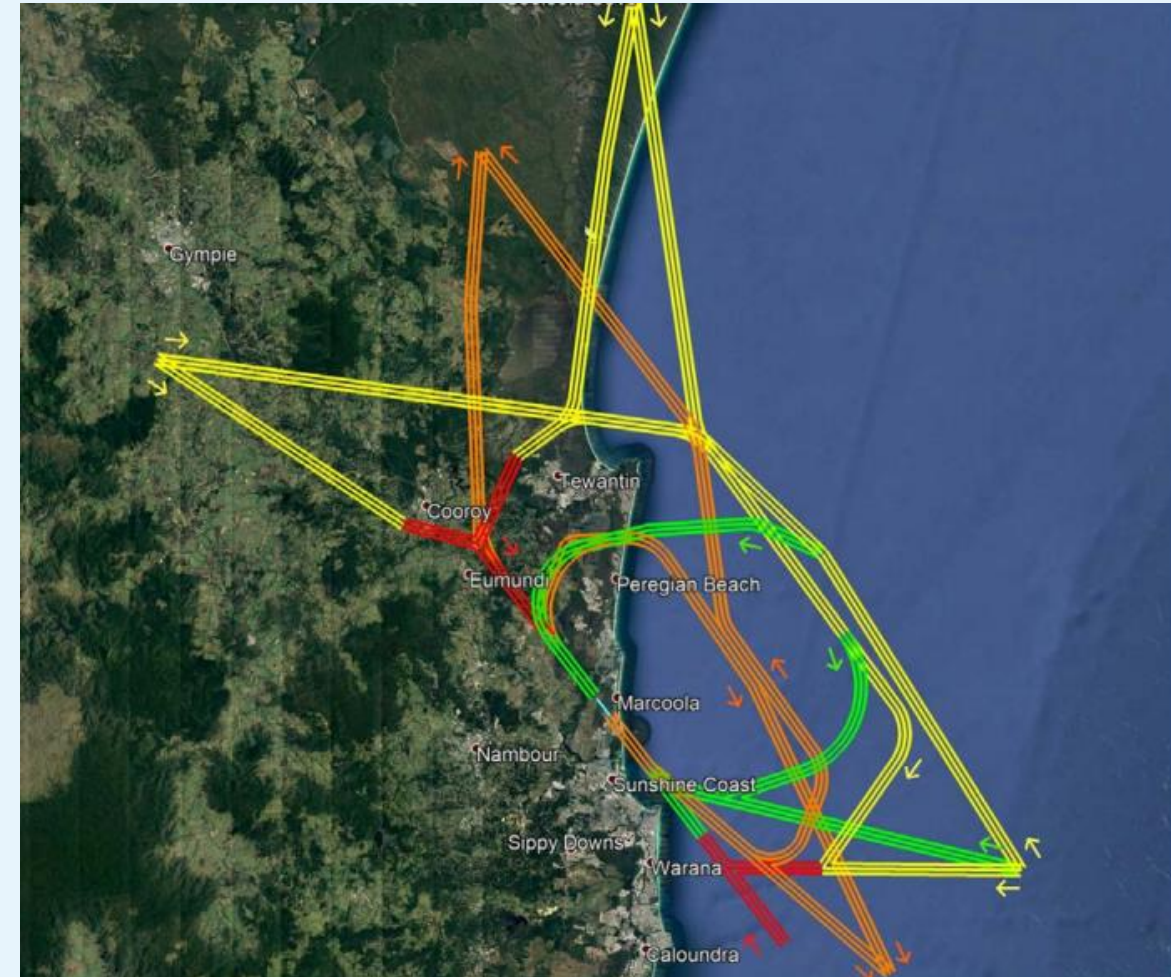
Airservices thanks the ANO for providing this report and its recommendations.

25 June 2020

OBJECTIVES

AIRSERVICES POST-IMPLEMENTATION REVIEW

1. **Review the forecast noise levels** against actual aircraft movement data and noise levels, and provide up-dated/improved information to community
2. **Review the effectiveness of the NAPs**, and identify any improvements
3. **Identify opportunities to minimise** the impact of aircraft operations on the community, including investigation of community suggested alternatives, and consider these against Airservices [Flight Path Design Principles](#)
4. **Seek and consider feedback from industry:** airport, airlines, general aviation operators and industry associations, to identify opportunities for improvement to operational and network efficiency and consider these against Airservices [Flight Path Design Principles](#)
5. **Engage genuinely with the community** to provide opportunities to influence the outcomes of the PIR in accordance with Airservices [Community Engagement Framework](#).



SCOPE

The timeframes for this PIR take into account the substantial reduction in scheduled flight operations at Sunshine Coast Airport that has occurred due to COVID-19, and the lack of certainty about when operations may stabilise after the re-opening of state borders.

Until operations at the airport return to a level of stability it is not possible to:

- seek comprehensive feedback from industry about the impacts and benefits of new flight paths
- obtain representative and reliable data for the purposes of noise modelling verification or from on-site noise monitoring.
 - o **N60, N65 and N70 contours** require aircraft movements to be representative of typical operations at the airport
 - o **L_{Amax} levels** can be identified for validation against the EIA using the same aircraft types at lower traffic volumes as per the assumptions contained in the EIA – A320 and 737-800 – but this would require an extended noise monitoring period.

The timeframe aircraft movement and noise data capture would typically be between June 2020 and June 2021. It is anticipated this will be delayed by a minimum in the order of 6 to 12 months. To ensure the timely commencement of the PIR, and in particular to address key community interests, we are proposing a two-phase process:

Phase One – Investigation of identified community-suggested alternatives, and effectiveness of community information regarding expected operations, and review of industry and operational feedback

Phase Two – Noise modelling validation activities, including noise monitoring at the appropriate time, and review of industry feedback regarding operational effectiveness and network efficiency

SCOPE – PHASE ONE

The PIR will commence with **Phase One in October 2020**, with a completion date within 18 months subject to the ability to capture representative aircraft movement and noise data.

Phase One Scope

- Consideration of community-suggested noise alternatives submitted during the pre-implementation engagement period (2019) and during this PIR
- Review of scheduled IFR operations compliance with existing approach and departure procedure designs, including:
 - o flight path track compliance
 - o Noise Abatement Procedures (NAP) as published
 - o Industry feedback (as available).
- Review of ATC traffic management including application of NAPs, and management of GA operations
- Review of the extent to which NAPs can be enhanced
- Review of community information regarding expected aviation operations, including identification of potential improvements to explain Airservices roles and responsibilities for air traffic management.

We will publish a report on our website.

SCOPE – PHASE TWO

Phase Two Scope (within 18 months)

- Seek feedback from airlines, industry representative bodies, Sunshine Coast Airport and general aviation operators on the operational efficiency, performance and flyability of flight paths, air traffic management practices inside controlled airspace, Noise Abatement Procedures and the effects of the change on overall network efficiency
- Assess against the Flight Path Design Principles the opportunities identified with ATC and/or industry to enhance the operational efficiency and performance of flight paths, air traffic management procedures and overall network efficiency
- Desktop noise modelling comparing actual operations against modelled/forecast operations, including updated assumptions based on the closure of Runway 18/36
- Noise monitoring assessment to validate modelling assumptions and findings in flight path affected areas. Appropriate noise monitoring locations will be identified in consultation with the community.
- Updated analysis of aircraft movement details i.e. tracking, altitude, NAPs adoption and compliance.

The assessment will consider:

- • N60, N65 and N70 acoustic standards for aircraft noise (dB(A))
- • LAmax (maximum single event noise levels)
- • the accuracy of previous predictive modelling and assess findings where noise complaints have been received.

OTHER ACTIVITIES

Where community suggested alternatives for flight paths are assessed as safe, operationally feasible, and environmentally appropriate, Airservices flight path change management process will apply in accordance with the latest version of *Airservices National Operating Standard (NOS) Environmental Management of Changes to Aircraft Operations (AA-NOS-ENV-2.100)*.

Where this would result in an associated change to Sunshine Coast Airport airspace, the Airspace Change Proposal process with the Civil Aviation Safety Authority (CASA) will apply.

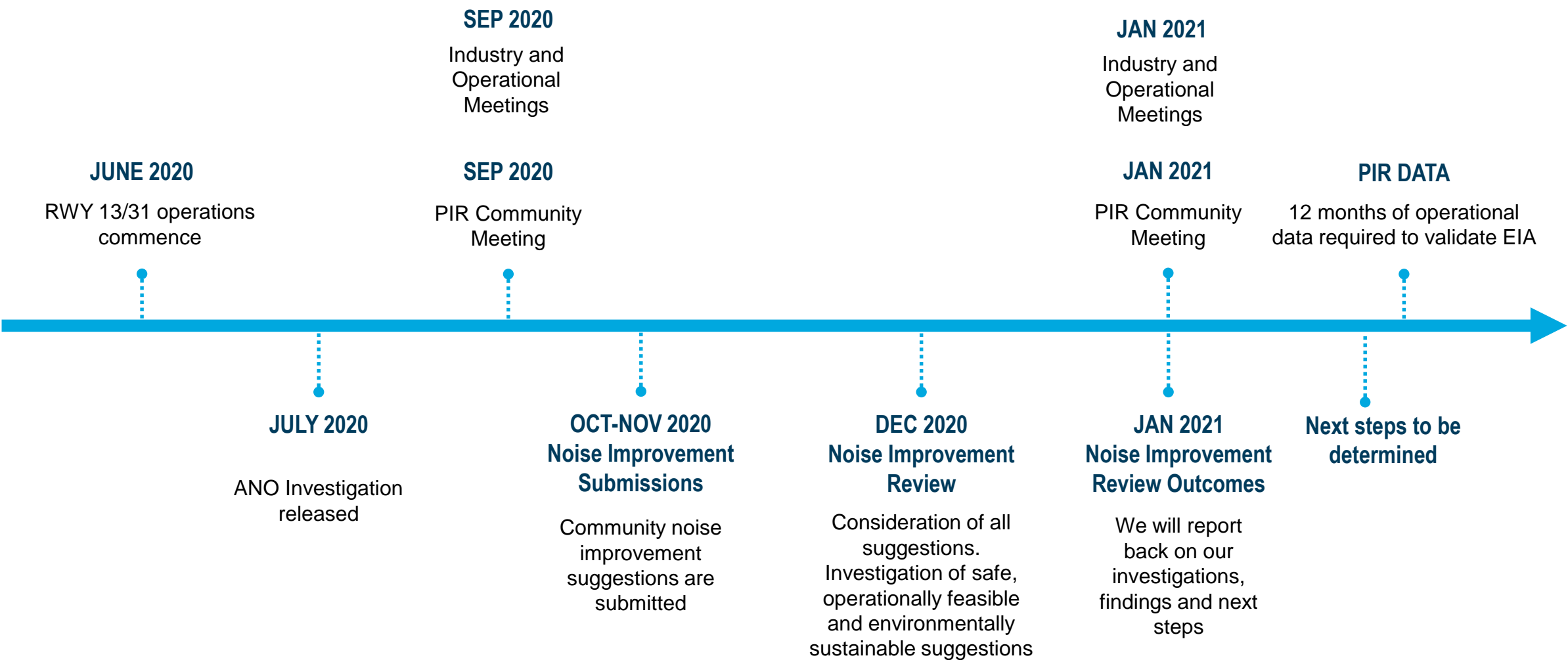
Sunshine Coast Airport is conducting a review of their Fly Neighbourly Agreement and their NAPs. Airservices will be consulted as part of this review.

Relevant findings from their review will be considered as part of this PIR.



Source: Sunshine Coast Council Website

NEXT STEPS





GROUP DISCUSSION DRAFT TOR

SUNSHINE COAST AIRSPACE AND FLIGHT PATH DESIGN

NEW RUNWAY

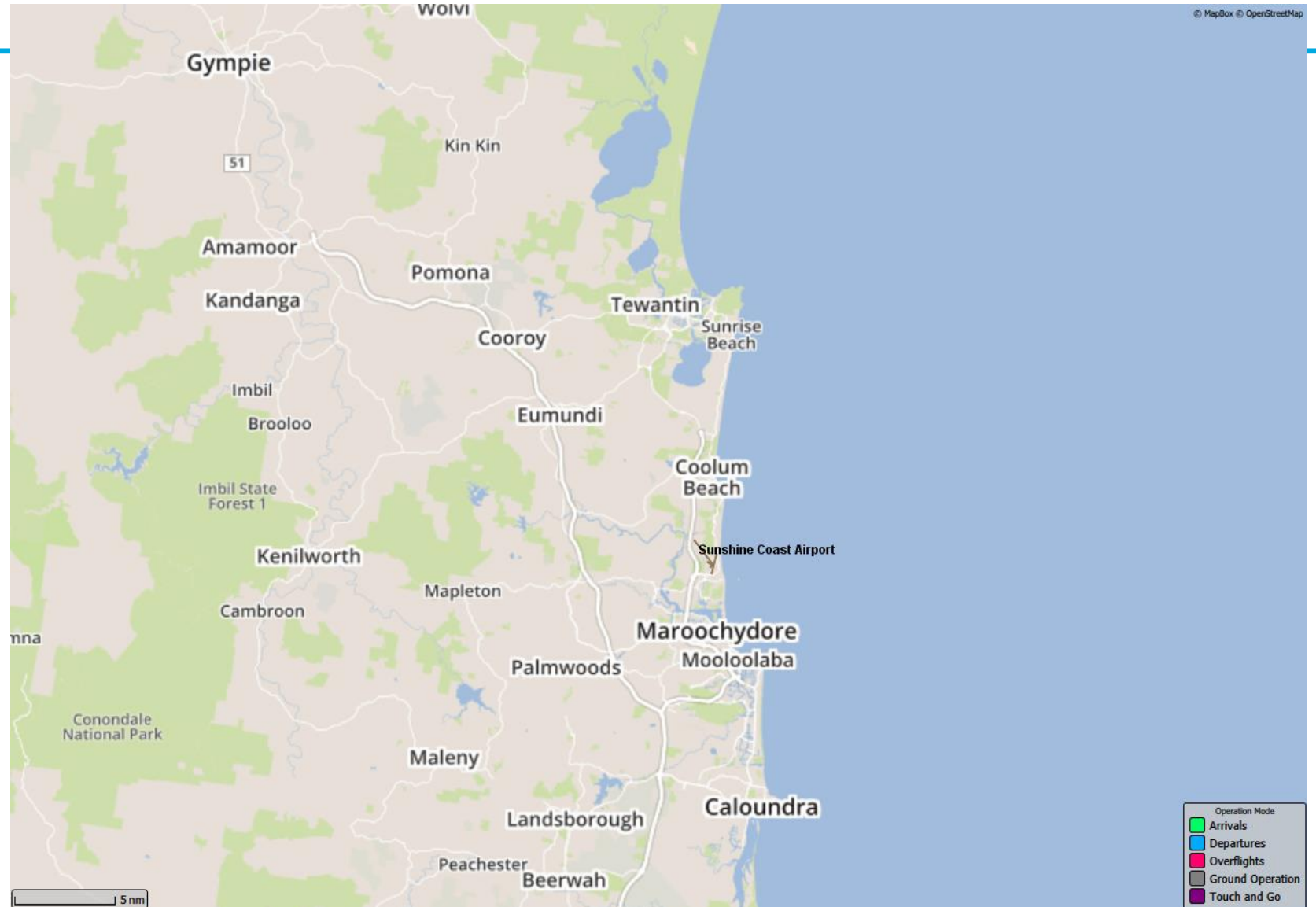
RUNWAY 13/31

Sunshine Coast Airport opened its new runway on 14 June, 2020.

The new runway is orientated 130 degrees to the south east and 310 degrees to the north west.

The old runway, orientated 180/360 degrees, has been decommissioned.

Flight paths servicing the new runway came into operation on 14 June 2020.

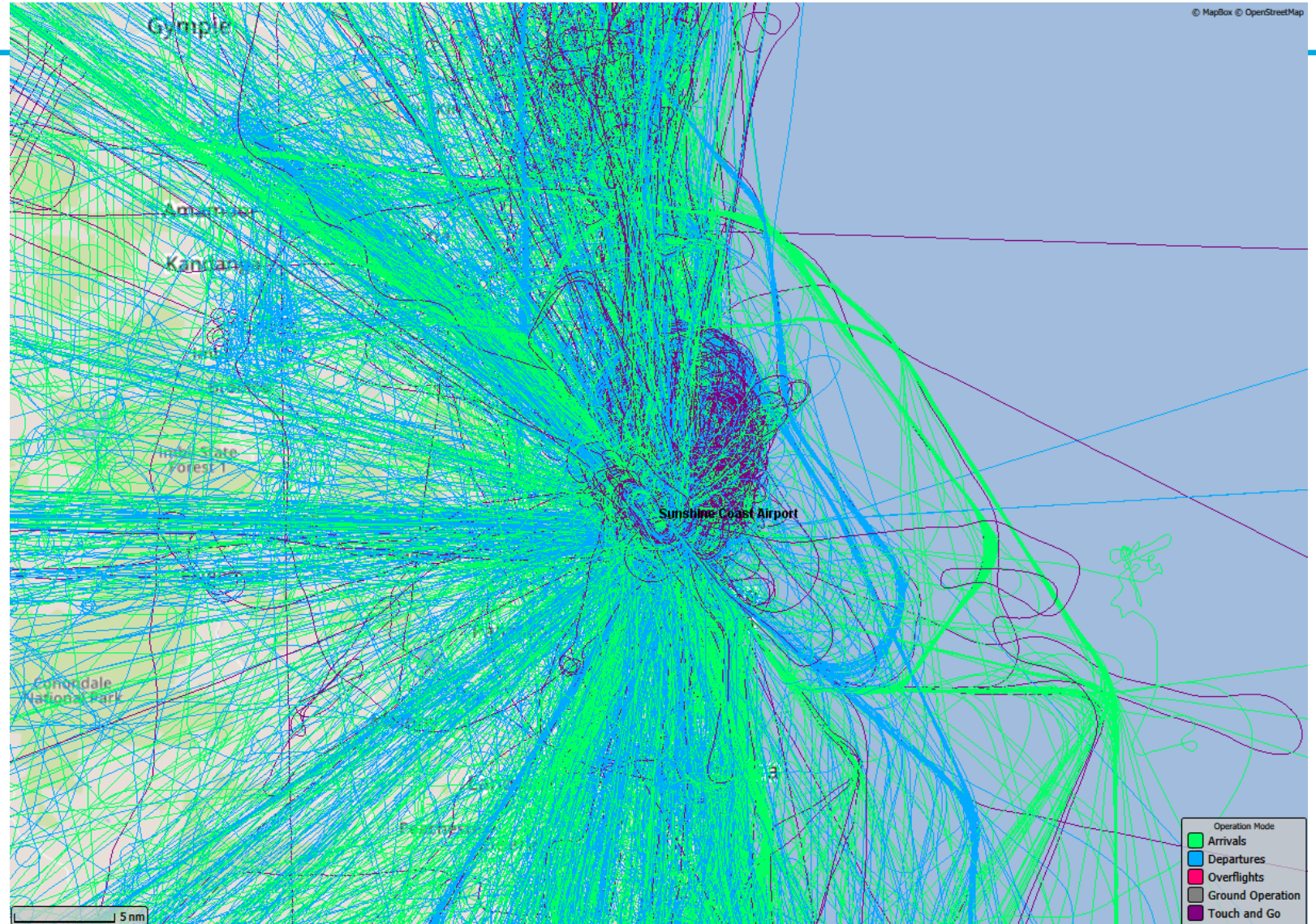


AIRCRAFT MOVEMENTS

FLIGHTS

Review of Airservices Noise and Flight Path Monitoring System identified **6,782** aircraft movements have occurred at Sunshine Coast Airport between 14 June 2020 and 10 September 2020

The majority of aircraft are operating under Visual Flight Rules (VFR) and therefore are not using the new published flight paths.



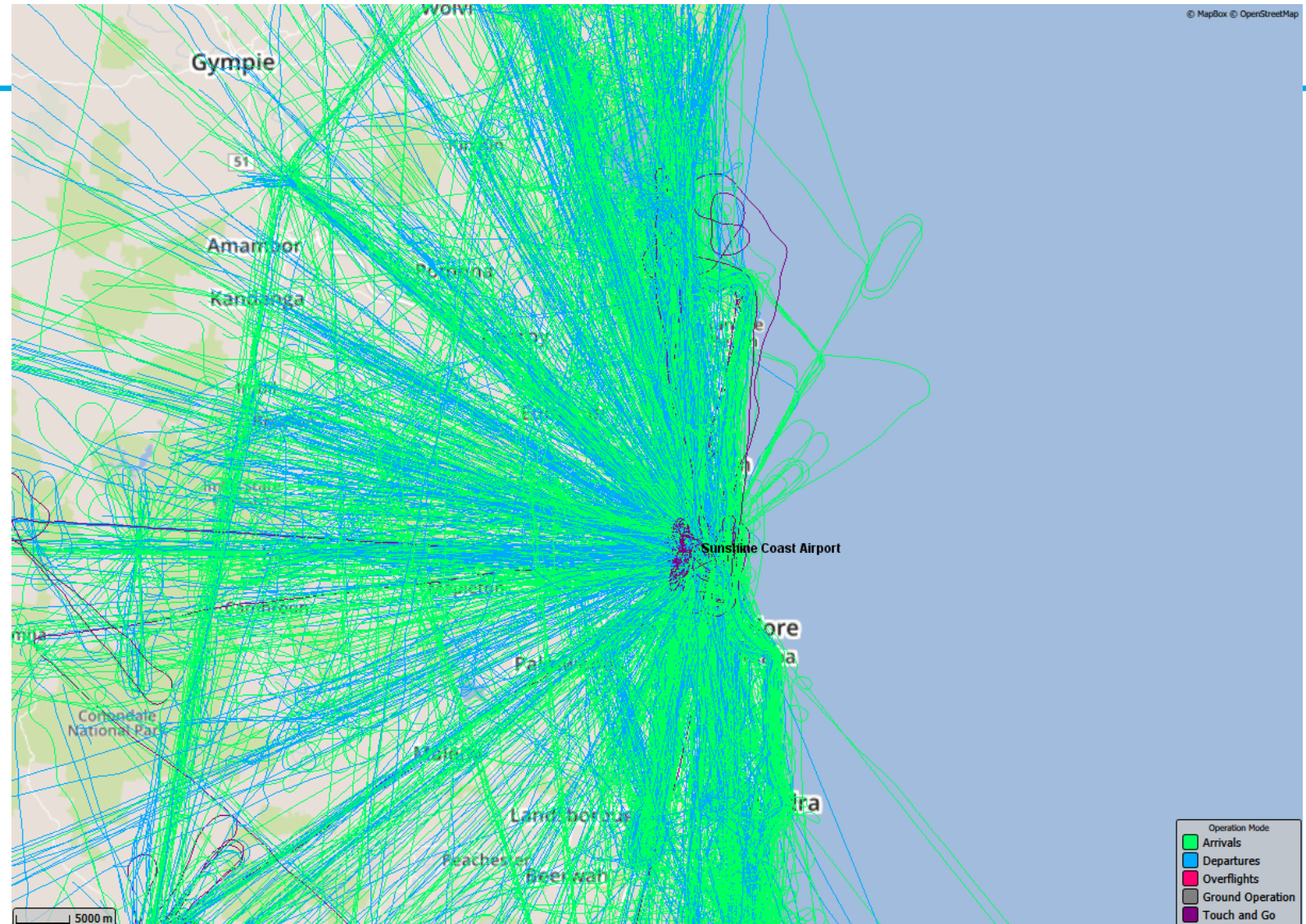
HELICOPTERS - 2019

HELICOPTER OPERATIONS

Fewer helicopter flights have occurred in the current period compared to the same time last year.

Between 14 June 2019 and 10 September 2019 there were nearly four times as many helicopter movements (**3,204 movements**) compared to the 2020 period.

This includes **872 training flights** (circuit and hover training) immediately at the airport.



HELICOPTERS - 2020

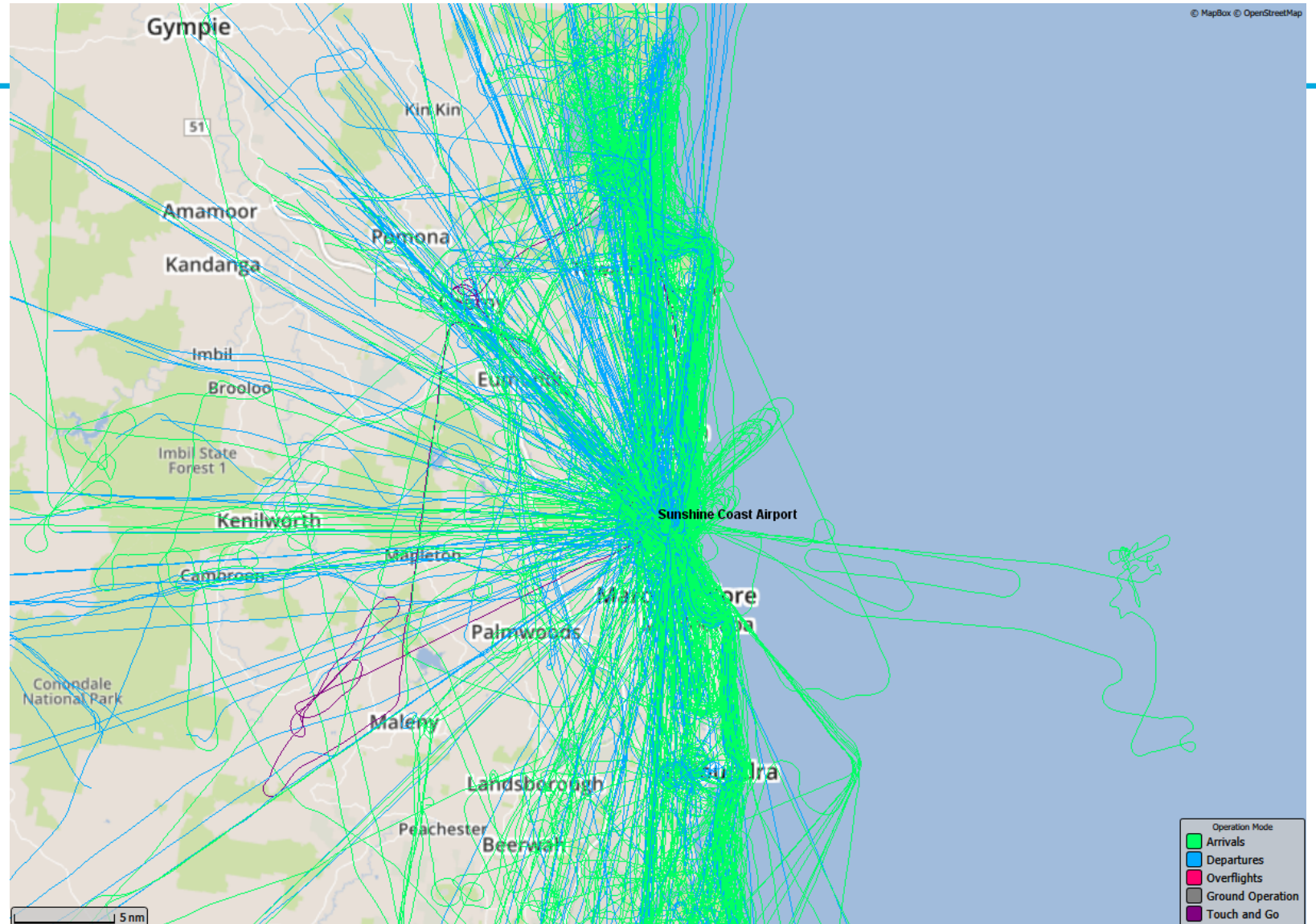
HELICOPTER OPERATIONS

Helicopters operate from helipads.

There have been **841 helicopter movements** since the opening of the new runway.

While the tower is operational, ATC may require helicopters to fly a particular course for separation. If separation is not required the helicopter will be cleared to track direct on its planned route.

Helicopters undertake circuit training and other forms of flight training at the airport and in the region.



LIGHT AIRCRAFT - 2019

LIGHT AIRCRAFT OPERATIONS

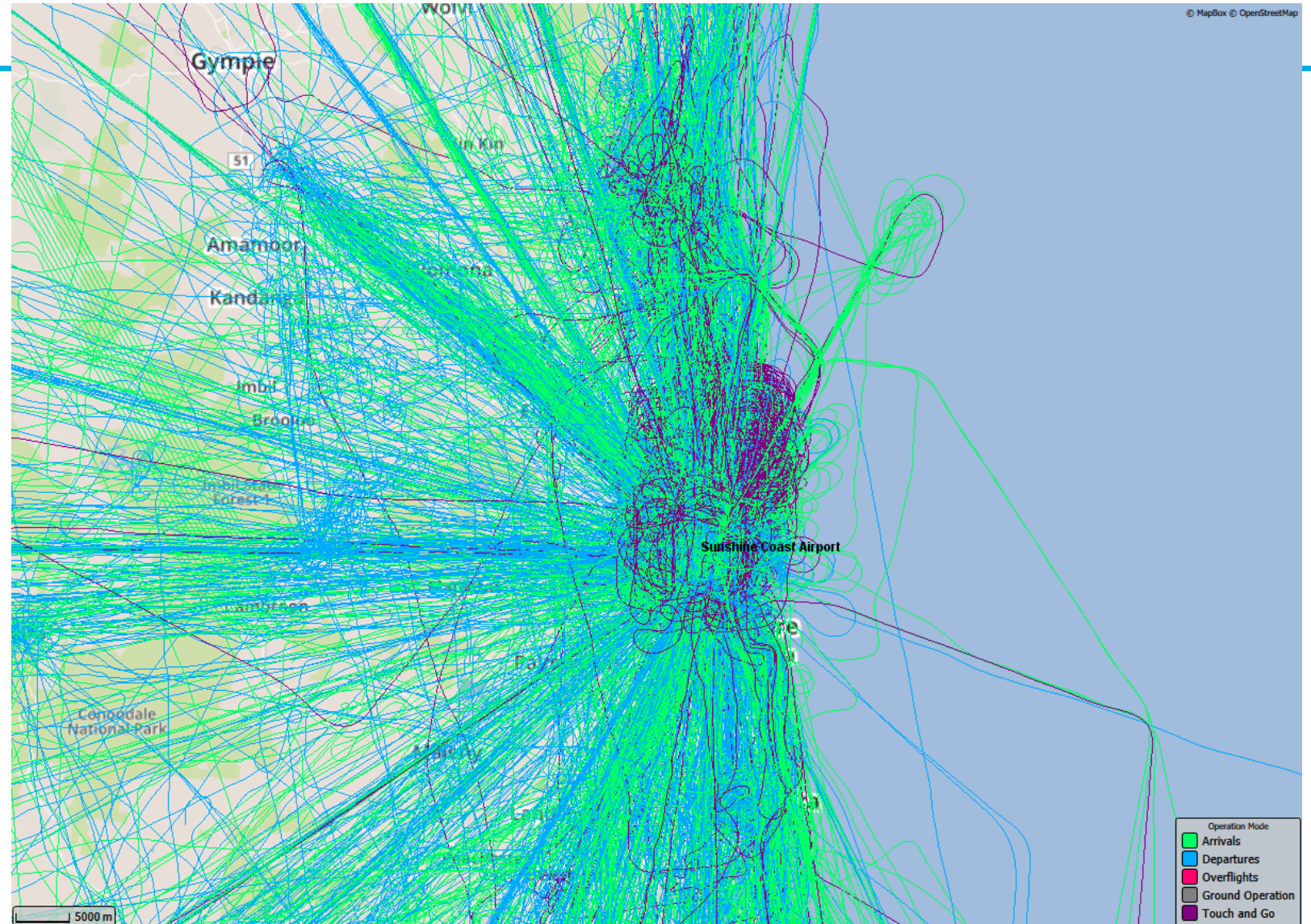
Light aircraft tend to fly under Visual Flight Rules (VFR).

The majority of small sized aircraft fly VFR, however when required and if appropriately licensed, they may fly IFR.

When flying VFR, aircraft will not use the published flight paths. Rather the aircraft track with visual reference to prominent ground features.

VFR flights track in accordance with procedures established prior to the opening of the new runway. However as the new runway is orientated differently, VFR flights will track differently when close to the runway.

For the same period in 2019 there were approximately 3,500 VFR operations.



Data shown between 14 June 2019 to 10 September 2019.

LIGHT AIRCRAFT - 2020

LIGHT AIRCRAFT OPERATIONS

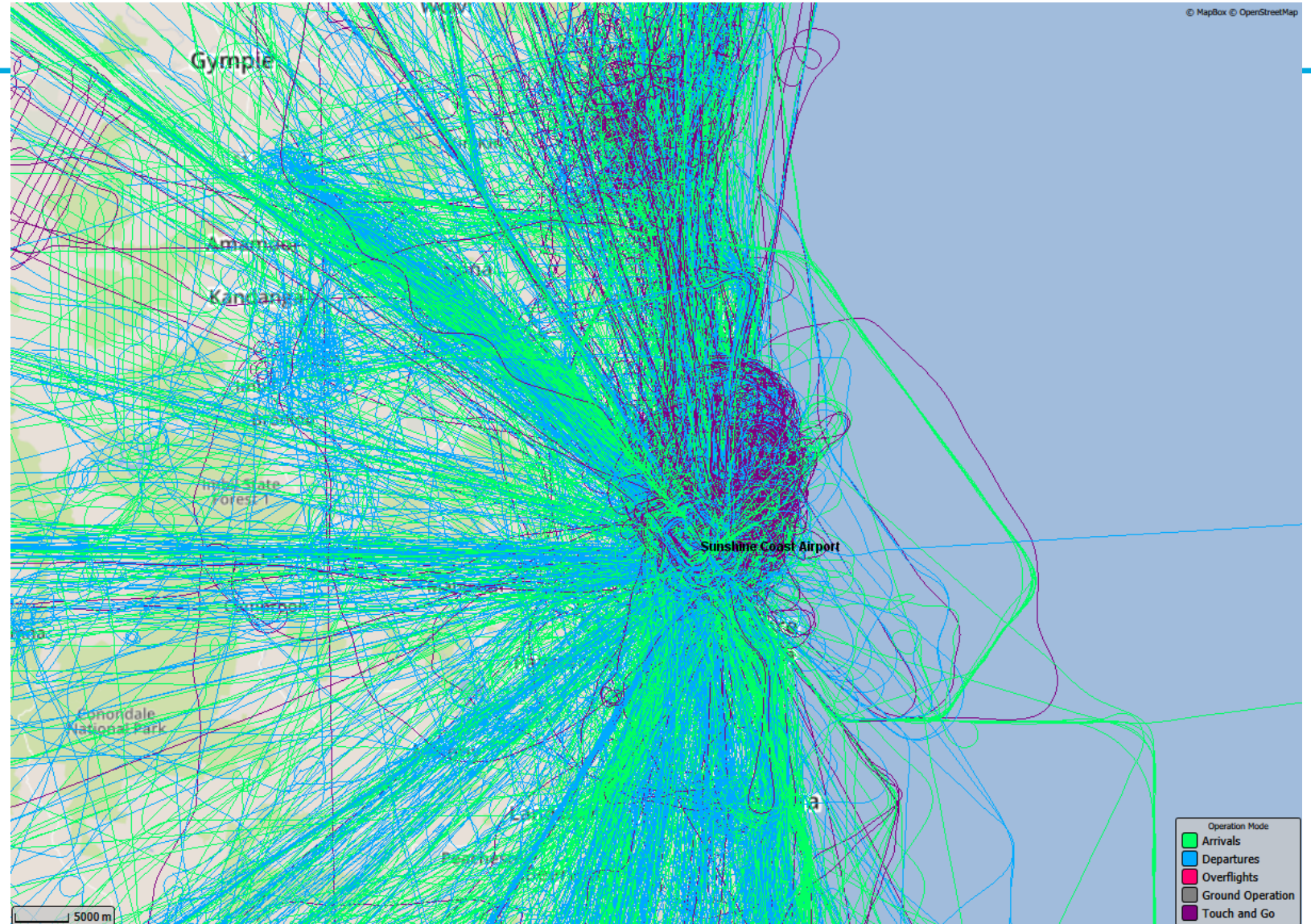
Light aircraft tend to fly under Visual Flight Rules (VFR).

There are approximately 5,000 VFR operations since runway opening on 14 June 2020.

The increase is expected to be associated with the impacts of COVID-19 which resulted in:

- a marked reduction in scheduled flight services to Sunshine Coast
- Increased GA training opportunities in the absence of jet operations
- Increased VFR flight operations for recreational and commercial purposes

These operations have been permitted under COVID-19 restrictions.



Data shown between 14 June 2020 (opening) to 10 September 2020.

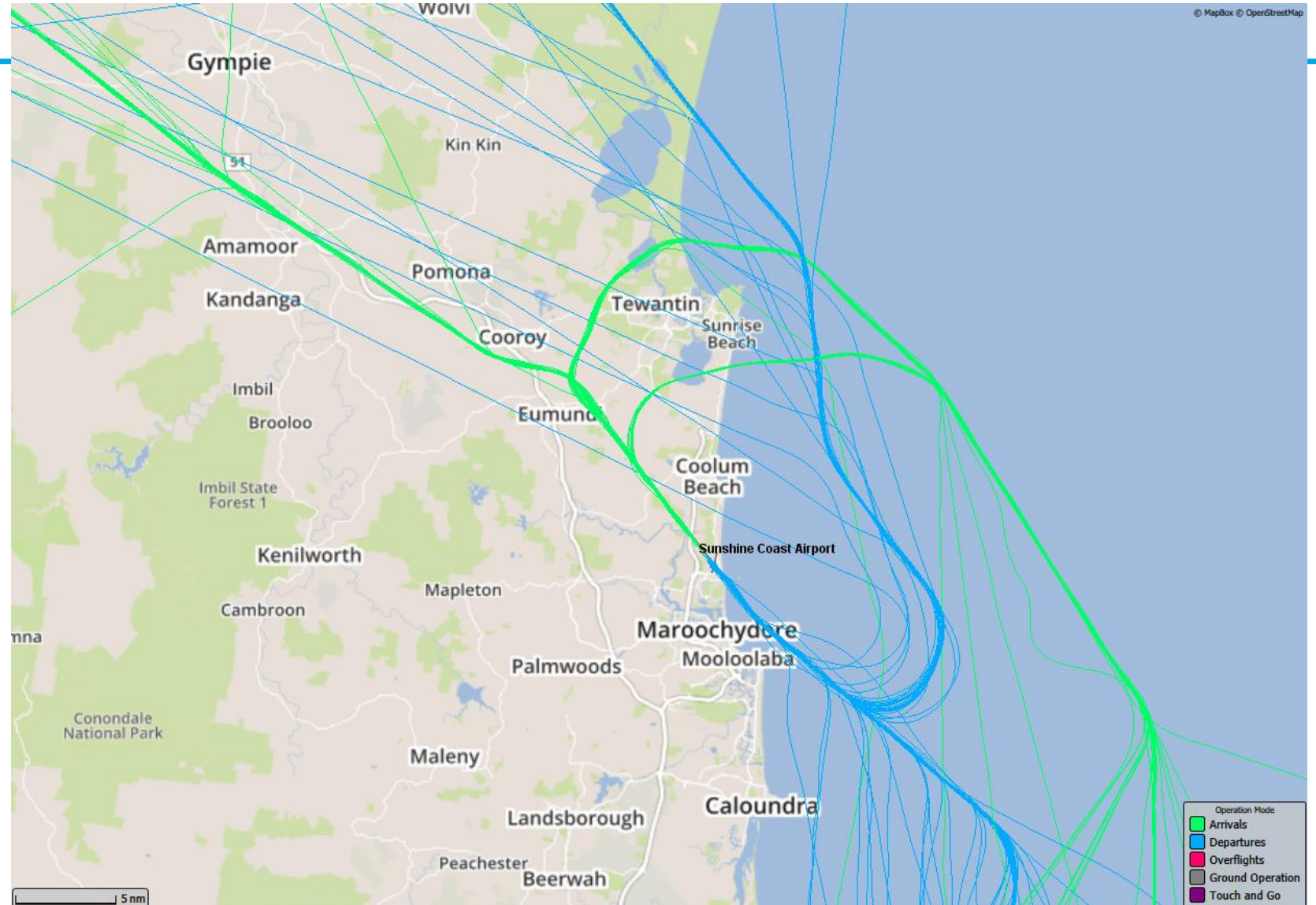
INSTRUMENT FLIGHT RULES (IFR) – RUNWAY 13

RUNWAY 13 JET ARRIVALS AND DEPARTURES

Large sized passenger and freight aircraft operate under Instrument Flight Rules (IFR) and therefore use standard flight paths.

From the opening date, a total of **214** jet aircraft have arrived or departed Runway 13 IFR.

When operating on Runway 13, these aircraft approach from the north west and depart towards the ocean.

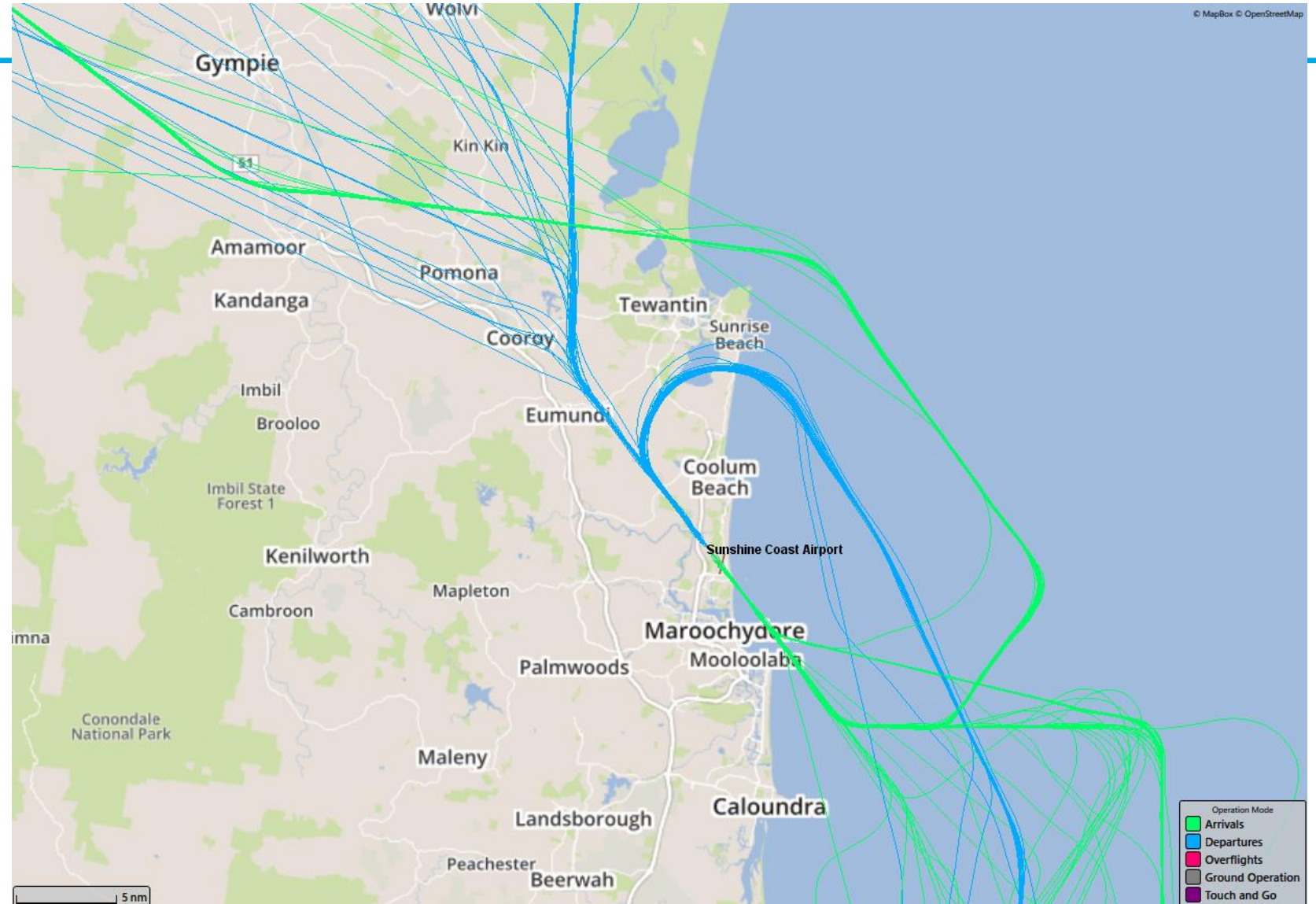


INSTRUMENT FLIGHT RULES (IFR) – RUNWAY 31

RUNWAY 31 JET ARRIVALS AND DEPARTURES

From the opening date, a total of **151** jet aircraft have arrived or departed Runway 31 IFR.

When operating on Runway 31, these aircraft approach from ocean and depart to the north west.

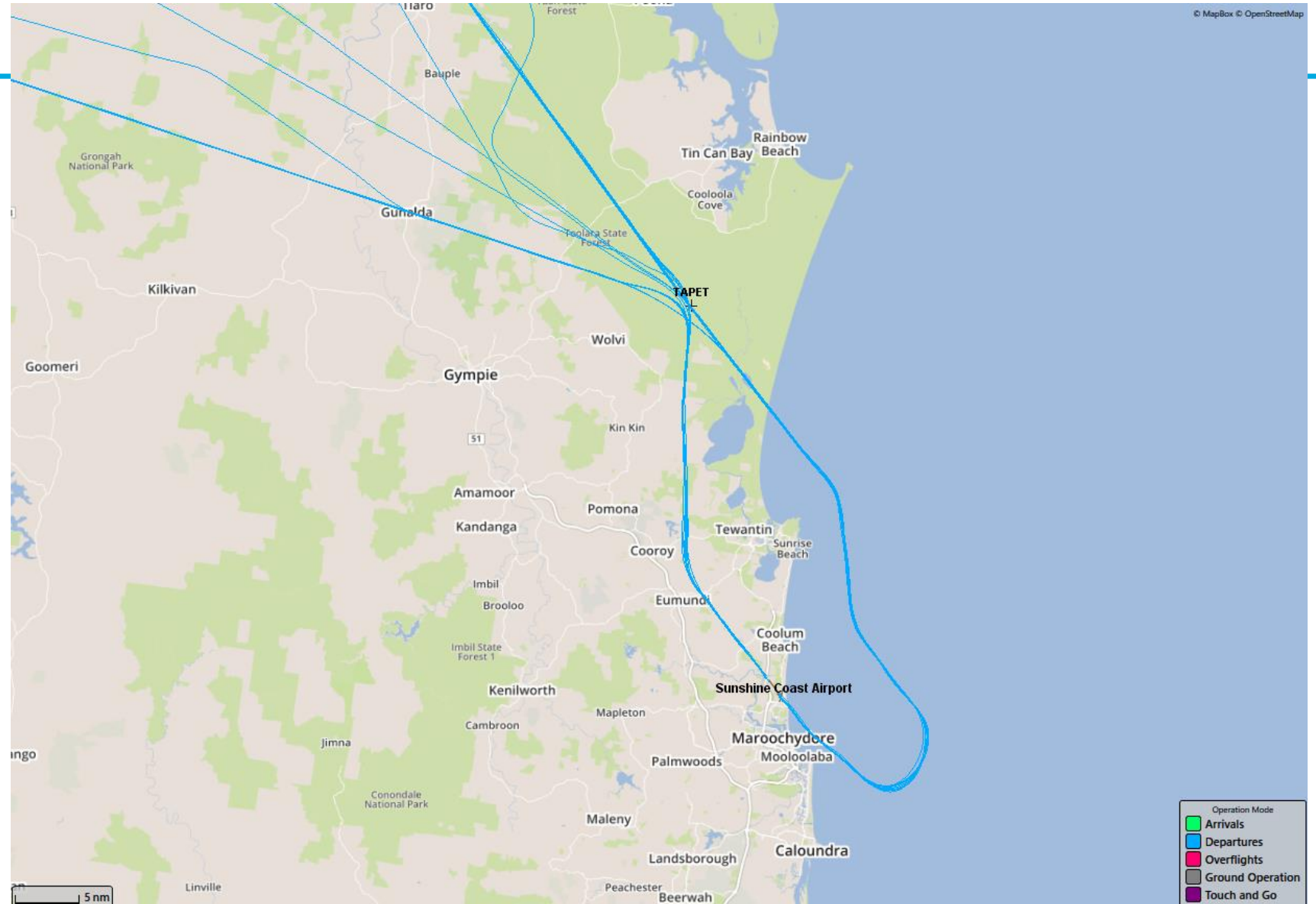


IFR DEPARTURES – TRACK COMPLIANCE

AIRCRAFT BEHAVIOUR

We are monitoring track compliance for IFR aircraft on the flight paths.

Aircraft departing to the north west (e.g. Cairns and Emerald) track via the waypoint TAPET.



IFR DEPARTURES – TRACK COMPLIANCE

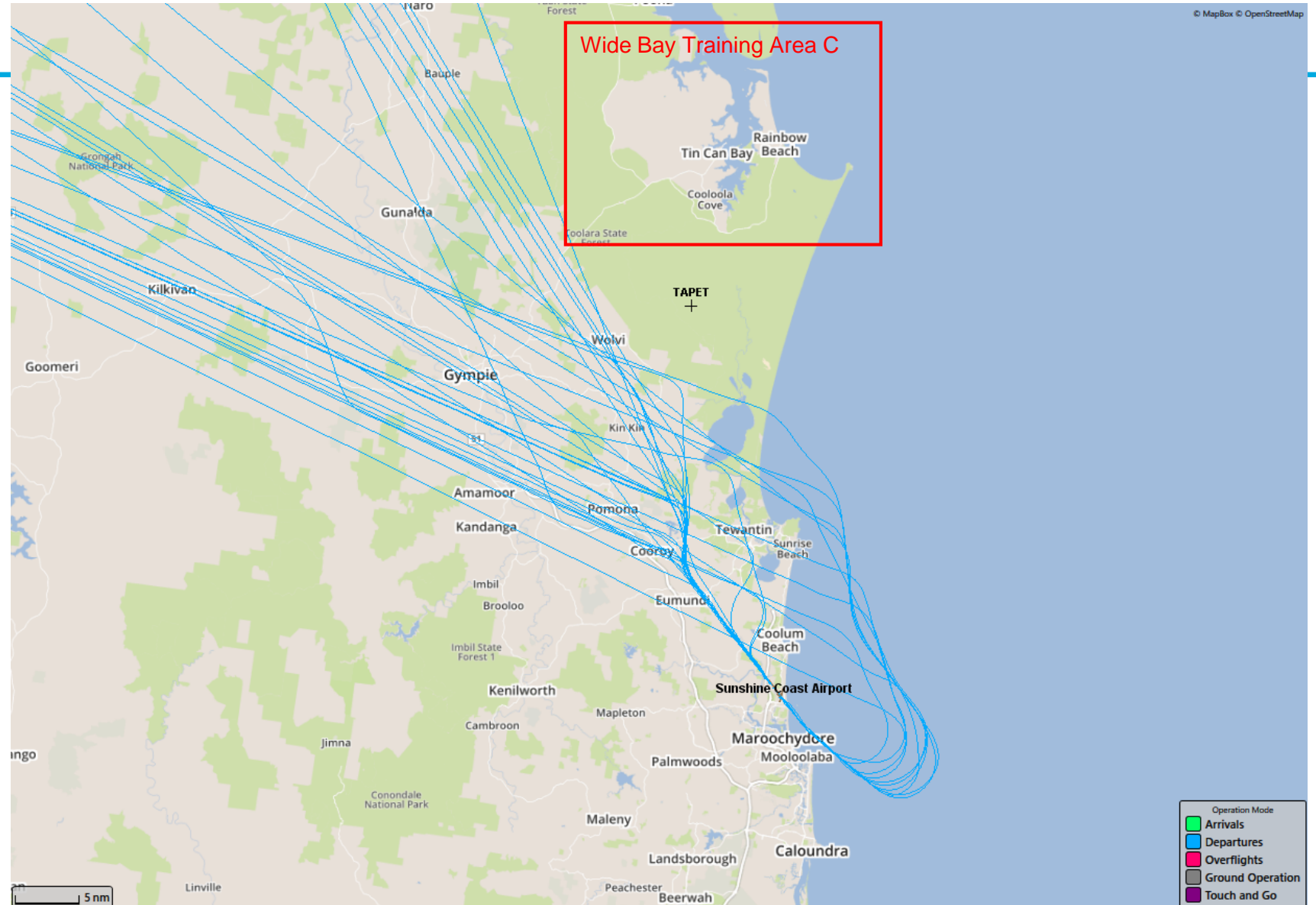
AIRCRAFT BEHAVIOUR

At times aircraft leave the departure flight paths prior to TAPET.

This occurs when aircraft need to be separated from arrivals to Sunshine Coast and other departures from Brisbane.

There is also a restricted area in the Wide Bay region for Defence activities.

When the restricted airspace is active, departures to the north west are either vectored ('turned') early by air traffic control, or issued an amended tracking clearance so as to remain clear of the restricted airspace.



TOWER OPERATING HOURS

TOWER HOURS

The Sunshine Coast Air Traffic Control Tower are currently staffed between the hours of 7.30am and 5.30pm.

These hours may be amended when necessary.

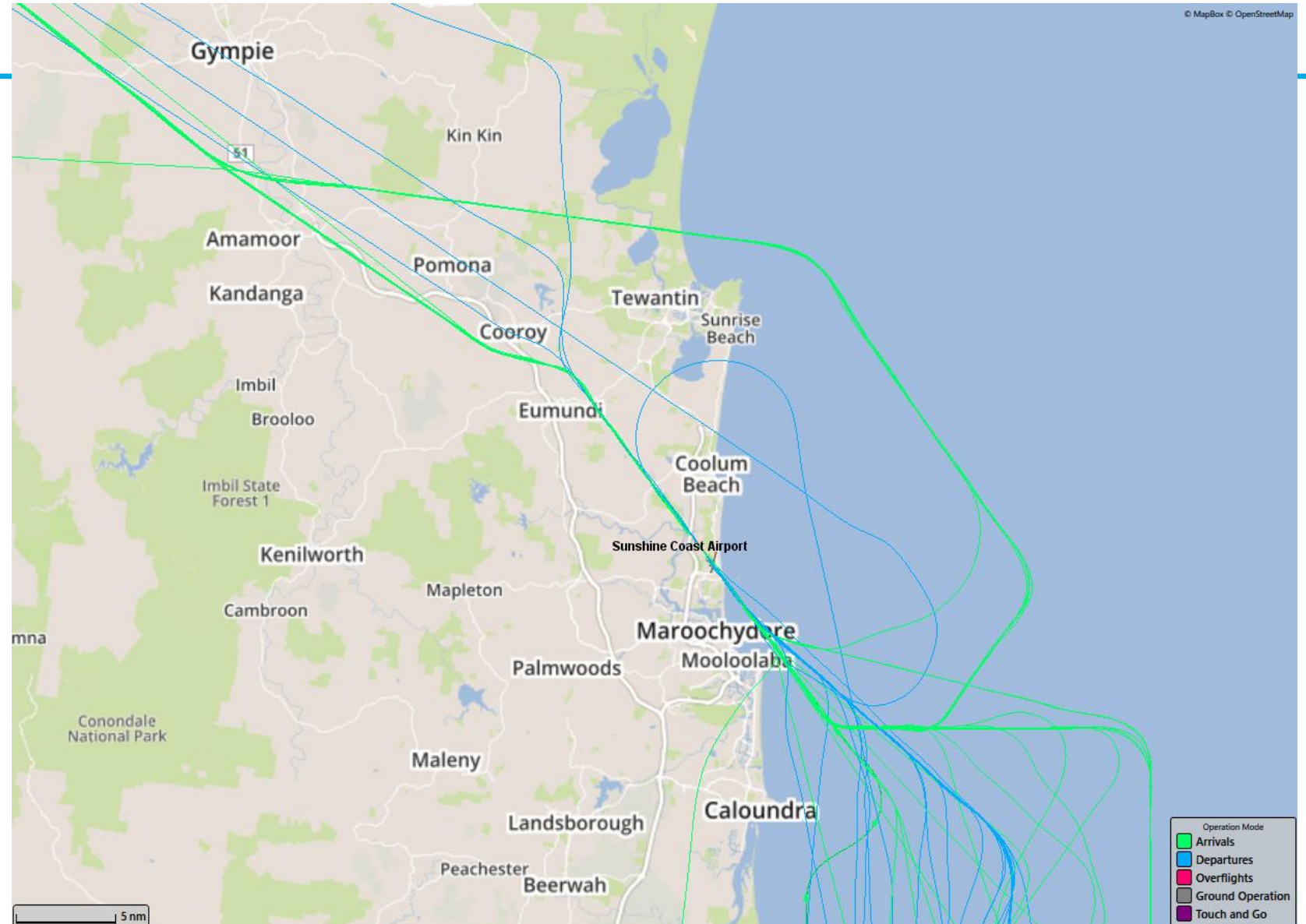
While the tower is operational (staffed), the airspace immediately around the tower is monitored by Tower ATC.

Outside of the operational hours, the surrounding airspace reverts to Class G airspace and is serviced by Brisbane Centre ATC.

In Class G:

- IFR aircraft receive a traffic service.
- VFR aircraft do not receive a service and do not follow established flight paths.

IFR aircraft that climb into controlled airspace will receive a full ATC service.



Data shown between 14 June 2020 (opening) to 10 September 2020.

OVERFLIGHTS - 2020

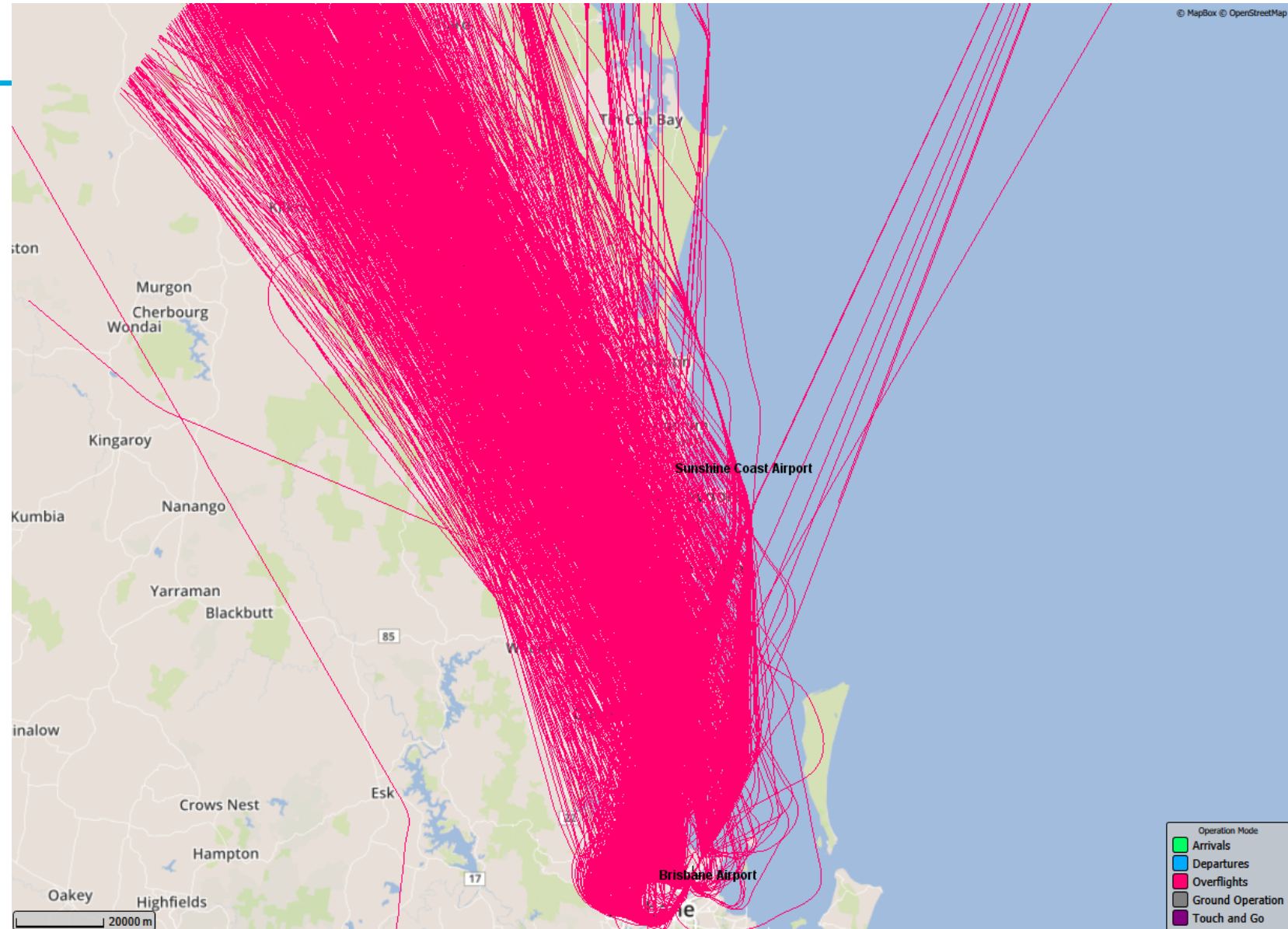
HIGH LEVEL ROUTES

Aircraft travelling at upper altitudes fly on high level routes

Aircraft tracking between northern and southern ports pass over the Sunshine Coast region on high level routes.

Aircraft use these routes to connect between ports, including New Zealand and to/from other Australian cities or northern hemisphere locations.

Departures from Brisbane to northern ports also use these routes as depicted in the image.



Brisbane departures to north between 14 June 2020 and 14 July 2020.

COMBINED NON SCA MOVEMENTS IN REGION

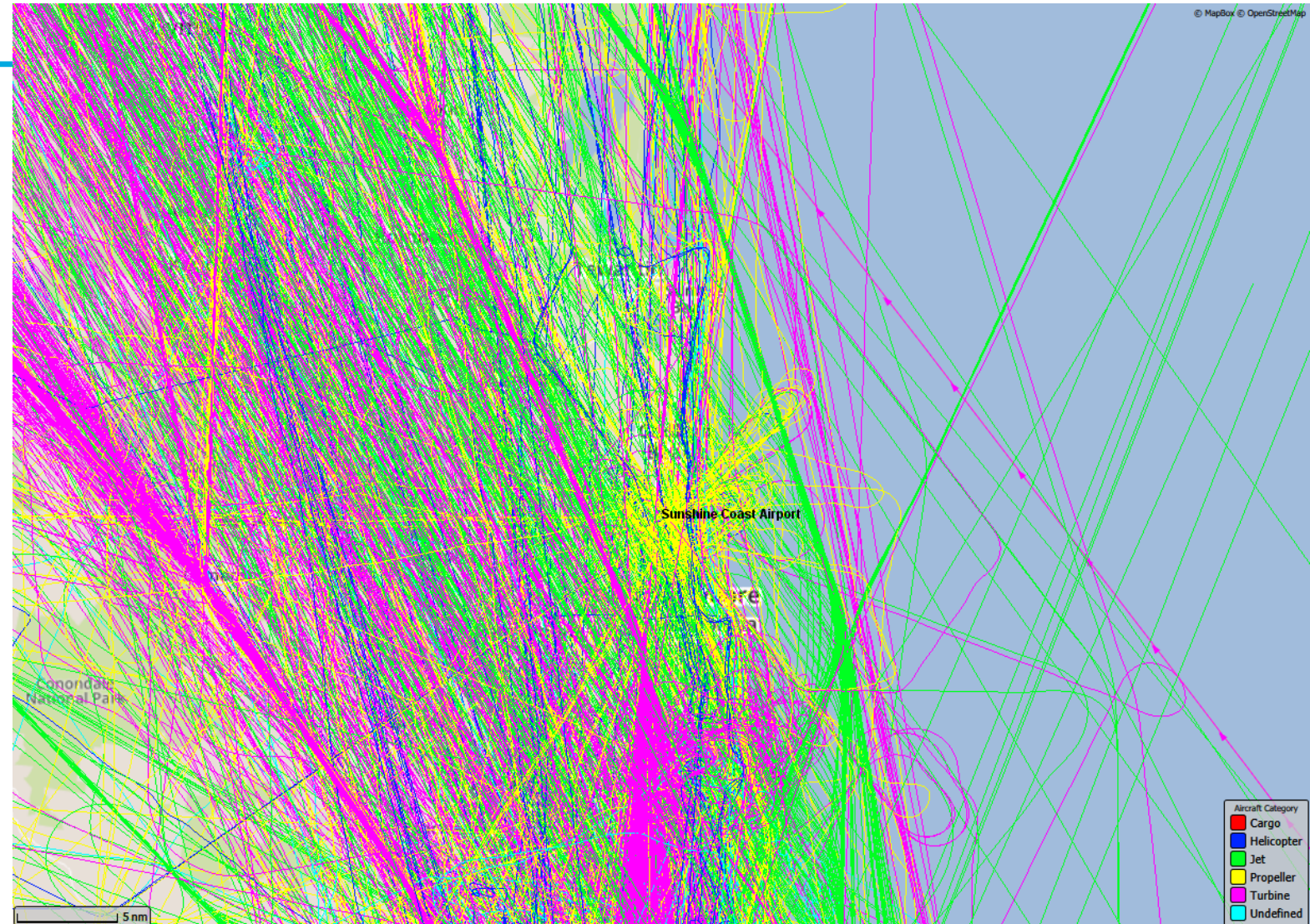
NON AIRPORT OPERATIONS

Many aircraft from various other airports transit through the Sunshine Coast region.

The image shows combined traffic movements through the region and also of light aircraft tracking to Sunshine Coast Airport to conduct flight training and then return to their port of origin.

There is a very diverse range of movements over the Sunshine Coast area.

With the exception of the location of the circuit at the airport, the opening of the new runway has not resulted in changes to these non SCA flights.



Data shown for weeks of 16 June, 16 August and 16 September 2020.

NOISE ABATEMENT PROCEDURES

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5 NOV 2020

SUNSHINE COAST, QLD

NOISE ABATEMENT PROCEDURES

SUNSHINE COAST

1. PREFERRED RUNWAYS

1.1 FOR JET AIRCRAFT:

Landing - Runway 31

Take-off - Runway 13

2. PREFERRED FLIGHT PATHS FOR ACFT ABOVE 5700KG

2.1 Where possible all arriving and departing aircraft to track via SIDs and STARs.

3. TRAINING FLIGHTS

See AIP/ERSA

4. OTHER RESTRICTIONS.

4.1 Aircraft above 5700KG operating between 2300 and 0530 HR local time, require prior approval from SUNSHINE COAST AIRPORT PTY LTD.

4.2 Jet aircraft must not conduct an intersection departure from TWY A2.

4.3 All departing Jet Aircraft to comply with 7 percent climb gradient to 6000FT, except if SID cancelled by ATC at pilot request due weather.

LOCAL TRAFFIC REGULATIONS

1. RWY 31: ACFT ABV 80,000KG MTOW to make 180DEG MAX RAD turns following yellow line at RWY end turning node.
2. TWY A BTN TWY A1 and TWY A2, and TWY A2 restricted to MAX wingspan 36M.
3. ACFT Holding Bay AVBL to ACFT MAX wingspan 24M (e.g. SAAB 340), located northern side TWY A2.
4. TRAINING FLIGHTS
 - a. Other than ARR ACFT, instrument APCH and LDG (IAL) training approval shall be obtained from Network Coordination Centre (NCC) on 1800 020 626^.
 - b. All ACFT planning practice instrument APCH and NAVAID training require ATC approval, pilots must book a slot online at www.bookawk.com.
 - c. Circuit training requires prior approval from ATC and circuit training permitted only BTN HR of 2100 and 1200 UTC.
 - d. Pad Delta refer to helicopter markings on TWY D.
5. APRONS AND TAXIWAYS
 - a. TWY J: restricted to MAX 15M wingspan and 5,700KG (EXCL Cessna 208).
 - b. TWY M: restricted to MAX 24M wingspan and 10,000KG.
 - c. TWY E, J, D, G, and H: restricted to MAX wingspan 15M and 5,700KG (EXCL Cessna 208).
 - d. TWY B2 and Taxilane B: Restricted to MAX ACFT B737/A320.
 - e. TWY F and TWY C: restricted to MAX ACFT B737/A320.
6. PARKING
 - a. Bays 15-18 (RPT APN) – access via TWY B2.
 - b. Bays 11-13 (SOUTH APN) – access via TWY F and TWY C.
 - c. Due to security requirements and shortage of APN space, all ACFT ABV 5,700KG and light jet and turbine ACFT which are not RPT, must obtain prior approval FM AD OPR if they are programmed to stage through or remain at Sunshine Coast. To obtain such approval 48HR notice is required; PH 07 4580 4354, AH 07 3830 5251.
 - d. PN for HEL PRKG.
 - e. GA ACFT BLW 5,700KG not permitted on main APN without prior approval from AD OPR. Access to the Southern GA APN is via TWY C. Access to the Western GA APN is via TWY J or TWY M.
7. ACFT ABV 5,700KG RQ prior approval of AD OPR to OPR BTN HR of 2300 and 0530 Local. PN for HEL OPS RQ (non EMERG).
8. Ground Running of engines for maintenance purposes RQ prior approval FM ARO.
9. RPT APN Bays pushback RQ.
10. CTAF pushback procedures:
 - a. During CTAF, all ACFT on RPT APN Bays RQ to pushback.
 - b. Additional mandatory CTAF ACFT broadcast. ACFT shall broadcast intention to pushback to nominated disconnect point prior to pushback, followed by TAX broadcast when ready as per AIP GEN.
11. Southern APN Bays 11, 12 and 13 HJ OPS only.

CONSIDERATIONS



Runway Orientation



**International Approach
Design Criteria**



Brisbane Airspace & Flight Paths



Sunshine Coast Network Gates



Restricted & Danger Areas



General Aviation



Sunshine Coast Airspace



GROUP DISCUSSION



NOISE IMPROVEMENT SUGGESTIONS

PROCESS – NOISE IMPROVEMENT INVESTIGATIONS

ALL STAKEHOLDERS CAN MAKE SUBMISSIONS FOR FLIGHT PATH CHANGES

All noise improvement suggestions and community suggested alternatives as considered.

They are first assessed to ensure that they are safe, compliant and operationally feasible – that is that they are flyable, and do not add significant burden to operations.

If they are safe, compliant and feasible, they are then assessed to ensure that they are environmentally appropriate.

We do not consider proposals that merely seek to move aircraft noise from one community to another.



Safety

Able to be safely managed by air traffic control and flown by the pilots in all conditions



Complaint

International and national design standards

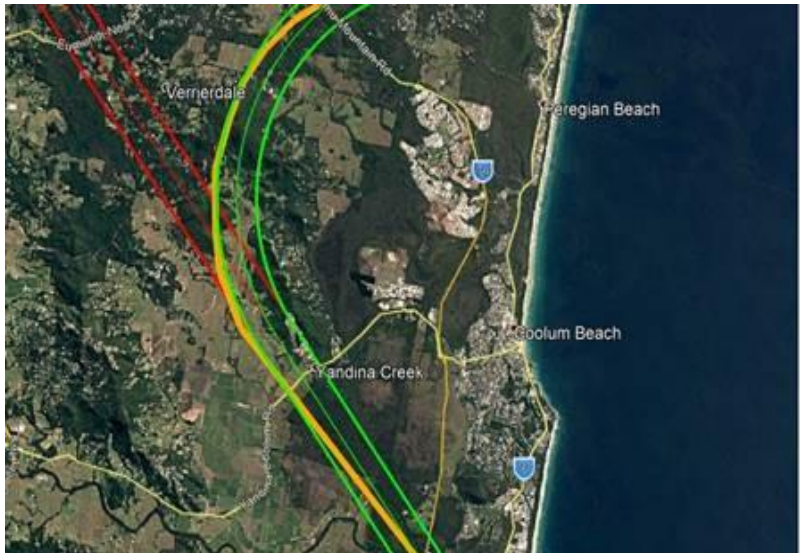
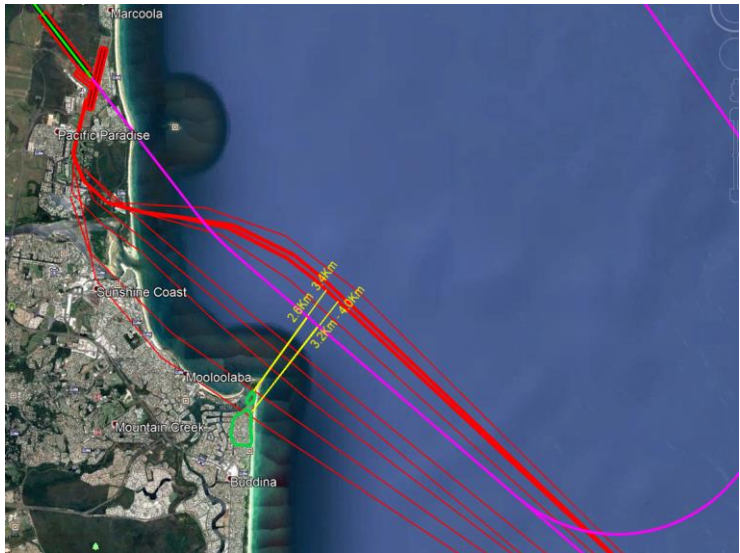
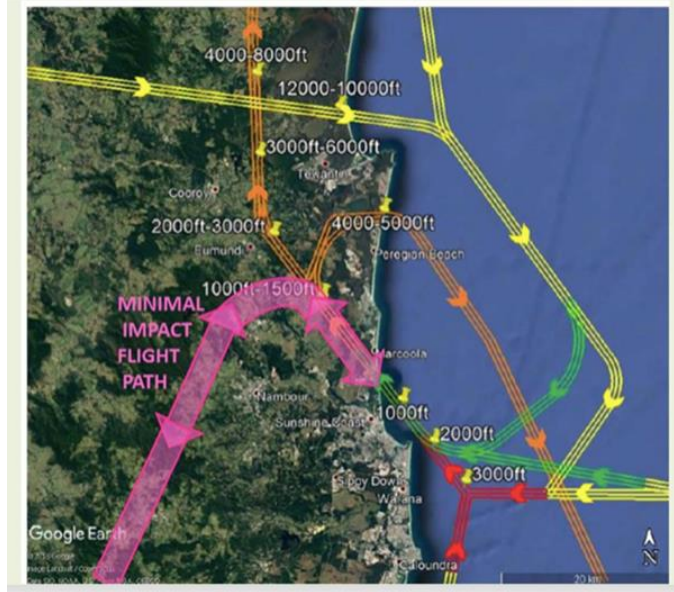
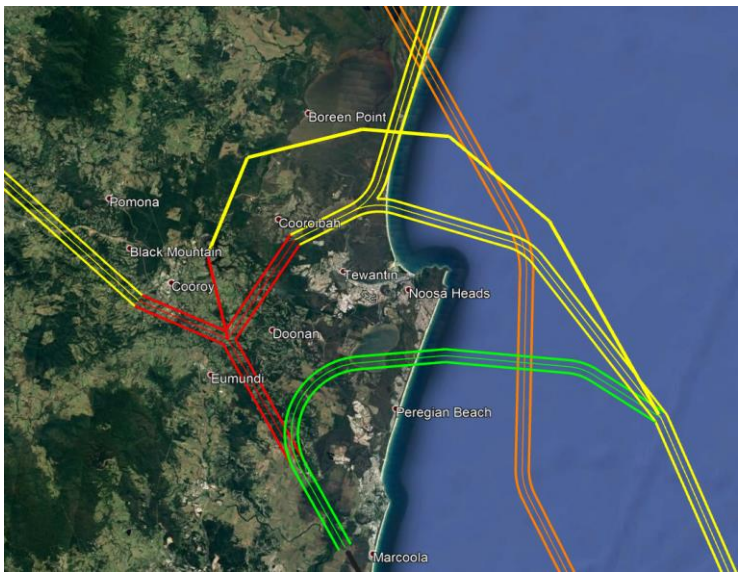


Environmentally appropriate

Noise exposure by population

Noise sensitive sites

Matters of National Environmental Significance

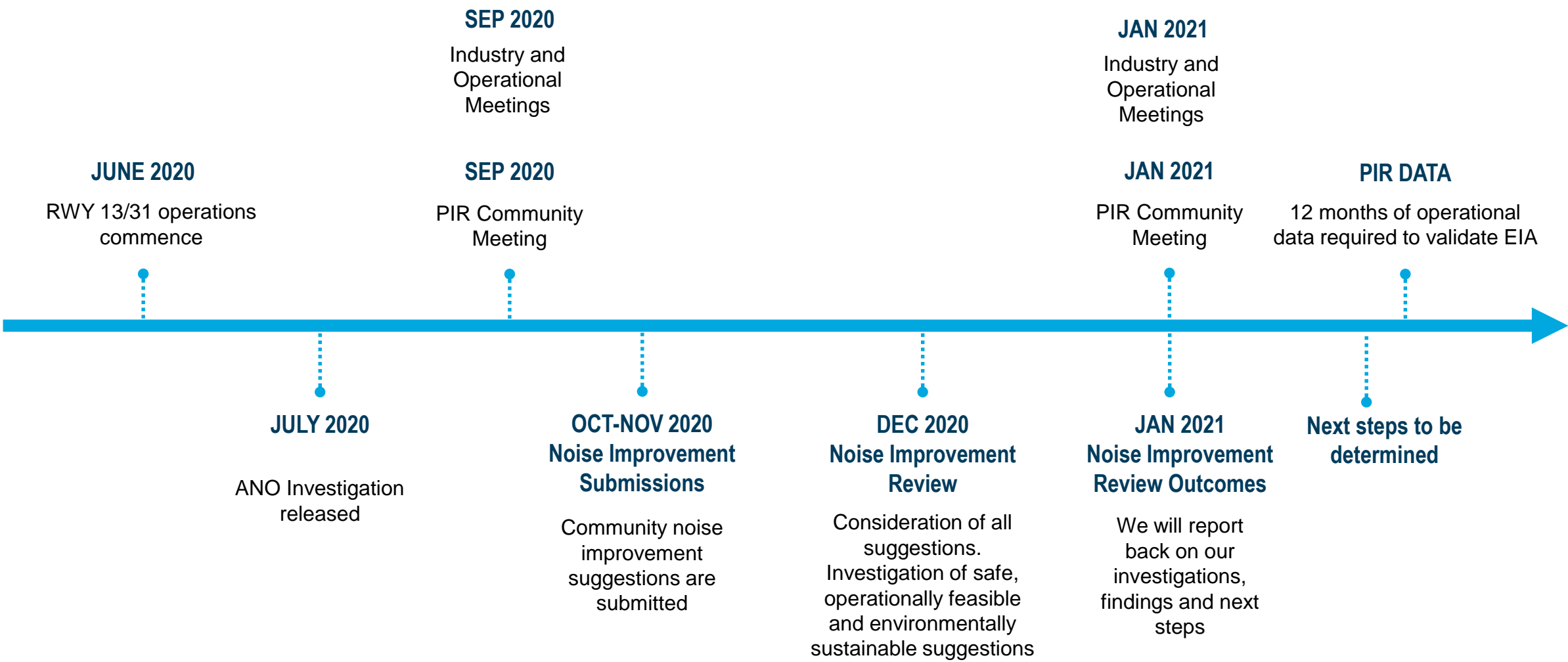




GROUP DISCUSSION


NEXT STEPS

NEXT STEPS



STAY INFORMED

Sunshine Coast Airport Airspace Changes Runway 13/31



Sunshine Coast Council continues to lead the Sunshine Coast Airport Expansion Project and has delivered the new runway (Runway 13/31). The new runway and associated flight paths will be operational from 14 June 2020.

These flight paths will change the way aircraft operate as they arrive and depart from Sunshine Coast Airport.

For more information on flight paths and aircraft operations, view our Fact Sheets [here](#). Following community feedback, we have included both the minimum and average heights for departures, as heights for departures can vary depending on aircraft type. Heights for arriving aircraft continue to be presented as minimum heights, as heights for arrivals are less varied.

You can also search your address in the Interactive Map [here](#), which presents the arrival and departure flight paths to both ends of the runway.

We have provided FAQs [here](#).


Where can I access more information?

For information on current aircraft movements and flight paths, historical runway utilisation or monthly complaint reports for the Sunshine Coast, visit the Airservices website [here](#) (external site).

For information on aircraft noise, visit the Aircraft Noise Information Tool on the Sunshine Coast Airport website [here](#) (external site).

For more information on the Sunshine Coast Airport Expansion Project, visit the Sunshine Coast Council website [here](#) (external site).

Updated 1 June 2020



STAY INFORMED

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108 members of your community are following this project

Timeline

- Develop Flight Path Concepts
- Conduct Social Impact Analysis
- Commence Community Engagement
- Conclude Community Engagement and Analyse Feedback
- Release Summary of Feedback Report Part 1 and Part 2
- Release Sunshine Coast Proposed Final Design and Consideration of Feedback
- Submit Airspace Change Proposal to CASA

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3. You can do this for as many projects as you like

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1. Visit engage.airservicesaustralia.com
2. Register to stay up to date on our projects, ask questions, take part in online engagement and utilise our interactive tools
3. We encourage individual and group registrations

THANK YOU