

# SUNSHINE COAST AIRPORT

## PROPOSED AIRSPACE CHANGES FOR RUNWAY 13/31

Airservices Australia is proposing airspace changes at Sunshine Coast Airport to support the operation of a new runway, known as Runway 13/31, which will be operational in 2020.

### Background

Construction has commenced on a new Runway (Runway 13/31) at Sunshine Coast Airport. The new runway is scheduled to be operational in 2020. In 2014, Sunshine Coast Council consulted with the community on early design concepts, which included an Environmental Impact Statement approved by the State Government.

To support operation of Runway 13/31 in 2020, Airservices proposed design has been modelled on the flight path design concept in the Environmental Impact Statement.

Currently, there are 33 jet aircraft movements daily during a busy weekday. Aircraft movements can consist of both arrivals and departures. The Sunshine Coast airport also manages helicopters and light aircraft operating in the vicinity of the airport.

### What is the proposed change?

There is a new runway being constructed for the Sunshine Coast Airport Expansion Project. The new runway is aligned northwest (known as Runway 31) to southeast (known as Runway 13).

The new runway can be used in two modes which is dependent on wind conditions. When the wind is a 'sea breeze', aircraft will arrive overland from the north-west and depart over the ocean to the south-east. This mode (**Figure 1**) will be used most of the time. When the wind prevails from the west, aircraft will arrive over the ocean and take off to the north-west over land. This mode (**Figure 2**) will be used in these conditions.

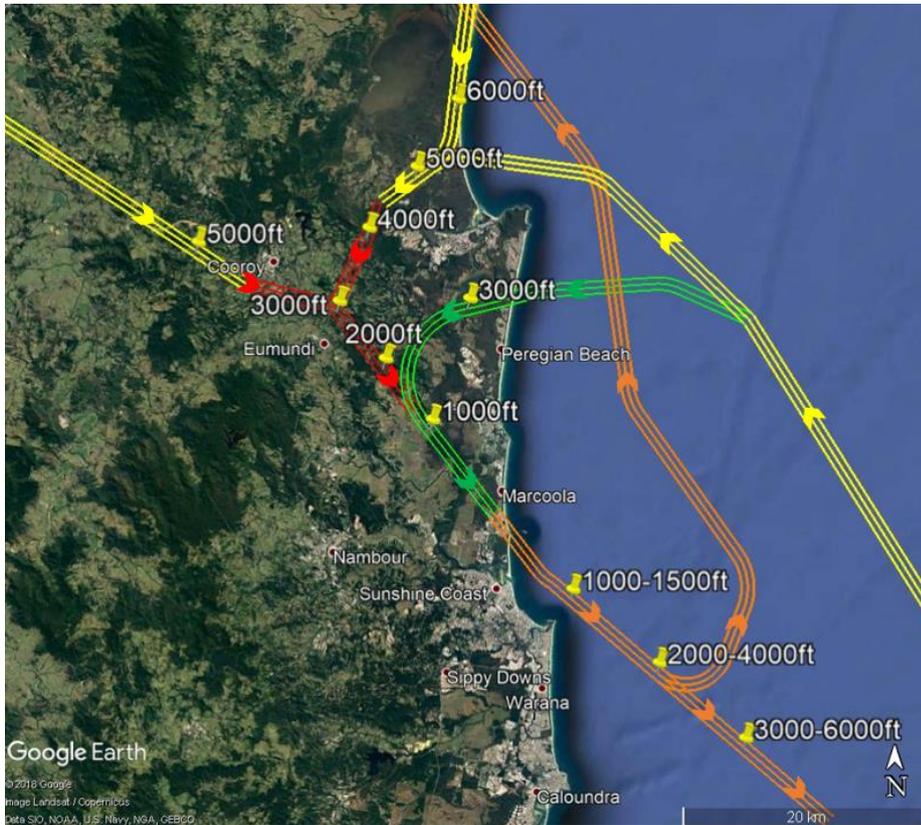
Airservices will implement Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs) at the Sunshine Coast Airport. Airservices will also reconfigure surrounding airspace to ensure that all instrument flight procedures are contained within controlled airspace as required by the Civil Aviation Safety Authority (CASA) regulations.

- SIDs connect departing aircraft from the runway to their routes that they will fly to their destination
- STARs connect arriving aircraft from the overlying routes, to approaches to the runway

The introduction of SIDs and STARs will improve operations by reducing complexity of aircraft management and air traffic control systems, resulting in reduced fuel burn and lower emissions.

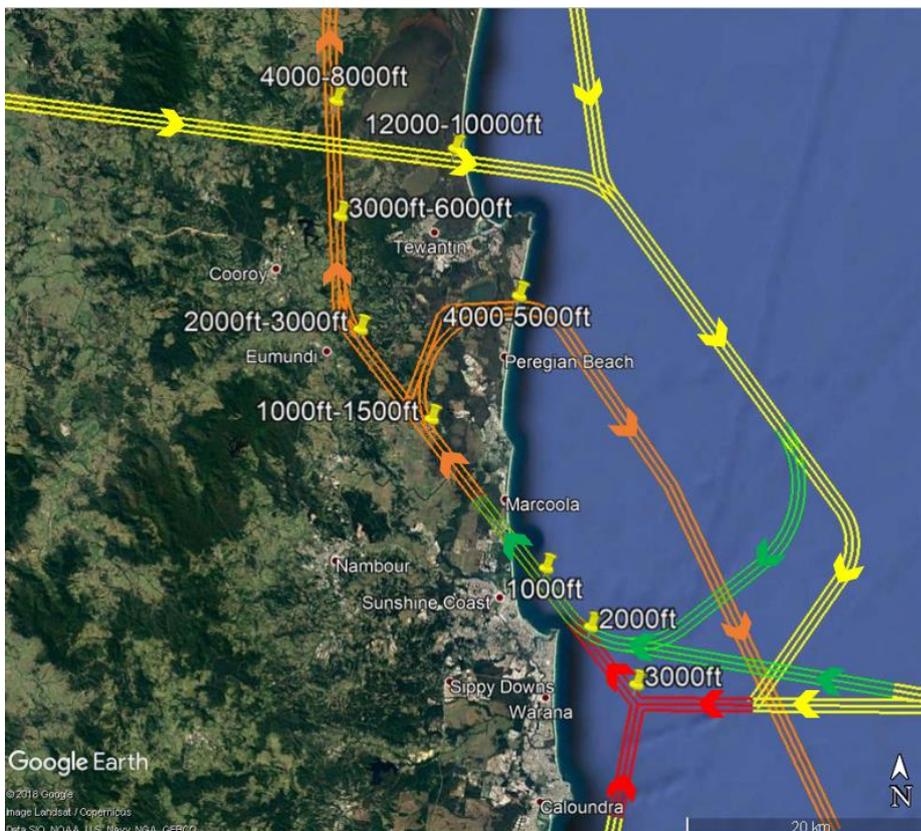
STARs can include satellite based area navigation approaches (RNAV) and required navigation performance approaches (RNP-AR, also known as 'Smart Tracking') which guide the aircraft to the runway in all weather conditions.

These proposed designs use modern technology and aircraft capability to be as safe and efficient as possible. Wherever possible, changes to the flight paths that would deliver safety enhancements have been identified and these have been balanced with minimising the effects of aircraft noise on the community, as far as practical.



**Figure 1: Proposed flight paths for arrivals and departures on Runway 13**

- ▬ Standard Arrival Routes
  - ▬ Arrival using RNR-AR Smart Track
  - ▬ Arrival using RNAV
  - ▬ Standard Instrument Departures
- 📌 Yellow Pins indicate approximate height aircraft will fly



**Figure 2 Proposed flight paths for arrivals and departures on Runway 31**

- ▬ Standard Arrival Routes
  - ▬ Arrival using RNR-AR Smart Track
  - ▬ Arrival using RNAV
  - ▬ Standard Instrument Departures
- 📌 Yellow Pins indicate approximate height aircraft will fly

## Who will use the new flight paths?

Predominantly, passenger jet aircraft will be using the flight paths, although light aircraft may also use the same flight paths from time to time if they have the required on board satellite navigation equipment.

## What is proposed to change for communities?

Aircraft currently track overland to the north, overflying the suburb of Marcoola and to the south overflying suburbs of Pacific Paradise and Twin Waters. Currently suburbs adjacent to the airport and to the south of the airport, can see and hear aircraft arriving and departing.

When the new runway opens, suburbs to the south of the airport will see and hear fewer aircraft arriving and departing. Light aircraft and helicopters will still continue to operate in the vicinity of the airport and may still be seen and heard by residents.

Suburbs to the north-west of the airport and adjacent to the airport will see and hear increased numbers of aircraft arriving and departing.

### Arrivals

The majority of aircraft arriving on Runway 31 will remain over the ocean until they cross the coastline at Mudjimba, just prior to landing.

Aircraft arriving on Runway 13 from the south and east, will fly north of the airport (primarily between Castaways Beach and Marcus Beach as well as Weyba Downs, Verrierdale and Yandina Creek). Aircraft arriving on Runway 13 from the north and west will fly south-west of Cooroy. Some aircraft will arrive from the east to join the flight path over Lake Cooribah, turning south and flying over Tinbeerwah. These will then join a flight path between Doonan and Eumundi to arrive on Runway 13.

The flight path for aircraft arriving from the north east has been designed for future use and is not envisaged to be used at the time of runway opening.

### Departures

Aircraft departing Runway 31 will take off over land, climbing and turning right to cross the coast between Marcus Beach and Castaways Beach.

Aircraft departing Runway 13 will fly directly over Mudjimba and proceed out over the ocean prior to intercepting the track to their destination.

### Proposed Variations from the Concept Design

To improve environmental impacts, Airservices proposed flight path design variations from the design concept are as follows:

- Arrival flight paths to the north of the new runway will no longer track over the east of Cooroy or near Pomona, but instead track southwest of Cooroy to avoid overflying more populated areas.
- Departure flight paths to the north have been relocated away from Cooroy and Pomona and will fly over less populated areas between Lake MacDonald and Cooribah.
- The departure flight path due north has been removed from the design.

## How can I have my say?

Airservices is seeking feedback on the proposed flight path design to be considered as part of the final airspace design. **Feedback closes on 30 April 2019.** In addition to supporting engagement activities coordinated by the Sunshine Coast Council, Airservices will be undertaking on-site consultation sessions in the Sunshine Coast area. Information on these sessions can be found on our website.

Feedback on the proposed flight path design can be submitted to Airservices:

- At one of our consultation sessions
- Via online form at: <https://feedback.emsbk.com/asa>
- Mail to: Feedback c/o Noise Complaints and Information Service, PO Box 211 Mascot NSW 1460