Sunshine Coast and Caloundra Airports

Aircraft Noise Information Report

Quarter 1 2015 (January to March)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	June 2015

Sunshine Coast and Caloundra Airports
- Aircraft Noise Information Report

Contents

1 Purpose

This report summarises data for Quarter 1 of 2015 (January to March) from Airservices Operational Data Warehouse and Noise Complaints and Information Service for the Maroochydore/Caloundra area (Sunshine Coast and Caloundra Airports).

1.1   Sunshine Coast Airport

Sunshine Coast Airport is located in the geographic centre of the Sunshine Coast approximately 7km to the north of Maroochydore CBD (see Figure 1). During Quarter 1 of 2015 there were around 6,900 arrival and departure aircraft movements at the Airport. Regular passenger transport operations include medium to larger propeller-driven aircraft and medium jets, mainly Boeing 737 and Airbus A320.

The movements above are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.
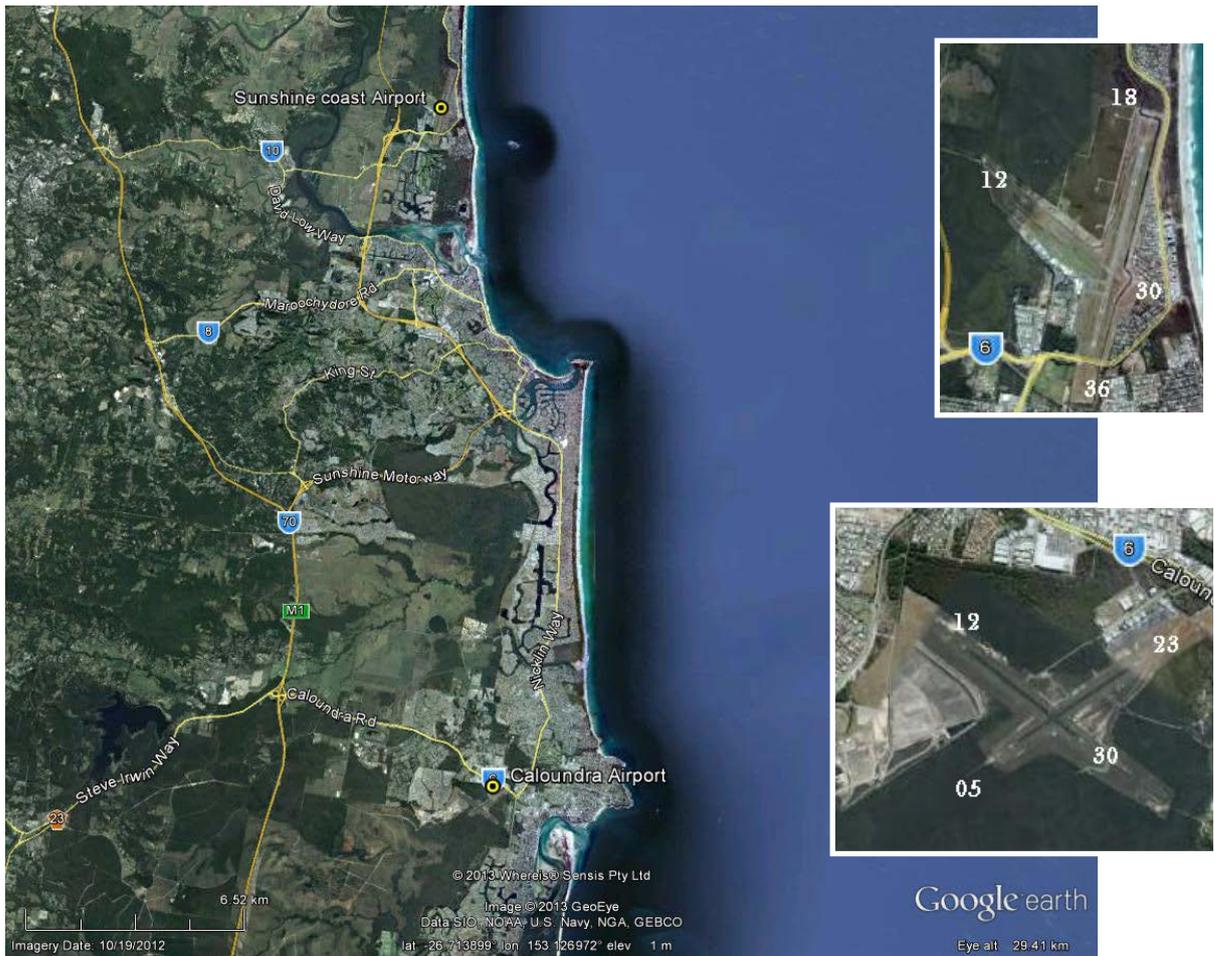
1.2   Caloundra Airport

Caloundra Airport is approximately 2km west of the Caloundra CBD and 20km south of Sunshine Coast Airport (see Figure 1). Flight training activities associated with small fixed wing aircraft and helicopters account for most of the traffic at the airport.

During Quarter 1 of 2015 the number of aircraft that lodged a flight plan with Airservices totalled 500. However the majority of operations at Caloundra Airport take place in uncontrolled airspace outside of Airservices control.

1.3   Teewah Airfield

Teewah Airfield is a small grassed strip on the North Shore of Noosa. Although it has three grass runways it is not suitable for small fixed-wing aircraft. From January 2014, the local council has banned helicopter training at the airfield.

Figure 1: Location and runway orientation of Sunshine Coast and Caloundra Airports

The runways at Sunshine Coast Airport consist of a main runway (18/36) of 1.8km orientated north-south and a 0.65km cross runway (12/30) aligned north/west to south/east.

Caloundra Airport also has two runways, a north/east to south/west (05/23) and a north/west to south/east (12/30) both 0.76km in length.

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

2 Airport Statistics

2.1   Sunshine Coast Airport

Figure 2 below shows aircraft movements at Sunshine Coast Airport for the 12-month period to the end of Quarter 1 of 2015 (and three-year average per month from April 2011 to Mar 2014).
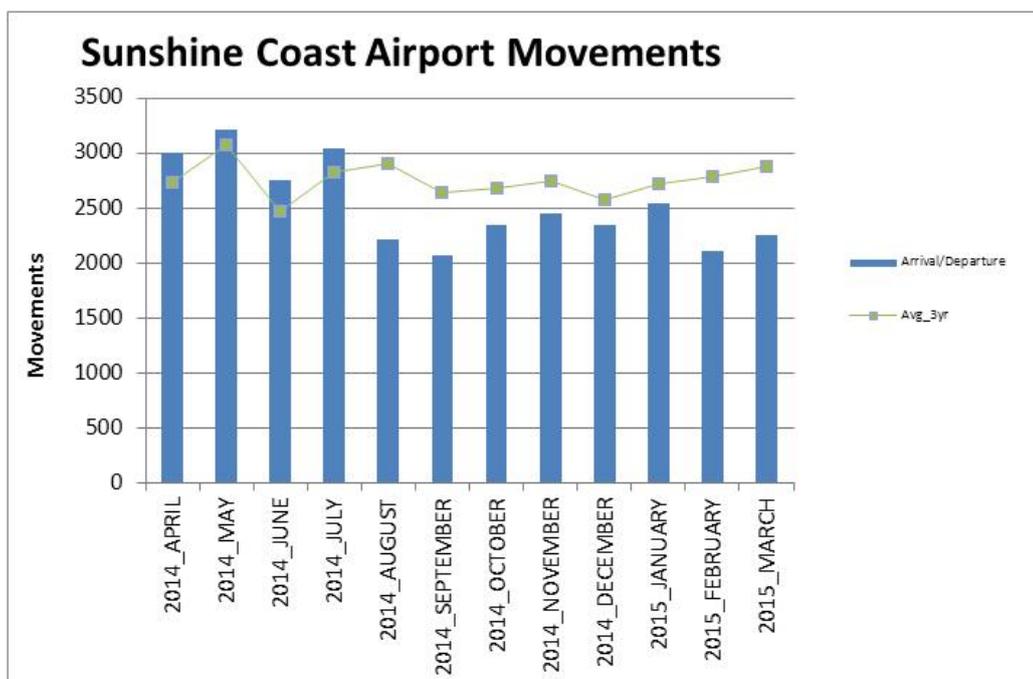
**Figure 2: Aircraft movements at Sunshine Coast Airport
for the 12-month period to the end of Quarter 1 of 2015
(and three-year average per month from April 2011 to Mar 2014).**

Key points for Figure 2 are:
- Sunshine Coast Airport movements remained below the three-year average in Quarter 1 2015.
- Circuit training movements tend to fluctuate during the year due to the particular training cycles of flying schools.

2.1.1 Smart Tracking

Smart Tracking was introduced at Sunshine Coast Airport during Quarter 4 of 2013. This technology allows more flights to land in poor visibility, resulting in fewer diversions to Brisbane. Smart Tracking arrival procedures are available for both Runway 18 (since 12 December 2013) and Runway 36 (since 17 October 2013) at the airport.

The Smart Tracking approaches are designed to keep aircraft over water for as long as possible (see Figure 3). The approach to Runway 18 overlies existing procedures and the final approach over Marcoola is changed. The Runway 36 approach tracks over the ocean before turning along the Maroochy River. To minimise exposure of residential areas, the flight path tracks over the south side of the river.
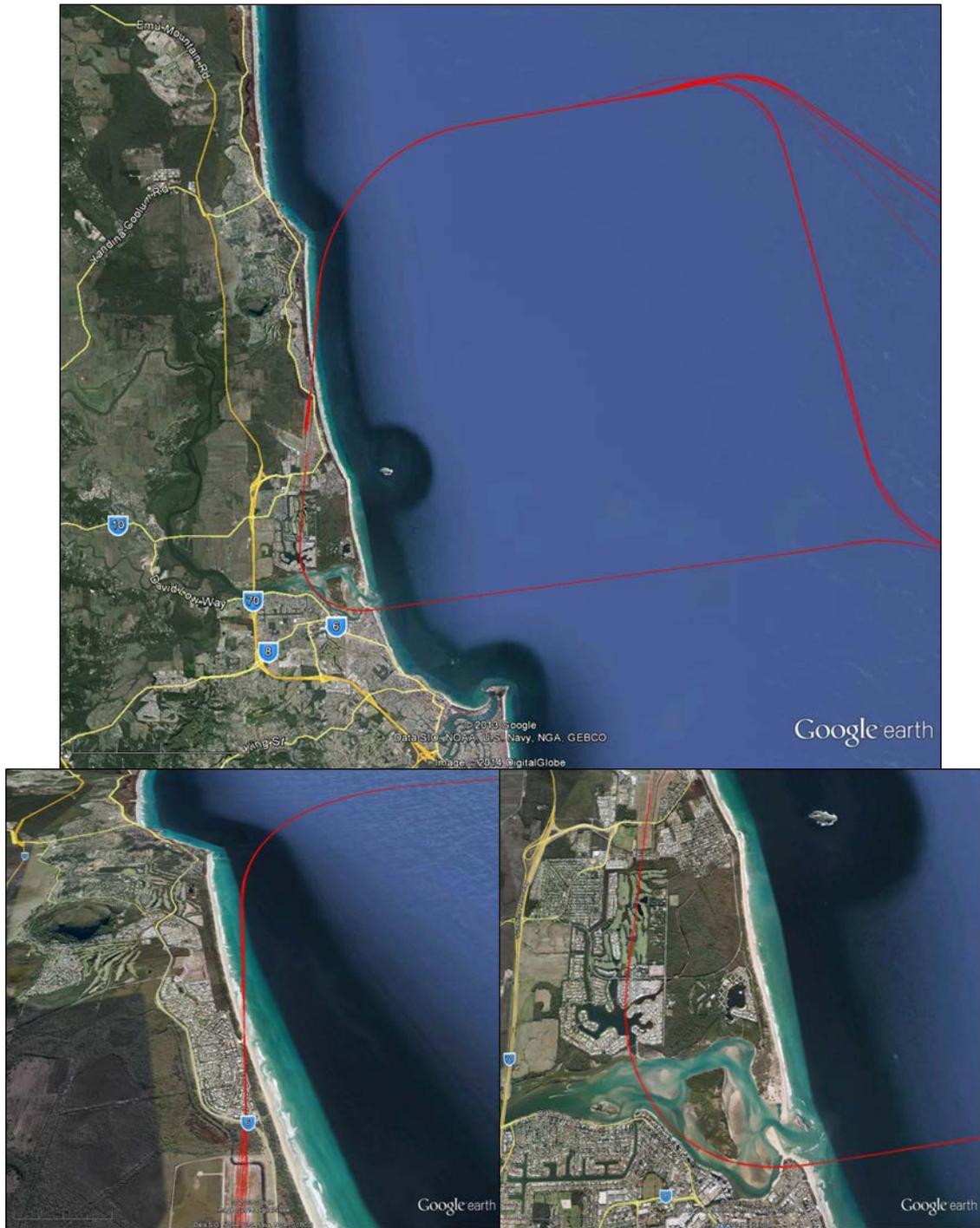
Figure 3: Smart tracking flight paths at Sunshine Coast Airport

Modelling suggested that as a result of Smart Tracking, most parts of Maroochydore would receive fewer flights resulting in noise over 70 dBA. However, the concentration of tracks resulting from Smart Tracking would lead to a small increase in the number of flights overflying the eastern extreme of Twin Waters, while areas adjoining the Maroochy River might also notice a minor increase in aircraft noise.

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. For this report, only complainants making complaints have been included.

3.1   NCIS Complainants by suburb

The NCIS received contacts from 23 complainants from Caloundra and Sunshine Coast Airports during Quarter 1 of 2015. Complainant density maps are used to show the number of complainants from each suburb, with suburbs coloured according to how many complainants had contacted the NCIS. The data does not include complainants who contacted other organisations (e.g. airports).

Table 1 and Table 2 provide a breakdown of suburbs for Quarter 1 of 2015 with five or more complainants.

The following data is derived from a dynamic database and is correct as at 13th April 2015 and may change without notification.

Table 1: Greater than five recorded Sunshine Coast complainants by suburb for the last four Quarters

Sunshine Coast Airport				
Suburb	**Quarter 2 2014**	**Quarter 3 2014**	**Quarter 4 2014**	**Quarter 1 2015**
Marcoola	30	19	7	2
Maroochydore	7	7	13	3
Mudjimba	10	7	5	6
Sunshine Coast	5	0	1	0
Twin Waters	2	2	6	5
All Other Complainants	19	14	11	4
Total Complainants	72	49	43	20

Table 2: Greater than five recorded Caloundra complainants by suburb for the last four Quarters

Caloundra Airport				
Suburb	**Quarter 2 2014**	**Quarter 3 2014**	**Quarter 4 2014**	**Quarter 1 2015**
-	-	-	-	-
Total Complainants	12	7	12	3
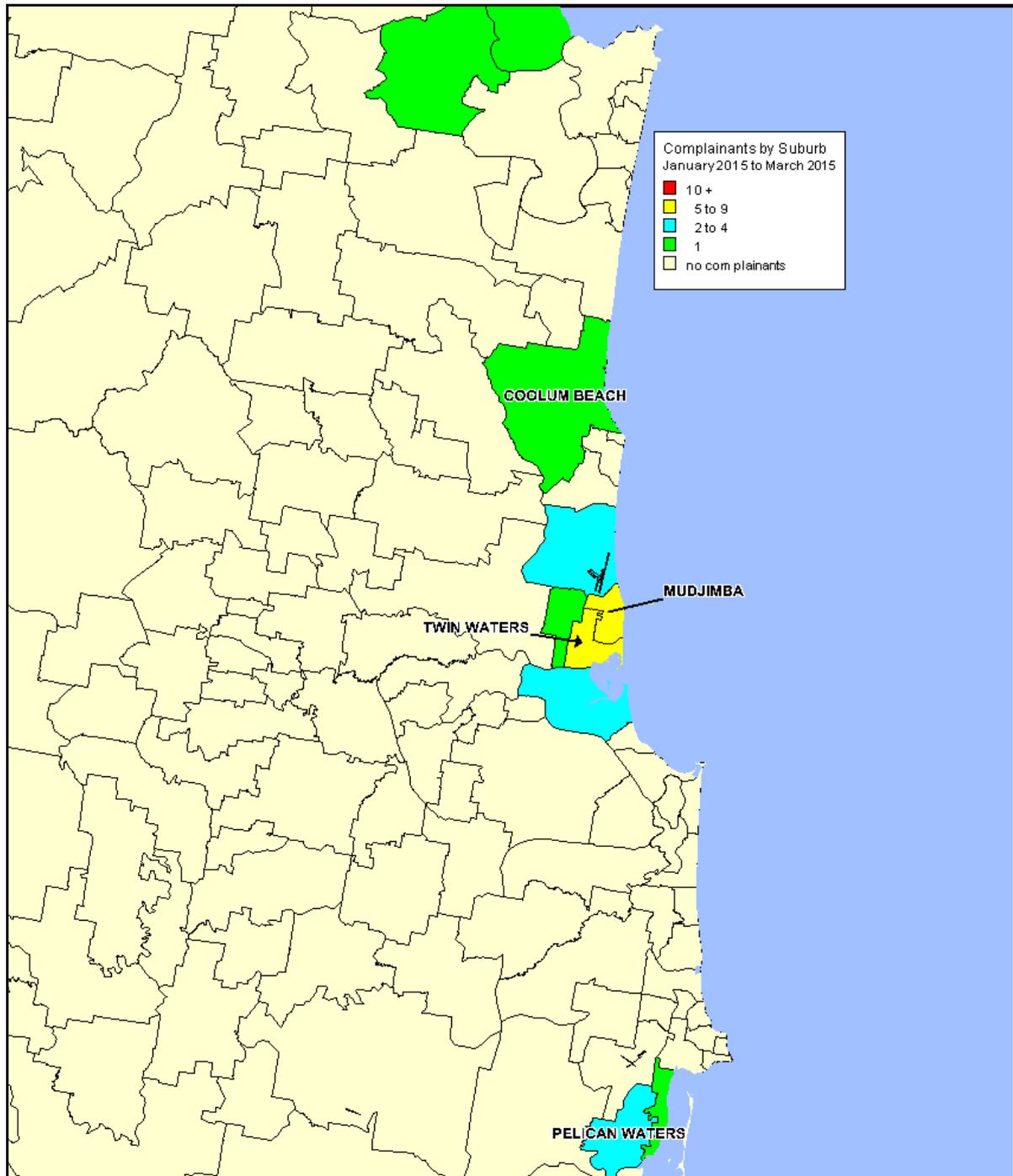
Figure 4: Sunshine Coast and Caloundra Airports complainant density by suburb for the period January 2015 to March 2015

The key points in Figure 4 are:
- Mudjimba was the only suburb to increase the number of complainants. The other suburbs have reduced numbers of complainants. The total number of complainants have reduced by more than half.
- Mudjimba had the greatest number of complainants followed by Twin Waters
- The complainants from Mudjimba had concerns about aircraft, including helicopter, training noise, and aircraft noise during the night hours.
- Twin Waters complainants issues were mainly about helicopters training.
- Complainants from Caloundra are about training aircraft and noise. The numbers of complainants has decreased.

4 Airservices update

4.1 Sunshine Coast Airport Community and Aviation Forum

Airservices attends the Sunshine Coast Airport Community and Aviation Forum to provide information to the community and assist in discussions on aviation matters. Appendix 1 provides a summary of issues raised by Airservices at Sunshine Coast Airport Community and Aviation forums since September 2014.

4.2 Noise improvements

Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous air traffic control requirements. This means that it may not be possible to implement some proposals.

Airservices will only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We will also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

4.3 Key Issues and initiatives identified and/or investigated by Airservices

Key issues for this airport include:

- Helicopters
- Training aircraft
- Smart Tracking
- Engine stalls over residential areas

Initiatives identified and/or investigated by ASA include:

- **Flight path implications for the proposed runway realignment**
  What technology will be used to manage airspace around the airport?
  It is too early in the process to comment - advances in technology over the coming years will likely determine the way that airspace is managed around the airport.

- **Engine stalls over residential areas**
  ASA Noise Complaints Information Services Investigators have discussed this with operators. Ongoing.

- **Fly Neighbourly Agreement**
  ASA works proactively with the community and operators to achieve noise improvements. In the past 12 months complainants' numbers have decreased from 72 down to 20.

5 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/how-to-make-a-complaint/)
- e-mail ncis@airservicesaustralia.com
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney)
- fax (02) 9556 6641
- 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 ncis@airservicesaustralia.com if you would like to provide feedback.

Appendix 1   Airservices update

Sunshine Coast Airport Community and Aviation Forum

<u>31 March 2015</u>
Airservices summarised relevant information from the Quarter 4 2014 Aircraft Noise Information Report for the Sunshine Coast.

In response to community member enquiries, the issue of artificial engine stalls over houses was discussed. The safety of this procedure was highlighted by the Airport and Airservices.

<u>18 November 2014</u>

Airservices informed the meeting that a new aviation terms definition document has been published on the industry noise website, which might be of interest to community members.

Airservices advised community members of 'Connecting the Nation: Australia's Aviation Heritage' project, distributing brochures for the project with community members and inviting their participation.

<u>29 September 2014</u>

An update was provided on the Airport Expansion Project Environmental Impact Statement. The airport presented the results of the Environmental Impact Statement (EIS) for the Sunshine Coast Airport Expansion Project.

The Sunshine Coast Website has information for residents, including an online aircraft noise information tool: http://www.sunshinecoastairport.com.au/go.cfm/expansion-project