

# **Sunshine Coast and Caloundra Airports**

## **Aircraft Noise Information Report**

Quarter 3 2013 (July to September)

# Version Control

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1	-	Environment	December 2013

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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.

# Sunshine Coast and Caloundra Airports - Aircraft Noise Information Report

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# **1. Purpose**

This report summarises data for Quarter 3 2013 (July to September) from Airservices Operational Data Warehouse (ODW) and Noise Complaints and Information Service (NCIS) for the Maroochydore/Caloundra area (Sunshine Coast and Caloundra Airports).

## **1.1 Sunshine Coast Airport**

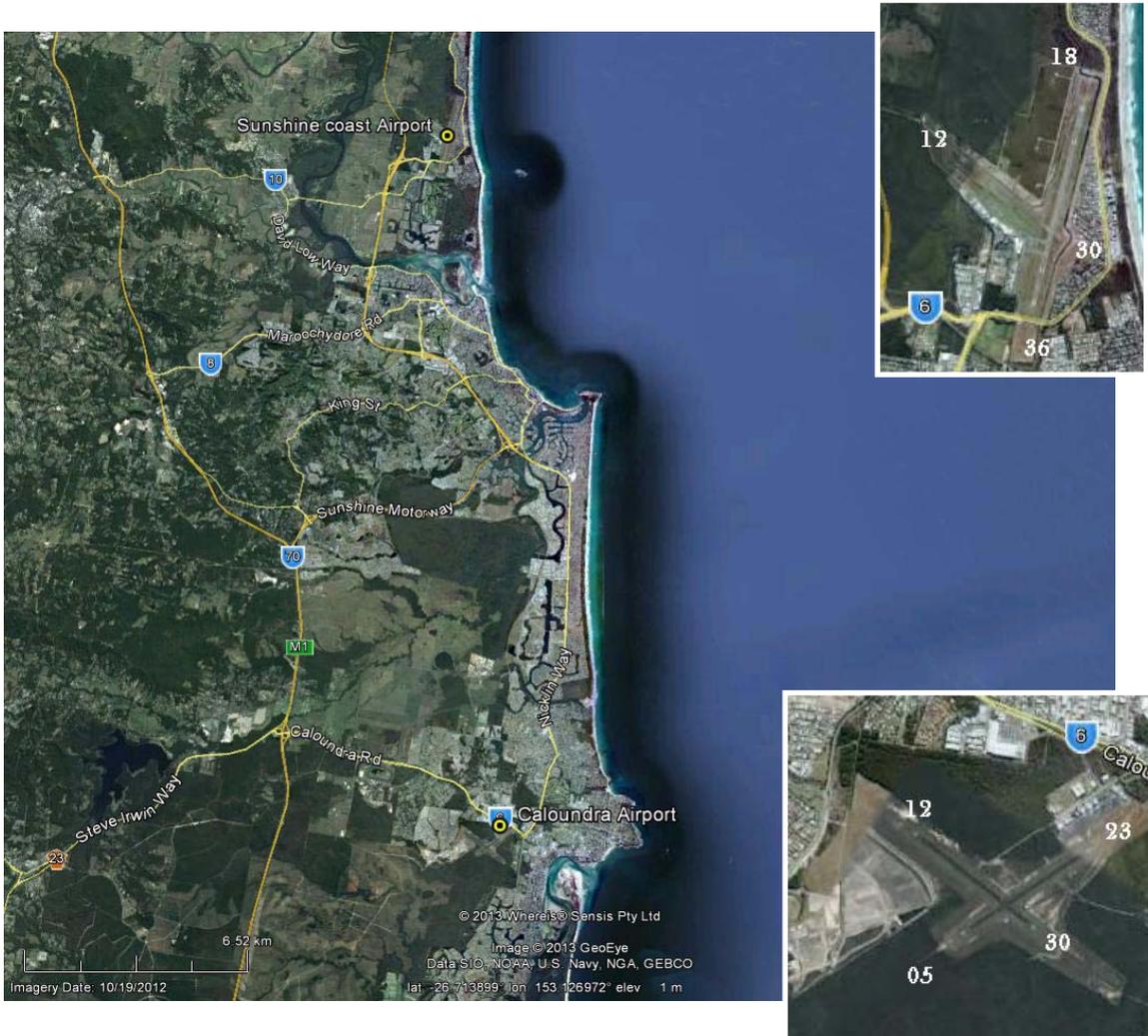
Sunshine Coast Airport is located in the geographic centre of the Sunshine Coast approximately 7km to the north of Maroochydore CBD (see Figure 1). During Quarter 3 2013 there were around 21,000 aircraft movements at the Airport. Of these around 50 per cent involve circuit training activities by both small fixed wing aircraft and helicopters. Regular passenger transport operations include medium to larger propeller-driven aircraft and medium jets, mainly Boeing 737 and Airbus A320.

## **1.2 Caloundra Airport**

Caloundra Airport is approximately 2km west of the Caloundra CBD and 20km south of Sunshine Coast Airport (see Figure 2). Flight training activities associated with small fixed wing aircraft and helicopters account for most of the traffic at the airport. Most operations from Caloundra are conducted outside air traffic 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. Most of the activities involve helicopter training (for which it is a satellite airfield) and ultra-light aircraft.



**Figure 1 Location of Sunshine Coast and Caloundra Airports. Runway orientation for both airports is shown in the inserts.**

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/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/)

## 2. Aircraft movements

### 2.1 Airport movements

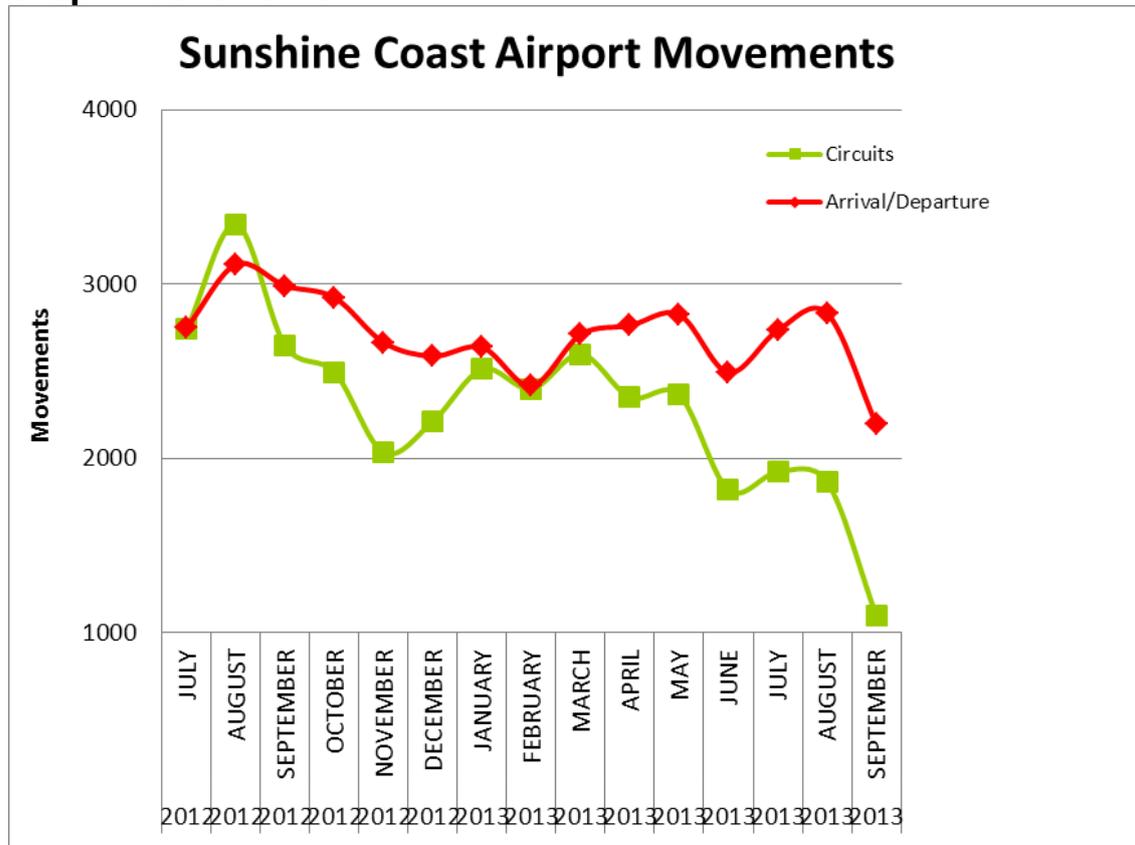


Figure 2 Aircraft movements at Sunshine Coast Airport from July 2012 to September 2013

Key points are:

- In Quarter 3 2013, around 40% of operations at Sunshine Coast Airport involved circuit training including small single and twin engine aircraft as well as helicopters.
- Circuit training movements tend to fluctuate during the year due to the particular training cycles of flying schools. The decline in movements in September 2013 was due to a helicopter training course finishing in August and the next training cycle not starting until later in the year.

#### Caloundra Airport

During Quarter 3 2013 the number of aircraft that lodged a flight plan with Airservices totalled just 416. However, the majority of operations at Caloundra Airport take place in uncontrolled airspace outside of Airservices control.

### 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 64 clients from Caloundra and Sunshine Coast Airports during Quarter 3 2013. 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 (e.g. airports).

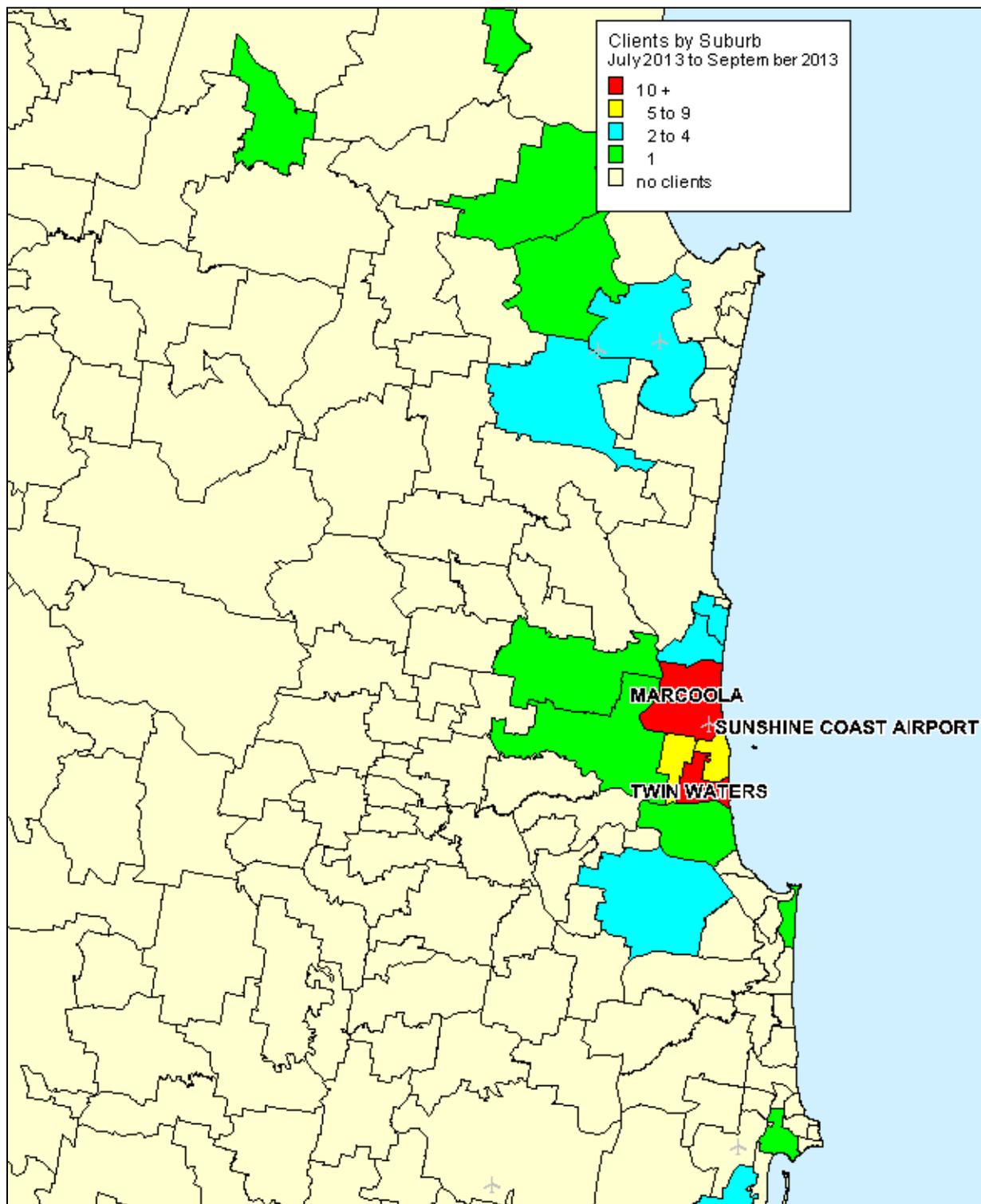
Table 1 provides a breakdown of clients from Quarter 3 2013 by suburb.

**Table 1 Recorded Clients by Suburb and Airport for the period July 2013 to September 2013**

Suburb	Sunshine Coast	Caloundra	Total
Not Specified	1	0	1
Bli Bli	1	0	1
Boreen Point	1	0	1
Buddina	1	0	1
Buderim	3	0	3
Caloundra	0	1	1
Cooroibah	1	0	1
Doonan	2	0	2
Marcoola	12	0	12
Maroochy River	1	0	1
Maroochydore	1	0	1
Mount Coolumb	2	0	2
Mudjimba	9	0	9
Noosaville	3	0	3
Pacific Paradise	6	0	6
Pelican Waters	0	3	3
Pinbarren	1	0	1
Sunshine Coast	2	0	2
Tewantin	1	0	1
Twin Waters	10	0	10
Yaroomba	2	0	2
<b>Total</b>	<b>59</b>	<b>4</b>	<b>64</b>

The key point shown is:

- The vast majority of clients in the Sunshine Coast region during Quarter 3 of 2013 contacted the NCIS over concerns with Sunshine Coast airport operations. This is to be expected as it is the largest and busiest airport in the region.



**Figure 3 Sunshine Coast and Caloundra Airports Client Density by Suburb for the period July 2013 to September 2013.**

The key points shown are:

- Suburbs around Sunshine Coast Airport had the greatest number of clients. The main issue of concern at Marcoola, Mudjimba and Pacific Paradise was helicopter operations (particularly late in the evening). The complaints from Twin Waters were mostly about circuit training and aerobatic flights.
- The complaints from Pelican Waters were related to Caloundra Airport, and were associated with helicopter movements early in the morning or fixed-wing training flights.
- There were also complaints about helicopter movements in the northern parts of the region around Noosa. Some of these complaints relate to flights using the helicopter satellite strip at Teewah.

### 3.2 Issues raised by NCIS clients

Figure 4 shows the top five issues raised by clients at Sunshine Coast and Caloundra Airports for the 15 month period to the end of Quarter 3 2013. A single contact can involve multiple issues (i.e. a client may have raised more than one issue when they contacted the NCIS). During this 15 month period, the issues raised by the greatest number of clients were Helicopter Operations, Aircraft Height, Propeller Aircraft, Increased Frequency of Air Traffic and Jet Aircraft operations at Sunshine Coast Airport.

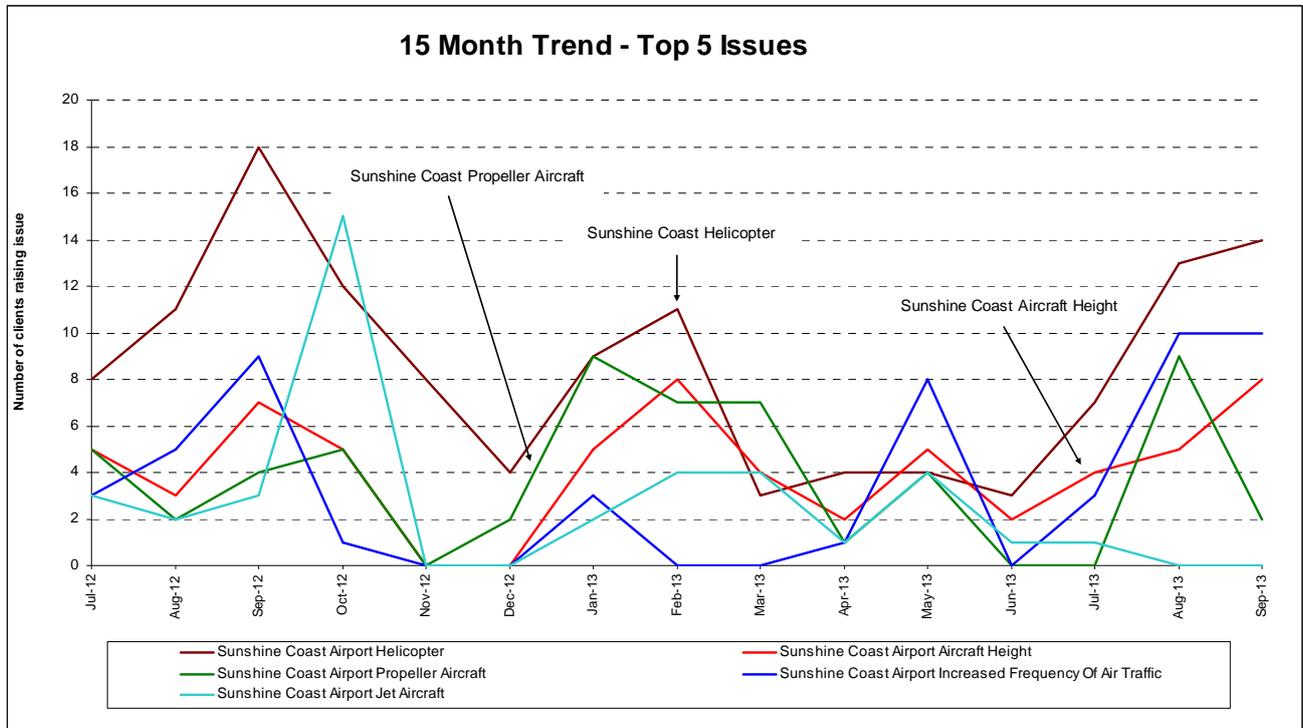


Figure 4 Top five issues for Caloundra and Sunshine Coast Airports for the 15 month period, Quarter 3 2013

The key point shown is:

- There was an increase in complaints about helicopter operations and propeller aircraft movements in Quarter 3 of 2013 compared to the previous two quarters.

## 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.

### 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 it may not be possible to implement some proposals.

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

## 5. Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to [WebTrak](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/) (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/)
- 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](mailto:ncis@airservicesaustralia.com) if you would like to provide feedback.