

Sunshine Coast and Caloundra Airports

Aircraft Noise Information Report

Quarter 3 2012 (July to September)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	7 January 2013

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Contents

1. Purpose	Page 4
2. Aircraft movements	Page 6
3. Complaints data	Page 7
3.1 NCIS Clients by suburb	Page 7
3.2 Issues raised by NCIS clients	Page 10

1. Purpose

This report summarises data for Quarter 3 of 2012 (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). Note there is no Noise and Flight Path Monitoring System installed for this region. This limits the amount of aircraft movement data that can be presented in this report.

1.1 Sunshine Coast Airport

Sunshine Coast Airport is located approximately 7 km to the north of Maroochydore central business district (CBD), see Figure 1. During Quarter 3 of 2012 there were around 17,500 aircraft movements at the airport of which almost half involved circuit training activities. A mixture of regular passenger transport operations (involving medium to larger propeller and medium jets) and smaller general aviation aircraft, including helicopters, operate at this airport.

1.2 Caloundra Airport

Caloundra Airport is approximately 2 km west of the Caloundra CBD and 20 km south of Sunshine Coast Airport (see Figure 2). Small fixed wing aircraft and helicopters predominately operate out of this airport. Most operations at this airport are conducted outside air traffic control. The airport has advised Airservices that it does not keep records on aircraft movements. As a result there is very little movement data available for analysis in this report.

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

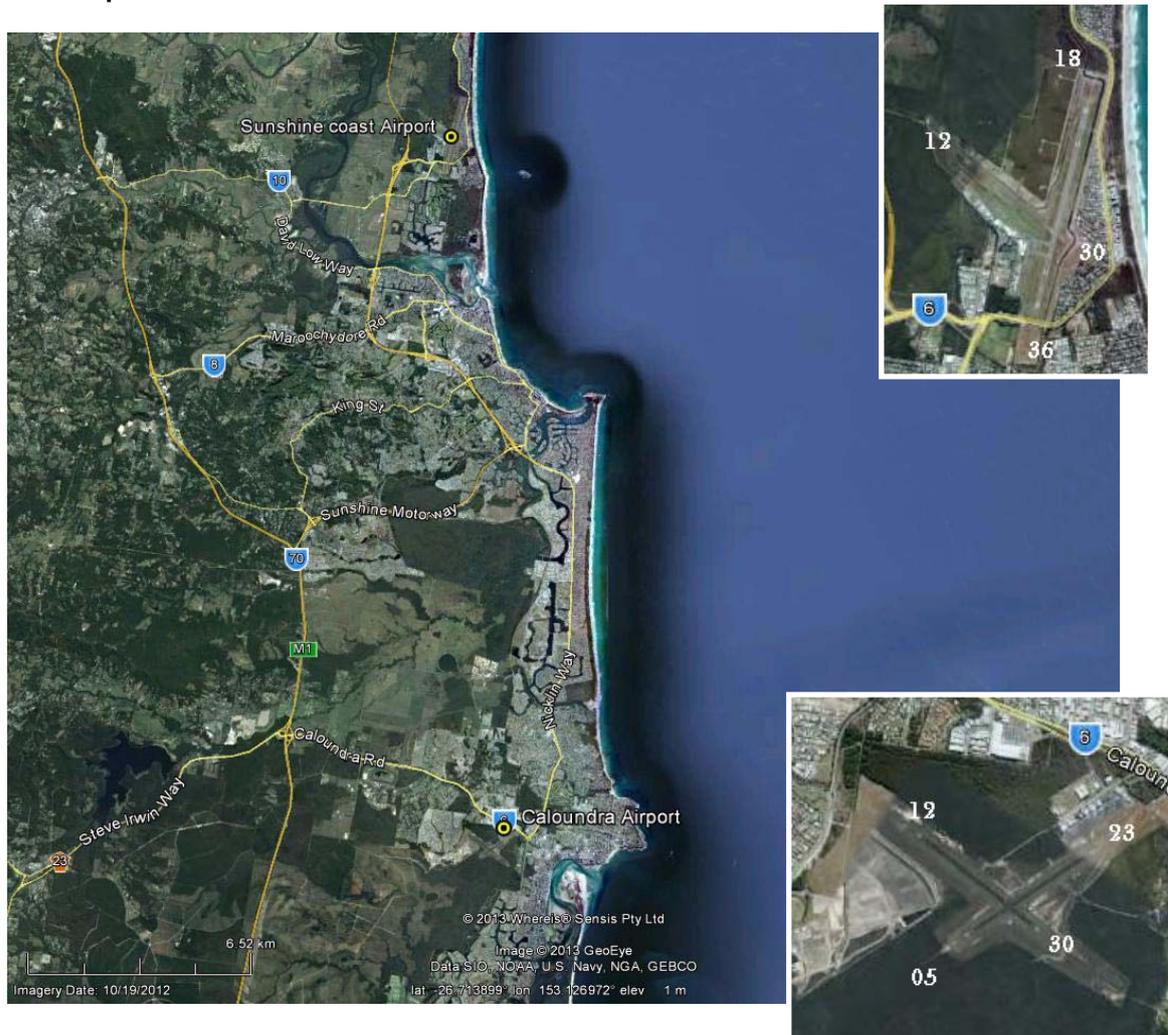


Figure 1 shows runway configuration at Sunshine Coast and Caloundra Airports. The runways at Sunshine Coast Airport consist of a main runway (18/36) of length 1.8km orientated north-south and a 0.65km cross runway (12/30) aligned north/west to south/east. Caloundra Airport also has two runways, a north/east to south/west (05/23) and a north/west to south/east (12/30) both of length 0.76km.

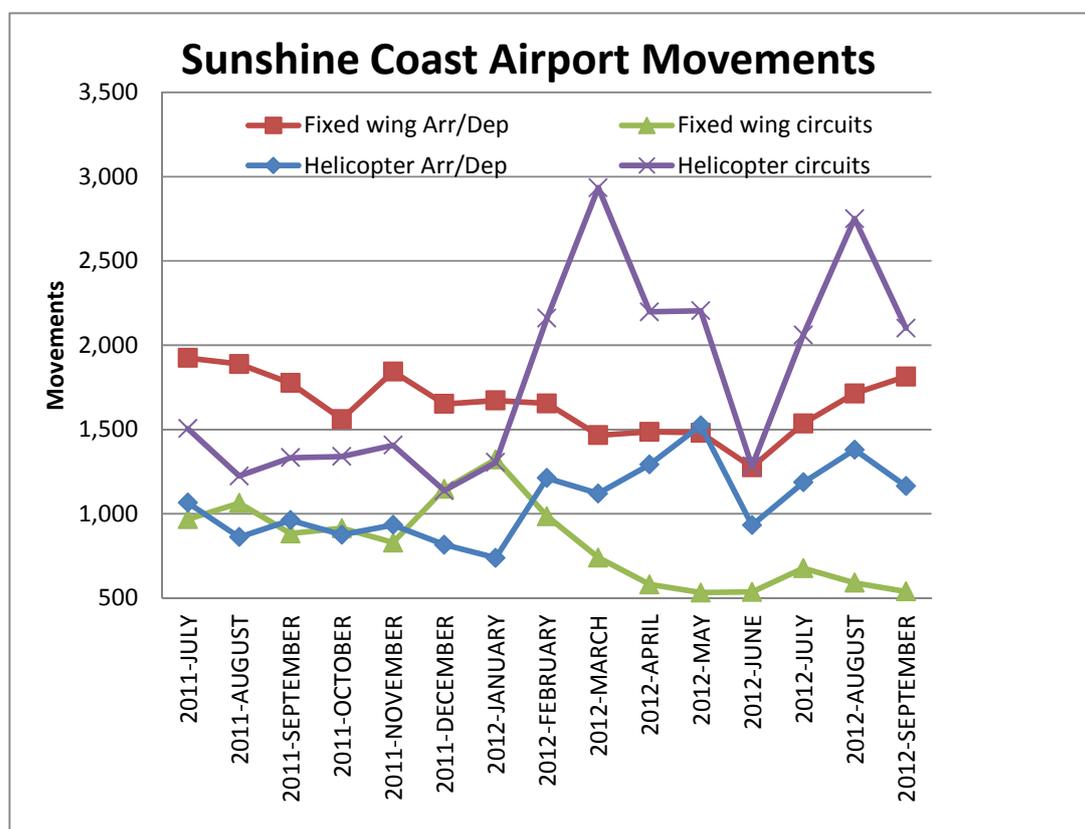
Information about runway selection is available on the Airservices website at www.airservicesaustralia.com/aircraftnoise/factsheets/.

2. Aircraft movements

2.1 Airport movements

Figure 2 shows aircraft movements at Sunshine Coast Airport for the 15 month period to the end of Quarter 3 of 2012.

Figure 2 Aircraft movements at Sunshine Coast Airport from July 2011 to September 2012



Key points shown in Figure 2 are:

- For quarter 3 2013 half of the operations at Sunshine Coast Airport involved circuit operations. These include smaller single, twin engine aircraft and helicopters.
- There has been an increase in the number of helicopter circuits since the beginning of 2012. These are associated with an increase in helicopter training at the airport.
- There has been a steady decline since the beginning of 2012 in the number of fixed wing training operations.
- The fluctuations in the numbers of circuits month by month is due to courses starting at different times of the year. This means at particular times there will be large numbers of students who progress from theory to flight at roughly the same time, causing peaks.

The vast majority of movements at the Caloundra Airport involve small general aviation aircraft, including helicopters, which do not operate into controlled airspace. These are not required to lodge a flight plan and consequently are not captured by Airservices. The Airport does not keep records of aircraft movements. Therefore no movement data for Caloundra Airport has been included in this report as it would be misleading.

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 50 clients from Caloundra and Sunshine Coast Airports during Quarter 3 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 July to September 2012 by suburb.

Figure 6 shows client density for Caloundra and Sunshine Coast Airports for Quarter 3 of 2012.

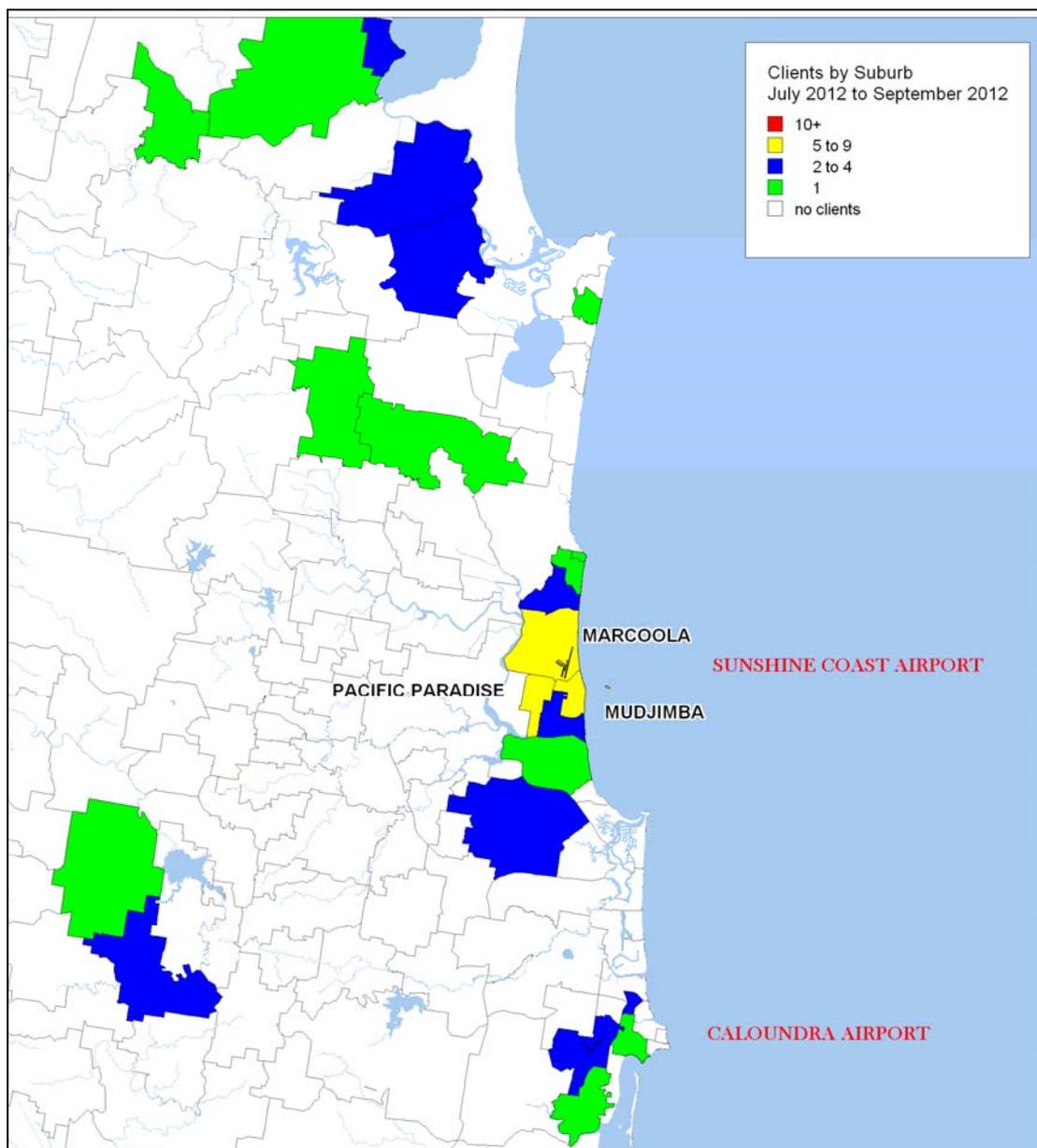
Table 1 Recorded clients July to September 2012 by suburb and airport

Suburb	Caloundra Airport	Sunshine Coast Airport	Total
BATTERY HILL	2		2
BOREEN POINT		2	2
BUDERIM		4	4
CALOUNDRA	1		1
CALOUNDRA WEST	2		2
COOROIBAH		2	2
COOTHARABA		1	1
EUMUNDI		1	1
MALENY		2	2
MARCOOLA		7	7
MAROOCHYDORE		1	1
MOUNT COOLUM		2	2
MUDJIMBA		5	5
Not Specified		1	1
PACIFIC PARADISE		5	5
PELICAN WATERS	1		1
PINBARREN POINT		1	1
ARKWRIGHT		1	1
SUNRISE BEACH		1	1
TEWANTIN		2	2
TWIN WATERS		3	3
VERRIERDALE		1	1
WITTA		1	1
YAROOMBA		1	1
Total	6	44	50

Key points shown in Table 1 are:

- The vast majority (88%) of clients are contacting the NCIS over concerns with Sunshine Airport operations. This is to be expected as larger aircraft can operate at this airport due to its longer main runway.
- The suburbs with highest number of clients are Marcoola (7), Mudjimba (5) and Pacific Paradise (5).

Figure 6 Sunshine Coast and Caloundra Airports client density by suburb for July to September 2012



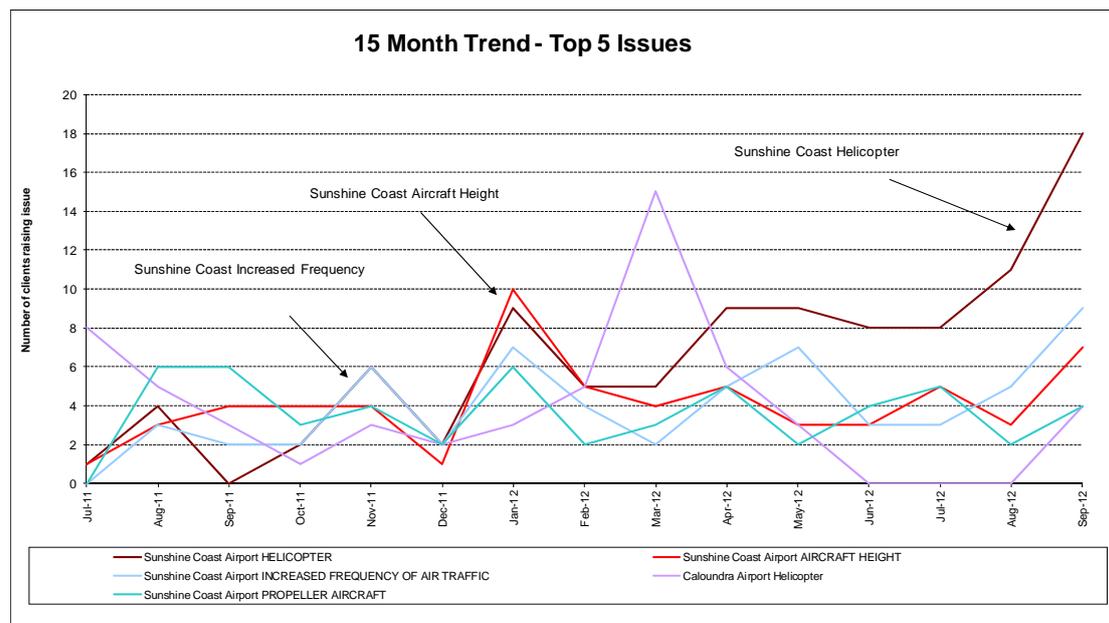
The key points shown in Figure 6 are:

- Suburbs around Sunshine Coast Airport have the greater number of clients. In these suburbs, the issues of concern were helicopter operations (in particular relating to an increase in movements and flights at nights and circuit training).
- There were also complaints about helicopter movements in the northern parts of the region. Some of these complaints may relate to flights that originated from the Teewah airstrip, as well as from Sunshine Coast Airport.

3.2 Issues raised by NCIS clients

Figure 7 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 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 3 of 2012, the issues raised by the greatest number of clients were helicopter operations from both Sunshine Coast Airport and Caloundra Airport, increased frequency of operations, noise from propeller aircraft and low flying aircraft.

Figure 7 Top five issues for Caloundra and Sunshine Coast Airports for the 15 month period, July 2011 to September 2012



The key point shown by Figure 7 is that while the number of clients raising four of the top five issues at Caloundra Airport and Sunshine Coast Airport has remained steady, there has been a sharp increase during 2012 in clients complaining about helicopter operations. The increase was particularly significant in Quarter 3 (July to Sept) of 2012, which was also the quarter with the highest number of helicopter circuits at Sunshine Coast Airport. The main subjects for helicopter complaints are increased number of flights and night flights.

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. Please contact us via e-mail at community.relations@airservicesaustralia.com if you would like to provide feedback.