

Sunshine Coast and Caloundra Airports

Aircraft Noise Information Report

Quarter 3 2014 (July to September)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	December 2014

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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.

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1 Purpose

This report summarises data for Quarter 3 of 2014 (July to September) from Airservices Operational Data Warehouse and Noise Complaints and Information Service for the Maroochydoore/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 Maroochydoore CBD (see Figure 1). During Quarter 3 of 2014 there were around 12,000 aircraft movements at the Airport. Of these around 40 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.

During Quarter 3 of 2014 the number of aircraft that lodged a flight plan with Airservices totalled 570. 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.

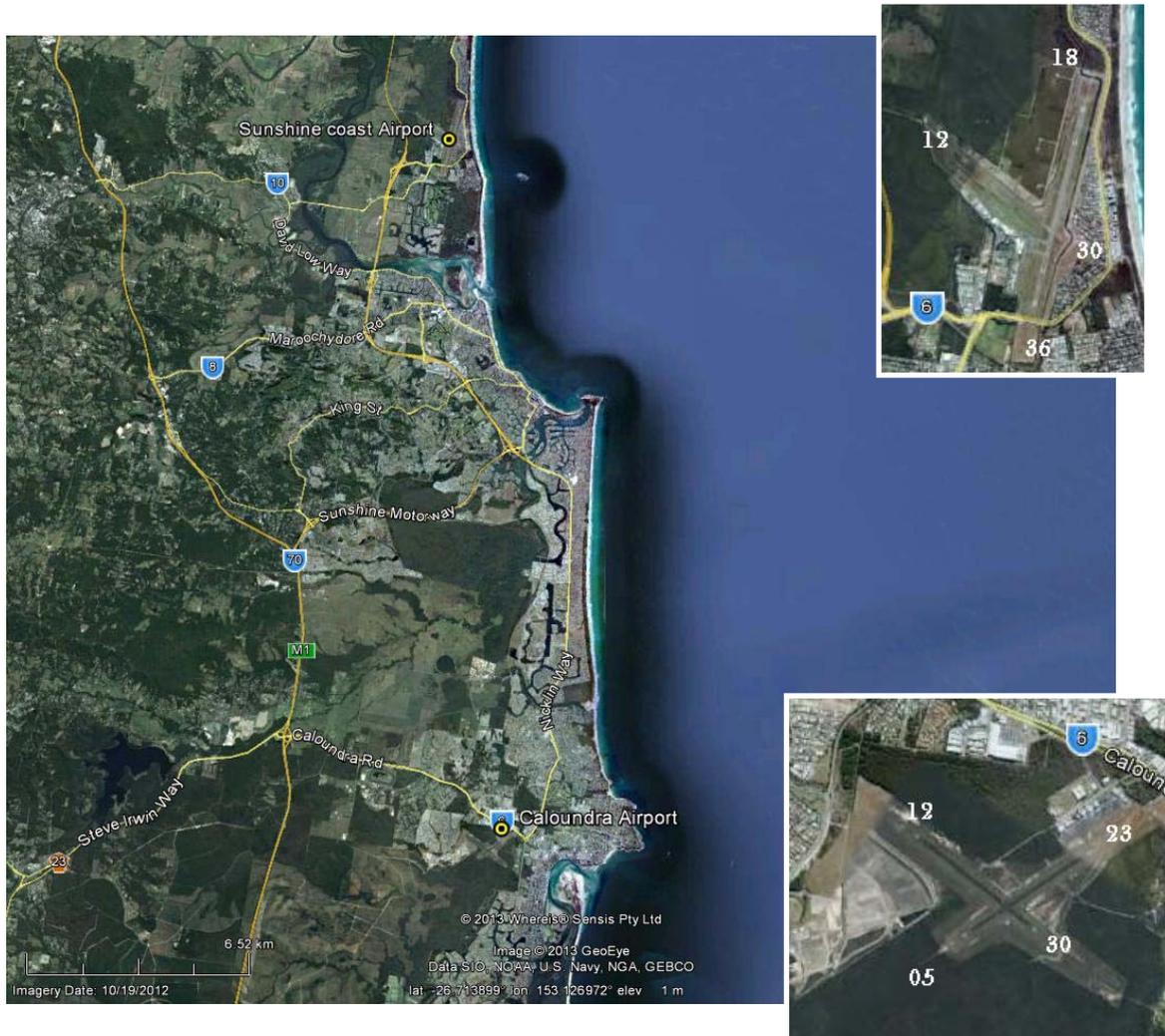


Figure 1: Location and runway orientation of Sunshine Coast and Caloundra Airports

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 3 of 2014 (and three - year average per month from 2011 - 2014).

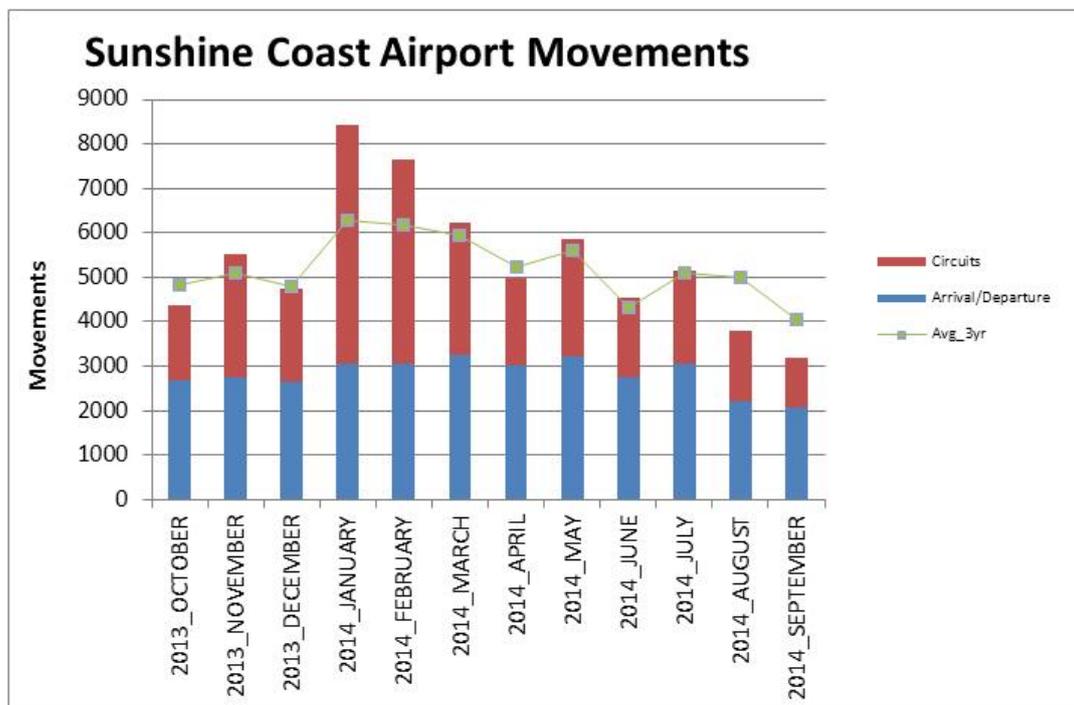


Figure 2: Aircraft movements at Sunshine Coast Airport from October 2013 to September 2014

Key points are:

- More than a third of the operations at Sunshine Coast Airport in Quarter 3 of 2014 involve circuit training including small single and twin engine aircraft as well as helicopters.
- Sunshine Coast Airport movements dipped below the three - year average in Quarter 3 2014 after a second quarter in line with the three - year average.
- 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 Maroocha 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 dB(A). 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 55 complainants from Caloundra and Sunshine Coast Airports during Quarter 3 of 2014. 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 2 provides a breakdown of suburbs for Quarter 3 of 2014 with five or more complainants.

The following data is derived from a dynamic database and is correct as at 28th October 2014 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 4 2013	Quarter 1 2014	Quarter 2 2014	Quarter 3 2014
Marcoola	18	11	30	19
Maroochydore	2	5	7	7
Mudjimba	4	6	10	7
Sunshine Coast	3	1	5	0
Twin Waters	3	7	2	2
All Other Complainants	14	15	18	14
Total Complainants	44	45	72	49

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

Caloundra Airport				
Suburb	Quarter 4 2013	Quarter 1 2014	Quarter 2 2014	Quarter 3 2014
Caloundra	1	5	2	0
Caloundra West	2	17	3	1
Golden Beach	0	6	1	4
Little Mountain	0	5	0	0
Pelican Waters	1	7	3	2
All Other Complainants	0	7	0	0
Total Complainants	4	47	12	7

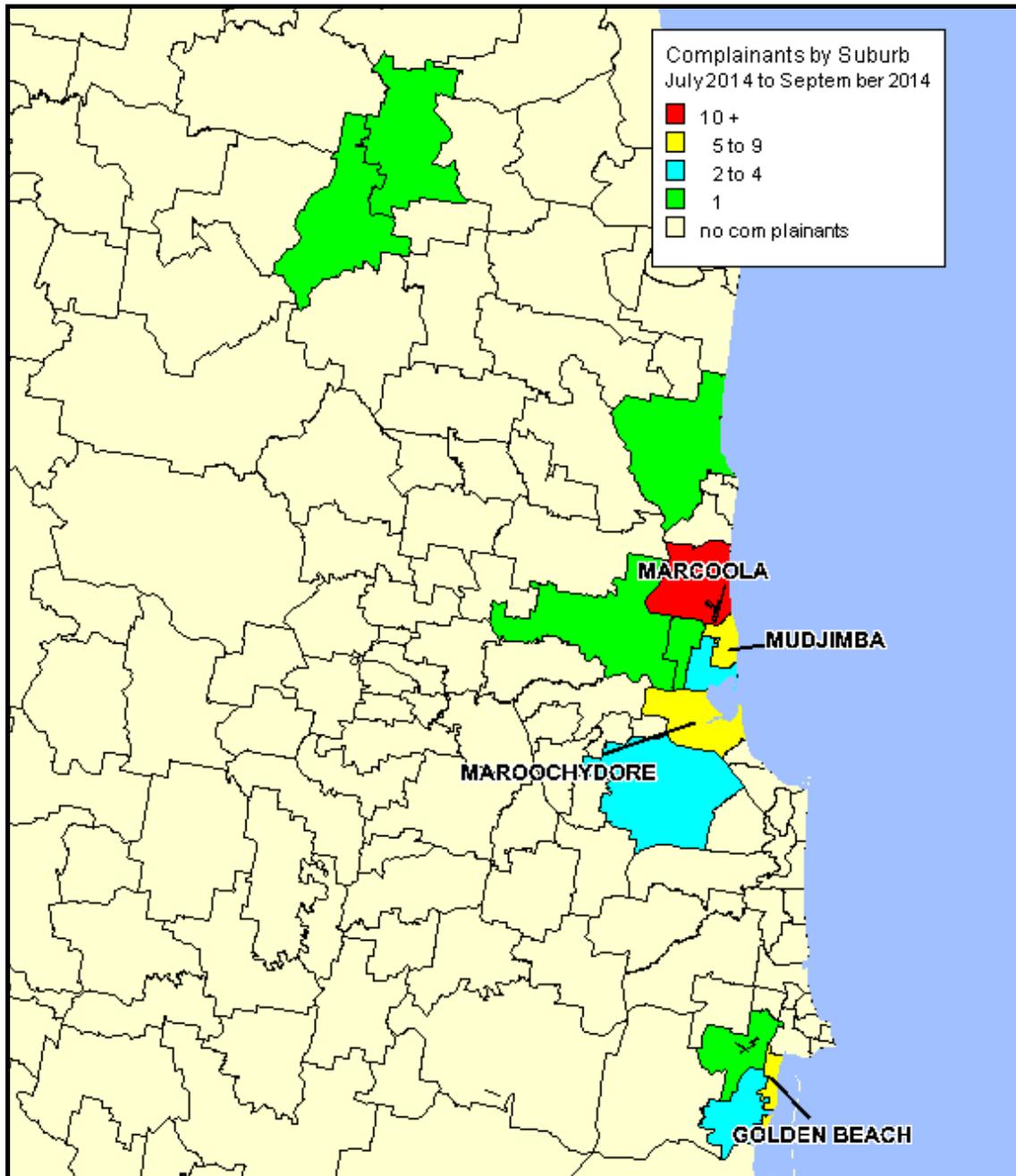


Figure 4: Sunshine Coast and Caloundra Airports complainant density by suburb for the period July 2014 to September 2014

The key points in Figure 4 are:

- Suburbs around Sunshine Coast Airport (particularly Maroocha with 19) had the greatest number of complainants.
- Most of the complainants from Maroocha had concerns about helicopter noise, especially noise associated with training. There is a helicopter training area at the airport, with a number of helicopter training schools.
- There have been a small number of complainants from areas underneath the Smart Tracking flight paths, including Maroochydore and Sunshine Coast.
- Complainants from Caloundra continued to decrease after demand for helicopter training returned to normal levels following a spike from December to February.

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 May 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.

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/)
- 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

20 May 2014

- Airservices advised that that quarterly Aircraft Noise Information Reports had been updated and improvements have also been made to the noise section of Airservices website.