

# **Sunshine Coast and Caloundra Airports**

## **Aircraft Noise Information Report**

Quarter 4 2013 (October to December)

# Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	March 2014

© Airservices Australia. All rights reserved.

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

## Contents

<b>1</b>	<b>PURPOSE</b>	<b>4</b>
1.1	Sunshine Coast Airport	4
1.2	Caloundra Airport	4
1.3	Teewah Airfield	4
<b>2</b>	<b>AIRCRAFT MOVEMENTS</b>	<b>6</b>
2.1	Sunshine Coast	6
2.2	Caloundra Airport	7
<b>3</b>	<b>COMPLAINTS DATA</b>	<b>8</b>
3.1	NCIS Complainants by suburb	8
3.2	Issues raised by NCIS complainants	10
<b>4</b>	<b>AIRSERVICES UPDATE</b>	<b>11</b>
4.1	Sunshine Coast Airport Community and Aviation Forum	11
4.2	Noise improvements	11
<b>5</b>	<b>CONTACT US</b>	<b>11</b>

# **1 Purpose**

This report summarises data for Quarter 4 2013 (October to December) 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**

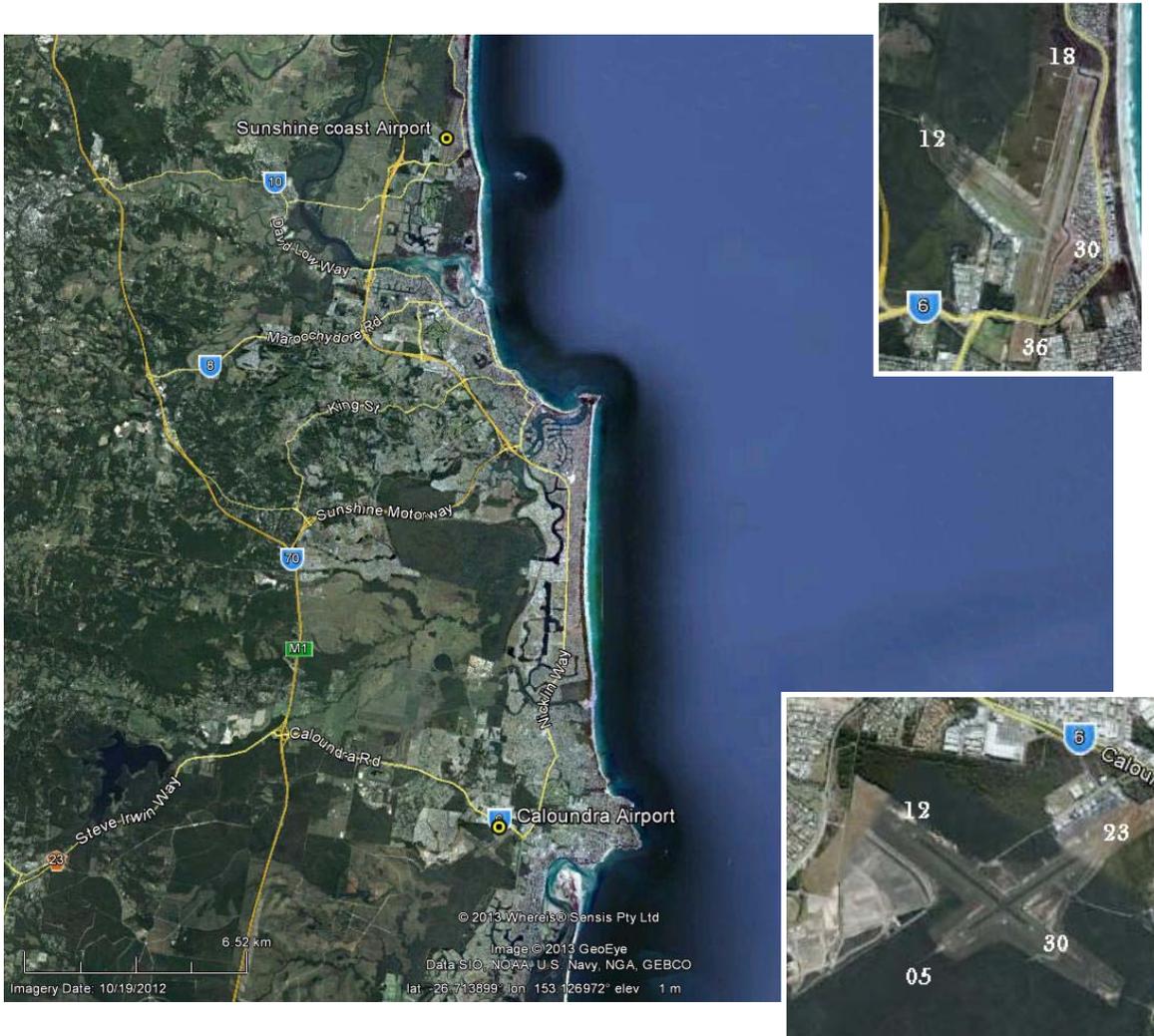
Sunshine Coast Airport is located in the geographic centre of the Sunshine Coast approximately 7km to the north of Maroochydore CBD (see Figure 1). During Quarter 4 2013 there were around 15,000 aircraft movements at the Airport. Of these around 30 per cent involve circuit training activities by both 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. During Quarter 4 of 2013, most of the activities involved helicopter training (for which it was a satellite airfield) and ultra-light aircraft. From January 2014, the local council has banned helicopter training at the airfield.



**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 Sunshine Coast

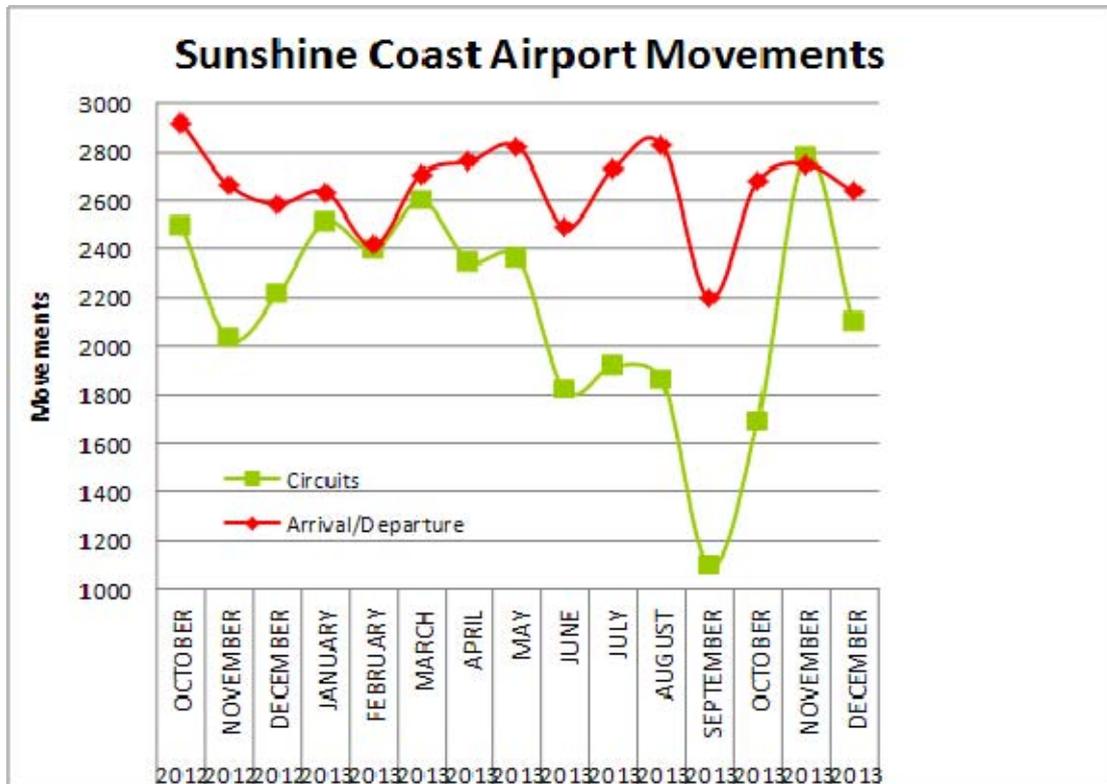


Figure 2: Aircraft movements at Sunshine Coast Airport from October 2012 to December 2013

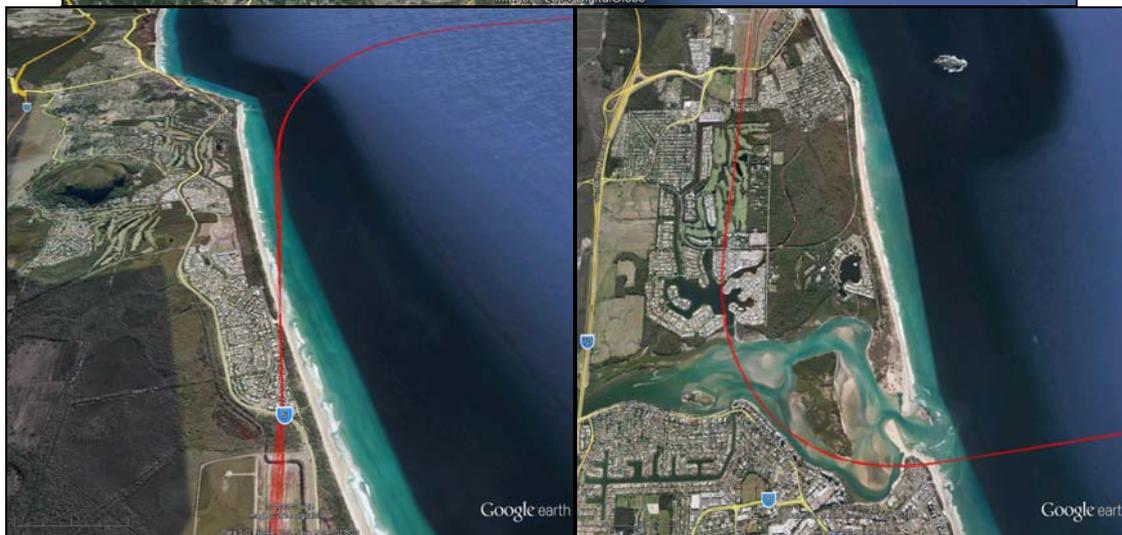
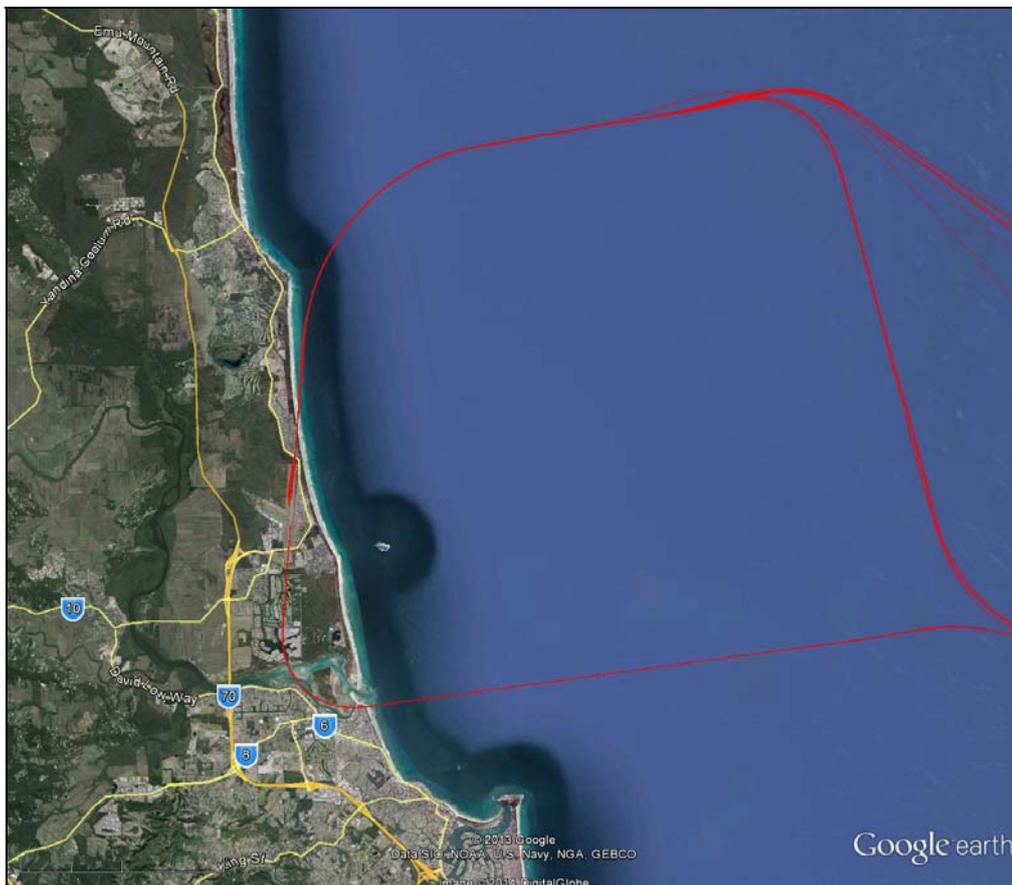
Key points are:

- Around a third of the operations at Sunshine Coast Airport involve 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.

#### Smart Tracking

Smart Tracking was introduced at Sunshine Coast Airport during Quarter 4 of 2013. This technology will allow 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 Sunshine Coast 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 does not change. The Runway 36 approach tracks over sea as far as possible 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 Maroochydhore would receive fewer flights resulting in noise over 70 decibels. 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 small areas adjoining the Maroochy River might also notice a minor increase in aircraft noise.

## **2.2 Caloundra Airport**

During Quarter 4 2013 the number of aircraft that lodged a flight plan with Airservices totalled 610. 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 complainant.

#### 3.1 NCIS Complainants by suburb

The NCIS received contacts from 49 complainants from Caloundra and Sunshine Coast Airports during Quarter 4 2013. 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).

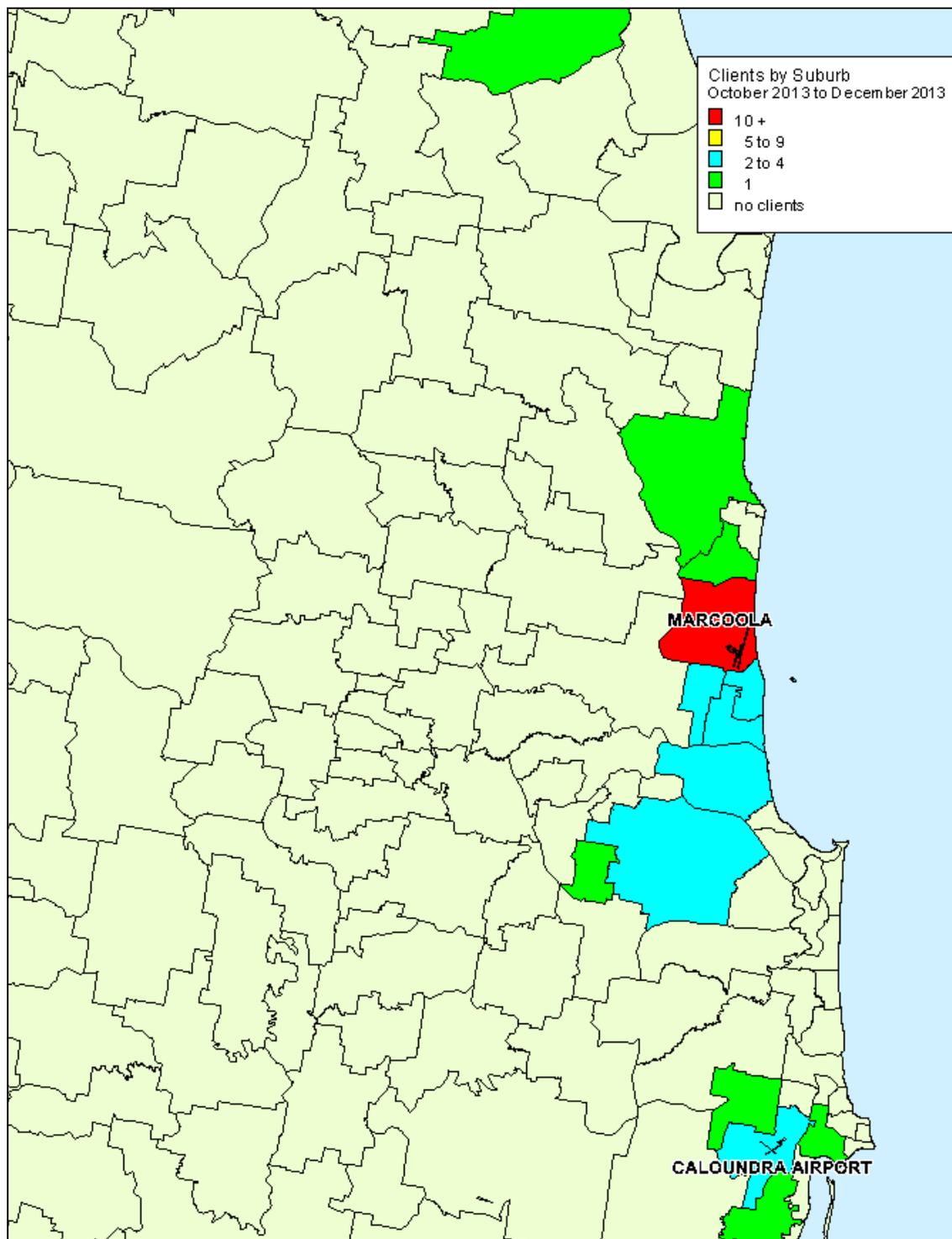
Table 1 provides a breakdown of complainants from Quarter 4 2013 by suburb.

**Table 1: Recorded Complainants by Suburb and Airport for the period October 2013 to December 2013**

Suburb	Caloundra	Sunshine Coast	Total
Not Specified	0	1	1
Buderim	0	3	3
Caloundra	1	0	1
Caloundra West	2	0	2
Coolum Beach	0	1	1
Cooroibah	0	1	1
Cotton Tree	0	1	1
Harper Creek	0	1	1
Little Mountain	0	1	1
Marcoola	0	19	19
Maroochydore	0	2	2
Meldale	0	1	1
Mons	0	1	1
Mount Coolum	0	1	1
Mudjimba	0	4	4
Pacific Paradise	0	2	2
Pelican Waters	1	0	1
Sunshine Coast	0	3	3
Twin Waters	0	3	3
<b>Total</b>	<b>4</b>	<b>45</b>	<b>49</b>

Key points are:

- The vast majority of complainants in the Sunshine Coast region during Quarter 4 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.



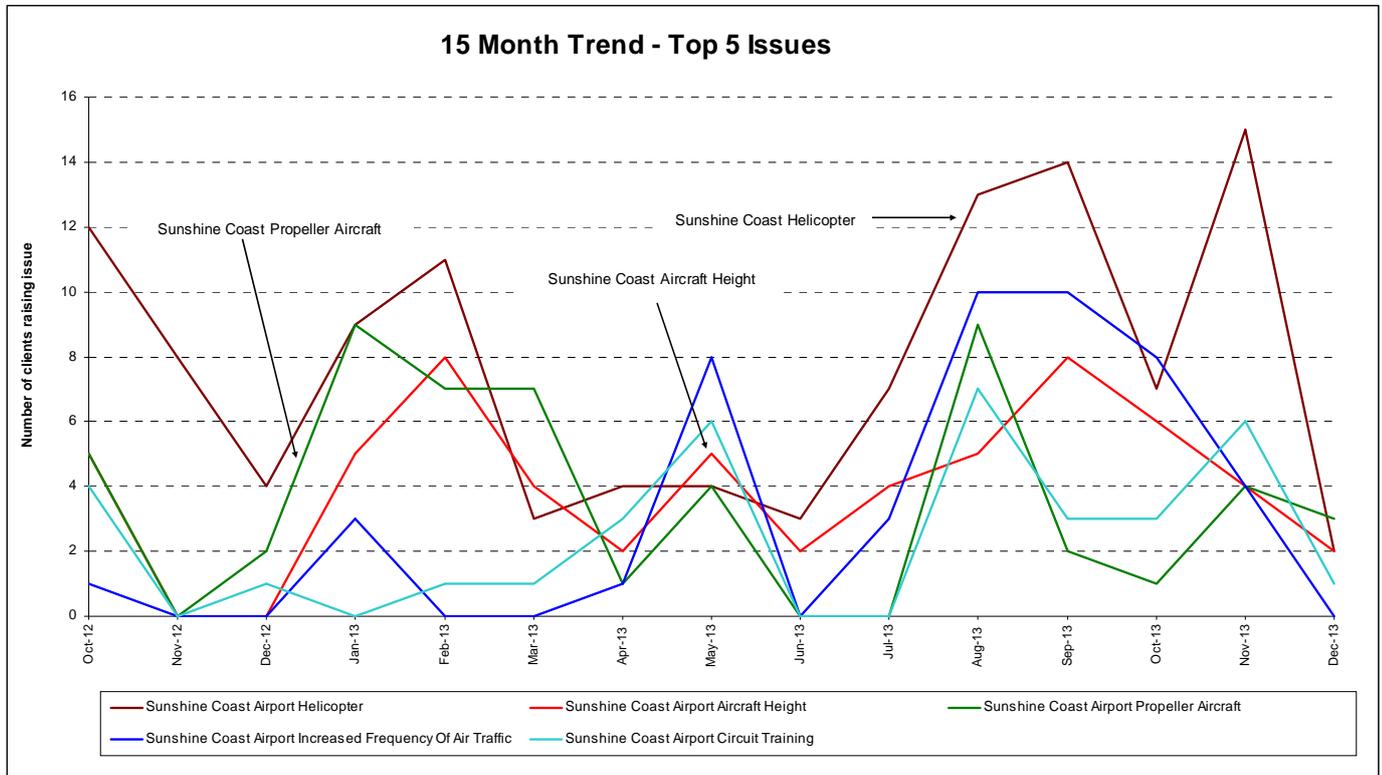
**Figure 4: Sunshine Coast and Caloundra Airports Complainant Density by Suburb for the period October 2013 to December 2013.**

The key points are:

- Suburbs around Sunshine Coast Airport (particularly Marcoola with 19) had the greatest number of complainants.
- Most of the complainants from Marcoola had concerns about helicopter noise, especially noise associated with training. The issues included the hours of helicopter training. There is a helicopter training area at the airport, with a number of helicopter training schools.
- There have been a small number of complaints from areas underneath the Smart Tracking flight paths, including Maroochydore and Sunshine Coast.

### 3.2 Issues raised by NCIS complainants

Figure 5 shows the top five issues raised by complainants at Sunshine Coast and Caloundra Airports for the 15 month period to the end of Quarter 4 2013 . A single contact can involve multiple issues (i.e. a complainant 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 complainants were Helicopter Operations, Aircraft Height, Propeller Aircraft, Increased Frequency of Air Traffic and Circuit Training at Sunshine Coast Airport.



**Figure 5: Top five issues for Caloundra and Sunshine Coast Airports for the 15 month period, Quarter 4 2013**

The key points shown are:

- While the number of complainants raising four of the top five issues at Caloundra Airport and Sunshine Coast Airport has remained steady, the number of complainants complaining about helicopter operations, the issue with the most number of complaints, has fluctuated.

## **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 that 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 ([www.airservicesaustralia.com/aircraftnoise/webtrak/](http://www.airservicesaustralia.com/aircraftnoise/webtrak/))
- use our online form ([www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/](http://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.