

## Airservices response to Flight Path Forum Questions – 23 July 2019

### 10. What NADP is to be adopted for the airspace?

Proposed Final Design and Consideration of Feedback Report p14 refers

### 11. Please describe all of the noise abatement procedures assumed to be applied within the newly defined airspace and flight paths. Please separate these NAPs into the different aircraft classes (such as the different commercial craft, the GA craft and helicopters).

Proposed Final Design and Consideration of Feedback Report p14 refers

### 20. Listing of all inputs and assumptions including flight path co-ordinates which were used for the noise modelling studies for the TEIA.

Inputs are in the TEIA Appendix.

Coordinates have been requested via FOI and will be responded to through that process.

### 22. What options are there to slightly adjust the flight path alignments to move them away from the heaviest populated area in YC (in the opposite direction to the recently proposed changes)

Please refer to Technical Workshop response already provided to Flight Path Forum

### 24. The EIS clearly and unambiguously states

D2-179 - 2.9.2 Aircraft altitudes “Significant noise impact is generally only considered to be an issue where jet aircraft overfly residential areas below 5,000 feet Above Ground Level...” Please identify the relevant section of the EIS which evaluates noise for areas beyond the 10km zone.

Refer to TEIA noise contour diagrams

### 26. Can you also please explain why the Lake Weyba flight path has now been split into two tracks?

There are two flight paths - arrivals and departures.

### 37. Please provide referral thresholds for numbers of dwellings affected, number of over flights, N40 and N50 noise contours.

Noise modelling is conducted for N70s, N65s and N60s only. Refer AA-NOS-ENV v13 p27

### 38. Please provide noise contour maps for N40 and N50.

Noise modelling is conducted for N70s, N65s and N60s only. Refer AA-NOS-ENV v13 p27

### 39. Please provide information with regards to the way in which ASA have quantified the impacts of noise on people 'likely to notice a difference' and how this has been used to inform decision making.

Refer AA-NOS-ENV v13 p27-28

**40. ASA's mapping of various noise contours clearly shows the intended ongoing use of Runway 18/36 in conjunction with runway 13/31.**

Until the Master Plan consultation is completed and the future of the runway is determined and approved, this operating mode is a correct assumption.

**41. Please explain ASA's use of a night time period which varies from the EIS and how this has impacted on all other assumptions used for the TEIA and referral thresholds. For reference the night time period is stated as:**

**EIS – 10pm to 7am      TEIA - 11pm and 6am**

AA-NOS-ENV v13 p 24; The usage of the terms 'day' (6:00am to 11:00pm) and 'night' (11:00pm to 6:00am) is as per the definition of night (11:00pm to 6:00am) used at Australian curfew airports (see Commonwealth Sydney Airport Curfew Act 1995). This definition is applied consistently for all Airservices environmental assessments, whether or not a curfew is in place at the specific airport.

**42. 34,653 letters to householders distributed in the period 25-29 March 2019. Please advise how affected residents were identified, how many were actually identified as under proposed flight path routes and how many were to areas unaffected by proposed flight path routes. Please also describe how affected residents were identified.**

The letterbox drop was the activity of Sunshine Coast Council. Airservices did not undertake this activity.

**43. Please advise which groups you contacted and invited to attend the Community Groups Briefing - Wednesday 20 March 2019 2pm – 3.30pm Maroochy RSL**

Sunshine Coast Council invited Community Groups to attend the Community Group Briefing on 20 March 2019.

**44. Please advise how this was advertised, who from ASA was in attendance and the number of attendees from the local community - Saturday 27 April 2019 2pm Peregian Beach Community Centre**

This event was organised by The Peregian Beach Community Association. Airservices did not attend.

**45. Please advise how ASA intends to incorporate feedback provided on the interactive map into any decision making.**

From 16 July to 26 July, community members who had queries on the Proposed Flight Path Design and Consideration of Feedback report were able to submit these to Airservices, using the Engage Airservices platform.

**46. Please describe ASA's rationale for identifying individuals by name and address on the interactive Map**

The interactive map is a functionality of the Engage Airservices platform. Use of the interactive map is optional and you do not need to register to use it. If community members chose to place a pin, they were advised that that information would be publicly visible.

**47. Please advise the purpose of residents having to register to use the interactive Map – if consultation is closed – what is the purpose of this exercise?**

The interactive map is a functionality of the Engage Airservices platform. Use of the interactive map is optional and you do not need to register to use it. If community members chose to place a pin, they were advised that that information would be publicly visible.

**48. Please explain any advice you received about Privacy Laws before identifying residents names, addresses and comments on the interactive map. The use of this device could be seen as inappropriate and divisive tool to further compound the distress many residents are currently feeling.**

The interactive map is a functionality of the Engage Airservices platform. Use of the interactive map is optional and you do not need to register to use it. If community members chose to place a pin, they were advised that that information would be publicly visible.

Airservices Australia, take our privacy obligations seriously and we created a privacy policy on the Engage Airservices Platform to explain how we treat personal information collected on the website.

Our collection, use and disclosure of personal information is regulated by the Australian Privacy Principles under the Privacy Act 1988.

**49. If the interactive map has a purpose in terms of addressing residents' concerns, questions and feedback. Please advise how ASA intends to respond to residents who have used it.**

As part of the engagement platform, community members are able to pin their location and add a comment if they wish. If community members asked a query using the interactive map, we ensured that this query was captured in the general query process.

**50. FPF is concerned that the level of engagement with the interactive map is being used as a metric to measure community reaction. Please explain the rationale for making this tool available.**

Airservices received feedback from some community members that they wanted to be able to locate their home or residences with reference to the proposed flight paths. As part of the engagement platform, community members are able to pin their location and add a comment if they wish. If community members asked a query using the interactive map, we ensured that this query was captured in the general query process.

**51. How long has this interactive map been under development – and by whom? (FPF believes the community engagement team could have spent their time more purposefully, actually responding to residents individually.)**

The interactive map was an overlay of the flight paths developed by the Flight Path Design team, and was able to be uploaded and verified by the Community Engagement team – it is a functionality that was able to be activated as part of the engagement platform.

**52. When does ASA intend to respond individually to residents who submitted feedback during the April feedback period?**

In lieu of responding individually to feedback received during the consultation period, Airservices has provided the Summary of Feedback Part One, Part Two and the Proposed Final Design and Consideration of Feedback Report. We have also provided FAQs on the website.

**53. It is noted that the opportunity for residents to submit further questions and or complaints will close on 25 July. Please advise a timeframe post closure in which residents will have their concerns responded to by ASA.**

Queries about the Proposed Final Design and Consideration of Feedback Report that are being received since 16 July are responded to within 10 business days – unless external advice is required (e.g. GHD). Complaints will be reviewed and responded to initially within 10 business days. Further updates may be required for complex complaints.

**54. Please outline any further community engagement activities that ASA have planned to deliver to affected communities and the purpose of such.**

Airservices will advise the community of the decision of the ACP submitted to CASA.