

# Sunshine Coast Stakeholder Round Table

5 July 2019

## Summary of Discussion

## Change summary

Version	Date	Change description
1	11 July 2019	Creation of the document

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# 1 Introduction

The Sunshine Coast Council (SCC) is leading the Sunshine Coast Airport Expansion Project (SCAEP) that will see the creation of a new runway at Sunshine Coast Airport.

In 2016 the SCAEP was approved by State and Federal governments, following SCC's submission of the Environment Impact Statement (EIS) which included concept flight paths that would support the operation of the new runway and consultation with the wider Sunshine Coast community.

In 2019, Airservices design flight paths that were modelled on the flight path design concepts in the approved EIS. Where there were opportunities to improve environmental outcomes. Airservices proposed some variations to the concept flight paths.

## Community Engagement

Airservices initiated a range of targeted consultation sessions between 20 March and 30 April 2019. Feedback from those sessions was collated and released in two summaries of feedback:

*Summary of Feedback – Part One* ('consultation areas'): Summarised the feedback received from the communities in the specific areas where Airservices consulted on proposed flight path variations and provided an analysis of the themes within this feedback.

*Summary of Feedback – Part Two* ('general feedback areas'): Summarised the broader Sunshine Coast area, including an analysis of the themes within this feedback.

The internal Targeted Environmental Impact Assessment (TEIA) was also released externally after receiving requests through the community submissions for its release.

Pre-documentation meetings were held prior to the release of the Summary of Feedback documentation and the TEIA with key community groups, Sunshine Coast Council, Noosa Shire Council, State and Federal Members of Parliament and other relevant stakeholders, to ensure open discussion and understanding of the technical information.

## Stakeholder Round Table

On the 5 July 2019, Airservices hosted a Stakeholder Round Table on the Sunshine Coast. The purpose of the meeting was to bring together all stakeholders to discuss activities completed to date and present the *Sunshine Coast Proposed Final Design and Consideration of Feedback* prior to public release. It also provided an opportunity for stakeholders to provide feedback and review issues.

The Stakeholder Round Table was independently chaired and consisted of representatives from the Sunshine Coast Council (SCC), Noosa Shire Council (NSC), Sunshine Coast Airport (SCA), Flight Path Forum Inc. (FPF) and State and Federal Members of Parliament.

The Aircraft Noise Ombudsman (ANO) also attended in an observer capacity only.

This Summary of Discussion represents a synopsis of the Stakeholder Round Table.

## 2 Purpose

The purpose of the Stakeholder Round Table was to understand the issues from the perspectives of all stakeholder groups and for these stakeholders to provide feedback.

The Stakeholder Round Table provided opportunity for all stakeholders to:

- Discuss the activities completed to date in support of the Sunshine Coast Airport proposed flight path designs.
- Refresh on what we heard the community say – Summary of Feedback Parts One and Two, and community responses to these documents.
- Explore and discuss the Consideration of Feedback Report which includes the Final Design prior to public release.
- Provide opportunity for stakeholders to share and hear a range of views on the final design and report.
- Provide the opportunity for general discussion regarding flight paths and airspace change management.

Refer to **Appendix 1** for the Stakeholder Round Table Agenda.

Refer to **Appendix 2** for the Stakeholder Round Table Terms of Reference.

### 3 Stakeholder Round Table Participants

Representation to the Stakeholder Round Table was by invitation to ensure the key stakeholders and community advocates involved with the Sunshine Coast Airport Airspace and Flight Path Changes consultation were provided with an opportunity to better understand the regulatory, technical, operational, and community feedback considered in shaping Airservices' flight plan designs, for the Sunshine Coast Airport new runway.

Participants in the Stakeholder Round Table are listed below:

- Geoff Dittmar, Independent Chair
- Ted O'Brien MP, Federal Member for Fairfax
- Hayley Holloway - Operations Manager, Office of Ted O'Brien MP
- Sandy Bolton MP, Qld State Member for Noosa
- Cliona Smith - Electorate Officer, Office of Sandy Bolton MP
- Dan Purdie MP, Qld State Member for Ninderry
- Julia Jones-Walker - electorate officer (attending on behalf of Fiona Simpson MP, Qld State Member for Maroochydore)
- Cr Tim Dwyer - SCC Deputy Mayor
- Craig Matheson - SCC Mayor Chief of Staff
- Ross Ullman - Project Director, SCAEP, SCC
- Tom Jamieson – Group Executive, Built Infrastructure Group
- Frank Mondello - A/G CEO, SCA
- Rhett Nothling – Project and Development Manager – SCA
- Tony Wellington - Mayor, NSC
- Brett de Chastel - CEO, NSC
- Flight Path Forum Inc Executive representatives
  - Maria Suarez
  - Charlotte Wensley
  - Andre van Zyl
  - Phil Vivian
- Doug Scott, Airservices Aerodrome and Terminal Services Realisation Manager
- Daniel Jackson, Airservices Program Manager
- Fiona Lawton, Airservices Community Engagement Manager
- Rob Irwin, Airservices Service Manger
- Nicky Graham, Airservices Community Engagement Adviser

#### **Observers**

- Narelle Bell - Aircraft Noise Ombudsman
- Melinda Evans, Airservices Government Relations
- Simon Thwaites - representative from Office of Andrew Wallace MP, Federal Member for Fisher

## 4. Key Themes

The agenda consisted of the Sunshine Coast Airport Expansion Project (SCAEP) presentation on EIS consultation and early flight path concept designs. Airservices Australia followed with a presentation on Sunshine Coast Airspace and Flight Path Changes and presented the proposed final design and described how stakeholder feedback has been considered and used to shape the proposed final designs.

A general group discussion followed the presentations.

- The Stakeholder Round Table was officially opened, attendees welcomed and the Independent Chair was introduced.
- All stakeholders were encouraged to be open and transparent with their dialogue about flight paths and to put forward alternate flight paths.
- Sunshine Coast Council addressed the Round Table with a statement about the proposed flight paths being published in the Environmental Impact Statement (EIS) which had been available for community consideration since 2014. Sunshine Coast Council advised that the EIS informed the current flight paths designed by Airservices and had been in the public domain for nearly five years. Key highlights were:
  - Noosa Shire Council wrote to Sunshine Coast Council in November 2015 and advised that Noosa Council would not be making submissions on the EIS or the AEIS.
  - The correspondence advised that Noosa Shire Council was promoting the issue via the Noosa Shire Council's media channels and encouraging the community to have their say on the proposed airport expansion.
  - The geographical spread of the submissions was vast, including from organisations such as OSCAR, Friends of Lake Weyba and Sunshine Coast Environment Council.
- Noosa Shire Council addressed the Round Table and advised that at the time of the 2014 EIS many of the Noosa residents thought the runway expansion was a hypothetical.
- Noosa also experienced a high churn rate. Every four to five years about 30 – 40% of residents were new to the area and were not aware of the Sunshine Coast Airport expansion until the recent consultation process.

## Presentation 1

Sunshine Coast Council, presented on the Sunshine Coast Airport Expansion Project's EIS consultation and approval process. The presentation included alternative flight paths considered at concept design and reasons outlined why they were not progressed. Ross also highlighted the following to the round table:

- Early concept designs around Peregian Springs were shown to the Round Table. These concepts were not progressed due to operational safety.
- Over 40 years of consultation history on the Sunshine Coast Airport Expansion.
- A flythrough video used during consultation showing aircraft flying over Lake Weyba.
- Approvals received for EPBCA Subsection 160 (1) for flight paths and airspace design.
- Over 20 agency approvals had been received.

### Key discussion points on the presentation:

- Confirmation that Airservices Australia were involved in the early Sunshine Coast Council concept designs and their level of subsequent involvement being, two meetings, one in July 2012 and a minuted meeting in August 2012 attended by Airservices Operational Staff to determine flyability.
- Sunshine Coast Council could not confirm how far early concept designs progressed with environment and noise impacts.
- Definition of impacted areas from the Sunshine Coast Council consultation activities were determined by the N70 noise monitors. Some of these areas had gone beyond 5,000 feet. Noise impacts below 5,000 feet were less than N70.
- Confirmation that flight projections in the 2016 AEIS would take into account a series of issues/modelling and schedules and would be at the interpretation of the CoG at the time. This included the statement that flights would not operate during night time hours.
- Sunshine Coast Council to confirm that the Lake Weyba Flythrough still available online.
- The Sunshine Coast Council confirmed that noise modelling for 787 aircraft had not been used for the noise tool as this aircraft modelling had only recently become available. SCC confirmed that modern technology reduced noise.
- The Sunshine Coast Council confirmed that the noise tool had not been updated with the 2019 Airservices proposed flight paths and this update had not affected the N60 noise contours and that output ambient noise level parameters were used.
- The Sunshine Coast Council advised that the terms primary and secondary tracks and volume of traffic were clearly explained in the Sunshine Coast Council Aircraft Noise Booklet including in both diagram and word formats.
- Sunshine Coast Council confirmed submissions during consultation were received further north of Lake Weyba and far and wide across the Sunshine Coast region.

## Presentation 2

Airservices Australia gave a detailed presentation on the summary of the Sunshine Coast Airspace and Flight Path Changes and the proposed final design and described the criteria used to design the proposed flight paths and the decision making process used to develop those proposed final flight paths.

The presentation included alternative flightpaths considered at concept design and reasons why they were not progressed. Key highlights included:

- Whether the submission was within the context of the approved EIS concept flight paths. This was to identify if there were alternative flight path designs that could be further assessed for inclusion in the current proposed design.
- Alternative flight path designs submitted that were outside the approved EIS concept flight paths were not able to be progressed at this time. Regardless, all alternatives were considered in the context of the design requirements and considerations, so as to determine the safety, operational feasibility and/or flyability of the alternative, and to consider the potential impacts on communities, particularly residential areas. These will be described in full in the Sunshine Coast Airspace and Flight Path Changes – Proposed Final Design and Consideration of Feedback.
- In accordance with Airservices Commitment to Aircraft Noise Management, a register will be maintained of possible alternatives that meet the minimum safety and operational feasibility requirements, and will actively investigate changes which may deliver improved noise outcomes for the community in the future, including a review of Air Traffic Management (ATM) procedures where appropriate.

### Key discussion points on the presentation:

- Airservices advised that the 2014 EIS consultation areas had been taken as read and approved by the DoE.
- Airservices confirmed that the alternate departure flight paths further north-west of Yandina Creek and over a less populated area was not within the approved EIS and would have required aircraft to fly an offset approach.
- Noosa Shire Council advised the Round Table they were satisfied with the consultation activities from the Sunshine Coast Council but confirmed Airservices consultation had been badly executed.
- Sunshine Coast Council advised the Round Table that data proved Airservices was successful with their consultation activities with over 4,500 submissions received. Sunshine Coast Council confirmed that the proposed flight paths were published in the EIS and had been available for everyone to consider since 2014. The proposal informed the current flight paths designed by Airservices and have been in the public domain for nearly five years.



## General Discussion

- Flight Path Forum executives confirmed they had not submitted an alternative flight path option collectively that their submissions had been specifically about consultation, environmental issues and process.
- Flight Path Forum executives confirmed that they did not have an alternative flight path option to present at the roundtable.
- Flight Path Forum executives informed the Round Table they represented ten community groups and therefore they could not speak on the content of other community member's submissions.
- Noosa Shire Council, made a recommendation to the Round Table to support Flight Path Forum executives for a Stakeholder Engagement Panel to be managed by Airservices.
- Sunshine Coast Council confirmed that it was not within Airservices remit to facilitate a Stakeholder Engagement Panel and that if consideration of a panel was to be given, Sunshine Coast Council would approve and provide terms of reference.
- Airservices confirmed The Consideration of Feedback would describe each design element and procedures to minimise the effect of aircraft noise on the environment, such as Noise Abatement Procedures.

Presentations made by Airservices and the Sunshine Coast Council can be downloaded here:

- [Sunshine Coast Council presentation](#)
- [Airservices Australia presentation](#)

## Actions and Response

- **Airservices to confirm the location of the fly-buy points for Runway 31 Departures.**

DEPARTURE SOUTH RWY 31 (TO MOOLO)						
WAYPOINT	LATITUDE			LONGITUDE		
R3101	-26°	31'	05.09"	153°	01'	07.14"
R3102	-26°	26'	56.34"	153°	02'	52.11"
R3103	-26°	26'	40.71"	153°	07'	48.58"
RSU09	-26°	34'	30.04"	153°	13'	46.81"
MOOLO	-26°	49'	32.25"	153°	21'	45.30"

- **Airservices to confirm that year of the ABS data used in the TEIA**  
 Australian Bureau of Statistics 2016, Estimated Residential Population by SA2,  
<http://stat.data.abs.gov.au/>
- **Circulate the changes between the Proposed Flight Paths and the Proposed Final Flight Paths**  
 Completed and circulated in Consideration of Feedback Report  
<https://engage.airservicesaustralia.com/46871/documents/110199/download>

## 4 Appendix 1



### Agenda

<b>Meeting</b>	<b>Airservices Sunshine Coast Proposed Flight Path Variations Consideration of Feedback Stakeholder Round Table Discussion</b>	
<b>Date &amp; Time</b>	Friday 5 July 2019 12.45 arrival 1:00 pm – 5:00pm	
<b>Place</b>	Surfair Beach Hotel – Sand Dunes Room 923 David Low Way Marcoola Beach 4564	
<b>Independent Chair</b>	Geoff Dittmar	
<b>Observer</b>	Narelle Bell – Aircraft Noise Ombudsman	
<b>Invitees</b>	Airservices Australia	Dan Purdie MP
	Flight Path Forum Inc. Executive	Fiona Simpson MP
	Noosa Shire Council	Llew O'Brien MP
	Sunshine Coast Airport	Ted O'Brien MP
	Sunshine Coast Council	Sandy Bolton MP
<b>Apologies</b>	Chair of Community Aviation Forum	Llew O'Brien MP
<b>Terms of Reference</b>	Refer overleaf	
<b>RVSP</b>	2 July 2019 to: <a href="mailto:communityengagement@airservicesaustralia.com">communityengagement@airservicesaustralia.com</a>	

ITEM		
1.	<b>12.45 pm – Registration, tea and coffee on arrival</b>	
2.	<b>1:00 pm – Opening</b>	Ted O'Brien MP
3.	<b>Introduction of Participants</b>	Chair

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<b>4.</b>	<b>Terms of Reference</b>	Chair
<b>5.</b>	<b>Sunshine Coast Council Presentation</b>	Sunshine Coast Council
<b>6.</b>	<b>2.15 pm – Break</b>	
<b>7.</b>	<b>2.30 – Airservices Consideration of Feedback</b>	Airservices
<b>8.</b>	<b>4.00 pm – Discussion</b>	All Stakeholders
<b>9.</b>	<b>5:00 pm - Meeting close</b>	Chair

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## 5 Appendix 2



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### Terms of Reference

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#### **Airservices Sunshine Coast Proposed Flight Path Variations Consideration of Feedback Stakeholder Round Table Discussion**

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Representation is by invitation to ensure key stakeholders and community advocates are provided with an opportunity to better understand the regulatory, technical, operational, and community feedback that have been considered in shaping Airservices' flight plan designs, for the Sunshine Coast Airport new runway.

#### **Purpose**

The Stakeholder Round Table provides opportunity for all stakeholders to:

- Discuss the activities completed to date in support of the Sunshine Coast Airport proposed flight path designs.
  - Refresh on what we heard the community say – Summary of Feedback Parts One and Two, and community responses to these documents.
  - Explore and discuss the Consideration of Feedback Report which includes the Final Design prior to public release.
  - Provide opportunity for stakeholders to share and hear a range of views on the final design and report.
  - Provide the opportunity for general discussion regarding flight paths and airspace change management.
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