

Stakeholder Engagement Plan Sunshine Coast Airport Airspace Changes Runway 13/31

Version 1.0

Effective 17 March 2019



Change summary

Version	Date	Change description
1.0	17 March 2019	Approved version

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1 Executive Summary

Airservices is supporting the Sunshine Coast Council (SCC) and Sunshine Coast Airport Pty Ltd (SCA) by providing detailed airspace and flight path design to support operation of the new runway (RWY 13/31) at the Sunshine Coast Airport.

Airservices will submit an Airspace Change Proposal (ACP) to CASA to support the planned implementation date of May 2020 for the new RWY 13/31 operations.

The proposed design of airspace and flight paths for RWY 13/31 follow earlier concepts which the SCC presented to the community for feedback in 2014. This feedback was incorporated into the Environmental Impact Statement (EIS) submitted by the SCA to and endorsed by the Department of Environment. The EIS was approved on 19 May 2016 in the Queensland State Coordinator-General's report.

The flight paths Airservices are proposing will closely follow the original design concepts the Sunshine Coast Council presented to the community in 2014. It uses runway configuration for new runway 13/31 and the existing runway 18/36) as per the EIS. There are some minor differences where Airservices has slightly changed flight paths to avoid populated areas through the detailed airspace design process. There is a slight adjustment in the predicted noise levels and number of flights residents were told they would experience in 2014 associated with different datasets used in modelling.

Airservices will undertake consultation with impacted communities and industry stakeholders to inform the final airspace and flight path design. During the consultation period, Airservices will seek feedback from stakeholders regarding the proposed flight paths for RWY 13/31 that differ from those depicted in the EIS, and on the airspace design.

During the consultation period, Airservices will direct all questions as to the development and planned use of the airport to SCC as the proponent.

Airservices are committed to regularly engaging and providing information to the community and other stakeholders on significant changes that may affect them (and/or be a noticeable change in impact), and where possible, incorporate stakeholder feedback into our planning and design processes.

Airservices will provide information about the proposed airspace change on our website, access to FAQ's, community specific fact sheets and on site consultation with impacted communities. Airservices will continue to support engagement activities conducted by the SCC.

Airservices remains committed to delivering airspace and flight path changes required by the new RWY 13/31 in time for those changes to come into effect on the scheduled May 2020 AIRAC date (21 May 2020). Airservices will progress consultation of proposed changes to airspace and flight paths that differ from those depicted in the approved Sunshine Coast Airport Expansion EIS.

Airservices will identify locations for relevant community forums with those communities impacted by proposed flight paths that differ from those depicted in the EIS.

Airservices continues to proceed in accordance with advice provided by SCC in correspondence dated 3 August 2018, and the EIS. Airservices has received no formal advice from SCC or SCA that indicates RWY 18/36 will not exist in May 2020.

This plan will be iterated as further collateral is developed.

2 Purpose

The purpose of this document is to describe Airservices approach and plan for stakeholder and community consultation with impacted communities regarding proposed airspace and flight path changes at Sunshine Coast Airport to support construction of the Airport's new runway (RWY 13/31).

3 Background

The SCC is constructing a new runway (RWY 13/31) at Sunshine Coast Airport. The new runway will be in addition to the current runway (RWY 18/36). The future use of the new runway will be considered in the 2019 Master Plan, currently being drafted by the SCA.

Airservices is designing airspace and flight path changes at Sunshine Coast Airport to support operation of a new runway (RWY 13/31). The EIS notes the existence of RWY 18/36 (for VFR aircraft use). Airservices has not designed new flight paths for RWY 18/36 operations based on advice from SCC/SCA as the proponents of the new runway project. Future use of RWY 18/36 will be provided by SCC/SCA on release of their Airport Master Plan expected in mid-late 2019.

The proposed airspace changes support new approaches and departures connecting to Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs).

The airspace and flight path changes proposed by Airservices follow the preliminary design concept contained in the Sunshine Coast Airport Expansion Project 2014 EIS, which was submitted by the SCC and SCA.¹ The EIS was approved on 19 May 2016 in the Queensland State Coordinator-General's report.

Airservices has prepared a Targeted Environmental Impact Assessment (TEIA) to assess potential impacts of the proposed change to flight paths at Sunshine Coast Airport in accordance with the Airservices National Operating Standard. It also compares the findings with those of the EIS. The TEIA is required in order to meet Airservices obligations under s28 and s160 of the Commonwealth *Environmental Protection and Biodiversity Conservation* (EPBC) Act, 1999.

Using information from the TEIA, and as part Airservices SEP development, analysis of the proposed flight paths was undertaken.

4 Scope

The scope of this Stakeholder Engagement Plan (SEP) is limited to stakeholder consultation activities required for the reconfiguration of airspace and flight path changes as they differ from what is depicted in the EIS to what Airservices is proposing at the Sunshine Coast Airport to support the operation of RWY 13/31.

For the purposes of consulting with the community, the changes will be known as the 'Sunshine Coast Airport Airspace Changes Runway 13/31.'

1

<http://eisdocs.dsdiq.gld.gov.au/Sunshine%20Coast%20Airport%20Expansion/EIS/Summary%20of%20major%20findings%20%2020Sep14.pdf>

4.1 Consultation Approach

To develop the EIS, the SCC undertook community consultation from 2012-2014. This consultation was based on preliminary airspace design concepts prepared for the SCC. Information on the flight paths and indicative noise modelling remains available on the SCA website.

SCC and SCA are facilitating engagement activities aimed to inform and update the community on the development and implementation of Runway 13/31.

Airservices will undertake specific engagement and consultation activities with communities effected by the proposed changes to flight paths that differ from those depicted in the EIS.

Airservices will consult with stakeholders on the proposed airspace changes.

5 Reference Documents

- AA NOS ENV 2.100 version 14, 27 February 2019
- CIRRI EA-1423
- Environmental impact assessment of proposed change to flight paths at Sunshine Coast Airport Version 1, 22 February 2019 (TEIA)
- Sunshine Coast Expansion Project (SCAEP) Steering & Implementation Groups Purpose and Terms of Reference (Version 1.0 13 November 2018)

6 Implementation

Community Engagement Consultation: 20 March 2019 – 30 April 2019 (six week consultation period).

Review of feedback and consideration for final airspace design: 1 May 2019 – 10 May 2019.

Submission of the Airspace Change Proposal (ACP) Submission to the Civil Aviation Safety Authority (CASA): 28 June 2019.

Implementation Date: May 2020 AIRAC.

7 Proposed Airspace Change for RWY 13/31

The construction of the new runway (RWY 13/31) will require several changes:

- The reconfiguration of airspace at the Sunshine Coast Airport to support the operation of RWY 13/31 and ensure that all instrument flight procedures are contained within controlled airspace as required by CASA regulations
- The introduction of new approaches and departures that connect to new procedurally separated SIDs and STARs.

The introduction of SIDs and STARs will improve management of aircraft operations by aircraft and air traffic control systems, reducing pilot and air traffic control workload and resulting in reduced fuel burn and lower emissions

- SIDs connect departing aircraft from the runway to their routes that they will fly to their destination
- STARs connect arriving aircraft from the overlying routes, to approaches to the runway

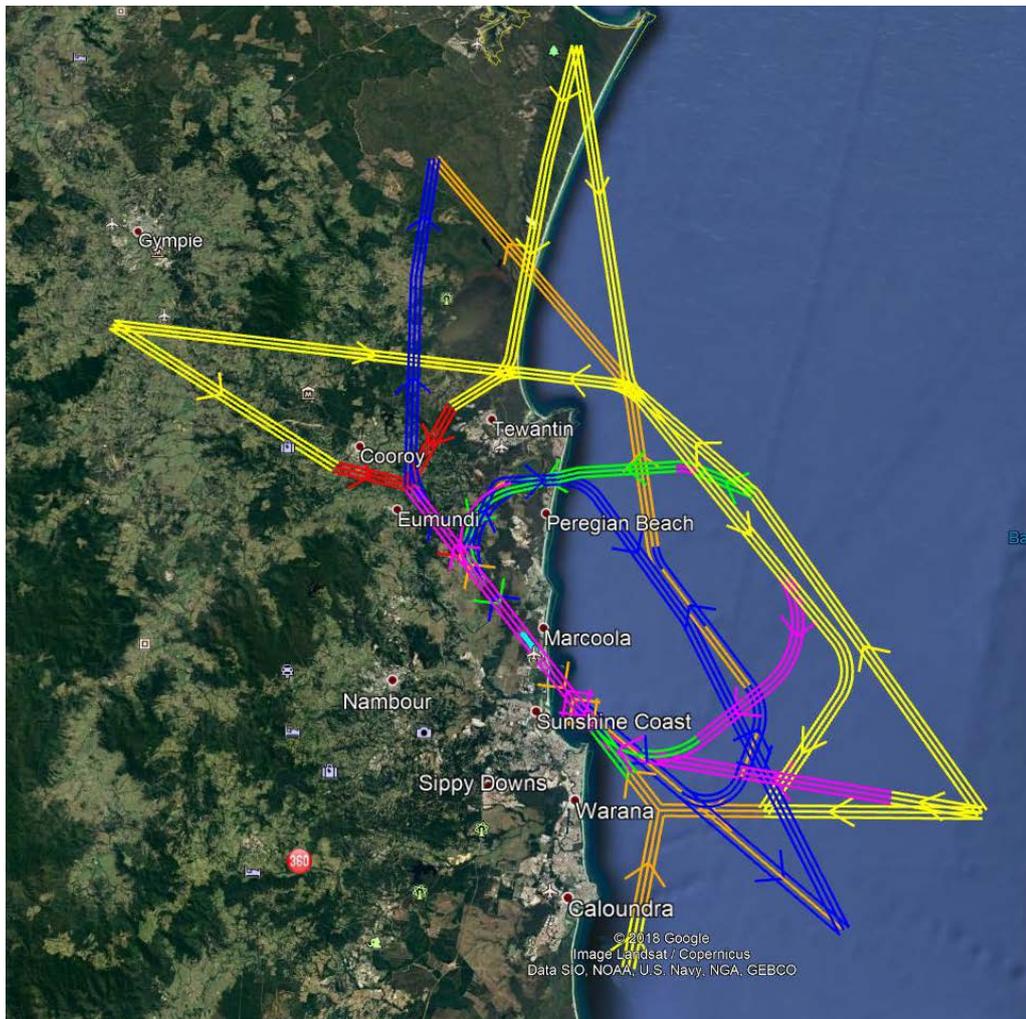


Figure 1 Proposed flight path changes at the Sunshine Coast



Figure 2 Proposed flight paths for arrivals and departures on Runway 13

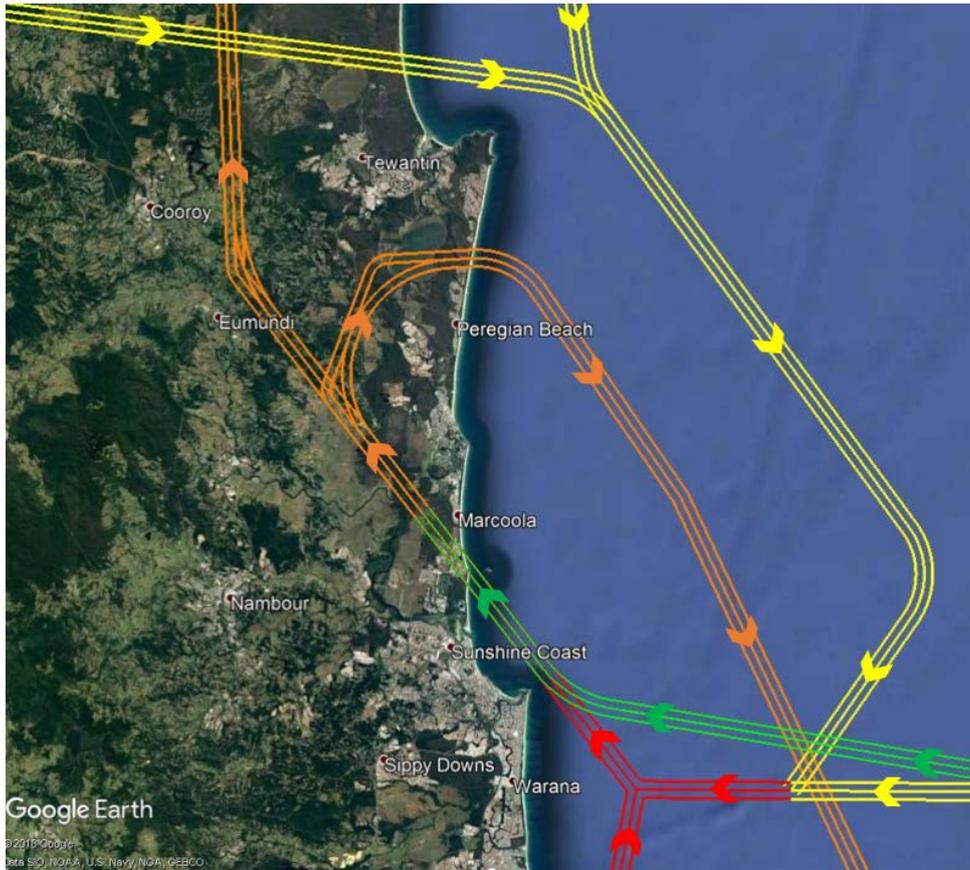


Figure 3 Proposed flight paths for arrivals and departures on Runway 31

The proposed flight path design aligns to the original design concepts set out in 2012 EIS and are as follows:

- RWY13 RNP-AR and RWY31 SID southbound will track south of Weyba Downs and over Lake Weyba, before tracking between Marcus Beach and Castaways Beach to avoid populated areas
- RWY13 GNSS approach will track off the coast and away from Noosa Heads to avoid populated areas
- RWY13 GNSS will approach from the northwest and track south of Cooroy before intercepting the 10NM final
- RWY31 departures north will track between Cooroibah and Lake Macdonald to ensure minimal overflight of populated areas

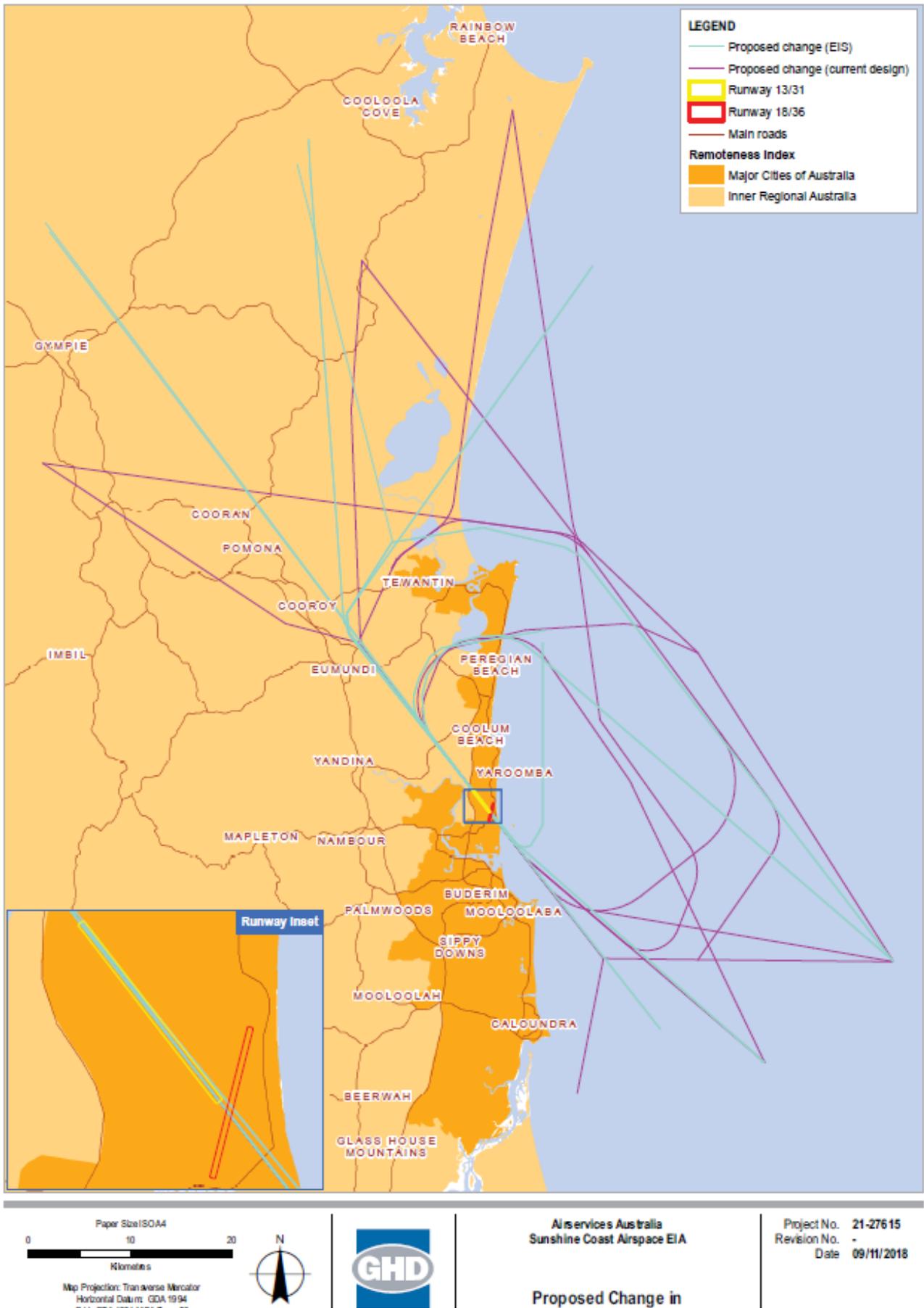


Figure 4 Changes to EIS flight paths

Use of the proposed flight paths can be summarised as follows:

- Arrivals from the north will be via BSU02
- Arrivals from the south will be via ITIDE
- Departures to the north will be via BSU05
- Departures to the south will be via MOOLO

8 Relevant Considerations

Airservices addresses a range of 'relevant considerations' when considering a change to flight paths or aircraft management operations including:

- safety (always the primary consideration)
- efficiency (air traffic control, airlines and airports)
- environment (noise, emissions and the natural environment)
- consultation (industry and community).

After safety has first been assured, judgement about the impact on efficiency and the environment is informed through technical analysis and stakeholder consultation and as a result an 'on balance' decision can then be made as to whether a change should proceed to implementation.

8.1 Consultation Parameters and Design Constraints

Airservices have a number of design constraints that apply to airspace design. Airservices will provide information on the design constraints as part of the consultation. The design constraints are listed below.

- ICAO and CASA regulations
- Separation and safety requirements
- Airservices' internal environmental policy
- Meet the intent of the 2014 EIS
- Location of the runway (orientation, length of runway)
- That approaches are within controlled airspace
- Cognisant of nearby airports, aerodromes and airstrips
- Ensure equity of airspace
- That flight path designs feed into the national route structure
- The airspace can accommodate operations into the region's hospitals

Following consultation, Airservices will consider all feedback and undertake a design review that informs the final airspace change prior to submission of the ACP to CASA.

Airservices has presented detailed airspace design to airline customers (RPT) to ensure the design meets operational requirements against safety and efficiency, whilst also considering environmental requirements; and incorporating appropriate procedures to support RNP-AR, continuous descent operations and other technical requirements to support efficient airline operations to the new runway.

9 Impacts of the Proposed Change

The TEIA assesses potential impacts of the proposed change to flight paths at Sunshine Coast Airport, and compares the findings with those of the EIS.

Attachment B provides a detailed summary of the impacts each identified community will experience as a result of the proposed flight path changes. Attachment B also analyses what information the community may have been provided with previously to inform the development of appropriate messaging and consultation collateral.

The TEIA found:

- The scope and methodology for the assessment has been developed jointly between GHD and Airservices in accordance with the National Operational Standard, and while broadly consistent with the EIS, includes a number of updated model inputs that have somewhat complicated a direct comparison with the findings of that EIS.
- The comparison of the findings of the targeted EIA and EIS found they were generally consistent with relatively minor discrepancies that were more likely due to differences in detail of reporting and model inputs than significant changes in the potential impacts of the proposed change on the surrounding suburbs.
- The proposed change would result in both increases and decreases in flights over suburbs, depending on location. The changes generally align with the change from use of runway 18/36 to runway 13/31 by regular public transport operations.
- Analysis of the population potentially affected before and after opening of runway 13/31 found that while the population potentially affected would increase in some suburbs and decrease in others, there would likely be a net decrease in the population and dwellings affected.
- The comparison of the findings of the targeted EIA and EIS found they were generally consistent with relatively minor discrepancies that were more likely due to differences in detail of reporting and model inputs than significant changes in the potential impacts of the proposed change on the surrounding suburbs.
- The comparable N70 contours from runway 13/31 extending to the north-west were generally consistent with the EIS. The N70 contours from runway 13/31 extending to the south-east extend further than those in EIS but largely over water, while the higher value N70(20) contours are contained closer to the airport than the EIS. These slighter differences in the contours from runway 13/31 may instead be attributable to aircraft fleet mix and runway distributions in the targeted EIA compared to the EIS.
- 14 communities will be impacted by an increase in flights, from 13/31 and/or 18/36. This includes suburbs of Bli Bli, Buddina, Castaways Beach, Coolum Beach, Cooroy Mountain, Doonan, Marcus Beach, Maroochy River, Noosaville, Peregrin Beach, Valdora, Verrierdale, Weyba Downs and Yandina Creek. It is noted that the increase for the majority of these locations was associated with changes to the attributable to modelled aircraft fleet mix and runway distributions, not due to proposed flight paths.

The majority of the suburbs potentially impacted had low numbers of existing overflight, and may be newly overflown.

- 23 communities will benefit by decreased numbers of flights, from 13/31 and/or 18/36. These include suburbs of Alexandra Headland, Birtinya, Bokarina, Buderim, Diddillibah, Image Flat, Keils Mountain, Kuluin, Kureelpa, Maroochydore, Minyama, Mooloolaba, Mount Coolum, Pacific Paradise, Palmview, Parrearra, Point Arkwright, Rosemount, Sippy Downs, Twin Waters, Warana, Wurtulla, Yaroomba. It is noted that the increase for the majority of these locations was associated with changes to the attributable to modelled aircraft fleet mix and runway distributions, not due to proposed flight paths.
- Suburbs near the airport including Marcoola and Mudjimba would continue to experience a high number of flights and noise levels.
- Suburbs with a relatively high number of existing overflight were typically communities near the airport including as Marcoola, Maroochydore, Mount Coolum, Mudjimba, Pacific Paradise, Twin Waters and Yaroomba.

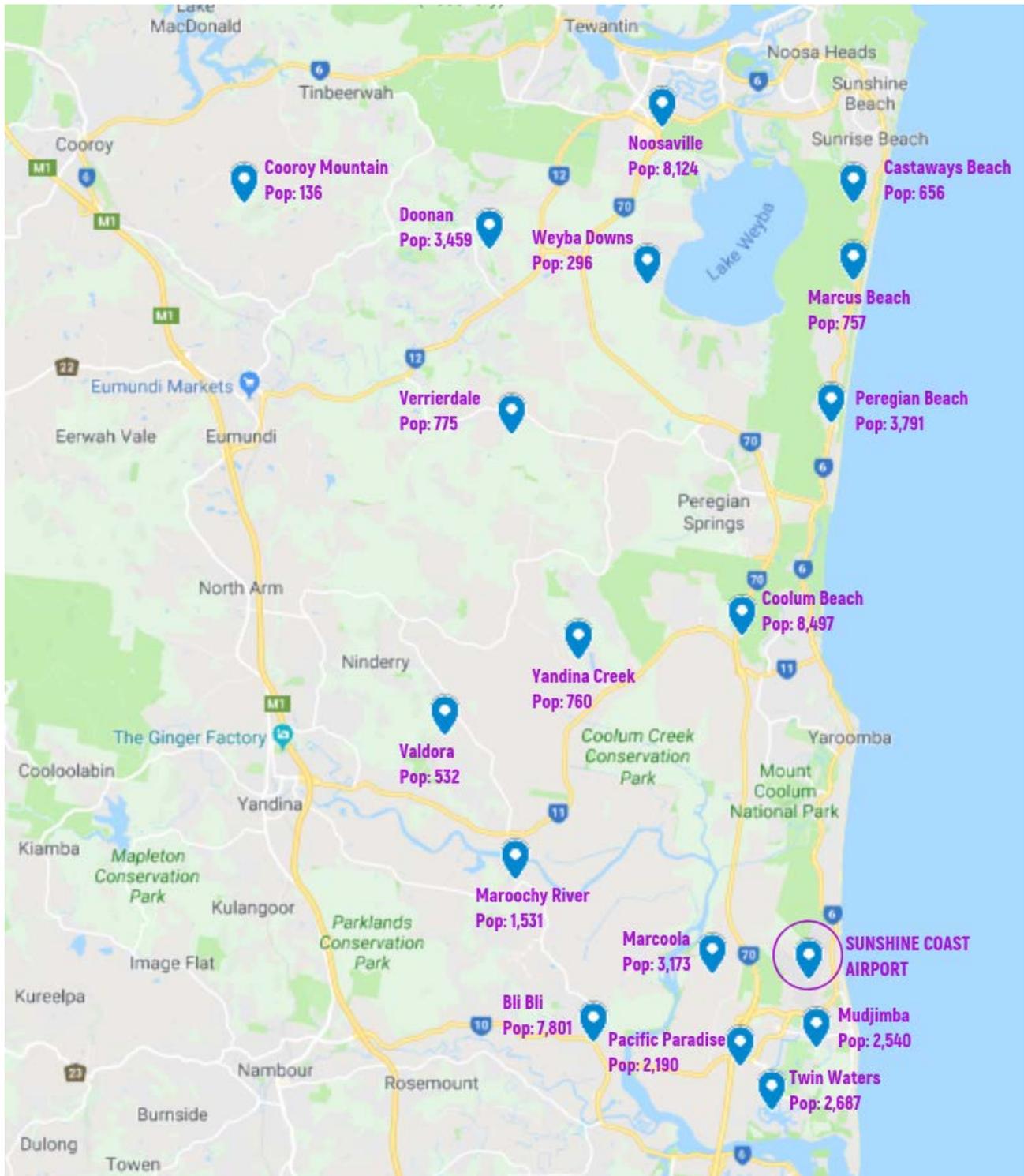


Figure 5 Map of Sunshine Coast Region showing impacted communities

9.1 Visual Impacts

Increased overflights were predicted over parts of suburbs under flight paths to and from runway 13/31 associated with changes to modelled aircraft fleet mix and runway distributions. These included parts of Bli Bli, Buddina, Castaways Beach, Coolum Beach, Cooroy Mountain, Doonan, Marcus Beach, Maroochy River, Noosaville, Peregian Beach, Valdora, Verrierdale, Weyba Downs and Yandina Creek.

A review of aerial imagery and zoning data indicated that the increased flights would generally occur over relatively small and/or undeveloped parts of suburbs whilst avoiding the main centres of residential development.

Decreased overflights were predicted over parts of suburbs under the current flight paths (associated with changes to modelled aircraft fleet mix and runway distributions). These include parts of Alexandra Headland, Birtinya, Bokarina, Buderim, Diddillibah, Image Flat, Kiels Mountain, Kuluin, Kureelipa, Maroochydore, Minyama, Mooloolaba, Mount Coolum, Pacific Paradise, Palmview, Parrearra, Point Arkwright, Rosemount, Sippy Downs, Twin Waters, Warana, Wurtulla and Yaroomba.

A number of suburbs near the airport including Marcoola, Mudjimba, Pacific Paradise and Twin Waters were shown to have a high number of flights both before opening and after opening.

9.2 Noise Impact

Results of the TEIA are consistent with the EIS's predictions that there will be an overall decrease in population, and residents, likely to be affected by aircraft noise as a result of the proposed change.

9.3 Aircraft Emissions

The proposed change involves a reconfiguration of flight paths at Sunshine Coast Airport that would then connect to existing routes within about 35 nautical miles.

The EIS included an assessment of greenhouse gas emissions. While the assessment did not directly compare the greenhouse gas emissions of existing flight paths and the proposed change, it found that the operation of Sunshine Coast Airport in 2020 would make a small contribution to greenhouse gas emissions from the domestic aviation sector in Australia — in the order of 1 per cent of the total 36. The proposed change to flight paths within about 35 nautical miles of the airport would represent a negligible change to the greenhouse gas inventory of Sunshine Coast Airport in this context.

The proposed change is therefore not expected to significantly increase the distance flown or fuel burned by aircraft overall. Accordingly, further detailed assessment of aircraft emissions has not been carried out as part of this TEIA.

9.4 Geographical and Heritage Impacts

The TEIA notes:

- Flight path changes may be within the boundaries of the below identified environmental areas.
 - Coolum Creek Conservation Park in particular was found to have a marked increase in flights given its position just north-west of RWY 31, however these potential impacts were found to be consistent with those described in the EIS
 - Other locations including Lake Weyba Wetlands, Maroochy Wetlands Conservation Park and Noosa National Park would have increased overflight, albeit to a lesser extent

- Areas in the region of Sunshine Coast Airport are subject to native title claims and/or determinations relating to the Kabi Kabi First Nation Traditional Owners Native Title Claim Group and the Jinibara People
- A small number of heritage values² were identified in the protected matters search. These include the Glass House Mountains' national landscape, Wide Bay Military Reserve and Cooroy Post Office. These identified heritage values are not likely to be affected by the proposed airspace changes

10 Stakeholder and Community Consultation

Airservices embraces the following best practice principles for community engagement and consultation.

- Inclusive: ensure all communities of interest and key stakeholders have easy access to information
- Accessible: engagement activity will be accessible to stakeholders and communities for the duration of the consultation
- Transparent and accountable: make information publicly available and provide information on the decision making processes
- Responsive: response in an effective manner to individuals concerns
- Proactive: communicate early with affected communities and relevant stakeholders
- Sensitive: seek to understand needs and minimise impacts on communities and stakeholders
- Reliable: honour all commitments and be consistent in communication and interaction with communities and stakeholders
- Organised: record engagement activities to ensure that all issues are properly dealt with and documented for future reference.

Airservices is committed to:

- Engaging and consulting with community stakeholders so that they can constructively contribute
- Ensuring the views of the community stakeholders are heard, accurately documented and considered in decision making

10.1 Affected Communities

Communities affected by increased overflights compared to the EIS:

Suburbs where increased overflights associated with proposed flight paths compared to the EIS include Cooroy Mountain, Cooran, Pomona, Doonan, Pinbarren, Traveston, Cootharaba and Verrierdale.

Communities affected by visual overflight including newly overflown

Increased overflights were predicted over parts of suburbs under flight paths to and from runway 13/31 associated with changes to the synthetic schedule. These included parts of Bli Bli, Buddina, Castaways Beach, Coolum Beach, Cooroy Mountain, Doonan, Marcus Beach, Maroochy River, Noosaville, Peregian Beach, Valdora, Verrierdale, Weyba Downs and Yandina Creek.

² <https://www.environment.gov.au/epbc/protected-matters-search-tool>

Decreased overflights were predicted over parts of suburbs under the current flight paths (associated with changes to modelled aircraft fleet mix and runway distributions). These include parts of Alexandra Headland, Birtinya, Bokarina, Buderim, Diddillibah, Image Flat, Kiels Mountain, Kuluin, Kureelpa, Maroochydore, Minyama, Mooloolaba, Mount Coolum, Pacific Paradise, Palmview, Parrearra, Point Arkwright, Rosemount, Sippy Downs, Twin Waters, Warana, Wurtulla and Yaroomba.

A number of suburbs near the airport including Marcoola, Mudjimba, Pacific Paradise and Twin Waters were shown to have a high number of flights both before opening and after opening.

10.2 Sunshine Coast Airport Community Aviation Forum (CAF)

The Sunshine Coast convenes a regular Community Aviation Forum (CAF). The Sunshine Coast CAF is chaired by former Noise Ombudsman [REDACTED]. Airservices will provide a presentation to the CAF on the proposed airspace changes and flight path design during the consultation period but will not use the CAF as they only engagement forum with community.

10.3 Community Groups

There are a significant number of community groups active in the Sunshine Coast region.

SCC have provided advice they will invite the following groups to participate in an SCC led briefing with Airservices to provide technical advice and information on the proposed airspace and flight path changes.

- Buderim War Memorial Community Association
- Coolum and North Shore Coast Care
- Coolum Residents Association
- Cooroy Area Residents Association
- Cooroy Chamber of Commerce
- Country Noosa Inc Association
- Development Watch
- East West Runway Action Group
- ECCO-Eumundi Combined Community Org Ltd
- ECollaboration
- Healthy Land and Water
- Marcoola Community Group
- Marcoola South
- Mudjimba Residents Association
- Mudjimba Surf Life Saving
- No High-rise

- Noosa And District Landcare
- Noosa Chamber of Commerce
- Noosa Community Biosphere Association
- Noosa Heads Surf lifesaving Club
- Noosa Parks Association
- Noosa Residents and Ratepayers Association
- OSCAAR
- Pacific Paradise Progress Association
- Peregrian Beach Community Association
- Residents for Responsible Development Sunshine Coast
- Seaside Shores Community Association
- Sunshine Coast Environment Council
- Surf Life Saving Qld Sunshine Coast Regional Office
- The Cooroy/Pomona Lions Club
- Twin Waters Residents Association
- Twin Waters West and Surrounds
- Verridale Residents Group
- Westpac Helicopters (Caloundra)
- Yandina and District Community Association Inc
- Yandina Creek Progress Association

10.4 Business Groups

The below are business groups in the areas that may be affected by changes to flight paths for RWY 13/31 compared to the EIS.

SCC have advised they will invite these groups to participate in a briefing on the proposed airspace change.

- Coolum Business and Tourism Association
- North Shore Traders Community Group
- Visit Sunshine Coast

10.5 Federal MP, State and Council representatives

Airservices will provide information to the office of the Federal Minister for Infrastructure and Transport (and the Department of Infrastructure, Regional Development and Cities) on the airspace design and associated community consultation.

SCC have advised they will correspond with the following political representatives to provide information on the proposed changes. Airservices will not correspond directly with these political representatives.

Local councils – Lord Mayors in:

- Sunshine Coast Regional Council Mayor [REDACTED]
- Noosa Shire Council Mayor [REDACTED]

Local council members:

- Sunshine Coast Councillor Division 8 – Councillor [REDACTED]
- Sunshine Coast Councillor Division 9 – Councillor [REDACTED]
- Noosa Shire Councillor – [REDACTED]

State members:

- State member for Maroochydore – [REDACTED]
- State member for Noosa – [REDACTED]
- State member for Nicklin – [REDACTED]

Federal members:

- Fairfax: [REDACTED]
- Fisher: [REDACTED]
- Wide Bay: [REDACTED]

10.6 Aircraft Noise Ombudsman

Briefings will be conducted by Airservices Group and Community Engagement and Government Relations team if requested by the ANO.

10.7 Sensitive sites

The TEIA determined sensitive sites, including schools, hospitals, aged care and churches, which are potentially affected by the proposed change.

Communication about the proposed airspace change will be provided to these groups with the opportunity to provide feedback.

10.7.1 Schools

The following schools will receive communication from Airservices regarding the proposed airspace change:

- Brightwater State School
- Buddina State School
- Immanuel Lutheran College
- Maroochydore State High School

- Maroochydore State School
- Mooloolaba State School
- Mountain Creek State High School
- Mountain creek State School
- Noosa Pengari Steiner School
- Pacific Paradise State School
- Stella Maris School

10.7.2 Hospitals and care facilities

The following aged care facilities will receive communication from Airservices regarding the proposed airspace change:

- Acaire Maroochydore Aged Care
- Bolton Clarke
- Buderim Gardens
- Buderim Views
- Estia Health Mount Coolum
- Estia Health Twin Waters
- Home Instead Senior Care Maroochydore
- Immanuel Gardens Retirement Living and Aged Care and Your Aged Care Solutions
- KinCare
- Regis Maroochydore
- Silver Chain
- St Vincent's Care Services Maroochydore

10.8 Key messages

About Airservices

- Airservices is the nation's air navigation service provider. We safely manage 11 per cent of the world's airspace in which there are more than four million aircraft movements carrying more than 156 million passengers annually.
- Airservices provides safe, secure, efficient and environmentally responsible services that are valued by the aviation industry.
- As part of the service provision, Airservices designs and implements flight paths and air space changes. Airservices works closely with airports, airlines and the community to minimise noise impacts on residents as much as possible.
- When designing airspace procedures and flight paths, our highest priority and first design consideration is safety

- We then actively seek to deliver efficiency benefits to industry while managing the effect of aviation noise on the community
- We seek to understand the social and environmental impact on the community and where possible, explore designs which manage the effect of noise on the community
- Airservices is committed to providing information to stakeholders and the community on significant changes that may affect them, and where possible, incorporating feedback into our planning, decision-making and implementation processes.
- We aim to minimise the impact of our operations while ensuring we provide the critical infrastructure required to support social and economic growth at a regional and national level

About Sunshine Coast Airport RWY 13/31

- The SCC is constructing a new runway (RWY 13/31) at Sunshine Coast Airport
- Airspace changes are required as the new runway, RWY 13/31, is in a different location and orientation to the current runway
- SCC is to provide all information on future use of RWY 18/36 to the community, expected to be detailed in the release of their Airport Master Plan (mid-late 2019). Any enquiries on RWY 18/36 and on airport operations (taxiway configuration, access to runways, terminal developments etc) are to be managed by SCC directly.

About the Airspace Change

The construction of the new runway (RWY 13/31) will require several changes:

- The reconfiguration of airspace at the Sunshine Coast Airport to support the operation of RWY 13/31 and ensure that all instrument flight procedures are contained within controlled airspace as required by CASA regulations
- The introduction of new approaches and departures that connect to new procedurally separated SIDs and STARs.

The introduction of SIDs and STARs will improve management of aircraft operations by aircraft and air traffic control systems, reducing pilot and air traffic control workload and resulting in reduced fuel burn and lower emissions

- SIDs connect departing aircraft from the runway to their routes that they will fly to their destination
- STARs connect arriving aircraft from the overlying routes, to approaches to the runway

About the impact of proposed runway change

- SCC is the proponent of the runway changes, further information can be found on the SCC website

About our consultation process for flight paths for RWY 13/31

- We are committed to regularly engaging and providing information to stakeholders and the community on significant changes that may affect them, and where possible, incorporate stakeholder feedback into our design
- Airservices has been engaged by the SCC in respect to the airspace changes and flight path designs required to make RWY 13/31 operational by 2020
- During this consultation period, we are seeking feedback from stakeholders regarding the proposed airspace and flight paths for RWY 13/31 where they differ from those in the EIS
- The proposed design of airspace and flight paths for RWY 13/31 are aligned to earlier concepts which the SCC presented to the community for feedback in 2014. This feedback was incorporated into EIS submitted to and endorsed by the Department of Environment
- The flight path changes developed by Airservices must follow where possible the original design concepts contained in the EIS

Use of the New Runway

- RWY 13 will be used for arrivals over land from the north and departures from the coast over the ocean.
- RWY 31 will be used for arrivals coming in over the water to the north and departures over the land to the north
- When designing airspace and flight paths, Airservices also factors in wind data as aircraft, particularly Regular Passenger Transport (RPT), prefer to land and take off into wind. The wind data for the Sunshine Coast Airport shows the area has consistent sea breeze, which means for airport operations and flight path designs, RWY 13 will be used more often.
- About proposed airspace design: **Arrivals**
 - Aircraft arriving on Runway 31 will remain over the ocean until they cross the coastline at Mudjimba, just prior to landing.
 - Aircraft arriving on Runway 13 from the south and east, will transit over areas of land to the north of the airport (primarily between Castaways Beach and Marcus Beach as well as Weyba Downs, Verrierdale and Yandina Creek).
 - Aircraft arriving on Runway 13 from the north and west will transit over areas of land to southwest of Cooroy.
 - If arriving on Runway 13 from the north-west, aircraft will track from Gayndah to south of the township of Cooroy prior to landing.
 - Aircraft arriving from due north will follow the coast line from Rainbow Beach and over Lake Cooroibah, turning south of the township of Cooroibah, before flying over Tinbeerwah to turn towards the airport and land on Runway 13
- About proposed airspace design: **Departures**
 - Aircraft departing RWY 31 will take off over land, climbing and turning right to cross the coast in the vicinity of Marcus Beach.
 - Aircraft departing RWY 13 will proceed out over the ocean prior to intercepting the track to their destination.

10.9 Planned Consultation Activities

A summary of the consultation activities planned are outlined below.

Date	Consultation Activity	Attendees/Recipients	Location	Responsibilities
6 Nov 2018 (completed)	Advice to Sunshine Coast Airport Community Aviation Forum (CAF) about Airservices role in forthcoming airspace design for RWY 13/31	Various	Sunshine Coast Airport	Airservices Northern Operations
27 & 28 Feb 4 March (completed)	Airline technical briefings To gain feedback on preliminary design	Various	Face to face/video conference	Airservices Northern Operations
7 March (completed)	RAPAC briefing about Airservices role in forthcoming airspace design for RWY 13/31	Airservices, RAPAC	Brisbane Airport	Airservices Northern Operations
13 March (completed)	Airservices website update Introductory information about forthcoming airspace change and consultation period	Various	Airservices website	Airservices GCE
13 March (completed)	Invitations sent to Technical Operators for March 20 Aircraft Operators information session	Various	Email	Airservices Northern Operations
20 March	Consultation Commences Publication of Overview Fact Sheet, Feedback channels, Consultation dates and locations	Various	Airservices website	Airservices GCE
20 March	Advice to community Publication of Overview Fact Sheet, Timeline, Feedback channels, Consultation dates and locations	Various Residents in the NCIS complainants database	Letter via email (NCIS Campaign Manager)	Airservices GCE and NCIS

Date	Consultation Activity	Attendees/Recipients	Location	Responsibilities
20 March	Advice to Sensitive Sites Publication of Overview Fact Sheet, Timeline, Feedback channels, Consultation dates and locations	Various (per this SEP)	Letter via email (Community Engagement)	Airservices GCE
20 March	Joint Technical Operators and Joint Community Group Briefing	Various	10am -11.30am and 2pm-4.00pm Maroochy RSL 105 Memorial Ave, Maroochydore	SCC led engagement Airservices GCE and Northern Operations will attend
21 March	Aerodrome Tenant Briefings Caloundra and Noosa	Aerodrome Tenants	Caloundra and Noosa	Airservices Northern Operations
22 March	Aerodrome Tenant Briefings Caloundra and Noosa	Aerodrome Tenants	Caloundra And Noosa	Airservices Northern Operations
23 March	Joint Community drop-in sessions	Various	10am-1.00pm North Shore Community Centre	SCC led engagement Airservices GCE and Northern Operations will attend
27 March	Airservices Website Update Community Specific Fact Sheets and locations of onsite consultation	Various	Airservices Website	Airservices GCE
27 March	Newspaper Advertisements locations of Airservices community drop in sessions and link to AA website for information and how to provide feedback	Various	Sunshine Coast Daily Weeklies (Noosa, Caloundra, Buderim, Coolum & Nambour) Independents including Coolum and North Shore Advertiser, My Weekly Preview, Noosa Today, Cooroy Mag	Airservices GCE
Week commencing 8 April	Sunshine Coast CAF update	Airservices, CAF Members	Sunshine Coast Airport	Airservices Northern Operations

Date	Consultation Activity	Attendees/Recipients	Location	Responsibilities
8 April	Airservices On Site Consultation Drop In Session	Airservices	12.00pm - 8.00pm Cooran Memorial Schools of Arts 14 King Street, Cooran	Airservices GCE and Northern Operations
10 April	Airservices On Site Consultation Drop In Session Airservices	Airservices	12pm – 8.00pm Pomona District Community House 1 Memorial Avenue, Pomona	Airservices GCE and Northern Operations
11 April	Airservices On Site Consultation Drop In Session Airservices	Airservices	12pm – 7pm Verrierdale Hall 460 Verrierdale Rd, Verrierdale	Airservices GCE and Northern Operations
13 April	Airservices On Site Consultation Drop In Session Airservices	Airservices	11pm – 3pm Cooroy Memorial Hall, 23 Maple St, Cooroy	Airservices GCE and Northern Operations
30 April	Consultation Closes Airservices Website Update	Various	Airservices Website	Airservices GCE
7 May	Summary of Feedback Report	Airservices and SCC	Airservices Website	Airservices GCE
10 May	Airservices Website Update Final Airspace Design	Various	Airservices Website	Airservices GCE
10 May	Industry and Community update on final design	Various	Airservices website	Airservices GCE and Northern Operations
28 June	ACP submission	CASA	Airservices	Airservices

11 Industry Consultation

Regular Public Transport (RPT), Sunshine Coast Airport tenants, national operators, aviation clubs and associations, local aerodromes and airstrips have been identified as targeted audience for this engagement schedule.

11.1 Airlines

- Air New Zealand
- Jetstar
- Virgin
- Qantas
- Alliance Airlines
- Cobham
- Royal Flying Doctors Service

Airservices has presented detailed airspace design to airline customers (RPT) to ensure the design meets operational requirements against safety and efficiency, whilst also considering environmental requirements; and incorporating appropriate procedures to support RNP-AR, continuous descent operations and other technical requirements to support efficient airline operations to the new runway.

11.2 Operators

11.2.1 Sunshine Coast Airport and National Operators

SCC/SCA will lead engagement with on airport operators (to also consider operational impacts from the new runway project at the airport) and Airservices will provide information on the airspace architecture and flight path design for feedback from these operators. Ensuring equity of airspace issues is an important consideration to support the ACP submission and implementation of the new airspace (on approval by CASA). Operators include:

- Sunshine Coast Regional Airport Tenants Association (SCRATA)
- Becker Helicopter Services
- Advanced Flight Theory
- Aero Dynamic Flight Academy
- Blue Tongue Helicopter Services
- Flight Options Flight Training Centre
- RACQ Life Flight Rescue
- Machjet International
- McDermott Aviation Group
- Skydive Noosa
- Sunshine Coast Aeroclub

- Pacific Crown Helicopters
- Universal Training Systems
- Heavy Lift
- Corporate Air

11.2.2 Aviation Clubs and Associations

Airservices will provide information on the airspace architecture and flight path design for feedback from aviation industry groups (providing information and fact sheets) with offer to brief industry groups further as required. Groups include:

- RAPAC
- AOPA
- Sunshine Coast Skydivers
- Recreational Aviation Australia (RAAus)
- Australian Parachute Federation
- Sunshine Coast Sports Aviators
- Australian Parachute Federation
- Australian Warbirds Association Limited
- Hang Gliding Federation of Australia
- Gliding Federation of Australia
- Suncoast Model Flyers

11.3 Aerodromes

Airservices will provide information on the airspace architecture and flight path design for feedback from aerodromes in the surrounding area (providing information and fact sheets) with offer to brief other aerodromes further as required. Aerodromes include:

- Caboolture Aerodrome
- Noosa Airstrip
- Caloundra Aerodrome
- Teewah Airstrip
- Redcliffe Aerodrome
- Gympie Airstrip

11.4 Key messages for Industry

Key message 1:	Key message 2:	Key message 3:
Airservices applied a rigorous approach to the assessment and design of airspace changes (including likely impacts)	Airservices' airspace design follows international best practice principles.	The proposed airspace design for RWY 13/31 will deliver greater benefits than what is depicted in the EIS.
Supporting message		
Airservices has a variety of sophisticated modelling and simulation tools to refine and validate airspace design proposals to assess their impact.	Airservices utilises modern procedure design technology, aircraft capability and air traffic management techniques.	Greater efficiency of operation will be achieved.
Supporting message		
Airspace design is assessed based on the level of risk and complexity associated with any proposal to ensure optimal design. Consideration of equitable access to airspace is important and Airservices has a requirement to foster and promote civil aviation.	The development of separated tracks and routes is designed to minimise the risk of two or more aircraft being in the same location at one time.	The current approach control follows a procedural system, rather than relying on radar technology, making it more complex and less flexible for users.
Supporting message		
When undertaking airspace changes, Airservices follows a process that meets our legislative obligations, governance and regulatory requirements and minimises risks.	Airservices fulfils its requirements to adhere to international practices and protocols and CASA interpretations and rules.	What is being implemented will be familiar to RPT pilots as it is consistent with the airspace and air traffic management practices employed elsewhere in the country.

11.5 Industry Planned Consultation Activities

A summary of the industry consultation activities **planned** are outlined in section 9.6. The delineated activities are below.

Date	Consultation Activity	Attendees/Recipients	Location	Responsibility
20 March	Aircraft Operators Information Session	Various	Maroochy RSL	Airservices

12 Risk Classification

Sunshine Coast Airport is currently classified as a Medium (consequence: moderate, likelihood: possible) risk under RSK-0000494 - Failure to meet obligations with respect to managing aviation noise and its effects on communities and the environment.

The risk classification is assessed using AA-NOS-RISK-0001:

- Environment – Effect that Airservices operations has on the environment
- Reputation – Impact on stakeholder relations from a loss of goodwill

Within the Airservices Risk Classification Matrix, AA-NOS-RISK-0001, the risk associated with implementing this proposal has been determined as Medium (Consequence: Minor, likelihood: Expected).

		CONSEQUENCE				
		Insignificant	Minor	Moderate	Major	Catastrophic
LIKELIHOOD	Expected	Medium	Medium	High	Extreme	Extreme
	Likely	Low	Medium	Medium	High	Extreme
	Possible	Low	Low	Medium	Medium	High
	Unlikely	Negligible	Low	Low	Medium	Medium High*
	Rare	Negligible	Negligible	Negligible	Low	Medium High

Appendix A Economic and Social Context

Social Context

The communities under the proposed airspace changes are classified as either urban residential or rural residential based on zoning under the relevant local planning instruments.

Known community issues

The Sunshine Coast community are proud of its natural environs with their homes and businesses in close proximity to the beach and national parks. The community have strong, social connections evidenced by a number of community groups, some of which have a specific environmental focus.

The SCC's development agenda remains a topic of discussion in the community with a vocal minority targeting new developments and focusing public debate on a perceived lack of transparency in the local Council's decision-making process.

There are a number of coordinated and well researched on-line information portals developed by community groups which inform residents about the legal and regulatory routes that can be taken to delay or stop development decisions. It is likely that these groups may become involved as consultation on the proposed airspace changes commences.

The community groups are well informed due to a number of local community members who are part of various industry and community groups



Complainant data

According to Airservices' Noise Complaints Information Service (NCIS), most complainants regarding the Sunshine Coast Airport raise one of three issues:

- training activities
- helicopter activities
- commercial passenger jet movements and flight paths

Current circuit training activities by both fixed wing aircraft and helicopters affects residents in suburbs immediately adjacent to the airport such as Marcoola and Mudjimba.

Non-circuit training activities are primarily conducted by helicopters and frequently include night training.

The majority of complaints about (non-training) helicopter activities relate to emergency services operations.

Economic Context

The Sunshine Coast Airport Expansion Project (SCAEP), of which the construction of the new runway is one part, has been described as an “economic game changer³” which will bring billions in tourism and trade for the Sunshine Coast.

It is expected that the SCAEP will open the region up to a wider, global tourism-market and provide a significant stimulus for local business and industry, particularly the region's agribusiness sector which will be able to transport fresh product directly into Asian markets.

The new runway will cater for existing Boeing (B737) and Airbus (A320) aircraft without constraints and be designed to accommodate larger aircraft such as the A330 and B787 Dreamliner and the A350 (900). This means direct flights are achievable from Asian hubs, as well as Pacific destinations including Hawaii.

Airport Growth

The existing runway, RWY18/36, at Sunshine Coast Airport first opened in 1961 and has been instrumental in the development of the Sunshine Coast economy ever since.

The 2007 Sunshine Coast Airport Master Plan identified the runway infrastructure, at 1,797 m (long) x 30 m (wide), constrained airline services available to Sunshine Coast residents.

The new runway, which is a key project under the SCAEP, will be 2,450 m (long) and 45 m (wide), and will create greater potential to attract more visitors, both domestic and international, to the region as well as increase freight opportunities.

When complete, RWY 13/31 will:

- Create the potential to attract up to 2 million passengers to the Sunshine Coast annually.
- Contribute \$4.1 billion to Gross Regional Product (2020 - 2040)
- Create 2,230 new full-time direct and indirect jobs by 2040
- Ensure 63 hectares of land will be rehabilitated to offset ecological impacts

³ Sunshine Coast Mayor Mark Jamieson, Courier Mail 29 November 2018

- Ensure 3,500 fewer dwellings affected by five or more aircraft noise events of 70 decibels or more in 2020 and by 2040 5,000 fewer dwellings affected by five or more aircraft noise events of 70 decibels or more

Sunshine Coast Airport are in the consulting phase of Master Plan 2040 for the review and approval of Sunshine Coast Council under the terms of the 99-year airport lease agreement, between Sunshine Coast Council and Sunshine Coast Airport Pty Ltd, an entity owned by Palisade Investment Partners, an independent specialist Australian infrastructure manager.

State Growth

Region/Project	Project Detail	Potential Impact
Oceanside development	The \$5 billion infrastructure project is largest undertaken on the Sunshine Coast and is set to create 12,000 ongoing jobs and contribute \$828 million annually to the local economy.	Increase in population and urbanisation in Sunshine Coast. None of the projects are under new flight paths.
Aura community	The master-planned community which will feature more than 20,000 new homes over the next 30 years.	
The Harmony Estate	The Avid Group is constructing the Harmony estate, a 378ha site which will cater for 5,000 homes and 12,000 residents with construction expected to exceed \$4 billion.	
Sunshine Coast Solar Farm	Located at Yandina-Coolum Road, Valdora, the 24 hectare site is designed to offset the SCC's entire electric consumption across its facilities.	The area will not be overflowed from aircraft using RWY 13/31.
Sunshine Plaza	A \$400 million shopping centre redevelopment at Maroochydoore.	The area will not be overflowed from aircraft using RWY 13/31.
Maroochy City Centre Priority Development Area	Australia's only greenfield city centre development within an existing urban area at Maroochydoore.	The area will not be overflowed from aircraft using RWY 13/31.

Tourism

Tourism Research Australia released [National and International Visitor Survey results](#) for the September quarter 2018 which also highlight the growth of the region's tourism sector as well as the growing importance of the Asian market.

In addition, the Sunshine Coast region is described as "Queensland's best loved holiday destination"⁴. Positioned between the Glasshouse Mountains in the south and Inskip Peninsula in the North, the blend of coastal and hinterland experiences have created a lifestyle where residents and visitors alike treasure the wide variety of natural

⁴ Sunshine Coast Tourism Region Destination Tourism Plan – Final Report August 2014

experiences, which include 100 kilometres of beaches, 10 National Parks and two UNESCO accredited biospheres.

The below is an overview of the Sunshine Coast Tourism Regions and Sub-regions as prescribed in the Sunshine Coast Tourist Region Destination Tourism Plan 2013-2020 and an indication as to whether the SCAEP will negatively impact on the enjoyment of the attractions. Further information regarding the level of impact can be found in the preceding sections.

Region	Sub-regions affected by SCAEP
Gympie Cooloola	No negative impacts from RWY 13/31 proposed changes
Noosa	Some negative impacts from RWY 13/31 proposed flight paths expected for Noosaville, Marcus Beach, Castaways Beach and Cooroy
Coolum	Some negative impacts from RWY 13/31 proposed flight paths expected for Coolum Beach
Mooloolaba/Maroochydore	Some negative impacts from RWY 13/31 proposed flight paths expected for Twin Waters, Pacific Paradise and Eumundi
Caloundra	No negative impacts from RWY 13/31 proposed changes
Sunshine Coast Hinterland	Some negative impacts from RWY 13/31 proposed flight paths expected for Yandina

Cultural and Social Context

According to 2016 Census data, Sunshine Coast has a total population of 294,365. Additional census data relevant to the Stakeholder Engagement Plan includes:

- 1,412 people who were able to speak another language in 2016, reported difficulty speaking English
- 65,216 people had a tertiary qualification in 2016
- 44,002 children aged between 5-14 and 20,537 aged between 15-19
- 72,490 people aged 65 years and over

In the 2018 June quarter, the unemployment rate in Sunshine Coast was 5.79%.⁵

The Jinibara People are the determined native title holders for an area that incorporates the western section of the Sunshine Coast Regional Council and Moreton Regional Council, as well as parts of Brisbane City Council and Somerset Regional Council.

The Kabi Kabi First National People and the traditional owners of the coastal plains and the Mary River Valley.

⁵ Derived from ABS labour force survey, Centrelink data and compiled by Department of Employment