SUNSHINE COAST AIRPORT
PROPOSED AIRSPACE CHANGES FOR RUNWAY 13/31
SOUTH-EAST COMMUNITY FACT SHEET

Airservices Australia is proposing airspace changes at Sunshine Coast Airport to support the operation of a new runway, known as Runway 13/31, which will be operational in 2020.

Background
Construction has commenced on a new Runway (Runway 13/31) at Sunshine Coast Airport, scheduled to be operational in 2020. In 2014, Sunshine Coast Council consulted with the community on an early flight path design concept, which was included in their Environmental Impact Statement (EIS) approved by the State Government. A copy of the EIS can be found at http://www.statedevelopment.qld.gov.au/assessments-and-approvals/sca-expansion-project-eis-documents.html

To support the operation of Runway 13/31 in 2020, Airservices has developed a proposed design based on the flight path design concept in the 2014 EIS (Environmental Impact Assessment).

What is the proposed change?

1. Runway 13/31

There is a new runway being constructed for the Sunshine Coast Airport Expansion Project. The runway is aligned from northwest to southeast and can be used in two opposite directions, depending on the wind. As a result, the new runway has two different names: Runway 13 or Runway 31. The name of the runway is determined by the direction the runway is being used by aircraft.

When the wind is a ‘sea breeze’, the Runway is known as “Runway 13”. In this mode (ways of using the runway) aircraft will arrive over land from the north-west and depart over the ocean to the south-east. This mode will be used most of the time.

When the wind prevails from the west, the runway is known as “Runway 31”. In this mode aircraft will use the runway to arrive over the ocean and take off to the north-west over land. This mode will be used less often.

2. SIDs and STARs

Airservices will implement Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs) at the Sunshine Coast Airport.

- 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 their approaches to the runway

The introduction of SIDs and STARs will improve operations by reducing complexity of aircraft management and air traffic control systems, resulting in reduced fuel burn and lower emissions.
What will I see – Runway 31?

The majority of jet aircraft arriving on Runway 31 will remain over the ocean until they cross the coastline at Mudjimba, just prior to landing (Figure 1).

![Figure 1: Proposed flight path for arrivals on Runway 31](image1)

The majority of jet aircraft arriving on Runway 31 will remain over the ocean as they pass by Buddina (Figure 2).

![Figure 2: Proposed flight path for arrivals on Runway 31](image2)
What will I see – Runway 13?

Jet aircraft departing Runway 13 will fly directly over Mudjimba and out over the ocean, before heading to their destination (Figure 3).

Figure 3: Proposed flight path for departures on Runway 13

Jet aircraft departing Runway 13 will fly over the ocean near Buddina (Figure 4).

Figure 4: Proposed flight path for departures on Runway 13
What will I hear?

What influences the noise I hear from an aircraft?
The level of noise you hear from an aircraft during take-off, landing and during flight can vary. Aircraft noise is influenced by a number of different factors, including:

- The weather, including season, wind and cloud cover
- The height of an aircraft
- Changes in engine thrust
- Type of aircraft

People react differently to noise and what you hear can be influenced by many different factors including your surroundings and other activities happening in the background.

How is aircraft noise measured?
Sound is measured in decibels (dB). The sound level of typical daytime activities can vary between 40 dB and 85 dB. Typical aircraft noise levels are between 65 dB and 95 dB.

Some examples of noise decibel measurements include:

- Modern twin-engine jet (at 1km from the end of the runway) 82 dB(A)
- Construction Site 90 dB(A)
- Roadways 80 dB(A)
- Cafes 50-70 dB(A)
- Libraries 30-40 dB(A)

Disclaimer: While the information contained in this document has been presented with all due care, Airservices does not represent that the Information is free from errors or omission.
Who will use the new flight paths?
Predominantly, passenger jet aircraft will be using the flight paths, although light aircraft may also use the flight paths from time to time if they have on board satellite navigation equipment.

Currently, there are 33 jet aircraft movements daily during a busy weekday. Information about flight schedules is available on the Sunshine Coast Airport website at [https://www.sunshinecoastairport.com.au/flights/flight-schedule/](https://www.sunshinecoastairport.com.au/flights/flight-schedule/).

Aircraft movements can consist of both arrivals and departures. The Sunshine Coast airport also manages helicopters and light aircraft operating in the vicinity of the airport.

What is proposed to change for communities?
Jet aircraft currently arrive over land to the north, overflying the suburb of Marcoola and depart to the south, overflying the suburbs of Pacific Paradise and Twin Waters. Jet aircraft also arrive from the south, overflying Pacific Paradise and Twin Waters and depart to the north, overflying Marcoola. Residents of these suburbs and also suburbs adjacent to the airport, such as Mudjimba, can see and hear jet aircraft arriving and departing.

When the new runway opens, residents of suburbs to the south and north of the airport will see and hear fewer jet aircraft arriving and departing. Suburbs to the north-west of the airport and south-east of the airport will see and hear increased numbers of jet aircraft arriving and departing.

Light aircraft and helicopters will continue to operate near the airport and will still be seen and heard by residents of surrounding suburbs.

Arrivals

The majority of jet aircraft arriving on Runway 31 will remain over the ocean until they cross the coastline at Mudjimba, just prior to landing.

Some jet aircraft arriving on Runway 13 from the south and east, will fly north of the airport and cross the coastline between Castaways Beach and Marcus Beach, before turning south before Yandina Creek to land on Runway 31.

Some jet aircraft will arrive from the north and east to join over Lake Cooroibah, before turning south and flying over Tinbeerwah. These will then join the Yandina Creek arrivals to Runway 13.

Jet aircraft arriving on Runway 13 from the north-west will fly south-east, before joining the Yandina Creek arrivals to land on Runway 13.

A flight path for aircraft arriving from the north-east has been designed for future use and is not envisaged to be used at the time of runway opening.

Departures

Jet aircraft departing Runway 31 will take off over land, climbing over Yandina Creek before splitting into two flight paths depending on their direction. Those jet aircraft heading south will turn right to cross the coast between Marcus Beach and Castaways Beach. Jet aircraft heading north will continue to the west of Ringtail Creek and Cooroibah.

Aircraft departing Runway 13 will fly directly over Mudjimba and out over the ocean, before joining the track to their destination.
Why are SIDs and STARs being implemented?

SIDs and STARs technology increases the safety and efficiency of aircraft and air traffic control systems.

STARs can include satellite based area navigation approaches (RNAV) and required navigation performance approaches (RNP-AR, also known as ‘Smart Tracking’) which guide the aircraft to the runway in all weather conditions.

These proposed designs use modern technology and aircraft capability to be as safe and efficient as possible. Wherever possible, changes to the flight paths that would deliver safety enhancements have been identified and these have been balanced with minimising the effects of aircraft noise on the community, as far as practical.

Flight paths must be contained within controlled airspace so we will also modify surrounding airspace to ensure that all SIDs and STARs are contained within the controlled airspace.

How can I have my say?

Airservices is seeking feedback on our proposed flight path design, to be considered as part of the final airspace design.

In addition to supporting engagement activities coordinated by the Sunshine Coast Council, Airservices will be undertaking on-site consultation sessions in various locations in the Sunshine Coast area, commencing on 8 April.

Further information on these sessions can be found on our website.

Feedback on the proposed flight path design can be submitted to Airservices:

- At one of our consultation sessions
- Via online form at: https://feedback.emsbk.com/asa
- Mail to: Feedback c/o Noise Complaints and Information Service, PO Box 211 Mascot NSW 1460

Feedback closes on 30 April 2019.