



Fact sheet AEIS Public Meeting Questions on Notice

The following questions were taken on notice at the Sunshine Coast Airport Expansion Project Additional Environmental Impact Study Public Meeting, held on Monday, 9 November 2015.

In relation to the north-west end of the new runway, what is the distance from the end of the runway and the Sunshine Motorway and what height would aircraft be at when they flew over the Motorway?

The distance from the end of the runway to the Sunshine Motorway is approximately 700 metres. Aircraft will be approximately 100ft (30m) in height over the Sunshine Coast Motorway on landing and over 500ft on take-off.

What is being done to protect the habitat for the water mouse so that it does not face extinction?

As indicated in Chapter B8 of the EIS no significant impacts to water quality or habitat are expected in the Maroochy River from the Project (including during the tailwater discharge phase), and no impacts to the water mouse are expected.

How much has the Fly Local campaign cost?

Sunshine Coast Airport will invest \$60,000 this financial year in its very successful Fly Local

campaign. The campaign has been developed as part of an ongoing strategy to encourage Sunshine Coast residents to use their local airport more often.

The campaign has provided a fantastic return on investment so far by not only helping drive record passenger growth but also contributing to the decision by Qantas to return to the Sunshine Coast, providing additional capacity over the peak season and business-friendly flight schedules from February 2016.

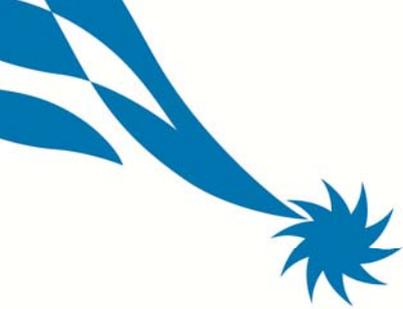
It's a win for the community, a win for the airport and a win for the airlines. The expenditure on this campaign has been funded from the operating revenue of the Airport.

Please clarify the runway alignment

During the preparation of the EIS it was determined that a 310 metre shift to the south-east, and along the previously established runway alignment would deliver a range of benefits for the project.

It would provide sufficient space to establish a wildlife corridor between the north and south areas of the national park to maintain connectivity, allow the runway to avoid poor ground conditions and enable floodwater to flow around the toe of the runway.

Noise consultants advised moving the runway 310 metres to the south-east along the same alignment was "likely to result in a negligible increase



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of 1 to 2 decibels in the noise levels experienced at the residential properties in the Mudjimba area.”

The negligible impact on noise and the benefits with respect to construction time frames, cost and reduced environmental impact will combine to deliver a better project outcome on many fronts.

The EIS, at one point, (Chapter D3 – page D3-316), makes reference to an alignment change occurring since the 2014 planning scheme.

This has been subsequently identified by Council as an error. It has been formally clarified with the Coordinator General as part of the EIS finalisation process and included in the Additional EIS which is now open for public submission (see page 114 of the AEIS).

Council confirms that the proposed new runway shown in the EIS is on the same alignment as that included in the current Sunshine Coast Airport Masterplan, adopted by Council in 2007 and apologises for any confusion caused as a result of this error.

Can the noise data and the basis for the noise impact calculations be made available to the public again?

Extensive information on aircraft noise was provided in detail at Chapter D3 of the EIS during the exhibition of the EIS from September to November 2014. The chapter also provides information on the methodology used to arrive at noise predictions.

What is the alignment of the proposed runway in degrees?

The proposed runway is aligned at 128 degrees/308 degrees magnetic. To simplify the designation of runways, runways are referred to by rounding up the degrees magnetic of the direction an aircraft is facing when taking off or landing. It should be noted that when overlaying the runway direction on to mapping systems such as Google Earth, the mapping system may be based on true north, or grid north rather than magnetic north.

Magnetic deviation is the difference between true north as depicted on maps and the direction that a compass will show as north.

The compass in an aircraft will always show magnetic north and allowance must be made by the pilot for the difference between true north and magnetic north.

To assist pilots in this regard Air Services Australia publishes ERSA quarterly, which is a guide for pilots and describes the physical characteristics and operational environment of airports around Australia.

Included in this information is a statement that the current variation between true north and magnetic north on the Sunshine Coast is 11 degrees.

This may account for the confusion suggesting that the runway is at 320 degrees. It is important to note that regardless of whether true north or magnetic north is being used the runway alignment remains the same as was adopted in the 2007 Sunshine Coast Airport Master Plan.

All submissions made with respect to the AEIS should be made to the Office of the Coordinator-General as follows:-

Visit <https://haveyoursay.dsd.qld.gov.au> for details about how to make a submission and the consultation closing date. You can make a submission using one of the following methods:

- **Online visit**
<https://haveyoursay.dsd.qld.gov.au>
- **Email, post or fax** – refer to above website for details.

All submissions should be received by the Office of the Coordinator-General by 5pm on Monday 30 November.