



Community Aviation Forum

20 October 2020



1

New runway, new horizons

Agenda

Item	Time	Lead
Welcome	5:30pm	Ron Brent
<ul style="list-style-type: none"> • Actions from Meeting 4 December 2019 		
Sunshine Coast Airport Update	5.35pm	
<ul style="list-style-type: none"> • Current Airport status • Operationalising the new runway • Improving visibility and transparency of CAF 		Andrew Brodie Frank Mondello Ayllie White
Airservices Australia update	5:45pm	Fiona Lawton
<ul style="list-style-type: none"> • Complaints management process • PIR – including noise monitoring strategy • Update on ANO recommendations • NCIS complaints update 		
Understanding General Aviation impacts	6:05pm	
<ul style="list-style-type: none"> • Current and historic GA operations • Industry responsibility for GA operations • Draft Fly Neighbourly Agreements (Paper provided) • Discussion on community experience of GA operations 		Ayllie White Fiona Lawton Fiona Lawton Ayllie White
		All
Member updates	6:25pm	
<ul style="list-style-type: none"> • Presentation from Mudjimba Residents Association • Other community feedback 		Martin Peelgrane All
Conclusion	6.55pm	Ron Brent

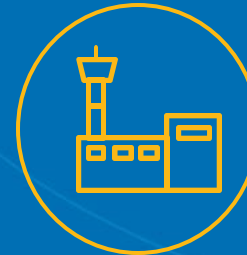
2

New runway, new horizons

COVID-19



Lost more than
95%
of our revenue



Effectively
closed
our terminal



Stood down the
majority
of our workforce

3

New runway, new horizons



Post COVID-19

PRIORITIES



Work with airlines to
bring aviation capacity
back to Sunshine
Coast



Develop revenue
streams outside of
aviation

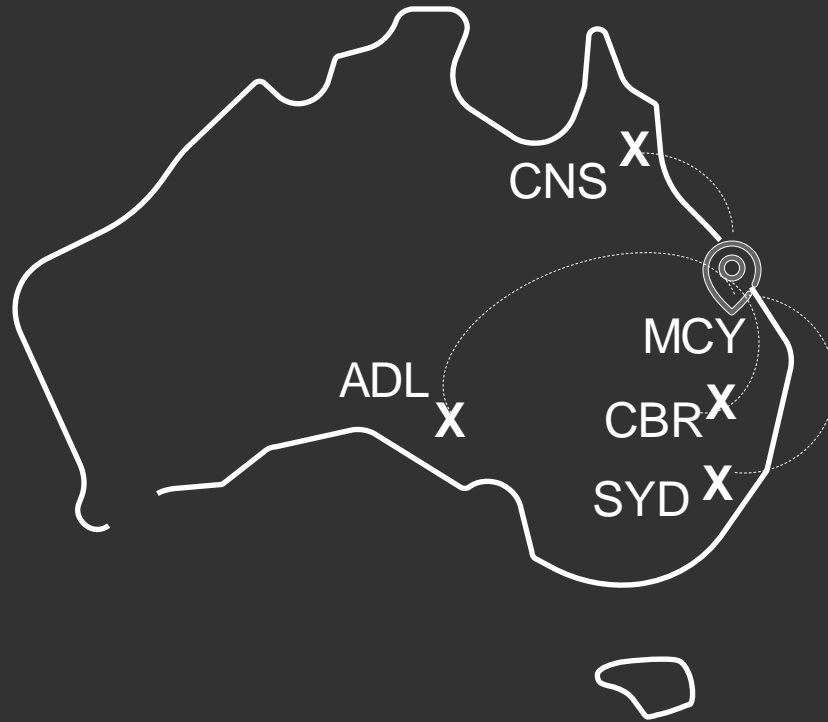


Maintain safe airfield
operations and
COVID-Safe terminal

4

New runway, new horizons

Current and new destinations



Alliance

Jetstar 

 **australia**

5

New runway, new horizons

New runway



6

New runway, new horizons



New Runway OPERATIONS

- Simultaneous commissioning Runway 13/31 and decommissioning Runway 18/36 on 14 June
- Southern portion of 18/36 converted to Taxiway F
- ATC cleared existing airspace and re-vectored all traffic to the new runway
- NOTAM cancelled
- Lighting systems commissioned
- Temporary white crosses removed



New Runway

DECOMMISSIONING 18/36

- Runway 12/30 decommissioned February 2018
- Runway edge lighting decommissioned
- PAPI and RTIL decommissioned
- White runway line marking removed
- Yellow taxiway marking installed
- White crosses installed - undershoot Runway 36 and on northern portion of runway
- Illuminated crosses installed at each undershoot



9

New runway, new horizons



New Runway FEATURES

- Wider (45m)
- Longer (2450m)
- Safer - 300m overall runway strip
- Medium intensity runway lights
- Better runway incursion protection (RGL)
- Trapezoidal grooving
- Better aligned to prevailing wind conditions



10

New runway, new horizons



New Runway

STILL TO COME (December)

- New rigid pavement apron providing 4 narrow body aircraft bays, in addition to the current flexible pavement apron for 4 narrow body aircraft
- Visual Guidance Docking System on each bay
- In-ground fuel hydrant infrastructure (4 bays)
- New taxiway system providing access to the RPT apron
- Enhanced ARFFS access roadway and culvert crossing
- Runway starter extension

11

New Runway

STILL TO COME - Apron
(December 2020)



An aerial photograph of a road construction project, split vertically to show the 'before' and 'after' states. The left side shows a completed road with a crosswalk and yellow chevron markings. The right side shows the same area under construction, with dirt, gravel, and some construction equipment visible. The road runs horizontally across the middle of the image. To the left of the road are green fields and some small structures. To the right are more fields and a residential area with houses in the top right corner. At the bottom, there are several large industrial or warehouse buildings.

12

New Runway

STILL TO COME — Starter Ext.
(December 2020)

CAF web page

- To provide greater presence and transparency of CAF functions, SCA has proposed updates to its website to feature a dedicated CAF webpage, including:
 - CAF membership list
 - Terms of Reference
 - Meeting details.

20 October 2020



AIRSERVICES UPDATE

SUNSHINE COAST CAF

Craig Bradshaw – Air Traffic Control

Fiona Lawton - Community Engagement Manager

AIRSERVICES UPDATE

- Tower Update
- Operational Update
- Post Implementation Review
 - Airservices Community Meeting
 - Draft ToR Public Comment Period
- Other Activities
 - Flight Path Design Principles
 - Airservices Website
 - WebTrak Update
 - Community Engagement Framework
- NCIS Complaints
 - Reporting
 - Airservices Complaint Process





SUNSHINE COAST

POST IMPLEMENTATION REVIEW

POST IMPLEMENTATION REVIEW (PIR)

WE ARE UNDERTAKING THE PIR TO:

1. Review the forecast noise levels in the Airservices EIA against actual aircraft movement data and noise levels post-implementation, and provide updated information to the community
2. Review the effectiveness of the Sunshine Coast Airport NAPs and identify any potential improvements
3. Identify opportunities to minimise the impact of aircraft operations on the community, including investigation of community suggested alternatives, and consider these against Airservices Flight Path Design Principles
4. Seek and consider feedback from industry: airport, airlines, general aviation operators and industry associations, to identify opportunities for potential improvement to operational and network efficiency and consider these against Airservices Flight Path Design Principles
5. Engage genuinely with the community to provide opportunities to influence the outcomes of the PIR in accordance with Airservices Community Engagement Framework

The draft Terms of Reference (ToR) for the Post Implementation Review is available for comment.

The Comment Period for the ToR is open for 4 weeks, from 2 October 2020 - 1 November 2020.

Information and resources can be accessed on *Engage Airservices* <https://engage.airservicesaustralia.com/sunshine-coast-airport-airspace-changes-runway-1331>

- Draft ToR for community comment
- Airservices Community meeting presentation
- Airservices Community meeting flight path design presentation
- Video recordings of the community meeting
- Community meeting summary
- Submissions from representative community groups and our response

COMMUNITY MEETING SUMMARY

GENERAL SUMMARY

1. Airservices is developing the Terms of Reference for the Post Implementation Review of the Sunshine Coast Airport Flight Paths
2. As part of this process, Airservices held a community meeting on 19 September 2020, at Maroochy RSL and WebEx
3. Community groups and interested stakeholders from all areas were invited to participate
4. Elected representatives were invited to observe the meeting and participate using WebEx
5. The Aircraft Noise Ombudsman was invited to observe the meeting
6. The on-site meeting was arranged in accordance with current COVID safe meeting requirements and practices

DISCUSSION THEMES

1. 'The How'
2. Stakeholder Panel
3. Governance
4. 'The What'
5. Channels of Engagement
6. Assessment
7. General Questions and Comments
8. Actions

A copy of the Community Meeting Summary is available on *Engage Airservices*



SUNSHINE COAST POST IMPLEMENTATION REVIEW
TERMS OF REFERENCE COMMUNITY MEETING

PRESENTATION OVERVIEW

COMMUNITY MEETING PRESENTATION

DRAFT TERMS OF REFERENCE

- Process overview
- ANO Recommendation
- Objectives
- Scope (Phase 1 and 2)
- Timeline

FLIGHT PATH DESIGN

- New Runway
- Aircraft Movements
- Helicopter Operations 2017, 2019, 2020
- Light Aircraft 2017, 2019, 2020
- Jet Aircraft (IFR) Operations
- Tower Operating Hours

NAPS CONSIDERATIONS



Runway Orientation



International Approach
Design Criteria



Brisbane Airspace & Flight Paths



Sunshine Coast Network Gates



Restricted & Danger Areas



General Aviation



Sunshine Coast Airspace

NOISE IMPROVEMENT SUGGESTIONS

PROCESS – NOISE IMPROVEMENT INVESTIGATIONS

ALL STAKEHOLDERS CAN MAKE SUBMISSIONS FOR FLIGHT PATH CHANGES

All noise improvement suggestions and community suggested alternatives as considered.

They are first assessed to ensure that they are safe, compliant and operationally feasible – that is that they are flyable, and do not add significant burden to operations.

If they are safe, compliant and feasible, they are then assessed to ensure that they are environmentally appropriate.

We do not consider proposals that merely seek to move aircraft noise from one community to another.



Safety

Able to be safely managed by air traffic control and flown by the pilots in all conditions



Complaint

International and national design standards



Environmentally appropriate

Noise exposure by population

Noise sensitive sites

Matters of National Environmental Significance

PROCESS – NOISE IMPROVEMENT INVESTIGATIONS

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OTHER ACTIVITIES

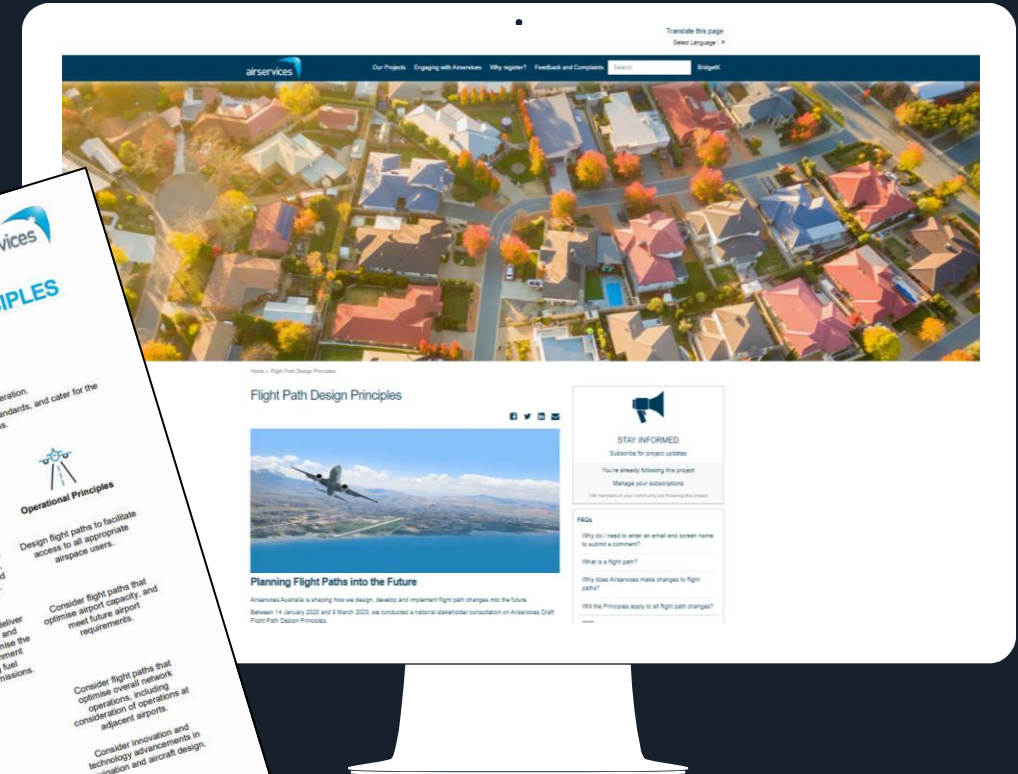
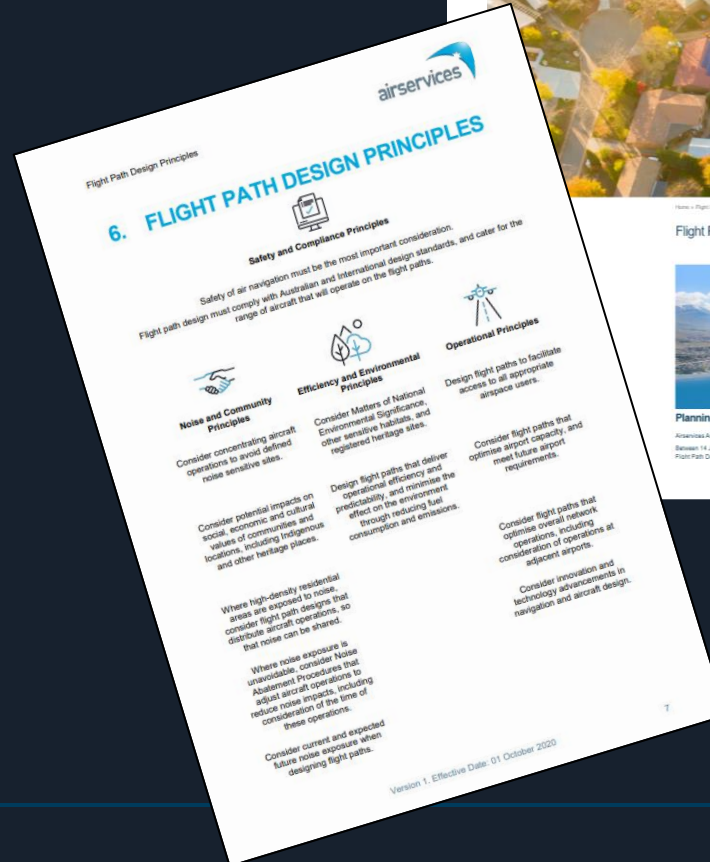
FLIGHT PATH DESIGN PRINCIPLES

Following a national consultation between 13 January – 9 March 2020 and a public comment period between 10 June – 8 July 2020, we have released **Airservices Flight Path Design Principles** document.

We would like to thank everyone who participated in the consultation and the public comment period by providing comments and submissions.

During the public comment period, over 4,000 people visited the project page and we received a total of 143 comments and a number of detailed submissions.

The Consideration of Feedback Report and the Principles document are available on *Engage Airservices* (engage.airservicesaustralia.com).

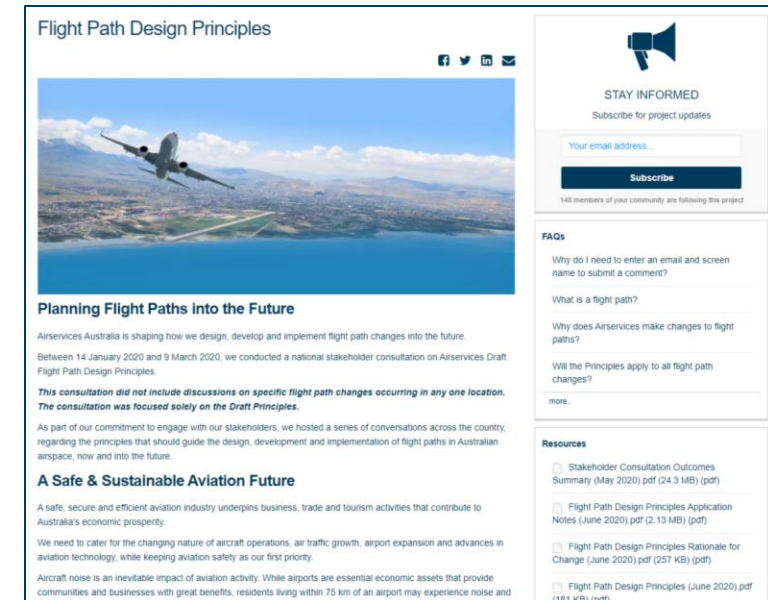


PUBLIC COMMENT FEEDBACK

During the public comment period, we had 4083 visitors to our *Engage Airservices* project page and received 143 comments, including 16 detailed submissions.

Key themes from the feedback included:

- Include a specific engagement or consultation Principle
- Remove reference to 'high-density' residential and give greater consideration to lower density, quiet and rural residential areas
- Include the safety of communities with reference to health and wellbeing
- Strengthen statements about application, including reference to relevant legislation
- Include a statement that the Principles must be read holistically and more clearly reference the Application Notes
- Expand defined noise sensitive sites to include additional sites or remove listed sites
- Provide details of how Airservices will report on how the Principles have been considered and applied
- Include enforcement measures, specific KPIs and/or measurements
- Remove the word 'consider' from the Principles or include 'consider' in all Principles
- Reinstate draft Principles
- Include a Principle around preserving aircraft-free areas



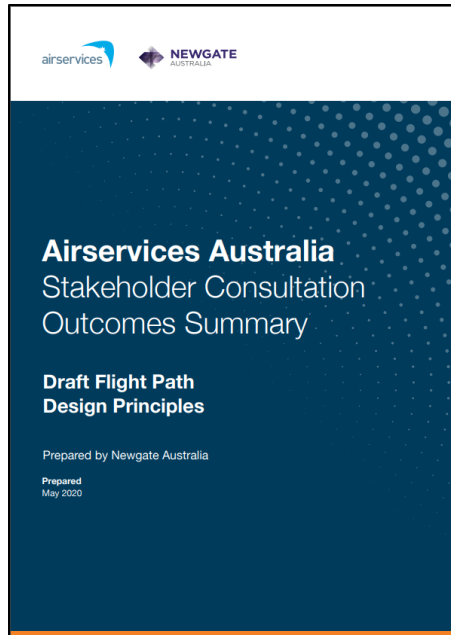
Detailed consideration of the feedback is provided in the Consideration of Feedback Report

<https://engage.airservicesaustralia.com/flight-path-design-principles>

FLIGHT PATH DESIGN PRINCIPLES RESOURCES

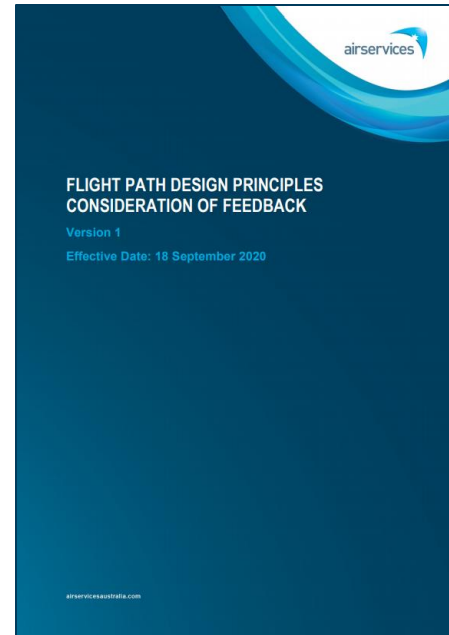
STAKEHOLDER FEEDBACK SUMMARY

- Summary of what we heard during the national consultation
- Includes link to summary of industry panels, community workshops, submissions and quantitative research



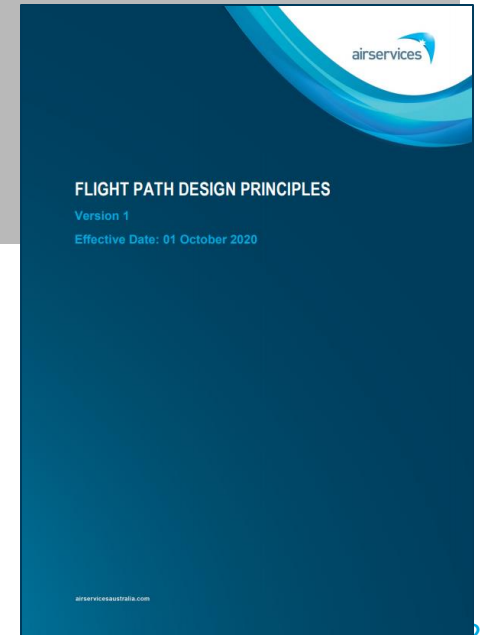
CONSIDERATION OF FEEDBACK REPORT

- Summary of what we heard during the public comment period
- Includes our consideration of feedback and outcomes, including the reasons for our decisions



FLIGHT PATH DESIGN PRINCIPLES

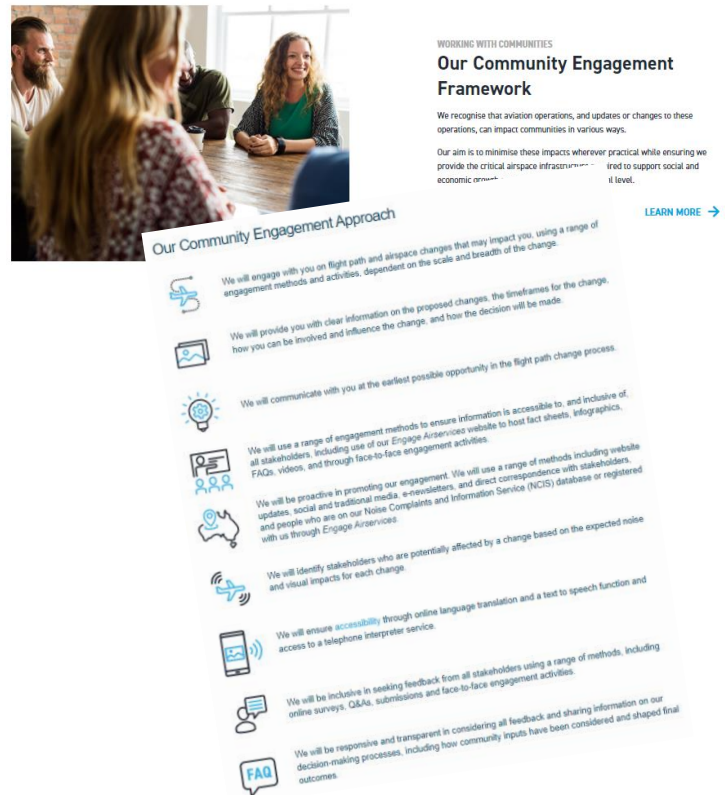
- Summary of the Principles and their application
- Principles are effective from **1 October** and will apply to all new flight path changes from that date



COMMUNITY ENGAGEMENT FRAMEWORK

COMMUNITY ENGAGEMENT FRAMEWORK

- Released 17 August 2020
- We recognise that aviation operations and updates or changes to these operations, can impact communities in various ways
- We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations
- Replaces our *Communication and Consultation Protocol (2016)*
- Learn more about our Community Engagement Framework by accessing the documents through Airservices Website or *Engage Airservices*



OUR COMMITMENT TO COMMUNITY ENGAGEMENT

We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations.

WHO IS AIRSERVICES?

We are a government-owned organisation responsible for keeping travellers safe country-wide.

We provide safe, secure, efficient, and environmentally-sustainable services to the aviation industry.

We are responsible for Australia's airspace management, aeronautical information, aviation communications, radio navigation aids, and aviation rescue fire fighting services.

Committed to keeping up with the quickly evolving aviation industry, we are always adopting improvements in technology to ensure our services are as advanced and efficient as the best in the world.

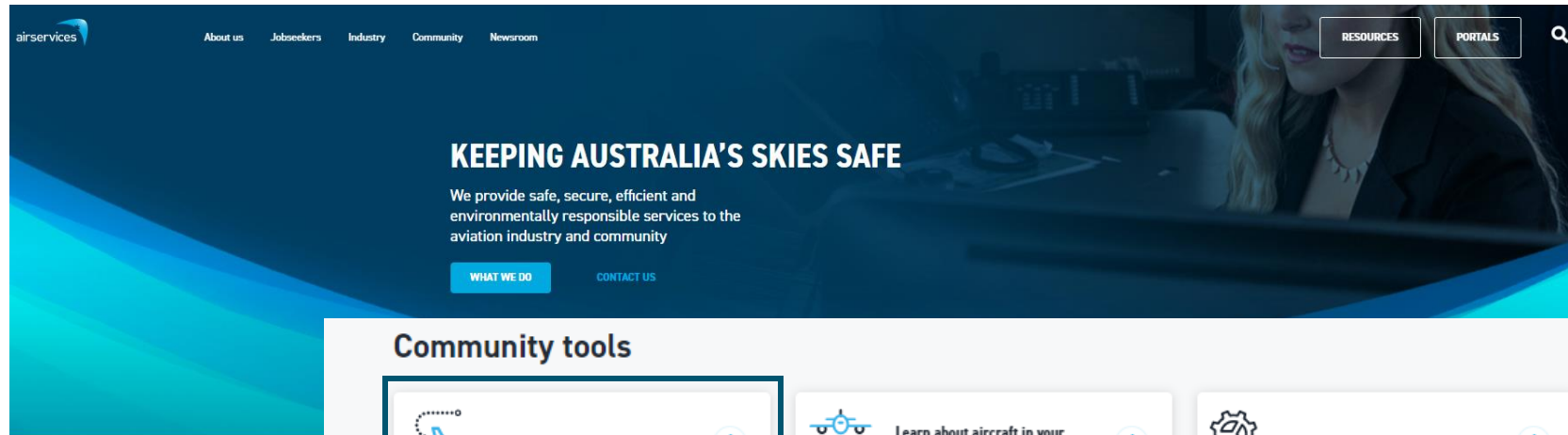
OUR COMMITMENT

We are committed to clear, proactive, inclusive, accessible, responsive, transparent engagement with communities who may be affected by proposed changes to flight paths and airspace.

- **Clear** – we provide clear information to help community members understand how a change may impact them, the timeframes for the change and how they can be involved.
- **Proactive** – we communicate in a timely manner and at the earliest appropriate opportunity in the flight path change process.
- **Inclusive** – we actively seek participation and input from across the community including engaging with Culturally and Linguistically Diverse (CALD) communities and people with a disability.
- **Accessible** – we seek to remove barriers to participation by sharing information in plain English, using websites that comply with [Web Content Accessibility Guidelines](#), and making available options for translation and interpretation
- **Responsive** – we are accessible to individuals and the community during the engagement process and respond to queries and feedback.
- **Transparent** – we are transparent with communities on the level of engagement, how their participation can impact on decision-making, and how decisions will be made.

We actively share information on our decision-making processes, including how community inputs have been considered and shaped final outcomes.



NEW WEBSITE







Released September 2020

- WebTrak allows you to see where aircraft fly and explore historical trends and patterns.
- There is a **40 minute** delay on display of flights.
- WebTrak data for the major airports is checked overnight. Before data is checked there are more likely to be gaps or inaccuracies in the display. Therefore it is more accurate the following day
- WebTrak data is available for 90 days.

Community tools

**View WebTrak**


**Learn about aircraft in your neighbourhood**

**Learn about aircraft operations**


UPCOMING


Temporary changes in operations

Sunshine Coast Airport QLD From Sunday 14 June 2020




The Sunshine Coast Airport's new runway opens on Sunday 14 June 2020. New flight paths will also be operational from 14 June 2020 and will change the way aircraft operate as they arrive and depart from Sunshine Coast Airport. Further information can be found at the Airservices Engage website.







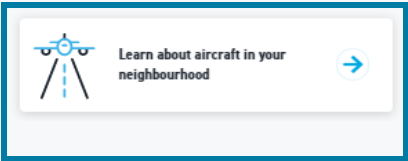
AIRCRAFT IN YOUR NEIGHBOURHOOD

Community tools

[View WebTrak](#) →

[Learn about aircraft in your neighbourhood](#) →

[Learn about aircraft operations](#) →



AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

[What are the flight paths in my area](#)

[What is normal in my area?](#)

[How much variation should I expect in my area?](#)

[What rules apply?](#)

[What flight disturbed me?](#)

[Resources](#)



[What was that flight?](#)
Use the WebTrak online tool to investigate specific flights of interest
[Read More](#)



[Making an aircraft noise complaint](#)
Find out how you can get in contact
[Read More](#)



[Sunshine Coast complaints report](#)
Investigate complaints data in your area
[Read More](#)

AIRCRAFT IN YOUR NEIGHBOURHOOD

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[Sunshine Coast Airport Community Forum](#)
Find out about the Airport Community Forum
[Read More](#)



[The Sunshine Coast Noise and Flight Path Monitoring System \(NFPMS\)](#)
Learn about the Noise and Flight Path Monitoring System (NFPMS)
[Read More](#)



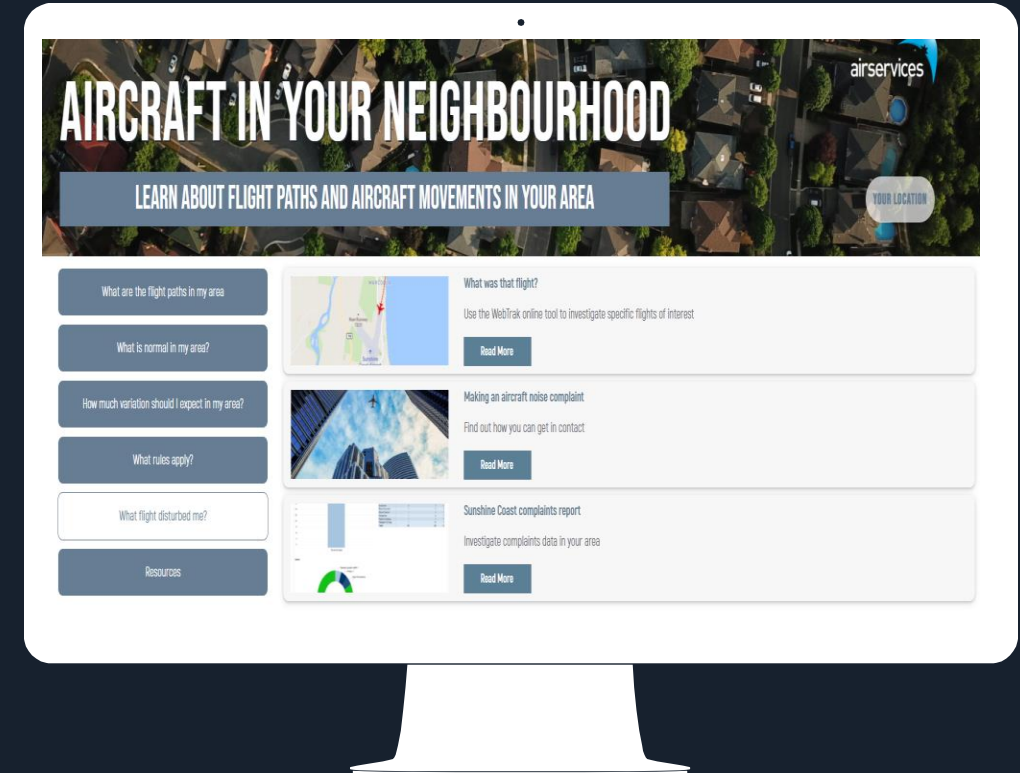
[Introduction to aircraft noise](#)
Find out more about aircraft noise and how it is generated
[Read More](#)

MARCH TO SEPTEMBER 2020

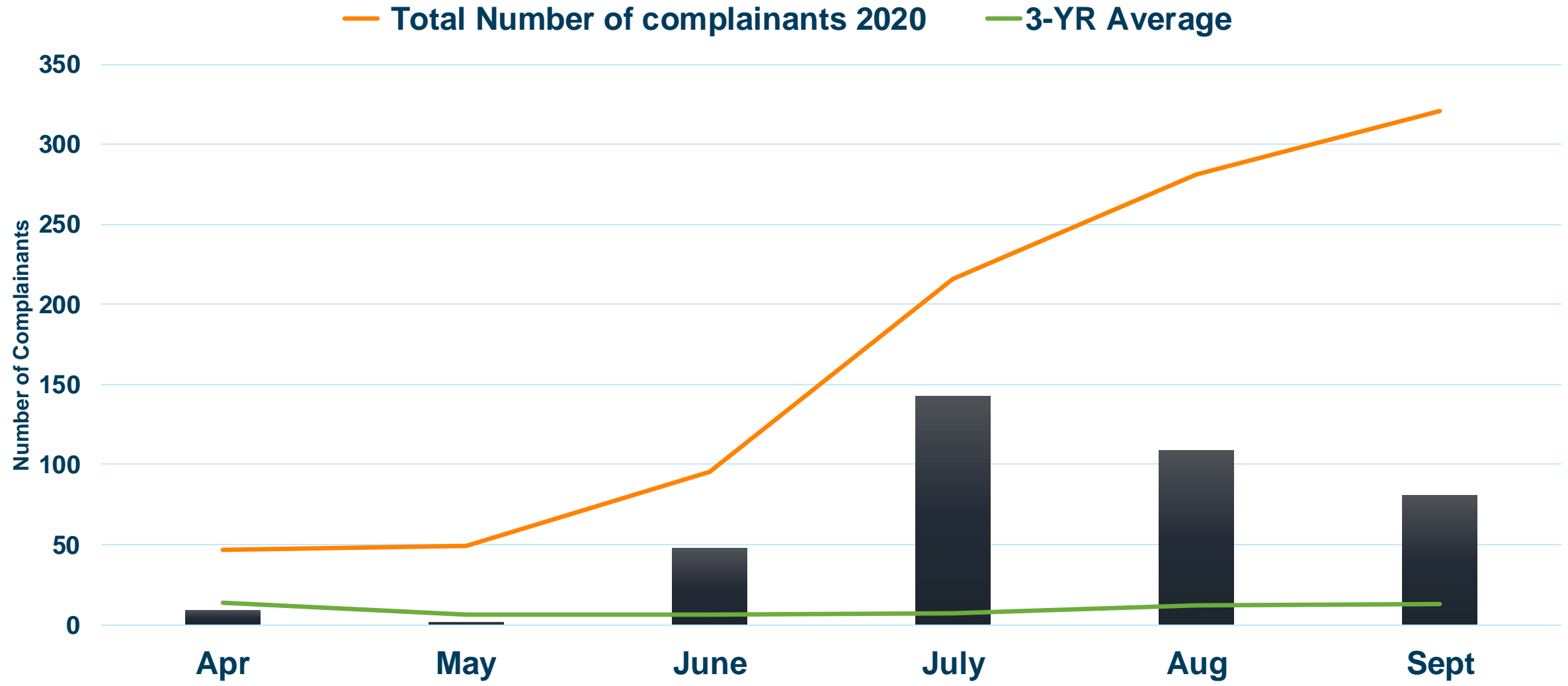
NCIS COMPLAINTS

ONLINE NOISE REPORT

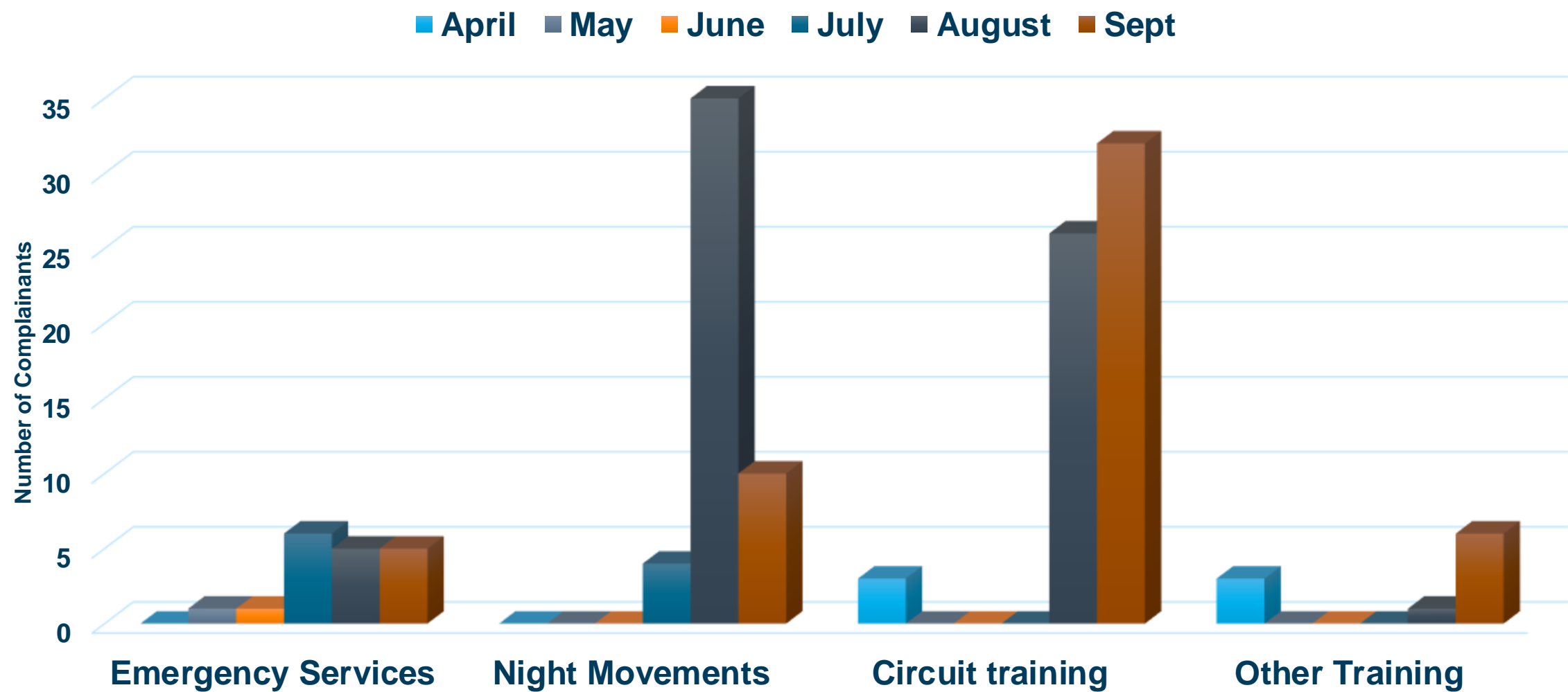
- Available on our website at:
<http://www.airservicesaustralia.com/aircraftnoise/airports>
- Our new interactive **Aircraft in Your Neighborhood** website is gradually replacing our airport pages.
 - Enter your address or select Sunshine Coast
 - What flight disturbed me and Sunshine Coast complaints report
 - Jan to September available
- You can still access historical airport pages for Sunshine Coast (before 30 June 2020).



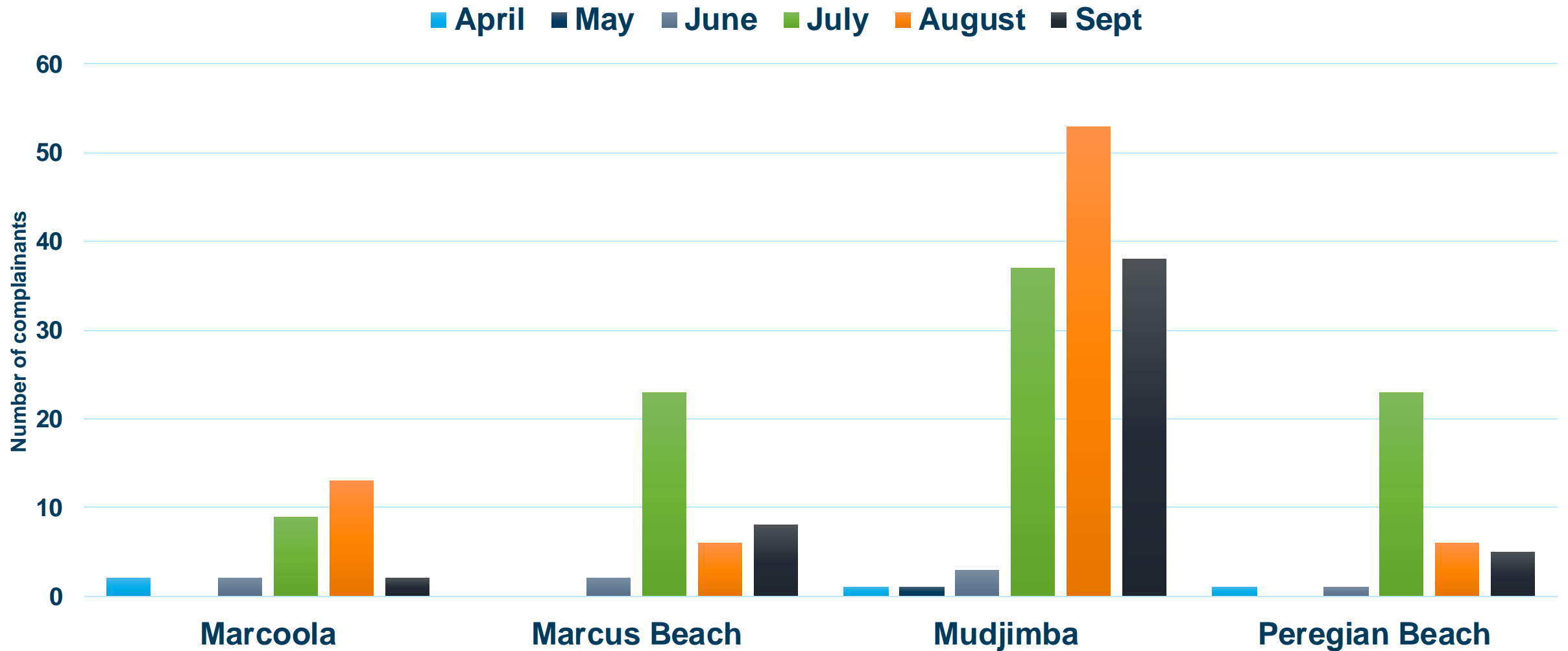
COMPLAINANT NUMBERS PER MONTH



ISSUES AND COMPLAINANTS AFFECTED PER MONTH



SUBURBS AND COMPLAINANTS AFFECTED PER MONTH





AIRSERVICES ACTION ITEM

NOISE COMPLAINT HANDLING AND REPORTING PRESENTATION

PRESENTATION AVAILABLE (30-40 MINUTES)

- AIRSERVICES APPROACH TO COMPLAINT HANDLING
- THE COMPLAINT HANDLING PROCESS
- COMPLAINT CLASSIFICATION SCHEME
- REPORTING ON COMPLAINTS

THANK YOU

communityengagement@airservicesaustralia.com

airservicesaustralia.com

5

New runway, new horizons

General Aviation

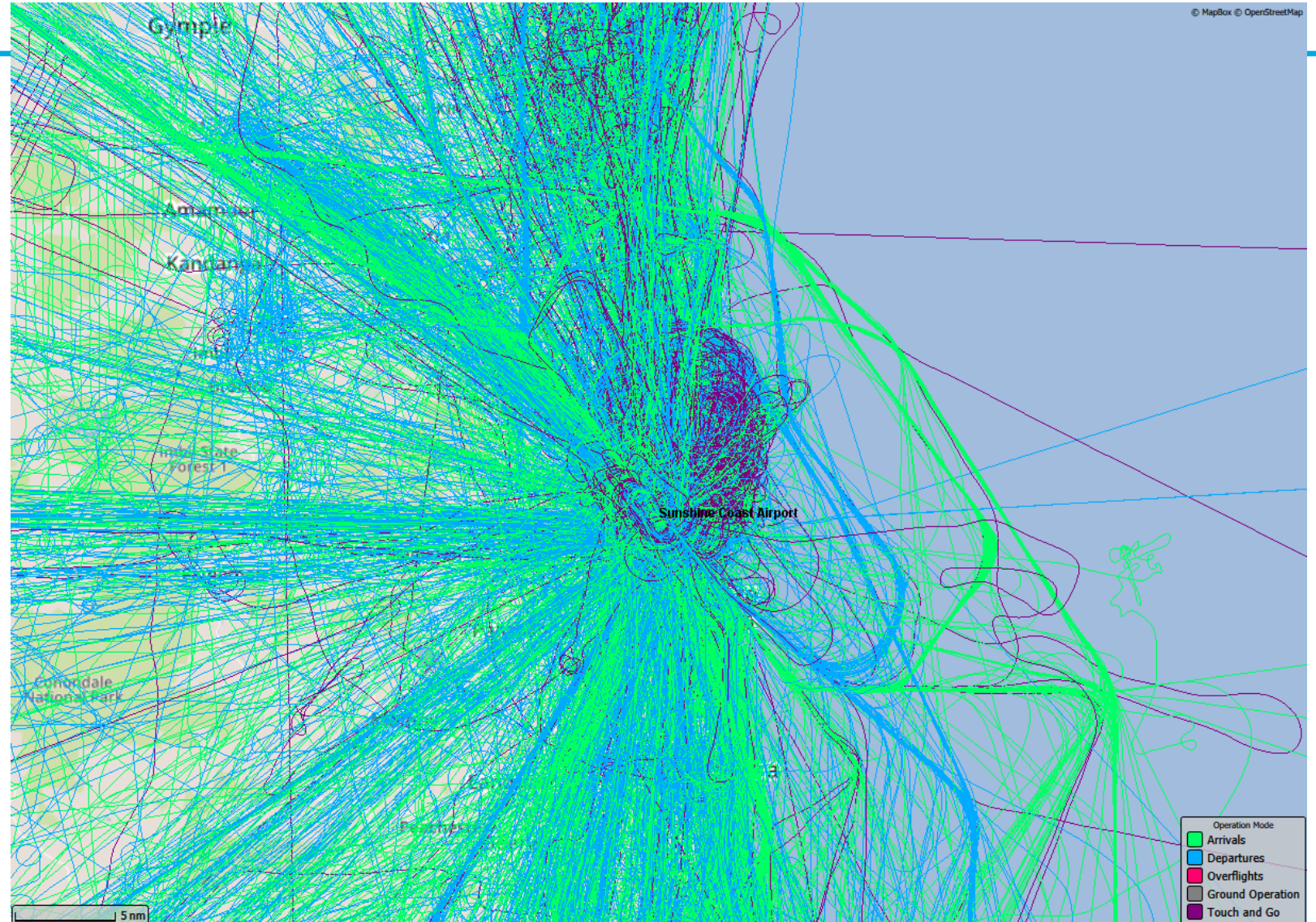


AIRCRAFT MOVEMENTS

FLIGHTS

Review of Airservices Noise and Flight Path Monitoring System identified **6,782** aircraft movements have occurred at Sunshine Coast Airport between 14 June 2020 and 10 September 2020

The majority of aircraft are operating under Visual Flight Rules (VFR) and therefore are not using the new published flight paths.



HELICOPTERS - 2016

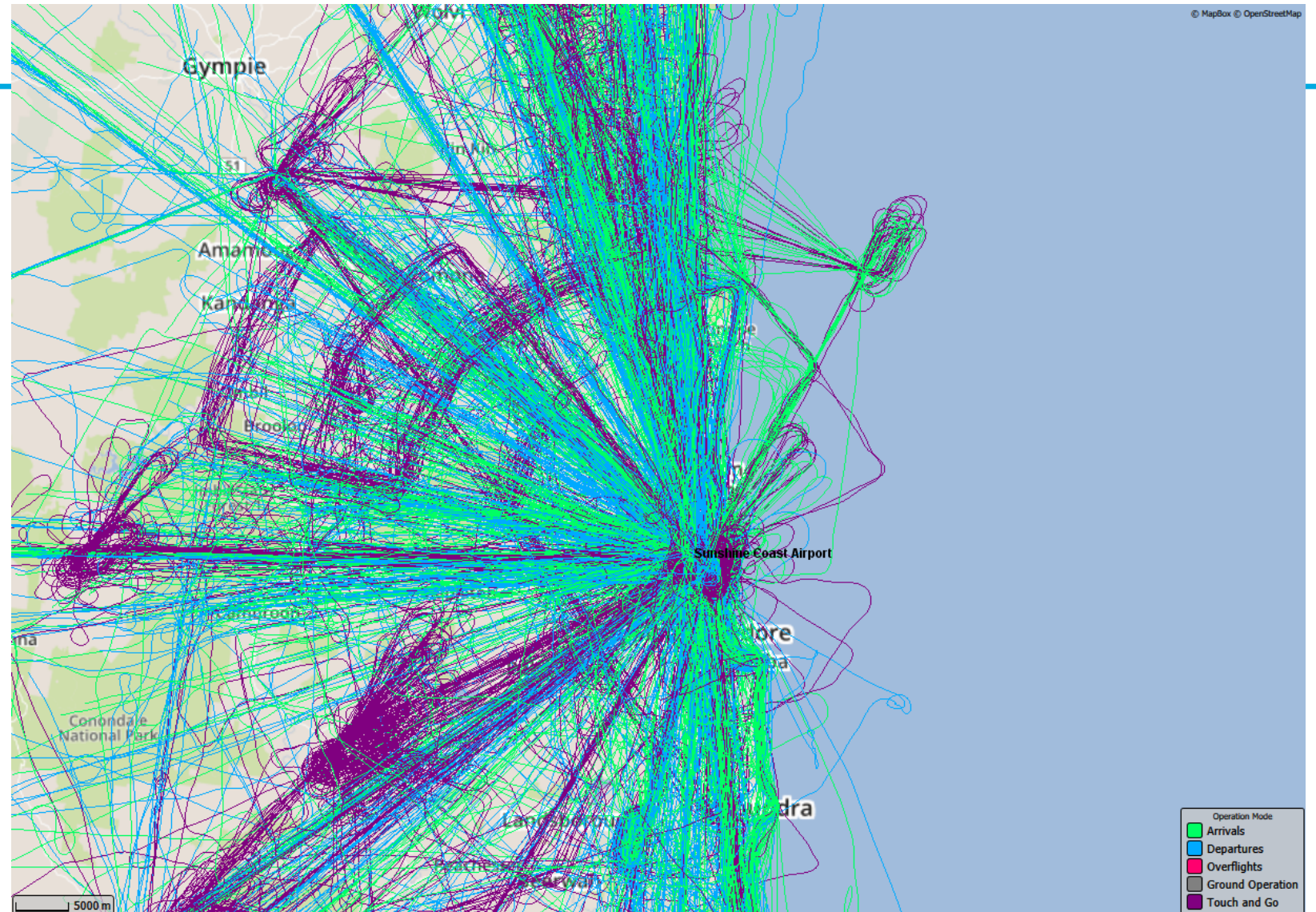
HELICOPTER OPERATIONS

Fewer helicopter flights have occurred in the current period compared to the same time in 2016.

Between 14 June 2016 and 10 September 2016 there were nearly four times as many helicopter movements (**3,148 movements**) compared to the 2020 period. This is a similar number of movements compared to 2019.

This includes **996 training flights**, consisting of **670** circuit and hover training flights immediately at the airport and **326** navigational exercises to and from the airport.

Tracking data indicates training activities have changed focus in the immediate airspace in recent years with less navigational exercises taking place within the display zone.



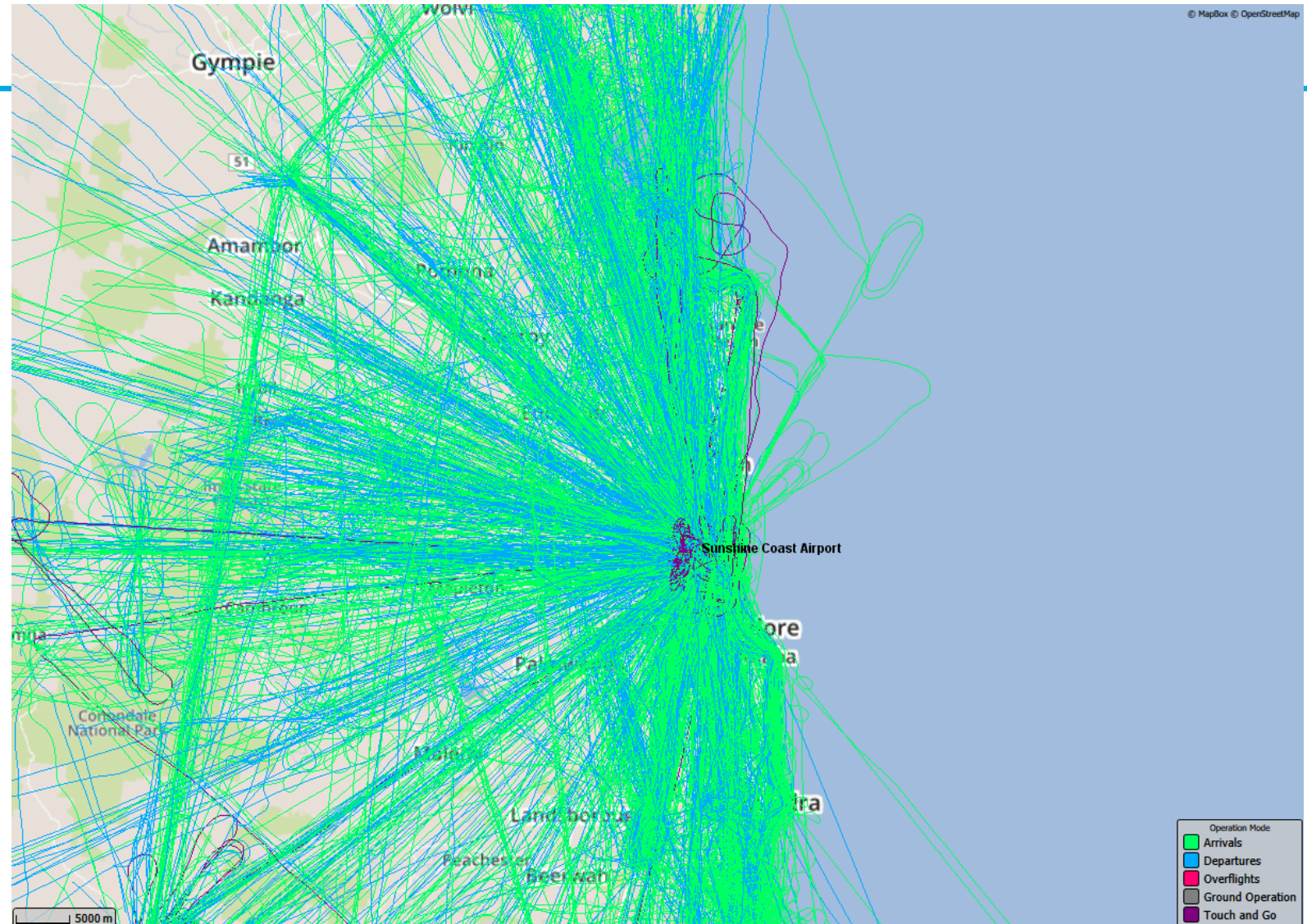
HELICOPTERS - 2019

HELICOPTER OPERATIONS

Fewer helicopter flights have occurred in the current period compared to the same time last year.

Between 14 June 2019 and 10 September 2019 there were nearly four times as many helicopter movements (**3,204 movements**) compared to the 2020 period.

This includes **872 training flights** (circuit and hover training) immediately at the airport.



HELICOPTERS - 2020

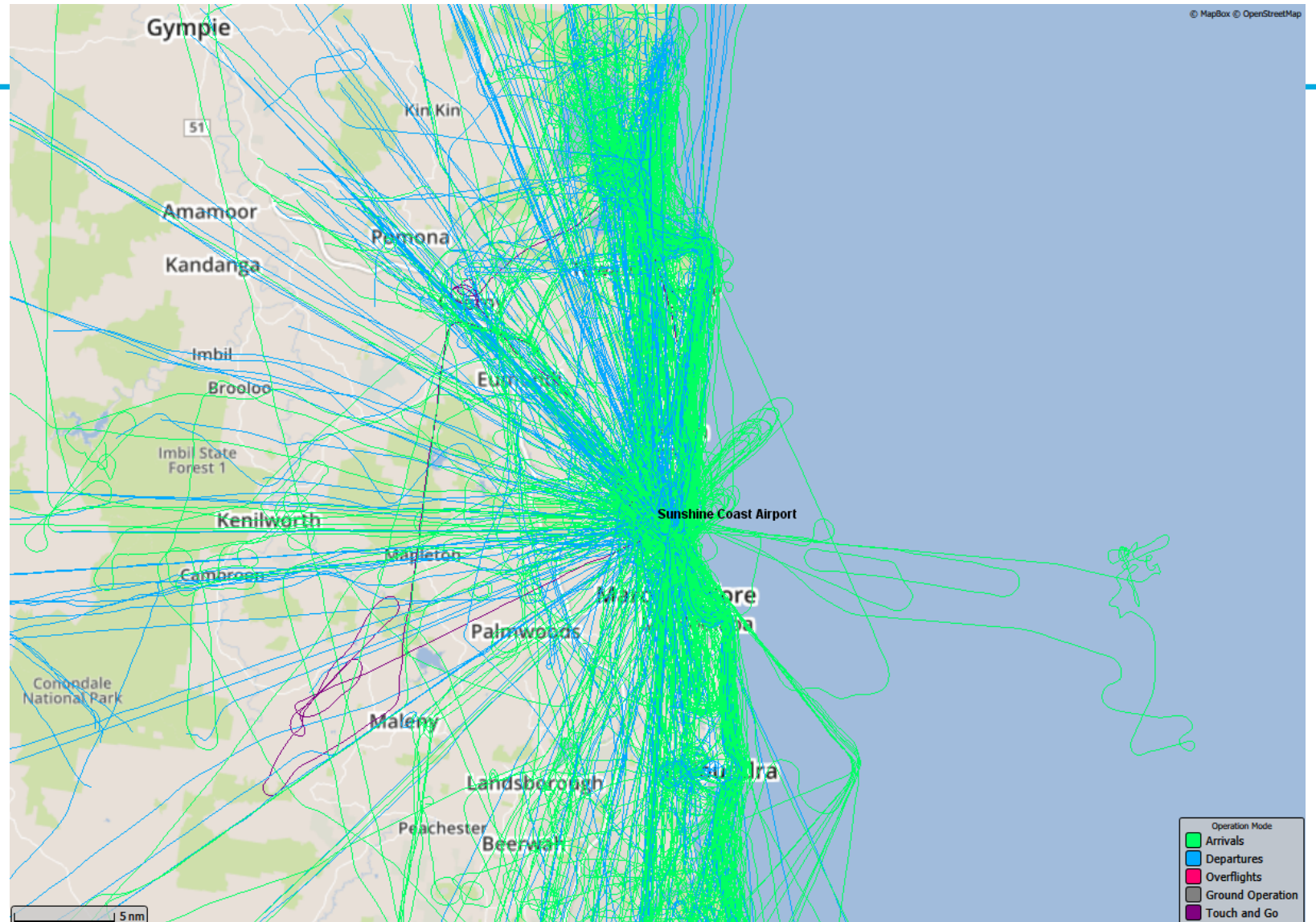
HELICOPTER OPERATIONS

Helicopters operate from helipads.

There have been **841 helicopter movements** since the opening of the new runway.

While the tower is operational, ATC may require helicopters to fly a particular course for separation. If separation is not required the helicopter will be cleared to track direct on its planned route.

Helicopters undertake circuit training and other forms of flight training at the airport and in the region.



Data shown between 14 June 2020 (opening) to 10 September 2020.

LIGHT AIRCRAFT - 2016

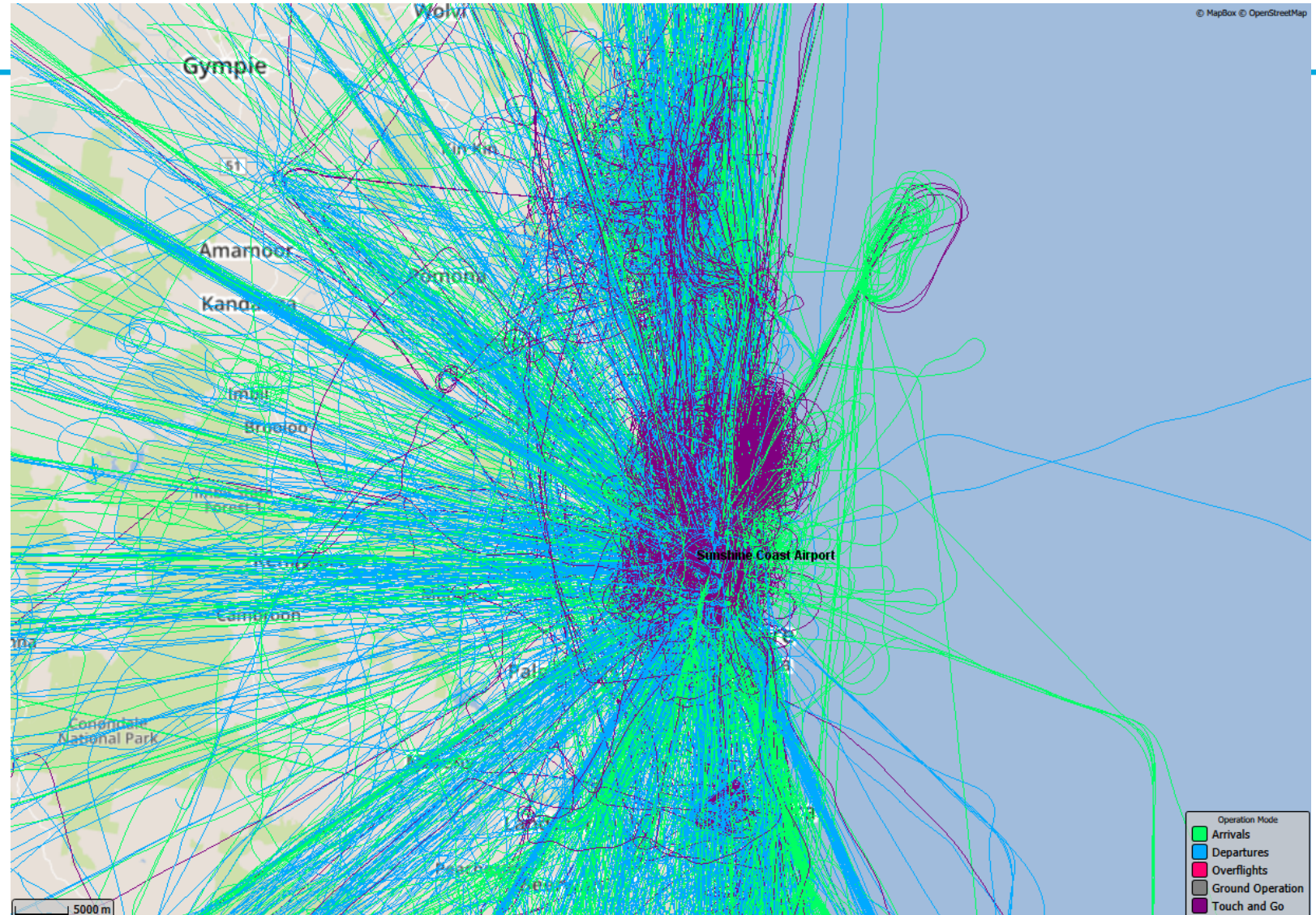
LIGHT AIRCRAFT OPERATIONS

Runway 12/30 was decommissioned in 2017.

Further analysis of historical data shows that prior to the decommissioning of Runway 12/30, there was a similar traffic volume of approximately 5,300 VFR operations in the 2016 period.

Runway 12/30, while a much shorter runway, was orientated similarly to the new runway.

In the 2016 period, there were approximately 1,000 operations on Runway 12/30, with the remaining operations occurring on the also now decommissioned Runway 18/36.



LIGHT AIRCRAFT - 2019

LIGHT AIRCRAFT OPERATIONS

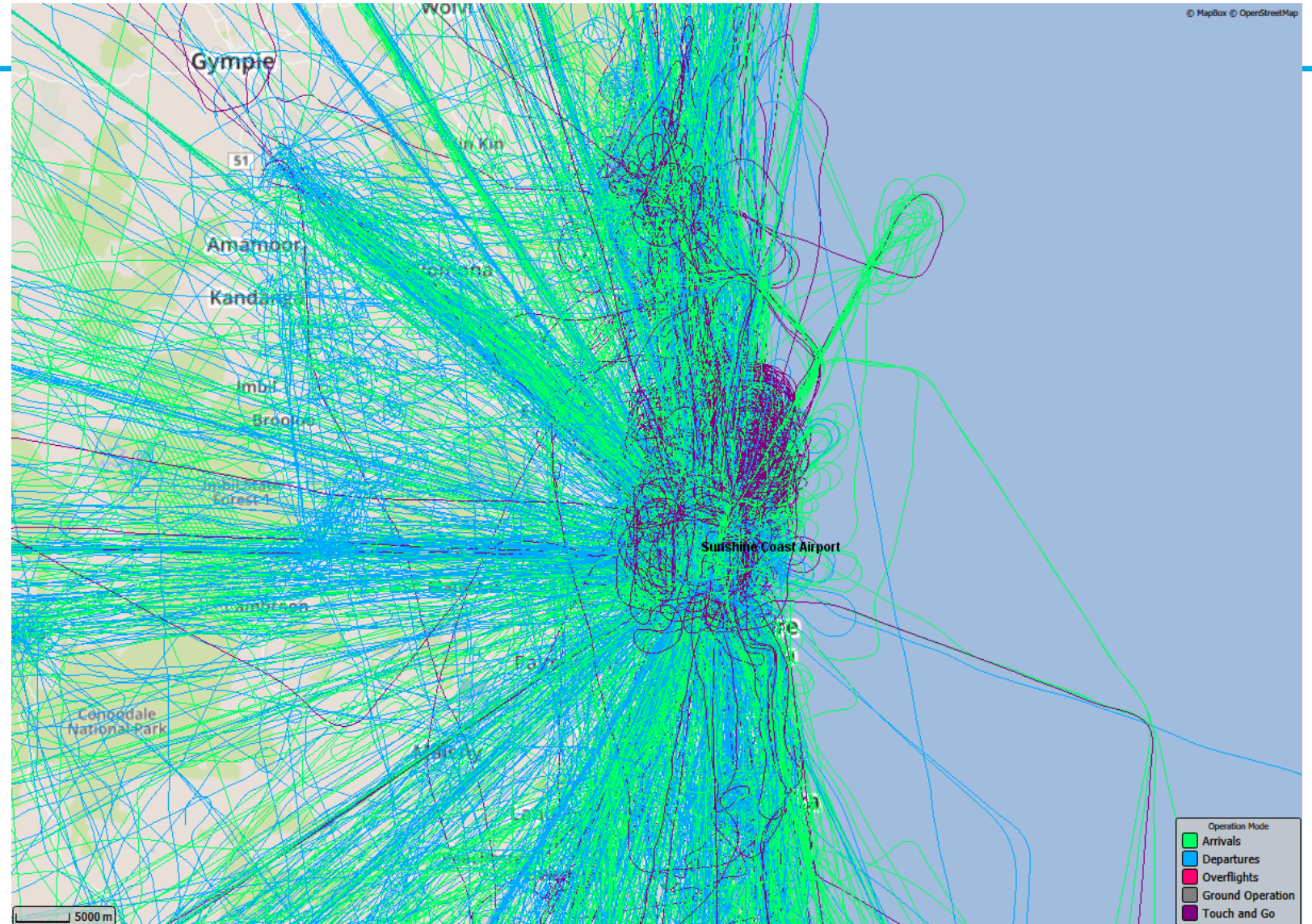
Light aircraft tend to fly under Visual Flight Rules (VFR).

The majority of small sized aircraft fly VFR, however when required and if appropriately licensed, they may fly IFR.

When flying VFR, aircraft will not use the published flight paths. Rather the aircraft track with visual reference to prominent ground features.

VFR flights track in accordance with procedures established prior to the opening of the new runway. However as the new runway is orientated differently, VFR flights will track differently when close to the runway.

For the same period in 2019 there were approximately 3,500 VFR operations.



Data shown between 14 June 2019 to 10 September 2019.

LIGHT AIRCRAFT - 2020

LIGHT AIRCRAFT OPERATIONS

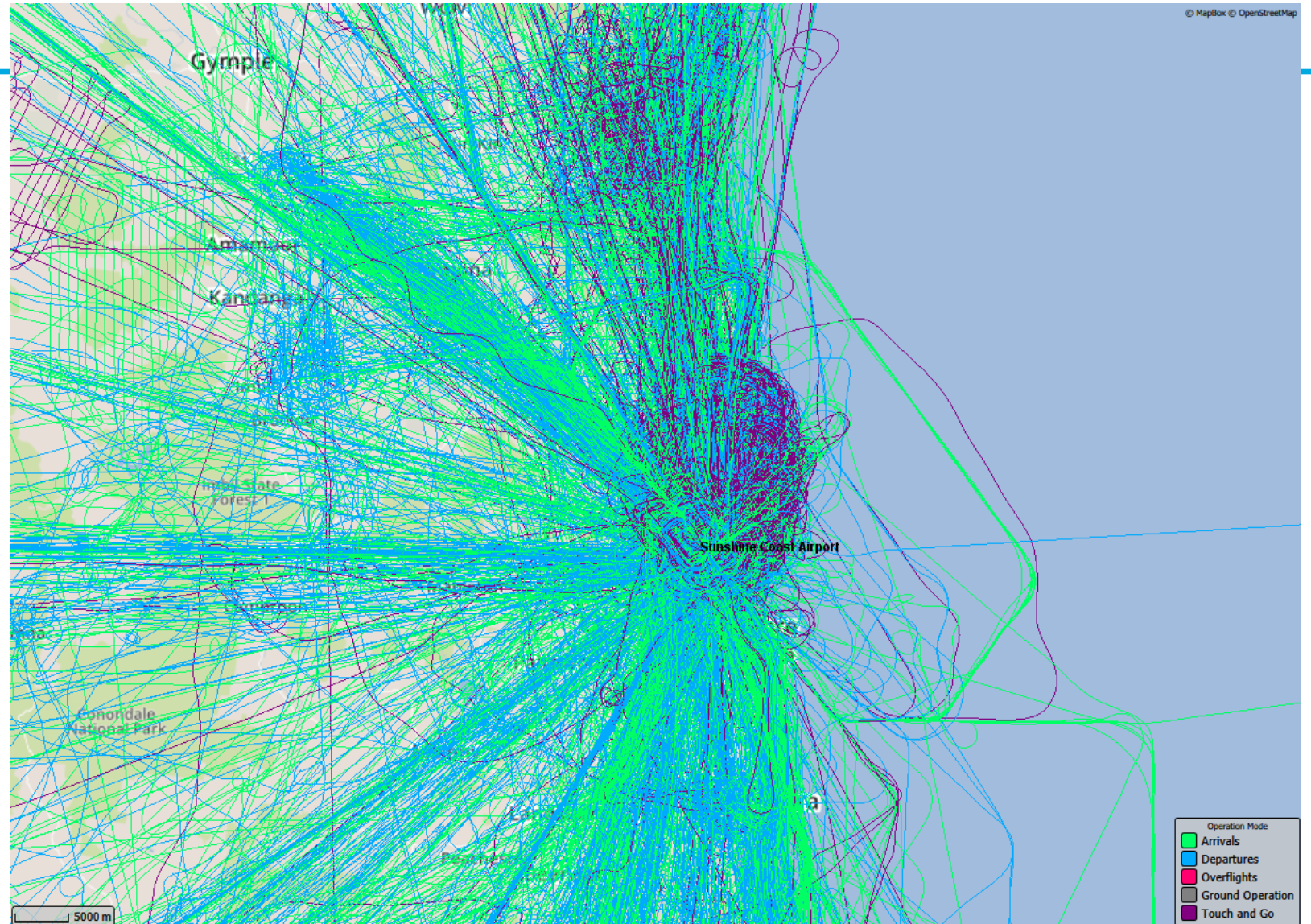
Light aircraft tend to fly under Visual Flight Rules (VFR).

There are approximately 5,000 VFR operations since runway opening on 14 June 2020.

The increase is expected to be associated with the impacts of COVID-19 which resulted in:

- a marked reduction in scheduled flight services to Sunshine Coast
- Increased GA training opportunities in the absence of jet operations
- Increased VFR flight operations for recreational and commercial purposes

These operations have been permitted under COVID-19 restrictions.



Data shown between 14 June 2020 (opening) to 10 September 2020.

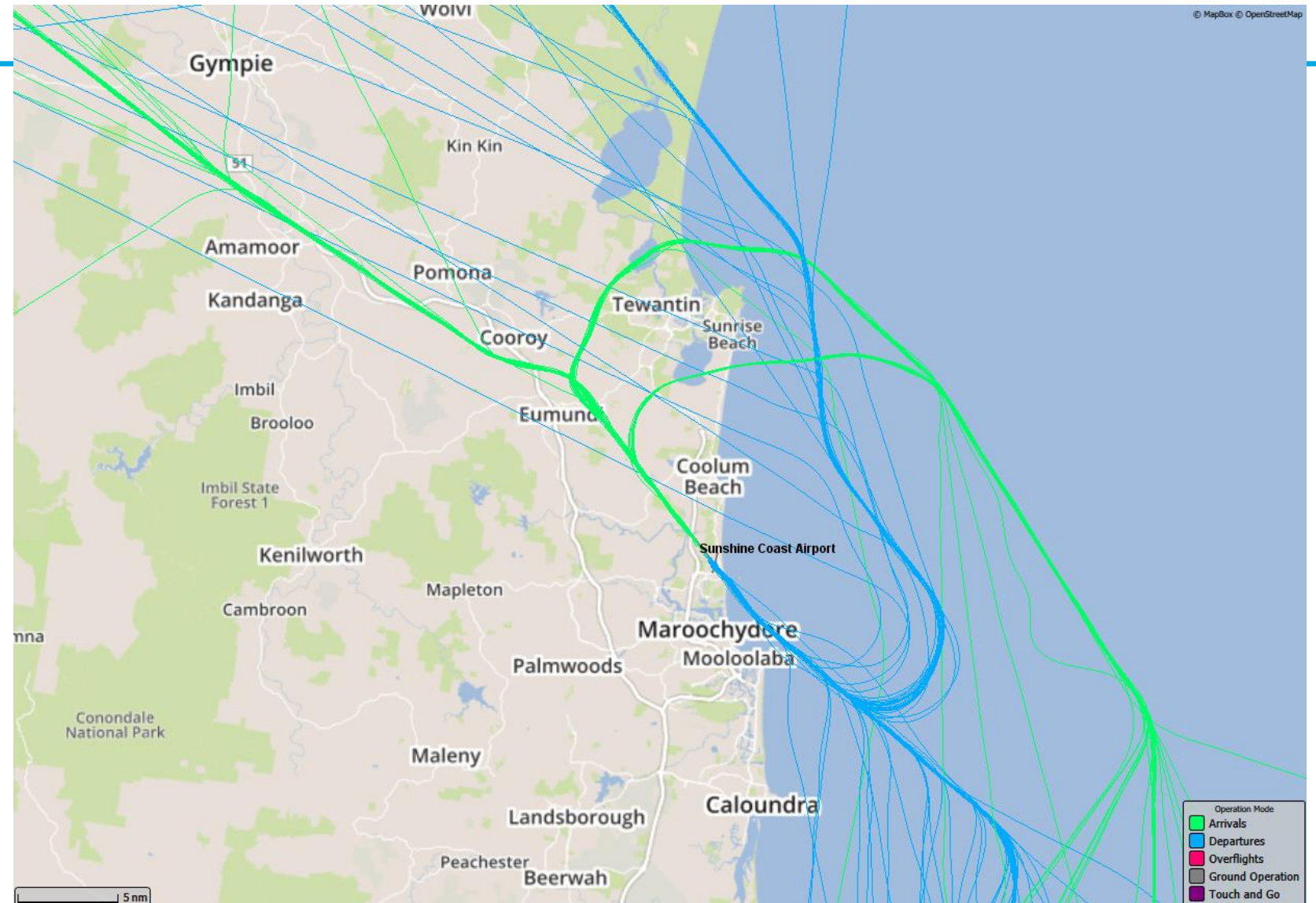
INSTRUMENT FLIGHT RULES (IFR) – RUNWAY 13

RUNWAY 13 JET ARRIVALS AND DEPARTURES

Large sized passenger and freight aircraft operate under Instrument Flight Rules (IFR) and therefore use standard flight paths.

From the opening date, a total of **214** jet aircraft have arrived or departed Runway 13 IFR.

When operating on Runway 13, these aircraft approach from the north west and depart towards the ocean.

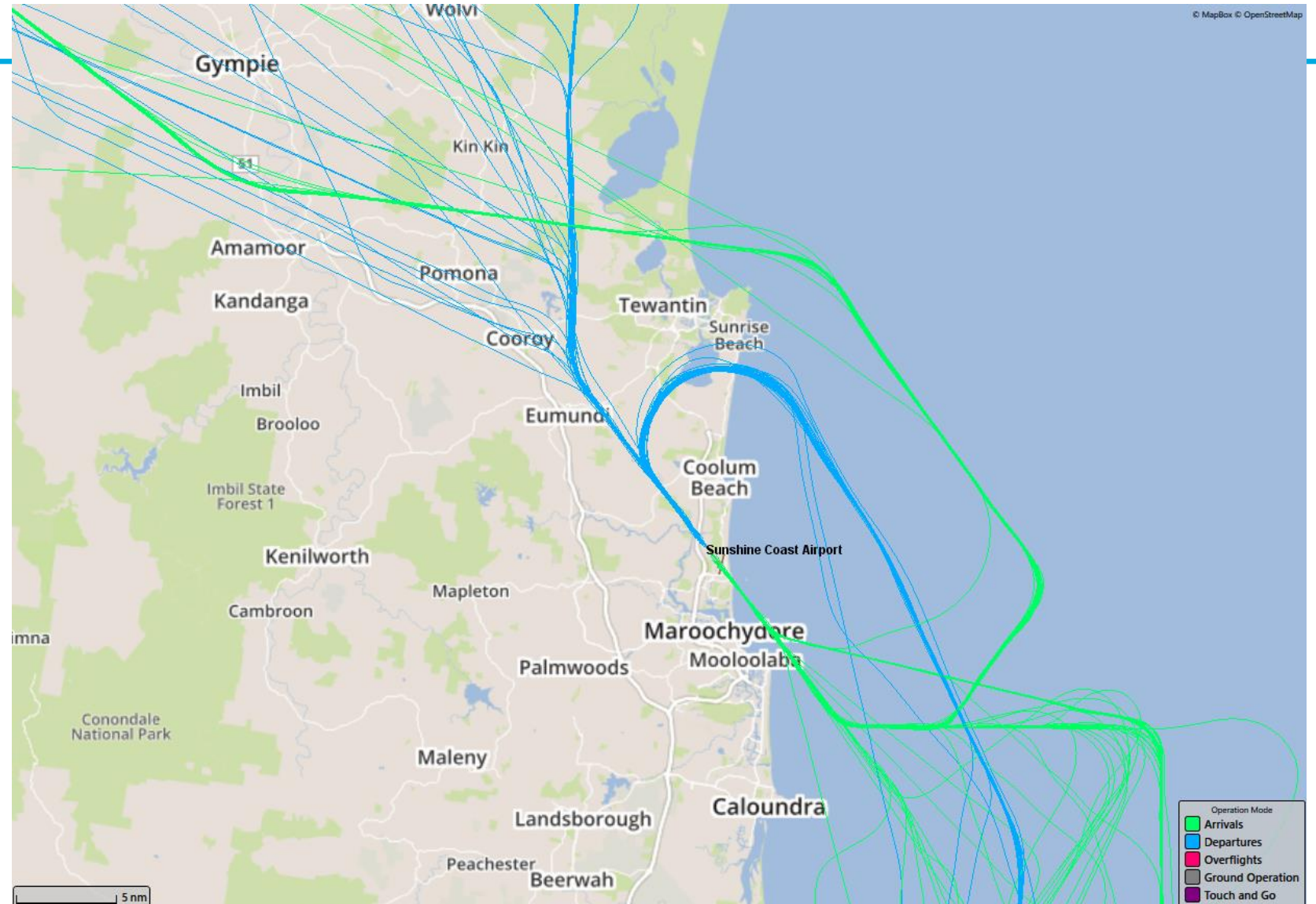


INSTRUMENT FLIGHT RULES (IFR) – RUNWAY 31

RUNWAY 31 JET ARRIVALS AND DEPARTURES

From the opening date, a total of **151** jet aircraft have arrived or departed Runway 31 IFR.

When operating on Runway 31, these aircraft approach from ocean and depart to the north west.

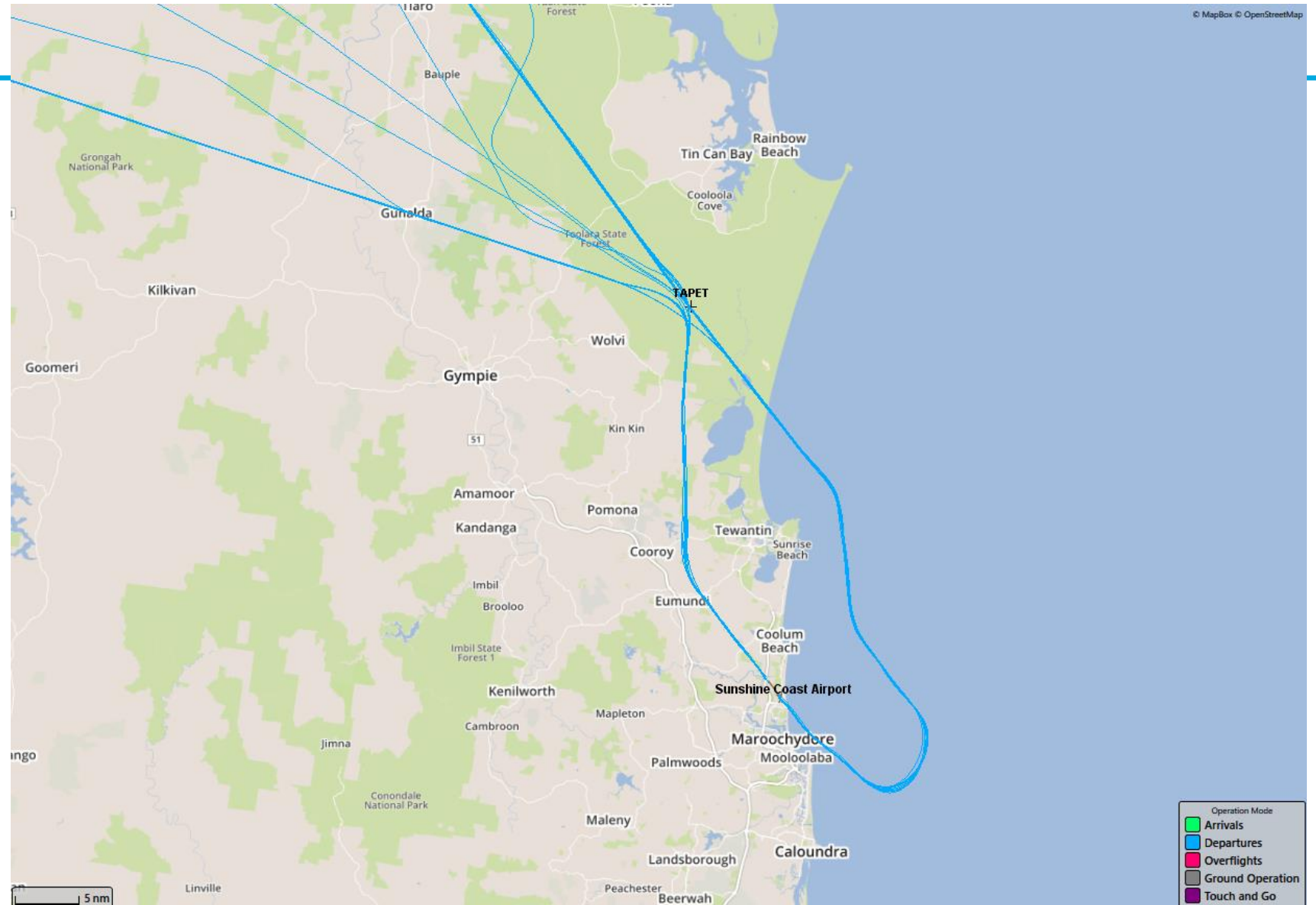


IFR DEPARTURES – TRACK COMPLIANCE

AIRCRAFT BEHAVIOUR

We are monitoring track compliance for IFR aircraft on the flight paths.

Aircraft departing to the north west (e.g. Cairns and Emerald) track via the waypoint TAPET.



IFR DEPARTURES – TRACK COMPLIANCE

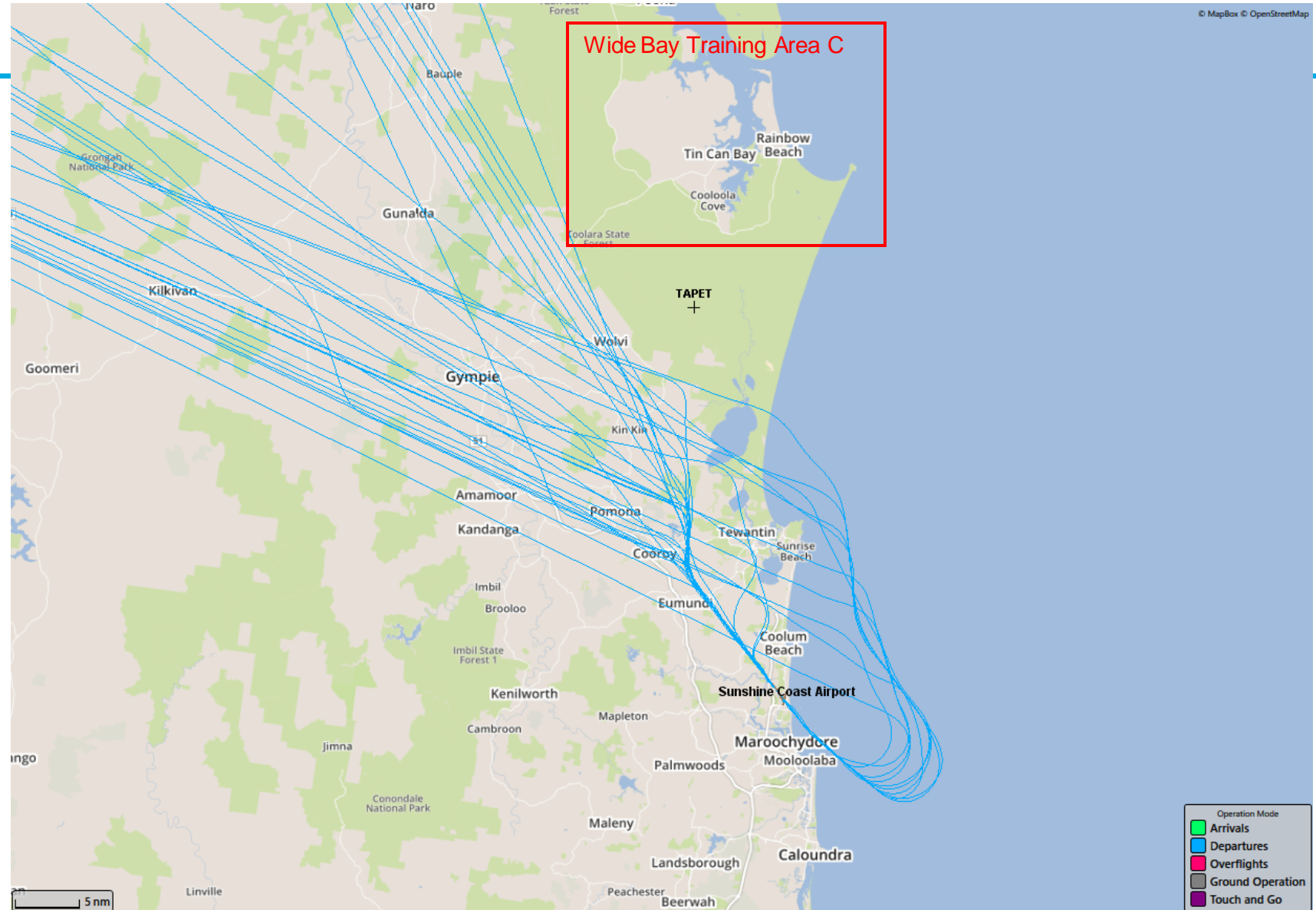
AIRCRAFT BEHAVIOUR

At times aircraft leave the departure flight paths prior to TAPET.

This occurs when aircraft need to be separated from arrivals to Sunshine Coast and other departures from Brisbane.

There is also a restricted area in the Wide Bay region for Defence activities.

When the restricted airspace is active, departures to the north west are either vectored ('turned') early by air traffic control, or issued an amended tracking clearance so as to remain clear of the restricted airspace.



TOWER OPERATING HOURS

TOWER HOURS

The Sunshine Coast Air Traffic Control Tower are currently staffed between the hours of 7.30am and 5.30pm.

These hours may be amended when necessary.

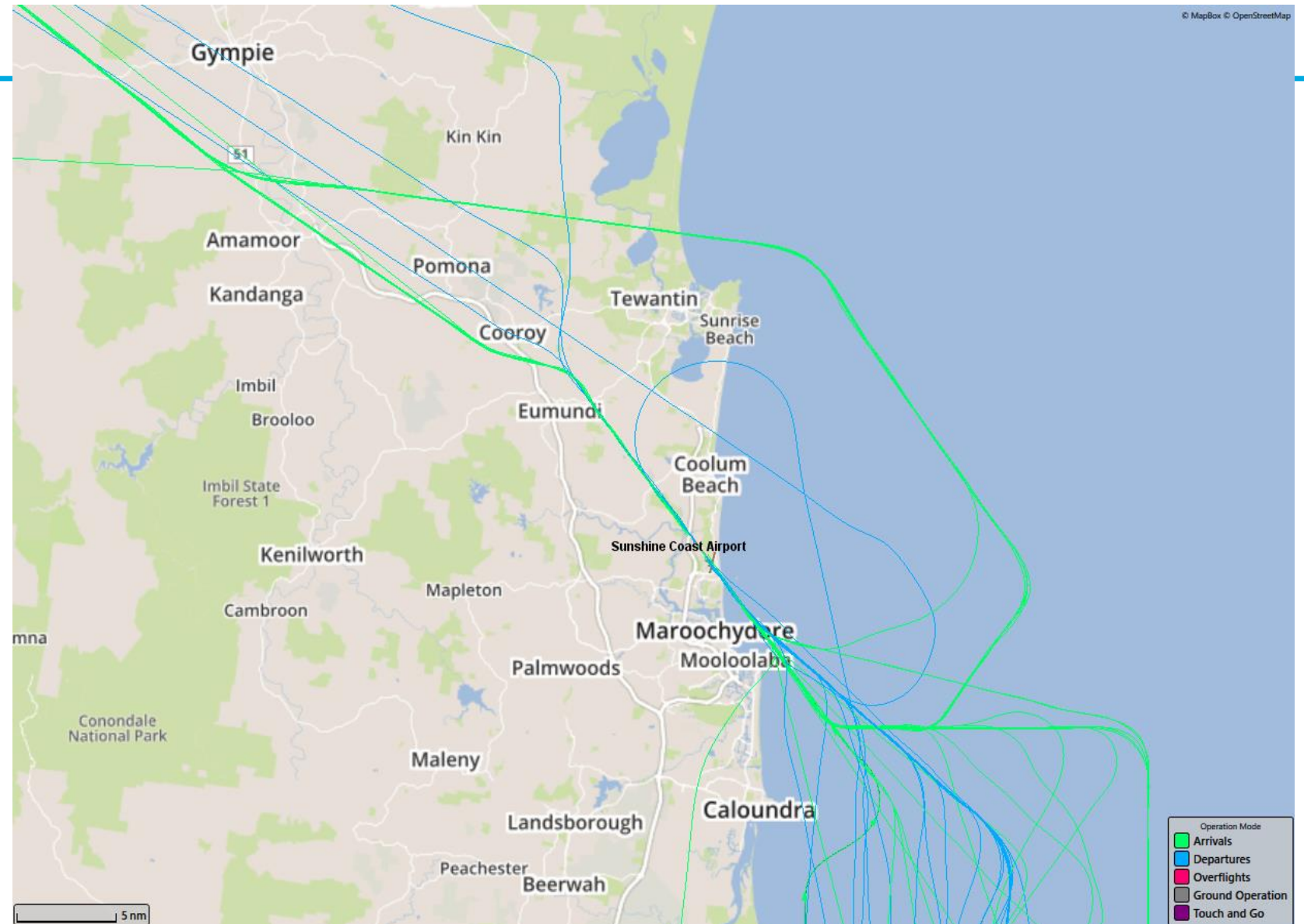
While the tower is operational (staffed), the airspace immediately around the tower is monitored by Tower ATC.

Outside of the operational hours, the surrounding airspace reverts to Class G airspace and is serviced by Brisbane Centre ATC.

In Class G:

- IFR aircraft receive a traffic service.
- VFR aircraft do not receive a service and do not follow established flight paths.

IFR aircraft that climb into controlled airspace will receive a full ATC service.



Data shown between 14 June 2020 (opening) to 10 September 2020.

OVERFLIGHTS - 2020

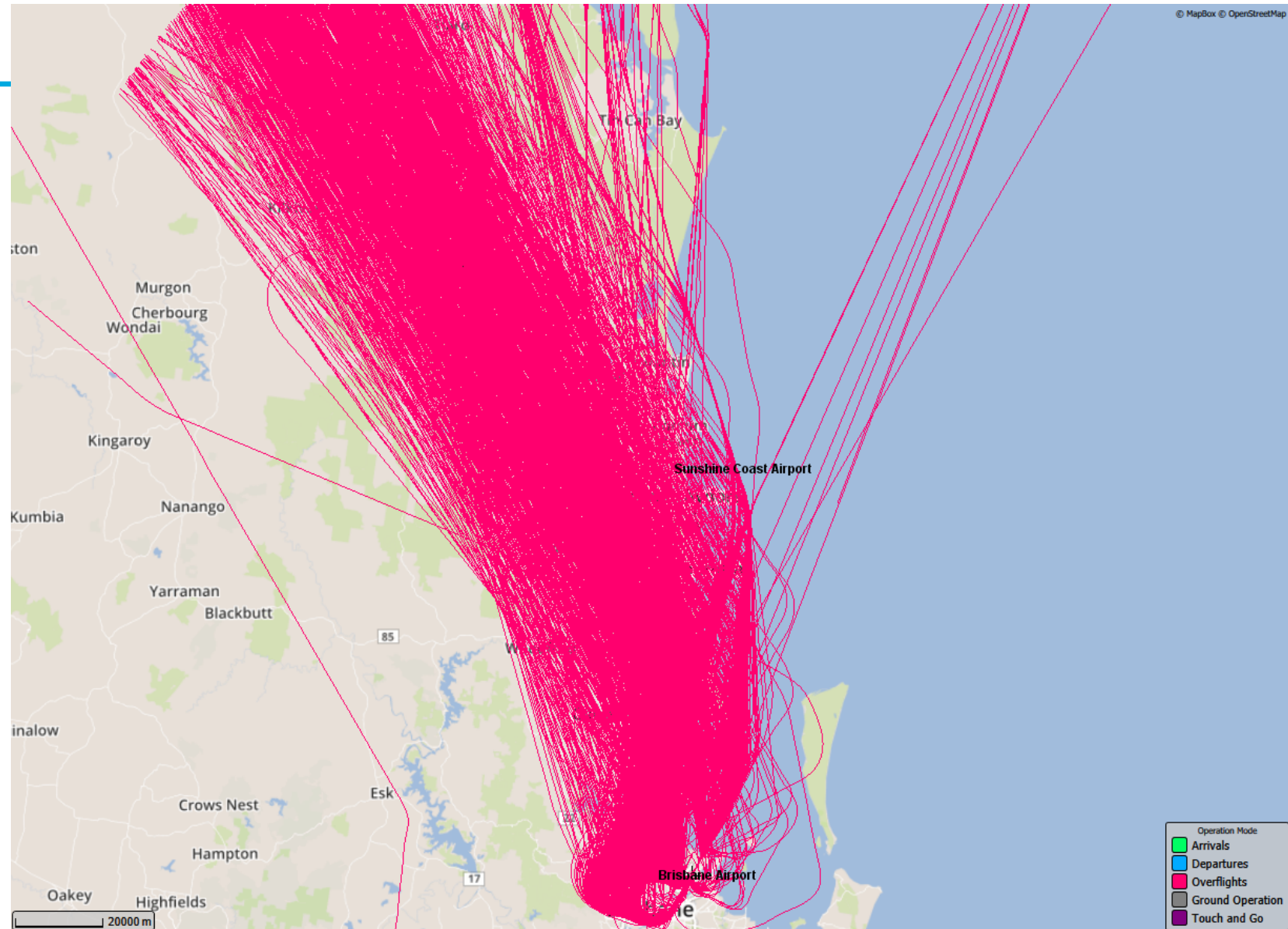
HIGH LEVEL ROUTES

Aircraft travelling at upper altitudes fly on high level routes

Aircraft tracking between northern and southern ports pass over the Sunshine Coast region on high level routes.

Aircraft use these routes to connect between ports, including New Zealand and to/from other Australian cities or northern hemisphere locations.

Departures from Brisbane to northern ports also use these routes as depicted in the image.



Brisbane departures to north between 14 June 2020 and 14 July 2020.

COMBINED NON SCA MOVEMENTS IN REGION

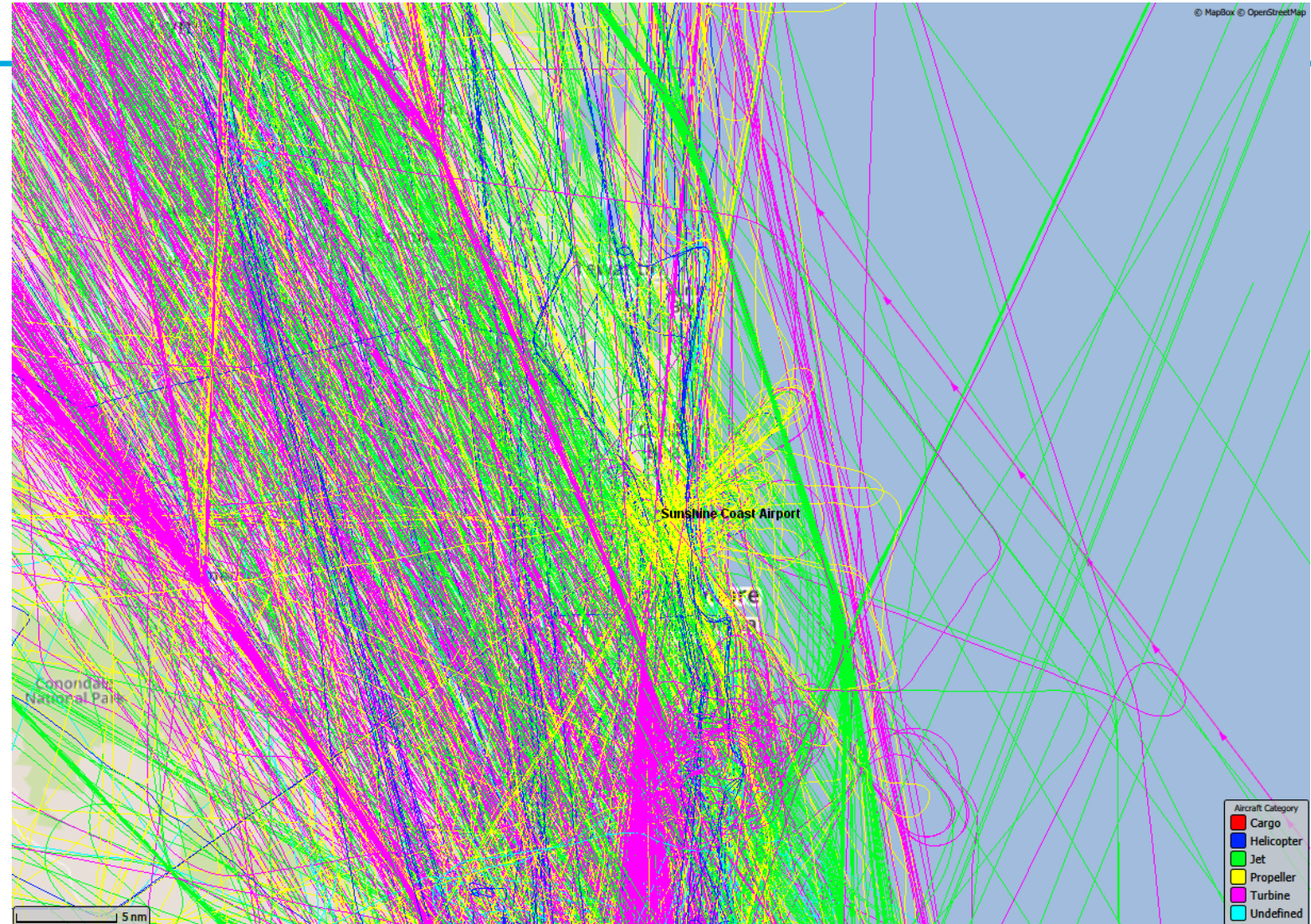
NON AIRPORT OPERATIONS

Many aircraft from various other airports transit through the Sunshine Coast region.

The image shows combined traffic movements through the region and also of light aircraft tracking to Sunshine Coast Airport to conduct flight training and then return to their port of origin.

There is a very diverse range of movements over the Sunshine Coast area.

With the exception of the location of the circuit at the airport, the opening of the new runway has not resulted in changes to these non SCA flights.



OTHER GENERAL AVIATION

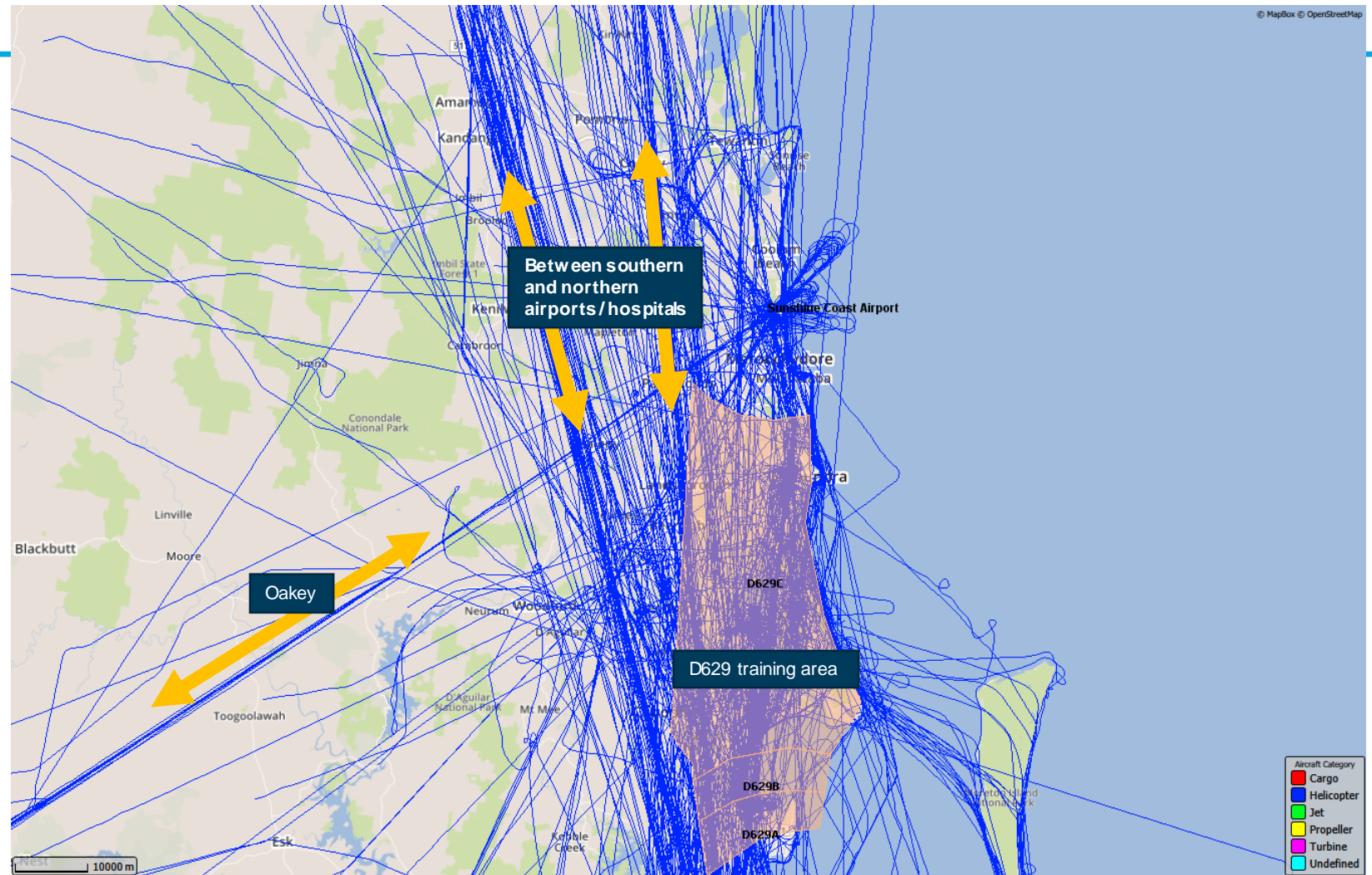
HELICOPTER OPERATIONS

Air traffic transiting between other airports/locations may fly through the Sunshine Coast region.

The vast majority of helicopters tracking near to Sunshine Coast Airport (within 20kms) that do not land at the airport, are Rescue Helicopters transiting between hospitals and other airports, or emergency scenes and hospitals.

Military helicopters conduct exercises between Oakey and Sunshine Coast as well.

Other helicopters on the display that did not track within 20kms of Sunshine Coast Airport are navigating between other airports or operating in the training areas (D629 A, B and C).



OTHER GENERAL AVIATION

LIGHT AIRCRAFT OPERATIONS

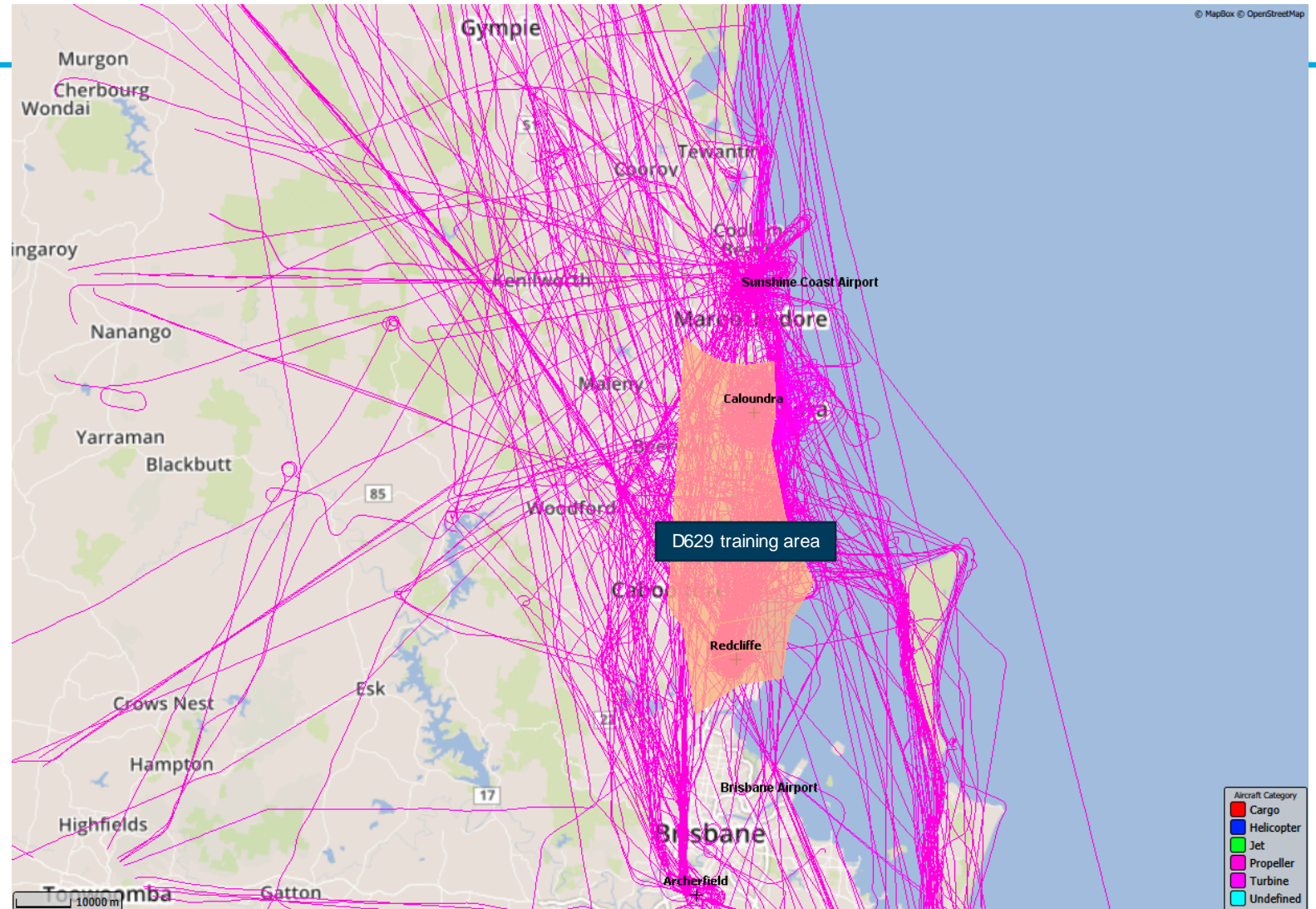
Air traffic transiting between other airports/locations may fly through the Sunshine Coast region.

Caloundra Aerodrome, Redcliffe Airport and Archerfield Airport are situated to the south of Sunshine Coast Airport.

Light aircraft travel between these locations for training and recreation.

Both Caloundra and Redcliffe are situated in the D629 training area.

Aircraft may navigate from one of the airports to another for navigational training. They may remain at that location to do circuit training and then return to their origin.



14

New runway, new horizons

General Aviation

INDUSTRY ROLES



Airservices Australia



Airport is responsible for engaging local community on decisions around airport planning and on ground airport changes.

It is also responsible for developing voluntary Fly Neighbourly Agreements.



Australian Government
Civil Aviation Safety Authority

CASA regulates Australian aviation safety

They license pilots, register aircraft, oversee and promote aviation safety.

Also responsible for making sure that Australian airspace is administered and used safely.

Fly Neighbourly Agreements

- Draft Fly Neighbourly Agreements currently out for consultation following recent opening of Runway 13/31.
- While the agreement will remain voluntary, SCA aims to improve transparency and adherence through:
 - Engaging with on-airport operators around need
 - Publishing details of operators who sign agreement; and
 - Including the requirement to comply in conditions of use.
- Feedback invited in writing by **27 October 2020**

Mudjimba Residents Association

and flying at
the Sunshine Coast Airport

Oct 2020

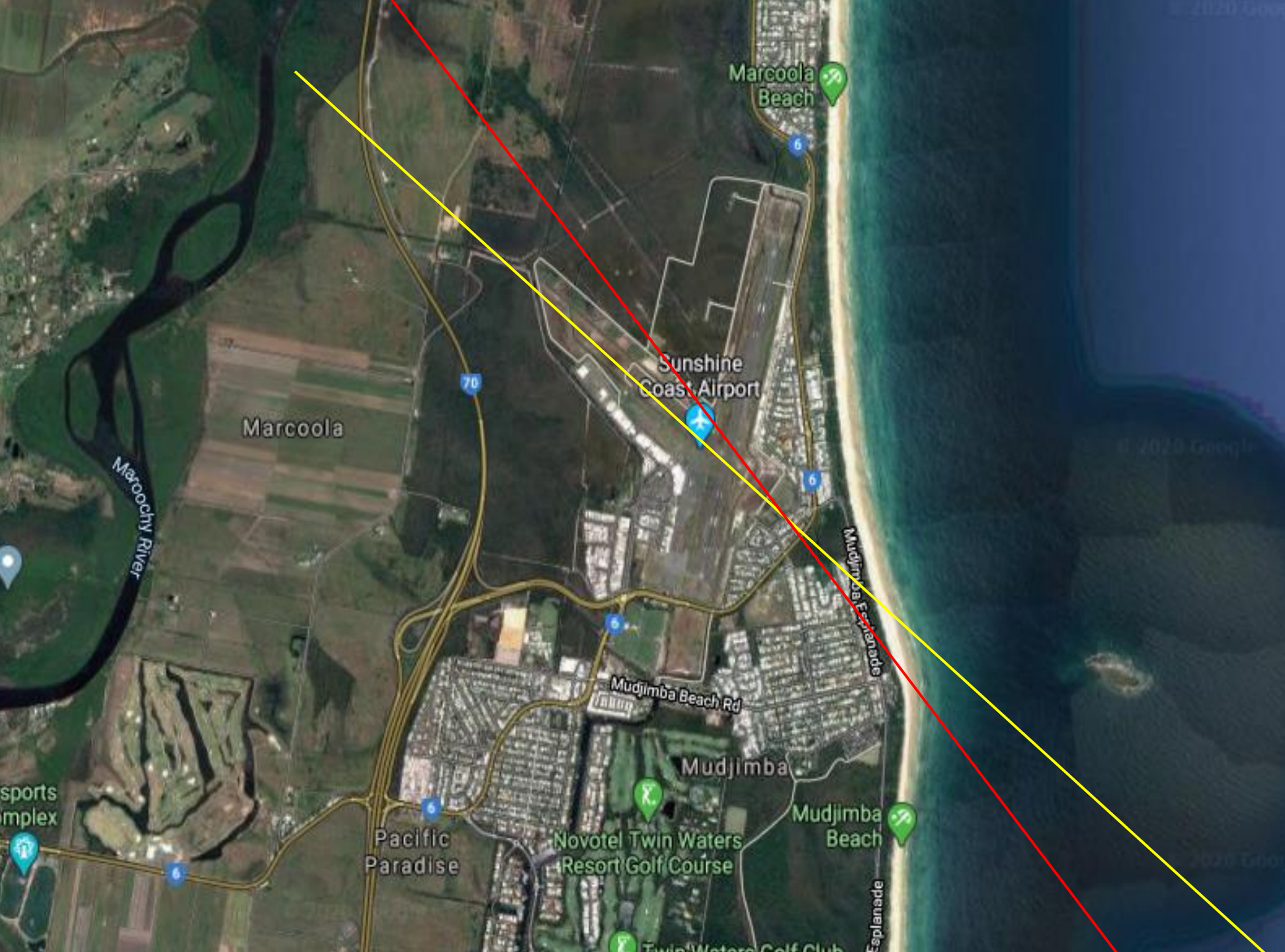
New 1331 Runway

Runway orientation

- 31 (312 magnetic) NW
- 13 (132 magnetic) SE

Northeast corner of
Mudjimba under the
flightpath to Runway 31.





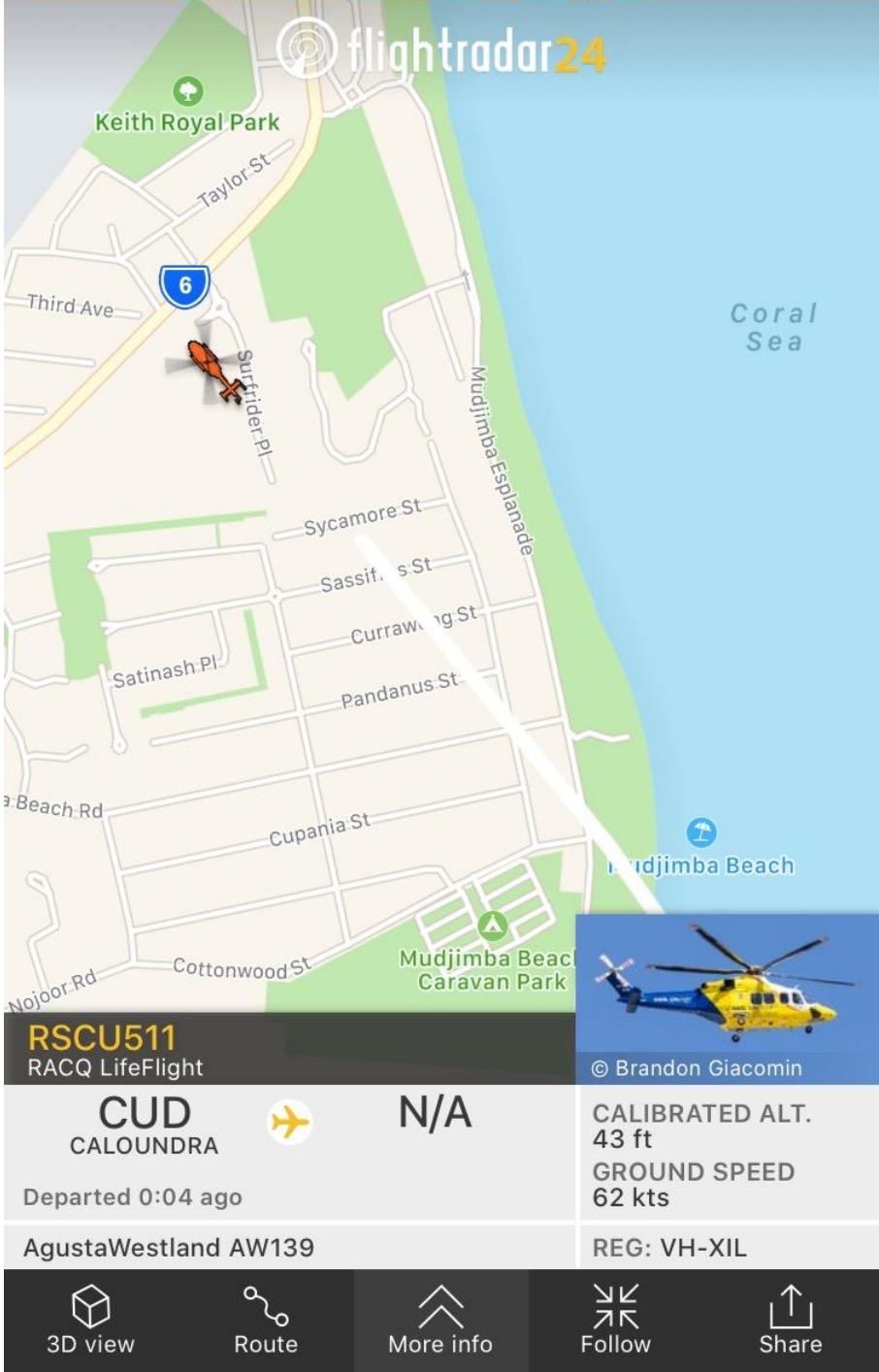
Flightpaths to
the 1331
Runway (Red)
and the old
1230 Runway
(Yellow)

What are Mudjimba residents concerned about?

1. Low flying helicopters
2. Low flying light aircraft
3. Late night flights disturbing sleep

What do these nuisance flights over Mudjimba look like?

1. Low flying helicopters



What do these nuisance flights over Mudjimba look like?


2. Low flying light aircraft

Circuits – note the short cut over Mudjimba


1:56 pm Tue 11 Aug

IYE Private owner

flightradar24 LIVE AIR TRAFFIC



© Flightradar24

MCY  **N/A**

SUNSHINE COAST
AEST (UTC+10:00)

ACTUAL	ESTIMATED
1:40pm	N/A

MEBAI™
SHOW

LEADING THE WAY
FOR BUSINESS AVIATION

8 - 10 DECEMBER 2020 DWC, DUBAI AIRSHOW SITE

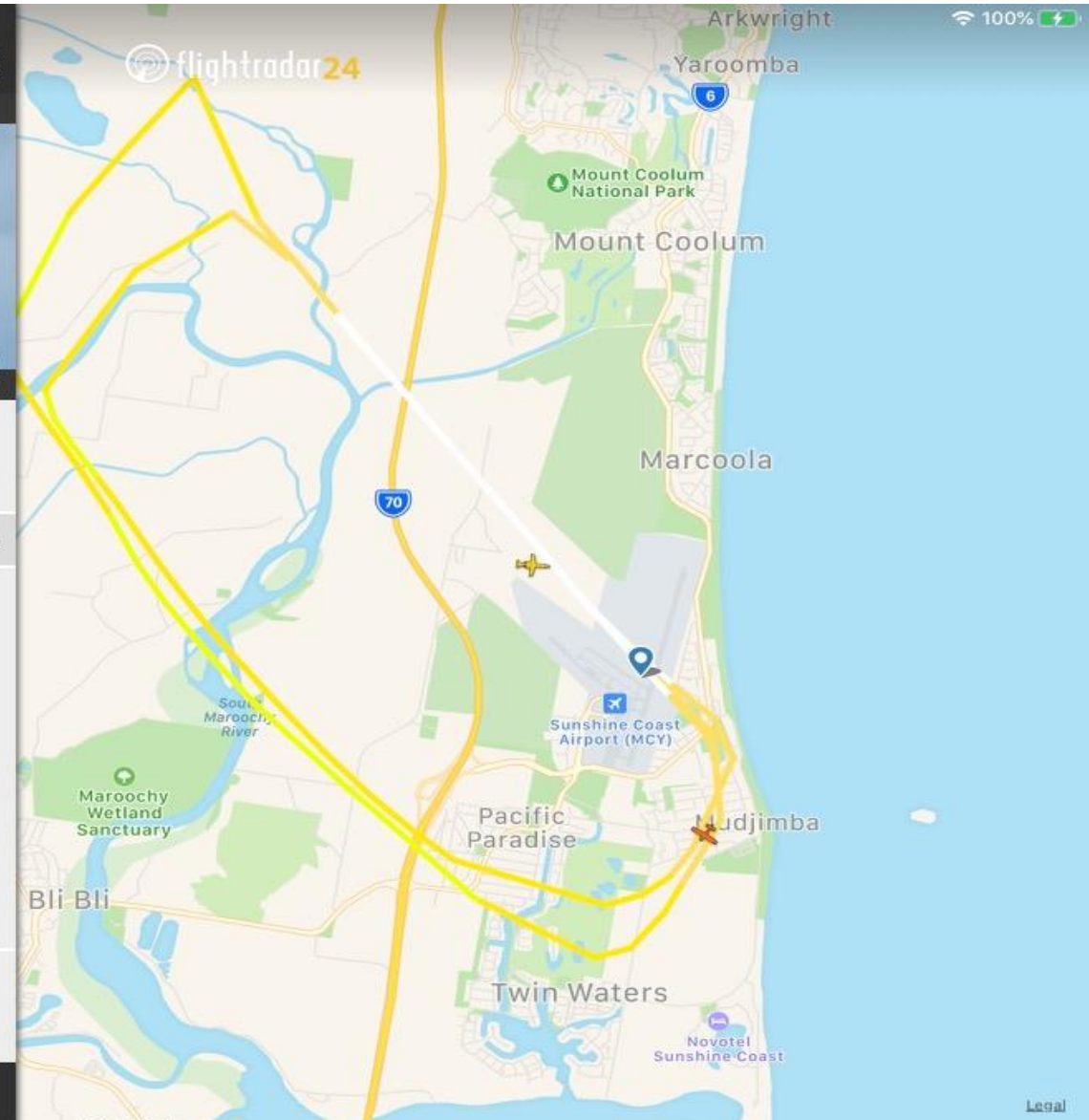
[LEARN MORE](#)

TYPE (C182)
Cessna 182T Skylane

REGISTRATION

COUNTRY OF REG.

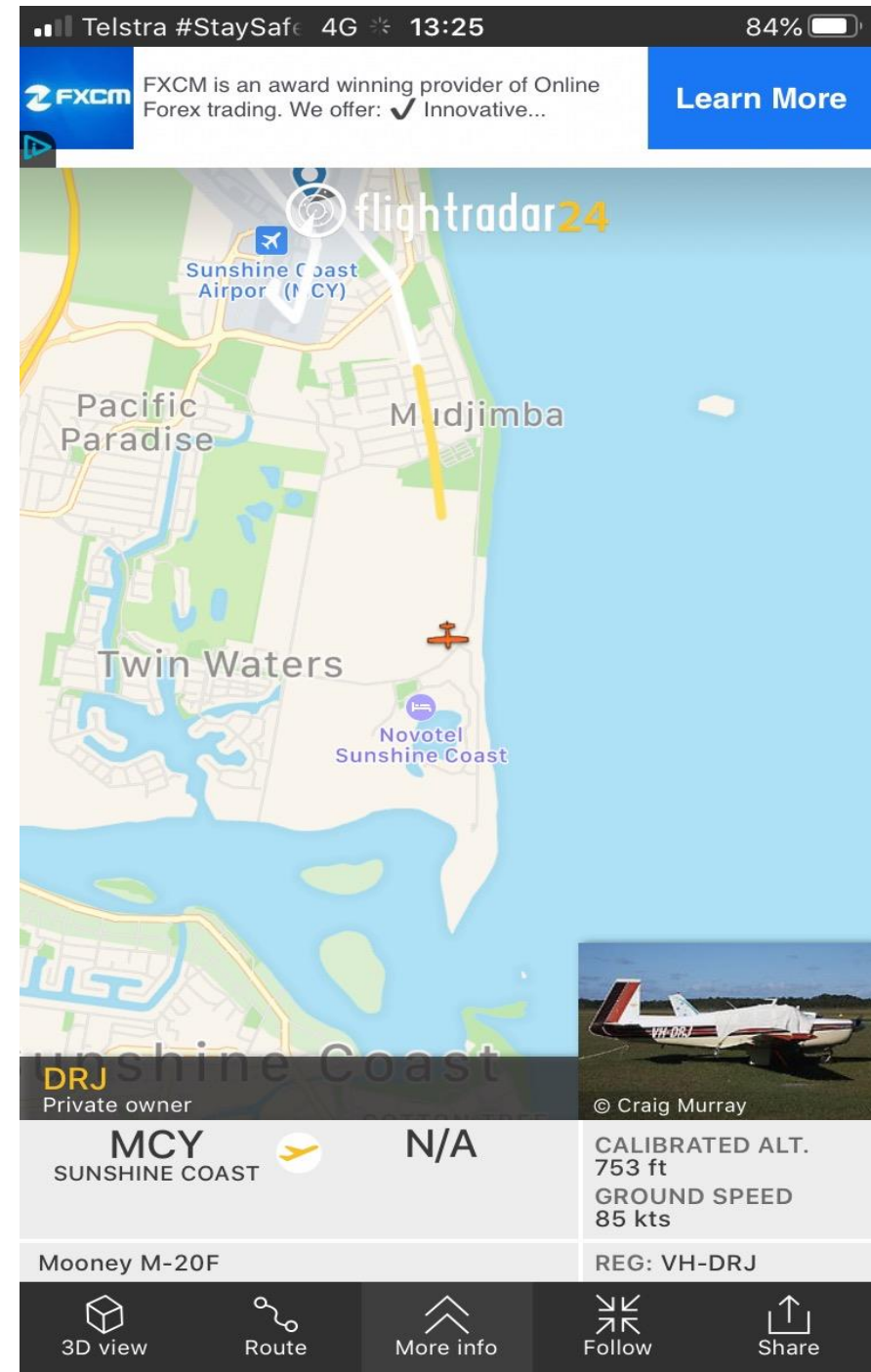
3D view Route Follow Share



What do these nuisance flights over Mudjimba look like?

2. Low flying light aircraft

Take-off from Runway 13 drifts west of Kawanna St



Are these concerns real?

MRA analyzed ASA's WebTrak flight histories at SCA for 2 weeks in July and August
We identified the **proportion of flights that flew over Mudjimba, west of Kawanna St.**

When the wind blew from the south, and aircraft predominantly used runway 13;

1. 32% of departures from 13 (and arrivals on 31) flew over Mudjimba
2. 68% of these flights over Mudjimba were below 1000ft
3. 24% of these flights over Mudjimba were helicopters
4. 17% of all Helicopter flights flew over Mudjimba

When the wind blew from the north, and aircraft predominantly used runway 31;

1. 69% of arrivals on 31 (and departures from 13) flew over Mudjimba
2. 81% of these flights over Mudjimba were below 1000ft
3. 25% of these flights over Mudjimba were helicopters
4. 36% of all Helicopter flights flew over Mudjimba

Can these nuisance flights over Mudjimba be eliminated?

1. Low flying helicopters

(generally emergency services helicopters returning to base at SCA)

Helicopters don't need to align with a runway, but they do prefer to terminate the flight descending into the wind.

There are **flightpaths along the alignment of the 1836** runway (the abandoned north-south runway), over Twin Waters Golf Course and the Conservation Area to the south, or north to Marcoola.

Some helicopters do currently use these routes. All helicopters should be encouraged to use these flightpaths to avoid overflying Mudjimba.

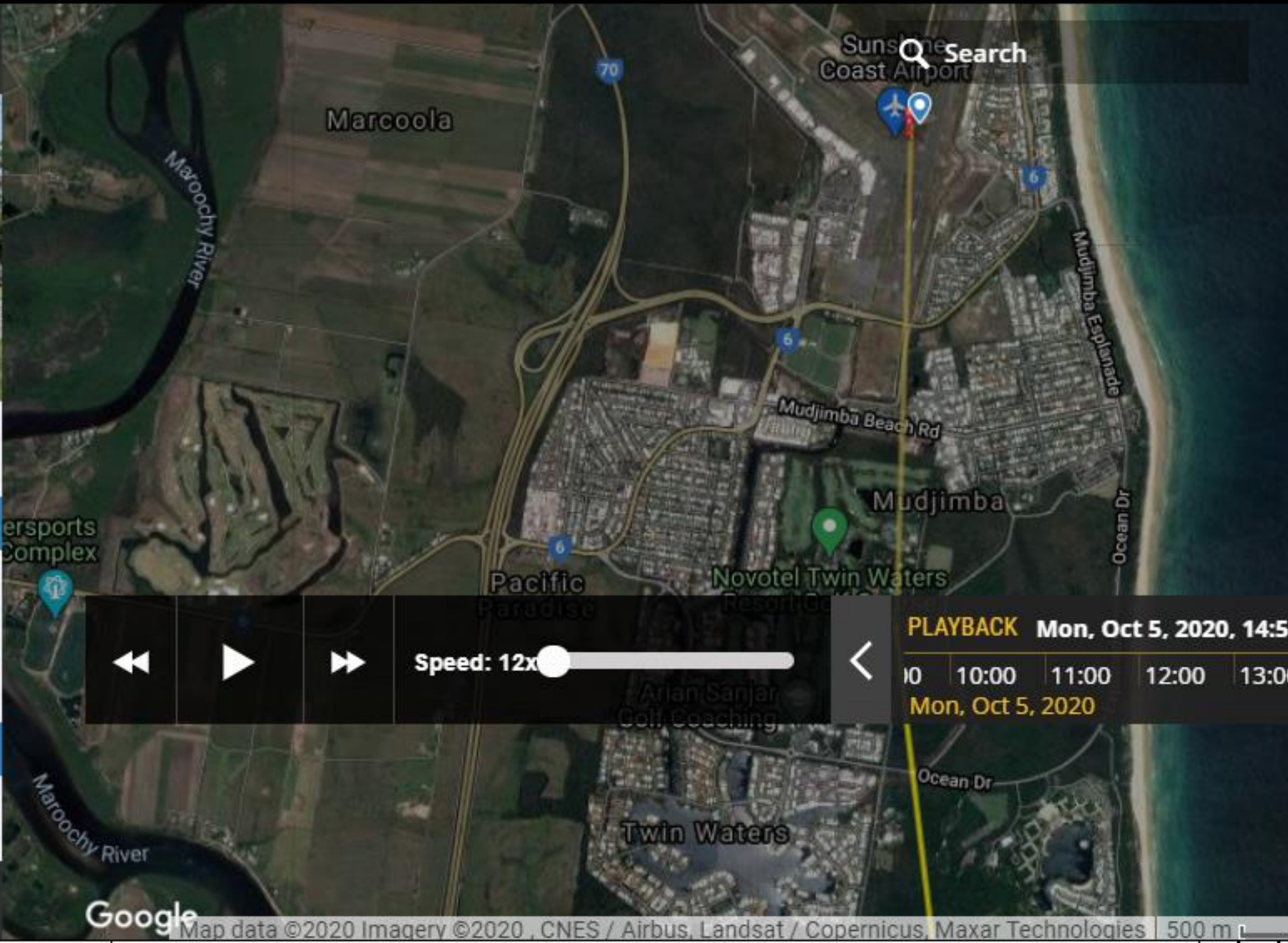
RSCU511

RACQ LifeFlight

✕



	SERIAL NUMBER (MSN)	AGE (JAN 2006)
	36402	14 years
	Recent VH-XCY flights	
	CALIBRATED ALTITUDE	VERTICAL SPEED
	500 ft	-960 fpm
	GPS ALTITUDE	TRACK
	N/A	2°
	Speed & altitude graph	
	GROUND SPEED	TRUE AIRSPEED
	161 km/h	N/A



Can these nuisance flights over Mudjimba be eliminated?

2. Low flying, light aircraft

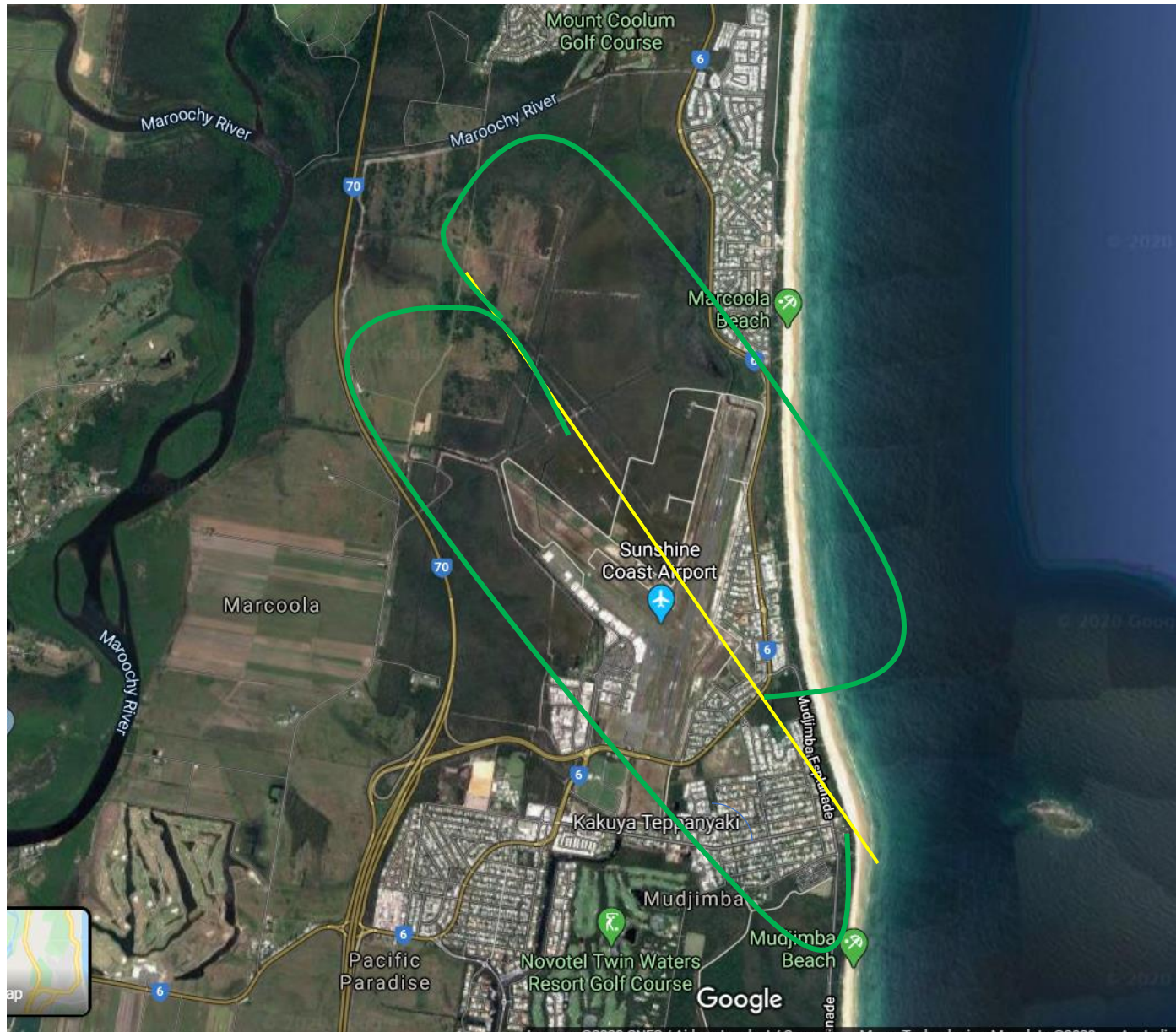
(generally single engine, fixed wing flights doing circuits, not always locals)

On departure from 13, the smaller fixed wing aircraft are turning right onto a circuit (or towards their destination) as soon as they are in stable flight.

These aircraft should be required to **maintain the runway's SE heading until crossing the coastline** (they could then turn right over the conservation area to the south of Mudjimba).

On approach to 31, the same rule can apply, aircraft should be required **to be established on "final" approach to 31, before crossing the coastline.**

Circuits can be flown without passing over Mudjimba



Can these nuisance flights over Mudjimba be eliminated?

3. Late night flights

(currently COVID flights returning sporting teams to quarantine at Twin Waters Resort and Noosa)

The SCAPL advise that there is no curfew at this SCA and it will operate 24/7. (It will be very difficult to get a curfew imposed at SCA)

However, these late-night flights are disturbing the sleep of Mudjimba residents. The **Noise Abatement Procedure (NAP) should be used to reduce the exposure of Mudjimba residents to this nuisance.**

The logo for Airservices, featuring the word "airservices" in white lowercase letters on a dark blue background, with a stylized white and blue wing or swoosh graphic to the right.

Aircraft operations

[How airspace works](#)[Runway selection](#)[Helicopter operations](#)[Circuit training](#)[Noise abatement procedures](#)[Noise improvements](#)[Moving house](#)[Condensation trails](#)[Environmental assessment process
for changes to aircraft operations](#)[Monitoring aircraft noise](#)[WebTrak](#)

Noise abatement procedures

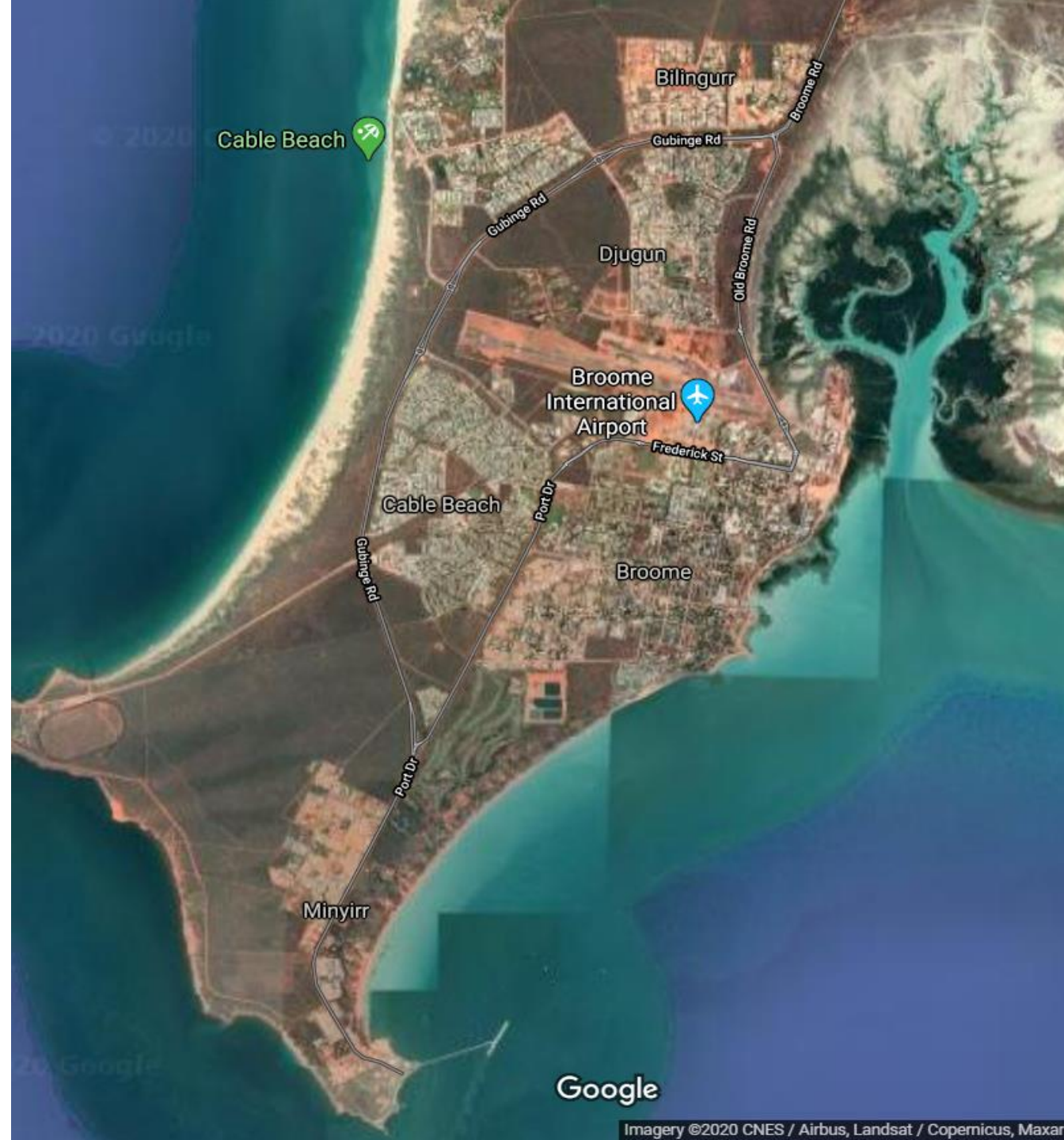
Every major airport has Noise Abatement Procedures (NAPs), which are designed to reduce the impact of aircraft noise on the community. They include procedures for runway use and flight paths to reduce flights over residential areas, as well as the designation of noise abatement areas. NAPs are implemented by air traffic control (ATC) but their use is not mandatory and is subject to weather conditions and aircraft requirements.

Airservices conducts regular reviews to check the effectiveness of NAPs and to seek improvements. At major airports, Airservices consults with community forums on the terms of reference for NAP reviews and reports are published on its website.

Broome (WA) Airport Noise Abatement Procedures

Broome Airport is a good example of how restrictions can be placed on aircraft when the Airport and authorities (ASA/ATC) work with the community.

- Broome has a comprehensive Fly Neighbourly Policy fully supported by the Airport and its operators.
- Broome has very stringent Noise Abatement Procedures (imposed by ASA).
- The population of Broome is somewhere around 14,000 people



Mudjimba, compared to Broome

- The population of the North Shore (Mudjimba, Pacific Paradise and Twin Waters) is about 12,000.
- We have no current Fly Neighbourly Policy in place.
- The Noise Abatement Procedures (NAP) written for the new runway at SCA provide little protection to the Mudjimba community.
- We will express our concerns to ASA (PIR) and seek to revise the NAP, as a united community.

7 NOV 2019

BROOME/INTL, WA

NOISE ABATEMENT PROCEDURES BROOME, WA (YBRM)

Operators at Broome International Airport (BIA) undertake operations in a "Fly Neighbourly" manner.

- These procedures apply during CTAF hours, and are subject to ATC clearance during tower hours.
- All flights are planned to avoid residential areas;
- Low level flying is to be avoided;
- Runway 28 departures are to avoid left turns over Broome township;
- All ACFT are to use an appropriate runway length for departure to maximise altitude over built up and sensitive areas;
- Circuit training is restricted to 0900 - 2000 WST.
- Circuits are not approved on Sundays and Monday nights;
- Touch and go training is kept to a minimum;
- If possible, use satellite airstrips for repetitive aircraft circuits;
- Conduct engine run-ups in designated run-up bays, or in other areas with prior approval of the Airport or delegate;
- Turbine engine testing is restricted to 0700 - 2000 WST, except with the prior approval of the Airport or delegate.

7 NOV 2019

BROOME/INTL, WA

NOISE MANAGEMENT

- Operators are encouraged to contact Broome ATC for advice, particularly for first time visitors to Broome - Phone: 08 9192 7702.
- The following procedures apply to piston and turboprop aeroplanes and all helicopters.

ARRIVALS

- **Piston Engine and Turboprop Aircraft**
Runway 10 - Aircraft to be established on final while over water.
Runway 28 - Aircraft to be established on final approach over water (Dampier Creek).
- **Twin Engine Helicopters**
Runway 28 - Aircraft are to conduct an oblique final approach north of the shopping centre for landing midway down the runway.

DEPARTURES

- **Piston Engine and Turboprop Aircraft**
Runway 10 - Aircraft to climb on runway heading until over Dampier Creek.
- Right Turn - not below 1500FT
- Left Turn - remain clear of built up area before setting heading
- **Twin Engine Helicopters**
Runway 10 - Aircraft pass north of shopping area and clear of built up area before setting heading.
Runway 28 - Aircraft to maintain take-off heading until established over water.
- Right Turn - not below 1500FT
- Left Turn - remain clear of built up area before setting heading

CIRCUIT TRAINING

- **Piston Engine and Turboprop Aircraft**
Left Circuits - Circuits not permitted BTN 2000 - 0900 WST
- **Twin Engine Helicopters**
All Circuits - South of the airport in accordance with airport procedures.
- Oblique departures and arrivals.
Night Circuits - NOT permitted Sunday and Monday nights.



The current SCA NAP does little for Mudjimba

NOISE ABATEMENT PROCEDURES
21 MAY 2020 SUNSHINE COAST, QLD

NOISE ABATEMENT PROCEDURES

SUNSHINE COAST

1. PREFERRED RUNWAYS

1.1 FOR JET AIRCRAFT:

Landing - Runway 31
Take-off - Runway 13

2. PREFERRED FLIGHT PATHS FOR ACFT ABOVE 5700KG

2.1 Where possible all arriving and departing aircraft to track via SIDs and STARs.

3. TRAINING FLIGHTS

See AIP/ERSA

4. OTHER RESTRICTIONS.

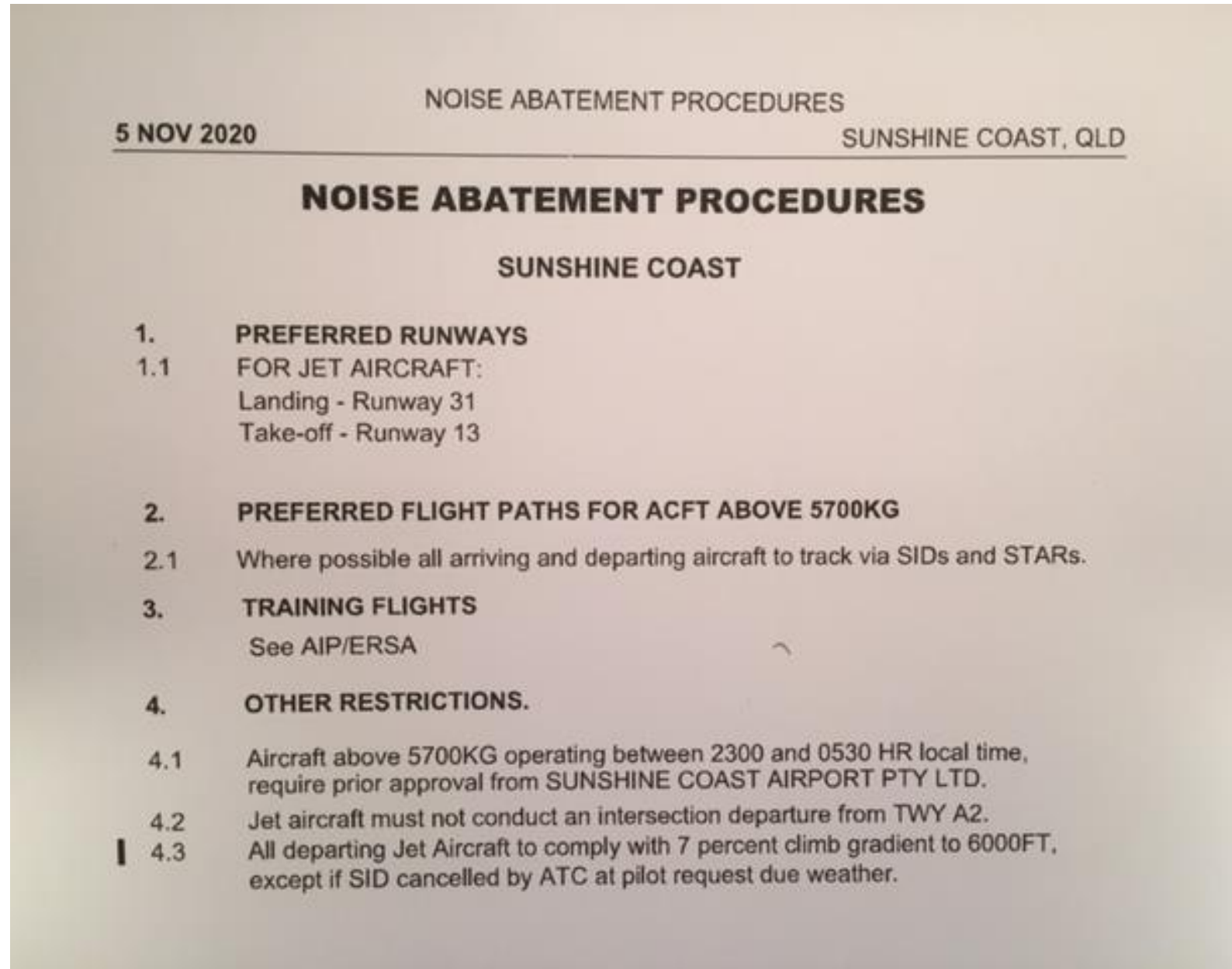
4.1 Aircraft above 5700KG operating between 2300 and 0530 HR local time, require prior approval from SUNSHINE COAST AIRPORT PTY LTD.

4.2 Jet aircraft must not conduct an intersection departure from TWY A2.

4.3 Jet Noise Abatement climb procedures apply H24 RWY 13.

A revised NAP for the SCA, dated 5 November is not enough

“At major airports Airservices consults with community forums on the terms of reference for NAP reviews”



Who is responsible?

The residents of Mudjimba have been very patient. We have waited for the runway to open and operate, and assess its impact on our community.

That impact is clearly unacceptable and unfair on this community.

Australian Airports fall under the direction of the Federal Government.

The Federal Government, through its regulator, **CASA**, and **Airservices Australia**, must take responsibility, not only for the risk to public safety, but also for the disruption to people's lives created by this ineffective NAP.

Airservices Australia, at the request of the Aircraft Noise Ombudsman, are now conducting a **Post Implementation Review** (PIR) of its flightpath design for the SCA (which includes the NAP).

The NAP must be revised, and enforced, by Airservices Australia, to protect our community from unsafe and disturbing flying practice.

Mudjimba must complain to ASA about the noise.

1. You will need to record; **the Time and the Date of the flight.**
2. Log onto www.airservicesaustralia.com; go to “Aircraft Noise” then “WebTrak” and launch WebTrak for the “Sunshine Coast”.
3. Go to “History”, bottom left hand corner of the page.
4. Set the Date and Time a few minutes before the event happened. Monitor the map (you can speed up elapsed time by clicking on the “1x” box at the bottom).
5. Your offending aircraft should appear. Left click on the plane symbol and it will reveal a blue box with Flight ID, Aircraft Type, Origin and Altitude (if its is going to fast for you, pause it and reset the elapsed time speed).
6. Now you can make your complaint. In the box attached to the plane, left click on the left blue cloud to “Report Aircraft”. The page to formulate your complaint will be generated for you to complete and submit.
7. ASA will email a copy of your complaint to you.

“WebTrak” provides a map of the SCA area **which lags real time by about 30mins** (so its best to access it at least an hour, or so, after the noise event).

“WebTrak” holds data in the public domain for 4 months, so **there is no need to rush.**

[Aircraft operations](#)[Monitoring aircraft noise](#)[WebTrak](#)[Making a complaint](#)[Community consultation](#)[Factsheets](#)[Frequently asked questions](#)[Noise resources](#)[Airports](#)

WebTrak

WebTrak is a tool that enables the community to see where aircraft fly and explore historical trends and patterns. WebTrak is provided by [EMS Bruel & Kjaer](#).

WebTrak uses information from air traffic control secondary surveillance radars to display aircraft movements:

- within 50 kilometres of the airport
- up to 30 000 feet above mean sea level

Aircraft noise data is also displayed, collected daily from noise monitors strategically located around communities close to the airport.

WebTrak flight search and display

The flight search and display function allows you to view aircraft flight activity over metropolitan areas. You can also:

- locate your street address and have your home appear on the map
- see noise levels of individual aircraft
- view information about aircraft type, height, origin and destination
- display an aircraft's flight path and point of closest approach to your home
- zoom in and out down to street level.

Note that there is a 40 minute delay on display of flights.

Launch WebTrak

- [Adelaide](#)
- [Brisbane](#)
- [Cairns](#)
- [Canberra](#)
- [Gold Coast](#)
- [Melbourne](#)
- [Perth](#)
- [Sydney](#)
- [Sunshine Coast](#)

Related information

- [Guide to accessing historical trend information on WebTrak](#)

Quick Start Guide

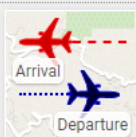
Using WebTrak you can track the flight activity in to and out of Sunshine Coast Airport, along with information about each aircraft. Weather information shown is updated every 30 minutes by the Bureau of Meteorology weather station based at the airport.

[Aircraft](#) [Map](#) [Controls](#) [Noise](#) [Tags](#) [Panels](#)

Aircraft

Aircraft are color-coded to show whether they are arrivals, departures or over flights. Please refer to Legend tab for details of color usage.


The line trailing behind each aircraft shows where it flew in the last 30 seconds.

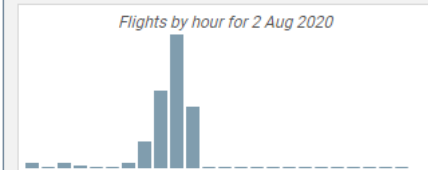


[Other Colors...](#)

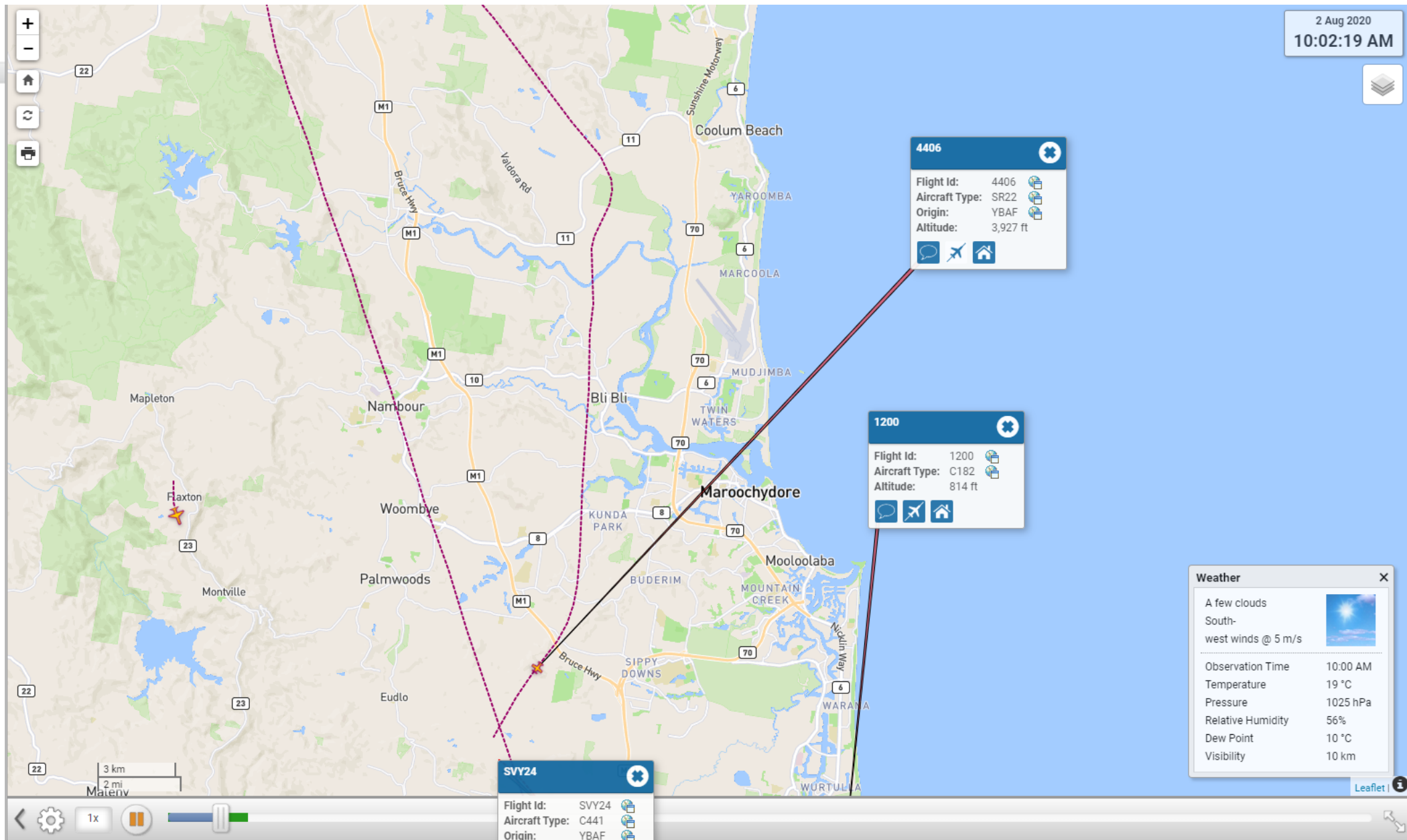
[Flights](#) [Display](#) [Prefs](#)

Mode [Show current flights](#) [Historical](#)

Date to load 




Time to start replay [Set](#)



2 Aug 2020
10:02:19 AM

Weather

A few clouds
South-west winds @ 5 m/s



Observation Time: 10:00 AM
Temperature: 19 °C
Pressure: 1025 hPa
Relative Humidity: 56%
Dew Point: 10 °C
Visibility: 10 km

Noise Complaint, Enquiry and Comment Form



Submit as anonymous

No

Title (required)

Mr

Given name (required)

Paul

Surname (required)

Cross

Street

11, Pandanus Street

Suburb (required)

Mudjimba

State (required)

QLD

Postcode

4564

Contact details (at least one contact is required to submit the form)

If you are seeking a response please provide an email address as the NCIS phone and postal service is currently closed.

Email Address

Preferred Phone

0439678438

Alternate Phone



Remember my details on this computer (not recommended if on a public or shared computer)

Your submission

Type of submission (required)



Complaint



Comment



Enquiry

Enter your submission (required)

At 2330 on the 12th June a large aircraft took off to the Southeast from the Sunshine coast airport and turned right and overflowed the Mudjimba community at 500 feet. Attached is a screenshot of the aircraft track and height. Please note, the wind was calm at the time and the pilot could have departed to the Northwest. Did the operator gain permission from the airport authority to depart outside the times for aircraft over 5700kg as per the noise abatement procedures laid down in the aircservices Departure and Approach procedures (DAP). ✓

Optional - if you wish to nominate the specific date and time of an event, then please use the fields below

Date

12

Jun

2020

Time

11 PM

: 30

Please scroll down to read the Privacy Statement located under the Submit button.



I'm not a robot



reCAPTCHA
Privacy - Terms



Submit

Fly Neighbourly and Airmanship

This is something we, as a community, need to discuss with the airport (SCAPL), Air Traffic Control (ATC) and the General Aviation operators.

Summary

1. Establish a dialogue with local GA operators (e.g Lifeflight, Emergency Services, Flying School).
2. SCAPL and Council to expand the Community Aviation Forum to include the local GA operators.
3. Submit to the PIR to establish a **new NAP** to include;
 - I. **Reverse the Preferred Runway** to the northern end of the airport, not over Mudjimba
 - II. **Direct departures from 13 to remain on the runway heading until passing the coastline**
 - III. **Directs arrivals to 31 to establish “final” on the runway alignment prior to passing the coast**
 - IV. All departures on 13 to use the full runway length to maximise altitude over Mudjimba.
 - V. Permit departures on 13 to turn left to 090 on achieving stable flight above 1500 ft altitude

The Mudjimba community must express their concerns .

Continue to submit complaints regarding unacceptable aircraft noise impacts to Airservices Australia; cc. Ted O’Brien, Fiona Simpson, Jason O’Pray and SCAPL.



SUNSHINE COAST AIRPORT COMMUNITY AVIATION FORUM

MINUTES

20 October 2020

Sunshine Coast Airport - Marcoola Meeting Room

Attendees

Chair	Mr Ron Brent
Buddina Flight Path Group	Ms Gwen Brown
Coolum Residents Association	Mr Mark Jones
Flight Path Forum	Ms Charlotte Wensley
Marcoola Community Group	Ms Susie Chapman
Marcoola Community Group	Mr Ken Keays
Marcoola South	Ms Dawn MacKinnon
Mudjimba Residents Association	Mr Martin Peelgrane
Noosa Shire Council	Cr Frank Wilkie (attended online)
Noosa Hinterland Residents Association	Ms Susan Crosser
Seaside Shores Community Association	Mr Richard Dennis
Twin Waters Residents Association	Mr Kevin Lyons
Yandina Creek Progress Association	Ms Cheryl Sykes (attended online)
Airservices Australia	Mr Craig Bradshaw, Acting Tower Manager
Airservices Australia	Ms Fiona Lawton, Community Engagement Manager (attended online)
Sunshine Coast Council	SCAEP Project Director Mr Ross Ullman
Sunshine Coast Airport	Chief Executive Officer Mr Andrew Brodie
Sunshine Coast Airport	General Manager Operations and Assets Mr Frank Mondello
Sunshine Coast Airport	Head of Corporate Relations Ayllie White
Sunshine Coast Airport	Chief Financial Officer, Mr Matthew Whyte
Sunshine Coast Airport	Secretariat Ms Emma O'Mara
Apologies	
Buderim War Memorial Community Association	Mrs Marilyn Keelty
Coolum Business and Tourism Association	Mark Cameron
East West Runway Action Group (EWRAG)	Ms Mary McLean
Flight Path Group	Ms Gwen Brown
North Shore Traders Association	Mr Paul King
Pacific Paradise Progress Association	Mr Warren Fraser
Yandina Creek Progress Association	Mr Phil Vivian
Sunshine Coast Council Division 8 Councillor	Mr Jason O'Pray
State Member for Maroochydore	Ms Fiona Simpson
State Member for Ninderry	Mr Dan Purdie
State Member for Noosa	Ms Sandy Bolton
Federal Member for Fairfax	Mr Ted O'Brien

1. Welcome and Introductions

The Chair welcomed all members and acknowledged the traditional custodians of the land and paid respects to Elders past, present and emerging.

He also acknowledged the length in time since the last meeting, on 4 December 2019, due to COVID-19 and proposed a new action list be established.

He also reiterated the Sunshine Coast Airport's (SCA) commitment to engaging with the community regarding various matters.

2. SCA general update – SCA Chief Executive Officer Andrew Brodie

Refer to slides 3 – 5 of the presentation pack.

SCA Chief Executive Andrew Brodie explained the challenges the airport faced as a result of COVID-19.

He added that the downturn had provided SCA an opportunity to reevaluate its business and operations.

He also acknowledged the reduction in jet services and subsequent increase in General Aviation (GA) activity.

3. SCA operations update – SCA General Manager Operations and Assets Frank Mondello

Refer to slides 6 – 12 of the presentation pack.

SCA General Manager Operations and Assets Frank Mondello acknowledged the opening of the new runway 13/31 which occurred on 14 June 2020 and the subsequent airspace change process.

He also advised that work as part of the Sunshine Coast Airport Expansion Project being delivered by Sunshine Coast Council was continuing, with improved taxiways and expanded apron areas nearing completion, expected in December 2020, weather permitting.

4. Proposed CAF web page – SCA Head of Corporate Relations Ayllie White

Refer to slide 13 of the presentation pack.

SCA Head of Corporate Relations Ayllie White referred to recent correspondence issued to CAF members on 13 October 2020 which sought endorsement for a dedicated CAF webpage to feature information regarding Forum membership, meeting content and terms of reference.

Action:

The Chair noted that the establishment of the proposed CAF webpage was endorsed and requested that SCA action.

5. Airservices update – Airservices Community and Engagement Manager Fiona Lawton

Refer to slides 14 – 35 of the presentation pack.

Airservices Australia (ASA) Community Engagement Manager Fiona Lawton attended online and gave her apologies for not being physically present due to an injury.

She introduced Acting Tower Manager, Craig Bradshaw, who provided an overview of the current challenges his team had faced, including:

- Transitioning to operations on the new runway 13/31;
- Temporary changes to staffing and standard tower hours, with it currently operating between 7.30am and 5.30pm each day, with the anticipation it would return to normal by February 2021.
- Total aircraft movements were down only 10 percent when compared with the same time last year.

Post Implementation Review

Ms Lawton advised that ASA's Post Implementation Review (PIR) process had commenced. She encouraged Forum members to visit the [Engage Airservices](#) website which housed more information. Further, she advised that the consultation period for the PIR's draft Terms of Reference (TOR) would close on 1 November and thanked those who had provided feedback to date.

Ms Lawton explained that typically, the PIR process involved a desktop study, on-ground monitoring and investigation of alternatives, but acknowledged the reduction in RPT (Regular Public Transport) aircraft movements due to COVID-19 meant it would take longer to obtain data.

Draft Flight Path Design Principles

Ms Lawton advised that findings from national stakeholder consultation on ASA's Draft Flight Path Design Principles had been released. Further information is available on the Engage Airservices website.

Draft Community Engagement Framework

Ms Lawton advised that ASA had released its draft Community Engagement Framework which outlined its approach to engagement around flight path and airspace changes. Again, further information is available on the Engage Airservices website.

Aircraft in Your Neighbourhood

Ms Lawton also provided a demonstration on the recently launched [Aircraft in Your Neighbourhood](#) platform which provides insights and data. The high number of general aviation (GA) related complaints was discussed.

6. Sunshine Coast General Aviation movements

Ms Lawton presented information regarding aircraft movements, focussing on GA and helicopter operations in recent years. Refer to slides 36 – 52 of the presentation pack.

Ms White said SCA acknowledged community interest in the level of general aviation activity. She also outlined the roles of ASA, SCA and CASA when it came to managing GA activity (refer to slide 53) and acknowledged that GA aircraft are not required to follow published flight paths.

Mudjimba Residents Association (MRA) representative Martin Peelgrane raised that GA aircraft in Sunshine Coast airspace that originated from other ports was a key issue.

7. Draft Fly Neighbourly Agreements – SCA Head of Corporate Relations Ayllie White

Ms White reminded CAF members the draft Fly Neighbourly Agreements had been issued for comment and requested feedback by 27 October 2020. Ms White added that the Fly Neighbourly Agreements are voluntary based agreements and SCA will publish information on those operators that have voluntarily signed up to the agreements.

Action:

The Chair encouraged all members to provide feedback on the draft Fly Neighbourly Agreements by 27 October 2020.

8. Mudjimba Residents Association presentation – Martin Peelgrane

Mr Peelgrane provided a presentation on behalf of the MRA. Refer to slides 55 – 81 of the presentation pack. The presentation:

- Identified low flying helicopters, low flying GA aircraft and late night flights as key issues for residents in Mudjimba.
- Highlighted possible measures to address key issues experienced by Mudjimba residents including:
 - suggesting operators keep to ‘centre line’ of the flight path before crossing the coast;
 - review the Noise Abatement Procedures (NAP); and
 - reversing the preferred runway procedures to reduce the number of residents impacted. It was noted that not all CAF members supported the reversal of the preferred runway direction at this stage.

Mr Peelgrane also questioned the ASA complaints process. The Chair explained that the complaints process was ‘issues based’, not ‘volume based’. Ms Lawton assured that all complaints were recorded and tracked against an individual complainant. The Chair advised that anyone could make as many complaints as they wished.

The Chair commended Mr Peelgrane’s presentation and the approach to solutions-focussed alternatives. He also commented on a comparison to Broome airport, noting that he had been consulted (as Aircraft Noise Ombudsman) on noise management at Broome airport. The reference to that Airport is an interesting comparison although it should be noted that Broome airport could impose more robust NAPs and Fly Neighbourly Policies because it was an isolated airport and aircraft types differed.

Action:

MRA to formally submit key suggestions outlined in the presentation to ASA as part of the PIR.

The Airport to consider the issues raised in the context of the updated draft Fly Neighbourly Agreement.

9. Questions

Coolum Residents Association representative Mark Jones questioned what range in altitude SCA airspace covers.

- Mr Bradshaw explained it was approximately 4,500 feet in an upside-down ‘tiered wedding cake’ model.

Flight Path Forum representative Ms Charlotte Wensley questioned whether flights that operate visual flight rules are still under tower control.

- Ms Bradshaw explained air traffic controllers advise pilots how to join circuits and at what height to fly.

Ms Wensley also questioned how long ASA expected to consider community feedback on draft ToR for the PIR.

- Ms Lawton said it would be dependent on the volume of feedback received, but ASA intended to commence the next phase before Christmas.

Ms Wensley queried a proposed northern flight path route discussed at the initial PIR.

- Ms Lawton advised it was a not community suggested alternative and was discussed at the initial PIR Terms of Reference meeting to demonstrate how the flight path principles would apply.

Mr Peelgrane queried why airport tenants were not represented at the CAF. The Chair advised they had previously attended but the decision was made to engage with tenants in a more targeted way to address their specific needs. This followed some meetings in which the tenants issued had completely dominated the meetings at the expense of community participation.

10. Closing

Noosa Hinterland Residents Association representative Susan Crosser thanked SCA for the opportunity to attend the CAF. Noosa Council Cr Frank Wilkie also extended his thanks and advised that Noosa Council would also review the ToR for the PIR.

The Chair outlined actions ahead of the next meeting which have been noted in the table below:

ACTION TABLE

Meeting date	Action	Responsible officer	Date due
20/10/2020	CAF website	Ayllie White, SCA	Next meeting
20/10/2020	Draft Fly Neighbourly Agreement comments due	All members	27 October 2020
20/10/2020	MRA key suggestions to be submitted to ASA	Martin Peelgrane, MRA	As part of PIR process
20/10/2020	Dates for 2021 CAF meetings to be proposed	Ayllie White, SCA	Next meeting

20/10/2020	SCA to consider issues raised in Mr Peelgrane's presentation in the context of the draft Fly Neighbourly Agreement	Ayllie White, SCA	Next meeting
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Draft