

Sunshine Coast Airport Flight Paths

Post Implementation Review –Sunshine Coast Airport -Terms of Reference

Draft 2.0

From Cooroy Area Residents Association (CARA)

Background

On 19 September, 2020, ASA held a consultation meeting with several interested community groups. Despite the CARA being registered as an interested party, no invitation to this meeting was received.

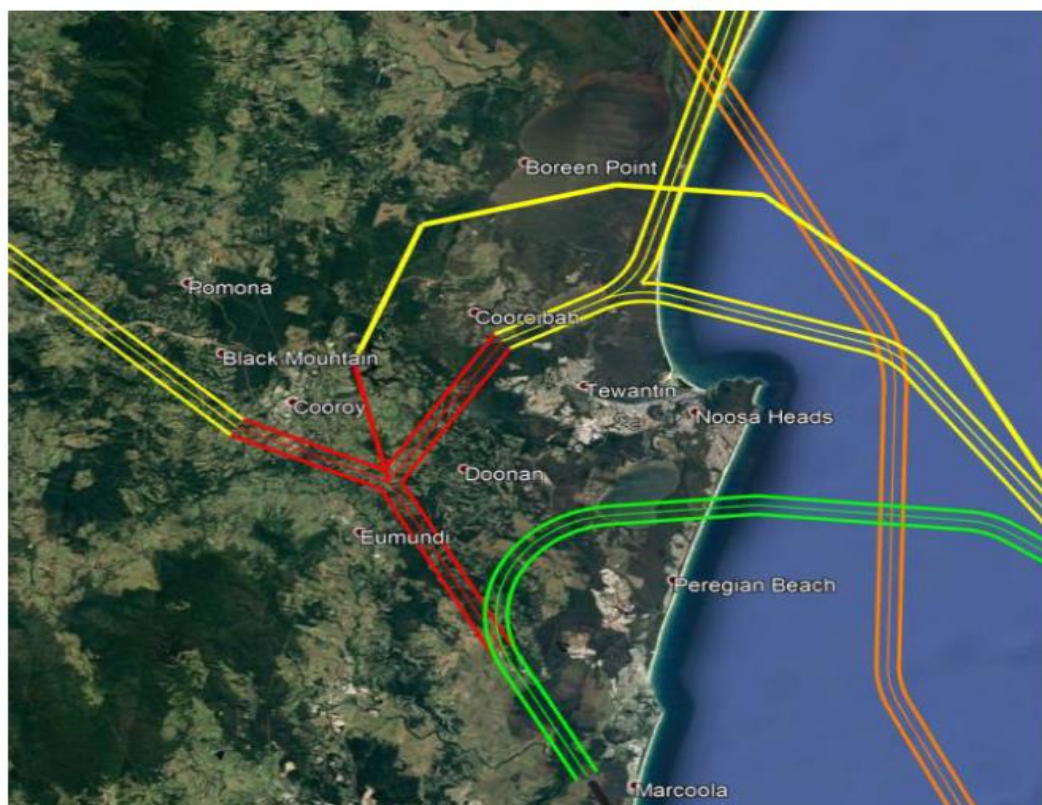
Before the opening of the new runway, Cooroy had no commercial air traffic and significantly less light aircraft traffic than now. The flight path corridors now severely impact on the Hinterland environment and our homes.

We welcome the newly announced post implementation review and are encouraged to see that the environment, flight paths and aircraft noise levels are all nominated as key elements of the review.

Our Concerns

The image below was presented by ASA at the abovementioned meeting. The image is one of a few apparent “community submissions” that ASA are examining as an alternative, or in addition to, the flight path over Marcus Beach (shown here as three green lines).

The image shows red potential flights path crossing the Noosa Hinterland to the east of Eumundi and the south of Cooroy.



CARA's principal concern is reflected in ASA documentation (Sunshine Coast Airspace and Flight Path Changes – Proposed Final Design and Consideration of Feedback – July 2019) is that *some community submissions asked for an alternate approach option further north over less populated areas. This approach involves arriving aircraft tracking north-west of the runway and overflying, in a circuitous and much wider arc east of Lake MacDonald, continuing between Eumundi and Verrierdale to Yandina Creek to line up with Runway 13.*

We are concerned that other communities to our south have lodged hundreds of comments / complaints and the number of submissions is a measure of how little influence those in the hinterland have on any changes to the flight paths. These are people living in quiet rural areas, reliant of rainwater collected from roofs.

CARA Submission for consideration

1. The timing of the Post Implementation Review (PIR) needs to be extended until the recovery from Covid 19 Impacts on current Air Services is recovered enough for any Data Analysis to reflect “Normal” usage, say 80% of pre-COVID flights.
2. ToRs Assessment of impacts on the communities and Analyses must also include:
 - Existing Low Ambient Noise areas.
 - Environmentally important areas.
 - Interference with and Impact on Eco Tourism and high-end wilderness experience areas.
 - Pollution from over flying aircraft on rainwater recovery for residents harvesting rainwater for domestic use.
3. Any reference to “sharing” traffic between different flight paths must not be based solely on the size of population, but rigorously include the impacts flagged in 2. above.
4. Primary and Secondary Flight Path Terms to be clearly defined to ensure that Secondary Paths are not just disguised “most likely” and “automatically” initiated high usage paths.
5. Jet Flights below 5000 ft are recognised as “avoid” for Residential and Sensitive Receptors.
6. Selective Flight Paths be chosen for “Noisy” Aircraft e.g. Some of the current Alliance Airlines Jet aircraft currently flying over the Hinterland and areas north of Noosa are unusually noisy and the ToR must include Flight Paths for these exceptional cases which consider the impacts flagged in 2 above.

Noise Monitoring: - We request that noise monitoring and assessments start immediately in the Hinterland as we are already heavily impacted. The Hinterland typically has an ambient noise level as low as 25dB so a 70dB aircraft sounds incredibly loud. This level of sound will affect us in many ways, psychologically and physically, including environmental and health impacts, our quality of sleep and our quality of life.

Noise abatement

No-fly' times are brought in between 9:30pm & 6:30am in the Hinterland – including Alliance Airlines and small, non-essential aircraft and positioning flights, training and empty sectors etc.

Noise abatement procedures (NAPs) are complied with at all hours of day and night, not just ATC Tower hours.

The introduction of Noise Abatement Departures (NADP's) - steeper climb gradient on departure so aircraft at a higher altitude when passing over Hinterland residents.

Investigation of use of continuous descent operations to minimise noise impact over Hinterland – aircraft stay higher for longer. These are successfully used in International airports to reduce carbon emissions. (ref LHR)

Implementation of real-world Noise Monitoring across the region under the Airspace, especially those Hinterland areas where no monitoring has occurred to date.

Topography

Many homes are situated up to 1000ft above sea level creating a major impact from all types of aircraft, as well as light and commercial 'joy flying' overhead – under 500ft

Environmental

We request a full investigation of the environmental impacts on the Hinterland – not withstanding; fuel dumping, impact on environmentally sensitive National Parks, carbon emissions, rainwater tanks and drinking water contamination from local water reservoirs, impact on birdlife and wildlife including endangered local species.

Social Impact Study

We request a Social Impact Study on the health and wellbeing of newly affected Hinterland residents.

We request that you take our serious concerns into consideration, and look forward to being included in future planning workshops,

Yours sincerely,

Rod Ritchie
President

Cooroy Area Residents Association

423 Old Ceylon Rd
Cooroy QLD 4563

Tel: 07 5442 6776'