

Mudjimba Residents Association

and flying at
the Sunshine Coast Airport

Oct 2020

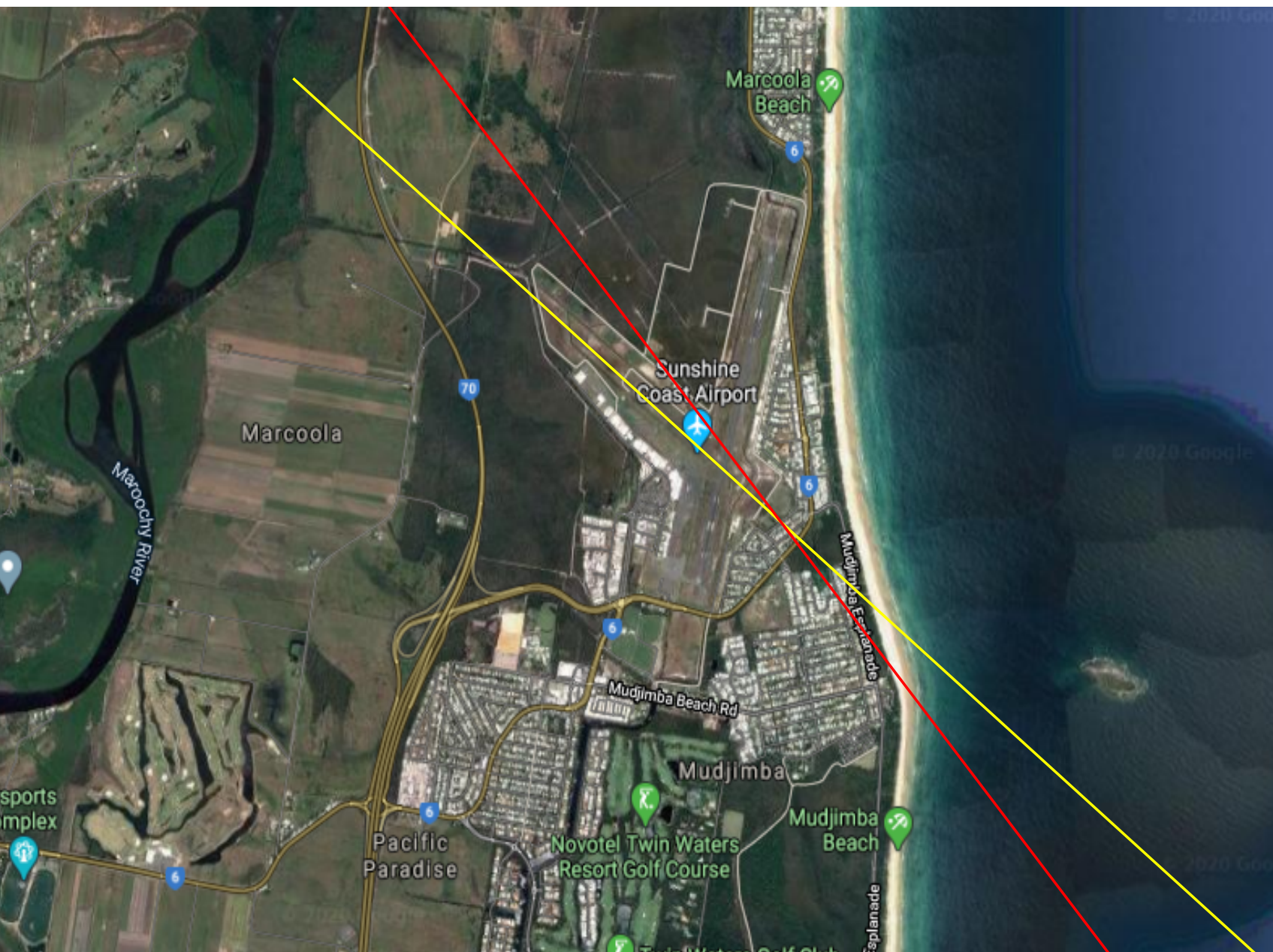
New 1331 Runway

Runway orientation

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

Northeast corner of
Mudjimba under the
flightpath to Runway 31.





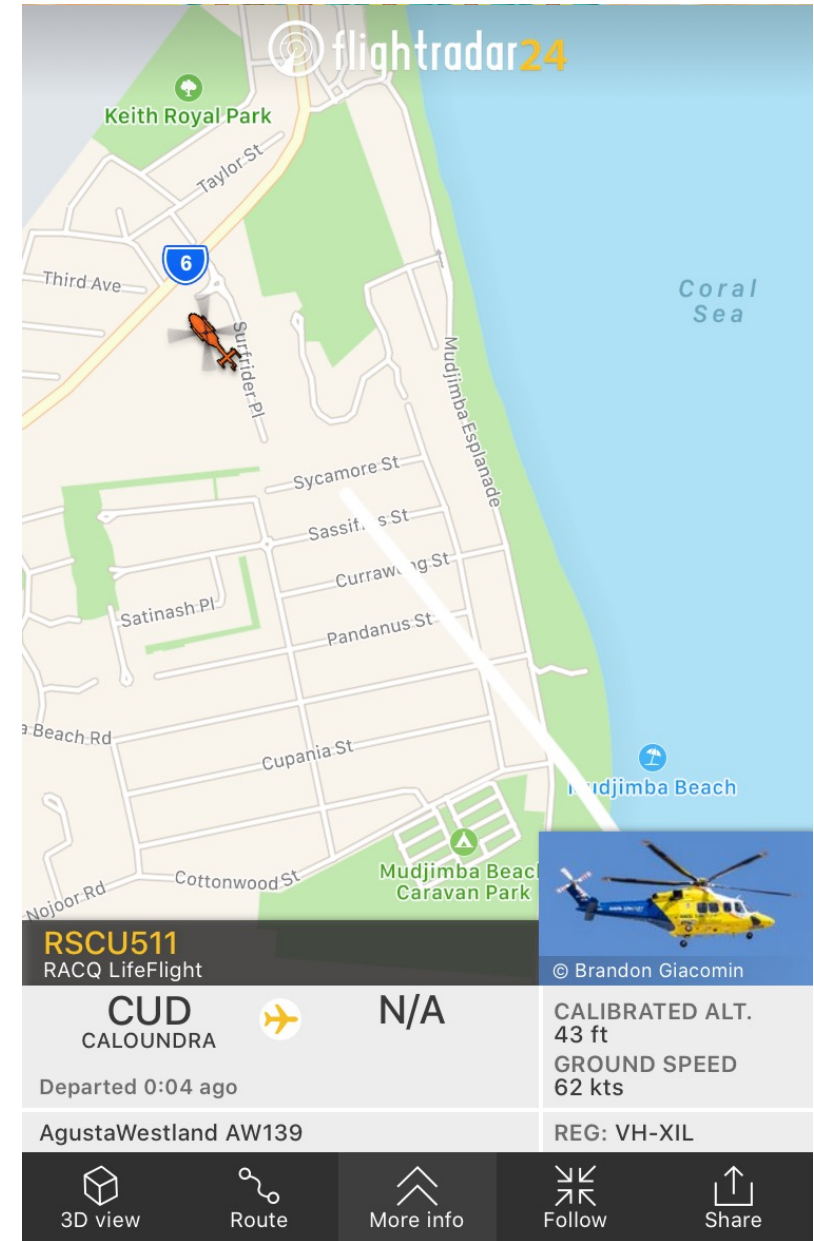
Flightpaths to
the 1331
Runway (Red)
and the old
1230 Runway
(Yellow)

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?

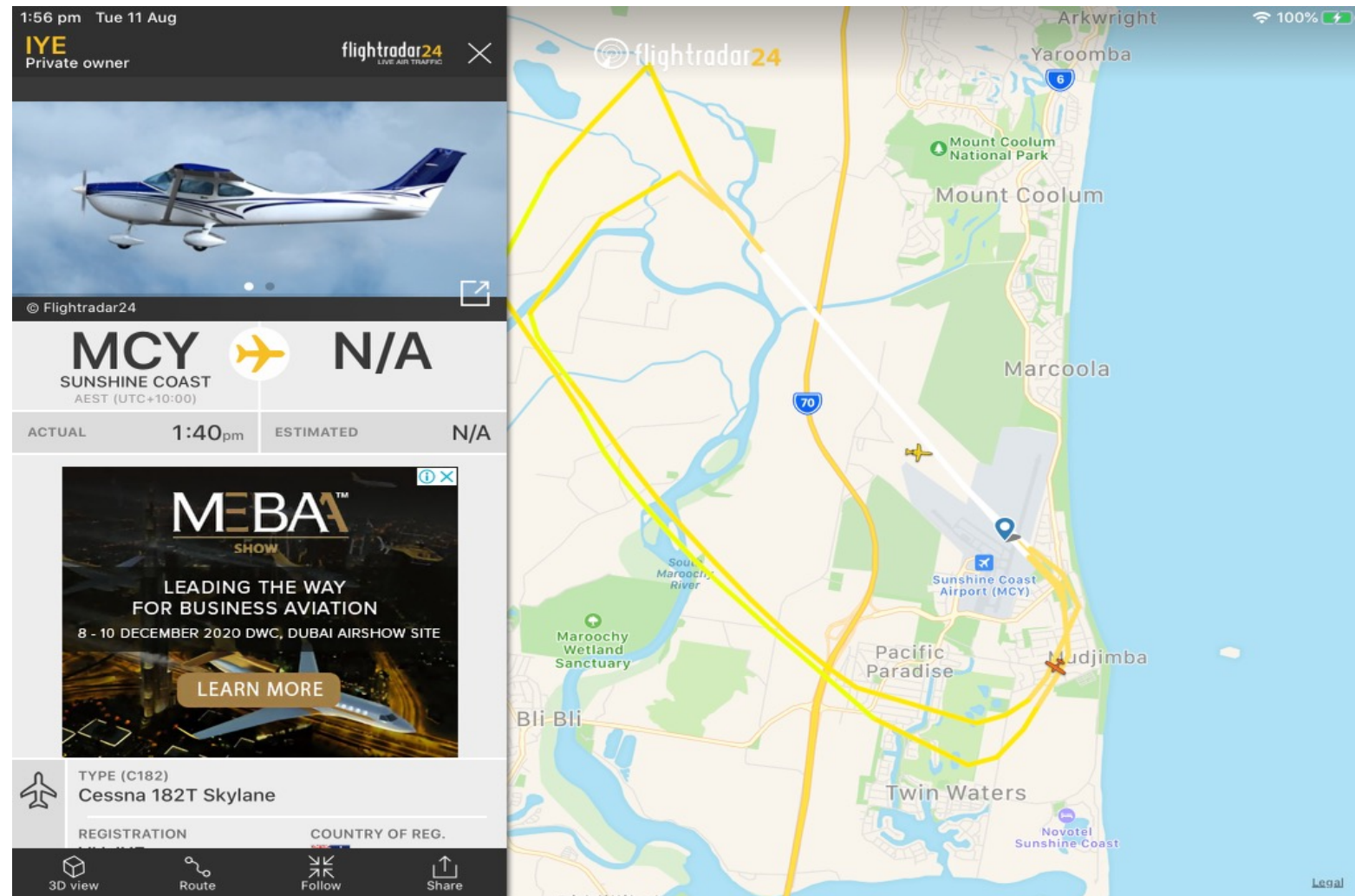
1. Low flying helicopters



What do these nuisance flights over Mudjimba look like?

2. Low flying light aircraft

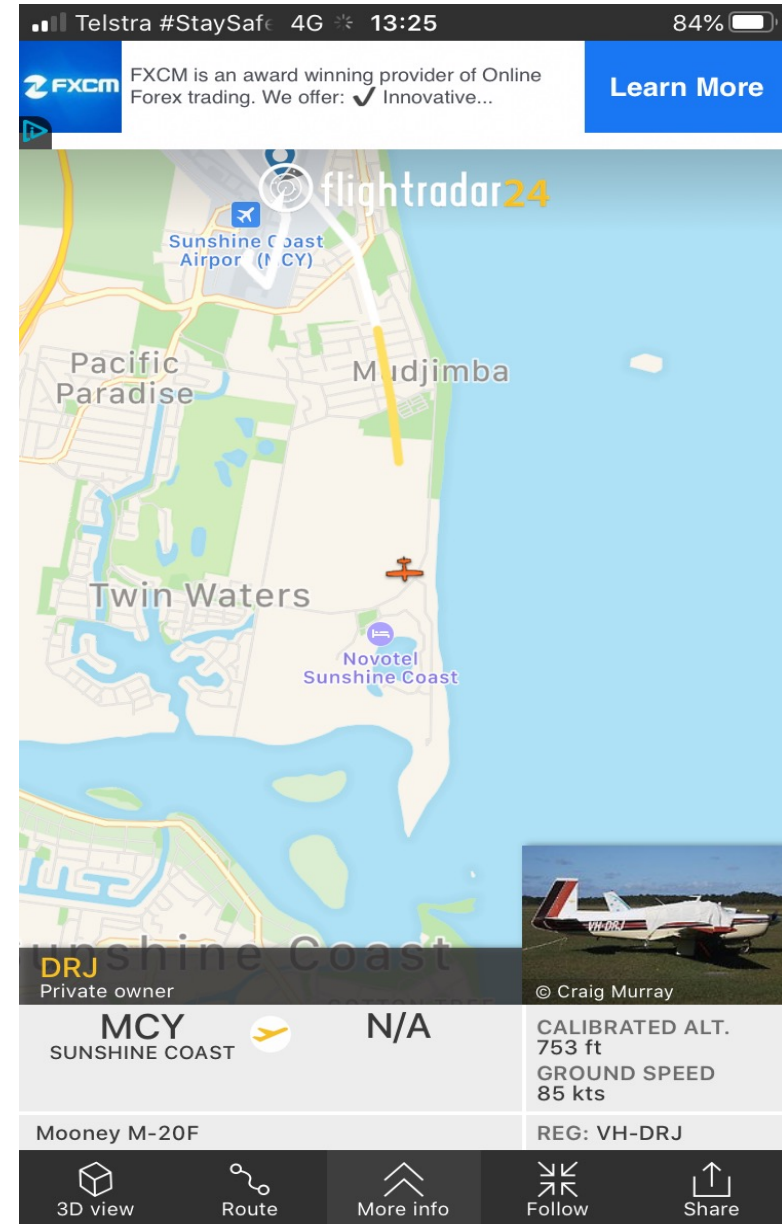
Circuits – note the short cut over Mudjimba



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) 36402
AGE (JAN 2006) 14 years



Recent VH-XCY flights



CALIBRATED ALTITUDE 500 ft
VERTICAL SPEED -960 fpm

GPS ALTITUDE N/A
TRACK 2°



Speed & altitude graph



GROUND SPEED 161 km/h
TRUE AIRSPEED N/A



3D view



Route



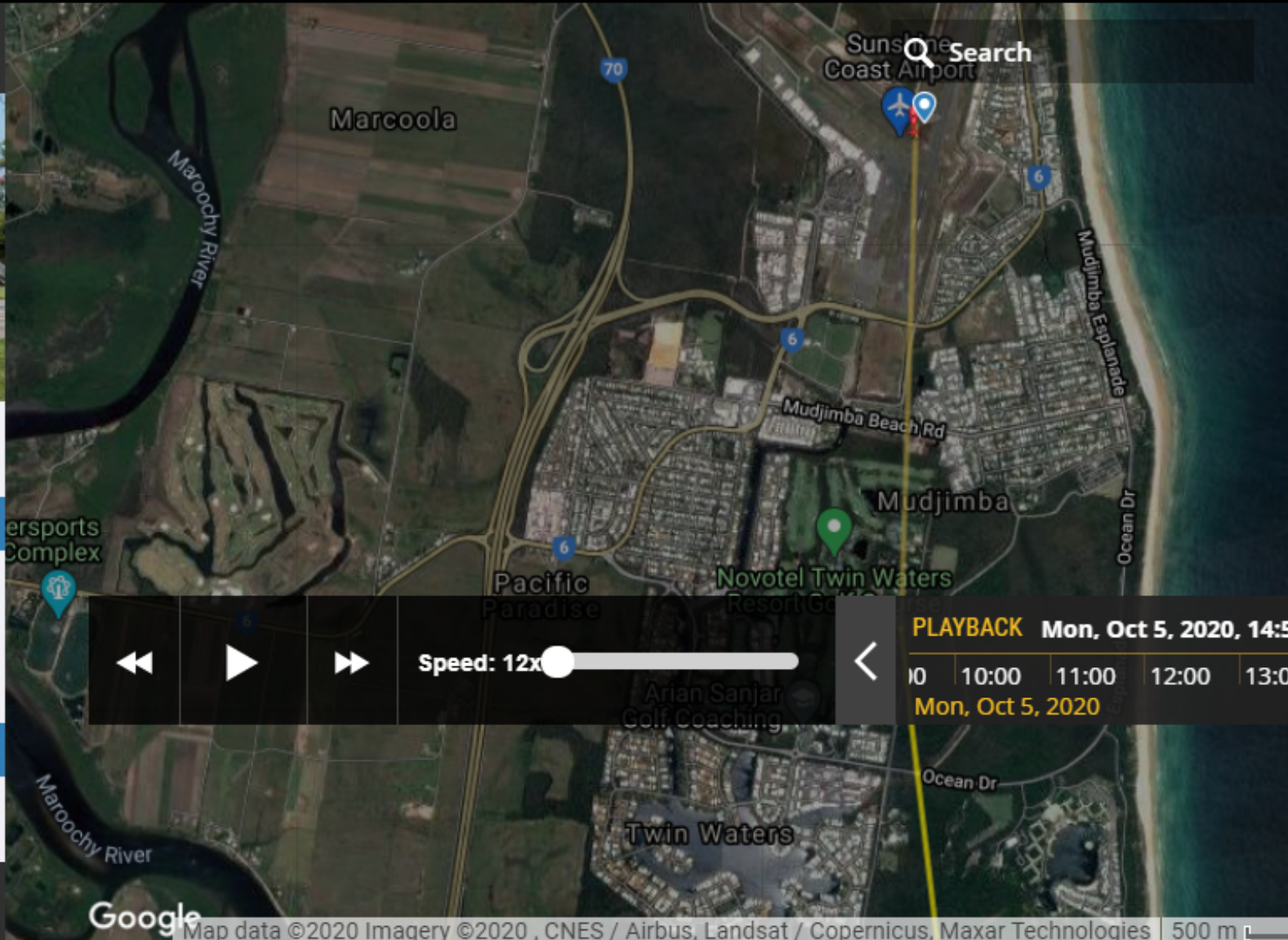
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PLAYBACK Mon, Oct 5, 2020, 14:5

10:00 11:00 12:00 13:00

Mon, Oct 5, 2020

Can these nuisance flights over Mudjimba be eliminated?

2. Low flying, light aircraft

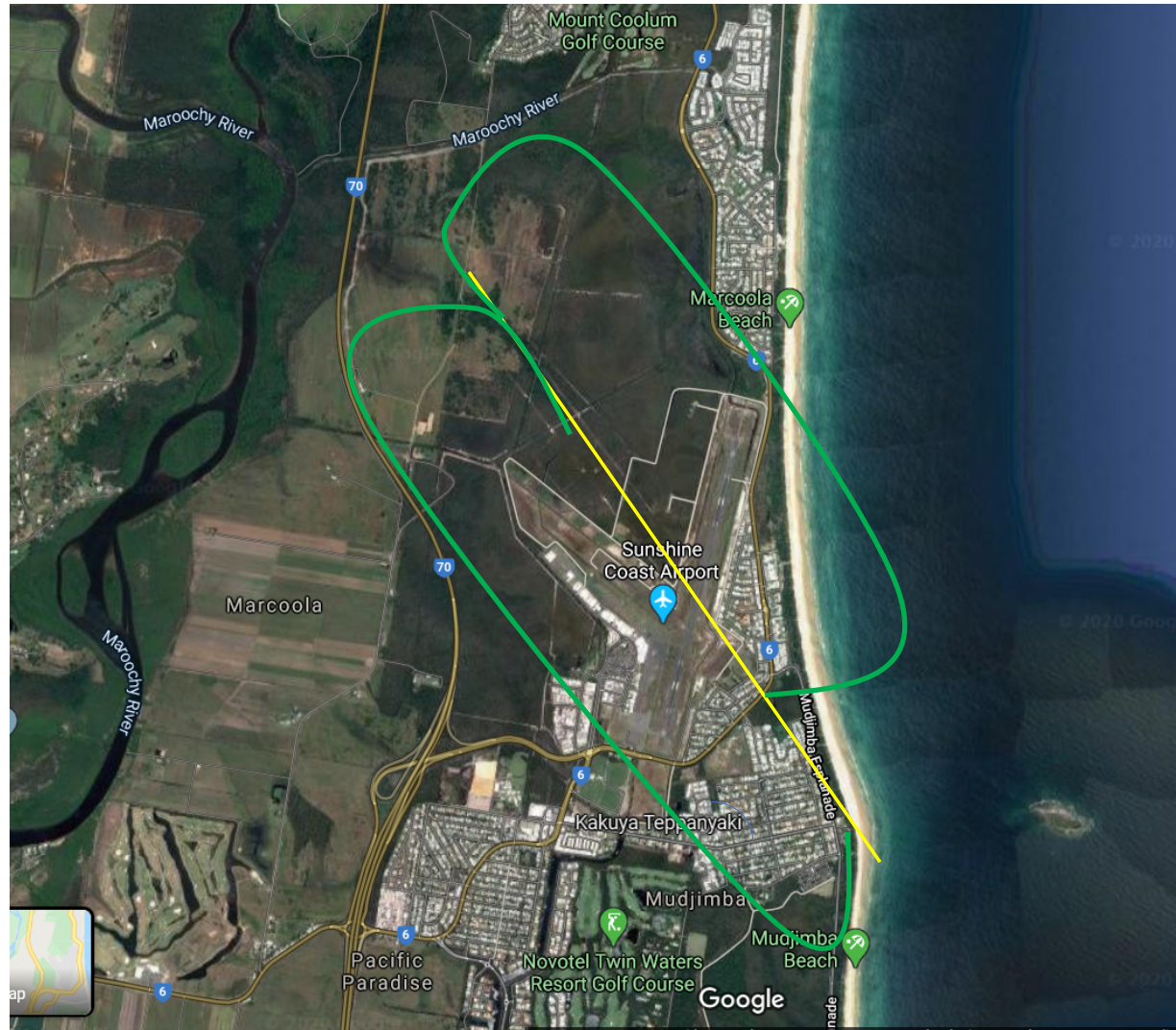
(generally single engine, fixed wing flights doing circuits, not always locals)

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.**

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Monitoring aircraft noise

WebTrak

Noise abatement procedures

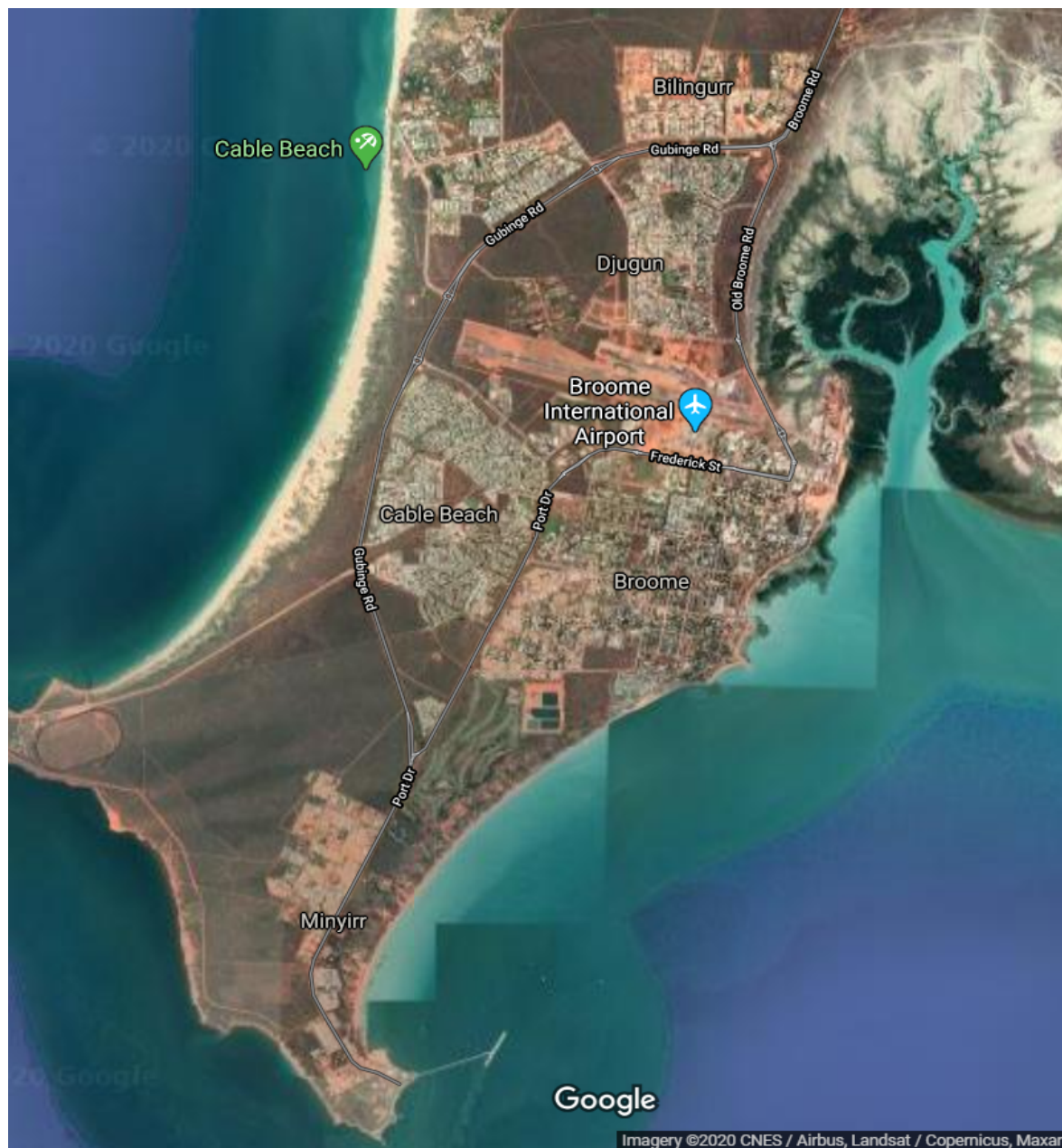
Every major airport has Noise Abatement Procedures (NAPs), which are designed to reduce the impact of aircraft noise on the community. They include procedures for runway use and flight paths to reduce flights over residential areas, as well as the designation of noise abatement areas. NAPs are implemented 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

21 MAY 2020

NOISE ABATEMENT PROCEDURES

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”

5 NOV 2020

NOISE ABATEMENT PROCEDURES

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 All departing Jet Aircraft to comply with 7 percent climb gradient to 6000FT, except if SID cancelled by ATC at pilot request due weather.

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.**

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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

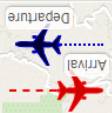
Using WebTrak you can track the flight activity in to and out of Sunshine Coast Airport, along with information about each aircraft. Weather information shown is updated every 30 minutes by the Bureau of Meteorology weather station based at the airport.

Aircraft

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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

Flights by hour for 2 Aug 2020



Time to start replay

Set



Noise Complaint, Enquiry and Comment Form



Submit as anonymous	<input type="text" value="No"/>						
Title (required)	<input type="text" value="Mr"/>						
Given name (required)	<input type="text" value="Paul"/>						
Surname (required)	<input type="text" value="Cross"/>						
Street	<input type="text" value="11, Pandanus Street"/>						
Suburb (required)	<input type="text" value="Mudjimba"/>						
State (required)	<input type="text" value="QLD"/>						
Postcode	<input type="text" value="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.	<table><tr><td>Email Address</td><td><input type="text"/></td></tr><tr><td>Preferred Phone</td><td><input type="text" value="0439678438"/></td></tr><tr><td>Alternate Phone</td><td><input type="text"/></td></tr></table>	Email Address	<input type="text"/>	Preferred Phone	<input type="text" value="0439678438"/>	Alternate Phone	<input type="text"/>
Email Address	<input type="text"/>						
Preferred Phone	<input type="text" value="0439678438"/>						
Alternate Phone	<input type="text"/>						
<input checked="" type="checkbox"/> 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 overflew 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	<input type="text" value="12"/>	<input type="text" value="Jun"/>	<input type="text" value="2020"/>
Time	<input type="text" value="11 PM"/>	:	<input type="text" value="30"/>

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

☐ I'm not a robot



☒ 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.