

**Question on notice no. 228**

**Portfolio question number: 228**

**2019-20 Additional estimates**

**Rural and Regional Affairs and Transport Committee, Infrastructure,  
Transport, Regional Development and Communications Portfolio**

**Senator Larissa Waters:** asked the Department of Infrastructure, Transport, Regional Development and Communications on 9 June 2020—

(1. The TIEA submitted by ASA to CASA and the Minister does not include any assessment of the impacts of the announced decommissioning of runways 18/36, and intensification of use of runway 13/31. Does the ASA propose to submit a revised TIEA that addresses those significant changes? If so, when? If not, why? The TEIA does not reference any flight volume scenarios past May 2020. Will a further assessment be done to account for changes? If so, when? Has ASA investigated a range of potential flightpaths, or only those proposed in the TEIA? Did ASA invite any parties, including the public, to nominate alternative flight paths in their submissions? When assessing potential flight paths, to what extent did ASA have regard to concerns about public perception raised by the Sunshine Coast Council, rather than aviation safety, impacts on quarrying activities, or minimisation of environmental impacts? Was the TEIA prepared in accordance with ASA's National Operating Standard for Environmental Management of Changes to Aircraft Operations? In particular, was the TEIA presented to the Minister / Department at an early enough stage to allow for discussion of options? To what extent is ASA responsible for assessing environmental risks, such as that presented by flyrock from the Yandina quarry or the risk to migratory species of flightpaths over significant wetlands? Why has ASA not restricted use of the shortened curve approach (crossing the coast at Marcus Beach, over Lake Weyba) to severe weather, as recommended? Why has ASA designed a Continuous Descent Approach (CDA) on a Required Navigation Performance (RNP) procedure path which will consistently align all RNP capable jet aircraft as they make a turn on arrival directly over the quarry site at approximately 1500 ft?

**Answer —**

1. The Targetted Environmental Impact Assessment (TEIA) was completed in March 2019 using the confirmed operational assumptions at the time, which included the continued limited use of Runways 18/36.

In August 2019 Sunshine Coast Airport completed their Master Plan consultation, which was based on more contemporary operational assumptions, including their decision to decommission Runway 18/36. This included a program of consultation. The Master Plan was approved by Sunshine Coast Council in October 2019.

As part of the Master Plan, a new Aircraft Noise Exposure Forecast was prepared accounting for the decommissioning of 18/36 with a future noise forecast to 2040. Airservices is not required to complete a new TEIA based on the decision of the airport to change its operations.

2. The TEIA includes a detailed assessment of flight numbers in 2040. These are provided in Sections 5, 6 and Appendix A.

3. During the consultation period, Airservices received a range of alternative flight path suggestions from the community. These were considered within the context of safety, feasibility and environmental obligations.

4. In considering potential flight paths, safety is the most important consideration. Airservices did not receive any representation or submission from Sunshine Coast Council regarding community perceptions.

5. The TEIA was prepared in accordance with Airservices' *National Operating Standard for Environmental Management of Changes to Aircraft Operations*.

The TEIA was not referred to the Commonwealth Environment Minister for advice, as the findings of the assessment of the proposed changes were consistent with the findings of the 2014-2016 EIS, which had already been referred to the Minister, and was already the subject of ministerial advice.

6. Airservices is not responsible for assessing the environmental risks associated with the Yandina Quarry.

Airservices is responsible for considering the impacts of flight paths on migratory species, as defined in Airservices National Operating Standard for Environmental Management of Changes to Aircraft Operations and in accordance with the Matters of National Environmental Significance (MNES) defined by the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The MNES includes consideration of migratory species and wetlands of international importance.

7. The approach crossing the coast at Marcus Beach, over Lake Weyba is a Required Navigation Performance – Authorisation Required (RNP-AR) approach.

RNP-AR approaches provide lateral and vertical guidance in all weather conditions, and enable continuous descent approaches which improve safety, increase efficiency, reduce emissions and can minimise the noise impact on the community.

Airservices has not received any recommendation or requests to restrict the use of this approach at Sunshine Coast Airport.

8. Continuous Descent Approach is an industry standard for all arrival flight paths. The RNP-AR approach is designed in accordance with international standards and

provides for consistent and predictable, safe and environmentally responsible aircraft operations.

The quarry site is located near the extended centreline of the new runway. All aircraft flying instrument approach to RWY 13 will overfly the site regardless of the type of the approach flown.

CASA's Office of Airspace Regulation advised Airservices that, in 2015, they determined there was no aviation safety risk associated with the proposed operations at the quarry. The quarry is not currently operational.