**SUNSHINE COAST NEW RUNWAY**  
*Information for General Aviation*

**Update on the final airspace and flight paths for new runway 13/31 at Sunshine Coast airport**

Airspace and flight paths in support of new runway 13/31 at the Sunshine Coast have been finalised.

Airservices will be continuing our stakeholder engagement activities from now until the runway opens on 14 June 2020 through a webinar workshop and information packs. This information pack contains information on the new airspace, Standard Instrument Departures, Standard Instrument Arrivals, instrument flight procedures, frequencies and VTC changes.

![Image: Final CTA](image)

A summary of the final airspace design with a focus on GA is provided below:

The CTA steps beyond 8nm Sunshine Coast are at 1500ft, permitting VFR aircraft the ability to avoid CTA transiting via the Bruce Highway to the West and South West as it is today. To remain OCTA beyond 8nm to the north and north-west an aircraft must be at 1500ft or below.
The above images demonstrate that flying at 1,500ft north of the CTR, provide more than 1,000ft separation from residential areas and more than 500ft from most non-residential areas (with a small area to the west of the highway less than 500ft from the base of CTA).

The final design lifts the current 4500ft step over Caloundra to 7500ft again providing greater flexibility to GA operations.

Aircraft departing from the Brisbane basin wanting to track for RNAV approaches into the Sunshine Coast have two options. For Runway 31, the ability to intercept the intermediate fix from waypoint HOLIS to commence the RNAV (refer image on the next page).
There is no initial approach fix from this direction, as containing an IAF in CTA (required by CASA) would require significant additional CTA over land around Caloundra at lower levels than current. By tracking direct to the intermediate fix from HOLIS, containment is not required, freeing up airspace over Caloundra. It does require aircraft to leave and re-enter CTA and some operators wanted an option to remain in CTA.

Image: Route from HOLIS to intercept RWY 31 RNAV intermediate fix

An option to remain within CTA at 5000ft from Redcliffe to landing at Sunshine Coast airport via RNAV RWY31 and avoid the requirement to vacate and re-enter controlled airspace was finalised into a contained procedure via a 15nm final, shown below.

Image: Route to intercept RWY 31 RNAV initial approach fix and remain within CTA
For RNAV approaches from the Brisbane basin to Runway 13, suggested tracking via Nambour to the Initial Approach fix for the RNAV would keep aircraft OCTA until just before the commencement of the approach (see image of control zone below showing Nambour). Arrivals from YKRY would be able to track direct to the IAF.

![Image: Sunshine Coast control zone]

For aircraft operating at or below 1500ft the CTA changes will not be noticeable. The current visual reporting points will remain and the lateral dimensions will remain with significant improvement to the airspace over Caloundra.

There will be a reduction to the available IAPs in accordance with CASA’s GNSS Mandate 4 Feb 2016 with only RNAV and RNP-AR approaches servicing the new runway. The current RWY18/36 VOR and NDB approaches will no longer be available from 14 June 2020. There will be no VOR or NDB approaches to the new runway; however there will be NDB-B/VOR-B circling only approach as a back-up procedure.

The new SIDs, STARs and approaches to service runway 13/31 were promulgated via AIP SUPP H31/20.

Tower hours will not change and frequencies are as follows:

<table>
<thead>
<tr>
<th>ATIS/AWIS (AH)</th>
<th>SMC</th>
<th>TWR</th>
<th>FIA</th>
<th>CTAF+AFRU (AH)</th>
<th>AFRU+PAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>114.2/119.8</td>
<td>121.1</td>
<td>124.4</td>
<td>BN CEN 129.0 (CCT AREA)</td>
<td>124.4</td>
<td>124.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BN CEN 135.2 (ON GROUND AH)</td>
<td></td>
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</tbody>
</table>
This figure demonstrates how the airspace encompasses the final SIDs, STARs and approach procedures and complies with CASA requirements to ensure all instrument procedures are contained within controlled airspace.

The VFR lane down the coast (marked as 2 on the current VTC) will be removed as a part of a charting change. VFR aircraft will be able to remain west of the Bruce Highway at or below 1,500ft and not require a clearance, however tracking coastal will require a clearance with Sunshine Coast tower and it may not always be readily available.
Another airspace change being introduced with the new CTA is amendments to the surrounding Class G and Class E frequency boundaries, as well as the inclusion of a new frequency, detailed below.

*Image: New Class G frequencies and boundaries*

The above figure shows the proposed new Class G frequencies and boundaries to be changed on the May 2020 AIRAC cycle.

*Image: New Class E frequencies and boundaries*
Similarly, the above figure shows the proposed new Class E frequencies and boundaries to be changed on the May 2020 AIRAC cycle.

**Temporary Restricted Area**

Runway 13/31 opening date has been revised to 14 June 2020. On 21 May the airspace will change. As the new runway (13/31) will not be available, SIDs and STARs recently published via SUPP H31/20 will not come into effect.

From 21 May 2020 AIRAC until 14 June 2020 RWY 18/36 will continue to be used. SUPP H41/20 was issued to retain the AD chart for 18/36. Airspace Change Proposal 083-19 was approved by CASA Office of Airspace Regulation for a Temporary Restricted Area allowing Runway 18/36 to remain available for use until the new runway is in operation.

The TRA will be D class during tower hours activated via NOTAM, as represented in the attached image. A NOTAM will also be issued to limit IAP to be available for operational reasons only NOT FOR TRAINING during this period.

*Image: graphical representation of TRA (ACP 083-19)*

For more information on the publication of new airspace, SIDs, STARs and approaches at Sunshine Coast Airport contact stakeholder@AirservicesAustralia.com.