

Aircraft Noise

Caloundra Aerodrome forms an important component of the South East Queensland aviation infrastructure. The development and growth of Caloundra Aerodrome contributes to the strength and diversity of the local economy. The aviation industry understands the noise impact of its activities on residents who live near airports. It is committed to taking action to minimise noise. This commitment includes ways to communicate better with the public about noise from aircraft operations.

Why am I suddenly getting more aircrafts going over my house than previously?

Aircraft take off and land into the wind, or with minimal tail wind. As a result, the wind direction dictates the selection of runway(s) in use at any time. This in turn determines which flight paths are used. Winds are seasonal, tending to blow from one direction in summer and another in winter. This means that runway use also tends to be seasonal. As a result, suburbs aligned with runways will experience more noise from aircraft at some times of the year than at others due to the runway in use at the time.



Why is there a plane going overhead when I do not live underneath a flight path?

Although flight paths often appear as straight lines on maps, in reality these flight paths are corridors that can be several kilometres wide. Factors such as aircraft type, weight and weather conditions determine exactly where aircraft fly within these corridors.

From the ground it can appear that an aircraft is flying on the wrong or a new flight path, which is rarely the case. Occasionally, pilots will need to fly outside regular flight paths for operational reasons, but this is quite rare.

Why can't circuit training be banned at the Aerodrome?

Circuit training is a vital stage of practical pilot training focused on take-offs and landings. It involves the pilot making approaches to the runway, touching down and then applying power to take off again.

This is undertaken in accordance with Civil Aviation Safety Authority (CASA) Regulations, which are consistent with international practices. Most airports have in place rules regarding when circuit training can be undertaken, as well as the size and location of the circuits, in order to limit the noise, and Caloundra Aerodrome has particular rules in place to manage this activity. Council is also working with aircraft operators and local groups to develop Fly Neighbourly Agreements, which is a voluntary code of practice negotiated between aircraft operators and communities or authorities.

Reduce the impact of noise

If you live in a location affected by aircraft noise, you can also take action to reduce the impact of aircraft noise at your home. This includes improving insulation and minimising the use of hard exterior surfaces such as paving as this reflects sound rather than absorbs. [Reducing-impact-of-aircraft-noise-at-home](#)

Aircraft Noise

Making a Complaint

Complaints and enquiries about aircraft noise and operations are managed by [Airservices Australia](#) through its Noise Complaints and Information Service (NCIS). This is the Australian aviation industries main interface with the community on aircraft noise.

If you wish to lodge a complaint or make an enquiry you can do this through the Airservices Australia [WebTrak](#) by the online form [complaints](#) or by telephoning 1800 802 584 (freecall) or by mail, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Who is responsible for what?

Responsibility for aircraft noise management is shared between aircraft operators, air navigation service providers, airports, federal government agencies and state and local governments.

[Airservices Australia](#) provides air traffic control, aviation rescue and firefighting as well as other related services to the aviation industry. This includes maintaining technology used by the industry for navigation and surveillance and aircraft noise monitoring. Airservices has a major role in managing aircraft noise and distributing information about aircraft noise management. Airservices maintains a focus on safety and work closely with airports and airlines to ensure, wherever possible noise-abatement principles are implemented.

<http://www.airservicesaustralia.com/aircraftnoise/factsheets/>

[Civil Aviation Safety Authority](#) is an independent statutory authority with responsibility for the regulation of civil aviation operations in Australia and the operation of Australian aircraft overseas.

[Department of Infrastructure and Transport](#) (DOIT) advise the government on the policy and regulatory framework for Australian airports and the aviation industry. The Department also provides policy advice to the Minister on the efficient management of aircraft noise.

[Aircraft Noise Ombudsman](#) The aviation industry works closely with the independent office of the Aircraft Noise Ombudsman (ANO) to improve the way in which it can respond to community concern about the impact of aviation on communities.

[Developmenti.Sunshinecoast.qld.gov.au/](#) Generate a detailed Site Report with planning scheme zoning, overlay and flood information; stay informed about what is happening in your area.

More Info:

[Aircraft Noise Management](#)

Noise is generally an unavoidable consequence of airport operations. Ideally land use planning around airports is undertaken to reduce inappropriate development that would result in conflict between aircraft operations and noise sensitive land uses.