

Community Aviation Consultation Group

Record of Proceedings

Wednesday 25th November 2015

Attendees

Les Fisher AO	Chair
Carla Golar	Secretary
Marion Charlton	Gold Coast Airport
Brett Curtis	Gold Coast Airport
Norbert Benton	Gold Coast Airport
Matt Shinkel	Gold Coast Airport
Melissa Pearce	Gold Coast Airport
Nick Seselja	Airservices Australia
Chris Cooper	Australian Federal Police
Donna Perera	Department of Infrastructure & Regional Development
Paul Burton	Griffith University
Geoff Provest	NSW Member for Tweed
Jodie Bellchambers	Proxy for Justine Elliot
Rod Bates	Proxy for Geoff Provest MP
Sue Wilkinson	Gold Coast City Council
Rose Adams	Gecko
Bill Pinkstone	ANACC
Pat Tate	Banora Point and District Residents Association
Kay Bolton	Fingal Head Community Association
Philip Follent	Tugun West Neighbourhood Watch
Lindy Smith	Tweed Heads Pony Club
David Gray	Bilinga Neighbourhood Watch
George Beattie	Oxley Cove Community Group
Jeff Godfrey	Tweed Heads Residents & Ratepayers

Apologies

Carolyn Byrne	Tweed Shire Council
Chris Robbins	Gold Coast City Council
Jann Stuckey	Member for Currumbin
Justine Elliot	Australian Labor Party
Helen Gannon	Department of Infrastructure & Regional Development
Tim Abberton	Aircraft Noise Ombudsman
Steve Murray	NSW Department of Planning
Greg Wyatt	QLD Dept. Transport & Main Roads
Toni Brownie	Gold Coast City Council
Neil Hall	Airservices Australia
Graham Quick	Jetstar
Rob Anderson	Virgin Australia
Adrian Slootjes	Virgin Australia
Arthur Elliott	Cyclades Cres Neighbourhood Watch
Helen Twohill	Fingal Head Community Association
Wilf Ardill	Tugun Village Community Association

1. Welcome and Introduction

The Chair opened the meeting at 0905 and welcomed all attendees to the final CACG meeting for 2015. The Chair welcomed Marion Charlton and congratulated her on her new appointment as Chief Operating Officer for Gold Coast Airport.

The Chair reminded everyone of the CACG Objectives:

- *Provide a forum for the exchange of information and ideas between all parties*
- *Allow the concerns of interested parties to be raised and taken into account*
- *Contribute to community understanding of airport operations*
- ***The purpose of the CACG is for consultation, not decision-making***

2. Apologies

Apologies are recorded as above.

Marion Charlton introduced herself to the Group highlighting her many years of previous experience within the Aviation industry and her plans for the future at Gold Coast Airport leading up to the 2018 Commonwealth Games.

3. Record of Proceedings of Previous Meeting

The previous meeting’s Record of Proceedings was accepted by the Group.

4. Recommendations from previous meeting

- All-weather access to aircraft.
- Emphasis on public consultation for RWY 14 Golf Course Trial.
- The CACG Review tasked by The Department of Infrastructure & Regional Development be transparent to all Group members.

5. Airport Developments

The Chair introduced Brett Curtis – General Manager Operations and Service Delivery, Gold Coast Airport. Brett provided an update on current developments at Gold Coast Airport:

- ILS – Approximately 6,500 comments were received during the public consultation process. These comments have been compiled into a supplementary report. This report and the draft MDP has been submitted to the Department for the Minister’s consideration and a decision is expected in late January 2016.
- A Runway Maintenance Overlay is currently underway and involves the replacement of the entire asphalt surface of the runway. All works are being carried out during the curfew period to ensure the operation of the airport is unaffected. The total project budget is \$12M. Stage 1 of the project (the replacement of the asphalt surface) is scheduled to be completed by the 2nd Feb 2016. Stage 2 (grooving of the runway surface) is expected to be completed by the 23rd March 2016.

Question/Announcement

Response

<p><i>Pat Tate – Banora Point & District Residents Association</i> <i>What do you do with the old bitumen?</i></p>	<p><i>Brett Curtis – Gold Coast Airport</i> <i>This is stock piled onsite and used for the airport perimeter roads and general maintenance of the airport. It is good quality material, it’s just not suitable for use on a runway.</i></p>
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- Airport Lighting and Equipment Room Project – This building houses all controls for runway lighting, taxiway lighting, illuminated windsocks, guidance signs. The budget for this project was \$1.5M. This work was undertaken to upgrade the existing facilities and relocate the building to a secure airside area.
- AFP Building – New 3 level building has been constructed and AFP will relocate in December. The budget for this project was \$11M.
- Building C Southern Cross University – works have commenced, with an expected completion date of February 2017.

<u>Question/Announcement</u>	<u>Response</u>
<p>Lindy Smith – Tweed Heads Pony Club <i>At the March 2014 meeting, with regards to the ILS, I asked the estimate of fill on the Crown Reserve. The response to that question was to be provided when the information was available, that still hasn't been provided and it wasn't provided in the MDP.</i></p>	<p>Brett Curtis – Gold Coast Airport <i>I will take that on notice and come back to you.</i></p>

- Project Lift

Brett Curtis introduced Matt Shinkel, Senior Project Manager Queensland Airports Limited, to provide an update on Project LIFT. The public consultation period closed on the 30th September. A total of 43 submissions were received, 23 were supportive of the project, 14 were opposed to the project and 6 were neutral. 67 different issues were raised within the submissions received and a response has been provided to these issues within the supplementary report. The draft MDP and supplementary report were submitted to the Department on the 16th November, a draft environmental offset strategy has also been submitted. These documents are currently being assessed by the Department of Environment for approval under the EPBC Act and a decision is expected from the Minister for the Environment in early January 2016. Following this the project will be assessed by the Minister for Infrastructure and his decision is expected in mid-March 2016. The subject of environmental offsets attracted a number of specific submissions during the consultation period. The provision of offsets is the mitigation measure implemented in response to the clearing that needs to be undertaken as part of the project. An environmental offsets strategy has been prepared in accordance with the EPBC Act Environmental Offsets Policy. In order to achieve the offsets, land needs to be acquired and management agreements need to be established with land holders for properties that contain the desired properties. Suitable land is still in the process of being sought and negotiations are underway. The airport is required to secure land that has the various environmental habitat values and ecological communities as the land that is being impacted through the project.

<u>Question/Announcement</u>	<u>Response</u>
<p>Lindy Smith – Tweed Heads Pony Club <i>Following the presentation at the last meeting in regards to flood volumes, the response was that those volumes would not increase. The MDP indicated that those volumes would increase in the lower Coolangatta Creek. The flood modelling was done on Coolangatta Creek, it appears that Tweed flood modelling wasn't used and the southern end of the creek realignment is to be filled and the levels raised. I think it is important as far as the Tweed River catchment is concerned. In the flood history and the flood events of the 30th June 05, it only mentions the flooding of the Coolangatta Creek catchment not what occurred in the Tweed catchment. It only mentions that the operations of the airport were</i></p>	<p>Matt Shinkel – Queensland Airports Ltd <i>Just running through each of the points you raised, in order to undertake the flood modelling assessment we have worked with a professional flood modelling consultant and we have considered all the relevant catchments both in the base line case and the developed case. We received a couple of comments on the draft MDP that indicated that it wasn't clear what the development case was. We then went back and reviewed the draft MDP and we realised it could have been explained in a little more detail and that has now been added to the draft MDP. Basically, what we have modelled is the full realignment of</i></p>

suspended due to the flooding around the terminal. That flood event actually happened prior to the existing runway extension and the Tugun bypass. I just wanted those points noted.

the drainage reserve and the filling of the project footprint area so that has actually been captured in the developed case flood model and we have modelled the relevant catchments as well. The criteria we set for the flood model was no worsening of peak flows and volumes in the downstream catchments.

Kay Bolton – Fingal Head Community Association

I was at the consultation session down at Kingscliff and we were told that day that the offsets were being discussed with the Minister and that we would find out soon after through the website what the offsets were planned to be. I think now you are saying that we are in fact not going to be told, is that what is happening? We are still waiting it's been quite a few months.

Matt Shinkel – Queensland Airports Ltd

I apologise that we weren't able to give you that information at the information session. As you said we were in Canberra that day meeting with the Department to discuss the offset policy. What we will do is put out some information about our approach to offsets along the lines of how we are intending to achieve the offsets and the process that we need to go through to do this and the types of management measures that would be put in place for that land. We do need to consider the privacy of the land holders that we are dealing with as well. We may not be able to make public which land actually forms part of the policy.

I understand that, but you will be putting something on the website?

What we are intending to do is put up a document with answers to frequently asked questions now that we have completed the preparation of the supplementary report. We have a lot of content there that we can make available to explain how we responded to various issues. We are aiming to have the document available on the website before Christmas.

The clearing that we are undertaking is fully explained in the MDP already.

6. Airservices Update

The Chair introduced Nick Seselja – Airservices Community Relations Advisor. Nick provided a presentation to the Group covering the following:

- 1) Update on the Banora Point Golf Course Trial
- 2) Letters from the Kingscliff Ratepayers Association concerning international departures
- 3) NCIS

Nick's presentation is attached to these minutes.

<u>Question/Announcement</u>	<u>Response</u>
<p>Les Fisher – CACG Chairman Do you have a timeline for the outcomes/decisions on the trial?</p>	<p>Nick Seselja – Airservices Australia I don't have a direct one, I can say that internally I have begun the process of reviewing it. As close as possible, it will stay to a 12 month trial. I don't have exact guidelines at this point.</p>
<p>Pat Tate – Banora Point & District Residents Association The people I represent have asked me to ask you three questions. One of them you have already answered that no the trial will not be stopped in a few weeks' time. Another question was, will there be a community consultation period at the end of the trial?</p> <p>The third question is how can you make an informed decision when the trial was not carried out on the agreed designated track down the centre of the golf course?</p>	<p>Nick Seselja – Airservices Australia That is a good question, I am going to take that on notice because I want to ensure I give a very clear response to that in terms of exactly how it will go, I will respond in writing to you. My understanding is that at the end of a trial a report is published and feedback is received on that report. I would like to confirm that in writing once I receive confirmation from Airservices.</p> <p>It's a question that has come to me quite a lot. The history of this trial has been long. The only thing I can do and we as Airservices can do is to assess the trial as it has been flown for the 12 months. I accept that for some people they are not going to be happy with an answer like that but the best advice that I have received from people internally is that this is the as best that we can track down the centre of the golf course. The 12 month trial that was agreed to needs to be assessed as it is.</p>
<p>Rod Bates – Office of Geoff Provest Just a question on that issue, if you go back to the first slide showing the white and the blue, the white is up the middle of the golf course and the blue is the actual flight path, is that correct?</p> <p>You mentioned that you are going to regard the trial as where it is flying now but you haven't said why they couldn't fly up the middle of the golf course.</p> <p>If we can get some feedback on that issue it would be appreciated.</p>	<p>Nick Seselja – Airservices Australia The blue is prior to the trial and the white is the trial, so it's a sample of tracks with before and afters.</p> <p>I'd have to take it on notice as a technical question and respond in writing as to exactly why it could be flown in the way people expected it to be flown. I would reiterate that we will assess the trial on how it was flown, not on how it might have been flown.</p>

7. ANACC Report

Brett Curtis, Chairman of the ANACC, provided an update on the meeting that was held on the 29th October. There was discussion on the membership of the ANACC; we are looking for a southern member and a northern member. We have been holding off on a decision for a northern member until a determination is received on the ILS. In turn we will try and synchronize the appointment of a 5th southern member at the same time. An update was provided, similar to that provided today, on the progress of the ILS. Nick Seselja provided an update on the runway 14 departure trial. An item was raised for discussion around whether the Committee would consider it appropriate to have an independent Chair of the ANACC. The Committee was unanimously against discussing this change, it was a useful discussion and will be taken onboard by the airport.

<u>Question/Announcement</u>	<u>Response</u>
<p>Kay Bolton – Fingal Head Community Association <i>Can you tell us what the process is for selecting these two additional members?</i></p>	<p>Brett Curtis – Gold Coast Airport <i>Typically we will go to the community groups in the areas that are represented within the ANACC boundaries. There is a 5th southern boundary for the ANACC which historically represented the western areas e.g. Bilambil. We would look for community groups, similar to how all the other memberships are selected for the ANACC. To the north it is a little bit different as there are not so many community groups available north of Currumbin. It is a task that we have been trying to discuss with local community members and members of Council. Through the consultation period for the ILS MDP we actually asked a lot of people if they would be interested. At this stage there are a couple of options but it all depends on if a decision is made for or against the ILS.</i></p>

8. CACG/PCF Review Report – Donna Perera, Department of Infrastructure and Regional Development

The Chair introduced Donna Perera from the Department of Infrastructure and Regional Development to provide an update on the results and recommendations of the recent CACG/PCF review. Donna provided a presentation to the Group and a copy of this presentation is attached to these minutes.

<u>Question/Announcement</u>	<u>Response</u>
<p>Paul Burton – Griffith University <i>I was listening on the radio to Mr Wagner regarding his operations at Toowoomba and I wondered if these requirements apply to private airfields and airports as well as public ones?</i></p>	<p>Donna Perera – Department of Infrastructure and Regional Development <i>No this only applies to Commonwealth Leased Airports.</i></p>

9. Other Business

The Chair asked the Group if there was any other business to be discussed. There was no other business to be raised.

10. Recommendations this Meeting

- All-weather access to aircraft.
- Emphasis on public consultation for RWY 14 Golf Course Trial.

11. Proposed future Meeting Dates for 2016

Proposed meeting dates for 2016:

- Wednesday 16th March
- Wednesday 22nd June
- Wednesday 23rd November

The Chair summarised the CACG for 2015:

- Presentations have been provided by Gold Coast Tourism and Destination Tweed
- Continuous briefs and updates have been provided on the Runway 14 Departure Trial
- Updates have been provided at every meeting on the ILS process and where it is all headed
- Briefs have been provided on Project LIFT
- Results have been presented on the review of CACGs and PCFs

A considerable amount of information has been passed on from various authorities, the Gold Coast Airport, Airservices and the Department to the community and the opportunity has been presented to the community to question the officials and airport representatives at every meeting. The Chair expressed that he believed the Charter has been fulfilled, not all issues have been addressed yet and there is still more information to be passed on and this will be ongoing. The Chair congratulated the Group on the manner in which the meetings have been approached and the consideration shown to the presenters.

The Chair wished all a Merry Christmas and Happy New Year and called the meeting closed.