

Community Aviation Consultative Group (CACG)



MEETING MINUTES

Date: Thursday, 11 March 2021
Time: 09:00 – 12:00
Location: Microsoft Teams

1. Welcome, Attendance and Apologies/Proxies

Chairman, Ron Brent, opened the meeting at 09:04 and welcomed members and observers to the March CACG meeting. The Chairman also acknowledged the traditional custodians of the land on which we met, and paid our respects to their elders, past present and emerging.

Refer to attachment 1 for attendance/apologies.

2. Consideration of Previous Minutes/Action List

Refer to attachment 2 for full details.

2.1 CACG meeting held 4 November 2020

The Chair sought feedback from members on the minutes from the 4 November 2020 meeting. The minutes were endorsed and accepted by the committee.

2.2 Action List & Recommendations

Action item 34 – Air Quality Monitoring

Norbert Benton provided an update to the group on this item. As reported last CACG, due to the reduced flights the community sampling component of the of the study was put on hold and the report was proposed to be finalised based using the onsite sampling undertaken prior to COVID. The consultant has since been requested to progress with finalising the report based on onsite data which GCAPL will aim complete ahead of the next CACG. The community sampling component will be revisited once RPT movements return to a reasonable level.

Chris Cherry queried if this data should be available already via Instrument Number M37 / 99 (Ministerial Direction)

Fiona Lawton reviewed the ministerial direction, confirmed Airservices Australia do not manage or report Air Quality monitoring. Under Instrument Number M37 / 99 Airservices Australia are responsible to undertake monitoring, testing and compliance activities in accordance with the Air Navigation (Aircraft Engine Emissions) Regulations.

Chair requested we leave this on the action list until we receive the on-airport monitoring program.

Action item 50 – Air Quality Monitoring

Chair suggests this item is left on hold again until air traffic picks up again to normal levels.

Chris Cherry stated given the federal government announcement this morning she believes this could be required now.

Chair believes we should wait until the next meeting to assess this item to see how traffic sits.

John Hicks stated he thinks we should be doing the monitoring now as it is an ideal opportunity while flight numbers are low to separate planes from M1 traffic pollution.

Chair requested feedback from the group on whether we do the letter to the NSW and QLD Health departments now

Action- Chair to write to NSW and QLD Health Departments to conduct air quality monitoring departments. NSW EPA had a note out saying they would review their air quality monitoring programs.

Action item 59 and 66

Chair thanked Lindy Smith for her update and correspondence which was passed onto Airservices Australia.

Chair deferred these items until the Airservices Australia presentation

Action item 68

ANACC report to include an update on the Departures over Kingscliff

Chair hold over until the ANACC report

Bill Pinkstone requests the curfew permit for the QF Freighter is reviewed during the meeting

2.3 Terms of Reference – Three Yearly Review

Chair thanked members for feedback and input.

Action- Chair noted endorsement of the revised terms of reference by members

3. Airservices Report

Working on one challenge with the parachuting onto Kira Beach due to some regulatory feedback

Michael introduced himself to the group.

Fiona Lawton continued on into the presentation. Fiona Lawton Requested feedback from members on the smart tracking and the type of information Airservices Australia are able to provide as part of the committee.

Action- Committee to write to the CACG email for feedback on provision of standard Airservices Australia data in their presentation. Information to be provided prior to 11 April to allow Airservices time to collate and report back to July meeting. Subject of email response to include “Suggested additions to Airservices Australia noise presentation”

3.1 Airservices Update

Refer to Attachment 3 for full details

Fiona Lawton introduced the Airservices Australia team on the call and noted that this is her last CACG as she is finishing up with Airservices Australia next week.

Gary Scott and Michael Beckhaus provided an update on ATC operations

Noise monitor review

- Fiona Lawton provided update on the project which is still open

NCIS year in review report

- Fiona Lawton provided an overview of the "2020 Year in Review" report. Report available on "Aircraft in your Neighbourhood" web portal

Member queries

- Lindy Smith stated she was not able to access the webpage for the Noise monitoring review for a period of time.
- Fiona Lawton noted that Airservices Australia wrote to the ANACC directly regarding the noise monitoring website availability. Fiona Lawton suggests that anyone that has submitted proposed locations in the past to resubmit these as Airservices Australia policies and procedures have changed over the years and a fresh review is available
- Chair suggested members propose any sites that they would like reviewed that may have been looked at in the past.
- John Hicks noted that he would like to see a shift to regular maps that highlight "non-compliant" flight tracks by RPT aircraft to runways 14 and 32 as part of data provision during Airservices Australia
- Fiona Lawton requested that these proposals are submitted in a collated form from the CACG and provided to Airservices Australia.
- Chair requested members to provide feedback direct to the cacg@gcal.com.au mailbox for collation and submission direct to Airservices Australia. Members to title emails noting this item and to be provided within a month.
- Fiona Lawton noted that Airservices Australia are still working through the update to the ILS usage format update.

3.2 *Airservices PFAS Activities at Gold Coast Airport*

Refer to Attachment 4 for full details

Holly Ainslie introduced herself and GHD as the successful tender to undertake the investigations. Melanie Layton (GHD) and Imogen Bird (GHD) provided the CACG with a presentation on the PFAS DSI.

GHD noted that they will continue to provide regular updates to the Gold Coast CACG throughout the project. GHD requested feedback from members for anything that should be included and considered as part of the CACG DSI - email for submissions PFAScomms@airservicesaustralia.com these will go direct to GHD

Member queries

- Chris Cherry thanked GHD for the update and noted the significant interest in this item from the CACG members. Requested member input into the drafting of the DSI
- Holly Ainslie noted that Airservices Australia would welcome any feedback from members. Also flagged that the role of the auditor is to ensure that the work completed is to the highest level.
- Lindy Smith provided feedback on the action item close out. Lindy went through the detail that she has previously provided to Airservices Australia
- Chair noted Lindy's concerns that there is a continuation around not exceeding safety levels where previous reports have noted this
- Chair clarified that the presentation by GHD clearly noted there is input available by members and the community into the DSI
- Chair noted that Lindy raised significant concerns from previous meetings

Action- Chair asked that Lindy provide her concerns directly to GHD for review and considerations via PFAScomms@airservicesaustralia.com GHD to respond directly to all submissions to confirm receipt

- Chris Cherry noted that when Lindy is providing input to GHD this is on behalf of the CACG.

- Melanie Layton GHD gave members an overview of the process they will adopt to implement and address member feedback and contributions
- Lindy Smith noted she put detail to the CACG Nov-2019 meeting that was forwarded to Airservices Australia in Feb-2020. Asked if these had been provided to GHD yet? Chair suggested Lindy resend these direct
- Melanie Layton will reply direct to Lindy and the CACG to confirm receipt
- David Gray would like to see a draft of the DSI to review prior to it being released, Chair noted it is not clear if that can happen.
- It is the preference of members to see a draft. GHD and Airservices Australia to advise if that is possible in the future.
- Lindy Smith queried as part of the stakeholder engagement program who is the stakeholder and if that includes the community
- Melanie Layton confirmed that that will include the community and the CACG
- Chair noted the clear commitment from GHD to engage with the community and the CACG as part of the process and thanked GHD and Airservices Australia for their contribution

Action- Members to provide any input that they think is relevant to the email address provided.

Action- Lindy to provide her detail to the email address direct on behalf of the CACG

3.3 Gold Coast Airport Update

Brett Curtis ran through the Gold Coast Airport update

Refer to attachment 5 for full details

Member queries

- COVID 19 impact and key figures, currently at around 30%
- Airport master plan extension next due to be submitted July 2023
- David Gray queried if there are any updates on the southern entry to the airport
- Brett Curtis stated the team still working through the design for the intersection with the 2 state governments. He noted it is about a 6-month design process.
- Julie Murray queried why the public can't start using the road now?
- Brett Curtis noted that this is a construction access road only and not suitable for public access at this stage

4. ANACC Report

Brett Curtis provided the ANACC update as Matthew Bender is an apology for the meeting today. Brett Curtis summarised the key points from the minutes noting thanks to Fiona Lawton for her contribution to the ANACC and wishing her the best for the future.

GCA are investigating having the next meeting as a face-to-face meeting and will liaise with members direct ahead of the next meeting.

Fiona Lawton provided an update on the Southern Operations Review that was completed. Renamed from the Kingscliff review as the review expanded to look at 4 alternatives. Noted the report will be released as a draft for comment ahead of release to the ANACC and CACG and upload to the website.

John Hicks queried what the report will cover.

Fiona Lawton confirmed it is a detailed investigation report. John Hicks queried who or what determines the discount of the additional track miles from an environmental perspective, Fiona Lawton provided further clarification on the item noting that in the context of the whole airport assessment and that specific detail would be available in the detailed investigation report.

5. Emergent Issues from Community Representatives

Curfew approval for the Qantas Freight service

- John Hicks noted the motion from the last CACG, that the permit expires in June 2021 and that this is the CACG meeting to discuss this. Noted that his association believe this shouldn't be renewed.
- Bill Pinkstone requested a copy of the wording of the curfew permit, also noted that he had made a complaint to NCIS regarding a recent departure at 2am and had a confusing response from the NCIS.
- Peter Inall noted that the regulations note 4 movements which could be arrivals or departures. Will have to review specific detail and provide a response
- David Gray shared the following link
<https://engage.airservicesaustralia.com/freight-operations-gold-coast-airport>

Action- Department to provide information that will be circulated to members on further detail on the exemption

- Members reiterated the strong wish of the community for the permit to be withdrawn and there should be consultation on the renewal of the permit.
- Julie Murray noted during the last CACG she queried how much of the freight is urgent medical equipment. She asked for feedback on that item.
- Brett Curtis noted that he will liaise directly with Peter to respond to the request.
- Julie Murray queried now REX are due to commence services is the curfew freighter required at all.
- Lindy Smith noted that the Department's letter of approval for the service was around ecommerce and didn't note medical supplies
- Chris Cherry supported that the permit should not be renewed

Action- Chair to write to the Department to note the committee's position that this permit should not be renewed

- David Gray provided a link to the Engage Airservices Australia website noting the freighter services
- John Hicks provided more detail on his views of this permit.
- Anthony Steinort would like to see the wording of the application itself and the permit that was provided. Would like to understand what community consultation on this item is. Noted that he believes a lot of the justification for this service is reducing with COVID recovery.
- Megan Thomas undertook to review the permit and provide feedback to the CACG

Lindy Smith requested documentation on PFAS monitoring

- Fiona Lawton to follow-up with the Airservices Australia PFAS team

Lindy Smith flight path design application notes were released on the website but then removed

- Fiona Lawton clarified the process around this and noted that the Flight Path Design Principles document is a summarised version of the document. Fiona Lawton to provide a copy of the link which will be included in the minutes

Julie Murray Flights Over Kingscliff item

- Noted that she was disappointed in the result of this investigation and requested clarification on who will be taking over from Fiona Lawton.

- Fiona Lawton suggested Gary Scott be a point of contact for continuity and that the community engagement email address is the single point of contact
 - communityengagement@airservicesaustralia.com
 - <https://www.airservicesaustralia.com/community/>

Larry Woodland thanked Brett Curtis for his response to his paper on the noise contours. Provided feedback on the ANEF process more broadly.

Brett Curtis clarified that the ANEF in the Master Plan included the ILS flight path as the Master Plan anticipated the addition of this flight path.

6. Material Correspondence

No comments from members

Refer to attachment 6 for material correspondence.

7. General Business

7.1 Strategic Work Program

- PFAS
- Member queries
 - John Hicks- noted that Norbert Benton would provide an update to the committee on the on-airport Air Quality Monitoring.
 - Chair agreed and noted we should hopefully have feedback

Action- Air Quality Monitoring to be a named item on the next strategic work plan

7.2 General business queries

Anthony Steinfort queried if members would be receiving detail on the action items before the next meeting or if that would be provide at the next meeting.

Chair noted that he hopes feedback from the department can be issued with the minutes

Chair noted that he would write to the department and request consultation on the renewal of the permit

Anthony Steinfort requested an out-of-session update by 01 May 2021 for feedback to members on the status of this item

Action- Chair to provide an update to members on the curfew freight service prior to 01 May 2021

Julie Murray noted at a previous meeting she requested specific detail on the number of international departures going over Fingal or Kingscliff pre-COVID

Action- Chair to request from ANACC an assessment of whether international flights go over Fingal or Kingscliff

Bill Pinkstone provided feedback on his interpretation of the curfew permit process.

Chair requested a formal note in the minutes thanking Fiona Lawton for her contribution to the committee

Bill Pinkstone requested that the Chair write to the CEO of Airservices Australia

Action- Chair to write to Airservices Australia CEO and send a copy direct to Fiona Lawton.

Potential to investigate moving back to face-to-face meetings for the next meeting.

Chair also flagged a potential change of venue to the Gold Coast Airport Rydges Hotel

Brett Curtis noted that GCA still need to investigate the viability of the hotel to support the CACG meeting.

GCA to advise with plenty of notice prior to the meeting

7.3 Next Meeting: Thursday 15 July 2021

Chair noted the query of returning to in-person for the next meetings or should we continue online meetings. Chair requested feedback from members if the next meeting should be in-person.

4 hands up for continuing virtual, majority requested in-person meetings again. Chair noted that he would talk to GCA to see if at the next meeting we can have an in-person with virtual option

The Chair thanked members for their participation and closed the meeting at 11:46am.

Attachment 1: Attendance and Apologies

Date: Thursday 11 March 2021

Members	
Ron Brent	CACG
Brett Curtis	Gold Coast Airport
Sarah Wintzloff	Gold Coast Airport
Jared Feehely	Gold Coast Airport
Norbert Benton	Gold Coast Airport
Lucy Arden	Gold Coast Airport
Lindy Smith	Tweed District Residents & Ratepayers Association
David Gray	Bilinga Neighbourhood Watch
Peter Barret	Gold Coast District Neighbourhood Watch
Greg Betts	Federal Member for McPherson
Bill Pinkstone	Banora Point & District Residents Association
Chris Cherry	Tweed Shire Council
Fiona Lawton	Airservices Australia
Gary Scott	Airservices Australia
Holly Ainslie	Airservices Australia
Melanie Layton	GHD
Imogen Bird	GHD
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayers Association
Megan Thomas	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
Michael Beckhaus	Airservices Australia
Miles Roper	Gold Coast Tourism
Peter Inall	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
Prema Lopez	Airservices Australia
Steven Marion	Jetstar
Anthony Steinfort	Tugun Progress Association
Observers	
Larry Woodland	Fingal Head Community Association
John Sweeny	Banora Point & District Residents Association
Apologies	
Matthew Bender	Gold Coast Airport
Glyn Lewis	AFP
Alan Morris	Southern Cross University
Andrea Rankin	Griffith University
Gui Lohmann	Griffith University
Sharyn Owen	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
Glenn Francis	Airservices Australia
Karrylne Johnson	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
NCIS Investigators	NCIS

Attachment 2: CACG Action List

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
34	07/11/2018	Air Quality Monitoring	Provide update at the next meeting on the results of the air quality testing.	Gold Coast Airport (Norbert Benton)	04/03/2020 08/07/2020 04/11/2020 11/03/2021 On-Hold	COVID-19 has impacted completion of the community sampling component of the Air Quality Study due to the change in aircraft movements, including a significant reduction in RPT aircraft moments. GCAPL is therefore proposing to complete the report based on the onsite sampling undertaken to date and undertaken the community sampling component in one to two years' time once RPT aircraft movements have increased.
50	06/11/2019	Air Quality Monitoring	Write to QLD & NSW health departments for further information on what the state governments are doing, or can do, to monitor emissions from aircraft at Gold Coast Airport.	Chair	On-hold	<p>On-hold. Letters sent to both departments on 09/01/2020.</p> <p>Chair to write as suggested by the health departments in their responses to the relevant departments.</p> <p>A follow-up letter drafted but as matter referred to health authorities no further action until after COVID-19 crisis subsides.</p>

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
59	06/11/2019	PFAS	Discuss with Airservices to see whether the CACG can meet with the successful tenderer for the DSI project.	Chair/ Airservices (Darrin Davies)	04/03/2020 08/07/2020 04/11/2020 11/02/2021 15/07/2021	Chair to follow up with Airservices to confirm.
66	04/03/2020	PFAS	Respond to <i>8.3 PFAS Contamination at Gold Coast Airport</i> paper along with questions submitted via the CACG Secretariat. Further to this coordinate for the successful tenderer to attend the next CACG meeting to address the committee.	Airservices (Darrin Davies)	08/07/2020 04/11/2020 11/02/2021 15/07/2021	Lindy to provide further details on required information. Fiona Lawton to provide out-of-session update in regard to where the DSI is up to and advise if someone is able to attend a GCA CACG meeting to discuss.
68	04/03/2020	Departures over Kingscliff	ANACC report to provide update to the CACG on progress on the Departures over Kingscliff item.	ANACC Chair	08/07/2020 04/11/2020 11/02/2021 15/07/2021	Ongoing. Meeting held with community members and Airservices to progress item 24/06/2020. ANACC Chair November meeting.
69	11/03/2021	Air Quality Monitoring	Chair to write to NSW and QLD Health Departments to conduct air quality monitoring departments. NSW EPA had a note out saying they would review their air quality monitoring programs.	Chair	15/07/2021	
70	11/03/2021	Terms of Reference	Chair noted endorsement of the revised terms of reference by members	Chair	15/07/2021	

No.	MeetingDate	Item	Requirement	Responsible Person	Target Completion Date	Status
71	11/03/2021	Airservices Australia Presentation Feedback	Committee to come back to the CACG email for feedback on provision of standard Airservices Australia data in their presentation. Information to be provided prior to 11 April to allow Airservices time to collate and report back to July meeting. Subject of email response to include "Suggested additions to Airservices Australia noise presentation"		15/07/2021	
72	11/03/2021	Concerns for GHD Review	Chair asked that Lindy provide her concerns directly to GHD for review and considerations via PFAScomms@airservicesaustralia.com GHD to respond directly to all submissions to confirm receipt		15/07/2021	
73	11/03/2021	Curfew exemption for the Qantas Freight service	Department to provide information that will be circulated to members on further detail on the exemption		15/07/2021	
74	11/03/2021	Curfew exemption for the Qantas Freight service	Chair to write to the Department to note the committee's position that this permit should not be renewed	Chair	15/07/2021	
75	11/03/2021	Air Quality Monitoring	Air Quality Monitoring to be a named item on the next strategic work plan		15/07/2021	

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
76	11/03/2021	Curfew exemption for the Qantas Freight service	Chair to provide an update to members on the curfew freight service prior to 01 May 2021	Chair	15/07/2021	
77	11/03/2021	Flights over Kingscliff	Chair to request from ANACC an assessment of whether international flights go over Fingal or Kingscliff	Chair	15/07/2021	
78	11/03/2021	Letter to Airservices Australia CEO regarding Fiona Lawton	Chair to write to Airservices Australia CEO and send a copy direct to Fiona	Chair	15/07/2021	



AIRSERVICES UPDATE

GOLD COAST CACG

Gary Scott - Director Operations

Michael Beckhaus - Tower Supervisor

Fiona Lawton - A/Community Engagement Advisor

AIRSERVICES UPDATE

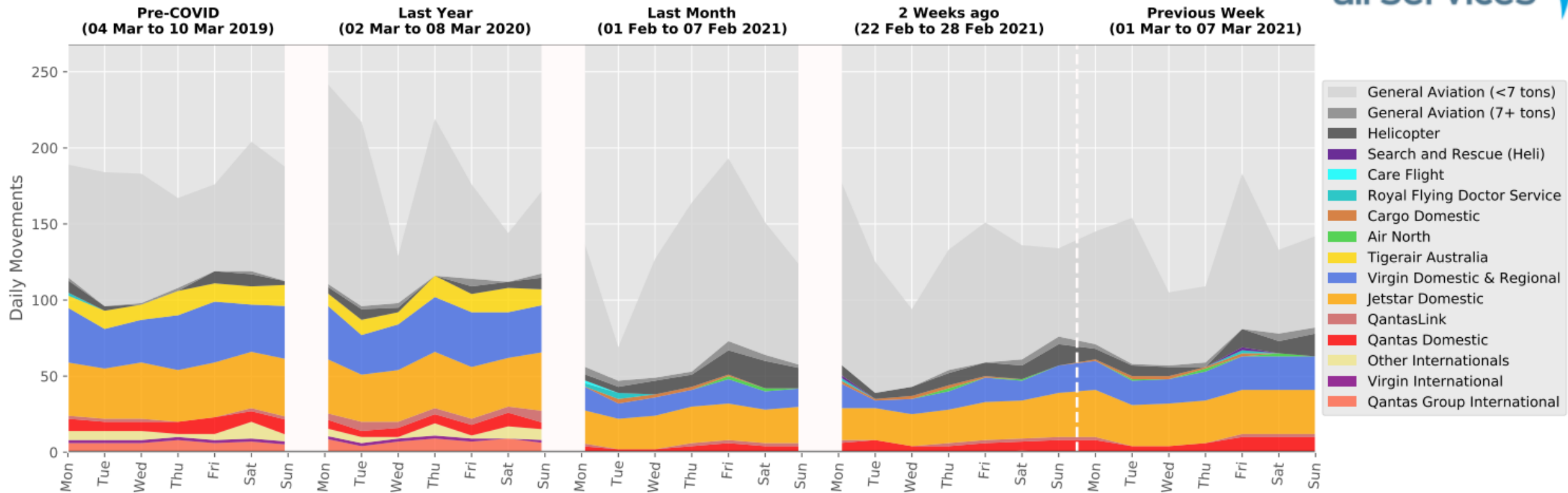
- Tower & Operational Update
- Actions and Questions on Notice
- Noise Monitoring Review
- NCIS Complaints – Year in Review 2020



AIR TRAFFIC MOVEMENTS



**Daily Aircraft Movements: GOLD COAST AIRPORT (YBCG)
ATC Tower and ARFF Station Location**

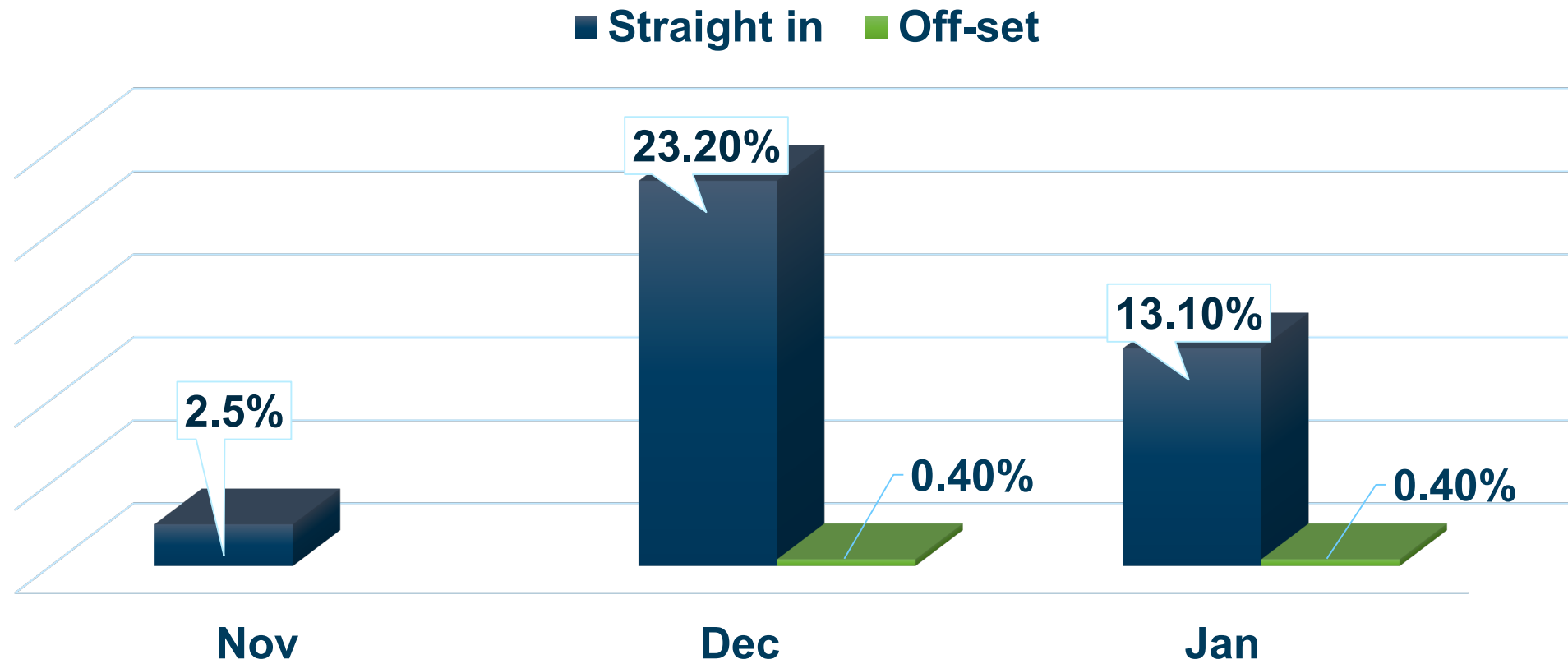


- Other Internationals are Foreign Airlines as well as Short Haul Internationals of Regional Airlines.
 - General Aviation (Light) does not include movements without Flight Plan.

Data shown via Stacked Area plots. The values of each group are displayed on top of each other. Movements exclude military and VFR without Flight Plan. All dates based on local times.

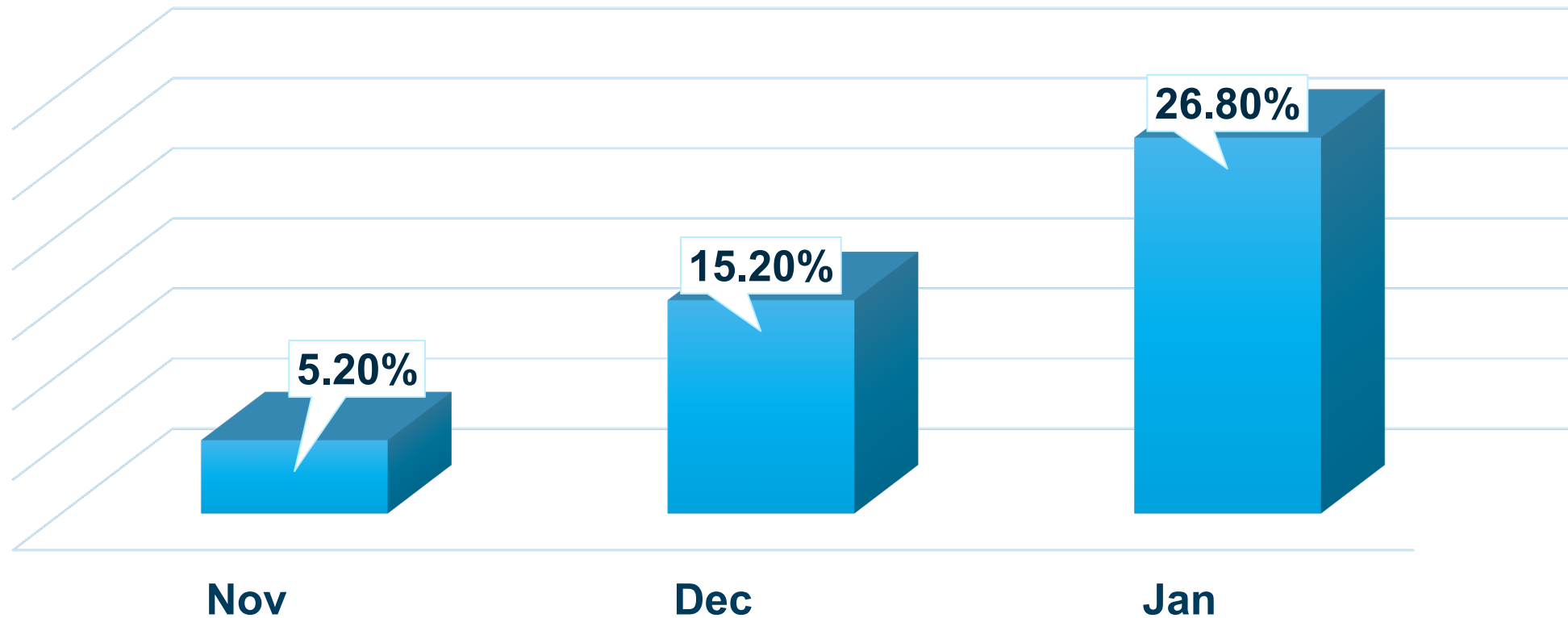
RNP AR (SMART TRACKING) USE NOV 20 – JAN 21

RWY 32 USE AS A % OF ALL ARRIVALS



RNP AR (SMART TRACKING) USE NOV 20 – JAN 21

RWY 14 RNP USE AS A % OF ALL ARRIVALS



ACTIONS AND QON

AIRSERVICES ACTIONS

- **Action #25**

- Airservices to investigate if an environmental expert can present to address the CACG about the DSI

- **Action #66**

- Respond to 8.3 PFAS Contamination at Gold Coast Airport paper along with questions submitted via the CACG Secretariat.
- Airservices to provide out-of-session update in regards to where the DSI is up to and advise if someone is able to attend a GCA CACG meeting to discuss.
- To address Actions #25 and #66 Airservices has arranged for a presentation by GHD, the successful DSI tenderer.
- We acknowledge questions submitted by a community member submitted through the CACG Secretariat from November 2019, March 2020 and February 2021.
- We will review the questions and respond in writing.

NOISE MONITORING REVIEW

NOISE MONITORING REVIEW UPDATE

8 FEBRUARY 2021 AND 22 MARCH 2021

To receive the e-newsletter updates, add your email address and subscribe to the project page


Gold Coast Airport Noise Monitoring Review



Airservices maintains and operates a Noise and Flight Path Monitoring System (NFPMS) at Gold Coast Airport. This system provides information and data on aircraft movements, aircraft noise and aircraft operations. This includes data from aircraft noise monitors which is displayed for Gold Coast Airport on [WebTrak](#).

As part of the NFPMS system, we currently have two long-term noise monitors installed at the Gold Coast – located in Tugun and Banora Point. For background information on noise monitoring at the Gold Coast Airport, visit our FAQs [here](#).

As part of our commitment to the Gold Coast Airport Noise Abatement Consultative Committee (ANACC) we are conducting a review into long-term noise monitors for Gold Coast Airport, which will include identification of potential sites for the installation of a third long-term noise monitor.



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Timeline

- 8 February 2021**
Call for community suggestions for potential sites for third Gold Coast Airport noise monitor opens
- 22 March 2021**
Community suggestions for potential sites for third Gold Coast Airport noise monitor close

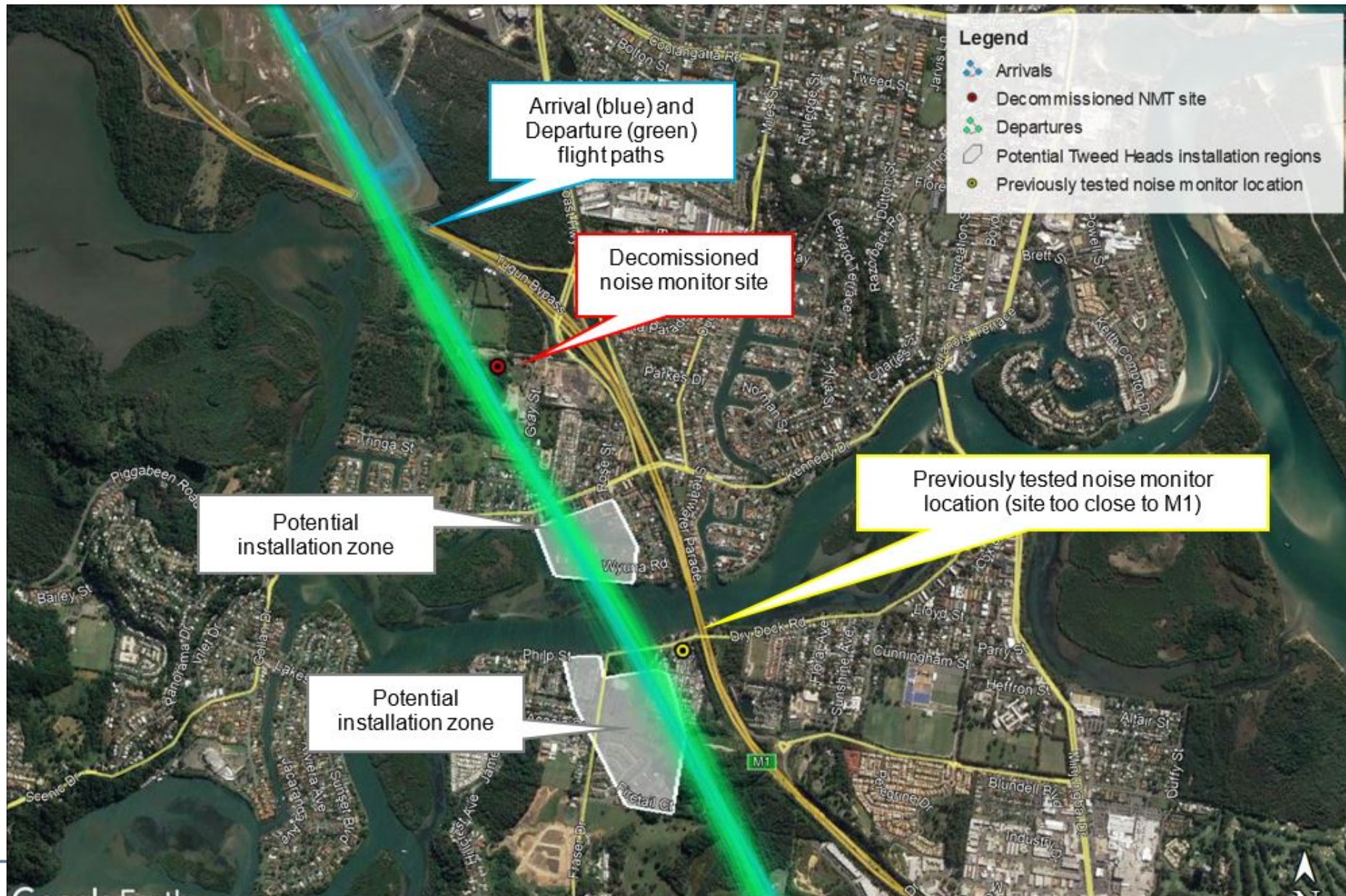


Figure 2: Suitable zones for noise monitoring (grey) in the Tweed Heads region, with indicative arrival (blue) and departure (green) tracks from Gold Coast Airport.

2020 YEAR IN REVIEW

NCIS COMPLAINTS

2020 YEAR IN REVIEW

COMPLAINANTS

- 136 individual complainants
- COVID-19 main reason for decrease due to fewer jet movements
- 384 jet movements to end Oct 20
- 3 110 jet movements to end Nov 19
- Total movements not as great a disparity 6 164 2020, 6 940 2019, same periods as above.

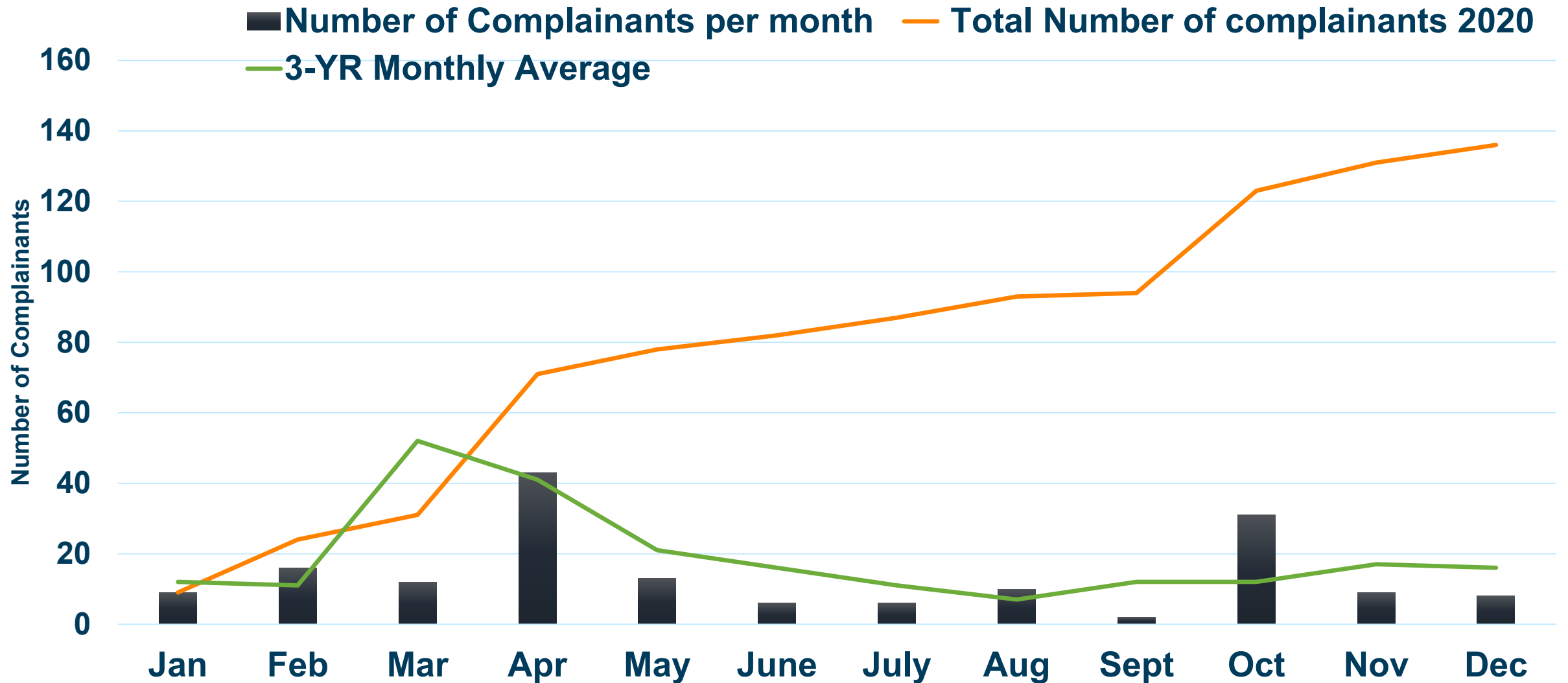
ISSUES

- Three main issues, Training, Curfew Movements and Standard flight path movements
- **Training:** mainly in April and May due to increased circuit training with NCIS Investigation
- **Curfew Movements:** consistent throughout the year. Increased emergency operations due to COVID in the early part of the year and then BAE-146 operations since October. 61% of complainants in this issue raised BAE-146 operations
- Standard flight path movements: while a complainant may have one or more issues all complainants under this issue raised ILS operations.

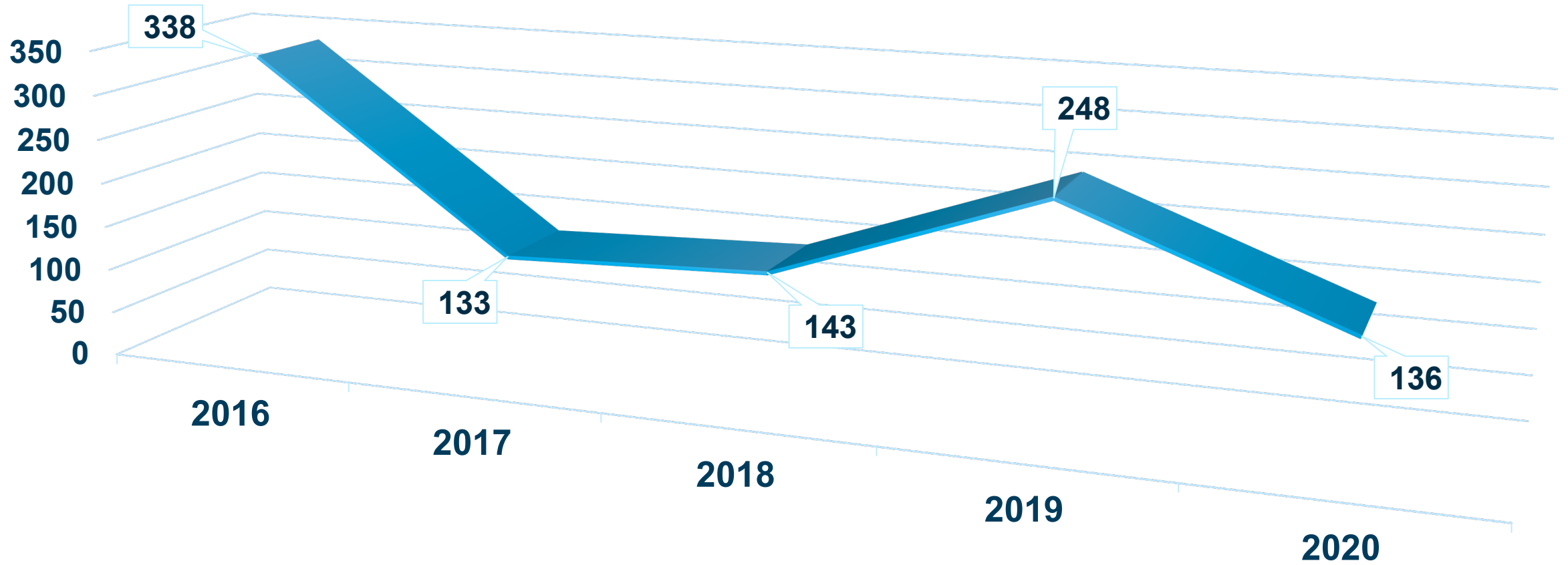
SUBURBS

- 33 Suburbs recorded complainants
- Nine recorded five or more complainants
- 13 Suburbs recorded a single complainant
- Coolangatta, 19 complainants
- Tugun, 18
- Tweed Heads, 15
- Tweed Heads West, 12
- Kingscliff and Banora Point, seven each
- Miami and Mermaid Waters, six each
- Tweed Heads South, five

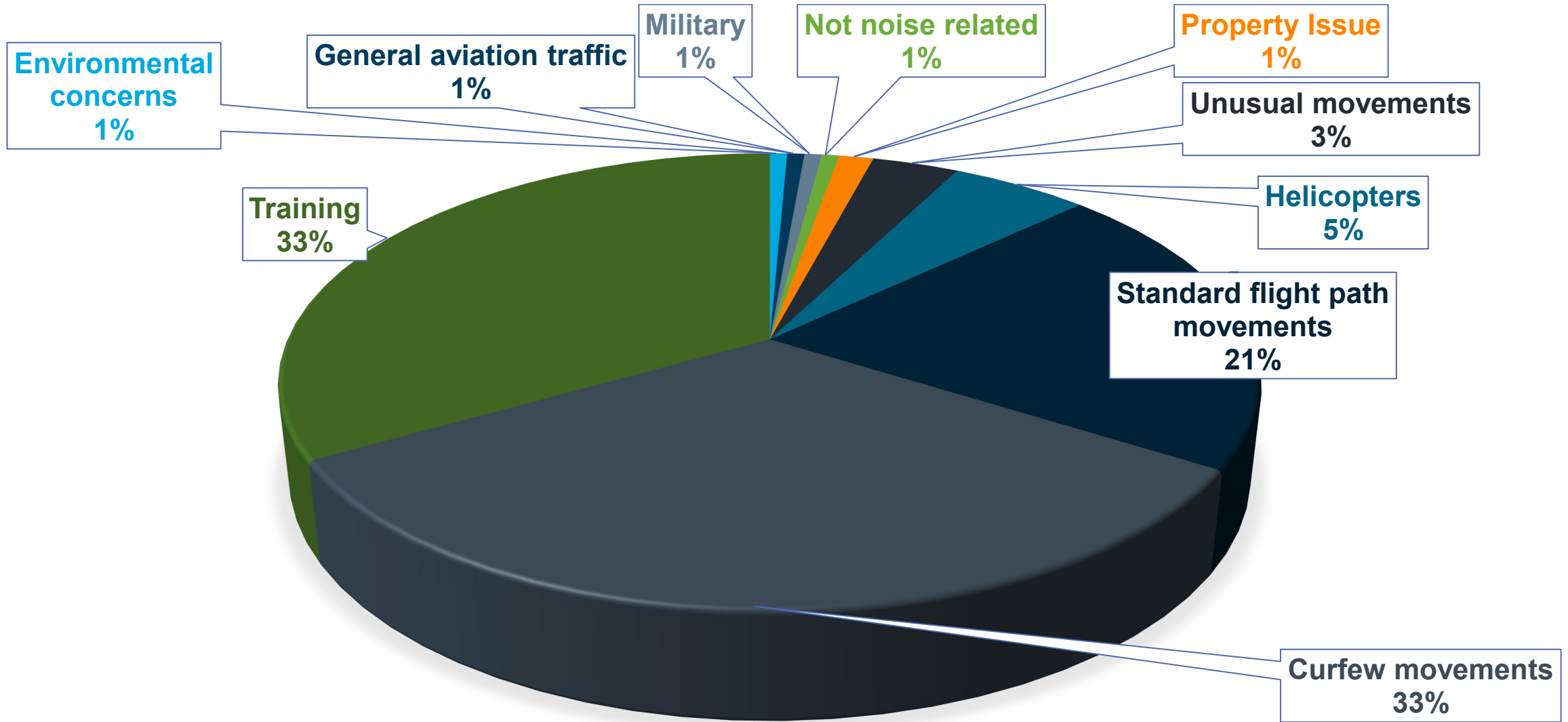
2020 YEAR IN REVIEW - COMPLAINANTS



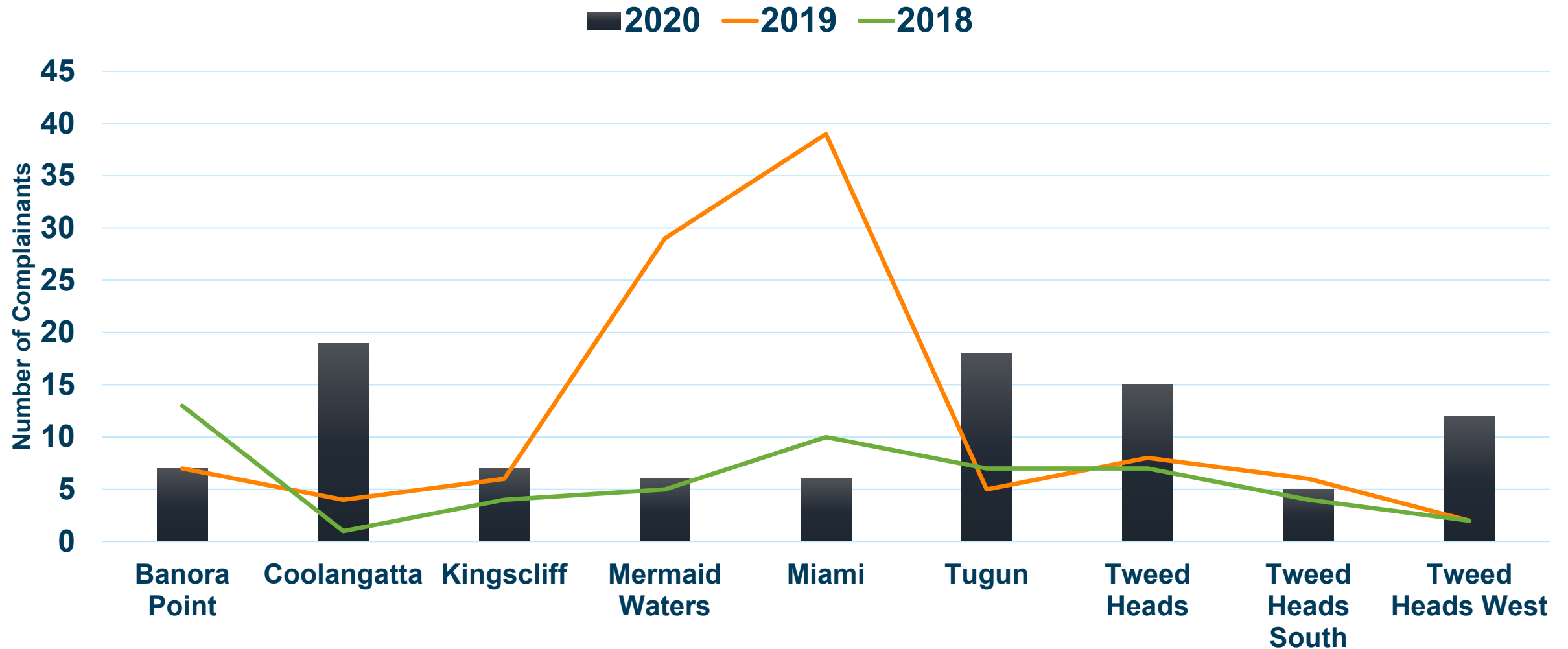
2020 YEAR IN REVIEW - COMPLAINANTS



2020 YEAR IN REVIEW - ISSUES



2020 YEAR IN REVIEW - SUBURBS

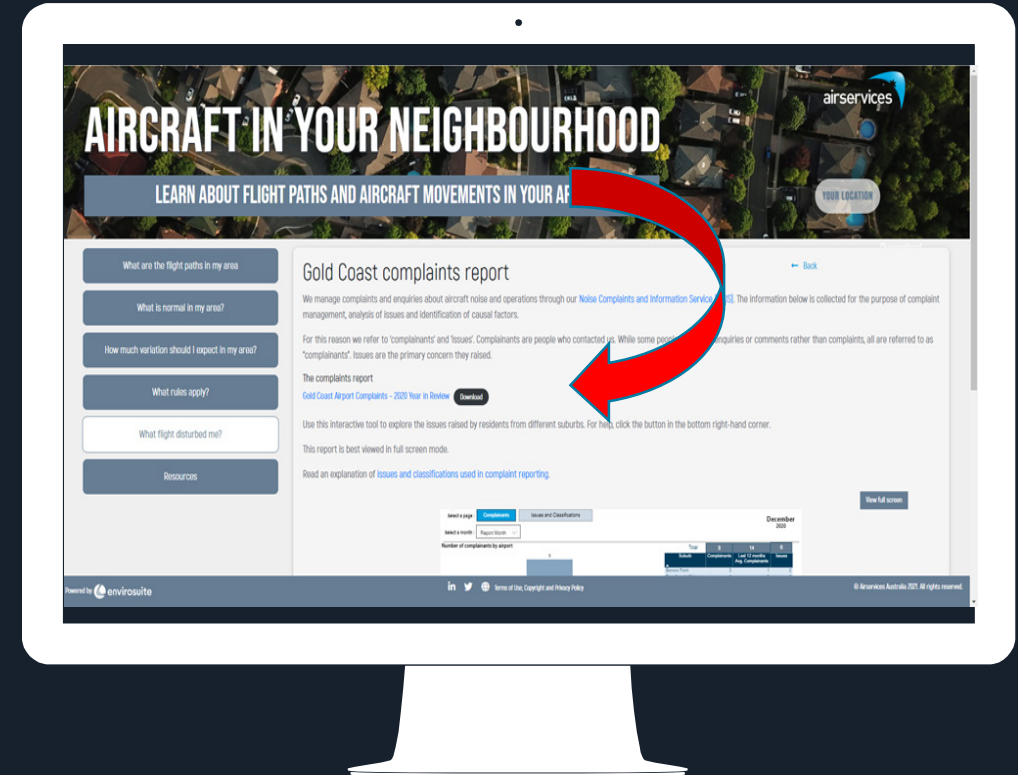


2020 YEAR IN REVIEW

- Available on our website at:

<https://aircraftnoise.airservicesaustralia.com/>

- Enter your address or select Gold Coast Coast
- What flight disturbed me and Gold Coast Coast complaints report



THANK YOU

communityengagement@airservicesaustralia.com



Attachment 4

→ **Holly Ainslie**

PFAS (Env) Program Manager

Airservices Australia

Melanie Layton

Technical Director

Community Engagement

Imogen Bird

Technical Director

Waste & Environment

Gold Coast Airport CACG DSI Update

Welcome

Airservices Australia (Airservices)

- Responsible, through the *Air Services Act 1995* (Cwth), for the provision of air navigation and **Aviation Rescue Fire Fighting Services (ARFFS)** at a number of Australian airports.
- Maintains ARFFS operational infrastructure and training facilities, as per regulations set by the Civil Aviation Safety Authority (CASA).
- Failure to maintain the above operations may “close down” an airport.
- Commonwealth agency - but not Commonwealth-funded.



Airservices and PFAS – a legacy issue

- Airservices was established in 1995. Its predecessors used aqueous film-forming foam (AFFF) from the early 80s.
- Historically AFFF was used operationally (incidents) and for training:
 - 1995 to 2003: 3M Light Water™ containing PFOS
 - 2003: Ansulite™
 - 2010: transitioned to a PFAS-free foam Solberg RF6™
- Airservices does not use fire fighting foam containing PFAS at Gold Coast Airport.
- In 2018, the Australian Government published the PFAS National Environmental Management Plan (updated in 2020 – NEMP 2.0)



Background

- Airservices has undertaken various environmental investigations at the airport.
- The aim of the investigations were to identify the extent of PFAS impact (both on site and offsite) and inform management / remediation options if required.
- Investigations have included sampling and laboratory analysis of soil, sediment, groundwater, surface water, waste water, residential bores and biota in the Cobaki Broadwater.
- GHD was initially engaged by Airservices in 2008 to investigate the Fire Training Ground. The investigation found that levels of PFAS in soil were below acceptable thresholds for residential areas.
- In 2016/17 GHD undertook further investigations focusing on potential migration pathways at the airport boundary. The investigations showed:
 - PFAS levels within the airport boundary were below the criteria indicated by Commonwealth Department of Health and enHealth to be protective of human health.
 - Testing in the Cobaki Broadwater detected no PFAS in fish samples or generally in samples from water, sediments and pore-water.
 - Testing of residential groundwater bores did not identify PFAS above recreational water guidelines.

What is GHD?

- An environment consulting firm which has engaged diverse and specialised people.
- A technical leader in the investigation and management of PFAS, globally.
- Engaged by private and public firms to undertake numerous PFAS contamination investigations at a variety of sites across Australia.
- GHD has been engaged to undertake the Detailed Site Investigation (DSI) at Gold Coast Airport.
- GHD undertook the Preliminary Site Investigation (PSI) at Gold Coast Airport.
- GHD undertook a number of previous targeted investigations at the site (as outlined in the previous slide).

PFAS Characterisation Program

This PFAS Characterisation Program is Stage 2 of Airservices' national PFAS Management Program Plan.

This Program will incorporate and build on Stage 1 Preliminary Site Investigations (PSI) already completed at Gold Coast Airport.

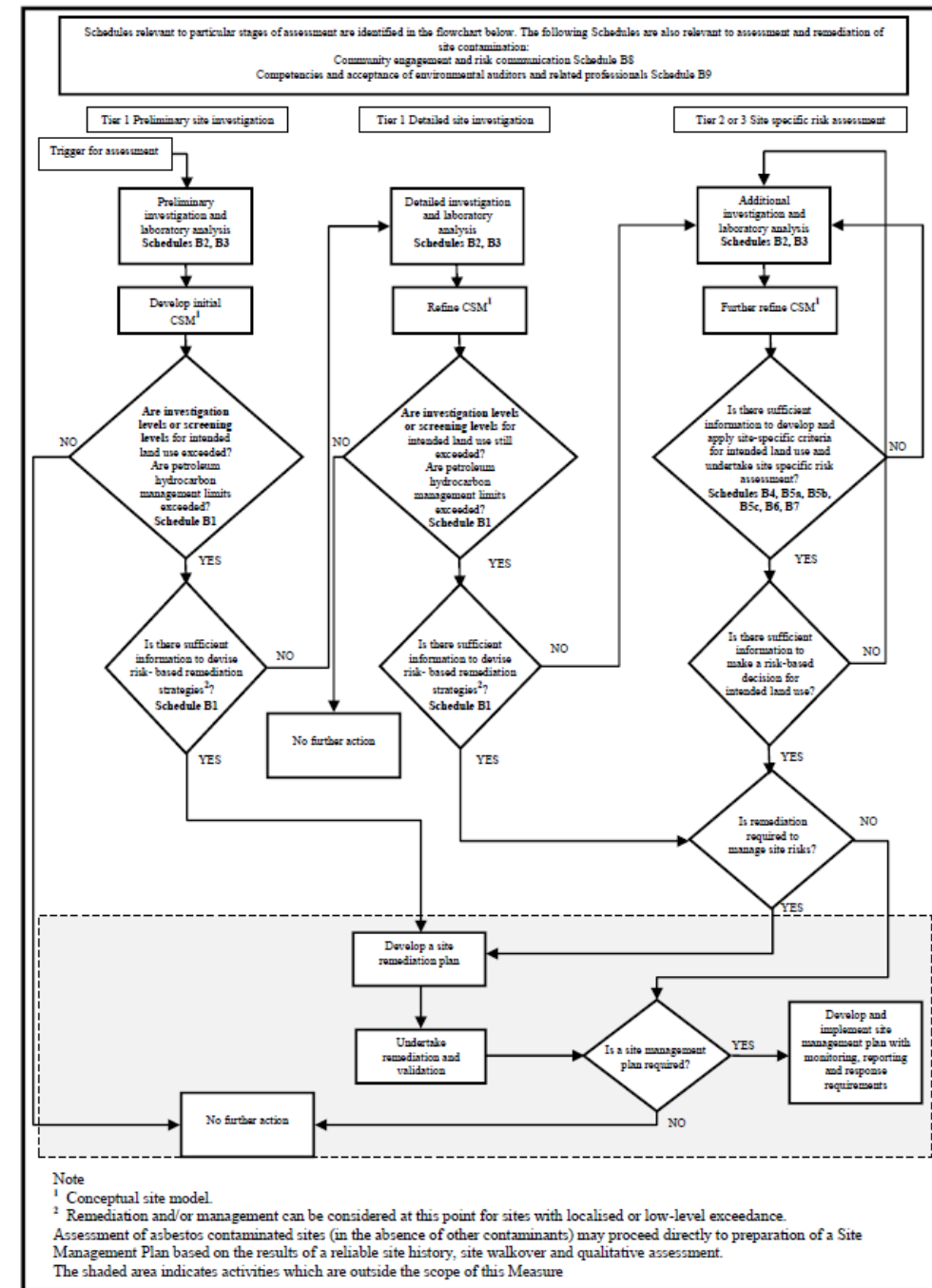
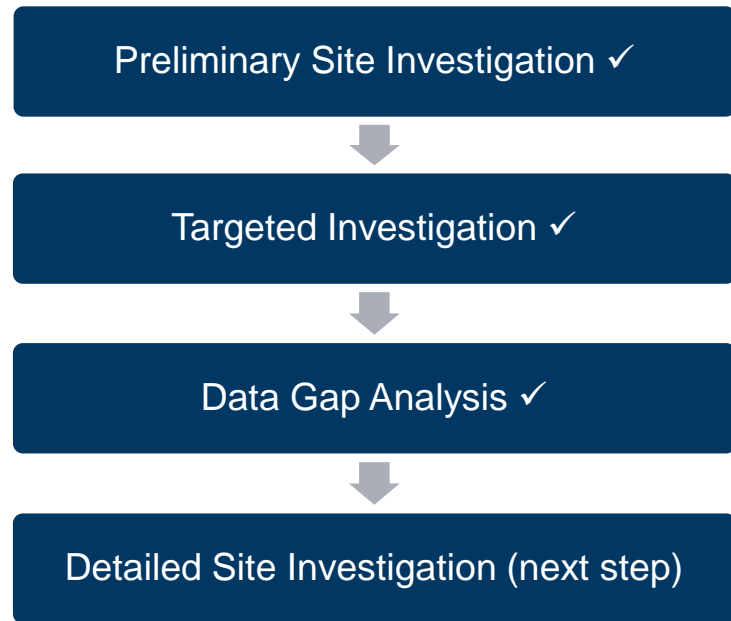
The investigation will seek to fill gaps in the current understanding of the extent of residual PFAS impacts and the potential human health and environmental risks.

Staged Approach

PFAS investigations are being undertaken in a staged approach consistent with the following national frameworks:

- National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (NEPM)
- PFAS National Environmental Management Plan 2020 (NEMP)

Where are we at in the process?



Detailed Site Investigation (DSI) - Objective

To identify where the risk posed by contamination caused by historical fire fighting activities undertaken by Airservices is highest, and where required identify reasonable and practicable actions that Airservices can take to reduce this risk.

Accordingly, GHD proposes to focus the investigation on potential contamination where:

- (i) Airservices holds a lease for ARFF services including fire stations, workshops, and training areas; and
- (ii) areas where aqueous film forming foam (AFFF) has been employed for training purposes by ARFF services since 1995 (whether leased by Airservices or not).

DSI – Strategic Approach

- Identify key data gaps in the current understanding of PFAS contamination at the site
(Based on findings from previous investigation).
- Development of the Sampling Analysis and Quality Plan (SAQP) that seeks to address these gaps.
(The SAQP outlines the scope for effective collection of robust and defensible field data)
- Intrusive investigations of soil, groundwater, surface water and sediment will then be carried out in line with the scope of the SAQP.
- The findings of the assessment will be outlined in a report that also updates the conceptual site model (CSM) and provides an assessment of potential risks.
- GHD's work will be overseen by independent environmental auditors accredited by NSW and Queensland governments under their respective environment protection acts.

Stakeholder engagement

1. Airservices and GHD will provide regular updates to the Gold Coast CACG
2. Appointed a Stakeholder Engagement Lead – Melanie Layton
3. Stakeholder Engagement Plan prepared
4. Communication materials will be prepared: media release / fact sheet / letters etc.
5. DSI will be published on the Airservices website
6. The GCAG is invited to submit information for consideration in the DSI, including any relevant historic information and/or commentary on key areas CACG members believe the DSI should address. This information should be forwarded to **pfascomms@airservicesaustralia.com** and include 'Gold Coast Airport DSI' in the subject by Friday 28 May 2021.



*** Thank You**

Gold Coast Airport

March 2021 CACG Presentation



COVID-19 Operational Impact

Passenger flights into and out of the Gold Coast Airport have been significantly reduced from April as a direct result of the travel restrictions associated with the COVID-19 pandemic.



Pax Numbers		
Month	Total	vs LY
November 2020	36,265	-93.2%
December 2020	188,260	-69.2%
January 2021	193,300	-70.0%



RPT Flight numbers (Arrivals)		
Month	Total	Per day (Ave.)
November 2020	154	5
December 2020	725	23
January 2021	749	24

Operational Response

A range of hygiene measures have been implemented throughout the terminal to help keep our passengers safe, including increased cleaning, COVID safe messaging and the provision of hand sanitiser in several locations.



Please refer to the GCA website for specific COVID-19 travel information.



Rex Airlines

Rex is launching direct services between the Gold Coast and Melbourne from 29 March and the Gold Coast and Sydney from 1 April. Rex will be operating B737-800 aircraft between both destinations.

Gold Coast – Melbourne

Arr 1035 – Dep 1115

Arr 1620 – Dep 1700

Gold Coast – Sydney

Arr 0950 – Dep 1030

Arr 1350 – Dep 1500

New Domestic Carrier



Airport Master Plan

Due to the impacts associated with COVID-19, GCAPL requested and received an extension of time to submit the next version of the Gold Coast Airport Master Plan.

The next Master Plan is now due to be submitted to the Minister for Infrastructure, Transport and Regional Development by July 2023.



Southern Terminal Extension



Southern Terminal Extension



Southern Terminal Extension

Attachment 6

Sarah Wintzloff

From: Lawton, Fiona <Fiona.Lawton@AirservicesAustralia.com>
Sent: Thursday, 17 December 2020 5:34 PM
To: Community Aviation Consultation Group; allan.morris@scu.edu.au; steiny26@me.com; arthurelliott11@gmail.com; bill@destinationtweed.com.au; billpink@tpg.com.au; Brett Curtis; PFAS Comms; CCherry@tweed.nsw.gov.au; jowen@tweed.nsw.gov.au; Davies, Darrin; David@ready.com.au; Scott, Gary; tweed@parliament.nsw.gov.au; Francis, Glenn; glenn@ozganics.com.au; Glyn.Lewis@afp.gov.au; Greg.Betts@aph.gov.au; gregory.j.wyatt@tmr.qld.gov.au; g.lohmann@griffith.edu.au; Iain Lobegeier; jcord@tweed.nsw.gov.au; Jared Feehely; whispers_100@hotmail.com; jodie.bellchambers@aph.gov.au; sutalco@mac.com; jthicks@bigpond.net.au; jlandja@optusnet.com.au; jmurray@norex.com.au; justine.elliott.mp@aph.gov.au; karen.andrews.mp@aph.gov.au; Karrylne.Johnson@infrastructure.gov.au; ANO; larry@woodlandassoc.com.au; currumbin@parliament.qld.gov.au; lindygsmith@bigpond.com; Lucy Ardern; Marion Charlton; Matthew Bender; BURLEIGH@parliament.qld.gov.au; miles.roper@destinationgoldcoast.com; Nathan.z.Goldman@tmr.qld.gov.au; NCIS Investigators; Norbert Benton; gingerbaker111@gmail.com; peterbarrett@iinet.net.au; plong@airgoldcoast.com.au; pfollent@aanet.com.au; reece.byernes@aph.gov.au; ron@3fidi.com; ronnih@westnet.com.au; secretary@gecko.org.au; Scott Stephens; Community Engagement Airservices; sharyn.owen@infrastructure.gov.au
Cc: Sarah Wintzloff; Airport Noise Abatement Consultative Committee
Subject: RE: Airservices Noise Monitoring Review - Gold Coast Airport [SEC=UNOFFICIAL]
Attachments: Gold Coast Noise Monitoring Review TOR_Draft for comment.pdf - **Pages 4 - 13**;
Gold Coast Noise Monitor Review - Community Suggested Locations Fact Sheet (November 2020).pdf - **Pages 14-17**

Dear Ron, Matt and CACG and ANACC members,

Thank you for the opportunity to discuss the upcoming noise monitor review for the Gold Coast that we plan to commence in early 2021.

The purpose of the email is to share the **draft Terms of Reference** for the review and the **associated fact sheet** we will use to support the activities.

We welcome your feedback on the sufficiency of both of these draft documents.

For example, when seeking community suggestions for possible noise monitoring locations, does the fact sheet provide appropriate information?

We will place some early notification on our *Engage Airservices* website to notify the community that we will be honouring our commitment to do this review, commencing in early 2021.

Please note that we are not seeking feedback on possible locations for noise monitors at this stage of the activity.

I realise that this is a busy time for everyone, so we would welcome feedback on the draft Terms of Reference and the Fact Sheet by **Monday 11 January 2021**.

However if more time is needed, we are happy to consider an additional few weeks.

Kind regards

Fiona

FIONA LAWTON
COMMUNITY ENGAGEMENT MANAGER

Email fiona.lawton@airservicesaustralia.com



CAUTION: This e-mail is confidential. If you are not the intended recipient, you must not disclose or use the information contained in it. If you have received this e-mail in error, please tell us immediately by return e-mail and delete the document. Airservices does not represent, warrant or guarantee that the integrity of this communication is free of errors, virus or interference.

From: Community Aviation Consultation Group <cacg@gcal.com.au>

Sent: Thursday, 17 December 2020 5:08 PM

To: allan.morris@scu.edu.au; steiny26@me.com; arthurelliott11@gmail.com; bill@destinationtweed.com.au; billpink@tpg.com.au; Brett Curtis <bcurtis@gcal.com.au>; PFAS Comms <pfascomms@airservicesaustralia.com>; CCherry@tweed.nsw.gov.au; jowen@tweed.nsw.gov.au; Davies, Darrin <Darrin.Davies@AirservicesAustralia.com>; David@ready.com.au; Lawton, Fiona <Fiona.Lawton@AirservicesAustralia.com>; Scott, Gary <Gary.Scott@AirservicesAustralia.com>; tweed@parliament.nsw.gov.au; Francis, Glenn <Glenn.Francis@AirservicesAustralia.com>; glenn@ozganics.com.au; Glyn.Lewis@aph.gov.au; Greg.Betts@aph.gov.au; gregory.j.wyatt@tmr.qld.gov.au; g.lohmann@griffith.edu.au; Iain Lobegeier <Iain.Lobegeier@casa.gov.au>; jcord@tweed.nsw.gov.au; Jared Feehely <jfeehely@gcal.com.au>; whispers_100@hotmail.com; jodie.bellchambers@aph.gov.au; sutralco@mac.com; jthicks@bigpond.net.au; jlandja@optusnet.com.au; jmurray@norex.com.au; justine.elliott.mp@aph.gov.au; karen.andrews.mp@aph.gov.au; Karrylyne.Johnson@infrastructure.gov.au; ANO <ano@ano.gov.au>; larry@woodlandassoc.com.au; currumbin@parliament.qld.gov.au; lindygsmith@bigpond.com; Lucy Ardern <lardern@qldairports.com.au>; Marion Charlton <mcharlton@gcal.com.au>; Matthew Bender (Gold Coast Airport) <mbender@gcal.com.au>; BURLEIGH@parliament.qld.gov.au; miles.roper@destinationgoldcoast.com; Nathan.z.Goldman@tmr.qld.gov.au; NCIS Investigators <NCIS.Investigators@AirservicesAustralia.com>; Norbert Benton <nbenton@gcal.com.au>; gingerbaker111@gmail.com; peterbarrett@inet.net.au; plong@airgoldcoast.com.au; pfollent@aanet.com.au; reece.byrnies@aph.gov.au; ron@3fidi.com; ronnih@westnet.com.au; secretary@gecko.org.au; Stephens, Scott (ATC) <scott.stephens@AirservicesAustralia.com>; Community Engagement Airservices <communityengagement@AirservicesAustralia.com>; sharyn.owen@infrastructure.gov.au

Cc: Sarah Wintzloff <swintzloff@gcal.com.au>

Subject: Airservices Noise Monitoring Review - Gold Coast Airport

Good afternoon all,

Please see the attached documents from Airservices in regards to the Noise Monitoring Review in the broader Gold Coast region.

The purpose of the review is to:

- Validate the function of the two current long-term NMTs (Tugun and Banora Point)
- Consider and assess community suggested locations for a third long-term noise monitor in the Tweed Heads region or another suitable location in the broader Gold Coast region
- Provide investigation findings to the ANACC (as the key noise consultative committee) in relation to the provision of future noise monitoring at the Gold Coast.

Feedback details are noted on the last page of the fact sheet. If you could please have your feedback submitted by no later than 24th December that would be greatly appreciated as this will allow Airservices to progress the issues early in the New Year.

Please feel free to contact us if you have any questions.

Kind regards,

Community Aviation Consultation Group

CACG Secretariat

Gold Coast Airport

e: cacg@gcal.com.au | **w:** www.goldcoastairport.com.au

a: Level 1, Airport Central, 1 Eastern Ave, Bilinga, QLD 4225

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*Australia's first
airport operator
to receive certification*

This email has been scanned for viruses and content by Microsoft EOP.

GOLD COAST NOISE MONITORING REVIEW

Terms of Reference

Version DRAFT

Effective Date: 20 November 2020

[Click or tap here to enter text.](#)

Prepared:
Airservices
Environment and Community

CHANGE SUMMARY

Version	Date	Change Description
DRAFT	26 October 2020	Document created

CONTENTS

CHANGE SUMMARY	2
1 PURPOSE	3
2 BACKGROUND	3
2.1 Noise and Flight Path Monitoring System	3
2.2 Gold Coast Noise Monitoring	4
3 OBJECTIVES	4
4 SCOPE	5
4.1 In scope	5
4.2 Out of scope	5
5 REVIEW CRITERIA	5
5.1 Current Long-term NMT	5
5.2 Third Long-term NMT	6
5.3 Other short term NMT	8
5.4 Timeline	8
6 AIRSERVICES NMT REVIEW TEAM	9
7 STAKEHOLDERS	9
8 DEFINITIONS	9

1 PURPOSE

The purpose of this document is to describe the Terms of Reference (ToR) for Airservices Noise Monitoring Review (the Review) at the Gold Coast.

2 BACKGROUND

2.1 Noise and Flight Path Monitoring System

Airservices has obligations described in the Ministerial Direction M37/99¹, to maintain and operate a Noise and Flight Path Monitoring System (NFPMS) at major Australian airports, and to provide advice, information and data on environmental aspects of air traffic management including aircraft movements, aircraft noise, aircraft engine emissions and aircraft operations.

Airservices NFPMS is comprised of a number of components, including long-term noise monitoring terminals (NMTs) that collect noise data at major Australian airports, and short-term aircraft noise monitoring where required.

Airservices regularly reviews our noise monitoring networks and locations around major airports to ensure they continue to meet current needs.

Where there have been changes to aircraft operations, we also undertake a more detailed review of the NMTs, both individually and as a network, to assure the relevance and ongoing quality of data provided.

Noise monitoring is undertaken to:

- determine the contribution of aircraft noise to the overall noise to which a community is exposed
- provide information to the community about aircraft noise and operations
- help local authorities make informed land planning decisions (though decisions can only be refined through the use of monitoring data, not completely overturned)
- inform estimates of the impact of changes in air traffic control procedures – including changes designed to reduce noise impacts of aircraft
- validate noise modelling
- inform the determination of aviation policy by government
- assist the government to implement legislation, such as curfew acts and regulations.

¹ <https://www.comlaw.gov.au/Details/F2009B00155/50d0ba88-0f31-42a1-8a00-30b201750441>

2.2 Gold Coast Noise Monitoring

We are conducting the Review due to recent changes in aircraft operations at Gold Coast Airport, including the introduction of Instrument Landing System (ILS) approach procedures to Runway 14, and changes to the existing Required Navigation Performance (RNP) approach procedures to Runway 14 and Runway 32.

Our NFPMS collects noise and flight path data at Gold Coast and operates 24-hours-a-day, seven-days-a-week, collecting data from aircraft operating to and from the airport. This data is displayed for Gold Coast Airport on WebTrak².

There are currently two long-term noise monitors associated with Gold Coast Airport, one is located to the north at Tugun and one to the south of the airport at Banora Point. The Gold Coast region has previously had three noise monitors however, the third monitor, located at Tweed Heads, was removed due to site works by the property owner in 2009.

Once site works were completed and the noise monitor was due to be reinstalled, potential asbestos contamination was found on the site and the monitor was not replaced.

Between 2013 and 2016, we have investigated multiple options to reinstall the noise monitor in the Tweed Heads area. There is limited public land in the area, and locations we have investigated were found to be unsuitable, or we have been unable to obtain permission from the landowner to install the noise monitor.

In 2016, we committed to the Gold Coast Airport, and their Community Aviation Consultation Group (CACG) and Airport Noise Abatement Consultative Committee (ANACC) that we would conduct the Review following the Post Implementation Review (PIR) of the ILS. The ILS PIR was completed in August 2020.

3 OBJECTIVES

The purpose of the Review is to:

- validate the function of the two current long-term NMTs (Tugun and Banora Point)
- consider and assess community suggested locations for a third long-term noise monitor in the Tweed Heads region or another suitable location in the broader Gold Coast region
- provide investigation findings to the ANACC in relation to the provision of future noise monitoring at the Gold Coast.

We will engage genuinely with the community in accordance with Airservices [Community Engagement Framework](#) to provide the opportunity for the community to influence the location of a third long-term NMT.

As part of the Review, we will provide the community with information to assist with the identification of suitable sites (**Attachment A**).

We will release these ToR and a draft report for public comment, and will release the final report on *Engage Airservices* and Airservices *Aircraft In Your Neighbourhood*³ website for Gold Coast Airport.

² <https://webtrak.emsbk.com/ool3>

³ <https://aircraftnoise.airservicesaustralia.com/>

4 SCOPE

4.1 In scope

The following are in scope:

- Review effectiveness and ongoing suitability of current NMTs
- Consider and assess community suggested noise monitor sites previously tabled through the GC CACG/ANACC which still require investigation.
- Consider and assess community suggested noise monitor sites received during this consultation.

4.2 Out of scope

The following is out of scope:

- A review of locations previously provided by the community or assessed by Airservices as unsuitable for a NMT
- Monitoring of on-ground noise and non-aircraft noise issues
- Any matter not directly related to the function of the NMT network at the Gold Coast including flightpath or noise abatement procedure operation.

5 REVIEW CRITERIA

The following describes the criteria that will be used for this Review.

5.1 Current Long-term NMT

We will consider the current performance, including captured noise data, of the Banora Point and Tugun NMTs, in relation to:

- a. Airservices internal standards ⁴
- b. *ISO 20906:2009 — Acoustics — Unattended monitoring of aircraft sound in the vicinity of airports (ISO 20906:2009)*
- c. Background noise levels (and other noise sources)
- d. Noise complaint data
- e. Noise sensitive receivers
- f. Current flight paths and procedures (and potential future changes)
- g. Communications coverage and reliability
- h. Local environmental and meteorological conditions (including seasonal variations)

⁴ C-STRAT0034: Aircraft Noise Monitoring Strategy; C-GUIDE0803: Installation and Management of Long Term and Short Term Aircraft Noise Monitors

- i. Security, access and work, health and safety (WHS) issues
- j. Configuration of the NMTs for:
 - i. Noise event detection parameters (threshold noise levels, pre-trigger settings, and noise event duration)
 - ii. Calibration and preventative maintenance
 - iii. Correlation zone
 - iv. False positives
 - v. Missed noise events
- k. Site licenses (leases) – identification of any potential site licence issues.

5.2 Third Long-term NMT

We will consider the identification of potential installation sites for a third NMT at the Gold Coast, in relation to:

- a. Airservices internal standards
- b. ISO 20906:2009
- c. Background noise levels (and other noise sources)
- d. Noise complaint data
- e. Noise sensitive receivers (including population data)
- f. Current flight paths and procedures (and potential future changes)
- g. Communications coverage and reliability
- h. Local environmental and meteorological conditions (including seasonal variations)
- i. Land ownership and accessibility.

The purpose of the Gold Coast third NMT is to provide additional information on the impacts of aircraft noise on the community in the Gold Coast region.

To achieve this, the proposed NMT will:

- be placed within a residential area, to provide maximum information and benefit to the community
- be placed to target a major flightpath for the airport used by larger scheduled services aircraft, and
- not be placed within proximity of the existing long-term NMT.

To assist with the assessment, any suggestions for the proposed long-term NMT installation need to provide:

- the specific address of the site, or multiple street names that define a particular region
- the specific aircraft operation/s that need noise monitoring (e.g. aircraft flying over a particular suburb)
- the reason/s for the suggested location/s, including local knowledge that may help us consider the suggestion (e.g. if the site is located away from road noise, the current site use/s and who owns the site)
- Including a map with the location identified can be helpful.

Airservices requires that background noise levels should be representative of overall community noise in the local area. Monitoring locations also need to meet certain physical requirements, including:

- being secure from malicious damage
- having good mobile data coverage
- having access to power
- being protected from wildlife
- having good radar coverage (down to the level of the runways).

Because the cost of installing a long-term NMT is significant, a long-term lease (i.e. 10 years or more) needs to be established. Long-term NMT will generally use public land (e.g. schools, council depots, childcare centres). Private residences are not suitable for a long-term NMT.

Having given consideration to the above, noise monitor installation will generally only progress where all the criteria presented in Table 1 is met.

Table 1 Assessment Criteria for Noise Monitor Installation

No.	Criterion description	Yes/No/ Not applicable
1	Is the proposed installation of the long-term noise monitor consistent with Airservices corporate objectives, its aircraft noise management strategy and its annual budget?	
2	Will the installation of the noise monitor meet the key criteria of <i>ISO 20906:2009 - Unattended monitoring of aircraft sound in the vicinity of airports</i> ⁵ ?	
3	Will the noise monitor be located under established, published flight paths used by aircraft operating to/from the airport (that are not likely to change substantially in the next 5-10 years)?	
4	Will the long-term noise monitor be located in a position that is expected to capture and correlate aircraft noise events for target aircraft overflights?	
5	Can the noise monitor be located on a site that will ensure minimal influence from other sources of noise (e.g. road, rail, industry, sports and entertainment venues, etc)?	
6	Can the noise monitor be located on a site that will minimise reflections from hard surfaces (such as building rooves, walls, concrete hardstand areas, etc)?	
7	Does the site meet Airservices minimum requirements in relation to security, work health and safety (WHS) and connectivity with communications networks?	
8	Is it possible to enter into a long-term lease (of at least 10 years) with the land owner of the proposed noise monitoring site?	

5.3 Other short term NMT

We will consider the identification of potential installation sites for short-term NMT at the Gold Coast, including whether additional ILS noise monitoring is required.

5.4 Timeline

The following is the timeline for the Terms of Reference.

1. Community submissions for potential sites for the third Gold Coast Noise Monitor Submission period – 8 weeks
2. Airservices investigation and analysis period of suggestions, which meet the minimum criteria - 8 weeks
3. Release of draft report for public comment period – 4 weeks
4. Release of final report by June 2021 - including any findings, recommendations and next steps regarding NMT at the Gold Coast.

⁵ [ISO 20906:2009 Acoustics — Unattended monitoring of aircraft sound in the vicinity of airports](#)

6 AIRSERVICES NMT REVIEW TEAM

The Review team will consist of the following:

- Community Engagement Manager
- Community Engagement Specialist/s
- Senior Noise and Environmental Specialist/s
- Noise Complaints Information Service Manager (NCIS)
- Senior Investigators, NCIS.

7 STAKEHOLDERS

Airservices will consult with the following stakeholders throughout the Review:

- Gold Coast Airport Noise Abatement Consultative Committee (ANACC)
- Gold Coast Airport Community Aviation Consultation Group (CACG)
- Gold Coast Community
- Gold Coast Airport
- Local councils.

Airservices will inform the following stakeholders of the Review:

- Aircraft Noise Ombudsman
- Elected representatives – Federal, State and Local.

8 DEFINITIONS

Within this document, the following definitions apply:

Term	Definition
ANACC	Airport Noise Abatement Consultative Committee
ANO	Aircraft Noise Ombudsman
CACG	Community Aviation Consultation Group
NFPMS	Noise and Flight Path Monitoring System
NMT	Noise Monitoring Terminal
NCIS	Noise Complaints and Information Service
ToR	Terms of Reference

Click or tap here to enter text.

Gold Coast Noise Monitoring Review. ATTACHMENT A – Gold Coast Noise Monitoring Review Fact Sheet.



ATTACHMENT A – Gold Coast Noise Monitoring Review Fact Sheet

Click or tap here to enter text.

GOLD COAST NOISE MONITORING REVIEW

SUBMITTING A SUGGESTION FOR A NOISE MONITOR LOCATION

We are seeking community suggested locations for installation of a third noise monitor at the Gold Coast

Gold Coast Noise Monitoring Review

Airservices maintains and operates a Noise and Flight Path Monitoring System (NFPMS) at Gold Coast Airport. This system provides information and data on aircraft movements, aircraft noise and aircraft operations.

We are conducting a review of the aviation noise monitors at the Gold Coast, as part of our regular maintenance cycle and in response to changes made in recent years to aircraft operations at Gold Coast Airport.

Changes in operations include the introduction of Instrument Landing System (ILS) approach procedures to Runway 14, and changes to the Required Navigation Performance (RNP) approach procedures to Runway 14 and Runway 32.

As part of the review, we are seeking community input and suggestions for suitable locations to install a new long-term noise monitor. This is your opportunity to be involved in determining the location of long-term noise monitoring at the Gold Coast.

Existing Noise Monitoring

We currently have two long-term noise monitors - one at Tugun and one at Banora Point.

We previously had a third long-term noise monitor installed at Tweed Heads, however this monitor was removed in 2009 due to site works by the property owner. The monitor was not able to be reinstalled due to potential asbestos contamination at the site.

As such, we are now seeking to identify an appropriate site for the remaining long-term noise monitor to provide the community with additional aircraft noise related information and will consider all community suggestions for locations in the broader Gold Coast area (shown in **Figure 1**).

Airservices has already undertaken preliminary investigations at Tweed Heads (the location of the previous monitor) to identify potential installation zones, and these are shown in grey on **Figure 2**.

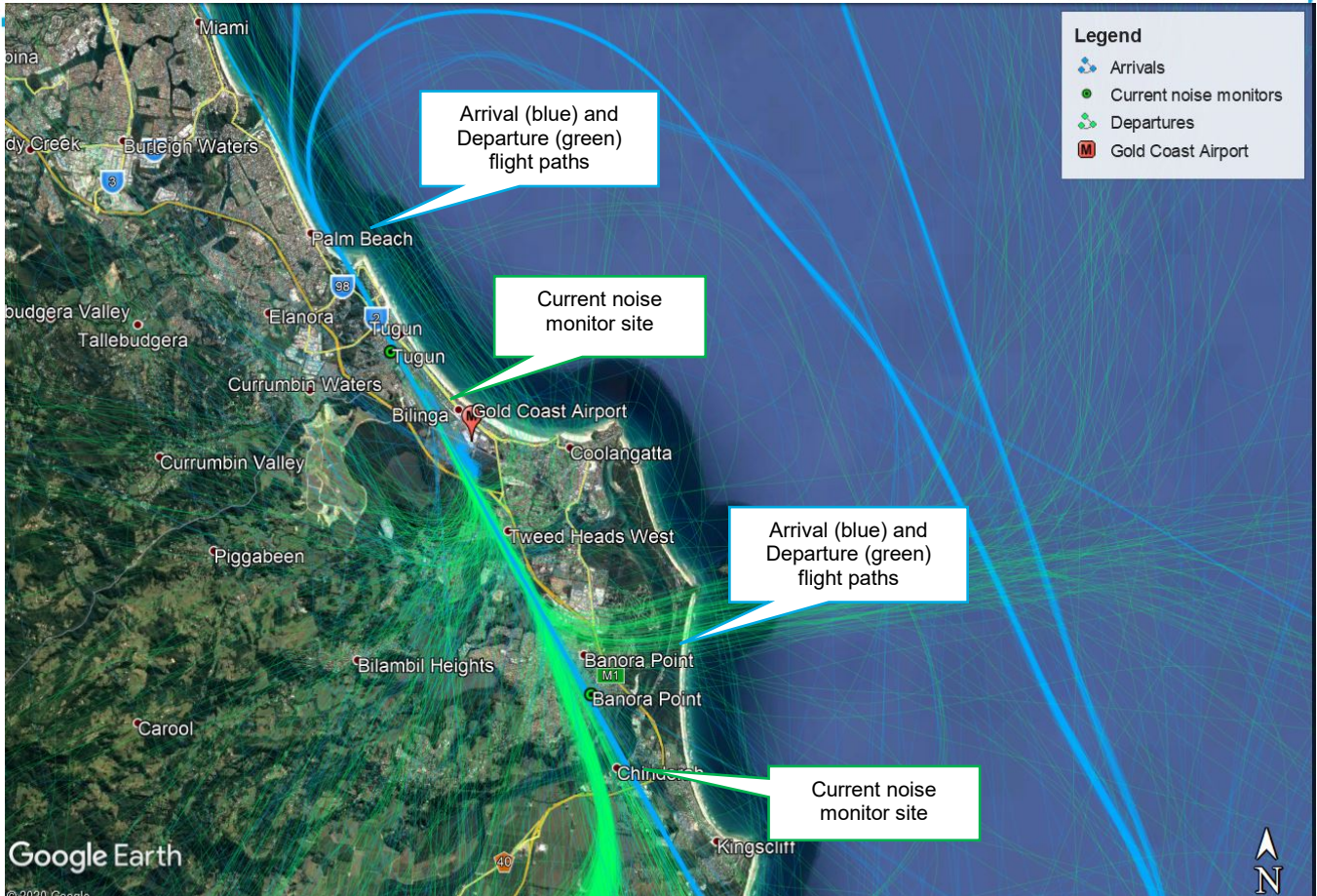


Figure 1: Indicative arrival (blue) and departure (green) tracks from Gold Coast Airport. Community suggested locations should be near these operations.

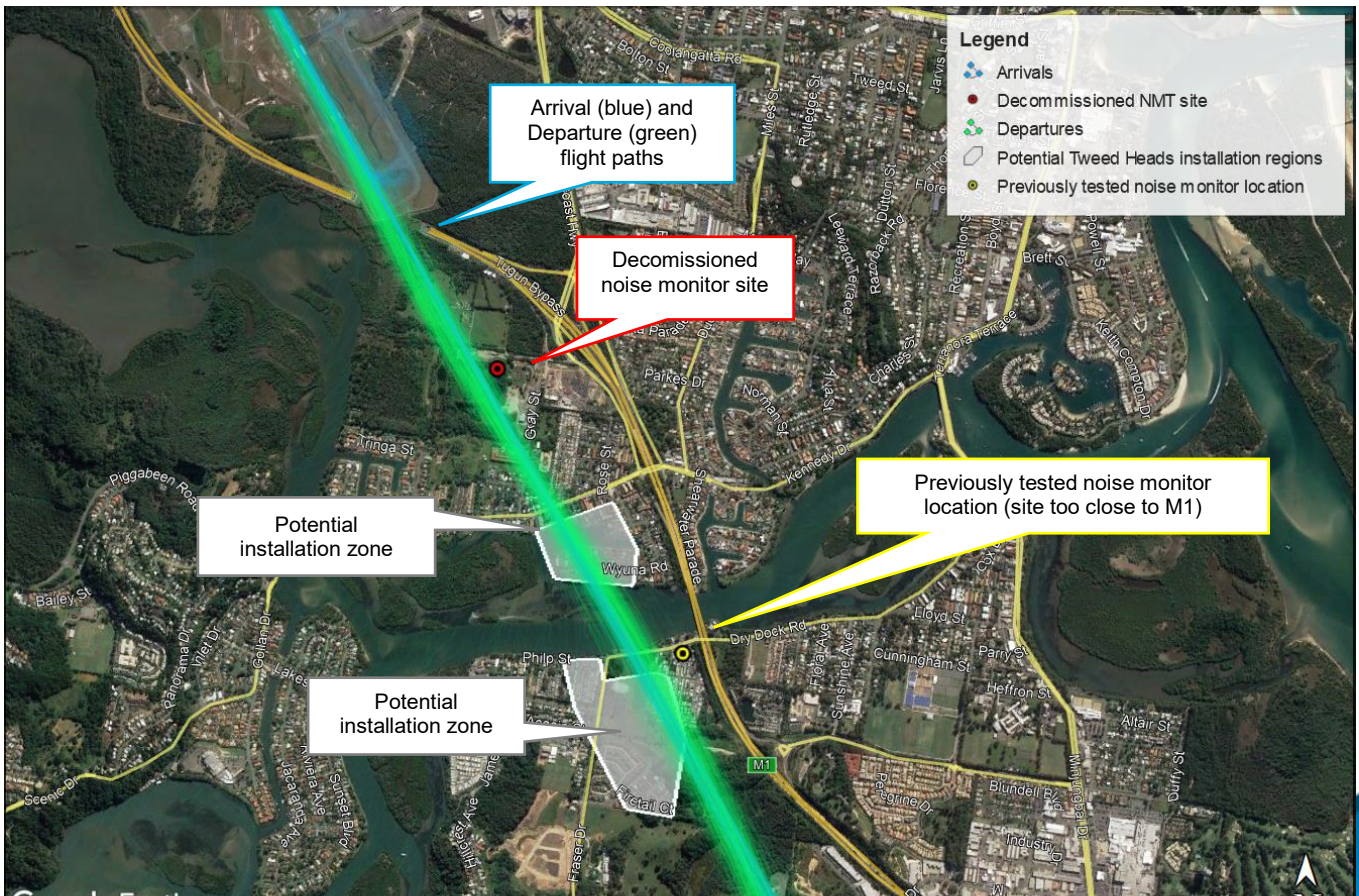


Figure 2: Suitable zones for noise monitoring (grey) in the Tweed Heads region, with indicative arrival (blue) and departure (green) tracks from Gold Coast Airport.

How do we identify suitable noise monitor location/s?

The location of the new noise monitor must be in an area which will effectively capture noise data from arriving and departing aircraft, and a suitable distance from other noise producing sources such as the M1 motorway.

We use the following criteria when identifying a suitable location for a noise monitor:

- site suitability to capture all major aircraft types and operations so that the noise data represents the range of aircraft noise in that community
- site ability to effectively capture sufficient noise data (i.e. if aircraft are too far away and therefore produce low noise levels these generally won't be captured effectively by a noise monitor)
- the site is compliant with acoustic standards¹ that ensure the operational aspects for monitoring can be achieved
- site technical aspects including security, mobile data coverage, access to power, protection from wildlife, and a location within air traffic control radar coverage
- the site is a public or commercial property (for example schools, council depots, childcare centres, as private residences are not suitable for long-term noise monitor locations)
- consideration of background noise levels that can diminish the effectiveness of the noise monitor.

Why are we seeking your suggestions?

People who live in the community know their area and can contribute local knowledge to the identification of suitable sites for noise monitors.

What should I include in my submission?

Submit your suggestions for possible locations that meet the noise monitor criteria above (see *How do we identify suitable noise monitor location/s?*) and are located near the aircraft operations (**Figure 1**) They may include locations in the potential installation zones (**Figure 2 grey shaded areas**)

When submitting your suggested location/s please ensure you include:

- the specific address of the site, or multiple street names that define a particular region
- the specific aircraft operation/s you believe need noise monitoring (e.g. aircraft flying over a particular suburb)
- the reason why you are suggesting the location/s
- local knowledge that may help us consider the suggestion (e.g. if the site is located away from road noise, the current site use/s and who owns the site).

¹ ISO 20906:2009 Unattended Monitoring of Aircraft Sound in the Vicinity of Airports

How do I submit my suggested location/s?

To submit a suggested location visit *Engage Airservices* at engage.airservicesaustralia.com/GC-NMT-Review and either:

- a. Complete the online survey which will take you through a series of questions so you can provide the information we will need about the location/s or
- b. Use the Interactive Map to 'drop a pin' on your suggested location/s and add comments.

Refer to the criteria in *What should I include in my submission?* for the information you should provide in the comments on the Interactive map.

Suggestions can also be provided to the Gold Coast Airport Noise Abatement Consultative Committee by email to anacc@gcal.com.au

For further information

Visit *Engage Airservices* at engage.airservicesaustralia.com/GC-NMT-Review.

Sarah Wintzloff

From: Lindy <lindygsmith@bigpond.com>
Sent: Friday, 5 February 2021 5:30 PM
To: Community Aviation Consultation Group
Cc: ron@3fidi.com
Subject: GCA - CACG - MEETING 4/11/20 RE ACTION LIST-66 (PFAS) **Pages 3-4**
Attachments: CACG - 6.11.19 - action re PFAS (003).pdf; CACG - 4.3.20 - PFAS follow-up.pdf **Pages 5-6**

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

**Re: GCA CACG meeting 4/11/20 re Action List-66 (PFAS);
Respond to 8.3 PFAS contamination at GCA paper along with questions submitted via CACG Secretariat – 4/3/20**

There was no response from Airservices Australia (AA) at the meeting 4/11/20 on Action List-66. The action from this meeting was that I send through these details (min. 3.2, Pg.2).

Relevant to the meeting 6/11/19 Agenda item 8.3 (Action List-58) I provided a paper (1st attachment) to GCA CACG email 20/2/20 which was acknowledged and sent onto AA the same day. This paper was then provided to all CACG members with the agenda for the forthcoming March meeting 21/2/20 by GCA.

Relevant to Action List-66 a follow up paper (2nd attachment) was submitted to the CACG Secretariat 13/3/20. Both papers were included with draft and final minutes sent to all CACG members 14/4, 14/5 and 22/7 2020.

The action from the meeting 4/3/20, **Airservices have committed to coming to next meeting with response to Lindy's paper (8.3) along with any other submitted questions that are fed through the Secretariat** (min. 4.2, pg.6).

The July *Information Package* sent to all CACG members 22/7/20 included a PFAS *Update - July 2020* from AA again stating the 2016 and 2017 investigations **found no detections or low levels of PFAS in soil and water at the perimeter of the airport** contrary to the findings of their own report, and as I had pointed out in attached paper. The 2016 Report findings include, **groundwater sample locations on the south eastern portion of the site and western perimeter exceeded the adopted human health screening levels and the enHealth drinking water guidelines.**

The PFAS *Update – November 2019* (23) provided to the CACG meeting 6/11/19 by AA was that the PFAS monitoring report undertaken at GCA October 2018 was to be provided to the CACG.

Relevant to the October 2019 PFAS monitoring report it was advised to the CACG meeting 4/3/20 AA *committed to providing the committee with a copy of the 2019 monitoring report once it becomes available* (min. 4.2, (pg.6).

I ask if AA could please provide an immediate response to the CACG the reason both the 2018 and 2019 have not been provided to the CACG.

The GCA CACG is a regulatory requirement under the *Airports Act*. The purpose of the CACG includes allowing concerns of interested parties to be raised and taken into account, and reports will also be provided to the CACG from government departments including AA.

It is of extreme concern AA as a government owned corporation consistently ignores the very serious concerns of PFAS contamination at GCA and surrounds, and requests for information and response to matters raised at CACG meetings.

As per the PFAS National Environmental Management Plan it is recognised due to the high solubility of PFAS in water means that PFAS readily leach from soil to groundwater, where they can move long distances. When the groundwater reaches the surface, the PFAS will enter creeks, rivers and lakes. There it can become part of the food chain, being transferred from organism to organism.

Regards
Lindy Smith
CACG member
GCA

Gold Coast Airport Community Aviation Consultation Group (CACG) Meeting - 6 November 2019

Item 8 – Airservices Report - Action List-58: Lindy Smith, CACG member

Subject: PFAS contamination at Gold Coast Airport (GCA)

1. Action List-58

Written questions to identify the reports not published, seasonality issues & fluctuating PFAS levels, yearly testing and testing on the western boundary. Questions will include JA's comments around testing on the western side at the fire station.

a) The known reports undertaken for Airservices on PFAS contamination at GCA not published are; 2008 (GHD), 2011 (AECOM), 2014 (Parsons Brinkerhoff (PB) and 2016b (GHD), and yearly groundwater monitoring October 2018 and 2019.

b) The data collected under the Preliminary Site Investigations (PSI) undertaken at GCA for Airservices since 2016 have been during dry periods and have not been validated with seasonal variability data in both surface and groundwater, and to determine the surface water flow rates, groundwater levels and the fluctuations of PFAS concentrations.

c) Review of data on Coolangatta Creek down stream of GCA July 2017 to June 2019 undertaken by another authority shows significant fluctuations of **PFOS** concentrations with results well above the criteria levels for the consumption of fish, and well above samples undertaken for Airservices. Further, results of groundwater sampling undertaken at the fire training ground (FTG) 2011 - 2015 reveal extraordinary fluctuations of **PFOS** concentrations.

d) The yearly groundwater monitoring October 2018 and 2019 again have been during dry periods and there remains no seasonal variability data despite the recommendations 2016.

e) More than 11yrs after it was confirmed soil and groundwater was contaminated with PFAS chemicals at the GCA FTG 2008 2 primary surface water discharge points of GCA's drainage network (environmental exposure pathways) to the western boundary (as per GCA MP 2017) have not been tested. Nor was any sediment sampling undertaken for the 2017 PSI along the western boundary where the surface and groundwater interface occurs with the Cobaki Broadwater (lower Tweed River estuary). Further, despite recommendations 2008 and 2015 to conduct sampling within the surface water drain east of the FTG this has not occurred.

f) I believe JA's comment was around the lack of monitoring on the western area of the airport where the FTG is located and a known source of PFAS contamination as I have outlined above.

2. Comment

- The update provided to the CACG meeting 6/11/19 by Airservices on PFAS contamination at GCA again stated the PSIs "*found no detections or low levels of PFAS in soil and water at the perimeter of the airport*" which is misleading.
Also, the statement "*Airservices monitoring at the airport to date indicates stable conditions*" is not credible for reasons outlined below.

The findings of the 2016 PSI state, "*Groundwater sample locations on the south eastern portion of the site and western perimeter exceeded the adopted human health screening levels and the enHealth drinking water guidelines.*" (s6.2, pg.18)

- Understanding the groundwater contours, migration rate of PFAS contaminant plumes, drainage patterns and surface water flows is an important factor in PFAS investigations.
- Research and review of data indicates rain events influence the level of PFAS contaminant

- concentrations, however no data has been collected under these conditions since 2016.
- Due to the high mobility of PFAS from contaminated sites, to manage exposure pathways requires consideration of the groundwater vertical and horizontal migration and infiltration process from rain events, and surface water overland flows and migration of PFAS during rain events via stormwater.

Findings of the 2008 PSI included, *"There is a potential risk to human health due to groundwater impact from **PFOS** and **PFOA**, based on the limited number of samples analysed and the criteria used."*

- Despite this finding no further groundwater sampling beyond the FTG was undertaken to delineate the extent of groundwater impacts until 2016, after the community had the 2008 report unearthed, and after two major developments plans had been approved on the GCA site which involved massive disturbance of soil, surface and groundwater.

Relevant to the 2016 surface and groundwater sampling undertaken the 2016b report states; ***"this is insufficient to cover different seasonal conditions (such as markedly different history of rainfall), and it is possible that surface water flows, groundwater levels and contaminant concentrations will vary with different seasonal conditions. This limitation needs to be recognised in the assessment of the risk posed by contamination at the site."***

3. Conclusion

It is acknowledged PFAS is an emerging contaminant with some experts advising we are yet to see the peak of these contaminants. However, products containing **PFOS** were known to cause detrimental impacts to the environment and a ban on the manufacture of **PFOS** was imposed two decades ago.

PFOS and **PFOA** are listed on the *Safe Work Australia, Hazardous Substances Information System* as hazardous substances due to risks to human health.

Thus, the precautionary principle should have been applied at the earliest confirmation of PFAS contamination at the GCA site 2008 when the **PFOS** concentrations were so high with investigations undertaken to delineate the extent of the contamination, groundwater flow direction and tidal influences and to identify and assess environmental exposure pathways.

PFAS are highly persistent in the environment, can bio-accumulate and can be harmful to animal and human health (US EPA 2014).

I have previously raised with Airservices the limitations, deficiencies and significant data gaps of the PSIs outlined above since 2016. I am also aware other authorities have requested that further assessments and investigation into the data gaps be undertaken 3yrs ago. Evidence reveals the PFAS contamination at GCA and beyond is not going away and there are significant fluctuations in the **PFOS** concentrations.

Of crucial importance and credibility to manage the PFAS contamination at the GCA site and beyond including containment and remediation requires a comprehensive DSI that ensures appropriate, scientific and risk-based approach for investigation of the PFAS contamination originating from the GCA site.

**Gold Coast Airport Community Aviation Consultation Group (CACG)
Meeting date - 4 March 2020: Lindy Smith, CACG member**

Subject: Clarification and follow up on PFAS issues

1. Introduction

Due to a full agenda and time constraints there is a number of PFAS matters that require clarification and follow up post the CACG meeting 4/3/20, as discussed after the close of the meeting.

2. Gold Coast Airport CACG Update – November 2019 - Airservices PFAS activities at GCA

The above update was handed out at the CACG meeting 6/11/19 and was generally a response to the CACG Action List items from the CACG meeting 25/7/18. Following is my response/clarification;

18) To provide a clarification of markers for different types of PFAS: previous Preliminary Site Investigations (PSI) have identified the source of **PFOS/PFOA** soil, surface and groundwater contamination at GCA is from decades of Airservices operations using 3M Light Water *aqueous film-forming foam* (AFFF) in the areas of the Fire Training Ground (FTG), Main Fire Station and surrounding area, Fire Station Workshop, old fire station and other areas of incidents of discharge of AFFF.

- "Fingerprinting" has been identified as above and to now claim further investigations is key to identifying the source such as a *leaking cup of coffee from a desk to a kitchen* is incongruous.

20) To provide advice on whether the PFAS Management Plan or summary may be able to be provided to the CACG: it is noted the PFAS Management Plan (PMP) contains the action of *monitoring of PFAS yearly* which is contrary to previous findings/recommendations. That the PMP is to be an internal document inhibits confidence there is to be any management of the PFAS contamination.

23) Follow up to identify the groundwater monitoring and report on the outcome: it states re the 2018 monitoring report *Airservices will provide a copy to the Chair following this meeting* to be provided to the CACG.

- Was this action undertaken as this report has not been provided to the CACG.

It also states, *"However, we note that the situation at the airport has changed, with the completion of some major projects such as the terminal expansion, and this may impact future results."*

- The terminal expansion has not been completed and construction had only recently commenced. As outlined above the source of PFAS contamination has been identified from Airservices operations and known since 2008/2011, and the spread of the contamination is due to the high mobility of both PFAS and surface and groundwater exposure pathways.

25) To investigate if an environmental expert can present to address the group about the DSI: states, *"Airservices is currently in the final stages of the Tenderer Evaluation for the Gold Coast DSI. Airservices expects to award a successful tenderer in December this year..."* and *"Airservices can request a team member from the successful contractor to address the CACG about the DSI process. Airservices envisages this would be at the March 2020 CACG."*

3. Conclusion

Further to **25** above the CACG minutes 6/11/19, Attachment 2: Action List-25 is *DSI to commence Jan 2020*.

That Airservices failed to have the courtesy to include the PFAS matter in their presentation, acknowledge the paper prepared under *Action 58* and indications from CACG members queries there is not yet a brief for the DSI being totally contrary to the status advised to the CACG 6/11/19 is unacceptable and of very grave concern.

The CACG was advised Nov. 2017 a DSI was to commence 2018 and more than 2yrs on there is no information of any DSI to be undertaken on the GCA site and beyond. To add it is now more than 11yrs since PFAS contamination was confirmed on the GCA site with critical environmental exposure pathways still not investigated.

Under the *PFAS National Environmental Management Plan* the polluter (i.e. Airservices) is responsible including containment and avoidance which requires a quantitative PFAS assessment ensuring that a scientific and risk-based approach is adopted for investigation which is yet to be undertaken.

Despite the extremely high levels of groundwater **PFOS** concentrations and mounting evidence that exposure to PFAS can have adverse health outcomes in humans and animals it is appearing that Airservices do not want to quantify the real status of the PFAS contamination on the GCA site and beyond, thus neglecting a duty of care.

13/3/20