

Community Aviation Consultative Group (CACG)



MEETING MINUTES

Date: Thursday, 15 July 2021
Time: 09:00 – 12:00
Location: Microsoft Teams

Welcome, Attendance and Apologies/Proxies

Chairman, Ron Brent, opened the meeting at 09:03 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.

1. Consideration of Previous Minutes/Action List

1.1 CACG meeting held 11 March 2021

The Chair sought feedback from members on the minutes from the 11 March 2020 meeting. The minutes were endorsed and accepted by the committee.

1.2 Action List & Recommendations

Refer to attachment 2 for full details.

2. Airservices Report

Bruce Dowdall will be filling in for Gary Scott regarding tower update and aircraft movements

2.1 Airservices Update

Refer to Attachment 3 for full details

Bruce Dowdall discussed NAPS wording changes, these have been reconsidered and updated. Prema Lopez discussed the ILS reporting draft that was released for comment and feedback received, which included light aircraft and RPT aircraft to be separated.

Prema stated the noise monitoring review draft report due end of June has been delayed and will be released by the end of July. A temporary noise monitor is being considered specifically targeting ILS movements.

Member queries

- Chris Cherry raised a concern regarding feedback correspondence on draft noise monitoring report

Action - Members may provide comment on the review, CACG secretariat to forward all comments received to Airservices

- Chris Cherry queried if the runway 32 offset is a better option for noise reduction in the community, Prema stated it is and proposals are part of community discussions.

- David Gray queried Prema's presentation on complaints and if this shows complaints that have only been received through the ASA system. Matthew Bender clarified the numbers are complaints during service and all complaints are forwarded on.

2.2 *Airservices PFAS Activities at Gold Coast Airport*

Refer to Attachment 4 for full details

Melanie Layton introduced Angus Hughes to provide update

Melanie Layton presented on new Airservices online engage portal to make it easy for the community to contact and get information

Action - Melanie to forward link to CACG community, feedback welcomed

SAQP currently being developed please send any feedback by the end of July

John Hicks queried if GHD had been supplied with a copy of the CACG Strategic Work Plan (SWP)

Action - SWP to be provided to Melanie Layton/GHD

- Chris Cherry stated the DSI has been a longstanding and important issue and queried if data gaps have been identified. Angus stated they are currently working through data gaps. Chris Cherry stated we want to make sure that there will be thorough testing on the western boundary.
- Holly Ainsley confirmed GHD will look at data gaps and determine where data testing will occur, but it will be up to the auditor to determine locations.
- Lindy said there are significant exposure pathways to the west of the runway where no sampling has been undertaken including 2 particular discharge points to the Broadwater. Airservices stated at the Nov 2019 meeting that they would provide a copy of the 2018 monitoring report to the Chair and that has not been provided. Melanie stated she will follow up with Airservices

Action - Airservices to follow up and provide the 2018 report to CACG secretariate for distribution.

- Lindy Smith queried is this DSI one off sampling, yearly? and are they doing seasonal and weather event monitoring? Melanie said that request was made last meeting and has been passed onto the project team
- Lindy Smith asked are we going to be able to view the draft results. Scientist and auditor to review and determine if SAQP is adequate and Airservices will not be too involved, this has been taken on notice. Airservices will advise on the process of the detailed site investigation.

Action - Advice on the process to be followed in finalising and releasing DSI report

Action - Lindy will provide a review of 2019 and 2020 PFAS reports for distribution

3. Air Quality Monitoring Update

3.1 *Tweed Shire Council*

Presentation by Jacqui Cord

Refer to attachment 5 for full details

- Jacqui Cord discussed the expansion of new air quality monitoring network for a site within the Tweed Shire to identify issues. Purple air monitoring systems purchased and set up.
- Julie Murry asked where the monitor is in Kingscliff, Jacqui said it's in a private residence she believes on the northern side of Kingscliff.
- Bill Pinkstone brought up the impact of aircraft on the Oxley cove area, Bill requested Oxley Cove be a trial location.
- Jacqui Cord said she is happy to look into temporary monitoring sites suggested by committee.

Action - Chair requested Bill Pinkstone contact Jacqui directly outside of meeting with contact information of possible location

3.2 Gold Coast Airport

Presentation by Norbert Benton

Refer to attachment 6 for full details

- Air quality monitoring parameters presented and discussed, sites shown and explained.
- Radiello results confirm below relevant health regulations
- Feedback from CACG members welcome by Friday 6th August to cacg@gcal.com.au
Consultant will consider feedback and finalise report. Report will be issued to CACG, additional community sampling may be considered at a later date.

Action - CACG meeting presentations be circulated as soon as possible.

- Chris Cherry asked for Norbert to clarify Lead results, Norbert confirmed there was no lead detected during the monitoring period however the reporting standard requires a longer monitoring period. GCA's monitoring period was 7 hours.
- Chris queried why monitoring was conducted over such a short period. Norbert confirmed the duration of testing was determined by the number of compounds that can be absorbed by the Radiello tubes. Any longer and the results may have not been usable.
- Following a query from John Hicks Norbert stated the report will include weather conditions and the amount of aircraft movements.

John Hicks stated he believes the Airport should have an ongoing air quality monitoring program based on the higher risk issues identified in this sampling study. Passed unanimously.

Action - Response requested from the airport if an ongoing air quality monitoring program based on the higher risk issues identified in this sampling study is possible.

Lindy queried if the draft report could be provided to the CACG for comment, Norbert stated this is possible but will push out the date the final report will be released. Chair asked members if they would prefer to review the draft report knowing it would push out the release date of the final report, unanimous support. Committee would like 1 month for review and feedback.

Action - Draft GCA Air Quality Report to go to membership for comment

Brett Curtis provided general GCA update

Refer to attachment 7 for full details

4. Airport Developments

4.1 2023 Airport Master Plan Update

Refer to attachment 7 for full details

- Under the Airports Act 1996 leased Federal airports are subject to a planning framework. As part of this planning framework, airports are required to prepare a Master Plan which sets out a 20-year strategic direction for development of the airport site.
- An airport Master Plan is required to be renewed every 8 years (previously 5 years).
- Due to the impacts associated with COVID-19, a 12-month extension of the current Master Plan was provided. A draft Master Plan is due to be submitted for approval by July 2023.
- Developing a draft master plan is a 2-year process and typically starts with 20-year traffic demand forecast.

- A senior planner will be engaged to develop detailed program for the delivery and development of the 2023 master plan. Brett stated this detailed programme will include provision for early consultation with the CACG to assist with the development of the Plan.
- Lindy asked if the railway will be included. Brett confirmed this will be included within the ground transport section.
- John Hicks would like to see for next meeting a detailed description of the CACG involvement.
- Brett stated the airport is eager to engage with the CACG to ensure the masterplan includes all things of note, but the level of detail needs to be kept in mind as this is a strategic overview.

Action - Request the airport provide an outlined program to consult with the CACG on items specifically in the strategic work plan to be included in the draft Master Plan.

5. Emergent Issues

- It was queried how far from the airport the fly neighbourly policy reaches, The FNP is for tenants based on the airport with Matthew Bender following up complains with operators directly.
- Chris Cherry queried if there are plans to extend the runway into Tweed Heads. Matthew Bender said at the present time there is no design or intent to extend the runway to the south and there is no intention to include a runway extension into the master plan.

6. Material Correspondence

Refer to attachment 8 for material correspondence.

6.1 Qantas Freight Movements at Gold Coast Airport

Russell McArthur provided general Curfew and Qantas Freight update

- It was noted the Qantas freight movements have been provided an extension to the end of July
- John Hicks stated he believes there is a problem with the current regulation. He stated next meeting, we should be looking at an agenda item that the regulation be changed.
- John Hicks stated the curfew is in place for a reason and the cost to the community is too great for it to continue.
- Matt confirmed a resolution of ANACC was to discontinue the service and discuss potential changes to the regulation. The CACG confirmed this issue is best to remain on the ANACC agenda.

Action - Refer Qantas freight movement issues to ANACC

- Russell said the freight movements nationally have not gotten back to numbers previously expected. Shortage of passenger flights means we may need to revisit the approval. Complaints received on this issue were discussed by Russell. Possible extension to the end of August due to border shutdowns and shortage of passenger aircraft.

Action - Include CACG members in distribution of ANACC minutes.

6.2 DES Ambient PFAS Monitoring Program

Norbert stated DES are happy to attend the CACG and present. David Gray said he thinks this is a good idea. Chair stated we will take the department up on their offer to present.

Action - Norbert to follow up with the department to attend CACG and present.

6.3 *PFAS DSI Query Raised by Lindy Smith*

Lindy Smith said in regard to the detailed site investigation that commenced in January 2021 it was very disappointing and we have not been giving any information of what those components will be.

The 2020 monitoring of surface water did not sample PFOS and the 2020 groundwater monitoring did not sample PFHxS. Prema Lopez said she will pass this onto GHD and respond directly to Lindy Smith

Action - Lindy Smith to present concerns directly to AirServices for response at or before next CACG regarding questions over 2019 and 2020 AirServices PFAS reports

7. General Business

7.1 *Strategic Work Program*

- PFAS
- Member queries

7.2 *General business queries*

7.3 *Next Meeting: Thursday 11 November 2021*

Refer to attachment 9 for full details

The Chair thanked members for their participation and closed the meeting at 12:07pm.

Attachment 1: Attendance and Apologies

Date: Thursday 15 July 2021

Members

Ron Brent	CACG Chair
Brett Curtis	Gold Coast Airport
Matthew Bender	Gold Coast Airport
Sarah Wintzloff	Gold Coast Airport
James Gough	Gold Coast Airport
Lindy Smith	Tweed District Residents & Ratepayers Association
David Gray	Bilinga Neighbourhood Watch
Peter Barrett	Gold Coast District Neighbourhood Watch
Greg Betts	Federal Member for McPherson
Bill Pinkstone	Banora Point & District Residents Association
Chris Cherry	Tweed Shire Council
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayers Association
Jacqui Cord	Tweed Shire Council

Observers

Mark Robinson	Gold Coast Airport
Norbert Benton	Gold Coast Airport
Larry Woodland	Fingal Head Community Association
Russell McArthur	Department of Infrastructure, Transport, Regional Development and Communications
Callan Langlands	Department of Infrastructure, Transport, Regional Development and Communications
Gregory Wyatt	QLD Department of Transport & Main Roads
David Stani	Qantas
Bruce Dowdall	Airservices Australia
Prema Lopez	Airservices Australia
Holly Ainslie	Airservices Australia
Melanie Layton	GHD
Angus Hughes	GHD
Angela Walters	
Belinda Fenner	
Bradley Currie	

Apologies

Arthur Elliott	Cyclades Cres Neighbourhood Watch
Alan Morris	Southern Cross University
Gary Scott	Airservices Australia
Gui Lohmann	Griffith University
James Owen	Tweed Shire Council
Jared Feehely	Gold Coast Airport
Karen Andrews	Federal Member for McPherson
Kate Frazer	Airservices Australia
NCIS Investigators	NCIS
Jeff Godfrey	Tweed Residents & Ratepayers Association

Attachment 2: CACG Action List

No.	Meeting Date	Item	Requirement	Responsible Person	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 15/07/2021	Closed - Norbert Benton to cover this in his presentation
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	15/07/2021	Completed - Chair to provide update
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	Closed - to listed items will be subsumed in further actions or covered off
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	Closed - to listed items will be subsumed in further actions or covered off

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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	Closed - to be removed from CACG action items, note reporting of the issue will remain a standing item until it is resolved or no further action possible.
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	Closed - Air quality monitoring followed up with government QLD government told it's a Airservices issue, no response from NSW.
70	11/03/2021	Terms of Reference	Chair noted endorsement of the revised terms of reference by members	Chair	15/07/2021	Closed
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	Closed
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	Closed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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	Closed - Further correspondence and further action will be new
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	Closed - Further correspondence and further action will be new
75	11/03/2021	Air Quality Monitoring	Air Quality Monitoring to be a named item on the next strategic work plan		15/07/2021	Closed - to be covered under later item
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	Closed - covered by earlier material
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	Closed - Duplicate

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
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 11/11/2021	Chair has written to Fiona Lawton and CEO, chair to check correspondence and follow up with official correspondence
79	15/07/2021	Airservices Noise Monitoring Review	Members may provide comment on the review, CACG secretariat to keep record of all feedback correspondence and note it in committee correspondence	Members	11/11/2021	
80	15/07/2021	Links to AirServices Engagement Information	Updates to relevant sites and information to be provided to Secretariat for distribution to members. Feedback is welcomed	Airservices	Ongoing	
81	15/07/2021	SWP to be Provided to GHD	CACG Strategic Work Plan to be Provided to GHD		11/11/2021	
82	15/07/2021	Access to 2018 AirServices PFAS Report	Investigate if report can be provided to secretariat for distribution	Airservices	15/08/2021	
83	15/07/2021	Process for release of the DSI report	Advice on the process to be followed in finalising and releasing DSI report	Airservices	11/11/2021	
84	15/07/2021	Review of the 2019 and 2020 AirServices PFAS reports	Lindy will send review of 2019 and 2020 AirServices PFAS reports for distribution	Lindy Smith	11/11/2021	
85	15/07/2021	Distribution of presentations	All CACG meeting presentations be circulated ahead of draft minutes	Secretariat	ASAP	

86	15/07/2021	Tweed Council Air Quality Monitors	Members to provide location suggestions for extra monitors directly to Jacqui Cord	Members	Ongoing	
87	15/07/2021	GCA Air Quality Monitoring	Response requested from the airport if an ongoing air quality monitoring program is possible.	GCA to consider and respond	11/11/2021	
88	15/07/2021	Draft GCA Air Quality Report	Draft GCA Air Quality Report to go to members for comment	GCA and Members	Comments to GCA within 4 weeks of distribution of draft report	
89	15/07/2021	GCA Master Plan	Request the airport provide an outlined program to consult with the CACG	GCA	11/11/2021	
90	15/07/2021	DES Ambient PFAS Monitoring	DES to be invited to next CACG to present on its monitoring program	GCA	11/11/2021	
91	15/07/2021	Questions over 2019 and 2020 AirServices PFAS reports	Lindy Smith to present concerns directly to AirServices for response at or before next CACG	Lindy Smith and Airservices	Concerns to AirServices by September 2021 to allow preparation of a response	
92	15/07/2021	Qantas freight Curfew Movements	Refer following issues to ANACC: <ul style="list-style-type: none"> • Possibility of reforming the Curfew Regulations • Whether freight flights could be shifted to daytime • Whether flights could use Brisbane airport and road link 	Secretariat/Matthew Bender	Prior to next ANACC	
93	15/07/2021	ANACC minutes	Include CACG members in distribution of ANACC minutes	Secretariat/Matthew Bender	Ongoing	



Gold Coast Airport CACG DSI Update

Welcome

→ **Holly Ainslie**

PFAS (Env) Program Manager

Airservices Australia

Julia Dunne

Stakeholder Engagement Specialist

Airservices Australia

Angela Walters

Stakeholder Engagement Specialist

Airservices Australia

Melanie Layton

Technical Director

Community Engagement

Angus Hughes

Senior Env Scientist

Waste & Environment

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 seeks to fill gaps in the current understanding of the extent of residual PFAS impacts and the potential human health and environmental risks.

Detailed Site Investigation (DSI) - Objective

DSIs are designed to provide comprehensive information on the type, extent, and levels of PFAS contamination, and determine if remedial actions are required.

Accordingly, GHD is focusing the investigation on potential contamination where Airservices provided aviation rescue firefighting services (ARFF) between 1995 and 2010.

This includes fire stations, workshops and training areas where aqueous film forming foams (AFFF) were used. From 2010 non-PFAS foams have been in use.

DSI – Strategic Approach

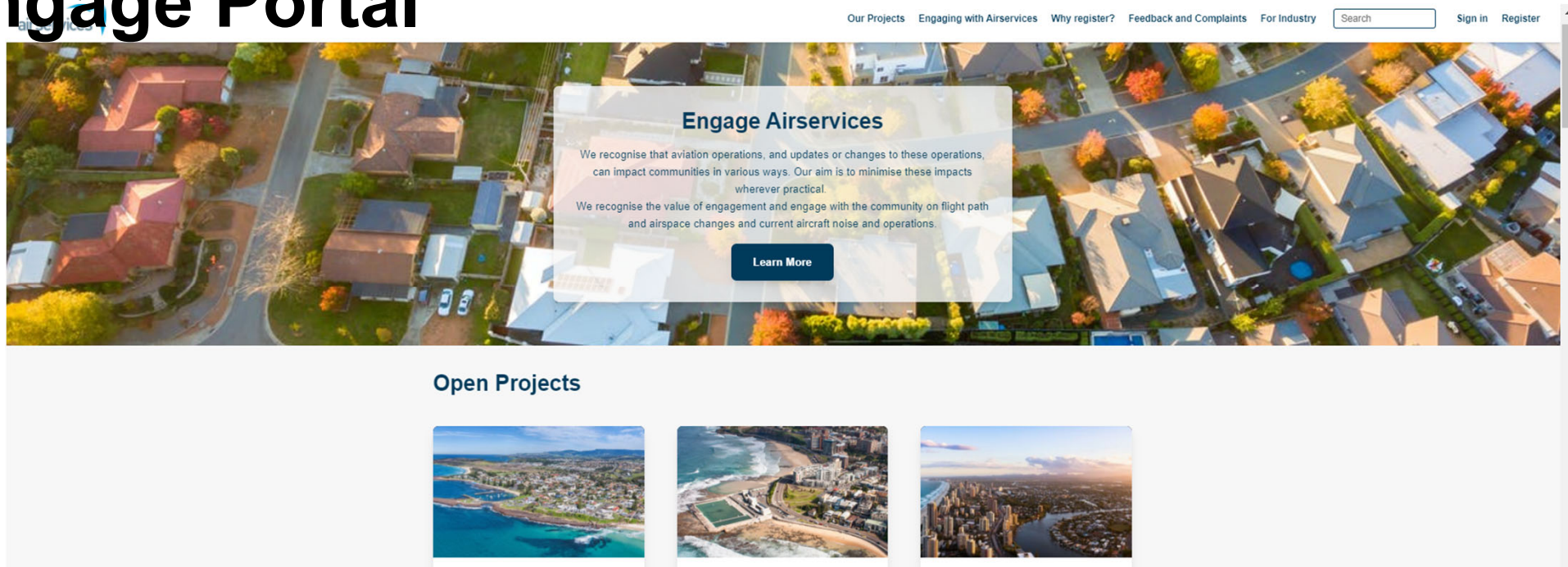
Since previous CACG meeting, Airservices and GHD have been:

- Identifying key data gaps in the current understanding of PFAS contamination at the site (based on findings from previous investigation).
- Observing current site conditions with Auditor of Airservices' ARFF services lease areas
- Reviewing results from previous investigations to identify key data gaps
- Developing the Sampling Analysis and Quality Plan (SAQP) which seeks to address these gaps, and outlines the scope for effective collection of robust and defensible field data

Upcoming actions:

- 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.

Engage Portal



Airservices is also developing a new online contact portal. The portal will:

- Will supply up-to-date information about the DSI Program
- Provide links to relevant resources
- Feature a contact form to submit questions and queries

It is expected to be operational for DSI by September 2021

Stakeholder engagement

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@airservices.com and include 'Gold Coast Airport DSI' in the subject by **Friday 30 July 2021**.



*** Thank You**

→ ghd.com



Monitoring Air Quality in the Tweed

PurpleAir Sensors – 2021

Air Quality impacts

Air Quality is a key human and environmental health issue for NSW.

Council receives regular enquiries about smoke, dust, and odour from domestic wood fires, burning off, transport, agriculture, and industry.

Tweed Shire Council

Council regulates smoke, dust, and odour resulting from backyard burning, domestic wood fires, development, and businesses (small industry and food outlets).



Other Regulators

AirServices Australia

Aircraft (monitoring, testing and compliance) associated with Air Navigation (Aircraft Engine Emissions) Regulations

NSW Environment Protection Authority (EPA)

Smoky motor vehicles, chemical application, sites with an Environmental Protection Licence, and public authorities (e.g. sewage treatment plants, landfill).

Roads and Maritime Services

Roads and traffic system laws

NSW Health

Smoke-free Laws

NSW Fire & Rescue/NSW Rural Fire Service

Major fires, agricultural operations.

Local Monitoring in 2019

NSW Department of Planning, Industry & Environment (DPIE) – Nearest monitoring station – Coffs Harbour.

<https://www.environment.nsw.gov.au/topics/air/monitoring-air-quality>

QLD Department of Environment and Science (DES) – Portable monitoring station installed in 2019 - Southport High School

<https://apps.des.qld.gov.au/air-quality/>

Gold Coast Airport – Air quality monitoring program

Council Resolution

In 2019, Council resolved to:

- Continue to seek the expansion of the NSW Government's Air Quality Network to include a site within the Tweed Shire.
- Purchase PurpleAir air quality sensors for community air quality monitoring of particulates and set these up at homes, businesses, and Council premises to gather indicative data and raise awareness of the air quality issues in the Tweed Shire.

NSW Department of Planning, Industry & Environment (DPIE) – Air Quality Monitoring Network

Maps of NSW monitoring stations

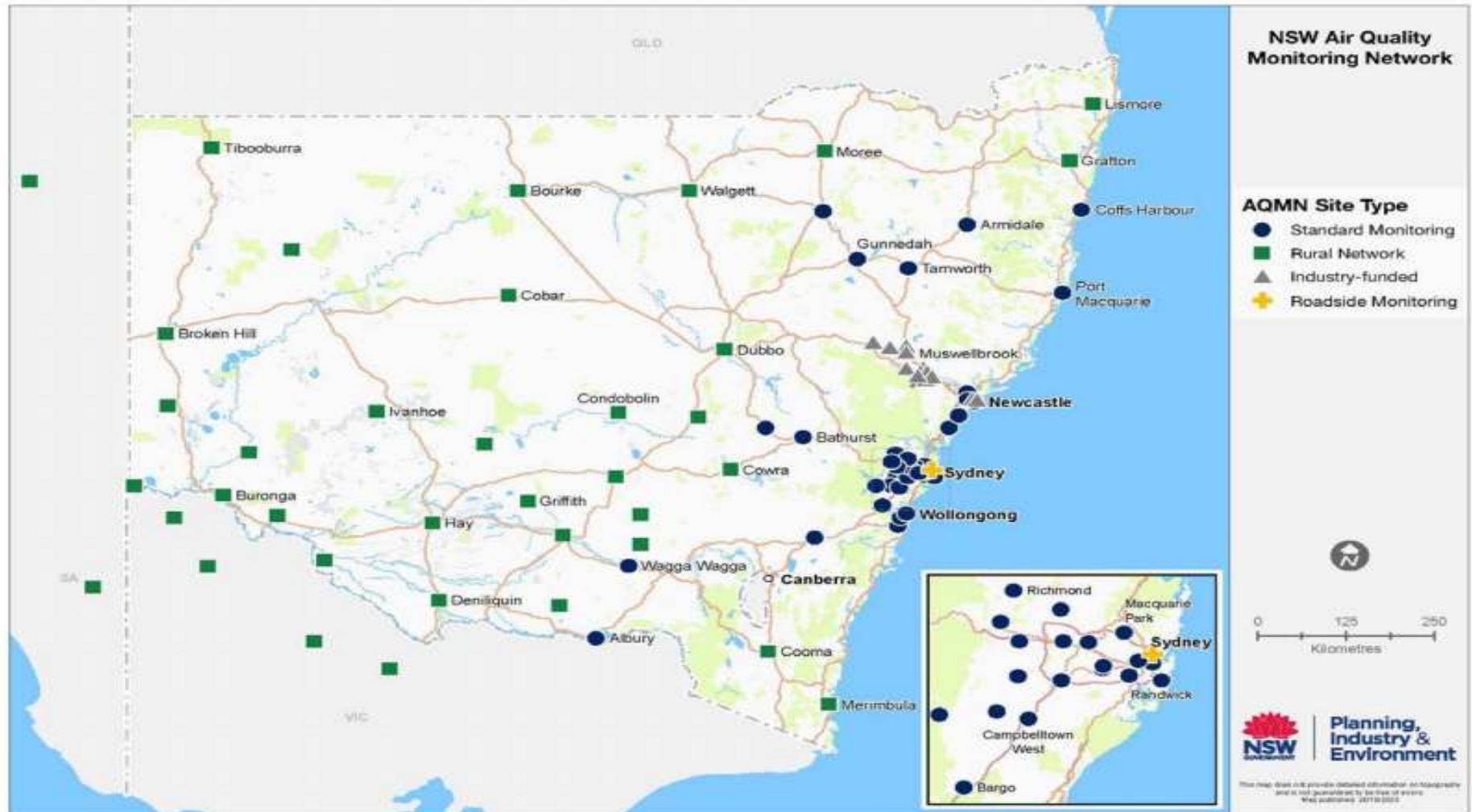


Figure 6 Station locations in the NSW air quality monitoring network as of June 2020

Note: stars indicate planned stations to be commissioned at Penrith, Lake Macquarie and Lidcombe in 2020.

NSW Air Quality Monitoring Plan 2021-25 (NSW Department of Planning, Industry & Environment, 2021)

Rural Air Quality Monitoring Network



Temporary particulate monitors managed by Climate and Atmospheric Science and NSW DPIE were introduced to **Lismore** and **Grafton** as a result of the bushfire emergency in 2019-2020.

These moved to Rural Network as long-term indicative sites measuring basic air quality information.

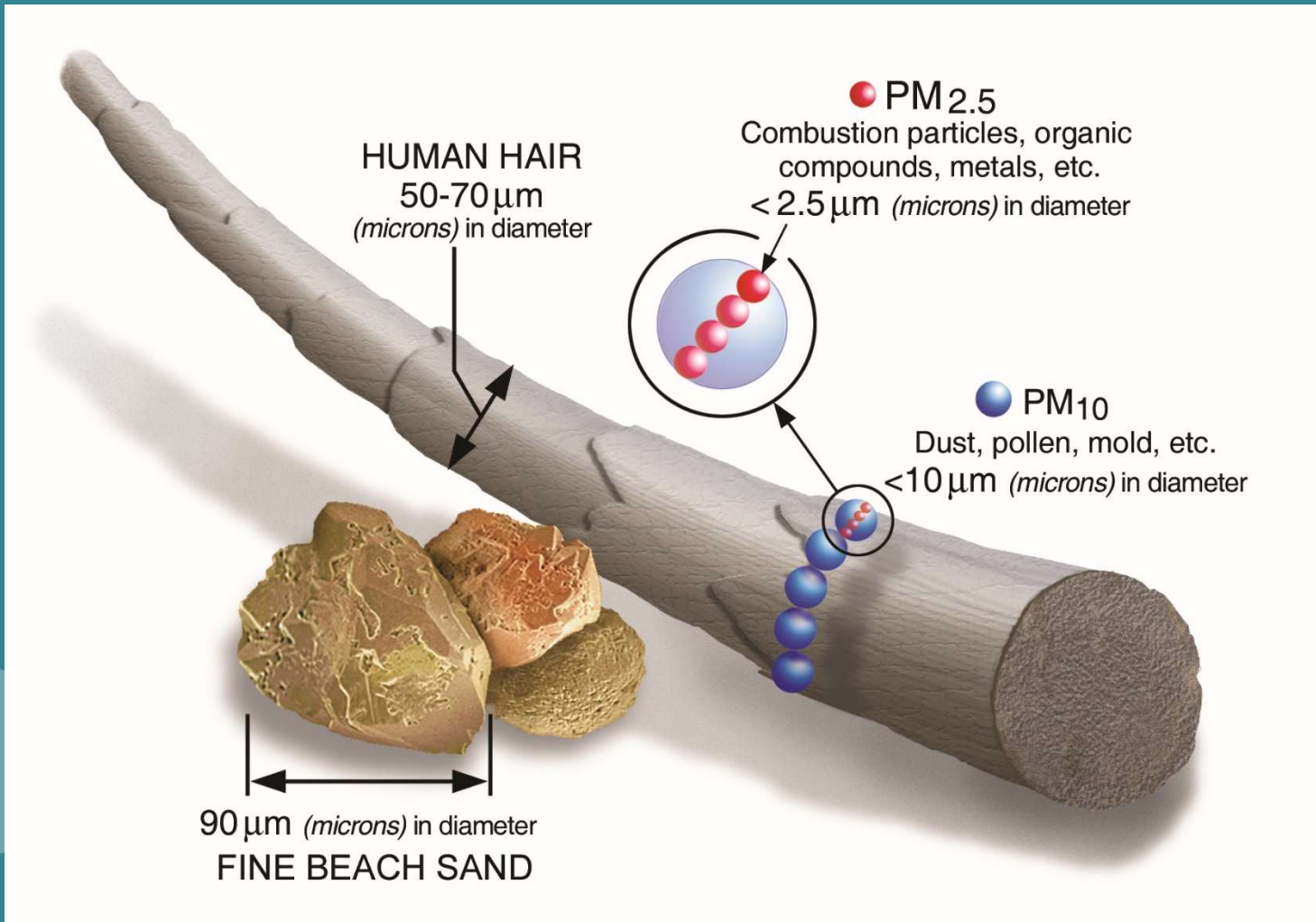
PurpleAir Sensors



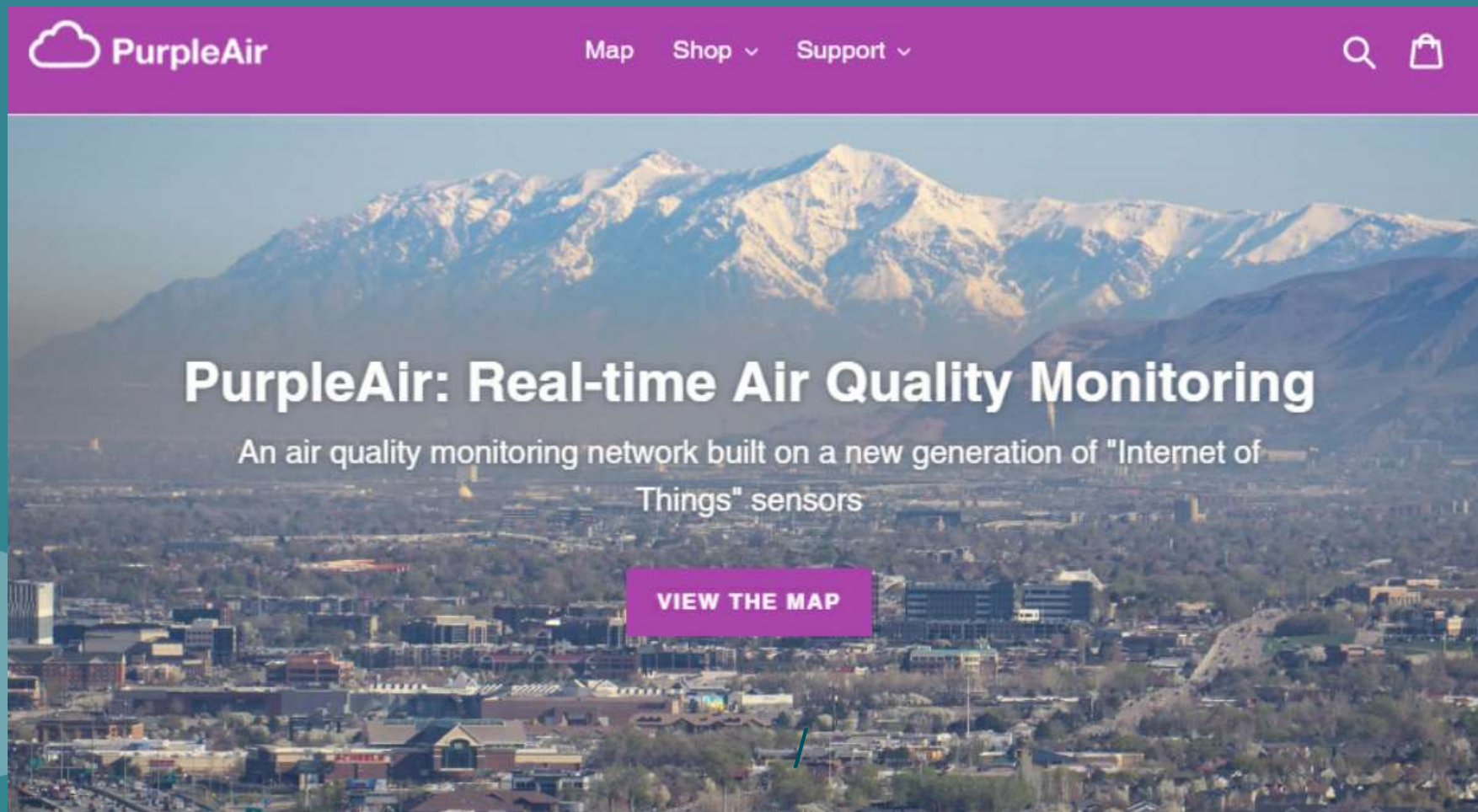
The portable and weatherproof sensors provide precise real-time data on airborne particulate matter (PM).

This wifi logger uses a fan to draw air past a laser, causing reflections from any particles in the air.

Particle Sizes

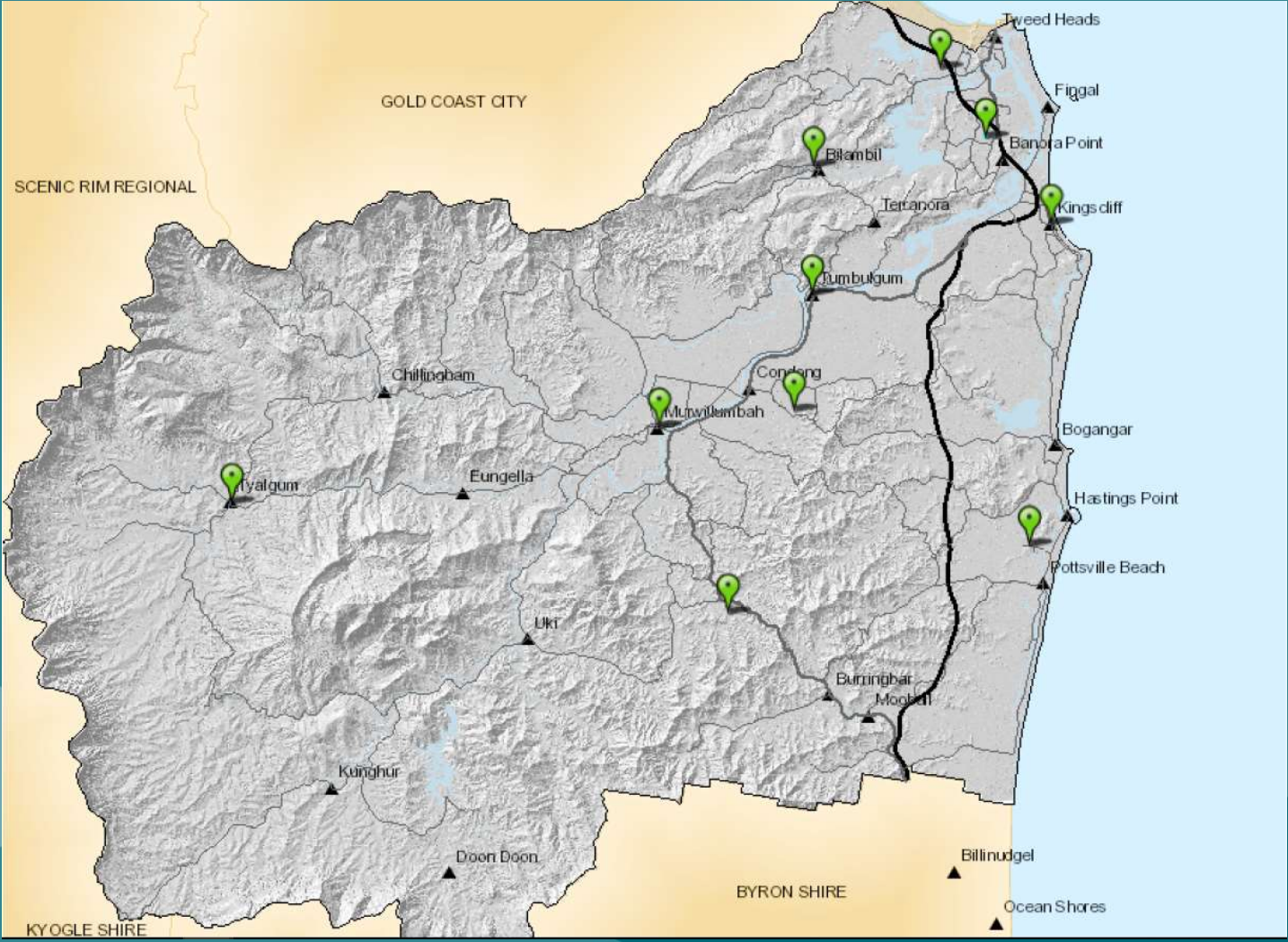


PurpleAir Sensors



<https://www2.purpleair.com>

Proposed Monitoring Locations



Tweed Monitoring Results

- First sensor installed in July 2019 (Murwillumbah)
- The Tweed experiences generally very good air quality
- PurpleAir monitors provide a very good indication of general air quality

Map Data Layers PM2.5 and PM10

Map Data Layer: (?) Conversion: (?) X

Raw PM2.5 in $\mu\text{g}/\text{m}^3$ None

Standard One Day Average

Outside Sensors
 Inside Sensors
 Show My Sensors
 Averages as Rings

May 12th, 2021, 3:41:47 PM EST

Map Data Layer: (?) Conversion: (?) X

Raw PM10 in $\mu\text{g}/\text{m}^3$ None

Standard One Day Average Graphs

Outside Sensors
 Inside Sensors
 Show My Sensors
 Averages as Rings

May 12th, 2021, 3:39:20 PM EST

On May 12th, 2021, 5:25:03 PM EST

One Day Average Raw PM2.5 in $\mu\text{g}/\text{m}^3$ is now **5**

0-12 $\mu\text{g}/\text{m}^3$: Air quality is considered satisfactory, and air pollution poses little or no risk.

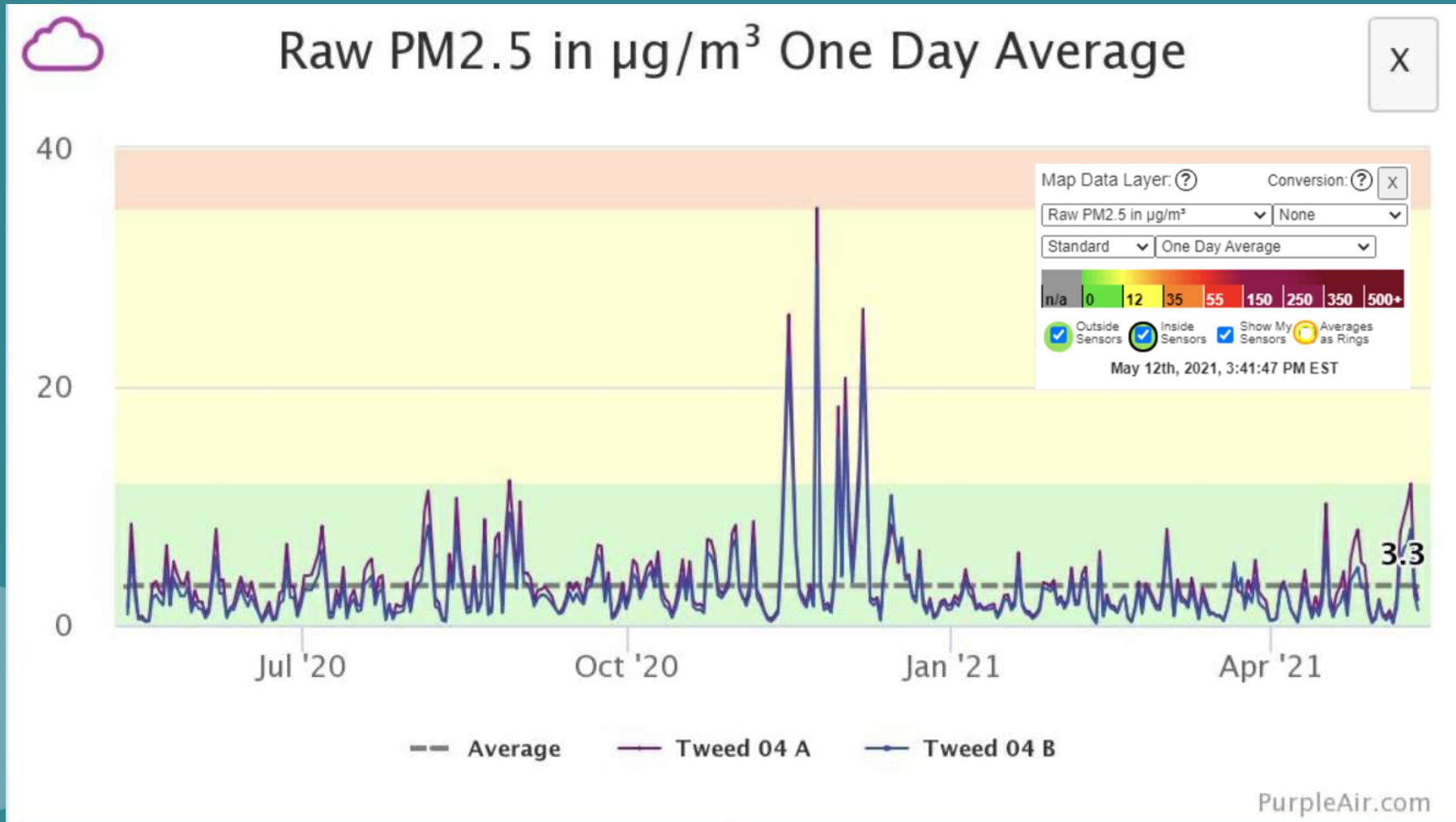
Now	10 Min	30 Min	1 hr	6 hr	1 Day	Week
1	1	1	1	3	5	4

Sensor: Tweed 04

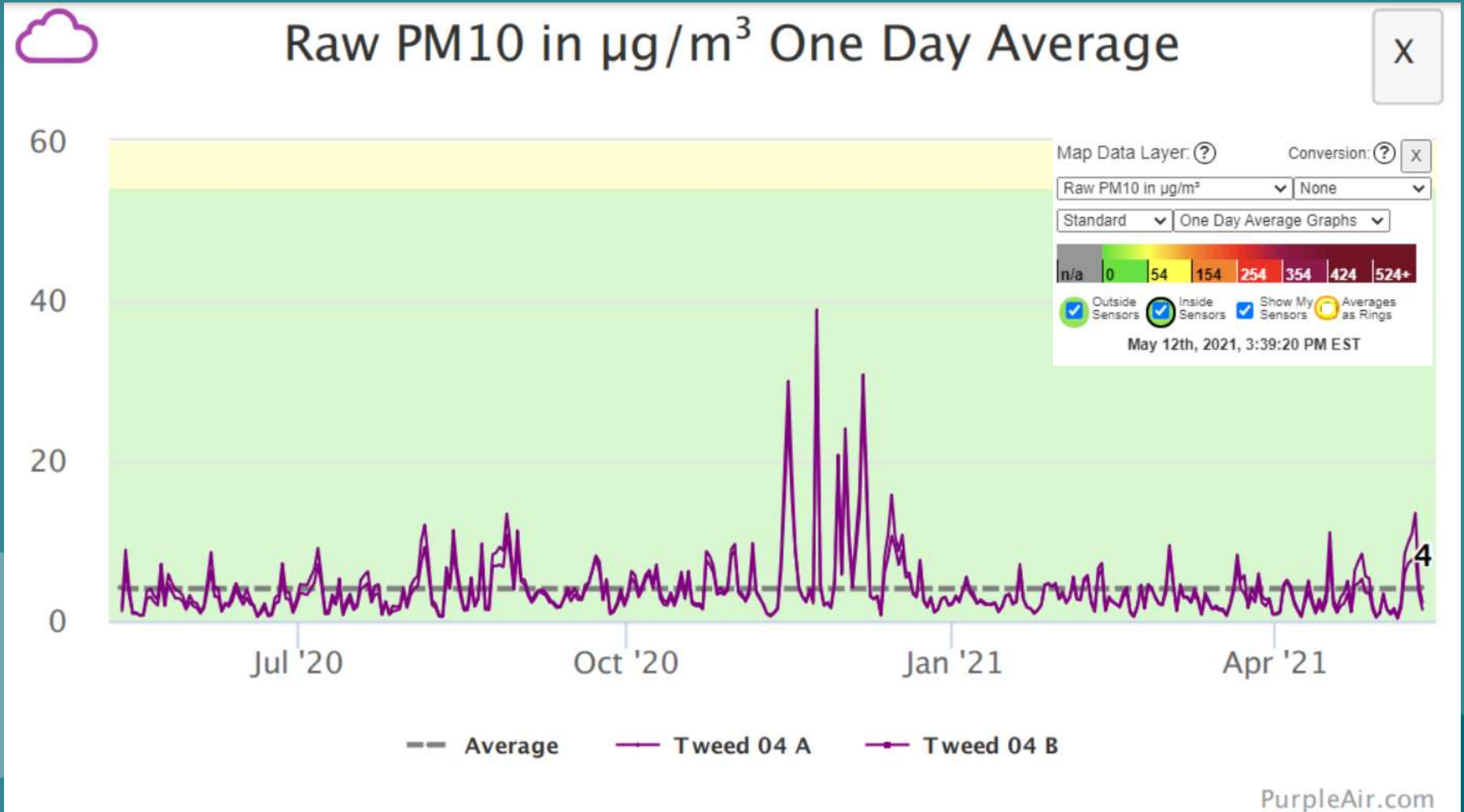
A B 100% PA-II 6.01

Get This Widget

PM2.5 Kingscliff sensor - May 2020 to April 2021



PM10 Kingscliff sensor - May 2020 to April 2021

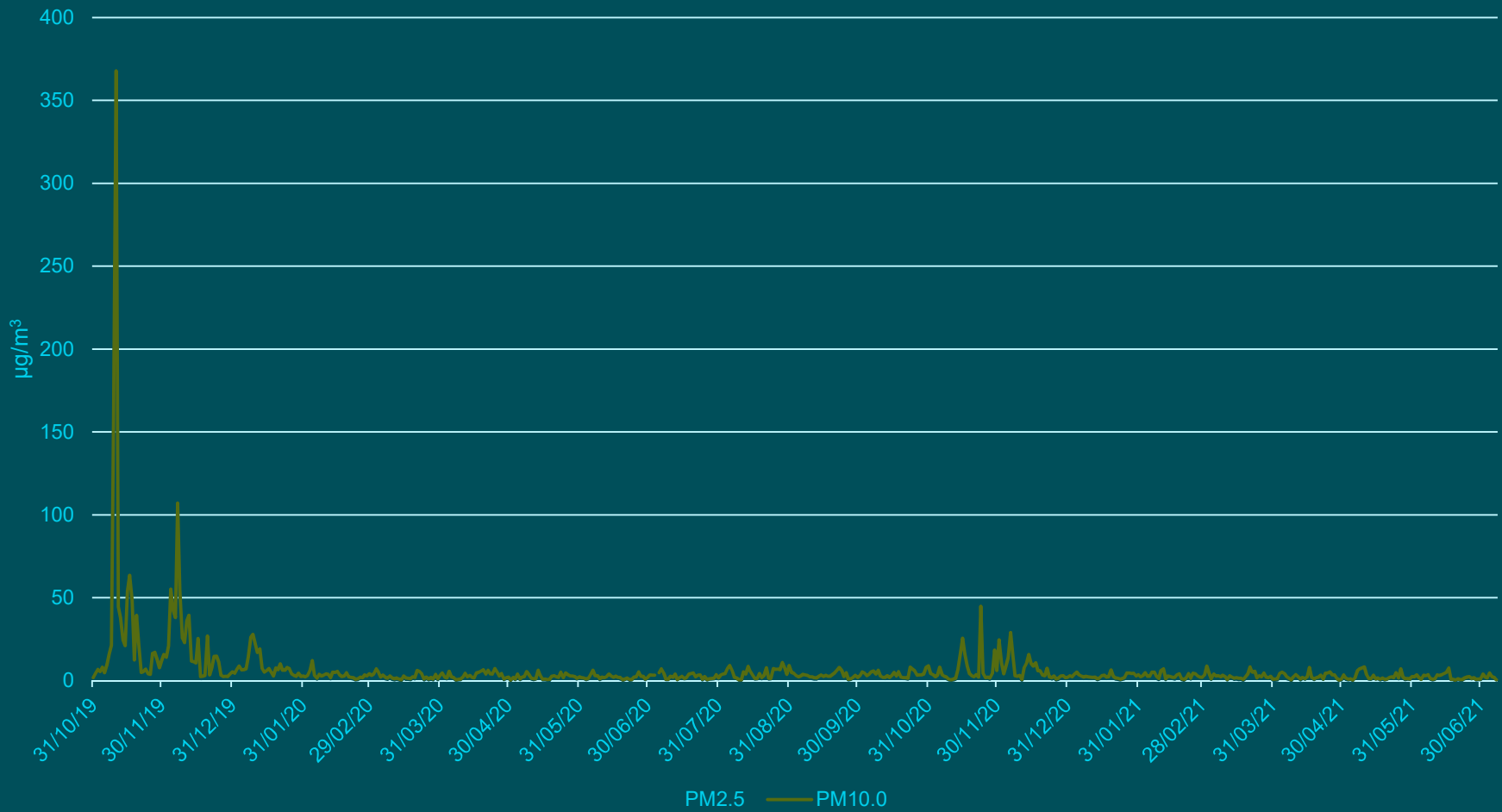


2019/2020 NSW Bushfires

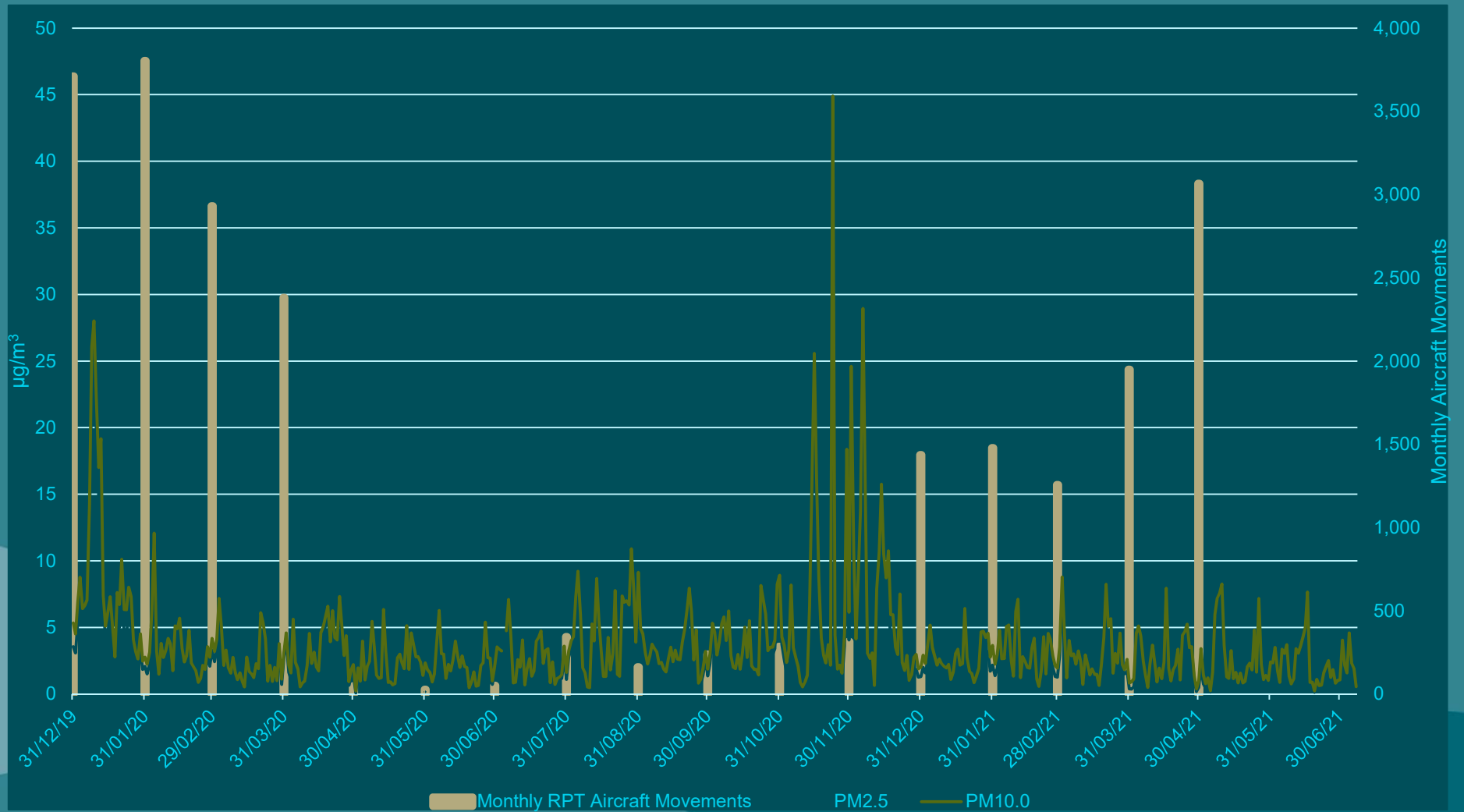


Image Courtesy of Tweed Shire Council

Kingscliff Sensor Results – Daily Average



Kingscliff Sensor Results (Daily Av.) v GCA RPT Aircraft Movements



What's Next

Council will continue working with the NSW Government including NSW DPIE, NSW EPA, NSW Health, the Queensland DES, and Gold Coast Airport with the aim of expanding the NSW Air Quality Framework into The Tweed.

What's Next

Council will partner with **NSW Smart Sensing Network universities, NSW DPIE, the Bureau of Meteorology**, and other organisations to purchase additional air quality equipment and be part of the latest research initiatives.

Further Information

Jacqui Cord
Environmental Health Officer
Tweed Shire Council
02 6670 2400
jcord@tweed.nsw.gov.au



Gold Coast Airport

July 2021 CACG Presentation



Pax Numbers		
Month	2021	2020
February	159,500	449,000
March	281,400	306,400
April	401,800	1,500
May	385,700	2,300
June	252,400	5,400



RPT Flight numbers (Arrivals)		
Month	Total	Per day (Ave.)
February 2021	639	23
March 2021	987	32
April 2021	1,545	52
May 2021	1,479	48
June 2021	1,120	37



Quarantine free trans-Tasmin travel resumed 19 April, 2021 with services between Gold Coast and Auckland undertaken by Qantas, Jetstar and Air New Zealand.

Unfortunately this quarantine free travel was suspended between Queensland and New Zealand on 29 June, 2021.



25 June, 2021 Qantas joined Jetstar and Virgin Australia in servicing Gold Coast-Adelaide.

The daily Qantas service is operated by Alliance Airlines on E190 jets.

New Service



Southern Terminal Extension



Southern Terminal Extension



Southern Terminal Extension



Under the Airports Act 1996 leased Federal airports are subject to a planning framework.

As part of this planning framework, airports are required to prepare a Master Plan which sets out a 20 year strategic direction for development of the airport site.

An airport Master Plan is required to be renewed every 8 years.

The Airports Act confirms the purposes of a master plan for an airport are:

- a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and
- b) to provide for the development of additional uses of the airport site; and
- c) to indicate to the public the intended uses of the airport site; and
- d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport; and
- e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards; and
- f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and
- g) to promote the continual improvement of environmental management at the airport.



The current 2017 Master Plan was approved by the Federal Minister for Infrastructure and Transport, the Hon. Darren Chester MP, on 15 July 2015.

Due to the impacts associated with COVID-19, a 12-month extension to the renewal of the current Master Plan was provided.

A draft Master Plan is due to be submitted to the Minister for approval by July 2023.



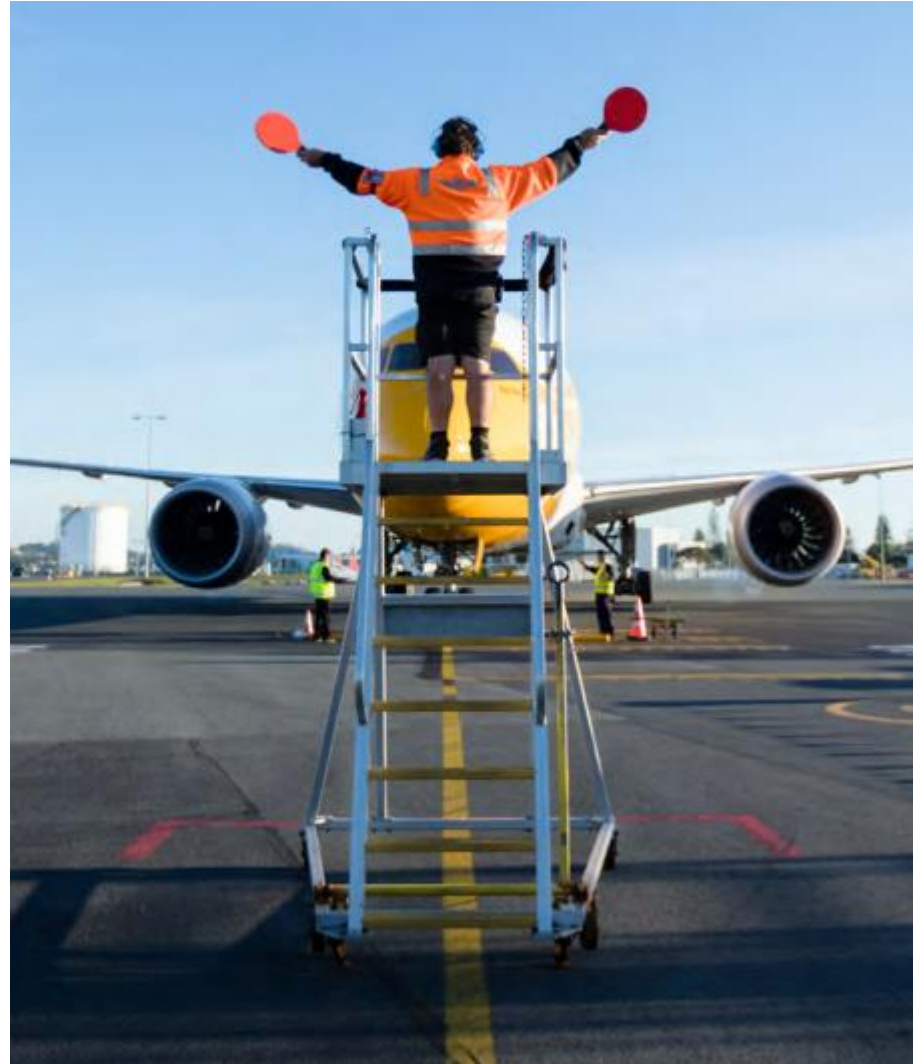
The Airports Act details the required contents of a Master Plan however the key aspects are:

- Land Use
- Aviation
- Environment
- Ground Transport
- Economic Benefit

Developing a draft Master Plan typically takes two years and starts with the development of long term (20 year) traffic demand forecasts.

GCA's Senior Planner is to develop a detailed programme for the development and delivery of the 2023 Master Plan.

This detailed programme will include provision for early consultation with the CACG to assist with the development of the Plan.



Sarah Wintzloff

From: MCARTHUR Russell <Russell.McArthur@infrastructure.gov.au >
Sent: Friday, 26 March 2021 2:16 PM
To: ron@3fidi.com
Cc: Sarah Wintzloff; Community Aviation Consultation Group; Airport Noise Abatement Consultative Committee; Matthew Bender; THOMAS Megan; INALL Peter
Subject: RE: Qantas Freight Movements at Gold Coast Airport [SEC=UNOFFICIAL]
Attachments: Deidentified Qantas Freight Curfew Permit Application Sept 2020.pdf; Deidentified Qantas Freight Curfew approval.pdf; OOL Freighter Operations - Community Consultation Communication.pdf

UNOFFICIAL

Dear Ron

At the last Gold Coast Community Aviation Consultation Group meeting the community representatives requested for the Qantas Airways freight services a copy of:

- the application submitted for the current permit;
- the permit itself; and
- freight manifests for flights that have been conducted by date.

The Department has contacted Qantas Airways and they have agreed that the application submitted for the current period can be circulated to the CACG and ANACC Members. The Department cannot provide and does not hold copies of the freight manifests for the aircraft operating at Gold Coast Airport nor is this a regulatory requirement under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018.

I have also attached a copy of the letter provided by Qantas Airways through Gold Coast Airport following the approval of the movements.

The Department will be undertaking a review of the need to continue these services post June 2020 taking into account the level of aviation industry recovery. The Department will also examine the number of Government supported flights under the Tourism Aviation Network Support Program which will assist in underwriting flights to Gold Coast Airport to increase aviation activity but will also provide greater passenger aircraft freight capacity.

Regards

Russell McArthur
Director –Aircraft
Operations and South
West, ACT and NSW
Airports and Noise Section
Airports Branch
Department of
Infrastructure, Transport,
Regional Development
and Communications
t: +61 2 6274 6550 | **m:**
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GPO Box 594, Canberra
ACT 2601

The department proudly acknowledges the Traditional Owners and Custodians of Australia, and their continuing connections to the land, waters and communities. We pay our respects to them and to their Elders past, present and emerging.

UNOFFICIAL

Disclaimer

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If you have received this e-mail in error, please notify the Department on (02) 6274-7111 and delete all copies of this transmission together with any attachments.

Further to our discussion this morning , the Qantas Group is seeking Dispensation/Permit to operate freighter operations to OOL during curfew for the uplift of Australia Post Mail & Startrack Express Freight .

Over recent years Small/Medium size businesses & communities have grown significantly in the regions south of Brisbane including northern NSW and this freighter service will allow direct servicing replacing reliance to truck via Brisbane airport. It will also assist with the impact of reduced frequency of passenger services due COVID-19 and with the fast approaching Peak internet & Xmas sales period which results in 150% growth in Mail and freight demand .

Proposed operational details are as follows

1. Schedule

- Departures ex OOL are days 1,2,3,4
- Arrivals during Curfew are Days 2,3,4,5

OOL - SYD	21:00 - 22:20
SYD - MEL	22:55 - 00:30
MEL - SYD	01:05 - 02:30
SYD - OOL	03:05 - 04:25

2. Period

- Request from 5th October 2020 to 25th June 2021
- Anticipate that this operation will be on going

3. Freighter Aircraft

- BAe-146 Aircraft operated by Cobham Aviation services
- Registrations .VH- NJZ,VH-NJF,VH-NJM,VH-NJI

The Qantas Group appreciates the Departments ongoing support and consideration of this request during this very busy period

Thank you for your application of 17 September 2020 for a permit to use **four freight jet aircraft movements** at Gold Coast Airport under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 (the Regulations).

Your application requests **four freight jet aircraft movements** during the curfew for the uplift of Australia Post Mail & Startrack Express Freight.

The Department understands the circumstances for this request include the increase in business growth in the surrounding region creating an increase in freight demand and the reduced capacity of passenger services from Gold Coast Airport due to COVID-19 having an impact on freight movement within the region. Further restrictions from the closure of borders between Queensland, New South Wales and Victoria have resulted in reductions in market capacity. The proposed air freight service will allow direct servicing through Gold Coast Airport and replace the need to transport the freight by road to Brisbane Airport.

The Department is conscious of the need to manage aircraft noise impacts for communities surrounding the airport. I would ask that Qantas engage with Gold Coast Airport Limited to confirm the operational details associated with utilising this permit and that Qantas work with Gold Coast Airport Limited and Airservices Australia to inform the Gold Coast Airport Community Aviation Consultation Group (CACG) and Gold Coast Airport Noise Abatement Consultative Committee (ANACC) of this permit and the noise implications for surrounding communities before flights commence. You should also note that any future permits of this nature will consider noise complaints raised by the surrounding community.

I am a Delegate of the Secretary for the purposes of Section 21 of the Regulations.

Pursuant to subsection 13(1) of the Regulations, I hereby grant a permit for the following operations to be carried out by Qantas using BAe-146 aircraft operated by Cobham Aviation Services (Cobham):

Flights	Four freight jet aircraft movements per week during curfew
Commencement date	5 October 2020
Expiry date	25 June 2021
Aircraft Registrations	VH-NJZ, VH-NJF, VH-NJM and VH-NJI
Conditions	<ul style="list-style-type: none"> • Take-offs must be from runway 14, unless meteorological conditions require the aircraft to land on another runway • Landings must be on runway 14, unless meteorological conditions require the aircraft to land on another runway <ul style="list-style-type: none"> ○ the prioritisation of approaches to runway 14 requires that the Instrument Landing System (ILS) approach to runway 14 should only be used due to weather or critical operational requirements; • Qantas (Cobham) must report (and include the reasons for) any landing on runway 14 that uses the ILS to the Department; • Qantas (Cobham) must report any landing on a runway other than runway 14 to the Department; and • Qantas (Cobham) must adhere to noise abatement procedures for Gold Coast Airport. Refer to Airservices Aeronautical Information Publication (AIP) DAP 164 Aerodrome & Procedure Charts.

I have approved the request for **four freight jet aircraft movements per week** during the curfew at Gold Coast Airport based on the following:

- the aircraft type and number proposed are eligible freight jet aircraft movements under section 12 of the regulations; and
- the aircraft are able to comply with Noise Abatement Procedures in order to reduce noise impacts for the community.

An application may be made to the Administrative Appeals Tribunal (AAT) for a review of this decision. Contact details may be found at www.aat.gov.au. You may also request reasons for this decision from the Department (section 28 of the *Administrative Appeals Tribunal Act 1975*). Any applications or requests should be made within 28 days of receipt of this notice.



Notification regarding application to operate freighter services during curfew period at GCA

As a result of increased demand for e-commerce in this region, Qantas Freight has received approval to operate a maximum of four new weekly freighter services to and from Gold Coast Airport on behalf of Australia Post during the curfew period.

The application covers a request to operate four BAe-146 services on Monday, Tuesday, Wednesday and Thursday nights and in the morning to satisfy the increased demand – providing faster, more direct links to key hubs and supplementing the capacity from existing road freight.

In approving the application, the Department of Infrastructure, Transport, Regional Development and Communications considered the benefits stemming from direct connections, which will support local businesses and will in some way, fill the void left by the reduction in freight typically carried by passenger services.

The permit to operate during the curfew period has been approved for the period 5 October 2020 to 25 June 2021 and has been issued under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018.

Community Consultation

With permits approved on 25 September 2020, Gold Coast Airport and Qantas would like to inform the Gold Coast Community Aviation Consultation Group (CACG) and Airport Noise Abatement Consultative Committee (ANACC) members of the permit and the noise implications for surrounding communities before flights commence.

The approval by the Department has been granted on the basis that the aircraft type and number proposed are eligible freight jet aircraft movements under section 12 of the regulations and the aircraft are able to comply with Noise Abatement Procedures in order to reduce noise impacts for the community.

The Department has advised that an application may be made to the Administrative Appeals Tribunal (AAT) for review of the decision and should be submitted by 23 October 2020, representing 28 days of the notice from the Department about the permit. The Department has also highlighted that any future permits will consider noise complaints from the community.

If you have any questions regarding this service, please do not hesitate to reach out to the CACG Secretariat and questions will be forwarded to the most appropriate party involved.

Kind regards,

Liam Brennan

Senior Manager, Government and Public Affairs
Qantas Airways Limited

Sarah Wintzloff

From: Community Aviation Consultation Group
Sent: Friday, 16 April 2021 12:21 PM
To: allan.morris@scu.edu.au; Anthony Steinfort; Arthur Elliot; Bill Dennis; Bill Pinkstone; Brett Curtis; Candice Cox; Chris Cherry; Darrin Davis; David Gray; Fiona Lawton; Gary Scott; Geoff Provest; Giu Lohmann; Glenn Francis ; Glenn Nott; Glyn Lewis - AFP APC; Greg Betts (Greg.Betts@aph.gov.au); Gregory Wyatt (gregory.j.wyatt@tmr.qld.gov.au); Guy Proctor; Iain Lobegeier; Jacqui Cord; James Owen; Jared Feehely; Jeff Godfrey ; Jodie Bellchambers; John Alcorn; John Hicks; John Sweeney; Julie Murray; Justine Elliot; Karen Andrews; Karrylyne Johnson; Keiran Pehm; Larry Woodland; Laura Gerber; Lindy Smith; Lucy Ardern; Marion Charlton; Matthew Bender; Megan Thomas; Michael Hart; Miles Roper; Nathan Goldman; NCIS Investigations; Norbert Benton; Paul Baker; Peter Barrett; Peter Inall; Peter Long; Phillip Follent; Reece Davis Byrnes; Ron Brent; Ronni Hoskisson; Rose Adams; Russell McArthur; Sally Adsett; Scott Stephens; Steven Marion
Cc: Community Aviation Consultation Group
Subject: DES Ambient PFAS Monitoring Program

Dear CACG Members,

The Queensland Department of Environment and Science (DES) undertook a state wide sampling program to assess ambient concentrations of PFAS in the environment (water, sediment, biota) and to establish a baseline for presence of PFAS in different land use types (e.g. industrial, conservation etc.).

Results of this program, including the full report and interactive portal, were released in March and can be accessed via the following link.

[Queensland Ambient PFAS Monitoring Program Report Link](#)

You will note the Cobaki Broadwater is included in the DES program. This data was contributed by GCAPL and the site was selected by DES as it was the furthest from potential point source influences which DES were endeavouring to limit.

PFAS data (Sum of PFOS + PFHxS) along with other analytes for this site were presented to the CACG during the March 2020 meeting.

Should it be of interest, GCAPL can enquire with DES if they are able to provide a presentation to the CACG on the program.

Best 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

Please consider the environment before printing this email.



*Australia's first
airport operator
to receive certification*

Sarah Wintzloff

From: Ron Brent <ron@3fidi.com>
Sent: Monday, 21 June 2021 7:13 PM
To: Sarah Wintzloff; Brett Curtis
Subject: CACG

Hi Sarah and Brett

Could you please include the following in the CACG Correspondence to be circulated prior to our July meeting:

A query raised by Lindy in relation to the PFAS DSI
The response to this query following my referring it to Airservices

Thanks.

Cheers

Ron

A query raised by Lindy Smith, and referred by the Chair to Airservices:

Hi Ron,

For your record I have been advised by a government authority that Airservices began work on the *Detailed Site Investigation*(DSI) at GCA Jan. 2021.
If this is the situation it is totally unsatisfactory that Airservices have failed to properly inform the CACG meeting 11/3/21 of the actual status of the DSI, only advising the contract had been awarded to GHD after a very lengthy period of requests for information on the DSI at GCA.

Regards
Lindy

The response from Airservices:

The PFAS team have provided the below points to your query. It appears that the process had indeed commenced however not yet progressed to any site sampling.

- It was mentioned at the November 2020 CACG that an independent consultant was being contracted in late 2020 to undertake the DSI at Gold Coast (among other airport locations), with oversight by independent external auditors accredited in NSW and Qld. Apologies to anyone who understood from the March 2021 presentation that the DSI was yet to commence.
- There is substantial work to be undertaken by the contractor and site auditor prior to commencing any sampling. This includes reviewing all historical site data/material, a site visit, preparing and consulting on the proposed sampling plan, and, where appropriate, engaging stakeholders and landholders in advance of the sampling. All of these steps take time and are essential to undertaking a robust and scientifically defensible DSI.
- At the time of the March CACG, GHD had been engaged and was reviewing the available material from Airservices, and was completing site familiarisation visits at those locations where contracted to do the DSIs. The Gold Coast site visit was undertaken on 8th March. During this

visit, GHD was introduced to Norbert Benton (GCAPL) and the AEO (Tania McDonald), and it was expressed that GHD would shortly be approaching the airport to obtain any information relevant to the DSI.

- The intent of the March presentation to the CACG was similar, to introduce the GHD team and explain the process where the CACG could have input into the DSI. Whilst the GHD contract had been signed, the physical on ground works had not commenced. These won't commence until a Sampling and Analysis Quality Plan is finalised. The SAQP is initially developed based on all available information, and is finalised in consultation with (where relevant) the Commonwealth regulator, the state regulators, the airport, the auditors and Airservices.
- As you may recall at the last CACG all members were invited to provide information directly to GHD. GHD will continue to seek information from any external stakeholders for inclusion in the document/information review to establish what is known so that an appropriate SAQP can be drafted for consultation with regulators and other relevant external parties. This is the opportunity for the CACG members to provide information to GHD.



FLY NEIGHBOURLY POLICY

As an operator of General Aviation activities at Gold Coast Airport, _____ is committed to undertaking operations in a Fly Neighbourly Manner. We commit to undertake operations in a thoughtful and safe manner which is considerate of residents, whilst following instructions from Air Traffic Control and maintaining safe aircraft operations.

We will do so by endeavoring to adhere to the following principles:

- ➔ Ensuring that where practicable all IFR aircraft arrive and depart via the published standard instrument arrival and departure routes;
- ➔ Comply with VFR arrival and departure instructions provided by Air Traffic Control
- ➔ Operate in compliance with Noise Abatement Procedures (NAP) included in the ERSA which applies irrespective of tower operation;
- ➔ Pilots to plan all flights with the intention to minimise operations over built up areas (e.g. preference over water or rural areas) or as directed by Air Traffic Control;
- ➔ Wherever practicable ensure longer departure runway lengths are used to maximise operating height over populated areas;
- ➔ Consider using satellite strips for aircraft circuit operations;
- ➔ Avoid low flying and engine out training over populated areas;
- ➔ Be mindful of night circuit training during daylight savings and consider operations no later than 9.30pm to reduce impact on NSW residents.
- ➔ Ensuring that where possible, all pre-flight and non-pre-flight engine runs are undertaken in the designated run-up areas and away from areas in close proximity to residences. Engine runs should not be conducted at the northern hangars.
- ➔ Minimise tight maneuvers and turns when operating helicopters over populated areas;
- ➔ Ensuring that environmental awareness and noise issues are included in pilot training;
- ➔ Respond to and assist with community noise inquiries in a cooperative manner;
- ➔ Small jet aircraft should be positioned prior to starting to avoid jet blast damage and noise disruption to aerodrome neighbors.;
- ➔ Rotary Aircraft must ensure they use designated takeoff and landing areas and avoid repeat, non-critical operations over residences to minimise the effects on aerodrome neighbors.

Signature of Operator:

Date:

Gold Coast Airport

Community Aviation Consultation Group

Terms of Reference

1. Context

This document is based on the CACG Guidelines (2016) published by the (then) Department of Infrastructure and Regional Development ([insert hyperlink](#)).

2. Purpose

The purpose of the Gold Coast Community Aviation Consultation Group (CACG) is:

- to enable airport operators, residents affected by airport operations, local authorities, airport users, Airservices Australia and other interested parties to exchange information on issues relating to airport operations and their impacts
- to allow matters to be raised and taken into account by the airport operator and Airservices Australia, with a genuine desire to resolve issues that may emerge
- to complement and support the consultative requirements already established for Master Plans and Major Development Plans (MDPs)
- to discuss and share information between the airport and the communities affected by its operations and plans.

The CACG representation will include representatives from local authorities, airport users and other interested parties.

The CACG will foster inclusion, collaboration, empowerment, and transparency in decision-making, allowing the concerns of interested parties to be raised and taken into account.

Reports will also be provided to the CACG from government departments including the Department of Infrastructure, Transport, Regional Development and Communications, Airservices Australia and the Civil Aviation Safety Authority (CASA) as and when required.

2. Chairperson

The role of the Chair is to:

- Ensure the input of the full membership is sought as to agenda items
- Ensure adequate discussion time is devoted to issues of significance
- Allow for discussion of unanticipated 'other business' at CACG meetings
- Ensure agenda materials and papers are meaningful and facilitate effective engagement of members in CACG discussions

- Encourage open discussion and frank exchange of views
- Monitor effective follow-up of action items.

The Chair will disclose any interests, arrangements or associations to CACG, which may be perceived as a conflict of interest.

3. Secretariat Role

The role of the Gold Coast Airport will be to provide the secretariat position on the CACG, as well as provide administrative support for the Chairman. The secretary will be a suitably qualified Gold Coast Airport staff member. GCAPL will publish the outcomes of meetings on a designated CACG website.

The role of the secretariat is to:

- Communicate arrangements made for CACG, including any framework documents, such as procedural arrangements and terms of reference, to the members;
- Prepare, distribute and publish records of CACG meetings;
- Prepare and distribute meeting agendas;
- Ensure that CACG members are notified of meetings and given an opportunity to prepare for the meetings;
- Support the activities of the Chair as required;
- Coordinate input to assist CACG on policy, technical and other support issues, where agreed ; and
- Prepare a report on the CACG's work for the purpose of consideration as part of the airport's annual lease review.

4. Role of Airport Management

GCAPL Management will offer items for the agenda, attend meetings and provide relevant information on airport developments and operations.

GCAPL Management will give serious consideration to recommendations made by the GCA CACG, particularly in relation to Master Plans and MDPs.

5. Meetings

CACG will meet three times per year.

The CACG will endeavour to keep a contemporary agenda that captures the key issues of interest to the community and provide a structured approach to keeping the community informed of these issues. A draft agenda will be circulated to all members one month prior to the meeting date (or such shorter period as agreed by the Chair following consultation with members) to facilitate member input and comment.

CACG Members are to provide the Chairperson with information on and/or action taken on outcomes from a meeting at least ten (10) working days before the next CACG meeting.

A CACG is neither an arbitration nor a decision-making body and discussion at CACG meetings should not be allowed to be dominated by a single topic or an individual member.

6. Membership

Membership of CACG is via invitation only to community groups affected by airport operations, airport users, airport operators, local authorities and interested parties representing the community or industry on the Gold Coast and northern New South Wales.

GCAPL will invite representatives from government (Federal, Local, State), tourism and business, and the general community to participate in CACG.

The Chairperson may invite other persons on an ad hoc basis to address CACG on particular agenda items.

Each member of CACG is responsible for ensuring that progress and other achievements of the CACG are communicated effectively to the organisation or group that the individual represents.

Each member of CACG is responsible for ensuring that updates on issues raised by the organisation or group that the individual represents are communicated effectively to the Group.

6.1. Role of ANACC within CACG

The Aviation Noise Abatement Consultative Committee (ANACC) is as a technical sub-committee of CACG.

ANACC will provide technical, operational and other advice to assist CACG communicate accurate and relevant technical information and to help consider ways to improve long-term noise mitigation measures.

ANACC members will represent the Aviation Noise Abatement Consultative Committee on the CACG.

7. Appointments

Appointments will be for an initial period of three (3) years, commencing at the first meeting and will be subject to renewal at the end of that period, unless determined at an earlier date by agreement.

8. Scope of Powers

CACG is for consultation purposes only and is not a decision-making body. Also, CACG will focus on current activities and future developments and will not revisit past decisions.

9. Proxies

A proxy is a stand-in for a representative member unable to attend and shall fulfill the function ordinarily incumbent to the absent Member.

10. Communication of CACG Activity and Outcomes

GCAPL will provide information on the CACG through its website. This will include publication of all CACG meeting minutes for the past five years.

GCAPL and the Chairperson (as appropriate) will make any official comment on the conduct and outcomes of CACG.

The CACG will establish strategies to inform the broader community of major issues as required.

11. Funding CACG

CACG will be funded by GCAPL.

12. Review of TOR

CACG TOR will be reviewed by GCAPL every three years in line with the Chairperson's appointment and whenever significant changes are made to the CACG Guidelines by the Department necessitate an update. .

Review date: 15 Dec 2021