

Community Aviation Consultative Group (CACG)



MEETING MINUTES

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

Welcome, Attendance and Apologies/Proxies

Chairman, Ron Brent, opened the meeting at 9:02 and welcomed members and observers to the November 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 15 July 2021

The Chair sought feedback from members on the minutes from the 15 July 2021 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

2.1 Airservices Update

Refer to Attachment 3 for full details

- Bruce Dowdall discussed updated Air Traffic Movement data with a traffic increase expected in mid-December 2021 due to QLD borders opening.
- NAPS wording updates provided last meeting, these documents are on fixed amendments cycles and are regulated nationally. Amendment cycle is due to publish in March 2022.
- Three locations were found suitable for long term noise monitoring and three for short term noise monitoring.
- Noise improvement proposals, southern operations noise investigation draft report for comment with notes shown in presentation. Discussion with ANACC members will take place before it is finalised.
 - Julie thanked Prema for the report and investigations, Julie noted southern members have questions and would like these addressed promptly. A copy of these questions were sent to Airservices. Prema noted she has not received these comments, Julie will forward these on.

- Lindy noted significant concerns in this report, deadline date for comments is 26 of November but report will not be finalised until a face-to-face discussion has taken place.
- Airspace Governance panel discussed and information to be submitted in writing via the airport community aviation group.
- NCIS complaints, Bill Pinkstone noted he is dissatisfied with responses received after submitting feedback regarding the Qantas freight plane. Prema stated she has not seen responses but these would most likely have been discussed with operations, Ron stated there might be room to provide further detail on permitted range of flights and suggested that Bill may wish to seek an internal review of the complaint by Airservices NCIS
- Cr Chris Cherry noted although the curfew flights are an item in the ANACC meeting she recommended the CACG should write to the Minister requesting the regulation be amended to only exceptional circumstances, agreement from committee was unanimous. **Action** - Chair to write to the Minister to convey wishes of CACG members and a copy of this letter is to also be sent to Federal Members offices.
 - Matthew Bender suggested the CACG and ANACC chairs meeting out of session to ensure there are no duplications or conflicts as this item is being addressed by the ANACC.

2.2 *Airservices PFAS Activities at Gold Coast Airport*

Currently at project commencement stage, review of airport, round table, and an information session with CACG will take place.

- Melanie introduced Julia Dunne; Julia is assisting Airservices with communication around PFAS.
- PFAS community engagement portal shown and discussed.
- Larry Woodland queried if the works being undertaken by Airservices is a national program and if priority will be given to investigation at GCA and lead to remediation. AsA could not confirm this as they will be mapping and prioritising works across the country and they cannot determine priority until investigation takes place.
- John Hicks queried if the portal includes 2008 PFAS report. It is not published at the moment due to the criteria used in this investigation taken from an American standard. AsA has noted this and will see if a note in the portal can be included.
- Lindy Smith asked if all reports will be made publicly available including the 2008 report (see response in previous dot point). GCA noted concerns expressed in previous meetings on reports not published. The community representatives in the meeting expressed strong concerns about the long time frame in managing PFAS.
- Rollout and stages of project discussed.
- Tranche 1 started beginning of this year and tranche 2 will begin at the beginning of next year.

Committee noted ongoing concern and frustration among members.

3. Air Quality Monitoring Update

3.1 *Gold Coast Airport*

Norbert Benton provided update to committee. *Refer to attachment 6 for full details.*

- Julie queried if members could be given detailed information, Norbert noted the detail Julie was querying is not possible at this time.
- Cr Chris Cherry requested the draft be provided one month before the next meeting for discussion. **Action**- Norbert to provide draft one month before next CACG meeting.

- Norbert will take Julie’s comments onboard regarding what is available for comment within the report and what is not.
- John Hicks asked Norbert if the draft report and the future direction the airport takes in regard to air quality and monitoring could be informed by the Strategic Work Program.
- No report from Tweed Shire, Ron noted the committee will invite Jackie to present at the next meeting which will align with draft report being discussed. **ACTION-** Secretariat to invite Jackie to present to next meeting on air quality monitoring.

4. GCA Update - Airport Developments

4.1 *Airport Developments*

Jared Feehely provided general GCA update.

- Traffic performance presented and discussed noting at the time of the meeting October data not yet available.
- Currently operating at or below 5% of pre-COVID levels, with a ramp up in operations expected around December 2021 with the QLD borders reopening.
- High engagement with stakeholders and rent relief provided to tenants during this period.
- QAL annual report due to be published soon, members will be notified when available and this will be available on the GCA website.
- Terminal expansion update provided; completion expected first half of 2022.
- APZ project overview explained, and photo updates presented.
- Lindy asked if the current terminal expansion included that of freight facilities. GCA confirmed that freight facilities were not included in the current works.
- Julie queried the number of flights travelling from GCA to CNS with the new Virgin service announcement and the ramp-up in operations. **Note** - Jared to follow up directly with Julie.

4.2 *Gold Coast Airport Master Plan, Wollemi Place & Southern Entryway update*

Southern entry way

- The project will provide a more direct link to the airport and help to reduce congestion along Terminal Drive.
- GCA aiming to have intersection in operation in early 2023.
- John Hicks queried if the light rail extension will be factored into this project. GCA confirmed that engagement has recently commenced with TMR regarding light and heavy rail. GCA will work closely with TMR but it is early days for preferred locations and alignments.
- Bill Pinkstone queried if there will be any connection between the dog track and old nursery to the airport. GCA confirmed the road Bill was referring to is a boundary road and only used for maintenance and security access.
- Lindy noted that the land south of the southern access road in the master plan is noted for aircraft parking and queried if that is proposed to change. GCA confirmed that was still the case but that it would be reviewed as part of the Master Plan process.
- Larry Woodland queried if the heavy rail noted earlier was a heavy rail link to Brisbane. GCA confirmed that TMR have started engagement on an extension of the heavy rail from Varsity Lakes to the airport however it is progressing slower than light rail engagement. GCA noted there is a proposal in the current masterplan however there are no firm plans beyond that.

Airport Master Plan

- GCA noted an extension to the submission of the draft master plan has been approved to July 2024. This will allow for recovery in operations and passenger numbers along with a better understanding of intergraded public transport.
- GCA are currently planning the master plan project and are looking to engage consultants in early 2022 to start work.
- GCA noted that in mid to late 2022 the business will be looking to engage with the community and will start to provide detail of the draft master plan with the committee in this period.
- John Hicks queried if the CACG will be engaged with, on the drafting of the master plan. GCA stated the engagement plan has a specific section dedicated to early CACG consultation.
Action – GCA to provide update to March 2022 CACG of status of work on the Master Plan and engagement strategy.
- Lindy requested to see program of CACG consultation regarding the Airport Master Plan. GCA advised that with the extension being granted recently by the Department these dates were not available at this time. **Action** – GCA will update the CACG at the March meeting with the draft Master Plan engagement strategy.
- Cr Chris Cherry asked to keep Action Item 89 open. The Chair agreed. **Action** – GCA to provide updates on the status of the Master Plan at each CACG moving forward. These three action items will be consolidated as one item on the action list.
- Bill Pinkstone noted the community concerns regarding the Qantas freight curfew operations and requested the CACG receive immediate notification and consultation on any work on a freight distribution centre as part of the Master Plan so the operations do not disturb the community.

Wollemi Place Update

- GCA noted the site was purchased in 2016 and the business has subsequently invested significant funds in remediating the site. Entire site has been thoroughly tested and checked.
- Four lots in total with two vacant lots and two utilised by PFD for an Industrial Hub, PFD are looking to move into the facility in first quarter of 2022.
- Bill Pinkstone queried where the PFD site will distribute to. GCA's understanding is the facility will be used for local cold food distribution.
- Peter Barrett queried if GCA could explain how southbound traffic from that lot will join the ordinary traffic flow. **Action** – GCA to provide a drawing after the meeting and attach to the minutes for distribution.

5. Emergent Issues

- John Hicks mentioned he had received feedback that the CACG website was not up to date. Jared stated that GCA have had some technical difficulties and cyber challenges with the site noting that it is on the radar and the GCA ICT are working through this.
- Bill Pinkstone noted concerns with Airservices departure from the meeting following their presentation updates. Community representative are not satisfied in stagnation and responses. The meeting as a whole felt that individual Airservices representatives (such as Prema and Fiona before her) have been making a strong effort to support that CACG. Nevertheless, the membership felt that they wanted to see a stronger commitment from Airservices as a whole. The slow progress of some important issues (such as PFAS management), and the varying levels of responsiveness on other key issues (such as noise monitoring) does leave the membership a hope of improved organisational support and

responsiveness for the CACG from Airservices. Rose Adams mentioned Airservices community engagement charter and noted they do not appear to be meeting this charter.

- Lindy Smith noted that the Airservices website said the final noise monitoring report would be available in September 2021, however it is still not available.
- Matthew Bender noted for the minutes that Airservices had returned some advice on the reciprocal runway trial. Discussion on the technical side of this issue is continuing in ANACC. Bill stated he personally has not received a response from Airservices.

6. Material Correspondence

Refer to attachment 4 for material correspondence.

6.1 ANACC Report

Matthew Bender stated most of the relevant issues have been raised and discussed.

- David Stani was clear on the intent to extend/renew application for the curfew freight operation.
- ANACC minutes are not out yet apologies.
- ANACC Strategic Work Program has been moved to Excel so it can be monitored, to be finalised by Matthew and distributed to members.

Next meeting will be in February 2022 and any news on the Qantas freight operations will be shared out of session.

6.2 Lindy Smith PFAS contamination Review of status

Cr Chris Cherry queried if the committee needs to take note of this to be included in formal documentation. Chair stated all material correspondence is included in minutes as official documentation and this has been referred to Airservices. Chair suggested these four items be attached in the minutes. The community accepts these four papers and shares the concerns of these papers that reflect the view of the committee.

Larry Woodland noted he has the impression there will be a national framework in regard to PFAS management, he pointed out Airservices do not have sufficient resources so they will have to prioritise how it is managed. Larry would like to propose that GCA be prioritised for remediation .

Peter Barrett would like to add concerns with Coolangatta Creek on northern and eastern sides of the airport and PFAS data to be inclusive of Coolangatta Creek.

John Hicks raised his concern at the pace of remediation and asked if it would help if CACG wrote to the relevant minister regarding resourcing of this issue. Chair suggested given the DSI is underway he would think resourcing is not the current hold up and the CACG could bring this up in the consultation meeting with Airservices once it is determined where GCA ranks in the priorities.

Norbert Benton commented from an airport perspective GCA support the concerns regarding the gaps in data.

Bill Pinkstone congratulated the Chair Ron Brent on how he runs the virtual meetings and noted that he sincerely appreciates the fairness and equity of how he chairs these meetings and how he listens and acts.

6.3 Extension consideration to curfew freight operations

6.4 Gold Coast Airport overnight freight operations - Permit

6.5 John Hicks QANTAS air freighter ops inside curfew

7. General Business

7.1 Strategic Work Program

Items noted by the group for the next meeting.

- PFAS
- Curfew Flights
- Master Plan Update
- Lindy requested Air quality to be included on the agenda
- Julie requested Departures over Kingscliff, to be linked to curfew with aircraft movements

7.2 TBC- Report to be provided by Larry Woodland

Ron requested we move this to next meeting due to time and master plan discussions. Larry gave a brief context on the paper noting it will be providing recommendations for inclusions into the next Master Plan.

7.3 CACG Dates 2022

Refer to attachment 5 for full details

Suggested dates be sent out with minutes, GCA noted the school holidays in both states will be considered when composing CACG and ANACC dates. Next meeting will be in March 2022.

Cr Chris Cherry noted it is unclear if she will be on this committee with the upcoming council election and thanked everyone for their service on this committee.

The Chair thanked members for their participation and wished everyone the best for the festive season before closing the meeting at 12:17pm.

Attachment 1: Attendance and Apologies

Date: Thursday 11 November 2021

Members

Ron Brent	CACG Chair
Jared Feehely	Gold Coast Airport
Matthew Bender	Gold Coast Airport
Sarah Wintzloff	Gold Coast Airport
Lucy Ardern	Gold Coast Airport
Prema Lopez	Airservices Australia
Lindy Smith	Tweed District Residents & Ratepayers Association
David Gray	Bilinga Neighbourhood Watch
Peter Barrett	Gold Coast District Neighbourhood Watch
Bill Pinkstone	Banora Point & District Residents Association
Cr Chris Cherry	Tweed Shire Council
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayers Association
John Sweeny	Banora Point & District Residents Association
Rose Adams	Gecko Environment Council Association Inc

Observers

Norbert Benton	Gold Coast Airport
Larry Woodland	Fingal Head Community Association
Karrylne Johnson	Department of Infrastructure, Transport, Regional Development and Communications
Gregory Wyatt	QLD Department of Transport & Main Roads
David Stani	Qantas
Bruce Dowdall	Airservices Australia
Melanie Layton	GHD
Angus Hughes	GHD
Alex Redgrove	
Imogen Bird	GHD
Jeffrey Godfrey	Tweed Residents & Ratepayers Association
Julia Dunne	Airservices Australia
Megan Thomas	Department of Infrastructure, Transport, Regional Development and Communications
Nick Wahi	Department of Infrastructure, Transport, Regional Development and Communications

Apologies

Allan Morris	Southern Cross University
Giu Lohmann	Griffith University
Glyn Lewis	Australian Federal Police
Jacqui Cord	Tweed Shire Council
Keiran Pehm	ANO
Laura Gerber	QLD Parliament
Michael Beckhaus	Airservices Australia
Michael Hart	QLD Parliament
NCIS Investigations	NCIS
Kate Frazer	Airservices Australia

Attachment 2: CACG Action List

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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	To be covered in agenda item
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	Completed
89	15/07/2021	GCA Master Plan	Request the airport provide an outlined program to consult with the CACG	GCA	Ongoing	
90	15/07/2021	DES Ambient PFAS Monitoring	DES to be invited to next CACG to present on its monitoring program	Norbert Benton	24/03/2022	
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	
93	15/07/2021	ANACC minutes	Include CACG members in distribution of ANACC minutes	Secretariat/ Matthew Bender	Ongoing	
95	11/11/2021	PFAS Communication Email	Details of pfas communications email address to be circulated	GHD	Prior to next CACG	
96	11/11/2021	Air Quality	GCA and Norbert to look into air quality in Kingscliff and how this related to SWP	GCA	Prior to next CACG	
97	11/11/2021	AQM Meeting Attendance	Norbert Benton to invite Jackie to next meeting for AQM	Norbert Benton	Prior to next CACG	

Closed Action Items

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 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 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 15/07/2021	Closed - to listed items will be subsumed in further actions or covered off
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 15/07/2021	Closed - reporting of the issue will remain item until 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.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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
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

No.	Meeting Date	Item	Requirement	Responsible Person	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	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
78	11/03/2021	Letter to Airservices Australia CEO re 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 follow up with official correspondence Completed
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	Completed
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	11/11/2021	Completed Information is available, if people are concerned about not receiving information discuss with Chair after meeting
81	15/07/2021	SWP to be provided to GHD	CACG Strategic Work Plan to be Provided to GHD	John Hicks	11/11/2021	Completed John Hicks to forward to Melanie Layton
82	15/07/2021	Access to 2018 AirServices PFAS Report	Investigate if report can be provided to secretariat for distribution	Airservices	15/08/2021 11/11/2021	Completed Report was circulated 20 th July
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	Completed
85	15/07/2021	Distribution of presentations	All CACG meeting presentations be circulated ahead of draft minutes	Secretariat	15/7/2021	Completed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
86	15/07/2021	Tweed Council Air Quality Monitors	Members to provide location suggestions for extra monitors directly to Jacqui Cord	Members	Ongoing	Completed
88	15/07/2021	Draft GCA Air Quality Report	Draft GCA Air Quality Report to go to members for comment	GCA and Members	11/11/2021	Completed Replaced by item 96 and will allow for draft report to be out 4 weeks before CACG
92	15/07/2021	Qantas freight Curfew Movements	Refer following issues to ANACC: 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	Completed Part of ANACC meeting, minutes to be circulated when finalised
94	11/11/2021	Curfew Flights	Chair to write to Federal Minister and local members regarding curfew flights	Chair	Prior to next CACG	Completed following meeting
98	11/11/2021	Traffic Movement Plan	Traffic movement plan for Wollemi place to be provided	Travis Callahan	Prior to next CACG	Completed Document circulated 12/11/2021

11 November 2021



AIRSERVICES UPDATE

GOLD COAST CACG

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AIRSERVICES UPDATE

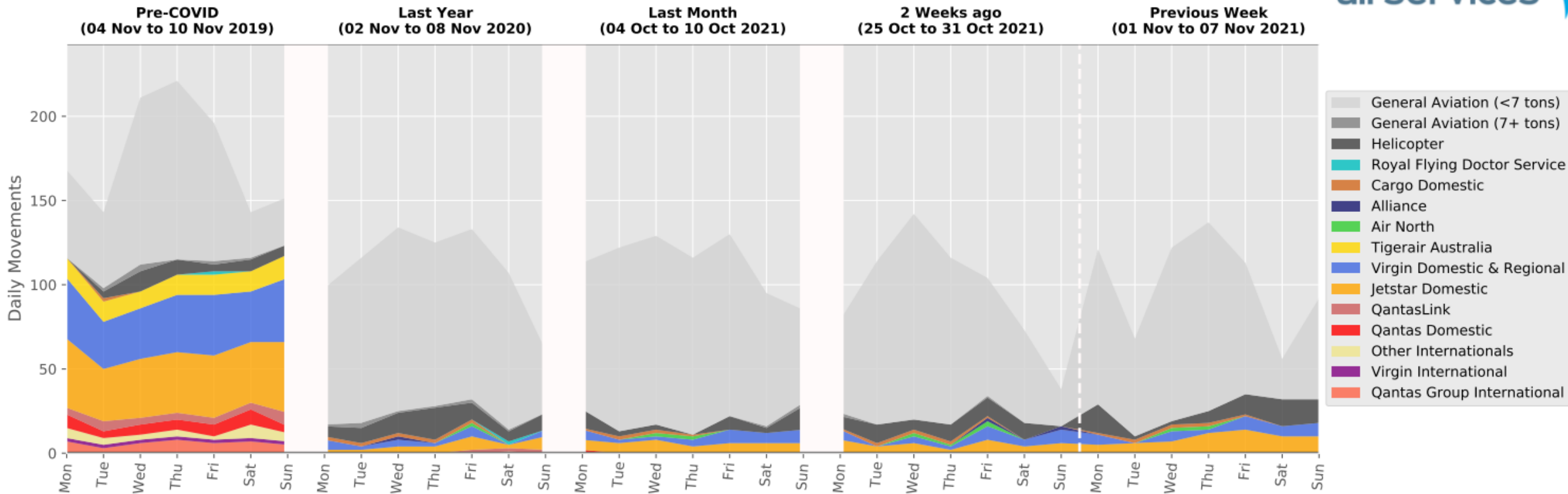
ITEMS

- Tower Update
- Operational Update
 - RNP AR use
- NAPs wording
- Noise Monitoring Review
- Noise improvement proposals
- NCIS complaints

AIR TRAFFIC MOVEMENTS



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



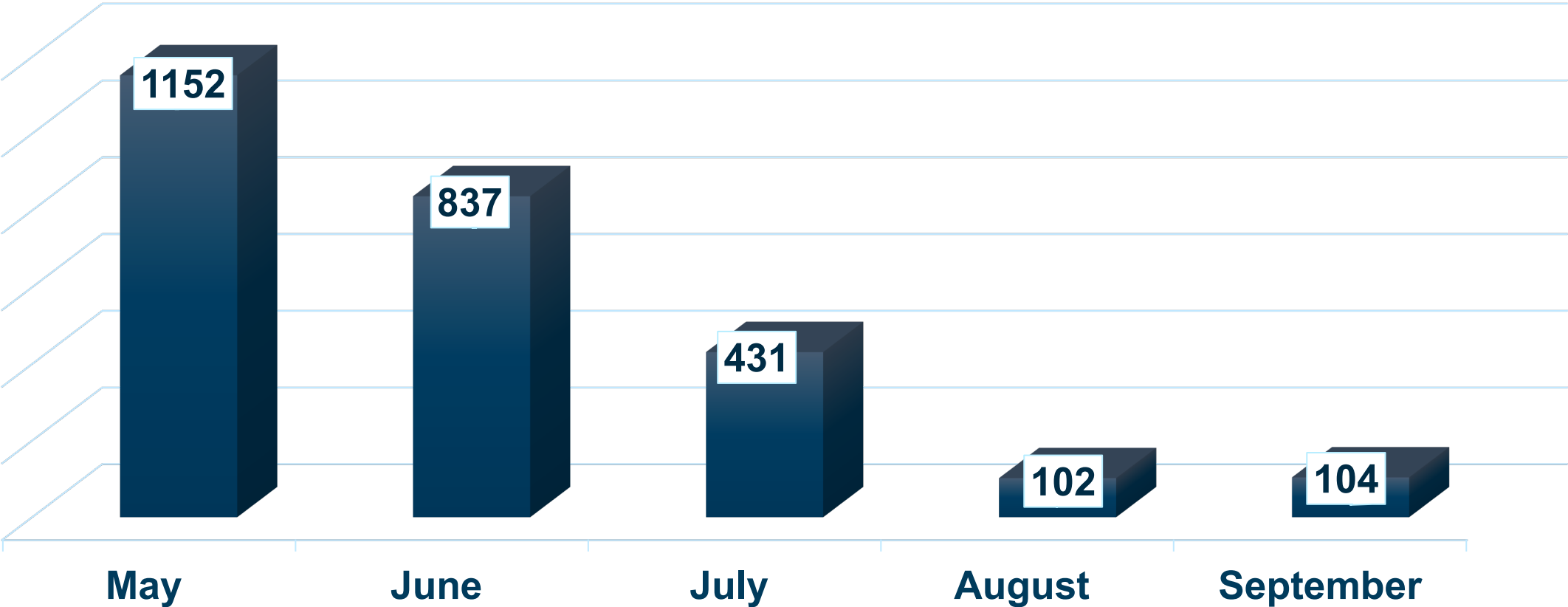
- Other Internationals are Foreign Airlines as well as Short Haul Internationals of Regional Airlines.
 - General Aviation (Light) does not include movements without Flight Plan.

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

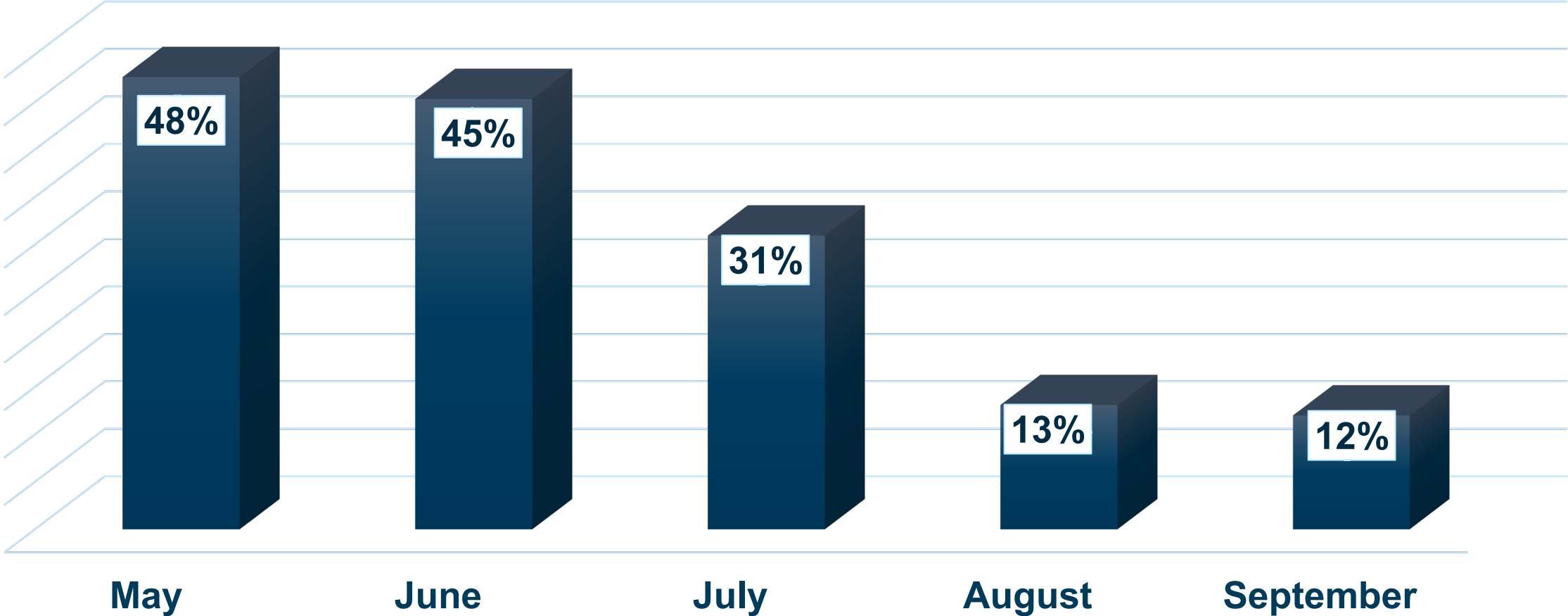
RNP AR (SMART TRACKING) MAY – SEPTEMBER 2021

TOTAL NUMBER OF RNP FLIGHTS AT THE GOLD COAST



RNP AR (SMART TRACKING) MAY TO SEPTEMBER 2021

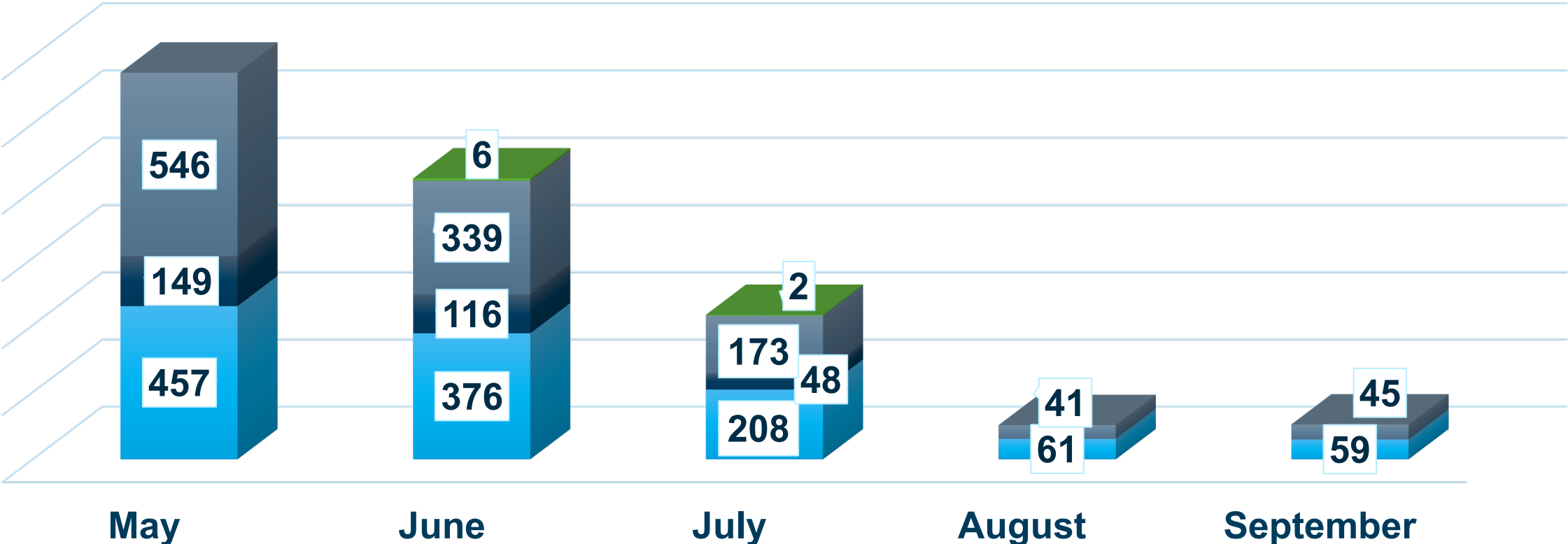
PERCENTAGE OF ALL RNP ARRIVALS



RNP AR (SMART TRACKING) MAY TO SEPTEMBER 2021

NUMBER OF RNP FLIGHTS BY AIRLINE

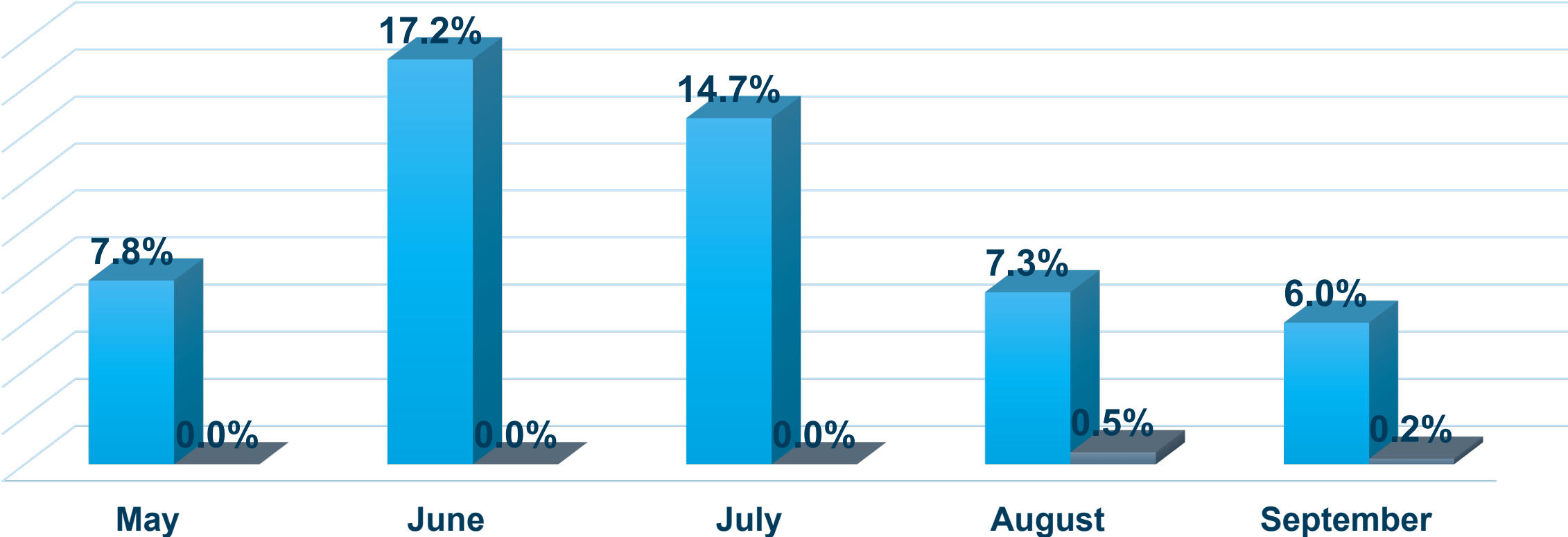
■ VOZ ■ QFA ■ JST ■ ANZ



RNP AR (SMART TRACKING) MAY TO SEPTEMBER 2021

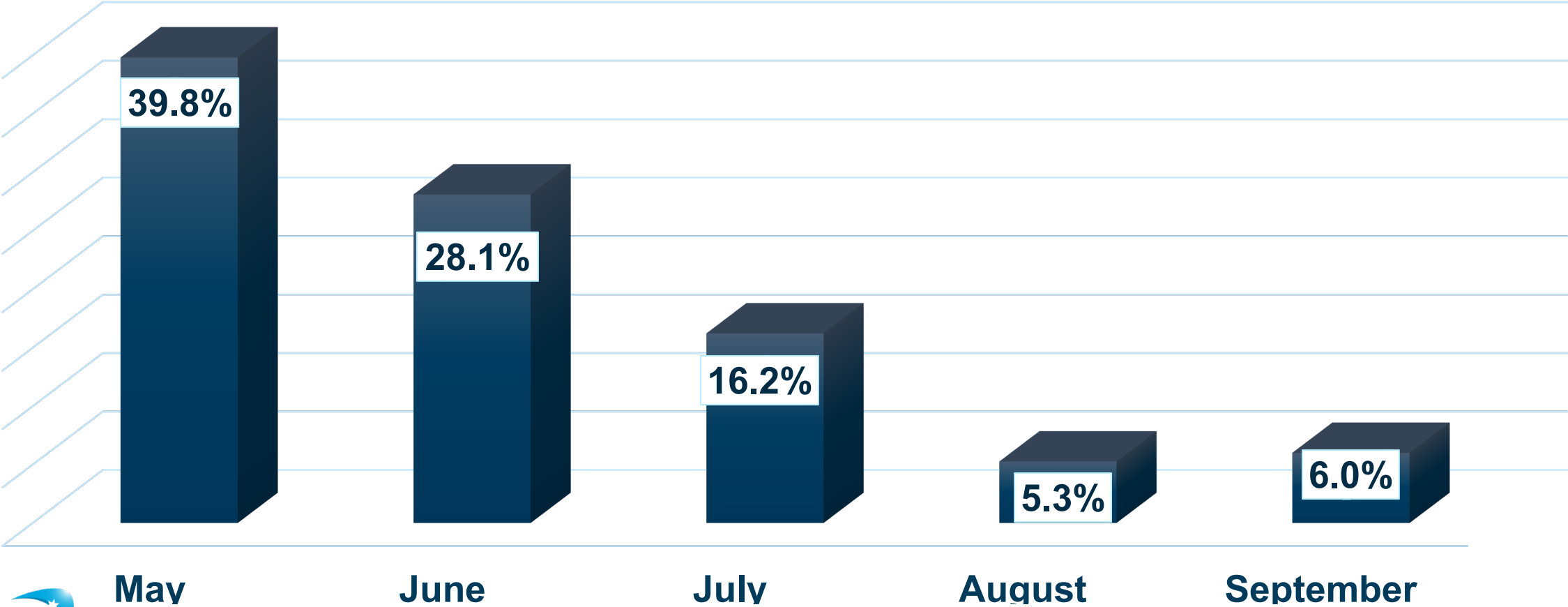
RWY 32 USE AS A % OF ALL ARRIVALS

■ Static ■ Offset



RNP AR (SMART TRACKING) MAY TO SEPTEMBER 2021

RWY 14 RNP USE AS A % OF ALL ARRIVALS



NAPS WORDING

NAPS WORDING

UPDATED NAPS WORDING

3.1.3

The following priorities will be applied for RWY 14 APCH for turbo jet and non turbo jet ACFT ABV 5,700KG MTOW:

- 1. RNAV-W (RNP) RWY 14, RNAV-Y (RNP) RWY 14*
- 2. RNAV-Z (GNSS) RWY 14, VISUAL APCH RWY 14*
- 3. ILS RWY 14 (training and recency not permitted – see note)*

Note: To minimise noise ILS RWY 14 AVBL to turbo jet and non turbo jet ACFT ABV 5,700KG MTOW only when RNAV-W (RNP) RWY 14, RNAV-X (RNP) RWY 14, RNAV-Z(GNSS) RWY 14 and VISUAL APCH RWY 14 UNAVBL due weather, emergencies or other operationally critical requirements.

- The change will be included in the next available amendment submission which is in late November. The change will then take effect from March 2022.
- Amendment change lead times are long because of the volume of changes across the documents and a regular, predictable schedule of changes to aviation safety related controlled documents.

NOISE MONITORING REVIEW

NOISE MONITORING REVIEW UPDATE

- A total of 34 suggestions for potential locations were received (14 through the ANACC and 20 through *Engage Airservices*)
- Draft Noise Monitor Review Report was open for comments from 21 July to 18 August)
- The report noted that the current long term noise monitoring locations at Tugun and Banora Point continue to provide valid and accurate noise information
- Three locations were found suitable for long-term noise monitoring
 - Palms Village
 - Gray Street Depot
 - Pyramid Holiday Park
- Three additional locations were found suitable for short-term noise monitoring
 - Calvary Catholic Church
 - Miami State High School
 - Redondo Ave (Miami Community Children's Centre)
- Airservices Environment Team has commissioned EVS to further review the locations with the aim to install the temporary monitor by the end of the year.

NOISE IMPROVEMENT PROPOSALS

SOUTHERN OPERATIONS NOISE INVESTIGATION

Southern Operations Noise Investigation

Airservices has provided the draft report for comment noting the following:

- **Proposal 1 - adjust the RWY 14 SID and STAR**

As noted in the meeting on 11 February this option will not progress for further assessment due to the increased track miles and emissions. Additionally, the increase in climb gradient required by departing aircraft may result in increased noise levels for the communities overflown due to thrust setting

- **Proposal 2 - to adjust the RWY14 departure to H095**

This proposal will not proceed as it still places departing aircraft in conflict with RWY 14 arrivals

- **Proposal 3 (to increase use of the RWY32 RNP-AR) and Proposal 4 (to design a RWY 32 RNAV)**

Will be progressed by Airservices for consideration via the Airspace Governance Panel

- **(PIR action) Proposed RWY14 STAR to ILS for arrivals from the south and east**

Progressed to flight path design programme schedule

AIRSPACE GOVERNANCE PANEL AND INFORMATION REQUESTS

AIRSPACE GOVERNANCE PANEL

Airspace Governance Panel

- Airspace Governance Panel reviews all proposed changes and determines those admitted into the change program and the priority
- All changes will be progressed through the following areas for review and design:
 - Flight Path Design
 - Operations
 - Environment
 - Community Engagement
- Safety related changes will be the highest priority

Information requests

- All requests for information to be submitted in writing via the airport community aviation group.

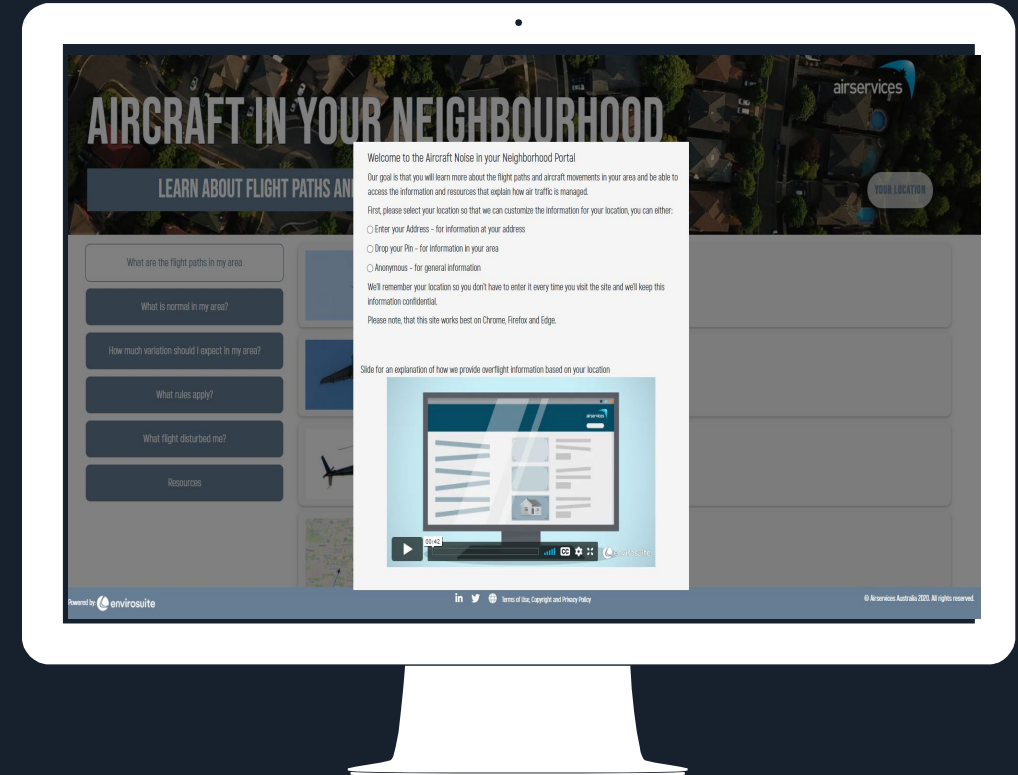
NCIS COMPLAINTS

ONLINE NOISE REPORT

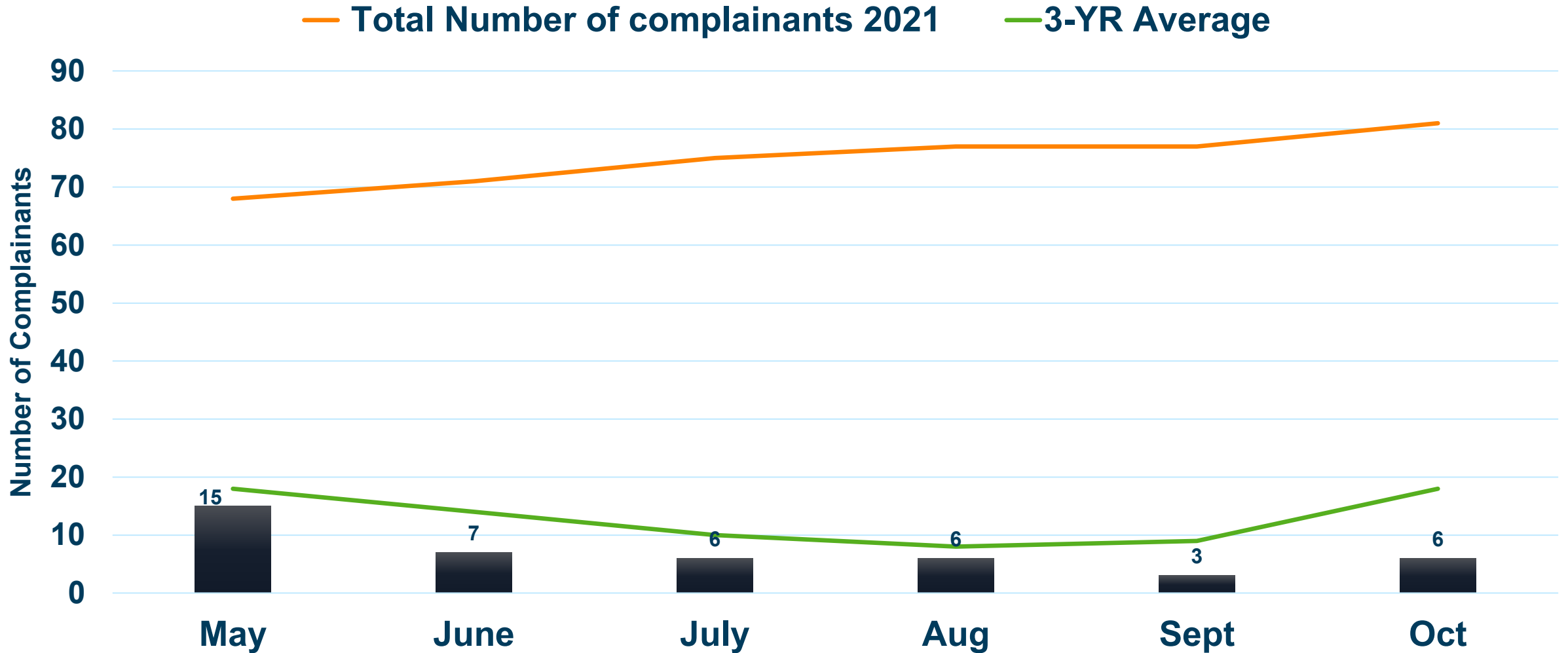
- Available on our website at:

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

- Enter your address or select Gold Coast Coast
- What flight disturbed me and Gold Coast Coast complaints report
- January to October available

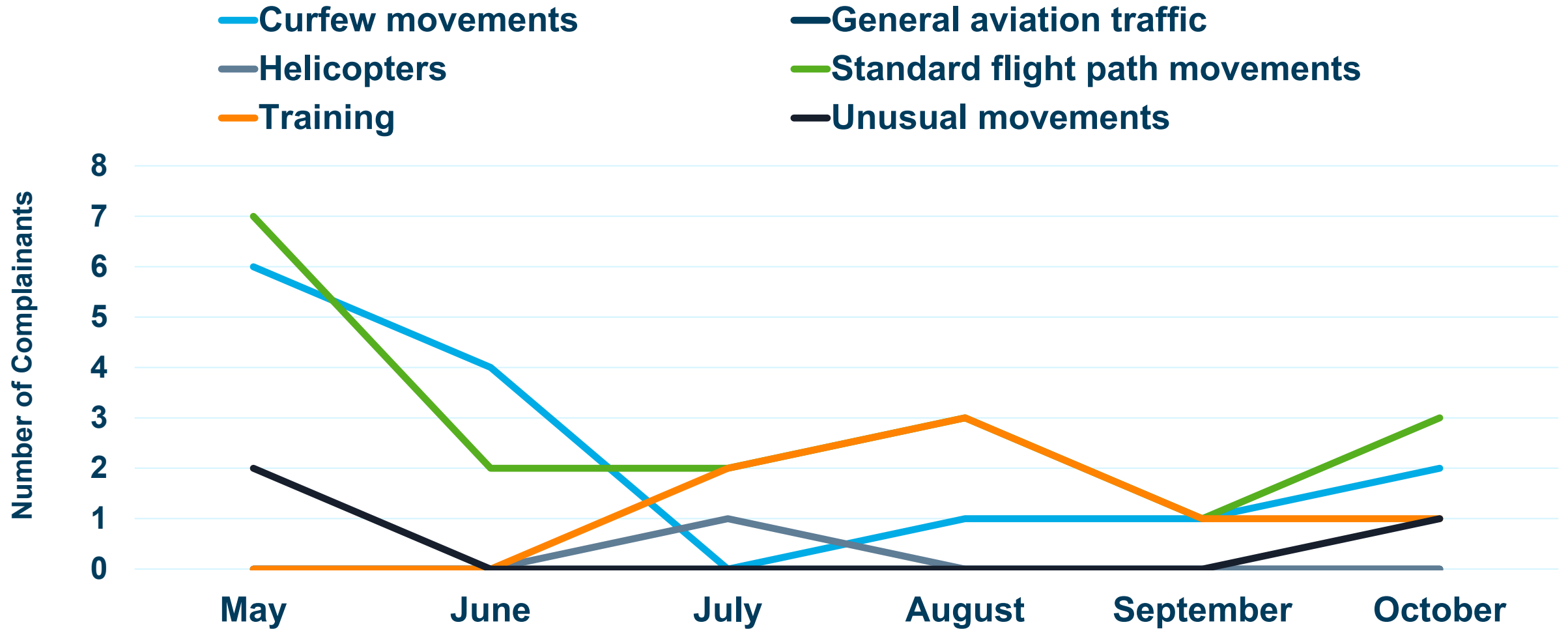


NCIS UPDATE - COMPLAINANT NUMBERS PER MONTH



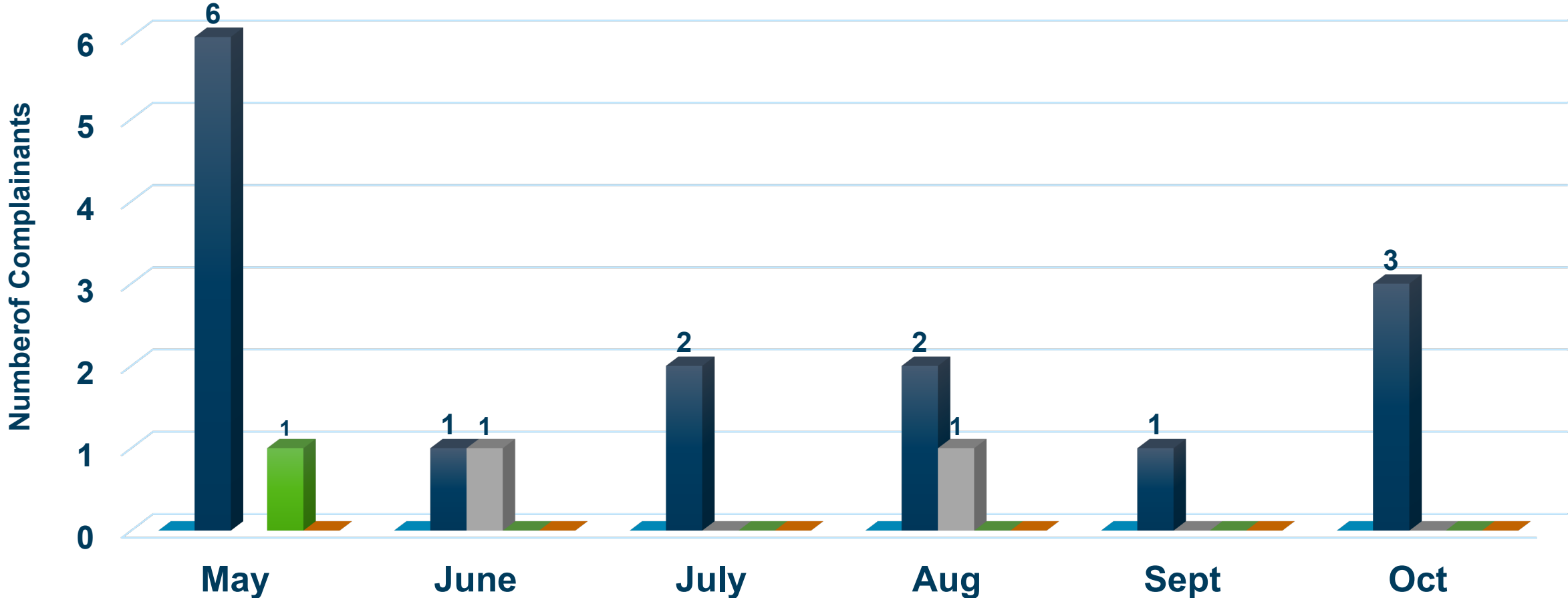
NCIS UPDATE

ISSUES RAISED BETWEEN MAY AND OCTOBER 2021



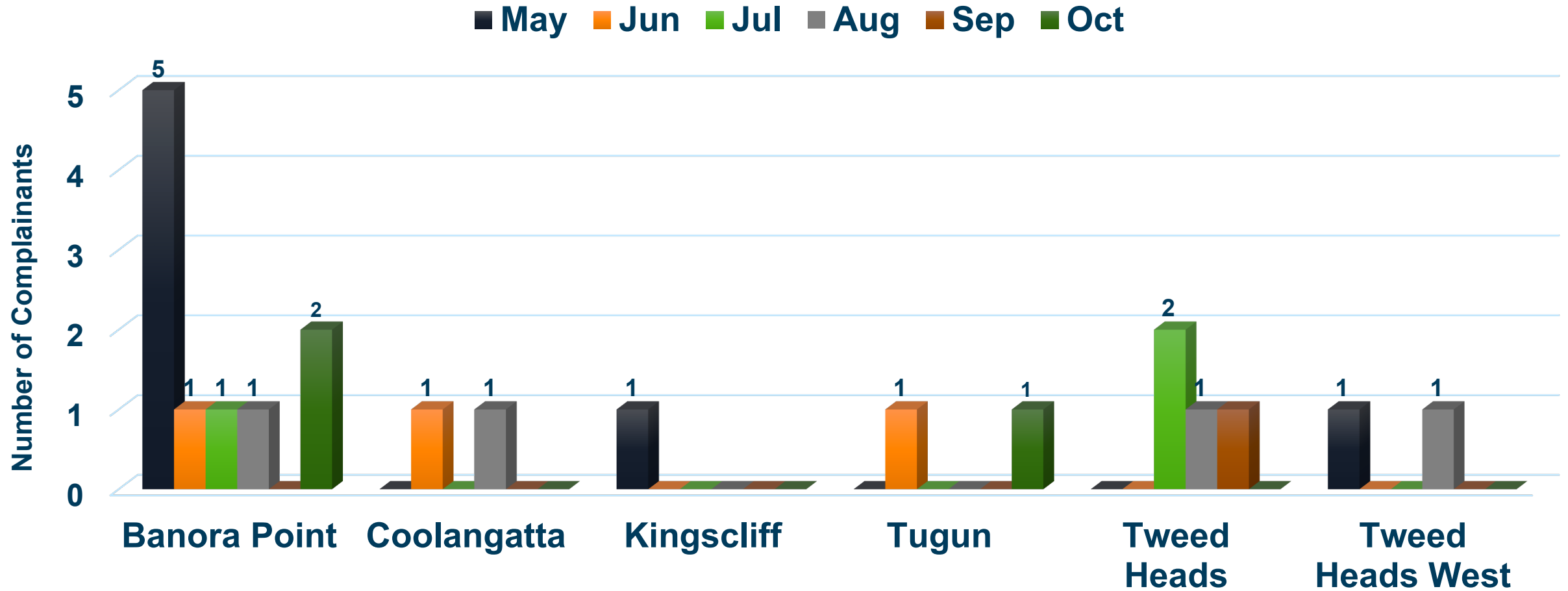
NCIS UPDATE RUNWAY AND ILS COMPLAINANTS AFFECTED PER MONTH

■ 14A ■ 14D ■ ILS ■ 32A ■ 32D



SUBURBS AND NUMBER COMPLAINANTS AFFECTED PER MONTH

Suburbs listed are those with the highest complaint numbers in 2020. Additional complaint data available on Aircraft in Your Neighbourhood



THANK YOU

Sarah Wintzloff

From: Lindy <lindygsmith@bigpond.com>
Sent: Wednesday, 28 July 2021 4:07 PM
To: Community Aviation Consultation Group; 'Ron Brent'
Subject: GCA GACG - PFAS CONTAMINATION
Attachments: CACG - 15.7.21 - GCA PFAS status.pdf

Good afternoon,

I ask if the attached paper on the PFAS contamination status at GCA precinct can please be provided to the GCA CACG members.

Many thanks.

Regards

Lindy Smith

GCA CACG member

Gold Coast Airport (GCA) Community Aviation Consultation Group (CACG) Meeting date - 15 July 2021: Lindy Smith, CACG member

Subject: Review of status of PFAS contamination at GCA

1. Introduction

Subsequent to the inquiry into Australian airports the Federal Government released the *National Aviation Policy White Paper 16/12/2009*, providing a framework which included *increased opportunities for community consultation and involvement, and to lessen the adverse effects of aviation activity on the environment and communities.*

The *Airports Amendment Bill December 2010* was to amend the *Airports Act 1996*, giving effect to the Government's policies contained in the *Aviation Policy White Paper*. The *Bill* passed into law December 2010, with the *Act* being amended January 2011 with key changes made to the legislation including to establish a CACG at a number of airports across Australia which included GCA.

Under the GCA CACG *Terms of Reference* it is included, *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 as when required.*

2. Background on PFAS contamination at GCA

Known information is preliminary investigations for Airservices Australia (AA) at their leased locations on the GCA site confirmed PFAS contamination of soil and groundwater 2008 and surface water 2011. These reports along with the known AA 2014 and 2016b reports have not been publicly released.

Spread of PFAS contamination is due to the high mobility of both PFAS and surface and groundwater exposure pathways. Key findings of the AA PFAS Preliminary Site Investigations (PSI), Assessment and Monitoring Reports on the GCA site and off-site locations include the following;

2008: This PSI was on the fire training ground (FTG), west of the runway approx. 600m upstream of the Cobaki Broadwater, lower Tweed River estuary (NSW). Both **PFOS-110 to 470 ug/L** and **PFOA-4 to 51 ug/L** concentrations in the 4 groundwater samples exceeded the adopted criteria.

"Concentrations in excess of the adopted guidelines indicate a potential risk to human health, based on the limited number of samples analysed and the criteria used." (pg.42)

Recommendations include, conducting surface water sampling *within the surface water drain located to the east of the FTG site, to determine the potential for impact on the receiving environment.* (pg.45)

2011: This Assessment included surface water sampling of Coolangatta Creek on GCA east of the runway and adjacent/downstream of the Main Fire Station (MFS). (**PFOS up to 26.4 ug/L**)

Relevant to cleaning of fire training equipment at the MFS, *waste water sometimes goes directly to Coolangatta Creek and the wetland to the east of the MFS. The hose drying rack also drains directly into Coolangatta Creek.*

2014: This Groundwater Monitoring Report on the FTG include, **PFOS concentrations ranged from 12.6 to 2,280 ug/L and PFOA from 1.0 to 51.3 ug/L.**

2015: This Groundwater Monitoring Report on the FTG include, *"elevated concentrations of PFOS and PFOA, above the adopted assessment criteria, are present in all monitoring wells and the extent of which has not been delineated in any direction."* (**PFOS-17.9 to 527 ug/L; PFOA-2.3 to 37.1 ug/L**)

Recommendations include, *"surface water and sediment samples should be collected from the drainage ditch to the east of the site and assessed for PFOS/PFOA."*(pg.10)

2016: This PSI included groundwater and surface water sampling across the GCA site. Results from

the sampling 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 – surface water samples in the drainage channels downstream of the MFS and in the pond adjacent to the FTG also reported **PFOS** concentrations above the adopted human health screening levels for the consumption of fish...*(pg.18)

2016b: Relevant to the 2016 groundwater and surface water sampling on the GCA site this Report includes, *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.* (pg.11)

2017: The *Biota Sampling Report* outlines the findings of field investigations to assess PFAS concentrations within the Cobaki Broadwater including sampling water and sediment quality analysis.

Note: No sampling of water from the 2 primary discharge points of the drainage network west of the runway and downstream of the FTG to this estuary was undertaken. Nor was any sediment sampling along the shoreline of the estuary where the groundwater interface with the water body occurs.

2017: The *Further Groundwater Investigation Data Report* included 6 groundwater samples on the eastern boundary of the GCA site, 18 spear pumps from residential properties adjacent to GCA, and surface water from Coolangatta Creek on GCA and downstream off-site to the outfall at Kirra Beach. Results include, 6 samples of the residential spear pumps *reported concentrations of **PFHxS** and **PFOS** above the FSANZ PFAS drinking water guideline – groundwater PFAS concentrations at the eastern boundary of GCA were at levels above the nominated investigation levels at some locations – surface water samples from Coolangatta Creek on GCA reported concentrations of PFAS above the FSANZ recreational use guideline.* (P.20)

2018: The *Groundwater and Surface Water Monitoring Event Report* was the sampling at the FTG, MFS, GCA boundary and Coolangatta Creek both on GCA and off-site.

16 of 18 samples reported concentrations of the sum of **PFOS+PFHxS** *greater than the ecological and human health criteria* (1 boundary groundwater sample did not exceed the ecological criteria, and 1 surface water sample did not exceed LOR).

2019: *ARFFS Compliance Monitoring GCA* conducted the groundwater and surface water sampling at the FTG, MFS, GCA boundary and Coolangatta Creek both on GCA and off-site.

*Groundwater and surface water samples at the majority of locations exceeded human health and ecological guidelines for the sum of **PFOS+PFHxS**.*

2020: *ARFFS Compliance Monitoring GCA* conducted groundwater and surface water monitoring at the FTG, MFS, GCA boundary and Coolangatta Creek on GCA and off-site.

*All groundwater **PFOS** concentrations exceeded Freshwater and Interim Marine Water values for 99% Species Protection – 10 of the 12 groundwater samples exceeded the adopted Health Drinking Water guideline for the sum of **PFOS+PFHxS** – 6 exceeded the adopted Health Recreational Water guideline. All surface water **PFOS** concentrations exceeded the adopted Freshwater and Interim Marine Water values for 99% species protection – 9 of the 10 samples exceeded the adopted Health Drinking Water guideline for the sum of **PFOS+PFHxS** – 6 also exceeded the adopted Health Recreational Water guideline.*

3. PFAS National Environmental Management Plan (2020) – guidelines

Groundwater and Surface Water

PFOS – *Freshwater and Interim Marine Water values for 99% Species Protection* – **0.00023 ug/L.**

Groundwater and Surface Water

Sum of **PFOS+PFHxS** – *Health Drinking Water* – **0.07 ug/L;** *Health Recreational Water* – **0.7 ug/L.**

4. Summary PFOS+PFHxS Groundwater and Surface Water Results 2016-2020

2016 – Groundwater

FTG x 3 – **0.03 to 34.5 ug/L**; MFS – **10.3 ug/L**; GCA east boundary (bdy) x 3 – **0.14 to 0.38 ug/L**; GCA west bdy – **2.81 ug/L**

2016 – Surface Water

FTG – **4.28 ug/L**; Coolangatta Creek on GCA (east) x 4 – **0.2 to 3.38 ug/L**; GCA west bdy (Cobaki Broadwater) x 2 – below LOR. Note: the criteria for the consumption of fish was lower than the LOR for these 2 samples.

2017 – Groundwater

MFS – **2.68 ug/L**; GCA east bdy x 4 – **0.07 to 1.18 ug/L**; residential spear pump (east) x 6 – **0.073 to 0.151 ug/L**

2017 – Surface Water

Coolangatta Creek on GCA (east) x 5 – **1.18 to 3.34 ug/L**; Coolangatta Creek off-site downstream GCA x 2 – **0.423 to 0.605 ug/L**

2018 – Groundwater

FTG x 4 – **0.98 to 405 ug/L**; MFS – **28.1 ug/L**; GCA east bdy x 4 – **0.12 to 10.8 ug/L**; GCA west bdy – **2.96 ug/L**

2018 – Surface Water

Coolangatta Creek on GCA (east) x 4 – **0.16 to 1.34 ug/L**; Coolangatta Creek off-site downstream GCA x 2 – **0.13 to 0.51 ug/L**; GCA west boundary – below LOR

2019 – Groundwater

FTG x 4 – **0.73 to 197 ug/L**; MFS – **24.6 ug/L**; GCA east bdy x 4 – **0.079 to 15.9 ug/L**; GCA west bdy – **1.59 ug/L**

2019 – Surface Water

Coolangatta Creek on GCA (east) x 4 – **0.195 to 8.98 ug/L**; Coolangatta Creek off-site downstream GCA x 2 – **1.43 to 1.74 ug/L**; GCA west bdy x 2 – **0.002 ug/L**

2020 – Groundwater

FTG x 4 – **0.091 to 630 ug/L**; MFS – **12.9 ug/L**; GCA east bdy x 4 – **0.086 to 15.5 ug/L**; GCA west bdy – **2.68 ug/L**

2020 – Surface Water

Coolangatta Creek on GCA (east) x 4 – **0.153 to 4.6 ug/L**; Coolangatta Creek off-site downstream GCA x 2 – **1.02 to 1.55 ug/L**; FTG – **3.94 ug/L**; drain west runway – **0.342 ug/L**; GCA west bdy – **0.071 ug/L**

Note: samples above have been selected to correlate with the data throughout the 2016-2020 period.

5. Airservices PFAS Updates to the GCA CACG – November 2019 - July 2020 - March 2021

Airservices PFAS Update advice to the GCA CACG meeting 6/11/2019 relevant to the 2016/2017 PFAS investigations included, "*these investigations found **no detections or low levels of PFAS in soil and water at the perimeter of the airport...***"

The above advice was again stated in Airservices PFAS Update - July 2020 emailed to the GCA CACG members July 2020.

Airservices advice to the CACG meeting 11/3/2021 on PFAS included, "***PFAS levels within the airport boundary were below criteria***".

The above PFAS updates to the GCA CACG members are absolutely contrary to the findings of reports

and the monitoring data collected from sample analysis outlined in this summary paper. The purpose of the GCA CACG is to ensure the effective exchange of information between affected parties. Thus, community and other government representatives should be properly informed of the status of PFAS contamination on GCA and off-site dispersion.

3. Conclusion

The 2018, 2019 and 2020 PFAS groundwater and surface water monitoring reports have only just been provided to the GCA CACG this month (July 2021), after several requests for the 2018/19 reports.

The 2018/19/20 monitoring events are in accordance with Airservices *Groundwater and Surface Water Management Plan* (MP) which Airservices has declined to provide to the GCA CACG.

It is evident from the reports that recommendations, findings and gaps identified in the previous PSIs 2008-2017 have not been implemented into the MP.

Despite some extremely high levels of groundwater and extraordinary fluctuations and some high levels of surface water PFOS/PFHxS concentrations known since 2008/2011 and mounting evidence that exposure to PFAS can have adverse health outcomes in humans and animals and potential to be toxic to aquatic organisms there remains no containment or mitigation/remediation management measures in place.

Nor has any information on any components of the Detailed Site Investigation (DSI) been provided to CACG when members were advised Nov. 2017 a DSI was to commence 2018, and it is now 13yrs since PFAS contamination was confirmed on GCA.

28/7/21

Sarah Wintzloff

From: Community Aviation Consultation Group
Sent: Thursday, 30 September 2021 12:56 PM
To: allan.morris@scu.edu.au; Anthony Steinfort; Arthur Elliot; Bill Dennis; Bill Pinkstone; Bruce Dowdall; Candice Cox; Chris Cherry; Cory Ford; Craig Dunstone ; Darrin Davis; David Gray; Fiona Lawton; 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; Jared Feehely; Jeff Godfrey ; Jodie Bellchambers; John Alcorn; John Hicks; John Sweeney; Julie Murray; Justine Elliot; Karen Andrews; Karrlyne Johnson; Kasey Hills; Kate Frazer; Keiran Pehm; Larry Woodland; Laura Gerber; Lindy Smith; Lucy Ardern; Marion Charlton; Matthew Bender; Megan Thomas; Michael Beckhaus; 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; Sarah Wintzloff; Steven Marion
Cc: Community Aviation Consultation Group
Subject: Review of status of PFAS contamination at GCA provided by Lindy Smith
Attachments: CACG - 15.7.21 - GCA PFAS status.pdf

Dear CACG Members

Please see attached document containing a review of status of PFAS contamination at the Gold Coast Airport provided by Lindy Smith as per action item 84.

Please note this information has been compiled by Lindy Smith and has not been checked by Airservices, therefore neither the airport nor Airservices can endorse it.

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

Please consider the environment before printing this email.



Sarah Wintzloff

From: Community Aviation Consultation Group
Sent: Thursday, 2 September 2021 8:30 AM
To: allan.morris@scu.edu.au; Anthony Steinfort; Arthur Elliot; Bill Dennis; Bill Pinkstone; Brett Curtis; Bruce Dowdall; Candice Cox; Chris Cherry; Cory Ford; Craig Dunstone ; Darrin Davis; David Gray; Fiona Lawton; 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; Karrlyne Johnson; Kasey Hills; Kate Frazer; Keiran Pehm; Larry Woodland; Laura Gerber; Lindy Smith; Lucy Ardern; Marion Charlton; Matthew Bender; Megan Thomas; Michael Beckhaus; 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; Sarah Wintzloff; Steven Marion
Cc: Community Aviation Consultation Group
Subject: Request for submissions re consideration of extension to curfew freight operations at Gold Coast Airport

Good Morning All,

Please see the below advice regarding approvals for BAE 146 freight operations provided by The Department of Infrastructure.

Dear CACG members,

The Department is currently considering an extension to the curfew freight operations at Gold Coast Airport, which expires on 1 October 2021. The Department is seeking feedback from community representatives of the Community Aviation Consultation Group and the Airport Noise Abatement Consultative Committee.

The Department has noted the feedback previously provided in relation to noise abatement procedures, flight paths and the arrival time of the service. The community should note the following in relation to any consideration to an extension of the current permit:

- It would be in accordance with approved noise abatement procedure approaches onto Runway 14 and flight paths.
- It would consider approved flight paths over the Bilinga, Currumbin and Tugun areas.
- The operator has operating the service since 1 August 2021 on the new arrival time of 5.05am which falls within the curfew shoulder period (5am to 6am). Operating within the curfew period enables connectivity with the national overnight freight network.

The Department is not seeking feedback on changes to noise abatement procedures or amendments to the regulations. Any proposals which seek to change the agreed noise abatement procedures would require an environmental assessment to be undertaken which will require the community to engage Airservices Australia in this process. Any proposals which seek to amend the regulations should be progressed through local, state or government representatives.

Passenger traffic levels at Gold Coast have significantly reduced from 80 per cent pre-COVID levels to 0-10 per cent of pre-COVID levels, with no significant increase expected. These significant reductions as a result of COVID-19 restrictions in New South Wales and Victoria have limited the ability to carry freight on passenger aircraft and connect into the overnight freight market. The community should note that Qantas has not operated passenger services to the Gold Coast since 15 August 2021 and Jetstar is operating at 11 per cent of pre COVID levels. Ongoing borders closures have resulted in reductions in market capacity, particularly affecting the connectivity of overnight freight movement by road and air. Recent stoppages by road freight workers demonstrate how supply chains can be

impacted and that protection can be provided to domestic freight movements by a direct connection to the Gold Coast and Tweed regions.

It is important to also note that Brisbane Airport is operating at 40% pre-COVID levels. The community will also be aware that QLD public health orders set out that border closures will remain in place for the next 10 weeks. Direct services into the Gold Coast Airport would ensure the movement of freight with less disruption to freight delivery within the Gold Coast and Tweed regions.

Another consideration is the delivery of vaccine and medical supplies around Australia to assist in reaching vaccination targets. 20% of the freight carried by this service is in relation to vaccine and medical supply delivery.

The Department asks for community feedback to be sent to us by **close of business Wednesday 8 September** to the following inbox curfews@infrastructure.gov.au.

Regards
Curfews Administration Team

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.



Sarah Wintzloff

From: Airport Noise Abatement Consultative Committee
Sent: Monday, 20 September 2021 8:55 AM
Subject: Gold Coast Airport overnight freight operations - Permit until 31 December 2021 [SEC=OFFICIAL]
Attachments: 2021 09 OOL Curfew Quota Freight Movement - Oct - Dec 2021 - redacted.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning All,

Please find below and attached information provided by The Department of Infrastructure regarding limited forward approval for BAE 146 freight jet operations in regulated curfew slots.

Please find attached a permit for **four freight jet aircraft movements** at Gold Coast Airport under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 **until 31 December 2021**.

The Department in reaching a decision to grant the approval considered the feedback provided by Community representatives both through the Community Aviation Consultation Group and the Airport Noise Abatement Consultative Committee. The Department also took into account the feedback provided by businesses in the Gold Coast and Tweed region. Further considerations were that the existing service provides employment opportunities and local jobs for both the Tweed Region and the Gold Coast from local businesses utilising the overnight freight service. These connections result in lower product losses by not transshipping from Brisbane and allows more timely deliveries for businesses within the region.

The Department when considering the application also considered the current state of the aviation industry and passenger traffic levels at Gold Coast Airport. The current COVID-19 outbreak has severely impacted passenger aircraft recovery throughout Australia, with the overnight freight market being more important than ever as Australia commits to reaching its' vaccination targets. Passenger traffic levels at Gold Coast have significantly reduced from 80 per cent pre-COVID levels to 0-10 per cent of pre-COVID levels, with no significant increase expected. This significant reductions as a result of COVID-19 restrictions in New South Wales and Victoria have limited the ability to carry freight on passenger aircraft and connect into the overnight freight market.

The Department continues to work closely with Qantas Airways as a result of the feedback to ensure the operations into the Gold Coast occur within the curfew shoulder period (5am to 6am) while still permitting overnight freight connectivity. The service is scheduled to land at Gold Coast Airport at 5.05am. The Department has requested Qantas continue to monitor noise concerns and ensure on-time performance of this service to minimise noise impacts on surrounding communities. Qantas will also monitor the approaches onto Runway 14 to ensure they are in accordance with noise abatement procedures.

Kind Regards,

Airport Noise Abatement Consultative Committee
Gold Coast Airport

e: anacc@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.

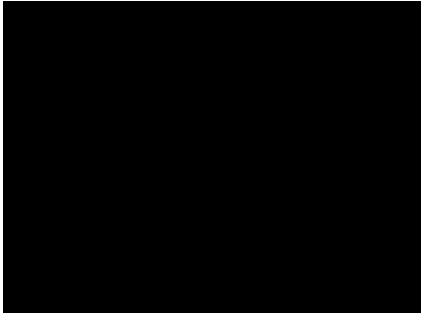




Australian Government

**Department of Infrastructure, Transport,
Regional Development and Communications**

File Reference: F18/3632



Dear 

Thank you for your application letter of 31 August 2021 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 ongoing 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, including vaccine and medical supply delivery.

I note that Qantas has not operated to the Gold Coast since 15 August 2021 and Jetstar is operating at 11 per cent of pre COVID levels. Ongoing borders closures have resulted in reductions in market capacity, particularly affecting the connectivity of overnight freight movement by road and air. Recent stoppages by road freight workers may further impact domestic freight movements highlighting the need for direct connections through the operation of the overnight service into Gold Coast Airport.

In addition to Australia Post's letter dated 2 June 2020, which was considered previously, the Department took into account the feedback provided by businesses in the Gold Coast and Tweed region. The existing service supports and provides employment opportunities and local jobs for both the Tweed Region and the Gold Coast from local businesses utilising the overnight freight service. In particular it was noted that these connections result in lower product losses by not transshipping from Brisbane and allows more timely deliveries for businesses within the region. The uncertainty in road freight connections ex Brisbane underpin the need for a direct service to the Gold Coast for businesses in the Gold Coast and Tweed Heads region.

The Department is conscious of the need to manage aircraft noise impacts for communities surrounding the airport. In particular I would ask that Qantas Freight Enterprises continue to engage with Gold Coast Airport Limited (GCAL) to confirm the operational details associated with utilising this permit. I would also ask that Qantas Freight Enterprises work with GCAL 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. The commencement of daylight savings in October 2021 will mean this service operates after 6am for residents in the Tweed Heads region.

The 15 July 2021 Gold Coast CACG meeting decided that the ANACC was the appropriate forum for the community to raise issues with Qantas related to these operations. I note Qantas commitment to brief the next ANACC, scheduled for 14 October 2021, on these operations.

Qantas Freight Enterprises should continue to note noise concerns raised by the community as well as being committed to closely monitoring the on-time performance of the scheduled service. Qantas Freight Enterprises will also be required to monitor the approaches onto Runway 14 to ensure they are in accordance with noise abatement procedures. Qantas Freight Enterprises have advised the flight that will be utilised for this service is QF7443 Sydney to Gold Coast flight, scheduled to arrive at Gold Coast Airport at 5:05am local time.

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 Freight Enterprises using BAe-146 aircraft operated by Cobham Aviation Services (Cobham):

Flights Four freight jet aircraft movements per week during curfew

Commencement date 1 October 2021

Expiry date 31 December 2021

Aircraft Registrations VH-NJZ, VH-NJF, VH-NJM and VH-NJI

Conditions

- 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
- 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 Freight Enterprises (Cobham) must report (and include the reasons for) any landing on **runway 14** that uses the ILS to the Department
- Qantas Freight Enterprises (Cobham) must report any landing on a runway **other than runway 14** to the Department

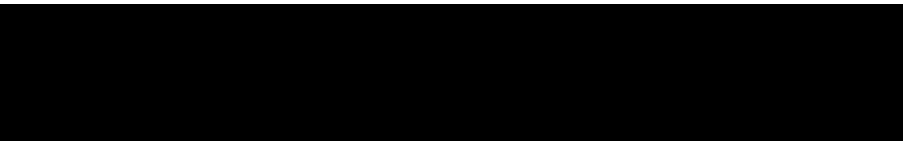
- Qantas Freight Enterprises (Cobham) must adhere to noise abatement procedures for Gold Coast Airport. Refer to Airservices Aeronautical Information Publication (AIP) DAP 164 Aerodrome & Procedure Charts
- Qantas Freight Enterprises must brief future Gold Coast Airport CACG and ANACC meetings in relation to these movements
- Qantas Freight Enterprises must investigate any community noise complaints in relation to this operation raised at any of the ANACC and CACG meetings.

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.

Yours sincerely

A large black rectangular redaction box covering the signature area.

A/g Director, South West, ACT and NSW Airports and Noise
Airports Branch
Domestic Aviation and Reform
13 September 2021

Sarah Wintzloff

From: John Hicks <jthicks@bigpond.net.au>
Sent: Monday, 1 November 2021 4:40 PM
To: Community Aviation Consultation Group; Jared Feehely; Ron Brent
Cc: Matthew Bender; Sarah Wintzloff
Subject: QANTAS air freighter ops inside curfew - Agenda paper for CACG meeting 11 November 2021
Attachments: CACG agenda paper meeting 2021 11 11 JH F.pdf; Attachment 1 - GCA curfew regulation 2018.pdf

Hello Jared and Ron,
As requested at the last CACG meeting I have prepared the attached agenda paper for the CACG meeting next week. Can this please be distributed to CACG members?

With thanks and regards,

John Hicks
President, Gold Coast Lifestyle Association Inc
Member of Gold Coast Airport CACG and ANACC
Mobile 0447 584 000
Email: jthicks@bigpond.net.au



Gold Coast Lifestyle Association Incorporated
PO Box 125 Burleigh Heads QLD 4220
www.goldcoastlifestyle.com.au

Agenda paper from: John Hicks, Gold Coast Lifestyle Association Inc

Subject: QANTAS air freighter operations inside curfew hours

1.0 Recommendations

It is recommended that:

1. CACG note the status of this issue and the concern that it may quickly escalate if QANTAS lodges an application for long-term operations.
2. No further permissions be issued to QANTAS or other operators for four air freighter movements per week within the curfew period unless there are exceptional circumstances. In the case of exceptional circumstances, the permission be for a maximum of three months.
3. The Department of Infrastructure, Transport, Regional Development and Communication (DITRDC) amend the *Air Navigation (Gold Coast Airport Curfew) Regulations 2018* to specify that the four movements per week within the curfew period only be permitted in exceptional circumstances (and not to allow the establishment of long-term operations that completely compromise the intent of the curfew).
4. Should a further application be lodged for operations within curfew hours then DITRDC agrees to promptly convene an online consultation meeting with ANACC/CACG community representatives to ensure balanced access and information sharing into the decision-making process.

2.0 Background

The long-standing curfew in place at the Gold Coast Airport (Airport) is highly valued by the surrounding Gold Coast and Tweed communities. The curfew arrangements are prescribed in the *Air Navigation (Gold Coast Airport Curfew) Regulations 2018* (see **Attachment 1**).

At the Gold Coast Airport (Airport) ANACC meeting 14 October 2021 (online) a briefing was delivered by QANTAS manager Mr David Stani on the future of the contentious QANTAS/Australia Post air freighter operations inside curfew hours. It was clear the QANTAS intent is to establish this operation as a long-term service, continuing beyond the end of COVID travel restrictions. For example, Mr Stani advised that a permanent base for the operation had been established on the Gold Coast with six pilots and two full-time engineers relocated here. The service continues to experience strong demand.

ANACC community members were dismayed to hear that a proposal initially pitched to the ANACC by QANTAS and officers from the DITRDC as an interim arrangement to cope with lack of flights driven by COVID travel restrictions seems to have morphed into a plan to make this a permanent arrangement. DITRDC officer Ms Karrlyne Johnson confirmed that no application for long-term operations had been received from QANTAS. However, from Mr Stani's briefing it is clear this is where QANTAS is heading. ANACC members requested a copy of Mr Stani's PowerPoint presentation and he advised he would have to clear that request with senior management.

The community members of the ANACC passed the following resolution in response to this disappointing update from QANTAS:

“That DITRDC take note that the ANACC considers the GC Airport Curfew Regulation must be amended to specify that the four movements per week within the curfew period only be permitted in exceptional circumstances.”

To be clear from a Gold Coast Lifestyle Association Inc (Association) perspective this would mean, for example, that flight restrictions because of COVID are considered exceptional and a series of short-term permissions to QANTAS for landings in-curfew hours to cope is appropriate. However, the morphing of this to a long-term arrangement is not acceptable. Regrettably our concerns that this was the thin edge of the wedge have been validated.

The sleep disturbance and additional noise burden of these jet aircraft movements during curfew hours is a huge issue for the community, both to the north and south of the Airport. We wish to see these concerns afforded substantial weight in any future DITRDC application evaluation process.

3.0 Issues

The Association recommends refusal of these applications (both short-term and long-term) for the following reasons:

1. The curfew at Airport exists for good reason. The Airport is a busy, noisy, growing enterprise, surrounded by a rapidly growing city. Substantial increases in residential density are occurring in proximity to the Airport and right along the Runway 14 flight path as urban renewal sees old single dwellings replaced by multi-unit apartment towers. Existing and new residents have a reasonable expectation that the integrity of the curfew will be upheld by DITRDC. The curfew is a long-established mechanism for balancing the needs for airport operations with the needs for residents to have an uninterrupted night’s sleep. The curfew is not there to be relaxed away to such an extent that its key objective of providing a good, healthy sleep environment is compromised by the arrival of an air freighter operation at 0505 on four mornings per week, just so customers receive their freight one hour earlier. This is not an acceptable trade-off.
2. With COVID vaccination rates surging various state governments have put in place “reopening plans” with substantial easing of travel restrictions. Airlines are responding by ramping up the frequency of their services, including to Gold Coast Airport. By early 2022 it is likely many more flights will be available for freight at the Airport.
3. Prudent and feasible alternatives exist for QANTAS/ Australia Post to get its freight moving earlier by flying into the Brisbane Airport and using fast road transport in the early hours of the morning to link to the Australia Post depot at the northern end of the Gold Coast – a one hour road journey only. Furthermore, we have no information that indicates QANTAS has been asked to propose other alternatives that do not require it to operate within curfew hours.
4. The regulation that provides for four freighter movements per week, subject to assessment by DITRDC, was put in place over 20 years ago to facilitate weekend newspaper delivery to the Gold Coast from Sydney. Given that prudent and feasible alternatives exist (i.e., the increasing numbers of passenger flights; and the option of Brisbane Airport which operates 24/7) the Association considers any potential application for a long-term operation would be an unbecoming, opportunistic ploy by QANTAS and Australia Post to get around the curfew limitations at the Airport for their own operational and commercial convenience. This cannot be justified when compared with the amenity and sleep impacts their operation is inflicting on the community.

5. The Airservices NCIS noise complaints report presented at the ANACC meeting 17 June 2021 noted that 38% of the complaints were due to curfew movements, with the majority about the QANTAS BAE-146 curfew movements, with residents advising of sleep disturbance.

This issue is of significant public interest. We expect there will be substantial negative reaction if an approval is granted by DITRDC for long-term air freighter operations within curfew at the Airport. Informal consultations with other ANACC/CACG community representatives indicate these concerns are shared by many.

Noting the substantial reach and access to government of large corporations, we are concerned that the DITRDC is hearing mainly a loud, insistent, commercially driven voice from QANTAS and the Airport. We wish to see more consultation by the DITRDC with community group representatives on ANACC and CACG to ensure balanced access, information sharing and decision-making. A DITRDC-convened online meeting with community representatives would be a welcome step.

4.0 Attachment

Attachment 1: *Air Navigation (Gold Coast Airport Curfew) Regulations 2018*



Air Navigation (Gold Coast Airport Curfew) Regulations 2018

I, the Honourable Paul de Jersey AC, Administrator of the Government of the Commonwealth of Australia, acting with the advice of the Federal Executive Council, make the following regulations.

Dated 06 December 2018

Paul de Jersey AC
Administrator of the Government of the Commonwealth of Australia

By His Excellency's Command

Michael McCormack
Deputy Prime Minister and Minister for Infrastructure, Transport and Regional
Development

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Part 1—Preliminary

1 Name

This instrument is the *Air Navigation (Gold Coast Airport Curfew) Regulations 2018*.

2 Commencement

- (1) Each provision of this instrument specified in column 1 of the table commences, or is taken to have commenced, in accordance with column 2 of the table. Any other statement in column 2 has effect according to its terms.

Commencement information		
Column 1	Column 2	Column 3
Provisions	Commencement	Date/Details
1. The whole of this instrument	1 January 2019.	1 January 2019

Note: This table relates only to the provisions of this instrument as originally made. It will not be amended to deal with any later amendments of this instrument.

- (2) Any information in column 3 of the table is not part of this instrument. Information may be inserted in this column, or information in it may be edited, in any published version of this instrument.

3 Authority

This instrument is made under the *Air Navigation Act 1920*.

4 Schedules

Each instrument that is specified in a Schedule to this instrument is amended or repealed as set out in the applicable items in the Schedule concerned, and any other item in a Schedule to this instrument has effect according to its terms.

5 Definitions

Note: A number of expressions used in this instrument are defined in the Act, including the following:

- (a) aircraft;
- (b) the Chicago Convention.

In this instrument:

90-95 noise level rule: see subsection 15(2).

Act means the *Air Navigation Act 1920*.

Annex means volume 1 of Annex 16 to the Chicago Convention, being that Annex as amended and in force at the commencement of this instrument.

Section 6

curfew period: see section 7.

eligible freight jet aircraft: see subsection 12(2).

eligible passenger jet aircraft: see subsection 9(2).

engage in conduct means:

- (a) do an act; or
- (b) omit to perform an act.

involved in an emergency: see subsection 17(2).

land: an aircraft **lands** when it touches the ground.

maximum take-off weight, of an aircraft, has the same meaning as in the *Civil Aviation Regulations 1988*.

movement, in relation to an aircraft, means the take-off or landing of the aircraft.

noise level of an aircraft, expressed as a figure of EPNdB, means the effective perceived noise in decibels certified in a noise certificate (within the meaning of the *Air Navigation (Aircraft Noise) Regulations 2018*) for the aircraft.

subsonic jet aircraft has the same meaning as in the *Air Navigation (Aircraft Noise) Regulations 2018*.

take off: an aircraft **takes off** when it leaves the ground.

week means a period of 7 days starting at 11 pm on a Sunday.

year means a calendar year.

6 Time is legal time in Queensland

In this instrument, references to time are references to legal time in Queensland.

Part 2—The curfew

7 Curfew period

A *curfew period* starts at 11 pm on a day and ends at 6 am on the next day.

8 Prohibition on taking off or landing during curfew periods

- (1) An operator of an aircraft must not engage in conduct that results in an aircraft taking off from, or landing at, Gold Coast Airport during a curfew period.

Penalty: 50 penalty units.

- (2) Subsection (1) does not apply if the take-off or landing is permitted under Part 3 or 4.

Note: A defendant bears an evidential burden in relation to the matter in this subsection: see subsection 13.3(3) of the *Criminal Code*.

Section 9

Part 3—Aircraft movements permitted under quotas

Division 1—Eligible passenger jet aircraft movements

9 Eligible passenger jet aircraft movements—yearly quota

Quota

- (1) 24 movements of eligible passenger jet aircraft are permitted each year during curfew periods at Gold Coast Airport.
- (2) An **eligible passenger jet aircraft** is a subsonic jet aircraft that:
 - (a) is engaged in an air service; and
 - (b) is carrying passengers; and
 - (c) if the aircraft is engaged in an international air service:
 - (i) has a maximum take-off weight of no more than 100,000 kilograms; and
 - (ii) complies with the maximum noise levels specified in Chapter 4 or 14 of the Annex that are applicable to the maximum take-off weight of the aircraft (whether or not that Chapter is expressed to apply to the aircraft).

Restriction on use of movement permitted by quota—requirement for permit

- (3) Subsection (1) permits the take-off or landing of an eligible passenger jet aircraft in a year only if:
 - (a) the operator of the aircraft holds a permit in force under section 10 to use a movement in that year; and
 - (b) there is at least one movement (the **unused movement**) authorised by the permit for that year that has not previously been used by the operator; and
 - (c) the operator uses the unused movement for the take-off or landing.

Restriction on use of movement permitted by quota—time when take-off or landing occurs

- (4) Subsection (1) permits the take-off or landing of an aircraft only if the take-off or landing occurs:
 - (a) unless paragraph (b) applies—between 11 pm and 11.45 pm; or
 - (b) on a day during a summer time period for New South Wales under the *Standard Time Act 1987* (NSW)—between 11 pm and 11.30 pm.

Movements permitted under Part 4 not included in quota

- (5) Subsection (1) does not apply in relation to a movement that is permitted under Part 4.

10 Permits for eligible passenger jet aircraft movements

- (1) The Secretary may, on written application by an operator of an aircraft, grant the operator a permit to use one or more movements permitted under subsection 9(1) in a year.

Note: For variation and revocation of a permit, see subsection 33(3) of the *Acts Interpretation Act 1901*.

- (2) The permit must:
 - (a) be in writing; and
 - (b) specify the number of movements that the operator is authorised to use under the permit in the year.
- (3) In deciding whether to grant the permit, the Secretary must have regard to the following:
 - (a) the timetables for air services to or from Gold Coast Airport for the year and the number and proximity of scheduled flights by the operator in the year to curfew periods;
 - (b) the past use of movements permitted under subsection 9(1) by all aircraft operators;
 - (c) any other matter the Secretary considers relevant.

11 Notifying Secretary about use of permit for eligible passenger jet aircraft movement

- (1) If the operator of an eligible passenger jet aircraft uses a movement permitted under subsection 9(1) in relation to the aircraft, the operator must, within 7 days after the day of the movement, give the Secretary written notice of the following details about the movement:
 - (a) the purpose of the movement;
 - (b) the date and time of the movement;
 - (c) the type of aircraft;
 - (d) the origin or destination of the aircraft;
 - (e) the runway used.
- (2) An operator of an aircraft commits an offence if the operator contravenes subsection (1).

Penalty: 10 penalty units.

Section 12

Division 2—Eligible freight jet aircraft movements

12 Eligible freight jet aircraft movements—weekly quota

- (1) 4 movements of eligible freight jet aircraft are permitted each week during curfew periods at Gold Coast Airport.
Note: For the definition of *week*, see section 5.
- (2) An **eligible freight jet aircraft** is a subsonic jet aircraft that is being used solely for carrying freight and:
 - (a) is of the type known as BAe-146; or
 - (b) is of a type the maximum take-off weight and noise levels of which do not exceed those of a BAe-146 aircraft.
- (3) Subsection (1) permits the take-off or landing of an eligible freight jet aircraft in a week only if:
 - (a) the operator of the aircraft holds a permit in force under section 13 to use a movement in that week; and
 - (b) there is at least one movement (the **unused movement**) authorised by the permit for that week that has not previously been used by the operator; and
 - (c) the operator uses the unused movement for the take-off or landing.
- (3) Subsection (1) does not apply in relation to a movement that is permitted under Part 4.

13 Permits for eligible freight jet aircraft movements

- (1) The Secretary may, on written application by an operator of an aircraft, grant the operator a permit to use one or more movements permitted under subsection 12(1) in a week.
Note: For variation and revocation of a permit, see subsection 33(3) of the *Acts Interpretation Act 1901*.
- (2) The permit must:
 - (a) be in writing; and
 - (b) specify the number of movements that the operator is authorised to use under the permit in each week to which the permit relates; and
 - (c) state when the permit expires.

Part 4—Other permitted aircraft movements

14 Taxi clearance received, or taxiing for take-off started, before start of curfew period

An aircraft may take off from Gold Coast Airport during a curfew period, despite section 8, if:

- (a) the aircraft received taxi clearance for the take-off before the start of the curfew period; or
- (b) air traffic control (within the meaning of the *Civil Aviation Regulations 1988*) is not available, and the aircraft began taxiing for take-off before the start of the curfew period.

15 Maximum take-off weight of 34,000 kg or less

- (1) An aircraft may take off from, or land at, Gold Coast Airport during a curfew period, despite section 8, if:
 - (a) the aircraft is a subsonic jet aircraft or a propeller-driven aircraft; and
 - (b) the aircraft has a maximum take-off weight of 34,000 kilograms or less; and
 - (c) a noise certificate issued under section 8 of the *Air Navigation (Aircraft Noise) Regulations 2018* is in force for the aircraft; and
 - (d) for a subsonic jet aircraft—the aircraft is of a type that complies with the 90-95 noise level rule.
- (2) A type of aircraft complies with the **90-95 noise level rule** if aircraft of that type have a noise level that:
 - (a) on take-off:
 - (i) does not exceed 90 EPNdB; or
 - (ii) if the amount in excess of 90 EPNdB is offset by a maximum noise level on landing that is correspondingly lower than the amount specified in subparagraph (b)(i) for landing noise—does not exceed 92 EPNdB; and
 - (b) on landing:
 - (i) does not exceed 95 EPNdB; or
 - (ii) if the amount in excess of 95 EPNdB is offset by a maximum noise level on take-off that is correspondingly lower than the amount specified in subparagraph (a)(i)—does not exceed 97 EPNdB.

16 Use of Gold Coast Airport as an alternate airport

- (1) An aircraft may land at Gold Coast Airport during a curfew period, despite section 8, if:
 - (a) the aircraft is engaged in an international air service or a domestic air service; and
 - (b) the aircraft is diverted to Gold Coast Airport.

Section 17

- (2) An aircraft engaged in an international air service that lands under subsection (1) may also take off from Gold Coast Airport during that curfew period.

17 Aircraft involved in emergencies

- (1) An aircraft may take off from, or land at, Gold Coast Airport during a curfew period, despite section 8, if:
- (a) the aircraft is involved in an emergency; or
 - (b) the aircraft is taking off from Gold Coast Airport to resume a flight interrupted because the aircraft was involved in an emergency.
- (2) An aircraft is *involved in an emergency* if:
- (a) the aircraft is being used for or in connection with:
 - (i) a search and rescue operation; or
 - (ii) a medical emergency; or
 - (iii) a natural disaster; or
 - (iv) a mercy flight; or
 - (b) the pilot of the aircraft has declared an in-flight emergency; or
 - (c) the aircraft has insufficient fuel to be diverted to another airport; or
 - (d) there is an urgent need for the aircraft to land or take off:
 - (i) to ensure the safety or security of the aircraft or any person; or
 - (ii) to avoid damage to property.

18 Dispensations in exceptional circumstances

Grant of dispensation

- (1) An aircraft may take off from, or land at, Gold Coast Airport during a curfew period, despite section 8, if:
- (a) a dispensation granted by the Secretary under subsection (2) authorises the take-off or landing; and
 - (b) the take-off or landing is in accordance with any conditions of the dispensation.
- (2) The Secretary may, on application by an operator of an aircraft, grant a dispensation authorising the aircraft to take off from, or land at, Gold Coast Airport during a curfew period, despite section 8, if the Secretary is satisfied that there are exceptional circumstances that justify permitting the take-off or landing.
- (3) The Secretary may grant the dispensation subject to conditions.
Example: A condition about when the take-off or landing must occur.
- (4) The dispensation must relate only to one take-off or one landing of the aircraft (but not both).

Record keeping

- (5) The application need not be in writing. However, as soon as practicable after the grant of the dispensation, the operator must give a written statement to the

Secretary explaining the exceptional circumstances that gave rise to the application.

- (6) The dispensation need not be in writing. However, the Secretary must make and keep a record of the dispensation and the reasons for granting it.

Offence

- (7) An operator of an aircraft commits an offence if:
- (a) the operator is subject to a requirement under subsection (5); and
 - (b) the operator fails to comply with the requirement.

Penalty: 10 penalty units.

Part 5—Giving information to the Secretary

19 Giving information to the Secretary

- (1) The Secretary may, by notice in writing, require an operator of an aircraft to give the Secretary, within 30 days after receiving the notice, information relevant to determining whether a provision of this instrument has been complied with.

Example: Information about the noise level of an aircraft, or information relevant to determining whether a take-off or landing of an aircraft was permitted under section 17 (aircraft involved in emergencies).

- (2) A notice under subsection (1) must state:
- (a) the information to be given; and
 - (b) how the information is to be given; and
 - (c) that the operator must comply with the notice within 30 days after receiving the notice.
- (3) The operator of an aircraft commits an offence if:
- (a) the operator is subject to a requirement under subsection (1); and
 - (b) the operator fails to comply with the requirement.

Penalty: 10 penalty units.

Part 6—Miscellaneous

20 Review of decisions

Applications may be made to the Administrative Appeals Tribunal for review of decisions of the Secretary:

- (a) under section 10:
 - (i) to grant, or refuse to grant, a permit to use a movement permitted under subsection 9(1) in relation to an eligible passenger jet aircraft; or
 - (ii) to vary or revoke such a permit; or
- (b) under section 13:
 - (i) to grant, or refuse to grant, a permit to use a movement permitted under subsection 12(1) in relation to an eligible freight jet aircraft; or
 - (ii) to vary or revoke such a permit.

21 Delegation

- (1) The Secretary may, in writing, delegate any of the Secretary's powers or functions under this instrument (other than this power of delegation) to an APS employee in the Department who holds or performs the duties of:
 - (a) an Executive Level 1 position; or
 - (b) an equivalent or higher position.
- (2) Before delegating a power or function under subsection (1), the Secretary must have regard to:
 - (a) if the power or function is to be delegated to an APS employee holding, occupying, or performing the duties of, a specified office or position—whether the office or position is sufficiently senior for the APS employee to exercise the power or perform the function or duty; or
 - (b) otherwise—whether the APS employee has appropriate qualifications or expertise to exercise the power or perform the function.
- (3) In doing anything under a delegation under this section, the delegate must comply with any directions of the Secretary.

Part 7—Transitional provisions

22 Definitions

In this Part:

old law means the *Air Navigation (Coolangatta Airport Curfew) Regulations 1999* as in force immediately before the commencement of this instrument.

Note: Gold Coast Airport was formerly known as Coolangatta Airport.

23 Passenger jet aircraft movements

First quota year

- (1) Despite the definition of *year* in section 5, the first year in relation to which subsection 9(1) applies (the *transition year*) is taken to be the period starting on 22 December 2018 and ending on 31 December 2019.

Permits for domestic passenger jet aircraft movements

- (2) A permit in force under regulation 11 of the old law immediately before the commencement of this section that relates to the year (within the meaning of the old law) starting on 22 December 2018 continues in force (and may be dealt with) on and after that commencement as if it were a permit issued under section 10 of this instrument for the transition year.

24 Saving of delegations

A delegation to a person, under regulation 25 of the old law, that is:

- (a) of a power or function of the Secretary under the old law described in column 1 of an item in the following table; and
(b) in force immediately before the commencement of this section;

has effect on and after that commencement as if it were a delegation to that person, under section 21 of this instrument, of a power or function under this instrument described in column 2 of that item.

Saving of delegations		
Item	Column 1 Description of delegated power or function under the old law	Column 2 Description of delegated power or function under this instrument
1	Power under regulation 11 to grant a permit	Power under section 10 to grant a permit
2	Power under regulation 12 to revoke a permit	Power under section 10 to vary or revoke a permit
3	Power under regulation 15 to grant a permit	Power under section 13 to grant, vary or revoke a permit
4	Power or function under regulation 21 relating to grant of a dispensation	Power or function under section 18 relating to grant of a dispensation

Saving of delegations		
Item	Column 1	Column 2
	Description of delegated power or function under the old law	Description of delegated power or function under this instrument
5	Power under regulation 22 to ask for information	Power under section 19 to require information to be given

Schedule 1—Repeals

Air Navigation (Coolangatta Airport Curfew) Regulations 1999

1 The whole of the instrument

Repeal the instrument.

Meeting Schedule 2022



Month	Meetings	
January		
February	Thursday 24	ANACC
March	Thursday 24	CACG
April		
May		
June	Thursday 23	ANACC
July	Thursday 21	CACG
August		
September		
October	Thursday 20	ANACC
November	Thursday 24	CACG
December		

Public Holidays			
New Year's Day	Mon, 3 Jan 2022	Anzac Day	Mon, 25 Apr 2022
Australia Day	Wed, 26 Jan 2022	Labour Day	Mon, 2 May 2022 (QLD) Mon, 3 Oct 2022 (NSW)
Good Friday	Fri, 15 Apr 2022	Queen's Birthday	Mon, 13 Jun 2022 (NSW) Mon, 3 Oct 2022 (QLD)
Holy Saturday Easter Sunday	Sat, 16 Apr 2022 Sun, 17 Apr 2022	Christmas Day	Tue, 27 Dec 2022
Easter Monday	Mon, 18 Apr 2022	Boxing Day	Mon, 26 Dec 2022

School Holidays	QLD	NSW
Term 1	02/04/22 - 18/04/22	09/04/22 - 25/04/22
Term 2	25/06/22 - 10/07/22	02/07/22 - 17/07/22
Term 3	17/09/22 - 03/10/22	24/09/22 - 09/10/22
Term 4	10/12/22 - 22/01/23	21/12/22 - 26/01/23