

# Community Aviation Consultative Group (CACG)



## MEETING MINUTES

**Date:** Wednesday, 4 November 2020  
**Time:** 09:00 – 12:00  
**Location:** Microsoft Teams

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### 1. Welcome, Attendance and Apologies/Proxies

Chairman, Ron Brent, opened the meeting at 09:04 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.*

### 2. Consideration of Previous Minutes/Action List

*Refer to attachment 2 for full details.*

#### 2.1 CACG meeting held 4 March 2020

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

Accepted by Peter Barrett and seconded by David Gray.

#### 2.2 Action List & Recommendations

##### Action item 34 – Air Quality Monitoring

Due to COVID related restrictions, social distancing requirements and reduced aircraft movements, the community sampling component of the air quality study was postponed. While the easing in restrictions would now make it possible to undertake the community sampling, aircraft movements are yet to return to levels that would be somewhat representative of normal movements. As such, the air quality study will be finalised using the results onsite monitoring only. The consultant who undertook the onsite monitoring is currently drafting the report which is anticipated to be finalised available around the time of the next CACG.

This item will be closed based on this feedback and will reopen when necessary.

##### Action item 36 – Southern Access Road Update

This item will be closed and addressed in agenda item 3.2 GCA Southern Access Road Update.

### Action item 50 – Air Quality Monitoring

The Chair proposed to close this due to the fact the health departments have other priorities at the moment with the COVID-19 pandemic. It also wouldn't make sense to complete now due to reduction in traffic. This item will be considered again at the next meeting.

### *2.3 Terms of Reference – Three Yearly Review*

The CACG Terms of Reference are due for review and will be distributed for comment out of session and addressed in the next CACG meeting. Any minor changes will be included in the next draft with any significant proposed amendments to be addressed and included on the upcoming CACG agenda.

## 3. Airservices Report

Fiona Lawton presented on behalf of Airservices Australia to the committee.

### *3.1 Airservices Update*

*Refer to Attachment 3 for full details.*

### *3.2 Airservices PFAS Activities at Gold Coast Airport*

Chris Cherry on behalf of the Tweed Shire Council requested that Lindy be provided the opportunity to provide input into the Sampling Analysis Quality Plan for the PFAS investigation and asked Fiona for feedback on this process. Fiona was unable to answer this question at the time and advised she will follow up.

**ACTION:** Airservices to provide advice on the successful tenderer for the PFAS Detailed Site Investigation and advice on what, if any consultation opportunities will be provided for CACG Members to discuss community concerns and issues with the successful tenderer.

Lindy advised that action item #66 had not been responded to. The Chair asked that Lindy send through these details and requested an out of session report from Fiona Lawton in regard to where the DSI is up to and if someone will be attending the next CACG meeting.

**ACTION:** Airservices to provide advice on the progress of Detailed Site Investigation for PFAS contamination, including responses to any questions submitted by members through the CACG secretariat.

**ACTION:** Airservices to advise whether a representative of the successful DSI tenderer could present to the next CACG.

John Hicks thanked Fiona for her update and raised the issue around the noise monitoring review for Gold Coast Airport. John requested the development of a process regarding the selection of noise monitoring sites that involves the community.

Anthony queried when Fiona said they were meeting with successful tenders and he advised that community reps should be involved in this process as well. The Chair noted the challenges with having community reps involved in a tender process and there is still plenty of detail available as part of the DSI process. Fiona didn't have any comments to add but advised she would follow up with the aviation firefighting team for further feedback.

**ACTION:** Fiona to provide further feedback on the DSI tender process and action item #66 out of session before the next CACG meeting.

The Chair noted that these are considered high priorities and longstanding items for CACG.

## 4. Airport Developments

### 4.1 *Gold Coast Airport Update*

Brett Curtis, General Manager of Operations and Service Delivery at Gold Coast Airport, provided members with an update on the current situation at Gold Coast Airport including the impact of COVID-19 on the airport and business. *Refer to Attachment 4 for full details.*

David Gray noted that when visiting the airport, the general public were not permitted to pass into the departures lounge as they used to and asked if this is likely to continue or only a temporary COVID measure. Brett stated that it is a control measure for the border closure as it is a requirement for all passengers to present a border declaration upon arrival, therefore only travelling passengers are allowed past security. This helps prevent any unnecessary screening for Queensland Police and Queensland Health. It will likely go back to normal when there are no further border declarations.

Lindy queried the 450m overlay at the southern end of Runway 14/32 and asked if that had any relevance to the relocation of the landing threshold 300m to the south. Brett confirmed that it didn't, and it was only maintenance as the old asphalt was at its end of life and needed to be replaced.

John Hicks acknowledged the tough time the airport is going through and sympathised with the situation. He asked in relation to the new terminal building if the aerobridges were still included. Brett confirmed that the scope hasn't changed, it has just been slowed down as there is no need for extra space at present and GCA are trying to get the timing right for when passengers return.

### 4.2 *Gold Coast Southern Access Road Update*

Travis Callaghan, General Manager Infrastructure at QAL, provided an update on the GCA Southern Access Road. *Refer to Attachment 5 for full details.*

The Chair asked if it were COVID related actions that sped up the process and the response from Travis indicated that funding was provided by the NSW and QLD State Governments to allow this project to go ahead.

Lindy Smith asked if the access point, further to the south which is currently in the master plan, will no longer exist. Travis responded yes; the southern portion of the access point as shown in the Master Plan will not be installed. Lindy advised that the intersection is not identified in the cross-border master plan, the lower Tweed or the Tweed Road Strategy from December 2018. Travis did not have any feedback on this and advised he would look into it.

Chris Cherry asked if the Tweed Shire Council had been consulted on this changed intersection. Travis did not have a response to this question in the meeting however it was confirmed afterwards that Tweed Council have been included in the ongoing consultation with the Road Authorities, primarily Danny Rose (Manager of Roads and Stormwater). Transport for NSW have included council in several of their responses and they have participated in GCA planning and design meetings.

Julie noted and appreciated the comments from Chris and Lindy but said that their communities have been waiting for this development for quite some time now and would appreciate it sooner rather than later as it will greatly improve the safety in this area.

## 5. ANACC Report

Matthew Bender, Airfield Operations Manager from Gold Coast Airport presented on the ANACC Report. Key points were:

- First ANACC meeting on 15<sup>th</sup> October and there was particular interest around the Qantas freight flight and lots of correspondence on this issue.
- Curfew report distributed to ANACC group.
- ANACC minutes have been distributed to the committee for feedback and to the CACG committee for information.
- The ANACC Sub-Committee meeting has been set for 1<sup>st</sup> December.
- Reminder to please contact the ANACC email address ([anacc@gcal.com.au](mailto:anacc@gcal.com.au)) if you have any questions or concerns.

The Chair requested an update on progress made around the Kingscliff agenda items.

Julie Murray specifically thanked Fiona for her work and support on this issue as well as GCA and the Airservices team for their time and effort in getting this moving along.

Fiona thanked Julie for her kind words and stated that the draft report will be finalised and released to the CACG and on the AsA website when available.

The Chair provided an overview on Larry Woodland's query in regard to some perceived errors in the N70 contours. It was proposed by the Chair that the CACG transfer these questions to the ANACC for careful consideration and feedback to be provided as part of the ANACC report during the next CACG.

Larry gave the history and overview of his research findings and the significant issues with the 2015 and 2017 profiles. He acknowledged that GCA does not have a requirement to complete this review until the next master planning phase, however due to the impact to the community he feels this needs to be completed prior.

John Hicks asked if the report from Larry had been formally conveyed to Airservices for their expert review. The Chair was not aware if it had already but the report from ANACC will also go to Airservices. Brett said that we would take that onboard and work with Airservices to prepare a response as there may be some misunderstanding on the results, so this will be reviewed.

Chris Cherry stated that it is really important the results come back to the committee as the council relies on them for their planning in the community and they need to know it is accurate.

Lindy commended Larry for the work he has done and said this has significant importance to the areas around the airport.

The Chair reiterated that these are ANACC questions and will be passed on for priority consideration.

**ACTION:** GCA to look into Larry's investigations. They will follow up with the ANACC forum and report back at the next CACG meeting on how the matter has progressed.

## 6. Emergent Issues from Community Representatives

### Qantas Freight Movements

Nick McGlynn, Chief Customer Officer from Qantas Freight and Sharyn Owen, Director of Aviation Safeguarding from DITRDC joined the meeting.

Nick introduced himself and thanked the committee for allowing him to join the meeting. He advised that he runs the freight networks for both domestic and international and has a broad remit around the freight space.

The Chair noted the common two questions below and opened the floor for discussion;

1) Why the flights need to be during the night and not the day?

Nick advised the service is a part of the wider Australia Post Network which operates each evening from Monday - Thursday to facilitate movement across the country of express post. During the COVID period, Australia Post has seen an increase in demand in e-commerce traffic for the Gold Coast region which previously was flying into Brisbane, being sorted and then having to be trucked down to the Gold Coast which was slowing down the same-day deliveries. The BAE146 aircraft fly through Sydney all through the night as they are the type of aircraft that are allowed to fly during the curfew and it is all a part of the broader express network which is why it needs to be during the night to link up to the other services.

2) Why the community was not consulted prior to the service commencing?

Sharyn advised this permit was not an exceptional circumstances dispensation nor a change to regulations that would trigger community consultation. These four permitted movements per week have been in the regulations for a long time. The Department was conscious that the 4 movements a week during curfew was going to be new noise for the community which is why the Department required the community to be advised that it was happening and worked closely with Airservices to ensure that the aircraft being used followed the noise abatement procedures.

Matthew Bender clarified that the service commenced on 5 October and the information pack was provided on 30 September. A longer lead time would have been preferred however there has been some misunderstanding that the information was provided after the service commenced which is incorrect.

Anthony asked Nick to elaborate on the emergency medical supplies being transported by the aircraft. Anthony noted that his committee are agreeable to emergency services however when it is mail or FIFO workers, they should wait four hours, so they are flying outside the curfew.

Nick responded that it could be a range of anything from lifesaving transplants, blood tests, COVID tests etc. Transplants are not happening every day, but they are a part of the service nationally.

John Hicks stated that the issue of the curfew is important to the GCA community and the view of his association is that it could have been handled better. John asked both Nick and Sharyn if they had to do this again, would they do anything differently. Qantas as an organisation could have provided a lot more concise information on what was being proposed and the committee could have had a chance to support the service. John noted his association is very disappointed in the department and it is a poor result with a lack of respect for the community.

Sharyn responded that ideally, they would have liked to have provided more notice on the permit being granted and the service commencing however faced with the same circumstances the department were dealing with at the time with COVID-19 and the freight capacity shortages across the network she would not do anything differently.

Nick responded that the service is not a scheduling decision made by Qantas, it comes as a direct request from their customer, Australia Post. Nick noted that it has been a bizarre year and the demand for freight services has been high due to COVID and Australia Post have seen an increase in the ecommerce market in Australia over the past four months that they had expected over the next five

years. Nick also noted that Qantas applied for the permit following all necessary regulatory requirements.

Chris Cherry noted that e-commerce is not going away and is only going to increase which is understandable, but the communities should not have to suffer for that. Chris noted the urgent medical supplies are understandable however a lot of this service is driven by e-commerce and requested that the four curfew movements are not increased in the future to allow more freight services. Chris acknowledged that decisions need to be made quickly but made the point that committee members are available online and would have made the time to come together to discuss this service before it commenced. Chris further noted there was no opportunity for consultation, and it is strongly encouraged for the decision makers to consult the committee and not just make the decision on their own.

Sharyn confirmed that the regulations allow for a maximum of four curfew freight movements and those cannot be increased without extensive community consultation for regulatory change. Demand may well increase but there is no scope to change the regulations without going through a lengthy stakeholder consultation process.

Julie advised that the position of her committee is they simply do not agree with the service. They understand flights for emergency services but do not understand why these planes cannot be managed during the day (outside of curfew). Julie requested to know exactly what percentage of the freight coming in during curfew is actual urgent medical supplies, as that is the only argument that the committee would agree with.

**ACTION:** Qantas to provide the percentage of the flights that are carrying urgent medical supplies or equipment that is needed within four hours.

Nick responded that he does not have those figures at his fingertips as obviously Australia Post are the consigners of all freight onboard, but he is aware that very regular and high percentage of medical supplies are moved on a nightly basis. Just about every service that operates nationally has medical consignments on board.

Bill reiterated that he made it quite clear at the ANACC meeting that the community will fight back on this issue. Bill noted that Australia Post do not have a good track record at the moment, and they are under the spotlight along with the department. Bill noted that this permit is not acceptable and should be revoked. Bill proposed a resolution that the CACG strongly request the revocation of this permit to stop the operation immediately.

**MOTION:** Chris Cherry seconded Bill's motion. Eight votes in favour of the motion, one against.

Lindy made comment that medical emergencies are already allowed for and questioned Australia Post's role in these situations when she would think this would be coming from health authorities.

Sharyn from the Department clarified elements on this item following discussion by committee members and wanted to make it very clear this permit has not been issued as a dispensation or an emergency service under regulations 17 or 18. It has been issued as a permitted movement under sections 12 and 13 of the regulations for allowable freight movements. Sharyn noted that she believes she has issued the permit consistent with these regulations and is happy to take feedback from the community onboard.

## Emergent Community Issues

Lindy made the suggestion that the CACG be provided with an itemised list of correspondence in and out of the CACG so that items are not missed. The Chair apologised for anything being missed and was agreeable to this idea.

John Hicks asked how far away the next Gold Coast Airport Master Plan was and Brett responded that the current plan expires in 2022 so typically it would be looked at fairly soon. It is expected that the Master Plan will be deferred until the COVID-19 situation settles down.

Anthony queried aircraft movements (also raised in last ANACC meeting) about FIFO flights during curfew so miners could make their morning shift. Jared stated that Anthony has yet to provide requested detail for GCA to investigate so we haven't established these flights are FIFO related. Anthony did not have any details on this matter, so the Chair suggested that any information about these flights should be managed by the ANACC.

## 7. Material Correspondence

*Refer to attachment 6 for material correspondence.*

## 8. General Business

### *8.1 Strategic Work Program Items for Next Meeting*

It was agreed that for the next agenda that air quality monitoring and PFAS will be included as separate agenda items. *Refer to Attachment 7 for full details.*

### *8.2 CACG Dates 2021*

The 2021 dates were provided for review and consideration by the Secretariat.

Anthony raised that he believes that there is a 50% overlap across the ANACC and CACG meetings and it seems to be an inefficient use of time as there are mostly the same people in each meeting. He asked if there was a statutory requirement to have both meetings. Brett provided background that the CACG is now a regulated requirement for the airport to hold and ANACC is a long-standing committee which pre-dates the CACG. Brett noted the airport have previously investigated merging these committees however there was not an appetite to do this from the members at the time. Brett asked the Chair to consider potentially expanding the duration of the CACG meeting to cover both areas. The Chair noted these valid thoughts from Anthony and requested that members discuss this outside of the meeting amongst themselves and for this to be added as an agenda item for the next meeting to be discussed in detail.

**ACTION:** Members to discuss and advise the Secretariat if they would like it included as an agenda item for the next meeting.

### *8.3 Next Meeting: Thursday 11 March 2021*

Brett noted that the curfew report has been updated. He also thanked Nick and Sharyn for their time noting that the committee benefitted from having them join the meeting.

The Chair thanked members for their participation and closed the meeting at 11:55am.

# Attachment 1: Attendance and Apologies

Date: Wednesday, 4 November 2020

## Members

Matthew Bender (Chair)	Gold Coast Airport
Laura Zambon (Secretary)	Gold Coast Airport
Brett Curtis	Gold Coast Airport
Jared Feehely	Gold Coast Airport
Lucy Ardern	Gold Coast Airport
Travis Callaghan	Gold Coast Airport
Norbert Benton	Gold Coast Airport
Fiona Lawton	Airservices Australia
Scott Stephens	Airservices Australia
Gary Scott	Airservices Australia
Chris Cherry	Tweed Shire Council
Anthony Steinfort	Tugun Progress Association
Julie Murray	Kingscliff Ratepayers Association
Jennifer Renison	Gold Coast Lifestyle Association
John Hicks	Gold Coast Lifestyle Association
Peter Barrett	Gold Coast District Neighbourhood Watch
John Sweeney	Banora Point & District Residents Association
Bill Pinkstone	Banora Point & District Residents Association
Eleanor Dunn	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
Sharyn Owen	Department of Infrastructure, Transport, Regional Development & Communications (DITRDC)
David Gray	Bilinga Neighbourhood Watch
Lindy Smith	Tweed District Residents & Ratepayers Association
Rose Adams	Gecko Environment Council Association Inc
Gregory Wyatt	QLD Department of Transport & Main Roads
Nathan Goldman	QLD Department of Transport & Main Roads
Miles Roper	Gold Coast Tourism
Greg Betts	Federal Member for McPherson
Nick McGlynn	Qantas Group

## Observers

Larry Woodland	Fingal Head Community Association
Jennifer Grimwade	

## Apologies

Peter Long	General Aviation (Air Gold Coast)
Guy Proctor	Jetstar Airways
Geoff Provost	NSW Electorate of Tweed
Rod Bates	Proxy for Geoff Provost: NSW Electorate of Tweed
Jenny Welsh	NCIS Investigators
John Alcorn	Airport Central Corridor Alliance



## Attachment 2: CACG Action List

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
34	07/11/2018	Air Quality Monitoring	Provide update at the next meeting on the results of the air quality testing.	Gold Coast Airport (Norbert Benton)	<del>04/03/2020</del> <del>08/07/2020</del> <del>04/11/2020</del> 11/02/2021	COVID-19 has impacted completion of the community sampling component of the Air Quality Study due to the change in aircraft movements, including a significant reduction in RPT aircraft moments. GCAPL is therefore proposing to complete the report based on the onsite sampling undertaken to date and undertaken the community sampling component in one to two years' time once RPT aircraft movements have increased.
50	06/11/2019	Air Quality Monitoring	Write to QLD & NSW health departments for further information on what the state governments are doing, or can do, to monitor emissions from aircraft at Gold Coast Airport.	Chair	On-hold	<b>On-hold.</b> Letters sent to both departments on 09/01/2020.  Chair to write as suggested by the health departments in their responses to the relevant departments.  A follow-up letter drafted but as matter referred to health authorities no further action until after COVID-19 crisis subsides.
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)	<del>04/03/2020</del> <del>08/07/2020</del> <del>04/11/2020</del>	Chair to follow up with Airservices to confirm.

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
					11/02/2021	
66	04/03/2020	PFAS	<p>Respond to <i>8.3 PFAS Contamination at Gold Coast Airport</i> paper along with questions submitted via the CACG Secretariat.</p> <p>Further to this coordinate for the successful tenderer to attend the next CACG meeting to address the committee.</p>	Airservices (Darrin Davies)	<del>08/07/2020</del> <del>04/11/2020</del> 11/02/2021	<p>Lindy to provide further details on required information.</p> <p>Fiona Lawton to provide out-of-session update in regards to where the DSI is up to and advise if someone is able to attend a GCA CACG meeting to discuss.</p>
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	<del>08/07/2020</del> <del>04/11/2020</del> 11/02/2021	<p>Ongoing.</p> <p>Meeting held with community members and Airservices to progress item 24/06/2020. ANACC Chair November meeting.</p>

## CACG Action List - COMPLETED

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
13	03/07/2019	Offset Area Management Plans	To provide an update on the offset area management plans once the plans are approved.	Gold Coast Airport (Norbert Benton)	<del>06/11/2019</del> 04/03/2020	The second of the two Project LIFT Offset Area Management Plans was approved by the Department of the Environment and Energy on November 14. The Project LIFT Offset Public Report was subsequently published on the Gold Coast Airport website on the 12 December with email sent to the CACG with link on 18/12/2019.
18	25/07/2018	PFAS	To provide a clarification of markers for different types of PFAS	Airservices (Andrew Collins)	06/11/2019	Completed
20	25/07/2018	PFAS	To provide advice on whether the PFAS Management Plan or a summary may be able to be provided to the CACG.	Airservices (Andrew Collins)	06/11/2019	Provided fact sheet
23	25/07/2018	PFAS	Follow-up to identify the groundwater monitoring and report on the outcome	Airservices (Melanie Layton)	<del>06/11/2019</del> 04/03/2020	Airservices will advise the Secretariat when reports are published for circulation to the committee.
25	25/07/2018	PFAS	To investigate if an environmental expert can present to address the CACG about the DSI.	Airservices (Darrin Davies)	<del>04/03/2020</del> <del>08/07/2020</del> 04/11/2020	Completed. Discussed at Nov-2020 meeting. Refer Action Item #59.
33	07/07/2018	N/A	Rod to provide email to Neil to follow-up	Rod Bates	06/11/2019	Completed.
36	07/03/2019	Airport Southern Access Road	GCA to provide an update on the southern access road process.	Gold Coast Airport (Brett Curtis)	<del>04/03/2020</del> <del>08/07/2020</del> <del>04/11/2020</del>	Completed. Update provided at the November CACG meeting.
39	03/07/2019	Meeting Minutes	Circulate final minutes of 07 March 2019 meeting.	Secretariat	01/08/2019	Replaced by Action Item 47.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
40	03/07/2019	ILS	Airservices to consider whether a report on ILS arrivals can be provided to CACG meetings.	Airservices (Gary Scott)	04/03/2020	The report is provided as part of the ANACC minutes which are being circulated to the CACG.
41	03/07/2019	Information Requests	Chair to follow up with Rod Bates and Julie Murray on questions they have put to Airservices on which they are still awaiting a response. Due August 2019	Chair	06/11/2019	Rod Bates response provided. Julie Murry response superseded by Item 48.
42	03/07/2019	Offset Area Management Plans	When the report in relation to the airports offsets becomes available, the secretariat will provide a link to the website.	Gold Coast Airport (Norbert Benton)	04/03/2020	The second of the two Project LIFT Offset Area Management Plans was approved by the Department of the Environment and Energy on November 14. The Project LIFT Offset Public Report was subsequently published on the Gold Coast Airport website on the 12 December with email sent to the CACG with link on 18/12/2019.
43	03/07/2019	PFAS	Andrew Collins to give formal response to John to consider whether the successful tenderer for DSI can be asked to consult specifically with relevant members of this CACG prior to designing the investigation. The group also requested that in the next master plan, GCA make a commitment to significantly strengthen attention on the PFAS issue.	Airservices (Andrew Collins)	06/11/2019	Unlikely that the tenderer would consult with individual members.
44	03/07/2019	Noise Monitors	Provide instructions to the committee on how to access the noise monitor results online.	Airservices (Anthony Nugent)	06/11/2019	New item to address this in more detail at item 56

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
45	03/07/2019	ILS	The Chair to follow up with Department of Infrastructure on whether the Curfew Quota movements report can identify any ILS arrivals and the reasons for their curfew arrival.	Chair	04/03/2020	The Department advised they do not receive ILS detail from Airservices. They can however include runway use in the curfew reports. The Chair to provide feedback to the Department.
46	03/07/2019	ILS	Airservices to consider whether a report on ILS arrivals can be provided to CACG meetings.	Airservices (Gary Scott)	04/03/2020	As per Action Item #40.
47	06/11/2019	Meeting Minutes	The correct versions of minutes of the March and July meetings to be emailed to members within a week of this meeting.	Secretariat	13/11/2020	Minutes sent 12/11/2019
48	06/11/2019	Information Requests	Write to AsA to emphasise the importance of responding to the information requests regarding departing flights over Kingscliff, and potential conflict situations that give rise to the departing flights going over Kingscliff.	Chair	04/03/2020	Letter from the Chair sent to Airservices.
49	06/11/2019	Air Quality Monitoring	Provide more information on Federal Government consideration of aviation emissions to be circulated to committee.	Eleanor Dun (DITCRD)	04/03/2020	Information sent to members on 20/11/2019.
51	06/11/2019	Air Quality Monitoring	Provide links to an ICAO report on health consequences of living near airports. Members to consider the material.	Eleanor Dun (DITCRD)	04/03/2020	Information sent to members on 20/11/2019
52	06/11/2019	PFAS	Write to Gold Coast Airport formally requesting that more detail on PFAS, and more explicit clarification of how traffic growth will be managed, be included in the next Master Plan.	Chair	04/03/2020	Chair wrote to GCA on 05/01/2020.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
53	06/11/2019	Meeting Agenda	Increasing departures over Kingscliff to be put on March 2020 Agenda.	Chair/ Secretariat	04/03/2020	Departures over Kingscliff included on March 2020 agenda.
54	06/11/2019	Departures	Provide details of occurrences of flights operating over the Wollumbin/Mt Warning area to the CACG Secretariat and Airservices for review.	Julie Murray	04/03/2020	No feedback provided by members.
55	06/11/2019	Noise Monitors	Write to ANACC with a copy to Airservices requesting that ANACC pursue the issue of reinstatement of the southern noise monitor as a priority, pointing out reference to the West Tweed monitor in the Master Plan.	Chair	04/03/2020	Chair wrote to ANACC and Airservices.
56	06/11/2019	Nosie Monitors	Airservices to provide a direct link to the Noise monitor page on the website	Airservices (Gary Scott)	04/03/2020	URL link to the noise monitor page. <a href="https://webtrak.emsbk.com/ool3">https://webtrak.emsbk.com/ool3</a>
57	06/11/2019	Runway Usage	Airservices to provide data on runway usage for each runway, specifically divided up for RPT aircraft.	Airservices (Gary Scott)	04/03/2020	RPT distribution on each runway matches general RPT distribution.
58	06/11/2019	PFAS	Provide written questions to identify the reports not published, seasonality issues & fluctuating PFAS levels, yearly testing and testing on the western boundary. Questions will include comments around testing on the western side at the fire station.	Lindy Smith	04/03/2020	Lindy provided paper. Refer Agenda Item 8.3.
60	06/11/2019	ANACC	Ask the Gold Coast Airport ANACC if it can share draft minutes with the CACG prior to the CACG for members to consider issues prior to CACG meetings.	Chair/ ANACC	04/03/2020	Approved by ANACC Committee at meeting on 06/02/2020. Minutes included in the CACG March 2020 meeting papers.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
61	06/11/2019	Environmental Monitoring	Provide an update on environmental monitoring at the ILS localizer monitoring site	Gold Coast Airport (Norbert Benton)	04/03/2020	Update included in the Airport Developments presentation.
62	06/11/2019	Flight Paths	Write formally to Asa to consider whether it can undertake a full review of Gold Coast flight paths.	Chair	04/03/2020	Airservices have advised that this is not practical at this time. Airservices also noted that it is not practical to complete this review within the next two-year work period.
63	04/03/2020	Draft Flight Path Design Principles	Secretariat to recirculate email to the committee with link to the survey and the registered email address for written feedback.	Secretariat	06/03/2020	Completed. Email resent on 05 March 2020.
64	04/03/2020	Departures over Kingscliff	Members to provide written queries regarding Kingscliff Departures to the ANACC Secretariat for collation and circulation to Airservices to respond to at the next ANACC meeting. Julie Murray and John Hicks to decide on priority issues once initial list has been collated.	CACG Members	08/07/2020	Closed. Item closed subject to any further action determined at next CACG meeting following ANACC report on matter.
65	04/03/2020	PFAS	Secretariat to secure an electronic copy of the hard copy document provided by Airservices at the November 2019 and include as part of the 04 March 2020 meeting minutes.	Secretariat	08/07/2020	Completed. Document included in the March 2020 meeting minutes.
67	04/03/2020	Pat Tate retirement	Chair to formally write to Pat to thank her for her participation and contribution in the Gold Coast Airport CACG.	Chair	08/07/2020	Completed. Letter sent to Pat Tate 01 May 2020

4 November 2020



AIRSERVICES UPDATE

# GOLD COAST CACG

Gary Scott – Director Operations

Scott Stephens - UTS

Fiona Lawton - Community Engagement Manager



# AIRSERVICES UPDATE

- Tower Update
- Operational Update
- ILS Post Implementation Review
- RNP-AR and ILS Usage
- Other Activities
  - Flight Path Design Principles
  - Airservices Website
  - WebTrak Update
  - Community Engagement Framework
- Noise Monitoring Review Terms of Reference
- NCIS Reporting
- PFAS Update





AIRSERVICES ENVIRONMENTAL ASSESSMENT AUGUST 2020

# GOLD COAST ILS PIR

# PIR KEY FINDINGS

## EXECUTIVE SUMMARY

- ILS usage was much less than originally assessed in the 2014 EIA, with 45 aircraft using the ILS on a busy day compared to 82 modelled in the 2014 EIA forecast
- Due to introduction of new approach procedures in 2016 and effectiveness of the NAPS
- Arrival flight path using the waypoint KEGAN was subsequently not introduced in 2019, resulting in aircraft being vectored onto the ILS at 2,500ft, 18 km from the airport. This was slightly lower than modelled and resulted in an increase of less than 1.6 dB(A).
- Piston use of the ILS had not been modelled and is 41% of total ILS usage – compliant with the NAPS for training
- NAPS are being complied with
- ILS reporting needs to improve in structure and detail
- Community information could improve in transparency and access

## FEB 2019 – FEB 2020

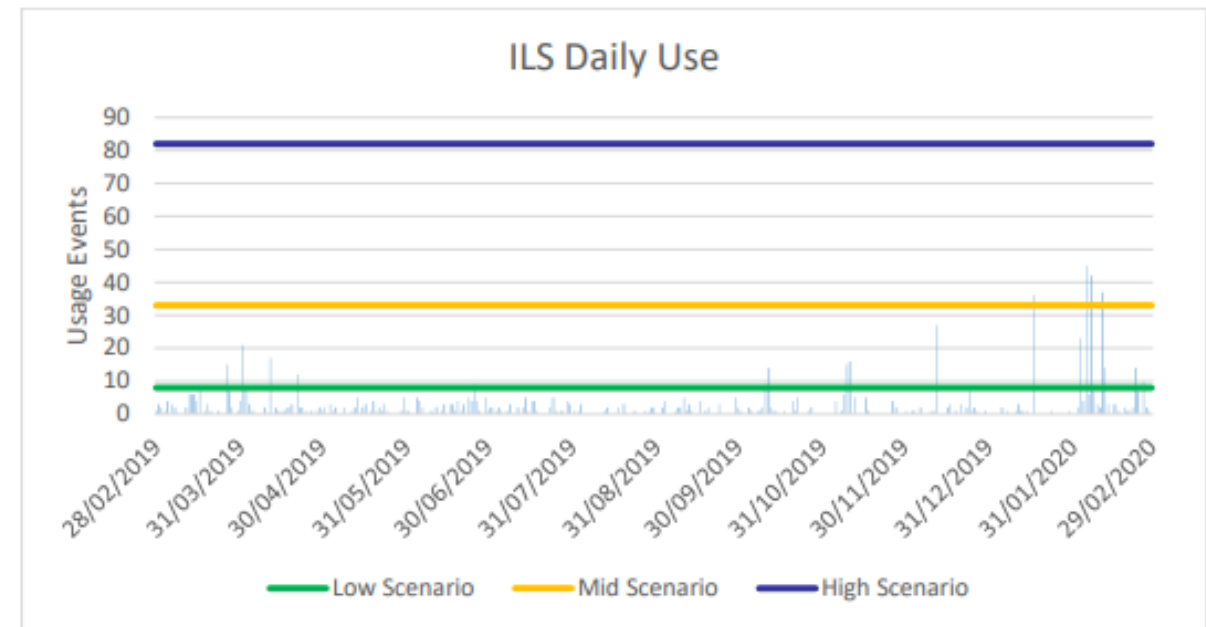


Figure 9: Daily actual Gold Coast Airport ILS usage numbers and Airservices 2014 EIA ILS usage traffic scenarios (low, medium and high), Source: Airservices ODAS

# NOISE ABATEMENT PROCEDURES COMPLIANCE

## ARRIVALS TO RWY 14 – NAPS REVIEW

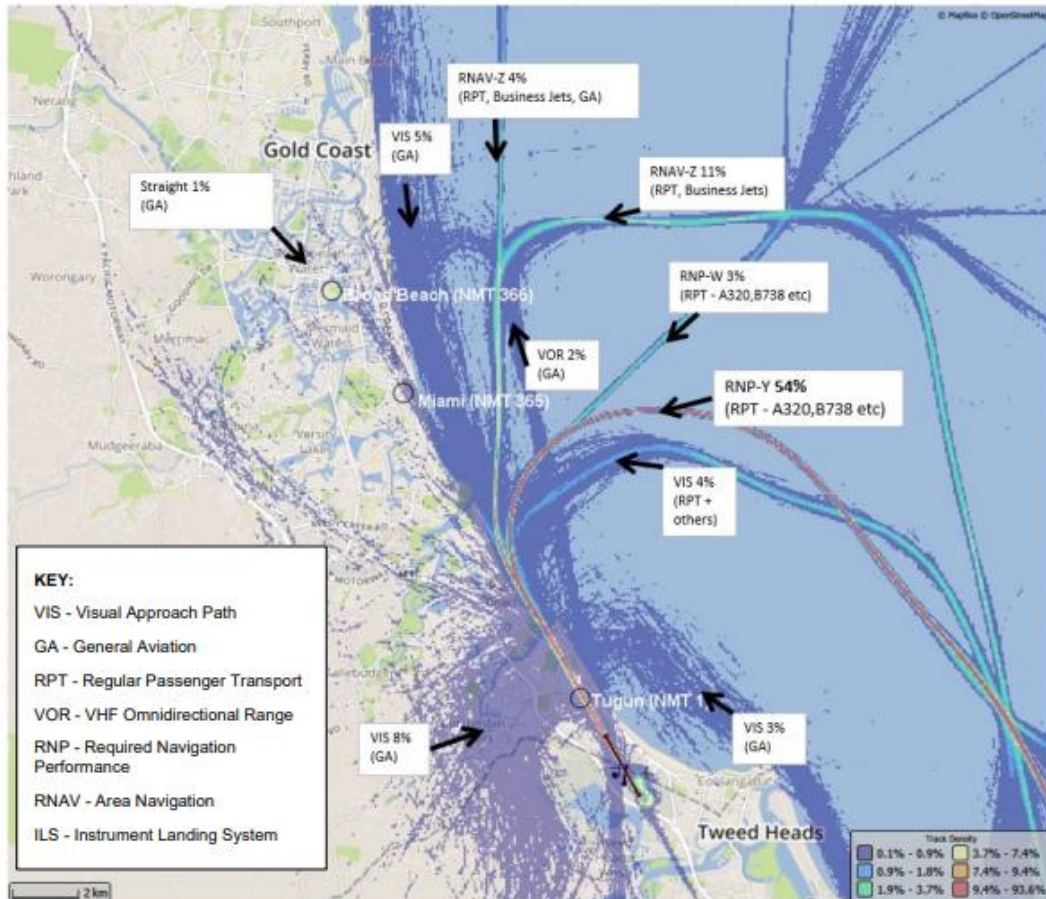


Figure 18: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2019 data, pre ILS implementation (with track density plot), Source: Aircservices NFPMS data

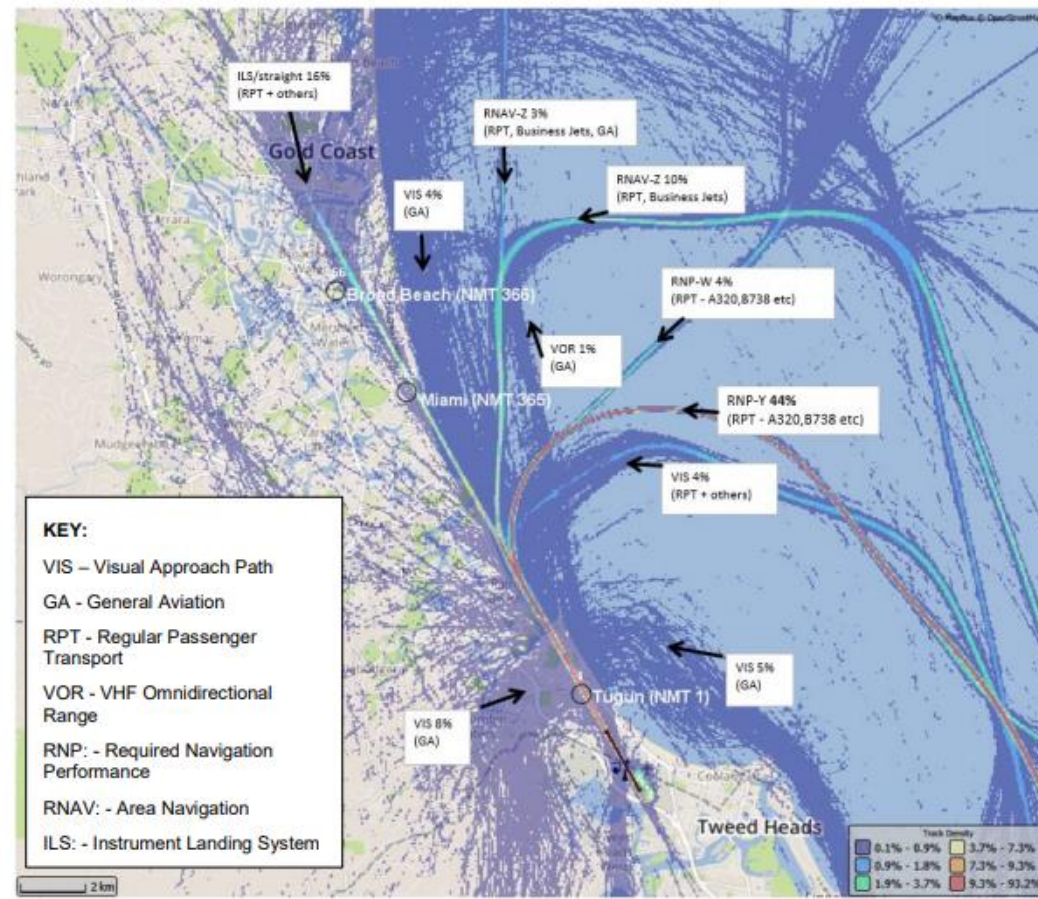
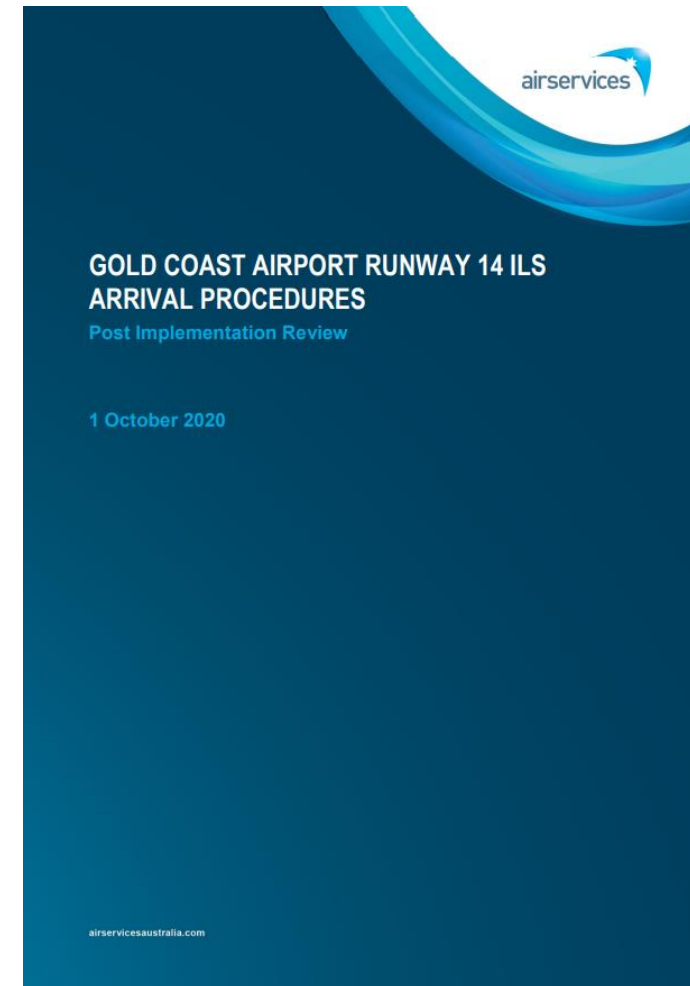


Figure 19: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2020 data, post ILS implementation (with track density plot), Source: Aircservices NFPMS data

# POST IMPLEMENTATION REVIEW FINAL REPORT

## FINAL REPORT AVAILABLE

- To inform the Post Implementation Review, we sought community feedback between 23 July – 20 August 2020.
- We analysed feedback and released a draft Report for a two week review period between 4 September – 18 September 2020.
- We would like to thank everyone who participated in the consultation and the review period comment period by providing comments and submissions.
- We have 7 recommended actions that we will implement in consultation with the community, including the ANACC and CACG.
- The final **Gold Coast Airport Runway 14 ILS Post Implementation Review Report** is available on *Engage Airservices* ([engage.airservicesaustralia.com](https://engage.airservicesaustralia.com)).



# PIR RECOMMENDED ACTIONS

## **Recommended Action 1**

- We will provide updated information derived from this report in a succinct and accessible format to the community regarding the use of preferred approaches to RWY14, the distribution of arriving traffic across various procedures, and the associated noise exposure.

## **Recommended Action 2**

- We will review the arrival flight paths to the ILS for RWY14 to identify possible noise improvements for the community. This will include consultation with the Airport Noise Abatement Consultative Committee (ANACC) and Gold Coast Community Aviation Consultation Group (CACG) to identify safe, feasible and appropriate proposals. This will also include engagement with the Gold Coast community.

## **Recommended Action 3**

- We will include a broader mix of aircraft types in all future noise modelling and flight path change considerations to ensure a representative assessment.
- We will add piston aircraft utilisation of the ILS to future reporting.

## **Recommended Action 4**

- We will continue to work closely with airlines and operators to ensure correct application of the priorities as per NAPs.
- We will provide information derived from this report in a succinct and accessible format to the community to explain how the NAPs are achieving the AAT conditions and intent.
- While the NAPs are an aviation operational document for pilots, with language and instructions specific to this audience and constrained by the aviation rule set, we will review the specific community concerns raised prior to, and as part of, this PIR regarding the wording of the NAPs. We will consult with the ANACC regarding this review and provide briefings to the Gold Coast CACG. Findings will be made available on the Airservices website.

## **Recommended Action 5**

- We will consult with the ANACC regarding the format of future reporting on the ILS usage to ensure information is transparent and available for the Gold Coast CACG and ANACC meetings. We will provide this information on the Airservices website.

## **Recommended Action 6**

- We will provide a briefing to the CACG and ANACC on our 'Community Engagement Framework'.

## **Recommended Action 7**

- When predicting noise levels from aircraft using specific instrument procedures designed to be used in adverse weather conditions, we will make specific allowance for increased ambient noise levels in future EIAs (due to the influence of high winds, rain and thunder on ambient noise levels). Information on these allowances will be included in community information. This will improve the accuracy of noise exposure forecast modelling.

# INSTRUMENT LANDING SYSTEM REPORTING

## What we heard – For discussion

- Reporting of all uses of the ILS to each meeting of the Gold Coast Airport Noise Abatement Consultative Committee
  - Date
  - Time
  - ILS nomination period
  - aircraft call sign/type
- Adopt a table incorporating the column headings and tabulated data to include all ILS usage (both RPT jets, private jets and propeller aircraft using the ILS for training)
- The table should incorporate a column with the reasons (e.g. Visibility, Cloud base or Training).

local_date	ATIS ILS starts	ATIS ILS ends	All ILS callsigns (with aircraft type / local landing time)
28/02/2019			VH-FEM (Piston, 10:04:20), VH-OIL (Piston, 14:42:29), VH-KNQ (Turboprop, 16:15:09)
1/03/2019			VH-ROV (Piston, 15:12:11)
2/03/2019	5:49	6:20	JST983 (A320, 06:01:59), JST12 (B787, 06:06:16), JST400 (A320, 06:18:52)
3/03/2019			VOZ511 (B737, 09:43:12), VH-PMG (Piston, 11:39:01)
4/03/2019			VH-ZUA (Piston, 16:56:40)
5/03/2019			VH-EFW (Turboprop, 10:02:18), VH-SDU (Piston, 14:54:20), VH-YHL (Piston, 16:10:12), VH-ZUA (Piston, 21:35:20)
6/03/2019			
7/03/2019			VH-ZUA (Piston, 11:50:24), VH-EAJ (Piston, 12:00:29), VH-YHL (Piston, 13:31:31)
8/03/2019			VH-ROV (Piston, 08:57:14), VH-EAJ (Piston, 15:51:46)
9/03/2019			
10/03/2019			
11/03/2019			
12/03/2019	6:13	6:40	JST12 (B787, 06:32:39), VOZ725 (B737, 07:00:56)
13/03/2019			VH-CPB (Piston, 08:54:15), VH-ZUA (Piston, 09:01:33), VH-CBT (Piston, 10:14:09), VH-ROV (Piston, 13:29:41), VH-ROV (Piston, 15:05:11), VH-ROV (Piston, 20:12:47)
14/03/2019	18:34	19:36	VH-ROV (Piston, 09:03:12), VH-ROV (Piston, 09:03:23), VH-DTG (Piston, 10:11:06), VH-RKS (Piston, 12:25:23), TGG624 (A320, 19:06:16), JST424 (A320, 19:36:16)
15/03/2019	18:12	20:22	VH-TQW (Turboprop, 16:12:58), VOZ1511 (B737, 19:56:44), VOZ535 (B737, 20:16:31), TGG572 (B737, 20:25:32), VOZ755 (B737, 20:30:24), QFA864 (B737, 20:35:12)
16/03/2019	15:20	23:59	VH-ROV (Piston, 13:10:59), VOZ527 (B737, 16:14:11), JST438 (A320, 16:17:44), JST428 (A320, 21:58:16)
17/03/2019	11:28	15:38	VH-OXY (Turboprop, 11:45:42), QFA856 (B737, 12:03:00), JST408 (A320, 12:05:07), JST967 (A320, 12:07:33), JST436 (A320, 15:27:47), JST168 (A320, 15:30:08), VOZ527 (B737, 15:57:51)
18/03/2019			
19/03/2019			VH-SS (Piston, 13:00:00)
20/03/2019			TG06 (B737, 13:00:00), VH-ROV (Piston, 15:55:26)
21/03/2019			VH-DTG (Piston, 09:58:00)
22/03/2019			
23/03/2019			
24/03/2019			VH-TKJ (Piston, 10:34:34)
25/03/2019			
26/03/2019			
27/03/2019	11:20	15:34	VH-ZUA (Piston, 10:32:03), JST408 (A320, 11:38:36), VOZ517 (B737, 11:42:12), VH-TBM (Turboprop, 12:16:48), JST967 (A320, 12:18:11), TGG612 (A320, 12:33:25), VOZ741 (B737, 12:33:25)

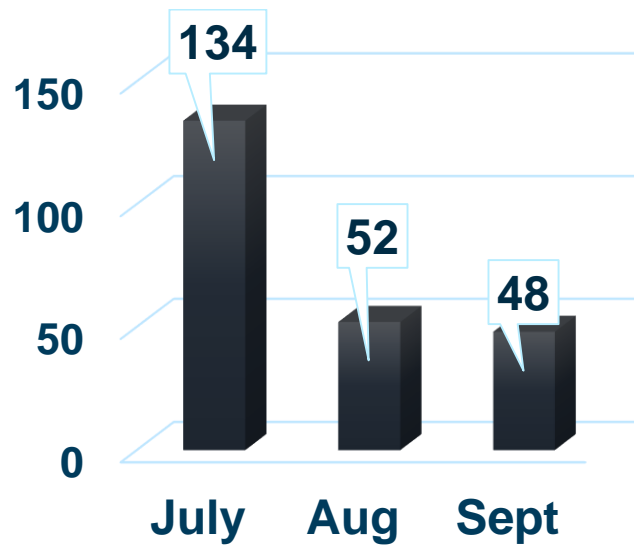
example

# RNP-AR AND ILS USAGE

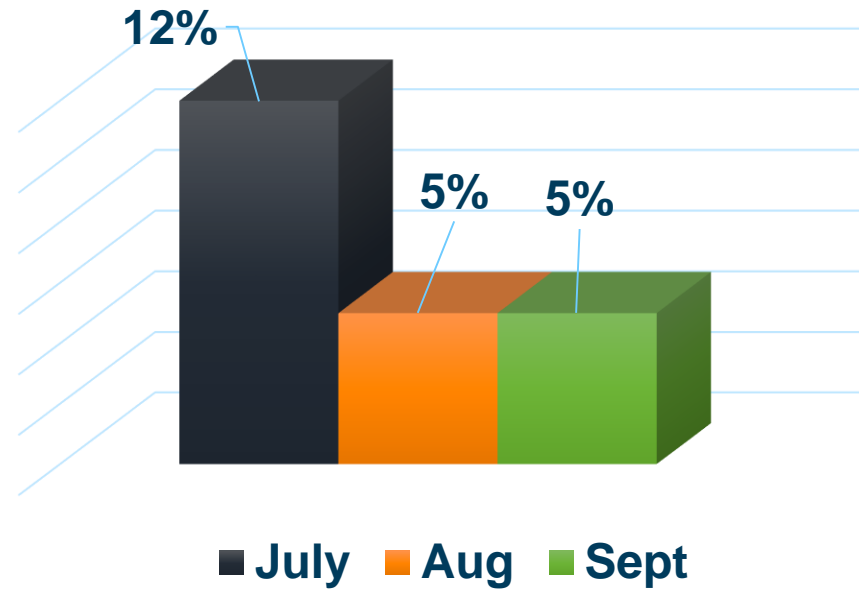


# RNP AR (SMART TRACKING) USE JULY – SEPT 2020

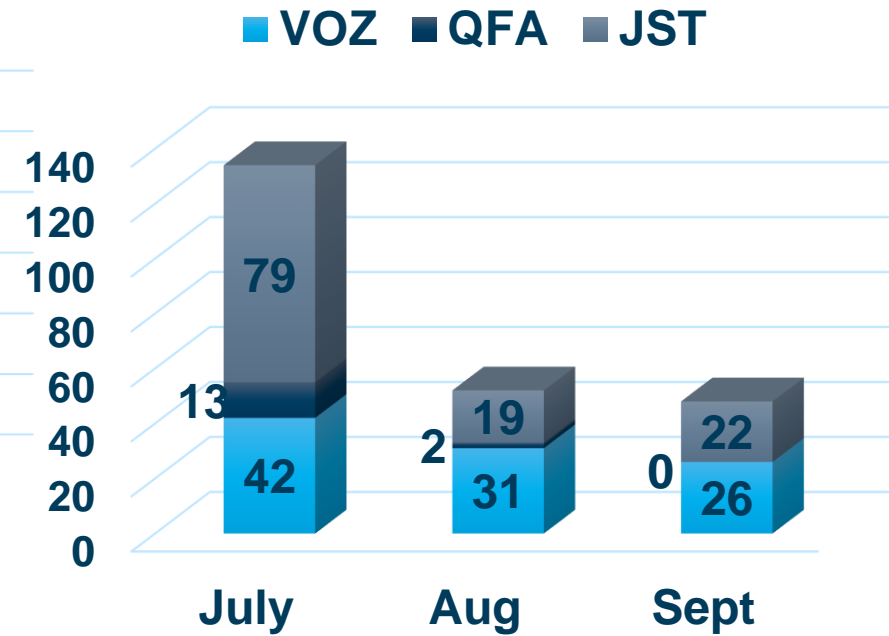
TOTAL NUMBER OF RNP FLIGHTS (BOTH RWYS)



PERCENTAGE OF ALL RNP ARRIVALS

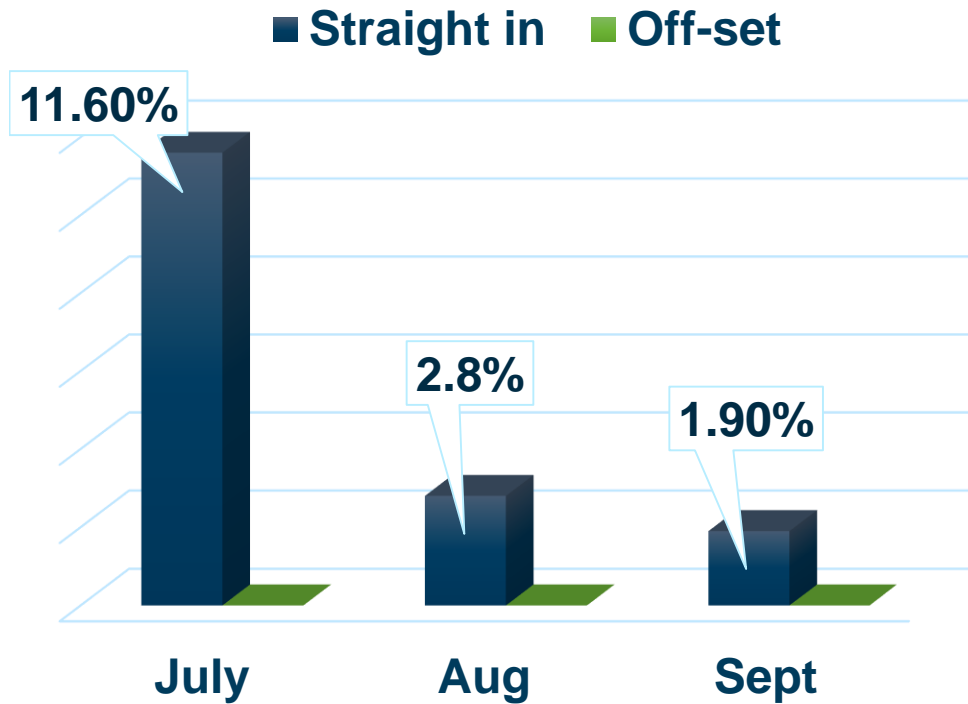


NUMBER OF RNP FLIGHTS BY AIRLINE (BOTH RUNWAYS)

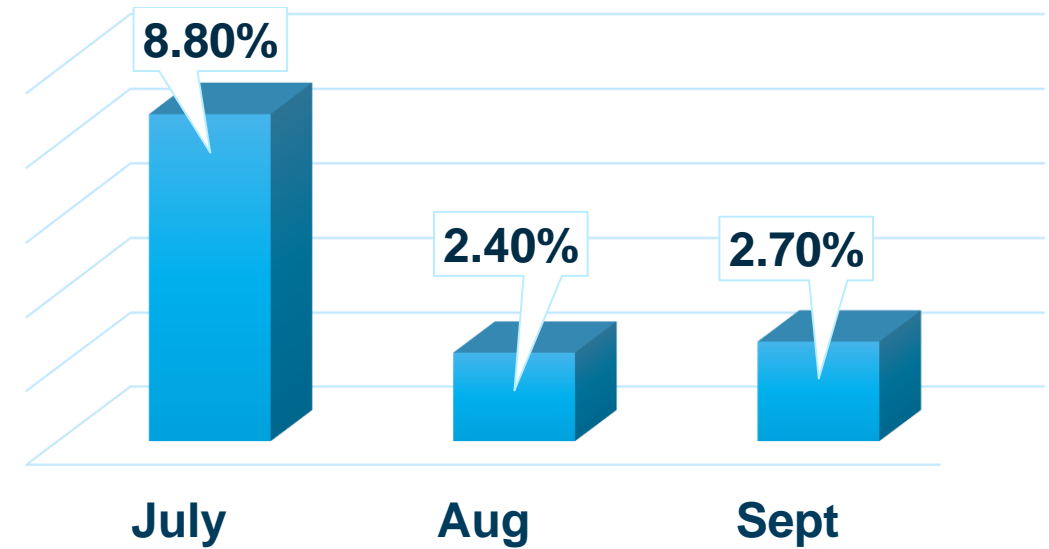


# RNP-AR (SMART TRACKING) JULY – SEPT 2020

## RWY 32 RNP USE AS A % OF ALL ARRIVALS

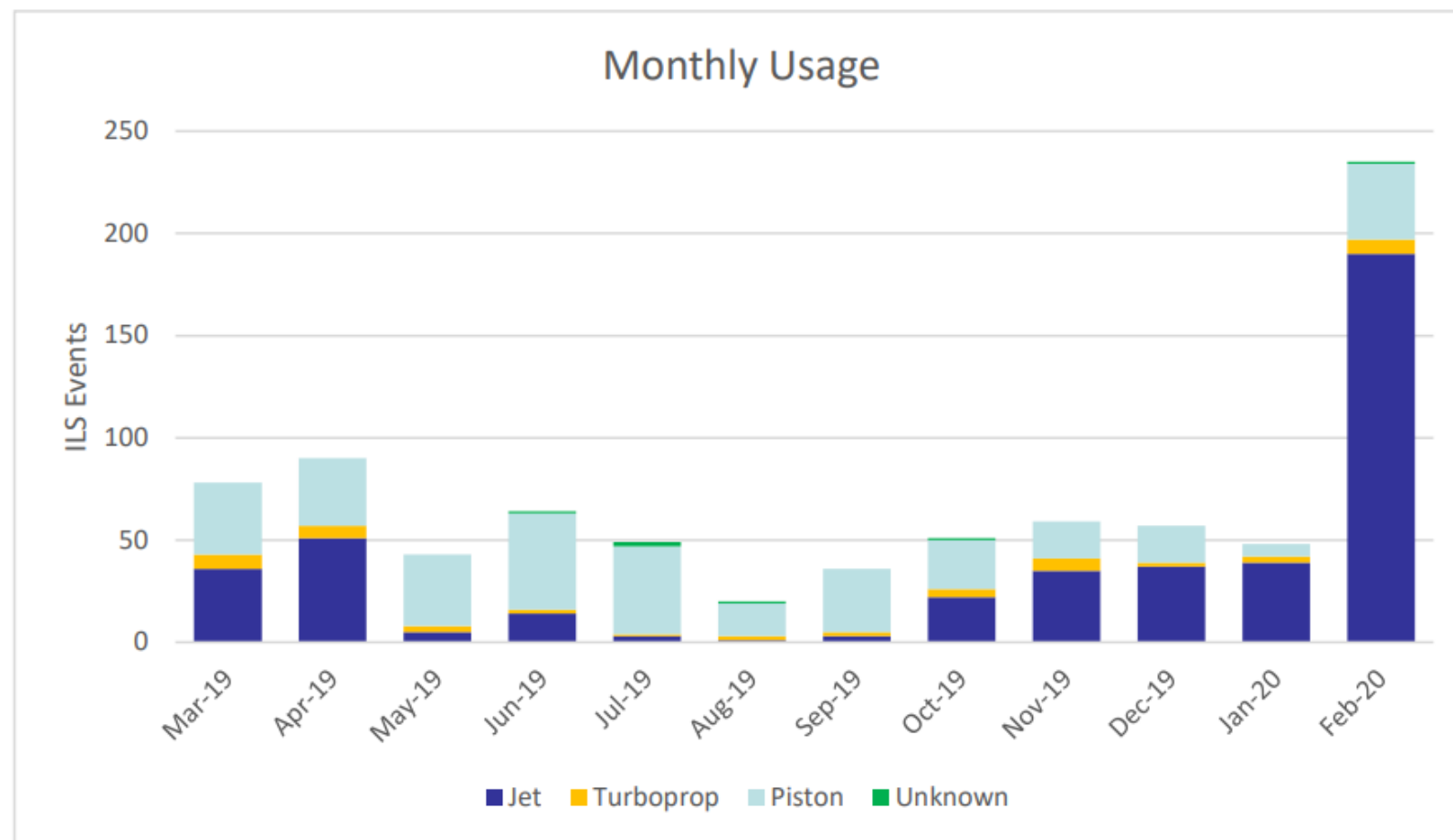


## RWY 14 RNP USE AS A % OF ALL ARRIVALS



# ILS USAGE – FEBRUARY 2019 TO FEBRUARY 2020

- ILS usage between 28 February 2019 and 29 February 2020 was **833**, which consisted of:
  - **442** jet operations (53%)
  - **391** turbo prop/piston operations (47%)
- The greatest usage was recorded in **February 2020** with 28% of all ILS usage occurring in this month (235 aircraft)
- **August 2019** recorded the least ILS usage, with only 20 aircraft using the ILS.



# ILS USAGE

FEBRUARY 2020 – SEPTEMBER 2020

ILS NOMINATED AS  
PREFERRED APPROACH

**1-2 PER  
WEEK**

JETS USING THE ILS

**2.4% ILS**

JETS USING OTHER  
APPROACHES

**97.6%  
RNP-AR,  
RNAV, VIS** 13

MARCH 2020 – SEPTEMBER 2020

Month	Number of ILS jet arrivals	Number of ILS light aircraft arrivals
March	100	38
April	2* One aeromedical aircraft used the ILS when not nominated	33
May	4	47
June	2	54
July	10	57
August	1	40
September	0	39

# OTHER ACTIVITIES

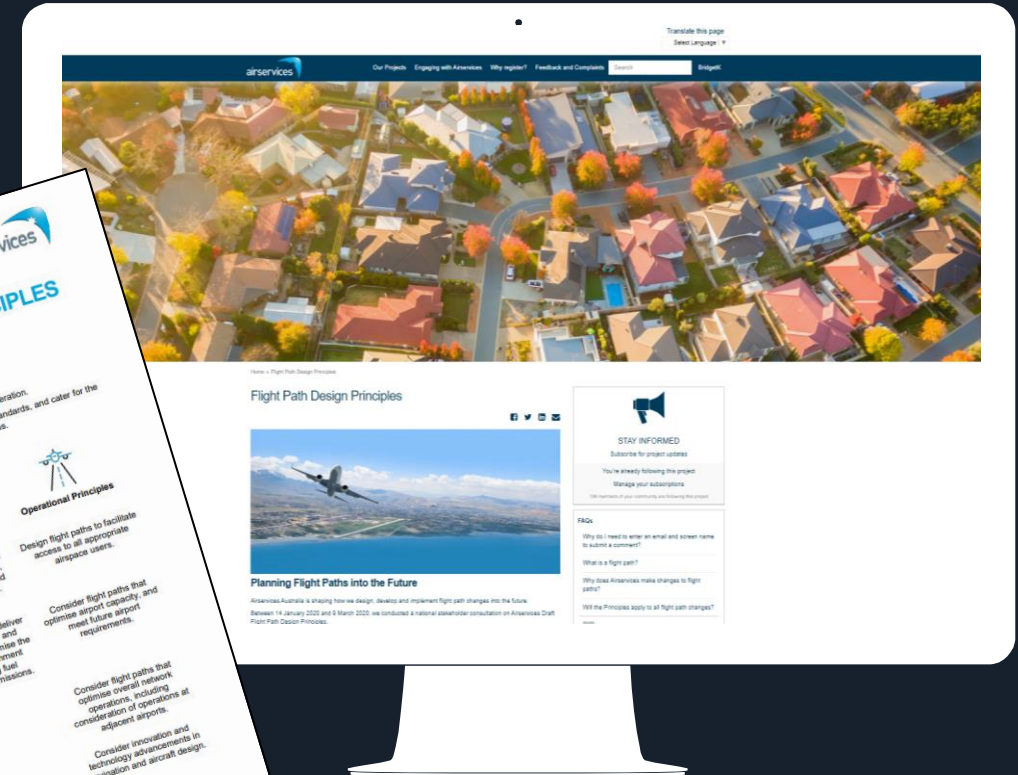
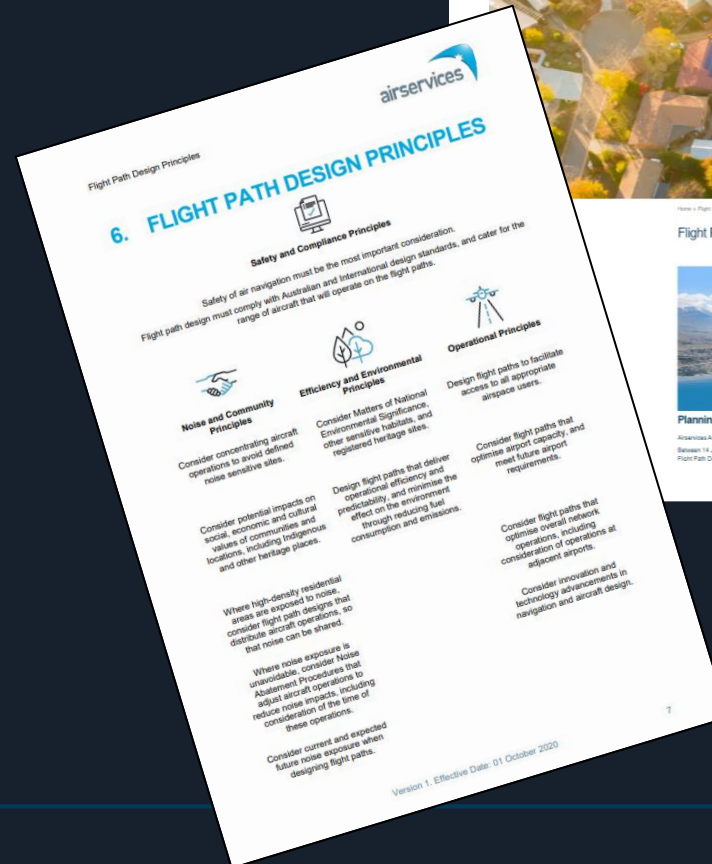
# FLIGHT PATH DESIGN PRINCIPLES

Following a national consultation between 13 January – 9 March 2020 and a public comment period between 10 June – 8 July 2020, we have released **Airservices Flight Path Design Principles** document.

We would like to thank everyone who participated in the consultation and the public comment period by providing comments and submissions.

During the public comment period, over 4,000 people visited the project page and we received a total of 143 comments and a number of detailed submissions.

The Consideration of Feedback Report and the Principles document are available on *Engage Airservices* ([engage.airservicesaustralia.com](https://engage.airservicesaustralia.com)).

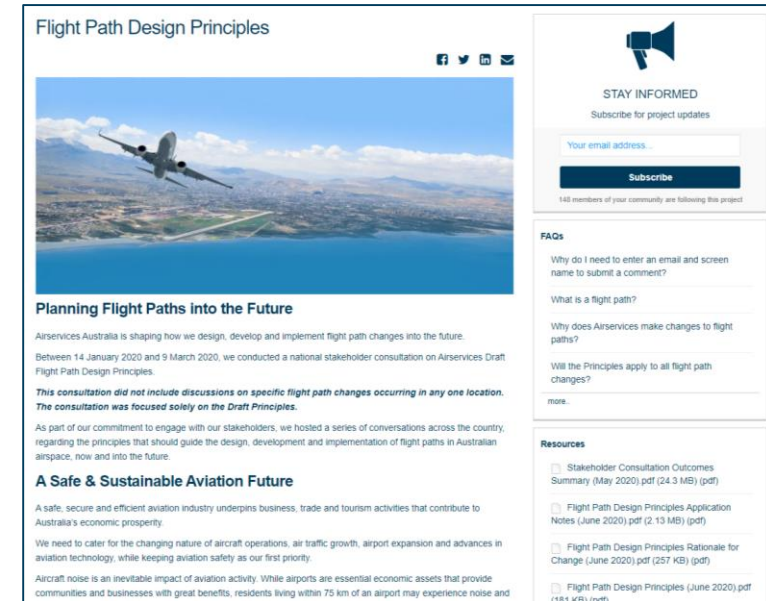


# PUBLIC COMMENT FEEDBACK

During the public comment period, we had 4083 visitors to our *Engage Airservices* project page and received 143 comments, including 16 detailed submissions.

Key themes from the feedback included:

- Include a specific engagement or consultation Principle
- Remove reference to 'high-density' residential and give greater consideration to lower density, quiet and rural residential areas
- Include the safety of communities with reference to health and wellbeing
- Strengthen statements about application, including reference to relevant legislation
- Include a statement that the Principles must be read holistically and more clearly reference the Application Notes
- Expand defined noise sensitive sites to include additional sites or remove listed sites
- Provide details of how Airservices will report on how the Principles have been considered and applied
- Include enforcement measures, specific KPIs and/or measurements
- Remove the word 'consider' from the Principles or include 'consider' in all Principles
- Reinstate draft Principles
- Include a Principle around preserving aircraft-free areas



Flight Path Design Principles

STAY INFORMED  
Subscribe for project updates

Your email address

Subscribe

143 members of your community are following this project

FAQs

Why do I need to enter an email and screen name to submit a comment?

What is a flight path?

Why does Airservices make changes to flight paths?

Will the Principles apply to all flight path changes?

more

Resources

- Stakeholder Consultation Outcomes Summary (May 2020).pdf (24.3 MB) (pdf)
- Flight Path Design Principles Application Notes (June 2020).pdf (2.13 MB) (pdf)
- Flight Path Design Principles Rationale for Change (June 2020).pdf (257 KB) (pdf)
- Flight Path Design Principles (June 2020).pdf (161 KB) (pdf)

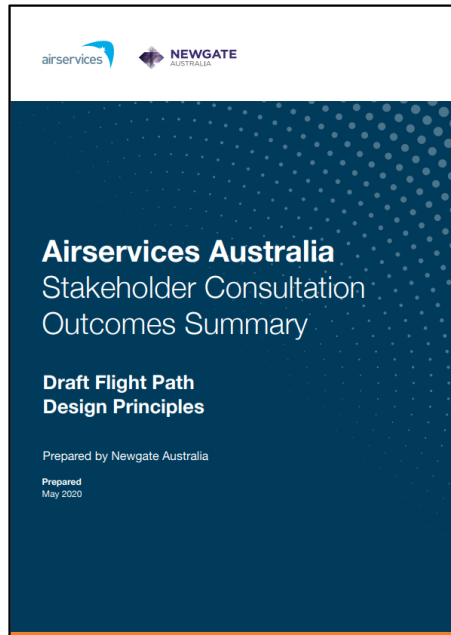
Detailed consideration of the feedback is provided in the **Consideration of Feedback Report**

<https://engage.airservicesaustralia.com/flight-path-design-principles>

# FLIGHT PATH DESIGN PRINCIPLES RESOURCES

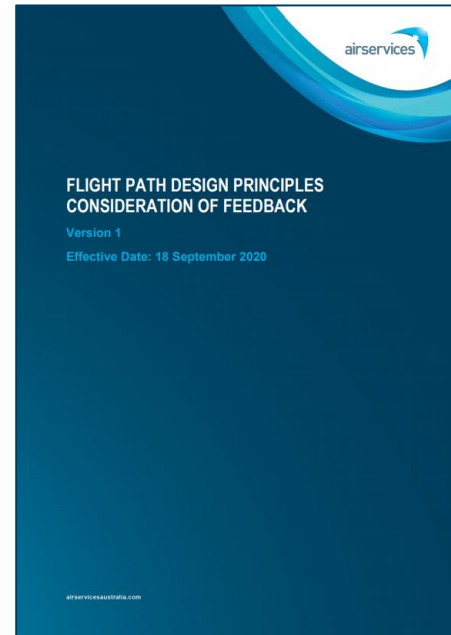
## STAKEHOLDER FEEDBACK SUMMARY

- Summary of what we heard during the national consultation
- Includes link to summary of industry panels, community workshops, submissions and quantitative research



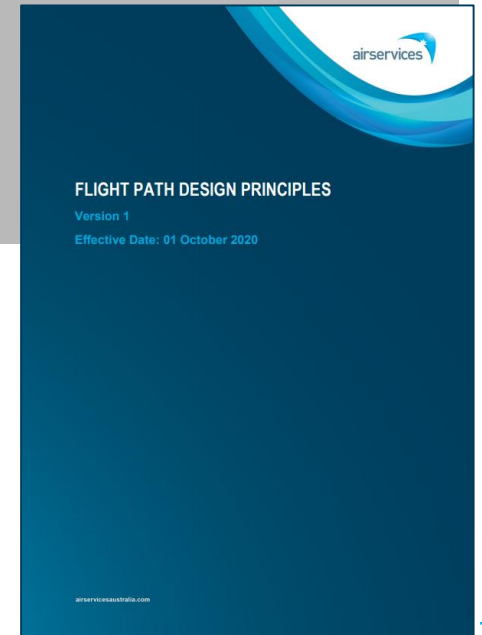
## CONSIDERATION OF FEEDBACK REPORT

- Summary of what we heard during the public comment period
- Includes our consideration of feedback and outcomes, including the reasons for our decisions



## FLIGHT PATH DESIGN PRINCIPLES

- Summary of the Principles and their application
- Principles are effective from **1 October** and will apply to all new flight path changes from that date





# COMMUNITY ENGAGEMENT FRAMEWORK

## COMMUNITY ENGAGEMENT FRAMEWORK

— Released 17 August 2020

— We recognise that aviation operations and updates or changes to these operations, can impact communities in various ways










— We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations

— Replaces our *Communication and Consultation Protocol (2016)*

— Learn more about our Community Engagement Framework by accessing the documents through Airservices Website or *Engage Airservices*



### Our Community Engagement Approach

-  We will engage with you on flight path and airspace changes that may impact you, using a range of engagement methods and activities, dependent on the scale and breadth of the change.
-  We will provide you with clear information on the proposed changes, the timeframes for the change, how you can be involved and influence the change, and how the decision will be made.
-  We will communicate with you at the earliest possible opportunity in the flight path change process.
-  We will use a range of engagement methods to ensure information is accessible to, and inclusive of, all stakeholders, including use of our Engage Airservices website to host fact sheets, infographics, FAQs, videos, and through face-to-face engagement activities.
-  We will be proactive in promoting our engagement. We will use a range of methods including website updates, social and traditional media, e-newsletters, and direct correspondence with stakeholders, and people who are on our Noise Complaints and Information Service (NCIS) database or registered with us through Engage Airservices.
-  We will identify stakeholders who are potentially affected by a change based on the expected noise and visual impacts for each change.
-  We will ensure accessibility through online language translation and a text to speech function and access to a telephone interpreter service.
-  We will be inclusive in seeking feedback from all stakeholders using a range of methods, including online surveys, Q&As, submissions and face-to-face engagement activities.
-  We will be responsive and transparent in considering all feedback and sharing information on our decision-making processes, including how community inputs have been considered and shaped final outcomes.

### WORKING WITH COMMUNITIES

#### Our Community Engagement Framework

We recognise that aviation operations, and updates or changes to these operations, can impact communities in various ways.

Our aim is to minimise these impacts wherever practical while ensuring we provide the critical airspace information needed to support social and economic development at a local level.

[LEARN MORE](#) →

## OUR COMMITMENT TO COMMUNITY ENGAGEMENT

We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations.

### WHO IS AIRSERVICES?

We are a government-owned organisation responsible for keeping travellers safe country-wide.

We provide safe, secure, efficient, and environmentally-sustainable services to the aviation industry.

We are responsible for Australia's airspace management, aeronautical information, aviation communications, radio navigation aids, and aviation rescue fire fighting services.

Committed to keeping up with the quickly evolving aviation industry, we are always adopting improvements in technology to ensure our services are as advanced and efficient as the best in the world.

### OUR COMMITMENT

We are committed to clear, proactive, inclusive, accessible, responsive, transparent engagement with communities who may be affected by proposed changes to flight paths and airspace.

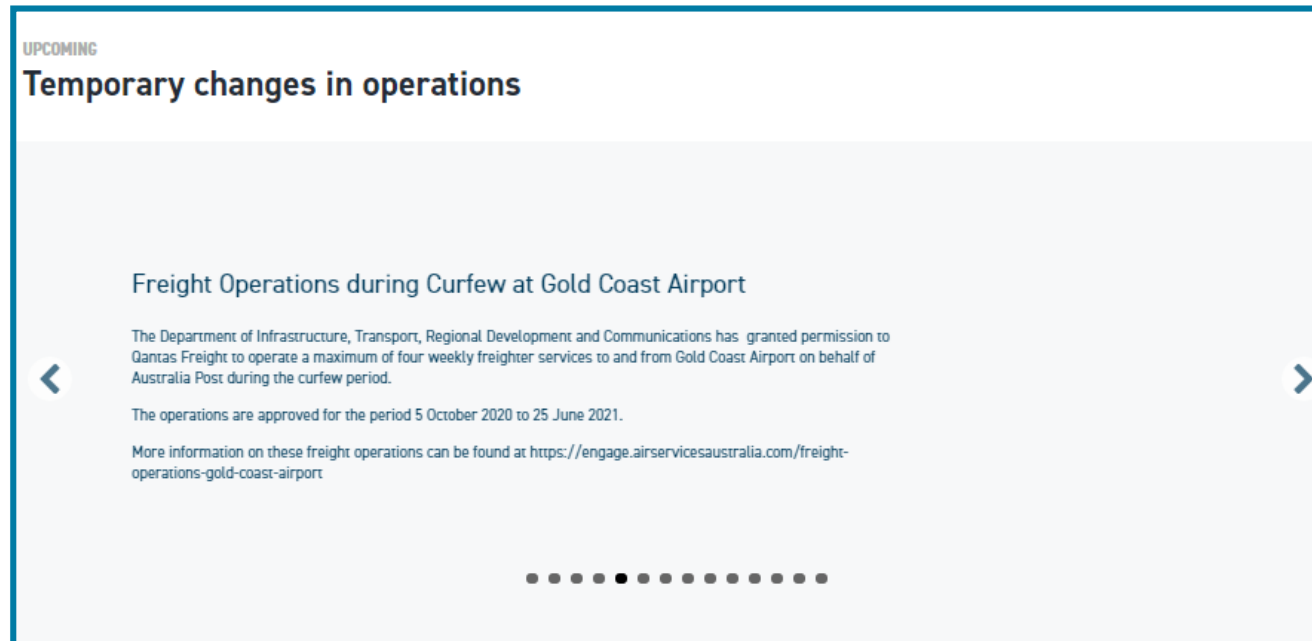
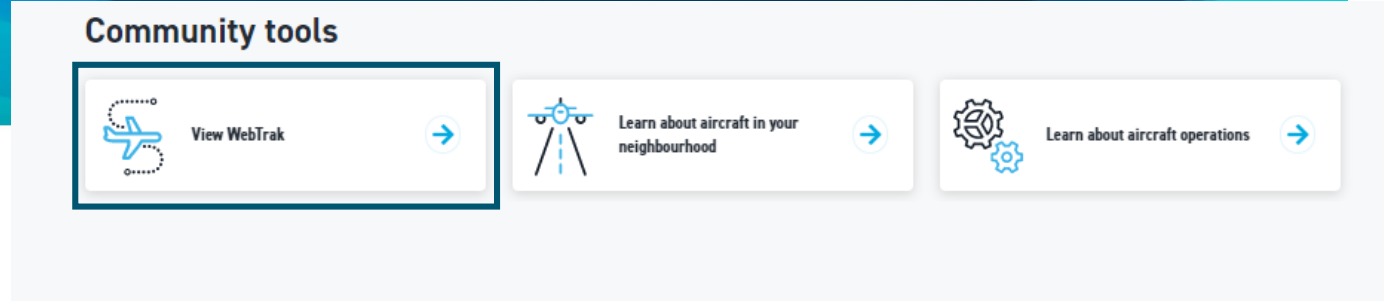
- Clear** – we provide clear information to help community members understand how a change may impact them, the timeframes for the change and how they can be involved.
- Proactive** – we communicate in a timely manner and at the earliest appropriate opportunity in the flight path change process.
- Inclusive** – we actively seek participation and input from across the community including engaging with Culturally and Linguistically Diverse (CALD) communities and people with a disability.
- Accessible** – we seek to remove barriers to participation by sharing information in plain English, using websites that comply with [Web Content Accessibility Guidelines](#), and making available options for translation and interpretation
- Responsive** – we are accessible to individuals and the community during the engagement process and respond to queries and feedback.  
We are genuine in our consideration of feedback and will seek to improve flight path and community outcomes in our response to this.
- Transparent** – we are transparent with communities on the level of engagement, how their participation can impact on decision-making, and how decisions will be made.  
We actively share information on our decision-making processes, including how community inputs have been considered and shaped final outcomes.

# NEW WEBSITE



## Released September 2020

- WebTrak allows you to see where aircraft fly and explore historical trends and patterns.
- There is a **40 minute** delay on display of flights.
- WebTrak data for the major airports is checked overnight. Before data is checked there are more likely to be gaps or inaccuracies in the display. Therefore it is more accurate the following day
- WebTrak data is available for 90 days.



# AIRCRAFT IN YOUR NEIGHBOURHOOD

## Community tools

[View WebTrak](#) → 
 [Learn about aircraft in your neighbourhood](#) → 
 [Learn about aircraft operations](#)

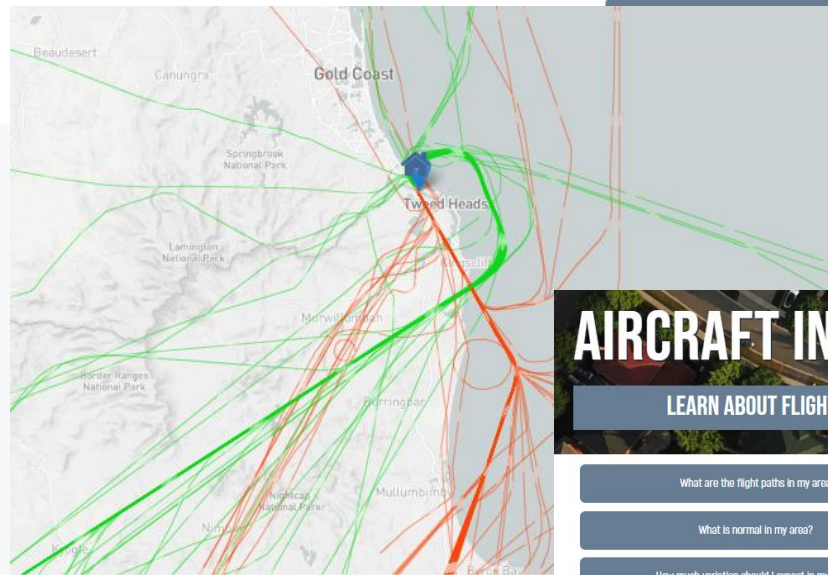
## UPCOMING Temporary changes in operations

### Freight Operations during Curfew at Gold Coast Airport

The Department of Infrastructure, Transport, Regional Development and Communications has granted permission to Qantas Freight to operate a maximum of four weekly freighter services to and from Gold Coast Airport on behalf of Australia Post during the curfew period.

The operations are approved for the period 5 October 2020 to 25 June 2021.

More information on these freight operations can be found at <https://engage.airservicesaustralia.com/freight-operations-gold-coast-airport>



## AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

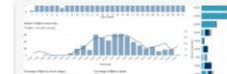
What are the flight paths in my area?

What is normal in my area?

How much variation should I expect in my area?

What rules apply?

What flight disturbed me?



How many aircraft fly near me?

How many aircraft are flying over your area and how does this vary from month to month?

[Read More](#)

How frequent are flights in my area?

How often do aircraft fly near my area at different times of day?

[Read More](#)

How high are aircraft near me?

See how high aircraft are over your area and how this varies

[Read More](#)

Explore detailed data for your area

Compare monthly variations in your area.

[Read More](#)

## AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

What are the flight paths in my area?

What is normal in my area?

How much variation should I expect in my area?

What rules apply?

What flight disturbed me?

Resources



What was that flight?

Use the WebTrak online tool to investigate specific flights of interest

[Read More](#)



Making an aircraft noise complaint

Find out how you can get in contact

[Read More](#)



Gold Coast complaints report

Investigate complaints from your area

[Read More](#)

NOVEMBER 2020

# NOISE MONITORING REVIEW

# NOISE MONITORING REVIEW UPDATE

## DRAFT TERMS OF REFERENCE

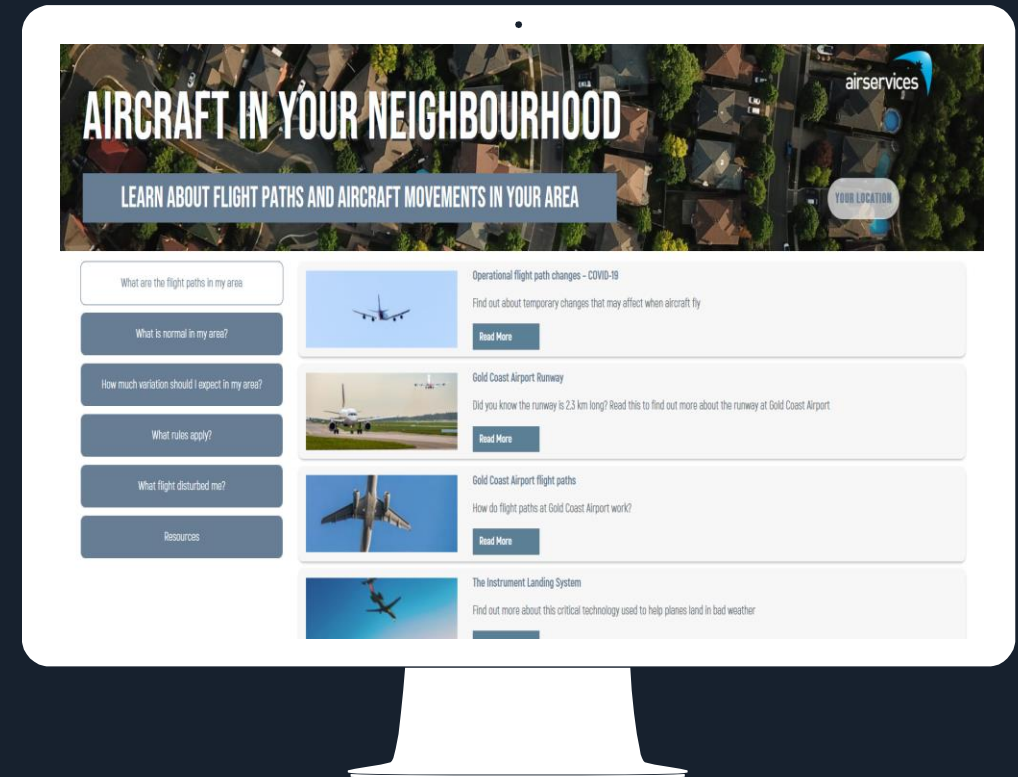
- The purpose of the Gold Coast Noise Monitor Review will be to analyse the performance of each monitor at Gold Coast Airport against Airservices' internal standards for the management of aircraft noise.
- In performing this function, the placement and individual configuration of each of NMT should be optimised to accurately measure the potential noise impacts of current aircraft operations at Gold Coast Airport on the local community.
- This review will assess the current and historical performance of the two existing noise monitors at Gold Coast Airport (Banora Point and Tugun), and will make recommendations for future noise monitoring requirements/sites
  - **Step 1** – Draft ToR distributed for comment (October 2020). CACG/ANACC can provide feedback on the draft Terms of Reference to [communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com)
  - **Step 2** - Once the ToR are finalized they will be released on *Engage Airservices*. We will undertake a four (4) week consultation with community to submit suggestions for sites for noise monitoring (including short-term monitoring if appropriate e.g. Miami) (November/December 2020)  
These will then be assessed for feasibility and appropriateness.
  - **Step 3** - A draft Airservices Gold Coast NMT Review Report will be provided for public comment (early-mid 2021)
  - **Step 4** - Following consideration of all feedback and comments, a Final Report will be released on our website (Q2 2021)

MARCH TO SEPTEMBER 2020

# NCIS COMPLAINTS

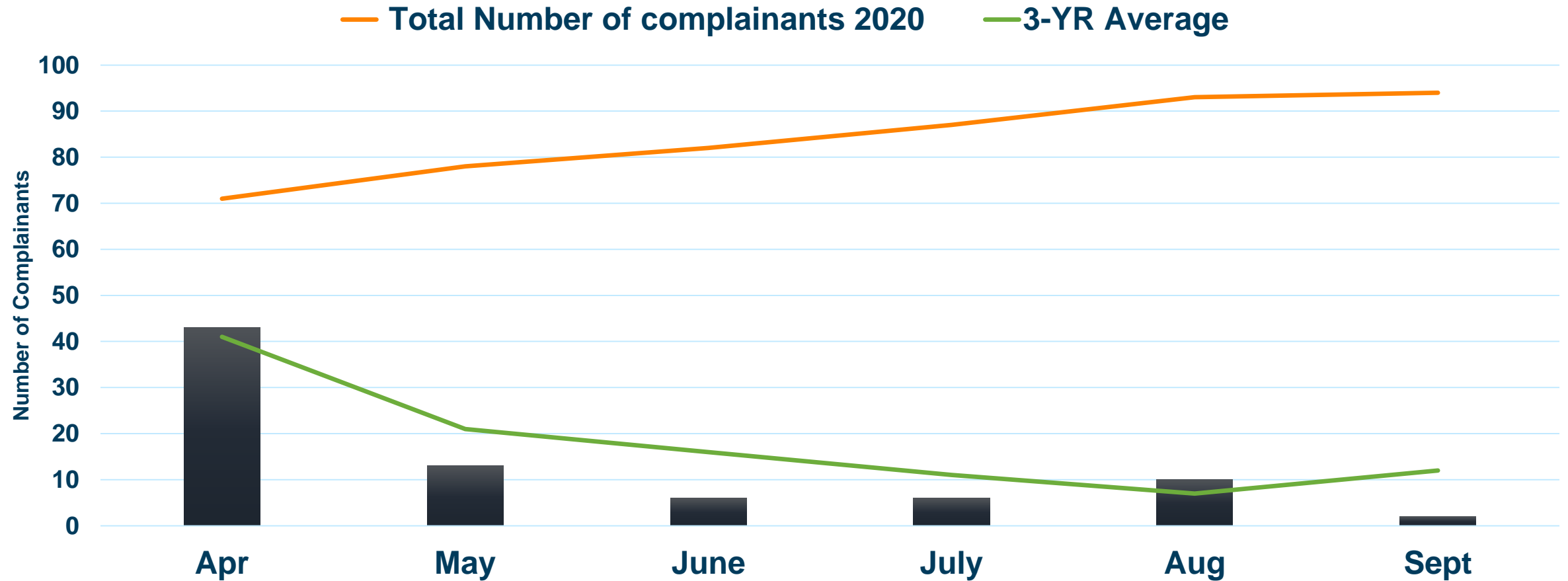
# ONLINE NOISE REPORT

- Available on our website at:  
<http://www.airservicesaustralia.com/aircraftnoise/airports>
- Our new interactive **Aircraft in Your Neighborhood** website is gradually replacing our airport pages.
  - Enter your address or select Gold Coast Coast
  - What flight disturbed me and Gold Coast Coast complaints report
  - Jan to September available
- You can still access historical airport pages for Gold Coast (before 30 June 2020).



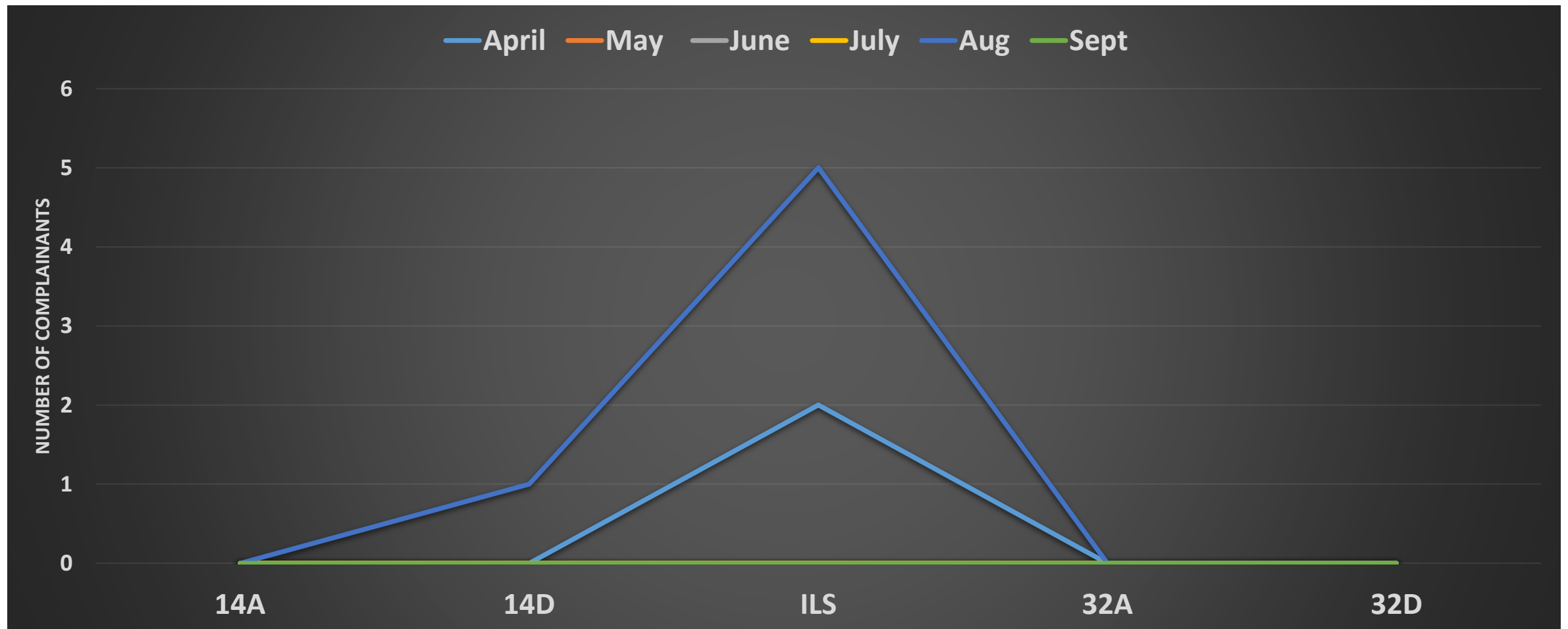
# NCIS UPDATE

## COMPLAINANT NUMBERS PER MONTH

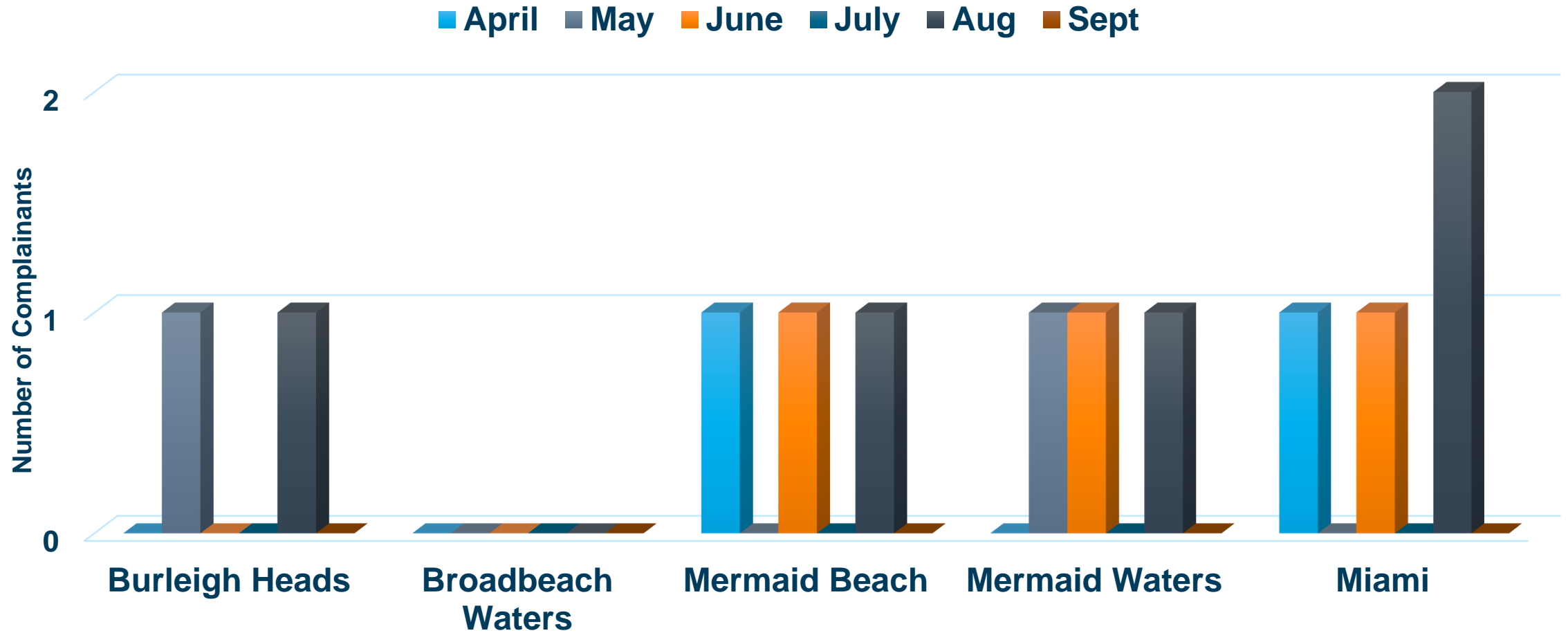




# NCIS UPDATE RUNWAY AND ILS COMPLAINANTS AFFECTED PER MONTH



# NCIS UPDATE SUBURBS AND COMPLAINANTS AFFECTED PER MONTH



# PFAS UPDATE

# AIRSERVICES NATIONAL PFAS MANAGEMENT PROGRAM UPDATE

The focus of Airservices national PFAS program is to:

- Conduct site investigations across all civilian airports where we have provided services to understand the scope and scale of any potential PFAS contamination resulting from our historic operations;
- Undertake management actions at airports to monitor, mitigate and manage PFAS contamination at airports including monitoring and waste management; and
- Undertake research and development to identify practicable solutions to manage PFAS contamination.

Airservices is working with relevant Commonwealth and state/territory authorities to establish a nationally consistent framework for the ongoing management of PFAS within Australia.

Airservices transitioned to entirely PFAS-free foam at civilian airports, including the Gold Coast, in 2010.

## Previous Investigations

- Preliminary site investigation report October 2016
- Preliminary sampling report October 2016
- Further groundwater sampling report October 2017
- Biota sampling report March 2017

The above reports and supporting information sheets can be found on the Airservices website at <https://www.airservicesaustralia.com/community/environment/pfas/>

## Detailed Site Investigation

The national PFAS characterisation tender process was paused due to Covid-19. With the easing of Covid-19 restrictions, the process has recommenced and a contaminated site consultant will be appointed mid November 2020 to undertake the Detailed Site Investigation at Gold Coast Airport. A Queensland government accredited contaminated site auditor will also be engaged to independently evaluate the investigation document prepared by the consultant and to certify the document when it meets regulatory requirements.

## Next Steps

Airservices will recommence communications with relevant stakeholders once contract negotiations are finalised and the contaminated site consultant and auditor have been engaged.

Members of the GCA CACG will be invited to provide information and data specific and relevant to the DSI at this time. These written submissions will be considered by the contaminated site consultant as part of the investigation design.

# Gold Coast Airport

November 2020 CACG Presentation



## COVID-19 Operational Impact

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

Since April, GCA has averaged less than 2 RPT flights per day



2020 Pax Numbers		
Month	Total	Per day
January	644,000	20,774
February	449,000	15,483
March	306,000	9,871
April	1,520	51
May	2,300	74
June	5,390	180
July	43,300	1,397
August	10,900	352
September	22,000	733



2020 RPT Flight numbers		
Month	Total	Per day
January	1,878	60
February	1,465	50
March	1,195	39
April	22	0.7
May	14	0.5
June	28	0.9
July	163	5
August	68	2
September	113	4



## Operational Response

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



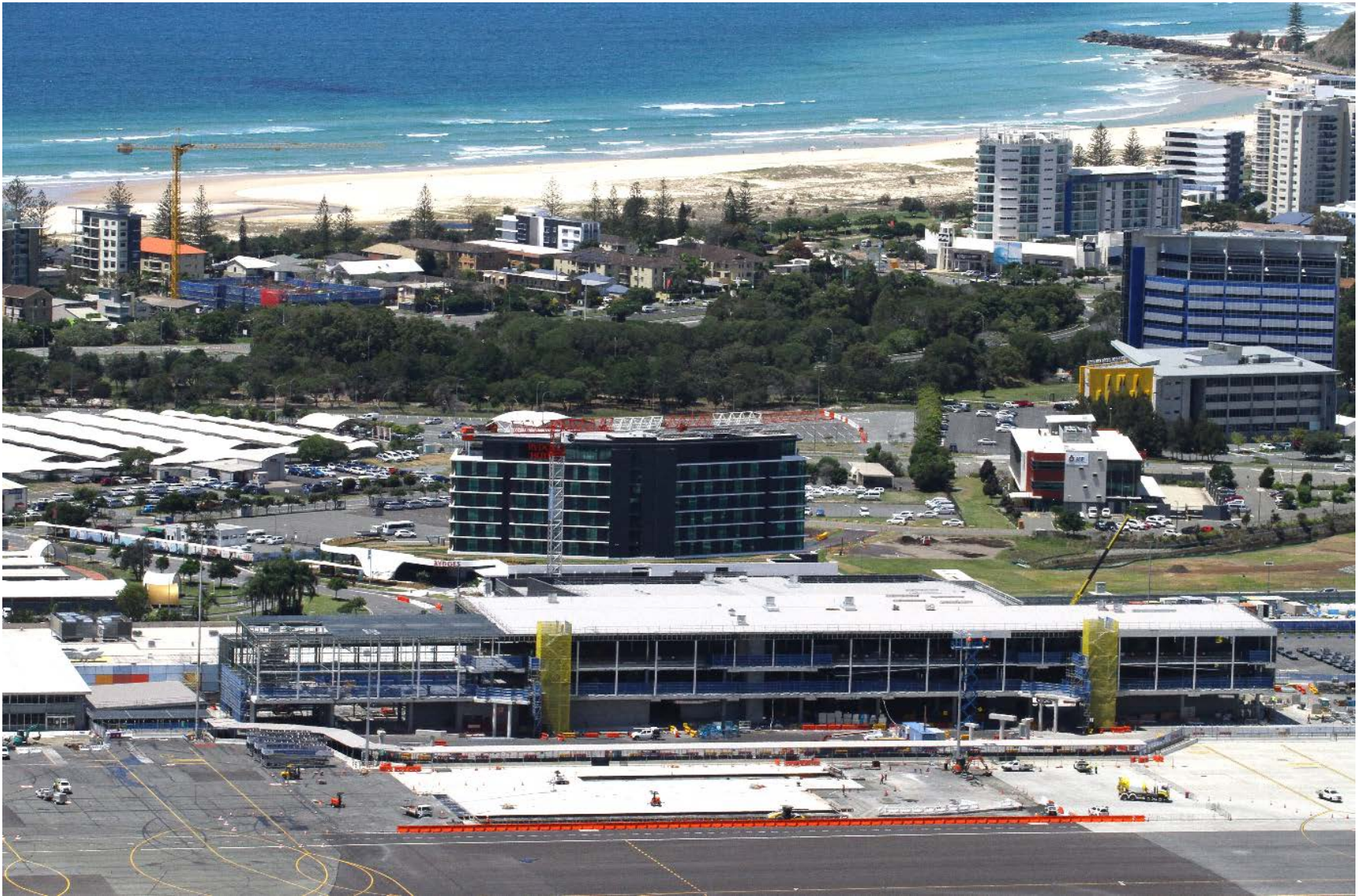
Please refer to the GCA website for specific COVID-19 travel information.



## COVID-19 Development Impacts

A number of the major projects currently under construction at GCA have seen their delivery program altered as a result of the COVID-19 pandemic.

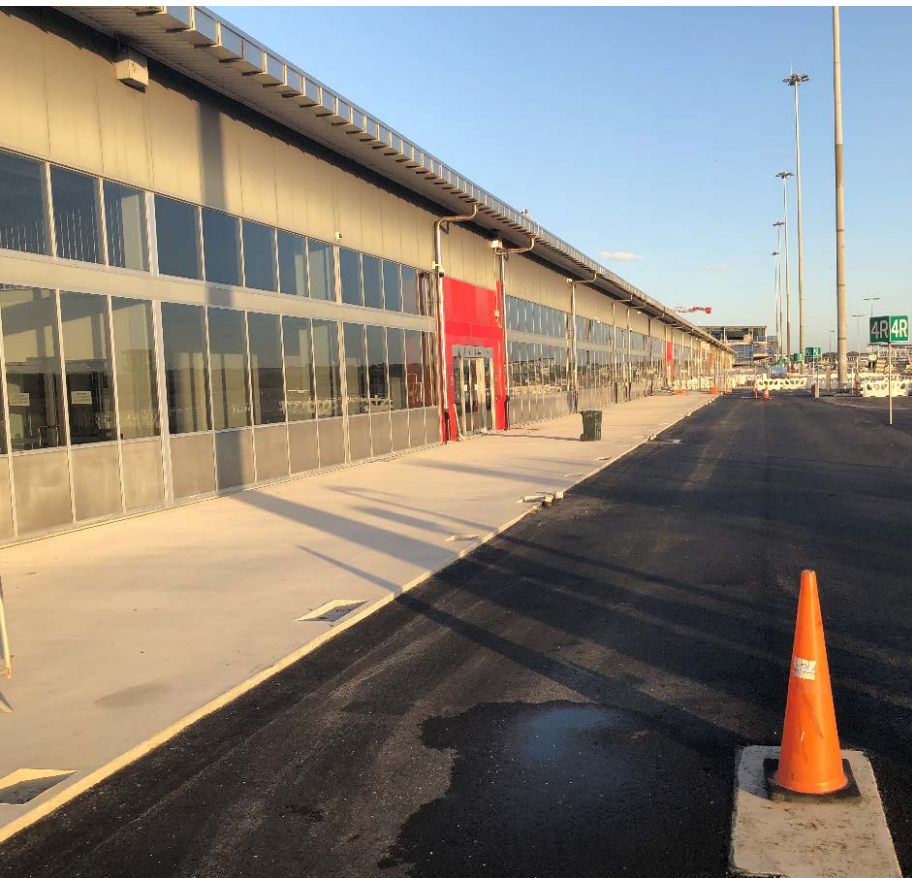
The two major building projects, Southern Terminal Extension and the Airport Hotel have been required to slow their construction program however the significant reduction in passenger and aircraft movements has provided a unique opportunity to improve the staging on civil works projects such as the Airside Processing Zone (APZ) and the Runway Overlay.



Southern Terminal Extension



Southern Terminal Extension



- Civil works to be completed December
- Building module installation to commence February 2021

Airside Processing Zone



- Taxiway Echo Connection works completed September
- Concrete apron works due to be completed Christmas

Taxiway and Apron Works



- The southern 450m of the main runway had a maintenance overlay of the asphalt surface
- Works were undertaken at night during September



Airport Hotel





## Hotel Features

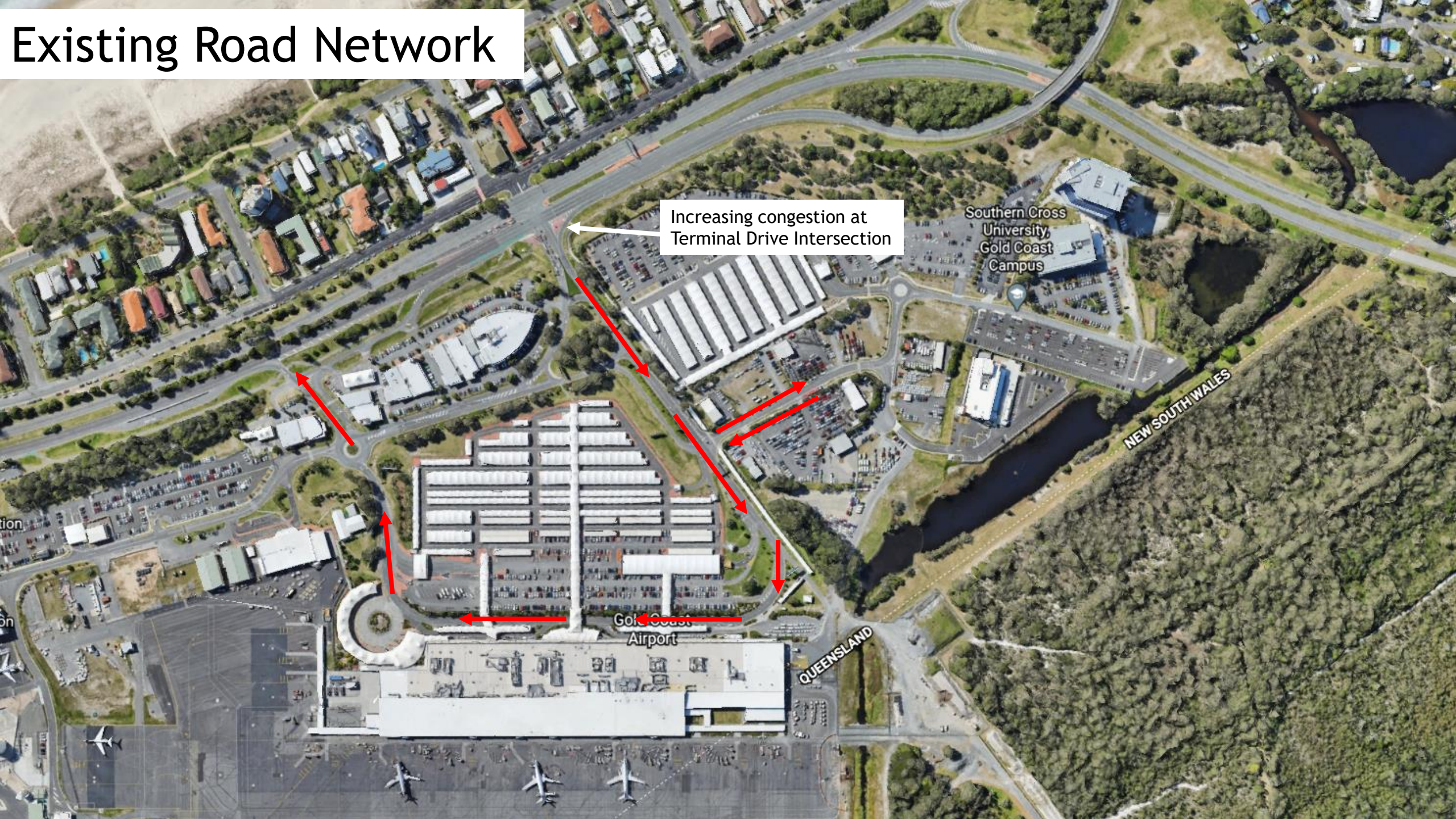
- 192 Rooms
- Rooftop Bar
- Restaurant
- Function spaces

# Gold Coast Airport Southern Entryway

Travis Callaghan  
General Manager Infrastructure

Queensland  
**Airports** LIMITED

# Existing Road Network



Increasing congestion at Terminal Drive Intersection

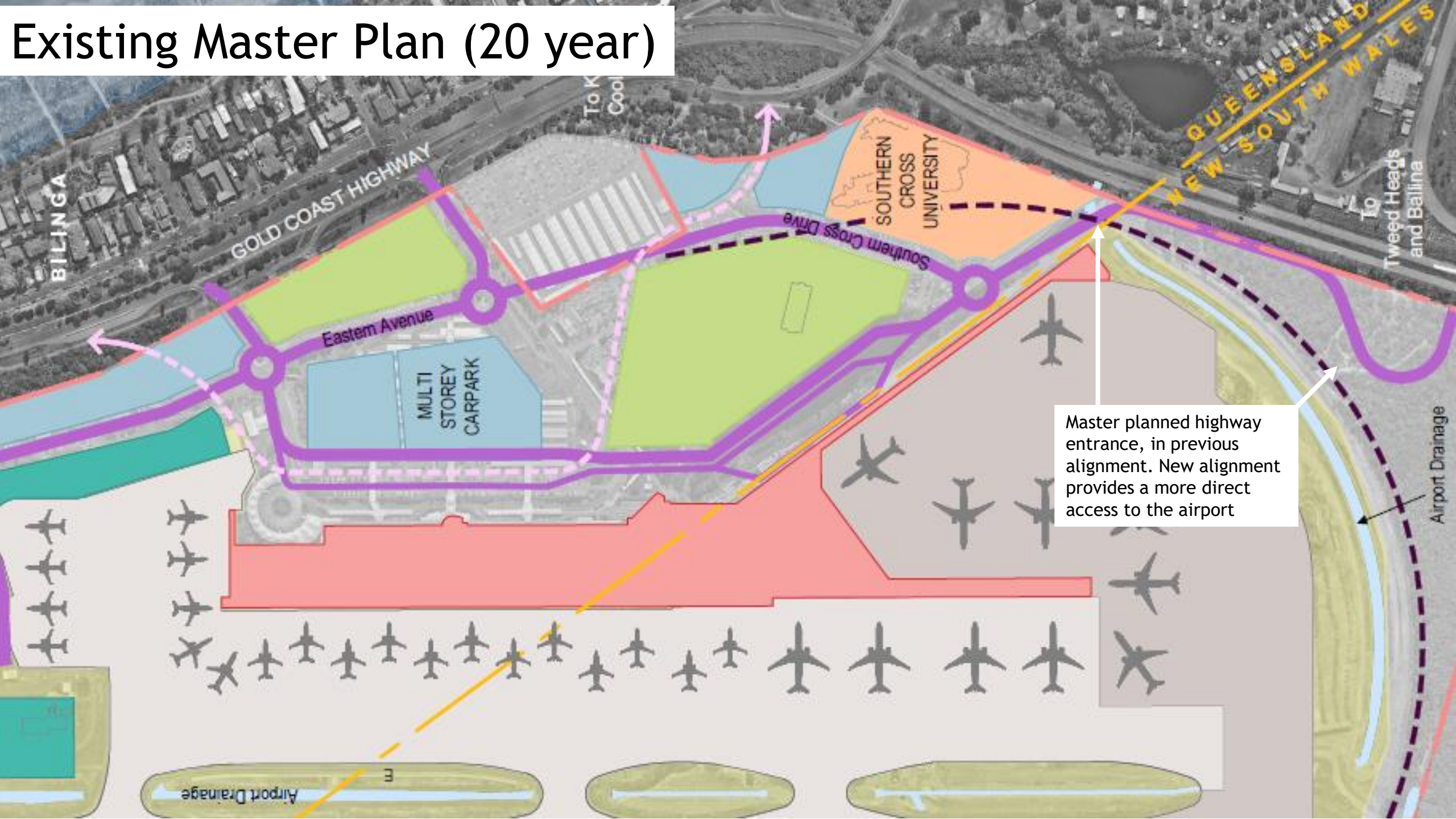
Southern Cross University, Gold Coast Campus

Gold Coast Airport

QUEENSLAND

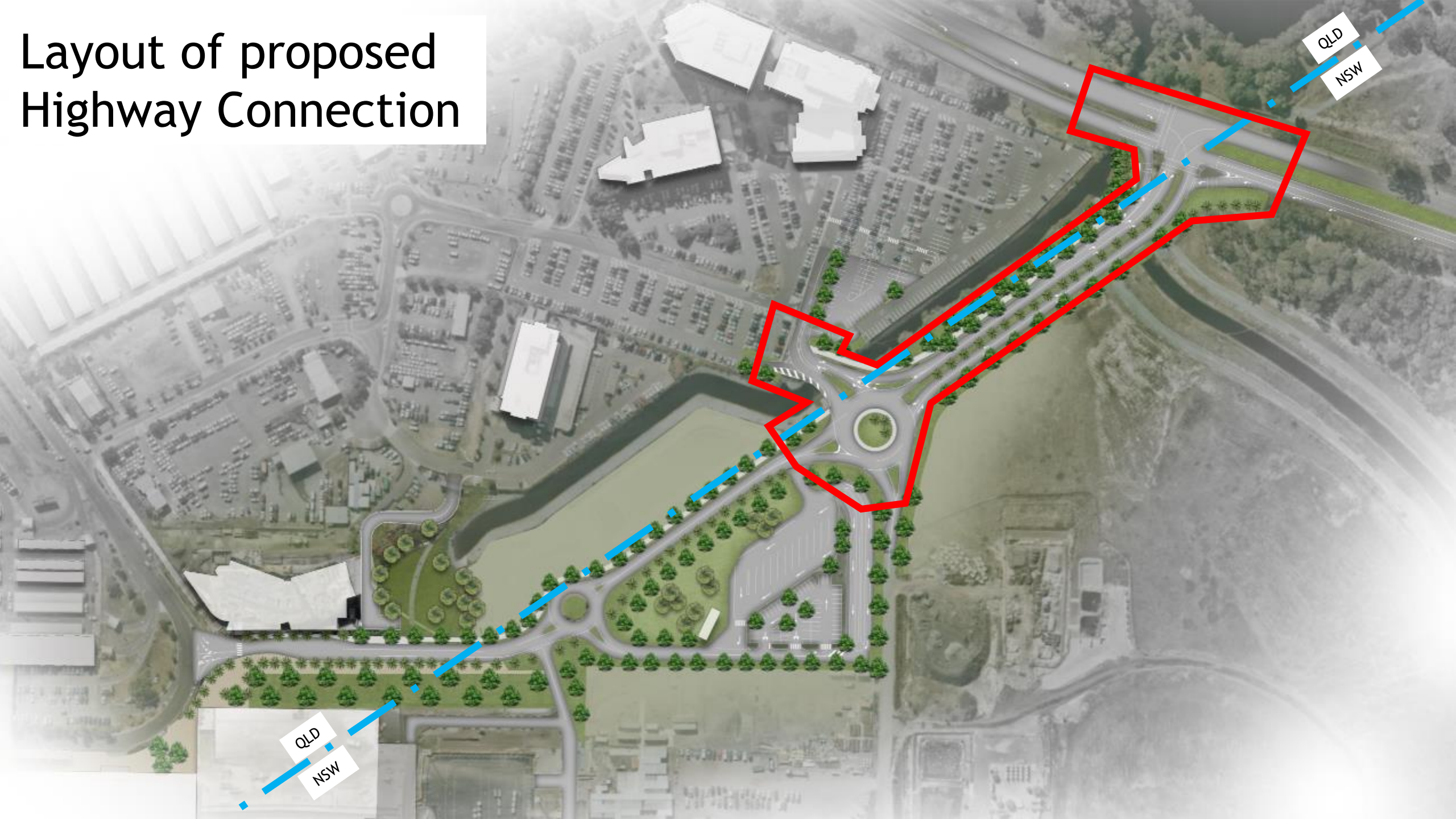
NEW SOUTH WALES

# Existing Master Plan (20 year)



Master planned highway entrance, in previous alignment. New alignment provides a more direct access to the airport

# Layout of proposed Highway Connection



# Artistic Renders of Intersection





**Australian Government**

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

*File Reference:* F18/3632

David Stani  
Manager Network Operations  
Qantas Freight Enterprises  
B Wing Level 6  
10 Bourke Road  
MASCOT NSW 2020

[davidstani@qantas.com.au](mailto:davidstani@qantas.com.au)

Dear Mr Stani

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**

- 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 (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](http://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



Sharyn Owen  
Director – Aviation Safeguarding  
Safety and Future Technologies Branch

25 September 2020





## 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

**BY EMAIL**  
[ron@3fidi.com](mailto:ron@3fidi.com)

Mr Ron Brent  
Chair  
Community Aviation Consultative Group – Gold Coast Airport

11 June 2020

Dear Mr Brent,



**Air Navigation Services**

Locked Bag 747  
Eagle Farm QLD 4009

t 07 3866 3387

[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

ABN 59 698 720 886

**RE: Flight Path Design Principles released for public comment**

I am pleased to provide you with an update on Airservices Flight Path Design Principles (Principles).

As per my previous correspondence, national consultation on the draft Principles commenced on 14 January 2020 and closed on 9 March 2020. During this time thousands of stakeholders across community and industry contributed, either through the online survey, participating in workshops, or by providing submissions.

Thank you to all the CACG members who took the time to participate in this important project.

Based on stakeholder feedback, we have developed the final Principles which we will apply to the design, development, and implementation of new flight path and airspace changes from July 2020.

The Principles are now available for viewing at *Engage Airservices* (<https://engage.airservicesaustralia.com/flight-path-design-principles>).

A public comment period is open for four weeks, from **Wednesday 10 June 2020 to Wednesday 8 July 2020 (midnight AEST)** and comments on the Principles can be submitted through *Engage Airservices*.

Additionally, in response to feedback received during the national consultation, we have developed Application Notes to describe how the Principles will be applied.

The *Stakeholder Consultation Summary Report* and the *Flight Path Design Principle Application Notes* are available for download at *Engage Airservices*.

I would be grateful if you could distribute this correspondence to the members of the CACG for their consideration. I have taken the liberty of including a social media tile for members who may also like to promote the public comment period through their social media channels.

We look forward to providing an update on the Flight Path Design Principles as part of the Airservices presentation at the next CACG meeting.

If you have any questions, please do not hesitate to contact me at [communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com)

Yours sincerely

A handwritten signature in blue ink that reads "Fiona Lawton".

Fiona Lawton  
Community Engagement Manager  
Air Navigation Services  
Airservices Australia

**BY EMAIL**

[cacg@gcal.com.au](mailto:cacg@gcal.com.au)

Mr Ron Brent  
Chair, Gold Coast Airport Community Aviation Consultation Group (CACG)

9 October 2020

**Post Implementation Review Draft Report - Gold Coast Airport Instrument Landing System Environmental Assessment**

**Dear Mr Brent,**

Thank you for your support in providing information to your members on the Public Comment Period for the Post Implementation Review (PIR) of Airservices environmental assessment associated with the implementation of the Gold Coast Airport Instrument Landing System (ILS) arrival procedures.

Further to my previous correspondence of 4 September 2020, I am pleased to advise that the final PIR Report is available on our dedicated project page on *Engage Airservices*.

We would like to thank everyone who participated in the PIR public comment period by providing comments and submissions.

We identified seven Recommended Actions in response to a range of findings and will engage with the Gold Coast community including the Community Aviation Consultation Group (CACG) and the Airport Noise Abatement Consultative Committee (ANACC) to implement these.

We invite your members to visit *Engage Airservices*, which can be accessed at: <https://engage.airservicesaustralia.com/gold-coast-airport-instrument-landing-system-post-implementation-review> to view the final PIR Report.

I would be grateful if you could distribute this correspondence to your members for their consideration.

**Kind Regards,**



**Fiona Lawton**  
Community Engagement Manager

Priority issues for CACG (Strategic Work Program) – version date 2 November 2018

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
<b>PFAS contaminated land, surface water and groundwater</b>				
<p>Decades of use of Aqueous Film Forming Foam (AFFF) containing Per and Poly Fluoroalkyl Substances (PFAS) for firefighting training has resulted in contaminated land, surface water and groundwater at various locations and concentrations.</p>	<p>PFAS contamination has been documented by Airservices at Gold Coast Airport since at least 2008, including the occurrence of a major spill of AFFF.</p> <p>Investigations in 2011 confirmed contamination of Coolangatta Creek and drainage channels on the Gold Coast Airport site.</p> <p>Groundwater analysis from the fire training ground 2010-2015 further confirmed PFAS contamination.</p> <p>The latest reports October 2016 and March/October 2017 are on the Airservices website.</p> <p>PFAS contaminated groundwater and surface water has been detected in some residential spear pump bores near the Airport and</p>	<p>Transparency and flow of accessible, meaningful update information to affected residents and the broader community is at best practice standard.</p> <p>Detailed site investigations are undertaken that identify and assess all environmental exposure pathways, validation of data and investigate the temporal and seasonal variability in the surface and groundwater concentrations. Full reporting is provided to local and state government bodies.</p> <p>Development of management plans for containment and remediation of the PFAS contamination on the airport and its surrounds.</p> <p>The community has</p>	<ul style="list-style-type: none"> <li>• A well-co-ordinated program is put in place and operates across all responsible agencies to monitor and address the PFAS contamination issues.</li> <li>• To improve accountability and minimise community confusion, one agency is clearly identified as the lead agency and the co-ordination point for all community enquiries and the dissemination point for public information.</li> <li>• The program is open and transparent, with regular, accessible updates to affected residents and the broader community about monitoring results and remediation actions.</li> <li>• There is a focus on updating and public reporting of findings regarding the human health risks and ecological risks.</li> <li>• The ILS and Project Lift</li> </ul>	<ul style="list-style-type: none"> <li>• Comprehensive monitoring programs that are routinely reviewed by independent experts .</li> <li>• Regular reports to CACG.</li> <li>• High quality, accessible reporting to the community (presented in plain English that can be understood by ordinary citizens).</li> <li>• A Google search for “PFAS contamination at Gold Coast Airport” will quickly lead the reader to some dedicated pages that provide the current situation, the risk analysis (e.g. to human health and seafood) and the status of actions to address issues.</li> </ul>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
	<p>Coolangatta Creek (where it flows across the beach at Kirra) and in a public water body at Kirra.</p> <p>The 2017 report of PFAS contamination to the Cobaki Broadwater and its biota requires further investigation into data gaps.</p> <p>The 2016 Gold Coast Airport Preliminary Site Investigation confirmed the PFAS contamination of land, surface and groundwater had spread across the airport site.</p>	<p>confidence that the PFAS contamination at Gold Coast Airport has been properly investigated and addressed and poses no risk to their health and no ecological risk to important aquatic ecosystems, such as the Cobaki Broadwater.</p> <p>The PFAS contamination is completely cleaned up within five years (or much sooner where very high health and ecological risks are identified).</p>	<p>surface and groundwater monitoring locations and results of laboratory sampling are provided to CAGC quarterly.</p> <ul style="list-style-type: none"> <li>• Community representatives are engaged in the development of the details of the PFAS contamination investigation at the airport and adjacent lands and waterways.</li> <li>• Content of the GCA Master Plan is significantly strengthened in relation to PFAS contamination and the specific actions planned to address this issue.</li> </ul>	
<b>Loss of important natural habitat</b>				
<p>The Airport site is located in a biogeographic region considered one of Australia's most diverse for its natural terrain and biodiversity. Ecological values contained on the Airport site and adjacent lands are recognised at all government levels, some of which have been</p>	<p>Development approval conditions have included the requirement for provision of environmental offsets to compensate for the impacts, such as threatened species/habitat and ecological communities.</p> <p>Project Lift conditions required the environmental</p>	<p>The Airport develops a program to liaise with local council and state agencies when developing environmental offsets.</p> <p>The Airport also liaises with local council and state agencies in the development of management plans when airport development impacts</p>	<ul style="list-style-type: none"> <li>• Actions to provide proper environmental offsets.</li> <li>• Information on the environmental offsets is provided to local councils, state agencies and the community.</li> <li>• Management plans for Airport development are made available to local council, state agencies and</li> </ul>	<ul style="list-style-type: none"> <li>• Regular reporting to CACG on environmental offset actions.</li> <li>• Regular reporting of management plan progress and outcomes.</li> </ul>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
<p>significantly impacted by approved Airport developments, such as clearing and filling for installation of the ILS and Project Lift.</p>	<p>offsets and management plan to be submitted for approval within 6 months of the commencement of construction (July 2016).</p> <p>These conditions are yet to be advised as having been met 12 months on. It is also understood the environmental offsets will not be in the locality of the impacts.</p> <p>There were no environmental offsets for the ILS development, and the development on the NSW Crown Reserve was not assessed/considered under local/state regulations.</p>	<p>on lands, waterways and ecological values.</p> <p>For transparency and community confidence the Airport develops a strategy for sustainable land use planning concepts that achieve equitable balance between the development of the Airport and sustainability of ecological values, land and water resources.</p>	<p>the community.</p>	
<b>Aircraft emissions/air pollution</b>				
<p>In 2016-17 there were over 40,000 passenger jet movements at GCA. Collectively these aircraft burn thousands of tonnes of aviation fuel annually in the immediate vicinity of GCA (particularly on take off). This fuel burn results</p>	<p>The Master Plan states: "Air quality requirements under the Act and AEPR apply to emissions associated with ground-based airport activities (including aircraft ground running and idling on aprons). Air emissions from flying, taxiing, landing and</p>	<p>Aircraft-sourced emissions/air pollution at Gold Coast Airport is properly monitored, risk assessed and publicly reported.</p> <p>The community has confidence that aircraft-</p>	<ul style="list-style-type: none"> <li>• An expert-designed emissions/air pollution monitoring program at and around the Airport is in place and operating by March 2019.</li> <li>• CACG community members are engaged in the</li> </ul>	<ul style="list-style-type: none"> <li>• Regular reporting to CACG meetings.</li> <li>• High quality, regular, accessible reporting to the community (presented in plain English that can be understood by ordinary</li> </ul>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
<p>in various emissions/air pollutants that have potential human health implications.</p> <p>There is no appropriate, localised air quality monitoring program in place at GCA to monitor and report on emissions/air pollution from arriving and departing aircraft.</p> <p>There is no assessment of the potentially elevated human health risks from aircraft emissions/air pollution at GCA.</p>	<p>take-off are governed under separate legislation (Air Services Act 1995 and Air Navigation (Aircraft Engine Emissions) Regulations). They are not covered in this Master Plan.”</p> <p>The nearest air quality monitoring station to the Airport is at Springwood (80 kilometres away). Although that station indicates the regional air quality is well within guidelines, this is of no comfort to the residents living closer to the Airport who are exposed daily to air pollution from low level aircraft on approach and departure. The absence of a robust air pollution monitoring program is inappropriate for an enterprise the size of the current Gold Coast Airport, let alone a future Airport proposing to more than double its aircraft movements over the next 20 years.</p>	<p>sourced emissions/air pollution at Gold Coast Airport poses no risk to their health.</p>	<p>development of the program.</p>	<p>citizens).</p>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
<b>Airfield development - Relocation of Runway 32 landing threshold</b>				
<p>The Runway 32 landing threshold is proposed to be relocated by 300 metres to the south.</p> <p>The 2011 Master Plan states this will "...enable larger long-haul aircraft to utilise the runway..."</p>	<p>The Master Plan at page 75 states: "Within the first five-years of this Master Plan the Runway 32 landing threshold is proposed to be relocated by 300 metres to the south. The threshold relocation is within the existing runway length and is required to improve reliability and safety during adverse weather for wide-body aircraft. This will cause a displaced landing threshold of 150 metres." and "The changes in sound pressure at specific locations, due to aircraft altitude, are relatively small (between 0.3 dB(A) and 0.6 dB(A)) and are generally not noticeable."</p> <p>Despite this, significant concerns exist in communities to the immediate south of the airport regarding this proposed change.</p> <p>The Master Plan at page 96 states: "GCAPL will work</p>	<p>Comprehensive noise data is collated for current Runway 32 aircraft arrivals and provided to ANACC and CACG.</p> <p>Comprehensive data for noise exposure forecast that takes into account the relevant changes to aircraft and runway capacity and proposed flight paths is provided to ANACC and CACG.</p> <p>Data on current noise levels of reverse thrust after Runway 32 landing and predicted noise levels of the relocated Runway 32 landing threshold 300m south provided to ANACC and CACG.</p>	<ul style="list-style-type: none"> <li>• Active and meaningful engagement with the community that ensures the most relevant and evidence based information on aircraft noise issues is provided to the community.</li> <li>• Review and discussion at CACG of the 2001 Master Plan and Major Development Plan 2004 for runway extension on the Airport site which both provided for the retention of the existing Runway 32 landing threshold at 2,042m for noise abatement reasons.</li> <li>• The community and other stakeholders are fully engaged during the development of the relocation of the Runway 32 landing threshold 300m south proposal and its associated requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• The provision of comprehensive noise data relevant to this proposal.</li> <li>• The full engagement of local council, state agencies, community and other stakeholders during the preparation of all aspects of this proposal and presented to CACG and regularly updated prior to release of development plans.</li> </ul>



Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
	closely with Airservices Australia and consult extensively with the community through the CACG and the ANACC.”			
<b>Airfield development - Ultimate runway length of 2,858 metres</b>				
The Airport wish the ultimate runway length to be maintained at 2,858 metres, which will require an extension of approximately 366 metres to the current length (not proposed before 2022).	<p>The Master Plan at page 96 states: “Current improved aircraft performance means the runway length will be adequate for the life of this Master Plan. Consistent with master plans since 1994 and surrounding land use planning, protection is to be maintained for an ultimate runway length of 2,858 metres. This length may be required due to international demand for extended destinations.”</p> <p>This is certainly an issue of very high community interest given its substantial additional noise and air pollution burdens and habitat loss implications.</p>	Informed discussion occurs through CACG around the key strategic question of whether it remains appropriate for this runway extension option to be retained in future Master Plans.	<ul style="list-style-type: none"> <li>• Airport to prepare and present a detailed paper at a future CACG meeting in 2018 that opens this issue for discussion.</li> </ul>	<ul style="list-style-type: none"> <li>• To be determined - subject to outcome of discussions at CACG.</li> </ul>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
<b>Sustainable management of airport growth</b>				
<p>The Master Plan at page 53 states: “Gold Coast Airport forecasts 103,000 annual RPT aircraft movements by 2037, reflecting an average annual growth rate of 4.7 per cent over twenty years.” That is, the number of aircraft movements is projected to increase 2.5 times over current levels over the next 20 years. Passenger numbers are projected to triple from 6 million to over 18 million.</p> <p>A growing airport surrounded by a growing urban area means there is escalating potential for conflicts with the community over airport operations.</p>	<p>The Airport is a major infrastructure asset for the Gold Coast and northern NSW. It is also a large industrial enterprise that generates noise and pollutants, and these issues must be well-managed.</p> <p>While there are many commendable provisions in Chapter 11.0 of the Master Plan – <i>Environment and Sustainability</i>, some crucial gaps remain in the environmental monitoring and management framework for the Airport. These gaps relate to:</p> <ul style="list-style-type: none"> <li>• Validation of aircraft noise models in Master Plans with actual on-ground noise monitoring (e.g. for verification of N60 and N70 contours)</li> <li>• Air pollution levels from aircraft emissions and their human health implications</li> <li>• Monitoring and management of PFAS</li> </ul>	<p>The community surrounding the Airport has confidence that:</p> <ul style="list-style-type: none"> <li>• The environmental monitoring and management framework for the Airport is commensurate with its current size and keeps pace with its projected future growth</li> <li>• all key impacts associated with its currently approved growth are monitored, managed and reported publicly</li> <li>• the key modelling used by the Airport in its Master Plan and Major Development Plan applications will be validated by actual measurement (e.g. noise contour modelling; runway threshold noise monitoring, etc.)</li> <li>• the potential locations of any new flight paths and their implications for the community are disclosed</li> </ul>	<ul style="list-style-type: none"> <li>• Actions and programs are put in place by the respective entities to address the crucial gaps identified in the environmental monitoring and management framework.</li> <li>• To provide CACG with greater insight a presentation is requested from DIRDC on how it assesses applications for airport growth and the adequacy of environmental management programs proposed in draft airport Master Plans.</li> </ul>	<ul style="list-style-type: none"> <li>• By reporting and review of results from the new environmental monitoring and management programs.</li> </ul>

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
	<p>contaminated soil, surface water and groundwater</p> <ul style="list-style-type: none"> <li>• Long-term human health risks to residents living in proximity to airports, as identified in international, peer-reviewed literature.</li> </ul> <p>Responsibility for these issues is distributed across entities such as the Airport, Airservices and DIRDC.</p> <p>Regardless of who is responsible, these gaps exist and raise important questions in the community about the adequacy of the current environmental monitoring and management framework for the Airport.</p> <p>There is also an increasing number of objections being lodged by the Airport to development applications in Tweed Shire within the 'airport footprint', pointing to an upward trend that may continue.</p>	<p>and deliberated in CACG, well ahead of the next Master Plan review</p> <ul style="list-style-type: none"> <li>• concerns regarding sustainable management of airport growth are evaluated impartially by DIRDC and the Federal Minister, with the health and safety of residents as the highest priority.</li> </ul>		

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
	<p>Recently in the ANACC forum there has been a call for a “Noise Amelioration Program” to be investigated for the residential areas to the south of the Airport in response the increasing number of RPT overflights.</p> <p>65% of the population of Tweed Shire lives under the flight paths to the south of the Airport. Existing aircraft numbers are already resulting in some runway 14 departures being directed by ATC to fly straight ahead to the south, for example over Kingscliff, to maintain separation from arriving aircraft. This is not a designated flight path and there are strong community concerns that a 2.5 times increase in aircraft movements will drive the need for more (new) flight paths over Tweed Shire, including the need for flight paths over areas previously unaffected by aircraft noise. The Master Plan does not</p>			

Issue	Current state	Desired future state (where we want to be)	Strategies and actions required	How will progress be measured and monitored?
	<p>explain how this substantial increase in RPT traffic is going to be managed in the airspace over Tweed Shire, and whether the designation of new flight paths over populated areas will be required.</p>			
<b>Airport Sustainability Strategy</b>				
<ul style="list-style-type: none"> <li>• There is no significant public evidence of the airport's commitment to sustainability.</li> <li>• The airport does not leverage its current sustainability initiatives to demonstrate good corporate citizenship</li> </ul>	<ul style="list-style-type: none"> <li>• G C Airport has &gt; 25% of its Commonwealth lease area dedicated to environmental purposes.</li> <li>• The status of the airport environs from an environmental perspective are not clear to the public in terms of preservation, legislative protection or cutting-edge stewardship despite the possibility that some or much would demonstrate significant environmental credentials.</li> <li>• The airport is not currently viewed as a leader in sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• GC Airport aims to be the best corporate citizen of the southern Gold Coast as measured holistically and not through economic contribution alone.</li> <li>• GC Airport aims to be the active leader in sustainability for southern Gold Coast in recognition of its gateway status to some of Australia's most protected, biodiverse, and productive landscapes.</li> <li>• Environmental benchmarks and achievements are made</li> </ul>	<ul style="list-style-type: none"> <li>• GC Airport develops and continually updates its sustainability strategy and on-going operational plan that demonstrated that it goes further in environmental stewardship than required by legislation.</li> <li>• Transparent and meaningful public engagement in the development of a sustainability strategy to demonstrate mutual benefits and potential partnerships e.g. "Friends of the Airport"</li> <li>• Engage recognised sustainability experts to</li> </ul>	<ul style="list-style-type: none"> <li>• The sustainability strategy and associated operational procedures are best practice and more and guided by sustainability professionals.</li> <li>• Sustainability across all areas (social, environmental, economic and governance) will be standard benchmark assessment criteria for all airport projects (including all buildings and Ecologically Sustainable Development) and administrative</li> </ul>

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	<p>when many other airports world-wide cite environmental initiatives as central to their identity and operation.</p>	<p>public.</p> <ul style="list-style-type: none"> <li>• The airport is recognised city-wide as the Champion for Sustainability</li> <li>• Travellers, visitors and working personnel are reminded about the airport’s commitment to sustainability.</li> </ul>	<p>guide the development and facilitate stakeholder input.</p> <ul style="list-style-type: none"> <li>• Facilitate easier public interaction with the airport to enable community suggestions and input into the sustainability agenda.</li> </ul>	<p>practices</p> <ul style="list-style-type: none"> <li>• Annual public reporting on the independent “auditing” of the airport’s sustainability practices.</li> </ul>
<b>Supporting the consultative requirements for Airport Master Plans and Major Development Plans</b>				
<p>The DIRDC CACG Guidelines 2016 state that one of the purposes of a CACG is “to complement and support the consultative requirements already established for Master Plans and Major Development Plans”.</p> <p>and</p> <p>“Airport operators are expected to give serious consideration to recommendations made by their CACG, particularly in relation to Master Plans and MDPs.”</p> <p>Improvements are needed</p>	<p>Currently CACG agendas are not structured to facilitate discussion on the issues of significance for the community associated with developing updated Master Plans or Major Development Plans.</p> <p>Instead draft Master Plans and Major Development Plans are prepared by the Airport and published for public comment. Only then are CACG community members afforded the opportunity to comment (along with every other citizen). This process can</p>	<p>The key strategic issues for future Airport Master Plans and Major Development Plans are deliberated and addressed systematically through the CACG Strategic Work Program process to genuinely attempt to settle issues ahead of the actual drafting of future Airport Master Plans or Major Development Plans.</p> <p>CACG continues to be recognised as “the key community consultation forum to regularly share information and views about on-airport</p>	<ul style="list-style-type: none"> <li>• The key strategic issues for future Airport Master Plans and Major Development Plans are identified in ongoing updates of the CACG Strategic Work Program.</li> <li>• Keeping the CACG Strategic Work Program updated will be a shared responsibility of CACG and the Airport (CACG secretariat).</li> <li>• CACG agendas are structured to facilitate discussion of these issues, with the expectation that inputs and options raised by community groups are taken into account by the airport</li> </ul>	<ul style="list-style-type: none"> <li>• The structure of CACG agendas will change, with most of the meeting time devoted to prioritised agenda items drawn from the CACG Strategic Work Program.</li> <li>• The ‘vibe’ of CACG will improve, with members more clearly connected into airport planning processes and agendas focussed on strategic issues of significance.</li> <li>• CACG members will be able to see evidence of how their input was taken into account or, if not, then why.</li> </ul>

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<p>to the process by which CACG members feed into the development of draft Airport Master Plans and draft Major Development Plans.</p>	<p>result in surprises and avoidable conflict over the proposed provisions in these plans.</p> <p>The issues of a growing airport surrounded by a growing urban community are complex and often require specialist knowledge and time to deliberate. Community representatives on CACG volunteer their time to acquire relevant background information /insight and attend CACG meetings. They are well positioned to inform the development process for Master Plans and Major Development Plans, commencing with their formative stages. However, CACG agendas need be structured to facilitate this discussion over time.</p>	<p>activities” (Master Plan, p 166).</p> <p>The inputs of community representatives on CACG continue to be acknowledged by senior Airport officers as valued contributions in the development of future Airport Master Plans and Major Development Plans.</p> <p>The community has confidence that DIRDC, as the airport regulator, is providing balanced and impartial assessment and recommendations to the Federal Minister regarding the approval of Airport Master Plans and Major Development Plans (noting these are generally matters of high community interest).</p>	<p>operator, with a genuine desire to resolve issues before preparing draft Master Plans and Major Development Plans.</p> <ul style="list-style-type: none"> <li>• At the first CACG meeting following the appointment of consultants to prepare Master Plans and Major Development Plans there is an agenda item for the lead consultant to attend, listen to and discuss key issues of significance with CACG members.</li> <li>• The DIRDC representative on CACG continues to brief CACG meetings on the DIRDC policy position in relation to issues identified in the CACG Strategic Work Program.</li> <li>• The DIRDC representative continues to monitor how the CACG is tracking against the expectations in the DIRDC <i>CACG Guidelines 2016</i> and provides suggestions for improvement as appropriate.</li> </ul>	

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			<ul style="list-style-type: none"> <li>• Offer every CACG member a hard copy of the 2017 Gold Coast Airport Master Plan free of charge to support their role and ongoing contributions.</li> </ul>	
<b>Effective communication with the community</b>				
<p>CACG is required by its Terms of Reference to be an effective channel for communication with the community.</p>	<p>The DIRDC CACG Guidelines 2016 states that the terms of reference for a CACG include “strategies to ensure the broad community is informed of issues discussed in the CACG”.</p> <p>The 2017 Master Plan (p166) lists the following as a key achievement over the past five years: “Establishment of the CACG as the key community consultation forum to regularly share information and views about on-airport activities.” This is a commendable outcome. This said, improvements can be made to better support CACG members, particularly community group</p>	<p>CACG is recognised by the community as an effective communication channel.</p> <p>There is a good, regular flow of information between the CACG and the community, with no surprises for the community related to significant airport issues or changes.</p> <p>CACG is well supported by the Airport and Airservices to deliver its communication channel function.</p> <p>Openness and transparency regarding sharing of information improves, especially around high community interest issues such as: flight path and noise</p>	<ul style="list-style-type: none"> <li>• The Airport, Airservices and DIRDC provide information products, fact sheets; webpage content and links; and other support to the CACG members for use to inform our various memberships.</li> <li>• Each presenter at a CACG meeting to provide a hard copy of the presentation or a dot point summary on the meeting day to facilitate accurate, timely communication to the wider community.</li> <li>• Ensure the timelines for delivery of CACG (and ANACC) meeting minutes are always met.</li> <li>• Improve the CACG annual report so that it documents results achieved and is not</li> </ul>	<ul style="list-style-type: none"> <li>• All recommended strategies and actions are in place.</li> </ul>



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	<p>representatives, in their engagement with constituents and the wider community.</p> <p>The CACG website content needs to be updated and improved.</p>	<p>abatement procedure compliance; PFAS monitoring and management; air pollution monitoring; actual validation of noise modelling; etc.</p>	<p>just a list of meeting briefings for the year.</p> <ul style="list-style-type: none"> <li>• Update and improve the publicly available content of the CACG website.</li> </ul>	
<b>Issues being addressed through avenues other than CACG</b>				
<b>ILS installation works on Crown reserve lease</b>				
<p>The ILS development works on the NSW Crown Reserve involved the clearing and filling of a significant area which included wetland, mangroves and tidal channels.</p> <p>The works were undertaken without any environmental assessment and approval process under NSW regulations.</p>	<p>The Airport asserts that it enjoys an exemption from the requirement to undertake an environmental assessment and approval process under NSW regulations. However, alternate interpretations of the legislation suggest this claim is not a correct construct of the legislation and no such exemption exists for the Airport.</p> <p>The MDP did not disclose any information on flood</p>	<p>A comprehensive review is undertaken to ascertain all obligations and approval pathway requirements for the ILS development on the NSW Crown Reserve.</p> <p>Omissions of any required obligations be immediately notified and corrected where possible.</p> <p>For transparency, CACG has access to any Management Plans for the ILS development on the NSW</p>	<p><i>Note: This matter is being investigated outside the CACG forum as the complexities of the legalities of approvals come under the jurisdiction of Federal and State regulations (agreed at CACG meeting 7 March 2018).</i></p>	

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	<p>modelling, nor the full extent of fill intended.</p> <p>The ILS development on the NSW Crown Reserve has significantly altered hydrological regimes and permanently altered tidal inundation patterns, with consequential impacts to adjacent land and waterbodies.</p>	<p>Crown Reserve.</p> <p>There is a determination of the entity responsible for any adverse impacts to adjacent lands and waterbodies as a consequence of the ILS development.</p>		
<b>Aircraft noise management issues</b>				
<p><b>To avoid duplication in the CACG Strategic Work Program, aircraft noise management issues will be addressed through the ANACC sub-committee and its Strategic Work Program.</b></p>			<ul style="list-style-type: none"> <li>• <b>CACG role will be to receive reports, and monitor the performance and outcomes of ANACC.</b></li> <li>• <b>Particularly challenging issues in ANACC may be escalated to CACG for assistance in resolution.</b></li> </ul>	