



Gold Coast Airport
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Sent via email

22 July 2020

Dear CACG member

Re: July update on airport matters

Thanks again for your understanding about the cancellation of the July Community Aviation Consultation Group (CACG) meeting due to the management of the COVID-19 health crisis and recommendations about gatherings by health authorities.

As discussed, we have put some information together for CACG members in an attempt to keep everyone informed about airport matters during this time.

This information addresses the key standard agenda items, including airport activities, Airservices' update on PFAS and noise, and the CACG action list. If you have any questions about details included in this information pack, please let me know via the Secretariat.

It is hoped that the November CACG meeting will go ahead, allowing us to catch up in person with community representatives before the end of the year. But there is still no certainty around this, given the increased COVID-19 cases in Victoria and NSW recently and associated management measures. Therefore, we will provide an update in early October regarding this meeting.

Please don't hesitate to reach out to the Secretariat with questions at any time.

Regards

A handwritten signature in black ink, appearing to be 'Brett Curtis', written over a white background.

Brett Curtis
General Manager Operations & Service Delivery

Community Aviation Consultation Group (CACG) Information Pack

Date: Wednesday 22 July 2020
Chairman: Ron Brent
Secretary: CACG@gcal.com.au

OBJECTIVES

- Provide a forum for the exchange of information and ideas between all parties
- Allow the concerns of interested parties to be raised and taken into account
- Contribute to community understanding of airport operations

Note: The purpose of the CACG is for consultation, not decision-making

TIME	NO.	ITEM	ACTION / ATTACHMENTS
N/A	1.	Consideration of Previous Minutes/Action List	
	1.1.	CACG Meeting held 04 March 2020	<i>Minutes included</i>
	1.2.	Action List & Recommendations	<i>Attached</i>
	1.3.	Terms of Reference – Three yearly review <i>Feedback will be sought from members in August 2020 with endorsement at the November meeting.</i>	<i>For Information</i>
N/A	2.	Airservices Report	
	2.1.	Airservices Update- Gold Coast CACG	<i>Attached</i>
	2.2.	Airservices PFAS Activities at Gold Coast Airport	<i>Attached</i>
N/A	3.	Airport Developments	
	3.1.	Gold Coast Airport update	<i>Attached</i>
N/A	8.	Material Correspondence	
	8.1.	DITRDC RE: GCAL Curfew Summary First Quarter 2020	<i>Attached</i>
N/A	9.	General Business	
	9.2	CACG Dates 2020 <i>Wednesday 4 November 2020</i>	<i>For Information</i>

Attachment 2: CACG Action List

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
25	25/07/2018	PFAS	To investigate if an environmental expert can present to address the CACG about the DSI.	Airservices (Darrin Davies)	04/03/2020 08/07/2020 04/11/2020	Deferred to November meeting due to COVID-19 restrictions. Refer to July 2020 CACG information pack for update.
34	07/11/2018	Air Quality Monitoring	Provide update at the next meeting on the results of the air quality testing.	Gold Coast Airport (Norbert Benton)	04/03/2020 08/07/2020 04/11/2020	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.

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
						This report should be available for the November CACG meeting.
36	07/03/2019	Airport Southern Access Road	GCA to provide an update on the southern access road process.	Gold Coast Airport (Brett Curtis)	04/03/2020 08/07/2020 04/11/2020	On hold. Update to be provided at the November CACG meeting.
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	04/03/2020	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. On-hold. 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)	04/03/2020 08/07/2020 04/11/2020	Chair to follow up with Airservices to confirm.
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 05/03/2020.
64	04/03/2020	Departures over Kingscliff	Members to provide written queries regarding Kingscliff Departures to the ANACC Secretariat for collation and	CACG Members	08/07/2020	Closed. Item closed subject to any further action determined

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
			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.			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 meeting minutes
66	04/03/2020	PFAS	Respond to <i>8.3 PFAS Contamination at Gold Coast Airport</i> paper along with questions submitted via the CACG Secretariat. Further to this coordinate for the successful tenderer to attend the next CACG meeting to address the committee as per Action Item #25.	Airservices (Darrin Davies)	08/07/2020 04/11/2020	Deferred to November meeting due to COVID-19 restrictions. Refer to July 2020 CACG information pack for update.
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 01/05/2020
68	04/03/2020	Departures over Kingscliff	ANACC report to provide update to the CACG on progress on the Departures over Kingscliff item.	ANACC Chair	08/07/2020 04/11/2020	Ongoing. Meeting held with community members and Airservices to progress item 24/06/2020. ANACC Chair November meeting.

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)	06/11/2019 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)	06/11/2019 04/03/2020	Airservices will advise the Secretariat when reports are published for circulation to the committee.
33	07/07/2018	N/A	Rod to provide email to Neil to follow-up	Rod Bates	06/11/2019	Completed.
39	03/07/2019	Meeting Minutes	Circulate final minutes of 07 March 2019 meeting.	Secretariat	01/08/2019	Replaced by Action Item 47.
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	Chair	06/11/2019	Rod Bates response provided.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			put to Airservices on which they are still awaiting a response. Due August 2019			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
45	03/07/2019	ILS	The Chair to follow up with Department of Infrastructure on whether the Curfew Quota movements report can identify any	Chair	04/03/2020	The Department advised they do not receive ILS detail from Airservices. They can however include runway use in the curfew

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			ILS arrivals and the reasons for their curfew arrival.			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.
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.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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. https://webtrak.emsbk.com/ool3
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.

22 July 2020



AIRSERVICES UPDATE

GOLD COAST COMMUNITY AVIATION CONSULTATION GROUP

COVID-19 AVIATION IMPACTS



There are ongoing changes to aircraft operations – including flight tracking and timing of activities

This will continue as aviation activity returns to normal

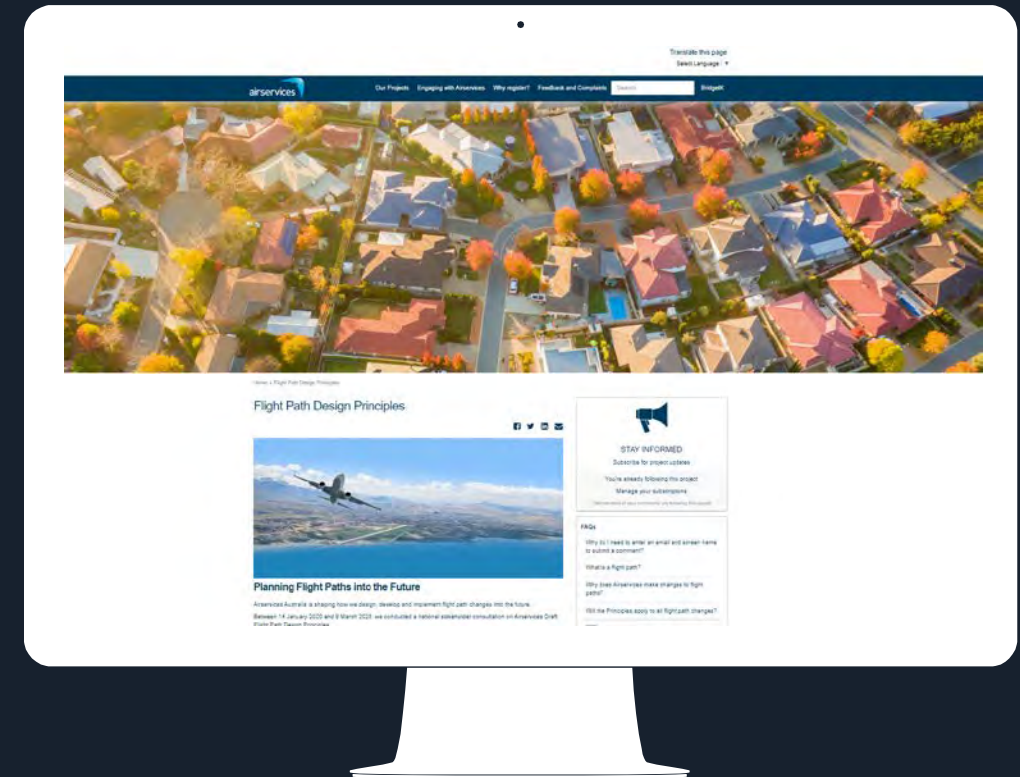
We need to keep providing the best possible response for emergency services, medical operations, personnel movement, freight and logistics

FLIGHT PATH DESIGN PRINCIPLES RELEASED

Public comment period closed 8 July 2020
12pm AEDT

Principles will apply to new flight path and
airspace change projects from July 2020

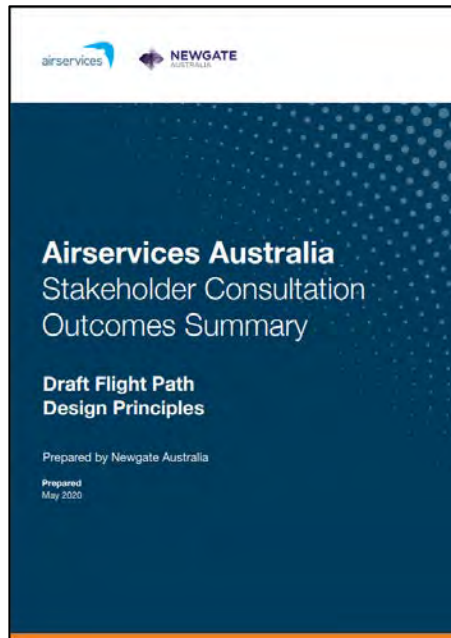
Feedback from our consultation has led to
the development of the final Flight Path
Design Principles and Application Notes



DOCUMENTS RELEASED

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



FLIGHT PATH DESIGN PRINCIPLES

- Stakeholder feedback has helped develop final Principles
- Approved by Airservices Board in April 2020



APPLICATION NOTES

- Released in response to stakeholder feedback
- Assist in explaining how the Principles will be applied



DOCUMENTS RELEASED

RATIONALE FOR CHANGE

Draft Principle	Final Principle	Rationale for change
Principle 1 - The safety of air navigation must be the most important consideration.	Safety of air navigation must be the most important consideration.	<ul style="list-style-type: none"> Principle retained as Airservices <i>“must regard the safety of air navigation as the most important consideration”</i> under the <i>Air Services Act 1995</i> Feedback across different stakeholders and consultation activities also indicated Principle considered the most important Principle.
Principle 2 - Flight paths must be designed in accordance with Australian and International design standards established in International Civil Aviation Organisation (ICAO) PANS-OPS and Australian Civil Aviation Safety Regulations Part 173.	COMBINED - Flight path design must comply with Australian and International design standards, and cater for the range of aircraft that will operate on the flight paths.	<ul style="list-style-type: none"> Draft Principle 2 and 13 combined to reflect feedback both Principles are not required Technical jargon and terms removed to reflect feedback the Principle should be more accessible to the general community: <ul style="list-style-type: none"> reference to <i>(ICAO) PANS-OPS and Australian Civil Aviation Safety Regulations Part 173</i> removed <i>‘aircraft performance’</i> changed to <i>‘range of aircraft’</i>
Principle 13 - Flight paths will accommodate differing aircraft performance as specified in ICAO PANS-OPS		
Principle 3 - Minimise the effect on the environment through designs that effectively manage emissions, fuel consumption and greenhouse gases, limiting these wherever practicable.	COMBINED - Design flight paths that deliver operational efficiency and predictability, and minimise the effect on the environment through reducing fuel consumption and emissions.	<ul style="list-style-type: none"> Draft Principle 3 and 5 combined to reflect feedback both Principles are not required Principle retained as emissions and aircraft fuel consumption were a strong priority in quantitative research and community pop-ups Technical jargon and terms removed to reflect feedback the Principle should be more accessible to the general community: <ul style="list-style-type: none"> reference to <i>‘CDO’, ‘CCO’</i> and <i>‘unrestricted flight paths’</i> removed <i>‘Wherever practicable’</i> removed to reflect feedback this is considered <i>‘noncommittal language’</i>.
Principle 5 - Design flight path changes that deliver efficiency while minimising the noise effects of aircraft operations through continuous descent operations (CDO), continuous climb operations (CCO) and unrestricted flight paths.		
Principle 4 - To the extent practicable, protect areas of Matters of National Environmental Significance (MNES), local cultural heritage and areas of natural beauty considering the noise, emissions and visual impacts of the change.	<p>REWORDED - Consider Matters of National Environmental Significance, other sensitive habitats, and registered heritage sites</p> <p>NEW - Consider potential impacts on social, economic and cultural values of communities and locations, including Indigenous and other heritage places.</p>	<ul style="list-style-type: none"> <i>‘To the extent practicable’</i> removed to reflect feedback this is considered <i>‘noncommittal language’</i> Language clarified to reflect feedback the Principle should apply to sites that are recognised and defined by an authority and to remove ambiguity about what is considered <i>‘areas of natural beauty’</i> or <i>‘local cultural heritage’</i> New Principle added to reflect community feedback that community views and values be considered in identifying social, economic and cultural locations and impacts.
Principle 6 - Noise should be concentrated as much as possible over non-residential and other non-noise sensitive areas and establishments.	REWORDED - Consider concentrating aircraft operations to avoid defined noise sensitive sites.	<ul style="list-style-type: none"> Principle retained as broad agreement with it across stakeholders and consultation activities <i>‘Defined noise sensitive sites’</i> added to reflect feedback the types of sites should be clarified <i>‘As much as possible’</i> removed to reflect feedback this could mean the Principle is given less consideration than other Principles.
Principle 7 - Where residential areas are exposed to noise, it should be fairly shared whenever feasible and practicable.	COMBINED - Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared.	<ul style="list-style-type: none"> Draft Principle 7 and 11 combined to reflect feedback both Principles are not required <i>‘Fairly shared’</i> removed to reflect feedback this is open to different interpretations Noise sharing retained to reflect feedback this is consistent with ICAO guidelines <i>‘High-density residential’</i> added to reflect survey feedback that avoiding high density residential is more important than avoiding low density residential.
Principle 11 - To the extent practicable, distribute flight paths so that residential areas overflown by aircraft arriving on a particular runway do not also experience overflight by aircraft departing from the runway in the reciprocal direction.		
Principle 8 - Noise Abatement Procedures and Fly Neighbourly Procedures should be optimised to achieve the lowest possible overall impact on the community	COMBINED - Where noise exposure is unavoidable, consider Noise Abatement Procedures that adjust aircraft operations to reduce noise impacts, including consideration of the time of these operations.	<ul style="list-style-type: none"> Draft Principle 8 and 9 combined to reflect feedback both Principles are not required <i>‘Fly Neighbourly Procedures’</i> removed to reflect industry feedback they are not Airservices responsibility Consideration of time of day included to reflect varied feedback on impact of aircraft noise at night, on weekends and for people home during the day (e.g. shift workers, retirees, carers).
Principle 9 - Aircraft operations that are conducted at night or on weekends should be treated as being more sensitive than those which occur during the daytime or on weekdays.		
Principle 10 - Both current and expected future noise exposure shall be taken into account when considering flight path design changes.	REWORDED - Consider current and expected future noise exposure when designing flight paths.	<ul style="list-style-type: none"> Wording simplified to reflect feedback the Principle is difficult to understand.
Principle 12 - Consider the impact of flight path options on airport capacity and overall network operations.	SPLIT - Consider flight paths that optimise airport capacity, and meet future airport requirements.	<ul style="list-style-type: none"> Draft Principle 12 split into two Principles to reflect industry feedback that airport capacity and network operations are not necessarily aligned. Additional text added to further clarify the Principles to reflect feedback they are difficult to understand.
	SPLIT - Consider flight paths that optimise overall network operations, including consideration of operations at adjacent airports.	
Principle 14 - Design flight paths to facilitate access to all eligible airspace users.	<p>REWORDED - Design flight paths to facilitate access to all appropriate airspace users.</p> <p>NEW - Consider innovation and technology advancements in navigation and aircraft design.</p>	<ul style="list-style-type: none"> Draft Principle 14 retained to reflect feedback that operators with older technology should not be excluded or disadvantaged Technical jargon and terms removed to make Principle accessible to the general community: <ul style="list-style-type: none"> reference to <i>‘eligible airspace users’</i> replaced with <i>‘appropriate airspace users’</i> New Principle added to reflect feedback about designing flight paths to encourage and support adoption of new technology.

ONLINE NOISE REPORT

JANUARY TO JUNE 2020 RELEASED ON [WEBSITE](#)



Gold Coast Airport

- Intro
- Movements
- Flight Paths
- Runways
- Investigations & Consultation
- Noise Monitoring
- Complaints

Select complaints

Complaints

Airservices manages enquiries and complaints about aircraft noise and operations through the [Noise Complaints and Information Service \(NCIS\)](#). The information below is collected by the NCIS for the purpose of complaint management, analysis of issues and identification of causal factors. For this reason we refer to 'complainants' and 'issues'. Complainants are people who contacted the NCIS. While some people submitted enquiries or comments rather than complaints, all are referred to as "complainants". Issues are the primary concern they raised.

Changes to our complaint-reporting format

The new interactive reporting below (effective October 2019) will be monthly, rather than quarterly. New data will be available on the 10th business day of each month.

Use this interactive tool to explore the issues raised by residents from different suburbs. Read an explanation of [issues and classifications](#) used in complaint reporting.

Help is provided on both the Complainants and Issues and Classification Screens in the bottom right hand corner of the screen.

If the NCIS have identified something new or unusual in the data, an explanation will be provided in a dated accordion below the interactive reporting. Previous quarterly reporting to January 2016 is under the accordion "Archived". Yearly reviews of complainant numbers and issues will continue to be provided.

Note: monthly complaints data describes the complaints lodged in that calendar month. Depending on when in the month the matter was lodged, the investigation may not have been completed within the same month. Where an investigation reveals that the issue or classification initially assigned to the matter was not the most appropriate one, this will be corrected. This may result in incremental changes to issue or classification counts for a previous month. Additionally, complainant numbers are now for each month. Previously if a complainant contacted the NCIS each month in a quarter that was reported as one complainant, if you are adding the number of complainants each month, this may not provide a realistic interpretation of the total number of complainants. If you select a month where there were no complainants, nothing will be displayed.

Select Page

Select a page :

Complainants Issues and Classifications

Select a month Mar-20

Select month

Complaints



NCIS UPDATE

REPORTING

We are using a new reporting style to align with our online monthly reporting

We will report on complainants

plus two issues (we can change the issues if the CACG prefers but we will only report on two issues not these and two more):

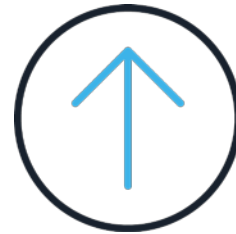
1. Runway comparison
2. Suburbs with most complainants

Please provide feedback on the next few slides



Overall Complaints

Complainant numbers across Australia increased from April to June as more people worked from home



General Aviation Complaints

GA complaints increased – especially around circuit and other training activities



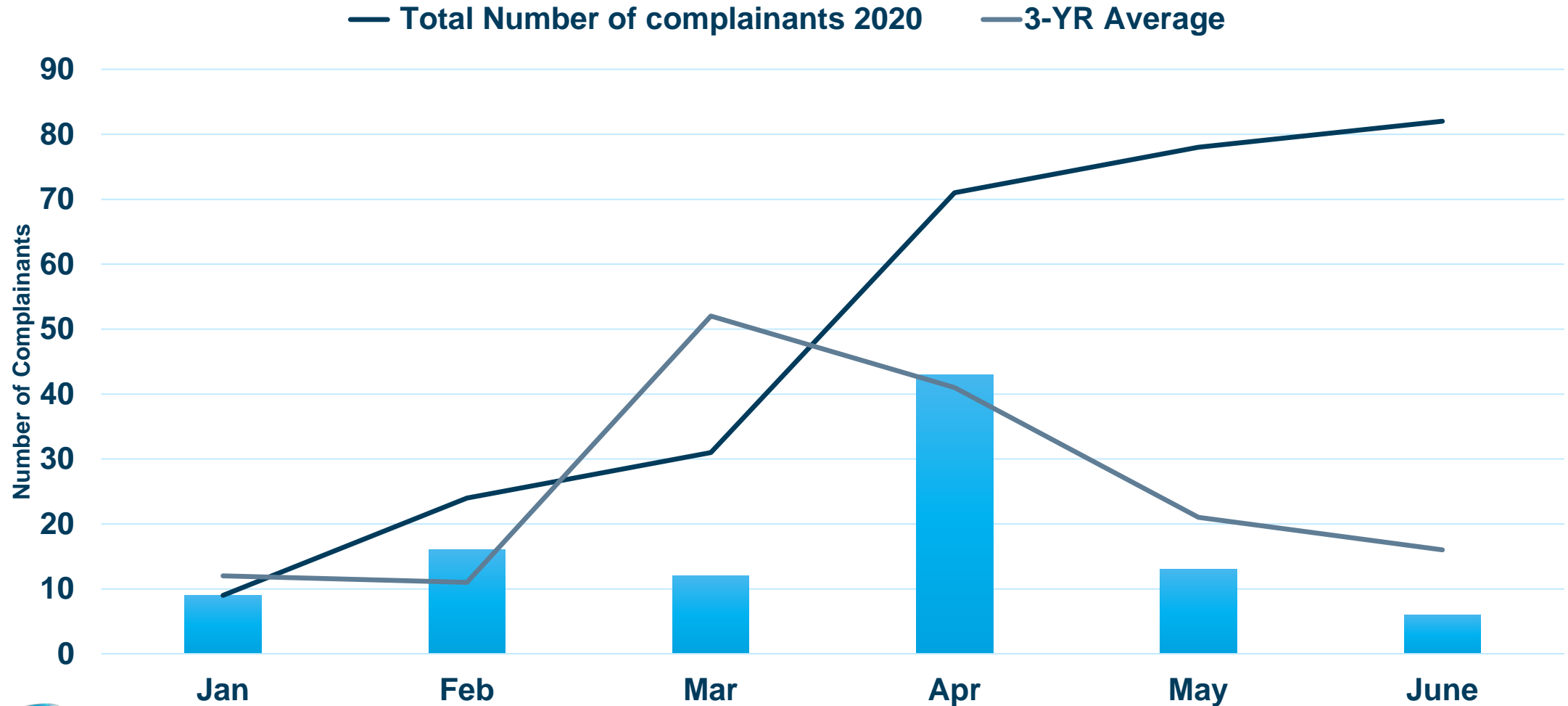
Gold Coast Complaints

April – 35 residents disturbed by training activities

May – 6 residents disturbed by training activities, main concern curfew operations

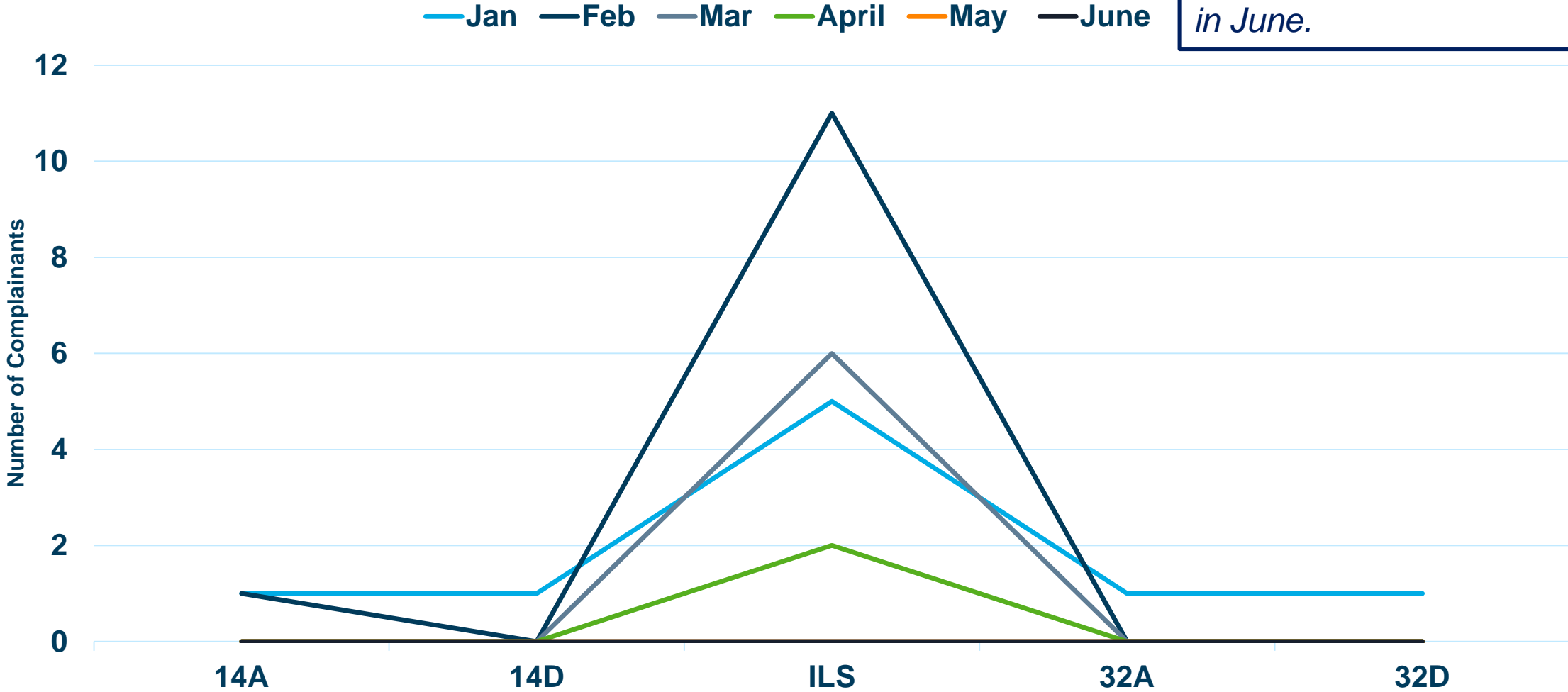
COMPLAINANT NUMBERS PER MONTH

*Are these reports useful?
Do you have any feedback?*



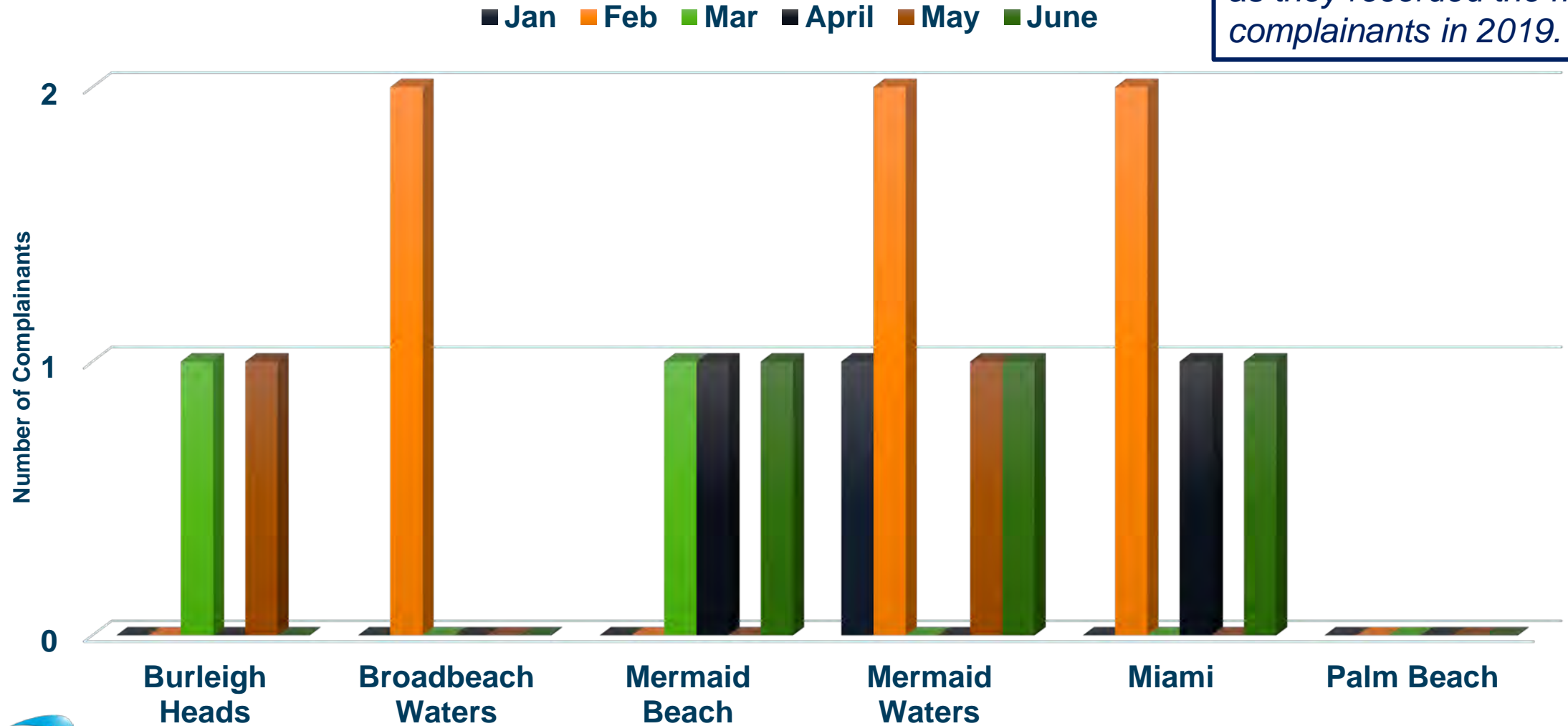
RUNWAY COMPARISON BY MONTH

This report now monthly rather than quarterly as previously provided. Note no complainants for the ILS in June.



SUBURB COMPARISON BY MONTH

Chart shows complainant activity per month in 2020. these suburbs were chosen as they recorded the most complainants in 2019.



ILS PIR

Post Implementation Review of the Airservices Environmental Assessment for the Gold Coast Airport Instrument Landing System

Airservices will shortly commence the Post Implementation Review of our environmental assessment and community engagement associated with the implementation of the *Gold Coast Airport Instrument Landing System arrival procedures*, including Noise Abatement Procedures.

We provided a briefing on the PIR process to members of the CACG and ANACC on Monday 6 July 2020.



Home » Post Implementation Review of the Airservices Environmental Assessment for the Gold Coast Airport Instrument Landing System

Post Implementation Review of the Airservices Environmental Assessment for the Gold Coast Airport Instrument Landing System



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2 members of your community are following this project



THANK YOU

GOLD COAST AIRPORT CACG UPDATE – JULY 2020

AIRSERVICES PFAS ACTIVITIES AT GOLD COAST AIRPORT

Airservices PFAS management approach

The focus of Airservices national PFAS program is to:

- Conduct site investigations across civilian airports to understand the scope and scale of any potential PFAS contamination resulting from Airservices' 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/Territories 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.

Investigation work undertaken by Airservices at the GCA

In October 2017 Airservices completed a targeted PFAS investigation at the eastern side of Gold Coast Airport, including sampling spear bores of properties adjacent to the Airport, to better understand any potential off-airport impacts which may be directly related to historic aviation firefighting operations.

The investigation concluded the health risk associated with the use of groundwater from the tested spear bores for recreational and irrigation use was low. Airservices provided the results of this analysis to the residents of the properties and the findings were also provided to GCA and the Queensland Intergovernmental Committee on PFAS. The results were also publicly released on the Airservices website. It should also be noted that the Queensland Department of Environment and Heritage Protection advises that bores should not be used as drinking water sources or for recreation use.

This targeted investigation off-site followed investigations and sampling conducted at the GCA and within the Cobaki Broadwater in 2016 and 2017. These earlier investigations found no detections or low levels of PFAS in soil and water at the perimeter of the airport, and no detection in the Cobaki Broadwater, including in fish.

Airservices next steps on PFAS management at Gold Coast Airport

In order to protect our staff and ensure we could continue to deliver our valued services during the COVID-19 global pandemic Airservices Australia implemented a series of procedural and safety initiatives. With site access challenges, travel restrictions and safety as a top priority the PFAS Management program was adjusted temporarily.

The PFAS characterisation tender process which includes the Gold Coast Detailed Site Investigation was paused, until conditions allowed a return to the planned activities. In line with the gradual easing of restrictions the tender process will re-commence and it is anticipated that successful tenderers will be appointed to begin the Detailed Site Investigation at Gold Coast Airport by Q4 2020 or sooner if possible. We will recommence our communications with relevant stakeholders at that time.

Once the appointment has been made, a timeline for that investigation will be developed and communicated. It must be noted that this timeframe could be extended depending on any future developments relating to COVID-19.

Gold Coast Airport

July 2020 CACG Presentation



COVID-19 Operational Impact

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

The re-opening of the QLD border on Friday 10 July has seen a slight recovery of domestic flights with approximately 6 flights per day currently being experienced.



Passenger Numbers

- February = 449,000 (down 7% on prior year)
- March = 306,000 (down 43% on prior year)
- April = 1,520 (down 99.8% on prior year)
- May = 2,300 (down 99.6% on prior year)
- June = 5,390 (down 99.1% on prior year)

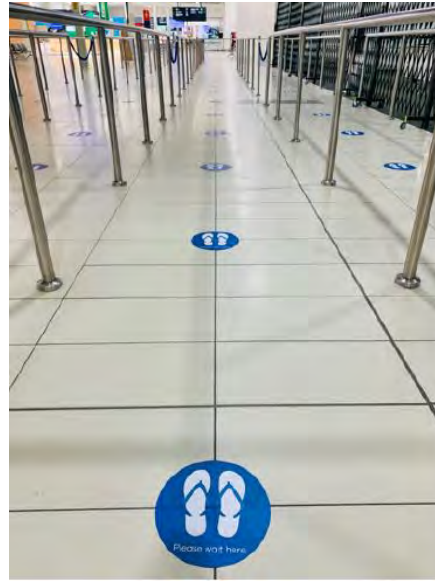


RPT Flight Numbers (arrivals & departures)

- February = 1,465 or 354pw
- March = 1,195 or 270pw
- April = 22 or 5pw
- May = 14 or 3pw
- June = 28 or 7pw

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 Gold Coast Airport website for specific COVID-19 travel information.



Runway Gig

Images of the Gold Coast and Northern NSW were beamed around the world as a one-off concert on the GCA runway was broadcast and streamed live on Friday 29 May.

The GCA runway was shut down to allow Aussie band Sheppard to perform live to an estimated online audience of 130,000. The show was streamed live via Facebook on the Gold Coast Airport and 1029 Hot Tomato radio station's social media channels.



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.



The Southern Terminal Expansion achieved a significant milestone in June with 100% of concrete slabs completed.

Southern Terminal Expansion



Southern Terminal Expansion



- Civil works are expected to be completed November 2020
- Building programme is still to be confirmed



➤ Civil works are expected to be completed August 2020



- The southern 450m of the main runway is due for a maintenance overlay of the asphalt surface
- Works will be undertaken at night and are due to be completed over two weeks in September



- Construction of the airport Hotel is due for completion in September 2020
- Hotel opening date is still to be determined



AIRCRAFT OPERATIONS DURING GOLD COAST AIRPORT CURFEW

1 January to 31 March 2020

SUMMARY

Dispensations Granted	Pre-curfew Taxi Clearance	Curfew Quota Movements	Emergency & Search/Rescue Movements	Permitted Jet Movements	Permitted Propeller Driven Aircraft	Diversions
5	2	4	12	9	6	0

Dispensation

There were five dispensations approved during the January to March 2020 period.

- On 13 January 2020 Jetstar flight JST448 was granted a dispensation to land no later than 11:30pm. The aircraft landed at 11:26pm.
- On 15 January 2020 Virgin Australia flight VOZ759 was granted a dispensation to land no later than 11:15pm. The aircraft landed at 11:08pm.
- On 20 January 2020 Jetstar flight JST452 was granted a dispensation to land no later than 11:30pm. The aircraft landed at 11:10pm.
- On 21 January 2020 Jetstar flight JST452 was granted a dispensation to land no later than 11:30pm. The aircraft landed at 11:10pm.
- On 12 March 2020 Jetstar flight JST452 was granted a dispensation to land no later than 11:20pm. The aircraft landed at 11:14pm.

Pre-curfew Taxi Clearance

There were two pre-curfew taxi clearance movements.

- Jetstar Airways flight JQ449 departed at 11:00pm on 20 January 2020.
- Tiger Air flight TGG573 departed at 11:03pm on 20 January 2020

Curfew Quota movements

There were four curfew quota movements conducted by airlines during the January to March 2020 period.

- Jetstar Airways flight JQ452 arrived at 11:09pm on 9 January 2020.
- Jetstar Airways flight JQ448 arrived at 11:27pm on 15 January 2020.
- Jetstar Airways flight JQ448 arrived at 11:19pm on 20 January 2020.
- Virgin Australia flight VOZ761 arrived at 11:12pm on 5 March 2020.

Emergencies/Search and Rescue

- There were twelve aeromedical flights, using such aircraft as Beechcraft Super King Air's, Learjet 35, Embraer Phenom 300, Eurocopter AS350B3 and AgustaWestland AW139 helicopter.

Other approved aircraft movements:

- There were 6 approved propeller driven aircraft movements. These aircraft included: 1 x Cessna Skylane; 1 x Piper Navajo; 2 x Cessna Caravan's; 1 x Cirrus SR22; 1 x Beechcraft Baron.
- There were 9 business jet movements. These were 16 x Learjet 35's; 3 x Global Express's; 1 Cessna Citation and 5 x Cessna 525.

Runway usage January to March 2020

	January	February	March	Totals
Runway 14 Arrivals	3	3	6	12
Runway 14 Departures	2	2	1	5
Runway 32 Arrivals	4	3	1	8
Runway 32 Departures	7	1	0	8
Runway 17 Departures	0	0	1	1
Helipad Arrivals	0	1	1	2
Helipad Departures	1	1	0	2
				38