

Community Aviation Consultation Group (CACG)

Minutes of Meeting

| | |
|-------------------|--|
| Meeting: | Wednesday 6 March 2019, 09:00 – 12:08 (QLD Time) |
| Venue: | Bay Room, Twin Towns Services Club |
| Chairman: | Ron Brent |
| Secretary: | CACG@gcal.com.au |

1. Welcome and Introduction

The Chair acknowledged and paid respect to the traditional custodians past and present on whose lands we met. He acknowledged their deep feelings of attachment to the land and the relationship of Aboriginal people to country. The Chair welcomed Dr Satyamurthy Anuradha (Anu), attending on behalf of QLD Health.

2. Apologies

Apologies and attendees are listed at **Attachment 1**.

3. Record of Proceedings of Previous Meeting, 7 November 2018

The Minutes of the last meeting were endorsed.

4. Action Items

The action items were reviewed, and the action list updated. The updated action list, including actions from this meeting, is at **Attachment 2**.

The Chair presented the PFAS fact sheet on behalf of Andrew Collins (**Attachment 3**). The committee expressed their disgust at the non-attendance of Airservices and the disappointment that the DSI presentation was pushed to next meeting given the concern with the gaps in the investigation that were identified. The Chair made clear that he had been consulted by Airservices, who confirmed they cannot attend every meeting, and agreed that their attendance would be more useful at the next meeting rather than this. The Chair apologised to the meeting for having agreed to non-attendance by Airservices and took responsibility for that outcome.

5. Airport Act Amendments

Helen Gannon presented on the changes to the Airports Act, Airports Amendment Bill 2018 that came into effect on 28th September. Please find Helen's presentation attached. (**Attachment 4**).

It was noted that Gold Coast Airport will change to an eight-year Master Plan cycle with its next Master Plan (due in 2022).

In relation to draft Airport Master Plans, concerns were raised on the assessments of public comment by the airport due to a perceived conflict of interest. HG acknowledged the concern however noted that an amendment to the Airports Act to address this concern is unlikely to occur.

Norbert provided links to the draft PFAS NEMP 2.0 and the CRC CARE National Framework for Remediation

and Management of Contaminated Sites in Australia which are currently out for public consultation. Consultation on these documents closes on Friday 31 May 2019 and Sunday 31 March 2019 respectively.

<http://www.environment.gov.au/protection/chemicals-management/pfas>

<https://www.crccare.com/knowledge-sharing/national-remediation-framework>

6. **CACG Strategic Work Program**

- **PFAS monitoring and management update**

Passed onto next meeting.

- **Supporting the consultative requirements for Airport Master Plans and Major Development Plans**

John Hicks agenda paper, at **Attachment 5** to these minutes, contains his Association's recommendations. The meeting agreed that:

1. The Gold Coast Airport agree that key strategic issues for future Airport Master Plans and Major Development Plans continue to be deliberated and addressed systematically through the CACG and ANACC Strategic Work Program process to genuinely attempt to settle issues ahead of the actual drafting of future Airport Master Plans or Major Development Plans.
2. CACG and ANACC agendas continue to be structured to facilitate this discussion over time.
3. Given the complexity of some issues CACG members agree that some focussed, preparatory workshops out of session may be required between CACG and ANACC meetings to resolve issues. This will be a support for, but not a substitute for consideration at full meetings.
4. To consolidate CACG and ANACC recommendations for updating the 2017 Gold Coast Airport Master Plan in a transparent and accessible form the Secretariat will establish and regularly update a table-based document that summarises the recommendations under the relevant chapter, section or issue heading. An example of the table is at **Appendix 1**. This document will reside on the CACG website and be kept up to date. Members will assist the secretariat in identifying matter that should be added to this list.
5. The above document to be conveyed to the consultants and/or senior staff of GCA engaged to update the Airport Master Plan at the formative stage of the update process.
6. At the first CACG meeting following the appointment of consultants or senior GCA staff to prepare Master Plans and Major Development Plans there is an agenda item for the consultants and/or appropriate GCA senior staff to attend and discuss key issues of significance with CACG members.
7. The Gold Coast Airport keeps CACG updated with an indicative forward schedule for development of its Master Plan and Major Development Plans.

8. GCA advised that the Master Plan is available in public library's and on the website available for download. HT and JM requested hard copies, in particular for seniors without online access, which Marion Charlton agreed to provide.

7. **Airport developments**

Brett Curtis provided updates on the works currently underway on the Airport, including the 2018 traffic performance, Airport Hotel, the Project LIFT, Heinemann launch, Plane Spotters, Border Park and Wollemi Place, ILS Localiser post construction phase monitoring. The presentation used is at **Attachment 6**. Concerns were raised that the purchase of Border Park and Wollemi was for airport expansion i.e. terminal or apron areas. BC advised that the sites have not been purchased for that reason and noted the areas are be separate to the airport.

Concerns were raised around the hotel construction in particular the soil removal and ground water extraction. Questions were raised if the CEMP could be released. BC Advised that the CEMP would not be made available to the CACG however it may be possible to provide a summary of the controls associated with the soil and groundwater.

ACTION: GCA to consider if an overview of the Hotel CEMP can be made public.

Concerns were raised around the intersection heading north to the airport. BC advised that it was a project that GCA and the government were working together on.

ACTION: GCA to provide an update on the southern access road process at the next meeting

8. *Airservices Report*

Anthony Nugent provided the presentation at **Attachment 7**.

Clarification was sought on the short-term noise monitor on timeframe and location. AN advised that two noise monitors would be onsite for 3 months over the wet season with one located at Miami and the other in a location to be determined following feedback received from the CACG and ANACC. ANACC will collate the feedback and present to the CACG. CACG will then send AsA the paperwork and the technical data will be handled by ANACC. Noise monitors may be relocated to the Tweed Heads area subject to a review of all noise monitors and resources and subject to a suitable location being identified and obtained.

Concerns were raised around the public consultation for RWY 32 and the timings of the information provided.

Members asked that the southern noise monitor location feedback be collected sooner rather than later to expedite the process. AN advised that he would look into that.

AN advised the meeting that Airservices has committed to maintain the Australian ILS network only until 2025.

Concerns were raised with NCIS not accepting any more complaints from residents.

ACTION: AsA to suggest the location and report back to the next meeting on the timeline for re-establishment of the Tweed Heads noise monitor. The Tweed Council Depot was suggested for possible location for the southern Noise Monitor.

ACTION: AsA will investigate the complaints process and report back to the next meeting.

9. *ANACC Report*

Matt Bender provided an update:

- The last meeting was held on the 7th February.
- ILS commissioning was thoroughly discussed during the meeting.
- AsA procedure designer will be attending the June meeting, will be requesting forward questions.
- Russell McArthur provided the most recent curfew report Oct-Dec.
- ILS was used over the past weekend due to weather conditions.

10. *Items to note*

Dr Satyamurthy Anuradha (Anu) presented on QLD Health's behalf.

Dr Anu advised that there were no substantiated health impacts related to PFAS, and that the current responses were precautionary while the health impacts were fully investigated. The Hon. Karen Andrews, Federal Member for McPherson, provided a mail drop information pamphlet for her division.

Dr Anu advised that because PFAS is a persistent chemical group that is cumulative in the human body and with some evidence of associative effects it is prudent to manage it with a precautionary approach.

11. Other Business

CACG Correspondence:

Nil

Strategic Work Program items for next meeting:

- PFAS monitoring and management update
- Airport Offsets and air quality monitoring/reporting

12 Actions from this Meeting

Actions were identified during the meeting. The action list at **Attachment 2** is the updated list.

13. Agreed Meeting Dates for 2019

Agreed dates are:

3 July

6 November

All meetings to be 3 hours from 9:00 a.m. to noon.

Attachment 1: Attendance List

Meeting: Wednesday 6th March 2019, 09:00 – 12:00 (QLD Time)

Venue: Bay Room, Twin Towns Services Club

Attendees

| | |
|-------------------------------|---|
| Matt Bender | Gold Coast Airport |
| Brett Curtis | Gold Coast Airport |
| Marion Charlton | Gold Coast Airport |
| Jared Feehely | Gold Coast Airport |
| Norbert Benton | Gold Coast Airport |
| Rod Bates | Proxy - Geoff Provest |
| Dr Satyamurthy Anuradha (Anu) | QLD Health |
| Helen Gannon | DIRD |
| Helen Twohill | Fingal Head Community Association |
| Julie Murray | Kingscliff Ratepayer & Progress Assoc |
| Jeff Godfrey | Tweed Residents & Ratepayers Assoc |
| John Hicks | Gold Coast Lifestyle Association |
| Anthony Nugent | Airservices |
| Scott Stephens | Airservices |
| Bill Dennis | East Banora Residents Association |
| Phillip Follent | Tugun West Neighbourhood Watch |
| Pat Tate | Banora Point & District Residents Assoc |
| Chris Cherry | Tweed Shire Council |
| John Sweeney | Proxy – Bill Pinkstone (ANACC) |
| David Gray | Bilinga Neighbourhood Watch |
| Garth Threlfall | Friends of Currumbin |
| Jason Thomas | Gold Coast Tourism |
| Audra Topping | Tugun Progress Assoc |
| Lindy Smith | Tweed Heads Pony Club |
| David Farndon | Department of Transport & Main Roads |
| Nathan Goldman | Department of Transport & Main Roads |

Apologies

| | |
|--------------------|-----------------------------------|
| Barry Jephcote | SECCA |
| Gloria Baker | Bilinga Neighbourhood Watch |
| Arthur Elliott | Cyclades Cres Neighbourhood Watch |
| James Owen | Proxy – Jann Stuckey |
| Melissa Pearce | Gold Coast Airport |
| Rose Wright | Destination Tweed |
| Rob Anderson | Virgin Australia |
| Paul Burton | Griffith University |
| Guy Proctor | Jetstar |
| John Alcorn | ACCA |
| Jodie Bellchambers | Proxy - Justine Elliot |
| Emily Neal | Proxy - Karen Andrews |
| Bill Pinkstone | ANACC |

Attachment 2: Action List

| | Date of CACG Meeting | Action | Who | Target Completion Date | Progress Commentary |
|----|-----------------------------|--|-------------------------------------|-------------------------------|-------------------------------------|
| 13 | 25 July 18 | To provide an update on the offset area management plans once the plans are approved. | Gold Coast Airport (Norbert Benton) | 3 July 2019 | To be presented at the next meeting |
| 18 | 25 July 18 | To provide a clarification of markers for different types of PFAS | Airservices (Andrew Collins) | 3 July 2019 | To be presented at the next meeting |
| 20 | 25 July 18 | To provide advice on whether the PFAS Management Plan or a summary may be able to be provided to the CACG. | Airservices (Andrew Collins) | 3 July 2019 | To be presented at the next meeting |
| 23 | 25 July 18 | Follow up to identify the groundwater monitoring and report on the outcome. | Airservices (Andrew Collins) | 3 July 2019 | To be presented at the next meeting |
| 25 | 25 July 18 | To investigate if an environmental expert can present to address the group about the DSI. | Airservices (Andrew Collins) | 3 July 2019 | To be presented at the next meeting |
| 33 | 7 Nov 18 | Rod to provide email to Neil to follow up | Rod Bates | 3 July 19 | AsA to follow up |
| 34 | 7 Nov 18 | Norbert to provide update at next meeting on the results of the air quality testing | Gold Coast Airport (Norbert Benton) | 3 July 19 | To be presented at the next meeting |
| 35 | 7 Mar 19 | GCA to consider if an overview of the soil and groundwater controls included in the Hotel CEMP can be made public. | Gold Coast Airport (Brett Curtis) | 3 July 19 | |

| | Date of CACG Meeting | Action | Who | Target Completion Date | Progress Commentary |
|----|-----------------------------|--|-----------------------------------|--|--|
| 36 | 7 Mar 19 | GCA to provide an update on the southern access road process at the next meeting | Gold Coast Airport (Brett Curtis) | 3 July 19 | |
| 37 | 7 Mar 19 | AsA to look at the NCIS complaints and report to next meeting process | Airservices (Anthony Nugent) | 3 July 19 | |
| 38 | 7 Mar 19 | AsA to suggest the location for noise monitors and advise first step of the process. | Airservices (Anthony Nugent) | 3 July 19 | |
| 6 | 22 Nov 17 | The Chair will write to the NSW EPA to enquire whether landholders just outside the Airport should take any precautions. | Chair | May 2018 Revised date October 2018 | Completed NSW and QLD health have attended on separate occasions |
| 7 | 7 Mar 18 | New action from discussion: Noting that PFAS contamination management involves several jurisdictions, the Chairman agreed to send his initiating letter and the response letter from Airservices to the new National PFAS Taskforce and ask for its advice in relation to the proposed letterbox drop. | Chair | | Completed (replaced by action for Chair to write to NSW and QLD health agencies seeking public health advice on PFAS) |
| 14 | 25 July 18 | The Chair to investigate a possible short presentation on how ANEFs are developed. | Chair | 6 March 2019 | Completed - Chair provided a presentation at the close of the March meeting |
| 19 | 25 July 18 | To respond directly to Lindy Smith's previous email in relation to PFAS issues. | Airservices (Andrew Collins) | 3 July 2019 | Completed (see attachment 3 to the minutes) |

| | Date of CACG Meeting | Action | Who | Target Completion Date | Progress Commentary |
|----|-----------------------------|---|---------------------------------------|-------------------------------|---|
| 26 | 25 July 18 | To include response to Lindy Smith's email around the ANEFs and the length of the runway, as part of the ANEF presentation | The Chair / Airport (Brett Curtis) | 7 Mar 19 | Completed |
| 27 | 7 Nov 18 | Brett to follow up on development plans on other airport properties. | Airport (Brett Curtis) | 7 Mar 19 | Completed GCA Presented at the meeting |
| 28 | 7 Nov 18 | Brett to follow up on construction plans and provide advice on dewatering plan. | Airport (Brett Curtis) | 7 Mar 19 | Completed GCA Presented at the meeting |
| 29 | 7 Nov 18 | Brett report back on the location and outcome on the monitoring for the ILS localizer site. | Airport (Brett Curtis) | 7 Mar 19 | Completed GCA Presented at the meeting |
| 30 | 7 Nov 18 | Neil to provide zoomed in map with suburbs as per ANACC | Airservices (Anthony Nugent) | 7 Mar 19 | Completed Sent to ANACC and will be sent to CACG |
| 31 | 7 Nov 18 | Neil to report back on noise monitoring and ILS reporting. This includes reporting all usage of the ILS flight path to each ANACC meeting for a period of one year from its commencement, with brief explanatory notes for the reasons. | Airservices (Anthony Nugent) | | Completed - agreed and now an ongoing agenda item |
| 32 | 7 Nov 18 | Matt Bender to take on notice for ANACC | Airport (Matt Bender) | | Completed |

GOLD COAST AIRPORT CACG - MARCH 2019

AIRSERVICES UPDATE STATEMENT TO CACG - PFAS ACTIVITIES AND NEXT STEPS AT GOLD COAST AIRPORT

Airservices was established in 1995 and is responsible for PFAS contamination only deriving from our sites on airport.

Airservices will continue to implement a risk and evidence based plan to guide decision-making for the management of PFAS contamination at Gold Coast airport in alignment with the Airservices PFAS National Environment Management Plan.

This includes:

- site investigations at the airport to understand the scope and scale of any potential PFAS contamination resulting from Airservices' historic operations;
- appropriate management actions to contain PFAS; and
- continuing to undertake research and development to identify practicable solutions to manage PFAS contamination that may be used at the airport.

Airservices will be commencing a DSI at the Airport in the second half of 2019. Procurement planning for this is underway as part of Airservices national program.

This detailed site investigation will include:

- further testing to delineate the extent of PFAS migration from Airservices sources; and
- stakeholder engagement and communications activities associated with further testing.

These initiatives will assist Airservices to more accurately characterise PFAS contamination caused by Airservices and will support the identification of management actions to address any potential risks.

Airservices will continue to monitor stormwater and groundwater on site at the Airport.

Airservices is also undertaking a number of trials in remedial treatment technologies in Australia that may be able to be implemented at the airport where applicable including:

- field trials of water treatment technologies;
- continuation of investigations into soil immobilisation treatment; and
- investigations into stormwater treatment.

There is currently no nationally approved and identified one-stop-shop solution for complete site remediation.

It may not be possible to undertake some management actions such as containment or partial or full remediation, until further work has been undertaken to characterise the PFAS sources, receptors and any potential migration. The operational requirements of the airport, including the necessity to have compliant ARFF Services available will also need to be considered as part of any proposed management actions.

It should be noted that Airservices transitioned to an entirely PFAS-free foam at Gold Coast Airport in 2010 and that there are other potential sources of PFAS in the area.

Airservices will continue to work with the GCA and the relevant Commonwealth and State regulators, on the ongoing management of residual PFAS contamination at Gold Coast Airport. Airservices has made available investigation reports which can be viewed on the Airservices website and has and will continue to brief the CACG on progress of PFAS investigations and management.

Airservices will provide a more detailed presentation in person on plans for a Detailed Site Investigation at the July 2019 CACG.



Australian Government

Department of Infrastructure, Regional Development and Cities



Airports Amendment Bill 2018

Gold Coast Airport Community Aviation
Consultation Group

6 March 2019

Airports Amendment Bill 2018

- On 28 September 2018, the *Airports Amendment Bill 2018* came into effect, amending the *Airports Act 1996*.
- The key amendments relate to:
 - a differential Master Plan submission cycle
 - mandatory inclusion of a new Australian Noise Exposure Forecast (ANEF) in each new MP
 - an increase to the MDP monetary trigger from \$20 million to \$25 million.

New Master Plan Submission Cycle

- **8 Year Master Plan Cycle:** Adelaide, Alice Springs, Archerfield, Bankstown, Camden, Canberra, Darwin, Essendon, **Gold Coast**, Hobart, Jandakot, Launceston, Moorabbin, Parafield and Townsville airports.
 - This amendment provides for the next master plan to be prepared under the new 8 year cycle. For example, Gold Coast Airport's Master Plan was approved on 15 July 2017 and is still scheduled to expire on 15 July 2022. The next master plan will expire 8 years after the date it is approved.
- **5 Year Master Plan Cycle:** Brisbane, Melbourne, Perth, Sydney (Kingsford-Smith), and Sydney West airports.

Inclusion of a new ANEF in Master Plans

- An Australian Noise Exposure Forecast (ANEF) is an important land use planning tool.
- A new Master Plan must now include a new endorsed ANEF for the 20 year planning period, at a minimum.
- Inclusion of a new ANEF in each final master plan will provide better information to local communities and allow for more informed consultation with stakeholders and communities.

MDP Monetary Trigger

- The increase of the MDP trigger from \$20 million to \$25 million also allows the Minister to issue legislative instruments:
 - for the purpose of increasing the threshold amount (monetary trigger) for MDPs every three years, taking into account price indexations indicating changes in construction activity costs, and
 - for the purpose of specifying the costs that must be included, and must not be included, when calculating the cost of construction for an MDP.

Other Amendments

- **Reduced consultation period for MDPs:** the Airports Act now provides a 15 business day decision timeframe to consider applications for reduced consultation (s92(2BA)).
- **Substantial completion:** the Minister is now able to extend an MDPs substantially completion date by up to two years (s94(7B)).
- **Exceptional circumstances:** an airport can now give the Minister notice of its intention not to proceed with an approved MDP, under specific circumstances (s96AA).

Gold Coast Airport Community Aviation Consultation Group (CACG)

Meeting date: 6 March 2019

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

Subject: Supporting the consultative requirements for Airport Master Plans and Major Development Plans

1.0 Recommendations

It is recommended that:

1. The Gold Coast Airport agree that key strategic issues for future Airport Master Plans and Major Development Plans continue to be deliberated and addressed systematically through the CACG and ANACC Strategic Work Program process to genuinely attempt to settle issues ahead of the actual drafting of future Airport Master Plans or Major Development Plans.
2. CACG and ANACC agendas continue to be structured to facilitate this discussion over time.
3. Given the complexity of some issues CACG members agree that some focussed workshops out of session may be required between CACG and ANACC meetings to resolve issues.
4. To consolidate CACG and ANACC recommendations for updating the 2017 Gold Coast Airport Master Plan in a transparent and accessible form the Secretariat will establish and regularly update a table-based document that summarises the recommendations under the relevant chapter, section or issue heading. An example of the table is at **Appendix 1**.
5. The above document to be conveyed to the consultants engaged to update the Airport Master Plan at the formative stage of the update process.
6. 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 and discuss key issues of significance with CACG members.
7. The Gold Coast Airport keeps CACG updated with an indicative forward schedule for development of its Master Plan and Major Development Plans.
8. The Gold Coast Airport offers each CACG member a hard copy of the 2017 Gold Coast Airport Master Plan to support their role and ongoing contributions.

2.0 CACG Strategic Work Program

To assist discussion the following text in this agenda paper has been copied verbatim from the CACG Strategic Work Program.

Issue

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”*.

and

“Airport operators are expected to give serious consideration to recommendations made by their CACG, particularly in relation to Master Plans and MDPs.”

Improvements are needed to the process by which CACG members feed into the development of draft Airport Master Plans and draft Major Development Plans.

Current state

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.

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 result in surprises and avoidable conflict over the proposed provisions in these plans.

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.

Desired future state (where we want to be)

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.

CACG continues to be recognised as “the key community consultation forum to regularly share information and views about on-airport activities” (Master Plan, p 166).

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.

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).

Strategies and actions required

- The key strategic issues for future Airport Master Plans and Major Development Plans are identified in ongoing updates of the CACG Strategic Work Program.
- Keeping the CACG Strategic Work Program updated will be a shared responsibility of CACG and the Airport (CACG secretariat).
- 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 operator, with a genuine desire to resolve issues before preparing draft Master Plans and Major Development Plans.
- 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.
- 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.

- The DIRDC representative continues to monitor how the CACG is tracking against the expectations in the DIRDC CACG Guidelines 2016 and provides suggestions for improvement as appropriate.
- 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.

How will progress be measured and monitored?

- 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.
- The 'vibe' of CACG will improve, with members more clearly connected into airport planning processes and agendas focussed on strategic issues of significance.
- CACG members will be able to see evidence of how their input was taken into account or, if not, then why.

3.0 Discussion

This is an important agenda item for CACG. Endorsement of its recommendations will provide a more constructive foundation for how future GCA Master Plans and Major Development Plans can be developed. This approach will improve delivery on one of the key purposes of a CACG i.e. *“to complement and support the consultative requirements already established for Master Plans and Major Development Plans”*.

It will also support the intent of the GCA CACG Terms of Reference, which state:

“The CACG will:

- *Provide a forum for the exchange of information and ideas between airport operators, the community, governments, airport users and other relevant stakeholders; and*
- *Allow the concerns of interested parties to be raised and taken into account, thereby fostering a sense of collaboration, empowerment and transparency in decision-making.”*

Appendix 1 – Example table

Updates recommended by CACG and ANACC to 2017 Gold Coast Airport Master Plan

| Chapter | Page | Issue | Recommended change | Supported by GCA/AA? | Origin | Notes/references |
|---------------------|------|--|---|----------------------|-------------------------------|---|
| Example text | | | | | | |
| 5.0 Aircraft Noise | 70 | <p><u>Management of increasing RPT movements at GCA.</u></p> <p>The Master Plan does not explain how the 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 is anticipated. This is a significant deficiency in the Master Plan, given that community exposure to the noise burden of increased aircraft movements is one of the main impacts associated with the Master Plan’s approval.</p> | <p>The Master Plan at section 5.5 is updated to include an explicit summary of how Airservices and GCA propose to manage the substantial increase in RPT traffic in the airspace over Tweed Shire, and whether the designation of new flight paths over populated areas is anticipated.</p> | | ANACC meeting 7 February 2019 | ANACC meeting agenda paper, 7 February 2019 (<u>Attached</u>) |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Gold Coast Airport

March 2019 CACG Presentation



2018 passenger numbers

- 6.52 million (down 0.4% compared to CY2017)

2018 RPT aircraft movements:

- 41,440 (down 2.8% compared to CY2017)



Airport Hotel



Lendlease has been appointed to deliver Gold Coast Airport's southern terminal expansion

Project LIFT – Southern Terminal Extension



Heinemann Tax & Duty Free



Duty Free stores



- A321neo arrival
- Photography competition



Border Park and Wollemi Place



Gold Coast Airport

Border Park

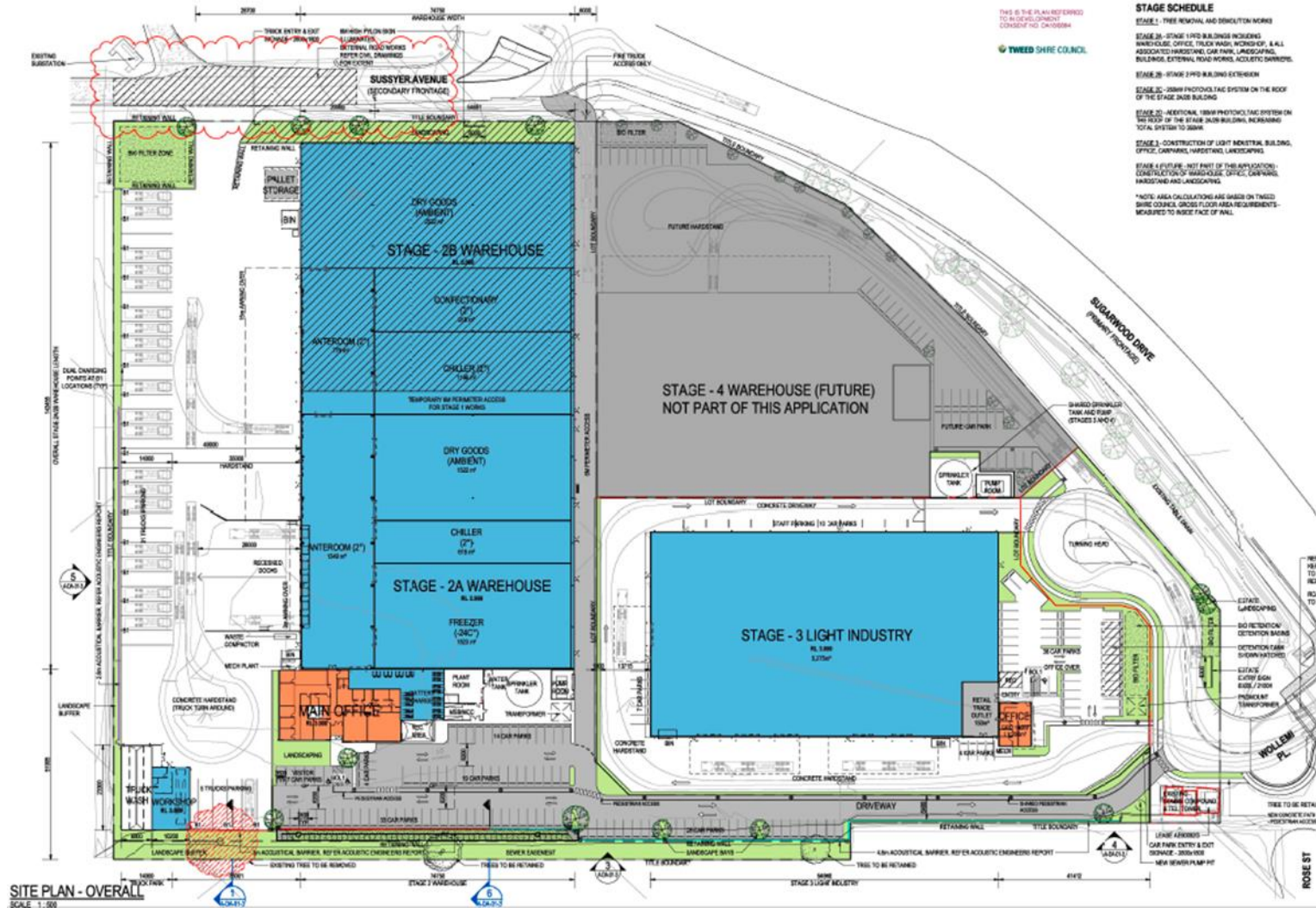
12.1 ha

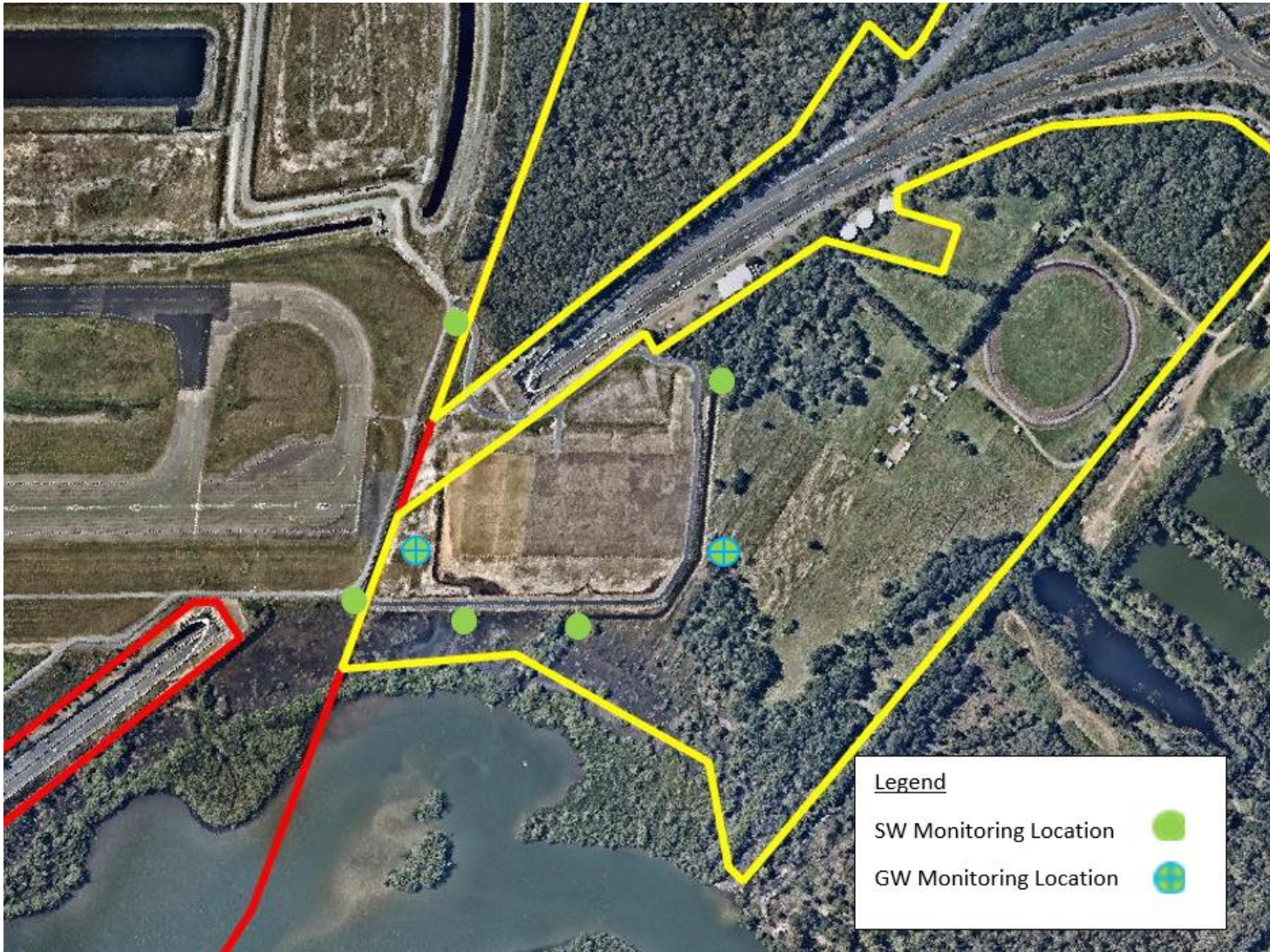
Wollemi Place

5.1 ha



Border Park





ILS Localiser – Post construction phase monitoring



Gold Coast CACG

6 March 2019

Anthony Nugent
Northern Operations Service Manager

Airservices Update

- Action items the following were responded to directly to the Chair:
 - Question from Mr. Bill Pinkstone on why an Air Asia aircraft recorded a reading of 91db at the Tugun Noise Monitor
 - Question received from Mr. Rod Bates regarding the height of aircraft at Pinehurst apartments

- ILS Noise Monitor Update

- RNP AR update

- ERSA update

- RNP AR use update

- Online reporting

- Confirm prioritisation of future action items

ILS Noise Monitor – Post Implementation Review

- Following the successful consultation and commissioning of the ILS Airservices will commence the PIR phase
- This will include short-term noise monitoring as per the Departmental approval for the ILS
- Airservices will place one (1) noise monitor for a period of three (3) months at a suitable, pre-determined location to ensure high quality data is obtained to support the PIR
- The noise monitoring must commence within the first 12 months of ILS operations commencing

ILS Noise Monitor – Additional monitor?

- Airservices proposes to provide the community with an opportunity for ***additional data*** through the location of a second short-term noise monitor:
 - that the location of the second noise monitor be situated in one (1) of three (3) suitable zones in the vectoring area to the north of the airport,
 - the zones are determined by Airservices
 - Airservices decision on the location of the additional noise monitor will be informed by community feedback

To assist this process, Airservices will provide the community with:

- a timeline for the consultation and implementation
- information about the noise monitors and how to provide feedback during the consultation process
- the community be provided with a 6 week feedback process

ILS Noise Monitor – Proposed Consultation Approach

- As per the ILS MDP, Airservices and Gold Coast Airport Pty Ltd are “Undertaking a noise monitoring program at locations determined through a community engagement process, **and as agreed with the Community Aviation Consultation Group (CACG).**”

- Airservices is therefore seeking CACG approval for the following proposed process:
 - Airservices will develop materials to support the community engagement activity (website text, fact sheet on noise monitors and process)
 - The CACG will review the materials
 - The CACG will determine the mechanism for community feedback (CACG or ANACC or Airservices)
 - GCAPL will support and promote the engagement activities
 - The CACG (or ANACC or Airservices) will collate the community feedback and provide it to Airservices
 - Airservices will consider the community feedback in the determination of the location of the additional, second noise monitor

RNP AR Runway 32 Update



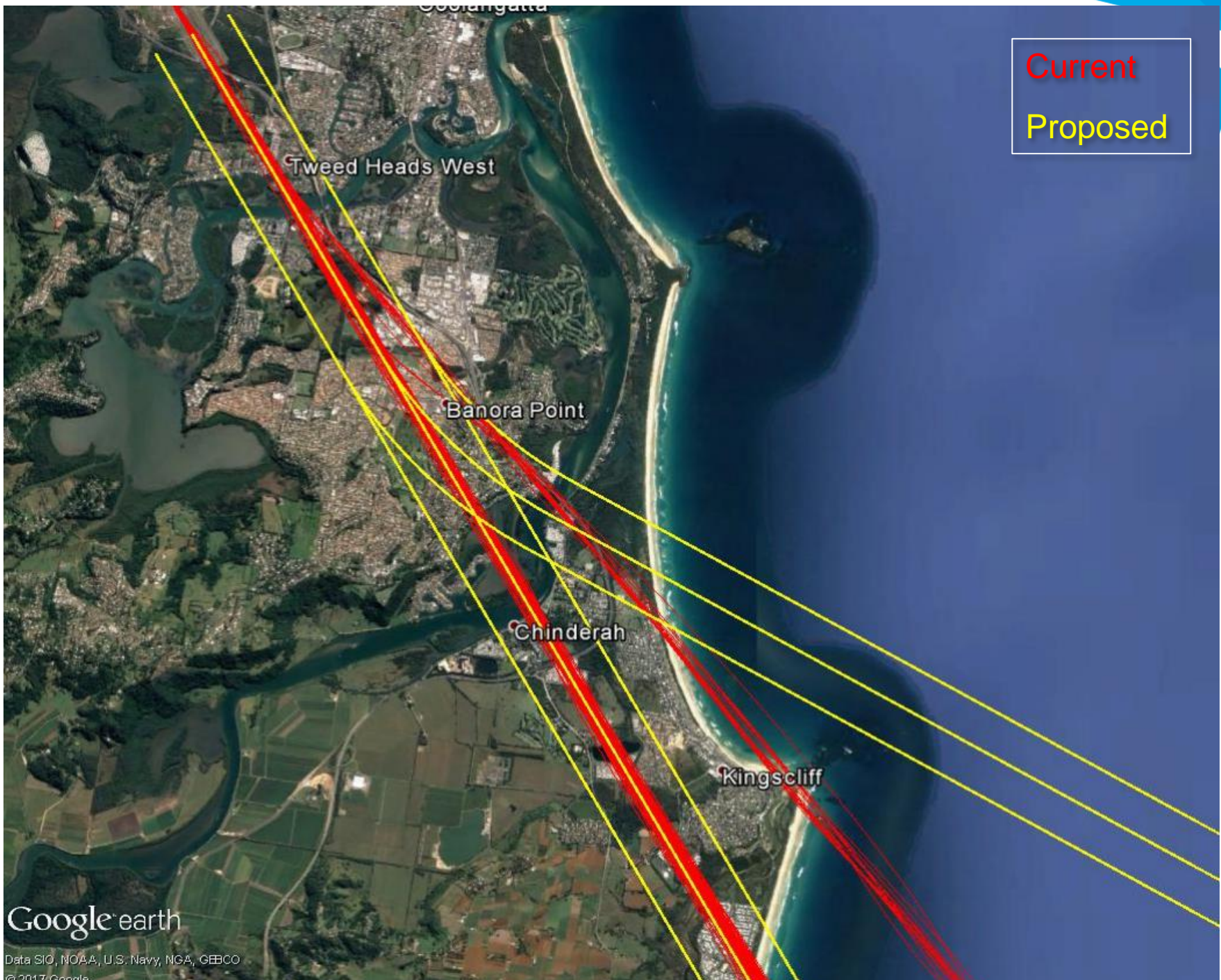
History of consultation to date:

- **22 June 2016**: CACG presentation on Airservices Navigation Modernisation Program – including CASA mandate for GPS
- CACG Chair recommendation “Airservices to revisit the runway 32 RNP approach to give a more resident friendly outcome”
- **Late 2016**: Design commenced to ensure best safety, efficiency and noise outcomes

Presentations and updates and responses to questions and feedback fed back into design, environmental assessment and stakeholder engagement plan – this has been exhaustive through the following meetings:

- ANACC: **27 October 2016, 23 Feb 2017, 22 June 2017, 26 October 2017, 22Feb 2018, 26 October 2018** and responses to questions out of session
- CACG: **16 November 2016, 19 July 2017, 22 November 2017** including meeting post CACG with East Banora residents who voiced concerns and provided feedback, **7 March 2018** in response to ANACC actions, **25 July 2018** update, and further update at **7 Nov 2018** CACG

Current
Proposed



Google earth

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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gera Valley

Elanora

Currumbin Valley

Coolangatta

Banora Point

Kingscliff

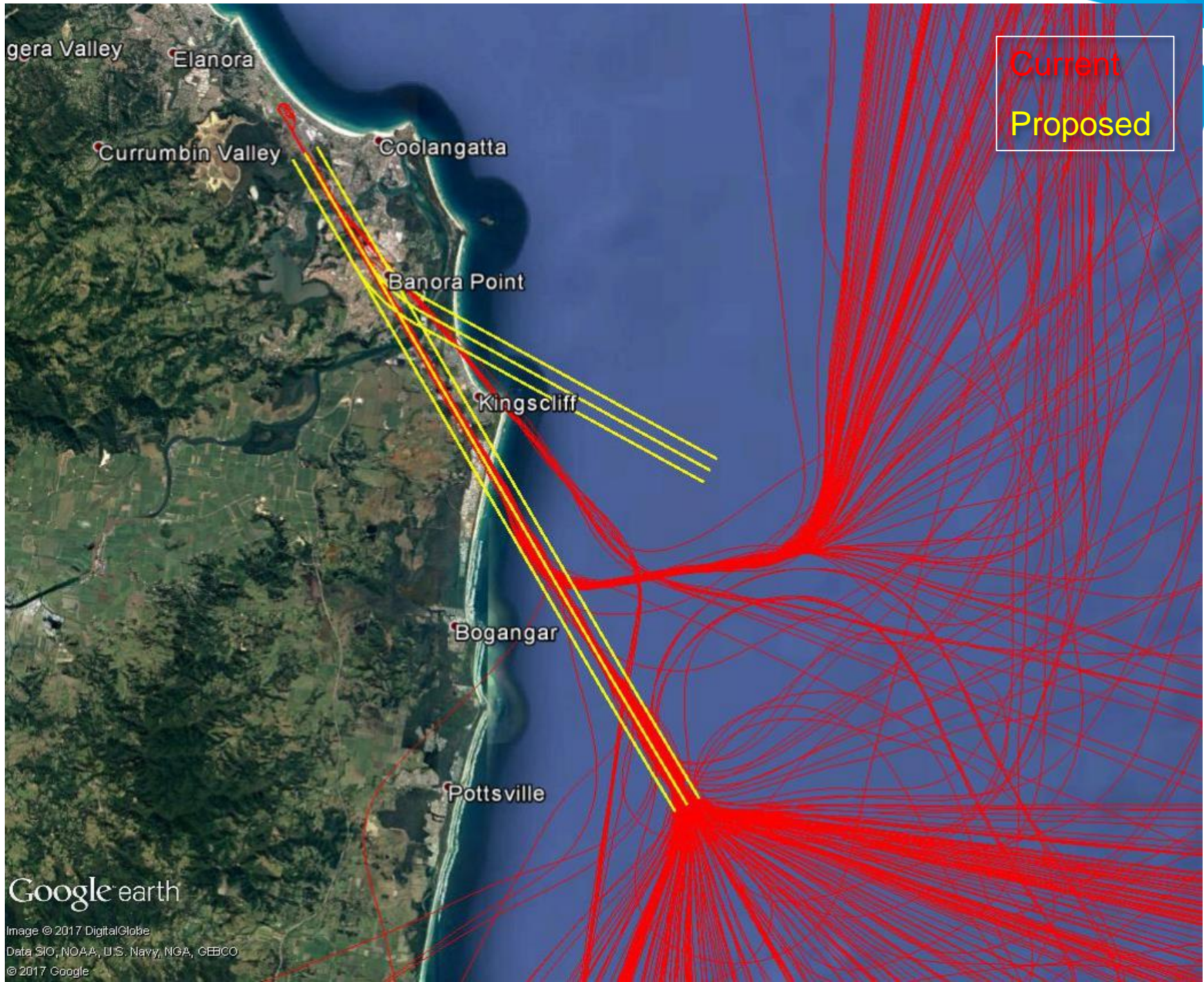
Bogangar

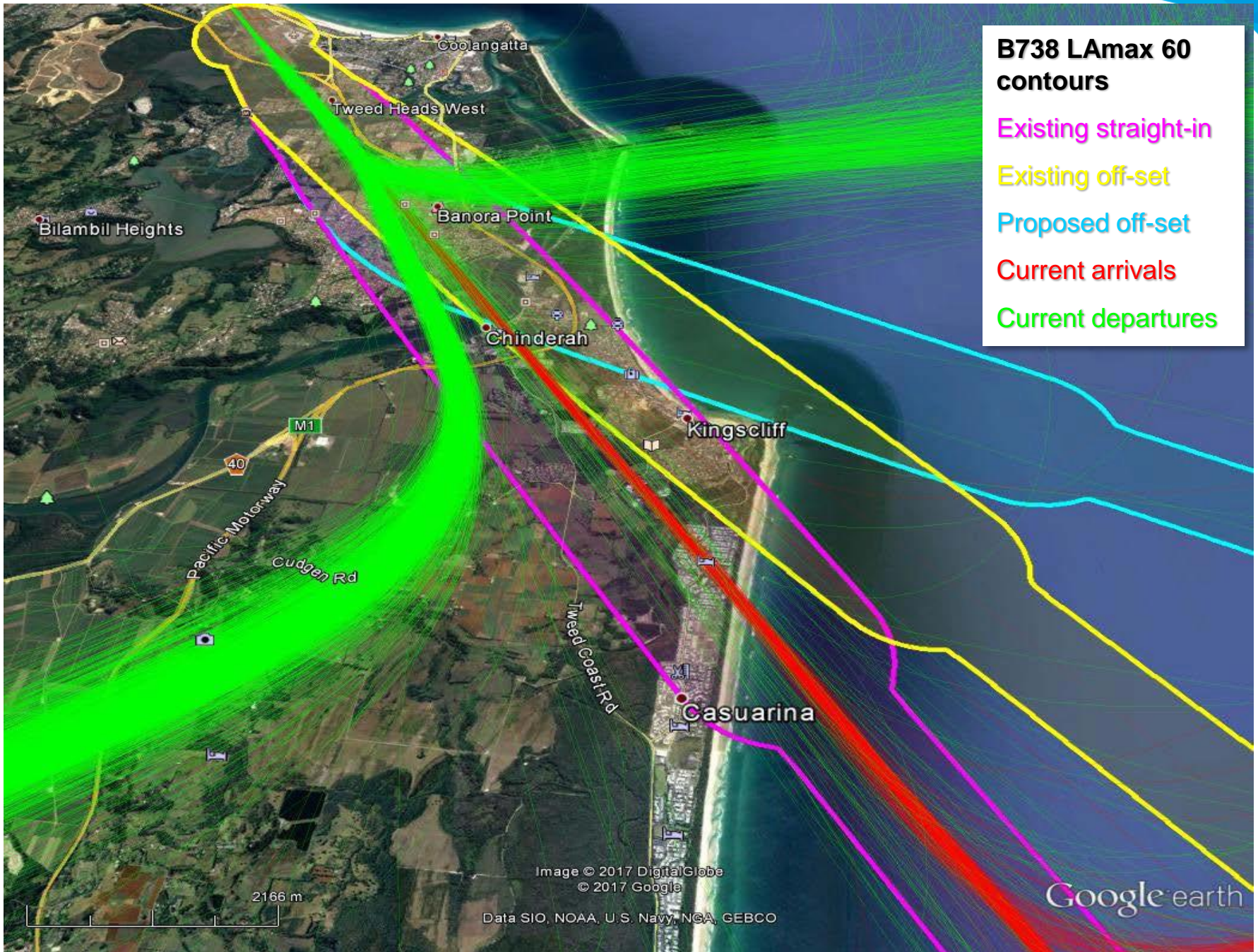
Pottsville

| |
|----------|
| Current |
| Proposed |

Google earth

Image © 2017 DigitalGlobe
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
© 2017 Google





B738 LAmox 60 contours

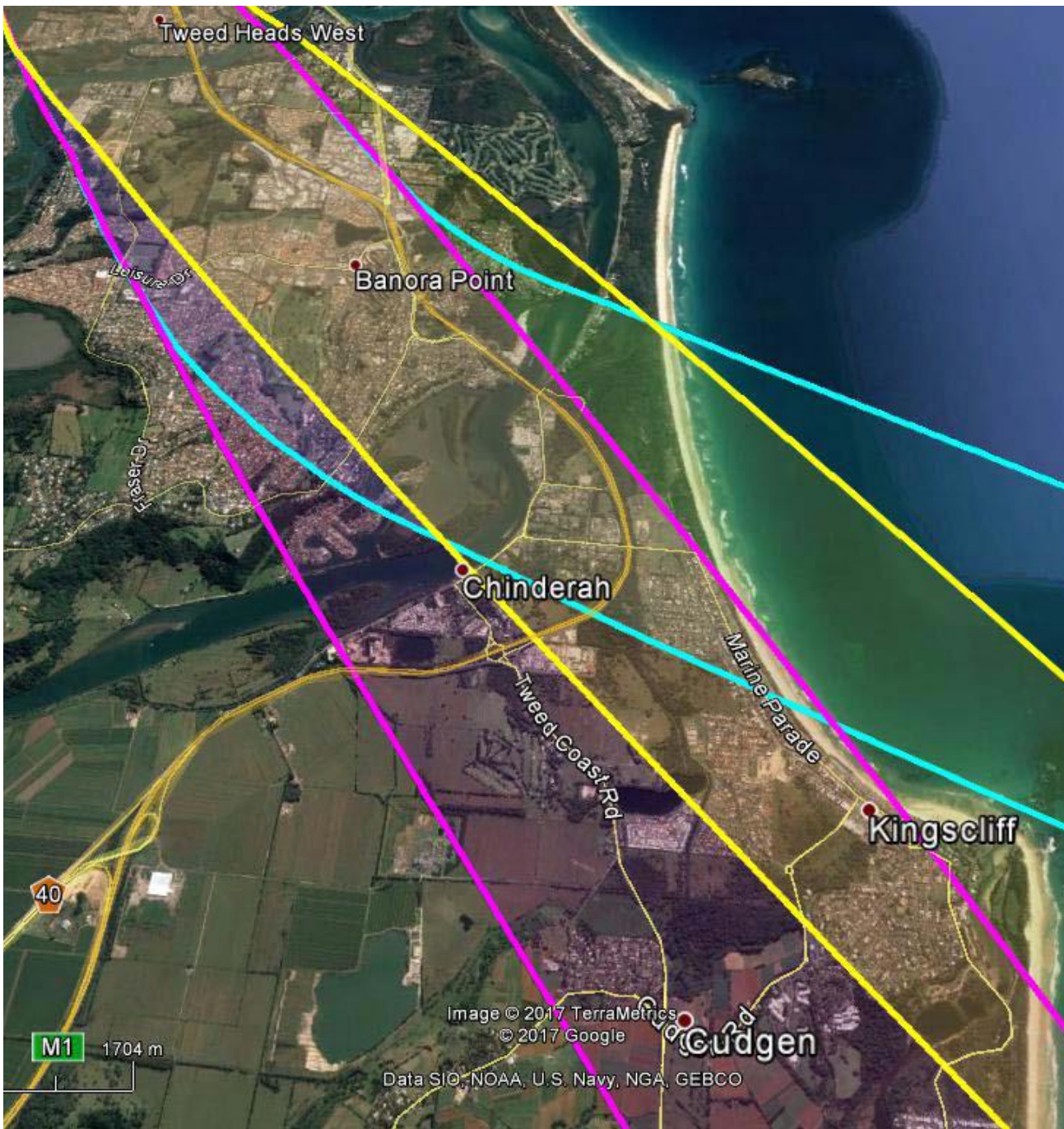
- Existing straight-in
- Existing off-set
- Proposed off-set
- Current arrivals
- Current departures

Image © 2017 DigitalGlobe
© 2017 Google

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Google earth

2166 m



B738 LAmx 60
contours

Magenta:
No change

Yellow:
Removed

Light blue:
New

RNP AR Runway 32 Update



Additional consultation:

- The fact sheet available on the Airservices website was updated with the implementation date of 28 March 2019 on 31 January 2019.
- A community letter advising of the implementation date was emailed to community members registered with the NCIS on 5 February 2019.
- A Summary of Feedback is available on the Airservices website.
- Correspondence advising of the implementation date was sent to MPs and councillors.
- Implementation scheduled for 28 March 2019

Post implementation:

- Monitor and report to each CACG – use of the offset flight path, complaints, and conduct post implementation review after 12 months against environmental assessment outcomes.

ERSA Update

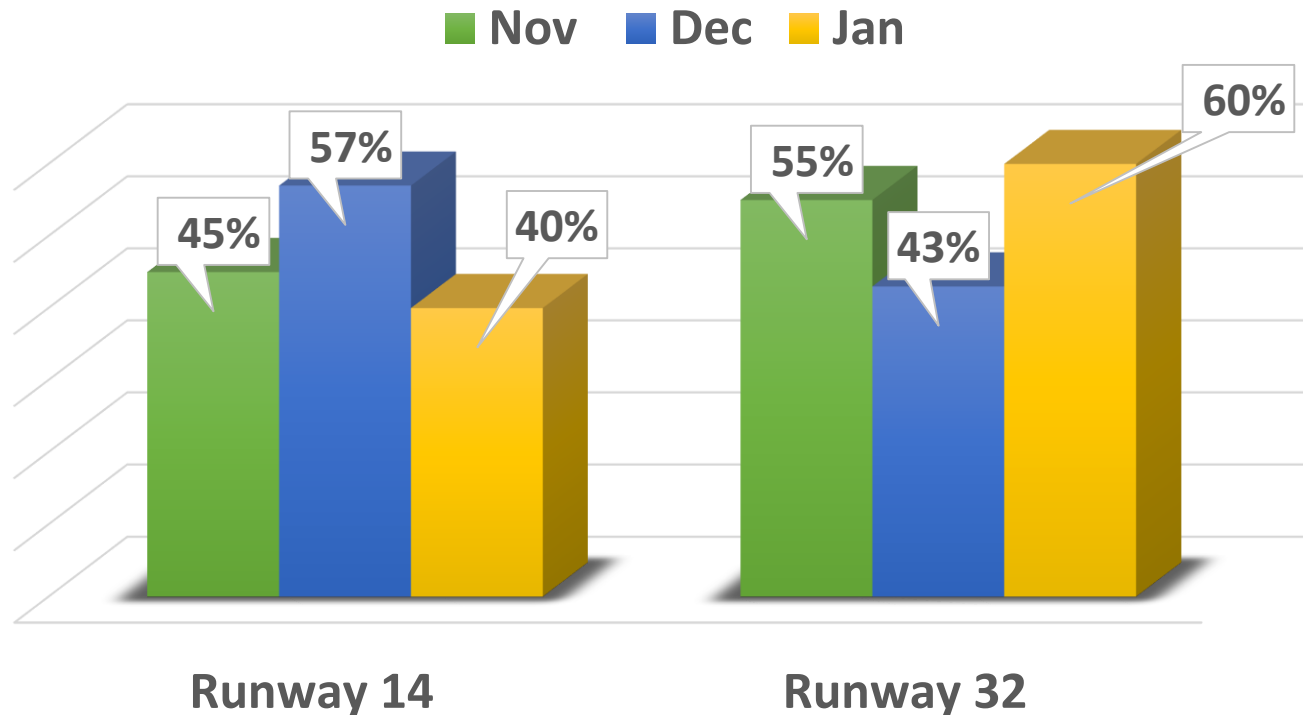
- Jet aircraft arriving on high level routes from the west and northwest into the Gold Coast are not currently required to flight plan along specific routes
- We propose to implement changes, in April 2019, to identify how these aircraft should plan inbound to Gold Coast Airport
- The proposed change will specify that jet aircraft will fly set routes, using existing waypoints (BN-ESTER or GLENN-ESTER)
- These routes, or similar, are currently used and see an average of 5 aircraft movements per day and 7 movements on a busy day
- There will be no change to descent profiles, number of movements or aircraft types along these routes as a result of the proposed changes
- Consultation will close on 19 March 2019.

ERSA Update



RNP AR (Smart Tracking) use – Nov, Dec 2018, Jan 2019

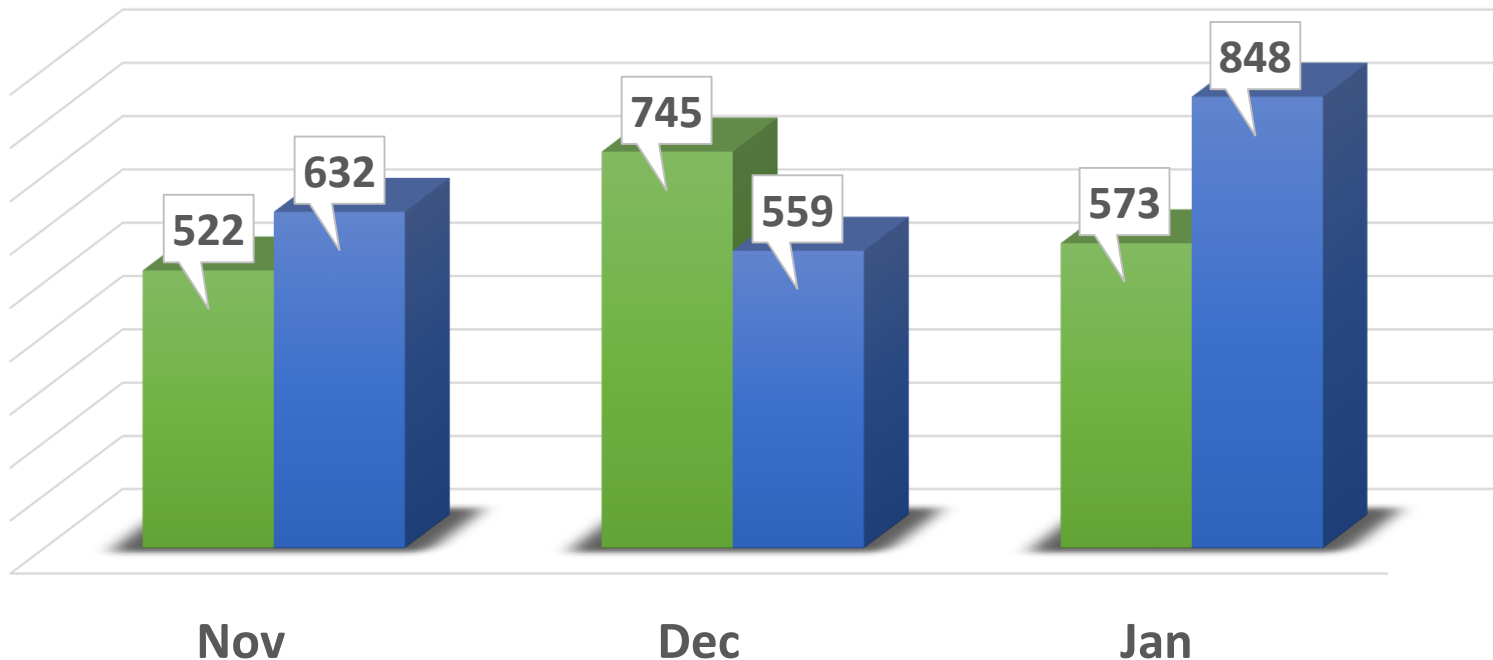
Percentage RNP operations by runway



RNP AR (Smart Tracking) use – Nov, Dec 2018, Jan 2019

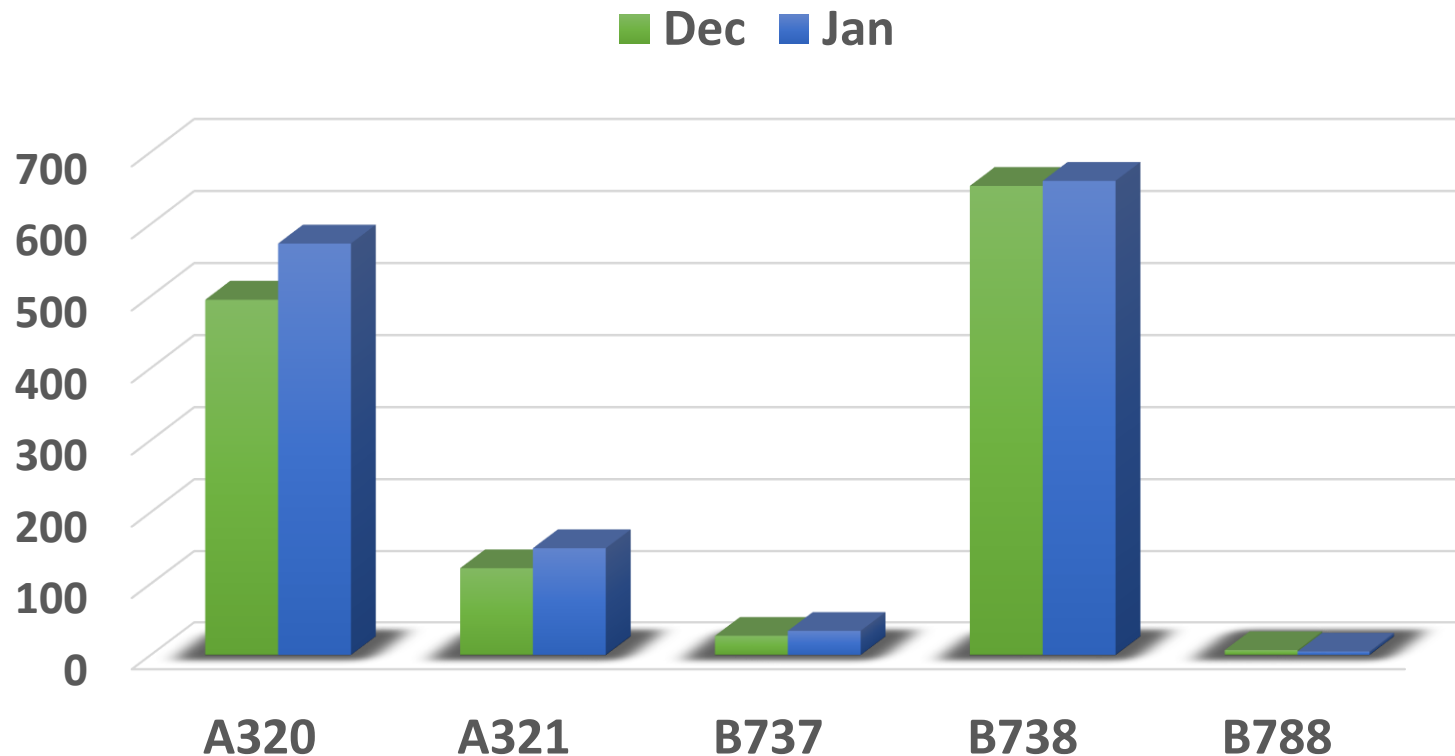
RNP operations by RNP route

■ RNP 14 ■ RNP32-M



RNP AR (Smart Tracking) use – Dec 2018 and Jan 2019

RNP operations by aircraft type



Airservices online reporting

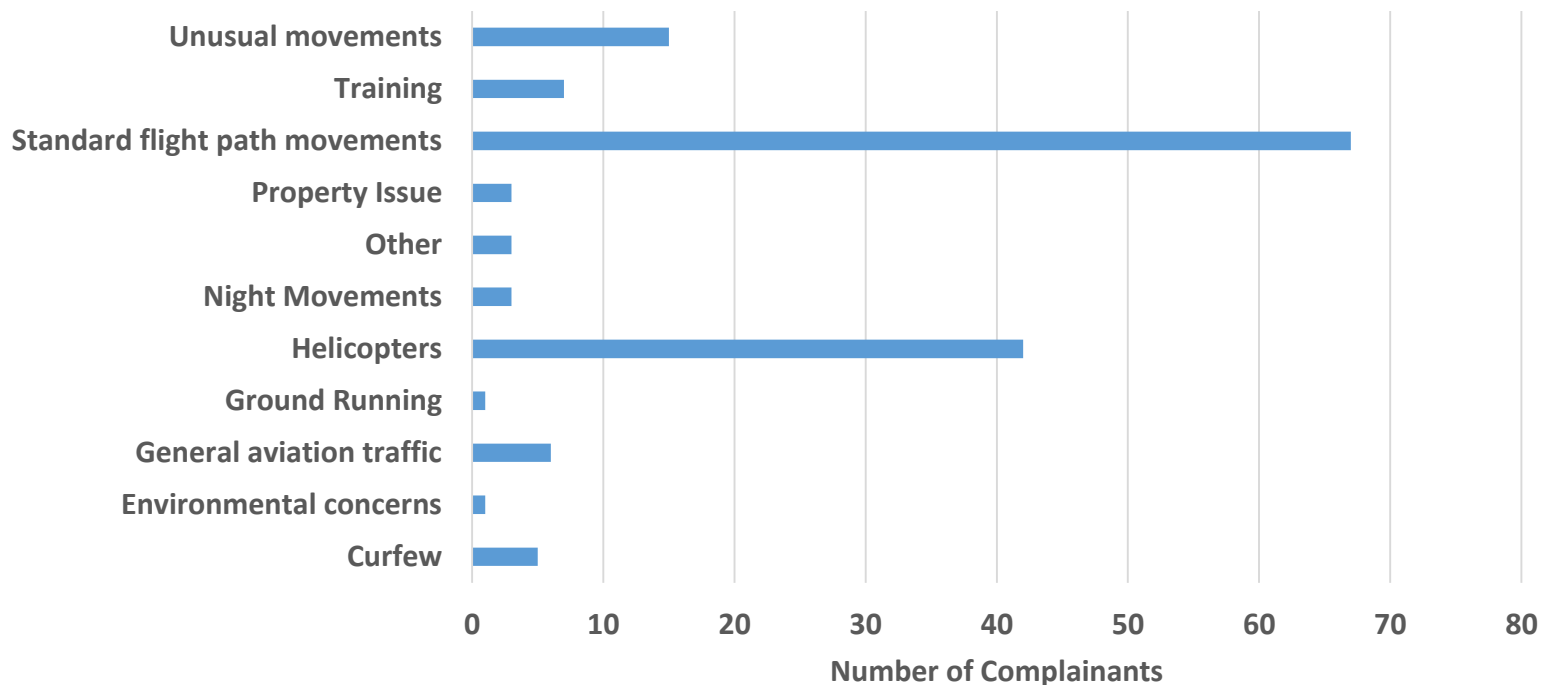
- Airservices online reporting is available at:
 - <http://www.airservicesaustralia.com/aircraftnoise/airports/>, select Gold Coast and then select complaints
 - Both quarter four 2018 and a review of the 2018 calendar year are available

2018 Year in Review – Complainants

- 143 complainants in 2018 an increase from 133 in 2017. The increase is attributable to:
 - Increase in concerns regarding helicopters, specifically the short term helicopter activity
 - Residents disturbed by unusual movements, such as weather diversions and traffic management

2018 Year in Review – Issues

- Main issue was standard flight path movements affecting 47% of complainants

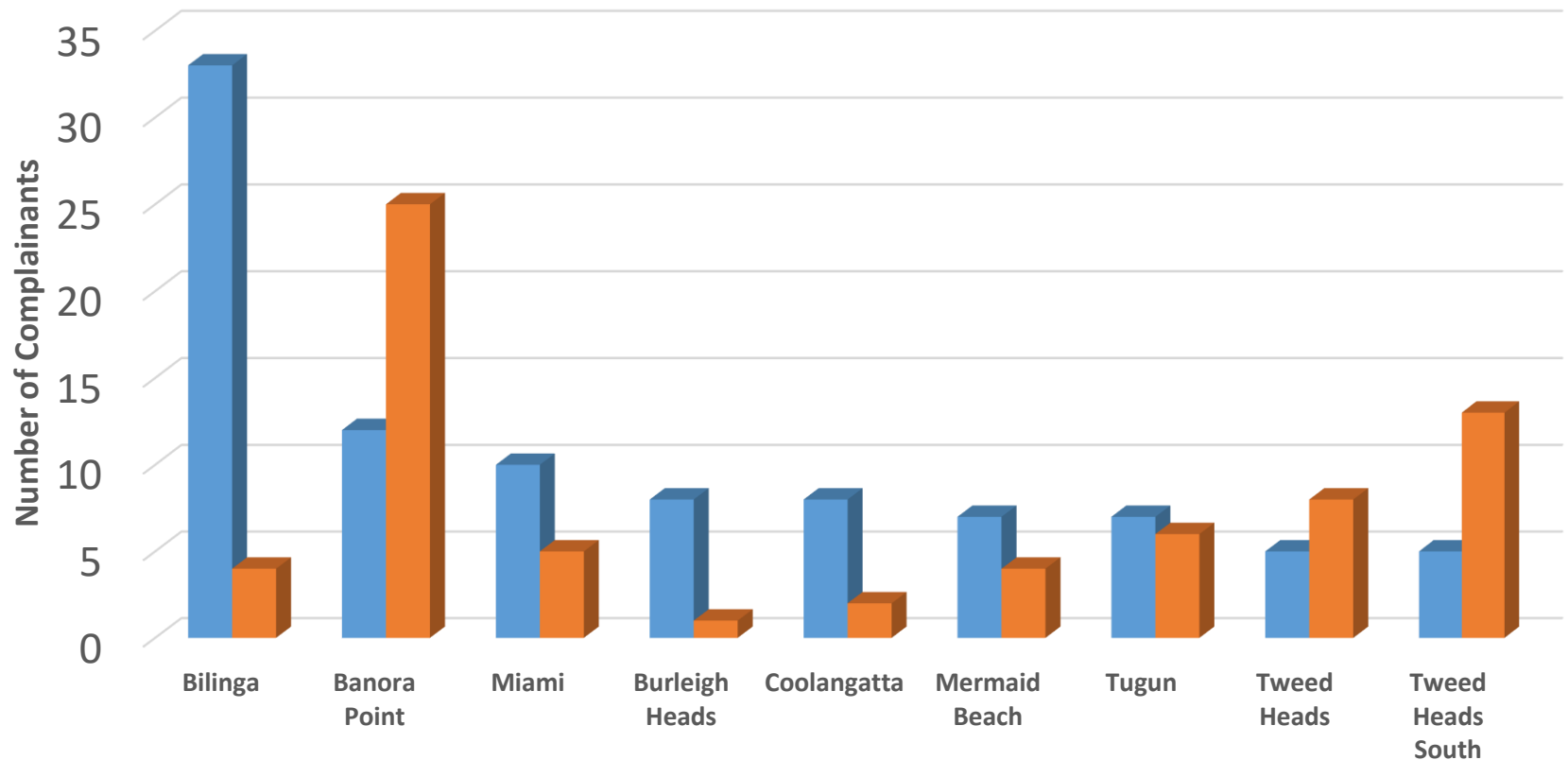


2018 Year in Review – Suburbs

- 34 suburbs recorded complainants in 2018
- Suburbs recording the most complainants were:
 - Bilinga with 33 complainants
 - Banora Point, 12 complainants
 - Miami, 10 complainants
 - Nine suburbs had five or more complainants
- 16 suburbs recorded a single complainant.

2018 Year in Review – Suburbs

■ 2018 ■ 2017



Action items this meeting

- Airservices requests the CACG to determine the priority of the two action items for this meeting