

Community Aviation Consultation Group Agenda

Date: Thursday 24 November 2022
 Chair: Ron Brent
 Secretariat: cacg@gcal.com.au

Time	No.	Item	Action/Attachments
9:00am	1.	Acknowledgement of Country	
9:05am	2.	Consideration of previous minutes/action list	
	2.1.	Confirmation of minutes of CACG Meeting - held Thur 11 August 2022	<i>Chair</i>
	2.2.	Action List & Recommendations	<i>Chair</i>
	2.3	Membership Updates	<i>Secretariat</i>
09:15am	3.	Air Quality Monitoring Presentation Tweed Shire Council Gold Coast Airport	<i>Meredith Anderson</i> <i>Norbert Benton</i>
09:45am	4.	Airservices Report	
10:15am	5.	GCA update	
	5.1.	Airports Developments	<i>Jared Feehely</i>
	5.2.	Materiality Assessment update	<i>Matthew Jones</i>
	5.3	Gold Coast Airport Master Plan update	<i>Liam Campbell</i>
10:45am		Morning Tea	
11:00am	6.	Emergent Issues	<i>Chair</i>
	6.1.	Opportunity for members to raise emergent issues	<i>All</i>
11:20am	7.	Material Correspondence	<i>Chair</i>
	7.1	CACG Chair: Letter to Ms Andrews and Ms Elliot - Curfew Exemption Removal (sent via email 14.10.22)	<i>Note</i>

	7.2.	Airservices Environmental Monitoring 2021-2022 Report	<i>Note</i>
	7.3.	GCA PFAS Monitoring Report 2021 - follow up	<i>Lindy Smith</i>
11:40am	8.	General Business	
	8.1.	AFP update	<i>A/Superintendent Joshua Kinghorn</i>
	8.2.	CACG website update Terms of Reference Departmental CACG Guidelines Code of Conduct	<i>Chair</i>
	8.3.	Strategic Work Program Items for Next Meeting	<i>Discussion</i>
	8.4.	John Hicks Agenda Paper	<i>Discussion</i>
	8.5.	Next Meeting: Thursday 23 March 2023	
12:00pm		Meeting Close	<i>Chair</i>
		Lunch	
12:30pm - 1:15pm	9.	ANEF Presentation <i>(optional attendance)</i>	<i>Chair</i>

Community Aviation Consultation Group (CACG)

Meeting Minutes

Date: Thursday 24 November, 2022
Time: 09:00 – 12:00
Location: Rydges Hotel | Microsoft Teams

1. Welcome, Attendance and Apologies/Proxies

The Chair, Ron Brent, opened the meeting at 9:00am and welcomed members and observers to the November CACG meeting. The Chair acknowledged the traditional Custodians of the cultural landscape on which Gold Coast Airport is situated on, the Yugambah and Bundjalung people, and paid respect to their elders' past, present and future.

Refer to Attachment 1 for attendance/apologies.

2. Consideration of Previous Minutes/Action List

2.1 CACG Thursday 11 August meeting minutes

Chair to follow-up with Norbert Benton to confirm the approach for the minute update around definition of "high" or "low" PFAS levels.

- ***Lindy Smith noted concerns regarding repeated descriptions by Airservices of PFAS levels as 'low' when there were exceedances of relevant criteria, including recreational criteria in the latest monitoring. Norbert Benton suggested that future reports should avoid describing PFAS as 'low' or 'high' without context, rather results should be reported/described as above or below relevant criteria.***
- Subsequent to the meeting the Chair is proposing that future references to PFAS levels will avoid use of terms such as high or low and will instead reference the national standard and refer to levels that are within, or have exceeded, safe levels for specified uses relevant to the use of the site. (For example, for water tested at a recreational beach - comment on testing levels will be recorded as exceeding or below the level that is safe for recreational use including swimming.)
- On this basis it is agreed that some of the readings from monitoring, that were discussed in the previous meeting, exceeded safe levels for uses such as drinking and recreation.

2.2 Action List & Recommendations

Refer to Attachment 2 for full details.

2.3 Membership Updates

Cr Gail O’Neill sent a confirmation email on the 26 September 2022 to confirm she would be the City of Gold Coast representative at all future CACG meetings.

3. AFP Update

9:32am Acting Superintendent - Joshua Kinghorn

All has gone well with the new terminal opening with no law enforcement issues to date. There have however been legislative issues around cross border management for community policing which they are trying to work through.

- Schoolies in November – zero tolerance for bad behaviour on aircraft or in terminals.
- Upcoming Dec/Jan holiday period – there has been an increase in poor behaviour at major airports which AFP will be looking to curb by increasing visibility with more officers on patrol and increasing the number of canines.

Questions:

- Ronni Hoskisson – is the tunnel traffic management at risk?
 - Joshua Kinghorn - under the tunnel is referred to NSW Highway Patrol under the Road Use Management Act who deal with any issues which are also monitored as well.
- Bill Pinkstone – what presence does AFP have outside of curfew hours, is there satisfactory coverage?
 - Joshua Kinghorn - yes, there are Duty Officers 24/7 and Airport Watch is a good website to refer further.

4. Air Quality Monitoring

9:39am - Meredith Anderson, Environmental Health Officer from Tweed Shire Council gave a presentation about NSSN (NSW Smart Sensor Network), the pilot project running across NSW.

Refer to Attachment 3 for full details.

Questions:

- John Hicks – clarification of the final stages of consultation, particularly around the location of monitors and whether the Tweed representatives been involved?
 - Meredith Anderson - primary objective of this project is to inform the Council. Going out to the community requires significantly more resourcing than is currently available. It is an exploratory project at this stage. Security and access to ensure monitors aren’t vandalised is also a major concern.
- Bill Pinkstone – does Tweed Shire Council have any monitors between West Tweed and Oxley Cove, directly under the flight path?
 - Meredith Anderson – not at this stage, locations are still being finalised. Meredith will take on any suggestions, however the locations need to be council-owned land.
 - John Hicks – once locations are determined can they share a map of where they will be?

- Meredith Anderson – to follow up with her manager.
- Larry Woodland – suggested Gray Street Bus Depot would be a good location.
 - Meredith Anderson - Depot has been looked at, however there is a lot of heavy vehicle movement so the fuel combustion will impact the readings. Needs to be a site that isn't going to be impacted by vehicles.
- Banora School was another location suggestion.

ACTION: Meredith Anderson to follow up with her manager as to whether the location map can be distributed.

9:56am – Norbert Benton, Queensland Airports Environmental Manager provided an update on the Air Quality Monitoring at GCA.

Refer to Attachment 4 for full details.

Questions:

- Larry Woodland – asked Norbert Benton to explain the levels from the lead monitoring results.
 - Norbert Benton explained that what the presentation was showing was the level of sensitivity, not that the monitors recorded levels exceeding safety standards.
- John Hicks – requested the draft report is kept open for comment and asked for something simple to pass on to the community as the tables are hard to digest.
- Lindy Smith – advised that there wasn't a draft circulated to comment on.
- John Sweeney – will a copy of the presentation be provided?
 - Norbert Benton – yes it will be provided as part of the packaged file that is sent out with the CACG minutes, noting nothing in the presentation was confidential. He will consider any feedback that is provided but there are very limited resources available for further work on the report now that the data has been provided.
- John Hicks – where is the nearest air quality monitoring station?
 - Norbert Benton – there is one at Southport School.

ACTION: Norbert Benton to provide a simple overview of the lead monitoring results.

5. AirServices Report

10:19am – John Graham, Community Engagement Advisor from AirServices introduced the AsA representatives, Scott Stephens, Nigel Morgan, Matthew Thomas, Glenn Cox, Neil Bain, Michelle Peterson.

Refer to Attachment 5 for full details.

5.1 Air Traffic Movements, RNP Update – Scott Stephens

- A lot of pilot training is happening now along with training in the tower.
- Environment and ILS usage discussion – weather is changing a lot quicker and is more intense.
- RNP, fairly consistent, crews are using it where they can.

5.2 NCIS Update – John Graham

- AsA Customer Engagement team reached out to the operator of the Qantas freight plane that was off-track and advised that there were no obvious defects in the FMC. Variations were frequent but not consistent with this aircraft.
 - Bill Pinkstone – raised an issue with the Qantas freight aircraft that departs RWY 14 during curfew when there are strong northerly winds. He noted this is a breach of the noise abatement procedure and has been an on-going issue.
 - John Graham – will follow up on this.

ACTION: John Graham to follow up on the Qantas freight plane.

5.3 Review Items

- Noise Monitors coming up to the next location – 28 November. Palms Village then Pyramid Park.
- ILS Sept/Oct Usage report. Will be sent to the Secretariat after the meeting to pass on to the community members.

ACTION: ILS Sept/Oct usage report to be distributed once received from AsA.

5.4 Australian Network Update – Matthew Thomas

- Southern Representative meeting taking place in the afternoon of the 24 November directly after Ron's ANEF presentation.

Questions:

- Larry Woodland – what is the impact of Chinese airlines on the network?
 - Matthew Thomas – it will be when they open the country back up as traffic is currently sitting at 60-70% but could go back to 100% in the next year.
- Bill Pinkstone – suggested NCIS have a customer satisfaction survey or questionnaire to enable complainants to measure the effectiveness of responses.
- John Hicks – unrelated question – Terms of Reference to be updated.

ACTION: GCA to check the Terms of Reference and ensure that the version provided is the latest version presented to the CACG. The Chair and GCA will review the ToR and Code of Conduct and present revised and updated versions to the next meeting.

6. Gold Coast Airport Update

10:43am – Jared Feehely, General Manager Operations & Service Delivery introduced the Gold Coast Airport and Queensland Airport representatives. Abigail Koch, General Manager of Strategic Communications gave an overview of the key initiatives and events that are scheduled to take place at the Gold Coast Airport.

Refer to Attachment 6 for full details.

6.1 Materiality Assessment Update – Matthew Jones

Questions:

- Larry Woodland – made a point at the last meeting that PFAS is a very important matter for the CACG.

6.2 Gold Coast Airport Masterplan Update – Liam Campbell

Questions:

- Lindy Smith – would like clarity around the date for the Q1 extra-ordinary masterplan meeting in Q1 2023.

ACTION: GCA to clarify the date for the first 2023 masterplan meeting.

- John Hicks - thanked GCA for the early engagement in the masterplan process.
- John Hicks proposed, and the members agreed to have John's paper submitted as the initial starting point of CACG issues into the masterplan.
- John's association would also like explanations to be provided on community ideas that are declined within a reasonable timeframe.
- John Hicks – regarding freight flights within curfew, is the airport's decision a board decision?
- Committee expressed their disappointment in the Minister's response to the letter regarding the current curfew arrangement at GCA and would like this conveyed to the Minister by the Chair sending a follow-up letter.

ACTION - GCA to confirm support of the current curfew arrangements in the Q1 CACG meeting.

ACTION - Chair to send letter to Minister noting the Committee's disappointment in the Minister's decision to support the current curfew arrangement. Chair to 'cc' local/Federal MPs.

- Lindy Smith – will there be time to review the draft masterplan prior to public consultation? She reiterated concerns regarding the content of the existing masterplan. This is provided for in the timeline.
- John Hicks – sought the Committee's support for the recommendation in the final dot point of his paper.
 - Motion passed by the wider group, with John Sweeney noting his dissent as he believes this is an overreach by the CACG.

7. Emergent Issues

Questions:

- Bill Pinkstone – when was the reasoning and the detail of the Southern Ops review completed? (in relation to the north and south). Is it possible that a different conclusion could have been reached in relation to Proposal 1 if there was a different limitation?
 - Airservices to discuss this further during the extra-ordinary meeting scheduled at 1.30pm.
- Julie Murray – asked to avoid giving out lollies and balloons to children at any scheduled events.
- Bill Pinkstone – congratulated GCA on the Major Airport of the Year award.
- Lindy Smith – were there any minutes from the GHD/Airservices extra-ordinary PFAS meeting? Lindy acknowledged Cr Chris Cherry's diligence in attending the CACG meetings and her nomination for a Women in Local Government award.
 - Chair to follow up with Melanie Layton regarding minutes.
- Cr Rhiannon Brinsmead – brought up two issues on behalf of Cr Chris Cherry:
 - Are the PFAS levels accurate in the NSW testing sites?
 - Council meeting on 15/09/2022 wrote to the EPA as the lead PFAS agency to confirm if the data from Gold Coast Airport was accurate. In the response from the EPA on 15/11/2022, it noted that Airservices hasn't provided the latest data.
Cr Chris Cherry requests that all of the data is provided.

- Michelle Peterson – AsA provided the data to GCA as the airport operator and head lease operator. It's not AsA's responsibility to pass that detail on.
- Kaylee Campradt – asked what are the obligations?
 - Norbert Benton – advised there isn't any formal obligation by AsA or GCA to provide such information.
- Lindy Smith – queried the methodology for biodata testing and claims 2018 sampling is being used but there have been significant advancements in understanding PFAS contamination since then. Lindy Smith would like testing to be on mature species not baby fish.
 - Michelle Peterson – Biodata list has been provided and they will be attempting to catch as many biodiverse mature species to provide broader testing.
 - Michelle Peterson asked Lindy Smith to provide more detail on her concerns through the CACG. Chair asked for this to be sent to him from Lindy Smith which he will personally follow-up.
- John Hicks - is the final Materiality Assessment going to be circulated as a final document?
 - Matt Jones – advised that it is an internal document for the GCA Executive team to help develop strategies from so it won't be circulated once finalised.
- Lindy Smith - has identified several significant omissions in the development of the GHD DSI and the engagement with Tweed Shire Council has not occurred which raised concerns about the credibility of the whole process.
 - Bill Pinkstone – liaising with the Tweed Shire Council is important and was concerned to hear GHD/AsA only met with Tweed Shire Council the day prior to the extra-ordinary meeting.
- Note: Chair has sent a detailed paper prepared by Larry Woodland's to GHD and AsA.

ACTION – Lindy Smith to follow-up with the Chair regarding concerns with biodata testing.

ACTION - AsA and GCA will liaise around the provision of the additional monitoring data being provided to the relevant State Government environment departments.

12:07pm – Meeting closed. Chair thanked members for their participation before closing the meeting.



Attachment 1: Attendance and Apologies

Date: Thursday 24 November 2022

Attendees

Ron Brent	CACG Chair
Jared Feehely	Gold Coast Airport
Matthew Bender	Gold Coast Airport
Jodie Fields	Gold Coast Airport - Secretariat
Abigail Koch	Queensland Airports
Nicolette Mewing	Queensland Airports
Liam Campbell	Queensland Airports
Laura Harvey	Queensland Airports
Matthew Jones	Queensland Airports
Norbert Benton	Queensland Airports
John Graham	Airservices Australia
Matthew Thomas	Airservices Australia
Nigel Morgan	Airservices Australia
Neil Bain	Airservices Australia
Scott Stephens	Airservices Australia
Glenn Cox	Airservices Australia
Michelle Peterson	Airservices Australia
Joshua Kinghorn	AFP
Lindy Smith	Tweed District Residents & Ratepayers Association
Ronni Hoskisson	Tweed District Residents & Ratepayers Association
David Gray	Bilinga Neighbourhood Watch
Bill Pinkstone	Banora Point & District Residents Association
John Sweeney	Banora Point & District Residents Association
Cr Rhiannon Brinsmead	Tweed Shire Council (proxy)
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayers Association
Larry Woodland	Fingal Head Community Association
Gregory Wyatt	QLD Department of Transport & Main Roads
Arthur Elliott	Cyclades Crescent Neighbourhood Watch
Kristie Bishop	City of Gold Coast (proxy)
Kaylee Campradt	Friends of Currumbin (proxy)

Apologies

Cr Chris Cherry	Tweed Shire Council
Jann Stuckey	Friends of Currumbin
Geoff Provest	MP for Tweed
Scott Mitchell	Virgin Australia
Rose Adams	Gecko Environment Council Association Inc.

Attachment 2: CACG Action List

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
109	24/03/2022	CACG Contact List	Secretariat to update the contact list.	Secretariat	Ongoing	Completed. ONGOING.
115	11/08/2022	PFAS communication updates.	Any significant updates on PFAS contamination identified by AsA to be reported immediately to the CACG via the Chair/Secretariat so information is communicated outside of the meeting schedule.	AsA & Chair	Ongoing	ONGOING. Secretariat to pass on any updated information.
117	11/08/2022	PFAS monitoring sites.	<p>GHD will provide an out of session response on the question of the two PFAS monitoring sites raised by Lindy Smith and why they are not sampling that area.</p> <p>There is ongoing concern particularly on the western boundary which is being considered by AsA.</p> <p>Commitment from Asa to provide detail/decisions on additional sites out of session.</p> <p>Lindy to contact the Chair via the Secretariat if she is concerned about the adequacy of the response.</p>	GHD and Michelle Petersen, AsA Head of PFAS.	01/10/2022	OPEN. ASA will provide an update on additional sites out of session.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
120	11/08/2022	Code of Conduct	New, draft CoC to be sent to CACG members for review once reviewed by Chair and GCA.	Secretariat	14/09/2022 24.11.22 10.02.23	OPEN
121	11/08/2022	Terms of Reference	Copy of revised ToR to be sent to CACG members for review. The revised text will clarify the right of members to discuss and comment on matters raised in the CACG provided they do not claim to represent the CACG and provided the material is not identified as confidential. A watermark with the wording CONFIDENTIAL is to be included for any confidential documentation to help Committee members identify what is appropriate for public sharing.	Secretariat	14/09/2022 24.11.22 10.02.23	OPEN.
122	11/08/2022	CACG members who fail to attend meetings.	GCA will review the list of members, follow up with members not attending and report back to the next meeting.	GCA	24.11.2022 10.02.23	ONGOING.
124	11/08/2022	ANACC Minutes one month prior.	ANACC minutes from the 20 th October meeting were circulated to the CACG members on the 16 th November 2022,	Secretariat	23/09/2022 24.11.22 10.02.23	COMPLETED. To be raised again by members if there is renewed concern about the timeliness of

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			noting that timing of the meeting minutes may mean that this is not always possible to provide them one month in advance.			distribution of ANACC minutes.
131	24.11.22	Air Quality Monitoring location map	Request to have a copy of the air quality monitoring location map distributed.	Meredith Anderson	10.02.23	OPEN.
132	24.11.22	Simplified summary of lead monitoring results	GCA to provide a simplified summary of the lead monitoring report for committee members to pass on to their respective community groups.	Norbert Benton	10.02.23	OPEN.
133	24.11.22	Qantas freight plane	AsA to investigate the Qantas freight plane and report back at the next meeting.	John Graham	10.02.23	OPEN.
134	24.11.22	ILS Sept/Oct usage report	ILS Sept/Oct usage report to be distributed once received by AsA. Reports received on the 30 th November and distributed to the ANACC and CACG members.	AsA/Secretariat	01.12.22	CLOSED.
135	24.11.22	Masterplan Consultation Meeting	GCA to confirm the date for the first consultation meeting which is to be held early 2023.	Liam Campbell /Secretariat	10.02.23	OPEN.
136	24.11.22	GCA to confirm support of the current curfew arrangements	GCA to confirm support of the current curfew arrangements in the Q1 CACG meeting.	Jared Feehely	10.02.23	OPEN.
137	24.11.22	Letter to Minister	Chair to send letter to Minister noting the Committee's disappointment in the Minister supporting the current curfew arrangement. Chair to 'cc' local/Federal MPs.	Chair	10.02.23	OPEN.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
138	24.11.22	Concerns over biodata testing.	Lindy Smith to follow-up with the Chair regarding concerns with this PFAS testing.	Lindy Smith/Chair	10.02.23	OPEN.
139	24.11.22	Additional PFAS Monitoring Data.	AsA and GCA will liaise around the provision of the additional PFAS monitoring data being provided to the relevant State Government environment departments.	Michelle Peterson/ Norbert Benton	10.02.23	OPEN.
140	24.11.22	Clarify in the minutes of the meeting the approach to be used for describing the significance of PFAS levels, and to record Lindy Smith's concerns about how they were described in the previous minutes.	Chair to follow-up with Norbert Benton to confirm the approach for these and future minutes around the definition of "high" or "low" PFAS levels.	Chair/ Norbert Benton	10.02.23	OPEN.

Closed Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
34	07/11/2018	Air Quality Monitoring	Provide update at the next meeting on the results of the air quality testing.	Gold Coast Airport (Norbert Benton)	04/03/2020 15/07/2021	Closed - Norbert Benton to cover this in his presentation
50	06/11/2019	Air Quality Monitoring	Write to QLD & NSW health departments for further information on what the state governments are doing, or can do, to monitor emissions from aircraft at Gold Coast Airport.	Chair	15/07/2021	Completed - Chair to provide update
59	06/11/2019	PFAS	Discuss with Airservices to see whether the CACG can meet with the successful tenderer for the DSI project.	Chair/ Airservices (Darrin Davies)	04/03/2020 15/07/2021	Closed - to listed items will be subsumed in further actions or covered off
66	04/03/2020	PFAS	Respond to <i>8.3 PFAS Contamination at Gold Coast Airport</i> paper along with questions submitted via the CACG Secretariat. Further to this coordinate for the successful tenderer to attend the next CACG meeting to address the Committee.	Airservices (Darrin Davies)	08/07/2020 15/07/2021	Closed - to listed items will be subsumed in further actions or covered off
68	04/03/2020	Departures over Kingscliff	ANACC report to provide update to the CACG on progress on the Departures over Kingscliff item.	ANACC Chair	08/07/2020 15/07/2021	Closed - reporting of the issue will remain item until resolved or no further action possible.
69	11/03/2021	Air Quality Monitoring	Chair to write to NSW and QLD Health Departments to conduct air quality monitoring departments. NSW EPA had a note out saying they would review their air quality monitoring programs.	Chair	15/07/2021	Closed - Air quality monitoring followed up with government QLD government told it's a Airservices issue, no response from NSW.
70	11/03/2021	Terms of Reference	Chair noted endorsement of the revised terms of reference by members	Chair	15/07/2021	Closed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
71	11/03/2021	Airservices Australia Presentation Feedback	Committee to come back to the CACG email for feedback on provision of standard Airservices Australia data in their presentation. Information to be provided prior to 11 April to allow Airservices time to collate and report back to July meeting. Subject of email response to include "Suggested additions to Airservices Australia noise presentation"		15/07/2021	Closed
72	11/03/2021	Concerns for GHD Review	Chair asked that Lindy provide her concerns directly to GHD for review and considerations via PFAScomms@airservicesaustralia.com GHD to respond directly to all submissions to confirm receipt.		15/07/2021	Closed
73	11/03/2021	Curfew exemption for the Qantas Freight service	Department to provide information that will be circulated to members on further detail on the exemption.		15/07/2021	Closed - Further correspondence and further action will be new
74	11/03/2021	Curfew exemption for the Qantas Freight service	Chair to write to the Department to note the committee's position that this permit should not be renewed.	Chair	15/07/2021	Closed - Further correspondence and further action will be new
75	11/03/2021	Air Quality Monitoring	Air Quality Monitoring to be a named item on the next strategic work plan.		15/07/2021	Closed - to be covered under later item
76	11/03/2021	Curfew exemption for the Qantas Freight service	Chair to provide an update to members on the curfew freight service prior to 01 May 2021.	Chair	15/07/2021	Closed - covered by earlier material

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77	11/03/2021	Flights over Kingscliff	Chair to request from ANACC an assessment of whether international flights go over Fingal or Kingscliff.	Chair	15/07/2021	Closed - Duplicate
78	11/03/2021	Letter to Airservices Australia CEO re Fiona Lawton	Chair to write to Airservices Australia CEO and send a copy direct to Fiona.	Chair	15/07/2021 11/11/2021	Chair has written to Fiona Lawton and CEO, chair to follow up with official correspondence. Completed
79	15/07/2021	Airservices Noise Monitoring Review	Members may provide comment on the review, CACG secretariat to keep record of all feedback correspondence and note it in committee correspondence.	Members	11/11/2021	Completed
80	15/07/2021	Links to AirServices Engagement Information	Updates to relevant sites and information to be provided to Secretariat for distribution to members. Feedback is welcomed.	Airservices	11/11/2021	Completed Information is available, if people are concerned about not receiving information discuss with Chair after meeting
81	15/07/2021	SWP to be provided to GHD	CACG Strategic Work Plan to be Provided to GHD.	John Hicks	11/11/2021	Completed John Hicks to forward to Melanie Layton
82	15/07/2021	Access to 2018 AirServices PFAS Report	Investigate if report can be provided to secretariat for distribution.	Airservices	15/08/2021 11/11/2021	Completed Report was circulated 20 th July
83	15/07/2021	Process for release of the DSI report	Advice on the process to be followed in finalising and releasing DSI report.	Airservices	11/11/2021	Completed - Covered as an agenda item
84	15/07/2021	Review of the 2019 and 2020 AirServices PFAS reports	Lindy will send review of 2019 and 2020 AirServices PFAS reports for distribution.	Lindy Smith	11/11/2021	Completed
85	15/07/2021	Distribution of presentations	All CACG meeting presentations be circulated ahead of draft minutes.	Secretariat	15/7/2021	Completed
86	15/07/2021	Tweed Council Air Quality Monitors	Members to provide location suggestions for extra monitors directly to Jacqui	Members	11/11/2021	Completed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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87	15/07/2021	GCA Air Quality Monitoring	Response requested from the airport if an ongoing air quality monitoring program is possible. John asked whether the final report was circulated. Norbert provided an update on his action items.	Norbert Benton	11/11/2021 24/03/2022	Completed
88	15/07/2021	Draft GCA Air Quality Report	Draft GCA Air Quality Report to go to members for comment.	GCA and Members	11/11/2021	Completed Replaced by item 96 and will allow for draft report to be out 4 weeks before CACG
89	15/07/2021	GCA Master Plan	Request the airport provide an outlined program to consult with the CACG.	GCA	24.11.22	CLOSED. This will now be an ongoing agenda item.
90	15/07/2021	DES Ambient PFAS Monitoring	DES to be invited to next CACG to present on its monitoring program. Brenda Baddiley presented the Ambient Concentrations of PFAS in Queensland 2019-2020 which provided an overview of the online portal and the link to the report on the Department's website.	Norbert Benton	24/03/2022	Completed
91	15/07/2021	Questions over 2019 and 2020 Airservices PFAS reports	Lindy Smith to present concerns directly to Airservices for response at or before next CACG. Chair sent to AsA.	Lindy Smith and Airservices	August 2022	Completed
92	15/07/2021	Qantas freight Curfew Movements	Refer following issues to ANACC: Possibility of reforming the Curfew Regulations. Whether freight flights could be shifted to daytime. Whether flights could use Brisbane	Secretariat/ Matthew Bender	24/03/2022	Completed Part of ANACC meeting, minutes to be circulated when finalised

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			airport and road link.			
93	15/07/2021	ANACC minutes	Include CACG members in distribution of ANACC minutes. Ron proposes to remove this from the action list. This will be undertaken moving forward and can therefore update this item to completed.	Secretariat/ Matthew Bender	24/03/2022	Completed
94	11/11/2021	Curfew Flights	Chair to write to Federal Minister and local members regarding curfew flights.	Chair	24/03/2022	Completed following meeting
95	11/11/2021	PFAS Communication Email	Details of PFAS communications email address to be circulated.	GHD	Prior to next CACG	Closed
96	11/11/2021	Air Quality	GCA and Norbert to look into air quality in Kingscliff and how this related to SWP	Norbert Benton	24/03/2022	Closed (incorporated in item 100)
97	11/11/2021	Air Quality	Invite Jacqui to present an update on the TSC AQM at the next CACG meeting (21 July 2022) regarding the draft GCA Air Quality Monitoring Report. Make an agenda item at the next meeting.	Secretariat	21/07/2022 24/11/2022	Closed. This is part of the TSC presentation scheduled for the 24.11.22 meeting.
98	11/11/2021	Traffic Movement Plan	Traffic movement plan for Wollemi place to be provided.	Travis Callaghan	24/03/2022	Completed Document circulated 12/11/2021
99	11/11/2021	Air Quality	Request consultant preparing GCA Air Quality Monitoring Report to note anecdotal evidence of black material being deposited on roofs etc. with increased flights within the draft air quality monitoring report.	Norbert Benton	24/03/2022	Closed (incorporated in item 100)
100	24/03/2022	Airport Quality	Draft GCA AQ Monitoring Rpt to be presented 1 month prior to next CACG mtg, with consultant to consider SWP, and anecdotal evidence of black deposits on rooves following increased flights.	Norbert Benton	21/07/2022 24.11.22	Closed This item discussed at 24.11.22 meeting.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			Report provided on the 20th March but failed to be provided one month prior.			
101	24/03/2022	PFAS & Airport Presentations	Secretariat to add to the minutes prior to Ron's electronic signature.	Secretariat	21/07/2022 24/11/2022	Closed This is to become an ongoing part of the Airservices presentation.
102	24/03/2022	Ambient Concentrations of PFAS in Queensland 2019-2020	Brenda to send the links to Norbert.	Brenda Baddiley	21/07/2022 24.11.22	Closed
103	24/03/2022	Healthy Waterways Grading Report	GHD to consider providing a water quality report for GCA using the same grading cards as the Tweed report.	GHD	21/07/2022 24.11.22	Closed This is to become an ongoing part of the Airservices presentation.
104	24/03/2022	Lindy's comments regarding AsA DSI update	Airservices to respond to Lindy's comment.	Airservices and Secretariat	21/07/2022 24.11.22	Closed
105	24/03/2022	Kirra PFAS levels	Chair to follow-up with GHD, AsA and GCA around Kirra Beach PFAS levels.	Chair	21/07/2022 24/11/2022	Closed
106	24/03/2022	Agenda Paper for Freight Curfew	Chair to write to the Minister to cover these items and attach the agenda paper. Letter sent to Minister King on the 1st August 2022.	Chair	21/07/2022 01/08/2022 24.11.22	Closed Letter and a response from the Minister's was received. Committee disappointed in the response and intend to keep this item active but consider doing so through different means. For now though, the action item has been completed and therefore this item will be closed.
107	24/03/2022	Freight Curfew	Airport to provide feedback on its position on the recommendations in the Freight Agenda paper.	GCA	21/07/2022 24/11/2022	Closed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
108	24/03/2022	Larry Woodland's Paper	Chair to discuss Larry's paper with him out of session to address some of the complexity within it. Chair and Larry met on Wed 10 th Aug to discuss.	Chair and Larry	21/07/2022 10/08/2022 24.11.22	Closed
110	11/08/2022	Gold Coast Airport Masterplan	CACG is consulted throughout the process.	GCA	24.11.22	Closed This was a duplication of item 89.
111	11/08/2022	Gold Coast Airport Masterplan out of session meeting	CACG members would like consultation on the masterplan with an out of session meeting.	GCA	24.11.22	Closed This is scheduled for the new year.
112	11/08/2022	Noise complaints during June	AsA to check the June data to confirm that no noise complaints were reported during the month of June.	AsA	14/09/2022 24.11.22	Closed Airservices confirmed no complaints recorded was correct for the month of June.
113	11/08/2022	March 2021 Noise complaint data not the same	Lindy Smith is concerned that the data presented for March 2021 noise complaints does not match the report she has.	AsA	24/11/2022	Closed Information was accurate. Lindy will investigate whether the resident is happy to share detail.
114	11/08/2022	Outcome reporting	AsA to advise if they can include outcome reporting in the update.	AsA	24/11/2022	Closed Moving forward the expectation will be for AsA to include outcome reporting where possible.
116	11/08/2022	AsA Organisational Chart.	AsA to provide an organisational chart and role overview of AsA engagement team members to the Chair and Secretariat. AsA advised that they do not wish to supply an organisational chart due to the constant changes it would easily become redundant.	AsA and Secretariat	01/10/2022 24.11.22	Closed Chair requested that AsA introduce present staff at the beginning of each presentation.
118	11/08/2022	Materiality Assessment and SWP.	Ernest & Young to confirm that they have received a copy of the Strategic Working	EY & Lucy Ardern	01/10/2022 24.11.22	Closed MA update provided in 24 Nov meeting.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			Plan. EY confirmed that they received the SWP.			
119	11/08/2022	EY Materiality Assessment slides	Circulate slides from the EY Materiality Assessment. Slides circulated.	Secretariat	14/09/2022 24.11.22	Closed
123	11/08/2022	Material Correspondence labelling.	Secretariat to review the labelling of the Material Correspondence item with the Chair.	Secretariat and Chair	01/10/2022 24.11.22	Closed
125	11/08/2022	Agenda draft to be circulated one month prior to upcoming meeting.	Draft agenda's to be circulated one month prior to the meetings. Jared acknowledged that it is a mistake and the importance of the procedures returning to commitment.	Jared Feehely & Secretariat	10/09/2022	Closed
126	11/08/2022	CACG request GCA's commitment to curfew operations at an Executive level.	CACG members request that the airport reconsider its commitment to the curfew operations as a regulation for Gold Coast Airport and confirm backing behind the decision at an Executive/Board level.	GCA	24/11/2022	Closed This will be picked up in the masterplan discussion.
127	11/08/2022	Letter to Federal members.	Chair will undertake to send letter to the two Federal members on the curfew issue. This is a duplication which has already been completed.	Chair	10/10/2022 24.11.22	Closed
128	11/08/2022	Improving noise reporting communication and integrating this into the masterplan.	Consultation with airport and other members with a delegation or representation on how noise reporting might be better communicated and included in the next masterplan.	GCA	24/11/2022	Closed
129	11/08/2022	Chair to give ANEF presentation at next meeting.	Chair to re-run his ANEF presentation at the end of the next CACG meeting.	Chair	24/11/2022	Closed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
130	11/08/2022	The Department's PFAS Program website link.	Clare Chapple to forward the website link on The Dept. PFAS Program.	Clare Chapple & Secretariat	14/09/2022 24.11.22	Closed

Air Quality Sensing Best Practices for Local Government - Pilot Project

Meredith Anderson and Jacqui Cord
Environmental Health Officers
Tweed Shire Council

Overview

- ❖ Regulation and Monitoring of Air Quality in NSW
- ❖ Air quality monitoring in the Tweed
- ❖ Take a look at the what's, why's and who's of the Air Quality Sensing Best Practice for Local Government Pilot Project
- ❖ Look at the focus, challenges and solutions specifically for Tweed
- ❖ Look at where we are now
- ❖ Questions

Who regulates and monitors air quality in NSW?

- ❖ Air quality impacts from human activity are regulated by both State and Local Government Agencies.
- ❖ NSW Environmental Protection Agency (NSW EPA) regulates large business operations through Environmental Protection License's, smoky motor vehicles, chemical applications and public authorities (i.e. sewerage treatment plants and landfill sites).
- ❖ Local government, such as Tweed Shire Council (TSC), regulate smoke, dust and odours resulting from backyard burning, domestic wood fires, smaller development activities and business operations.
- ❖ Other regulators include AirServices Australia (Aircraft).
- ❖ Currently, air quality monitoring is primarily run by NSW Department of Planning and Environment. The closest monitoring station to Tweed is Coffs Harbour.

What about air quality monitoring in the Tweed?

- ❖ In 2019 TSC's Environmental Health Team deployed air quality sensors across the Shire to gather data on particulate matter (PM2.5 and PM10) using PurpleAir Sensors.
- ❖ In late 2021, all LGAs within NSW were approached by NSW DPE and offered an opportunity to participate in a state-wide air quality sensing pilot project.
- ❖ Project: NSW Smart Sensor Network (NSSN) OpenAir Air Quality Sensing Best Practices for Local Government Pilot Project

What is the Pilot Project all about?

- ❖ The pilot project has a number of overarching objectives, such as:
 - ❖ Developing best practices for local governments wanting to use low-cost air quality monitoring devices to monitor local air quality issues;
 - ❖ Enable councils to positively impact air quality issues in their communities;
 - ❖ Implement data feeds with NSW government data portal to supplement existing state air quality monitoring network.
- ❖ Fifteen Council's across NSW are involved in the pilot project.
- ❖ 18-month project – Jan 2022 to June 2023 – aim to operate sensors for one winter and one summer.

Why do this project?

Key Problems:

- ❖ NSW DPE recognises the need for localised environmental sensing;
- ❖ Councils are ideally placed to deploy and operate low-cost sensors to address local issues;
- ❖ Increasing occurrences of heatwaves, bushfires and air pollution which have a significant impact on health and the economy in NSW.

Why do this project?

Why this Solution

- ❖ Builds capacity within local government to enable all NSW councils to use low-cost environmental sensing;
- ❖ Not just the technology but also the business & operation aspects of low-cost sensing;
- ❖ Project is very much a partnership between DPE, universities and participating councils.
- ❖ Deployment of sensors help solve local issues while contributing to the development of a scalable state-wide environmental data resource.

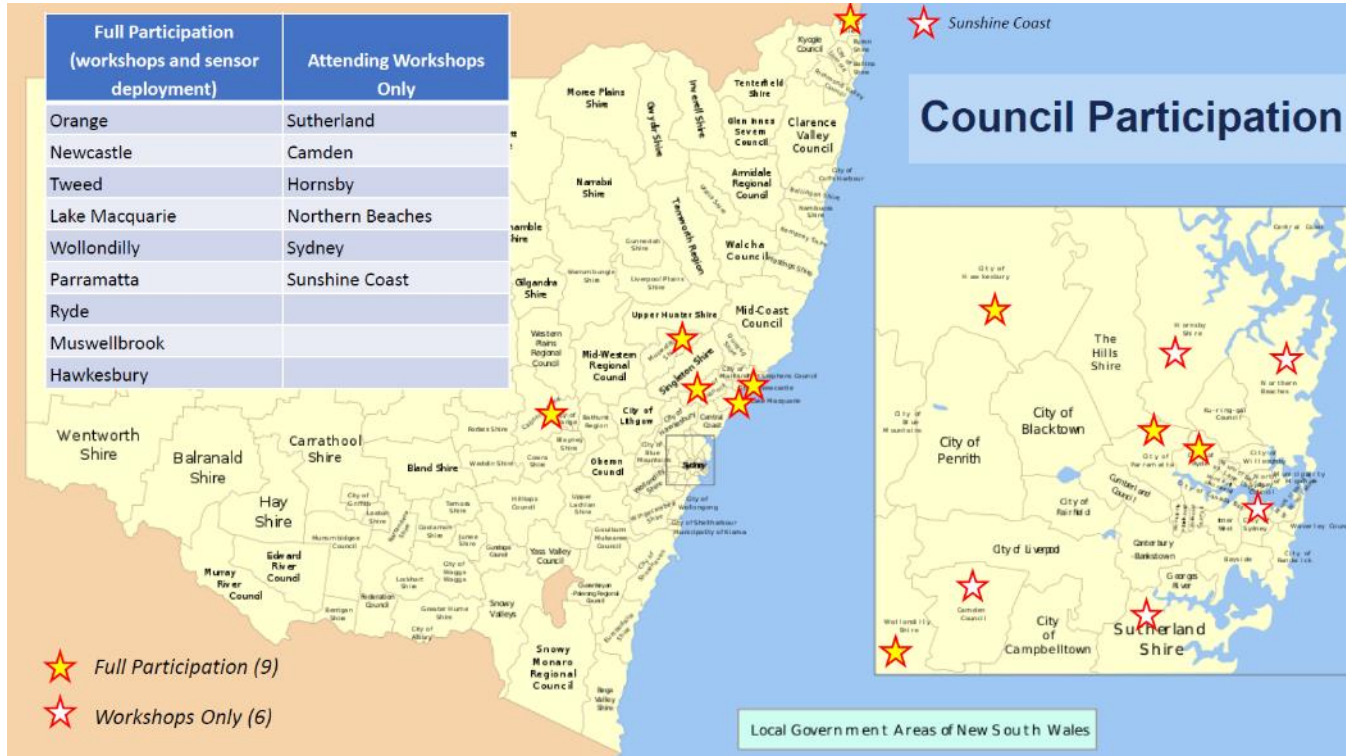
What 'to-do-nothing' will mean:

- ❖ Low-cost environmental sensing will continue to be ad-hoc with limited impact
- ❖ Hyper-local air quality data is not available to inform state initiatives or broader research community

Project Participants and Roles

Project Participants	Roles
Councils	<ul style="list-style-type: none">• Identify air quality issues to be addressed• Develop and implement business plans and sensing strategies• Deploy and operate sensors in LGAs
Subject Matter Experts	<ul style="list-style-type: none">• DPE, UTS, WSU, UNSW, USyd, ANU, Sitalines Media• Develop methodologies, resources• Support councils, review projects• Document learnings and best practises
NSW DPE	<ul style="list-style-type: none">• Primary project sponsor• Data integration (eg: with SEED portal/ NSW Spatial Services)• Information hub
NSW Smart Sensing Network	<ul style="list-style-type: none">• Project lead and management• Comms support
Steering Committee	<ul style="list-style-type: none">• DPE, NSW EPA, NSW Health, LG-NSW, NSSN

Participating Councils



What impacts our Air Quality in Tweed?

- ❖ Tweed Shire generally enjoys exceptional air quality compared to other participating NSW LGAs such as Newcastle & Muswellbrook.
- ❖ It is predicted that the main impacts on air quality within the Shire are potentially wood fire heaters, sugar cane burning, transport emissions such aircraft and road traffic.
- ❖ A Council Meeting on 2 June resolved to participate in the pilot project and investigate potential air quality impacts from air traffic under the flight path of the Gold Coast Airport.

Challenges for Councils

- ❖ Challenges that many of the participating council's face with this project include:
 - ❖ Environmental Health Officers are not experts in air quality, environmental sensor, data infrastructure development or analysis;
 - ❖ The project will need to involve multiple Units within Council;
 - ❖ Interpreting and end use of the data;
 - ❖ Ensuring the project remains manageable and within budget
- ❖ These challenges are not unique to TSC.
- ❖ Additional challenges for TSC's project:
 - ❖ Differentiating between road traffic and air traffic air quality impacts;
 - ❖ Council is not the ARA for air traffic.

Solutions

- ❖ Keep the project aim small and focused;
- ❖ Location of sensors will be key and capable of obtaining meaningful data;
- ❖ Continual consultation with subject matter experts throughout all stages of the project.

Where is the project at right now?

Development and consultation stage



Summary

- ❖ TSC is participating in a state-wide low-cost sensing pilot project which will lead to various deliverables.
- ❖ TSC's project will focus on air quality impacts under the flight paths used by aircraft using the Gold Coast Airport.
- ❖ TSC's project is still in the development and consultation stage.
- ❖ Pilot Project is due to finish is June 2023.

Thank you for listening.

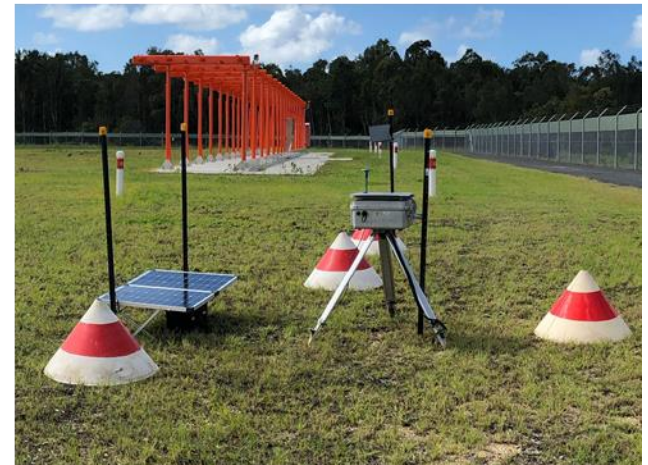
Any Questions?

Air Quality Screening Study

CACG Presentation, November 2022

Air Quality Monitoring Parameters

- VOCs – Radiello Tubes
(23 April – 3 May 2019)
- NOx & SOx – Radiello Tubes
(23 April – 3 May 2019)
- Lead – Air Pump/Filter
(17 May 2019)
- PM₁₀ & PM_{2.5} – DustTrack
(23 April - 1 August 2019)



Air Quality Monitoring Sites

Site 1

VOCs, NOx, SOx & Lead



Site 4

VOCs, NOx, SOx & Lead



Site 2

VOCs, NOx, SOx & Lead



Site 3

VOCs, NOx, SOx, Lead & Particulate Matter (PM₁₀ & PM_{2.5})



Radiello Results

Parameter	Source	Averaging Period	Air Quality Objectives / Criteria ($\mu\text{g}/\text{m}^3$)	*Results ($\mu\text{g}/\text{m}^3$)/ Location			
				1	2	3	4
Nitrogen dioxide	Cwth AAQ NEPM (2021)	1 hour	167	6.61	1.52	3.4	5.5
		1 year	31				
	Qld EPP (Air) 2019 – health and wellbeing	1 hour	250				
		1 year	62				
	Qld EPP (Air) 2019 – health and biodiversity of ecosystems Safe Work Australia, 2019	1 year	33				
Sulfur dioxide	Cwth AAQ NEPM (2021)	1 hour	285	0.08	0.04	0.08	0.46
		1 day	57				
	Qld EPP (Air) 2019 – health and wellbeing	1 hour	570				
		1 day	229				
		1 year	57				
	Qld EPP (Air) 2019 – protecting agriculture	1 year	31				
	Qld EPP (Air) 2019 – health and biodiversity of ecosystems (for forests and natural vegetation)	1 year	21				
	NSW EPA 2017	10 minute	712				
		1 hour	570				
		1 day	228				
1 Year		60					
Benzene	Qld EPP (Air) 2019 - health and wellbeing	1 year	5.4	0.11	0.04	0.05	0.03
Toluene	Qld EPP (Air) 2019 – protecting aesthetic environment	30 minutes	1,100	0.8	0.33	0.49	0.48
		24 hour	4,100				
	Qld EPP (Air) 2019 - health and wellbeing	1 year	400				
Xylene	Qld EPP (Air) 2019 - health and wellbeing	24 hour	1,200	1.12	0.46	0.62	0.46
		1 year	950				
	NSW EPA 2017	1 hour	190				
	Safe Work Australia, 2019	TWA (8 Hour)	350,000				

*Average over 10 days 23 April – 3 May 2019.

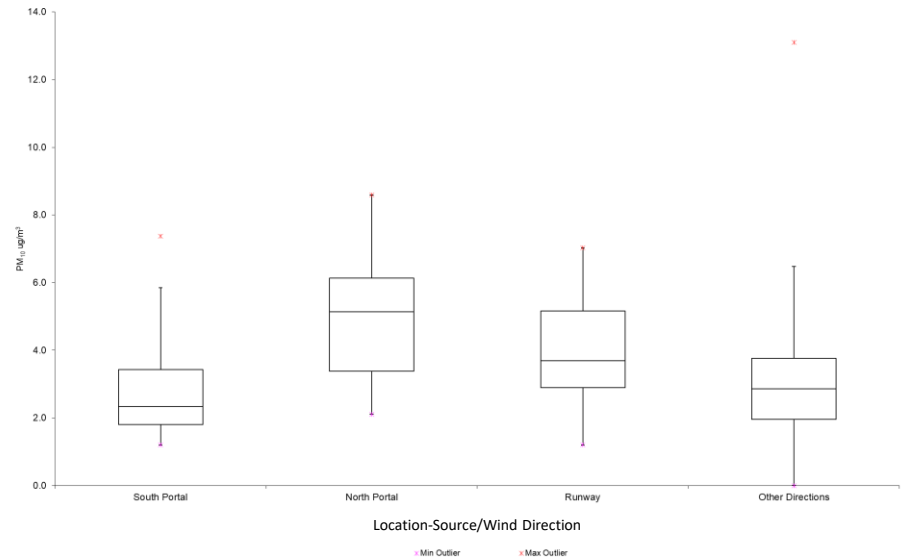
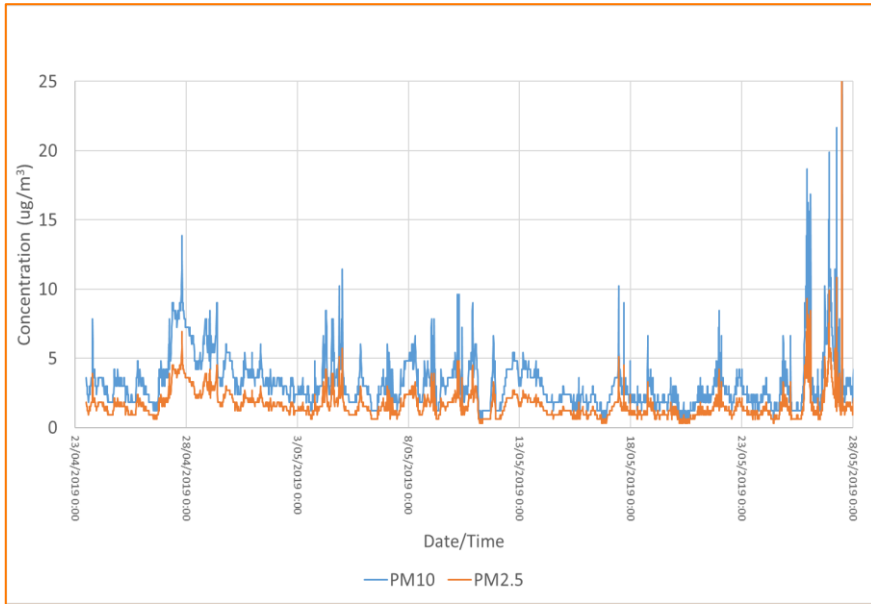
Radiello Results – Continued

Parameter	Source	Averaging Period	Air Quality Objectives / Criteria ($\mu\text{g}/\text{m}^3$)	*Results ($\mu\text{g}/\text{m}^3$)/ Location			
				1	2	3	4
Cyclohexane	Safe Work Australia, 2019	TWA (8 Hour)	350,000	0.21	0.05	0.08	0.05
n-decane	Texas Commission on Environmental Quality, 2018	1 year (long term)	330	0.16	0.02	0.08	0.05
		1 hour (short term)	1,700				
n-dodecane	Texas Commission on Environmental Quality, 2019 – (dodecane)	1 year	350	8.4	8.38	9.12	10.15
		1 hour	3,500				
n-Heptane	Safe Work Australia, 2019	TWA (8 Hour)	1,640,000	0.13	0.05	0.09	0.05
n-Hexane	Safe Work Australia, 2019	TWA (8 Hour)	72,000	0.73	<0.04	0.62	<0.04
	NSW EPA 2017	1 hour	3,200				
Methylcyclohexane	Safe Work Australia, 2019	TWA (8 Hour)	1,610,000	0.07	0.04	0.04	<0.04
2-methylpentane	Texas Commission on Environmental Quality, 2018	1 year (long term)	200	0.46	0.15	0.2	0.12
		1 hour (short term)	5,600				
3-methylpentane	Texas Commission on Environmental Quality, 2018	1 year (long term)	200	0.23	0.08	0.11	0.06
		1 hour (short term)	5,600				
n-nonane	Nonane - Safe Work Australia, 2019	TWA (8 Hour)	1,050,000	0.09	<0.04	<0.04	<0.04
	Texas Commission on Environmental Quality, 2018	1 hour (short term)	4,800				
n-octane	Safe Work Australia, 2019 (Octane)	TWA (8 Hour)	1,400,000	0.09	0.07	0.06	<0.04
	Texas Commission on Environmental Quality, 2018	1 hour (short term)	5,600				

*Average over 10 days 23 April – 3 May 2019.

DustTrack Results

Particulate Matter Results (Corrected based on K factor calculated from filter weight)



Parameter	Source	Averaging Period	Air Quality Objectives / Criteria ($\mu\text{g}/\text{m}^3$)	*Results ($\mu\text{g}/\text{m}^3$)
PM ₁₀	Cwth AAQ NEPM (2021), Qld EPP (Air) 2019 – health and wellbeing & NSW EPA 2017	24 hour	50	3.3
		1 year	25	
PM _{2.5}	Cwth AAQ NEPM (2021), Qld EPP (Air) 2019 – health and wellbeing & NSW EPA 2017	24 hour	25	1.7
		1 year	8	

*Average PM₁₀ and PM_{2.5} concentrations (corrected based on K factor calculated from filter weight) over the test period 23/4/2019 to 29/05/2019. DustTrak installed 23 April 2019 & Removed 1 August 2019. Pump stoppage resulted in reduced sampling effort.

Lead Monitoring Results

Parameter	Source	Averaging Period	Air Quality Objectives / Criteria ($\mu\text{g}/\text{m}^3$)	*Results ($\mu\text{g}/\text{m}^3$)/Location			
				1	2	3	4
Lead	Cwth AAQ NEPM (2021)	1 year	0.5	<1.34	<1.31	<1.38	<1.31
	Qld EPP (Air) 2019 – health and wellbeing	1 year	0.5				
	NSW EPA 2017	1 year	0.5				

*Reported lead as total on filter. All samples below level of detection.

- Air pumps for detecting lead deployed for ~7hrs on 17 May 2019
- No lead detected
- Sampling period resulted in the level of detection being above criteria. Longer deployment of air pumps required for LDL to be below criteria.
- Given no lead detections close to the airport it is expected lead levels offsite associated with aircraft moments would be below criteria.
- Methodology of any future lead monitoring will consider requirements for achieving LDL.

Conclusions

- Feedback from CACG members on July 2021 presentation, including results, requested by Friday 6 August 2021. No feedback received.
- Consultant has drafted report and will be issued to CACG by end of November
- Key conclusions of draft report include:
 - Sampling was undertaken close to the source (airport/aircraft operations) therefore levels further afield are expected to diminish
 - Overall results were all well within relevant air quality ecological and health objectives/criteria, noting sampling period limitations for lead
 - Radiello Results - Results well below (in excess of an order of magnitude) relevant air quality criteria for the 19 compounds measured
 - DustTrack - Results well below relevant air quality criteria with no obvious links between wind direction and/or source (Tugun Bypass tunnel – vehicle movements, runway – RPT aircraft movements)
 - Lead - Given no lead detections close to the airport, and number of light aircraft movements, it is expected lead levels would be below criteria. Methodology of any future lead monitoring should consider requirements for achieving lower detection limit.

Next Steps

- Circulate draft report to CACG by end of November 2022
- Feedback from CACG members on draft report welcome. Any feedback requested by Friday 27 January 2023 to cacg@gcal.com.au
- Consultant will consider feedback and finalise report
- Report to be subsequently issued to the CACG and other relevant stakeholders

Thank you

Norbert Benton

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www.goldcoastairport.com.au



24 November 2022



GOLD COAST CACG

AIRSERVICES UPDATE

Matt Thomas – Head of Community Engagement (Acting)

Nigel Morgan – Aerospace Designer

Scott Stephens – UTS, Gold Coast ATC Tower

Neil Bain – Director of Operations, Primary Towers North

Glenn Cox – Director of Operations, Terminal Services North

Michelle Petersen – Head of PFAS Strategy & Delivery

John Graham – Community Engagement Advisor

AIRSERVICES UPDATE

ITEMS

- Operational update
 - Air traffic movements
 - RNP usage
- NCIS update
- Review items
 - ILS usage report
 - Noise monitor review
 - Runway 14 ILS arrival (STAR)
 - Australian network
 - Ground delay program
 - Network management



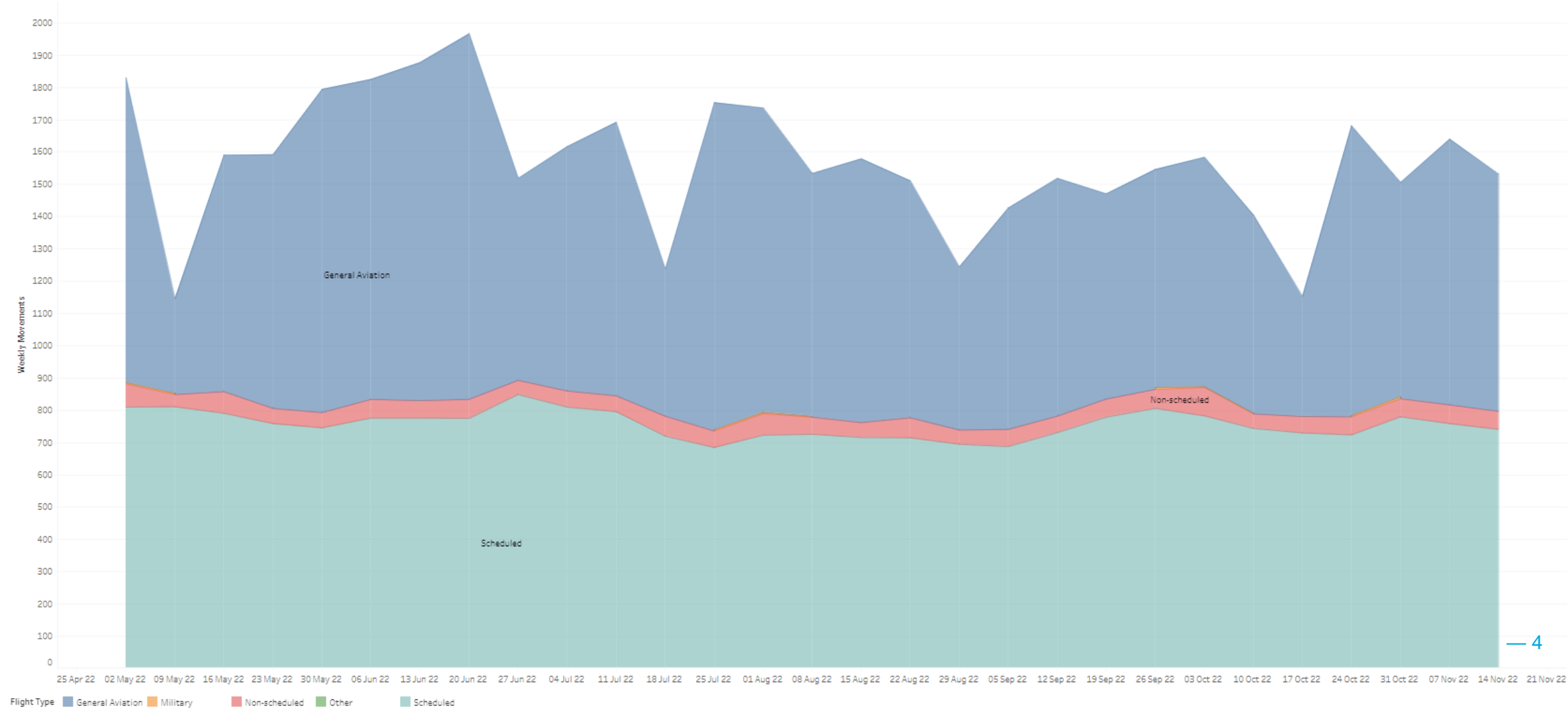
OPERATIONAL UPDATE

AIR TRAFFIC MOVEMENTS

OFFICIAL

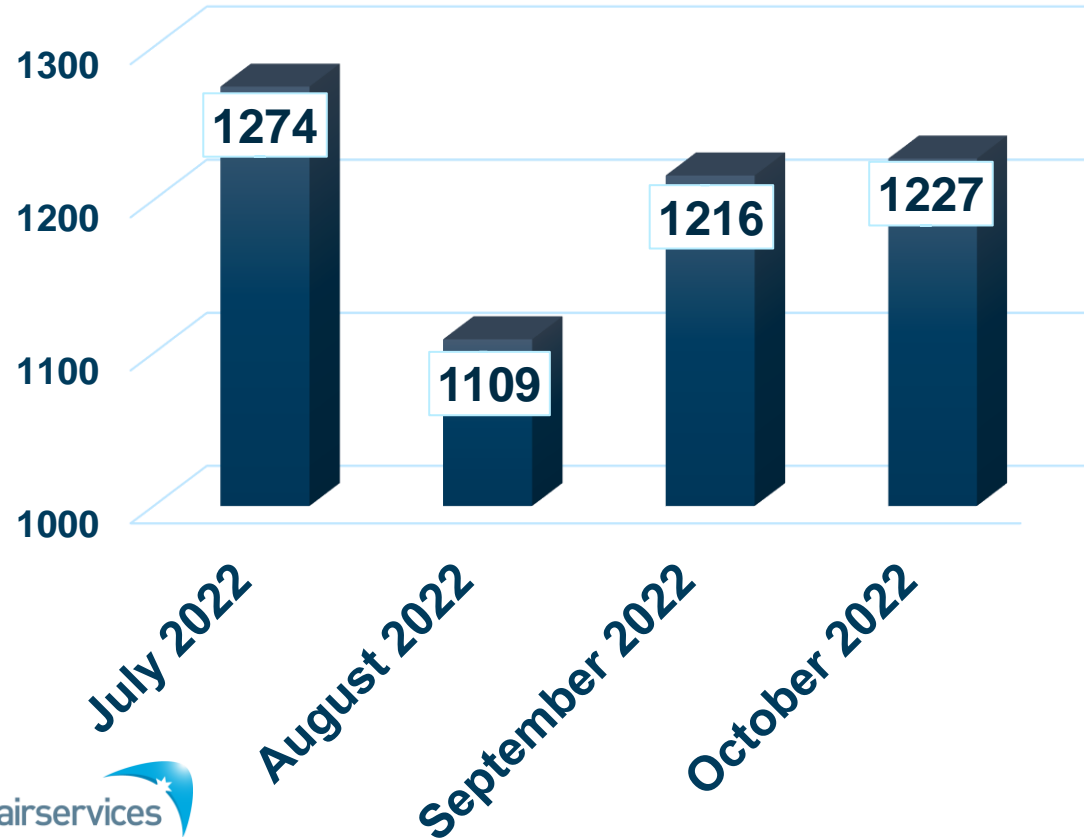
Weekly Traffic - including General Aviation

Historic Traffic at YBCG Airport (including General Aviation*)

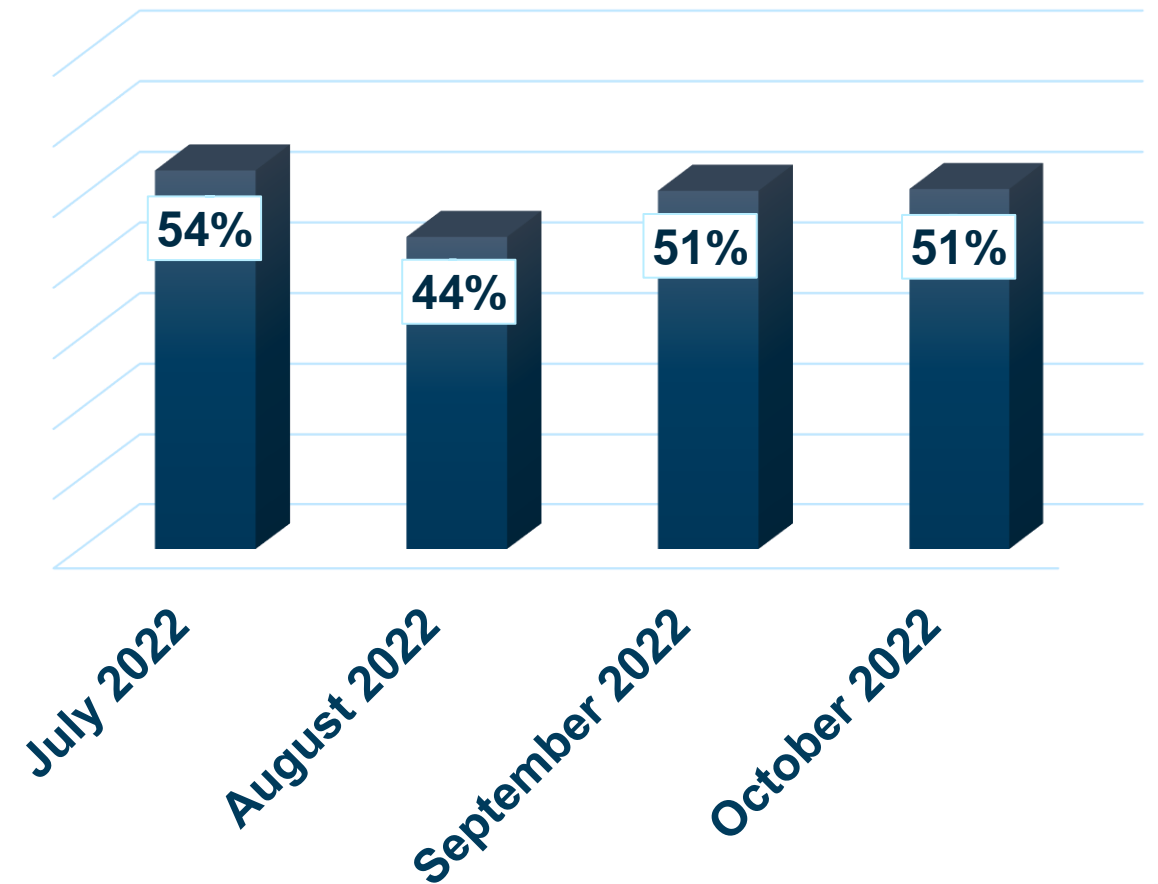


RNP (AR) USE JULY TO OCTOBER 2022

TOTAL NUMBER OF RNP (AR) FLIGHTS



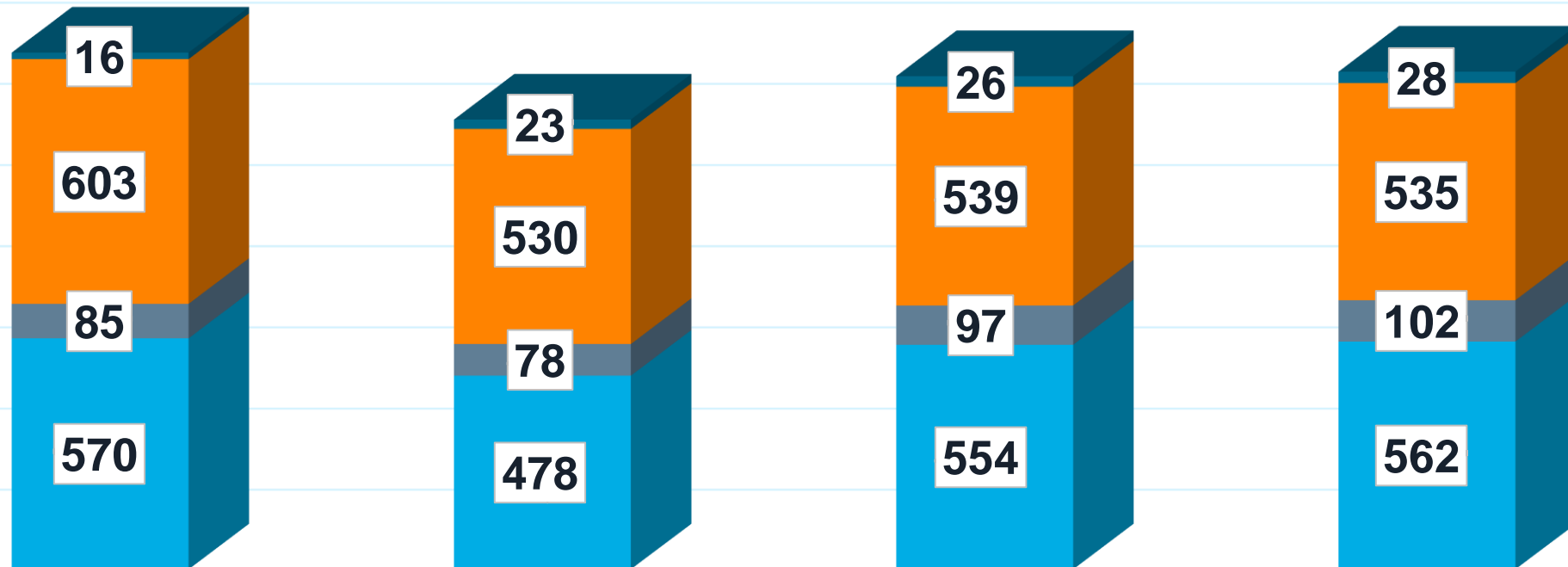
PERCENTAGE OF ALL RNP (AR) ARRIVALS



RNP (AR) USE JULY TO OCTOBER 2022

NUMBER OF RNP (AR) FLIGHTS BY AIRLINE

■ VOZ ■ QFA ■ JST ■ ANZ



July 2022

August 2022

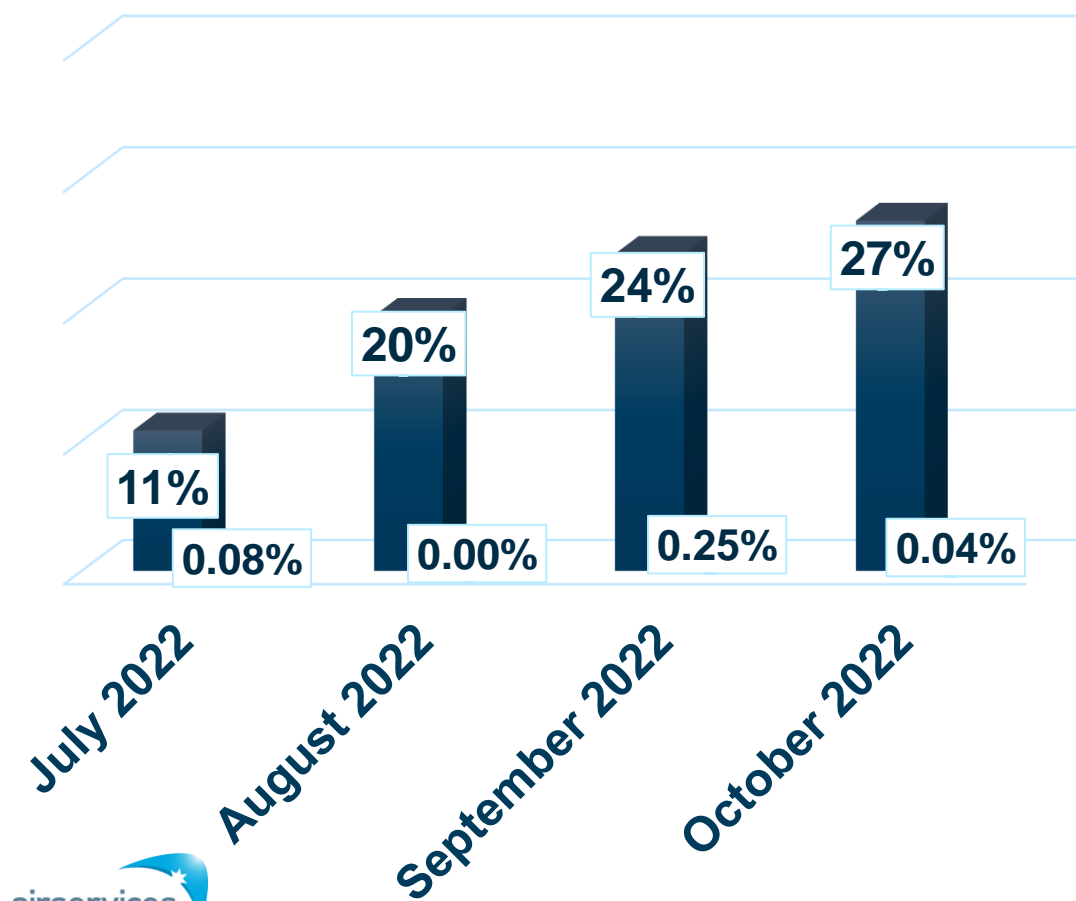
September 2022

October 2022

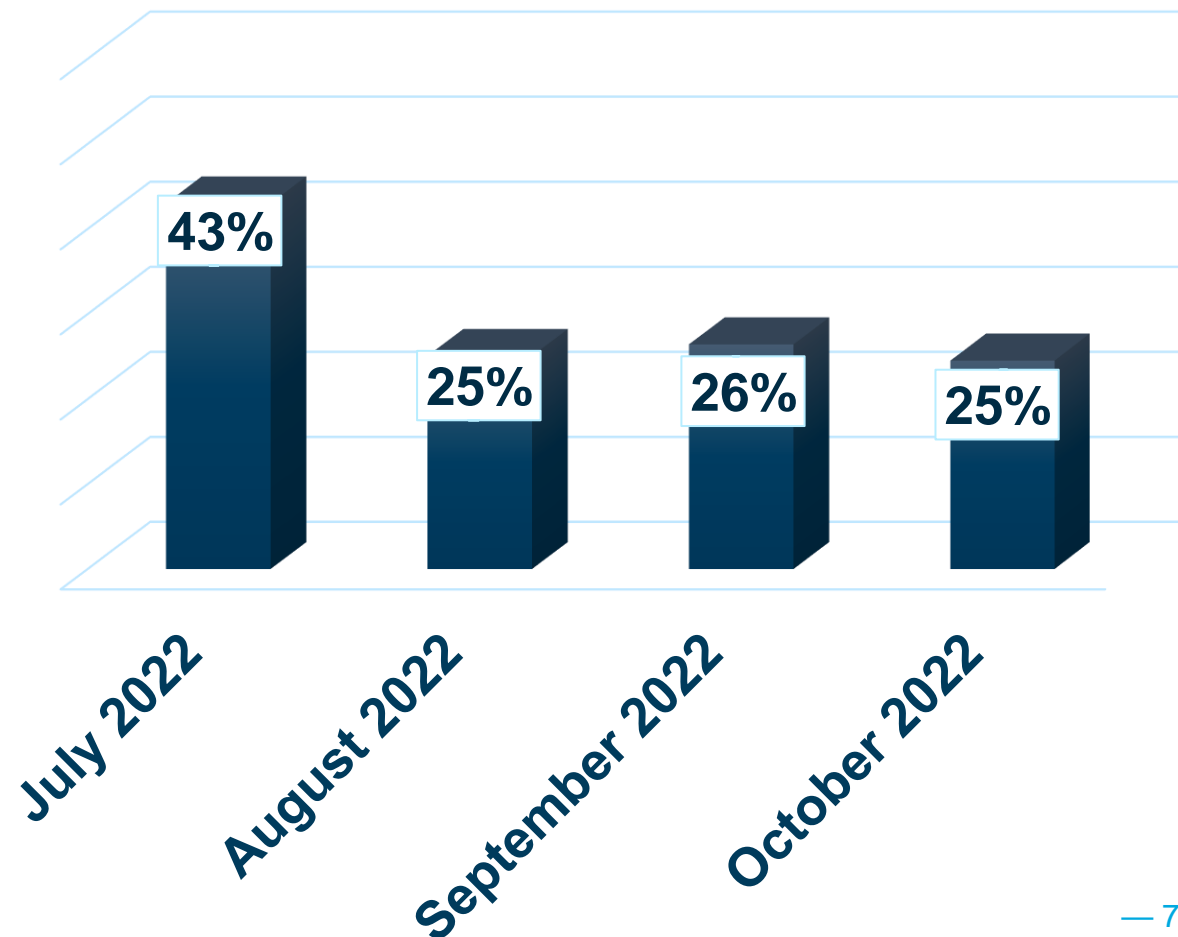
RNP (AR) USE JULY TO OCTOBER 2022

RWY 32 USE AS A % OF ALL ARRIVALS

■ straight-in ■ Offset



RWY 14 USE AS A % OF ALL ARRIVALS



NCIS UPDATE

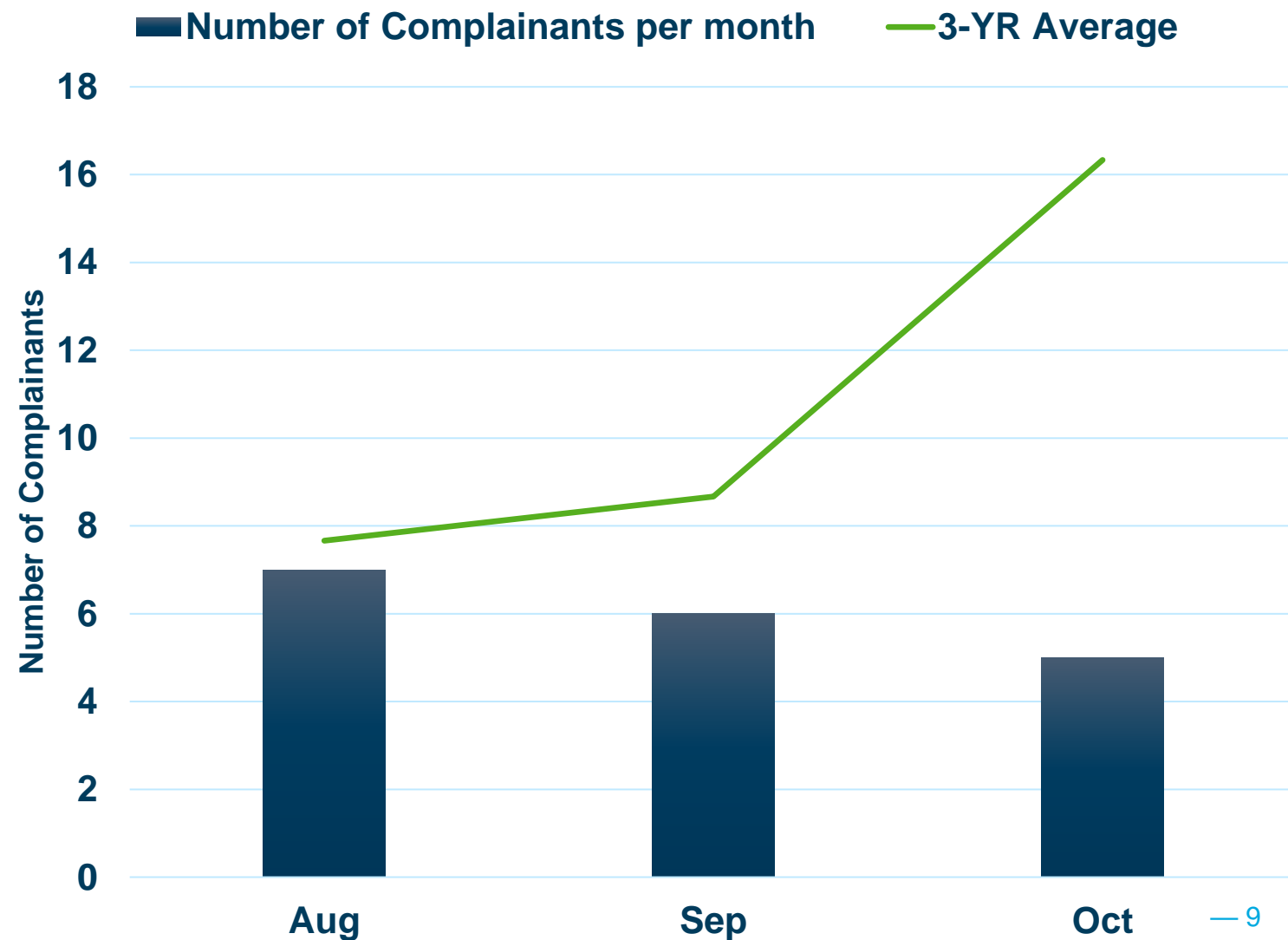
NCIS UPDATE: AUGUST TO OCTOBER 2022

COMPLAINANTS

- 16 individual complainants
- 8 new complainants
- 19 complaints
 - NSW – 9
 - QLD – 10

SUBURBS

- 13 suburbs recorded complainants
 - Banora Point – 3
 - Surfers Paradise – 2
- 11 suburbs recorded a single complainant



NCIS UPDATE: AUGUST TO OCTOBER 2022

ISSUES

— Standard flight path movements

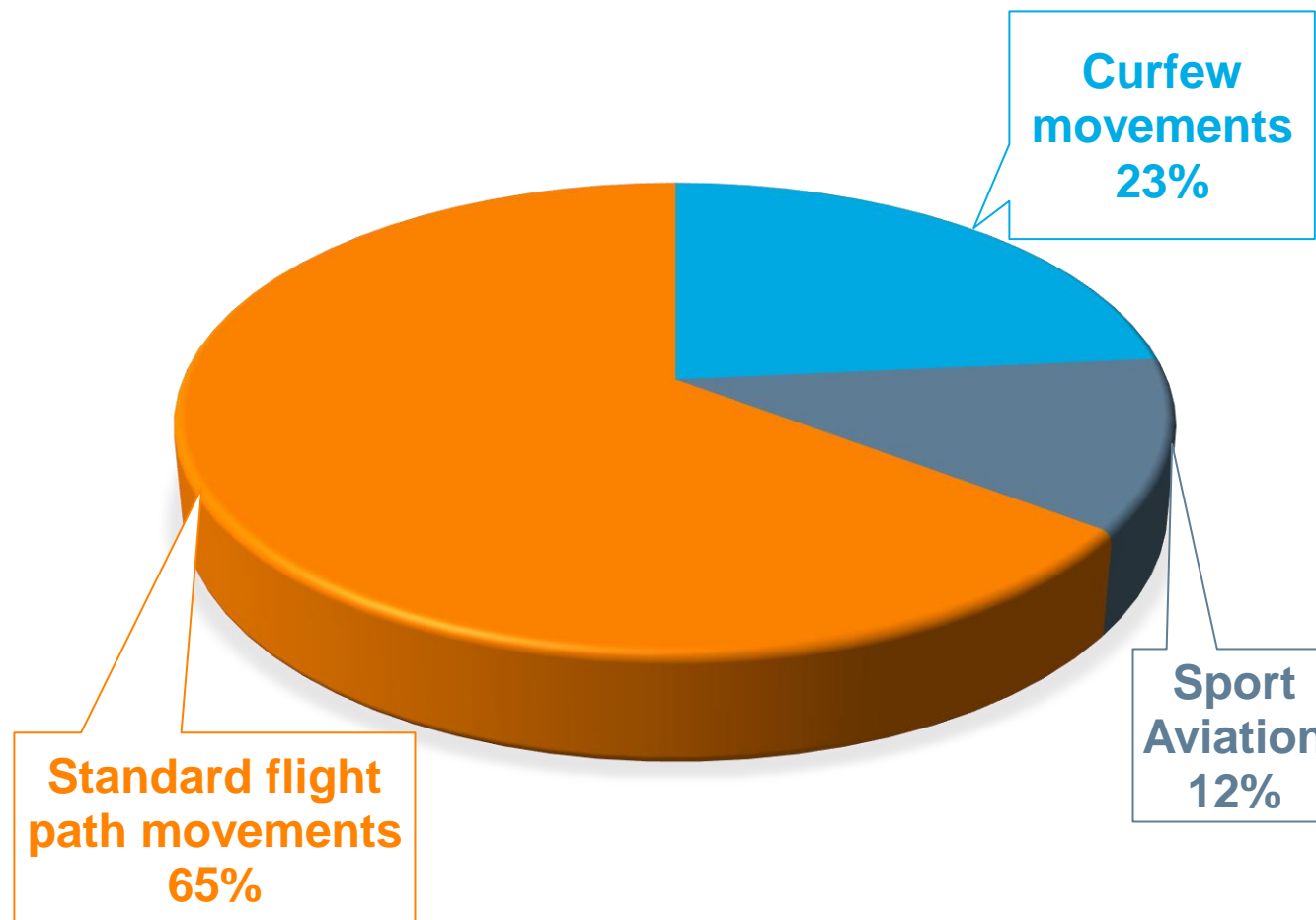
- ILS – 5
- Runway 14 departures – 3
- Runway 32 arrivals – 2
- Runway 32 departures – 1

— Curfew movements

- Permitted – 2
- Emergency services – 1
- Other – 1

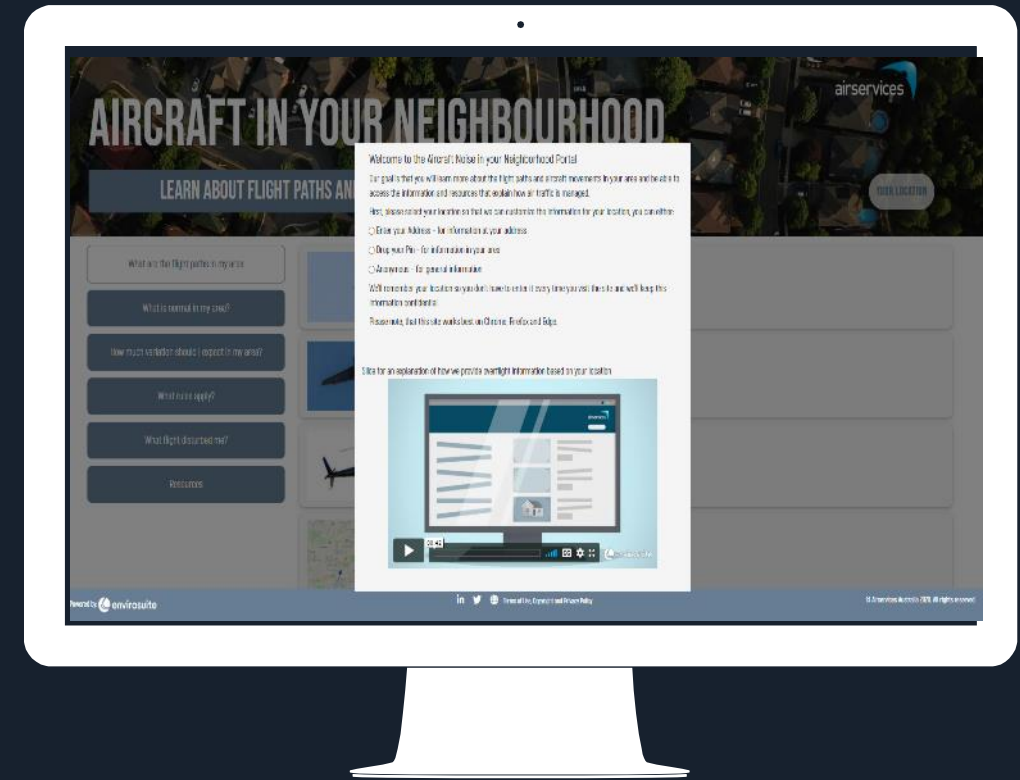
— Sport aviation

- Aerobatic operations – 2



ONLINE NOISE REPORT

- Available on our website at:
<https://aircraftnoise.airservicesaustralia.com/>
- Enter your address or select Gold Coast Coast
- What flight disturbed me and Gold Coast Coast complaints report
- Up to and including October 2022 is now available

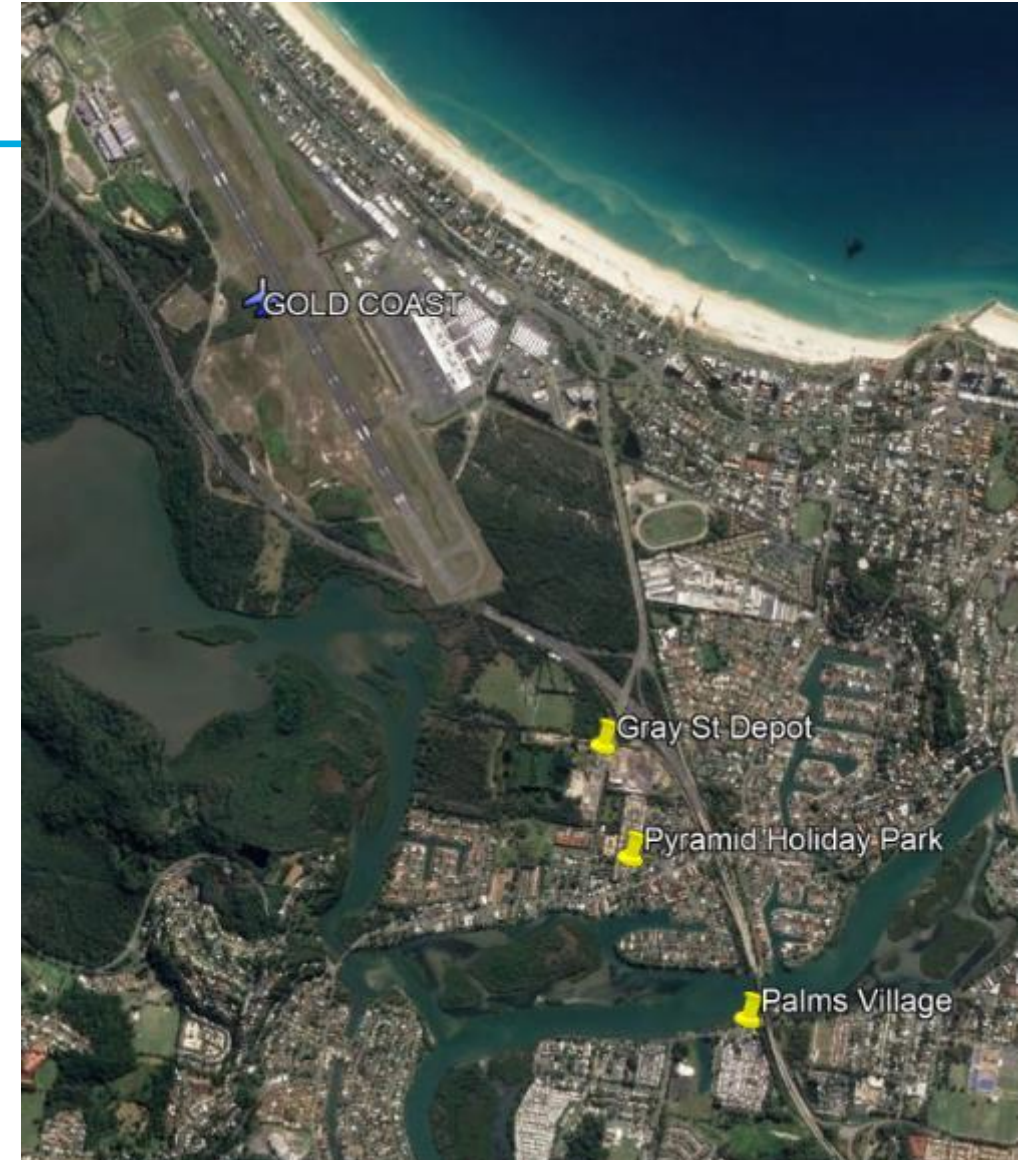


REVIEW ITEMS

REVIEW ITEM

NOISE MONITOR REVIEW

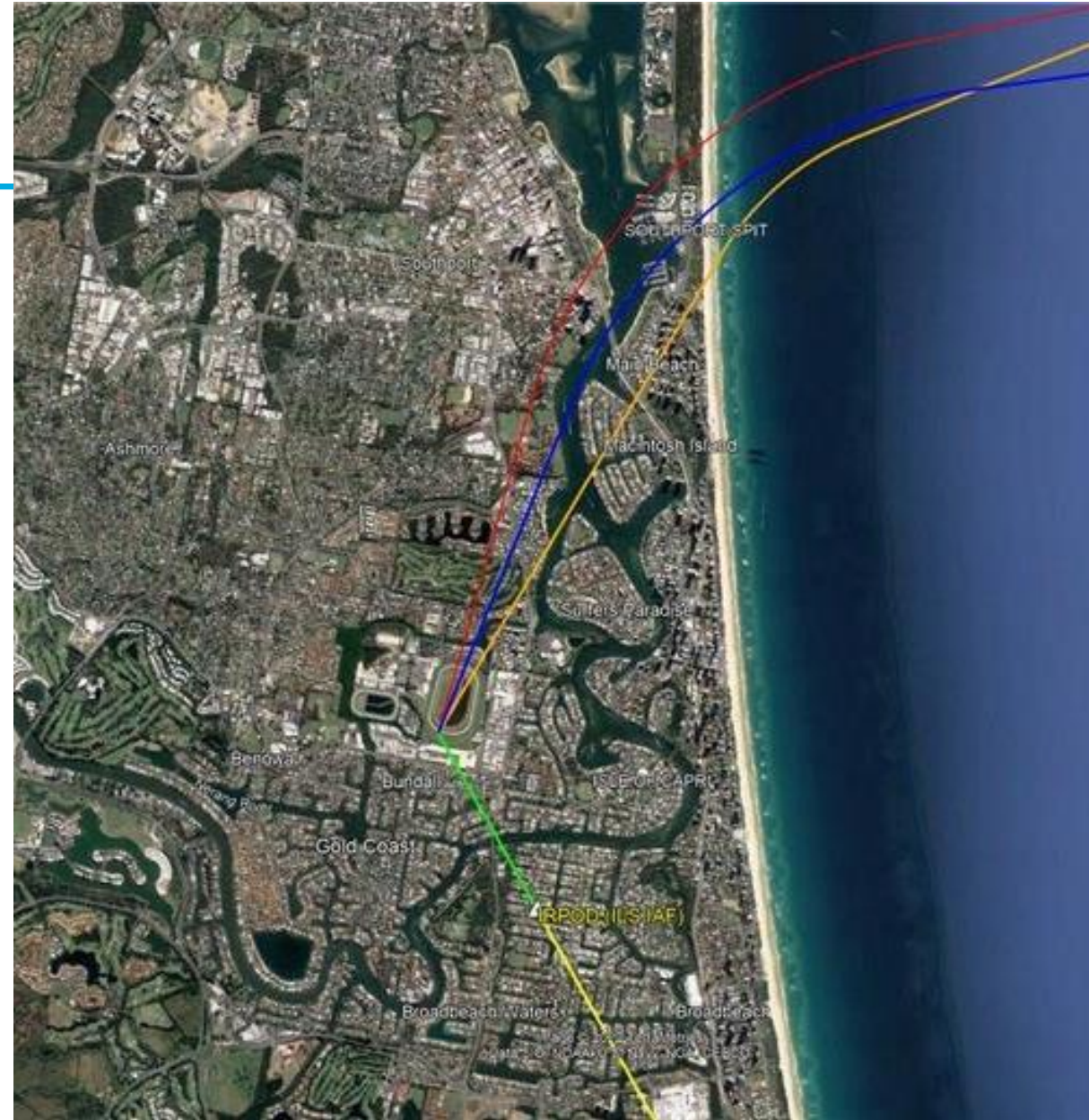
- First deployment to cease at the end of this month
- Second deployment brief being prepared, will cycle through remaining locations
- Temporary noise monitor to be deployed at three locations:
 - Gray Street Depot (current)
 - Palms Village
 - Pyramid Holiday Park
- Three month data collection period at each location, in order to achieve an adequate data capture period
- Data to be assessed to inform location for permanent noise monitor
- Noise monitor locations are available on Webtrak



Final locations are subject to final site survey

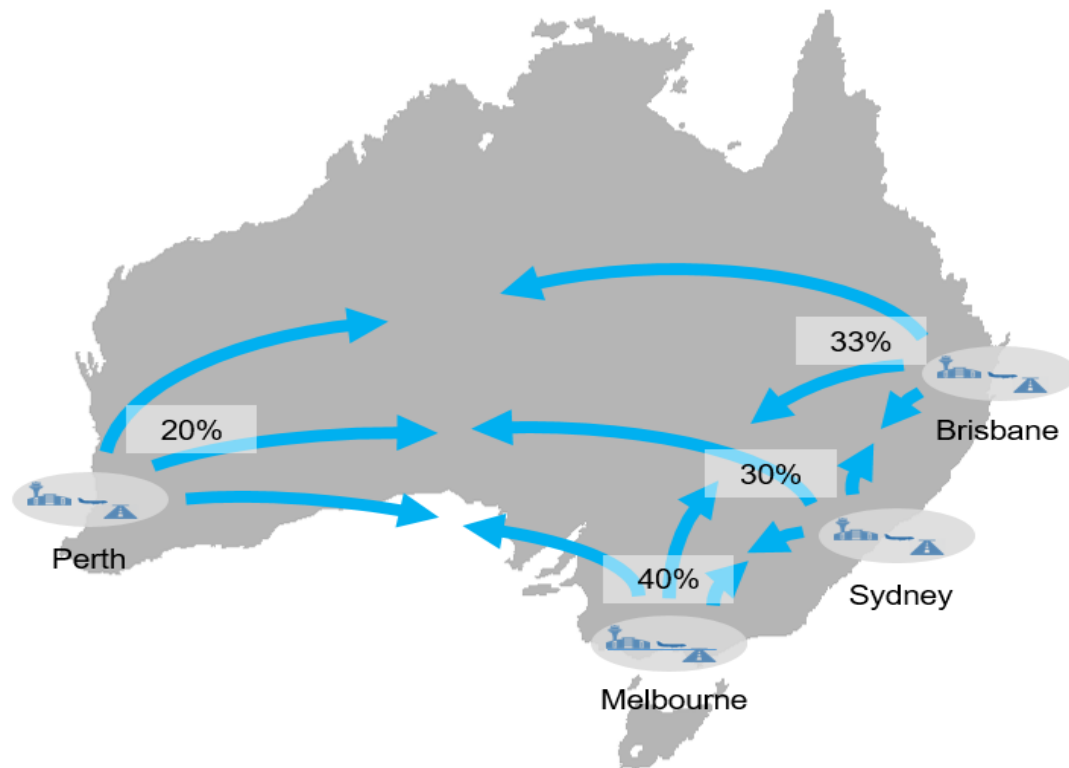
RWY 14 ILS STAR

- ILS PIR 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 ANACC and CACG to identify safe, feasible and appropriate proposals. This will also include engagement with the Gold Coast community.
- Three options developed represented by the Blue, Red, and Orange tracks.
- While all options would be new flight paths, the area currently experienced aircraft operations that are vectored by ATC to commence the ILS approach.
- **Airservices will be conducting further community engagement on this change.**

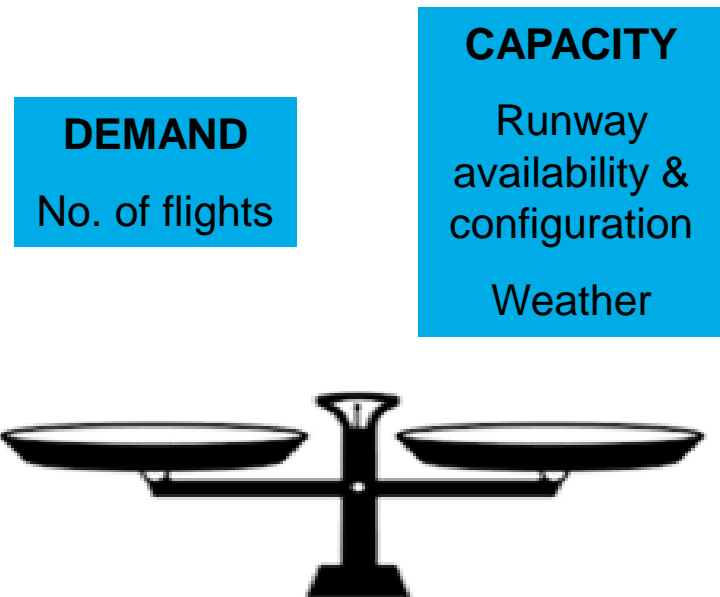


AUSTRALIAN NETWORK

- Network characterised by high volume of traffic between major capital cities
 - E.g. 30% of aircraft departing Sydney go to Melbourne (~80 flights/day) or Brisbane (~50 flights/day) or Perth (~12 flights/day) - pre-COVID



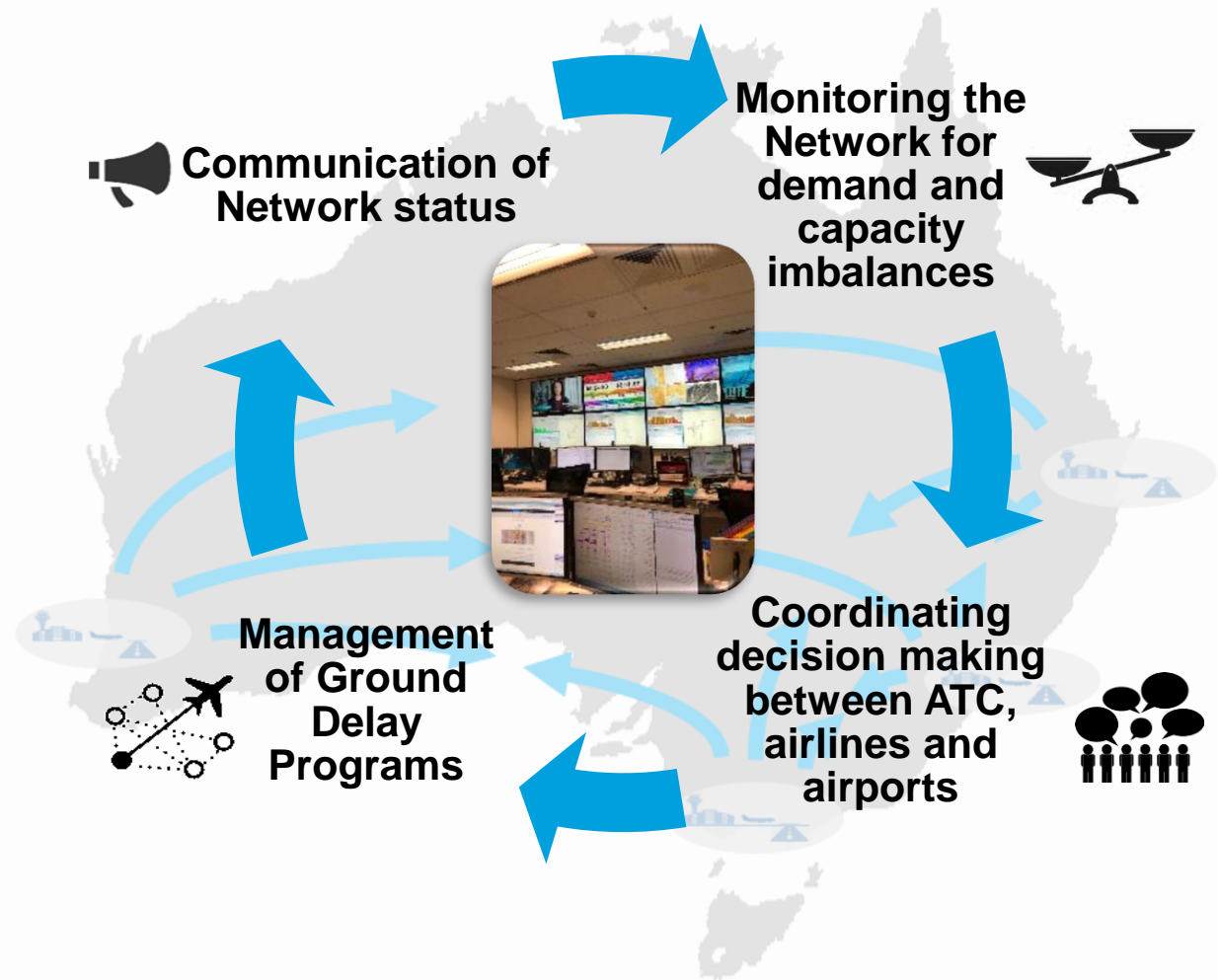
- Network management is about balancing demand with available capacity across the Network (runway, airspace and gates)



GROUND DELAY PROGRAMS

- Balancing demand with available capacity across the Network
(runway, airspace and gates)

The Airservices Network Coordination Centre (NCC) in Canberra is the central coordination point of the Australian ATM Network



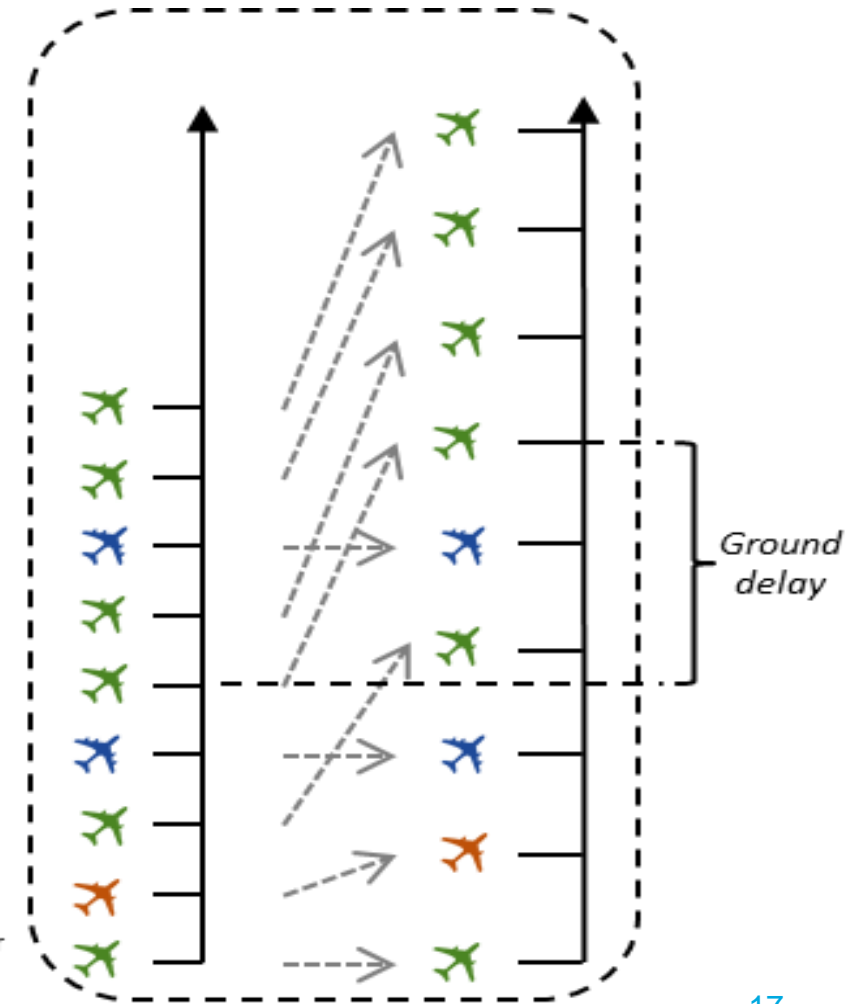
NETWORK MANAGEMENT

- Ground Delay Programs (GDPs) manage the flow of aircraft by spacing out demand at times of congestion
- GDPs only apply to domestic flights and assign 'ground delays' to meter aircraft getting airborne
- A comparison in daily life would be ramp lights to meter cars onto a busy freeway



Source: Vicroads

-  Domestic Flight
-  International Flight
-  Medical or other Priority Flight



THANK
YOU

Community Aviation Consultation Group (CACG)

Thursday, 24 November 2022



Acknowledgement of Country

Gold Coast Airport Pty Ltd respectfully acknowledges the traditional Custodians of the cultural landscape on which Gold Coast Airport is situated, the Yugambah and Bundjalung people, and pays respect to their elders past, present and future

NYALANGI

'Until We Meet Again'
Artwork by Christine Slabb

Community Aviation Consultation Group (CACG)

Thursday, 24 November 2022

Gold Coast Airport Update

November 2022
CACG GCA Update

GCA & QAL Introductions

- Aviation Operations
 - Jared Feehely, General Manager Operations & Service Delivery
 - Matthew Bender, Manager Airfield Operations & Standards
 - Jodie Fields, Operations & Security Administrator
- Strategic Communications
 - Abigail Koch, General Manager Strategic Communications
 - Nicolette Mewing, Strategic Communications Executive
- Health, Safety & Environment
 - Matthew Jones, General Manager Health Safety Environment
 - Norbert Benton, QAL Environmental Manager – Studies and Engagement
- Property & Planning (GCA Master Plan)
 - Liam Campbell, Senior Planner
 - Laura Harvey, Urban Planner

Sponsorships

- Gold Coast Airport sponsorships include:
 - Gold Coast Marathon (5km naming rights)
 - Gold Coast Women in Business Awards
 - Queensland Tourism Awards
 - Currumbin Wildlife Sanctuary
 - Bleach* Festival
 - Swell Sculpture Festival
 - Blues on Broadbeach
 - Cooly Rocks On
 - Springtime
 - HOTA
 - Tweed Seagulls



Community Benefit Fund

- Community Benefit Fund will restart in 2023
- QAL/GCA committing \$50,000 to grassroots initiatives across four ports
- Key focus areas:
 - Health and wellbeing
 - Safety
 - Education
 - Environment
 - Arts and culture
 - Indigenous affairs
- Engage the Community Enterprise Foundation to help administer the program



AAA Major Airport of the Year



Traffic Performance

PAX Numbers				
Month	2022	2021	2020	2019
January	386,245	193,299	644,422	639,796
February	304,231	159,553	449,027	458,843
March	402,916	281,390	306,423	501,907
April	555,284	401,774	1,519	560,439
May	457,229	385,713	2,297	471,409
June	483,649	252,415	5,390	474,644
July	538,555	106,340	43,307	583,976
August	484,089	12,719	10,860	528,697
September	511,637	25,545	21,957	548,556
October	528,283	25,943	31,422	598,087
November		35,328	36,265	530,719
December		204,271	188,261	610,497

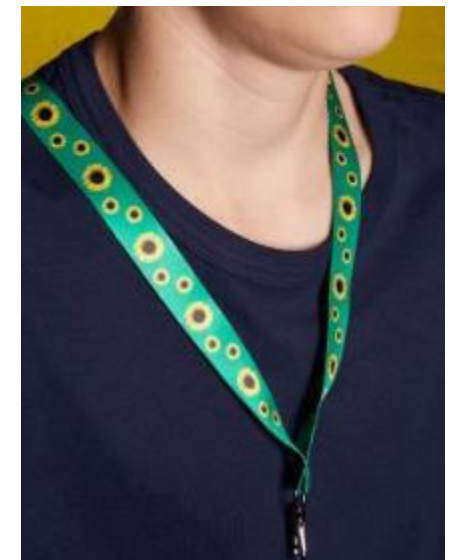
RPT Flight Numbers (Arrivals)				
Month	2022	2021	2020	2019
January	1,543	749	1,893	1,943
February	1,054	639	1,456	1,422
March	1,450	987	1,175	1,575
April	1,915	1,545	21	1,795
May	1,615	1,479	14	1,584
June	1,650	1,120	27	1,558
July	1,695	1,010	173	1,815
August	1,575	175	74	1,477
September	1,579	188	113	1,683
October	1,644	183	144	1,775
November		201	154	1,579
December		1,035	725	1,838

New and existing connections established

- Gold Coast-Singapore – 14 February
- Gold Coast-Auckland – 02 March
- Gold Coast-Queenstown, Christchurch and Wellington – June
- Gold Coast-Tokyo Narita – 7/8 August
- Gold Coast-Bali – starting 29 March 2023

Ambassadors & AmbassaPAWS

- 14 new volunteers have joined the GCA Ambassador Program – 43 volunteers
- The GCA AmbassaPAWS is growing – aiming for seven therapy dogs in rotation
- Hidden Disability program continues to improve
 - GCA considered a leader in this field



Terminal update

- Live music program has been reactivated on Friday afternoons during peak periods
- Currently preparing for the holiday peak period, including decorations, live music, digital screen activations, children's activities



Terminal Expansion Update



Mass Trial

- The Mass Trial was successfully completed on 30 August 2022.
- The purpose of the Mass Trial was to prove end-to-end operational processes of the terminal.
- Earlier trials sought to prove discrete processes such as boarding, international screening, etc. while the Mass Trial was the first time all people, processes, systems and assets were proven to integrate as intended in a close-to-real-world, high-demand environment.
- The trial included almost 300 members of the community and our partners who played passengers for the day, testing the facility and providing feedback about improvements that could be made.
- The trial was observed by specific individuals from stakeholders who noted feedback which was summarised in a detailed report. Volunteers were also asked for their feedback on their experience in the Mass Trail. All of the observations and feedback was captured and collated into a post trial remedial actions plan.



Domestic Activation

- Domestic operations commenced on 08 September 2022 with a Virgin Australia arrival from Sydney.
- Domestic activation achieved through a planned migration approach which aimed to support the GCA team and stakeholders undertake the process in a coordinated and structured manner to deliver a successful day 1 of operations.
- Migration planning identified the various facilities, systems, people, and equipment components which need to be migrated into the new terminal for day 1.
- The process also planned out the first seven days of flight operations, using the same principle as Transition – phased opening.
- Established a governance forum where key operational stakeholders (internal and external) met to share feedback from week 1 of operations.



International Activation

- International operations commenced on 10 November 2022 with a Scoot arrival from Singapore.
- Terminal officially opened by Senator the Hon Murray Watt, Minister for Agriculture, Fisheries and Forestry and Minister for Emergency Management and Amelia Evans, Chief Executive Officer Queensland Airports Limited.
- Activation took a similar approach to domestic with a planned migration method which aimed to support stakeholders plan and prepare for day 1 of international operations.
- This included the establishment of Australian Border Force and Department of Agriculture facilities and the decommissioning of existing facilities.
- Establishment and commissioning of international security screening points in the new terminal.



Southern Entryway Road

- New Gold Coast Highway intersection providing a second access into Gold Coast Airport from the south.
- Intersection straddles NSW and QLD border.
- This project aims to:
 - Improve access for airport customers coming from the south, providing a more direct link through to the airport and providing an additional access point for SCU
 - Increase airport road network capacity, providing a safer access path and reducing congestion
 - Generate construction jobs
 - Open up new opportunities to develop the southern airport land, enabling access and trunk services infrastructure
- The contractor is established on site and is working through the required approvals to commence work
- Works are anticipated to commence in December 2022 to establish the site and temporary access roads with the major construction commencing in early 2023
- The project is due for completion in Q4 of 2023



Queensland
New South Wales

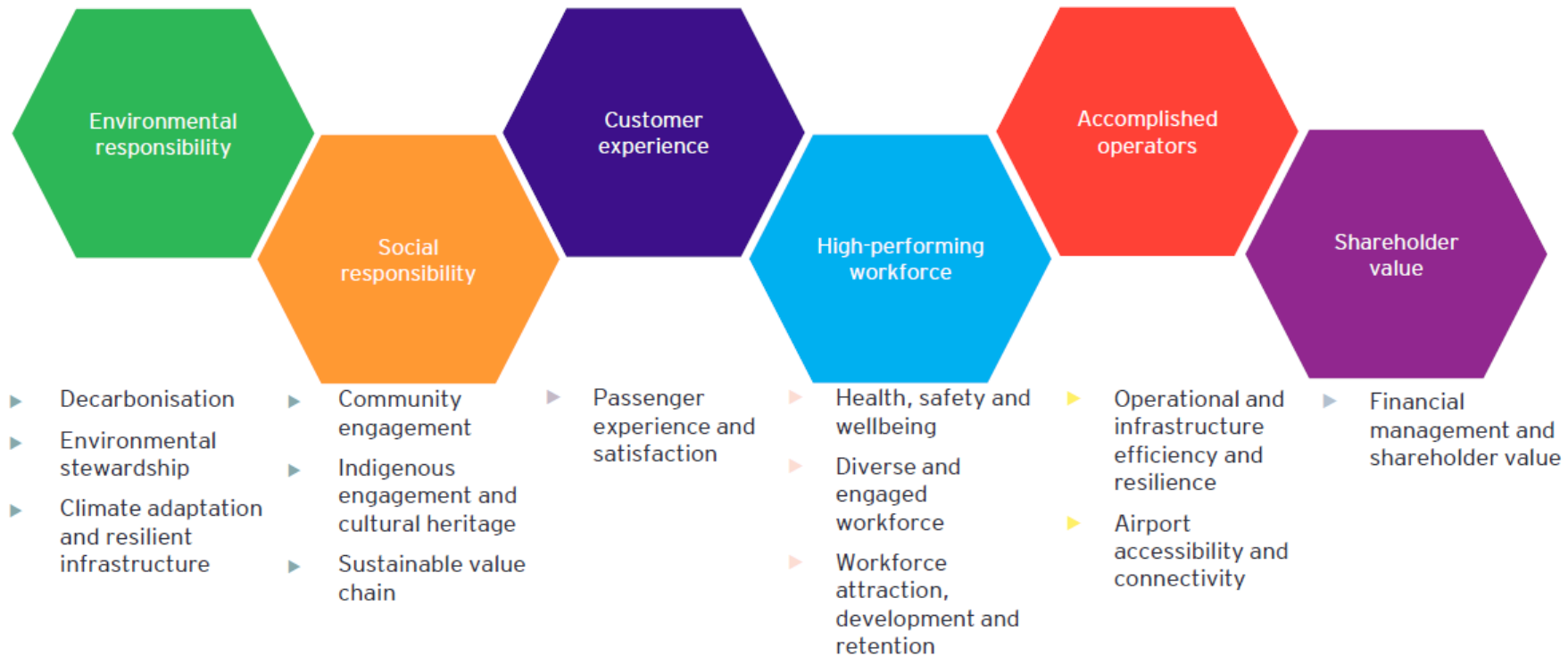
Airport Land (Federal)

Artists impression of new intersection and link road into the airport. SCU building top left of image

Queensland Airports Limited Materiality Assessment

Material Topics Identified

- Below are the material topics identified through the assessment, grouped by QALs strategic pillars and listed in order of importance based on stakeholder scoring



Insights Provided by the CACG

- Feedback from the CACG was identified as crucial to complete the materiality assessment. Outlined below were the key topics.

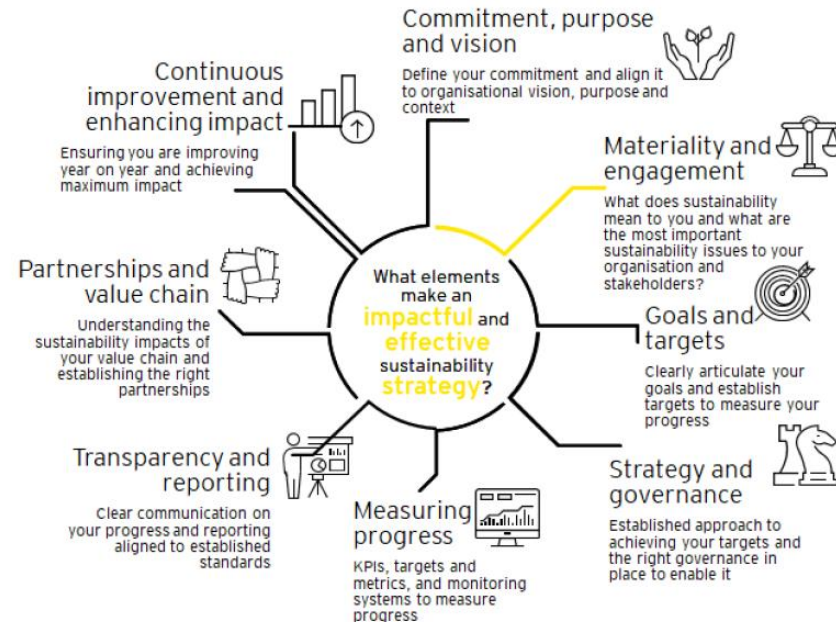
- 1** Environmental stewardship
 - The importance in the assessment of these 3 topics increased as a result of CACG inputs
- 2** Community engagement and impact
 - CACGs focus on noise and biodiversity strengthened specifically the Environmental Stewardship area of the assessment
 - Responsible Governance is seen as an enabler to this topic and also increased in importance.
- 3** Responsible governance

Key Impacts identified by the CACG

- *Noise reduction mentioned during the CACG meeting – community requesting increased transparency and communication*
- *Air Pollution (feedback will be given today)*
- *Community seeking greater transparency in relation to Environmental management*
- *CACG seeking a management plan specific to habitat and biodiversity and reporting*

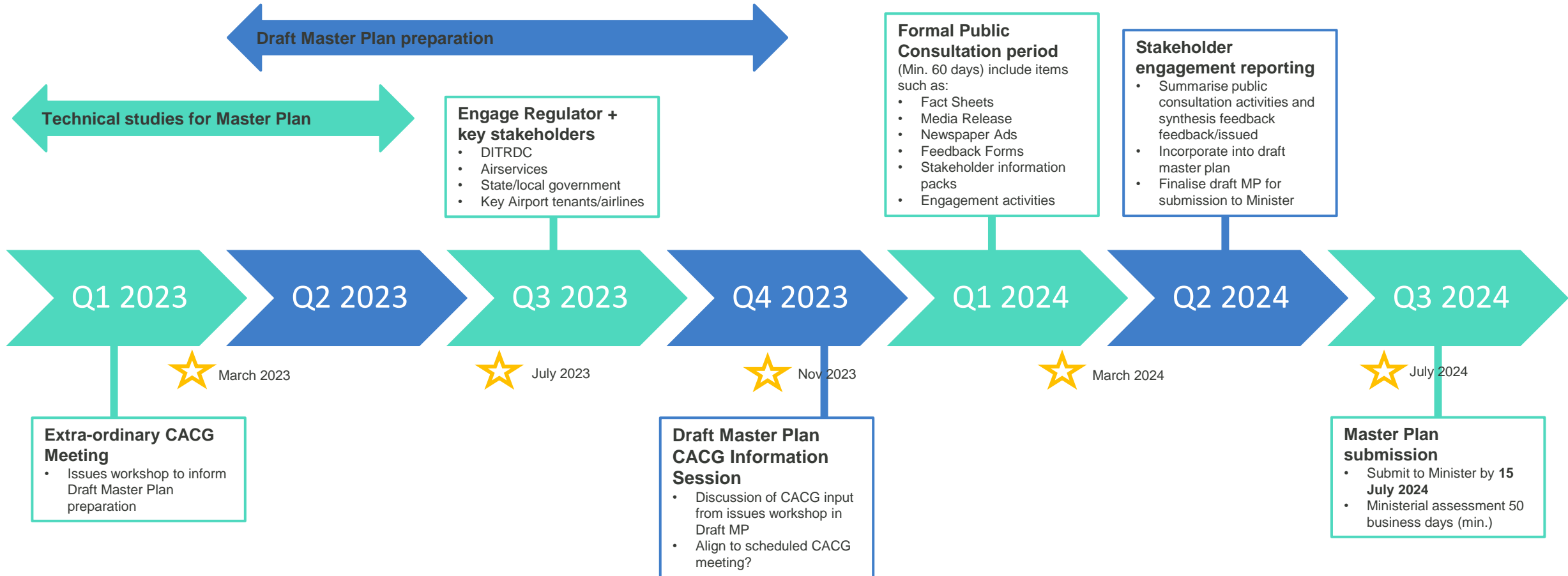
Next Steps

- The finalised report identifies the sustainability topics that are most material for QAL and its stakeholders
- Final presentation and review of Materiality to QAL Executive
- Develop an achievable strategic roadmap of initiatives to drive QAL sustainability performance
- Communicate this performance and value creation to stakeholders.



Gold Coast Airport Master Plan 2024

GCA Master Plan 2024 – Preparation & Engagement Planning



Thank you

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www.goldcoastairport.com.au



Community Aviation Consultation Group (CACG)

Thursday, 24 November 2022

01 August 2022

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
PO Box 6022
House of Representatives
Parliament House
Canberra ACT 2600

Dear Minister King,

Re: Gold Coast Airport curfew

I am writing on behalf of the Gold Coast Airport Community Aviation Consultation Group (CACG), to follow up my earlier letter on the subject of the exemption from the Airport's curfew for which Qantas had applied. The community (through the CACG) has asked me to thank you for the decision to reject that application, and for your responsiveness to the community wishes on this matter.

I have also been asked to convey to you the recommendations endorsed by the CACG addressing the future of the curfew arrangements for the airport. That recommendation is:

The Air Navigations (Gold Coast Airport Curfew) Regulations 2018 should be promptly amended to prohibit air freighter movements within the curfew period, by deletion of sections 12 and 13.

In support of this recommendation, I have attached the agenda paper from our most recent CACG meeting. In essence the case presented is that the community strongly values the curfew and does not see any justification for the disruption to it that would necessarily come from exemptions of the sort in the recent Qantas application.

I appreciate that as a Minister in a new Government you may need some time to consider this matter. Although we have our next meeting of the CACG in August this is not a realistic timetable to expect a response. Our following meeting is in early November. If it were possible to have a response by then that would be very much appreciated.

I look forward to your response and thank you for your consideration of the above recommendation.

Yours sincerely



Ron Brent
Chairperson, Gold Coast Airport CACG

Gold Coast Airport Community Aviation Consultative Group (CACG) Meeting date: 24 March 2022

Agenda paper from: Lindy Smith, Gold Coast Airport (GCA) CACG member

(Endorsed by the CACG)

Subject: GCA Curfew Regulation

1.0 Recommendations

It is recommended that:

1. CACG note the community representative members appreciation to DITRDC for convening the meeting to discuss the issues relating to the freight movements during curfew at GCA, the opportunity given for public submissions, and the subsequent decision to refuse the Qantas application to continue its freight service during curfew.
2. The *Air Navigations (Gold Coast Airport Curfew) Regulations 2018* is promptly amended to prohibit air freighter movements within the curfew period, by deletion of sections 12 and 13.
3. The CACG Chair write to the Deputy Prime Minister to convey these recommendations.

2.0 Background

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

The regulation that provides for four freighter movements per week within curfew (subject to assessment by DITRDC) was put in place 22/12/99 to facilitate weekend newspaper delivery to the Gold Coast from Sydney.

The newspaper delivery service ceased 2005 and the provision for freighter movements had not been used since this time (15yrs) until the Qantas freighter service commenced 5/10/2020. Up to Oct. 2020 Qantas had been successfully moving the growth in freight by other arrangements.

The DITRDC *GCA Curfew Factsheet* states, “on average there are 15 aircraft movements per month during curfew...to date no operators use these flights due to proximity of Brisbane Airport, which has no curfew and well established distribution facilities.” (pg.1/3)

DITRDC convened an on-line meeting 2/2/22 on the Gold Coast Freight Permit for interested parties to discuss the issues relevant to a permit for four freighter movements during curfew.

Following this meeting the GCA ANACC/CACG community members and those organisations they represent (9 groups) have joined together to address this matter. A community meeting was held

15/2/22 at the Tugun Community Hall which was capacity attended under COVID provisions with the resolution of the meeting carried (1 against) – This meeting calls on Fed. Minister Barnaby Joyce to:

1. Refuse any permissions to QANTAS (or other operators) after 1/4/22 for air freighter movements within curfew

2. Promptly amend the GCA Curfew Regulations to prohibit air freighter movements within curfew.

After all the controversy with the QANTAS application we are now of the clear view that the current provision for four movements per week for air freight during curfew is outdated and no longer fit-for-purpose and must be removed entirely.

3.0 Issues

The following issues outline the case supporting the amendment to the GCA Curfew Regulation to remove the provision for air freighter movements during curfew (deletion of sections 12 and 13):

1. GCA is unlike other major airports across Australia in that it is landlocked within two regional cities and does not have a runway end directly over a water body or expansive open green fields which enable unfettered use of such runways.
2. The curfew at GCA exists for very good and real reasons. The GCA is a busy, noisy, growing enterprise within two rapidly growing regional cities with high density populations under the flightpaths. Substantial increases in residential density are occurring in proximity to GCA and under flight paths as urban renewal sees old single dwellings replaced by multi-unit apartments and towers. Existing and new residents have a reasonable expectation that the intent and integrity of the curfew will be respected and upheld by DITRDC.
3. The curfew is a long-established mechanism for balancing the needs for GCA operations with the health and well-being needs of residents to have an uninterrupted night's sleep. The forecast growth of GCA aircraft movements and surrounding population affirms the need to strengthen the curfew rather than the compromising its key objective of providing a good, healthy sleep environment by facilitating four air freighter movements per week during curfew.
4. The sleep disturbance and additional noise burden of these jet aircraft movements during curfew hours is a huge issue for the communities, both to the north and south of the GCA and there should be no provision that allows for trade-offs with such adverse impacts to the health and well-being of the communities.
5. To add, as a key tourist destination there are also adverse economic impacts on the many local tourist/holiday accommodation businesses with the negative impact to the holiday experience. Also, to support the economic recovery and growth of local business and jobs we need to promote shop locally rather than on-line shopping flying in during curfew.
6. Prudent and feasible alternatives exist for moving freight during the GCA curfew period by using the Brisbane Airport which is in close proximity and using the well-established distribution facilities and fast road transport in the early hours of the morning to link up to the Gold Coast – a one hour road journey only to major centres. There is also 17hrs outside the GCA curfew period to move freight.
7. The Airservices NCIS noise complaints report presented at the ANACC meeting 17 June 2021 noted that 38% of the complaints were due to curfew movements, with the majority about the QANTAS BAE-146 curfew movements, with residents advising of sleep disturbance.
8. In 2018 the World Health Organisation prepared environmental guidelines that specifically recommended:

“ For night noise exposure, the WHO strongly recommends reducing noise levels produced by aircraft during night time below 40 dB L_{night}, as night-time aircraft noise above this level is associated with adverse effects on sleep. “

Based on the EASA Certification Noise Levels of aircraft noise the BAe 146 (300 Series) on approach - on runway centreline, 2000m from runway threshold, 120m altitude for a

2

typical 3-degree glideslope the EPNdB is 96dB which is many times louder than the WHO recommendation of 40 dB L_{night}, at 5am in the morning.

The GCA curfew is of significant public interest. Consultations with ANACC/CACG community representatives and the organisations represented, and wider community including local business operators indicate these concerns are shared by many.

Over 2000 submissions to DITRDC were made via the online portal established by the *Airport Curfew Alliance* along with many other individual submissions objecting to the Qantas application for long-term air freighter operations during curfew. A petition signed by hundreds seeking amendment of the GCA Curfew Regulations to prohibit air freighter movements within curfew has been conveyed to the Deputy Prime Minister.

The adverse impacts on health and sleep disturbance from the burden of aircraft noise is well recognised by the International Civil Aviation and World Health Organisations and extensively documented.

The adverse economic impact to property values from noise intrusion is also well recognised and documented.

It is of critical importance there is equitable consideration of the need for operational constraints on GCA as it is landlocked within two growing regional cities. A balanced approach is required to uphold the health, well-being and liveability of neighbouring communities. This means no freight flights during curfew, while reiterating there are 17 hours available outside the curfew period each day to move air freight.

Of note is the *National Aviation White Paper* (16/12/09) which included long-term objectives - ‘*Reinforce the importance of minimising aviation’s negative impacts on the environment and communities*’.

4.0 Previous correspondence to Deputy Prime Minister

The CACG Chair previously wrote to the Deputy Prime Minister on 13 December 2021 seeking (inter alia) that a similar proposed change to the Regulation be made. That request stated: “The Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) amend the *Air Navigation (Gold Coast Airport Curfew) Regulations 2018* to specify that the four movements per week within the curfew period only be permitted in exceptional circumstances (and not to allow the establishment of long-term operations that completely compromise the intent of the curfew)”.

Following the recent refusal of the Qantas application for air freighter flights during curfew it is now clear that sections 12 and 13 of the Regulation must be removed entirely.

Residents and community groups have made it very clear they do not wish to be in a situation where every time an airline applies for an air freighter curfew exemption in the future, they need to rally to fight it.



The Hon Catherine King MP

**Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat**

Ref: MC22-006431

Mr Ron Brent
Chairperson
Gold Coast Airport CACG
Level 1 1 Eastern Avenue
BILINGA QLD 4225

via: cacg@gcal.com.au

Dear Mr Brent

Thank you for your letter of 1 August 2022 regarding the Gold Coast Airport curfew.

Community Airport Consultation Groups (CACGs) at federally-leased airports provide for effective consultation with members of the local community and I appreciate the ongoing commitment of the Gold Coast Airport CACG in facilitating constructive and open discussions on airport operations and their impacts.

Managing aircraft noise is a difficult issue and decisions regarding whether to issue a permit under regulation 13 of the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 (the Regulations) are made having regard to a range of factors, including the possible impact of aircraft operations on the Gold Coast community.

While no permits issued under regulation 13 are currently in force, retaining regulations 12 and 13 in the Regulations is necessary to ensure the Government maintains the ability to effectively respond to changes in the overnight freight market from time to time, such as those brought about by COVID-19. Consistent with past practice, any future applications for freight permits under regulation 13 will be considered having due regard to the possible impacts proposed curfew operations may have on Gold Coast residents.

Thank you for taking the time to write to me on this matter.

Yours sincerely

Catherine King MP

30/8/2022

Gold Coast Airport Community Aviation Consultation Group (CACG)

Meeting date: 24 November 2022

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

Subject: Meaningful, early engagement with CACG during Airport Master Plan update

1.0 Recommendations

- GC Airport delivers a substantial agenda item at the CACG meeting 24 November 2022 which allows community representatives to confirm their key issues of significance for the updated Master Plan and maps out a proposed way forward for addressing those issues. An initial list of issues of significance for discussion is at **Appendix 1**.
- This CACG meeting agrees on a date/time for an out of session workshop for detailed, collaborative work on the Master Plan updates, noting in-person attendance by the Department at this workshop is considered crucial to this process.
- The CACG agrees the desired outcome is the delivery of a “well-consulted, well-considered, no surprises” draft Master Plan for wider public consultation.

2.0 Background

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.”

Consistent with the provisions of the updated CACG Terms of Reference the Gold Coast Lifestyle Association Inc (Association) is keen to see the CACG genuinely engaged at the early, formative stages of the Master Plan update through a well-structured, well-facilitated process operated by the GC Airport.

This approach has been raised previously by our Association at CACG and at the CACG meeting 6 March 2019 it was agreed that *“At the first CACG meeting following the appointment of consultants to prepare Master Plans and Major Development Plans there will be an agenda item for the consultants and appropriate officers to attend and discuss key issues of significance with CACG members.”* (refer **Appendix 2**).

The Association now understands that much of the Master Plan drafting is undertaken by Airport staff. We therefore request that GC Airport prepares and delivers a substantial agenda item at the CACG meeting 24 November 2022 which allows community representatives to confirm their key issues of significance for the updated Master Plan and maps out a proposed way forward for addressing those issues.

An initial list of issues of significance for discussion by CACG is at **Appendix 1**. This list is drawn from the CACG and ANACC Strategic Work Programs. It does not include issues outside the scope of the Master Plan, such as the southern operations flight path review.

Working through these issues will take time and effort and needs to be started asap. The desired outcome is the delivery of a “well-consulted, well-considered, no surprises” draft Master Plan for wider public consultation.

We recommend an out of session workshop be convened by GC Airport for detailed, collaborative work on the Master Plan updates, noting in-person attendance by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) at this workshop is also considered crucial to this process.

Other relevant information regarding CACG engagement in the updating of the Master Plan is contained in the CACG Strategic Work Program (see extract at **Appendix 3**). Our Association is concerned that meeting outcomes over the last three years have not fully aligned with the intent of this section of the Strategic Work Program. Regrettably, the consequence is several unresolved issues remain which will now require intensive deliberation as part of the Master Plan update.

Appendix 1: Initial list of CACG issues of significance to be addressed in updated Master Plan

<ul style="list-style-type: none"> • Major new initiatives/future developments proposed by the Airport for this Master Plan.
<ul style="list-style-type: none"> • Improved monitoring, management and reporting of PFAS contamination (land, surface water and groundwater) in accordance with the NEMP (National Environment Management Plan), including the involvement of the environmental regulator.
<ul style="list-style-type: none"> • Loss of important natural habitat. <ul style="list-style-type: none"> ○ Includes GCA's proposal for 'potential opportunities to accommodate future employment land along the M1 corridor' on Airport land adjoining the west side of the M1 and the Cobaki Broadwater (lower Tweed River estuary). This land has long been identified as Environmentally Significant Areas (ESA) and National Estate (GCA's previous MPs). ○ Management, monitoring and public reporting of GCA environmental offset areas. ○ Management, monitoring and reporting on impacts of earthworks for the ILS installation, especially at the southern end of the runway.
<ul style="list-style-type: none"> • Intentions regarding expansion of air freight operations, including timetable.
<ul style="list-style-type: none"> • Curfew issues: <ul style="list-style-type: none"> ○ Air freighter operations during curfew hours ○ Adjustment of curfew for daylight saving time in NSW.
<ul style="list-style-type: none"> • Improved monitoring and reporting of aircraft emissions/air pollution.
<ul style="list-style-type: none"> • Airfield development - Ultimate runway length of 2,858 metres and timing.
<ul style="list-style-type: none"> • Airfield development - relocation of Runway 32 landing threshold and timing.
<ul style="list-style-type: none"> • Sustainable growth in RPT flight movements. <ul style="list-style-type: none"> ○ What is the proposed number of RPT flight movements over the life of the Master Plan? ○ Where is Airport seeking to grow its international flights? ○ Will the Airport strive for more modern aircraft with less noise and emissions? ○ Is a noise amelioration program required for existing dwellings affected by the additional noise burden (north, south, lateral)? ○ Are appropriate measures in place to inform the prospective purchasers of new dwellings and businesses regarding noise exposure and best practice design options to mitigate aircraft noise? For example, new dwellings in Cobaki Lakes estate.
<ul style="list-style-type: none"> • Airport sustainability strategy.
<ul style="list-style-type: none"> • Ongoing, effective community engagement strategy.
<ul style="list-style-type: none"> • Introduction of new aircraft navigation technology/facilities <ul style="list-style-type: none"> ○ Includes clarification of the future intent for the ILS installation.
<ul style="list-style-type: none"> • Improved actual noise monitoring to the north and south of Airport and reporting to community.
<ul style="list-style-type: none"> • Verification of accuracy of updated N60/N70 contour maps in Master Plan.
<ul style="list-style-type: none"> • Impacts of GC Light Rail Stage 4 <ul style="list-style-type: none"> ○ Includes verification of information on projected passenger use to/from Airport.
<ul style="list-style-type: none"> • Impacts of heavy rail extension to Airport <ul style="list-style-type: none"> ○ Includes verification of information on projected passenger use to/from Airport.

Appendix 2: CACG decision on Master Plan update

The CACG meeting 6 March 2019 considered an agenda paper titled “*Supporting the consultative requirements for Airport Master Plans and Major Development Plans*” and adopted the following recommendations (extract from minutes):

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.

Appendix 3: CACG Strategic Work Program

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

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

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.

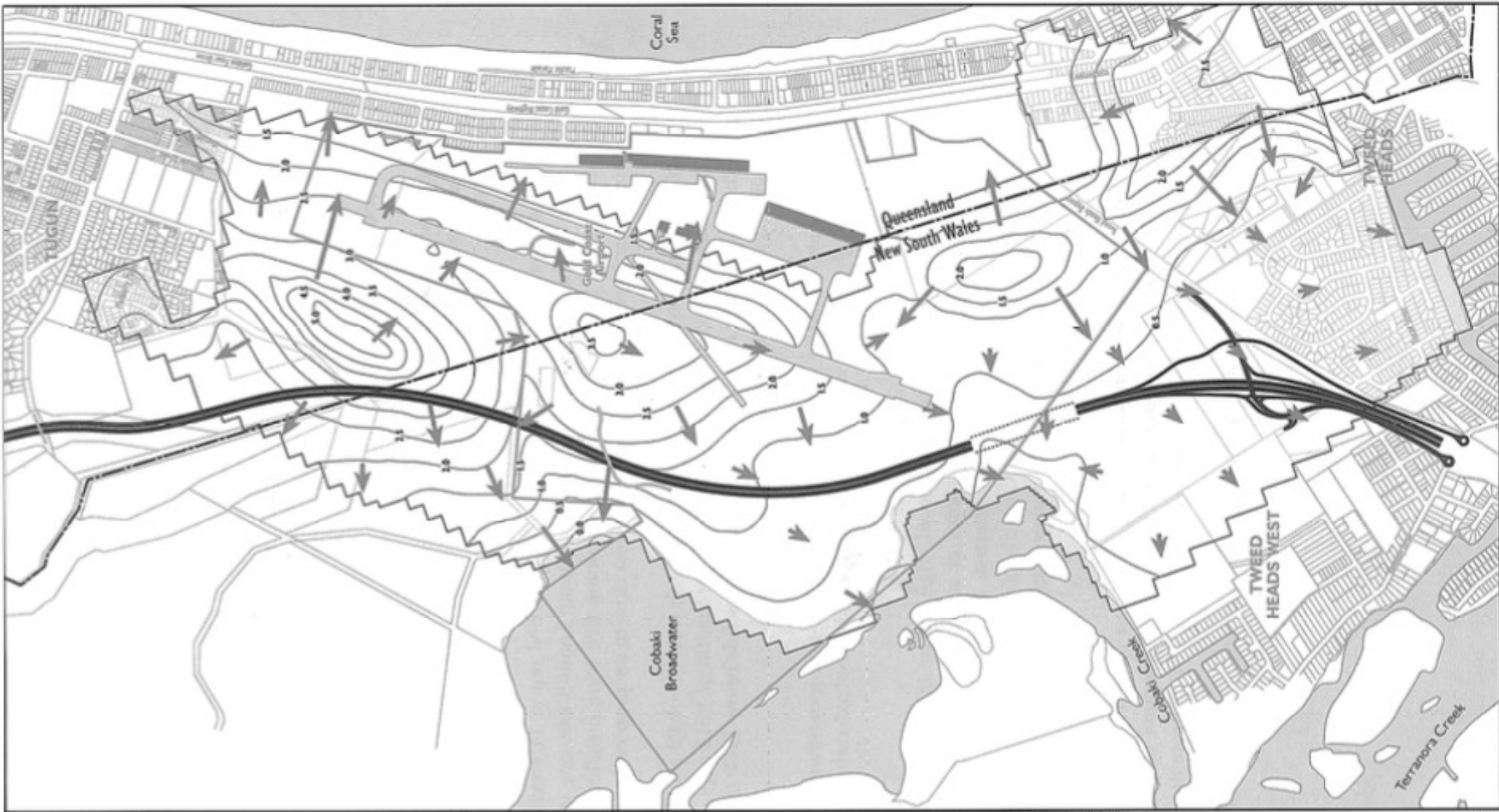
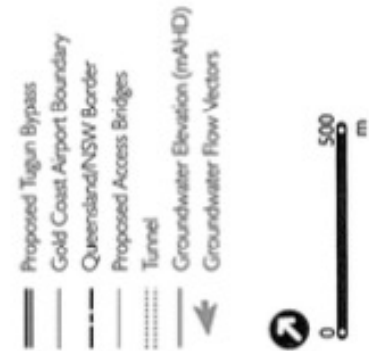


Figure 8.7 Existing Groundwater Levels

Attached is groundwater contours and flow vector mapping that was done under extensive hydrological investigations for the Tugun Bypass. Information required for the ILS court proceedings showed the contours have remained the same.



The West Tweed Community around Tringa St & Plover Place is only 970m south of the airport grounds.

Spear bores are reported to be used here.

This area has never been tested and due to the aquatic pathway, likely to be a community at risk.





Gold Coast Airport

Aircraft operations during the curfew period May-August 2022

Movement Summary

Month	Quota Movements	Dispensations Approved	Pre-curfew Taxi Clearance	Diversions	Emergency	Permitted Propeller Driven Aircraft	Permitted Jet Aircraft Movements
May	4	1	0	0	2	2	2
June	4	4	1	0	0	4	1
July	2	4	1	1	2	4	2
August	1	1	0	0	6	6	20
Total	11	10	2	1	10	16	25

Movements

There were a total of **74** permitted movements at Gold Coast Airport between May and August 2022.

Curfew Approved Passenger Quota movements

11 curfew approved passenger quota movements occurred.

Dispensations

10 single movement dispensations were approved. Refer to **Attachment A** for detail.

Pre-Curfew Taxi Clearance

2 aircraft departed with a pre-curfew taxi clearance.

Diversions

One aircraft was diverted to Gold Coast Airport.

Emergency Movements

10 emergency movements occurred, using helicopters, jet and propeller driven aircraft.

Other Permitted Propeller Driven Aircraft Movements

16 permitted propeller driven aircraft movements occurred.

Other Permitted Jet Aircraft Movements

25 permitted jet movements occurred.

Regulatory Action

The Department is aware of an aircraft movement in July which may not have met the requirements imposed by the Air Navigation (Gold Coast Airport Curfew) Regulations 2018. Consistent with the Department's long-standing approach to enforcing curfews, the aircraft operator was contacted for further information. In light of the operator's response, the circumstances surrounding the movement, and having regard to the time at which the movement occurred (23:03), the Department concluded that no further action was to be taken.

Runway usage

Runway	Operation	Totals
14	Arrivals	32
	Departures	27
32	Arrivals	9
	Departures	2
		70*

**Excludes helicopter movements.*

Attachment A – Dispensations

Date	Carrier	Aircraft Type	Summary of events
14/05/2022	Jetstar Airways	A320	Jetstar Airways flight JQ450 (Melbourne to Gold Coast) was delayed in the previous sector as they were waiting for 3 flight attendants. The Delegate was not satisfied that exceptional circumstances were met, therefore the dispensation was refused.
25/05/2022	Jetstar Airways	A320	Jetstar Airways flight JQ450 (Melbourne to Gold Coast) was delayed departing Melbourne due to a power outage which affected all inbound and outbound flights. Apron lighting at T4 terminal was impacted, which delayed take-off of Jetstar JQ450. The flight had 6 crew and 140 passengers that were fully boarded, including 1 wheelchair, 7 children and 2 infants. A dispensation was granted for landing no later than 23:30. The aircraft landed at 23:03 local time.
5/06/2022	Virgin Australia	B737	Virgin Australia flight VA761 (Melbourne to Gold Coast) was delayed by unexpected holding on the taxiway by ATC in Melbourne, delaying take-off from Melbourne and pushing the expected landing time at OOL past 23:00. There were 176 passengers on-board including 1 infant and 6 crew members. Accommodation in the vicinity of Melbourne Airport was limited. A dispensation was granted for landing no later than 23:30. The aircraft landed at 23:07.
16/06/2022	Jetstar Airways	A320	Jetstar Airways flight JQ450 (Melbourne to Gold Coast) had an engineering issue which required inspection prior to boarding in Melbourne. This delay meant that flight JQ450 was unlikely to make it into the Gold Coast prior to 23:00. JQ450 had 166 passengers on-board, including 1 infant, 8 children and 1 wheelchair passenger. A dispensation was granted for landing no later than 23:15. The aircraft landed at 23:05 local time.
19/06/2022	Jetstar Airways	A320	Jetstar Airways flight JQ450 (Melbourne to Gold Coast) was delayed due to engineering issues. Engineers were required to investigate the issue, a process taking approximately 40 minutes. JQ450 had 170 passengers on-board and 6 crew members. A dispensation was granted to land no later than 23:55 local time. The aircraft landed at 23:44 local time.
24/06/2022	Jetstar Airways	A320	Jetstar Airways flight JQ695 (Hobart to Gold Coast) was required to undertake unscheduled waste treatment which was not possible at Hobart Airport. Therefore, the aircraft was required to make a short stop en-route at Melbourne Airport where the necessary waste treatment could occur. JQ695 had 6 crew and 159 passengers on-board, including 1 infant and 1 wheelchair passenger. A dispensation was granted to land no later than 23:59. The aircraft landed at 23:52 local time after being diverted to Melbourne.

Date	Carrier	Aircraft Type	Summary of events
4/07/2022	Jetstar Airways	A320	Jetstar Airways flight JQ450 (Melbourne to Gold Coast) was delayed departing Melbourne Airport as the aircraft was awaiting water and waste service, which was running behind schedule. The flight had 6 crew and 186 passengers on-board. A dispensation was granted to land no later than 23:40 local time. The aircraft landed at 23:37 local time.
10/07/2022	Qantas	B717	QantasLink flight QF1751 (Gold Coast to Melbourne) was delayed arriving to OOL due to a delay in onboarding 5 special assistance passengers that pushed the take-off time into the curfew period to 23:15. There were 105 passengers on-board and 4 crew members. A dispensation was granted to depart no later than 23:15. The aircraft departed at 23:03 local time.
12/07/2022	Virgin Australia	B737	Virgin Australia flight VA761 (Melbourne to Gold Coast) was delayed departing Melbourne due to engine issues, causing fumes to breach the cockpit. This pushed the expected landing in OOL to 23:30. There were 70 passengers, 2 infants and 6 crew members on-board. A dispensation was granted to land no later than 23:30 local time. The aircraft landed at 23:11 local time.
13/07/2022	Qantas	A330	Qantas Airlines flight QF16 (Los Angeles to Brisbane) was delayed as the aircraft was diverted to OOL from BNE on its route from LAX due to heavy fog. This delayed landing time to 05:25. There were 220 passengers on-board and 17 crew members. A dispensation was granted to land no later than 05:25. The aircraft landed at 05:19 local time. However, as the aircraft was being diverted and had to land, the movement was permitted under section 16 of the Air Navigation (Gold Coast Airport Curfew) Regulations 2018.
14/08/2022	Virgin Australia	B737	Virgin Australia flight VA543 (Sydney to Gold Coast) was delayed arriving at Gold Coast airport due to a delayed departure out of Sydney, owing to the need to replace an ill Cabin Manager. A dispensation was granted for landing no later than 23:30 local time. VA543 had 160 passengers and 6 crew members on-board. The aircraft landed at 23:16 local time.