

Airport Noise Abatement Consultative Committee (ANACC)



MEETING MINUTES

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

1. Welcome Attendance and Apologies/Proxies

Chairman, Matthew Bender, opened the meeting at 09:05 and welcomed members and observers to the February meeting.

Refer to attachment 1 for attendance/apologies.

2. Consideration of Previous Minutes/Action List

Refer to attachment 2 for action list. Requested any further comments on previous minutes

2.1 ANACC Meeting held 15th October 2020

Chair sought feedback from members on the minutes from the 15 October 2020 meeting. The minutes were endorsed and accepted by the committee.

2.2 Action List & Recommendations

- **Action:** Chair to redistribute the Fly Neighbourly Agreement as part of the minutes for the meeting for committee information and review
- **Action:** Curfew report to be distributed ahead of meeting wherever possible
- **Action:** Runway 14 SID plates from 2000-2020 to be provided to Bill Pinkstone
- **Action:** Chair to seek advice on differential runway operations and include general discussion on topic in next scheduled ANACC meeting.
- **Action:** Chair to update items 1.3 and 4.3 in the SWP based on information provided and redistribute to members for further consideration
- **Action:** GCA and Airservices provide feedback on Larry Woodland's submission out of session
- **Action:** Chair to draft a letter to the Department on behalf of members to the department

3. Correspondence

Refer to Attachment 3 for full details.

4. GCA COVID-19 Update

Brett Curtis provided members with an update on the current situation at Gold Coast Airport including the impact of COVID-19 on the airport and business. GCA passenger numbers are sitting at about 30% of pre-COVID numbers.

5. General Aviation Update

- Peter Long provided an update to the meeting
 - Peter Long provided an overview of GA movements at the moment and the impact of the downturn in operations
 - ANZAC Day fly past is back on and Air Gold Coast will be putting in a submission to the Department for a curfew exemption for the Currumbin dawn service fly past. This is a long-standing activity
- Fly Neighbourly Agreement
 - Bill Pinkstone asked for the Fly Neighbourly to be on the agenda today. Bill Pinkstone asked where it is currently at and if the other GCA operators have agreed to this.
 - Chair confirmed GCA Fly Neighbourly policy had been reviewed by ANACC and updated in the last 18 months and the policy was not a legally binding document and not able to control all actions of iterant operators.

Action: Chair to redistribute the Fly Neighbourly Agreement as part of the minutes for the meeting for committee information and review

- Bill Pinkstone commended Peter Longs contribution to the committee which was supported by members

6. DITCRD & Curfew Update

- Russell McArthur noted that he has come back into the role of having Noise in his portfolio
- Russell McArthur provided an update on the impacts of COVID on the wider aviation industry
- Russell McArthur went through the curfew update and notes on the runway usage table that has recently been added to the report.
- John Hicks asked if the curfew report can be provided prior to the ANACC meetings
- Russell McArthur noted that any specific curfew items can be forwarded onto Matt as the ANACC chair
- Russell McArthur noted that that one of the queries from Bill Pinkstone related to a flight which was operating Sydney-Brisbane which overflew Gold Coast Airport. The other movement was a delayed departure for a Qantas Freight aircraft, which was scheduled to depart at 11.50pm (local time) but was delayed until 1.19am (local time).

Action: Curfew report to be distributed ahead of meeting wherever possible

7. Airservices Report

Refer to attachment 4 for full presentation details.

- Gary Scott provided a Tower and operations update including overview of movement comparison. Despite RPT jet absences operations at GCA have been at high frequency due to GA movements.
- Fiona Lawton worked through the Airservices Australia presentation
 - Confirmation Webtrak aircraft location information updated every 5 seconds from the Eurocat system. This answered an Action raised by Lindy Smith.

7.1 ILS Post Implementation Review (PIR) Update

- Airservices acknowledged input from John Hicks and the Gold Coast Lifestyle Association
- Asked the committees what information on RNP approaches is useful so Airservices Australia can take that as an action.
- Detailed actions from the PIR.
 - Require ANACC to confirm that Recommendation Action 1 is now closed based on web portal (Aircraft in your Neighbourhood)
 - Recommended Action 2: feedback on the proposal to from ANACC and CACG
 - Recommended Action 4: NAP wording
 - Recommended Action 3b and 5: Explicit instruction from ANACC on the ILS usage reporting formatting
 - Recommended Action 6: Closed with feedback from members
 - Member feedback:
 - John Hicks noted interest in having the waypoint to join the ILS added.
 - John Alcorn if you decide to use NAPS in flight paths can they override distance travelled?
 - Fiona Lawton if there was a published NAP that had longer track miles the expectation is that pilots will comply with NAPs with consideration of all operational elements.
 - John Alcorn asked whether flight path distribution or concentration to is preferred.
 - Fiona Lawton acknowledged John Alcorn's comments and spoke through the consultation and review process that would need to occur before changes could be made to flight path distribution.

7.2 Noise Monitoring Review

- Entering a 6-week community consultation process via the Engage Airservices website
- Fiona Lawton encouraged all members and interested parties to subscribe to this element and they will receive direct updates on the project

7.3 Southern operations noise improvements investigations

- Fiona Lawton provided an overview of assessments made regarding options for flight path adjustments to the south of GCA. Results of technical assessments confirmed a requested realignment of runway 32 arrivals (as requested by Julie Murray) to be unachievable.
- Julie Murray provided feedback on the outcome of the review and assessment and noted the result was negative for the Kingscliff and Fingal community.
- Fiona Lawton provided further detail on Julie Murray's query, Fiona Lawton also noted Airservices Australia will be providing a detailed report outlining the process of the review that was undertaken and the outcome of the review and why it cannot proceed.

7.4 Runway 14 SID plates

- Fiona Lawton explained the plates and the practical application of these including the difference between a fly over and fly by way point. This information had been provided at previous ANACC meetings in relation to this item.

Action: Runway 14 SID plates from 2000-2020 to be provided to Bill Pinkstone

7.5 *Member Feedback*

- Bill Pinkstone raised a motion to review the potential for differential runway system between the hours 2200 to 2300 period across 2021 to 2022 during daylight savings for all RPT operations.

Action: Chair to seek advice on differential runway operations and include general discussion on topic in next scheduled ANACC meeting.

- Banora Point & District Residents Association represented by Bill Pinkstone formally request return to live meetings, the chair indicated GCA is looking into a return to live meetings but will only move forward with live meetings when circumstances are appropriate.

8. Strategic Work Program

8.1 *Ongoing Focus Points*

The chair went through the two SWP items on the agenda

- Item 1.3 Flights over Kingscliff
- Item 4.3 Ongoing absence of permanent noise monitor at Tweed Heads

Noting significant progress and information received on these two items during the session and Airservices presentation.

Information provided by air services during their presentation informed both items 1.3 Flights over Kingscliff and 4.3 Ongoing absence of permanent noise monitor at Tweed Heads. A large component of Item 1.3 has been answered by the results of the flightpath amendment assessment (RWY 32 Arrivals).

Action: Chair to update items 1.3 and 4.3 in the SWP based on information provided and redistribute to members for further consideration

9. General Business

- Larry Woodland GCA Master Plan N70 Brief
 - Larry Woodland provided an overview and context on his paper

Action: GCA and Airservices provide feedback on Larry Woodland's submission out of session

- QF Freighter

Bill Pinkstone noted the permit for the QF Freight movement is due to be renewed around the same time as the next ANACC meeting and request community action against the service prior to the next ANACC meeting.

David Gray wonders if there is something more the committee can be doing regarding the movement. Suggested a formal letter regarding the service be provided to the department on behalf of the committee.

Action: Chair to draft a letter to the Department on behalf of members to the department

Anthony Steinfort noted that there is still the Australia Post aircraft lurking in overnight at 04:35 Asked if GCA can be proactive with curfew movements and advise what the movements are for as they occur.

Chair provided context around the airport's involvement in curfew movements that we don't receive prior notice and generally don't receive feedback following any curfew movements. Chair noted that he is happy to follow up on any queries as they occur.

Anthony Steinfort noted that he has started a parliamentary petition against the QF/AusPost freight operation and that he has an online version and a paper version that has already received several hundred signatures.

The Chair thanked members for their participation and closed the meeting at 12:02.

Attachment 1: Attendance and Apologies

Date: Thursday, 11 February 2021

Attendance

Matthew Bender (Chair)	Gold Coast Airport
Sarah Wintzloff (Secretary)	Gold Coast Airport
Jared Feehely	Gold Coast Airport
Brett Curtis	Gold Coast Airport
James Gough	Gold Coast Airport
Fiona Lawton	Airservices Australia
Gary Scott	Airservices Australia
Anthony Steinfort	Tugun Progress Association
Bill Pinkstone	Banora Point & District Residents Association
David Gray	Bilinga Neighbourhood Watch
Jacqui Cord	Tweed Shire Council
John Alcorn	Airport Central Corridor Alliance (Oxley Cove & Chinderah Districts)
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayer & Progress Association
Larry Woodland	Fingal Head Community Association Inc.
Lindy Smith	Tweed District Residents & Ratepayers Association
Matthew Bender	Gold Coast Airport
Peter Long	Air Gold Coast
Russell McArthur	Department of Infrastructure, Transport, Regional Development and Communications
Michael Beckhaus	Unit Tower Supervisor (UTS)
Donna Marshall	Airservices Australia
Gail Bonser	

Apologies

Chris McCormack	Airservices Australia
NCIS Investigations	Airservices Australia
Ronni Hoskisson	Tweed Residents & Ratepayers Association

Attachment 2: ANACC Action List

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
1	22/06/2017	Flight track trial pre/post trial data	Airservices to provide the pre-during and post-trial data for review. The data was provided to the committee.	Lindy Smith	06/02/2020 04/06/2020 15/10/2020 11/02/2021 17/06/2021	HOLD. Item reopened by Lindy. Lindy to provide detail around required information to close item.
23	06/02/2020	Flight Paths Runway 32 Offset Approach	Southern members to discuss and further investigate the restricted use of the Runway 32 offset approach to consider allowing additional flights to use it. Members are to provide feedback at the next ANACC meeting.	Southern ANACC Members	04/06/2020 15/10/2020 11/02/2021 17/06/2021	OPEN.
26	06/02/2020	Runway 14 Departures	Airservices to investigate if it is possible to demonstrate the conflict between aircraft departing 070 and arriving aircraft.	Airservices	04/06/2020 15/10/2020 11/02/2021 17/06/2021	OPEN.
34	15/10/2020	Noise Complaints-reporting formats	GCA to follow-up with NCIS if they have received anything from Bill regarding this item. Bill Pinkstone to provide GCA with previous correspondence.	Matthew Bender	11/02/2021 17/06/2021	OPEN.
35	15/10/2020	Flight Paths	Are BAE 146 Freighter flight tracks able to be recorded and presented to get an idea or area impacts.	Matthew Bender/ Airservices	11/02/2021 17/06/2021	OPEN.
38	15/10/2020	Flight Paths	Airservices to investigate the feasibility of demonstrating Runway 14 offset approach overlay of 32 RNAV approach.	Airservices	11/02/2021 17/06/2021	OPEN.

40	15/10/2020	Master Plan	Larry to update his N70 submission and resubmit for review and consideration.	Larry Woodland	11/02/2021 17/06/2021	OPEN.
42	11/02/2021	Fly Neighbourly Agreement Redistribution	Chair to redistribute the Fly Neighbourly Agreement as part of the minutes for the meeting for committee information and review	Matthew Bender	17/06/2021	OPEN.
43	11/02/2021	Curfew report to be distributed	Curfew report to be distributed ahead of meeting wherever possible		17/06/2021	OPEN.
45	11/02/2021	Differential Runway Operations	Chair to seek advice on differential runway operations and include general discussion on topic in next scheduled ANACC meeting	Matthew Bender	17/06/2021	OPEN.
46	11/02/2021	Update SWP	Chair to update items 1.3 and 4.3 in the SWP based on information provided and redistribute to members for further consideration	Matthew Bender	17/06/2021	OPEN.
47	11/02/2021	GCA and Airservices Feedback	GCA and Airservices provide feedback on Larry Woodland's submission out of session		17/06/2021	OPEN.
48	11/02/2021	Draft Letter to Department	Chair to draft a letter to the Department on behalf of members to the department	Matthew Bender	17/06/2021	OPEN.

ANACC Action List - COMPLETED

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
2	26/10/2017	Kingscliff Departures	Review of flight paths departing over Kingscliff and the reasoning behind why aircraft are turning at certain points.	Julie Murray/ Airservices Australia	06/02/2020 04/06/2020 15/10/2020 11/02/2021	CLOSED Specific to assessment of likelihood of flightpath adjustments this issue is closed following Airservices provision of assessment results indicating proposed track adjustments were unachievable due to operational constraints. See presentation and mins from Feb 11 2021 Meeting.
3	21/06/2018	Webtrak	Clarification on parameters on Webtrak My Neighbourhood. More details needed to clarify action. Air services provide time lapse between provided information to where it is linked into webtrack What is the time intervals between snapshots, gap between data points on web tracks	Lindy Smith	06/02/2020 04/06/2020 15/10/2020 11/02/2021	CLOSED Airservices data provided at Feb 11 2021 meeting indicated detail on a 5 sec time intervals for flight tracking paths on Webtrak provided by Eurocat.
6	07/02/2019	ATC Data and Kingscliff Flight Data	Provide context around aircraft conflicts for straight-ahead departures off Runway 14. Julie to provide specific examples for Airservices to provide overview of situation.	Julie Murray/ Airservices Australia	06/02/2020 04/06/2020 15/10/2020 11/02/2021	CLOSED Specific to assessment of likelihood of flightpath adjustments this issue is closed following Airservices provision of assessment results indicating proposed track adjustments were unachievable due to operational constraints. See presentation and mins from Feb 11 2021 Meeting.
11	06/02/2020	Member Nominations	Secretariat to facilitate coordination of fifth southern ANACC representative with members to determine most relevant representative organisation.	Secretariat	04/06/2020 15/10/2020 11/02/2021	CLOSED Discussed with southern members- Larry Woodland formally confirmed as Southern Member.

15	06/02/2020	Webtrak	Airservices to confirm the time intervals location data is provided for Webtrak.	Airservices	04/06/2020 15/10/2020 11/02/2021	CLOSED Consolidate with item 3
25	06/02/2020	Resident Noise Complaints delivered to ANACC Members	Responses and progression of complaints unsatisfactory, management of complaints was said to be unprofessional; community can escalate complaint if unsatisfied with response and request complaint review	Bill Pinkstone	04/06/2020 15/10/2020 11/02/2021	CLOSED. Airservices detailed the NCIS complaint handling and review and review process. Chair also indicated the ANACC forum and direct contact with GCA provided opportunities to escalate specific matters. –
28	06/02/2020	ANACC Sub-Committee	Chair to follow up with Airservices to understand if local ATC team are able to participate in ANACC sub-committee meetings and the best way of communicating these to NCIS.	Matthew Bender	11/02/2021	CLOSED. Local ATC Manager will attend ANACC when available though will not generally attend the sub-committee. Chair is able to communicate issues directly to ATC where appropriate.
31	15/10/2020	Member Recognition	Chair to contact Anthony out of session to follow up specific dates and times so occurrences can be investigated.	Matthew Bender	11/02/2021	CLOSED Chair, Anthony to follow up out of session.
32	15/10/2020	Curfew Administration	Are military aircraft exempt from curfew requirements.	Matthew Bender	11/02/2021	CLOSED Military aircraft activities are not tracked like civilian aircraft. Aircraft transponders are not always on for security reasons.
33	15/10/2020	ANACC Sub-Committee	Back up and running	Secretariat	11/02/2021	CLOSED Sub Committee has recommended with expectation from Chair that members attend regularly.
36	15/10/2020	Southern Noise Monitoring	Committee to provide feedback to Airservices Australia Community Engagement mailbox on how long they would like the draft ToR distributed for comment.	ANACC Community Members	11/02/2021	CLOSED Southern Noise Monitor review program has commenced.

37	15/10/2020	ILS Noise Reporting	ANACC to provide advice on reporting methods and format for ILS usage. Provided comments to ASA in post implementation review report. Draft by next meeting with data populated	Airservices	11/02/2021	CLOSED Item discussed and GCLA now in direct contact with Airservices on this item.
39	15/10/2020	Member Recognition	Chair to provide positive feedback regarding Fiona and the Community Engagement team onto Airservices.	Matthew Bender	11/02/2021	CLOSED. Letter of appreciation sent to members and Airservices.
41	15/10/2020	Flight Paths	Chair to confirm but under the belief RWY 14 SIDs have previously been provided to members. Gary Scott requires parameters around timeframes for historic information but confirmed Airservices should be able to provide detail. Bill noted the timeframe is after the PIR i.e. from 2000 to 2020.	Gary Scott	11/02/2021	CLOSED All SIDS to from 2000 onwards provided directly to Bill Pinkstone.
44	11/02/2021	Runway 14 SID plates	Runway 14 SID plates from 2000-2020 to be provided to Bill Pinkstone		17/06/2021	CLOSED. Amalgamated with item 41

Attachment 3: Correspondence

In	Category	Out
16/10/2020 Warren Schofield to GC Enquires	C	26/10/2020 Curfews@infrastructure.gov.au to Warren Schofield
16/10/2020 Margot Mac Manus to GC Enquiries	C/N	23/10/2020 MBender to Margot Mac Manus
19/10/2020 Helen Edwards-Davis to ANACC mailbox	C	19/10/2020 ANACC to Helen Edwards-Davis
19/10/2020 Lyn Adams to ANACC mailbox	C	19/10/2020 ANACC to Lyn Adams
19/10/2020 Rhonda Shaw to ANACC mailbox	C	19/10/2020 ANACC to Rhonda Shaw
19/10/2020 Nikayla Austin to ANACC mailbox	C	19/10/2020 MBender to Nikayla Austin
19/10/2020 Suzanne Landers to ANACC mailbox	C	19/10/2020 ANACC to Suzanne Landers
19/10/2020 Chelsea Staite to clientservice@infrastructure.gov.au	C	26/10/2020 Curfews@infrastructure.gov.au to Chelsea Staite
20/10/2020 Isabel Fitch to ANACC mailbox	C	20/10/2020 ANACC to Isabel Fitch
20/10/2020 Tracey Frieslaar to ANACC mailbox	C	20/10/2020 MBender to Tracey Frieslaar
20/10/2020 Ryan Bowen to ANACC mailbox	C	20/10/2020 MBender to Ryan Bowden
20/10/2020 Jürgen Schanzenbächer Office of Justine Elliot re 16/10/2020 Warren Schofield to GC Enquires	C	
22/10/2020 Roslyn Turnbull to ANACC mailbox	C	22/10/2020 MBender to Roslyn Turnbull
22/10/2020 Geneva and Matthew Halloran to ANACC mailbox	C	22/10/2020 MBender to Geneva and Matthew Halloran
22/10/2020 Julie Murray to media@infrastructure.gov.au	C	26/10/2020 Curfews@infrastructure.gov.au to Julie Murray
22/10/2020 Susan Barber via ANACC email form	C	22/10/2020 ANACC to Susan Barber
22/10/2020 Helen J MacNeill to ANACC mailbox	C	23/10/2020 ANACC to Helen J MacNeill
23/10/2020 Nicola Hanzic on behalf of the Residents Committee Banora Point Retirement Village	C	23/10/2020 MBender to Nicola Hanzic
23/10/2020 George Bournelis to oar@casa.gov.au	N	23/10/2020 OAR to George Bournelis 23/10/2020 ANACC to George Bournelis
Call from Rebecca Ross	C	23/10/2020 MBender to Rebecca Ross
23/10/2020 Dennis Hubbard to ANACC mailbox	C	
23/10/2020 Bruce Obrien to ANACC mailbox	C	
24/10/2020 Robert Newton to ANACC mailbox	C	26/10/2020 ANACC to Robert Newton
24/10/2020 Gaile Newton to ANACC mailbox	C	
24/10/2020 Kelvin and Jenny Greenbank to ANACC mailbox	C	26/10/2020 ANACC to Kelvin Greenbank
24/10/2020 Phillip Lynch via ANACC Form Submission	C	26/10/2020 ANACC to Phillip Lynch
24/10/2020 Vicky Harrison to ANACC mailbox	C	26/10/2020 ANACC to Vicky Harrison
24/10/2020 Steve Chippindall via ANACC Form Submission	C	26/10/2020 ANACC to Steve Chippindall
24/10/2020 Kelly Jenkins to ANACC mailbox	C	26/10/2020 ANACC to Kelly Jenkins
25/10/2020 Beverly Smsllmon to ANACC mailbox	C	26/10/2020 ANACC to Beverly Smsllmon
25/10/2020 Frances and Bart Geysen to ANACC mailbox	C	26/10/2020 ANACC to Fran and Bart Geysen
26/10/2020 Yvette Franzos to ANACC mailbox	C	26/10/2020 ANACC to Yvette Franzos
29/10/2020 Jennifer Kemp to ANACC mailbox	C	30/10/2020 ANACC to Jennifer Kemp
11/11/2020 Josh Henty via ANACC Form Submission	C	
Call received from MWaller	C	26/11/2020 MBender to MWaller
29/12/2020 Jan Wainwright-Wilson to NCIS Investigators	N	
30/12/2020 Andy Watson to GC Enquiries	N/C	13/01/2021 MBender to Andy Watson
09/01/2021 Ceridwen Way to GC Enquiries		13/01/2021 MBender to Ceridwen Way
01/02/2021 Lindy Smith to ANACC mailbox 11/02/2021 Lindy Smith to ANACC mailbox follow up to above email	O	Email correspondence sent out with ANACC 11/02 finalised minutes
10/02/2021 Rae Austen to ANACC mailbox	N	

Category Legend			
C	Curfew	H	Helicopter
F	Flight Path	LA	Light Aircraft
G	General	RPT	Regular Public Transport
N	Noise	O	Other

Attachment 4

2 FEBRUARY 2021



AIRSERVICES UPDATE

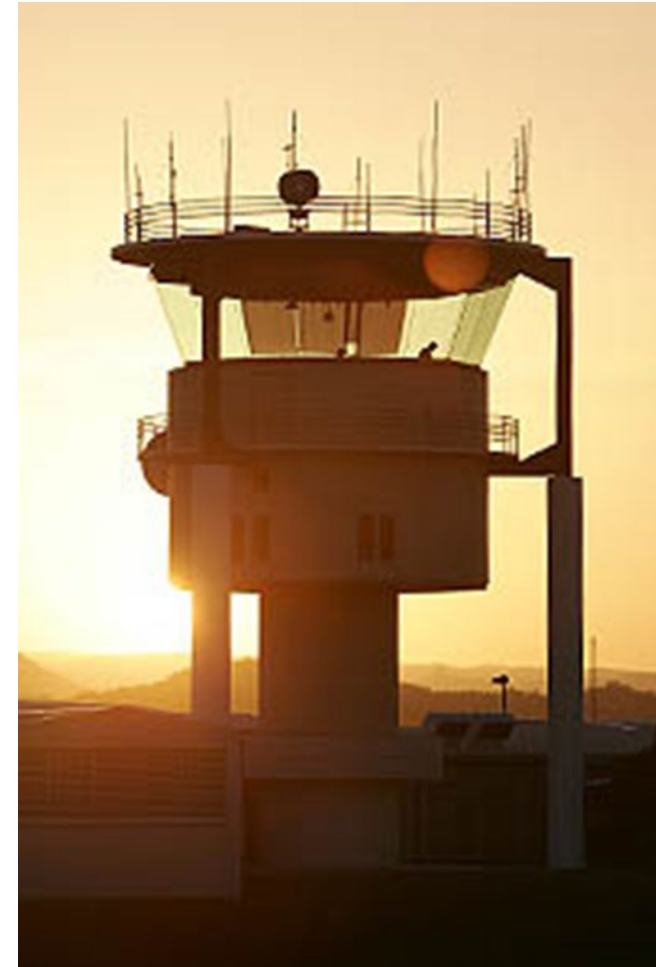
GOLD COAST ANACC

Gary Scott – Director Operations

Fiona Lawton - Community Engagement Manager

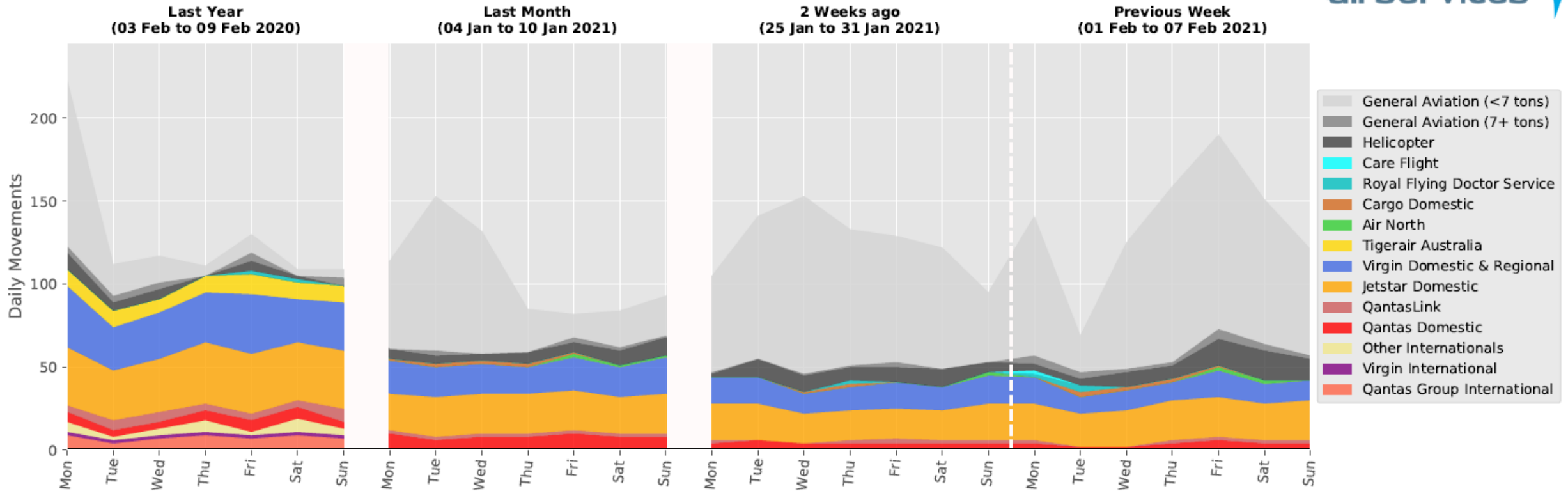
AIRSERVICES UPDATE

- Tower Update
- Operational Update
- Curfew Operations
- Gold Coast ILS PIR Recommended Actions
- Noise Monitoring Review
- Southern Operations Noise Improvement Review
- Runway 14
- NCIS complaints
- Aircraft In Your Neighbourhood – Gold Coast



AIR TRAFFIC MOVEMENTS

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



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

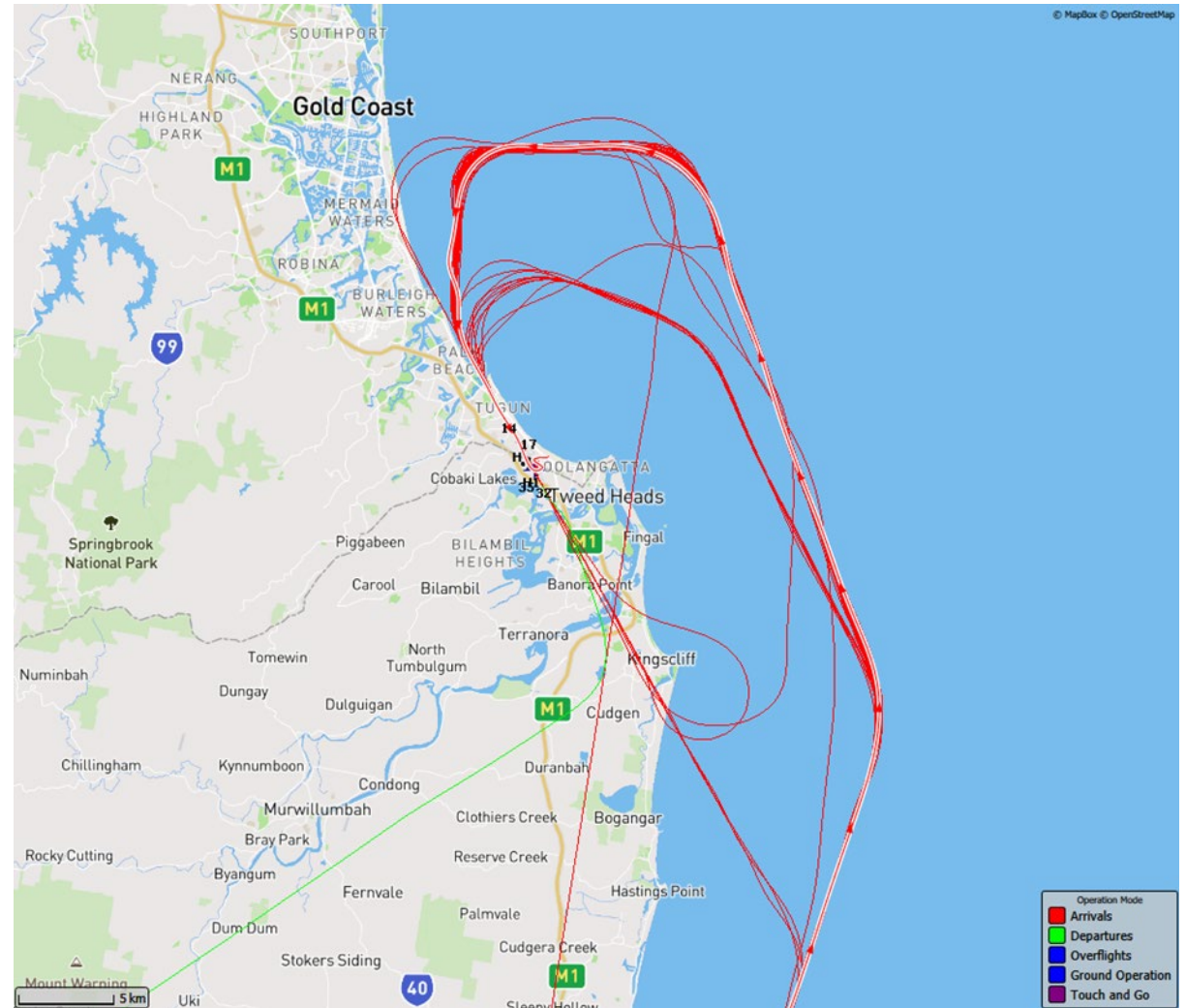
Data shown via Stacked Area plots. The values of each group are displayed on top of each other. Movements exclude military and VFR without Flight Plan. All dates based on local times.

CURFEW OPERATIONS

CURFEW MOVEMENTS

5 OCTOBER 2020 – 10 FEBRUARY 2021

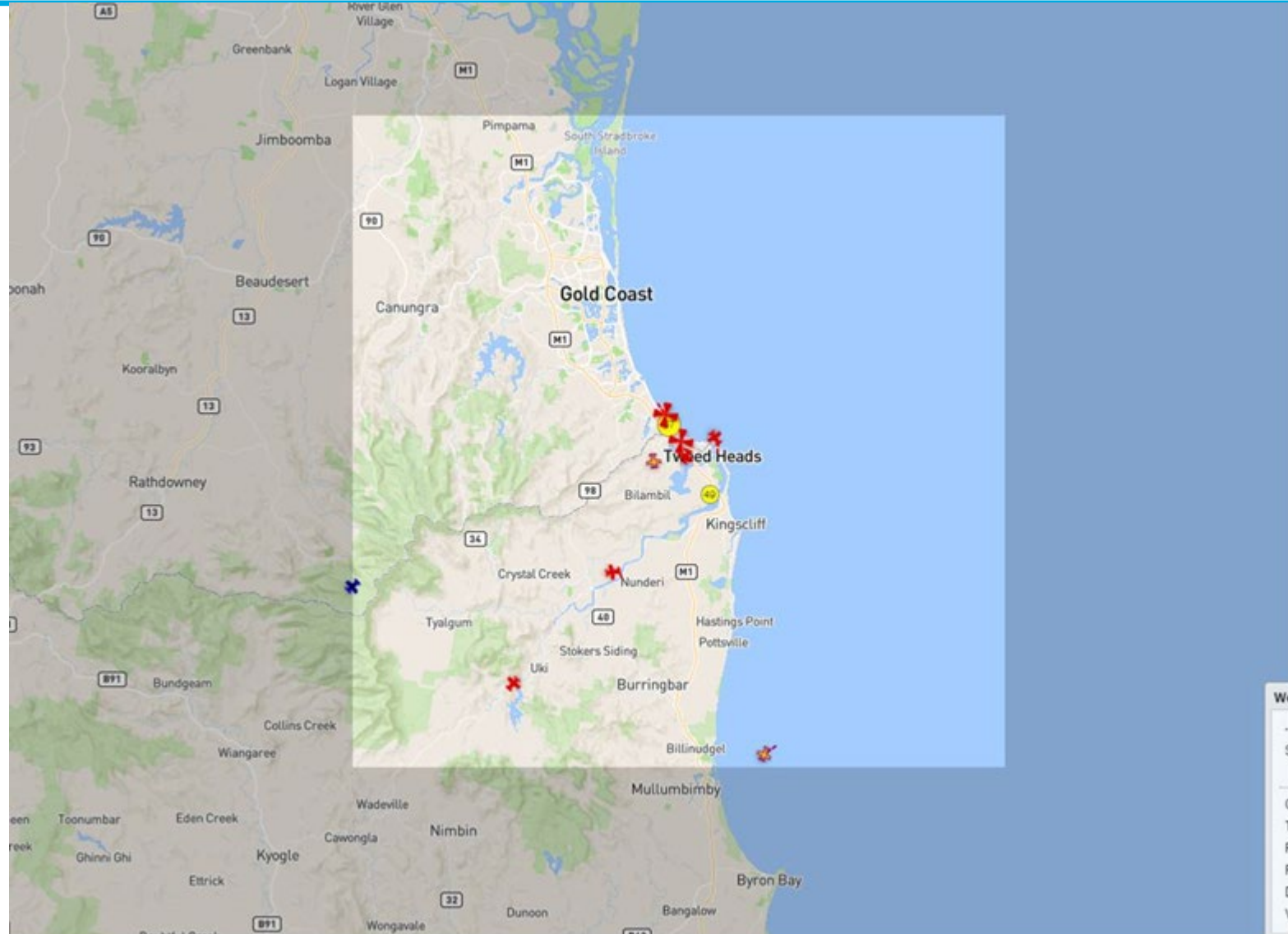
- 64 flight tracks (63 arrivals, 1 departure)
- 60 movements on Runway 14
- 4 movements on Runway 32 (all arrivals)
- One aircraft conducted an ILS approach – made two attempts due to a missed approach - 17 December 5.30 am.



WEBTRAK QUERY

WEBTRAK FOR GOLD COAST

- WebTrak uses radar surveillance data
- Information is transmitted from the Eurocat system every 5 seconds.
- <https://www.airservicesaustralia.com/community/environment/aircraft-noise/webtrak/>





GOLD COAST ILS PIR

NOISE ABATEMENT PROCEDURES COMPLIANCE

ARRIVALS TO RWY 14 – NAPS REVIEW

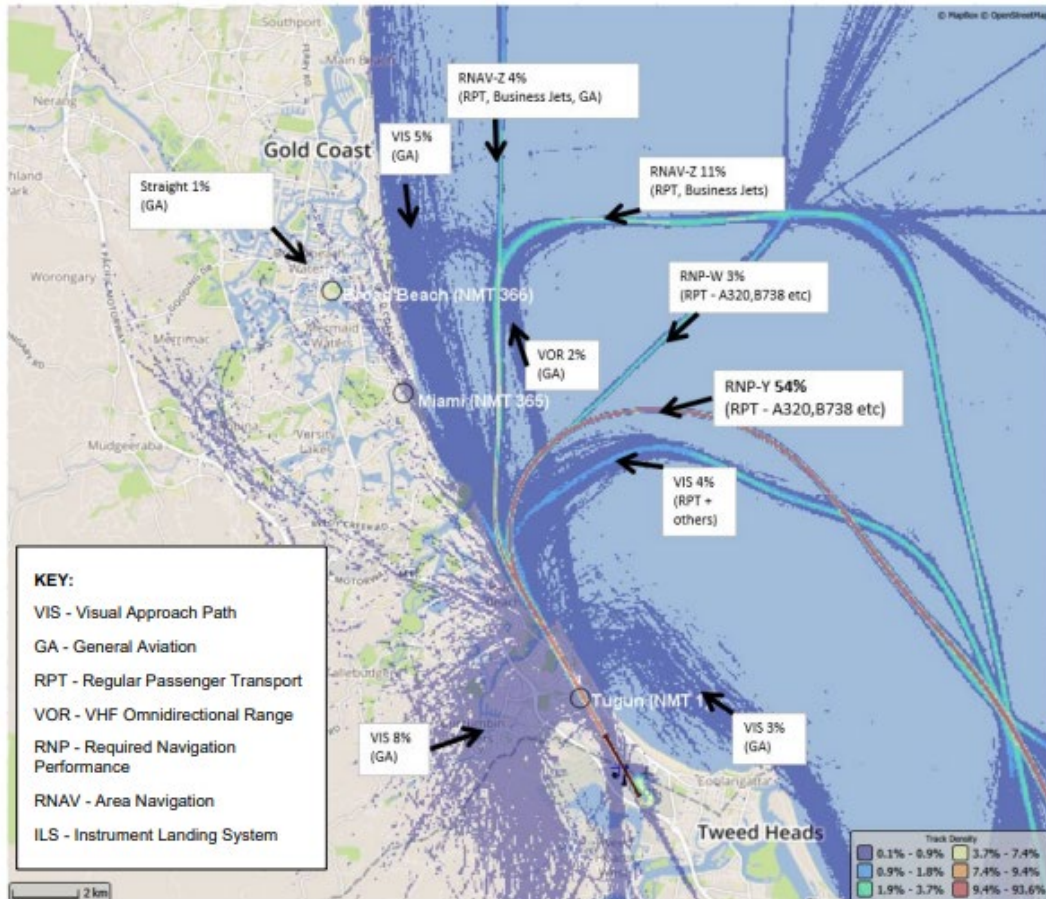


Figure 18: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2019 data, pre ILS implementation (with track density plot), Source: Aircservices NFPMS data

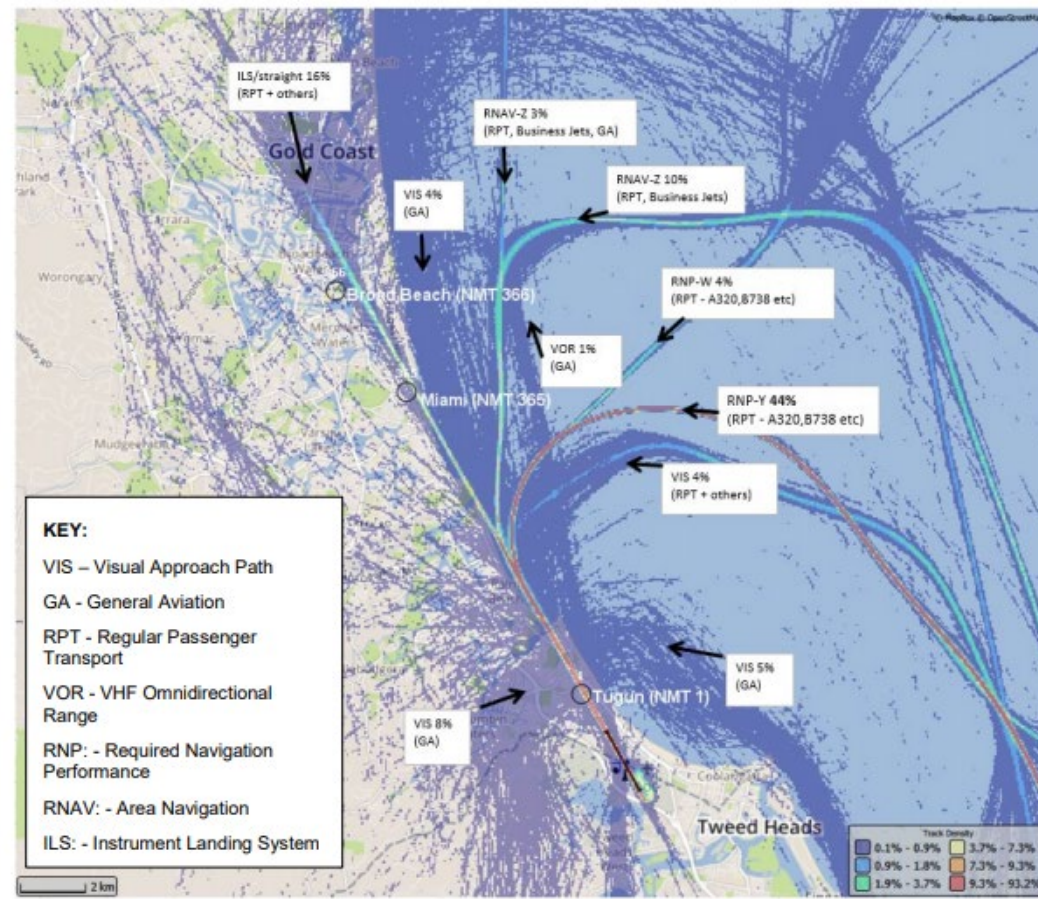


Figure 19: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2020 data, post ILS implementation (with track density plot), Source: Aircservices NFPMS data

PIR RECOMMENDED ACTIONS

Recommended Action 1

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

Recommended Action 2

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

Recommended Action 3

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

Recommended Action 4

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

Recommended Action 5

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

Recommended Action 6

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

Recommended Action 7

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

RECOMMENDED ACTION 1

UPDATED INFORMATION

The Instrument Landing System – AsA National Insightfull (airservicesaustralia.com)

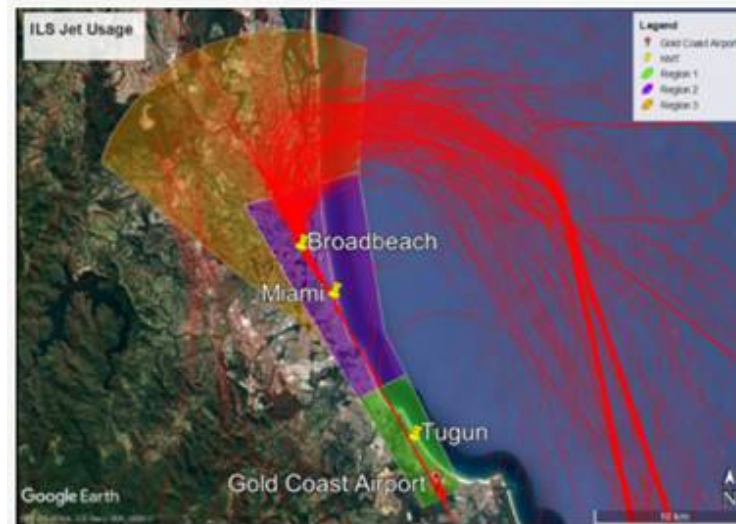
We will provide updated information derived from this report in a succinct and accessible format to the community regarding the use of preferred approaches to RWY14, the distribution of arriving traffic across various procedures, and the associated noise exposure.

Usage of the Gold Coast ILS

Analysis of flight tracks found that total ILS usage for a year (from February 2019 to February 2020) was 833 arrivals, which included 442 jet arrivals (53%) and 391 turbo prop/piston arrivals (47%). Turbo-props made up approximately 6% and piston aircraft approximately 41%. Piston aircraft are typically training aircraft under 5,700kg and therefore allowed to use the ILS under the NAPs (see NAPs section below).

On the busiest day of the year, the ILS was used 45 times. For the majority of the year (349 days), ILS usage was less than 8 arrivals per day.

Use of the ILS is seasonal due to weather patterns (e.g. storms and low visibility conditions). February 2020 was the most common month of usage, with 28% (235 arrivals) of all use occurring in this month. August 2019 was the least common month of usage with only 20 arrivals.



Jet aircraft (red) using the ILS to Runway 14 – February 2019 to February 2020

Jet aircraft are broadly distributed (including those arriving from the south) as they approach to join the ILS. Once on the ILS their flight paths become increasingly concentrated.



Turbo-prop aircraft (green) using the ILS to Runway 14 – February 2019 to February 2020

Turbo-prop aircraft are broadly distributed as they approach to join the ILS. Once on the ILS their flight paths become increasingly concentrated.

RECOMMENDED ACTION ATION 1



Piston aircraft (pink) using the ILS to Runway 14 – February 2019 to February 2020

Piston aircraft remain more broadly distributed than jet and turbo-prop aircraft before narrowing their approach closer to the airport.

Noise Abatement Procedures for the ILS

Noise Abatement Procedures (NAPs) at Gold Coast Airport restrict use of the ILS except in the following circumstances:

- when poor weather affects visibility
- for operational requirements,
- or during emergencies.

The objective of the NAPs is to limit the use of the ILS and minimise noise impacts on the community.

Weather

Weather conditions that affect visibility include low cloud and rain. When making an approach the pilot must be able to see the runway on reaching a prescribed altitude known as the "decision altitude". If the pilot cannot see the runway by this point the landing will be aborted and a missed approach conducted. In a missed approach or "go-around" the pilot increases power, ascends and flies a circuit to prepare for a second approach. The decision altitude when using other approaches at Gold Coast Airport varies between 570 to 430 feet, while the decision altitude when using the ILS is reduced to 330 feet. Therefore the ILS provides more opportunity to land in poor visual conditions.

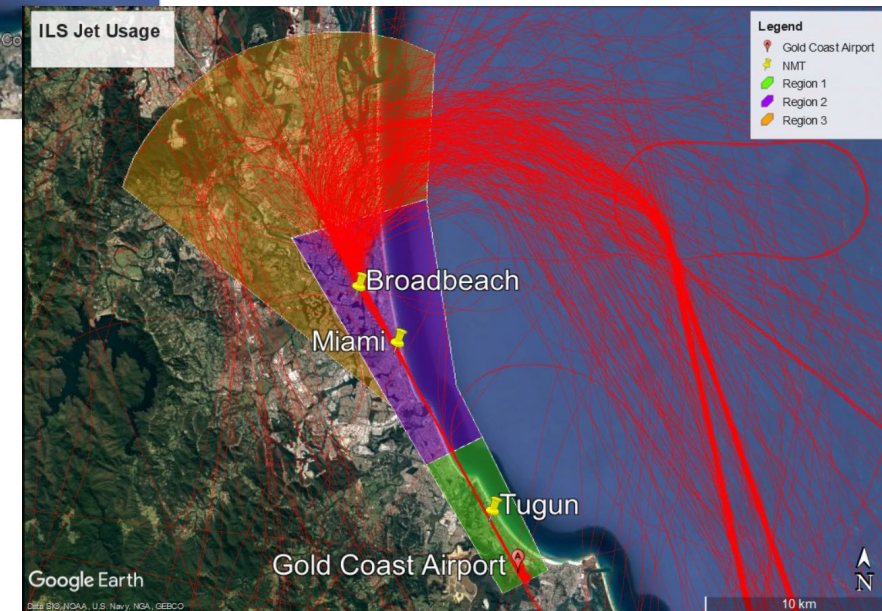
Air traffic control advise pilots to use the ILS when:

RECOMMENDED ACTION 2

RWY 14 RNAV FLIGHT PATH REVIEW

- FORMERLY KNOWN AS 'KEGAN' WAYPOINT

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



RECOMMENDED ACTION 4

NAPS COMPLIANCE

[The Instrument Landing System – AsA National Insightful \(airservicesaustralia.com\)](https://www.airservicesaustralia.com)

- **Recommended Action 4**
- *a) We will continue to work closely with airlines and operators to ensure correct application of the priorities as per NAPs.*
- *b) We will provide information derived from this report in a succinct and accessible format to the community to explain how the NAPs are achieving the AAT conditions and intent.*

Compliance with ILS conditions of use

Of the 442 jet aircraft that arrived on the ILS (from February 2019 to February 2020), 90% used it when ATC had nominated it as the approach due to the cloud base and low visibility conditions outlined in the NAPs.

Approximately 10% of jets used the ILS approach when it was not nominated by ATC.

Reasons for this are:

- aircraft attempted to fly the RNP-AR or RNAV approach, and could not sight the runway at the required decision altitude so conducted a missed approach and were then directed by ATC to use the ILS approach due to visibility
- pilots advised of critical operational requirements due to on-board navigational equipment issues or emergencies
- airline crews prepared for approach using the ILS and either misunderstood the application of the NAPs, or were unfamiliar with operations at Gold Coast Airport.

The ILS was not used by jet or larger turbo-prop aircraft for training.

Analysis of overall arrivals to Runway 14 found that jet and turbo-prop aircraft are using preferred approaches in the order outlined in the NAPs:

- 48% used the RNP-AR procedures
- 17% used RNAV or Visual approaches
- 13% used the ILS approach procedure

Over 18% of general aviation flew visual or VOR approaches.

RECOMMENDED ACTION 4

NAPS WORDING

- *c) While the NAPS are an aviation operational document for pilots, with language and instructions specific to this audience and constrained by the aviation rule set, we will review the specific community concerns raised prior to, and as part of, this PIR regarding the wording of the NAPS.*
- *We will consult with the ANACC regarding this review and provide briefings to the Gold Coast CACG.*
- *Findings will be made available on the Airservices website.*

15 AUG 2019

NOISE ABATEMENT PROCEDURES

PAGE 4
GOLD COAST, QLD

3.1.3 PREFERRED RWY 14 APCH (ALL HOURS)

The following priorities will be applied for RWY 14 APCH for turbo jet and non turbo jet ACFT ABV 5,700KG MTOW unless due weather or critical operational requirements:

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

"To minimise noise ILS RWY 14 only AVBL when RNAV-W (RNP) RWY 14, RNAV-X (RNP) RWY 14, RNAV-Z(GNSS) RWY 14, and VISUAL APCH RWY 14 UNAVBL due weather, emergencies or when operationally RQ."

GCLA Submission

RECOMMENDED ACTION 6

COMMUNITY ENGAGEMENT FRAMEWORK

<https://engage.airservices.gov.au/about-us>

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

Our Community Engagement Framework



Airservices Community Engagement Framework (CEF) provides a rigorous process for delivery of community engagement activity for flight path and associated airspace changes. The CEF was developed based on stakeholder feedback on previous engagement activity, findings of Aircraft Noise Ombudsman investigations and following consideration of established “best practice” engagement processes, models and practices.

View our [Community Engagement Framework Overview](#) here.

View our [Commitment to Community Engagement](#) here.

Our Community Engagement Approach



We will engage with you on flight path and airspace changes that may impact you, using a range of engagement methods and activities, dependent on the scale and breadth of the change.



We will provide you with clear information on the proposed changes, the timeframes for the change, how you can be involved and influence the change, and how the decision will be made.



We will communicate with you at the earliest possible opportunity in the flight path change process.

Documents

Documents

- [Our Community Engagement Framework Overview](#)
- [Our Commitment to Community Engagement](#)
- [Flight Path Design Principles](#)

FAQs

- [Why do we make changes to flight paths?](#)
- [Who initiates flight path changes?](#)
- [What is our flight path change process?](#)
- [Can I suggest a noise improvement?](#)

NOVEMBER 2020

NOISE MONITORING REVIEW

NOISE MONITORING REVIEW UPDATE

8 FEBRUARY 2021 AND 22 MARCH 2021

To receive the e-newsletter updates, add your email address and subscribe to the project page


Gold Coast Airport Noise Monitoring Review



Airservices maintains and operates a Noise and Flight Path Monitoring System (NFPMS) at Gold Coast Airport. This system provides information and data on aircraft movements, aircraft noise and aircraft operations. This includes data from aircraft noise monitors which is displayed for Gold Coast Airport on [WebTrak](#).

As part of the NFPMS system, we currently have two long-term noise monitors installed at the Gold Coast – located in Tugun and Banora Point. For background information on noise monitoring at the Gold Coast Airport, visit our FAQs [here](#).

As part of our commitment to the Gold Coast Airport Noise Abatement Consultative Committee (ANACC) we are conducting a review into long-term noise monitors for Gold Coast Airport, which will include identification of potential sites for the installation of a third long-term noise monitor.



STAY INFORMED

Subscribe for project updates

SUBSCRIBE



Timeline

- 8 February 2021**
Call for community suggestions for potential sites for third Gold Coast Airport noise monitor opens
- 22 March 2021**
Community suggestions for potential sites for third Gold Coast Airport noise monitor close

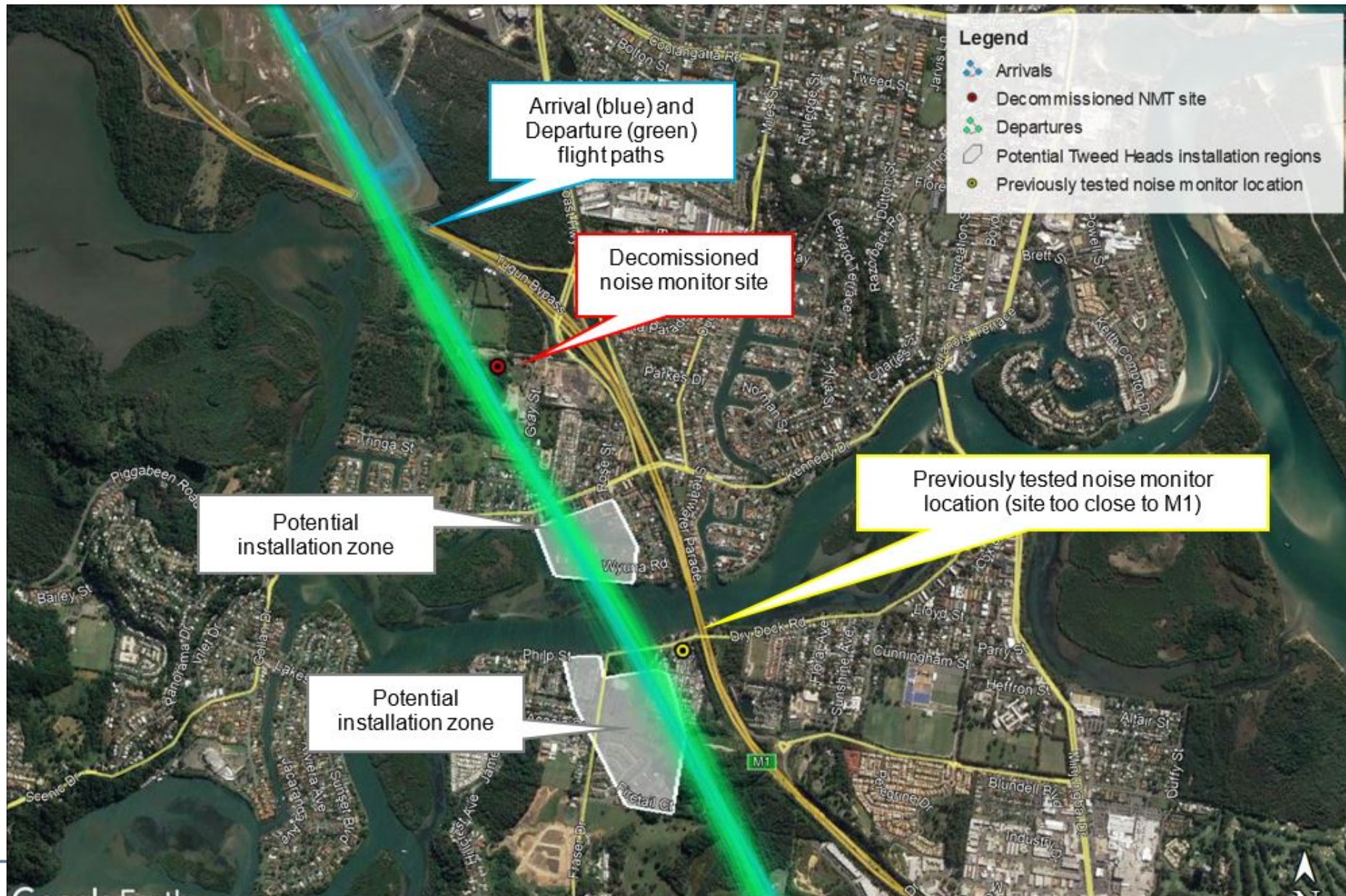


Figure 2: Suitable zones for noise monitoring (grey) in the Tweed Heads region, with indicative arrival (blue) and departure (green) tracks from Gold Coast Airport.

SOCIAL MEDIA TILE – FOR PROMOTION



Gold Coast Airport Noise Monitoring Review

Airservices has commenced a Noise Monitoring Review for Gold Coast Airport.

We are seeking suggestions from the community for locations for a long-term aircraft noise monitor in the broader Gold Coast or Tweed regions.

For more information or to suggest a location for an aircraft noise monitor visit Engage Airservices at <https://engage.airservicesaustralia.com/gold-coast-airport-noise-monitoring-review>



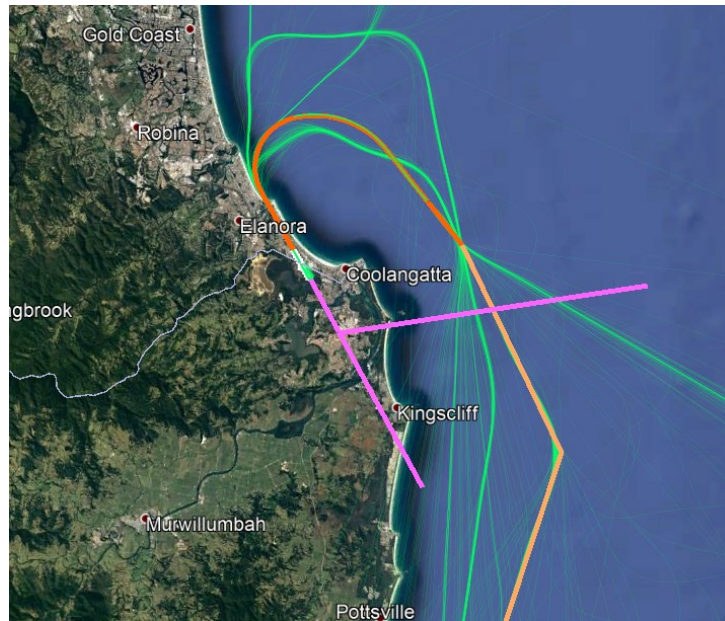
JULIE MURRAY/LARRY WOODLAND/JOHN ALCORN

SOUTHERN OPERATIONS NOISE IMPROVEMENT INVESTIGATIONS

REQUEST FOR REVIEW - GOLD COAST AIRPORT FLIGHT PATHS – KINGSCLIFF AREA

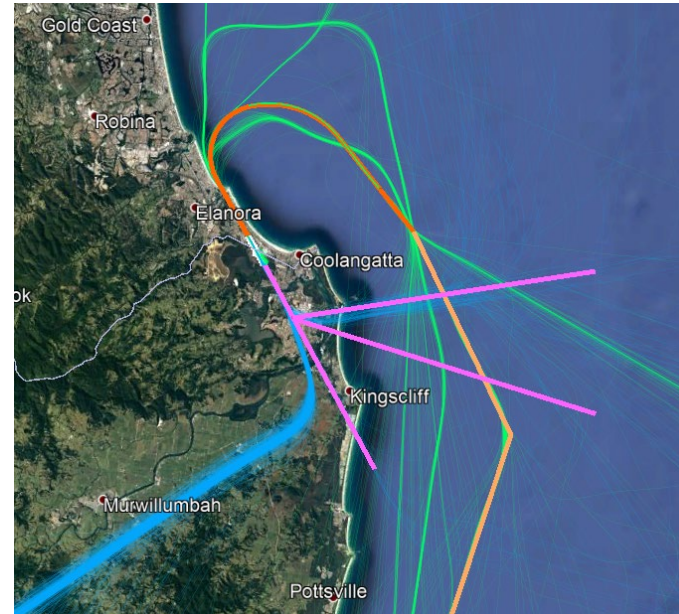
1. RUNWAY 14 ARRIVALS

Q. Can RWY 14 arrivals from the south be pushed further out to sea, to reduce the constraint on departures needing to go north or east?



2. RUNWAY 14 DEPARTURES

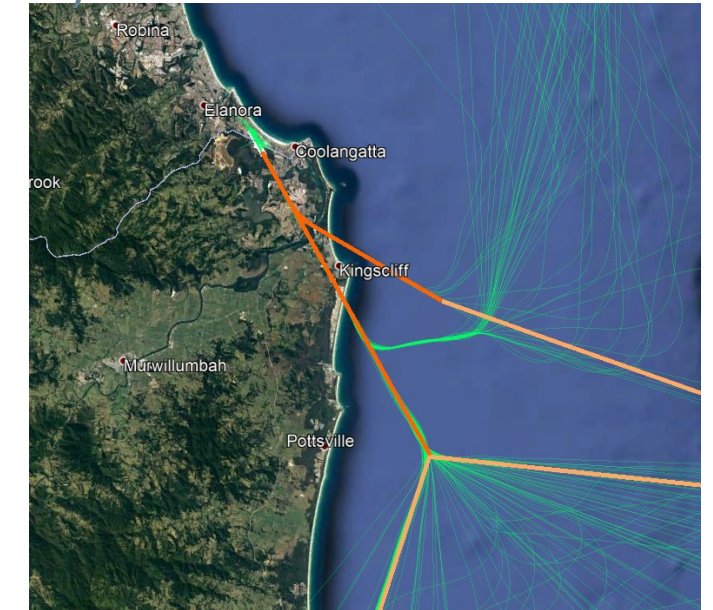
Q. Can RWY 14 departures be given Left Heading 095 (H095) instead of straight ahead (H140), if they can't be given Left H070 due to an arrival?



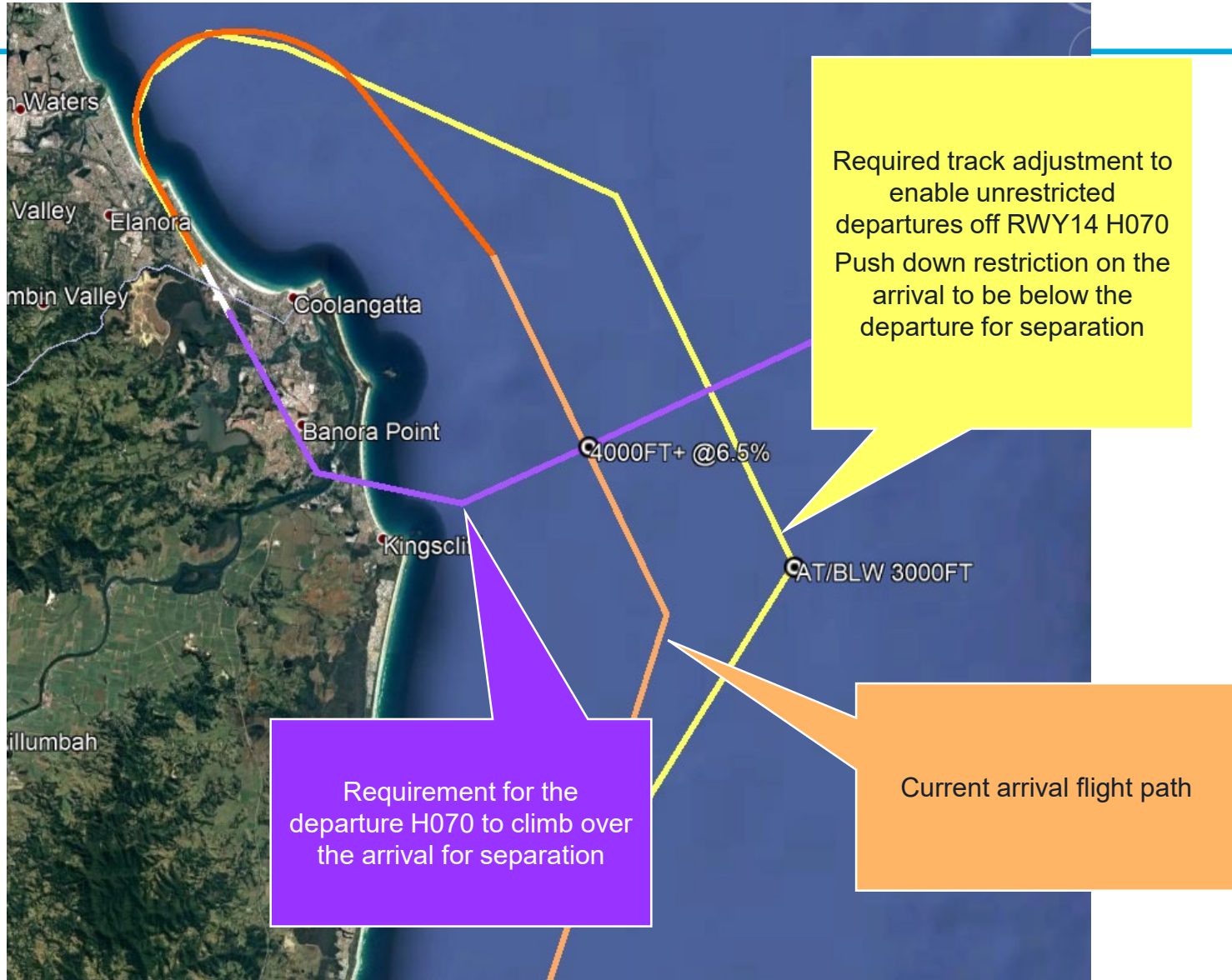
3. RUNWAY 32 ARRIVALS

Q. Why aren't more aircraft using the offset RNP-AR approach (Smart Tracking) for RWY 32?

Q. Can there be an RNAV off-set approach to RWY 32 (similar to RWY 14)?



1. IMPACTS OF ADJUSTING THE RWY 14 SID AND STAR



Proposal places excessive altitude restrictions, plus extra track miles, on arriving aircraft making it operationally unfeasible.

WILL NOT PROGRESS FOR FURTHER ASSESSMENT



+4 NM

ADDITIONAL TRACK MILES PER ARRIVAL



+9.5/30 TONNES

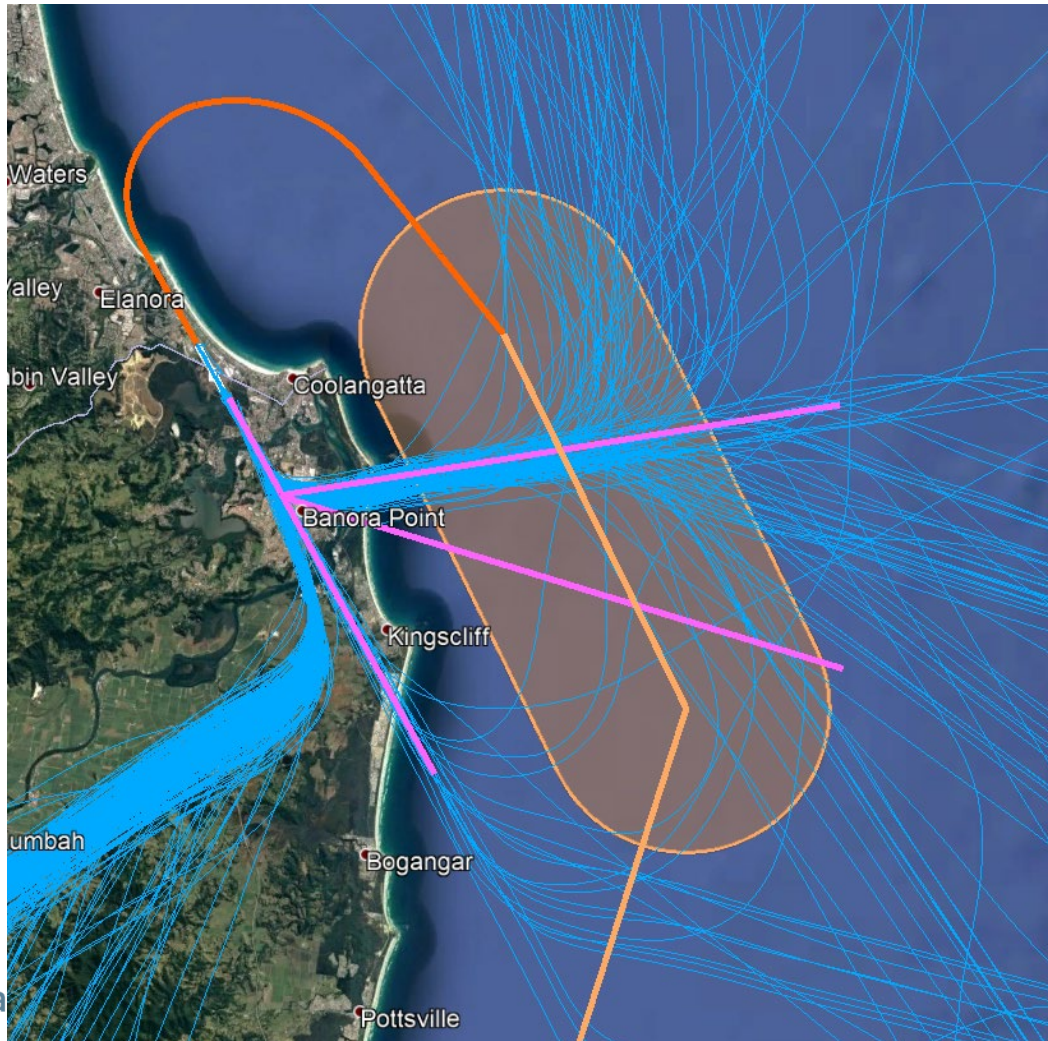
ADDITIONAL FUEL BURN/CO2 EMISSIONS PER MONTH (B738)



+1338 NM

NET IMPACT per month (track miles added to STAR, less track miles saving for SID)

2. IMPACTS OF ADJUSTING THE RWY14 DEPARTURE – H095



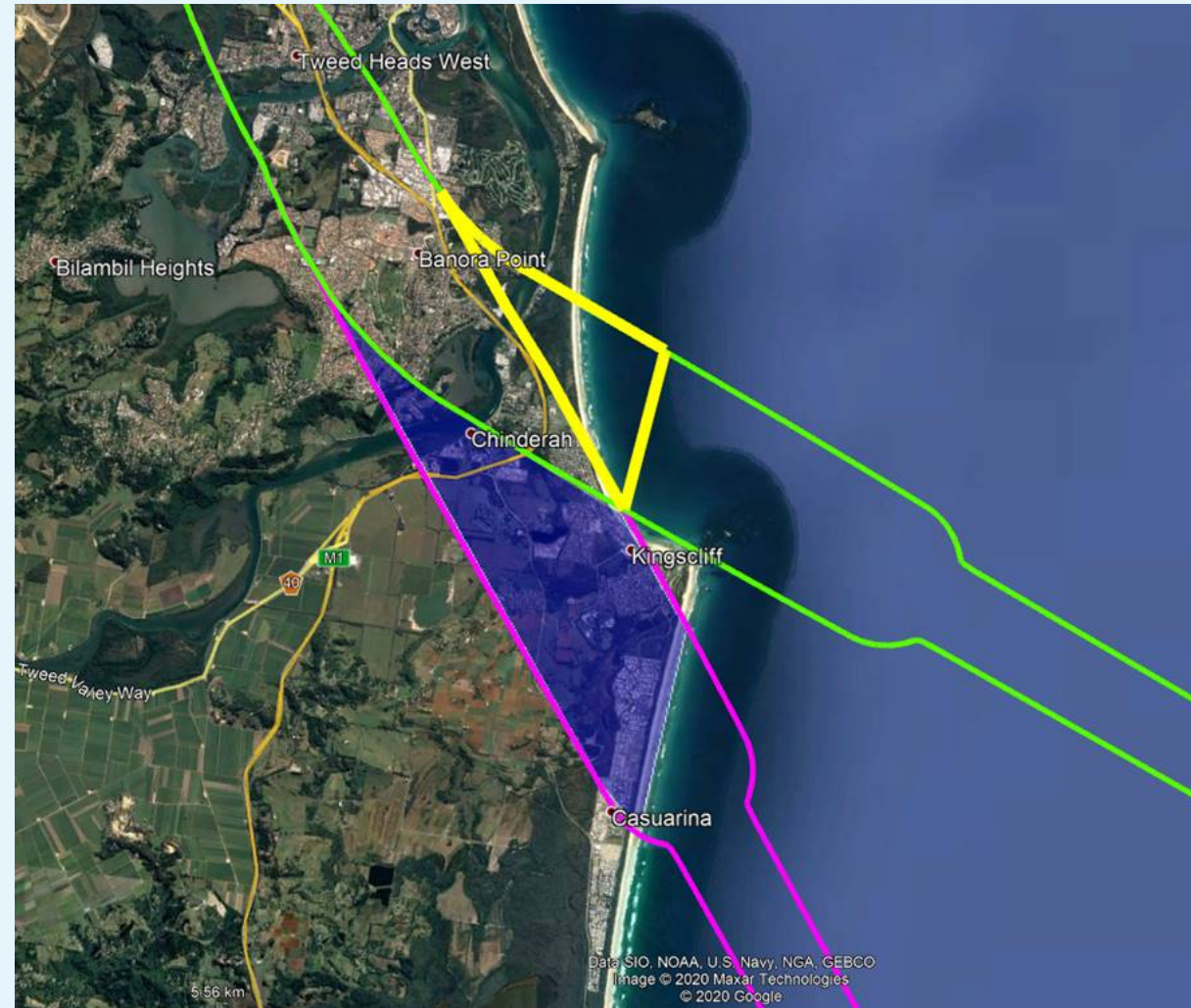
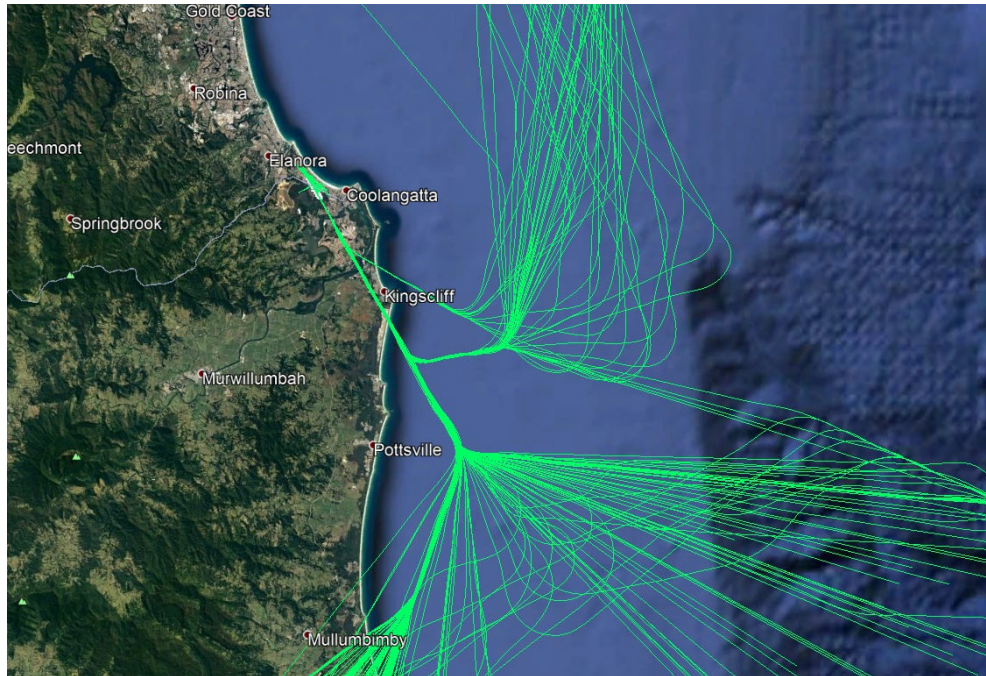
- H095 for departures still places departing aircraft in conflict with the RWY 14 arrival flight path
- The adjusted heading is insufficient to provide for unrestricted departures – these will still be held down underneath the arrival
- Track mile saving for aircraft heading to NZ
- Nil additional impact on General Aviation operations
- This may increase noise over other communities and will need to be environmentally assessed

WILL PROGRESS FOR FURTHER ASSESSMENT

3. RWY 32 RNP-AR ASSESSMENT

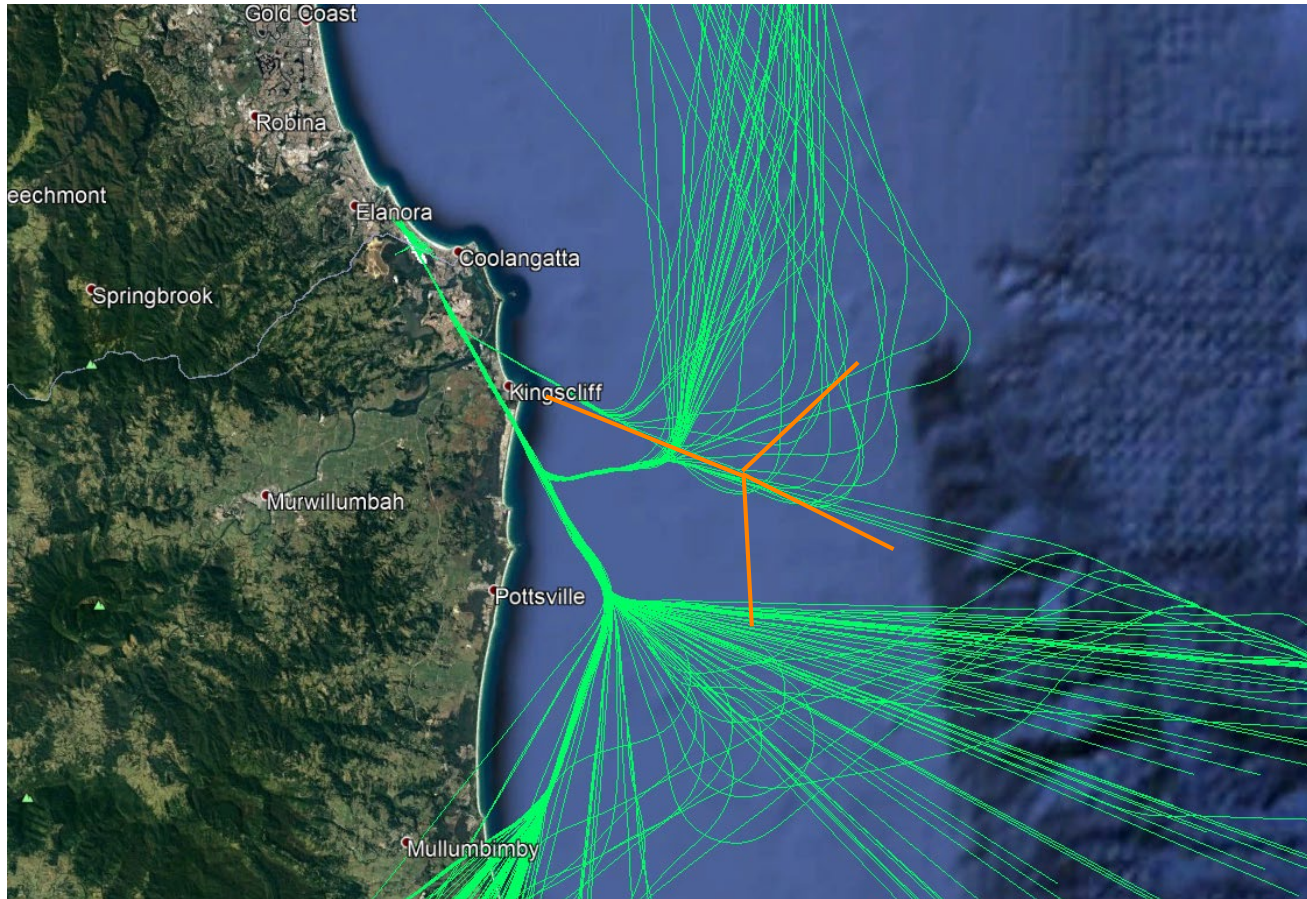
- B738 LAmx 60 contours
- Proposal to move average of 7 acft onto the off-set flight path (pre-COVID figures)
- Net direct population overflight reduction (approx. 8,000)
- No difference in noise sensitive sites

WILL PROGRESS FOR FURTHER ASSESSMENT



RWY 32 RNAV OFF-SET INVESTIGATION

WILL PROGRESS FOR FURTHER ASSESSMENT



ACTUAL TRACK DATA - RWY 32 ARRIVALS (AUG19)

- Some Asian operators from the north and freight operators are not approved to fly the RNP-AR approach and continue to the RNAV
- The RNP final approach segment is shorter (approx 2.5nm)
- An RNAV cannot have an offset for the final approach segment (5nm)
- The RNAV may have an offset for the intermediate approach segment, however that must be able to be flyable when integrated into the existing flight paths and network
- We must consider obstacles along the coast at the point where the flight path crosses
- An offset may result in direct and increased overflight over Kingscliff area (proposed approach = orange)
- Changes the confliction point with circuit and coastal traffic
- Increased ATC workload – reduces TWR ability to separate with parachute operations on Kirra beach
- Needs separation from the APAGI SID

LINDY SMITH

RUNWAY 14 WAYPOINT CHANGE

RUNWAY 14 APAGI SID PLATES

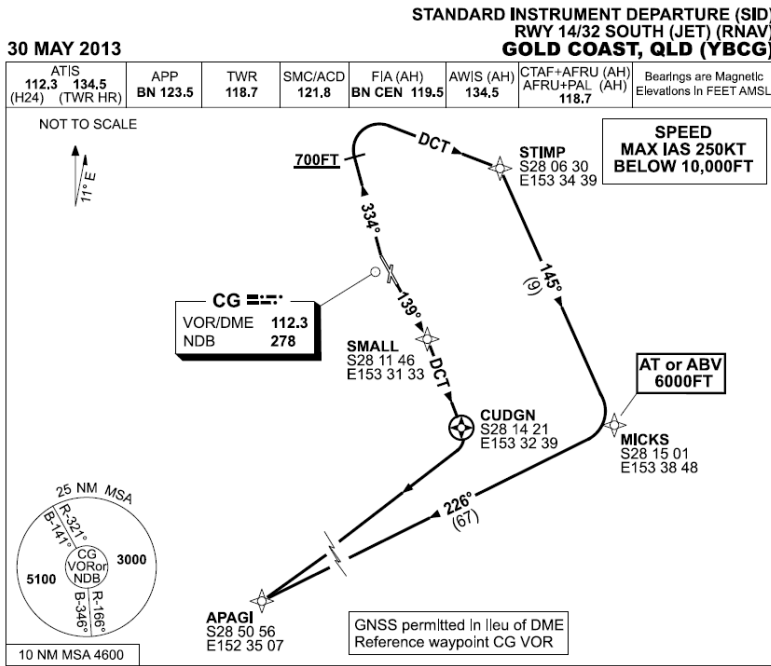
POST-TRIAL WAYPOINT CHANGE – FLY BY TO FLY OVER

- Pre-trial published procedure was re-instated
- Flight path was not shifted east, however how aircraft fly the published procedure was constrained by a new waypoint
- This was due to changes in design requirements
- This may result in aircraft operating 100 metres differently from their previous tracking
- There are two published procedures that may be relevant to discussion:
 - APAGI SID
 - CUDGEN THREE

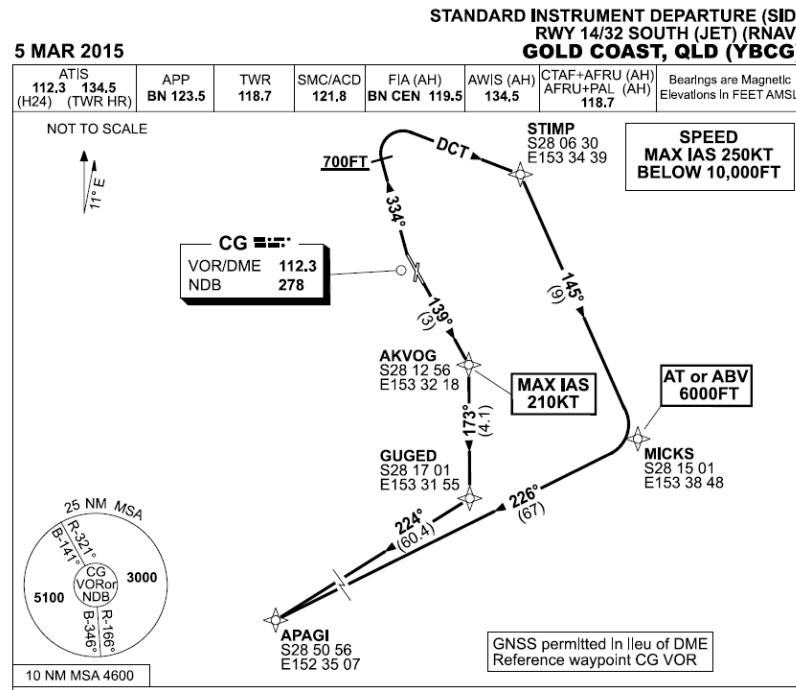


RUNWAY 14 APAGI SID PLATES

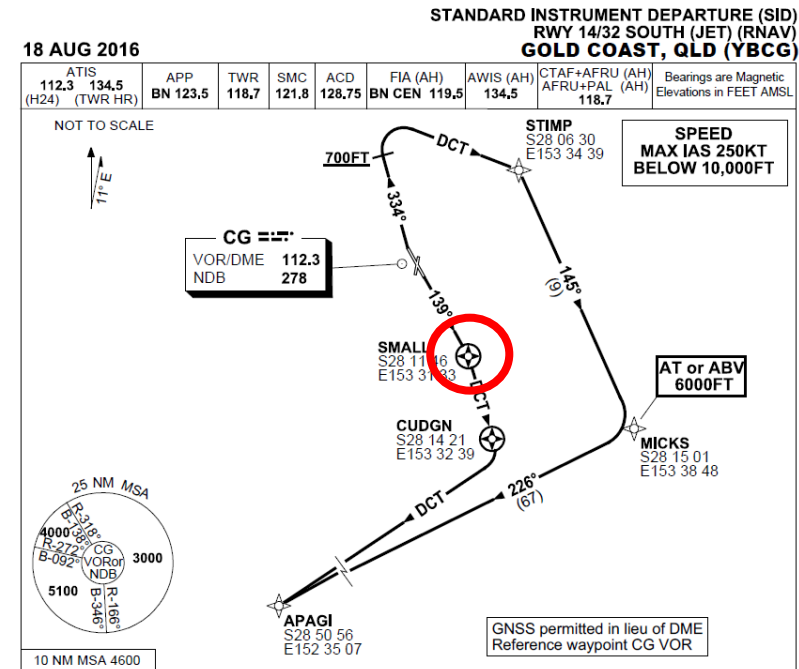
PRE-TRIAL 2013



DURING TRIAL 2015-2016

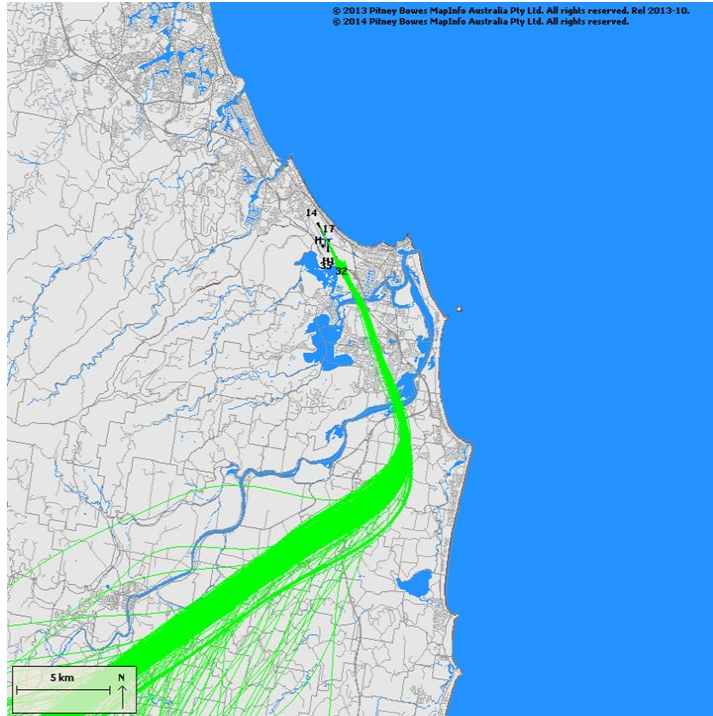


2016 POST TRIAL

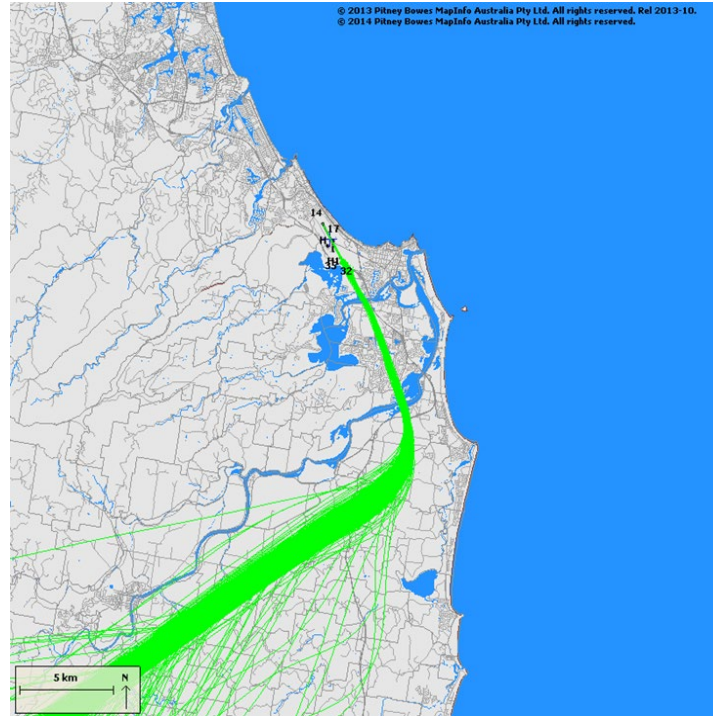


RUNWAY 14 APAGI SID TRACK DATA

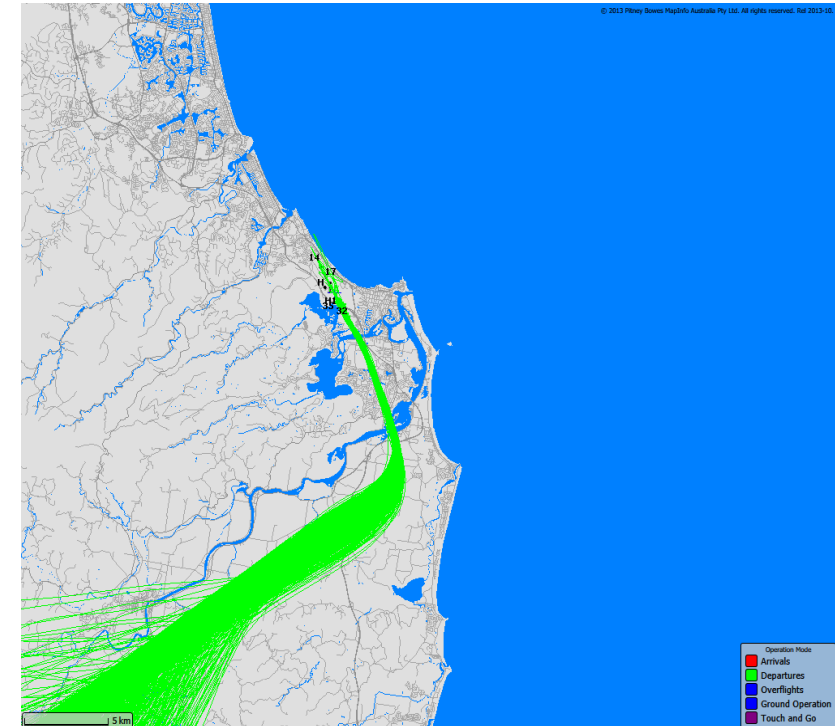
PRE-TRIAL 2015 (3 MONTHS)



POST-TRIAL 2016 (3 MONTHS)



ANNUAL DATA 2019 (PRE-COVID)



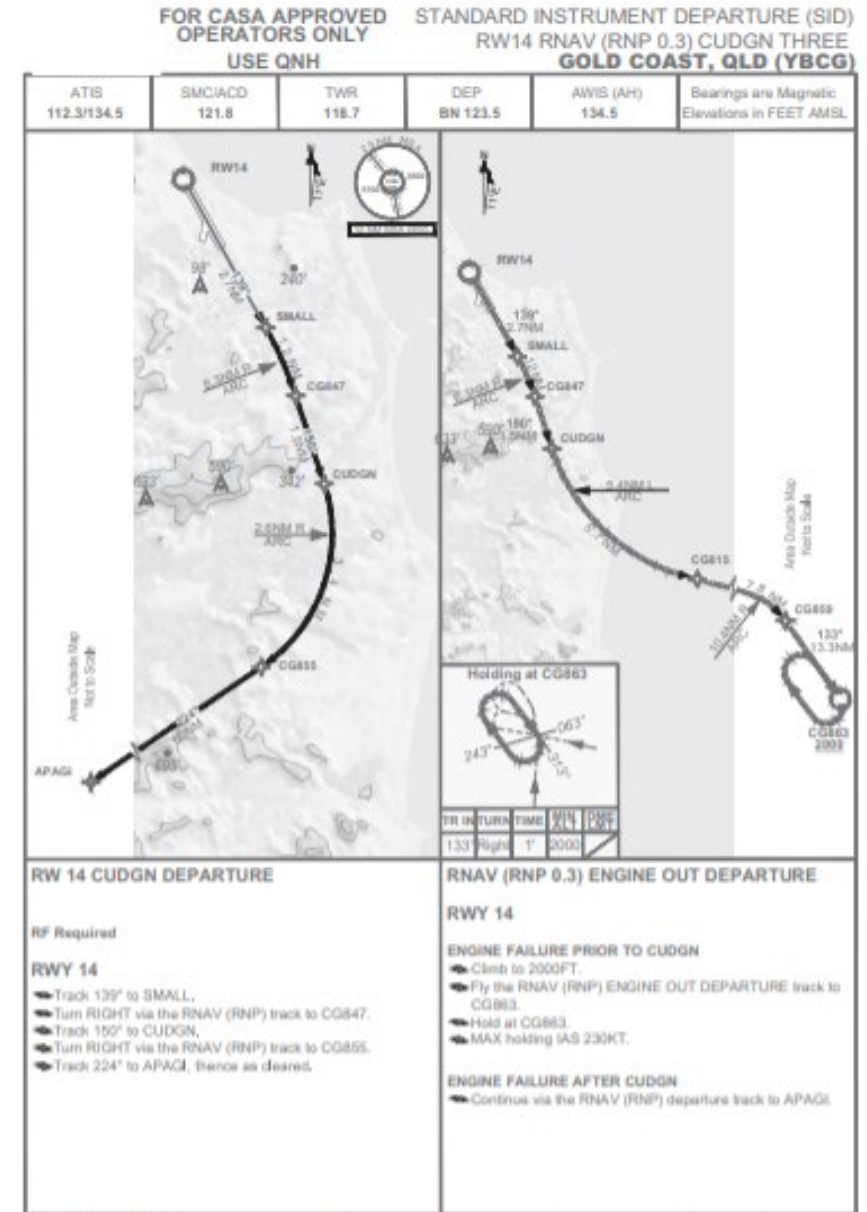
RUNWAY 14 CUDGEN THREE SID PLATES

POST-TRIAL WAYPOINT CHANGE – FLY BY TO FLY OVER

- There is also a Proprietary SID
- Aircraft passing 600 feet and at 2 DME turn on heading
- For CASA Approved Operators only
- Mimics the APAGI SID but applies 0.3NM tolerance to the departure
- Has been in use since 2014

Related information

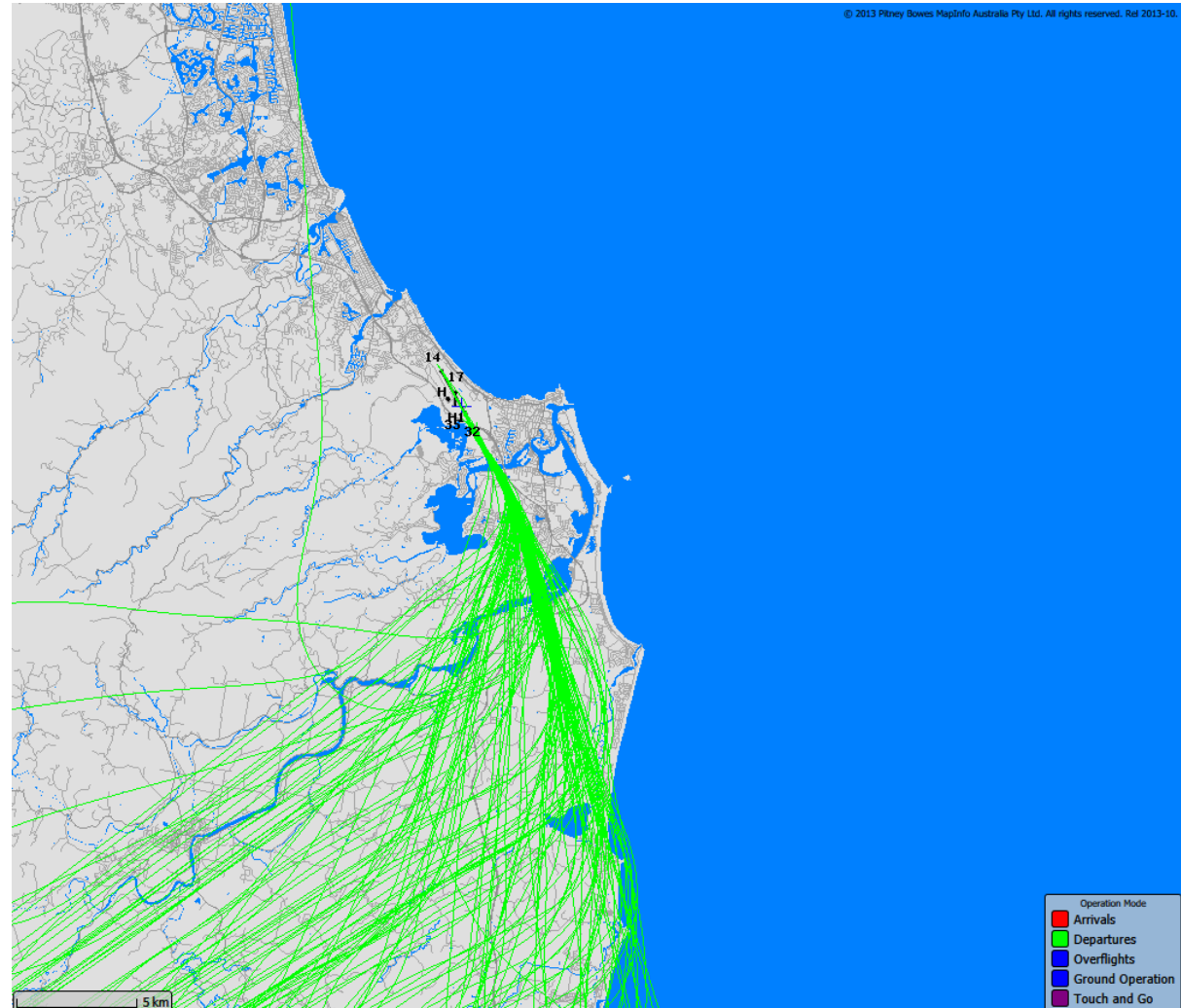
- [Gold Coast runway 14 southern departures trial factsheet](#)
- [Gold Coast runway 14 southern departures trial environmental assessment](#)
- [Media release – Gold Coast Runway 14 southern departures trial \(Banora Point Golf Course\) outcome](#)
- [Gold Coast Runway 14 Southern departures trial \(Banora Point Golf Course\) outcome factsheet](#)
- [Gold Coast Runway 14 southern departures trial Post Implementation Review](#)



RUNWAY 14 – WEATHER EVENTS

2019 – 123 TRACKS

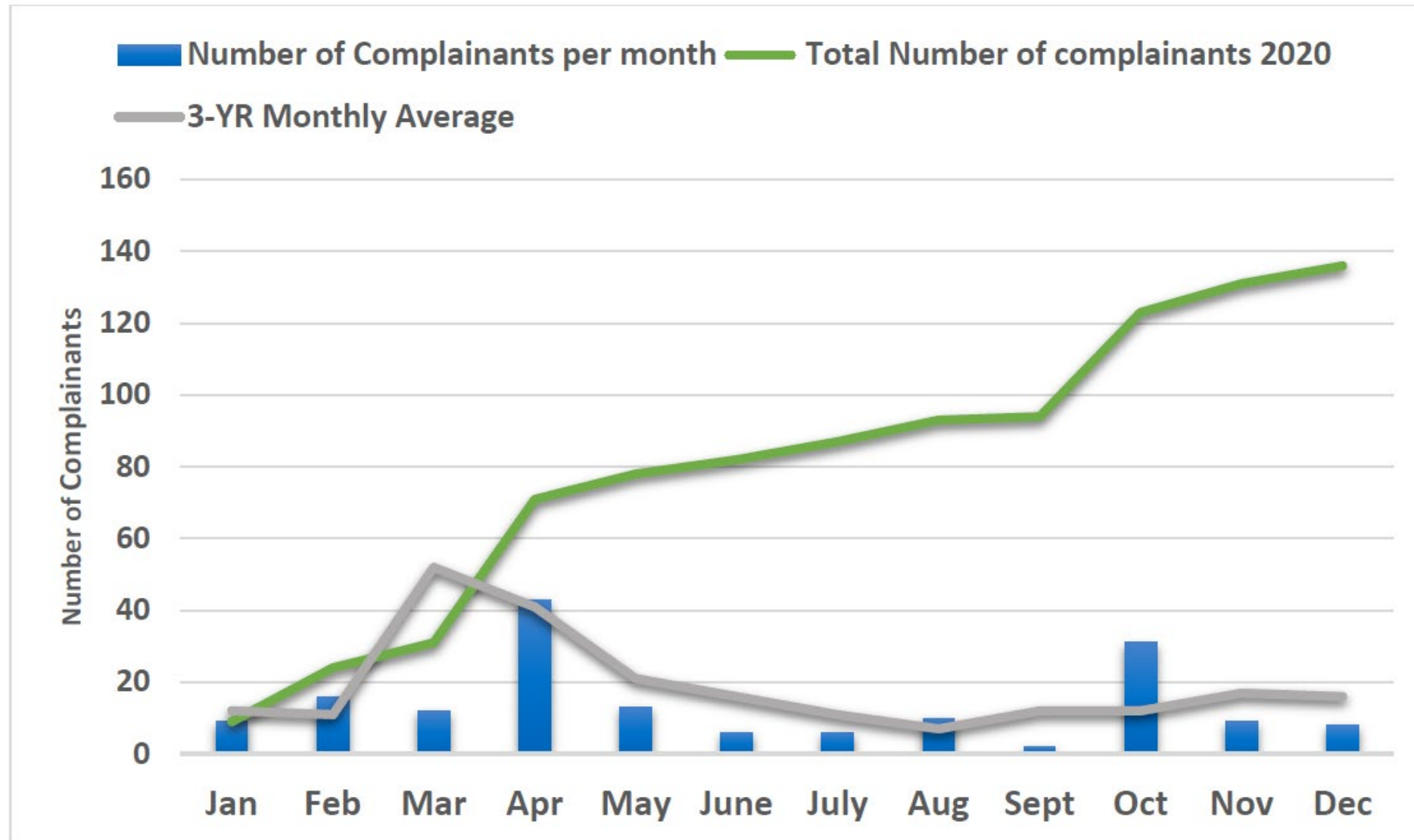
During weather events, aircraft will vary from the published flight paths to avoid storms etc



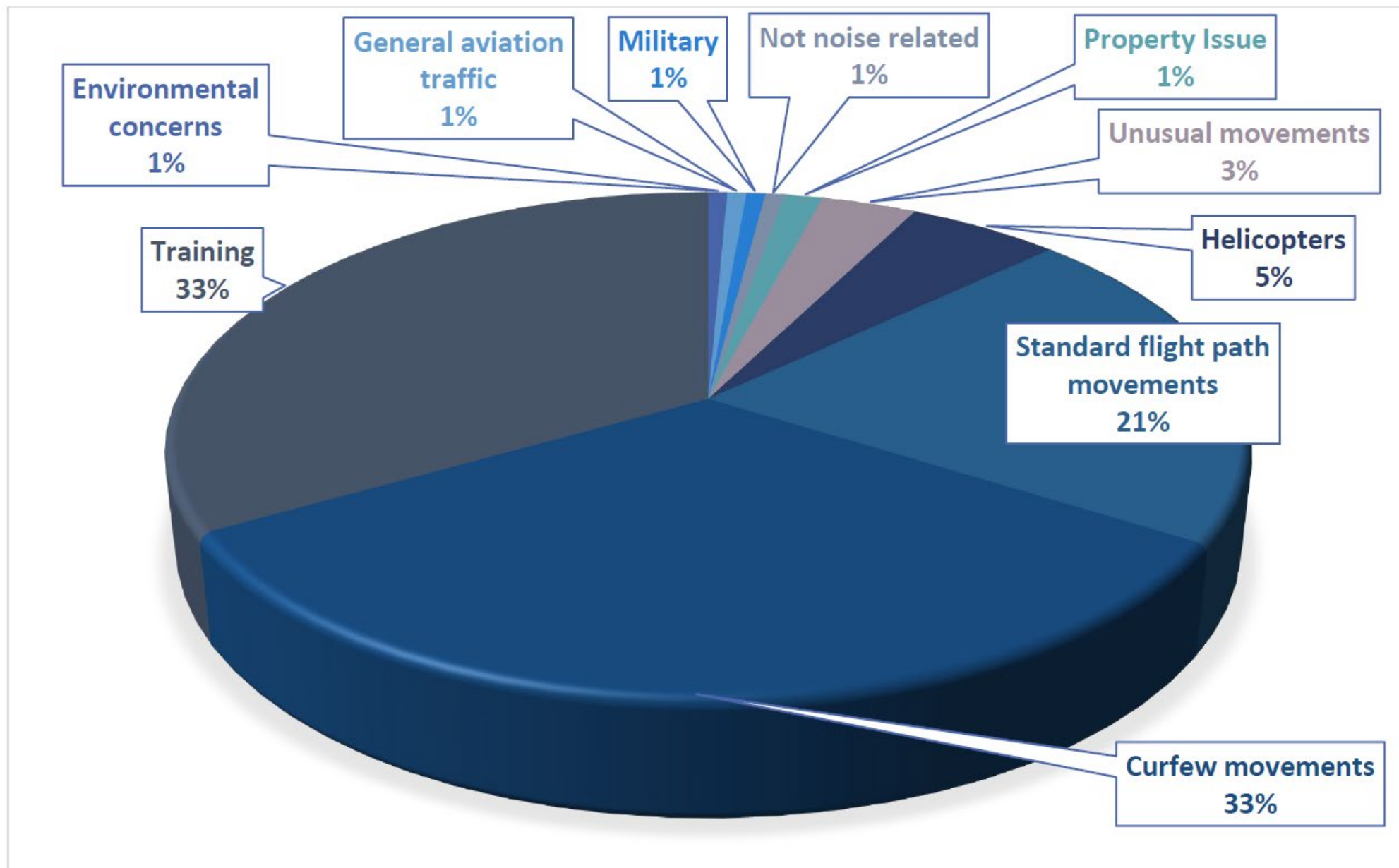
2020 YEAR IN REVIEW

NCIS COMPLAINTS

COMPLAINANT NUMBERS – 2020 YEAR IN REVIEW



SUMMARY OF ISSUES - 2020



SUBURB SUMMARY

Residents from 33 suburbs raised issues in 2020. Nine suburbs recorded five or more complainants, while 13 suburbs recorded a single complainant.

The suburbs recording the most complainants were:

- Coolangatta, 19
- Tugun, 18
- Tweed Heads, 15
- Tweed Heads West, 12
- Kingscliff and Banora Point, seven each
- Miami and Mermaid Waters, six each and
- Tweed Heads South, five.

Increased training and/or Curfew operations were the main concerns for residents in Banora Point, Coolangatta, Kingscliff, Tugun, Tweed Heads, Tweed Heads South and Tweed Heads West.

Miami and Mermaid Waters were concerned with ILS operations.

OTHER ACTIVITIES

AIRCRAFT IN YOUR NEIGHBOURHOOD

Community tools

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

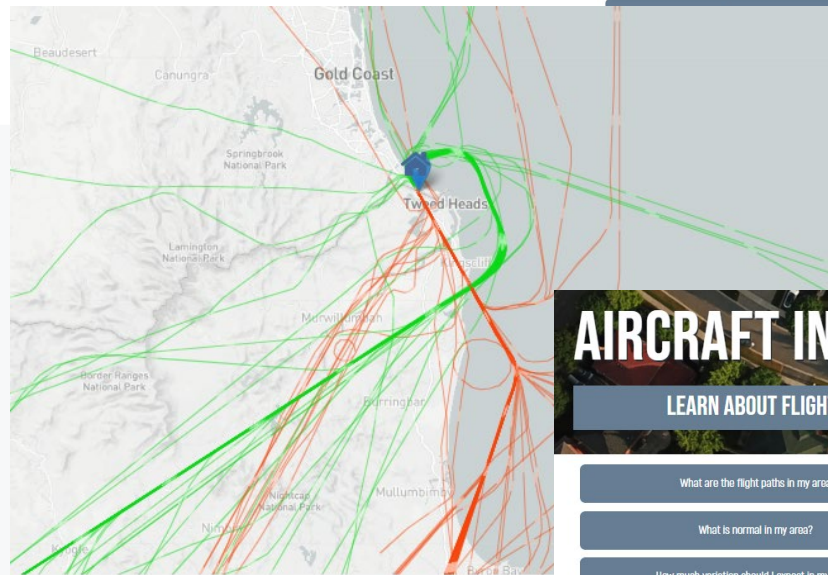
UPCOMING Temporary changes in operations

Freight Operations during Curfew at Gold Coast Airport

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

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

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



AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

- What are the flight paths in my area?
- What is normal in my area?
- How much variation should I expect in my area?
- What rules apply?
- What flight disturbed me?

How many aircraft fly near me?
 How many aircraft are flying over your area and how does this vary from month to month?
[Read More](#)

How frequent are flights in my area?
 How often do aircraft fly near my area at different times of day?
[Read More](#)

How high are aircraft near me?
 See how high aircraft are over your area and how this varies.
[Read More](#)

Explore detailed data for your area
 Compare monthly variations in your area.
[Read More](#)

AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

- What are the flight paths in my area?
- What is normal in my area?
- How much variation should I expect in my area?
- What rules apply?
- What flight disturbed me?
- Resources

What was that flight?
 Use the WebTrak online tool to investigate specific flights of interest.
[Read More](#)

Making an aircraft noise complaint
 Find out how you can get in contact.
[Read More](#)

Gold Coast complaints report
 Investigate complaints from your area.
[Read More](#)



THANK YOU

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airservicesaustralia.com

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Airservices, Alan Woods Building, 25 Constitution Avenue, Canberra ACT 2600, Australia
T: 61 2 6268 4111 F: 61 2 6268 5693 ABN: 59 698 720 886

Attachment 5

Meeting Schedule 2021



Month	Meetings	
January		
February	Thursday 11	ANACC
March	Thursday 11	CACG
April		
May		
June	Thursday 17	ANACC
July	Thursday 15	CACG
August		
September		
October	Thursday 14	ANACC
November	Thursday 11	CACG
December		

Public Holidays			
New Year's Day	Fri, 1 Jan 2021	Anzac Day	Mon, 26 Apr 2021
Australia Day	Tue, 26 Jan 2021	Labour Day	Mon, 3 May 2021 (QLD) Mon, 4 Oct 2021 (NSW)
Good Friday	Fri, 2 Apr 2021	Queen's Birthday	Mon, 14 Jun 2021 (NSW) Mon, 4 Oct 2021 (QLD)
Holy Saturday	Sat, 3 Apr 2021	Christmas Day	Mon, 27 Dec 2021
Easter Sunday	Sun, 4 Apr 2021	Boxing Day	Tue, 28 Dec 2021

School Holidays	QLD	NSW
Term 1	02/04/21 - 18/04/21	02/04/21 - 16/04/21
Term 2	26/06/21 - 11/07/21	28/06/21 - 09/07/21
Term 3	18/09/21 - 04/10/21	20/09/21 - 04/10/21
Term 4	11/12/21 - 23/01/22	20/12/21 - 27/01/22