

Airport Noise Abatement Consultative Committee (ANACC)



MEETING MINUTES

Date: Thursday, 15 October 2020
Time: 09:00 – 12:00
Location: Microsoft Teams

1. Welcome Attendance and Apologies/Proxies

Chairman, Matthew Bender, opened the meeting at 08:59 and welcomed members and observers to the October meeting. The Chair reintroduced himself as he has been away for 12 months in a secondment role while Jared Feehely temporarily filled his position as Chair.

Refer to attachment 1 for attendance/apologies.

2. Consideration of Previous Minutes/Action List

Refer to attachment 2 for action list.

2.1 ANACC Meeting held 6 February 2020

Jared Feehely sought feedback from members on the minutes from the 6 February 2020 meeting. The minutes were endorsed and accepted by the committee.

2.2 Action List & Recommendations

Action item 2 & 6 – Kingscliff Departures

Noted that a meeting was held with Julie Murray and Larry Woodland on 24/08/2020. Airservices Australia to provide further update to members on outcome of meeting as part of Airservices Australia update.

Action item 11 – Fifth Southern ANACC Rep

It was discussed in the February meeting that a position for a fifth southern ANACC representative to be added to the committee. A note was sent around in October requesting feedback from members in which two responses were received:

- Lindy Smith – Supports adding a fifth representative from Fingal.
- John Alcorn – Requested further action around Terranora, Tweed Heads and Bilambil areas.

No further feedback was received by members on this action item.

The Secretariat will progress this item out of session in an effort to have it resolved before the next ANACC meeting.

Action item 15 – Webtrak

Item was addressed and closed as part of Airservices Australia update. Confirmation that Webtrak data can have a 40 minute delay. Specific refresh rates to be advised.

Item 16 – RNAV

Jared noted that as per the action item at the last meeting, John Alcorn did not provide any further information to the Secretariat on this item and it was therefore closed.

At the meeting John requested the item be reopened and advised that Airservices were supposed to have contacted him to discuss. However, as per the minutes from last meeting, John is still to provide further detail around this action item so it can be determined if it is to remain open.

Item 17 & 18 – ATC Coverage

Both items were addressed and closed as part of Airservices Australia update. Refer to Airservices Australia update slides for copy of plans/graphics.

Item 21 – Curfew Movements

The Department provided the below update for members regarding quota allocation and timing.

Under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 (the Regulations) an airline can apply for a quota permit for eligible passenger and freight jet aircraft movements.

Passenger jet aircraft movement quota

- Permits for passenger jet aircraft movements are issued under regulation 10. Permitted movements are under a yearly quota.
- Passenger jet aircraft movements are allocated from January through to December of each year.
- There is a maximum of twenty-four (24) passenger jet aircraft quota movements that can be allocated per year.

Freight jet aircraft movement quota

- Permits for freight jet aircraft movement are issued under regulation 13. Permitted movements are under a weekly quota.
- Freight jet aircraft movements are allocated based on the timeframe requested by the aircraft operator.
- There is a maximum of four freight jet aircraft quota movements that can be allocated per week.

Additional information from the Department in relation to permits for quota movements will be attached to the minutes for member consideration (*refer to attachment 6*).

Anthony Steinfort noted that he had observed a number of aircraft that have been coming into the airport between midnight and 5am overnight.

ACTION – Chair to contact Anthony out of session to follow up specific dates and times so occurrences can be investigated.

ACTION - The Chair is to confirm with the Department if Military aircraft are exempt from standard Departmental curfew reporting.

Item 23 – Runway 32 Offset Approach

John Alcorn advised that the southern members would like to discuss this action item as part of the sub-committee.

Fiona Lawton advised that Airservices Australia update might assist with some detail and context for this discussion.

ACTION - Secretariat to coordinate meeting for the southern sub-committee members.

Item 25 – Resident Noise Complaints

Bill Pinkstone was to provide detail to the Secretariat on his proposed method for resident complaints however the Secretariat has not received any information from Bill. If nothing has been received by next meeting, this item will be closed.

ACTION - GCA to follow-up with NCIS if they have received anything from Bill regarding this item. Bill Pinkstone to provide GCA with previous correspondence.

Item 28 – ANACC Sub-Committee

Secretariat to follow-up and confirm with Airservices Australia if the local ATC team can participate in the ANACC sub-committee meetings.

3. Correspondence

The Chair provided members with a general overview of enquiries from the February – October period with most relating to the additional general aviation movements along with enquiries around minimal RPT activity over the COVID-19 period.

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.

Refer to Attachment 4 for full details.

5. General Aviation Update

Peter Long of Air Gold Coast was an apology to the meeting, so the Chair provided the committee with his update on General Aviation activity.

Key points included:

- Past six months has presented unprecedented challenges and opportunities for General Aviation.
- March and April 2020 saw near record General Aviation activity and as a result unprecedented noise complaints. The General Aviation community at GCA were extremely mindful of this noise

impact and worked closely with GCA and Airservices to address the concerns. A report was compiled by Airservices and distributed to ANACC in May this year.

- A contributing factor to the increased activity from March onwards was due to a prolonged period November – January bushfire smoke and seasonal inclement weather in February which reduced operation enormously then as the Autumn weather improved came the increase in flying activity. Light aircraft noise became more apparent also due to no RPT aircraft, more residents being at home and less windy conditions.
- A further area of concern was the night circuit training and again this was attributable to a back log of students catching up. Local operators worked with GCA to find a compromising solution by reducing training hours from 22:00L to 21:00L then further to 20:00L during the Autumn and Winter periods.
- Most of the local flight schools suspended private pilot training during COVID however were permitted by Government to continue full time Diploma training as the organisations were Registered Training Organisations and implemented COVID plans.
- It is inevitable that in the short and medium term the demand for full time Commercial Pilot training will reduce as there is currently little demand for new airline pilots, also many of the International aviation students returned to their home countries.
- There have been some positive opportunities for General Aviation, making the most of reduced RPT flights for ad hoc light aircraft charter flights which have increased considerably amongst some local operators. Most of these flights have been for mining companies with FIFO jobs or transporting medical professionals to regional centres.

Fiona Lawton has provided a link to the GA Investigation Report.

The Report is available on our website and can be accessed using this link:

<http://aircraftnoiseinfo.emsbk.com/goldcoast/wp-content/uploads/sites/17/2020/09/Investigation-Report-INCREASED-GA-ACTIVITY-DURING-THE-COVID-19-PANDEMIC.pdf>
[\[aircraftnoiseinfo.emsbk.com\]](http://aircraftnoiseinfo.emsbk.com).

6. DITCRD & Curfew Update

The Chair provided a brief update while Karrlyne Johnson from the Department of Infrastructure, Transport, Cities and Regional Development joined the meeting. Karrlyne then introduced herself and noted that following a restructure of the Department, Sharyn Owen has moved into the role that Russell McArthur has vacated.

Feedback from the update included:

- John Alcorn is concerned about the Jetstar flights that are consistently late and advised that it would be good to see them keep this under control in the future. The Chair noted this would be reviewed once the schedule returned to normal.
- Anthony Steinfort noted that he appreciated the minimal noise from aircraft throughout the COVID period. Anthony advised that he does not mind if the movement in curfew hours is aeromedical or emergency services related. It is only commercial that they would prefer to be avoided if possible.

The Chair tabled the Department's Curfew Summary report for members consideration.

Refer to attachment 7 for full details.

6.1 QF/Aus Post BAE146 Freighter Operations

The Chair noted a lot of the feedback received so far on the service had a number of misconceptions around the approval for the freight operation. The Chair clarified that the approval is for four freight movements per week, which are four singular arrivals or landings. The Chair confirmed the freight service will only be arriving during the curfew four times a week. The Chair also confirmed the operator is still beholden to all NAPS and curfew requirements.

Karrlyne reiterated that the Department went back to the Gold Coast Airport regulations to issue the permit for Qantas (via Cobham) to perform the four weekly freight operations using jet aircraft. The approval is for four arrivals only and any take-offs are during standard operational hours, outside of curfew.

- John Alcorn
 - John provided members with an overview of his understanding of history of freight movements at Gold Coast Airport.
 - Garry Scott from Airservices Australia confirmed that the BAE146 does not have RNP approach capability.
- Julie Murray
 - Noted her association does not agree with the service in principle however they agree with the preference for northern approaches.
 - Julie also noted that the association is curious why the service cannot be scheduled outside of the curfew period. The Chair noted that as the service is to support ecommerce and general mail requirements, this dictates out of hours movements to meet business requirements.
 - Julie requested that by Christmas the ANACC are provided with a record noting flight tracks of the aircraft.

ACTION – Chair to investigate if this sort of data and detail is possible to be provided.

- Bill Pinkstone
 - Bill provided members with history on the Gold Coast Airport curfew and BAE146 operations.
 - Bill noted his opposition to the approval requesting it be reviewed.
 - The Chair clarified that the movement is completely within the requirements of the existing and approved Gold Coast Curfew.
- Anthony Steinfort
 - Noted his opposition to the approval and the movement during curfew hours.
- Karrlyne - DITCRD
 - Noted that she had heard members comments.
 - Noted that community members are well within their rights to lobby the Deputy Prime Minister via their local members.
- Julie Murray
 - Queried if the wording in the permit meant that there would be future approvals of curfew movements into the future. Julie also noted disappointment that the community was only provided with minimal notice of the service commencing.
 - The Chair confirmed that there is no intent to change the existing curfew legislation and the existing curfew legislation only allows for the four freight movements which have all been taken up.

7. Airservices Report

Fiona Lawton presented the Airservices Australia update to the committee and introduced the other Airservices Australia staff on the call.

Scott Stephens provided members with an operational update on the current situation for the local tower and how they have adapted to the COVID-19 environment. Scott noted pandemic rostering requirements and the fact they have changed operating hours to be more dynamic to match requirements of customers i.e. ATC current operating hours are 07:00-20:00.

Gary Scott provided the update to members around RNP arrivals. Gary provided context around the presentation and data noting reductions in airline operations as a result of COVID-19.

- John Alcorn queried some of the percentages for the RNP approaches. Brett and Fiona provided feedback around VA holding government sponsored routes into GCA. Fiona provided further national context around this item.
- Fiona suggested to bring John Alcorn into the discussion with Julie on southern movements.

Fiona noted the new freight service has been in eight times since 05 October and on all occasions the aircraft has used Runway 14 RNAV approaches.

Fiona provided members with an overview of ILS usage for the period. Fiona noted a tabulated report will be provided to the Secretariat to be distributed when received.

The ATC coverage plan as per Action Item 17 and 18 provided as part of the presentation.

Fiona provided an overview of the investigation the NCIS undertook in April around General Aviation activity.

Fiona noted Airservices will be conducting a noise monitor review and provided members with an overview.

ACTION - Committee to provide feedback to Airservices Australia Community Engagement mailbox on how long they would like the draft ToR distributed for comment.

Fiona provided an update on complaint statistics from the NCIS as part of the presentation for members to note.

Refer to attachment 5 for full presentation details.

7.1 ILS Post Implementation Review (PIR) Update

Fiona provided members with an overview of the ILS Post Implementation Review. Further detail included in the attached presentation.

ACTION - ANACC to provide advice on reporting method for ILS usage.

Anthony Steinfort queried if ambient noise is removed from the noise monitor data. Fiona noted that Airservices had spent a lot of time to get professional noise engineers to review the noise data.

7.2 *Flights Over Kingscliff Update*

Fiona provided an update of the work completed by Airservices so far regarding the Flights Over Kingscliff action item. Fiona discussed the map noting the areas the local ATC are responsible and how these fit into Brisbane as per Action Item 17 and 18.

Larry Woodland thanked Fiona for the work so far noting it was very detailed and he will provide the information onto Julie as she had dropped out of the meeting.

John Alcorn queried if an RNAV approach could be developed for northern Runway 32 approaches.

ACTION - Airservices to investigate the feasibility of Runway 32 RNAV overlay of the Runway 14 offset approach.

Bill Pinkstone noted his support for John's comments around the RNAV approach. Bill also provided feedback to say that Fiona and her team have been wonderful and very helpful so far and the way they engage is good.

ACTION - Chair to provide positive feedback regarding Fiona and the Community Engagement team onto Airservices.

8. Strategic Work Program

8.1 *Ongoing Focus Points*

It is proposed to keep the focus items as below;

- Flights over Kingscliff
- Replacement plans for south Tweed Heads noise monitor

Larry Woodland queried when the N70 noise profiles will be updated using the AEDT system. Brett Curtis confirmed that it is updated as part of the Master Plan which is now due in July 2023.

ACTION - Larry to update his report and resubmit for review and consideration.

9. General Business

Bill Pinkstone noted that he had an ongoing request of Airservices Australia to come back to him with copies of the Runway 14 SIDS, before and after the trial.

ACTION - Chair to confirm but under the belief that these have 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.

John Alcorn requested a southern member meeting prior to the next sub-committee to discuss relevant southern items. Chair provided a reminder to sub-committee members that without responses and participation the meetings will not be held moving forward.

ACTION – Secretariat to follow-up with sub-committee members.

9.1 ANACC Dates 2021

The proposed ANACC and CACG meeting dates for 2021 have been circulated to the committee for feedback. Noting that Queensland and New South Wales school holidays have been taken into consideration. *Refer to attachment 8 for details.*

ACTION – Members to provide feedback and confirmation of proposed dates.

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

Attachment 1: Attendance and Apologies

Date: Thursday, 15 October 2020

Members

Matthew Bender (Chair)	Gold Coast Airport
Laura Zambon (Secretary)	Gold Coast Airport
Jared Feehely	Gold Coast Airport
Brett Curtis	Gold Coast Airport
Lucy Ardern	Gold Coast Airport
Fiona Lawton	Airservices Australia
Sally Adsett	Airservices Australia
Scott Stephens	Airservices Australia
Gary Scott	Airservices Australia
Jacqui Cord	Tweed Shire Council
Anthony Steinfort	Tugun Progress Association
Julie Murray	Kingscliff Ratepayers Association
John Alcorn	Airport Central Corridor Alliance
Jennifer Renison	Gold Coast Lifestyle Association
Ronni Hoskisson	Tweed District Residents & Ratepayers Association
Peter Barrett	Gold Coast District Neighbourhood Watch Banora Point & District Residents Association Banora Point & District Residents Association
John Sweeney	Point & District Residents Association
Bill Pinkstone	Department of Infrastructure, Transport, Regional Development & Communications
Karrlyne Johnson	

Observers

Larry Woodland	Fingal Head Community Association
Stephanie Kibby	

Apologies

Lindy Smith	Tweed District Residents & Ratepayers Association
John Hicks	Gold Coast Lifestyle Association
Peter Long	General Aviation (Air Gold Coast)
Guy Proctor	Jetstar Airways

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	HOLD. Item reopened by Lindy. Lindy to provide detail around required information to close item.
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	OPEN. Item reopened by Julie. Airservices to investigate the possibility of providing a track map. Meeting held with AsA and Julie Murray on 24/08/2020 to further discuss.
3	21/06/2018	Webtrak	Clarification on parameters on Webtrak My Neighbourhood. More details needed to clarify action.	Lindy Smith	06/02/2020 04/06/2020 15/10/2020	HOLD. Lindy has put a query to Airservices, awaiting response. Lindy to update group.
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	OPEN. Airservices provided presentation at 06/02/2020 meeting. Julie to provide overview of detail required to close item. Meeting held with AsA and Julie Murray on

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
						24/08/2020 to further discuss.
10	06/02/2020	Member Nominations	Committee representatives to provide the secretariat with details on organisation/association meetings i.e. meeting dates, times and location.	ANACC Members	04/06/2020 15/10/2020	CLOSED. Members to continue to provide Secretariat with updates at committee meetings.
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	OPEN. Email forwarded to ANACC members for feedback and consideration of FHCA expression of interest.
12	06/02/2020	Member Nominations	Secretariat to write to Virgin Australia CEO regarding Rob Anderson's resignation from the committee recognising his contribution.	Secretariat/ Chair	04/06/2020	CLOSED. Letter sent to Virgin Australia 01/10/2020.
13	06/02/2020	ANACC Member List	Secretariat to update the ANACC member list and provide it as part of registration for each meeting to ensure it is up-to-date and current.	Secretariat	04/06/2020	CLOSED. Members to continue to provide Secretariat with updates at committee meetings.
15	06/02/2020	Webtrak	Airservices to confirm the time intervals location data is provided for Webtrak.	Airservices	04/06/2020 15/10/2020	OPEN.
16	06/02/2020	RNAV Action Item	John Alcorn to provide detail around RNAV action for committee to confirm if this is closed.	John Alcorn	04/06/2020	CLOSED. Information not provided therefore assumed item closed previously.
17	06/02/2020	ATC Coverage	Airservices to provide a map of the areas they are responsible for, by the next CACG meeting 04 March 2020 if possible.	Airservices	04/03/2020	OPEN.

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
18	06/02/2020	ATC Coverage	Airservices to provide a map outlining the airspace the Gold Coast Airport tower is responsible for and the interaction with Defence exclusion zones.	Airservices	04/06/2020 15/10/2020	OPEN.
19	06/02/2020	ANZAC Day curfew dispensation	Peter Long to email the ANACC Secretariat, Gold Coast Airport and Airservices Australia (Gold Coast Air Traffic Control) to seek a letter of endorsement/support for the curfew dispensation application.	Peter Long	04/06/2020	CLOSED.
20	06/02/2020	Curfew Movements	Bill Pinkstone to provide Chair with further information regarding reports of curfew jet movements.	Chair	04/06/2020	CLOSED. Information not provided by Bill for Secretariat follow-up.
21	06/02/2020	Curfew Movements	Chair to follow-up the Department regarding how the quota system works and what timeline the system is based on (calendar or financial year).	Chair	04/06/2020 15/10/2020	CLOSED. Update and overview provided by the Department.
22	06/02/2020	ILS Usage	Airservices to provide the secretariat with tabulated data on ILS usage for distribution to the committee.	Airservices	06/03/2020	CLOSED. ILS usage list sent out as part of minutes of 06 February 2020 ANACC meeting.
23	06/02/2020	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	OPEN.
25	06/02/2020	Resident Noise Complaints	Bill Pinkstone to provide the secretariat suggestion regarding resident complaints	Bill Pinkstone	04/06/2020 15/10/2020	OPEN.

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
		delivered to ANACC Members	and the best way of communicating these to NCIS.			
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	OPEN.
27	06/02/2020	October 2020 Meeting Agenda	John Hicks to submit to the secretariat focus points ahead of the next meeting regarding Strategic Work Program items 4.11 and 3.1 along with departures over Kingscliff.	John Hicks	04/06/2020 15/10/2020	CLOSED. John submitted suggested the meeting consider nominating the following items: <ul style="list-style-type: none"> • Minimising departures over Kingscliff (Airservices) • Replacement plans for south Tweed Heads noise monitor (Airservices)
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.	Chair	04/06/2020 15/10/2020	OPEN.
29	06/02/2020	ANACC Sub-Committee	ANACC sub-committee members to respond to email correspondence regarding attendance at upcoming meetings.	ANACC Sub-Committee Members	04/06/2020	CLOSED. Note only.
30	06/02/2020	Member Nominations	Secretariat to write to Airservices Australia CEO regarding Anthony Nugent's retirement from the committee recognising his contribution.	Secretariat/ Chair	04/06/2020	CLOSED. Letter sent to Airservices Australia 01/10/2020.

ANACC Action List - COMPLETED

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
4	25/10/2018	Fingal Head Noise Monitor	Neil to check the calibration of the monitor due to Banora Point levels being higher than Fingal and request additional data.	Airservices Australia	N/A	CLOSED. Calibrations were checked, Banora Point monitor had technical issues, but maintenance had them fixed.
5	07/02/2019	Diversion Data	Are Virgin Australia and Jetstar able to provide diversion data for a 3-month period.	Virgin Australia & Jetstar	06/02/2020	CLOSED. Data is not practical to provide.
7	07/02/2019	ILS Post Implementation Review	Airservices Australia and Gold Coast Airport to note the expectations of the Gold Coast Lifestyle Association when planning for and compiling the ILS Post Implementation Review report.	Airservices Australia & Gold Coast Airport	N/A	CLOSED. Installation of temporary noise monitors will help provide further data for the review. Works on the review have already commenced.
8	10/10/2019	Gold Coast Airport Lease Document	Enquire if a portion of the lease document can be released to the ANACC.	Gold Coast Airport	06/02/2020	CLOSED. Lease document is commercial in confidence and is not appropriate for release.
9	10/10/2019	DIRD Curfew Report	Secretariat to circulate report following the meeting.	Secretariat	12/10/2019	CLOSED. Report circulated to members.
14	06/02/2020	Meeting Minutes - 10 October 2019	The Secretariat to update minutes following the meeting and resend with all of the relevant attachments.	Secretariat	08/02/2020	CLOSED. Packaged minutes from October 2019 sent 07/02/2020.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
24	06/02/2020	Airservices Draft Flight Path Design Principles	Secretariat to resend the link to the draft flight path design principles online survey and the email address for written submissions.	Secretariat	06/03/2020	CLOSED. Original not sent. Email forwarded to members on 25/02/2020.

Attachment 3: Correspondence

In	Category	Out
11/02/20 Constituent via Karen Andrews MP (Burleigh Waters) to JFeehely	H	11/02/20 JFeehely to Constituent via Karen Andrews MP
26/02/20 Shane (Tugun) to GC Enquiries	O	02/03/20 JFeehely to Shane
07/03/20 Jacinta (Tugun) to JFeehely	O	07/03/20 JFeehely to Jacinta
15/03/20 Dianne (Southport) to GC Enquiries	F	14/03/20 JFeehely to Dianne
18/03/20 Julianne (Tweed South) to GC Enquiries	N, F	20/03/20 JFeehely to Julianne
01/04/20 Michael to GC Enquiries	LA	01/04/20 JFeehely to Michael
01/04/20 Steve (Coolangatta) to MBender	LA, N	01/04/20 MBender to Steve
02/04/20 William Gant (Coolangatta) to JFeehely	LA	02/04/20 JFeehely to William
02/04/20 Deborah (Tweed West) to JFeehely	LA	02/04/20 JFeehely to Deborah
02/04/20 Liam (Tweed West) to GC Enquiries	LA	03/04/20 JFeehely to Liam
07/04/20 Paul (Coolangatta) to JFeehely	LA	07/04/20 JFeehely to Paul
10/04/20 Peter to GC Enquiries	LA	14/04/20 JFeehely to Peter
12/04/20 Jan (Tugun) to GC Enquiries	LA	14/04/20 JFeehely to Jan
13/04/20 Rowan (Coolangatta) to GC Enquiries	LA	14/04/20 JFeehely to Rowan
14/04/20 Michael to JFeehely	LA	14/04/20 JFeehely to Michael
14/04/20 Dawm (Tweed West) to GC Enquiries	LA	14/04/20 JFeehely to Dawn
14/04/20 Justyn to GC Enquiries	LA	16/04/20 JFeehely to Justyn
15/04/20 Jan (Tugun) to JFeehely	LA	16/04/20 JFeehely to Jan
15/04/20 Stephen (Tweed Heads) to GC Enquiries	LA	16/04/20 JFeehely to Stephen
15/04/20 Chris to GC Enquiries	LA	16/04/20 JFeehely to Chris
15/04/20 Stephen (Tweed Heads) to GC Enquiries	LA	16/04/20 JFeehely to Stephen
15/04/20 Caradi to GC Enquiries	LA	16/04/20 JFeehely to Caradi
16/04/20 Tim (Tugun) to JFeehely	LA	17/04/20 JFeehely to Tim
16/04/20 Ian (Banora Point) to JFeehely	G	16/04/20 JFeehely to Ian
16/04/20 Colleen (Tugun) to JFeehely	LA	17/04/20 JFeehely to Colleen
16/04/20 Andrew (Coolangatta) to GC Enquires	LA	16/04/20 JFeehely to Andrew
16/04/20 Annette (Tweed Heads) to GC Enquiries	LA	17/04/20 JFeehely to Annette
17/04/20 Peter (Tugun) to GC Enquiries	LA	17/04/20 JFeehely to Peter
17/04/20 Jade (Tweed Heads) to GC Enquiries	LA, N	17/04/20 JFeehely to Jade
20/04/20 Steve (Coolangatta) to JFeehely	LA	20/04/20 JFeehely to Steve
20/04/20 Currumbin Waters Resident to GC Enquiries	LA	21/04/20 JFeehely to Currumbin Waters Resident
21/04/20 Currumbin Waters Resident to GC Enquiries	LA	21/04/20 JFeehely to Currumbin Waters Resident
22/04/20 Jade (Tweed Heads) to JFeehely	LA, N	22/04/20 JFeehely to Jade
22/04/20 Jade (Tweed Heads) to JFeehely	LA, N	22/04/20 JFeehely to Jade
22/04/20 Steve (Coolangatta) to JFeehely	LA	22/04/20 JFeehely to Steve
23/04/20 Steve (Coolangatta) to JFeehely	LA	23/04/20 JFeehely to Jenny & Iona (NCIS)
22/04/20 Chris to JFeehely	LA	23/04/20 JFeehely to Chris
24/04/20 Lynn (Tweed South) to GC Enquiries	O	24/04/20 JFeehely to Lynn
24/04/20 Steve (Kirra) to GC Enquiries	LA	24/04/20 JFeehely to Steve
24/04/20 Liz to GC Enquiries	LA	27/04/20 JFeehely to Liz
27/04/20 Dianne (Tweed South) to GC Enquiries	LA	27/04/20 JFeehely to Dianne
27/04/20 Steve (Kirra) to JFeehely	LA	27/04/20 JFeehely to Steve
29/04/20 Bruce (Tweed West) to GC Enquires	LA, N, FA	30/04/20 JFeehely to Bruce
30/04/20 Currumbin Waters Resident to JFeehely	LA	30/04/20 JFeehely to Currumbin Waters Resident

30/04/20 Carl (Tweed West) to GC Enquires	N	01/05/20 JFeehely to Carl
30/04/20 Garylynn (Tweed West) to JFeehely	N	01/05/20 JFeehely to Garylynn
01/05/20 Currumbin Waters Resident to JFeehely	LA	05/05/20 JFeehely to Currumbin Waters Resident
05/05/20 Currumbin Waters Resident to JFeehely	LA	05/05/20 JFeehely to PBaker (NCIS)
13/05/20 JMurray (Kingscliff) to JFeehely	N	14/05/20 JFeehely to JMurray
13/05/20 Steve (Tweed West) to GC Enquires	LA	15/05/20 JFeehely to Steve
19/05/20 Steve (Tweed West) to JFeehely	C	01/06/20 JFeehely to Steve
20/05/20 Paul (Coolangatta) to GC Enquiries	LA	01/06/20 JFeehely to Paul
20/05/20 D Bee (Kirra) to GC Enquires	LA	01/06/20 JFeehely to D Bee
25/05/20 Dianne (Yelgun) to GC Enquiries	N	01/06/20 JFeehely to Dianne
26/05/20 Ken (Tweed heads) to GC Enquiries	N	01/06/20 JFeehely to Ken
02/06/20 Joanna to GC Enquiries	C	02/06/20 JFeehely to Joanna
10/06/20 Emma (Tugun) to GC Enquiries	C	10/06/20 JFeehely to Emma
27/06/20 Felicity (Bilinga) to GC Enquiries	O, N	29/06/20 JFeehely to Felicity
15/09/20 Capt. Sparrow to GC Enquiries	O	21/09/20 MBender to Capt Sparrow
02/10/20 Jack (Tweed South) to GC Enquires	F	
03/10/20 Geoff (Tweed Heads) to GC Enquiries	C	
09/10/20 Sharelle (Tugun) to GC Enquiries	C	09/10/20 MBender to Sharelle
09/10/20 Martin (Kingscliff) to GC Enquiries	C	09/10/20 MBender to Martin
13/10/20 Pat (Banora Point) to GC Enquiries	C	

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

Gold Coast Airport

October 2020 ANACC Presentation



COVID-19 Operational Impact

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

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



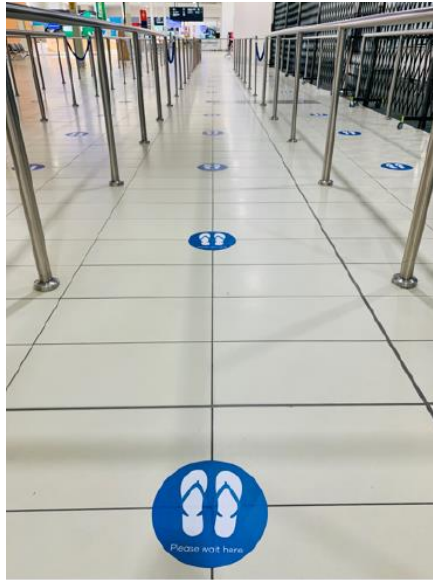
2020 Pax Numbers		
Month	Total	Per day
January	644,000	20,774
February	449,000	15,483
March	306,000	9,871
April	1,520	51
May	2,300	74
June	5,390	180
July	43,300	1,397
August	10,900	352



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

Operational Response

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



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



COVID-19 Development Impacts

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

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



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

Runway Overlay

Attachment 5

15 October 2020



AIRSERVICES UPDATE

GOLD COAST ANACC

Gary Scott – Director Operations

Scott Stephens - UTS

Fiona Lawton - Community Engagement Manager

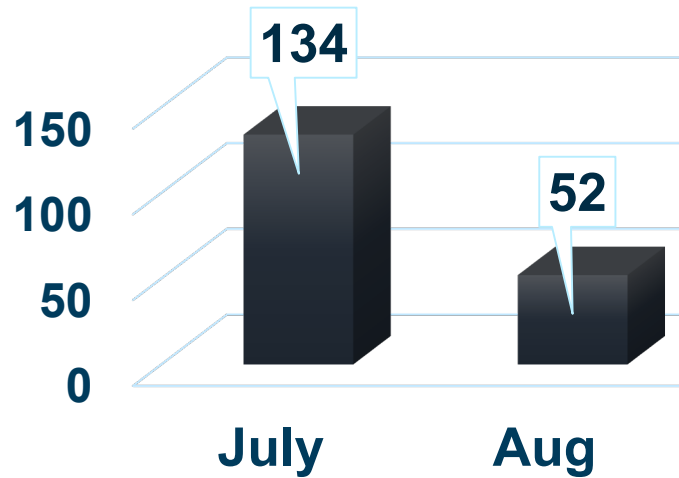
AIRSERVICES UPDATE

- Tower Update
- Operational Update
 - Use of the RNP AR
 - Use of the ILS
 - NAPs Reporting
 - ATC Coverage
- General Aviation Investigation
- ILS Post Implementation Review
- Flight Path Design Principles
- Airservices Website
- WebTrak Update
- Community Engagement Framework
- Noise Monitoring Review Terms of Reference
- RWY14 Departure Investigation Update (separate presentation)
- NCIS Reporting

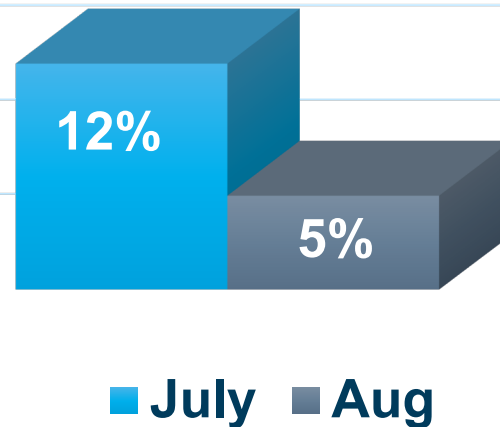


RNP AR (SMART TRACKING) USE JULY – AUGUST 2020

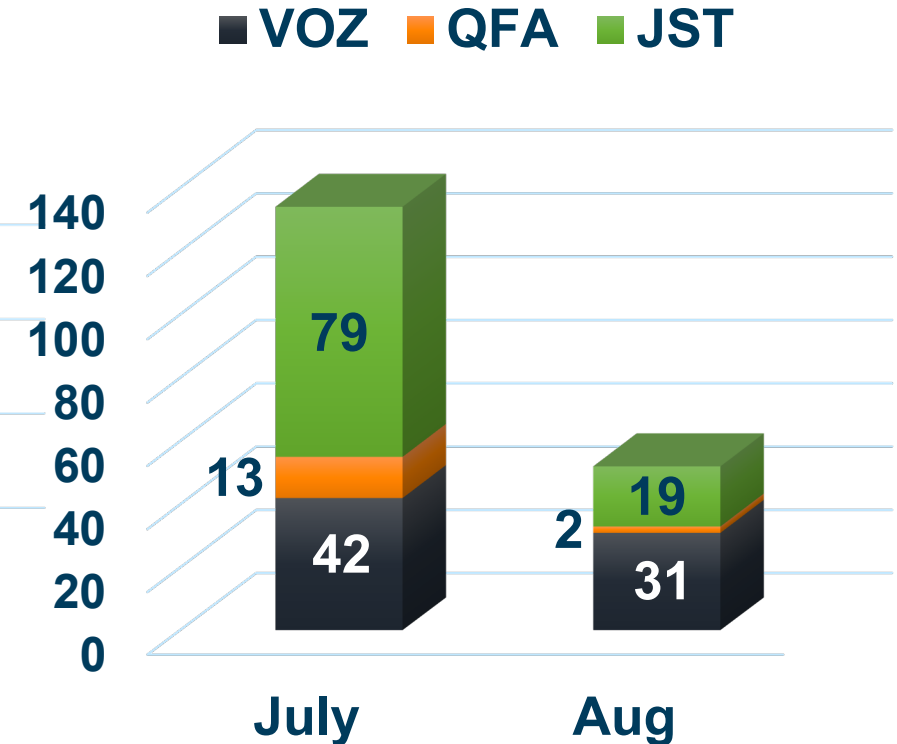
TOTAL NUMBER OF RNP FLIGHTS (BOTH RWYS)



PERCENTAGE OF RNP ARRIVALS (ALL OPERATIONS)

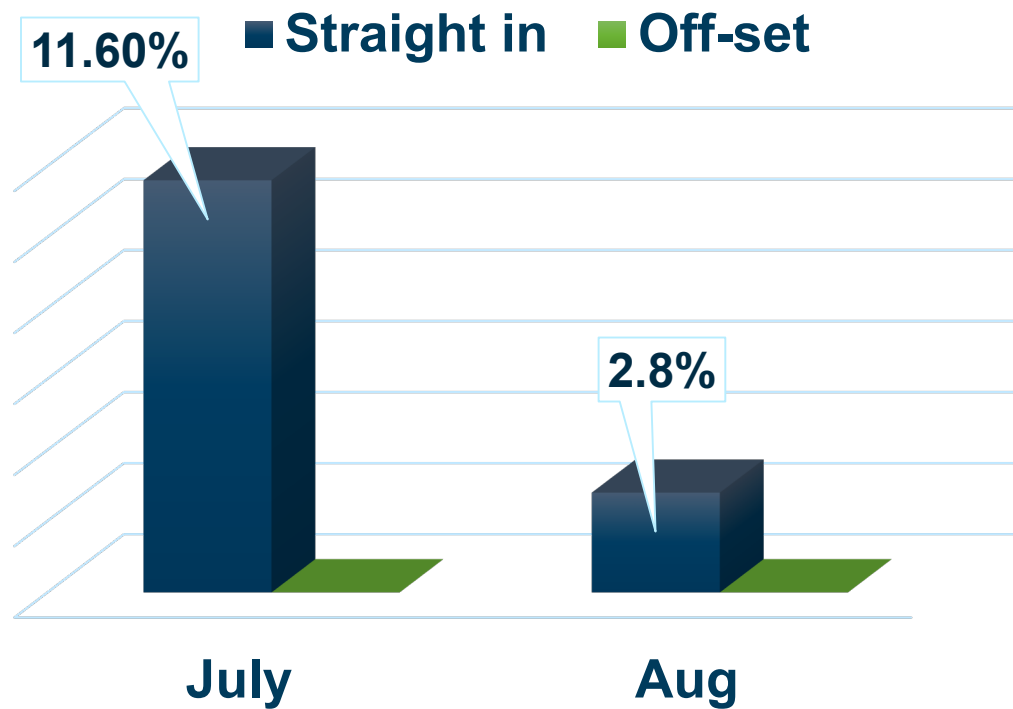


NUMBER OF RNP FLIGHTS BY AIRLINE (BOTH RUNWAYS)

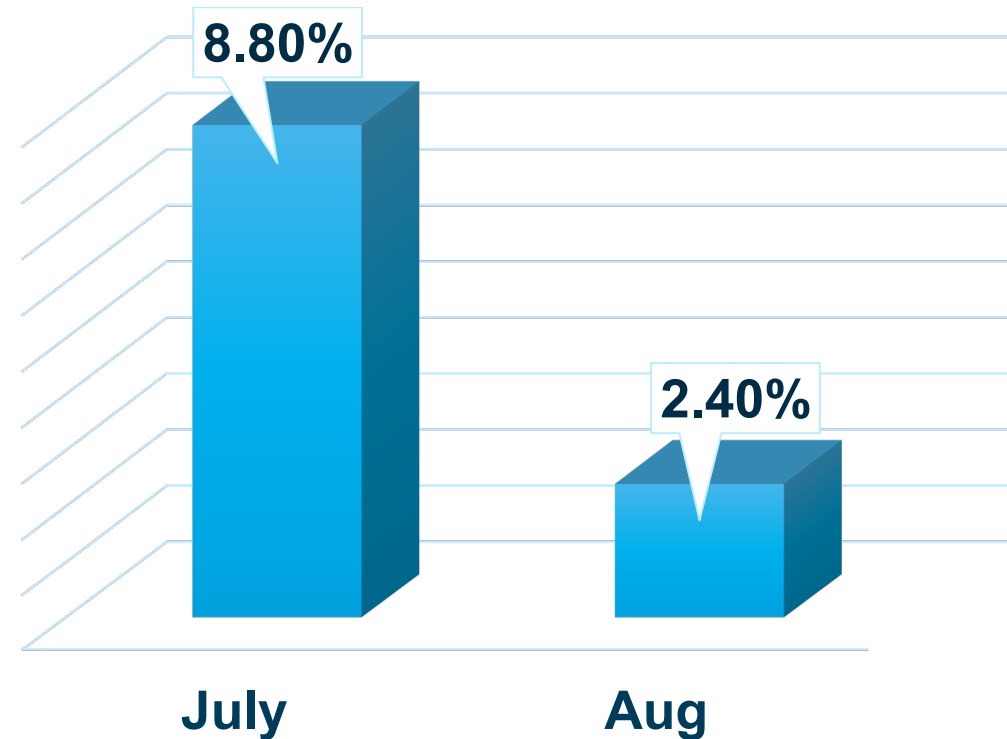


RNP-AR (SMART TRACKING) JULY – AUGUST 2020

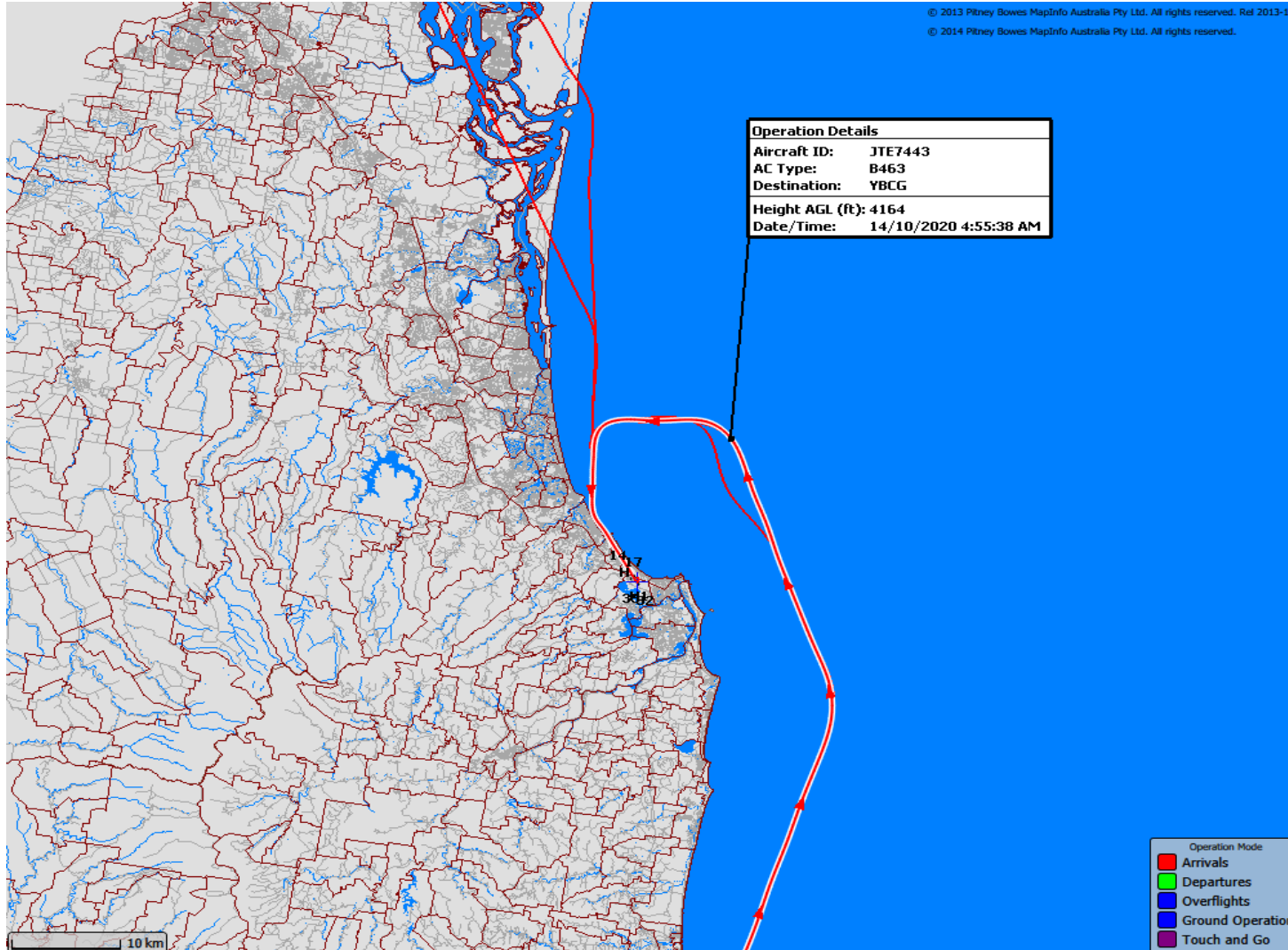
RWY 32 RNP USE AS A % OF ALL ARRIVALS



RWY 14 RNP USE AS A % OF ALL ARRIVALS

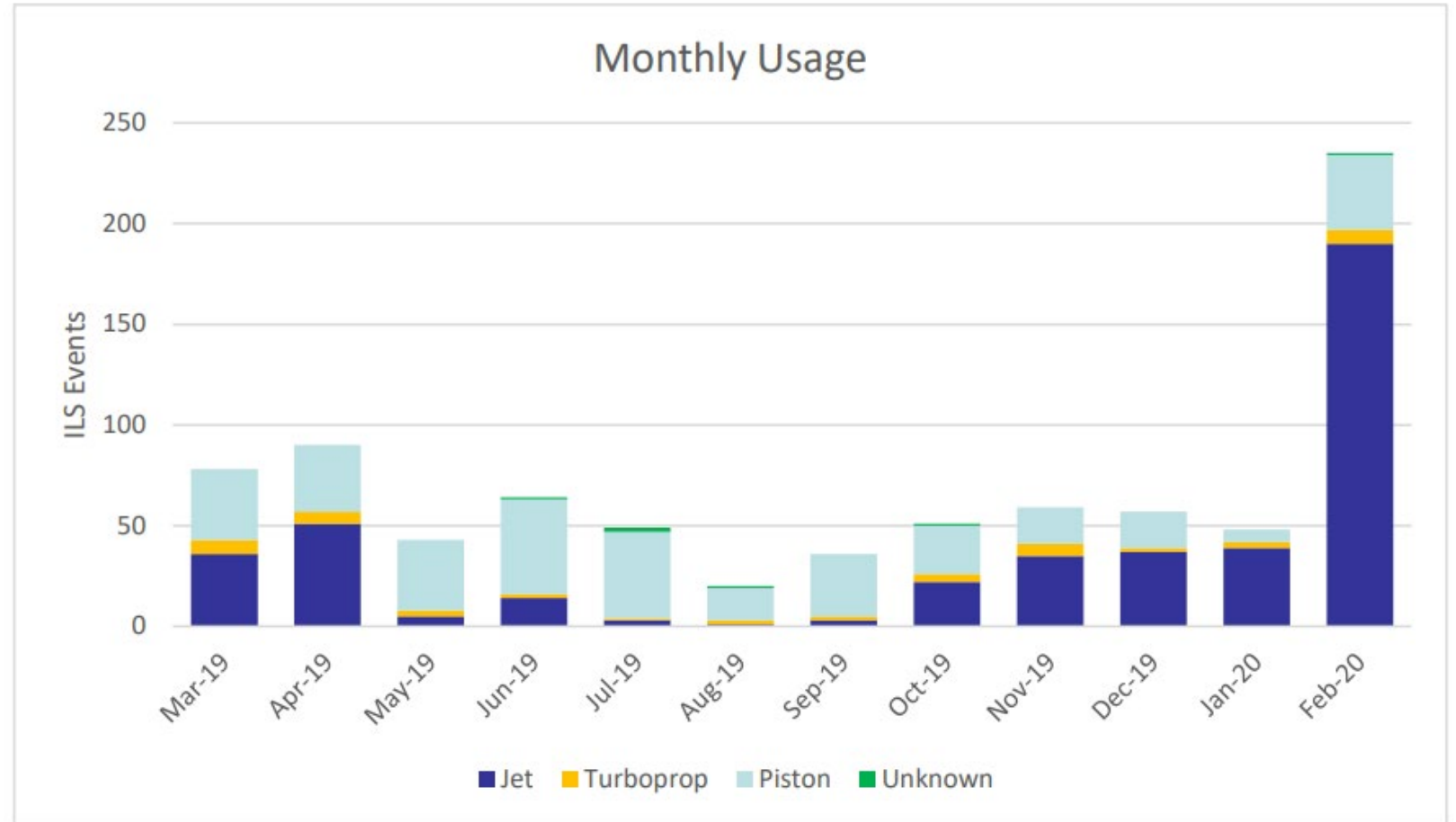


CURFEW FREIGHT FLIGHTS SINCE 5 OCTOBER



ILS USAGE – FEBRUARY 2019 TO FEBRUARY 2020

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



ILS USAGE

FEBRUARY 2020 – SEPTEMBER 2020

ILS NOMINATED AS
PREFERRED APPROACH

**1-2 PER
WEEK**

JETS USING THE ILS

2.4% ILS

JETS USING OTHER
APPROACHES

**97.6%
RNP-AR,
RNAV, VIS₇**

MARCH 2020 – SEPTEMBER 2020

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

ATC COVERAGE

AUSTRALIAN AIRSPACE

- Airservices manages 11 per cent of the world's airspace.
- Our area of operations covers the Australian Flight Information Region which includes the nation's sovereign airspace and international airspace over the surrounding oceans including the FIR's of the Solomon Islands and Nauru.
- We are responsible for the airspace stretching in latitude from two degrees to 90 degrees south; and in longitude from 75 degrees to 163 degrees east.
- This is an area of almost 20 million sq nautical miles (51.7 million sq kms) – or some 11 percent of the world's total airspace.
- Find out more on our website:
<https://www.airservicesaustralia.com/about-us/about-our-operations/>
- We deliver our services from 29 air traffic control towers and two major air traffic services centres.



APRIL 2020

GENERAL AVIATION INVESTIGATION

GENERAL AVIATION INVESTIGATION

WHY WE DID AN INVESTIGATION

- In April 2020, Airservices undertook an investigation in response to an increase in complaints regarding general aviation activity (including training) at the Gold Coast Airport during the COVID-19 Pandemic.

- The purpose of the investigation was to:
 - Determine the nature and volume of the activity
 - Review the compliance with published procedures
 - Identify and assess any opportunities for noise improvements
 - Make recommendations, if appropriate
- Specifically, the Report covers questions about the safety of operations, altitude in the circuit area and queries regarding extending flights over the ocean.

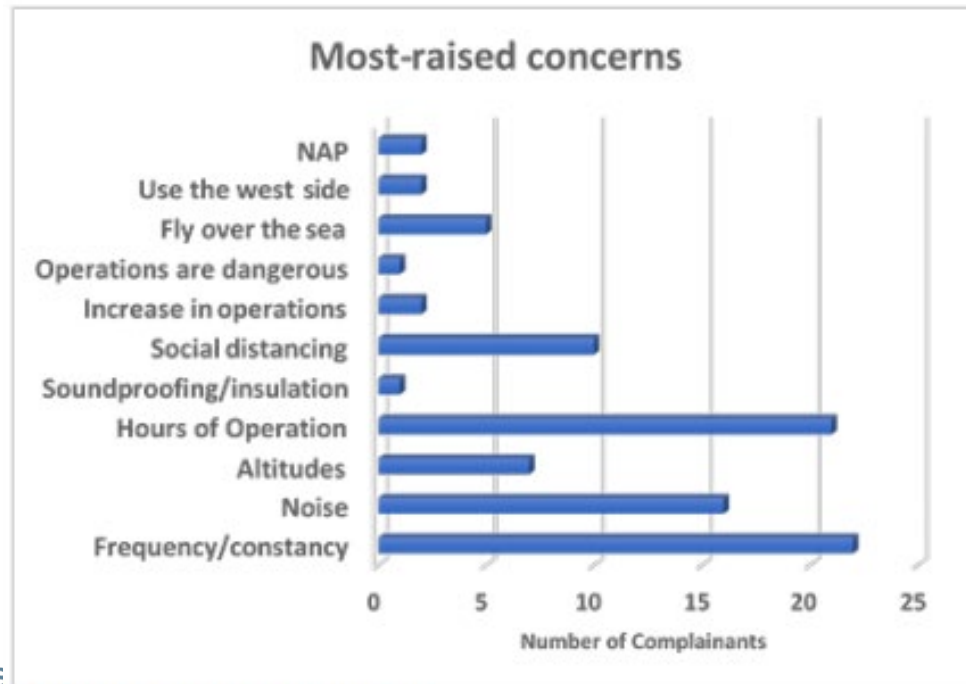


Figure 2: Concerns raised by complainants

GENERAL AVIATION INVESTIGATION

HIGH LEVEL FINDINGS

- This investigation found that Airservices ATC were complying with Noise Abatement Procedures when providing circuit training, including distributing between the east and west sides of the airport.
- The result is a temporary change to operations and resultant change to the experience of aircraft noise in certain suburbs that is distressing to some residents. This is acknowledged, and the impact upon some residents has been further exacerbated by government requirements to stay at home during the COVID-19 pandemic.
- Flight training schools and Gold Coast Airport worked together to provide a reduced service which provides a slight noise mitigation to residents in the evening.
- We were unable to find any further recommendations to mitigate this unexpected noise increase, as Gold Coast Airport and the flight schools have already adopted measures in response to community concerns.
- When this current COVID-19 health crisis passes, and as air traffic levels return to normal, operations at Gold Coast Airport will return to standard practice, and training aircraft will again be restricted due to other operations.





AIRSERVICES ENVIRONMENTAL ASSESSMENT AUGUST 2020

GOLD COAST ILS PIR

PIR KEY FINDINGS

EXECUTIVE SUMMARY

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

FEB 2019 – FEB 2020

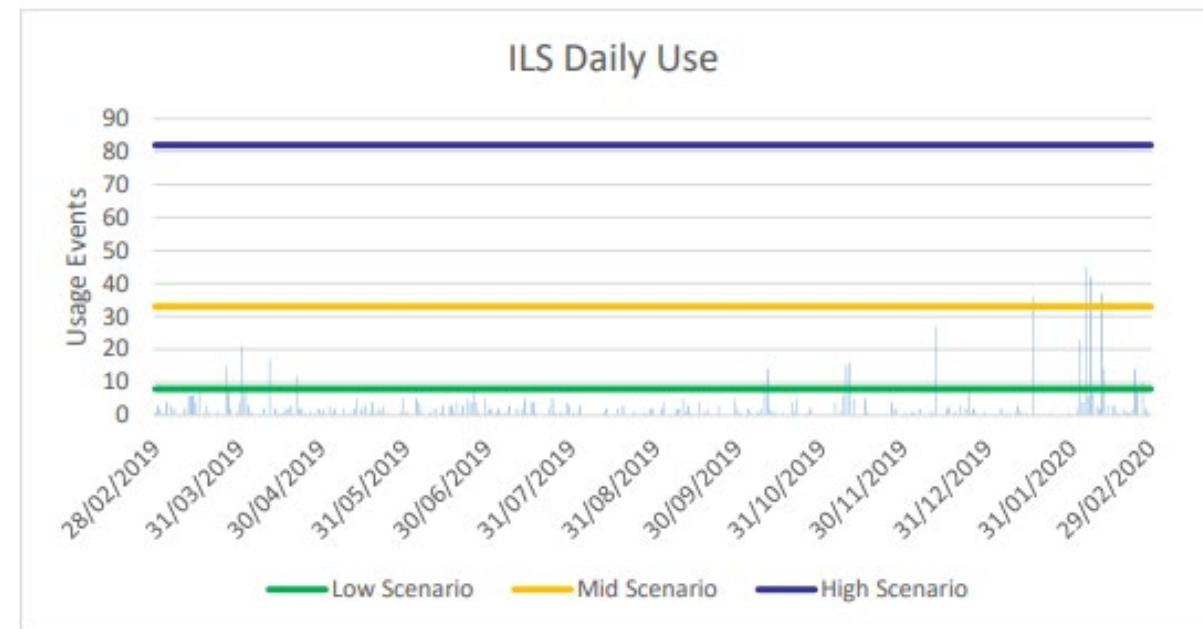


Figure 9: Daily actual Gold Coast Airport ILS usage numbers and Airservices 2014 EIA ILS usage traffic scenarios (low, medium and high), Source: Airservices ODAS

NOISE ABATEMENT PROCEDURES COMPLIANCE

ARRIVALS TO RWY 14 – NAPS REVIEW

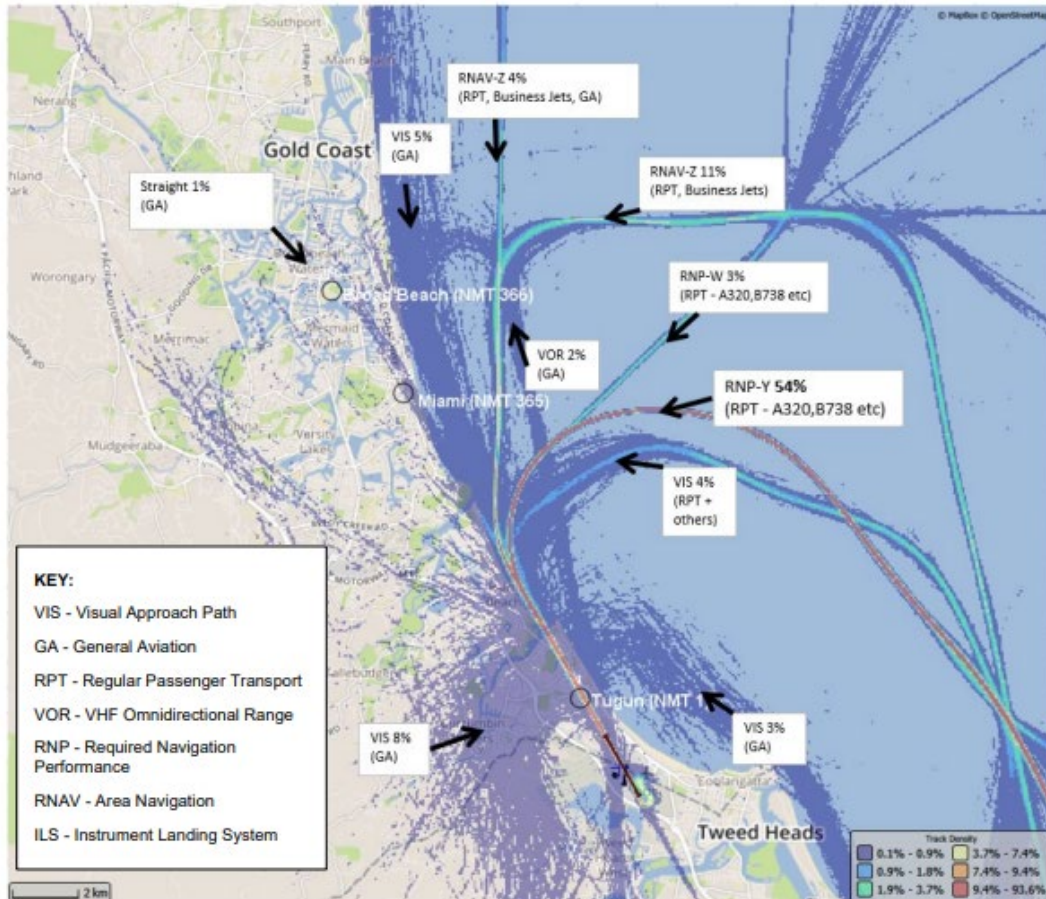


Figure 18: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2019 data, pre ILS implementation (with track density plot), Source: Aircservices NFPMS data

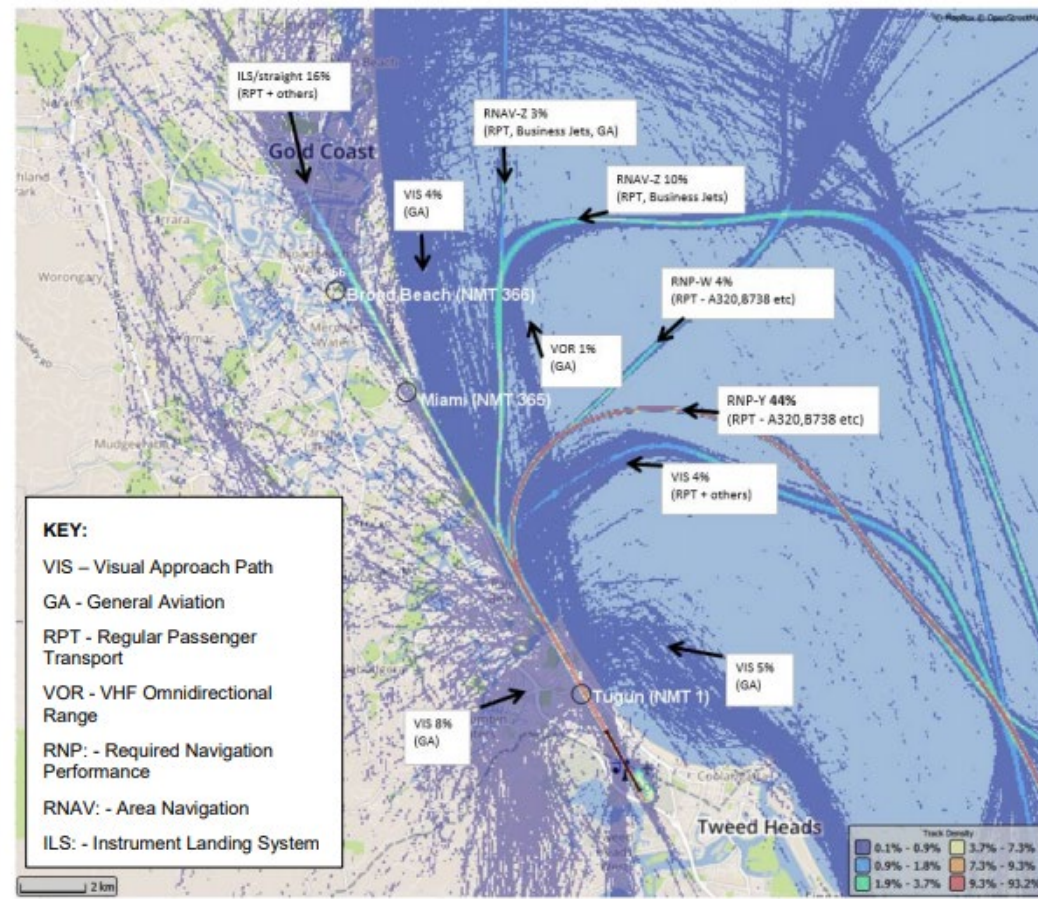
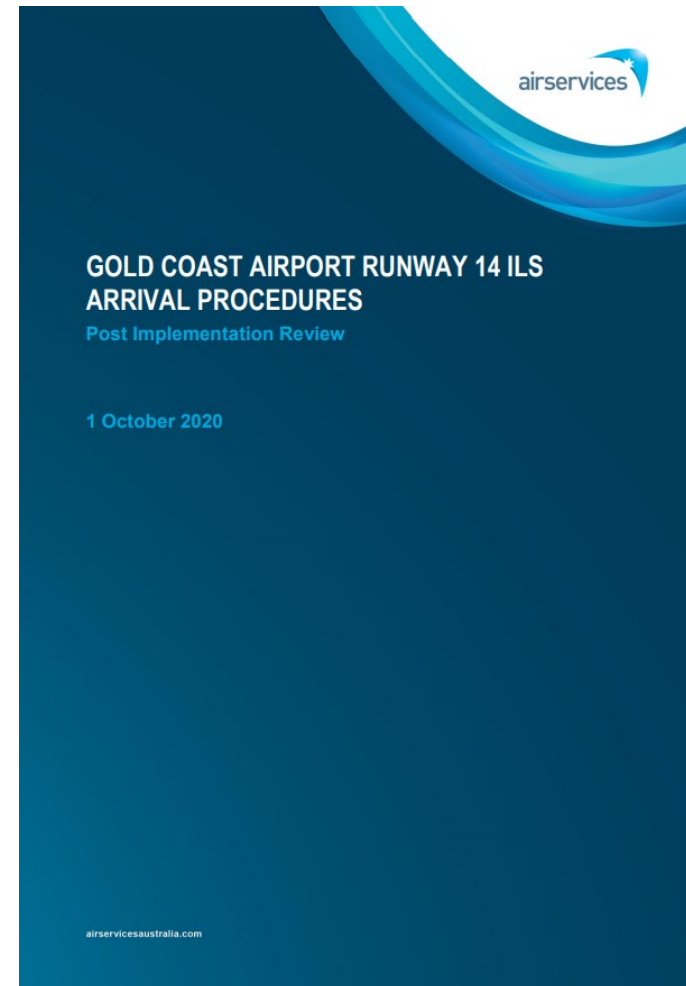


Figure 19: Percentage use of arrival procedures to RWY 14 at Gold Coast Airport based on February 2020 data, post ILS implementation (with track density plot), Source: Aircservices NFPMS data

POST IMPLEMENTATION REVIEW FINAL REPORT

FINAL REPORT AVAILABLE

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



PIR RECOMMENDED ACTIONS

Recommended Action 1

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

Recommended Action 2

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

Recommended Action 3

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

Recommended Action 4

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

Recommended Action 5

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

Recommended Action 6

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

Recommended Action 7

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

INSTRUMENT LANDING SYSTEM REPORTING

What we heard – For discussion

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

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

example

OTHER ACTIVITIES

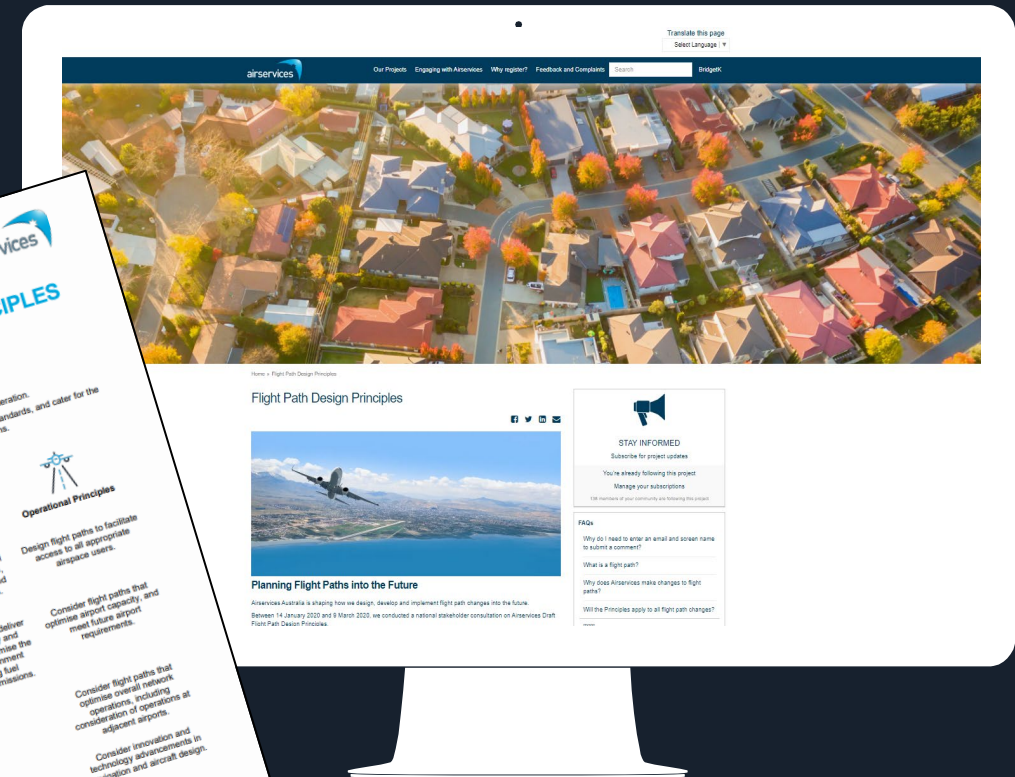
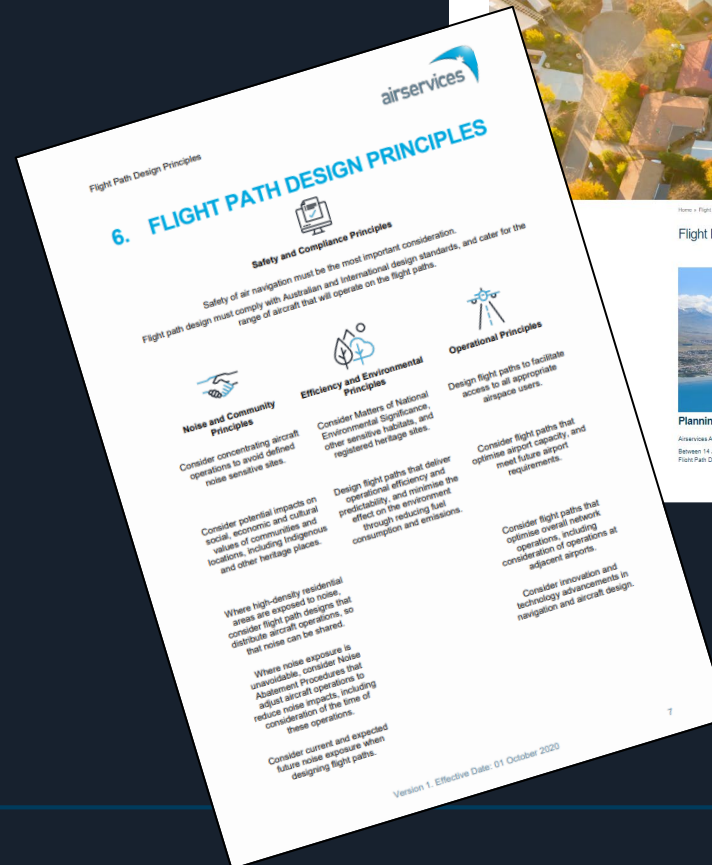
FLIGHT PATH DESIGN PRINCIPLES

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

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

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

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



PUBLIC COMMENT FEEDBACK

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

Key themes from the feedback included:

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

Flight Path Design Principles

STAY INFORMED
Subscribe for project updates

Your email address...

Subscribe

143 members of your community are following this project

FAQs

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

What is a flight path?

Why does Airservices make changes to flight paths?

Will the Principles apply to all flight path changes?

more...

Resources

- Stakeholder Consultation Outcomes Summary (May 2020).pdf (24.3 MB) (pdf)
- Flight Path Design Principles Application Notes (June 2020).pdf (2.13 MB) (pdf)
- Flight Path Design Principles Rationale for Change (June 2020).pdf (257 KB) (pdf)
- Flight Path Design Principles (June 2020).pdf (181 KB) (pdf)

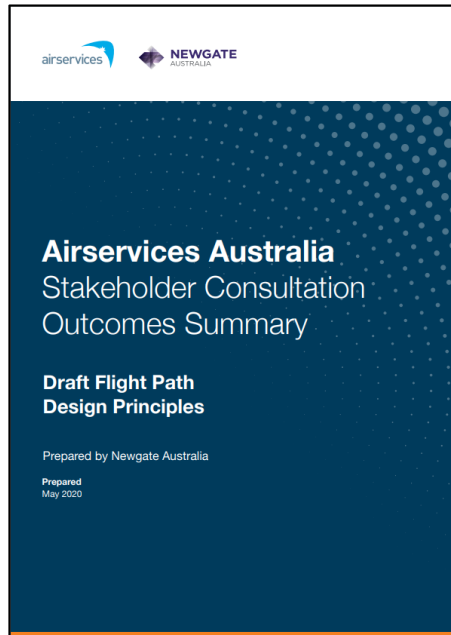
Detailed consideration of the feedback is provided in the Consideration of Feedback Report

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

FLIGHT PATH DESIGN PRINCIPLES RESOURCES

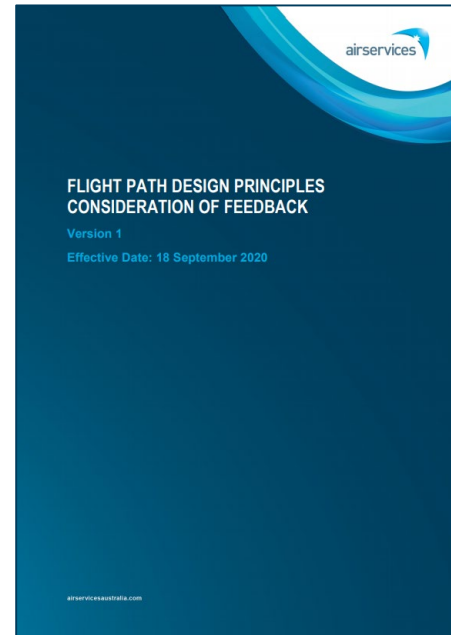
STAKEHOLDER FEEDBACK SUMMARY

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



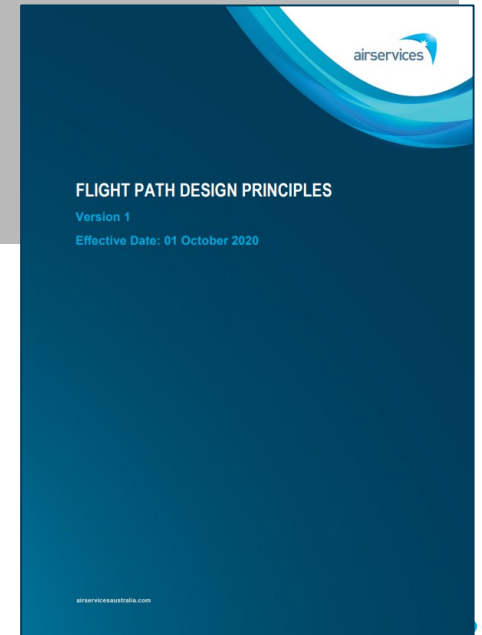
CONSIDERATION OF FEEDBACK REPORT

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



FLIGHT PATH DESIGN PRINCIPLES

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



COMMUNITY ENGAGEMENT FRAMEWORK

COMMUNITY ENGAGEMENT FRAMEWORK

- Released 17 August 2020
- We recognise that aviation operations and updates or changes to these operations, can impact communities in various ways
- We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations
- Replaces our *Communication and Consultation Protocol (2016)*
- Learn more about our Community Engagement Framework by accessing the documents through Airservices Website or *Engage Airservices*



Our Community Engagement Approach

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

WORKING WITH COMMUNITIES Our Community Engagement Framework

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

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

[LEARN MORE →](#)

OUR COMMITMENT TO COMMUNITY ENGAGEMENT

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

WHO IS AIRSERVICES?

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

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

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

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

OUR COMMITMENT

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

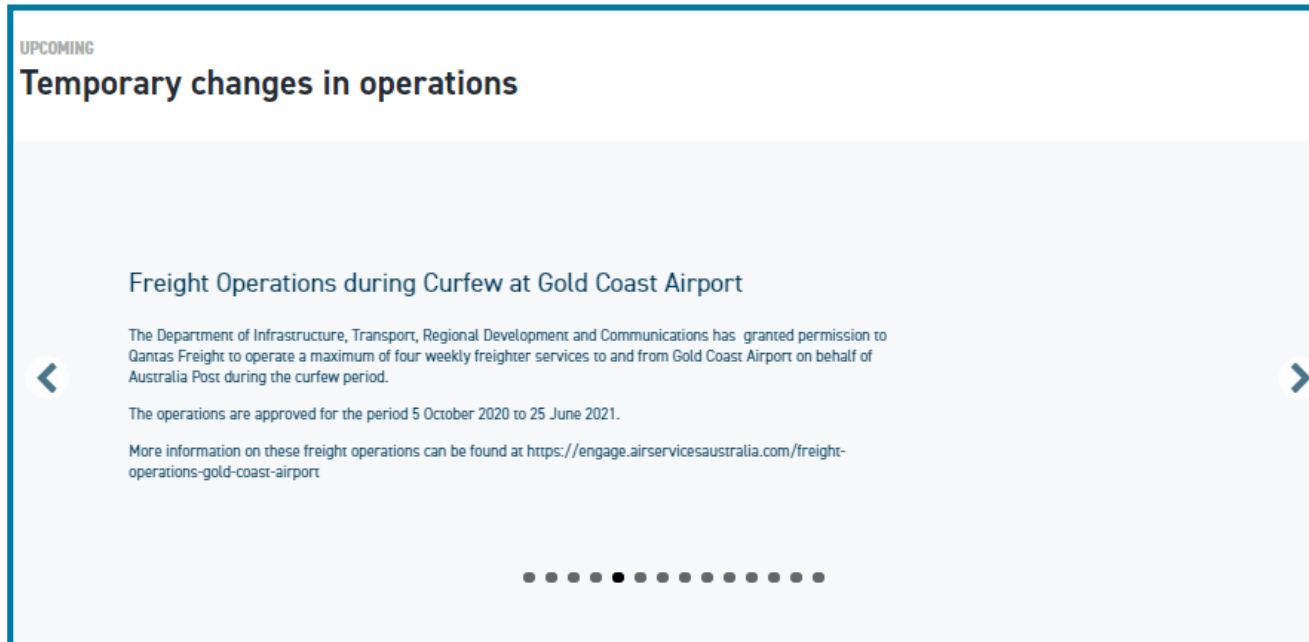
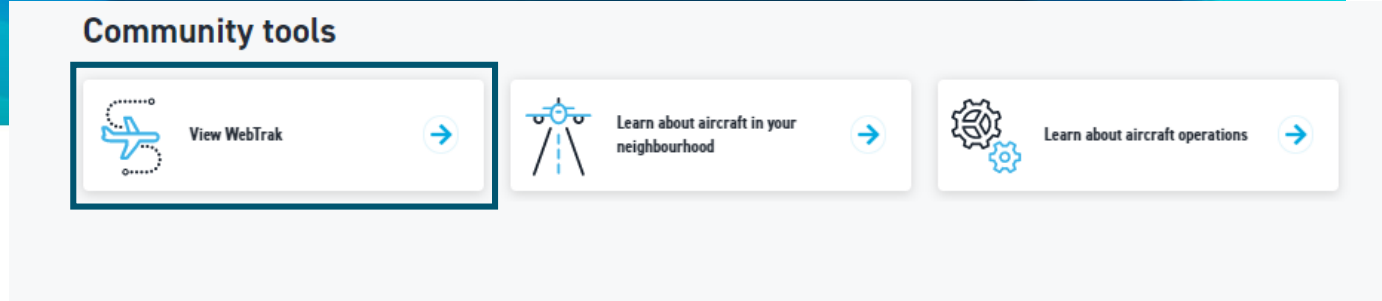
- **Clear** – we provide clear information to help community members understand how a change may impact them, the timeframes for the change and how they can be involved.
- **Proactive** – we communicate in a timely manner and at the earliest appropriate opportunity in the flight path change process.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

NEW WEBSITE



Released September 2020

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



AIRCRAFT IN YOUR NEIGHBOURHOOD

Community tools

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

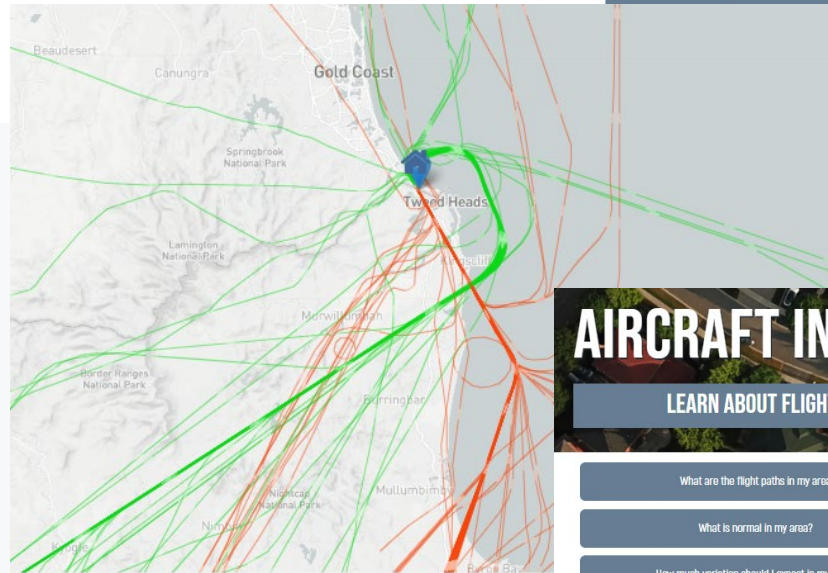
UPCOMING Temporary changes in operations

Freight Operations during Curfew at Gold Coast Airport

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

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

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



AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

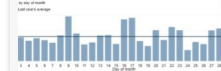
What are the flight paths in my area?

What is normal in my area?

How much variation should I expect in my area?

What rules apply?

What flight disturbed me?



How many aircraft fly near me?

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

[Read More](#)

How frequent are flights in my area?

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

[Read More](#)

How high are aircraft near me?

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

[Read More](#)

Explore detailed data for your area

Compare monthly variations in your area.

[Read More](#)

AIRCRAFT IN YOUR NEIGHBOURHOOD

LEARN ABOUT FLIGHT PATHS AND AIRCRAFT MOVEMENTS IN YOUR AREA

What are the flight paths in my area?

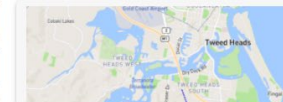
What is normal in my area?

How much variation should I expect in my area?

What rules apply?

What flight disturbed me?

Resources



What was that flight?

Use the WebTrak online tool to investigate specific flights of interest

[Read More](#)

Making an aircraft noise complaint

Find out how you can get in contact

[Read More](#)

Gold Coast complaints report

Investigate complaints from your area

[Read More](#)

NOVEMBER 2020

NOISE MONITORING REVIEW

NOISE MONITORING REVIEW UPDATE

DRAFT TERMS OF REFERENCE

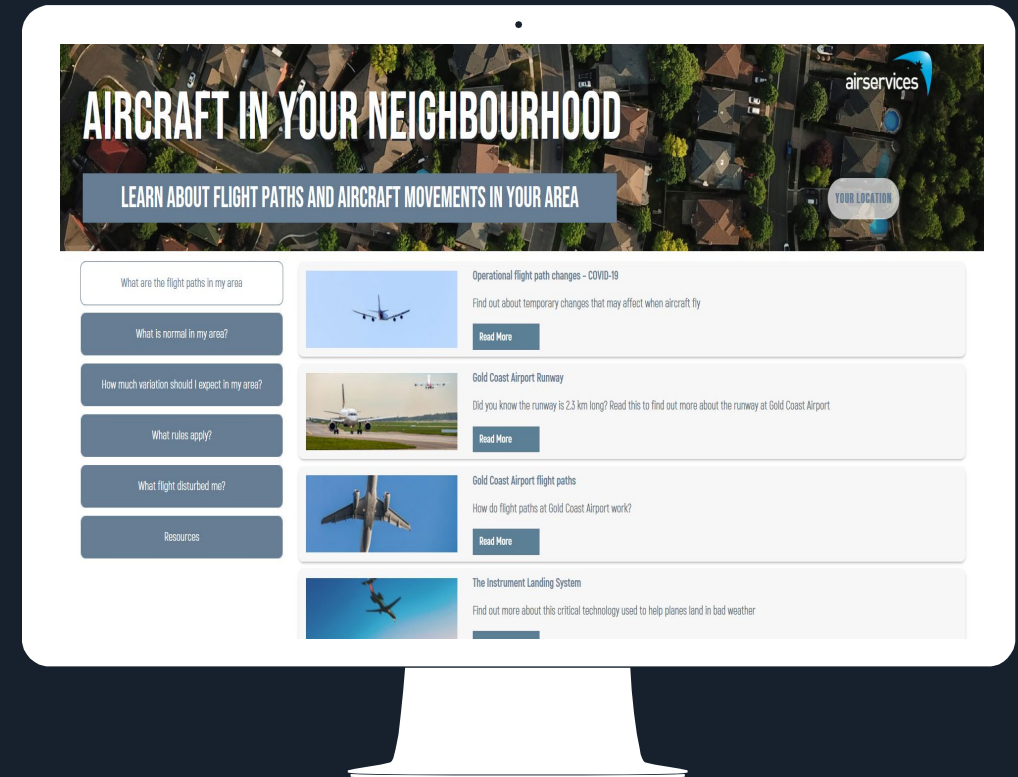
- The purpose of the Gold Coast Noise Monitor Review will be to analyse the performance of each monitor at Gold Coast Airport against Airservices' internal standards for the management of aircraft noise.
- In performing this function, the placement and individual configuration of each of NMT should be optimised to accurately measure the potential noise impacts of current aircraft operations at Gold Coast Airport on the local community.
- This review will assess the current and historical performance of the two existing noise monitors at Gold Coast Airport (Banora Point and Tugun), and will make recommendations for future noise monitoring requirements/sites
 - **Step 1** – Draft ToR distributed for comment (October 2020). CACG/ANACC can provide feedback on the draft Terms of Reference to communityengagement@airservicesaustralia.com
 - **Step 2** - Once the ToR are finalized they will be released on *Engage Airservices*. We will undertake a four (4) week consultation with community to submit suggestions for sites for noise monitoring (including short-term monitoring if appropriate e.g. Miami) (November/December 2020)
These will then be assessed for feasibility and appropriateness.
 - **Step 3** - A draft Airservices Gold Coast NMT Review Report will be provided for public comment (early 2021)
 - **Step 4** - Following consideration of all feedback and comments, a Final Report will be released on our website (Q1 2021)

MARCH TO AUGUST 2020

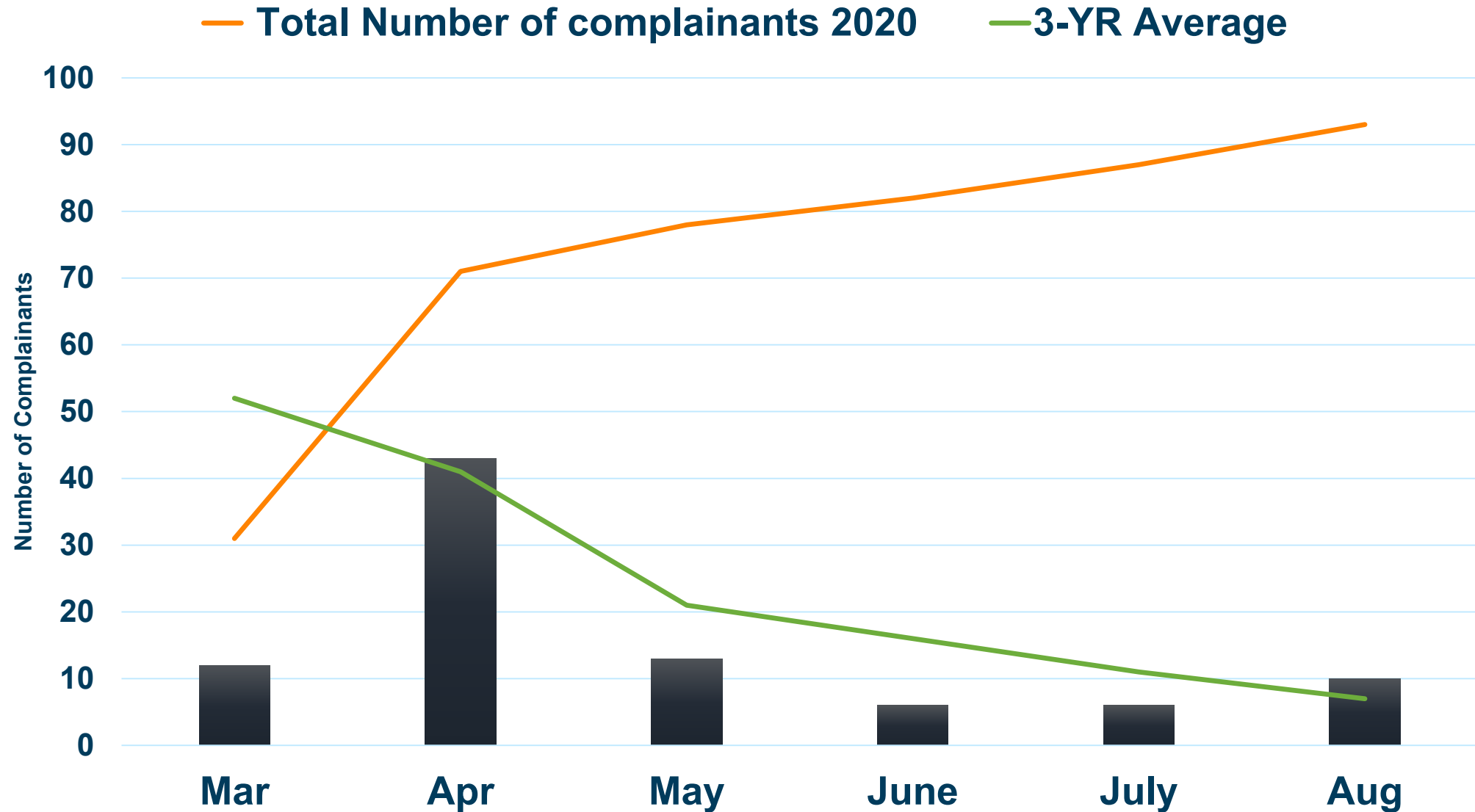
NCIS COMPLAINTS

ONLINE NOISE REPORT

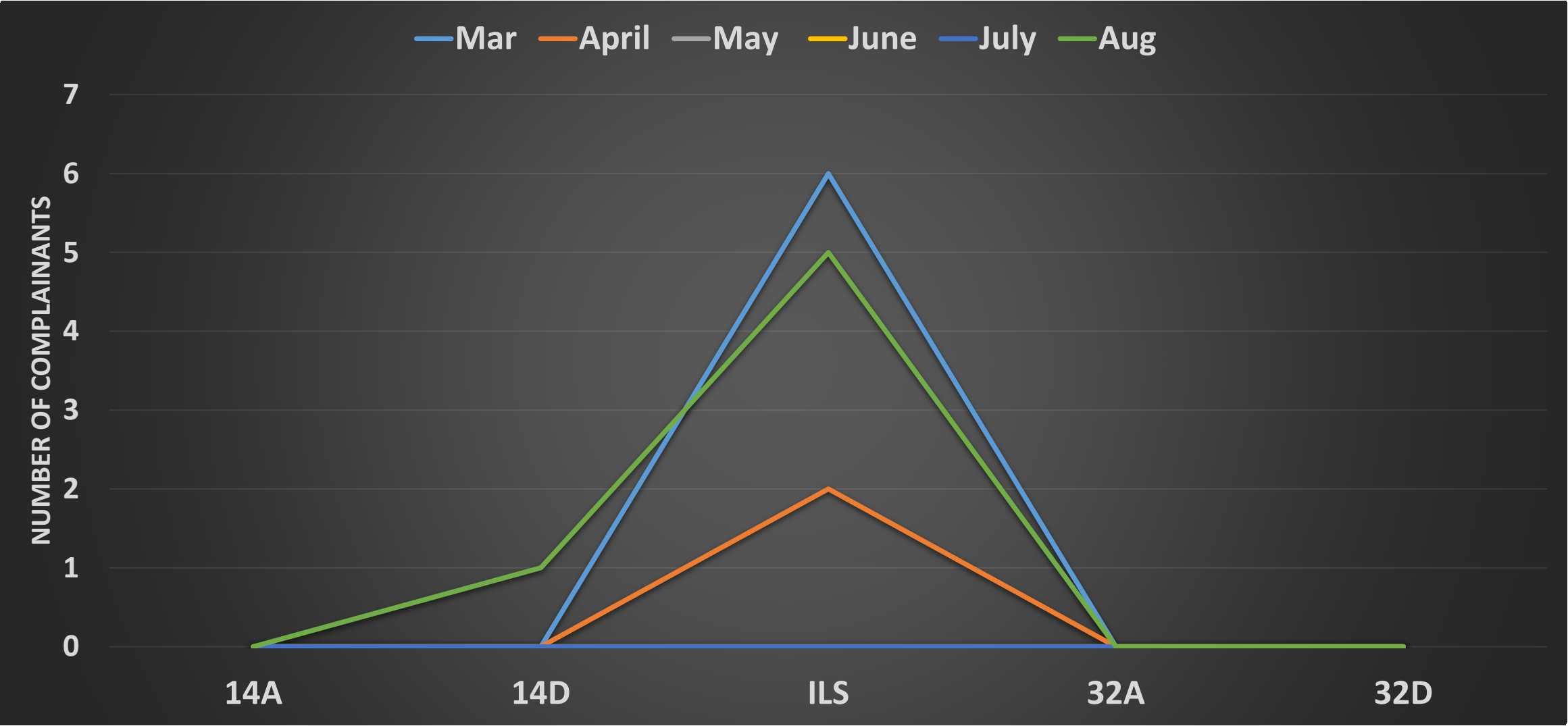
- Available on our website at:
<http://www.airservicesaustralia.com/aircraftnoise/airports>
- Our new interactive **Aircraft in Your Neighborhood** website is gradually replacing our airport pages.
 - Enter your address or select Gold Coast Coast
 - What flight disturbed me and Gold Coast Coast complaints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



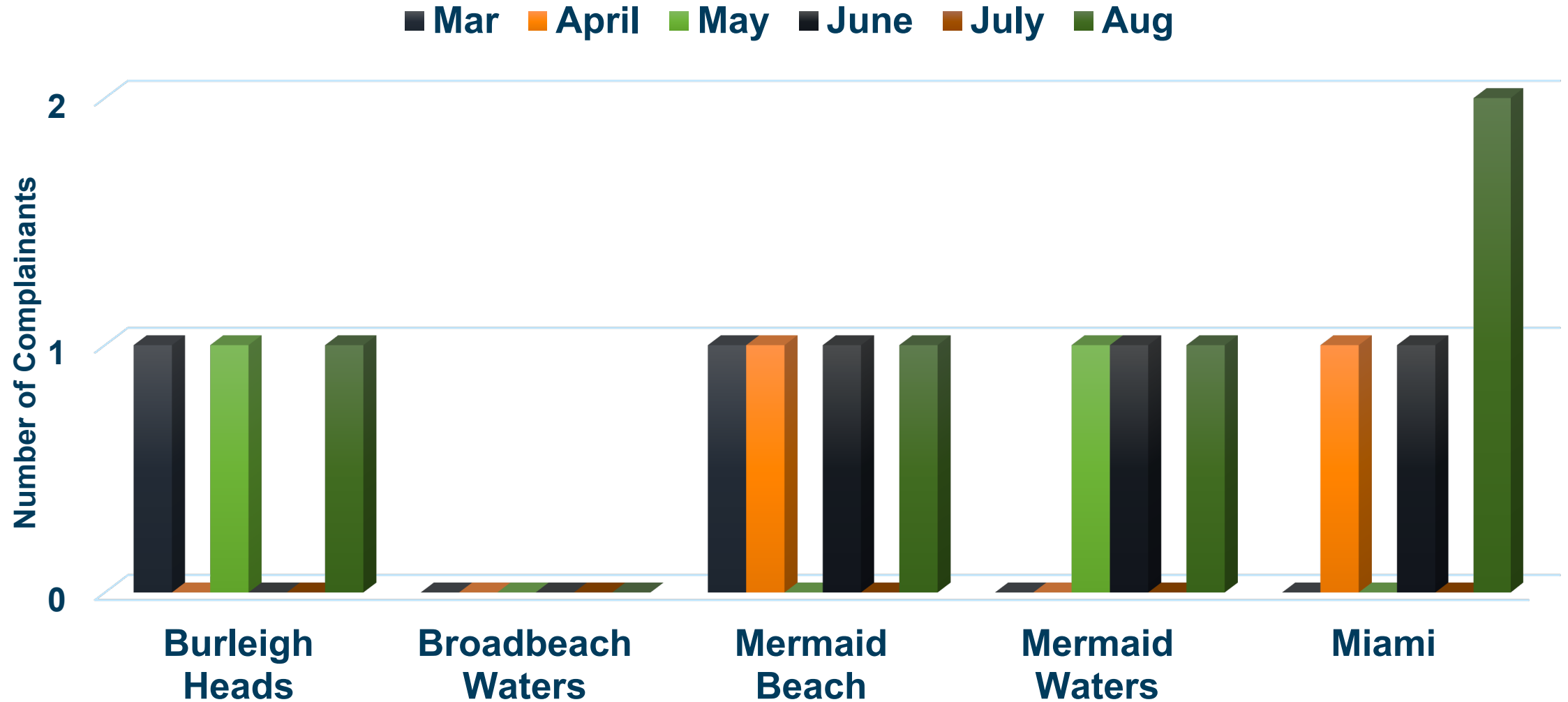
COMPLAINANT NUMBERS PER MONTH



RUNWAY AND ILS COMPLAINANTS AFFECTED PER MONTH



SUBURBS AND COMPLAINANTS AFFECTED PER MONTH





THANK YOU

communityengagement@airservicesaustralia.com

airservicesaustralia.com

GPO Box 367 Canberra ACT 2601
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 6

Quota Movements under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018

Under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 (the Regulations) an airline can apply for a quota permit for eligible passenger and freight jet aircraft movements.

Passenger jet aircraft movements

- Permits for passenger jet aircraft movements are issued under regulation 10. Permitted movements are under a yearly quota.
- Passenger jet aircraft movements are allocated from January through to December of each year.
- There is a maximum of twenty-four (24) passenger jet aircraft quota movements that can be allocated per year. For 2020 the following permits have been issued:
 - Virgin with a total of ten passenger jet aircraft quota movements for 2020.
 - Qantas with a total of two passenger jet aircraft quota movements for 2020.
 - Jetstar with a total of nine passenger jet aircraft quota movements for 2020.
 - Tiger with a total of three passenger jet aircraft quota movements for 2020.
- Permits specify the quota, commencement and expiry date.
- The airline must notify the Department within seven days of using a passenger jet aircraft quota movement.
- The conditions that apply to quota movements are:
 - During Australian Eastern Standard Time - landing at, or taking off from, Gold Coast Airport between 11:00pm and 11:45pm.
 - During daylight savings – landing only at Gold Coast Airport between 11:00pm and 11:30pm.

Freight jet aircraft movements

- Permits for freight jet aircraft movement are issued under regulation 13. Permitted movements are under a weekly quota.
- Freight jet aircraft movements are allocated based on the timeframe requested by the aircraft operator.
- There is a maximum of four freight jet aircraft quota movements that can be allocated per week. From 5 October 2020 to 25 June 2021 the following permit has been issued:
 - Qantas (Cobham) with a total of four freight jet aircraft quota movements per week.
- Permits specify the quota, commencement date, expiry date and aircraft registrations.
- The airline must notify the Department within seven days of using a passenger jet aircraft quota movement.
- The conditions that apply to quota movements are:
 - Take-offs must be from runway 14, unless meteorological conditions require the aircraft to land on another runway
 - Landings must be on runway 14, unless meteorological conditions require the aircraft to land on another runway
 - the prioritisation of approaches to runway 14 requires that the Instrument Landing System (ILS) approach to runway 14 should only be used due to weather or critical operational requirements;
 - Airlines must report (and include the reasons for) any landing on runway 14 that uses the ILS to the Department;
 - Airlines must report any landing on a runway other than runway 14 to the Department; and
 - Airlines must adhere to noise abatement procedures for Gold Coast Airport. Refer to Airservices Aeronautical Information Publication (AIP) DAP 164 Aerodrome & Procedure Charts.
- Airlines must work with Gold Coast Airport Limited and Airservices Australia to inform the Gold Coast Airport Community Aviation Consultation Group (CACG) and Gold Coast Airport Noise Abatement Consultative Committee (ANACC) of this permit and the noise implications for surrounding communities before flights commence.

Reviewable Decisions

Decisions made under regulation 10 and 13 of the Regulations are reviewable by the Administrative Appeals Tribunal (AAT). An application can be submitted to the AAT.

The Department, under section 28 of the Administrative Appeals Tribunal Act 1975, if requested can provide reasons for the decision. Any applications or requests should be made within 28 days of receipt of this notice.



AIRCRAFT OPERATIONS DURING GOLD COAST AIRPORT CURFEW

1 January to 31 March 2020

SUMMARY

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

Dispensation

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

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

Pre-curfew Taxi Clearance

There were two pre-curfew taxi clearance movements.

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

Curfew Quota movements

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

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

Emergencies/Search and Rescue

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

Other approved aircraft movements:

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

Runway usage January to March 2020

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



AIRCRAFT OPERATIONS DURING GOLD COAST AIRPORT CURFEW

1 April to 30 June 2020

SUMMARY

Dispensations Granted	Pre-curfew Taxi Clearance	Curfew Quota Movements	Emergency & Search/Rescue Movements	Permitted Jet Movements	Permitted Propeller Driven Aircraft	Diversions
1	0	0	28	3	6	0

Dispensations

There was one dispensation approved during the period 1 April to 30 June 2020.

- On Friday 29 May 2020 Alliance Airlines flight QQ3397 was granted dispensation to land no later than 2320pm. The aircraft landed at 2305pm.

Pre-curfew Taxi Clearance

There were NIL pre-curfew taxi clearance movements.

Curfew Quota movements

There were NIL curfew quota movements conducted by airlines during the period 1 April to 30 June 2020

Emergencies/Search and Rescue

- There were 28 aeromedical flights, using the following aircraft types - Beechcraft Super King Air, Beechcraft Barons, Challenger 600 and Eurocopter AS350B3.

Other approved aircraft movements:

- There were 6 approved propeller driven aircraft movements. These aircraft included: DHC-6 Twin Otters, Piper Navajos, and Socata TBM 700.
- There were three business jet movements. Two Cessna Citations and a Cessna 525.

Runway usage January to March 2020

	April	May	June	Totals
Runway 14 Arrivals	0	4	4	8
Runway 14 Departures	4	8	11	23
Runway 32 Arrivals	0	0	1	1
Runway 32 Departures	4	1	0	5

Runway 17 Departures	0	0	0	0
Helipad Arrivals	0	0	1	1
Helipad Departures	0	0	0	0
				38

Attachment 8

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