

Airport Noise Abatement Consultative Committee (ANACC)



MEETING MINUTES

Date: Thursday, 17 June 2021
Time: 09:00 – 12:00
Location: Rydges Gold Coast Airport & 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 11th February 2021

Chair sought feedback from members on the minutes from the 11 February 2021 meeting. The minutes were endorsed and accepted by the committee.

2.2 Action List & Recommendations

- **Action:** ASA to provide data to determine if RNP arrivals to the south have increased and visual approach decrease?
- **Action:** ASA to provide report on Southern Operations Review and respond to request for meeting with Larry Woodland & Julie Murray
- **Action:** ASA to provide detail on exactly how the adjustment of the RWY 14 SID may affect the results of the southern operations review
- **Action:** Chair to arrange out of session members meeting upon receipt of draft Southern Operations Review report
- **Action:** Chair to schedule out of session meeting for the group to review SWP to complete collective update and amendments at the airport central office. This action is for community members to review and amend the member developed Strategic Work Program.
- **Resolution:** ASA continue to hold recommendation 4 under review and that they act to incorporate the recommended wording into the NAPS.
- **Resolution:** That the permit application be refused for BAE 146 in curfew operations be refused and regulatory amendments made to prevent repeat activities.
John Hicks raised motion, all in favour except one (Peter Long). Chair will submit formal letter by COB Tuesday June 22nd.
- **Motion:** Raised by David Gray to amend Bills submission to include differential runway operations during early morning hours.
Vote declined motion: 2 in favour, 3 against
- **Resolution:** Differential runway trail for daylight savings period 2021/22 to be proposed to Airservices. Formal proposal to be drafted by ANACC and provided to ASA for feasibility assessment
Vote supported motion: 5 in favour, 2 against

3. Correspondence

Refer to Attachment 3 for full details.

4. Airservices Report

Refer to Attachment 4 for full details

- It was noted Fiona Lawton's replacement Prima Lopez is unavailable today and Tim Gill will be presenting. The Airservices presentation will be moved to first item as Tim Gill needs to leave early
- RNP-AR smart tracking data Jan to April presented
 - John Alcorn asked if there has been an increase of RNP arrivals from the south on RWY32 and if there has there been less use of the visual approach, Tim Gill will look into this.
 - John Alcorn stated the graphs appear to show an increase of RNP. Tim Gill stated this is possibly due to the recovery from COVID
 - Offset use for runway 32 was queried, and whether New Zealand flights could use the offset approach to runway 32. This may result in an average of 7 additional aircraft (at time of initial assessment) using the offset approach to runway 32 and is not capped.

4.1 *ILS Post Implementation Review (PIR) Update*

- John Hicks queried if there is an update on the progress of the NAPS Wording action.
 - Tim Gill stated the NAPS wording needs to be standard across the board, the language can't be altered as they are guided by standards
 - John Hicks believes recognition of the use of the ILS needs to be recognised in the NAPS, Tim Gill will look into this but stated current NAP wording does ensure all other flight options must be used unless certain circumstances are met, the ILS is the lowest priority.
 - John Hicks stated his belief the above is not reflected in the NAPS.
 - Committee recommendation of the wording remains under review and a full report will be received next meeting.
 - ASA agreed to update the NAPs wording and provided the update at the CACG.
 - **Resolution:** ASA continue to hold recommendation 4 under review and that they act to incorporate the recommended wording into the NAPS.
 - **John Hicks raised the motion-Bill Pinkstone seconded, unanimous support**

4.2 *Noise Monitoring Review*

- Finalising the review of 34 locations, further assessment required to ensure suitability. Draft report to be released by the end of June.
- Bill Pinkstone stated there is an action that Airservices Australia would approach Tweed Council regarding the noise monitor and has not happened,
 - Council has offered site and under consideration but there was a few issues, Bill Pinkstone requested Airservices Australia liaise with Tweed shire council to fix this issue

4.3 *Southern operations noise improvements investigations*

- Proposals being further assessed by operations before progressing to flight path design
- Presentation showed initial proposal detailing an average of about 7 aircraft onto offset flight path John Alcorn queried the how the number of 7 flights was reached, Tim Gill stated 7 was not the total number of flights it is an indicative number at time of initial discussion.
- Southern operations noise investigation report being finalised copy to be provided to ANACC before next meeting.
- Julie Murray stated "Flights over Kingscliff" action was closed by Airservices though not agreed to by some members of the committee, and we do not have in writing the report results on southern movement operations. Tim Gill said he would confirm with Airservices that the data would be provided.
- Julie Murray requested full detail be provided in the report, Tim Gill stated this will be in the

draft report. Chair confirmed the action item was closed as it had been tested and found by Airservices to be warranted and no cause for change. Some members of the committee to not agree with the closure of this action. A new action should be raised if that is the case.

- Details of the investigation into the southern operations review were presented to the committee in Feb. The full report on the findings will be provided to the committee by next sitting.
- Face to face meeting requested by Larry Woodland with Airservices Australia, Tim Gill will discuss with his colleague.
- John Alcorn requested report be given to ANACC for review and comment and not be finalised. Chair to organise meeting out of session on this report once draft is provided. Tim Gill stated the report and investigations findings are not for review, however, the ANACC can provide comments and feedback on the draft report.
- 1000 AirServices left meeting, John Hicks stated there are a few questions. Kingscliff action item closed due to report. This is an issue that was not worked to full conclusion in this committee and the process is not working, during the meeting last week we raised the point we do not agree with this. It very difficult to resolve a difficult issue in this forum.
- **Action** - In relation to the southern operation noise investigations this committee recommends to Airservices Australia that it does include further consideration of the impact of adjusting the runway 14 SID and star as per the briefing the 11th February meeting and the southern operations review draft be released to the committee asap for comment.

4.4 *Member Feedback*

- Bill Pinkstone has requested Airservices look at the viability of differential runway operations at GCA as in Brisbane, the Chair will formalise documentation and this will be looked at from an operational standpoint. Brisbane operations to be investigated. How long it takes depends on the particular change. Gold Coast community would need to be consulted for the change to be made including and environmental Impact Assessment.
- Noise complaint numbers January to April shown and compared to 3-year average and total in 2020,
 - Larry Woodland raised there are residents in NSW that are blacklisted from making complaints.
 - Tim Gill stated Airservices Australia do not have blacklist and explained the NCIS complaint process. Larry Woodland to review this matter and provide specific detail on claims for further investigation.

5. Department of Infrastructure (the Department) & Curfew Update incl. BAE 146 freight curfew operations

- Russell McArthur provided an update on the status of the BAE 146 freight operation and explained the need to balance noise concerns with economic benefit.
- Julie Murray questioned how many of these flights contain urgent medical supplies, this question was passed on last meeting. The department are unable to provide a break down freight items due to commercial confidentiality considerations.
- John Hicks queried if the CACG chair has written a formal letter to the Department regarding the committee position against the service operating in the curfew period.
- Brett to circulate letter sent from CACG and the response from the Department.
- Chair acknowledged he had not yet sent formal letter to Dept. stating committee opposition though has had regular contact with the Dept. and other stakeholders as to the committee position against the service.
- Chair to provide letter to Department. prior to COB 22 June ahead of current service approval expiring.
- Bill Pinkstone queried if his request be verbally recognised that the plane be sent to Brisbane if operating in curfew.

- Russell McArthur took feedback from Committee members, including noting concerns from the suburbs most affected, including Tugun, Bilinga and Currumbin.
- Bill Pinkstone suggested the regulation be amended to prevent freight operations during curfew.
- Russell McArthur stated member and community feedback on the service could be provided to the Dept. by COB Tuesday 22nd via ANACC Chair or sent direct to curfews@infrastructure.gov.au
- Russell McArthur noted the reduction in the number of passenger aircraft resulting from the greater Sydney lockdown is significantly affecting the capacity for freight operations.
- David Stani stated if the plane arrived at 6am it would impact the Gold Coast and Tweed communities' due chain of supply being affected. They operate on a network and connect to other planes and transport services. He is open to feedback to try and answer any questions outside this meeting that might help the situation.
- Peter Long spoke in support of the service noting the BAE 146 was designed to be low impact from a noise perspective and that the freight provision provided improved outcomes to his and other businesses.
- **Resolution:** That the permit application be refused for BAE 146 in curfew operations be refused and regulatory amendments made to prevent repeat activities.
- **John Hicks raised motion – Bill Pinkstone seconded. All in favour except one (Peter Long). Chair will submit formal letter by COB Tuesday June 22nd.**

6. 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.

7. General Aviation Update

- FNA Distributed to GA community for review and will be sent to members for comment and review.
- Peter Long provided an update to the meeting, noted a drop in GA movements

8. Strategic Work Program

Action - Chair to schedule out of session meeting for the group to review SWP to complete collective update and amendments at the airport central office.

8.1 Ongoing Focus Points

The chair went through the two SWP items on the agenda

- Item 1.3 Flights over Kingscliff
 - In consultation with relevant members it was suggested the committee consider making a recommendation to ASA that they change the way they resolve these issues and have meetings with this committee to resolve or understand the ASA perspective.
- Item 4.3 Ongoing absence of permanent noise monitor at Tweed Heads

Action - Chair to ask if Airservices Australia can facilitate a meeting to progress SWP issues.

Resolution - Committee recommends Prima Lopez convenes with ANACC members to improve communication and the map way forward.

9. General Business

- David Gray discussed the Airforce flight noise regarding FA-18 low level passing close to the coast at Southern Gold Coast.
 - David Gray stated he has attempted to contact the Minister of Defence and put in a formal complaints with no response.
 - Bill Pinkstone agrees this activity is inappropriate and mentioned he raised this 20 years ago.

Action: Chair to enquire as to why David Gray had not received a response.

- Lindy Smith requested CACG include what the GCA process will be for the proposed relocation of the runway 32 landing threshold.
 - David Gray requested additional information on the matter as to the potential effects
 - Chair stated in the final sections of approach to RWY 32 it equated to aircraft being approx. 50 ft lower with a change to noise of ~+1-2 db (with 3 db difference being noticeable to human hearing).
- Differential Runway Operations
 - Bill Pinkstone discussed applying differential runway operations (ARV/DEP aircraft use opposing runway headings in order to limit share numbers of flights over each end of the runway). Between 2200 and 2300 during daylight savings where operationally possible. This would reduce the level of activity over communities to the south later at night and counter the requirement for RWY 14 to be the preferred runway at all times.
Resolution - Bill Pinkstone requested ASA conduct a differential runway trial over the daylight savings period 2021/2022 for the reasons described in Bills submitted correspondence on the matter.
Bill Pinkstone raised motion – Julie Murray seconded.
 - David Gray put forward a proposal to amend proposal submitted by Bill to include morning time periods (0600-0800) from a QLD/ northern communities' perspective.
 - **Motion:** Raised by David Gray to amend Bills submission to include differential runway operations during early morning hours.
Vote declined motion: 2 in favour, 3 against
 - **Resolution-** Differential runway trail for daylight savings period 2021/22 to be proposed to Airservices.
Vote supported motion: 5 in favour, 2 against

Committee requested the impact be monitored for north and south. Noted this is not ruled out if it cannot be completed in time for the coming daylight savings season.

The Chair thanked members for their participation and closed the meeting at 12:00.

Attachment 1: Attendance and Apologies

Date: Thursday, 11 February 2021

Attendance

Matthew Bender (Chair)	Gold Coast Airport
Sarah Wintzloff (Secretary)	Gold Coast Airport
Brett Curtis	Gold Coast Airport
Bill Pinkstone	Banora Point & District Residents Association
David Gray	Bilinga Neighbourhood Watch
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
Peter Long	Air Gold Coast
Russell McArthur	DITRDC
Tim Gill	Airservices Australia
David Stani	Qantas

Apologies

Anthony Steinfort	Tugun Progress Association
Bill Pinkstone	Banora Point & District Residents Association
Brad Pearce	Tweed Shire Council
Craig Dunstone	Operations Manager Procedures
Gary Scott	Airservices Australia
Glenn Nott	Oxley Cove
Guy Proctor	Jetstar Airways
Jacqui Cord	Tweed Shire Council
Jared Feehely	Gold Coast Airport
John Sweeney	Banora Point & District Residents Association
Justine Elliot	Federal Member for Richmond
Karrylyne Johnson	DITRDC
Kate Frazer	Director Operations – Terminal Services North
Lucy Arden	Gold Coast Airport
Michael Beckhaus	new Unit Tower Supervisor (UTS)
NCIS Investigations	Airservices Australia
Pat Tate	Banora Point & District Residents Assoc. Inc.
Paul Baker	Friends of Currumbin
Peter Barrett	Gold Coast District Neighbourhood Watch
Peter Inall	DITRDC
Prema Lopez	Community Engagement - Senior Advisor
Ronni Hoskisson	Tweed Residents & Ratepayers Association
Sally Adsett	Airservices Australia
Scott Stephens	Airservices Australia
Steven Pitt	Gold Coast Airport
Tania MacDonald	Department of Infrastructure
Val Kirk	Kingscliff

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.
49	17/06/2021	Southern Noise Operation	In relation to the southern operation noise investigations this committee recommends to Airservices Australia that it includes further consideration of the impact of adjusting the runway 14 SID and star as per the 11 th February briefing and the southern operations review draft be released to the committee asap for comment.		14/10/2021	OPEN.
50	17/06/2021	SWP Update and Amendments	Chair to schedule out of session meeting for the group to review SWP to complete collective update and amendments	Matthew Bender	14/10/2021	OPEN.
51	17/06/2021	ASA SWP Meeting	Chair to ask if ASA can facilitate a meeting to progress SWP issues.	Matthew Bender	14/10/2021	OPEN.
52	17/06/2021	Airforce flight noise	Chair to enquire as to why David Gray had not received a response regarding Airforce flight noise	Matthew Bender	14/10/2021	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 webtrak 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
09/01/2021 Ceridwen Way to GC Enquiries	C	13/01/2021 MBender to Ceridwen Way
28/02/2021 Ceridwen Way Responding to MBender	C	N/A
02/03/2021 Peter Ross via Justine Elliot to ANACC Mailbox	N	ASA responded
10/03/2021 Nyomi Butler to GC Enquires	G	15/03/2021 MBender to Nyomi Butler
12/03/2021 Raymond Close to Feedback Mailbox	F	15/03/2021 MBender to Raymond Close
15/03/2021 Nyomi Butler responding to MBender	G	N/A
26/03/2021 Russell McArthur to Ron Brent, CACG, ANACC	C	N/A
05/04/2021 Debra Bryan to Feedback Mailbox	N	Comment no response required
06/04/2021 Reception Voicemail 0408687090	N	MBender returned call
14/04/2021 Cheryl Williams to Feedback Mailbox	N	19/04/2021 MBender to Cheryl Williams
15/04/2021 Kevin Nice to GC Enquires 20/04/2021 Kevin Nice to MBender 20/04/2021 Kevin Nice to MBender	C/N	20/04/2021 MBender to Kevin Nice 20/04/2021 MBender to Kevin Nice
18/04/2021 Gordon Quah-Smith to ANACC Mailbox	H	Not GCA related
04/05/2021 Judith Markwell via online form submission	F	Comment no response required
07/05/2021 0436336084 Peter Kershaw via Reception	H	MBender returned call, not GCA related
15/05/2021 Reception Voicemail 0432 523 226	C/N	26/05/2021 Call returned, no answer
18/05/2021 Reception Voicemail 0444 540 618	C/N	26/05/2021 Call returned, no answer
25/05/2021 Reception Voicemail 0414 868 189	C/N	26/05/2021 Call returned, no answer

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

17 JUNE 2021



AIRSERVICES UPDATE

GOLD COAST ANACC

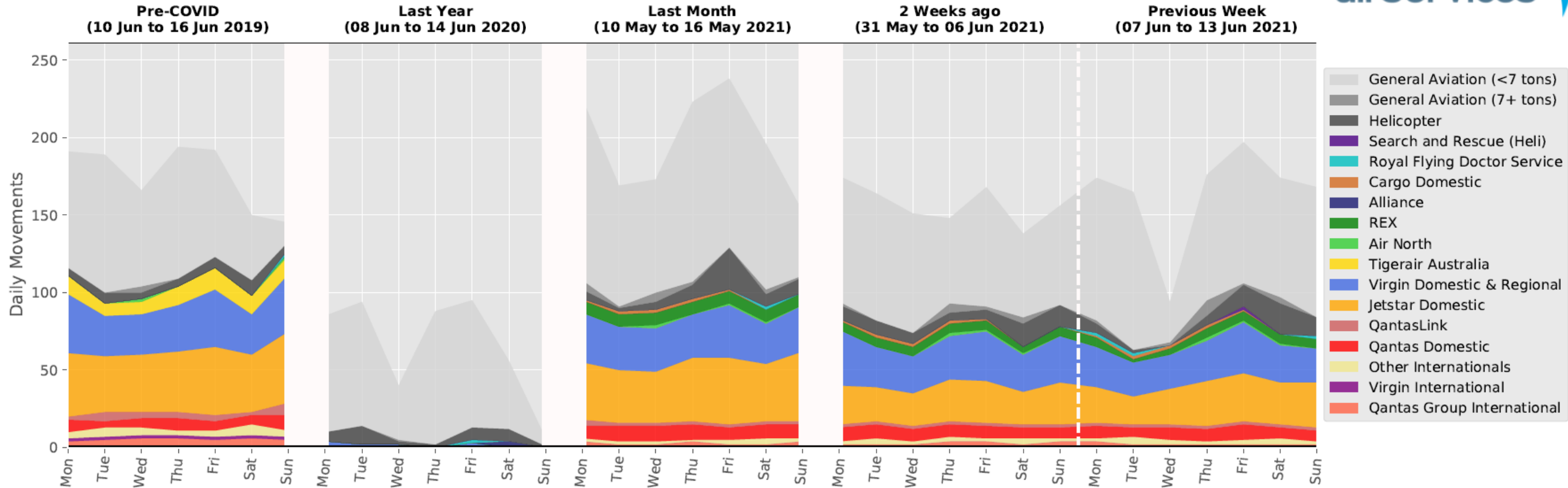
AIRSERVICES UPDATE

- Tower Update
- Operational Update
 - RNP AR use
- NAPs wording
- Noise Monitoring Review
- NCIS complaints



AIR TRAFFIC MOVEMENTS

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



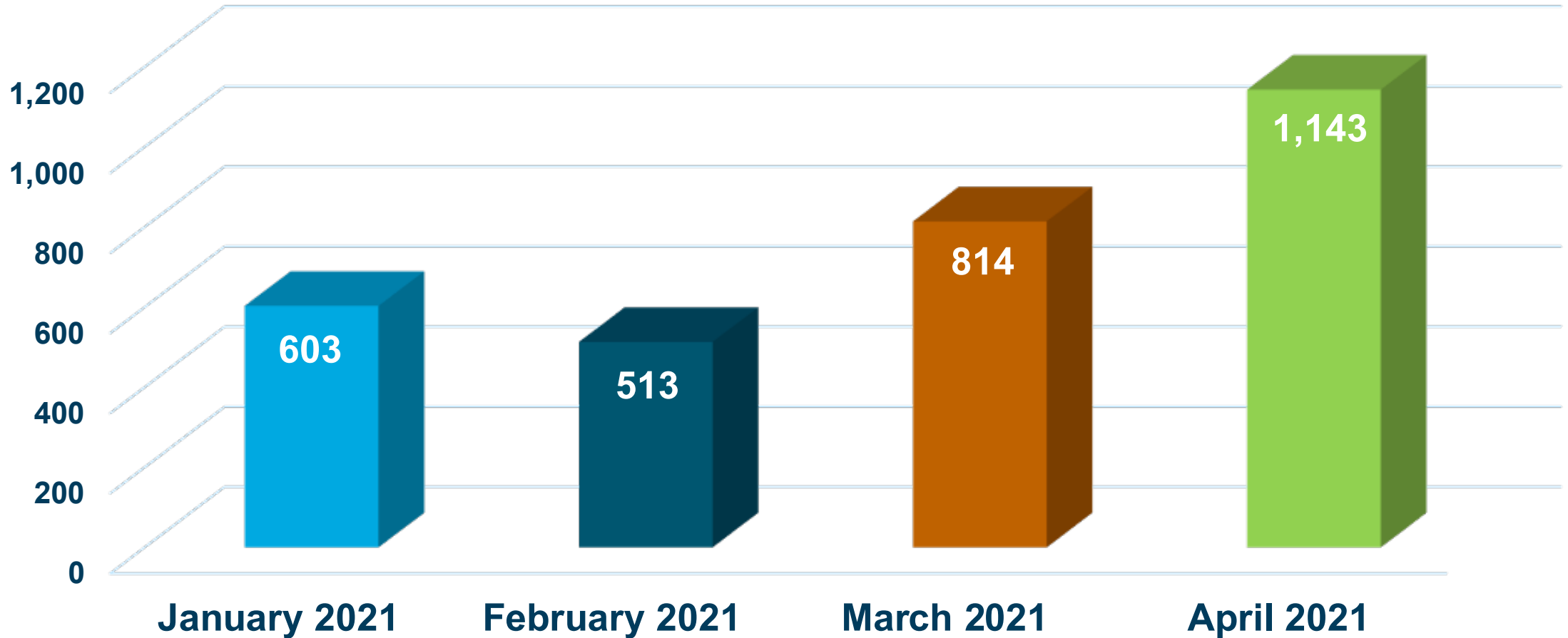
- Other Internationals are Foreign Airlines as well as Short Haul Internationals of Regional Airlines.
 - General Aviation (Light) does not include movements without Flight Plan.

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.

RNP-AR SMART TRACKING

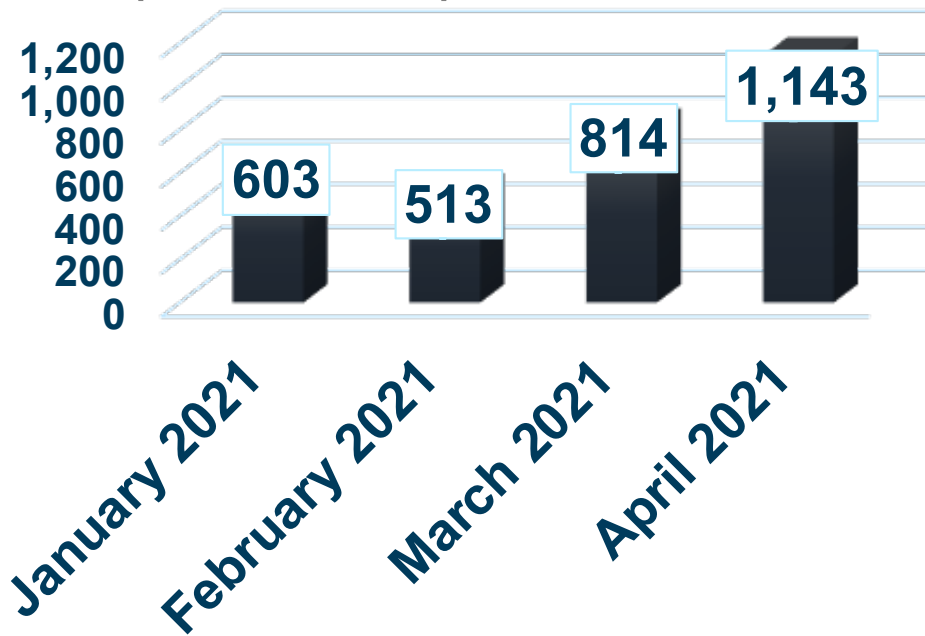
RNP-AR (SMART TRACKING) JANUARY – APRIL 2021

TOTAL NUMBER OF RNP FLIGHTS (BOTH RWYS)

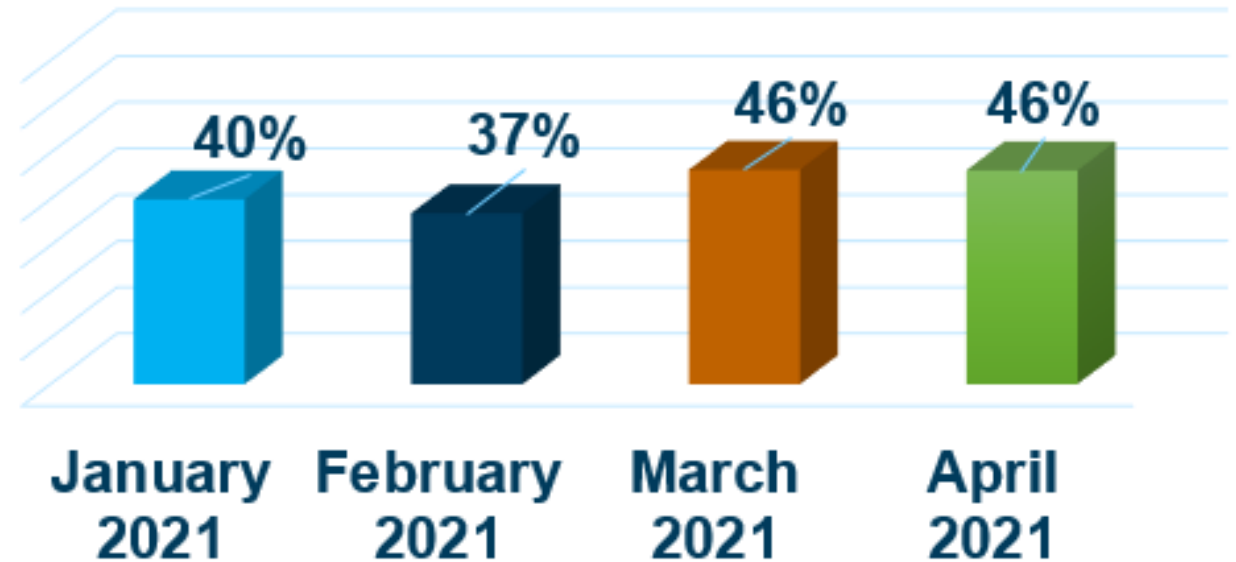


RNP-AR (SMART TRACKING) JANUARY – APRIL 2021

TOTAL NUMBER OF RNP FLIGHTS
(BOTH RWYS)

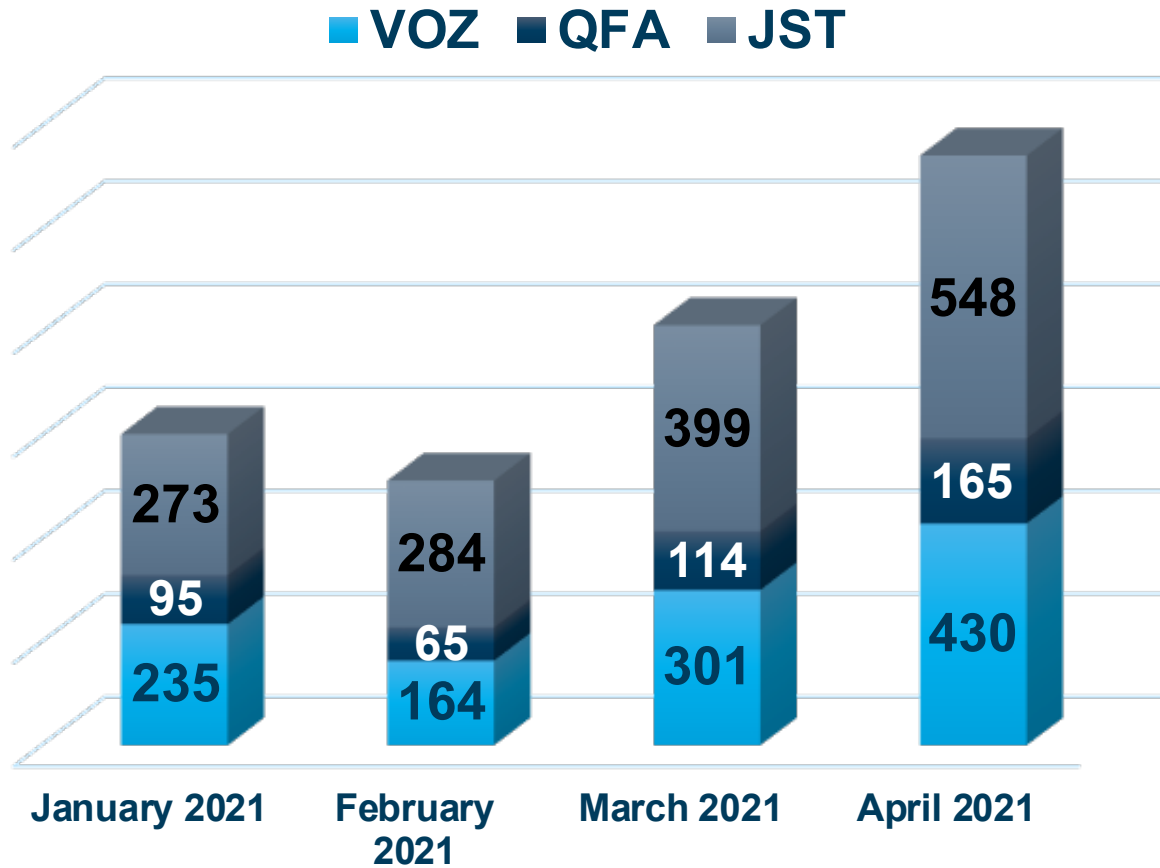


PERCENTAGE OF ALL RNP ARRIVALS

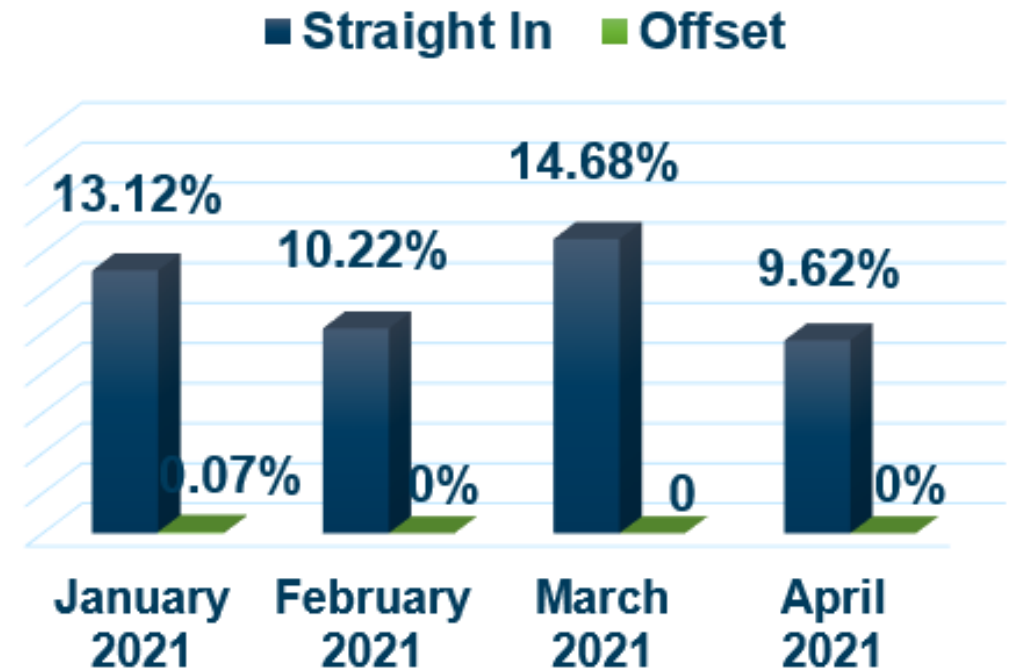


RNP-AR (SMART TRACKING) JANUARY – APRIL 2021

NUMBER OF RNP FLIGHTS BY AIRLINE

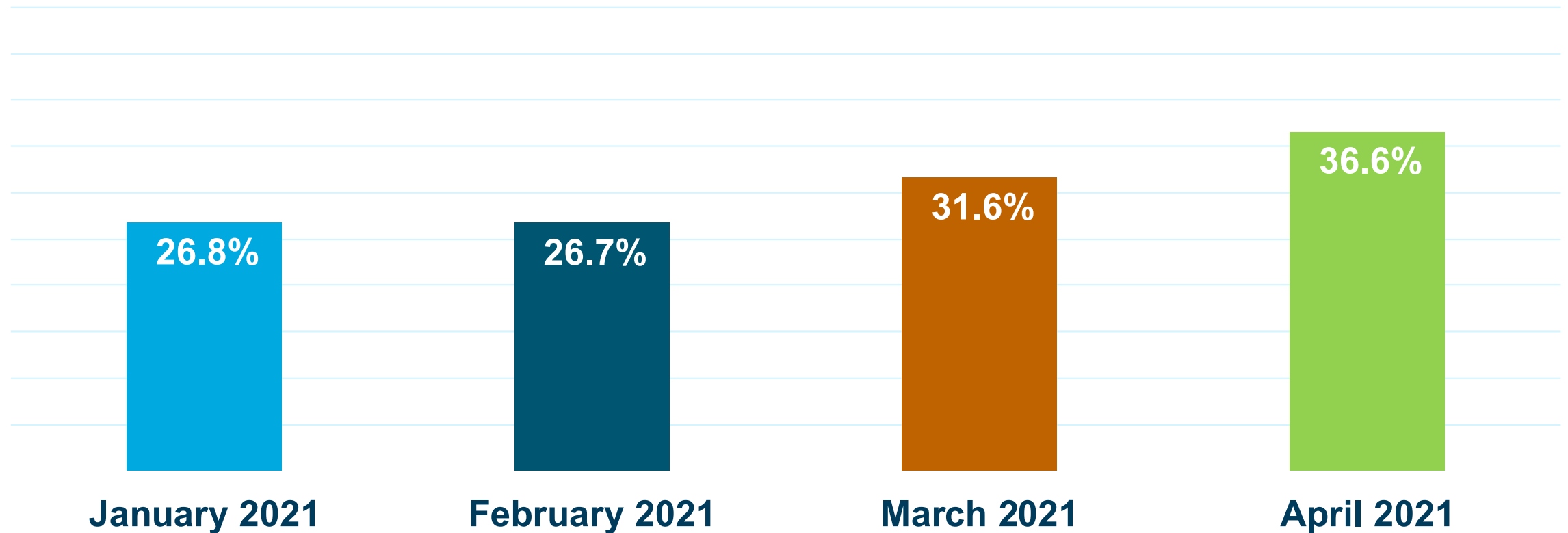


RWY 32 USE AS A % OF ALL ARRIVALS



RNP-AR (SMART TRACKING) JANUARY – APRIL 2021

RWY 14 USE AS A % OF ALL ARRIVALS



NAPS WORDING

GOLD COAST ILS PIR - RECOMMENDED ACTION 4

NAPS WORDING

NAPS WORDING CHANGE – WILL NOT PROGRESS

- NAPs are written for pilots, with language and instructions specific to this audience and constrained by the aviation rule set.
- The Air Traffic Services (ATS) Operational Document Style Guide (ATS-GUIDE-0027) stipulates requirements for document format, layout and writing practices.
- Noise abatement is the prescribed intention of a NAP. It is unnecessary to state the reason for the NAP in the instructions.
- 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

ILS REPORTING

— Airservices has provided an updated report format for comment.

— The format includes the following headings:

- Date
- ATIS ILS Period starts
- ATIS ILS Period ends
- ATIS ILS duration (hours)
- ILS nominated on the ATIS
- Aircraft Types
- Reason for ILS
- All ILS call signs (with aircraft type / local landing time)

Gold Coast ILS PIR - 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.

Date	ATIS ILS Period start	ATIS ILS Period end	ATIS ILS duration (hours)	ILS nominated on the ATIS	Aircraft Types	Reason for ILS	All ILS call signs (with aircraft type / local landing time)
1/10/2020				No			
2/10/2020				No	4 x Light	4 x Training	VH-ROV (Piston, Training, 10:31:53), VH-AZU (Piston, Training, 12:55:31), VH-VVP (Piston, Training, 13:00:00)
3/10/2020				No			
4/10/2020				No			
5/10/2020				No			
6/10/2020				No	2 x Light	2 x Training	VH-AAC (Turboprop, Training, 09:51:04), VH-VDN (Piston, Training, 16:40:33)
7/10/2020				No	2 x Light	2 x Training	VH-VVJ (Piston, Training, 10:39:13), VH-BYS (Turboprop, Training, 18:42:27)
8/10/2020				No			
9/10/2020				No	1 x Light	1 x Training	VH-BYS (Turboprop, Training, 14:37:23)
10/10/2020				No	4 x Light	4 x Training	VH-RQU (Piston, Training, 09:11:53), VH-EDH (Piston, Training, 09:39:12), VH-RQU (Piston, Training, 10:00:00)
11/10/2020				No			
12/10/2020				No	2 x Light	2 x Training	VH-NGI (Piston, Training, 12:19:45), VH-ROV (Piston, Training, 13:13:49)
13/10/2020				No	2 x Light	2 x Training	VH-ROV (Piston, Training, 13:28:18), VH-NGI (Piston, Training, 17:06:24)
14/10/2020				No	3 x Light	3 x Training	VH-EZR (Piston, Training, 14:27:19), VH-ROV (Piston, Training, 14:40:36), VH-LTC (Piston, Training, 15:00:00)
15/10/2020				No	5 x Light	5 x Training	VH-ROV (Piston, Training, 10:44:37), VH-ROV (Piston, Training, 13:42:14), VH-BTN (Piston, Training, 14:00:00)
16/10/2020				No	1 x Light	1 x Training	VH-TLH (Turboprop, Training, 18:09:28)
17/10/2020				No			
18/10/2020				No			
19/10/2020				No	4 x Light	4 x Training	VH-BXZ (Piston, Training, 13:50:40), VH-YDC (Piston, Training, 16:05:16), VH-TLH (Piston, Training, 16:05:16)
20/10/2020				No	1 x Light	1 x Training	VH-ROV (Piston, Training, 10:24:42)
21/10/2020				No	5 x Light	5 x Training	VH-NGI (Piston, Training, 13:00:20), VH-ROV (Piston, Training, 13:51:48), VH-NGI (Piston, Training, 14:00:00)
22/10/2020				No			
23/10/2020				No			
24/10/2020				No			
25/10/2020				No			
26/10/2020				No	1 x Light	1 x Training	VH-ROV (Piston, Training, 10:00:39)
27/10/2020 17:05	27/10/2020 18:01		0.93	Yes	1 x Light	1 x Training	VH-ROV (Piston, Training, 09:47:04)
28/10/2020				No			
29/10/2020				No			
30/10/2020				No	3 x Light	3 x Training	VH-ROV (Piston, Training, 06:31:55), VH-YDC (Piston, Training, 12:25:15), VH-ZUA (Piston, Training, 13:00:00)
31/10/2020				No			
1/11/2020				No			
2/11/2020				No	2 x Light	2 x Training	VH-XHN (Piston, Training, 09:27:20), VH-XHN (Piston, Training, 15:41:11)
3/11/2020				No	6 x Light	6 x Training	VH-EYQ (Turboprop, Training, 09:10:55), VH-PXA (Piston, Training, 11:05:19), VH-FR (Piston, Training, 11:05:19)
4/11/2020				No	4 x Light	4 x Training	VH-ROV (Piston, Training, 10:42:18), VH-YHM (Piston, Training, 13:05:59), VH-YHP (Piston, Training, 13:05:59)
5/11/2020				No			
6/11/2020				No	1 x Light	1 x Training	VH-SLC (Piston, Training, 15:48:20)
7/11/2020				No			
8/11/2020				No	4 x Light	4 x Training	VH-XHN (Piston, Training, 10:02:47), VH-TLH (Turboprop, Training, 16:26:07), VH-T (Piston, Training, 16:26:07)
9/11/2020				No	5	5 x Training	VH-DCB (Piston, Training, 09:24:43), VH-YDC (Piston, Training, 09:33:16), VH-KOF (Piston, Training, 09:33:16)
10/11/2020				No	2	2 x Training	VH-XHN (Piston, Training, 12:05:28), VH-PXA (Piston, Training, 15:21:59)
11/11/2020				No			
12/11/2020				No			
13/11/2020				No			
14/11/2020				No			
15/11/2020				No			
16/11/2020				No			
17/11/2020				No	3 x Light	3 x Training	VH-XHN (Piston, Training, 13:39:46), VH-XHN (Piston, Training, 13:39:48), VH-EYQ (Piston, Training, 13:39:48)
18/11/2020				No	3 x Light	3 x Training	VH-YDC (Piston, Training, 19:03:28), VH-YDC (Piston, Training, 19:03:28), VH-ZKF (Piston, Training, 19:03:28)
19/11/2020				No			
20/11/2020				No	1 x Light	1 x Training	VH-YHP (Piston, Training, 09:41:28)
21/11/2020				No			
22/11/2020				No			
23/11/2020				No			
24/11/2020				No	2 x Light	2 x Training	VH-BXZ (Piston, Training, 12:59:12), VH-NOZ (Piston, Training, 13:26:06)
25/11/2020				No	6 x Light	6 x Training	VH-AAC (Turboprop, Training, 07:43:44), VH-XGD (Piston, Training, 09:35:39), VH-XGD (Piston, Training, 09:35:39)
26/11/2020				No			
27/11/2020				No			
28/11/2020				No			
29/11/2020				No	1 x Light	1 x Training	VH-YRE (Piston, Training, 14:06:56)
30/11/2020				No			

Example

NOISE MONITORING REVIEW

NOISE MONITORING REVIEW UPDATE

8 FEBRUARY 2021 AND 22 MARCH 2021

- Airservices Environment Team is finalising the Noise Monitoring Review Report
- A total of 34 suggestions for potential locations were received (14 through the ANACC and 20 through *Engage Airservices*)
- All locations have been assessed against the criteria outlined in the Terms of Reference
- Several potential locations have been identified which meet the assessment criteria, however these locations will require further on-site assessment to determine final suitability
- The draft report will be released for a public comment period by the end of June

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.

NOISE IMPROVEMENT PROPOSALS

NOISE IMPROVEMENT PROPOSALS

- **Progress on noise improvement proposals**
- The following proposals are being further assessed by Ops before progressing to flight path design
 - Impacts of adjusting the RWY14 departure – H095
 - RWY 32 RNP-AR assessment: Proposal to move average of 7 acft onto the off-set flight path
RWY 32 RNAV off-set investigation
- (PIR action) Proposed RWY14 STAR to ILS for arrivals from the south and east
 - Progressed to flight path design programme schedule
- **Southern Operations Noise Investigation**
 - Airservices is finalising the report and will provide a copy to the ANACC prior to the next meeting

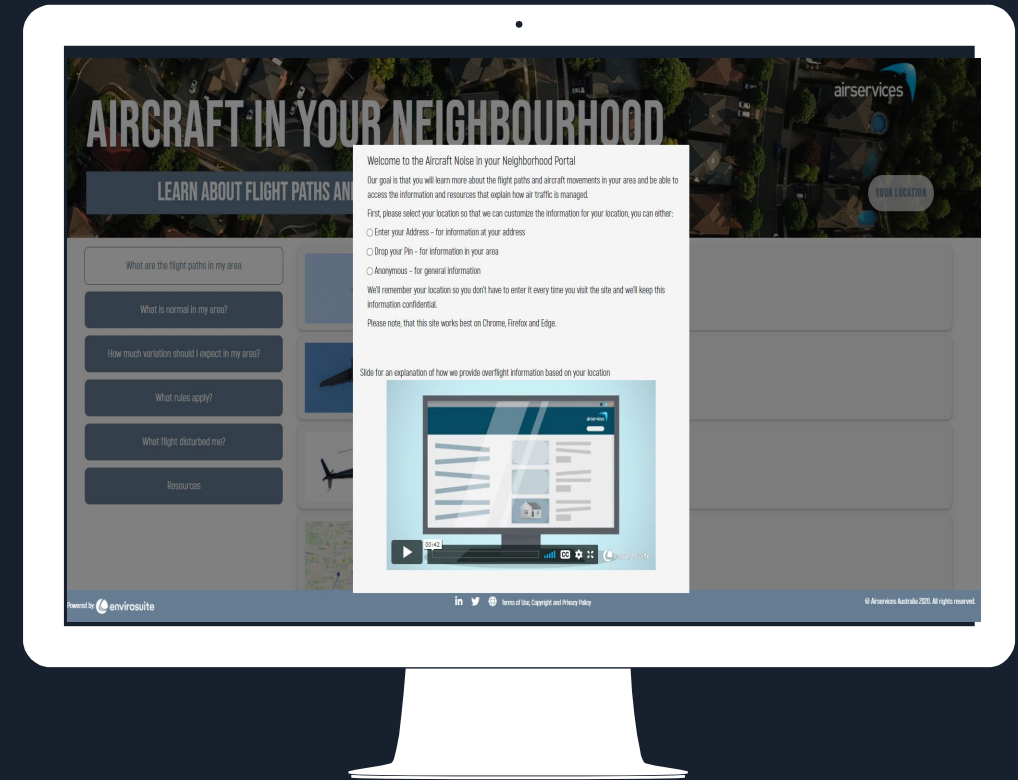
NCIS COMPLAINTS

ONLINE REPORT

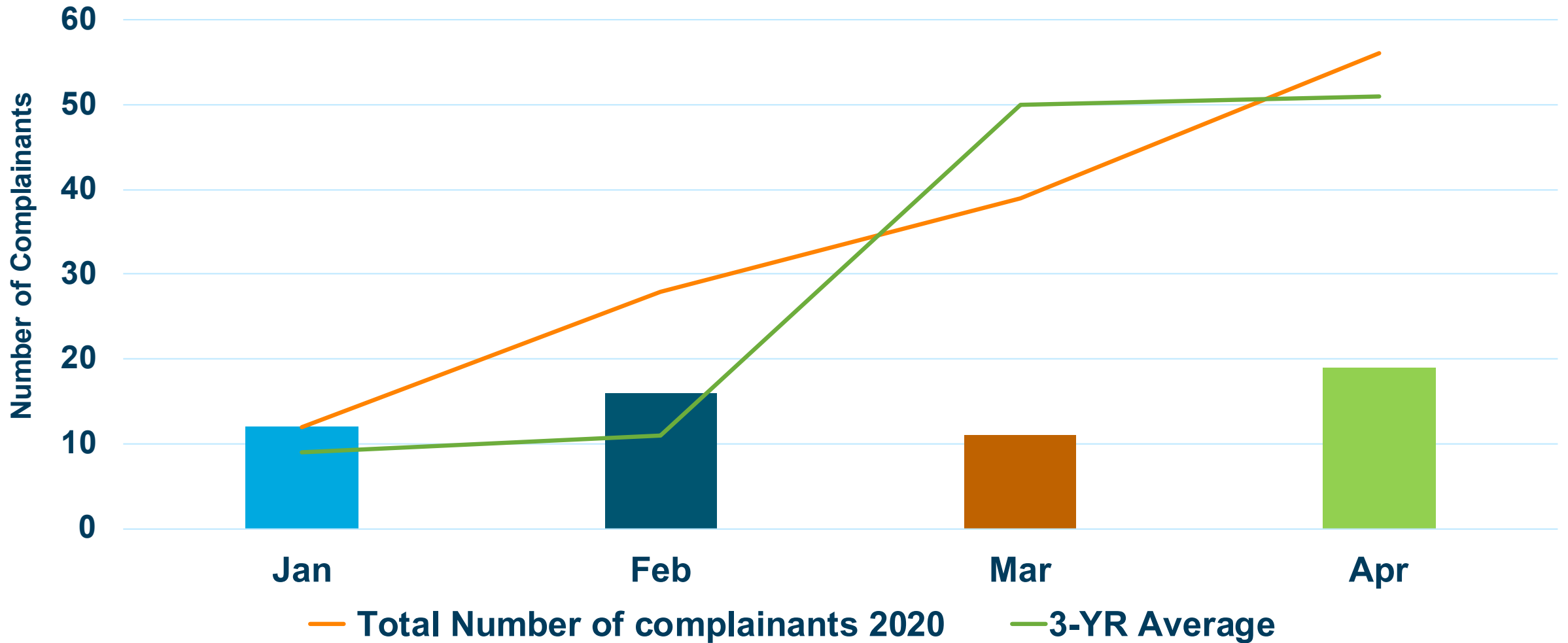
- Available on our website at:

<https://aircraftnoise.airservicesaustralia.com/>

- Enter your address or select Gold Coast Coast
- What flight disturbed me and Gold Coast Coast complaints report
- Jan to May available

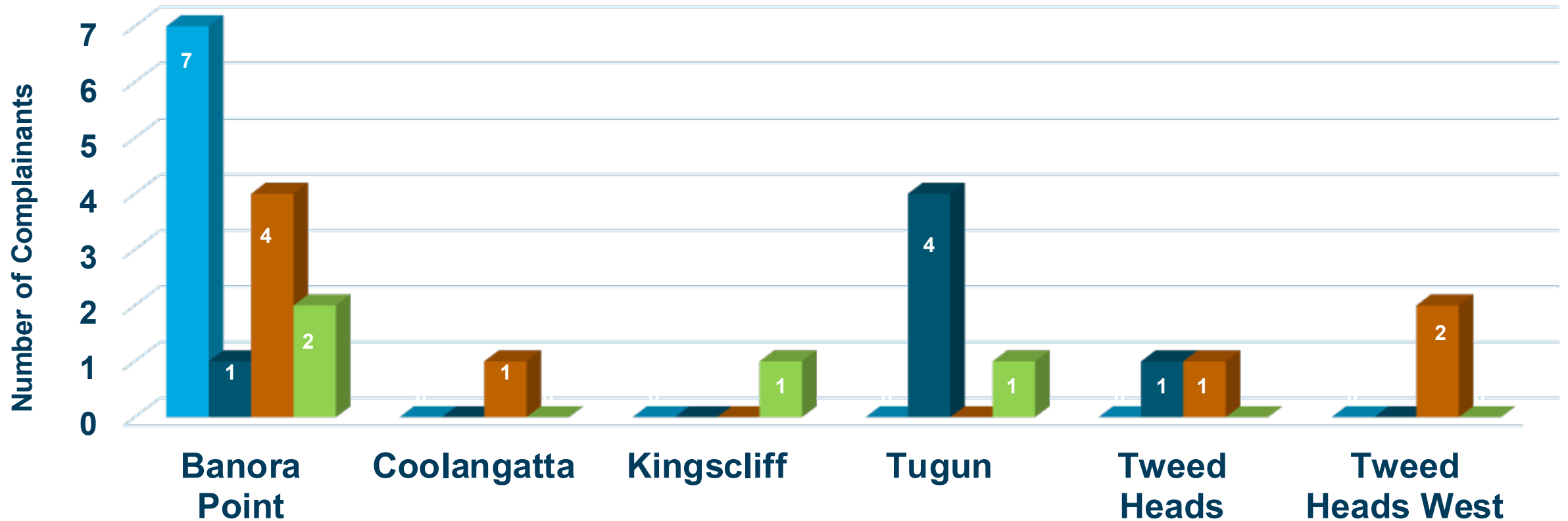


NCIS UPDATE - COMPLAINANT NUMBERS PER MONTH



NCIS UPDATE SUBURBS AND NUMBER COMPLAINANTS AFFECTED PER MONTH

■ Jan ■ Feb ■ Mar ■ Apr



NCIS UPDATE – COMPLAINT ISSUES

- Standard flight path issues and curfew movements were the main issues Feb to April.
 - 44% - standard flight path movements
 - 38% - curfew movements.
 - 9% - training. This includes fixed wing circuit training and helicopter non-circuit training.
- Standard flight path issues
 - 60% - ILS usage with 50% of these occurring in April and 41% in February
 - 25% - R14 departures.
- Curfew movements
 - Majority were about the BAE-146 curfew movements, with residents advising of sleep disturbance.
 - The remainder were about permitted movements.



THANK YOU

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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