

Airport Noise Abatement Consultative Committee (ANACC)



MEETING MINUTES

Date: Thursday, 20 October 2022
Time: 09:00 – 12:00
Location: Rydges Hotel, Gold Coast Airport | Teams Meeting

1. Welcome, Attendance and Apologies/Proxies

Chair, Matthew Bender, opened the meeting at 09:07am and welcomed members and observers to the October meeting. Chair acknowledged the traditional owners of the lands on which we were meeting, and on the attendees' behalf, paid respects to the elders' past, present and emerging.

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 23rd June 2022

Chair sought feedback from members on the minutes from the 23rd June 2022 meeting.

- June minutes endorsed.

2.2. Action List & Recommendations

ACTION: Southern Operations Review - Final copies of the report to be provided after the ANACC meeting.

ACTION: SID coordinates and Waypoints - Chair advised he will follow up with Scott Stephens for further clarification and include Bill Pinkstone and Larry Woodland in the correspondence.

ACTION: Flight Paths Runway 32 Offset Approach - Matthew Thomas from Airservices will send an update to this action and provide a full response on some of the data and how it operates to ensure everyone is on the same page.

ACTION: Request to restore historical data capability (beyond 3 months) on Webtrak by Bill Pinkstone.

ACTION: Differential Runway Report: Request AsA to provide a written report to Bill Pinkstone and the committee.

3. Correspondence

Correspondence for the last quarter was presented. No issues or concerns discussed.

4. Department of Infrastructure & Curfew Update

9:48am – Nik Wahi update from The Department.

- White Paper process will generate an opportunity for the community consultation to engage in sustainable aviation sector, aircraft noise, community development - likely to take place next year.
- John Hicks – Is there a point of contact where members could highlight issues that they would like to have discussed?
 - Nik Wahi – The green paper helps determine what is discussed as part of the white paper which is lead by a taskforce within The Department. Nik will advise the ANACC of these details for members that would like to highlight specific items.

ACTION: Nik Wahi to forward contact details of The Department’s taskforce to the ANACC Chair and Secretariat who will then distribute to the ANACC members.

ACTION: Nik Wahi to provide update for the community engagement dates with reference to the white paper review.

- Nik Wahi discussed the curfew movements/dispensations report. If access is required sooner the reports are available on the Department website.
- There was confusion in July over one carrier who flew in the curfew that thought they had a curfew dispensation. See regulatory action in the curfew summary.
- David Gray – queried the page 3 dispensation that was refused and asked whether the flight made it to Gold Coast or was it stuck in Melbourne?
 - Nik Wahi – confirmed that the flight did not leave Melbourne. Nik also advised that not all dispensations are recorded. In circumstances where requests are denied details will not be made public.
- David Gray also queried the Scoot dispensation.
 - Nik Wahi explained that the operator was apologetic and have since pushed the flight time out to avoid breaching the curfew in the future.
- Nik Wahi to provide an overview of the regulatory actions and table the status of where the movements are at, along with the follow up in the next meeting.
 - John Hicks – thanked DITDRC for the improved report and the transparency, especially with Attachment A included.
 - Chair seconded the advancements in the reporting.
- Chair gave an overview of the commercial environment at present which is volatile given a lot of industries ramping back up.
- Nik advised that the number of movements on the GC are a lot less than Sydney and Adelaide.
- Bill Pinkstone – thanked Nik and his team and asked if it was possible to get a trend for the last 12-24 months to map the data in order to see the trends year on year in order to capture comparisons?
 - Nik advised that they are reviewing how they capture the data to make it easier to present – Nik is going to workshop with the team to see how this can be achieved and provide feedback early next year after the workshop in February.

ACTION: Nik Wahi to provide an update on how the trends will be illustrated after he has workshopped this further with his team.

4.1. Action List & Recommendations

ACTION: Nik Wahi to forward contact details of The Department’s taskforce to the ANACC Chair and Secretariat who will then distribute to the ANACC members.

ACTION: Nik Wahi to provide update for the community engagement dates with reference to the white paper review.

ACTION: Nik Wahi to provide an update on how the trends will be illustrated after he has workshopped this further with his team.

5. Airservices Report

10:13am Matthew Thomas – Airservices, Acting Head of Community Engagement (in Donna Marshall’s absence) presented the Airservices report. Matthew advised that Donna Marshall will be back in the role in December. Matthew introduced Glenn Cox - Director of Operations in Brisbane, Leanne Costin – Director of Operations, Primary Towers North and Nigel Morgan - Aerospace Designer.

Refer to Attachment 3 for full details

Operational Update – Leanne Costin

- Air traffic movements over the last 8 months have been consistent cross RPT and GA movements.
- Currently the Tower is not open between 10pm - 11pm as this is part of a training plan until the end of January 2023 to access the number of operators that are required.
- Tower hours to return to normal hours at the end of January 2023.

NCIS Update Jun – Oct

- 32 Complainants (NSW 16 & QLD 16) – 22 individual, 10 new
- Standard Flight Path Movements – 11 complaints
- Curfew Movements – 9 complaints
- Unusual movements – 1 complainant – Qantas freight movement operated by Cobham – pilots have been reminded to comply with the SID and AsA will provide any further updates that come to hand.

Noise Monitor Review

- Larry Woodland – Why does trial time have to be three months for each site making it a nine-month process?
 - Chair advised that 3 months is to allow for a better scope of traffic to ensure different comparisons. One -month would not give the best spread of data.
 - Matthew Thomas advised that there is only one noise monitor available which needs to be rotated. He will take this feedback onboard and see if there is a chance the process can be sped up.
- Lindy requested that the monitor is put back into a similar location.
- Bill Pinkstone – is the data available on Webtrak for the southern sites? If it is available for the northern (Miami site) – why can’t it be the same for the south?

ACTION – Matthew will investigate further to see if the southern noise monitors can be put on Webtrak.

RWY 14 ILS STAR

- Looking at the community on which option is best from a community engagement perspective.
- Airlines will probably have a preference for the red line as it has the widest turn.
- John Hicks – what would the distance be at the widest turn from the yellow track and red track?
 - Nigel Morgan measured the tracks – and the greatest distance is roughly 500m from the

- widest point.
- John Hicks thanked AsA for this body of work.

Southern Operations Report

- **Proposal 1 – Push the RWY 14 arrival flight paths from the south further out to sea.**
Outcome has no net benefit – still rejected.
 - Julie Murray advised that this proposal would benefit the Kingscliff community the most.
 - Larry Woodland – has there been any consideration to slow the departure time?
 - Nigel Morgan – can't hold a departure 13-14 minutes as that is unacceptable.
 - Off block times are given to ensure planes arrive at specific times and pilots and controllers are not able to change these times solely by themselves.

ACTION: Matthew Thomas has agreed to have another meeting from a more technical standpoint between AsA and committee members following a review of the information that was presented. The second step will be to draft a report but ensure nothing is finalised under after another discussion.

- **Proposal 2 – Adjust the RWY 14 standard departure heading to H095 for aircraft departing to the north or east**
- Not a desired result from a safety perspective.
- Reduce use of the NAP/LI will significantly increase the traffic in the 14 direction.
 - Bill Pinkstone – wants all aircrafts to go going out on 070 or 095 (as Larry Woodland suggested).
 - Larry Woodland advised that 095 was put forward in the Southern Ops meeting as there is a dead point out at Fingal. When there is no conflict, this could be optimal for Air NZ flights although members would like to see more trialling to be conducted.
 - Bill Pinkstone doesn't accept Proposal 1 or 2. Bill Pinkstone wants fairness and equity and have all separation of aircraft over water. SMIT hasn't moved east.
- Matthew Thomas is happy to have more information from ATC to obtain more clarity and to ensure the wording is clear.
- Bill Pinkstone wants the 2DME taken out and to move SMITS.
- **Proposal 3 – Increase the management of international flights to RWY 32 via the over water (offset) RNP-AR approach**
- Proposal 3 is with the Minister
 - Bill Pinkstone asked what the timing is on this?
 - Timing was not able to be confirmed.
- **Proposal 4 – Design an over water (offset) RNP (RNAV GNSS) approach to RWY 32**
- Not ideal as this shifts the noise from one community to another. From a CASA perspective this is not supported.
 - Larry Woodland – the operators with RNP-AR technology, do they use it?
 - AsA – yes, as it saves them track miles. Would only not use it if there are other aircrafts around.
- Nigel discussed the difference between ILS (lining up via the vertical glide path and the localiser) and RNP (satellite navigation, point to point via GPS coordinates) approach.
- Matthew Thomas advised that the south doesn't have an ILS, so the approach is different to the south from the north for this reason.

ACTION: Julie Murray would like a meeting with Nigel to discuss what the south would like and why it can't work from a technical perspective.

5.1. Action List & Recommendations

ACTION – Matthew will investigate further to see if the southern noise monitors can be put on Webtrak.

ACTION: Matthew Thomas has agreed to have another meeting from a more technical standpoint between AsA and committee members following a review of the information that was presented. The second step will be to draft a report but ensure nothing is finalised under after another discussion.

ACTION: Julie Murray would like a meeting with Nigel to discuss what the south would like and why it can't work from a technical perspective.

6. GA Update

- Matthew Bender provided an update on GA movements on behalf of Peter Long - GA activity is consistent, although the frequency of GA activity has been affected by the tower resourcing.
- Uptake in private jet business/VIP's customers (through Platinum) has increased due to the sector opening up post covid.
- Bill Pinkstone – GA are supposed to have specific tracks to follow for training purposes.
 - Chair clarified that the GA training is further afield and that they are required to follow the appropriate regulations.
- Bill Pinkstone asked if Gold Coast Skydive are operating within curfew?
 - Chair asked Bill to provide the times and dates of any incidents to review further.

6.1 Action List & Recommendations

ACTION: Bill to provide details on the GA aircrafts of concern by the apparent Gold Coast Skydive activity for the Chair to see if the curfew has been breached.

7. GCA Update

Operations update provided by Jared Feehely

- Activated the domestic terminal 6th September for initial trial with full commencement on the 8th September. International operations in the new STE will commence early-mid November.
- Haven't reached pre-covid levels yet, but traffic is consistently increasing.
- Forecasted 'La Nina' event will likely necessitate increased ILS usage.
- Aerobridges are a significant change to the operating environment.
 - Julie Murray – when does the southern entrance road commence, and will it be ready by Christmas?
 - Jared Feehely won't be ready by Christmas, back-of house approval for the design is still yet to be confirmed.
 - Bill Pinkstone – will the airport improve the operations for pick-ups and drop-offs?
 - Jared Feehely – Pre-covid there were plans to improve the current terminal operations but due to revenue from the COVID impact this got pushed back, but there are plans to review the whole front of house at the terminal and invest in this infrastructure.

8. Strategic Work Program

- With reference to SWP item 2.1 (a) - John Hicks acknowledged that this item has been covered off in the Airservices presentation which discussed the Waypoints for the ILS approach. Will await further discussion from the out of session meeting with Airservices to discuss in more

detail.

- Item 4.3 – Noise Amelioration Program for GCA
John Hicks – with reference to Cobaki Estate and minimising future noise conflicts - John wanted to know when Cobaki development is likely to commence. Members were not privy to when commencement date is likely.
 - John wanted to know if the development will be subject to double glazing?
 - Chair advised that although the development is in close proximity to the airport it doesn't technically fall under the ANEF. GCA does however work with both Councils to help pertain aircraft noise and the need for homes to be constructed accordingly.
 - Julie Murray advised if the development is under the flight path then they will require a 149 certificate.

8.1 Action List & Recommendations

ACTION: Chair to resend the SWP to committee members. Committee to advise of any issues that aren't progressing further in order for the Chair to investigate in more detail.

ACTION: The next CACG will provide community engagement in the masterplan process.

9. General Business

ACTION: Matthew Thomas to look into how far the radar goes out to sea as Julie Murray would like to see more of the flight path and the intersecting points of arrival and departure planes to the east on Webtrak.

ACTION: Matthew Thomas will follow up with John Graham regarding Lindy Smith's query concerning an aircraft that was showing inaccurate coordinates.

ACTION: Matthew Thomas to confirm a date the southern members can discuss the different proposals.

- Larry Woodland advised that Blue Mountain residents were able to have noise monitoring equipment in their backyard to volunteer as part of an assessment on the new Western Sydney Airport. Larry thought this was nationwide and maybe something of interest to the ANACC members.
- John Hicks asked Leanne Costin for an update on the reciprocal operations.

ACTION: Leanne Costin to provide an update on the reciprocal operations.

9.1. Action List & Recommendations

ACTION: Matthew Thomas to look into how far the radar goes out to sea as Julie Murray would like to see more of the flight path and the intersecting points of arrival and departure planes to the east on Webtrak.

ACTION: Matthew Thomas will follow up with John Graham regarding Lindy Smith's query concerning an aircraft that was showing inaccurate coordinates.

ACTION: Matthew Thomas to confirm a date the southern members can discuss the different proposals.

ACTION: Leanne Costin to provide an update on the reciprocal operations.

The Chair thanked members for their participation and closed the meeting at 12:21pm.

Next ANACC meeting: Scheduled for **Thursday 23rd February 2023** at the Rydges Hotel.

Attachment 1: Attendance and Apologies

Date: Thursday, 20 October 2022

Attendance

Matthew Bender (Chair)	Gold Coast Airport
Jodie Fields (Secretariat)	Gold Coast Airport
Jared Feehely	Gold Coast Airport
Bill Pinkstone	Banora Point & District Residents' Association
Matthew Thomas	Airservices (<i>online</i>)
Nik Wahi	DITRDC (<i>online</i>)
David Gray	Bilinga Neighbourhood Watch (<i>online</i>)
Jacqui Cord	Tweed Shire Council
Jake Sullivan	DITRDC (<i>online</i>)
Nigel Morgan	Airservices Australia (<i>online</i>)
Glenn Cox	AirServices Australia (<i>online</i>)
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Kingscliff Ratepayer & Progress Association
Larry Woodland	Fingal Head Community Association Inc.
Leanne Costin	Airservices Australia
Lindy Smith	Tweed District Residents & Rate payers' Association
Kaylee Campradt	Friends of Currumbin
Paul Carne	Tugun Progress Association

Apologies

Peter Long	Air Gold Coast
Scott Mitchell	Virgin Australia
John Alcorn	Airport Central Corridor Alliance (Oxley Cove & Chinderah Districts)
Jann Stuckey	Friends of Currumbin
John Graham	Airservices

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	<ul style="list-style-type: none"> ▪ Airservices to provide the pre-during and post-trial data for review. ▪ The data was provided to the committee. ▪ Lindy has been making direct correspondence with Airservices/Ombudsman on this issue which has been sent as a follow up after the Oct meeting with no acknowledgement. Submitted to ANACC 21st Oct 2021. Prema advised she had no knowledge of this. Chair to talk to Prema to see where this is at. ▪ No response from AirServices. ▪ Ongoing discussion with the Ombudsmen. ▪ Matthew Thomas from Airservices advised Airservices and update to this action and provide a full response to some of the data and how it operates to ensure everyone is on the same page. 	Lindy Smith	06/02/2020 20/10/2022	ONGOING
23	06/02/2020	Flight Paths Runway 32 Offset Approach	<ul style="list-style-type: none"> ▪ 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. ▪ John Alcorn noted that Airservices was supposed to contact the southern members which isn't happening. Meeting was supposed to be before the presentation and representatives from the South. Chair to discuss with Prema. ▪ Report provided by AsA was extensive but John Alcorn feels there still has not been a direct response. ▪ Part of the Southern Operations Review – will be discussed further during today's session. 	Southern ANACC Members	04/06/2020 24/02/2022 23/06/2022 20/10/2022	ONGOING

			<ul style="list-style-type: none"> Flight Paths Runway 32 Offset Approach - Matthew Thomas from Airservices will send an update to this action and provide a full response on some of the data and how it operates to ensure everyone is on the same page. 			
26	06/02/2020	Runway 14 Departures	<ul style="list-style-type: none"> Airservices to investigate if it is possible to demonstrate the conflict between aircraft departing 07:00 and arriving aircraft. AsA to provide update to the meeting today. Chair confirmed that the investigation has occurred, so the item is closed. Prema noted the significant amount of work that has gone into the report. The results were communicated to members and while this may not be the outcome members had hoped for, the report was very detailed and completed. Any further concerns need to be communicated via the ANO. Julie noted that she does not consider any of the questions previously communicated have not been addressed and they do not believe it to be closed. Larry noted that the members will not be going to the ANO on this. They will be going to the Environment Defenders Office. What was put together on the report was quite comprehensive, but there was no response. Part of the Southern Operations Review – will be discussed further during today’s session. 	Airservices	04/06/2020 24/02/2022 23/06/2022 20/10/2022	ONGOING
34	15/10/2020	Noise Complaints-reporting formats	<ul style="list-style-type: none"> GCA to follow-up with NCIS if they have received anything from Bill regarding this item. Bill Pinkstone to provide GCA with previous correspondence. Bill said he can’t read the figures on the Webtrak monitor, even when you expand the page or magnify the page. NCIS has some ownership, and it needs to be 	Matthew Bender	11/02/2021 24/02/2022 23/06/2022	OPEN

			<p>rectified immediately with Airservices. Prema provided context from ASA on the item noting she is not aware of any changes being made to it.</p> <ul style="list-style-type: none"> ▪ David Gray noted that on his computer it is working fine noting that it might be Bill's computer. ▪ Bill Pinkstone feels NCIS responses are pre-scripted. He feels if the community are giving a detailed response then they expect more than a copy and paste reply. Bill sent Matt comments regarding the responses. The standard response is that the movement is within tolerances. ▪ Donna Marshall noted that NCIS don't do a cut and paste approach and put time and effort into their responses. 			
40	15/10/2020	Master Plan	<ul style="list-style-type: none"> ▪ Larry to update his N70 submission and resubmit for review and consideration. Larry advised this was submitted to the CACG and will be discussed at the next CACG meeting. ▪ Larry to catch-up with Ron ahead of the next CACG scheduled on the 21st July. ▪ Larry Woodland would like to see a different suite of noise monitoring instruments utilised in the next masterplan. ▪ The next CACG will provide community engagement in the masterplan process. 	Larry Woodland	11/02/2021 24/02/2022 23/06/2022 20/10/2022	OPEN
56		CASA regulation/standard changes	<ul style="list-style-type: none"> ▪ Chair to distribute information relating to CASA. regulation/standard changes in regard to the location and requirements for displaced thresholds re: RWY 32. ▪ Chair advised the displaced threshold is in place for safety. CASA advised that max. runway should be used for safety purposes. Chair to distribute relevant standards for their records. John expects a full environment investigation on this issue as southern 	Matthew Bender	24/02/2022 23/06/2022 20/10/2022	OPEN

			<ul style="list-style-type: none"> members are opposed. ▪ Chair has spoken to Lindy but might not have sent an email. ▪ Chair to send email with further detail. ▪ Chair to have a further discussion with Lindy on the displaced threshold. 			
58	24/02/2022	Differential Runway Report	<ul style="list-style-type: none"> ▪ AsA to provide detail to the committee on the differential runway report. ▪ Asa to cover in the AsA presentation on 23rd June ANACC. ▪ Request AsA to provide a written report to Bill Pinkstone and the committee. 	Airservices	24/02/2022 23/06/2022 20/10/2022	OPEN
59	24/02/2022	Southern Noise Monitor	<ul style="list-style-type: none"> ▪ Include action for close out of southern noise monitor and an update provided to the CACG March meeting. ▪ Asa to cover in the AsA presentation on 23rd June ANACC. ▪ To be discussed further during the 20th October meeting. ▪ Matthew will investigate further to see if the southern noise monitors can be put on Webtrak. 	Airservices	24/02/2022 23/06/2022 20/10/2022	ONGOING
60	24/02/2022	BAE146 freighter low departures	<ul style="list-style-type: none"> ▪ Follow-up the BAE146 freighter low departures and provide feedback. ▪ Noted that Bill originally raised this item. ▪ Bill to send through further detail to the Chair regarding evening departures off Runway 14 and Runway 32. ▪ Chair to investigate further. 	Airservices	24/02/2022 23/06/2022 20/10/2022	OPEN
73	23/06/2022	Noise Monitor Review	<ul style="list-style-type: none"> ▪ Asa to provide an update on the most suitable location for the permanent monitor after the 9-month assessment has concluded. ▪ To be discussed under the Airservices presentation. 	AsA	23/06/2022 20/10/2022	OPEN
74	23/06/2022	Southern Operations	<ul style="list-style-type: none"> ▪ AsA to provide copies of the southern operations report. 	AsA	23/06/2022 20/10/2022	ONGOING

		Report	<ul style="list-style-type: none"> ▪ Provide better imagery of where the black line intercepts the coastline. ▪ Final copies of the report to be provided after the ANACC meeting. ▪ Matthew Thomas to look into how far the radar goes out to sea as Julie Murray would like to see more of the flight path and the intersecting points of arrival and departure planes to the east on Webtrak. ▪ Matthew Thomas will follow up with John Graham regarding Lindy Smith's query concerning an aircraft that was showing inaccurate coordinates. ▪ Matthew Thomas to confirm a date the southern members can discuss the different proposals. 		15/12/2022	
76	23/06/2022	SIDS coordinates and WAY points	<ul style="list-style-type: none"> ▪ Chair to respond to Bill Pinkstone and Committee to advise where the coordinates on the SIDS and how to access the WAVE points. ▪ Bill Pinkstone received a link from Scott Stephens however he still requires a higher level of technical detail to be explained. ▪ Chair to speak to Scott Stephens and include Bill Pinkstone and Larry Woodland in the correspondence. 	Chair	31/07/2022 20/10/2022	ONGOING
79	20/10/2022	The Departments taskforce contact details and community engagement dates	<ul style="list-style-type: none"> ▪ Nik Wahi to forward contact details of The Department's taskforce to the ANACC Chair and Secretariat who will then distribute to the ANACC members. ▪ Nik Wahi to provide update for the community engagement dates with reference to the white paper review. 	Nik Wahi/ Secretariat	15/12/2022	OPEN
80	20/10/2022	Representation of data trends	<ul style="list-style-type: none"> ▪ Nik Wahi to provide an update on how the trends will be illustrated after he has workshopped this further with his team. 	Nik Wahi	15/12/2022	OPEN

81	20/10/2022		<ul style="list-style-type: none"> Historical data is not saved. John Hicks would like this restored and Lindy Smith supports this. Bill Pinkstone is still requesting historical data to be saved on WebTrak (beyond 3 months). 			
82	20/10/2022	AsA out of session technical meeting	<ul style="list-style-type: none"> Matthew Thomas has agreed to have another meeting from a more technical standpoint between AsA and committee members following a review of the information that was presented. The second step will be to draft a report but ensure nothing is finalised under after another discussion. Julie Murray would like a meeting with Nigel to specifically discuss what the south would like and why it can't work from a technical perspective. 	Matthew Thomas/John Graham Nigel Morgan	15/12/2022	OPEN
83	20/10/2022	Follow up of outstanding SWP issues	<ul style="list-style-type: none"> Chair to resend the SWP to committee members. Committee to advise of any issues that aren't progressing further in order for the Chair to investigate in more detail. 	Chair/ANACC members	15/12/2022	OPEN
84	20/10/2022	Reciprocal Operations update	<ul style="list-style-type: none"> Leanne Costin to provide an update on the reciprocal operations. 	Leanne Costin	15/12/2022	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 aircrafts 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 flight path 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 11 th Feb 2021 meeting.
3	21/06/2018	Webtrak	Clarification on parameters on Webtrak My Neighbourhood. More details needed to clarify action. Airservices to provide time lapse between provided information to where it is linked into Webtrak. What is the time intervals between snapshots and between data points.	Lindy Smith	06/02/2020 04/06/2020 15/10/2020 11/02/2021	CLOSED Airservices data provided at 11 th Feb 2021 meeting indicated detail on 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 flight path 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 11 th Feb 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 interval's 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 through 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.
35	15/10/2020	Flight Paths	<ul style="list-style-type: none"> ▪ Are BAE 146 Freighter flight tracks able to be recorded and presented to get an idea or area impacts? ▪ Prema advised Airservices wouldn't be providing single flight tracking for single operations. Chair closed item as it is operating outside of curfew now.	Matthew Bender/ Airservices	11/02/2021 24/02/2022 23/06/2022	CLOSED
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.

38	15/10/2020	Flight Paths	<ul style="list-style-type: none"> Airservices to investigate the feasibility of demonstrating Runway 14 offset approach overlay of 32 RNAV approach. Prema advised no update on this. Chair advised that this has gone as far as it can 	Airservices	11/02/2021 24/02/2022 23/06/2022	CLOSED
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.
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	14/10/2021	CLOSED.
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.
46	11/02/2021	Update SWP	<ul style="list-style-type: none"> Chair to update items 1.3 and 4.3 in the SWP based on information provided and re-distribute to members for further consideration. Chair will submit to the Committee by week ending 5th March. Chair has changed the format of the SWP and provided an update on the SWP in consultation with the sub-group and John Hicks. Chair will provide an updated copy to the committee. <p>Closed item given this is an ongoing item on the ANACC agenda.</p>	Matthew Bender	17/06/2021 24/02/2022 23/06/2022 20/10/2022	CLOSED
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	CLOSED.

43	11/02/2021	Curfew report to be distributed	Curfew report to be distributed ahead of meeting wherever possible. This has been done and will be closed.	Matthew Bender	17/06/2021 24/02/2022	CLOSED.
45	11/02/2021	Differential Runway Operations	Chair to seek advice on differential runway operations and include general discussion on this topic at the next scheduled ANACC meeting. Prema advised this is in the presentation.	Matthew Bender	17/06/2021 24/02/2022	CLOSED.
47	11/02/2021	GCA and Airservices Feedback	GCA and Airservices provided feedback on Larry Woodland's submission out of session. This will be closed out of here and done next month.	Matthew Bender	17/06/2021 24/02/2022	CLOSED.
48	11/02/2021	Draft Letter to Department	Chair to draft a letter to the Department on behalf of members to the Department. Closed and sent out.	Matthew Bender	17/06/2021 24/02/2022	CLOSED.
49	17/06/2021	Southern Noise Operation	In relation to the southern operation noise investigations this committee recommends to Airservices 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. Investigation has been closed.	Matthew Bender	14/10/2021 24/02/2022	CLOSED.
52	17/06/2021	Airforce flight noise	Chair to enquire as to why David Gray had not received a response regarding Airforce flight noise. Haven't had any issues since then and David agreed it can be closed.	Matthew Bender	14/10/2021 24/02/2022	CLOSED.
55		Letter to Brett Curtis	Chair to draft letter to Brett Curtis thanking him for all his hard work and compliment him on being the "most approachable and conveyable person" to run the ANACC and wish him well on behalf of this committee. Chair sent this in the correspondence today.	Matthew Bender	24/02/2022	CLOSED.
57	24/02/2022	ILS usage reports	ILS usage reports have been provided to the ANACC chair for distribution.	Jodie Fields	20/06/2022	CLOSED.
51	17/06/2021	ASA SWP Meeting	<ul style="list-style-type: none"> ▪ Chair to ask if ASA can facilitate a meeting to progress SWP issues. Awaiting on Airservices availability. Chair to discuss with Prema to see if this is a possibility. ▪ Chair to discuss with AsA and will be discussed in the 	Matthew Bender	14/10/2021 24/02/2022 23/06/2022	CLOSED

			ANACC moving forward.			
53	24/02/2022	2022 Meeting Schedule	<ul style="list-style-type: none"> ▪ Chair to discuss with Karryne and team when data from the Department will be available before scheduling meetings for 2022. Finalised with DITRDC. 	Matthew Bender	24/02/2022 23/06/2022	CLOSED
54		Daylight Savings Freight Operations	<ul style="list-style-type: none"> ▪ Chair to liaise with Airservices as the responsible agency to investigate if preferred arrival runway for Qantas Freight operations could be from the south during daylight savings and if this would be a feasible change for the 2023 daylight savings period. Lindy thinks this is ambiguous. Too far into daylight savings now for this to occur. ▪ Chair closed item as this was specific to the Qantas freight operations. Preferred runway operations are being discussed in the differential runway. 	Matthew Bender	24/02/2022 23/06/2022	CLOSED
61	24/02/2022	AsA stand-alone meeting	<ul style="list-style-type: none"> ▪ Chair to follow-up with Prema to discuss a potential stand-alone meeting. ▪ Chair noted the existing meeting structure and AsA participation in the ANACC forum. ▪ John Alcorn - they have been requesting specific meetings for the south to clarify what the issues actually area. ▪ Julie Murray - agrees with John Alcorn. ▪ Donna Marshall - if there is a list of matters that aren't resolved they can be sent to her so she can review what has been undertaken from AsA and she can review to close out. ▪ John Hicks - noted the SWP includes most of the open and outstanding items. <p>Chair to share the latest SWP.</p>	Chair/ Airservices	24/02/2022 23/06/2022	CLOSED
62	24/02/2022	DITRDC Submissions	<ul style="list-style-type: none"> ▪ Department to confirm if submissions will be responded to. <p>Chair closed item as no longer operates in the curfew.</p>	Nik Wah	24/02/2022 23/06/2022	CLOSED
63	24/02/2022	DITRDC Info	<ul style="list-style-type: none"> ▪ Department to provide detail to the ANACC and CACG 	Nik Wah	24/02/2022	CLOSED

		Access	for access to the information. Chair closed item as no longer operates in the curfew.		23/06/2022	
64	24/02/2022	DITRDC Data Representation	<ul style="list-style-type: none"> ▪ Nik to determine the best way to present the data and information from the submissions. Chair closed item as no longer operates in the curfew.	Nik Wahi	24/02/2022 23/06/2022	CLOSED
65	24/02/2022	DITRDC concerns	<ul style="list-style-type: none"> ▪ Lindy to pass details of concerns about the report onto Nik to follow-up and provide detail. ▪ Bill Pinkstone - queried if the operating times will remain the same during daylight savings. Chair closed item as no longer operates in the curfew.	Lindy Smith	24/02/2022 23/06/2022	CLOSED
66	24/02/2022	Freight submission	<ul style="list-style-type: none"> ▪ Lindy to send email with clarification and exact wording on the last point regarding freight submissions. <ul style="list-style-type: none"> ○ Raising concerns around Qantas freight during curfew. ○ Refuse any permission to QF or any other operators after 1st April. ○ Promptly amend the Gold Coast Airport regulations to prohibit freight movements. ▪ Regulation needs to be changed so that freight operations within curfew cannot happen. John Alcorn to take up with the new Minister. Nik Wahi to discuss further during his update. ▪ Review of the curfew legislation still under review. ▪ Minister responded to say current regime will not change. ▪ Community members are disappointed in this decision. ▪ Item to be closed but community will continue their efforts to change this regulation. 	Lindy Smith	24/02/2022 23/06/2022 20/10/2022	CLOSED
67	24/02/2022	Use of Border Park and Wollemi Place	<ul style="list-style-type: none"> ▪ GCA to provide clarity around the intended use of the Border Park and Wollemi Place. ▪ Chair advised that Border Park is still be reviewed and 	Chair	24/02/2022 23/06/2022	CLOSED

			that updates will be provided as they come. Wollemi Place is the PFD food distribution warehouse.			
68	23/06/2022	February Minutes	<ul style="list-style-type: none"> ▪ Secretariat to resend to the ANACC February Minutes. ▪ Secretariat resent on Thursday 23 June 2022. 	Jodie Fields	23/06/2022	CLOSED
69	23/06/2022	Curfew Summary	<ul style="list-style-type: none"> ▪ DITRDC to provide update on the two outstanding movements from the curfew summary at the next meeting. ▪ Nik Wahi to discuss in the summary report on the 20th October. 	DITRDC	23/06/2022 20/10/2022	CLOSED – Item closed due to curfew reporting changes and noted support from members.
70	23/06/2022	Attachment A from ILS Curfew Report	<ul style="list-style-type: none"> ▪ DITRDC to resend report to GCA to circulate updated version. 	DITRDC/GCA	31/07/2022 20/10/2022	CLOSED
71	23/06/2022	Scout flight breach	<ul style="list-style-type: none"> ▪ DITRDC to provide update at the next meeting regarding the outcome of the Scout flight breach on the 17th Feb. ▪ Nik Wahi to provide update during The Departments presentation. 	DITRDC	23/06/2022 20/10/2022	CLOSED Update was provided by Nik Wahi during the 20/10/2022 DITRDC presentation.
72	23/06/2022	ILS Report	<ul style="list-style-type: none"> ▪ Request to split the aircrafts types into Jet or Light. ▪ Completed by John Graham. 	AsA	31/07/2022 20/10/2022	CLOSED
75	23/06/2022	Conflicts of Air video	<ul style="list-style-type: none"> ▪ Chair to share video with AsA. ▪ Note: The actual outcome is still an active item, however the video has been shared. 	Chair	31/07/2022 20/10/2022	CLOSED
77	23/06/2022	STE Site Inspection	<ul style="list-style-type: none"> ▪ GCA to coordinate site inspection of the new terminal for CACG/ANACC members late August. 	Chair/ Secretariat	31/07/2022	CLOSED
78	23/06/2022	PFAS Program	<ul style="list-style-type: none"> ▪ Include PFAS Program as an action item in the CACG. ▪ This item will be covered in the November 10, Extra-ordinary meeting scheduled by GHD/Airservices. 	Secretariat	11/08/2022 20/10/2022	CLOSED

ANACC - Public Correspondence to Session 20th October, 2022

In	Category	Out
25 Jul 2022 Karen S via email to GCA Reception	LA	25 Jul 2022 Email from Chair
22 Aug 2022 nk***c@***.com complaint via website	LA/C	30 Aug 2022 Email from Chair
23 Aug 2022 Paul via voicemail to GCA Reception	C	24 Aug 2022 phone call from Chair
29 Aug 2022 Ernest J via voicemail to GCA Reception	G/C	30 Aug 2022 phone call from Chair
17 Sep 2022 Debra J via voicemail to GCA Reception	LA	19 Sep 2022 phone call from Chair

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

20 October 2022



GOLD COAST ANACC

AIRSERVICES UPDATE

Matt Thomas – Head of Community Engagement (Acting)

Leanne Costin – Director of Operations, Primary Towers North

Nigel Morgan – Aerospace Designer

AIRSERVICES UPDATE

ITEMS

- Operational Update
 - Air Traffic Movements
 - RNP usage
- NCIS update
- Review items
 - ILS reporting
 - Noise Monitor Review
 - ILS STAR
 - Southern Operations Report Proposals 1-4

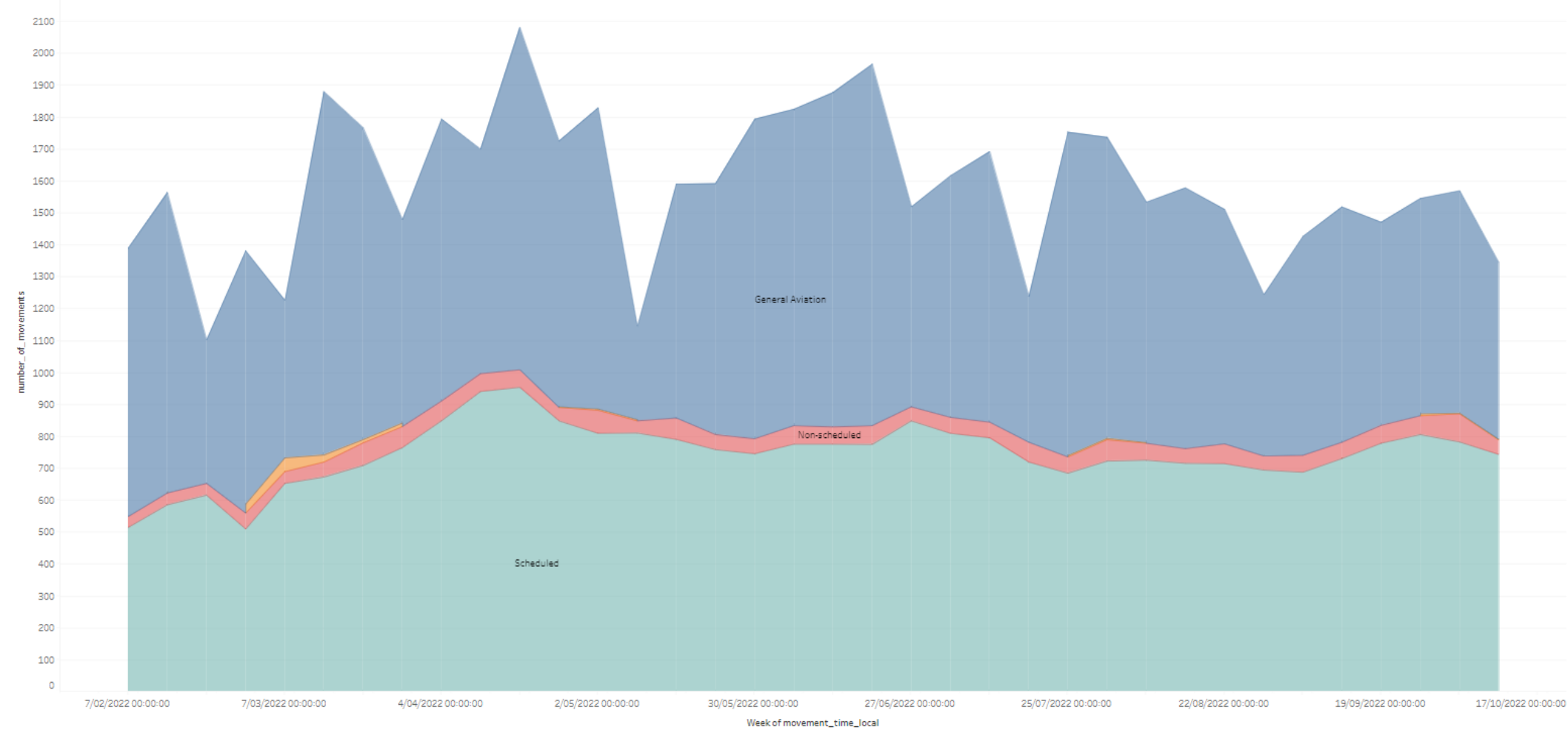


OPERATIONAL UPDATE

AIR TRAFFIC MOVEMENTS

Weekly Traffic - all GA included (incl. VFR)

Historic Traffic



Time Period: Last 37 weeks

airport: YBCG

route: (All)

Aircraft Type (ICAO): (All)

aircraft_role: (All)

Operator Group: (All)

Flight Type: (All)

Flight Rules: (All)

- Flight Type
- General Aviation
 - Military
 - Non-scheduled
 - Other
 - Scheduled

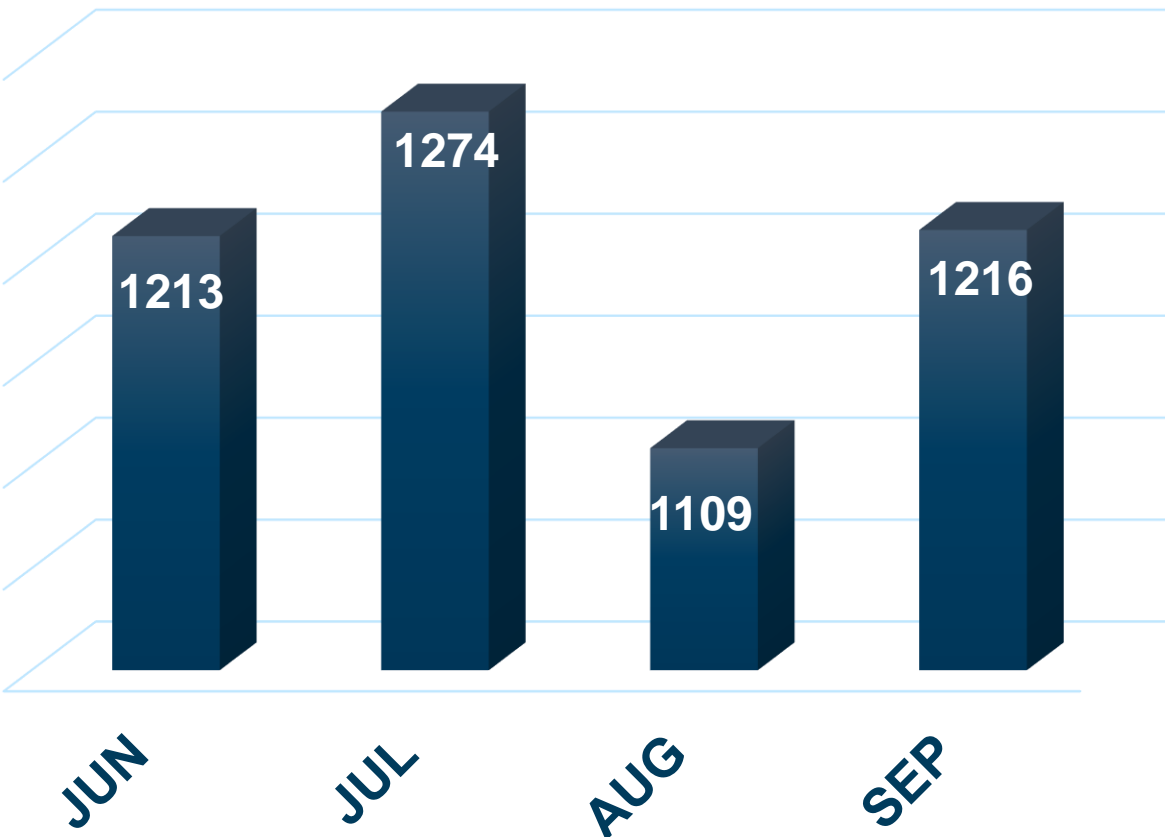
As a result of data processing times, GA VFR traffic without FPL has 1 month delay.

Note that ports without ATC tower only have GA movements with flight plan.

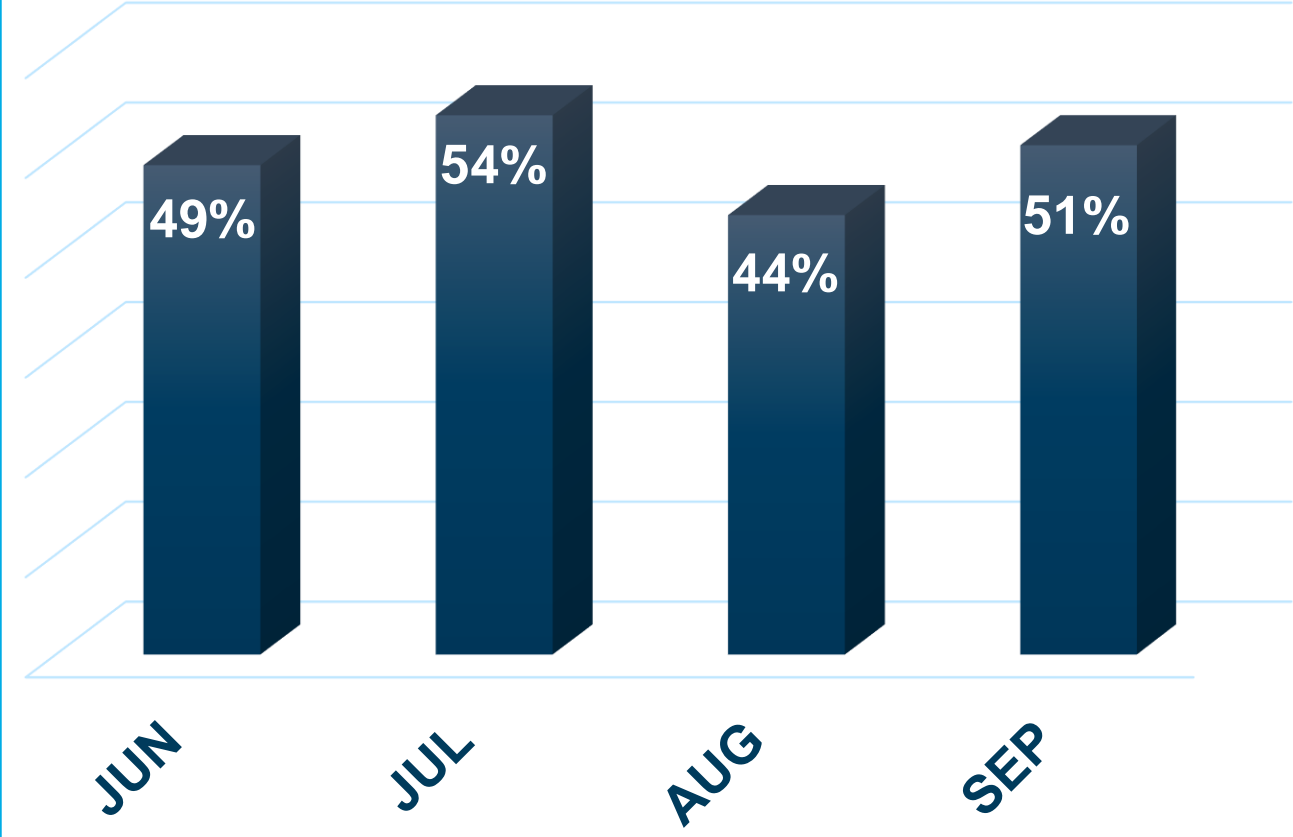


RNP (AR) USE JUNE TO AUGUST 2022

TOTAL NUMBER OF RNP (AR) FLIGHTS



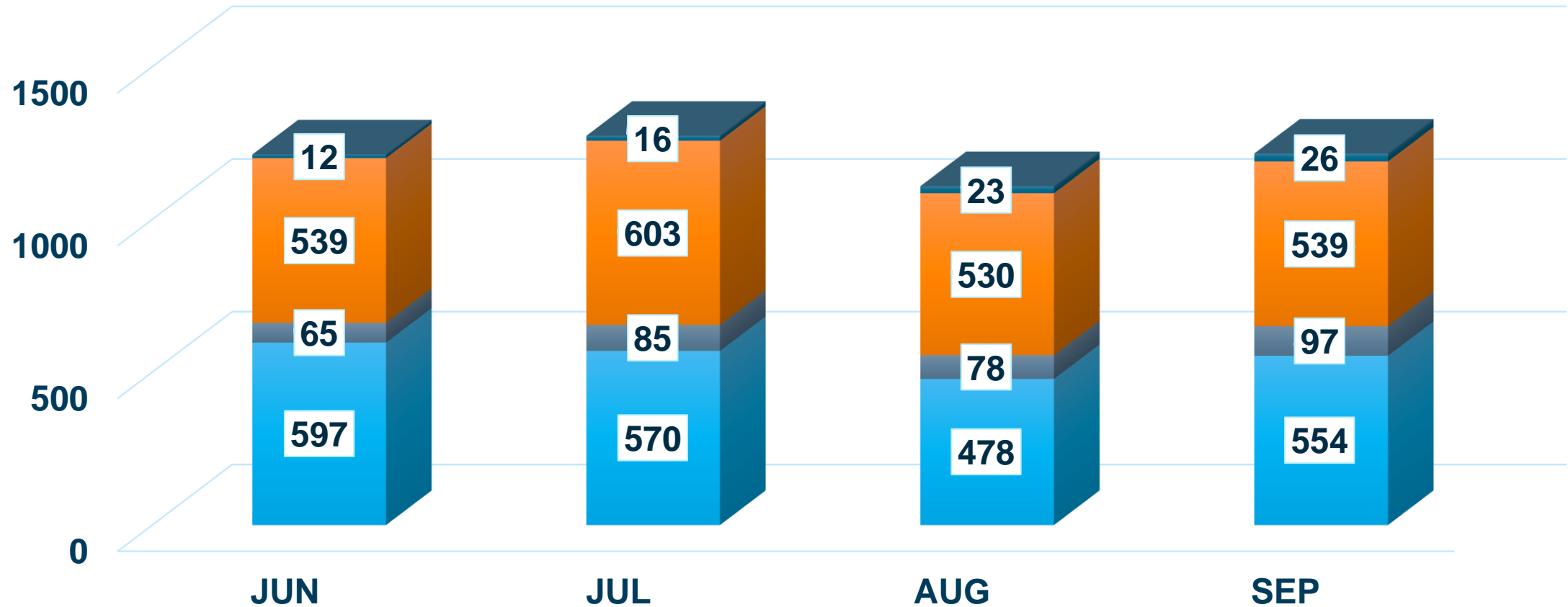
PERCENTAGE OF ALL RNP (AR) ARRIVALS



RNP (AR) USE JUNE TO AUGUST 2022

NUMBER OF RNP (AR) FLIGHTS BY AIRLINE

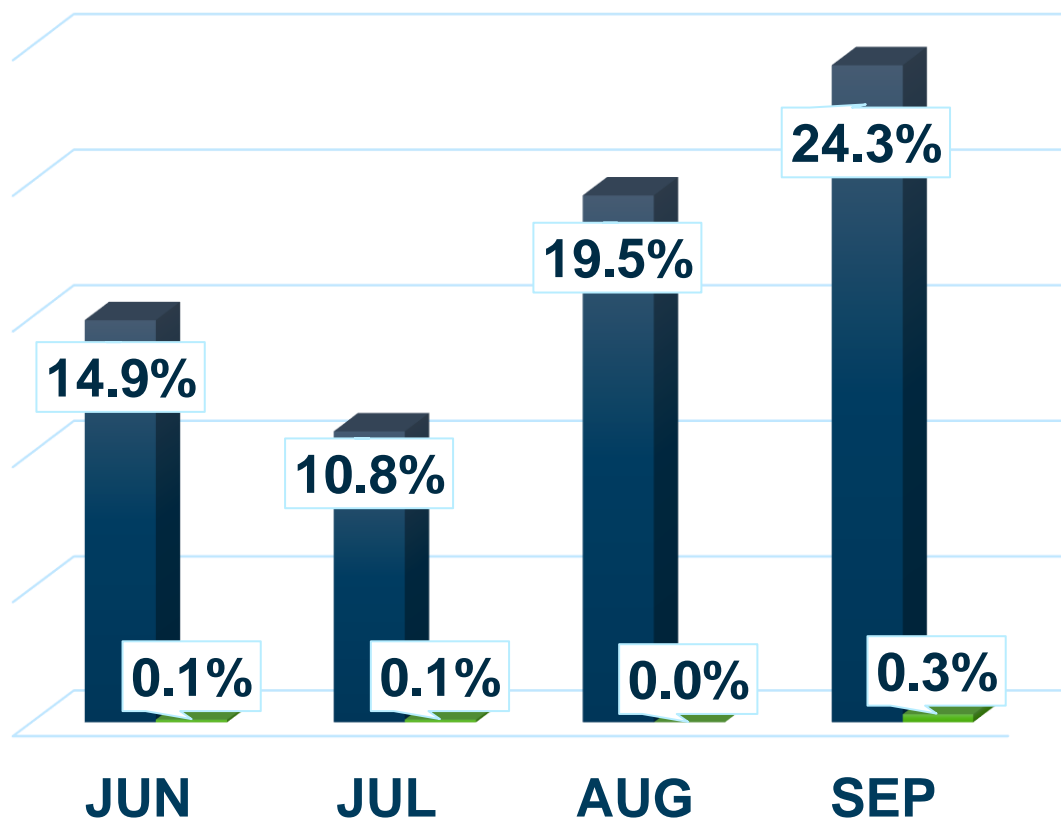
■ VOZ ■ QFA ■ JST ■ ANZ



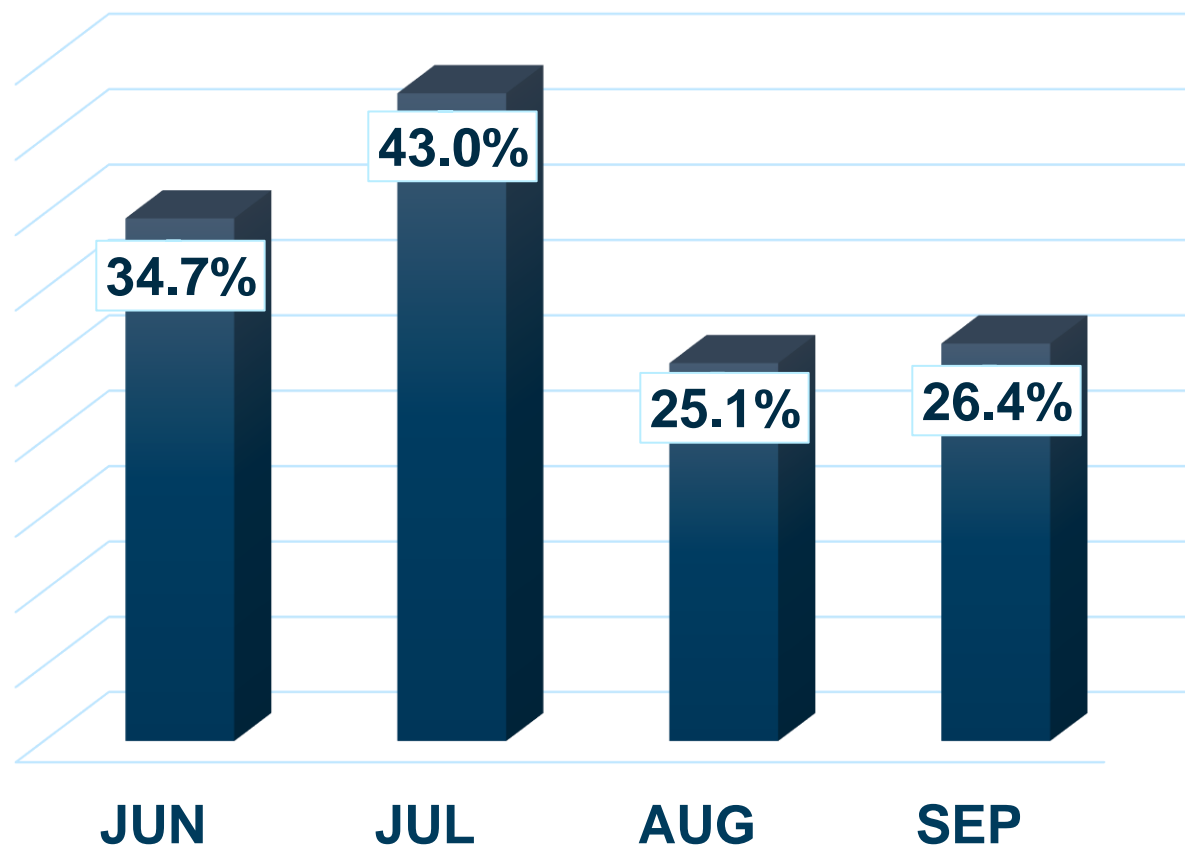
RNP (AR) USE JUNE TO AUGUST 2022

RWY 32 USE AS A % OF ALL ARRIVALS

■ Straight-in ■ Offset



RWY 14 USE AS A % OF ALL ARRIVALS



NCIS UPDATE

NCIS UPDATE

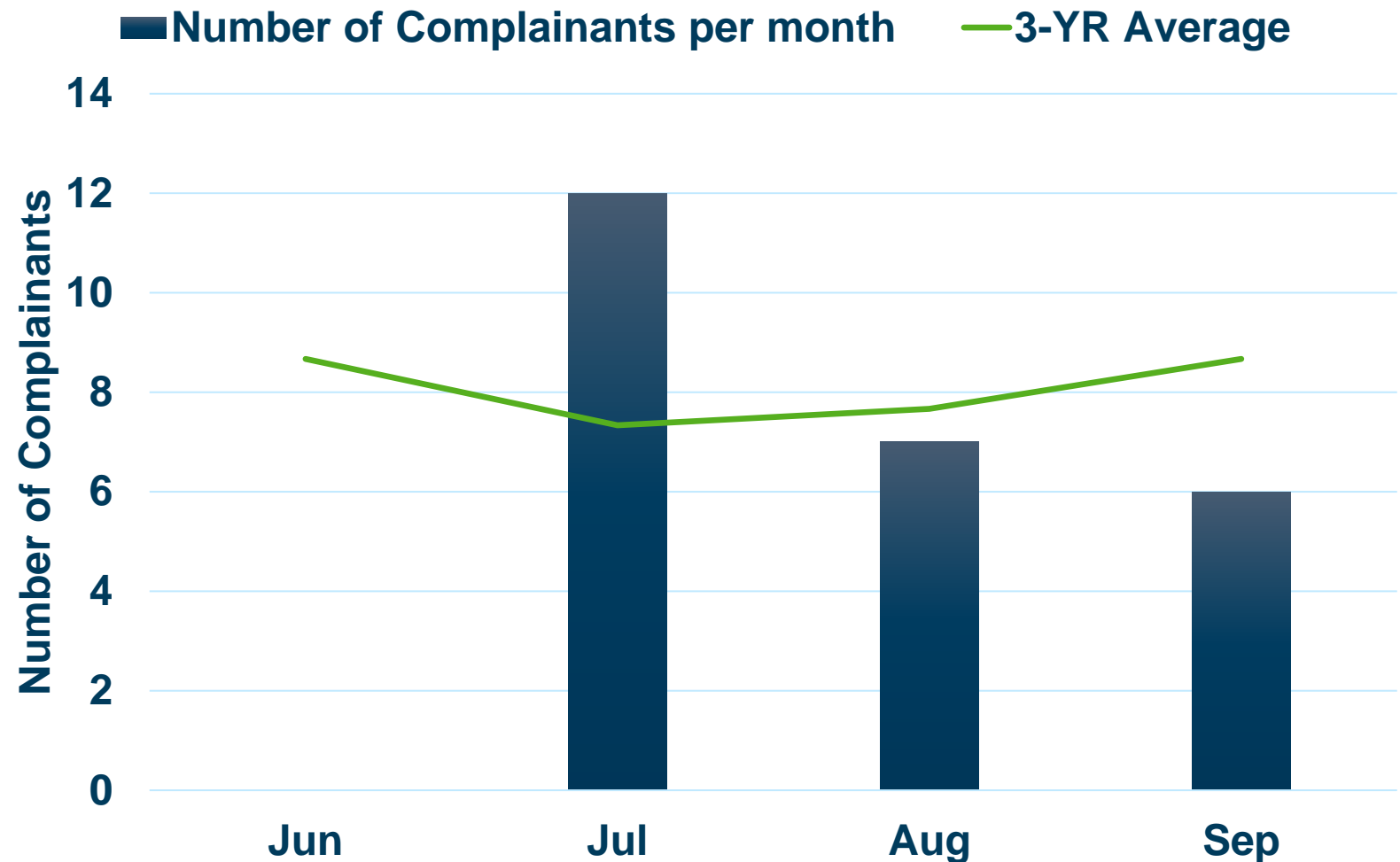
JUNE - OCTOBER 2022

COMPLAINANTS

- 22 individual complainants
- 10 new complainants
- 32 complaints
 - NSW – 16
 - QLD – 16

SUBURBS

- 17 suburbs recorded complainants
 - Banora Point – 5
 - Bundall – 2
- 15 suburbs recorded a single complainant



NCIS UPDATE

JUNE - OCTOBER 2022

ISSUES

— Standard flight path movements

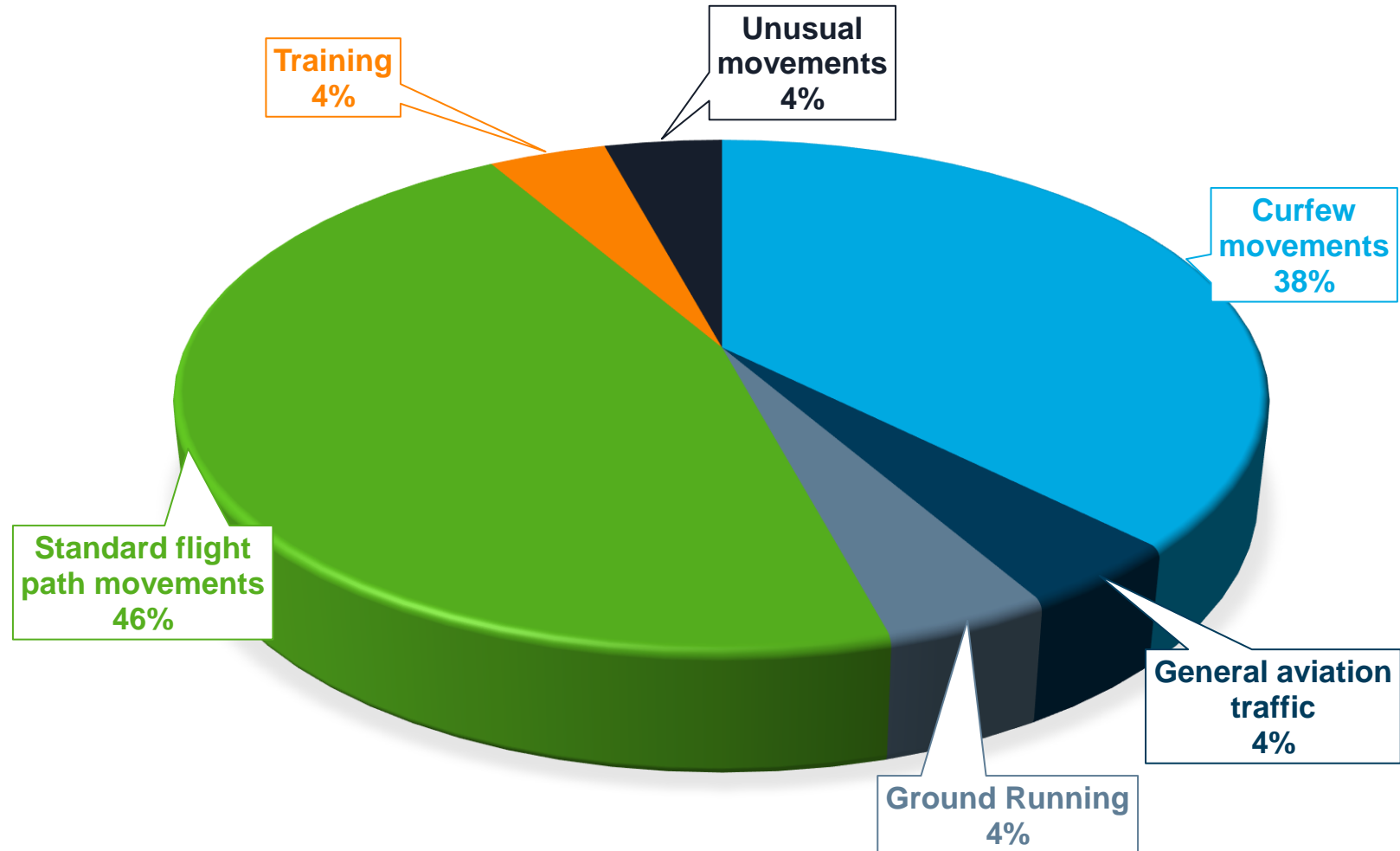
- Runway 14 departures – 4
- ILS use – 3
- Runway 32 arrivals – 2
- Runway 32 departures – 2

— Curfew movements

- Permitted – 4
- Emergency – 1
- Curfew dispensation – 3
- Other – 1

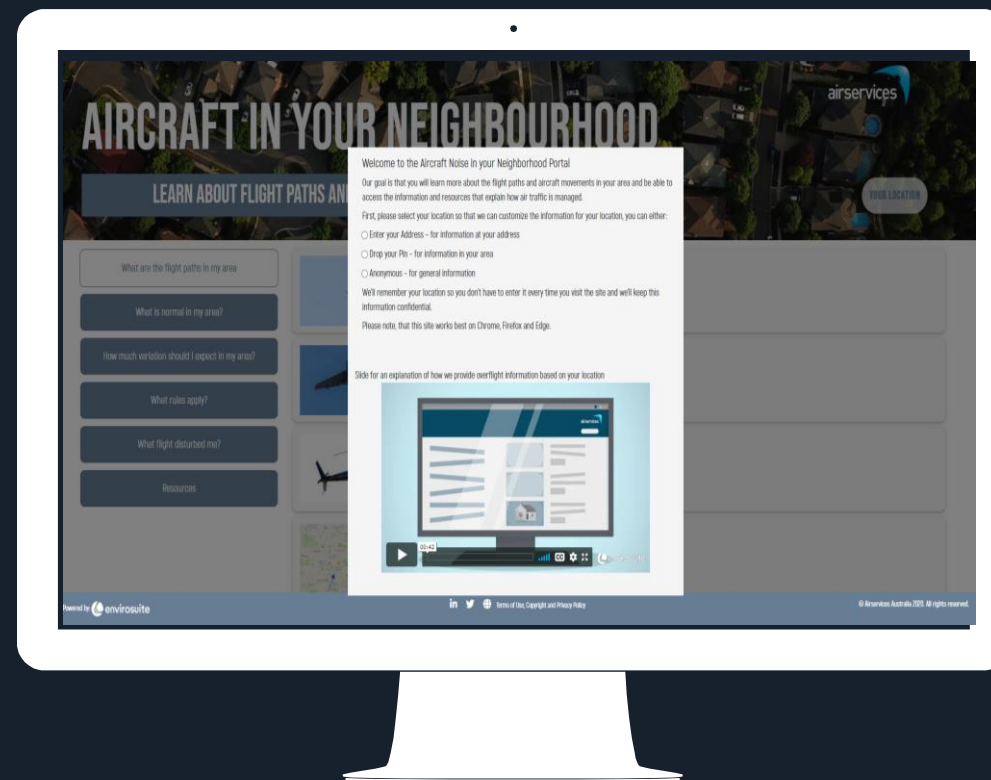
— Unusual movements

- Other – 1



ONLINE NOISE REPORT

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



REVIEW ITEMS

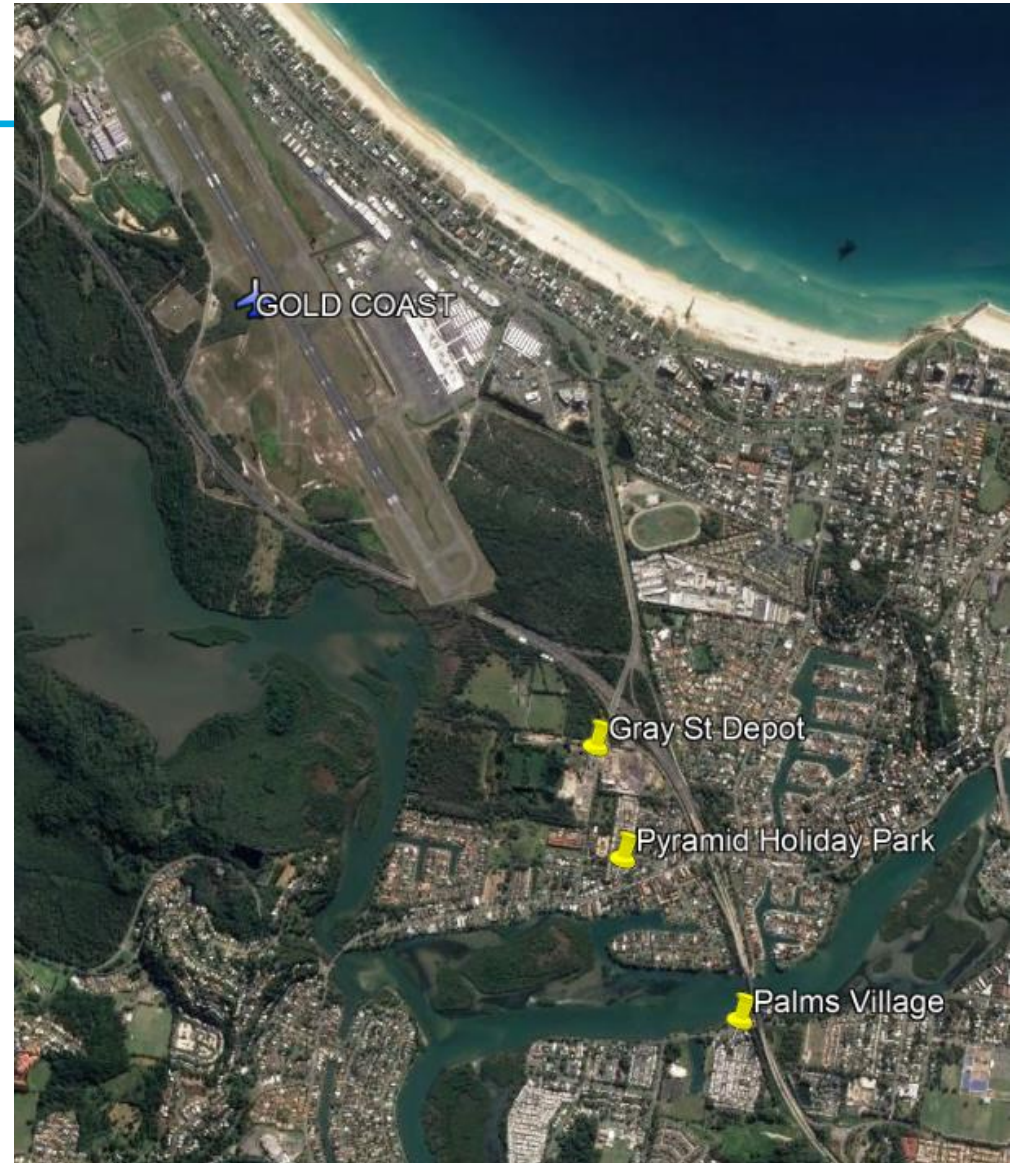
ILS USAGE REPORT

- The most recent ILS usage report has been provided to ANACC Chair for distribution
- Jet/Light aircraft types provided to ANACC chair
- Format has been updated, example (right)
 - Same data available
 - User-friendly presentation to eliminate “bunching” of Aircraft Callsign / Aircraft Type / Reason for use / Local landing time
- Aim of having this data available on Aircraft in Your Neighbourhood (work in progress)

Date	ATIS ILS Period Start	ATIS ILS Period End	ATIS ILS duration (hours)	ILS nominated on the ATIS	Aircraft Types	Reason for ILS	CallSign	Local Landing Time
24/05/2022	24/05/2022 09:36	Yes	0.9	Yes	Jet (A321)	Low VIS	JST434	09:50:59
24/05/2022	24/05/2022 09:36	Yes	0.9	Yes	Light (Turbo)	Low VIS	VH-EYQ	09:56:29
24/05/2022	24/05/2022 09:36	Yes	0.9	Yes	Jet (B738)	Low VIS	VOZ731	10:02:08
24/05/2022	24/05/2022 09:36	Yes	0.9	Yes	Jet (A320)	Low VIS	JST498	10:04:58
24/05/2022	24/05/2022 10:31	Yes	0.3	Yes	Light (Turbo)	Low VIS	VH-LAA	10:35:46
24/05/2022	24/05/2022 10:31	Yes	0.3	Yes	Jet (B738)	Low VIS	VOZ511	10:42:39
24/05/2022				Yes	Jet (B738)	Low VIS	RXA528	10:49:58
24/05/2022	24/05/2022 11:19	Yes	0.4	Yes	Jet (B712)	Low VIS	QJE1762	11:28:11
24/05/2022	24/05/2022 11:19	Yes	0.4	Yes	Jet (B738)	Low VIS	VOZ1447	11:33:09
24/05/2022	24/05/2022 11:19	Yes	0.4	Yes	Jet (A320)	Low VIS	JST436	11:37:05
24/05/2022				Yes	Jet (B712)	Low VIS	QJE1782	11:44:04
24/05/2022				Yes	Jet (B738)	Low VIS	VOZ1687	12:05:42
24/05/2022	24/05/2022 12:11	Yes	0.4	Yes	Jet (B712)	Low VIS	QJE1748	12:23:15
24/05/2022	24/05/2022 12:32	Yes	0.6	Yes	Jet (A320)	Low VIS	JST967	12:35:34
24/05/2022				Yes	Jet (B738)	Low VIS	VOZ739	13:14:39
24/05/2022				No	Light (Piston)	Training	VH-SCN	15:26:52
24/05/2022				No	Jet (B738)	Request By Pilot	VOZ1058	15:37:11
25/05/2022				No	Light (Piston)	Training	VH-VSA	12:06:50
25/05/2022				No	Light (Piston)	Training	VH-YDC	15:06:55
25/05/2022				No	Light (Piston)	Training	VH-EWL	20:22:10
25/05/2022				No	Jet (A320)	Request By Pilot	JST450	23:02:59
26/05/2022				No	Light (Piston)	Training	VH-FOH	12:42:12
26/05/2022				No	Light (Piston)	Training	VH-EWL	16:07:11
26/05/2022				No	Jet (F900)	Request By Pilot	VH-PPD	18:43:21
27/05/2022				No	Light (Piston)	Training	VH-VSA	07:32:47
27/05/2022				No	Light (Piston)	Training	VH-EWL	12:20:39
27/05/2022				No	Light (Piston)	Training	VH-YSI	14:49:40
28/05/2022				No	Light (Piston)	Training	VH-VHM	07:33:43

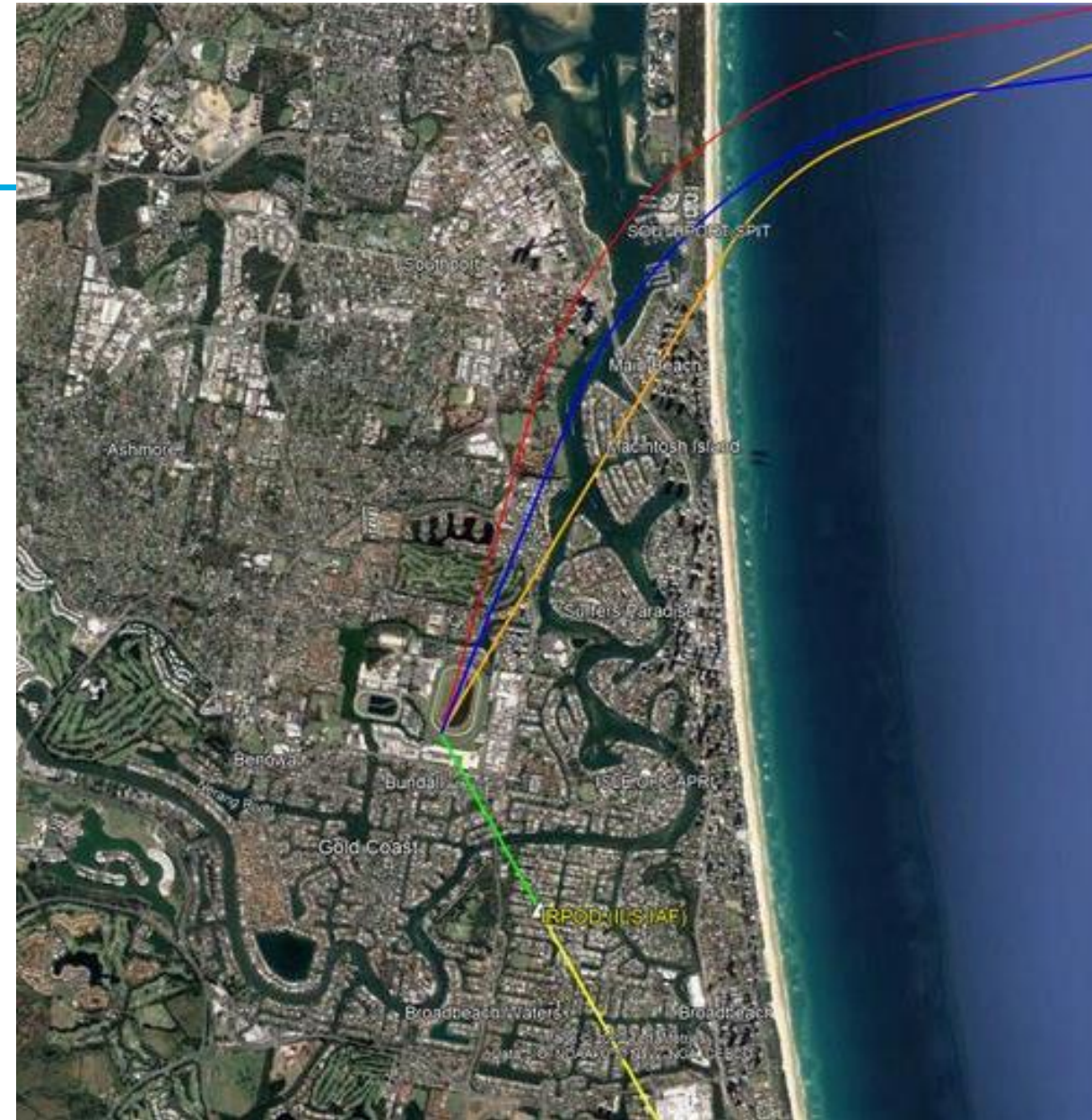
NOISE MONITOR REVIEW

- Results of Miami temporary noise monitor published to *Airservices Engage*.
- Temporary noise monitor to be deployed at Gray Street Depot.
- Following Gray Street Depot deployment, will be sequentially located to:
 - Palms Village
 - Pyramid Holiday Park
- Three month data collection period at each location
- Data to be assessed to inform location for permanent noise monitor



RWY 14 ILS STAR

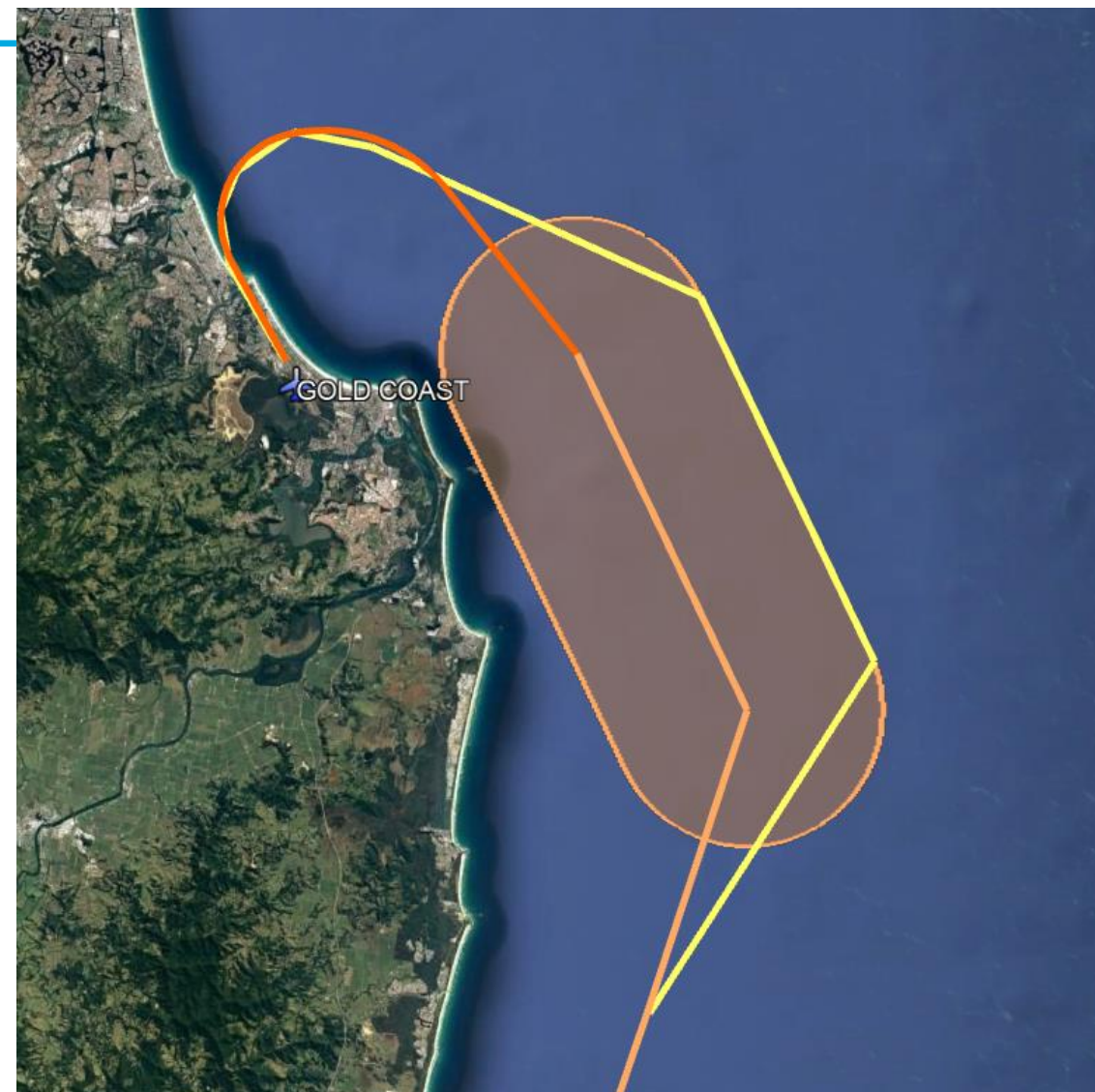
- ILS PIR Recommended Action 2:
 - We will review the arrival flight paths to the ILS for RWY14 to identify possible noise improvements for the community. This will include consultation with the ANACC and CACG to identify safe, feasible and appropriate proposals. This will also include engagement with the Gold Coast community.
- Three options developed represented by the Blue, Red, and Orange tracks.
- While all options would be new flight paths, the area currently experienced aircraft operations that are vectored by ATC to commence the ILS approach.
- **Airservices will be conducting further community engagement on this change.**



SOUTHERN OPERATIONS REPORT – PROPOSAL 1

Push the RWY 14 arrival flight paths from the south further out to sea

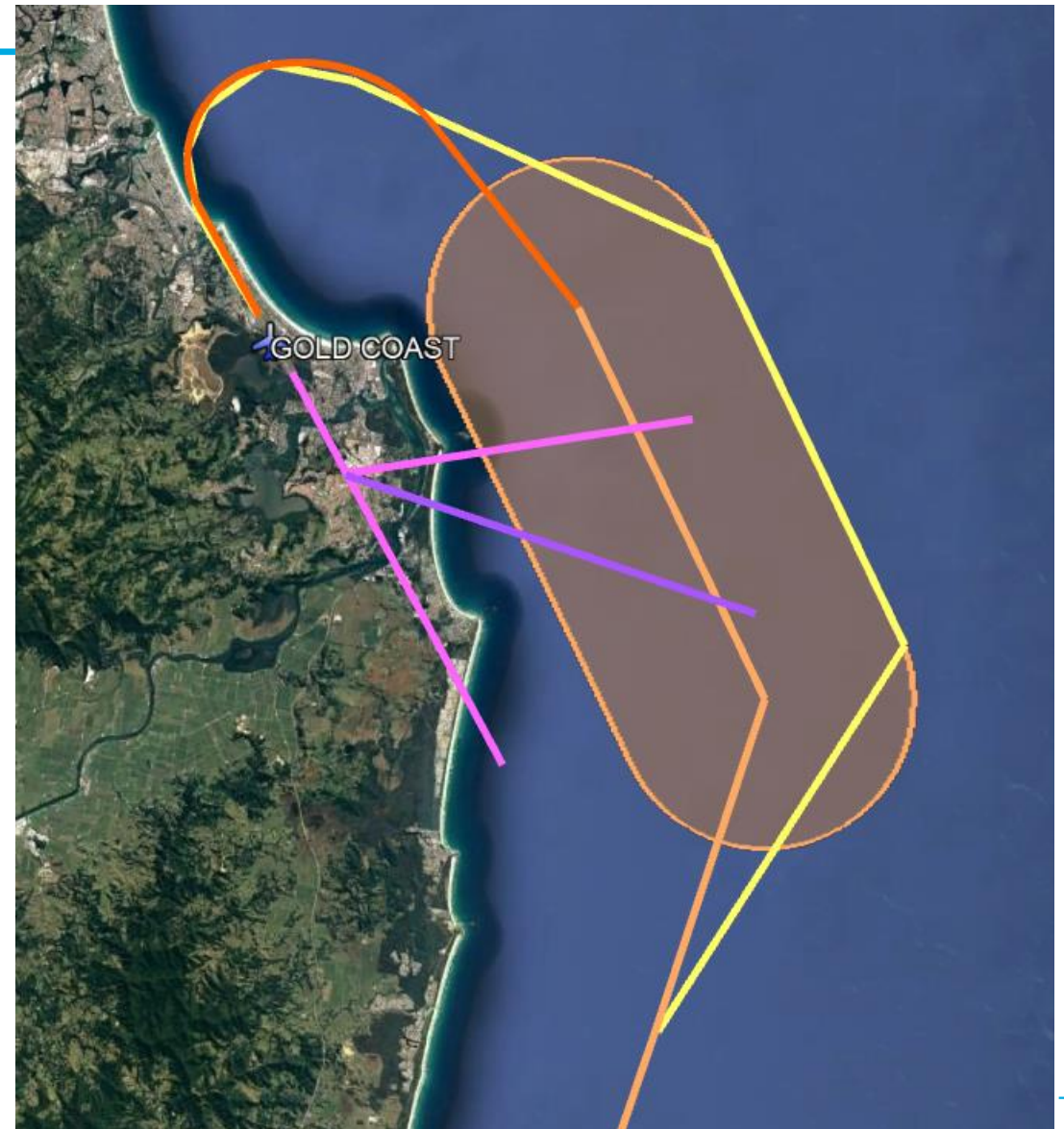
- To improve the area of conflict between arriving aircraft to RWY 14 and departing aircraft off RWY 14 that are heading north or east.
- The lateral adjustment of the arrival track shown (yellow) is the minimum required to allow a H070 departure enough track miles to be able to climb over an arrival to a reasonable altitude, in accordance with required ATC separation.
- Two options:
 - Arrival pushed down to 3000ft to allow the departure to climb over at or above 4000ft (this impacts arriving aircraft operations)
 - Arrival held at or above 5000ft to allow the departure to cross below, not above 4000ft (this impacts departing aircraft operations)
- This proposal would result in a **~4NM track mile addition for arrivals from the South.**
- The increase in climb gradient required by departing aircraft may result in increased noise levels for the communities overflowed due to the required thrust setting.
- Using Aug 2019 data, a reduction of ~15NM would apply to 26 flights departing for Northern destinations.
- Based on August 2019 traffic data (data used in investigation report):
 - Net impact = (4 NM x 432 flights) – (15 NM x 26 flights) = **1338 additional track miles (9.5 extra tonnes of fuel and 30 extra tonnes of CO2 emissions.)**



SOUTHERN OPERATIONS REPORT – PROPOSAL 2

Adjust the RWY 14 standard departure heading to H095 for aircraft departing to the north or east

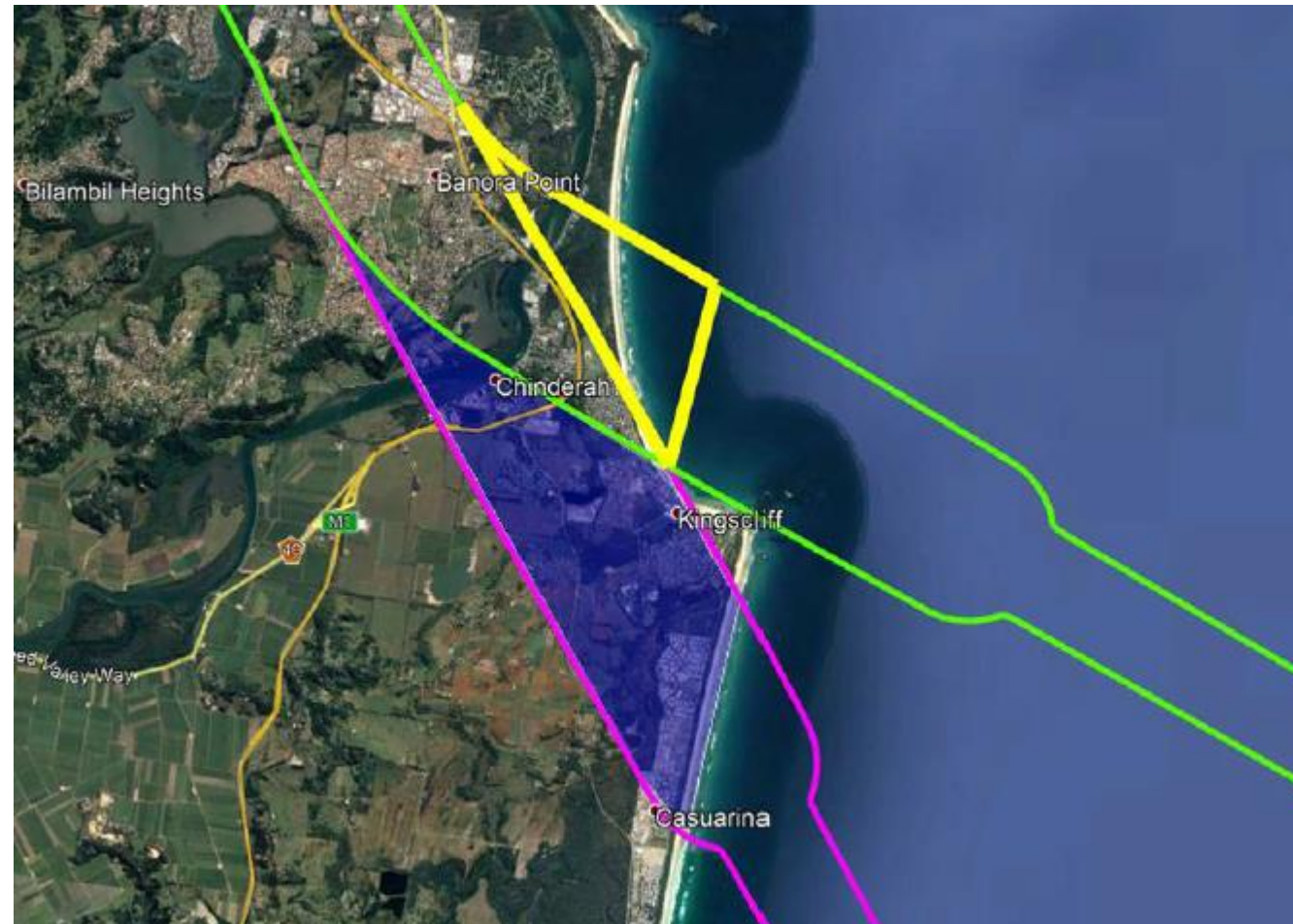
- Gold Coast NAP states that jet aircraft departing for destinations to the North, East, or South East, are to expect a LEFT turn to become established over water.
- ASA has a Local Instruction (LI) for ATC to vector jet aircraft departing for destinations to the North, East, or South East LEFT H070 until at least 2NM over water; or maintain RWY H140 until established over water.
- H070 is almost perpendicular to the arrival, thus resulting in a **shorter distance (~6.28NM) and time within the area of conflict (~ 90 – 120 secs** depending on aircraft performance and meteorological conditions).
- H095 would **increase distance (~8.31NM) and time within the area of conflict (additional ~30 - 45 secs** depending on aircraft performance and meteorological conditions).
- By increasing the time for an aircraft in the area of conflict, we consequently reduce the opportunity to enact this NAP/LI.
- **Changing H070 to H095 may increase the amount of aircraft that will need to depart H140.**
- ASA explored amending the departure headings in June 2012, trialling various headings within the range of 020 and 090.
 - There was no community support for the trial procedure to be implemented permanently.



SOUTHERN OPERATIONS REPORT – PROPOSAL 3

Increase the management of international flights to RWY 32 via the over water (offset) RNP-AR approach

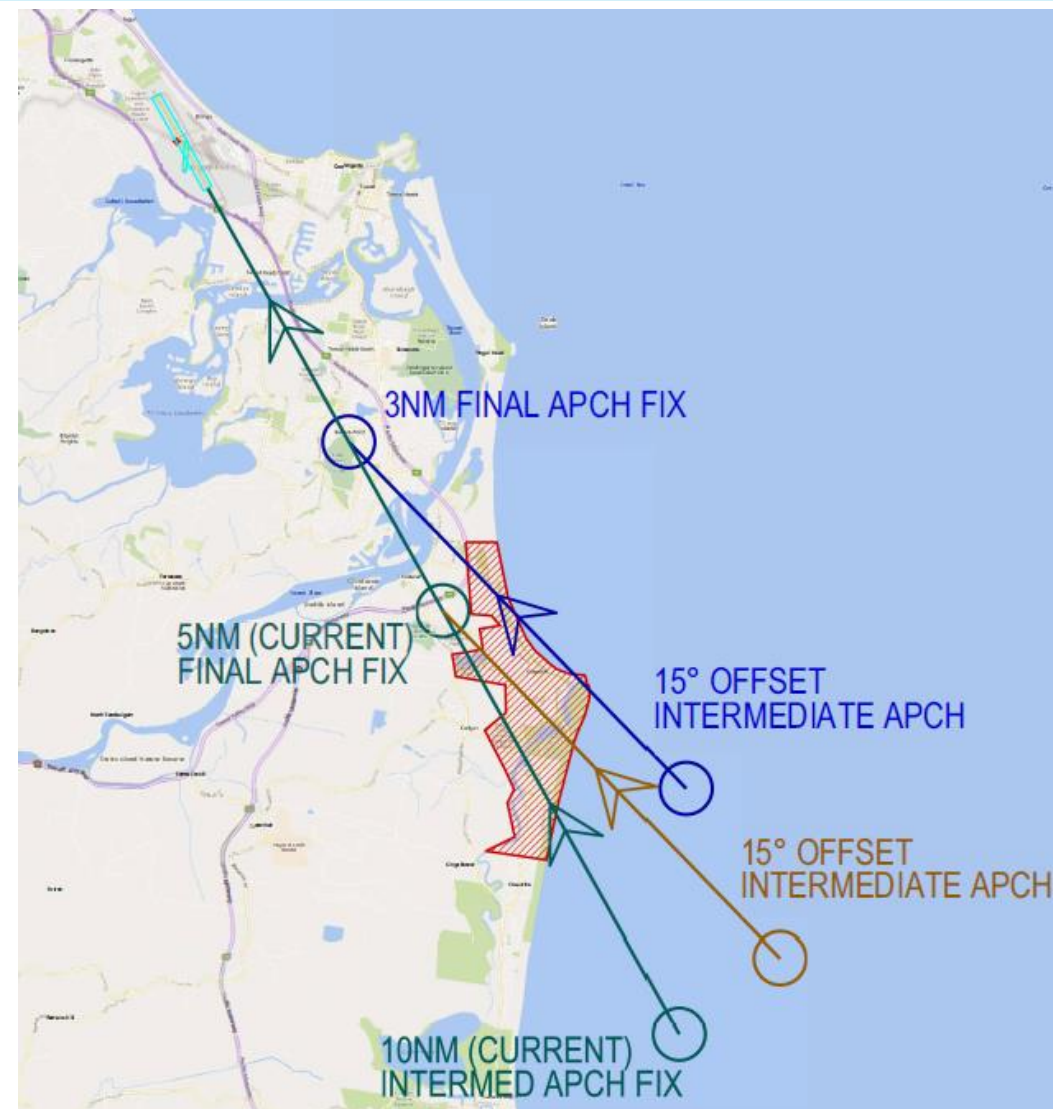
- Proposal has progressed through the ASA Airspace Change Program
- Internal Environmental Assessment identified requirement for referral to Department of Environment.
- ASA has received a decision from Department of Environment for the GC RNP usage increase as not significant, “Minister’s advice is not required”.
- This fulfills our obligations under the EPBC Act for this change.
- **Airservices will be conducting further community engagement on this change.**



SOUTHERN OPERATIONS REPORT – PROPOSAL 4

Design an over water (offset) RNP (RNAV GNSS) approach to RWY 32

- *Could be used by aircraft who are not approved to fly the RNP-AR.*
- In accordance with intentional design standards:
 - The final approach segment cannot be offset for noise abatement reasons.
- The maximum turn angle at the FAF is 15° for an approach that includes Baro-VNAV.
- If we introduce a turn at the FAF:
 - Between 3-5NM, only shifts aircraft operations from one part of Kingscliff, to another part of Kingscliff, there is **no net community benefit**.
 - The turn would make the approach unnecessarily more challenging to fly, **CASA would not support**.
 - **Against our FPDPs**
- The RNP Z RWY 14 was offset due to obstacle clearance (Q1 skyscraper).



THANK
YOU