

Community Aviation Consultation Group
(CACG) Agenda
(incorporating ANACC)



Date: Thursday 08 August 2024
Chair: Ron Brent
Secretariat: cacg@gcal.com.au

Time	No.	Item	Action/Attachments
09:00am	1.	Acknowledgement of Country	<i>Chair</i>
09:05am	2.	Consideration of previous minutes Thu 09 May 2024	<i>Chair</i>
09:10am	2.1.	Review of action items	<i>Chair</i>
09:30am	3.	AFP update	<i>A/Sgt. Dayne Hunter</i>
09:35am	4.	Gold Coast Airport update	<i>Jared Feehely</i>
10:30am		Morning Tea	
10:45am	5.	Noise Activity & Curfew	<i>Matthew Bender</i>
11:00am	6.	Airservices update	<i>John Graham & Stephen Tapsall</i>
11:35am	7.	Emergent Issues	<i>Chair</i>
11:55am	8.	Material Correspondence	<i>Chair</i>
12:15pm	9.	General Business John Hicks – Agenda Paper <i>Improved Noise Monitoring GCLA</i>	<i>Discussion</i>
12:30pm	10.	Strategic Working Program	<i>Discussion</i>
12:45pm		Meeting Close	
12:45pm		Lunch	

Meeting 4: Thu 14 November 2024 – Rydges Hotels

Community Aviation Consultation Group

(incorporating ANACC)

Meeting Minutes

Date: Thursday 08 August 2024
Time: 09:00 – 14:00
Location: Rydges Hotel | Microsoft Teams

No.	Attendees	Organisation
1.	Ron Brent	CACG Chair
2.	Jodie Fields	Gold Coast Airport - Secretariat
3.	Jared Feehely	Gold Coast Airport
4.	Matthew Bender	Gold Coast Airport
5.	Abigail Koch	Queensland Airports
6.	Maggie Gray	Queensland Airports
7.	Carly Twyman	Queensland Airports
8.	Liam Campbell	Queensland Airports
9.	Laura Harvey	Queensland Airports
10.	Michelle Khandakar	Queensland Airports
11.	Norbert Benton	Queensland Airports
12.	John Graham	Airservices Australia
13.	Stephen Tapsall	Airservices Australia
14.	Larry Woodland	Fingal Head Community Association
15.	Jann Stuckey	Friends of Currumbin
16.	Gordana Blazevic	Member for McPherson (Proxy)
17.	Lindy Smith	Tweed District Residents & Ratepayers Association
18.	David Gray	Bilinga Neighbourhood Watch
19.	Bill Pinkstone	Banora Point & District Residents Association
20.	Phillip Follent	Tugun Progress Association
21.	John Hicks	Gold Coast Lifestyle Association
22.	Julie Murray	Kingscliff Ratepayers Association
23.	Scott Stephens	Airservices
24.	Rose Adams	Gecko Environment Council
25.	Annette Moon	Gold Coast Neighbourhood Watch
26.	Cr Gail O'Neill	Division 14 City of Gold Coast
27.	Jeff Godfrey	Tweed Residents & Ratepayers Association
28.	Dayne Hunter	AFP
29.	Kurt Rezek	DITRDCA (The Department)
30.	Jeff Godfrey	Tweed Residents & Ratepayers Association
31.	Jacqui Cord	Tweed Shire Council (<i>online</i>)
32.	Gregory Watt	TMR (<i>online</i>)
33.	Nathan Goldman	TMR (<i>online</i>)

No.	Formal Apologies	Organisation
1.	Cr Chris Cherry	Mayor of Tweed Shire
2.	Karen Andrews MP	Member for McPherson (proxy Gordana Blazevic)
3.	John Sweeney	Banora Point & District Residents Association
4.	Gaida Macs	Kingscliff Ratepayers Association (Observer)
5.	Taryn Powick	The Department
6.	Laura Gerber MP	Member for Currumbin

1.	Welcome, Attendance & Formal Apologies/Proxies	09:05
<p>The Chair, Ron Brent, opened the meeting at 09:05 and welcomed members and observers to the August 2024 CACG meeting.</p> <p>The Chair acknowledged the Traditional Custodians of the cultural landscape on which Gold Coast Airport is situated, the Yugambah and Bundjalung people, and paid respect to their Elders, past, present and future.</p> <p><i>Refer to attendance/apologies list above.</i></p>		
2.	Consideration of Previous Minutes/Action List	09:10
<p>CACG – 09 May 2024</p> <ol style="list-style-type: none"> John Hicks noted that at the last meeting he had asked for an update to be provided by Council on the Coolangatta Creek findings. The May minutes accepted, although they will not be updated. Instead, John's comment will be noted in the August minutes. Gail noted that what is usually tested is not PFAS and therefore there won't be specific updates on PFAS levels. <p>ACTION ITEM: Chair to ask Council if they are able to provide an update on Coolangatta Creek water quality testing.</p>		
<p>2.1 Action List & Recommendations</p> <p><i>Refer to Attachment 2 for full details.</i></p>		
<p>2.2 Membership Updates</p> <p>Sally Scott from Tweed Tourism has requested to be removed from the CACG as she already receives regular updates through the Queensland Airports Business Development Team.</p> <p>ACTION ITEM: Secretariat to remove Tweed Tourism as a Representative of the CACG.</p>		
3.	AFP Update – A/Sgt Dayne Hunter	09:15
<ol style="list-style-type: none"> National threat level increased from Possible to Probable on Monday 5 August. K9 patrols and rifle training has taken place. BAU with counterterrorism as the main priority, followed by community safety. Jann Stuckey wanted to know if there are any threats emerging since the unrest in Middle East. Dayne commented that the main issues at GCA are predominately related to mental health and drug use. ASIO focus on extremist activity. Jann Stuckey would like to know if any figures could be provided on how many people have been removed from planes due to drug and alcohol intoxication. Dayne was not able to provide such figures. <p>ACTION ITEM: AFP to provide figures on how many people have been removed from planes due to drug and alcohol related incidents.</p>		

Refer to Attachment 3 for full details.

General Overview

1. Jared introduced the QAL and GCA team and welcomed Michelle Khandakar to the CACG. Michelle has recently taken on the role of General Manager of Sustainability and Strategy at QAL.
2. Norbert spoke to the CACG about NAIDOC Week and discussed the ways in which QAL commemorated this cultural event.
3. Jared touched on the loss of REX which will see 737 flights to MEL and SYD cease. Jared noted that this is disappointing for the aviation industry as it reduces competition in the industry.
4. MEL and SYD are the Gold Coast's highest inbound flight arrivals which reflects the high demand for Northern NSW and Gold Coast as destinations of choice by the domestic market.

Customer Experience

5. Existing Terminal Retail Refresh & Operational Optimisation (ETROO) is fully underway. Some areas were opened prior to the term 2 school holidays on 17th June. Upgrades to the existing domestic terminal include new flooring, new tiles, carpet, 300 new seats, 70 new FID screens, charging port stations, new retail F&B, a new orientation point in the departure lounge which makes the FIDs information more visible, with clearer and more simplistic wayfinding.
6. Looking to add a third information desk in the departure lounge to assist passengers.
7. Apollo is the newest AmbassaPAW – bringing the team up to 5 with the aim to have 7 therapy dogs.
8. Hidden Disability Program has had a refresh, communication cards have been effective and additional training will be provided to stakeholders.
9. Terminal Operations feedback was positive.
10. The GCA Ambassadors have assisted over 50,000 passenger enquiries in the last year.
11. GCA have partnered with two charities Friends with Dignity and Baby Give Back.
12. In response to questions GCA advised that:
 - a) Previously GCA used Volunteering Australia to assist the airport with volunteers, then during the Commonwealth Games GCA decided to coordinate this independently. From there the initiative organically grew. Now there are 20 people on the waitlist.
 - b) Medical clearances are required along with background checks in order to have an ASIC issued. The Ambassadors go through thorough training and are always teamed up with another experienced team member.
 - c) AFP onsite also provide support and reassurance that help is not far if the Ambassadors ever have to deal with abusive passengers.
 - d) Volunteers wear GCA polos and are situated at information desks.
 - e) Volunteer shifts can be anywhere between 5:30am – 6:30pm but it is entirely up to the person as to how many shifts they wish to do.
 - f) GCA will check sound levels at the Sand Bar as feedback was received that the music was too loud.
13. Lindy Smith thanked the CACG for the ABF presentation and said she found this presentation interesting.

Accessibility

14. Abigail Koch informed the CACG about the Accessibility Committee and what it aims to achieve.
15. Formation of the GCA All Abilities Reference Group (AARG) is set to be announced soon.

16. Advised the importance of working together with the other stakeholders as access and inclusion is such an important factor when visitors arrive at a destination.

Initiatives & Events

17. Community Benefit Fund received many applications by community groups. The CBF initiative has allowed a group of people affected by Motor Neuron Disease to go for a beach swim, along with another group of people who suffer mobility issues to go on the Northern NSW Rail Trail.
18. Bill Pinkstone thanked QAL and GCA for the community-based initiatives the airport coordinates.
19. *CEO Sleep Out* – QAL team raised over \$21k.
20. QAL had a large team participate in the Gold Coast Marathon which was recorded as being the largest marathon to date.
21. Plane-spotters competition took place.
22. Pacific Airshow 2024 – the 2024 event will showcase much more military and performance aircrafts than last year. This will include a C17 and Poseidon which will both be based at GCA.
23. F22 and F35 military aircraft will be in the show which are particularly loud.
24. GCA advised the committee that some different activity and noise profile maybe observed.
25. PA24 media event will take place on Wed 14 August which may include other aircraft coming in.

26. In response to questions, Matt Bender advised that:
 - a) Social media will be a key communication tool.
 - b) At this stage GCA is not privy to what the event organisers have in place by way of contingency plans for bad weather.
 - c) GCA anticipates spectators to come to the airport to see the planes. Betty Diamond Park may be a good vantage point, but based on last year there weren't many issues with members of the public. AFP are also on hand if assistance is required. Scrim will be up to discourage people from loitering in dangerous or congested locations.

Emergency Exercise Full Moon

27. To take place on 4/5 Sept between 23:00 – 03:00.
28. Pol Air will be involved and possibility lights and sirens, so some noise maybe observed.
29. The purpose of this emergency exercise is to test the response capabilities by emergency agencies and airport personnel and stakeholders.
30. Phillip Follent wanted to know how GCA are going to advise the public. GCA responded to say that a letter box drop to immediate neighbour residents will be arranged, along with notifications on social media.

Southern Entry Road Update

31. The project has started and is progressing well.
32. Jacqui Cord questioned how information is relayed between the Council and TMR as TSC was not aware this project had commenced.

Ground Transport

33. Bill Pinkstone asked how long until the new carpark opens. GCA advised that it will be open at the end of September.
34. Bill Pinkstone would like the taxi sign to be more visible. Liam advised that GCA are waiting on new signage.

Master Plan

35. Final version was submitted to the Minister in July. GCA are hopeful that a decision will be made by the end of the year as the process has legislative timelines although these can be extended.

36. Stakeholder report was also submitted. 360 public submissions were made. There was an obvious spike in submissions following an article in the Tweed Valley Weekly which misrepresented the noise forecasts. Following this, a correction was printed by the Tweed Valley Weekly, however this occurred on last day of the public consultation period.
37. In response to questions Liam advised that:
- Early engagement and timely and continual review of public submissions meant that GCA were able to consider all issues carefully and provide considered responses despite short timeframes.
 - If the draft is not approved and has significant required changes after Ministerial consideration, there is a possibility that the airport would have to conduct further consultation.
 - There are limited provisions for conditional approval.
 - That the Lifestyle Association were the only community group that provided feedback about the carpark and commercial precinct.
 - Commentary regarding anticipated approval requirements for any change to the runway has been edited out.
 - Copies of all submissions go to the Minister.
 - The ANEF section text provides an estimated date for the ultimate capacity.
38. John Hicks asked if the Councils are able to share their submissions. Cr Gail O'Neil will check this with other councillors. John Hicks was happy to receive a redacted version of the submissions if they are able to be shared. Jacqui advised that a formal request to the TSC from the CACG Chair would be required.

ACTION ITEM: Chair to write to both local Councils to seek a copy of their submission on the Master Plan.

Morning Tea Break

5.	Noise & Curfew Activity – Jared Feehely	10:40
<ol style="list-style-type: none"> There were no complaints during the last quarter. Bill Pinkstone queried why the airlines are not using their quota prior to applying for dispensations. Ron to write a letter to the airlines to adhere to the process. <p>ACTION ITEM: Chair to write to the Department querying why airlines don't use their quota before applying for dispensations.</p>		
6.	Airservices – John Graham & Stephen Tapsall	11:00
<p>ATC Hours – Scott Stephens</p> <ol style="list-style-type: none"> Scott Stephens advised the CACG that resourcing is an ongoing issue as some highly experienced Air Traffic Controllers have had to stand down from their roles or reduce their hours due to unforeseen circumstances. The long lead in time (average of 18 months) to be a fully endorsed ATC is a real issue. There are also other issues that affect ATC resourcing such as medical restrictions, i.e. if an ATC is suffering from hay-fever, they are unable to work if they have taken antihistamines. Jacqui Cord asked whether it would be possible for the airport to be renamed to Gold Coast Airport than Coolangatta on the Airservices website. <p>ACTION ITEM: Chair to speak to Airservices as to whether changing the airport name from Coolangatta to Gold Coast Airport is possible on the Airservices website.</p> <p>Airservices Update – John Graham</p> <p><i>Refer to Attachment 4 for full presentation.</i></p> <ol style="list-style-type: none"> John Graham reported on the proposed reporting on adherence to Noise Abatement Procedures (based on the work for Brisbane Airport). Members noted 		

that they would like to see material explaining departures from NAPs, perhaps in the form of a text commentary on the data. Consideration of NAP adherence reporting and its extension to GCA to be added to the SWP.

Noise Monitor Review

- 6. Airservices Noise Monitor Review to be circulated to the CACG.
- 7. Airservices have advised that the permanent location for the noise monitor will be the Gray Street depot.

PFAS DSI Investigation – Stephen Tapsall

- 8. Quality control of the samples has been factored into the investigation with tests required in every 10 samples.
- 9. Action item 11, seeking an updated map of sampling sites is to be closed without an updated map as Airservices advised that the resources required for this would have to be diverted from the investigation itself. Equally a separate list of biota species sampled would not be provided.
- 10. Stephen advised that they can only catch what is available, and if they can't catch what is on the list, then they will take more of other species.
- 11. The CACG would like to see a list of the target species for sampling.

ACTION ITEM: Airservices to liaise with GHD to supply the list of what species are to be sampled if caught.

7.	The Department update on PFAS – Kurt Rezek	11:35
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- 1. Kurt Rezek is the Department's site lead on the Department's PFAS Investigation Program.
- 2. Kurt provided an overview of the PFAS Investigation Program, including engagement with the CACG and other key stakeholders.
- 3. Ultimately the purpose of the Site Investigations into PFAS is to establish a robust understanding of the nature and extent of PFAS and develop a management plan on how to address issues with PFAS.
- 4. They intend on working with expert consultants, seeking regulator input and appointing an independent site auditors to oversee the site investigations.
- 5. The investigations will take 2-3 years to complete.
- 6. Aurecon with Senversa have been appointed to undertake the investigations.
- 7. The preliminary site investigation is underway and is largely a desktop review and will include interviews.
- 8. The Department would like to regularly engage with the CACG. More information will be provided at the next CACG or an out of session meeting may be held to present the findings of the preliminary site investigation and inform SAQP.
- 9. Kurt advised that there is no funding post the investigation for remediation but that the purpose of the investigation is to develop a management plan, and if there is an immediate health concern then this will be addressed as soon as it is apparent.
- 10. Cr Gail O'Neill asked whether the City of Gold Coast and Tweed Shire Council will be stakeholders in this investigation, Kurt responded to say they would be.
- 11. Members identified the correspondence from Larry and Lindy on PFAS matters as valuable input for The Department's review. It was agreed that the Chair/Secretariat would forward this to Norbert to pass on to Kurt.
- 12. Kurt also advised that The Department would draw on previous CACG minutes.

ACTION ITEM: Chair/Secretariat/Norbert to forward the consolidated list of previous PFAS issues raised in the CACG to Kurt Rezek.

ACTION ITEM: Department undertake CACG consultation session on PFAS Preliminary Site Investigation findings and SAQP considerations.

8.	Material Correspondence	11:55
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Reference: action item 14: Letter from QLD Health and NSW EPA.

The Qld Health Department response on PFAS safety didn't make mention of sampling post 2017 and didn't include Coolangatta Creek and spear bores. the Chair will follow this up with QLD Health and will follow up on the NSW health response if required.

ACTION ITEM: The Chair to follow up with Qld Health on the issue of post 2017 testing and specifically ask about Coolangatta Creek and the spear bores, and with NSW if required.

9.	General Business	12:15
	John Hicks – GCAMP 2024 Aircraft Noise Presentation <i>Refer to Attachment 5</i>	
	John Hicks presented his paper and referred to Larry Woodland's presentation, (Attachment 6, slides 7 and 9) and drew attention to the very significant expansion of the N70 200 events per day contour for the ultimate capacity forecasts.	
	<ol style="list-style-type: none"> 1. Following a discussion about the reliability of forecasts so far into the future and the need to validate forecasts, Larry Woodland referred to the detailed 2013 assessment Airservices conducted as being a good benchmark. 2. John Graham will provide this assessment to the CACG. 3. Ron will work with Larry Woodland, John Hicks and Airservices to look at options to validate the current forecasts for the ANEFs. 4. Ron noted that modelling utilises many more data points than noise monitors can possibly provide, and that previously noise monitoring has shown modelling to be reliable, if the forecasts it is based on are reliable. 	
	ACTION ITEM: John Graham to provide the 2013 noise assessment to the CACG.	
	ACTION ITEM: The Chair will liaise with relevant parties to help the CACG get a clearer picture of the forecasts on which noise modelling is based.	
	Bill Pinkstone - Request for Feedback on Master Plan Items	
	Lindy Smith referred to a photo of the Gate 16 northern culvert and asked if this is on airport land and whether this upgrade is a replacement to improve flood resilience. GCA advised that this is to allow the gate to lift up in a safer manner when it rains.	
10.	Strategic Working Program	12:30
	Given the number of action items to be brought to the next meeting no SWP item was identified as a specific subject for the next meeting.	
Meeting Close 13:00 - Lunch		

Next Scheduled CACG Meetings		
Meeting 4	Thu 14 Nov 2024	Bilinga Room, Rydges Hotel

Attachment 2: New CACG Action List

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
10	09/05/2024	ILS usage	Airservices to provide a written response to the CACG to confirm why the ILS was used in cases where it was not essential for safety, and how this aligns with the agreed restrictions on its use. Report to be provided back to the group.	Airservices	07/08/2024 08/08/24 14/11/24	Open
12	09/05/2024	NSW EPA sampling regime	Investigate the NSW EPA's sampling regime of Coolangatta Creek. The Chair will follow up on the letter already sent.	Chair	07/08/2024 14/11/2024	Open
15	08/08/24	Coolangatta Creek water quality	Ask Council to provide an update on Coolangatta Creek water quality testing.	Chair	01/11/2024	Open
16	08/08/2024	CACG Rep Update	Secretariat to remove Tweed Tourism as a Representative of the CACG.	Secretariat	01/11/2024	Open
17	08/08/2024	Incidents relating to drug and alcohol	AFP to provide figures on how many people have been removed from planes due to drug and alcohol related incidents.	AFP	01/11/2024	Open
18	08/08/2024	Master Plan submissions	Chair to write to both local Councils to seek a copy of their submission on the Master Plan	Chair/TSC & GCC Councils	01/11/2024	Open
19	08/08/2024	Quota usage	Chair to write to the Department querying why airlines don't use their quota before applying for dispensations.	Chair	01/11/2024	Open

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
20	08/08/2024	Update airport name on AsA	Chair to speak to Airservices as to whether changing the airport name from Coolangatta to Gold Coast Airport is possible on the Airservices website.	Chair	01/11/2024	Open
21	08/08/2024	Caught samples	Airservices to liaise with GHD to supply the list of what species are to be sampled if caught.	AsA/GHD	01/11/2024	Open
22	08/08/2024	Historical PFAS issues	Chair/Secretariat/Norbert to forward the consolidated list of previous PFAS issues raised in the CACG to Kurt Rezek.	Chair/Secretariat/ Norbert	01/11/2024	Open
23	08/08/2024	Dept. update on findings and SAQP considerations	Department undertake CACG consultation session on PFAS Preliminary Site Investigation findings and SAQP considerations.	Department	tbc	Open
24	08/08/2024	Coolangatta Creek testing post 2017	The Chair to follow up with Qld Health on the issue of post 2017 testing and specifically ask about Coolangatta Creek and the spear bores, and with NSW if required.	Chair/Qld Health	01/11/2024	Open
25	08/08/2024	2013 Noise Assessment	John Graham to provide the 2013 noise assessment to the CACG. John sent email with links to these assessments on 9 th August. Secretariat distributed the links to the CACG on 15 August.	John Graham	01/11/2024 15/08/2024	Closed

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
26	08/08/2024		The Chair will liaise with relevant parties to help the CACG get a clearer picture of the forecasts on which noise modelling is based.		01/11/2024	Open

Attachment 2: Combined CACG Action List

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
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Attachment 2.1: ANACC Action List

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
A58	24/02/2022	Reciprocal Runway Operation Trial for daylight saving times	Bill Pinkstone would like to see a reciprocal runway trial take place for 6-months and consider the feasibility of this trial (to use RRO while daylight saving in NSW means the curfew starts an hour later in NSW). Members would like to have a timeline of the trial. Airservices to advise if resourcing will allow the trial to commence from Oct 2024 – Apr 2025. Airservices addressed this item during the 09 May meeting. Airservices will advise if there is any change to this timetable.	Airservices	24/02/2022 23/06/2022 20/10/2022 22/02/2024 08/05/2024	Open

No.	Meeting Date	Item	Requirement	Responsible Person	Target Completion Date	Status
			As at 08/08/2024 matter on hold due to resourcing.		08/08/24 14/11/2024	
A87	23/02/2023	Flight Path through Kingscliff	Airservices is awaiting confirmation on dates to conduct community engagement on increased usage and discuss other recommendations. Airservices to discuss proposed flight path as an alternative option for some aircraft. Airservices addressed this item during the 09 May meeting. No engagement has commenced. This will be addressed in upcoming engagement.	John Graham/ Julie Murray	15/05/2023 15/06/2023 22/02/2024 14/11/2024	Open
A105	19/10/2023	Review of SWP	GCA to consult with the ANACC regarding the relevance of the SWP in the current environment. Airservices to advise the committee on which items are able to be addressed at the next CACG meeting in Feb. As part of the review, Airservices is to provide an update at the May CACG on considering ways to report on the issue of NAP breaches following the engagement meeting in Brisbane at the May CACG meeting. Airservices addressed this item during the 09 May meeting and will keep the CACG advised of progress on this reporting project. It will be extended to other airports after it is up and running in Brisbane. Airservices took on the feedback from John Hicks.	Airservices/ John Hicks	15/12/2023 22/02/2024 08/05/2024 09/05/2024 08/08/24	Closed

Attachment 2.2

Closed Action Items

1	22/02/2024 09/05/2024	Flight Arrivals outside of ATC hours	John Graham to find out how many flights arrive between 21:30 – 23:00 from Monday - Sunday. Next CACG data will be provided. Addressed in Airservices presentation 09 May.	Chair/Airservices	09/05/24	Closed
2	22/02/2024 09/05/2024	Updated DSI Timeline	Airservices to include an updated timeline for the DSI. Updated timeline was provided at the 09 May meeting.	Airservices/ Stephen Tapsall	09/05/2024	Closed
3	22/02/2024 17/04/2024	PFAS Reports	Airservices to follow up on the results from the 2022 and 2023 PFAS Monitoring Reports and investigate distribution to the committee. 2023 report distributed to members. 2022 report was not generated.	Airservices/ Stephen Tapsall	17/04/24	Closed
4	22/02/2024	Master Plan extra feedback session	GCA to schedule an additional Draft Master Plan feedback session for the CACG. Meeting has been set for the 10 th of April 2024. Meeting invite sent out on the 29 th of Feb 2024.	GCA/Jodie	29/02/2024	Closed
5	22/02/2024	Public Engagement dates	List of public engagement to be sent to Tweed Shire Council and community representatives. Email sent to committee on the 11 th of Mar 2024.	GCA Strat Comms	11/03/2024	Closed

6	22/02/2024 09/05/2024	Noise query	Matt Bender to check if the Singapore-KL connection southern departures included turns onto the 070.heading. Addressed in the 09 May meeting.	GCA	09/05/2024	Closed
7	22/02/2024	PFAS Funding	Chair of CACG, Ron Brent, to write a letter to the Minister requesting funding for PFAS to be addressed. Given the change in personnel at DITRDCA, (Tarryn Powick replacing Megan Thomas), Chair wishes to address this item directly with Tarryn to find out the best course of action. Kurt Rezek advised the meeting that funding for PFAS remediation must await the investigation outcomes but that the government is committed to addressing any urgent public safety issues arising from PFAS contamination. On this basis this item is to be closed.	Chair	07/08/2024	Closed
8	22/02/2024 09/05/2024	Growth Mgmt. Paper	Lindy Smith to share the Growth Management Paper. Liam to update the group following the meeting with council that is scheduled to take place. Liam Campbell advised during the committee meeting that GCA does not support this.	Lindy Smith/ Liam Campbell	09/05/2024	Closed
9	09/05/2024	Noise profile of Virgin over Banora Point	Airservices to follow up and check the departure noise profile of Virgin over Banora Point as Bill believes this has changed making them much louder. John spoke to VA and they said that the profile hasn't changed. Bill believes their practices have changed.	Airservices	07/08/2024 08/08/24	Closed

11	09/05/2024	Updated DSI map of sampling sites	Airservices to provide an updated map of the PFAS sampling sites. Stephen Tapsell advised that this would affect the progress of the sampling as it would pull resources away from site testing so no updated map will be provided.	Airservices	07/08/2024	Closed
13	09/05/2024	Accessibility initiatives at GCA	GCA to present more details around the plans for delivering better accessibility services at the next CACG meeting. Presented during the August CACG meeting.	GCA/Liam Campbell	07/08/2024 08/08/24	Closed
14	09/05/2024	Up-to-date health advice at nearby broadwaters and creeks	Jacqui Cord to send through link to the factsheet which states that it is safe to consume seafood in Cobaki Broadwater. Link was sent to Secretariat on 09 May. Chair to send a letter to the NSW and QLD health authorities to provide the most up-to-date health advice for consuming seafood and swimming in the local creeks in light of possible PFAS contamination. Letter has been sent to NSW EPA and Qld Health on 22 May. A response was received from Qld Health, but not from NSW EPA. A response was later received by NSW EPA and distributed to the CACG on 21 August.	Chair/NSW EPA & Qld Health	07/08/2024 08/08/24 21/08/2024	Closed
C137	23/03/23	Noise Monitor Review	During the November CACG, Airservices proposed a 'permanent portable noise monitor which could be moved to multiple locations as opposed to having a permanent monitor in one single location. Members asked Airservices if both options could be considered.	Airservices/ John Graham	25/05/23 20/07/23 23/11/23 22/02/24 01/04/2024	Closed

			<p>Airservices will discuss this proposal further during 22 Feb CACG meeting.</p> <p>Survey to be distributed to members.</p> <p>UPDATED ACTION Secretariat sent out the survey link on behalf of Airservices to members of the CACG on 09 May. Open until 30 May 2024.</p> <p>AsA announced that the permanent monitor will be repositioned back to Gray Street. Bill asked if there is the ability to have another one as a temporary. Airservices advised that this depends on the availability of the monitors and will be taken into consideration. Lindy asked if it will be within the 5km radius, Airservices advised that it depends on the calibration of the monitor.</p>		<p>09/05/2024</p> <p>08/08/24</p>	
C149	20/07/23	Consolidated list of outstanding PFAS issues (following Tori Wright presentation)	<p>Chair requested committee members to email: cacg@qcal.com.au with any outstanding PFAS issues that have not been addressed.</p> <p>Chair has had discussions with Airservices, and issues were addressed at the Feb CACG meeting. Chair advised members to email the Chair out of session if any other items require follow up.</p>	Chair/Airservices	<p>30/09/23 21/11/23</p> <p>22/02/24</p>	Closed
C159	23/11/23	Sampling locations new vs old	<p>Stephen to provide an update on how many sampling locations are new verses how many were existing.</p> <p>Chair to follow up with Airservices and</p>	Chair/Airservices	<p>16/02/24</p> <p>22/02/24</p>	Closed

			provide an update at the 22 Feb CACG meeting.			
C160	23/11/23	ILS Usage	AsA to provide a response to the two questions posted in the ILS Usage section of the minutes. Airservices provided a response on 23 January 2024 which was emailed to the CACG members on 02 February 2024.	Airservices	16/02/24	Closed
C161	23/11/23	ANACC & CACG Merge	GCA to provide a summary of the changes to the committee ToR, structure, meeting frequency and membership. Members sent revised ToR and summary of changes.	GCA	23/01/24	Closed
C162	23/11/23	Curfew Movement Graph	Committee member would like The Department to maintain and update the curfew movement graph. Chair to follow up with The Department direct as to whether this is possible. Chair to contact The Department to request curfew reports to be released more promptly and to include trend maps. Chair sent letter to The Department 02 May. The Department confirmed that this is possible and will continue to record this moving forward.	Chair / The Department	01/02/24 20/03/2024 09/05/2024	Closed
C163	23/11/23 09/05/2024	Formal and informal dispensation refusals	Committee members requested the Department to provide the reasons for formal and informal dispensation refusals. Chair sent a request to The Department 02 May. Awaiting response.	Chair / The Department	01/02/24	Closed

			Information provided to the meeting on 08/08/2024			
A1	22/06/2017	Flight track trial pre/post-trial data	<p>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 gave further clarification on the data and how it operates. John Graham to discuss with Lindy if this item can be closed given there isn't a lot more that can be provided. Process has been established with Lindy to bring issues to the meeting or email the CACG.</p>	Airservices/ Lindy Smith	06/02/2020 20/10/2022 22/02/2024	Closed
A85	23/02/2023	Emergency Operations Factsheet	<p>Airservices will distribute the emergency operations factsheet to the ANACC members. Airservices advised that the factsheet has been completed and will be circulated at the Feb CACG meeting.</p>	John Graham/ Airservices	22/02/2024	Closed
A91	15/06/2023	Cudgen airstrip application	<p>Chair will investigate the application further with Tweed Shire Council and update the committee. No final response has been received.</p>	Chair/ Matt Bender	30/06/2023 19/10/2023	Closed

			Tweed Shire Council advised that the best way forward to raise any concerns as a group is to object through the DA process. Chair is happy to facilitate this on behalf of the group. Bill Pinkstone noted that special conditions could be applied to the use of the airstrip.			
A101	19/10/2023	Reciprocal runway assessment	Airservices to provide an update on the reciprocal runway assessment timeline and to consider the feasibility of conducting this during daylight savings. This is a double up of Item 58.	Airservices	15/12/2023	Closed
A102	19/10/2023	STE food licensing	GCA Commercial Team to provide information relating to the NSW vendors the Council jurisdiction for inspecting food premises located on the NSW side of the airport. GCA Concessions Manager confirmed City of Gold Coast Council and Queensland Government are the authorising body to inspect food premises given the airport operates under Queensland laws.	Jodie Fields/ Kirsty Simons	15/12/2023	Closed
A103	21/11/2023	Quota movements v dispensations	Chair to contact The Department to provide greater clarity around quota movements verses dispensations. Chair emailed The Department 02 May. The Department confirmed that this is possible and will continue to record this moving forward.	Chair / The Department	15/12/2023 09/05/2024	Closed
A104	19/10/2023	070 v 140 take-offs	Airservices to provide a percentage of planes taking off over 070 vs 140 over the last 6 months. Airservices to provide an update during the Feb CACG meeting.	Airservices	15/12/2023 22/02/24	Closed

Attachment 3

Community Aviation Consultation Group (CACG)

Thursday, 08 August 2024



ACKNOWLEDGEMENT OF COUNTRY

Gold Coast Airport respectfully acknowledges the Traditional Custodians of the cultural landscape on which Gold Coast Airport is situated, the Bundjalung and Yugambah people, and pays respect to their Elders past, present and future.

Gold Coast Airport Update

August 2024

GCA & QAL Introductions

- Aviation Operations
 - Jared Feehely, General Manager Operations & Service Delivery
 - Matthew Bender, Manager Airfield Operations & Standards
 - Jodie Fields, Operations & Security Administrator
- Strategic Communications
 - Abigail Koch, General Manager Strategic Communications
 - Carly Twyman, Strategic Communications Executive
- Health, Safety & Environment
 - Norbert Benton, QAL Environmental Manager – Studies and Engagement
 - Michelle Khundakar, General Manager Strategy & Sustainability
- Property & Planning
 - Liam Campbell, General Manager Planning & Design
 - Laura Harvey, Urban Planner

NAIDOC Week Celebrations

- First fully indigenous crewed Jetstar flight
- ISS Cleaning indigenous shirts
- QAL team NAIDOC week event
- NAIDOC week march participation



GCA GOLD COAST AIRPORT



Traffic Performance

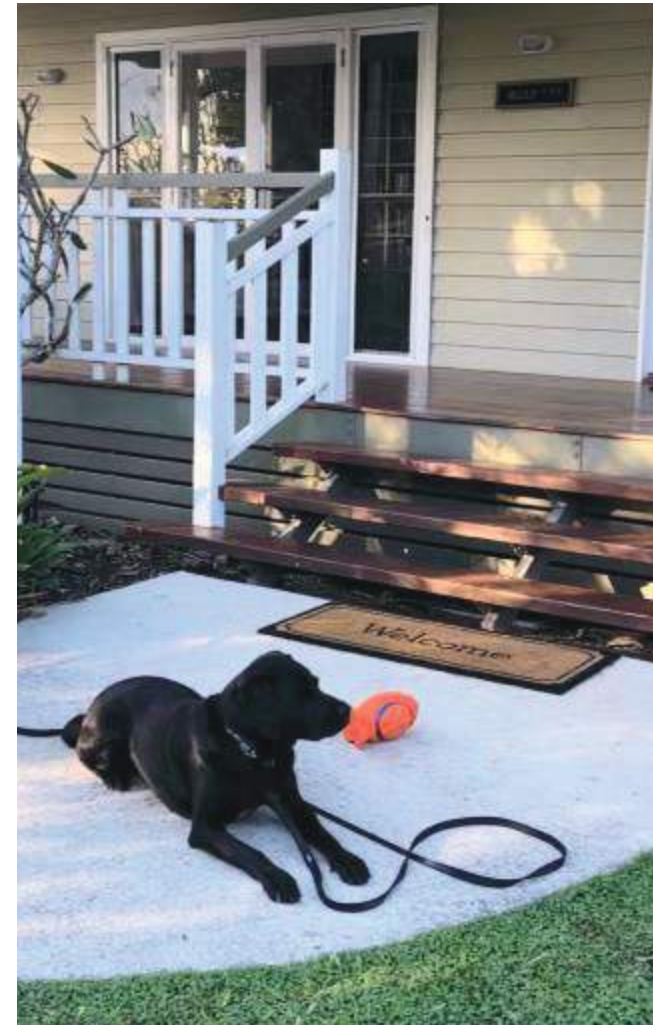
PAX Numbers						
Month	2024	2023	2022	2021	2020	2019
January	621,634	570,925	386,245	193,299	644,422	639,796
February	496,863	429,612	304,231	159,553	449,027	458,843
March	537,898	484,588	402,916	281,390	306,423	501,907
April	551,969	534,839	555,284	401,774	1,519	560,439
May	462,890	475,393	457,229	385,713	2,297	471,409
June	467,384	482,206	483,649	252,415	5,390	474,644
July		560,800	538,555	106,340	43,307	583,976
August		506,242	484,089	12,719	10,860	528,697
September		553,485	511,637	25,545	21,957	548,556
October		557,245	528,283	25,943	31,422	598,087
November		513,440	520,147	35,328	36,265	530,719
December		565,347	536,254	204,271	188,261	610,497

RPT Flight Numbers (Arrivals)						
Month	2024	2023	2022	2021	2020	2019
January	2,125	1,813	1,543	749	1,893	1,943
February	1,754	1,396	1,054	639	1,456	1,422
March	1,756	1,529	1,450	987	1,175	1,575
April	1,728	1,673	1,915	1,545	21	1,795
May	1,469	1,538	1,615	1,479	14	1,584
June	1,479	1,541	1,650	1,120	27	1,558
July		1,737	1,695	1,010	173	1,815
August		1,616	1,575	175	74	1,477
September		1,691	1,579	188	113	1,683
October		1,695	1,644	183	144	1,775
November		1,576	1,617	201	154	1,579
December		1,846	1,711	1,035	725	1,838

Domestic Terminal Refresh



Customer Experience



Accessibility

- Ambition to be Australia's most accessible airport group
- Formation of the GCA All Abilities Reference Group
- Digital, hidden & physical disability upgrades
- Strategic partnerships to further regional accessibility & inclusion
- Community Benefit Fund focus



Community updates



Pacific Airshow Gold Coast – 16-18 August



Exercise Full Moon



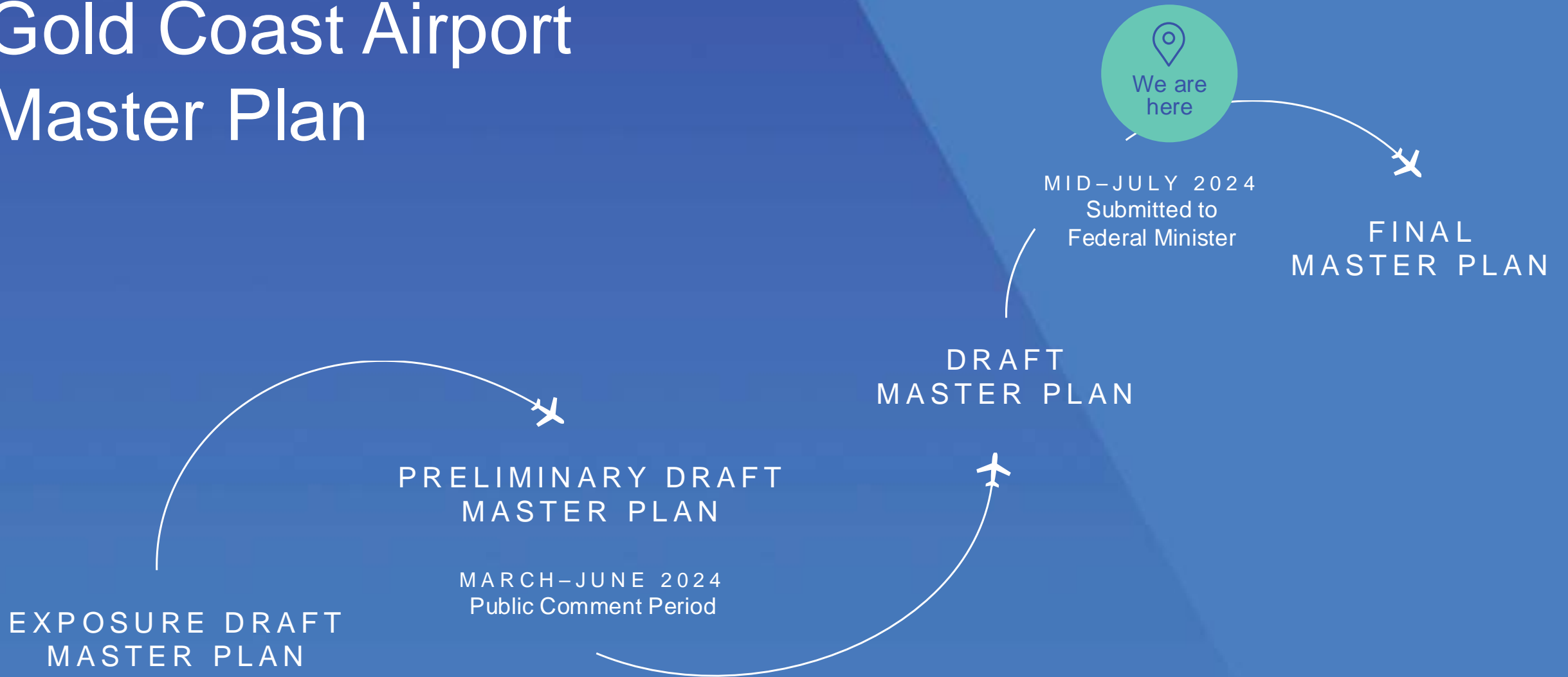
- Live exercise at GCA
- 4 September (11pm – 3am)
- Simulate a multi-agency response to an Active Armed Offender threat
 - AFP
 - QLD Police
 - NSW Police
 - ARFF
 - POLAIR
 - QLD Ambulance
- Helicopter unit, drones & dog teams
- CASA compliance requirement

Southern Entry Road

- Major construction on the Southern Entry (new intersection connecting the Gold Coast Highway to the Gold Coast Airport)
 - There will be some traffic changes for the GC Highway during construction.
- Project scheduled for completion in March 2025



Gold Coast Airport Master Plan



Thank you

+617 5589 1100

info@gcal.com.au

www.goldcoastairport.com.au



Attachment 4



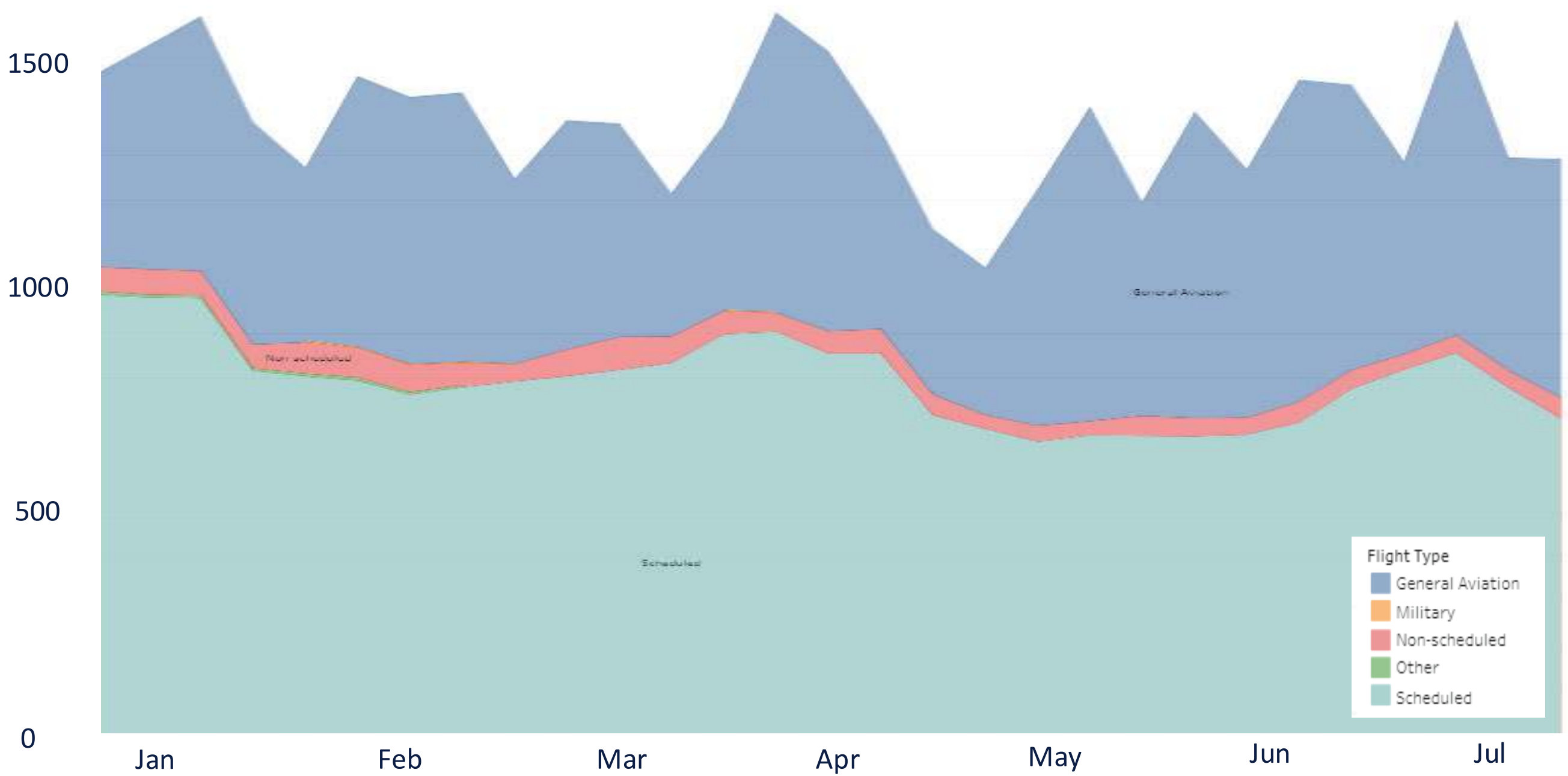
Gold Coast CACG Airservices Update

Scott Stephens – Unit Tower Supervisor, Gold Coast
Stephen Tapsall – Leading PFAS Engagement
John Graham – Community Engagement Advisor

8 August 2024

Air Traffic Movements

OFFICIAL



Flight Type

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

Gold Coast Complaint Report: April – June 24

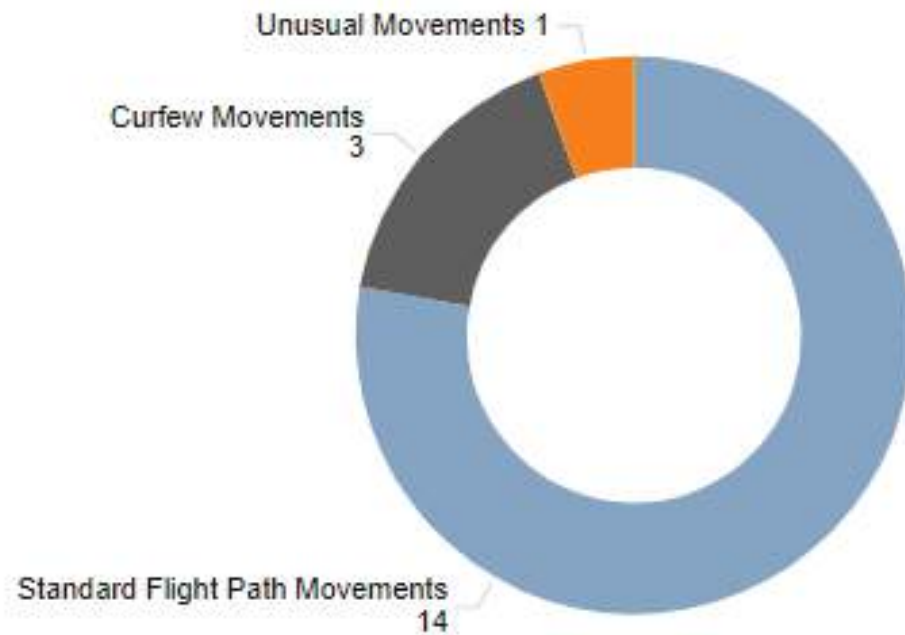
Number of complainants/complaints

	Complainants	Complaints
Coolongatta	18	19

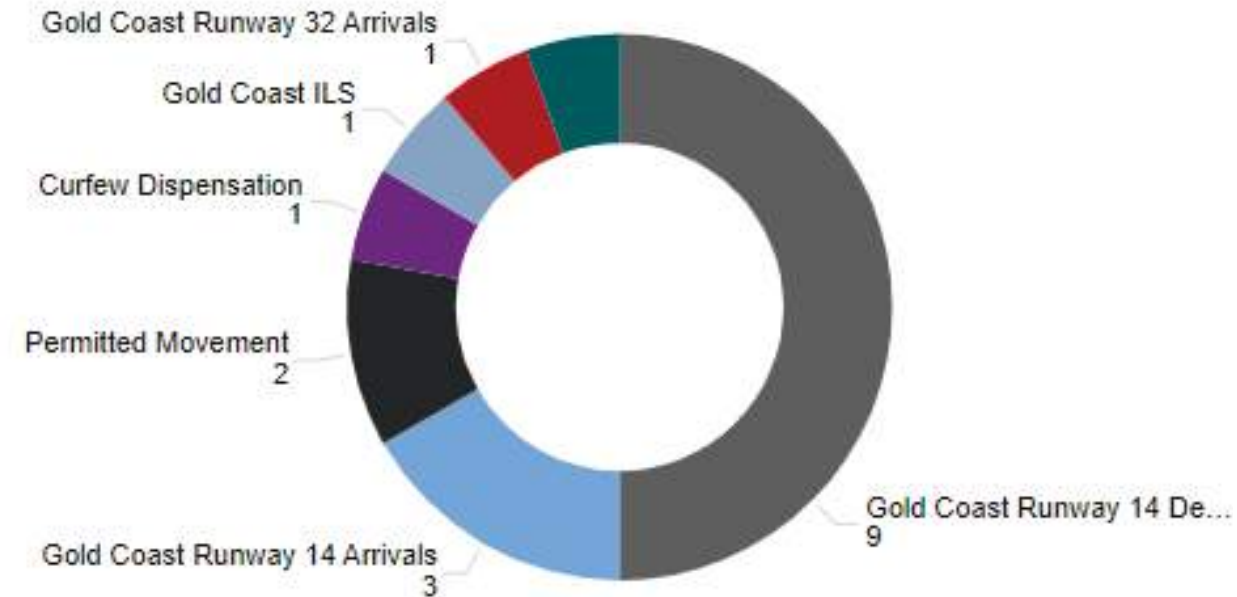
Complainant suburbs

Overall Total	18	13
Suburb	Complainants	Issues
Banora Point	3	1
Farrants Hill	3	1
Tugun	2	1
Bilinga	1	1
Blue Knob	1	1
Burleigh Heads	1	1
Currumbin Waters	1	1
Fingal Head	1	1
Kingscliff	1	1
Mermaid Beach	1	1
Mermaid Waters	1	1
Tweed Heads	1	1
Tweed Heads West	1	1

Issues



Classifications



Aircraft in your neighbourhood

aircraftnoise.airservicesaustralia.com

- Enter your address or select Gold Coast
- Select 'What flight disturbed me' and 'Gold Coast complaints report'
- Up to June 2024 now available



Community engagement update

Runway 14 ILS STAR & Runway 32 RNP (AR) approach

- Expected to commence engagement soon.

Tower hours

- Gold Coast tower has been affected by unforeseen long-term absences. The resultant disruption to the roster has reduced the available supervision and on-going training. A reduction in tower Hours of Coverage from 2300 Local to 2130 Local will allow for better service continuity during core traffic hours at YBCG.

Noise Monitor Review

- Gray Street Depot noise monitor remains in place – live on WebTrak.
- Outcomes report finalised – report to be released following CACG.
- engage.airservicesaustralia.com/gold-coast-airport-noise-monitoring-review

Airservices action updates

Action 9 – Virgin Australia noise profile (close)

- Virgin Australia contacted and noted there has been no changes in departure procedures.

Action 10 – ILS usage (remain open)

- Sourcing additional data for response – will be distributed to the CACG when available.

Action 11 – Updated DSI map of sampling sites (remain open)

- Updated map will be released when available.

Action C137 – Noise monitor review (can close when report distributed to group)

- Report to be released following CACG meeting.

Action A58 – RRO DST trial (remain open, no further update)

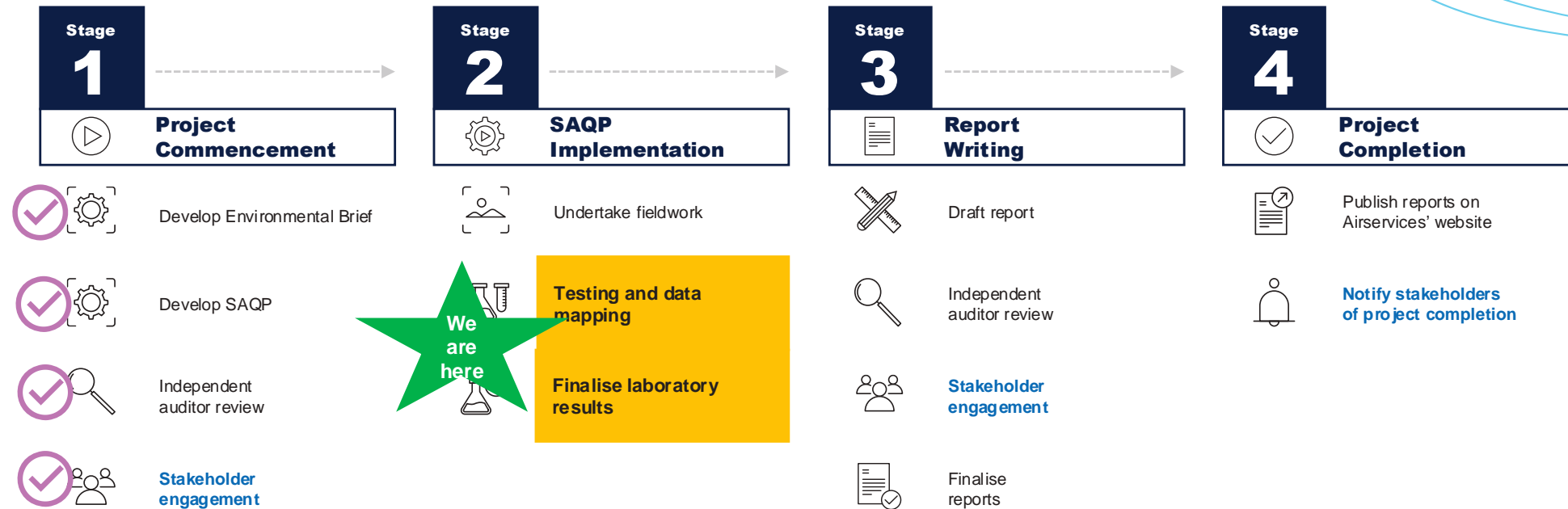
Action A87 – Flight path through Kingscliff (remain open, no further update)

Action A105 – Review of SWP (closed)

- YBBN NAP reporting example (drop pin in Brisbane area, select ‘Noise Abatement Procedure Reporting’):
aircraftnoise.airservicesaustralia.com



Detailed Site Investigation Process Overview



- *Assumes assuming no delays such as need for further sampling.*
- *The information obtained from the DSI will:-*
 - *inform next steps in the management*
 - *be used to compliment investigations by DITRDCA.*

Recent field sampling

Sample	Number Taken
Biota	47
Groundwater	41
Surface Water	56
Sediment	33
Pore-water	22
Soil	269
Concrete	27

- All samples have location and other details taken (this data goes to other types of databases)
- As per SAQP every 10 samples, QA/QC samples are taken (precision/accuracy checks)
- All data is reviewed, quality assured and then integrated as part of the analysis and interpretation.



Gold Coast Airport Community Aviation Consultative Group (CACG)

Meeting date: 8 August 2024

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

Subject: A comprehensive and adequate noise monitoring program for Gold Coast Airport

1.0 Recommendation

Gold Coast Airport Pty Ltd (GCAPL) prioritise with Airservices Australia the development and implementation of a far more robust, transparent noise monitoring and reporting program that is commensurate with the Gold Coast Airport's current and expanding aircraft noise footprint.

2.0 Background

The Gold Coast Lifestyle Assoc Inc (Association) submission to the GC Airport Preliminary Draft Master Plan 2024 states:

"2.8 Monitoring and reporting of aircraft noise

We are concerned that the noise monitoring section of the Draft Master Plan provides no assurance whatsoever to the public that a comprehensive and adequate noise monitoring program is in place that is commensurate with the current and projected noise footprint of aircraft arrivals and departures. Instead, we find a narrow focus in Section 8.11 on ground-based noise.

*As the airport operator, the GCAPL is responsible for the delivery of a proper noise monitoring program. The current form of the program undertaken by Airservices Australia and its monitoring and reporting capacity is inadequate for current aircraft movements (two permanent noise monitors, plus one moveable noise monitor yet to be commissioned), let alone the significant increases proposed in the Draft Master Plan. A key concern is that noise events around the airport may regularly exceed the expected levels depicted in the N60 and N70 event zone maps and that there is no program in place to verify the accuracy of these important contours/zones. The graphic at **Appendix 4** underpins these concerns, with many noise exceedances plotted. While we realise N60/70 and LAmax are different metrics, we are concerned to see records of LAmax events ranging from 79 - 88dBA recorded both within N70 10 and N70 20 zones and beyond these zones.*

We therefore submit that an undertaking from GCAPL is needed in the Draft Master Plan to prioritise with Airservices Australia implementing a far more robust, transparent noise monitoring and reporting program that is commensurate with the airport's current and projected noise footprint of aircraft arrivals and departures. The noise monitoring and reporting program must check and validate to the public that the noise maps used in the Airport Master Plan (N60/N70 event zones and LAmax) are accurate or, if not, require revision. The program must be developed in close consultation with the communities around the airport and with the GCA CACG."

The former ANACC Strategic Work Program also raises the issue that there is no validation of noise exposure models used in the Master Plan. The Strategic Work Program affirms that the desired

future state is “The community has confidence in the noise contours and related information, N70’s, ANEF etc published by the Airport.”

3.0 Legislative arrangements for provision of services to GCAPL by Airservices Australia

Relevantly:

- (a) GCAPL is the airport-lessee of the Gold Coast Airport (**the GC Airport**) under the *Airports Act 1996* (Cth) (**Airports Act**) and is responsible for all aspects of the GC Airport’s operations (per *Airports Act*, ss 4, 81, 83, 88, 90(1), and Pt 5, Div. 4 generally).
- (b) As the airport-lessee of the GC Airport, GCAPL must procure the provision of air traffic services, navigation technical facilities, and aerodrome rescue and firefighting services at the GC Airport by a person approved or licensed for the provision of such services by the Civil Aviation Safety Authority (**CASA**) (*Airports Act 1996*, ss 4 and 216).
- (c) Airservices Australia has been approved by CASA to provide such services (*Civil Aviation Safety Regulations 1998* (Cth), Part 172).
- (d) In short, Airservices Australia is simply an authorised service provider to GCAPL as the responsible airport-lessee.
- (e) Airservices Australia must perform the services it provides to GCAPL in a manner that ensures that, as far as is practicable, the environment is protected from the effects associated with the operation and use of aircraft (*Air Services Act 1995* (Cth), s 9(2)(b)).
- (f) As part of its obligation to perform the services it provides to GCAPL in a manner that ameliorates the effects associated with the operation and use of aircraft, Airservices Australia implements a Noise and Flight Path Monitoring System (**NFPMS**) at the GC Airport.
- (g) Importantly:
 - (i) Airservices Australia is not, and does not fulfil the responsibilities of GCAPL as, the airport-lessee under the *Airports Act*;
 - (ii) All services performed by Airservices Australia at the GC Airport are being provided to, and performed on behalf of, GCAPL as the responsible airport-lessee; and
 - (iii) GCAPL, and not Airservices Australia, has primary statutory responsibility for all aspects of the GC Airport’s operations, including in relation to the effects associated with the operation and use of aircraft utilising the GC Airport.
- (h) **Accordingly, GCAPL is responsible for ensuring that the NFPMS implemented by Airservices Australia on GCAPL’s behalf for the GC Airport is sufficient and adequate to ensure the proper monitoring and reporting of the effects associated with the operation and use of aircraft utilising the GC Airport.**

Appendix 4 (from GCLA submission to GCA Draft Master Plan 2024)

Actual LAMax aircraft noise records



Actual LAMax Aircraft Noise Results

This 2015 N70 Contours is Figure 5.8 from the GCAMP 2017 and it shows the estimated N70 noise contours calculated by the INM system.

From 2013 a number of fixed site, short term aircraft noise monitoring took place at the sites shown by the red dots. From 2013, short term aircraft noise monitoring took place at the sites below, highlighted by the red dots. The maximum aircraft noise event recorded for each site is show.

For example:

At Kingscliff High School recorded a maximum aircraft noise event of 79 dBA, far exceeding the 55 dBA indoor design sound levels for school teaching areas.

Source: Presentation by Larry Woodland, Fingal Head Community Assoc, to GC Airport CACG meeting 9 May 2024.

2017 - 2024 Gold Coast Airport Master Plan Aircraft Noise Comparison

Attachment 5

1. [Section 7.2.2 Methodology and Assumptions - The difference between the 2017 and 2024 GCA - Master Plans](#)
2. [What is the Ultimate Practical Capacity](#)
3. [2017 - 2024 Flight Track Differences](#)
4. [2022 ANEI Contours to communicate actual noise exposure - No!](#)
5. [The ANEF Comparison between 2023 and UPC ?????](#)
6. [The Comparison between 2023 and UPC ????? N70 Contours](#)
7. [Where are the LAmox Contours?](#)
8. [Actual LAmox noise results from 2013.](#)
9. [What happened to the modern presentation methods of presenting Noise Contours?](#)



5.0
Aircraft Noise





Section 7.2.2 Methodology and Assumptions

The difference between the 2017 and 2024 GCA - Master Plans

2017 Master Plan Aircraft Noise

1. 2017 Master Plan - Chapter 5, 33 pages
2. Noise modelling software - 2017 INM 7.0d
3. Long Range Forecast - 2017 Master Plan ANEF to 2047 with average forecast of 143 movements.
- 4.
5. The 2047 ANEF assumed an uptake of widebody (Code E) aircraft, such as B787s, onto domestic routes.
6. The 2047 ANEF assumed GA aircraft would continue to undertake repetitive circuit training as observed in 2017.
7. The 2047 ANEF continues to assume there will be an Instrument Landing System (ILS) on Runway 14 only.

2024 Master Plan Aircraft Noise

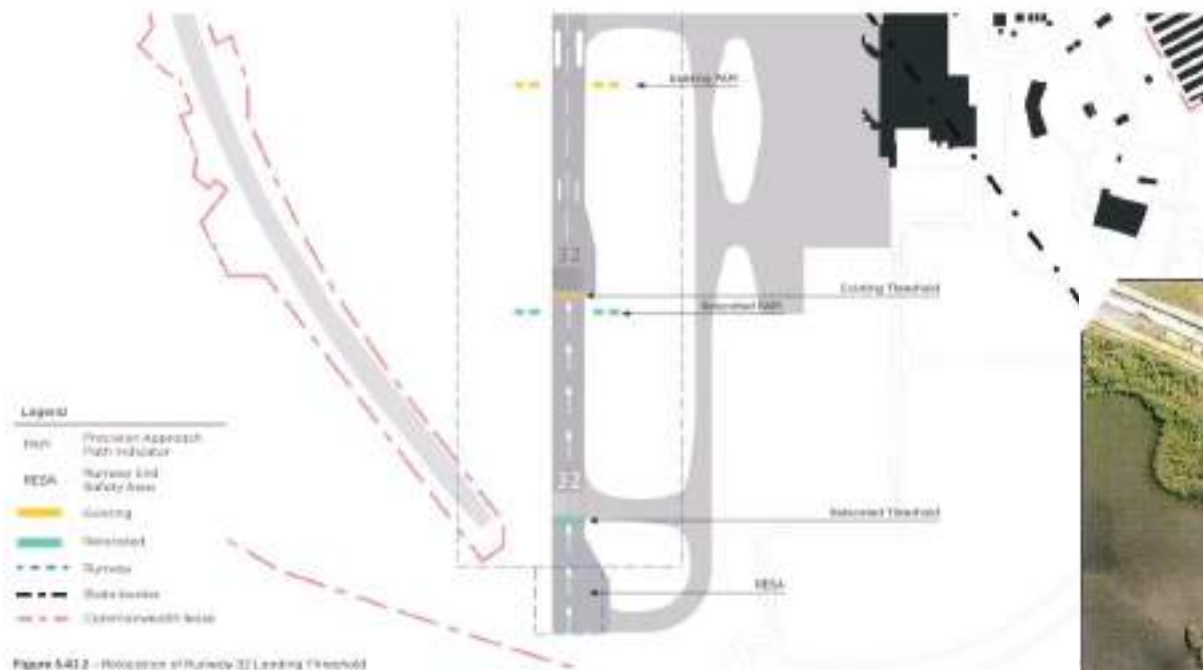
1. 2024 Master Plan Aircraft Noise 7 pages only
2. Noise modelling software - AEDT
3. Long Range Forecast - 2024 Master Plan ANEF to Ultimate Practical Capacity - date unknown, with average forecast of 452 movements. (+316%)
4. “A greater proportion of new generation aircraft types”, “including the uptake of quieter NewGeneration aircraft” which are expected to dominate the domestic market and replace the older generation models.
5. The Ultimate Practical Capacity ANEF, wide-body (Code E) aircraft are no longer forecast to operate on domestic routes, and upgrading to Code C aircraft.
6. The UPC ANEF assumes repetitive circuit training and helicopter circuits will be relocated offsite.
7. The 2047 ANEF continues to assume there will be an Instrument Landing System (ILS) on Runway 14 only.



What is the Ultimate Practical Capacity?

The GCAMP 2024 no longer applies the 30 year projection (2027), it applies Ultimate Practical Capacity is based upon the total number of aircraft movements that could be confirmed accommodated by the airfield configuration presented in **Section 5.4.** of the master plan, and as such is not tied to a specific forecast year.

This relies on a runway extension.



Option dated 27/05/1998 named
“Possible South Runway Extension”



Airfield configuration presented in
Section 5.4. GCAMP 24 titled
“RESA - Runway End Safety Area”



2017 - 2024 Flight Track Differences



These slide identify the new RNP flight track coming in on the north side of Kingscliff over Barney's Point bridge which is currently being prepared for community consultation.



The southern departure flight track for Runway 32 is not highlighted.

Likely to be a poor image.



Figure 72.3 – Runway 32 (Origin/Destination North)



Figure 72.4 – Runway 32 (Origin/Destination South)



The GCAMP 24 says, page 194:

7.2.3 Noise Contours

2022 ANEI Contours

Australian Noise Exposure Index (ANEI) contours are used to communicate the **actual** noise exposure experienced in a particular year

No!

This is not the “actual” noise exposure.

This is an AEDT theoretically calculated average noise index. that the Australian Standards apply to building site acceptability.

2023 - 277 flights

UPC = ???? - 452 flights

Legend

2023 ANEI Contours

State border

Commonwealth lease

Legend

Draft Ultimate Practical Capacity ANEF Contours

State border

Commonwealth lease

Figure 7.2.5 – 2023 Australian Noise Exposure Index (ANEI)

Figure 7.2.6 – Draft Ultimate Practical Capacity Australian Noise Exposure Forecast (ANEF)



ANEF Comparison between 2023 and UPC ????

25 ANEF zones highlighted

2023 - 277 flights

???? - 452 flights



Figure 7.2.6 – Draft Ultimate Practical Capacity Australian Noise Exposure Forecast (ANEF)

Slight normalising of images scale to show the increased affect on Building Site Acceptability.

Buildings > 25 ANEF Unacceptable inside these areas:

- ◆ Houses,
- ◆ home units, flats
- ◆ caravan parks,
- ◆ nursing homes,
- ◆ hospitals.

Note: The 2024 plan ANEF for the Ultimate Practical Capacity (UPC) has a significantly greater building acceptable foot print, even with quieter planes.

Table 2.1 Building Site Acceptability Based on ANEF Zones – AS2021:2015

Building type	ANEF Zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF (Note 1)	30 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF (Note 1)	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

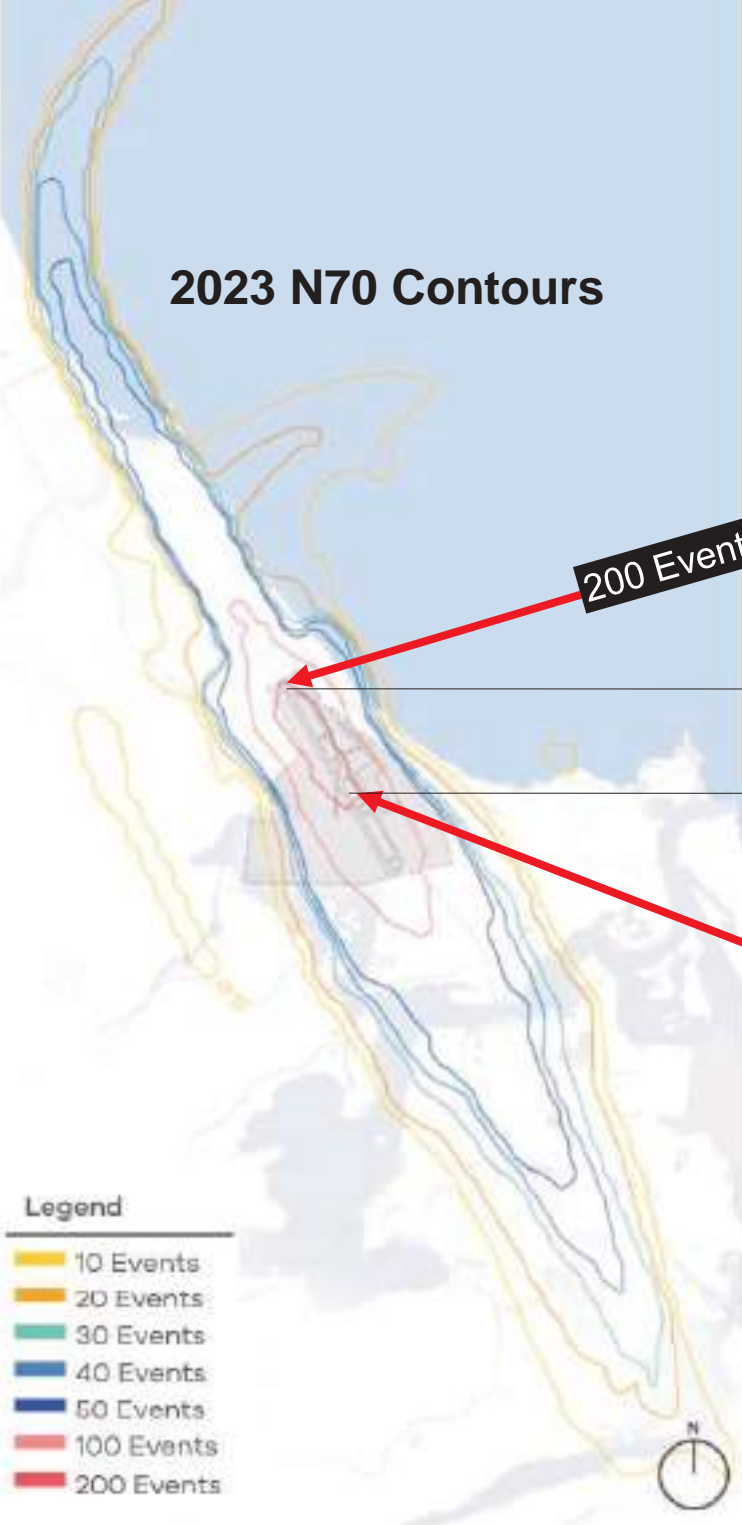
Notes:

- The actual location of the 20 ANEF contours is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 may be followed for building sites outside or near to the 20 ANEF contour.
- Within 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate (see also Figure A1 of Appendix A).
- There will be cases where a building of a particular type will contain spaces used for activities which would generally be ground in a different type of building (e.g. an office in an industrial building). In these cases Table 2.1 should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by table 3.3.
- This Standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required ANR determined according to Clause 3.2. For residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
- In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.

The Comparison between 2023 and UPC ???? N70 Contours

2023 N70 Contours

UPC - ???? N70 Contours



These 2024 MP Figures highlight a significant increase to the N70 200 event zone, which appears approximately to be 4.5 X the length of the current community impact zone.

No explanation is provided for this increase:

- ◆ the southern runway extension?
- ◆ increased flights by 316%.
- ◆ more noise longer?
- ◆ Climate change?



Figure 7.2.11 – 2023 N70 Contours

Figure 7.2.12 – Draft Ultimate Practical Capacity N70 Contours



Where are the LMax Contours?

To quote a senior Airservices Manager in 2016, Mr Neil Hall:

“In order to adequately assess whether proposed new air traffic management procedures are likely to have a significant impact on the environment in accordance with the EPBC Act, the General Principles require Airservices to apply multiple metric measures to assess the potential noise impacts: including:

1. N60, N70 and LAeq measures for day and night aircraft noise; and
2. LMax measures for individual overflights aircraft noise.

These measures need to be assessed for GCAMP 2024 Ultimate Practical Capacity.

ENVIRONMENT AND COMMUNITY ASSESSMENT



LMax 60 contours produced by ASA, for Southern Operations Review

In the Administrative Appeals Tribunal

REGISTRY: Brisbane
NUMBER: 2016-0986

Applicant:	Gold Coast Lifestyle Association Incorporated
Second Applicant:	Tugun Cobold Alliance Incorporated
First Respondent	Minister for Infrastructure and Regional Development
Second Respondent	Gold Coast Airport Pty Ltd (ACN 007 280 821)
Third Respondent	Airservices Australia

AFFIDAVIT

I, Neil Hall of Alan Woods Building, 25 Constitution Avenue, Canberra ACT, Acting Strategic Stakeholder Manager and Environment & Air Traffic Management Manager, Airservices Australia state on oath:

1. I am the Acting Strategic Stakeholder Manager and the Environment & Air Traffic Management Manager of Airservices Australia (Airservices).
2. I have held the position of the Environment & Air Traffic Management Manager of Airservices since 2012. A copy of my curriculum vitae is annexed and marked with the letter "A."
3. In my role as the Environment & Air Traffic Management Manager of Airservices, I:
 - a. provide technical expertise and advice on air traffic control systems and air traffic management practices and procedures;
 - b. provide technical expertise and advice on the design and implementation of flight paths.

Signed:

AFFIDAVIT
Filed on Behalf of Airservices Australia

Taken by:

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19. In order to adequately assess whether proposed new air traffic management procedures are likely to have a significant impact on the environment in accordance with the EPBC Act, the General Principles require Airservices to apply multiple metric measures to assess potential noise impacts including:
 - a. N60, N70 and LAeq measures for day and night aircraft noise; and
 - b. LMax measures for individual overflight aircraft noise.



Figure 5.8 2015 N70 Contours

Actual LAMax Aircraft Noise Results

This 2015 N70 Contours is Figure 5.8 from the GCAMP 2017 and it shows the estimated N70 noise contours calculated by the INM system.

From 2013 a number of fixed site, short term aircraft noise monitoring took place at the sites shown by the red dots. From 2013, short term aircraft noise monitoring took place at the sites below, highlighted by the red dots. The maximum aircraft noise event recorded for each site is show.

For example:

At Kingscliff High School recorded a maximum aircraft noise event of 79 dBA, far exceeding the 55 dBA indoor design sound levels for school teaching areas.



What happened to the modern presentation methods of presenting Noise Contours?

The new Western Sydney Airport for example.

