

Community Aviation Consultation Group

(incorporating ANACC)

Meeting Minutes

Date: Thursday 14 November 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.	Norbert Benton	Queensland Airports
8.	Liam Campbell	Queensland Airports
9.	Laura Harvey	Queensland Airports
10.	Summer Leury	Queensland Airports
11.	Hannah Johnson	Airservices Australia
12.	John Graham	Airservices Australia (online)
13.	Stephen Tapsall	Airservices Australia
14.	Larry Woodland	Fingal Head Community Association
15.	Jann Stuckey	Friends of Currumbin
16.	Peter Long	Air Gold Coast
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 (online)
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.	Kurt Rezek	DITRDCA (The Department)
29.	Mark Yarrow	AFP
30.	Murray Nicholson	AFP
31.	Jacqui Cord	Tweed Shire Council
32.	Nathan Goldman	TMR (online)

No.	Formal Apologies	Organisation
1.	Laura Gerber MP	Member for Currumbin
2.	Ronni Hoskisson	Tweed Resident's & Ratepayer's Association
3.	Cr Hermann Vorster	LNP for Burleigh

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 November 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 – 08 Aug 2024</p> <ol style="list-style-type: none"> 1. Kurt Rezek requested amendment to section 7, point 6 to amend Oricon and Senversa to "Aurecon with Senversa". 2. Secretariat corrected typo from Andrew Sweeney to John Sweeney. 3. Lindy Smith requested section 8 to have the date changed from post 2015 to post 2017 in the minutes and action item. <p>No other amendments were noted. Secretariat to endorse minutes and upload on to the CACG website.</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> <ol style="list-style-type: none"> 1. John Graham has been promoted to a new role within Airservices. Hannah Johnson has been appointed as the new Community Engagement Officer. 2. Corey Ford from Environment Protection Agency has been replaced by Andrew Symons. 3. It was noted during the meeting that Banora Point & District Resident's Association member - John Sweeny will be stepping down as community representative. Secretariat yet to receive formal written resignation. 		
3.	AFP Update – Acting Superintendent Mark Yarrow	09:15
<ol style="list-style-type: none"> 1. National threat level remains at <i>Probable</i>, unchanged since Monday 5 August 2024. 2. In response to action item 17 - Mark Yarrow provided an overview of the type of incidents AFP are responding to which include disruptive behaviour, prohibited use of vaping on aircrafts/within terminal, intoxication and mental health issues. 3. Overall, the number of incidents was low, and in most cases, individual sense of entitlement exacerbated many of these incidents. 4. Incidents relating to domestic violence have increased, although these are often picked up before passengers are boarding aircraft. 5. AFP are working to educate stakeholders on different behavioural states to help highlight anti-social behaviour and alert them on when the best time may be for local enforcement authorities to intervene. 6. GCA reinforced the message that anti-social behaviour is best to be reported to airline stakeholders, security or local authorities. 7. It was noted that the role of an Ambassador is to assist passengers, but not to deal with disruptive passengers. 		

Question: Member questioned whether there is a system for AFP to assess aircraft arrivals during curfew. AFP advised that this is not their role at the airport.

4. Gold Coast Update – Jared Feehely

09:20

Refer to Attachment 3 for full details.

1. Chair advised members that the Department will no longer have representation at any CACG meetings nationwide due to resourcing constraints and will only follow up on matters that are specifically related to them.
 - John Hicks conveyed his disappointment over this decision noting that the Department is a regulatory agency. The group agreed unanimously for the Chair to write a letter to the Minister to express the group's disappointment and request the reinstatement of a representative.

ACTION ITEM: Chair to write a letter to the Minister to express disappointment and request a representative to be reinstated.

Question 1: John Hicks asked whether the Master Plan approval will require the airport to implement a staged noise amelioration program. Liam Campbell advised that it is not required.

Question 2: John Hicks asked whether members are able to receive a briefing on the National Airport Safeguarding Framework and how its requirements for community information on aircraft noise management were addressed in the Draft Airport Master Plan 2024.

- Liam Campbell advised that this is a national guideline not a requirement for a master plan, and that responsibility primarily lies with State to implement into their respective planning frameworks.
 - GCA noted that all the guidelines are actively applied by the airport, even though it isn't legislation. GCA measures all development applications against these guidelines and ensures both the City of Gold Coast and Tweed Shire Councils are provided direct comment about how the ANEF is applied in both planning schemes.
 - GCA actively speaks to residents, builders, and potential buyers to advise them to seek their own independent noise impact assessment.
 - The CACG urges the airport and the Department to continue to review improved ways to communicate improved noise modelling, and the group urges the airport to keep reviewing new options for noise amelioration.
2. Bill Pinkstone would like to see more regional connectivity and encourages Jetstar to consider introducing flights to Townsville as a low-cost carrier.
 - GCA advised that the airport's Business Development team are in constant conversations with airlines about new routes and will update the group on any new changes.
 3. GCA noted that one of the 2025 Aviation White Paper initiatives is for the Treasury to call for a Productivity Commission (PC) review into the determinants of regional airfares. GCA will inform CACG members when the consultation process opens. Chair advised that he would write a submission on behalf of the group.

ACTION ITEM: GCA to report back to group on any airline updates that concern regional connectivity.

ACTION ITEM: GCA will inform CACG when the PC consultation process is open, and the Chair will write a submission to review the determinants of regional airfares and provide an update to the group.

4. Membership – early 2025 nomination packs will be circulated for members to renew their membership on the CACG.

5. Members will also be asked to complete a survey to ask what improvements they would suggest making to the format of the CACG.

ACTION ITEM: GCA to distribute membership renewal forms and circulate feedback survey.

Morning Tea Break

5.	Noise & Curfew Activity – Matthew Bender	10:45
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Refer to Attachment 4 for Noise Complaints Correspondence Record.

1. Curfew movements were presented to the CACG. It was noted that GCA's most current report was from Jan – Jun 2024, circulated to members on 7th August.
2. Trends are showing more intense weather events are occurring during the transitional seasons (Autumn and Spring) which have caused diversions due to fog in Brisbane and electrical storms disrupting flight activity.

6.	PFAS Update – Kurt Rezek, The Department	10:50
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Refer to Attachment 5 for detailed talking points provided by Kurt Rezek from The Department.

In addition, Kurt also touched on the changes to the drinking water values which are being considered as part of the investigation program.

Question 1: Larry Woodland asked if there is funding for remediation.

- Kurt advised the current funding is for the investigation phase only. Once the outcomes of the investigations are known and the PFAS Mgmt Plans are prepared, funding options for remediation maybe considered at this stage.

Question 2: Bill Pinkstone asked if there was a specific criterion for testing, and whether testing would go beyond the airport vicinity and extend to Cobaki Broadwater.

- Kurt advised that testing is not restricted to airport boundaries and the investigation will encompass the extent of PFAS emanating from the airport extends.
- Kurt advised that The Department is relying on the consultants to show how the PFAS is moving and propose relevant monitoring sites.
- Data from sources such as the Airservices and airport sampling has been passed on to the consultants to assist in the investigation.

Question 3: Lindy Smith wanted to know if the sampling would be bi-monthly.

- Kurt could not confirm this and noted it is up to the consultant to develop the sampling plan which is currently under development.
- The Department's intention is to consult on the sampling plan with the CACG once the consultant has drafted the plan.

Question 4: Lindy questioned whether the department has only been provided publicly released reports.

- Kurt advised that they have received a range of reports and those are not restricted to publicly available material.

Question 5: Jacqui Cord asked whether the NSW auditor has been determined.

- Kurt advised that the appointed auditor is accredited in both NSW and QLD.

7.	Airservices Update	11:20
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Refer to Attachment 6 for full presentation.

1. John Graham introduced the Airservices Team and introduced Hannah Johnson as his replacement as the new Community Engagement Officer.
2. John Hicks thanked John for his patience, the input he provided to the CACG and his professionalism, adding that he has always been very reliable at following up on action items/issues. The membership of the CACG agreed with this comment.

ATC Hours – Scott Stephens

3. Operationally there have been numerous storms which have created challenging conditions for airline operators and caused many diversions.
4. The tower is still facing continual challenges with staffing numbers.

Airservices Update – Hannah Johnson

5. Complaint and complainant numbers have risen slightly from the last two quarters, and are now in line with longer term numbers.
6. Bill Pinkstone queried a complaint that he submitted which appears to have disappeared. Hannah advised Bill that she would discuss this out of session and investigate further.
7. Members expressed their concern over the lack of confidence they have with complaints made against airlines and non-compliance activity (i.e. early turns around the Tweed area). Chair asked members to pass on any unresolved complaints through to the Secretariat, who will pass this on to Airservices.
8. Airservices is working on extending the Brisbane noise abatement monitoring reporting to other locations.

ACTION ITEM: Hannah to report back to the CACG on timetable of when the Brisbane form of noise abatement reporting will be rolled out to the GCA.

9. Bill Pinkstone presented a list of issues he faces when using Webtrak:
 - a). Weather can't be removed when using Webtrak on his phone.
 - b). Noise monitor summary can't be read as it doesn't expand with the screen.
 - c). Webtrak used to indicate the flight destination, but this appears to have been removed.

Some issues raised were responded to in the meeting, but it was noted that some of those responses don't cover use of Webtrak on a phone.

David Gray advised members to take a screen shot of Webtrak so that complaints about track disappearing include evidence.

ACTION ITEM: Airservices to investigate Webtrak issues and missing complaints and provide an update in the next meeting.

10. Larry Woodland asked for a future aircraft noise monitoring review to be part of a national program.
 - Airservices advised that the mobile noise monitoring review is now part of a national program which competes for priority nationally.

PFAS DSI Investigation – Stephen Tapsall

11. Anticipate report to be available in 2025.
12. No sampling data available yet, but will be provided once finalised.
13. Airservices is currently at the sample analysis stage.
14. Larry Woodland asked whether the Department will be given access to the raw data. Airservices advised that yes, they will once quality assured.
15. Lindy Smith asked when the ground and surface water sampling was taken. Stephen confirmed June/Jul/Aug 2024.
16. Airservices advised there some biota results within Coolangatta Creek exceeded relevant consumption criteria. Biota sampling in the Cobaki Broadwater was all within criteria.
17. QLD state environment and health agencies being consulted regarding elevated biota levels in Coolangatta Creek. Signage being considered by state agencies to advise members of the public not to consume biota from Coolangatta Creek.

18. Further biota sampling being considered to target biota not able to be sampled during the main round of field works. Additional water quality monitoring within Coolangatta Creek is also being considered.		
8.	Material Correspondence	11:55
1). Dispensations and Quotas - (<i>Attachment 7</i>) 2). YBCG ILS report - (<i>Attachment 8</i>) 3). The Cobaki Broadwater Environmental Testing response from David Gathercole - (<i>Attachment 9</i>) 4). City of Gold Coast PDMP Submissions - (<i>Attachment 10</i>)		
were all discussed as part of the action item review in section 2.1 with outcomes reflected in the action list.		
9.	General Business	12:15
9.1. Queensland Airports Ltd Share Sale		
1. John Hicks enquiries about the implications and changes due to the changes in ownership with the 74.25% share sale of Queensland Airports Limited. <ul style="list-style-type: none"> Abigail Koch confirmed that the shares were purchased in partnership by KKR (US based company) and Skip Capital (Australian based company) based on QAL's existing strategy. Regulatory approvals are ongoing. Handover is likely to take place around March 2025, and it remains BAU for now. 		
9.2. General Aviation Update – Peter Long		
<ul style="list-style-type: none"> BAU. Weather has impacted training. Peter advised that if GA breach regulations they are under scrutiny by the NCIS (Noise Complaints and Information Service). 		
10.	Strategic Working Program	12:35
Chair and John Hicks to discuss the SWP out of session.		
Meeting Close 12:40 - Lunch		

RJB

Next Scheduled CACG Meetings		
Meeting 1	Thu 20 Feb 2025	Bilinga Room, Rydges Hotel
Meeting 2	Thu 08 May 2025	Bilinga Room, Rydges Hotel
Meeting 3	Thu 07 Aug 2025	Bilinga Room, Rydges Hotel
Meeting 4	Thu 13 Nov 2025	Bilinga Room, Rydges Hotel

Attachment 2: 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 circulated to the members 6 th November. Airservices to provide a simpler version of the report, with better explanations, less jargon and acronyms.	Airservices	07/08/2024 08/08/24 06/11/2024 14/11/2024 Due before 20 Feb 2025 meeting	Open
15	08/08/24	Coolangatta Creek water quality	Ask Council to provide an update on Coolangatta Creek water quality testing. Update requested, awaiting response.	Chair	08/08/2024 15/10/2024	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. Email sent to Mayor Chris Cherry and Mayor Tom Tate 15 Oct 2024. City of Gold Coast provided a copy of their submission/response on 12.11.24. Awaiting response from Tweed Shire Council. Secretariat redirected email to Denise Galle on advice from Jacqui Cord, 18 November.	Chair/City of Gold Coast & Tweed Shire Council Tweed Shire Council/Chair	01/11/2024 15/10/2024 12/12/2024	Open

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
21	08/08/2024 14/11/2024	Caught samples	Airservices to liaise with GHD to supply the list of what species are to be sampled if caught. Data will become available once available for release.	AsA/GHD	01/11/2024 ongoing	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. Email sent to John Pilspanen on 15 Oct. Awaiting response. Further follow up required.	Chair/Qld Health	01/11/2024 ongoing	Open
26	08/08/2024	Noise modelling forecasting	The Chair will liaise with relevant parties to help the CACG get a clearer picture of the forecasts on which noise modelling is based. Liam to explain the noise modelling process in the next meeting.	Chair	01/11/2024	Open
27	14/11/2024	Letter to Minister on The Department's withdrawal from CACG meetings	Chair to write a letter to the Minister to express the CACG's disappointment of withdrawing representation at all CACG meetings in-person and online, and request the re-introduction of representation.	Chair	01/02/2025	Open

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
28	14/11/2024	Regional connectivity	GCA to report back to the CACG on any airline updates or plans that concern regional connectivity.	GCA Strat Comms/ GCA BDM Team	ongoing	Open
29	14/11/2024	Regional Aviation Submission	GCA will inform CACG when the PC consultation process is open, and the Chair will write a submission to review the determinants of regional airfares and provide an update to the group.	Chair	01/02/2025	Open
30	14/11/2024	Membership survey and renewal forms	GCA to distribute membership renewal forms and circulate feedback survey.	GCA/Secretariat	01/03/2025	Open
31	14/11/2024	Brisbane noise abatement procedure	Airservices to report back to the CACG on when Noise Abatement Plan reporting will be rolled out to GCA (following the Brisbane model).	Airservices	01/02/2025	Open
32	14/11/2024	Webtrak issues	Airservices to investigate missing Webtrak complaint recorded by Bill Pinkstone, along with other Webtrak issues as recorded in the minutes and provide an update on Webtrak performance at the next meeting.	Airservices	20/02/2025	Open

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	Members are seeking advice on a trial of reciprocal runway operations (to use RRO while daylight saving in NSW means the curfew starts an hour later in NSW). Matter on hold due to staffing constraints in the tower. Airservices to advise whether this is possible and a timeline as soon as tower resources allow.	Airservices	24/02/2022 23/06/2022 20/10/2022 22/02/2024 08/05/2024 08/08/24 14/11/2024	Open
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. Remain open until further update can be provided.	John Graham/ Julie Murray	15/05/2023 15/06/2023 22/02/2024 14/11/2024	Open

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

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. Table circulated to the members 6 th November.	Airservices	07/08/2024 08/08/24 14/11/24	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
12	09/05/2024	NSW EPA sampling regime	Investigate the NSW EPA's sampling regime of Coolangatta Creek. Email sent to Mr David Gathercole at EPA NSW on 15 Oct 2024, response received 1 st November and distributed to the committee on 6 th November.	Chair	07/08/2024 15/10/2024	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	Chair/NSW EPA & Qld Health	07/08/2024 08/08/24	Closed

			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.		21/08/2024	
16	08/08/2024	CACG Rep Update	Secretariat to remove Tweed Tourism as a Representative of the CACG. Removed on the 9 th September.	Secretariat	01/11/2024	Closed
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. Information not able to be circulated, however summary was provided to the members on the nature of incidents during the 14 th Nov meeting.	AFP	01/11/2024 14/11/2024	Closed
19	08/08/2024	Quota usage	Chair to write to the Department querying why airlines don't use their quota before applying for dispensations. Airservices provided a response, 25 Oct 2024 – response discussed during 14 Nov committee meeting.	Chair	01/11/2024 14/11/2024	Closed
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 has spoken to Donna Marshall at AsA who has implemented the changes.	Chair	01/11/2024	Closed
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	Closed

			Secretariat sent list of issues Larry and Lindy compiled to Kurt Rezek on 04 Nov 2024.			
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
C137	23/03/23	Noise Monitor Review	<p>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.</p> <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</p>	Airservices/ John Graham	<p>25/05/23 20/07/23 23/11/23 22/02/24</p> <p>01/04/2024</p> <p>09/05/2024</p> <p>08/08/24</p>	Closed

			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.			
C149	20/07/23	Consolidated list of outstanding PFAS issues (following Tori Wright presentation)	<p>Chair requested committee members to email: cacg@gcal.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	30/09/23 21/11/23 22/02/24	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 provide an update at the 22 Feb CACG meeting.</p>	Chair/Airservices	16/02/24 22/02/24	Closed
C160	23/11/23	ILS Usage	<p>AsA to provide a response to the two questions posted in the ILS Usage section of the minutes.</p> <p>Airservices provided a response on 23 January 2024 which was emailed to the CACG members on 02 February 2024.</p>	Airservices	16/02/24	Closed
C161	23/11/23	ANACC & CACG Merge	<p>GCA to provide a summary of the changes to the committee ToR, structure, meeting frequency and membership.</p> <p>Members sent revised ToR and summary of changes.</p>	GCA	23/01/24	Closed

C162	23/11/23	Curfew Movement Graph	<p>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.</p> <p>Chair to contact The Department to request curfew reports to be released more promptly and to include trend maps.</p> <p>Chair sent letter to The Department 02 May. The Department confirmed that this is possible and will continue to record this moving forward.</p>	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. Information provided to the meeting on 08/08/2024	Chair / The Department	01/02/24	Closed
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.</p>	Airservices/ Lindy Smith	06/02/2020 20/10/2022	Closed

			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.		22/02/2024	
A85	23/02/2023	Emergency Operations Factsheet	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.	John Graham/ Airservices	22/02/2024	Closed
A91	15/06/2023	Cudgen airstrip application	Chair will investigate the application further with Tweed Shire Council and update the committee. No final response has been received. 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.	Chair/ Matt Bender	30/06/2023 19/10/2023	Closed
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	Jodie Fields/ Kirsty Simons	15/12/2023	Closed

			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.			
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
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	Airservices/ John Hicks	15/12/2023 22/02/2024 08/05/2024 09/05/2024 08/08/24	Closed

			<p>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.</p> <p>Chair will organise an out of session meeting with John Hicks to discuss the SWP further.</p>		14/11/2024	
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Attachment 3

Community Aviation Consultation Group (CACG)

Thursday, 14 November 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 Yugambeh people, and pays respect to their Elders past, present and future.

Gold Coast Airport Update

November 2024

GCA & QAL Introductions

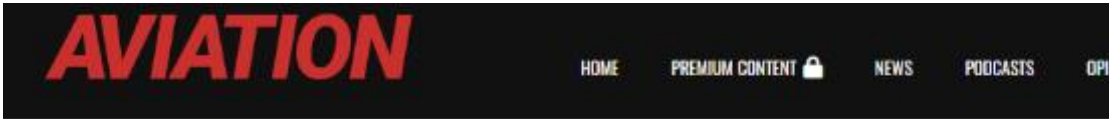
- Aviation Operations
 - Jared Feehely, General Manager Operations & Service Delivery
 - Matthew Bender, Manager Airfield Operations & Standards
 - Jodie Fields, Operations & Security Administrator
- Strategic Communications
 - Abigail Koch, General Manager Strategic Communications
 - Maggie Gray, Strategic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

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	546,966	560,800	538,555	106,340	43,307	583,976
August	483,356	506,242	484,089	12,719	10,860	528,697
September	510,238	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	1,701	1,737	1,695	1,010	173	1,815
August	1,402	1,616	1,575	175	74	1,477
September	1,527	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

Airline Update



Airlines

HONG KONG AIRLINES BRINGS CHINA SERVICES BACK TO GOLD COAST

written by Jake Nelson | August 27, 2024



Hong Kong Airlines has eight A330-300s in its fleet. (Image: Airbus)

The Gold Coast will see its first direct connection to Hong Kong in six years with a new seasonal route over Lunar New Year.

Gold Coast Bulletin

MONDAY, SEPTEMBER 16, 2024 GOLDCOASTBULLETIN.COM.AU

We're for you

WOMEN of the YEAR NOMINATIONS NOW OPEN

Jetstar crew members Kerry Boleston and Kristy Marshall with Jetstar Group CEO Stephanie Tuohy (second from left) and Queensland Airports Limited CEO Amelia Evans (third from left) at Gold Coast Airport.

ALL SYSTEMS BRO

Jetstar to ramp up direct flights across the ditch from GC

Andrew Potts and Keith Woods

Gold Coast's connection with New Zealand is ramping up, with Jetstar to begin operating flights to Hamilton and Dunedin three times a week beginning in June next year. Queensland Airports Limited CEO Amelia Evans said: "New Zealand is Australia's largest international visitor market, so it makes sense for us to increase our trans-Tasman connectivity".

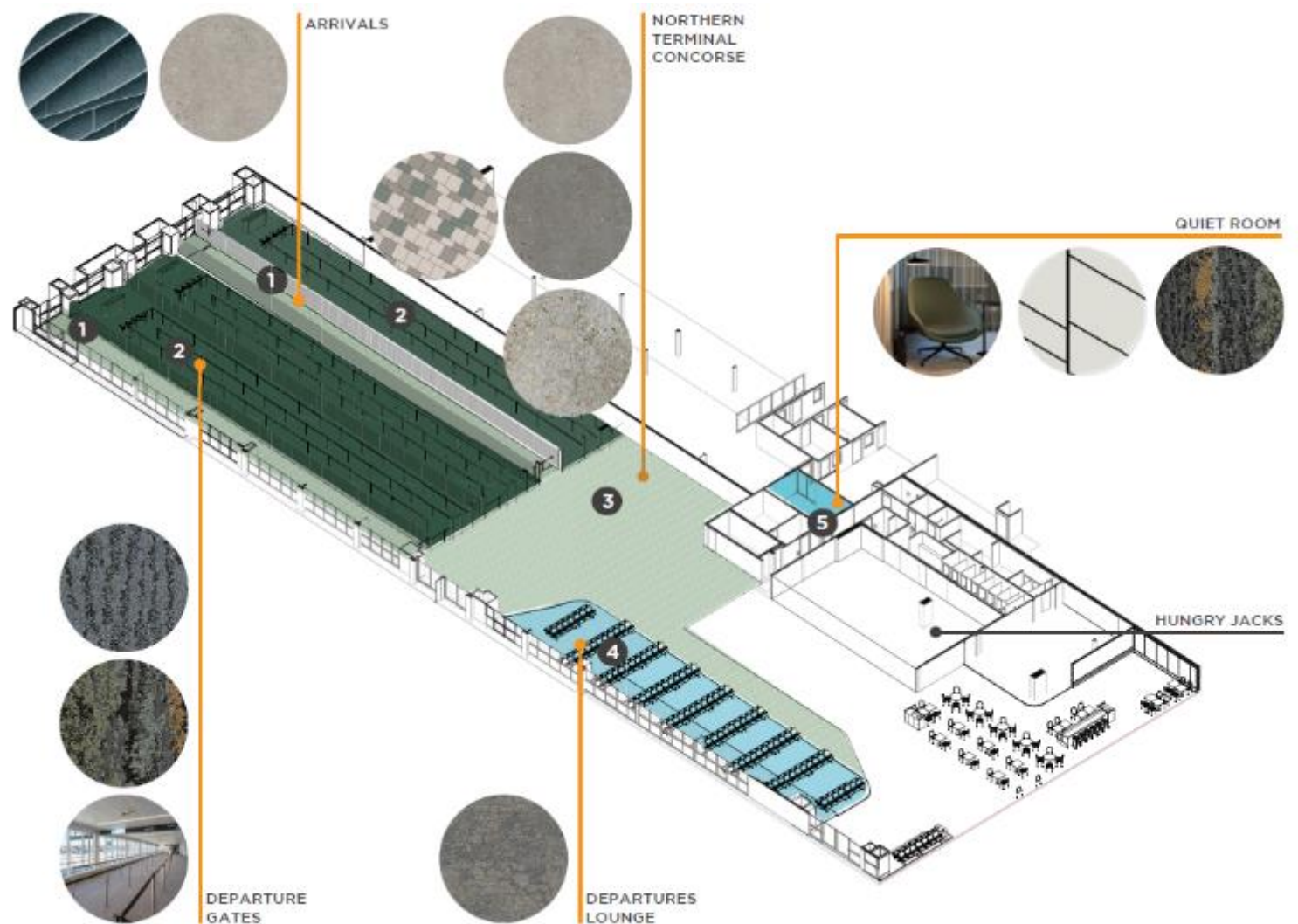
REPORT PAGE 4

Domestic Terminal Refresh



Northern Gates

- Further refurbishment of northern terminal (former International arrivals area), building from recently completed lounge + retail area refresh
- Addition of 3 new boarding zones + gates, and 2 new arrivals corridors, plus improved walkways to aircraft
- Project currently in design phase, scheduled for construction through 2025 and completion in 2026.



Customer Experience

- Landside Hidden Disability Quiet Room
- New Sunflower packs:
 - Introductory letter – how to use the program
 - Copy of Terminal Sensory Map
 - Sunflower lanyard
 - GCA pop fidget wristband
- Multi Disability assessment undertaken in October
- New GCA Accessibility Access Facilitation Plan
- Mobile Ambassador desk - Departure Lounge
- Christmas decorations install 19 Nov 2024



Accessibility

- First meeting of the GCA All Abilities Reference Group
- Accessibili-tea
- Changing Places facility open
- EGC partnership – Groundwater Country Music Festival



Community updates

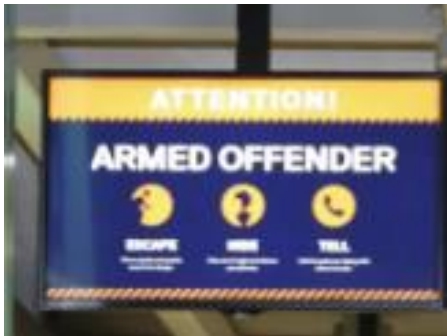


Exercise Full Moon



- 100+ people and a K9 unit involved across multiple agencies for a simulated response to an Active Armed Offender threat.

- AFP
- QLD Police
- NSW Police
- ARFF
- POLAIR
- QLD Ambulance



Saver Car Park

- New customer car park opened in October
- 600 additional spaces
- Covered walkway to terminal along May Bradford Drive
- Vehicle access via Terminal Drive (existing entry road) via Tom Norris Drive and new Southern Entry roundabout.

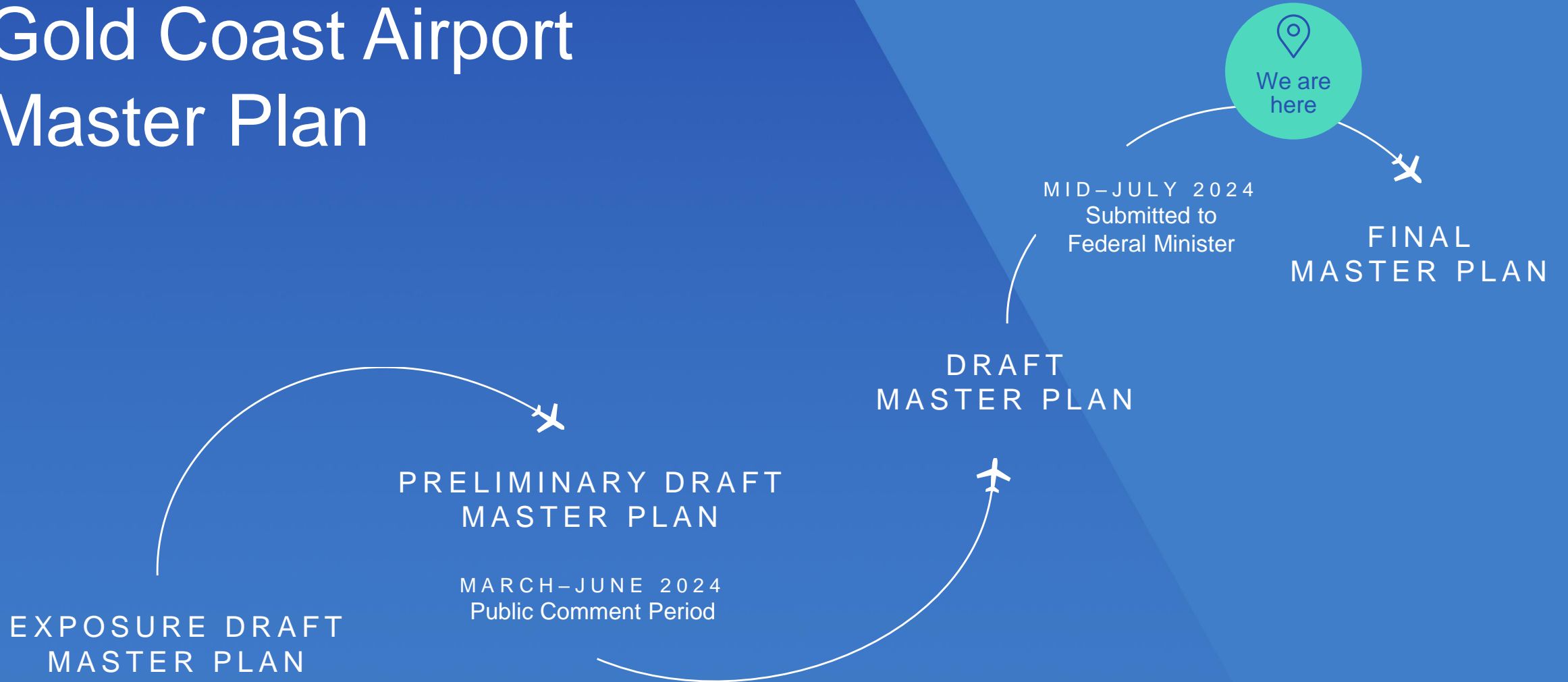


Southern Entry Road

- Major construction on the Southern Entry (new intersection connecting the Gold Coast Highway to the Gold Coast Airport)
 - Traffic changes on the GC Highway during construction of intersection.
- Project now scheduled for completion in May 2025



Gold Coast Airport Master Plan



Membership & Meeting Improvement Opportunities

- Membership updates due shortly as nearing end of terms
 - GCA to circulate nomination packs in early 2025
- Meeting improvement opportunities
 - How can we increase the effectiveness and value add of the CACG meetings moving forward
 - GCA to investigate other CACG's around the country for opportunities to improve GCA CACG

Thank you

+617 5589 1100

info@gcal.com.au

www.goldcoastairport.com.au



Attachment 4 - GCA Noise Complaints Correspondence Record from 08 Aug – 14 Nov 2024

In	Category	Out
16 Aug 2024 email sent from d****@hotmail.com to reception concerned by flight path change.	F	19 Aug 2024 MBender responded to advise no changes to flight path but Pacific Airshow and weather conditions may have been the cause.
09 Sep 2024 phone call from Nocelle M**** questioning why the ILS was being used on a clear day.	O	16 Sep 2024 MBender phoned to advise that there was unusual fog/sea mist the morning of the 9 th Sept which may have been a reason the ILS was utilised.
27 Sept 2024 email from s***.l***@gmail.com to reception about the time taken to complete the Adina Avenue service road upgrade.	O	29 Oct 2024 MBender sent email response to advise there have been issues as a result of the weather and the flow of water to the site.
01 Oct 2024 email from n****@hotmail.com to reception about planes not adhering to the curfew and that a plane had arrived at 10:35pm.	C	08 Oct 2024 MBender responded to advise that this flight movement was outside of the curfew and that smaller aircrafts under a certain weight are allowed to operate within the curfew.
04 Oct 2024 email sent from g****1@hotmail.com to reception about a two-way radio that was loud and a siren that broke a nearby resident's sleep.	O	11 Oct 2024 MBender responded to advise that this is operationally a requirement.
15 Oct 2024 phone call from Renee B**** to reception in relation to query about a missed approach.	O	21 Oct 2024 MBender responded to advise that there were no issues noted on the ground at the time and that these occurrences are fairly regular.

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

Attachment 5

Dept. of Infrastructure PFAS Investigation Talking Points

Section 6 - Presented by Kurt Rezek, DITRDCA

General - PFAS Taskforce

- The Australian Government has committed \$130.5 million for a Per- and Polyfluoroalkyl Substances Airports Investigation Program at civilian airports where the Commonwealth historically provided firefighting services which used PFAS-containing foams.
- The Program aims to determine the nature and extent of PFAS contamination at airports through independently audited, whole-of-site testing, and to develop robust management plans to address any identified risks.
- Through the Program, the department will work with airports, CACGs and other stakeholders to ensure whole-of-site PFAS impacts are properly characterised and, nationally consistent PFAS Management Plans are put in place.
- All investigations carried out under the Program are undertaken in accordance with national guidance, as set out in the following documents:
 - The National Environment Protection (Assessment of Site Contamination) Measure 1999 as updated in 2013 (ASC NEPM).
 - The PFAS National Environmental Management Plan (PFAS NEMP).
 - The Intergovernmental Agreement on a National Framework for Responding to PFAS Contamination.
- The department has engaged expert contaminated land consultants to conduct site investigation works, and accredited contamination site auditors to provide independent technical oversight on behalf of the department.
- PFAS investigations at each airport are anticipated to take two to three years on average to complete.

Specific - Gold Coast Airport PFAS Investigation

- The department is working collaboratively with QAL, contaminated land specialists Aurecon with Senversa and an independent accredited auditor to assess previous and concurrent works, and undertake investigations which ensure a whole-of-site understanding of PFAS. Information from these investigations will be used to support the development of a risk-based PFAS Management Plan.
- The department has also established quarterly, high-level discussion with DETSI and NSW EPA. The department met with DETSI on 13 November 2024 to discuss the investigation approach at a range of QLD airports and are scheduled to meet with NSW EPA on Friday 22 November 2024.
- Aurecon with Senversa have prepared a draft Preliminary Site Investigation (PSI) report and Sampling Analysis and Quality Plan (SAQP), which are pending review by the contaminated land auditor and the department.
- Once the PSI and SAQP have been reviewed, the department will engage with the CACG and provide a detailed update. There will be an opportunity for feedback from the CACG to be addressed by the Lead Consultant.
- After feedback from a range of stakeholders including DETSI, NSW EPA and the CACG has been received, the PSI and SAQP will be finalised and fieldworks associated with the Detailed Site Investigation (DSI) will commence in 2025.

- Following fieldworks, the DSI report will summarise investigation outcomes and identify and recommend next steps.
- A Human Health and Ecological Risk Assessment (HHERA) and Mass Flux Study (MFS) may be conducted if investigations identify they are required.
- The proposed investigation and assessment will consider the ongoing investigation by Airservices Australia to assess PFAS contamination within their leased areas.
- An information line and email have also been established by Aurecon to provide information about the investigation:
 - Community information line: 1800 717 411
 - Email: GoldCoastAirport.PFAS@aurecongroup.com

Conclusion

Through the PFAS Airports Investigation Program, the department will work with QAL, the CACG and other stakeholders to ensure whole-of-site PFAS impacts are properly characterised and a nationally consistent PFAS Management Plan is put in place. This will provide confidence to communities, businesses and industry that the environmental and human health risks associated with PFAS contamination are being effectively monitored and managed.

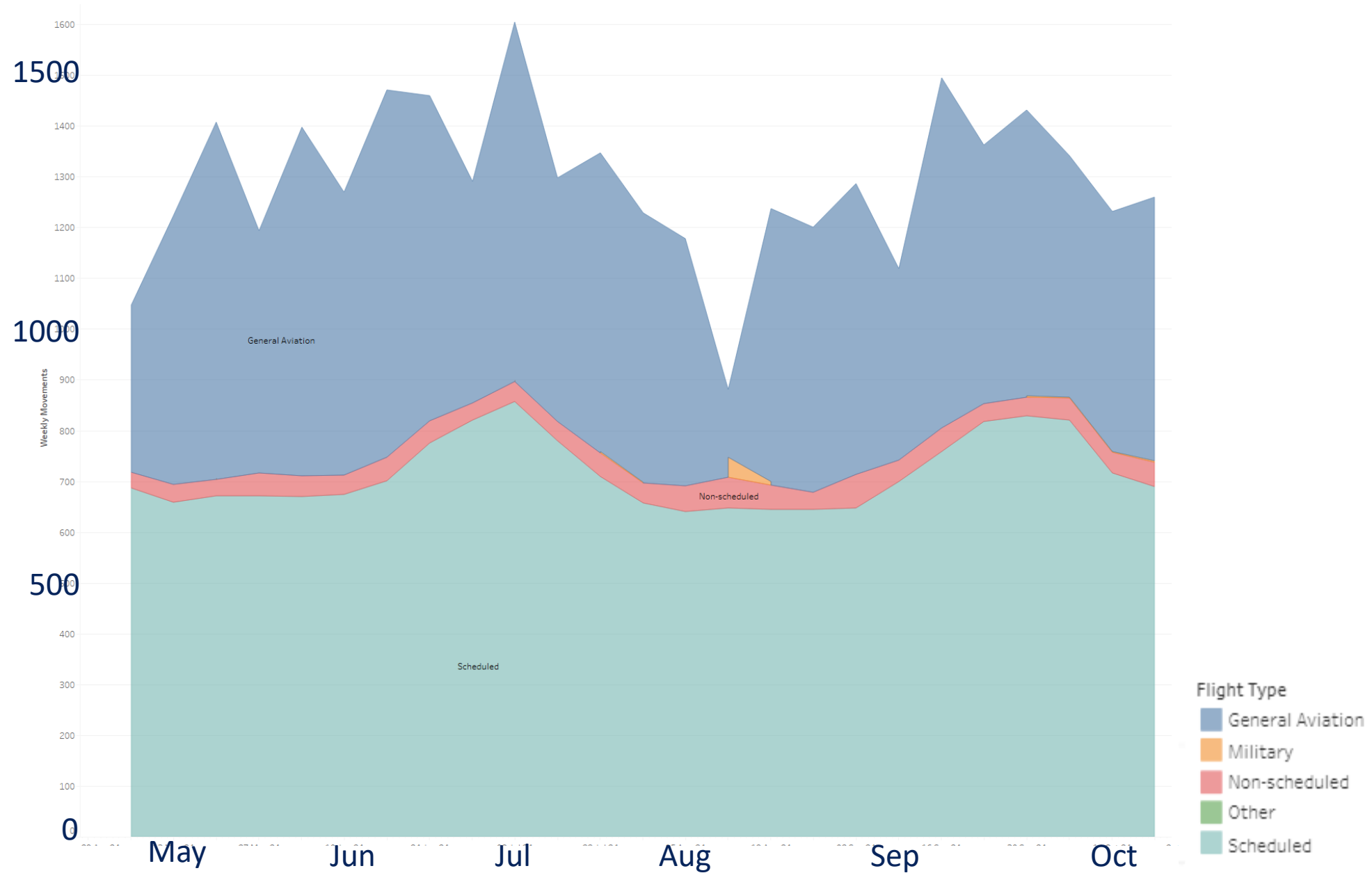
Further info Dept website www.infrastructure.gov.au/pfas-airports-investigation-program

Gold Coast CACG Airservices Update

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

14 November 2024

Air Traffic Movements



Gold Coast Complaint Report: July – September 24

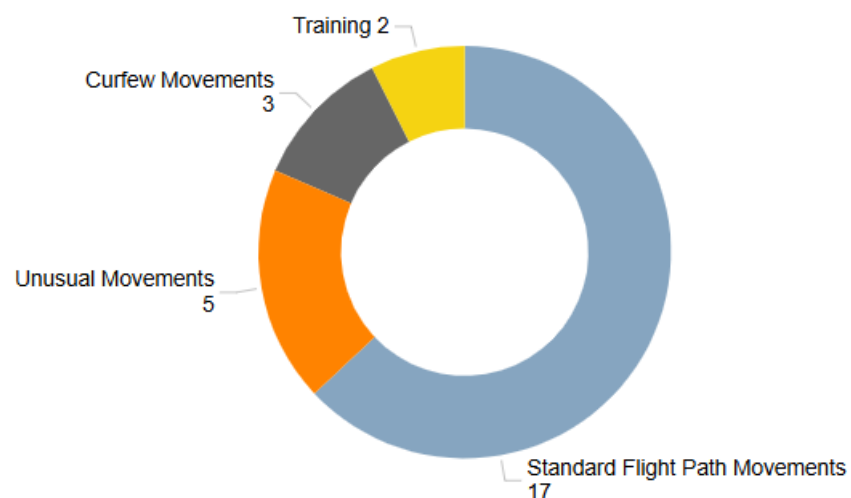
Number of complainants/complaints

	Complainants	Complaints
Coolangatta	26	35

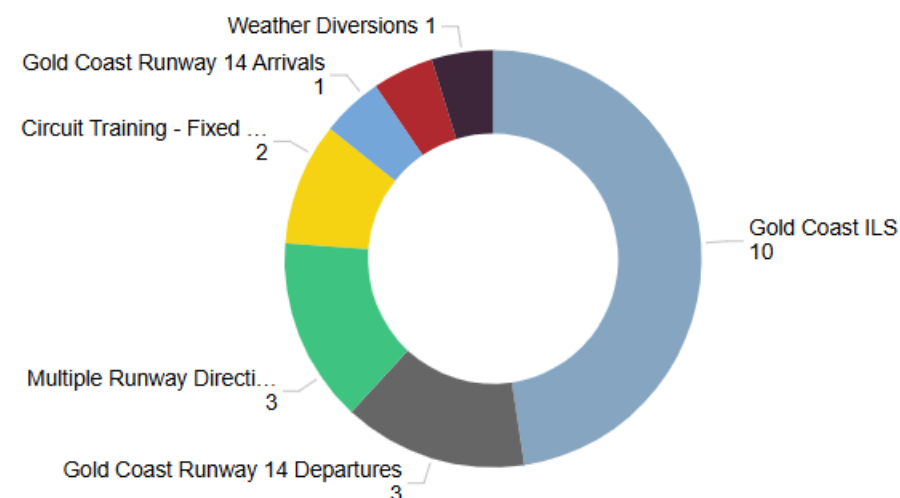
Complainant suburbs

Overall Total	26	21
Suburb	Complainants	Issues
Banora Point	3	2
Miami	3	2
Surfers Paradise	3	2
Broadbeach Waters	2	1
Southport	2	2
Tweed Heads South	2	1
Bilinga	1	1
Bundall	1	1
Coolangatta	1	1
Coombah	1	1
Fingal Head	1	1
Kingscliff	1	1
Mermaid Waters	1	1
Palm Beach	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 September 2024 now available



Community engagement update

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

- Expected to commence engagement in the first half of 2025.

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 and published in August 2024.
- engage.airservicesaustralia.com/gold-coast-airport-noise-monitoring-review

Airservices action updates

Action 10 – ILS usage (close)

- Report distributed

Action 21 - Caught samples (close)

- Data will be provided when available for release

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

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

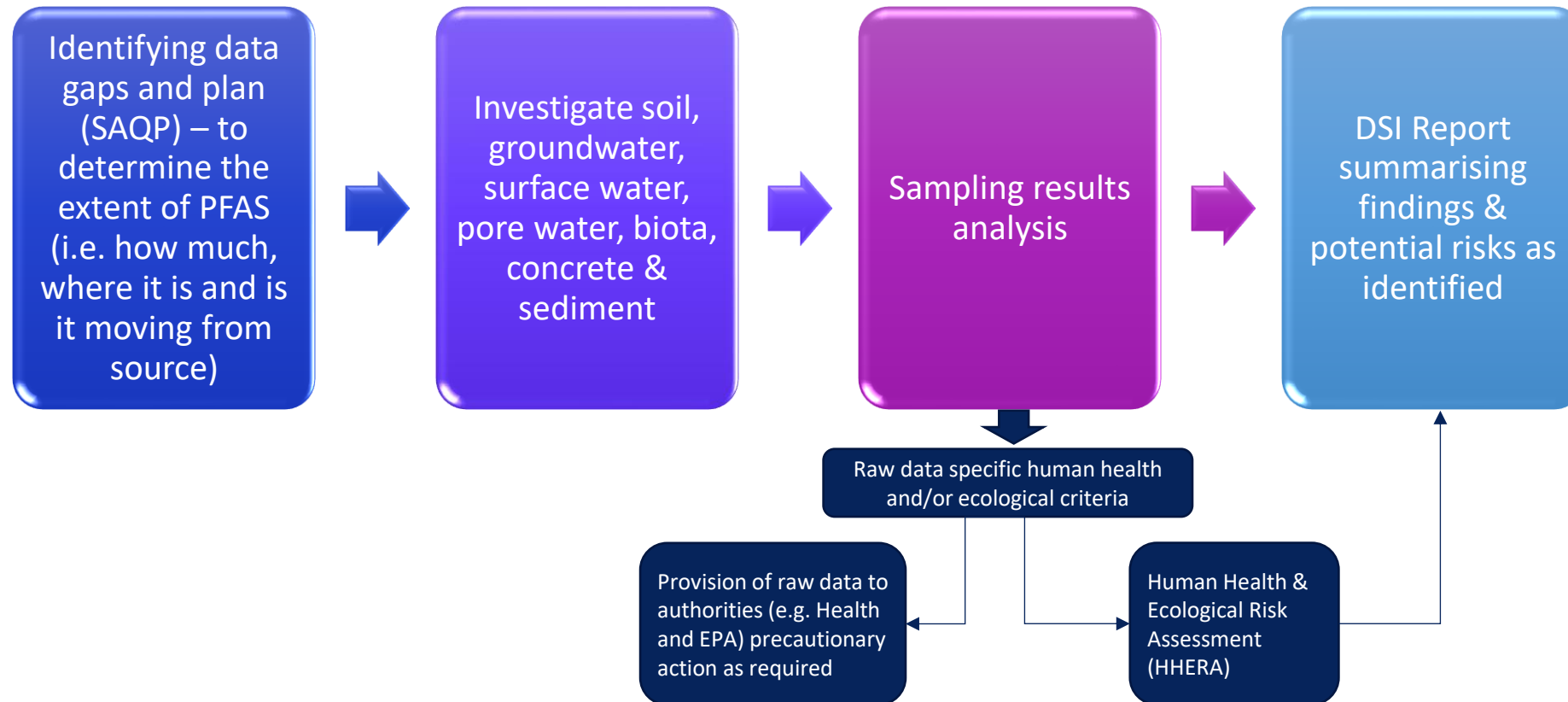
Airservices Detailed Site Investigation Process Update



- *Assumes no delays.*
- *The information obtained from the DSI will:-*
 - *inform next steps in the management*
 - *be used to compliment investigations by DITRDCA.*

Detailed Site Investigation process

Identify the extent of PFAS and its risk for exposure



Current Status

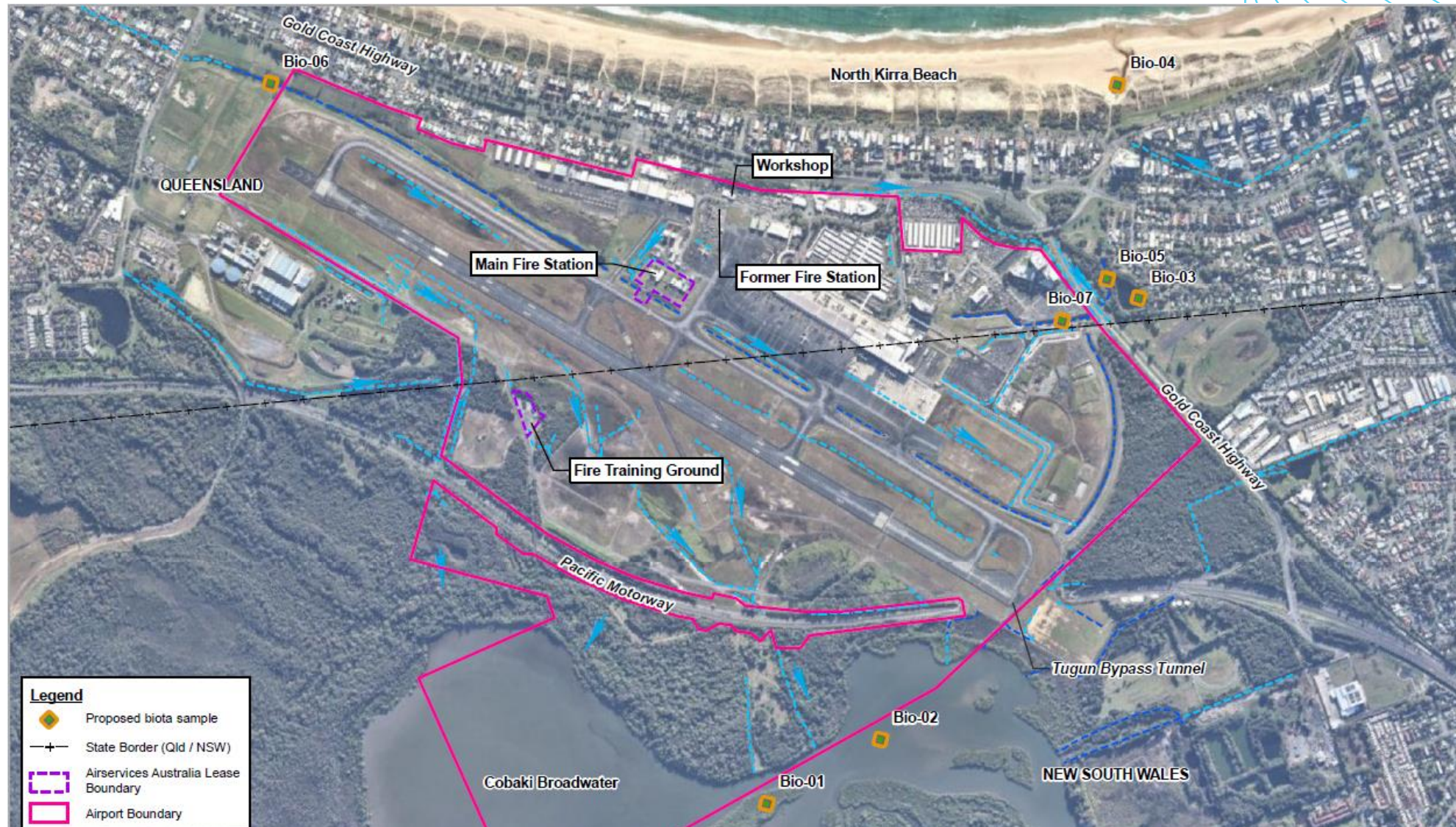
As part of the data validation and review GHD identified

- Biota and surface water in the Cobaki Broadwater were consistent with previous findings: very low levels of PFAS present
- Surface water in the Coolangatta Creek stormwater system (upstream and downstream of the airport) had PFAS levels below recreational water use criteria.
- Edible sized fish were able to be caught from the Coolangatta Creek stormwater system
- Some of these fish were found to have PFAS levels Food Standards Australian and New Zealand (FSANZ) trigger values for human consumers.
- Most of the sampling locations were in inaccessible areas or areas already subject to advisory signage

In response to data review so far

- Airservices has provided the raw data to Qld Health, QDESI and NSW EPA for their consideration
 - Qld Health has undertaken a field assessment of the sampling locations and whilst recognising access to Coolangatta Creek is restricted, have recommended existing signage be upgraded.
 - NSW has advised they have reviewed the material but are yet to provide any further advice.
- Airservices will be supporting the QLD agencies in relation to the upgrading of advice signage
- Airservices is seeking to install auto samplers in the on-airport section of Coolangatta Creek to better understand conditions in differing flow situations
- Seeking to further engage Traditional Owners in relation to completeness of sampling to date on biota.

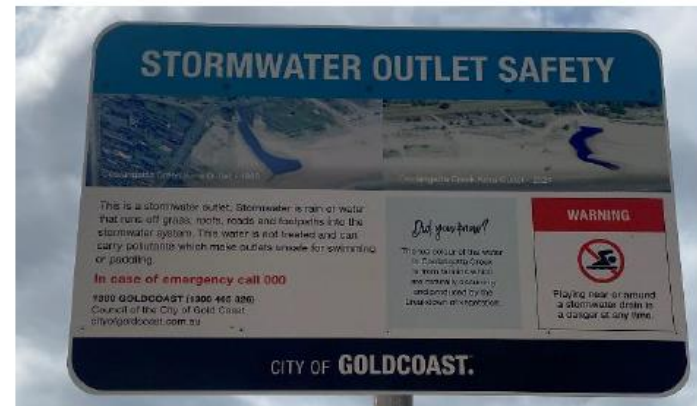
Biota Sampling Locations



Existing Signage adjacent to sampling locations



Bio-04 sampling location at the outlet to North Kirra Beach



Health advisory warning at the North Kirra Beach outlet



Health advisory notice at Bio-05



Bio-05 sampling location, downstream of the Airport in Coolangatta Creek

Other sampling locations



Bio-06 sampling location, upstream of the Airport



Bio-07 in Coolangatta Creek within the Airport



Bio-07 in Coolangatta Creek within the Airport

Additional Data

- The Environmental compliance monitoring report has been completed and has new PFAS data collected.
- This is being provided to Gold Coast Airport and they will be able to make it available to the CACG before the next meeting.

Departmental Response on Curfew Quotas and Dispensations

The decision-making process for the Duty Curfew Officers regarding curfew dispensations at Gold Coast Airport is guided by the rules set out in the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 (the Regulations). The Regulations set out in s18 that an airline can seek a dispensation to take-off or land during the curfew as long as there are exceptional circumstances to justify the request. A flight that has taxi clearance before the commencement of the curfew does not require a dispensation or quota movement (s14).

Each curfew dispensation request is taken at face value of the delaying event to avoid a trend or create an expectation for future request approvals. A curfew dispensation may be requested for a number of reasons (but these reasons are not a guarantee of a dispensation):

- Engineering problems;
- passenger fail to board;
- unforecasted weather;
- delays from ground crew;
- delays in previous sector; and
- a significant event not predicted

It is not uncommon for aircraft operators to contact the Duty Curfew Officer to discuss whether a dispensation would potentially be granted for a flight with the associated reason prior to submitting a formal dispensation application. This 'soft inquiry' is usually when the Duty Curfew Officer will provide guidance to the airline whether the reason for this dispensation would be meet the 'exceptional circumstances'. If the reason does not fall under the exceptional circumstance, then an informal refusal would occur by phone.

Under s9 of the Regulations, there are maximum 24 aircraft movements permitted under quotas. The department allocates the movements to 4 aircraft operators with the below figures:

Operator	Passenger Allocation
Virgin Australia	10
Jetstar Airways	10
Alliance Airlines	2
Qantas	2

This is based on previous years of usage, and volume of flights taken by each operator at Gold Coast Airport.

A quota movement can only be used for flights that complete their movement between 11:00 pm and 11:45 pm each night (until 11:30 pm during the 'summer time' period) (s9(4)).

A quota movement can and has been used when an aircraft operator is not confident the reason for delay will meet the 'exceptional circumstances' for a dispensation. A flight earlier this year used a quota movement for departing Gold Coast Airport after being diverted from

Brisbane due to weather, this most likely would not have been granted a dispensation for 'exceptional circumstances' as the time for departure would have been 11:40 pm.

As of writing, the figures of dispensation granted against quota movements for 2024 are as follows:

Dispensations granted and used	Quota movements used
7	12

The Curfew Officers do encourage the quota movements to be utilised before awarding a dispensation, but as the figures show, there have been more quota movements occurring than movements with a granted dispensation.

Attachment 8

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	ASA comment
NOV									
01/11/2023				No	Light (Turbo)	Training	VH-MVP	09:05:31	
01/11/2023				No	Light (Turbo)	Training	VH-8HP	11:58:40	
01/11/2023				No	Light (Piston)	Training	VH-EWL	12:06:05	
01/11/2023				No	Light (Piston)	Training	VH-CZG	16:46:52	
02/11/2023				No	Light (Piston)	Training	VH-DWM	11:00:36	
02/11/2023				No	Light (Piston)	Training	VH-EWL	13:16:53	
02/11/2023				No	Light (Piston)	Training	VH-OMU	13:53:16	
02/11/2023				No	Light (Piston)	Training	VH-DWM	15:58:19	
03/11/2023				No	Light (Piston)	Training	VH-OOB	06:03:29	
04/11/2023				No	Jet (A320)	Required By Pilot	JST400	06:29:12	Journal reviewed, PIC required
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ515	10:49:57	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ1687	10:58:52	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ735	11:11:25	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A320)	Low VIS	JST446	11:14:21	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	RXA658	11:20:14	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A320)	Low VIS	JST410	11:42:22	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (C525)	Low VIS	VHDAA	11:47:08	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	QFA592	11:59:51	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A321)	Low VIS	JST432	12:09:29	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A21N)	Low VIS	JST498	12:13:55	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ739	12:17:30	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A320)	Low VIS	JST438	12:21:39	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A320)	Low VIS	JST967	12:45:52	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ519	13:07:29	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (A320)	Low VIS	JST492	13:17:39	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	RXA540	13:20:29	
05/11/2023	05/11/2023 10:34	05/11/2023 13:37	3.1	Yes	Jet (B738)	Low VIS	VOZ741	13:31:47	
05/11/2023	05/11/2023 13:39	05/11/2023 14:08	0.5	Yes	Jet (B738)	Low VIS	VOZ523	13:56:00	
05/11/2023	05/11/2023 13:39	05/11/2023 14:08	0.5	Yes	Jet (B738)	Low VIS	QFA594	14:05:53	
05/11/2023				No	Jet (A321)	Low VIS	JST436	14:08:38	Within ILS transition period
05/11/2023				No	Jet (B738)	Low VIS	QFA878	14:13:19	Within ILS transition period
05/11/2023				No	Jet (A320)	Low VIS	JST168	14:15:38	Within ILS transition period
05/11/2023				No	Jet (B738)	Low VIS	VOZ521	14:26:42	Within ILS transition period
05/11/2023				No	Jet (B738)	Required By Pilot	VOZ743	14:43:40	Within ILS transition period
05/11/2023				No	Jet (E50P)	Training	NV187	14:47:30	Within ILS transition period
05/11/2023				No	Jet (B738)	Required By Pilot	VOZ761	21:50:49	Tapes reviewed, PIC required - poor weather in area
05/11/2023				No	Jet (A320)	Required By Pilot	JST695	21:54:49	Tapes reviewed, PIC required - poor weather in area
06/11/2023				No	Jet (F100)	Required By Pilot	VH-VKN	08:45:51	<5700kg MTOW (VH-VKN is actually a C206)
06/11/2023				No	Light (Piston)	Training	VH-DWM	10:22:37	
06/11/2023				No	Light (Piston)	Training	VH-YDC	12:34:19	
07/11/2023				No	Light (Piston)	Training	VH-GWT	14:33:00	
07/11/2023				No	Light (Piston)	Training	VH-VKZ	18:57:53	

OFFICIAL

08/11/2023				No	Light (Piston)	Training	VH-DWM	09:56:52	
10/11/2023				No	Jet (B738)	Low VIS	VOZ535	19:23:25	Within ILS transition period
13/11/2023				No	Light (Turbo)	Training	VH-TFB	16:28:27	
14/11/2023				No	Light (Piston)	Training	VH-OOB	05:50:10	
17/11/2023				No	Light (Piston)	Training	VH-OOB	05:52:54	
17/11/2023				No	Light (Piston)	Training	VH-SCN	09:40:58	
17/11/2023	17/11/2023 12:41	17/11/2023 12:49	0.1	Yes	Jet (A320)	Low VIS	JST446	12:43:11	
17/11/2023	17/11/2023 12:41	17/11/2023 12:49	0.1	Yes	Jet (A320)	Low VIS	JST438	12:47:04	
17/11/2023				No	Jet (B738)	Low VIS	VOZ519	13:33:26	Within ILS transition period
17/11/2023				No	Jet (B738)	Required By Pilot	VOZ523	13:54:58	Within ILS transition period
17/11/2023				No	Jet (B738)	Required By Pilot	VOZ741	14:24:50	ILS required - poor weather in area
17/11/2023				No	Jet (A320)	Required By Pilot	JST436	14:28:45	ILS required - poor weather in area
17/11/2023				No	Jet (A321)	Required By Pilot	JST412	14:59:53	ILS required - poor weather in area
17/11/2023				No	Jet (A320)	Required By Pilot	JST492	15:03:22	ILS required - poor weather in area
18/11/2023				No	Light (Piston)	Training	VH-DWM	11:01:07	
18/11/2023				No	Jet (E35L)	Training	VH-VLT	11:24:09	Visual arrival, not ILS
19/11/2023				No	Light (Piston)	Training	VH-TSQ	08:22:33	
20/11/2023				No	Jet (A320)	Required By Pilot	JST422	17:43:26	Within ILS transition period
20/11/2023				No	Jet (LJ45)	Required By Pilot	VH-VVI	18:00:04	Within ILS transition period
20/11/2023	20/11/2023 18:02	20/11/2023 18:59	1	Yes	Jet (B738)	Low VIS	VOZ535	18:51:49	
20/11/2023	20/11/2023 18:02	20/11/2023 18:59	1	Yes	Jet (A320)	Low VIS	JST630	18:56:24	
20/11/2023	20/11/2023 18:59	20/11/2023 20:10	1.2	Yes	Jet (B738)	Low VIS	VOZ749	19:31:11	
20/11/2023	20/11/2023 18:59	20/11/2023 20:10	1.2	Yes	Jet (B738)	Low VIS	VOZ539	19:36:59	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (A21N)	Low VIS	JST426	20:19:01	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (B738)	Low VIS	VOZ759	21:03:22	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (B38M)	Low VIS	BNZ1638	21:19:10	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (B738)	Low VIS	VOZ545	21:31:00	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (B738)	Low VIS	VOZ761	22:04:31	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (A320)	Low VIS	JST448	22:21:19	
20/11/2023	20/11/2023 20:16	21/11/2023 05:09	8.9	Yes	Jet (A320)	Low VIS	JST434	22:43:58	
21/11/2023				No	Jet (B463)	Required By Pilot	JTE7443	06:43:30	Tapes reviewed, PIC required - poor weather in area
23/11/2023				No	Light (Piston)	Training	VH-DWM	10:57:05	
23/11/2023				No	Light (Piston)	Training	VH-YDC	14:25:27	
23/11/2023				No	Light (Piston)	Training	VH-EWL	14:30:03	
23/11/2023				No	Light (Turbo)	Training	VH-LYI	15:27:09	
23/11/2023				No	Light (Piston)	Training	VH-JML	16:58:05	
23/11/2023				No	Light (Piston)	Training	VH-IRP	17:02:15	
24/11/2023				No	Light (Piston)	Training	VH-DBL	06:58:55	
24/11/2023				No	Light (Piston)	Training	VH-EYN	10:15:41	
24/11/2023				No	Light (Piston)	Training	VH-EYN	12:05:54	
24/11/2023				No	Light (Piston)	Training	VH-EWL	13:39:35	
24/11/2023				No	Light (Piston)	Training	VH-EWL	14:24:51	
27/11/2023				No	Light (Turbo)	Training	VH-TLH	05:52:41	
28/11/2023				No	Light (Piston)	Training	VH-EWL	10:22:30	
28/11/2023				No	Light (Turbo)	Required By Pilot	VH-BVS	14:51:24	
28/11/2023				No	Light (Turbo)	Training	VH-8HP	16:46:34	
28/11/2023				No	Light (Turbo)	Training	VH-LYI	16:58:32	
28/11/2023				No	Jet (B738)	Required By Pilot	VOZ535	18:39:07	ILS required - poor weather in area

OFFICIAL

28/11/2023				No	Light (Turbo)	Required By Pilot	VH-BVS	20:38:11	
28/11/2023				No	Light (Piston)	Training	VH-YDC	21:39:31	
28/11/2023				No	Jet (B738)	Required By Pilot	VOZ755	21:48:44	Tapes reviewed, PIC required - poor weather in area
28/11/2023				No	Jet (B738)	Required By Pilot	VOZ761	22:02:29	Tapes reviewed, PIC required - poor weather in area
28/11/2023				No	Jet (A320)	Required By Pilot	JST448	22:25:11	Tapes reviewed, PIC required - poor weather in area
29/11/2023	29/11/2023 06:08	29/11/2023 06:29	0.4	Yes	Jet (A320)	Low VIS	JST400	06:23:51	
29/11/2023	29/11/2023 07:02	29/11/2023 08:11	1.2	Yes	Jet (A320)	Low VIS	JST402	07:45:37	
29/11/2023	29/11/2023 07:02	29/11/2023 08:11	1.2	Yes	Jet (B738)	Low VIS	VOZ501	07:45:47	
29/11/2023	29/11/2023 08:15	29/11/2023 08:56	0.7	Yes	Jet (A320)	Low VIS	JST132	08:16:34	
29/11/2023	29/11/2023 08:15	29/11/2023 08:56	0.7	Yes	Jet (A320)	Low VIS	JST430	08:20:14	
29/11/2023	29/11/2023 08:56	29/11/2023 09:23	0.5	Yes	Jet (B738)	Low VIS	VOZ509	08:56:50	
29/11/2023	29/11/2023 09:23	29/11/2023 09:38	0.3	Yes	Light (Turbo)	Low VIS	VH-MVP	09:24:42	
29/11/2023				No	Jet (A21N)	Low VIS	ANZ187	09:49:11	Within ILS transition period
29/11/2023				No	Jet (B712)	Low VIS	QJE1784	09:51:45	Within ILS transition period
29/11/2023				No	Jet (A320)	Low VIS	JST406	09:56:34	Within ILS transition period
29/11/2023				No	Jet (A21N)	Required By Pilot	JST498	10:12:48	Within ILS transition period
30/11/2023				No	Light (Piston)	Training	VH-QOB	06:01:42	
DEC									
04/12/2023				No	Light (Piston)	Training	VH-DWM	09:05:45	
04/12/2023				No	Light (Piston)	Training	VH-EWL	17:08:29	
04/12/2023				No	Jet (A320)	Required By Pilot	JST434	19:54:59	Journal reviewed, PIC required
04/12/2023				No	Jet (B738)	Required By Pilot	VOZ755	20:32:29	ILS required - poor weather in area
05/12/2023				No	Light (Piston)	Training	VH-CZG	20:34:11	
12/12/2023				No	Light (Piston)	Training	VH-ZSZ	11:27:39	
18/12/2023				No	Light (Piston)	Training	VH-BMO	06:34:02	
21/12/2023				No	Jet (B738)	Required By Pilot	QFA592	11:16:40	ILS required - poor weather in area
21/12/2023				No	Light (Piston)	Training	VH-EWL	13:09:04	
21/12/2023	21/12/2023 17:33	21/12/2023 17:50	0.3	Yes	Jet (B738)	Low VIS	VOZ1451	17:34:57	
21/12/2023	21/12/2023 17:33	21/12/2023 17:50	0.3	Yes	Jet (B738)	Low VIS	VOZ749	17:40:02	
21/12/2023	21/12/2023 17:33	21/12/2023 17:50	0.3	Yes	Jet (A320)	Low VIS	JST442	17:44:18	
21/12/2023	21/12/2023 17:50	21/12/2023 19:10	1.3	Yes	Jet (A320)	Low VIS	JST422	18:00:00	
21/12/2023	21/12/2023 17:50	21/12/2023 19:10	1.3	Yes	Jet (B712)	Low VIS	QJE1724	18:19:49	
21/12/2023	21/12/2023 17:50	21/12/2023 19:10	1.3	Yes	Jet (A320)	Low VIS	JST630	18:25:59	
21/12/2023	21/12/2023 17:50	21/12/2023 19:10	1.3	Yes	Jet (B738)	Low VIS	VOZ751	18:51:10	
22/12/2023				No	Jet (A21N)	Required By Pilot	JST432	12:54:16	Journal reviewed, PIC required
22/12/2023				No	Light (Piston)	Training	VH-GWT	17:02:07	
24/12/2023				No	Jet (A320)	Low VIS	JST410	12:18:08	Within ILS transition period
24/12/2023				No	Jet (A321)	Low VIS	JST432	12:25:58	Within ILS transition period
24/12/2023				No	Jet (B738)	Low VIS	VOZ739	12:30:21	Within ILS transition period
24/12/2023				No	Jet (CL60)	Low VIS	VH-XPA	12:33:07	Within ILS transition period
24/12/2023				No	Jet (A320)	Low VIS	JST438	12:38:55	Within ILS transition period
24/12/2023				No	Light (Piston)	Training	VH-OOB	13:09:44	
24/12/2023	24/12/2023 19:33	24/12/2023 19:57	0.4	Yes	Jet (B738)	Low VIS	VOZ535	19:44:11	
24/12/2023				No	Jet (GLF5)	Low VIS	B8260	20:04:24	Within ILS transition period
24/12/2023				No	Jet (B738)	Low VIS	VOZ753	20:06:53	Within ILS transition period
24/12/2023				No	Jet (B738)	Low VIS	VOZ541	20:11:57	Within ILS transition period
24/12/2023				No	Jet (B738)	Low VIS	VOZ755	20:15:12	Within ILS transition period
24/12/2023				No	Jet (B738)	Low VIS	QFA596	20:19:31	Within ILS transition period

29/12/2023				No	Light (Piston)	Training	VH-CZG	11:24:22	
29/12/2023				No	Light (Piston)	Training	VH-ZIH	12:22:06	
30/12/2023				No	Jet (B738)	Required By Pilot	VOZ082	09:01:46	Journal reviewed, PIC required
31/12/2023				No	Jet (B738)	Required By Pilot	QFA596	19:39:32	Journal reviewed, PIC required
JAN									
01/01/2024				No	Jet (A320)	Required By Pilot	JST983	07:01:07	Within ILS transition period
01/01/2024	01/01/2024 07:04	01/01/2024 07:14	0.2	Yes	Jet (B738)	Low VIS	VOZ082	07:07:15	
01/01/2024	01/01/2024 07:14	01/01/2024 07:44	0.5	Yes	Jet (B738)	Low VIS	VOZ725	07:24:29	
01/01/2024				No	Jet (A320)	Low VIS	JST132	07:56:25	Within ILS transition period
01/01/2024	01/01/2024 16:24	01/01/2024 16:58	0.6	Yes	Jet (B738)	Low VIS	VOZ745	16:43:39	
01/01/2024	01/01/2024 16:24	01/01/2024 16:58	0.6	Yes	Jet (A320)	Low VIS	JST416	16:48:49	
01/01/2024	01/01/2024 16:24	01/01/2024 16:58	0.6	Yes	Jet (A320)	Low VIS	JST186	16:52:29	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Light (Turbo)	Low VIS	VH-TLH	16:58:53	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Jet (B738)	Low VIS	VOZ531	17:02:59	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Light (Turbo)	Low VIS	VH-TQI	17:12:07	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Jet (B738)	Low VIS	VOZ749	17:19:12	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Jet (B38M)	Low VIS	BNZ1606	17:25:30	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Jet (A320)	Low VIS	JST422	17:52:08	
01/01/2024	01/01/2024 16:58	01/01/2024 18:07	1.2	Yes	Jet (A320)	Low VIS	JST630	18:01:32	
01/01/2024				No	Jet (B738)	Low VIS	QFA598	18:07:06	Within ILS transition period
01/01/2024				No	Jet (B738)	Low VIS	VOZ751	18:14:45	Within ILS transition period
01/01/2024				No	Jet (B738)	Low VIS	VOZ537	18:26:35	Within ILS transition period
01/01/2024				No	Jet (A320)	Required By Pilot	JST442	19:24:35	Journal reviewed, PIC required due weather
01/01/2024				No	Jet (B712)	Required By Pilot	QJE1724	19:28:48	Journal reviewed, PIC required due weather
01/01/2024				No	Jet (B738)	Required By Pilot	QFA596	19:50:06	Journal reviewed, PIC required due weather
02/01/2024				No	Jet (B738)	Required By Pilot	QFA592	12:09:33	Journal reviewed, PIC required due weather
02/01/2024				No	Light (Turbo)	Training	N280RA	14:19:25	
02/01/2024				No	Light (Turbo)	Training	VH-YGO	14:24:39	
03/01/2024				No	Light (Piston)	Training	VH-EWL	14:12:22	
05/01/2024				No	Light (Piston)	Training	VH-TZI	07:47:58	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B38M)	Low VIS	BNZ1620	10:57:16	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B38M)	Low VIS	BNZ8025	11:00:36	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	QFA592	11:03:51	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B38M)	Low VIS	BNZ1544	11:07:44	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	VOZ1687	11:10:24	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	VOZ735	11:14:40	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (A320)	Low VIS	JST410	11:20:13	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (A320)	Low VIS	JST446	11:27:23	
06/01/2024				No	Light (Turbo)	Low VIS	VH-MVP	11:50:56	
06/01/2024				No	Jet (A320)	Low VIS	JST967	11:56:31	Within ILS transition period
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	VOZ739	12:03:10	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (A320)	Low VIS	JST438	12:09:23	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	VOZ1447	12:14:44	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (E190)	Low VIS	QFA1966	12:30:08	
06/01/2024	06/01/2024 10:41	06/01/2024 12:42	2	Yes	Jet (B738)	Low VIS	VOZ519	12:38:57	
06/01/2024				No	Jet (B738)	Low VIS	RXA540	12:47:05	Within ILS transition period
06/01/2024				No	Jet (A321)	Low VIS	JST432	12:56:05	Within ILS transition period
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (C525)	Low VIS	VH-APJ	13:32:41	

06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (A320)	Low VIS	JST194	13:39:10	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (B738)	Low VIS	VOZ523	13:45:19	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Light (Turbo)	Low VIS	VH-TAZ	13:54:29	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (B712)	Low VIS	QJE1722	14:13:06	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (B738)	Low VIS	QFA594	14:17:06	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (B738)	Low VIS	VOZ743	14:20:17	
06/01/2024	06/01/2024 13:10	06/01/2024 14:34	1.4	Yes	Jet (A321)	Low VIS	JST436	14:24:35	
06/01/2024				No	Jet (B738)	Low VIS	VOZ525	14:36:45	Within ILS transition period
06/01/2024				No	Jet (A321)	Low VIS	JST412	14:45:38	Within ILS transition period
07/01/2024				No	Light (Piston)	Training	VH-JCU	11:36:09	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (B712)	Low VIS	QJE1722	14:21:43	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (B738)	Low VIS	QFA594	14:24:13	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (B738)	Low VIS	VOZ743	14:30:47	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (A321)	Low VIS	JST412	14:33:36	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (B738)	Low VIS	VOZ525	14:42:30	
07/01/2024	07/01/2024 14:04	07/01/2024 15:46	1.7	Yes	Jet (B38M)	Low VIS	BNZ1756	15:37:51	
07/01/2024	07/01/2024 15:46	07/01/2024 16:59	1.2	Yes	Jet (A320)	Low VIS	JST651	15:46:59	
07/01/2024	07/01/2024 15:46	07/01/2024 16:59	1.2	Yes	Jet (A320)	Low VIS	JST414	16:28:30	
07/01/2024	07/01/2024 15:46	07/01/2024 16:59	1.2	Yes	Jet (A320)	Low VIS	JST416	16:33:09	
07/01/2024	07/01/2024 15:46	07/01/2024 16:59	1.2	Yes	Jet (B738)	Low VIS	VOZ745	16:47:28	
07/01/2024	07/01/2024 15:46	07/01/2024 16:59	1.2	Yes	Jet (B38M)	Low VIS	BNZ1634	16:53:13	
07/01/2024	07/01/2024 16:59	07/01/2024 18:07	1.1	Yes	Jet (B738)	Low VIS	VOZ749	17:03:57	
07/01/2024	07/01/2024 16:59	07/01/2024 18:07	1.1	Yes	Jet (B738)	Low VIS	VOZ531	17:06:17	
07/01/2024	07/01/2024 16:59	07/01/2024 18:07	1.1	Yes	Jet (B738)	Low VIS	VOZ1451	17:27:29	
07/01/2024	07/01/2024 16:59	07/01/2024 18:07	1.1	Yes	Jet (B738)	Low VIS	QFA598	17:39:13	
07/01/2024				No	Jet (A320)	Low VIS	JST442	18:08:56	Within ILS transition period
07/01/2024				No	Jet (B738)	Low VIS	VOZ537	18:13:35	Within ILS transition period
07/01/2024				No	Jet (B738)	Low VIS	QFA874	18:15:35	Within ILS transition period
07/01/2024				No	Jet (B738)	Low VIS	VOZ751	18:21:35	Within ILS transition period
07/01/2024				No	Jet (B738)	Low VIS	QFA596	19:39:28	Within ILS transition period
08/01/2024	08/01/2024 06:27	08/01/2024 07:00	0.6	Yes	Jet (B737)	Low VIS	VOZ501	06:33:15	
08/01/2024	08/01/2024 06:27	08/01/2024 07:00	0.6	Yes	Jet (A20N)	Low VIS	ANZ181	06:42:54	
08/01/2024	08/01/2024 07:00	08/01/2024 07:31	0.5	Yes	Jet (B738)	Low VIS	VOZ082	07:25:15	
08/01/2024				No	Jet (A21N)	Low VIS	JST402	07:35:14	Within ILS transition period
08/01/2024	08/01/2024 09:20	08/01/2024 09:26	0.1	Yes	Jet (B738)	Low VIS	QFA590	09:23:47	
08/01/2024	08/01/2024 09:26	08/01/2024 09:50	0.4	Yes	Jet (A333)	Low VIS	XAX200	09:27:12	
08/01/2024	08/01/2024 09:26	08/01/2024 09:50	0.4	Yes	Jet (B38M)	Low VIS	BNZ8025	09:31:07	
08/01/2024	08/01/2024 09:50	08/01/2024 10:23	0.6	Yes	Jet (B38M)	Low VIS	BNZ1544	10:04:59	
08/01/2024	08/01/2024 09:50	08/01/2024 10:23	0.6	Yes	Jet (A21N)	Low VIS	JST498	10:07:59	
08/01/2024	08/01/2024 10:54	08/01/2024 11:10	0.3	Yes	Jet (B738)	Low VIS	VOZ1447	11:04:53	
08/01/2024	08/01/2024 10:54	08/01/2024 11:10	0.3	Yes	Jet (B738)	Low VIS	QFA592	11:08:27	
10/01/2024				No	Light (Turbo)	Training	FD292	22:38:10	
11/01/2024				No	Light (Piston)	Training	VH-DWM	10:49:54	
11/01/2024				No	Light (Piston)	Training	VH-CZG	13:16:55	
11/01/2024				No	Light (Piston)	Training	VH-DWM	15:18:03	
11/01/2024				No	Light (Piston)	Training	VH-EWL	16:10:18	
12/01/2024				No	Jet (B738)	Low VIS	VOZ509	08:49:23	Within ILS transition period
12/01/2024				No	Jet (B738)	Required By Pilot	VOZ519	12:49:14	Journal reviewed, PIC required

12/01/2024				No	Jet (B738)	Required By Pilot	QFA588	12:54:24	Journal reviewed, PIC required
12/01/2024				No	Light (Piston)	Training	VH-EWL	14:35:54	
13/01/2024				No	Light (Piston)	Training	VH-JQC	08:58:47	
15/01/2024				No	Jet (B738)	Required By Pilot	QFA878	14:17:51	Journal reviewed, PIC required due weather
15/01/2024				No	Jet (A320)	Required By Pilot	JST436	14:21:19	Journal reviewed, PIC required due weather
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (B38M)	Low VIS	BNZ1606	17:22:12	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (A320)	Low VIS	JST442	17:35:17	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (B738)	Low VIS	QFA598	17:42:26	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (B738)	Low VIS	VOZ749	17:46:10	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (A320)	Low VIS	JST186	17:53:34	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (C68A)	Low VIS	VH-UCE	17:56:09	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (A320)	Low VIS	JST422	17:59:05	
15/01/2024	15/01/2024 17:04	15/01/2024 18:03	1	Yes	Jet (A320)	Low VIS	JST630	18:01:25	
15/01/2024				No	Jet (B738)	Low VIS	VOZ537	18:26:47	Within ILS transition period
15/01/2024	15/01/2024 18:29	15/01/2024 18:48	0.3	Yes	Jet (B738)	Low VIS	VOZ751	18:37:05	
15/01/2024	15/01/2024 18:48	15/01/2024 19:18	0.5	Yes	Jet (B738)	Low VIS	VOZ753	19:07:43	
15/01/2024	15/01/2024 19:18	15/01/2024 19:36	0.3	Yes	Jet (A21N)	Low VIS	JST426	19:25:41	
15/01/2024	15/01/2024 19:36	15/01/2024 19:55	0.3	Yes	Jet (B738)	Low VIS	VOZ541	19:44:23	
15/01/2024	15/01/2024 19:55	15/01/2024 20:09	0.2	Yes	Jet (B738)	Low VIS	VOZ755	20:07:46	
15/01/2024	15/01/2024 20:09	15/01/2024 20:24	0.3	Yes	Jet (B738)	Low VIS	QFA596	20:15:01	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (B738)	Low VIS	VOZ545	20:58:51	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (A320)	Low VIS	JST440	21:43:07	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (A320)	Low VIS	JST434	21:46:02	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (B738)	Low VIS	VOZ761	21:49:47	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (A320)	Low VIS	JST170	22:06:41	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (A320)	Low VIS	JST448	22:10:24	
15/01/2024	15/01/2024 20:24	16/01/2024 05:17	8.9	Yes	Jet (A320)	Low VIS	JST428	22:14:04	
16/01/2024	16/01/2024 11:20	16/01/2024 12:17	1	Yes	Jet (E35L)	Low VIS	ABP721	11:48:52	
16/01/2024	16/01/2024 11:20	16/01/2024 12:17	1	Yes	Jet (B38M)	Low VIS	BNZ1620	12:09:35	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (B738)	Low VIS	VOZ739	12:22:12	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (A320)	Low VIS	JST432	12:24:38	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (A320)	Low VIS	JST438	12:29:37	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (B738)	Low VIS	RXA540	12:44:01	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (A320)	Low VIS	JST492	12:58:14	
16/01/2024	16/01/2024 12:17	16/01/2024 13:44	1.5	Yes	Jet (B738)	Low VIS	VOZ519	13:19:07	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (A320)	Low VIS	JST444	13:45:55	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B738)	Low VIS	VOZ741	13:49:54	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (A320)	Low VIS	JST194	13:54:34	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B738)	Low VIS	QFA594	14:08:43	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B738)	Low VIS	VOZ523	14:29:06	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (A321)	Low VIS	JST436	14:37:11	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B738)	Low VIS	QFA878	14:40:39	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B38M)	Low VIS	BNZ1978	14:51:53	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (B738)	Low VIS	VOZ743	14:52:18	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Jet (A321)	Low VIS	JST412	15:02:02	
16/01/2024	16/01/2024 13:44	16/01/2024 15:19	1.6	Yes	Light (Turbo)	Low VIS	VH-ZMW	15:17:52	
16/01/2024				No	Jet (B738)	Low VIS	VOZ525	15:25:40	Within ILS transition period
16/01/2024				No	Jet (C25B)	Required By Pilot	VH-MIF	16:58:22	<5700kg MTOW

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16/01/2024				No	Light (Turbo)	Training	ZKRSQ	17:57:30	
16/01/2024				No	Light (Turbo)	Training	AM242	18:38:08	
16/01/2024				No	Light (Piston)	Training	VH-EWL	22:40:43	
17/01/2024				No	Jet (A320)	Required By Pilot	JST7991	06:33:09	Journal reviewed, PIC required
17/01/2024				No	Light (Piston)	Training	VH-PRG	11:46:53	
17/01/2024				No	Light (Piston)	Training	VH-YDC	13:15:39	
17/01/2024				No	Light (Piston)	Training	VH-TZI	13:38:23	
17/01/2024				No	Light (Piston)	Training	VH-BUY	14:00:30	
17/01/2024				No	Light (Turbo)	Training	VH-WPH	16:08:52	
18/01/2024				No	Jet (A321)	Required By Pilot	JST426	19:40:18	Within ILS transition period
18/01/2024	18/01/2024 19:50	18/01/2024 19:56	0.1	Yes	Jet (B738)	Low VIS	VOZ755	19:53:58	
21/01/2024				No	Jet (C25B)	Required By Pilot	VH-MIF	05:39:59	<5700kg MTOW
23/01/2024				No	Light (Piston)	Training	VH-DWM	10:41:18	
23/01/2024				No	Jet (B38M)	Required By Pilot	BNZ1620	11:43:47	Broken track - did not fly the ILS
23/01/2024				No	Light (Piston)	Training	VH-DWM	12:10:10	
23/01/2024				No	Light (Piston)	Training	VH-IRP	15:48:59	
23/01/2024				No	Light (Piston)	Training	VH-BUY	15:55:29	
23/01/2024				No	Light (Piston)	Training	VH-DWM	16:18:21	
24/01/2024				No	Light (Piston)	Training	VH-YDC	14:53:35	
28/01/2024				No	Light (Piston)	Training	VH-SNP	08:19:29	
28/01/2024				No	Jet (B738)	Required By Pilot	QFA876	08:34:13	Journal reviewed, PIC required
28/01/2024				No	Jet (B738)	Required By Pilot	QFA590	09:26:34	Journal reviewed, PIC required
28/01/2024				No	Jet (B738)	Required By Pilot	QFA880	10:18:39	ILS required - poor weather in area
28/01/2024				No	Light (Turbo)	Training	VH-PDE	14:36:29	
29/01/2024	29/01/2024 18:27	29/01/2024 18:33	0.1	Yes	Jet (C525)	Low VIS	VH-VOF	18:50:20	
29/01/2024	29/01/2024 18:27	29/01/2024 18:33	0.1	Yes	Jet (A320)	Low VIS	JST422	18:56:56	
29/01/2024	29/01/2024 18:33	29/01/2024 18:56	0.4	Yes	Jet (B738)	Low VIS	VOZ539	18:57:10	
29/01/2024				No	Jet (B738)	Required By Pilot	VOZ753	19:30:51	Within ILS transition period
29/01/2024				No	Jet (B738)	Required By Pilot	QFA596	19:34:47	Within ILS transition period
29/01/2024				No	Jet (C510)	Training	AE974	19:37:46	Within ILS transition period
30/01/2024				No	Jet (B738)	Required By Pilot	VOZ509	08:38:07	Journal reviewed, PIC required
30/01/2024				No	Light (Piston)	Training	VH-TEL	14:31:08	
30/01/2024				No	Light (Piston)	Training	VH-DWM	14:56:28	
30/01/2024				No	Light (Turbo)	Training	VH-TQI	16:17:42	
30/01/2024				No	Light (Turbo)	Training	VH-ZMW	16:45:55	
30/01/2024				No	Jet (C25B)	Required By Pilot	VH-MIF	16:56:03	<5700kg MTOW
31/01/2024				No	Light (Piston)	Training	VH-ZSZ	15:08:10	
31/01/2024				No	Light (Piston)	Training	VH-IRP	16:09:24	
31/01/2024				No	Light (Piston)	Training	VH-YDC	18:06:08	
Feb									
01/02/2024				No	Light (Piston)	Training	VH-YDC	11:22:59	
01/02/2024				No	Light (Piston)	Training	VH-DWM	12:52:06	
01/02/2024				No	Light (Turbo)	Training	VH-LYI	16:26:25	
01/02/2024				No	Jet (C560)	Required By Pilot	VH-PSU	18:02:44	<5700kg MTOW
01/02/2024				No	Light (Piston)	Training	VH-YDC	18:50:10	
03/02/2024				No	Light (Turbo)	Training	VH-MVP	08:52:46	
05/02/2024				No	Light (Turbo)	Training	VH-LMD	05:48:36	
07/02/2024	07/02/2024 07:09	07/02/2024 07:37	0.5	Yes	Jet (B463)	Low VIS	JTE7443	07:19:22	

07/02/2024	07/02/2024 07:09	07/02/2024 07:37	0.5	Yes	Jet (A320)	Low VIS	JST430	07:35:45	
07/02/2024	07/02/2024 07:37	07/02/2024 07:58	0.4	Yes	Jet (A21N)	Low VIS	JST402	07:39:54	
07/02/2024				No	Light (Piston)	Training	VH-DWM	12:56:08	
07/02/2024				No	Light (Piston)	Training	VH-EWL	14:11:01	
07/02/2024				No	Light (Piston)	Training	VH-YDC	15:13:15	
07/02/2024	07/02/2024 17:17	07/02/2024 17:43	0.4	Yes	Jet (B738)	Low VIS	VOZ535	17:38:11	
07/02/2024				No	Jet (B738)	Low VIS	VOZ749	17:44:50	Within ILS transition period
07/02/2024				No	Jet (A320)	Low VIS	JST630	17:48:06	Within ILS transition period
08/02/2024				No	Light (Piston)	Training	VH-FOH	08:31:00	
08/02/2024				No	Jet (B738)	Required By Pilot	VOZ749	17:43:32	Broken track - did not fly the ILS
09/02/2024				No	Jet (A320)	Low VIS	JST132	07:11:04	Within ILS transition period
09/02/2024				No	Jet (A320)	Low VIS	JST430	07:24:43	Within ILS transition period
09/02/2024				No	Light (Piston)	Training	VH-ZSZ	07:50:41	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (B38M)	Low VIS	BNZ1522	10:50:09	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (B738)	Low VIS	VOZ735	11:05:22	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (B738)	Low VIS	VOZ1687	11:09:06	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (A320)	Low VIS	JST446	11:12:42	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Light (Turbo)	Low VIS	VH-OXY	11:17:26	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (B738)	Low VIS	QFA592	11:24:00	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (A320)	Low VIS	JST410	11:31:54	
09/02/2024	09/02/2024 10:41	09/02/2024 11:41	1	Yes	Jet (B38M)	Low VIS	BNZ1754	11:39:09	
09/02/2024				No	Jet (A320)	Low VIS	JST967	11:49:14	Within ILS transition period
09/02/2024				No	Jet (A320)	Low VIS	JST492	13:03:12	Within ILS transition period
09/02/2024				No	Light (Piston)	Low VIS	VH-DWM	13:10:10	Within ILS transition period
09/02/2024				No	Jet (B738)	Low VIS	VOZ741	13:15:51	Within ILS transition period
09/02/2024	09/02/2024 14:13	09/02/2024 14:59	0.8	Yes	Light (Piston)	Low VIS	VH-MPQ	14:24:59	
09/02/2024	09/02/2024 14:13	09/02/2024 14:59	0.8	Yes	Jet (B738)	Low VIS	QFA878	14:36:03	
09/02/2024				No	Jet (C25B)	Low VIS	VH-MIF	15:17:53	Within ILS transition period
09/02/2024				No	Light (Piston)	Training	VH-EWL	17:06:17	
09/02/2024	09/02/2024 19:11	09/02/2024 21:07	1.9	Yes	Jet (A320)	Low VIS	JST442	19:14:55	
09/02/2024	09/02/2024 19:11	09/02/2024 21:07	1.9	Yes	Jet (B738)	Low VIS	VOZ753	19:28:58	
09/02/2024	09/02/2024 19:11	09/02/2024 21:07	1.9	Yes	Jet (B738)	Low VIS	QFA596	20:03:45	
09/02/2024	09/02/2024 19:11	09/02/2024 21:07	1.9	Yes	Jet (B738)	Low VIS	VOZ539	20:11:35	
09/02/2024				No	Jet (B738)	Low VIS	VOZ755	21:10:29	Within ILS transition period
09/02/2024				No	Jet (A320)	Required By Pilot	JST440	21:46:10	Within ILS transition period
10/02/2024	10/02/2024 07:20	10/02/2024 08:10	0.8	Yes	Jet (A320)	Low VIS	JST132	07:31:24	
10/02/2024	10/02/2024 08:10	10/02/2024 09:25	1.3	Yes	Light (Piston)	Low VIS	VH-FOH	08:29:14	
10/02/2024	10/02/2024 08:10	10/02/2024 09:25	1.3	Yes	Jet (B738)	Low VIS	VOZ509	08:36:58	
10/02/2024	10/02/2024 08:10	10/02/2024 09:25	1.3	Yes	Light (Turbo)	Low VIS	VH-MVP	09:12:00	
10/02/2024	10/02/2024 08:10	10/02/2024 09:25	1.3	Yes	Jet (A333)	Low VIS	XAX200	09:19:19	
10/02/2024	10/02/2024 09:25	10/02/2024 09:53	0.5	Yes	Jet (B738)	Low VIS	VOZ511	09:37:37	
10/02/2024	10/02/2024 09:25	10/02/2024 09:53	0.5	Yes	Jet (A21N)	Low VIS	ANZ187	09:43:21	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (A21N)	Low VIS	JST498	10:02:00	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B738)	Low VIS	RXA658	10:07:24	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B738)	Low VIS	QFA880	10:12:58	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B738)	Low VIS	VOZ733	10:15:03	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B738)	Low VIS	VOZ1447	10:18:43	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B738)	Low VIS	VOZ515	10:36:06	

10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Light (Turbo)	Low VIS	VH-XDV	10:41:16	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Jet (B38M)	Low VIS	BNZ1620	10:43:12	
10/02/2024	10/02/2024 09:53	10/02/2024 10:49	0.9	Yes	Light (Turbo)	Low VIS	VH-JET	10:46:35	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (B738)	Low VIS	VOZ1687	11:03:09	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (B38M)	Low VIS	BNZ8025	11:07:08	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (B738)	Low VIS	QFA592	11:10:38	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (A320)	Low VIS	JST446	11:26:07	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (A320)	Low VIS	JST967	11:44:16	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (C525)	Low VIS	VH-KXL	11:48:50	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (A321)	Low VIS	JST432	12:04:19	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (B738)	Low VIS	VOZ739	12:08:42	
10/02/2024	10/02/2024 10:49	10/02/2024 12:40	1.9	Yes	Jet (A320)	Low VIS	JST438	12:20:27	
10/02/2024				No	Jet (B738)	Low VIS	RXA540	12:40:34	Within ILS transition period
10/02/2024				No	Light (Piston)	Low VIS	VH-AVT	13:09:17	
11/02/2024				No	Light (Piston)	Training	VH-FOH	08:09:27	
12/02/2024				No	Light (Piston)	Training	VH-XUS	10:52:58	
12/02/2024				No	Light (Piston)	Training	VH-SNP	13:10:59	
12/02/2024				No	Light (Piston)	Training	VH-EHK	14:16:58	
12/02/2024				No	Light (Piston)	Training	VH-CPB	14:44:10	
12/02/2024				No	Light (Piston)	Training	VH-YDC	14:49:07	
12/02/2024				No	Light (Piston)	Training	VH-OCC	14:50:41	
13/02/2024				No	Light (Piston)	Training	VH-CZG	14:10:21	
13/02/2024				No	Light (Turbo)	Training	VH-ZGD	15:03:05	
13/02/2024				No	Light (Turbo)	Required By Pilot	VH-VPZ	15:30:54	
13/02/2024				No	Light (Piston)	Training	VH-YDC	15:55:23	
15/02/2024				No	Light (Turbo)	Training	VH-LMD	13:53:45	
15/02/2024				No	Light (Piston)	Training	VH-YSH	13:55:10	
15/02/2024				No	Light (Turbo)	Training	VH-DTG	14:50:00	
15/02/2024	15/02/2024 19:30	15/02/2024 19:56	0.4	Yes	Jet (B738)	Low VIS	VOZ753	19:39:07	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (A320)	Low VIS	JST434	20:10:49	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (A320)	Low VIS	JST440	21:47:26	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (B738)	Low VIS	VOZ761	21:55:14	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (B38M)	Low VIS	BNZ1528	22:03:44	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (B38M)	Low VIS	BNZ1638	22:22:22	
15/02/2024	15/02/2024 19:56	16/02/2024 04:49	8.9	Yes	Jet (A320)	Low VIS	JST448	22:38:49	
16/02/2024	16/02/2024 06:39	16/02/2024 06:48	0.2	Yes	Jet (A320)	Low VIS	JST400	06:42:33	
16/02/2024	16/02/2024 07:26	16/02/2024 07:56	0.5	Yes	Jet (A320)	Low VIS	JST430	07:39:53	
16/02/2024	16/02/2024 07:26	16/02/2024 07:56	0.5	Yes	Jet (A320)	Low VIS	JST402	07:43:13	
16/02/2024	16/02/2024 07:56	16/02/2024 08:45	0.8	Yes	Jet (B738)	Low VIS	VOZ501	07:56:47	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Jet (B738)	Low VIS	VOZ509	08:49:47	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Light (Turbo)	Low VIS	VH-MVP	09:12:44	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Jet (B738)	Low VIS	QFA590	09:29:47	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Jet (A320)	Low VIS	JST406	09:35:21	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Light (Piston)	Low VIS	VH-TCS	09:43:36	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Light (Piston)	Low VIS	VH-FOH	09:49:30	
16/02/2024	16/02/2024 08:45	16/02/2024 10:02	1.3	Yes	Jet (B738)	Low VIS	RXA658	10:00:39	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (A21N)	Low VIS	ANZ187	10:05:43	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (A21N)	Low VIS	JST498	10:17:03	

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16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B738)	Low VIS	VOZ733	10:31:32	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B738)	Low VIS	VOZ1447	10:44:59	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B738)	Low VIS	VOZ515	10:59:28	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B738)	Low VIS	VOZ1687	11:04:03	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B38M)	Low VIS	BNZ1522	11:05:53	
16/02/2024	16/02/2024 10:02	16/02/2024 11:25	1.4	Yes	Jet (B738)	Low VIS	QFA592	11:14:48	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (A320)	Low VIS	JST446	11:25:31	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (A320)	Low VIS	JST410	11:29:26	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (B738)	Low VIS	VOZ735	11:41:40	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (B38M)	Low VIS	BNZ1754	11:44:09	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (A320)	Low VIS	JST967	12:03:12	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (A320)	Low VIS	JST7426	12:07:08	
16/02/2024	16/02/2024 11:25	16/02/2024 12:40	1.3	Yes	Jet (FA7X)	Low VIS	EVY64	12:36:09	
16/02/2024				No	Jet (B738)	Low VIS	VOZ739	12:48:53	Within ILS transition period
17/02/2024	17/02/2024 10:50	17/02/2024 11:13	0.4	Yes	Jet (A320)	Low VIS	JST446	11:08:40	
17/02/2024	17/02/2024 10:50	17/02/2024 11:13	0.4	Yes	Jet (B38M)	Low VIS	BNZ8025	11:10:34	
17/02/2024				No	Jet (B738)	Low VIS	VOZ735	11:21:47	Within ILS transition period
17/02/2024				No	Jet (B738)	Low VIS	QFA592	11:25:02	Within ILS transition period
17/02/2024				No	Light (Piston)	Training	VH-DWM	13:34:21	
18/02/2024				No	Light (Piston)	Training	VH-SPP	11:52:21	
18/02/2024				No	Light (Piston)	Training	VH-LTC	16:39:09	
19/02/2024				No	Light (Piston)	Training	VH-DWM	13:22:29	
19/02/2024				No	Jet (B738)	Required By Pilot	VOZ753	20:38:43	Journal reviewed, PIC required due weather
20/02/2024				No	Light (Piston)	Training	VH-AVT	11:57:09	
20/02/2024				No	Light (Piston)	Training	VH-DWM	13:44:59	
20/02/2024				No	Light (Turbo)	Training	VH-ZMW	15:33:04	
21/02/2024				No	Light (Piston)	Training	VH-RQU	07:36:04	
21/02/2024				No	Light (Piston)	Training	VH-SNP	11:44:12	
21/02/2024				No	Light (Piston)	Training	VH-AVT	12:10:09	
21/02/2024				No	Jet (B38M)	Required By Pilot	BNZ1690	16:22:30	Broken track - did not fly the ILS
26/02/2024				No	Light (Turbo)	Training	VH-VDZ	13:18:51	
27/02/2024				No	Light (Turbo)	Training	VH-PID	09:11:27	
27/02/2024				No	Jet (B38M)	Required By Pilot	BNZ1610	09:50:14	Broken track - did not fly the ILS
27/02/2024				No	Light (Piston)	Training	VH-PRG	10:22:50	
27/02/2024				No	Light (Piston)	Training	VH-DWM	13:29:43	
27/02/2024				No	Light (Piston)	Training	VH-CZH	16:11:37	
27/02/2024				No	Light (Turbo)	Training	BROL17	17:40:54	
27/02/2024				No	Jet (B738)	Required By Pilot	VOZ761	21:46:14	Broken track - did not fly the ILS
28/02/2024				No	Light (Piston)	Training	VH-ICF	13:52:41	

From: [David Gathercole](#)
To: [Community Aviation Consultation Group - GC](#)
Subject: FW: [Sensitive: NSW Government] RE: Cobaki Broadwater Environmental Testing
Date: Friday, 1 November 2024 11:33:12 AM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Dear Mr Brent

Thank you for your email seeking an update on the latest environmental testing for PFAS in Cobaki Broadwater conducted by Airservices Australia as part of their PFAS investigations at Gold Coast Airport. I do acknowledge that you are seeking an update in your capacity as Chair of the Gold Coast Airport Community Aviation Consultation Group (CACG) and in order to update members at the next CACG meeting on 14 November 2024.

As part of their investigations, Airservices Australia has advised the EPA that they completed sampling of fish and crustaceans in the Cobaki Broadwater on 13 and 14 June 2024. Sampling was also undertaken at this time in three other locations in Queensland, the stormwater pond downstream of the airport near the Gold Coast Highway, Coolangatta Creek, and Kirra Beach outlet. The EPA is co-ordinating a review of the results for Cobaki Broadwater by the NSW Technical Review Group which is made up of NSW agency experts.

The NSW EPA understands that Airservices Australia will incorporate the latest information to inform the Detailed Site Investigation. The information will incorporate water and sediment sampling from nearby waterways which will be compared to relevant environmental and human health guidelines, including the use of waterways for recreation purposes.

We will continue to work collaboratively with Airservices Australia and the Queensland Government to ensure timely and robust investigations are undertaken to address PFAS contamination from Gold Coast Airport, as well as to address community concerns of nearby NSW waterways like the Cobaki Broadwater.

Airservices Australia will be able to provide you the most contemporary updates on all of their PFAS investigations for the area. Airservices Australia contact is Mr Stephen Tapsall (Email: Stephen.Tapsall@airservicesaustralia.com or mobile: 0419 872 973).

In order to ensure the NSW EPA can provide a timely response to your enquiries, it would be appreciated if all future enquiries can be sent to info@epa.nsw.gov.au

I hope this information is of assistance to you.

Regards

David Gathercole

Director Operations

NSW Environment Protection Authority

D 02 9995 6823

Level 2, 6 Parramatta Square, 10 Darcy St, Parramatta, NSW 2150

NSW EPA logo



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The EPA acknowledges the Traditional Custodians of the land, waters and sky where we work.
As part of the world's oldest surviving cultures we pay our respect to Aboriginal Elders past and present.

I work on Dharug Country.



Report pollution and environmental incidents 131 555 or +61 2 9995 5555

From: Community Aviation Consultation Group - GC <cacg@gcal.com.au>

Sent: Tuesday, October 15, 2024 1:15 PM

To: David Gathercole <David.Gathercole@epa.nsw.gov.au>

Cc: Community Aviation Consultation Group - GC <cacg@gcal.com.au>

Subject: Cobaki Broadwater Environmental Testing

Dear Mr Gathercole,

I am writing to you in my capacity as Chair of the Gold Coast Airport Community Aviation Consultation Group (CACG). I would like to begin by thanking you and your Chief Executive for the thorough response to my earlier enquiries about PFAS contamination in the vicinity of the airport.

I would like to follow up to ask if it is possible to give me any information on the dates of the most recent testing of the fish in the Cobaki Broadwater. I would also be interested in whether there is any broader environmental testing such as investigations into the safety of the Broadwater, and of rivers or beaches near the airport for other recreational uses such as swimming?

We have our next meeting on 14 November 2024. I appreciate that it is short notice but would be especially grateful if you were able to provide a response before then.

Thank you again for the previous response and for any further advice that you may be able to provide.

Yours sincerely,

Ron Brent



Chair
Gold Coast Airport CACG

Community Aviation Consultation Group - GC

Gold Coast Airport

e: cacg@gcal.com.au | **w:** www.goldcoastairport.com.au

a: Level 1, Airport Central, 1 Eastern Ave, Bilinga, QLD 4225





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If you are not the intended recipient, please notify the sender and then delete it immediately.

Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the Environment Protection Authority.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Date: 4 June 2024
Contact: Troy Kahler
Location: Waterside East, 9 Holden Place, Bundall
Telephone: 07 5582 9083
Our reference: PD113/1008/31

Amelia Evans
Chief Executive Officer
Queensland Airports Limited
PO Box 112
Coolangatta QLD 4225

Dear Ms Evans *Amelia*

Gold Coast Airport 2024 Preliminary Draft Master Plan – City of Gold Coast officer submission

Thank you for your letter received by email on 14 March 2024, inviting Council of the City of Gold Coast (the City) to review and comment on the Gold Coast Airport 2024 Preliminary Draft Master Plan (the draft Master plan).

The City is committed to making the Gold Coast the best place in Australia to invest, live, work and visit. The City acknowledges the role of the Gold Coast Airport as a major economic generator for the Gold Coast and looks forward to working closely with you to achieve positive outcomes for our growing city.

I am pleased to provide you with the City's submission regarding the draft Master Plan (attached). In addition, I wanted to bring the following key matters to your attention.

Terminal connectivity with planned Light Rail Stage 4

Providing easy and efficient access between the terminal building and the planned light rail station is crucial to the visitor experience and the successful integration of the airport with the planned Light Rail Stage 4 extension. It is recommended that the planning and design of the interface between the planned light rail station and the terminal building, and a more direct integration, is a key focus of the master plan and future developments.

City-owned land adjoining Gold Coast Airport

Boyd Street (Bilinga) adjoining to the north-west of the airport is of interest to the City in strategically planning the future direction of land surrounding the airport. This area has a relationship to the future development of the Western Enterprise Precinct. The City is committed to progressing the existing planning investigation in this area and it will be considered as part of the new Planning Scheme scope which is currently underway.

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact me or Troy Kahler, Coordinator Local Planning Project telephone 07 5582 9083.

Yours sincerely



Alisha Swain
Executive General Manager Planning and Regulation
For the Chief Executive Officer
Council of the City of Gold Coast

Attach: 1

City of Gold Coast submission comments (June 2024) – Gold Coast Airport 2024 Preliminary Draft Master Plan

ID	Section and/or figure/table no	Comment	Recommended action
1.	Throughout	<p>The ease and efficiency of access between the airport terminal building and the planned light rail station stop is crucial to visitor experience and the successful integration of the airport with the light rail extension. The planning and design of this interface should be a key focus for the Master plan and future development. This will ensure the Gold Coast's reputation, as an attractive and convenient place for domestic and international visitors, is reinforced.</p> <p>The City's position on achieving minimal separation between the light rail stop and the terminal building is maintained. Queensland Airports Limited's (QAL) security and safety needs for the airport terminal are also acknowledged and should be balanced by future requirements of an integrated public transport hub for bus, light rail and heavy rail services.</p>	<p>It is recommended that the planning and design of the airport light rail station stop and its integration with the terminal building focuses on visitor experience, reinforcing the reputation of the city as an attractive and convenient place to visit.</p> <p>It is also recommended that Queensland Airports Limited (QAL) open discussion with the Department of Transport and Main Roads and the City to ensure all light rail station location options have been explored, including a more direct integration with the terminal building.</p>
2.	Throughout	The City is committed to progressing an existing planning investigation for its land at Boyd Street, Bilinga, adjoining the airport. This will be considered as part of the new Planning Scheme scope. Given the proximity of this land to the draft Master plan's Western Enterprise Precinct, the City will open discussion with QAL when necessary.	To note.
3.	Throughout	The City notes the process involved for changes to the Gold Coast Airport curfew under the <i>Air Navigation (Gold Coast Airport Curfew) Regulation 2018</i> . The City looks forward to future engagement on this matter should changes be proposed. It is acknowledged that no changes to the curfew are proposed as part of the draft Master plan.	To note.
4.	Throughout	<p>The City notes the process involved when changing the draft Australian Noise Exposure Forecast (draft ANEF) in advance of the draft Master plan been finalised for assessment by the Commonwealth Government. The City sees the contraction of draft ANEF contours as an improvement for the city.</p> <p>QAL will be required to consult with City for any future airport operational changes relating to the draft ANEF contours, noting endorsement is required from Airservices Australia before the Master plan can be finalised.</p>	To note.

City of Gold Coast submission comments (June 2024) – Gold Coast Airport 2024 Preliminary Draft Master Plan

ID	Section and/or figure/table no	Comment	Recommended action
		The City also acknowledges no changes to the Gold Coast Airport curfew in place under the <i>Air Navigation (Gold Coast Airport Curfew) Regulation 2018</i> .	
5.	Throughout	The City notes draft Master plan proposals will affect infrastructure capacity and place demand on networks.	It is recommended that QAL open discussions with the relevant City infrastructure network providers regarding capacity and demand in preparing Major Development Plans (under the <i>Airports Act 1996</i>) for proposals.
6.	Throughout	The City notes that Brisbane Airport is planning for its new terminal, with the outcomes potentially affecting future passenger forecast and other relevant aeronautical and non-aeronautical demands and revenues at Gold Coast Airport.	To ensure South East Queensland's demands can be accounted for, an analysis of Brisbane Airport and how its expansion could affect future passenger forecasts, and aeronautical and non-aeronautical demands/revenues of Gold Coast Airport is recommended.
7.	Figures, throughout	Orientation of maps/location plans is not consistent.	It is recommended that all maps/location plans have a north point symbol and, where possible, have consistent orientation.
8.	Throughout	Increased aircraft traffic movements have the potential to impact <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (Cth) listed threatened and migratory species, and Priority species under the Gold Coast City Plan (City Plan).	It is recommended that further offsets be considered given the impact of increased aircraft traffic.
9.	Section 02, 2.1.4 Forecast Precinct Employment, and Section 05, 5.2 Land Use Plan	The City notes that the draft Master plan intends to deliver additional commercial (non-aviation) floor space.	At the earliest opportunity, it is recommended that QAL open discussion with the City regarding the breakdown of commercial floorspace so this can be appropriately planned for from an infrastructure perspective.
10.	Section 03, Gold Coast City Plan	Although it is understood the airport is subject to its own legislation, it sits within City Plan's context. The draft Master plan area is close to the Currumbin to Cobaki Broadwater corridor, a designated Biodiversity area in City Plan, and part of the Hinterland to coast critical corridor. Biodiversity areas are identified as matters of local environmental significance in City Plan. They are fundamental elements of the city's green space network and are important to maintain diversity of terrestrial, aquatic and marine species, ecosystems and ecological processes.	It is recommended that the draft Master plan considers the Currumbin to Cobaki Broadwater corridor, part of City Plan's Hinterland to coast critical corridor, and its importance in maintaining connectivity of the Cobaki Environment Precinct.

City of Gold Coast submission comments (June 2024) – Gold Coast Airport 2024 Preliminary Draft Master Plan

ID	Section and/or figure/table no	Comment	Recommended action
11.	Section 03, Gold Coast City Plan, and Section 05	The airport is identified as a Specialist centre in City Plan, complementing a hierarchy of mixed use centres including Major centres (e.g. Coolangatta) and District centres (e.g. Tugun Village). It will be important to ensure that non-aviation related development at the airport is complementary to the City's intent for mixed use centres to support the greatest intensity and range of activity in the city, including the largest concentration of retail uses.	It is recommended that further analysis is provided in the final Master plan demonstrating how both the land use mix and quantum of commercial development at the airport will capitalise on its unique opportunities while complementing nearby mixed use centres.
12.	Section 04, Gold Coast Airport vision	In general, the City supports QAL's vision and particularly its strategy to provide a diverse range of convenient transport choices to access the airport. In particular, an integrated public transport system and improved active transport connectivity are considered essential to enable ShapingSEQ 2023, the City Transport Strategy and QAL land transport planning objectives to be achieved.	To note.
13.	Section 05, 5.1 Planning Priorities	The City supports the draft Master plan's employment diversification and intensification aspirations which will have broader benefits to the Gold Coast economy, particularly the southern coastal suburbs where there are notable gaps in some employment sectors. Development of land uses that benefit from co-location with the airport and/or university will support the achievement of the strategic vision for the precinct, as a major economic generator for the region.	To note.
14.	Section 05, 5.2 Land Use Plan	It is noted that the draft Master plan does not include QAL owned freehold land (for example, the Mallaraba and Border Park land parcels).	At the earliest opportunity, it is recommended that QAL open discussion with the City to discuss these sites to ensure comprehensive strategic planning of the airport and its relationship to surrounding areas.
15.	Section 05, 5.2.1 Runway Precinct	The Runway Precinct contains ecologically significant wetlands which are habitat for threatened species and locally significant species	Given the existence of ecologically significant wetlands which are habitat for threatened species, consider amending the Runway Precinct's development objectives to include the preservation of the environmental values present within these wetland areas where feasible, or manage the environmental values of these wetland areas and mitigate the impacts of future development.
16.	Section 05, 5.2.3 Central Precinct and 5.2.4 Gateway Precinct	The City notes the plan for future short-term accommodation, including the hotel expansion in the 8-year plan and schedule.	At the earliest opportunity, it is requested that QAL open discussions with the City regarding the short-term accommodation so this can be appropriately planned for from an infrastructure perspective.

City of Gold Coast submission comments (June 2024) – Gold Coast Airport 2024 Preliminary Draft Master Plan

ID	Section and/or figure/table no	Comment	Recommended action
17.	Section 05, 5.2.7 Western Enterprise Precinct	The City supports the eventual development of the Western Enterprise Precinct, noting that development is contingent on achieving suitable vehicular access and successfully managing environmental values.	<p>The City supports future diversification of land uses in the Western Enterprise Precinct, however, it is recommended that the list of permitted land uses in this precinct be reduced until such time as suitable vehicular access has been established and environmental values fully investigated.</p> <p>It is recommended that environmental impacts from future development within this precinct, including those on the adjacent Cobaki Environment Precinct, are sensitively managed.</p>
18.	Section 05, 5.2.8 Cobaki Environment Precinct	The Cobaki Environment Precinct is supported. The draft Master plan outlines several threatened species which occur on the Commonwealth lease including species which are locally significant to the Gold Coast. Conservation actions within the Cobaki Environment Precinct are likely to benefit locally significant species of the Gold Coast in a broader sense.	It is recommended that the draft Master plan considers the Currumbin to Cobaki Broadwater corridor (see also Comment ID 8.).
19.	Section 05, 5.3.1 Superblock layout figure	The City supports the idea of reconfiguring the road layout to incorporate superblocks to improve precinct functionality. The proposed internal 'boulevard connection' road corridor that has appropriate landscape and amenity improvements at street level is also supported.	To note.
20.	Section 05, Figure 5.5.2.1 External Transport Networks	The circles shown in Figure 5.5.2.1 seem to represent light rail station stops but Burleigh Head National Park and Tomewin Street are not shown, while there is a station shown at Tallebudgera Drive.	<p>It is recommended that the position of the station stops in Figure 5.5.2.1 be reviewed to ensure they are correct, as shown in the Department of Transport and Main Roads' Gold Coast Light Rail Stage 4's current publicly available material:</p> <p>https://www.tmr.qld.gov.au/projects/gold-coast-light-rail-stage-4</p>
21.	Section 05, 5.5.3.2 Public Transport Mode Share	The Ground Transport Plan adopts aspirational public transport mode share targets with light rail included by 2032, and heavy rail by 2044. The draft Master plan refers to other measures to ensure the ground transport network is functional and resilient with or without delivery of light rail.	It is recommended that additional data is provided to better understand the forecast growth proposed for public transport at the airport for the life of the Master plan.
22.	Section 05, Figure 5.5.4.1 and Figure 5.6.2	The Gold Coast (and SEQ) centres symbology on the maps is not the same as the map legend. In ShapingSEQ 2023, Southport is recognised as both Principal Regional Activity Centre and also a CBD.	It is recommended that the size of symbology in the legend is amended to properly reflect ShapingSEQ 2023's Regional Activity Centres designation on the maps, and it is requested that Southport is shown with CBD symbology.

City of Gold Coast submission comments (June 2024) – Gold Coast Airport 2024 Preliminary Draft Master Plan

ID	Section and/or figure/table no	Comment	Recommended action
23.	Section 08, Airport Environment Strategy	Although it is understood the airport is subject to its own legislation, it sits within City Plan's context. The Airport Environment Strategy outlines that the draft Master plan area contains threatened species' records including locally significant Priority species and habitat which could be suitable for Priority species. These are identified as matters of local environmental significance in City Plan.	It is recommended that the draft Master plan be updated to include additional information on local significant species (both flora and fauna). Consider undertaking additional surveys using standardised and targeted methodologies, on both sides of the Commonwealth lease, as listed in Appendix 4 of City Plan policy – Ecological site assessments.