

Gold Coast CACG

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Mr Unni Menon

General Manager Corporate and International Affairs

Mr Martin Simpkins
Gold Coast Tower Manager

Ms Elissa KeenanManager, Community Relations



Objectives today

- Provide information on what we do and why
- Listen to the concerns of the community



Airservices in brief

Aviation Rescue & Fire Fighting





11,000 flights per day75 million passengers per year11% of the world's airspace



Our priorities

- 1. "... Airservices must regard the safety of air navigation as the most important consideration"
- 2. "Subject to subsection (1) ... ensure that, as far as is practicable, the environment is protected from: (a) the effects of the operation and use of aircraft..."

Section 9, Air Services Act (1995)



What we do

- Air traffic control Gold Coast
 Airport control tower
- Flight path design arrivals and departures
- Aircraft noise data monitoring
- Noise Complaint and Information Service (NCIS)

What we don't do

- Airline schedules time of day, frequency, destination, aircraft type
- Master planning
- Policy/legislation eg. curfews, noise insulation
- Safety regulation
- Airspace regulation



Gold Coast Airport

Runway configuration:

Main runway 14/32 (140° / 320°)

Facts:

- Airport was built 1936
- Is now Australia's 5th busiest international airport (6th busiest airport overall)
- Growth is forecast to continue

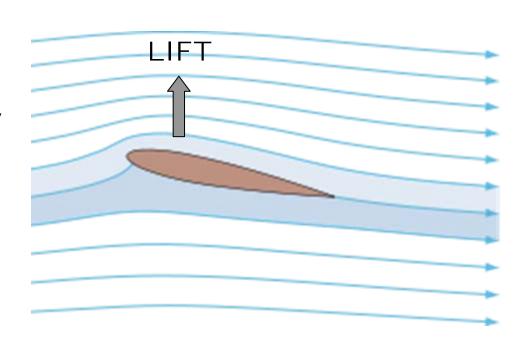
Control tower open 6am-11pm Curfew 11pm-6am





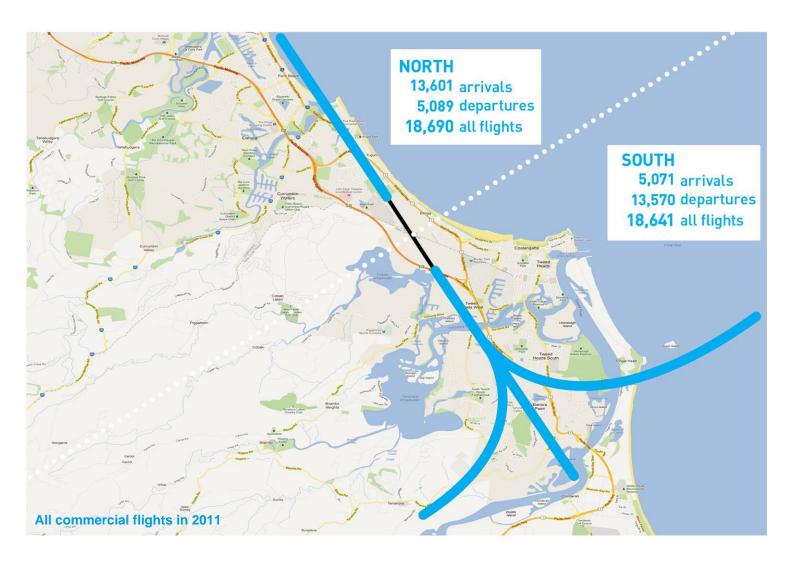
Runway choice

- Aircraft must take-off and land into the wind
- Prevailing winds predominantly winds from south and south-east
- Arrivals are therefore mostly from the north
- Departures are mostly to the south
- Overall, this means Gold Coast traffic is balanced almost equally





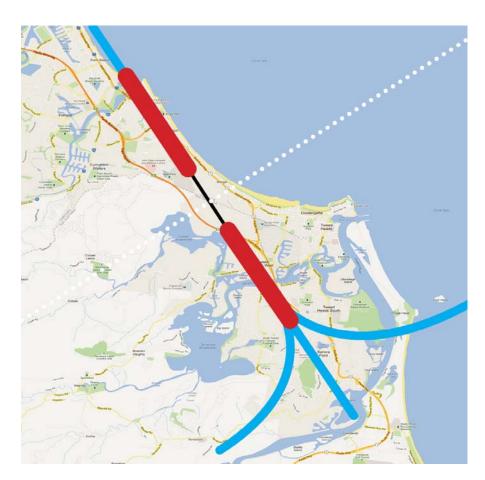
Arrivals and Departures in 2011





Stabilised approach/take-off

- Takeoff and landing are most critical phases of flight
- Aircraft must be stabilised aligned with runway
- At least 3-4 km from runway end
- These areas will always be most impacted by noise
- No alternatives



Note - lines are indicative of geographic direction, not an exact flight path

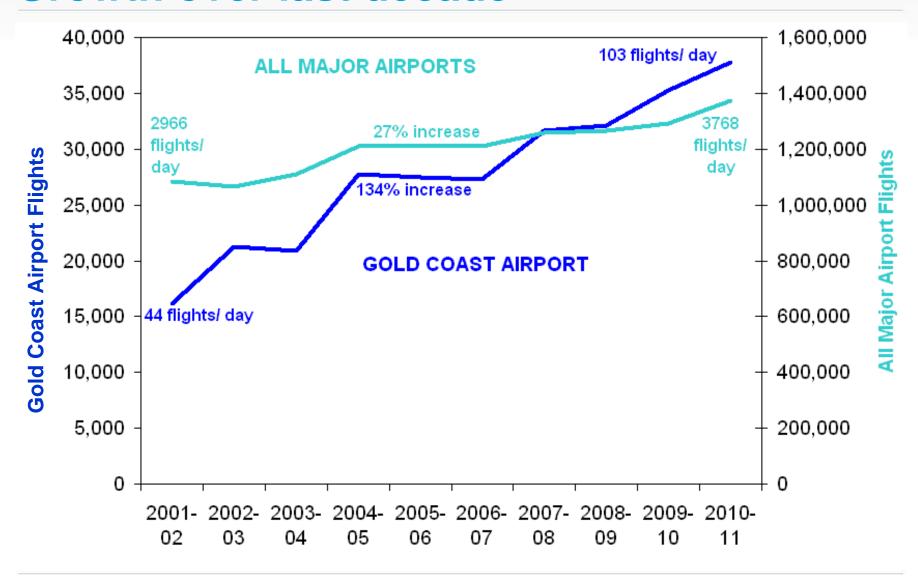


Has anything changed?

- All current flight paths are long established no change.
- Airport has become busier in response to consumer demand.
- More airlines are flying to more destinations.
- Complaints have increased as aircraft numbers have increased.



Growth over last decade





Noise abatement

Environmental Principles for Minimising Impact of Aircraft Noise

- "Noise abatement procedures should be optimized to achieve the lowest possible overall impact on the community"
- "Noise should be concentrated as much as possible over nonresidential areas"
- "Noise exposure should be fairly shared whenever possible"
- "No suburb, group or individual can demand or expect to be exempt from aircraft noise exposure"

Extract from Airservices Environmental Principles and Procedures for Minimising the Impact of Aircraft Noise; 2002.



Noise abatement - Gold Coast

- Maximum use of flight paths over water
- Specific climb procedures power settings / flaps
- Restrictions on circuit training
- Preferred runway is Runway 14 (ie. arrive from north / depart to south)
 - Arrival track is mostly over water
 - Departures are shared across three long established flight paths
 - Community preference since 1996

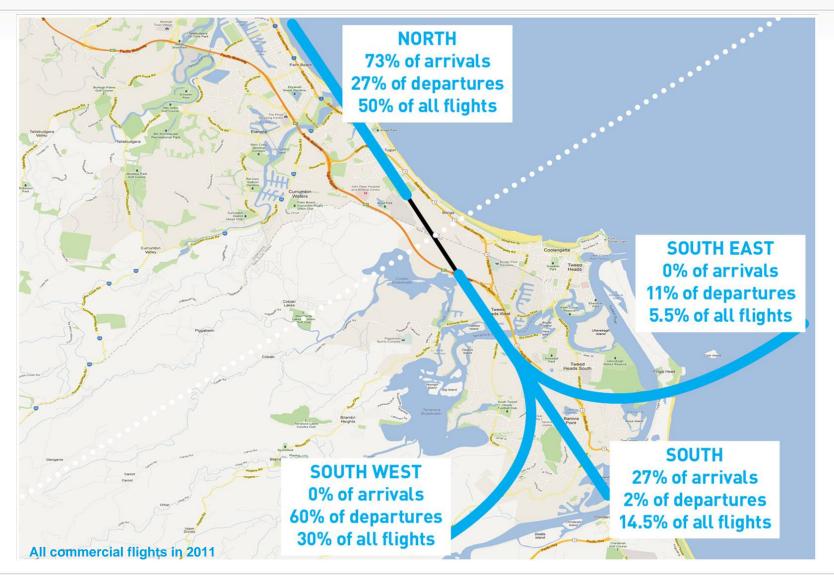


Current Distribution of Traffic



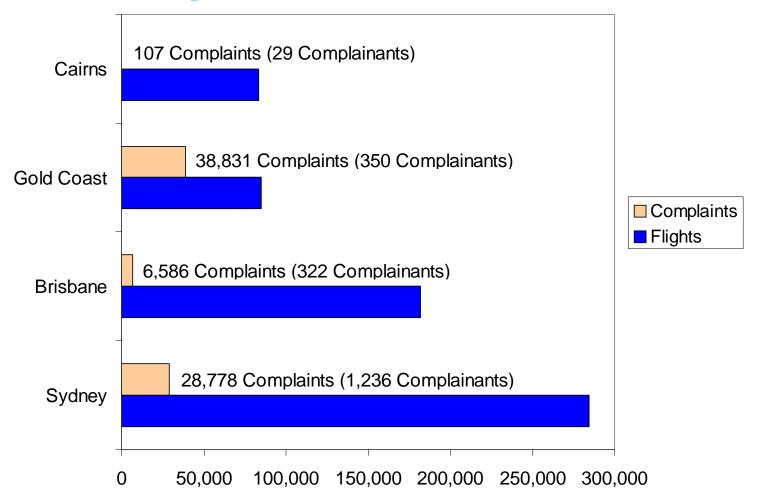


Current Distribution of Traffic





Noise complaints 2011





Noise abatement review

What it is:

- A technical review undertaken at all major airports
- Compliance and effectiveness of current procedures
- Consider environmental factors and review complaints
- Can make recommendations for change to procedures based on findings

What it is not:

It is not a full flight path review



Noise abatement review

Scope

- Current noise distribution (including noise monitoring data, complaints, community impacts)
- Demography and land use around Gold Coast Airport (including historical and future growth projections)
- Current noise abatement procedures (including preferred runways and preferred flight paths)
- Compliance with noise abatement procedures
- Effectiveness of noise abatement procedures (including preferred runways, preferred flight paths, curfew)
- Forecast growth of traffic (as per Airport Master Plan including traffic levels and aircraft types)
- Opportunities for improvement



Noise abatement review

Timing

- Scheduled for 2012
- Will be based on historical data from calendar year 2011
- Will commence once feedback from draft TOR reviewed

Consultation

- Findings will be provided to the CACG
- Will seek feedback on any recommendations



