

NORTHERN FLIGHT PATHS TO AND FROM GOLD COAST AIRPORT

From May 2020, Airservices will make changes to flight planning requirements for aircraft operating north of Gold Coast Airport.

WHAT IS THE CHANGE AND WHY IS IT NEEDED?

The changes will require jet aircraft arriving from, and departing to, the north of Gold Coast Airport to plan via set routes.

The proposed change is designed to reduce complexity of operations between Brisbane Airport airspace, and the arrivals and departures at Gold Coast Airport, which will reduce workload for pilots and air traffic controllers.

The change will reduce the effects of aircraft operations on some communities which currently experience noise and visual impacts from aircraft operating to, and from, the north of Gold Coast Airport. Some communities will see a small increase in aircraft operations on the current arrival flight path that tracks from Brisbane Airport, near Cleveland and out to water.

WHAT IS GOING TO CHANGE?

Arrivals:

Currently jet aircraft arriving to Gold Coast Airport from the north and northwest can operate within a broad area including tracking over water to the east of Moreton Bay (Figure 1 pink shaded area).

Communities including Victoria Point, Cleveland, Thornlands, Russell Island, Coochiemudlo Island, Dunwich (North Stradbroke Island) and Macleay Island, currently see and hear up to seven (7) jet aircraft on a busy day arriving to Gold Coast Airport. These aircraft track on a concentrated flight path from overhead Brisbane Airport to the ESTER flight planning waypoint, and then on to the Gold Coast Airport (Figure 1 yellow flight path).

These aircraft are commonly on descent from approximately 13,000 feet to between 8,000 feet and 5,000 feet at ESTER (with the heights varying depending on the runway in operation at Gold Coast Airport).

Following the change, a small number of aircraft from locations including Asia, Cairns and Rockhampton will also operate on this flight path, resulting in a total of ten (10) jet aircraft arrivals on a busy day.

Departures:

Aircraft departing from Gold Coast Airport to the north for destinations such as Cairns and Asia, can currently plan within a corridor across the northern Gold Coast Council and Redlands City Council areas (Figure 2 blue shaded area).

Communities to the north of Gold Coast Airport can see or hear 4 to 5 jet aircraft on a busy day on climb and tracking to the north overhead Brisbane or Brisbane Airport.

Following the change, aircraft departing to the north will now fly over the ocean via the SCOTT flight planning waypoint (Figure 2 dark blue flight path). Communities in the north of Gold Coast City Council and Redland City Council that currently experience these aircraft operations will now see these aircraft tracking over the ocean instead.

How can I get more information?

For Queries regarding information about this change please contact Community Engagement:

- Via email to communityengagement@airservicesaustralia.com
- Via Mail to the Community Engagement Manager, Airservices Australia, Locked Bag 747, Eagle Farm QLD 4009

For matters relating to current aircraft operations, contact the Noise Complaints and Information Service (NCIS) on:

- <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>
- 1800 802 584 (free call)
- 131 450 (interpreter service) 

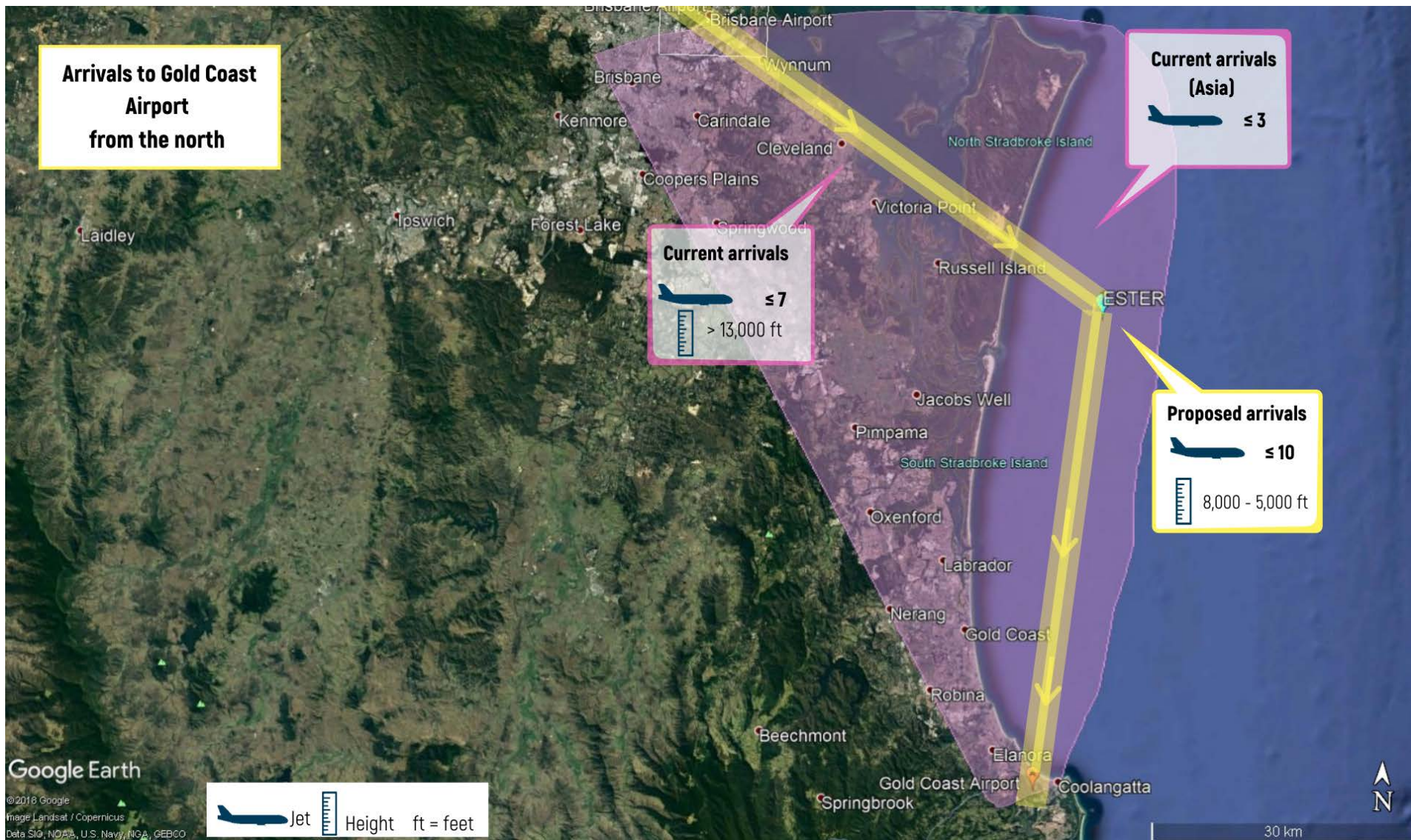


Figure 1: Area of current arrivals from the north and northwest (within area of pink shading) and proposed route via ESTER waypoint (yellow). (Source: Airservices Operational Data Analysis Suite)

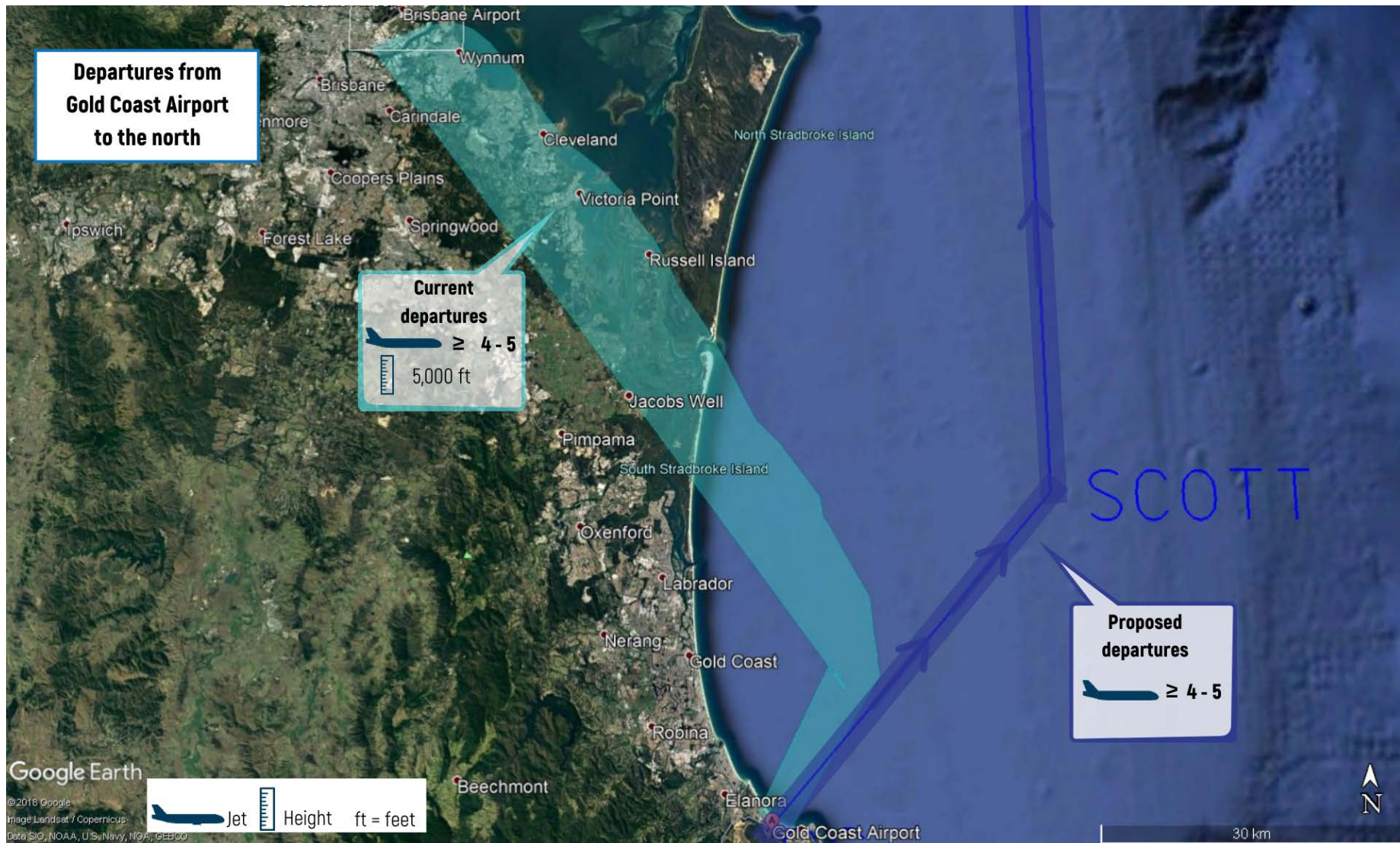


Figure 2: Current corridor for departures to the north over Brisbane or Brisbane Airport (within area of blue shading) and proposed route concentration via SCOTT waypoint (dark blue route). (Source: Airservices Operational Data Analysis Suite)