

## **Post Implementation Review**

GOLD COAST AIRPORT – Runway 14 Smart Tracking Approach

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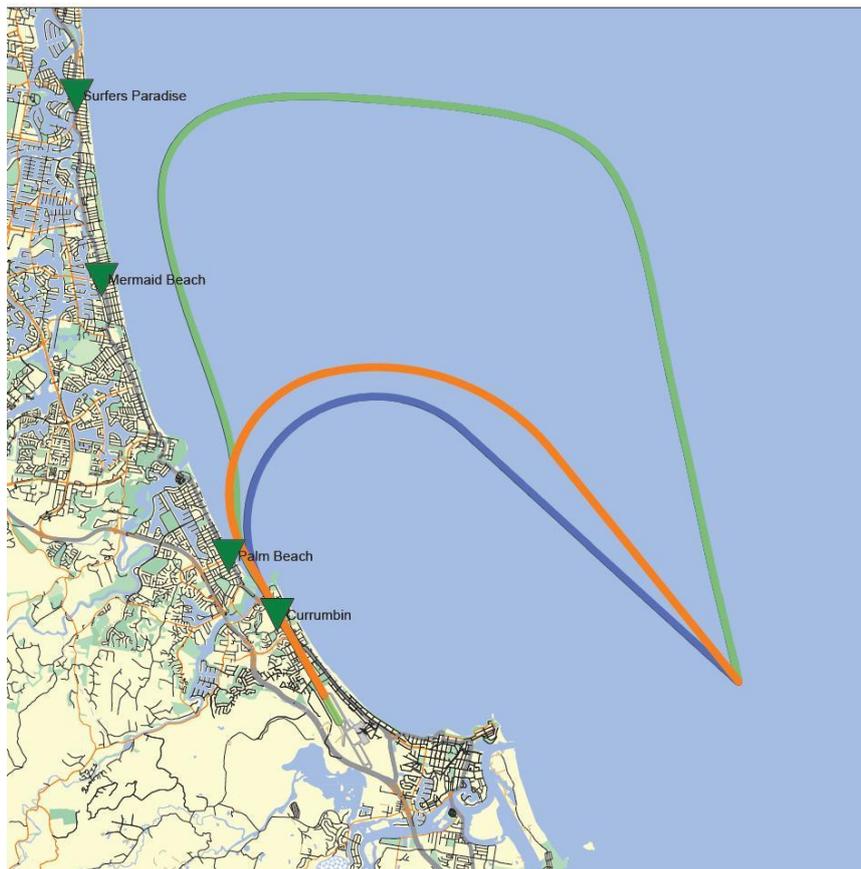
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# 1. Introduction

Smart Tracking has been successfully used by some aircraft landing on Runway 14 at Gold Coast Airport since 2008. In November 2014, Airservices implemented Smart Tracking technology permanently for all suitably equipped aircraft landing on Runway 14 at Gold Coast Airport.

The proprietary Smart Tracking flight path was entirely within a longstanding 'visual' flight path corridor for aircraft arriving from the south-east to land from the north on Runway 14. This maximised flight over the ocean, crossing the coast at Currumbin Creek which is a short distance from the airport.

The new Smart Tracking flight path is also within the same 'visual' flight path corridor and available for use by all suitably equipped aircraft (whether arriving from the south or north) that will land on Runway 14. It closely replicates the previous proprietary flight path, however has a slightly wider turn radius over the ocean before also crossing the coast at Currumbin Creek as illustrated in the map below.



Trial Smart Tracking flight path (blue)  
New Smart Tracking flight path (orange)  
Current flight path used by aircraft not equipped for Smart Tracking (green)

## **2. Summary of environmental assessment**

Prior to implementation, Airservices undertook an environmental assessment of the proposed change (see <http://www.airservicesaustralia.com/projects/smart-tracking/gold-coast/>).

Summary information is provided below.

### 2.1 Aircraft Noise

In 2013-14, there were approximately 13,000 jet arrivals to Runway 14 (36 arrivals on an average day and 68 on the busiest day). Noise modelling was undertaken for the A320 aircraft type as it was (and remains) the aircraft most frequently using Smart Tracking.

While the new Smart Tracking flight path is some 300 hundred metres closer to the coast, aircraft would continue to be within the existing broader 'visual' flight path corridor. As such, no difference in the noise level was anticipated from a single flight for Palm Beach and Currumbin residents.

### 2.2 Aircraft Emissions

For aircraft arriving from the south-east, the Smart Tracking approach is shorter in distance by about 15 nautical miles (28 km) to Runway 14 than either of the existing alternate approaches or the proposed Instrument Landing System. Airlines advised this could reduce aircraft fuel consumption by 200kg per flight which equates to a saving in fuel and emissions of 300 tonnes a year and 950 tonnes of CO<sub>2</sub> respectively.

### 2.3 Natural Environment

This change does not newly expose any areas of natural environment significance to aircraft overflight or noise.

## **3. Summary of engagement undertaken**

### 3.1 Industry Engagement:

Discussions have occurred with respective airlines about this proposal since 2012-13 and it forms part of the national Smart Tracking program that has been agreed between airlines and Airservices. The major domestic airlines (Qantas Group and Virgin) have been extensively briefed and involved in developing this proposal over an extended period.

### 3.2 Community Engagement:

Gold Coast Airport has two community consultation groups: the Community Aviation Consultation Group (CACG) and the Aircraft Noise Abatement Consultative Committee (ANACC).

The Gold Coast Airport CACG and ANACC meetings are the primary community engagement forums for communication with the community on airport activities and are, therefore, fundamental to our community engagement process. Airservices attends all meetings which are held three times a year for each group. Smart Tracking has been regularly discussed at meetings since 2008, with a comprehensive presentation overview of this proposal provided to their meetings in late 2014 closest to implementation.

Consultation undertaken:

- Proposal presented to the Gold Coast ANACC meeting 30 October and Gold Coast CACG 3 December 2014.
- Information provided to Gold Coast CACG members out of session, both at a special meeting on 30 October (after the ANACC meeting) and by correspondence.
- Information in local newspapers (Gold Coast Bulletin and Gold Coast Sun) and other media in the form of advertising, general news reporting and editorial comment from 30 October 2014.
- Publication of information on Airservices website from October 2014 <http://www.airservicesaustralia.com/projects/smart-tracking/gold-coast/>.
- Briefings for Minister for Infrastructure and Regional Development throughout 2014.
- Information provided to Federal MPs representing the electorates of McPherson, Fadden and Moncrieff, and the QLD State Members for Currumbin, Mermaid Beach and Burleigh throughout 2014.
- Information provided to the Noise Complaints & Information Service (NCIS) for distribution from October 2014.

## **4. Operations**

### Air Traffic Control

Gold Coast Airport has a high proportion of low-cost carriers that operate relatively new jet aircraft. These aircraft generally include the required Smart Tracking avionics as standard equipment. As a result, most commercial aircraft (around 90%) operating to the airport are suitably equipped and/or capable of using this technology. In comparison, other major airports typically have fewer than 20% of arrivals using Smart Tracking upon implementation and Air Traffic Control can experience some difficulty in sequencing them with non-Smart Tracking aircraft during peak traffic periods. Brisbane Air Traffic Control, however, has raised no issues with implementing this change for Gold Coast Airport arrivals.

## **5. Noise impacts**

Noise analysis anticipated there would be no noticeable increase in aircraft noise for residents. As the Smart Tracking flight path was only 300 metres closer to the coast and any residential areas, no follow-up noise monitoring was undertaken after implementation.

## **6. Community feedback**

Community feedback about aircraft noise issues to the north of Gold Coast Airport since this Smart Tracking flight path was implemented has been unchanged. This indicates there has been no noticeable change in the noise impact for residents following the implementation of this flight path.

There has been no negative feedback received from the community that is specific to Smart Tracking.

## **7. Conclusion**

The Gold Coast Airport community forums have shown strong support for Smart Tracking technology to be available for all suitably equipped aircraft. While no post-implementation noise analysis has been undertaken, Airservices has received no negative feedback from industry or the community.

Airservices concludes that this change has been successfully implemented.