

Gold Coast (Banora Point)

Airservices proactively works with Gold Coast Airport and the community to minimise noise impacts where possible. To reduce the impact of aircraft noise on local residents and at the request of the community, Airservices is trialing a change to a flight path for southern departures from Gold Coast Airport.

What is being changed and why?

Some aircraft departing from Runway 14 (to the south) fly over residential areas near the airport, including Banora Point and Chinderah.

The proposed change was submitted to Airservices in 2012-13 by residents groups to the south of Gold Coast Airport. It aims to reduce the noise impacts for residents by directing jet departures from Runway 14 to the south-west to maximise tracking over the Banora Point Golf Course as shown in these maps below.



Proposed departure flight path from Runway 14. (Click on the map to enlarge the flight path).



Existing departure flight path from Runway 14 at Gold Coast Airport. (Click on the map to enlarge the flight path).

The design process included regular discussion with residents’ representatives as we were unable to exactly replicate the change they had put forward—aircraft are unable to manoeuvre exactly as was requested.



All departure flight paths from Runway 14 at Gold Coast Airport. Trial flight path shown in orange, other existing flight paths shown in blue. (click on the map to enlarge the flight path).

How many aircraft use this flight path?

Approximately three quarters of southern departures from Runway 14 use this flight path. In 2013, around 10,000 flights used this path, averaging 28 flights a day, ranging from zero to about 60 flights on a single day.

Aircraft using this flight path are most commonly headed for southern and western airports (from Sydney across to Perth) and under current airline schedules generally fly this path between 6:30 am and 9:00 pm at night. Modifying this flight path will not impact the number of flights using it, nor will it change the operation of any of the other flight paths for the airport.

Will I notice any increase or change in noise?

It is expected there will be a noticeable reduction in aircraft noise at Chinderah with most likely no noticeable difference in aircraft noise for residents of Banora Point. There may be a visible difference for Banora Point residents in where aircraft are flying as the flight path is moving; for some residents some aircraft may look closer or further away than they were previously.

There may also be a noticeable increase in the noise level of some aircraft flying over the rural area of Stotts Creek.

An [Environmental Assessment](#) has been undertaken and is available.

Our analysis modelled the A320 aircraft type, as it is currently the aircraft type most frequently using this departure procedure. The expected change in noise impact for residential areas located north of the Tweed River are minor and are not likely to be noticeable. The change in noise levels for these areas range from nil to +2 decibels (dBA) (most people do not find a change in noise level below 3 dBA to be perceptible).

For communities south of the Tweed River, it is expected there will be a reduction in aircraft noise at Chinderah. This change is estimated to be a decrease of 5 dBA which will be noticeable.

There may, however, be an increase in the noise level of some aircraft flying over the Stotts Creek area, with some aircraft perceived as being twice as loud. This is a rural area which is sparsely populated and used for forestry (sawmill), horticulture and sugar cane production. It is already occasionally flown over by the same aircraft. A different level of noise impact from aircraft may or may not be noticeable and/or considered to be intrusive by the people of this area.

The proposed flight path realignment is likely to result in a reduction in total population exposed to aircraft noise from jet aircraft departing Runway 14. This includes a reduction of 500 persons exposed to the 70 dBA noise contour.

Will there be noise monitoring?

Temporary noise monitoring will occur from mid-March to mid-May 2015. This period was chosen as it falls within the time of year that departing aircraft use Runway 14 the most.

Following consultation with Gold Coast community representatives, the following locations have been chosen for temporary noise monitoring during the trial and can be viewed on [Webtrak](#):

Inverness Court Banora Point
Midship Court, Oxley Cove
AVEO Retirement Village, Banora Point
The Tweed Heritage Caravan Park, Chinderah
To complement this, short term hand held monitoring will occur in Lochlomond Drive, Banora Point and Farrants Hill Rd, Farrants Hill.

Data captured from noise monitoring will inform Airservices decision around the permanent implementation of the trial.

When will the trial start and how long will it go for?

Aircraft will commence flying the modified flight path in January 2015 subject to regulatory approval. The trial will be in place for 12 months, in order to cover normal seasonal patterns. This timeframe also allows for the community to give us their feedback about the trial.

A review of the modified flight path will be conducted by Airservices after 12 months and a report will be published for community comment. Airservices will review the results with a view to introducing the change permanently if it is operationally feasible and valued by the community. The change will stay in place while the review process is being done.

What community consultation will occur?

We aim to inform residents about this change through the Gold Coast Airport Community Aviation Consultation Group and Aircraft Noise Abatement Consultative Committee, local advertising and via our and the airport's website.

We will also provide information to other relevant community representatives.

How can I have my say?

We have put in place a range of feedback mechanisms and will include all community views and comments in the review process.

Your feedback is welcomed by contacting the Noise Complaints and Information Service on 1800 802 584 (free call), email NCIS@airservicesaustralia.com or by mail to Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

An interpreter service is also available on 131 450.

Related information

- [Gold Coast \(Banora Point\) changed flight path factsheet](#)
- [Media release – Airspace changes to improve noise and safety at Gold Coast Airport](#)