

At the Gold Coast Airport 'OOL' in Coolangatta/Tweed Heads from approximately the last week in October to the first week in April each year being the time difference for New South Wales [N.S.W.] to commence daylight savings and Queensland [QLD] to remain on eastern [kilo] time zone which is six months of the year. The OOL airport is divided by the N.S.W. and QLD state boundary which is also divided by the different time zone. No other airport in the world shares a different time zone and this in itself has detrimental effects of residents that share the differing time zone in that; aircraft's departing from OOL [which is managed by QLD] may arrive/depart from there time zone between 0600h to 2300h daily. This equates in N.S.W. as 0700h to midnight during daylight saving time. N.S.W. has a curfew for all airports from 0600h to 2300h operations, however due to the border and time difference dependent upon the wind this results in flights that are over N.S.W. curfew timing.

With the advent of future increased flights from OOL and in particular to the rail linkage from Brisbane Airport to OOL, OOL will be the secondary and largest international/domestic airport in QLD. With additional timings for increased usage, the residents of N.S.W. will be adversely affected and especially at night time when sound is four times greater than during the day time. The question that needs to be asked is; given OOL is the only airport in the world that shares two time zones during the identified period mentioned above, is it possible that the curfew applies to arrivals and departures for QLD time during N.S.W. daylight saving time being, 0600 - 2200h [kilo time zone] and both N.S.W. and QLD during non daylight saving time of 0600 - 2300h? This way there is no breach to differing state time zones whatsoever. Either that, or move your flight pattern that is for generated flights to be within the state of QLD and not cross the border of N.S.W. during curfew times which would be impossible apart from establishing a new airport further into QLD territory.

The residents that live along the flight path in N.S.W. which has altered from the original 139 degree [as per the tarmac] heading south, north or eastbound, have aircraft that turn to the east over our village of Fingal Head which are low and the aircrafts in most cases are old and noisy. Once they turn eastwards, the aircraft then make there adjustments to journey to there intended destination. Why AirServices have not stuck to the 'known' flight path [139 degrees] I have no understanding of and needs to be asked, as given the true departure line it will triple in height in less than an additional 2 minutes flying on the 139 degree flight path there is a significant reduction in noise due to the fact that the aircraft is flying a straight line and does not have to engage in a 90 degree turn and to include throttle speed with flying height flying over Fingal Head.

Finally, monitoring the flying height and the aircraft noise is a requirement by AirServices to the population of Fingal Head residents to ensure that all aircraft are within the guidelines and regulations of the law prescribed, as the residents feel that we are second class citizens due to our small population, yet our property valuation increase on average by 15% in valuation tax. Where is the justice?

For your consideration. Thank you.

Sincerely,

Roger Graf