

Department of National Parks, Recreation, Sport and Racing
MINISTERIAL DEPUTATION BRIEFING NOTE

29/11/2012 4pm, Parliament House
 The Honourable Glen Elmes MP
 The Honourable Steve Dickson MP

Chief of Staff	OK
Dated / /	
Approved Not Approved Noted	
Further information required	
Minister.....	
Dated / /	

TO: Minister for National Parks, Recreation, Sport and Racing

SUBJECT: Access and use of Teewah Landing Ground Reserve

BACKGROUND

- The Honourable Glen Elmes MP, Member for Noosa, has raised the matter of including the Noosa North Shore Landing Ground Reserve in the Great Sandy National Park while permitting ongoing access to the reserve by the Sunshine Coast Hang Gliding Club and the Noosa Model Flyers.
- Users of the reserve seek resolution of these matters with a view to making the tenure of the area more secure and thereby their rights to its ongoing use more certain.
- The reserve is surrounded by the Great Sandy National Park and is currently only accessible by traversing the national park.
- These matters have been the subject of discussions between the Sunshine Coast Regional Council (SCRC), industry bodies, the local community, and government agencies responsible for national parks, other environmental matters and land tenure.
- SCRC manages the reserve and wishes to maintain the current usage of the landing ground for various purposes including hang-gliding and model aircraft operations.
- While the Department of National Parks, Recreation, Sport and Racing (NPRSR) supports the Sunshine Coast Hang Gliding Club's and the Noosa Model Flyers' ongoing use of the landing reserve, significant concerns have been raised in regards to helicopter and other aircraft training operations at this site.
- Nonetheless, resolving these matters would afford both SCRC and the Queensland Parks and Wildlife Service (QPWS) some significant opportunities.
- As such, as partners in the management of the Noosa North Shore component of the Cooloolo Recreation Area, it is recommended that SCRC and QPWS officers meet to identify all relevant issues for resolution, establish a priority list and develop a strategic approach to resolve the issues including identifying the most suitable tenure arrangement between the landing ground and national park, including the preferred access.
- While the Department of Environment and Heritage Protection is responsible for any tenure issues concerning the reserve, it is noted that QPWS would welcome the inclusion of the outlying areas of the reserve, in the surrounding national park, so that they could be managed for their significant natural values.

CURRENT ISSUES

- Mr Geoff Brittingham, QPWS Regional Director for the Sunshine and Fraser Coast Region, will contact SCRC to establish a process and timeframe for this cooperative approach ,
- Current expenditure by QPWS on maintaining the access track and fire control is approximately \$50,000 per annum and is primarily related to employee-related expenses and plant and vehicle running costs.
- Any upgrading of the area would require significant expenditure on the access track and would increase annual maintenance costs.

MINISTER'S COMMENTS

Author Name: Eleanor McDonnell Position: Team Leader ODDG Tel No: 3330 5190 Date: 21 November 2012	Cleared by Name: Annie Moody Position: Executive Director Operations East Tel No: 3330 5268	Cleared by Name: Clive Cook Position: A/Deputy Director-General QPWS Tel No: 3330 5270	Recommended: Name: Dr John Glaister Director-General, NPRSR Tel No: Date:
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Department of Environment and Heritage Protection
MINISTERIAL BRIEFING NOTE

TO: Minister for Environment and Heritage Protection

SUBJECT: Noosa North Shore Landing Ground Reserve

sch4p3(3) Prejudice the protection of an

Chief of Staff	
Dated	18/6/12
Approved	Not Approved
Further information required	Noted
Minister	
Dated	28/6/12

RECOMMENDATION

It is recommended that the Minister:

- [Redacted]
- sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet
- **sign** the letter (Attachment 1) to the Honourable Glen Elmes MP in response to correspondence dated 13 April 2012 (Attachment 2) and 10 May 2012 (Attachment 3) advising of the current status of the proposal and endorsing further discussions on the future of the Reserve.

BACKGROUND

- sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet
- [Redacted]
- [Redacted]
- sch3(3)(1)(a) Executive Council - submitted to Executive Council
- [Redacted]
- sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet
- [Redacted]

CURRENT ISSUES

- sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet
- [Redacted]

Rec'd - ODG
12 JUN 2012

Author Name: Luke Navie Position: A/Team Leader Tel No: 3330 5341 Date: 25 May 2012	Cleared by Name: Tim Ellis Position: Director, Property and Conservation Tenure Services Tel No: 3330 5391 Date: 04 June 2012	Cleared by Name: Geoff Clare Position: GM Sustainable Landscapes Tel No: 3330 5390 Date: 08 June 2012 Name: Terry Wall Position: Associate Tel No: 3330 6240	Recommended: Name: Andrew Chesterman Director-General Tel No: 3330 6298 Date: 12/6/12
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- excellent*
- Minister Dickson has recently received advice from Minister Cripps that he does not support cancellation of the entire Reserve for subsequent inclusion into the Great Sandy National Park (Attachment 4). Minister Cripps has instead suggested that discussions should be held between representatives from the Department of Natural Resources and Mines, Department of National Parks, Recreation, Sport and Racing and SCRC to determine which areas of the Reserve can be cancelled for gazettal as national park. Minister Elmes has indicated his willingness to be involved in such discussions.
 - Preferred Option:* It is proposed that EHP, as lead agent for National Park dedications, will facilitate and be actively involved in these discussions. It is also recommended that the Honourable Glen Elmes, Member for Noosa, be invited to these discussions.

MINISTER'S COMMENTS

RTI DL RELEASE - NPSR

ATTACHMENTS

- Att 1 – Response letter to Glen Elmes MP for CTS 04823/12 and CTS 06318/12
- Att 2 – Incoming letter from Glen Elmes MP CTS 04823/12 dated 13 April 2012
- Att 3 – Incoming letter from Glen Elmes MP CTS 06318/12 dated 10 May 2012
- Att 4 - Minister Cripps' advice concerning request to cancel Reserve tenure

Author Name: Luke Navie Position: A/Team Leader Tel No: 3330 5341 Date: 25 May 2012	Cleared by Name: Tim Ellis Position: Director, Property and Conservation Tenure Services Tel No: 3330 5391 Date: 04 June 2012	Cleared by Name: Geoff Clare Position: GM Sustainable Landscapes Tel No: 3330 5390 Date: 08 June 2012	Recommended: Name: Andrew Chesterman Director-General Tel No: 3330 6298 Date:
		Name: Terry Wall Position: Associate DG Tel No: 3330 6240	



Hon Andrew Powell MP
Member for Glass House



Minister for Environment
and Heritage Protection

Ref CTS 04823/12

20 JUN 2012

Mr Glen Elmes MP
Minister for Aboriginal and Torres Strait Islander and
Multicultural Affairs and Minister Assisting the Premier
Member for Noosa
PO Box 1849
NOOSAVILLE BC QLD 4566

Dear Minister

Thank you for your letters of 13 April and 10 May 2012 making representation on behalf of
sch4p3(3) Prejudice the protection of an individual's right to privacy, concerning use of the old Teewah Landing Strip on the Noosa
North Shore.

As you may be aware, the Reserve for Landing Ground Purposes within which the Teewah
Landing Strip is located is held in trusteeship by the Sunshine Coast Regional Council
(SCRC). Whilst including all or part of the Reserve into the surrounding Great Sandy National
Park in accordance with the sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet
sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet

EHP is continuing to work with the Department of Natural Resources and Mines (NRM) and
SCRC to reach an appropriate outcome. Your input to these discussions would be most
welcome, as I note with appreciation your efforts to identify alternative locations for activities
such as ultra light plane use and helicopter training currently occurring on the land. A meeting
involving representatives from NRM, SCRC and the Department of National Parks,
Recreation, Sport and Racing will be held in the near future to determine a way forward on this
important issue.

With regard to your comments about noise emanating from the Reserve, I am advised that
transport noise, including noise from aircraft movement, is excluded from the environmental
nuisance provisions of the *Environmental Protection Act 1994* and is therefore not regulated
by EHP. Complaints regarding nuisance noise generated by aircraft movements are managed
under federal safety legislation. Air Services Australia deals with complaints and enquiries
about aircraft noise and operations through its Noise Complaints and Information Service.
Complaints can be made to the Air Services Australia Complaint Hotline by calling 1800 802
584 or online at <[www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/role-
of-the-noise-enquiry-unit/](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/role-of-the-noise-enquiry-unit/)>.

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GPO Box 2454 Brisbane
Queensland 4001 Australia
Telephone +61 7 3239 0844
Facsimile +61 7 3227 6309
Email environment@ministerial.qld.gov.au

Please note that I have also forwarded a copy of your letters to the Honourable Steven Dickson MP, Minister for National Parks, Recreation, Sport and Racing for his information.

I hope this information is of assistance when replying to your constituents. Should you have any further enquiries, please contact my Chief of Staff, Mr Troy Collings on 3239 0844.

Yours sincerely



ANDREW POWELL MP

Minister for Environment and Heritage Protection

RTI DL RELEASE - NPSR



Hon Andrew Powell MP
Member for Glass House



**Minister for Environment
and Heritage Protection**

Ref CTS 04823/12

COPY

20 JUN 2012

Mr Glen Elmes MP
Minister for Aboriginal and Torres Strait Islander and
Multicultural Affairs and Minister Assisting the Premier
Member for Noosa
PO Box 1849
NOOSAVILLE BC QLD 4566

B/C Chief of Staff to the
Honourable Steven Dickson MP
Minister for National Parks, Recreation,
Sport and Racing
GPO Box 806
BRISBANE QLD 4001

Copy of the inwards correspondence
is attached for your information.

Troy Collings
Chief of Staff

Dear Minister

Thank you for your letters of 13 April and 10 May 2012 making representation on behalf of
concerning use of the old Teewah Landing Strip on the Noosa
North Shore.

As you may be aware, the Reserve for Landing Ground Purposes within which the Teewah
Landing Strip is located is held in trusteeship by the Sunshine Coast Regional Council
(SCRC). Whilst including all or part of the Reserve into the surrounding Great Sandy National
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of-the-noise-enquiry-unit/](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/role-of-the-noise-enquiry-unit/)>.

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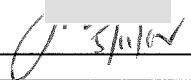
Please note that I have also forwarded a copy of your letters to the Honourable Steven Dickson MP, Minister for National Parks, Recreation, Sport and Racing for his information.

I hope this information is of assistance when replying to your constituents. Should you have any further enquiries, please contact my Chief of Staff, Mr Troy Collings on 3239 0844.

Yours sincerely

ANDREW POWELL MP
Minister for Environment and Heritage Protection

RTI DL RELEASE - NPSR

Prepared by: Ross Belcher Title: Regional Manager Bus Area: Great Sandy Telephone: 4121 1855 Date Prepared: 24 October 2012	Endorsed by: Clive Cook Title: A/Deputy Director-General Bus Area: QPWS Telephone: 3330 5270 Date: 02 November 2012	Recommended by: John Glaister Title: DG, NPRSR Telephone: 3224 6126 Date Approved: 
Date Received in MO:	MO Clearance by:	Date Cleared:

sch4p3(3) Prejudice the protection of an in

Our Ref: CTS 15991/12

The Honourable Glen Elmes MP
Minister for Aboriginal and Torres Strait Islander
and Multicultural Affairs and
Minister Assisting the Premier
Member for Noosa
PO Box 1849
NOOSAVILLE BC QLD 4566

Dear Minister

Thank you for your letter of 18 October 2012 concerning the Noosa North Shore Landing Ground Reserve.

I am informed that there are several issues on the Noosa North Shore that have considerable history and have been subject to discussions between the Sunshine Coast Regional Council (SCRC), industry, local community and government agencies responsible for national parks, other environmental matters, and land tenure.

I can assure you that the Department of National Parks, Recreation, Sport and Racing is supporting the use of this landing ground reserve by the Sunshine Coast Hang Gliding Club and the Noosa Model Flyers. However, there are significant concerns in regard to helicopter and other aircraft training operations at this site and these matters are still to be resolved.

As partners responsible for management of the Noosa North Shore component of the Cooloola Recreation Area, relevant officers from the SCRC and Queensland Parks and Wildlife Service (QPWS) should meet to identify all relevant issues for resolution, establish a priority list and develop a strategic approach to achieve acceptable outcomes for these issues.

I will arrange for Mr Geoff Brittingham, Regional Director for the Sunshine and Fraser Coast Region, QPWS to contact the SCRC to establish a process and timeframe for this cooperative approach.

I hope this information is of assistance to you. Should you have any further enquiries, please contact Mr Rhys Turner, Chief of Staff in my office on telephone 07 3224 7477.

Yours sincerely

Steve Dickson MP
Minister for National Parks, Recreation, Sport and Racing

Department of National Parks, Recreation, Sport and Racing
MINISTERIAL BRIEFING NOTE

TO: Minister for National Parks, Recreation, Sport and Racing

SUBJECT: Noosa North Shore – cooperative management between Queensland Parks and Wildlife Service and Sunshine Coast Regional Council.

Chief of Staff.....	OK
Dated / /	
Approved	Not Approved
Further information required	
Minister.....	
Dated / /	

TIMEFRAME

- Approval of this briefing note is not urgent and was requested in response to the letter from Minister Elmes dated 18 October 2012.

RECOMMENDATION

It is recommended that the Minister:

- endorse** cooperation between Sunshine Coast Regional Council (SCRC) and Queensland Parks and Wildlife Service (QPWS) and other relevant government agencies to resolve tenure and management of the Noosa North Shore Landing Ground Reserve (LGR) in the Cooloola Recreation Area;
- sign** the response letter to the Member for Noosa and Minister for Aboriginal and Torres Strait Islander and Multicultural Affairs and Minister Assisting the Premier, the Honourable Glen Elmes MP to outline the proposed approach for resolving tenure and management issues at the LGR (**Attachment 1**); and
- note** that this issue has a considerable history of discussion and negotiation.

BACKGROUND/KEY ISSUES

- In 1992, a commitment was made that the LGR should be cancelled and that the land be added to the surrounding Great Sandy National Park.
- This commitment was included in the Great Sandy Region Management Plan 1994 to 2010.
- Considerable discussion and negotiation has taken place since 1992 in regard to this issue between QPWS, relevant Councils, government agencies and other stakeholders (**Attachment 2**).
- The latest communication is the letter of 18 October 2012 from Minister Elmes presenting matters discussed at a meeting he chaired at SCRC chambers at Tewantin on 14 August 2012.
- Minister Elmes requested that officers from QPWS and SCRC meet to address:
 - vehicle access issues at the LGR and maintenance of this access; and
 - land tenure security for the Sunshine Coast Hang Gliding Club and the Noosa Model Flyers.
- QPWS is supportive of the use of this landing ground reserve by the Sunshine Coast Hang Gliding Club and the Noosa Model Flyers.
- Estimated costs for upgrading the vehicle access track are \$190,000, with annual and five yearly maintenance costs of \$30,000 and \$68,000, respectively.
- The Departments of Environment and Heritage Protection and Natural Resources and Mines have responsibility for environment policy and land tenure. Representatives from these departments will work with SCRC and QPWS to achieve the most suitable tenure arrangement between the landing ground and national park, including the preferred access.

Author Name: Ross Belcher Position: Regional Manager, Great Sandy Tel No: 4121 1855 Date: 24 October 2012	Endorsed by Name: Rebecca Williams Position: A/Executive Director QPWS Marine Tel No: 3330 5512	Endorsed by Name: Clive Cook A/Deputy Director-General QPWS Tel No: 3330 5270 Date: 2 November 2012	Recommended: Name: John Glaister Director-General Tel No: 3224 6126 Date: sch4p3(3) Prejudice the protection o
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File Ref:

Page 2

- The Department of State Development, Infrastructure and Planning has the responsibility for aviation industry development, and are assisting with investigating alternative sites for aircraft training operations.

MINISTER'S COMMENTS

ATTACHMENTS

- Attachment 1 – Response letter to the Hon Glen Elmes MP
- Attachment 2 – EHP briefing note and letter sent to the Hon Glen Elmes MP on 20 June 2012

RTI DL RELEASE - NPSR

Author Name: Ross Belcher Position: Regional Manager, Great Sandy Tel No: 4121 1855 Date: 24 October 2012	Endorsed by Name: Rebecca Williams Position: A/Executive Director QPWS Marine Tel No: 3330 5512	Endorsed by Name: Clive Cook A/Deputy Director-General QPWS Tel No: 3330 5270 Date: 2 November 2012	Recommended: Name: John Glaister Director-General Tel No: 3224 6126 Date:
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23 OCT 2012 DLO

QPUS.



Minister for National Parks, Recreation, Sport, and Racing

Ministerial Correspondence Action Sheet



Review By:	Action Required:	Action By:	
☐ Minister ☐ Director General ☐ Assistant Minister ☐ Chief of Staff ☒ Policy Advisor <div> ☐ Sport ☒ National Parks ☐ Racing </div> ☐ Media Advisor ☐ Office Manager ☐ Backbench Liaison ☐ Administration	☒ Briefing Note ☒ Reply from Minister ☐ Reply from Director General ☐ Reply from Assistant Minister ☐ Reply from Chief of Staff ☐ Reply from Policy Advisor <div> ☐ Sport ☐ National Parks ☐ Racing </div> ☐ Reply from Media Advisor ☐ Reply from Office Manager ☐ Reply from Backbench Liaison ☐ Reply from Administration ☐ For Information ☐ No Response Required - File ☐ No Response Required - Destroy	☐ Ministerial Office ☒ Department	☐ Department
		Timeframe:	Timeframe:
		☐ Same Day ☐ Tomorrow ☐ 2 Days ☐ 3 Days ☐ 4 Days ☐ 5 Days ☐ 5 Days +	☐ Same Day ☐ Tomorrow ☐ 2 Days ☐ 3 Days ☐ 4 Days ☐ 5 Days ☒ 5 Days + NO LATER THAN 6/11/2012

Copy to: _____

Comments:

Trin: please ask Dept. to provide briefing note on this issue including a draft response from the Minister to Minister Elmes



Glen Elmes MP
Member for Noosa

18 October 2012

Hon Steve Dickson MP
Minister for National Parks, Recreation, Sport and Racing
PO Box 15187
CITY EAST QLD 4002

Dear Minister

STEVE

I refer to my previous correspondence to you dated 11 May and 24 May 2012 sch3(2)(1)(a) Cabinet matter - For consideration

Copies of that correspondence are attached as the originals were mistakenly referred through to the Minister for Environment and Heritage Protection who in turn, referred them on to you. As I stated in my earlier correspondence to you, this matter is complex and involves the –

- Department of Environment and Heritage Protection **and** the Department of Natural Resources and Mines who are to bilaterally resolve the transfer of the land as per Cabinet Decision;
- Department of State Development, Infrastructure and Planning which has the responsibility for aviation industry development;
- Department of Agriculture Fisheries and Forestry, bilateral involvement with DSDIP as some landing sites are on State Forest land;
- Department of National Parks, Recreation, Sport and Racing which has responsibility for the Cooloola Great Walk major track entrance on Noosa North Shore which includes the landing ground area. It is also one of the major fire breaks. The department also has responsibility for the current user groups, Sunshine Coast Hang Gliding Club and the Noosa Model Flyers. These clubs require security of tenure as the transfer is effected; and
- Sunshine Coast Council as trustee.

At the stakeholders meeting held on 14 August 2012 Mr Ross Belcher, Regional Manager, Great Sandy Region Queensland Parks and Wildlife Service was present.

I draw your attention to page 2 paragraphs 5 to 9 of the letter from Peter Pallot dated 14 June 2012 where he discusses the access road; the agreement that was in place some years ago and the current situation.

www.glenelmes.com

CB05 Noosa Civic, 28 Eenie Creek Rd, Noosaville • PO Box 1849, Noosaville BC, Q 4566
Phone (07) 5449 8988 • FreeCall 1800 818 396 • Fax (07) 5449 9719 • noosa@parliament.qld.gov.au

The attached photographs of the road illustrate the problem that must be addressed, particularly as this road is the entrance to the Cooloola Great Walk.

I asked Mr Belcher if he would provide me with a rough estimate of what it would cost to repair and then maintain the road and I attach a copy of his figures for your attention.

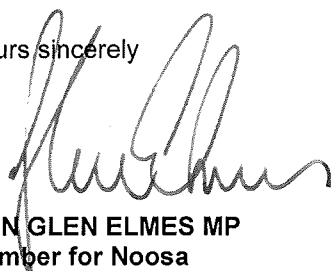
Would you be kind enough to arrange for the appropriate officer from your department to liaise with Sunshine Coast Council to determine what needs to be done to repair the road, without destroying the environmental sensitivity of the area, and to then put in place an on-going maintenance program. I envisage this to be done on a share basis between QPWS and Council.

I also ask that you ensure the security of tenure for the existing users of the landing ground site. The Sunshine Coast Hang Gliding Club and the Noosa Model Flyers. These two groups have voluntarily maintained the area, including mowing the landing strip, built hangars and installed toilet facilities and water on the site. The Hang Gliding Club, with approval from Council and your department, is preparing to seek funding to erect a club house/hangar on the site.

In discussions earlier this year, I gave a commitment to both groups that their tenure at Teewah would not be compromised.

Thank you for your assistance and co-operation with this matter. I look forward to your reply at your earliest convenience.

Yours sincerely



HON GLEN ELMES MP
Member for Noosa
Minister for Aboriginal and Torres Strait Islander & Multicultural Affairs
Minister Assisting the Premier

c.c. Mr Ross Belcher
Regional Manager
Great Sandy Region
Queensland Parks and Wildlife Service

I am aware Becker Helicopters has already increased its use of private land holdings and its utilisation of other airfields including Gympie, Maryborough and Kingaroy for training activities, in an effort to reduce its activities at Teewah. However, due to its remoteness from residential areas and proximity to Sunshine Coast Airport, Teewah remains an important training facility for Sunshine Coast based companies.

It is my intention to seek co-operative partnerships with surrounding regions such as Wide Bay to develop further options for required aviation training activities. This is a concept we have discussed with DEEDI in recent times.

Teewah is a valuable aviation asset and with appropriate management arrangements, I am sure we can find a way of supporting local business and the Sunshine Coast Regional Economy, whilst protecting the recreational use of the airfield and providing residents with quiet enjoyment of their homes.

To this end I believe we have made significant improvements, however it is clear more work is required. I welcome your interest in the airfield activity and would be pleased if you could be available to attend our aerodrome users meeting.

With reference to the entrance road, the road is on Department of Environment and Resource Management (DERM) land. An agreement was reached many years ago between National Parks and the then Noosa Council that to enable mowing and general maintenance to be undertaken at the airstrip Council would maintain the road.

Approximately four years ago Energex was granted permission from DERM to lay cables in the centre of the road alignment to eventually reach Teewah.

Six months after the cable construction activity Council Officers met with DERM and Energex representatives to raise concerns Council had with its ability to maintain the affected road. This was due to the apparent variations in the Energex cable depths as undulations had formed in the sand and the cable depths were significantly disturbed. Energex confirmed cable depths varied between 600mm and 200mm causing issues with safe maintenance operations.

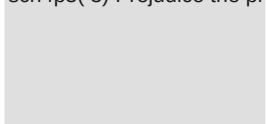
Council subsequently offered to import material to enable the road to be reinstated to the natural surface and establish a safe cover for the Energex cable. Unfortunately DERM would not allow this due to possible contaminants being present in the imported sand required to reinstate the road surface. Mulch was also suggested but the same contamination issues were raised.

Consequently Council advised DERM that they would be unable to continue to maintain the road and maintenance responsibilities were handed back to DERM. It is unknown if DERM have undertaken any maintenance on the road since this time.

Should you require any further information, please do not hesitate to call me on 54531515.

Yours sincerely

sch4p3(3) Prejudice the protection of an individuals right to privacy



Peter Pallot
GENERAL MANAGER AIRPORTS

Proposed guidelines and actions

1 Barge access points on Fraser Island will be limited to the Moon Point locality, Kingfisher Bay Resort and Village, Wanggoolba Creek and Hook Point.

2 Where barge or ferry services provide public access, negotiations will be conducted with private sector operators to establish licence arrangements which ensure regular and reliable transport services within safe operating guidelines and at a reasonable and stable cost to users.

Existing situation

The four barge access points to Fraser Island have been maintained and deeds of agreement for the operation of barges to and from Fraser Island exist between QPWS and the barge operators for Hook Point and Moon Point. Similar agreements will be negotiated for Wanggoolba Creek. Kingfisher Bay ferry is a private operation.

The Noosa River Ferry Service operates two ferries and provides a daily service for four-wheel-drive and other vehicles between Tewantin and the Noosa North Shore (10-minute crossing). The operation of this service is regulated by the Noosa Council.

Barges operate between Inskip Point and Hook Point, River Heads and Wanggoolba Creek, Urangan Boat Harbour and Kingfisher Bay and Urangan Boat Harbour and Moon Point. These services are regular but generally confined to daylight hours.

The Moon Point area is subject to onshore winds at certain times of the year, making barge operations difficult and unreliable. Development of a permanent barge landing facility in the vicinity of Moon Point was originally deferred. Now a less costly alternative has been developed, which includes relocation to a more suitable nearby landing site, new access road and modifications to barge design by the operator. These developments are working well and barge services to Fraser Island and Cooloola operate within existing compliance requirements of the Queensland Transport.

2.07 Aircraft landing facilities

See also: 3.20 Recreational aircraft activities

Background information

Air access is required by the resorts on Fraser Island and for management purposes including aerial ignition of prescribed burns, emergency evacuation of sick or injured persons, and for emergency landing of aircraft. Existing airstrips

have been established for one or more of these reasons or to support previous logging operations.

Desired outcomes

By or before 2010, to have access for small, fixed-wing aircraft and helicopters to and within the Region for emergency, public safety, commercial, management, tourism and recreational purposes, consistent with the protection of the Region's values.

Proposed guidelines and actions

1 The landing reserve on the Noosa North Shore will be rescinded and added to the Cooloola Section of Great Sandy National Park. Continued use of the area by ultralight aircraft will be permitted.

2 The future desirability and management requirements for helicopter services to Fraser Island will be investigated.

3 The airstrip on Inskip Peninsula will be closed and a new airstrip developed in a location to be determined in the course of preparation of the planning scheme for Inskip Peninsula. Co-location of the airstrip with the Rainbow Beach sewage treatment plant and the proposed golf course would enable treated effluent to be used to maintain the airstrip and golf course while providing land-based disposal of the effluent (see note above).

4 The Boomanjin (Toby's Gap) and Wanggoolba airstrips will be retained.

*5 The Orchid Beach airstrip will remain open and be maintained by the local community.

6 The Bogimbah airstrip will be taken out of service and all other disused airstrips will remain out of service and closed or disused airstrips will be allowed to revegetate naturally or be actively revegetated using a mix of local seed stock.

7 Where aircraft provide public access other than on a charter basis, negotiations will be held with private sector operators to establish licence arrangements which:

- ensure regular and reliable transport services within safe guidelines; and
- are at a reasonable and stable cost to users.

8 The Civil Aviation Safety Authority will be requested to prepare and circulate an en-route supplement for pilots on the subject of landings in the Great Sandy Region.

*9 Aircraft landing will only be permitted at designated landing sites in accordance with operational guidelines, risk management

assessment and an aircraft management plan developed between QPWS, the Civil Aviation Safety Authority and the industry.

Existing situation

Light aircraft currently use a number of landing areas on Fraser Island. These include a grass strip at Orchid Beach, Wanggoolba airstrip and the beach areas in front of Eurong, Happy Valley and Cathedral Beach. Helipads are located at several sites including Eurong, Waddy Point and Dundubara on Fraser Island and at Freshwater and Harry's Hut camping area on the Cooloola Section of the Great Sandy National Park.

A landing strip is located on Inskip Peninsula. A landing reserve with three airstrips on the Noosa North Shore is used primarily by recreational aircraft. Bogimbah Airstrip has been taken out of service. All other disused airstrips are also out of service. Closed or disused airstrips are allowed to revegetate naturally or are actively revegetated using a mix of local seed stock.

QPWS, the Civil Aviation Safety Authority and a commercial operator have developed co-operative guidelines for safe aircraft landings on certain beaches of Fraser Island. Although approval to land on both Teewah and Rainbow Beach is within the jurisdiction of NR&M, an understanding with QPWS ensures that landings are not permitted under normal circumstances.

Consensus has been reached between the Queensland Government and the community that the Inskip Airstrip will remain at present. Irrigated treated effluent is used for maintenance. The action to take the Orchid Beach Airstrip out of service was reversed by a decision of Government. The airstrip has been reinstated and is managed by a local incorporated body under a lease agreement.

2.08 Marine infrastructure

See also: 3.18 Motorised water activities

3.19 Non-motorised water activities

4.08 Extraction of quarry materials

Background information

Marina developments are located at Tin Can Bay, Noosa River (Tewantin area) and Urangan. Snapper Creek and Urangan are State Boat Harbours under the control of Queensland Transport. These boat harbours have been provided primarily for recreational boating activities. Marinas and associated facilities concentrate visitor use to suitable locations, may provide an avenue for collecting rubbish, sewage and sullage and are a means of providing goods and services such as fuel, food and boat maintenance. To be economically

viable in the longer term, marina developments need to be linked to other associated land-based developments or facilities. Development proposals have been made for several other sites within the Region.

Numerous boat ramps, jetties and pontoons for small craft are located throughout the Region. Where facilities are owned by Queensland Transport, local governments are the managing authority. NR&M manages Bullock Point Jetty, and the department has recently requested engineers to investigate and report on the potential future use and appropriate actions for the jetty.

Operational work involving the disposal of dredge spoil or other solid waste in tidal water is deemed assessable development under the IPA. Proposals will be assessed against the *Coastal Protection and Management Act 1995*, the provisions of the State Coastal Management Plan and relevant regional coastal management plans.

Dredging and spoil dumping occurs according to development approval permit and licensing conditions. If dredging is required in a Fish Habitat Area when undertaking marine development, a permit under the *Fisheries Act 1994* is required.

Desired outcomes

By or before 2010, to have marina facilities developed within the constraints of environmental protection, compatibility with other uses and management and private sector ability to provide and maintain such facilities.

Proposed guidelines and actions

1 A working group will be established with representatives from NR&M, DPI&F, State Development and Innovation, Queensland Transport, the EPA, relevant local authorities and other applicable agencies to:

- identify the market requirements for marine activities and facility development in the Great Sandy Region;
- identify social, environmental and economic factors requiring consideration in the context of marine activities and facility development;
- identify areas that are appropriate for the development of marine activities and facility development;
- establish requirements for environmental impact statements dealing with marine activities and facility development proposals;
- call for expressions of interest in the development of marine activities and

Noosa Electorate Office

To: Belcher Ross
Subject: RE: access to Noosa North Shore Landing Ground Reserve

From: Belcher Ross [<mailto:Ross.Belcher@nprsr.qld.gov.au>]
Sent: Friday, 17 August 2012 3:22 PM
To: Noosa Electorate Office
Cc: Suzanne.Butler@derm.qld.gov.au
Subject: access to Noosa North Shore Landing Ground Reserve

Good afternoon,

Can you pass the following information on to Minister Elmes please?

The minister requested this information at a meeting at the Sunshine Coast Regional Council Tewantin conference room on Tuesday 14 August in relation to the Noosa North Shore Landing Ground Reserve.

Initial upgrade and annual maintenance cost for the southern access road (approx. 3 km) to the Noosa North Shore Landing Ground Reserve. Labour costs cover QPWS staff and not contract labour.

Survey and design, realignment, straightening, re-profiling, construction of drainage and harden with imported material:

Survey and design	\$10
Material	\$100
Plant hire	\$30
Transport	\$10
Labour	\$40
TOTAL	\$190,000

Annual maintenance including grading, cleaning drains, filling holes and trimming vegetation:

Material	\$5
Plant hire	\$12
Transport	\$1
Labour	\$12
TOTAL	\$30,000

Major repairs after 5 years:

Material	\$30
Plant hire	\$15
Transport	\$3
Labour	\$20
TOTAL	\$68,000

It is important to note that these costs cover only limited works to accommodate restricted traffic during normal weather periods. Any attempted access during particularly wet times may cause significant damage requiring further repair costs. The access should continue to be limited by way of approved persons use of keys.

Please note that the figures provided are informed estimated and not firm quotes.

Cheers,

Release

Ross Belcher
Regional Manager, Great Sandy Region
Queensland Parks & Wildlife Service
Telephone: (07) 4121 1855; Fax: (07) 4121 1650
E-mail: ross.belcher@derm.qld.gov.au
www.derm.qld.gov.au

Department of National Parks, Recreation, Sport & Racing
100 Lennox & Alice Streets, Maryborough Qld 4650
PO Box 101, Maryborough Qld 4650

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Glen Elmes MP
Member for Noosa

11 May 2012

Hon Steven Dickson MP
Minister for National Parks, Recreation, Sport and Racing
GPO Box 806
BRISBANE QLD 4001

Dear Minister

Attached is correspondence that I have recently sent to our colleague the Minister for Environment and Heritage Protection, Andrew Powell together with all attachments.

The issue concerns the Teewah Landing Strip which sits on Lot 7 MCH4562 and the transfer of the area of land located outside the currently mown landing strip and ancillary areas.

This is a complex matter, not just because of the environmental aspect and the diversity of stakeholder groups affected, but because it appears to me that to resolve the issue, three different jurisdictions will be involved: Environment and Heritage Protection, National Parks, Recreation and Sport and of course, Natural Resources and Mines, the department that will ultimately be responsible for the transfer of the land.

The landing strip is currently used by the Sunshine Coast Hang Gliders Club and the Noosa Model Flyers. These groups have had approval to conduct their sport on this land for approximately 36 years. Both have very low impact on the environment.

You will note from the enclosed copy of a letter from the former Minister for Environment, Vicky Darling to her then colleague, the Minister for Natural Resources dated 11 February 2012 the former government appears to have proposed that the entire area of land be returned to National Park and other areas be found for existing use.

I am opposed to this. I believe it is essential that the air strip be retained as set out in the *Noosa North Shore Management Plan October 2003* and as endorsed by the former Noosa Council -

sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet

Further, as set out in the *Great Sandy Region Management Plan 1994-2010* as reviewed in September 2005 and which has been in place since 1994. Part B Management Strategies, Strategy 2 - Community Infrastructure and Development -

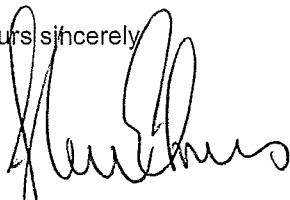
The landing reserve on the Noosa North Shore will be rescinded and added to the Cooloola Section of Great Sandy National Park. Continued use of the area by ultra-light aircraft will be permitted.

In light of the escalating problems now associated with the Teewah Landing Strip, I would be most grateful if you would do whatever is possible to expedite the investigation of the proposed transfer and determine the current status. I would also like to arrange for a round-table discussion to take place between yourself and our colleagues, Andrew Cripps and Steve Dickson (or authorised officers on behalf of each Minister), Sunshine Coast Council and myself at the earliest possible opportunity. I would be happy to arrange for my electorate office to facilitate such a meeting.

I have also written a similar letter to Minister Powell and Minister Cripps.

Thank you for your attention to this most important matter. I look forward to your reply and advice at your first available opportunity.

Yours sincerely,



HON GLEN ELMES MP
Member for Noosa
Minister for Aboriginal and Torres Strait Islander & Multicultural Affairs
Minister Assisting the Premier



Glen Elmes MP
Member for Noosa

22 June 2012

Hon Steven Dickson MP
Minister for National Parks, Recreation, Sport and Racing
GPO Box 806
BRISBANE QLD 4001

Dear Minister

This letter is further in regard to the Teewah Landing Strip (Teewah) on Noosa North Shore and I refer you to my earlier correspondence of 11 May 2012.

Attached is the response to my letter of 12 April 2012 from Mr Peter Pallot, General Manager Airports Sunshine Coast Regional Council (Council) that has caused me a great deal of concern, particularly in light of the discussions about to commence between your department, the Department of Environment & Heritage and Council to determine the area of the reserve that is to be dedicated as national park and the area that is to be utilised as the landing ground.

Firstly, I draw your attention to the third and the final paragraph on page one.

My understanding is that there are two already agreed proposed management plans waiting to be implemented and it is these management plans that will form part of the abovementioned discussions. At no point in these management plans is there mention of Teewah needing a management plan for *...traffic volumes and operational surveillance...*

Appended for your ease of reference are the relevant sections of the proposed management plans in question:

...Noosa North Shore Management Plan October 2003 and as endorsed by the former Noosa Council -

sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet

Great Sandy Region Management Plan 1994-2010 as reviewed in September 2005 and which has been in place since 1994. Part B Management Strategies, Strategy 2 - Community Infrastructure and Development -

*The landing reserve on the Noosa North Shore will be rescinded and added to the Cooloola Section of Great Sandy National Park. **Continued use of the area by ultra-light aircraft will be permitted.***

There is absolutely no indication in either of these management plans that Teewah was ever intended to be used for the purposes, and at the current level, that Council has now authorised and is intending to increase, for economic benefit.

It could, therefore, be argued that the management plan Council has put in place is well outside the agreed and established use of Teewah as recognised by either of these two management plans. Certainly, it is well outside what was accepted by the former State Government departments involved. For example, I cite the information provided to you by the Minister for Natural Resources and Mines in his letter of 10 May 2012:

In 1995 the then Department of Lands advised the then Department of Environment and Heritage that -

the reserve would be made available for National Park purposes...

Subsequent discussions indicated that -

the landing strip would be retained for use by ultra light and other forms of light aircraft.

Again, no mention of increasing the use of Teewah for use by any other form of aircraft or aviation operations.

I now draw your attention to the first and third paragraphs on page two.

Mr Pallot states that *Teewah remains an important training facility due to its remoteness from residential areas and proximity to Sunshine Coast Airport.*

Bearing in mind Teewah's description in the two aforementioned management plans, I would like to know when it was established and by whom, that Teewah became 'an important training facility'. I would also like to point out that the air strip itself may be remote but to access it, constituents from Weyba Downs, Peregian Springs, Doonan, Eumundi, Noosaville, Noosa North Shore, Tewantin, Tinbeerwah, Coorobah, Cooroy Mountain, Cootharaba and Boreen Point are being impacted by constant noise and the demise of their quiet enjoyment of life as a result. Enclosed in support of this are three of the most recent emails my office received just this week.

I apply the same argument to the information contained in Mr Pallot's third paragraph.

There is no and can be no conducive or compatible use of the Teewah Landing Strip to its surroundings, to the communities that are being disrupted as a result of Council's 'management arrangements' or to the existing users.

Further, to contemplate the increased and continued use of Teewah as part of a military aircraft training operation in an area surrounded by a World Heritage Listed National Park is farcical.

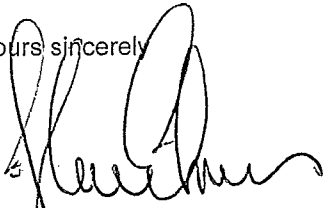
I am gravely concerned that Council is pushing ahead with plans for Teewah that will destroy the integrity of the national park and the surrounding environment.

I urge you to do whatever is possible during your discussions to implement the transfer of land to national park, to put a stop to the use of Teewah for the purposes intended by Sunshine Coast Council and retain it for the purposes as originally agreed to.

This letter has also been sent to our colleagues the Minister for Natural Resources and Mines and the Minister for Environment and Heritage.

Thank you for your continuing assistance with this matter. I look forward to receiving your comments and advice at your earliest opportunity.

Yours sincerely



HON GLEN ELMES MP

Member for Noosa

Minister for Aboriginal and Torres Strait Islander & Multicultural Affairs

Minister Assisting the Premier

RTI DL RELEASE - NPSR



ABN 37 876 973 913

A business unit of Sunshine Coast Council

19 JUN 2012

Locked Bag 72
SCMC Qld 4560
Australia

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e airport@sunshinecoast.qld.gov.au

Ref:

14 June 2012

Hon Glen Elmes MP

Member for Noosa

PO Box 1849

Noosaville BC Qld 4566

Email: noosa@parliament.qld.gov.au

Dear Minister Elmes

Please accept my apologies for not responding earlier.

Teewah Airfield was established in 1948 and has a long history of use by helicopters, ultra lights and model aeroplane flyers. The airfield has grown in use to accommodate the various demands of its users.

The airfield has, over the years, been largely unmanaged in terms of usage, traffic volumes and operational surveillance until it was handed to Sunshine Coast Airport after the amalgamation of the Councils.

Over the past few years, Sunshine Coast Airport has been responsible for the operational safety of the airfield, and has now taken on the wider role in terms of noise complaints and management of activities.

I have become increasingly aware of the need to achieve a sustainable balance between the use of the airfield by helicopter operators, the model flyers and the activities of the ultra light users, and the desire of the local community for quiet enjoyment of their homes.

There are a number of complex issues surrounding Teewah, but there appears to be two specifically, that fall within the aviation sphere.

They are:

- The noise footprint of aircraft transiting to and from the airfield; and
- The use of the airfield in terms of volume and mix of activities.

To address the first issue of transient noise, we have been working with Becker Helicopters and Airlservices Australia in particular, but also with Sunshine Coast Helicopter Rescue Services, McDermott Aviation and Blue Tongue Helicopters to manage noise impacts of helicopters transiting from Sunshine Coast Airport to Teewah via designated routes, including changing flight paths and increasing transit altitudes. These strategies seem to have improved the situation as our office has not received any noise complaints in relation to this activity for some weeks.

We will continue to monitor the situation and refine the transit route as required to manage the impacts.

In relation to the use of Teewah by users, we have met with both the Model Flyers Club and also held discussions with the Ultra Light Association and agreed to host a meeting of all users to develop a framework to assist in the sustainable management of activities on the airfield. From that beginning, it is our intent to develop an Airfield Management Plan that recognises the economic value of the airfield, the shared environment of users and the environment in which the airfield is located.

.../2

I am aware Becker Helicopters has already increased its use of private land holdings and its utilisation of other airfields including Gympie, Maryborough and Kingaroy for training activities, in an effort to reduce its activities at Teewah. However, due to its remoteness from residential areas and proximity to Sunshine Coast Airport, Teewah remains an important training facility for Sunshine Coast based companies.

It is my intention to seek co-operative partnerships with surrounding regions such as Wide Bay to develop further options for required aviation training activities. This is a concept we have discussed with DEEDI in recent times.

Teewah is a valuable aviation asset and with appropriate management arrangements, I am sure we can find a way of supporting local business and the Sunshine Coast Regional Economy, whilst protecting the recreational use of the airfield and providing residents with quiet enjoyment of their homes.

To this end I believe we have made significant improvements, however it is clear more work is required. I welcome your interest in the airfield activity and would be pleased if you could be available to attend our aerodrome users meeting.

With reference to the entrance road, the road is on Department of Environment and Resource Management (DERM) land. An agreement was reached many years ago between National Parks and the then Noosa Council that to enable mowing and general maintenance to be undertaken at the airstrip Council would maintain the road.

Approximately four years ago Energex was granted permission from DERM to lay cables in the centre of the road alignment to eventually reach Teewah.

Six months after the cable construction activity Council Officers met with DERM and Energex representatives to raise concerns Council had with its ability to maintain the affected road. This was due to the apparent variations in the Energex cable depths as undulations had formed in the sand and the cable depths were significantly disturbed. Energex confirmed cable depths varied between 600mm and 200mm causing issues with safe maintenance operations.

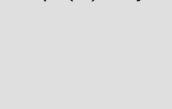
Council subsequently offered to import material to enable the road to be reinstated to the natural surface and establish a safe cover for the Energex cable. Unfortunately DERM would not allow this due to possible contaminants being present in the imported sand required to reinstate the road surface. Mulch was also suggested but the same contamination issues were raised.

Consequently Council advised DERM that they would be unable to continue to maintain the road and maintenance responsibilities were handed back to DERM. It is unknown if DERM have undertaken any maintenance on the road since this time.

Should you require any further information, please do not hesitate to call me on 54531515.

Yours sincerely

sch4p3(3) Prejudice the protection of an individuals right to privacy



Peter Pallot
GENERAL MANAGER AIRPORTS



Glen Elmes MP
Member for Noosa

12 April 2012

Mr Peter Pallot
General Manager
Sunshine Coast Airport
Locked Bag 72
SUNSHINE COAST MAIL CENTRE QLD 4560

Dear Mr Pallot

I refer to our earlier discussion regarding the increased use of the Teewah Landing Strip (Teewah) on the Noosa North Shore for the purpose of (mainly) helicopter training flights.

As I mentioned to you at the time, this increased use has caused a great deal of concern for residents living along the flight path. As a result of the noise impact and the flight hours extending continuously from early morning into late evening, their quality of life has deteriorated to a great degree and I support their demand that action be taken to find an alternative training area.

Your previous advice to me was that the reason Teewah was now being used was due to the closure of Caloundra Airport and the closure of that part of the Sunshine Coast Airport formerly used for training purposes. Would you please advise me -

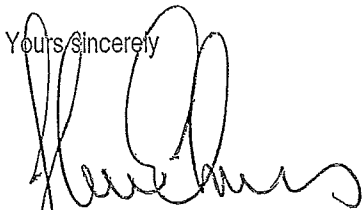
- who authorised the use of Teewah to accommodate this increased air traffic;
- what level of consultation took place, and with whom;
- what agreements, binding or otherwise, have been put in place with stakeholders;
- were other airports considered and if so, what was the determining factor or factors that decided upon Teewah being the preferred site;
- was consideration given to dividing the air traffic and/or training sessions between Teewah and other airports;
- if not, would Council be prepared to investigate this option in an effort to lessen the impact on residents living in the affected areas;
- if Council is not prepared to consider other options, please advise me of the reasons why.

I support the continued use of the landing strip on what was agreed to be its intended purpose and that is, for emergency landings, ultra-light purposes, helicopter training (at what was the existing level), and aircraft. However, it would appear that the current use of the Teewah Landing Strip is well outside the existing agreed parameters of use. My understanding is that in early 2006 Council agreed to relinquish the trusteeship of the balance area of the Landing Ground Reserve but retain the landing strip for existing use

such as ultra lights, model aircraft and emergency landings. Helicopter training was referred to but at existing levels, not what is now occurring. Council has an obligation to its affected residents and therefore, an alternative solution must be found to alleviate the tremendous impact caused by the increased usage of Teewah. I will gladly provide any assistance that may be required of me but I ask that this matter be addressed immediately.

If you would like to coordinate a meeting between yourself, John Knaggs and possibly other stakeholders where this problem can be discussed at length and in detail, I will make myself available. In the meantime, I would appreciate answers to my questions at your earliest opportunity.

Yours Sincerely



GLEN ELMES MP

Member for Noosa

Deputy Speaker & Chairman of Committees

RTI DL RELEASE - NPSR



Glen Elmes MP
Member for Noosa

24 May 2012

Hon Steven Dickson MP
Minister for National Parks, Recreation, Sport and Racing
GPO Box 806
BRISBANE QLD 4001

Dear Minister

I write on behalf of the Sunshine Coast Hang Gliding Club (SCHGC) which has been operating without incident from its base at the Teewah Landing Strip (Teewah) on Noosa North Shore for 36 years.

Recently I met with members of SCHGC and from our discussion, five issues were raised that I have outlined below for your attention. The first two issues are of some concern to me and I would like these investigated, addressed and resolved as soon as practicably possible.

1. Security of Tenure

You will have recently received a letter from me regarding the proposal to transfer Teewah to National Park. It has come to my attention that plans are currently being put in place to transfer the entire parcel of land that comprises Teewah, including the landing strip. If this proposal proceeds, it would then have the potential to exclude the use of the landing strip to all groups, including emergency services both air and road.

I understand that Teewah is an ideal landing ground, particularly as far as safety is concerned, as there are no power lines, trees, buildings or residential areas within proximity of the strip and therefore, is an ideal training ground.

Teewah sits on Lot 7 MCH4562 and the proposal currently on the table is to transfer the area of land located **outside** the currently mown landing strip and ancillary areas as recommended in the *Noosa North Shore Management Plan October 2003* and as endorsed by the former Noosa Council and as set out in the *Great Sandy Region Management Plan 1994-2010*. Both those plans endorse the existing use of Teewah -

on the provision that the areas required for emergency landings, ultra-light purposes, helicopter training, model aircraft use are retained as a reserve for landing ground purposes, or that the whole area be transferred to National Park provided document evidence is given that the use of the landing ground be allowed to continue.

and, as set out in the *Great Sandy Region Management Plan 1994-2010* reviewed in September 2005 and which has been in place since 1994. Part B Management Strategies, Strategy 2 - Community Infrastructure and Development -

Upgrading and on-going maintenance of the access road into Teewah

To illustrate the problem with the road, I have attached photos which need no further explanation.

You will see that the road has not been maintained for some time, is in desperate need of repair and then, an on-going maintenance program needs to be put in place. This is the only access road and is required and used by emergency vehicles. It is totally unsatisfactory that an emergency vehicle should have to negotiate this road in its current condition. If a life is at risk, the condition of this road could easily delay life-saving assistance.

Council has advised that the maintenance of the road is the responsibility of National Parks and as at this date, I am advised that National Parks believes that Council, as trustee, has responsibility to maintain the road.

To resolve this argument, would you please confirm who has responsibility to up-grade and maintain this road. If it is Council's responsibility to conduct the work with National Parks providing the funding for the work, would you please ensure that sufficient funds are found to undertake the work without further delay. Following that, would you please then ensure that adequate funds are set aside so that an on-going maintenance program can be undertaken at regular intervals.

Reinstatement of the launch ramp at Sunshine Beach

The original launch ramp was dismantled some years ago with the promise by QPWS that it would be replaced with a designated grassed launch pad. Would you please advise why the original launch ramp was dismantled and whether a submission for funding was put forward to replace this with a grassed launch pad. If no submission was made, could I ask that you consider having one of your officers investigate the area in question and put forward for your consideration a funding submission that includes the preparation of concept plans and the actual cost to install a grassed launch pad.

ooOOoo

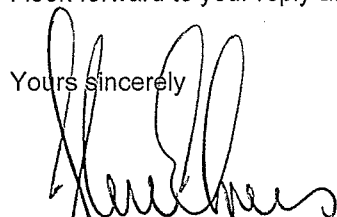
SCHGC rightly believes that their sport ought to be encouraged, not threatened and restricted. It is aesthetically pleasing, environmentally responsible and adds another dimension to tourism here on the Sunshine Coast.

SCHGC seeks both yours and my assistance to restore certainty for the continuity of their sport here on the Sunshine Coast along with the right to access their sanctioned sites and to determine the manner, type and conduct of their flying activities, consistent at all times with the direction and governance provided by the HGFA and CASA. They have my full support.

Thank you for your assistance in resolving this situation. If you would like further information please do not hesitate to contact me direct or in my absence, my Electorate Officer Lyn Parker. We will be more than happy to provide whatever help we can.

I look forward to your reply at your earliest convenience.

Yours sincerely



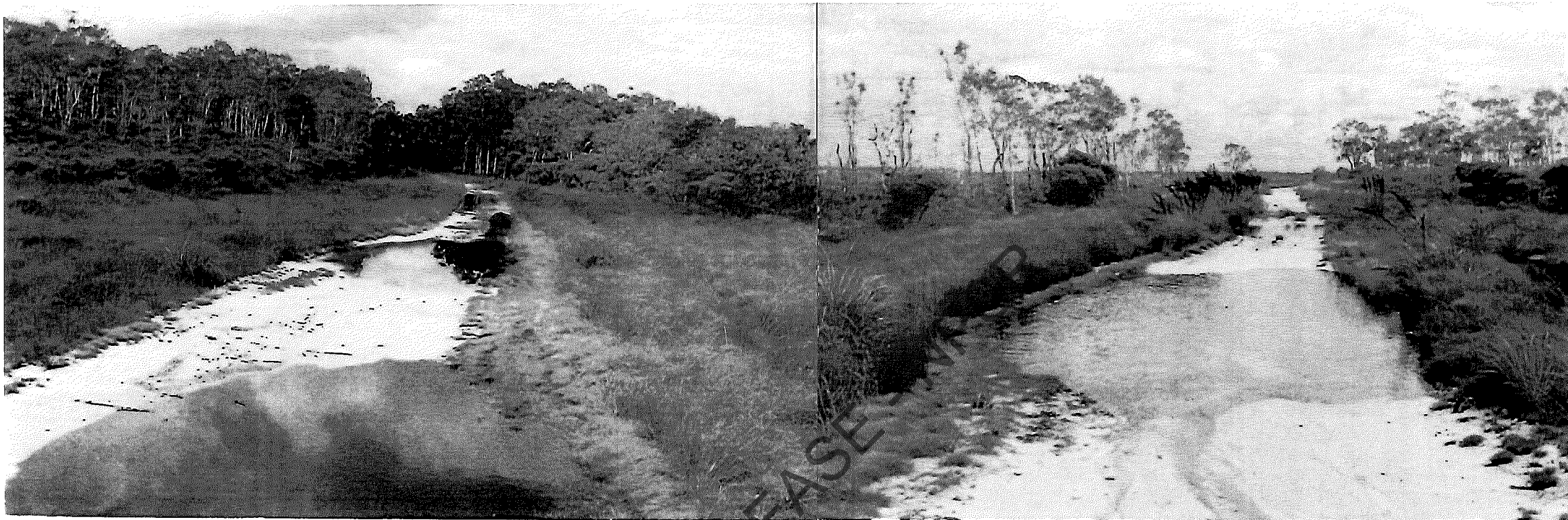
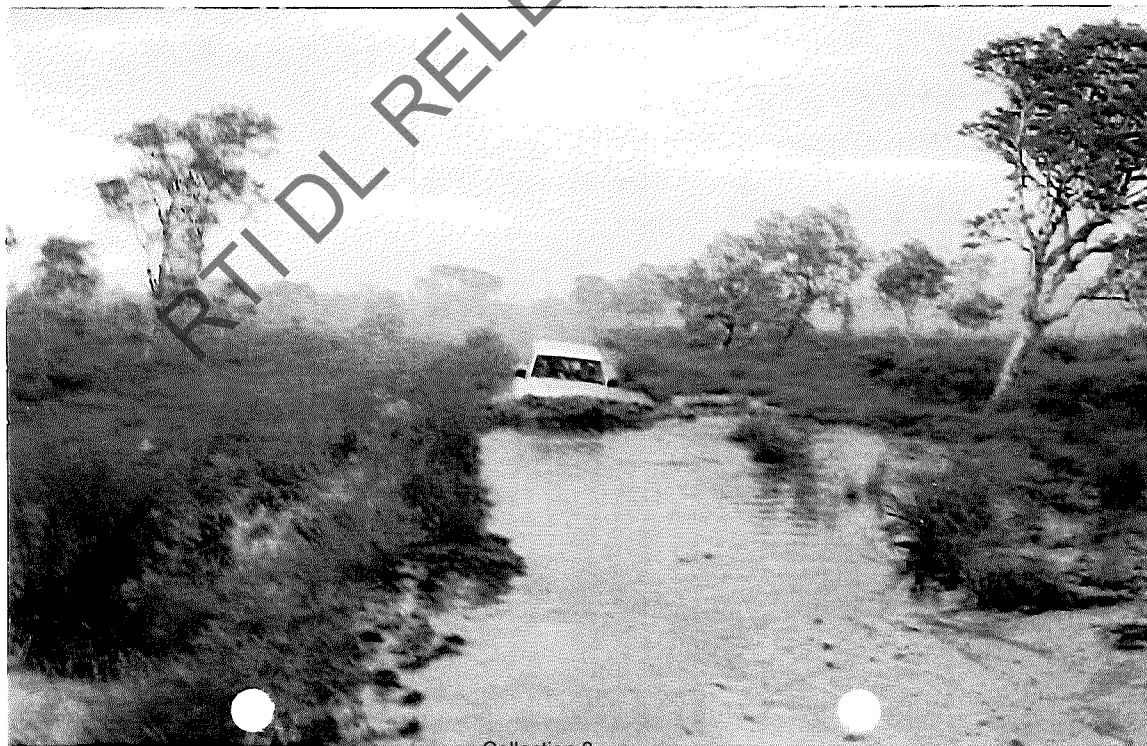
HON GLEN ELMES MP

Member for Noosa

Minister for Aboriginal and Torres Strait Islander & Multicultural Affairs

Minister Assisting the Premier





QUEENSLAND PARKS AND WILDLIFE SERVICE
EMERGING ISSUE BRIEFING NOTE

TO THE HONOURABLE THE MINISTER
SUBJECT Commercial hang gliding and paragliding,
Cooloola Section, Great Sandy National Park

Noted/ Approved/ Not Approved

Minister
Date/...../.....

RECOMMENDATION

It is recommended that the Minister **approve** the advertising of expressions of interest for commercial hang gliding and paragliding in the Cooloola Section of the Great Sandy National Park.

Minister's comments

BACKGROUND

A moratorium on the issue of new commercial activity permits in the Fraser Island Recreation Area was introduced in 1989 and was later extended to include the Cooloola Section of the Great Sandy National Park.

With the growth in the tourism industry since 1989, many people have applied to conduct commercial tours to Cooloola and Fraser Island. The moratorium has meant that new permits could not be issued to these intending applicants.

In 1997/98 the Department of Environment, in conjunction with the Department of Tourism, Small Business and Industry, conducted a review on tourism activities in the Great Sandy Region. The review was part of the implementation of the Great Sandy Region Management Plan (GSRMP). As part of the review, the impacts of tourism activities were assessed and these assessments are being used as a basis for recommending future levels of visitor use and policies for visitor management.

The GSRMP recognised two sites within Cooloola as being suitable for hang gliding and paragliding:

- Carlo Sand Blow, situated on the north-east boundary of the national park, adjacent to Rainbow Beach; and
- Teewah Beach, on the south-eastern coastline of Cooloola, close to the major population centres of Tewantin and Noosa.

Private individuals, social groups and associations presently use both sites for hang gliding and paragliding. There are currently no permitted commercial operations for hang gliding or paragliding within Cooloola.

Briefing Officer: Greg Walker, Senior Ranger
(Cooloola).
Telephone: (07) 5486 3160

Approved: Cathy Skippington, Regional Service
Director (Southern).
Date:

Correspondence No:
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Deleted: The effect of the moratorium has been to restrict the activities of the tour operators holding permits. While there have been some changes, operators are generally restricted to the same number of permits, the same capacity for each permit and the same tour routes as existed before the moratorium. ¶

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Deleted: The review included consideration of commercial activities, tour operations and permit arrangements. ¶

Deleted: , approved by the Queensland Government in 1994. The review was managed by a steering committee comprising the Manager (Great Sandy) Lachlan Fullerton and the Director, Tourism Projects, Ralph Henderson. ¶

¶ The objectives of the review were to: ¶

<#>assess the impact of the current level of tourism and recreational activities ¶

<#>to assess the opportunities for increased tourism and recreational activity ¶

¶ <#>to recommend level of visitor use which provide quality visitor experiences while protecting the natural, cultural and social values; and ¶

<#>to recommend policies and practices for the management of tourism and recreation. ¶ ... [1]

Deleted: in 1997 the Department of Environment (DOE) engaged EDAW (Aust) Pty Ltd, Landscape Architects and Environmental Planners, to ... [2]

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Deleted: Ralph

Deleted: Henderson, Manager Business Development

In September 1999 an assessment of the two sites was conducted by Queensland Parks and Wildlife Service (QPWS) staff utilising the methodology and field recording sheets developed as part of the review, to enable systematic recording and ensure consistency with previous assessments. The results of these assessments, risk assessments and discussions with relevant user groups and authorities will be used as a basis for recommending future levels of use and conditions for commercial hang gliding and paragliding activities.

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In September 1999 QPWS staff held a consultative meeting with representatives from Cooloola Shire Council, Hang Glider and Paraglider Association of Queensland, Sunshine Coast Hang Gliding Association, Rainbow Beach Social Flyers Club, private recreational pilots and other interest parties.

Topics of discussion included the requirements, conditions and safety issues for hang gliding and paragliding operations; site capacities, weather and operational constraints; QPWS commercial activity requirements; the expression of interest process; and the format of the proposed agreements.

As a result of the consultative meeting, recommendations presented by the operators have been considered and where possible incorporated into the general recommendations for future commercial hang gliding and paragliding activities.

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KEY ISSUES

- It is proposed that expressions of interest will be called for commercial hang gliding and paragliding at Carlo Sand Blow and Teewah.
- The expression of interest process has been discussed with, and is supported by, operators who have expressed an interest in obtaining approval to conduct commercial activities and with association representatives.
- Finalisation of commercial activities agreements will enable commercial hang gliding and paragliding activities, while not unreasonably restricting or excluding the recreational opportunities available to other user groups including day visitors.
- Funds generated from these commercial activities will assist QPWS to maintain existing facilities and to plan and implement recommended actions as determined by the review of hang gliding and paragliding operations within Cooloola.
- Commercial hang gliding and paragliding activities will be monitored to ensure compliance with the Nature Conservation Act 1992 and the signed agreements and confirm with the Great Sandy Region Management Plan.

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Deleted: Ralph

Deleted: Henderson, Manager Business Development

Briefing Officer: Greg Walker, Senior Ranger (Cooloola).
Telephone: (07) 5486 3160

Approved: Cathy Skippington, Regional Service Director (Southern).
Date:

Correspondence No:
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File No:

, approved by the Queensland Government in 1994. The review was managed by a steering committee comprising the Manager (Great Sandy) Lachlan Fullerton and the Director, Tourism Projects, Ralph Henderson.

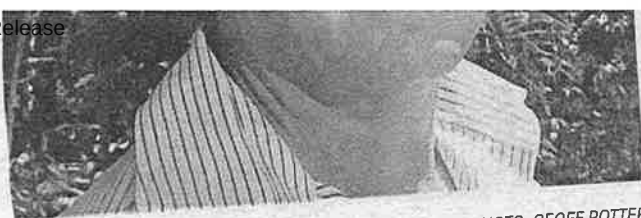
The objectives of the review were to:

- assess the impact of the current level of tourism and recreational activities
- to assess the opportunities for increased tourism and recreational activity

- to recommend level of visitor use which provide quality visitor experiences while protecting the natural, cultural and social values; and
- to recommend policies and practices for the management of tourism and recreation.

in 1997 the Department of Environment (DOE) engaged EDAW (Aust) Pty Ltd, Landscape Architects and Environmental Planners, to assess current

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COUNTING THE COST: Cr Tony Wellington. PHOTO: GEOFF POTTER

Brennan, pocket more than \$100,000 – he has refused to accept superannuation payments.

Cr Wellington was the only incoming councillor of the seven new faces on the council, including Mayor

make any council expense claims.

Of the newcomers, former Maroochy councillor Greg Rogerson claimed \$651, with Cr Jamieson allocated \$397. Cr Russell Green, of

and Cr ... behind him on \$4154.

Mr Brennan was paid \$1726 in expenses until May, on top of a salary of about \$102,000 plus a special de-amalgamation payment

\$1715.

Cr Wellington was paid \$13,451 from May 14 to June 30, the report detailed.

This was the same as all incoming councillors.

Who will listen to residents?

FROM PAGE 1

AND it may come as little surprise to Noosa residents, who have become increasingly vocal about flights that include military chopper pilot training.

Air-traffic noise complaints on the Coast have increased by more than 400% on 2008.

ASA figures showed there were 24 noise complaints in 2008, compared to 122 last year (as at August 23).

"That data is sent to Sunshine Coast Airport every month, so if (management) are not aware of this they should be," he said.

"With the training of pilots set to increase next year – many training courses for 2013 are already full – and with the aviation sector seen as a key area for growth with Sunshine Coast Regional Council, there needs to be serious thought given to where things are heading.

"We've had our property

... with the aviation sector seen as a key area for growth, there needs to be serious thought given to where things are heading.

– Noosa resident

almost nine years now and there's been a big increase (in flights) in the last year and that's not just helicopters. It's fixed wing as well.

"The current level is bad enough, but if they're pushing this as getting bigger and bigger, at what point is anyone going to listen to the residents?"

The resident said one helicopter trainer's website stated

it could train pilots "free from bureaucratic restraints and in the ideal training areas that are uncongested and untainted by urban demand".

"So, they're sort of saying it's open slather," he said.

The resident said he was worried the Sunshine Coast draft planning scheme included Teewah Airstrip as "accommodating general aviation".

"If we are fortunate enough to win back control of the local council via de-amalgamation, then the best interests of the residents, as well as the integrity of the Great Sandy National Park, can be protected," he said.

He said a community aviation consultation group that included Noosa representatives and an independent chairman should be installed to tackle issues such as aircraft noise.

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Wind gust catches experienced paraglider and blows him into sand

High flyer injured on sand blow

Story: Lee Gailer

AN experienced paraglider who was practicing for a tournament suffered a fractured leg after trying to execute a manoeuvre close to the sand on Carlo sand blow at Rainbow Beach yesterday.

Tin Can Bay Ambulance paramedic Clifton Proud said the 38-year-old Tewantin man's seat harness hit the sand causing him to lose control.

Another paraglider who witnessed the accident and dialled Triple 0 said the man had taken off

from the sand blow and had navigated his paraglider around a couple of circuits of the beach before attempting to land.

He said when the man tried to land on the sand blow, his leg buckled beneath him causing a closed fracture to his lower left leg.

Energex Community Rescue Helicopter pilot Mark Kershaw landed the aircraft on the sand blow and then intensive care paramedic Brett Rogers stabilised the man on the scene by applying a splint and pain relief.

"The paraglider caught a gust of

wind, which drove him into the sand high above the cliffs on Rainbow Beach," Energex Rescue pilot Mark Kershaw said.

"Landing the chopper was a challenge due to the soft sand and slope of the sand blow.

"Our senior aircrew officer Jeremy Cutelli expertly directed us to the only safe spot on the sand blow, a hard sand area near the edge of the cliffs where we loaded the patient onto the chopper and transported him to Nambour Hospital."

The man is a member of the Sunshine Paragliding Club.



Hart Michelle

From: Hart Michelle
Sent: Tuesday, 26 October 2010 12:37 PM
To: Page Cheryl; Turner Gennieve
Subject: Sunshine Coast Hang Gliding CAA Renewal DUE 9/11/2010

Attachments: Assessment Report 2010 NCA.doc; application form sunshine coast hanggliding.pdf;
Draft CAA Sunshine Coast Hang Gliding 7 Oct 2010.doc

Hi Ladies,

Hope you are well ☺.

Just sending through the renewal application for Sunshine Coast Hang Gliding. I have also attached the Draft Agreement (I have already sent this through to GT so she could look it over).

Could you please assess and make any changes and have it back to me no later than the 9 November (PREFERABLY BEFORE IF YOU CAN).



Assessment Report
2010 NCA.doc...



application form
sunshine coas...



Draft CAA Sunshine
Coast Hang ...

Many Thanks

Cheers
Mich

Michelle Hart

A/ Project Officer
Tourism and Visitor Services Branch
Conservation Strategy and Planning
Queensland Parks and Wildlife Service
Level 4, 400 George Street
GPO BOX 2454
Brisbane Qld 4001
Ph: 07 3330 5237
Fax: 07 3330 5277

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Assessment Checklist

Tourism and Visitor Management
Nature Conservation (Administration) Regulation 2006 / Forestry Act 1959 / Recreation Area
Management Act 2006

Assessment Criteria for Commercial Activity Agreement Applications

APPLICATION FOR:	Commercial Activity Agreement	
PROJECT NO:	CAA2012/069	ACTIVITY DATE: As soon as issued
APPLICATION RECD DATE:	29/10/12	
TVP FOLLOW UP DATE:	04/12/12	
APPLICANT:	Becker Helicopter Services	
ACTIVITY PROPOSED:	Helicopter flight training	
CAMPING BOOKED (if applicable):	☐ Yes ☒ Not Applicable	
AREA/S WHERE ACTIVITY IS PROPOSED:	NOTE FOR ASSESSING OFFICERS: Please refer application to local FPQ office when SPFs involved and include comments below	
Beerwah State Forest		
Toolara State Forest		
Bribie Island Recreation Area		
Cooloolool Recreation Area		
Mooloolah River National Park		
Amamoor State Forest		
Imbil State Forest		
Jimna State Forest		
Moreton Island Recreation Area		

STATE PLANTATION FORESTS	Does this activity involve State Plantation Forests? Y ☐ N ☐
If yes, has a formal assessment been undertaken by Forestry Plantations Queensland? Y ☐ N ☐	
Provide details below.	

MEETING DISCUSSION NOTES: <include site visit details>				
Date	Attendees (Applicant / RIC / Permit Officer / District Manager / Director etc)	Meeting Type (Face to Face / Teleconference / Phone)	Location (of meeting)	Comments / Outcomes of Meeting



Assessment Criteria for Tourism and Visitor Management Applications

Various	B. Klekar, Senior Ranger Cooloola			<p>Discussed activity including landing areas and potential alternatives – no alternative within CRA identified.</p> <p>“The assessment report reflects my assessment of the application, predominantly a) not consistent with the mgt intent - is non nature based, does not promote visitor use, etc and b) inconsistent with the ROS Zone as identified in the GSRMP i.e. non-motorised, semi remote and c) impacts to natural/cultural resources unknown”</p> <p>Refer to assessment below.</p>
Various	J. Enslin, RIC Elanda B. Johns, 2IC Elanda S. Jardine, Ranger, Elanda			<p>Discussed activity including landing areas and potential alternatives – no alternatives identified.</p> <p>No scope to permit activity in semi remote non-motorised zones.</p> <p>Refer to assessment below.</p>
Various	T. Monro, NRM Ranger			Mapping – Park Info

Assessment Checklist

1. All considerations listed below **must** be assessed for relevance and marked (Y or N as appropriate).
2. When marked N, an explanatory statement of the issue must be provided, and if applicable conditions recommended.

Matters to be considered under the *Forestry Act 1959*:

	ASSESSMENT CONSIDERATIONS	Y/N
Forestry Act 1959 s33	<p><i>(2) The chief executive must ensure each State forest is used and managed in the way the chief executive considers appropriate to achieve the purposes of this Act, having regard to—</i></p> <p><i>(a) the benefits of permitting grazing in the area;</i></p> <p><i>(b) the desirability of conservation of soil and the environment and of protection of water quality;</i></p> <p><i>(c) the possibility of applying the area to recreational purposes.</i></p> <p>Is the proposed activity consistent with the management intent or for the area?</p>	Not applicable
	REASON AND CONDITION IF REQUIRED:	
Forestry Act 1959 s56	<p><i>(2) However, no permit, license, lease, other authority or agreement or contract shall be so granted or made if it is inconsistent with any existing permit, license, lease, other authority, or agreement or contract granted or made by the chief executive in respect of the same land.</i></p> <p>Is the proposed activity consistent with any existing permit, license, lease, other authority, or agreement or contract granted for the area?</p>	Not applicable

Assessment Criteria for Tourism and Visitor Management Applications

	<p>REASON AND CONDITION IF REQUIRED:</p> <p>Where is our assessment of the Forestry areas?</p> <p>Are we rejecting this application in NP and SF ? On what basis?</p>
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Assessment Checklist

1. All considerations listed below **must** be assessed for relevance and marked (Y or N as appropriate).
2. When marked N, an explanatory statement of the issue must be provided, and if applicable conditions recommended.

Matters to be considered under the *Nature Conservation (Administration) Regulation 2006*:

	ASSESSMENT CONSIDERATIONS	Y/N
s50 PAM	<p><i>The chief executive can not grant an activity permit for a protected area that is inconsistent with—</i></p> <p><i>(a) the management principles for the area; or</i></p> <p><i>(b) the interim or declared management intent, or management plan, for the area.</i></p> <p>Is the proposed activity consistent with the management principles, management intent or management plan for the area?</p>	No
	<p>Becker Helicopter Services Pty Ltd provides various services and products including civil and international military helicopter training activities. The company currently operates from various locations including private lands, the Sunshine Coast Airport, Gympie and Maryborough Airfields and the Noosa North Shore Landing Ground Reserve (Teewah) on the Noosa North Shore</p> <p>Proposed Activity</p> <p>The applicant identifies the training activities would be conducted both day and night; requires open areas for low level manoeuvring; selected landing areas; open space away from the public; the Sunshine Coast Regional Council and State Government are fully supportive of the company concentrating their training activities away from the Sunshine Coast Airport and residential area; and that they hope to reduce their footprint at the Teewah Airstrip north of Noosa.</p> <p>The applicant is proposing to expand their activity areas to include State Forest, national parks and other lands. The applicant has applied for a long term commercial activity agreement over and within the Estate including the Cooloola Section, Great Sandy National Park.</p> <p>The applicant identifies that their intention is to avoid recreational areas, known bird sanctuaries, camping sites and wilderness areas. They do not require any access roads or ground preparation. Takeoffs and landings are proposed for pre selected areas as listed on the attached lat and long table.</p> <p><i>Mapping provided by the applicant is 'out of date' and does not align with current park boundaries.</i></p> <p>Frequency of operation</p> <p>Becker Helicopters operates 15 helicopters with this number expected to increase with multiple daily training sorties in a variety of locations. The intention is not to use any one area or location consistently but to spread the usage out dependant on requirements and local conditions on the day. The intent is to use these areas both day and night.</p> <p>The placement of portable solar powered lighting to enable aircraft to approach the ground at night would be required in some areas.</p> <ul style="list-style-type: none"> • <i>The applicant does not identify specific flight paths/routes nor specify how many flights and landings would be scheduled daily, weekly or annually over or on the Cooloola Section, Great Sandy National Park.</i> 	

Assessment Criteria for Tourism and Visitor Management Applications

<p>Recommendation</p> <p>Proposal is <u>unacceptable</u>.</p> <p>In considering the management principles, relevant parts of legislation, management plans and strategies the Assessing Officer submits the proposal 'helicopter training, night and day flights' is not regarded as the type of activity that is appropriate or consistent with the management principles, management intent or management plans or strategies for the area.</p> <p>The activity is not nature based and will not provide or increase recreational opportunities, public knowledge or awareness of the natural or cultural resources and values of the area.</p> <p>It has been noted that the proposed activities including various proposed landing areas are inappropriate for the relevant class of protected area; Recreation Opportunity Classes; and Landscape Classification System of the area.</p> <p>Explanatory notes</p> <p>Applications must be consistent with the management principles for the relevant class of protected area:</p> <p><u>National park</u>: activities in national parks must be nature-based and ecologically sustainable, and should present the areas cultural and natural resources and their values.</p> <p><u>LEGISLATIVE AND POLICY FRAMEWORK</u></p> <p>Great Sandy National Park (Cooloolo Section)</p> <p><i>Land Tenure Boundaries and Airspace</i></p> <p>The National Park boundary extends down to the Highest Water Mark (HWM) and includes the airspace to an unlimited height above the National Park.</p> <p>National Parks Recreation Sport and Racing (Queensland Parks and Wildlife Service Division) is the lead management authority for managing the Sunshine and Fraser Coast Regions protected areas including the Great Sandy National Park, Cooloolo Section. Aircraft activity on or over these areas are subject to Queensland Parks and Wildlife Service (QPWS) regulation.</p> <p>CASA is responsible for the management of aircraft safety and operational procedures, CASA is not responsible for managing the airstrips or the authority for landings and take offs on protected areas. CASA regulates aircraft safety and operating procedures. All aircraft operations are subject to the <i>Civil Aviation Act 1988</i> and the <i>Air Navigation Act 1920</i>.</p> <p><i>Landing aircraft or recreational craft</i></p> <p><i>General information</i></p> <p>Some QPWS-managed areas incorporate airstrips or other areas suitable for the landing of aircraft or recreational craft. The primary purpose of these landing areas is to support management of surrounding or adjacent parks and forests. However, aircraft and recreational craft are used in a number of QPWS-managed areas for other reasons such as access and scenic and recreational flights.</p> <p>Aircraft landings – general</p> <p>Due to potential issues and impacts, aircraft landings in QPWS managed areas are discouraged. Only in</p>

Assessment Criteria for Tourism and Visitor Management Applications

exceptional circumstances - and only where it is demonstrably in the public interest to do so - will landings be authorised. Landings may however be authorised at existing constructed aircraft landing areas that meet certain statutory requirements and other guidelines and are subject to appropriate maintenance programs

Airstrips and Helicopter Landing Sites

Section 111(2) of the Nature Conservation (Protected Areas Management) Regulation 2006

(NCR) and, section 132(2) of the RAMA makes provision for the chief executive to remove the requirement for a person to obtain a written approval prior to landing at a particular place in a protected area. This is achieved by specifying that the place is a 'designated landing area'. A 'designated landing area' is an area in a protected area that is specified by the chief executive as available for the landing of aircraft and recreational craft without written approval, details of which are published on the department's website.

There are no 'designated landing areas' within the Cooloola Section, Great Sandy National Park. QPWS HLSs within Cooloola are not 'designated landing areas'. Written authority (except in cases of emergency service operations) is required, before any access is permitted at any of these landing areas. QPWS HLSs are not generally available for commercial or private use, only operational, emergency and in limited cases, conditional news media use.

Management Planning and Policies

The following planning and policy documents provide strategic direction to guide aircraft management in the Great Sandy National Park:

The Great Sandy Region Management Plan (GSRMP) 1994-2010 – revised in September 2005.

Strategy 1 – Natural and Cultural Resource Management

1.13 Noise pollution

Strategy 2 – Community Infrastructure and Development

2.07 Aircraft landing facilities

Aircraft land will only be permitted at designated landing sites in accordance with operational guidelines, risk management assessment and an aircraft management plan developed between QPWS, the CASA and the industry.

Strategy 3 – Recreation, tourism and visitor use

3.20 Recreational aircraft activities – Proposed guidelines and actions

Plan for the management of overflight by fixed-wing aircraft and helicopters according to restrictions that appropriately reflect the landscape and experience zoning of the property.

Recreation Opportunity Classes

The GSRMP implements Recreation Opportunity Classes (ROC) zoning to identify and appropriately manage recreation opportunities and activities according to the degree of environmental sensitivity, naturalness, remoteness and accessibility of management zones within the GSR. The class of zone determines the types of activity and recreation opportunity appropriate for that particular zone for example:

ROC zones influence and determine if and/or to what extent potential aircraft and recreational craft activity is appropriate.

- *proposed landing areas are within semi-remote non-motorised zones and natural areas; and*

Assessment Criteria for Tourism and Visitor Management Applications

<p>I</p>	<ul style="list-style-type: none"> are in close proximity, adjacent to or in the vicinity of QPWS campsites or walking tracks including the Cooloola Wilderness Trail, Cooloola Great Walk and Upper Noosa River campsite 3. <p>Landscape Classification System Policy</p> <p>Appropriateness of the proposed activity in relation to the area's landscape classification;</p> <p>QPWS manages visitor use and opportunities based on a Landscape Classification System (LCS) that identifies and allocates a specific landscape classification setting to a place. A landscape setting describes the combination of biological, social and managerial conditions which give value and creates the character of a place. Landscape settings range along a scale from one (1) remote and totally natural, to nine (9) not natural/highly developed.</p> <p>Within the broad range of natural settings there are varying degrees of naturalness. Activities within the different settings need to be considered in the context of that setting to ensure they do not adversely impact on the degree of naturalness, other visitors' experiences or the special characteristics of that place. For example, aircraft activities have less impact on an urban setting than on a wilderness setting.</p> <p>The degree of impact that an aircraft activity has on a setting also depends on the way the activity is undertaken. For example the frequency of flights, low flying versus high flying, hovering versus direct fly past, competitive or active use versus passive use all have different impacts.</p> <p>The type of aircraft and their specific characteristics also has an effect on their level of impact on a setting. For example, the blade slap of helicopters and the duration of visual and noise pollution affects the setting.</p> <p><i>It is noted that the proposed activities are inappropriate for the Recreation Opportunity Classification zoning and Landscape Classification System of the area.</i></p> <ul style="list-style-type: none"> <i>It is noted some proposed landing areas are within semi-remote non-motorised zones and natural areas.</i> <i>A proportion of the proposed landing sites within the national park (refer attached table) are in close proximity, adjacent to or in the vicinity of QPWS campsites or walking tracks including the Cooloola Wilderness Trail, Cooloola Great Walk and Upper Noosa River campsite 3.</i>
<p>s25 1(a) ADM</p>	<p><i>The impact the activities that may be carried out under the authority may have on the conservation of the cultural or natural resources of a protected area or native wildlife;</i></p> <p>Are the impacts upon Cultural values that would result from the proposed activities acceptable?</p> <p>Are the impacts upon the conservation of natural resources acceptable? (eg proposed activities are not being undertaken in any Endangered or Rare regional ecosystems? The proposed activities are unlikely to have the potential to adversely impact on rare and threatened wildlife or their habitat? No seasonal issues are present?)</p>

Assessment Criteria for Tourism and Visitor Management Applications

	REASON AND CONDITION IF REQUIRED: Impacts to natural/cultural resources unknown Explanatory notes <i>Impacts and Ecologically Sustainable Management</i> QPWS have a statutory obligation to provide to the greatest possible extent, for the permanent preservation of the area's natural condition and the protection of the area's cultural resources and values and, ensure that the only use of the area is nature-based and ecologically sustainable.	
s25 1(b) ADM	<i>The effect the grant of the authority will have on the fair and equitable access to nature, having regard to, in particular, the ecologically sustainable use of protected areas or wildlife;</i> Will the activity have an acceptable impact on the fair and equitable access to nature?	No
	REASON AND CONDITION IF REQUIRED:	
s25 1(c) ADM	Any contribution the applicant proposes to make to the conservation of nature; Is the contribution to nature conservation the applicant is proposing appropriate to offset any negative impacts of the activity?	Impacts to natural/cultural resources unknown
	REASON AND CONDITION IF REQUIRED: The applicant has identified they will be covering large areas daily and will be in "a very good position to be able to provide information on illegal activities, problems, stolen vehicles and the reporting and monitoring of fires". QPWS acknowledges Beckers Helicopters has provided QPWS with paid aerial support in monitoring fires on and adjacent to the estate.	
s25 1(d) ADM	Any relevant Australian or international code, instrument, protocol or standard or any relevant intergovernmental agreement; Does the proposed activity allow us to meet other relevant Queensland, National or international codes, instruments, protocols or standards or any relevant intergovernmental agreements in existence? (eg Burra Charter, World Heritage Convention, JAMBA, CAMBA, Ramsar)	Yes
	REASON AND CONDITION IF REQUIRED:	

Assessment Criteria for Tourism and Visitor Management Applications

s25 1(e) ADM	<p>The precautionary principle;</p> <p>Can the proposed activity occur without causing any threats of serious or irreversible environmental damage? (Note: lack of full scientific certainty must not be used as a reason for postponing measures to prevent threatening processes).</p>	<p>Y/N</p> <p>Impacts to natural/cultural resources unknown</p>
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>Recommendation</p> <p>Proposal is</p> <p>Explanatory notes</p>	
s25 1(f) ADM	<p>Public health and safety;</p> <p>Are the risks associated with the proposed sites and/or activities to participants or the general public acceptable?</p>	Unknown
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>Safety and Risk Management</p> <p>QPWS's capacity, ability and desire to manage aircraft operations and maintain landing facilities for aircraft within the GSR is limited and is not core business;</p> <p>QPWS permission for aircraft to operate and land on QPWS managed areas increases QPWS's liability and duty of care obligations. Exposure to litigation increases proportionally to permission and risk.</p> <p>Aircraft incidents and accidents have previously occurred on protected areas.</p>	
s25 1(g) ADM	<p>The public interest;</p> <p>Is the proposed activity consistent with the public interest?</p>	No
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>Recommendation</p> <p>The proposed activity is <u>not consistent</u> with the public interest.</p> <p>Explanatory Notes</p> <p><i>This section should be read in conjunction with the explanatory notes related to assessment criteria s49(a) PAM.</i></p> <p>The legitimate aspirations of the community for the use of QPWS managed areas are a vital consideration in prioritising and managing recreation.</p>	

Comment [t1]: • Eg. Indigenous cultural values of an area may not precisely be known, however the site has been identified as having some values. The precautionary principle would prescribe that the area be protected from disturbance until these potential values have been investigated or assessed.
• There may be a study on flora/fauna at an alternative location that indicates the proposed activity could impact adversely upon the flora/fauna. In this situation it is best to err on the side of caution and assume a similar impact will result at this location.

Assessment Criteria for Tourism and Visitor Management Applications

	<p>The proposed activity is not an interest common to the public at large or a significant portion of the public or local community.</p> <p>Recent attention to use of the Noosa North Shore Landing Ground for helicopter training (at current levels of use) has drawn criticism from members of the community and Noosa Parks Association over inappropriate use, noise, access and amenity issues.</p> <p>The proponent identifies "the only footprint we would leave is passing noise".</p> <p>Impacts on surrounding community / community consultation</p> <p>The activity comprises of helicopter flight training and will not contribute or increase the diversity of recreational opportunities available to the broader community.</p> <p>Recent attention to use of the Noosa North Shore Landing Ground for helicopter training (at current levels of use) has drawn criticism from members of the community and Noosa Parks Association over inappropriate use, noise, access and amenity issues.</p> <p>Community concern and complaints regarding noise associated with helicopter operations is documented and topical in local community news papers. Refer attached article Gardiner, P, 2013, 'Chopper influx', Noosa News, 8 January, pp.1 & 5.</p> <p>Alternative site options</p> <p>The proponents' application does not provide justification for use of a public protected area; nor demonstrate that it is essential for helicopter training including landing to be conducted over and within the protected area.</p> <p>The proponent has not demonstrated that the activity cannot occur outside the national park and that there are no reasonably practicable alternative e.g. state lands, freehold land, airports and airfields.</p>	
s25 1(j) ADM	<p>Any recovery plan for wildlife to which the authority applies;</p> <p>Does any recovery plan for wildlife prohibit or limit the proposed activity?</p>	No
	REASON AND CONDITION IF REQUIRED:	
s25 1(k) ADM	<p>Any other matter stated in a management instrument as a matter the chief executive must have regard to when considering an application for the authority.</p> <p>Is the proposed activity consistent with requirements in the PAM or WM Regulation? (For protected area authorities, see for example, the PAM Regulation, sections 17, 34, 40 and 49.)</p>	No

Assessment Criteria for Tourism and Visitor Management Applications

	REASON AND CONDITION IF REQUIRED: Refer criteria below: reference to s49(a) PAM.	
s34 and s40 PAM	<p>In considering an application for an Aboriginal tradition authority or Island custom authority for a cultural or natural resource of a protected area, the chief executive must have regard to—</p> <p>(a) any advice given by the corporation named in the application for the authority on the significance, under Aboriginal tradition, of the activity the subject of the application; and</p> <p>(b) whether there is a reasonable alternative to taking, keeping, using or interfering with the resource; and</p> <p>(c) the extent to which the activity will interfere with the public use of the protected area, or the part of a protected area, to which the authority applies.</p> <p>Is the taking, keeping, using or interfering with the resource the only option? Will the activity have an acceptable impact on the public use of the protected area?</p>	Not applicable
	REASON AND CONDITION IF REQUIRED:	
s49(a) PAM	<p>The impact the activities that may be conducted under the authority may have on the character and amenity of the area and adjacent areas;</p> <p>Are the impacts the activity may have on the character and amenity of the area acceptable? (eg roads, buildings, litter, noise, other users, regulation of activities)</p>	No
	REASON AND CONDITION IF REQUIRED: Recommendation The proposal is <u>unacceptable</u> . Explanatory Notes Great Sandy Region Management Plan Strategy 3 – Recreation, tourism and visitor use 3.20 Recreational aircraft activities <i>The use of aircraft to view remote sections of the Region can be in direct conflict with on-ground visitors in those areas. Landings, departures, and over flying of powered aircraft may constitute a significant intrusion to some visitors and disturb and endanger wildlife.</i> Aircraft Interaction with People and Wildlife Some visitors to Cooloola will be adversely affected by increased aircraft activity and natural/wilderness values will be compromised. This concern is expressly articulated in the GSRMP, which requires private and commercial aircraft activities to be consistent with the protection of environmental values and the quality of	

Assessment Criteria for Tourism and Visitor Management Applications

	<p>other visitors' experiences.</p> <p>Noise and Visual Intrusion</p> <p>Natural quiet is considered by many people to be an important natural resource, which is becoming an increasingly rare commodity in protected areas. For some visitors, natural quiet and solitude is an integral part of a high quality wilderness experience. The visual intrusion, noise and movements of aircraft can adversely impact on visitors and the quality of their experiences. This is particularly pronounced in areas zoned as 'remote' and 'semi remote'. These areas have been set aside for visitors seeking peace, quiet and solitude in a near pristine 'wilderness' environment.</p> <p>Recent attention to use of the Noosa North Shore Landing Ground for helicopter training (at current levels of use) has drawn criticism from members of the community and Noosa Parks Association over inappropriate use, noise, access and amenity issues.</p>	
s49(b) PAM	<p><i>The likely cumulative effect of the proposed use and other uses on the area;</i></p> <p>Are the effects of the proposed activity on other users acceptable?</p>	No
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>The proposal is <u>unacceptable</u>.</p> <p>The activity is not compatible with other uses of the area such as bushwalking & camping.</p>	
s49(c) PAM	<p><i>The orderly and proper management of the area.</i></p> <p>Is the proposed activity consistent with the orderly and proper management of the area? (eg could allowing this application make it difficult to manage the area in the future?)</p>	No
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>The proposed activity is <u>inconsistent</u>. REASON?</p>	
s25 2 ADM	<p><i>Without limiting subsection (1), the chief executive may have regard to anything else the chief executive considers appropriate to achieve the object of the Act.</i></p> <p>Are there any other matters that should be considered in assessing this application?</p>	<p>None known</p> <p>Precedent setting?</p>

Assessment Criteria for Tourism and Visitor Management Applications

	<p>REASON AND CONDITION IF REQUIRED:</p> <p>Approval of this activity would provide a precedent for other commercial activities of a similar nature. Given the increase in helicopter flights in the Sunshine Coast (refer newspaper clipping) there is reason to believe that other commercial helicopter companies may establish in competition with Becker Helicopters and also seek access to QPWS managed estate.</p>
--	---

RTI DL RELEASE - NPSR

Assessment Criteria for Tourism and Visitor Management Applications

Matters to be considered under Recreation Areas Management Act 2006:

	ASSESSMENT CONSIDERATIONS	Y/N
RAM Act 2006 S53 1 (a) & S58 2 (a)(i)	<p><i>The purpose of this Act is for the establishment, maintenance and use of recreation areas; and to provide, coordinate, integrate and improve recreational planning, recreational facilities and recreational management for recreation areas, having regard to the conservation, cultural, educational, production and recreational values of the areas; and the interest of area land-holders.</i></p> <p>Is the proposed activity consistent with the purpose of this Act? Y / N (if no, please complete section below)</p>	No
	REASON AND CONDITION IF REQUIRED:	
RAM Act 2006 S53 1 (b) & S58 2 (a)(ii)	<p><i>The chief executive must have regard to the management intent for the recreation area, and the area's current draft of approved management plan;</i></p> <p>Is the proposed activity consistent with the management intent or management plan for the area? Y / N (if no, please complete section below)</p>	No
	REASON AND CONDITION IF REQUIRED:	
RAM Act 2006 S53 1 (c) & S58 2 (a)(iii)	<p>Conservation of the area's cultural and natural resources</p> <p>Are the impacts on the area's cultural and natural resources from the proposed activity acceptable? Y / N (if no, please complete section below)</p>	Unknown

Assessment Criteria for Tourism and Visitor Management Applications

	REASON AND CONDITION IF REQUIRED: <i>Amenity of the area and adjacent areas</i>	
RAM Act 2006 S53 1 (d) & S58 2 (a)(iv)	Are the impacts the proposed activity may have on the amenity of the area and adjacent areas acceptable (eg roads, buildings, litter, noise, other users, regulation of activities)? Y / N (if no, please complete section below)	No
	REASON AND CONDITION IF REQUIRED:	
RAM Act 2006 S53 1 (e) & S58 2 (a)(v)	<i>The size, extent and location of the proposed use in relation to other uses of the area or adjacent areas</i> Is the size, extent and location of the proposed activity acceptable for the area or adjacent areas? Y / N (if no, please complete section below)	No
	REASON AND CONDITION IF REQUIRED:	

Assessment Criteria for Tourism and Visitor Management Applications

RAM Act 2006 S53 1 (f) & S58 2 (a)(vi)	<p>The likely cumulative effect of the proposed use and other uses on the area</p> <p>Are the effects of the proposed activity on other users acceptable? Y / N (if no, please complete section below)</p>	No
	<p>REASON AND CONDITION IF REQUIRED:</p>	
RAM Act 2006 S53 1 (g) & S58 2 (a)(vii)	<p>Public health and safety</p> <p>Are the risks associated with the proposed sites and/or activities to participants or the general public acceptable? Y / N (if no, please complete section below)</p>	Unknown
	<p>REASON AND CONDITION IF REQUIRED:</p> <p>QPWS's capacity, ability and desire to manage aircraft operations and maintain landing facilities for aircraft within the GSR is limited and is not core business;</p>	
RAM Act 2006 S53 1 (h) & S58 2 (a)(viii)	<p>Any relevant Australian or international code, instrument, protocol or standard or any relevant intergovernmental agreement</p> <p>Does the proposed activity allow us to meet other relevant Queensland, national or internal codes, instruments, protocols or standards or any relevant intergovernmental agreements in existence (eg Burra Charter, World Heritage Convention, JAMBA, CAMBA, Ramsar)?</p> <p>Y / N (if no, please complete section below)</p>	Yes

Assessment Criteria for Tourism and Visitor Management Applications

	REASON AND CONDITION IF REQUIRED:	
RAM Act 2006 S53 1 (j)	<p><i>Whether there are any grounds for refusing the application</i></p> <p>Are there any other grounds for refusing this application? Y / N (if yes, please complete section below)</p>	Yes
	REASON AND CONDITION IF REQUIRED:	
RAM Act 2006 S53 2 & S58 2 (b)	<p><i>Without limiting subsection (1), the chief executive may have regard to anything else the chief executive considers appropriate to achieve the purpose of this Act.</i></p> <p>Have all other matters been considered in assessing this application? Y / N (if no, please complete section below)</p>	Yes
	REASON AND CONDITION IF REQUIRED:	

Assessment Criteria for Tourism and Visitor Management Applications

- ☐ Based on my assessment, there is no known reason to me why this application should be refused.
- ☐ Based on my assessment of the application, this proposal is consistent with the principles for management of this/these protected / recreation / forest area(s) only with the modifications listed below:

X Based on my assessment of the application, this proposal is inconsistent with the principles for management of this/these protected / recreation / forest area(s) **based on the reasons listed below.**

Please note if the recommendation is to refuse or approve with modifications to the existing application, this must be discussed with the applicant, prior to referral to Tourism & Visitor Services for processing.

The application has been discussed with the applicant on <insert date>.

Recommendation:	Approve / Refuse	If refused, detail reasons below:
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Signature _____	Date _____
Assessing Officer _____	Position _____
Signature _____	Date _____
Endorsing Officer _____	Position _____

Please return completed assessment to TOURISM & VISITOR SERVICES UNIT (email / fax to relevant Project Manager)

PERMIT / APPROVAL NUMBER _____

From: Turner Gennieve
Sent: Wednesday, 30 January 2013 2:31 PM
To: Dargusch Marc
Cc: Turner Gennieve
Subject: Emailing: Review Hang gliding.doc

Attachments: Review Hang gliding.doc

The attached draft report was sent to the HGFA, CASA, commercial and recreational gliders prior to the public meeting.

The report provided the basis / background for the discussions between gliders and QPWS.

The minutes that I sent you earlier are a result of the discussions - on the draft report - agreement on capacities was a primary result of that meeting.

The message is ready to be sent with the following file or link attachments:

Review Hang gliding.doc

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

RTI DL RELEASE - NPSR

O'Malley Martin

From: Cubis Mick
Sent: Monday, 26 November 2012 9:04 AM
To: O'Malley Martin
Subject: FW: Teewah landing strip
Attachments: ATT146211.htm; min_dickson_mtg_brief Noosa North Shore Landing Reserve (2).doc
[Martin](#)

[fyi regarding tenure transfer issues, I am keen for your team to be involved](#)

[cheers](#)



Mick Cubis

Manager Technical Support
Sunshine Fraser Coast Region

Queensland Parks and Wildlife Service

Department of National Parks, Recreation, Sport and Racing

6th Floor, Mike Ahern Centre

12 First Avenue, Maroochydore, Qld, 4558

Ph: 5459 6113 Fax: 5459 6190 mobile

Mick.Cubis@npsr.qld.gov.au

sch4p3(3) Prejudice the protection of an individuals right to privacy

From: Brittingham Geoff
Sent: Friday, 23 November 2012 3:34 PM
To: Corro NPRSR QPWS East
Cc: Price Stephen (Cotton Tree - Caboolture); Cubis Mick
Subject: FW: Teewah landing strip

Sybil

Attached is endorsed.

Regards

Geoff Brittingham
 Regional Director (Sunshine and Fraser Coast)
 Queensland Parks and Wildlife Service
 Department of National Parks, Recreation, Sport and Racing
 6/12 First Avenue, Maroochydore, Qld
 PO Box 318, Maroochydore QLD 4558
 Ph 5459 6112 Fax 5459 6190
 Mob [REDACTED]
 Email: geoff.brittingham@npsr.qld.gov.au

From: Price Stephen (Cotton Tree - Caboolture)
Sent: Friday, 23 November 2012 2:28 PM
To: Brittingham Geoff
Cc: Cubis Mick
Subject: FW: Teewah landing strip

[Geoff](#)

I have made one track change for your consideration, being mindful that we are unlikely to support the current landing strip within NCA tenure as it stands at present.

Mick - I am keen to get my head around issues within my new patch however happy for your involvement and taking the lead as required eg tenure discussions / dealing.

I have a couple of BN from Ross B - currently with Jody for creation of a keeper file.

[Cheers](#)

Stephen Price
 Area Manager
 Sunshine and Fraser Coast
 Queensland Parks and Wildlife Service
 Department of National Parks, Recreation, Sports and Racing

Ph:07 54596131 Mob: [REDACTED]

From: Brittingham Geoff
Sent: Thursday, 22 November 2012 9:23 PM
To: Price Stephen (Cotton Tree - Caboolture); Cubis Mick
Subject: Fwd: Teewah landing strip

For checking and endorsement pls. GB

Sent from my iPhone

Begin forwarded message:

From: "Moody Annie" <Annie.Moody@npsr.qld.gov.au>
Date: 22 November 2012 7:07:43 PM AEST
To: "Brittingham Geoff" <Geoff.Brittingham@npsr.qld.gov.au>
Cc: "Smith Sybil" <Sybil.Smith@npsr.qld.gov.au>, "Corro NPRSR QPWS DDG" <NPRSROPWSDDG.Corro@npsr.qld.gov.au>

Subject: FW: Re: Teewah landing strip

Thanks Eleanor and Sybil, preparation much appreciated. Approved subject to RD endorsement that no significant changes have occurred locally.

Geoff, for your endorsement directly back to Corro DDG by Monday morning pls.

rgds, Annie

From: Smith Sybil
Sent: Wednesday, 21 November 2012 3:40 PM
To: Moody Annie
Cc: Corro NPRSR QPWS East; Corro NPRSR QPWS DDG
Subject: **ANNIE FOR YOUR APPROVAL BY 2pm MON 26 NOV**: Re: Teewah landing strip

Hi Annie

Please find attached a meeting brief which Eleanor kindly started using information from a previous MECS item, CTS 15991/12 (currently with the Minister's office).

I have made some tracked changes. Please let me know if you want me to add further information.

Otherwise, it is due back to Eleanor next week -- **2pm Monday 26 Nov.**

Sybil

From: McDonnell Eleanor **On Behalf Of** Corro NPRSR QPWS DDG
Sent: Wednesday, 21 November 2012 2:47 PM
To: Smith Sybil
Cc: Corro NPRSR QPWS East; Corro NPRSR QPWS DDG
Subject: FW**ACTION BY 2pm MON 26 NOV**: Re: Teewah landing strip

Hi Sybil,

As discussed briefly earlier, we have been requested to prepare a meeting brief for a meet between Min Dickson and Min Elmes about the Noosa North Shore Landing Reserve.

I tried to head it off at then pass (earlier email I cc'd you into) however the Mins office has confirmed a brief is required and basically to "re-jig" CTS 15991. As such, I did not think I should refer it to the region for action.

As I am obviously not in my right mind today, I have attempted to put something together as a start. It is rubbish. No, it really is!

I will drop around a hard copy of the background to the MECS item - may help to work out what the issue are.

ED endorsed response due back by 2pm Mon 26 Nov.

Cheers

Eleanor

Eleanor McDonnell A/Team Leader
 Office of the Deputy Director-General
 Queensland Parks and Wildlife Service
 Dept of National Parks Sport Recreation and Racing

Ph 3330 5190 | Fax 3330 5277
 email eleonor.mcdonnell@nprsr.qld.gov.au

From: DLO NPRSR
Sent: Wednesday, 21 November 2012 1:57 PM
To: Corro NPRSR QPWS DDG
Cc: McDonnell Eleanor
Subject: FW: Re: Teewah landing strip

I forgot to correct the date, due to our office COB Monday 26 November 2012.

Danny Hume | Departmental Liaison Officer - NPRSR
 Office of the Director-General | Department of National Parks, Recreation, Sport and Racing
 7 111 George St Brisbane Q 4000
 T: 07 3033 0912 | F: 07 3033 0904

From: Lowe Trinity
Sent: Wednesday, 21 November 2012 1:46 PM
To: DLO NPRSR
Subject: RE: Re: Teewah landing strip
 Just re-gig the brief that is already in here – which accompanied the letter sent by the Minister on Monday CTS15991/12.
 Thanks & cheers
 Trin
 Trinity Lowe- Departmental Liaison Officer
 Office of the Minister for National Parks, Recreation, Sport and Racing
 Level 7
 111 George St BRISBANE
 T (07) 3405 3220 F (07) 3012 7725
 Email: Trinity.Lowe@nprsr.qld.gov.au

From: Lorraine Hardgrave [<mailto:Lorraine.Hardgrave@ministerial.qld.gov.au>]
Sent: Wednesday, 21 November 2012 1:03 PM
To: DLO NPRSR
Cc: Lowe Trinity
Subject: FW: Re: Teewah landing strip
 The Minister will be meeting with Minister Glen Elmes next Thursday, 29 November at 4pm at Parliament House regarding the Teewah Landing Strip. Would you please provide briefing for this meeting to be made available to our office by 3pm Thursday, 27 November 2012.
 Many thanks
Lorraine Hardgrave
Office Manager/Executive Officer
Hon Steven Dickson MP

Minister for National Parks; Recreation; Sport; and Racing

Level 7|111 George Street|Brisbane
PO Box 15187|City East|Qld 4002

Ph: 07 3224 7477 |M: [sch4p3\(3\)@ministerial.qld.gov.au](mailto:sch4p3(3)@ministerial.qld.gov.au) Prejudice the protection of an individuals right to privacy

Email: Lorraine.hardgrave@ministerial.qld.gov.au

From: Lowe Trinity [<mailto:Trinity.Lowe@ehp.qld.gov.au>]

Sent: Tuesday, 20 November 2012 4:19 PM

To: Lorraine Hardgrave

Subject: RE: Re: Teewah landing strip

Hi Lorraine – I located the most recent corro which the Minister signed this morning and Rhys has a copy of the latest brief – he mention he had ask you to track it down so I'm just keeping you in the loop.

Cheers

Trin

Trinity Lowe- Departmental Liaison Officer

Office of the Minister for National Parks, Recreation, Sport and Racing

Level 7

111 George St BRISBANE

T (07) 3405 3220 F (07) 3012 7725

Email: Trinity.Lowe@npsr.qld.gov.au

From: Lorraine Hardgrave [<mailto:Lorraine.Hardgrave@ministerial.qld.gov.au>]

Sent: Tuesday, 20 November 2012 9:58 AM

To: Lowe Trinity

Subject: FW: Re: Teewah landing strip

Importance: High

Trin

Would you please provide me with a copy of the this corro – see below.

Thanks

Lorraine Hardgrave

Office Manager/Executive Officer

Hon Steven Dickson MP

Minister for National Parks; Recreation; Sport; and Racing

Level 7|111 George Street|Brisbane

PO Box 15187|City East|Qld 4002

Ph: 07 3224 7477 |M: [REDACTED]

Email: Lorraine.hardgrave@ministerial.qld.gov.au

From: Noosa Electorate Office [<mailto:NOOSA@parliament.qld.gov.au>]

Sent: Tuesday, 20 November 2012 9:37 AM

To: Lorraine Hardgrave

Cc: Sylvia.pierce@ehp.qld.gov.au

Subject: RE: Re: Teewah landing strip

Dear Lorraine,

It is a portfolio issue. Perhaps your reference no CTS 06929/12 will enable you to access via Sylvia.Pierce all of the information exchanged to date more easily than I can describe it.

Glen has now met with the Deputy Premier, Minister Cripps and Minister Powell. Minister Powell is progressing the matter.

Glen now seeks an urgent meeting with Minister Dickson to seek his action on the aspect which falls within his portfolio.

Warm regards,

Sam.

From: Noosa Electorate Office [<mailto:NOOSA@parliament.qld.gov.au>]

Sent: Monday, 19 November 2012 2:41 PM

To: Lorraine Hardgrave

Subject: Re: Teewah landing strip

Dear Lorraine,

Would your Minister be willing to meet with Glen this week about the Teewah issue please.

If yes, half an hour on Thursday 22nd between 8.30 am and 9.30 am or between 2.30 pm and 4.15 pm would suit Glen's diary.

Warm regards,

Sam.

Sam Scanlon

Assistant Electorate Officer

Office of the Hon Glen Elmes MP

Member for Noosa

Minister for Aboriginal and Torres Strait Islander and Multicultural Affairs

Minister Assisting the Premier

PO Box 1849 Noosaville Q 4566 Ph (07) 5449 8988 Fax (07) 5449 9719 www.glenelmes.com

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RTI DL RELEASE - NPSR



Please read the expressions of interest document before completing this form.

If you need help to complete your application, please contact Greg Walker on 07 5486 3160.

All applicants must respond to all questions in Parts A and B and complete Part C.

PART A Applicant information

1. Are you?

- a sole trader **OR** ☐ Go to 2.1
- two or more partners **OR** ☐ Go to 2.1
- an incorporated company **OR** ☐ Go to 2.2
- an incorporated association **OR** ☐ Go to 2.2
- a statutory authority **OR** ☐ Go to 2.2
- a body politic **OR** ☐ Go to 2.2

2.1. Details of sole trader:

Full name of sole trader (or first partner):

Full name of second partner:

Trading name:

Residential address of sole trader (or first partner):

Postcode:

Postal or business address of sole trader (or first partner),
if different to your residential address:

Postcode:

Residential address second partner (if applicable):

Postcode:

Contact Person:

Phone number, fax number and email address of the contact
person and postal address for all correspondence:

Ph:

Fax:

email:

Postcode:

2.2. Details of body corporate or body politic:

Provide the Australian Company Number (ACN) of the
incorporated company; or the Association Number (AN) of
the **incorporated association**; or the title and section of the
Act which gives the **statutory authority** its legal status:

Name of body corporate/politic:

ACN/AN:

--	--

Trading name:

Registered address of body corporate/politic:

Postcode:

List of all Executive Officers of the body corporate or body
politic:

Name	Title

Contact person:

Phone number, fax number and email address of contact
person and postal address for all correspondence:

Ph:

Fax:

email:

Postcode:

--

PART B ASSESSMENT CRITERIA

Site	Tick the site(s) you wish to access
Carlo Sand Blow	
Teewah	

Knowledge of site

Have you visited the site(s) within the last six months?

Yes	
No	

Period of agreement sought? (eg 5 yrs)

A detailed response to the following criteria is required and must be included as part of your submission. Attach your submission to this application form.

Selection Criteria 1

Demonstrated commitment to minimising the potential environmental and social impacts of the proposal with respect to the natural and cultural integrity of the park; the safety and enjoyment of the proponent's clients, other park visitors and local residents; and park management.

1.1 Access Details

How will clients access the site and national park?

What vehicles and equipment will be required on-site for management purposes and to conduct the proposed activity/activities?

1.2 Contingency Plan in the event of accident or incident

Detail the proposed contingency plan and list the equipment available in the event of accident or injury occurring to staff, clients and other park visitors as a direct/indirect result of the proposed activity.

Provide copies of all relevant qualifications and certificates.

Selection Criteria 2

Demonstrated commitment to delivering products and services that are compatible with QPWS's responsibilities, protected area management principles, the Great Sandy Region Management Plan and existing management settings.

2.1 Proposed activity

What activity(s) will be conducted?

Where more than one location is proposed provide an outline of the activities proposed for each location.

Activity	Tick the activity(s) you wish to conduct
Hang Glider Flight Instruction	
Hang Glider Passenger Carrying	

(Tandem)	
Paraglider Flight Instruction	
Paraglider Passenger Carrying (Tandem)	
Other (specify)	

2.2 Operational details

Provide a schedule of operations for each proposed activity on a daily/monthly/yearly basis.

Selection Criteria 3

Demonstrated capability to deliver benefits to the public such as a quality nature based experience and improved access to recreational and tourism opportunities.

3.1 Quality Assurance

Demonstrate your ability to deliver quality products or services.

3.2 Management of user needs

How will you ensure your proposal and management at the site are responsive to the needs of park visitors, indigenous communities, local communities and QPWS?

3.3 Advertising and Interpretation

Do you intend to promote the proposed activity, site/s and protected area in your operation?

No ☐

Yes ☐

Provide an outline of the proposed promotional material and method of distribution. Attach any material, eg brochures or mock-ups of brochures where available.

Selection Criteria 4

Demonstrated capacity of the proponent to finance, develop and manage the proposal.

4.1 Financial Capacity

Provide details of the staff, equipment, marketing and financial resources that you have, or will have available to develop, implement and manage the proposed activities on an ongoing basis.

How will you ensure adequate cost recovery and ongoing provision of the necessary resources?

Provide the names and contact details of 2 referees who can substantiate the level of resources available to you.

Selection Criteria 5

Demonstrated capacity of the proponent to undertake the proposed activity including character, knowledge, ability, licences, certificates, endorsements and understanding of local conditions, natural history, environmental processes and protected area statutory requirements.

5.1 Proponent's character, knowledge and ability

Attach an outline of your character, knowledge and ability to undertake the proposed activity including details of relevant previous operations which you have undertaken (size of operation, dates, area of operation, specific duties, number of people supervised) and all licences, certificates and endorsements which are relevant to conduct the proposed activity in a protected area.

Provide curriculum vitae's for the people who will be directly responsible for the proposed activity giving details of their relevant roles, responsibilities, knowledge and ability and copies of all relevant qualifications and accreditation.

Provide the names and contact details of 2 referees who can substantiate any work experience referred to in your application.

5.2 Suspended or cancelled pilot licences or endorsements

Have you ever or any person/s directly associated with the proposed activity held a pilot licence or endorsement in Queensland or another State or country that has been suspended or cancelled?

If your answer is yes, provide details including a description of the nature and circumstances of the offence(s), and the suspension or cancellation date.

Yes	
No	

5.3 Commercial activity permits

Do you currently hold a permit, lease or agreement authorising a commercial activity or management access for a protected area in Queensland or another State or country?

If your answer is yes, provide details.

Yes	
No	

5.4 Suspended or cancelled permits

Have you ever held a permit, lease or agreement authorising a commercial activity or management access for a protected area in Queensland or another State or country that has been suspended or cancelled?

If your answer is yes, provide details including a description of the nature and circumstances of the offence(s), and the suspension or cancellation date.

Yes	
No	

5.5 Offences

Have you ever committed an offence against the *Nature Conservation Act 1992*, *Queensland Heritage Act 1992* or *Environmental Protection Act 1994*?

If your answer is yes, provide details including a description of the nature and circumstances of the offence(s).

Yes	
No	

5.6 Management issues

Demonstrate your understanding of local conditions and the natural and cultural resources and management practices.

How will you development and implement your proposal to ensure that potential environmental and cultural heritage impacts are minimised?

5.7 Insurance

You must maintain a policy of insurance naming the applicant as "policy holder" and "State of Queensland acting through the Queensland Parks and Wildlife Service" as "co-insured" for a minimum of \$5,000,000 to cover personal injury (including death), property damage and public liability claims made against the applicant or QPWS, or its servants or agents.

Do you have such insurance in place?

- No ☐ Evidence of suitable cover must be supplied before an agreement is signed.
- Yes ☐ Attach a photocopy of certificate of currency and a copy of the policy of insurance.

PART C Declaration

Sole Trader or Partnership

If you are a **sole trader**, the sole trader must sign this application form.

If you are a **partnership**, each partner must sign this application form.

Body Corporate

If you have completed this application on behalf of an incorporated company, or an incorporated association, or a statutory authority, or a body politic, this application must be signed under the common seal of the body corporate or body politic.

This requirement will only be waived if this application is signed:

- in the case of an **incorporated company** – in accordance with section 127 of the Corporations Law; or
- in the case of an **incorporated association** – in accordance with the articles of rules of association; or
- in the case of the **statutory authority or body politic** – in accordance with the authorising legislation and delegations.

Read all of the above information carefully, and ensure that the following signatures are made by persons with the lawful authority to sign on behalf of the person/s or entity identified above.

Have you read and understood this statement?

☐

YES

☐

NO

I/We hereby declare that the information contained in this application and attachments to this application are true, complete, and correct.

I/We understand that if the information provided in this application and attachments to the application are incorrect or misleading:

- (1) I/We may be guilty of an offence against the Act and the agreement may not be granted;
- (2) the agreement may be invalid; and
- (3) the agreement may be cancelled.

Have you read and understood this statement?

☐

YES

☐

NO

Signature:

Name:

Title / Position:

Date:

Signature:

Name:

Title / Position:

Date:

Signature:

Name:

Title / Position:

Date:

Signature:

Name:

Title / Position:

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Title / Position:

Date:

Signature:

Name:

Title / Position:

Date:

Enquiries Greg Walker
Telephone (07) 5486 3160
Your reference
Our reference

Telephone (07) 5486 3160
Facsimile (07) 5486 3335
greg.walker@env.qld.gov.au

17 February 2000

«Title» «FirstName» «LastName»
«Address1»
«City» «State» «PostalCode»

Dear «Title» «LastName»

Thank you for your interest in commercial hang gliding and paragliding activities in the Cooloola Section of the Great Sandy National Park.

Please find enclosed a copy of the expressions of interest guideline, information package and an application form.

Your expression of interest submission must be received by the Director, Commercial and Community Services Division by 5.00pm on Friday 24 March 2000.

Should you require further information please contact Mr Greg Walker, Senior Ranger (Cooloola), phone 5486 3160, fax 5486 3335 or by e-mail greg.walker@env.qld.gov.au.

Thank you for your interest in Queensland's protected areas and I wish you well in your development of your proposal.

Yours sincerely

Greg Walker
Senior Ranger (Cooloola)

From: Turner Gennieve
Sent: Monday, 25 March 2013 9:57 AM
To: Turner Gennieve
Subject: FW: Emailing: Draft Permit SCHG Club.pdf

Attachments: Draft Permit SCHG Club.pdf

-----Original Message-----

From: Turner Gennieve
Sent: Wednesday, 30 January 2013 9:38 AM
To: Dargusch Marc
Subject: Emailing: Draft Permit SCHG Club.pdf

The message is ready to be sent with the following file or link attachments:

Draft Permit SCHG Club.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

RTI DL RELEASE NPSR

From: Turner Gennieve
Sent: Monday, 25 March 2013 9:56 AM
To: Turner Gennieve
Subject: FW: Emailing: Review Hang gliding.doc

Attachments: Review Hang gliding.doc

-----Original Message-----

From: Turner Gennieve
Sent: Wednesday, 30 January 2013 2:31 PM
To: Dargusch Marc
Cc: Turner Gennieve
Subject: Emailing: Review Hang gliding.doc

The attached draft report was sent to the HGFA, CASA, commercial and recreational gliders prior to the public meeting.

The report provided the basis / background for the discussions between gliders and QPWS.

The minutes that I sent you earlier are a result of the discussions - on the draft report - agreement on capacities was a primary result of that meeting.

The message is ready to be sent with the following file or link attachments:

Review Hang gliding.doc

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

From: Klekar Bart
Sent: Wednesday, 12 December 2012 3:48 PM
To: Turner Gennieve
Subject: FW: Hang Glider Query
FYI

From: Turner Gennieve
Sent: Monday, 19 December 2011 11:00 AM
To: Klekar Bart
Subject: FW: Hang Glider Query

Hi Bart

Councils response re hang glider below.

On another matter, could you please provide a file note of any discussions between QPWS and Ms Head - at your convenience. This information may be relevant to the assessment process and outcome.

Thanks

GT

From: Yve Clark [mailto:yve.clark@sunshinecoast.qld.gov.au]
Sent: Monday, 19 December 2011 10:52 AM
To: Turner Gennieve
Subject: Hang Glider Query

Hi Gennieve

As discussed this morning, below is the response I received from an officer in out Tewantin Office:-

No approvals have ever been issued by Council to allow a hang glider to be towed by a vehicle at Teewah beach. The beach is used by many 4x4 vehicles and it would be too dangerous to issue such a permit. Although I am aware that this practice has occurred in the past although it is not lawful.

There was a launch platform on NPWS controlled land past Teewah beach where hang gliders used to launch from, control over this site was always NPWS staff.

Regards Yve

Yve Clark
Assessment Officer
Community Land Permits
Sunshine Coast Regional Council
Phone: 07 54 207484
yve.clark@sunshinecoast.qld.gov.au
Caloundra Office



To find out more about the Sunshine Coast Council, visit your local office at Caloundra, Maroochydore, Nambour or Tewantin or visit us online at www.sunshinecoast.qld.gov.au. If correspondence includes personal information, please refer to [Council's Privacy Policy](#)

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RTI DL RELEASE - NPSR

From: Turner Gennieve
Sent: Wednesday, 12 December 2012 10:30 AM
To: Klekar Bart
Cc: Turner Gennieve
Subject: FW: SCRC Response re Hang Gliders
[Advice as received from SCRC.](#)

From: Yve Clark [mailto:yve.clark@sunshinecoast.qld.gov.au]
Sent: Monday, 19 December 2011 10:52 AM
To: Turner Gennieve
Subject: Hang Glider Query

Hi Gennieve

[As discussed this morning, below is the response I received from an officer in out Tewanin Office:-](#)

No approvals have ever been issued by Council to allow a hang glider to be towed by a vehicle at Teewah beach. The beach is used by many 4x4 vehicles and it would be too dangerous to issue such a permit. Although I am aware that this practice has occurred in the past although it is not lawful.

There was a launch platform on NPWS controlled land past Teewah beach where hang gliders used to launch from, control over this site was always NPWS staff.

Regards Yve

Yve Clark
Assessment Officer
Community Land Permits
Sunshine Coast Regional Council
Phone: 07 54 207484
yve.clark@sunshinecoast.qld.gov.au
Caloundra Office

RTI DL RELEASE - IPS



To find out more about the Sunshine Coast Council, visit your local office at Caloundra, Maroochydore, Nambour or Tewanin or visit us online at www.sunshinecoast.qld.gov.au. If correspondence includes personal information, please refer to [Council's Privacy Policy](#)

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Any views expressed in this email are the author's, except where the email makes it clear otherwise. The unauthorised publication of an email and any attachments generated for the official functions of council is strictly prohibited. Please note that council is subject to the Right to Information Act 2009 (Qld) and Information Privacy Act 2009 (Qld).

COMMERCIAL ACTIVITY AGREEMENT

For Hang Gliding activities within Cooloola Recreation Area

Recreation Areas Management Act 2006 (Qld)

Between

THE STATE OF QUEENSLAND

**as represented by Department of Environment and Resource
Management**

and

**Sunshine Coast Hang Gliding Pty Ltd as Trustee for the Sunshine Coast
Hang Gliding Trust**

ACN: 111 084 256

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RTI DL RELEASE - NPSR

THIS AGREEMENT IS MADE:

BETWEEN:

THE STATE OF QUEENSLAND as represented by the **Department of Environment and Resource Management** ("the Department")

AND: <Insert Entity Name, ACN/ABN, Address> ("the Operator")

RECITALS

1. The Chief Executive of the Department is empowered under the *Recreation Areas Management Act* to enter into a Commercial Activity Agreement authorising a person or other legal entity, to conduct a Commercial Activity in a Recreation Area.
2. The Chief Executive has considered the Operator's submission to operate a Commercial Activity and has decided to enter into a Commercial Activity Agreement.
3. The Parties have agreed to record the terms of this Agreement.

AGREED TERMS:

1. DEFINITIONS AND INTERPRETATION

1.1 DEFINITIONS

In this Agreement, unless the context otherwise requires or the contrary intention appears, then the following terms shall have the meanings respectively assigned to them:

Act means the *Recreation Areas Management Act* 2006 (Qld);

Agent includes employees, assistants, tour guides, drivers, driver-guides, contractors, and any other persons aiding the Operator or acting on behalf of the Operator in the conduct of the Approved Activities;

Agreement means this Commercial Activity Agreement and all schedules and annexures to this document;

Appropriate Insurer means an insurer that is registered with the Australian Prudential Regulation Authority and has a Standards and Poors rating of no less than A-;

Approved Activities means the Commercial Activities and their limits described in Schedule A:

Authorisation means the Commercial Activity authorised to be conducted under this Agreement; and the obligations under this Agreement for, and the conditions relating to, the conduct of the activity;

Business Day means a day that is not:

- (a) a Saturday or Sunday; or
- (b) a public holiday, special holiday or bank holiday in Brisbane where any relevant act is to be done or may be done;

Calendar Month means any of the twelve (12) months of the year;

Chief Executive means the Chief Executive of the Department who administers the Act, together with his successor and assigns, and includes his employees and authorised agents;

Client of the Operator means any person participating in the Approved Activities whether or not upon payment of a fee or reward to the Operator;

Commencement Date means the date specified in Schedule A;

Commercial Activity has the meaning given under the Act;

Commercial Activity Agreement has the meaning given under the Act and includes this Agreement;

Contact Officer means the contact persons for the Parties as specified in Schedule D or any person substituted by either Party by notice to the other Party;

Cultural Resources has the meaning given in the Act;

Department means the Department of Environment and Resource Management (DERM);

Expiry Date means the date specified in Schedule A;

GST means any tax imposed under GST Law and includes GST within the meaning of the GST Act;

GST Act means the *A New Tax System (Goods and Services Tax) Act 1999 (Cth)* as amended;

GST Law means the GST Law as defined in the GST Act and includes any Act of Parliament of Australia that imposes or deals with GST;

Natural Resources has the meaning given under the Act, and includes the natural or physical features of the area including wildlife, water, minerals and air;

Operator means the company, individual or individuals authorised by the Chief Executive to conduct the Commercial Activity under the Agreement;

Parties means the Department and the Operator, and **Party** means either of the parties as the context requires;

Personal Information means information or an opinion (including information or an opinion forming part of a database) whether true or not and whether recorded in a material form or not, about an individual whose identity is apparent or can reasonably be ascertained, from the information or opinion;

Protected Area means the classes of protected area (State land) as defined by the *Nature Conservation Act 1992*;

Recreation Area means recreation area(s) defined by the *Recreation Areas Management Act 2006*, and described in Schedule A where the Approved Activities shall be conducted;

Regulation means the *Recreation Areas Management Regulation 2007* (Qld);

Return of Operations Report means the report provided by the Operator to the Department in accordance with clause 19;

State means the State of Queensland.

Suitable Person means a suitable person to be a party to an Agreement, having regard to the matters in Part 5, Division 1 section 70 (3) [as it refers to Part 4, Division 5 section 50] of the *Recreation Areas Management Act 2006*;

Supply has the same meaning as in the GST Act;

Tax Invoice has the same meaning as in the GST Act.

Term means the period commencing on the Commencement Date and ending on the Expiry Date.

1.2 INTERPRETATION

In this Agreement:

- a) a reference to any legislation or any provisions of any legislation includes any modification or re-enactment of the legislation or any legislative provision substituted for, and all legislation and statutory instruments and regulations issued under, the legislation;
- b) headings and the table of contents are for convenience of reference only and have no effect in limiting or extending the language of the provisions to which they refer;
- c) a reference to a clause, paragraph or schedule is a reference to a clause, paragraph or schedule of this Agreement;
- d) all monetary terms in this Agreement will be in Australian currency;
- e) where a day on or by which any thing is to be done is not a Business Day, that thing must be done on or by the next succeeding day, which is a Business Day;

- f) a reference to a person includes a reference to a corporation and other entities recognised by law;
- g) words denoting the singular include the plural and vice versa;
- h) words denoting one gender shall include a reference to all genders;
- i) save where the contrary intention appears, any term or expression to which a meaning is assigned by the *Recreation Areas Management Act 2006*, *Recreation Areas Management Regulation 2007* or the *Environmental Protection Act 1994* has the meaning so assigned when used in this Agreement;
- j) a party to this Agreement includes the executors, administrators, successors and permitted assigns of that party; and
- k) any agreement on the part of two or more persons will be deemed to bind them jointly and severally.

PART 1 APPROVED ACTIVITIES AND TERM

2. APPROVED ACTIVITIES

- 2.1 Subject to the terms of this Agreement, the Chief Executive authorises the Operator to conduct the Approved Activities detailed in Schedule A.

3. TERM

- 3.1 This Agreement shall commence on the Commencement Date and shall remain in force until the Expiry Date, unless sooner terminated or amended under this Agreement.

PART 2 MANAGEMENT AND OPERATION

4. CONDITIONS

This Agreement is subject to the general Recreation Management conditions in Clause 4.1 and the activity and/or location specific Recreation Management conditions (if any) detailed in Schedule C.

(Note: A breach of a Recreation Management Condition is an offence against the Recreation Areas Management Act 2006)

- 4.1 The general Recreation Management conditions as they apply to this Agreement are as follows:
 - a) The number of clients undertaking the Approved Activities must not exceed that specified in Schedule A.
 - b) The Operator shall commence the Approved Activities by June 30th 2010.

- c) The Operator must immediately notify the Chief Executive of a death or serious injury which occurs during the conduct of Approved Activities.
- d) In the event of any other accidents or injuries to clients or staff occurring during the conduct of Approved Activities, the Operator is to notify the Chief Executive within seven (7) Business Days of the occurrence.

5. ACCREDITATION

- 5.1 If at any time the Department recognises and adopts industry accreditation programs as a requirement for conducting Commercial Activities, the Chief Executive may require existing Operators to obtain such accreditation.
- 5.2 The Chief Executive shall provide written advice to the Operator if such accreditation is required to conduct the Approved Activities under this Agreement.

PART 3 FINANCIAL MATTERS / CONSIDERATIONS

6. COMMERCIAL FEE

- 6.1 The Operator, in providing the Return of Operations Report detailing the Approved Activities, shall calculate the cost of the Commercial Activity Fees and shall pay the full amount within twenty (20) Business Days after the end of each Calendar Month or Quarter, or make other in kind contributions as described in Schedule B.
- 6.2 The Operator shall pay fees associated with the Approved Activities or make other in kind contributions as described in Schedule B.
- 6.3 Fees will be increased in the manner specified in Schedule B.
- 6.4 Fees shall be paid in full within twenty (20) Business Days of the end of each Calendar Month.

7. PAYMENT OF COSTS

- 7.1 The Operator must pay the State the reasonable costs of repairing any damage caused by any means to the Natural Resources, Cultural Resources, facilities or structures in the Recreation Area where such damage, in the reasonable opinion of the Chief Executive, arises out of or in connection with the Operator's Commercial Activity in the Recreation Area.
- 7.2 The Chief Executive will determine the reasonable costs payable by the Operator.

8. MONEY OWING

- 8.1 All money at any time payable to the Chief Executive by the Operator pursuant to this Agreement is money owing to the State and is recoverable from the Operator as a debt due and owing to the State.

9. GOODS AND SERVICES TAX (GST)

- 9.1 The Parties acknowledge that GST will be payable on the Supplies made under this Agreement.

- 9.2 The Chief Executive will provide a Tax Invoice to the Operator upon payment of fees.

PART 4 ADMINISTRATIVE MATTERS

10. NO SUBCONTRACTING

- 10.1 The Operator will not subcontract any part of the Approved Activities.

11. PERMANENT TRANSFER (SALE) OF RIGHTS UNDER THIS AGREEMENT

- 11.1 This Agreement may be transferred in accordance with Part 5, Division 6 of the Act.

12. REVIEW

- 12.1 Reviews may be undertaken at the discretion of the Chief Executive and may include matters to do with protecting the natural and cultural values of the area, visitor amenity, visitor and public safety and fees.
- 12.2 The Chief Executive shall give written notice to the Operator of any proposed suspension of or amendments to the Agreement resulting from any review, as per Division 5 of the Act.

13. AMENDMENT, VARIATION AND EXTENSION

- 13.1 The Operator will immediately notify the Chief Executive in writing of any changes to the Operator's name, business and postal address, or Contact Officer.
- 13.2 Within four (4) weeks before the Expiry Date, the Chief Executive, at their sole discretion, may extend this Agreement (by amendment) for a period no greater than the original Term.
- 13.3 This Agreement may be varied by an agreement in writing executed by both Parties except as provided in 13(5).
- 13.4 It shall be sufficient evidence of a variation to this Agreement if the Parties execute and date an amendment schedule as an annexure to this Agreement.
- 13.5 The Operator acknowledges that this Agreement constitutes a statutory approval under the Act, and that despite any other provision of this Agreement, the Chief Executive may amend this Agreement at any time in accordance with the Act (Division 5, Sections 90 and 91) and that no compensation is payable to the Operator if this Agreement is so amended.

- 13.6 In the event that the Operator does not accept amendments proposed by the Chief Executive, and has not provided written acceptance within twenty (20) Business Days, the Operator will be considered to be in default of the Agreement.

14. DEFAULT, SUSPENSION AND CANCELLATION

14.1 Where the Operator:

- a) fails to comply with a provision of the Agreement and such failure is not remedied within twenty (20) Business Days of the Chief Executive giving written notice to the Operator specifying the nature of the Operator's failure to comply with the Agreement;
- b) is not, or is no longer, a Suitable Person to be a party to this Agreement;
- c) commits an act of bankruptcy or insolvency or is unable to pay its debts when due or admits in writing its inability to pay its debts;
- d) enters into any arrangements or composition with its creditors generally, or has a receiver, receiver and manager or administrator appointed;
- e) goes into liquidation or passes a resolution to go into liquidation (other than for the purposes of reconstruction);
- f) ceases to carry on business; or
- g) fails to accept amendments resulting from the review requested by the Chief Executive within twenty (20) Business Days;

the Operator will immediately be in default of this Agreement and the Chief Executive may cancel this Agreement by notice in writing.

- 14.2 Cancellation under this clause shall not give rise to any claim or action by the Operator for damages or compensation, but shall be without prejudice to any right of action or other remedy which the Chief Executive may have against the Operator in respect of any antecedent breach of or non-performance by the Operator of any of the terms contained in this Agreement.

- 14.3 The Operator acknowledges that this Agreement constitutes a statutory approval under the Act, and that despite any other provision of this Agreement, the Chief Executive may suspend the authorisation under the Agreement or cancel the Agreement in accordance with the Regulation, and that no compensation is payable to the Operator if this Agreement is so amended or cancelled.

15. COMPLIANCE WITH LAWS

- 15.1 The Operator shall, at their own expense during the term of this Agreement comply with and observe all Acts of Parliament, local laws, regulations, by-laws, orders and proclamations made or issued under such Act or Ordinance and with the lawful requirements of public, local or other authorities in any way affecting or applicable to this Agreement.

- 15.2 If at any time the Operator believes that it is in breach of clause 15.1, the Operator will immediately give written notice to the Department.

16. NO WARRANTY

- 16.1 The Chief Executive does not warrant that the Recreation Area is free from defect or that it is safe or suitable for the Approved Activities. The Operator uses the Recreation Area entirely at the Operators own risk and acknowledges that the Operator has checked the area to ensure that it is suitable for the use authorised under this Agreement.

17. INDEMNITY, RELEASE AND DISCHARGE

- 17.1 The Operator must indemnify the State, its officers, employees and agents (collectively 'the indemnified') against:

- (a) any loss, damage, expense or liability incurred by the State;
- (b) loss of or damage to property of the State; and
- (c) without limiting sub-clause 17.1(a), loss, damage, expense or liability incurred by the State (including legal costs and expenses on a solicitor/own client basis and the cost of time spent, resources used and disbursements paid by the State) as a result of any claim, action, suit, demand or proceeding made or brought by any person against the indemnified;

arising in connection with this Agreement, including:

- (i) the performance by or on behalf of the Operator;
- (ii) any negligent or other wrongful act or omission of the Operator, its officers, employees, agents, volunteers, sub-contractors, visitors, licensees, invitees or other persons for whose acts or omissions the Operator is vicariously liable;
- (iii) death of, injury to, loss of damage to (including property loss or damage) any person, including any officer, employee or agent of the State, the Operator and its officers, employees, agents, volunteers, sub-contractors, visitors, licensees and invitees; or
- (iv) any breach of this Agreement by the Operator.

18. INSURANCE

- 18.1 For the term of this Agreement, the Operator must take out and maintain the following insurances –

- (a) a public liability insurance policy for not less that \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property;

- (b) insurance under the *Workers' Compensation and Rehabilitation Act 2003* to cover workers, eligible persons, self employed contractors, directors, trustees and partners.
- 18.2 The Operator must ensure that the insurance policies required under this clause are with an Appropriate Insurer.
- 18.3 The insurances must cover all invitees, employees, contractors, agents, members or clients of the Operator and name the State as an interested party.
- 18.4 Before undertaking any activities in the Recreation Area, the Operator must have in place all the insurances required by this clause.
- 18.5 In any circumstances where the insurances required under this Agreement are cancelled, altered or expire before the Expiry Date of this Agreement, the Operator must cease all activities in the Recreation Area until such time as alternative insurance policies that comply with the requirements of this Agreement have been obtained.
- 18.6 From time to time (but no more than once annually) the Department, acting reasonably, can issue a notice to the Operator increasing the minimum insurance cover required by this clause.
- 18.7 The Operator must provide copies of certificates of currency for the insurances, or the insurance policy documents when requested by the Chief Executive for audit or compliance checks.

19. RETURN OF OPERATIONS REPORT

- 19.1 The Operator shall provide the Department, within twenty (20) Business Days of the end of each Calendar Month or Quarter, (as specified in Schedule B), a Return of Operations Report, in the format provided in Schedule E.

20. NOTICES

- 20.1 All notices and other correspondence under this Agreement may be served on either Party by hand, by pre-paid or registered mail, or by facsimile to the addresses specified in Schedule D or any substitute address as may have been notified in writing by the relevant Party from time to time.
- 20.2 Notice under this Agreement will be deemed to be given and served:-
- (a) if sent by pre-paid or registered mail, two (2) Business Days after deposit in the mail with postage prepaid;
 - (b) if delivered by hand, when delivered by hand; or
 - (c) if sent by facsimile transmission, upon an apparently successful transmission being noted by the sender's facsimile machine, prior to close of business at 5.00 pm. Facsimile transmissions received after 5.00 pm will be deemed to be received at the start of the next Business Day.

21. EFFECT OF AGREEMENT

Nothing in this Agreement shall be construed so as to show an intention by the parties to create a relationship between them of partnership, joint venture or principal and agent.

22. NO REPRESENTATION

The Operator shall ensure that its employees and agents conduct themselves at all times in dealings with third parties in such a manner so as not to infer that the Operator represents the Chief Executive or the Department.

23. ASSIGNMENT

The Operator shall not assign its interest in this Agreement without the prior written approval of the Chief Executive.

24. WAIVER

No rights under this Agreement shall be deemed to be waived except by notice in writing agreed to by the Parties.

25. SEVERABILITY

Any clause in this Agreement that is invalid or unenforceable must be read down to be valid and enforceable. If that is not possible, the clause is deemed to be severed from this Agreement to the extent of the invalidity or unenforceability without affecting the remaining clauses.

26. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between the Parties. Any prior arrangements, agreements, warranties, representations or undertakings (either written or oral) are superseded.

27. SURVIVAL

Clause 17 will survive upon cancellation or expiration of this Agreement.

28. DISPUTE RESOLUTION

28.1 A dispute about this Agreement arises when a Party gives notice of the dispute to the other Party containing adequate details of the dispute.

28.2 Any dispute about this Agreement must be referred by the Parties to their chief executive officers or their Contact Officers for resolution.

28.3 The Operator must continue to perform its obligations under this Agreement despite the existence of a dispute unless it obtains the Department's consent.

28.4 The Parties must comply with this clause before seeking relief in any court or tribunal, except for urgent interlocutory relief.

29. RIGHT TO INFORMATION AND DISCLOSURE

- 29.1 The *Right to Information Act 2009* (RTI Act) provides members of the public with a legally enforceable right to access documents held by Queensland Government agencies.
- 29.2 The RTI Act requires that documents must be disclosed on request, unless the documents are exempt or on balance, disclosure is contrary to the public interest.
- 29.3 Information relating to this Agreement is potentially subject to disclosure to third parties.
- 29.4 If disclosure under the RTI Act, and/or general disclosure of information provided by the Operator in connection with this Agreement, would be of substantial concern to the Operator, because it would disclose trade secrets, information of commercial value, the purpose or results of research or other information of a confidential nature, this should be indicated by the Operator. The Department cannot guarantee that any information provided by the Operator, will be protected from disclosure under the RTI Act.
- 29.5 Despite any other provision of this Agreement, the Department is entitled to publish on the Queensland Government Chief Procurement Office website (<http://www.qgcpo.qld.gov.au> under 'eTender system for Government Suppliers') or by any other means, the following details:
- 29.5.1 the name and address of the Operator;
 - 29.5.2 a description of the Approved Activities;
 - 29.5.3 Date of Commencement of the Agreement;
 - 29.5.4 Agreement value (if any);
 - 29.5.5 name and address of the Operator; and
 - 29.5.6 procurement method used.

30. PRIVACY and PERSONAL INFORMATION

- 30.1 If the Operator collects or has access to Personal Information in order to undertake the Approved Activities the Operator must:
- 30.1.1 comply with Parts 1 and 3 of Chapter 2 of the *Information Privacy Act 2009* in relation to the discharge of its obligations under this Agreement, as if the Operator was the Department;
 - 30.1.2 not use Personal Information other than for the purposes of the performance of the Approved Activities, unless required or authorised by law;

- 30.1.3 not disclose Personal Information without the consent of the Department, unless required or authorised by law;
- 30.1.4 not transfer Personal Information outside of Australia without the consent of the Department;
- 30.1.5 ensure that access to Personal information is restricted to those of its employees and officers who require access in order to perform their duties;
- 30.1.6 ensure that its officers and employees do not access, use or disclose Personal Information other than in the performance of their duties;
- 30.1.7 fully co-operate with the Department to enable the Department to respond to applications for access to, or amendment of a document containing an individual's Personal Information and to privacy complaints; and
- 30.1.8 comply with such other privacy and security measures as the Department reasonably advises the Operator in writing from time to time.
- 30.2 On request by the Department, the Operator must obtain from its employees or officers engaged for the purposes of this Agreement, an executed deed of privacy in a form acceptable to the Department.
- 30.3 The Operator must immediately notify the Department on becoming aware of any breach of clause 30.1.

THE PARTIES HAVE EXECUTED THIS AGREEMENT

SIGNED for and on behalf of the **STATE OF**
QUEENSLAND as represented by the
Department of Environment and Resource
Management

by Anne Greentree
(Director, Tourism and Visitor Services Branch),
Conservation Strategy and Planning, Queensland
Parks and Wildlife Service

This _____ day of _____ 20____
in the presence of:

(Witness: print full name)

FOR A COMPANY.

SIGNED on behalf of Sunshine Coast Hang
 Gliding Pty Ltd
ACN: 111 084 256

by authority of the directors in Accordance with
s127 of the Corporations Act 2001 (Cth) #

(print full name)
(Position: Sole Director / Director / Agent *)

(print full name)
(Position: Director / Secretary)

this _____ day of _____ 20____

Notes for companies signing Agreements:

- Seal is not required – but may be used.
- Sole director companies simply insert name and sign as **sole director** (striking out inapplicable titles).
- Other companies sign by **two directors** or by a **director and secretary**, striking out the inapplicable title.
- Where an **attorney or other agent** executes this Agreement on behalf of a company, the form of execution must indicate the source of this authority and a certified copy of the authority must be provided to DERM.
- A witness is not required in any case, except for an attorney or other agent where the source of authority requires a witness.

SCHEDULE A TERM AND APPROVED ACTIVITIES

TERM

Commencement Date: 1 January 2011.

Expiry Date: 31 December 2013

APPROVED ACTIVITIES

Recreation Area: Fraser Island Recreation Area including, Great Sandy National Park (Cooloola section).

Designated Sites: Carlo Sand Blow and Teewah hang gliding facility and the access ways to these sites.

The approved Commercial Activity: Hang Gliding

Approved Capacities: **Carlo Sand Blow**

- 2 tandem gliders on site or in the air at any one time
- 5 solo gliders on site or in the air at any one time
- 15 clients per day
- 10 clients on site at any one time

Teewah Hang Gliding Facility

- 2 tandem gliders on site or in the air at any one time
- 5 solo gliders on site or in the air at any one time
- 15 clients per day
- 10 clients on site at any one time

SCHEDULE B COMMERCIAL ACTIVITY FEES

The following fee schedule will apply for the period of this agreement.

- \$3.32 (GST inclusive) per person/per day (each visit) for every client who participated in the approved activities. The amount is to be paid for each calendar month within 20 business days of the end of each calendar month.

These fees only apply for the term of this agreement.

These fees will be subject to CPI increase during the term of this agreement.

If a new agreement is entered into on expiry of this agreement full commercial tour operator fees will apply for this activity.

Operators are required to report on the tours undertaken, and the number of 'passengers' taken on each tour on the 'Return of Operations' form (Schedule E) and make the required fee payment on a monthly basis.

The Return of Operations must be submitted to the Southern Permits Team, within 20 business days of the end of each calendar month to the address specified in Schedule D.

RTI DL RELEASE - NPSR

(A breach of a Recreation Management Condition is an offence against the Recreation Areas Management Act 2006, section 112)

Management Activities

- The Operator agrees to undertake the management activities outlined in Schedule A
- The Chief Executive agrees that the Queensland Parks and Wildlife Service will provide park and site management services, including maintenance of site infrastructure and facilities.
- In the event of the Operator being unable to perform the management activities outlined in Schedule A, the Operator will immediately inform the Ranger-in-Charge.

Conduct

The Operator agrees to the following conditions:

- To immediately notify the Chief Executive of a death or serious injury which occurs in the protected area and, in the event of any other accidents or injuries to clients or staff, notify the Chief Executive within 7 days of their occurrence.
- To obtain and comply with all the necessary authorisations to conduct hang gliding and para gliding activities as required by all Queensland and Commonwealth Government Departments, local authorities and other statutory authorities.
- To comply at all times with the safety, operational and administrative requirements of the Civil Aviation Safety Authority, the Hang Gliding Federation of Australia Inc.
- To notify the Chief Executive in writing and in advance of the names and qualifications of any instructors to be employed by the Operator and to provide copies of those qualifications.
- To comply at all times with the Hang Gliding Federation of Australia Inc Instructor Code of Conduct
- To ensure the activity is supervised by an appropriately qualified or certified person and that person carries a copy of their HGFA membership card while conducting the activities on the protected area
- To ensure all participants carry a copy of their HGFA membership card while undertaking the permitted activities on the protected area
- To only use appropriate and well maintained equipment, including safety and emergency equipment
- To ensure appropriate accident and emergency plans and procedures have been developed
- To ensure clients are properly informed of risks and safety procedures and that safe procedures are followed
- To ensure that motor vehicles, clients and all associated with the approved activities do not cause excessive noise that gives rise to repeated complaints from residents living in the neighbourhood of the protected area.
- The Operator shall supply the Director with details of the current promotional material on an annual basis or whenever significant changes are made
- The Operator will notify the Chief Executive in writing of any changes to the Operators details.

- The Operator shall ensure that all clients abide by the provisions of the legislation and abide by any instructions (verbal or in writing) of QPWS officers.

The Operator must ensure that:

- any maintenance requirements are reported to QPWS as soon as possible
- locking mechanisms are installed on removable pedestrian barrier on completion of activity
- only participants associated with this Agreement are permitted on the hang gliding ramp once the barriers are removed
- there is no form of advertising referring to the launching ramp as a whale watching or any other form of viewing platform
- structures (eg buildings, improvements, signs or access ways) are not constructed or added to, altered, modified or replaced without the prior written approval of the Chief Executive, nor permit or allow any such activities by participants
- the costs of repairing any damage caused to the protected area or facilities in the protected area that, in the opinion of the Chief Executive, results or is related in whole or part from the presence or conduct of the Operator, must be paid to the Chief Executive.

Within operational constraints, the Operator agrees to contribute reasonable assistance to QPWS in the provision of maintenance, transport, environmental and compliance monitoring.

RTI DL RELEASE - NPGR

SCHEDULE D CONTACT OFFICERS

ADDRESSES FOR SERVICE OF NOTICES/CONTACT PERSONS

CHIEF EXECUTIVE:

Director
Tourism and Visitor Services,
Queensland Parks and Wildlife Service
Level 4, 400 George St.
GPO Box 2454
Brisbane QLD 4001
Phone: (07) 3330 5238
Facsimile: (07) 3330 5277

Local Contact Person for operational matters / notifications:

Southern Region

Senior Project Officer
Assessment and Approvals
Southern Region
Queensland Parks and Wildlife Service
Level 4, 400 George St.
GPO Box 2454
Brisbane QLD 4001
Phone: (07) 3330 5237
Facsimile: (07) 3330 5277

OPERATOR

Registered Office (Address for Notices)
Company Secretary
Seven Network (Operations) Limited
Level 2
38-42 Pirrama Road
PYRMONT NSW 2009
Facsimile: (02) 8777 7778

Contact person and address for notices:

Supervising Producer
Great South East, Creek to Coast and
Queensland Weekender
Channel Seven Brisbane Pty Ltd
GPO Box 604, BRISBANE QLD 4001
Phone: (07) 3368 7371
Facsimile: (07) 3368 7262

SCHEDULE E RETURN OF OPERATIONS

For example;

Fraser Island Recreation Management Area Return of Operations

(to be completed for each tour)

Agreement Holder;.....

Registration numbers of all tour vehicles;.....

Site visited	Date site visited	Time arrived at site	Time departed site	No. vehicles on Tag-along tour	No. persons (not including driver-guide)
<i>Example site</i>	<i>1-Nov-09</i>	<i>10.00am</i>	<i>11.15am</i>	<i>4</i>	<i>25</i>
Champagne Pools					
Indian Head					
Central Station					
Pile Valley					
Camping Zones					
Govi					
Wongai					
One Tree Rocks					
Burad					
Camp Grounds					
Dundubara					
Central Station					
Lake Boomanjin					

SB = Sandblow

BCZ = Beach Camping Zone

CG = Camp Ground

Fees Payable	
Tour Fees (per vehicle)	\$38.50 X (no of vehicles) = X = \$
Camping Fees (per visitor, per night)	\$5.00 X (no of persons x no of nights) = X = \$
TOTAL	= \$
Signature:	

From: McCarthy Damian
Sent: Thursday, 9 August 2012 11:38 AM
To: Wright Michelle
Cc: Phelan Michael; Sharpe Paul
Subject: FW: Urgent Request

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: Aircraft Permits.xls; Air Fraser (CAA).pdf; Network Ten.pdf; Nine Network.pdf; Seven Network.pdf; Skydive Rainbow Beach.pdf; Sunshine Aviation.pdf; Sunshine Coast Hangliding (CAA).pdf; Sunshine State Paragliding (CAA).pdf

[Michelle/Michael](#)

As requested, copies of permits/agreements authorising the landing of aircraft attached. Rec Craft have also been included if needed.

Regards
Damian

Damian McCarthy
Senior Project Officer
Tourism and Visitor Service
Queensland Parks and Wildlife Service
Department of National Parks, Recreation,
Sport and Racing
Ph: (07) 3330 5604

From: Powley Alicia
Sent: Thursday, 9 August 2012 10:55 AM
To: McCarthy Damian
Cc: Gregory Sue; Sharpe Paul
Subject: FW: Urgent Request
Importance: High

Hi Damian

Attached is a list of the permits and agreements that we hold for landing aircrafts. I have included hang gliding and paragliding just in case they were needed as well. I have also attached a copy of the permits and agreements.

Cheers
Alicia

[Alicia Powley](#)

Project Support Officer
Tourism & Visitor Services
Queensland Parks and Wildlife Service
Level 4, 400 George Street, Brisbane
GPO Box 2454 Brisbane QLD 4001
Ph: (07) 3330 5241
Fax: (07) 3330 5277

From: Gregory Sue
Sent: Thursday, 9 August 2012 10:02 AM
To: Powley Alicia
Subject: FW: Urgent Request
Importance: High

Alicia, would you kindly compile this information request and forward to Damian cc Paul and myself.

Thank you, Sue.

Sue Gregory | A/Team Leader
Tourism and Visitor Services | QPWS
Department of National Parks, Recreation, Sport and Racing
Ph: 07 3330 5237 | Fax: 07 3330 5277
sue.gregory@npsr.qld.gov.au

From: Sharpe Paul
Sent: Thursday, 9 August 2012 9:50 AM
To: Low Jesse; Devine Dennis; Gregory Sue
Cc: McCarthy Damian
Subject: FW: Urgent Request
Importance: High

Jesse, Dennis, Sue, (and Damian could you please coordinate this one too, and send consolidated figures through to Michelle)
Please see attached request.

It seems to me that this is a RAM (letter of auth) and Marine Park permission matter only (aircraft landing on beaches) and I think it includes rec and commercial, for three years.

So please provide info as RAM / MP, rec / comm., for years 09-10, 10-11, 11-12.

Let me know if you foresee any difficulties obtaining this info.

Responses to Damian, and cc to me too please.

Regards, PS.

From: Wright Michelle
Sent: Thursday, 9 August 2012 9:30 AM
To: Gregory Sue; Sharpe Paul
Subject: Urgent Request
Importance: High

Hi Paul, Sue

We have an urgent request which relates to a task that the Minister personally set the region (yesterday during his visit).

Could you please email both Michael Phelan and I copies of all permits which have been issued in the last three years for the State of Queensland enabling aircraft to land on beaches that we manage (i.e. protected areas, recreation areas).

We also need copies of any refusals and associated details (i.e. assessment reports) that have been given for aircraft landing applications across the state for the past three years.

We are seeking this information as soon as possible so that we may progress with the given task.

If you can assist with this it would be greatly appreciated. Please let me know if you need further clarification.

Many thanks,

Michelle

Michelle Wright
Conservation Officer
Great Sandy Region
Queensland Parks and Wildlife Service
Department of National Parks, Recreation, Sport and Racing

Tel: (07) 4121 1629

Fax: (07) 4121 1650

Email: Michelle.Wright@npsr.qld.gov.au

RTI DL RELEASE - NPSR

From: Powley Alicia
Sent: Thursday, 9 August 2012 10:55 AM
To: McCarthy Damian
Cc: Gregory Sue; Sharpe Paul
Subject: FW: Urgent Request

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: Aircraft Permits.xls; Air Fraser (CAA).pdf; Network Ten.pdf; Nine Network.pdf; Seven Network.pdf; Skydive Rainbow Beach.pdf; Sunshine Aviation.pdf; Sunshine Coast Hangliding (CAA).pdf; Sunshine State Paragliding (CAA).pdf
Hi Damian

Attached is a list of the permits and agreements that we hold for landing aircrafts. I have included hang gliding and paragliding just in case they were needed as well. I have also attached a copy of the permits and agreements.

Cheers
Alicia

Alicia Powley

Project Support Officer
Tourism & Visitor Services
Queensland Parks and Wildlife Service
Level 4, 400 George Street, Brisbane
GPO Box 2454 Brisbane QLD 4001
Ph: (07) 3330 5241
Fax: (07) 3330 5277

From: Gregory Sue
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To: Powley Alicia
Subject: FW: Urgent Request
Importance: High

Alicia, would you kindly compile this information request and forward to Damian cc Paul and myself.

Thank you, Sue.

Sue Gregory | A/Team Leader
Tourism and Visitor Services | QPWS
Department of National Parks, Recreation, Sport and Racing
Ph: 07 3330 5237 | Fax: 07 3330 5277
sue.gregory@nprsr.qld.gov.au

From: Sharpe Paul
Sent: Thursday, 9 August 2012 9:50 AM
To: Low Jesse; Devine Dennis; Gregory Sue

Cc: McCarthy Damian
Subject: FW: Urgent Request
Importance: High

Jesse, Dennis, Sue, (and Damian could you please coordinate this one too, and send consolidated figures through to Michelle)
Please see attached request.

It seems to me that this is a RAM (letter of auth) and Marine Park permission matter only (aircraft landing on beaches) and I think it includes rec and commercial, for three years.

So please provide info as RAM / MP, rec / comm., for years 09-10, 10-11, 11-12.

Let me know if you foresee any difficulties obtaining this info.

Responses to Damian, and cc to me too please.

Regards, PS.

From: Wright Michelle
Sent: Thursday, 9 August 2012 9:30 AM
To: Gregory Sue; Sharpe Paul
Subject: Urgent Request
Importance: High

Hi Paul, Sue

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Could you please email both Michael Phelan and I copies of all permits which have been issued in the last three years for the State of Queensland enabling aircraft to land on beaches that we manage (i.e. protected areas, recreation areas).

We also need copies of any refusals and associated details (i.e. assessment reports) that have been given for aircraft landing applications across the state for the past three years.

We are seeking this information as soon as possible so that we may progress with the given task.

If you can assist with this it would be greatly appreciated. Please let me know if you need further clarification.

Many thanks,

Michelle

Michelle Wright
Conservation Officer
Great Sandy Region
Queensland Parks and Wildlife Service
Department of National Parks, Recreation, Sport and Racing

Tel: (07) 4121 1629

Fax: (07) 4121 1650

Email: Michelle.Wright@npsr.qld.gov.au

Permit¹

This permit is issued under the following legislation:

S132 Recreation Areas Management Act 2006

Permit to use recreational craft or land aircraft

Permit number: TVP704453811

Valid from: 01-NOV-2011 to 31-OCT-2012

Parties to the Permit

Role	Name	Address
Principal Holder	Network Ten Pty Limited (t/a Channel Ten) ACN 052 515 250	1 Saunder Street PYRMONT NSW 2009
Person In Charge	Mr Alex Robert Wilson	Sir Sammuel Griffith Drive MOUNT COOT-THA QLD 4066

Permitted Location Activity Details

Location (s)	Capacity	Activity (s)
Estate: Fraser Island Recreation Area	Landing on Eastern Beach, news crew only	Aerial Activities - Motorised - (Flying helicopters)
Estate: Great Sandy National Park Section: Fraser Island section Site: Toby's Gap Airstrip	Landing on Eastern Beach, news crew only	Aerial Activities - Motorised - (Flying helicopters)

Conditions of Approval

General Permit Conditions

Agency Interest: General

PG1 INDEMNITY

¹ Permit includes licences, approvals, permits, authorisations, certificates, sanctions or equivalent/similar as required by legislation.

Permit to use recreational craft or land aircraft

TVP704453811

The Principal Holder -

- (a) indemnifies; and
- (b) releases and discharges

the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the Estate(s) identified in the table(s) below ("the Estate") by the Principal Holder except to the extent of any negligent act of the State, its servants or agents.

The Principal Holder must notify the Department of Environment and Resource Management (DERM) in writing of any death, injury, loss or damage immediately upon the Principal Holder becoming aware of such death, injury, loss or damage.

PG2 COMPLIANCE WITH LAWS AND NO WARRANTY

The Principal Holder shall at their expense during the term of this Permit comply with and observe all Acts of Parliament, local laws, regulations or rules for the time being in force which apply to the Estate and/or the Principal Holder's use of the Estate.

The State does not warrant that the Estate is free from defect or that it is safe or suitable for the use authorised under this permit. The Principal Holder uses the Estate entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this permit.

PG3 INSURANCE

For the term of this permit, the Principal Holder must take out and maintain the following insurances ("the insurances") requirements -

- (a) a public liability insurance policy for no less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; and
- (b) insurance under the Workers Compensation and Rehabilitation Act 2003 to cover workers, eligible persons, self employed contractors, directors, trustees and partners.

The Insurances must be effected with an insurer that is registered with the Australian Prudential Regulation Authority (APRA) and has an S & P rating of no less than A-.

The Insurances must cover all invitees, employees, contractors, agents, members or clients of the Principal Holder and name the State of Queensland as an interested party.

Before undertaking any activities on the Estate, the Principal Holder must have in place all the

Permit to use recreational craft or land aircraft

TVP704453811

Insurances. In any circumstance where the Insurances are cancelled, altered or expire before the expiry date of this permit, the Principal Holder must cease all activities on the Estate until such time as alternative insurance policies that comply with the requirements of this permit have been obtained.

The Principal Holder must provide the Department of Environment and Resource Management (DERM) copies of certificates of currency for the Insurances, and the insurance policy documents, when requested by the DERM for audit or compliance checks.

PG4 Refer to attached Map and Risk Assessment for additional information.

Conditions for: Aerial Activities - Motorised - (Flying helicopters)

Agency Interest: General

- A1G1 Aircraft are not permitted to be flown over the Great Sandy National Park at a height lower than 300 metres except when taking off and landing.
- A1G2 All flights over the remainder of the Fraser Island Recreation Area shall not be conducted below 150 metres except when landing or take off.
- A1G3 Flights over Fraser Island Recreation Area shall not be conducted before 8:00am EST and after 4:00pm EST.

Conditions for: Fraser Island Recreation Area

Agency Interest: General

- L1G1 This permit does not warrant that the landing area is free from defect or that it is safe or suitable for the authorised use.
- L1G2 Permission is granted to land at Toby's Gap Airstrip only subject to the pilot's real time assessment that it is safe to do so.
- L1G3 Permission is granted to land on Eastern Beach only subject to the pilot's real time assessment that it is safe to do so.
- L1G4 Aircraft are not permitted to land anywhere south of Tooloora Creek and on Headlands and other culturally significant sites.

Permit to use recreational craft or land aircraft

TVP704453811

.....
Signed

Paul Sharpe
Delegate
Department of Environment and Resource Management

RTI DL RELEASE - NPSR

Permit¹

This permit is issued under the following legislation:

S132 Recreation Areas Management Act 2006

Permit to use recreational craft or land aircraft

Permit number: TVP705233511

Valid from: 13-DEC-2011 to 12-DEC-2012

Parties to the Permit

Role	Name	Address
Principal Holder	Queensland Television Ltd (t/a Nine Network Australia) ACN 009 674 373	Level 2, 54 Park Street SYDNEY NSW 2000
Person In Charge	Ms Kylie Blucher	Level 2, 54 Park Street SYDNEY NSW 2000

Permitted Location Activity Details

Location (s)	Capacity	Activity (s)
Estate: Fraser Island Recreation Area	Landing on Eastern Beach	Aerial Activities - Motorised - (Flying helicopters)
Estate: Great Sandy National Park Section: Fraser Island section Site: Toby's Gap Airstrip		Aerial Activities - Motorised - (Flying helicopters)

Conditions of Approval

General Permit Conditions

Agency Interest: General

PG1 INDEMNITY

The Principal Holder -

¹ Permit includes licences, approvals, permits, authorisations, certificates, sanctions or equivalent/similar as required by legislation.

Permit to use recreational craft or land aircraft

TVP705233511

- (a) indemnifies; and
- (b) releases and discharges

the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the Estate(s) identified in the table(s) below ("the Estate") by the Principal Holder except to the extent of any negligent act of the State, its servants or agents.

The Principal Holder must notify the Department of Environment and Resource Management (DERM) in writing of any death, injury, loss or damage immediately upon the Principal Holder becoming aware of such death, injury, loss or damage.

PG2 COMPLIANCE WITH LAWS AND NO WARRANTY

The Principal Holder shall at their expense during the term of this Permit comply with and observe all Acts of Parliament, local laws, regulations or rules for the time being in force which apply to the Estate and/or the Principal Holder's use of the Estate.

The State does not warrant that the Estate is free from defect or that it is safe or suitable for the use authorised under this permit. The Principal Holder uses the Estate entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this permit.

PG3 INSURANCE

For the term of this permit, the Principal Holder must take out and maintain the following insurances ("the insurances") requirements -

- (a) a public liability insurance policy for no less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; and
- (b) insurance under the Workers Compensation and Rehabilitation Act 2003 to cover workers, eligible persons, self employed contractors, directors, trustees and partners.

The Insurances must be effected with an insurer that is registered with the Australian Prudential Regulation Authority (APRA) and has an S & P rating of no less than A-.

The Insurances must cover all invitees, employees, contractors, agents, members or clients of the Principal Holder and name the State of Queensland as an interested party.

Before undertaking any activities on the Estate, the Principal Holder must have in place all the Insurances. In any circumstance where the Insurances are cancelled, altered or expire before the expiry date of this permit, the Principal Holder must cease all activities on the Estate until such time as alternative insurance policies that comply with the requirements of this permit have been obtained.

The Principal Holder must provide the Department of Environment and Resource Management (DERM) copies of certificates of currency for the Insurances, and the insurance policy documents,

Permit to use recreational craft or land aircraft

TVP705233511

when requested by the DERM for audit or compliance checks.

PG4 The Principal Holder must notify the permit issuing office, in writing within seven (7) days of:

- a) any changes to the nominee/permittee details; or
- b) the cessation of operation to which this permit relates.

Conditions for: Aerial Activities - Motorised - (Flying helicopters)

Agency Interest: Biodiversity

- A1B1 The Permit Holder must comply with the identified controls outlined in Table 1 of the 'Risk Assessment - Helicopter Beach Landings, Eastern Beach, Fraser Island' version number 1 - 180310.
- A1B2 The activity must not interfere with or otherwise disturb shorebirds or their habitats as referred to on map attached.

Conditions for: Fraser Island Recreation Area

Agency Interest: Biodiversity

- L1B1 All flights over the remainder of Fraser Island Recreation Area shall not be conducted below 150 meters except when landing or taking off.
- L1B2 Flights over Fraser Island Recreation Area shall not be conducted before 8:00am EST and after 4:00pm EST.
- L1B3 This permit does not warrant that the landing area is free from defect or that it is safe or suitable for authorised use.
- L1B4 Permission is granted to land on Eastern Beach only subject to the pilot's real time assessment that it is safe to do so.
- L1B5 Aircrafts are not permitted to land anywhere south of Tooloora Crekk and on Headlands and other culturally significant sites.

Conditions for: Great Sandy National Park - Fraser Island section - Toby's Gap Airstrip

Agency Interest: Biodiversity

- L2B1 Aircrafts are not permitted to be flown over Great Sandy National Park at a height lower than 300 meters except when landing and taking off.
- L2B2 Permission is granted to land at Toby's Gap Airstrip only subject to the pilot's real time assessment that it is safe to do so.

Permit to use recreational craft or land aircraft

TVP705233511

.....
Signed

Sue Gregory
Delegate
Department of Environment and Resource Management

RTI DL RELEASE - NPSR

Permit¹

This permit is issued under the following legislation:

S132 Recreation Areas Management Act 2006

Permit to use recreational craft or land aircraft

Permit number: TVP703501911

Valid from: 27-APR-2011 to 26-APR-2012

Parties to the Permit

Role	Name	Address
Principal Holder	Seven Network (Operations) Limited (t/a Channel Seven Brisbane) ACN 052 845 262	Level 2, 38 - 42 Pirrama Road PYRMONT NSW 2009
Person In Charge	Mr Maxwell John Walters	38-42 Pirrama Road PYRMONT NSW 2009

Permitted Location Activity Details

Location (s)	Capacity	Activity (s)
Estate: Fraser Island Recreation Area	Landing on Eastern Beach	Aerial Activities - Motorised - (Flying helicopters)
Estate: Great Sandy National Park Section: Fraser Island section Site: Toby's Gap Airstrip		Aerial Activities - Motorised - (Flying helicopters)

Conditions of Approval

General Permit Conditions

Agency Interest: General

PG1 INDEMNITY

¹ Permit includes licences, approvals, permits, authorisations, certificates, sanctions or equivalent/similar as required by legislation.

Permit to use recreational craft or land aircraft

TVP703501911

The Principal Holder -

- (a) indemnifies; and
- (b) releases and discharges

the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the Estate(s) identified in the table(s) below ("the Estate") by the Principal Holder except to the extent of any negligent act of the State, its servants or agents.

The Principal Holder must notify the Department of Environment and Resource Management (DERM) in writing of any death, injury, loss or damage immediately upon the Principal Holder becoming aware of such death, injury, loss or damage.

PG2 COMPLIANCE WITH LAWS AND NO WARRANTY

The Principal Holder shall at their expense during the term of this Permit comply with and observe all Acts of Parliament, local laws, regulations or rules for the time being in force which apply to the Estate and/or the Principal Holder's use of the Estate.

The State does not warrant that the Estate is free from defect or that it is safe or suitable for the use authorised under this permit. The Principal Holder uses the Estate entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this permit.

PG3 INSURANCE

For the term of this permit, the Principal Holder must take out and maintain the following insurances ("the insurances") requirements -

- (a) a public liability insurance policy for no less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; and
- (b) insurance under the Workers Compensation and Rehabilitation Act 2003 to cover workers, eligible persons, self employed contractors, directors, trustees and partners.

The Insurances must be effected with an insurer that is registered with the Australian Prudential Regulation Authority (APRA) and has an S & P rating of no less than A-.

The Insurances must cover all invitees, employees, contractors, agents, members or clients of the Principal Holder and name the State of Queensland as an interested party.

Before undertaking any activities on the Estate, the Principal Holder must have in place all the

Permit to use recreational craft or land aircraft

TVP703501911

Insurances. In any circumstance where the Insurances are cancelled, altered or expire before the expiry date of this permit, the Principal Holder must cease all activities on the Estate until such time as alternative insurance policies that comply with the requirements of this permit have been obtained.

The Principal Holder must provide the Department of Environment and Resource Management (DERM) copies of certificates of currency for the Insurances, and the insurance policy documents, when requested by the DERM for audit or compliance checks.

Agency Interest: Biodiversity

PB1 The Principal Holder must ensure that they have read the Fraser Island Risk Assessment (see attached).

Conditions for: Aerial Activities - Motorised - (Flying helicopters)**Agency Interest: Biodiversity**

- A1B1 Aircraft are not permitted to be flown over the Great Sandy National Park at a height lower than 300 metres except when taking off and landing.
- A1B2 All flights over the remainder of the Fraser Island Recreation Area shall not be conducted below 150 metres except when landing or taking off.
- A1B3 Flights over Fraser Island Recreation Area shall not be conducted before 8.00am EST and after 4.00pm EST.

Conditions for: Fraser Island Recreation Area**Agency Interest: General**

- L1G1 This permit does not warrant that the landing area is free from defect or that it is safe or suitable for the authorised use.
- L1G2 Permission is granted to land at Toby's Gap Airstrip only subject to the pilot's real time assessment that it is safe to do so.
- L1G3 Permission is granted to land on Eastern Beach only subject to the pilot's real time assessment that it is safe to do so.

Permit to use recreational craft or land aircraft

TVP703501911

.....
Signed

Damian McCarthy
Delegate
Department of Environment and Resource Management

RTI DL RELEASE - NPSR

Permit¹

This permit is issued under the following legislation:

- ☐ s10 Nature Conservation (Administration) Regulation 2006
☐ s34 Recreation Areas Management Act 2006
☐ s56 Forestry Act 1959

Commercial Activity Permit

Permit number: TVP503122410

Valid from: 21-DEC-2010 to 20-DEC-2013

Parties to the Permit

Role	Name	Address
Principal Holder	Coolum Drop Zone Pty Ltd as Trustee for Skydive Rainbow Beach Trust (t/a Skydive Rainbow Beach) 70100848333	PO Box 178 MOFFAT BEACH QLD 4551
Person In Charge	Mrs Susie McLachlan	PO Box 178 MOFFAT BEACH QLD 4551

Permitted Location Activity Details

Location (s)	Capacity	Activity (s)
Estate: Inskip Peninsula Recreation Area	Refer Condition A1G1	Aerial Activities - Non-motorised - (Parachuting - from fixed-wing)

Conditions of Approval

General Permit Conditions

Agency Interest: General

¹ Permit includes licences, approvals, permits, authorisations, certificates, sanctions or equivalent/similar as required by legislation administered by the Environmental Protection Agency and the Queensland Parks and Wildlife Service.

PG1 INDEMNITY

The Principal Holder -

- (a) indemnifies; and
- (b) releases and discharges

the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the Estate(s) identified in the table(s) below ("the Estate") by the Principal Holder except to the extent of any negligent act of the State, its servants or agents.

The Principal Holder must notify the Department of Environment and Resource Management (DERM) in writing of any death, injury, loss or damage immediately upon the Principal Holder becoming aware of such death, injury, loss or damage.

PG2 COMPLIANCE WITH LAWS AND NO WARRANTY

The Principal Holder shall at their expense during the term of this Permit comply with and observe all Acts of Parliament, local laws, regulations or rules for the time being in force which apply to the Estate and/or the Principal Holder's use of the Estate.

The State does not warrant that the Estate is free from defect or that it is safe or suitable for the use authorised under this permit. The Principal Holder uses the Estate entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this permit.

PG3 INSURANCE

For the term of this permit, the Principal Holder must take out and maintain the following insurances ("the insurances") requirements -

- (a) a public liability insurance policy for no less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; and
- (b) insurance under the Workers Compensation and Rehabilitation Act 2003 to cover workers, eligible persons, self employed contractors, directors, trustees and partners.

The Insurances must be effected with an insurer that is registered with the Australian Prudential Regulation Authority (APRA) and has an S & P rating of no less than A-.

The Insurances must cover all invitees, employees, contractors, agents, members or clients of the Principal Holder and name the State of Queensland as an interested party.

Before undertaking any activities on the Estate, the Principal Holder must have in place all the

Insurances. In any circumstance where the Insurances are cancelled, altered or expire before the expiry date of this permit, the Principal Holder must cease all activities on the Estate until such time as alternative insurance policies that comply with the requirements of this permit have been obtained.

The Principal Holder must provide the Department of Environment and Resource Management (DERM) copies of certificates of currency for the Insurances, and the insurance policy documents, when requested by the DERM for audit or compliance checks.

- PG4 Upon finalisation of the Great Sandy Aircraft Management Strategy, further consideration may be required to ensure the activity risk assessment compliments the strategy. Your permit may be amended in accordance with the recommendations outlined within the strategy.
- PG5 The Principal Holder must notify the Chief Executive of any incidents or injuries to any persons or damage to property or any unusual occurrence which occurs in the course of operations in the protected area no later than the next working day after their occurrence.
- PG6 The Principal Holder and the employees must not undertake any parachuting activity in contravention of any condition of this permit.
- PG7 The Principal Holder is advised that the proposed activities are within the boundaries of the proposed extension of the Fraser Island World Heritage Area and that should the activities under this permit impact on the World Heritage values, your permit may be amended accordingly.
- PG8 The Principal Holder must ensure approvals are provided by DERM before a new drop zone is used, the drop zone is inspected by the Area Safety Officer or his/her nominee and a risk assessment provided to DERM.

Conditions for: Aerial Activities - Non-motorised - (Parachuting - from fixed-wing)

Agency Interest: General

- A1G1 The Principal Holder is permitted to undertake 7 flights per day with max 2 clients per flight, in the air and landing at one time.

Agency Interest: Biodiversity

- A1B1 The activity must be conducted in day light hours and does not extend to night or water descents (deliberate descents into water).
- A1B2 The Principal Holder is responsible for ensuring trained ground crew are on site to identify possible landing hazards and to ensure all reasonable precautions have been undertaken to mitigate potential risks to participants and non participants.
- A1B3 The Principal Holder must develop accident and emergency plans and procedures and at all times follow safe procedures.
- A1B4 This permit does not authorise parachuting operations access onto the Fraser Island Recreation Management Area (including Fraser Islands beaches), the Cooloola Recreation Management

Area or the Great Sandy National Park - Fraser Island and Cooloola sections.

- A1B5 This permit does not authorise commercial whale watching or dolphin watching. The Principal Holder must ensure that if during the conduct of the approved activity whales and dolphins are encountered incidentally, the following provisions are to be complied with:

A person in control of a fixed wing aircraft must not, without reasonable excuse, bring the aircraft any closer to a whale than 300m or an altitude of 1000ft.

Conditions for: Inskip Peninsula Recreation Area

Agency Interest: Biodiversity

- L1B1 The Principal Holder is permitted vehicular access to the activity area (Inskip Peninsula Recreation Area "No Vehicle Zone") in the event of an unexpected or sudden crisis requiring urgent intervention only. This approval will not extend to permitting access by vehicles on to the "no vehicle zone" to transport instructors, clients or pick up and drop off equipment. This approval does not extend to the adjacent protected areas.
- L1B2 The Principal Holder is permitted to access the Inskip Peninsula Recreation Area "No Vehicle Zone" only.
- L1B3 The Principal Holder must not erect any permanent wind markers on the Recreation Area.
- L1B4 Aerial activities parachuting from fixed wing aircraft landings (only) are to be conducted in the "no vehicle zone" within the Inskip Peninsula Recreation Area. Two tandem parachutes are permitted in the air or on site at any one time.

.....
Signed

Damian McCarthy
Delegate
Environmental Protection Agency

Permit¹

This permit is issued under the following legislation:

- ☐ s10 Nature Conservation (Administration) Regulation 2006
☐ s34 Recreation Areas Management Act 2006
☐ s56 Forestry Act 1959

Commercial Activity Permit

Permit number: TVCA00813011

Valid from: 20-OCT-2011 to 19-OCT-2012

Parties to the Permit

Role	Name	Address
Principal Holder	Noosa Aviation Pty Ltd (t/a Sunshine Aviation) ACN 086 979 295	930 David Lowe Way MARCOOLA QLD 4564
Person In Charge	Mr Peter Thomas	930 David Lowe Way MARCOOLA QLD 4564

Permitted Location Activity Details

Location (s)	Capacity	Activity (s)
Estate: Fraser Island Recreation Area	Landings permitted at Toby's Gap Airstrip.	Aerial Activities - Motorised - (Flying other fixed-wing aircraft)
Estate: Great Sandy National Park Section: Fraser Island section Site: Toby's Gap Airstrip	Commercial charter/scenic flights and landing.	Aerial Activities - Motorised - (Flying other fixed-wing aircraft)

¹ Permit includes licences, approvals, permits, authorisations, certificates, sanctions or equivalent/similar as required by legislation.

Conditions of Approval

General Permit Conditions

Agency Interest: General

PG1 INDEMNITY

The Principal Holder -

- (a) indemnifies; and
- (b) releases and discharges

the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the Estate(s) identified in the table(s) below ("the Estate") by the Principal Holder except to the extent of any negligent act of the State, its servants or agents.

The Principal Holder must notify the Environmental Protection Agency (EPA) in writing of any death, injury, loss or damage immediately upon the Principal Holder becoming aware of such death, injury, loss or damage.

PG2 COMPLIANCE WITH LAWS AND NO WARRANTY

The Principal Holder shall at their expense during the term of this Permit comply with and observe all Acts of Parliament, local laws, regulations or rules for the time being in force which apply to the Estate and/or the Principal Holder's use of the Estate.

The State does not warrant that the Estate is free from defect or that it is safe or suitable for the use authorised under this permit. The Principal Holder uses the Estate entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this permit.

PG3 INSURANCE

For the term of this permit, the Principal Holder must take out and maintain the following insurances ("the insurances") requirements -

- (a) a public liability insurance policy for no less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; and
- (b) insurance under the WorkCover Queensland Act 1996 to cover workers, eligible persons, self employed contractors, directors, trustees and partners.

The Insurances must be effected with an insurer that is registered with the Australian Prudential Regulation Authority (APRA) and has an S & P rating of no less than A-.

The Insurances must cover all invitees, employees, contractors, agents, members or clients of

Commercial Activity Permit

TVCA00813011

the Principal Holder and name the State of Queensland as an interested party.

Before undertaking any activities on the Estate, the Principal Holder must have in place all the Insurances. In any circumstance where the Insurances are cancelled, altered or expire before the expiry date of this permit, the Principal Holder must cease all activities on the Estate until such time as alternative insurance policies that comply with the requirements of this permit have been obtained.

The Principal Holder must provide the Environmental Protection Agency (EPA) copies of certificates of currency for the Insurances, and the insurance policy documents, when requested by the EPA for audit or compliance checks.

PG4 The Principal Holder must notify the permit issuing office, in writing within seven (7) days of:

- a) any changes to the nominee/permittee details; or
- b) the cessation of operation to which this permit relates.

Conditions for: Aerial Activities - Motorised - (Flying other fixed-wing aircraft)

Agency Interest: General

- A1G1 Authorised landings at Toby's Gap airstrip are approved subject to a risk assessment of the designated landing area. The Principal Holder must contact the QPWS Eurong Office on Ph: 07 4127 9128, during office hours, in advance of proposed flights to ensure the landing area is safe to use.
- A1G2 Aircraft must not be flown over the Great Sandy National Park at a height lower than 300 metres except when taking off and landing.
- A1G3 All flights over the remainder of the Fraser Island Recreation Area must not be conducted below 150 metres except when land or taking off.
- A1G4 Aircraft landing at Toby's Gap Airstrip is permitted for the purposes of conducting commercial charter, scenic and joy flights only.
- A1G5 Flights must not be conducted over the Great Sandy National Park or Fraser Island Recreation Area before 8:00am EST and after 4:00pm EST.
- A1G6 This authority does not warrant that the Toby's Gap landing area is free from defect or that it is safe or suitable for the authorised use.
- A1G7 The conduct of flights will be monitored on an ongoing basis and should any adverse impacts arise from them then the approval for the flights may be varied, suspended or cancelled.
- A1G8 The Principal Holder must ensure this authority or a copy must be carried while conducting

activities within the Fraser Island Recreation Area

.....
Signed

Linda Gorman
Delegate
Department of Environment and Resource Management

RTI DL RELEASE - NPSR



COMMERCIAL ACTIVITY AGREEMENT

Number; CAA2010/023

For Paragliding activities within Cooloola Recreation Area

Recreation Areas Management Act 2006 (Qld)

Between

THE STATE OF QUEENSLAND

**as represented by the Department of Environment and Resource
Management; Queensland Parks and Wildlife Service.**

and

**Mr Jonathan Allen trading as
Sunshine State Paragliding Centre**

ABN: 64208058537

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THIS AGREEMENT IS MADE:**BETWEEN:**

THE STATE OF QUEENSLAND as represented by the **Department of Environment and Resource Management; Queensland Parks and Wildlife Service** ("the State")

AND: Jonathan Allen trading as Sunshine State Paragliding Centre; 213 Edwards Street SUNSHINE BEACH QLD 4567, ABN: 64208058537 ("the Operator")

RECITALS

- A. The State is empowered under the *Recreation Areas Management Act* to enter into a Commercial Activity Agreement authorising a person or other legal entity, to conduct a Commercial Activity in a Recreation Area.
- B. The State has considered the Operator's submission to operate a Commercial Activity and has decided to enter into a Commercial Activity Agreement.
- C. The Parties have agreed to record the terms of this Agreement.

AGREED TERMS:**1. DEFINITIONS**

- 1.1 In this Agreement, where commencing with a capital letter and unless the context otherwise requires;
 - a) *Act* means the *Recreation Areas Management Act* 2006 (Qld);
 - b) *Agent* includes employees, assistants, tour guides, drivers, driver-guides, contractors, and any other persons aiding the Operator or acting on behalf of the Operator in the conduct of the Approved Activities;
 - c) *Agreement* means this Commercial Activity Agreement and all schedules and annexures to this document;
 - d) *Approved Activities* means the Commercial Activities and their limits described in Schedule A;
 - e) *Approved Insurer* means an insurer that is registered with the Australian Prudential Regulation Authority and has a 'Standard and Poor's' rating of no less than A-, or a State or Commonwealth Government insurance fund for State and Commonwealth government departments and agencies;
 - f) *Authorisation* means the Commercial Activity authorised to be conducted under this Agreement; and the obligations under this Agreement for, and the conditions relating to, the conduct of the activity;
 - g) *Business Day* means between 9:00 am and 5:00 pm on a weekday, other than a Saturday, Sunday or public holiday in Queensland;
 - h) *Calendar Month* means any of the twelve (12) months of the year;

- i) **Calendar Quarter** means the periods 1 January to 31 March, 1 April to 30 June, 1 July to 30 September and 1 October to 31 December;
- j) **Chief Executive** means the Chief Executive of the Department who administers the Act, or their authorised delegate;
- k) **Client** (of the Operator) means any person participating in the Approved Activities whether or not upon payment of a fee or reward to the Operator;
- l) **Commencement Date** means the date specified in Schedule A;
- m) **Commercial Activity** has the meaning given under the Act;
- n) **Commercial Activity Agreement** has the meaning given under the Act and includes this Agreement;
- o) **Contact Officer** means the contact persons for the Parties as specified in Schedule D or any person substituted by either Party by notice to the other Party;
- p) **Cultural Resources** has the meaning given in the Act;
- q) **Department** means the Department of Environment and Resource Management (DERM), incorporating the Queensland Parks and Wildlife Service (QPWS);
- r) **Expiry Date** means the date specified in Schedule A;
- s) **GST** means any tax imposed under GST Law and includes GST within the meaning of the GST Act;
- t) **GST Act** means the *A New Tax System (Goods and Services Tax) Act 1999* (Cth) as amended;
- u) **GST Law** means the GST Law as defined in the GST Act and includes any Act of Parliament of Australia that imposes or deals with GST;
- v) **Natural Resources** has the meaning given under the Act, and includes the natural or physical features of the area including wildlife, water, minerals and air;
- w) **Operator** means the company, individual or individuals authorised by the Chief Executive to conduct the Commercial Activity under this Agreement;
- x) **Parties** means the Department and the Operator, and **Party** means either of the Parties as the context requires;
- y) **Personal Information** means information or an opinion (including information or an opinion forming part of a database) whether true or not and whether recorded in a material form or not, about an individual whose identity is apparent or can reasonably be ascertained, from the information or opinion;

- z) **Protected Area** means the classes of protected area (State land) as defined by the *Nature Conservation Act 1992*;
- aa) **Recreation Area** means recreation area(s) defined by the *Recreation Areas Management Act 2006*, and described in Schedule A where the Approved Activities shall be conducted;
- bb) **Regulation** means the *Recreation Areas Management Regulation 2007 (Qld)*;
- cc) **Return of Operations** means the report provided by the Operator to the Department in accordance with clause 20 (formerly the 'Daily Record');
- dd) **State** means the State of Queensland;
- ee) **Suitable Person** means a person 'suitable' to be a Party to an Agreement, having regard to the matters in Part 5, Division 1 section 70 (3) [as it refers to Part 4, Division 5 section 50, of the *Recreation Areas Management Act 2006*];
- ff) **Term** means the period commencing on the Commencement Date and ending on the Expiry Date.

2. INTERPRETATION

2.1 In this Agreement:

- a) a reference to any legislation or any provisions of any legislation includes any modification or re-enactment of the legislation or any legislative provision substituted for, and all legislation and statutory instruments and regulations issued under, the legislation;
- b) headings and the table of contents are for convenience of reference only and have no effect in limiting or extending the language of the provisions to which they refer;
- c) a reference to a clause, paragraph or schedule is a reference to a clause, paragraph or schedule of this Agreement;
- d) all monetary terms in this Agreement will be in Australian currency;
- e) where a day on or by which any thing is to be done is not a Business Day, that thing must be done on or by the next succeeding day, which is a Business Day;
- f) a reference to a person includes a reference to a corporation and other entities recognised by law;
- g) words denoting the singular include the plural and vice versa;
- h) words denoting one gender shall include a reference to all genders;

- i) save where the contrary intention appears, any term or expression to which a meaning is assigned by the *Recreation Areas Management Act 2006*, *Recreation Areas Management Regulation 2007* or the *Environmental Protection Act 1994* has the meaning so assigned when used in this Agreement;
- j) a Party to this Agreement includes the executors, administrators, successors and permitted assigns of that Party; and;
- k) any agreement on the part of two (2) or more persons will be deemed to bind them jointly and severally;
- l) if an expression is defined, other grammatical forms of that expression will have corresponding meanings;
- m) if an entity ceases to exist, is replaced, reconstituted or renamed, or its powers or functions are transferred to another entity, the reference is to the other entity.

3. **APPROVED ACTIVITIES**

- 3.1 Subject to the terms of this Agreement, the State authorises the Operator to conduct the Approved Activities detailed in Schedule A.

4. **TERM**

- 4.1 This Agreement shall commence on the Commencement Date and shall remain in force until the Expiry Date, unless terminated sooner or amended under this Agreement.
- 4.2 The Operator shall make application to the State within four (4) months, and not less than two (2) months, prior to the Expiry Date if it wishes to enter into a new Agreement to conduct the Approved Activities.

5. **CONDITIONS**

- 5.1 This Agreement is subject to the mandatory conditions in Clause 5.2 and the activity and/or location specific Recreation Management Conditions (if any) detailed in Schedule C.
- 5.2 The mandatory conditions as they apply to this Agreement are as follows:
 - a) The Operator must immediately notify the Chief Executive of a death or serious injury which occurs during the conduct of Approved Activities.
 - b) In the event of any other accidents or injuries to Clients or staff occurring during the conduct of Approved Activities, the Operator is to notify the Chief Executive within seven (7) Business Days of the occurrence.
- 5.3 The Operator must comply with the Recreation Management Conditions in Schedule C. The Operator acknowledges that if it breaches a Recreation Management Condition that it will commit an offence under section 112 of the

*Recreation Areas Management Act 2006.***6. ACCREDITATION**

- 6.1 If at any time the Department adopts industry accreditation programs as a requirement for conducting Commercial Activities, the State may require existing Operators to obtain such accreditation.
- 6.2 The State shall provide written advice to the Operator if such accreditation is required to conduct the Approved Activities under this Agreement.
- 6.3 If the Operator fails to comply with the requirements of an advice provided under clause 6.2 within a reasonable amount of time stipulated by the State, the State will be entitled to cancel this Agreement pursuant to clause 15.
- 6.4 Where the Operator has employed a subcontractor in relation to this Agreement, the Operator must ensure that the subcontractor also has the necessary accreditation.

7. COMMERCIAL FEE

- 7.1 The Operator shall pay all fees associated with the Approved Activities, or make other in-kind contributions as described in Schedule B.
- 7.2 Fees will be increased in the manner specified in Schedule B.
- 7.3 Fees must be paid in full within twenty (20) Business Days of the end of the Calendar Month, or Calendar Quarter, as specified in Schedule B.

8. PAYMENT OF COSTS

- 8.1 The Operator must pay the State the reasonable costs of repairing any damage caused by any means to the Natural Resources, Cultural Resources, facilities or structures in the Recreation Area where such damage, in the reasonable opinion of the State, arises out of or in connection with the Operator's Commercial Activity in the Recreation Area.
- 8.2 The State shall determine the reasonable costs payable by the Operator, and will notify the Operator in writing of the costs payable.
- 8.3 Payment will be required under clause 8 within twenty (20) Business Days of receiving the written notice in clause 8.2.

9. MONEY OWING

- 9.1 All money at any time payable to the State by the Operator pursuant to this Agreement is money owing to the State and is recoverable from the Operator as a debt due and owing to the State.

10. GOODS AND SERVICES TAX (GST)

- 10.1 In this clause "supply" and "tax invoice" have the same meaning as defined in the GST Law.

- 10.2 Where GST is payable under this Agreement for a supply, the fee is inclusive of GST and:
- (a) the State is not required to pay the GST Amount in addition to the fee;
 - (b) the Operator must remit the GST Amount to the Commissioner for Taxation in accordance with the GST Law.
- 10.3 The State shall provide a tax invoice to the Operator upon receipt of the fee.
- 10.4 The Operator warrants:
- (a) it is registered for GST at the Commencement Date and will maintain that registration for the Term of this Agreement;
 - (b) its ABN notified by the Operator to the State is correct.
- 10.5 The Operator must immediately notify the State if it ceases to be registered for GST.

11. SUBCONTRACTING

- 11.1 The Operator must not subcontract any part of the Approved Activities without the State's written consent.
- 11.2 Any consent given by the State for the Operator to subcontract;
- (a) will not operate as an authority to transfer responsibility to the subcontractor; and;
 - (b) will not relieve the Operator from any of its liabilities or obligations under this Agreement.
- 11.3 The Operator shall not assign this Agreement or any of the benefits under this Agreement without the State's consent.
- 11.4 Before engaging a subcontractor under this clause, the Operator must enter into an agreement with the subcontractor to ensure that the subcontractor complies with obligations imposed on the Operator under this Agreement.

12. PERMANENT TRANSFER (SALE) OF RIGHTS UNDER THIS AGREEMENT

- 12.1 This Agreement may only be transferred in accordance with Part 5, Division 6 of the Act.

13. REVIEW

- 13.1 Reviews may be undertaken at the discretion of the State and may include matters to do with protecting the natural and cultural values of the area, visitor amenity, visitor and public safety and fees and may take into account:
- (a) the performance of the Operator's obligations under this Agreement;

- (b) the performance of the Operator of the Approved Activities; and
 - (c) the Operator's compliance with the Act.
- 13.2 Subject to the Act, the State may at its sole discretion, if it is satisfied with a review conducted under this clause, require amendment of this Agreement or cancel this Agreement in accordance with clause 15.
- 13.3 In the event that the Operator does not accept amendments, in writing, as requested by the State within twenty (20) Business Days, the Operator will be considered to be in default of this Agreement.
- 13.4 The State shall give written notice to the Operator of any proposed amendment, suspension or cancellation of this Agreement in accordance with Part 5, Division 5 of the Act.
- 14. AMENDMENT**
- 14.1 The Operator shall immediately notify the State in writing of any changes to the Operator's name, business and postal address, or Contact Officer.
- 14.2 This Agreement may be amended by an agreement in writing, or replaced by a new Agreement, executed by both Parties except as provided in 14(4).
- 14.3 It shall be sufficient evidence of a amendment to this Agreement if the Parties execute and date an 'Amendments' Schedule as an annexure to this Agreement.
- 14.4 The Operator acknowledges that this Agreement constitutes a statutory approval under the Act, and that despite any other provision of this Agreement, the State may amend this Agreement at any time in accordance with Part 2, Division 3, Sections 12 and 13 of the Act, and no compensation is payable to the Operator if this Agreement is so amended.
- 15. SUSPENSION AND CANCELLATION**
- 15.1 Other than as provided for under the Act, where the Operator:
- a) fails to comply with a provision of this Agreement and such failure is not remedied within twenty (20) Business Days of the State giving written notice to the Operator specifying the nature of the Operator's failure to comply with this Agreement;
 - b) is not, or is no longer, a Suitable Person to be a Party to this Agreement;
 - c) commits an act of bankruptcy or insolvency or is unable to pay its debts when due or admits in writing its inability to pay its debts;
 - d) enters into any arrangements or composition with its creditors generally, or has a receiver, receiver and manager or administrator appointed;
 - e) goes into liquidation or passes a resolution to go into liquidation (other than for the purposes of reconstruction);

- f) ceases to carry on business; or
- g) fails to accept amendments resulting from the review requested by the State within twenty (20) Business Days;

the Operator will be in default of this Agreement and the State may immediately suspend or terminate (cancel) this Agreement by notice in writing.

- 15.2 Suspension or termination (cancellation) under this clause shall not give rise to any claim or action by the Operator for damages or compensation, but shall be without prejudice to any right of action or other remedy which the State may have against the Operator in respect of any antecedent breach of or non-performance by the Operator of any of the terms contained in this Agreement.
- 15.3 The Operator acknowledges that this Agreement constitutes a statutory approval under the Act, and that despite any other provision of this Agreement, the State may suspend the Authorisation under this Agreement or terminate (cancel) this Agreement in accordance with the Regulation, and that no compensation is payable to the Operator if this Agreement is so amended, suspended or cancelled.

16. COMPLIANCE WITH LAWS

- 16.1 The Operator shall, at their own expense during the Term of this Agreement comply with and observe all Acts of Parliament, local laws, regulations, by-laws, orders and proclamations made or issued under such Act or Ordinance and with the lawful requirements of public, local or other authorities in any way affecting or applicable to this Agreement.
- 16.2 If at any time the Operator believes that it is in breach of clause 16.1, the Operator shall immediately give written notice of the breach to the State.

17. NO WARRANTY

- 17.1 The State does not warrant that the Recreation Area is free from defect or that it is safe or suitable for the Approved Activities. The Operator uses the Recreation Area entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the use authorised under this Agreement.

18. INDEMNITY, RELEASE AND DISCHARGE

- 18.1 The Operator must indemnify the State, its officers, employees and Agents (collectively 'the indemnified') against:
 - (a) any loss, damage, expense or liability incurred by the Indemnified;
 - (b) loss of, or damage to, property of the Indemnified;
 - (c) without limiting sub-clause 18.1(a), loss, damage, expense or liability incurred by the Indemnified (including legal costs and expenses on a solicitor/own client basis and the cost of time spent, resources used and disbursements paid by the Indemnified) as a result of any claim, action, suit,

demand or proceeding made or brought by any person against the indemnified;

arising in connection with this Agreement, including:

- (i) the performance by or on behalf of the Operator;
- (ii) any negligent or other wrongful act or omission of the Operator, its officers, employees, Agents, volunteers, subcontractors, visitors, licensees, invitees or other persons for whose acts or omissions the Operator is vicariously liable;
- (iii) death of, injury to, loss of damage to (including property loss or damage) any person, including any officer, employee or Agent of the State, the Operator and its officers, employees, Agents, volunteers, subcontractors, visitors, licensees and invitees; or
- (iv) any breach of this Agreement by the Operator.

19. **INSURANCE**

19.1 For the Term of this Agreement, the Operator must take out and maintain the following insurances –

- (a) a public liability insurance policy for not less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property;
- (b) insurance under the *Workers' Compensation and Rehabilitation Act 2003* to cover workers, eligible persons, self employed contractors, directors, trustees and partners.
- (c) individuals and sole traders must be covered by personal accident insurance equivalent in coverage to that which is required under the *Workers' Compensation and Rehabilitation Act 2003* for self employed contractors.

19.2 The Operator must ensure that the insurance policies required under this clause are with an Approved Insurer.

19.3 The insurances must cover the State, and all invitees, employees, contractors, Agents, members or Clients of the Operator.

19.4 Before undertaking any activities in the Recreation Area, the Operator must have in place all the insurances required by this clause.

19.5 In any circumstances where the insurances required under this Agreement are cancelled, altered or expire before the Expiry Date of this Agreement, the Operator must cease all activities in the Recreation Area until such time as alternative insurance policies that comply with the requirements of this Agreement have been obtained by the Operator.

- 19.6 The State may, if the Chief Executive deems appropriate, issue a notice to the Operator increasing the minimum insurance cover required by this clause.
- 19.7 If the State issues a notice under clause 19.6, the Operator must comply with that notice within twenty (20) Business Days.
- 19.8 The Operator must provide copies of certificates of currency for the insurances, or the insurance policy documents, when requested by the State for audit or compliance checks.

20. THE 'RETURN OF OPERATIONS'

- 20.1 Where applicable, the Operator shall provide the State, within twenty (20) Business Days of the end of each Calendar Month or Calendar Quarter, (as specified in Schedule B), a Return of Operations, in the format provided in Schedule E.
- 20.2 The Return of Operations must be completed to the satisfaction of the State. If the State, at its sole discretion, deems that the Return of Operations is not satisfactory, the Return of Operations shall be returned to the Operator for completion in accordance with any written directions the State may provide.

21. DISPUTE RESOLUTION

- 21.1 The Parties agree to cooperate with each other in the performance of this Agreement and, in the event of a dispute arising, to negotiate in good faith a resolution of the dispute as follows:
- (a) a dispute about this Agreement arises when a Party gives written notice of the dispute to the other Party containing adequate details of the dispute.
 - (b) the Parties agree that any dispute arising must be dealt with by a process of escalation through each Party's respective management hierarchy within fourteen (14) days of the notice of dispute.
 - (c) The Operator must continue to perform its obligations under this Agreement despite the existence of a dispute unless it obtains the State prior written consent.
 - (d) The Parties must comply with this clause before seeking relief in any court or tribunal except for urgent interlocutory relief.

22. NATURE OF THIS AGREEMENT

- 22.1 The Operator acknowledges that this Agreement does not:
- (a) create an interest in land in the Recreation Area; or
 - (b) authorise the carrying out of earthworks or installation of a permanent structure in the Recreation Area.

23. **RIGHT TO INFORMATION AND DISCLOSURE**

- 23.1 The *Right to Information Act 2009* (RTI Act) provides members of the public with a legally enforceable right to access documents held by Queensland Government agencies.
- 23.2 The RTI Act requires that documents must be disclosed on request, unless the documents are exempt or on balance, disclosure is contrary to the public interest.
- 23.3 Information relating to this Agreement is potentially subject to disclosure to third Parties.
- 23.4 If disclosure under the RTI Act, and/or general disclosure of information provided by the Operator in connection with this Agreement, would be of substantial concern to the Operator, because it would disclose trade secrets, information of commercial value, the purpose or results of research or other information of a confidential nature, this should be indicated by the Operator. The State cannot guarantee that any information provided by the Operator, will be protected from disclosure under the RTI Act.
- 23.5 Despite any other provision of this Agreement, the State is entitled to publish on a Queensland Government website, or by any other means, the following details:
- (a) the name and address of the Department holding this Agreement;
 - (b) a description of the Approved Activities;
 - (c) the Commencement Date of this Agreement;
 - (d) Agreement value (if any);
 - (e) name and address of the Operator; and
 - (f) the 'procurement' method used.

24. **PRIVACY AND PERSONAL INFORMATION**

- 24.1 If the Operator collects or has access to Personal Information in order to undertake the Approved Activities the Operator must:
- (a) comply with Parts 1 and 3 of Chapter 2 of the *Information Privacy Act 2009* in relation to the discharge of its obligations under this Agreement, as if the Operator was the State;
 - (b) not use Personal Information other than for the purposes of the performance of the Approved Activities, unless required or authorised by law;
 - (c) not disclose Personal Information without the consent of the State, unless required or authorised by law;
 - (d) not transfer Personal Information outside of Australia without the consent of the State;

- (e) ensure that access to Personal Information is restricted to those of its employees and officers who require access in order to perform their duties;
 - (f) ensure that its officers and employees do not access, use or disclose Personal Information other than in the performance of their duties;
 - (g) ensure that its subcontractors who have access to Personal Information comply with obligations the same as those imposed on the Operator under this clause;
 - (h) fully co-operate with the State to enable the State to respond to applications for access to, or amendment of a document containing an individual's Personal Information and to privacy complaints; and
 - (i) comply with such other privacy and security measures as the Department reasonably advises the Operator in writing from time to time.
- 24.2 On request by the Department, the Operator must obtain from its employees or officers engaged for the purposes of this Agreement, an executed deed of privacy in a form acceptable to the State.
- 24.3 The Operator must immediately notify the State on becoming aware of any breach of clause 24.1.

25. **CONFLICT OF INTEREST**

- 25.1 The Operator warrants, to the best of its knowledge, it does not and is not likely to have any conflict of interest in the performance of this Agreement.
- 25.2 The Operator must not, and must take all reasonable measures to ensure its employees, Agents and subcontractors do not engage in any activity or obtain any interest in conflict with carrying out the Approved Activities fairly and independently.
- 25.3 If a conflict or risk of conflict of interest arises under clauses 25.1 or 25.2, the Operator must immediately give notice in writing to the State, which must include full disclosure of all relevant information about the conflict.
- 25.4 If the State is given a notice of conflict of interest pursuant to clause 25.3, or if the State otherwise identifies that a conflict of interest exists, the State may direct the Operator as to how to manage the conflict and the Operator must comply with any direction so given.
- 25.5 If the Operator does not notify the State under clause 25.3 or is unable or unwilling to resolve or deal with the conflict as required under clause 25.4, the State may cancel this Agreement under clause 15.

26. **GENERAL**

- 26.1 **Commissions and incentives** - The Operator must not offer anything to the State or any employee or Agent of the State, including a parent, spouse, child or associate of the employee or Agent, as an inducement, gift or reward, which could in any way influence the State's actions in relation to this Agreement.

- 26.2 **Waiver** – No provision of this Agreement shall be deemed waived unless that waiver is in writing signed by the waiving Party. A waiver by a Party of a breach of any provision of this Agreement shall not operate as a waiver of any subsequent breach of this Agreement. Any failure by a Party at any time to enforce a clause of this Agreement, or any forbearance, delay or indulgence granted by the State to the Operator will not constitute a waiver of that Party's rights.
- 26.3 **No partnership or joint venture, employment or agency** – The Operator is not by virtue of this Agreement in partnership or joint venture with the State, and must not represent itself or allow itself to be represented as a partner or joint venture, employee or Agent of the State.
- 26.4 **Governing law** – This Agreement is governed by the laws of Queensland and the Parties submit to the jurisdiction of the courts of Queensland.
- 26.5 **Entire Agreement** – This Agreement constitutes the entire Agreement between the Parties and supersedes all communications, negotiations, arrangements and agreements between the Parties.
- 26.6 **Variation** – Subject to clause 12 and the Regulation, no agreement or understanding that varies or amends this Agreement binds either Party unless it is in writing and signed by both Parties.
- 26.7 **Severability** – Any provision in this Agreement, which is invalid or unenforceable, is to be read down if possible, so as to be valid and enforceable, and if that is not possible the provisions must, to the extent that it is capable, be severed to the extent of the invalidity or unenforceability, without affecting the remaining provisions.
- 26.8 **Time of the essence** – Unless otherwise provided for by law, time is of the essence in this Agreement.
- 26.9 **Further assistance** – The Operator must do all things reasonably required by the State to give effect to this Agreement.
- 26.10 **No adverse inference** – No adverse inference must be drawn in the interpretation of this Agreement against the Party who was responsible for its preparation.
- 26.11 **Clauses to survive termination** – The following clauses will survive termination or expiration of this Agreement:
- (a) clause 10 (GST)
 - (b) clause 15 (Suspension and Cancellation)
 - (c) clause 18 (Indemnity, Release and Discharge)
 - (d) clause 23 (Right to Information and Disclosure)
 - (e) clause 24 (Privacy and Personal Information); and

(f) clause 26.4 (Governing Law).

26.12 **Costs** – Each Party shall bear their own legal costs in relation to the preparation and execution of this Agreement.

26.13 **Notices** – Notices under this Agreement must be in writing and may be delivered by prepaid postage or certified mail, by hand, by email, or by facsimile transmission to the Parties at the address specified in Schedule D or other address subsequently notified by a Party to the other.

(a) Notices will be deemed to be given -

- (i) two (2) days after deposit in the mail with postage prepaid; or
- (ii) immediately upon delivery by hand; or
- (iii) if sent by e-mail or facsimile transmission, upon completion of transmission.

(b) The Parties agree that where notice is given by either e-mail or facsimile the original document must be sent by post within five (5) Business Days of the transmission.

RTI DL RELEASE - NPSR

SCHEDULE A TERM AND APPROVED ACTIVITIES

<p>Item 1: OPERATOR and TERM</p>	<p>(a) Operator: Sunshine State Paragliding Centre; ABN: 64208058537</p> <p>(b) Place of Business: 213 Edwards Street SUNSHINE BEACH QLD 4567</p> <p>(c) Contact Details: Jonathan Allen</p> <p>(d) Commencement Date: 1 January 2011</p> <p>(e) Expiry Date: 31 December 2013</p>
<p>Item 2: APPROVED ACTIVITIES</p>	<p>(a) Recreation Area: Coolooloa section, Great Sandy National Park</p> <p>(b) Section: Coolooloa section</p> <p>(c) Zone or Designated Area: N/A</p> <p>(d) The Approved Activity: Paragliding activities</p> <p>(e) Activity Definition: "<i>Paragliding</i>" is a sport in which somebody jumps from an aircraft or a high place wearing a rectangular parachute that allows control of direction in the descent to the ground.</p> <p>(f) Activity Description: Paragliding activities involving solo gliders and tandem gliders operating within Coolooloa Recreation Area.</p> <p>(g) The Sites: Carlo Sand Blow and Teewah Hang Gliding Facility</p> <p>(h) Approved Activities: Paragliding</p>

<u>Item 3:</u> Management Activities	<p>(i) Capacities: <u>Carlo Sand Blow</u> 2 tandem gliders on site or in the air at any one time 5 solo gliders on site or in the air at any one time 15 clients per day 10 clients on site at any one time</p> <p><u>Teewah hang gliding facility</u> 2 tandem gliders on site or in the air at any one time 5 solo gliders on site or in the air at any one time 15 clients per day 10 clients on site at any one time</p> <p>For the term of this Agreement, the Chief Executive shall provide park and site management services, including maintenance of site infrastructure and facilities.</p>
---	--

RTI DL RELEASE - NPSR

SCHEDULE B

COMMERCIAL ACTIVITY FEES

<p>Item 1: FEES</p>	<p>(a) Agreement Fee: \$596.00 (3 year term).</p> <p>The following fees are regulated fees under the <i>Recreation Areas Management Act 2006</i>.</p> <p>(b) Daily Fees: From the 1 January 2011 \$4.10 per person per day (inc GST)</p> <p>(c) Return of Operations (Specific Requirements): These fees are subject to CPI increases during the term of this agreement.</p> <p>Operators are required to complete a 'Return of Operations' form for each tour undertaken, recording the numbers of passengers (clients) taken and the sites visited.</p> <p>The 'Return of Operations' forms (Schedule E of this Agreement) must be submitted along with any fees payable on a monthly basis.</p>
----------------------------	--

SCHEDULE C RECREATION MANAGEMENT CONDITIONS

(A breach of a Recreation Management Condition is an offence against the *Recreation Areas Management Act 2006*, section 112)

Management Activities

- The Operator agrees to undertake the management activities outlined in Schedule A
- In the event of the Operator being unable to perform the management activities outlined in Schedule A, the Operator will immediately inform the Senior Ranger.

Conduct

The Operator agrees to the following conditions:

- To immediately notify the Chief Executive of a death or serious injury which occurs in the protected area and, in the event of any other accidents or injuries to clients or staff, notify the Chief Executive within 7 days of their occurrence.
- To obtain and comply with all the necessary authorisations to conduct hang gliding and para gliding activities as required by all Queensland and Commonwealth Government Departments, local authorities and other statutory authorities.
- To ensure appropriate accident and emergency plans and procedures have been developed
- To ensure clients are properly informed of risks and safety procedures and that safe procedures are followed
- To ensure that motor vehicles, clients and all associated with the approved activities do not cause excessive noise that gives rise to repeated complaints from residents living in the neighbourhood of the protected area.
- The Operator will notify the Chief Executive in writing of any changes to the Operators details.
- The Operator shall ensure that all clients abide by the provisions of the legislation and abide by any instructions (verbal or in writing) of QPWS officers.
- The Operator must identify and mark the designated landing strip prior to commencement of activities and
- The Operator must ensure that the site is safe and there are no vehicle and pedestrian movements on the landing site whilst gliders land.

The Operator must ensure that:

- any maintenance requirements are reported to QPWS as soon as possible
- locking mechanisms are installed on removable pedestrian barrier on completion of activity
- only participants associated with this Agreement are permitted on the hang gliding ramp once the barriers are removed
- there is no form of advertising referring to the launching ramp as a whale watching or any other form of viewing platform

- structures (eg buildings, improvements, signs or access ways) are not constructed or added to, altered, modified or replaced without the prior written approval of the Chief Executive, nor permit or allow any such activities by participants
- the costs of repairing any damage caused to the protected area or facilities in the protected area that, in the opinion of the Chief Executive, results or is related in whole or part from the presence or conduct of the Operator, must be paid to the Chief Executive.

Within operational constraints, the Operator agrees to contribute reasonable assistance to QPWS in the provision of maintenance, transport, environmental and compliance monitoring.

RTI DL RELEASE - NPSR

SCHEDULE D CONTACT OFFICERS

<p>The CHIEF EXECUTIVE (for the Serving of Notices)</p>	<p>The Director Tourism and Visitor Services Queensland Parks and Wildlife Service Dept of Environment and Resource Management (Level 4, 400 George St.) GPO Box 2454 BRISBANE QLD 4001 Ph (07) 3330 5238</p>
<p>The OPERATOR (for the Serving of Notices and General Correspondence)</p>	<p>Sunshine State Paragliding Centre Attention: Mr Jonathan Allen PO Box 1372 NOOSA HEADS QLD 4567 Ph: sch4p3(3) Prejudice the protection of an individuals right to privacy Contact Person: Jonathan Allen Email: jonny@paragliding.net.au</p>
<p>QPWS VISITOR PERMITS UNIT (for the submission of 'Return of Operations' Reports, and General Correspondence)</p>	<p>For Southern Queensland; Senior Project Officer Visitor Permits Unit Queensland Parks and Wildlife Service Dept of Environment and Resource Management GPO Box 2454 BRISBANE QLD 4001 Ph (07) 3330 5238, spt@derm.qld.gov.au</p>

SCHEDULE E RETURN OF OPERATIONS

QPWS Permit Returns **Sunshine State Paragliding Centre** **2011**
(Month)

	Carlo Sandblow	Teewah Hang Gliding facility
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
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	27		
	28		
	29		
	30		
	31		
Tot		0	0

CAPACITY ea month

Total Number Visitors

Total Number

	@	Cost	\$3.32	#VALUE!

SCHEDULE F RELEVANT DETAILS OF THIS AGREEMENT

(The Operator, and its Agents need only carry with them Schedule F of this Agreement when undertaking the Approved Activities on QPWS managed areas. Schedule F must be produced on demand to an authorised QPWS Officer.)

OPERATOR and TERM	<p>(a) Sunshine State Paragliding Centre; ABN: 64208058537</p> <p>(b) Place of Business: 213 Edwards Street SUNSHINE BEACH QLD 4567</p> <p>(c) Contact Details: Jonathan Allen</p> <p>(d) Commencement Date: 1 January 2011</p> <p>(e) Expiry Date: 31 December 2013</p>
APPROVED ACTIVITIES	<p>(a) Recreation Area: Cooloola Recreation Area, Great Sandy National Park</p> <p>(b) Section: Cooloola section</p> <p>(c) Zone or Designated Area: Carlo Sandblow and Teewah Hang Gliding facility and the access ways to these sites, and the designated beach landing site extending 200m south and 2km north of the Teewah hang gliding facility platform or as otherwise identified by the aviation risk assessment commissioned by the Department.</p> <p>(d) The Approved Activity: Paragliding</p> <p>(e) Activity Definition: <i>“Paragliding”</i> is a sport in which somebody jumps from an aircraft or a high place wearing a rectangular parachute that allows control of direction in the descent to the ground.</p> <p>(f) Activity Description: Paragliding activities involving solo gliders and tandem gliders operating within Cooloola Recreation Area.</p> <p>(g) The Sites: Cooloola Recreation Area, Great Sandy National Park</p> <p>(h) Approved Activities: Paragliding</p> <p>(i) Capacities: <u>Carlo Sand Blow</u> 2 tandem gliders on site or in the air at any one time 5 solo gliders on site or in the air at any one time 15 clients per day 10 clients on site at any one time</p>

	<p><u>Teewah hang gliding facility</u></p> <p>2 tandem gliders on site or in the air at any one time</p> <p>5 solo gliders on site or in the air at any one time</p> <p>15 clients per day</p> <p>10 clients on site at any one time</p>
<p>Recreation Management Conditions;</p>	<p>The Operator agrees to the following conditions:</p> <ul style="list-style-type: none"> • To immediately notify the Chief Executive of a death or serious injury which occurs in the protected area and, in the event of any other accidents or injuries to clients or staff, notify the Chief Executive within 7 days of their occurrence. • To obtain and comply with all the necessary authorisations to conduct hang gliding and para gliding activities as required by all Queensland and Commonwealth Government Departments, local authorities and other statutory authorities. • To ensure appropriate accident and emergency plans and procedures have been developed • To ensure clients are properly informed of risks and safety procedures and that safe procedures are followed • To ensure that motor vehicles, clients and all associated with the approved activities do not cause excessive noise that gives rise to repeated complaints from residents living in the neighbourhood of the protected area. • The Operator will notify the Chief Executive in writing of any changes to the Operators details. • The Operator shall ensure that all clients abide by the provisions of the legislation and abide by any instructions (verbal or in writing) of QPWS officers. • The Operator must identify and mark the designated landing strip prior to commencement of activities and • The Operator must ensure that the site is safe and there are no vehicle and pedestrian movements on the landing site whilst gliders land.
<p>Other Information; (i) Contacts name and trading name.</p>	<p>Jonathan Allen</p> <p>Sunshine State Paragliding Centre</p>

SIGNED for and on behalf of the **STATE OF QUEENSLAND** as represented by the Department of Environment and Resource Management

by Anne Greentree
Director, Tourism and Visitor Services Branch,
Conservation Strategy and Planning, Queensland
Parks and Wildlife Service

this 20 day of Dec 20 10
in the presence of:

Michelle Hart
(Witness: print full name)

FOR AN INDIVIDUAL.

SIGNED on behalf of Jonathan Allen trading as
Sunshine State Paragliding Centre
(ABN: 64208058537)

this 17 day of December 2010

in the presence of:

Brian Vincent DORRIS
(Witness: print full name)

Witness must be a Justice of the Peace,
commissioner for Declarations or legal practitioner.

sch4p3(3) Prejudice the protection of an individuals right to privacy

(signature)

(signature)

(signature)

(signature)

72280

Notes for companies signing Agreements:

- Seal is not required – but may be used.
- Sole director companies simply insert name and sign as **sole director** (striking out inapplicable titles).
- Other companies sign by **two directors** or by a **director and secretary**, striking out the inapplicable title.
- Where an **attorney or other Agent** executes this Agreement on behalf of a company, the form of execution must indicate the source of this authority and a certified copy of the authority must be provided to DERM.
- A witness is not required in any case, except for an attorney or other Agent where the source of authority requires a witness.



Council, reflects his time growing up on the Coast.

He is also reuniting 22 years on with fellow talents Ian Tremewen and Lorraine Abernethy for an exhibition at Peregrin.

■ Their story is on Page 2.

Noosa News January 8, 2013

Chopper influx

15,000 more flights than any other airport, including major cities

By **PETER GARDINER**

A NOOSA resident has made the shock discovery the Sunshine Coast had 15,000 more helicopter movements than any other airport in Australia.

The resident fears the use of Teewah Airstrip may intensify

unless the community forces Sunshine Coast Council to help restrict Noosa North Shore helicopter training.

He has obtained eye-opening Air Services Australia figures that showed at August last year, the Coast airport had about 46,000 helicopter movements in a year

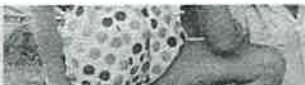
compared to Moorabin in Melbourne, which had about 30,000 and Brisbane Archerfield on about 23,000.

"We are number one by far," the resident said.

"I thought we'd be high, but I never thought we'd be way above the nearest major city.

"You have to factor into that, too, that our airport does not have a tower open 24 hours a day, so all the helicopter movements that happen out of hours aren't counted. So that's not our total. It's even more than that."

CONTINUED ON PAGE 5



Cheers to Eileen
— Pages 8-9



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Information sheet

Visitor management

Landing aircraft and recreational craft in QPWS managed areas

Introduction

Some Queensland Parks and Wildlife Service (QPWS) managed areas incorporate airstrips or other areas suitable for the landing of aircraft or recreational craft. While the primary purpose of these landing areas is to support management of surrounding or adjacent parks and forests, aircraft and recreational craft are used in a number of QPWS managed areas for a variety of additional purposes, including for access and scenic and recreational flights.

Other than in an emergency, it is generally an offence to land an aircraft or recreational craft in a QPWS managed area without a permit or written approval to do so.

Aircraft landings are discouraged in QPWS managed areas except at existing purpose-built airstrips.

Definitions

Recreational craft means hot air balloons, hang-gliders, paragliders or ultralight aircraft.

For the purposes of this information sheet, **QPWS managed areas** include:

- State forests and other lands managed under the *Forestry Act 1959*,
- Protected areas (State land) including national parks (scientific), national parks, national parks (recovery), conservation parks and resources reserves managed under the *Nature Conservation Act 1992*;
- Recreation areas declared under the *Recreation Areas Management Act 2006*.

Required permits

The operation of recreational craft and aircraft in QPWS managed areas is restricted by regulation:

- it is an offence for a person to use or land a recreational craft in a protected area (State land) (other than a designated landing area) without a permit under the *Nature Conservation (Protected Areas Management) Regulation 2006* (Protected Areas Management Regulation) sections 109 and 111.
- it is an offence to take off from a state forest using an aircraft or recreational craft under the *Forestry Regulation 1998* section 25.

The Protected Area Management Regulation stipulates the need for a permit to use a recreational craft and an approval to land recreational craft and aircraft in any area other than a designated landing area. For users of recreational craft, this provision is satisfied through the issuing of a single *Permit to land aircraft or use recreational craft*.

Landing aircraft and recreational craft in QPWS managed areas

Assessment of applications

All applications to land an aircraft or recreational craft in a QPWS managed area are subject to assessment and the following general matters will be considered:

- potential impacts on the natural and cultural values, other uses and management of the area;
- appropriateness of the proposed activity in relation to the area's landscape classification;
- the degree to which the application is in the community interest and consistency with priority community needs; and
- availability of alternative landing opportunities in the area.

QPWS will only support an application to land an aircraft on an airstrip where the airstrip meets requirements set out in the *Civil Aviation Regulations 1988* (Cwlth) and Civil Aviation Safety Authority guidelines for small aeroplane or helicopter landing areas (whichever is relevant).

QPWS may also require applications to land at a particular aircraft or recreational craft landing area to address additional criteria, where such landings are subject to particular issues that require special management arrangements. The issue of a permit or written approval to land is then subject to assessment of the application against the above general criteria and the additional criteria for that particular site.

Fees

At present, no fees are charged for a permit or approval to land an aircraft or recreational craft in QPWS managed areas. The exception to this is where such landings represent a component of a commercial activity in a QPWS managed area and a fee will be incurred in obtaining a commercial permit or approval.

Ground support

QPWS is not obliged to provide ground support for private or commercial aircraft or recreational craft landings. Applications to land may be refused where applicants are unable to arrange adequate ground support for landings.

Key terms and conditions of permits and approvals

Persons and organisations seeking to land an aircraft or recreational craft in a QPWS managed area are required to indemnify QPWS against any claim in relation to the death or injury of a person, or the loss of or damage to property caused by their act or default.

The issue of permits or approvals for landing aircraft or recreational craft at particular landing areas may be subject to the applicant holding appropriate public liability insurance.

Insurance

Public liability and indemnity insurance for no less than \$10 million dollars is required to accompany any permit for the use of a recreational craft or aircraft in a QPWS managed area.

Penalties

At present, a maximum of 120 penalty units apply for landing an aircraft or recreational craft in a QPWS managed area without a permit or written approval to do so.

How can I apply for a permit or approval?

An application form can be obtained by contacting QPWS.

Landing aircraft and recreational craft in QPWS managed areas

Applications should include:

- the name of the QPWS managed area(s) and the site(s) within those area(s) where the applicant wishes to land an aircraft or recreational craft; and
- a detailed outline of all intended activities within the QPWS managed area(s) and site(s). Additional pages may need to be attached to the application to provide this information.

Disclaimer:

While this document has been prepared with care, it contains general information and does not profess to offer legal, professional or commercial advice. The Queensland Government accepts no liability for any external decisions or actions taken on the basis of this document. Persons external to the Department of Environment and Resource Management should satisfy themselves independently and by consulting their own professional advisors before embarking on any proposed course of action.

Approved by

Andrea Leverington

Signature

15/09/2011

Date

Andrea Leverington
Assistant Director-General,
Queensland Parks and Wildlife Service

Enquiries:

Tourism and Visitor Services
Ph: 07 3330 5238
Fax: 07 3330 5277

Teewah Landowners Association Inc.
INCORPORATION NUMBER IA33478

12th December 2012

Sunshine Coast Regional Council
Locked Bag 72, Sunshine Coast Mail Centre
QLD 4560

**RE: SUBMISSION ON THE TREATMENT OF THE SO CALLED TEEWAH AIRSTRIP
(TEEWAH LANDING GROUND) UNDER THE DRAFT SUNSHINE COAST PLANNING
SCHEME**

The Teewah Landholders Association membership is comprised of the owners of 86 of the 107 blocks available in the Teewah Village (5 are unoccupied).

The following submission is the Associations view in relation to the Noosa North Shore Landing strip component of the draft Sunshine Coast Regional Council Planning Scheme.

- The association supports the inclusion of the landing ground reserve in the surrounding National Park

Alternatively:-

1. no activity of a commercial nature should be permitted
 2. the area continue to be available for community activities
- before any decision is made the World Heritage Listing application should be determined
 - we would appreciate an opportunity to be heard on these issues before the draft plan is finalised

We also formally request that the council,

- Delete all references to the Teewah Airstrip and the Strategic Framework in the proposed planning scheme;
- Ensure that such references are not replaced by alternative wording; and
- Ensure that there is no specific provision For the ongoing use or expansion of the Teewah Airstrip anywhere in the proposed planning scheme

Yours sincerely,

sch4p3(3) Prejudice the protection of an individuals right to privacy

s78B(2) - Personal information

Committee Member on behalf of [redacted] Chairman

c.c. Mr. Peter Pallot,
Hon. G.W Elmes
Cr. Tony Wellington
Mr. Ross Belcher
Mr. Geoff Brittingham
The Chairperson, Noosa North Shore Association

① A/Manager Tech Services, FYI.
② Area Manager SC, FYI.
③ File

RECEIVED

MARYBOROUGH OFFICE

18 DEC 2012

**Department of National Parks,
Recreation, Sport & Racing**

CTS No. [CTS No]

Department of National Parks, Recreation, Sport and Racing
MINISTERIAL DEPUTATION BRIEFING NOTE

29/11/2012 4pm

[Insert name of attendee/s]

TO: Minister for National Parks, Recreation, Sport and Racing

Chief of Staff	OK
Dated / /	
Approved Not Approved Noted	
Further information required	
Minister.....	
Dated / /	

SUBJECT: Access and use of Teewah Landing Ground Reserve

BACKGROUND

- The Honourable Glen Elmes MP, Member for Noosa has raised the matter of including the Noosa North Shore Landing Ground Reserve in the Great Sandy National Park while permitting ongoing access to the reserve by the Sunshine Coast Hang Gliding Club and the Noosa Model Flyers.
- Users of the reserve seek resolution of these matters with a view to making the tenure of the area more secure and thereby their rights to its ongoing use more certain.
- The reserve is surrounded by the Great Sandy National Park and is currently only accessible by traversing the national park.
- These matters have been the subject of discussions between the Sunshine Coast Regional Council (SCRC), industry bodies, the local community, and government agencies responsible for national parks, other environmental matters and land tenure.
- SCRC manages the reserve and wishes to maintain the current usage of the landing ground for various purposes, including hang-gliding and model aircraft operations.
- While NPRSR supports Sunshine Coast Hang Gliding Club's and the Noosa Model Flyers' ongoing use of the landing reserve, significant concerns have been raised in regards to helicopter and other aircraft training operations at this site.
- Nonetheless, resolving these matters would afford both the SCRC and the Queensland Parks and Wildlife Service (QPWS) some significant opportunities.
- As such, as partners in the management of the Noosa North Shore component of the Cooloola Recreation Area, it is recommended that SCRC and QPWS officers meet to identify all relevant issues for resolution, establish a priority list, and develop a strategic approach to resolve the issues including identifying the most suitable tenure arrangement between the landing ground and national park, including the preferred access.
- While the Department of Environment and Heritage Protection is responsible for any tenure issues concerning the reserve, it is noted that QPWS would welcome the inclusion of the outlying areas of the reserve in the surrounding national park so that they could be managed for their significant natural values.

CURRENT ISSUES

- Mr Geoff Brittingham, QPWS Regional Director for the Sunshine and Fraser Coast Region will contact SCRC to establish a process and timeframe for this cooperative approach
- Current expenditure by QPWS on maintaining the access track and fire control is approximately \$50,000 per annum and is mainly related to employee-related expenses and plant and vehicle running costs.
- Any upgrading of the area would require significant expenditure on the access track and would increase annual maintenance costs.

MINISTER'S COMMENTS

Author Name: Eleanor McDonnell Position: Team Leader ODDG Tel No: 3330 5190 Date: 21 November 2012	Cleared by Name: Annie Moody Position: Executive Director Operations East Tel No: 3330 5268	Cleared by Name: Clive Cook Position: A/Deputy Director-General QPWS Tel No: 3330 5270	Recommended: Name: Dr John Glaister Director-General, NPRSR Tel No: Date:
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From: Melzer Cate
Sent: Friday, 16 November 2012 1:01 PM
To: Price Stephen (Cotton Tree - Caboolture)
Cc: Bakhach Omar; Hoey Bob; Sharpe Paul
Subject: RE: Parra gliding vehicle launching question

Hi Steve,
I have spoken to DTMR, QPS and Bob Hoey, just to make sure I am correct in my thoughts.

Teewah Beach is definitely a road and the road rules do apply. Regardless of an authority under RAM, the activity would need to either:

- a) Conducted under a special circumstances permit issued by DTMR; or
- b) Have the beach closed to the public so it is not a road.

For a) to happen DTMR would have to be satisfied that the activity posed no risk to the public.

In the case of either a) or b) support for QPS will very probably be required.

I think we should discuss further, including Paul Sharpe, and make sure we have some correct advice available for both permitting staff and applicants.

I'd be keen to know just how this was previously authorised and by whom. It is highly unlikely that QPWS able to authorise this activity under RAM. See Bob Hoey's advice provided in 2010 below.

*From: Hoey Bob
Sent: Monday, 29 November 2010 3:08 PM
To: Hesse Angelika
Cc: Wyeth Kamilla; Kelly Todd
Subject: Hang glider towing at Cooloola*

Hi Angelika

I'm now in the Reef Policy Unit now, not QPWS or Terrestrial Policy, but I've thought about your issue.

There are no provisions in the RAM legislation that can be used to permit the launch of hang-gliders by towing behind vehicles, therefore the RAM Regulation will need to be amended if QPWS wants to allow this activity to continue on the beach at the southern end of Cooloola.

If a commitment was made to maintain historic uses at Cooloola, the activity should have been addressed in the RAM Regulation amendments at the time the Cooloola Recreation Area was declared. Given that this hang-glider towing activity seems to have been missed, it is probably a good idea for QPWS to conduct a "mini-planning" review of the uses on the North Shore (and elsewhere along the beach?) in order to confirm that there are no other activities that will also need legislative amendments.

There are no amendment regulations going forward between now and the end of the year that could be used to carry the required amendment, however it is something that could be progressed in 2011. This would depend on verifying the commitment to maintain historic uses.

The 40 day permit decision timeframe that you mentioned presumably relates to assessment of an application for a recreational craft permit. This assessment need not be held up. A recreational craft permit can still be issued within the decision timeframe (but it would not be able to include any authorisation for towing). Once the legislation is amended, the recreational craft permit could be amended to allow towing, or a separate authorisation for towing could be issued to supplement the recreational craft permit.

I suggest you get in touch with QPWS to discuss the review of this issue - I've forwarded this to the QPWS planning and policy teams for their info.

Regards

Bob

*Bob Hoey | Project Manager
Reef Policy | Natural Resources and Environment
Telephone: 07 3330 5978 Facsimile: 07 3330 5754*

*Email: bob.hoey@derm.qld.gov.au
Visit us @ www.reefwiseaquaculture.qld.gov.au
Department of Environment and Resource Management | 400 George Street, Brisbane Q 4000
GPO Box 2454, Brisbane, QLD 4001*

Catherine Melzer

Principal Conservation Officer
Strategic Services Unit
Queensland Parks & Wildlife Service

07 3330 5215

-----Original Message-----

From: Price Stephen (Cotton Tree - Caboolture)
Sent: Friday, 16 November 2012 10:58 AM
To: Melzer Cate
Cc: Bakhach Omar
Subject: Parra gliding vehicle launching question

Cate

Just wondering if you could give some guidance / understanding on this issue.

I was advised yesterday that a commercial operation has previously been given approval to launch parra gliders from a vehicle on Teewah beach within Cooloola RAM.

My understanding was that it was an offence under RAM (I am very rusty on new RAM amendments) to be on the outside of a vehicle or to be towed behind a vehicle?. My interpretation is that by virtue of the fact that the person is connected to the vehicle via rope that this constituted a breach, similar to people riding in the surf on a boggy board being towed behind a vehicle.

I also understood that while not being a gazetted road the beach by virtue of its use was considered a road under the transport legislation.

I was hoping you could give some clarity to the issue.

The permit was issued with a requirement of QPWS to review the safety aspects to the activity. I wanted to have a very clear understanding on the matter before we finalise.

Cheers

Stephen Price
Area Manager
Sunshine and Fraser Coast
Queensland Parks and Wildlife Service
Department of National Parks, Recreation, Sports and Racing

Ph:07 54596131 Mob: sch4p3(3) Prejudice the protection of an individuals right to privacy

From: Sharpe Paul
Sent: Thursday, 9 August 2012 11:05 AM
To: Powley Alicia
Cc: McCarthy Damian
Subject: RE: Urgent Request

Thanks Alicia.

Damian, I think hang gliders / paragliders are recreational craft (permit), and don't fit the aircraft definition (letter of auth).
Thanks, PS.

From: Powley Alicia
Sent: Thursday, 9 August 2012 10:55 AM
To: McCarthy Damian
Cc: Gregory Sue; Sharpe Paul
Subject: FW: Urgent Request
Importance: High

Hi Damian

Attached is a list of the permits and agreements that we hold for landing aircrafts. I have included hang gliding and paragliding just in case they were needed as well. I have also attached a copy of the permits and agreements.

Cheers
Alicia

Alicia Powley

Project Support Officer
Tourism & Visitor Services
Queensland Parks and Wildlife Service
Level 4, 400 George Street, Brisbane
GPO Box 2454 Brisbane QLD 4001
Ph: (07) 3330 5241
Fax: (07) 3330 5277

From: Gregory Sue
Sent: Thursday, 9 August 2012 10:02 AM
To: Powley Alicia
Subject: FW: Urgent Request
Importance: High

Alicia, would you kindly compile this information request and forward to Damian cc Paul and myself.

Thank you, Sue.

Sue Gregory | A/Team Leader
Tourism and Visitor Services | QPWS
Department of National Parks, Recreation, Sport and Racing
Ph: 07 3330 5237 | Fax: 07 3330 5277
sue.gregory@nprsr.qld.gov.au

From: Sharpe Paul
Sent: Thursday, 9 August 2012 9:50 AM

Release **To:** Low Jesse; Devine Dennis; Gregory Sue

Cc: McCarthy Damian

Subject: FW: Urgent Request

Importance: High

Jesse, Dennis, Sue, (and Damian could you please coordinate this one too, and send consolidated figures through to Michelle)

Please see attached request.

It seems to me that this is a RAM (letter of auth) and Marine Park permission matter only (aircraft landing on beaches) and I think it includes rec and commercial, for three years.

So please provide info as RAM / MP, rec / comm., for years 09-10, 10-11, 11-12.

Let me know if you foresee any difficulties obtaining this info.

Responses to Damian, and cc to me too please.

Regards, PS.

From: Wright Michelle

Sent: Thursday, 9 August 2012 9:30 AM

To: Gregory Sue; Sharpe Paul

Subject: Urgent Request

Importance: High

Hi Paul, Sue

We have an urgent request which relates to a task that the Minister personally set the region (yesterday during his visit).

Could you please email both Michael Phelan and I copies of all permits which have been issued in the last three years for the State of Queensland enabling aircraft to land on beaches that we manage (i.e. protected areas, recreation areas).

We also need copies of any refusals and associated details (i.e. assessment reports) that have been given for aircraft landing applications across the state for the past three years.

We are seeking this information as soon as possible so that we may progress with the given task.

If you can assist with this it would be greatly appreciated. Please let me know if you need further clarification.

Many thanks,

Michelle

Michelle Wright

Conservation Officer

Great Sandy Region

Queensland Parks and Wildlife Service

Department of National Parks, Recreation, Sport and Racing

Tel: (07) 4121 1629

Fax: (07) 4121 1650

Email: Michelle.Wright@nprsr.qld.gov.au

1. Introduction

The Great Sandy National Park - Cooloola section covering an area of 56 100 hectares, is situated on the south-eastern coastline and adjacent land areas, approximately 120km north of Brisbane within the state of Queensland. The park is gazetted for conservation purposes under the Protected Areas Regulation of the *Nature Conservation Act 1992*.

The park conserves a diverse range of coastal communities and landforms - from the Upper Noosa River and its catchment, the Noosa Plains, several lakes to Queensland's largest mainland sandmass which comprises a series of sand dunes extending 10km inland and over 260 metres in height. Nationally recognised for its outstanding natural, cultural, aesthetic, recreational, education and research values, Cooloola possesses many values important to the Queensland community.

Within Cooloola a diversity of recreation opportunities are available including scenic driving, beach activities, surfing, swimming, bushwalking, hang gliding, non-motorised and motorised water activities, picnicking and camping. Two locations within Cooloola are recognised as suitable hang gliding areas owing to the prevailing winds, location of launching sites and surrounding spectacular natural features.

2. Background Report

A moratorium on the issue of new commercial activity permits in the Fraser Island Recreation Area was introduced in 1989 and was later extended to include the Cooloola Section of the Great Sandy National Park

The effect of the moratorium has been to restrict the activities of the tour operators holding permits. While there have been some changes, operators are generally restricted to the same number of permits, the same capacity for each permit and the same tour routes as existed before the moratorium.

With the growth in the tourism industry since 1989, many people have sought to set up new businesses providing commercial tours to Cooloola and Fraser Island. The moratorium has meant that new permits could not be issued to these intending operators.

2.1 Review

In 1997/98 the Department of Environment, in conjunction with the Department of Tourism, Small Business and Industry conducted a review on tourism activities in the Great Sandy Region. The review included consideration of commercial activities, tour operations and permit arrangements.

The review was part of the implementation of the Great Sandy Region Management Plan (GSRMP), approved by the Queensland Government in 1994. The review was managed by a steering committee comprising the Manager (Great Sandy) Lachlan Fullerton and the Director, Tourism Projects, Ralph Henderson.

The objectives of the review were to:

- assess the impact of the current level of tourism and recreational activities
- to assess the opportunities for increased tourism and recreational activity
- to recommend level of visitor use which provide quality visitor experiences while protecting natural, cultural and social values; and
- to recommend policies and practices for the management of tourism and recreation.

As part of the review in 1997 the Department of Environment (DOE) engaged EDAW (Aust) Pty Ltd, Landscape Architects and Environmental Planners, to assess current tourism activities and impacts. The condition of the environment was assessed at more than 100 major visitor sites and routes. The results of the study will be used as a basis for recommending future levels of visitor use and policies for visitor management.

Further site and route assessments are currently being conducted by Queensland Parks and Wildlife Service (QPWS) staff utilising the methodology and field recording sheets developed by the consultant to enable systematic recording and ensure consistency with previous assessments. The results of these assessments, risk assessment and discussions with relevant user groups and authorities will be used as a basis for recommending future levels and conditions for commercial hang gliding and paragliding activities within the Cooloola Section of the Great Sandy National Park.

In consultation with the Hang Gliding Federation of Australia, Civil Aviation Safety Authority and relevant user groups this report aims to recommend the daily capacities and specific locations for future commercial hang gliding and paragliding activities within the Great Sandy National Park - Cooloola Section. These recommendations will be based on the assessment of current visitor activities, environmental, social, safety, and financial impacts.

There are currently no commercial operations permitted for hang gliding within Cooloola. The requirement is to ensure commercial operators hold current permits, and full public risk insurance for their activities.

Following the completion of the review of hang gliding and paragliding operations within the Cooloola Section of the Great Sandy, the QPWS will advertise for expressions of interest for new commercial activity permits for the limited number of sites in the Cooloola Section of the Great Sandy National Park assessed as having additional capacity.

3. Hang Gliding and Paragliding Opportunities

Hang gliding and paragliding is currently undertaken at Carlo Sand Blow and the Teewah hang gliding facility on Teewah Beach within Cooloola. Carlo Sand Blow is a mobile sand dune and provides a naturally occurring take off facility and access track. The hang gliding facility at Teewah has a launching platform and established access track from Teewah Beach.

Both sites are currently being utilised for hang gliding and paragliding by private individuals, social groups and associations. Each year, a major competitive hang gliding event is held at Carlo Sand Blow.

4. Commercial Activity Applications

Since the introduction of the moratorium the department has received several commercial activity applications and/or expressions of interest to conduct hang-gliding and/or paragliding activities within the Cooloola Section of the Great Sandy National Park.

On the completion of the review the QPWS intends to advertise for expressions of interest for new permits to conduct commercial hang gliding and paragliding activities at the two sites identified in the GSRMP.

5. Nature Conservation Act and Regulations

The *Nature Conservation Act 1992* provides for a system of protected areas as part of a comprehensive strategy for nature conservation in Queensland. Protected areas include national parks, national park (scientific), national parks (Aboriginal land), national parks (Torres Strait Islander land), conservation parks, resources reserves, nature refuges and coordinated conservation areas. The Act provides for the making of regulations and commercial activities are managed under the provisions of the *Nature Conservation Regulation 1994*.

Commercial activities are conducted under the authority of the *Nature Conservation Regulation 1994*. The relevant sections are listed below.

Nature Conservation Regulation 1994

Permit needed to conduct commercial activities

63.(1) A person must not conduct a commercial activity in a protected area unless—

- (a) the person holds a commercial activity permit for the area; or
- (b) the activity is conducted in the area under an agreement.

SCHEDULE 13

SECTIONAL DEFINITIONS

schedule 14, definitions “**commercial activity**”, “**group activity**”, “**licence**” and “**special activity**”

Meaning of ‘commercial activity’

1.(1) A “**commercial activity**” is an activity conducted for gain.

(2) A “**commercial activity**” may involve any of the following —

- (a) selling an article, material or thing;
- (b) supplying a facility or service;
- (c) commercial photography;
- (d) conducting a tour, safari, scenic flight, cruise or excursion;
- (e) advertising or promoting the use of a protected area as part of a tour, safari, scenic flight, cruise or excursion;
- (f) advertising or promoting the use of a protected area as a feature associated with a resort or tourist facility on land adjoining the area.

(3) “**Commercial activity**” includes an activity conducted for gain under

an agreement between the State and a person authorising the person to conduct a stated activity on a stated protected area for a stated time and on payment of a stated amount.

6. Governing Bodies

The Hang Gliding Federation of Australia Incorporated (HGFA) is a body constituted to administer the sport of hang gliding (at the national level) in Australia. Developments in other airports have extended the responsibility of HGFA to the related sports of hang gliding, paragliding and weightshift microlighting.

The operation of hang gliders, paragliders and weightshift microlights is a form of aviation and as such is subject to controls and regulations. Within Australia all Civil Aviation is subject to the provisions of the *Civil Aviation Act 1988*.

Hang gliders are regarded by the Civil Aviation Authority as non-powered weight shift controlled aircraft and the use of hang-gliders is subject to a Civil Aviation order. The Civil Aviation Order exempts hang gliders from the provision of certain parts of the Civil Aviation Regulations and specifies the conditions to be complied with by hang glider pilots. These conditions cover eligibility to operate a glider, adherence to the rules and regulations of the HGFA, mandatory qualifications for glider pilots and places where and heights at which a glider may or may not be flown.

The HGFA is responsible for establishing and regulating a HGFA Instructor Code of Conduct.

7. Carlo Sand Blow

7.1 General description

Carlo Sand Blow is located within the Cooloola Section of the Great Sandy National Park, it is an active mobile dune rising 126 metres above sea level. The mobile dune extends approximately 500 metres inland and is bare of vegetation. The vegetation surrounding the sand blow is a mixed forest predominantly *Corymbia intermedia*, *Eucalyptus racemosa*, *Banksia integrifolia*, *Banksia serrata*, *Acacia aulacarpa*, *Acacia flavescens*, *Allocasuarina littoralis* and *Lophostemon confertus* (saplings) with most trees and shrubs in exposed areas markedly deformed and stunted by the action of the wind.

7.2 Public access and usage

Carlo Sand Blow is situated on the south-eastern boundary of the Rainbow Beach township on the national park north-east boundary. A vehicle car park is located on council land on Cooloola Drive at the commencement of the walking track directing visitors to the sand blow.

The graded walking track through a sandy environment has been hardened with woodchip, two sections of the walking track have been boarded to minimise erosion due to the steep grade. The track directs visitors to a wooden platform on the fringe of open forest and the Carlo Sand Blow.

Due to its natural features, ease of access, and distance of walking track (600 metres), the sand blow currently receives a moderate to high level of visitation by local residents, national and international visitors. It is also growing in popularity for both hang gliding and paragliding due to its unique naturalness and close proximity to a major township.

7.3 Hang gliding and paragliding opportunities and constraints

Hang gliding and paragliding is primarily conducted on site during the months of September through to late February due to the prevailing north easterly sea breeze. A more limited use of the site by gliders occurs all year round the only constraint being wind direction and strength.

Hang gliders are carried over the shoulder or transported by trolley along the walking track to the wooden platform on the fringe of the vegetation of the blow.

The glider is then assembled on the sand to the right of the platform, no gliders were observed being assembled on the platform, the platform being too small to accommodate gliders. The equipment is stored at the set up point. Paragliders are transported on a backpack via the same route and assembled at take off points.

Take off points are primarily from the front of the blow and open areas on the southern section. The north east corner of the blow also providing a take off point for paragliders.

The majority of hang gliders are landing back on the blow those at an intermediate level are also landing on a strip of vegetation adjacent to the vehicle access ramp to the beach and dependant on tides and beach conditions on the beach in front of the blow. Paragliders primarily land on the north eastern side of the blow.

Discussions with the local association and club identified that accidents requiring helicopter evacuation from the site have previously occurred. Pilot error, misinterpretation of conditions and lack of local knowledge considered the primary cause. Incident/accident records are currently being sought from the HGFA.

7.4 Recreation, tourism and visitor use impact assessment

In 1997 EDAW (Aust) Pty Ltd, Landscape Architects and Environmental Planners was commissioned by the Department of Environment to assess current tourism activities and the impacts of these activities as a basis for recommending future levels of visitor use and policies for visitor management.

The Recreation Opportunity Spectrum (ROS) and Route Classification for the Great Sandy Region as outlined in the GSRMP for the entire GSR was used as a bench mark against which the condition of existing sites and routes were assessed. A field recording sheet was developed by the consultant to enable the systematic recording of all relevant site and route information for comparison and analysis.

In September 1999 QPWS staff conducted a field assessment of the site utilising the spectrum of descriptive recreation classes as outlined in the GSMP and field recording sheet and methodology initiated by the consultancy to ensure consistency with previous assessments.

7.4.1 Summary of assessment:

7.4.2. Significant area values and facilities:

Significant area values &/or facilities	
Environmental	Geological processes, active sand blow
Cultural	No known particular values
Visual	Views of coastline, coloured sand cliffs, Tin Can Bay Inlet, sand blow
Tourism & Recreation Values	Located close to major township - entry point to Fraser Island, hang gliding, paragliding, photography, nature appreciation, day use, annual competitive hang gliding, ease of access
Tourism & Recreation Facilities	Car park on council owned land, maintained walking track, viewing platform

The site possesses significant naturally occurring features of scenic and aesthetic values, with views of the coastline to Double Island Point, comprising landforms of vegetated dunes, coloured sand cliffs and an active sand blow.

It should be noted that the absence of information and/or observations should not be taken to indicate that further site investigations will not reveal significant environmental and/or cultural values.

The existing car park is outside the boundary of the national park situated on council owned land. The car park is unsealed and the lack of relevant drainage is resulting in erosion of the site and surrounds. Planning has commenced for the redevelopment of the site to provide defined car parking with a bitumen surface, fencing and relevant drainage. Existing signage requires replacing with regulatory signage acceptable to the QPWS and the HGFA.

7.4.3. Recreation opportunity spectrum classification

ROS Criteria	Actual Condition				
	semi remote non motorised	semi remote motorised	natural	intensive	urban
Access					
Site modification					
Social interaction					
Recreation experiences					
Self reliance					
Visitor Management					

The ROS as adopted from the GSRMP was used to compare the actual condition with the desired classification.

The ROS provides a broad framework for the management of the type and level of recreation use and development in the respective classes. The field assessment conducted by (QPWS) staff indicates the site is currently being managed within its desired ROS classification.

7.4.4 Levels of peak visitor use

Type of Use	Peak Level of Use			Notes
Tour Operator	L	M	H	No permitted commercial operations
4WD Hire	L	M	H	Unknown
Free and independent travellers (FITS)	L	M	H	Local ranger observations
Hang gliders	L	M	H	Local ranger observations

There is no precise quantitative data available on visitor numbers and/or type of activities and sites utilised by day visitors. Information regarding peak levels of visitor use for the site has been obtained from discussions with local ranger staff and is therefore indicative only.

7.4.5. Level of visitor impacts

Level of visitor impacts	Low	Moderate	High
Environmental			
Erosion & sedimentation	Minor erosion evident		
Site compaction	Minor ground hardening evident		
Damage to walking track	Minimal damage of walking tracks		
Weed invasion	Very limited level of weed invasion present		
Vegetation disturbance or removal		Moderate removal of some tree branches and/or tree damage	
Visual			
Litter	Some litter evident		
Vandalism		Moderate level of damage/vandalism	
Social			
Crowding & noise	Minor levels of crowding & noise		
Inappropriate user mix	Minor user type conflict		
Overall Level of Impact	Low		

An assessment of the site was conducted by QRWS staff and provides a “snapshot” of impacts evident. The assessment concurred the overall level of impact was low.

Recreation orientated research and monitoring of the environmental and social impacts of particular recreation activities on site have not previously being conducted and can therefore not be attributed to any particular user group and/or activity.

7.4.6 Site opportunities and constraints

Site Opportunities and Constraints		
Opportunities	Possible effects	Constraints
Redevelopment of car park	Reduction in erosion Defined parking Improved safety Increase in visitor use	Spatial Limited number of car parks Budget constraints
Widening of walking track	Increased safety for all user groups Minimise user conflict	Environmental Topography Vegetation disturbance Budget constraints
Signage (safety & interpretive)	Enhanced visitor experience Greater appreciation and awareness of the conservation values Improved safety for pilots and public	

7.4.7 Overall site visitor capacity index

+2	+1	0	-1	-3
Site significantly under used. Potential to increase site capacity significantly. +50%	Site somewhat under utilised. Potential to increase site capacity somewhat. +25%	Maintain status quo. Little or no capacity for expansion, and/or little or no need for changing type of activities permitted, and/or little or no mitigation of impacts required. +/-10%	Site some what over used. Requires a moderate reduction in level of use, and/or moderate change of activities permitted, and/or moderate mitigation of impacts. -25%	Site heavily over used. Requires a significant reduction in level of use, and/or significant change of activities permitted, and/or significant mitigation of impacts. -50%

The overall visitor site capacity was determined on consideration of the desired ROS classification, current level of visitor impact and site opportunities and constraints and given a 0 classification with the site being considered to have little capacity for an increase in visitor usage.

7.4.8 Potential tourism opportunities and effects

Potential Tourism Opportunities	Effects
Hang gliding, Paragliding	Increased visitor numbers Possible user conflict between commercial and private Possible conflict between different user groups Trampling of vegetation at take off points Safety issues
Nature appreciation	Increased visitor numbers Possible conflict between different user groups Greater appreciation of the natural environment Greater conservation awareness
Educational	

Scope exists for a level of permitted activities, however commercial activities should only form a minor component of total use and not lead to the domination of a particular site, or unreasonably restrict or exclude the recreational opportunity of other users.

7.4.9 Monitoring recommendations

Indicator	Method
Number of visitors, type of user groups	Survey
Conflict between user groups	Note the number of written and/or verbal complaints received
Vandalism, litter, vegetation disturbance	Visual inspection and recording as per local management maintenance schedule

7.5 Risk assessment

Site assessments and general observations of hang gliding and paragliding activities, discussions with Senior Ranger Cooloola the Sunshine Coast Hang Gliders Association Safety Officer and on site discussions with the President Rainbow Social Flyers Club have been undertaken by QPWS staff to identify

potential risks and conflicts and discuss possible strategies to minimise those risks and conflicts identified for both pilots and the general public.

To further reduce the possibility of civil litigation in the event of injury or death this site has been subject to a Departmental risk assessment by the Regional Training and Safety Co-Ordinator.

Following these assessments the following hazards have been identified. For the purposes of brevity they have been noted in summarised format.

7.5.1 Public access

The walking track is utilised by walkers and the gliders carrying or wheeling equipment to the blow. Due to the width of sections of the walking track (approximately 1 metre) there is the potential of injury to walkers and/or pilots.

Control measures

- i) Develop a separate track for gliders.
Whilst eliminating the interaction with the public this alternative is considered impractical as it would be difficult to stop members of the public using the track and difficult to police. The environmental and impact of yet another track would also be detrimental to the conservation and aesthetic values of this area
- ii) Increase the width of the walking track and boardwalks.
Commence and implement planning for the widening of the walking track and boardwalks to the Carlo Sand Blow to diminish the potential for injury.
- iii) Upgrade on site signage.
Upgrade signage at the commencement of the walking track to include general safety information as per the “draft” QPWS Sign Manual and in compliance with HGFA requirements and standards for signage.
- iv) Site assessments.
A record of site assessments and outcomes currently conducted within Cooloola should be maintained to ensure all trip hazards, overhanging limbs and dead vegetation are promptly removed once identified.

7.5.2 Members of the public in close proximity to hang gliding operations

As identified in the departmental risk assessment, the probability of an incident occurring is highly unlikely due to the large open area in question. However, if the public had to walk through equipment including assembled gliders then the risks do increase.

The ramp poses no significant threat to users of the track. It is below the 900mm height and thus needs no fencing or barricades. Hang gliders are assembled and equipment stored to the right of the platform, providing a

curio and point of discussion between members of the public and pilots. No conflicts and or safety issues have previously been known to have occurred in the vicinity of the ramp.

Control measures

- i) A condition on commercial operator permits and in a code of conduct relevant to all pilots operating within a protected area that requires pilots to store and assemble gear away from this area would help minimise the risks.
- ii) To further control adverse interaction between the two groups, a simple, portable sign could be erected when hang gliders are operating. The sign could be erected just outside the boundary area where the hang gliding equipment is assembled and stored. The erection of a simple sign could help avoid possible problems with inquisitive onlookers.

8. Teewah Hang Gliding Facility

8.1 General description

Teewah hang gliding facility is located within the Cooloola Section of the Great Sandy National Park situated on the south-eastern coastline. The vegetation is a mixed coast banksia complex comprising predominantly of *Banksia integrifolia*, *Acacia sp.* *Alphitonia excelsa* and *Casuarina equisetifolia*.

8.2 Public access and usage

Teewah hang gliding facility is situated along Teewah Beach approximately 2km north of Teewah township. The site is close to the major population centres of Tewantin and Noosa Heads and within the boundaries of the Noosa Shire.

Access to the site from Tewantin is primarily via vehicular ferry across the Noosa River and along Teewah Beach by 4WD. From the township of Rainbow Beach the site may be accessed by travelling along the beach during low tides or the Freshwater Road. Generally parking is at the base of the dunes above the high water.

From the base of the dune a steep stairway, leads to a section of graded track on a sand environment, a section of the track comprises board and chain. The walkway then continues directing visitors to a launching pad and sloping ramp.

8.3 Hang gliding and paragliding opportunities and constraints

Hang gliding and paragliding is conducted on site virtually all year round between the months of August to April during which the winds are predominantly onshore south easterlies, the site also provides opportunities for pilots during East/North East and East/South/East winds. The site is not used during the winter months May - July due to the westerly winds.

Hang gliders are carried on site and assembled on a sand slope several metres from the launching platform, the equipment is stored at the set up point. There is a guard rail around the level section of the platform preventing access to the sloping ramp. The rails are removed during hang gliding operations and replaced on completion of the days activities.

8.4 Recreation, tourism and visitor use impact assessment

In 1997 EDAW was commissioned by the Department of Environment to assess current tourism activities and the impacts of these activities as a basis for recommending future levels of visitor use and policies for visitor management.

The ROS and Route Classification for the GSR as outlined in the GSRMP for the entire GSR was used as a bench mark against which the condition of existing sites and routes were assessed. A field recording sheet was developed by the consultant to enable the systematic recording of all relevant site and route information for comparison and analysis.

In September 1999 a field assessment of the site was conducted by QPWS staff utilising the spectrum of descriptive recreation classes as outlined in the GSMP and field recording sheet and methodology initiated by the consultancy to ensure consistency with previous assessments.

8.4.1 Summary of assessment

8.4.2 Significant area values and facilities

Significant area values &/or facilities	
Environmental	Geological processes
Cultural	No known particular values
Visual	Views of coastline south to Noosa and over the ocean, sand cliffs, seasonal whale watching
Tourism & Recreation Values	Located close to major townships, recreational 4WD opportunities, hang gliding, paragliding, photography, nature appreciation.
Tourism & Recreation Facilities	Established walking track, hang gliding and paragliding platform

The site is accessed by 4WD providing opportunities for recreational four wheel driving being a component of the overall hang gliding, paragliding opportunity.

The site possesses significant scenic and aesthetic values, with views of the coastline south to Noosa Heads, north to Double Island Point and over the Pacific Ocean. Seasonally whales could be viewed whilst on their migratory path.

It should be noted that the absence of information and/or observations should not be taken to indicate that further site investigations will not reveal significant environmental and/or cultural values.

The site has an established maintained walking track, no day use facilities or amenities are provided.

8.4.3. Recreation opportunity spectrum classification

ROS Criteria	Actual Condition				
	semi remote non motorised	semi remote motorised	natural	intensive	urban
Access					
Site modification					
Social interaction					
Recreation experiences					
Self reliance					
Visitor Management					

The ROS as adopted from the GSRMP was used to compare the actual condition with the desired classification.

The ROS provides a broad framework for the management of the type and level of recreation use and development in the respective classes. The desired ROS classification for the Teewah Beach is intensive. The field assessment conducted by QPWS staff indicates the site is being managed at a lesser level than its desired ROS classification. It should however be noted the site assessed is specific to hang gliding operations and does therefore not cover the entire range of recreational activities that occurs on Teewah Beach.

8.4.4 Levels of peak visitor use

Type of Use	Peak Level of Use			Notes
Tour Operator	L	M	H	No permitted commercial operations
4WD Hire	L	M	H	Unknown
Free and independent travellers (FITS)	L	M	H	Local ranger observations
Hang gliders	L	M	H	Local ranger observations

There is no precise quantitative data available on visitor numbers and/or type of activities and sites utilised by day visitors. Information regarding peak levels of visitor use for the site has been obtained from discussions with local ranger staff and is therefore indicative only.

8.4.5 Level of visitor impacts

Level of visitor impacts	Low	Moderate	High
Environmental			
Erosion & sedimentation	Minor erosion evident		
Site compaction	Minor ground hardening evident		
Damage to walking track	Minimal damage of walking tracks		
Weed invasion	Very limited level of weed invasion present		
Vegetation disturbance or removal	Minor removal of ground vegetation.		
Visual			
Litter	No litter evident		
Vandalism	No signs of damage/vandalism noted		
Social			
Crowding & noise	Minor levels of crowding & noise		
Inappropriate user mix	Minor user type conflict		
Overall Level of Impact	Low		

An assessment of the site was conducted by QPWS staff and provides a “snapshot” of impacts evident. The field assessment concurred the overall level of visitor impact was low.

8.4.6 Site opportunities and constraints

Site Opportunities and Constraints		
Opportunities	Possible effects	Constraints
Levelling of glider assembly area	Hazard reduction, improved safety Reduce erosion Improved facility for gliders	Topography Budget constraints
Widening of walking track	Increased safety for all user groups Minimise user conflict	Environmental Topography Vegetation disturbance Budget constraints
Signage (safety & interpretive)	Enhanced visitor experience Greater appreciation and awareness of the conservation values Improved safety for pilots and public	

8.4.7 Overall site visitor capacity index

+2	+1	0	-1	-3
Site significantly under used.	Site somewhat under utilised.	Maintain status quo.	Site some what over used.	Site heavily over used.
Potential to increase site capacity significantly.	Potential to increase site capacity somewhat.	Little or no capacity for expansion, and/or little or no need for changing type of activities permitted, and/or little or no mitigation of impacts required.	Requires a moderate reduction in level of use, and/or moderate change of activities permitted, and/or moderate mitigation of impacts.	Requires a significant reduction in level of use, and/or significant change of activities permitted, and/or significant mitigation of impacts.
+50%	+25%	+/-10%	-25%	-50%

Whilst the site is somewhat under utilised for the purposes of management it has been given a 0 classification. The site has been primarily established for the purposes of hang gliding and/or paragliding. There are no day use facilities or amenities provided or planned for the site. The site is not promoted either by signage or in departmental publications for use by the general public. The platform is however visible from the beach and it can therefore be expected that a percentage of people will observe it and investigate further.

8.4.8 Potential tourism opportunities and effects

Potential Tourism Opportunities	Effects
Hang gliding, Paragliding	Increased visitor numbers Possible user conflict between commercial and private Possible conflict between different user groups Increased erosion at set up location Safety issues
Nature appreciation (Scenic qualities)	Safety issues Increased visitor numbers Possible conflict between different user groups Greater appreciation of the natural environment

Scope exists for a level of permitted activities, however commercial activities should only form a minor component of total use and not lead to the domination of a particular site, or unreasonably restrict or exclude the recreational opportunity of other users.

8.4.9 Monitoring recommendations

Indicator	Method
Number of visitors, type of user groups	Survey
Conflict between user groups	Note the number of written and/or verbal complaints received
Vandalism, litter, vegetation disturbance	Visual inspection and recording as per local management maintenance schedule

8.5 Risk assessment

Site assessments and general observations of hang gliding and paragliding activities, discussions with Senior Ranger Cooloola the Sunshine Coast Hang Gliders Association Safety Officer and President, Rainbow Social Flyers Club have been undertaken by QPWS staff to identify potential risks and conflicts and discuss possible strategies to minimise those risks and conflicts identified for both pilots and the general public.

To further reduce the possibility of civil litigation in the event of injury or death this site has been subject to a Department risk assessment by the Regional Training and Safety Co-ordinator.

Following these assessments the following hazards have been identified. For the purposes of brevity they have been noted in summarised format.

8.5.1 Public access

The walking track is utilised by walkers, hang gliders and paragliders carrying equipment to the ramp. The stairway to the commencement of the walking track is steep and the walking track narrow (in sections less than 1 metre) the potential exists of injury occurring to walkers and/or pilots.

Control measures

- i) Increase the width of the walking track.
Investigate the potential to increase the width of the walking track to assist in reducing the potential for injury.
- ii) Site assessments
A record of site assessments and outcomes currently conducted within Cooloola should be maintained to ensure all trip hazards, overhanging limbs and dead vegetation are promptly removed once identified.
- iii) Signage
A "General Safety Information Sign" should be erected at the start of the stairway.

8.5.2 Equipment assembly and storage area

The area is situated several metres from the ramp and is used by hang gliders and paragliders for assembling equipment and storage. The area is sloping and is becoming eroded. At present the risk of any a pilot slipping or tripping and injuring themselves is low, however the more eroded the area becomes the greater the possibility of an injury occurring. The site will require a retaining wall to provide level terraced sections.

8.5.3 Access to the site by the general public

Currently there is a guard rail around the level section of the platform, this prevents access to the sloping ramp. Below the ramp is a steep drop to the dune below. The rails are removed during hang gliding and replaced after the days activities.

As previously mentioned in section 8.4.6 the site is not promoted either by signage or in departmental publications for general public. The platform is however visible from the beach and it can therefore be expected that a percentage of people will see it and investigate further.

Control measures

- i) Signage
A "General Safety Information Sign" should be at the entrance to the ramp, identifying the hazards during hang gliding &/or paragliding advising people to stay off the ramp when the rails are down and to stay

behind the rails when the site is not being used. This would address the departments duty of care.

9. Accident and Incident Recording and Reporting

Members and clubs affiliated with the HGFA are required under section 2.1.2(e) of the HGFA Operations Manual to “ensure that accidents at sites where operation are under their control are reported, investigated and appropriate actions to reduce hazards are initiated”.

Section 5.5.2 of the manual further outlines the requirements of notification of accidents, the process, particulars and reporting of an accident or incident.

Discussions with the local association and club indicate that emergency landings and evacuations have previously occurred on the sites, records need to be obtained from the HGFA Operations Manager.

To assist in identifying potential safety hazards and/or re-occurring accidents or incidents occurring on site and in the event of civil litigation a condition on the permit for commercial operations should include advising QPWS and providing a record of the incident or accident as soon as is practical or within a specified time frame. On liaison and agreement with the HGFA and CASA this could be further extended to any further investigation by Bureau of Air Safety Investigation and CASA Officers.

10. Landing Sites

Landing from Carlo Sand Blow is occurring on the blow, on the beach adjacent to the township and on a narrow strip of vegetation beside the vehicle access ramp onto the beach.

A sign at the commencement of the walking track to Carlo Sand Blow advises pilots not to land inside the bathing area, which is closed to all vehicles. A sign is also located to the south of the Rainbow Beach surf club in close proximity to the bathing area and vehicle access ramp, advising hang gliders they are not to land in this location.

Landing from the Teewah Hang Gliding Facility occurs on the beach. The Department has no jurisdiction in this area and thus has no control over that part of the activity.

After discussions and advice from relevant authorities the following opinions have been determined;

- the beach is classified as a foreshore therefore under Council control
- the foreshore becomes a “road” for the purposes of the *Traffic Act* on the basis that it is a “*thoroughfare...used by the public*”;
- the *Traffic Act* and *Traffic Regulations* apply so far as they can sensibly be applied to matters such as speeding, dangerous driving, driving under the influence of alcohol etc.

Discussions between the Tin Can Bay Police Service and QPWS staff revealed that hang gliders and paragliders would not require a permit or authority to land on the beach.

Further discussions are required with the Cooloola Shire Council to address whether a permit or authority is required for hang gliders and paragliders to land on the beach, Cooloola Shire Council being the relevant authority.

11. Meetings

A meeting to discuss the review of hang gliding and paragliding operations in Cooloola was held in Rainbow Beach in September 1999. The meeting was attended by representatives from the Cooloola Shire Council the Hang Glider and Paraglider Association of Queensland, Sunshine Coast Hang Gliding Association, Rainbow Beach Social Flyers Club, private recreational pilots and individuals whom had in previous years submitted commercial activity applications for hang gliding and/or paragliding activities within Cooloola.

The meeting sought to obtain a greater understanding of the industry, its needs, requirements, conditions of operation and safety issues to assist in determining future site capacities and constraints for hang gliding and paragliding commercial operations from the Carlo Sand Blow and Teewah hang gliding facility.

A range of issues, concerns and recommendations were presented by the industry these have been given due consideration and will comprise a component of the general recommendations for future commercial hang gliding and paragliding activities within the Cooloola Section of the Great Sandy National Park.

12. Actions

- Finalise planning for the redevelopment of the car park at the entrance to the access track to Carlo Sand Blow.
- Upgrade all existing QPWS signage in accordance with the QPWS “draft” Sign Manual (1999).
- At the commencement of the walking track to the Carlo Sand Blow include “General Safety Information Signage” using the matrix for safety signs in section 6 of the “draft” Sign Manual (1999).
- In consultation with the HGFA upgrade all existing on site signage pertinent to hang gliding and paragliding activities.
- Commence and implement planning for the widening of the walking track and boardwalks to the Carlo Sand Blow.
- Ensure a record of site safety assessments to identify potential hazards conducted and individual actions from site assessments implemented are maintained .

- On liaison and agreement with the HGFA and CASA obtain previous and future records of incidents and accidents on Carlo Sand Blow and the launching facility on Teewah Beach.
- In consultation with the HGFA incorporate the HGFA Code of Conduct and other site specific conditions in the permit.
- Consult with Cooloola Shire Council to address whether a permit or authority is required for hang gliders and paragliders to land on beaches.
- Monitor erosion at the launching facility on Teewah beach, investigate and implement appropriate control measures as required.
- Continue monitoring of sites to ensure compliance with the NCA and Regulations.

13. Recommendations

Based on departmental site assessments and meetings conducted with industry representatives it is recommended expressions of interest for commercial hang gliding and paragliding activities for Carlo Sand Blow and Teewah hang gliding facility be advertised.

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THE HANG GLIDING FEDERATION OF AUSTRALIA (HGFA) SAFETY SYSTEM

The HGFA is the National governing organisation that administers the sport of hang gliding, paragliding and weight shift microlighting. The HGFA Inc. is a non-profit organisation consisting of regional bodies and affiliated Associations, Clubs and individuals whose aims and objectives are to foster and encourage the operation of hang gliders, paragliders and weight shift microlights for educational , recreational, sporting and research purposes.

The principle objectives of the whole system is to promote, coordinate and regulate safety standards and procedures, creating standards and procedures that relate to all aspects of the sporting disciplines of the HGFA to ensure unsurpassed safety to its members , participants ,the public at large ,spectators and property.

The operation of hang gliders and paragliders is a complex process, like any process it consists of a number of fundamental components. The major component that glues the HGFA together is the regional affiliated clubs that consist of individuals both flying and non-flying members. These clubs are responsible to the HGFA General Manager/ Operations Manager for the supervision and control flying activities at the sites within their designated area and also the retention and up keep of those sites. Clubs are to encourage and foster the local development of flying these aircraft within these gazetted sites; part of the club system is to appoint Safety Officers and Senior Safety Officers. One of the main roles S.O's & S.S.O's have is to ensure all appropriate actions are taken to reduce hazards and make our sites as safe as possible , rate sites accordingly for suitable pilot abilities so a measure can be implemented to protect pilots from themselves. This focus has proved to reduce accidents dramatically.

The TEEWAH FACILITY has been an ongoing issue for the Sunshine Coast Hang Gliding Club (SCHGC) as the growth and popularity of paragliding has increased over the past decade.

The new launch will provide a safe launch area for pilots of varied skill levels to launch both H/G & P/G in a larger range of wind strengths and directions. With the focus firstly on paragliding; It will do this by allowing pilots to move on the ground during the all-important inflation of the paraglider, also it will allow the paraglider canopy to set up with its proper orientation to the wind direction without being disturbed by wind coming up under the glider. Another safety aspect is the reduction of the hazard that working parts of the paraglider (lines) to be caught on snags, like those that exists on the current structure. The new ground level launch will also provide a suitable set up area for H/G and also a suitable slope for H/G to run and launch with the dune face dropping away at a suitable gradient. Obviously trees must be keep groomed a few metres directly in front of the launch so to provide a safe clearance of pilots and their wings. The provision of the erosion stabilisation mats will provide a suitable surface for both disciplines to move and run during the vigour's of launching these aircraft. In conclusion the ability for both disciplines to launch from a relatively soft natural surface with space to move about greatly reducing the risk of falling over during launch would be of huge benefit to the ongoing safe operations of these sporting activities from the TEEWAH P/G H/G FACILITY.

THANKYOU, KIND REGARDS

Jonathan Allen Senior Safety Officer & Chief Flight Instructor

TEEWAH HANG GLIDING FACILITY

PROPOSED RE-DEVELOPMENT OF LAUNCH FACILITY

AS PER MEETING WITH QPWS OFFICIALS

FROM OUR CLUB PROPECTIVE IT IS A PRIMARY SAFETY ISSUE FOR PARAGLIDERS THAT THIS RE-DEVELOPMENT IS SECURED .

THE CLUB PROPOSAL IS THAT WE (the club)SHARE 50/50 WITH QPWS TO CARRY OUT THE WORK REQUIRED TO THIS RE-DEVELOPMENT WITH THE GUIDANCE OF QPWS REQUIREMENTS.

WITH THIS IN MIND WE PROPOSE TO RE-LOCATE THE LAUNCH SITE DIRECTLY TO THE EAST OF WHAT WAS THE ORIGINAL HANG GLIDING SET-UP AREA, AND ONLY A COUPLE OF METRES TO THE NORTH OF THE EXISTING LAUNCH STRUCTURE. WE ALSO PROPOSE TO ATTEND TO A CLEANUP OF THE SET UP AREA AND MAINTAIN THIS AREA FOR THE USE OF SET UPS & PRE-FLIGHT CHECKS.

1).THE LAUNCH AREA: - see attached photo

It is required to remove trees (red) and bushes (red) outlined and the old sign (blue)

After which it is required to do minor reshaping of the dunal face- edge and top surface, it has been discussed that we assemble stabilisation and erosion resisting devices to this area under the QPWS guidance , this would also involve moving small amounts of sand from the set-up area forward to fill in some existing voids and create an some even lay of the land for launch sequences in a cross-section of wind directions and wind velocities , this aspect is paramount to providing consistent safe launch phases to both disciplines. The SCHGC is in agreement to assist any suitable direction to the installation of suitable safety requirements for the new launch area.

The posting of appropriate signage on the southern side of the stairs to launch and maybe another sign in the setup area.

2).THE SET UP AREA

It is proposed that we re-create this area to be reasonably clear of re-growth trees that have growth over the past decade. These consist of mainly wattle etc. As mentioned in the Launch notes it is required to slightly groom this area using the sand to lightly re-shape the eastern edge of the launch area.

In conclusion we intend to maintain and treat this area and the whole Park for that matter with the utmost respect and report any matters that may be relevant to the QPWS Rangers into the future. Various introduced weed species also exist in the immediate facility area and with permission from QPWS the club would provide labour to remove and maintain these outbreaks with the assistance of the QPWS.

THANKYOU

Kind Regards various signatures

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