



## Airport Noise Abatement Consultative Committee (ANACC) Meeting Minutes

**Date:** Thursday 23<sup>rd</sup> February 2017  
**Time:** 0900 – 1200hrs (QLD Time)  
**Location:** Twin Towns Resort – Visions Room

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### Members

Matt Bender (Chairman)	Gold Coast Airport
Jemma Bishop (Secretary)	Gold Coast Airport
Melissa Pearce	Gold Coast Airport
Neil Hall	Airservices Australia
Audra Topping	Tugun Progress Association
Bill Pinkstone	Banora Point & District Residents Association
Brad Pearce	Tweed Shire Council
David Gray	Bilinga Neighbourhood Watch
Garth Threlfall	Friends of Currumbin
Glenda Threlfall	Tugun Progress Association
John Alcorn	Airport Central Corridor Alliance
Donna Kerr	Department of Infrastructure
Lindy Smith	Tweed Heads Residents & Ratepayers Association
Scott Stephens	Airservices Australia
Peter Long	General Aviation
Rob Anderson	Virgin Australia
Wilf Ardill	Tugun Village Community Centre Association

### Observers

Helen Twohill	Fingal Head Community Association
John Hicks	Gold Coast Lifestyle Association
Pat Tate	Banora Point & District Residents Association
Val Kirk	Kingscliff

### Apologies

Barry Jephcote	SECCA
Graham Quick	Jetstar
Jodie Bellchambers	Office of Justine Elliot
Josh Ireland	Department of Infrastructure
Tania Macdonald	Department of Infrastructure

### 1. Opening and Welcome

Matt Bender Chairman opened the meeting at 09.09 and welcomed members and observers to the October ANACC Meeting.

### 2. Apologies and Proxies

As recorded above.

### 3. Acceptance of Minutes of Previous ANACC Meeting

The Chair asked the Committee if there were any comments on the previous meeting minutes. The minutes were accepted by the Committee.

### 4. Business Arising from Minutes

#### ***ANACC Northern Membership***

Northern Subcommittee have met to discuss the applications and nominations received. Gold Coast Airport are currently investigating further into active groups north of the airport that would be appropriate. The Northern Sub Committee have identified a couple other alternatives. Will carry the action over to the next meeting. Awaiting decision from the AAT.

- **ITEM OPEN**

### 5. Correspondence

In	Category	Out
11/11/16 Lynette Mahoney (Currumbin) to ANACC	N, RPT	27/01/17 MBender to Lynette Mahoney (Currumbin)
21/11/16 Liz Giess (Not Disclosed) to MBender	N, H	12/12/16 MBender to Liz Giess (Not Disclosed)
23/11/16 Katrina Cornell (Not Disclosed) to ANACC	N, RPT	
28/11/16 Danielle Bohata (Palm Beach/Currumbin) to ANACC	N, RPT	27/01/17 MBender to Danielle Bohata (Palm Beach/Currumbin)
23/12/16 Liz Giess (Not Disclosed) to MBender	N, H	05/01/17 MBender to Liz Giess (Not Disclosed)
		29/12/16 JBishop on behalf of MBender to ANACC
4/01/17 Robyn Lemaire (Terranora) to ANACC	G	05/01/17 ATolo to Robyn Lemaire (Terranora)
6/01/17 Joel Gennari (Terranora) to ANACC	N, LA	27/01/17 MBender to Joel Gennari (Terranora)
09/01/17 Liz Giess (Not Disclosed) to MBender	N, H	
18/01/17 Liz Giess (Not Disclosed) to MBender	N, H	
21/01/17 John Hicks (Palm Beach) to ANACC	G	
30/01/17 Steve Morton (Coolangatta) to ANACC	N, H	01/02/17 MBender to Steve Morton (Coolangatta)
31/01/17 Steve Morton (Coolangatta) to ANACC	N, H	02/02/17 MBender to Steve Morton (Coolangatta)
8/02/17 Terry Christensen (Kirra) to ANACC	N, H	22/02/17 MBender to Terry Christensen (Kirra)
14/02/17 Michael Farrugia (Not Disclosed) to ANACC	C	22/02/17 MBender to Michael Farrugia (Not Disclosed)
17/02/17 Rebecca Barnett (Burleigh Heads) to ANACC	N, RPT	

Category Legend			
C	Curfew	H	Helicopter
F	Flight Path	LA	Light Aircraft
G	General	RPT	Regular Public Transport
N	Noise		

## 6. Sub Committee Update 15/02/17

A Sub Committee meeting was held on the 15<sup>th</sup> of February, most of the enquiries were directed to Airservices. Neil Hall will cover the below points in his presentation.

- ASA to provide number of flights using the two southern approaches
- Request a comparison of pre/post departure trial RWY14
- Request ASA to better explain why the new procedure for RWY14 departure cannot more closely followed to the original
- Request ASA to provide definition to change in terms of triggering a requirement to consult.

## 7. General Aviation Update

Peter Long provided the following update.

We have had a few enquiries in the last week in regards to General Aviation movements in the local area. I wasn't aware of any other noise issues or complaints to our office. We have had good engagement with Airservices at a local level for education for our instructors and students Paul Hogan has provided a lot of effort to assist with educating the GA area.

<u>Question/Discussion</u>	<u>Response</u>
	<p><b>Matt Bender – Gold Coast Airport</b> <i>We have had a few complaints of late in regards to recent helicopter operations. There a couple companies in the GA area that run joy flight tours, which have had an increase of services in the last few months. We are in constant contact with the operators to share the load and flight paths. Has anyone had any helicopter issues specifically?</i></p>
<p><b>Helen Twohill - Fingal Head Community Association</b> <i>Yes, they have been flying directly over residential areas regularly.</i></p>	<p><b>Matt Bender – Gold Coast Airport</b> <i>If you could let me know directly if they are being excessive, then we can have a look for you.</i></p>
<p><b>Bill Pinkstone - Banora Point &amp; District Residents Association</b> <i>How is a risk assessment undertaken at the airport, in light of the Essendon incident?</i></p>	<p><b>Matt Bender – Gold Coast Airport</b> <i>This is something that we take very seriously, and we are under the same regulations as any other airport. It is done through a detailed approval process for any development.</i></p>
<p><b>Bill Pinkstone - Banora Point &amp; District Residents Association</b> <i>Would any GA training be included in that?</i></p>	<p><b>Peter Long – General Aviation</b> <i>We are very mindful that the two most critical phases of flight are the take-off and landing. If for some reason you have an engine failure after take-off, pilots are trained to focus on the area 30° from the centre of the runway centreline. We instil into our students by studying maps of the local area so they know where the parks, canals and freeways are. You</i></p>

	<i>strive in that situation to walk away from an incident. That pilot might have had catastrophic engine failure and he might not have had any control over it.</i>
	<b>Matt Bender – Gold Coast Airport</b> <i>The Obstacle Limitation Services or the PANS-OPS services are all designed for worst case scenario.</i>
<b>Bill Pinkstone - Banora Point &amp; District Residents Association</b> <i>The university particularly sticks out towards the south of the airport.</i>	<b>Matt Bender – Gold Coast Airport</b> <i>We have done all the assessments and everything is to standards</i>
	<b>Rob Anderson – Virgin Australia</b> <i>ATSB will issue a report on the incident which will provide more information of what happened.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>Is there a policy issued of airports of infilling airport land with buildings?</i>	<b>Matt Bender – Gold Coast Airport</b> <i>In this instance, it was a part of the airports non-aero commercial development. So they were responsible for the development of that building in the position it was.</i>

## 8. Airservices Report

Neil Hall provided a presentation to the Committee, covering the following:

- ANACC Sub Committee Responses
- Runway 14 Flight Tracks
- Noise Monitor
- YBCG SID

A copy of Neil's presentation is attached to these minutes.

<u>Question/Discussion</u>	<u>Response</u>
<b>Airservices Australia Website</b>	
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>Is the complaint data dated?</i>	<b>Neil Hall – Airservices</b> <i>These are not specifically dated, but they are between 3 – 5 years old.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>Is there a breakdown of curfew movements?</i>	<b>Neil Hall – Airservices</b> <i>Not specifically.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>There is a certain flight that seems to break curfew consistently, shouldn't something be done about the flight?</i>	<b>Matt Bender – Gold Coast Airport</b> <i>There have been instances with Air Asia getting clearance before curfew, but holding longer and then departing after curfew.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>That's why we need a breakdown of curfew flights. In the curfew it states that no flight should depart after midnight. But they are taking off at 1am in</i>	<b>Neil Hall – Airservices</b> <i>That would require dispensation, which isn't managed by Airservices.</i>

<i>breach of the curfew</i>	
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>Who gives the clearance for dispensation?</i>	<b>Neil Hall – Airservices</b> <i>The department of Infrastructure issues dispensation</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>Why would they give dispensation?</i>	<b>Neil Hall – Airservices</b> <i>The airspace over Gold Coast Airport is released at night up to a certain height.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>My understanding is that the department shouldn't be giving dispensation for poor scheduling. They should have to put the passengers in hotels and fly the next day.</i>	<b>Neil Hall – Airservices</b> <i>From the noise portal there is a link to the DIRD website which explains which aircraft can apply for dispensation. That is between the airline and the department.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>Is the Air Asia flight getting dispensation before it starts to move?</i>	<b>Matt Bender – Gold Coast Airport</b> <i>The 1am flight would be dispensation, but that does not include the flights that are only 20mins past curfew. They do not require dispensation as they would have been provided clearance, and for some reason their checks may be running late.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>It's 1 flight that continues to do this. It must be poor management or scheduling. They are getting away with it all the time. That company should be given notice, it's the same airline consistently. They should be reviewing the scheduling of the flights.</i>	<b>Neil Hall – Airservices</b> <i>Airservices don't manage the curfew. It's between the airlines and the department.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>The Airport has something to do with the scheduling, the flight is at 10.20pm in daylight savings that is 11.20pm that is scheduled every night. The aircraft regularly take off around midnight. We will take the matter up with our federal member.</i>	<b>Neil Hall – Airservices</b> <i>There is a link from our website, to read about why dispensation is given and the rules around it. It is handled by the department on a case-by-case basis.</i>
	<b>Matt Bender – Gold Coast Airport</b> <i>We will take your concerns on board, but unfortunately as it is a medium-long haul flight that is how the schedule works.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> <i>With the review into the curfew, I believe they had an overview at the last meeting. My understanding is that part of the review was that the delegation was from the secretary's delegate was under review and that it didn't have to come to the relevant General Manager. Is there any changes in the delegation to make that dispensation?</i>	<b>Donna Kerr – Department of Infrastructure</b> <i>It most cases it will come through to the Duty Officer unless there is sensitivity or the airline requests for it to be escalated it will go further up the line to the General Manager, if it requires it can go further up the line to the secretary. But I will pass you concerns on to Russell.</i>
	<b>Matt Bender – Gold Coast Airport</b>

	<i>I will get an explanation for the 1am flight and I will respond to you directly.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>Can you also please report on how many times Air Asia takes off after curfew?</i>	<b>Matt Bender – Gold Coast Airport</b> <i>I will take that as an action item.</i>
<b>Webtrack Online</b>	
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>Can you please provide a fact sheet that I can provide to my community?</i>	<b>Neil Hall – Airservices</b> <i>Yes I will make something up for the committees.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>What is the proportioned use of the RNP to the RNAV approach?</i>	<b>Neil Hall – Airservices</b> <i>At the moment we have 70% of aircraft flying into Gold Coast are RNP capable, and we use that approach for 65-70% of aircraft. The others will be using the RNAV or the visual approach.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>Is that data on the website?</i>	<b>Neil Hall – Airservices</b> <i>It won't give the specific details, it is based on the direction they are coming from. I will put that feedback into the company that designs the website.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>If my association is to join this committee that will be one our main objectives, to increase the proportion of the RNP approach and decrease the RNAV.</i>	<b>Neil Hall – Airservices</b> <i>Are you familiar to what the RNAV actually is?</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>I am, and following the adjustments.</i>	<b>Neil Hall – Airservices</b> <i>It comes in at 30 degrees, and it's a long way over the water at Mermaid Beach.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>Because of the changes in the RNAV residents from Palm Beach are experiencing an increase in noise as a result of that. We would like to see if there are options to increase the RNP approach.</i>	<b>Neil Hall – Airservices</b> <i>Air Traffic Control will most of the time use RNP if the aircraft is capable. There is nothing that Airservices can do that can maximise the use of the RNP as the airlines want to use it as much as possible.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>From an observation of aircraft behavior would lead you to believe that the RNAV is still being used quite regularly.</i>	<b>Matt Bender – Gold Coast Airport</b> <i>We could get to the details at a later point if required.</i>
	<b>Neil Hall – Airservices</b> <i>Jetstar, Qantas and Virgin will all say that they prefer to use the RNP. There will be occasions but it will be the airlines preference. We use the RN Pas much as we can. You might see some variation, but not a lot.</i>
<b>John Hicks – Gold Coast Lifestyle Association</b> <i>It is important that we monitor those statistics.</i>	<b>Neil Hall – Airservices</b> <i>I'll see if it's possible on our website, otherwise we can look at a putting in a specific request for data for a certain period of time to see which aircraft used which approach.</i>
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b>	<b>Scott Stephens – ATC</b> <i>More than likely it would be training aircraft or</i>

What is the 5% of aircraft that is flying over the land?	helicopters.
<b>Garth Threlfall – Friends of Currumbin</b> Will that percentage change when ILS is installed?	<b>Neil Hall – Airservices</b> The ILS will be used in bad weather, the airlines prefer the RNP approach. However in bad weather they will have no choice.
<b>Helen Twohill - Fingal Head Community Association</b> Thank you for your presentation, in 2015 there more noise monitors but less reports produced. Fingal Head's monitor was only for 6 months and the report wasn't provided to us. There were a lot of questions in the community in regards to noise. Are the results of the different communities noise monitors included in the data on the website? Can you please also provide the data?	<b>Neil Hall – Airservices</b> Thank you, I will respond through the chair for those questions.
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> With the Air Asia departure that goes straight out, if there is a conflict of arriving aircraft we discussed at the subcommittee if there is a conflict is it possible to reschedule the departure?	<b>Neil Hall – Airservices</b> We don't put restrictions on an aircraft departing if we can safely separate them. Noise Abatement Procedures state that we can go one of two ways.
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> Why is it always Air Asia?	<b>Martin Simpkins – ATC</b> The airlines don't request specific departures, they are following where they are told to fly.
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> Has there been any risk assessments undertaken in light of the Air Asia incident?	<b>Martin Simpkins – ATC</b> Controllers are trained to manage that conflict post the Air Asia incident that will impact on if the aircraft turns left or continues straight ahead.
<b>John Alcorn – Airport Central Corridor Alliance</b> Are you saying that there is a greater ratio of aircraft flying straight through occurring now?	<b>Scott Stephens – ATC</b> As Neil mentioned earlier there are more aircraft using the RNP, once they are given the RNP approach it is a constant decent. You can't stop the aircraft.
<b>John Alcorn – Airport Central Corridor Alliance</b> As I said to Neil earlier, if there is a possibility of a conflict over the coast somewhere, is it possible to re-jig where the planes are flying and push them out to sea?	<b>Neil Hall – Airservices</b> We do have restrictions of what we are able to do.
<b>Planes over East Banora</b>	
<b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> Can I please get a copy of the SID? We desperately need a copy of the old and new SID to compare.	<b>Neil Hall – Airservices</b> I'll see if I can find them for you.
<b>John Alcorn – Airport Central Corridor Alliance</b> The letter from Julie Murray from Kingscliff about the flight path, will you respond to that?	<b>Matt Bender – Gold Coast Airport</b> We will respond to Julie directly as she is not present today.
<b>Lindy Smith – Tweed Heads Residents &amp;</b>	<b>Neil Hall – Airservices</b>

<p><b>Ratepayers Association</b>  It is not acceptable that the noise monitor has not been reinstated in Tweed Heads West, it was there for a number of years and this is the community that is most affect by airport noise. Specifically as the airport is proposing to relocate the landing threshold 300mrs south.</p>	<p>We have exhausted our options finding somewhere to put the monitor, which is the issue.</p>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b>  My enquiries to Council was that there has been no approach to reinstate the monitor onto council land where it was originally located.</p>	<p><b>Neil Hall – Airservices</b>  We considered other areas on that side, logistically there is criteria that we need to meet for it to be viable. The existing noise monitors still give the data that we require to use for our noise modelling. If there is a specific requirement somewhere we are able to use temporary monitors.</p>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b>  The fact is now you have a number of years without any data, and the airport is proposing to relocate the landing threshold, the forecast in the preliminary draft Master Plan is that there will be an increase of larger aircraft and long haul flights. This will significantly increase the noise levels for West Tweed.</p>	<p><b>Neil Hall – Airservices</b>  We are still able to provide accurate information, there doesn't have to be a noise monitor in the location. We use an accurate international noise modelling for aircraft types and levels. It will be within 1-2 decibels of the actual noise levels.</p>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b>  On the southern side there are a number of residents stating that the aircraft are lower. There have been reports provided from the last CACG meeting on the approach. The fact is that in the reports it states the reason for aircraft being lower is because of payloads.</p>	<p><b>Neil Hall – Airservices</b>  We can still provide what the noise levels of the aircraft without an actual noise monitor. The assessments are undertaken by acoustic engineers. The assessments are critical and need to satisfy the regulatory requirements.</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b>  18 months ago I provided a residents property for Airservices to approach to house the noise monitor, to this day he has not been approached. It is in your interest to provide these details.</p>	<p><b>Matt Bender – Gold Coast Airport</b>  We are aware of this issue, there are a lot of considerations that have to go into the location. Lindy in regards to looking at going forward if you are abiding by the details in the Master Plan, the N70 contours are accurate of noise on ground. That takes into account everything involved in projecting services in the airport. Those diagrams will be your best reference for future noise. As it stands Airservices have exhausted their options for a noise monitor location and we will need to accept the science of the noise modelling data that Airservices can provide.</p>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b>  It was stated that the modelling was done on the current aircraft, I noticed with the noise exposure index for 2015. I am assuming that it is the actual</p>	<p><b>Matt Bender – Gold Coast Airport</b>  You keep referring to larger aircraft?</p>



<p>noise from 2015 and the same as the N70 noise. There is a substantial difference going into the 2031 modelling, has larger aircraft been accounted for in the ANEF?</p>	
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> That is what it states in section 4 of the Master Plan for the airport forecasts. That there will be an increase in larger aircraft and that is why you are expanding the apron area to accommodate?</p>	<p><b>Brett Curtis – Gold Coast Airport</b> There will be an increase in wide bodied aircraft not bigger aircrafts.</p>
	<p><b>Neil Hall – Airservices</b> The likely aircraft will be Dreamliners and A330, it will just be the increase of volume which will increase the exposure. It is not just a single aircraft making the noise, there will be more planes.</p>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> The report said last year that it was payloads and fuel loads which is what is making aircraft lower and increasing the noise.</p>	<p><b>Neil Hall – Airservices</b> If the community wants noise levels we will give them the noise levels. We will ensure that those noise levels will be accurate whether we have the noise monitors or not.</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> I think as community representatives it is the appropriate thing to express our dissatisfaction for this matter.</p>	<p><b>Matt Bender – Gold Coast Airport</b> You are welcome to do that Bill and Lindy. Neil has stated that monitor won't be installed and that there is other ways to get accurate data for any location.</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> There is a lady that has complained to her federal member and they have referred her to me for her complaints. The issues is that NCIS have told the lady to not contact them again. I don't think that's acceptable. They need to have a degree of patience when dealing with peoples complaints. If that is their policy then their credibility is at stake.</p>	<p><b>Matt Bender – Gold Coast Airport</b> Was it regarding the same complaint? Or same complainant and new issue?</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> It was the same complaint but new evidence to present.</p>	<p><b>Neil Hall – Airservices</b> I will give your feedback to NCIS that you have concerns, but without knowing the details or knowing how it was said I can't answer that.</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> I had a complaint that they completely misunderstood, they prepared a lengthy response however it wasn't relevant to my complaint.</p>	<p><b>Neil Hall – Airservices</b> The NCIS receive 35,000 complaints that they respond to, unfortunately it might not always be a perfect response. If you respond back to them saying that it's not quite what you were after they should respond.</p>
<p><b>Bill Pinkstone – Banora Point &amp; District Residents Assoc.</b> Is there any escalation between Airservices and the Airport for complaints?</p>	<p><b>Martin Simpkins – ATC</b> In scenarios like that they may send them though to me for a response and I will try to sort it out.</p>

	<p><b>Neil Hall – Airservices</b>  <i>I'm always prepared to give NCIS feedback. If I get direct questions or complaints at the ANACC or CACG forums I will make sure to get a response.</i></p>
	<p><b>Matt Bender – Gold Coast Airport</b>  <i>Under escalation of complaints, I will endeavour to respond to any complaints that come direct through the ANACC inbox or to ourselves as best as I can. We will also direct through to NCIS to make an official complaint.</i></p>

## 9. General Business

### Membership Nominations

Chair confirmed the membership nomination for the next three year period of which are as they stand currently. We have received nominations from most of the members, Wilf is no longer continuing is his membership role we will update you when we have a replacement member. We are waiting on the final decision from the AAT in regards to the ILS. If the airport gets a favourable result that will necessitate a northern member which will be confirmed after the AAT reach a decision.

Martin Simpkins introduced Scott Stephens who will be taking over his position in both the ANACC and CACG groups. Martin thanked the group for the last 14 years.

John Alcorn and Bill Pinkstone thanked Martin for his service over the years and raised a motion for the Chair to write to the CEO of Airservices expressing the committee's thanks for his time.

### Airport Development Update

Matt Bender provided an update to the Committee covering the following:

- Master Plan
- ILS
- Project Lift
- Land Use

<u>Question/Discussion</u>	<u>Response</u>
<p><b>Helen Twohill - Fingal Head Community Association</b>  <i>Do we have an update on the result of the testing for PFOS?</i></p>	<p><b>Matt Bender – Gold Coast Airport</b>  <i>I can't respond to that directly. It is a fairly significant agenda item for the CACG.</i></p>
	<p><b>Neil Hall – Airservices</b>  <i>The testing is on-going but we are absolutely aware of the need to report back to the committee. As soon as we have more information we will provide to the CACG.</i></p>
<p><b>Val Kirk – Kingscliff</b></p>	<p><b>Matt Bender – Gold Coast Airport</b></p>

*It seems to me that we have to graciously accept what you say about the increase in traffic, it's not good for us on the ground. The flight paths are changing as I am getting complaints from West Kingscliff now. If you bring in the RNP you will hear from East Kingscliff. I didn't notice for the first few months when the flight path trial commenced, the only people that were impacted was Farrant's Hills.*

*I will take that as a comment as we have significantly spoken on those issues previously.*

**Neil Hall – Airservices**

*The existing straight in approaches to RWY 32 that will continued to be used for aircraft coming from the South. For aircraft coming from the North or the East we are going to put an RNP flight path that will come in over water past the headland and coming over the land after that, it will be similar to what we have used in the past.*

**Bill Pinkstone – Banora Point & District Residents Assoc.**

*Can we get a draft version of the changes before it is implemented?*

**Neil Hall – Airservices**

*It is currently going through the design process and trying to get the best noise outcome. I will let the committee know when it is finalised.*

The Chair invited Brett Curtis to present Wilf Ardill a commemorative gift and to thank Wilf for his 20 years of Service to ANACC. Wilf thanked the committee for his time over the last 20 years.

The Chair asked if anyone on the Committee had anything else they would like to raise and discuss.

**Question/Discussion**

**Response**

**John Hicks – Gold Coast Lifestyle Association**

*In the Master Plan it has the projected ANEF and other noise projected contours, can we compare the 2011 noise contours as to what they actually were? The community is asked to look at the Master Plan for comment but we have no reference point as to how reliable the projections have been.*

**Matt Bender – Gold Coast Airport**

*I will consider it for the next meeting.*

**Brett Curtis – Gold Coast Airport**

*Are you referring to aircraft movements?*

**John Hicks – Gold Coast Lifestyle Association**

*The noise contours, all of the model projections. We are constantly looking at projections but nowhere have we been presented with an analysis based on actual data that validates the previous projections. We have the data now, we should be able to produce an actual over the top of the projections. I believe the models need to be*

validated.

**John Alcorn – Airport Central Corridor Alliance**

*I agree with the comment, over the years we have been subjected with several Master Plans predict of what will happen over the next few years, I would like to see the track record of these predictions. Have they been overstated? I would like an evaluation of how many planes have been coming in as the increase of the flights occurred, was the original criteria that they used to create the ANEF was that accurate at the time?*

*The Tweed Shire Council have raised their concerns about the developments at the airport, the people that will be significantly impacted are the ones to the South of the airport.*

**Matt Bender – Gold Coast Airport**

*We are trying to improve the situation. Comparatives are difficult, Brett and I will give it some consideration, and it will have to be done at a consultant level. We will touch base on this at the next meeting.*

**Brett Curtis – Gold Coast Airport**

*The forecast numbers are easily referenced however it's the contours that are more challenging.*

The Chair reminded the Committee of the remaining meeting dates for 2017:

- 22<sup>nd</sup> June
- 26<sup>th</sup> October

The Chair closed the meeting at 11.55 am.

**ANACC COMMITTEE ACTIONS - Next Meeting Thursday 23<sup>rd</sup> February**

Date	Action Item	Action Officer	Status	Action	Complete Date
16 Jun 11	ANACC Northern Membership	Brett Curtis	<b>OPEN</b>	BCurtis to meet with GThrelfall to discuss northern members and define territories.	
19 Mar 12				BCurtis advised will be taken into consideration during TOR review.	
8 Jun 12				TOR will be reviewed & submitted to the committee by 1 July. Committee to discuss at September meeting.	
13 Sept 12				1 Vacant position for both southern/northern ends. BCurtis to discuss with PDonovan membership requirements	
6 Dec 12				Chair will follow up on this action item in 2013	
28 Feb 13				Chair has made contact with RWorkman, & info pack sent out. Chair to meet with Ron to finalise membership.	
25 July 13				Northern Membership will be finalised as part of the membership renewal process.	
31 Oct 13				RWorkman is available but needs to be voted in be a community group.	
27 Feb 14				Two potential northern groups have been identified through CACG restructure, discussions will be held in an attempt to secure a northern representative for ANACC.	
5 Jun 14				Broadbeach Neighbourhood Watch has been approached to provide a representative.	
30 Oct 14				Northern member still required. It is hoped someone will be identified through the upcoming ILS community consultation process.	
26 Feb 15				Northern membership continues to be sought preferably from the Mermaid Beach region.	
25 Jun 15				The Chair noted a number of potential candidates have been identified to the north, a decision on the northern representative will not be made until a determination on the approval of ILS. A potential candidate has been identified by Bill Pinkstone to fill the southern position representing the Bilambil/Terranora area and this will be investigated further.	
29 Oct 15				Chair advised this action will be on hold until a decision is reached on the ILS.	

25 Feb 16 30 Mar 16 27 Oct 16				The Chair advised that the ILS has been approved as of 19 Jan. The chair met with the Northern ANACC Members to discuss potential candidates. Awaiting decision from the AAT on the approval of the ILS.	
26 May 16	Noise Monitor Location	Airservices	<b>OPEN</b>	Distance from the airport to small and the ground location of small is, as well as the height.	
26 Feb 15	Reinstatement of Permanent Noise Monitors	Airservices	<b>OPEN</b>	ASA to follow-up the re-instatement of permanent noise monitors and provide feedback to the committee.	
27 Oct 16 23 Feb 17	Aircraft noise over West Kingscliff	Airservices	<b>OPEN</b>	ASA to follow up on planes flying further ease over West Kingscliff Neil to cover in his presentation.	
23 Feb 17	Airport Curfew Numbers	DIRD	<b>OPEN</b>	Statistics of all the afterhours aircraft	
8 Dec 1  8 Mar 12 8 Jun 12 28 Feb 13 31 Oct 13  27 Feb 14  5 Jun 14  30 Oct 14 26 Feb 15 25 June 15  29 Oct 15	ANACC Members Section Online	Brett Curtis	<b>CLOSED</b>	BCurtis to determine whether a Members Only section of ANACC could be developed. GCAPL currently investigating and will update at next meeting. This item will be reviewed once the TOR is agreed upon. Chair to discuss with GCAPL Comms/IT to discuss options. Investigations are ongoing to find the best method for communication. CACG website being developed leading to development of a similar ANACC website. ANACC section to be incorporated into the CACG website, concept to be provided at the next meeting. ANACC link to be incorporated as part of the current CACG website. Work is in progress with GCAPL Communications and IT. Work is progressing on this web site and advice will be provided to the committee when the site is available. Website has been designed and is awaiting feedback from the Chair.	
29 Oct 15  25 Feb 16	Runway 14 Departure Trial	Airservices	<b>CLOSED</b>	Nick Seselja to provide additional data to the Committee in relation to what areas complaints concerning the Runway 14 Departure Trial have been received from.	

				Rhiannon Eddy provided a detailed presentation.	
26 May 16 27 Oct 16 23 Feb 17	Curfew Administration Report	Dept. of Infrastructure	<b>CLOSED</b>	To follow up on the curfew administration. Report is yet to be finalised. Report to be circulated once completed. Report was circulated	