



Airport Noise Abatement Consultative Committee (ANACC) Meeting Minutes

Date: Thursday 26th October 2017
Time: 0900 – 1200hrs (QLD Time)
Location: Twin Towns Resort – Visions Room

Members

Matt Bender (Chairman)	Gold Coast Airport
Jemma Bishop (Secretary)	Gold Coast Airport
Neil Hall	Airservices Australia
Barry Jephcote	SECCA
Bill Pinkstone	Banora Point & District Residents Association
Brad Pearce	Tweed Shire Council
David Gray	Bilinga Neighbourhood Watch
Garth Threlfall	Friends of Currumbin
Glenda Threlfall	Proxy - Tugun Progress Association
John Alcorn	Airport Central Corridor Alliance
John Hicks	Gold Coast Lifestyle Association
Lindy Smith	Tweed Heads Residents & Ratepayers Association
Peter Long	General Aviation
Rob Anderson	Virgin Australia
Rob Irwin	Airservices Australia

Observers

Helen Twohill	Fingal Head Community Association
Julie Murray	Kingscliff Rate Payers Association
Pat Tate	Banora Point & District Residents Association
Val Kirk	Kingscliff

Apologies

Audra Topping	Tugun Progress Association
Brett Curtis	Gold Coast Airport
Donna Kerr	Department of Infrastructure
Graham Quick	Jetstar
Guy Proctor	Jetstar
Jodie Bellchambers	Office of Justine Elliot
Josh Ireland	Department of Infrastructure
Melissa Pearce	Gold Coast Airport
Scott Stephens	Airservices Australia
Tania Macdonald	Department of Infrastructure

1. Opening and Welcome

Matt Bender Chairman opened the meeting at 09.12 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

Please refer to action list below

5. Correspondence

In	Category	Out
27/06/17 LSmith to MBender	F	
06/10/17 LSmith to MBender	F	06/10/17 MBender to LSmith
09/10/17 LSmith to MBender	F	25/10/17 MBender to LSmith
27/09/17 Roslyn Turnbull (Not Disclosed)	N	28/09/17 MBender to Roslyn Turnbull (Not Disclosed)
22/09/17 K Varker (Kingscliff) to GCAL	F, N	28/09/17 MBender to K Varker (Kingscliff)
02/10/17 K Varker (Kingscliff) to GCAL	F, N	03/10/17 MBender to K Varker (Kingscliff)
23/10/17 JAlcorn to ANACC	G	23/10/17 MBender to JAlcorn

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

6. General Aviation Update

Peter Long provided the following update:

General Aviation has been fairly busy and during the winter weather there was a period of night flying for which the flying schools are very mindful of the residents to the south with Day Light Savings. July and August were busy months and we were up to record numbers for the GA. I have not received any noise complaints since the last meeting. Helicopter operations have increased with circuits overhead. The three flying schools are utilising off airport training for their navigation flights using Murwillumbah heavily.

Question/Discussion

Response

John Alcorn – Airport Central Corridor Alliance
Can the Fly Neighbourly Policy be revisited as it was originally signed a number of years ago.

Matt Bender – Gold Coast Airport

I will look into that and involve the local operators.

7. Curfew Administration Update

Russell McArthur was unable to attend the meeting, Matt Bender presented on Russell's behalf. The most recent Curfew Report (July-Sept) has been distributed to the committee.

<u>Question/Discussion</u>	<u>Response</u>
David Gray – Bilinga Neighbourhood Watch Do you have any further information about the Air Asia flight that was granted dispensation due to load sheet requirements?	Matt Bender – Gold Coast Airport I will follow up on that and make some enquiries for you.
John Alcorn – Airport Central Corridor Alliance It's hard to believe that a delay in Melbourne Airport could cause delays to Gold Coast at 11pm.	Matt Bender – Gold Coast Airport It could be a number of reasons, delays can be stacked throughout the day, but that's speculating.
Bill Pinkstone – Banora Point & District Residents Association Can a formal thank you be sent to Russell for the excellent data that he is providing?	Matt Bender – Gold Coast Airport I will send a formal letter to the Department.
John Hicks – Gold Coast Lifestyle Association There was only 5 dispensations granted in 2016 however in the last three months there have been 5 granted, is there a reason why this has increased?	Matt Bender – Gold Coast Airport We will look into the reasons for this jump.
Bill Pinkstone – Banora Point & District Residents Association Can we assume from the data that there has been no breeches of the curfew by RPT jets?	Matt Bender – Gold Coast Airport I will double check.
John Alcorn – Airport Central Corridor Alliance I note the drop off for the permitted jet movements, hopefully that can continue.	Matt Bender – Gold Coast Airport The department is getting strict on the criteria for obtaining a dispensation, now that we have the data we can now get a greater insight and make educated assumptions.
Helen Twohill – Fingal Head Community Association 4 out of the 5 Pre-curfew Taxi Clearance are from Air Asia, their flights have also increased from twice a week to flying nearly every night, there needs to be some analysis to go along with the data.	Matt Bender – Gold Coast Airport If we review past Curfew Reports they used to be weighted in favour of Jetstar and other operators. It is the last flight at night and there is a higher chance of that happening.

8. Airservices Report

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

- Actions from last meeting
- Runway 32 RNP AR Update

- RNP AR usage in August
- RNP AR vs RNAV data
- Online noise report
- Sub Committee questions

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

<u>Question/Discussion</u>	<u>Response</u>
<i>Air Traffic Control Procedures</i>	
Bill Pinkstone – Banora Point & District Residents Association <i>Is the straight ahead approach part of a holding plan?</i>	Neil Hall – Airservices <i>Yes, we have an agreement with Brisbane ATC that they are able to use straight ahead they tend to use it when they need to, that is in our Noise Abatement Procedures.</i>
John Alcorn – Airport Central Corridor Alliance <i>That is only one of the reasons for the straight ahead approach, the other one is for the arrivals from the south landing in the north that also causes it?</i>	Neil Hall – Airservices <i>Aircraft landing on the RNP AR approach onto RWY 14, because they are coming up through Tweed or Coolangatta, if you turn these flights left into them they won't have any height as the inbound aircraft are fairly low, we can't put a maintain on RNP approached because the way the procedure works is once you clear the aircraft for the approach it's the flight management system in the aircraft and we don't have the availability to enter in a height restrictions. We use the straight in approach on the occasions that there is the conflict that we have to use that approach.</i>
John Alcorn – Airport Central Corridor Alliance <i>Is it possible to push the aircraft further out to sea for the RNP Arrivals? Is there a legal clearance if there were to intercept over the ocean or just precautionary measures?</i>	Neil Hall – Airservices <i>The airspace that we control is from ground level to 1500ft which we need to keep the aircraft within that limit as they approach the runway. It's also an airspace containment, the inbound aircraft need to be reasonably close so it's contained within the airspace. It's this technology and approval that ATC need to give the inbound aircraft, we can't put a maintain on it, there are no separations.</i>
Julie Murray – Kingscliff Rate Payers Association <i>Thank you for your quick actions on this and continuing to work on this issue.</i>	Neil Hall – Airservices <i>Thank you Julie, we are rebuilding the bigger airspace at the moment and we are looking at how Gold Coast fits into that and it may help reduce the number of times that we have to go straight ahead. But I will keep you updated.</i>
<i>RNP AR (Smart Tracking) Update Runway 32</i>	
John Alcorn – Airport Central Corridor Alliance <i>I was led to believe that the Qantas RNP procedure was the one to be used, I was given no notice that</i>	Neil Hall – Airservices <i>I have presented this numerous times. There was a motion from the CACG for Airservices to action to find</i>

<p><i>there were going to be any changes to that. When was the Qantas procedure thrown out?</i></p>	<p><i>the best outcome for the community, the suggestion from that meeting was to move it slightly north away from Kingscliff.</i></p>
<p>John Alcorn – Airport Central Corridor Alliance <i>The RNP procedure was for noise and flightpath sharing, it was said that it would help residents out. Now this has put them back over the residents. At a CACG meeting that I was unable to attend a recommendation was implemented from a request to move the flights, there was no chance for my community to talk about this situation. Why can't the flight path be designed that it comes in closer to the airport?</i></p>	<p>Neil Hall – Airservices <i>We can't replicate the same RNP procedure because under ICAO we can't intercept close to the airport, we need to intercept further down. We are restricted to by where we can intercept for final. The Qantas procedures are specific to the aircraft, our procedures have to be generalised for all aircraft.</i></p>
<p>John Alcorn – Airport Central Corridor Alliance <i>Where they intercept the centreline is it the same distance for both North and South?</i></p>	<p>Neil Hall – Airservices <i>It is roughly the same point.</i></p>
Sub Committee Questions - Motion for EMU	
<p>Barry Jephcote – SECCA <i>Is it the intention of Airservices to put a third monitor in the south?</i></p>	<p>Neil Hall – Airservices <i>We are considering where the monitor needs to be placed in the future, I have given all your feedback including the motion back to the Airservices. There are a lot of things that need to be taken into consideration. We want to provide the best noise information we can to the community, the ILS will be installed soon so we need to make sure it will provide the information we require.</i></p>
<p>Barry Jephcote – SECCA <i>It states in the Master Plan that there will be a third noise monitor installed in West Tweed.</i></p>	<p>Neil Hall – Airservices <i>That was our intention, but we were unable to find a suitable location. We have presented about this numerous times, we have asked for suggestions from the committees but we were unable to find anything.</i></p>
<p>Bill Pinkstone – Banora Point & District Residents Association <i>Bill Sullivan's details were provided but he is yet to be approached?</i></p>	
<p>Barry Jephcote – SECCA <i>Can you give us the criteria for what Airservices require for the installation of the noise monitors?</i></p>	<p>Neil Hall – Airservices <i>We have technical requirements for where the monitors are placed, I can provide the information that has already been presented to the group to point out what the criteria is. At the time we had exhausted our options.</i></p>
<p>Barry Jephcote – SECCA <i>If we could have that information we can approach members of our community.</i></p>	
<p>Bill Pinkstone – Banora Point & District Residents Association <i>What's the distance to the northern monitor? My</i></p>	<p>Neil Hall – Airservices <i>When we came to these meetings.</i></p>

<p>research suggest that its .75km from the runway. When did Airservices know about the technical problem and that this was an issue?</p>	
<p>Bill Pinkstone – Banora Point & District Residents Association Why didn't Airservices disclose these facts and not waste our time when you knew this issue was the reason you couldn't put the monitor there.</p>	<p>Neil Hall – Airservices We are not required to provide the reasons why it is not suitable. It was stated that there were a number of issues why it wasn't suitable, we provide as much information as we think necessary at the time, if there are further questions we will answer them. I will provide the information that Barry has requested through the chair. <i>It was stated in the Master Plan that it was our intention but we were unable to locate a suitable site.</i></p>
<p>Bill Pinkstone – Banora Point & District Residents Association Can Bill Sullivan be approached and a report on the results of the approach?</p>	<p>Matt Bender – Gold Coast Airport It may seem like the suitable spot but it is not the mitigating factor, the assessments get made first before the approach to the person.</p>
Complaints and Enquiries	
<p>Pat Tate – Banora Point & District Residents Association Is the 1800 number still valid, I have members that do not have access to a computer?</p>	<p>Neil Hall – Airservices Yes it is still valid, they will ask the same questions as the website.</p>
General	
<p>Bill Pinkstone – Banora Point & District Residents Association Can I request that the noise monitor location action item be re-opened?</p>	<p>Matt Bender – Gold Coast Airport We will re-word and open the action item.</p>
<p>Motion: AsA to assess the suitability of Mr Bill Sullivan's property for a Noise Monitor Bill Pinkstone raised, Lindy Smith seconded. Motion passed.</p>	
<p>Lindy Smith – Tweed Heads Residents & Ratepayers Association In regards to my correspondence on the 26th of June about the discrepancy of the accuracy of Webtrak, it is defiantly not resolved. The Ombudsman's office it states that webtrak is correct, however there are community members Tweed Heads to Kingscliff stating that runway 14 departures are further to the east and they have increased noise levels and they were dissatisfied on the responses back from the NCIS. There was a specific incident on the 13th of October where webtrak was showing a different flight path was flown to what was actually flown.</p>	<p>Matt Bender – Gold Coast Airport I have taken these on notice, Neil has indicated that there is a margin of error on webtrak, it is used to give an indicative view.</p>
<p>Lindy Smith – Tweed Heads Residents & Ratepayers Association The document that is relied on for planning by the local governments is the ANEF and N70 contours.</p>	<p>Matt Bender – Gold Coast Airport I am happy to look into that, if you could please send through the details for a response. Your assertions of a new flight path outside of the approved Master</p>

<p><i>What we have is a flight path outside of the approved Master Plan that are not central to the ANEF.</i></p>	<p><i>Plan would need significant investigations.</i></p>
<p>Julie Murray – Kingscliff Rate Payers Association <i>Getting on webtrak I am finding that the planes that are flying over to Cudgen over the lake aren't noisy to Kingscliff, what I find is happening is that a lot of planes are going over Chinderah and turning right to get over where they should be are the noisier ones. If you could please have a look at those?</i></p>	<p>Neil Hall – Airservices <i>I am happy to have a look at that and get back to you.</i></p>

9. General Business

Airport Developments

Matt Bender provided a quick update on behalf of Brett Curtis who was unable to attend today's meeting.

We were required to have the supplementary draft Master Plan uploaded to our website, unfortunately it will now be uploaded next week ahead of the CAGC meeting. By next meeting we should have a replacement for Wilf's position on the committee. In the New Year I am looking to personally attend the community member's meetings.

GCLA Draft ANACC priority issue and working paper discussion

The Theme is to provide structure and strategy at how we deal with issues as a committee, some issues will be able to be resolved however there may be some that may be intractable issues that one you arrive at a certain point it is the best outcome that could be achieved. The key column is the one in the middle "the desired future state of the issue". The issues that have been discussed today will need to be inserted in to this document, to continue making progress. I would ask people to look at the document carefully and consider these things as we go forward with these issues. In future agendas we would have an agreement of which items would make it to the agenda to work on the issue. In the Ministers letter of approval to Gold Coast Airport it states that "I expect your continued focus on ensuring ongoing community engagement as Gold Coast Airport grows into the future" he hasn't imposed a condition he has imposed an expectation that we will receive continue advice.

Question/Discussion

Response

Motion: For the recommendations in the work program to be adopted by the group and used as a guidance document.

John Hicks raised, Barry Jephcote seconded. Motion passed.

<p>Bill Pinkstone – Banora Point & District Residents Association <i>Thank you for your work John, if it's a working document how will the information be passed on and included?</i></p>	<p>Matt Bender – Gold Coast Airport <i>I am happy to accept correspondence on this matter, and to facilitate out of session meetings specific to this.</i></p>
	<p>Matt Bender – Gold Coast Airport</p>

	<p><i>I will reissue the document to receive comment and I will accept feedback over the next month. We will arrange a meeting with all interested parties prior to the ANACC to make a formal movement on the document.</i></p>
Lindy Smith – Tweed Heads Residents & Ratepayers Association There is general support for the format, is it possible to accept this format today to be finalised for the next meeting?	Matt Bender – Gold Coast Airport Yes that can be done.
Motion: Adopt the format of the Strategic Work Program in terms of consideration Lindy Smith raised, Bill Pinkstone seconded. Motion passed.	
John Hicks – Gold Coast Lifestyle Association The working group will identify key issues and incorporate key issues into the agenda	Matt Bender – Gold Coast Airport I don't have a problem with that, there does however need to be a procedure in place when items get stalled or an impasse that we may need to drop that issue and work on a separate issue.
John Hicks – Gold Coast Lifestyle Association I agree, it's also a good way to round up the current issues that we have. This will not dominate the agenda, if there is an emergent issue that arises then that's also okay.	
Bill Pinkstone – Banora Point & District Residents Association Neil, do other airports use minutes and action items?	Neil Hall – Airservices This situation is unusual as Gold Coast have both the ANACC and CACG whereas other airports only have the CACG. The only one I'm aware of is the CACG in Melbourne, they have a work program that the members put together in a separate meeting and they put forward actions and move their way through it.
John Alcorn – Airport Central Corridor Alliance There needs to be some coordination between the CACG and the ANACC for example in the CACG meeting there was a recommendation regarding the RNP flight path that was never referred to at the ANACC meeting. If the CACG is going to be making decisions based on our group they should refer it to us to investigate.	Matt Bender – Gold Coast Airport It has been raised in this committee previously. ANACC isn't a regulated forum, this exists to provide a little more technical guidance around noise issues that may filter up to the CACG. I will send out meeting timeframes for the working group.

Discuss John Alcorn's motion of the development of a submission for an Aircraft Noise Amelioration Program

I have raised this motion because of the airports Master Plan, in previous Master Plans there used to be a section regarding Aircraft Noise Amelioration and also some had specific information relating to flight paths. I am aware of other airports have in their Master Plans have mentioned Aircraft Noise Amelioration and flight paths, Gold Coast Airport is busily drumming up business to increase aircraft and there is one group of people that they have failed to mention

the people below the flight path. Aircraft Noise Amelioration programs exist in both Sydney and Adelaide airports as they were built in residential areas. I would like to create a subcommittee that would report back to the ANACC regarding the implementation of an Aircraft Noise Amelioration program here. We can't have this situation of high number of flights coming over the same people without doing anything for the people below.

<u>Question/Discussion</u>	<u>Response</u>
	<p>Matt Bender – Gold Coast Airport <i>I will have to defer to Neil to explain how the programs work. We will also have to look at the structure of Sydney and Adelaide's program.</i></p>
	<p>Neil Hall – Airservices <i>These are specific decisions made by the department on the commitment to providing the insulation, it was done through an investigative process. I'm not sure how the Department of Infrastructure and Regional Development would look at a request from the ANACC. I'm not sure if the department is responsible for determining if it is applied.</i></p>
<p>John Hicks – Gold Coast Lifestyle Association <i>Is there a regulatory provision around these schemes?</i></p>	<p>Neil Hall – Airservices <i>I don't believe so, it is something the department is always considering it but I think it requires specific legislation for it to happen.</i></p>
<p>Bill Pinkstone – Banora Point & District Residents Association <i>John, in regards to the subcommittee does that mean that there will be members that will attend and some that won't? Can it be made into an item in the working paper?</i></p>	<p>Matt Bender – Gold Coast Airport <i>I don't have an issue with this as a concept,</i></p>
<p>Lindy Smith – Tweed Heads Residents & Ratepayers Association <i>I support this, I have made some inquiries and have gone back to early last decade for when the approval of the Runway extension came through in 2004. I understand that through that process there were meetings with representatives to the south with the then Minister, that was his recommendation that a program be set up.</i></p>	<p>Matt Bender – Gold Coast Airport <i>Unfortunately I will have to discuss with Brett to obtain the details. There is a fair bit to do before formalising any of this program, we need to get more details and educate ourselves on the legislation behind it.</i></p>
<p>John Alcorn – Airport Central Corridor Alliance <i>We need our local members to support this proposal, I think it needs to be our number 1 priority.</i></p>	<p>Matt Bender – Gold Coast Airport <i>I will put this on the agenda for next ANACC and I will endeavour to find out as much background information on the process and how Sydney and Adelaide have implemented the program.</i></p>
<p>Bill Pinkstone – Banora Point & District Residents Association <i>There has already been a lot of work around this, Mike Murdock our federal member at the time was</i></p>	<p>Matt Bender – Gold Coast Airport <i>I will look into it</i></p>

the one looking after it. It progressed all the way to cabinetry and submission papers, one of the reasons was that it wasn't approved was because the NSW government had implemented noise amelioration plans for the residents at Barneys Point for the new freeway at Sexton's Hill.

Motion: to investigate the feasibility of introducing a Noise Amelioration Program for Gold Coast Airport
Lindy Smith raised, John Alcorn seconded. Motion passed.

Matt Bender – Gold Coast Airport

I will obtain as much information as I can about the process for the next meeting.

The Chair reminded the Committee of the proposed meeting dates for 2018:

- 22nd February
- 21st June
- 25th October

The Chair closed the meeting at 12.23 pm.

ANACC COMMITTEE ACTIONS - Next Meeting Thursday 22 nd February						
Date	Action Item	Action Officer	Status	Action	Complete Date	
22 June 17	Noise Report	Airservices	CLOSED	Airservices to split data between East Banora and West Banora Airservices are unable to split the data		
22 June 17	Pre and Post-trial data	Airservices	CLOSED	Airservices to prove the Pre During and Post-trial data for review. The data was provided to the committee		
26 Oct 17	Further information on the AAX flight granted dispensation 5/9/17	Gold Coast Airport	CLOSED	Matt to investigate for further information. Matt to update the committee.		
26 Oct 17	Strategic Work Plan	Gold Coast Airport	CLOSED	Airport to hold a meeting to discuss the Strategic Work Plan and the comments received. Meeting was held on the 16.1.18		
26 Oct 17	RNP Data	Airservices	CLOSED	Airservices to provide the RNP data. Data has been provided		
16 Jun 11 19 Mar 12 8 Jun 12 13 Sept 12 6 Dec 12 28 Feb 13 25 July 13 31 Oct 13 27 Feb 14 5 Jun 14	ANACC Northern Membership	Gold Coast Airport	OPEN	BCurtis to meet with GThrelfall to discuss northern members and define territories. BCurtis advised will be taken into consideration during TOR review. TOR will be reviewed & submitted to the committee by 1 July. Committee to discuss at September meeting. 1 Vacant position for both southern/northern ends. BCurtis to discuss with PDonovan membership requirements Chair will follow up on this action item in 2013 Chair has made contact with RWorkman, & info pack sent out. Chair to meet with Ron to finalise membership. Northern Membership will be finalised as part of the membership renewal process. RWorkman is available but needs to be voted in be a community group. Two potential northern groups have been identified through CACG restructure, discussions will be held in an attempt to secure a northern representative for ANACC. 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. Northern membership continues to be sought preferably from the Mermaid Beach region. 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. Chair advised this action will be on hold until a decision is reached on the ILS.	
26 Feb 15					
25 Jun 15					
29 Oct 15					
25 Feb 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.	
30 Mar 16					
27 Oct 16				Awaiting decision from the AAT on the approval of the ILS.	
22 June 17	2015 Noise Monitor Data	Airservices	OPEN	Airservices to provide a more detailed report on the 2015 Noise Data from Fingal Heads.	
22 June 17	Contour Data	Airservices	OPEN	Airservices to provide 3 months of data to validate aircraft turning earlier than 2 nautical miles.	
26 Oct 17	Potential update of the Fly Neighbourly Policy	Gold Coast Airport	OPEN	Matt to look into the potential of an updated Fly Neighbourly Policy	
26 Oct 17	Formal "Thank you"	Gold Coast Airport	OPEN	The Chair to write to Russell McArthur (DIRD) to express the committee's appreciation.	
26 Oct 17	Increase of dispensations	Gold Coast Airport	OPEN	The Chair to investigate the increase of dispensations between 2016 (5) and the last three months (5)	
26 Oct 17	Criteria for Noise Monitor installation	Airservices	OPEN	Airservices to provide the criteria for the installation of the Noise Monitor	

26 Oct 17	Possible Noise Monitor location	Airservices	OPEN	Airservices to approach Bill Sullivan and report back	
26 Oct 17	Location of Northern Monitor	Gold Coast Airport	OPEN	Matt to confirm the distance to the northern monitor	
26 Oct 17	Kingscliff Flights	Airservices	OPEN	Neil to have a look at planes over Chinderah and turning right over Kingscliff	