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MINUTES OF COOLANGATTA
AIRPORT NOISE ABATEMENT CONSULTATIVE (ANACC)
MEETING HELD AT JOHN FLYNN HOSPITAL ON 13 December 2001

IN ATTENDANCE:

Members:

Roger Savage
Wilf Ardill
Jim Boyle
Ray Tate
Peter Coburn
John Sweeney
Peter James
Trevor Stephenson
Adrian But
Don Buckley
Barrie Briggs (Chairperson)
Mick O'Keeffe

Bilinga Neighbourhood Watch
Friends of Currumbin Inc.
Tweed District Residents & Ratepayers
Banora Point Residents Association (West)
AirServices Australia
Bilambil Heights Progress Association
Tugun Progress Association
SECCA
AirServices Australia - Environment Branch
Tweed Shire Council
Gold Coast Airport Limited
Gold Coast Airport Limited

Others:

Barney Pinney
Rodger Smith
Kerrie Perkins (Secretary)
Julie Murray

AirServices Australia
AirServices Australia - Coolangatta
Gold Coast Airport Limited
Kingscliff Rate Payers & Progress Association

Proxies:

Richard Castles
Karen Embrey
John Alcorn
Jann Stuckey

for Bill Bourke, Qantas Airways
for Larry Anthony MP
for Reg Payne, Airport Central Corridor Alliance
for Margaret May MP

Apologies:

Ray White
Colin Dahl
Denis Savage

Tugun Progress Association
AirServices Australia
Department of Transport and Regional Services

1. Opening

The Chairman welcomed all members and opened the meeting at 0910 am. Introduction of new faces took place including: Richard Castles; John Alcorn; Jann Stuckey; and Karen Embrey.

2. Apologies and Proxies

Apologies and proxies are listed above.

3. Acceptance of Minutes of Previous ANACC Meeting – 13 December 2001

Moved by Roger Savage
Seconded by Wilf Ardill

All in favour
Carried

4. Business arising from the previous minutes

1. Noise insulation to be an item on the agenda of the next ANACC. Actioned.

2. Terms of Reference and representation for the next 12 months discussed at the next Sub Committee meeting. Actioned.

3. Rodger Smith to forward written explanation to Jim Boyle on how wind condition affect the preferred runway system i.e. down wind component. Actioned and circulated to all members.

4. The Chairman to report back to John Sweeney on mobile tower at Boyds Bay and check its position in relation to the OLS (with and without a runway extension). Actioned.

5. The Chairman to write to the Minister on behalf of the committee requesting that the 'the curfew take in GA as well as jet aircraft'. Actioned.

Outstanding Items

Peter Coburn tabled copies of: altitude histograms; scatter plots; and tracks of the 185 Trial. This encompassed data on the 185 Trial at 1DME, 2DME and 3 DME. There were limited copies, therefore, further copies will be distributed with these minutes.

Peter Coburn responded to a query from Trevor Stephenson regarding ASA redirecting public noise inquiries to community representatives. The members acknowledged the ongoing commitment of the ASA inquiry officer, however, most members concurred that it was important that inquiry officers be 'selective' in passing on individual committee members details.

Peter Coburn and Rodger Smith acknowledge his concerns, however, they felt

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it important to consider that their officer does give constructive answers to inquiries from public members, however, many public members are not happy with the response. At that point the next procedure for the officer is to suggest that they contact their community representative - particularly when local representatives have a familiarity to their region that the inquiry officer would not have.

The Chairman confirmed with the committee that they were happy with ASA referrals back to them provided that the inquiry officer had been 'selective' and that ASA had responded to the best of their ability in a bid to resolve any problems. To this the committee acknowledged that they were happy with such an outcome.

5. The Subcommittee Report

Adoption of the Subcommittee Report

The Chairman advised that the Paper Plane minutes had been distributed and had been tabled for adoption. Prior to adoption the following Action Items from the meeting of 14 November 2001 were noted:

- **Investigate the movement of a Chieftain using RWY 32 for a departure on the 8th and 9th of November.** The Chairman advised that this has been carried out and the tracks will be distributed. A.I.2
- **Investigate a Virgin aircraft type listed as a B717 (VH-VGA) as opposed to a Boeing 737-400.** The Chairman confirmed that it was in fact a Boeing 737.
- **Investigate the actual runway used by a BAe146 on the 27 October, 2001 (movement sheet shows what appears to be a '14' with a '32' written over it).** The Chairman confirmed the aircraft did depart on RWY32 and the flight track is to be distributed. A.I.3
- **Rodger Smith to confirm the rationale behind AirServices Australia's decision to switch the '1800' number to a '1300' number.** Peter Coburn responded to the Action Item with the following noted points:
 - In October 2001 there was a decision taken in Canberra, to be applied nationally, that the '1800' number be replaced with a '1300' number. Brisbane do not plan to move to the '1300' number until the new year, however, the intention is to leave the '1800' with a message in place.
 - The '1300' number is a local call charge, whereas '1800' is free.
 - Nationally, there are a number of complainants who presently abuse the system by registering complaint call 'hundreds' of times a month even when there are alternative methods of register those complaints.
 - ASA spend \$ 60 000.00 a year advertising numbers in every White Pages in Australia.
 - The line number is listed under "Airservices Australia – Aircraft Noise Enquires".

General discussion transpired regarding public awareness of the local call charge associated with the '1300' number. It was noted that whilst the general public at large maybe aware it is possible that the elderly may not be aware.

Jim Boyle lodged an 'official complaint' from the people of his area and valley regarding the replacement of B767 for B717's.

The Chairman informed the committee that Jim's concerns re the B767's had been raised at the last Paper Plane meeting. It had been noted that the Sub Committee was not the forum for RPT discussion and it was requested that it be brought forward here to the ANACC.

Adoption of Sub Committee Minutes of 14 November, 2001.

Moved by Wilf Ardill
Seconded by Peter James
All in favour
CARRIED

Fly Neighbourly Policy (FNP)

Mick O'Keeffe addressed the committee with an update of the progress of the FNP.

- The inaugural meeting on 8th November, 2001. Discussion transpired regarding: the role of the members in the instigation of the FNP; and the formulation of the Terms of Reference.
- Their mission is to look at the Jandakot document and go through the recommendations and how they were applicable to Coolangatta. The next stage is to see if they are operationally feasible through liaising with Airservices Australia, training schools and GA businesses to look at the revised list and work out which one of those can be implemented, especially operationally.
- Mick O'Keeffe summarised by advising that he felt the last meeting had been very productive and that they hoped to have another meeting before Christmas. He continued by advising that he had spoken to a number of operators on the airport who had indicated that they do have general principles that they do use.
- One of the Action Items was to find the aviation charges for both Coolangatta and Murwillumbah, to establish what additional cost an operator would face if he were to fly from Coolangatta to Murwillumbah to conduct circuit training.

Terms Of Reference

The Chairman advised that the Terms Of Reference had been dealt with by the Sub Committee and that they are currently being reviewed by the community representatives.

General

Further to an inquiry from Jim Boyle, the Chairman confirmed that the Master Plan dated August 2001 is the plan the Minister of Transport passed as acceptable in June 2001. This Master Plan was the revised Fresh Master Plan.

Jim Boyle queried whether the plan was in fact legitimate. In response, the Chairman confirmed that if it had 2001 on the front cover then it was legitimate. Jim Boyle formalised the following :

"that Gold Coast Airport Limited develop a proposal for implementing noise amelioration scheme for the residential areas around Coolangatta airport".

He referred to the final Master Plan as well as letters from DoTRs as the basis and support of this motion. In these documents, reference had been made to GCAL to play a pro-active role in the consultation of stakeholders to reduce the noise impact on the community. In summarising, Jim stated that this is the document the community is taking notice of and what GCAL's intentions are.

The above motion was:

Moved by Jim Boyle

Seconded by Peter James

Discussion transpired regarding funding and general responsibilities of industry partners.

Don Buckley advised that he supported the proposal and not necessarily a proposal based on financial assistance as it could be designed to be self-funding. Furthermore, he stated that an investigation should be undertaken to determine the implications and the costs involved.

Addressing Jim's statement, the Chairman advised that GCAL are already doing what is stated in the Master Plan. He queried what exactly was meant by the word 'amelioration' and therefore expressed difficulty in accepting the context of the motion.

John Alcorn concurred with the Chairman querying what was a clear definition of 'amelioration' and that 'amelioration' does not necessarily mean compensation.

Jann Stuckey queried whether it would be best to have a clear definition of 'amelioration' and simplify it back to this meaning.

After much committee deliberation, the Chairman stated the modified motion as follows:

"the ANACC request GCAL to develop a proposal for a Noise Amelioration Scheme for residential areas around Coolangatta airport".

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With such rewording the desired outcome was being able to: firstly, look at the proposal; and secondly, decide whether to implement part of it, or all of it.

Richard Castle advised that if a study is undertaken then it must include issues such as: flight paths; and land planning. He continued on advising that amelioration through flight paths is already addressed by ASA and the airlines, however, land planning is an issue that need to be addressed by Councils.

In view of the new wording the motion was:

Moved by Jim Boyle

Seconded by Trevor Stephenson

In favour – 9

Against – 2

MOTION CARRIED

In reply to a query from Wilf Ardill, the Chairman advised that he would not be putting a time frame on the development of the proposal it as he had not had the opportunity to review what resources would be needed.

6. Noise Inquiry Summary – Report from Airservices Australia

General discussion transpired regarding the belief that there had been a lack of compliance with departures on RWY14 over the last several months.

Responding to this, Rodger Smith and Peter Coburn advised that until the 29th of November aircraft were using the Coolangatta TWO departure. This required pilots to turn at 2DME from a track of 139 on to the assigned heading. The agreed heading for jet departures to the south is 150 degrees magnetic, this then takes the aircraft over the golf course. The Brisbane approach controller then instructs the pilot second turn at 5DME and track directly to APAGI. However, on 29 October a trial commence of the APAGI 5 SID. This SID follows the same flight path as above but is totally pilot interpreted.

Rodger Smith continued by reminding the committee that there is very little difference between a track 139 and a magnetic heading of 150, (depending on wind speed and direction). Also, it was important to acknowledge the heavy pilot workload on departure and that in some cases you are talking about seconds between 2DME where he is supposed to make the turn and 3DME and 4DME. In summarising, he stated they do the best they can and that is why there are track tolerances. The APAGI 5 SID is all based on tracks so we assume the compliance will improve.

Responding to a query from John Alcorn, Peter Coburn acknowledged that the aircraft are turning beyond 5DME, instead of at 5 DME, which was the intent of the flight path review. Rodger and Peter concurred that the results could be 'tidied up' if the committee so desired by changing the turn to 4 DME.

Rodger Smith advised that the APAGI 5 departure is pilot interpreted the whole way. Controllers are not allowed to cancel the APAGI 5 departure for separation reasons. They have to keep the other aeroplanes away from this departure path. He continued by advising that he did not know if the APAGI 5 will continue as it may become too difficult to manage and the delays to aircraft might be excessive. What we are trying to establish with this trial is, if the departure is entirely pilot interpreted then will the tracking compliance improve. He continued by stating the requirement to get feedback from this trial and then if you are not satisfied review the distance from Coolangatta for the second turn (Airservices will review the APAGI 5 trial on the 29/01/02).

In a summary to the committee, John Alcorn advised that there were a lot of complaints being received from the way in which RWY32 arrivals were being flown. He continued by advising that aircraft over the Banora Point escarpment were recording readings of 80 dB(A) as per the noise monitoring stations. This represented only a 10 dB(A) difference between Banora Point at 5DME and at the end of the runway.

The Chairman advised he had received a letter from Citizens from Kingscliff today that he had not had the opportunity to read and also a letter from Julie Murray from the Kingscliff Ratepayers Association (again which he had not had an opportunity to read).

FA-18 Hornets

Trevor Stephenson referred to three FA-18's which had passed over Tweed Heads in line abreast at approximately 800 ft (refer 29th November – Noise Summary Report). He continued by advising that he had spoken to Squadron Leader Jack Appleyby who had stated that the RAAF follow the same flight paths as jets do and that the three FA-18's had complied. Trevor queried whether FA-18's in formation at a low level was actually compliance.

The Chairman advised that he would investigate this.

A.I.5

GENERAL BUSINESS

John Sweeney had several queries regarding Gold Coast Airport becoming fully international. These included:

- had an Environmental Impact Statement (EIS) been carried with Gold Coast Airport become fully international;
- what date was the airport gazetted as being full international status;
- how rubbish was disposed of from international aircraft; and
- are there response plans in place for sewerage spills off international aircraft.

The Chairman requested that these questions be forwarded to him directly in writing for his response.

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Further to this, John Castle and the Chairman concurred that John had raised issues that would have to be addressed by AQIS. In view of this, it was suggested and agreed that AQIS be invited to the next ANACC meeting.

A.I.7

In reply to a query from Wilf Ardill, Mick O'Keeffe advised that the Airport Environment Management Committee (AEMC) was still active and that both Shire Councils were represented at the meeting as well as GECKO and the Airport Environment Officer.

Coolangatta TWO 'SID'

Peter Coburn advised that direction was required from the committee, as to whether to adopt the preferred heading of 185 degrees magnetic for turbo prop aircraft departing to the south using the Coolangatta 2 SID or to terminate the trial of this heading and return to the original heading of 150.

Ray Tate spoke of the history of the Coolangatta TWO 'SID' and revisited that his concerns had been raised when he wrote to ASA and received a letter back to say that the SID was implemented on direction of the ANACC. Ray advised that there is supposed to be consultation regarding such matters and the implementation of this SID was a change from 2DME to 1DME that was never voted on.

Rodger Smith spoke of the history of the implementation of the SID. He advised that Greg Carroll put to the meeting that the intent of the 1997 flight path review was for turbo prop aircraft to go down over the water and overfly Ekerebagh Island when they departed for ports to the north. This was not happening. He stated that he and Greg Carroll were then asked to come up with a procedure that met the intent of the flight review. In accordance, at the

meeting of 22nd June, 2001 the vote was passed and carried that introduced the Coolangatta 2 SID. The Coolangatta 2 SID changed the turn on to the assigned from 2 to 1 DME for Turbo Prop aircraft. This change achieved the intent of the 1997 review and the Turbo Prop aircraft now track over the Broadwater and Ukerebagh Island. Unfortunately the motion and the vote was not minuted.

The Chairman advised that he had inherited this issue and that he felt that it was an error in the reporting/recording of the motion. He acknowledged the difference of opinion within the committee, however, he was frustrated with the continuing discussions on the topic. He highlighted his point by reading a resolution from the ANACC minutes of 8 March, 2001 "that the Coolangatta Two SID with the preferred heading of 070 meets the 97 objective of the ANACC and therefore be adopted".

Following on, Trevor Stephenson moved a motion that the trial cease and 185 departure be adopted.

Moved – Trevor Stephenson
Seconded – by John Sweeney

John Alcorn, speaking for Reg Payne, advised that he supports the motion as the area in the vicinity of Banora Point is already congested with aircraft traffic.

Jim Boyle rebutted stating that this heading of 185 was not achieving the proposed result and that as such it is a new flight path, which was affecting his people.

The Chairman requested a vote on the motion and restated it as follows: "that the trial heading of 185 cease and that it be adopted".

All those in favour 7
All those against - 3

Abstained – Peter Coburn
Carried

In closing, the Chairman requested and received acknowledgment from the members that this topic was now closed.

International Flights

Peter Coburn speaking to Ray Tate regarding International outbound flights advised that traffic management was an issue for Rodger Smith.

It was clarified by Rodger Smith, that for all aircraft with outbound tracks between 120 and 320 the preferred heading is left 070. If that heading is not available due to traffic then they will be cleared on RWY heading - the aircraft **will not** be held on the ground. This Preferred heading of left 070 has been endorsed by this committee but as yet has not been introduced by Brisbane Approach. He expected it to be introduced prior to the next ANACC meeting in which it will only be used if there is no conflicting traffic within the departure sector. If there is traffic within this sector then the second preference, a heading of 140 will be used.

Ansett Collapse

Jann Stuckey queried the affect the demise of Ansett was having at Coolangatta – whether air traffic was decreasing.

The Chairman and Rodger Smith concurred that there had been approximately a 40% loss, however, Qantas had dramatically increased the number of passenger loads. This had been achieved through Qantas using larger aircraft.

Richard Castle pointed out that whilst larger aircraft (with larger engines) may be being utilised the number of events per day decreases. He continued by advising that the issue of noise related not only to the magnitude of noise from one aircraft but also the number of events per day. Summarising, he stated it has been shown that a lot of flights of quieter aircraft are equivalent to a larger aircraft operating less frequently.

Australia Airlines

Responding to a query from Peter James, the Chairman advised that Australian Airlines is going ahead. It will be a 'no frills' international carrier as a subsidiary of Qantas which will operate out of Cairns with six services a week. Instead of doing Customs and AQIS operations in Cairns, the aircraft will on-fly to Coolangatta and undertake these duties here.

Furthermore, the Chairman responding to Wilf Ardill confirmed that due to the significant drop in aircraft numbers there had been an on-flow effect to other business. These included:

- approximately a 50% staff reduction at Concessions Management;
- rental car companies aligned with Ansett i.e Avis; and
- ALPHA Flight Catering suffered significant staff cuts.

Next meeting

Thursday 14 March 2002

Meeting closed 11.39

The chairman wished everybody Merry Christmas

ACTION ITEMS

1. Copies of: altitude histograms; scatter plots; and tracks of the 185 Trial as table by Peter Coburn to be circulated by the Minute Secretary.
2. Flight tracks of a Chieftain using RWY 32 for a departure on the 8th and 9th of November to be circulated by the Minute Secretary.
3. Flight track of BAe146 on the 27 October, 2001 (confirming RWY usage) be circulated by the Minute Secretary.
4. At the request of the ANACC, GCAL are to develop a proposal for a Noise Amelioration Scheme for residential areas around Coolangatta Airport.
5. The Chairman to investigate compliance issue with RAAF of FA-18's flying in formation at low level in residential area ie. Tweed Heads.
6. John Sweeney to forward to Chairman, in writing, queries regarding Gold Coast Airport becoming fully international.
7. The Chairman to invite AQIS to next ANACC.