

MINUTES OF COOLANGATTA AIRPORT ENVIRONMENT COMMITTEE
(AEC) MEETING HELD AT GCAL MANAGEMENT CENTRE
ON 5 FEBRUARY 1999

IN ATTENDANCE:

Peter Scott	Airservices Australia
Bob Brock	Airservices Australia
Adrian But	Airservices Australia - Environment Branch
Colin Dahl	Airservices Australia - Environment Branch
Gary Butland	Ansett Australia.
Ray Tate	Banora Point Residents Association
Reg Payne	Banora Point Residents Association
John Alcorn	Barneys Point Residents Association
Trevor Stephenson	Bilambil Heights Progress Association
Roger Savage	Bilinga Neighbourhood Watch
Len Wallace	Cudgen Progress Association
Mike Mrdak	Dept of Transport & Regional Services
Ron Walter	Dept of Transport & Regional Services
Barry Jephcote	East Banora Point Residents Association
Greg Carroll	Fingal Progress Association
Wilf Ardill	Friends of Currumbin
Greg Cornell	General Aviation representative
Brian Talbot	Gold Coast & Hinterland Environment Council
Sophie Arnison	Gold Coast City Council - Strategic Planning
Christine Murray	Kingscliff Ratepayers Association
Larry Anthony	Federal Member for Richmond
Bill Pinkstone	(Assisting Larry Anthony)
Bill Bourke	Qantas Airways
Ian Yarroll	Qld Department of Environment & Heritage
Denise Lewis	Queensland Transport
Pat Masen	Tugun Central Neighbourhood Watch
Ray White	Tugun Progress Association
Peter James	Tugun Progress Association
Jim Boyle	Tweed District Residents & Ratepayers Assoc
Don Buckley	Tweed Shire Council
Claire Richardson	Airport Environment Officer (DoTRS)
Phil Baker	Gold Coast Airport Limited
Paul Lamont	Gold Coast Airport Limited
Amanda Brigden	Gold Coast Airport Limited
Don James	Gold Coast Airport Limited
Russell Synnot (Chairman)	Gold Coast Airport Limited (Consultant)
Rhonda Nunns (Minute Secretary)	Gold Coast Airport Limited

APOLOGIES:

Margaret May	Federal Member for McPherson
Peter Gray	Gold Coast City Council
Geoff Tribe	East Banora Point Residents Association

1. Opening

The meeting opened at 9:05 am.

2. (a) **Terms of Reference of Committee**

- Draft Terms of Reference had been amended to reflect an increase in community representatives to northern (5) and southern (5), total (10).
- The Chairman proposed a further amendment regarding proxies:

"If a member is unable to attend a meeting, the member may nominate a proxy in writing which should be forwarded to the Chairman prior to the meeting date for acceptance prior to the commencement of the meeting".

The Chairman requested that use of proxies be restricted to a minimum to ensure continuity of representation on the Committee.

Trevor Stephenson queried if a continuing proxy arrangement would be implemented for the Federal Members for Richmond and McPherson. Russell Synnot explained that due to parliamentary duties of the Members, he was sympathetic to such a situation, but a proxy would still be required for each meeting (in accordance with the above amendment to the Terms of Reference).

In response to a question from Colin Dahl re proxies for Airservices, the Chairman stated that he would expect continuity of representation during the proposed Flight Path Review.

The two amendments were agreed to by the Committee. (The Terms of Reference to be amended accordingly and a copy attached to these minutes - refer Attachment A).

A.I. 1

(b) **Finalisation of AEC Membership**

- An amended "Provisional AEC Membership" list was distributed which included the fifth northern and southern community representative (as nominated at the community representatives' meeting held on 3 February 1999).
- Christine Murray queried two representatives from Banora Point and District Residents Association being on the list. It was explained that Reg Payne would represent that part of Banora Point which is north east of the designated RWY 14 departure track and that Ray Tate would represent the area south west of that track.
- Don Buckley sought clarification of the community representation situation. Russell Synnot explained that a meeting of all interested community representatives had been held on 3 February 1999 and it had been agreed that the numbers of community representatives on the AEC should be expanded to ten (10). Ray Tate had been nominated as the additional representative for the south (as per previous para) and Brian Talbot had been nominated as the

additional representative for the north.

- Barry Jephcote of East Banora Point Residents Association wanted it noted that his organisation does not accept the additional community representatives and asked for the Chairman to acknowledge receipt of their letter submitted this morning to this effect. Russell Synnot did so.

The "Provisional AEC Membership" list was accepted by the majority of persons present. (A copy forms part of these minutes - refer Attachment B).

The Chairman announced that as the Committee structure had now been finalised, all further discussions should be restricted to the membership (unless at the invitation of/or approval by the Chairman).

3. Acceptance of Minutes of Previous Meetings

(i) 26 November 1998 Meeting

Amendment to Page 6 requested by Jim Boyle:
"No further action was required" to be deleted.

Amendment to Page 5 requested by Greg Carroll:

(iii) Jet Arrivals RWY 14

Add: Airservices to amend AIP to define RWY 14 departure to "at 5DME turn onto track".

Amendment to Pages 5 & 7 requested by Bill Pinkstone:

(iv) Jet Departures RWY 14

2nd paragraph should read:

"The AEC concurred with Airservices conducting two trials of one week duration to turn at 2.5 and 2 DME respectively in order to identify accurate way points "to track down the middle of Club Banora Golf Course".

This would then affect Action Item 4 which should read:

"Airservices to conduct two trials of one week duration turning at 2 and 2.5 DME to identify a new procedure using way points and the aircraft's Flight Management System."

Acceptance of the minutes, incorporating the above amendments was moved by Ray White, and seconded by Greg Carroll; CARRIED.

(ii) 3 December 1998 Meeting

Acceptance of the minutes was moved by Greg Carroll, and seconded by Wilf Ardill; CARRIED.

4. Business arising from Minutes - Refer list of Action Items at end of Minutes

(i) 26 November 1998 Meeting

Items 1, 3, 4, 5, 6 & 7 unable to be dealt with as there were no Airservices representatives present. Held over to later in meeting (refer Page 7)

Item 2: The Chairman advised that this item would be actioned as part of the proposed Flight Path Review (refer Agenda Item 5).

(ii) 3 December 1998

Items 1, 2, 4 and 6:

The Chairman advised that all these action items had been dealt with.

Item 3:

The Chairman advised he would continue in to seek a NSW Government representative for the AEC. Requests to several departments had been unsuccessful.

A.I. 2

Item 5:

It was assumed that the Noise Enquiry Summary to be issued at this meeting would be in new format. Peter Scott to address on his arrival.

Item 6:

Adrian But commented on format of NFPMS reports. These reports are standard for each Australian airport. Therefore there could not be any great change just to suit Coolangatta. However a copy of the colour plans of the flight tracks would be provided in A4 size which GCAL could arrange to have colour copied for distribution, as requested by AEC members. (Single A4 copies of tracks for the current NFPMS were provided to the meeting). The Chairman undertook for GCAL to colour copy and distribute the A4 size track plots with future quarterly NFPMS reports.

Ray White asked for the noise decibels to be noted on the flight tracks. Colin Dahl replied that these were already contained in the quarterly report in table form.

General:

Don Buckley commented on the change of date for this AEC meeting. He considered it unsatisfactory that the date set down at the last meeting had been changed. Council considered his position on the AEC as strategically important and he found it difficult to reshuffle other diarised meetings at short notice to enable his attendance at the AEC. He requested that the original arrangement of the first Thursday in the month be adhered to. The Chairman advised that dates for future AEC meetings would be dealt with at the end of this meeting.

Russell Synnot proceeded to introduce new attendees at this meeting.

These included Colin Dahl (Airservices Australia - Environment Branch), Ron Walter and Mike Mrdak (Department of Transport and Regional Services), Brian Talbot (Gold Coast and Hinterland Environment Council) and Ian Yarroll (Department of Environment and Heritage).

5. Proposed AEC Process to Review Flight Paths

The Chairman proposed that the AEC should confirm the recommendations of the Post Implementation Review meeting to review certain flight paths. A Draft Proposed Flight Path Review Process form was distributed to members of the Committee.

The Chairman gave some history of the previous Flight Path Review conducted by Airservices Australia, through the AEC, during 1997/early 1998. He explained that this new Flight Path Review (FPR) would be conducted in such a manner so that it should not have to be done again in the foreseeable future. The community will be given ample opportunities to have input and will be able to view publicly displayed documents which will set out pros and cons of various flight path options which would come under consideration during the FPR.

The result of each step along the way is to be accepted by all AEC members before the next step of the process is taken. This will ensure a completely transparent process which can be scrutinised by anyone at any time.

Wilf Ardill asked that the public be notified by newsletter of the FPR. Also a press release should be issued after each AEC meeting to keep the public informed and up to date with the process as it progresses. Russell Synnot confirmed that this would be done via the local daily papers and possibly the Tweed Link. Jim Boyle requested that the community reps have some input into newsletter articles as well.

A.I. 3

Russell Synnot gave an overview of the process as set out on the form and what needed to be achieved at each step.

Step 1: Determine Scope of Review (see later in minutes)

Step 2: Prepare Technical Papers

DoTRS are to formalise a process to deal with these technical issues. Mike Mrdak confirmed that the DoTRS would endeavour to do that as soon as possible. He also confirmed that the Department will be working closely with Airservices Australia, Civil Aviation Safety Authority and the airlines to determine exactly what can be technically achieved.

A.I. 4

Step 3: Establish Technical/Operational Limitations - DoTRS, the airlines and Airservices will document what flight paths are technically feasible.

A.I. 5

Step 4: Establish Assessment Criteria

Methodology of previous Airservices Australia's FPR to be distributed prior to next meeting so members can determine what part, if any, is relevant to

the assessment criteria for the new FPR.

Step 5: Agree Noise Exposure Methodology
Current ANEF's to be included, as well as draft ANEC's to 2020 to be taken into account as well.

Chairman commented briefly on the remaining steps of the process.

- Agree Flight Paths and Scope of Flight Path Review

It was agreed that the scope of the Flight Path Review should include the following:

- Jim Boyle requested that General Aviation be included (incl. helicopters)
- Ray White asked for 24 hour 7 day a week coverage. (Adrian But advised that the previous FPR had only taken into account aircraft movements between 6:00 am and 11:00 pm as outside of those hours aircraft movements were not under Coolangatta tower's control)
- RWY 14 departures (Jets, Turbo props and GA)
- RWY 32 arrivals (Jets, Turbo props and GA)

Greg Carroll objected to RWY 14 departures being reviewed again. This was noted.

Don Buckley questioned that as we had not seen proper compliance with the Flight Paths as determined previously by the AEC, wouldn't it be better to achieve full compliance and review the result of that prior to launching into another FPR?

Russell Synnot confirmed there was sufficient evidence from residents, community groups and elected representatives to determine that RWY 14 departures should be revisited under the FPR.

Ray White agreed that he would like to see another review only so that it can include night time hours. He considered the FPR should revolve around the noise levels generated by the aircraft.

Trevor Stephenson raised the point that people will complain and write more letters at the end of this FPR. Will it be re-opened yet again?

Russell Synnot said that at the end of the review he would anticipate that the noise may be concentrated in a particular area which would then pave the way towards lobbying the Federal Government for a noise amelioration program for the affected area.

In response to a question from Greg Carroll, Russell Synnot confirmed that during the FPR the AEC would still be seeking compliance with the current flight paths.

Colin Dahl, in response to a point raised by Ray White in relation to the

location of NMTs and noise levels recorded, agreed to provide a set of definitions of average noise, instantaneous noise, etc. Both Colin Dahl and Adrian But confirmed that the matter of NMT locations has already been dealt with two years ago at the request of Jim Boyle. Adrian confirmed that noise levels can be extrapolated from the NMT readings to another geographical point.

Wilf Ardill asked for the decibel levels to be made available for each area affected. Colin Dahl confirmed that portable units could be used to monitor noise in various areas and suggested that the Committee should develop a program for portable monitoring. The AEC should nominate sites where it would be safe to place equipment, close to a power source and available for a 6-8 week period that would fit in with their programming. Wilf Ardill agreed that this monitoring was a necessity. It was suggested that sites should be nominated for Tugun, Kingscliff and Cudgen. Community reps to consider suitable sites and advise Colin Dahl after the meeting.

A.I. 6

In the meantime, Adrian But confirmed that calculations can be modelled on current NMT readings for a particular area, if required.

Bill Bourke, in response to Ray White's request for a longer monitoring period to allow for poor weather, commented that 6-8 weeks was an adequate time frame.

Paul Lamont asked the AEC members to clarify whether to include "preferred runway" in the criteria of the scope for the FPR, however the meeting agreed that RWY 14 was the preferred runway and that this issue would not be part of the proposed review.

Note: At this point Bob Brock and Peter Scott joined the meeting so the Chairman returned to the Action Items of the previous Minutes which were to be addressed by Airservices.

Agenda Item 4: Business arising from Minutes (continued)

(i) 26 November 1998 Meeting

Action Item 1: Airservices have implemented restricting initial turn to 110°.

Greg Carroll reported that planes are not holding 2¹/₂ - 3 nm. off coast and suggested an 080° way point. Bob Brock to look into achieving intent of Committee.

A.I. 7

Wilf Ardill commented that Qantas aircraft were not turning at 2 DME. Bob Brock confirmed that this procedure was implemented (maximum turn to 110°) the day after the last meeting. Alleged track difference to be investigated by Airservices and Qantas.

Action Item 3: Amendment has been done.

Action Item 4: Jet departures RWY 14

- Aircservices confirmed this had been implemented. Greg Carroll reiterated the headings that Committee members had approved [as per the Minutes of 20/11/97 meeting - P9 (ii)]. Russell Synnot noted that the Committee obviously had issues with the compliance of that intent.

Bob Brock expected that post 26 April 1999 all jets using Coolangatta would have the flight paths included in their Flight Management Systems. He is to confirm this at the next meeting.

A.I. 8

- Data from the two week trials over Christmas was not available. Peter Scott to report at the next meeting.

A.I. 9

Action Item 5: Turbo Prop Arrivals RWY 32 (from the north)

Peter Scott reiterated their advice from the beginning that there would be poor compliance of this procedure. ATC needed flexibility because this was within the circuit area. Aircservices to respond at next meeting with other possible ways of achieving compliance.

A.I. 10

Action Item 6: Turbo Prop Arrivals RWY 14 (from the south)

Aircservices to follow through with investigations into tracking east of Cook Island.

A.I. 11

Action Item 7: Turbo Prop Departures RWY 14 (northbound)

Aircservices to follow through reviewing procedures to achieve compliance. Bob Brock apologised for not having already done this.

A.I. 12

5. Proposed AEC Process to Review Flight Paths (continued)

The meeting returned to the proposed FPR.

Bill Bourke continuing the previous conversation regarding scope of the new FPR asked for confirmation that it was necessary to include RWY 14 departures. Russell Synnot agreed that it was for reasons given earlier, but confirmed to Peter Scott that at the same time we would be looking to achieve full compliance with existing flight paths.

Bill Bourke commented that if there were going to be further changes to flight paths somewhere down the track as the result of another FPR, Qantas would not be willing to waste time and money including the current flight paths in their Flight Management Systems at this point in time. Committee members agreed that this would be an expensive exercise for the airlines, especially when at the end of the day it may need to be changed.

Greg Carroll requested that ATC attend to implementing 5DME turns as soon as possible. Aircservices confirmed this would be implemented within three days.

A.I. 13

6. Paper Plane Operations

Report by GCAL on Sub-committee meetings 22 December 1998 and 28 January 1999

Paul Lamont reported that a Flight Standing Order (FSO) issued by Impulse Airlines had been monitored during the trial period 3 December to 10 December 1998 and the committee had examined flight tracks for Impulse's aircraft movements during this period.

High compliance had been noted for RWY 14 Arrivals and Departures. Due to wind conditions there had been no movements for RWY 32 arrivals and departures so monitoring for a further period had been requested.

Flight path monitoring data was obtained for the period 11 December to 6 January 1999. The result of this report showed a low compliance with the FSO procedures. The Committee had then requested an explanation from Impulse for the non-compliance. Impulse had replied that during the testing period regular pilots had been on leave and stand-in pilots were not as familiar with the new procedures. The provision of recorded track plots will enable Impulse to take up specific problems with individual pilots. Impulse gave an undertaking to give all their pilots a thorough briefing of the FSO.

Australian Air Express (AAE) had attended the 28 January meeting to discuss operations of their BAE146 aircraft. During the monitoring period it had been noted that the BAE146 were using RWY 32 for arrivals and departures, contrary to Noise Abatement Procedures (NAP's). The AAE representative undertook to speak with their Operations Section and request their compliance with these procedures. Paul Lamont agreed to liaise with AAE on the procedures as set down in Impulse's FSO.

The result of the sub-committee's discussions is that preferred flight paths and procedures have been developed for the paper planes. These procedures have achieved a considerable improvement, particularly for the Tweed area, even though there were some compliance problems.

Ray White again raised the issue that the airline companies preferred to use RWY 32 and that noise impacts on the northern areas were higher than Tweed area. The committee's earlier decision on Runway 14 remaining the preferred runway was reiterated.

Ray White expressed concern at unequal representation by northern and southern community reps at the sub-committee meetings. The Chairman confirmed that as AEC membership had now been finalised, equal voting representation on the sub-committee could be more easily achieved. GCAL to ensure equal numbers for future sub-committee meetings.

Jim Boyle stated that low compliance confirmed that it was pointless trying to persevere with developing FSO's. He requested that his motion from the previous meeting requesting the Minister for Transport and Regional Services to ban all night time paper plane operation be put to the