



**AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE
ANACC MINUTES**

Date: Thursday 5th June 2014
Time: 09.00 – 12.00
Location: The Visions Room - Twin Towns Resort

Present	Brett Curtis (Chairman)	Manager Operations and Standards - GCAPL
	Carla Golar (Minutes)	Manager Risk and Regulatory Compliance – GCAPL
	Neil Hall	AirServices Australia
	Martin Simpkins	AirServices Australia
	David Moore	AirServices Australia
	Laurie Ganter	Tweed Heads Residents & Ratepayers Association
	Wilf Ardill	Tugun Village Community Centre Association
	Barry Jephcote	SECCA
	Graham Quick	Jetstar
	Brad Pearce	Tweed Shire Council
	Bill Pinkstone	Banora Point & District Residents Association
	John Alcorn	Airport Central Corridor Alliance
	Audra Topping	Tugun Progress Association
	David Gray	Bilinga Neighbourhood Watch
Observers	Pat Tate	Banora Point & District Residents Association
	Julie Murray	Kingscliff Ratepayers and Progress Association
	Karen Morrison	Fingal Head Community Association
	Val Kirk	Kingscliff
	Helen Twohill	Fingal Head Community Association
Apologies	Rob Anderson	Virgin Australia
	Melissa Pearce	Gold Coast Airport
	Garth Threlfall	Friends of Currumbin



1. Opening and Welcome

Brett Curtis (Chairman) opened the meeting at 09:15 and formally welcomed members and observers to the June ANACC meeting. The Chair acknowledged former committee member Fraser Hethorn and his contribution to ANACC. Fraser has been replaced by David Gray as the representative for Bilinga Neighbourhood Watch.

2. Apologies and Proxies

As recorded above. The Chair reminded the Committee of the requirement to formally accept or decline meeting requests as this makes it easier to plan for the meetings.

3. Acceptance of Minutes of Previous ANACC Meeting

Laurie Ganter motioned the minutes as accepted, Brad Pearce seconded this motion.

4. Business Arising from Minutes

ANACC Northern Membership

Northern membership continues to be sought. Broadbeach Neighbourhood Watch has a representative on the CACG and has been approached to provide a member for ANACC. A response is yet to be received.

- **ITEM OPEN**

ANACC Members Section Online

It is hoped that a section for ANACC members can be incorporated into the new CACG website. The Chair requested feedback from those within the Committee that had accessed the new CACG site. The Chair explained that the intention would be to have an ANACC member's only section that would contain a blog allowing for communication between members. The Chair will present a concept to the Committee at the next meeting and ask for comment with a view to implementation following this.

- **ITEM OPEN**

Community Letters – FHCA

Barry Jephcote advised this item is to stay open. The Chair requested Barry to follow up on this item as it has been ongoing for some time.

- **ITEM OPEN**

Runway 14 Flight Departure over Golf Course

This item will be covered in the AirServices Report at Item 8 on the agenda.

- **ITEM OPEN**



Neil Hall to Liaise with Environmental Services experts regarding option of NADP1 & NADP 2 trial

This item will be covered in the AirServices Report at Item 8 on the agenda.

- **ITEM OPEN**

EBRA questions regarding RWY 14 Departures

The Chair will provide an update on this in the Sub-committee Report at Item 6 on the agenda.

- **ITEM CLOSED**

5. Correspondence

Correspondence received for the last sector is listed below.

IN	OUT
1/03/2014 Barry Jephcote to ANACC Mailbox	6/03/2014 Carla Golar (GCAPL) to Helen Twohill (Fingal Head)
5/03/2014 Helen Twohill (Fingal Head) to Carla Golar (GCAPL)	11/03/2014 Carla Golar (GCAPL) to ANACC Committee
11/3/2014 Jason Turner to ANACC Mailbox	12/03/2014 Carla Golar (GCAPL) to Barry Jephcote (ANACC)
23/04/2014 Greg O'Shea (Tugun) to ANACC Mailbox	28/04/2014 Brett Curtis (GCAPL) to Greg O'Shea cc. Audra Topping
28/04/2014 Barry Jephcote (ANACC) to Carla Golar (GCAPL)	28/04/2014 Carla Golar (GCAPL) to Barry Jephcote (ANACC)
1/05/2014 Barry Jephcote (ANACC) to Carla Golar (GCAPL), Neil Hall (ASA)	1/05/2014 Carla Golar (GCAPL) to Barry Jephcote (ANACC)
14/05/2014 Jane Bangsrove to ANACC Mailbox	1/05/2014 Neil Hall (ASA) to Barry Jephcote (ANACC)
28/05/2014 Jena Swanson (Tugun) to ANACC Mailbox	15/05/2014 Carla Golar (GCAPL) to Barry Jephcote (ANACC)
	4/06/2014 Brett Curtis (GCAPL) to Jason Turner
	4/06/2014 Brett Curtis (GCAPL) to Jenna Swanson (Tugun)

6. ANACC Sub-Committee Report

The ANACC Sub-committee was held on the 7th May 2014 with Barry Jephcote the only member in attendance. The spread of flight tracks over the East Banora area from the RWY14 070 departure procedure was discussed. There were three action items from this meeting:

1. Request additional flight tracks be provided for the period prior to the trial.
2. Request a copy of the 070 procedure pre-trial, during the trial, and post-trial.
3. Invite the airlines and AirServices to attend a meeting with the East Banora Residents Association to discuss the 070 procedure.



A meeting was held at the Gold Coast Airport Management Office on the 2nd June 2014, in attendance:

- EBRA: Terence Vardy , Geoff Tribe
- ANACC: Barry Jephcote, Brett Curtis
- Virgin Australia: Rob Anderson
- Jetstar: Graeme Quick
- AirServices: Martin Simpkins

This meeting provided EBRA with an opportunity to seek clarification from the Airlines as to how the 070 procedure is flown and why there is such a large variance in flight tracks.

Outcome

EBRA gained an understanding and an appreciation on how the 070 procedure is flown and why there is such a large variance in flight tracks. It was also understood the wording of the procedure currently flown is required to be changed if the spread of flight tracks were to be minimised.

EBRA to consider formally requesting the 070 procedure be changed to achieve their desired reduction in the spread of flight tracks.

The sub-committee meeting and EBRA meeting with the airlines and AirServices has closed the outstanding action item.

Question/Discussion

Response

Bill Pinkstone – there is no doubt Banora Point District Resident’s Association would welcome the same attention. I have previously asked if AirServices or a representative of the Committee would come and meet with the Association and I was told that they do not consult with individual Associations. In line with East Banora Point’s meeting successfully with the operators and AirServices I formally request the same and would like this arranged for Banora Point District Resident’s Association in the immediate future because we don’t know what the report will be on the trial.

Yes. In reference to the East Banora Point Resident’s Association meeting minutes (unrelated to ANACC meeting minutes), may I request it be noted in the minutes of this meeting that the Banora Point District Resident’s Association are not actively trying to put aircraft traffic over East Banora Point.

Brett Curtis – You are referring to the Golf Course trial?

Helen Twohill – The first we heard that there was a meeting about 070 and clarifying the procedure has been this morning. Barry, who is our representative, has not informed us. I have just mentioned to Barry that we will have questions and that we would want to be involved in that process and he said he would speak to us in the break. I just wanted to make sure that ANACC was aware that if there are to be any changes that there are more communities than just one effected. It would be proper to have us all involved in any consultation if there are any changes proposed. As I recall we all had the opportunity to comment in relation to the trial and if there is additional information available about the trial procedure, pre and post, all that should be given to the effected communities. It's pretty clear that 070 as a flight path has been a very major part of the concerns of the Fingal Head community.

All I am suggesting is that all the communities that are effected by that flight path need to be fully aware that discussion is going on and have input to it.

Barry Jephcote – Can you please state when that meeting was actually called.

Brett Curtis – To clarify, at the meeting there were no changes proposed. East Banora need to consider if they want to suggest proposing a change. The purpose of the meeting was to discuss how the procedure is flown.

The meeting held was an EBRA meeting. If there are any changes proposed by EBRA this would need to go through a full consultation process.

Brett Curtis – Between one and two weeks prior to the meeting.

7. General Aviation Update

Discussions have been held with the GACC to provide a GA representative to attend the ANACC Meetings but as yet this position still remains vacant.

8. AirServices Update

Neil Hall provided a presentation which is attached to these minutes.

Question/Discussion

Response

Barry Jephcote- When the temporary noise monitors were put in recently at Banora Point, East Banora Point and Kingscliff I was speaking to the installers and they mentioned they were looking at having completely mobile temporary noise monitors where the whole monitor is in a trailer and can be moved and set up at various locations. Is that the case with the new contract?

David Moore- Yes they will have the trailers.



Gold Coast Airport

My understanding with relation to this new technology is that temporary monitoring results will be available on Webtrack.

That's correct, temporary noise monitoring will show on Webtrack from now.

Neil Hall- As the Gold Coast has just had a period of temporary noise monitors it won't be for a little while.

Barry Jephcote- When will the results of the temporary monitors be available to the Committee members?

Neil Hall- Keep an eye on the website and when the Fingal results come through I'll distribute them to the ANACC.

Those results are currently available on the AirServices website, the Fingal Head results are not available yet.

Bill Pinkstone- The Association has asked me to find out the precise location and what is happening with the permanent monitor that is being relocated to the Caravan Park on Dry Dock Road. Is it commissioned and if not when will it be?

Neil Hall- I'll find out and let you know, there were some problems with the Caravan Park operator.

Note: Neil Hall later explained that David Moore had been speaking with AirServices in Canberra during the break with respect to the permanent noise monitor at the caravan park. The ownership of the caravan park has changed and the new owner doesn't want the noise monitor located there so AirServices will be looking for an alternative location for this monitor. Bill Pinkstone suggested that Pioneer Park would be a good location for the monitor and suggested that AirServices approach the owner.

Neil discussed the meeting held with East Banora Resident's Association. Neil was not in attendance at this meeting but mentioned that from an AirServices point of view if there was a suggested change to that flight path the whole community would be considered and consulted. AirServices don't want to make changes in the air traffic control system that the majority of the community does not support. AirServices would look for community support prior to making any changes. Graham Quick confirmed that the Airlines are complying with the current procedure and unless AirServices were to amend that procedure it will remain the same. Neil mentioned that it is important to remember that this procedure is fairly manual and it's a high work load time for the pilots and the last thing they are going to want to do is think about tightening that turn. With the existing procedure there is not a lot of change that can be made. For the tracking to go exactly 070 from 2DME it would need to be an FMS based track so the procedure would need to be redesigned and would mean the aircraft initiates the turn rather than the pilot. Neil explained changing a current procedure will always mean there is a newly effected part of the community, it is worth a lot of deliberation and discussion before the process of change is initiated.

Neil Hall discussed the Banora Point Golf Course track. An environmental assessment has been conducted and it shows a decrease in people affected when comparing the old noise footprint with the proposed new noise footprint however there have also been some newly affected areas identified. The noise impact is still being assessed. Neil will ensure that once the final assessment is ready it will be distributed to the Committee. A community consultation process will follow involving the newly affected communities including letter box drops and community information sessions. Once the environmental assessment is finalised, the change will be trialled for approximately 6 months. Community consultation and feedback will continue throughout the trial period.

<u>Question/Discussion</u>	<u>Response</u>
<p><i>Bill Pinkstone- What demographic data does the environmental assessment use to determine if there are areas newly effected or a decrease in the numbers effected?</i></p>	<p><i>Neil Hall- 2011 Census data.</i></p>
<p><i>Why is it that AirServices are unable to get up to date figures for this assessment. We had this argument 20 years ago and we have been paying for it ever since with aircraft.</i></p>	<p><i>This is a good question and I will take it on notice.</i></p>
<p><i>Bill Pinkstone- In moving the way point west, that is where the new people are effected and you will take care of them through consultation. A point to take on board is when the aircraft head west to hit the new way point the noise comes out of the back of the aircraft and the people living on the top of the water tower hill will be more adversely effected.</i></p>	<p><i>Neil Hall- This information will be critical if we go to trial because we will put temporary noise monitors in a place where we can capture that data. The environmental assessment is done on modelling, if we go to trial that sort of information is what we need.</i></p>
<p><i>We are certainly not against going down the middle of the Golf Course, just take on board the moving of that way point will put noise over that area.</i></p>	<p><i>When we come back to this meeting again in October I think it would be worth having a discussion about the location of temporary noise monitors.</i></p>
<p><i>Brett Curtis- Will the environmental assessment report give any indication of where we should put temporary noise monitors? Is that something you are looking to the Committee to come back and suggest?</i></p>	<p><i>Neil Hall- Yes it's the local knowledge as Bill was discussing. The best efforts of environmental assessment are still going to be generic in a sense. We look to the community to come up with the ideas.</i></p>
<p><i>Bill Pinkstone- In our discussions that we have had with the operators there was an indication that with this trial and the possible change to the flight path that addressing aircraft height may become a possibility. That is what the community has been seeking for 10 years. Has that been touched on at</i></p>	<p><i>Neil Hall- I will be covering this shortly.</i></p>

<p><i>all?</i></p> <p><i>Bill Pinkstone- As soon as the Environmental Assessment is available to AirServices will it then be distributed to the ANACC?</i></p>	<p><i>Neil Hall- Immediately. I made a commitment previously that it would be ready for this meeting and it's not so as soon as it is ready it will be sent out. We will provide a summary of the report along with the recommendations.</i></p>
<p><i>Bill Pinkstone- With regards to the temporary noise monitors, I've just seen a copy of what is on the AirServices website and I can't tell the difference between the two temporary monitors at Banora Point and I can't see anything on Oxley Cove.</i></p>	<p><i>Neil Hall- There is a separate report for Oxley Cove and the other temporary monitors and this gives an address for the various monitor locations.</i></p>

Neil Hall discussed climb profiles. From a modelling point of view it is very hard to determine if there is any difference between the use of NADP1 and NADP2 because of the use of different aircraft types. In other places where modelling has been done, there has not been any acceptable noise differences identified using the two different climb profiles. Neil asked the Committee for their thoughts on climb profile and if it went to a trial and a month's data was collected whether that would be satisfactory.

<u>Question/Discussion</u>	<u>Response</u>
<p><i>Graham Quick- The data from the West Banora Point report has the A320 and the B737.</i></p> <p><i>If you look at the number of events on the report for departures there is 375 A320 departures versus 256 737 departures and 54 A321 departures.</i></p>	<p><i>Bill Pinkstone – What about the A321</i></p> <p><i>During the trial, have you tracked the height? During the trial they were at 3000ft and they fly at 2000ft every other day of the week. Have you taken this into consideration?</i></p>
<p><i>Neil Hall – Using the short term noise monitoring results, it is showing that even though Jetstar and Virgin use different flight management systems it's not showing a difference in noise.</i></p> <p><i>We will take that information and do a profile study and then make sure we provide you with profiles as well so that we can determine if we believe there is a benefit in Jetstar doing an NADP trial. The issue is that Jetstar are not doing anything differently to what they have done before and weren't doing anything differently during the</i></p>	<p><i>Bill Pinkstone – I noted on Webtrack that Jetstar planes were 1000ft higher during the trial period. They normally fly at 2000ft over Banora Point and they were flying at 3000ft.</i></p>

trial so this once again demonstrates that NADP may not be achieving what it is designed to do.

From a noise point of view all aircraft that go over the noise monitors are recorded so that is on the reports and will give you an indication of comparisons. If you can please give me a definition of what you are after. Would you like the airbuses of both Airlines compared?

So is it the noise you want compared?

Going back to the NADP, if I can compare climb profile with noise and use that data then that will give us a better idea of what the NADP is doing. My issue has been that I can't find the technical justification for Jetstar flying NADP1, I will look into providing some data to substantiate this. If we do that with the short term noise monitoring information that we have than as a group we might be able to determine if there is any evidence supporting a difference.

ACTION ITEM: Brett Curtis requested Bill Pinkstone put his exact request in writing so that AirServices can provide an appropriate response.

The 321's were lower at 2000ft but the 320's were at 3000ft for three out of the four weeks. If you can split it up on a weekly basis and do a comparison. Have you compared the Jetstar A320 to Tiger's A320? Have you compared data from Tiger and Jetstar? Tiger is higher and doesn't make much noise.

We want the Jetstar Airbus to get up where Tiger are and they have got the capability slow them down and get them up above 3000ft.

Yes

Neil Hall- I will be happy to do this comparison as this action item has been carried over from many meetings and I would like to get some agreement as to whether we think that it is worthwhile pursuing.

9. General Business

ILS Project- Brett Curtis discussed that since the previous meeting there has been no further development with the ILS project. The release of the ILS MDP has been held up in Canberra however it is still hoped that it will go out for public consultation within the next 6-8 weeks.



Jetstar Japan flights – Jetstar flights from the Gold Coast to Kansai have ceased. The A330 servicing the Gold Coast – Narita route will change to a 787 at the end of July. The Jetstar A330 will disappear out of the Gold Coast to be replaced by the B787.

Change of COO – The current Gold Coast Airport Chief Operating Officer Paul Donovan is taking on a new role as Executive General Manager Business Development and Marketing for the Queensland Airports Group covering all QAL ports. His replacement is the current QAL Chief Financial Officer, David Collins.

The Chair asked the Committee if there were any general business items that anybody wanted to discuss.

Neil Hall mentioned discussions that have been held with Canberra regarding short term noise monitoring. As the Gold Coast has just had short term monitors, the next allocation of monitoring should occur in the second half of 2015. This will allow plenty of time to consider the location of monitors. It is hoped there will be 4 monitors available at this time.

Question/Discussion

Response

Bill Pinkstone – Given that we waited 7 years for the Temporary Monitors, and we are grateful to have had them, the biggest criticism of the program was that the community couldn't look at the results online. Now that the data will be available online the entire community can be part of the consultation process with a change of flight path such as RWY14. It would be of great benefit to the consultative process of AirServices if the monitors could be escalated and available early in the year. Then we could get qualitative data, put the monitors in a line and the community can see the data. I would recommend that strongly to the senior management of AirServices.

Neil Hall- We will make sure that during the trial we will have temporary noise monitors available.

Will there be four?

I'm not sure if there will be four but where they are needed they will be available.

David Moore- The big picture is that we do monitoring at about 25 airports around Australia. We have a big area to cover and we try to distribute them fairly. We will do what monitoring we can here in the next year and a half looking forward. We need to do some around the Golf Course trial, that is a clear purpose and we will do some for the ILS as that is a clear purpose and reason. What we do outside of that we don't know but we will take any proposal or idea on board and fit it in where we can.



Bill Pinkstone- How long will the trial go for?

Neil Hall- We will make sure we will cover enough period to cover seasonal differences. We need to capture sufficient seasonal variation so that it is an indicative trial.

Martin Simpkins mentioned that recently there has been instances of residents calling the tower to discuss issues like runway selection and noise abatement procedures. Martin reminded everyone to remember to use the correct avenue for obtaining information.

The AirServices noise complaint hotline is:
1800 802 584 (free call) or **1300 302 240** (cost of a local call)

For more information click the link below:
<http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/>

Question/Discussion

Response

Bill Pinkstone- Has Sydney Airport and any other major Airport got an ILS installed at both ends?

Neil Hall- Sydney does, Melbourne doesn't, it does vary.

From a public safety perspective, if we have solid period of 3 months where RWY 32 is in use it seems to raise a public safety issue that there will only be an ILS installed on RWY 14.

Martin Simpkins- Can I make a point touching on the public safety comment, everything is safe. You get a more predictable outcome with a lower minima and you can land more aircraft but it's not a public safety issue not having an ILS.

Neil Hall- One of the things the Airlines, the airport and AirServices have discussed is the use of RNP here. Virgin will be RNP capable later this year. I manage RNP for AirServices, I've put a Virgin flyable procedure as almost the number one priority for AirServices in terms of RNP design. We have just completed an RNP design on to RWY 14 which is pretty much the same as we have now. The extension of this will be doing same thing for RWY 32. While it can't be done this year it will certainly be put on the schedule as a possibility for next year. The ILS will give us a 280ft decision altitude which is lower than the RNP at 500ft but the beauty of the existing RNP is that 500ft will generally be enough. Those aircraft not capable of RNP will use the ILS.

So RNP will compensate for the ILS?

At the moment, the altitude Qantas need to get visual is 347ft I would think that when we convert it across and all aircraft can use it, it will be something like 450ft. Once we put an RNP approach for RWY 32 that any aircraft can use that will resolve the issue of not having an ILS at this end.

When will the departure tracks come in for the RNP program?

Neil Hall- Air Services have only just started designing their own RNP procedures. The priority is to design the inbound procedures which will take about 3 years. There is no generic departure procedure right now but by then AirServices will be in a position where this can start to be looked at. Things like the Golf Course track are critical, if we can achieve what the community wants in terms of departure tracks RNP is a bonus. When we start using RNP the tracks will narrow right down.

Bill Pinkstone- If anyone is close to achieving compliance on the 14 Departure to get down the middle of the golf course it's Qantas. They are consistent, in the same place all the time, the same height.

Neil Hall- I think when they are created, the RNP departures will be very community inspired.

John Alcorn- At an earlier meeting you said there are two different trial RNP arrival procedures. When it comes to the introduction of RNP procedures, is there going to be a preference out of the two of those? If there is a preference and if that changes the present procedures then that is a change to the flight path. My other point comes back to the people who are currently getting the ins and outs at the southern end of the airport 90% of the traffic, I don't want any RNP procedure to consolidate or exacerbate their position. I hope when you look at the RNP procedures you bear in mind those people that are currently getting all the noise at the southern end of the airport.

Neil Hall- If there are any changes proposed it will need to go through the community consultation process before we can make these changes. It is still as it was intended and nothing has changed. At this point in time there is no intension to change anything.

I mention that because quite a few years ago when RNP was first mentioned here at the ANACC I moved the motion for us to go to the Government to make an RNP procedure a priority for the Gold Coast Airport. At the time the argument was that RNP would save us a lot of noise exposure at the

When we get to the point where we are developing the designs we will revisit if are there possibilities for noise improvements for the whole community.



Southern end. It was going to be designed to avoid high population areas.

Wilf Ardill- Some time ago with the introduction of the ILS there was talk of community consultative process and a series of displays or meetings. Is that still on the agenda and if so when will that begin?

There was talk of this beginning in August. Is this still the case?

Brett Curtis- Public consultation we spoke of previously will still go ahead it has just been delayed.

The consultation could happen as early as July, we are working through the process at the moment we don't have a set date as such. We are pushing hard to get it out there.

The Chair thanked all for their attendance, advised the next meeting is scheduled for the 30th October, and called the June meeting closed.

ANACC COMMITTEE ACTIONS - Next Meeting Thursday 30th October 2014

Date	Action Item	Action Officer	Status	Action	Date Completed
31 Oct 13	EBRA questions regarding RWY 14 Departures.	ASA	CLOSED	ASA to provide formal response to EBRA questions regarding RWY 14 Departures.	5 June 14
27 Feb 14				NHall presented slides showing the pre and post-trial tracks.	
5 June 14				Meeting held with ASA and Airlines. EBRA to determine if they are to request a change to procedure.	
16 Jun 11	ANACC Northern Membership	Brett Curtis	OPEN	BCurtis to meet with G Threlfall 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 June 14				Broadbeach Neighbourhood Watch has been approached to provide a representative.
8 Dec 1	ANACC Members Section Online	Brett Curtis	OPEN	B Curtis to determine whether a Members Only section of ANACC could be developed. GCAPL currently investigating and will update at next meeting.
8 Mar 12				This item will be reviewed once the TOR is agreed upon.
8 Jun 12				Chair to discuss with GCAL Comms/IT to discuss options.
28 Feb 13				Investigations are ongoing to find the best method for communication.
31 Oct 13				CACG website being developed leading to development of a similar ANACC website.
27 Feb 14				ANACC section to be incorporated into the CACG website, concept to be provided at the next meeting.
5 June 14				
6 Dec 12	Community Letters – FHCA	ASA	OPEN	ASA to reply to questions and requests within letters from FHCA
28 Feb 13				ASA are currently working through the data response anticipated to be available at the July ANACC
25 July 13				ASA have replied to FHCA. Waiting on

31 Oct 13				response from FHCA as to whether the item can be closed off. To be followed up by B. Jephcote and K. Morrison.	
27 Feb 5 June 14				BJephcote requested this item stay open. BJephcote has requested this item stay open.	
28 Feb 13 25 July 13 31 Oct 13 27 Feb 14 5 June 14	Runway 14 Flight departure over the golf course	ASA	OPEN	Neil to arrange a meeting with Southern members to discuss Runway 14 Departures. ASA presented to the committee proposed changes to Golf Course. Awaiting design and subsequent Environmental Assessment. Update to be provided at next meeting. Environmental assessment results to be presented at next ANACC meeting. Environmental assessment has been completed awaiting finalisation of the report.	
25 July 13 31 Oct 13 27 Feb 14 5 June 14	Neil Hall to investigate the benefits of undertaking a NADP1 & NADP 2 trial	ASA	OPEN	N.H to discuss with Environmental Services experts to determine if monitors and data are able to baseline and perform a trial. Committee agreed to link this item with the <i>Request NADP1 for Runway 14</i> action item. NHall advised due to current focus on the ILS this will be updated at the next ANACC meeting. Using information from Temporary Noise Monitors, NHall to prepare a report	



Gold Coast Airport

				comparing sound profile of existing airlines/aircraft and departure procedures.	
5 June 14	Bill Pinkstone to provide request in writing to AirServices outlining scope of information to be presented by ASA.	Bill Pinkstone	OPEN		



Gold Coast Airport ANACC

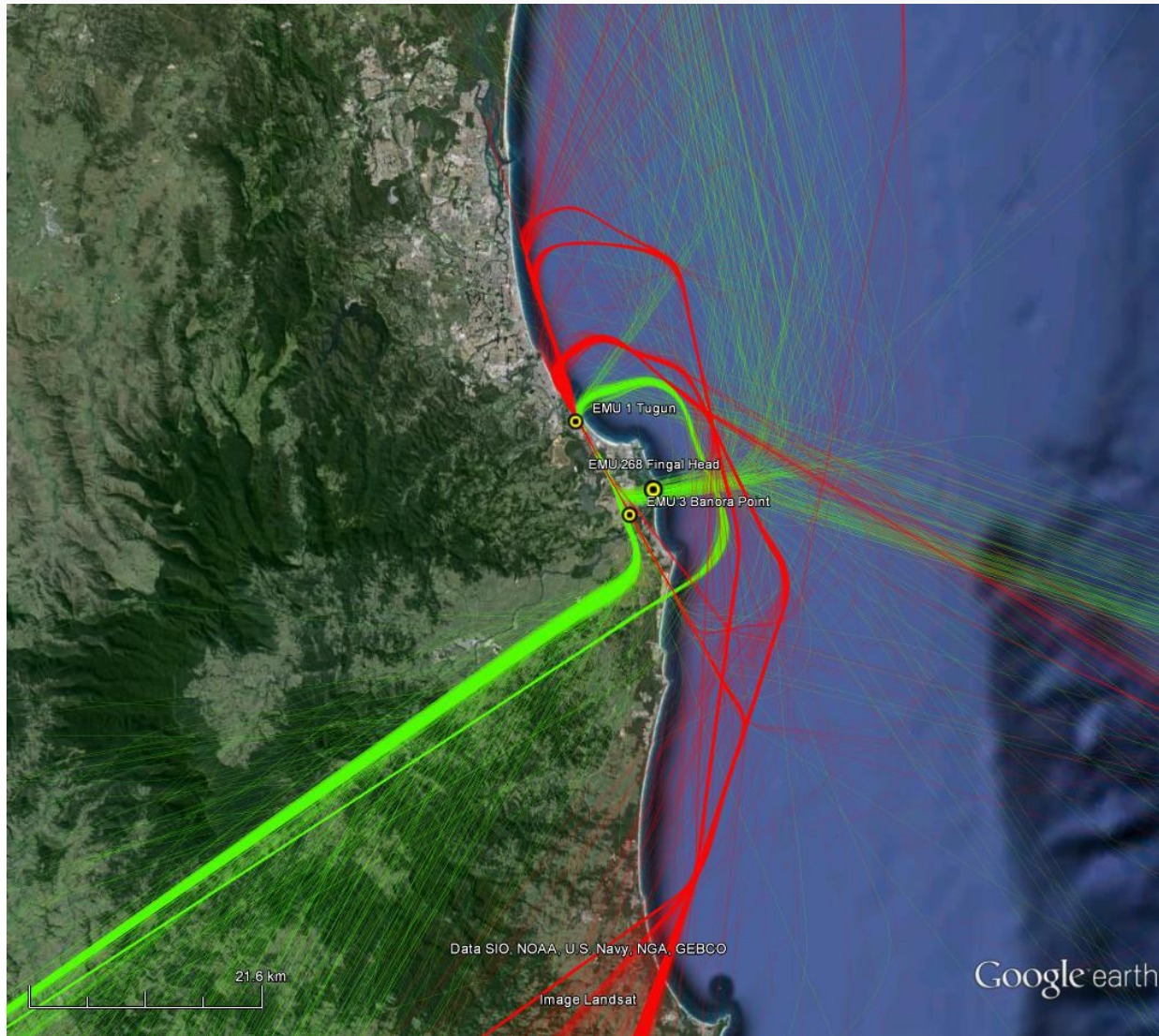
5 June 2014

Airservices Australia Update

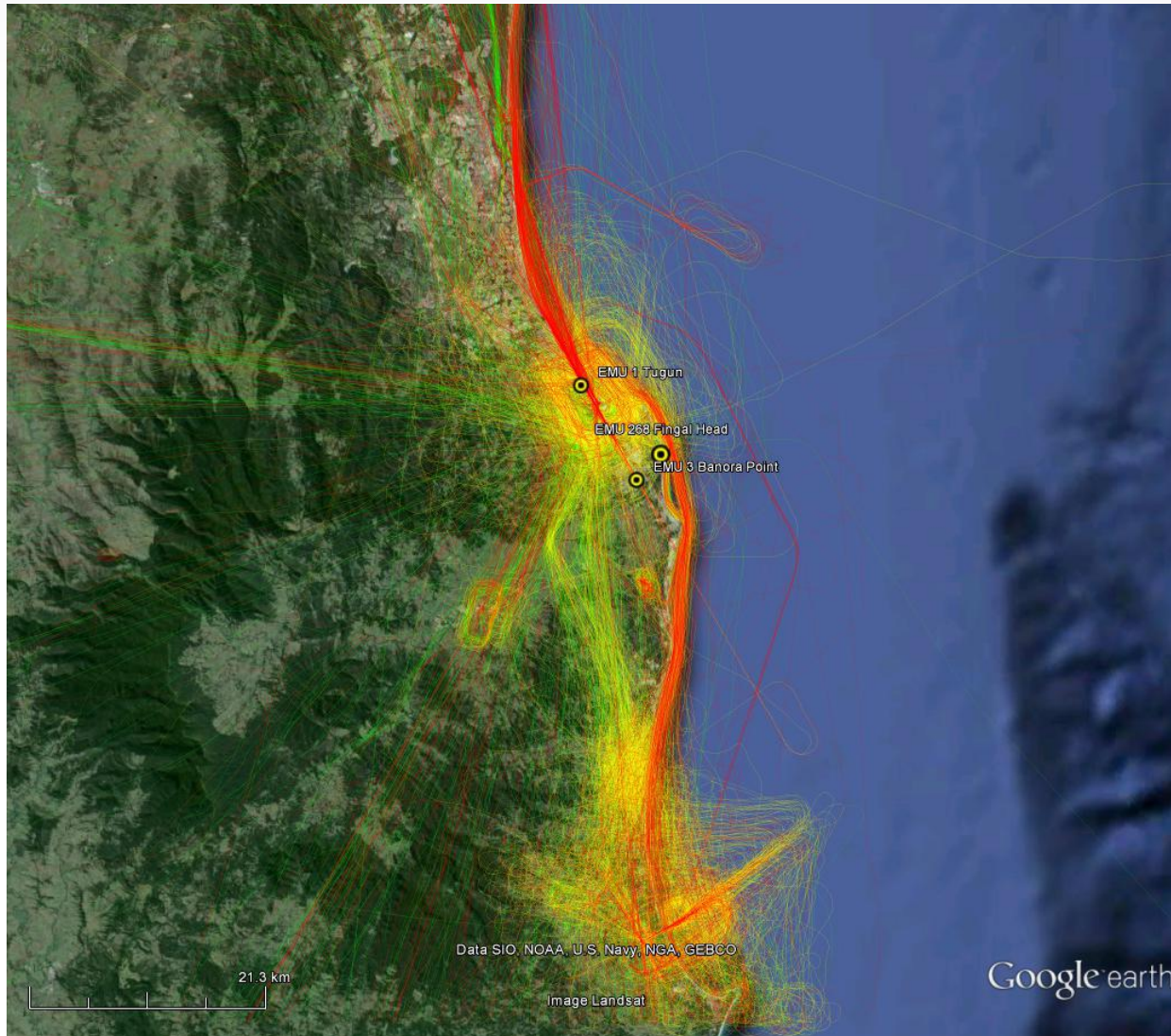
Aircraft Noise Information Report

- Published quarterly – Q1 2014
- Continual improvement
- New map format, change to bar graphs, include 3-year average
- Complaint data includes 3 previous quarters
- <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

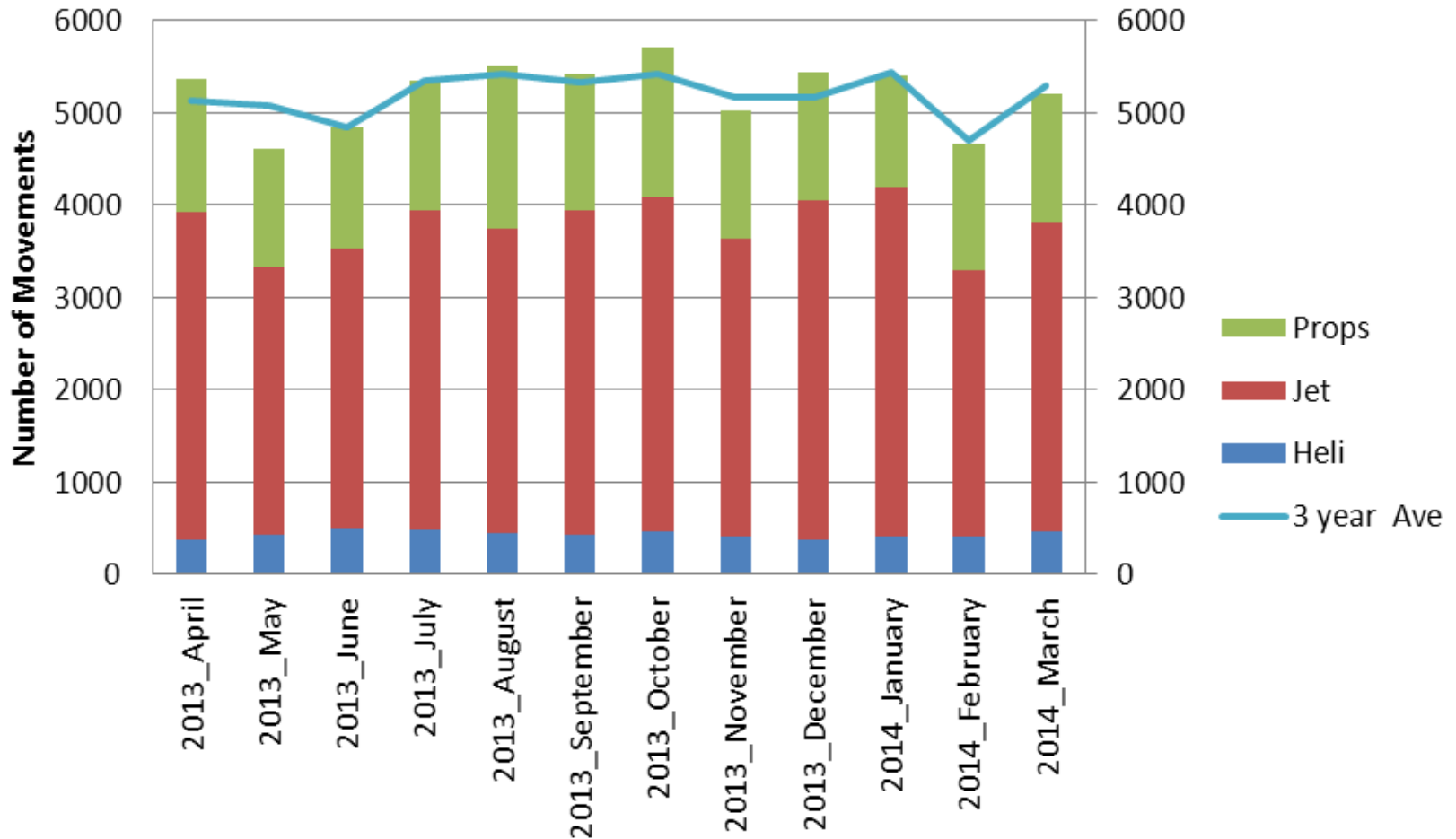
Flight Patterns – Jet aircraft



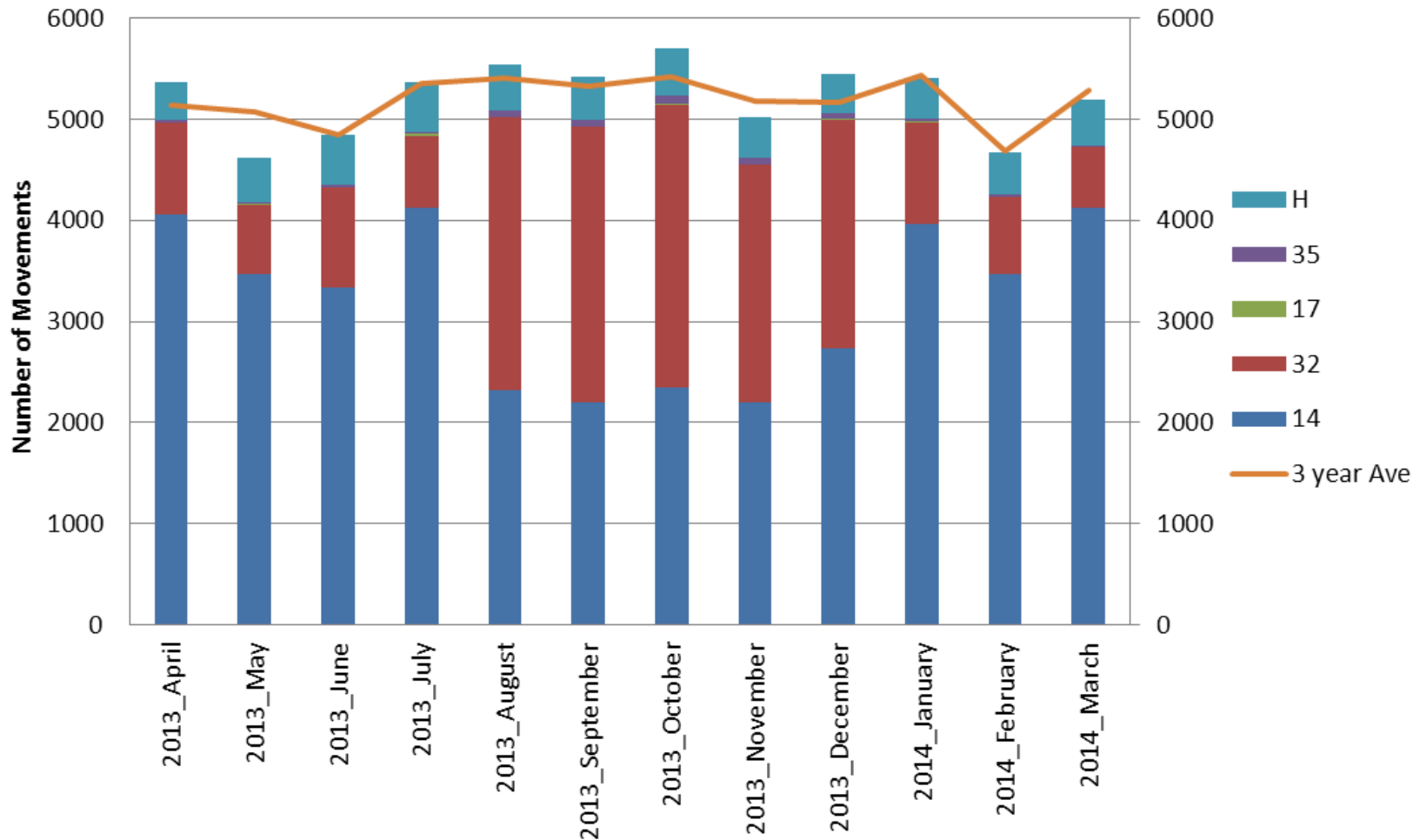
Flight Patterns – Non-jet aircraft



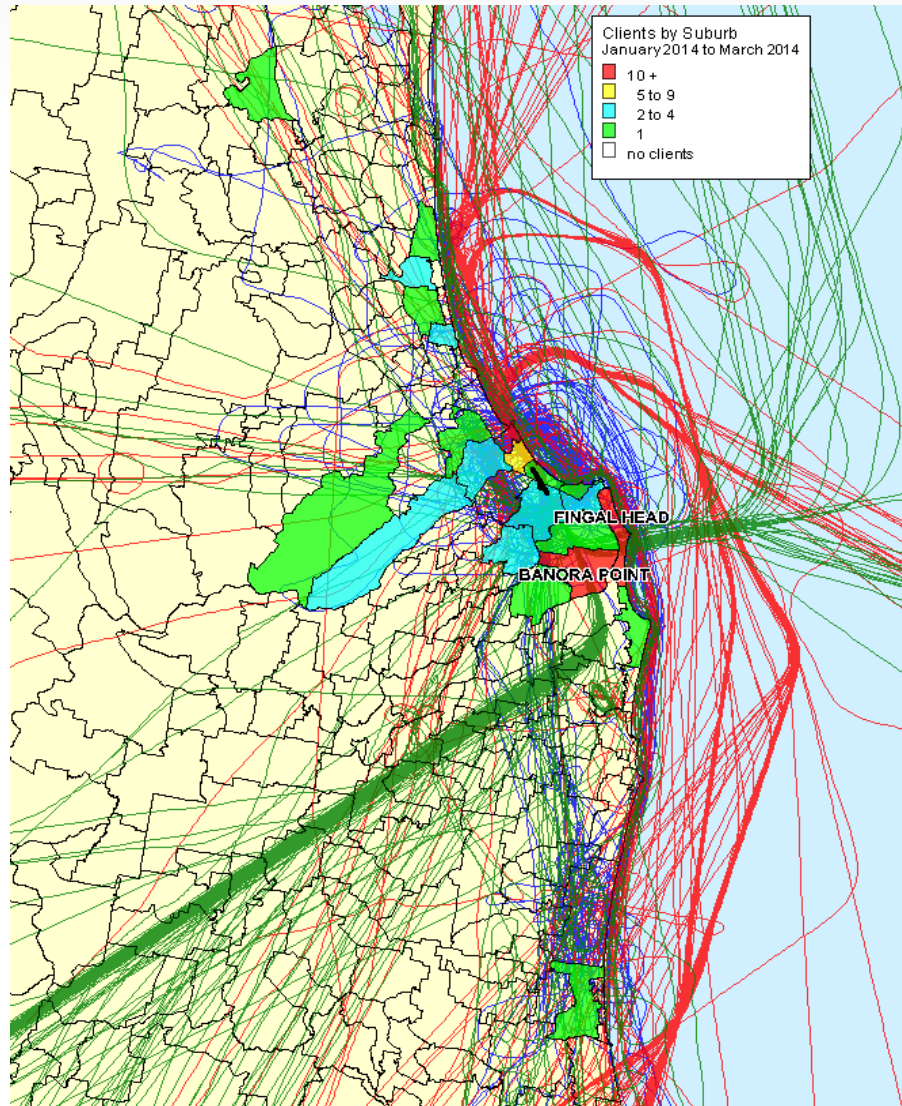
Gold Coast Airport Movements



Gold Coast Airport Runway Usage (All)



Client density by suburb



- New 5-year contract established 30 April 2014
- Most comprehensive aircraft noise monitoring system in the world
- Increasing number of airports where monitoring is possible
- Increasing coverage to 80km radius
- Provision for short-term monitoring – now called ‘temporary’
- Check purpose and expectations
- Web Trak ‘My Neighbourhood’

APAGI SID change (Golf Course)

Finalising environmental assessment

- Decrease in the numbers of people affected
- Some newly over flown
 - Still assessing noise impact on newly over flown
- Summary of final report circulated to ANACC then presented to CACG for feedback
- Possible trial towards the end of 2014, start 2015

Turns off RWY14 to east

Outcome of EBRA meeting with industry

- ANACC communicate with airlines suggested to brief crews on slow initiation of turn
- Motion from EBRA to ANACC re SID