

MINUTES OF COOLANGATTA
AIRPORT NOISE ABATEMENT CONSULTATIVE (ANACC)
MEETING HELD AT JOHN FLYNN HOSPITAL ON 8 March 2001

IN ATTENDANCE:

Members:

Roger Savage
Bill Bourke
Ray White
Jim Boyle
Wilf Ardill
Ray Tate
Colin Dahl
Reg Payne
John Sweeney
Peter James
Peter Gray
Don Buckley
Trevor Stephenson
Adrian But
Pip Spence
Barrie Briggs
Jennifer Miller (Chairperson)

Bilinga Neighbourhood Watch
Qantas Airways
Tugun Progress Association
Tweed District Residents & Ratepayers
Friends of Currumbin
Banora Point Residents Association (West)
AirServices Australia
Airport Central Corridor Alliance
Bilambil Heights Progress Association
Tugun Progress Association
Gold Coast City Council
Tweed Shire Council
SECCA
AirServices Australia - Environment Branch
Department of Transport and Regional Services
Gold Coast Airport Limited
Gold Coast Airport Limited

Others:

Leigh Kenna
Geoff Todd
Ron Walter
Barry Synott
Kerrie Perkins (Secretary)

AirServices Australia
Qantas Airways
Department of Transport and Regional Services
AirServices Australia
Gold Coast Airport Limited

Proxies:

Tony Frodsham
Murray Lees
Harry Christopher

For Peter Coburn
For Larry Anthony
For John Sweeney

Apologies:

Bryan Beudeker

Ansett Australia

1. Opening

The Chairperson opened the meeting at 9:05 am.

The Chairman introduced Pip Spence who was attending the meeting in the place of Mike Mrdak.

The Chairman advised of an alteration to the Agenda which was "Runway 14" of Item 7 being discussed after Item 10 "Coolangatta Two SID".

2. Apologies and Proxies

Apologies and proxies are listed above.

3. Acceptance of Minutes – 2 November 2000

- Reg Payne moved that the minutes be accepted.
- Trevor Stephenson seconded the motion.

4. Business Arising From Previous Minutes

Action Items

1. **Terms of Reference to reflect proxies and apologies to be listed at least 10 minutes before a meeting.** Actioned.
2. **GCAL to confirm Leigh Kenna for Noise presentation at next meeting.** Scheduled as Agenda Item 5.
3. **Proposed SID to be sent to committee members with minutes.** Actioned.
4. **Coolangatta Airport Curfew – Monthly Curfew Report to be sent to committee members with minutes.** Actioned.
5. **Barrie Briggs to discuss issues of non-compliance with Macair.** Barrie Briggs advised that this had been addressed and discussed at the last Sub Committee meeting.
6. **Colin Dahl to present report on compliance issues based on the noise and flight path monitoring for night time movements.** Scheduled as Agenda Item 6.
7. **2 x Colour tracks tabled at meeting to be sent to committee members with minutes.** Actioned.
8. **Correspondence to be sent to CEO of Gold Coast City Council requesting their presence and input at future ANACC meetings.** Actioned.
9. **Tony Frodsham to arrange correspondence to be forwarded to Coolangatta Tower regarding issues of intersection departures and preferred runways.** Actioned.
10. **GCAL to arrange correspondence to be forwarded to Coolangatta Tower regarding issues of intersection departures and preferred runways.** Actioned.
11. **Tony Frodsham to forward amended Noise Enquiry Summary to GCAL for copy and distribution to committee members.** Actioned.
12. **Letter to be sent to the Minister re amelioration program and consideration for Coolangatta Airport for such a program. Copy to be sent to committee members with minutes.** Actioned.

In reference to Action Item 12, Bill Bourke requested that in future outgoing correspondence from the committee reflect the position of the industry. The Chairman, concurred and confirmed that this will take place in the future.

5. Noise Presentation by Leigh Kenna

The Chairman introduced Leigh Kenna to the committee.

Leigh Kenna spoke on noise measurement by the Noise and Flight Path Monitoring System (NFPMS). Notes are attached.

A.I. 1

After the presentation, Leigh addressed several queries which included:

1. Noise monitoring and the application of AS2021.
2. Noise monitors record jet aircraft and general aviation aircraft, however, circuit aircraft identification may not be available.
3. Clarification of the definitions of mean average, average maximum and instantaneous maximum noise levels.

Ray White advised that the quarterly Noise Reports had previously recorded the following levels during the curfew period:

- 94.5 dB(A) for the B1900's;
- 92.5 dB(A) for Bae146's; and
- 88.8 dB(A) for Metro's.

Furthermore, he stated that Noise Monitor 1 (NM1) is actually 2 000 metres from the end of the runway. However, people are within 500 metres (in Boyd Street) of the end of the runway. Therefore, when noise levels are measured 1 000 metres from the end of the runway, residents are getting greater noise. He acknowledged that people purchased their homes knowing there is aircraft noise, however, they also knew there is a curfew for relief at night. In summary, he once again referred to the noise levels reported within the curfew hours and the fact that these planes are permitted to operate by the authorities.

The Chairman, on behalf of the committee, thanked Leigh for his presentation.

6. Colin Dahl to present report on compliance issues based on the noise and flight path monitoring for night time movements.

Colin Dahl reiterated that Airservices Australia was requested to verify the data recorded by Gold Coast Airport Ltd in the form of the Night Freight Movement Sheets. The period of investigation was August and September 2000. The objective was to identify the number of aircraft and the operators that were not following FSO's and to determine if there was any operational reason for not using the preferred runway system. The report, "Report Of Investigation of Runway 32 Use During Curfew at Coolangatta", was distributed to the committee members. (Copy enclosed)

A.I. 2

Wilf Ardill queried the 42 instances that were not adequately explained.

In response, Colin Dahl stated that he would pass that to the department who will respond.

Barrie Briggs, as Chairman of the Sub Committee, advised that at the last sub

committee meeting, Mr Andre Ayton, the Chief Pilot of Jetcraft, had come to the meeting with his own analyses advising that there had been eight instances where the non-preferred runway was used. On three of these occasions it was not operationally necessary, however, Jetcraft had addressed the problem with the pilot involved. Furthermore, Barrie invited the Sub Committee to take this opportunity to make any comments regarding the recent committee meeting in which Jetcraft had openly addressed this situation.

The Sub Committee members made no response.

Tony Frodsham, further advised he had received an undertaking from Jetcraft, stating that any noise complaints with non-standard runway use would be passed on immediately to the Chief Pilot for him to address internally.

Barrie Briggs again stated that Jetcraft have been committed to resolving outstanding issues of FSO and that this had been addressed at the recent Sub Committee meeting.

General discussion took place regarding the 'down wind component' and the Metro Liners.

Rodger Smith confirmed that if an operator's Operations Manual states that "the aircraft cannot take down wind" then that is then what the pilot must do.

Ron Walter confirmed that Andre Ayton had advised that the Metro's would not take a down wind component for take offs because of the guidelines stated in the Operations Manual. Furthermore, Ron concluded that if anyone wants to take that issue up then they should take it up with CASA.

Ron Walter summarised the outcome of discussions with Jetcraft. He advised that:

- They have instituted procedures and shown a real willingness to take those concerns on board;
- Mr Andre Ayton, the Chief Pilot, is pro-active and attends Sub Committee meetings;
- Mr Andre Ayton has requested that specific complaints lodged with AirServices be reported immediately by Tony Frodsham to him so that immediate investigation can be undertaken immediately with the pilots concerned; and
- They have included the Runway Procedures in with their 'Check Training Procedures' and in their 'Manual'.

7. Subcommittee Report

Barrie Briggs, the Chairman of the Subcommittee, summarised the Subcommittee Report.

Trevor Stephenson raised the issue of compliance of the FSO by Impulse and Jetcraft. He stated that at the previous Sub Committee meeting the pilots from Impulse and Jetcraft had advised that they knew nothing of the procedures, however, this was not in the minutes. He continued by stating that the FSO was never changed.

Barrie Briggs and Rodger Smith concurred that both companies were aware of

preferred flight paths into Coolangatta and have implemented FSO's in acknowledgment.

Again, Trevor Stephenson queried why they were not flying this procedure. Furthermore he requested that there be an undertaking of 'print outs' of the operations to see who was complying.

Barry Synott from Air Traffic Control in Brisbane spoke generally of his observations during evening shifts. He advised that he felt that Impulse were operating well, however Jetcraft had some initial problems. In summary, he stated from a personal and practical point of view, it appears that the problem with Jetcraft has been rectified.

Ray Tate concurred with Trevor Stephenson in regard to an increase in aircraft complaints over West Banora at night time with aircraft not going out sea.

Tony Frodsham agreed to have flights tracks (daily) printed for circulation to the committee members. The agreed upon duration was for 20 February to 20 March (two weeks prior – two weeks after) for the hours of 2300 – 0600 hrs. (flight tracks to be sent out with Sub Committee Agenda)

A.I. 3

8. Coolangatta TWO 'SID'

Ray Tate spoke of the last Sub Committee meeting where he raised an emergency motion in relation to the Proposed Coolangatta Two SID report. He continued by advising that Adrian But had stated in letter to him that the change to the departure procedures was initiated at the request of ANACC. As Ray had never heard this debated at the ANACC he queried how and why it was instigated.

Jim Boyle advised that there were two issues here. Firstly, that the authority did not come from this committee. Secondly, the advantages and disadvantages of this Coolangatta Two SID.

Much debate transpired regarding the history of the SID and how, when and why it was implemented.

A consensus could not be reached regarding whether or not it was endorsed at a committee meeting, however, it remains clear that such an outcome was not recorded in the minutes. Debate continued with a series of detached motions and amendments to motions.

Barrie Briggs suggested a proposed motion to resolve the problem.

After much discussion the following motion was formalised:

"the Coolangatta TWO SID with the preferred heading of 070 meets 1997 objective from the ANACC of overflight of Ekerebagh Island and therefore be adopted".

- The motion was **moved** by Barrie Briggs
- The motion was **seconded** by Trevor Stephenson.

Reg Payne requested clarification that the motion does not preclude any revision of it in the future.

The chairman confirmed that it did not.

Peter James advised that as a representative of the Tugun Progress Association he will abstain from voting on the grounds that a lot of the people from the south do not know what aircraft noise is.

The chairman restated the motion for the committee member.:

The chairman requested those for the motion as stated:

Don Buckley
Bill Bourke
Barrie Briggs
Murray Lees

Those against the motion:

Jim Boyle
Ray Tate

The motion was **CARRIED**

The meeting broke for 10 minutes.

The chairman resumed the meeting and advised that Trevor Stephenson wanted to speak on adopting the 185 heading on the Coolangatta TWO SID.

Trevor Stephenson stated that in view of the turns available after 1DME it now becomes reasonable with the 185 heading to be looked at because it does track down over the Broadwater over less populated areas. Subject to the requirements of the aircraft he suggested that 185 be trialed until the next ANACC when information (track plots) can be gathered to see how much compliance is going on. He summaries by stating that this is a preferred heading in place of the 150 which does go over a reasonably populated area.

- Trevor Stephenson formalised as a motion that the heading 185 be trialed.
- Ray Tate seconded the motion.

Trevor Stephenson confirmed that they were talking about turbo props and only turbo props.

The chairman requested a vote on the motion.

- 4 members – voted in favour
- 1 member – voted against the motion (Jim Boyle against the 1DME turn)

The motion was therefore **CARRIED.**

The Chairman confirmed that 185 become the preferred heading as a trial until the next meeting and report back at the next meeting.

8. Noise Enquiry Summary

Tony Frodsham advised that there had been 21 complaints received for the last month. This represented a drop of 11 complaints from the previous month. He continued by advising that included in this were complaints regarding a BAe146 which does training on the coast from time to time. The aircraft is

cross-hired by National Jet, however its livery is QANTAS.

Ray White advised that concerns had been raised by members of the community regarding the aircraft 'powering on' and 'powering off' as part of standard exercises. He continued by advising that members of the public do not understand the nature of these exercises and therefore many were concerned regarding the safety of the aircraft.

Bill Bourke responded by advising that he would investigate this and report back to the committee.

A.I. 4

F111 movement

The chairman spoke of the aircraft movement on the 08/02/01.

Tony Frodsham opened by speaking generally of the flight tracks that had been distributed.

Further to this, Colin Dahl spoke of how to interpret the data (i.e. time, speed and altitude) and the fact that two aircraft had been involved (one going up the coast and the second one which is shown as a missed approach). He identified that the equipment used for monitoring the movement had a glitch as it identified the aircraft as arriving and as departing, resulting in a break – even though this did not happen.

Jim Boyle questioned the provided tracks as it conflicted with what had been observed. He continued by advising that he had a Statutory Declaration that the aircraft travelled east and turned 1DME at a very low altitude.

There was general discussion as to the authenticity of the track information and the operation of the aircraft.

Jim Boyle requested a motion that the committee receive better information regarding this track.

In response, Ron Watson and Colin Dahl stated that the information has been provided. Furthermore, Rodger Smith stated that the information supplied was correct.

- Barrie Briggs moved a motion that the report be accepted.
- Don Buckley seconded the motion.

The Chairman requested a vote on the matter.

- 2 members – voted in favour
- 3 members – voted against

Bill Bourke advised that he abstained as it is a defence matter.

The motion **LAPSED.**

The chairman wanted clarification of the understanding of the vote by the committee and stated openly "that the vote was that whether the reports (provided by Colin Dahl, Tony Frodsham and Rodger Smith) be accepted and that the outcome was that the vote was that the report not be accepted".

General discussion transpired, however the status on the vote of the report

remained unchanged.

Pip Spence advised that she would request the DoTRS Minister to write to the Defence Minister regarding this issue. Pip confirmed that she would report back at the next ANACC meeting.

A.I. 5

9. AirCalin

Tony Frodsham spoke of the AirCalin jet departures proceeding to the north off Runway 14.

AirServices Australia advised that this had been requested as an agenda item so that the committee could advise preferences for these departures for future flights.

Reg Payne suggested that they go left at 070 and straight out to sea as it is the shortest way and avoids putting them over all the people.

Trevor Stephenson advised that this had been rejected continuously from the flight path review in 1997. Jet aircraft proceeding to east of Australia are to maintain runway heading until over water and then turn onto heading. If anyone wishes to change the flight path that has been approved by ANACC and CASA – then there is a review process to go through.

Rodger Smith reiterated that all AirServices Australia are asking is for this committee to reconfirm that they want aircraft that are going to Noumea be considered as oceanic aircraft and go over this whole populated area on runway heading before they turn left. It would appear to be more sensible for these aircraft to turn left heading 070 at 2DME reducing the flight time over populated areas.

Trevor Stephenson spoke of the flightpath review.

Reg Payne Spoke of the number of people that are affected.

Rodger Smith advised that no AirCalin flights were operating at the moment, however, it is unknown when next would be. Therefore, clarification was required for the future, so that when it happens again there will be no ambiguity.

Ray Tate stated that all the major developments are on the 139 track. For example Koala Beach and Casuarina Beach. Ray feels that the Tweed Shire Council are obsessed with putting the planes over the most number of people. In closing, Ray stated that he believed that what Rodger has come up would be the best result as there were not many planes that go out that way.

Trevor Stephenson said that this is a proposed change of a flight path with was approved by the AEC then AirServices and CASA. He continued by stating that we have been told repeatedly in the past that unless there is new information that comes up there will be no review of that flight path. If there is any new information then he was prepared to take part in a full review including environmental impact study of the changes to the flight path.

Reg Payne stated that this is an ordinary departure.

Adrian But spoke of southern, northern departures and oceanic flights.

Rodger Smith asked what Air Traffic Control should do at the moment.

Colin Dahl responded that the assumption is Runway Heading – it doesn't matter where they are going.

Reg Payne stated that he felt that a left urn at 2DME should be trialed until the next meeting.

Due to time constraints, the Chairman requested that Colin Dahl provide information for the next meeting that demonstrates the outcome of the flight path options.

A.I. 6

Colin Dahl confirmed that he would provide flight tracks at the next meeting.

Reg Payne asked if the population figures could be updated.

Colin Dahl responded that they depend on the Bureau of Statistics.

In view of the time and the other commitments of many of the committee members, the Chairman advised that the meeting would conclude. The Chairman acknowledged the three outstanding agenda items and advised that these would be addressed as a priority at the next committee meeting. These items are:

A.I. 7

- The continuation of the existing discussion
- The RWY 14 (Reg Payne)
- Noise Amelioration (Ray White)

Next meeting is Thursday 21 June, 2001.

Meeting closed at 12.15.

Jennifer Miller
CHAIRPERSON

ACTION ITEMS

1. Notes on Leigh Kenna's presentation to be distributed with minutes.
2. "Report Of Investigation of Runway 32 Use During Curfew at Coolangatta" to be distributed with minutes.
3. Tony Frodsham to provide flights tracks (daily) for agreed upon duration of 20 February to 20 March for the hours of 2300 – 0600 hrs (flight tracks to be sent out with Sub Committee Agenda).
4. Bill Bourke to report back on operation of National Jet using QANTAS BAe146.
5. Pip Spence to request DoTRS Minister to write to the Defence Minister regarding this issue of military aircraft at Coolangatta. Pip Spence to report back at the next ANACC meeting.
6. Colin Dahl to provide information that demonstrates the outcome of the flight path options for departures such as AirCalin.
7. Outstanding Agenda items to have priority at next ANACC meeting.