

MINUTES

of

GOLD COAST AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE (ANACC) MEETING HELD AT JOHN FLYNN HOSPITAL ON 11 March 2004

Members:

John Alcorn	ACCA
Bruce Moon	Tugun Central Neighbourhood Watch
Ray Tate	Banora Point Residents Association West
Trevor Stephenson	SECCA
Roger Savage	Bilinga Neighbourhood Watch
John Sweeney	Bilambil Hts Progress Association
Arthur Elliott	Cyclades Cres. Currumbin Neighbourhood Watch
Jim Boyle	Tweed District
Guy Pardey	AirServices Australia
Colleen Fish	Gold Coast Airport Limited
Barrie Briggs (Chairman)	Gold Coast Airport Limited
Kerrie Perkins (Secretary)	Gold Coast Airport Limited

Proxy:

Geoff Edwards	for Don Buckley, Tweed Shire Council
Leigh Kenna	for Adrian But, Airservices Australia
Sandra McCulloch	for Margaret May MP
Stephen Enders	for Ian Glew, Gold Coast City Council
Beverley Boyd	for Peter James, Tugun Progress Association
Kelly Trigger	for Wilf Ardill, Friends Currumbin

Apologies:

Andrew Sellick	Qantas Airways Ltd
Don Buckley	Tweed Shire Council
Peter James	Tugun Progress Association
Adrian But	Airservices Australia
Wilf Ardill	Friends of Currumbin

Others:

Cassandra Dalziel	GCAL
Rodger Smith	Airservices Australia
Caroline Heathcote	Airport Environment Officer (AEO – DoTARS)

1. OPENING

The Chairman welcomed all and opened the meeting at 0912 am.

The Chairman introduced the following people as observers: Cassandra Dalziel, GCAL's new Manager Corporate Affairs; and Caroline Heathcote, the Airport Environment Officer (AEO) appointed by DoTARS.

The Chairman reminded the members that this meeting is the second last ANACC meeting prior to undergoing the ANACC membership selection process for the next 2 year tenure.

2. APOLOGIES / PROXIES

As listed above.

3. ACCEPTANCE OF MINUTES OF PREVIOUS ANACC MEETING

There were no changes to the minutes requested.

Acceptance of the Minutes:

Moved: John Alcorn

Seconded: Arthur Elliott

All in favour

CARRIED

Trevor Stephenson queried A.I.5 from page 3 of the previous minutes. Trevor wanted to know if the Chairman had written to ASA asking them to review the following motion (lost at the ANACC meeting of 19 September 2002): "Arrivals to RWY32 from the northern origins and New Zealand use the Instrument Approach."

Responding, the Chairman and Rodger Smith advised that it was their understanding that the matter had been resolved. As an outcome of lengthy discussion, Trevor Stephenson expressed dissatisfaction regarding this matter and advised that he would like to the matter further and would write to the Minister.

The Chairman acknowledged Trevor's concerns and advised that he was well within his right to write to Minister. It was also noted, that Rodger Smith and Trevor Stephenson would liaise outside of the ANACC in order to resolve the matter.

4. BUSINESS ARISING FROM MINUTES

ACTION ITEMS

1. **Application of ANEF's and AS2021 - Tabled letter from Ian Glew (Gold Coast City Council) to be distributed with minutes. Actioned.**
2. **New meeting date of BAC's environment committee to be confirmed.**

The Chairman advised that Brisbane were still restructuring their committee and therefore the next meeting date was not firm and had changed several times. In view of this, a representative from Brisbane airport had advised that he would keep Barrie updated and issue an invitation to the next meeting.

A.I.1

<p>3. Copy of adopted flight path for arrivals to RWY32 from northern origins and New Zealand be forwarded to Don Buckley. Actioned.</p> <p>4. In light of privacy laws, Tandem Skydive to confirm if their correspondence can be used as a reference document to distribute or quote from for further community enquires regarding their operation.</p> <p>The Secretary reported that Damian Parkinson had authorised the referencing of a letter dated 19 September 2003 from himself to Barrie Briggs. This letter had previously been distributed to the committee and outlined measures that the company had undertaken to deal with concerns regarding their operation. The correspondence does not mention any third party.</p> <p>5. The committee write to QLD EPA and NSW EPA inviting them to become members of the ANACC. Actioned.</p> <p>6. The amended Terms of Reference (ToR) to be distributed with the minutes. Actioned</p> <p>7. Colleen Fish to investigate the implementation of a permanent Environment Working Group by GCAL to address the ecological environment.</p> <p>Colleen advised that she was presently looking at holding an environment working group meeting on either a 6 monthly basis or an annual basis (annual coinciding with the end of the calendar year when monitoring results are in and able to be viewed).</p> <p>The Chairman took this opportunity to advise that such a committee would have no responsibility to the ANACC and therefore run completely separately and independently.</p> <p>Bruce Moon requested that such a committee be called an Ecological Environment Committee rather than an Environment Committee as the ecology of the airport needs community interaction.</p> <p>Colleen advised she would take this recommendation on board.</p> <p>8. The Chairman advised that information displayed at the Community Information Sessions would be distributed to committee members either in hard copy or by CD. Actioned</p> <p>9. NAP's previously implemented by Impulse to be located and forwarded to existing and future GA operators.</p> <p>The Chairman advised that the Impulse NAP's had been located, however, tracks etc had changed and therefore the procedure was now outdated. The Chairman advised that he would sit down with Rodger Smith and look at appropriate amendments.</p> <p>Rodger Smith took this opportunity to advise that ASA are close to putting an automatic weather broadcast on at Gold Coast Airport. With this in place, the pilot can conduct a straight in approach rather than fly around to check the wind sock and wind conditions.</p> <p>10. Chairman to liaise with Night Freight operators and advise them of the committees concerns regarding their operation.</p> <p>The Chairman advised that he had spoken to Pelair and advised them of the local FNP. Furthermore, that information relating to the FNP had been emailed to two representatives of the company. The Chairman advised that he would follow up with them regarding 'signing on' as a participant.</p>	<p>A.I.2</p> <p>A.I.3</p> <p>A.I.4</p>
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5. CORRESPONDENCE

IN

- Letters re Application of AS2021-2000:
 - Mr Peter Marchi for Hon. John Anderson MP, Minister for Transport and Regional Services – 01 Dec 2003;
 - Mr Douglas Jardine – Tweed Shire Council – 01 Dec 2003;
 - Mr Malcolm Forbes for Hon. David Kemp MP, Minister for Environment and Heritage – 02 Dec 2003;
 - Mr Steve Murray for Hon. Craig Knowles MP, Minister for Infrastructure and Planning – 04 Feb 2004;
 - Ms Jenny McAllister for Hon. Bob Debus MP, Minister for Environment 17 Dec 2003;
 - Ms Angela Leonello for Hon. Carl Scully MP, Minister for Housing – 17 Nov 2003;
 - Ms Roberta Burgess for Hon. Michael Costa MLC, Minister for Transport Services. – 15 Dec 2003;
 - Hon. Joseph Tripodi MP for Hon. Michael Costa MLC, Minister for Transport Services – 24 Dec 2003.

OUT

- Ms Robyn Hesse, Queensland Government EPA – 03/02/04 – Invitation for Membership of the ANACC
- Mr Gary Davey, NSW EPA Coastal Regions – 03/02/04 – Invitation for Membership of the ANACC

The Chairman briefly summarized 'Correspondence In' and advised that the reoccurring tone was referencing the committees concerns back to the local government (the copies of correspondence were distributed at this meeting).

The Chairman requested that the correspondence be accepted.

Moved – Arthur Elliott

Seconded – Ray Tate

All in favour

CARRIED

The Chairman also noted to the committee, late 'Correspondence In', which was a letter from NSW EPA in relation to membership on the ANACC. In summary, the correspondence advised that noise from operations at the airport and flight path noise related matters were not scheduled activities covered by the NSW EPA. (Correspondence to be circulated with minutes).

A.I.5

6. SUB COMMITTEE UPDATES

Application of AS2021 and Australian Noise Exposure Forecast (ANEF) Sub Committee

The Chairman opened this agenda item and took the opportunity to advise that John Alcorn, the Chairman to the sub committee, presently has a family member with a terminal illness and that family was a priority, therefore, the meeting schedule had been delayed accordingly.

John Alcorn advised that the recent sub committee meeting had been a very crucial meeting where material from GCAL would be used as a basis for further investigation. A report from the meeting was circulated (attached).

A.I.6

Lengthy discussion transpired regarding what had transpired at the sub committee meetings and the approach the members were taking. The sub committee confirmed they were progressing and

that they will be addressing development north of the airport at the next sub committee meeting.

Geoff Edwards referred to previous correspondence to the ANACC from TSC addressing the issue of the ANEF's and the application of AS2021. He restated that council currently comply with the Australian Standards for residential development. Furthermore, he had been involved in looking at a number of submissions from consultants where TSC revisit the requirement of the consultant requesting the developer show council via the building design how they are going to comply. He enforced that there is a lot of liaising between the two parties so council, under the current LEP, try to ensure compliance. Geoff advised that he could not comment on historical construction.

In closing, Geoff confirmed that in the last couple of years the government had introduced private certification for private consultants, whereby council are not entitled to see if any of the conditions of certification are compliant or not.

Motion that the Sub Committee's report be accepted:-

Moved: - Arthur Elliott

Seconded: - Trevor Stephenson

All in favour

CARRIED

7. General Aviation

Jim Boyle raised concerns regarding Tandem Skydive and the aircraft noise associated with its operation. Jim requested that their operation be relocated.

Acknowledging Jim's concerns, the Chairman reminded the committee that it is a commercial operation and that there is a community demand for their services. Furthermore, Airservices Australia have been working hard to share the noise. In closing, the Chairman also advised that Damian was a member of the Fly Neighbourly Policy (FNP).

8. NOISE SUMMARY

No concerns were raised in regard to the distributed Noise Summary's from Airservices Australia for the months Dec 03 and Jan 04.

Military Aircraft

The Chairman advised that in February a Memorial Services was held on the GA tarmac of GCA to farewell John Woodman. John, the Chief Flying Instructor (CFI) and owner/operator of Falcon Air Training Services, was one of two pilots that disappeared off Byron Bay during a routine training flight. The Chairman advised that John had a long history in both military and civil aviation, and accordingly the ceremony reflected these parts of his career. As part of the Memorial Service, of which the RAAF Chief of Staff attended, a F-111 and two Army Iroquois did a fly-over, followed on by a 'Missing Man Fly Pass' by members of general aviation.

Speaking personally, the Chairman advised that he had flown with John during his RAAF career and thought the ceremony was a fitting tribute. However, due to the unusual aircraft activity, noise enquiries had been recorded by AirServices Australia. He continued by advising that aircraft involved in the ceremony were held over residential areas whilst waiting for the appropriate queue. In closing, the Chairman requested that the members acknowledge the situation as infrequent and be mindful and respectful of circumstances.

Westwind (WW24)

John Sweeney spoke of ongoing complaints he had received relating to the Westwind which was operating as a night freighter.

Acknowledging John's concerns, the Chairman advised that he had spoken to the operator, PelAir, who normally use a B1900. However, when the B1900 is unserviceable it is substituted with a Westwind. Furthermore, he advised that he had had discussions with Pelair and that a copy of the FNP had been sent to them asking them to review the policy and to become a signatory.

The Chairman confirmed that one of the issues that came out of the discussion was they were flying the NAP's that are in the AIP. Therefore, the Chairman confirmed that he will discuss the matter with Rodger Smith as to how the night freight operators can get back on NAP's similar to those adopted by Impulse Airlines. In summary, the chairman advised that the Westwind would continue to operate into GCA when the B1900 is unserviceable.

Jetstar

In reference to a query from Ray Tate, the Chairman advised that Jetstar will be operating into GCA and that they will be taking over many of the Qantas services. Essentially, Jetstar will be taking over the bulk of leisure destinations and will be commencing their operation with 717's, which will eventually be replaced with new generation A320's. Therefore, there would be minimal operations of 767's into GCA.

Rodger Smith took this opportunity to advise that the seating capacity comparison for two of Qantas's aircraft: 3 x B717's = 1 x B767. Therefore, the removal of a B767 would mean an increase in aircraft movements.

General

Further to a query from John Alcorn, Barrie Briggs and Rodger Smith confirmed that direct flights to Perth from GCA will commence on the 29th of March and that the departure will be via APAGI.

General discussion transpired regarding the Curfew with particular emphasis on Day Light Saving issue's where an aircraft maybe operating in Qld at 2215 hrs, however, the time in NSW is 2315hrs.

The Chairman highlighted that due to Day Light Saving and the existing Curfew arrangement it was not possible to catch an aircraft from GCA to Sydney to make a meeting in Sydney before 0900hrs.

Bruce Moon stated that GCA attracts a premium with airline operators as GCA is not considered a major airport like Brisbane etc. Therefore, passengers pay an additional \$10 -\$20 when flying in or out of the coast. Therefore, Bruce questioned why consideration should be given to the business traveller in relation to Curfew arrangements when there is no consideration given to the tourist sector.

9. GENERAL BUSINESS

The Chairman advised that GCAL are presently in the middle phase of the public consultation period with regard to the proposed runway extension period which ends on the 23 April. He stated that it is the publics opportunity, as well as the ANACC members, to put a submission to GCAL for the MDP.

The meeting closed at 11.20 am.

<u>10. DATE OF NEXT MEETING</u>	
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Thursday 10 June, 2004.	
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ACTION ITEMS

1. Brisbane airport to advise date of the next Brisbane Airport Consultative Committee meeting. Invitation to be issued via the ANACC Chairman.
2. Colleen Fish to update committee on investigation of the implementation of a permanent environment working group by GCAL to address the ecological environment.
3. The Chairman and Rodger Smith to liaise regarding appropriate amendments to the outdated Impulse NAP's.
4. Chairman to liaise with Pelair regarding 'signing on' as a participant of the GCA Fly Neighbourly Policy.
5. Copy of letter from NSW EPA in relation to membership on the ANACC to be circulated with the Minutes.
6. Circulate "ANEF & AS2021 Paper" Report with the Minutes.