

**GOLD COAST AIRPORT
AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE (ANACC)
Minutes of Meeting 13th December 2007
The Auditorium, John Flynn Hospital**

Attendance

Bill Pinkstone	Banora Point Residents & Rate Payers Assoc.
Geoff North	Gold Coast Hangars P/L (GA)
Peter James	Tugun Progress Association
Arthur Elliott	Cyclades Crescent Neighbourhood Watch
Trevor Stephenson	SECCA
John Sweeney	Bilambil Heights Progress Association
Garth Threlfall	Friends of Currumbin
John Alcorn	ACCA
Roger Savage	Bilinga/Coolangatta Neighbourhood Watch
Neil Hall	AirServices Australia
Noel Hodges	Tweed Shire Council
Stephen Causby (Secretary)	Gold Coast Airport Pty Ltd
Rob Porter (Chairman)	Gold Coast Airport Pty Ltd
Jana Burnitt	Gold Coast Airport Pty Ltd
Len Wallace	Cudgen Progress Association
Julie Murray	Kingscliff Progress
Wilf Ardill	Tugun Village Community Centre
Craig Elliot	Proxy for Justine Elliot MP

Apologies

Rob Anderson	Virgin Blue
Neil Weatherson	Gold Coast Airport Pty Ltd
Peter Long	Air Gold Coast
Margaret May	Member for Richmond
Ronnie Hokinson	Tweed District
Andrew Sellick	Qantas

<p>1. Opening and Welcome</p> <p>Meeting opened at 9.00am.</p> <p>Rob Porter introduced himself as the new Chairman of ANACC. Rob also mentioned Neil Weatherson's new position in Queensland's Airport and the different aspects of the position he is now working in.</p>	
<p>2. Apologies / Proxies</p> <p>The apologies are read out by Jana Burnitt. Stephen Causby also mentioned Neil Weatherson's prior engagements as to why he wasn't at the meeting and he conveyed Neil's wishes to the members for a Merry Christmas and a Happy New Year.</p> <p>As listed above in Apologies.</p>	



<p>Moved- Garth Threlfall Seconded- Geoff North</p>	
<p>3. Acceptance of Minutes of Previous ANACC Meeting</p> <p>**John Alcorn makes statement on previous minutes and it is noted. John wants an amendment made. Neil Hall and John Alcorn have a discussion about the flights and whether they are RNP tracks or not.</p> <p>**The Chair makes a statement to look at revising the minutes and ensuring they are correct for all members. Rob puts forward an amendment from John Alcorn for a revision of procedures in regards to RNP for the previous minutes.</p> <p>Moved- John Sweeney Seconded- Bill Pinkstone</p> <p>Addendum</p> <p>Bill Pinkstone makes a statement about Pel Air and their action taken.</p> <p>* Letter of Thanks to Wally, Pel Air and Manager for prompt action and successful outcome and continued improvement.</p> <p>* Moved - Bill Pinkstone * Seconded - Geoff North</p>	
<p>4. Business Arising from Previous Minutes</p> <ul style="list-style-type: none"> → Circulate Pel Air Operations Noise Abatement Procedures - Actioned → Geoff North to provide drawing of new training circuits - Not Actioned → Geoff North- Review Minutes 'letter of thanks to GA operators' - Chair proposed that letter should be on behalf of the ANACC - Pending → Letter read to Committee from Andrew Sellick - Actioned → Sub-Committee to arrange meeting of Southern ANACC members - Pending → Rob Anderson to arrange time for ANACC member to use Virgin flight simulator - Pending 	<p>AI. 1</p>
<p>5. Correspondence</p> <p><u>IN</u></p> <ul style="list-style-type: none"> • Richard W Edwards - Flight path enquiry 27/08/07 • Philip Chen (Pyramid Holiday Park) - Noise enquiry 04/09/07 • Richard W Edwards - re Flight Path Enquiry - 06/09/07 • Garth Threlfall /Peter James - Verbal Correspondance re- AAX flight tracks - 26/11/07 • Neville Perrin - Stephen Causby (More Information) <p><u>OUT</u></p> <ul style="list-style-type: none"> • Richard W Edwards - re Flight Path Enquiry 27/08/07 • Philip Chen (Pyramid Holiday Park) - re Noise Enquiry 18/09/07 • Andre Sellick <p>Addendum</p> <p>It was noted by many ANACC members that they would also like to see locations of people who write in. John Alcorn also noted that he would like a copy of all correspondence. It was uniformly agreed that the only relevant correspondence will be distributed.</p>	

<p>Acceptance of Correspondence Moved - Neil Hall Seconded - Arthur Elliot <u>Carried</u></p>	
<p>6. General Aviation Update (GA)</p> <p><u>Training Circuits</u> Rob Porter (Chairman) mentions Training Circuits are going very well but hands over to Neil Hall to give further update.</p> <p>Neil Hall gives further update to members of the ANACC. Neil mentioned both organisations to have a standard circuit happening and now both have and all are happy. Neil also mentions no noise complaints as far as community goes, all are very pleased.</p> <p>Rob thanks Neil for the update and there are no other comments on the training circuits.</p>	
<p>7. Air Asia X Flights</p> <p><u>Flight tracks from AAX - Northern ANACC members</u> Flight tracks were handed out to all members of the ANACC for reference. Arthur Elliot makes statement about flight paths for Virgin, Jetstar and Freedom Air and where about they're flying to.</p> <p>Geoff North then makes a statement of where AAX is flying as well as other planes.</p> <p>Discussion moves to first flight departure path for Air Asia X (AAX), and how it was incorrect. Neil Hall makes a statement saying the controls plates were not in the Flight Management System (FMS) for the inaugural departure from Gold Coast hence the errors with the first departure track. Since this, the plates have been put into the FMS manually and to Neil Hall's knowledge there have been no issues with AAX departure from RWY 32 since. Neil Hall goes on to say that all both domestic carriers (Virgin and Jetstar) also both have the approved departure in their FMS and there should be no problems in turning right at 600 ft and adds that if specific flight times and tracks are obtained from AirServices then he can follow them up.</p> <p>John Sweeny mentioned that the AAX A330 aircraft is "much quieter than the other domestic aircraft" and is generally happy with the airline.</p> <p>Wilf makes statement about AAX flight tracks and when they are turning in the air on the northern arrivals. Wilf states some specific times when the AAX aircraft was not exactly on track. <i>**No further minutes can be noted for this section due to over talking on the tape recording**</i></p> <p>John Alcorn mentions that this topic of discussion is for AAX and asked why we are talking about other carriers. Bill Pinkstone rebuts and says that the southern members can talk about the issues later in the meeting as the AAX agenda item was proposed by two of the northern ANACC members.</p> <p><u>SOP For AAX Operation (Full Lenth)</u> Rob Porter explains when it will be complete and when it will be a standard procedure. Rob has a general discussion with ANACC members about SOP.</p>	
<p>8. Airport Development Update</p> <p><u>Tower Road</u> Rob Porter explains latest movements with Tower Road. Also mentions what it is primarily about (Land locking Control tower and fence around fire tower). Tower Road will also be for</p>	



commercial use as well.

SCU (Southern Cross University)

Rob Porter mentioned negotiations will start mid year 2008, which proves beneficial for all parties involved.

Passenger Numbers

Discussion involving passenger and seat increase. All airlines have had an increase in both passengers and seats over the last month and 12 months. Rob mentioned the Data was available for them to look at. Jana Burnitt updated figures. Rob finished will the percentage rise over the last 12 months as well as budgeted figures.

John Alcorn makes a statement about specific data he would like to look at. Stephen Causby and Rob Porter confirm that they will have a passenger update at each ANACC meeting.

AI. 2

Tiger Airways

Rob Porter wanted to discuss Tiger and the first few weeks of operations. Mentioned that there have been several cancellations with the airline due to staffing problems and other issues but everything else seems to be going well. Rob mentions Tiger Airways is a real asset to have at Gold Coast Airport.

Wilf Ardill questions how many aircrafts they have and which routes they fly from Gold Coast. Rob Porter clarifies to Wilf exactly where they fly. Arthur Elliot questions are they are Australian crew and it is confirmed they are.

Terminal 3

Rob just mentions that Terminal 3 is the new location of Tiger Airways and is looking very good. The airline is very happy with the new Terminal.

No further comments from members.

Low Cost Carrier Terminal Project Update

Rob Porter generates discussion about the Low Cost Carrier Terminal and how extension to the existing terminal will take place. ADCO has been awarded the contract and is currently in the design and staging phase. Rob gives a brief explanation of some of the specifications of the new terminal. Total cost will be \$100 Million.

No comments from members.

New Entrance Road

Rob Porter mentions that works are currently underway for the New Entrance Road which will benefit all patrons of the Airport (working with Gold Coast City Council).

No Comments from members.

Additional Car Parking

Rob Porter discusses a multi level car park that is on currently on the drawing board to go at the airport. Looking at providing an overflow car park while construction is taking place. Even though the current car park has been extended just recently the airport is still challenged by car parking due to the phenomenal numbers coming to the airport everyday.

No Comments from members.

Tugan Bypass

Quick update from Rob Porter to mention that the Tugan bypass is ahead of schedule. All people working on the Tugan Bypass are working very well considering all weather.

No Comments from members.

Desalination Plant

<p>Rob Porter starts the discussion. Mentions an expansion plan that is proposed and that includes working with the Government which is happening at the moment.</p> <p>Wilf Ardill questions the pipeline, lowering of quarry and trimming of certain trees. Rob gives an explanation that due to CASA regulations, some of the trees and sections of the Tugan Quarry required lowering and talks are currently in the process with Gold Coast City Council. Rob Porter explains that the Airport will try to leave as many trees in situ as possible to minimise the cost of the project and the environmental effects.</p> <p>John Alcorn also asks a question about diverting water from the creek. Rob explains that they are looking at diverting water in Coolangatta creek to the outlet pipe from desalination plant (work in progress). General discussion moves to all members about the desalination plant and low fall across the Airport Catchment.</p> <p><u>General Discussion</u></p> <p>Noel Hodges asks the chair if the rail transport corridor is still in the pipeline as he had heard that due to terrorism threats, the rail corridor and the Southern Cross University was a “dead duck”. Rob Ported jovially replies that it was the first time he had heard that issues raised but in actual fact is was far from a “dead duck” and that the transport corridor is still within the master plan for the airport.</p>	
<p>9. Military Operations</p> <p><u>Boeing 707 and Globe Master</u></p> <p>Rob Porter gives explanation of the noise that was generated by both aircrafts. The 707 did two circuits and gathered a lot of enquiries and the second was the C17 Globe Master which was doing some field training. Both aircrafts generated complaints and enquiries as to what was happening.</p> <p>Bill Pinkstone mentioned he saw the Globe Master down the Tweed River.</p> <p>10.15am: Meeting breaks for Morning tea.</p> <p>10.30am: Meeting resumed.</p>	
<p>10. Noise Enquiries</p> <p><u>Curfew Issues</u></p> <p>Rob Porter gives explanation of curfew issues. Stephen Causby hands all the Dispensation report and reads it out to all.</p> <p>3 approved dispensation and 2 rejected over the past reporting period.</p> <p>Discussion moves to all ANACC members about dispensation (arrivals and departures). John Alcorn questions if a departures and an arrival is counted as one movement. Stephen Causby mentions that he only has the departures.</p> <p>Wilf Ardill also questions the dispensations and would like the information before the meeting. Stephen Causby says that he will send out dispensation reports to ANACC members as soon a he receives them from The Department of Infrastructure (formally the department of Transport). Stephen Causby added that The Department of Infrastructure often takes quite some time to prepare the summary report after the dispensation event.</p> <p>Bill Pinkstone also asked about a 30 minute window of aircraft movement after the curfew has ended. No one knew about this window period and Bill stated that he will go away and research this further and bring it back to the committee.</p> <p>Rob Porter concludes the discussion by saying that if any anomalies are witnessed, if the flight times and date can be put forward to ASA or Airport Staff we can then match up these</p>	<p>AI. 3</p> <p>AI. 4</p>



flights with the dispensation reports and let people know what happened.

11. Revisit of Southern Flight Path - NZ SIDS

Rob Porter began the discussion and handed it over to Neil Hall for updates.

Neil began the discussion with the issues that were raised during the sub committee meeting that was held 2 days prior to the ANACC meeting. Neil goes on to mention the issues that were discussed and touches on how it requires many processes and how all the routes belong to Brisbane airport both inbound and outbound.

Neil said he will pursue the issue if that is what the ANACC wants. Rob also mentioned that they tried to get a representative from Brisbane to give further insight to the issue but the notice was just too short.

Neil also mentions how many steps it takes (20-25 steps to change a route). Can't just expect someone to come down from Brisbane and change it. He mentions that in order to change ours they will probably have to change some of their flight paths to accommodate. Time it will take will probably be 6-8 months.

Trevor Stephenson asked that if we are currently using the Gold Coast 2 (GC2) departure (on RWY 14 track 139 degrees after passing 600ft and for Jet Aircraft after passing 2 DME) why can more flight be put onto this departure. Neil Hall states that it is not difficult but if the ANACC want all flights on RWY 14 departure to follow the GC2 departure then that is what he will put forward.

John Alcorn said that he believed that when the northern members had an issue with some arrival tracks coming too close to Palm Beach, the tracking stars were moved quite easily within "a couple of months" and when on to ask why then can't be done at the southern end. John goes on to question just how fair and cooperative the Northern ANACC members are being, believing it is not fair as "we supported them when they wanted changes". Neil Hall rebutted John's comments saying that changing those stars were very easy due to their location and separation of other traffic and stars but the southern stars are more difficult. Neil goes on to say that there are many issues from Aircraft performance issues to environmental issues on the ground and finishes by saying that he will not guarantee anything but will put forward whatever the ANACC come to a decision on.

Bill Pinkstone makes motion for New Zealand and other north bound flights.

Motion - SID be established to turn left after passing 600ft but no later than 2DME to earliest point over water- **Bill Pinkstone** **Motion later withdrew**

Seconded - **John Sweeney**

Trevor Stephenson and John Alcorn join in the discussion in regards to 600ft and 2DME. Trevor mentions the motion from 2001 and how it has been operating ever since successfully saying that if it is after 2DME it narrows the turning point to a single location and if Bill's motion was to go ahead, the noise would be sprayed all over the sky. John Alcorn supports Trevor in what he is saying. John continues his explanation of 600ft & 2DME. He thinks the ANACC needs to stick by the decisions they make previously. Rob thanks John and Trevor for their comments. Rob asked Bill to respond. Bill speaks to the members of ANACC about the 600ft and 2DME as well as his motion.

Neil Hall then mentions that they may get some variation in the turn whatever option is chosen due to the differing performance parameters for the different aircraft.

Bill Pinkstone withdrew his motion.

John Alcorn made comments about departures and the ANACC. Rob mentions the outcome will be supportive of the motion to John.

Wilf Ardill makes a statement about the flight path and how he doesn't want to change it.

Rob pointed out that there is no motion at this point in time. It is ANACC's best interest to put forward a motion to Air Services so they can work with a motion.

Jeff North noted that once some decisions have been made, he is willing to provide his services to fly some of the tracks to see where exactly they end up and who they fly over.

Neil Hall mentioned that what ever the decision and what ever the outcome he wants all involved to be well aware that all jets will have different turning performance and as such very few will turn the same.

New Motion:

Motion - Propose that all aircrafts to New Zealand and north bound aircraft be issued with Gold Coast 2 Departure (***Gold Coast 2 Departure RWN 14 track 139 degrees after passing 600ft and Jet Aircraft after passing 2DME*) off Runway 14 and assigned left turn onto heading 070. - **Trevor Stephenson**

Seconded - **John Alcorn**

8 In Favour, 0 Against

Carried

Bill Pinkstone abstained from voting.

Trevor Stephenson noted that this motion has no effect on the proposal of SID for New Zealand traffic.

John Alcorn makes statement about flight paths of RNP. Rob asks John at what point does he understand implementation of RNP. John explains his opinion and flight paths in further detail. He explains what information he has to prove it.

Rob makes a statement to the ANACC. Rob will be guided by the Southern ANACC members. He feels the Southern members need to put together a motion of what they want specifically. Rob has read the minutes from previous meeting and realises there has been offers from QANTAS with regards to progressing RNP. Once the southern members are in agreement of what they want to see from RNP then as committee write to QANTAS make them aware of the tracks.

Neil Hall makes a suggestion as to what the members can do. Contact him directly or Max Chipman to get the accurate and correct data. Then progress in an orderly fashion.

Rob puts forward to the committee that he is happy to take whatever motion is decided by the committee with regard to incorrect RNP flight tracks to QANTAS on behalf of the committee at if that is what is wanted by the committee.

Trevor Sweeney joins discussion and provides a history of ASA trials and the different turns at 1 DME, 2DME etc.

Summary:

Southern members to collect accurate data on RNP flights from Max Chipman at AirServices Australia. Then once objective data have been collected write to Qantas with tracks proving that the current flight tracks are not the RNP tracks as approved by ANACC

AI. 5

12. Air Services Australia

Update

Rob Porter passes to Neil Hall for update.

Neil updates meeting with general details. Neil mentions all noise areas are pretty good. Airlines have been pretty compliant. Neil also mentions that to give him complaints it is best to give him an airline, time and date. Neil will give a response as soon as possible. Happy to

7

answer any questions he received as well.

Neil also handed out details to be able to contact him if members had any queries or questions. Neil also mentioned they are more about safety than business considerations, as is the aviation department of the airport but they work together as a team.

With the change in Government the internal structure remains the same. Everything pretty much will remain the same.

Staffing is very limited in Air Services. 26 Control Towers active Australia wide. Not looking at starting any new towers. Over 3000 staff.

Please contact Neil directly in regards to any ANACC issue.

neil.hall@airservicesaustralia.com M: 0437 603 920

13. General Business

Frequency of ANACC Meetings

Rob Porter began the discussion of how often ANACC needs to be. Rob opened up with the history of the ANACC meetings. Rob asked "does it remain the same or should it become less frequent?" 3 monthly, 4 monthly or 6 monthly. Rob asked the committee if 3 monthly meetings too frequent as only a number of the action items were being completed in time. Due to time constraints of the current meeting Rob Porter puts to the meeting that ANACC meeting frequency will be put on the agenda for the subsequent meeting and discussed therein.

Members then began a discussion. John Alcorn wants the meetings to remain the same. John Alcorn mentions that sufficient time wasn't given to members of the committee.

Rob thinks that the committee may be diminishing as some members are no longer attending and this has been happening for several months.

John Alcorn states emails were sent and were not responded to. Rob apologises on behalf of Neil as there may have been a breakdown in communication.

Neil Hall makes a statement also. Agrees with Rob, happy to do it only if there are results from the committee.

Geoff North makes a statement on the minutes. Stephen Causby responds to Geoff's comments saying that it is actually out of the scope of his position at the airport.

Rob makes statement that the first Action Item for meeting in March 2008 will be frequency of the ANACC meetings. Rob goes on to say that if all action items from this meeting can be achieved in the by the next ANACC meeting then there may not be the need to review the ANACC frequency. Rob goes on to say that if the sufficient time were allowed and meeting outcomes can be completed then it is his belief that commitment to the committee would increase.

Bill Pinkstone moves to formally thank Neil Weatherson as a Chairperson and the satisfaction of the committee. Bill also mentions how capable Rob is of taking over from Neil in his position.

Motion: A letter be written from the committee to the Chief Operating Officer of GCAL thanking Neil Weatherson for his effectiveness and efficiency whilst chairman of ANACC. -

Bill Pinkstone

Seconded: Arthur Elliot

Carried: All

Wilf put to the committee that the meeting has taken far too long and too many people are

AI. 6

AI. 7

<p>given the opportunity to speak. He believes that we should allow a set time limit for discussions to be held. The Chair said that he will take that onboard and that due to this being his first meeting, he did give some members more leeway than he will at future meetings.</p> <p>Neil Hall reiterated Wilf's comments and saying the committee is suppose to be a consultative committee and as such he would like to consult with committee members as much as possible. Neil goes on to say that if many of the issues that are being raised at meetings can be rectified out side of meetings then the committee may only be required to meet less frequently than what is now occurring.</p> <p><u>Gold Coast Airport Curfew</u> Rob porter explains airport curfew. John Alcorn mentions he believes it should remain the same. It is to be an agenda item next meeting. Rob mentions it will be taken onboard and discussed at the next meeting in March.</p>	
<p>14. Date for Next Meeting</p> <p>Thursday 20th March 2008 9.00am John Flynn Auditorium</p>	
<p>15. Close of Meeting</p> <p>12.15pm, 13th December 2007</p>	
<p>Action Items</p> <ol style="list-style-type: none"> 1. Letter of Thanks to GA operators from ANACC for continued adherence to revised training circuits. 2. GCAPL to provide PAX numbers to ANACC committee. 3. ANACC secretary to provide ANACC members with dispensation reports as soon as possible on receipt of report. 4. Bill Pinkstone to investigate the 30 minute window period of the current curfew as he described during the meeting. 5. Southern ANACC members concerned with errors within the RNP RWY 14 departure track are to gather accurate information (flight tracks, registrations and if RNP was in use) and put to QANTAS when believed inaccuracies are found. 6. Frequency of ANACC meetings to be placed as an agenda item at next meeting. (Secretary) 7. Formal position form ANACC to be made on Gold Coast Airport curfew. 	

