

**MINUTES OF COOLANGATTA
AIRPORT NOISE ABATEMENT CONSULTATIVE (ANACC)
MEETING HELD AT JOHN FLYNN HOSPITAL ON 13 September 2001**

IN ATTENDANCE:

Members:

Pat Masen	Tugun Central NHW
Roger Savage	Bilinga Neighbourhood Watch
Wilf Ardill	Friends of Currumbin Inc.
Ray White	Tugun Progress Association
Jim Boyle	Tweed District Residents & Ratepayers
Ray Tate	Banora Point Residents Association (West)
Peter Coburn	AirServices Australia
Reg Payne	Airport Central Corridor Alliance
John Sweeney	Bilambil Heights Progress Association
Peter James	Tugun Progress Association
Trevor Stephenson	SECCA
Adrian But	AirServices Australia - Environment Branch
Ron Walter	Department of Transport and Regional Services
Barrie Briggs (Chairperson)	Gold Coast Airport Limited
Mick O'Keefe	Gold Coast Airport Limited

Others:

Dolf Fickler	AirServices Australia – Environment Services Branch
Denis Savage	Department of Transport and Regional Services
Rodger Smith	AirServices Australia - Coolangatta
Kerrie Perkins (Secretary)	Gold Coast Airport Limited
Julie Murray	Kingscliff Rate Payers & Progress Association
Len Wallace	Cudgen

Proxies:

Jennifer Brinsmead	for Larry Anthony
Geoff Edwards	for Don Buckley

Apologies:

Bill Bourke	Qantas Airways
Richard Castle	Qantas Airways
Colin Dahl	AirServices Australia
Tony Frodsham	AirServices Australia

1. Opening

The Chairman opened the meeting at 9:15 am.

A minutes silence took place in respect of the lives lost in the United States on 11 September, 2001.

The Chairman took this opportunity to introduce Mick O'Keeffe, GCAL's new Environment Manager and future Chairman of the ANACC.

2. Apologies and Proxies

Apologies and proxies are listed above.

3. Acceptance of Minutes – 28 June 2001

Ray Tate referred to Page 3 of the previous minutes under the title of Terms of Reference and advised that he recollected that all community members other than Jim Boyle had accepted the invitation to remain on the committee. The minutes had reflected that only Trevor Stephenson had accepted.

The Chairman accepted this amendment.

- Roger Savage **moved** that the minutes be accepted.
- Wilf Ardill **seconded** the motion.

The Chairman requested a vote on the motion.

- All member were in favour

The motion was therefore **CARRIED.**

4. Business Arising From Previous Minutes

Action Items

1. Coolangatta TWO SID - Peter Coburn to supply flight tracks to GCAL after the first month of implementation of the 185 trial and GCAL to distribute to members accordingly. The Chairman requested that this be dealt with later in the meeting.

2. Ray White raised a motion requesting a letter be written to the Minister for Transport regarding noise insulation. Actioned. The Chairman advised that there had been no response as yet from the Minister. In view of this it was requested that it become an Agenda Item for the next meeting.

3. Fly Neighbourly Policy – Full Jandakot Report and Charles De Gaulle airport information to be tabled at the next Sub Committee meeting.

A.I. 1

Actioned.

Jim Boyle moved that the Jandakot FNP be accepted to apply to Coolangatta by the committee.

Trevor Stephenson requested that the report be accepted in 'principle' subject to recommendations of the sub committee working group.

The following motion was formalised: 'that the Jandakot report be accepted in principle'.

- Jim Boyle **moved** the motion.
- Trevor Stephenson **seconded** the motion.

The Chairman requested a vote on the motion.

- All member were in favour

The motion was therefore **CARRIED.**

The Chairman formalised the following motion: 'that a working party be formed that will analyse the Jandakot FNP document that will bring forward recommendations to the ANACC via the sub-committee'.

The motion was:

- Wilf Ardill **moved** the motion.
- Trevor Stephenson **seconded** the motion.

The Chairman requested a vote on the motion.

- All member were in favour

The motion was therefore **CARRIED.**

The Chairman asked the members to discuss within themselves as to who they would have on the 'working party'. He continued by advising that anybody could be involved in the analysis of the FNP if they were interested, however, it would be a position where they would have to brief the other community members who are not on the 'working party'. If all five members from each side want to be on it that is fine, however, a small group would be much more efficient. He closed by advising that GCAL and its staff would facilitate the meeting, however, they would not do all the work because they do not have the resources.

The following committee members were nominated for the working group.

North	Wilf Ardill	South	Jim Boyle
	Rodger Savage		John Sweeney

4. RAAF 'Hotline' number to be circulated to all committee members.
Actioned.

Other items arising from the minutes

Trevor Stephenson spoke of the last meeting relating to 'jet departures proceeding north off RWY 14'. He stated that he had queried safety issues and felt that he did not get a very satisfactory answer – he felt that it was more an opinion rather than fact. He continued by advising that the Minister had stated that any changes to flight paths would be the outcome of all members being fully informed in order to put their vote, however he did not feel that he had been in a fully informed position. Furthermore, he requested that CASA be included as one of the appropriate authorities, before decisions are made.

General discussion took place regarding the interpretation of the motion from the last ANACC meeting which read 'all jets with departure tracks between 320 and 120 will be assigned a preferred heading of left 070 from 2DME. The second option is a heading of 140 until established over water'.

The Chairman restated that the motion was simply an option for ATC to put jet aircraft over fewer people than is currently the situation. He stated it had been debated around the table and agreed upon.

Trevor Stephenson stated that he believed that information was being withheld regarding safety issues and therefore he would write to appropriate authorities asking them for clarification of the safety issues.

Peter Coburn introduced Mr Dolf Fickler from ASA who designs SID's, Approaches, ICAO Standards etc. Peter continued to advise that he was the most knowledgeable man in Australia about the safety aspects of aircraft operations and therefore was an authority on safe and unsafe operations.

Dolf Fickler spoke briefly of his background which included 14 years with CASA before joining AirServices Australia. He continued by discussing and explaining ICAO climb gradients and the measurement of these gradients; obstacle clearances; and turn requirement. In summarising, Dolf advised that there was no safety issue involved with these jet departures.

5. Coolangatta Two SID

Presentation by Adrian But on RWY 14 185 trial at 1DME and 2DME.

Adrian But spoke of the history which followed a recommendation from the committee regarding the two departures on RWY14. The trial commenced on 16 July and it followed the recommendation that at 1DME turbo aircraft would turn right on heading 185 until clear of residential areas and then proceed on departure heading.

Adrian continued by advising that the intent was to overfly Terranora Broadwater, however, reflecting back on the first four weeks this was not being realised. In the second period they wanted to see if there was any way of clarifying that and getting a better result, however, the result was the same – straight down the centre. In summarising Adrian advised that if not directed by the committee the trial would be terminated tomorrow.

Peter Coburn reiterated that the effect of this report was that the intent of trying to get aircraft over water was clearly not possible. However, if there is some

other useful data that comes out of this then perhaps they can look at as an alternative heading.

The Chairman summarised the outcome and stated that the trial did not achieve what was hoped which was to take the traffic down the Broadwater. However, now having seen the results of the trial the committee may decide that they are happy from a noise sharing point of view to stay with 185.

Rodger Smith took an opportunity to clarify to the committee that the Coolangatta TWO departure was not up for discussion and could not be changed under the motion on the table.

Reg Payne commented on the positive outcome of the spread which was noise sharing and as a result the Chairman formalised the following motion: 'that the trial continue until the next ANACC committee meeting or a week prior to the ANACC meeting so that there is a chance to do the documentation'.

- Reg Payne **moved** the motion.
- Ray Tate **seconded** the motion.

Jim Boyle spoke against the motion and moved a motion that AirServices Australia terminate the 185.

- Jim Boyle **moved** the motion.
- Ray Tate **seconded** the motion, however, then withdraw.

The Chairman then asked for another second to motion, however, the motion **LAPSED**.

The Chairman requested a vote on Reg Payne's motion.

- 8 members – voted in favour
- 1 member – voted against the motion

The motion was therefore **CARRIED**.

Peter Coburn confirmed to Trevor Stephenson that the altitude of the aircraft could be recorded at 1, 2, 3, and 4DME to check the areas affected.

6. Noise Enquiry Summary

Peter Coburn spoke briefly on the summary of complaints received since the last ANACC which showed a downward trend.

Reg Payne took this opportunity to advise that most community members had given up complaining as it was a waste of time.

Ray White concurred and advised that it was now very difficult to get people to register their complaint.

Ray White queried the necessity for flight track information from ASA to be in writing. He believed that community representatives should be able to request information over the telephone without having to get written documentation.

The Chairman advised that this was a standard business procedure and such a guideline is designed to stop vexatious complaints.

Further to this, Peter Coburn spoke of legal requirement for written submissions and restated that it was a general business policy.

7. Sub Committee Report

The Chairman addressed the following action items for committee from the Sub Committee meeting of 16 August, 2001.

Night Freight Movement Sheets legibility to be checked before distribution.

This will be undertaken by the Secretary.

Aerial Surveying - The Chairman to investigate the rationale behind the works being undertaken in early hours of the morning. The survey aircraft VH-BTN is owned by Aerotechnology Pty Ltd based in Tasmania. The aircraft was hired by AAMSurveys based in Brisbane. AAMSurveys advised that the aircraft was undertaking airborne laser scanning for Gold Coast City Council. They were required to undertake a survey at this time as they needed to consider the following: the tide had to be out; calm conditions with no cloud; and no other air traffic. The Chairman summarised by stating that company was conducting business which they are entitled to do.

Ray White requested that it be noted that some public members had become distressed about the operation of the aircraft given the unusual movement it had to undertake.

Chairman to write to Brisbane ATC suggesting that the Tandem Sky Dive aircraft be climbed away from populated areas. The Chairman circulated a response from Peter Coburn. Peter Coburn took this opportunity to advise that ASA are endeavouring for the intent of keeping aircraft away from land and in the best manner that we can.

General comment was made requesting that Aeronautical maps be again made available for the meeting. Rodger Smith advised that he would be able to supply suitable maps for the Paper Plane committee meetings.

Rodger Savage advised that there was a typographical error on page 2 with the weight of the Metro aircraft's. The weights should have read as follows:

Metro II	5 700
Metro III	6 804

Ray White spoke of his safety concerns with aircraft movements into Coolangatta when ATC and the ARFF are not operational (generally at curfew hours).

Peter Coburn advised that there are established procedures around Australia for aircraft operating outside ASA 'stand down'. Furthermore, he advised that such assessments are based on safety and risk analysis and that it is possible to see up to 200 000 thousand movements a year occur at an airfield before ATC is considered. In summarising, Peter advised that the existing movements at Coolangatta come well below the criteria for ATC coverage.

The Chairman requested that the minutes be accepted.

- Barrie Briggs **moved** that the minutes be accepted.
- Roger Savage **seconded** the motion.

The Chairman requested a vote on the motion.

- All member were in favour

The motion was therefore **CARRIED.**

8 **General Business**

General discussion transpired regarding membership of committee members and it was noted that there were no changes to the membership. It was agreed that the Terms of Reference and representation for the next 12 months would be discussed at the next Sub Committee meeting.

A.I.2

Preferred Runway System

Jim Boyle spoke of 'Nose to Nose' operations. He continued to advise that he believed that the preferred runway system was being disregarded.

In addressing this, Rodger Smith spoke of wind variations and the requirement for 5 knots of down wind and the necessity to change runways to meet the Noise Abatement Procedure criteria. However, he advised that if an airline captain believes that the down wind is less than 5 knots and is operationally unacceptable then ATC must process him for the runway of his choice.

Peter Coburn took this opportunity to advise that ASA have nothing to hide and that provisions were in place to challenge ATC if correct procedure were not observed.

Jim Boyle requested that Rodger Smith, as an operator from ATC, put an explanation in writing so that Jim could forward it to his community.

A.I.3

Peter Coburn confirmed that this could be actioned, however, AirServices would be making no recommendation on preferred runways.

Mobile Tower

John Sweeney queried a mobile tower that been erected at Boyds Bay directly under the flight path within 1DME of the runway. He continued by advising that Tweed Shire Council had approved the tower, however, he believed the height to be 30 metres and asked if this intruded on the OLS and if it did not whether it would with the runway extension.

A.I.4

The Chairman advised that he would raise this query with the Operations Manager from GCAL and report back on it.

Jim Boyle spoke of the Transport Minister who had made comment that in view of the recent terrorist attacks all international airports would be increasing their security systems. He wanted to how this reflected on GCAL and Coolangatta airport.

The Chairman advised that GCAL had been contacted and that the assessment for Coolangatta traffic has been advised as low, however, the events in New York were a very big wake up call to everyone and every airport in the world. Screening procedures and security procedures have been upgraded in accordance with department requirements.

Jim Boyle formalised the following motion: "that the committee writes to the Minister requesting that the curfew take in GA as well as Jets".

A.I.5

- Jim Boyle **moved** the motion.
- Pat Masen **seconded** the motion.

The Chairman clarified that this meant all movements.

Ron Walter spoke of general security as well as Australian and international intelligence that is at work monitoring airports etc. He continued by stating that if the concerns of imposing a full curfew were based on importation of drugs and/or fire arms etc. it is possible that these things are not going unseen, however, we as community members or business operators are not privy to such information.

The Chairman queried if this motion was truly based on security concerns or was it an opportune way to expand the present curfew. He continued by informing the members that GCAL have specific meetings specifically to discuss and address security issues and that these meetings involved agencies such as ARFF, QLD and NSW Police, Australian Federal Police, DoTRS Aviation Security etc.

The Chairman requested a vote on the motion.

- 7 members in favour
- 6 members against

The motion was therefore **CARRIED.**

9. **Date of next meeting**

Next meeting is Thursday 13 December, 2001.

Meeting closed at 11.51.

Barrie Briggs
CHAIRPERSON

ACTION ITEMS

1. Noise insulation to be an item on the agenda of the next ANACC.
2. Terms of Reference and representation for the next 12 months discussed at the next Sub Committee meeting.
3. Rodger Smith to forward written explanation to Jim Boyle written explanation of how wind condition affect the preferred runway system i.e. down wind component.
4. The Chairman to report back to John Sweeney on mobile tower at Boyds Bay and check its position in relation to the OLS (with and without a runway extension).
5. The Chairman to write to the Minister on behalf of the committee requesting that the 'the curfew take in GA as well as jet aircraft'.