

**GOLD COAST AIRPORT
AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE
(ANACC)
Minutes of Meeting 14 September 2006**

The Auditorium, John Flynn Hospital

Attendance

John Alcorn	ACCA
Ronni Hoskisson	Tweed District Residents
Andrew Sellick	Qantas Airways Ltd
Bill Pinkstone	Banora Point Residents & Rate Payers Assoc.
John Sweeney	Bilambil Heights Progress Association
Wilf Ardill	Tugun Village Community Centre
Peter James	Tugun Progress Association
Roger Savage	Bilinga/Coolangatta Neighbourhood Watch
Trevor Stephenson	SECCA
Garth Threlfall	Friends of Currumbin
Arthur Elliott	Cyclades Crescent Neighbourhood Watch
Geoff North	Gold Coast Hangars P/L
Martin Simpkins	Airservices Australia
Neil Weatherson (Chairman)	Gold Coast Airport Pty Ltd
Danae Martin (Secretary)	Gold Coast Airport Pty Ltd

Proxy

Peter Long	for Geoff North, Gold Coast Hangars P/L
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Apologies

Max Chipman	AERU
Cassandra Dalziel	Gold Coast Airport Pty Ltd
Guy Pardey	AirServices Australia
Rob Anderson	Virgin Blue
Margaret May MP	Member for McPherson
Krystna Homik	for Margaret May MP, Member for McPherson
Adrian But	Airservices Australia
Don Buckley	Tweed Shire Council
Craig Elliot	for Justine Elliot MP, Member for Richmond
Ian Rigby	Rigby Consulting
Sarah Shaw	Gold Coast Airport Pty Ltd

Others

Julie Murray	Kingscliff Rate Payers and Progress Association
Len Wallace	Cudgen Progress Association
Peter Budd	Black Jet
Kim Headley	Pacific Link Alliance
Brian Boniface	Resident
Heather Boniface	Resident

<p>1. Opening and Welcome</p> <p>Meeting opened at 9.40 am.</p> <p>Introduction of new and returning community members.</p> <p>The Chair expressed the committees thanks to Bruce Moon, and suggested that a thank you package be sent to show our appreciation.</p> <p>Moved- Roger Savage Seconded- Arthur Elliott All in favour <u>CARRIED</u></p> <p>Wilf Ardill requested that a list of terms and acronyms used during the meetings be produced and sent to all new and returning members. The Chair agreed, Secretary to send out.</p>	<p>A.I.1</p> <p>A.I.2</p>
<p>2. Apologies / Proxies</p> <p>As listed above.</p> <p>Moved – Wilf Ardill Seconded – Arthur Elliott All in favour <u>CARRIED</u></p>	
<p>3. Acceptance of Minutes of Previous ANACC Meeting</p> <p>Bill Pinkstone moved for an addendum to item 10, first paragraph. The committee agreed to suggested addendum.</p> <p>Trevor Stephenson moved for an addendum to item 10, third paragraph. Once the intent of the statement in the minutes was explained, Trevor was satisfied that the statement was clarified for his records. Trevor also requested an addendum to the minutes on page 8, 4th paragraph.</p> <p>Wilf Ardill commented on a statement made in the minutes on page 8, 3rd paragraph. The chair agreed to pull out the statement from the minutes. The chair suggested that Wilf should direct additional comments to the secretary at the end of the meeting</p> <p>The Chairman requested a motion be moved to accept the requested changes to the minutes.</p> <p>Moved- Bill Pinkstone Seconded- Roger Savage All in favour <u>CARRIED</u></p> <p>The Chairman requested acceptance of the altered meeting minutes:</p> <p>Moved – John Alcorn Seconded – Bill Pinkstone All in favour <u>CARRIED</u></p>	<p>A.I.3</p>

4. Business Arising from Minutes

1. **Cassandra Dalziel to put both Airwaves and Outbound publications to be put on the Gold Coast Airport website, and merge the two publications for the next issue.** Actioned.
2. **Draft AS2021 Letter comments to be received by the secretary and reviewed by the chair.** Actioned, has been circulated to the AAA members in Queensland.
3. **Chair to discuss the matter of Night Freight Movement records with customs and AFP and report back at next meeting.** Actioned, will continue with current records. Chair could not get customs to support comments made at previous meeting.
4. **Secretary to send out hard copies of the ASA Quarterly report to all community members.** Actioned.
5. **Chair to provide Marion Gardner with a letter outlining the ANACC's response to her letter.** Actioned, refer to correspondence
6. **Secretary to send Mr Butterworth departure tracks to the south for his information.** Actioned, refer to correspondence
7. **Copies of the Greg Carroll Meeting Minutes to be sent to all members.** Actioned, refer to correspondence.
8. **Martin Simpkins to provide a summary of intended changes to STAR Rooney Three to secretary who will distribute to all members.** Actioned, refer to agenda item 9.
9. **Statistics from Agenda item 7 to be sent out with the minutes.** Actioned, refer to correspondence.
10. **Issues regarding the inclusion of a voluntary curfew into the Fly Neighbourly Policy to be added to next meetings Agenda.** Actioned, refer to agenda item 7.
11. **Peter Long to raise the issue of possible amendments to the Fly Neighbourly Policy at the next tenant Meeting, and provide feedback to the ANACC.** Actioned, refer to agenda item 7.
12. **Copies of Qantas's RNP Procedures to be available at the next ANACC Meeting.** Still pending.
13. **Max Chipman to Return for the next ANACC Meeting with examples of report formats that the committee can base a decision on.** Max Chipman was an apology. No examples have been produced, as no feedback has been received from other airports to base examples on. Requested feedback from the committee to be sent to the secretary who will forward on to Max. Max Chipman to be invited to next ANACC meeting, to present examples based on feedback from the committee and other airports.
14. **Information and passes for the Galaxy of Stars to be sent to all Community Members.** Actioned, John Sweeney expressed thanks to the Gold Coast Airport.
15. **Review 3 month trial of Nanchang CJ-6A Adventure Flights at next meeting.** Actioned, refer to agenda item 7.
16. **The processing and introduction of the new community members for next meeting.** Actioned.

A.I.4

A.I.5

<p>17. Chair to chase up Pel-Air letter. Actioned, refer to correspondence. Further follow-up required</p> <p>18. Start next ANACC meeting earlier. Actioned</p>	<p>A.I.6</p>
<p>5. Correspondence</p> <p>IN</p> <ul style="list-style-type: none"> • Mr Butterworth- Resident- Property Enquiry- 23/06/06 • All nominees- Receipt of ANACC Nominations- 24/06/06-17/07/06 • George & Barbara Cunningham- Resident- Noise Complaint- 12/07/06 • Brian Boniface (Fwd by Justine Elliott)- Resident- Noise Complaint- 20/07/06 • Mark & Vicki Gregory- Residents- Noise Complaint- 25/07/06 • Mrs Bradley- Resident- Noise Enquiry- 28/07/06 • George Cunningham (Fwd by John Sweeney)- Resident- Noise Complaint- 29/08/06 • Anne & Kerry Rudman- Banora Point Retirement Village- Noise Complaint- 06/09/06 <p>OUT</p> <ul style="list-style-type: none"> • Mr Butterworth- Response to letter dated 23/06/06- 27/06/06 • All members- Greg Carroll Meeting minutes, Airservices quarterly reports etc- 27/06/06 • Rob Anderson & Glen Eastlake- Virgin- Thank you, Flight Simulator Visit- 04/07/06 • Pete Budd- Black Jet- Adventure Flights Trial- 05/07/06 • All members- Galaxy of Stars invite- 07/07/06 • All nominees- Notification of appointment- 17/07/06-11/08/06 • John Sweeney & Martin Simpkins- Forwarded noise complaint from Mr & Mrs Cunningham- 12/07/06 • All members- Qantas RNP procedures trial- 28/07/06 • Mrs Bradley- Phone Call in response to enquiry on the 28/07/06- 31/07/06 • Mr & Mrs Gregory- response to e-mail 25/07/06- 03/08/06 • Marion Gardner- Cudgen Progress Association- Response to letter 25/03/06- 17/08/06 • Anne & Kerry Rudman- Response to letter dated 06/09/06- 11/09/06 <p><u>Discussion</u></p> <p><u>Brian Boniface</u> The chair read out the letter from Brian Boniface for the committee. Brian Boniface restated his concerns that were raised in the letter dated 20/07/06 (listed above). Comments were received from the committee. The chair commented that the RNP Procedures could help to address his concerns of westward drift of flights going south over the Golf Course. The chair asked Brian to report on Qantas's RNP Procedures over the next couple of months as Virgin and Jetstar will be adopting these same procedures early next year. Brian stated that if that was the case, he would be happy with that result. Brian stated that he was happy with the committee's response.</p> <p>Trevor Stephenson requested that once both Qantas and Virgin are on RNP that a print out of one week's operation be provided to the committee. The chair agreed.</p> <p><u>Virgin Blue Simulator Visit</u> John Sweeney expressed his gratitude to Rob Anderson and Glen Eastlake for the evening, and that he enjoyed it thoroughly. Bill Pinkstone also added his thanks to Virgin for the experience.</p>	<p>A.I.7</p> <p>A.I.8</p>

6. General Aviation

Black Jet Adventure Flights Presentation- Peter Budd

Chair introduced Peter Budd to the committee. The chair asked if any members of the committee had received any complaints so far in regards to Black Jets activities, no members had received complaints. Peter started his presentation which outlined Black Jet's operations at the Gold Coast Airport and the aircraft they are operating. At present only one aircraft has been operating with a second plane arriving at the airport on the 15/09/06. The Chair pointed out that any noise issues are to be directed to Peter, so as Black Jet can work with the community to resolve noise issues. Limited to 6 flights per day, but some flights may involve both aircraft, subject to ANACC approval. All growth will be through consultation with the ANACC.

The committee sought clarification on where the aircraft are directed from the airport to reach their destination, off the Surfers Paradise Coast. Peter responded that on departure 14 they are directed at 500ft turn to head over the ocean, flying over North Kirra. He stated that they head off the coast as soon as possible. Coming into the Airport the aircraft travels down the coast, turning right over Kirra and heading straight in onto runway 32. Wilf Ardill enquired about departures to the North. Peter responded that it is similar as to the case in the south, 500ft a right turn to head over water as soon as possible, flying over Bilinga. The chair thanked Peter for his presentation.

Tugun Bypass Presentation- Kim Hedley

The Chair introduced Kim Hedley to the committee. Kim provided an update of the Tugun Bypass progress to date. Detail was provided on the progress of the tunnel works. Roger Savage enquired as to how the project was to deal with the tidal influence and groundwater in the tunnel. Kim outlined the processes that have or will be put into place. They are de-watering the tunnel, and recharging the groundwater 10m outside of the tunnel walls. Kim also outlined how they were managing the construction, being at the end of a runway and with OLS conditions. It was noted that the Tugun Bypass complaints/information number is 1800 209 020. The chair asked Kim to explain the rail slab. Kim went on to outline the difference between the Bypass tunnel and the rail tunnel. At present only a rail slab has been laid down, which will be tunnelled through if and when the rail line makes its way down to the airport. At present the rail line is heading to Reedy Creek. The bypass Tunnel can accommodate 6 lanes of traffic, however at present only 4 lanes, two each way, will be in place with a speed limit of 100km/hr.

Wilf Ardill commented on his personal inspection of the site for the committee. Roger Savage enquired as to how the funds for the project were being delivered. Kim replied that Funds were coming from the Queensland State Government with a Commonwealth contribution, with money being fully committed to the project. It was enquired as to the projected completion date of the project. Kim replied that the project is scheduled to be completed December 2008, with hopes of an early completion. Trevor Stephenson enquired as to what would happen to water in the tunnel in the case of a leak. Kim responded that the tunnel is designed with two pits, which takes tunnel water. He also stated that the tunnel as a deluge system and water tank outside of the tunnel, in case of fire and water mains were not operational, there is still enough water to deluge the tunnel. The two pits in the tunnel, underneath the road, are designed to accommodate this quantity of water. Trevor went on to enquire as to the future of the access road off Rose Street, is this would become the road that connects the Tugun Bypass to the Tweed Bypass. Kim replied yes, and that the current Kennedy Drive interchange will be moved to behind Boyds. The current on ramp become a service road, where you can merge onto the new Bypass or continue to travel down the old Highway. Garth Threlfall asked about restrictions on use of the tunnel. Kim stated that there are dangerous goods restrictions on the tunnel. John Alcorn commented on an Article on the Tweed Shire Council newsletter in regards to drainage. John also noted on a comment made by Council for Pacific Link Alliance to provide more suitable compensatory habitat. John enquired as to the Tugun Bypasses response to councils concerns. Kim responded that the Alliance includes a government agency, and that concerns do get addressed. Kim noted that the compensatory habitat is happening, and concerns are being addressed. The chair requested that some of these issues can be addressed in item 8 of the Agenda. Kim responded to Johns concerns in regards to draining by stating that all water off the motor way will be captured in a basin. The chair thanked Kim for appearing before the committee.

<p><u>Fly Neighbourly Policy</u> Bill Pinkstone raised his concerns in regards to after hours General Aviation Aircraft. It was proposed that a voluntary agreement be established to reduce unnecessary after hour flights. Peter Long responded that he does not see that the airport operators are a problem after hours. Peter suggested that this issue could be discussed during the General Aviation Tenant Committee Meeting. Bill Pinkstone sought clarification from Airservices as to where private Jets sit in regards to the RPT Curfew. Martin responded that the private jets are under the weight requirements for the RPT Curfew.</p> <p>Roger Savage referred to an article in Airwaves which highlighted new routes to the airport which commented on flights within the curfew period. The Chair responded that the new routes were referring to the internationals and that they will be operating inside the approved hours 6am-11pm.</p> <p>Bill Pinkstone proposed that an invitation be sent out to the private jet company to have dialogue and establish guidelines. The Chair proposed that Jeff Hunt, from Doohan's company, to come and address the committee. The committee agreed.</p> <p><u>Circuit Training Flight Paths</u> John Sweeney provided details in regards to George Cunningham's complaint. John suggested that discussion with the remaining flight schools at the airport may help to solve to problem. Martin suggested that his complaint could be related to travel to and from the training ground, not circuits. John responded that George Cunningham repeatedly stated the issue was circuit training in is complaint. Peter Long admitted that the aircraft in question was his. He commented that there was in increase in training traffic during the period that Mr Cunningham logged flights. John suggested that it would be possible for the aircraft to go slightly further south to turn over vacant land. It was commented that the complaint listed flights over the period that was explained by Peter to be unusually busy. John noted that this was the period that he gave Mr Cunningham to log, and that he had the complaint prior to this period. The chair asked if Peter could review the circuit track to try and fly over vacant land, and for Airservices to distribute the training flights routes across the training areas. Geoff North suggested this issue be raised at the next tenant meeting, and at Gold Coast Hangars next AGM.</p> <p>Bill Pinkstone commented that an endorsement of Black Jet had not yet been received. The committee agreed to extend the trial for another three months to review at the next meeting.</p> <p>All in favour <u>CARRIED</u></p>	<p>A.I.9</p> <p>A.I.10 A.I.11 A.I.12</p> <p>A.I.13</p>
<p>7. Airport Development Update – Neil Weatherson</p> <p>General Airport Update – Neil Weatherson</p> <ul style="list-style-type: none"> Statistics will be provided as attachments to the minutes <p>Trevor Stephenson had a query in regard to the 2020 ANEF. He asked if the airport had an approved 2020 ANEF based on a 2500m runway. The chair responded yes, but could not be certain if it was for 2500m or 2700m. The chair stated that copies of the signed ANEF would be sent out with the minutes.</p> <p>John Sweeney commented that OLS in the master plan is the 2858 OLS; the Chair responded that the reason for this s that this is the only OLS prescribed for the airport and is approved by the minister. The chair reassured the committee that the airport will be working to a 2500m OLS, but the prescribed airspace for future buildings is based on 2858 OLS. In Lot 319, trees will be trimmed to the 2500 OLS.</p> <p>Ronni Hoskisson commented on approval 6 for the construction of the runway, stated that the airport undertake water quality monitoring prior to construction, and for these to be made</p>	<p>A.I.14</p> <p>A.I.15</p>

<p>available to the public. She requested a copy of the water quality monitoring results that the airport has at this stage.</p> <p>Ronni also asked for some additional information in regards to the desalination plant. The chair suggested that a representative from the project could come in and do a presentation for the committee.</p> <p>Bill Pinkstone voiced his disappointment that there were no representatives from the local government present. Bill requested that the committee write a letter to both the Tweed Shire Council and the Gold Coast City Council expressing the committee's concerns that they are not being represented at the meetings, and request that there be a representative present at all meetings in the future.</p> <p>Moved – Bill Pinkstone Seconded – Ronni Hoskisson All in favour <u>CARRIED</u></p> <p>Bill Pinkstone also added that the meeting should be scheduled in non sitting weeks so as the federal members can attend. Ronni noted that the federal members could send in proxies to represent them.</p> <p>John Alcorn requested that the letter being sent to the councils to be sent to the administrators as well.</p> <p>The Chair commented on a comment made by John earlier in regards to airport drainage. The Chair noted that a report has been conducted on flood modelling for the airport, and no worsening as a result of airport developments was the findings.</p>	<p>A.I.16</p> <p>A.I.17</p> <p>A.I.18</p>
<p>8. Airservices Australia – STAR Roony Three Rewording</p> <p>Martin Simpkins provided an explanation of the slight rewording of the STAR Roony Three.</p> <p>Roger Savage reported that he heard that pilots are to join final at 2nm, although not official yet. He asked Martin if Final would be joined at 2nm or 3nm. Martin responded that RNP would join final at 2nm. Andrew Sellick added that the RNP procedures were drawn to represent what was happening today. The Chair asked Roger to keep a watch of the Qantas RNP planes and report back at the next meeting. Roger responded that he could not do that as he did not reside in that area. The Chair asked Wilf Ardill if he could come back with feedback.</p> <p>Wilf voiced his concern about changes being made to benefit people north at palm Beach at the expense of residence in Currumbin. The Chair clarified that no changes to the flight paths had occurred as a result of the meeting with Greg Carroll. Martin confirmed that there were no changes to the STAR Roony Three except to make the intent of the existing procedure clearer.</p> <p>Andrew Sellick sought clarification of what the Northern representatives would like to see happen. Wild Ardill responded that they would like aircraft to join final further away from the airport, not closer. Roger noted it wasn't just the location of the join with final, but the altitude. Andrew commented that with RNP the aircraft would be at the same altitude every time.</p>	
<p>9. Required Navigation Performance (RNP) Procedures- Qantas- Andrew Sellick</p> <p>Andrew outlined the results of the recent RNP trial. A draft Environmental Assessment from Airservices has been received; once it has been finalised copies will be distributed. Findings of the draft report say that there will be no additional environmental impact on the areas surrounding the airport.</p> <p>John Alcorn was concerned with the RNP procedure joining the centre line at 2nm instead of 3nm</p>	<p>A.I.19</p>

<p>on northern approaches. The Chair restated that there have been no changes to the flight path, and the RNP will be following the same route that is being used today. Martin Simpkins added that at present STAR Rooney Three describes two arrivals routes. One which is the optimum route which joins at 2nm final, when this can't be done you join at 3nm final. The RNP is designed on the optimum arrival. John Sweeney commented that 2nm might be the optimum but at present the majority of aircraft join at 3nm. Andrew restated that when the RNP was designed they look at the Airservices Quarterly reports, and looked at the spread of the aircraft, and placed the RNP path in the middle, so the RNP aircraft will not be flying over areas that aircraft are not flying over today.</p> <p>Andrew continued that when the Environmental Assessment has been finalised it will be sent off to CASA for consideration. Airservices will be running internal Hazard ID workshop which will cover how RNP will be implemented across the country to be held on the 19th September. Outcomes of this workshop will go to CASA as well, and approval should be given.</p> <p>The RNP procedures will continue to be reviewed and monitored to ensure noise abatement measures are met.</p> <p>John Alcorn enquired as to if Airservices will inform RNP Aircraft to utilise the instrument procedure when arriving from the South in bad weather. Martin responded that during bad weather the tower will nominate instrument procedure, all RNP will be instructed to utilise the 130 approach.</p> <p>Andrew stated that he hoped RNP operations will start by the end of the month or early next month. Andrew asked if the committee was happy with the process Qantas has taken if the committee would send an endorsement to help with the CASA approvals.</p> <p>Trevor Stephenson requested that an annual ANEI for the committee to review. He requested that an ANEI be produced for the period March 2006- March 2007, and then review annually. Chair commented that it will be considered. The chair added that an ANEI is usually conducted in line with the Master Plan, so every 5 years.</p> <p>John Sweeney voiced his endorsement of the Qantas RNP procedures.</p> <p>John Alcorn requested a noise monitoring report to illustrate the benefits of the RNP procedures. Andrew replied that through review of the Airservices Quarterly report, Qantas will be comparing performance before and after RNP.</p> <p>Andrew provided an update of how the industry was going in regards to the adoption of RNP.</p> <p>Ronni Hoskisson moved for the endorsement of Qantas's RNP procedures.</p> <p>Moved – Ronni Hoskisson Seconded – Trevor Stephenson All in favour <u>CARRIED</u></p> <p>Bill Pinkstone enquired as to whether RNP procedures had been developed for the extended Runway. Andrew replied that he was not aware and that he would follow it up.</p>	<p>A.I.20</p> <p>A.I.21</p> <p>A.I.22</p>
<p>11. Noise Inquiry Summary – Airspace and Environment Regulator Unit (AERU)</p> <p>Discussed previously.</p>	
<p>12. General Business</p> <p><u>12.1 Town Planning Report</u> Ian Rigby an Apology.</p>	

<p><u>12.2 Grunman Avenger Airshow Permit</u> Peter Long provided a brief update of activities.</p> <p><u>12.3 Desalination Plant</u> Discussed previously.</p>	
<p>11. Date for Next Meeting</p> <p>Next meeting date is Thursday 14th December 2006 time 9:00am (Qld time).</p> <p>Meeting closed at 12:30pm</p>	

Attachments

Statistics and Forecasts from Neil's general update on airport activities.