

GOLD COAST AIRPORT

AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE (ANACC)

Minutes of Meeting 16 June 2005

Terminal 3, Gold Coast Airport

Attendance

Arthur Elliott
John Alcorn
Roger Savage
John Sweeney
Ronni Hoskisson
Wilf Ardill
Steven Holle
Bill Pinkstone
Rob Anderson
Peter James
Bruce Moon
Trevor Stephenson
Cassandra Dalziel
Barrie Briggs (Chairman)
Kerrie Perkins (Secretary)

Cyclades Crescent Neighbourhood Watch
ACCA
Bilinga Neighbourhood Watch
Bilambil Heights Progress Association
Tweed District Residents & Ratepayers
Tugun Village Community Centre
Gold Coast City Council
Banora Point Residents & Rate Payers Assoc.
Virgin Blue
Tugun Progress Association
Friends of Currumbin
SECCA
Gold Coast Airport Ltd
Gold Coast Airport Ltd
Gold Coast Airport Ltd

Proxy

Brad Pearce
Gwen Olsen
Craig Elliot
Mark Alexander

for Don Buckley, Tweed Shire Council
for Margaret May MP, Member for McPherson
for Justine Elliot MP, Member for Richmond
for Guy Pardey, AirServices Australia

Apologies

Don Buckley
Andrew Sellick
Peter Long
Neil Hall
Adrian But
Guy Pardey
Margaret May MP

Tweed Shire Council
Qantas Airways Ltd
Air Gold Coast
AirServices Australia
Airservices Australia
AirServices Australia
Member for McPherson

Others

Colleen Fish
Len Wallace
Geoff North
Gannon Hempel
Julie Murray
Max Chipman

Gold Coast Airport Ltd
Cudgen Progress Association
Gold Coast Hangars P/L
Air Gold Coast P/L
Kingscliff Ratepayers & Progress Association
Airspace and Environment Regulatory Unit

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| <p>1. Opening and Welcome</p> <p>Meeting opened at 10.15 am.</p> <p><u>1.1. Ray Tate</u></p> <p>Barrie Briggs advised that Ray Tate had resigned since the last ANACC meeting (refer 'Correspondence In' 16/05/05). In view of this, Barrie had appointed Bill Pinkstone to serve out the remainder of Ray's appointment time.</p> <p>Barrie spoke of GCAL's appreciation of Ray's time and effort and for his contribution to the ANACC over the many years. Whilst Barrie was sorry to see Ray's departure he understood Ray's decision to devote time to issues outside of the committee.</p> <p>Continuing, Barrie welcomed Bill and noted his previous experience with the committee over the years in the capacity of Proxy.</p> <p>Arthur Elliott requested a Certificate of Appreciation be issued to Ray on behalf of the committee. The request was formalised as a Motion:</p> <p>Moved: Arthur Elliott Seconded: Bill Pinkstone All in Favour CARRIED</p> <p>The Chairman confirmed that GCAL would organise a framed Certificate of Appreciation which would also note the period of appointment.</p> <p><u>1.2 Max Chipman AERU</u></p> <p>The Chairman welcomed Max Chipman from Airspace and Environment Regulatory Unit (AERU) Sydney who would be presenting later in the meeting.</p> | <p>A.I. 1</p> |
| <p>2. Apologies / Proxies</p> <p>As listed above.</p> | |
| <p>3. Acceptance of Minutes of Previous ANACC Meeting</p> <p>Amendments to the Minutes:</p> <p>3.1. John Alcorn made reference to page 5 under '8 Noise - Inquiry Summary' the paragraph:</p> <p><i>'Ronni Hoskisson advised that she represents residents at Barney's Point complaining about the New Zealand aircraft not using the centreline and asked if it is possible to show flight tracks relating to Jet Arrivals on RWY32 from New Zealand.'</i></p> <p>John pointed out that Barney's Point was geographically an area that he represents and though he was not concerned with representation etc he felt it important to point out geographical demarcation.</p> <p>3.2. The Secretary advised that at the last meeting an apology from Margaret May was verbally noted, however this had not recorded in the Minutes.</p> <p>3.3. John Alcorn queried if any action had been undertaken with regard to reports of Qantas Link arriving on RWY32 turning over Tweed Heads/Coolangatta rather than over Ukerebagh</p> | |

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| <p>Island.</p> <p>Barrie advised that he followed up arrivals and departures in a meeting with Neil Hall from Airservices. Neil was able to show to Barrie as to where the aircraft are arriving and departing from. Barrie continued by advising that from what was put forward there appeared to be no changes to flight paths in the last couple of years. Summarising, Barrie stated that nothing had happened to instigate a change.</p> | |
| <p>4. Business Arising from Minutes</p> <ol style="list-style-type: none"> 1. Chairman to write to GA Operators regarding GA Representative on the ANACC. Actioned. 2. Wilf Ardill moved that a sub committee be formed to discuss jet Arrivals on RWY14. Actioned. 3. Bill Pinkstone to provide Barrie Briggs with details regarding night freight operations for further investigation. Actioned. 4. Guy Pardey advised that ASA would investigate an isolated track in the NFPMS Report Oct – Dec 04. Ongoing. 5. ASA to investigate the feasibility of producing a flight track for International Arrivals on RWY32 over a one week period. Actioned. 6. Secretary to circulate copy DoTARS letter to ASA (2000) with Minutes. Actioned. 7. Barrie to further liaise with GCCC re Cadastrals/Map info. Actioned. 8. Geoff Edwards to follow up Cadastral information request with TSC. Actioned. 9. Secretary to investigate whereabouts of FAC historical aerial photo's. Actioned. Photo Register tabled. 10. Secretary to investigate aerial photograph used by Gold Coast Bulletin in recent publication. Actioned. Aerial comprised of a montage of JPEG's, therefore accuracy is not scaleable to ordinance survey mapping. 11. Secretary to circulate information relating to the new Airspace Environment Regulatory Unit (AERU). Actioned. | |
| <p>5. Correspondence</p> <p><u>IN</u></p> <ul style="list-style-type: none"> • Frank Gardner, Bilambil Heights Progress Association – 04/04/05 • Lilas Monniot, Kirra – 27/04/05 • Ray Tate, Banora Point Residents Association – 16/05/05 <p><u>OUT</u></p> <ul style="list-style-type: none"> • General Aviation Tenants, Nomination for Committee Representative – 12/05/05 • Mr Max Chipman, Airspace and Environment Regulatory Unit (AERU) – 25/05/05 • Mr Ray Tate, Banora Point Residents Association – 26/05/05 • Mr Bill Pinkstone, Banora Point Residents Association – 27/05/05 <p>Wilf Ardill advised that he and Kerrie Perkins had been contacted by Ms Monniot (Correspondence In 24/04/05) with regard to GA operations in the airport area. Ms Monniot had been advised that her correspondence would be tabled at the ANACC and she would</p> | |

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| <p>be duly contacted regarding an outcome.</p> <p>Barrie advised that commencing this week he would be visiting individual airport tenants to discuss recent changes to security. Continuing, he advised that it was an opportune time to discuss Ms Monniot's concerns and to talk about the Fly Neighbourly Policy. In closing, Barrie advised that GCAL will contact Ms Monniot regarding these discussions (Wilf to be Carbon Copied).</p> <p>Moved Correspondence Accepted :</p> <p>Moved – Arthur Elliott Seconded – Wilf Ardill All in favour <u>CARRIED</u></p> | |
| <p>6. General Aviation</p> <p><u>6.1. Nominations for General Aviation Representative</u></p> <p>Barrie advised that three expressions of interest for the position of GA Representative on the committee had been received. Barrie stated that he has spoken to two of three tenants and that an appointment would be made following meeting the third tenant.</p> <p><u>6.2. General Aviation Other</u></p> <p>General discussion transpired regarding Night Freight Operators who were departing on RWY14 and flying straight out rather than turning left over sea to gain altitude and then come back over land. Furthermore, in previous years some operators had issued Flight Standing Orders to their pilots to assist in addressing noise issues.</p> <p>Barrie Briggs noted comments, however he reminder the committee that operators are not breaking any rules or regulations. Furthermore, adherence to the preferred runway had been noted.</p> <p>Trevor Stephenson requested that previously agreed procedures be forwarded to Night Freight Operators regarding their operations during the curfew period to see if better compliance is possible.</p> <p>Moved – Trevor Stephenson Seconded – John Alcorn All in Favour <u>CARRIED</u></p> <p><u>6.3. Fly Neighbourly Policy (FNP)</u></p> <p>John Alcorn spoke of ongoing issues with regard to the FNP and questioned if it should be regulated.</p> <p>Barrie noted John's request, however, took the opportunity to point out that the preferred runway system was being used.</p> <p>Bruce Moon moved the committee write to the Minister to incorporate the FNP as regulation.</p> <p>Moved – Bruce Moon Seconded – John Alcorn All in Favour <u>CARRIED</u></p> | <p>A.I. 2</p> <p>A.I. 3</p> |

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| <p>7. Responsibility for Addressing Noise (Ground & Airborne)</p> <p>In completion of an Action Item, Max Chipman (AERU) spoke on the subject of responsibility for addressing noise. He made reference to the Airports Act 1996 and Air Services Act which define responsibilities. Extracts attached to Minutes.</p> <p>Barrie responding to a question from Bruce Moon used the following example to identify separate responsibilities within the Act's: If an aircraft is unserviceable due to mechanical and the aircraft is undertaking engine/ground running as part of service checks then the noise is the responsibility of the airport operator under the Airports Act 1996. However, if the aircraft is operating normally (ie. taxiing, taking off/landing, or in flight) then noise is the responsibility of AirServices Australia under the Air Services Act.</p> <p>Max Chipman continued undertaking a presentation on the Airspace and Environment Regulatory Unit (AERU). Presentation to be circulated with Minutes.</p> <p>Barrie and members of the committee expressed their thanks to Max for his presentation.</p> | <p>A.I.4</p> |
| <p>8. Noise Inquiry Summary – Report from AirServices Australia</p> <p>Mark Alexander gave a brief overview of movements in the last quarter. Referencing the Night Freight Movement Sheets he highlighted that CareFlight operate a Cessna Citation as a medivac aircraft and accordingly it can and does operate at any time.</p> <p>Though there were no significant events, Mark highlighted that Gold Coast Airport during the Curfew period is uncontrolled as far as AirServices is concerned.</p> <p><u>8.1 Discussion regarding the VOR</u></p> <p>The following was confirmed :</p> <ul style="list-style-type: none"> • To date VOR relocation point is not known. • You can not build/put a VOR in the same spot as old VOR as the old must be fully serviceable and be maintained for a certain period of time following construction of the new. • VOR OMNI relocation will involve consultation with: Main Roads; GCAL; community etc. • It is a very technical process whereby surrounding terrain and aircraft services must be taken into account. <p>In summarising, Barrie advised that the ideal location would be the placement of the VOR as closely aligned to the existing approach.</p> <p>Responding to a query from Bruce Moon, Barrie suggested that correspondence be forwarded to AirServices to inform them of potential issues, such as Jet Arrivals on RWY14 straying west, associated with VOR relocation.</p> <p>The request was formalised in a Motion: Moved – Bruce Moon Seconded – Trevor Stephenson</p> <p>Bill Pinkstone pointed out that any changes implement with the VOR affecting RWY14 would also affect RWY32. Therefore, he requested an amendment to the Motion to include RWY32.</p> | <p>A.I. 5</p> |

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| <p>Amendment Moved – Bill Pinkstone Seconded – Roger Savage All in favour <u>CARRIED</u></p> <p>Adding to this, Trevor Stephenson requested that a years data on aircraft arriving via the Instrument Approach for RWY14 & RWY32 be collated.</p> <p>Moved – Trevor Stephenson Seconded – John Sweeney All in favour <u>CARRIED</u></p> | <p>A.I. 6</p> |
| <p>9. General Business</p> <p><u>9.1. Sub Committee – ANEF / AS2021</u></p> <p>Barrie spoke of the difficulty that had been experienced regarding requests to local councils for historical cadastral information. Additionally, it appeared that any information held by councils in electronic form was from 1997 only.</p> <p>John Alcorn advised that he would organise the next meeting via the Secretary.</p> <p><u>9.2. Sub Committee – Arrivals on RWY14</u></p> <p>Bruce Moon queried the status of an Action Item from the meeting of 4 May which was: Chairman to liaise with Line Manger's of Jetstar and Virgin.</p> <p>Barrie confirmed that he had had discussions with both Virgin and Jetstar Line Manager's who he personally knew. Barrie acknowledged that it was verbal, however he suggested formally writing to the operators asking for their support via liaising with their crews with regard to Visual Approaches and the committees concerns with regard to aircraft straying.</p> <p>This was formalized in a Motion: Moved – Bruce Moon Seconded - Wilf Ardill All in favour <u>CARRIED</u></p> <p>Rob Anderson confirmed that he had received correspondence in relation to this matter.</p> <p>Wilf Ardill took the opportunity to point out that it was his believe that aircraft that do stray are those on short turn/final rather than those that line and turn near Burleigh Hill.</p> <p><u>9.3. General</u></p> <p>Trevor Stephenson queried if the Coolangatta Airport Regional Advisory Committee (CARAC) was still operating or in existence.</p> <p>Responding, Barrie advised that he could not recall the CARAC meeting in the last 3 years, however he will confirm a formal position on the Committee for the next meeting.</p> | <p>A.I. 7</p> <p>A.I. 8</p> <p>A.I. 9</p> |
| <p>10. Date for Next Meeting</p> <p>Next meeting date is Thursday 15th September 2005 at 10.00 am. Meeting closed at 12..40pm.</p> | |

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| <p>POST MEETING NOTE - The next meeting date has been changed to Tuesday 13th September 2005. The location will be:</p> | |
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| <p>The Auditorium John Flynn Hospital Tugun 10.00 am to 12 midday (lunch served)</p> | |
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Attachments

- AERU Power Point Presentation
- Extracts from the Airports Act 1996 & Air Services Act.

Action Items

1. Certificate of Appreciation to be forwarded to Ray Tate.
2. Correspondence to be forwarded to Night Freight operators re operations during curfew period.
3. Chairman to write to the Minister on behalf of the committee requesting the FNP be incorporated as regulation.
4. AERU Presentation be circulated with Minutes.
5. Correspondence be forwarded to AirServices Australia regarding potential issues associated with VOR relocation and desire to minimise flight path changes.
6. One year's data on aircraft arriving via the Instrument Approach for RWY14 & RWY32 be collated.
7. John Alcorn to liaise with Secretary re next Sub Committee Meeting for ANEF/AS2021.
8. Chairman to write to Virgin and Jetstar Line Manager's seeking support with regard to Visual Approaches on RWY14 and the committees concerns with aircraft straying west of the centreline.
9. Chairman to report on the status of the Coolangatta Airport Regional Advisory Committee (CARAC).