

MINUTES

of

GOLD COAST

AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE (ANACC)
MEETING HELD AT JOHN FLYNN HOSPITAL ON 16 September 2004

Members:

Andrew Sellick	Qantas Airways Ltd
John Alcorn	Airport Central Corridor Alliance
Bruce Moon	Friends of Currumbin
Ray Tate	Banora Point Residents Association
Trevor Stephenson	South East Combined Communities Association
Roger Savage	Bilinga Neighbourhood Watch
John Sweeney	Bilambil Heights Progress Association
Ronni Hoskisson	Tweed District Residents & Ratepayers
Guy Pardey	AirServices Australia
Peter James	Tugun Progress Association
Wilf Ardill	Tugun Village Community Centre
Adrian But	Airservices Australia
Barrie Briggs (Chairman)	Gold Coast Airport Ltd
Cassandra Dalziel	Gold Coast Airport Ltd
Kerrie Perkins (Secretary)	Gold Coast Airport Ltd

Proxy:

Jennifer Brinsmead	for Larry Anthony MP
Geoff Edwards	for Don Buckley

Apologies:

Margaret May MP	Member for McPherson
Arthur Elliott	Cyclades Cres. Currumbin Neighbourhood Watch
Colleen Fish	Gold Coast Airport Limited
Peter Long	Air Gold Coast

Others:

Rodger Smith	Airservices Australia
Gavan Bennett	Airservices Australia
Caroline Heathcote	AEO DoTARS
Jim Boyle	

1. OPENING

The Chairman opened the meeting at 09.27 am.

The Chairman welcomed the reappointed community committee members back for the 2004 – 2006 period. Furthermore, Barrie took great delight in introducing and welcoming newly appointed representative Ronni Hoskisson.

2. APOLOGIES / PROXIES

As listed above.

3. ACCEPTANCE OF MINUTES OF PREVIOUS ANACC MEETING

There were no changes to the minutes.

Acceptance of the Minutes:

Moved: Adrian But

Seconded: Ray Tate

All in favour

CARRIED

Trevor Stephenson requested that it formally be noted that he represents South East Combined Communities Association (SECCA). SECCA covers:

- Fingal Progress Association;
- Kingscliff Ratepayers and Progress Association; and
- East Banora Residents Association.

Trevor requested that any referencing of the organisations that he represents be noted as SECCA.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

5. CORRESPONDENCE

IN

- Tweed Shire Council – 15/07/04 – ANACC Meetings
- B & L Taylor – 31/08/04 – Suggested Increases to Aircraft Movements Over Casuarina
- R Pierce & R Bensley – 06/09/04 – Suggested Increases to Aircraft Movements Over Casuarina
- Dr J Chuach – 07/09/04 – Suggested Increases to Aircraft Movements Over Casuarina
- East Banora Residents Association – 14/09/04 – Support of SECCA Motion

OUT

- Mr Arthur Elliott – 27/07/04 - Letter of Acceptance ANACC
- Mr John Alcorn – 27/07/04 – Letter of Acceptance ANACC
- Mr John Sweeney – 27/07/04 – Letter of Acceptance ANACC
- Mr Peter James – 27/07/04 – Letter of Acceptance ANACC
- Mr Wilf Ardill – 27/07/04 – Letter of Acceptance ANACC
- Dr Bruce Moon – 27/07/04 – Letter of Acceptance ANACC
- Ms Ronni Hoskisson – 27/07/04 – Letter of Acceptance ANACC
- Mr Roger Savage - 27/07/04 – Letter of Acceptance ANACC
- Mr Ray Tate – 27/07/04 – Letter of Acceptance ANACC
- Mr Trevor Stephenson – 27/07/04 – Letter of Acceptance ANACC

Further to the abovementioned "IN" Mail, another 24 letters (pro-forma) addressing the subject of 'Suggested increases to aircraft movements over Casuarina' were received from various citizens of the Casuarina area. These letters were also tabled.

Acceptance of the correspondence:

Moved – Roger Savage

Seconded – John Sweeney

CARRIED

6. SOUTH EAST COMMUNITIES COMBINED ASSOCIATION – MOTION

The Chairman spoke briefly on the history of this motion and then read an email from Rodger Smith which summarised what the motion was about. The core elements of the email included:

- John Anderson's letter of the 18/07/2000 directs the "Visual approach path be returned to the straight in approach".
- The only traffic from the north at that time was the Air Calin A300 which was required to complete the VOR / DME approach. At that time approximately 9 services a year.
- When Freedom and later Australian started up they were also processed via the VOR / DME approach because they were international flights.
- AIP exempts Australian and New Zealand crewed and registered aircraft from the requirement to arrive via an instrument approach, so theoretically they can be cleared via a visual approach on the centreline.

In summarizing, the Chairman stated the question is when conditions allow for a visual approach should John Anderson's direction apply to these aircraft.

Trevor Stephenson read a short preamble. The motion was then moved (copy of motion attached).

Moved: Trevor Stephenson

Seconded: Peter James

The Chairman requested discussion on the motion.

Trevor Stephenson raised several points in his discussion. These included:

- Airservices (ASA) are on the committee in an advisory role and they are not on the committee to tell the committee what to do;
- ASA have previously advised that noise sharing is not government policy - with the exception of Sydney. Trevor pointed out that ASA did not think noise sharing is relevant;
- Previous correspondence from DoTARS had stated that local aircraft noise issues are primarily matters for and best managed by the airport operator in collaboration with airport users, local government, and surrounding communities.

John Sweeney made the following points in relation to the motion.

- 1) the motion does not specify headings – there is no runway heading called the visual approach path.
- 2) The motion does not specify at what point the visual approach starts.
- 3) The motion does not explain or expand on technical information supplied in it i.e. What is "AIP page ENR 1.1 – 21 (7th August 2003) para 11.5.2"

In summarising, John stated that the decision written by the Minister was not written in clear and concise terms. Further to this, there had been no concern with relation to this matter until recently. In view of these points, John moved the following:

The motion should lapse

Moved – John Sweeney

Seconded - Ray Tate

Bruce Moon suggested that the motion be sent to a subcommittee chaired by Barrie Briggs to see if the southern end can make a decision on the matter. Accordingly, John Sweeney made an amendment to the motion: 'that it lapse and be referred to a sub committee'.

Moved – John Sweeney

Seconded - Ray Tate

Bruce Moon reworded the motion as follows:

"A sub committee be formed chaired by Barrie Briggs, consisting of southern delegates, the Member for Richmond, Tweed Shire Council, and Airservices Australia, to consider the content of a motion proposed by Trevor Stephenson.

Moved – Bruce Moon

Seconded – Trevor Stephenson

CARRIED

7. GENERAL AVIATION

The Chairman advised that Peter Long, from Air Gold Coast, would be attending future ANACC meetings as an observer. Peter has a long history in GA, both aircraft maintenance and flying school operations, and is therefore qualified to advise/or inform the committee regarding any queries or questions they may have. Due to the change in date of this particular meeting, Peter was an apology due to previous commitments.

8. NOISE INQUIRY SUMMARY – REPORT FROM AIRSERVICES AUSTRALIA

Guy Pardey spoke generally of the noise inquiries for the last quarter (distributed prior to meeting). Further to this, Guy drew the attention of the committee to the number of obscene language callers that are recorded. He pointed out that the administration officer who receives and processes noise inquiries does not appreciate the language expressed by volatile community members.

Virgin Operations

The Chairman advised that with the commencement of the Virgin 'Gold Coast/Perth/Gold Coast' services a Virgin aircraft presently arrives from Perth at 0605 am. He continued by advising that concerns had been raised with regard to the aircraft landing within curfew time (before 0600hrs). The Chairman continued by advising that he will liaise with Virgin to ensure that the curfew restrictions are adhered to. Furthermore, Rodger Smith confirmed that carriers are able to control their arrival via fuel burn etc.

Council & Property Purchase

Ray Tate spoke of a complainant that he had met with who was extremely upset about noise related matters from day to day aircraft operations at GCA. He continued by advising that the complainant had recently purchased a property from a real estate agent and had been dealt with in an unscrupulous way. The complainant at time of purchasing her property was not aware of the operating impacts of GCA and now has her house up for sale. Ray continued by advising that the complainant was extremely stressed both physically and mentally.

The Chairman advised that he had recently been liaising with Geoff Edwards regarding what provisions council have in providing to prospective purchasers who have concerns about their property location etc (noise/flood plain/ easement).

Ronni Hoskisson advised that in NSW it is mandatory for a real estate agent to hold a full copy of the proposed contract for sale and have it available at their office for inspection by any purchaser before exchange of contract. As a matter of legislation, included in that contract for sale is a

A.I. 1

<p>Section 149 Certificate provided by Tweed Shire Council. She continued by advising that TSC provide on their letter head information that the property in question may be affected by aircraft and that they should pursue their own enquiries. Ronni continued by advising that in Queensland no information has to be provided in the contract, therefore the onus is on the buyer.</p> <p>The Chairman acknowledged the information supplied and summarized that the situation is "buyer beware" and purchasers have to do their homework. He continued by stating that he was presently following up REIQ to find out what their philosophy is from a real estate perspective and what information they supply. Additionally, the Chairman advised that he and Kerrie Perkins would endeavour to contact the complainant to discuss her concerns.</p>	A.I.2
<p>Ray Tate pointed out that in 1985 TSC withdrew the warnings about aircraft from the 149 Certificate and for 10 years it was not applied.</p>	
<p><u>Noise Monitoring Terminal's and Noise Reports</u></p> <p>Adrian But confirmed to John Sweeney that the Noise Monitoring Terminals (NMT) around GCA operate on main power with battery back up. This query followed on from John's concern where on occasion a NMT has failed and therefore data not read.</p> <p>The Chairman advised to Bruce Moon that he endorsed the distribution of ASA Noise Enquiry Summaries and quarterly reports to local members and other interested parties. Further to this, it was noted that Noise and Flight Path Monitoring System Quarterly Reports were also available on the web.</p>	
<p><u>Night Freight Movements</u></p> <p>Trevor Stephenson advised that night freight operators were wandering over areas they should be trying to avoid.</p> <p>Responding, the Chairman advised that the majority of noise enquiries relating to night freight increased when the normally used B1900 was unserviceable and a Westwind was utilised in its place. The Chairman also acknowledged that natural attrition of staff within night freight companies may be one possibility of procedures not being followed. In view of this, the Chairman advised that he would make contact the CFI of Pelair and advise the concerns of the committee.</p>	A.I.3
<p>Rodger Smith advised that the MET information was now being broadcasted outside of control hours. Therefore, pilots can now pick up weather information over 100 km out from GCA and proceed accordingly using the best approach in view of conditions.</p>	
<p><u>RPT Movements</u></p> <p>John Alcorn reported that a community member had approached him with regard to residential areas south of the airport getting both arrivals and departures when wind conditions are nil or up to 8 knots and the tolerances dictate the runway usage. John acknowledged that aircraft and tower are operating following specific guidelines, however, he requested that the community members concerns be noted.</p> <p>Rodger Smith confirmed that the preferred runway is RWY14 and they accept up to 5 knots of down wind to stay on the preferred runway. Furthermore, Rodger advised that no RPT would land with 8 knots of down wind unless there were extenuating circumstances. In closing, Rodger acknowledge John's concerns, however, he also pointed out that there is an enormous amount of work involved in changing a runway and therefore it is done out of necessity and as guidelines dictate.</p> <p>John Sweeney made reference to a document that Rodger Smith had written several years ago with regard to this issue. John stated that the document was very good for referencing and quoting to people when this issue arises.</p>	

9. GENERAL BUSINESS

Sub Committee

The Chairman requested a Motion that the previous sub committee involved with ANEF and AS2021 be reformed with the continuing participants.

John Sweeney advised that he had concerns with regard to what the sub committee was going achieve. His concern was for a necessity to change the AS2021 to make it more definitive as it does not have the controls that are necessary to make sure that builders and developers abide to the footprints that are put out.

Bruce Moon put forward the following motion:

“That the task and composition of the application of AS2021 and ANEF sub committee be reformed and the material canvassed to date be addressed to completion.”

Moved – Bruce Moon

Seconded – Roger Savage

CARRIED

Gold Coast City Council (GCCC)

Wilf Ardill pointed out that the GCCC were not present at this meeting. He expressed concern with the councils continuing non attendance.

The Chairman acknowledged Wilf's concerns. However, he advised that Ian Glew and Stephen Enders had both moved on from GCCC. In view of this, the Chairman stated that he would write to GCCC regarding lack of representation.

A.I.4

Close of Meeting

John Sweeney thanked GCAL for the tickets for the concert at Seagulls.

10. DATE FOR NEXT MEETING

Thursday 9, December, 2004.

The meeting closed at 11.14 am.

ACTION ITEMS

1. The Chairman to liaise with Virgin to ensure that the curfew restrictions are adhered to with reference to the 0605am arrival into GCA from PER.
2. The Chairman and Kerrie Perkins to endeavour to contact complainant in Ray Tate's area to discuss her concerns.
3. The Chairman to contact the CFI of Pelair regarding committees concerns with night freight operations.
4. The Chairman to write to GCCC regarding their lack of representation on the ANACC.

DOCUMENTS ATTACHED

- South East Communities Combined Association – Motion