



**AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE
ANACC MINUTES**

Date: Thursday 25 June 2015
Time: 09.00 – 12.00
Location: The Room - Twin Towns Resort

Present

Brett Curtis (Chairman)	Gold Coast Airport
Lisa Martin (Secretary)	Gold Coast Airport
Nick Seselja	Airservices Australia
Graham Quick	Jetstar
Brad Pearce	Tweed Shire Council
Bill Pinkstone	Banora Point & District Residents Association
John Alcorn	Airport Central Corridor Alliance
Lindy Smith	Tweed Heads Residents & Ratepayers Association
Garth Threlfall	Friends of Currumbin
Glenda Threlfall	Friends of Currumbin
(Proxy for Audra Topping)	Tugun Progress Association
Julie Murray	Kingscliff Ratepayers and Progress Association
(Proxy for Barry Jephcote)	SECCA
David Gray	Bilinga Neighbourhood Watch
Wilf Ardill	Tugun Village Community Centre Association
Josh Ireland	Department of Infrastructure
Peter Long	General Aviation

Observers

Richard Anderson	Farrants Hill
Geoff Edwards	Farrants Hill
Pat Tate	Banora Point & District Residents Association
Karen Morrison	Fingal Head Community Association
Helen Twohill	Fingal Head Community Association
Val Kirk	Kingscliff
Chris Butler	Palm Beach

Apologies

Martin Simpkins	Airservices Australia
Jodie Bellchambers	Office of Justine Elliot
Audra Topping	Tugun Progress Association
Barry Jephcote	SECCA
Melissa Pearce	Gold Coast Airport
Rob Anderson	Virgin Australia



1. Opening and Welcome

Brett Curtis (Chairman) opened the meeting at 09.15 and welcomed members and observers to the June ANACC Meeting. The Chair welcomed Lindy Smith as the new representative for the Tweed District Residents and Rate Payers Association. Lindy fills the position left vacant with Laurie Ganter leaving the committee due to personal reasons. The committee thanked Laurie for his efforts over the past years.

2. Apologies and Proxies

As recorded above.

3. Acceptance of Minutes of Previous ANACC Meeting

Bill Pinkstone motioned to accept the minutes, Wilf Ardill seconded this motion.

4. Business Arising from Minutes

ANACC Northern Membership

The Chair noted a number of potential candidates have been identified to the north, it was discussed with the committee that a decision on the northern representative will not be made until a determination on the approval of ILS has been made as this will influence the areas requiring ANACC representation.

A potential candidate has been identified by Bill Pinkstone to fill the southern position representing the Bilambil / Terranora area and this will be investigated further.

- **ITEM OPEN**

ANACC Members Section Online

Work is in progress on the CACG Website to create a link to the ANACC Site, this will enable all community related information to be accessible from one area. Advice will be provided to the committee when the site is available.

- **ITEM OPEN**

Community Letters – FHCA

No update was provided at this meeting.

- **ITEM OPEN**

RWY 14 Departure Trial Maps

Airservices have provided a map to the committee detailing previous tracks and current tracks including the temporary noise monitoring sites.

- **ITEM CLOSED**



Reinstatement of Permanent Noise Monitors

Airservices have confirmed that progress has been made on the re-instatement of the permanent Tweed noise monitoring unit. The installation is expected to be complete by the end of the year.

- **ITEM OPEN**

ASA Field Inspection

Field inspection completed with John Alcorn.

- **ITEM CLOSED**

ASA Webtrack Inspection

Field inspection with Neil Hall yet to be completed with Bill Pinkstone.

- **ITEM OPEN**

5. Correspondence

Correspondence received for the last sector is listed below.

IN	OUT
16/03/2015 Lisa Martin (GCAPL) to ANACC Committee	
05/06/2015 Pat Tate (BPDRA) to Bill Pinkstone (BPDRA)	19/06/2015 Bill Pinkstone (BPDRA) to Lisa Martin (GCAPL) cc Brett Curtis (GCAPL)
06/12/2015 Pam Ellis (Mermaid Beach) to ANACC	24/06/2015 Brett Curtis (GCAPL) to Pam Ellis (Mermaid Beach)
11/05/2015 Ronnie Hoskisson (ANEC) to Lisa Martin (GCAPL)	11/05/2015 Lisa Martin (GCAPL) to Ronni Hoskisson (ANEC)
18/05/2015 Chris Butler (Palm Beach) to Brett Curtis (GCAPL) cc Garth Threlfall (FOC)	18/05/2015 Brett Curtis (GCAPL) cc Garth Threlfall (FOC) to Chris Butler (Palm Beach)
11/06/2015 Barry Jephcote (SECCA) to Lisa Martin (GCAPL)	12/06/2015 Lisa Martin (GCAPL) to Barry Jephcote (SECCA)
11/06/2015 Lisa Martin (GCAPL) to Lindy Smith (THPC) cc Brett Curtis (GCAPL), Ronni Hoskisson (ANEC)	19/06/2015 Ronni Hoskisson (ANEC) to Lisa Martin (GCAPL)
12/06/15 Adrienne Amisano (Terranora) to Bill Pinkstone (BPDRA), Brett Curtis (GCAPL), Justine Elliot (MP), Tania Macdonald (DIRD), Airservices (ASA), Brad Pearce (TSC)	22/06/2015 Bill Pinkstone (BPDRA) to Adrienne Amisano (Terranora), Lisa Martin (GCAPL)
15/06/2015 Lisa Martin (GCAPL) to Lindy Smith (THPC)	
19/06/2015 Bill Pinkstone (BPDRA) to Lisa Martin (GCAPL) cc Brett Curtis (GCAPL)	22/06/2015 Lisa Martin (GCAPL) to Bill Pinkstone (BPDRA)
22/06/2015 Friends of Currumbin to Airservices Australia*	

*Correspondence received during committee meeting

Bill Pinkstone acknowledged the correspondence he received from the Oxley Cove Residents Association in response to the RWY 14 departure trial and their concerns that aircraft are not



flying where they believe the trial had intended. Bill requested, on behalf of Banora Point Residents Association, that the letter be provided to Airservices as feedback on the departure trial.

6. ANACC Sub-Committee Report

The Chair confirmed the subcommittee met on Wednesday 6 May with John Alcorn, Bill Pinkstone and Ronnie Hoskisson (as proxy for Laurie Ganter) were in attendance.

Discussions were held on the RWY 14 departure trial, webtrack and noise monitoring.

Bill provided advice on a potential candidate for the fifth southern member.

The Chair provided an update on the ILS project.

7. General Aviation Update

Peter Long provided an update on the General Aviation activities occurring on airport. Peter confirmed there has been a slight increase in training activity, largely due to some Government provided financial assistance currently available to student pilots. Peter noted, due to the limited runway time available at Gold Coast Airport some of the training activities are currently being undertaken at other nearby airports such as Murwillumbah airport.

8. ILS Update

The Chair provided an update on the ILS proposal. This presentation is attached to the Minutes.

Question/Discussion

Response

Lindy Smith – *The number of flights per day quoted in your presentation (55) does not match the number quoted in the Major Development Plan (82)*

The Chair – *the 82 number quoted in the MDP is based on the busiest day recorded at the airport during the environmental assessment period. This figure is not a typical figure and was a result of a major disruption to the network. The average number of flights arriving into the Gold Coast Airport is 55 per day.*

Wilf Adrill – *Why do you include the assumption that 10% of aircraft will use the ILS during fine weather? I understood the ILS was for use in poor weather only.*

The Chair – *the purpose of the ILS is to improve the reliability of Gold Coast Airport during poor weather, however international widebody aircraft have a requirement to fly an instrument approach during all weather conditions and it is our expectation that these pilots will elect to use the ILS as their preferred approach. Gold Coast Airport and Airservices have had discussion with our current international*

Julie Murray – Does the 10% usage assumption for fine weather days include allowance for training?

Garth Threlfall – There appears to be a lot of miss information in the media about the usage of the ILS and the Gold Coast Councillors voted against the ILS, I think the airport should be doing more to promote the facts about the ILS and its usage.

Garth Threlfall – did Gold Coast Airport investigate installing GBAS instead of ILS?

widebody operators (Scoot and AirAsia) to encourage they use the existing over water instrument approach during fine weather and both Scoot and AirAsia have committed to doing so when available however for the purpose of our public ILS consultation we are assuming all international widebody aircraft will fly the ILS during fine weather condition.

The Chair – the 10% figure includes some allowance for minimal training requirements.

Graham Quick – there will be no special requirements for pilots to undertake an ILS approach at Gold Coast Airport to maintain their recency as most approaches currently being undertaken at the major Australian airports are an ILS approach.

The Chair – Gold Coast Airport have been proactively consulting on the ILS and its intended usage including public drop in sessions, shopping centre displays and media releases. Gold Coast Airport presented to the Gold Coast Councillors prior to their vote not to support its installation in an effort to clarify the facts.

The Chair – yes, GBAS was investigated with Aircservices. As GBAS is a new and emerging technology there are only a small number of aircraft and pilots capable of flying this approach and it is not expected to be widely adopted for a number of years. ILS is currently the industry standard precision approach technology and currently all commercial aircraft flying into Gold Coast Airport are capable of flying this approach.

It is also important to note that the GBAS flight path at this stage would be similar to the current flight path proposed for the ILS and as such would provide a similar impact to the community.

It was due to these two key facts that ILS was selected as the preferred precision approach technology.

Graham Quick – the main problem with GBAS at the moment is that Qantas is the only airline in Australia capable of flying this technology and this is limited to one aircraft type.

Lindy Smith – the ILS proposal includes the widening of the runway which no doubt will allow larger long haul aircraft to use the airport.

Karen Morison (observer) – Is there a requirement for pilots to be trained to fly RNP and who pays for this training?

Karen Morison (observer) – Who pays for the installation of the ILS.

Bill Pinkstone – the Federal Member for Moncrieff has posted out a flyer which states that the ILS system is not safer than the current approach systems in place at Gold Coast Airport, is this true?

Chris Butler (observer) – the noise levels quoted in the presentation, what aircraft are they modelled from?

Helen Twohill (observer) – can you please confirm if the recently announced China service (Wuhan) will be RNP equipped or if it will use the ILS on fine weather days?

Helen Twohill (observer) – can you please confirm the timing of these flights?

The Chair – the ILS project includes provision to widen the runway strip, this does not include a widening of the physical runway. The runway strip is the clear area that surrounds the runway and this is required to be widened in order to meet CASA standards. The widening of the runway strip will not change the size and type of aircraft that are able to use the runway.

Graham Quick – Yes, all domestic and international pilots have to be trained to fly RNP. Most of this training will typically occur in a simulator however the pilot has a requirement to fly practice RNP approaches in the aircraft also. This training cost is paid by the airline.

Graham Quick – Airservices fund the installation of the ILS and these costs are recovered via aeronautical charges to the airlines.

Graham Quick – In terms of wide body aircraft, the ILS approach is safer in terms of predictability than the current VOR approach.

The Chair – I believe the noise model used the most common aircraft type using Gold Coast Airport which is the A320.

Graham Quick – the new Wuhan service recently announced will be operated by Jetstar in the B787 aircraft which is RNP equipped and approved.

Graham Quick – the service is to commence on 29 September and will be operated two times a week with an arrival time of 0730 and a departure time of 1055.



9. Airservices Update

Nick Seselja – Airservices

Nick provided a presentation that included an update on RWY 14 Departures Trial and the noise monitoring program. His presentation is attached to the Minutes.

There were no questions raised on completion of the Airservices presentation and Bill Pinkstone commended Nick for his exceptional work and commitment to the ANACC.

10. General Business

The Chair provided an update on the recently announced Jetstar international service to mainland China (Wuhan), 2 services per week with their B787 aircraft, a 0730 arrival and a 1055 departure. Operating days were still to be confirmed.

The Chair thanked Nick from Airservices for his presentation then called the Meeting closed at 1205.



ANACC COMMITTEE ACTIONS - Next Meeting Thursday 29th October

Date	Action Item	Action Officer	Status	Action	Complete Date
16 Jun 11	ANACC Northern Membership	Brett Curtis	OPEN	BCurtis to meet with GThrelfall to discuss northern members and define territories.	
19 Mar 12				BCurtis advised will be taken into consideration during TOR review.	
8 Jun 12				TOR will be reviewed & submitted to the committee by 1 July. Committee to discuss at September meeting.	
13 Sept 12				1 Vacant position for both southern/northern ends. BCurtis to discuss with PDonovan membership requirements	
6 Dec 12				Chair will follow up on this action item in 2013	
28 Feb 13				Chair has made contact with RWorkman, & info pack sent out. Chair to meet with Ron to finalise membership.	
25 July 13				Northern Membership will be finalised as part of the membership renewal process.	
31 Oct 13				RWorkman is available but needs to be voted in be a community group.	
27 Feb 14				Two potential northern groups have been identified through CACG restructure, discussions will be held in an attempt to secure a northern representative for ANACC.	
5 Jun 14				Broadbeach Neighbourhood Watch has been approached to provide a representative.	
30 Oct 14				Northern member still required. It is hoped someone will be identified through the upcoming ILS community consultation process.	
26 Feb 15				Northern membership continues to be sought preferably from the Mermaid Beach region.	
25 Jun 15				The Chair noted a number of potential candidates have been identified to the north, a decision on the northern representative will not be made until a determination on the approval of ILS. A potential candidate has been identified by Bill Pinkstone to fill the southern position representing the Bilambil / Terranora area and this will be investigated further.	



8 Dec 1	ANACC Members Section Online	Brett Curtis	OPEN	<p>BCurtis to determine whether a Members Only section of ANACC could be developed.</p> <p>GCAPL currently investigating and will update at next meeting.</p> <p>This item will be reviewed once the TOR is agreed upon.</p> <p>Chair to discuss with GCAPL Comms/IT to discuss options.</p> <p>Investigations are ongoing to find the best method for communication.</p> <p>CACG website being developed leading to development of a similar ANACC website.</p> <p>ANACC section to be incorporated into the CACG website, concept to be provided at the next meeting.</p> <p>ANACC link to be incorporated as part of the current CACG website.</p> <p>Work is in progress with GCAPL Communications and IT.</p> <p>Work is progressing on this web site and advice will be provided to the committee when the site is available.</p>	
8 Mar 12					
8 Jun 12					
28 Feb 13					
31 Oct 13					
27 Feb 14					
5 Jun 14					
30 Oct 14					
26 Feb 15	Community Letters – FHCA	Airservices	OPEN	<p>ASA to reply to questions and requests within letters from FHCA</p> <p>ASA are currently working through the data response anticipated to be available at the July ANACC</p> <p>ASA have replied to FHCA. Waiting on response from FHCA as to whether the item can be closed off.</p> <p>To be followed up by B. Jephcote and K. Morrison.</p> <p>BJephcote requested this item stay open.</p> <p>BJephcote has requested this item stay open.</p> <p>Correspondence received but not yet discussed with FHCA, item to remain open.</p> <p>No update provided, this item will remain open.</p>	
25 June 15					
6 Dec 12					
28 Feb 13					
25 July 13					
31 Oct 13					
27 Feb					
5 June 14					
30 Oct 14					
26 Feb 15	Reinstatement of Permanent Noise Monitors	Airservices	OPEN	<p>ASA to follow-up the re-instatement pf permanent noise monitors and provide feedback to the committee.</p> <p>Works are progressing with the installation</p>	
25 Jun 15					
26 Feb 15	RWY 14 Departure Trial Maps	Airservices	CLOSED	<p>ASA to provide a map detailing previous tracks and current tracks and a plan to show the monitor sites compared to where the planes are currently flying.</p> <p>Airservices have provided a map to the committee detailing</p>	
25 Jun 15					



				previous tracks and current tracks including the temporary noise monitoring sites.	
26 Feb 15 25 Jun 15	ASA Field Inspection	Airservices	CLOSED	ASA to do a Field Inspection at Banora Point and Oxley Cove Field inspection undertaken with John Alcorn.	
26 Feb 15 25 Jun 15	Webtrack Inspection	Airservices	OPEN	ASA to investigate Webtrack inaccuracies based on feedback given by members and residents. Field inspection completed with Bill Pinkstone and Nick Seselja.	

GOLD COAST AIRPORT



Instrument Landing System

Gold Coast Airport and Airservices Australia propose to install an ILS on runway 14 for the purpose of improving the reliability of landings at Gold Coast Airport during adverse weather conditions.

Approval Pathway

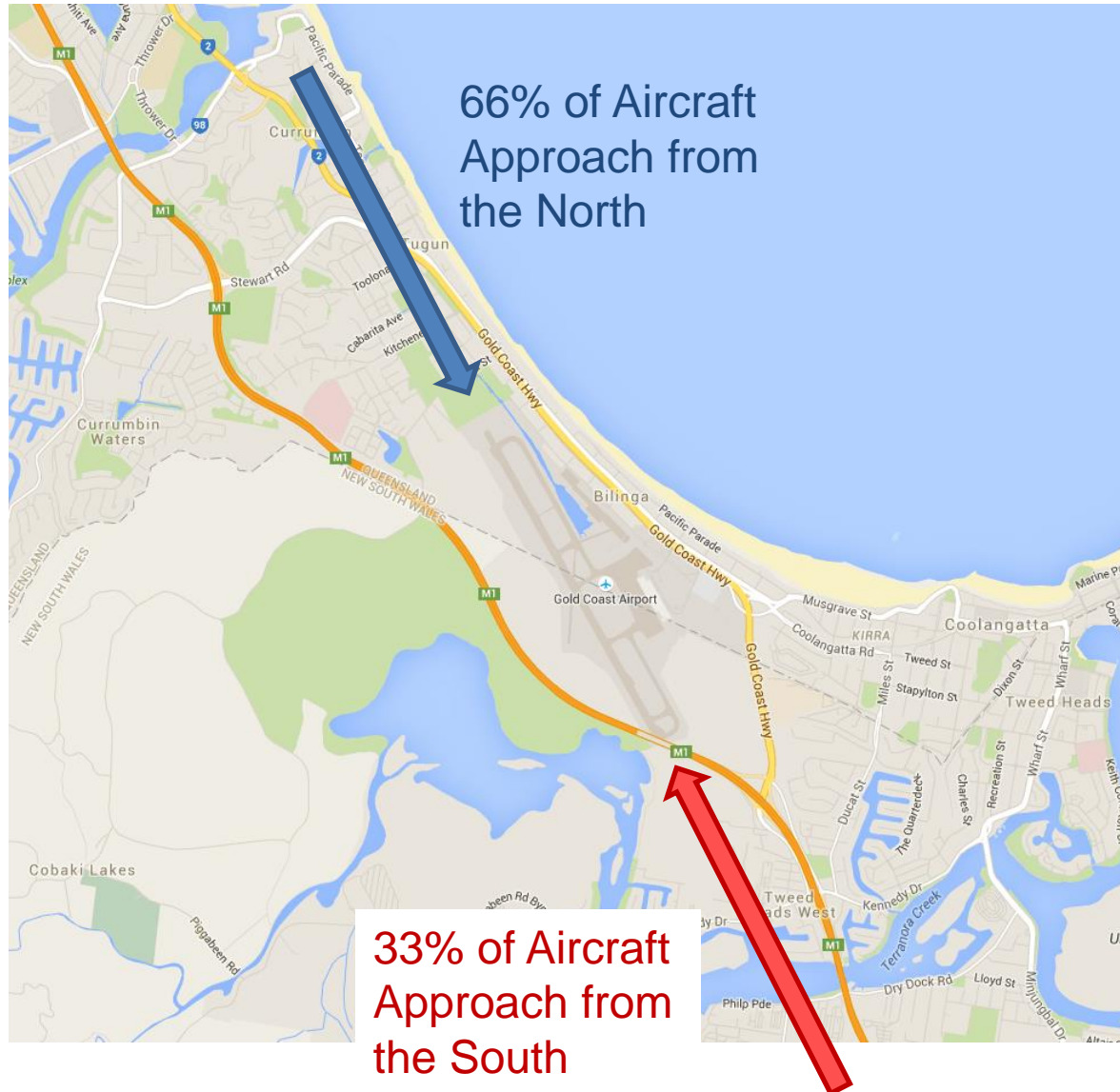
- Department of the Environment
 - AsA EPBC Act referral decision
- Department of Infrastructure and Regional Development
 - Major Development Plan

Aircraft Movements

- Gold Coast Airport currently has approximately 20,000 RPT Jet arrivals **per year**.
- Gold Coast Airport currently has approximately 55 RPT Jet arrivals **per day**.

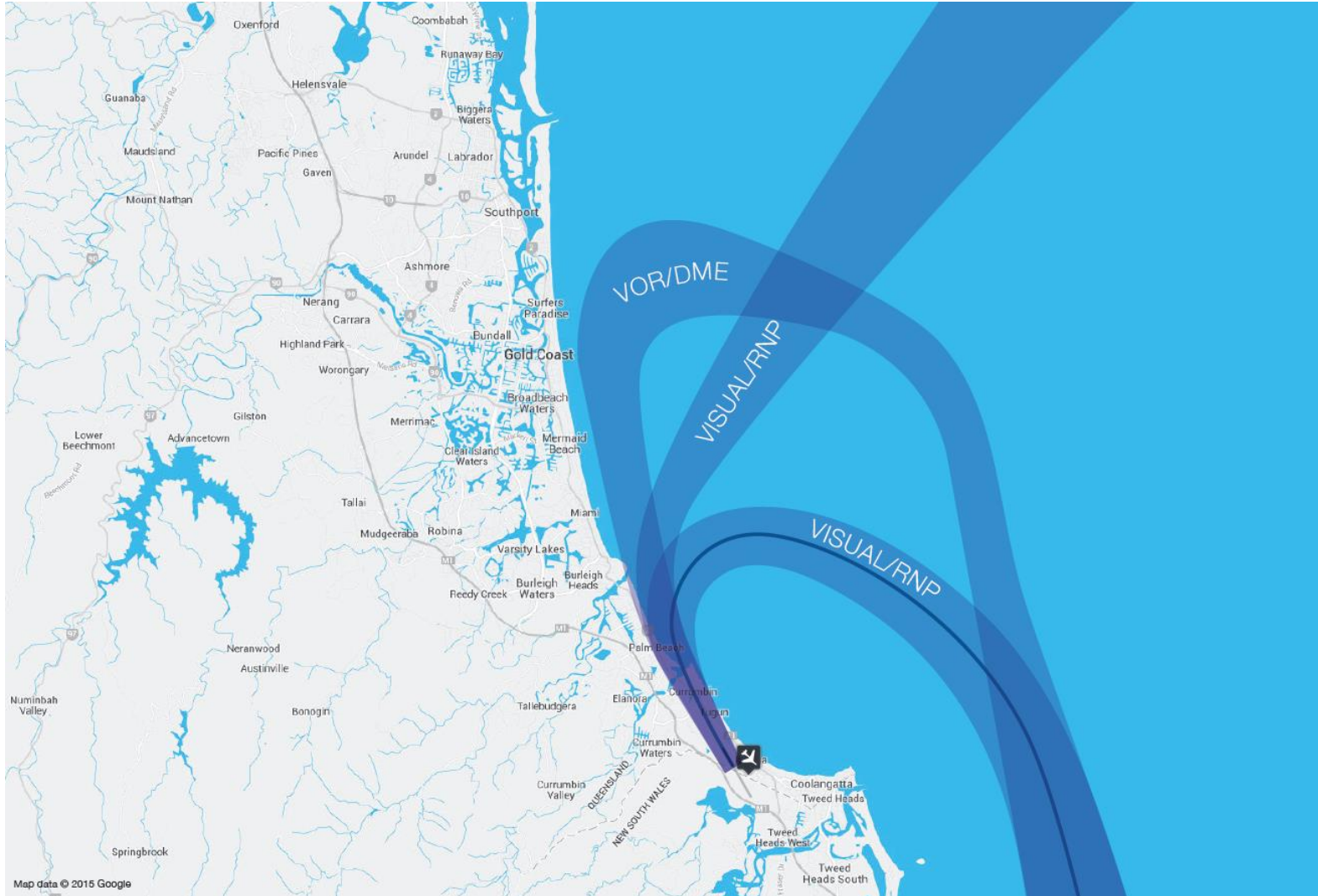


Runway Usage

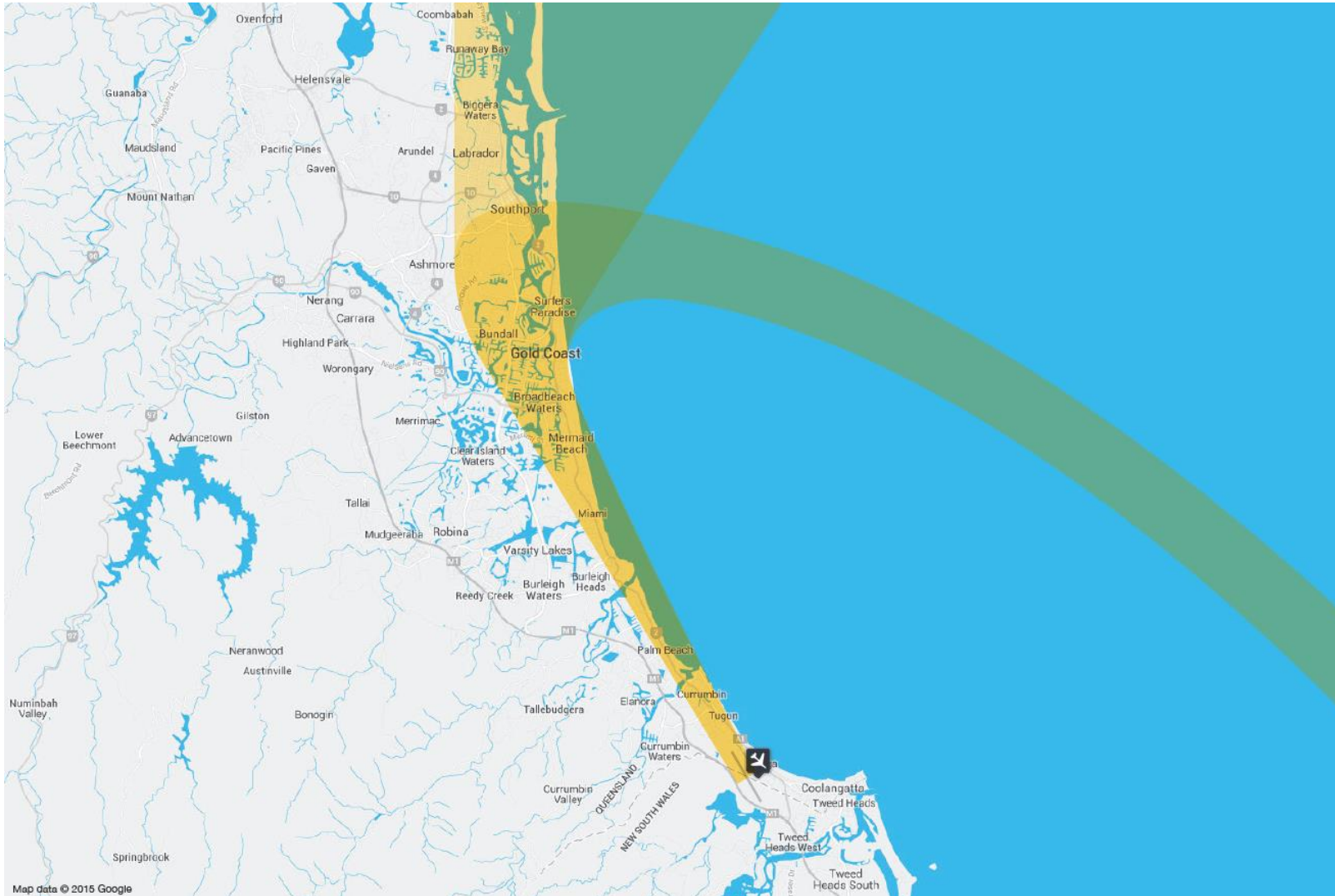


Aircraft approach the airport from the north approximately 240 days of the year (66%) due to the prevailing winds.

Existing Flight Paths

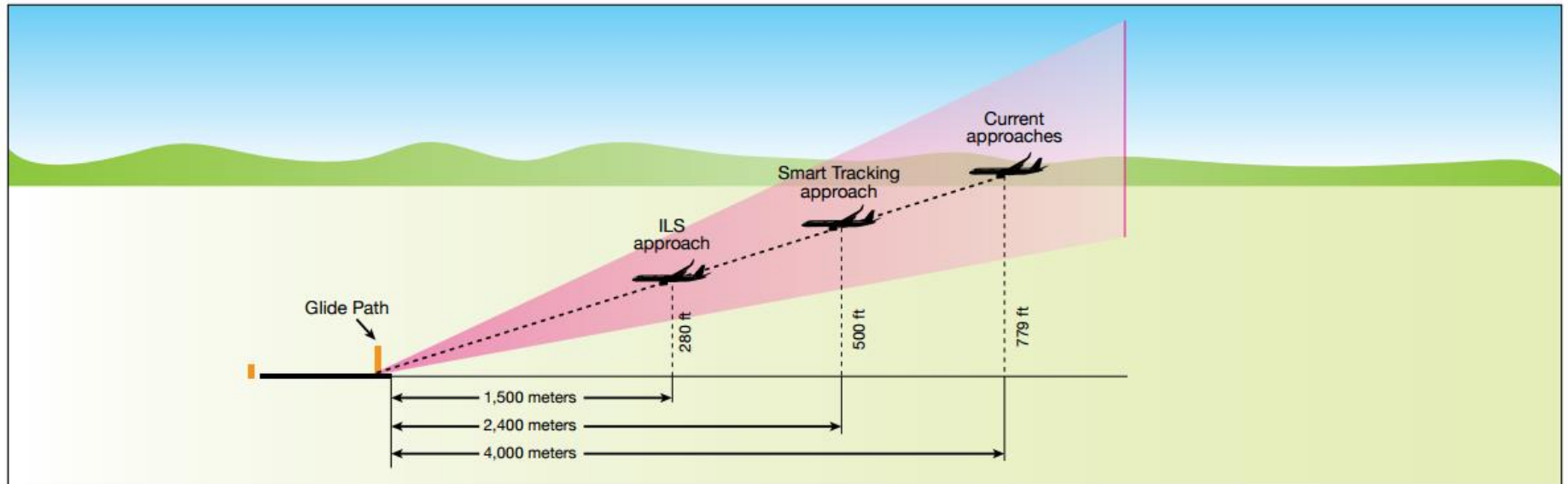


Proposed ILS Flight Path



Map data © 2015 Google

Decision Minima

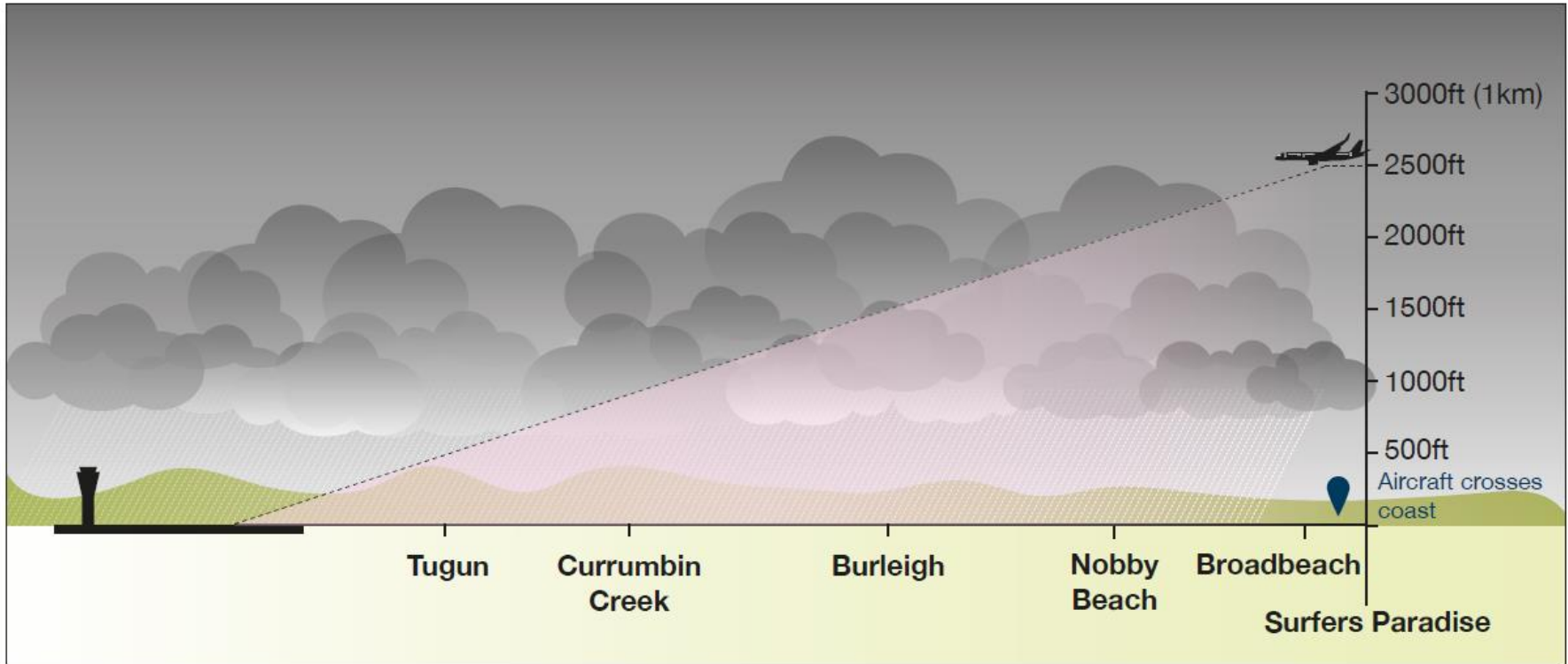


Expected ILS Usage

Weather Condition	Estimated No. of Aircraft per day *	Estimated days of use per year
Fine Weather Day (10% of arrivals)	5 to 6	140
Partly Bad Weather Day (40% of arrivals)	22	90
Extremely Bad Weather Day (100% of arrivals)	55	10

* Based on current aircraft movements of 55 per day

Expected Noise Levels



Location	Aircraft height (altitude)	Current noise level dBA	ILS noise level dBA	Noise decibel equivalent to
Surfers Paradise	760 metres (2,500ft)	50	57	Air conditioner (60 dBA)
Broadbeach	760 metres (2,500ft)	50	65	Loud conversation (65 dBA)
Nobby Beach	610 metres (2,000ft)	50	68	Passenger car (70 dBA)
Burleigh	460 metres (1,500ft)	57	74	Vacuum cleaner (75 dBA)
Currumbin Creek	245 metres (800ft)	61	63	No change
Tugun	150 metres (500ft)	88	89	No change

Fine Weather Use

All non-Australian/New Zealand international heavy jets (i.e. Scoot and AirAsia X) are required to complete an instrument approach and for this reason may choose the ILS over the existing VOR approach.

Discussions have occurred with Scoot and AirAsia X, both have committed to use, where possible and subject to weather conditions, the existing overwater VOR approach, rather than the ILS.

Scoot and AirAsia X have made this commitment to assist in mitigating the impact of noise exposure associated with the ILS.

Noise Abatement Procedures

- If the ILS is approved, Airservices will establish suitable Noise Abatement Procedures
- These procedures will be consulted with the community via the CACG and ANACC
- The Noise Abatement Procedures will provide a baseline of expectation that the airlines will use alternate paths to the ILS to minimise noise when weather conditions and aircraft capability allow
- There will still be occasions when the ILS is used during fine weather conditions due to operational requirements either from air traffic control or the pilot.

Draft Noise Abatement Procedures

Aircraft arriving from the north or south on the Runway 14 will use the following procedures, in order:

1. Smart Tracking (RNP) procedures, if able to do so;
2. Visual approach, when possible;
3. VOR approach, when possible;
4. ILS approach

80 percent of all jet aircraft currently operating at the Gold Coast Airport are equipped and approved to use Smart Tracking.

Public Consultation

The 60 business day public comment period for the ILS concludes 5pm Monday 13 July, 2015.

Comments on the ILS proposal must be received in writing by either using the online submission form at www.goldcoastairport.com.au or by writing to the Chief Operating Officer, Gold Coast Airport, Locked Bag 5, Coolangatta QLD 4225.



Gold Coast Airport ANACC Meeting Airservices Update

25 June 2015 – Presented by Nick Seselja

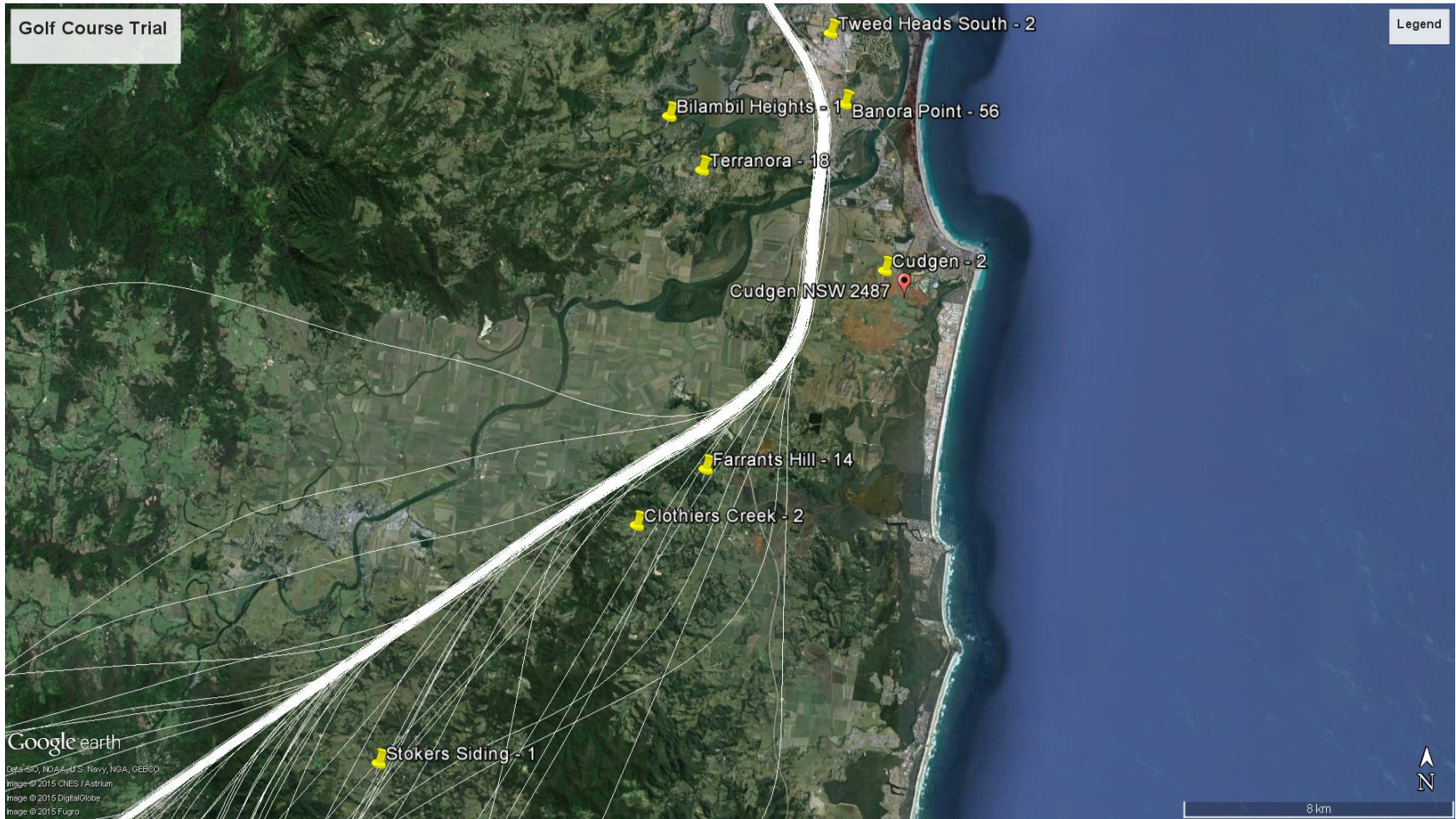
Runway 14 Southern Jet Departures Trial

Update on 12 month trial

1. Feedback received
2. Issues raised
3. Questions on notice
4. Noise monitoring update



NCIS Feedback Received by Suburb



Bulk of complainants from three suburbs

Banora Point

*Flights all day, affecting lifestyle
(some confusion, eg. Scoot, and arrivals)*

Terranora

Flights appear closer than they used to be

Farrants Hill

Corridor has narrowed, noise interrupts quiet lifestyle

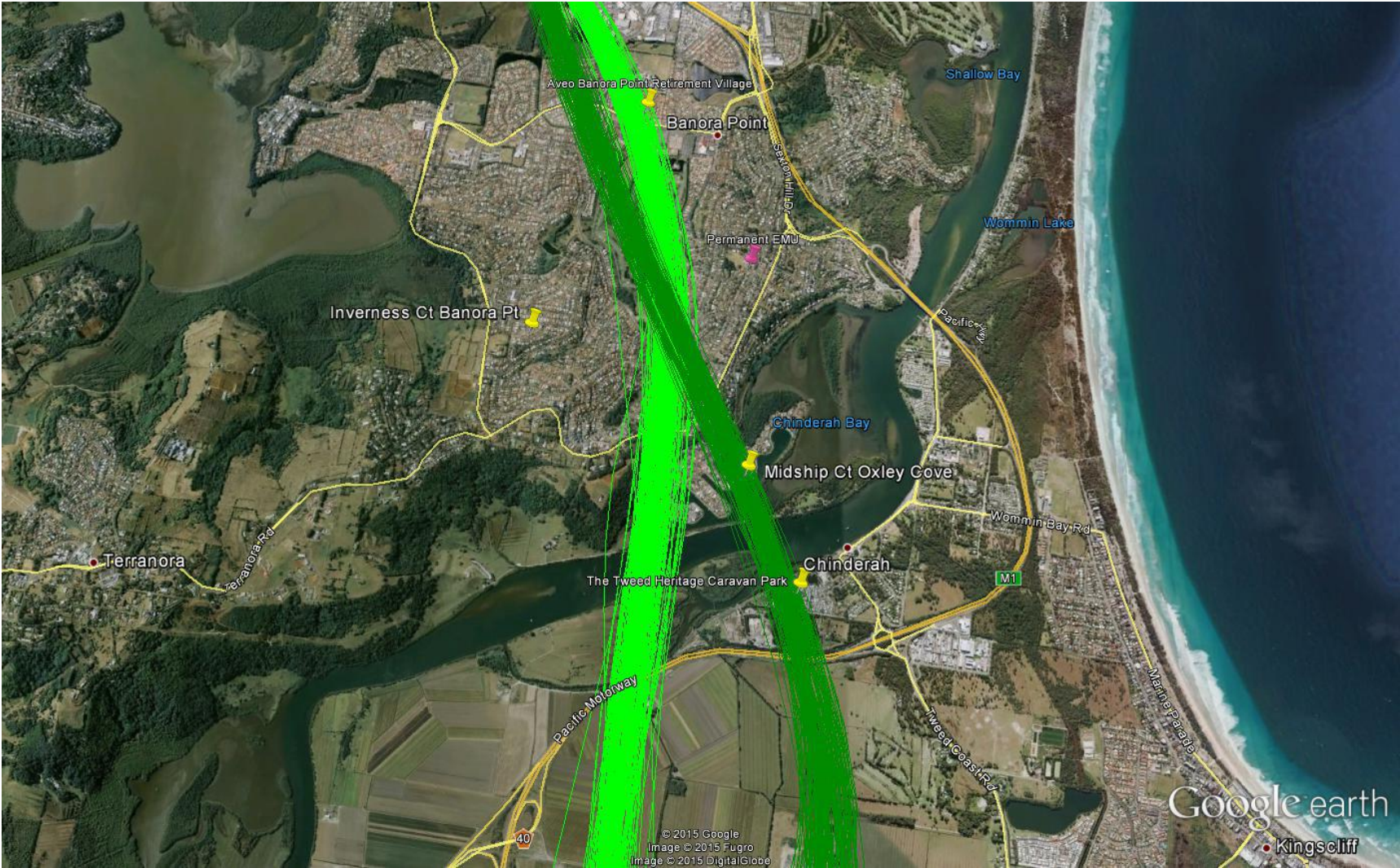
Provide map detailing previous tracks and current tracks

Investigate suggestions that WebTrak is inaccurate

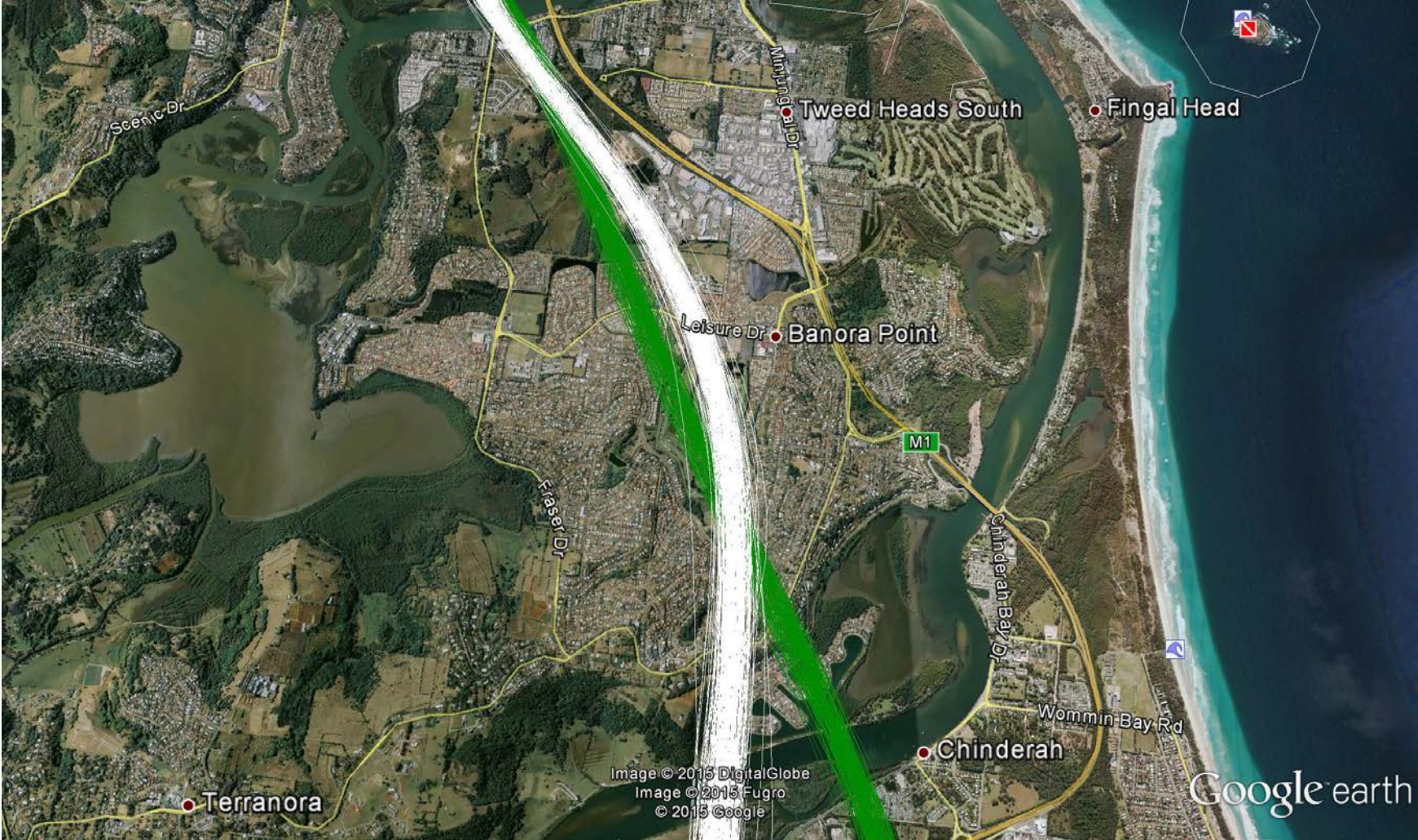
Field inspection at Banora Point and Oxley Cove

Follow up re-instatement of permanent noise monitor

Before and after

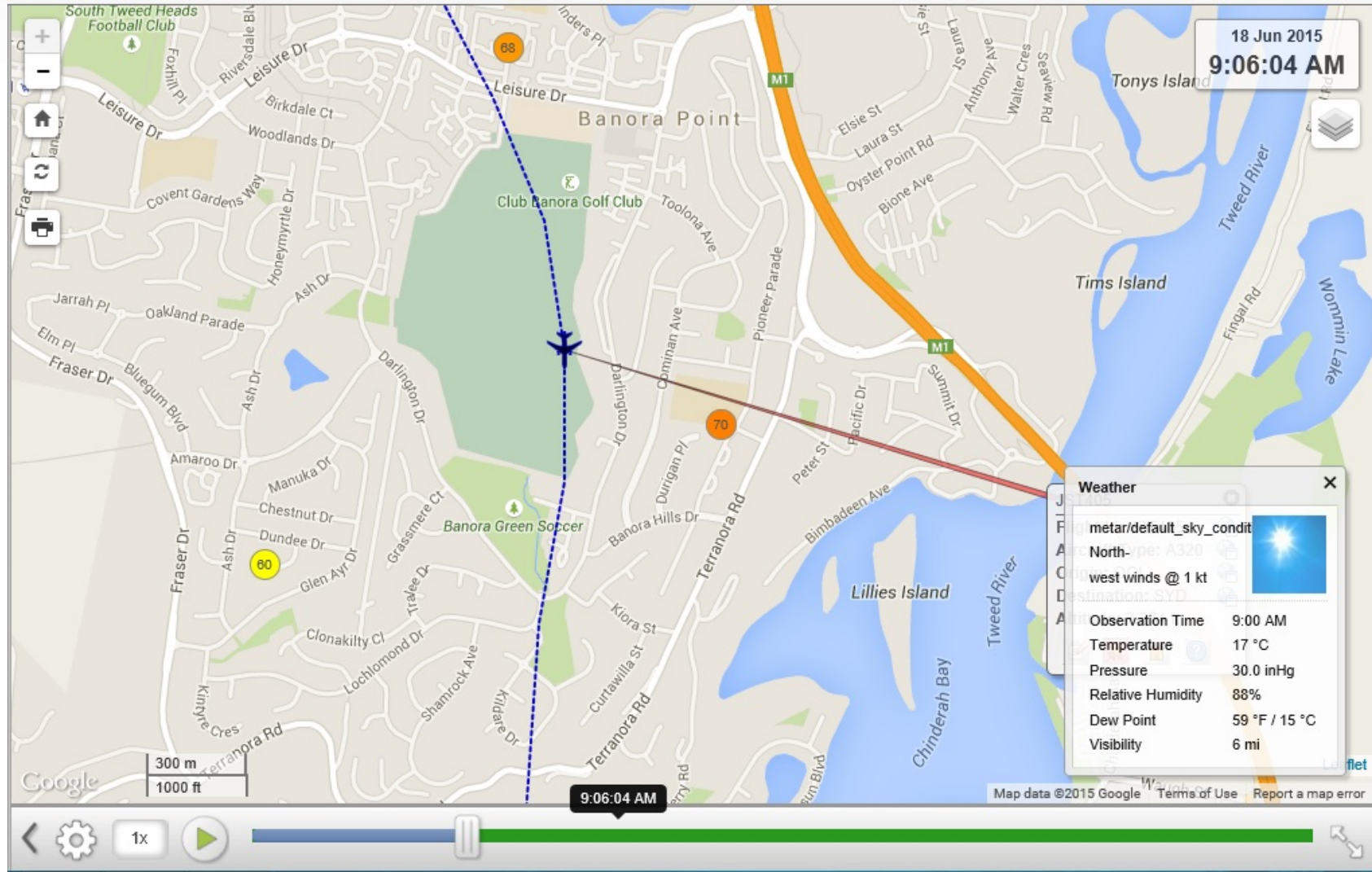


Before and after



One week of flights






The map displays a flight path starting from the Tweed River area, heading west through Banora Point, and then turning south. A blue dashed line indicates the flight path, and a red line shows a segment of the path. A blue airplane icon is positioned on the path. The map includes various geographical features like the Tweed River, Tims Island, Lillies Island, and Chinderah Bay. A weather popup window is open, showing details for a flight from North to Sydney (SYD).

18 Jun 2015 9:06:04 AM

Weather

metar/default_sky_condit	
North	type: A320
west winds @ 1 kt	Destination: SYD
Observation Time	9:00 AM
Temperature	17 °C
Pressure	30.0 inHg
Relative Humidity	88%
Dew Point	59 °F / 15 °C
Visibility	6 mi

Map data ©2015 Google Terms of Use Report a map error

Noise Monitor Update

- 4 monitors for 3 months + 2 hand held monitors – now concluding
- Report due in July – made available to ANACC and CACG
- Data will inform decisions regarding the trial

