



## Gold Coast Airport

### AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE ANACC MINUTES

**Date:** Thursday 26 February 2015  
**Time:** 09.00 – 12.00  
**Location:** The Visions Room - Twin Towns Resort

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**Present**

Brett Curtis (Chairman)	Gold Coast Airport
Lisa Martin (Secretary)	Gold Coast Airport
Melissa Pearce	Gold Coast Airport
Nick Seselja	Airservices Australia
Graham Quick	Jetstar
Rob Anderson	Virgin Australia
Brad Pearce	Tweed Shire Council
Bill Pinkstone	Banora Point & District Residents Association
John Alcorn	Airport Central Corridor Alliance
Ronnie Hoskisson	Tweed Heads Residents & Ratepayers Association
(Proxy for Laurie Ganter)	Tweed Heads Residents & Ratepayers Association
Garth Threlfall	Friends of Currumbin
David Gray	Bilinga Neighbourhood Watch

#### Observers

Phil Lammey	Kingscliff Ratepayers and Progress Association
Bruce Murray	Kingscliff Ratepayers and Progress Association
Julie Murray	Kingscliff Ratepayers and Progress Association
Richard Anderson	Farrants Hill
Geoff Edwards	Farrants Hill
Brian Mussared	Banora Point West
Pat Tate	Banora Point & District Residents Association
Glenda Threlfall	Friends of Currumbin
Dawn Walker	Fingal Head Community Association
Helen Twohill	Fingal Head Community Association
Terence Vardy	East Banora Residents Association
Val Kirk	Kingscliff

#### Apologies

Elissa Keenan	Airservices Australia
Neil Hall	Airservices Australia
Martin Simpkins	Airservices Australia
Jodie Bellchambers	Office of Justine Elliot
Wilf Ardill	Tugun Village Community Centre Association
Audra Topping	Tugun Progress Association
Barry Jephcote	SECCA



**1. Opening and Welcome**

Brett Curtis (Chairman) opened the meeting at 09.15 and welcomed members and observers to the February ANACC Meeting. The Chair welcomed Ronnie Hoskisson (Proxy for Laurie Ganter) Tweed Heads Residents & Ratepayers Association.

**2. Apologies and Proxies**

As recorded above.

**3. Acceptance of Minutes of Previous ANACC Meeting**

Bill Pinkstone motioned to accept the minutes, Garth Threlfall seconded this motion.

**4. Business Arising from Minutes**

***ANACC Northern Membership***

Northern membership continues to be sought preferably from the Mermaid Beach region to represent that community area. The Chair continues to be hopeful that through the upcoming ILS community consultation process a northern member will be identified.

The Chair mentioned that after discussions with the General Aviation Consultative Committee, Peter Long indicated that he will attend the next ANACC Committee meeting to provide an update on the General Aviation area.

- **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.

- **ITEM OPEN**

***Community Letters – FHCA***

No update was provided at this meeting.

- **ITEM OPEN**

**5. Correspondence**

Correspondence received for the last sector is listed below.

IN	OUT
04/12/2014 Nick Seselja (ASA) to Brett Curtis (GCAPL), Carla Golar (GCAPL)	31/10/2014 Carla Golar (GCAPL) to ANACC Committee
08/12/2014 Nick Seselja (ASA) to Brett Curtis (GCAPL), Carla Golar (GCPAL) cc Lisa Martin (GCAPL)	08/12/2014 Lisa Martin (GCAPL) to ANACC Committee
24/12/2014 Steve & Siouxsie Fieldhouse (Bilambil Heights)	02/02/2014 Lisa Martin (GCAPL) to ANACC Committee



to ANACC	
26/12/2014 Kris Robinson (Kingscliff) to ANACC	24/02/2015 Brett Curtis (GCAPL) to Bill Pinkstone
27/12/2014 Penny Martlew (Riverside Boulevard)	25/02/2015 Brett Curtis (GCAPL) cc Laurie Ganter to Michelle Topper (Tweed Heads)
13/01/2015 Michelle Topper (Tweed Heads)	25/02/2015 Brett Curtis (GCAPL) cc Bill Pinkstone to Penny Martlew (Riverside Boulevard)
21/02/2015 Bill Pinkstone (BPDRA) to Lisa Martin (GCAPL)	25/02/2015 Brett Curtis (GCAPL) cc Barry Jephcote to Kris Robinson (Kingscliff)
	25/02/2015 Brett Curtis (GCAPL) to Steve & Siouxsie Fieldhouse (Bilambil Heights)

The Chair mentioned that there were technical issues with the ANACC email address hence why his delayed response to the emails that had come in, he has since responded to them all and cc'd the relevant people.

### 6. ANACC Sub-Committee Report

The Chair apologised that the first ANACC Sub-committee meeting scheduled for 28 January 2015 did not happen due to a technical error with sending the meeting request, this has since been resolved.

### 7. General Aviation Update

As discussed earlier, Peter Long has indicated that he will attend the next ANACC meeting to provide an update. The Chair added that the General Aviation Aircraft Movements have been down due to wet weather conditions.

A new AVGAS Facility is being installed in the general GA area.

### 8. Airservices Update

Nick Seselja – Airservices

Nick provided a presentation that included an update on Smart Tracking, RWY 14 Departures Trial and also the Noise Monitors. His presentation is attached to the Minutes.

#### Question/Discussion

#### Response

#### Smart Tracking

**Terance Vardy** (Observer ERBA) – Does Smart Tracking track the altitude of the planes?

So that doesn't give the height?

**Graham Quick** (Jetstar) – Smart Tracking is a navigational aid for Aircraft to land.

No it doesn't.

Question/Discussion

Response

**RWY 14 Departure Trial**

**Nick Seselja** – *What do you think of the proposed locations for the Noise Monitors to capture the most data to be recorded for this trial?*

**John Alcorn** (Airport Central Corridor Alliance) – *Regarding RWY 14 Departure Trial, last year the temporary noise monitoring undertaken picked up information from basically all flight paths to the south, my view is if we are going to monitor the trial properly, we should use those locations again because then you would have a direct correlation between what was going on prior to and during the trial, I note some locations that we used before are just completely inappropriate for this particular trial.*

*Oxley Cove is a significant area where we were hoping to notice a change. An area west of the Golf Course and also Darlington Drive are where we thought there would be substantial change. I see that there is one proposed for over at Chinderah, I think that's appropriate because the previous flight path use to fly basically straight over the top of that area.*

*I think the Banora Point School monitor will be very useful for what is happening in Banora Point East and other places like that.*

**Nick Seselja** – *You think the greatest thing we can do in terms of noise monitoring is compare against existing noise monitoring rather than the noise model prepared before the trial?*

**John Alcorn** – *Yes, now that we have covered those areas and we have data, then the data has a direct relationship to what is going on.*

**The Chair** – *Nick, do you know if the locations proposed, whether they considered the last round of temporary noise monitoring undertaken around this time last year? Are there some proposed in the same location so you can compare pre-trial and post-trial with the exact same location.*

**Nick Seselja** – *Yes previous noise monitoring was considered, however the locations currently proposed are based on the noise modelling that was conducted. I would stress though, that these locations have been proposed and no final decision has been made. That's great feedback, what you are giving us, you're saying 'No, my preference very strongly is to go where we have had the monitoring in the past and compare it*

**The Chair** – *There are two things I assume Airservices are trying to achieve, One, what is the change in noise from an area that was already impacted and Two, what is the change in noise in new areas.*

**Brad Pearce** (Tweed Shire Council) – *I have taken a few calls from residents in the Farrants Hill area and there are some representatives here today. One of the calls queried the location of the noise monitor in relation to their average assessment of the increased noise they have experienced at Farrants Hill. One of the conversations mentioned about Stotts Creek whether that was a first location, given the number of residents who have contacted Airservices to voice their concerns.*

**The Chair** – *Just to clarify, the Stotts Creek monitor is to confirm the results of the modelling?*

**Bill Pinkstone** (Banora Point & District Residents Association) – *But if nobody lives at Stotts Creek why are you modelling Stotts Creek and continuing to put a noise monitor there?*

*to that’.*

**Nick Seselja** – *It can be difficult when you have limited resources because there will be a range of opinions. However, we need to do our best to make sure that the ANACC and the CACG have given their feedback and we will try to take that in to consideration. I think what you have all said is great and we will try to capture all of that.*

**Nick Seselja** – *Yes and in response to that, Neil Hall has been working with Richard Anderson, a resident of Farrants Hill, who is here. My understanding is that Neil is locating a hand held monitor to capture initial data, and then continuing discussion with the residents of Farrants Hill. The closest area modelled to them was Stotts Creek and it was suggested that one monitor be there because this location was going to have the greatest noise increase. As I outlined in my presentation, this is an example of each stage of consultation informing the next.*

**Nick Seselja** – *Yes, in terms of modelling it was the greatest single increase in decibels.*

**Nick Seselja** – *Again, we proposed that as a location because the modelling from that trial showed that the greatest increase would be there. I would stress that these locations were proposed to CACG and*

**Ronnie Hoskisson** – We are more concerned about Farrants Hill. Where were the original temporary noise monitors located?

**Rob Anderson** – Would it be possible for Airservices to put that pictorially on a slide to show where the tracks were and where they are just to assist everyone?

**The Chair** – Nick, just confirming, are the results of those temporary noise monitors still available on the website?

**Bill Pinkstone** – I provided feedback to Nick about the Environmental Assessment that took place in order to have three proposed noise monitors, I ask the question, why would two noise monitors be located South of the Tweed River when less than 5% of the population live South of the Tweed River. I also asked a question about why would a monitor be placed at the same location where the two flight paths intersect before the Golf Course?

One monitor should be located on Lochlomond Drive, between 40 and 60 on top of that hill, I believe the best location where aircraft going straight over. I also proposed Inverness Court which is my premises, I don't live under the flight path, but putting that at Lochlomond Drive which is under the flight path now and where we live you can get an understanding of the newly affected residents of actual noise on the top of that hill. By putting them at Inverness Court again you can get comparative data on noise because the southerly winds now blowing as the aircraft is going up the Terranora Road ridge line and basically blowing all the noise from the southerly towards the north and all the residents that live in that area who were mildly affected by aircraft are now being adversely affected. I can support John in putting one in Oxley Cove because that was where you were looking for

ANACC members, rather than decided.

**Nick Seselja** – Locations for the temporary monitoring that has already occurred are Inverness Court Banora Point West, Darlington Drive Banora Point West, Colonial Tweed Caravan Park Tweed Heads South, Midship Court Banora Point, Anthony Avenue Banora Point, Bamerry Street, Fingal Head.

**Nick Seselja** – Yes.

**Nick Seselja** – Yes they are.

*noise improvement. The feedback that we have been given at our residents meeting, has been that Oxley Cove still have concerns, it will be meaningful to measure the data there. I don't see the benefit in putting a monitor under the old flight path we want to measure the new flight path, I would support putting one South of the Tweed River where the bulk of the residents live under the flight path that are adversely affected and if that's Farrants Hill well then that's where it should be. I believe that will give you realistic information on the impact of the new flight path on new residents including Farrants Hill and Banora Point and to compare Oxley Cove. We want to identify the area's where there is major changes in aircraft noise that would be my recommendation.*

**Terence Vardy** – *As our representative Barry Jephcote isn't here, I would like to add my support for a noise monitor at East Banora where it affects a large number of people rather than some of the proposed sites like Stotts Island.*

**John Alcorn** – *We have no tracking data about how this flight path is being flown, can this please be provided?*

**The Chair** – *Nick, the members of the committee can provide feedback to you on their preferred locations for the monitoring. The modelling people will take that on board and locate based on their technical requirements and the feedback received. Will you then send out a plan confirming the location of the noise monitors and include flight tracks to show where the monitors are compared to the flights?*

**Nick Seselja** – *That is great feedback from you all, I will certainly be taking this back with me. We do value your opinions, so thank you.*

**Bill Pinkstone** – *The public school will pick up any noise of this change in flight path, the permanent one is between where the aircraft was going and where the aircraft are now going and that should pick up that. I think what you are referring to is the east bound and the north bound which are not part of the changes.*

**Nick Seselja** – *Yes I can provide that.*

**Nick Seselja** – *Yes I will.*



**Bill Pinkstone** – A commitment was provided when Airservices presented this change, that the aircraft would turn and be lined up by the time it got to the Golf Course and that it would then go on the new track at Melaleuca Station. In practice the aircraft are heading on the centre of the Golf Course and then straight out and turning at the earliest point on an arc, they are not going on to Melaleuca Station. The aircraft are coming up then going on a big curve some going more west than the 320's, so that needs to be looked at corrected.

When I go on Webtrack and look at the tracks, every single track are the same and every track is reflecting the flight path proposed when in practice this is not the case.

They are not going where Webtrack show them. Airservices need to make urgent investigations into the accuracy of Webtrack. It would appear as though it is the same thing on a loop and just plays the same track and a different number on it. I know that may be a bit subjective but that's how it appears. Can we get a commitment from Airservices to actually ring me and make an arrangement to do a field inspection on a day when there is a southerly wind blowing and it's a clear day rather than a cloudy day.

**The Chair** – Nick, what might assist, if we can get those tracks of what they are flying now verses what the track they are intended to fly. Bill had a question on top of that as to the accuracy of information coming out of Webtrack, is there a calibration test that can be done?

**Bill Pinkstone** – Could we get a report back on that because it is a serious matter. Also why has the 'Live' Webtrack been taken offline?

**Nick Seselja** – So you are saying, they are not going where we said they would go?

**Nick Seselja** – Yes I'm more than happy to arrange a field inspection.

**Nick Seselja** – I'm happy to report back in more detail as to where aircraft are flying. In regards to calibration, I would have to take that on notice and get back to you.

**Nick Seselja** – The issue regarding Webtrack, I could not answer that today but I will take your feedback on board. I am not aware of WebTrak being taken



*offline, however I'm happy to have a discussion with the team at Airservices who handle Webtrak and come back to you about your concerns. I hope that this demonstrates to you that we do take your feedback and questions seriously.*

**Question/Discussion**

**Response**

**Permanent Noise Monitors**

**Nick Seselja** – *In terms of a permanent monitor that was removed 6-7 years ago, this is something Bill raised with me at the last CACG Meeting, Airservices are working with Tweed Shire Council and just to let you know it's moving and I will keep you updated regarding this and I'll keep pushing for its reinstatement.*

**Ronnie Hoskisson** – *Could I ask, is that reinstatement be in the same general area that it was removed i.e. West Tweed Heads?*

**Ronnie Hoskisson** – *In view of the proposed moving of landing threshold, and things that are occurring at the southern end of the runway, I think that a noise monitor there to establish baseline reference data now would be incredibly important.*

**Nick Seselja** – *Would that be the opinion of all to reinstate the noise monitor in the same place?*

**Nick Seselja** – *What we need to establish first is what are available options and then come back to these Committee's and say where we want the second permanent monitor to be.*

**Nick Seselja** – *So you are saying place it back in the same spot?*

**Ronnie Hoskisson** – *Yes I would.*

**Bill Pinkstone** – *I agree too.*

**The Chair** – *I think everyone would be in agreeance to reinstate the monitor in the same spot because we have all that historical data.*



**9. General Business**

**ILS Update**

The Chair provided an update and presentation on the ILS. This presentation is attached to the minutes. He added that a Press Statement has been released jointly from Gold Coast Airport and Airservices that the ILS Approval Process has begun.

**Question/Discussion**

**Response**

**John Alcorn** – *You’ve talked about Federal approvals, do you have to get approvals from the NSW Government and Environmental services there or have you already got those?*

*So basically with the lease agreement you have received from the NSW government you are under no environmental protection and regulations in regard to NSW or TSC.*

**John Alcorn** – *I received some information from a source about GCAL’s negotiations with the Department over the Lease and part of it was that the Gold Coast Airport is holding up the NSW LEP because they have got an objection to it, is that right?*

**John Alcorn** – *In the information I’ve seen on the negotiations with the NSW Government there was information in there about extending the RESA, changing the Arrival Threshold and also approval to extend the Runway. Is the ILS MDP going to include information on the RESA, the Landing Threshold and the Runway Extension?*

**The Chair** – *The approvals for the ILS are all through Federal Legislation.*

**The Chair** – *The Federal Department of Environment will assess the environmental impact associated with the installation. This assessment considers the whole of the environment including State significance.*

**The Chair** – *Gold Coast Airport have asked for a deferral of zoning of the land adjacent to the Airport from the draft Tweed LEP 2012.*

**The Chair** – *The ILS MDP is for the works associated with the installation of the ILS only. Airport developments are bound by that shown in the current Airport Master Plan. A RESA and Runway Extension are not in the Master Plan and are therefore not allowed. If the Airport would like to proceed with*



## Gold Coast Airport

**ohn Alcorn** – Last year you confirmed the proposed location of the ILS Localiser did not allow for a Runway Extension.

**Ronnie Hoskisson** – Dennis Chant, when he wrote to the NSW Minister, asking for the Land to be deferred from the Tweed zoning process stated that other important improvements carried out over the short term actions are proposed to be a RESA and a high intensity approach lighting and the short term according to your Master Plan is 0-5years, which raises the question if you're planning on extending the RESA etc in the short term as per Mr Chants submission why is the ILS being positioned where it is, isn't it the wrong place especially as the Lease was also granted for the purposes of a Runway Extension to its full length utilising the full North, South dimension of the Crown Land. So are you going to put an ILS right in the middle where you are going to extend the Runway and put the RESA?

**Ronnie Hoskisson** – I just like to say that the maps included in your EPBC referral didn't have any dimensions on them so it's really hard to judge what the footprint is, from a meterage and size point of view. I just ask to bear that in mind.

*Is the ILS the only thing that's covered under the Major Development Plan that the Airport is going to lodge?*

*So the MDP is just for the ILS and 300m RWY Strip?*

*these developments they would need to be included in the Master Plan. The relocation of the Landing Threshold is in the current Master Plan and the Airport will seek approval for this at some stage in the future.*

**The Chair** – Where it is proposed to be located, if you were to extend the Runway and RESA you would have to move the ILS Localiser.

**The Chair** – A RESA and a Runway End Extension are two different things. The Runway Safety Area is an area beyond the end of a Runway, the location of the Localiser should not impact on a RESA, if installed. There hasn't been a decision whether the Airport will look to include a RESA into the Airport Master Plan.

**The Chair** – Thank you.

**The Chair** – Yes.

**The Chair** – Yes.



**Bill Pinkstone** – What Minister did the Letter from Dennis Chant go to?

**Ronnie Hoskisson** – Brad Hazard, and then it went to the Minister of Infrastructure and various others.

**Bill Pinkstone** – If you were to extend the taxiway south, the taxiway would have to go over near the Tunnel.

**The Chair** – There is no provision for the taxiway to be bought over the Motorway. A Runway does not have to have a full parallel taxiway.

So you can extend the Runway without extending the taxiway?

**The Chair** – Yes.

**John Alcorn** – Brett, why did the Airport include within the Lease all that land to the left and to the right of the ILS footprint where there are environmentally sensitive areas? The negotiation for the Lease were kept secret, I am disappointed about that.

**The Chair** – I cannot comment on the process that was undertaken to acquire the land.

**Question/Discussion**

**Response**

**Bill Pinkstone** – From the community feedback everybody supports the safety aspect of the ILS. We've endorsed that in resolutions and we support it, to install it as soon as you can the only issue from our colleagues in the North and in support of them, is that the ILS will only be used for inclement weather and the RNP will be used and therefore we won't get that issue. Is that what the Airport, Airservices and Airlines intentions are?

**Graham Quick** – Certainly the Airlines intentions because the majority of our Aircraft arrivals come from the South and to use the ILS requires probably 20+ extra more track miles for us. The RNP we are currently using, Virgin is about to start, works well and requires significantly less Track miles, the only exception will be the international arrivals, Air Asia and Scoot, from a safety perspective you are better to have them on the ILS.

RNP Arrivals 32, what's the timeframe for that?

We are already flying the RNP overlayed over the existing approach so you'll notice no difference.

**John Alcorn** – We were told that there would be two RNP Procedures developed for RWY 32, one on the instrument approach and one on the visual approach, is that the case?

**The Chair** – The difference there is Jetstar fly a company owned RNP Procedure whereas the one that's just been released on 14 is available for anyone to fly.



*And which one do you guys use?*

**Bill Pinkstone** – *I'm happy to move a resolution that before any RNP on RWY 32 Arrivals is published that there will be full consultation as was done for the North notwithstanding if the RNP is still over the same existing flight path.*

**John Alcorn** – *Seconded.*

**Graham Quick** – *Yes, there is two, one that overlays the VOR and one that overlays the visual approach.*

*Whichever Traffic Control gives us to use.*

**The Chair** – *All in agreeance, the Committee votes to put that as a recommendation.*

### **Airport Update**

The Chair updated the committee that Scoot are transitioning from their 777 to 787 Aircraft which is good for the Airport, that's likely to occur early April. Cathay Pacific had six charters into the Airport for the Chinese New Year, which Charles Martin did give an update on at the last CACG Meeting regarding this.

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



## Gold Coast Airport

### ANACC COMMITTEE ACTIONS - Next Meeting Thursday 25 June 2015

Date	Action Item	Action Officer	Status	Action	Complete Date
16 Jun 11	ANACC Northern Membership	Brett Curtis	<b>OPEN</b>	BCurtis to meet with G Threlfall 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.	
8 Dec 1	ANACC Members Section Online	Brett Curtis	<b>OPEN</b>	BCurtis to determine whether a Members Only section of ANACC could be developed.	
8 Mar 12				GCAPL currently investigating and will update at next meeting.	
8 Jun 12				This item will be reviewed once the TOR is agreed upon.	
28 Feb 13				Chair to discuss with GCAPL Comms/IT to discuss options.	
31 Oct 13				Investigations are ongoing to find the best method for communication.	



**Gold Coast Airport**

27 Feb 14				CACG website being developed leading to development of a similar ANACC website.	
5 Jun 14				ANACC section to be incorporated into the CACG website, concept to be provided at the next meeting.	
30 Oct 14				ANACC link to be incorporated as part of the current CACG website.	
26 Feb 15				Work is in progress with GCAPL Communications and IT.	
6 Dec 12	Community Letters – FHCA	Airservices	<b>OPEN</b>	ASA to reply to questions and requests within letters from FHCA	
28 Feb 13				ASA are currently working through the data response anticipated to be available at the July ANACC	
25 July 13				ASA have replied to FHCA. Waiting on response from FHCA as to whether the item can be closed off.	
31 Oct 13				To be followed up by B. Jephcote and K. Morrison.	
27 Feb				BJephcote requested this item stay open.	
5 June 14				BJephcote has requested this item stay open.	
30 Oct 14				Correspondence received but not yet discussed with FHCA, item to remain open.	
26 Feb 15				No update provided, this item will remain open.	
26 Feb 15	RWY 14 Departure Trial Maps	Airservices	<b>OPEN</b>	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.	
26 Feb 15	Reinstatement of Permanent Noise Monitors	Airservices	<b>OPEN</b>	ASA to follow-up the re-instatement of permanent noise monitors and provide feedback to the committee.	
26 Feb 15	ASA Field Inspection	Airservices	<b>OPEN</b>	ASA to do a Field Inspection at Banora Point and Oxley Cove	
26 Feb 15	Webtrack Inspection	Airservices	<b>OPEN</b>	ASA to investigate Webtrack inaccuracies based on feedback given by members and residents.	





# Gold Coast Airport ANACC Meeting Airservices Update

26 February 2015 – Presented by Nick Seselja

# Overview

- Three updates to present today:
- **1. Smart Tracking Update**
- **2. Strategic Noise Improvement**
  - Runway 14 southern jet departures realignment over Banora Point Golf Course
  - Temporary Noise Monitoring Discussion
- **3. Permanent Noise Monitor Update**

# Smart Tracking Update



Blue: Existing Smart Tracking

Red: Proposed Smart Tracking

Green: Existing Instrument approach in inclement weather

# Smart Tracking Update

- Started on 13<sup>th</sup> December 2014
- Now being flown by Virgin, Jetstar and Qantas
- Hopeful of more airlines coming on board in 2015
- Shorter track miles, less emissions, less fuel
- No issues raised with NCIS

# Runway 14 Southern Jet Departures Trial

## Update on 12 month trial

1. Requested by the community
2. 12 month trial started on 8 January 2015
3. Will be reviewed after 12 months
4. 35 people have contacted NCIS regarding the trial
5. 8 people contacted NCIS before the trial started





# NCIS Feedback Received by Suburb

Banora Point: 21

Farrants Hill: 10

Bilambil Heights: 1

Tweed Heads South: 1

Terranora: 1

Clothiers Creek: 1

**Total: 35**



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# Community Engagement Process

- Consultation process
- Each stage informs the next – not a static process
- Consider the issues that are raised
- Eg: Farrants Hill + Banora Point Feedback



# Temporary Noise Monitors (Proposed)



- 4 monitors for 3 months
- Deployment mid March until mid May
- Proposed locations distributed to ANACC and CACG members 2 February
- Feedback received until 2 March

# Feedback on Noise Monitors

- Feedback has been limited
- Noise monitoring must always have a purpose – in this case, measuring the effects of the trial
- We will always have limited resources, so we need to consider the most effective use of those resources
- Feedback so far

# Permanent Noise Monitor

- Was raised at the CACG last year that second permanent monitor had not been replaced – took question on notice
- Offer of support from Tweed Shire Council
- Working with council to have permanent monitor re-instated



# GOLD COAST AIRPORT



# Instrument Landing System

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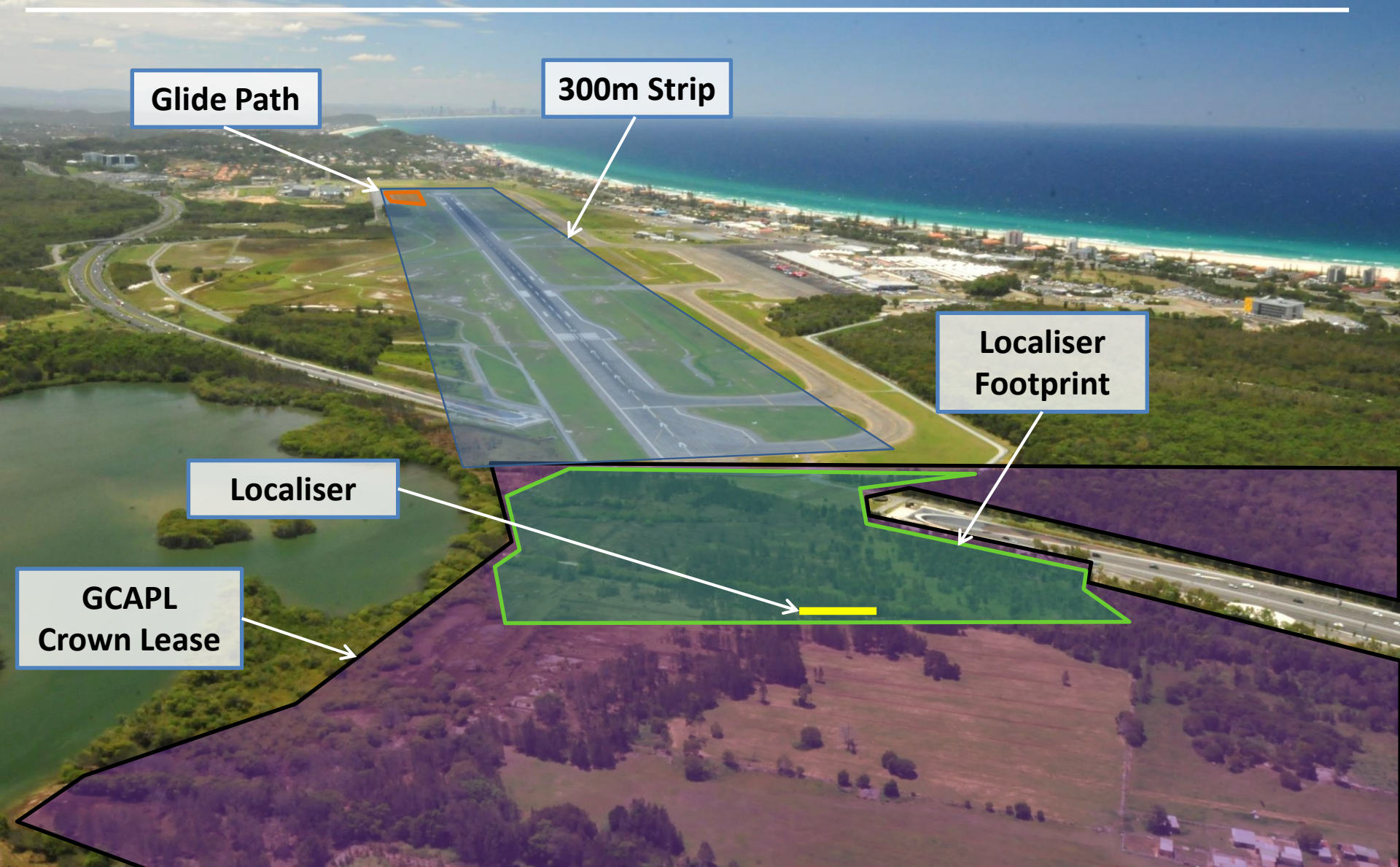
Airservices Australia propose to install an ILS on runway 14 for the purpose of improving the reliability of landings at Gold Coast Airport in adverse weather conditions.

## Approval Pathway

- Department of the Environment
  - ✓ Referral
- Department of Infrastructure and Regional Development
  - ✓ Major Development Plan



# ILS Project



Glide Path

300m Strip

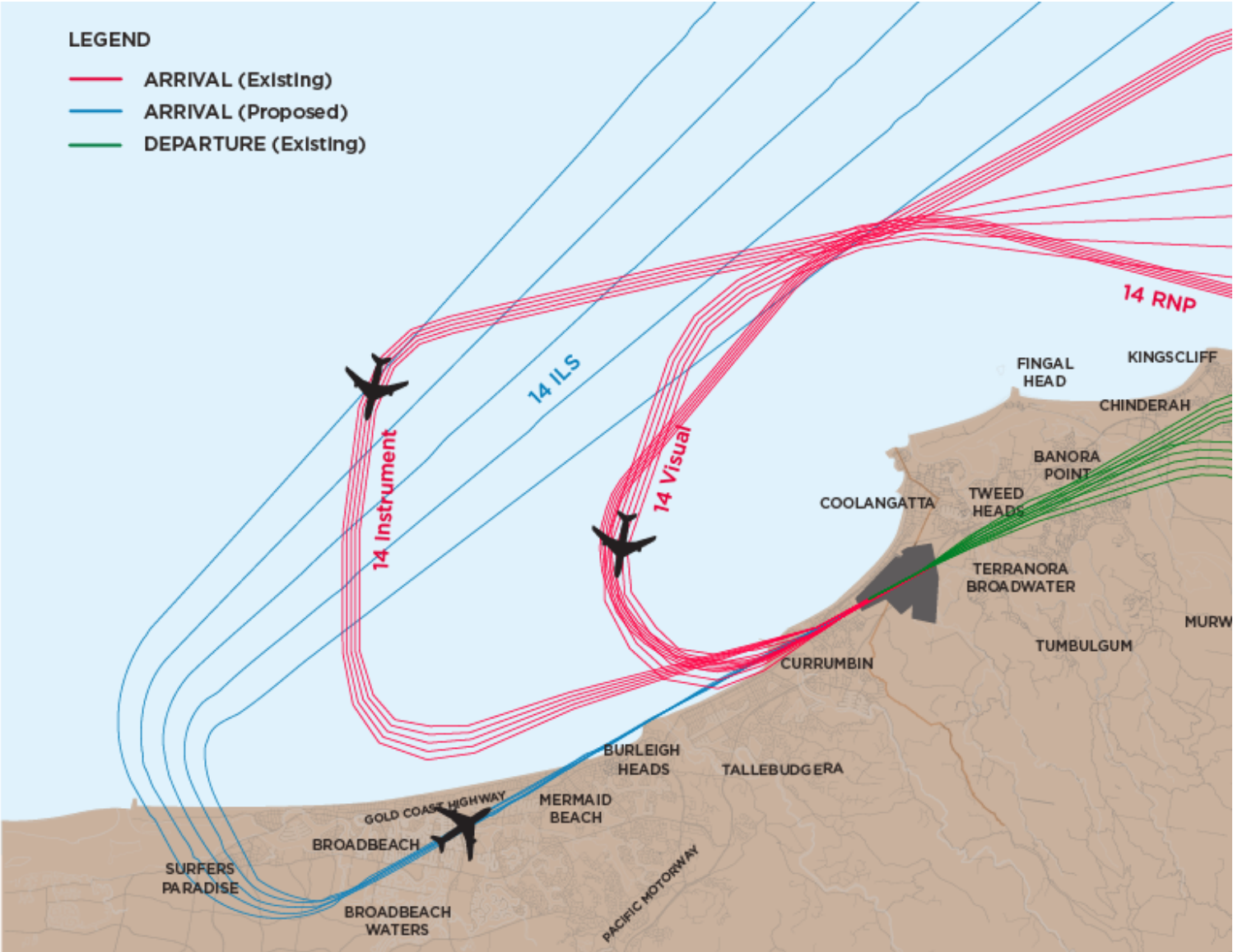
Localiser Footprint

Localiser

GCAPL Crown Lease

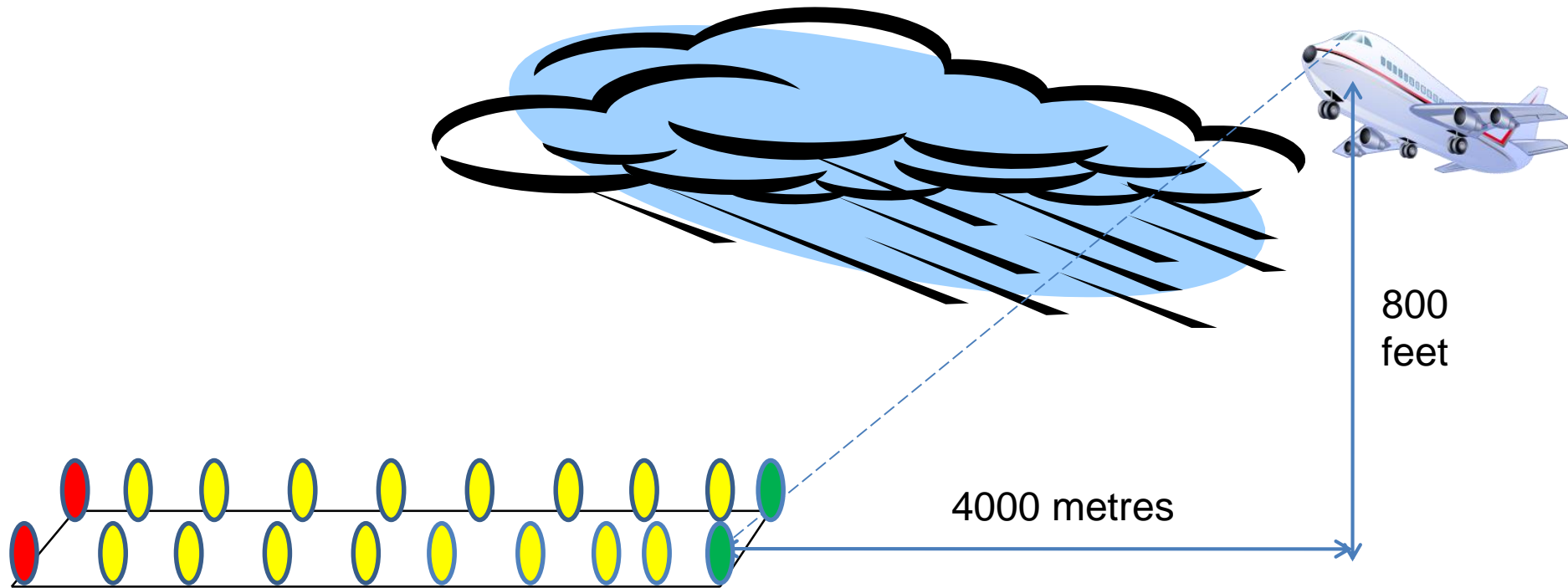


# ILS Flight Path



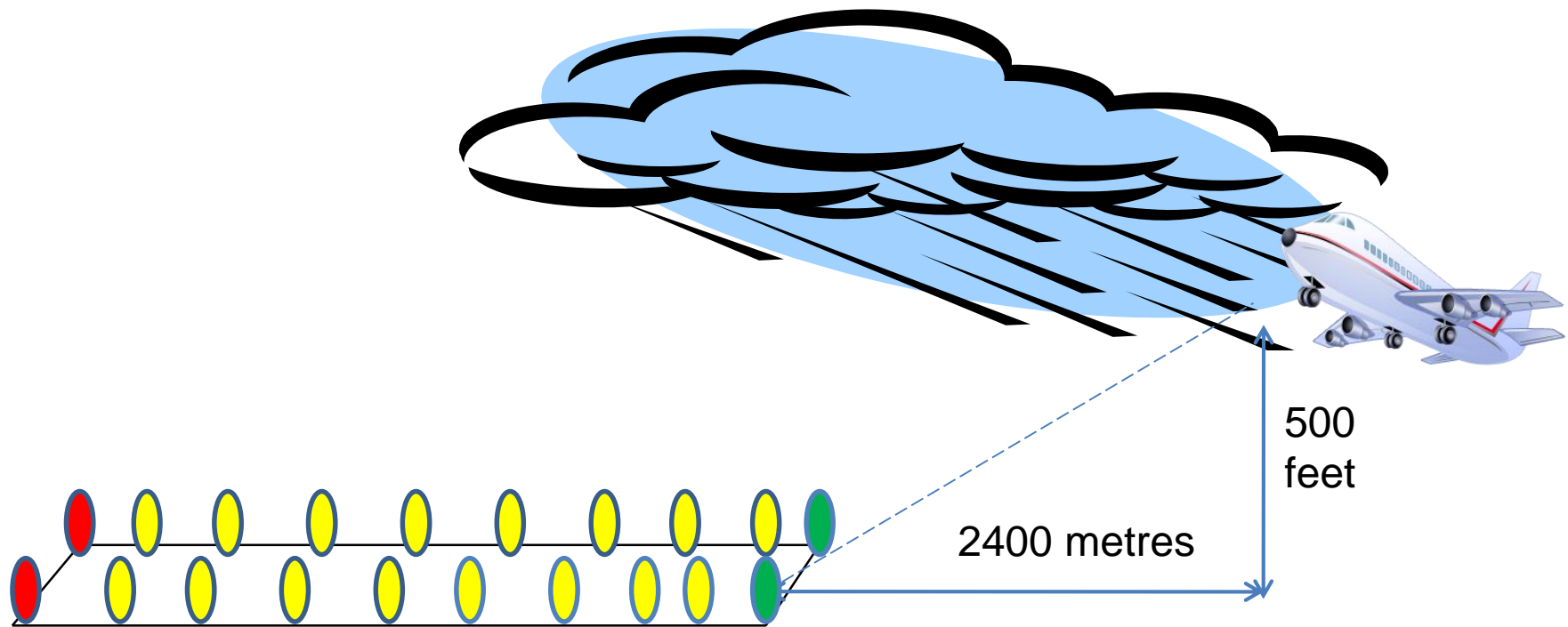
# Existing Landing System

Aircraft can descend to 800 feet before the pilot has to decide if there is sufficient visibility to land.



# RNP Landing System

Aircraft can descend to 500 feet before the pilot has to decide if there is sufficient visibility to land.



# Instrument Landing System

Aircraft can descend to 280 feet before the pilot has to decide if there is sufficient visibility to land.

