

CFIS
COPY

MINUTES

of

GOLD COAST AIRPORT NOISE ABATEMENT CONSULTATIVE COMMITTEE (ANACC) MEETING HELD AT JOHN FLYNN HOSPITAL ON 27 MARCH 2003

In Attendance:

Members:

Andrew Sellick
John Alcorn
Peter James
Ray Tate
Don Buckley
Barney Pinney
Adrian But
Peter Coburn
Jim Boyle
Trevor Stephenson
Roger Savage
Colleen Fish
Kerrie Perkins
Barrie Briggs

Qantas Airways Ltd
ACCA
Tugun Progress Association
Banora Point Residents Association West
Tweed Shire Council
Airservices Australia
Airservices Australia
Airservices Australia
Tweed District
SECCA
Bilinga Neighbourhood Watch
Gold Coast Airport Limited
Gold Coast Airport Limited
Gold Coast Airport Limited

Proxy:

Krystyna Homik
Dr Bruce Moon

for Margaret May MP
for Wilf Ardill, Friends of Currumbin

Apologies:

John Sweeney
Wilf Ardill
Ian Glew
Arthur Elliott

Bilambil Height Progress Association
Friends of Currumbin
Gold Coast City Council
Cyclades Cres. Currumbin Neighbourhood Watch

Others:

Leigh Kenna
Tina Mojica
Dave Southgate
Len Wallace
Julie Murray
Geoff Tribe

Airservices Australia
DoTARS
DoTARS
Cudgen Progress Association
Kingscliff Ratepayers & Progress Association
East Banora Point Residents Association

1. Opening

Meeting opened 0910am.

The Chairman welcomed all to the first meeting of 2003. He introduced two new attendees to ANACC: Colleen Fish the new Environment Manager for Gold Coast Airport Limited; and Tina Mojica from DoTARS.

Furthermore, he welcomed Dave Southgate (a guest speaker on TNIP), Adrian Butt and Leigh Kenna.

2. Apologies / Proxies

As listed above.

3. Acceptance of Minutes of Previous ANACC Meeting

The Chairman referred to the minutes of the last meeting and noted that the Secretary had not recorded the attendance of: Barrie Briggs; and Kerrie Perkins.

Jim Boyle referred to Item 10 on Page 3 and requested that Ray White be heard again regarding Paper Plane issues.

Accordingly, Ray White stated that the minutes were not accurate and that they did not record his strong objection to the Chairman's refusal to supply information relating to Item 10 about Night Freight Movement Sheets. He continued by advising that he had asked for information one week before the last meeting and the information was refused because the information could not be disseminated to all committee members.

The Chairman referred to lengthy discussions that had previously transpired with the committee and where there had been agreement that information was not to go out to one member only; that information should go out to everybody. Furthermore, the Chairman reminded the committee that the minutes would no longer reflect verbatim discussions, however, resolutions from discussions would be recorded.

Acceptance of the Minutes

Moved: Trevor Stephenson

Seconded: John Alcorn

CARRIED

4. Business Arising from Minutes

4.1. The Chairman gave an undertaking to get a definition of 'where practicable' for the next ANACC.

The Chairman advised that he had spoken to Quentin Proctor from Minter Ellison who had advised verbally that there is no legal definition of where practicable. Furthermore, the Chairman tabled an email from Mr Col Elliott, Chief Magistrate. (Attachment 1)

Jim Boyle moved the following motion:

'that a letter be forward to the Minister for Transport asking Airservices Australia in the control of air transport the social environment be given a higher priority'.

A.I. 1

Moved: Jim Boyle
Seconded: Ray Tate

Discussion on the Motion

General discussion transpired regarding NAP's and Airservices Australia being unable to mandate certain operations as pilots can over-ride specific instructions.

The Chairman advised that GCAL could go back to the FNP and talk to the signatories and ask them to reconsider, where at all possible, the use of the full runway length. He also added, recognising that there are going to be times where they are going to seek intersection departures and they will be granted.

Vote on the Motion

For - 5
Against - nil
Abstain - Airservices Australia

CARRIED

Peter Coburn reminded the committee that NAP's are designed for aircraft over 5700kg.

The Chairman spoke of organising either Rodger Smith or Peter Harris from ATC to sit down with the members and have a look at what NAP's are in right now. Furthermore, the Chairman advised that he could chair the meeting. The chairman asked for interested persons to come forward.

Trevor Stephenson spoke of the 'legal drafting body' in government who have the power to advise the intent of the wording. He suggested that the committee go back to the Commonwealth for the intent of the wording, however, he stated that such a request now seems redundant as in this meeting it has been advised that ASA cannot enforce intersection departures below 5700kg. He restated, the ASA have never before explained that ATC cannot enforce intersection departures. Trevor voiced his disappointment for the minutes.

The Chairman disputed Trevor's comments and advised that at this meeting he personally has heard ASA advise that ATC cannot enforce intersection departure on at least five occasions.

Bruce Moon moved the following motion:
"that operational guidelines be established to inform decision makers when undertaking decisions involving discretionary turns".

Moved: Bruce Moon
Seconded: Jim Boyle

Discussion on the Motion

Don Buckley requested an amendment to the motion as follows:

"the committee requests AirServices Australia to review the relevant legislation and procedures to advise what options are available for the committee to pursue to limit intersection departures at Coolangatta Airport to assist in the reduction of noise impacts from light aircraft".

Moved: Don Buckley
Seconded: Trevor Stephenson

Bruce Moon requested that his motion be removed.

A.I. 2

A.I.3

Vote on the Motion

All in Favour

CARRIED

Barney Pinney advised that he could respond to the motion now.

The Chairman, acknowledged Barney's statement, however, he requested that the motion be responded to officially at the next meeting.

Barney Pinney took the opportunity to invited the ANACC delegates to the Environment meeting held by BAC for the next quarter. The next meeting is in June with the date to be confirmed. The Chairman advised that he will send out an invitation to all delegates.

A.I.4

4.2. GCAL to approach an ANEF expert to come to the next meeting for the purpose of providing the committee with an explanation of ANEF compilation. Actioned.

4.3. Paper on Vortices tabled by Arthur Elliot to be distributed with the minutes. Actioned.

4.4. Night Freight Movement data would be disseminated with the committee papers. Actioned.

4.5. Night Freight aircraft to be followed up regarding the practise of leaving engines running as they unload the aircraft.

The Chairman advised the Operations Manager of Pacific Aviation had been contacted regarding the concerns of the ANACC. The operator advised that he did not feel it was one of their aircraft as the amount of freight being offloaded/on loaded was large and would be an OH & S issue if the engines were still running. However, he did advise that he would raise the issue with his pilots.

4.6. Noise inquiry summaries from Airservices Australia for the months: September; October; and November to be distributed. Actioned.

5. Correspondence

IN

H H Mayne, Tweed Heads South – 23/01/03

C Elliott, Chief Magistrate Newcastle – 15/01/03

OUT

H H Mayne, Tweed Heads South – 07/02/03

6. Paper On Methodology Used To Produce An ANEF & ANEI Chart

The Chairman circulated a background paper 'Basis and Implementation of the ANEF Around Airports in Australia'.

He asked the committee members to take the paper away and dissect it and then if they had any questions to forward them in writing prior to the next meeting so that the questions could be addressed.

A.I.5

7. Transparent Noise Information Package (TNIP) – Dave Southgate

Dave Southgate gave a presentation on software called TNIP which is designed to rapidly reproduce information and 'what-if' analyses of different operating scenarios at airports.

Following the presentation, John Alcorn put forward the following motion:

'requesting a detailed response from the Tweed Shire Council and Gold Coast City Council regarding: (1) the application of AS2021; (2) whether the Standards have been applied to previous ANEF's; and (3) whether or not there is an intention of the local government bodies to apply the Standards in the future.

He concluded that the councils should come along to the next ANACC and apply definitive answers.

Motion moved: John Alcorn

Seconded: Ray Tate

All in Favour

CARRIED

A.I.6

The Secretary to circulate copies of 'Expanding Ways to Describe and Assess Aircraft Noise when supplied by Department of Transport and Regional Services'.

A.I.7

8. General Aviation

Tandem Skydive

Jim Boyle spoke of Tandem Skydive and the complaints he receives on a regular basis regarding their operation.

The Chairman spoke of the history where: ATC Coolangatta; ATC Brisbane; and Tandem Skydive have and are attempting to do all possible to 'fly friendly'. The Chairman advised that the complaint is noted and that he will ensure the operator is aware.

A.I.8

BAe146 and Curfew Arrangements

Trevor Stephenson spoke of the BAe146 and the curfew arrangements with a total of 4 weekly BAe146 movements approved within the curfew hours. However, Trevor pointed out that with the demise of Ansett the present curfew arrangements needed to be reviewed. Accordingly, he put forward the following motion:

'for the committee to write to the Minister, or the appropriate authority, to reduce the freight jet movements under the curfew arrangement of Coolangatta airport to a total of 2 weekly BAe146 freight jet movements because only two have been used since it inception'.

A.I.9

Moved – Trevor Stephenson

Seconded – Jim Boyle

ALL IN FAVOUR

CARRIED

9. Noise Inquiry Summary – Report from Airservices Australia

Barney Pinney spoke briefly regarding the last quarterly Noise Summaries (distributed prior to the meeting).

Jim Boyle advised that he was making a complaint regarding the practise of ASA directing complaints back to ANACC.

Peter Coburn advised that the intent of such a practise is so that the complainant gets more information from their local representative, therefore allowing the ANACC member to voice his communities view at this meeting.

After much discussion, Barney Pinney advised that rather than referring these to the individuals ANACC representatives ASA could collate them and refer to them at the meetings where statements such as 'I don't think it is right or fair' could be documented in the ASA monthly report with an additional column that is titled 'Refer to ANACC'.

10. General Business

Nil.

11. Date of Next Meeting

Thursday 19 June, 2003.

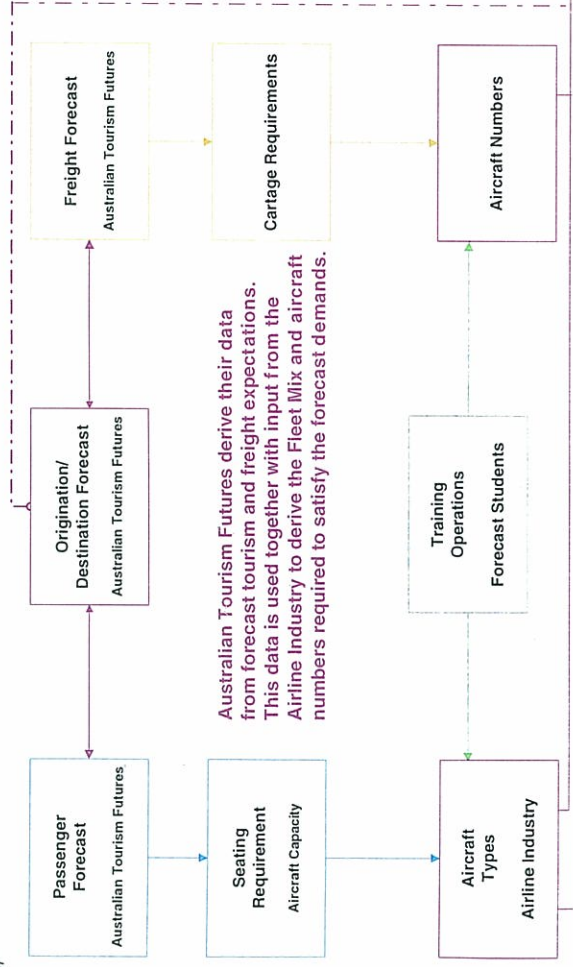
Meeting closed at 1155 am.

ACTION ITEMS

1. A letter be forward to the Minister for Transport asking Airservices Australia in the control of air transport the social environment be given a higher priority.
2. GCAL to go back to the FNP and talk to the signatories and ask them to reconsider, where at all possible, the use of the full runway length.
3. Airservices Australia to review the relevant legislation and procedures to advise what options are available for the committee to pursue to limit intersection departures at Coolangatta airport to assist in the reduction of noise impact from light aircraft.
4. GCAL and Barney Pinney to liaise regarding invitation for members to attend the next quarterly BAC Environment meeting.
5. Committee members to dissect paper on 'Methodology Used to Produce an ANEF & ANEI Chart' and to forward any questions in writing to the Chairman prior to the next meeting.
6. Request of information from the Tweed Shire Council and Gold Coast City Council regarding: (1) the application of AS2021; (2) whether the Standards have been applied to previous ANEF's; and (3) whether or not there is an intention of the local government bodies to apply the Standards in the future.
7. The Secretary to circulate copies of 'Expanding Ways to Describe and Assess Aircraft Noise when supplied by Department of Transport and Regional Services'.
8. The Chairman to ensure that Tandem Skydive is aware of ongoing complaints regarding their operation.
9. The committee to write to the Minister, or the appropriate authority, to reduce the freight jet movements under the curfew arrangement of Coolangatta airport to a total of 2 weekly BAe146 freight jet movements because only two have been used since its inception.

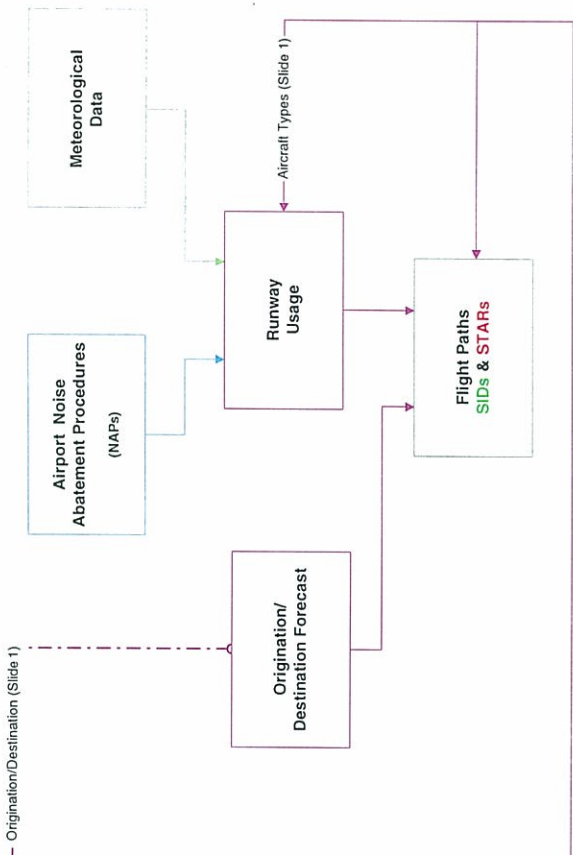
FLEET TYPE AND NUMBERS

(Process for determining Aircraft Type and Numbers)



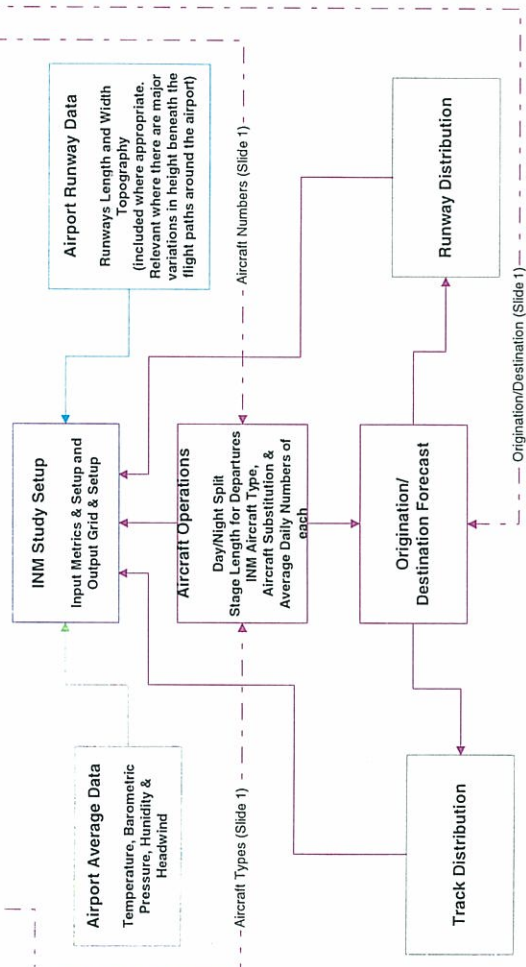
FLIGHT TRACKS & RUNWAY USAGE - DEPARTURE/ARRIVAL

(Process for determining Aircraft Flight Tracks and Runway Usage)



INM STUDY PREPARATION

(Process for determining Aircraft Type and Numbers)



INM OUTPUT CHECKING & VALIDATION PROCESS

