

**MINUTES OF COOLANGATTA
AIRPORT NOISE ABATEMENT CONSULTATIVE (ANACC)
MEETING HELD AT JOHN FLYNN HOSPITAL ON 28 June 2001**

IN ATTENDANCE:

Members:

Pat Masen
Roger Savage
Bill Bourke
Ray White
Jim Boyle
Ray Tate
Peter Coburn
Reg Payne
John Sweeney
Peter Gray
Trevor Stephenson
Adrian But
Ron Walter
Brian Beudeker
Barrie Briggs
Jennifer Miller (Chairperson)

Tugun Central NHW
Bilinga Neighbourhood Watch
Qantas Airways
Tugun Progress Association
Tweed District Residents & Ratepayers
Banora Point Residents Association (West)
AirServices Australia
Airport Central Corridor Alliance
Bilambil Heights Progress Association
Gold Coast City Council
SECCA
AirServices Australia - Environment Branch
Department of Transport and Regional Services
Ansett Australia
Gold Coast Airport Limited
Gold Coast Airport Limited

Others:

Barney Pinney
WGCDR Michael Smith
Kerrie Perkins (Secretary)

Air Services Australia
82 Wing, RAAF Base Amberley
Gold Coast Airport Limited

Proxies:

Murray Lees
Geoff Edwards

For Larry Anthony
For Don Buckley

Apologies:

Peter James

Tugun Progress Association

1. Opening

The Chairman opened the meeting at 9:14 am.

The Chairman advised that the 'Rules of Debate' would be adopted for this meeting.

2. Apologies and Proxies

Apologies and proxies are listed above.

3. Acceptance of Minutes – 8 March 2001

In a response to a question from Trevor Stephenson, the Chairman advised that AirCalin had been placed on the Agenda for this meeting (Agenda Item 6) at the request of Rodger Smith. Rodger had requested this to seek clarification on how AirCalin aircraft will be classified.

- Barrie Briggs **moved** that the minutes be accepted.
- Trevor Stephenson **seconded** the motion.

4. Business Arising From Previous Minutes

Action Items

1. **Notes on Leigh Kenna's presentation to be distributed with minutes.** Actioned.

2. **"Report Of Investigation of Runway 32 Use During Curfew at Coolangatta" to be distributed with minutes.** Actioned.

3. **Tony Frodsham to provide flights tracks (daily) for agreed upon duration of 20 February to 20 March for the hours of 2300 – 0600 hrs (flight tracks to be sent out with Sub Committee Agenda).** Actioned.

4. **Bill Bourke to report back on operation of National Jet BAe146 Aircraft.** Bill Bourke was not in attendance at this time, however, he forwarded the following information outside of the meeting: National Jet BAe146 pilot training includes a post simulator exercise in which pilots are required to undertake a small number of take offs and landings as part of their endorsement. This generally occurs once every six months. It is preferable to use Brisbane or Amberley airport, however, as these airports were not available the training occurred at Coolangatta.

5. **Pip Spence to request DoTRS Minister to write to the Defence Minister regarding this issue of military aircraft at Coolangatta. Pip Spence to report back at the next ANACC meeting.** Ron Walter advised that Pip Spence had moved on, however, in addressing this issue a member of the RAAF had been invited to this meeting. Ron Walter took this opportunity to introduce Michael Smith.

Michael Smith advised the committee that he was from RAAF Base Amberley and was the XO of 82 Wing which controls all F111 operations at Amberley.

Michael advised that he received a Ministerial Correspondence from the Defence Minister requesting a response to Action Item 5. Michael presented to the committee a draft letter from the Defence Minister in response to the Deputy Prime Minister. He continued speaking generally of what had happened on that day in question and stated that it is very common for the RAAF to overfly Coolangatta Airport on the way to the RAAF bombing range at Evans Head. In the past 20 years of operations aircraft have had to divert to Coolangatta for real emergencies – so it is very common for pilots to undertake training to use this airport in the event of an emergency. Mike stated that they are very pro-active in noise abatement and conform to the rules and regulations and that any breaches are treated very seriously.

6. Colin Dahl to provide information that demonstrates the outcome of the flight path options for departures such as AirCalin. To be discussed as Agenda 6.

7. Outstanding Agenda items to have priority at next ANACC meeting. The Agenda was written accordingly.

5. Terms of Reference

The Chairman advised that under the current Terms of Reference the committee representatives were to be reassessed 29 July, 2001. However, in discussion with Barrie Briggs and the sub committee it had been proposed that the existing members stay on the committee till 30 June, 2002. In the interim, comments and suggestions are invited on how better to run the committee and the committees views on representation.

Jim Boyle queried if the Terms of Reference could be open for review.

In response, Barrie Briggs confirmed that the Terms of Reference themselves could be reviewed as part of this process. Further to this, he advised that as discussed in the last sub committee meeting that it was up to the existing community representatives to consider if they would prefer that their tenure finish 29 July at which time GCAL would go through the process of appointing new community representatives. In closing, Barrie advised that the current Terms of Reference expire on the 29 July, therefor, any proposed changes would have to be with GCAL before that date marked to his attention.

Trevor Stephenson took this opportunity to accept the invitation to remain until 30 June, 2002.

6. Jet Departures proceeding to the north off RWY 14 (Aircalin)

Adrian But spoke of the population data provided for this presentation. He stated that the data from 1999 is the most recent to date. His presentation included circulation sheets on 'Estimated Population Affected' and 'footprints' of the following departures:

- Runway 14 @ 2DME Left Hdg 070deg;
- Runway 14 @ 2DME Left Hdg 120deg; and
- Runway 14 MR HDG until over water.

Adrian But explained the concept and application of the 70dBa contour line.

Peter Coburn confirmed that the responsibility of the committee was to address environmental concerns and fundamentally it was AirServices and CASA's responsibility to provide the safety assessment and manage traffic accordingly. Following on to this, general discussion transpired regarding "separation assurance".

Rodger Smith stated that the data shows that if you go runway heading over water you are going to affect a lot more people than if you go left 070.

Trevor Stephenson commented that the current approved 070 flightpath caters for lightly loaded domestic aircraft, and the proposed change could allow for heavily loaded aircraft, and that safety had to be considered.

Trevor Stephenson made reference to GCAL's Master Plan and that the 20 year plan looks at 12 international arrivals and 12 international departures per day. In summary, he stated that we are looking at a change that has long term consequences – effectively planning for the year 2020 so if there is a change now it has got to be for ever.

General discussion transpired regarding the definition of "International".

It was decided that international departures would be those with an outbound heading of 060 to 180.

Reg Payne moved the following motion: "that international departures from 14 be reviewed in the light of radar departures".

- The motion was **moved** by Reg Payne
- The motion was **seconded** by Trevor Stephenson.

Ron Walter reminded the committee of the 1997 report as it reflected AirServices and CASA's requirements and looked at the windows of opportunity that are available.

Rodger Smith spoke of existing procedures and suggested that departures to the east could be managed by taking into account preferred heading for all jet departures.

As agreed by Reg Payne, Rodger Smith interpreted the motion as follows: "all jets with departure tracks between 320 and 120 will be assigned a preferred heading of left 070 from 2DME. The second option is a heading of 140 until established over water".

The Chairman requested a vote on the motion.

- 8 members – voted in favour
- 1 member – voted against the motion

The motion was therefore **CARRIED**.

7. Coolangatta TWO 'SID'

The Chairman advised that at the last meeting it had been confirmed that 185 become the preferred heading as a trial until the next meeting and that AirServices Australia report back at the next meeting.

Peter Coburn advised that he was not at the last meeting and therefore a trial had not commenced. However, he stated that he would be in a position to commence a trial within one week and wanted to take this opportunity to clarify several details which included the length of trial period.

In response, the Chairman requested that flight tracks be sent to GCAL after the first month. GCAL would then distribute them to the members so that they will have them prior to the next meeting. The Chairman in addressing the length of the trial suggested that as the meetings are generally every 3 months and as previously agreed that a 3-month trial would be suitable.

A.I.1a

Peter Coburn clarified that AirServices Australia will be adopting 185 as the preferred heading, however, they would revert to pre-existing path as a second preference.

In response to a query from Jim Boyle, it was confirmed that the turn would be at 1DME and not 2DME.

Peter Coburn continued by advising that during the period of the trial AirServices Australia may need to use the 185 for the first month and make some assessments and then if that was not achieving the desired outcome then they might have to go to 190.

Discussion transpired regarding the Coolangatta SID and its implementation.

Barrie Briggs interjected and stated that these issues have been thoroughly discussed at previous meetings and should therefore not be revisited.

The Chairman in closing this agenda item confirmed that the trial would commence and that data would be distributed in a approximately one month.

A.I.1b

8. Runway 14

At the Chairman's request, Reg Payne opened discussions on Runway 14 as requested by him at the last meeting.

Reg Payne addressed the committee and requested a total review of Runway 14. He continued by advising that the flight paths could be shared very easily and therefore would take pressure of everybody. In summary he stated that by moving the aircraft to 170 instead of 150 would be noise sharing as well as alleviating the affect of property devaluation.

Reg Payne moved the following motion: "the flight path for 14 to be the 170 not the 150".

- The motion was **moved** by Reg Payne
- The Chairman requested a seconder, however, the motion was not seconded

The motion **LAPSED**.

Reg Payne moved the following motion: "for review of 14 in total".

- The motion was **moved** by Reg Payne

- The motion was **seconded** by Ray Tate

The Chairman request comments from the committee.

John Sweeney stated that this was something that they had been through before.

The Chairman requested a vote on the motion.

- 3 members – voted in favour
- 8 member – voted against the motion

Peter Coburn advised he was he was abstaining.

The motion was **DEFEATED**.

Ray White requested that it be recorded in the minutes that two hours after debate of southern issues the representative for Gold Coast City Council left the meeting.

9. Noise Amelioration

The Chairman spoke of noise amelioration being on the agenda at the request of Ray White, therefore, she requested that Ray address the committee.

Ray White spoke of a letter from Mr Stephen Oxley regarding Noise Insulation.

Ray White requested the committee write a letter in response to the Minister of Transport stating that there are residents living in excess of the 30 noise exposure contour level and that the world health organisation night time exposure guidelines are that the noise exposure level outside bedrooms should be 45dBa. He continued by advising that they are subject to double that and that noise amelioration has been granted to the Adelaide and Sydney airport yet Coolangatta we are getting zero.

Ron Walter spoke of the terms of noise insulation in place at Adelaide and Sydney Airports.

Ray White raised a motion requesting a letter be written to the Minister for Transport regarding noise insulation.

- The motion was **moved** by Ray White
- The motion was **seconded** by Roger Savage.

The Chairman requested a vote on the motion. The majority of the committee members were in favour, therefore, the motion was therefore **CARRIED**.

Bill Bourke requested that the correspondence to the Minister reflects that the letter contains the 'community representatives' views and not the airlines view".

10. Sub Committee Report

The Chairman advised that the last Sub Committee meeting minutes had been distributed to members with a request that any changes be forwarded prior to

A.I.2

this meeting so that they could be adopted. In line with this, Jim Boyle requested that clarification to a record of his statement on page 5 which was recorded as: "Jim Boyle stated that aircraft now extending down the runway and he is getting complaints" be amended to "Jim Boyle stated that aircraft now extending further down the runway prior to take off and he is getting complaints".

Ray white spoke of aircraft movements over Tugun within the curfew hours in which operators were not using the preferred runway system.

Ray White raised a motion "that the use of the BAe146 aircraft during curfew hours be terminated because they are either unable or unwilling to use the RWY 14 preferred system.

- The motion was **moved** by Ray White
- The motion was **seconded** by Roger Savage

Jim Boyle commented the possibility of one BAe146 being replaced by two turbo props.

In response, Ray White advised that newspapers can be transferred by road from Brisbane to the Gold Coast and therefore there is no need for newspaper to be delivered by aircraft to Coolangatta.

Barrie Briggs addressed the committee stating that whilst he applauded the community representatives for their commitment to their duty it was important to note that such requests were not enforceable.

General conversation transpired regarding legislation, wind factor and operation requirements.

The Chairman requested a vote on the motion.

- 5 members – voted in favour
- 6 member – voted against the motion

The motion was therefore **DEFEATED**.

Barrie Briggs moved the following motion: "that the sub committee report be adopted".

- The motion was **moved** by Barrie Briggs
- The motion was **seconded** by Trevor Stephenson.

Vote transpired and the motion was **CARRIED**.

Fly Neighbourly Policy

The Chairman advised that information had been sent out to committee members regarding Jandakot Airports Fly Neighbourly process. This information included the executive summary and recommendations. The Chairman continued by advising that the full report will be tabled at the next Sub Committee meeting. Further to this, information on Charles De Gaulle airport in Paris would also be available for perusal.

A.I.3

11. Noise Enquiry Summary

The Chairman advised that the Noise Enquiry Summary from AirServices Australia report had been circulated to all committee members.

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The Chairman again acknowledged the presence of Michael Smith and opened the table for any questions.

Jim Boyle spoke of the history of the day in question and what had transpired. Points of interest included: a submission he had forwarded to the minister asking military aircraft to come under noise abatement procedures at Coolangatta; the receipt of information from AirServices Australia that he deemed inconclusive; witness reports (including one Statutory Declaration) that contradict the information supplied by AirServices Australia; and a reported medical emergency of a Kennedy Drive resident who had a fit after the aircraft had passed.

In summary, Jim Boyle stated that the noise emitted by these aircraft is violent and extreme and that to pursue legal action may be affirmative action, however, it would not be in the best interest of the mature community members. He continued by stating that there were two avenues that could be pursued, firstly, he does another submission for his community asking that noise abatement procedures apply to the aircraft; or secondly, that practice runs be undertaken elsewhere.

Michael Smith acknowledged Jim Boyle's concerns and spoke of the information and data that he had collated since the initial complaint. He reminded the committee that the RAAF do take noise complaints very seriously and therefore a 'hotline' number would be circulated to all members as well as the complaints from this incident being registered in the RAAF database. However, he advised that 'Buckshot 15' was in full accordance and under full control of Air Traffic Control at all times. He continued by advising that it was necessary for the RAAF to practice circuits at this airport as part of their emergency procedures and that Coolangatta has been used in cases of real emergencies.

A.I.4

12. General Business

Ray White acknowledged that the aircraft operated by Impulse were much quieter aircraft than others that operate into Coolangatta.

Ray White spoke of an aircraft that had been recently done several passes over the Tugun area in one night at a very low altitude.

Responding, Peter Coburn advised that he had already investigated this complaint and that the aircraft was undertaking surveying. He did not know what form of surveying but noted that the operators are entitled to do surveying at this time and there are no controls over it.

In response to a query from Ray White, the Chairman advised that it might be advantageous for all if the operator was identified and a Fly Neighbourly communications package be forwarded to them.

Ray Tate on behalf of the committee thanked Jenny Miller for her work over the last two years and wished her the best for the future.

Next meeting is Thursday 6 September, 2001.

Meeting closed at 11.55.

Jennifer Miller
CHAIRPERSON

ACTION ITEMS

1. Coolangatta TWO SID - Peter Coburn to supply flight tracks to GCAL after the first month of implementation of the 185 trial and GCAL to distribute to members accordingly.
2. Ray White raised a motion requesting a letter be written to the Minister for Transport regarding noise insulation.
3. Fly Neighbourly Policy – Full Jandakot Report and Charles De Gaulle airport information to be tabled at the next Sub Committee meeting.
4. RAAF 'Hotline' number to be circulated to all committee members.