



**AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE
ANACC MINUTES**

Date: Thursday 30th October 2014
Time: 09.00 – 12.00
Location: The Visions Room - Twin Towns Resort

Present	Brett Curtis (Chairman)	Manager Operations and Standards - GCAPL
	Carla Golar (Minutes)	Manager Risk and Regulatory Compliance – GCAPL
	Lisa Martin	Aviation Administration – GCAPL
	Neil Hall	Airservices Australia
	Elissa Keenan	Airservices Australia
	Nick Seselja	Airservices Australia
	Laurie Ganter	Tweed Heads Residents & Ratepayers Association
	Wilf Ardill	Tugun Village Community Centre Association
	Garth Threlfall	Friends of Currumbin
	Barry Jephcote	SECCA
	Graham Quick	Jetstar
	Rob Anderson	Virgin Australia
	Josh Ireland	Department of Infrastructure
	Bill Pinkstone	Banora Point & District Residents Association
	John Alcorn	Airport Central Corridor Alliance
	Audra Topping	Tugun Progress Association
	Gloria Baker	Bilinga Neighbourhood Watch
	(Proxy for David Gray)	Bilinga Neighbourhood Watch
Observers	Pat Tate	Banora Point & District Residents Association
	Julie Murray	Kingscliff Ratepayers and Progress Association
	Paul Fagan	Fingal Head Community Association
	Helen Twohill	Fingal Head Community Association
	Kerrie Fitzpatrick	East Banora Point
	Geoff Tribe	East Banora Point
Apologies	David Gray	Bilinga Neighbourhood Watch
	Brad Pearce	Tweed Shire Council
	Jacqui Cord	Tweed Shire Council
	Jodie Bellchambers	Office of Justine Elliot
	Melissa Pearce	Queensland Airports Limited



1. Opening and Welcome

Brett Curtis (Chairman) opened the meeting at 09:10 and formally welcomed members and observers to the October ANACC meeting. The Chair welcomed new attendee Joshua Ireland from the Department of Infrastructure and Regional Development and Gloria Baker as proxy for David Gray from Bilinga Neighbourhood Watch.

Elissa Keenan introduced Nick Seselja as the new Airservices Community Relations Adviser for the Gold Coast. Nick will be the Airservices representative in attendance at future Gold Coast ANACC and CACG meetings.

2. Apologies and Proxies

As recorded above.

3. Acceptance of Minutes of Previous ANACC Meeting

Barry Jephcote motioned the minutes as accepted, Wilf Ardill seconded his motion.

4. Business Arising from Minutes

ANACC Northern Membership

Northern membership continues to be sought. The Chair is hopeful that through the upcoming ILS community consultation process a northern member will be identified. The Chair explained that the Committee is also still seeking a member to represent the airport's general aviation community.

- **ITEM OPEN**

ANACC Members Section Online

Due to the success of the CACG website, it has been decided that a link will be incorporated into this site for the ANACC. This will enable all community related information to be accessible from one area.

- **ITEM OPEN**

Community Letters – FHCA

A response was received from the Fingal Head Community Association confirming there were still some outstanding questions for Airservices. A response to these questions was received from Airservices however Barry Jephcote advised that he had not had the opportunity to discuss with Fingal Head Community Association at this point and requested the item stay open.

- **ITEM OPEN**

Runway 14 Flight Departure over Golf Course

This item will be covered in the Airservices presentation at Item 8 on the agenda. The Chair requested that as the departure trial is about to begin it be closed as an action item.

- **ITEM CLOSED**

Neil Hall to Liaise with Environmental Services experts regarding option of NADP1 & NADP 2 trial

Investigations of data gathered have indicated that there is little benefit to be gained in continuing with a NADP trial. The data previously provided to the ANACC has shown that there is not sufficient correlation between the standardised use of NADP 1 and improved noise levels. Neil Hall recommended this item be closed. Other improvements for noise in relation to climb will continue to be sought.

- **ITEM CLOSED**

EBRA questions regarding RWY 14 Departures

Bill Pinkstone and Neil Hall discussed this matter post the June ANACC meeting.

- **ITEM CLOSED**

5. Correspondence

Correspondence received for the last sector is listed below.

IN	OUT
04/07/2014 Terrence Vardy (EBRA) to Brett Curtis (GCAL) cc Barry Jephcote (SECCA), Geoff Tribe	07/08/2014 Carla Golar (GCAL) to Pate Tate (EBRA)
25/07/2014 Terrence Vardy (EBRA) to Graham Quick (Jetstar) cc Geoff Tribe, Brett Curtis (GCAL), Barry Jephcote (SECCA)	15/08/2014 Brett Curtis (GCAL) to Pat Tate (EBRA)
29/07/2014 Terrence Vardy to Graham Quick (Jetstar), Brett Curtis (GCAL) cc Barry Jephcote (SECCA), Geoff Tribe	05/09/2014 Carla Golar (GCAL) to ANACC Sub-Committee
1/08/2014 Terrence Vardy (EBRA) to Rob Anderson (Virgin), Brett Curtis (GCAL) cc Barry Jephcote (SECCA), Geoff Tribe	09/09/2014 Carla Golar (GCAL) to Bill Pinkstone (BPDRA)
1/08/2014 Terrence Vardy (EBRA) to Brett Curtis cc Geoff Tribe, Barry Jephcote (SECCA)	16/10/2014 Brett Curtis (GCAL) to Robyn Grigg (Kingscliff)
15/08/2014 Pat Tate (EBRA) to Brett Curtis (GCAL)	27/10/2014 Brett Curtis (GCAL) to Nick Seselja (ASA) cc Elissa Keenan (ASA), Neil Hall (ASA)
25/08/2014 Terrence Vardy (EBRA) to Rob Anderson (Virgin) cc Brett Curtis (GCAL), Barry Jephcote (SECCA), Geoff Tribe	
25/08/2014 Rob Anderson (Virgin) to Terrence Vardy (EBRA), Brett Curtis (GCAL) cc Barry Jephcote (SECCA), Geoff Tribe	
28/08/2014 Graham Quick (Jetstar) to Terrence Vardy (EBRA) cc Brett Curtis (GCAL)	
02/09/2014 Terrence Vardy (EBRA) to Lester Lewis (Jetstar), Graham Quick (Jetstar), Brett Curtis (GCAL) cc Barry Jephcote (SECCA), Geoff Tribe	
05/09/2014 John Alcorn (ACCA) to Carla Golar (GCAL)	
06/09/2014 Bill Pinkstone (BPDRA) to Carla Golar (GCAL)	
06/09/2014 Barry Jephcote (SECCA) to Carla Golar (GCAL)	
08/09/2014 Bill Pinkstone (BPDRA) to Carla Golar (GCAL)	

11/09/2014 Terrence Vardy (EBRA) to Bob Fletcher (Air NZ), Malcolm Taylor (Air NZ) cc Brett Curtis (GCAL), Barry Jephcote (SECCA), Geoff Tribe	
12/09/2014 Terrence Vardy (EBRA) to Brett Curtis (GCAL), Neil Hall (ASA) cc Barry Jephcote (SECCA), Geoff Tribe	
07/10/2014 Barry Jephcote (SECCA) to FHCA cc Brett Curtis (GCAL), Terrence Vardy (EBRA), Julie Murray	
13/10/2014 Robyn Grigg (Kingscliff) to ANACC	
15/10/2014 FHCA to Barry Jephcote (SECCA) cc Brett Curtis (GCAL), Terrence Vardy (EBRA), Geoff Tribe, Julie Murray	

6. ANACC Sub-Committee Report

The ANACC Sub-committee was held on the 1st October 2014. Bill Pinkstone, Barry Jephcote, Laurie Ganter, Elissa Keenan, Neil Hall, Nick Seselja and Brett Curtis were in attendance.

Bill Pinkstone provided a lengthy email prior to the sub-committee meeting with a number of questions for Airservices. A large portion of the meeting focussed on addressing the questions raised in Bill's email.

The email raised a number of questions on the soon to be trialled RWY 14 Golf Course departure trial. Airservices presented and discussed detailed information on the proposed trial. This will be addressed during the Airservices presentation at agenda item 8.

Question/Discussion

Response

John Alcorn - I would like it to be noted that I was not present and I will only be picking up on that information as it is presented today. I have a lot of questions myself however I have a lot of faith in Bill and what he is doing.

Elissa Keenan – I would like to reassure you that we are giving the same presentation we gave at the sub-committee meeting today and at the CACG meeting to make sure everyone receives the same information.

Bill's email also raised concerns over Airservices lack of attendance at past sub-committee meetings. Airservices confirmed that they will not be available for all future sub-committee meetings and this is driven by the large number of meetings around the country that they are required to attend.

Question/Discussion

Response

Elissa Keenan – The commitment remains that Airservices will attend the ANACC and the CACG. If there is particular issue that we need to discuss at the sub-committee then we will attend but we can't commit to attending every subcommittee. We actually have the highest attendance to Gold Coast meetings out of any other airport in the country. It's not about not wanting to commit, it's about freeing up the time to look for noise improvements like the departure trial that we are going to do. It's about putting the resources in the right place. I note that Bill is unhappy with our decision and understand why he is unhappy. We apologise that we cannot meet this request.

Bill Pinkstone – The subcommittee in my view would be more than happy to be flexible to fit in with Airservices availability. A very strong point was made by me that if they are not available then perhaps Martin Simpkins could be briefed and at least there would be a representative from a technical operational point of view because that is the purpose of the meeting. It's no good having a subcommittee meeting if we don't have representatives from Airservices to let us know what's happening. I will continue to push this point at the next subcommittee if Airservices are not present. If they cannot be present we can change the date to fit in with them.

Elissa Keenan – We will continue to attend the ANACC and the CACG. If you run a subcommittee meeting please don't expect that we will attend. This is the forum that allows us to talk about issues to a broader group. As I said, if there is a particular issue that we need to address at a subcommittee level, such as the RWY 14 departure trial, we will attend.

John Alcorn – I must compliment Neil as he is always contactable via email or phone. He is very approachable. He has a very busy schedule but he does put a bit of time into it, thanks Neil.

Brett Curtis – Airservices respond quickly to any questions submitted to them in writing.



A discussion was then held on the East Banora Resident’s Association’s concerns with the spread of tracks on the 070 RWY 14 departure. Airservices confirmed, if requested, they will investigate ways to improve compliance with this procedure. Following on from the sub-committee meeting, East Banora have sent through some correspondence. The Chair requested Barry Jephcote read the recommendation contained within the EBRA letter to the Committee.

Question/Discussion

Response

Barry Jephcote - Correspondence from East Banora Resident’s Association dated 21st October 2014 (copy to ANACC, Airservices, Martin Simpkins, Neil Hall and Doug Scott)

‘regarding the departure procedure of aircraft on RWY 14 turning east on 070, East Banora request Airservices Australia to formulate instructions to airline pilots for aircraft to follow accurately the departing route previously and clearly identified and approved by the ANACC (see attachment A with Airservices logo).

Brett Curtis – *Before I hand this over to Airservices for comment I want to draw attention to the last ANACC Committee meeting where it was advised that there was a meeting held with East Banora Resident’s Association with the airlines and Airservices. It was noted that the outcome of that meeting was that East Banora gained an understanding and an appreciation of how the 070 procedure was flown and why there is such a large variance in tracks. It was also understood that the wording of this procedure currently flown is required to be changed if this spread in tracks is to be minimised. East Banora were to consider formally requesting the 070 procedure to be changed to achieve their desired reduction in the spread of flight tracks. The recommendation that has come through from East Banora is not a request to change the procedure so with that I will hand it over to Airservices for comment.*

Neil Hall – *During the subcommittee meeting we spoke about this and I made it very clear that we will look into this request as in how can that procedure be flown more accurately given that the airlines have already looked at that and are doing what they can to make that happen and there is certainly a commitment there. Due to the amount of change that we are going through at the moment with RNP, ILS and the departure trial, we won’t be in a position to look at it until the end of next year. There has been a lot of correspondence between Dr Vardy in particular and the airlines, Airservices and the airport. I would like to think we are in a position now where we understand the proposal for investigation from the East Banora Residents Association and we will always commit to look at the best noise outcomes for the Gold Coast community. We will investigate what we should do in that area to achieve the best noise outcome for the community but that won’t be until*

sometime late next year. It is important to note that we do not make changes for noise improvement unless there is a benefit overall to the Gold Coast community.

Brett Curtis – *In terms of the EBRA request, I think there are two points to be addressed.*

1. *Request Airservices Australia to formulate instructions to pilots.....*

2. *Attachment A which Barry is referring to.*

Neil Hall – *I think we have done this already because there has been enough messaging to the airlines both face to face and in emails that the airlines are aware of it and they are doing their best to fly what they believe is closest to the procedure as possible which I believe is what has been requested.*

With regards to the map, we cannot validate it. It may have been used for a noise assessment at some point but we don't know. The procedure hasn't changed which we have acknowledged but we have also acknowledged that the flight path itself has changed. I am committing to look at that change next year and look at what the best outcome would be for the community. We have been asked not to change the procedure, is there anything we can do within the current procedure to create a better outcome?

Bill Pinkstone – *Who asked you not to change the procedure?*

Neil Hall – *The motion was for the actual procedure not to be changed, the motion was to request the airlines comply with the current procedure as much as possible. The problem with the procedure at the moment is the way it is written results in the wide spread of tracks. If the procedure is re-written this is classed as a change and requires investigation, full consultation and environmental assessment. This is a long process requiring a reasonable amount of resources. At the moment the solution is that the airlines are aware of it and they are trying as hard as they can to comply with how the procedure is written.*

Gloria Baker – *I am not familiar with the procedure, what is the problem with the airlines keeping to the procedure? Is it the way they interpret it?*

Neil Hall – *It's the way it is written, it's a manual procedure. Once aircraft get past 2 DME they turn however the timing for the commencement of the turn will be varied because it is up to the pilot to determine. It's not a procedure that is hard wired into the aircraft system.*

Elissa Keenan – They cannot turn before 2 DME they turn after it and the community expectation is that it should be ‘at’ 2 DME. The airlines are compliant to the way the procedure is written however that is not meeting what the community expected. To say that aircraft must turn ‘at’ 2 DME is a procedural change and will trigger the approval process and if there is a change it may concentrate the tracks over one area. We want to look holistically at what opportunities there are to improve noise for the southern Gold Coast.

John Alcorn – Is there any example of these types of aircraft flying a similar flight path and procedure with the word ‘at’ in it so we could then look at the type of splays they are getting. If those sort of flight paths are out there then it is just a simple process of looking at the radar tracking of those planes and if there is a narrowing and more accurate flight path then you could say that the word ‘at’ is the key to this situation.

Neil Hall – What you have said John is what we are planning to do but it will take some time to do it. I will commit to investigating in late 2015 what the best outcome is for the community with that flight path accepting that the flight path has changed over the years.

Barry Jephcote – Airservices say they are not sure where this came from (referring to attachment A) map showing RWY 14 departure with Airservices Australia logo. This just hasn’t been pulled out of thin air, these are definite documents produced by Airservices Australia.

Rob Anderson – I spoke to Barry just prior to the meeting, I suspect the diagram refers to a concept parallel runway hence why it is called RWY 14 left.

Elissa Keenan – We are not questioning the authenticity of the diagram however we don’t know the context of how or why the diagrams were produced.

Barry Jephcote – There are 2 flights here on two separate days where you can see that some of them are going over Fingal and then within half an hour they are going straight over the top of East Banora. All EBRA are asking for is not a change to the procedure but for it to be flown the way this diagram is showing in relation to noise contours.

Neil Hall – We accept what your community is looking for. We will take that request, consider it and commit to looking at it in terms of the best outcome for your community and any other community that may be newly effected. If we leave that procedure as it is, I don’t think anything is going to change.

John Alcorn – *If you are promising to look at this in 18 months' time, I think that is a good outcome.*

Barry Jephcote – *I would like it noted on the minutes that this change in the flight path due to the trial that was undertaken in 2010 was back in 2009. East Banora did not have this noise prior to the trial.*

Bill Pinkstone – *The people of the north put up a resolution to turn at 600ft on or before the Tugun pub and we all supported it. The same plane, whether it is taking off to the north or the south, should be able to do the same thing. It's not flying RNP to the north. I cannot understand how one part of the community can have this implemented and changed within 3months. Airservices are telling us it will be 2 more years and they may investigate it I'm sorry but that is unacceptable. I support East Banora and Fingal. There are solutions that alleviate those communities but no one is listening. It is not a change in procedure, its one word, it's 'at' instead of 'after'.*

Barry Jephcote – *I would hate to think that Airservices would say to East Banora Point or lower South Tweed Heads residents, 'sorry this has been in place since 2009, you should have been aware of it.' There are people that have bought into the area at East Banora Point prior to the trial asking what is happening.*

Elissa Keenan – *Through Neil, the process is that we receive a suggestion for a change and we have a look at it whether it be big or small and we have to factor it into a time schedule. We conduct a preliminary assessment and take it back to a CACG and an ANACC where we present the results of this assessment to gauge if the community would like to proceed with further investigation and potentially develop it into a flight path change.*

Neil Hall – *I accept on behalf of Airservices the community's concerns. The difference between the north and the south is that the early right turn doesn't affect new communities. If we change a flight path that affects new communities the change may not go ahead if there is not an overall improvement. I will commit to a preliminary investigation to determine if the turn were to be 'at' 2 DME what the change would look like and I'll report back to ANACC.*

Helen Twohill (Observer Fingal Head Community Association) – *There has been a lot said about the current noise outcomes. The bottom line for all of us is that we want to get a better outcome for the communities that are affected by aircraft noise. There was a trial, I understand that the outcome of that from Airservices was that it was not successful in spreading noise and we all understood that it was to revert back to the current arrangement. I was really shocked that there had been a meeting and discussion about 070 without any notification to our Fingal Head community who are directly affected by that current arrangement. Now I find out that there has been a further meeting and there has been further discussion today about possible changes or refinement. If there is going to be an impact on any community we have to be engaged in any process and you are totally excluding us. When 070 and the turn at 2 DME was first put up it did not go through the sort of process that Airservices are now using. Because of that we are very concerned that if there is any discussion or direct action out of here that will have a negative impact on any community that doesn't have a direct rep. I'm not suggesting that it is an easy fix for anybody because we have been agitating for better noise outcomes but we do it for the whole community not just us.*

Neil Hall – *Helen makes a good point that anything Airservices does will consider the whole community. If I make a commitment to come back to this forum with something, that doesn't mean we are going ahead with it that means I need some feedback from the entire community about that. If we could find a way of narrowing that flight path within the existing procedure then that is perhaps a good outcome but I would be very reluctant to say that in a short period I will be able to come up with something that the whole community is happy with. One of the issues is that it is a radar departure so it is not built into the FMS of the aircraft. That's not to say that in the future that is not able to be changed. Anything we do to the south to that turn will have an environmental effect.*

Helen Twohill – I wasn't referring to that, I was referring to what has come up today.

Brett Curtis – I would like to respond to Helen's comments that consultation is not including the community as a whole. The meeting held with East Banora was an information meeting requested by EBRA regarding how and why the tracks are spreading like they are. At that stage there had been no request for a change in a procedure. The meeting was no different to what any community group can request to ask questions about how and why things occur. I want to stress that the meeting held with East Banora was not a decision making meeting, it was purely information.

What is being discussed today is different, it is now going towards a request for change. Should there be a motion to change the procedure it will go through a complex consultation process.

Geoff Tribe – We do not want a change to the flight path, we don't want to change from what was agreed upon and this drawing shows what was agreed upon in 2001. In the last 3 years it has become obvious to East Banora residents that aircraft are not following that track. On the 19th June 2013 East Banora wrote to ANACC and Airservices with a print out of flight tracks. It also compared flight paths east for a short period in 2011 to the same period in 2013. It was obvious that flights had moved off the designated flight path 1 km south. EBRA asked 'if aircraft must follow the 070 flight path, we request aircraft move back to the flight path as originally designed, intended and approved. We are not asking for a change to approved flight paths we do not want flight paths to keep changing and effecting new populations. We want the aircraft flight path tightened so that aircraft are where they were originally intended.' That letter went out 18 months ago. Airservices drawings clearly show the flight path, due to very sloppy drafting of instructions to pilots, that is after passing 2 DME turn east onto 070, we have this broad spread and creeping of aircraft to the south. We have achieved nothing in the past 18 months. Surely this is not too difficult a problem to correct quickly.

Geoff Tribe – No, we want to go back to what was originally approved.

That is a huge process that will take years.

This is a very expensive and drawn out process that Neil is suggesting we go through, maybe all that needs to be done is we produce more of these drawings which will prove to you that they were the accepted flight paths. We are not asking for a turn at 2 DME like Bill suggested, all we are asking is that you stick to what was agreed to. 2 DME certainly imposes a whole new group of residences, we have never argued for a change in flight paths over different people.

Elissa Keenan – *I would like to put it on the record that I acknowledge that you have this diagram (Attachment A) however I do not know the validity of this document. There is no context to the document, there is no RWY 14 Left or parallel runway at Gold Coast Airport. This could have been produced as a concept map as it shows noise contours. It does not have any context on why it was produced, what document it was part of, or when it was produced. I can say this is not a current or recent document as it shows a parallel runway at Gold Coast Airport, but for what purpose it was produced, I just don't know.*

Neil Hall – *What we need to establish is what the community wants and I think the community wants the spread of tracks reduced.*

There was nothing that was approved from my perspective other than the existing procedure. Any change to that procedure involves putting a process in place and consultation.

That is the process. We do not have an option. Airservices' commitment is to take Barry's proposal and look at what options give the best outcome to the community. I can do an initial assessment and come back but I need to be clear that any change will take some time. There shouldn't be an expectation that we are just going to fix this.

Rob Anderson – *I sympathise totally and Barry I can see what you are after. I think firstly we are referring back to a diagram that is probably accurate but we need to verify the authenticity of that. Also, at the moment as far as the airlines are concerned, the wording of the procedure is what is prescribed not a diagram. The pilots are flying what is there at the moment. I say that to you in reference to trying to put a motion forward, the words of that procedure are what the airlines are flying.*

Graham Quick – *The problem is that all airlines are compliant with the current procedure so what we have to do is come up with a way to fix the current*

procedure. Unfortunately that fix has got to follow Airservices' process because we don't know what the outcomes might be for the other residents in the area. For us ideally it's an FMS track exactly as we do to the south.

Brett Curtis – *Can we go back to original motion that has had some thought put into it by the East Banora Resident's Association. There are 3 paragraphs that have been requested to be put forward as a motion to the Committee. Barry, can you read that out and we will take a vote on accepting that motion and putting it forward to Airservices for their response.*

Barry Jephcote –

'As a follow up to our recent discussions regarding the numerous complaints that East Banora Resident's Association has received from local residents in the East Banora residential area we request that you lodge the following motion at the October 30th 2014 ANACC meeting on our behalf. Regarding the departure procedure for aircraft on RWY 14 turning east onto 070, EBRA request Airservices Australia to formulate instructions to airline pilots for aircraft to follow accurately the departing route previously clearly identified and approved by the ANACC. See attachment A. The purpose of this request is to minimise the increasing wide spread of departing aircraft and particularly the drift south over the East Banora area. The East Banora area is elevated and most effected by the late turning aircraft. We are not asking for a change to the approved flight path just the clear wording of the previous instructions provided to pilots. This will ensure aircraft follow the approved flight path more accurately. Any changes to the previous agreed flight path should not be changed without due community process.'

Brett Curtis – *Barry has put forward a motion can we have someone second it and put that to a vote.*

Neil Hall – *Please be aware that under our current legislative framework in terms of community consultation anything that is proposed is purely a proposal.*

Laurie Ganter – *I will second*



Laurie Ganter seconded EBRA’s motion. 4 members were in favour, 4 were neutral there were no members against the motion. Neil Hall to investigate options and report back to ANACC and CACG, he asked the Committee to be mindful that whatever the outcome, there is a process that will need to be followed.

7. General Aviation Update

No update was provided as a General Aviation representative is yet to be appointed.

8. Airservices Update

Nick Seselja introduced himself to the Committee as the new Airservices community representative. Nick provided a presentation which is attached to the minutes. Nick also provided the following links to the Airservices website for further information on the RWY 14 Departure Trial and Smart-tracking:

<http://www.airservicesaustralia.com/projects/smart-tracking/gold-coast/>

<http://www.airservicesaustralia.com/projects/flight-path-changes/gold-coast/>

<u>Question/Discussion</u>	<u>Response</u>
<p>Bill Pinkstone – We discussed last time the representative’s and association’s role in the consultation. Airservices made it clear that they won’t be expecting the associations within the southern area to take responsibility for distributing the information.</p>	<p>Nick Seselja – My apologies, from my perspective it was a strong encouragement for community representatives to get the information out to their communities as much as possible but no you are not ultimately responsible for that.</p>
<p>John Alcorn - On the community consultation page you talk about the effects and how you will monitor it etc. and you talk about the noise complaints hotline. That to me is a fallacy from the start because the people who are under the present flight paths are not complaining, as soon as you make any alteration the only information you are going to get about noise complaints is from the people who experience the change. The people who get the positive benefits are not going to contact you at all. It’s already loaded against that motion.</p>	<p>Nick Seselja – We have spoken about this in our team many times. That is a dynamic that is a reality of anything. If people are negatively affected by something they will make more noise about it. I would as strongly as possible encourage people to give positive feedback. If there is a benefit from this then we want to hear about it. We need to proactively engage with the community and not only hear from the community when there is a problem.</p>

	<p>Elissa Keenan – We will make our decision based on community feedback and based on assessments as well as noise modelling. We will use ANACC and CACG throughout the year to get this feedback too. To reiterate with the Noise Complaint and Information Service, it takes complaints but we can also quickly run analysis through the database on comments and enquiries on the trial. This is why would like to make it the central repository for gathering community information.</p>
<p>Laurie Ganter – I know you haven't got control of the monitoring equipment but the ideal time to monitor it would be when we have most of the south-easterly's blowing and that starts in January and goes through to July.</p>	<p>Nick Seselja – I should have said, March, April, May will be when we conduct the noise monitoring.</p>
<p>Wilf Ardill – With regards to Smart-tracking from looking at the graphs, where you say the aircraft will come in 300m closer to Palm Beach, we are talking about the southern areas of Palm Beach. By the time they get to the Currumbin Estuary they won't be much different from where they are now.</p>	<p>Neil Hall – You are correct, we had to increase the radius of the turn to accommodate all aircraft types. It hits the land at the same point it is just the arc is a little closer to the coast.</p> <p>Elissa Keenan – We didn't want to say there is no change because often noise isn't just hearing, people can see noise. What I mean by that is that if aircraft appear to be flying differently and they see a change, their perception of the noise sometimes changes. We wanted to be very transparent that that is what the change is for your group.</p>
<p>Garth Threlfall – You mentioned updating the RNP and I know that it can get down to 500 instead of 700 now. Is there any other changes with this RNP?</p> <p>What about Scoot, will they use it?</p> <p>What happens then with the ILS, does this take precedence over that?</p>	<p>Neil Hall – It has an extra procedure attached to it which comes from the north. It allows the current Jetstar Dreamliners to join on and fly in using RNP. As time goes on and low cost carriers purchase aircraft with RNP capability I'm sure they will make use of that. Virgin has just about got their 737 approval to fly this. Anybody else that is approved by CASA can use it.</p> <p>At this stage, although Scoot have said they will probably get new aircraft next year it's probably a wait and see. I have mentioned it to them and they have shown interest but there is no commitment there.</p> <p>We still have aircraft that fly into the Gold Coast that will need the ILS. ILS still does provide a lower</p>

So the ILS is still going to be put in?

decision altitude at 280ft. The ILS is an ultimate tool to get in during poor weather. RNP is considered a non-precision approach whereas ILS is considered a precision approach.

The ILS is still going ahead subject to regulatory approval.

Barry Jephcote – The ILS will be at the southern end of the runway, if you have a howling north-easterly wind the jets aren't going to be able to use it and will still have to go to Brisbane. It is only going to be effective when there is a southerly wind blowing.

Neil Hall – If you look at bad weather situations generally on the Gold Coast we get south-easterly winds associated with bad weather. There are exceptions but this is generally the case.

Bill Pinkstone – Regarding the environmental assessment that you did, a commitment was made at the subcommittee meeting to conduct noise monitoring in the newly effected area to the west of the end of the golf course. Is that commitment that is still on the table?

Elissa Keenan – We have 3 monitors for 3 months and we can't move them around so we want to make sure we get the 3 best locations for both positive and negative impact. I don't want to commit to the exact location today but we will work with you and the community to find the best location we can, particularly in the newly effected areas.

The commitment was given at the subcommittee meeting that that would. I want it recorded that those newly effected areas were not included in your modelling for the environmental assessment and if they don't have a monitor there they will be completely ignored and outside the scope of the project.

Neil Hall – West Banora Point was modelled, the modelling shows a 2DB increase in that area. The reference points we have in there are indicative. The reference points show where the modelling was carried out but in addition to that we did noise contour modelling. That 2DB increase is based on that contour modelling. Following the discussion with you at the previous ANACC meeting, we decided to take another reference point and include that. What we want to do, through the temporary noise monitoring, is provide that community with actual data.

Bill Pinkstone – That is what I am asking. That particular area will experience a significant change.

Elissa Keenan – We have absolutely no interest in going out with a significant flight path change and newly overflown people and not telling them about it. This is a trial, delivered based on community request and designed with the community input via the ANACC southern representatives to try and find the best noise outcome. We are doing it as a trial so we can measure the impact, both to those communities who may be negatively impacted but also those communities who may experience an improvement, We will work with you and the community to put the noise monitors in the best location determine the

positive and negative impacts. This will be also be used to help inform the decision to permanently implement the change or not after the trial.

John Alcorn – *If you want to put a monitor on the west side, put it in Oxley Cove and see what happens there with those communities. They will have a dramatic change to what they get now. Every day of the week this community gets 100% of the activity. We need to give these people a break.*

Nick Seselja thanked all attendees for their time and advised that Airservices would be available after the meeting to discuss any matters.

The Chair thanked Airservices, and in particular Nick, for their presentation and reminded the Committee that the video presented and further information would be available on the Airservices website.

The Chair advised that Lisa Martin will be taking over the secretarial duties for the Committee moving forward as this would be Carla's last ANACC meeting. The Committee thanked Carla for her service over the past 12 months. The Chair called the meeting closed.

ANACC COMMITTEE ACTIONS - Next Meeting Thursday 26th February 2015

Date	Action Item	Action Officer	Status	Action	Date Completed
28 Feb 13	Runway 14 Flight departure over the golf course	ASA	CLOSED	Neil to arrange a meeting with Southern members to discuss Runway 14 Departures.	30 Oct 14
25 July 13				ASA presented to the committee proposed changes to Golf Course.	
31 Oct 13				Awaiting design and subsequent Environmental Assessment. Update to be provided at next meeting.	
27 Feb 14				Environmental assessment results to be presented at next ANACC meeting.	
5 June 14				Environmental assessment has been completed awaiting finalisation of the report.	
30 Oct 14				Item closed as an action as the Departure Trial is about to begin.	
25 July 13	Neil Hall to investigate the benefits of undertaking a NADP1 & NADP 2 trial	ASA	CLOSED	N.H to discuss with Environmental Services experts to determine if monitors and data are able to baseline and perform a trial. Committee agreed to link this item with the <i>Request NADP1 for Runway 14</i> action item.	30 Oct 14
31 Oct 13					
27 Feb 14				NHall advised due to current focus on the ILS this will be updated at the next ANACC meeting.	
5 June 14				Using information from Temporary Noise Monitors, NHall to prepare a report comparing sound profile of existing	

30 Oct 14				airlines/aircraft and departure procedures. Investigations indicate little benefit, other noise improvements in relation to climb continue to be sought.	
5 June 14	Bill Pinkstone to provide request in writing to Airservices outlining scope of information to be presented by ASA.	Bill Pinkstone	CLOSED		30 Oct 14
30 Oct 14				Matter discussed post June ANACC meeting.	
16 Jun 11	ANACC Northern Membership	Brett Curtis	OPEN	<p>BCurtis to meet with G Threlfall to discuss northern members and define territories. BCurtis advised will be taken into consideration during TOR review. TOR will be reviewed & submitted to the committee by 1 July. Committee to discuss at September meeting.</p> <p>1 Vacant position for both southern/northern ends. BCurtis to discuss with PDonovan membership requirements Chair will follow up on this action item in 2013</p> <p>Chair has made contact with RWorkman, & info pack sent out. Chair to meet with Ron to finalise membership.</p> <p>Northern Membership will be finalised as part of the membership renewal process. RWorkman is available but needs to be voted in be a community group.</p> <p>Two potential northern groups have been identified through CACG restructure,</p>	
19 Mar 12					
8 Jun 12					
13 Sept 12					
6 Dec 12					
28 Feb 13					
25 July 13					
31 Oct 13					
27 Feb 14					

5 June 14				discussions will be held in an attempt to secure a northern representative for ANACC. 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.	
8 Dec 1	ANACC Members Section Online	Brett Curtis	OPEN	B Curtis to determine whether a Members Only section of ANACC could be developed. GCAPL currently investigating and will update at next meeting. This item will be reviewed once the TOR is agreed upon. Chair to discuss with GCAL Comms/IT to discuss options. Investigations are ongoing to find the best method for communication. CACG website being developed leading to development of a similar ANACC website. ANACC section to be incorporated into the CACG website, concept to be provided at the next meeting. ANACC link to be incorporated as part of the current CACG website.	
8 Mar 12					
8 Jun 12					
28 Feb 13					
31 Oct 13					
27 Feb 14					
5 June 14					
30 October					
6 Dec 12	Community Letters – FHCA	ASA	OPEN	ASA to reply to questions and requests within letters from FHCA ASA are currently working through the data response anticipated to be available at the	
28 Feb 13					



25 July 13				July ANACC	
31 Oct 13				ASA have replied to FHCA. Waiting on response from FHCA as to whether the item can be closed off.	
27 Feb				To be followed up by B. Jephcote and K. Morrison.	
5 June 14				BJephcote requested this item stay open.	
30 Oct 14				BJephcote has requested this item stay open.	
				Correspondence received but not yet discussed with FHCA, item to remain open.	



Gold Coast Airport ANACC Meeting Airservices Update

30 October 2014 – Presented by Nick Seselja

Overview

- Two updates to present today:
- **1. Strategic Noise Improvement**
 - Runway 14 southern jet departures
- Realignment over Banora Point Golf Course
- **2. Update to Smart Tracking Procedures**
 - Runway 14 northern arrivals
- Makes Smart Tracking available for all suitably equipped aircraft

Runway 14 southern jet departures

Proposed by the community

Agreed on design requirements:

- Not to move any further east than runway heading
- Track down centre of Banora Pt Golf Course

Airservices Procedures Designers undertook

- Limited by aircraft performance
- Looked at also reducing impact as much as possible to those receiving both inbound and outbound flights
- Subject to CASA approval

Proposed change...



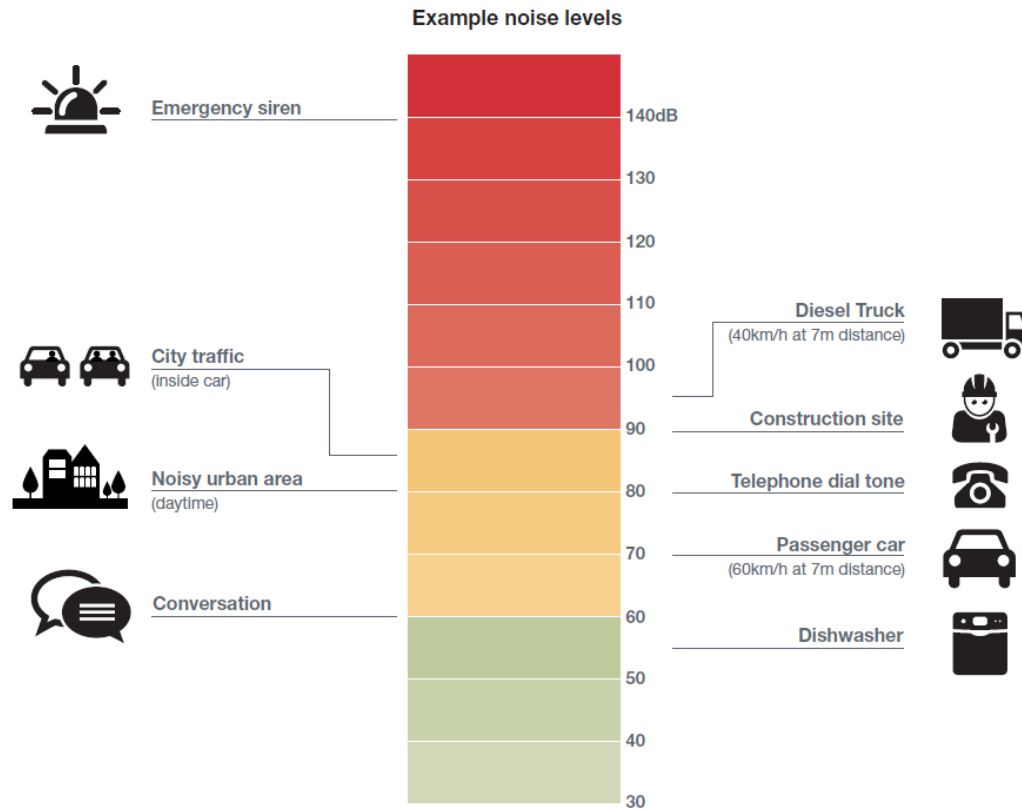
Blue: Existing flight path

Orange: Proposed flight path

Noise impacts – maximum single event

- Referred to as LAmax
- Change of 3 dBA not likely to be noticed
- Change between 3 dBA and 5 dBA may be noticed
- Change between 5 dBA and 10 dBA likely to be noticed
- Change greater than 10 dBA likely to be perceived as twice as loud

Common Noise Levels



Noise impacts – maximum noise level (dBA)

- 2013 – 10,228 jets used southern departure
- 5,948 were Airbus A320 – used for modelling noise change

<u>Location</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
• Aveo Retirement Village	78	79	+1
• Tralee/Darlington Dr	73	73	nil
• Kildare/Dromara Cct	71	72	+1
• Old Ferry/Mariners Cct	70	72	+2
• Loch Dve/Stonehaven	67	69	+2
• Tweed Caravan Park	69	64	- 5
• Stotts Creek (Pacific Hwy/Cudgen)	52	67	+15

Noise events average day – 60dBA

<u>Location</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
• Rural area Stotts Creek	<5	25+	>25
• Other areas	25+	25+	n/a

Noise events average day – 70dBA

<u>Location</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
• Aveo Retirement Village	25+	25+	n/a
• Tralee/Darlington Dr	25+	25+	n/a
• Kildare/Dromara Cct	20-25	25+	+5
• Old Ferry/Mariners Cct	20-25	15-20	-5 to -10
• Lochlomond Drive/Stonehaven	10-15	10-15	n/a
• Tweed Caravan Park	15-20	5-10	-5 to -10
• Stotts Creek (Pacific Hwy/Cudgen)	0	10-15	+10 to +15

Noise impacts - population

- 600 less people in 60dBA contour
- 4,850 will have 5 less noise events above 60dBA a day
- 500 less people in 70dBA contour
- 1,000 people will have 10 less noise events above 70dBA a day

Noise impacts - population

- The expected change in noise impact for residential areas north of the Tweed River range from nil to +2 dBA and are not likely to be noticeable
- The Stotts Creek area is expected to receive a considerable increase in aircraft noise
- This area is sparsely populated and adjacent to the Pacific Highway
- The noise impact may or may not be noticeable

Proposed Implementation

- Trial for 12 months – targeting start 11 December 2014 *
- 12 months allows monitoring of seasonal variations
- Noise monitoring at various locations during the trial
- Review after 12 months and report

* *Subject to regulatory approval*

Consultation

- Gold Coast CACG and ANACC – kept updated
- Information to community representatives for their distribution
- Airservices website at www.airservicesaustralia.com/projects/flight-path-changes/gold-coast
- Local distribution (newsletters, media) for impacted areas (and to reach community outside CACG and ANACC forums)
- NCIS to assist community feedback
- After 12 months, Airservices will assess the trial

What is Smart Tracking?

- RNAV – on board equipment uses satellite signals to fly the aircraft in straight lines with high precision between turning points (doesn't need radio beacons or intervention by Air Traffic Control)
- RNP/Smart Tracking – most advanced on board system that uses satellite signals to fly the plane in a precise corridor including on curved paths
- Safer, Cleaner, More Dependable

Smart Tracking at Gold Coast Airport

- Gold Coast was one of the first airports to experience Smart Tracking
- Design of the procedure minimises tracking over land
- Will bring aircraft 300 metres closer to Palm Beach than existing Smart Tracking – existing instrument approach already close
- Provides additional airline operators with predictability for landing in inclement weather
- Reduces aircraft minima from 700ft to 500ft in inclement weather

Proposed change...

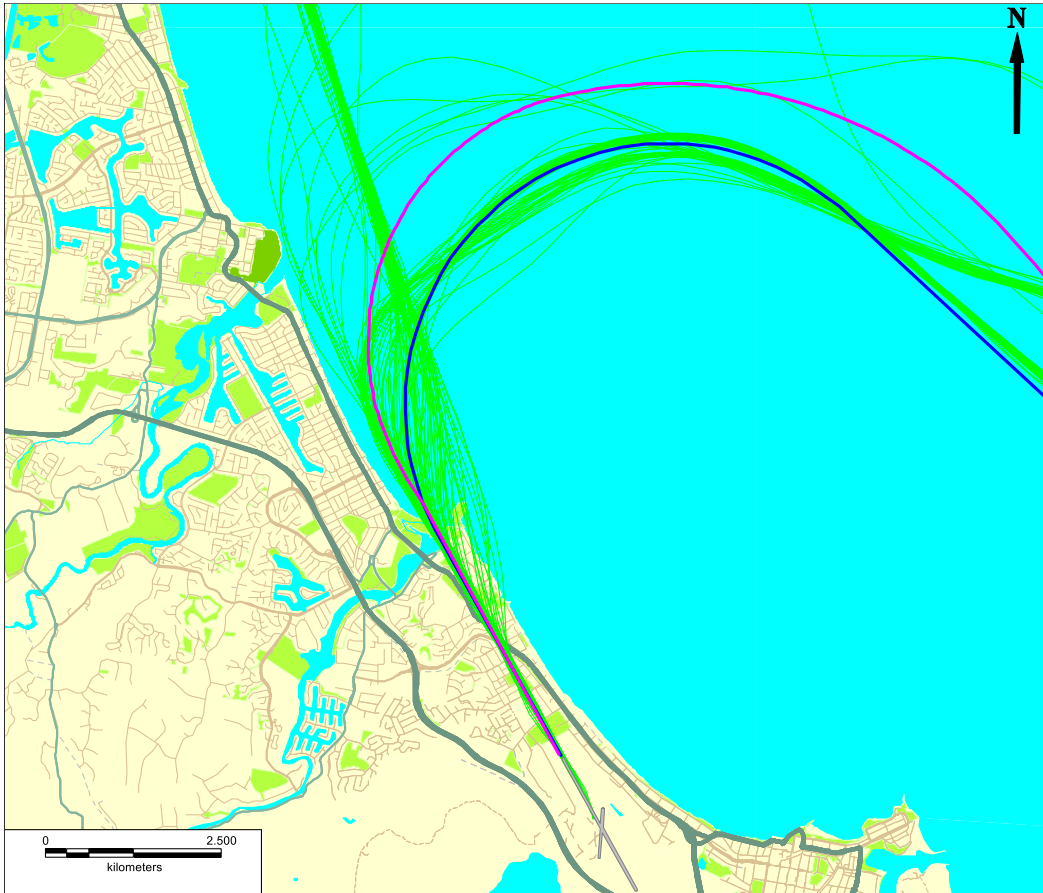


Blue: Existing Smart Tracking

Red: Proposed Smart Tracking

Green: Existing Instrument approach in inclement weather

Proposed change...



Blue: Existing Smart Tracking

Pink: Proposed Smart Tracking

Green: One week of arrivals to Runway 14

Noise Impacts – maximum noise level

- 2013 – 13,312 jet arrivals to Runway 14
- 5,998 were Airbus A320 – used for modelling noise change

<u>Location</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
• Northern Palm Beach	52	58	+6
• Central Palm Beach	63	68	+5
• Southern Palm Beach	65	68	+3

Proposed Implementation

- Start flying the new procedures 13 November 2014*
- Over the next 5 years more aircraft will be equipped
- * *Subject to regulatory approval*

Consultation

- Gold Coast CACG and ANACC – kept updated
- Information to community representatives for their distribution
- Airservices website at <http://www.airservicesaustralia.com/projects/smart-tracking/>
- Local distribution (newspapers, media) for impacted areas (and to reach community outside CACG and ANACC forums)

Questions

How is Smart Tracking different to an Instrument Landing System?

- An Instrument Landing System (ILS) is a ground-based navigation aid which uses a radio signal to guide aircraft landing at an airport
- Smart Tracking uses Satellite Signals
- The decision altitude for an ILS approach is 280 feet
- The decision altitude for Smart Tracking approach is 500 feet

Why call it Smart Tracking?

- The full name for Smart Tracking is RNP – AR
- This stands for Required Navigation Performance – Authorisation Required
- Prior to November 13th – Specific to Qantas, Jetstar, Air NZ – Proprietary Procedures
- The new version will be called RNP – AR ICAO 9905 – Public Procedures
- For most Australians, this is technical/hard to understand
- Smart Tracking is simpler and easier to understand