



## Airport Noise Abatement Consultative Committee (ANACC) Meeting Minutes

**Date:** Thursday 27<sup>th</sup> October 2016  
**Time:** 0900 – 1200hrs (QLD Time)  
**Location:** Twin Towns Resort – Bay Room

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### Members

Matt Bender (Chairman)	Gold Coast Airport
Jemma Bishop (Secretary)	Gold Coast Airport
Melissa Pearce	Gold Coast Airport
Robert Irwin	<i>Proxy</i> - Neil Hall - Airservices Australia
Audra Topping	Tugun Progress Association
Barry Jephcote	SECCA
Brad Pearce	Tweed Shire Council
David Gray	Bilinga Neighbourhood Watch
Garth Threlfall	Friends of Currumbin
Glenda Threlfall	<i>Proxy</i> – Wilf Ardill - Tugun Village Community Centre Association
Graham Quick	Jetstar
Jacqui Cord	<i>Proxy</i> - Brad Pearce - Tweed Shire Council
John Sweeney	<i>Proxy</i> – Bill Pinkstone - Banora Point & District Residents Association
John Alcorn	Airport Central Corridor Alliance
Josh Ireland	Department of Infrastructure
Lindy Smith	Tweed Heads Residents & Ratepayers Association
Martin Simpkins	Airservices Australia
Peter Long	General Aviation
Rob Anderson	Virgin Australia

### Observers

Pat Tate	Banora Point & District Residents Association
Val Kirk	Kingscliff
Julie Murray	Kingscliff

### Apologies

Bill Pinkstone	Banora Point & District Residents Association
Brad Pearce	Tweed Shire Council
Jodie Bellchambers	Office of Jusine Elliot
Neil Hall	Airservices Australia
Tania Macdonald	Department of Infrastructure
Wilf Ardill	Tugun Village Community Centre Association

**1. Opening and Welcome**

Matt Bender Chairman opened the meeting at 09.10 and welcomed members and observers to the October ANACC Meeting.

**2. Apologies and Proxies**

As recorded above.

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

The previous meeting's minutes were distributed for review and will be accepted at the next meeting.

**4. Business Arising from Minutes**

***ANACC Northern Membership***

Northern Subcommittee have met to discuss the applications and nominations received. Gold Coast Airport are currently investigating further into active groups north of the airport that would be appropriate. The Northern Sub Committee have identified a couple other alternatives. Will carry the action over to the next meeting. Awaiting decision from the AAT.

- **ITEM OPEN**

***Runway 14 Departure Trial***

Neil Hall will provide an update during his presentation to the Committee, a copy of Neil's presentation is attached to these minutes

- **ITEM CLOSED**

## 5. Correspondence

IN	OUT
30/05/16 Lindy Smith to ANACC	
4/06/16 Matt Chapman (Tugun) to GCAL Enquiries	4/06/16 M.Bender to Matt Chapman (Tugun)
9/06/16 Jesse Rowles (Banora Point) to ANACC	
6/07/16 Lindy Smith to ANACC	
19/07/16 Currumbin Electorate Office to ANACC	
29/07/16 John Alcorn to ANACC	03/08/16 M.Simpkins to ANACC Members
25/08/16 Jeunesse Meldrum (Burleigh Heads) to ANACC	
26/08/16 David Curran (Burleigh Waters) to GCAL Enquiries	1/09/16 M.Bender to David Curran (Burleigh Waters)
5/09/16 Jeunesse Meldrum (Burleigh Heads) to ANACC	6/09/16 M.Bender to 16 Jeunesse Meldrum (Burleigh Heads)
6/09/16 Jeunesse Meldrum (Burleigh Heads) to M.Bender	
12/09/16 Tanya O'Neill (Salt Village) to ANACC	28/09/16 M.Bender Tanya O'Neill (Salt Village)
12/09/16 Dion Stubbings (Currumbin Waters) to ANACC	22/09/16 M.Bender to Dion Stubbings (Currumbin Waters) 28/09/16 M.Bender to Dion Stubbings (Currumbin Waters)
19/09/16 Katie Stoddart (Kingscliff) to ANACC	28/09/16 M.Bender to Katie Stoddart (Kingscliff)
1/10/16 Jason (Currumbin Waters) to ANACC	
4/10/16 Currumbin Electorate Office to ANACC	12/10/16 MBender to Currumbin Electorate Office
	28/06/16 J.Bishop on behalf of N.Hall to ANACC
	12/10/16 J.Bishop on behalf of Marion Charlton to ANACC

## 6. Sub Committee Update 19/10/16

A Sub Committee meeting was held on the 19<sup>th</sup> of October, most of the enquiries were directed to Airservices.

- ASA to provide number of flights using the two southern approaches
- Request a comparison of pre/post departure trial RWY14
- Request ASA to better explain why the new procedure for RWY14 departure cannot more closely followed to the original
- Request ASA to provide definition to change in terms of triggering a requirement to consult.

As Neil Hall is absent from today's meeting, we will have to come back with the answers requested.

## 7. General Aviation Update

Peter Long provided the following update. We have only had 1 noise enquiry, business as usual. We have 3 fixed wing flying schools that are mindful of their impact on the community. The flying schools are taking circuits to Murwillumbah, Caloundra and Ballina, coming back to the Gold Coast for their Navigation and CPL training to minimise their impacts to the community.

<u>Question/Discussion</u>	<u>Response</u>
<p><b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b>  <i>I have been getting reports that they are flying lower over Bilambil, residents have raised this a number of times with Airservices and they are unsatisfied with the responses that they have received.</i></p>	<p><b>Peter Long – GA</b>  <i>The most recent enquiry had received a fairly comprehensive follow-up. General Aviation aircraft are given a track to follow from Airservices, standard procedures are for them to climb to 1500 ft, and I don't know how this can be improved on. Airservices will alternate between departure tracks to try and alleviate the residents below.</i></p>

## 8. Airservices Report

Rob Irwin (proxy for Neil Hall) provided a presentation to the Committee, covering the following:

- Airservices New Operating Model
- Navigation Modernisation – Gold Coast Runway 32
- Runway 14 VOR – Noise Abatement Procedures
- Use of Runway 32 Approaches – Future
- Farrants Hill Response

A copy of Rob's presentation is attached to these minutes.

<u>Question/Discussion</u>	<u>Response</u>
<b>South Landing Runway 32</b>	
<p><b>John Alcorn – ACCA</b>  <i>What does it mean "i.e. if the RNP AR provides a lower minima"?</i></p>	<p><b>Rob Irwin – Airservices</b>  <i>It means the lowest point the pilot can come down to see the runway.</i></p>
<p><b>John Alcorn – ACCA</b>  <i>So planes that use that track, they will be lower?</i></p>	<p><b>Rob Irwin – Airservices</b>  <i>It doesn't affect the profile, they can just make a decision later.</i></p>
<b>Farrants Hill Response</b>	
<p><b>Julie Murray – Kingscliff</b>  <i>We are noticing that there is more noise in West Kingscliff and the planes are flying further to the east.</i></p>	<p><b>Martin Simpkins – Airservices</b>  <i>We'll take that as an action item to investigate and confirm that the procedures are the same as they were previously.</i></p>
<p><b>John Alcorn – ACCA</b>  <i>Why did it change from a flyover to a flyby?</i></p>	<p><b>Graham Quick – Jetstar</b>  <i>That would be because of design requirement to meet the new guidelines.</i></p>
<p><b>Julie Murray – Kingscliff</b>  <i>The planes flying right over Kingscliff at 10.30pm, there is a particular plane that lumbers over, why is going on a semi-regular basis over Kingscliff instead of Cudgen or Fingal? I have spoken to the</i></p>	<p><b>Martin Simpkins – Airservices</b>  <i>That is regular flight every night. If there is conflict, sometimes it may have to go straight ahead. But we will look into it.</i></p>

<p>Noise Ombudsmen and he is suggesting that there may be another plane in the area. Why is that plane consistently in the area, forcing the plane to depart over Kingscliff? Is it possible to get a report on this?</p>	
<p><b>John Alcorn – ACCA</b>  Similar thing happens in the morning around 8.30-9.00 am, Air Asia always seems to go straight through, as there is always 2 or 3 in the area</p>	<p><b>Martin Simpkins – Airservices</b>  Yes, we try to eliminate cross over potential, and having too many planes in the same spot.</p>
<p><b>John Alcorn – ACCA</b>  Is it possible to put them further out to sea?</p>	<p><b>Martin Simpkins – Airservices</b>  They have to cross over at some point.</p>
<p><b>Barry Jephcote – SECCA</b>  Originally the 14 Departure Trial if it didn't meet the objectives of what was hoped it was supposed to revert back to what it was. East Banora agreed to the trial on those conditions. After the trial Neil said that there had been a change so instead of having a flyby point it will be a flyover point, bringing the aircraft further east. Was that a CASA directive? As that is a change.</p>	
<p><b>John Alcorn – ACCA</b>  I think Neil clarified that, in that the type of aircraft that are flying now are flying more accurately over the flyover point. It is because of the new technology of the planes.</p>	<p><b>Graham Quick – Jetstar</b>  The manual is an ICAO document that defines the standards for all operations and departure procedures for airports around the world, called PANS-OPS. I suspect that there was a change in standards and Airservices are obliged to apply those standards.</p>
<p><b>Julie Murray – Kingscliff</b>  In the "Gold Coast Airport Aircraft Navigation Modernization Program" it states that a new flight path will have a 5 degree offset reduced from 9 degrees. On the following page it has a diagram with Smart tracking RNP. Where are the 5 and 9 degrees, does it relate to one of those tracks or both? Will the planes be coming in on a narrower track?</p>	<p><b>Rob Irwin – Airservices</b>  The 5 degrees is a change for the final approach of the VOR from the 319 to 314. That brings the approach more runway aligned.</p>
<p><b>John Alcorn – ACCA</b>  With the VOR, even though they have changed their offset from 9 to 5 degrees, it is on record here that eventually the VOR will cease to exist.</p>	<p><b>Martin Simpkins – Airservices</b>  There are no plans to close the VOR at this stage, it is a part of the backup network. There are 200 VOR that have been kept and maintained to be used as a part of the backup network.</p>
<p><b>John Alcorn – ACCA</b>  On one of the slides, it was noted that the northern VOR will become obsolete.</p>	<p><b>Martin Simpkins – Airservices</b>  The ones that are becoming obsolete are generally past their serviceable lifetime, ours is only 7 years old.</p>
<p><b>Garth Threlfall – Friends of Currumbin</b>  I understand that Brisbane's dual runway is going to force some flight path changes down here, does</p>	<p><b>Rob Irwin – Airservices</b>  The procedures that apply to that runway are still in the development stages now. The arrivals are coming</p>

that mean that some of our flight paths will be further out to sea from the north?

in over the city, those people are being directly affected. That is designed to comply with the EIS which was authorised in 2006.

**John Alcorn – ACCA**

The Oxley Cove community have been noting that they can hear the planes departing from the north as they have been coming over the coast earlier. Has a change been made? It used to be that they flew south over Kingscliff to reach a certain altitude before they headed inland? I have noticed that an increasing amount of planes coming across over the top of Kingscliff?

**Martin Simpkins – Airservices**

There has been no change, the procedure is still designed to take them south of Kingscliff.

**9. General Business**

**Development update**

**Airport Master Plan**

Brett Curtis provided a presentation to the Committee covering the following:

- Airport Forecasts
- Aviation Plan
- Ground Transport
- Land Use

A copy of Brett’s presentation is attached to these minutes.

**Question/Discussion**

**Response**

**Timeframes**

**Barry Jephcote – SECCA**

If the minister asks for more information does the clock stop until the information is provided?

**Brett Curtis – Gold Coast Airport**

Yes

**Forecast Growth**

**John Alcorn – ACCA**

The increase in passenger numbers is that reflected by the changes in aircraft usage, it doesn’t mean expediential growth in flights, does it mean larger aircraft?

**Brett Curtis – Gold Coast Airport**

Typically the passenger growth number outstrips the flight movements.

**Aviation**

**Barry Jephcote – SECCA**

What is the difference between the proposed and the current threshold?

**Brett Curtis – Gold Coast Airport**

Roughly 300mtrs.

**ANEF**

**John Sweeney – Proxy - BPinkstone Banora Point & District Residents Assoc.**

I looked up the ANEF recently, but the only one I

**Brett Curtis – Gold Coast Airport**

The current model is 2011 ANEF

<i>could find was an outdated one from 2003.</i>	
<b>John Sweeney – Proxy - BPinkstone Banora Point &amp; District Residents Assoc.</b> <i>That was just a minor adjustment, there wasn't much difference between the contour maps. When the contours are put in they take into account of the number of aircraft, if you look at the increase in aircraft in 2003 – 2016 it has been astronomical.</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>This is comparing the current 2011 ANEF vs what is proposed in this Master Plan which is 2016, there is a significant difference between the 2003 to the 2006 ANEF vs the 2011 ANEF.</i>
<b>N70 Contours</b>	
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>It is showing that the noise in in the Banora and southern region will be getting more intense in 2047, which will become a real noise problem to people that have never been affected before.</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>This shows the impact of the growth in terms of the increase in frequency of flights, not that the aircraft will be flying in differently just that there will be more of them.</i>
<b>Barry Jephcote – SECCA</b> <i>Are the N70 contours used for council planning?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>It not recognised in the planning scheme, the ANEF are the only noise contours that influences Council planing.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>Is this per day?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>Yes, in a 24 hour period.</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>So Banora Point can expect can expect approx. 100 flights a day over 70 decibel?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>Yes</i>
<b>John Alcorn – Airport Central Corridor Alliance</b> <i>How many are they getting currently?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>They are currently getting between 20-50 flights.</i>
<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>Has this been adjusted to take into account that aircraft will be lower with the relocation of the threshold?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>Yes</i>
<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>You have a concentration over the Tweed suburban area, and over the schools, the number of disruptions</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>The relocation of the threshold of 300mtrs would only move that contour 300mtrs south</i>
<b>Julie Murray – Kingscliff</b> <i>Has the curfew been taken into account for flights per day?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>There are no flights outside of the curfew period.</i>
<b>??</b> <i>Now that you have access to the crown land are you going to keep coming further and further south?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>The forecast growth is based on the existing runway.</i>
	<b>Matt Bender – Gold Coast Airport</b> <i>There are no plans to extend the physical runway length. Relocating the threshold is only to provide a longer length for the plane to land and improve reliability.</i>

<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> The Master Plan states that is to allow larger long haul aircraft.	<b>Brett Curtis – Gold Coast Airport</b> We are not seeking larger planes.
<b>Garth Threlfall – Friends of Currumbin</b> Where would be the touchdown point if they were landing from the north?	<b>Brett Curtis – Gold Coast Airport</b> The north is staying the same, it is only the south that is changing.
<b>John Alcorn – Airport Central Corridor Alliance</b> You have only indicated that it would be more reliable in wet weather, is it possible to have a moveable threshold on a clear day? That would give some relief to those south of the airport as a Noise Abatement Procedure.	<b>Rob Anderson – Virgin Australia</b> A change of 50ft there will be no change in noise levels.
	<b>Brett Curtis – Gold Coast Airport</b> It is not possible to have a movable landing threshold.
<b>John Sweeney – Proxy - BPinkstone Banora Point &amp; District Residents Assoc.</b> Moving the threshold 300mtrs south what would you use as a runway safety are	<b>Brett Curtis – Gold Coast Airport</b> This area to the south
<b>John Sweeney – Proxy - BPinkstone Banora Point &amp; District Residents Assoc.</b> That is close to the tunnel entrance, how will it hold the aircraft?	<b>Brett Curtis – Gold Coast Airport</b> The aircraft are currently taxing in that area now.
<b>John Alcorn – Airport Central Corridor Alliance</b> When is this proposed to happen?	<b>Brett Curtis – Gold Coast Airport</b> It is proposed to happen in the next five years, there is no set date.
<b>John Alcorn – Airport Central Corridor Alliance</b> For a Master Plan like this to go ahead there needs to be a Noise Abatement Procedure.	<b>Matt Bender – Gold Coast Airport</b> Growth will continue, it will be difficult to go over the changes in flight paths as there may be changes in technology, this document is in part to inform people as much as we can. The public consultation period is for this purpose, to raise these issues.
<b>David Gray – Bilinga Neighbourhood Watch</b> Has this taken into account the future generation of aircraft and what is predicted for noise reduction?	<b>Brett Curtis – Gold Coast Airport</b> The models included are based on the current aircraft. As technology improves the noise will improve.
<b>Flight Paths – Runway 14</b>	
<b>Julie Murray – Kingscliff</b> What is that track over Kingscliff?	<b>Brett Curtis – Gold Coast Airport</b> That track is not frequently used, it is used when there is traffic in the area. The current usage has been taken into account
<b>Barry Jephcote – SECCA</b> With the increase of flight numbers I think it is quite possible that all planes will be held departing 14 south because of incoming traffic.	<b>Martin Simpkins – Airservices</b> That is why we have options, when there is no traffic they go left or if there is more traffic they will go straight ahead.
<b>Flight Paths – Runway 32</b>	
<b>John Alcorn – Airport Central Corridor Alliance</b>	<b>Martin Simpkins – Airservices</b>

<i>The VOR flight path is out here and it has been changed 4 degrees - that is a change in flight path. They have changed that without any consultation.</i>	<i>We changed the path because there was a change in international standards.</i>
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**Land Use**

<b>Brad Pearce – Tweed Shire Council</b> <i>Is the heavy rail going through the university?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>It will be elevated over the carpark.</i>
<b>Rob Anderson – Virgin Australia</b> <i>Is there a tunnel under the runway?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>There is a large slab underneath the runway to enable a tunnel under.</i>
<b>John Sweeney – Proxy - BPinkstone Banora Point &amp; District Residents Assoc.</b> <i>In the past yeas the Master Plan has been distributed freely to the members of this committee, do you intend to do this?</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>It is available online, in separate sections or in full.</i>
<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>Is there no consultation undertaken in preparation of the Master Plan</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>Not with the community, with stakeholders such as QLD Planning. This is the public consultation period now.</i>
<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>Residents to the south they already have significant issues with ground vibrations, relocation the land threshold will have significant impacts on that area. I have concerns with the economic figures in the presentation, the flow on of that economic benefit for the Tweed Gold Coast region is going decrease. I'm curious as to how these figures are produced. A presentation form Destination Tweed last year stated that 80% of our tourism comes from driving visitors not from the airport.</i>	<b>Brett Curtis – Gold Coast Airport</b> <i>The Master Plan has taken that into account.</i>

The Chair asked if anyone on the Committee had anything else they would like to raise and discuss.

**Question/Discussion**

**Response**

<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>Is there an update on the Noise Monitor?</i>	<b>Rob Irwin – Airservices</b> <i>I will refer to Neil on that one, I apologise.</i>
<b>Lindy Smith – Tweed Heads Residents &amp; Ratepayers Association</b> <i>I sent an email to the ANACC inbox after the last meeting as this has been on the agenda for some time.</i>	<b>Matt Bender – Gold Coast Airport</b> <i>I do believe that that email was forwarded to Airservices, I will follow up on that.</i>
<b>Lindy Smith – Tweed Heads Residents &amp;</b>	<b>Matt Bender – Gold Coast Airport</b>

<p><b>Ratepayers Association</b>  <i>I would like to add to that, it is concerning that West Tweed which is the community that is significantly impacted following the last meeting I contacted our representative at Tweed Shire Council. They have not been approached to re-establish the monitor at the previous site, where it was moved as there were works on that site.</i></p>	<p><i>Neil is aware of that and I will chase that up for you.</i></p>
<p><b>John Alcorn – Airport Central Corridor Alliance</b>  <i>I raised a point of how the press release of the Air Asia near miss was that the press reported it poorly, every report was different. One report stated that it happened above Banora Point, which raised a lot of concern to the residents.</i></p>	<p><b>Matt Bender – Gold Coast Airport</b>  <i>We were all disappointed as to how that had reported.</i></p>
<p><b>John Alcorn – Airport Central Corridor Alliance</b>  <i>It was never actually clarified as to what happened.</i></p>	<p><b>Matt Bender – Gold Coast Airport</b>  <i>The media got ahead of us in that instance, however it is not up to use how it is interpreted by the news agencies. We have learned from that, when both Airservices and Gold Coast Airport is informed we will channel that through.</i></p>
<p><b>David Gray – Bilinga Neighbourhood Watch</b>  <i>It was interesting as the story hit the press a week after it had happened, and the media didn't try to find it on webtrack. If they had looked they would have found out more information.</i></p>	

**ANACC Membership**

ANACC membership terms are up for renewal, we will be sending out information and the renomination forms shortly.

The Chair reminded the Committee of the proposed meeting dates for 2017:

- 23<sup>rd</sup> February
- 22<sup>nd</sup> June
- 26<sup>th</sup> October

The Chair closed the meeting at 12.34 pm.

**ANACC COMMITTEE ACTIONS - Next Meeting Thursday 23<sup>rd</sup> February**

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

25 Feb 16 30 Mar 16 27 Oct 16				The Chair advised that the ILS has been approved as of 19 Jan. The chair met with the Northern ANACC Members to discuss potential candidates. Awaiting decision from the AAT on the approval of the ILS.	
26 May 16	Noise Location	Airservices	<b>OPEN</b>	Distance from the airport to small and the ground location of small is, as well as the height.	
26 May 16 27 Oct 16	Curfew Administration Report	Dept. of Infrastructure	<b>OPEN</b>	To follow up on the curfew administration. Report is yet to be finalised. Report to be circulated once completed.	
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.	
27 Oct 16	Aircraft noise over West Kingscliff	Airservices	<b>OPEN</b>	ASA to follow up on planes flying further ease over West Kingscliff	
8 Dec 1  8 Mar 12 8 Jun 12 28 Feb 13 31 Oct 13  27 Feb 14  5 Jun 14  30 Oct 14 26 Feb 15 25 June 15  29 Oct 15	ANACC Members Section Online	Brett Curtis	<b>CLOSED</b>	BCurtis 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 GCAPL 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. Work is in progress with GCAPL Communications and IT. Work is progressing on this web site and advice will be provided to the committee when the site is available. Website has been designed and is awaiting feedback from the Chair.	
26 Feb 15  25 Jun 15	Webtrack Inspection	Airservices	<b>CLOSED</b>	ASA to investigate Webtrack inaccuracies based on feedback given by members and residents. Field inspection completed with Bill Pinkstone and Nick Seselja.	

29 Oct 15				Inspection to be arranged with Bill Pinkstone and Airservices at Lochlomond Drive with hand held noise monitors.	
25 Feb 16				AsA to contact BPinkstone in regards to the Webtrack inaccuracies	
29 Oct 15	Runway 14 Departure Trial	Airservices	<b>CLOSED</b>	Nick Seselja to provide additional data to the Committee in relation to what areas complaints concerning the Runway 14 Departure Trial have been received from.	
25 Feb 16				Rhiannon Eddy provided a detailed presentation.	