



Gold Coast Airport

AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE ANACC MINUTES

Date: Thursday 29 October 2015
Time: 09.00 – 12.00
Location: The Bay Room - Twin Towns Resort

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|----------------|-------------------------|--|
| Present | Brett Curtis (Chairman) | Gold Coast Airport |
| | Carla Golar (Secretary) | Gold Coast Airport |
| | Nick Seselja | Airservices Australia |
| | Graham Quick | Jetstar |
| | Barry Jephcote | SECCA |
| | Audra Topping | Tugun Progress Association |
| | Brad Pearce | Tweed Shire Council |
| | Bill Pinkstone | Banora Point & District Residents Association |
| | John Alcorn | Airport Central Corridor Alliance |
| | Lindy Smith | Tweed Heads Residents & Ratepayers Association |
| | Garth Threlfall | Friends of Currumbin |
| | David Gray | Bilinga Neighbourhood Watch |
| | Wilf Ardill | Tugun Village Community Centre Association |
| | Josh Ireland | Department of Infrastructure |
| | Peter Long | General Aviation |

Observers

| | |
|------------------|---|
| Richard Anderson | Farrants Hill |
| Lionel Cansdale | Farrants Hill |
| Nicholas Smith | GCAPL Observer |
| Pat Tate | Banora Point & District Residents Association |
| Ronni Hoskisson | Tweed Heads |
| Julie Murray | Kingscliff |
| Helen Twohill | Fingal Head Community Association |

Apologies

| | |
|-----------|-----------------------|
| Neil Hall | Airservices Australia |
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1. Opening and Welcome

Brett Curtis (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 Chair asked the Committee if there were any comments on the previous meeting minutes. Lindy Smith advised that she had raised a question at the last meeting with regards to the Runway End Safety Area and the ILS – this is not shown in the previous minutes. The Chair recalled Lindy’s question and advised that it would be included in the previous minutes. Peter Long motioned to accept the minutes, Brad Pearce seconded this motion.

4. Business Arising from Minutes

ANACC Northern Membership

A resolution on the ILS will need to be decided prior to making a decision on the northern member and where they are sourced from. The Chair advised that this action would be on hold until a determination has been made on the ILS.

- **ITEM OPEN**

ANACC Members Section Online

Work is in progress and will be completed shortly, the website has been designed and is awaiting feedback from the Chair.

- **ITEM OPEN**

Community Letters – FHCA

Barry Jephcote advised that they are prepared to close the outstanding action item in relation to Fingal Head on the understanding that Nick Seselja will send a copy to Helen Twohill and Barry Jephcote of the original letter from Airservices.

- **ITEM CLOSED**

Reinstatement of Permanent Noise Monitors

Nick Seselja advised that this is progressing and there is nothing further to report at this time.

- **ITEM OPEN**

ASA Webtrack Inspection

Bill Pinkstone advised that an inspection is yet to be undertaken under the flight path at the top of Lochlomond drive to establish the accuracy of Webtrack. Bill advised he is happy for either Neil Hall or Nick Seselja to be in attendance at the time of the inspection. A time is to be arranged that is suitable to Bill and Airservices, the invitation will then be communicated and open to members of the Committee with a common interest to attend as observers.

- **ITEM OPEN**

Runway 14 Departure Trial



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.

- **ITEM OPEN**

5. Correspondence

Correspondence received for the last sector is listed below. The Chair noted that he was on leave for a period of 6 weeks between the last Committee meeting and this meeting and this may have resulted in a delay with a few responses.

| IN | OUT |
|--|---|
| 6/7/15 Kerrie Rogers (Banora Point) to ANACC mailbox | 24/7/15 B. Curtis to Kerrie Rogers (Banora Point) |
| 9/7/15 Kristina Hughes (Kirra) to ANACC mailbox | 14/08/15 C. Golar to ANACC/CACG Committee |
| 27/7/15 Kerrie Rogers (Banora Point) to ANACC mailbox | 19/8/15 C. Golar to Julie Murray (KRPA) |
| 16/8/15 Letter – Kingscliff Ratepayers Assoc. to B. Curtis | 20/8/15 B. Curtis to N. Seselja |
| 17/9/15 Alan McGuinness (Tweed Heads) to ANACC mailbox | 24/9/15 C. Golar to Alan McGuinness (Tweed Heads) |
| | 16/10/15 C. Golar to ANACC Committee |

John Alcorn discussed a letter from the Oxley Cove Association, through the CACG, regarding Runway 14, that letter was forwarded on to Airservices Australia. Oxley Cove Association has not yet received a response to that letter. The Chair advised that he was aware of the letter and will follow up on it.

6. General Aviation Update

Peter Long provided an update on the General Aviation activities occurring on airport. Peter discussed that, at the last meeting, Karen Morrison from Fingal Head raised a question in relation to the activity of General Aviation Aircraft flying over Fingal Village. Peter took this question back to the General Aviation Consultative Committee and reminded all operators to, where possible, not fly over Fingal Village and to fly over water north bound. It was also pointed out that this area is inside the control zone and, certainly for northern arrivals using Runway 32, pilots are under the control of the tower and must follow their instructions. The operators are mindful of the residents of Fingal.

Peter gave an update on flying activity in general, the good weather is increasing. Worldwide, and particularly in the Asia-Pacific Region, there is a shortage of quality airline pilots. Airlines are starting recruiting and Australia is in a good position to attract more trainee pilots. Domestically, over the last year, the Government has approved a number of flying schools to operate under a HECS type arrangement for student loans.

From Air Gold Coast’s perspective, Peter reported that they have a good working relationship with Airservices and any noise issues have been handled with them. There has been a fair distribution of circuit work left and right, not concentrating on one side of the airport.



Question/Discussion

Response

John Alcorn – I was reading that a lot of circuit work is being transferred to Murwillumbah Airport as there is not the availability of time on the runway at Gold Coast. Is that correct?

Peter Long – As the airport gets busier with more RPT aircraft there is less movement availability for general aviation. I believe general aviation operators at the airport are getting smarter, planning for the future and utilising Murwillumbah. We see the increase down there and we are certainly using it a lot more than we have in the past.

Bill Pinkstone – I had the pleasure of meeting up with Geoff North, the previous general aviation representative. He has relocated up to Hope Island and he mentioned that he never received any formal recognition from the ANACC. I would like to move, I we haven't already, that a letter of recognition be sent. I thought we did move to do that however his address has changed so perhaps this is why he has not received anything to date.

Brett Curtis – Thanks Bill, I will follow up on that letter.

7. ILS Update

The Chair provided an update to the Committee on the ILS proposal. Public consultation for the project started on the 20th April and was completed on the 13th July, this constitutes the statutory 60 business day public consultation period for a Major Development Plan. During that period, approximately 6500 comments were received on the proposal. The Chair explained approximately 90% of the comments received were opposed to the development and 10% were in favour. All the comments received were collated into a file, reviewed and summarised. These were then put into a supplementary report and submitted to the Minister along with the draft MDP. The Minister has 50 business days to make his determination. Because of the volume of comments received it took a lot longer than initially planned submit the documentation to the Minister's office, it was submitted to the Department at the end of September. During the 50 business day period the Minister can elect to stop the clock should he require additional information. At this stage a decision is expected before Christmas or possibly early to mid-January.

Question/Discussion

Response

Lindy Smith – Do actual copies of the submissions go to the Minister?

Brett Curtis – Yes, typically hard copies of all submissions are printed and sent through however, due to the large volume of submissions received, I believe they were submitted digitally on this occasion.

I am on a Council Committee and the Airport advised at a presentation in August that a decision

When the document is submitted to the Department of Infrastructure, there is a requirement that it is then



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on the flight path would be made by the Environment Minister.

sent on to the Department of Environment for their advice. That advice then goes back to the Department of Infrastructure and the Minister then makes the final determination on the MDP.

8. Airservices Update

Nick Seselja provided a presentation to the Committee, a copy of Nick's presentation is attached to these minutes.

Question/Discussion

Response

David Gray – You say it is difficult to get positive feedback, obviously some people will be effected positively and some people negatively, the negative ones are the ones that are going to complain. It would be important to know if there are some people that have been effected positively. Is it possible at the end of the trial, when we go back to the old way of doing things, to resurvey people to see if they are complaining about it going back to the old way? Then you get some sort of feedback that maybe there were people that were really happy and they just kept quiet.

Nick Seselja – I am very conscious that there has been a lot of negative feedback about the trial and I am also conscious that the trial came about because people were not happy with the set up before the trial.

Bill Pinkstone – The trial came about because of a non-compliance component of the review, not because people weren't happy. It was not achieving the objective of going up the middle of the golf course, it was bisecting the corner of the golf course and it was deemed to be non-compliant.

John Alcorn – I would like to make a correction, the trial came about due to complaints from the people in my area. The motion that went through the ANACC was my motion dating back 6 or 7 years ago. That motion came about from the people of Oxley Cove, Chinderah and Cudgen complaining about the issue of planes not complying with the intent of the ANACC. One of the reasons that it came about from the community that I represent was that after these flight paths were put in place around 97 or 98 there were two flight paths that were decided on. One was an instrument approach off Kingscliff and the other one was a 14 approach that was supposed to go out over the Golf Course

and a subsequent change was made which meant that there was a group of people that ended up with two flight paths going straight over the top of them. That is the history of what happened and it's not just about getting compliance to the flight track, there was whole series of events that occurred. Those people have been arguing through this ANACC for 15 years now to try and get some resolution as to why a community should be impacted with all the aircraft noise. They have always accepted that they have to get some aircraft noise but they have always felt that the noise of the airport should be shared.

Wilf Ardill – I think there is one issue that could apply to all of us, you said that decision will be made on operational considerations, community feedback and noise monitoring. I would want to know if I was one of the southern reps, is that weighted consideration or do they take that order of precedence? Is operational considerations the most important of those three things? I think if that's the case it has a big impact on what these people are talking about.

Nick Seselja – That's a good question, let me try and answer it as best I can now. We often speak about changes we make as an air traffic control provider, first and foremost they need to be safe and efficient, so often when we speak of operational considerations that is first and foremost. I wouldn't worry too much about it here because we are not talking about safety with this trial. If I was to suggest the two main pillars that will determine the outcome of this trial I'd say community feedback and noise monitoring analysis.

John Alcorn - To me, I'd be looking at whether it is achieving its intension. If the noise monitoring comes out and supports any of the arguments then obviously that would get a tick as well. I think if the process is to be done fairly you need to look at where the complaints have come from and how much extra noise did these locations get?

Barry Jephcote – The five southern members have certain areas which are divided by streets, would it be possible to get demographics of where the complaints come from within those individual areas?

I would like to put a motion to ask Airservices Australia to give us demographics in relation to complaints registered.

Nick Seselja – I believe we can do that to a certain degree, part of the challenge would be sometimes the data is not available. There is data for some complaints so it would be achievable for some but not all complaints.

I'm really happy to look in to that.

Brett Curtis – Are the southern members in favour of receiving that information?

Nick Seselja – From memory what was being developed at the other airports is a grid map so instead of getting an exact location it would give a grid reference showing which area the complaint is coming from.

So that is an action for yourself Nick.



I think a lot of these questions are around how Airservices will make the decision firstly but then secondly is there going to be a report? The decision will be made, there will be a report summarising the results and how that was assessed and how the final decision was made.

Barry Jephcote – *That date in January that you were talking about is the close of the trial? We are not going have our next meeting until February, so will that decision be made prior to that?*

Nick Seselja – *Information will be given out of session.*

Brett Curtis – *The actual date that the procedure reverts back, should the trial not be adopted, will be dependent on the publication date for the procedures, this will not occur exactly on the 8th January.*

Graham Quick – *No it would be dependent on the ARAC cycle. There is also usually a lead time for procedural changes of months.*

The decision may be made on the 8th January but it would take some time to filter into the system.

Brett Curtis – *Can I close this discussion by asking all committee members speaking with their various groups and so forth, please encourage them to put their feedback through Airservices, Airservices are collating all the feedback good or bad.*

9. General Business

The Chair advised the Committee of the upcoming runway overlay works. From around the 15th November the runway will be closed during curfew for a period about 6 weeks, dependant on weather.

Hong Kong airlines have announced that they will undertake a three month charter. It will be a three day a week A330 service between Gold Coast Airport and Hong Kong starting on the 8th January.

The Chair raised an additional item for discussion with the Committee. Over the last couple of months discussions have been held internally at the airport around the ANACC and how it is run and supported by the airport. The discussions have been triggered by a number of comments received over the years about having the airport Chair the noise committee and whether that is seen to be appropriate. It has been questioned internally whether the ANACC would be happy for an independent Chair to Chair the Committee. The Chair explained that he could see some benefits associated with it and he could also see some people having concerns with it so wanted to put that to the table for discussion. The intension would be that a Chair would be appointed by and funded by the airport, the person would have aviation experience and be able to be involved in the conversations and they would effectively be at arm's length from the airport. The airport would still hold a position at the table and attend the meetings.



Question/Discussion

Response

John Alcorn – I don't see that there would be an advantage in that, you have been quite neutral since you have been here. If you take the CACG as an example of where the airport appointed somebody that is supposed to be impartial, I think that has been a failure.

Brett Curtis – The CACG is a different style of meeting where there is a limited time for the meeting and there is a number of items required to be discussed. There is not the opportunity that there is in the ANACC to have detailed discussion on technical items so I think the way the CACG is run is different to ANACC and I wouldn't see that style of chairing in the ANACC if there was an independent Chair appointed. This is a technical Committee that needs discussion and it would continue to operate that way.

Ronnie Hoskisson – Could I just say that having you as a representative of the airport and Chairman of the Committee is incredibly important. The last thing I think this Committee needs, when we are meeting three times a year, is the intervention of another layer of middle management. If you are here and we have questions to ask you are responsible for answering them back to the Committee and you do that promptly and you are accountable where an independent Chairman is very hard to pick.

Brett Curtis – I guess the thought process with having an independent Chair was that I (or my position) would still be having a position at the table, similarly to how Nick represents Airservices and answers questions and so forth, the idea of having an independent Chair is that they would be able to drive things better. The hope would be that a Chair that is dedicated to the Committee would be able to ensure that the airport is providing advice back to the airport in a timely fashion.

Bill Pinkstone – We had an independent Chair of the Committee in the past and it was a failure, they were not independent. They were not available between the meetings, they didn't have a grasp on the issues, the Committee felt they came with pre-conceived ideas before the meeting, and they didn't know the lay of the land.

Brett Curtis – I just want to clarify that this is a discussion that is being had. When you look at the agenda items there are a lot of items that are still open and that is because I am not currently driving it as the Chair.

Garth Threlfall – I agree with Bill on this. When you say an independent Chair, how do you find an independent Chair? Where do they come from? What authority have they got? What experience do they have in the particular community? Where do they get their community concerns from? At these ANACC meetings we can come along with our community views and we can discuss them. I think if we drift away from the concept that we have got there is no point in having the Committee and the community would have no say in any of it. I think it is important that we have this direct contact with the airport itself. I think refine it, yes but have a situation where the community supports it and can



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have their say. I'd hate to see it change too much.

John Alcorn – The great thing I find in having contact with you is that any of us around the table can ring you if we have an issue and talk to you. You are always available, you hold sub-committee meetings in the office. If you have a part time independent person running this, you will lose the personal contact we have with authority in the airport, everything will be second hand.

Brett Curtis – The intension would not be that you would lose contact with the airport, it would be no different to calling Nick to ask him a question. I am hearing what you are saying, you are clearly not in favour of bringing in an independent Chair.

Wilf Ardill – The idea of the CACG was that it would actually take over the function of the ANACC. The CACG is an information forum, it's important to the business community, it's important to the tourist industry, it's important to a lot of people. To the residents it is pretty well irrelevant whereas this committee is very important to residents.

Brett Curtis – For people with an interest in what we are discussing, this is the Committee. The CACG is intended for everyone, the business community, council etc. Everyone comes along to those meetings and the agenda varies. The CACG is an information sharing Group whereas this is a technical Committee focused on airport operations so there are two completely different functions.

Garth Threlfall – I represent Friends of Currumbin and we meet once a month and they are always asking what's happening up at the airport? They are very much interested in what is going on at the airport.

The Chair advised that this was the only point he had to raise under General Business and asked if anyone on the Committee had anything else they would like to raise and discuss.

Question/Discussion

Response

John Alcorn – With regards to the arrivals of Scoot and Air Asia, I have noticed an increasing number of those coming straight in on 32 instead of on the instrument track. There is a bit of concern out our way that there is an increase in that happening. It would be pertinent to see how many of these flights are actually occurring.

Barry Jephcote – I would dispute that Mr Chairman because I'm pretty sure, from East Banora's point of view, there has always been the impression that there was the two arrivals tracks, the 139 visual and the 130 VOR. One thing that is happening is that these international pilots are coming in on the 130 rather than the 139.

Graeme Quick – One track is the visual and one is the VOR, the RNP is overlayed over the visual. I'm 99% certain that Air Asia don't have RNP capability so I don't know why they would be off the VOR. I don't believe Scoot are RNP capable either. The 787 certainly is as an aircraft but there is a lot more to it than that.

Brett Curtis – If there are some concerns about that can you document examples and Airservices



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can then investigate.

Barry Jephcote – With regards to Project Lift, submissions closed in September, have we got any information about how many submissions were received?

Brett Curtis – I don't have the exact numbers, I think around 40 submissions were received and I don't think it has gone through to the Department at this stage. There will be an update on the project provided at next month's CACG meeting.

Will it show areas that submissions were received from?

I can ask the project team to give a rough indication on where the comments were received from.

Lindy Smith – I have seen a transcript of a tourism hearing where Gold Coast Airport was discussed including a runway extension in the area of 2017.

Brett Curtis – We are governed by what is in the Master Plan and there is no plan to extend the runway at this stage. We have said that we are not ruling it out in the distant future but there is no need for it in the short term.

On that you have no aviation development on the crown land included in your Master Plan which is currently proceeding. Widening the runway strip is not included in the current Master Plan either.

It is by virtue of allowing for the ILS in the current Master Plan. The 300m wide strip has no footprint to show in the Master Plan, it is all contained within the airport boundary. It does require some removal of trees which is covered in the MDP. With regards to the question about the crown land, there is nothing to be shown there with regards to the 300m strip.

Bill Pinkstone – Can I please again complement the work that Carla does in doing the minutes.

Barry Jephcote – Can I please also congratulate Nick on the birth of his baby.

The Chair reminded the Committee of the proposed dates for next year's meetings:

- 25th February
- 26th May
- 27th October

The Chair closed the meeting at 11.45am.



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ANACC COMMITTEE ACTIONS - Next Meeting Thursday 25th February

| Date | Action Item | Action Officer | Status | Action | Complete Date |
|------------|---------------------------|----------------|--------|--|---------------|
| 16 Jun 11 | ANACC Northern Membership | Brett Curtis | OPEN | 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 | |



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| | | | | the ILS. | |
| 8 Dec 1 | ANACC Members Section Online | Brett Curtis | OPEN | <p>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.</p> | |
| 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 | | | | | |
| 26 Feb 15 | Reinstatement of Permanent Noise Monitors | Airservices | OPEN | <p>ASA to follow-up the re-instatement pf permanent noise monitors and provide feedback to the committee. Works are progressing with the installation. Noise monitor currently being installed.</p> | |
| 25 Jun 15 | | | | | |
| 29 Oct 15 | | | | | |
| 26 Feb 15 | Webtrack Inspection | Airservices | OPEN | <p>ASA to investigate Webtrack inaccuracies based on feedback given by members and residents. Field inspection completed with Bill Pinkstone and Nick Seselja. Inspection to be arranged with Bill Pinkstone and Airservices at Lochlomond Drive with hand held noise monitors.</p> | |
| 25 Jun 15 | | | | | |
| 29 Oct 15 | | | | | |
| 29 Oct 15 | Runway 14 Departure Trial | Airservices | OPEN | <p>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.</p> | |
| 6 Dec 12 | Community Letters – FHCA | Airservices | CLOSED | <p>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 July ANACC.</p> | |
| 28 Feb 13 | | | | | |



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| <p>25 July 13 31 Oct 13 27 Feb 5 June 14 30 Oct 14 26 Feb 15 29 Oct 15</p> | | | | <p>ASA have replied to FHCA. Waiting on response from FHCA as to whether the item can be closed off. To be followed up by B. Jephcote and K. Morrison. BJephcote requested this item stay open. BJephcote has requested this item stay open. Correspondence received but not yet discussed with FHCA, item to remain open. No update provided, this item will remain open. Item closed, Nick Seselja to send copy of original Airservices letter to Helen Twohill/Barry Jephcote.</p> | |
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Gold Coast Airport ANACC Meeting Airservices Update

29 October 2015 – Presented by Nick Seselja

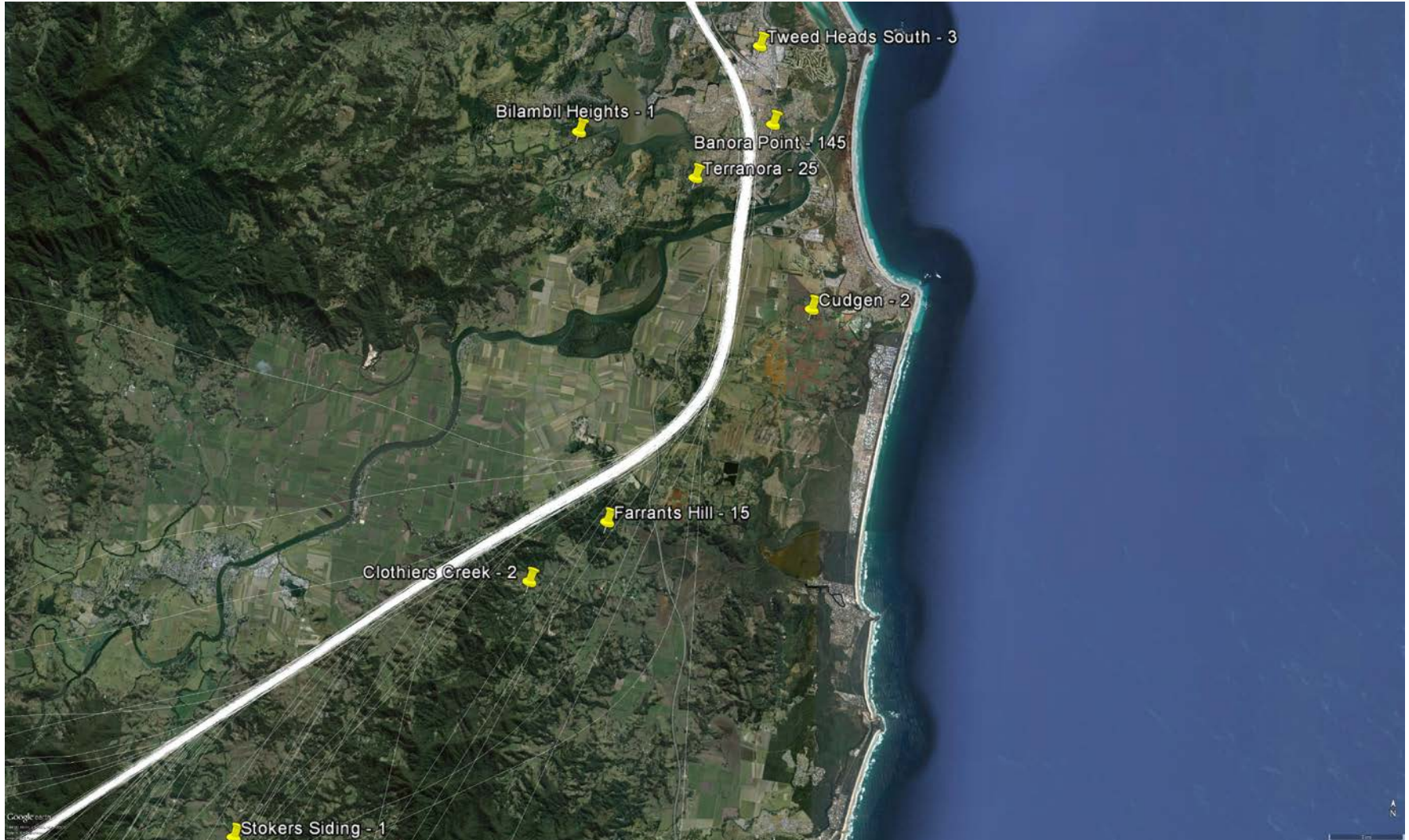
Banora Point Golf Course Trial

Update on 12 month trial

1. Feedback received
2. Issues raised
3. Process going forward



NCIS Feedback Received by Suburb



Bulk of complainants from three suburbs

Banora Point

Flights all day, increased aircraft noise since the trial started, do not want change to be permanent

Terranora

Flights appear closer than they used to be, not happy with noise

Farrants Hill

Corridor has narrowed, noise interrupts quiet lifestyle

Process going forward

- Review of trial is underway
- Decision will be based on operational considerations, community feedback and noise monitoring analysis
- Please give feedback

