



AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE ANACC MINUTES

Date: Thursday 10th March 2011
Time: 9.00 am – 12.00 am
Location: Twin Towns Resort ANZAC Conference Room

Present	Rob Porter (Chairman)	General Manager Operations and Standards - GCAPL
	Natasha Davis	Administration – Aviation GCAPL
	Charles Martin	General Manger – Aviation GCAPL
	Wilf Ardill	Tugun Village Community Centre Association Inc
	Peter Long	Air Gold Coast
	John Sweeney	Proxy for J. Alcorn ACCA
	Barry Jephcote	Representing SECCA
	Ian Brunker	Bilambil Progress Association
	Bill Pinkstone	Banora Point Residents & Ratepayers Association
	Laurie Ganter	Tweed District Residents & Ratepayers Association
	Martin Simpkins	Air Services Australia
	Stuart Russell	Tweed Shire Council
	Garth Threlfall	Friends of Currumbin
	Glenda Threlfall	Proxy for Friends of Currumbin
	Robert Anderson	Virgin Blue
	Phil Owen	Airservices Australia – RNP Project Manager
	Darren Olsson	Manager Airservices Australia Canberra
	Ron Brent	Aircraft Noise Ombudsman
	Christopher Davis	Gold Coast City Council

Observers

Pat Tate, Geoff Tribe, Julie Murray, Peter Tillotson, Karen Morrison, Helen Twohill,
Kay Bolton, Rob Bradford, Ross Purdon, Jeff Godfrey, Doug Cluer & Olga Cluer, J & J Steele, Garry
Orchard, Dawn Walker, Michael Rickard.

Apologies	Roger Savage	Bilinga & Tweed Heads Progress Association
	Tania Macdonald	AEO GCA Dept of Infrastructure and Transport
	Brenton Spendlove	Airservices Australia
	Geoff North	General Aviation Representative
	John Alcorn	ACCA - proxy
	Lester Lewis	Jetstar
	Peter Douglas	Jetstar
	Grant Wormersley	Airservices Australia



1. Welcome

Rob Porter opened the meeting at 9.00 and extended a welcome to all members and observers.

Opening Remarks (R Porter)

R Porter addressed the meeting advising:

- We are very fortunate that Ron Brent, the Aircraft Noise Ombudsman is attending the meeting as he will be giving a presentation which has been included in the Agenda.
- R Porter will also be giving a presentation outlining some background information about the airport.

These opening remarks will extend for longer than normal to ensure members are provided with information and background to ensure we get the best result out to the community and ensuring the information is more readily available.

- Thank you to the observers for giving their time to attend the ANACC meeting. It was further noted that their role will be as an observer and they are more than welcome to take notes and listen to all the debates and discussions. Rob did point out that unfortunately, they can't actively participate in the meeting, however there will be a morning tea break and at lunchtime break so hopefully we will have the opportunity to engage and have some discussions at those times.

Attendees were requested to introduce themselves and to give a brief comment on where they were from.

2. Apologies and Proxies

As recorded on the previous page.

3. Minutes from the Previous Meeting

Moved by Ian Bruncker and seconded by Wilf Ardill

4. Business Arising from the previous meeting

RNP Tracks to be finalised – ITEM REMAINS OPEN

Jetstar Climb Rate – R Porter advised he spoke with Greg E (Jetstar). Procedure is still in the system. An email has been received from Greg and the email has been made available.



5. Correspondence

IN (From)

- Lester Lewis (Jetstar) **9.3.11**
- Rod Bradford (Fingal Head Community Assoc) to R Porter **4.3.11**
- Pat Tate (Banora Point & District Res Assoc) to R Porter **13.12.10**
- Clinton Beisler (ANACC Observer Oxley Cove Community Group)to R Porter **8.12.10**
- Chirs Caesar (ANACC Observer Salt Villiage Residents Assoc) to R Porter **7.12.10**
- G Tribe (East Banora Residents Assoc) to R Porter **21.10.10**
- Stuart McGill (Tweed Resident) to R Porter **4.2.11**
- Olivia Vas (Future Resident) to R Porter **3.2.11**
- Darrin Elford (Billinga Resident) to R Porter **24.12.10**
- Janet Clark (Cudgen Resident) to R Porter **22.12.10**

○ OUT (To)

- G Tribe (East Banora Residents Association) from R Porter **8.2.11**
- K. Morrison (Fingal Head Resident) from R Porter **1.1.11**
- K. Morrison (Fingal Head Resident) from R Porter **28.2.11**
- K. Morrison (Fingal Head Resident) from Porter **2.3.11**
- Jacquie (Fingal Head Resident)from R Porter**5.1.11**
- W Ardil (Tugun Village Com Centre Association Inc) from R Porter **9.2.11**
- D Olsson (Manager ASA Canberra) from R Porter **9.2.11**
- J Elliot (MP) from R Porter **9.2.11**
- J Elliot (J Elliott MP) from R Porter **10.2.11**
- M Simpkins (ASA GCAPL) from R Porter **11.2.11**
- D Elford (Bilinga Resident)from R Porter **30.12.10**

Chairman's Overview and Background information

A presentation of the Gold Coast Airport from 1968 and showing where we have come from and where we are today. R Porter gave an overview throughout the presentation noting:

- Moving ahead to where we are today, we are a thriving, very busy airport.



- Gold Coast airport has achieved an overall growth of 7.9%.
- Over 5 million passengers have travelled through Gold Coast Airport last year and in January we had our busiest month. If you extrapolate the maths, you will see we're getting towards 6 million passengers going through the airport. It's all about the destination, people want to come to the Gold Coast and the Tweed, that's the attraction.
- People don't come to the airport for a holiday, there's nothing to see at the airport, it's just a facilitator in terms of interest in the destination. This is an important note to keep in mind.
- Gold Coast Airport is the 6th busiest international airport in Australia, so there is quite staggering growth evidenced from the picture taken in 1968 to where we are today.
- Frequency of aircraft movements means that the Gold Coast to Sydney route is the 4th busiest in the country, Gold Coast to Adelaide is the 5th busiest airport route and Gold Coast to Melbourne is the 7th busiest airport route. This will give you an overview of where we are today with specific facts and figures as it's important we understand just what's going on and what the growth has been at the airport.
- **Economic Study** - we are currently undertaking an Economic Study, which is almost complete and I am presenting some of the data that's being prepared to give you a little more background in terms of economics.
- The airport has spent \$175 million in the last 3 years on a runway extension, a terminal extension and works as well as building a new car park.
- We have invested \$100 million and there were nearly 2,000 workers involved in the construction. In relation to the contractors who worked on the project over the 18 month period and during that period there were 260 new jobs created. In fact some people who built the terminal and were involved in that process are still working on site in one way or another today.
- A report depicts that the Gold Coast Airport contributes almost a billion dollars to the local economy. There are currently 70 staff directly engaged and there are more than 1,200 staff indirectly engaged in various businesses at the airport. This means that there's 70 people that work for Queensland Airports Limited and Gold Coast Airports Limited on site and then there are baggage handlers, freighters, refuellers, customs people and we still need to get some more data in terms of the number of people employed in the general aviation industry so it's just a snapshot of how we contributed.



- **GCAPL Network Development and Direct Routes** - when the airport was privatised there were a very limited number of direct flights and the only international destination was Hamilton and of course, the Sydney and Melbourne routes were the only ones regularly serviced out of Gold Coast Airport.
- Today, the airport services every capital city, albeit Darwin through Mt Isa. We have the greater part of New Zealand and of course we are due to announce in April there will be direct services to Perth and Queenstown so quite a busy little place.
- **Where we're headed** – on looking at the forecast which came out of the previous Master Plan, the growth trend in each of the spikes that have occurred at the Gold Coast airport have been the result of the injection of low cost carriers. The focus of the airport now has been around partnerships with low cost carriers and allowing them to evolve and to grow somewhere in the rate of 1 million passengers with a quite a large growth in international traffic. Each of the growth spurts have come as a result of those services.
- **Gold Coast Airport Sustainability Initiatives by Rainwater Harvesting** - through the terminal redevelopment, there are a couple of sustainability initiatives - we included a 1 million megalitre rainwater harvesting tank so rainwater is harvested from the roof of the terminal and that's used as non-potable water throughout the terminal and we have now in place some recycling that has resulted in over 100 tons of waste being diverted from landfill each year.
- In order to facilitate the growth in the Japanese market, we have employed 5 Japanese Liaison Officers (JLO's) to assist the Japanese to be facilitated through the terminal.

These ladies have had a huge influence in how the Japanese pass through but also they've had the effect on us that we are starting to learn more about the Japanese culture and how we can assist the Japanese to be facilitated through the terminal.
- More recently, we have engaged a Chinese Liaison Officer (CLO) as there are more Chinese tourists on the Gold Coast and even down in the Tweed so we have invested in a young lady named Lily Yang Yei and her role is also to be involved in some of the international transfer processes and to help us with the Chinese market.
- **Ground Transport** - In terms of our ground transport expanding, as the passengers grow we can't keep growing car parks because there's just not enough land available so we need to be able to facilitate those passengers out into the community in a number of ways. That's why we have our hire cars, taxis and our bus services. Most importantly, Surfside buses now come into the airport and pick people up and you can get much further up the Coast.



- **Southern Cross University development** – Stage 1 is completed and there are some additional stages that will be clearly indicated through the Master Plan process.
- **Car Park** - We have opened up a 950 car parking area and we have the Tower Road project up and running, which is fantastic news. Tower Road provides additional fuel and aircraft parking for the airport.
- **Aircraft Movements Graph** - We have talked about the correlation between passengers and aircraft movements. What this graphs shows is the total aircraft movements of the Gold Coast area has actually reduced.
- In 2008 we had 140,000 movements, this declined in 2009 and further declined in 2010 to where we are today with 107,000 movements. This means there's been a 20 per cent reduction in the number of flights at the Gold Coast airport. The reduction has been a significant decrease in general aviation traffic. Reduced from 70,000 down to 40,000 movements. When these figures are put forward you need to investigate further. When we say aircraft movements have reduced it's been in this area in general aviation that's been hit.
- **Projector Display showing Pie Graph of Noise complaints** – showing data to support where noise complaints are made with Airservices Australia, being propeller, helicopters, jet and other complaints. As at 31 January, Gold Coast Airports had 8,000 noise complaints.
- A graph of the suburbs with noise complaints was displayed. It was noted Airservices reported that Australia-wide airports had a total of 24,000 noise complaints last year for the country, at the Gold Coast Airport in the first month we recorded more than 8,000 complaints. The data that's provided to us from Airservices is investigated to clarify where the complaints are coming from.
- **Aircraft Noise in San Francisco** – A Case Study and quick snapshot was presented which provided runway information. R Porter noted it's about providing this type of information to the community so they're aware what that the impact is. Discussion followed on the identification processes undertaken at San Francisco Airport. (www.flyquietsfo.com)
- For many years we have been distracted by a number of issues which has prevented us from moving forward in community understanding of what aircraft noise is and how they fly and what the interaction is between when an aircraft is arriving, landing, departing. The impact it has on the total network so once it leaves the immediate synergy of the airport, what else is happening.
- **What can the Airport, Airservices and ANACC do?** The ANO has provided a review of complaints services, paper was tabled for members and observers. There is also a series of recommendations provided which came about as a result of the report, these are all available on the ANO website (www.ano.gov.au).



- **Who's responsible for aircraft noise?** – The Legislation says it's Airservices responsibility for aircraft noise. We provide the runway but once they leave here they're under the control of Airservices Australia.

Community Aviation Consultation Groups (CACG) – Our aim is to have this group established by the end of April 2011, we have targeted an independent Chair, and we're just working through some terms of reference and guidelines. The regulations require it. This particular group deals with more than just aircraft noise, it deals with access, disability, transport aircraft issues, future development and a whole range of issues within the airport precinct.

- A map will be displayed showing where noise complaints are being reported by area. This will show to the community where there are noise sensitive areas.

6. Aircraft Noise Ombudsman Presentation – Ron Brent

R Brent gave an overview of his role, noting that it would be a part time role, which could be increased if necessary. He explained his previous experience, noting that he was the Former Deputy and the Commonwealth Ombudsman.

Ron went on to explain the role of the ANO.

He noted Airservices Australia is responsible for aircraft noise. He indicated that "he can't stop aircraft noise" and "he can't fix aircraft noise".

It was explained that essentially airspace is three dimensional, therefore there are several other impacts to take into consideration. He explained how we use aircraft noise information and the relationship between complaints and routes. Website information is available for ANO at www.ano.gov.au.

Ron asked "How do we measure success?"

He noted that it is not about the number of complaints. He noted that there are a number of people complaining, however the issues seemed to be the same.

Ron explained that CASA has a role to play. The Airport has a role to play. And the Airlines have a role to play.

They are accountable to Airservices Australia and the Minister for Infrastructure.

7. General Aviation Update (P Long)

- We had a noise complaint from the Ocean Shores area last year which we thought we'd put to bed. The issue has been raised again and the complainant has taken us through to the Environment Department and then onto the Complaints Commissioner. This is now well in hand.

- Changing our procedures and should be put to bed the issue.
- General aviation movements were down by about one-third in 2009/2010. There were 3 reasons why - firstly, weather was the greatest factor, secondly, we are on the back of the GFC and thirdly has had a big impact on the international students flying into the airport. A lot of these students are staying in their own countries.
- Run-up bay discussed – noted we have found 3 locations and if we settle on a northern run up bay then we need to consult with the residents because they won't have any buffer, there's a few issues that are being worked through. The capital has been set aside to complete the project. It was noted the funding is there, the will is there, we just have to get it all at the right spot.

8. Air Services Report

Military Operations – Martin Simpkins

- Discussion on aircraft dispensations. R Porter noted he has taken it up with the Department about dispensation reports as the Secretary grants the dispensation. R Porter to action.
- Martin advised he has also taken up the issue with the Department on getting the reports out to the public more promptly as there is a whole lot of issues and these are being followed through.

9. General Business

R Porter advised the sub committee had met the previous evening and gave an overview of discussions which had centred around the Jetstar profiles and that the sub committee had again reinforced the lack of attendance at the ANACC meetings by Jetstar. The amount of time it's taken to get a response back, whether positive or negative.

It was noted that Rob Anderson from Virgin has attended just about every ANACC meeting over the past 5 years and it's unfortunate that Jetstar do not make the effort to attend.

R Porter noted we now have some direction about writing to Jetstar which came out of last night's meeting and this will continue to be pursued.

The other issue to come out of last night's meeting was the suggestion that member of the Fingal Head committee be part of the Sub-committee. There was quite a robust discussion and the consensus of the meeting was that Fingal Head is supported through the SECCA group and therefore are represented on the committee.



In support of that, the query was made about Kingscliff, Banora Point and all of the other areas, why shouldn't they be represented as well, this was debated and the consensus from the committee was the status quo would remain however, if community reps outside of that representation wanted to come as an observer to those meetings, then as long as they approached one of the members and asked to attend as an observer and then advise the Chair, there will be no objection to this.

R Porter advised that the sub committee also discussed the departures down the golf course and the original motion that was discussed in the last meeting. Issues were worked through in terms of that motion. The terms to remain in place and should continue to move forward. However following on from that discussion it came to light that whilst this issue was important, Barry, Laurie, Bill and John brought up another issue.

Laurie addressed the meeting outlining concerns being expressed about a review of the flight path advising that this should be addressed in a more timely manner and would provide some relief to people who have complaints.

Laurie further advised that he would like to move that the ANACC / Airservices Australia Noise Abatement issue for the Gold Coast Airport be more meaningful than the one that's currently on the table.

It was noted there already is a motion on the books for a full flight path review and a second motion is being put to virtually the same thing. Noise Abatement Procedure Review is a second chance and it was thought after yesterday's meeting we had a consensus that we let the first one take its course in keeping the review.

It was agreed that we should therefore let it run its course and then we apply for a Noise Abatement Procedures Review.

R Porter noted that following discussion with Martin S and Darren O there were 2 different issues and to let them run in parallel with each other was appropriate.

Darren advised that Flight Path Review is a lot broader. A noise abatement procedure review looks at how aircraft arrive and depart Gold Coast Airport in relation to noise management.

Flight path review looks at how all flight paths interact with each other as when an aircraft departs the Gold Coast it actually affects the arrival sequence into Brisbane so a review of the whole flight path is what we did in WA. The Noise Abatement Procedure is more specific.

The full motion was read **"Request Airservices Australia to conduct a full Noise Abatement Review for Gold Coast Airport"** - Motion moved by Laurie Ganter and seconded by Barry Jephcote.

R Porter noted that we need to understand what the noise abatement procedures are for the Gold Coast airport and we need to review them to see how effective they are.



Members to vote on the motion – those for 5 / those against 0 / those abstained 1 (Wilf Ardill) **Motion is carried.** Noted the Chair will make the approaches to Airservices Australia.

R Porter advised Gold Coast airport is in its Master Planning phase and we will come out to the community for consultation commencing August.

Following on from that the Master Plan will be finalised and approved in January 2012.

The Minister has amended the Airports Act in terms of Master Planning. Gold Coast Airport is the first airport to go through the approval process since the recent Airport Act changes have been made. We are going through a learning phase ourselves.

R Porter further commented that even though our Environmental Strategy was released last year, the changes to the Airports Act has brought both of those documents into one document. We will also do an Environmental Strategy which will also be a component of the Master Plan moving forward.

The thing to remember about the Master Plan is that it's a 20 year Master Plan so we will be forecasting what we believe will be happening over the next 20 years. However, the detail will be in the first 5 years.

R Porter further noted that as part of that consultation process we will be preparing an ANEI and ANEF.

Curfew policies were queried -if they would be reviewed. R Porter advised the regulation would have to change. The Minister has made it very clear that the curfew would remain for Gold Coast Airport. He has made it pretty clear that there will not be a reduction – what's in the White Paper is what we're going on.

Close of Meeting.

Date of next meeting for ANECC will be on the 16th June at Club Banora.

Meeting closed at 11.45

10. Action Items

ANACC COMMITTEE ACTIONS - Next Meeting Thursday 16th June, 2011

Date	Action Item	Action Officer	Status	Action	Date Completed
10 Dec 09	Paula McMahon to provide an additional report would be included in the quarterly ASA noise report that would show the distribution of RPT jets on each runway. R Porter to follow up with P McMahon for a 3 rd temporary noise monitoring station. Paula McMahon to provide statistic on the last 3 years for this distribution	Paula McMahon, Ian McLeod	Open	<ul style="list-style-type: none"> • RP spoken with Joe Doherty Airservices • Quarterly ASA noise reports issued • M Simpkins to review reports • D Olsson circulating statistics on the next minutes distribution. 	
10 Jun 10	R Porter to write to both GCCC and TSC regarding new developments in relation to the RNP tracks.	R Porter	Open	To be consulted closer to commencement of RNP	
09 Sep 10	Find out the RNP package that CASA has for committee	R Porter	Open	RNP tracks to be finalised.	
16 Dec 11	Letter to Jetstar 1. Climb Rate to be introduced similar to Virgin & Tiger 2. Letter to Jetstar for attendance	Rob Porter	Open	R Porter spoke with Greg Eastaway and procedure is still in the system. Received email from Greg. R Porter to follow up.	
10 March	Amended Minutes - that ANACC requests ASA to conduct a noise abatement procedures review for GCAPL	Rob Porter	Open	R Porter to follow up.	