



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

**Date:** Thursday 22<sup>nd</sup> February 2018  
**Time:** 0900 – 1229hrs (QLD Time)  
**Location:** Twin Towns Resort – Bay room

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### 1. Opening and Welcome

Chairman, Matt Bender, opened the meeting at 09.10 and welcomed members and observers to the February Meeting.

### 2. Attendance and Apologies

Please refer to attachment 1.

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

The Chair asked the Committee if there were any comments on the previous meeting minutes. The minutes were accepted by the committee with minor changes.

### 4. Action Items

Please refer to attachment 2.

### 5. Correspondence

Please refer to attachment 3.

### 6. General Aviation Update

Peter Long was a late apology, the Chair gave the committee an update on Peter's behalf. Discussions have commenced with the GA community for the review of the Fly Neighbourly Policy. We have significant correspondence with nearby residents due to helicopter operations out of the airport. If any of your community members have any issues due to helicopter operations please let me know as we can discuss locally with the operators.

### 7. Curfew Administration Update

Russell McArthur provided an update on the most recent Curfew Report (October-January) the report was distributed to the committee.

#### Question/Discussion

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*BP: It was advised at the BPRDA meeting that there were discussions about a relaxed curfew during the Commonwealth Games period to accommodate charter flights, can you confirm that?*

*RM: There have been no formal requests to my knowledge, I will take that on notice and come back to the committee.*

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*GT: Is anything being done about the military aircraft?*

*MB: We have been in contact with RAFF after previous incidents, and they should only be practicing their manoeuvres during the day.*

*JA: Are military planes subjected to Noise Abatement Procedures, or can they practise elsewhere?*

*NH: They must abide by the same noise abatement procedures as civil aircraft at the Gold Coast.*

*MB: The military performs these manoeuvres at all ports for familiarisation in case of emergency.*

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## 8. Airservices Report

Neil Hall provided a presentation to the Committee, covering the following:

- Outstanding Actions
- RNP AR Use Update
- Online Noise Report

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

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### Question/Discussion

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#### **Outstanding Actions – Fingal Heads Monitoring**

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*HT: The Monitor data only provides data from 1 day out of the 6 months, are we able to get a more detailed report? We want to know where you tested and the impact on the residents and how it compared to other days during that period.*

*NH: Our reports use a standard format, and provide specific information – what information are you looking for that is not in the online report?*

*HT: Background noise levels that were considered.*

*NH: I will find out and respond at the next meeting.*

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#### **Outstanding Actions – Data to validate aircraft turning earlier than 2nm**

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*LS: There have been many incidents lately, where they are turning north of Kirkwood Rd.*

*NH: We recommend that residents report through the NCIS if there is a specific flight. From an ATC perspective we do keep track when an aircraft is not complying to a procedure.*

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#### **Outstanding Actions – Pre & Post trial data**

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*JM: You provided an image of the spread of the planes, however it does not show where the majority flights are flying.*

*NH: The data has been provided and demonstrated that the path has the same spread that was already existing. The only change that was made was the position of the waypoint close to the runway. The data shows that the flight path post trial is the same as what was there pre trial.*

*MB: Would it be possible for a shorter period to see a greater separation?*

*NH: I will check if it is possible.*

*JH: In the Strategic Work Plan it requests track maps for each ANACC meeting for a graphic representation that demonstrates what has been happening.*

*MB: Anything that is an exception or outside of normal operations gets followed up internally.*

*NH: I am willing to provide a week of data for the prior and post-trial to demonstrate again that the flight paths are the same.*

*BP: Is it a fly-over waypoint?*

*NH: It is exactly how it was before, a flyover. There may be some variation in the turn after the waypoint due to speed of the aircraft.*

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#### **RNP AR Use**

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*BP: The advice that we have received for Airservices is that Lake Kimberly is 2.6nm.*

*JA: Once the planes hits the coast it is not following the track it is further west, why couldn't it differ more from the straight in approach?*

*NH: There is not much room to move the path, we have moved it further north to avoid Kingscliff as per our commitment to the CACG to find the best noise outcome, but where we connect to the extended centreline of the runway is as close as the ICAO design criteria allow and is the same as the final intercept from the north. What we have designed is the best possible noise outcome within the design constraints.*

*MB: JA has included this on the Strategic Work Program and we can follow this up through that process.*

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#### **ANACC Motion**

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NH: Bill Sullivan's property has been provided to the team looking after the Australian wide program, and they will include that property in their considerations for future positioning of noise monitors.

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## 9. Strategic Work Program

The intent of the Work Program is to focus on specific key issues, three items were determined as "High Priority" and to be worked on in the first instance.

### Question/Discussion

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#### 1.2 - Variable tracking by aircraft on RNAV and VOR approach to Runway 14

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NH: Working with the NCIS we researched specific flights, a JQ Dreamliner flying the RNP AR and an A330 using the alternative RNAV approach. Looking through specific flights, we found consistency on both the tracks remaining over water at Palm Beach unless there was a weather diversion or missed approach.

JH: Where is the evidence?

NH: When looking at individual tracks over a three-week period they look exactly like this diagram. There can be some variation but from the tracks we have looked at they are consistent. Again, there is a minimum distance at which we must intercept final for the runway (in this case 3.8nm) and the RNAV provides an over the water approach for as long as possible.

GT: Would it be the same for the south?

NH: From the south the RNAV has vertical guidance and must intercept further out so aircraft can be lined up on the centreline earlier – that is a CASA requirement. We don't have an alternative vertical guidance approach from the south for aircraft that don't have RNP AR so they will need the vertical guided approach.

JH: Is it possible to generate track mapping or analysis to prove compliance?

MB: Do the exceptions get reported on during a set period?

NH: There is rarely an exception, but when there is an exception there is always a reason for it like weather – the data we have presented shows that tracking is compliant.

- Russell Macarthur (DIRDC) suggested AsA should isolate the RNAV airline operations and provide analysis based on all activity for a defined period, for example three months. It was agreed by NH and members that a similar analysis was appropriate to assess the Gold Coast Airport situation.

**ACTION ITEM:** Aircservices to undertake analysis of all tracks for a defined period flown by the RNAV airlines (Air Asia, Hong Kong Airlines and Scoot) for compliance with runway 14 noise abatement procedure and report results to the next ANACC meeting.

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#### 3.2 - Reinstatement of the noise monitor at Tweed Heads

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NH: This is a nation-wide program that is handled by consultants. The consultants have a work schedule that they must adhere to. Unfortunately, they have had to move onto other areas as we could not find a suitable site. I will notify the committee on our considerations once we look again at the Gold Coast – it is likely to be after the ILS has been installed and in use. We have input from communities to the north and south of the airport.

LS: This has been an ongoing issue, it is concerning as the amount of growth that is expected at the airport. Could a temporary monitor be installed?

NH: This together with feedback from other resident representatives has been provided to our noise monitoring team so they can determine the best location in the future. Noise monitors are used across Australia and we must carefully resource as they are not an infinite resource and we must find the best possible position for the overall Gold Coast community.

BP: I want it recorded that the community is furious about this issue as it has been ongoing for many years.

MB: This is not only an action for ANACC, it is also being monitored by the CACG.

NH: The noise monitoring program is not specifically for the community, there is also very technical

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requirements for where these monitors are placed. We use the entire network of monitors across Australia to perform our noise assessments. The program is not driven by the community; however, we do take the feedback that is provided, and it will be taken into account.

AN: I will take it as an action and we will report back to the community

**ACTION ITEM:** Airservices will report back to the ANACC and the community on progress if/when the situation arises.

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### **3.3 - Noise Amelioration Program**

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MB: Noise Amelioration Programs are Federally regulated. Initially majority of airports were federally owned so their location and management was through the federal government, there is a requirement in the lease undertaken by private airport operators to maintain growth of the facility being leased by the Commonwealth government.

RM: Triggers for the Noise Amelioration Program are based on the Australia Noise Exposure Index, which looks at historical noise data for the airport and the properties within the 30 ANEI line.

MB: The ANEI is based on historical flight data I will send around some communications, however there may only be a few residents to the north and to the south would be the Pony Club. I will send out the details for the criteria.

NH: The ANEI is established using multiple resources and modelling to determine, it is not dependant on local noise monitors.

LS: When the 2001 Master Plan was approved and included the runway Extension, it states that there had been meetings regarding amelioration and it states to seek the extension of the Federal aircraft noise amelioration act.

MB: I will take that on notice and consider those documents as a part of the strategic work program.

JA: When was the standard updated, and is it satisfactory to have the same standard apply for a dramatic increase of flights?

RM: The Australian Standards 2021 are managed by Standards Australia; the last comprehensive review was undertaken in October 2015.

MB: A considerable amount of time is spent liaising with council and planning authorities to ensure that new constructions abide by the noise considerations and standards.

BP: Can it be recorded that politicians changed the flight paths at the last review as opposed to the community.

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### **RNAV Approach**

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JM: In the Master Plan there is a graphic showing a departure flight path over Kingscliff that does not exist. On one-day Kingscliff experienced 8 international flights, I forwarded the details onto the ANO and they advised that 5 of the flights were directly related to conflict in the air. What procedures are in place to prevent future airspace congestion?

MB: We will note that and provide a response.

BP: Can an RNAV approach be applied for international arrivals from the south?

NH: There is an RNAV approach from the south, it is the straight in approach and must be where it is to accommodate vertical guidance. We need to have vertical guidance options for all aircraft from the south, the options are the RNAV or the RNP.

BP: I want it noted that the reason given was that the RNAV can't be used to the south is because it requires vertical guidance which is part of the ILS system in the north.

NH: As we have run out of time we will provide further information at the next meeting.

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## **10. General Business**

### **Adopt CACG agenda and minute style**

It was passed to adopt a similar style of minutes as the CACG, minutes will be sent out as a draft for review before the meeting.

The Chair also indicated that he would be circulating an updated version of the ANACC Strategic Work Program before the next meeting.

**ACTION ITEM:** Chair to circulate an updated version of the ANACC Strategic Work Program before the next meeting

The Chair reminded the Committee of the remaining meeting dates for 2018:

- 21<sup>st</sup> June
- 25<sup>th</sup> October

The Chair closed the meeting at 12.29 pm.

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## Attachment 1: Attendance and Apologies

Date: Thursday 22nd February 2018

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### Members

Matt Bender (Chairman)	Gold Coast Airport
Jemma Bishop (Secretary)	Gold Coast Airport
Neil Hall	Airservices Australia
Anthony Nugent	Airservices Australia
Audra Topping	Tugun Progress Association
Bill Pinkstone	Banora Point & District Residents Association
Brad Pearce	Tweed Shire Council
Garth Threlfall	Friends of Currumbin
John Alcorn	Airport Central Corridor Alliance
John Hicks	Gold Coast Lifestyle Association
Julie Murray	Proxy – Barry Jephcote
Lindy Smith	Tweed Heads Residents & Ratepayers Association
Scott Stephens	Airservices Australia

### Observers

Glenda Threlfall	Tugun Progress Association
Helen Twohill	Fingal Head Community Association
Pat Tate	Banora Point & District Residents Association
Val Kirk	Kingscliff

### Apologies

Barry Jephcote	SECCA
Brett Curtis	Gold Coast Airport
David Gray	Bilinga Neighbourhood Watch
Donna Kerr	Department of Infrastructure
Graham Quick	Jetstar
Guy Proctor	Jetstar
Jodie Bellchambers	Office of Justine Elliot
Josh Ireland	Department of Infrastructure
Melissa Pearce	Gold Coast Airport
Peter Long	General Aviation
Rob Anderson	Virgin Australia
Tania Macdonald	Department of Infrastructure

## Attachment 2: Action List

Date	Action	Who	Progress Commentary	Status
16 Jun 11	ANACC Northern Membership	Gold Coast Airport	BCurtis to meet with GThrelfall to discuss northern members and define territories.	OPEN
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 contacted 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. RWorkman is available but needs to be voted in be a community group.	
31 Oct 13			Two potential northern groups have been identified through CACG restructure, discussions will be held in an attempt to secure a northern representative for ANACC.	
27 Feb 14			Broadbeach Neighbourhood Watch has been approached to provide a representative.	
5 Jun 14			Northern member still required. It is hoped someone will be identified through the upcoming ILS community consultation process.	
30 Oct 14			Northern membership continues to be sought preferably from the Mermaid Beach region.	
26 Feb 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.	
25 Jun 15			Chair advised this action will be on hold until a decision is reached on the ILS.	
29 Oct 15			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.			
	We have been in discussions with potential applicants, an update will be provided at the next meeting.			

25 Feb 16 30 Mar 16 27 Oct 16				
22 Feb 18				
26 Oct 17	Potential update of the Fly Neighbourly Policy	Gold Coast Airport	Matt to look into the potential of an updated Fly Neighbourly Policy In discussion with GA providers and will update at the next meeting	OPEN
26 Oct 17	Increase of dispensations	Gold Coast Airport	The Chair to investigate the increase of dispensations between 2016 (5) and the last three months (5) Will provide more detail at the next meeting.	OPEN
22 Feb 18	Local Member attendance	Gold Coast Airport	Airport to send correspondence, but recognises that they or a representative attend the CACG more regularly	OPEN
22 Feb 18	“Relaxed Curfew” over Commonwealth Games	DIRD	Russell to confirm that there have been no formal requests for a “Relaxed Curfew” over the Commonwealth Games period	OPEN
22 Feb 18	Variable tracking by aircraft on RNAV approach to Runway 14	Airservices	Airservices to undertake analysis of 100 previous tracks flown by the RNAV airlines (Air Asia, Hong Kong Airlines and Scoot) for compliance with runway 14 noise abatement procedure and report results to the next ANACC meeting.	OPEN
22 Feb 18	Noise Monitoring Program	Airservices	Anthony to report back to the committee	OPEN
22 Feb 18	Noise Amelioration Program	Gold Coast Airport	Matt to send the criteria for the level 30 ANEI	OPEN
22 Feb 18	Federal aircraft noise amelioration act	Gold Coast Airport	Matt to look in the Federal aircraft noise amelioration act as a part of the strategic work program.	OPEN
22 Feb 18	RNAV approach to the south	Airservices	Airservices will present on flight path considerations at the next meeting	OPEN
22 Feb 18	ANACC Strategic Work Program		Chair to circulate an updated version of the ANACC Strategic Work Program before the next meeting.	OPEN

22 June 17	Noise Report	Airservices	Airservices to spilt data between East Banora and West Banora Airservices are unable to split the data	CLOSED To be removed
22 June 17	Pre- and Post-trial data	Airservices	Airservices to prove the Pre- During and Post-trial data for review. The data was provided to the committee	CLOSED To be removed
26 Oct 17	Further information on the AAX flight granted dispensation 5/9/17	Gold Coast Airport	Matt to investigate for further information. Matt to update the committee. Matt has spoken to DGray	CLOSED To be removed
26 Oct 17	Strategic Work Plan	Gold Coast Airport	Airport to hold a meeting to discuss the Strategic Work Plan and the comments received. Meeting was held on the 16.1.18	CLOSED To be removed
26 Oct 17	RNP Data	Airservices	Airservices to provide the RNP data. Data has been provided	CLOSED To be removed
22 June 17 22 Feb 18	2015 Noise Monitor Data	Airservices	Airservices to provide a more detailed report on the 2015 Noise Data from Fingal Heads. Neil provided an update in his presentation.	CLOSED To be removed
22 June 17 22 Feb 18	Contour Data	Airservices	Airservices to provide 3 months of data to validate aircraft turning earlier then 2 nautical miles. Neil provided an update in his presentation.	CLOSED To be removed
26 Oct 17	Formal "Thank you"	Gold Coast Airport	The Chair to write to Russell McArthur (DIRD) to express the committee's appreciation.	CLOSED To be removed
26 Oct 17 22 Feb 18	Criteria for Noise Monitor installation	Airservices	Airservices to provide the criteria for the installation of the Noise Monitor. Communities expectation for the monitor to be reinstalled. Neil provided an update in his presentation.	CLOSED To be removed
26 Oct 17	Possible Noise Monitor location	Airservices	Airservices to approach Bill Sullivan and report back Neil provided an update in his presentation.	CLOSED To be removed
26 Oct 17	Location of Northern Monitor	Gold Coast Airport	Matt to confirm the distance to the northern monitor Neil provided an update in his presentation.	CLOSED To be removed

26 Oct 17	Kingscliff Flights	Airservices	Neil to have a look at planes over Chinderah and turning closer to Kingscliff Neil provided an update in his presentation.	CLOSED To be removed
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### Attachment 3: Correspondence

In	Category	Out
01/11/17 Steve Morton (Kirra) to MBender	N, H	07/12/17 MBender to Steve Morton
03/12/17 Candia Fletcher (Kirra) to GC Enquiries	N, H	07/12/17 MBender to Candia Fletcher
11/12/17 Steve Morton (Kirra) to MBender	N, H	12/12/17 MBender to Steve Morton
		22/12/17 MBender to NHall (Motion)
08/02/18 Liz Giess to GC Enquiries	N	08/12/18 MBender to Liz Giess
		09/02/18 MBender to Robert Larkin
12/02/18 Robert Larkin to MBender	N, H	14/02/18 MBender to Robert Larkin

Category Legend			
C	Curfew	H	Helicopter
F	Flight Path	LA	Light Aircraft
G	General	RPT	Regular Public Transport
N	Noise		