

AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE ANACC MINUTES

Date: Thursday 16th June 2011

Time: 9.00 am – 12.00 am

Location: Club Banora Tuscany Conference Room

Present Rob Porter (Chairman) General Manager Operations and Standards - GCAPL

Robecca Boseley Administration – Aviation GCAPL

Elissa Keenan General Manager Corporate Affairs - GCAPL

Gordon Watson Communications Executive - GCAPL
Geoff North General Aviation Representative

Wilf Ardill Tugun Village Community Centre Association Inc

John Sweeney Proxy for J. Alcorn ACCA
Barry Jephcote Representing SECCA

lan Brunker Bilambil Progress Association

Bill Pinkstone Banora Point Residents & Ratepayers Association

Martin Simpkins Air Services Australia
Stuart Russell Tweed Shire Council
Garth Threlfall Friends of Currumbin

Glenda Threlfall Proxy for Tugun Progress Association

Robert Anderson Virgin Blue

Darren Olsson Manager Airservices Australia Canberra

James Goodwin Airservices Australia

Lester Lewis Jetstar Andrew Sellick Qantas

Christopher Davis Gold Coast City Council

Roger Savage Bilinga & Tweed Heads Progress Association

Jodie Bellchambers Proxy for J. Elliot – MP Richmond
Ben Naday Proxy for K. Andrews – MP McPherson

Observers

Gordon Watson, Garry Orchard, Peter Tillotson, Pat Tate, Geoff Tribe, Rob Bradford, Michael Dunne, Kay Bolton, Helen Twohill, Karen Morrison, Dawn Walker

Apologies

John Alcorn ACCA

Karen Andrews MP for McPherson

Peter Barrett Tugun for Tugun Progress Association

Peter Long Air Gold Coast



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 noting:

- Even though the aviation industry is fairly resilient we are really being tested at the moment with several environmental factors (volcanos and earthquakes) having an impact on the industry across the country. All of these shock waves are having an impact on the numbers and the number of flights in and out of the Gold Coast. January saw us with a record month with growth of approximately 20% on the previous January and we got a return to reality with the March figures showing a drop off of about 4%
- China We have just received fantastic news about a commitment from China to have services into the Gold Coast in 2015. Along the way we will look at Charters and other ways to attract Chinese visitors to the Gold Coast. But more broadly it's important that we attract the Chinese into Queensland itself. Should they start in other locations, the off shoot of that is that the Chinese want to see what is happening on the Gold Coast as well. For us it is a coordinated approach. We might not see the flights themselves in the earlier stages we will certainly see the spin off benefits coming out of China.
- o **Master Plan** We are currently in the Master Plan preliminary draft phase. R Porter went on to explain further the Master Plan and the role of ANACC:
 - Under the Airports Acts all Federal leased airports with the exception of Tennant Creek and Mount Isa are subject to a planning framework. As part of the planning framework airports are required to prepare a Master Plan which sets out a 20 year strategic direction for the development of the airport site. As lease holders we have an obligation to the Commonwealth to grow the Gold Coast Airport, to increase facilities and to show the Commonwealth that we are good tenants and we are doing out best to grow the asset.
 - The Master Plan will be reviewed every 5 years.
 - It is a 20 year forecast or plan with detail for the first 5 years.
 - The recent changes to the Airport Act also requires the inclusion of the Airport environmental strategy to be one document so it will be brought into the Master Plan as well
 - The purpose of the Master Plan is to establish the strategic direction for efficient and economic development of aviation and non-aviation uses at the Airport. It was noted



that the Master Plan really does highlight that the Gold Coast Airport is committed to the aviation component. We are focussed on developing the very small block of land that we have to key aviation opportunities.

- We have to indicate to local planning authorities, so both the Tweed Shire Council and the Gold Coast City Council, our intended uses for the land to ensure that it is compatible with other land uses in the area.
- We have to outline our environmental management associated with the operations of the airport site within the Master Plan
- What is included in the Master Plan? The Master Plan has an assessment of the future needs of the Airport, the intention for land use and related development of the area, the Australian Noise Exposure Forecast (ANEFs) for the Gold Coast, the civil flight paths in and out of the Airport, the obstacle limitations surfaces and the procedures for air navigational services for aircraft operations (ensure that buildings and cranes and the like that penetrate those surfaces are appropriately assessed, as well as those surfaces that can't be penetrates because the surfaces are protected)
- In the latest changes to the Airport Act Minister Albanese included that the Master Plan has to provide greater detail on the first 5 years of the Plan on ground transportation and commercial development on the Airport and the affect of the proposed developments on local and regional economies and the community
- The key dates are: Preliminary Draft Master Plan will be available for public comment from the 15th August and will be available for a total of 60 business days. GCA will come out and conduct consultation briefs and we have a consultation strategy on how we provide that information. On the first day that the document is out for public comment we will hold our Community Aviation Consultation Group meeting and we will go through what is in the Master Plan. This is the primary consultation group, however we will also add the Master Plan to the next ANACC meeting Agenda, scheduled for the 8th September.
- The document will be made available electronically from www.goldcoastairport.com.au and hard copies available for viewing at various locations (to be announced)
- Consultation will be undertaken to ensure compatibility and acceptability of the Plan by State and Local Government (both QLD and NSW)
- We are moving towards getting the Master Plan to the Minister on the 9th December and then the Minister has a window of 30 business days to consider the Master Plan and ask for amendments or alternatively accept or reject the Master Plan.



- Through the Master Plan consultation process the Airport is required to pay due regard to any comment on the Master Plan and the Minister will be specifically asking and ensuring that the Airport has considered all comments.
- R Porter noted that any comments to be provided on the Master Plan during the consultation process would be preferred in written format, whether that be via email or a letter. The GCA can then assess each of those comments.
- ANACC website (http://goldcoastairport.com.au/community/noise-abatement-anacc)
 The site is under development but once it is completed it will contain an archive of
 Minutes from ANACC meetings, ANACC Committee contact list, ANACC territories and
 relevant representatives, Noise Exposure Forecasts, Noise Complaint information as well
 as flight paths that have been established through the Master Plan process (available
 after 15th August)
- It will contain a lot of information for the community to look at noise issues through the ANACC website and to gain some more information about who they can contact.
- Terms of Reference Later on in the Agenda we do need to adjust the Terms of Reference to highlight the relationship between the CACG and the ANACC Committee, as requested by the Minister.
- **ANACC Re-Appointments** Appointments to ANACC are due. ANACC representation will be sort by the current Appointees.
- Order of Australia Wilf Ardill was acknowledged for being awarded the Order of Australia in the Queen's Birthday Honours, in recognition of the fantastic work that Wilf has done with the Trade Unions in the past as well as acknowledging the role that he plays in the community in terms of the Friends of Currumbin, Tugun Progress Association and the role that he played in establishing the curfew at the Gold Coast Airport as a part of the Noise Committee. "On behalf of the Gold Coast Airport and myself as the ANACC Chair, congratulations, that's a fantastic achievement," R Porter.
- 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

Garth Threlfall noted that Glenda Threlfall was a proxy for Tugun Progress Association not Friends of Currumbin. With this amendment the Minutes were accepted. **Moved by Wilf Ardill and seconded by Ian Brunker.**



4. Business Arising from the previous meeting

Item 1a: Additional report in regards to RPT jet arrival/departures

R Porter asked D Olsson to comment from Airservices Australia (ASA)

- D Olsson advised that they had conducted some data analysis over the past 3 years (2008-2010) in relation to the request from P Owen. D Olsson noted that the 2010 statistics were provided at the last meeting, and distributed statistics for 2008 and 2009. It provides the RPT breakdown of South Vs North. These statistics will also be distributed with the Minutes of the meeting.
- It was noted this reporting is outside the normal EMS Report that ASA do quarterly for the Gold Coast Airport. The current report does contain non-specific movements Runway 14/32 but does not break it down to RPT.
- It was noted that the current quarterly report is under review, however it will remain as a standard report across for Airports across the country. It was highlighted that the EMS report is available online and does include all of the information that is in the presented reports, although in a much more complex format.
- ASA are happy to continue to provide this additional information if the Committee so requests. However, as this information is outside the normal realm of ASA reporting it is not available online in the format that is presented to ANACC members.
- J Goodwin highlighted that the 2008 reports highlight that Runway 14 is the runway that is used the most. The main difference throughout the years is the increase in movements of roughly 8,000 in 2008 to almost 10,000 movements in 2010. However, if you look at the percentages between North and South the figures are quite consistent.
- B Pinkstone noted that when P McMahon initially came back to Members with her report there was a 30/70 split in arrival/departure movements on Runway 14/32. He noted concern with the figures since 2007, as the figures are now indicating a 50/50 split.
- B Pinkstone noted that it was his understanding that Melbourne has had this information available online for years and P McMahon had earlier promised that this would also be available for Gold Coast.
- R Porter reiterated that nationally the ASA quarterly reports are under review and we need to accept that the report is going to change in one way or another. The Gold Coast has made our recommendation that the report should contain certain information and ASA will consider that in the broader context, ensuring that the quarterly noise reports are consistent across all of the airports.
- ASA noted that no changes will be made to the reporting process until the CACG and the ANACC are consulted. When looking at the Terms of Reference for adjusting this report the



document will be tabled at this meeting, just as it will be in Melbourne and Cairns, etc so they will seek a universal response and it will result in a consistent document.

- B Pinkstone did not accept that we were given a commitment 3 years ago for something that is publically available for the Melbourne Airport and we still are not privy to that information for the Gold Coast. The information was requested because an inequity issue was highlighted. He noted that the Australian public would benefit and would like to have access to this information, as RPT jets are the noisier aircrafts therefore generate the majority of noise complaints. He advised that reports on the distribution of RPT traffic is all that he wants.
- ASA advised that if different reporting is required for different airports then that will have to be undertaken by the Contractor and fed back through the system by ASA. D Olsson "You have my undertaking on that Bill". B Pinkstone "I am happy with that"
- J Sweeney noted that the report lacked flight path information. D Olsson noted that the statistics presented are raw figures for Gold Coast Airport, and not broken down into flight paths. It can be broken down, as requested, but it is not part of the public report, as that would be a lot of information to be contained within a public report.
- It was noted that most recent ASA quarterly report for Gold Coast Airport is now available online (http://www.airservicesaustralia.com/media/corporatepubs/grtlyindrpt.asp)
- R Porter suggested that the Item be closed, with undertaking from ASA that they consider, as part of the review, the inclusion of the specific data that Gold Coast has requested.
- R Porter to send a request to ASA to consider this further in the review of their reporting processes.

Item 1b: Noise Monitoring Station

- The other consideration in Item 1 is the location of the 3rd noise monitoring station.
- D Olsson noted that in the last meeting we discussed the Terms of Reference for an Environmental Monitoring Unit/Noise Monitoring Terminal (EMU/NMT) review. ASA have finalised the Terms of Reference for that and will make the draft report available by the next ANACC meeting in September. This will be tabled at the CACG and ANACC meetings and also be available for public comment.
- Gold Coast Airport is the 3rd review in a series that ASA are doing around the country, with Melbourne and Perth reviews already been undertaken. ASA will analyse the current positions of the Monitors, are they providing the right information and assess whether further NMTs are necessary.
- The report will have ASAs recommendations on where the Monitoring should be placed, however that is not the final analysis. Feedback will also be sought from the general public.



- At the Gold Coast we currently have 2 Monitors operating. The 3rd Monitor at Tweed Heads was taken down and ASA are currently in negotiations to replace that Monitor. Once the negotiations are completed and the licensing agreement is in place that Monitor will be up and running again.
- It was noted that around Australia NMTs are currently located on Airservices sites, government schools, however it is not restricted to these sites. It could potentially be a community member's backyard if they give permission and satisfy the criteria.
- A site has been identified and a lease is in negotiation. Once a lease is signed works will commence to replace that 3rd Monitor
- ITEM CLOSED

Item 2: RNP Tracks

- There are no developments on RNP Tracks
- R Porter has written to Airservices Australia's CEO pushing the process to say that we need to know where these RNP tracks are going to be
- R Porter has spoken with the Minister's advisor and the Department of Infrastructure, as we need to know where these flight paths are heading
- There is a piece of work still being undertaken by Airservices in relation to the roll out of the RNP
- ITEM OPEN

Item 3: RNP package - CASA

- Awaiting information on RNP tracks
- ITEM OPEN

Item 4a: Letter to Jetstar - Climb Rate

- Jetstar have considered the request and have decided not to go with NADP1 specifically, for several reasons. However, they are looking at a different take off configuration that will give similar result at lost cost as well as being environmentally friendly.
- Jetstar are not convinced that the procedure actually delivers the result that justifies the cost of it and the additional fuel burn over the departure area.
- L Lewis indicated that Jetstar are happy to work at trying difference methods in order to achieve mutually beneficial result.



- Jetstar will begin testing an alternate method on 1st August (this date to be confirmed). They believe this will provide a significant improvement in the climb rate without having to reduce the pitch altitude of the aircraft during departure.
- L Lewis noted that they were going to be using a higher flap setting, which gives the aircraft a higher speed before it gets off the ground. Ultimately it will be climbing at a better angle and it won't reduce that angle of climb until much higher. It is the result that ANACC members are after, but not specifically the procedure mentioned.
- L Lewis noted that the NADP1 has take off thrust to 1500ft so you have more power and more noise for longer. With the Jetstar suggested procedure they will reduce thrust at 800ft which will significantly reduce the noise when the aircraft is still climbing. It does reduce the pitch slightly while it's climbing, however it gets to the cleaner configuration quickly and then resumes the climb. It is believed that there won't be a great deal as it gets to the 3000ft at the same place
- B Pinkstone noted that the issue is about noise, not money when you have 30,000 people living underneath that flight path. In the last 2 years there has been 100% cooperation from Virgin. "Their aircraft are considerably higher than Jetstar, which are going on a minimal final gradient and very much closer to the ground and very much noisier."
- B Pinkstone noted that the objective to get the aircraft up as quick as possible, to have an impact on the people that are always going to have an impact with them being closer to the airport, but the big majority of people that live out further getting a sustained impact. In a natural amphitheatre such as at Banora Point people are sustaining 45 seconds of intolerable noise from Jetstar, compared to that of Virgin planes which is considerable different.
- ANACC Members have been asking for this change in procedure for 5 years so it is disappointing to get the response. It was noted that ANACC Members are happy to work with Jetstar from the 1st August to consider the procedure suggested.
- A Sellick noted that they are not disregarding the community whatsoever. They reiterated that they have an alternative way to achieve the same result, without additional cost to Jetstar. L Lewis noted that they have not ruled out the procedure used by Virgin.
- A Sellick asked if there had been any work done to look at the different noise between operators and departures. Obviously we now have a good data set of Jetstar operating the same way and Virgin and Tiger adjusting their procedure so we should be able to see what that difference is.
- R Porter requested ASA to provide ANACC with a report that looks at the different climb rate noise results, through the noise monitoring equipment, pre 1st August and post 1st August, providing a 6 week window. R Porter asked for ASA to report back at the next meeting.



- L Lewis noted that if the proposed procedure does not work Jetstar are willing to reconsider the position, and if it is necessary, to make the community happy, Jetstar will look at going towards the other procedure.
- R Porter requested a notification of when Jetstar have commenced the work. R Porter will then undertake to inform the ANACC members as well as the community via the observers in attendance once Jetstar have made the change as personal observations will also be welcomed during the proposed 6 week trial period.
- R Porter thanked L Lewis and A Sellick for their attendance. He asked for their continued commitment for ongoing attendance, due to the fact that in just one meeting a longstanding issue has been resolved.
- ITEM CLOSED

Item 4b: Letter to Jetstar - Attendance

- R Porter sent letter to Jetstar to request attendance at ANACC meetings.
- Lester Lewis in attendance.
- ITEM CLOSED

Item 5: ASA Noise Abatement Procedures review

- R Porter has sent the request to ASA.
- D Olsson noted that the correspondence was received and a project team is being put together to get that work underway.
- R Porter is awaiting a response back from ASA once the project is up and running.
- ITEM CLOSED

5. Correspondence

IN (From)

- G Eastaway (Jetstar) to R Porter 09.03.11
- R Brent (Aircraft Noise Ombudsman) to R Porter 22.03.11
- K Morrison (Fingal Head Resident) to R Porter 18.04.11
- B Jephcote (SECCA) to R Porter 18.05.11
- K Morrison (Fingal Head Resident) to R Porter 19.05.11



OUT (To)

- R Brent (Aircraft Noise Ombudsman) from R Porter 23.03.11
- D Walker (Fingal Head Community Association) from R Porter 20.05.11
- B Jephcote (SECCA) from R Porter **24.05.11**
- K Andrews (Federal Member for McPherson) from R Porter 24.05.11
- M Simpkins (Airservices Australia) from R Boseley 24.05.11
- K Morrison (Fingal Head Resident) from R Porter 25.05.11
- G Eastaway (Jetstar) from R Porter 26.05.11
- M Simpkins (Airservices Australia) from R Porter 30.05.11
- D Olsson (Airservices Australia) from R Porter 03.06.11

6. General Aviation Update - Geoff North

GA Movements

- GA movements are down 30%, mostly due to inclement weather. The rain has had a huge effect on students that are just starting out.
- There has been a slight increase in commercial or light jet traffic.
- In the next 8-10 months there may be an increase in night training circuits. This is due to the weather and new students not being confident to fly in the heavy rains and winds that we have been experiencing during the day. However, that will conclude approximately 9pm, before the GA curfew time.

Night Works

- R Porter noted that with the assistance of the GA community the Tower Road project has been able to commence day works, keeping night works to a minimum. A letter box drop was conducted prior to night works to alert the local community.

Run Up Bays

- G North noted that Run Up Bays are essential in minimising noise at the northern end of the aerodrome. This project has been discussed for years in both the GACC and the ANACC but with no progress being made.
- The "fly neighbourly" policy has been put in place to shield the noise from radiating back into Bilinga. 90% of GA pilots are complying, 10% aren't. This is something that is continuously being worked on.



- R Porter noted that the Run Up Bay has been included in the Master Plan.
- The whole of the GA area has a strategic plan, with an additional taxi lane to ensure that they can operate more efficiently.
- The challenge has been finding a location where GA could utilise it, without interfering with other operations, however a location has been sourced. The location, adjacent to Taxiway Charlie to the north. This is sufficiently far enough away from the Tugun residents so there is a buffer of the T-Hangars and some of the GA Parking area.
- There is a commitment to have the Run Up Bay by December 2011.
- R Porter met with the Project Team on Monday (13th June) and spoke to the Project Manager. Currently we are in the design phase and the project is underway. Once the scope of works is complete a completion date can't be provided but it is anticipated to be completed by the end December.
- This location will provide a Run Up Bay which will be more efficient once the additional Taxi Lane is put in place (which may be some years away). An extension of Taxiway Foxtrot has been included in the project, parallel to the Runway for GA traffic, so they don't need to go out into the RPT apron and back out again.
- A drawing of the proposed Run Up Bay project to be circulated as part of the Minutes.

Letter from Karen Morrison

- It was noted that P Long replied (on his letterhead) to a letter from a resident, Karen Morrison. G North advised that he concurred with the dialogue that he spoke about in that letter, that GA has no regulation over the circuit area, that it is totally controlled by Air Services. He noted "We as pilots are told where to go, we are instructed as to what we have got to do, so unfortunately we can't call the shots on that. If it's over Fingal, then so be it, it is over Fingal. We have got to go exactly where we are directed to go and we can't change that."
- R Porter asked that the correspondence be tabled for the meeting so that it may be reviewed and a response provided, as required.

7. Air Services Report

- D Olsson introduced James Goodwin to the Committee, noting that Airservices Australia now have 2 Advisors who will be reporting back to the ANACC and CACG.
- RPT Jet Data from 2008, 2009 and 2010 was distributed to Members (attached).
- The 2011 First Quarterly Report is now available on Airservices Australia's website (http://airservicesaustralia.com)



- Noise complaints on the Gold Coast were slightly down from March to April with a decrease from 3825 to 3564. It was noted that there were 71 complainants in the last month, with Fingal Heads being the majority of those complaining.
- D Olsson advised that ASA are currently working on a report that analyses trends, noise complaints, spike in complaints, complaints per suburb, additional issues and any unusual movements. A draft template has been drawn up for Brisbane and ASA are working on rolling this out to other airports in the future. It will be published each month, as well as being included in the Quarterly Reports.
- To ensure easy access for the community R Porter to investigate providing access to this information via the ANACC page on the Gold Coast Airport website.
- D Olsson noted that the RNP issue is still with the Minister. Gold Coast Airport is just 1 of the 7 ports that are being looked. The consultation process will discuss the future of this with the community as well as undertaking an environmental assessment.
- The primary consultations will take place over the next few months within the CACG and the ANACC and it is expected to be filtered down the community from there.

Military Operations – Martin Simpkins

- D Olsson asked whether this additional report was still necessary for presentation at ANACC Meetings. ASA is happy to continue to provide statistics, however it was suggested that exception reporting may be more beneficial to the Committee than the general reporting that is currently being undertaken.
- B Pinkstone noted that he wishes to continue to monitor military movements so as to keep on the Governments case about the use of that airspace.
- J Sweeney noted that the low level fly bys by the military shock the public and this type of reporting is instrumental in getting this information back to the community.

8. General Business

Sub Committee Meeting

- R Porter advised that unfortunately a quorum was not reached to hold the Sub Committee meeting on 15th June, due to insufficient attendance
- Fingal Head residents were in attendance, as R Porter wanted to provide an open forum for Fingal Head residents, Airservices Australia and Gold Coast Airport to discuss complaints.
- R Porter noted his disappointment as Members did not give apologies for not attending.



Fingal Head Community Association letter

- A copy of the letter from Dawn Walker of Fingal Head Community Association was distributed and the Committee were given time to review the letter. Since the Sub Committee meeting a further letter has been provided with clarification on the outcomes they are expecting.
- It was reiterated that B Jephcote from SECCA and was nominated to represent the southern areas of Fingal Head, East Banora and Kingscliff and therefore Fingal Head are represented at ANACC Meetings.
- A summary of responses was provided by R Porter. R Porter to provide a cover letter requesting ASA to respond to issues within their jurisdiction as well as writing a letter to CASA requesting their approval process for commercial flights eg. Joy flights.
- It was noted that there has been an increase in the number of jet aircrafts flying over Fingal Head (international flights as well as flights heading to Cairns, Townsville and Mount Isa), with approximately 7.3 flights per day and an average of 70 per week. M Simpkins highlighted that there is also a spike in traffic when there are Brisbane diversions.
- ASA advised that 4 documents have been located in relation to flight paths and they are currently under review. All current flight paths will now be assessed, but it was highlighted that ASA would not be going back to assess previously used paths. D Olsson provided a commitment to finalise a review of these documents by the end of September 2011.
- R Porter to provide information in relation to the forecast in movements (only after the release of the Master Plan on 15th August).
- It was asked whether there will be an environmental assessment prior to increase, and if one was actually undertaken originally?
- B Jephcote asked whether plates/SIDs can be provided. It was noted that only narratives are provided, not descriptions, so this would not provide the information being sought.
- R Porter to locate the Minutes of the AEC relating to the environmental assessment conducted when international flights were introduced. It was noted that B Pinkstone has a garage full of documentation that may be of assistance in piecing this together.
- R Porter noted that it was very encouraging that we were finally concentrating on the key issues and were moving in a positive direction. A number of significant issues have been discussed and there are now specific outcomes to work towards.



ANACC Online

- Work on providing more information to the community is being undertaken by providing an archive of ANACC meeting minutes in the Community section of the Gold Coast Airport website. R Boseley will be populating the ANACC archive of Minutes over the next few weeks and members will be notified when the information is available. It will be a process of collecting and uploading old documentation, so it was highlighted that this will be an ongoing process.
- G Threthfall noted that the borders on ANACC Territories document need to be reviewed as the northern borders appear incorrect. R Porter to set up a meeting with northern members.

CACG

- The Minister has made it clear that the CACG is the primary forum for the community to discuss issues relating to the Airport.
- The Gold Coast Airport has chosen to do things a little differently than our counterparts around the country, by keeping the ANACC and establishing a separate forum for CACG, where anybody from the community is welcome to attend, can submit an agenda item or raise any issues during General Business. This means that the ANACC is ultimately the Sub Committee of the CACG, with the specific focus on noise abatement.
- Decisions are not made at the CACG, it is more of a public forum for the community to voice their opinions, so any issues that are raised will be passed on to the ANACC for resolution. eg. Noise complaints from Fingal Head could be raised at the CACG, listed as a Recommendation and then directed to the appropriate body – ANACC.
- It was clarified that Airlines, Councils and any other attendees of the ANACC would be invited to attend the CACG meetings as well.
- R Porter proposed that an ANACC member from the south and an ANACC member from the north attend the CACG. It was noted that these 2 representatives should be there on behalf of ANACC to provide the CACG with the extensive experience and knowledge.
- Several members expressed concern that the members attending the CACG have very different view and may not represent the South or North, but be there to put forward their own agendas.
- R Porter noted that this issue is exactly why other Airports have renamed ANACC to CACG, to avoid these problems. However, Les Fisher is the Chairman of CACG and fully understands the role that ANACC plays.



- It was agreed that "at the ANACC meeting preceding the CACG a representative from the South and a representative from the North will be identified to attend the upcoming CACG meeting". Motion Moved by W Ardill and seconded by J Sweeney. Motion Carried.
- It was noted that the representatives to attend the next CACG meeting would be B Pinkstone (with B Jephcote as an alternate) from the South and Peter Barrett (with W Ardill as an alternate) form the North.

Terms of Reference

- The current ANACC Terms of Reference, the Community Aviation Consultation Group (CACG) Terms of Reference and a draft revised ANACC Terms of Reference were distributed.
- With the link between the two Committees it is necessary to include information pertaining to the CACG in the ANACC Terms of Reference. Section 6.1 Role of ANACC within CACG has been included in the Draft Terms of Reference.
- During discussions it was agreed that the proposed changes to paragraph 1 are: ANACC will be a subcommittee of the CACG. Representatives of ANACC (at least one from the north and at least one from the south) will represent ANACC on the CACG. Paragraph 2 to be deleted. Motion Moved by W Ardill and seconded by J Sweeney. Motion Carried.
- The amended Terms of Reference will be distributed with the Minutes and updated on the website.

ANACC Re-Appointment

- Once the Terms of Reference have been endorsed then ANACC Appointments will need to be finalised.
- A Re-Appointment pack will be send to current representatives, including an information letter and Re-Appointment Form.
- The agreed date for submission of Re-Appointment Forms and any relevant support documentation is 1st August.

Mr Stevens, Coolangatta Road

- W Ardill brought it to the attention of the Chair that Mr Stevens from Coolangatta Road
 has contacted him on several occasions and has reported speaking with Gold Coast Airport
 on issues pertaining to noise. W Ardill referred him to the Noise Ombudsmen.
- R Porter requested that this correspondence be forwarded to him so that contact can be made on behalf of the Gold Coast Airport and ANACC.



Recommendation to CACG

- B Pinkstone asked that the first recommendation from ANACC to the CACG would be that an airside sign stating "WELCOME TO GOLD COAST AIRPORT" be considered.

MEETING CLOSED AT 12:10

Date of next meeting for ANACC will be 8th September at Club Banora.



10. Action Items

	ANACC COMMITTEE ACTIONS - Next Meeting Thursday 8 th September, 2011							
Date	Action Item	Action Officer	Status	Action	Date Completed			
10 Dec 09	 a) 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. b) R Porter to follow up with P McMahon for a 3rd temporary noise monitoring station. Paula McMahon to provide statistic on the last 3 years for this distribution 	Paula McMahon, Ian McLeod	Closed	 a) Quarterly ASA noise reports issued. D Olsson circulated 2008-2010 RPT statistics. ASA to consider, as part of the review, the inclusion of the specific data that Gold Coast has requested. R Porter to send a request to ASA to consider this further in the review of their reporting processes. b) A site has been identified and a lease is in negotiation. Once a lease is signed works will commence to replace that 3rd Monitor. 				
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.				
9 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 a) Climb Rate to be introduced similar to Virgin & Tiger b) Letter to Jetstar for attendance	R Porter	Closed	 a) Jetstar are looking at a different take off configuration. Testing of new take off to start 1st August 				



				R Porter requested ASA to provide report on the different climb rate noise results, pre 1 st August and post 1 st August, providing a 6 week window. R Porter asked for ASA to report back at the next meeting. b) L Lewis and A Sellick in attendance.
10 Mar 11	Amended Minutes – that ANACC requests ASA to conduct a noise abatement procedures review for GCAPL	R Porter	Closed	R Porter has sent the request to ASA. D Olsson noted that the correspondence was received and a project team is being put together to get that work underway. R Porter is awaiting a response back from ASA once the project is up and running.
16 Jun 11	Run Up Bay	R Boseley	Open	R Boseley to distribute drawing of the Run Up Bay project.
16 Jun 11	Fingal Head Community Association letter	R Porter	Open	R Porter to send letter to ASA and CASA requesting that they respond to the points within their jurisdiction R Porter to respond to letter on behalf of GCA
16 Jun 11	International flight – environmental assessment	R Boseley/R Porter/B Pinkstone	Open	R Boseley to locate the minutes of AEC relating to environmental assessment conducted when international flights were first introduced. R Porter to liaise with B Pinkstone to see if any documentation can be located at his premises.
16 Jun 11	ANACC Online	R Boseley/R Porter	Open	R Porter to investigate providing access to this information via ANACC online. R Boseley to populate archive of ANACC Meeting Minutes. R Porter to meet with G Threthfall to redefine the boundaries of northern members.



16 Jun 11	Terms of Reference	R Boseley	Open	Changes to be made to TOR and distributed with Minutes and placed online.	
16 Jun 11	Re-Appointment to ANACC	R Boseley/R Porter	Open	R Boseley to distribute Info Pack with Re- Appointment Forms to current representatives Submissions to be returned by 1 st August. R Porter to meet with Northern members to discuss Northern representation	
16 Jun 11	Mr Stevens – Coolangatta Road	R Porter	Open	W Ardill to provide contact details for Mr Stevens R Porter to contact on behalf of GCA	
16 Jun 11	Welcome Sign	R Porter	Open	R Porter to take the recommendation of a WELCOME TO GOLD COAST AIRPORT to the next CACG meeting	