Gold Coast Airport

COMMUNITY AVIATION CONSULTATION GROUP (CACG)

MEETING NO. 6

RECORD OF PROCEEDINGS OF CACG HELD 29 AUGUST 2012

VENUE: VISIONS ROOM – TWIN TOWNS CLUB AND RESORT

Attendees:

Les Fisher AO	- Chair
Benjamin Naday	- Office of Karen Andrews MP
Bill Pinkstone	-Banora Point and Districts Residents Association
Brian Garvey	-Banora Community
Brian Nicolson	-Airservices
Darren Morrison	- Fingal Heads Community
Dawn Walker	- Fingal Head Community Association
Elaenor Dun	- Department of Infrastructure and Transport
Elissa Keenan	- Airservices Australia
G Ryland	-Currumbin
Garry Orchard	- Details not provided
Gui Lohmanr	- SCU
Gwenda Byrne	- Pyramid Holiday Park
Helen Gannon	- Department of Infrastructure and Transport
Ian Macintosh	- Chinderah Resident
Julie Murray	-Kingscliff Ratepayers and Progress Association
Jason Hoare	- Australian Federal Police
Jeff Hargraves	- Community
Joe Steel	- Tweed Heads Pony Club
Joslin Steel	- Fingal Heads Community
Julie Mackintosh	- Chinderah Community
Justine Elliott	- Member for Richmond
Karen Morrison	- Fingal Heads Community Association
Kay Bolan	- Fingal Heads Community Association
Leonie Horrocks	- Department of Infrastructure and Transport
Lindy Smith	- Tweed Heads Pony Club
Martin Sherrington	- Details not provided
Mark Bygold	- Fingal Heads Community
Martin Simpkins	- Airservices Australia
Nyrie Tillotson	- Banora Point Resident Association
Pat Tate	- Banora Point Community Association
Peter Barrett	- ANACC Representative
Peter Tillotson	- Banora Point Resident
Rhonda Hargraves	- Community
Richard Murray	-Tweeds Heads Environmental Group

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Rob Seller	- Fingal Heads Community
Roger Graf	- Fingal Heads Community Association
Rose Adams	- Gecko
Sue Wilkinson	- Gold Coast City Council
Unni Menon	- Airservices Australia
Val Kirk	- Kingscliff Community

GCAPL

Paul Donovan	-COO
Brett Curtis	-Manager Operations and Standards
Stacey Elliott	-Minute Taker
Charles Martin	-General Manager Aviation
Marion Charlton	-General Manager Commercial and Terminals
Melissa Pearce	-Communications Manager
Craig Shaw	-General Manager Corporate Services
David Collins	-Chief Financial Officer

Apologies:

Barry Jephcote	-Representative ANACC
Bill McKennariey	-Details not provided
Christopher Davis	-Gold Coast City Council
Daniel Eatock	-CASA
Dot Holdom	-Tweed NSW Government
Fraser Hethorn	-Bilinga Neighbourhood Watch Program
Gayle Judd	-AFP
Graeme Allen	-QAL
Greg Brennan	-Tiger Airways
Gregory Watt	-Details not provided
Helen Twohill	-Fingal Heads Community Association
Ian Rigby	-Details not provided
Jaimie Lovell	-Department of infrastructure
Jan Stuckey	-Member for Currumbin
Joan Van Lieshout	-Tweed NSW
John Crane	-Virgin Australia
Justin Wastnage	-Tourism Transport Forum
Karen Andrews	-Federal member for McPherson
Lou Armstrong	-Not Just a Copy Shop
Martin O'Riordan	-Details not provided
Miranda Bain	-Act for Kids
Paul Cox	-CASA
Pauline Dennison	-Gold Coast City Council
Peter Long	-Air Gold Coast

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Peter Spurgin	-Careflight
Ron Brent	-Aircraft Noise Ombudsman
Steve Macrae	-Details not provided

1. Welcome and Introduction

Chairman Les Fisher welcomed all attendees and announced that Justine Elliott – MP was also in attendance. The chair introduced the representatives which would be presenting at the meeting.

Apologies were recorded above. It was noted that in particular Ron Brent Aircraft Noise Ombudsman was an apology for the meeting.

The Chair asked if any new members were in attendance. Representatives for the community introduced themselves.

Paul Donovan GCAPL - COO provided an update of recent events at the airport.

- July concluded with a 10% increase on passenger numbers on last years figures
- Qantas has reinstated 3 services per day operating SYD – OOL starting in October 2012.
- Scoot performance has been consistent.
- Major asphalt repairs have received Board Funding Approval for Taxiway Charlie between TWY Alpha and Bravo.
- The new JUHI Facility went live on the 22nd August. The new Facility has 2 tanks which will hold a combined total of 4 Million litres of fuel
- Gate One Hut – The new security hut is operational at the end of Tower Road
- Works in the terminal have commenced for the implementation of full body scanners as part of new mandated regulations.
- GCAPL are currently engaged with ASA to progress the implement of ILS at Gold Coast Airport.

2. Acceptance of Record of Proceedings CACG 03 April 2012

The Chair asked the Committee attendees if there were discrepancies they wish to raise with the April CACG minutes.

Lindy Smith – Tweed Heads Pony Club, Page 9 of the record of proceedings lindy's comments in regards to Coolangatta Creek being realigned should include her serious concern as "existing g/w acidification and associated Acid Sulphate Soil (ASS) heavy metal contamination."

The Record of Proceedings was accepted by the Committee.

3. Business Arising from Record of Proceedings CACG 03 April 2012

There was no action arising from the Record of Proceedings.

4. Actions Arising from Recommendations CACG 03 April 2012

All weather access from the aircraft to the Terminal
There is no update to this item as GCAPL has been unable to find an alternative option for access to the aircraft other than the installation of an Air Bridge.

Clarity of the announcements in the terminal
As part of the development of the terminal in 2010 a new PA system was installed, based on the feedback of the committee an audit was conducted on the quality of the PA system. The conclusion of the audit is that the PA system is inadequate in some areas of the terminal. Negations are now in progress between GCAPL and the builder who worked on the terminal in 2010 to bring the PA system up to an acceptable standard.

5. ANACC Report – Brett Curtis

ANACC Terms of Reference

The committee were advised Gold Coast Airport (GCA) is proposing to amend the committee Terms of Reference. Proposed amendments include:

1. The purpose of the ANACC is to support the CACG with technical input and expertise;
2. The ANACC is to consider and where appropriate make recommendations to the CACG on matters generated from operations associated with GCA;
3. Each committee member is responsible for ensuring that progress and achievements of the committee are communicated effectively to the organisations or groups that individuals represent.
4. Each committee member is responsible to provide member's updates on issues raised by their community groups.
5. Meeting frequency to change from 4 times per year to 3 times per year to align with CACG frequency.
6. Meeting to be closed with members and invited guests only.

Tweed Environmental Monitoring Unit (Noise monitoring unit)
Airservices confirmed the Tweed EMU was decommissioned and removed in first quarter 2009 due to site works. Works to reinstate a permanent EMU have commenced, however the discovery of asbestos at the site has delayed progress.

Environmental Monitoring Unit (EMU) Review
Airservices have commenced EMU review which includes an investigation of possible sites for locating portable noise monitoring units across the Gold Coast and Tweed region. Airservices are hopeful of presenting a draft of the EMU review to the August (today) CACG.

Jetstar Noise Abatement Departure Procedure (NADP)
Jetstar provided a report on their Noise Abatement Departure Procedure in use at Gold Coast Airport. In response to community request Jetstar changed their take off configuration in August 2011, with the intention of improving the noise footprint. More than 90% of Jetstar's narrow body departures are using the new configuration.

The committee noted the revised Jetstar departure procedure does not appear as steep as the Tiger and Virgin. A request is to be made to both Tiger and Virgin Airlines to provide detail of their current departure procedure for comparison against the Jetstar procedure.

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Noise Information Brochure
GCA advised they are to prepare a noise information brochure to try and assist with answering commonly asked questions associated with aircraft noise such as the airport curfew, responsibilities etc.

It was noted Brisbane Airport has prepared a detailed noise booklet "Above and Beyond" in preparation of their proposed parallel runway, which contains some useful information. This is available on their website and has been emailed to all ANACC members.
http://www.bne.com.au/corporate/flight-paths

Question/Announcement	**Response**
Bill Pinkstone, Banora Point and District Residents Association – Noted the committee that he represents on ANACC are not happy with the proposed review of the TOR. *Bill asked is it the intention of the Airport that the ANACC function as it has done and able to communicate freely to ASA or others and send requests on its own behalf or will the ANACC be required to wait for input from the CACG?*	*Brett Curtis – Responded stating the communication will stay as is and the ANACC will then report to the CACG as part of the ANACC Report.*
Dawn Walker, Fingal Head Community Association - Would like some further information regarding the proposal to exclude people from attending the ANACC. When Minister Albanese signed off on the Master Plan, two things were specified that the Environment will be considered and that community consultation will be at the highest level, therefore expressing the concerns of being locked out of the ANACC.	*Brett Curtis –The reason for this proposal (limiting the numbers) is to better plan and accommodate the committee. Comments have been requested to GCAPL on the proposed TOR by 31st August. The comments received will be discussed further at the next ANACC meeting.*
Karen Morrison, Fingal Head Community Association – Previous ANACC meeting minutes have exposed regularities and contradictions. The benefit of having observers at the ANACC meetings ensures greater transparency.	*Brett Curtis - Chair of ANACC will take Karen's comment onboard.*
Joslin Steel, Fingal Head Community Association – Who can comment on the TOR?	*Brett Curtis - advised that through your ANACC representative you can submit comments.*
Julie Mackintosh, Chinderah Community -If the issue is that you need to know who will be attending the meeting which is reasonable, then is there an option to provide a list or register for who intends on attending?	*Brett Curtis – Yes that is an option. An invitation goes out to the committee, although often invitees are not replying.*
Pat Tate, Banora Point Community Association – As an association the Banora Point Community	*Brett Curtis – Acknowledged Pats comments and conformed they will be considered as*

Association always provide via email the names of those who intend on attending the ANACC meetings, and believes other representatives will be happy to do so to ensure that observers are still able to attend the meetings.	*part of the review.*

6. Operations and Development

Charles Martin – General Manager Aviation
Scoot Airways – 5 flights a week which equates to 2000 seats per week. Scoot is currently operating at 80% load capacity.

Qantas – 3 flights a day which equates to 14,000 seats, additional flights will be added over the period of December/January which will increase numbers by 3000 seats during this period.

Tiger Airways – Are increasing their scheduled operations to Gold Coast Airport and the overall operations will equate to 40,000 Seats per week.

The airport schedules are increasing, although with the exception of Qantas the number of Airlines will not be increasing in the immediate future.

Recent developments as mentioned in Paul Donovan's opening overview:

The new JUHI facility enabling more fuel to be kept onsite

Remote Parking Apron
A remote parking apron has been developed which can accommodate an A330 Aircraft, this allows the airport to maintain operations adjacent to the terminal, and the remote apron can utilised by any long stay aircraft.

Question/Announcement	**Response**
Brian Garvey, member of Banora Point Community – Enquired that rumours have been circulating in the community that airlines such as Virgin plan on bringing larger aircrafts into Gold Coast Airport and this will therefore require the extension of the runway	*Charles Martin - responded stating that this is not the understanding of Gold Coast Airport. At this stage there is no plan to bring larger aircraft to the airport.*
Gwenda Byrne, Pyramid Holiday Park – Questioned is there any plans to extend the runway?	*Charles Martin - In the immediate term, no there is not.*
Pat Tate, Banora Point Community Association – What about a runway extension in the long term?	*Charles Martin - The plan for the airport is all detailed in the master plan. The relocation of the landing threshold on the runway but there is no physical extension to the runway*

	length.
Karen Morrison, Fingal Heads Community Association – You mentioned the landing threshold relocation will this then enable larger aircrafts to land at Gold Coast Airport?	*Charles Martin - No, The size of aircraft which we currently get at the airport will stay the same, the relocation of the threshold will improve the runways efficiency in bad weather.*
Peter Tillotson, Banora Point Community – Why is there no Jet Blast Wall at the Southern end of the airport?	*Paul Donovan - The current operating procedures have been approved by CASA, at this stage there is no requirement to have a Jet Blast Wall constructed at the Southern End of the airport under this procedure.*
Julie Mackintosh, Chinderah Community – Paul, even though the community is coming to the meeting and voicing their opinion on developments and for example the relocation of the threshold, the community has voiced that the didn't want it relocated it was still put in the master plan and approved by the minister. *The feeling is that the community input is not been accepted or listened to at all.*	*Paul Donovan - The threshold plan has not been approved. What has been approved is the Master Plan. Before any changes can be implemented, such as the relocation of the threshold a Major Development Plan (MDP) must be submitted to the government for approval which involves a lot of community consultation.* *When the Master Plan was put forward all comments which were received were also submitted.* *Prior to a proposal to relocate the threshold the community will have the opportunity to comment and provide feedback.*
Darren Morrison, Fingal Heads Community Association – Question to Paul Donovan *You have made a point known that you are spruiking to get more flights into and out of Gold Coast Airport, will you apologise to the members of the communities around the Tweed for the inconvenience which Gold Coast Airport causes on a daily basis.*	*Paul Donovan - The Airport is working within the Airports Act. The airport is growing within the approved Master Plans past and present. The growth plans have been outlined very clearly in the Master Plan.* *The airport is mandated to grow. The Master Plan was approved taking into consideration the infrastructure around the airport required to support the amount the people for example roads/access.* *Paul Donovan, The airport is working much closer with ASA, and are engaged with the local community by way of ANACC and CACG.*

Taking into consideration the policies you have in place the Fly Neighbourly and the Environmental Strategies, a number of people in the surrounding communities make it clear that the growth airport affects their lifestyle in an adverse way, are you as a corporation going to apologise to these people?	*There is no cause to apologise as we are working within the approved Master Plan.*
Julie Mackintosh, Chinderah Community – Paul, although the community is putting in their comments and voicing their concerns, the community is getting no results. What is the Jet Blast Wall?	*Paul Donovan - The Blast Wall has been erected at the Northern End of the runway to stop the jet blast coming off the larger aircraft.* *The airport provided a lot of economic benefit to the region, as was constructed by a company from the Tweed. There approx 2000 people who are employed at the Gold Coast Airport.*
Why is there not a Jet Blast Wall at the Southern End? Would it beneficial to us?	*Again as mentioned prior, the operating procedures have been approved by CASA, at this stage there is no requirement to have a Jet Blast Wall constructed at the Southern End of the airport under this procedure.*
Is it possible to find out the difference in if we have a Jet Blast wall at the southern end before the next meeting?	*Brett Curtis - Clarified that the Jet Blast Wall has no impact on noise and its purpose is to deflect wind only.*
Les Fisher – Noted that when the Minister approves the Master Plan he must take into consideration the concerns of the local community as well as the effect on the local tourism, this is not a decision he will take lightly.	
Karen Morrison, Fingal Heads Community Association - It's the negative impact that the airport is having on the community and affecting the communities lifestyle.	*Paul Donovan, I understand there is noise that impacts on the community as part of the flight paths although we are not doing anything illegal, the Master Plan has been approved by the minister and we have a mandate to grow the business which has been discussed at many CACG meetings. The airport has been here since 1936, the airport has grown significantly although it has all been communicated in the Master Plan.*

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7. Master Plan

This item has was discussed extensively at previous CACG meetings and also as part of ITEM 7

Question/Announcement	Response
Lindy Smith, Tweed Heads Pony Club - *We have gone through a considerable process for the Master Plan, in Lindy's submission it was raised the serious concern of the realignment of the Coolangatta Creek to an area where we have serious water acidification and soil contamination.* *There is no acknowledgement of this in the Master Plan and there is no mention of the concern being raised in the April CACG minutes. This is a concern as there are two major pieces of infrastructure in this area.* *The airport gets the opportunity to speak with the federal departments both QLD/NSW* *The community does not get the opportunity to raise their concerns, although I have been asked to present this concern by the Tweed District Association to our Federal Member.*	*Paul Donovan, Prior to anything happening with the drainage realignment an MDP must be submitted, and the community will have the opportunity to provide comments and concerns at this stage, should the Airport wish to move forward with the realignment.*

8. Progress report on Noise Abatement Procedure Review
Elissa Keenan - AirServices

NAP Review:

- Airservices gave a presentation of the Noise Abatement Procedure (NAP) review and provided a public summary of the NAP review. Presented by ATC Line Manager Gold Coast Martin Simpkins, Executive General Manager Government and Industry Affairs Unni Menon and A/g Executive General Manager Environment Elissa Keenan.
- Presentation was mostly well received by most community members.

Noise Abatement Procedure Review findings in headline terms are:

- There is excellent compliance with curfew restrictions.
- The preferred runway system has high levels of compliance for all aircraft types and is effective in minimising the impact of aircraft operations on nearby residential areas.
- Overall, adherence to flight paths which are specified in the NAPs is high, with over 90% of flight tracks (which show where an aircraft has actually flown) aligned with the flight paths.
- There were two areas where compliance was not always met:

1. Some aircraft arriving from northern ports are not travelling above 5,000 feet until they are directed over water to join final approach.
2. Some arrivals from northern ports to Runway 32 (landing from the south) are cutting a corner (for operational purposes) and intercepting final approach over land rather than over water.

Proposed changes and recommendations:

- Airservices is currently working on a proposal to amend the departure procedure from Runway 14 (departing to the south) for jets heading to southern ports so that the track is centred on the Club Banora golf course. This proposal will undergo an environmental assessment in accordance with Airservices' Environment Management System.
- Jet departures to the south from Runway 32 follow a flight procedure which is designed to take them over water as soon as possible. An amendment to this procedure to improve its effectiveness has recently undergone an environmental assessment in accordance with Airservices Environment Management System and commenced operations 3 July 2012. All indications are that it achieves the desired outcome.
- No change to the preferred runway arrangement is recommended.
- Amendment of noise sensitive areas in the Pilot instructions to include more residential areas.
- Potential for new technologies including Smart Tracking.
- Hard copies of the public summary given to all representatives at meeting and is available on the

Airservices website http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/ and click on Gold Coast NAP Review.

<u>NAP review discussion/community questions:</u>

- Residents in the area of Kingscliff and other southern areas expressed concern about changing the preferred runway given the impact of more arrivals over their suburb.
- Support for the proposed amendment to departure procedure from Runway 14 (departing to the south).
- Support shown for change already made to procedure for departures on Runway 32 for departures south (departing over the north).
- Airservices representatives spent time after the meeting talking to individuals about the NAP review findings and clarifying issues particularly around the view to change preferred runway system.
- Residents from Fingal Head asked for specific information on number of flights they get (this have been provided previously in correspondence to the Fingal Head Community Association). The figures (not provided at the meeting, however Airservices advised this information would be provided for the CACG meeting minutes) are as follows:
    - 5.5%-6.5% of all commercial flights (and only departures)
    - Therefore of 38,018 jet movements at Gold Coast Airport in 2011, 2459 went over Fingal Head (departures only).
    - The average number of jet departures that flew over Fingal Head over the past three years was:
    - 2011 – 6 to 7 flights per day (average 6.73)
    - 2010 – 5 to 6 flights per day (average 5.74)
    - 2009 – 4 to 5 flights per day (average 4.73)

(As these figures take total flights over a calendar year and average them on a daily basis, there would be some days where there were far more flights and some days when there were far fewer flights than the "average" over Fingal Head. It should also be noted that flight numbers may increase in future years.)

- Fingal Head is located around 3 nautical miles from the airport. Due to this close proximity, the area will experience some level of aircraft activity irrespective of any flight path or procedure design.
- Any adjustments to flight paths away from the Fingal Head area will inevitably impact other communities. Due to the location of Gold Coast Airport, the runway configuration, and surrounding land use, unfortunately there are no flight paths to or from the airport which can be designed to completely avoid all residential areas.

Total jet arrivals and departures at Gold Coast Airport:

Year	Total Arrivals	Total Departures	Total Arrivals and Departures
2011	19,010	19,008	38,018
2010	19,483	19,506	38,989
2009	17,066	17,137	34,203

Jet aircraft over/through the broader Fingal Head region:

Year	Departures
2011	2459
2010	2098
2009	1727

9. Other Business

Question/Announcement	**Response**
Karen Morrison, Fingal Head Community Association – A request has been made for ANACC meeting minutes, in particular the year 2000. I ask that the CACG assist in obtaining the minutes What measures has the airport gone to try and obtain a copy of the minutes? It is interesting that these minutes in particular are unavailable.	*Brett Curtis – As advised previously the airport does not have a copy of these minutes.* *The Airport Management Centre has searched its filing systems, and asked ASA and the ANACC Committee members to see if they have a copy, and in conclusion a copy of the Year 2000 minutes cannot be located.* *Paul Donovan, The statutory requirements as*

	a corporation is to hold files and documents for 7 years. We have endeavoured to obtain a copy but have been unsuccessful.
Have all the ANACC committee members been approached about the minutes?	*Bill Pinkstone – ANACC representative confirmed that he has been approached by Brett Curtis and he does not have a copy of the minutes.* *Elissa Keenan – AirServices confirmed that AirServices do not have a copy of the minutes in question.*
Les Fisher, asked the Airport to confirm that they have exhausted all avenues available to locate the year 2000 ANACC Committee minutes	*Paul Donovan, I can confirm that we have extensively searched for the minutes and we have been un able to locate a copy.*
Resident, Name not provided - Are the noise abatement procedures are being followed?	*Elissa Keenan - Yes, the Gold Coast Airport NAP is compliant and the noise abatement procedures are being followed, although ASA is always s looking for improvement.*
Richard Murray, Tweeds Heads Environmental group. Five questions were sent to Gold Coast Airport, answers have still not been provided. A copy of the questions will be provided to the airport administration.	*Les Fisher, confirmed that the airport will ensure they investigate these questions and have an answer prior to the next CACG meeting in November.*
Bill Pinkstone, Banora Point and DRA - Would like a commitment by the airport to cease the flights at night, as it is believed that there are regular flights going to/from mine sites at approx 2:30am, which not part of the Fly Neighbourly agreement.	*Paul Donovan, advised that these flights are Careflight who are performing emergency flights, this will be taken on notice and will investigate and will report back to the committee.*
Les Fisher, Chair raised the question if the correct structure of the CACG meetings is being used as there have been complaints that some attendees are not getting their voice heard. Other airports have a spokesperson from each community group to speak on their behalf and the chair asked the committee to develop a community group list between now and the next meeting.	*Bill Pinkstone, Banora Point and DRA - The ANACC committee passed a resolution at the last ANACC meeting that all the ANACC Members are officially endorsed as CACG Members, the Chair – Brett Curtis is aware of this.* *Pat Tate, does not agree with the nomination of only one spokesperson, as it is not only community groups who attend these meetings but individual people who attend with their own independent concerned which they would like answered.*

Kay Bolon, Fingal Heads Community Association raised the issue that if only one spokesperson is nominated from each area, this cannot guarantee the spokesperson is going to accurately reflect and convey the individual community members view or concerns.

Gwenda Byrne, Pyramid Holiday Park mentioned that for many years she has tried to communicate with the airport to find out who the ANACC member was, and it took along time to get a response.

The comments were acknowledged by the Chair, CACG has been running for 2 years and believes a review is warranted.

Paul Donovan offered the members of community to contact him directly if they would like further consultations or have further questions they would like answered.

The Chair rose that the time of the CACG meeting was changed at the June CACG meeting to be conducted in evening following consultation with the community that they would prefer to have the meeting conducted at night.

10. Recommendations this Meeting

In regard to the proposed changes to the Terms of Reference for ANACC, CACG proposes to ANACC that observers be approved to attend a particular meeting, if they communicate their request in writing.

The chair closed the meeting at 2050

11. Next Meeting

Thursday, 8th November 2012 -6pm start (QLD TIME)