

# **COMMUNITY AVIATION CONSULTATION GROUP (CACG)**

### **MEETING NO. 5**

## **RECORD OF PROCEEDINGS OF CACG HELD 3 APRIL 2012**

#### **VENUE: VISIONS ROOM – TWIN TOWNS CLUB AND RESORT**

### Attendees:

Barry Jephcote - Representative ANACC

Barry McDonald - Wyuna Road Residents Committee, Tweed Heads Resident

Barry Nobbs - Banora Point Community

Bill Wright - Tweed Heads West Community

Chris Robbins - Gold Coast City Council
Christopher Davis - Gold Coast City Council
Dan Vencell - Banora Point Community
David McAdoo - West Tweed Community

Dawn Walker - Fingal Head Community Association

Dennis Eyre - Salt Village Residents

Diana Bailey - West Tweed Heads Community

Diana White - Banora Point Resident
Douglas Ferguson - Oxley Cove Community

Elaenor Dun - Department of Infrastructure and Transport

Elissa Keenan - Airservices Australia
Emily McAuliffe - Gold Coast City Council
G Bates - Banora Point Community

G Sell - Private

Garth Threlfall - Friends of Currumbin
Geoff North - Representative ANACC

Geoff Tribe - East Banora Residents Association

George Beattie - Oxley Cove Community
Graham Bailey - Tweed Heads Community
Greg and Mary Harris - Banora Point Community

Greg Sell - Tweed Community
Gwenda Byrne - Pyramid Holiday Park

H Gorted - Tweed Heads South Community

Helen Gannon - Department of Infrastructure and Transport

Helen Roach - Kingscliff Community

Helen Twohill - Fingal Heads Community Association

Ian Wall - Coastair

J Jarman - West Tweed Community
Jan Robinson - Tweed Heads West Resident
Jill McAdoo - West Tweed Community
Jodie Bellchambers - Proxy for Justine Elliott MP

John Crane - Virgin Australia



Julie Mackintosh - Chinderah Community

Julie Murray - Kingscliff Rate Payers Association

Karen Morrison - Fingal Heads Community Association

L Lowe - Tweed Heads West Community

L Purchase - West Tweed Heads Community

Lance Munday - Community

Laurie Ganter - ANACC Representative, Tweed Heads Residents and Rate Payers

Layne Daly - Tugun Community

Les Fisher AO - Chair

Lindy Smith - Tweed Heads Pony Club

Margaret Write - Tweed Heads West Community

Marilyn Pomie - Oxley Cove Community

Mark Dumble - Australian Federal Police

Martin Simpkins - Airservices Australia

Michelle Bennetts - Airservices Australia

Miranda Bain - Tweed Heads Community

Murray Nicholson - Australian Federal Police

Nora Joves TBA

Nyrie Tillotson - Banora Point Resident Association

Pat Tate - Banora Point Community
Peter Tillotson - Banora Point Resident

Richard Murray - Tweed Heads Environmental Group

Rob Anderson - Virgin Australia

Rod Bates - Banora Point Resident

Rose Adams - Gecko

S Zagell - Robina Community

Subas Chakal - Southern Cross University
Trevor Martell - West Tweed Community

Tim Abberton - Representative Aircraft Noise Ombudsman

Val Kirk - Kingscliff Community

Wilf Ardill - Representative ANACC, Tugun Village Community Centre

**GCAPL** 

Brett Curtis Manager Operations and Standards

Camille Sajdak Minute Taker

Charles Martin General Manager Aviation

Marion Charlton General Manager Commercial and Terminals

Melissa Pearce Communications Manager

**Apologies:** 

Brian Garvey - Community
Cheramie Marsden - Planning NSW

Daniel Eatock - CASA

Dot Holdom - Tweed NSW Government

Dudley Horscroft - Banora Point Community

Gayle Judd - AFP

Geoff Provest - Parliament NSW



Jackie McDonald -Gold Coast Native Title Group/Traditional Owner Descendant

Justin Wastnage - Tourism Transport Forum

Justine Elliott - Parliament

Karen Andrews - Federal member for McPherson
Len Morris - Cudgen Progress Association

Marion Gardner - Kingscliff Community

Jan Stuckey - Parliament QLD

Paul Donovan - Gold Coast Airport Pty Ltd
Peter Barrett - ANACC Representative

Peter Long - Air Gold Coast

Rachael Cannard - Connecting Southern Gold Coast

Sharon McLanders - Tweed NSW Government
Unni Menon - Airservices Australia



#### 1. Welcome and Introduction

Chairman Les Fisher welcomed all for attending and discussed objectives and Agenda items. Les introduced the representatives that will be presenting at the meeting. Apologies were recorded as above.

# 2. Acceptance of Record of Proceedings CACG 26 October 2011

Les asked Committee if there were any issues with the October 26 2011 minutes and if the minutes can be accepted. Helen Roach from Kingscliff noted her question regarding the ILS and RNP was missing from the previous minutes. Les asked Helen to repeat the question in today's meeting so her question can be answered.

The record of Proceedings was accepted by the meeting.

### 3. Business Arising from Record of Proceedings CACG 26 October 2011

There was no action arising from the Record of Proceedings.

### 4. Actions Arising from Recommendations CACG 26 October 2011

Extant Recommendations were as follows:

- All weather access from the aircraft to the Terminal,
- Hearing impaired announcements inside of Terminal, and
- Taxi One issue.

### All weather access from the aircraft to the Terminal

Brett Curtis, Gold Coast Airport, discussed the investigation of use for mobile devices to provide cover to the aircraft. Comparisons with airports throughout the world failed to identify a system suitable for use at Gold Coast Airport due to the limited space available.

### Hearing impaired announcements inside of Terminal

Marion Charlton, Gold Coast Airport, raised it was agreed at the previous meeting that the issue with hearing impaired was only in certain areas of Terminal. Marion advised problem is 50% the user and 50% technology. Airlines have undertaken appropriate training and have requested announcers to slow down and to not repeat messages. Marion noted there are laminated signs at the airlines' desks stating the appropriate distance from the microphone for best results. A company called Innovated Sound has been engaged to investigate noise in different areas of the Terminal. The results from this audit will be received in the next couple of weeks.

### Taxi One Issue

Marion Charlton discussed the taxis and the ongoing issues. There are currently spaces for New South Wales taxis which can be called to the front of the queue if someone requests a New South Wales taxi. Marion spoke about the letter that was received through CACG from Pat Tate regarding Gold Coast Cabs charging double to go to Tweed area. Marion raised this issue with the CEO of Gold Coast Cabs who was addressing the issue.



Marion advised that where issues arise with Gold Coast Cabs, to record the information, taxi driver's name and report it. Marion advised if the cab fare is longer than 40kms south, the driver is entitled to charge back to the border.

The meeting agreed that the Aircrafts Access and Terminal Announcements recommendations would remain whilst the Taxi Issues were considered to be adequately addressed and be removed from the Recommendations list.

## 5. Acceptance of Record of Proceedings of extraordinary CACG 22 February 2012

Helen Twohill, Fingal Heads Community Association noted the minute's attendance indicated Greg Russell, CEO Airservices Australia and also Ron Brent, the Noise Ombudsman were recorded as being in attendance during the meeting. Helen requested if there is an ANO representative in attendance at future meetings to indentify themselves so the meeting is aware of their presence.

Les Fisher confirmed Ron Brent had not been present but had a representative attending in his place.

Helen Twohill also raised Tim Abberton was recorded on the February's attendance as representing the ANACC, when he represented the ANO. This has since been amended and the minutes have been updated. Tim Abberton, ANO's office, noted he did contact Gold Coast Airport regarding the correction. Tim advised ANO do have a role to monitor Airservices response to complaint handling.

Julie Mackintosh, Chinderah Community raised why the ANO would not be in attendance at meetings. Tim Abberton advised the Noise Ombudsman has four staff and is not possible for the office to attend all meetings. The Record of Proceedings were accepted by the meeting.

Les Fisher advised there were no Recommendations from February's meeting, however there was an issue regarding responsibilities for the environment among the Federal Departments, which would be addressed in General Business.

### 6. Business Arising from Record of Proceedings CACG 22 February 2012

There was no business arising.



## 7. ANACC Report (for Brett to review)

Brett Curtis, Gold Coast Airport provided an overview of discussions that were held at the March ANACC meeting as follows:

- General Aviation Run Up Bay and proposed location. The proposed location has been put to the General
  Aviation Consultative Committee (GACC) which has been acknowledged as an ideal location in terms of
  noise abatement, however there are issues in regards to congestion and traffic. Currently working with
  GACC to determine the preferred location.
- Noise Abatement Procedure Review, Airservices is undertaking in 2012 (Gold Coast first priority this year).
- It was noted with the Jetstar Climb Procedure did not appear to be as steep as Virgin or Tiger Airways.

  The ANACC chair has requested Jetstar to detail their current Climb Procedure and if a steeper climb can be used in the interest of noise abatement.
- The ANACC chair has requested Airservices to provide three mobile noise monitoring devices for use by Southern Members.
- GCAPL announced undergoing a review of the ANACC Committee, ensuring is in line with the CACG. Review will be put forward in the June ANACC Meeting.
- March ANACC Meeting minutes will be available by end of week.
- Questions raised on ILS that were put to Airservices, a formal response is yet to come from Airservices.
   Questions are as follows:
  - Will ILS change the approach glide slope?
     No, the standard three degree approach glide slope will remain for the existing approaches, as well as an ILS approach.
  - Does the ILS allow a lower decision height?
     Yes, the current decision altitude is approximately 700 feet. The ILS is expected to give a decision altitude of approximately 250 feet.
  - 3. What distance are the aircraft from the airport?
    Aircraft descend 300 feet per nautical mile.

Martin Simpkins of Airservices was in attendance. Brett Curtis advised that Elissa Keenan of Airservices was unable to attend from Canberra due to bad weather causing flight cancellation to Gold Coast.



### 8. Operations and Development

## **High Intensity Lights**

Brett Curtis, Gold Coast Airport advised the High Intensity Lights were commissioned on 18 February 2012. The lights proved a success for landing through wet weather.

## Tower Road and Remote Apron Project

Brett Curtis advised the Tower Road and Remote Apron project is near completion and will be commissioned by the end of April, which will provide a new access point to the airside Apron with a security checkpoint. A remote apron stand will also become available for use.

## **Scoot Airways**

Charles Martin, Gold Coast Airport advised Scoot Airways Launch was announced in February and will commence operations to the Gold Coast from June 2012. Charles noted the flights will be five days per week, flying Boeing 777 aircraft. The aircraft carries approximately 100,000 passengers per year which will benefit tourism to 67 million dollars to the broader region.



Question/Announcement	Response
Marion Broadbridge, Banora Point Community -	Charles Martin, Gold Coast Airport
How many extra planes will be coming in each day?	confirmed one extra plane per day at 0800,
	five days a week.
Dawn Walker, Fingal Head Community Association	Charles Martin advised if the departure is to
- Requested an indication from where the planes	the South the aircraft will turn left over
will be departing and what percentage of departing	Fingal.
planes will come over the Tweed area.	Martin Simpkins, Airservices advised the
Equate the monetary value to how much it will be	departure will follow the same track as
to the Tweed and correlate the number of planes	Jetstar. Current research showing
that will be departing of the Tweed.	approximately a third of flights will arrive
	from the South and two thirds will depart
	over the South.
	Charles Martin advised the distribution of
	tourism dollars aren't determined by flight
	paths that aircrafts take.
	Tweed Tourism, Northern Rivers and Gold
	Coast will benefit.
	Lance, Banora Point Community and Tweed
	Tourism advised there is a new CEO, Bill
	Tatchell in the Tweed area who has been
	promoting the Tweed and will be involved in
	attracting tourists to the Tweed area.
Helen Roach, Kingscliff Community – How does the	Brett Curtis, Gold Coast Airport advised the
noise and size of the Scoot planes compare to	size of the Boeing 777 is similar to the A330
current planes?	in terms of width and length. A330 has
	approximately 230 tonne maximum
	departure weight and a 777 has 250 tonne
	maximum departure weight.
Gwenda Byrne, Pyramid Holiday Park – Spoke	Charles Martin confirmed Scoot are to
about the previous meeting, assessments were	complete an Air Operators Certificate
being conducted for the 777, is the airline	application which CASA needs to approve.
themselves doing the safety case?	The airport is to complete a similar process.



Meeting broke for morning tea at 1010.

Meeting commenced at 1025.

## 9. Master Plan

Brett Curtis, Gold Coast Airport provided an update of the Master Plan status.

- Public comment period closed on 5 December, 2011.
- Received total number of 194 submissions which have been read and incorporated into the draft Master Plan. Draft Master Plan and Supplementary Report have been submitted to the Minister and a response is expected from the Minister on 25 May, 2012.

Question/Announcement	<u>Response</u>
Chris Davies, Gold Coast City Council – Is the draft	Brett Curtis confirmed the draft document
Master Plan that has been submitted to the	has been provided to the Minister and the
Minister available to be viewed online to check	Department for their review only.
submissions and comments?	
Richard Murray, Tweed Heads Environmental	Brett Curtis confirmed there is no provision
Group – With large aircrafts making noise above 90	for compensation plans within the Master
decibels, is there any compensation plans for the	Plan.
people that are affected?	
Lindy Smith, Tweed Heads Pony Club – The Crown	Brett Curtis confirmed the approval process
Reserve is a significant area requiring	for the realignment of the drain requires a
environmental protection. The consideration in the	detailed environment assessment of likely
current Master Plan proposed to realign	impacts.
Coolangatta Creek well to the South is a serious	
concern. New South Wales Government needs to	
give consideration regarding major infrastructure	
in the area.	
Dawn Walker, Fingal Head Community Association	Brett Curtis advised all comments that were
– Ther are concerns from Fingal Head around the	received have been provided to the Minister
Tweed area, Tweed River and Cook Island which	and comments from Fingal Heads were
have protected species. This has not been taken	included in the Supplementary Report.
into consideration when an international departure	
is being introduced over these areas.	
Rod Bates, Banora Point Resident – Regarding the	Brett Curtis advised the Master Plan has a
threshold to the South to accommodate large	2500 metre runway which is the current
aircraft, does the draft Master Plan include the	length.
ultimate length of airport. What is the ultimate	
length?	



Julie Mackintosh, Chinderah Community – A	Any
development plan was put through on her	thro
property which had to address various environment	Proc
issues before the approval was given for	and
development. Do the development issues for the	
airport have to be addressed before approval?	
Helen Roach, Kingscliff Community – Doesn't the	Inst
ILS installation depend on the approved Master	Deve

Any major development on airport goes through a Major Development Plan (MDP) Process which requires public consultation and the Minister's Approval.

Installation of ILS will require a Major Development Plan, to be prepared for approval.

### 10. Other Business

Plan?

Elissa Keenan, Airservices Australia provided an update on the Noise Abatement Procedure Review. Elissa advised a copy of the letter issued to Les Fisher that summarises community feedback to the draft Terms of Reference (TOR) has been provided in hard copy at the meeting for attendees. A copy has been sent to GCAL and a response has been provided directly to each community group or member that provided formal feedback. The draft TOR were provided at the February 2012 CACG meeting for community input (as well as through the technical noise sub committee of ANACC in December 2011). The first step is to investigate the effectiveness of the current noise abatement procedures through a technical review. Elissa advised the majority of comments received on the draft TOR are going to be addressed in the Review and provided an overview of each of the comments received from the community and how the NAP TOR and/or Review would or would not cover the comments raised.

Elissa spoke about the commitment was made at the previous CACG Meeting to investigate the year that was going to be used in the Review. 2011 is going to be used due to the following reasons:

- A ten year runway usage analysis, showing the 2011 data is typical for the ten year average
- A review of the past ten years shows the following for arrivals and departures (note analysis data has been rounded to nearest whole percentage during calculation and therefore may not add up to 100%):
  - Affecting communities to the north Runway 14 (runs north to south) had an average of 68% of the total number of arrivals and Runway 32 (runs south to north) had an average of 31% of the total number of departures.
  - Affecting communities to the south Runway 32 (runs south to north) had an average of 32% of the total number of arrivals and Runway 14 (runs north to south) had an average of 69% total number of departures.



Elissa discussed the feedback that was provided by the community; a total of 14 formal submissions. This feedback has been provided to Chair Les Fisher (with copies available at the meeting), directly to the community members/groups that provided formal feedback, and to GCAL. Elissa noted that this summary is very detailed and encouraged attendees at the CACG to take a copy of the letter with them to review. She advised she would give an overview of the main issues raised and what would or would not be in the technical review, noting that a detailed explanation is contained in the letter available at the CACG meeting.

Community feedback – issues that are covered by the NAP TOR (therefore covered in the technical Noise Abatement Procedure review):

- Request public forum to review TOR/public submissions to review
- Request public forum/individual community meeting during NAP Review
- Request consultation outside ANACC
- Draft report and final report to be presented to ANACC
- Request consultation more broadly than with tourism groups
- Extend the close date for feedback
- Increase in air traffic noise
- Flight paths not currently equitably sharing and spreading noise
- Support for runway 14 as preferred runway
- Environmental principles and definitions
- Alternative flight paths suggested
- Scope to go beyond residential areas and include all affected areas
- Scope to include number of affected residents not just complaints
- Consider flight tracks within flight paths
- Consider if NAPs previously implemented are still relevant
- Current procedures are not complied with
- No changes to NAPs during review
- General Aviation and circuit training to be included in the review
- Review to consider the impact on shift-workers and people working from home
- Year of review to be considered / additional number of years to be included in the review
- Should consider forecast growth of the Airport
- If Gold Coast Airport Master Plan has not been approved how will it be used in the NAP review?

Community feedback – issues that are not covered by the NAP TOR (therefore not covered in the technical Noise Abatement Procedure review):

- Request public forum for people to have their say on aircraft noise
- ANACC to approve the TOR
- Change the purpose of the review
- Request for full flight path review
- Review the noise amelioration strategy for Gold Coast
- ILS to be delayed until after NAP Review
- Review to consider RNP, GBAS or other technology
- Scope should review ANACC consultative boundaries
- International treaties that affect Fingal Head should be considered in the review
- Impact of emissions should be included in the review



- Sound deflection from water
- Additional number of years to be included in the review scope
- Request for full flight path review

Elissa Keenan advised the technical work takes approximately three months and a draft document may be provided at the next CACG Meeting for review and input by the community. The review may contain draft recommendations but no changes will be implemented without consultation.

Question/Comment	Response
Dawn Walker, Fingal Head Community Association	Elissa Keenan confirmed it is a Technical
<ul> <li>In regards to the comment about the procedures</li> </ul>	Procedural Review which does not address
on the environment, how does the Noise	the questions.
Abatement Procedure Review address these	Michelle Bennetts from Airservices advised
questions?	the purpose of the Review is not just
	compliance but to look at the effectiveness
	and determine if the design can give the
	protection they are intending to give to
	community in relation to noise.
Dennis Eyre, Salt Village Residents – The point	Michelle Bennetts advised the Review is a
located on the second last page under the ILS being	Technical Procedure Review. The other
delayed, 'Review to consider RMP and other	technologies that are able to be used to
technologies' does not give indication if it will be	create different paths to provide what some
considered. Can you expand more information?	might consider being better noise solutions
	like RNP are not part of the Technical Review
	into current noise abatement procedures.
Geoff Tribe, East Banora Residents Association –	
Aircraft passenger numbers have increased and will	
continue to increase. What happens with ANF's as	
25 and above ANF which was at Terranora inlet,	
with the Master Plan will come out the bottom of	
Sextons Hill and Council will not allow development	
in the ANF zone. 20 to 25 will allow developments	
with Noise Abatement Procedures in place which	
goes up Sextons Hill and over Fingal Head.	
Challenge someone to do something about	
eliminating number of aircraft. (Comment)	



Julie Mackintosh, Chinderah Community - Seems to have been stated by specialists that the ILS is outdated and not the best system. If there is an interest on the airports part, why is it this is even being considered?	Michelle Bennetts advised it's not Airservices' decision to install an ILS but to provide input from a technical perspective. The ILS is a piece of technology that either will or won't be implemented, subject to running through the normal process including community consultation. The NAP review may say there are technologies available that help provide other alternatives.
Lance Munday, Banora Point Community - Now is	
the time to put on the Local Members Federal	
Election agenda to ensure something is done, no	
State or Federal Members are present at meetings.  Both States need to be addressed and brought to	
their attention that something has got to be done.	
(Comment)	
Helen Twohill, Fingal Head Community Association	Michelle Bennetts confirmed Airservices
<ul> <li>The environment questions have still not been</li> </ul>	responsibility and obligation to consider the
assessed; there are broader issues of environment	affects of the environment, including noise.
that are not being heard.	She also explained she is the Executive
	General Manager of the Environment Branch
	within Airservices. Complexity creates
	confusion in relation to where responsibility
	lies. There are people and agencies
	responsible for various impacts on the environment from aviation activities.
Karen Morrison, Fingal Head Community	Les Fisher advised Airservices cannot
Association – The point of remuneration and	respond to the question.
compensation, what point does Airservices and the	respond to the question.
Airport put money back into community?	
Rod Bates, Banora Point Resident – Geoff Provest	Michelle Bennetts confirmed a realistic
could not attend meeting and asked Rod Bates to	timeframe will be given and will provide to
attend in his place. The recommendations that are	meeting in advance of meeting to review.
going to be given to the meeting to comment needs	
to have a fair timeframe to review.	
Layne Daly, Tugun Community — First CACG	
meeting showed history of how much was put back	
into community. Would like to make the point that	
people who work at the airport, live and shop in	
this community.	

Elissa Keenan provided a summary of the previous four months of community issues trending around airport and reported to Airservices through the Noise Complaint and Information Service. Between



November 2011 and January 2012 there was an average of 84 complainants per month over the three months. The majority of complainants came from the same suburbs in each of those three months - with Fingal Head, Kingscliff and Banora Point recording the highest number of complainants, with issues of concern being most commonly airc raft height, runway 14 departures, runway 32 arrivals, propeller aircraft (GA), jet aircraft.

#### **Aircraft Noise Complaint Process**

Elissa Keenan advised the complaint process and contact details are as below: Airservices -

- 1. WebTrak complaints can be lodged on the WebTrak system http://www.airservicesaustralia.com/aircraftnoise/webtrak/
- 2. Online complaint form can be completed https://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/
- 3. Complaint and Inquiry Hotline 1800 802 584 (free call) or 1300 302 240 (local call Sydney). The hotline is staffed from 9:00 am 5:00 pm, Monday to Friday. Messages can be left at other times.
- 4. Lodge a complaint by post Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460
- 5. Lodge a complaint via fax (02) 9556 6641
- 6. Lodge a complaint via email ncis@airservicesaustralia.com

All information and details are on the Airservices website - www.airservicesaustralia.com

## Aircraft Noise Ombudsman -

The Aircraft Noise Ombudsman conducts independent administrative reviews of Airservices Australia's management of aircraft noise-related activities, including:

- The handling of complaints or enquiries made to Airservices Australia about aircraft noise and community consultation processes related to aircraft noise.
- The presentation and distribution of aircraft noise-related information.
- More information is available on the Aircraft Noise Ombudsman website www.ano.gov.au

### **Environmental Noise Monitoring Units**

Elissa Keenan advised Airservices is currently doing a review of the environmental noise monitoring units at Gold Coast Airport. This review will be presented to the Gold Coast CACG in late 2012. Nationally, Airsevices is undertaking a program of obtaining temporary units and rolling out at airports across Australia. Temporary units will be placed to obtain additional data to the current locations at various airports.

Elissa advised the Tweed monitoring unit that was to be installed within the week of the previous CACG meeting had been delayed due to asbestos found in roof of the building where it was going to be installed. Airservices are currently working with the lease owners and reviewing options based on this WHS risk. Airservices apologises for the delay.

### **Question/Comment**

Karen Morrison, Fingal Head Community Association – Where is the noise data being

#### Response

Michelle Bennetts confirmed the noise monitoring indicates what Airservices



sourced from? The year 2011 is being used but there is no noise monitor in the Tweed area or the Southern suburbs? already has information and knowledgeof. The monitoring units tell Airservices if there is anything unusual that occurs and the affect of change.

Trevor Martell, Tweed Heads West – Is the noise from the aircraft louder closer to the airport as they arrive or depart? Why aren't the monitors closer to the airport?  Julie Mackintosh, Chinderah Community – All the submissions that have been given, are they going to be considered in the first initial outcome?  Michelle Bennetts advised Airservices has noise abatement procedures that help reduce the impact in relation to aircraft noise. The review is looking at the compliance in the procedure. Michelle advised the main concern is no point having something to comply with if it's not the best procedure that could be in place. Michelle confirmed the submissions will be considered and that any recommendations made in the review will be presented to the community for feedback before any changes are made.  Richard Murray, Tweed Heads Environmental Group – Does the figure of decibels include background noise? Testing or loading of aircrafts is noise on top of existing noise.  Michelle Bennetts advised Airservices is trying to understand what the noise level is in general and what noise is caused in specific events. The noise monitoring data is correlated with flight data to determine which events is aircraft noise.  Barry McDonald, Wyuna Road Residents Committee, Tweed Heads Resident – Will every Review find higher than expected information?  Michelle Bennetts noted the Impact of noise is different to a technical noise level. The noise monitoring program is to provide a temporary noise monitoring service that will indicate and ensure any unusual events that are expected and be run in correlation to the existing permanent noise monitoring units  Michelle Bennetts advised she will take on notice the first question to query with noise engineers.		
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Helen Gannon, Department of Infrastructure and Transport provided an update on the Environmental Responsibilities and Regulations. Helen advised at the previous CACG Meeting there was a question asked 'Who regulated the environment?' Helen advised there was a document provided upon arrival that expands broader information. (Please find attached)

Helen advised from a Commonwealth perspective, when the Master Plan arrives with the Departments Minister it is formally referred to the Environment Minister for offices of their authority to view. Comments and feedback will then be provided.

Helen spoke about the requirements for the airport to prepare Major Development Plans (MDP's) for all of the specific activities that have been mentioned in today's meeting. From the Departments perspective, the Environment Minister will view topics that have the delegated authority to make decisions on satisfaction or order a formal Environmental Review and Assessment.

Helen referred to Michelle Bennett's earlier discussion regarding National Airports Safeguard Advisory Group (NASAG) that is a combination of Commonwealth and State Officials who investigate the area of noise matrix.

Helen advised the N70 and N60 measurements which determine who is subject to incidences of a decibels in a period of time. Currently in progress in building another tool to investigate impacts it may have.

# **Question/Comment**

George Beattie, Oxley Cove Community - Local Councillors are instructed to base their Land Policies on the ANF. Measurements and construction of map are floored by the lack of monitoring. Most of Tweed is declared a flood area and all going to be inundated 1 in a 10 million year flood event. If Council is prepared to accept it as a basis for their flood policies, which is impacting on insurance premiums.

### Response

Helen Gannon advised Councils and State Governments are subject to different views as they can see the impact of Rules and Regulations. It is a step towards providing information and a basis of better community understanding.

### 11. Recommendations this Meeting

Les Fisher discussed the previous October Meeting Recommendations:

- Weather Access to aircraft Ongoing
- Announcements inside Terminal Ongoing

Les raised the Recommendation that was made regarding the timing of meeting. Les advised all future CACG Meetings will be held in the Visions Room at Twin Towns and requested feedback from the CACG on meeting times. The recommendation for future meetings to be held in the evening from 1800 to 2100 was agreed to by the majority of the attendees with Wilf Ardill, Representative ANACC Tugun Village Community Centre. Wilf — Noted that he attends all meetings and finds no one from north of border are attending or if they do attend do not get a say at the meetings. All voices at meetings come from the south, though Tugun is closest to the airport. There are



no complaints or mandate to come to meetings and raise issues from Tugun. Wilf also noted that he is immediately to the north of the airport and represents a large community that is also affected by aircraft noise. He stated that any change to the preferred runway will not make a significant difference to flights, given the majority of flights depart south due to the winds not because of the preferred runway system. The preferred runway is only activated when there is no wind. Les Fisher thanked all for attending and closed meeting at 1200.

# 12. Next Meetings

Wednesday, 29 August 2012 – 1800 to 2100 Tuesday, 6 November 2012 –To be confirmed