AIRCRAFT NOISE ABATEMENT CONSULTATIVE COMMITTEE
ANACC MINUTES

Date: Thursday 31st October 2013
Time: 09.00 – 12.00
Location: The Visions Room - Twin Towns Resort

Present	Brett Curtis (Chairman)	Manager Operations and Standards - GCAPL
	Carla Golar	Aviation Administration –GCAPL (Minutes)
	Bryan Nicolson	Airservices Australia
	Elissa Keenan	Airservices Australia
	Neil Hall	Airservices Australia
	Martin Simpkins	Airservices Australia
	Audra Topping	Tugun Progress Association
	Graham Quick	Jetstar
	Rob Anderson	Virgin Australia
	Bill Pinkstone	Banora Point & District Residents Association
	Barry Jephcote	SECCA
	Jodie Bellchambers	Proxy for Justine Elliot MP
	Wilf Ardill	Tugun Village Community Centre Association
	Garth Threlfall	Friends of Currumbin
	Fraser Hethorn	Bilinga Neighbourhood Watch Group
	Laurie Ganter	Tweed District Residents & Ratepayers Association
	John Alcorn	Airport Central Corridor Alliance (ACCA)
Observers	Pat Tate	Banora Point & District Residents Association
	Brad Pearce	Tweed Shire Council
	Julie Murray	Kingscliff Ratepayers and Progress Association
	Helen Twohill	Fingal Head Community Association
	Karen Morrison	Fingal Head Community Association
	Geoff Tribe	East Banora Residents Association
Apologies		
	Tania MacDonald	Department of Infrastructure
	Peter Barrett	Tugun Progress Association

1. Opening and Welcome

Brett Curtis (Chairman) opened the meeting and formally welcomed members and observers to the October ANACC meeting. The Chair advised the Committee that the majority of membership renewals had been received and thanked the Committee for this. The Chair introduced Audra Topping as a new Committee member representing the Tugun Progress Association and thanked Peter Barrett for his time on the Committee who previously held this position. The Chair confirmed that the Terms of Reference have been amended in line with the discussions at the last meeting, a new three year term for members is in effect. The Chair will send letters to formally accept the new members to the Committee.

2. Apologies and Proxies

As recorded above.

3. Acceptance of Minutes of Previous ANACC Meeting

The Chair advised that Karen Morrison and Helen Twohill had been omitted as observers in the minutes of the last meeting, the previous minutes will be amended to reflect their attendance.

Item 6 – The ANACC Sub-Committee Report refers to the Southern Membership and states that 'following the discussion the overall response was that everyone is happy with the format and boundaries of the southern membership'. Barry Jephcote requested it be formally noted that he abstains from this view.

Whilst still under the heading of 'Sub-Committee Report', the minutes refer to a statement made by Wilf Ardill. Barry pointed out that this is misleading as Wilf was not at the Sub-Committee meeting. The Chair expressed that this will be amended accordingly.

John Alcorn requested that he be recorded in the minutes as representing the Airport Central Corridor Alliance rather than Cudgen Progress Association (this is one of a number of Groups he represents).

Peter Barr should be recorded as Peter Barrett in the attendees list.

Bryan Nicolson referred to page 8 of the previous minutes and indicated that the Fingal Head Noise Monitoring Review will not focus only on New Zealand bound departures as stated in the minutes but all departures that overfly the Fingal Head Community. The Chair stated the minutes will be amended accordingly.

Barry Jephcote motioned the minutes incorporating the amendments above, Fraser Hethorn seconded the minutes.

4. Business Arising from Minutes

Item 1 – ANACC Northern Membership

The Chair previously advised that discussions had been held with Ron Workman regarding representation on the Committee. The committee is ideally seeking a member who represents a group and as such can be elected by a group. Ron doesn't represent a community group

however he is available to participate if elected by one. The Chair expressed that if anyone is aware of a potential group to the north to please let him know. In response a question from Bill Pinkstone, the Chair indicated that an ANACC representative from Bilambil / Terranora is yet to be identified also. These positions will remain open until filled.

- **ITEM OPEN**

Item 2 – ANACC Members Section Online

Investigations are ongoing to develop a way to improve communication with the ANACC along with the CACG. Advice will be sent out once the best method is identified.

- **ITEM OPEN**

Item 4 – Webtrak My Neighbourhood

Bryan Nicolson advised that this is a work in progress. The new Webtrack will be an evolution of the current Webtrack. Bryan requested this be removed as an action item as this is an ongoing project for Airservices and work continues.

- **ITEM CLOSED**

Item 5– Noise Monitoring Units

This action item requested Committee members to propose locations for the Temporary Noise Monitoring Units. As these suggestions have been received, the Chair proposed to close this item. There will be further discussions relating to results and if these generate any further actions then an item will be opened accordingly.

- **ITEM CLOSED**

Item 6 – Airservices Complaints Reporting System

Chair to write to Airservices to ask if they were going to separate the types of aircraft movements and when that will occur. Airservices have amended the report.

- **ITEM CLOSED**

Bryan Nicolson updated the Committee stating the reports now include a breakdown of arrivals and departures per runway noting that the Gold Coast Airport Noise Information Report is the same as the other reports done around the country and was based on feedback from the community.

- **ITEM CLOSED**

The second part of this item is for Committee members to provide feedback to Airservices, this is an open item and is ongoing and there is information in the report on how community members can provide comments. The Chair suggested this be taken out of the action list.

- **ITEM CLOSED**

Item 8 – Request NADP1 for Runway 14

It was discussed at the previous ANACC meeting that this item be placed on hold pending the results of the Temporary Noise Monitoring Units. Jetstar suggested they may be able to do a trial using the Temporary Noise Monitoring Units to evaluate the difference between NADP1 and 2.

Neil Hall explained to the Committee that Airservices are considering Jetstar's request and are committed the providing the best outcomes in terms of climb profiles.

The Chair expressed that, in terms of potential for improvements, this is probably the most significant one the Committee has to discuss and if Jetstar have offered to trial it then it presents a great opportunity. Neil explained that Airservices need to ensure the data they have is solid and will provide valid results. Work will continue on this item.

- **ITEM OPEN**

Item 9 – Community Letters – FHCA
Airservices has provided a response to FHCA letter. Barry Jephcote to confirm with Fingal Head Community Association if this item can now be closed.

- **ITEM OPEN**

Item 10 – EBRA letter to ASA – Noise Complaints
This item was closed concurrently with the previous meeting and a post note added to the previous minutes.

- **ITEM CLOSED**

Item 12 - Runway 14 Flight Departure over Golf Course
This item will be covered in the Airservices Report at Item 9 on the agenda.

- **ITEM OPEN**

Item 13 – ANACC Membership Term
The ANACC Terms of Reference have been changed to reflect a 3 year membership term. In formalising the new memberships the Terms of Reference will be circulated again.

- **ITEM CLOSED**

Item 14 – Tweed Heads Short Term Monitoring Report
A link to this report was provided in the minutes of the previous meeting.

- **ITEM CLOSED**

Item 15 – NAPD 1 and NAPD 2 Trial – Environmental Services
The Committee agreed to combine this item with item 8 as this also relates to the trial of NAPD1 and 2.

- **ITEM CLOSED**

5. **Correspondence**

Correspondence received for the last sector is listed below.

IN	OUT
26/07/2013 Lorraine Atkinson (Oxley Cove) to Brett Curtis (GCAPL)	08/08/2013 Brett Curtis (GCAPL) to Glenda Perram (Resident)
29/07/2013 Glenda Perram (Resident) to GC Company Enquiries	08/08/2013 Brett Curtis (GCAPL) to Ian and Cynthia Crawford (Oxley Cove) cc: John Alcorn (ACCA)
29/07/2013 Ian and Cynthia Crawford (Oxley Cove)	08/08/2013 Brett Curtis (GCAPL) to George and

to Brett Curtis (GCAPL)	Joyce Beattie (Banora Point) cc: Neil Hall (ASA)
30/07/2013 George and Joyce Beattie (Banora Point) to Brett Curtis (GCAPL) cc: Neil Hall (ASA)	08/10/2013 Carla Golar (GCAPL) to ANACC
31/07/2013 Neil Hall (ASA) to George Beattie (Banora Point) cc: Brett Curtis	22/10/2013 Brett Curtis to Phil and Ruth Clark (Banora Point) cc: John Alcorn (ANACC)
01/08/2013 Letter from Terence Vardy (EBRA) to Brett Curtis (GCAPL) cc: Elissa Keenan (ASA), Neil Hall (ASA), Bryan Nicolson (ASA)	30/10/2013 Brett Curtis (GCAPL) to Barry Jephcote (ANACC)
03/08/2013 Bryan Nicolson (ASA) to Stacey Elliott (GCAPL)	30/10/2013 Brett Curtis (GCAPL) to Bill Pinkstone (BPDRA)
15/08/2013 Ken Treloar (OCCG) to John Alcorn (ANACC)	
30/08/2013 Trish Tyson (Banora Point) to ANACC	
30/08/2013 Bill Pinkstone (ANACC) to Terry Baker cc: Brett Curtis (GCAPL) Pat Tate (BPDRA)	
30/08/2013 Bill Pinkstone (ANACC) to Trish Tyson (Banora Point) cc: Brett Curtis (GCAPL)	
02/09/2013 Laurie Ganter (ANACC) to Trish Tyson (Banora Point) cc: Brett Curtis	
10/09/2013 Bill Pinkstone (BPDRA) to Stacey Elliott (GCAPL)	
19/09/2013 Bill Pinkstone (BPDRA) to Brett Curtis (GCAPL) cc: Pate Tate (BPDRA) Elissa Keenan (ASA)	
11/10/2013 Bill Pinkstone (BPDRA) to Donna Howard (ASA) cc: Pat Tate (BPDRA) Brett Curtis (GCAPL)	
18/10/2013 Phil and Ruth Clark (Banora Point) to ANACC	
23/10/2013 Phil and Ruth Clark (Banora Point) to Brett Curtis (GCAPL)	
25/10/2013 Elissa Keenan (ASA) to Brett Curtis (GCAPL) cc: Martin Simpkins (ASA) Neil Hall (ASA) Bryan Nicolson (ASA)	

Laurie Ganter referred to a complaint he had received from Patricia Tyson (Banora Point) relating to a reference in an old Airport Master Plan regarding daily movements at the airport. Laurie expressed that the publication of numbers like these make it difficult to explain current aircraft movements to the general public. The terminology used is not intended to be misleading, it is how data is reported within the Aviation industry. Laurie requested clarification as to how many daily movements there are currently.

John Alcorn referred to the Airservices quarterly reports, now published on the Airservices website, which breakdown movements to aircraft type and provide associated noise data from noise monitoring stations.

6. ANACC Sub Committee Report

The sub-committee met in September with only two members in attendance. As this meeting followed the CACG meeting, the majority of the discussion focussed on the changes to the CACG format.

7. General Aviation Update

Following Geoff North's departure from the ANACC, the Chair is still awaiting nomination of a representative from the General Aviation community.

The Committee discussed Peter Long returning as a GA representative. The Chair indicated that Peter is still on the list however he has been unable to attend recent meetings. The Chair suggested the nomination of a second representative to ensure attendance from at least one at each meeting.

8. Virgin RWY 14 Departures (Bill Pinkstone)

Bill Pinkstone addressed the Committee explaining the nature of this agenda item. An issue was registered through the NCIS by Bill in relation to Virgin aircraft turning right at 3 DME at Banora Point Golf Course turning directly towards Terranora Village Shopping Centre. Bill explained that the response to his concern was outstanding and the professionalism of Airservices and Virgin's response was second to none.

Rob Anderson presented to the Committee the technical findings of his investigation into Bill's concern, following a review with a Virgin Senior Technical Pilot, of the relevant data collected over the past 12 months.

Rob gave an explanation about an anomaly in the Flight Management System whereby on occasion, the selection of Cudgen assigns it as a 'fly by point' as opposed to a 'fly over point' resulting in some aircraft tracking in the particular manner. This situation has been remedied via a technical notice to Virgin Australia B737 pilots.

This issue was investigated by Airservices and information passed on to Virgin Australia. This was a very good outcome to help provide a noise improvement to the community.

Garth Threlfall mentioned complaints he had received from the north that Jetstar aircraft are not climbing as quickly as they used to be impacting the noise levels, and asked if there been a change to climb rate. The response from both Jetstar and Virgin was no, there has been no change to climb rate.

Bill Pinkstone once again formally thanked, on behalf of the Committee, all involved for the positive response to his complaint. John Alcorn commented that he will now have to go back to his group and advise them that as a result of this they will now receive the aircraft traffic over Oxley Cove that they had previously been missing out on.

9. Airservices Report

Bryan Nicolson updated the Committee on the Temporary Noise Monitors. Airservices is aiming to have the reports from the short term noise monitoring program (1 month duration) available on the website by the end of the year. The report for the monitoring at Fingal Head will be released after that six month deployment ends.

Additional short term monitoring will take place over summer based on feedback from the community and a number of suggestions have been received for locations for the Oxley Cove Noise Monitor.

A location for a permanent monitor at Tweed Heads has been identified and negotiations are underway for a lease for the site at Colonial Tweed Holiday Park.

Bill Pinkstone asked Bryan to explain what the criteria was for Fingal Head receiving noise monitoring for 6 months when Banora Point only had noise monitors for 1 month. Bryan responded that the Fingal Head noise monitor came about through a review of the Environmental Monitoring Units and was one of the recommendations in the EMU review (released in August 2012).

The Chair expressed that he has received a lot of questions relating to the temporary monitors that have not made it on to Webtrack, will there be the ability to track particular flights and the correlating noise events? Bryan responded that this information will be included in the reports. The Chair mentioned, in particular, that East Banora have a record of flights that they are interested in seeing the corresponding noise results from the monitors.

Barry Jephcote asked if he could, through the Chair, provide to Airservices a list of flights for a month long period with flight numbers, destinations, days and times would they be able to pin point the noise events? Bryan responded that he would be able to get the noise complaints service to look at these flights and see what kind of in depth analysis they could provide.

Note: list of flights provided by Barry to the Chair are attached to the minutes.

Elissa Keenan explained that members can gain an idea of what to expect from the Short Term Monitoring Reports by looking at reports already published from other airports around the country as this is a nation-wide initiative. Because the Short Term Noise Monitoring is not attributed to Webtrack it will need to be determined if the data can be correlated back to a specific flight. Elissa advised that she will notify the Chair as to when the reports for the Gold Coast will be available on the Airservices Website and he can pass this information on to the Committee.

John Alcorn asked if the information compiled from a noise monitoring unit will be able to provide a contour of decibel readings to show the expected noise levels in relation to areas adjacent to noise monitors, for example showing a peak where the aircraft flies directly over the monitor and then decreasing as the aircraft flies away from the monitor. John also asked if there will be a correlation provided between the permanent noise monitor recordings and the

recordings from the temporary monitors. Thus verifying the accuracy of the permanent and temporary monitors and giving real credibility to the information gathered.

Elissa Keenan responded that the short term monitors will not show modelling or forecasts, they will only show the data captured. Elissa will take the comment back to Airservices about correlating the data from temporary and permanent monitors as this has not been done anywhere else. Elissa expressed that if any members have specific technical questions she is happy to take them back to the acoustics team for a response.

In response to a question from Bill Pinkstone, Elissa explained that both the temporary and permanent noise monitors measure correlated noise events of aircraft movements. The noise is recorded and then correlated back to radar data to determine the noise caused by aircraft specifically at the location of the monitor. Following the release of the short term monitoring reports, Airservices will invite an acoustics engineer to explain the results to the Committee if required, noting one of the acoustics team presented at the last ANACC on the noise monitoring program.

Bryan addressed the issue of late turns being made by Air Asia and noted this concern has been raised with the airline.

Neil Hall updated the Committee regarding the RWY 14 Departures over the Banora Point Golf Course. At the last ANACC meeting a new track was presented and Airservices received some feedback following this. In response to the feedback the track has been moved slightly to run down the middle of the Golf Course. The new track will follow the same runway heading and then make a harder turn to the right. The Airservices Procedure Design Team is committed to having the track designed by the end of the month and subsequently an Environmental Assessment will be conducted. The Environmental Assessment will determine how many people are newly or less effected by the proposed track and will also show the width of the track in terms of the noise footprint. Neil hopes to have the results of the Environmental Assessment ready to present to both the ANACC and the CACG at the next meetings.

Barry Jephcote asked Neil how far to the east will the new track go. Neil responded that it will be fairly similar to how it is currently. Neil has specified to the Design Team that it is critical that the new track does not go further east than the runway heading. Neil explained the priority is to try and relieve the people located in areas that receive the most arrival and departure noise.

The Chair asked what the process is once the Environmental Assessment is completed. Neil explained that the design is then looked at from an Air Traffic Control perspective to determine if the track is viable. The proposed track is then presented to the community for feedback and Airservices will then decide if it goes to trial. During the trial community feedback is also encouraged. A decision is then made by Airservices if the track will go ahead or not taking into consideration this feedback.

Neil also explained that compliance with noise abatement procedures is also very important and Airservices looks at how compliant aircraft are on the inbound and outbound tracks. If non-compliance is identified Airservices then looks at how a track can be better designed to ensure

compliance. Wilf Ardill mentioned the track that Scoot takes when landing from the north, Neil explained that Scoot is actually complying with the noise abatement procedures as they state an aircraft should stay over water for as long as possible. Neil stated he believes that the answer for the Gold Coast in the future lies with RNP. RNP will concentrate noise however it is much more precise and will keep aircraft on track (most of which is over water).

10. General Business

Barry Jephcote referred to a letter from Airservices to the East Banora Residents Association addressing their concerns. Barry explained that the concern of EBRA is that the only aircraft that fly over East Banora are flights bound for New Zealand and Cairns. In the Airservices letter it states the there is currently no solution available to meet the communities request for a change to this procedure. Prior to the trial there were no flights over East Banora in relation to RWY 14 departures. Barry asked if there are different procedures flown by different airlines.

Rob Anderson explained that the procedure is the same for all airlines however the technique used may be different, there is scope within the technique to turn later than 2 miles. There could also be a difference between a wide body and a narrow body aircraft and the technique used to fly these aircraft. Weight of the aircraft could also be a contributing factor. Barry asked if there has been a change in aircraft type flying to New Zealand and Cairns in the last 4 years. This was discussed and determined that there has not been any change in this time. Barry asked why prior to the trial there was no traffic over East Banora as this is where the frustration of the community lies.

Martin Simpkins explained that the data for the past 10 years had been reviewed and clearly demonstrated that the variations to the track have existed since the track was first used, the volume has however increased over recent years. Barry asked how the spread of the track can be minimised. The only way this can be eliminated is by using RNP departures and currently no airlines are flying RNP departures.

Action item:

- Barry tabled a list of questions on behalf of the East Banora Residents Association for Airservices' response;

1. Why is there such a variation in the track made by aircraft departing RWY 14 and turning after 2 DME to heading 070?
2. Are there different operating procedures flown by different aircraft types flown by the same company?
3. Why do similar aircraft types from the same company on the same day make a different track over residential areas?
4. Are different procedures flown by different companies?
5. What needs to be done to minimise the spread and return aircraft to the flight path?

- Barry also requested from Airservices a comparison of the movements prior to the trial and then after the trial.

Airservices requested feedback from Barry, through Bryan Nicolson, as to what additional information is required to answer the EBRA's questions as this will assist in providing a suitable response. Martin mentioned that previously a one month sample was provided to allow the different tracks to be clearly visible.

Bill Pinkstone asked the Chair if the Fly Neighbourly Policy is still in place, the Chair responded that it is. Even though it is within the limitations of the curfew, Bill explained that it is intolerable to have business jets leaving the airport at 5 am and flying over communities. Bill asked if an item can be added to the next meeting agenda to discuss this. The Chair explained that both himself and Martin Simpkins closely monitor the after hours jet movements and the majority of them are medivac movements. The Chair clarified that there are definitely after hours jet aircraft movements however a large percentage of these are attributed to medivac aircraft. Global Jet has a contract with Careflight to conduct medivac flights for them. Bill explained that the community is aware of the medivac flights however there has been a notable increase in business jet movements early in the morning. Bill asked what is the best avenue to take, through the ANACC Committee, to minimise this type of activity as it has a massive impact on the community. Bill asked if the companies flying these aircraft have been asked to sign the Fly Neighbourly Agreement.

The Chair asked Bill to clarify his request. Bill explained that the request is to have all operators of business jets sign up to the Fly Neighbourly Agreement. The Chair responded saying he will follow up on this for Bill, all operators have signed up to the Agreement and he is not aware of any GA operator at Gold Coast Airport, aside from Global Jet and Careflight, using jet aircraft. Martin explained that Air Gold Coast have a citation that they use occasionally however they are also a signatory to the Fly Neighbourly Agreement.

Bill also asked if Brisbane ATC could have it in their instructions to say no to out of hour's non-medivac jet departures. Neil Hall clarified that Airservices have to comply with the curfew restrictions however as these type of movements are within the restriction of the curfew they can not say no to them.

Martin Simpkins asked the Chair if at the next meeting the Committee could review the content of the Fly Neighbourly Agreement in order to gain a clearer understanding of what it says. Martin's understanding of the Agreement is that it is more of an overarching statement asking operators to take the community into account when conducting their business and to be considerate. Martin also explained that Global Jet are a fixed base operator for many other itinerant operators from around the country who fly in and out of the Gold Coast and these operators would not be signatories to the agreement. The Chair explained that Global Jet have been quite flexible and considerate and have moved flight times on occasion to fall within curfew hours.

Elissa Keenan addressed the Committee, explaining that she had a discussion with Bill Pinkstone during the break with regards to the noise reporting open action item. Elissa reiterated that Gold Coast is getting identical reports to all other capital cities within Australia. Bill had been concerned that other airports were getting different reports and as this is not the case he has

agreed this action item can now closed and the item regarding feedback can also be removed as Airservices welcome feedback at any time.

11. Proposed Dates for 2014 meetings

- **Thursday 27th February 2014**
- **Thursday 12th June 2014**
- **Thursday 30th October 2014**

The Chair made the Committee aware of the meeting dates for 2014 and then called the meeting closed.

Gold Coast Airport

ANACC COMMITTEE ACTIONS - Next Meeting Thursday 27th February 2014					
Date	**Action Item**	**Action Officer**	**Status**	**Action**	**Date Completed**
08 Jun 12 6 Dec 12 28 Feb 13 25 July 13 31 Oct 13	Webtrak My Neighbourhood	Elissa Keenan	**CLOSED**	Airservices to present the "WebTrak My Neighbourhood" (upgrade to existing WebTrak program) at future meeting. ASA presented "Webtrak" Chair to keep Committee up to date on further developments. This will be in 2013. ASA to send committee link to Webtrak for Sydney Airport once complete. Item to remain open, for updates on progress. No update on this item. ASA requested this item be removed as work in ongoing and there have been no significant delays with delivery of this project.	
13 Sept 12 28 Feb 13 25 July 13 31 Oct 13	Noise Monitoring Units	Committee Members	**CLOSED**	Committee members to send recommendations to the Chair on location of temporary NMU. Recommendations still open committee to send any additional locations through to ASA prior to CACG on 25 March. ASA presented proposed locations for the Temp NMUs. ASA will continue update the committee throughout the process. The Chair closed this item as location suggestions have been received.	

6 Dec 12 25 July 13 31 Oct 13	ASA complaints reporting system	Brett Curtis Community	**CLOSED**	Chair to write to ASA ask if they are going to separate types of aircraft movements and when? Community members to review report and provide feedback to ASA. Update to be provided at October Meeting Chair closed the first part of this item as he had written to Airservices. Following off-line discussion between E. Keenan and B. Pinkstone agreed to close the rest of this item.	
25 July 13 31 Oct 13	ANACC Membership Term	Brett Curtis	**CLOSED**	B.C to amend the ANACC membership term to 3 years and reissue amended TOR. Term has been changed to 3 years, TOR will be recirculated.	
25 July 13 31 Oct 13	Tweed Heads Short Term Monitoring Report	Bryan Nicolson	**CLOSED**	BN to provide the committee with a link to report. A link to the report was provided in previous minutes.	
16 Jun 11 19 Mar 12 8 Jun 12 13 Sept 12 6 Dec 12	ANACC Northern Membership	Brett Curtis	**OPEN**	BCurtis to meet with G Threlfall to discuss northern members and define territories. BCurtis advised will be taken into consideration during TOR review. TOR will be reviewed & submitted to the committee by 1 July. Committee to discuss at September meeting. 1 Vacant position for both southern/northern ends. BCurtis to discuss with PDonovan membership requirements Chair will follow up on this action item in 2013	

28 Feb 13 25 July 13 31 Oct 13				Chair has made contact with RWorkman, & info pack sent out. Chair to meet with Ron to finalise membership. Northern Membership will be finalised as part of the membership renewal process. RWorkman is available but needs to be voted in be a community group.	
8 Dec 1 8 Mar 12 8 Jun 12 28 Feb 13 31 Oct 13	ANACC Members Section Online	Brett Curtis	**OPEN**	B Curtis to determine whether a Members Only section of ANACC could be developed. GCAPL currently investigating and will update at next meeting. This item will be reviewed once the TOR is agreed upon. Chair to discuss with GCAL Comms/IT to discuss options. Investigations are ongoing to find the best method for communication.	
6 Dec 12 28 Feb 13 25 July 13 31 Oct 13	Request NADP1 for Runway 14	Brett Curtis	**OPEN**	Chair to write to ASA to request NADP 1 be mandated from Runway 14 Chair wrote to ASA and discussed during committee meeting. This item will be reviewed following the results from the Temp EMU trial. Item awaiting results from TNMU, ASA need to ensure solid data.	
6 Dec 12 28 Feb 13	Community Letters – FHCA	ASA	**OPEN**	ASA to reply to questions and requests within letters from FHCA ASA are currently working through the data response anticipated to be available at the July ANACC ASA have replied to FHCA. Waiting on	

25 July 13 31 Oct 13				response from FHCA as to whether the item can be closed off. To be followed up by B. Jephcote and K. Morrison.	
28 Feb 13 25 July 13 31 Oct 13	Runway 14 Flight departure over the golf course	Neil Hall	**OPEN**	Neil to arrange a meeting with Southern members to discuss Runway 14 Departures. ASA presented to the committee proposed changes to Golf Course. Awaiting design and subsequent Environmental Assessment. Update to be provided at next meeting.	
25 July 13	EBRA letter to ASA – Noise Complaints	Brett Curtis	**OPEN**	BC to submit through ANACC Committee EBRA letter to ASA requesting that noise complaints from East and West Banora be separated	
25 July 13 31 Oct 13	Neil Hall to Liaise with Environmental Services experts regarding option of NADP1 & NADP 2 trial	Neil Hall	**OPEN**	N.H to discuss with Environmental Services experts to determine if monitors and data are able to baseline and perform a trial. Committee agreed to link this item with the *Request NADP1 for Runway 14* action item.	
31 Oct 13	EBRA questions regarding RWY 14 Departures.	Elissa Keenan	**OPEN**	ASA to provide formal response to EBRA questions regarding RWY 14 Departures. ASA to provide traffic comparison pre and post trial.	

Gold Coast Airport