



# MEETING MINUTES

<b>Event:</b>	<b>Brisbane Airport Community Aviation Consultation Group</b>	
<b>Date &amp; Time:</b>	10.00am – 12.30pm, Tuesday 17February2015	
<b>Venue:</b>	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ	
<b>Attendees</b>	<b>Major General Peter Arnison, AC, CVO (Ret'd) (Chair)</b>	
	Rowland Richardson (RR)	BACACG Secretary BAC
	Sasha Marin	Member of Griffith Office of Terri Butler
	Helen Gannon (HG)	Dept Infrastructure and Regional Development
	Corrinne Gygar	Dept Infrastructure and Regional Development
	Elissa Keenan (EK)	Air Services Australia
	Laurie Buys (LB)	Community member
	Helen Ford Allan	Community Member
	Peta Harwood	Brisbane City Council
	Ted Slater (TS)	Community member
	Robert Irwin (RI)	Air Services Australia
	Bruce McKendry (BM)	BAC
	Bryan Nicolson	BAC
	Cory Heathwood (CH)	BAC
	Gaynor Sipolis	BAC - Minute Secretary
	Rachel Crowley (RC)	BAC
	Jacinta Messer	BAC - Minute Secretary
	Mark Willey (MW)	BAC
	Paul Coughlan (PC)	BAC
	Brad Johnson	CASA
	Joanne Trienen	State Government
<b>Guests</b>	Ms Lethbridge (AL)	Member of Community Ashgrove
	Mr Duncan (CD)	Member of the Community from South Brisbane
<b>Apologies</b>	Ms De Lacy	Member of Community Ashgrove
	Kate Baily	Community Member

<b>Time</b>	<b>Activity</b>	<b>Facilitator</b>
10.00am – 10.05am	<b>Welcome</b> <ul style="list-style-type: none"> <li>Meeting start 10.05am</li> <li>Apologies</li> <li>Welcome to new members and guests</li> </ul>	Chair
10.05am – 10.10am	<b>Confirmation of Previous Minutes</b> <ul style="list-style-type: none"> <li>Minutes signed</li> </ul>	Chair
10.10am – 10.15am	<b>Actions Arising from Previous Minutes</b> <ul style="list-style-type: none"> <li>Follow up call made to Mr and Mrs Valastro who are happy with the current aircraft noise situation over their property.</li> <li>Duncan invited to attend today's meeting and a letter provided.</li> <li>CACG formal report circulated to group.</li> <li>Update of BACACG Meetings sent to group.</li> <li>ASA's Action Item from previous meeting was to investigate the intersection engaging with ILS. Glide slope is an international standard and unfortunately this</li> </ul>	Chair

Time	Activity	Facilitator
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cannot be changed.

*Comments:*

*Query from LB as to why some aircraft intersect much higher with the ILS and when landing gear is activated, pilot choice perhaps? There is regulation around when landing gear is activated and this is not an ASA directive, possibly from CASA.  
EK to raise this question at the next Technical Working Group Meeting with the airlines- **ACTION***

10:15am – 10:35

**Ms Lethbridge – Member of the community from Ashgrove.**

Chair, AsA

- AL thanks the Chair, ASA and BAC for their time and passes on apologies from Jonnie De Lacy who is unable to attend today.
- AL describes the suburb of Ashgrove which was traditionally a very quiet suburb where she has lived for 10 years.
- Practically overnight about approx June/July 2014 there seems to have been a massive explosion of flights over this suburb. Complaints have been made to the NCIS with the response being 'seasonal changes'.
- ASA reported that that in the past 7 years there has been an 30% increase in traffic.
- AL questions how seasonal changes can go from June to February. There are continual movements between 6am to 4pm with no more than a 5 minute interval. She has tried various ways combat the noise ie industrial fan, ear plugs, music etc. AL has given up work as she has been advised to rest at home due to a medical condition, and with the aircraft noise it is making this impossible. Aircraft are now flying during the night impacting sleep patterns.
- AL questions why noise monitors are not in the Ashgrove area and expressed concern about the valuation of properties in the area due to being in a major flight path.
- AL quoted that it states on the ASA website –that community engagement, should occur when significant changes occur, however Ashgrove residents were given no warning.

**Response/Comments**

*EK apologises for the distress that this is causing and in terms of seasonal wind variation, there is always a spike every year in departures over this area however, this has been extended considerably longer due to the unseasonable spike in southerly winds. Increased traffic is due to more aircraft using runway19 and airport growth.*

*Reduction in FIFO aircraft has not positively impacted aircraft noise over Ashgrove as they are mostly turbo prop aircraft and not noisy.*

*EK in order to facilitate the reopening of the cross runway, six flights have been taken off the southern departure route and moved to over the Ashgrove flight path. There are on average about 45 movements per day, adding an extra six, ASA did not*

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	<p><i>anticipate the additional six flights was a large amount of aircraft considering there was already 45 movements on that flight path. It was deemed based on environmental assessment that nothing further had to be done.</i></p> <p><i>There are 5 permanent noise monitoring units in Brisbane –their placement was based on the information and research ASA had at the time, Ashgrove was not deliberately missed.</i></p> <p><i>ACTION– EK to provide AL with the research data.</i></p> <p><i>There are short term noise monitoring units however, their use is part of a program which is full until middle of next year. These are used by all airports and we cannot bump Brisbane up the list. Keeping in mind that a noise monitor is not always a solution to the problem.</i></p> <p><i>EK to at look at putting a noise monitor at Ashgrove in the future –</i></p> <p><i>ACTION</i></p> <p><i>ASA will continue to commit to investigation about what we can do about this flight path; we anticipate this will take approx 6 months as this will include an environment impact study.</i></p> <p><i>AL provided with a copy of the Current and Future Flight Path &amp; Noise Information booklet.</i></p> <p><i>EK advises that trends are put on the ASA website monthly.</i></p> <p><i>CH mentions REIQ show flight path information on their website and QUT are currently undertaking research on behalf of BAC to draw parallels between property prices and increasing aircraft movements – results to be provided to AL and BACACG Group.</i></p> <p><i>Respite over Ashgrove will occur with ‘back to normal’ weather conditions.</i></p>	
10.35am – 11.00am	<p><b>Regular Reporting Updates</b></p> <p><b>CACG report</b></p> <p>Departmental review of CACG in 2015, ORIMA to conduct, input will come from a range of stakeholders, each Chair will be interviewed. Chairs to provide contact details to ORIMA, survey is important and strict privacy rules apply. All stakeholders are encouraged to participate. A consultant will attend the next BACACG Meeting.</p> <p><b>Community Members reports</b></p> <ul style="list-style-type: none"> <li>• Ted Slater (TS) – Apologies for lack of attendance at BACACG. Drains on Lomandra Drive do not appear to be clearing.</li> <li>• MW has not received any further reports from Queensland Urban Utilities – <b>ACTION</b> – MW to pursue.</li> <li>• TS contacted by BUG and PEG re lack of cycle/footpaths and no access to the Airport Service Centre or surrounding areas. Simon Penrose to take this on board. The group are happy with the recent changes.</li> <li>• Bikeway is included in the Master Plan and this will be rolled out progressively.</li> <li>• Bruce McKendry (BM) to provide a summary for minutes and email summary to Simon Penrose, Mitch Bright and TS – <b>To be presented at next BACACG</b></li> <li>• Community Association passes on appreciation to ASA for realignments of the SIDS Track and the Dash 8 being the only complaint.</li> <li>• LB only issue was that mentioned previously, landing gear and low flying aircraft.</li> </ul>	<p>Chair</p> <p>Community Members</p>

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	<ul style="list-style-type: none"> <li>HFA thanks BAC for the copy of the Master Plan.</li> </ul>	
	<p><b>Noise Complaints</b></p> <ul style="list-style-type: none"> <li>MW provided an update on the noise complaints from Oct – Dec 14. Noise complaints - level of consistency. Complaints were up 41%, complainants were down 13%. Presentation will be provided to the group. Slide referenced where the complaints were coming from. The green areas are between 0 - 10 complaints. Data clusters at the ends of the runway throughout the southern suburbs. Oct – Dec respite days were explained - these are days where there are no flights to the east or to the west. Oct - 80% over bay with 12 complete respite nights. This is good considering the weather patterns that usually occur during the last quarter of the year.</li> <li>Statistics and trends chart - shows the trends in respite days.</li> </ul>	Mark Willey, BAC
	<p><b>RDMS and On Time Performance</b></p> <ul style="list-style-type: none"> <li>Industry is working very hard to get maximum capability out of existing system. For some time now BAC has been implementing a 48hour weather forecasting approach and if there is a bad weather day upcoming, smaller operators are unable to gain a slot for that time, which reduces delays. There is an expectation that combined with 48hr weather forecast; we can continue to see good on time performance.</li> <li>On time performance is trending up which is good considering the limitations that occur when using a one runway operation.</li> <li>Qantas have announced a daily Brisbane to Narita Japan service from August.</li> </ul>	Mark Willey, BAC
	<p><b>Brisbane Airport Community Activities</b></p> <ul style="list-style-type: none"> <li>No recent activity, upcoming Community Information Exchange in Greenslopes by request – advertising in bmag and the South East Advertiser.</li> </ul>	BACACG Secretary
	<p><b>BACACG website / community correspondence</b></p> <ul style="list-style-type: none"> <li>Airport Discovery Centre on line has had a drop in stats and visitations.</li> <li>Complaints – refer Top 10 Complaints Report.</li> <li>Aircraft noise, 1 complaint from The Gap.</li> <li>Chair would like ASA's complaints added to this data – <b>ACTION</b></li> </ul>	
	<p><b>Community Giving Fund</b></p> <ul style="list-style-type: none"> <li>Goes live in March 2015.</li> </ul>	
11.00am – 11:10am	<p><b>Airservices Australia Update</b> <i>Including Technical Noise &amp; Environment Working Group</i></p> <ul style="list-style-type: none"> <li>EK reports high use of Runway 19, complaints steady, no strong changes.</li> <li>Chair asks if weather change will affect Ashgrove and EK confirms it will – typically this time of year the wind is southerly.</li> </ul>	Elissa Keenan, AsA
11.10am – 11:15am	<p><b>ORIMA Review Briefing</b> <i>Briefly outlined review scope and ORIMS's role</i></p>	Helen Gannon, Dept Infrastructure & Regional Development
11.15am – 11:20am	<p><b>Update on the New Parallel Runway</b></p>	Paul Coughlan, BAC

Time	Activity	Facilitator
	<p><i>Refer presentation</i></p> <ul style="list-style-type: none"> <li>• 8 weeks ahead of schedule, sand pumping complete.</li> <li>• Reference made to elevated platforms and variation in height. Sand laid in early November has gone down by two metres.</li> <li>• Looking at new environmental product on the advice of Jan de Nul for sand stabilisation.</li> <li>• Moorings have been extracted, pipeline removed.</li> <li>• Dredging contract complete ahead of date.</li> <li>• Phase 2 is building the new airfield and associated infrastructure - Jacobs appointed.</li> <li>• No environmental complaints received to date – significant work put into from BAC to ensure the community were well informed.</li> </ul>	
<p>11:20am – 11.40am</p>	<p><b>Mr Duncan – Member of the Community from South Brisbane</b></p> <p>Chair introduces Mr Duncan to the Group.</p> <ul style="list-style-type: none"> <li>• Mr Duncan outlined his concerns over the number of aircraft flying over the normally quiet suburb of Buccan, 40k's due south of the Brisbane Airport where he lives. There has been no respite in arrivals and departures from early morning to late at night which has been worsened by FIFO increase.</li> <li>• ASA introduced a new policy without any public consultation.</li> <li>• Mr Duncan requests that ASA and BACACG group to consider four options to reduce the impacts of the 01 ILS Cross Runway Policy – <i>see attached report.</i></li> </ul> <p><i>Comments</i></p> <p><i>ASA have provided a detailed response to a number of these concerns in the past and acknowledge that Mr Duncan is not satisfied with the response. ASA will address each item in the submission – ACTION – BAC to provide a copy of the submission to ASA.</i></p> <p><i>Chair suggests ASA take the four options with a brief description of each option, and then look at the submission with a copy sent to CASA. BAC can then participate with ASA to build up a response – ACTION – ASA to build up a response with CASA and BAC. Mr Duncan would like option one to be a priority over other options.</i></p> <p><i>MW comments on more GA aircraft onto the cross runway was in response to demand, the main runway has very limited capacity and suggests an ATC Specialist be consulted (Neil Hall to examine safety considerations of the options provided by Mr Duncan – ACTION - Neil Hall from ASA to attend next meeting.</i></p> <p><i>Chair would like Mr Duncan to be invited back to July 14 BACACG meeting to readdress this issue – ACTION</i></p>	<p>Chair, ASA</p>
<p>11:40am – 11:45am</p>	<p><b>Master Plan Update</b></p> <ul style="list-style-type: none"> <li>• Master Plan was approved on the 13<sup>th</sup> of January, h a delayed approval due to strategy around the proposal to close the cross runway once the NPR is active.</li> <li>• BAC has adopted a position where the cross runway strip area would not be compromised with any permanent structures, a commitment that would be reviewed in future Master Plans.</li> <li>• The 14/32 Strip area would provide an open area for General Aviation and turbo-prop aircraft to undertake emergency operations.</li> </ul>	<p>Mark Willey, BAC</p>

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	<p><i>Comments</i> RC - the question was raised - if it's a perfectly good runway, should it not be kept, but retaining the 14/32 Runway would reduce overall airport capacity. MW – the above commitment is not a concern as there is currently no development plans for this area.</p>	
11:45am – 11.55am	<p><b>International Terminal Redevelopment Update</b> <b>BUG Update</b> <i>Refer presentation</i></p> <ul style="list-style-type: none"> <li>• Significant work underway and scheduled to finish in July 2015.</li> <li>• Criteria are uniquely Queensland, sunshine, parks, river, South Bank etc.</li> <li>• New check in kiosks in row 9, any airline can use - fewer queues – 80 more expected to be installed by the end of the year.</li> <li>• New cafés – 13 of which are now trading.</li> <li>• Signage and detailed messaging around terminal.</li> <li>• Noisy or disruptive works takes place outside of peak times but work continuing 24/7</li> <li>• E-Gate trial currently underway where pax can pass through customs without a Customs Officer.</li> <li>• Airport volunteers to aid this process.</li> <li>• E-Passports/Smart Gate system will speed up arrivals.</li> <li>• New artworks – 'Keep the Sunshine' - final farewell to travellers and indigenous artwork on level 2 providing a colourful welcome.</li> <li>• Chinese Ambassador proving very helpful by aiding Chinese visitors - 239,000 Chinese visitors to BNE last year.</li> <li>• Bilingual language used for signage, simplified Chinese, can be used by a variety of nationalities.</li> </ul>	Bruce McKendry, BAC
11:55am – 12:00pm	<p><b>General Business</b></p> <ul style="list-style-type: none"> <li>• Thanks to all for attendance in particular community members.</li> </ul>	Chair
12:00pm – 12:05pm	<b>Next Meeting – Tuesday 14 April 2015</b>	Chair
12:05pm – 12.35pm	<b>Lunch</b>	All welcome