



MEETING MINUTES

Event:	Brisbane Airport Community Aviation Consultation Group
Date & Time:	10.00am – 12.40pm, Tuesday 14 April 2015 10:30am Meeting Official
Venue:	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ

Attendees	<p>Major General Peter Arnison (Chair) (PA) Mr Ted Slater (Community Member) (TS) Professor Laurie Buys (Community Member) (LB) Ms Kate Bailey (Community Member) (KB) Ms Helen Ford Allan (Community Member) (HFA) Ms Helen Gannon (Dept Infrastructure & Transport) (HG) Ms Corrinne Gyger (Dept Infrastructure & Transport) (CG) Mr Neil Hall (Airservices) (NH) Ms Sasha Marin (Observer from Terri Butlers Office) (SM) Mr Adrian Slootjes (Virgin) (AS) Rob Anderson (Virgin) (RA) Ms Peta Harwood (BCC) - City Planning and Economic Development Branch (PH) Mr Adam Allanson (ORIMA) (AA) Mr Justin Koek (TTF) (JK) Ms Kylie Hobday (ASA) (KH) Ms Caroline McAllen (Brisbane Airport Bicycle User Group) (CMcA) Mr Kees Van Haasteren (Brisbane Airport Bicycle User Group) (KVH) Mr Cory Heathwood (BAC) (CH) Ms Jacinta Messer (BAC) (JM) Mr Dirk Newbold (BAC) (DN) Mr Bryan Nicholson (BAC) (BN) Mr Rowland Richardson (BAC) (RR) Ms Gaynor Sipolis (BAC) (GS) Ms Rachel Crowley (BAC) (RC) Mr Mark Willey (BAC) (MW) Mr Paul Coughlan (BAC) (PC) Mr Terry Rossitto (BAC) (TR)</p>
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Time	Activity	Facilitator
10.00am – 10.30am	Community Member Meeting	Chair
10.30am – 10.35am	<p>Welcome</p> <p>Chair opened meeting at 10.35am - welcomed the group, introduced new attendees and guests and acknowledged apologies.</p> <p>Chair advised he and Community Members had met prior to the BACACG and reported their appreciation for the commitment of Brisbane Airport Corporation (BAC) and Air Services Australia (ASA) to addressing and resolving, where possible, the complex issues raised at the BACACG.</p>	Chair
10.35am – 10.40am	<p>Confirmation of Previous Minutes</p> <p>Chair confirmed Minutes as passed.</p>	Chair

Time	Activity	Facilitator
10.40am – 10.45m	<p>Actions Arising from Previous Minutes</p> <p>Action 1 – ASA to address regulation around landing gear deployment on approach at the next Technical Noise Working Group (TNWG) meeting Matter was discussed at meeting. Conclusion was that each airline has its own standard operating procedures in relation to landing gear deployment which means blanket regulation not possible. Manufacturers of aircraft generally determine when deployment should occur. Comments: <i>LB indicates that in her observations the same aircraft type not being deployed at uniform times. For example, the Emirates A380 will sometimes put the landing gear down over Moorooka and other times not and queries the variation.</i> <i>RA comments that airlines do not put landing gear down earlier than necessary to avoid increased fuel emissions and noise and says that weather conditions, use of the ILS, crew familiarity with the airport or speed management would be the most probable reasons for variations in deployment.</i> ACTION: RA to discuss further with LB after meeting.</p> <p>Action 2 –ASA to provide Ms Anna Lethbridge (Ashgrove resident who addressed previous meeting) with research data on noise monitoring units ASA to cover in today's presentation.</p> <p>Action 3 – ASA to explore installing a noise monitoring unit in Ashgrove area ASA to cover in today's presentation.</p> <p>Action 4 – Mark Willey to provide report from Qld Urban Utilities (QUU) regarding drains on Lomandra Drive Ongoing – BAC has met with QUU on a number of occasions and site inspection performed. Some challenges with responsibility and legal ownership of this area as it is not airport land, but the easement on either side is the responsibility of BAC. TS said the pipeline is a recent addition and there were no problems before and believes that the drains on the land lay too low. MW comments that it is a significant piece of work to put in a drain structure under pipes as to not impact the mangrove environment.</p> <p>Action 5 – ASA Noise Complaints to be added to Community Report Actioned</p> <p>Action 6 – BAC to provide ASA with a copy of Buchan resident Mr Chris Duncan's submission to BACACG Actioned – Mr Duncan has been invited back to the next BACACG meeting. ASA and BAC have both responded to the four options that were provided by Mr Duncan in his submission. Chair said he would like to go through the four options and the responses by ASA at the next BACACG meeting with Mr Duncan present. ACTION – NH and RR to circulate ASA responses to Mr Duncan to the group.</p> <p>Action 7 – ASA to provide brief description of each submission point to CASA Actioned</p> <p>Action 8 – ASA to provide formal response to Mr Duncan at</p>	Chair

Time	Activity	Facilitator
	<p>next BACACG meeting <i>Ongoing</i></p>	
<p>10:45am – 10:55</p>	<p>Airport Bicycle User Group (BUG) – Guests <i>Refer presentation</i></p> <p>Chair introduces Ms Caroline McAllan and Mr Kees Van Haasteren</p> <ul style="list-style-type: none"> • BUG has 80 members and RR often updates the group with any new information. • Last bike count conducted indicated 47 regular riders on site. • BUG has consulted with BCC to discuss bicycle infrastructure on airport and links on the northern bikeway. • New bridge at Nudgee Road across Shultz Canal linking to the Jim Soorley Bikeway and Kedron Brook seems to have increased bike riders. • Access issues: a safe walking and cycling route needs to be designed to the BNE Service Centre and other workplaces on Nancy Bird Way. Many of the young people who work at the fast food outlets do not have vehicular transport. There remains no pedestrian or bicycle access to the Service Centre after eight months of operation of the facility. • A safe walking route between the International and Domestic Terminals is needed as it is currently hazardous and there is no bike or pedestrian access permitted along alternative route on Hibiscus Street. • The route between Lomandra Dr and the International Terminal needs improvement due to narrowing near the terminal and no shoulder for cycling on Qantas Dr near the terminal. • Bike route through the drop off zone at the International Terminal is not ideal due to heavy traffic. • BUG suggested alternations to an obstacle on Skygate/Airport Dr bridge has proven successful – thanks BAC. • It is the hope of Airport BUG for the construction of safe and common sense access for pedestrians and cyclists in all current and future airport projects. 	
<p>10:55am – 11:05am</p>	<p>Cycle Path Upgrades <i>Refer presentation</i></p> <ul style="list-style-type: none"> • TR thanks Caroline and Kees for their interest and adds that BAC recognises areas that can be improved • BAC spent over \$1.5 million in the last 3 years on cycling infrastructure and the current network covers more than 50% of landside roads. • BCC and BAC joint project worked on connection from North (Kedron Brook). • Project underway – connection to the south (Viola PI) • Funding commitment to BCC for Main Myrtle town Road (off road facility). • TR refers to the Ground Transport Plan and the Five Year Plan which targets opportunities to enhance walking and cycling. • The connection through to the BNE Service Centre is a current project and BAC is looking to get that completed by next financial year. • KVH to provide plans for proposed connection near ITB to AFP Building to TR for consideration for future 	<p>Terry Rossitto, BAC</p>

Time	Activity	Facilitator
	<p>planning – ACTION</p> <ul style="list-style-type: none"> Chair suggests that BUG and BAC (TR) continue liaising to develop safe rather than 'pretty' solutions. <p>ACTION – RR to circulate TR's presentation to the BUG Group.</p>	
11:05am – 11:25am	<p>Regular Reporting Updates Community Members reports</p> <p>TS requests further update on Pinkenba drainage issue. Full report developed last year, happy with the report but unhappy about the lack of action.</p> <p><i>Comments</i> MW says BAC has invested in improvements and they are now looking at next stage of works which will cost upwards of \$50,000. There are budget approvals, designs etc to be considered. MW recognises TS's frustration.</p> <p>TS says there are millions spent on roads but there is a lack of cycle paths.</p> <p><i>Comments</i> MW said it is a matter of allocating funds where it is needed and where those limited funds can deliver best value. The biggest outcome for cyclists is the signalised intersection of cnr of Lomandra and Qantas Dr and the associated improvement of safety. BAC in collaboration with BCC will construct a pathway that will increase the safety along Main Myrtle town Road; a compliant bike path is not a cheap option to deliver.</p> <ul style="list-style-type: none"> CMcA asks if there is a cycle path? MW responds that there is a cycle path in the area and an end of trip facility that was the result of stakeholder pressure. <p>LB requests data to identify which aircraft are causing the issues in regards to flying low and bringing the landing gear down early. There must be some way to have a discussion about which aircraft are causing homes to shake when flying over their homes and there is a real need to progress this.</p> <p><i>Comments</i> ASA can't tell you why the landing gear is coming down early for safety reasons and Virgin Aust will not be able to provide info from a quality control viewpoint. Pressure will not be applied to pilots to use anything but safe operation. NH says one of the issues raised is the vertical profile of the aircraft (low flying at the ILS approach). It is a requirement for pilots to be lower rather than higher it is not just a preference. Air Traffic Control needs to put traffic on the ILS approach and move them close so they are not circling for too long. ASA can talk to the pilots at the TNWG and see how this behaviour can change and how to lessen the use of this flight path, aircraft being consistent at heights, intersecting further out and now talking about the landing gear issue. Much of this is the frustration around the amount of traffic on the ILS. Chair asks if the ILS glide slope is fixed and can it be changed? NH says three degrees is a standard worldwide, a trade-off between speed and height to make sure the aircraft hits the runway at the right time. Three degrees is the optimum and if there are hills or obstacles, the degree would be increased however it is putting the aircraft in a</p>	Community Members

Time	Activity	Facilitator
	<p><i>situation where the decline is not normal. If you could have three degrees further out, it would eliminate the use of the throttle and create a glide approach which would reduce noise. NH says he has empathy for the community however ASA are struggling from an aircraft behaviour point of view as to what can be done. Regardless there will only be incremental changes that could be made when looking at Smart Tracking and use of runways.</i></p> <p><i>MW this is consistent with the last Community Information Session at Cannon Hill, and MW is working with ASA to produce more information on aircraft altitude. MW comments that northerly wind conditions for a prolonged season have probably impacted on residents but we should expect weather changes.</i></p>	
	<p>KB asks about the correlation between aircraft noise and health issues.</p>	
	<p><i>Comments</i> <i>RC says there are some international studies on effects of various transport modes. Will look to see what can be provided.</i></p>	Mark Willey
	<p>ACTION – BAC to look at the correlation between health and aircraft noise and RC to review some health studies surrounding noise.</p>	
	<p>Noise Complaints Refer presentation</p>	
	<ul style="list-style-type: none"> • MW provided group with updates on noise complaints data and mentions an interesting change with an increase in complaints from the Ashgrove area. This could be prompted by one person promoting change in the area. Chair adds that it could be more noise. • Respite data for Jan and Feb 15 were discussed. Respite nights tend to decrease during daylight savings periods and MW will present March, April and May at the next BACACG – refer presentation for more detail. • Six to eight nights of complete respite on average. Bay movements during the night increasing, even if not resulting in full respite nights, there is significantly reduction in flight numbers over the city during night periods. 	
	<p>Runway Demand Management System and On Time Performance</p>	
	<ul style="list-style-type: none"> • On time performance around 90% for March. Movements are down slightly with average weekday movements for March at 661. • Busy periods sit at 57 movements per hour. Slot scheme is taking control and keeping the on time performance high. • Cross Runway – moving away from north easterly weather patterns, getting good use from this runway with that use having a positive impact on on-time performance. • Domestic movements are expected to grow significantly after the opening of the NPR in 2020. International movements are expected to continue to steadily grow over next years and GA movements will remain the 	

Time	Activity	Facilitator
	same.	BACACG Secretary

Brisbane Airport Community Activities

- Community Information Exchange at Greenslopes attended by 30 people with main commentary around approaches of aircraft over southern suburbs and proposed New Parallel Runway flight paths.
 - BACACG website/community correspondence – refer handout.
 - Six community tours conducted.
 - 486 visits to the Discover Centre online.
 - Noise complaints fielded by ASA totalled 212.
- Action –** RR to distribute complaints graph to group and print out for all further meetings.

11:25am – 11:35am	<p>Airservices Australia Update Including Technical Noise & Environment Working Group Refer presentation</p> <ul style="list-style-type: none"> • KH is introduced to the group and she has joined ASA in community relations focussing on policy and strategy. • Q4 Aircraft Noise Information Report is now available online and Q1 will be available online in May. • The purpose of noise monitoring is discussed and the purpose of this is to determine the contribution of aircraft noise to the overall noise exposure of a community. • It provides information to the community about aircraft noise and operations and to help local authorities make informed land use planning decisions. • Inform estimates of the impacts of changes in air traffic control procedures, including changes designed to reduce noise impacts of aircraft. • NH says that Webtrak has been enhanced and the ASA data can be reviewed and he encourages the community to access this information. • Location of Permanent EMUs in Brisbane is: Cannon Hill, Tingalpa, Kedron, Nudgee Beach and Bulimba. Recommendations for Short Term Noise Monitoring from Review in 2012: Northgate, Paddington, Tarragindi, around Archerfield Airport to capture noise data from arrivals, departures and circuit operations. • Completed short term noise monitoring list: From the 2012 Review: Salisbury, Tarragindi, Paddington and Wellers Hills due to an additional request by the community – Archerfield still to be considered and will be done separately. • Completed Short Term Noise Monitoring from 2012 are: Salisbury, Tarragindi and Paddington and due to additional request by the community, Wellers Hill. Results can be found on the ASA website under Publications. • ASA is trying to obtain a more holistic view of what is happening around noise monitoring, how much is Smart Tracking being used and the use of temporary noise monitoring. 	Neil Hall, AsA
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	<ul style="list-style-type: none"> • Last meeting was 30 March. • ASA to provide CACG with RRO use during daylight savings. • ASA and BAC to provide a flyer that can be distributed to international airlines to remind them to fly over Moreton Bay at night and preferred runway use at night. • A number of noise improvements are being considered for initial feasibility including proposals from the Member for Griffith, Terri Butler MP, and a resident from Ashgrove. • Additionally ASA are looking at how often the 01 ILS is used and will continue to focus on that and two points – how the runways and Smart Tracking is used. • Smart Tracking – hoping to get ICAO Procedure here for Runway 01. • ASA to source large maps to show tracks over suburbs particularly for Runway 01 ILS arrivals. • Change to Runway 01 departures – Brisbane departures south change December 2014 – ATC has reviewed. • Environmental assessment complete and found no negative noise impacts. • Proposed implementation June 2015. 	
11:35am – 11:50am	<p>ORIMA Review Briefing Refer presentation</p> <p>AA introduces himself and discusses how the review will assess the effectiveness of the various CACGs around Australia and planning coordination forums and how the CACGs are supported and it will then make recommendations about future consultative arrangements.</p> <ul style="list-style-type: none"> • Review will be conducted by an online survey and interviews with all CACG and PCF Chairs and a range of other stakeholders with two weeks remaining for completion, end April. • ORIMA Research will analyse stakeholder feedback in May with a report to the Department due end June 2015. • AA invites anyone to chat with him after the meeting. • Chair encourages the group to participate in the survey. 	<p>Adam Allanson, ORIMA</p> <p>Helen Gannon, Dept Infrastructure</p>
11:50am – 11:55am	<p>Update on the New Parallel Runway Refer presentation</p> <ul style="list-style-type: none"> • Sand pipeline has been removed. • PC refers to presentation and the background reclamation and the platform which is still 6-7 metres high. • An environmentally friendly emulsion is being applied to protect the sand from wind and erosion. • Practical completion expected end May. • PC refers to settlement monitoring slide and what the different colours represent. • 11 million cubic metres of sand was pumped onto the swamp site with 350,000 wick drains to assist in pushing out the water, bringing the wait time down to stabilise the site to 3 years opposed to 8. • Final design tendering this year. 	Paul Coughlan, BAC
11:55am – 12:00pm	<p>Major Projects Update Refer presentation</p>	Mark Willey, BAC



Time	Activity	Facilitator
	<ul style="list-style-type: none">MW provides an update on the DFO Stage 4 and the multilevel car park and the expectancy for opening for the car park and the retail precinct is October 15. Car park will consist of four levels with 1000 car spaces. There will also be new commercial and food & beverage facilities incorporating a children's play area.CMcA asks if there is a cycle path?MW responds that there is a cycle path in the area and an end of trip facility that was the result of stakeholder consultation.	
12:00pm – 12:05pm	General Business Nil to report	Chair
12:05pm – 12:10pm	Next Meeting – Tuesday 14 July 2015 Meeting close	Chair
12:10pm – 12:40pm	Lunch	All welcome

Major General (Retd) P. Arnison

14 Jul 15

Date