

Meeting Minutes – Meeting No. 14 / 2013

Brisbane Airport Community Aviation Consultation Group (BACACG)

<i>Scheduled date/time</i>	Tuesday 28 May, 2013 10:00am–12.30pm
<i>Place</i>	Brisbane Airport Corporation Head Office, 11 The Circuit, Brisbane Airport
	<p>Major General Peter Arnison (Chair) Ms Kate Bailey (Community Member) Professor Laurie Buys (Community Member) Mr Paul Coughlan – (BAC) Ms Rachel Crowley (BAC) Ms Eleanor Dun (Dept Infrastructure & Transport) Ms Helen Gannon (Dept Infrastructure & Transport) Ms Toni Kasch (BAC) Mr Bryan Nicholson (Airservices Australia) Mr Simon Penrose (Community Member) Mr Ted Slater (Community Member) Mr Jon Stewart (Tourism & Transport Forum) Mr Scott Stone (Commonwealth Government) Mr Mark Willey (BAC) Mr Michael Wright (Airservices Australia) <i>Ms Jacinta Messer – (BAC) (BACACG Secretary)</i> <i>Ms Gaynor Sipolis – (BAC) (Minutes Secretary)</i></p>
<i>Apologies</i>	<p>Ms Julieanne Alroe (BAC) Ms Jackie Cann (Community Member) Mr James Coutts (QLD State Government) Mr John Crane (Virgin) Ms Helen Ford Allen (Community Member) Mr Neil Hall (Airservices Australia) Ms Elissa Keenan Mr Mal Lane (State Department) MS Eileen Paterson (BCC) Ms Karyn Rains Mr Adam Stevenson (QLD State Government) Mr Angus Sutherland (Kevin Rudd's Office) Mr Flynn Van Ewijk (Qantas)</p>
	<i>The meeting commenced at 10.10am</i>
1. Introduction and welcome	The Chair welcomed new members
2. Confirmation of previous minutes	The Chair signed the minutes of the previous meeting
3. Actions from meeting held 26.3.13	<p>Action #1 – Elissa Keenan to cover the Noise Abatement Procedures Review at the next BACACG – <i>Complete</i></p> <p>Action #2 – Ted Slater to liaise with Airservices regarding his submission – <i>Complete</i></p> <p>Action #3 Mark Willey report on the TNWG and report back to the group later – <i>Agenda Item</i></p> <p>Action #4 BACACG Secretary to circulate Airline Customer Advocate report from Helen Gannon – <i>Circulated 17 April 2013</i></p> <p>Action #5 – Mark Willey to investigate recycling area on Sugarmill Road and</p>

what it is being used for and advise Ted Slater:

Mark informed the group that BAC are in discussions with Qld Recycling as to whether they will continue on that site. Decisions will be made in a couple of months. The material that was on the site has been moved off airport. The facility is used to process fill for the airport, but it has not worked out in the desired manner. Paul Coughlan (BAC) explained that the site was never intended to provide fill for the new Runway, but that there is a site in Moreton Bay that has been designated for NPR fill use.

Action #6 – Terry Rossitto to advise Ted Slater on future council bus routes including Pinkenba to Airport Village:

Terry Rossitto to advise Ted on Bus Routes – Mark Willey advised that both the State Government (Translink) and BCC were looking at the viability all bus routes. Mark mentioned that Ted should engage with BCC in his request for the bus route as they determine the bus services. Ben Smith encouraged Ted to engage with Translink as his experience has shown that the government department does like to hear from its communities in regard to these issues.

Action #7 – Mark Willey to present BACACG with detailed analysis of proposed intersection departure NAP variation – Agenda Item.

4. Regular reporting updates:

Community Member Reports

Laurie Buys

Laurie reported that the issue of concern is the height of the international flights. She noted that they seem to be quite low and then when they deploy their landing gear down it creates a loud noise. She enquired if there was an opportunity to explore the height of the aircraft. Laurie receives complaints from the community and believes the mornings seem to be the worse. Michael Wright responded that where aircraft deploy their landing gear is purely an operator decision. Michael said that ASA would run a check on the arrivals but believes the aircraft are within their legal boundaries. Laurie is particularly interested in receiving information for the Jan/Feb/March period. Scott Stone queried whether it is standard operating procedures for airlines and Michael concurred. Laurie also reiterated that it is the International aircraft causing the most noise issues in the morning, particularly around 7am. Bryan Nicholson asked if Laurie could identify the aircraft so they could follow up. Laurie explained that she believed it was all the early morning international flights. Laurie is looking for the pilots to deploy their landing gear later in the operation to land. Laurie to identify the aircraft and report back to Airservices Australia on which airlines are the offenders.

Ted Slater

Ted reported that he had a meeting with Neil Hall from ASA and now has a clearer understanding of the issues of flight paths over Pinkenba. Ted raised a fundraising query on behalf of his RSL club in regard to selling commemorative products at the terminal. Ted to contact Jacinta in regards to this.

Kate Baily

Kate reported that the recent Brisbane Airport Community Exchange at Murarrie was not well attended due to the cold and wet weather. From her part, over 1000 homes were informed of the exchange. The regular attendees (Barry Wilson and Charles Bill) attended.

Simon Penrose

Simon reported that he has also promoted the Community Exchange to his area. Simon recently flew back into Brisbane Airport and noticed that the boom gates were not working in the car park; he was accompanied by several members of parliament. Ben believed it may have been when the airport experienced a power surge and some of the boom gates were malfunctioning. Simon said that he had not received any noise complaints from the community but he himself had noticed the occasional aircraft noise.

The Chairman welcomed Joanne Triennan who arrived late and explained what had already been discussed.

Technical Noise Working Group

Mark Willey spoke about the Murarrie Exchange and his engagement with Charles Bill. Charles had commented that the noise has improved of late. Mark showed a chart outlining complaints up until March (only available data). Typically an increase in complaints is received during the daylight saving period. Complaint numbers had been dropping off; however complainants still remained the same. Mark noted that a number of new complaints were due to some of the turbo prop aircraft not being able to use the cross runway, therefore creating aircraft noise in different areas. Top three complainants had dropped off with their complaints: numbers were 71.9% and now down to 57.1%.

Mark drew attention to the Brisbane Basin Aircraft Noise Information Report by Airservices Australia and also the Noise and Flight Path Monitoring System for Brisbane, again by Air Services Australia. These reports can be found on the Airservices Australia website. The documents provide a very detailed overview of the Quarter. Mark noted that for the first quarter night period over bay operations was slightly reduced to around 70%. The weather has a big impact on the flight operations over bay.

Runway Demand Management System (RDMS)

This is a slot scheme which is part of the industries response to delays at Brisbane Airport. Airlines apply to Airport Coordination Australia where they outline their preferred operating schedule. ACA have delivered a fully compliant schedule for Season 2 of the RDMS. BAC set the arrival and departure limits for this and the ACA has met the limits. Metron (Ground delay program) aims to hold aircraft on the ground and is now demonstrating improved outcomes overall. The reopened 14/32 has had a significant improved impact when weather conditions allow its use which are generally restricted to daylight hours.

A local coordination committee meets every 6 months with airline operators and reviews how the scheme has performed and looks at possible improvements. BAC has employed a data analyst who will produce new metrics and determine where we need to follow up on issues in particular non-compliant issues e.g. an airline that operates without a slot.

BAC has conducted the second Local Co-ordination Committee Forum and is proposing a number of minor improvement amendments to the RDMS.

Technical Noise Working Group (TNWG)

The TNWG met in March last year. At the last meeting a number of potential noise improvement opportunities were identified. BAC and ASA have been undertaking a detailed analysis of those initiatives. Can Runway 01 be used when wet for departures with wind up to 5 knots. The response received was this is not feasible under current CASA and International Standards.

Laravale SID – it was considered feasible to undertake further analysis and move it slightly whilst also looking at climb gradients modifying to 5%. Airservices Australia has commenced discussion with the airlines on this option. Is there an ability to look at a hybrid procedure at Brisbane Airport due to the location of the airport in regards to the closest home. It will require modeling and airline acceptance and endorsement.

Compliance with Noise Abatement Procedures (NAP) is very high at Brisbane Airport.

BAC and Airservices are analysing data to determine trends for over-bay operations with a projection of that trend into the draft New Parallel Runway (NPR) operating plan.

ASA and airlines to continue an assessment of the initiative – tracking early morning heavy international arrivals to Runway 19.

ASA and BAC looking at adjusting the MEAND waypoint. It will be subjected to a comprehensive analysis. The shift would be in the vicinity of 500 metres. If we are removing number of residents from the flight path, how many new residents will be affected.

Brisbane Airport Developments

MDP (Major Development Plans) – any large developments on Brisbane Airport require the MDP to be produced. It discusses the scale of the project and its potential impact. An MDP requires a public consultation period. There is then an assessment and approval process by the Federal Department. BAC is currently preparing 4 MDPs and Mark will give a detailed report back to the group at the next meeting.

MDP 1. Corporate Charter Terminal.

MDP 2. Commercial Office in Skygate (Airport Village)

MDP 3. DFO Expansion and Multi Level Car Park

MDP 4. Domestic Terminal Hotel Complex

Mark reiterated that any traffic issues would be considered within the Major Development Plans. Mark also announced that Emirates commence flying on a regular schedule their A380 into Brisbane from 2 October.

Brisbane Airport Community Activities

Jacinta reported that the Airport Experience Centre will be moving into the Village Markets Centre within Skygate. She also spoke about the recent Community Exchange in Murarrie and noted that the next Community Exchange will be in August. BAC will also be attending some community festivals in the coming months.

BACACG Website / Community Correspondence

Jacinta circulated information summarising the complaints and compliments correspondence to the group.

5. Analysis of Proposed Intersection Departure NAP Variation

Proposed Amendment to Existing Noise Abatement Procedures (NAPs)

Mark spoke about the proposal for Code C jets to depart to the south off the taxiway Alpha 3 (Code C jets are typical domestic jets). There is still further work to do including additional modeling. BAC are waiting for further data from ASA to complete the modeling, however, as a result of the 700m shift along the runway (e.g. the aircraft take off further down the runway) the noise is below a differential of 2 decibels – so a positive indicator. Not all aircraft can take off from that intersection. The result will be that the option improves capacity and reduces delays. Mark will bring the final results to the next BACACG. There will be trial period proposal before the procedure is fully promulgated for the operation into Brisbane airport. Laurie Buys suggested that the Cannon Hill residents would be the ones to watch.

- 6. Drainage at Pinkenba – Ted Slater**
- Ted Slater spoke about his meeting with BAC staff and inspection of the flooding of the streets in Pinkenba from the main drain on Airport Land. Ted contacted BCC and requested them to clear the mangroves and open the drains up including the airport section. Silting of the main drain is the problem. BCC did clear out the culverts on the southern side and has improved the situation. A recent community meeting expressed concern that the tidal flushing has ceased and has increased the population of sandflies and mosquitos. The concern is that the main drain will be silted up completely in the future. Ted and BAC to discuss further external of today's meeting.
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- 7. Airservices Australia Update – Nicholson**
- Bryan Nicholson spoke to the group about the summary of the Noise Abatement Procedures review (NAP) - (document provided to group). ASA is required to review NAPs on a regular basis. The review was conducted in 2011 to 2012. The review covered many aspects of the procedures and looks for opportunities for improvements. Compliance in most cases is high in the 90% -99% range. Bryan drew attention to Item 7 which looks at options to improve NAP. All the information that is required is within this document. He also spoke about the River Track map and noted that ASA are keen to continue this track as an NAP. All of the information will be on the ASA website from today. If there are any queries please contact Bryan directly.
- ASA has adopted – Strategic Noise Improvement Program (SNIP) looking at as many options as they can to improve noise around the communities.
- ASA are improving the amount of information they are providing and directed the members to the book that has been provided "Guide to our operations" which was distributed to group. Bryan said that ASA are determined to improve its accessibility as well.
- Michael pointed out page 14 shows that ASA has the ability to land the long hauls onto the 19 runway where in the past this was unable to be done. A positive change that will be deployed when possible based on weather and demand conditions.
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- 8. Update on New Parallel Runway – Paul Coughlan**
- Paul reported that the NPR early civil works is due to be completed mid-June and under budget. The Alpha Bravo works is an area airside behind Qantas Catering where surcharging has commenced in preparation for future taxiways. Paul showed images of the drainage works that has been completed. The Kedron Brook Floodway drain will be opened up today so the flow will commence into the actual Kedron Brook Creek. Paul also showed images of various civil works including the soil mulch blending that will be re-used in the future. A number of slides including the Northern End of Site and Runway 14/32 were shown as well as the Cross Runway works.
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- 9. Master Plan Update – Mark Willey**
- BAC has been working on the 2014 Master Plan for some time and will continue to report to the BACACG. Requirements under the Airports Act will include a Ground Transport Plan and Airport Environment Strategy – AES and Aircraft Noise Information & Concept of Operations. There will be an Executive Summary document and Supplementary Report and a comprehensive engagement process which is rolling out at the moment. Currently BAC are briefing members of parliament and government representatives. BAC is making their approach for a targeted and frequent consultation with government agencies, industry and the community.
- The Airline Visioning Workshop includes asking the airlines what they believe the airport should look like and operate in 20 years' time. Outcomes were many and varied including no queues, minimum connect times, etc. Once the vision has been determined, BAC will then look at the vision and see what can be incorporated at Brisbane Airport for the future. BAC will

also be undertaking a Visionary Workshop with Council and State Government in July.

The ANEF Workshop with ASA and the Department concluded that the closure of the 14/32 runway once the NPR was operational was the preferred strategy.

The timeline showed the 2014 Draft Master Plan submission by August 2014. This will incorporate the ANEF endorsement by Airservices Australia and going through the 60 day public comment period.

10. General Business

Rachel Crowley provided a copy of the Brisbane Airport Brand Strategy "Going Places – A blueprint for Brisbane Airport" and explained that the document is about the vision of Brisbane Airport to be 'World Best' and what defines that.

The Chairman reported that BAC CEO & Managing Director had invited Peter to continue to act as Chair of the BACACG group and that he has accepted.

Paul Coughlan suggested a tour be undertaken by the members of the new runway site in July. Item to be included in the Agenda.

11. Next Meeting

Tuesday 30 July 2013

Meeting Close

The meeting concluded 12:31pm
