



MEETING MINUTES

Event:	Brisbane Airport Community Aviation Consultation Group
Date & Time:	10.00am – 1.00pm, Tuesday 15 April 2014
Venue:	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ
Attendees	<p>Major General Peter Arnison, AC, CVO (Ret'd) (Chair)</p> <p>Ron Brent (Aircraft Noise Ombudsman)</p> <p>Kate Bailey (Community Member)</p> <p>Helen Ford Allan (Community Member)</p> <p>Professor Laurie Buys (Community Member)</p> <p>Ted Slater (Community Member)</p> <p>Jackie Cann (Community Member)</p> <p>Professor Jim Nyland (Community Member, Aust Catholic University)</p> <p>Scott Stone (Department Infrastructure & Regional Dev)</p> <p>Eleanor Dun (Department Infrastructure & Regional Dev)</p> <p>Captain Andy Bauer (Virgin Australia)</p> <p>Captain Brett Brown (Virgin Australia)</p> <p>Neil Hall (Airservices Australia)</p> <p>Rob Irwin (Airservices Australia)</p> <p>David Moore (Airservices Australia)</p> <p>Earl Brown (CASA)</p> <p>Mal Lane (State Government)</p> <p>Justin Wastagne (TTF)</p> <p>Jacinta Messer (BAC) (BACACG Secretary)</p> <p>Gaynor Sipolis (BAC) (Minutes Secretary)</p> <p>Rachel Crowley (BAC)</p> <p>Cory Heathwood (BAC)</p> <p>Bruce McKendry (BAC)</p> <p>Paul Coughlan (BAC)</p> <p>Mark Willey (BAC)</p> <p>Dirk Newbold (BAC)</p>
Apologies	<p>Julieanne Alroe (CEO BAC)</p> <p>Simon Penrose (Community Member)</p> <p>Karyn Rains (BAC)</p> <p>Lachlan Carkeet (Brisbane City Council)</p> <p>Mr Flyn Van Ewijk (Qantas)</p> <p>Helen Gannon (Department Infrastructure & Regional Dev)</p> <p>Angus Sutherland (Kevin Rudd's Office)</p>

Time	Activity	Facilitator
	<p>Welcome</p> <p>Meeting commenced 10.10am.</p> <p>Attendees welcomed and Apologies acknowledged.</p>	Chair
	<p>Confirmation of Previous Minutes</p> <p>Approved, signed by Chair.</p>	Chair
10.10am – 10.15am	<p>Actions Arising from Previous Minutes</p> <ul style="list-style-type: none"> ASA to investigate claims aircraft are flying below the ILS three degree angle on approach into Brisbane Airport - Neil Hall – <i>update at today's meeting.</i> 	Secretary

Time	Activity	Facilitator
	<ul style="list-style-type: none"> • ASA to perform an environmental assessment on the proposed slight change to the current Standard Instrument Departures track near Pinkenba as outlined in video presented at February BACACG meeting - Neil Hall – <i>update at today's meeting.</i> • The above information is to be presented at the upcoming BACACG meeting - Neil Hall - <i>update at today's meeting.</i> • BAC to provide full briefing to REIQ regarding the changes and process on the new ANEF and noise metrics – Mark Willey - <i>meeting held with REIQ on 18 March 2014, Master Plan booklet discussion.</i> 	
10.15am – 10.30am	<p>Airport Noise Ombudsman Update <i>Refer to presentation</i></p> <p>RB recapped ANO's role: Airservices is responsible for handling complaints and the ANO provides an independent review.</p> <p>There have been case studies in complaint management with six recommendations. These are largely procedural to improve quality, style and consistency of responses. ASA has accepted all recommendations and are working very hard to conform. Focus will be on issues/complaints not contacts as there has been a history of focussing on recording the contacts and not the issues. There has been an improvement in the number of complaints for BNE received by the ANO, and in the last 12 months seven complaints were received – three related to an increase in movements, two to a lack of response from Airservices, one direct referral to Airservices and one requesting a twenty-four/seven complaint line, with the latter being decided that this was not feasible.</p> <p>The case study into Reciprocal Runway Operations (RRO) - Apr 2011 – to see if RRO can start before 10 pm? This can only happen when air traffic is very low with a large space required between arriving and departing flights. Concern being what is considered as 'low traffic'.</p> <p>RB praises ASA for their staff already implementing RRO prior to the ANO's decision to have it documented in August 2013, to ensure that this system is carried over to new staff.</p> <p>The ANO has done significant reporting on the changes at ASA with changes no longer being driven by the ANO but rather initiated and driven by ASA.</p> <p>RB also praises Mark Willey on the Master Plan and the Current and Future Flight Path and Noise Information Booklet, and the high standard of explaining flight paths and noise issues.</p> <p>PA acknowledges RB's second visit to a BACACG Meeting, and compliments Neil Hall from ASA on the improvements being implemented.</p> <p><i>Questions:</i></p> <p>Ted Slater (TS) was happy with the response provided by ASA regarding an aircraft not being on track, though the issue appears to have been seen differently by the two. RB responded that Webtrack is a very accurate system but the margin of error can be in excess of 100 metres, and combined with the inaccuracy of looking into the sky as judgement, the outcome would be unfortunately within the expected margin of error.</p> <p>TS asked why is it not possible for ASA to respond as such instead of implying that ASA cannot be wrong. NH agrees that AsA need to work on that and lift their capabilities to respond in the correct manner.</p> <p>RB said that ASA is aware of these issues and the last review reiterates that responses are consistently accurate.</p> <p>HFA said that they are now getting good feedback from ASA whereas a year ago they were not.</p>	Ron Brent (RB) ANO

Time	Activity	Facilitator
10.30am – 11.05am	<p>Regular Reporting Updates Community Members reports</p> <p><i>Jackie Cann</i> There have been comments about the curfew result as expected, with focus now moving to the NPR, twenty-four, seven operations and noise abatement. PA commented that developments will be provided at future BACACG Meetings, with information becoming more precise.</p> <p><i>Helen Ford-Allen (HFA)</i> HFA spoke to two people regarding the curfew and told them nothing will change at this point and time.</p> <p><i>Ted Slater (TS)</i> TS received a couple of complaints regarding the lack of cycle paths on Lomandra Drive and school children using this road option, and said after looking at the Master Plan that there was not much content about cycle paths and a possible link through Pinkenba. TS would like an update on the drainage problem, BAC were going to follow up with BCC – ACTION</p> <p>MW said BCC had completed some works to improve the drainage systems and flows. HFA asked why BAC should be responsible for bike paths. MW said it is a concern that children are using Lomandra Drive and he would like to know what schools they are accessing. Bike ways need something to connect to and assures TS that the issue will be taken seriously. MW is addressing the Pinkenba community tomorrow night about the Master Plan and will address any issues then.</p> <p><i>Kate Bailey</i> Agrees with JC regarding the need for consistent information from BAC and that ASA get the information and out quicker and better when the NPR is in operation. Paul Coughlan (PC) said the community will be even more engaged by BAC 12 months out from NPR opening with the Master Plan being a good reference. Increased over bay operations will have a huge impact on aircraft noise.</p> <p><i>Jim Nyland (JN)</i> No new issues other than concerns over the NPR.</p> <p><i>Laurie Buys (LB)</i> Previous issue with low flying aircraft – this will be part of NH's presentation today.</p> <p>Noise Complaints & RDMS and on time performance</p> <p><i>Refer to presentation</i> MW said that the number of complainants at 40 for February was relatively low comparing to the 13 month rolling period and given the increase in demand at BNE. Feb 12 to Feb 14 – midnight to midnight, from Jan to Feb, complaints occurring from 6am until noon with very few complaints in the evening which is an interesting change. Previously there were spikes in the midnight period until 2am which could indicate RRO particularly over the last couple of months. RRO being safety and weather dependent. Respite days slide indicates that in Feb there were nine nights with no movements over communities, which reflects in the low number of complaints. Movements are approaching close to 700 per day, except for the weekend. HFA asks if complaints have driven a swing to over bay operations with MW responding that BNE is always focussed on the best practice for noise mitigation where possible. The on-time performance slide indicates that there were 134 movements over a three hour period in March 2014, bringing daily</p>	<p>Community Members</p> <p>Mark Willey (MW) BAC</p>

Time	Activity	Facilitator
	<p>movements up to 720. The Northern Winter period has just started. The downward spikes in on-time performance indicate bad weather days, but with on time performance still high trending towards 90%. Even with the Cross Runway being out of action last week, we were still averaging about 80%. This is a good indicator of RDMS working well.</p> <p>LB asked if there could be a relationship between respite days and tolerance – are people making more complaints after respite days. MW said that would be a logical explanation and that Day Light Saving has a big impact with business travellers having to depart BNE very early to make meetings interstate.</p> <p>Brisbane Airport Community Activities A Plane Spotters event was held at the Acacia Street Viewing Area attended by approx 60 people, which proved to be a good relationship building exercise, with plans for BAC to organise an airside tour for the group. BAC is going out to Pinkenba and Nudgee to provide community updates and there is a Community Information Session being held at Skygate, BNE on 8 May. There are not people counters in the actual Discovery Centre itself; however last quarter there was 405,000 people that visited the Village Markets. The Online Discovery Centre had a total of 2,900 hits to the site.</p> <p>BACACG website / community correspondence Correspondence from TS re cycle paths and LB re movements over Moorooka. Complaints paper for all included with Agenda. PA commented that this is very useful information to have. Rachel Crowley (RC) referred to the complaints data, specifically online parking, and explained that complaints are normally from new users unfamiliar with the site, online bookings being very popular due to the good discounts offered.</p>	<p>BACACG Secretary</p> <p>BACACG Secretary</p>
<p>11.05am – 11.20am</p>	<p>Airservices Australia Update Including Technical Noise & Environment Working Group (TNEWG)</p> <p><i>Refer to presentation</i> The TNEWG met again recently, the group was formed to consider opportunities to improve aircraft noise over the community. The 737 aircraft are using intersection departures. Virgin Australia is training their pilots in Smart Tracking. RNP and ILS are quite complex and NH is committed to finding ways that ATC can utilise them and he will report back to this forum. The Larravale Track has a proposal for a minimal change, and there is still a significant amount of work to do on the Gold Coast. They are hoping the environmental assessment is complete by the next meeting. TNEWG focus was on early morning International arrivals landing on 01 (coming in over the city). ASA is focussing on bringing these aircraft in 'over bay' operations and changing the way we process these aircraft – NH to provide stats at next meeting – ACTION. This depends on wind direction and ATC staff being more proactive and suggesting this approach. HFA asked if a pilot can refuse ATC's recommendation. NH said the final operational decision rests with the pilot however, the pilots are very aware of noise abatement procedures. LB asked ASA to look at the height aircraft are coming in over Runway 01 and are aircraft descending lower than they should? NH responded that ASA tracked an Air New Zealand flight into BNE landing on 01, looking at specific altitude of aircraft 12 nautical miles out, which is about 3,500 ft. The Profile was quite consistent – refer to presentation – the average altitude is 2,600 ft</p>	<p>Neil Hall, ASA</p>

Time	Activity	Facilitator
	<p>at 10 nautical miles (18 km). Navigations systems have to track on that glide path. There is one aircraft at 2,000 ft.</p> <p>Andy Bauer (AB) said that from a pilot's perspective this is not surprising behaviour as aircraft below this level could have come from a controlled airspace at that level. Typical pilots would tend to be just under the glide-slope and apply minor power adjustments to increase altitude to meet that glide-slope.</p> <p>NH said that Smart Tracking should assist with this.</p> <p>LB asked if aircraft were allowed to go as low as they want.</p> <p>NH said that this is the function of how pilots fly aircraft, they are fully compliant. The TNEWG will address this issue.</p> <p>AB said that international aircraft would be on a flat approach on ILS at a constant speed decent and referred to long haul flights from Asia wanting to come in lower at about 60% engine power to fly level.</p> <p>NH will talk to the International airlines again and will encourage them to attend the TNEWG meeting and provide feedback to LB – ACTION.</p> <p>RB commended ASA on continuing to engage with airlines and pilots and he is optimistic that things will improve, with Perth being a good example. Stats on Tarragindi are available for the group.</p>	
11.20am – 11.30am	<p>Curfew Review Outcomes <i>See presentation</i></p> <p>The Curfew Review was a commitment of the former government's 2009 Aviation White Paper and a steering committee was formed. Minister Warren Truss announced that on 19 March that BNE will not be subject to a night time curfew, and accepts the recommendation of the Curfew Review Steering Committee and that the government would not impose additional regulatory burdens on industry. The Queensland Government, local government and industry opposed a curfew, which would have had a significant impact on the economy. Night-time restrictions would not significantly mitigate aircraft noise impacts on Brisbane residents.</p> <p>BNE has double the buffer of Melbourne Airport and 10 times the buffer of Sydney, Cairns, Adelaide and Coolangatta.</p> <p>BNE is urged to continue its community consultation and noise management efforts.</p> <p>Why not a curfew? Flights can't necessarily transfer to day-time slots with international flights dependant on overseas slot constraints, and Domestic flights dependant on business demands particularly during day-light saving. FIFO (fly in, fly out operations) is dependent on resource industry shifts and BNE is used for diversions from other airports. The impact of economic cost of lost flights and the airlines will go somewhere else which in turn is an inconvenience for passengers. There was consideration for BNE's large buffer zone, community views and BNE's lease conditions. In the case for a curfew was the concentration of noise over the southern approach and its repercussions. Calls for curfew were localised to the south. The message being that NPR is an opportunity not a threat.</p> <p>The recommendation was that Smart Tracking be used, airlines to invest in quieter aircraft, State Government and BCC continue to be mindful of aircraft noise impacts when considering new developments, BAC to continue REIQ partnership and BAC and AsA to continue with monitoring and improvement of noise abatement procedures to minimise noise exposure to residents. (Continue Technical Noise Working Group).</p> <p>ACTION – Secretary to circulate link to full report to group</p>	Scott Stone (SS), Dept of Infrastructure and Regional Development
11.30am – 11.40am	<p>Update on the New Parallel Runway <i>Refer presentation</i></p>	Paul Coughlan (PC) BAC

Time	Activity	Facilitator
	<p>PC refers to photos in presentation and the construction activity in regards to dredge mooring. BAC will have a modern and very large dredge. At Luggage Point the pipeline construction is 90% complete. Reference is made to the bund construction slide and PC explained that everything is recycled including every tree that has been knocked down, with the only thing being removed was asbestos from the Cribb Island site. The reclamation slide shows that sand could be eight metres above the ground. The White-Bellied Sea Eagle nest has been relocated to the Boondall Wetlands.</p> <p>PC played a short video of the dredging process.</p>	
11.40pm – 12.05pm	<p>Master Plan Update <i>See presentation</i></p> <p>The Current and Future Flight Path and Noise Information Booklet was distributed.</p> <p>Master Plan was released on 31 March 2014 and MW showed a video of the news coverage. A 'mass transit system' is the preferred name of transport between terminals as opposed to 'monorail' which was the term used in the news coverage.</p> <p>The Master Plan is open for public comment from Monday 31 March until Thursday 26 June 2014. In all, three documents were produced including the Current and Future Flight Path and Noise Information Booklet. Activities planned include an industry briefing, community briefings at Nudgee Beach and Pinkenba, Community Exchange at Skygate and Toombul and Cannon Hill Shopping Centre displays.</p> <p>MW refers to The Noise Information Booklet and the tear out overlay (the overlay is also available on our website), which can be placed over any of the maps, where you can locate your suburb.</p> <p>The front of the book talks about operation of the current runway system and why it operates in certain modes, and moves onto the future runway system, and how it will operate and how modes are applied – see passive or active modes on page 11. Flight paths are referred to on page 12 which indicates most of Brisbane will receive some form of aircraft over-flight at some point.</p> <p>From page 24 diagrams are shown in both summer and winter periods, after and before the opening of NPR, with 2060 being the vicinity of BNE reaching capacity. BNE has much potential in relation to growth. Flight paths indicate where a majority of aircraft will fly however, all areas could be subjected to some aircraft overflight.</p> <p>Page 75 shows single event metrics where the charts confirm actual sound level over the point you are interested in. There is one for arrivals and one for departures. The table incorporates newer aircraft fleet.</p> <p>Page 79 and 80 show maps representing 2034 which is more a planning metric and the other in 2060 which will be the approximate capacity year for BNE.</p> <p>As runway works progress the community will become increasingly interested and MW encourages submissions re the Master Plan to be sent to: INFO@BACMAJORPROJECTS.COM.AU up to 26 June. If relevant and appropriate, changes will be made to the Master Plan and from there, the MP will be submitted in August.</p> <p>PA asks if submissions are expected to be received from Government.</p> <p>MW replied that he does and also from airline operators and industry.</p> <p>TS praised the Master Plan as the most comprehensive document ever produced with JN and AB offering congratulations on a great</p>	Mark Willey (MW) BAC

Time	Activity	Facilitator
12.05pm – 12.20pm	<p>document.</p> <p>Airport Development Update</p> <p>Aviation Australia new facility is due for completion by end of 2015 which has been a very successful enterprise. The Service Centre which is opposite to the International Terminal on Moreton Drive will open in mid-July and it will comprise of a food court. The two airport hotels at the Domestic Terminal are located at the end of the multilevel car park and the MDP is currently with the Minister for approval. We are working with ASA to ensure construction does not impact on Control Tower operations. There are two different star ratings for the hotels, works to commence 2015 and due for completion end of 2016. The DFO connector and associated multi-level car park works commence in July 2014 and are to be completed by October 2015. The Pet Motel (due for completion early 2015) is underway, great facility for passengers to drop pets off before they fly and AFP Dogs Site will be opening in August 2014. NIOA on Lomrandra Drive who were at Nudgee - a synergy of air cargo, fire arms and ammunition, will be operational in July/ August 2014. The BNE Charter Base which was approved in 2013 has been deferred due to BAC's focus on improving schedule reliability. At this point in time we do not encourage small aircraft growth, with terminal expansion being our focus.</p>	Mark Willey, BAC
	<p>General Business PA will be overseas for the next month.</p>	Chair
	<p>Next meeting: Tuesday 29 July 2014</p>	
	<p>Lunch</p>	All welcome