



MEETING MINUTES

Event:	Brisbane Airport Community Aviation Consultation Group	
Date & Time:	10.00am – 1.00pm, Tuesday 29 July 2014	
Venue:	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ	
Attendees:	Major General Peter Arnison, AC, CVO (Ret'd) (Chair) Peter Docwra (Prime Minister and Cabinet - G20 Task Force) - PD Graham Roberts Thompson (Prime Minister and Cabinet - G20 Task Force) John Collins – (Dept of Infrastructure and Regional Development) - JC Sasha Marin (Representative Terry Butler's Office) Professor Laurie Buys (Community Member) - LB Professor Jim Nyland (Community Member, Aust Catholic University) – JN Helen Gannon (Department Infrastructure & Regional Dev) – HG Eleanor Dun (Department Infrastructure & Regional Dev) – ED Rita Borzelleca (State Government) Neil Hall (Airservices Australia) - NH Rob Irwin (Airservices Australia) – RI David Moore (Airservices Australia) – DM Jason Hunter (Airservices Australia) - JH Adrian Sloopjes (Virgin) - AS Jacinta Messer (BAC) (BACACG Secretary) - JM Rowland Richardson (BAC) - RR Gaynor Sipolis (BAC) (Minutes Secretary) Helen Clarke (BAC) - HC Cory Heathwood (BAC) - CH Bruce McKendry (BAC) – BM Bryan Nicholson (BAC) - BN Paul Coughlan (BAC) – PC Mark Willey (BAC) – MC	
Guests	Mrs and Mrs Valastro	
Apologies:	Julieanne Alroe (CEO BAC) Rachel Crowley (BAC) Dirk Newbold (BAC) Kate Bailey (Community Member) Helen Ford Allan (Community Member) Jackie Cann (Community Member) Ted Slater (Community Member) Scott Stone (Department Infrastructure & Regional Dev) Simon Penrose Mal Lane (State Government) Earl Brown (CASA)	
Time	Activity	Facilitator
9.50am – 10.00am	<i>Peter Arnison to meet with G20 Task Force</i>	<i>Chair and G20 Task Force only</i>
10.00am – 10.05am	Welcome Meeting start 10.00am - Chair welcomes all. Apologies acknowledged.	Chair

Time	Activity	Facilitator
	The Chair advised that Scott Stone's duties will no longer require him to attend BACACG meetings. The Chair expressed his grateful appreciation for Scott's invaluable contribution, helpful counsel and advice to the group, from the very beginning.	
	Confirmation of Previous Minutes <i>Minutes accepted</i>	Chair
10.10am – 10.15am	Actions Arising from Previous Minutes:	Chair
	<ul style="list-style-type: none"> • Mark Willey to provide update on the drainage matter raised by Ted Slater at the April BACACG: <i>Comprehensive report compiled by Helen Clarke, provided to TS. Works done to date by BAC have improved mangrove growth, further works reliant on Qld Urban Utilities. BAC to continue liaising with QUU and TS.</i> 	Mark Willey
	<ul style="list-style-type: none"> • Neil Hall to present aircraft statistics and results from discussions at the TNEWG regarding early morning International arrivals landing on 01 / coming in from over the City - Neil Hall, ASA: <i>Outcome presented at today's meeting</i> 	Neil Hall
	<ul style="list-style-type: none"> • Neil Hall to follow up with the international airlines re the height aircraft are coming into land at BNE and provide feedback to Laurie Buys: <i>Outcome presented at today's meeting</i> 	Neil Hall
	<ul style="list-style-type: none"> • BACACG Secretary to circulate Curfew Review outcomes presented to the group by Scott Stone: <i>Distributed to the group early July</i> 	Jacinta Messer
	G20 Task Force Address	Peter Docwra, G20 Task Force
	Chair introduces Peter and Graham to group.	
	<ul style="list-style-type: none"> • PD - Honour for Brisbane to chair and host the G20 • Opportunity to showcase Brisbane, Australia with the priority being making sure world leaders are welcomed to a safe, secure environment. • BNE used for all arrivals and departures of world leaders approx. 30 aircraft with majority handled through Logistics Apron in Boronia Rd. • Taskforce looking at ways to minimise impacts on Brisbane City, road closures conducted where absolutely necessary. Information available on BAC website and through QPS, Translink, various hotlines etc. • Taskforce to conduct a number of community forums. • Intentions of airspace restrictions have been lodged, no specifics surrounding when this will happen. • MW BNE is running on a slot scheme. BAC has a defined holiday period around the G20 and this could mean airlines cancelling services without penalties. BNE will make space available during this time to minimise delays to passengers. • PD – please contact me for any further information or use the information sites. 	
	http://www.qld.gov.au/about/events-awards-honours/events/g20/	
10.30am – 10.45am	Aircraft Noise over Belmont	Mr and Mrs Valastro,

Time	Activity	Facilitator
	<p>Chair welcomes Mr and Mrs Valastro.</p> <ul style="list-style-type: none"> Mr Valastro expresses concern about aircraft noise in Belmont, they did not realise they were in a flight path when they build their home 5 years ago. They have contacted local and state members, ASA and BAC with their concerns when the noise became unbearable. They are both retired and they're at home for a majority of the time. Mrs Valastro said the situation has affected her health and she has become depressed and she wants to know what can be done and understand why they can't have relief, although she has noticed a decrease. NH introduced himself and explains that flight paths are positioned to keep aircraft apart and there is not always room for movement. NH explains that Mrs Valastro is just west of the jet departure to Melbourne and Sydney. When there is a southerly component, aircraft will not use the flight path. Mr Valastro asks why the flight path can't be over towards the freeway and refers to sleep deprivation. NH replies that it is impossible to move the flight path without affecting another area. Noise sharing at night can be explored and ASA will continue working on initiatives they are currently working on. MW says that maximum effort into informing the public of flight paths and we now have an arrangement with the REIQ with this information made available to the community. MW has a noise abatement analysis in his Noise Complaints presentation today and the Chair invites Mr and Mrs Valastro to stay for this. <p>Noise Complaints <i>Refer presentation</i></p> <ul style="list-style-type: none"> MW refers to 13 month period slide and explains graph and indicators of complainants v complaints with shaded zones being day light saving. Reference is made to where the complaints are occurring with majority hotspots being on the runway extended centreline and Belmont area. Typical jet tracks referred to, very few tracks off the cross runway with impact on the southern suburbs caused by the main runway. Departure tracks are spread with arrival tracks remaining tightly defined as a result of advanced tracking technology on most modern aircraft. Laravale Sid would most likely be the flight track to affect Belmont. Ultimate discretion on which way aircraft go lies with the pilot, however the aircraft industry is aware of noise abatement procedures and will try to operate away from the city where possible. Mrs Valastro appreciates the work of the BACACG and the industry and appreciates what has been explained. Whereas they can handle 50 aircraft overhead, when it moves to 100, this is unbearable and would like Mark's presentation - ACTION Chair advises that the group are trying their best to improve things and invites Mrs and Mrs Valastro to attend another BACACG meeting in 6 or 12 months. 	<p>Community Members</p> <p>Mark Willey</p>

Time	Activity	Facilitator
	<p>Questions:</p> <p><i>LB - what are the nature of the complaints? Why is there no drop off on the number of complaints even on the respite day? MW refers to complaint profile slide, evening into midnight, aligned with heavy international services going to south. BAC get a summary level from the Noise Enquiry Unit, however we don't get all the detail. The 130 complaints across a month were influenced by multiple complainants by a number of complainants therefore an accurate outcome is not achieved. NH - the amount of traffic using the ILS impacts. JN - is there a compensation offered to those on the flight paths, some level of goodwill offered? PA - Sydney for eg were offered sound insulation, but firstly where do the funds come from Government or BAC? MW - BNE's runway position is 6.5 ks away from the nearest home, compared to Sydney and Adelaide at around 600m and who were offered insulation under a federal government noise levy program. JC - Noise is subjective but if you can address and convince the people that they are not being personally targeted they might understand. SM - Can compensation be offered to Mrs Valastro? HG – There is the question of who would be responsible for compensation in situations like Mr and Mrs Valastro's. The Government does not have a scheme to pay compensation. While there are Government programs to insulate homes and buildings in Adelaide and Sydney, based on the criteria used to determine eligibility, no one in Brisbane would qualify as homes are located further away from the runway. The existing schemes were paid for by a levy on airline tickets. PA - Ultimately this is a policy matter for the Government.</i></p>	
10.45am – 11.20am	<p>Regular Reporting Updates Community Members reports</p> <ul style="list-style-type: none"> • No reports <p>RDMS and On Time Performance <i>Refer Presentation</i></p> <ul style="list-style-type: none"> • <i>Statistics slide – top line indicates holding demand through RDMS and metron, average much same across 13 months. Thursday typically being the busiest day at BNE, quite consistent. On-time performance continues to hold value, 85 per cent of flights being between 15 minutes on schedule.</i> <p>Brisbane Airport Community Activities</p> <ul style="list-style-type: none"> • BAC attended the Racecourse Rd, Teneriffe, and Morningside Festivals – questions mainly related to flight paths when the NPR is operational. • Community update at Nudgee Beach • Plane spotters event on 8 March - was very well attended by between 60 – 80 plane • Nudgee Community Information Session – Pinkenba and Nudgee – this Tuesday and Thursday. • Community Info Exchange – Thursday 8 May 5.30pm to 7.30pm in the Skygate Precinct. <ul style="list-style-type: none"> ○ Advertising on website, social media, Bmag, City North News, Northside Chronicle, South East Advertiser, requested politicians include information about CIE in the their newsletters • 19 Airport tours were given. 	<p>Community Members</p> <p>Mark Willey</p> <p>Rowland Richardson</p>

Time	Activity	Facilitator
	<ul style="list-style-type: none"> • Complaints Top 5 <ul style="list-style-type: none"> ○ Online booking for car park ○ Car Park ○ Airline related ○ Other <ul style="list-style-type: none"> ▪ Supposed fuel dumping ▪ Pick-up arrangements at the ITB ▪ Complaint about the land scaping contractors ▪ Complaint about new parking restrictions around the Plane Spotters area / General Aviation Terminal ○ Screening related ○ Total 181 	
	<p>BACACG website / community correspondence</p> <ul style="list-style-type: none"> • Request from Airport Bicycle User Group (BUG) for an end of trip facility in the Skygate area – amenities, place to store bikes, etc. • New facility planned to be rolled out in 2015 as part of DFO extension project. • Correspondence received from Carol Stephenson via Jackie Cann - Southern suburbs residents concerned about increasing aircraft frequency and associated noise and air pollution. • Concerns around the Curfew Discussion Paper. • <i>Action 1</i> - wants a community meeting. • <i>Action 2</i> - request a noise monitor in the Greenslopes area – has site in mind • <i>Action 3</i> - why are planes travelling into southern suburbs before departing to / landing from the north? Why is the river track not used? Why are aircraft going over Greenslopes to go to LAX? 	Jacinta Messer
	<p>Responses</p> <p><i>MW has spent a lot of time speaking with CS at various community events, similar issue to Mrs Valastro with little opportunity to move on this one. Opportunity for noise monitoring will be some time off, closest one is Cannon Hill.</i></p> <p><i>PA – need to respond to CS and advise location – ACTION.</i></p> <p><i>NH – Offers to send a technical response to CS – ACTION.</i></p> <p><i>PA – Useful for people to know the purpose of them.</i></p>	
	<p>Airservices Australia Update</p> <p>Including Technical Noise & Environment Working Group</p> <p><i>Refer presentation</i></p> <ul style="list-style-type: none"> • Jason Hunter has joined Community Relations in ASA • Majority of departures are over 5000 feet when over community. • Noise monitoring is to provide information to community and assist with planning. • NCIS - Less people have made contact regarding complaints compared to previous quarter. • Webtrak – improvements. • 3 month familiarisation for airports, historical data, actual flight path corridors, % of movements for different paths. • Flight track now can detail the spread of flight path corridors along with how many flights as a percentage. <p>NH – Noise Improvements</p>	Neil Hall, AsA

Time	Activity	Facilitator
	<ul style="list-style-type: none"> • Environment assessment complete for southern departure – moving waypoint by 500 metres, moving flightpath away from community, see slide Runway19 southern departures. in affect change is minor. • Consultation carried out – see Implementations slide – 24 Nov – review to be carried out. • PA – ASA to communicate outcome with TED Slater - ACTION • NH - Early morning international arrivals, took some data between March and July between 5am to 9am and looked at which runway they use. Total using Runway 19 (over water) - 1332, Runway 01 (city) - 203. • 6am - 9am - Runway19 figures - 1169 and Runway 01 sits at 198. Attempt to minimise impact on residents by landing aircraft over the water (Runway19) <p>NH refers to Laurie Buys:</p> <ul style="list-style-type: none"> • Discussed at TNWG – arriving aircraft heights from the south – refer to slide - variation of heights - showed that we had variation between 2000 and 3300 ft, one of the reasons is once you are locked into the ILS there is little variation on arriving aircraft heights from the south. Height variations are dependent on aircraft configuration. Getting, flaps down can be an issue. • TNWG refer slide – last 6-9months we have changed terms of reference. similar agenda to what we have here in terms of noise. <p>Smart Tracking – (RNP) UPDATE</p> <ul style="list-style-type: none"> • Differing altitudes of aircraft (discussed above) does not happen when the RNP is operational. Smart Tracking tracks on along the river and ASA is still working with ATC to use this as much as possible - when busy, all aircraft go onto the river track. NH is working with ATC to redesign the short approaches from the north that land over the water as ASA would like to get more use. Approaches from the south, including River Track and from south east, looking at ways to increase the use of this track. Virgin Aust will be RNP capable towards the end of august - opportunity to use RNP more but often this is incremental. • LB will the RNP keep them higher? • NH once you are locked onto RNP aircraft fly standard profiles. 	
	<p>Update on the New Parallel Runway <i>Refer PowerPoint Presentation</i></p> <ul style="list-style-type: none"> • Commencement of sand pumping – berthing dolphin structure complete. • Dredge pipeline completed. • PC refers to the Charles Darwin. • Environmental testing of water before it is released back to the environment. • PC refers to the wick drains. • Sand pumped to date refer slide, 3,749,570mm3. • Project on program and budget. • PA can site tour be organised for October meeting – ACTION • Brian Nicholson to distribute video to group - ACTION 	Paul Coughlan, BAC
	<p>Master plan update <i>Refer presentation</i></p>	Mark Willey, BAC

Time	Activity	Facilitator
	<ul style="list-style-type: none"> • HC outlined public engagement. • BAC undertook a number of engagement activities including community events in key areas and shopping centres. • Six events all together and contact made with representatives from local, state and federal govt to offer briefings and provide materials for their office. • At the close BAC received 39 submissions. 1/3 were from individual community members. • The 2009 master plan received 59 submissions. Submissions received on Ground Transport Plan and comments on the economic contributions, terminal expansion and on the supplementary booklet that contained information re the noise charts. • economic - 16 submissions - employment generation, support for no curfew and also call for curfew. • Operations - received approx 14 submissions, much of which touched on the way the terminals are planned on being expanded. • Suggestions provided and comment on the airspace protection (building heights) and support for commercial developments around the terminal precincts. • Ground Transport - number of comments about the mass transit system. BAC is not specifically targeting a monorail but rather some kind of leading technology that would support a mass transit system. • Cycle ways and how they connect to the off-airport cycle paths. • Comments received on Airtrain and transfer between terminals. • road reservations and making sure there is connections to the off-airport road reserves. • Current and future flight path information booklet - comments about daylight savings (during summer months). • What happens now? BAC needs to have due regard for all submissions. One of two things will happen - if comment does not relate to the future planning and land use of Brisbane Airport, it will not impact the Master Plan eg; a ticket for the Airtrain. • Where BAC has received comments that can make a Change to the future plans at BNE eg (land use reservation perspective), BAC will track that change when submitted to Government to highlight there have been submissions that will result in a change to the Master Plan. • Currently, BAC is reviewing the supplementary report process and on track to submit the Draft Master Plan for approval at the end of August 2014. • Draft Master Plan, all comments will also be submitted to the Department and how we have shown due regard to all comments submitted. 	
	<p>Airport Development Update <i>Refer presentation</i></p> <ul style="list-style-type: none"> • BAC considering aviation capacity facilities changes – MW to present at next meeting - ACTION • Commercial developments: DFO – work about to commence. Hotel Development at DTB – currently working with ATC on how it will impact. Hotel announcement made 31 July 2014 – 2015 commencement, complete 2016. 	Mark Willey, BAC

Time	Activity	Facilitator
	<ul style="list-style-type: none"> • Aviation Australia new training facility. • Hayman's facility. • Pet Precinct including Custom's Dogs and Pet Hotel. • Terminal expansion projects – provided at next meeting – ACTION ACTION – Secretary to distribute Airport Development Presentation to group. 	
	General Business	Chair
	<ul style="list-style-type: none"> • Meetings format in 2015 - decision to go to 3 meetings per year instead of four as PA is conscious of effort and time put into these meetings and is happy with the progress on noise and other matters. • Tentative dates are 31 March, 14 July, 13 October (Tuesday). • PA happy to take feedback from the group. 	
12.05pm – 12.10pm	Next Meeting – Tuesday 14 October 2014	Chair
12.10pm – 1.00pm	Lunch	All welcome