



MEETING MINUTES

Event	Brisbane Airport Community Aviation Consultation Group (BACACG)
Date & Time	9:30am – 11.50pm, Tuesday 27 October 2015
Venue	Brisbane and Amsterdam Rooms Brisbane Airport Corporation HQ 11 The Circuit, Brisbane Airport
Attendees	Major General Peter Arnison (Chair) Mr Ted Slater (Community Member) (TS) Chris Kang (Community Member) (CK) Peter Baily (Community Member) (PB) Katherine Cullerton (Community Member) (KC) Mr Neil Hall (Airservices) (NH) Mr Mal Lane (Queensland Government) (ML) Ms Rita Borzelleca (Queensland Government) (RB) Donna Perera (Dept of Infrastructure and Regional Development) Mr Andy Bauer (Captain Virgin Australia) (AB) Mr Bradley Johnson (CASA) (BJ) Ms Peta Harwood (BCC- City Planning and Economic Development Branch) (PH) Mr Rob Irwin (Airservices – Airlines Relations Manager – Brisbane Region) (RI) Mr Mark Willey (BAC) (MW) Ms Karyn Rains (BAC) (KR) Paul Coughlan (BAC) (PC)
Apologies	Ms Julieanne Alroe (BAC) Professor Jim Nyland (Community Member) Ms Helen Ford Allen (Community Member) Ms Kate Bailey (Community Member) Mr Simon Penrose (Community Member) Ms Helen Gannon (C'wealth Dept Infrastructure & Transport) Mr Earl Brown (CASA, Aviation Safety Advisor) Mr Brad Johnson (CASA) Mr Bill Macfarlane (DSDIP) Ms Elissa Keenan (Airservices Australia) Mr Richard Waugh (Captain Qantas) Mr Adrian Sloopjes (Virgin) Mr Flynn Van Ewijk (Qantas)

	Activity	Facilitator
Meeting Start	9.35am <ul style="list-style-type: none"> Welcome to Chris Kang and Peter Bailey as new Community Members. Apologies acknowledged - Helen FordAllen has suffered a fall and sends her apologies whilst she recuperates. Ted Slater's final BACACG Meeting. Chair thanks Ted for his outstanding contribution to the Pinkenba community and the BACACG Group. Chris Kang will replace Ted Slater. Simon Penrose is also retiring - Peter Bailey will replace Simon Penrose. 	Chair
	Confirmation of Previous Minutes <ul style="list-style-type: none"> Minutes passed and signed. 	Chair
	Actions Arising from Previous Minutes	Chair

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<ol style="list-style-type: none"> 1. Ted Slater to draft a letter to Qld Urban Utilities to aid in a resolution of Pinkenba drainage issues. <i>Complete - There has been no response from QUU to date. The letter was also distributed to local members. The Pinkenba Community Association will follow up. Mark Willey meets with QUU regularly and this will be raised at his next meeting – NEW ACTION.</i> 2. Ted Slater to distribute BUG Group Submission to BAC. <i>Complete – BUG update at today's meeting.</i> 3. Community Members to add comments to next year's BACACG Annual Report and portrait photography taken. <i>BACACG Secretary to organise this in 2016.</i> 4. Prof Laurie Buys has raised the subject of international studies on the health impacts of aircraft noise. <i>Chair will invite the Aircraft Noise Ombudsman to a future BACACG Meeting – NEW ACTION – BACACG Secretary to draft letter/invitation to Ron Brent.</i> 	
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<p>Regular Reporting Updates <i>Chair's Report on CACG Meeting in Canberra</i></p> <ul style="list-style-type: none"> • Synopsis sent to BACACG Group • To note: Disabled passenger facilitation issues and comfort animals were also discussed. World-wide conventions(IATA) provide advice to airlines on taking care of disabled passengers with comfort dogs. Requirement of continuous handover of guest including codeshare agreements etc, ie someone always taking responsibility for their care. Goes over and above traditional service and guide-dogs. • RC – BNE now have comfort dog toilets at both the International and Domestic Terminals. 	Chair
<p>Community Members reports <i>Ted Slater</i></p> <ul style="list-style-type: none"> • No complaints to discuss. <i>Review of achievements during his time on the BACACG:</i> • Relocation of SIDS track with assistance from Neil Hall (ASA), resulting in very few over flights. • Ted acknowledges that the new group within ASA are very involved and very good. Neil Hall has been fantastic. • BAC has done a good job with mangrove restoration and Ted feels there is more accountability and consequently, the relationship with BAC is very good. • Drainage is still an issue and requires the help of Urban Utilities. • BUG now part of the BACACG Agenda. • Thank you to BAC's Jacinta Messer, Rowland Richardson and Mark Willey for their assistance and for resolving most issues raised. • Thank you to BAC's Paul Coughlan for great NPR updates. • Ted thanks the BACACG Chair and acknowledges that the group would not be the same without him. • Chair thanks all – ACTION: Ted to do a synopsis of the view of a Community Member. <p><i>Katherine Cullerton</i></p> <ul style="list-style-type: none"> • Nothing to report. With the Smart Tracking system there does not appear be changes in noise levels. 	Community Members

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<p>Noise Complaints</p> <p><i>Refer presentation</i></p> <ul style="list-style-type: none"> • June around 80%, July 85-86%. During July there were 18 nights with no flights over the south. • RPT – Jul/Aug OTP at 90% which is an exceptional result. • Delays have dropped off - 7.7 min delay improving from 8 min in 2014. • Average weekday movements are 660. <p><i>Current issues:</i></p> <ul style="list-style-type: none"> • Congestion at the International Terminal in-bound going through border control, influenced by early arrivals and regular late arrivals all coinciding. BAC is working with airlines on this issue. • Passengers using self-service kiosks - technology issues. • Commonwealth staff (inc Border Force) industrial action. 	<p>Mark Willey, BAC</p>
<p>RDMS and On Time Performance (OTP)</p> <p><i>Refer presentation</i></p> <ul style="list-style-type: none"> • OTP going up and delays going down refer to bands that show the variation – 68 – 80% trending up to 90. • Systems put in place by ASA are working well. <p><i>Example show to new BACACG Members:</i></p> <ul style="list-style-type: none"> • Respite days are defined as no flights over residences. ASA try to achieve head to head operations over the Bay – this can only be done when demand is low and wind favourable – under 12 movements per hour and wind 10 knots. • August 2015 – 19 nights where no movements were over residential areas. • NPR will allow extension of operation up to 50 aircraft movements. • Preferred runway mode is one runway for arrivals, one for departures, dependant on wind and a dry runway. In the wet, it is always into wind operations. <p><i>Questions/responses</i></p> <p>PB: Are there regular complainants?</p> <p>MW: Yes, 111 complaints in August were made by 3 complainants.</p> <p>RH: If it is the same issue a number of times we class this as one complaint.</p>	<p>Mark Willey, BAC</p>
<p>Brisbane Airport Community Activities</p> <ul style="list-style-type: none"> • Community Giving Fund – \$110,000 given to the community in latest round and more to come - more information provided at next meeting – ACTION • Awards received for BAC – G20 and AAA Capital City Airport of the year for 2nd year running. 	<p>BACACG Secretary</p>
<p>BACACG website / community correspondence</p> <ul style="list-style-type: none"> • Website to be updated– ACTION 	<p>BACACG Secretary</p>
<p>BACACG Annual Report</p> <ul style="list-style-type: none"> • First quarter of next year – Rowland to email group for their contributions. - ACTION 	<p>BACACG Secretary</p>
<p>QUT Real Estate Study</p> <ul style="list-style-type: none"> • QUT commissioned to look at 25 years of data of suburbs in the flight path. • Report due for release next month – copies to be provided to group and local members – ACTION • Biggest study of its type and it will be updated annually. • Findings are location of a unit or house under the flight path does not affect price or value. • Chair commends BAC for implementing this study. 	<p>Rachel Crowley</p>

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<p>Member of the Community</p> <ul style="list-style-type: none"> Chair welcomes Mr and Mrs Valastro, Belmont residents. <p><i>Report from Mr and Mrs Valastro</i></p> <ul style="list-style-type: none"> Mrs Valastro advises that that the aircraft noise situation has not improved (since her last BACACG Meeting attendance). The concerns over aircraft noise are felt by many other residents in Belmont. Call for flight paths to be moved over the motorways and the city. A letter from MsJordana (neighbour) is read out by Mrs Valastro – citing the same issues. Flight arrivals and departures are very close together with up to 150 aircraft flying overhead in all directions with barely any relief. Mrs Valastro feels their housing estate in Belmont should never have been approved (by the planning authorities). The long term health impacts due to lack of sleep from aircraft noise needs to be considered. Outdoor living in Belmont is impossible due to the noise levels. Concerns over lower house values and saleability of their property. Mr Valastro states that the aircraft need to be shared over a larger area and also questions why the flight path can't be moved over further. Mr Valastro also voices concerns over the emotional and health impact of constant aircraft noise. <p><i>Response</i></p> <p>NH – ASA is responsible for the flight paths and under the ASAAct there is requirement to manage the impact of this. Movement of flightpath would impact a new suburb and residents that have not experienced aircraft noise previously. From both political and a community perspective, this is not preferable.</p> <p>The NPR will provide the opportunity to use over Bay operations for landing and departures, providing you with more respite. ASA, BAC and the airlines are committed to providing relief for southern residents.</p> <p>MW – Refers to the month of July in the Respite Day's slide from midnight to 5.00am and 11.00pm to 6.00am in the morning. This indicates flights that were not over the suburbs but over the bay. CASA instructs that aircraft must take off into the wind if wet weather is present, or the wind is 10 knots or over. Wind conditions at the airport are very different to those felt in the suburbs due to the airport being next to Moreton Bay. In 2020 there is a step change in operations, and demand during the week will exceed 50 movements per hour. This will be spread over two runways so therefore there will be a drop in the frequency of flights.</p> <p>NH – Flight paths need to be well separated for safety reasons.</p> <p>PA – ACTION</p> <ul style="list-style-type: none"> NH to prepare response to Mr and Mrs Valastro and to their neighbour, Ms Jordana. Copy of QUT study to be provided. 	<p>Chair</p>
<p>Airservices Australia Update Including Technical Noise & Environment Working Group</p>	<p>Neil Hall, AsA</p>

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<ul style="list-style-type: none"> • Over Bay operations are preferred. • Smart Tracking at the other end of the runway will enable both ends of the runway to be used and over water. • Technology does provide more noise efficient approach. Community will have to be patient. • Short term Noise Monitors, Narangba, Belmont, Tingalpa, Ashgrove. • To test modelling use INTL noise modelling to make sure the noise foot prints we put on the website are accurate. • Report out to SACG after January 2016. 	
<p>Report on National Review of Community Aviation Consultation Groups</p> <ul style="list-style-type: none"> • Most participants felt CACGS and PCFS are useful. • Some other Community Reps felt they had no impact. • CACG Model not appropriate for regional airports. • Majority of airports will continue. • Department to release response to review in due course. 	<p>Donna Perera, Dept of Infrastructure and Regional Development</p>
<p>Brisbane Airport Bicycle User Group <i>Refer presentation</i></p> <ul style="list-style-type: none"> • Audit performed and was divided into five sections and examined amenities and facilities. • Section 1: Qantas Drive from Lomandra Drive to the International Terminal. <ul style="list-style-type: none"> ○ Good for cycling with a wide sealed shoulder majority of the way. ○ Curb-side car parking is not permitted resulting in minimal risk from car doors. ○ Signs indicate it as a bicycle route. ○ There is a footpath for most of the way however, this stops a few hundred metres short of the terminal building. • Section 2: International Terminal Precinct <ul style="list-style-type: none"> ○ Very good undercover bicycle parking close to the terminal building (located on the top floor of the car park). ○ Good crossing facility of Airport Drive. ○ Easily accessible public showers in the International Terminal. ○ Some narrow sections of road where it is difficult for cars to overtake ○ The southbound route goes through the International Terminal Pick up area. ○ Lack of pedestrian paths to the terminal. • Section 3: Nancy Bird Way <ul style="list-style-type: none"> ○ BAC will soon construct a shared path to the BNE Service Centre. ○ The workplaces further along Nancy Bird Way will also need a footpath. • Section 4: Between the terminals <ul style="list-style-type: none"> ○ The busy, high speed roundabout at the approach to the Domestic Terminal is a 	<p>Mitch Bright, BUG</p>

Activity	Facilitator
<p>disincentive to people trying to access the terminal by active transport.</p> <ul style="list-style-type: none"> ○ There are no footpaths connecting the Domestic Terminal except for the car park. • Section 5: Domestic Terminal Precinct <ul style="list-style-type: none"> ○ Access to and from the Domestic Terminal is difficult for people on Bicycles because of busy, high speed roads. There are no easily accessible shower facilities at the terminal (you must clear security to use the showers). ○ The bike rack is a long way from the terminal building and is not covered or in a secure area. ○ There is no pedestrian access to and from the terminal except to the car park and control tower. 	
<p>Terry Rossitto <i>To respond to Bicycle User Group</i></p> <p>TR: Thank you for putting this together, there are some great ideas. BAC's approach is to increase active transport access and we are committed to rolling these out in line with new developments.</p> <p>We are aware of the issues with the connectivity to the Domestic Terminal and we're looking at rolling this out to also link to the Nancy Bird Way precinct and Domestic Terminal Building project. This will see a complete connection.</p> <p>MB: we haven't conducted an official audit.</p> <p>AB: I agree with MB, if you include cycling access facilitation to the Domestic Terminal, you will see active transport increase. I would ride to work if there were improved facilities. I think it's a great opportunity and I can only support what MB is saying.</p> <p>PA: Any more questions?</p> <p>TR: to provide a road map for the second meeting -ACTION</p>	<p>Terry Rossitto, BAC</p>
<p>General Business, Confirm Meeting Dates 2016 Tuesday 22 March 2016 Tuesday 28 June 2016 Tuesday 23 August 2016 Tuesday 15 November 2016</p>	<p>Chair</p>
<p>Lunch BAC Courtyard</p>	<p>BACACG All</p>