



MEETING MINUTES

Event:	Brisbane Airport Community Aviation Consultation Group
Date & Time:	10.00am – 1.00pm, Monday 24 February 2014
Venue:	Brisbane and Amsterdam Rooms Brisbane Airport Corporation HQ

Attendees:	<p>Major General Peter Arnison, AC, CVO (Ret'd) (Chair)</p> <p>Kate Bailey (Community Member)</p> <p>Helen Ford Allan (Community Member)</p> <p>Laurie Buys (Community Member)</p> <p>Ted Slater (Community Member)</p> <p>Jacki Cann (Community Member)</p> <p>Jim Nyland (Community Member, Aust Catholic University)</p> <p>Helen Gannon (Department Infrastructure & Regional Dev)</p> <p>Eleanor Dun (Department Infrastructure & Regional Dev)</p> <p>Neil Hall (Airservices Aust)</p> <p>Izabela Ilieva (Airservices Australia)</p> <p>Lachlan Carkeet (Brisbane City Council)</p> <p>John Crane (Virgin Aust)</p> <p>Earl Brown (CASA)</p> <p>Mal Lane (State Government)</p> <p>Jacinta Messer (BAC) (BACACG Secretary)</p> <p>Gaynor Sipolis (BAC) (Minutes Secretary)</p> <p>Simon Penrose (Community Member)</p> <p>Cory Heathwood (BAC)</p> <p>Bruce McKendry (BAC)</p> <p>Karyn Rains (BAC)</p> <p>Mark Willey (BAC)</p> <p>Dirk Newbold (BAC)</p>
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Apologies:	<p>Julieanne Alroe (CEO BAC)</p> <p>Rachel Crowley (BAC)</p> <p>Paul Coughlan (BAC)</p> <p>Bryan Nicholson (Airservices Australia)</p> <p>Scott Stone (Department Infrastructure & Transport)</p> <p>Angus Sutherland (Kevin Rudd's Office)</p> <p>Justin Wastagne (TTF)</p>
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Activity		Facilitator
Welcome	<p>Meeting start – 10.10am.</p> <p>Welcome to the group and farewell to John Crane from Virgin Australia who has made a wonderful contribution.</p> <p>Apologies as above.</p> <p>Welcome to Prof Jim Nyland, Earl Brown, Sue McCaffery, Lachlan Carkeet, Izabela Ilieva, Bruce McKendry and Cory Heathwood.</p>	Chair
Minutes of previous meeting	Approved	Chair
Actions Arising from Previous Meeting	<ul style="list-style-type: none"> Airservices to provide feedback to Scott McRae regarding his presentation at the November 2013 BACACG – <i>update at today's meeting</i> ASA to present progress on the options for minor realignment of the Laravale SID to improve community 	Neil Hall

Activity		Facilitator
	<p>outcomes – <i>update at today's meeting</i></p> <ul style="list-style-type: none"> • BAC to provide a briefing to the Pinkenba Community on the concept of intersection departures in response to the Ted Slater submission – <i>completed December 2013</i> • BAC to update the next BACACG meeting on the results of the briefing to the Pinkenba Community and initial results for the intersection departures proposal – <i>presented at today's meeting</i> • Mark Willey to present progress on alternative aircraft noise metrics and the ANEF for the 2014 Master Plan – <i>presented at today's meeting</i> • BACACG Secretary to circulate Aircraft Noise Ombudsman study link to members and include in minutes – <i>completed November 2013</i> • Secretary to arrange letter to John McCormack, Aviation Director of CASA, inviting CASA representative to join the BACACG – completed – <i>CASA presented at today's meeting</i> • Secretary to arrange for the next Community Information Exchange to be held at Brisbane Airport – <i>event scheduled for May 2014</i> 	<p>Mark Willey</p> <p>BACACG Secretary</p>
<p>Regular Reporting Updates</p>	<p>Community Members reports</p> <p><i>Kate Bailey</i> Good weather has resulted in minimal aircraft noise, still some low flying aircraft.</p> <p><i>Laurie Buys</i> Good to hear from ASA that there was a perception issue that aircraft appear to be flying lower than they actually are. Smaller aircraft are coming in quite low. NH said that they should not be below the ILS 3 degree angle, if aircraft are coming in on the visual approach they can be higher, he will look into this – ACTION DN said with data provided by ASA they can present the findings to the group at each meeting - ACTION LB asked if the gradient could be pushed up? NH said not using the current navigation equipment; aircraft are designed to be locked into this glide path. ILS is designed for bad weather to keep aircraft on track.</p> <p><i>Jacki Cann</i> Apologies for her non-attendance due to her being away. There has been some public interest in the Required Navigation System and Jacinta provided feedback.</p> <p><i>Helen Ford Allan</i> Nothing to report.</p> <p><i>Ted Slater</i> Apologies for non-attendance at previous meeting and thanks to ASA for their competency in response to complaints. Some aircraft still appear to be off track even though this is not evident on the graphs. NH said that track data is provided from radar software. Ted was pleased with the response from ASA and there were no complaints from the Pinkenba community.</p> <p><i>Jim Nyland</i> Appreciates being invited to join the group, ACU will be very close to the NPR which in turn may affect noise levels inside and outside of the campus and ultimately the students.</p>	<p>Community Members</p>

Noise Complaints

Mark Willey

Briefing to Pinkenba community not well attended. MW provided feedback from ASA – Nov & Dec. In November & December, 25 per cent of eligible aircraft used the opportunity for A3 intersection departures when taking off to the south with the expectation that this grow to about 50 per cent. No issues raised around noise levels, but with focus on the Master Plan progress, particularly the Neighbourhood Plan and roads.

MW – refer to slide – historically a spike in complaints occurs during day light saving due to early business travellers flying south, however, overall complaints are low, mainly clustered and quite close to the airport. Statistics and trends of aircraft movements were presented, with the highest being 744 in December with on time performance very good during this time.

Technical Noise Working Group

Due to attendance dropping off the group was reformed and renamed (Noise & Environment Working Group) with the intent of holding meetings a few weeks prior to BACACGs. This has encouraged better airline attendance and will be chaired by AsA. MW updated new members on the role that the TNEWG played and how the intent is to take and analyse suggestions from BACACG or the community of a technical nature, which has the power to improve the impacts of the airport on communities.

RDMS and delays

Refer slide – 13 Month Rolling Trend, the three hour average morning peak spreading to four hours and approaching the capacity at close to 150 movements. The Slot Scheme and ground delay process is a necessity. Gatwick Airport is a single runway airport and their new target is to get 55 movements per hour. Runway occupancy time at BNE setting an international benchmark. During peak times, BNE is the second busiest runway in the world.

JC reinforces MW's comments – available capacity to meet demand has increased (FIFO etc.), demonstrating the hard work that Brisbane Airport and ASA have put in, being a credit to all involved.

BAC measures on time performance as plus or minus 15 minutes from schedule. The slot scheme and flow control tool were introduced with it now entering into its fourth season. On Time Performance trending is up and now around 90 per cent which is beneficial for passengers and environmental outcomes.

MW commented that the good weather over the previous period has enabled more use of the Cross Runway. Itinerants continue to cause issues and a proposed new procedure to be introduced to the RDMS will partially address the issue of itinerant operations when system capacity is negatively influenced by weather. Gold Coast Airport are introducing an ILS will address some of the diversion flights required to land at BNE in unfavourable weather. At a slot controlled airport there is a six month process when it comes to applying for slots – BAC appoints Airport Coordination Australia, the adopted slot administrator for major Australian airports, BNE provides the rules and ACA provide the administration of the scheme and allocation of slots, Brisbane, Sydney and Perth all have slot systems, with Melbourne about to.

BACACG Secretary

Brisbane Airport Community Activities

MW and team briefed the Pinkenba community and the NPR team

Activity	Facilitator
<p>briefed the Nudgee community. The community engagement plan is now expanding to include special interest group, the Plane Spotters. Information at the Discovery Centre has been updated. The foot traffic in the area over the Dec 2013 and January 2014 area was close to 300,000.</p> <p>BACACG Website / community correspondence</p> <p>Graph provided - top 5 are ISS Traffic Officer, car park related, online booking for car parks related, airline related and screening related. PA commented that it is good to see compliments slightly ahead of noise. Issues with online bookings for car parking are mainly people going to the wrong entry. The smoking policy is being reviewed.</p>	<p>BACACG Secretary</p>
<p>Airservices Australia Update</p> <p>NH introduced Izabella to the group who has joined ASA's Community Relations team in an advisory and representative capacity. Il commented on the success of the ASA and AAA forum attended by 30 industry bodies. The overall outcome being a focus on community relations and more coordinated complaints handling. Aircraft noise report for BNE should be on the website soon. There was a slight increase in night movements generally due to day light savings and seasonal increases. ASA has seen a decrease in complainants and the noise monitoring report on Camp Hill, Coorparoo etc. will be published soon. A review of long term noise monitoring at Nudgee Beach is taking place, only 5 per cent of movements are captured and the equipment may be relocated. NH presented progress on consideration of a minor change to the Laravale SID with a video to the group following suggestions by Ted Slater to move the waypoint for the departure track. This shows some changes to existing flight paths with some benefits resulting to Pinkenba. Tingalpa will notice a slight change and other suburbs noticing little change. An environmental assessment will be done to monitor improvements and will be presented to the group at the next meeting – ACTION - NH TNEWG formally (TNWG) recently met with good attendance – Neil will invite representatives from international carriers to discuss night time departures and noise impacts on the community. Smart tracking – RNP – AsA are going through process of converting smart tracks and Virgin Australia should be able to use the system by the end of this year. Qantas, Jetstar and some international airlines are already using this system. Smart tracking is based on satellite information where aircraft can fly variable tracks including curved tracks which means ASA can introduce shorter approaches and position aircraft over non-sensitive areas. At BNE river track is commonly used. Laravale track is the only track change under consideration for BNE.</p>	<p>Neil Hall, AsA</p>
<p>Curfew Review Update</p> <p>Apologies from Scott Stone. Note new department name: Department of Infrastructure & Regional Development. With the previous Master Plan approval there was a commitment in the White Paper for a curfew review at BNE. The review has since received 85 submissions with the process overseen by a high level</p>	<p>Helen Gannon, Dept of Infrastructure & Regional Development</p>

Activity		Facilitator
	steering group and their findings relayed to the Deputy Prime Minister - decision pending.	
11.35am – 11.45am	<p>Update on the New Parallel Runway <i>Refer to presentation</i></p> <p>Construction areas highlighted - pipelines, reclamation area, taxi ways, dredge mooring etc. Sea eagle nest removed and will be moved to Boondall Wetlands. A white bellied sea eagle has been lost due to air strike and they are hoping the existing sea eagle will take another mate.</p> <p>Group briefed on the soil situation and why wick drains and compression are needed to extract the water from soil. Process will take four years to consolidate before laying of the runway pavement can occur. Aquatic destocking has occurred with fish and crabs relocated and section of the creek systems blocked off. 1 km of high ground across the three kilometre site will need to be excavated down (about 2m). Material had to be removed so sand could be placed as a solid pavement foundation. When the sand is pumped in it will be in a water/sand slurry mix with the whole area needing to be contained with a bund, Geotextile 20m x 30m at the base and 3m high to contain the water. Pipes have started to arrive and all other materials have been delivered.</p> <p>HFA asked about the Lewins Rail.</p> <p>KR said that BAC have set aside about 40 hectares for the bird, our environment team are monitoring them with the population going really well. This process will be maintained right through the construction stage.</p>	Karyn Rains, BAC
	<p>Progress on the New ANEF <i>Refer to presentation</i></p> <p>ANEF is a requirement of the Airports Act and is a land use planning tool which is used by planning agencies.</p> <p>Describing aircraft noise for the community, BAC has prepared Current and Future Flight Path and Noise Information Booklet. Noise impacts are represented in the form of N70 drawings, 70 decibels has been adapted by the industry as this is when it is determined that aircraft noise has the potential to become intrusive over typical urban environment background noise levels.</p> <p>Ultimate capacity ANEF – slide shows the 20 contour (green) has increased but is not a true indicator of aircraft noise. The NPR will become the dominant runway. There will be some shrinkage to the contours on NPR opening based on aircraft technology and runway allocation with aircraft becoming quieter even with significant increase in aircraft movement.</p> <p>Reference is made to link – this is similar information that was introduced in 2007, based on community feedback. Slide is an example of one of many in the Master Plan document. There is a description on how to read the document and what will happen when NPR is operational. It goes through the process of flight tracks and a qualifying statement that anywhere in Brisbane you may have an aircraft over you. The N70 diagrams show where the aircraft will be a majority of the time. We have a clear overlay page that can be put on the contour maps to see what it means for the individual suburbs. Map tables indicate respite periods and number of aircraft that can be expected to fly over any given location. Swath diagrams and colouring represent the height of the aircraft.</p> <p>NASAG produced alternate metrics to use for land use planning.</p>	Mark Willey, BAC

Activity		Facilitator
	<p>Single Event Tables – step through document and understand how the airport will operate, when will it occur and these tables indicate the sound level. All aircraft have been listed out with their typical destinations. The improvement in aircraft technology is demonstrated – the A380 is quieter and carries more passengers. JC asked is there anywhere in the document about removal of old aircraft?</p> <p>MW yes in our modelling we have used new generation aircraft. There are 48 N70 charts of flight paths and noise charts.</p> <p>PA commented that REIQ will need a thorough briefing – ACTION</p> <p>MW document ready for public comment on 24 March – looking at it being available online and at the Discovery Centre. BACACG group will receive it in USB form as it is \$150 per printed copy.</p>	
<p>12.00pm – 12.15pm</p>	<p>Master Plan Update</p> <p>Refer to timelines slide – 350 page document including Airport Environment Assessment, Ground Transport Plan which is now a mandated inclusion, being a requirement identified in the White Paper. Master Plan is currently sitting with the Department as an Exposure Draft. BAC will be very active during the public comment period briefing politicians, at shopping centres, websites promotion etc. When it closes a supplementary document will be produced having due regard to all submissions received and will be submitted together with an adjusted Draft Master Plan to go through the approval process. MW presented the document to the group along with booklet and summary version.</p>	<p>Mark Willey, BAC</p>
<p>12.15pm – 12.25pm</p>	<p>General Business</p> <p>NH – In response to a previous comment from Scott McCrae (community member) who asked how the community knows when things change on the airport – AsA now produces a daily report published on their website which details weather conditions etc. PA encouraged group to take a copy of the BACACG Annual Report for 2013.</p> <p>TS wanted to clarify after looking at noise stats, how it affects people where aircraft are flying low?</p> <p>MW responded that a change in sound level of around 3 decibels is when that change is considered discernible. The Aircraft Noise Ombudsman came up with the same finding. At Pinkenba you wouldn't notice a difference.</p> <p>TS said it is not the volume of noise but rather the frequency.</p> <p>JC asked for clarification about night time departures over the bay there were two factors – weather and demand.</p> <p>NH said that during the later part of the evening, a distance between arriving and departing flights was necessary.</p> <p>JC asked why between 1 to 4am flights are going over the city.</p> <p>MW said BNE actively pursues reciprocal operations during night time - the only time this would happen is when driven by wind speed and direction criteria.</p> <p>NH said heavy aircraft have to take off into the wind or it becomes a safety issue.</p> <p>MW said also if the runway is wet they must take off into the wind and this is detailed in the Master Plan.</p>	<p>Chair</p>
<p>12.25pm – 12.30pm</p>	<p>Next Meeting – Tuesday 15 April</p> <p>John Crane extends his compliments to the group and considers that the BACACG group sets the benchmark, with good contributions from all with improvements evident. From an airline point of view there is a willingness to improve, the group recognises that the airlines are constrained in some areas. He suggests that the chairs from other community groups be invited to</p>	<p>Chair</p>



Activity		Facilitator
	<p>observe this group. PA commented that this does get covered at the Annual Chairs Meeting and with great support from BAC, the CEO and senior management. Finally it is the community members that drive the issues. KB praises PA for his direction.</p> <p>MEETING CONCLUDE - 12.15PM</p>	

12.30pm – 1.00pm	Lunch	All welcome
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