



BACACG MEETING MINUTES

Location:	Brisbane International Terminal
Date:	Tuesday 25 June 2024
Chair	Nigel Chamier AM
Attendees	<p>Nigel Chamier (Chair)</p> <p>Daniel Ryan (Community representative for Federal Seat of Lilley)</p> <p>Chris Kang (Community representative for State Seat of Clayfield)</p> <p>Tim Roskams (Community representative for Federal Seat of Brisbane)</p> <p>Daryl Wilson (Community representative for Federal Seat of Bonner)</p> <p>Karilyn Beiers (Community representative for Federal Seat of Bowman)</p> <p>Sian Balogh (BAC)</p> <p>Portia Allison (BAC)</p> <p>Dallas Heseltine (BAC)</p> <p>Tim Boyle (BAC)</p> <p>Rachel Crowley (BAC)</p> <p>Henry Tuttiett (BAC)</p>
Attendees (online)	<p>Caroline Hauxwell (Community representative for Federal Seat of Ryan)</p> <p>James Heading (BCC)</p> <p>Cassandra Sun (BCC)</p> <p>Marion Lawie (Airservices Australia)</p> <p>Glenn Cox (Airservices Australia)</p> <p>Andy Bauer (Virgin Australia)</p> <p>Stefan Smerdon (ANO)</p>
Apologies	<p>Professor Laurie Buys (Community representative for Federal Seat of Moreton)</p> <p>Michael Hawkins (Community representative for Federal Seat of Dickson)</p> <p>Joshua Kindred (Community representative for Federal Seat of Petrie)</p> <p>Dr. Sean Foley (Community representative for Federal Seat of Griffith)</p> <p>James Heading (BCC)</p> <p>Donna Marshall (Airservices Australia)</p> <p>Daniel Fisher (Airservices Australia)</p> <p>Russell McArthur (Airservices Australia)</p> <p>Grace Jones (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p> <p>Brendan Mead (Qantas)</p> <p>Dana Bradbury (Qantas)</p> <p>Scott Mitchell (Virgin Australia)</p>

AGENDA ITEMS

9:30 am

Chair:

Welcome.

Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on the 26 March 2024.

Chair update:

- Confirmed that the June Meeting is a shortened meeting with a tour of BAC, visit to Stralis, and airside visit planned post meeting.
 - Introduced Henry Tuttiett (HT) as the new Head of Public Affairs for Brisbane Airport Corporation (BAC).
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BACACG Secretary Update:

Sian Balogh (SB), Community Engagement Manager at BAC and BACACG Secretary, provided an update of incoming and outgoing correspondence to the BACACG email inbox and incoming aircraft noise feedback.

SB advised that there were no remaining outstanding actions for BAC, actions from previous meetings have been completed before the June 2024 meeting.

BAC Update

SB provided an update to the BACACG group that the previously discussed Legacy Runway Major Works have commenced and will run until the end of September pending any poor weather conditions.

SB also advised that BAC is commencing the process for the 2026 Masterplan which will include consultation with the BACACG group when appropriate.

Community Representative General Business and Discussion

- Community Representative for the Federal Seat of Bonner

The representative shared that complaints from the community indicate that they believe there are more flights over their community since the opening of the NPR. The representative shared that a constituent in the Carindale area contacted the Bonner Electorate Office with regard to flights being constant, and that there is only a 2hr window without flights.

The representative advised that a constituent, Mr. Loveday has not yet received a response from Airservices Australia (AA) regarding historic data being uploaded to the WebTrak system. The representative advised that Mr. Loveday spent a great deal of time on the review of the data to locate the missing information and it has not yet been replaced.

Marion Lawie (ML) confirmed that there are a growing number of flights from Brisbane Airport which have been discussed in previous BACACG meetings through BAC updated. ML advised that Mr. Loveday did receive a response on the 21st of March through the Chair. The representative advised that no response was provided. ML advised they will re-send the response. ML advised that while a response has been provided to Mr. Loveday Airservices Australia (AA) does not have the data for WebTrak but it is available on other platforms.
 - Community Representative for the Federal Seat of Lilley

The representative advised that the Lilley Electorate Office has received a few complaints regarding aircraft noise and all have been referred to the relevant organisation. The representative advised that Minister Wells may be interested in an airport tour, BAC advised they can facilitate the request with her office if desired.
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- Community Representative for the Federal Seat of Brisbane

The representative indicated that members of the public are not aware how they can contact BACACG members and requested that BACACG Secretary contact Electorate Officers to ask them to make the information available.

The representative highlighted that they believe that despite the number of complaints received through the Senate Inquiry AA is not doing enough to address the issue of aircraft noise. The representative advised that there needs to be more proactive measures to mitigate aircraft noise.

The representative for the Federal Seat of Bonner added that WebTrak is showing more flights over specific areas with less spread across multiple suburbs compared to pre-New Parallel Runway operations. The Chair highlighted that 'noise sharing' has been proposed by AA as a part of their Noise Action Plan for Brisbane. Dallas Heseltine (DH), Airspace Implementation Manager at BAC, advised that there are seasonal weather changes that impact where aircraft fly, and may explain why during the winter months community members are noticing more aircraft over their community. The representative for the Federal Seat of Bonner advised that there should be more communication about the impact of weather changes on aircraft operations. DH advised that there is educational video and content on the BAC YouTube channel and the website.

The representative for the Federal Seat of Brisbane questioned when TRAX is consulting on the new options for flight paths. ML advised through the Chair, there will be some introductory webinars later in July after the school holidays, and the first round options will be coming out for public consultation in August/September.

- Community Representative for the State Seat of Clayfield

The representative advised that the Pinkenba Community Association (PCA) was happy with the recent presentation from BAC in the week prior to the June BACACG meeting. The representative advised that the PCA was made aware that Brisbane City Council has plans regarding the traffic around the Pinkenba area, particularly the roads towards the maintenance area of the airport. The representative advised that the PCA is concerned as there is currently a Development Application (DA) for approx. 50 units in the area. The representative advised that the PCA has had difficulty engaging with Brisbane City Council in the past and request assistance through BACACG. The PCA is interested in information on roads in the area, particularly those connecting to Lomandra Drive. Cassandra Sun (CS), Brisbane City Council, questioned what information the PCA is after, i.e., traffic plans. The representative confirmed that the group is not after the publicly available DA information, but instead requesting information about traffic plans, including plans for lights at the intersection at Lomandra Drive. CS advised that a request made through the BACACG Chair would be sufficient. The representative confirmed that they will return to PCA to obtain a request.

- Community Representative for the Federal Seat of Ryan

The representative advised that their community is most likely also unaware of the impact of seasonal weather changes on aircraft noise. The representative advised that they feel as though forums are classifying complainants as 'NIMBYs' and that their complaints are not being taken seriously, which results in a feeling of being gaslighted and dismissed. The representative advised that they do not feel that aircraft noise related complaints are being addressed in the current BACACG forum. The representative advised that they would prefer an opportunity to meet with complainants outside of the capacity of the BACACG structure. The Chair advised that a discussion can be had with them directly outside of the meeting. The representative advised that there are no legislative protections for community members against aircraft noise, unlike neighbourhood and industrial noise.

- Community Representative for the Federal Seat of Bowman

The representative advised that they agreed with the sentiment expressed by the previous community representative. The representative advised that they have submitted questions for AA to answer through the BACACG Secretary (Appendix 1). The representative advised they have

requested that their Member of Parliament provide a fortnightly update on complaint numbers related to aircraft noise but has yet to receive a response.

The representative advised that community members have moved to the Redlands to get away from aircraft noise but are now experiencing it in the Redlands area. The representative advised that the weather changes have been obvious as it has affected the operation of SODPROPS. The representative advised that they spoke with a representative from TRAX at the Amity Point AA community consultation session regarding extending the flight path included in the Phase 4 works and was provided assurance that the path would be extended further out around Point Lookout. The representative advised that more flights should depart along the bottom of Moreton Island then towards SCOTT before coming back over land further to the South.

The representative advised concern with SODPROPS being promoted as a preferred operating mode at BNE. The representative advised that based on the flights per hour on a Saturday, Sunday, and Monday morning SODPROPS is only possible for a very small percentage of flights. The representative advised that it appears that SODPROPS is being promoted to the public as a solution, wherein it can only be used for a small percentage of flights.

ML advised that without seeing the workings of the information provided by the representative, she would agree with the conclusion provided. ML advised for this reason AA always advises SODPROPS as being traffic and weather dependent. ML advised that SODPROPS is not generally feasible in peak traffic hours. ML advised that AA has never said that SODPROPS can/will be used at all times, however AA is working towards making SODPROPS the preferred operational mode 24/7. ML advised that SODPROPS is currently the preferred operational mode for the hours of 10pm-6am. ML advised that the changes developed and implemented through the Noise Action Plan is to provide more opportunity to operate SODPROPS in additional hours, it is not to implement SODPROPS during peak times. ML advised that per information provided by BAC, it is expected that by 2035 with increased traffic SODPROPS would not be feasible during the day at all. The representative advised that it is not fair for the community to believe that SODPROPS is the solution to aircraft noise.

Close Meeting | Final Comments from Chair

Meeting closed at 10:05am.

The Chair invites BACACG members to a tour of the airport precinct, and visit to Stralis to learn about hydrogen-electric flight technology, coordinated by BAC.

Next meeting 17th September – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Noise monitor raw data: AA is continuing discussions with the AAB on how to approach raw noise data, and an update will be provided at next meeting.	AA	Ongoing	In progress
AA to contact Mr. Loveday through Chair to provide outcome of the request for historical data on WebTrak.	AA	Next Meeting	Finalised
BACACG Secretary to speak with Electorate Offices to confirm they are aware of how to communicate matters to BACACG members.	BAC	Ongoing	In progress
BAC to share educational video on the impact of seasonal weather changes with BACACG members.	BAC	Next Meeting	Finalised

APPENDICES

BACACG Meeting - 25 June 2024

Questions for Airservices from Community Representative from Bowman

Please direct questions to Airservices for response.

I look forward to their response - which may be provided by comments on this form.

1. Arrivals in SODPROPS mode

Airservices has quoted SODPROPS mode is only able to be operational when there is a maximum of 20 arrivals per hour.

Question - does that number remain unchanged ?

Question - if not, what is the current maximum number of arrivals per hour permitted during SODPROPS mode ?

Question - how is it proposed SODPROPS mode will be able to operate as the published "*priority operating mode day and night*" if the number of flights during daytime and early evening indicate such numbers are vastly in excess of the maximum of 20 arrivals per hour - even when all weather criteria is disregarded ? (Refer figures attached) ?

Question - Airservices may have mentioned SODPROPS operations are subject to weather criteria and traffic volumes, however, does Airservices not consider their continued statements of "*priority operating mode day and night*" are lacking complete transparency and validity ?

2. Newspaper advertising

Over the past 12 months Redlands has been serviced by a local newspaper, the Redland City News. Airservices was made aware of this news service over 12 months ago. Airservices is committed to advertising Drop-In Information Sessions in local newspapers.

Question - has Airservices approached Redland City News during the past 12 month specifically requesting the dates and locations for Drop-In Information Sessions be advertised in sufficient time to allow residents to attend - ie at least one week prior to the meeting, noting such request must have been received by the newspaper at least one prior to publication each Wednesday ?

Question - if so, which series of sessions was advised and if not, will Airservices be advising the Redland City News of all future Drop-In Information Sessions and such other information that Airservices has undertaken to advertise ?

3. Location of Drop-In Information Sessions

Public access to Amity Point is extremely limited, a point previously raised with Airservices.

Any mainland residents wishing to attend by way of public transport are required to access the wharf in Cleveland, take the ferry to Nth Stradbroke Island, a bus to the Interchange and a further bus to Amity Point. Attendees must then make the same trip in reverse.

Whilst there are regular services between Dunwich Wharf/One Mile Wharf and Pt.Lookout which meet ferry services, there are only four (4) services between the Interchange and Amity Point and seven (7) services in reverse. Any residents on Nth Stradbroke Island who require public transport to Amity Point are also subjected to these limited services.

Airservices has claimed the Amity Point location is local to proposals being discussed during the Drop-In Information Sessions and is therefore a suitable location. Following the prior session at Amity Point, Airservices was made aware of the inconvenience with locating sessions at Amity Point, however, continued to use that location for the next session.

Question - are any further sessions programmed for this location and, if so, will such location be changed to a more suitable location at Dunwich ?

4. Responses to Options Assessments for Various Phases

Email and postal addresses are now, on the whole, being supplied by Airservices to enable residents to provide feedback other than via their web portal.

It is stated "**Community feedback serves as a cornerstone in our commitment to continuous improvement, including the improvement of our reporting practices**".

Feedback deadlines have been provided, however, in relation to Phase 1 and Phase 2 Options Assessments, clearly state "**Only registered users can take part in this survey**".

The restrictions on the ability to provide feedback are discriminatory and in direct conflict with the stated "cornerstone".

Question - does Airservices consider their obligation for transparency and the above "cornerstone" when such restrictions are imposed is being fulfilled ?

5. Phase 1 Options Assessment Report - Figure 1 - Page 5

It is understood a printing error omitted suburb names in Figure 1.

Question - if and when will Airservices publish the correct details for Figure 1 ?

Question - if these details have been published, where and when did such publication appear ?

6. Appointment of TRAX International

Representatives from TRAX International attended the Amity Point Drop-In Information Session. Airservices has transferred responsibility for assessing Packages 3 and 4 to TRAX International.

Question - will further information be published by TRAX or via Airservices ?

Question - will feedback be directed to TRAX International or via Airservices ?

Question - will Airservices be providing Community Representatives with a direct email address for TRAX International ?

Question - if communication is via Airservices, what guarantee will Community Representatives and, for that matter, residents wishing to express their concerns, have that all communications will be directed to TRAX International, without delay ?

Question - will TRAX International, not Airservices, be tasked with responding ?

7. Involvement of Think Research, UK

Little mention has been made of the role understood to be undertaken by Think Research.

Question - is it proposed Airservices will be providing Community Representatives with information regarding the role of Think Research and their email address ?

Karilyn Beiers

Community Representative for Bowman

WebTrak Flight Movement Information

SODPROPS MODE - ARRIVALS

Airservices quoted in their publication "Increased operational reporting" (See Footnote) that "there must not be more than 20 arrivals per hour" to enable SODPROPS to operate.

In the abovementioned document, figures for SODPROPS movements were presented for the week 22 February to 28 February 2024 inclusive.

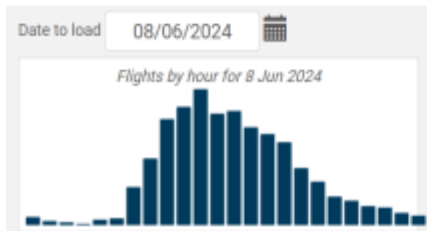
SODPROPS numbered 53 out of a total of 3,786 movements

SODPROPS operated for 11.6 hours of the 168 hours for the week

The percentage of SODPROPS flights was 1.4%

The percentage of SODPROPS hours was 6.9%

These figures are not what should be expected for what is now continuously quoted as the "preferred day-time operational mode", whether based on arrivals for February 2023 or at this current time



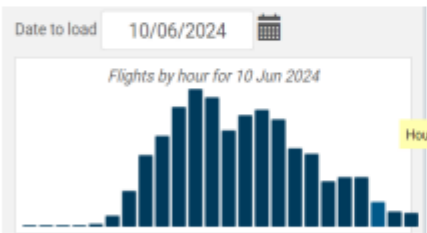
Saturday, 8 June, 2024

9 - 4 - 3 - 1 - 6 - 8 - 41 - 72 - 115 - 128 - 146 - 120
124 - 105 - 99 - 90 - 62 - 47 - 31 - 26 - 21 - 20 - 14 - 11
 154 flights possible over 12 hours (underlined)
 1,303 total flights in 24 hours
 Arrivals being approximately 50% of flights
 = 77 arrivals / 651.5 total flights
 being 11.82% of all arrivals



Sunday, 9 June, 2024

7 - 4 - 4 - 2 - 1 - 7 - 21 - 61 - 91 - 115 - 148 - 131
119 - 121 - 123 - 113 - 83 - 59 - 46 - 42 - 40 - 23 - 12 - 8
 129 flights possible over 11 hours (underlined)
 1,381 total flights on 24 hours
 Arrivals being approximately 50% of flights
 = 64.5 arrivals / 690.5 total flights
 being 9.34% of all arrivals



Monday, 10 June 2024

4 - 4 - 4 - 5 - 6 - 15 - 41 - 80 - 101 - 132 - 150 - 142
107 - 122 - 129 - 118 - 87 - 82 - 52 - 56 - 56 - 30 - 19 - 18
 105 flights possible over 9 hours (underlined)
 1,560 total flights in 24 hours
 Arrivals being approximately 50% of flights
 = 52.5 arrivals / 780 total flights
 being 6.73% of all arrivals

Wednesday, 19 June, 2024



Number of flights per hour

8 - 8 - 9 - 5 - 8 - 21 - 53 - 86 - 110 - 142 - 159 - 166
 157 - 120 - 133 - 114 - 92 - 66 - 63 - 53 - 48 - 38 - 27 - 14

= 138 flights possible over 9 hours (underlined)

1,700 total flights in 24 hours

Arrivals being approximately 50% of flights

= 69 arrivals / 850 total flights

being 8.12% of all arrivals

Friday, 21 June, 2024



Number of flights per hour

10 - 10 - 6 - 5 - 7 - 21 - 51 - 83 - 120 - 138 - 146 - 159
 134 - 135 - 120 - 126 - 105 - 64 - 54 - 58 - 52 - 36 - 18 - 17

= 130 flights possible over 9 hours (underlined)

1,675 total flights in 24 hours

Arrivals being approximately 50% of flights

= 65 arrivals / 837.5 total flights

being 7.76% of all arrivals

Averaging over the above five (5) days, SODPROPS would only be operable for

8.75% of all arrival flights for 10 hours per day,

the majority of which will be in the 8 hours between 10pm to 6am,

the hours when SODPROPS was originally to be operated

and when the Southern end of the NPR is closed

and DO NOT ALLOW FOR A REDUCTION IN FLIGHT NUMBERS

DUE TO RESTRICTIONS FOR WEATHER CRITERIA

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Footnote

"Increased operational reporting"

Purpose: "To improve transparency and quality of information provided to the community"

Released on 1 August 2023 under Phase 2 - the fourth of the four documents released under Phase 2 with feedback due on 10 September, 2023 - refer page 6 of that document.

Note that immediately above the chart it states "We have used a one-week period in March 2023 as an example....".

The chart in fact refers to a one-week period from 22 February 2023 to 28 February 2023 inclusive