



MEETING MINUTES

Event:	Brisbane Airport Community Aviation Consultation Group
Date & Time:	10.00am – 12.45pm, Tuesday 14 July 2015
Venue:	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ

Attendees	<p>Major General Peter Arnison (Chair)</p> <p>Mr Ted Slater (Community Member)</p> <p>Ms Kate Bailey (Community Member)</p> <p>Ms Helen Ford Allan (Community Member)</p> <p>Ms Katherine Cullerton (Community Member)</p> <p>Ms Helen Gannon (Federal Dept. Infrastructure & Transport)</p> <p>Mr Neil Hall (Airservices Australia)</p> <p>Ms Elissa Keenan (Airservices Australia)</p> <p>Mr Mal Lane (Queensland Government – Dept. of State Development Infrastructure and Planning)</p> <p>Ms Rita Borzelleca (Queensland Government – Dept. of State Development Infrastructure and Planning)</p> <p>Mr Bill Macfarlane (Queensland Government – Dept. of State Development Infrastructure and Planning)</p> <p>Ms Peta Harwood (BCC) - City Planning and Economic Development Branch</p> <p>Mr Rob Irwin (Airservices Australia)</p> <p>Mr Mark Willey (BAC)</p> <p>Mr Paul Coughlan (BAC)</p> <p>Robert Imrie (BCC) - City Planning and Economic Development Branch</p> <p>Mr Chris Moore (Observer from the Officer of Terri Butler M.P.)</p> <p>Mr Chris Duncan – Resident of Buchan</p> <p>Mr Cory Heathwood (BAC)</p> <p>Mr Bryan Nicholson (BAC)</p> <p>Mr Rowland Richardson (BAC)</p> <p>Ms Rachel Crowley (BAC)</p>
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Apologies	<p>Ms Julieanne Alroe (BAC)</p> <p>Professor Laurie Buys (Community Member)</p> <p>Professor Jim Nyland (Community Member)</p> <p>Mr Simon Penrose (Community Member)</p> <p>Mr Earl Brown (CASA, Aviation Safety Advisor)</p> <p>Mr Andy Bauer (Captain, Virgin Australia)</p> <p>Mr Richard Waugh (Captain, Qantas)</p> <p>Mr Brad Johnson (CASA)</p> <p>Adam Sacca (Tourism and Transport Forum)</p> <p>Ms Corrinne Gyger (Federal Dept Infrastructure & Transport)</p> <p>James Coutts (DSDIP)</p> <p>Mr Adrian Sloodtjes (Virgin)</p> <p>Mr Flyn Van Ewijk (Qantas)</p>
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Time	Activity	Facilitator
10.00am – 10.05am	<p>Welcome</p> <ul style="list-style-type: none"> Meeting start 10.05am Apologies Welcome to new members and guest, Mr Chris Duncan 	Chair
10.05am – 10.10am	<p>Confirmation of Previous Minutes</p> <ul style="list-style-type: none"> Passed and signed by Chair 	Chair

Time	Activity	Facilitator
10.10am – 10.15am	<p>Actions Arising from Previous Minutes</p> <ul style="list-style-type: none"> Airservices Australia and BAC to circulate the responses to Mr Duncan's proposals that were submitted to the BACACG on Tuesday 17 February. ACTIONED Mr Van Haasteren (Brisbane Airport BUG) to provide plans for proposed connection near ITB to AFP building to Terry Rossitto for consideration for future planning. ACTIONED BAC to look into the correlation between health and aircraft noise and Rachel Crowley to review some health studies surrounding noise impacts. ONGOING. 	BACACG Secretary
	<p>Regular Reporting Updates</p> <p>Community Members report <i>Ted Slater:</i></p> <ul style="list-style-type: none"> TS to draft letter to QUU to aid resolution of drainage issues. ACTION TS met with BUG Group, submission to BAC discussed – ACTION – TS to distribute to group. Audit on bike paths on airport completed by BAC. Discussion at next meeting. Two noise complaints made to ASA, TS happy with responses. <p><i>Catherine Cullerton</i></p> <ul style="list-style-type: none"> Increased aircraft noise in Hawthorne last 18 months – departure aircraft. NH explains intersection departures procedure. No significant increase or decrease in noise impacts – range of between 1 and 2 decibels which is not perceptible. <p><i>Helen Ford Allen</i></p> <ul style="list-style-type: none"> Nil to report HFA observes overload of requests and reports for BAC to produce following BACACG meetings. PA said this is the purpose of this group. <p><i>Kate Baily</i></p> <ul style="list-style-type: none"> Ongoing issue of low flying aircraft at night, KB aware of weather impacts. 	Community Members
	<p>Noise Complaints <i>(refer presentation)</i></p> <ul style="list-style-type: none"> Lowest number of complaints in 5 years - 40% of which were made by 3 complainants. April/May respite nights with no movements over residential areas – targeted over bay operations – 15 and 19 nights respectively. <p>Demand is down and no Day Light Saving period.</p>	Mark Willey, BAC
	<p>RDMS and On Time Performance <i>(refer presentation)</i></p> <ul style="list-style-type: none"> In high 80's – (resource sector demand reduction has contributed). Weather has large impact on On-Time-Performance. Cross Runway – both runways sequenced – Post Implementation Review completed in June by ASA (refer slide Cross Runway) can only be used for arrivals. Dependent Runway two runway operation arrival mode not meeting expectations and currently suspended with AsA reviewing and defining a revised but sustainable reintroduction. 	Mark Willey, BAC

Time	Activity	Facilitator
	<p>Brisbane Airport Community Activities</p> <ul style="list-style-type: none"> • Teneriffe Festival attendance (booth and staff) • Australian Youth Aviation Forum Tour of site • Probus Club and Community Friendship Group presentation • 16 community site tours • Online Discovery Centre – 486 visitors <p><i>Complaints: (refer handout)</i></p> <ul style="list-style-type: none"> • Customs, security screening, retail, ground transport, parking, cleaning, website. <i>Notes: Customs area has undergone changes in queuing system, red and green lanes now used. Customs industrial action has also been taking place.</i> • Morningside Festival coming up <p>BACACG website / community correspondence</p> <ul style="list-style-type: none"> • Submission received by Ashgrove resident and they have been invited to next BACACG meeting. <p>BACACG Annual Report (handout)</p> <ul style="list-style-type: none"> • Suggestion by Chair to have Community Members add comments in next report and their portraits. ACTION 	BACACG Secretary
	<p>Queensland Communities Foundation – Corporate Philanthropist of the Year (video shown)</p> <ul style="list-style-type: none"> • BAC is thrilled to be recognised for its Community Giving Fund and ongoing sponsorship program. What QCF represents is explained by Chair. BACACG group is asked to be aware of community groups that would benefit from BAC's Community Giving Fund and encourage them to apply via BAC's website. 	Rachel Crowley, BAC
	<p>Airservices Australia Update Including Technical Noise & Environment Working Group (Refer presentation)</p> <ul style="list-style-type: none"> • Short term noise monitoring locations finalised 21 September 2015 - monitoring commences 12 October 2015 - monitoring ends 11 January 2016. Input from the community welcome. Specific people from Ashgrove will be contacted. <i>This is in addition to permanent noise monitors in place.</i> Final report available on ASA website once complete. • Technical Noise and Environment Working Group Update Meeting held on 3 July. Reciprocal Runway Operations use between 9 and 10pm. Twelve months to 12th May 2015 - 41% of Friday/Saturday nights plus 42 nights outside weekends. Daylight saving period 35% of Friday/Saturday nights plus 19 nights outside weekends - before 9pm on nine nights. Flyer for international airlines to remind them of Noise Abatement Procedures requirements • Brisbane Noise Improvement Plan 2015/16 Smart tracking – implementation of ICAO procedure for Runway 01 on 17th September. 	Neil Hall, AsA

Time	Activity	Facilitator
	<p>Airservices to source large maps to show tracks over suburbs particularly for Runway 01 ILS arrivals</p> <ul style="list-style-type: none"> • Brisbane Noise Improvement Plan Most recent Strategic Noise Improvement Investigation for resident of Ashgrove – summary of analysis - <i>Airspace design limitations, NAP already provide benefit 10.8% climb profile and RRO, moving the flight path would significantly impact others.</i> • Runway 01 RNP (Smart Tracking) RNP Program - National agreed industry program to allow more operators and aircraft to access the benefits of RNP across our airports – ICAO. Design - Brisbane – overlay existing Runway 01 with new ICAO designs. From south via LISSA exactly the same, from north via River Track slightly larger radius of turn. 	
<p>Airservices Australia – Response to Mr Chris Duncan proposal</p>		
<p><i>Mr Duncan's Suggestions</i></p>		
<p>Option 1:</p>		
<ul style="list-style-type: none"> • Change to preferred runway to use Runway 19 as preferred with up to 5 knots downwind between 6am and 10pm to balance the increased use of Runway 01 ILS. • Airservices have now included a proposal into the Brisbane Noise Improvement Plan to determine the best outcome for the entire Brisbane community with respect to preferred runways. 		
<p><i>Comments: ASA happy to look at this proposal.</i></p>		
<p>Option 2:</p>		
<ul style="list-style-type: none"> • Alternative STAR tracking from the north and south onto Runway 01 ILS. • Increased traffic at BNE over recent years has added pressure to air space management. In this environment, it is Airservices view that the existing STAR designs, which allow segregation of aircraft to minimise complexity, are the safest option. 		
<p><i>Comments: Airspace efficiency is essential – existing designs, minimise ATC work load. No capacity to change from a safety point of view. NPR will change this situation and consideration of environment impacts will be in accordance with the plan, some flights will change, others will remain the same, many staying the same.</i></p>		
<p><i>CD adds southern arrivals used to always come via Jacobs Well then changed to Coolangatta, Movie World to Archerfield – no consultation to community. Every six months why can't southern arrivals go over Jacobs Well?</i></p>		
<p><i>NH reports traffic has increased pressure on ATC and again, airspace designed to maximise efficiency given the high demand over the last few years..</i></p>		
<p>Option 3:</p>		
<ul style="list-style-type: none"> • More RNP use on the River Track and LISSA Track Air Traffic Control is unable to maintain maximum use of the runway to avoid airborne delays and subsequent stress on the Air Traffic Control system if using a combination of RNP and ILS during busy periods. 		
<p><i>Airservices is converting these procedures to ICAO criteria to implement on 17th September to allow more operators to utilise</i></p>		

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	<p><i>the River and LISSA Tracks. There is expected to be only an incremental increase in the use of these flight paths as there will still be many aircraft that will not be equipped or have crews trained even when the new procedures are implemented.</i></p> <p>Option 4:</p> <ul style="list-style-type: none"> • Smaller plane arrivals on a truncated approach to Runway 01, just like that used for Runway 19. <p><i>Comments: To continue to maintain runway capacity in Brisbane up until the introduction of NPR, Air Traffic Control will continue to make maximum use of the Runway 01 ILS. This is an agreed industry strategy and necessary to ensure on time performance and reduce stress on the ATC system.</i></p> <p><i>Using the 01 ILS is so ATC can bunch all aircraft up and maximise runway use – easier to manage, this is the agreed strategy, and the only option in busy periods.</i></p> <p><i>CH – 19 arrivals come in on four or five different tracks and asks why can't flights be sent in the direction of the cross runway. NH says that ATC have got to use ILS to keep capacity up and this can be seen in the on time performance with the decrease in airborne holding. Any noise improvements in Brisbane will not be significant.</i></p>	
	<p>Other Business</p> <p><i>Proposed BACACG meeting dates for 2016:</i></p> <ul style="list-style-type: none"> • 22 March, 28 June, 23 August, 15 November <p><i>Please advise Rowland Richardson with any suggestions - dates are tentative Chair unavailable in May.</i></p>	All
	<p>Tour of New Parallel Runway</p>	Paul Coughlan


 Major General (Retd) P. Arnison

27 Oct 15
 Date

