



# MINUTES

<b>Event:</b>	Brisbane Airport Community Aviation Consultation Group										
<b>Date &amp; Time:</b>	10:00am – 12:15pm, Tuesday 30 May 2017										
<b>Venue:</b>	Brisbane and Amsterdam Room Brisbane Airport Corporation HQ										
<b>Attendees:</b>	<p>Major General Peter Arnison (Chair)            Professor Jim Nyland (Community Member)            Mr Geoff Trappett OAM (Community Member)            Ms Kate Bailey (Community Member)            Mr Chris Kang (Community Member)            Mr Neil Hall (Airservices – A/Strategic Stakeholder Manager)            Mr Rob Irwin (Airservices – Airlines Relations Manager – Brisbane Region)            Ms Helen Gannon (Dept Infrastructure &amp; Transport)            Mr David Paterson (BCC) – Principal, Partnerships, Neighbourhood Planning and Urban Renewal            Anthony Gleeson (Rep for Brisbane)            Ms Belinda Carey (Rep for Griffith)            Steve Ware (Community Member)            Anthony Gleeson (on behalf of Trevor Evans MP)            Mr Earl Brown (CASA)</p> <p><u>BAC</u></p> <table border="0"> <tr> <td>Mr Mark Willey</td> <td>Ms Rachel Crowley</td> </tr> <tr> <td>Ms Jessica Shannon</td> <td>Mr Cory Heathwood</td> </tr> <tr> <td>Mr Paul Coughlan</td> <td>Ms Karyn Rains</td> </tr> <tr> <td>Mr Scott Stone</td> <td>Mr Andrew Masci</td> </tr> <tr> <td>Mr Terry Rositto</td> <td>Mr George Delibaltas</td> </tr> </table>	Mr Mark Willey	Ms Rachel Crowley	Ms Jessica Shannon	Mr Cory Heathwood	Mr Paul Coughlan	Ms Karyn Rains	Mr Scott Stone	Mr Andrew Masci	Mr Terry Rositto	Mr George Delibaltas
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Mr Scott Stone	Mr Andrew Masci										
Mr Terry Rositto	Mr George Delibaltas										
<b>Apologies:</b>	<p>Professor Laurie Buys (Community Member)            Mr Peter Bailey (Community Member)            Mr Iain White (CASA)            Mr Richard Waugh (Captain Qantas)            Mr Adrian Sloopjes (Virgin)            Ms Julieanne Alroe (BAC)            Mr Stephen Smith (QLD DIP)            Ms Peta Harwood (BCC) - City Planning and Economic Development Branch            Mr Andy Bauer (Captain Virgin Australia)</p>										

Activity	Facilitator
<p><b>Welcome</b>            Meeting start 10.07am            Chair welcomes group and new members.            Apologies noted.</p>	Chair
<p><b>Confirmation of Previous Minutes</b>            Minutes confirmed and signed.</p>	Chair
<p>Actions Arising from Previous Minutes</p> <ul style="list-style-type: none"> <li>Neil Hall to look at education program for pilots regarding the standard operating procedures for lowering landing gear: <i>NH to cover in today's presentation.</i></li> </ul>	Chair

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<ul style="list-style-type: none"> <li>Robert Imrie to look at BCC property search and what information it provides in relation to flight paths: <i>As previously advised, Council property searches are as required by the Queensland planning legislation and therefore detail State Planning Policy planning overlays pertaining to a property including the noise exposure forecast, obstacle limitation surfaces, bird and bat strike zones etc. Flight paths themselves tell an owner nothing about the impacts or planning requirements.</i></li> </ul> <p>Mark Willey – BAC is currently engaging with the state to get some form of response – currently dealing with the planning agency to protect long term airport plans and the community. Hopefully plan to update BACACG Group in November - <b>NEW ACTION – November meeting.</b></p> <ul style="list-style-type: none"> <li>Jessica Shannon to provide Brisbane Airport Bus tour details to Peter Bailey – <i>complete.</i></li> <li>Rachel Crowley to present New Runway community benchmark research to BACACG when results are finalised: <i>to be presented to group at August meeting - ACTION</i></li> </ul> <p><b>RC</b></p>	
<p><b>Regular Reporting Updates</b> Community Members reports</p> <p><b>Jim Nyland:</b> ACU currently collecting data on noise from Gateway to send to BCC – noise increasing due to congestion from upgrade and population growth. Jessica locked in to do a presentation to ACU.</p> <p><b>Geoff Trappet:</b> Working through disability facilitation plan – meeting with BAC on 3 August.</p> <p><b>Kate Bailey:</b> No complaints or compliments to date.</p> <p><b>Chris Kang:</b> The Pinkenba community would like an update of the toxic foam spill – Rachel Crowley is happy to organise an update and will introduce Chris to the Qantas representative – <b>ACTION - RC</b></p> <p><b>Steve Ware:</b> <i>Three issues raised:</i></p> <ol style="list-style-type: none"> <li>Question re short fares from the terminals and a taxi driver's offer to drop passenger off at the Novotel to get an Uber vehicle. <i>Jessica Shannon has spoken to BAC's Ground Transport Manager as concerns were also raised by the Novotel.</i> <i>Taxi Drivers are not allowed to do this and it is advised to take details of the driver concerned and report to BAC. If caught, the driver will be disciplined.</i> <i>There is a 'geo-fence' around the airport which sets the limits for short fares. When a taxi drops off a passenger within this short fare zone, they are able to re-join the front of the rank.</i> <i>Information on this subject has been sent to all taxi drivers – ACTION - UPDATE AT NEXT MEETING ON HOW PASSENGERS KNOW TO REPORT THIS BEHAVIOUR.</i></li> </ol>	Community Members

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<p>2. Update on Skygate Airtrain Station – <i>presented in Property update today.</i></p> <p>3. Congestion on pick up road particularly at the International Terminal and Border Security processing delays. <i>Rachel Crowley – pick up road at the International Terminal is difficult due to constraints with space, with the structure of the terminal not allowing extension of this area. BAC acknowledges the problem and is looking at options. BAC does not have control of the Customs area and multiple incidents, including late or early aircraft arrivals, or recent ABF strikes etc can impact passenger flow. BAC will raise this issue with <b>ABF – ACTION RC</b></i></p> <p>4. Question raised re BNE capacity to handle Commonwealth Games <i>Rachel Crowley adds that BAC is working closely with GOLDOC (Gold Coast Commonwealth Games Organising Committee) particularly in relation to passenger arrivals and departures. Departure of passengers post games will be the most challenging. Incoming passengers will be spread between Gold Coast Airport and BNE. An additional 6,600 extra passengers are expected through BNE however, sporting teams will be arriving at various times prior to the games and processed through the Ground Transport area. Good systems will be put in place.</i></p>	
<p><b>Noise Complaints</b> Group informed that reports are now generated by Air Services Australia and BAC receives a summary of results.</p>	Mark Willey, BAC
<p><b>RDMS and On Time Performance</b> <i>Refer presentation</i></p> <p>Mark explains the Slot Scheme System which is used to allocate runway capacity, this scheme was put in place in 2012 when BNE was at capacity. Aircraft are held on the ground as opposed to circling the airport. Operations over bay are used when possible however due to the control tower refurbishment, reciprocal runway operations at night are not used due for safety reasons (high levels of concentration are required). Rob Irwin informs group on the construction process.</p> <p>Respite nights were around 15-20 with operations over bay – mid 70-80's. OTP for April 2017 achieved the following results:</p> <ul style="list-style-type: none"> <li>• Regular public transport ('RPT') flights have arrived and departed on time 85.1% for (YTD) FY17; down on the FY16 average of 88.8%.</li> <li>• RPT flights averaged 8.9 minutes delay for (YTD) FY17; up from the FY16 average of 6.8 minute. <ul style="list-style-type: none"> <li>➢ RPT flights in April 2017 arrived and departed on time 88.3% of the time, down from 92.2% in April 2016.</li> <li>➢ RPT flights in April 2017 experienced an average of 7.3 minutes delay, up from 4.8 minutes delay in April 2016.</li> </ul> </li> </ul> <p><i>Note: The average weekday movements in April 2017 was 634. It is BNE's aim for 85% OTP.</i></p>	Mark Willey, BAC BACACG Secretary

Activity	Facilitator
<p>May results will be poorer as a result of a number of fog events where there were several diversions from BNE to other airports and some delayed arrivals and departures due to the fog.</p> <p><b>Brisbane Airport Community Activities</b> <i>Refer presentations</i></p> <p><b>Community Giving Fund</b></p> <ul style="list-style-type: none"> <li>➤ Brisbane Airport Community Giving Fund calls for applications twice a year. For the March 2017 round we received 280 applications - each recipient received a grant of \$1,000 (except MDA - \$1,500).</li> <li>➤ Successful recipients – \$20,500 worth of grants to 20 organisations.</li> <li>➤ One morning tea hosted at BAC HQ, two separate afternoon teas with Hon Wayne Swan at Burnie Brae, and Cr Shayne Sutton at Bulimba Seniors Community Centre.</li> </ul> <p><b>Brisbane Open House</b> Brisbane Airport has engaged with Brisbane Open House to participate in 2017. As these details are finalised Jessica will update the BACACG</p> <p><b>BACACG website / community correspondence</b> Top 10 Complaints 7 March 2017 – Current 247 Complaints -285 Request for Information - 25 Compliments Online booking for carpark is the major issue, mostly due to user error ie using a different credit card to the one used when making the booking, resulting in a double charge.</p> <p>Other complaints included dangerous driving, HQ after hours contact, DFO congestion. <i>BAC is currently looking at an after hours contact solution.</i></p> <p>Chair adds that Mitch Bright from the BUG Group has written to the Lord Mayor re safety concerns at BNE and BCC has written to CEO Julianne Alroe. The BUG Group will be at future BACACG meetings for further discussion.</p>	<p>BACACG Secretary</p>
<p><b>Airservices Australia Update</b> <i>Refer presentation</i></p> <p><b>Response to Action Item:</b> <i>Consider education program for pilots regarding the standard operating procedures for lowering landing gear:</i></p> <ul style="list-style-type: none"> <li>• Domestic fleet are configured by 1000ft (6.5km).</li> <li>• Air New Zealand - all aircraft to be configured by 1000ft – requires wide body aircraft to select landing gear at 2000ft and narrow body aircraft at 1500ft.</li> <li>• Singapore Airlines commence lowering of the landing gear at 2000ft to ensure the aircraft is configured and stabilised at 1000ft.</li> <li>• Emirates A380 final flap setting has to be selected (aircraft configured) by 1,500ft - pilot required to follow manufacturer Standard Operating Procedures.</li> </ul> <p>Professor Buys has previously questioned why aircraft can't be consistent and this is due to each airlines' different safety requirements. This is even more difficult for large aircraft like the A380 as there is no room for error, with an established approach mode paramount. For most airlines if the aircraft is not stabilized by 1000ft a go around is initiated. Lowering of landing gear is</p>	<p>Neil Hall, AsA</p>

Activity	Facilitator
<p>covered by the aircraft's manufacturing guidelines and that of the airline. Neil Hall to pass on these results to Professor Buys as she is absent from today's meeting – <b>ACTION NH.</b></p> <p><b>Response to Action Item:</b> <i>Air Services to provide demonstration of noise benefits of RNP AR and how RNP AR data and complaints are sourced to ensure they are not mistaken for visual arrivals:</i></p> <ul style="list-style-type: none"> <li>• All complaints are investigated to determine actual track.</li> <li>• NCIS has accurate tracks over google earth to determine.</li> <li>• If no specific time provided – NCIS ask for specific address.</li> <li>• Look for concentration as an issue.</li> </ul> <p>As with all complaints, we investigate it. If they have nominated a time of concern we identify the flight and can see by the track whether it is RNP or visual. If they haven't nominated a time we look at their specific address and make a judgement – are they under the RNP track or only the visual? We look at what they have they said – does it suggest concentration is the issue? Does it refer to particular times of day or night? And then we try to correlate either way. For your TNWG figures, we err on the side of caution and count it as an RNP complaint if we are not sure, but we won't do that for the airport or public reports unless we are sure. Therefore your reports to the TNWG are on the conservative side and may show more complaints than our monthly reports to airport or quarterly public reports. Sometimes a second or subsequent complaint will contain info that makes it clear either way, and then we will amend the case issue accordingly.</p> <ul style="list-style-type: none"> <li>• No Smart Tracking (RNP AR) complaints have been received in the last 3 months.</li> <li>• Refer to presentation for Smart Tracking percentages.</li> <li>• Demonstration of noise benefits of RNP AR.</li> <li>• RNP AR (Smart Tracking) allows consistently low throttle settings until the landing gear is lowered:</li> <li>• <a href="http://www.youtube.com/watch?v=25qifsYosco">www.youtube.com/watch?v=25qifsYosco</a></li> </ul> <p><b>Noise Information Q1 – 2017</b> On line noise information link: <a href="http://www.airservicesaustralia.com/aircraftnoise/brisbane/">http://www.airservicesaustralia.com/aircraftnoise/brisbane/</a></p> <ul style="list-style-type: none"> <li>• <b>83 complainants in Q1 2017</b></li> <li>• <b>77 complainants in the previous quarter</b></li> <li>• <b>94 complainants in Q1 2016</b></li> </ul> <p>Poor weather in March resulted in diversions with fifteen complainants concerned about aircraft flying unusual paths:</p> <ul style="list-style-type: none"> <li>• Clayfield (4), Ascot (3), Woolloowin and Hendra (1)</li> </ul> <p>Eighty-four complainants - flight path issues including perception that something had changed, increased frequency of movements, night movements and altitudes.</p> <ul style="list-style-type: none"> <li>• Thirty three – Runway 01 arrivals</li> <li>• Twenty six - Runway 19 departures</li> </ul> <p><b>Suburbs</b> Q1 – complainants from 49 separate suburbs. Ascot (5) Sheldon, Clayfield and Coorparoo (4)</p> <ul style="list-style-type: none"> <li>• Ascot and Clayfield were affected by weather diversions as discussed above.</li> <li>• Sheldon – all complaints for Runway 01 arrivals, aircraft are between 3000 – 5000 feet.</li> </ul>	

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<ul style="list-style-type: none"> <li>• Coorparoo - arrivals for Runway 01 and jet departures off Runway 19 to the west and north.</li> <li>• Tingalpa, Ferny Hills, Seven Hills and Carindale all had three complainants each, with another 13 suburbs having two complainants. A further 28 suburbs had one complainant each.</li> </ul>	
<p><b>New Runway Project Update</b> Construction</p> <ul style="list-style-type: none"> <li>• Sea wall and site access road is complete.</li> <li>• Dyandra Road Overpass construction is underway – best view of this is from P1 or P2 car park at the Domestic Terminal. The planned roof top bar at the new hotel site will be a perfect viewing area of the NPR once open (September).</li> <li>• Early 2018 will see pavement trials.</li> <li>• Project on schedule to open in 2020.</li> <li>• Tours for BACACG to be planned for 2017 and 2018 – ACTION JS</li> </ul>	Paul Coughlan
<p><b>Airspace Design</b></p> <ul style="list-style-type: none"> <li>• Focus remains on consistency with flight paths presented in the 2007 EIS / MDP</li> <li>• Consideration of what impacts evolving technology in aircraft and navigation systems will have on the information presented in the EIS.</li> <li>• AsA targeting efficient flight paths considering modern fleet performance capabilities and continuous climb and descent profiles where possible</li> <li>• AsA developing Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) for 01, 19 and over-Bay operations and developing solutions for separating traffic from other airport operations – Archerfield, Gold Coast and Sunshine Coast and Defence – Amberley.</li> <li>• AsA continuing to test opportunities and scenarios in simulation sessions</li> <li>• Airlines have been engaged on their requirements and expectations</li> <li>• UK NATS working in parallel with BAC/AsA to provide a Peer review the validation of flight paths.</li> <li>• Initial discussions with CASA as to their requirements for changes to “Controlled Airspace” – airspace volumes that will contain Brisbane Airport operations when the NPR is operational and allow other airspace users their operations.</li> <li>• Preliminary investigations for siting of additional Noise Monitoring Terminals (NMT’s) which will not be able to be finalised until the flight paths have been validated.</li> </ul>	Mark Willey
<p><b>Communication Engagement Plan</b> Rachel plans on keeping the BACACG Group abreast of community engagement and at the next meeting she hopes to present results on baseline research into the community’s awareness, understanding and expectations. This report will also be delivered to the elected representatives. Further details about some of the tools we will be developing and using will be shared – <b>ACTION RC</b>.</p>	Rachel Crowley
<p><b>Sustainability Report Update</b> <i>Refer presentation</i></p> <ul style="list-style-type: none"> <li>• Andrew explains the Global Reporting Initiative and why BAC reports under the GRI.</li> </ul>	Andrew Masci

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<ul style="list-style-type: none"> <li>• In the latest versions of the GRI Reporting Guidelines, companies are required to undertake a 'Materiality Assessment' as part of the reports development.</li> <li>• To ensure that that the report is valuable to BAC and its stakeholders, an assessment needs to be undertaken to determine what was important to both BAC and its stakeholders.</li> <li>• This is to be undertaken annually to ensure that any change in stakeholder values are captured in our analysis.</li> <li>• Great feedback was received from the BACACG Group last year and this is required again.</li> </ul> <p>Chair requests that Andrew provide a brief to the group for their feedback in the form of a summary sheet with response go through the BACACG Secretary – <b>ACTION - JS END OF FY17.</b></p>	
<p><b>Property Development Update</b></p> <p><i>Refer presentation</i></p> <ul style="list-style-type: none"> <li>• Primary development is the Auto Mall – currently engaging with the motor sector. Plans are to include luxury and volume brand vehicles.</li> <li>• Further development of the Skygate precinct with a Home &amp; Life Centre with room for up to 9 tenancies – pre-commitment from Nick Scali, Lighting Illusions, Pillow Talk and James Lane – target completion September 2018.</li> <li>• Quality Goods Services Warehouse on Sugarmill Road – expected completion March 2018.</li> <li>• Iseek Data Centre 2 at Export Park – expected completion June 2018.</li> <li>• Next step is Skygate North working in with Skygate Airtrain Station, with talks around a waterpark and sports precinct.</li> </ul> <p><b>Skygate Rail Concept</b></p> <ul style="list-style-type: none"> <li>• BAC have taken a significant step forward and are working closely with Airtrain. Technical modelling works are underway and then a business case to be developed.</li> <li>• Timeline of completion around 2020.</li> </ul>	<p>George Delibaltas</p> <p>Terry Rossitto</p>
<p><b>General Business, Meeting Dates 2017</b>          Tuesday 8 August 2017          Tuesday 14 November 2017</p>	<p>Chair</p>
<p><b>Lunch</b></p>	