



# BACACG MEETING MINUTES

<b>Location:</b>	Airport Conference Centre   Sky Lounge
<b>Date:</b>	Tuesday 6 September 2022
<b>Chair</b>	Nigel Chamier AM
<b>Attendees</b>	Nigel Chamier (Chair) Michael Hawkins (Community representative for Federal Seat of Dickson) Daniel Ryan (Community representative for Federal Seat of Lilley) Professor Laurie Buys (Community representative for Federal Seat of Moreton) Ben O'Donnell (Community representative for Federal Seat of Griffith) Chris Kang (Community representative for Clayfield) Steven Muller (Community representative for Federal Seat of Bowman) Geoffrey Warrener (Community representative for Federal Seat of Brisbane) Donna Marshall (Airservices Australia) Leanne Costin (Airservices Australia) Alex Redgrove (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts) Scott Mitchell (Virgin Australia) Captain Alex Shaw (QANTAS) Rachel Crowley (BAC) Stephen Beckett (BAC) Alaina Megson (BAC) Neil Hall (BAC) Michael Jarvis (BAC) Raechel Paris (BAC) Jessica Rudd (BAC)
<b>Attendees (online)</b>	Caroline Hauxwell (Community representative for Ryan) Daryl Wilson (Community representative for Federal Seat of Bonner) Megan Thomas (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts) Matthew Thomas (Airservices Australia) Cassandra Sun (BCC) James Heading (BCC) Claire McDonald (BCC)
<b>Guests and Observers</b>	Amelia Burr (BAC)
<b>Apologies</b>	Paul Coughlan (BAC), Kate Frazer (Airservices Australia), Russell McArthur (Airservices Australia), ANO, Brendan Mead (QANTAS), Andy Bauer (Virgin Australia), Shane Spargo (Department of State Development, Infrastructure, Local Government and Planning), Anthony Sapuppo (Department of State Development, Infrastructure, Local Government and Planning)
<b>Minutes</b>	<i>Minutes confirmed by BACACG members for publication at meeting on 29/11/2022</i>

## AGENDA ITEMS

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10:00 am

### Chair:

Welcomed all attendees to the meeting and gave an Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on 7 June 2022.

Action from the previous minutes – Neil Hall provided an update on the request for data on flight path tracking for both the legacy and NPR.

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### Chair update:

- Following the 2022 Federal election, a number of the elected representatives have changed and as such the BACACG has welcomed new community representatives.
  - New members can expect to receive correspondence from the Chair in relation to the BACACG, including the Terms of Reference.
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### Regular reporting updates:

#### Passenger update

Stephen Beckett, Head of Public Affairs at BAC, provided an update on passenger numbers for both domestic and international, highlighting the strong return to air travel during 2022. In the International Terminal, flights for September are back up to 55% of pre-COVID levels, up from 1% in September 2021. Passenger figures in the domestic market have soared, reaching 81% of pre-COVID levels, compared to 16% in 2021. Further growth in both the domestic and international markets is anticipated in the lead up to Christmas and the new year.

Stephen also gave a summary about the upcoming BNE Careers Expo being held on Saturday 10 September 2022 in the Skygate shopping precinct. Employers across the airport precinct are recruiting for thousands of positions across security, baggage handling, government agencies, airlines, customer services, hospitality, retail, corporate services and more.

#### Community Activities update

Alaina Megson, Community Engagement Manager at BAC, provided a community update detailing activities undertaken since the last BACACG meeting including community tours and school engagement, and BAC's involvement at the upcoming Nundah Festival on Sunday 11 September 2022. Alaina also provided an overview of incoming feedback including aircraft noise.

Alaina then noted the incoming and outgoing correspondence including letters from the Chair to the Eight Federal MPs, letters from the Chair to new members and incoming correspondence from the community.

Following this update, the Chair invited each of the community representatives to share comments and observations from their communities.

The community representative for Dickson noted that their community is well informed at a local level and largely supportive of aviation and its operations. It awaits the outcome of the implementation of the TRAX Report with interest.

The Clayfield community representative shared comments from the Pinkenba Community Association in relation to flight paths. Airservices Australia offered to meet with the Pinkenba Community Association to take the discussion further.

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The community representative for Bowman shared comments as follows:

1. Redlands residents are against the proposals on Pages 51 and 52 of the Trax report as they relate to Fig 13 which shows a change to the southbound departure in southerly winds.
2. Redlands residents propose that aircraft that go out over the bay stay over the bay and do not return over urban areas.

The community representative for Moreton shared comments in relation to the convergence of the legacy and NPR flight paths over their area, and opportunities for noise sharing particularly during the evening. Airservices Australia indicated they would investigate the gradual convergence of flight paths over the area.

The community representative for Lilley shared comments in relation to the need for wider education and sharing of information in communities that experience aircraft noise, particularly following the period of reduced aircraft movements during the pandemic.

The community representative for Brisbane provided a statement surrounding the Trax report and potential outcomes from the Post Implementation Review (PIR) process. The statement is included in Appendix A.

The community representative for Griffith shared comment in relation to the Trax report its recommendations, noting that capacity caps and curfews were not included. The representative discussed community consultation, both those done to date and upcoming consultation through the PIR and finally, has raised feedback from Griffith residents that arrivals have much more significant noise impact than departures over their area due to the lower altitude.

The community representative for Ryan shared comments in relation to impacts experienced by residents of their area, the Stradbroke Island noise abatement trial and the results of an independent survey conducted by the Brisbane Flight Path Community Alliance. The Final Report for the survey was shared following the meeting, including a snapshot about mental health, can be found in Appendix B.

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### **Brisbane Airport Post Implementation Review Advisory Forum (BAPAF) update**

Megan Thomas, from the Department of Infrastructure, provided a BAPAF update:

- BAPAF activities continuing

Following the presentation, the community representative for Bowman sought clarification on the function of the Brisbane Airport Post Implementation Review Advisory Forum (BAPAF) and its distinction from the BACACG. Megan explained that the BAPAF is independent, community-orientated forum established specifically to review and provide advice on matters relating to Airservices Australia's Post Implementation Review. The BAPAF has an advisory role to provide the Minister with recommendations about the impacts of aircraft noise related to the new runway. Meanwhile, the Brisbane Airport Community Aviation Consultation Group (BACACG) is a consultative forum designed to bring together government, the aviation industry, and the community to discuss a range of topics including aircraft noise, airport developments, airport operations and Terminal access. The Terms of Reference for the BACACG have been included in Appendix E.

Contact details for the BAPAF secretary were sought by the community representative for Ryan, these were provided following the conclusion of the BACACG meeting.

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### **Airservices Australia update**

Donna Marshall, from Airservices Australia, provided an Airservices Australia update about the Noise Complaint and Information Service (NCIS), feedback received in relation to aircraft noise and the Post Implementation Review.

Following the presentation, there was discussion on the following topics:

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- The next round of community engagement as part of the Trax report, and the inclusion of a drop-in session. All of which are commencing on Saturday 10 September.
  - The Stradbroke Island noise abatement trial and its considerations.
  - Consultation throughout the Environmental Impact Statement (EIS) and Major Development Plan (MDP) process. Rachel Crowley from Brisbane Airport Corporation offered to provide an overview of the community consultation undertaken during the EIS/MDP process. A summary of the engagement undertaken to inform the EIS/MDP is included in Appendix C.

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## **Brisbane Airport update**

### Sustainability

Jessica Rudd, Sustainability Manager at BAC, gave a presentation on the BNE Sustainability Strategy, detailing milestones, key focus areas, targets and benchmarks, and alignment with the United Nations Sustainable Development Goals.

Following the presentation, there was discussion surrounding the following topics:

- Considerations for drainage and the floodway, including ongoing water quality testing and monitoring.

### Operations update

Neil Hall, from the BAC Airport Planning and Operations team, provided an update on daily aircraft movement numbers. Neil also discussed the change in airspace following the opening of the new runway and the subsequent change in flight paths, as well as the distribution of flights over the bay and over the city. Maps detailing the change in daily aircraft movements since 2019 are included in Appendix D.

The following discussion was surrounding the following:

- The recent noise abatement trials. ASA indicated they are still collating the data but are hoping to release the report prior to the Trax community workshops.
- Considerations surrounding flight paths and providing enough time and distance for larger aircraft to climb to sufficient altitude.

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## **General Business and meeting close.**

In General Business, the following items were discussed:

- Captain Alex Shaw sought insight from the Brisbane community representative whether noise impacts were more significant during arrivals or departures, noting the change in degree. The Brisbane community representative indicated there was no distinguishable difference between the two.
- A suggestion from the Chair for the airline representatives, in particular the pilots, to share their perspective. Invited to present their experiences at a future BACACG meeting to provide community representatives with a different perspective.
- The strong desire to find best possible noise outcomes for the Brisbane community through the PIR and Trax process. Interested community members are invited and encouraged to attend the community workshops being held across Greater Brisbane from Saturday 10– Thursday 15 September 2022.

## **Chair:**

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- Thanked everyone for attending.
- Indicated that meeting dates for 2023 will be circulated shortly.
- Closed meeting at noon.

Next meeting 29 November 2022 – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Request from the Pinkenba Community Association to meet in relation to flight paths over Pinkenba	ASA	TBC	In progress
Request from Moreton community representative to explore the convergence of the legacy and NPR flight paths over the Moreton area.	ASA	TBC	In progress
Request from Lilley community representative for further information into departures over the bay and anticipated noise levels and altitudes for Pinkenba	BAC	Next meeting	In progress
An overview of the engagement process undertaken by BAC during the EIS.	BAC	Provided in Appendix C	Completed
Provision of the BAPAF secretary email address to the Ryan community representative	BAC	Completed	Completed
Airline representatives invited to present at a future BACACG meeting to share their experiences as pilots with community representatives.	QANTAS and Virgin Australia	2022 Or 2023	In progress

## APPENDICES

### Appendix A: Statement from Brisbane electorate community representative

I represent the seat of Brisbane, 200,000 people and about 30 or 40 schools. Every day we are subject to a bombardment of noise from aircraft either departing on full climb power, not just passing over us, but circling over us in a loop to the north. As well we are subject to arriving aircraft on low glide paths, usually configured much too early and therefore carrying too much power which equates to noise.

It is not hard to read between the lines of the recent Trax report to see that the current runway configuration (by compass direction) was designed to give maximum throughput to the airport and the BAC bottom line. Unfortunately, this also gives maximum noise to the people on the ground in the Brisbane electorate and all electorates immediately west of the airport as all west and north bound aircraft are tracked over this populous area. Many of these affected communities also suffer the ridiculous situation of being, not only under departing aircraft flight tracks but arriving aircraft flight tracks with no respite with a wind change

Much of The Trax report simply puts lipstick on a pig by trying to make the best of this initial bad design. This tinkering around the edges of a flawed system will not give any real relief to us on the ground and we will only see real improvement with a complete redesign including flexible runway configuration, a rethink on Sid's and Stars ; integration of military airspace; using the vast water area to the East more effectively; constant descent steeper glidepaths; proper noise abatement; intermediate level off until clear of built up areas; higher speed initial approaches with later configuration - and I could go on.

Trax also talks about noise sharing. Please do not try and palm noise sharing or noise remission plans on us without this redesign which will lead to real noise reduction.'

PS. I sense an air of cooperation around the room and will try and get as many people engaged in the PIR as possible.

## Appendix B: Documents shared by Ryan electorate community representative

### New aircraft noise measures fail to address huge mental health toll - BFPCA



BFPCA-Survey-Final-Report-June-2022\_v



## **EIS/MDP PUBLIC ENGAGEMENT (NOV 2006 – FEB 2007)**

- 322 hard copies of the Draft EIS/MDP distributed to libraries, MP and Cr Offices and available on the Brisbane Airport website
- 3,913 comprehensive information kits compiled and distributed
- 22,709 visits to the project website
- 220 information requests
- 128 formal submissions lodged through the online form
- 324 emails received through the Enquiry Email ([info@bacnpr.com.au](mailto:info@bacnpr.com.au))
- 282 calls to the Free Call Information Line (1800 737 075)
- 135 media stories across print, radio and television.
- 110 ads placed across The Australian, The Courier Mail, Quest Community Newspapers, and The Redland Times
- 161 visitors to the Community Information Centre that opened Monday to Saturday for the public comment period
- Displays in 19 shopping centres and libraries as a distribution point for Draft EIS/MDP Information Kits.
- 12 Community Information Sessions across North, South and Western Suburbs
- 16 Fact Sheets distributed prior to the public comment period
- 2,237 copies of "24-hour operation at Brisbane Airport" factsheet distributed via mail, email and posted on the project website
- 9 alerts to database regarding the public comment period
- 14 Australian Government elected representatives, 10 State Government representatives, 9 Local Government Representatives, 7 community groups, and 10 business groups briefed and consulted with during the 90-day period.
- 196 formal submissions received
- REACH surveys indicated that BAC connected with around 500,000 of an estimated 690,000 stakeholders within 20km of BNE
- AC Neilson Omnibus survey indicated 68% reach across the Brisbane community of 1,400,000 residents

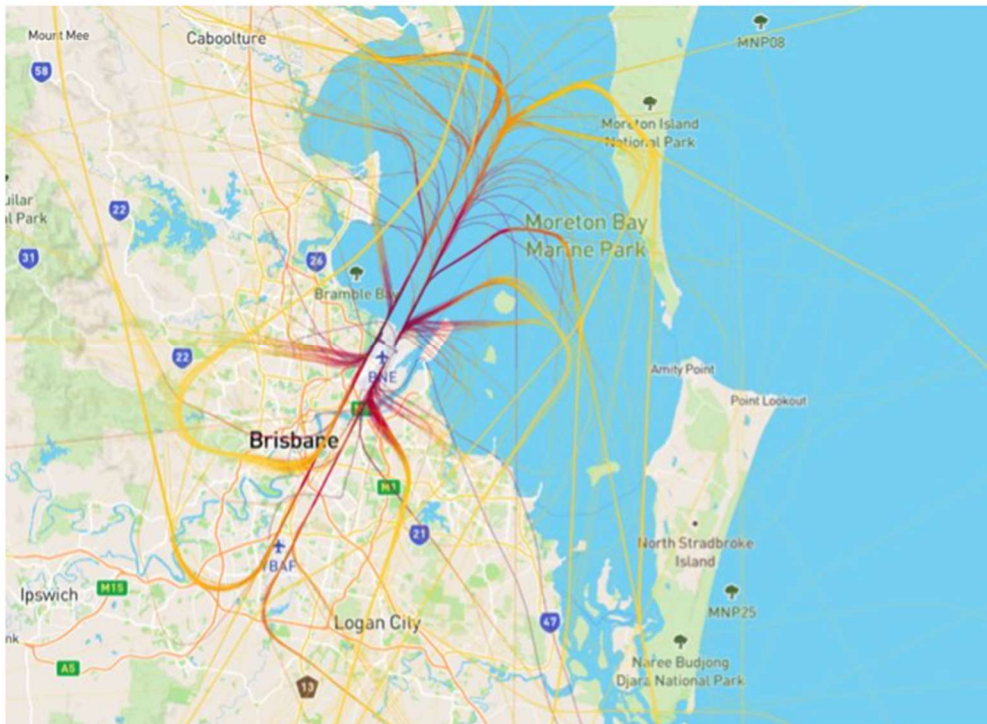




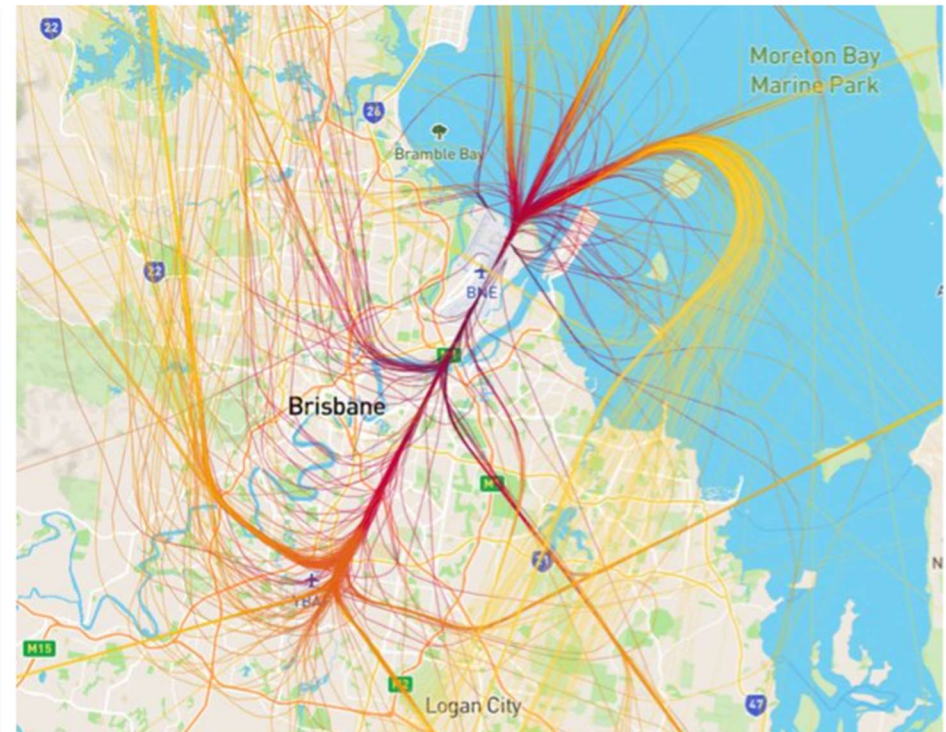
## Appendix D:

As part of the presentation about Airport Operations from Neil Hall, the two maps below were shown to demonstrate the change in daily aircraft movements and the change in airspace following the opening of the new parallel runway.

2 Sep 22 (560 movements)



6 Sep 19 (638 movements)



## Appendix E:

### **Brisbane Airport Community Aviation Consultation Group**

#### **Purpose and Terms of Reference**

**Updated November 2021**

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#### **Background**

Brisbane Airport Corporation (BAC) undertakes a number of initiatives to achieve effective community engagement about the impacts, both positive and negative, of the airport on its neighbours and community sectors.

As part of this engagement program, the Brisbane Airport Community Aviation Consultation Group (BACACG) is designed as an independently chaired forum to promote informed and responsive community engagement between the airport and its surrounding communities, on issues relating to aircraft operations at Brisbane Airport, in particular on the issue of aircraft noise.

The BACACG provides a forum to generate informed, ongoing and interactive discussion on aircraft technologies, potential amenity impacts from increased aircraft operations, and airspace management processes.

The BACACG is also designed to consider, and provide recommendations and advice on, specific queries and submissions from individuals about the airport's operations, using the technical expertise of representatives from the aviation industry.

#### **Terms of Reference**

The terms of reference that the BACACG will action, will evolve over time to ensure an engaged, informed and responsive outcome, including:

- Engage Airservices Australia to advise on: (i) the airspace management procedures and flight paths at Brisbane Airport, (ii) noise mitigation procedures; and (iii) industry commitments to compliance and continuous improvement;
- Improving the availability and quality of the information being supplied to community members that could be affected by significant aircraft overflights and associated noise;
- Assess and understand trends of community questions and complaints about aircraft noise and identify response procedures, including a) communicating with individual residents and communities, b) feeding back the complaint trend data to relevant authorities including the Aircraft Noise and Performance Improvement Working Group and c) engaging with relevant authorities to develop strategies to address significant community issues;
- Engage and work with State and local government to address issues of land-use planning in areas subjected to existing, or expected increased, aircraft overflights to endeavour to minimise adverse operational impacts of any residential encroachments; and
- To review, discuss and engage with the appropriate organisations regarding any other community-related issues, as needed.

## Membership

Membership of the BACACG is drawn across the Greater Brisbane Airport area, A member is nominated by each of the Federal House of Representative Members whose seats directly border the Airport and/or are within a 30-kilometre radius.

<b>Type of Member</b>	<b>Number of Councillors</b>
Independent Chairperson <i>Nominated by BAC</i>	1
Representative of Brisbane City Council	1
Representative of the State Government	1
Community Interest Monitors <i>Nominated by adjacent Federal Members</i>	10
Airline Industry Representatives <i>Nominated by two major airlines</i>	2
Airservices Australia	2
Brisbane Airport Corporation	2
<b>Total Members</b>	<b>19</b>

## Role of Members

BACACG members will facilitate queries and submissions from their local communities, and to list any issues for discussion by the Committee.

## Secretariat

Community Relations Manager, Communications and Public Affairs, BAC

- Liaison with Chairperson
- Notification of meetings, Agenda, Actions
- Administration, Correspondence
- Advertising, Promotion, Reporting

## Schedule of Meetings

The BACACG will meet four times a year, at BAC Head Office.

## Website, Advertising and Communications

A page on the BAC website will provide information and resources to make submissions, direct complaints and submit questions to the BACACG.

The existence, purpose, function and activities of the BACACG will be promoted through: federal, local and state political representatives; community groups in areas with the majority of aircraft overflights; media relations; advertising in local community newspapers; establishment of a dedicated website; and other activities as suggested and endorsed by the BACACG members.