



BACACG MEETING MINUTES

Location:	BAC HQ 11 The Circuit, Brisbane Airport
Date:	Tuesday 29 November 2022
Chair	Nigel Chamier AM
Attendees	Nigel Chamier (Chair) Daryl Wilson (Community representative for Federal Seat of Bonner) Daniel Ryan (Community representative for Federal Seat of Lilley) 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) Scott Mitchell (Virgin Australia) Brendan Mead (QANTAS) Gert-Jan de Graaff (BAC) Rachel Crowley (BAC) Stephen Beckett (BAC) Alaina Megson (BAC) Neil Hall (BAC) Tim Boyle (BAC) Michael Jarvis (BAC) Paul Coughlan (BAC)
Attendees (online)	Caroline Hauxwell (Community representative for Ryan) Michael Hawkins (Community representative for Federal Seat of Dickson) Phil McClure (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts) Anthony Sapuppo (Department of State Development, Infrastructure, Local Government and Planning) Russell McArthur (Airservices Australia) Glenn Cox (Airservices Australia) Neil Bain (Airservices Australia) James Heading (BCC)
Guests and Observers	Amelia Burr (BAC)
Apologies	Professor Laurie Buys (Community representative for Federal Seat of Moreton), Maree Wotton (Community representative for Federal Seat of Griffith), Donna Marshall (Airservices Australia), Leanne Costin (Airservices Australia), Matthew Thomas (Airservices Australia), Captain Alex Shaw (QANTAS), Andy Bauer (Virgin Australia), ANO, Kate Frazer (Airservices Australia), Shane Spargo (Department of State Development, Infrastructure, Local Government and Planning), Megan Thomas (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts), Alex Redgrove (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts), Cassandra Sun (BCC)

AGENDA ITEMS

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 6 September 2022.

Action from the previous minutes – Alaina Megson detailed the six actions that arose from the previous meeting, five of which had been completed. The sixth action item is in progress, sitting with Airservices Australia.

Chair update:

- Provided a BAPAF update, confirmed that the final report is with the Minister, the members have met for the final time and the New Chair of the Governance Forum has met with the Committee.
- Noted that the new community representative for the Federal Seat of Griffith will be Maree Wotton. Maree is planning to attend the next meeting. Thanks to retiring community representative for Griffith, Ben O'Donnell, for his service.

BAC CEO Update:

Gert-Jan de Graaff, BAC CEO, provided an update to the BACACG. The update focused on the projected future growth for the region and air travel demand, future planned projects including the proposed new terminal, sustainability and transport connectivity both within the precinct and the wider region. Gert-Jan also shared BAC's values and a number of community issues that they wish to seek balance on, including aircraft noise.

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

The community representative for the State Seat of Clayfield thanked BAC for the recent engagement they have had particularly in relation to flight noise, vegetation growth and drainage. Noting that the Pinkenba community is appreciative of the relationship.

The community representative for Griffith shared their frustrations regarding BAC's management of noise issues and engagement prior to the opening of the NPR.

The community representative for Brisbane questioned the balance of sustainability and reduced emissions with the projected increase in flight numbers, and shared ongoing concerns in relation to aircraft noise. Gert-Jan explained that aircraft noise is a key concern for BAC and they are fully supportive of the Trax International Report and PIR process, as well as being very committed to working with Airservices Australia to achieve the best possible noise outcomes.

The community representative for Bonner asked whether there were any considerations in the future airport masterplan for a northern access link road through to Nudgee, to ease congestion. Michael Jarvis, Head of Airport Planning at BAC, confirmed that a northern access route is included in masterplans, although the exact location is not yet determined and would require assessment.

The community representative for Bowman said of an airport near the Brisbane CBD that it is behoven on the relevant authorities to work very hard to reduce the impacts on residents. He also commented on the balancing act between sustainability and the wellbeing of residents. The Bowman representative also shared the following:

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- “Airservices and BAC should start to plan for a curfew due to the depth of feeling across the greater Brisbane region communities
 - The flight path tool on the BAC website has been presented over several years and has been generally consistent, which is to be commended. People made serious life decisions based on this information. Namely where to live to avoid or minimise aircraft noise. To change these paths is a unconscionable breach to say the least. (Unless the change does not affect anyone adversely.)
 - There are proposals in the Trax report which the Redlands community strongly object to.”

The community representative for Lilley acknowledged the Airservices Australia workshop in Toombul but noted that they have received an increase in noise complaints since this time. The Lilley representative also shared insights in relation to the previously mentioned northern access link to the airport, noting that due to environmental, noise and aesthetic concerns they would not support the concept.

The community representative for Ryan sought clarification about the next Brisbane Airport masterplan, specifically when it will be released and when consultation will occur. BAC representatives confirmed that consultation on the 2025 masterplan will occur in 2024. The Ryan representative also questioned the possibility of a ‘Silent Night’ over the Christmas period to mitigate the impacts of aircraft noise for Brisbane residents. BAC representatives explained that flights and how they operate is managed by Airservices Australia and that BAC is not in a position to control this.

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 continued strong return to air travel during 2022 and the projected Christmas peaks. In the International Terminal, flights for November are back up to 65% of pre-COVID levels, up from 55% in September 2022. Passenger figures in the domestic market were also very strong in November, reaching 90% of pre-COVID levels, compared to 34% in 2021. This growth is anticipated to continue over Christmas and into the New Year as additional services begin and passenger confidence continues to increase.

Stephen also gave a summary about two international services that BNE has welcomed in late 2022. The first of these is the United Airlines service operating between San Francisco and Brisbane, initiated under the Queensland’s \$200m Attracting Aviation Investment Fund. The second being the Qantas Airlines Tokyo to Brisbane service, operating three times per week.

The community representative for Bowman sought clarification about the Attractive Aviation Investment Fund. Stephen explained that it is a long-established agreement with the Queensland Government and Queensland’s four major airports to attract new destinations and airlines. Conversation continued in relation to aircraft noise impacts, the desire for noise mitigation programs and town planning considerations for noise abatement. The community representative for Bowman proposed home improvement programs including double glazing windows of residents under flight paths.

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 the plane spotters airside tour that was organised to celebrate the landing of inaugural United Airlines SFO to BNE flight on Sunday 30 October 2022. Alaina also provided an overview of incoming feedback including aircraft noise.

Alaina then noted the incoming and outgoing correspondence to the BACACG email inbox from stakeholders and the community.

The following discussion was surrounding:

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- Noise complaint figures received to the BACACG inbox as compared to those received by the community representatives. BAC representative confirmed that the figures listed were the total received by BAC and that other avenues eg. Airservices Australia will have different totals.
 - The security breach that took place at Brisbane Airport on Sunday 27 November 2022. BAC representatives confirmed that the incident is currently under review however there was no concern for passenger safety.

Operations update

Neil Hall, from the BAC Airport Planning and Operations team, provided an update on daily aircraft movement numbers including a comparison between movements in November 2022 and September 2019. Maps detailing this comparison are included in Appendix A.

The following discussion was surrounding:

- Request for decibel readings for the Nundah area, taken down as an action.
- Potential flight path adjustments for over the city departures and whether all options are being explored. Neil assured that a holistic approach is being taken, assessing all possibilities to find the best outcomes. Confirmed that BAC will seek to support Airservices Australia in implementing the recommendations of the Trax International report and the PIR process.

Brisbane Airport Post Implementation Review Advisory Forum (BAPAF) update

Phil McClure, from the Department of Infrastructure, provided a BAPAF update:

- BAPAF activities continuing.

Following the presentation, the community representative for Bonner sought clarification on the projected completion date for the White Paper. Phil advised that it is anticipated in 2024.

Airservices Australia update

Russell McArthur, 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:

- The community representative for Ryan referred to flight path data from the previous presentation, seen in Appendix A, noting the intersection of arrival and departure flight paths near Brookfield and Chapel Hill. Questioned whether noise monitoring would occur in these areas. Russell confirmed that temporary noise monitoring occurred in Brookfield and Samford.
- Flight path design considerations including safety, amenity and sustainable fuel consumption. Russell explained that all of these factors, and others, are all taken into account during flight path design and there are no factors that are more heavily weighted than others.
- Noise monitors across the Greater Brisbane region, and the support of BAC to ASA in ensuring Brisbane has the most noise monitors of all Australian cities, in an effort to better understand and measure noise impacts.

Airlines Representatives updates

An update from each of the major BNE domestic airlines, Qantas and Virgin Australia, was requested at the previous BACACG meeting.

Qantas

Brendan Mead, from Qantas, gave a presentation to the BACACG to update on various topics including a financial update, current operations and come back post-pandemic, sustainability and Qantas' fleet renewal program.

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

- Fleet renewal including the quantity of planes being replaced and the estimated time it will take to undertake the renewal. Brendan confirmed it was a 10 year project with 300 aircraft on order.
- Pilot's appetite for varying the departures path to include a "hard left turn", as done at Sydney Airport. Brendan explained that arrival and departure paths are determined by Airservices Australia and that a multitude of variables dictate arrival and departure patterns.

Virgin Australia

Scott Mitchell, from Virgin Australia, gave a presentation to the BACACG to update on various topics including their return to the skies following the pandemic and recent achievements, operating costs and their fleet strategy.

Following the presentation, there was discussion surrounding the new aircraft in the fleet strategy and their engines that are quieter than existing aircraft.

General Business and meeting close.

In General Business, the following item was discussed:

- The community representative for Dickson indicated that they would send through a community update. These are included in Appendix B.

Chair:

- Thanked everyone for attending.
- Shared the BACACG meeting dates for 2023:
 - Tuesday 7 March
 - Tuesday 20 June
 - Tuesday 5 September
 - Tuesday 28 November
- Closed meeting at noon.

Next meeting 7 March 2023 – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Request from Lilley community representative for further information into decibel readings for flights, specifically relating to the Nundah area	ASA	Next meeting	In progress
Request for an airport planning update from the BAC planning team in a future BACACG meeting	BAC	TBC	In progress
Request from Bowman community representative for written responses to the following questions:	BAC secretary to facilitate	Next meeting	In progress
1. With respect to noise amelioration; Does ASA prioritise fuel burn over residents well being?	Response: ASA		BAC finalised
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	Response: ASA		



2. Does ASA believe it is a solution to noise issues and/or complaints to shift flight paths or flight numbers over others?

Response: Sent to Bowman rep on 21/2/2023

3. Could the BAC explain the use of the flight path tool, if flight paths are then changed.

Response sent:

If flight paths are changed, then the tool will be changed accordingly. It is important to note that the tool was developed for community information purposes before the new runway was opened. The data used was modelled, not actual, because at that point the new flight paths were not yet operational.

Since the runway has opened, BAC has recommended the use of the Airservices Australia online resources for the community to research actual flight path usage and noise events, rather than the BAC tool. Current information requests on flight paths and aircraft movements are best directed to Airservices Australia.

Request from Dickson community representative for written responses to the following questions: BAC secretary to facilitate Next meeting In progress

1. The SMOKA 9A Arrival runs the aircraft straight down the valley, close to Samford Village. The arrival gives latitude to the pilots to descend below the constant descent path resulting in some traffic 2,500 feet lower than what would be considered 'on profile'. This needs to be addressed and understand a study into CDA (Constant Descent Approach) has commenced.

Response: ASA

The aircraft you see displaced about 3km East are on an RNP-AR (Required Navigation Performance-Authorisation Required) approach called the SMOKA 9X RNAV approach. Not all aircraft are capable of this purely high-accuracy GPS approach as it requires special certification and special equipment. This is the most fuel efficient for the aircraft and therefore the most desirable. It is not being utilised as much as was planned so the group would ask the question as to the reason for low utilisation. Ultimately the noise around Samford is reduced by aircraft on this approach.

Response: ASA

Request from Ryan community rep made on 17/2/2023 that the questions below be included in the Minutes. These questions were originally raised in the Chat function of the meeting. BAC Next meeting Finalised

“Thanking Gert Jan de Graaff for his presentation on his vision for a Brisbane Airport City and doesn't he

think it is immoral to build an airport city over the top of an existing residential city?

RESPONSE: The airport city model is based on the idea that where an airport has sufficient land available, it can support non-aeronautical services such as offices, industrial developments, hotels, convention centers, entertainment etc to serve the wider community. Like cities are places of diverse businesses and public facilities, an airport also can be a place of diverse businesses and public facilities. Hence the term, Airport City, does not imply more aviation activity, but instead is about 'other' activity.

With reference to Gert Jan de Graaff's opening remarks that his '4 bosses' are communities, customers, staff and investors, and with the welcome return to pre-covid levels of flights over the Christmas period, what is BAC's duty of care to those communities who are suffering poor mental health and the loss of enjoyment of their homes over the holidays due to the new light paths, and why can't he gift us a 'silent night' on Christmas eve?"

RESPONSE: BAC acknowledges that individuals can be affected by aircraft noise in many different ways. We are also aware that mental health challenges exist for people in communities across Australia right now, brought on by a wide range of life and work challenges. We would encourage anyone who thinks they need extra support to reach out to the many excellent services who can provide targeted assistance.

The BACACG Secretary circulated some suggested Support Services in the November meeting minutes, refer Appendix C.

The second part of this question was addressed in the meeting and the response recorded on page 3.

"My other question was to the BAC representative who discussed flight paths and the need for noise monitoring at Redlands (using the Brisbane Airport noise monitors): could they also put noise monitors in Chapel Hill and Brookfield at the 2 points where residents are under multiple flight paths and affected by both departure and arrival flights?"

RESPONSE: BAC has worked with Airservices Australia since runway opening on an extensive noise monitoring program. The BAC website contains some very helpful information on our approach to this program and also results from previous research. You will see that a temporary monitor was located at Upper Brookfield from late

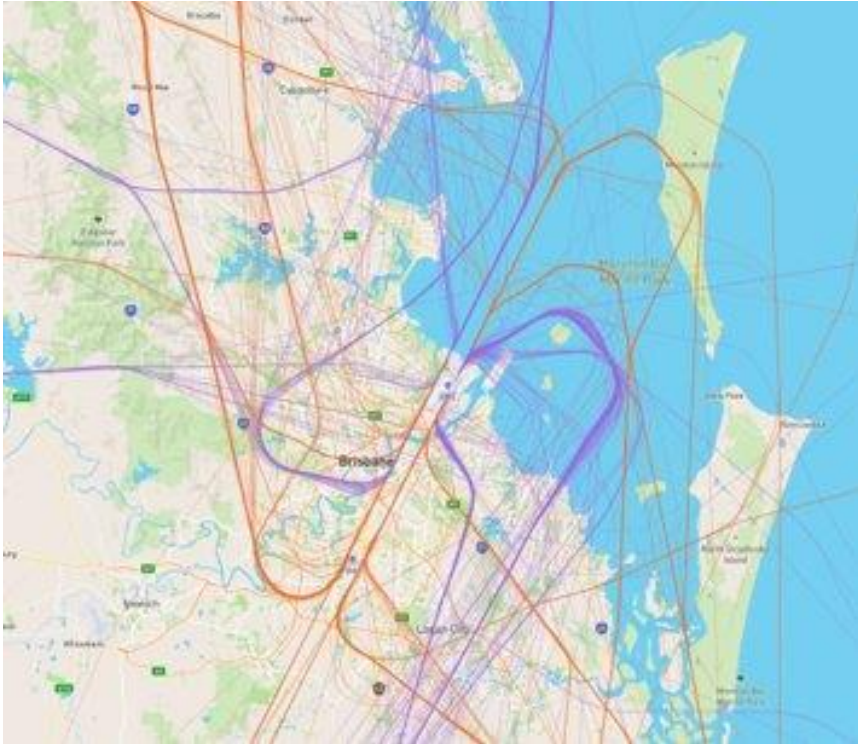


October 2021 to January 2022 and the results have been published. BAC is still considering options for the next location of its temporary noise monitor after its time in Redlands and will take this request into consideration.

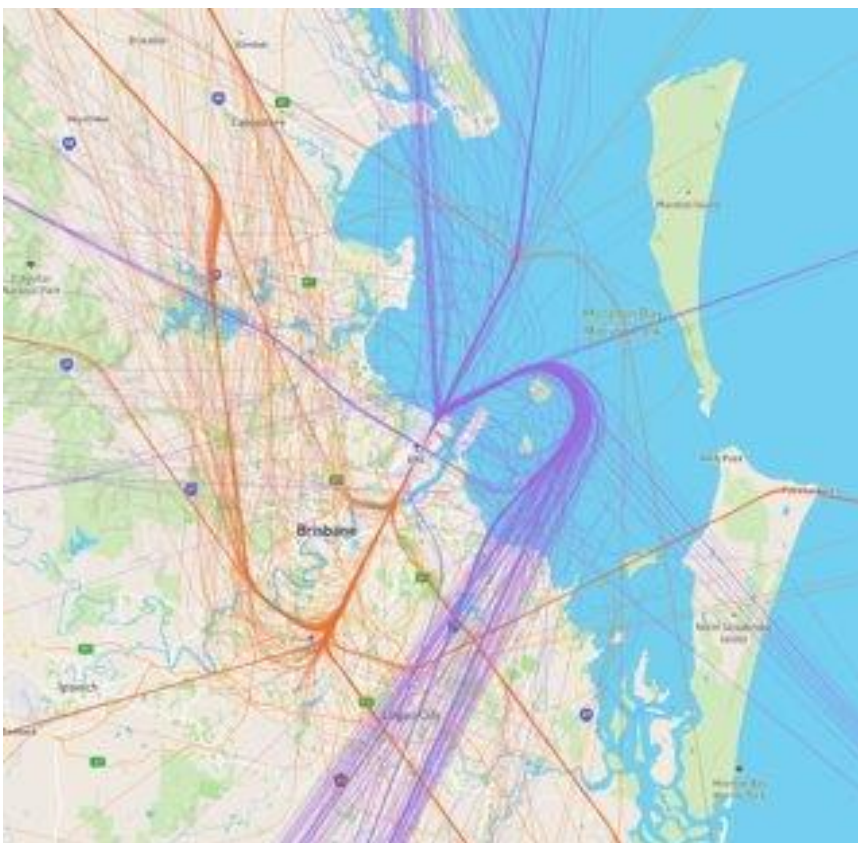
[Noise Management | Brisbane Airport \(bne.com.au\)](#)

APPENDICES

Appendix A: Aircraft movements comparison



24 Nov 22 (577 movements)



6 Sept 19 (638 movements)

Appendix B: Community representative for Dickson report

Sent to the BACACG inbox by the Community Representative for Dickson on 29 November 2022:

“29th November 2022

At a recent community meeting, the Samford Area Aircraft Action Group (SAAAG) was formed to work with the BFPCA. Whilst Dickson is a large electorate, there are many, particularly in the Samford area, where there are mountains and bowls, who are greatly impacted by aircraft noise.

SAAAG identified two main issues being:

1. Aircraft Noise ruining our Aussie Lifestyle
2. Emissions from piston engine, lead based fuel aircraft flying as low as 500 feet because of our topography and the NPR Stacking Flight Paths bringing the potential risk to tank drinking water, back yard food bowls, organic farming, native flora and fauna.

The attendance of industry experts at the meeting proposed the following:

2. The SMOKA 9A Arrival runs the aircraft straight down the valley, close to Samford Village. The arrival gives latitude to the pilots to descend below the constant descent path resulting in some traffic 2,500 feet lower than what would be considered 'on profile'. This needs to be addressed and understand a study into CDA (Constant Descent Approach) has commenced.
3. The aircraft you see displaced about 3km East are on an RNP-AR (Required Navigation Performance-Authorisation Required) approach called the SMOKA 9X RNAV approach. Not all aircraft are capable of this purely high-accuracy GPS approach as it requires special certification and special equipment. This is the most fuel efficient for the aircraft and therefore the most desirable. It is not being utilised as much as was planned so the group would ask the question as to the reason for low utilisation. Ultimately the noise around Samford is reduced by aircraft on this approach.”

Appendix C: Support services

Anyone needing extra support should consider contacting the following:

Lifeline Australia	13 11 14
Beyond Blue	1300 224 636
Queensland Health mental health line	1300 MH CALL (1300 642 255)

If you are in immediate danger, please call 000