

MINUTES OF MEETING
ARCHERFIELD AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
HELD
2 NOVEMBER 2011
AT
ACACIA RIDGE & DISTRICTS COMMUNITY CENTRE
21 HANIFY STREET, ACACIA RIDGE

Present:

Lindsay Allan	Chairman
Corrie Metz	Archerfield Airport Corporation (AAC)
Ian Tait	Aviation Insurance
Lucas Tisdall	Flight One
Cr Milton Dick	Councillor for Richlands
Cr Steve Griffiths	Councillor for Moorooka
Mark Stewart	LNP Candidate for Sunnybank
Owen Staines	Tennyson Residents Association
Trish Cattermole	Acacia Ridge & Districts Community Centre
Ed & Linda Conrad	Walter Taylor South Action Group (WTSAG)
Dawn Lawrence	AVEO Durack Retirement Village
Ellyn Howes	AVEO Durack Retirement Village
Shane Hackett	Brisbane City Council
Robyn Wooster	Artic Library
Anne Williams	Acacia Ridge Ladies Bowling Club
Robert Dalziel	Resident
Trish Pammenter	Resident
Teresa Clark	Resident
Bordan Blahy	Resident
Robert Tompkins	Resident
Mark Cenin	Community Relations, Airservices Australia
Helen Gannon	Department of Infrastructure and Transport
Alexandra Pamment	Department of Infrastructure and Transport
George Lane	Archerfield Tower, Airservices Australia
Greg Wyatt	Department of Transport & Main Roads (DTMR)
Chelsea Akers	DTMR
Russell Dwyer	Civil Aviation Safety Authority (CASA)
Danny Eatock	CASA
Alan Cook	AAC (Secretary)

Apologies

Madonna Stricklen	WTSAG
Randall Fletcher	DTMR
Barry Sommerlad	Tennyson Residents Association
Warren Fields	Our Lady of Fatima School

1. The Chairman opened the inaugural meeting of the Archerfield Airport Community Aviation Consultation Group at 1335 hours and welcomed all present. He thanked the Acacia Ridge & Districts Community Centre for making the venue available.

Item 1 – Introduction

2. The Chairman provided a statement declaring his independence from the Airport and its management. Mr Allen advised that he has had nothing to do with Archerfield Airport since the 1950s when his brother conducted flying training at the airport. His appointment as chairman is due to his previous community involvement.
3. The Chairman outlined the general procedure and guidelines for the conduct of Archerfield Airport Community Aviation Consultation Group (AACACG) meetings asking that all participating recognise the need to be aware of time and refrain from long discussions not related to the terms of reference of the Group. He reminded those present of the need to be respectful of others and allow everyone to put their point to the Group. Further, he asked that any questions or comments posed to the Group be relevant to the Group's terms of reference.
4. The Chairman advised that the aim of the Group is to allow two way communication on development and activities at the airport. Views of different Groups would be welcomed as well as presentations by interested parties on developments or new proposals.
5. Ms Helen Gannon, Section Head, Queensland and Territories Airports, Department of Infrastructure and Transport gave a presentation on the regulatory landscape for leased federal airports. Ms Gannon's presentation (copy attached) included:
 - a. A short history on the ownership and governance of the leased federal airports.
 - b. Information on the privatisation of the previous FAC airports.
 - c. Information about Master Plans, Major Development Plans, the *Airports Act 1996* and the Airports Regulations 1997. Master Plans must be drafted and submitted every five years. Master Plans are high level planning documents that set objectives for development and land use at airports.
 - d. Discussion of the Aviation White Paper, which sets out the Government's policy objectives for aviation in Australia. (The Aviation White Paper is a policy document with objectives supported by legislation.)
 - e. Information about the formation of CACGs and Planning Coordination Forums (PCFs).
6. Ms Gannon highlighted that the current Minister wants to ensure that there is adequate community consultation on airport activities that affect communities. Community consultation must take place for an airport development that is likely to have a significant community impact, regardless of the size or cost of the project. Draft guidelines on the new significant community impact trigger for Major Development Plans are nearing completion.
7. Mr Shane Hackett asked who the decision maker is when there are differing views as to whether a development is likely to have a significant community impact. Ms Gannon advised that the Commonwealth is the decision maker.

8. Ms Gannon highlighted that approval must be gained from the Minister to prepare a draft Major Development Plan prior to carrying out a sensitive development relating to an airport. Approval to produce the plan does not constitute approval of a Major Development Plan.
9. Ms Gannon further highlighted that the Commonwealth does not have the power of veto on local developments that are not on Commonwealth land. The Commonwealth will often be asked to comment on developments in the vicinity of airports. Its position is that it is important to protect airport sites as they cannot be moved. The Commonwealth does not support development under flight paths.
10. Cr Griffiths commented that Council (Brisbane City Council) approves developments but may not be totally aware of consequences for aviation or airports.
11. Mr Shane Hackett, BCC Town Planning, advised that there are triggers that, when met, require a proposal to be referred to the Commonwealth. He noted that noise was not a trigger that would require referral.
12. Mr Greg Wyatt, Department of Transport and Main Roads (DTMR), commented that there is extant policy and legislation dealing with aircraft noise for development in the vicinity of an airport. Items such as the ANEF contours can influence construction standards and additional requirements (such as double glazing on windows) in residential development. Contingency measures can be put in place to alleviate aircraft noise (such as double glazing).
13. Ms Gannon highlighted that the CACG is the mechanism required by the Aviation White Paper for community consultation. Guidelines for establishment of CACGs are available on the Department of Infrastructure and Transport's website.

Item 2 – Terms of Reference

14. Mr Corrie Metz, Archerfield Airport Corporation General Manager provided a copy of the proposed Terms of Reference to the meeting asking that the Group review the Terms of Reference and provide any changes or additions to him.
15. Discussion took place regarding the membership of the Group with terms of reference proposing that the group not be open to the public, rather membership be limited to government representatives groups, industry and representatives of resident or other community groups.
16. Cr Griffiths stated that individuals should be allowed to participate in the Group. He acknowledged that individuals can sometimes 'hijack' the group and reduce its effectiveness but he felt that the group should be open to everyone as not everyone is represented by a community group.

17. Discussion ensued about the merits of an open public meeting versus a representative group. Mr Blahy stated that the current terms of reference state that individuals can attend if they have something to contribute and are sponsored by a Group member. General agreement was reached that the meeting would be open to those who were representing community interest; this does not preclude individuals, but encourages members to be a representative of a Group. The statement in the terms of reference, 'Meetings are not open to the public' will be removed. Item 2 of the General Information section of the terms of reference will be amended to read '..... individuals and Community Groups may be allowed':
18. The Meeting highlighted that it was essential that two-way flow of information take place. That is, the CACG aim may be to inform the community but the Government Departments and Airport Company must also hear the views of the community.
19. Ms Cattermole advised that she did not agree with the term committee used in the terms of reference. The meeting agreed with this comment and endorsed a proposal to replace the word committee with Group.
20. Mr Metz presented the aims of the CACG which include
 - a. Providing information to the Community on airport activities
 - b. Receiving information from the Community in regard to airport activities
 - c. Ensuring adequate information flow
 - d. Review of processes and procedures, such as complaint handling procedures
21. Mr Metz advised that minutes of the meeting would be placed on the AAC website.
22. Mr Metz invited further comment on the Terms of reference either at the meeting or outside the meeting by private communication.
23. Following a question from Mr Hackett, Mr Metz advised that meetings would be held three (3) times per year.
24. A copy of the draft Terms of Reference as amended by input at this meeting is attached to these minutes and available on the Airport website (www.archerfieldairport.com.au).

Item 3 – Introduction of Meeting Participants

25. The Chairman invited those present to introduce themselves and advise their motivation for participating in the CACG. All participants introduced themselves, who they were representing and why they chose to participate in the Group.
26. A question was asked if noise was an issue that could be presented at these meetings, particularly in regard to the reporting of noise and obtaining feedback on complaints. Mr Cenin, Airservices Australia advised that Airservices Australia is responsible for noise management in Australia. Contact Details for noise management issues are on Airservices Australia's web site.
27. Mr Cenin advised that the Airservices Australia Noise Enquiry Unit was tasked with dealing with noise issues. They are currently reviewing their processes so that there is a focus on Airservice's analysis of noise complaints including dealing with the issues and providing feedback to complainants. Mr Cenin advised that the Aircraft Noise Ombudsman reviews Airservices Australia's management of aircraft noise-related activities, including its handling of complaints and enquiries about aircraft noise, and has made recommendations for improvement. Mr Cenin explained that Airservices Australia is in the process of improving its complaint handling procedures. He further highlighted that in regard to noise CASA is the regulator, DoIT provides legislation and policy on noise, and Airservices is an air traffic manager.
28. Mr Dalziel stated that there needed to be an increase or improvement in the marketing of noise handling procedures and in particular promulgation of contact details. Mr Cenin noted this comment. The meeting discussed the availability of contact details and it was noted that these details are on Archerfield Airport's website. Mr Cenin also highlighted that if an aircraft noise complaint is submitted to Airservices Australia outside business hours and the caller leaves a message and asks a representative of this agency to return their call, their call should be returned. Cr Dick suggested that the Council (BCC) could be used to obtain contact details and procedures for noise issues.
29. Mr Tompkins asked that Government representatives note that many residents do not have access to on-line facilities and the Government departments and agencies should provide alternatives to on-line information.

Item 5 – Master Plan

30. Mr Metz provided a presentation on the history of Archerfield airport and developments that the airport has made to date including:
 - a. The incidence of residential encroachment over the years
 - b. New developments, aeronautical and non-aeronautical, over recent times
 - c. Limits on growth of airport capability due to size limitations
 - d. The donation of land to BCC to enable construction of Barton Street

31. Cr Griffiths suggested that the donation was not for the residents benefit but to allow future development of the airport. Various group members stated that the construction of Barton Street was extremely beneficial to the community and a very positive development brought about by the airport land donation.
32. Mr Metz highlighted the Master Plan proposed realignment of the grass runways to allow improved use of the grass runways. The current grass runways are extremely adversely affected during wet weather meaning they are rarely used. Additionally their orientation is not ideally suited to prevailing winds.
33. Mr Tompkins commented that realignment of the grass runways was a new development that adversely affected existing residents. The impact of this action will be an issue for existing residents. Mr Metz acknowledged this comment and advised that the proposal had not yet been approved. Prior to any action it must go through a Major Development Plan Process which includes a comprehensive community consultation phase. This process will allow input by all those who may be affected.
34. A question was asked about the number of aircraft movements and aircraft located at Archerfield. Mr Metz advised that the number of aircraft located at Archerfield Airport had remained fairly similar over the years. The number of aircraft movements has decreased significantly due to many reasons, including the cost of aviation today as compared to the past. Aircraft movement statistics provided were:
 - a. Mid 1980's - approximately 340,000 movements
 - b. 2009/2010 - approximately 145,000 movements
 - c. 2010/2011 - approximately 112,000 movements
35. The Group then discussed the likelihood of additional operations by larger aircraft, including the likelihood of night time operations and regular public transport (RPT) at Archerfield Airport. Mr Metz advised that this was only a proposal (*in the master plan*) at this stage and no current proposal was being considered, however it was included in the Master Plan to indicate a possible development. If it did happen the expected maximum movements is up to 8 movements per day (four landings and four take-offs).

(Secretariat note: Please note the current Master Plan 2005 allows for up to 8 flights per day – that is 8 take offs and 8 landings. The draft Master Plan 2011 makes provision for 12 flights per day.)

36. Cr Griffiths commented on the production of noise around Archerfield. He commented to the Group that in reflection, he and council would not again permit the Archerfield Speedway to be constructed on Airport Land. Cr Griffiths was advised by Mr Tait and Mr Hackett that the Speedway was not on Airport land and that it was on Council land and the development was approved by council.
37. Mr Tompkins asked if a curfew would ever be considered for the Airport. Mr Metz stated that he, and the Government Departments would consider that proposal if it was made. However, he added, that the Airport would strenuously oppose any curfew proposal as it would be a significant negative impact on aviation activities.

38. Cr Griffiths commented on the stormwater management at Archerfield Airport commenting that some of the stormwater runoff entered council provided drainage systems and caused occasional flooding of the Rocklea suburb

(Secretariat note: The off-airport storm water drain that Cr Griffiths referred to is not on Airport land and not part of the Airport drainage system. BCC is responsible for that drainage system and Archerfield Airport complies with all development restrictions imposed, particularly in regard to stormwater drainage. Proposed on-airport developments in the near-future, which include bio-filtration and retention basins, will further improve discharge from this area.)

39. Mr Metz discussed some further Master Plan initiatives. Ms Wooster commented on the Pickles complex in the public safety area at the end of the runway. Mr Metz advised that the pickles yard is preferred over the previous activity which was a sporting field. The pickles yard has fewer congregations of people and community.

40. Mr Tompkins commented on the proposed accommodation at the end of the runway. Mr Metz advised that the actual site for the proposed aviation student accommodation is not in line with the runway but in an area offset from the runway suitable for this type of development.

41. Cr Griffiths suggested there was disparity between developments at Archerfield Airport and other off airport developments as the Airport does not make contributions to transport development as part of any development proposal.

(Secretariat Note: In lieu of transport levies referred to by Cr Griffiths, Archerfield Airport makes annual payments instead of land tax. Since privatisation, these payments have contributed millions of dollars to the public purse and are made independent of any development activity.)

42. Ms Wooster commented on the change in ANEF charts in the draft Master Plan. Mr Metz advised that the new Master Plan process requires ANEF charts be presented at the 'Ultimate capacity for planning rather than the previous 20 year prediction'. This means the charts will present the extreme worst case that in all likelihood the airport will never achieve. However it allows Town Planners to base their planning on worst case scenarios. The ultimate capacity ANEF was instigated at the request of BCC and State Government at a meeting set up for the development of the Airport Master Plan.

43. Ms Wooster also commented on the N70 contour highlighting that many schools and community organisations were already within the N70 contour. This was noted by the Group however it was noted that this was a Town planning consideration and the siting of schools was not an Airport decision. Mr Metz explained the ANEF and N70 mapping to attendees and also highlighted that Archerfield Airport is working with Airservices Australia, the Civil Aviation Safety Authority and aircraft operators to minimise aircraft noise when it can.

44. Mr Dalziel commented that there appeared to be an increase in noise since March 2010. Mr Metz noted the comment, however he commented that there had been no change in processes or procedures that the Airport was aware of at about that time or since.

Item 6 – Meeting Close

45. The Chairman invited the Group to make submissions on any future presentations they may like to receive, or any issues they may like to discuss within this Group. Mr Metz invited Group members to contact him via email (corrie@archerfieldairport.com.au), mail or telephone to advise of any future presentations requested.

46. The Chairman thanked everyone for attending the inaugural meeting of the Archerfield Airport Community Aviation Consultative Group and commented that it was a very good initial meeting of the Group. He advised the Group that a notice would be provided to all participants of the time and place for the next meeting.

47. The Chairman closed the meeting at 1600 hours.

Enclosures:

1. Presentation made by Helen Gannon, Department of Infrastructure and Transport
2. Terms of Reference Archerfield Airport Community Aviation Consultative Group

These documents are also available on the Airport website (www.archerfieldairport.com.au)