



Community Aviation Consultation Group

Meeting Minutes

Date: 13 February 2019

Meeting: 4.00 – 6.00pm

Venue: The Hut, Acacia Ridge & Districts Community Centre, 21 Hanify St Acacia Ridge

Attendees	
Jan Taylor Heather Mattes Glenys Wright Robert Irwin Brendan Puet Lucas Tisdall Keith Tonkin Rowan McKeever Robert Tomkins Cr Steve Griffith Tim Ryley Bridget Edwards Julius Frangos Travis Culverwell Gregg Wyatt Gregg White	<ul style="list-style-type: none"> - CACG Chair - Archerfield Airport Corporation - Archerfield Airport Corporation - CACG Secretariat - Airservices Australia - Airservices Australia - Flight One - Aviation Projects - Department of Infrastructure, Regional Development & Cities - Resident - Councillor for Moorooka Ward - Griffith University - DSDMIP - DSDMIP - Basair - TMR - FMAUS
Apologies	
Narelle Bell Jenny Welsh Cr Charles Strunk Milton Dick MP Ed Smith George Lane Lynne Ball Russell Dwyer Graham Oehlerich Sean Reseigh Bojana Spasojevic	<ul style="list-style-type: none"> - Aircraft Noise Ombudsman - Airservices Australia - Councillor for Forest Lake Ward - Federal Member for Oxley - Basair - Airservices Australia - Oxley Ridge NHW - CASA - CASA - PSBA Qld - Griffith University
Item	Topic
1.0	Governance Welcome / Introductions / Apologies Opening address and welcome by the Chair at 4.05pm Attendees and apologies as noted above.
2.0	Archerfield Airport –Major Development Plan and Project AIM Presentation – Heather Mattes This Special CACG was convened to outline Project AIM (Airside Infrastructure Modernisation) which plans to deliver several airside infrastructure improvements foreshadowed in previous master plans since 2000. In the Master Plan 2017-2037 the aircraft movements are forecast to be 170,000 to 260,000 and these works will assist in facilitating this anticipated growth by improving and modernising the existing ageing



infrastructure. Project AIM works includes runway extensions which triggers the requirement for a major development plan pursuant to the Airports Act 1996.

The Archerfield Airport Major Development Plan public consultation period commenced on the 5th December 2018 and ends on 14th March 2019. All submissions must be lodged with myself on or before 14th March 2019. Please see the copies of the original media release available today with those details of how to lodge submissions.

This presentation outlines, in detail, the preliminary draft Major Development Plan (MDP) and Project AIM proposed works. The MDP works include extensions at both ends of the airport's main runway 10L/28R as well as associated runway and taxiway works which may occur concurrently or consecutively with the MDP works.

Project AIM & MDP Works Runway 10L/28R include:

- Cost approximately \$17.5M
- Extend the main runway 10L/28R at the eastern and western ends
- Implement Runway End Safety Areas (RESAs) at each end of runway 10L/28R
- Threshold 10L moves east by approximately 100 m
- Threshold 28R moves east by approximately 22 m (constrained by obstacles off airport)
- Increased take-off distance available
- Strengthen runway 10L/28R from PCN 6 to PCN 14
- Widen and strengthen some associated taxiways
- Construct a new stub taxiway (B8) at the western end of runway 10L/28R for improved operational efficiencies
- Replace runway lighting with LED lights at 60 m spacing and improve lighting on some taxiways
- Install new Precision Approach Path Indicator (PAPI) and Runway Threshold Identification Lights (RTILs) at each end of the main runway

● **Presentation:**

- history of Archerfield Airport and its privatisation, including investment owners have made in the airport infrastructure over 20 years;
- total expected build cost for the MDP and associated works is \$17.5 million (broken down as \$7.5 million for MDP works and \$10 million for associated works);
- public comment closes on 14 March 2019, AAC expects to submit the draft MDP to the Minister in approx. May 2019, go to tender immediately after approval, and hope to begin construction in summer 2019/2020;
- construction is expected to take approximately four months for the runway works Runway 10L/28R, and AAC is investigating staging the works to ensure optimal operational effectiveness;
- the works on the main runway will also address existing 'lumps and bumps', level the runway surface (to a degree), and add a 'cross fall' to the runway to improve rainfall runoff;
- once completed, the runway will have a non-standard lighting configuration due to the differential thresholds;
- taxiways and run-up bays will be relocated to accommodate the project and improve the efficient operation of the airport;
- operators have been consulted during the consultation period to discuss operations during the works and further discussions will take place once the MDP is approved



- The parallel runway 10R/28L had a spray seal applied in late-2018 to allow for its increased use during construction on the main runway. AAC are considering whether a safety case for the use of temporary lighting on 10R/28L during this period to allow night time training to continue would be possible given CASAs concerns.
- A member of the public raised a concern that relocating the run-up bay near taxiway A9 would increase noise exposure at residences across Mortimer Road. Heather and others noted this run-up bay used by smaller aircraft and advised CACG that AAC will consider this further prior to submitting the draft MDP.
- Heather reiterated the extension of 10L/28R is intended for existing aircraft and may not lead to an increase in aircraft movements, rather it will allow existing fleet to depart at maximum take off weights (permitting longer stage lengths).
- At the time of this meeting, AAC had received one formal community response to the pdMDP; this submission raised concerns about the “exponential” increase in flights that was expected to result from the project. Heather visited the respondent and has resolved their concerns, which stemmed from misinformation in a local newspaper.

- Cr Griffiths raised his concern that the extension of Runway 10L/28R would unfairly impact on the future operation and redevelopment of local clubs, sporting and community facilities along Mortimer Road due to increased restrictions on trees and light poles.
 - Heather noted trees and light poles are currently infringing the OLS and are already an issue, there are already non-compliances with federal aviation regulations in that regard, and there is an increase in restrictions annually as the trees grow;
 - Cr Griffiths claimed BCC had legal advice indicating federal legislation cannot override local planning schemes, and that neither AAC nor any federal agency can force BCC or a member of the public to do anything. Heather, supported by the Department of Infrastructure and Airservices, noted this was not the case. She went on to say that AAC was not attempting to force others to trim trees but they would need removing and lowering;
 - Cr Griffiths argued the area around Archerfield Airport is the hottest (“because of the airport”) and one of the poorest in Brisbane, and that residents (many of whom can’t afford to travel) deserve quality outdoor spaces. Heather noted AAC is active in supporting the community, including as a major sponsor of one of the clubs in question.
 - in response to a comment from Cr Griffiths that “trees will only grow again if they’re cut back”, Heather advised there is a list of trees available which do not grow above various heights, and which do not attract birds, and undertook to provide BCC with a copy of AAC’s next survey in April;
 - Cr Griffiths queried whether airfield drainage would be improved during these works—Heather advised they would, referred to Figure 15 of the pdMDP, and also advised AAC did not have rivers and dams that contributed to any flooding rather it has stormwater drainage in place and a retention basin on the Boundary/Ashover corner. Development along Beatty Road and in the Northern part of the site drains north-east across Beatty Road to a main drain and then to Stable Swamp Creek

- On an unrelated note, Cr Griffiths asked whether AAC had any plans to require Q-Crete to vacate its Beaufighter Ave premises, noting “BCC would not approve” such a land use in proximity to a creek. AAC will not require Q-Crete to vacate, and Heather noted



Archerfield Airport Corporation

	the land use has been permitted in several iterations of the airport's master plan, and environmental protections are in place.
Action	<i>Heather Matte to email Steve Griffith a list of trees which will could be planted-wants figures for noxious weeds effecting AAC-wants breakdowns for drainage works</i>
	Meeting Closed: 5.15pm -13 February 2019