

# ARCHERFIELD AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

## Minutes of Meeting

**Time:** 04:00pm **Date:** 18<sup>th</sup> July 2012

**Venue:** Acacia Ridge & Districts Community Centre  
21 Hanify Street, Acacia Ridge

**Recorded By:** Sheryl de Bruyn (AAC)

**Present:**

Ray Perry	Chairman
Corrie Metz	Archerfield Airport Corporation (AAC GM)
Bordan Blahy	Resident
Trish Cattermole	Acacia Ridge & Districts Comm. Centre
Robyn Wooster	Artic Library
Ian Tait	Aviation Insurance
Brad Lingard	Flight One Pty Ltd
Cr Steve Griffiths	Councillor for Moorooka
Shane Hackett	Brisbane City Council
Elissa Keenan	Manager Community Relations, Airservices Australia
Anne Williams	South Acacia Ladies Bowls Club
Helen Gannon	Department of Infrastructure & Transport
Alexandra Pamment	Department of Infrastructure & Transport
Greg Wyatt	DTMR
Madonna Stricklen	Walter Taylor South Action Group (WTSAG)
P Tompkins	Resident

**Apologies:**

Danny Eatock	Civil Aviation Safety Authority (CASA)
Trish Pammenter	
Ellyn Howes	AVEO Durack Retirement Village
Lucas Tisdall	Flight One Pty. Ltd
Graham Perrett	MP
Cr Milton Dick	Councillor Richlands Ward
Dawn Lawrence	AVEO Durack Retirement Village
Terese Clark	Resident
Mark Cenin	Community Relations, Airservices Australia
Barry Sommerlad	Tennyson Residents Association
Lynne Ball	Neighborhood Watch Oxley / Resident

*(Secretariat note: Apologies from Ms Lynn Ball received post-meeting)*

## AGENDA

- |     |  |                            |
|-----|--|----------------------------|
| 1)  | Introduction                             | Chairman                   |
| 2)  | Apologies                                | Chairman                   |
| 3)  | Confirmation of Minutes                  | Chairman                   |
| 4)  | Business Arising from the Minutes        | Chairman                   |
| 5)  | Correspondence Received                  | Chairman                   |
| 6)  | Departmental Update                      | DoIT                       |
| 7)  | Master Plan Update                       | AAC GM                     |
| 8)  | Visit to Airport Update                  | AAC GM / Blahy / Stricklen |
| 9)  | General Business                         | All                        |
| 10) | Closure and Next Meeting 7 November 2012 | Chairman                   |

Meeting Opened at 04:00pm

### **Item 1 - Introduction**

1. The incoming Chairman gave an overview of his previous experience which included a senior position at Amberley Airport, working with parliamentarians for a number of years and consulting to the aviation industry. He acknowledged the importance of keeping dialogue open and information flowing. He pointed out that the CACG group is not a decision-making group but a forum to raise issues for discussion with relevant organisations and government departments.

### **Item 2 – Apologies**

2. A number of apologies were received and have been recorded above.

### **Item 3 – Confirmation of Minutes**

3. Minutes from the previous meeting were proposed by Mr Tait and seconded by Mr Blahy.

### **Item 4 – Business Arising from the Minutes**

4. Ms Gannon from The Department of Infrastructure and Transport in Canberra (DoIT) confirmed that a link to the Master Plan Guidelines has been posted on AAC's website.
5. At the CACG meeting held in March 2012 a request was made to Airservices Australia (AA) to provide information on circuit training "zone" at Archerfield Airport. Response from AA was provided to the meeting by Ms Keenan as follows:
  - Circuit training can go within the radius of the control zone – 3 Nautical Miles (NM) (approx 5.6km) at a secondary airport such as Archerfield Airport
  - Some pilots/operators prefer tight circles, others prefer to go over 2NM on wide downwind
  - The 3km mark is about halfway to the zone boundary and this likely describes the average distance of the downwind leg from the runway for the average circuit. The majority of circuit legs would be around this distance.
  - The dimensions of a circuit area are not fixed – it depends on the speed of the aircraft
  - The only requirement is that the aircraft remain in the confines of the zone
  - There is a combination of different circuit sizes
  - Any resident in the Archerfield control zone may be overflowed by circuits
  - A question was asked where the measurement point for the 3 NM was taken – Mr Metz advised this was from the airport reference point, located at the northern end of the runway near the windsock. It is an on the ground reference point.
  - Fact sheets were provided by AA on circuit training for representatives to take back to their community groups. These fact sheets are also available on the AA's website.
6. At the CACG meeting in March 2012, a request was also made to AA to provide information on a review of noise monitoring. Response was provided by AA as follows:

- An EMU review (Environmental Monitoring Unit) will be undertaken for the Brisbane area later this year
  - AA will send draft Terms of Reference (TOR) of the EMU Review to Archerfield Airport to circulate to CACG members (as the review will be undertaken before the next CACG meeting)
  - Feedback to the draft TOR will be requested via email, out of session of the CACG due to timeframe
  - Report will be presented back to the CACG with recommendations for community feedback
  - AA provided overview of EMU review, and the implementation of a portable and temporary monitoring program being undertaken around Australia.
  - Noted Archerfield Airport does not have any permanent NMTs.
7. It was agreed that a start time of 4pm for CACG meetings is suitable.
8. The chairman advised that the next CACG meeting is scheduled for 7<sup>th</sup> November 2012 and will be a public meeting. He proposed that the meeting be a meeting “open to the public” but that any participation by the general public was to be through a member of the committee to avoid the event becoming unmanageable. A number of people disagreed with this approach and a lengthy discussion followed on the merits and demerits of the proposal as well as on the means of promoting the meeting. Cr Griffiths recommended a letter drop.

The discussion also highlighted a perception by the general public that because the Master Plan has already been approved, they have no power to change anything and there is therefore no point in the consultation process. Ms Gannon clarified that the Master Plan is in fact a Strategic blue print for the airport and its approval does not mean that everything in the Master Plan has been approved.

Agreement was eventually reached to promote and run the meeting as follows:

- The next meeting will be held at Souths Sports Club. The CACG component of the meeting will be held from 4pm to 5pm for members only. The public meeting will start immediately afterwards at 5pm.
- AAC will promote the meeting using various means which could include advertising in the local media (Southern Star newspaper/radio), website, letter-drop covering areas within a 3 nautical mile radius of the airport.
- Ms Cattermole will promote the event through the Seniors’ paper at the Community Centre.
- Any relevant information arising from the CACG meeting will be presented to the public meeting. This will include a brief by Ms Gannon on what the Master Plan actually approves and the further processes required before major developments can be approved.
- Time to be allowed at the start of the meeting to allow issues to be raised. Time to be allocated for small group discussions afterwards to accommodate people who prefer to air their views in smaller groups. Mr Metz undertook to invite the AA ombudsman or a representative from his office to attend the meeting.

*Action: Mr Metz to invite AA Ombudsman or representative to public meeting*

- Good control of allocated time to avoid the meeting getting out of control.

- Cr Griffiths suggested that AAC make available at the meeting business cards which provide contact numbers of organisations/people members of the public can contact to discuss various issues. This should include contact details for people they can approach should their queries not be satisfied.

Cr Griffiths requested Ms Gannon to outline in writing the intent of the Master Plan, what it approves and the fact that major developments (such as the introduction of RPT services and re-alignment of the grass runways) still require full public consultation as part of the assessment process to determine whether or not they are approved by the Department.

*Action: Ms Gannon to write Master Plan overview for distribution*

#### **Item 5 – Correspondence Received**

9. An email from Ms Stricklen (WTSAG) was received which included questions about the consultation process as it relates to the Master Plan. Mr Metz advised that he had satisfactorily answered all questions. This was confirmed by Ms Stricklen.

#### **Item 6 – Departmental Update**

10. Ms Gannon advised that the Master Plan was approved on the 24<sup>th</sup> May 2012 and that AAC have 50 days (i.e. by 3<sup>rd</sup> August 2012) to finalise it (to include amendments made as a result of public feedback) and make it available to the public.

#### **Item 7 – Master Plan Update**

11. Mr Metz advised that the Minister's main concern is that AAC continue consultation, particularly with the introduction of RPT and re-alignment of the runways. He added that none of these projects will occur in the foreseeable future and that the runway realignment project requires a lot of preliminary investigation before a decision is made whether or not to go ahead with the project. Mr Metz informed the meeting that the Master Plan (including Part 2 Airport Environmental Strategy) will be available on AAC's website for download and will be available, at a cost, in hard-copy from AAC's office.

#### **Item 8 - Visit to Airport Update**

12. Mr Blahy provided an overview of his visit to AAC which he noted was interesting and worthwhile. He commented that more people should have taken up the offer. He noted his appreciation of Flight One's approach to training which ensured that trainees were thoroughly trained on the ground before being allowed into an aircraft – thereby reducing the number of unnecessary flights and associated noise. Mr Lingard confirmed that they put their students through intensive training on the ground to ensure their safety. Mr Lingard welcomed more visits by people in the industry to Flight One as a way of educating people on their operations. Mr Blahy also noted the boggy conditions of the grass runways and recognised the need to re-align them. Mr Blahy noted his observation that the new aircraft created less noise than the older aircraft. He also positively noted the \$1.6 million EMQ building recently constructed. Ms Stricklen commented that she had also enjoyed the visit and thanked Mr Metz for organizing it.

## **Item 9 - General Business**

13. Mr Blahy read out paragraph 3 from MP Graham Perrett's newsletter which related to the approval of the Master Plan and his comment that this should result in less noise and improve residents' standard of life. Mr Blahy queried the basis of his view. It was suggested that Mr Blahy contact Mr Perrett MP in this regard.
14. Mr Blahy queried the condition of runway 28R/10L and his understanding that this runway was not safe. His query related to under-use of this runway and his belief that it could be used more to spread the noise factor. Mr Metz advised that AA select runways for aircraft and that Mr Blahy should take up any noise issues with AA. Mr Metz added that a recent CASA audit had found no issues with the runways, other than the need for minor crack sealing. Mr Metz further advised that AAC has engaged consultants to undertake a complete audit of the pavements and make recommendations on the short, medium and long term maintenance and repair requirements.
15. Mr Metz advised that he has formed a new group called Local Runway Safety Team (LRST) which would be an appropriate forum to discuss allocation of the runways and undertook to raise this point at the next LRST meeting.

*Action: Mr Metz to raise allocation of runways to spread noise at next LRST meeting.*

16. Ms Keenan advised that she was developing guidelines for a change management process to examine the various suggestions and ideas received by AA.
17. Comment was raised about the unsightly look created by equipment at Pickles premises and Mr Metz undertook to contact Pickles to discuss a possible screening solution.

*Action: Mr Metz to contact Pickles to discuss screening of equipment*

## **Item 10 - Closure and Next Meeting**

18. The Chairman closed meeting at 5:40pm
19. Next meeting is set for the 7<sup>th</sup> November 2012 at 4:00pm with the public meeting to start at 5pm.

**ANNEX A TO CACG MINUTES  
DATED 18<sup>TH</sup> JULY 2012**

**LIST OF ACTIONS**

1. *Action: Mr Metz to invite AA Ombudsman or representative to public meeting*
2. *Action: Ms Gannon to write Master Plan overview for distribution*
3. *Action: Mr Metz to raise allocation of runways to spread noise at next LRST meeting.*
4. *Action: Mr Metz to contact Pickles to discuss screening of equipment*