

Community Aviation Consultation Group (CACG)

MINUTES

DATE 22nd February 2023.

MEETING TIME 3:00 pm – 4:30 pm.

VENUE War Room, Terminal Building, Archerfield Airport, 4108.

ATTENDEES

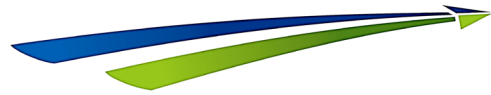
ATTENDEES	John Graham	Airservices Australia
	Donna Marshall	Airservices Australia
	Rachel Kee	Archerfield Airport Corporation
	Rod Parry	Archerfield Airport Corporation
	Nikolay Radev	Archerfield Airport Corporation
	Rhys Moore	Archerfield Airport Corporation
	Ian Tait	Aviation Insurance Australia
	Alex Redgrove	DITRDCA (Teams)
	Annie Li	DITRDCA (Teams)
	Megan Thomas	DITRDCA (Teams)
	Bridget Edwards	DSDILGP (Teams)
	Clinton Le	DSDILGP (Teams)
	Greg White	Flight Maintenance Australia (Teams)
	Jan Taylor	JTA Australia – Chair
	Kane Hart	Leanne Enoch MP QLD Government Algester
	Lynne Ball	Oxley Ridge Neighbourhood Watch

APOLOGIES	Grant Smith	Basair
	Sean Raseigh	QGAir/QPS

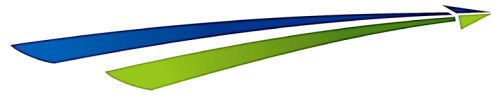
TOPIC

ACTION ITEMS

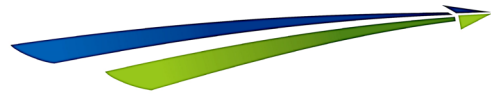
- Governance.**
 - Welcome / Introductions / Apologies.



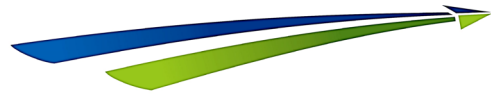
<p>2. Adoption of minutes of previous meeting.</p> <ul style="list-style-type: none">▪ Previous CACG meeting minutes accepted.▪ No changes.	
<p>3. Matters arising from minutes.</p> <ul style="list-style-type: none">▪ Aircraft noise complaints – specifically ‘old noisy’ aircraft.<ul style="list-style-type: none">○ Rod to take query on notice.	Rod Parry
<p>4. Archerfield Airport Update.</p> <ul style="list-style-type: none">▪ Projects and Building Development.<ul style="list-style-type: none">○ Project AIM is now complete – paperwork still being finalised on stage 3.<ul style="list-style-type: none">○ Stage 1 – upgrade of main runway 28R/10L.○ Stage 2 – upgrade of main taxiway Bravo.○ Stage 3 – upgrade taxiway Hotel and Eastern Apron.○ AAC appreciates and thanks the absolute patience of the users and tenants of the airport. No one could anticipate the delays stemming from the floods and rainstorms, equipment shortages, supply chain issues, pandemic etc.○ Transition Estate (logistic warehouse area – for road-based cargo).<ul style="list-style-type: none">○ Shows plan of allotments and the overall final concept layout for the estate.○ Site 581 – Warehouse development:<ul style="list-style-type: none">▪ Completed and occupied.▪ Some architectural improvements on the Western elevation are to be completed in the next 2 weeks.○ Development of sites 580 and 560 to go proceed:<ul style="list-style-type: none">▪ 580 - to be located adjacent to 581 and is a new warehouse and two-storey office facility that can be split into 2 tenancies or kept as 1. Aiming to be completed by the end of the calendar year. Earthworks began last Wednesday.▪ 560 – cold storage facility. Anticipated time frame is completion by Q4 2023 or Q1 2024.○ Beatty Precinct.<ul style="list-style-type: none">▪ Hangar 13.<ul style="list-style-type: none">• New hangar development completed and tenant took possession of the site 24th Dec 2022.	



- Tenant undertaking a premium fit out of the office area. Work in progress.
- Wirraway Precinct.
 - Upcoming building activity to be lodged with the ABC in the coming weeks.
 - Large hangar to be used as an aeromedical and maintenance facility for an existing tenant.
 - Detailed design plans are currently being finalised, however, consent Architectural render shared.
 - Contract has been signed – waiting for the tenant to publicise – will be one of the 2 major aero rescue companies in QLD.
- Project AIM Stage 3 Update.
 - Since the last meeting, the southern section of Stage 2 has been finalised and stockpiles have been removed.
 - Final product of Stage 3 is completed – once the paperwork is finalised, officially complete.
 - The completion of this project enables the airport to accommodate larger aircraft as well as more aircraft parking for the smaller aircraft.
- 2022-2042 Preliminary draft Master Plan and draft AES Update.
 - Airport is required every 5 years (after this one every 8) to prepare the future vision for the airport and provide an environment strategy that deals with the environmental management requirements of the airfield.
 - Master Plan and Environmental strategy goes to the Minister for review and approval. Forms the framework for future decisions.
 - Currently in the closing phases of preparing the draft Master Plan for consideration and ultimately approval by the Minister.
 - Formal public exhibition/consultation period from October 2022 to January 2023. The consultation process is now completed.
 - AAC has received a number of submissions from Authorities, local residents, residents located further afield and organisations with an interest in the airport and its operations.
 - Since the formal consultation phase ended AAC has commenced the process of working through the issues that have been raised in submissions.
 - Firstly, begin establishing and clarifying in our own minds the points raised and the concerns that are reflected in those points raised.
 - Secondly, see how they relate to the Master Plan or the Environmental Strategy under the Airports Act.



- Thirdly, need to consider the points raised that are relevant to the Master Planning process, if there are any changes, refinements etc. required to the preliminary draft documents that have been on exhibition before it goes to the Minister for review.
- AAC is currently in a very intense process of reviewing and understanding issues and considering how they should be reflected in this important document.
- AAC will demonstrate due regard to all submissions received.
- After this process, the final draft document will be prepared which will be submitted to the Commonwealth so it can be reviewed by the Minister and trust it will be approved.
- Resident Question:
 - How did you seek feedback from the community? (Olivier Cheneval - Resident).
 - David (Planned F.X) – written submissions were made and we take those written submissions and consider them in detail once considered, we make the judgements referred to in the above section of how they may affect the findings or recommendations or intentions in the Master Plan. In some cases, there are some issues that are outside of the scope of the Master Plan or the Environment Strategy.
 - How does the community that lives around the airport, is made aware that there is going to be a Master Plan? How can you make sure that everyone knows about it? (Olivier Cheneval - Resident).
 - David (Planned F.X) - We have a consultation process that has a statutory component to it – including a 3-month public notice period. Public notices are published in papers, and a whole range of publicity activity is undertaken by the airport. Engagement with authorities and the local community. In this particular process this time around, we also did some letter drops to some of the areas around the airport, we ran open days at the airport and also engage 1-on-1 with the stakeholders that we are aware of that are in the surrounding communities.
 - Rod (AAC) - Also used ABC radio that had a live broadcast from the airport that went out to over 300,000 listeners.
 - Rhys (AAC) - A full breakdown of the consultation process will be published in the

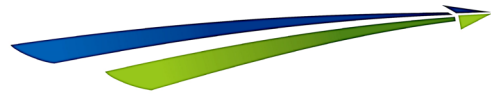


- dMP issued to the Minister along with copies of all submissions received.
- I live around the airport and never received a letter in my mailbox or was made aware of this. I do read a lot of the papers – maybe not the ABC, I do read mainstream media and other types of media and I’ve never been aware of this. (Olivier Cheneval - Resident).
 - Jan (JTA Australia – Chair) – Another thing that Rod and Rhys have done, is to communicate to Federal and State members of parliament, and the normal thing is for them to then let their constituents also know, just as a safety net.
 - Lynne (Resident) – I haven’t had any notification either. I thought we would get something through our local members but we didn’t, and they’re usually very good.
 - Jan (Chair) – Local members are usually very good. That’s interesting to hear.
 - Rhys (AAC) – Separate to the above we have been discussing the pdMP at the CACG meeting for over a year.
 - Olivier (Resident) – I’ve been trying to come to these meetings for 2 years and this is the first time I’ve been invited, I’ve sent a few emails over the last 3/4 months and I only received an email for this one.
 - Jan (Chair) – We apologise for that. And can I just say that Rhys has gone back through everything and we think that what has happened is that we lost a member of staff due to injury and she is still on sick leave and so we think that’s the hole your email may have fallen in to. It’s embarrassing from our point of view and we’re sincerely sorry.
 - Lynne (Resident) – I put this out through the email that we have through our Oxley region group and put it into our newsletters and if I get more information then I’ll put it in there and it goes through right through our area.

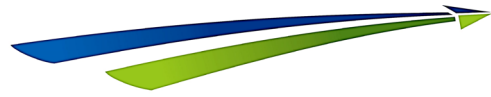
AAC presentation available upon request

5. **Airservices Update.**

- John Graham will be providing the group with a traffic movements update; we’ll go through a bit on NCIS (Noise Complaint and Information Service) update and then going to explain how people

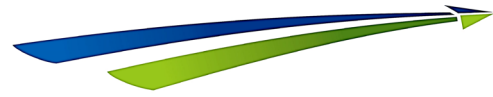


- can access online reports through Airservices' 'Aircraft in my neighbourhood' tool or website.
- For the purpose of today, John has pulled 30 weeks of data, which speaks to the number of air traffic movements.
 - Blue shaded area is GA traffic: more of a dip in recent times and that is because there is a bit of a delay in counting those numbers, it's about a 1-month delay.
 - Olivier (Resident) – Is that just for the traffic that takes off and lands at this airport or is it for multiple planes and airports in the area?
 - John (Airservices) – we'll touch on that later with 'Aircraft in your neighbourhood'.
 - NCIS (Noise Complaint and Information Service) update for the period of October 2022 – January 2023.
 - Received 41 individual complainants who made 60 contacts with our NCIS.
 - 31 of those were new complainants.
 - Green line on the graph is the rolling 3-year average
 - As for the suburbs.
 - 26 suburbs reported complaints.
 - Highest being Acacia Ridge and Algester.
 - Primarily circuit training and training activities as well as standard operations and VFR route traffic.
 - 19 suburbs with new complainants.
 - Rod (AAC) – can I just make a comment there, the number of complaints in January I believe were 12?
 - John (Airservices Australia) – Complainants, so that's the number of people who made complaints.
 - Rod (AAC) – Ok, our data for aircraft movements and this is close to actuals, because this is what we actually use to charge them, for January we had in excess of 9500 movements. So, it's 12 people complaining about 9500 movements.
 - Olivier (Resident) – Can I add to this? [Yes] I met a few of those complainants and we always get the same answer, and it's always that there is no way we can reply to this and we now even get an email saying due to the high volume of complaints, we won't even answer most of your complaints. So it doesn't matter how many complaints we make, they're not answering. Do you understand that this will not help people who put complaints in? I went through all the complaints in the last 3 years and there is never any action taken. But what do you think of this?
 - Donna (Airservices) - I'll take that one. So, the Noise Complaint and Information Service work for me. The way they work is that they are a noise complaint and information service as the name suggests. Their role is to



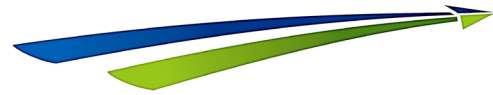
take the complaints, capture them and provide information on the operations, they can't change the operations because airspace changes are actually quite complicated. It's not dissimilar to building a road, in terms of the amount work that is involved but it is more complicated because it is invisible. So, it makes it just that bit harder. The service can't change the operations, all they can give you is information. If you complained about a particular operation, they will say something like 'yes that's a visual operation and it flies there because this reason...', if you make another complaint about the same operation, you appreciate that they don't have any further information because they've already explained why it is there. In that case they still log the complaint, so we know that you've complained about it again but they won't necessarily respond because they've got nothing to tell you. The message that you get 'due to the high volume', they are still responding to new complaints, where the information that they will provide is just taking a little longer because the industry across the country has ramped back up and people have gotten used to there not being many planes flying, so suddenly the planes are flying again and we are getting a huge number of complaints, so it is taking a bit longer. But, with all of those complaints, every time you complain, it will still be recorded, you might not get a response if they've already given you the information. But, they do what we call 'Hotspot recording', so if they start to see abnormal complaint activity or constant theme of complaints, that's then a trigger for us to have a look at that and we do do that. But again just because of the number of complaints that we are getting over the last 12 months, it is taking us a bit longer to take a look at those to see if there is anything we can do.

- Olivier (Resident) – All the people who I've talked to who complain to Airservices Australia, they've stopped complaining because they always get the same answer. I see that there is not a lot of action taken. I've lodged a lot of complaints about the training circuits, they are driving me crazy, I'll talk about it when it's my turn. How many complaints do I need to put in, for Airservices and the airport to take action?
- Donna (Airservices) – Airservices primarily looks after instrument flight procedures, so the larger jets. The work we do primarily focuses on that. That's when we bring those complaints to this forum so the airport becomes aware of it. If there's any changes around airport operations, that's a matter for the airport, it's not something Airservices would get involved with because we are just a service provided to the industry. We design the



flight paths, operate the air traffic control and make sure the airspace is safe. Where we've got instrument flight paths that we get complaints about, we do a review of those but circuit training is not within our unit. We don't do reviews of that, so if the complaints have gone up, then that is something that the airport would look at. The point that was made there before that there was only 19 complaints made compared to 9500 movements.

- Olivier (Resident) – People are not complaining because we are getting sick of the same answer. For me there is no point that is why I was trying to come here.
- Donna (Airservices) – This is probably the best forum for you to discuss those matters. As I said Airservices will record them but it is not something we can physically change in terms of the nature of the issue you are talking about. So, engaging in this forum is probably the best opportunity to have those discussions. Things might not be able to change because sometimes there are just reason that they can't.
- Breakdown for Oct '22 – Jan '23 of the issues that have been raised.
 - Fixed wing
 - General aviation traffic.
 - Standard operations.
 - Air work.
 - Emergency Services (EMS).
 - Circuit Training.
 - Helicopters.
 - EMS
 - Standard operations.
 - Ground running of aircraft.
 - Jan (Chair) – What aspect of the EMS were the complaints about?
 - John (Airservices) – If a complaint is made about a particular aircraft, it is investigated and it will be linked to what that particular operation is and in some cases it is linked to EMS. Currently working with a team to produce a fact sheet on EMS, that will be distributed through these groups.
 - Donna (Airservices) – We do get a lot of complaints across the country about EMS because they do fly the shortest quickest route which I'm sure you can appreciate if you were in one. Some complaints are about the EMS operations but we also get complaints about when the helicopters are returning to the airport base. Those are the things we can look at and go is there another way when they are not in an emergency situation, where they won't cause as much disruption. We are certainly not ever going to tell an EMS

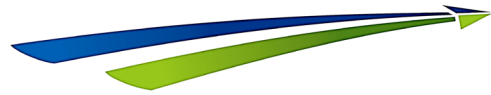


- helicopter with a patient on board to take longer route to avoid disturbing people.
- John (Airservices) – Often the case that the person making the complaint doesn't realise that it is EMS.
- Aircraft in My Neighbourhood website.
 - Lots of resources available on this website.
 - Looks into the flight paths of the airport and what is normal for the area.
 - Links to WebTrak tool and the NCIS contact website.
 - Can pull up personalised data for particular locations.
 - Can look at complaint reports.

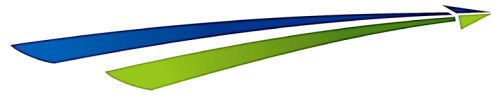
Airservices presentation available upon request.

6. Department of Infrastructure, Transport, Regional Development & Communications Update.

- Aviation White Paper.
 - Commitment made by the government in May 2022. Government has released broad topics identifying the broad terms of reference in terms of that White Paper.
 - Released on the 7th February and asked all stakeholders to provide initial views on those topics and issues of interest to them by 10th March 2023. Information how to submit those are on the Departments website.
 - Topics.
 - Aviation's role in economic development, trade and visitor economy.
 - Maximising the aviation sectors contribution to achieving net zero carbon emissions.
 - Emerging and changing aviation technologies and making sure our policies, regulations and systems can encourage uptake and manufacturing more efficient transport technologies while also maintaining a fit for purpose and focus on safety.
 - Airport planning development processes and consultation mechanisms that consider the impact in changing of nature aircraft noise.
 - Looking at the general aviation sector.
 - Future work for skills and training requirements to make sure we've got a pipeline of skill and talent coming through to support the sector.
 - Consumer protection.
 - Maintaining fit for purpose aviation safety, navigation, and security.
 - The role of airlines and airports in supporting the regional economies in Australia.

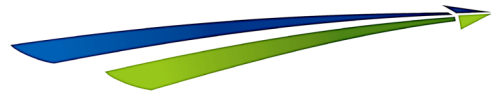


- Any other significant issues that may be raised during the consultation process.
- After the initial consultation period, those submissions will inform the development of a green paper.
 - Essentially a policies options paper put out by the government as a discussion paper. Expected to be released mid 2023.
 - Further consultation will occur on the green paper later on – will inform the development of the white paper which will be setting out the vision till 2050 for Australia’s Aviation Sector.
 - Final white paper set to be released at the start of 2024.
- In the process of undertaking virtual round tables and in-person stakeholder engagement with the sector, industry and communities. Information to be published soon.
- Questions
 - Caroline (Greens Local Rep) – Is the white paper taking on board the changes in access for communities for qualified oversight and advocacy on behalf of communities in airport planning and development? What is the duty of care of airports and businesses operating out of airports to communities and individuals affected by the operation of those businesses? What are government going to do to redress the balance of the lack of qualified advocacy and oversight when new planning comes through? Found with BNE and Archerfield, communities don’t get all the information they need and don’t have these skills to understand the information that is being made available to them but there is no judicial oversight or technical advice that communities can turn to.
 - Megan (DITRDCA) – Is a section in the white paper terms of reference which is airport planning development processes and consultation mechanisms that consider the impact in changing of nature aircraft noise. That’s a specific issue that is being considered by the government. Welcome to submit those views in this part of the consultation process. Will be reviewed and may be reflected in the green paper when it comes out and may come out in the final white paper as well. Just because it’s not in the terms of reference doesn’t mean it will be excluded.



7. Community Feedback.

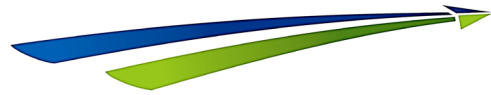
- Questions.
 - Robert (Resident) – With the night time circuits, what's the hours? Working based on neighbourhood friendly. Main issue is the late night circuit flying.
 - Rod (AAC) – Technically it's 24 hours, we do try to work with the training schools. Have a voluntary agreement to finish by 10pm but sometimes they can't depending on weather/season.
 - Fly neighbourly program is purely voluntary. Tried to work with flight training schools. Post covid they do have a big increase in training. Will invite the flight schools to the next CACG meeting (June 2023) – needs to be robust however civilised conversation. Everybody has a right to train, we've been a training airport for over 90 years, nothing has changed. But I do believe that we do have a responsibility to try and at least understand everybody's situation.
 - Correcting Donna from earlier – we can't change the circuits, that's an issue for localised Airservices/CASA, they decide where the circuits are and how they work and other details around that.
 - Robert (Resident) – This particular one started at approx. 9:40pm and didn't finish til 10:45pm, guessing it was a twin. Frankly I don't have an issue but in terms of the 'complaint' process of opening a laptop going online etc. to lodge a formal complaint rather than just picking up the phone and talking to someone especially at night. Understand that people have to learn and you can tell based off of the noise of the propellor pitch whether the pilot has the proper pitch while climbing/flying. Is there an instructor in there or is it just a student by themselves. Just intrigued.
 - Ian (AIA): it's more to do with the type of aircraft rather than the pilots. Most initial training aircraft are fixed pitch. What they do is they take off with full power and stay that way until they are down wind or at cruising level then reduce power and then come back.



- Olivier (resident) – Did own research over a 1-month period (Nov-Dec, believe there were some aircraft that are missing on WebTrak). Why are the circuits primarily over residential areas when there are industrial areas on the other side?
 - Rod (AAC) – don't know the answer to that, for the next meeting we'll invite the local air traffic controllers as they would know. They are the ones who determine circuits both in and out of tower hours for safety and training.
 - Ian (AIA) – very simple answer. Coming from a pilot who flies here, outside of tower hours at Archerfield airport, in the ERSA (En Route Supplement Australia - is a publication which contains information vital for planning a flight and for the pilot in flight¹) the preferred runway is 28. The general rule when flying is when there is no tower, all circuits are left hand circuits. So, if you take off you are required to turn left which is South, that's how you do the circuits. 1 of the reasons they do that is because pilots sit on the left-hand side and therefore has better visibility when turning in circuits.
- Olivier (resident) – no noise monitoring station near Archerfield. Get one that is closer to Archerfield to get more data regarding noise (**Airservices to take on notice**). Want it to happen in summer rather than winter because there is more aircraft movement in summer. Think about a curfew for training flights. Ask noisier aircraft to not fly outside of reasonable hours.
 - Rod (AAC) – I'll be upfront, I would resist a general curfew. In terms of training curfew, I can understand where you are coming from, I am happy to bring it up with the flight schools. But the reality is, is that it has to be voluntary, I have no legal rights or power to say to training schools when they can and cannot take off. Do it in 2 parts, I'll continue to bring the training schools to the table, I suggest you think about making a contribution some recommendations, ideas or

John Graham - Airservices

¹ Airservices Australia, *EN ROUTE SUPPLEMENT AUSTRALIA (ERSA)*, <https://data.airservicesaustralia.com/data-product/en-route-supplement-australia-ersa>, 2023.



your own views for the white and green paper so it can also be put into the framework.

- Jan (Chair) – Just need to remind the flight schools to remember who are below them. Last time this was brought up, they were quite sympathetic, I think they've just forgotten.
- Ian (AIA): Comment and a question. Comment is; I know 2 people who are currently learning to fly, who come out here early in the morning to do their training before they go to work. That is one consideration to have as to why people may be starting early. Question is: does Airservices monitor the hourly movements at Archerfield? Question therefore is: what is the difference between the hourly movements between 5-7am pre-August, when Airservices changed to the booking system for circuits, and whether that has pushed people to do circuits earlier due to the clogging of the availability of the booking slots. Just a thought. **(Airservices to take on notice)**.
- Rod (AAC): Some background to that is tower hours are 7am-5pm. This is due to the pressure on qualified controllers and an Australia wide shortage of controller staff. Airservices introduced a slot management system for the number of training circuits, which has been significantly reduced from say this time last year. Which is why it is important to bring local tower personnel into these meetings.

John Graham - Airservices

8. Other Business.

9. Next Meeting & Closure.

- Meeting Dates for 2023.
 - 28th June 2023; and
 - 25th October 2023.