



Community Aviation Consultation Group (CACG)

MINUTES

DATE	26 th October 2022
MEETING TIME	3:00 – 4:30pm
VENUE	Southern Cross Meeting Room, Building 9, Archerfield Airport

ATTENDEES

ATTENDEES	John Graham	Airservices Australia
	Tracey Wood	AAC
	Elita Huynh	AAC
	Rod Parry	AAC
	Rachel Kee	AAC
	Rhys Moore	AAC
	Ian Tait	Aviation Insurance Australia
	Megan Thomas	DITRDC
	Clinton LE	DSDILGP (Online)
	Kristen Yates	DSDILGP
	Anthony Sapuppo	DSDILGP
	Jan Taylor	JTA Australia – Chair
	Caroline Hauxwell	QLD Greens Local Rep. of Ryan (Online)
	David Gold	Planned F.X (Online)
	Sally Borbasi	BFPCA
APOLOGIES	Grant Smith	Basair
	Saskia Richardson	Brisbane City Council
	Bridget Edwards	DSDILGP
	Alison Stevens	DSDILGP
	Robert Tompkins	Resident



TOPIC	ACTION ITEMS
<p>1. Governance</p> <p>Welcome / Introductions / Apologies</p> <ul style="list-style-type: none">▪ Welcome by the Chair.▪ Attendees and apologies as noted above.▪ Calendar items – next meeting 22nd February 2023.	
<p>2. Adoption of minutes of previous meeting</p> <ul style="list-style-type: none">▪ Previous CACG meeting minutes accepted.	
<p>3. Matters arising from minutes</p> <ul style="list-style-type: none">▪ No matters or actions arising from previous minutes.	
<p>4. Archerfield Airport Update</p> <p><i>Presentation available on request.</i></p> <ul style="list-style-type: none">▪ AAC General Manager, provides an introduction about the new Preliminary draft of the Archerfield Airport Master Plan.▪ David Gold (Planned F.X.) gives a summary of the Master Plan, including explanations about the various maps and plans contained in the Master Plan (MP)<ul style="list-style-type: none">○ The draft is currently in the early stages of public consultation and AAC are inviting submissions on the documentation until 11/01/2023. AAC will take submissions received on board, have regard to the points raised and see what the final Master Plan should include before the draft master plan and AES is submitted to the Minister for review and ultimately approval.▪ What has happened since the last MP?<ul style="list-style-type: none">○ Large number of projects including; the upgrade of the main runway complex (runway, taxiway, and apron area),○ A number of hangar developments – the MP looks at how all these developments can be accommodated taking into account surrounding land use around access and transport.○ Voluntarily conducted a Heritage Management Plan – which identifies parts of the airport that have intrinsic heritage value (including from an Aboriginal Cultural Heritage Perspective, potential archaeological values, historical and current features that should be retained and conserved)▪ Australian Noise Exposure Forecast (ANEF)	



- Have prepared and updated the ANEF that forecasts the next 20 years and it models the anticipated noise impact of aircraft activity at Archerfield in 2042.
 - Makes assumptions about where aircraft are flying, the type of aircraft, the mix of aircraft, the time of day, the conditions of the airport, weather etc.
 - Explains and details the 20-year ANEF map/ Exposure takes into account the types of aircraft that could be flying at Archerfield, the frequency and time of day.
 - At night time, the model multiplies the noise impact by 4, recognising that there is a more significant impact at that time.
 - Details the noise contours shown on the diagram which is further explained in the MP.
 - The modelling has been done in a fairly conservative manner. It's assuming that there will continue to be a certain level of growth in aviation activity and it is also assuming that aircraft will continue to make the noise that they do, which in a 20-year horizon is fairly conservative. Aircraft are continually evolving and particularly in general aviation group of aircraft we are talking about, have the potential to run quieter and also have shorter take offs and other improved performance compared to the aircraft in the past.
 - Determines the appropriate land use surrounding the airport and assists the airport in identifying areas that are particularly susceptible to aircraft noise. Can then target its activities in noise management in those areas.
 - N70 – Shows the number of aircraft movements in 24 hours in 20 years' time that are above 70dB. Details are included in the MP as part of the information to assist in interpreting the ANEF.
- Further information and details about the following are available in the Preliminary Draft Master Plan 2022 – 2042.
 - Under the Airport's Act, AAC has considered the ground access requirement of aviation activity and how other activity can best be catered for. E.g., road network, public transport, cycling access improvements etc. This is reflected in structure plans which have been prepared for each part of the airport.
 - Regional Road Network – Ipswich Motor Way, Barton Street, Beatty Road.



- Beatty Road needs an upgrade due to the increase in traffic. Not so much traffic generated by the airport but it is traffic that is creating issue for getting access to the airport. The upgrading of the road and intersections have been identified in the Brisbane City Council's Infrastructure Plan and the MP reinforces the importance of that road upgrade.
- MP identifies where road widening can occur within airport land and sets out a process that would allow for this upgrading to progress in consultation with BCC and State Government and other relevant stakeholders
- Details intension to provide additional roads within the airport which in turn will provide better access through the area for future developments.
- Airport Context – Figure 3, details the location of the airport and the residential and industrial areas surrounding the airport. There are a number of features within the MP that acknowledge and seek to work with various stakeholders for good management of the area.
- Explains the current conditions on the airport – primary and secondary runway complexes. This MP, and ones before it details the plan of realigning the secondary runways to point further North
- Presents vision for Archerfield. Is an evolution and refinement of the current approved MP.
- Have worked out and drawn up the flight paths of fixed wing and rotary aircraft for the purpose of modelling and forecasting noise exposure. Various stakeholders such as aeronautical airport users, Air Traffic Control and Air Services etc. have provided input. (shows both the fixed wing and rotary maps and diagrams of flight paths, departure and approach, and patterns e.g. circuits).
- Land use – MP details this in terms of managing the land use activity at the airport while working with AirServices and other people in managing aircraft operations at the airport.
- Obstacle Limitation and Navigational Surfaces, updated diagrams are shown - various limitations placed on land, particularly development around the airport, to ensure that aircraft have a safe space to operate.
- National Airport Safeguarding Network (NASF) – light emissions (e.g. stadiums and freeway lights) and areas where wildlife (e.g. birds) concentrations become a hazard to aircraft. Explanations about the colour/zones are given (also in the MP)/. Most detailed consideration is given to



land use e.g. increased light emissions or increased wildlife population.

- Another factor of NASF is windshear and turbulence regarding buildings and structures that are within certain distances of the runways. Details plan that shows the areas within which there would be an assessment done of windshear and turbulence. Vast majority is contained within airport land. Again, is a conservative measure.
- Drainage maps – Details the plan showing the sub-catchment areas including Oxley Creek and the stormwater management measures that have been undertaken. Including the importance of the quality and cleanliness of the water that is flowing into Oxley Creek and subsequently the Brisbane River meets the relevant standards and expectations and does not overload the surrounding network.
- Details the different land use zones of the airport, e.g. aviation, industrial, commercial etc. Further details of these precincts are available in the MP.

5. **Airservices Update**

- Air Traffic movements
 - Provided graph of previous 30 weeks movement data
- NCIS update
 - 46 complainants who made 51 contacts with the NCIS. 33 new complainants.
 - 36 suburbs recorded complainants. 27 Suburbs with new complainants.
 - Issues
 - GA traffic, 20
 - Helicopters, 12
 - Training, 11
 - Night movements, 2
 - Standard flight path movements, 1
- Online noise report
 - Link to Aircraft in Your Neighbourhood provided, Jan – Sept 2022 available
- ASA Flight Information Management System
 - As our low-altitude airspace becomes more complex, development of Australia’s first FIMS will ensure Airservices continues to ensure the safe and orderly flow of air traffic across our skies
 - FIMS will form the basis of an enhanced air traffic system that will enable Airservices to share flight information between: Air traffic control, Traditional aircraft, new airspace users



- Airservices is prototyping with industry, Australia's first FIMS which will support the safe and efficient integration of emerging airspace users

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

- *Presentation available*

7. Community Feedback

- Caroline Hauxwell.
 - Concerned that there are going to be some significant impacts of noise and concerns about air quality in those areas from low flying aircraft coming out from these new flight paths.
 - Presents map from the AirServices Website detailing the current flight tracks at Archerfield Airport as of 26th May 2016 (https://engage.airservicesaustralia.com/2016-changes/news_feed/archerfield-airport)
 - This is a concern that we've got now with the changes in the, you're replacing your GNSS, your flight path instruments to satellite based instrument flight path rules. You're sharing space with the Brisbane Airport and from what we understand, Archerfield are being forced under the main Brisbane aircraft flights that are in these areas (stressed multiple times). Some of those flight paths, e.g. that small aircraft on approach to Archerfield is circling so that it can lose height and come in under the Brisbane flight path.
 - Enquires the following:
 - What are the further reaches of the flight paths detailed in the MP?
 - What's happening beyond the flightpaths that you've indicated?
 - What noise impacts are you considering, particularly on the more rural and quiet areas?
 - We want to know what the noise modelling and the noise considerations for the suburbs within the Ryan area?
 - We want to know the impact of that low flying interaction with Brisbane airport flight paths is going to be and if there's



any flow on impact on Archerfield approach and departure?

- The PIR involving Trax was useful in terms of Brisbane but not Archerfield.
- Concern around the environmental impacts from low flying aircraft, e.g. effect on water and air quality
- Wants further modelling and environmental impact information available
- *In response to Caroline's queries and statements*
 - David suggests that in order to get information about the actual location and extent of paths beyond what's shown on the plan, as well as the noise management beyond the noise exposure forecast work that is being done for the MP, to let us take that away and come back with whatever can be usefully provided, which would help in terms of understanding the implications of the paths that are shown in the MP
 - John Graham (AirServices)
 - Details that the new Brisbane Airspace and flight paths are currently subject to post implementation review and is out for public consultation until the end of November.
 - An independent consultant offered recommendations, AirServices have accepted all of them – one of them being to have a wider look at the Brisbane basin airspace.
 - States that what has been presented in the MP is very conceptual and that Airservices will not be making any changes to lines on a map without their rigorous internal change program which involves extensive community engagement
 - Suggests to raise all the points made in the meeting surrounding airspace and concern around Archerfield airspace and any potential environmental issues in the BAC PIR that is currently out for public consultation, including uploading any documents
- Ian Tait (Aviation Insurance Australia & GA Pilot)
 - Provided feedback on his personal experience as a resident with GA aircraft operations in the Brookfield/Upper Brookfield areas in addition to highlighting the history of Archerfield Airport and setting out the key differences between aircraft operations at



Archerfield and Brisbane Airport clarifying aircraft operations surrounding VFR and Pilot responsibilities, once controlled airspace has been left.

- Disagreed with many of the observations raised by new CACG attendees.
- Sally Borbasi (BFPCA)
 - Supports Caroline's points.
 - Points out that there is literature about the detrimental effects of aircraft noise.
 - Enquires the following:
 - Where is the Environmental Impact Statement (EIS) for this Master Plan?
 - Is the EIS available for public review?
 - If not, is it ongoing?
- Megan Thomas (Department).
 - Provided a response to the comments raised by Sally. Confirming that an EIS is not required as part of the MP process.

8. Other Business

9. Next Meeting & Closure

- Meeting Dates for 2023
 - 22nd February 2023,
 - 28th June 2023; and
 - 25th October 2023