

ARCHERFIELD AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
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Minutes of Meeting

Time: 02:00pm **Date:** 28th March 2012
Venue: Acacia Ridge & Districts Community Centre
21 Hanify Street, Acacia Ridge

Recorded By: Jessica Handley (AAC)

Present:	Lindsay Allen	Chairman
	Corrie Metz	Archerfield Airport Corporation (AAC GM)
	Robert Dalziel	Resident
	Terese Clark	Resident
	Bordan Blahy	Resident
	Lynne Ball	Neighborhood Watch Oxley / Resident
	Barry Sommerlad	Tennyson Residents Association
	Trish Cattermole	Acacia Ridge & Districts Comm. Centre
	Dawn Lawrence	AVEO Durack Retirement Village
	Warren Fields	Our Lady of Fatima School
	Robyn Wooster	Artic Library
	Anne Williams	Acacia Ridge Ladies Bowls Club
	Ian Tait	Aviation Insurance
	Lucas Tisdall	Flight One Pty. Ltd.
	Allan Brooks	Royal Queensland Aero Club Pty. Ltd.
	Liam Parsons	Quest Newspaper
	Graham Perrett MP	Federal Member for Moreton
	Cr Steve Griffiths	Councillor for Moorooka
	Yasmin Khan	Lord Mayor Representative - Moorooka Ward
	Shane Hackett	Brisbane City Council
	Mark Cenin	Community Relations, Airservices Australia
	Romy Collier	Department of Infrastructure & Transport
	Helen Gannon	Department of Infrastructure & Transport
	Alexandra Pamment	Department of Infrastructure & Transport
	Anne Moffat	Department of Transport & Main Roads
	Chelsea Akers	Department of Transport & Main Roads
	Madonna Stricklen	Walter Taylor South Action Group (WTSAG)

Apologies:	Mark Stewart	LNP Candidate for Sunnybank
	Cr Milton Dick	Councillor for Richlands
	Danny Eatock	Civil Aviation Safety Authority (CASA)
	Robert Tompkins	Resident
	Ellyn Howes	AVEO Durack Retirement Village
	George Lane	Archerfield Control Tower, Airservices Aust
	Andrew Curthoys	State Government
	Andrew Macpherson	State Government

AGENDA

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|------------|-----------------------------------|--|
| 1) | Introduction | Chairman |
| 2) | Apologies | Chairman |
| 3) | Confirmation of Minutes | Chairman |
| 4) | Business Arising from the Minutes | AAC GM |
| 5) | Correspondence Received | AAC GM |
| 6) | Departmental Update | Department of Infrastructure & Transport |
| 7) | “Transition” Update | AAC GM |
| 8) | ANEF & Noise | AAC GM |
| 9) | Consultation Expectation | All |
| 10) | Visit to Airport | AAC GM |
| 11) | Meeting Time | All |
| 12) | General Business | All |
| 13) | Closure and Next Meeting | All |

Meeting Opened at 02:05pm

Item 1 - Introduction

1. The Chairman gave a statement of independence and that he has had nothing to do with Archerfield Airport since the 1950s. He stated that his appointment as chairman is due to his previous community involvement.

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 have been emailed out and are posted on the Archerfield Airports website www.archerfieldairport.com.au . Proposed Ian Tait, Seconded Allan Brooks that the minutes, as posted on the website, be accepted.

Action: Minutes accepted by the group.

Item 4 – Business Arising from the Minutes

4. The GM AAC advised that the changes to the Terms of Reference, proposed at the last meeting, have been incorporated. They can now be found on the Airport's website www.archerfieldairport.com.au.
5. The drainage and treatment of storm water work, referred to at the last meeting, has now commenced. The AAC GM will give an overview of the work at Agenda Item 7.

Item 5 – Correspondence Received

6. A letter from the Walter Taylor Action Group dated the 10th February 2012 was received addressing issues of consultation. These will be addressed at Agenda Item 9.
7. Two (2) emails suggesting input to the agenda were also received. (Note – these items were incorporated in the agenda)

Item 6 – Departmental Update

8. Helen Gannon from The Department of Infrastructure and Transport in Canberra advised of the Master Plan Guidelines and Significant Community Impact Guidelines for Major Development Plans (MDP).
 - a. Master Plan Guidelines attracted eight (8) submissions. They were relatively supportive submissions and most were from other airports.
 - b. Significant Community Impact Guidelines – Under the federal legislation, Airports are required to develop a Major Development Plans (MDP) for any major development activities on Airport. It was previously dollar value which triggered the need for an MDP. However, changes to the legislation were made in 2010 that requires any development that is likely to cause a significant community impact, regardless of the dollar value, would require a MDP.
9. Both sets of guidelines were approved by the Minister in January. They are public documents that are available on the Department website.

Action: Helen Gannon will send AAC GM the link to these guidelines to be incorporated on the AAC website.

Item 7 – “Transition” Update

10. A presentation was given about the Transition Logistics Estate. The following works are currently underway
 - a. Drainage Work: A retention basin and associated drainage works is being constructed to assist with alleviating the current drainage issues. The work is expected to be completed by end June 2012.
 - b. Stub Road: A new road into the Airport entrance will be constructed. The plans have been approved by Brisbane City Council. Approximately 20 metres of road will be built in the first stage until the demand increases.
 - c. Landscaping: The new estate will be landscaped with a common theme. This will dramatically improve the aesthetics of the airport. It is intended to gradually expand this theme through-out the airport.

Item 8 - ANEF & Noise

11. A question was raised both at the previous meeting and by email for this meeting to have a presentation on noise included on the agenda. Consequently, the AAC GM gave a presentation on the Australian Noise Exposure Forecast (ANEF) and noise. The presentation included a description of how the ANEF was modeled and developed and why a Practical Capacity ANEF was developed for Archerfield (in lieu of the 20 year predicted model). A description of the circuits flown at Archerfield was also requested and therefore included in the presentation.
12. Factors that affect the ANEF include the number and type of aircraft typical to Archerfield, the time of day of flying, the runways used, whether the aircraft are arriving/ departing or conducting circuits. As an example of how the model constructs the ANEF, flights that take place during night hours are given four (4) times the weighting compared to the same aircraft and flight taking place during day light hours.
13. The AAC GM explained that the Practical Capacity or most number of movements that can be conducted at Archerfield with the runway and taxiway configuration over a 24hour period is approximately 465,000 movements. The previous ANEF consisted of a 20 year prediction of aircraft movements and included some RPT on the grass runways. As it is highly unlikely that RPT will ever take place on grass runways it was taken out of the currently endorsed ANEF model.
14. One slide depicted a predicted ANEF for 2015 based on a base figure of 150,000 movements with an annual growth of 3%. The GM reported that movements for 2010 were 148,000 and movements for 2011 were 112,000 to demonstrate that even these figures would be unlikely to be realised.
15. Mr Barry Sommerlad asked why there was such a large drop in movements. The GM suggested that the Global Financial Crisis (GFC) was greatly responsible for the drop in movements as well as the fact that a flying school went into liquidation and the weather played a significant part.
16. In relation to the ANEF, Mr Robert Dalziel asked who developed the model and who ascertains its accuracy? Mr Mark Cenin advised that the airport engages a consultant who has the systems and the tools to develop the ANEF. Once this is done Airservices, as the body responsible for aircraft noise, has to confirm the data and endorse the ANEF. The ANEF system has been around for approximately 20-25 years. To date, the ANEF has been assessed by the government as the best and most accurate method of determining who is potentially impacted by noise around an airport.
17. Mr Dalziel stated that he believes that is not correct. He lives in Acacia Ridge and the noise factor shakes his house. He believes that the flight plans have changed. Mr Cenin advised that he is not aware of any changes that have been made from a

traffic control prospective. Mr Metz also confirmed no changes had been made by the airport.

18. Discussion ensued relating to the validity of the ANEF. Mr Bordan Blahy commented that he did not feel that the ANEFs represented reality in that he believes the ANEF does not take into consideration the closer turning circuits of training aircraft. It was pointed out by Mr Cenin that no aircraft would be permitted to fly by the Civil Aviation Safety Authority (CASA) unless it met specific noise criteria.
19. Cr Griffith further pointed out that more modern aircraft, although larger, were more likely to be quieter. The size of the aircraft able to use Archerfield is governed by the length and strength of the runways and taxiways.
20. Provision has been made in the Master Plan for Regular Passenger Transport (RPT) with 12 landings and 12 take-offs per day. Asked by Mr Perrett why 12 movements per day, the GM AAC advised that this number would make a RPT operation viable for a potential operator.
21. Another method of depicting noise is through N70 charts. With normal speech at 60-65 dB(A), the N70 charts depict the number of noise events exceeding 70 dB(A). Several charts depicting N70s were presented.
22. Ms Trish Cattermole asked the question whether aircraft only flew during daylight hours. It was explained that the main runway (10L/28R) is the only runway that is lit and can take traffic after dark. The grass runways (04/22) and 10R/28L can only take traffic during daylight hours.
23. It was explained that the grass runways are generally only used when the cross wind component on the main runways is too great (10knots or greater). Consequently they are required only 11% of the time. However, due to rain events, these runways are unserviceable for approximately 27% of the time they are needed. They are used by light aircraft in daylight hours only.
24. Mr Robert Dalziel asked for a definition of "light aircraft". Mr Lucas Tisdall explained that a six seater twin engine aircraft is generally considered the heaviest aircraft that would use the grass runways. Mr Dalziel further queried why the circuits depicted in the slide presentation were so tight and sharp and suggested they should be removed. Mr Tisdall explained that the circuit flown was dependent on the type and size of aircraft as different aircraft had different speeds required for take-off and landing.
25. Mr Borden Blahy commented that he was lead to believe by Air Services that circuits were restricted to within 3km of the airport. Mr Mark Cenin volunteered to confirm that information and report back to the meeting.

Action: Mr Mark Cenin, Airservices Australia, to advise rules regarding circuits.

26. Mr Tisdall pointed out the economic benefit to the community that Archerfield provides with the attraction of students from places like China, Taiwan and New Zealand.
27. Mr Blahy stated that prior to privatization the main function of the airport was to provide service to aircraft coming into and out of Archerfield. This was refuted by Mr Allan Brooks who advised that his organisation (Royal Queensland Aero Club) had been at Archerfield since 1910. The AAC GM also pointed out that in the mid-80s the movements at Archerfield airport were around 360,000 per year and added that those movements would not have been possible without circuit training.
28. Ms Dawn Lawrence stated that she had lived in the area for 50 years and advised there were a lot fewer aircraft operating than there used to be. Ms Teresa Clark made the comparison that some nights she can hear the shunting from the railway yards and the trains operating at Coopers Plains and added that it depends on the conditions such as low cloud cover, night hours etc.
29. Ms Cattermole asked how many people were employed by businesses at the airport. The AAC GM advised that there were approximately 180 businesses on the airport but was unsure of how many people were employed. The AAC GM will attempt to find some statistics of how many people were employed at the airport.
30. Mr Dalziel commented that the aircraft that fly over his house did not display their registration under their wings. Mr Ian Tait pointed out that it was no longer a requirement to do so as the requirement had changed about four years ago. The registration is now required to be displayed on the fuselage.
31. Mr Blahy asked if the Airport is prepared to take any extra steps beyond the requirements of producing ANEF's to determine if there really is a noise problem? He would like to know what the noise levels are on a 3km radius of the Airport where circuit training is being undertaken and whether noise monitoring is expensive. Mr Cenin advised that noise monitoring is expensive with a single noise monitor costing in excess of \$50,000. Mr Cenin further advised that the ANEF is used at every airport in Australia and is used internationally. It is a core part of the master planning process.
32. In response to Mr Barry Sommerlad's comment that he thought noise monitoring would be installed at various locations to record noise, Mr Cenin advised that Airservices has a program of noise monitoring at major airports around Australia. Mr Cenin committed to finding out when Brisbane is scheduled to be reviewed and whether it was possible to conduct any monitoring at Archerfield.

Action: Mr Cenin to determine schedule of noise monitoring for Brisbane and whether it is possible to conduct noise monitoring at Archerfield.

33. Mr Shane Hackett commented that another way that noise can be managed is through treating their homes with soundproof windows and sound installation.

Item 9 - Consultation Expectation

34. The AAC GM advised the he received a letter from the Walter South Action Group dealing specifically with consultation. The letter suggested that the group should consider a public forum meeting.
35. Ms Trish Cattermole commented that consultation should be about two-way communication. The airport should provide an overview of what is happening on airport and the community needs to express concerns. Ms Cattermole suggested that the main issues could then be taken up by the CACG members and strategies developed. It was admitted that not everyone could be satisfied through this process but at least concerns could be tabled by the community. This view was also reinforced by Cr Steve Griffiths.
36. There was tacit agreement to make the last meeting of the year one that is open to the public. AAC will put out notices and the community groups and individuals will also publicize this public meeting.

Action: Make the last meeting of the year a public meeting.

37. The AAC GM detailed the other points that were made in the letter from the Walter Taylor Group as follows:
- a. Detailed impacts on the community
 - b. Define long term plans
 - c. How can the group influence a decision made by the people
38. Helen Gannon advised that there are 19 Community Aviation Consultation Groups around the county and they are all really different. The Gold Coast has a fully open public consultation and explained that they are now starting to experience difficulties with the number of people who find it difficult to get their opinions across due to the large volume of participants.

Item 10 - Visit to Airport

39. The AAC GM offered the group the opportunity to tour the Airport and point out some of the issues and proposals that have discussed in the CACG meetings. Mr Lucas Tisdall further offered to show the group over an aircraft and discuss flying training issues. Ms Helen Gannon advised that some of the other CACG groups have been on airport tours and found it to be very beneficial.

Action: The AAC GM will send an email detailing a date and time for a tour of the airport. A bus will then take those interested for a tour of the airport.

Item 11 - Meeting Time

40. There was discussion as to the best and most suitable time to hold the meetings. Although there were various opinions, it was decided that the most suitable time would be a 4:00PM start. Consequently, the next meeting will commence at 4:00PM.

Action: CACG meetings to be scheduled for a 4pm start.

Item 12 - General Business

41. Although there was general discussion about the utility of these meetings, no specific general business was presented.

Item 13 - Closure and Next Meeting

42. The Chairman closed meeting at 4:07pm
43. Next meeting is set for the 18th July 2012 at 4:00pm.

LIST OF ACTIONS

1. Minutes accepted by the group
2. Helen Gannon will send AAC GM the link to these guidelines to be incorporated on the AAC website.
3. Mr Mark Cenin, Airservices Australia, to advise rules regarding circuits.
4. Mr Cenin to determine schedule of noise monitoring for Brisbane and whether it is possible to conduct noise monitoring at Archerfield
5. Make the last meeting of the year a public meeting
6. The AAC GM will send an email detailing a date and time for a tour of the airport. A bus will then take those interested for a tour of the airport.
7. CACG meetings to be scheduled for a 4pm start.