

MEETING MINUTES

Community Aviation Consultation Group (CACG)

Meeting Date: 19 June 2024

Location: Grenier Meeting Room, Building 9, Grenier Drive, Archerfield Airport / Microsoft Teams Meeting

Time: 10.02 am to 11:47 am

Attendees:

<p>AAC: Alexandrea Ramos Maree Washbourne Nikolay Radev Rhy Moore Tracey Wood</p>	<p>Airservices Australia: Marion Lawie</p>	<p>ANO Belinda Fenner</p>
<p>Aviation Insurance Australia Ian Tait</p>	<p>BCC: Saskia Richardson</p>	<p>BFPC: Sandra Bell</p>
<p>Little Wings: Katie McIntyre Zach Driscoll - pilot</p>	<p>Oxley Ridge Neighbourhood Watch: Lynne Ball</p>	<p>Planned FX: David Gold</p>
<p>Representative of Ryan Electorate Caroline Hawxwell</p>	<p>Resident Tess Bignall Olivier Cheneval Tim-R Bruce Kirk Bonnie Grantley Robert Tompkins</p>	

Apologies:

<p>AAC: Rod Parry</p>	<p>Company Name:</p>	
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AGENDA ITEMS	
Item No.	Topic
1	Governance
1.1	<p>Welcome / Introductions / Apologies</p> <ul style="list-style-type: none"> Welcome by the Chair. Attendees and apologies as noted above.

	<ul style="list-style-type: none"> Government people attending on Teams, and those on Teams, we will ask them to wait while a dialogue /discussion is in progress, and if they put their hand up and we will let them in to ask questions.
1.2	<p>Adoption of minutes of previous meeting</p> <ul style="list-style-type: none"> Approved
2	Matters arising from minutes
2.1	<ul style="list-style-type: none"> Noise monitoring and have asked Airservices for a monitor and they have referred to be brought up at the CACG meeting. Airservices are the ones that handle this, when someone from Airservices arrives they can answer the question. Advertising these meetings, Rhys has confirmed this is not open to the community, people who want to attend need approval from Jan/Chairperson. Minutes to be sent sooner, rather before the meeting. Agreed to be sent out and again closer to the meeting.
2.2	<p>Correspondence</p> <p>Comments from Teams Chat</p> <ul style="list-style-type: none"> Under Other Business Chat comments from during the meeting
3	Archerfield Airport Update
3.1	<p>Building Development & Projects on airport and works completed since the last meeting. Presented with PowerPoint.</p> <ul style="list-style-type: none"> The main runway is open 24/7. When shut down, take the opportunity to undertake cyclical maintenance activities, including line marking, OLS survey works, fire ant treatment, taxiway/runway lighting inspections and servicing done last week. Recent completion and hand over of the Lifelight Maintenance Facility, the largest hangar constructed at Archerfield. Upgraded LCC electrical infrastructure on the airport, Boundary and Wirraway Precincts. 580 Fully completed and part occupied 580A is still up for lease. Site 560 – Cold stores facility is now completed, and tenant moved in. Site 570 the largest warehouse with offices is on track for completion very shortly. The weather has not impacted the completion date. <p><u>Planned building activities:</u></p> <ul style="list-style-type: none"> Hangar development going ahead on the Beatty Precinct. Beaflighter Avenue Extension. Transition Estate Developments.



Master Plan & Environment Strategy

David Gold @ Planned FX- lead consultant.

We are in the process as reported in the last CACG meeting of reviewing and further updating the draft Master Plan, to address a number of points that had been raised. There have been a few airport regulation changes, that has some impacts on the level of information required in a Master Plan. The Department has given us some guidance on some of the expectations for the land use planning. Which we are using to build up more information to give more certainty in the Master Plan. Currently working through this, we will then provide a new Master Plan in the coming months for the Minister to review and approve.

Bruce Question: Minister King has asked for more information; can you clarify what was required? As was not clear to the public domain.

- David answer: Deciding on the Master Plan the Minister has to decide either to approve the plan as it was submitted, or they have to reject it. Because the detail now required due to act and regulations revised there are points in the document that they want more detail. Specifically, more detail on land use planning, more details and clarity what is exactly is intended in each part of the airport in the first 8 years of the airport's operation. We have worked on a high-level plan shown the intentions of each precinct. Provided precinct structure plans with intended layout of future development. Which has been adequate for many years of Master Plans but now there is a greater expectation for detail on the specific land uses in the first 8 years. The other aspect was ground transport, for AAC not as significant issue compared to other airports who have higher numbers of passengers and goods coming and going, but we still need raises issues that we are clear on access to the airport and roads or what would be needed for future roads. Requires a greater standard of detail to be provided.

Questions and discussion from Bruce Kirk – resident and David Gold regarding the community consultation, the Ministers comments regarding it, noise, flight paths from Brisbane & Archerfield and when the Master Plan will be submitted.

- David responded, the Master Plan itself has elaborate details about the consultative process, includes the CACG which we are going through and other consultative mechanisms. The Master Plan sets those out. The minister is satisfied with those consultation measures in the Master Plan meet the requirements for a master plan. The Minister is satisfied with the consultation undertaken for this version of the Master plan is appropriate and adequate and address the requirement of the Airports Act. If it's more are we going back out to the broader community, we are not, because the consultation undertaken for the Master Plan was appropriate its more now ensuring the document which



covers off all the issues raised in the Master Plan, has enough information, detail & certainty in it, that everyone see we are going to deliver what we intend to do in delivering the Master Plan over the next 8 years.

Bruce Question: There will be noise sharing across Brisbane area, under flight path of Brisbane & Archerfield? How is this reflected in the Master plan or is this isolated to Archerfield?

- David responded This has been completely addressed to the Ministers satisfaction in the Master Plan, the noise management was very well documented. This was not an area that required further detail.

Olliver Question: Was this before or after the recent change to the flight path of Brisbane Airport?

- David responded: The Master plan is reflective of the current arrangement of the Brisbane airspace, and it clearly acknowledges the issues around Brisbane airport operations and questions you are raising. And shows airspace management of Archerfield Airport and the broader issues to do with the management of the airspace and noise and aircraft movement in the wider airspace. Those issues have been addressed satisfactorily for the Minister; they are not issues we are revisiting for the Master Plan.

Bruce Kirk – when will this be submitted.

- David responded - Approx coming months for the Master Plan to be submitted. No timeline on when this will be submitted.

Jan - People online please identify yourselves when talking, making it easier to respond to.

Would like to clarify with the earlier LifeFlight photos I should have mentioned previously that I am on the LifeFlight board, in terms of the commercial arrangements, and being on Archerfield. I have not been involved in any arrangements for them being here. Would like this known.

Presentation from Little Wings.

Introduce Katie McIntyre chief Operator covering QLD, NSW & ACT & Pilot Zach. All our pilots are volunteers.

Little Wings has been operating for 12 years with the vision of no child should go without medical care. No matter the geographical location that children get the help they need. Have been operating out of Archerfield for a year, for any child that lives 3 hours outside of their local hospital. fly and driving are free for the family.

We get a small amount of Government subsidy funding.
State & Federal funding has helped with purchasing planes.

Last year we were doing 70 missions a week, compared to 10 years ago was doing 10 missions.

Zach one of the volunteer pilots share his experience.

Every Wednesday messages are sent out and are asked who is available to do a pickup or drop off.

Once agreed upon, flight plans are looked at, will be early to do a walk around the plane to make sure everything is good like a ritual. Paperwork is sorted, water, tiny teddy biscuits are available for the child.

Notices the tone of the family when going to pick them up to take to the city for care, the family is happier after the appointment and going home. Its simpler to get on a plane with Little Wings, than it is to go on a commercial flight, no security to go through or extra stress. They get the opportunity to talk to the pilot, usually given to mum so if they need anything can help. Try to keep it stress free if possible.

The impact of the service to the families, is huge, financially and the ability to be able to stay home.

Part of the Medical Wings Program as well, take medical teams out to remote /rural areas. They can see up to 30 children on a day and families turn up to the appointments.

Referrals will come from Hospitals or GP or medical and that the child is ok to fly in our unpressurised Barrons, if they require oxygen, they would be put on a commercial flight but will pay and arrange the flight and drive. If we are weather dependent will use a commercial flight if needed.

Will fly family as compassionate flights especially around Christmas or school holidays, if away from family long times.

Question asked about flight times mostly day or night?

Only fly during the day and commercial for night flying, will be a few late afternoon flights and are equipped for this.



CACG Presentation
2024.pptx

Jan thanked Little Wings for coming along and to your colleagues for the work you do.



4	Airservices Australia Update
4.1	<p>Marion Community engagement adviser at Airservices with a focus on noise action plan for Brisbane and for the team generally and Brisbane based.</p> <p>Shared a Power Point</p> <p>A question from Bruce regarding the impact of Brisbane Archerfield flight path, is the sharing of the noise being considered?</p> <p>Read an article from Minister King August 2023 media release “finally I have concerns about the draft master plans approach to the community consultation on potential aircraft noise impacts related to general aviation operations in the immediate vicinity of the Airport- Archerfield” These conflicts with the Master Plan report mentioned earlier.</p> <ul style="list-style-type: none"> • David has clarified – What the Minister raised was for the Airport Corporation to be clear in its Master Plan on how we were addressing noise exposure in the areas of the 30 ANEF contours towards the Southeast area of the Airport. Have gone through the Master Plan and documented the process on how we will engage with those people within that 30 contour, if there is an aviation operation that generates noise that is likely to be similar to the forecast shows. The forecast is showing an endpoint condition noise exposure with a 20-year horizon. It is assumed it is not an indication of the current noise footprint of the airport. We will go through a series of steps if that change is going to happen and will take mitigating measures with operators to minimise the noise impact. • The communication from the department is the Minister is satisfied that we have prepared an appropriate noise exposure forecast and that we have picked up other noise management aspects of aircraft operations. But wanted us to be very clear about how we were engaging in any future conditions. <p>Asked if this can this be shared out, would need approval from the General Manager for approval with sharing.</p> <ul style="list-style-type: none"> • Discussion on flight paths, expansion on the airport for larger jets in time for the Olympics. No information on how low these flights will be or the cross over from Brisbane. Have we validated the noise modelling the aircraft noise and further out • This has been raised in a concession of CACGS and have been very careful to be covered in the Master Plan to clarify what aspects of aircraft



operations and noise impact are addressed in the Master Plan under the Airports Act that is all there in the original and made public. Clearly stated and what we have assumed how we got through the process and modelling and everything we have used. Addressed the requirements for a Master Plan.

Marion from an Airservices aspect our environmental people have reviewed and endorsed that noise modelling through the Master Plan. Again, it's a statutory process. Have considered and compared with Brisbane and Archerfield Master Plan and are not at odds with each other

Airservices validate their noise modelling in PIR. The measurement taken through the noise monitors in Brisbane was used to recalibrate the modelling.

- Noise Monitoring is just going live now with Brisbane Airport & Airservices
- Chair has asked this to be taken offline as we are getting lost in it. Presentation will be made available.

Jan – May 2024

- 42 individual complainants
- 57 contacts
- 25 new complainants
- 28 suburbs recorded a complaint. Mostly Oxley & Corinda.
- Issues were General aviation, helicopters and training.
- The website is being worked on to be more user friendly.
- May is now up to date in the system.

Discussion raised around ANZAC day and the number of small planes flying during the ceremony times. Airservices had responded to a complaint regarding this.

- Fly neighbourly agreement needs to be looked at updated to consider ANZAC day? AAC to reach out and do more engagement.

Noise action plan for Brisbane. We have had a quarterly update; all details are on the website.

- 2023 data for Brisbane only
- Process of engagement and phases
- Legacy Runway flying over water
- Proposal for November.
- Will be implementing Phase 2
- Concentrating on feedback from areas that are affected.



	<ul style="list-style-type: none"> • Release phase 2 options assessment report for review to the public for four weeks. • Phase 1 was released last year and updated from reviews. <p>Specific Archerfield Airport does share airspace interrelations with Brisbane basin. Proposing introducing Procedural Standard Instrument Departures for Archerfield Airport with the purpose of facilitating increased simultaneous opposite direction parallel runway operations with Brisbane Airport. To create less impact for inland communities. Will not happen every day.</p> <p>https://engage.airservicesaustralia.com/nap4b/widgets/401129/documents</p>  <p>ATTACHMENT PIR Aircraft_Noise_Modt</p> <p>Chat comments:</p> <p>tim-r could we have a map of proposed flight paths further from the airport for the most heavily traffic routes for both south and northbound flights. the master plan does not detail anything about these paths or what communities are impacted by any flight under 6000ft. thank you</p> <p>tim-r (Unverified)</p> <p>the fact there are no operating constraints does not mean that you can ignore consideration to residents under flight paths</p> <p>time to review the Fly Neighbourly program!</p>
5	Department of Infrastructure, Transport, Regional Development & Communications update
5.1	Where unable to make the meeting – no update
6	Community Feedback
6.1	<p>Tess from CedarCreek Sanford area, Question for ATC mostly at Archerfield, experiencing aircraft in both directions from Brisbane & Archerfield. Will have a jet from Brisbane go over them then having a smaller aircraft coming into Archerfield under the same, similar path</p> <p>Is consideration for those living in this corridor and living on tank water, aircrafts are flying lower, is there anything on keeping these aircraft out of Brisbane flightpaths is this possible.</p>



- Marion responded will go to ATC under Airservices for an answer.

The two SIDs and the segregated modes for the South side, David is this part of the Master Plan or be in the updated Master Plan for Archerfield?

- Marion responded the SIDs do align with the Master Plan and with the modelling for the Master Plan, the segregated modes are more for Brisbane. David confirmed what Marion just stated.

Discussion around the flights north of Brisbane how the traffic if Amberly is not operating where are they being redirected, and numbers being projected? What capacity for the Master Plan.

Marion will come back as to the direction but not the traffic numbers.

Jan to advise the numbers.

Olliver asked; Be good to have a time frame on the noise complaints, to the second part of Marions report, Flights are going to be changing outside of towers hours, and pilots can do what they want, but Most of the reports/complaints are outside of ATC hours and would be good to have that data.

- Marion has confirmed the report states what operation complained about and if it was day or night. 25% was about training, we do not have data if it was day or night, just for general aviation. No changes to how training is done, as they are not departing, they are just going around. Oliver had experienced 3am training, was not needed at that time?
- Airservices do not advise or control the time when flight schools are training.
- Marion to check what suburbs around /nearby Archerfield Airport were to get noise monitors when she has access to the list to confirm and no time frame on when these will happen.

Sandra Asked no report for the safety regarding the health impacts under the flight paths. The lead fuel, air quality are the houses safe to live in and little children, the mental health side. The community has not wanted noise sharing they want noise reductions.

Not an Airservices issues.

Rod was going to set up a meeting with the CACG and flying schools. When Rod is back on deck will try to put this in place at next meeting in the year.

Jan has advised when Rod is back, we will get to it.

Sandra "What can be done to send out Health warnings to the people that live in these communities that are under direct flight paths.



	<p>Jan Health department to be asked? Certainly, do something now and next few weeks and get back to everyone and if we get an outcome.</p> <p>Anything a flight school self regulates it's not controlled by Archerfield or Airservices.</p> <p>Jan will undertake to explore this further.</p>
7	Other Business
7.1	<p>Sandra Is Archerfield being environmentally responsible to the environment and the people they over fly is it on AAC radar to move away from lead-based fuel like America? It's part of the Green Paper coming into a White Paper. Is Archerfield going to move into the next generation of aircraft.</p> <p>CASA approves what is used for on Airports.</p> <p>Sandra states 'Understands regulation but can do better than what regulation states.</p> <p>Jan said nothing wrong with us going to CASA and asking. Wait for the White Paper and look at a response to it.</p> <p>Caroline has put in the Chat as her questions has not been answered and would like them in the minutes.</p> <p>They are below:</p> <p>I'd just like to point out that the questions I asked have not been answered.</p> <p>PIR noise measures taken mid-pandemic in 2021 are not sufficient to validate what is happening now we are back to full operations. Even those limited data sets from 2021 show that BNE flight paths are having a greater effect than forecast in Tingalpa and New farm. Brookfield monitoring was done in 2023 - after the PIR.</p> <p>What I want to know is:</p> <p>does the Archerfield master plan consider the effects on height of ARCHERFIELD flights when the new and updated BNE flight paths are operating, particularly those northern arrival and departure traffic routes, and</p> <p>Does the master plan include impacts on the suburbs further away, particularly those under the northern flight paths.</p> <p>Does the ARCHERFIELD master plan include validated models and mapping using ground-truthed data now that the new BNE flight paths are in operation. The answer to Olivier's questions suggests no noise monitoring has been done for areas such as</p>

	<p>Oxley for over 20 years, and I'm not convinced that data from the meters in Brookfield has been included in any validation of the models for Archerfield.</p> <p>Caroline Hauxwell (External)</p> <p>I'd just like to point out that the questions I asked have not been answered. PIR noise measures taken mid-pandemic in 2021 are not sufficient to validate what is happening now we are back to full operations. Even those limited data sets from 2021 show that BNE flight paths are having a greater ef...</p> <p>Hopefully this will be in the minutes [11:45 AM] Caroline Hauxwell</p> <p>it would be a pity and a waste of time and money to have to do a PIR demanding real change because the master plan did not properly address issues.</p> <p>tim-r (Unverified)</p> <p>the fact there are no operating constraints does not mean that you can ignore consideration to residents under flight paths</p> <p>[11:48 AM] Sandra Bell</p> <p>Australia is lagging behind other countries with regards to aviation noise and health issues. We need otto be looking at what other countries are doing</p>
8	<p>Next Meeting & Closure</p> <p>20 November 2024</p> <p>Closed at 11.47am</p>

