

MEETING MINUTES

Community Aviation Consultation Group (CACG)

Meeting Date: 26th February 2025

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

Time: 3.30pm to 5.00 pm

Attendees:	AAC:	Airservices Australia:	Oxley Neighbourhood Watch
	Rod Parry	Marion Lawie	Lynne Ball
	Rhys Moore		
	Alexandrea Camagay		
	Maree Washbourne		
	Tracey Wood		
	BCC	Planned FX:	Representative of Ryan Electorate
	Saskia Richardson	David Gold	Caroline Hawxwell
	Residents	Samford Area Aircraft Action Group	BASAIR
	Olivier Cheneval	Tess Bignall	Chris Lea
	Ross Hanson		

Apologies:	Airservices Australia	Aviation Insurance Australia:
	Bryden Elssmann	Ian Tait
	Residents	
	R Tompkins	
	Nicky Duggan	



AGENDA ITEMS		
Item No.	Topic	
1	Governance	
1.1	Welcome / Introductions / Apologies - Welcome by Chair, introduction and started by discussing the importance of having minutes available promptly and suggested they be posted on the website. She highlighted the challenges of balancing commercial operations with stakeholder satisfaction, particularly in relation to government involvement. Noted the positive impact of Marion's participation in the previous meeting. And acknowledges the correspondence in the last few days, which are relevant and will be addressed today. - Attendees and apologies as noted above.	
1.2	Adoption of minutes of previous meeting Approved	
2	Matters arising from minutes	
2.1	- The Chair would like to apologise for the lateness of the minutes, it's not a good look and to be on the website. To have tea and coffee this is a good move, and we might get more people attending rather than on teams. - The Department have sent through a letter stating they will not be attending any CACG meetings, unless there is a specific issue of relevance to them, presumably will come on board as a team. - Correction with the attendees, Jenny King is with Oxley Ridge Neighbourhood watch with Lynne Ball. Not Algester Neighbourhood Watch. - Marion has already communicated with Maree regarding some of the words were missing to get the minutes accurate. - The Archerfield website has been updated, and the minutes will be uploaded to it. It's been noticed only one minutes is loaded and can only see the history of it. - Fly Neighbourly has been removed, to be raised as an agenda item _ Update: Fly Neighbourly was not removed from the website. Fly Neighbourly is under https://archerfieldairport.com.au/community-environment. Modifications have been made to the website to make it easier to locate Fly Neighbourly. - Marion has updates from the minutes and will be addressed today.	
2.2	Summary of Meeting	
2.2.1	The discussion centred on the management of community relations and operational updates related to the airport. Jan Taylor (The Chair) emphasised the importance of timely minutes and their accessibility on the website, acknowledging the challenges of balancing stakeholder interests, particularly with government agencies. The airport's commitment to adopting new aviation technologies was highlighted, with agreements established with 11 organisations, including AMSL Aero, which is developing innovative eVTOL aircraft powered by hydrogen and batteries. Rod (AAC) provided insights into community engagement efforts, including partnerships with local schools and initiatives like a food collection drive for the Beyond organisation, which supports individuals facing domestic violence. Rod outlined an upcoming emergency exercise simulating an aircraft crash, which is part of a biannual requirement to ensure preparedness among emergency	



	services. Community representatives raised concerns regarding pilot flight paths and the pending release of TRAXS FAQs, alongside updates on the 2018 environmental impact assessments for Brisbane Airport. Amberley reported a notable increase in complaints related to helicopter operations, particularly during nighttime, attributed to heightened activity from police services. Marion updated on the noise action plan for Brisbane, indicating progress in phase five and ongoing work in package four, with community feedback being integrated into assessment reports. The discussion also touched on noise monitoring and the importance of community engagement in addressing these issues. Concerns were raised by community members, including Caroline, about the emotional and financial toll of noise pollution and the perceived lack of action from the airport regarding these issues. Tess highlighted the need for better communication with aircraft owners and proactive measures to alleviate community frustrations. The group acknowledged the challenges posed by increased flight volumes and the impact of older aircraft on noise levels, while recognising the limitations of existing regulations. Plans for future discussions were established, along with a commitment to share meeting minutes and presentations with participants.	
3	Archerfield Airport Update	
3.1	<u>EGM Update: PowerPoint attached</u>  AACACG_2025_Mee ting_(1)_27-02-2025. As a company we've accepted the challenge of being probably one of the leading airports in world new technology, both for passenger and cargo flights. The current state we've got now is that we've got either MOUs or some form of agreement with 11 new companies or which is made up of aircraft, the new aircraft manufacturers or universities. The latest one that we've just signed, is with a company called AMSL Aero. This is the only Australian manufacturer of eVTOLs. It's, the technology is something I think will go much further than the proposed electric batteries as it's a combination of both hydrogen and battery power. The range of the existing electric eVTOL aircraft is only about 70 - 100 kilometres. That's because of the battery technology. This is very different. It's got a range with a full payload of about 1,000 kilometres. Basically, it takes off with battery power. And in flight, it switches to hydrogen power, which not only powers the aircraft, but it recharges the battery. When it lands, it's got a full battery capacity. We're working with Wisk, which is the Boeing company. And we're working with a London, Singapore-based company called Skyports to work out what infrastructure we need to handle these sorts of flights in the future. In the master plan, we've identified rough areas of where we think we're going to put these. This is just firming up. It's brand-new technology so the infrastructure of this is still a bit crystal ball but we're working it all the way through. Obviously, we've got to work very closely with the regulators, that's both the air services and CASA. They're being very cooperative, and I actually firmly believe this is the future. Not going to happen overnight, but we're getting the first foundations down. I believe that we're probably amongst the first two or three airports in Australia to do this. Certainly, as a company we see this as a vital part of our strategic plan going forward. Currently, we now have two companies producing hydrogen at the airport. One, if you look at our LinkedIn page, has achieved some quite impressive milestones this week.	Rod Parry



Endura is very much a small startup company. They are now in a, I don't want to say experimental size, but it's not quite commercial size, producing green hydrogen. They use a very new technology for it. It's still not enough to use commercially. That I think is the future. The next company is Pure Hydrogen. They're not producing hydrogen yet because we're having to help them deal with Energex because they need a lot of electricity to power change into hydrogen.

I'm not sure how the economics of using grid power to change water into hydrogen is going to work. They want to try and change it to green hydrogen, but they haven't got quite the techniques yet. Their business plan is to start off providing hydrogen fuel for trucks, then go into aviation.

Are you planning to store a lot of hydrogen on site?

There are no regulations for it yet, so we're having to work with people to say, if we're going to be doing this, what can we do, what we can't do, where do we store it? Are there things like blast areas? We're asking questions and slowly answering them.

COMMUNITY ENGAGEMENT

The next two slides cover some of the community engagement initiatives we've completed since we last met. The visit of Acacia Ridge State School and an inaugural award set up by Archerfield Airport for the Science Shield.

Rod discussed community engagement efforts, highlighting the collaboration with Acacia Ridge State School, where students participate in graduation ceremonies and airport tours. The team also organised a food drive for the Belong Foundation, which supports those affected by domestic violence. Feedback from the students has been overwhelmingly positive, with many returning to the airport on weekends.

Rhys
Moore
Rod
Parry

Development Updates

Development of the transition logistics estate. There are four completed developments on site. There's lots of interest in the remaining parcels that can be developed. our, property team is working with the various inquiries for the next building activity. Last time we met, we gave you a bit of an update on the Beaufighter Ave Extension Project located towards the southern boundary of the airport and the Oxley Creek buffer area. Several new hard stand sites are being created and should be completed April this year. There's not a lot to look at because it's just flat hard stand sites and soil at the moment. So once that's completed, we'll have some more updated images there.

Rhys
Moore

Hangar 101 - commenced in February on the state of the art new 4,000 square feet facility at Hangar 101. It's located in the Beatty precinct and is clearly visible as you drive on Beatty Road. Construction started in February and the next slide is showing what the building will look like once it's fully completed.

We're providing more infrastructure for the police to have their capability group based at Archerfield. They're now leasing from us five hangars in the same area, so that's where they've concentrated, for all operations of QGAIR, the helicopter operations, the engineering of QGAIR helicopters, the other three hangers are for POLAIR.

EMERGENCY EXERCISE

Every two years, we must have a live emergency exercise involving all the emergency services. So next Wednesday, if you see ambulances, fire engines, police cars, scream to the airport it's for a simulated crash of an aircraft. Unfortunately, there were people killed,



	and we just go through the exercise. That's every two years. In between, we must do a one-year tabletop exercise just to make sure everybody's on top of what's needed. It's sometimes very realistic, other times it's more in your mind, but it tests all the procedures, tests all the SOPs. Can I ask, in the past, so like when you do this exercise, does a firefighter extinguish the aircraft? Some airports have got special facilities where they can use that. We don't have that because we don't have any firefighters based at the airport. Any foams used in training activities by QFES will be free of AFFF. Other Updates: Airport Master Plan – Currently in the review process and with the Minister and confident of an approved master plan by the 24 April. David Gold – confirming and hoping for approval. Rod- It's also my turn to make an apology. I was very embarrassed to see when the minutes went out, we used everybody's address rather than BCC, we've got a policy that if we have a public email, all the addresses should be used as a BCC. A mistake was made, and I do apologise for that.	Rhys Moore
4	AIR SERVICES UPDATE	
4.1	PowerPoint Attached  Airservices YBAF CACG 26 Feb 2025.p Airspace Management and Community Engagement Updates. The discussion included community concerns regarding the ability to influence pilot flight paths and the status of TRACS FAQs, which are being prepared for Phase 6 engagement. The 2018 environmental impact assessments for Brisbane Airport have been released, although they are technical documents meant for internal use. Additionally, information on airspace classes and community education resources was shared, including links to videos and data on air traffic movements. Complaint Data and Flight Operations Update Amberley presented the latest complaint data, noting a marked increase in helicopter-related complaints, particularly during night hours and training sessions. This uptick is linked to heightened helicopter activity over the past few months, especially from police operations. The data is manually recorded and does not include flights without transponders, which are common in general aviation. Noise Action Plan Updates and Community Concerns Marion shared updates on the Brisbane noise action plan, highlighting the completion of phase five and the ongoing assessment of community feedback. Caroline raised concerns about the impact of aircraft noise on residents, emphasising the need for acknowledgment	Marion Lawes



	of their distress. Marion acknowledged the reality of these concerns and mentioned efforts to improve noise management, including changes to flight paths. Community Concerns and Distress. Caroline articulated her distress over ongoing noise issues in her Brisbane community, highlighting the absence of supportive metrics or actions taken to address the problem. She described the emotional impact of feeling gaslighted and the challenges of relocating after 25 years in the area. Tess responded by acknowledging Caroline's sentiments and expressing appreciation for her comments.
5	Department of Infrastructure, Transport, Regional Development & Communication & The arts update
5.1	Will not be attending the meeting – no update
7	Other Business
7.1	Community Concerns Regarding Aircraft Operations Tess Bignell highlighted issues faced by residents due to low-flying aircraft from Archerfield, including potential lead contamination in water tanks. She requested assistance in contacting aircraft owners to discuss these concerns and proposed that the airport take proactive steps to inform them. Caroline Hauxwell supported Tess's points, sharing her own experiences with low-flying aircraft in Brookfield and advocating for a "fly neighbourly" policy. All aircraft operating from Archerfield do so with fuel that is approved and used throughout the whole of Australia Low Lead AVGAS and Jet A1. All fuel is governed by government and not the airport. * Fly-neighbourly policy and its implications for aircraft operations. Action Item: Rod will revisit the fly-neighbourly policy with the training schools to ensure responsible flying practices. Discussion on Aircraft Noise and Flight Regulations Participants discussed the perceived rise in joy flights and the overall increase in flight volumes, with Read noting that the number of flights has not significantly changed in the past year. Concerns were raised about the noise generated by low-flying aircraft and the maintenance checks that ensure compliance with noise regulations. It was highlighted that current laws regarding noise are outdated. * Noise complaints and measures taken to address them are done by CASA not the airport. Community Concerns Regarding Airport Operations Caroline discussed the detrimental effects of airport operations on local residents, the detrimental effects of airport operations on local residents, advocating for human interest stories in the media to raise awareness. She pointed out that the community bears the costs of noise pollution and health impacts without any compensation. The group acknowledged the challenge of engaging the media and the need for a more sympathetic portrayal of community concerns.



	* The need for sympathetic media coverage of community issues related to airport noise. * The lack of regulations regarding aircraft engine noise. * The role of local politicians in addressing community concerns about airport operations.
8	Next Meeting & Closure 25 June 2025 3.30pm. Closed at 5.10pm.

