

Brisbane Airport Community Airspace Advisory Board (AAB)

Meeting Minutes

DATE	LOCATION	MEETING TITLE	START TIME	END TIME
19 July 2023	Brisbane	Brisbane Airport Community Airspace Advisory Board Meeting 02	15.30 AEST	18.18 AEST

Refer to Attachment A within this document for attendees and apologies.

Minutes

Agenda Item 1: Welcome and Acknowledgement of Country

The Chair, Ron Brent, opened the meeting at 15:30 and welcomed members and industry advisors to the AAB meeting. The Chair acknowledged the traditional Custodians of the land on which Brisbane Airport is located, the Turrbal people, and paid respects to their Elders past, present and emerging. The Chair introduced the guests to the meeting:

- Donna Marshall – Airservices Australia Head of Community Engagement
- Marion Lawie – Airservices Australia Community Engagement Advisor – Noise Action Plan Brisbane
- Mark Latimore – Airservices Australia Environmental Assessments Team Lead
- Phil Stollery – Envirosuite Global Head of Environment Intelligence Services

Agenda Item 2: Administration and action items

The Chair noted that the Minutes from the previous meeting were endorsed out of session and are now published on the AAB website.

The Chair discussed the Action Items list, noting that a number of items were closed out of session.

The Action Item list is at Attachment B.

The Chair encouraged community members to communicate if they feel that any action items have not been adequately addressed.

Agenda Item 3: Noise Action Plan for Brisbane update and response to actions from meeting 1

The Chair noted that the Noise Action Plan for Brisbane (NAP4B in short) Phase Two fact sheets will be discussed between Airservices Australia (Airservices) and AAB community members out of session.

Donna Marshall, Head of Community Engagement, Airservices provided a status update on the NAP4B.

Refer to presentation at Attachment C.

Mr Muller asked why AAB was not given the opportunity to comment on the NAP4B Phase One options and when an opportunity to comment on the options would be provided.

In response, Ms Marshall advised:

- Airservices did not have the opportunity request feedback from AAB members on Phase One engagement options, as the AAB had not been formed at the time of release of Phase One.
- Airservices will engage with AAB community members for feedback on fact sheet content, particularly in relation to the clarity and simplicity of the information provided, and to confirm if there is enough information to support community understanding, on all options moving forward.
- The submissions from Phase One have informed Phase Two options for night time overland departures to the north. Other Phase One feedback is still being reviewed.
- Airservices is endeavouring to hold drop-in sessions within 15 minutes of each community that may be impacted by potential changes in Phase Two engagement.

AAB members suggested additional locations for Phase Two engagement

- Lota
- Ascot/Hamilton/Hendra
- Morningisde.

Airservices committed to adding sessions in or near these locations.

Action: Turbo prop aircraft movements

In relation to Action Item 1.7, Ms Marshall presented information on piston and turboprop aircraft overnight flight movements, including under what circumstances they are required to fly over the city and when the aircraft are required to hold at lower altitudes.

Refer to slide 7 of the presentation at Attachment C.

In response to Mr Muller's question about when the New Parallel Runway is required to be used overnight, Mr Boyle noted that the New Parallel Runway is not used for over land departures between 10pm-6am. Use of the New Parallel Runway at night is subject to Brisbane Airport Corporation's approval and only under strict circumstances.

In response to an AAB member question about why turboprop aircraft are not turned to operate over water rather than flying over land at night, Ms Marshall noted that there is currently no procedure in place that requires turboprop aircraft to be turned to travel over the water. This can be done if conditions allow, but is not currently a requirement. It was noted that Airservices was working through a high volume of community feedback on the proposed option presented in phase one, which would require an early turn of turboprop aircraft to shift them over water, and that the feedback must be given due regard prior to any decision to change the procedure.

Mr Curran further advised that the Air Traffic Controllers (ATC) make judgement calls as to which direction aircraft travel, and that these judgement decisions can be variable and with the benefit of hindsight could be improved. We need to consider what training or cultural change is required to support better decision making.

Mr Curran offered to arrange a session for Ms Bell and other interested AAB members to speak with ATC to understand how they operate the airspace and make decisions about these operations.

Community members expressed a desire for aircraft to fly over industrial zones and noted that moving the noise to other suburbs is not an adequate solution.

The Chair advised that the NAP4B will be a way forward to address this issue.

- Action Item 1.7 closed.

Ms Bell raised the issue of non-jet traffic taking off from 19L during night hours and being turned Right after take-off at low altitude over the community. Concerns were specifically raised about Sharp Airlines' Metro and GAM's AC50 and Dornier. Ms Bell noted the Aerocommander (AC50) has been a long-standing issue for the community and it was also mentioned in the Trax report.

Ms Bell further noted that the communities overflowed were woken most nights and, on most occasions, there appeared to be no reason why these aircraft couldn't have been tracked over alternative routes given the low capacity operating environment.

Action: Restriction on intersection departures communication with aircraft operators

In relation to Action Item 1.5, Ms Marshall presented information on the communication and procedure changes advised to aircraft operators during the 12-month trial prohibiting intersection departures on the new parallel runway towards the city.

Mr Diamond advised that since the minutes of the previous meeting were published there has been significant community concern as to the rigour of the trial and the commitment of industry stakeholders. It is important a full response is completed for community information.

Refer to slide 12 of the presentation at Attachment C.

The Chair noted that the community would have expected that aircraft would take off on the same profile when using the full runway length and would therefore be higher for the entire departure until levelling off. The Chair highlighted that the community objective was to have planes at a higher altitude rather than using more gentle engine operations.

In response:

- Mr Curran advised that the method of take-off at full runway length versus one of the intersections would only mean a few hundred meters difference in height and minimal impact on noise generated.
- Mr McCutcheon advised that there are requirements under the law about the grading, and that grading will be the same no matter where the take-off point is. Additionally, the climb rating is the same at each airport.
- The Chair remarked that the importance of the trials was that the community could see there was an impact measured no matter how small.
- Airservices were requested to provide further information on the trials after consultation with the Chair to ensure that information about the trial is clearly articulated to the community.

Airservices was requested to investigate the requirements for a trial with a minimum climb or height requirement in terms of cost versus potential benefit and any associated operational requirements.

Ms Bell enquired as to what Noise Abatement Departure Procedures (NADP) are currently used at Brisbane Airport.

In response:

- Mr McCutcheon noted that NADP 2 is currently being used at Brisbane Airport.

Ms Bell advised that the community had concerns that the trial was conducted without providing parameters to Operators and asked if NADP1 was trialled as it is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway.

Ms Bell noted an internationally recognised preference for NADP1 and asked why NADP2 was operated at Brisbane Airport.

- Ms Marshall noted there was a trial completed on both procedures and that NADP2 had been selected as a result of that trial. Ms Marshall undertook to seeking further information on the trial and its findings.

Action: Trax recommendations

In relation to Action Item 1.10, Ms Marshall noted that all recommendations from the Trax report have been adopted except for the alternating runway option, due to strong community opposition.

Refer to slide 16 of the presentation at Attachment C.

Ms Bell enquired as to whether turboprop recommendations were fully addressed in the Noise Action Plan for Brisbane.

Ms Marshall confirmed all Trax International recommendations had been incorporated into the Noise Action Plan for Brisbane, with the exception noted above.

Ms Bell noted turboprop aircraft would be turning over different communities when using a full-length runway take-off versus an intersection departure.

Ms Marshall confirmed that the tracking was virtually the same, as turboprop aircraft cannot turn prior to reaching 600 feet and the runway end, and that under both take-off procedures they will turn at this point.

Ms Bell questioned if this was “600ft and end of runway” or “600ft or end of runway”.

Airline representative and Ms Marshall confirmed it was “and”.

In response:

- The Chair requested that Airservices provide written confirmation on the intersection departure turning point.

ACTIONS

1. Community members to advise the Secretariat if there are any other suburbs that should be included for the community engagement sessions.
2. The Secretariat to distribute a meeting invite for an out of session meeting on 25 July 2023 to discuss the NAP4B Phase Two factsheets.
3. The Secretariat to circulate Airservices slides to the membership.
4. Airservices to provide a timeline for the completion of reviewing Phase One community feedback. There was feedback from the Community Representatives that not having the Phase 1 feedback completed will create issues of trust and confidence within the community when seeking a second round of feedback on new options. This situation needs to be adequately explained in any correspondence from Airservices when presenting Phase 2 options.
5. Airservices to provide a timetable for when the early turn for turboprop aircraft proposed in Phase One may be implemented.
6. Airservices to organise a session with an Air Traffic Controller to discuss operations with AAB members in the context of opportunities to improve noise outcomes. Airservices to undertake a process to examine Air Traffic Control tower operations to determine whether opportunity exists to improve practice.
7. Airservices to investigate what would be involved in expanding the intersection departure trial to include a minimum height for aircraft to reach.
8. The Chair to consult with Airservices to provide clear information to the community about the details of the trial.
9. The Chair to discuss with Airservices the decision to use NADP2 instead of NAPD1. Airservices to provide clear information to the AAB about the reasoning behind this decision.
10. Airservices to provide written confirmation on whether the turboprop aircraft can turn at the end of the runway and 600 feet or if turboprops can turn at the end of the runway or 600 feet.

Agenda Item 4: Technical briefing – Noise monitoring

Phil Stollery, Global Head of Environment Intelligence Services, Envirosuite, provided a presentation on Noise Monitoring.

Refer to slide 17 of the presentation at Attachment C.

Community members noted:

- There are low levels of community faith in the noise data provided by Airservices.
- Clearer information needs to be provided to the community about what the different noise measurements mean.

Ms Bell provided an Acoustic Engineer's report recording aircraft movement over several days outside Hendra State School and advised that the outcome of the report showed that the noise was 10 times louder than advised and queried how such a large error could be made.

ACTIONS

11. Ms Bignell to provide raw data from the Noise Monitor that was installed on her property to Airservices for investigation. Airservices to provide an update to AAB on the accuracy of noise reporting and any reasons for the differences.
12. Chair to provide a presentation on the ANEF before the next AAB meeting.
13. Envirosuite to provide a paper that explains the different noise measurements and their purposes.

Agenda Item 5: Technical briefing - Noise Complaints and Information Service

This agenda item was not discussed.

ACTIONS:

14. Secretariat to organise an out of session meeting between the Chair and Airservices to discuss the NCIS complaints reporting.

Agenda Item 6: Community member issues

Ms Bignell noted that she has been in contact with her Federal Member, the Hon Peter Dutton MP, Member for Dickson, and has requested that the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, address the AAB.

Ms Bignell raised concerns about feedback she had received from the community over noise, sleep deprivation, health impacts and family relationship stress for those living under flight paths. She is concerned that there has not been adequate response from Airservices and Brisbane Airport, and noted that Queensland Workplace Health and Safety had advised her to raise the issue with CASA as a workplace health and safety issue. She has been advised that CASA is investigating.

Ms Stewart enquired as to whether information presented in AAB meetings is able to be shared with communities.

In response:

- The Chair confirmed that any information discussed at AAB meetings may be shared by community members with their community groups and local members so long as the information is not identified as confidential in the meeting.

Mr Muller provided some initial feedback on the NAP4B Phase 2 options for night time over land departures, Option 1.3. He advised he considered that the southeast bayside residents would firmly object

as that area is already affected by night-time over water aircraft movements. Mr Muller added that Wynnum residents had rejected a similar proposal from Phase 1, and this option would have the same effect, just shifted to a different part of the southeast bayside area.

In response:

- The Chair noted that it is important noise sharing is investigated as some communities want this considered.
- Mr Curran added that Airservices also does not see the diversion of aircraft to fly over the water as a one size fits all solution.

Mr Diamond raised his concerns from the first meeting (a paper was presented) that without the industry projections on aircraft movements over the next 20 years this created issues of trust as this information would be expected to exist as well as an inability to conduct informed evaluation of options without allowing for future operational impacts and not allow for the inception of business improvement programs and KPI measures to assess noise improvement changes.

In response:

- The Chair highlighted that this information could be found in the Brisbane Airport Master Plan although the figures were aggregated.
- Mr Boyle advised that forecast data would be included in the next Master Plan.

Mr Diamond asked whether relatively simple modifications to the specific Jetstar aircraft which are commonplace in fleets overseas and in particular, within US operations have resulted in measurable noise improvement for communities.

The Chair requested Mr McCutcheon produce a paper to address action item 1.9 which will be circulated to members via the Chair. The paper is to answer the question of 'what is the noise footprint of the Airbus A320 and A321 neo vs traditional aircraft'.

ACTIONS:

15. The Chair to provide a report on health impacts of emissions from aircraft (item proposed out of session).
16. Secretariat to distribute Mr Muller's Phase One feedback to community members. Community members to submit their Phase One feedback to the Secretariat. The Secretariat will collate all submissions from community members to submit to Airservices on behalf of AAB members.
17. Members to send requested agenda items for next meeting to the Secretariat.
18. Ms Bignell and Mr Diamond to provide specific questions to the Secretariat that they would like Mr McCutcheon to answer in the paper for action item 1.9.

Agenda Item 7: Other Business

The Chair confirmed future meeting dates for 2023:

- i. September meeting TBC
- ii. Wednesday, 22 November 2023 – 15:30-17:30

ACTIONS:

19. The Secretariat to schedule a virtual meeting in September. The meeting will need to be 3 hours and include a break.

Meeting closed at 6:18pm.



Attachment A – Attendees

Name	Position
Ron Brent	Chair - Brisbane Airport Community Airspace Advisory Board (AAB)
Tess Bignell	AAB Community Representative
Stephen Muller	AAB Community Representative
Sandra Bell	AAB Community Representative
Kirsten Stewart	AAB Community Representative
David Diamond	Community Representative
Peter Curran	Airservices Australia – Chief Customer Experience and Strategy Officer
Donna Marshall	Airservices Australia – Head of Community Engagement
Marion Lawie	Airservices Australia – Community Engagement Advisor – Noise Action Plan Brisbane
Mark Lattimore	Airservices Australia – Environmental Assessments Team Lead
Phil Stollery	Envirosuite – Global Head of Environment Intelligence Services
Tim Boyle	Brisbane Airport Corporation – Program Manager Future Airspace Strategy
Mike Healy	Virgin Australia – Fleet Manager
Dave McCutcheon	Qantas Group – Senior Manager Flying Operations, Jetstar
Stephanie Werner	First Assistant Secretary, Domestic Aviation and Reform Department of Infrastructure, Transport, Regional Development, Communications and the Arts
	Secretariat Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Attachment B1 – Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.3	18 May 2023	NAP4B stand-alone document	Airservices to publish a simplified document of the Noise Action Plan for Brisbane (NAP4B).	Airservices Australia		<p>Airservices have published a simple document on the Noise Action Plan for Brisbane Engage Airservices site that provides a simplified summary.</p> <p>Further documentation will be produced during Phase Two engagement.</p>
1.9	18 May 2023	Airline modernisation	Chair to work with Qantas Group representative on what information can be provided to the community on Jetstar fleet modernisation.	Chair Qantas Group representative		<p>Written paper to be produced as discussed at 19 July 2023 meeting.</p> <p><i>Item 2.18 must be completed before progression.</i></p>
1.11	18 May 2023	Data on aircraft movements	AAB to work with Brisbane Airport Corporation (BAC) and Airservices on how to better provide information and data on expected aircraft movements, and previous and proposed impacts.	BAC Airservices Australia		<p>Airservices anticipate release of the online baseline model (without design options added) by 31 July 2023.</p>

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.15	18 May 2023	Noise complaint data	Chair to explore options with Airservices on way complaint numbers are reported.	Chair Airservices Australia		Detailed discussions held between Chair and Airservices. Matter ongoing.
2.1	19 July 2023	NAP4B Phase Two community engagement sessions	Community members to advise the Secretariat if there are any other suburbs that should be included for the community engagement sessions.	Community members		New item.
2.2	19 July 2023	NAP4B Phase Two Options Virtual Meeting with AAB	The Secretariat to distribute a meeting invite for an out of session meeting on 25 July 2023 to discuss the NAP4B Phase Two Options factsheets.	Secretariat		New item.
2.3	19 July 2023	Meeting #02 slides	The Secretariat to circulate Airservices slides to the membership.	Secretariat		New item.
2.4	19 July 2023	NAP4B Phase One feedback timeline	Airservices to provide a timeline for the completion of reviewing Phase One community feedback. There was feedback from the Community Representatives that not having the Phase 1 feedback completed will create issues of trust and confidence within the community when seeking a second round of feedback on new options. This situation needs to be adequately explained in any	Airservices Australia		New item.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			correspondence from Airservices when presenting Phase 2 options.			
2.5	19 July 2023	NAP4B Phase One implementation timeline	Airservices to provide a timetable for when the early turn for turboprop aircraft proposed in Phase One may be implemented.	Airservices Australia		New item.
2.6	19 July 2023	ATC meeting with AAB members	Airservices to organise a session with an Air Traffic Controller to discuss operations with AAB members in the context of opportunities to improve noise outcomes. Airservices to undertake a process to examine Air Traffic Control tower operations to determine whether opportunity exists to improve practice.	Airservices Australia		New item.
2.7	19 July 2023	Intersection departure trial investigation	Airservices to investigate what would be involved in expanding the intersection departure trial to include a minimum height for aircraft to reach.	Airservices Australia		New item.
2.8	19 July 2023	Intersection departure trial details	The Chair to consult with Airservices to provide clear information to the community about the details of the trial.	Chair Airservices Australia		New item.
2.9	19 July 2023	Intersection departure trial (NAPD2 v NAPD1 discussion)	The Chair to discuss with Airservices the decision to use NAPD2 instead of NAPD1. Airservices to provide clear information to	Chair Airservices Australia		New item.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			the community about the reasoning behind this decision.			
2.10	19 July 2023	Turboprop 600 ft turns	Airservices to provide written confirmation on whether the turboprop aircraft can turn at the end of the runway <u>and</u> 600 feet or if turboprops can turn at the end of the runway <u>or</u> 600 feet.	Airservices Australia		New item.
2.11	19 July 2023	Noise Monitor accuracy	Ms Bignell to provide raw data from the Noise Monitor that was installed on her property to Airservices for investigation. Airservices to provide an update to AAB on the accuracy of noise reporting and any reasons for the differences.	Ms Bignell		New item.
2.12	19 July 2023	ANEF Presentation	Chair to provide a presentation on the ANEF before the next AAB meeting.	Chair		New item.
2.13	19 July 2023	Envirosuite Paper	Envirosuite to provide a paper that explains the different noise measurements and their purposes.	Envirosuite		New item.
2.14	19 July 2023	Out of Session NCIS meeting	Secretariat to organise an out of session meeting between the Chair and Airservices to discuss the NCIS complaints reporting.	Secretariat Chair Airservices Australia		New item.
2.15	19 July 2023	Health impacts of aircraft emissions	Chair to provide a report on health impacts of emissions from aircraft (item proposed out of session)	Chair		New item.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
2.16	19 July 2023	AAB Member NAP4B Phase One feedback	Secretariat to distribute Mr Mullers Phase One feedback to community members. Community members to submit their Phase One feedback to the Secretariat. The Secretariat will collate all submissions from community members to submit to Airservices on behalf of AAB members.	Secretariat		New item.
2.17	19 July 2023	Meeting #03 Agenda	Members to send requested agenda items for next meeting to the Secretariat.	Community Members		New item.
2.18	19 July 2023	Airline Modernisation Paper	Ms Bignell and Mr Diamond to provide specific questions to the Secretariat that they would like Mr McCutcheon to answer in the paper for action item 1.9.	Ms Bignell Mr Diamond		New item.
2.19	19 July 2023	AAB Meeting #02B	The Secretariat to schedule a virtual meeting in September. The meeting will need to be 3 hours and include a break.	Secretariat		New item.

Attachment B2 – Closed Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.1	18 May 2023	AAB website	Secretariat to circulate website link to membership.	Secretariat	19 May 2023	Website link circulated to membership via email on 19 May 2023.
1.2	18 May 2023	BFPCA complaint form	Ms Bignell, as a BFPCA office holder, was asked by the Chair to raise removal of the AAB Secretariat email from the BFPCA one-click complaint form.	Ms Bignell	5 June 2023	Ms Bignell advised the AAB Secretariat via email on 5 June 2023 that she discussed the matter with the BFPCA Committee at the Committee Meeting held on 24 May 2023. A decision was made at a vote against removal of the AAB Secretariat email from the BFPCA one-click complaint form.
1.4	18 May 2023	Airservices consultation advertising	Airservices to provide AAB representatives with detailed information on how they advertised NAP4B Phase One community consultation activities.	Airservices Australia	19 July 2023	A summary of promotional activity conducted to support Phase One engagement was published on the Engage Airservices site.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
						A summary of media coverage was provided to AAB members for the 19 July 2023 meeting.
1.5	18 May 2023	Intersection departure trial	Airservices to confirm communication and procedure changes advised to aircraft operators during the 12-month trial prohibiting intersection departures on the new parallel runway towards the city.	Airservices Australia	19 July 2023	This information was presented by Airservices at the AAB meeting on 19 July 2023. <i>Superseded by Action Items 2.6, 2.7 & 2.8</i>
1.6	18 May 2023	Airservices presentation slides	PowerPoint slides from Airservices' presentation to be circulated to membership.	Secretariat	19 May 2023	Presentation slides circulated to community members on 19 May 2023 and published on the AAB website on 15 June 2023.
1.7	18 May 2023	Piston and turboprop movements	Airservices to provide representatives (Ms Bell) with information on piston and turboprop aircraft overnight flight movements – in what circumstances are they required to fly over the city, and	Airservices Australia	19 July 2023	Information provided to AAB members and presented by Airservices at the AAB meeting on 19 July 2023.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			when the aircraft are required to hold at lower altitudes.			
1.8	18 May 2023	NAP4B Phase Two options for preliminary feedback	Airservices to brief AAB representatives on draft NAP4B Phase Two options for preliminary feedback ahead of general community consultation. Community Representatives to provide initial feedback within two weeks.	Airservices Australia Community Representatives	25 July 2023	A virtual session occurred on 25 July 2023 facilitated by Airservices for community members to provide feedback.
1.10	18 May 2023	Query on draft PIR	Ms Bell to email Secretariat with details on an option included in the Trax International final review report, that may not appear in the final PIR report. Airservices to advise if or why the option is not in the PIR report.	Ms Bell Airservices Australia	19 July 2023	The information from Ms Bell was provided to Airservices via the Secretariat on 3 July 2023. Airservices confirmed at the 19 July 2023 meeting all Trax recommendations were included in the PIR report except for the alternating runway option following community feedback.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.12	18 May 2023	Noise monitoring	Airservices to provide technical briefing by noise acoustics expert on how aircraft noise is monitored and reported.	Airservices Australia	19 July 2023	This information was presented by Airservices at the AAB meeting on 19 July 2023. <i>Superseded by Action Item 2.15</i>
1.13	18 May 2023	Noise Action Plan query	Mr Muller to provide information to the Secretariat about perceived incorrect existing flight paths included in NAP4B Phase One fact sheets for Airservices to investigate.	Mr Muller Airservices Australia	14 July 2023	The information from Mr Muller was provided to Airservices via the Secretariat on 28 June 2023. Airservices has advised via email on 14 July 2023 they have included this in the Phase One feedback for review.
1.14	18 May 2023	NCIS processes	Airservices to provide presentation on the Noise Complaints and Information Service (NCIS). To be included as an Agenda Item for AAB Meeting #02.	Airservices Australia	19 July 2023	Included in Agenda for 19 July 2023 meeting. <i>Superseded by Action Item 2.15</i>

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.16	18 May 2023	Chair's contact details	Secretariat to circulate the Chair's contact information to AAB.	Secretariat	19 May 2023	Contact details circulated to membership via email on 19 May 2023.