Noise Action Plan for Brisbane

Brisbane Airport Community Airspace Advisory Board Presentation

Meeting 10

19 November 2025

Agenda

1. Actions update
2. Actions to be addressed this meeting
3. Program update

Open actions (from Meeting #9)

Action #	Action	Description	Status
3.4/3.8	Independent Assurance	Airservices to task independent technical advisor, Think, to develop a research paper exploring the best metrics to understand noise reduction (in terms of sharing, concentration, and mitigation), and looking at the positives and negatives for each metric.	**COMPLETE** Think paper sent to Secretariat 22 October 2025
8.4	Examine D'Aguilar National Park	Airservices to review potential use of area over D'Aguilar National Park and report back to the AAB.	**To be discussed in this meeting** Consideration has been given to moving north (SMOKA) and north-west (WOODY) arrival paths over the D'Aguilar National Park; however not possible as would result in conflicts with WACKO departure paths and enroute sector operations.
9.1	Noise metrics briefing	Airservices and Think Research to provide out of session briefing on noise metrics. The Secretariat will support with scheduling the session.	**COMPLETE** **Meeting held 10 September 2025**
9.3	Revised KPI and outcomes data	Airservices to revise presented KPI and outcomes data presented based on the group's feedback and circulate revised data and proposed approach to publishing the information out of session.	**Requesting member feedback** No feedback provided in meeting #9. November 2025 program update includes outcomes data.
9.4	Package Four queries	Airservices to advise whether Package Four is focussed on arrival routes, and if so why, and whether Package Four respite modes would be high capacity.	**To be discussed in this meeting** Respite modes will not be high capacity, as respite would not occur during peak periods. Package 4 options to be discussed to understand community expectations in light of Package 3 feedback.
9.5	Phase Six communications	Airservices to provide public communications around Phase Six consultation outcomes and next steps, including when a report would be available, when outcomes could be implemented, and further detail on Package Four.	**Verbal update to be provided in this meeting** November 2025 program update includes timing on Phase 6; anticipated release of Phase 6 report Q1 2026.

Request date	Request	Description	Status
22/10/2025	Steve request for flight tracking maps	Map showing historical paths of all departures to the south in north winds; one for each month of Aug/Sept/Oct 2025 and Oct 2024.	**COMPLETE** Emailed to Steve 24/10/2025, also including Oct 2019 for comparison
24/10/2025	Tess request for slides	Would like to be able to use Pages 6 and 7 from previous meeting deck to illustrate with community members the different tracking of planes depending on waypoint	**COMPLETE** Emailed to Secretariat 7/11/2025
10/09/2025	Dashboard	Airservices to develop proposed dashboard for regular publication; provide to AAB ahead of meeting #10 for feedback	To be discussed in this meeting
30/10/2025	David D agenda requests	1. Request for BAC Presentation – Brisbane Airport 2026 Master Plan 2. KPI Discussion – Measuring Noise Outcomes 3. Airservices Accountability – Senate Estimates and Action Plan Update 3.1 Provide clarification regarding recent Senate Estimates statements that "some areas within Brisbane airspace have experienced noise improvements."; and Quantifiable evidence supporting any claimed material noise improvements for affected Brisbane community 3.2 provide status update identifying: • Actions completed to date; • Actions remaining outstanding; and	**1. COMPLETE** - BAC responded 2. For discussion - 9.3 and above 3.1 To be discussed in this meeting 3.2 To be discussed in this meeting
28/10/2025	Matt agenda requests	1. Agenda Item 1.1 route Growth Forecasts not complete: See attached report format that includes Growth Forecasts and altitude differentiation for consideration 2. Request more on UK example Think Research mentioned in meeting of 10 September that included 10-year forecasts in flight path designs 3. Request a list of actions complete and due as per Senate Estimates hearing of 7 October	**1. COMPLETE** - Airservices replied via the Secretariat 30/10/2025 Airservices developed the requested maps, provided them to AAB members, and released to public in Phase 6. 2. **COMPLETE** Provided out of session 3. To be discussed this meeting

Action 8.4

Airservices to review potential use of area over D’Aguilar National Park and report back to the AAB.

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Action 8.4: Examine D'Aguilar National Park

Consideration has been given to moving north (SMOKA) and north-west (WOODY) arrival paths over the D'Aguilar National Park

- RAAF Base Amberley – no issues (see Image 1)
- Flight path separation – issues:
  - Package 3 preferred design option separates the two paths, thus separating jet and non-jet traffic; this is key to increasing WOODY altitudes as per Package 3proposals (see Image 2)
  - Moving WOODY and SMOKA to track down the spine of the national park would not allow separation of these two operations
  - The location of the WACKO departures in this same area would conflict with the arrival operations if they were moved here (see Image 1).

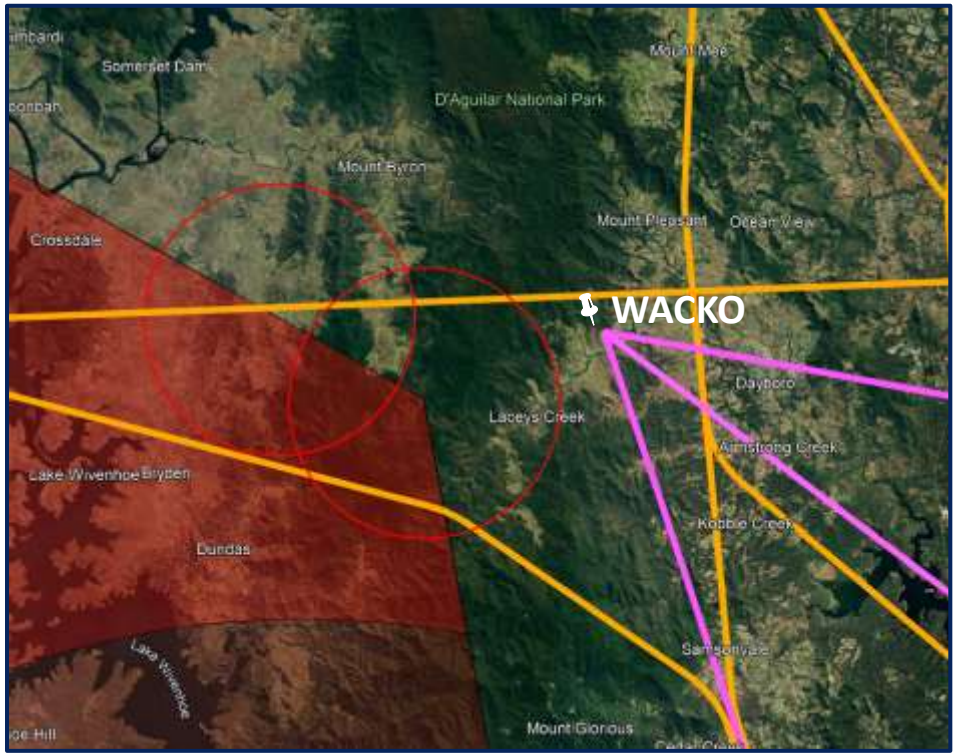

Image 1: Military restricted areas in red; 3NM buffer shown as red circles; current arrival and departure flight paths in yellow and pink; WACKO waypoint pinned.

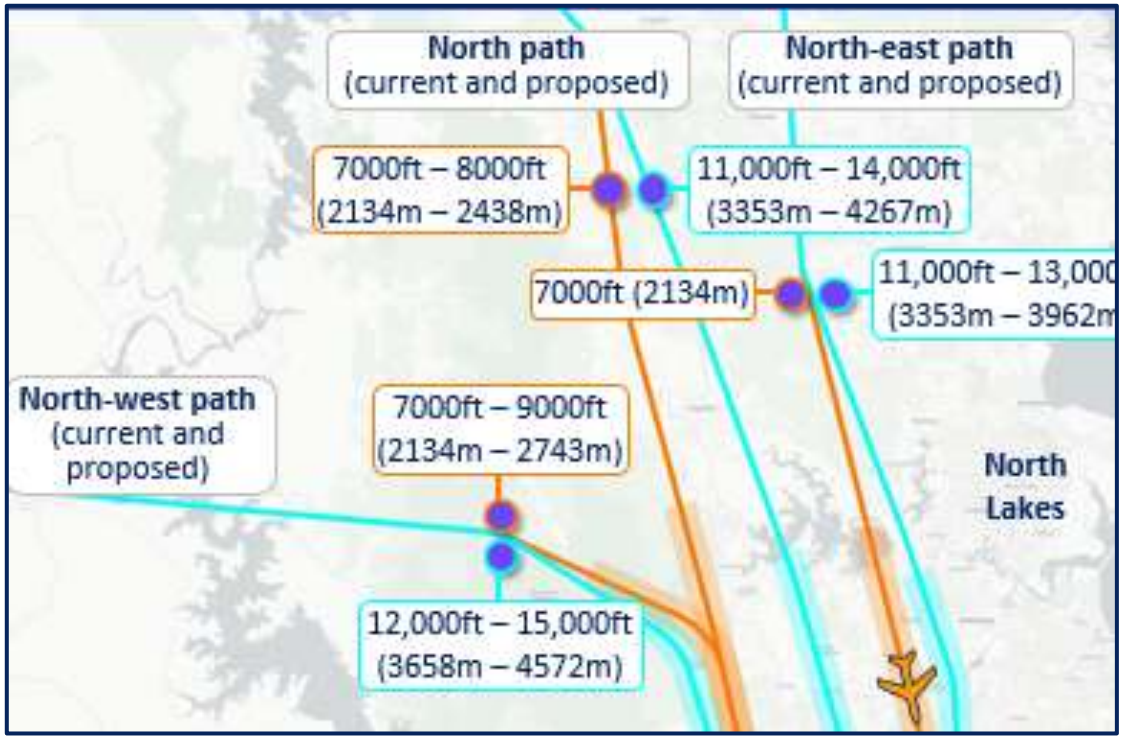

Image 2: Package 3 preferred design option for greater separation between arrival paths and increased altitudes; current in orange, proposed in blue

Action 9.3

Airservices to revise presented KPI and outcomes data presented based on the group's feedback and circulate revised data and proposed approach to publishing the information out of session.

Action 9.3: KPIs – outcomes sharing approach for discussion

November 2025 program update

^ Increased the use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) through the introduction of a SODPROPS Operating Plan and changes to flight paths implemented in November 2024.

The following comparison considers two months before and after the changes, with similar availability of suitable weather conditions. The changes we have made have clearly resulted in more flights being managed in this mode when suitable conditions are present.

SODPROPS use	Sep 2024	Apr 2025
SODPROPS conditions available	**95 hours**	**96 hours**
SODPROPS movements	389	684
Total movements all modes	17,744	18,051
% total movements	2.19%	3.79%

+ Introduced new segregated operating modes (continency modes for reduced capacity or single runway operations), implemented in February 2024.

Prior to this change, the two existing segregated modes placed all overland operations over new runway communities. With the additional modes, these operations can now be shared between both new (western) and legacy (eastern) runway communities.

^ Increased the altitude of overwater departures over the Redlands area as part of the redesign of SODPROPS and standard over water departure flight paths implemented in November 2024.

The following comparison of altitudes considers standard operating mode departures and SODPROPS mode departures. Planes are higher over communities, reducing noise impacts.

Period	Jan 2024 – Nov 2024	Dec 2024 – Jul 2025
Standard daytime departures	8000ft (2438m)	11,600ft (3535m)
SODPROPS and standard night-time departures	7000ft (2133m)	11,600ft (3535m)

v Reduced overflight of communities by night-time and early morning (10pm to 6am) non-jet aircraft departures as part of a trial implemented in December 2023 which turned planes early to have them turn left and climb over water before turning in their direction of travel.

The following comparison of operations across pre-trial and trial periods considers the number of non-jet movements over communities during these hours, with the example of Northgate which is frequently subject to these flights.

	Dec 2022 – Jul 2023	Dec 2023 – Jul 2024
Non-jet flights over residential areas	620 (70%)	467 (47%)
Non-jet flights over Northgate	213	44

> Shifted the overwater departure path to the north-west (waypoint WACKO) from the new (western) runway to the legacy (eastern) runway, turning over water to gain altitude before crossing airport land and then tracking over communities at a higher altitude, implemented in December 2023.

The following comparison considers the average altitude of planes where they first cross communities, now following a similar path as pre-new runway but at a higher altitude.

First suburb overflown	2023	2025
Bongaree	10,000ft (3048m)	-
Nudgee	-	16,200ft (4938m)

Action 9.4

Package 4

Airservices to advise whether Package Four is focussed on arrival routes, and if so why, and whether Package Four respite modes would be high capacity.

Noise Action Plan for Brisbane

Package Four: Optimise the performance of the wider Brisbane airspace system

Recommendation 4.1 - Introduce noise sharing through new operating modes:

Airservices will develop options to connect flight paths to all runway ends to provide greater flexibility for noise sharing, and investigate a range of modes, including segregated and semi-mixed modes, to provide periods of respite for communities.

a) The options included in work Package Four will take longer to develop than those in packages Two and Three because of the scale and complexity of the proposed changes, extending the expected timelines for implementation into 2025.

b) The options to introduce new noise-sharing runway modes supported by an updated flight path design that deviates from compass operations should be configured to align with the modifications implemented as part of package three.

c) It is important to emphasise that the areas that would benefit from temporary periods of relief through runway alternation would at other times experience comparatively more noise events when the alternation schedule is reversed.

d) It is envisaged that the segregated and semi-mixed runway modes would be used alongside the simultaneous parallel modes and SODPROPS as part of a system to manage noise as traffic levels grow, designed with community and aviation stakeholders in a long-term Noise Action Plan.

e) The options for a runway alternation schedule should consider the use of the semi-mixed modes, where departures use both runways and arrivals operate to one, or arrivals use both runways and departures operate from one, so that the airport's capacity can be allocated to accommodate peaks in traffic demand at different times.

f) Dedicated safety assurance work, ATC simulations and aviation stakeholder engagement should be conducted to assess the risks associated with switching between the segregated modes and simultaneous parallel operations.

g) Redesign of flight paths to support removal of compass operations and greater flexibility to share noise and provide respite operations.

h) Design SIDs and STARs for each departure/arrival gate from/to each runway to support new modes to provide noise sharing.

Recommendation 4.2 - Introduce multiple arrival routes over the city:

Airservices will develop options for multiple arrival routes which can be alternated on a planned schedule to provide respite to communities. This will be completed in parallel with an already planned IT system upgrade.

a) The NPR flight path design includes several arrival routes that use advanced navigation standards for more precise and flexible approaches, and which may be re-configured and supplemented with additional routes to deliver planned respite for some communities through alternation.

b) The existing IT systems used by Brisbane ATC to support air navigation do not have the capacity to manage multiple alternating arrival routes. Airservices is implementing a national program of IT system upgrades, which when complete, is expected to enable options for respite routes on arrival to be developed and assessed for the Brisbane airspace system.

c) Options to introduce respite routes on arrival should be incorporated into the proposed changes to the flight path design required to enable runway alternation.

d) If, following the outcome of stakeholder engagement, options to implement runway alternation are not progressed, respite routes on arrival should be considered in isolation through a separate engagement exercise with community and aviation stakeholders, for use with simultaneous parallel operations.

e) It is important to emphasise that the areas that would benefit from the use of respite routes on arrival would at other times experience comparatively more noise events when the alternation schedule is reversed and that the total population overflown would increase.

f) The introduction of respite routes would add significant complexity to the Brisbane airspace system, creating interactions with other arrival and departure routes and interdependencies with the airspace structures that integrate Brisbane traffic with the wider enroute network. The improvements expected from introducing respite routes should be assessed against the impacts on flight efficiency and aircraft emissions where longer tracks and sub-optimal climb and descent profiles are required to accommodate alternation.

Noise Action Plan for Brisbane

Package Four: Optimise the performance of the wider Brisbane airspace system

airservices australia

What is in it?

Noise Sharing

4.1b) Noise sharing modes supported by deviation from compass operations

4.1e) Runway alternation schedule designed around peak traffic patterns

4.1g) Redesign flight paths to support removal of compass operations (flexibility in noise sharing)

4.1 h) Design SIDs and STARs for each departure/arrival gate from/to each runway to support noise sharing.

Removal of compass operations

Runway alternation

Noise sharing across both runways

Respite modes

4.1 d) Segregated and semi-mixed modes as part of a long-term noise action plan (respite modes)

4.2a) Additional arrival routes to deliver planned respite

Respite modes (off peak)

Multiple arrival routes

Published schedule

Noise Action Plan for Brisbane

Remaining Package 4 actions are instructions to be considered in developing the options

4.1 Instructions

a) Options included in work Package Four will take longer to develop than those in packages Two and Three because of the scale and complexity of the proposed changes, extending the expected timelines for implementation into 2025.

c) It is important to emphasise that the areas that would benefit from temporary periods of relief through runway alternation would at other times experience comparatively more noise events when the alternation schedule is reversed.

f) Dedicated safety assurance work, ATC simulations and aviation stakeholder engagement should be conducted to assess the risks associated with switching between the segregated modes and simultaneous parallel operations.

4.2 Instructions

b) The existing IT systems used by Brisbane ATC to support air navigation do not have the capacity to manage multiple alternating arrival routes. Airservices is implementing a national program of IT system upgrades, which when complete, is expected to enable options for respite routes on arrival to be developed and assessed for the Brisbane airspace system.

c) Options to introduce respite routes on arrival should be incorporated into the proposed changes to the flight path design required to enable runway alternation.

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Out of session

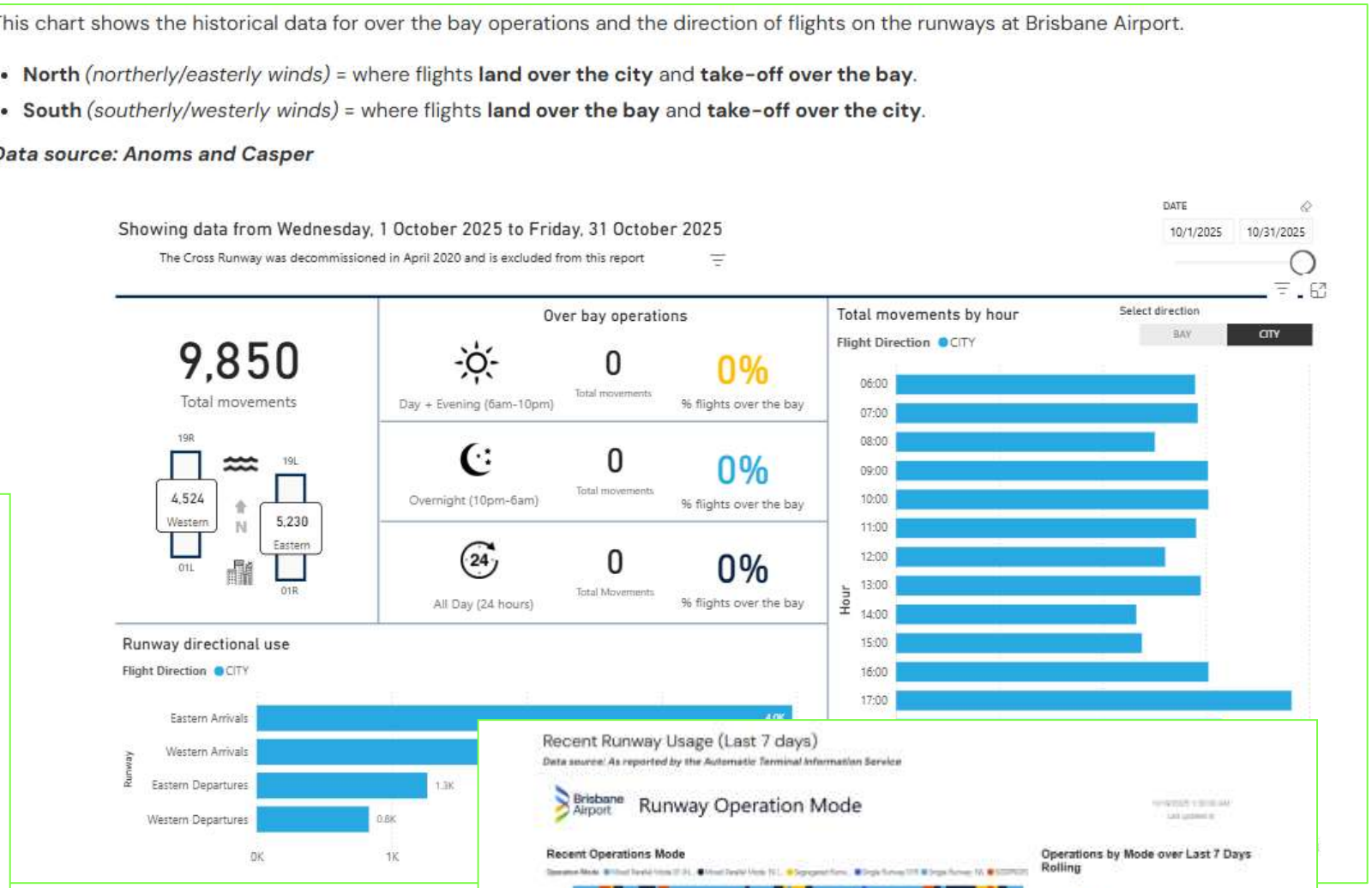
Metrics dashboard

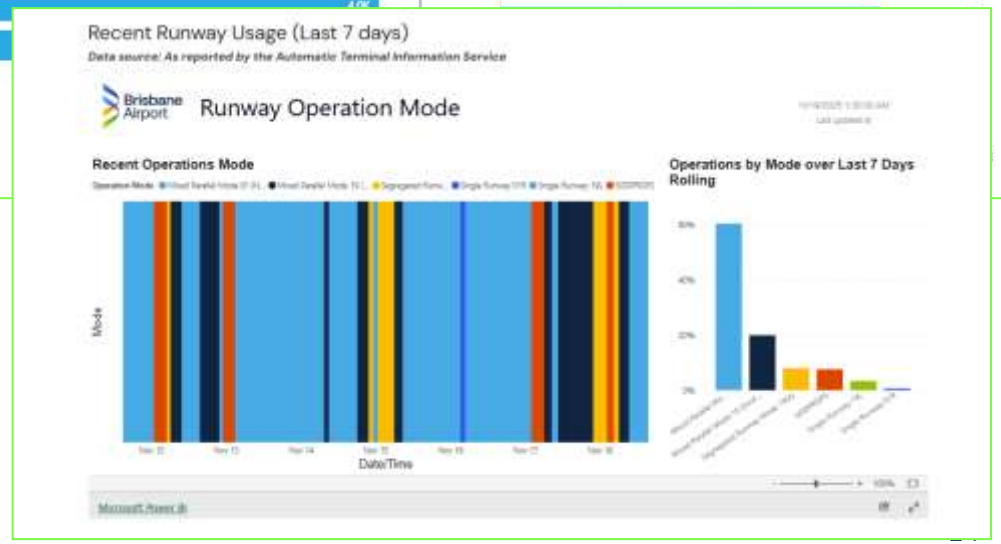
Airservices to develop proposed dashboard for regular publication; provide to AAB ahead of meeting #10 for feedback

Metrics dashboards

Currently available - BAC

- Runway modes – current and historic
- Operations – historic
  - Over water / over land
  - Day / night
  - Runway use.





https://www.bne.com.au/corporate/community-and-environment/runway-operations-noise/operation-reports)

Metrics dashboards

Currently available – Airservices

- Noise Abatement Procedure reporting:
  - Preferred runway operations – day and night
  - SODPROPS usage – daily and monthly
  - Preferred flight paths – arrivals and departures.

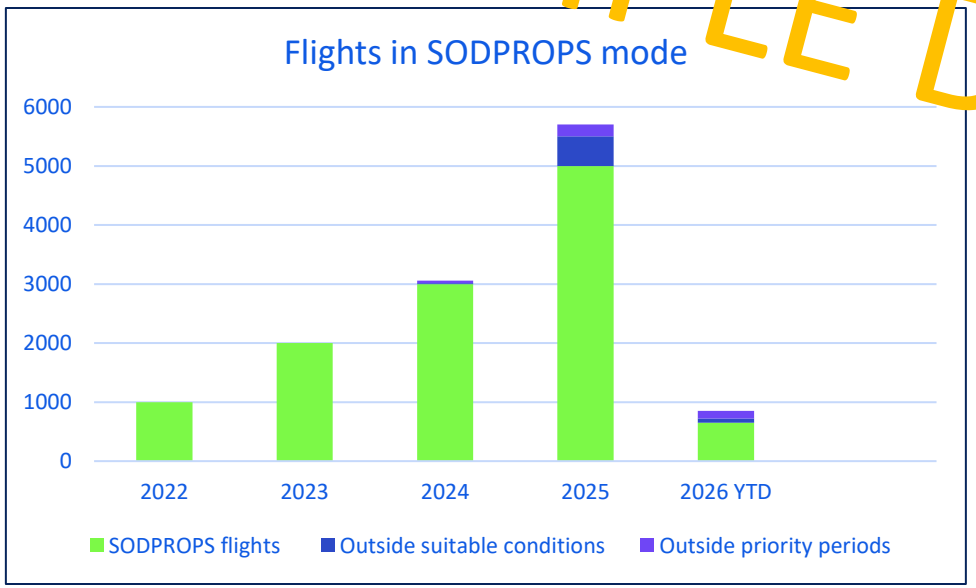
https://aircraftnoise.airservicesaustralia.com/?category_name_from_single=bne-noise-abatement-procedure-reporting

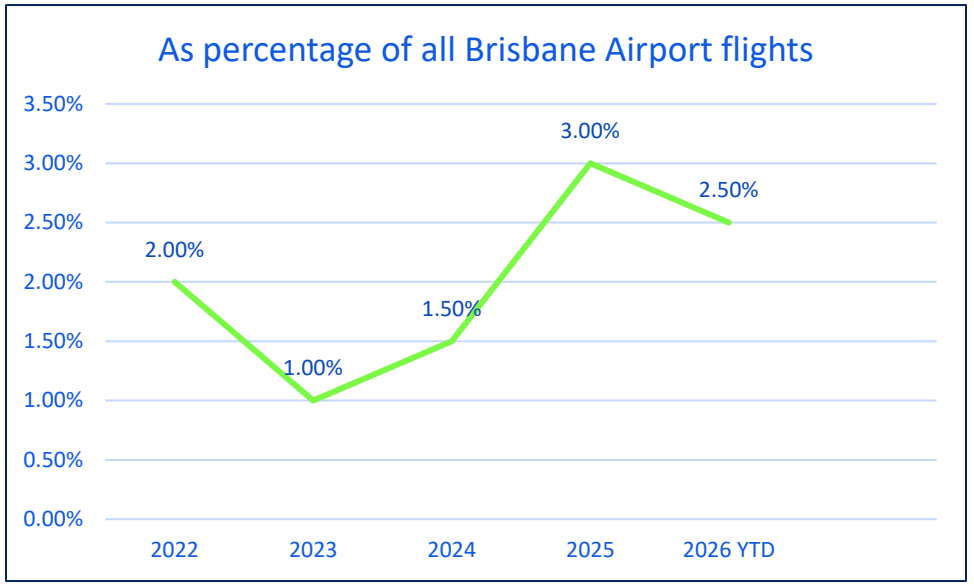
Metrics dashboards

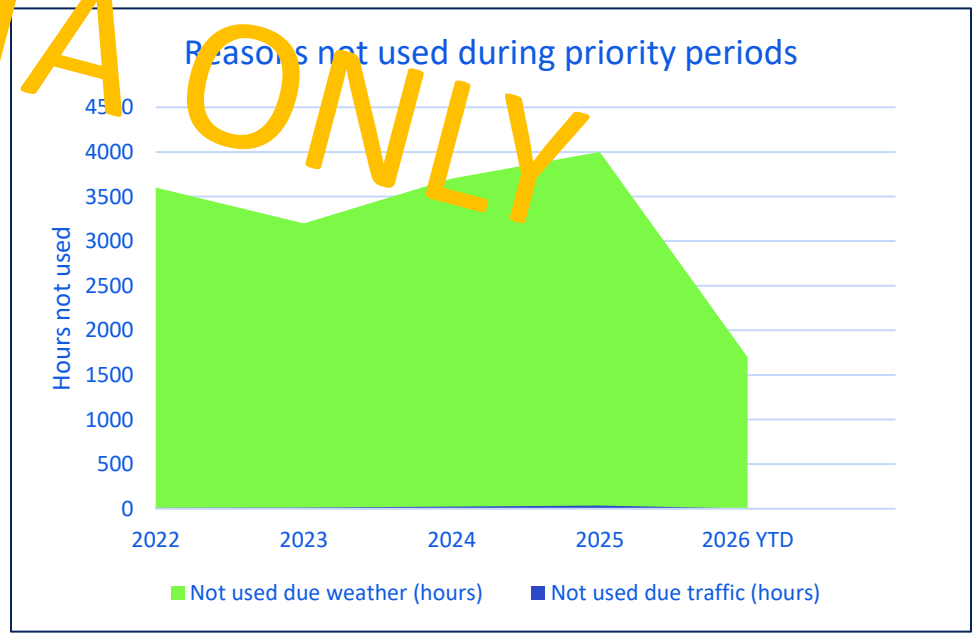
Opportunity: Provide key data in quarterly and annual dashboards to show change over time

Example for SODPROPS dashboard with key data

(please note, this is sample data only to illustrate the concept)







Out of session

Senate Estimates and Noise Action Plan Update

Provide clarification regarding recent Senate Estimates statements that “some areas within Brisbane airspace have experienced noise improvements.”

Quantifiable evidence supporting any claimed material noise improvements for affected Brisbane community

Senate reference to noise improvements

Locations with improved noise outcomes from Noise Action Plan for Brisbane implemented changes

- Runway aligned, inner city, north, north-west and south-west communities **from greater SODPROPS use including weekend daytime**
- South-east Brisbane and Redland bayside communities **from shifting flight paths further off the coast and over less populated areas and higher altitude over land (01R departures)**
- East and north-east Brisbane communities **from changes to early morning non-jet operations and additional segregated modes**
- South-west Brisbane communities **from additional segregated modes**
- Northern island communities (Bribie Island) **from shifting the 01L WACKO SID to 01R**
- Southern island communities (Dunwich) **from moving the 01R SCOTT SID north**.

Quantified evidence as per slide 8 in this deck.

Out of session

Senate Estimates and Noise Action Plan Update

Provide a status update identifying:

- Actions completed to date
- Actions remaining outstanding

Questions arising from October Senate Estimates

Noise Action Plan for Brisbane – actions completed

The Noise Action Plan for Brisbane consists of four packages of work, with 11 recommendations and 82 individual actions.

- 51 relate to investigation of flight path and procedure change options
- four focus on public reporting
- 27 relate to governance processes or provide guidance on matters to consider throughout delivery of the various actions.

As at 30 September 2025, we have addressed 64 of the 82 actions.

- 28 are fully complete
- 4 have recently been completed and the outcome will be announced before December 2025
- 13 were subject to the most recent round of Package 3 engagement, with a decision expected before June 2026
- 3 are in progress but subject to ongoing investigation
- 19 governance and guidance actions have been acquitted in the work to this point
- 15 relate to Package 4 actions which are in progress.

18 remain in progress

Program update and questions