

AAB March 2026

Report by Steve Muller with action requests

To be tabled and minuted at the March 2026 AAB

Departures to the South during North Winds

In recent months, it appears - anecdotally - that Airlines/ATC/ASA (It may be one or all) have all but abandoned the Nov 2024 north winds departure to the south. A path designed and "implemented" by ASA. It was only 3 days after Nov 2024 that aircraft began shortcutting this route. The shortcutting has since become progressively worse until we are at today where more aircraft appear to be shortcutting than using the correct route. Residents have noticed and are upset.

This means that the great benefit of the new route to air noise reduction is lost.

Any benefit of SODPROPS is lost, and is thus not supported.

To say a route is over the water when it barely extends past the low tide mark at times is information spin at its most heinous.

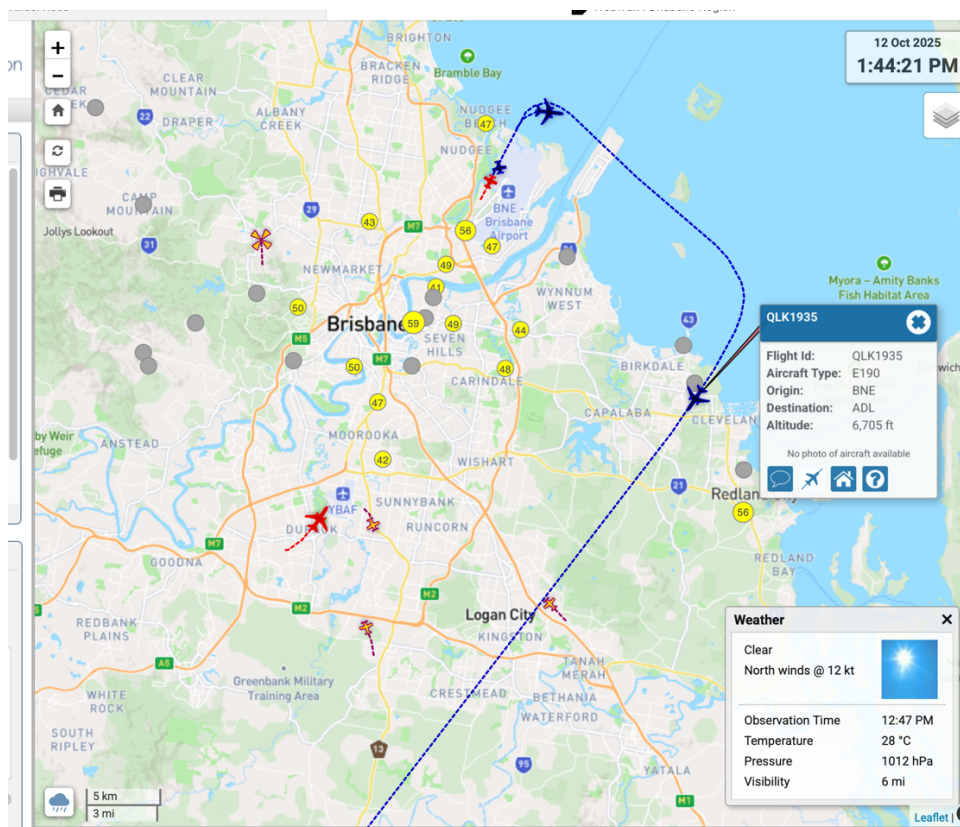
To get some actual figures on this I would, in the past, have done some work on Webtrak. However it is now so slow that to see a few hours of departures would take a several hours, whereas in the past it would have taken minutes.

I have asked ASA about this in writing on 12 Dec 2025. To date I have no answer.

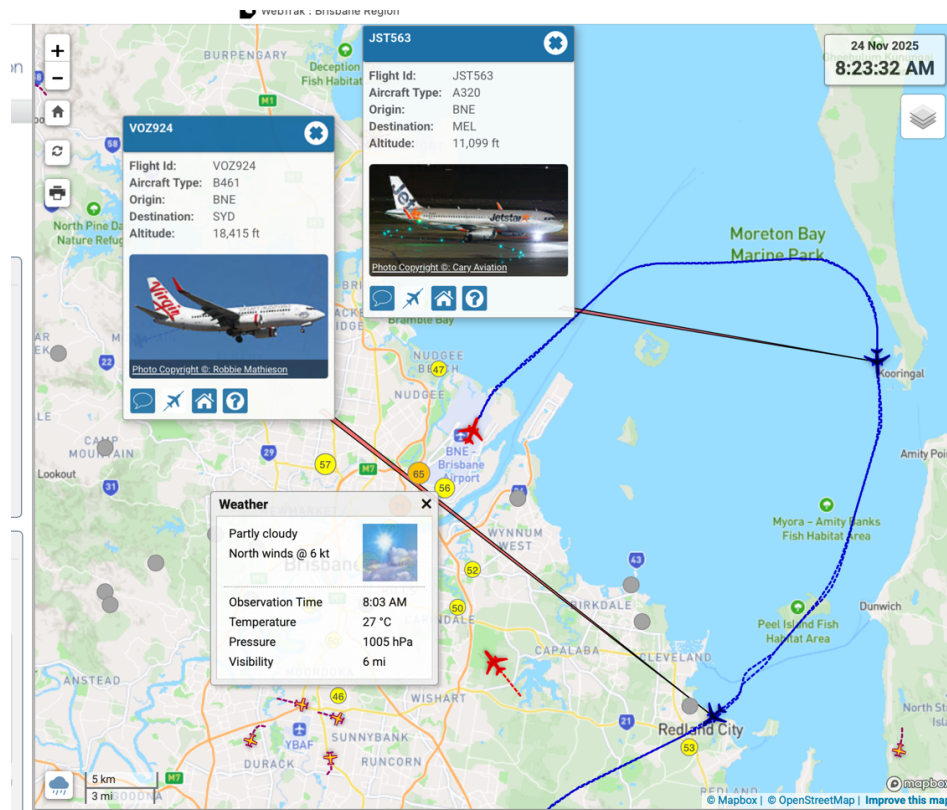
When will a reply be given?

The following shows the correct path and the shortcut path.

Shortcutting example



Correct Path



Below is an excerpt from a letter from the Minister to the AAB. Signed by Catherine King on 16/9/2024

*'As previously advised to the Chair, I am conscious that Airservices is reviewing operations **over bayside communities** to ensure any increased use of SODPROPS **does not increase impacts on these communities**, consistent with Package 2 of the Noise Action Plan for Brisbane.'*

The observed, and heard, shortcutting goes against the the clear principles of the Ministers statement. That is :- Increased use of SODPROPS under wholesale shortcutting will increase noise impacts on Bayside Communities.

Short Cutting Admissions by ASA

All this has been said before and I have asked for a more, detailed explanation than possibilities such as weather, conflicts, pilot requests. The two former possibilities do not fit the instance in 90% of cases and I have the evidence that points to that.

To this end I sent in to ASA on 2 Dec 2024 approximately 18 radar plots evidencing shortcutting. Reasons given were as follows:-

Some 50% the reasons given were weather.

1 reason for weather sent the aircraft very close to weather. Closer than it should reasonably have been.

In one two hour period 67% of aircraft were off track due to supposed weather or a runway change (which should not make any difference other than at the immediate first few kms)

In another 2 hour period; 5 from 13 or 40% were **admitted to be track shortening**.

In another period of approx 2 hours, of 7-8 aircraft, none were on the new route. The reason given was simply - **ATC issued track shortening**.

One vectored for separation when no aircraft anywhere near it. Two more examples the reason given was simply **Advice from ATC Aircraft issued with track shortening**

Weather is evident in very few instances this summer. Clear skies, light winds, no conflicts, but track shortening increased. This is evidenced also by resident complaints to me.

No track **increases** were ever observed due to weather.(??)

In more than 12 months since track shortening has been documented and despite promises to the contrary from ASA, nothing has improved. Quite the reverse, anecdotally it appears to have gotten worse.

Conclusion

Weather is relevant in a few instances, but by and large is a convenient excuse for track shortening.

Conflicts the same.

Track shortening is being issued by ATC for no given or apparent reason. Perhaps Pilot requests?

As a result Bayside and Redlands suffers from Departures in North winds, arrivals from Perth , Adelaide and some internationals in south winds, low flying helicopter traffic, turboprop departures in north or south winds.

AAB Meeting 9 in Aug 2025

From NAP Presentation

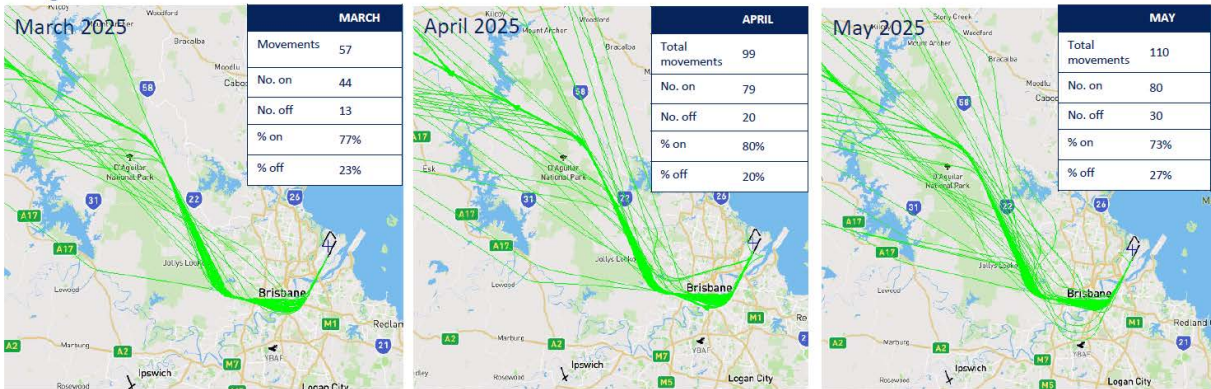
Departure tracking slide for Northside departures, south winds. Good presentation. 20-27% off track

Questions arising from Phase 6 briefing



19L WACKO departure tracking – recent changes to aircraft location noted

Night



- Generally, adherence is in the 70-80% range
- March operations reduced due to cyclone activity
- Includes Radar SIDs will not be recorded as 'on track'
- Note that night-time SID adherence is generally lower than daytime

NOTE: A fly by waypoint requires the aircraft to begin turning before reaching the waypoint to smoothly intercept the next flight path, while a fly over waypoint requires the aircraft to fly directly over the point before turning so will adhere more closely to the published flight path

Later in the same presentation, the way of presenting the Southside departure paths, north winds, is completely different and ridiculous when compared to the above mentioned slide. Stating average altitude does not indicate the adverse and unnecessary adverse affects of low flights.

Why not simply show the compliance as the above WACKO departure tracking. Perhaps because it would show something like 40% non compliance. Which is in effect, a fail.



Note: This slide has been redacted as it has not been approved for publishing.

The following is needed to be answered by ASA

1. Accurate amount of Compliance with the Nov 24 departure path - as per the WACKO departure tracking above for
 - October , November, December 2025
 - January , February 2026
2. Pilot requested track shortenings numbers and %
3. What ASA is going to do about the performance of Webtrack.
4. What ASA is going to do about the woeful compliance with the proper departure to the south in north winds. 60 % or less compliance is not acceptable and means SODPROPS is not supported by Bayside and Redlands communities and is not compliant with the Ministers letter. Noting that whatever it has done has not worked.