

AAB Community Representative NPR KPI reporting as at June 30, 2025

KEY Brisbane Airspace Noise Improvement - KPI MEASURES

BNP actions Completed (as per Airservices Australia Report – BNP Flow Chart Airservices Australia website)

1. Baseline model tool implemented (Refer Airservices Baseline Model Report for sample location Hawthorne). Baseline model Total flights recorded NPR flight Path for Hawthorne:

- 2019 less than 500 flights (pre-NPR)
- 2024 approximately 40,000 flights

In 2024, there were 49,997 NPR movements over the city (combined arrivals and departures)

Assessment

Over the past four years, there has been a significant increase in aircraft movements, resulting in a marked deterioration of noise conditions due to the exponential rise in flights. Projections indicate an unfavourable outlook, as Brisbane Airport's flight numbers are expected to grow by an additional one-third over the next decade. The use of a narrow 'superhighway' flightpath corridor for both arrivals and departures is further intensifying noise concentration within the corridor and increasing the associated risks to the community.

Noise Reduction Rating - *significant fail*

2. Increased use of SODPROPs (Refer below Airservices BNP flowchart)

For June another disappointing performance at 440 (2.4%) flights; well below Airservices Australia (ASA) (senate estimates advised) target 954 (5.3%) – June a month that is meant to be favourable for SODPROP's use. Total flights 18000.

The recent Ministerial directive and resultant ASA target of 5.3% target is also significantly below original Brisbane Airport Corporation (BAC) SODPROPs commitments pre-NPR project approvals.

Noise Reduction Rating - *significant fail*

3. Over Water Flights (Refer Community prepared below table)

With both runways now operational and overall flight activity returning to pre-Covid levels, the opening of the NPR has resulted in a slight increase in flights over land, which has had an adverse effect on local communities.

Noise Reduction Rating - *significant fail*

4. Aircraft noise reduction design improvements

There have been no significant changes reported in the noise improvement design for aircraft operating at Brisbane Airport to enhance aircraft noise levels. The previously announced Jetstar A320 industry best practice noise abatement modifications were not

implemented, as they were subsequently declined by Jetstar. These aircraft remain in service without these modifications.

Noise Reduction Rating - *no change*

5. Brisbane Airport Aircraft movement outlook/forecast

The number of flights operating in and out of Brisbane Airport is projected to increase by 33% over the next ten years. According to the current (2020) Master Plan, the forecast growth figures are as follows:

- 2024-25 Approximately 248,000 annual air movements (actuals were 216,294)
- 2034-35: Approximately 330,000 movements

Information on future flight air paths routes for the additional aircraft has not yet reported to the community despite regular community representatives' requests for new. Brisbane Flight Path Community Alliance (BFPCA) produced map of 2023 remains the only simple overview map of Brisbane Airport Flight path movements (see attached)

Recent reports note that additional evening agriculture freight flights have been transferred to Brisbane Airport from less populated regional airspace. This change was implemented without prior community consultation, reflecting an industry approach that prioritises securing profitable contracts over addressing the present and future impacts of aircraft noise on Brisbane residents.

Noise Reduction Rating – *significant future concern*

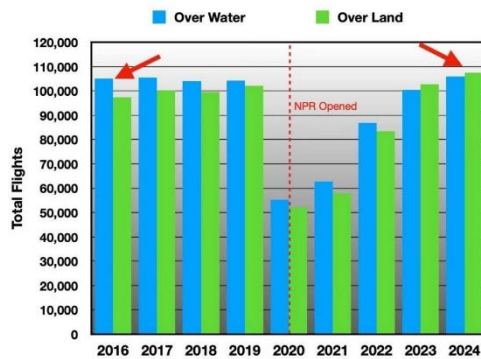
6. Other Potential Brisbane Airspace Noise Improvement Risks/Opportunities

- awaiting Phase 6 & 7 BNP consultation - 2nd half 2025

Noise Improvement Performance Summary

- The primary runway design limitations at Brisbane Airport, as previously identified by community members before NPR approvals, are now substantially affecting the effectiveness of noise reduction measures implemented by industry operators.
- Stakeholders have failed to demonstrate any substantive progress in implementing noise improvement initiatives. Notably, it has been nearly five years since NPR operations and the commencement of double runway configuration.
- **Attachments**
 - *Noise Action Plan for Brisbane – action status*
 - *Brisbane Aircraft Movements Base Model – Hawthorne area*
 - *Flight over the Water 2016 – 2024: community complied numbers*
 - *SODPROPS flight numbers June 2025: community compiled numbers*
 - *BFPCA Flightpath movements forecast – Compiled BFPCA 2023*

Attachments:

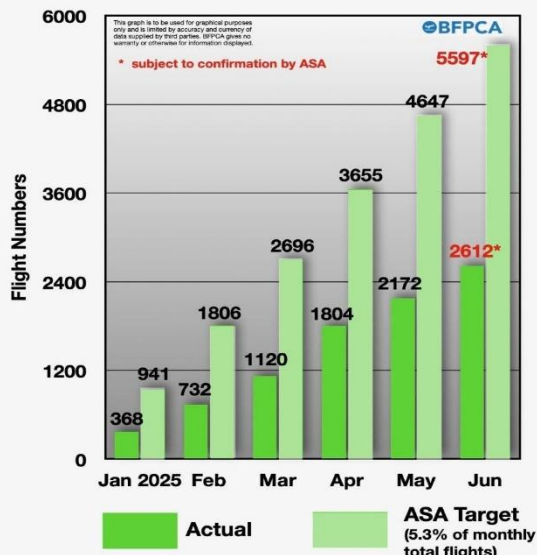


Total flights for all 2019 operations	455
Average (24hr) flights for 2019 operations	1.2
Total flights for all 2022 operations	28896
Average (24hr) flights for 2022 operations	79.2
Total flights for all 2023 operations	37415
Average (24hr) flights for 2023 operations	102.5
Total flights for all 2024 operations	39800

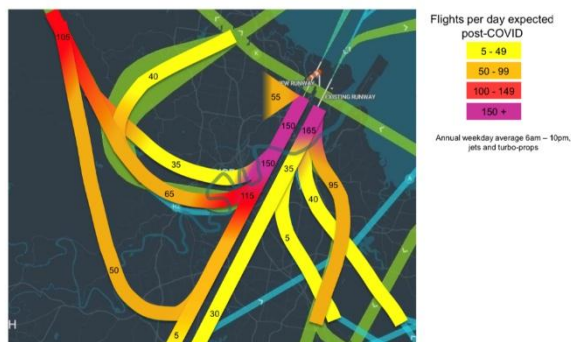
TOTAL FLIGHTS PER YEAR

	Over Water	Over Land
2016	105,100	97,400
2017	105,500	100,100
2018	104,000	99,500
2019	104,300	102,200
2020	55,338	52,029
2021	62,858	57,795
2022	86,897	83,399
2023	100,453	102,727
2024	106,039	107,533

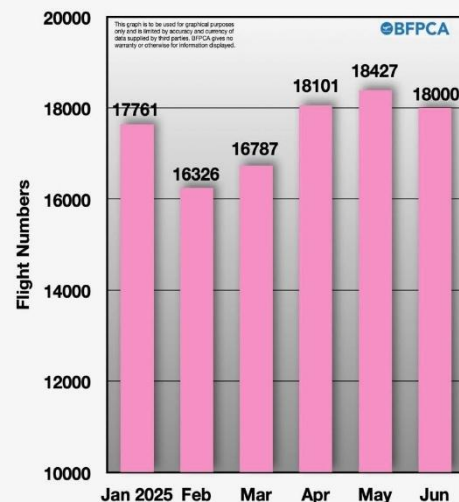
SODPROPS CUMULATIVE FLIGHT NUMBERS (Jan+Feb etc)



Aircraft traffic forecasts over affected suburbs



TOTAL FLIGHT NUMBERS



Where is the 33% increase of flights going to fly over the next few years?

Still no Information /answers despite 5 years of asking.