

Noise Action Plan for Brisbane Interactive report

How to navigate this report

Click on what you'd like to see in more detail, or scroll to review all

- The Noise Action Plan for Brisbane has four packages [Go to Packages](#)
- Across all four packages, there are 82 actions [Go to Actions](#)
- Community engagement has been conducted in six phases [Go to Phases](#)
- Interested in how your area is affected? [Go to Places](#)

More:

- Background (link to web page?)
- [Glossary of terms and abbreviations](#)
- [Program timeline](#)

Packages of work

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Click on the package you'd like to see in more detail

[Package 1](#)

Strong, transparent and representative governance Actions to establish frameworks for flight path changes including assurance mechanisms, communications and community engagement plans, tools and opportunities; plus communication and reporting of decision-making metrics.

[Package 3](#)

Reduce the frequency and concentration of flights over communities Actions to reduce the impact of concentrated operations including where communities are subject to both arrivals and departures; plus, consideration of noise sharing, and greater use of advanced navigation technology to improve community noise outcomes.

[Package 2](#)

Maximise flights over the water Actions to increase flights over the waters of Moreton Bay including reducing complexity for air traffic control and simplifying integration with RAAF Base Amberley and Archerfield Airport operations; plus reviewing track miles and emissions, and reducing the impact of over-water operations on affected communities.

[Package 4](#)

Optimise the performance of the wider Brisbane airspace system Focus on reviewing the current airspace design to identify improved design options, including removal of compass operations and developing respite options for communities.

Package 1

Strong, transparent and representative governance

Click on the Package 1 action you'd like to see in detail

1.1a	Independent airport community forum (AAB)
1.1b	Program management office
1.1c	Technical coordination group
1.1d	Options development and assessment framework
1.1e	Independent assurance
1.1f	Airservices support government-led assurance process
1.1g	Use qualified consultants to support technical design

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Package 3 *(page 1 of 2)*

Reduce the frequency and concentration of flights over communities

Click on the Package 3 action you'd like to see in detail

3.1a	Offset new runway departure	
3.1b	New runway departure north and west	
3.1c	Legacy runway night departures including turning jet departures to cross over airport (from 3.1(w))	
3.1d	Vector over 4000ft	
3.1e	Legacy runway departures south	
3.1f	New runway arrival north	
3.1g	Non-jet compass headings	
3.1h	Baseline model pre-NPR	
3.1i	Baseline model post-NPR	
3.1j	Legacy runway jet early turn	
3.1k	WACKO SID from new runway to legacy	
3.1l	Review SID track miles	Go to <u>main navigation page</u>
3.1m	STAR merge point north - (Arrival NW)	Go to <u>Packages landing page</u>
3.1n	Access RAAF airspace for flight path design	
3.1o	MORBI visual STAR	

Package 3 *(page 2 of 2)*

Reduce the frequency and concentration of flights over communities

Click on the Package 3 action you'd like to see in detail

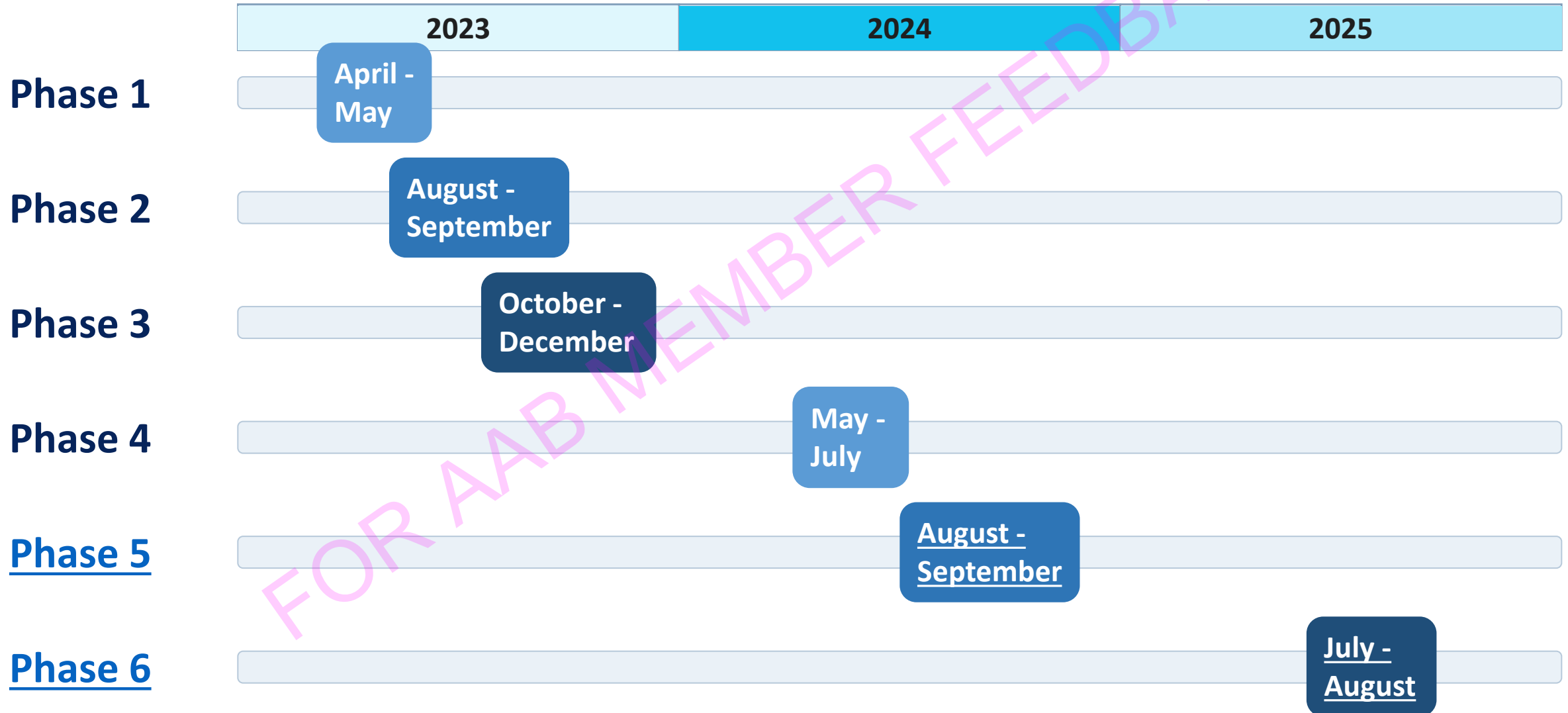
3.1p	Short approach (RNP-AR) for non-jet
3.1q	Independent Parallel Runway Operations design
3.1r	Separate jet and non-jet procedure SIDs
3.1s	Review waypoints and intercept angle to new runway
3.1t	Design STARs to reduce level segments
3.1u	Over water departures, over water for longer
3.1v	Speed and height review over water – increase height
3.1w	Turn departures to cross over airport (non-jet)
3.1x	Arrivals over water avoid southern Bribie Island
3.1y	Avoid non-jet turn and climb at the same time
3.1z	Short approach (RNP-AR) join point (old river track)
3.1aa	Junction points moved so not over community
3.1bb	Gradual glide and aggressive climb operations
3.1cc	Reduce departures over community

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Phases of engagement

Click on the phase you'd like to see in detail



Phase 5: August – September 2024

Click on actions for more detail or links to download PDFs as indicated

Topics in this phase of engagement were all Package 3 initial concepts [Package 3 overview](#) (xMB PDF)

Set 1: Departures over land to destinations in the north and west Information sheet (935kb)	Actions: 3.1a , 3.1b , 3.1c
Set 2: Arrivals over land from destinations in the north and west Information sheet (xMB)	
Set 3: Departures over land to destinations in the south and east Information sheet (xMB)	
SET 4: Options to facilitate independent parallel runway operations (IPRO) Information sheet (xMB)	
SET 5: Options to reduce the impact of non-jet (turboprop) arrivals from the north Information sheet (xMB)	

Package 3 reports incorporate Phase 5 and Phase 6 engagement, assessment and outcomes for related topics.

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[Go to Phases landing page](#)

Phase 6: July – August 2025

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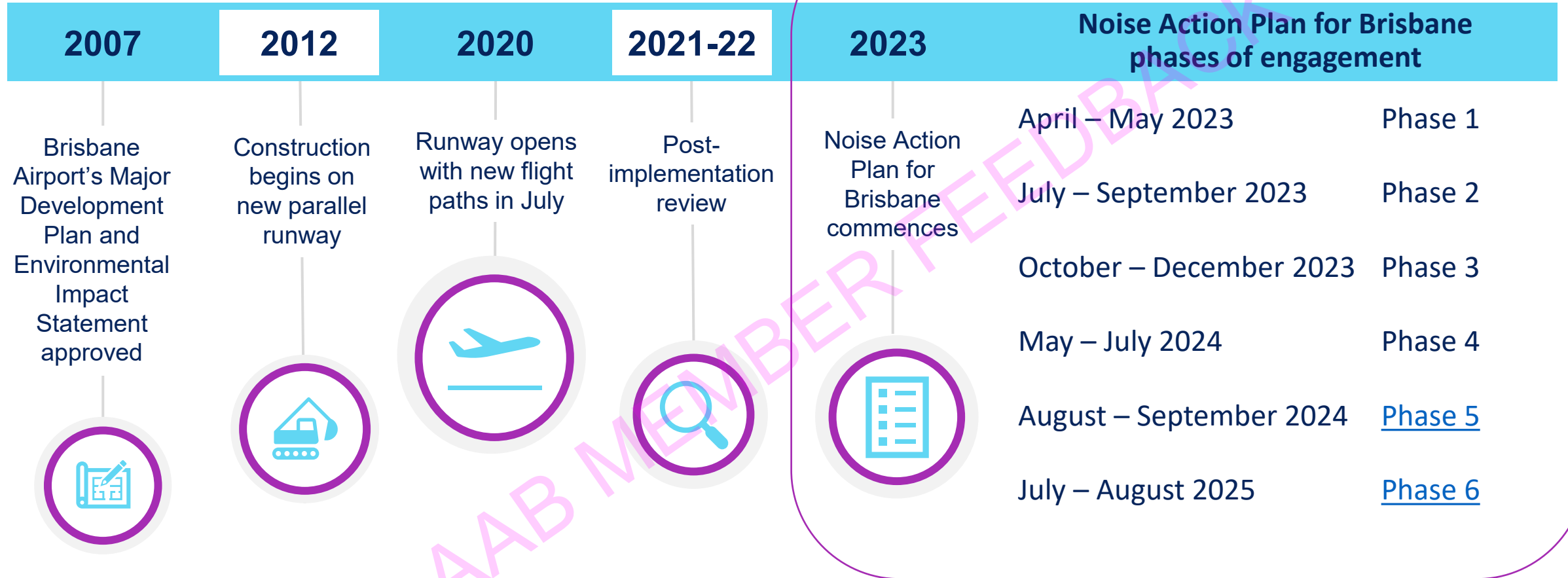
Click to look at each action in more detail or download PDFs as indicated

Topics in this phase of engagement were preferred options for Package 3

Package 3 overview (xMB PDF)	
Set 1: Departures over land to destinations in the north and west Information sheet (935kb)	Actions: 3.1a , 3.1b , 3.1c
Set 2: Arrivals over land from destinations in the north and west Information sheet (xMB)	
Set 3: Departures over land to destinations in the south and east Information sheet (xMB)	
SET 4: Options to facilitate independent parallel runway operations (IPRO) Information sheet (xMB)	
SET 5: Options to reduce the impact of non-jet (turboprop) arrivals from the north Information sheet (xMB)	

Package 3 reports incorporate Phase 5 and Phase 6 engagement, assessment and outcomes for related topics. Go to Engage Airservices to download selected Package 3 reports [[insert link when available or provide links in line with topics in table above](#)]

Timeline



Please visit [Brisbane Airport's website](#) for background information on the new runway

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Actions – grouped by status

Click on a status to see the list of actions with that status

Completed

The action has been closed out and no further activity is required; these are generally not flight path changes.

Completed –
Applied to all actions

In many cases these are airspace design principles and have been applied to all other relevant actions.

Not
progressed

Actions that were investigated and found unfeasible to take any further, or not progressed following engagement on options that responded to them

Implemented

Largely flight path changes have been put in place and the new paths are being used.

Under
assessment

Options have been developed and engaged on; Airservices is assessing engagement outcomes and supporting data to reach a decision on whether or not to progress.

In progress

xxx

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Go to [actions by type](#)

Actions – grouped by type

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Go to [actions by status](#)

Click on a status to see the list of actions with that type

Governance

Largely project management actions such as establishing a program management office

Administrative

XXX

Flight path
changes

XX

Principles

Airspace design principles applied to all relevant actions such as...

Air traffic
management

XXX

Modes

Completed actions

Click on an action for more detail

1.4f	Accept the PIR outcome as the Noise Action Plan for Brisbane	Accepted Dec 2022
2.2c	Amend routes through Brisbane (GC arrivals)	Completed Dec 2025
1.2c	Engagement on Communications Approach	Completed May 2023
2.1b	Delay cost-benefit analysis	Completed Nov 2024
1.1b	Program management office	Established Jan 2023
1.1a	Independent airport community forum (AAB)	Established Mar 2023
1.1c	Technical coordination group	Established Mar 2023
1.1e	Independent assurance	Think Research engaged
1.1g	Use qualified consultants to support technical design	Trax International engaged
1.1d	Options development and assessment framework	Published Nov 2023
3.1h	Baseline model pre-NPR	Published Nov 2023
3.1i	Baseline model post-NPR	Published Nov 2023

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Go to [actions by status](#)

Go to [actions by type](#)

Actions – implemented

Click on each action for more detail

2.3f	SODPROPS reporting	Implemented Jul 2024
1.4g	Introduce measures to improve NAP compliance	Implemented July 2024
1.4h	Increase public reporting and transparency on operations	Implemented July 2024
2.1a	SODPROPS Operating Plan	Implemented Nov 2024
2.1c	SODPROPS Day time operations	Implemented Nov 2024
2.2 b	ATC procedures flight routes through Brisbane	Implemented Nov 2024
2.3c	Tactical over water departures	Implemented Nov 2024
2.3d	Departure altitude increase as they cross the coastline	Implemented Nov 2024
3.1k	WACKO SID from new runway to legacy	Implemented Dec 2023
3.1u	Over water departures, over water for longer	Implemented Nov 2024
3.1v	Speed and height review over water – increase height	Implemented Nov 2024
3.1w	Turn departures to cross over airport (non-jet)	Implemented Dec 2023

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Go to [actions by type](#)

Actions – under assessment

Click on each action for more detail

2.4a	Night-time operations over water
2.4c	Night-time operating modes
3.1a	Offset new runway departure
3.1b	New runway departure north and west
3.1c	Legacy runway night departures
3.1e	Legacy runway departures south
3.1f	New runway arrival north
3.1m	STAR merge point north - (Arrival NW)
3.1p	Short approach (RNP-AR) for non-jet
3.1q	Independent Parallel Runway Operations design
3.1s	Review waypoints and intercept angle to new runway
3.1x	Arrivals over water avoid southern Bribie Island

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Go to [actions by status](#)

Go to [actions by type](#)

3.1a Options to redesign the two departure routes over the city from the new runway to the north so the flight paths are offset from the extended runway centreline and follow a different track over the ground to that overflown by inbound traffic on final approach to the new runway

Status: Under assessment – announcement due mid-2026



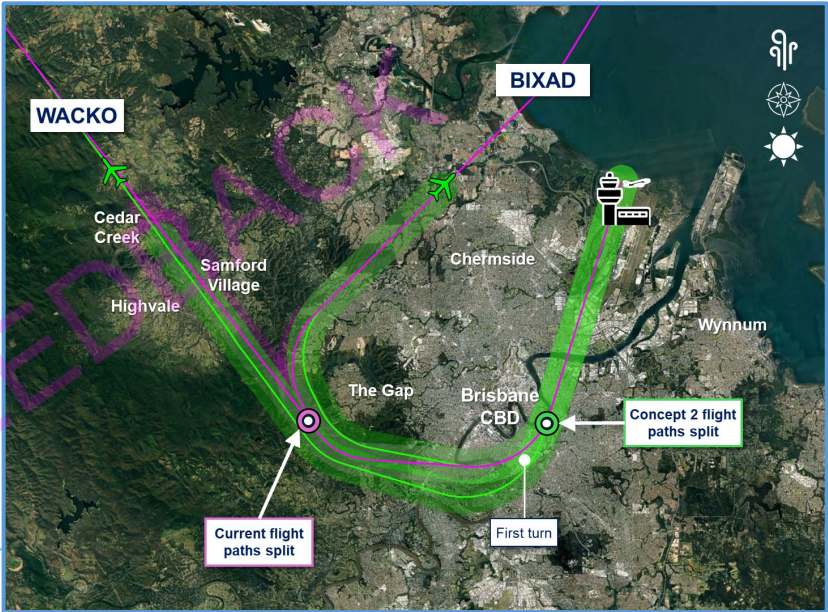
Relevant to these locations	Runway aligned and inner suburbs			
Engagement references	Phase 5 - Go to Phase 5 landing page	Download Phase 5 overview (xMB PDF)	Download relevant Phase 5 fact sheet (xMB PDF)	
	Phase 6 - Go to Phase 6 landing page	Download Phase 6 overview (xMB PDF)	Download relevant Phase 6 fact sheet (xMB PDF)	Download Package 3 report (covers Phases 5 & 6) (xMB PDF)

[Go to Package 3 landing page](#)

[Go to Places landing page](#)

3.1b Options to redesign the two departure routes over the city from the new runway so they diverge and the flight paths each follow different tracks over the ground

Status: Under assessment – announcement due mid-2026



Relevant locations	Runway aligned and inner suburbs Northern areas and islands		
Engagement references	Phase 5 - Go to Phase 5 slide	• Phase 5 overview (xMB PDF) • Phase 5 information sheet (xMB PDF)	
	Phase 6 - Go to Phase 6 slide	• Phase 6 overview (xMB PDF) • Phase 6 information sheet (xMB PDF) • Evolution of designs from Phase 5 to Phase 6 (xMB PDF)	Package 3 report (covers Phases 5 & 6) (xMB PDF)

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3.1k Replace RWY 01L WACKO SID departures to the west with the existing RWY 01R WACKO SID to reduce overflight of Bribie Island

Status: Implemented December 2023



Relevant to these locations	<u>Northern areas and islands</u> Runway aligned/ inner suburbs Southern bayside and islands		
Engagement references	Phase 1	<u>Replace New Runway Departure with Pre-existing Legacy Runway Departure – West</u> information sheet (864 KB) (pdf)	<u>Phase 1 Options Assessment Report</u> (877 KB) (pdf)
	Implementation	<u>Amendments to departure operations</u> - post on Engage Airservices	

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3.1q: Redesign flight paths leading to the independent parallel runway operations final approach commencement point to both runways to meet new ruleset requirements and reduce overflight of communities



Status: Under assessment – announcement due mid-2026

Relevant locations	Inland southern areas Southern bayside and islands		
Engagement references	Phase 3 – Go to Phase 3 slide	- Night-time arrivals (all locations) information sheet (xMB) - Night-time arrivals (all locations) suburbs overflowed comparison sheet (302 KB)	Phase 3 report (709KB)
	Phase 5 - Go to Phase 5 slide	Package 3 overview (xMB PDF) - Options to facilitate independent parallel runway operations (Set 4) information sheet (488KB)	
	Phase 6 - Go to Phase 6 slide	- Phase 6 overview (xMB PDF) - Phase 6 information sheet (xMB PDF) Evolution of designs from Phase 5 to Phase 6	Package 3 report (covers Phases 5 & 6) (xMB PDF)

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3.1s: Review the lead in waypoints on approach to the new runway to allow a shallower intercept angle to improve operations for all aircraft types and to reduce the impact on communities.

Status: Under assessment – announcement due mid-2026

Relevant locations	Inland southern areas		
Engagement references	Phase 3 - Go to Phase 3 slide	Arrivals over land at night information sheet (xMB)	Phase 3 report (709KB)
	Phase 5 - Go to Phase 5 slide	Phase 5 overview (xMB PDF) - Phase 5 information sheet (xMB PDF)	
	Phase 6 - Go to Phase 6 slide	- Phase 6 overview (xMB PDF) - Phase 6 information sheet (xMB PDF) Evolution of designs from Phase 5 to Phase 6 (xMB PDF)	Package 3 report (covers Phases 5 & 6) (xMB PDF)



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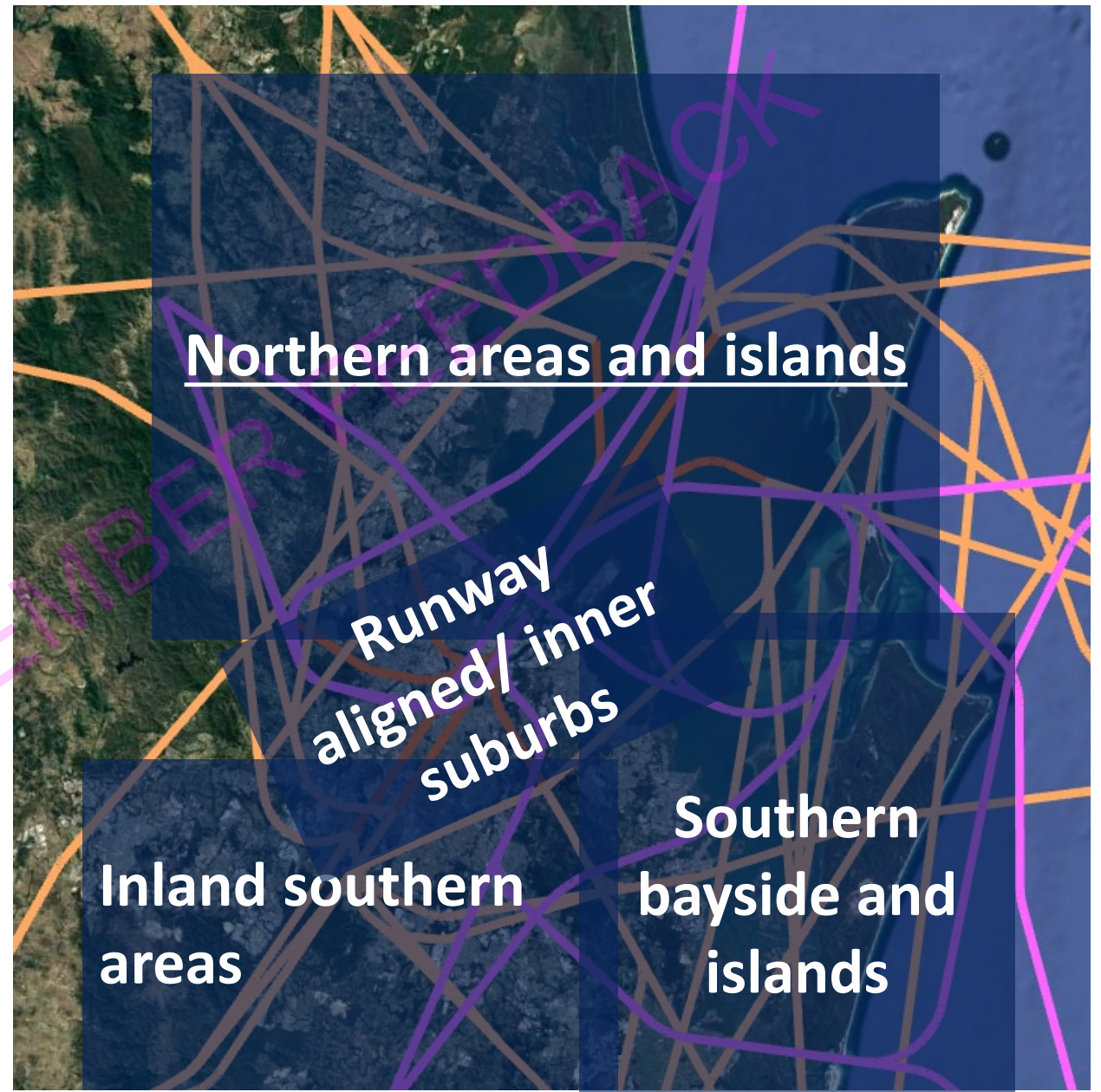
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Places

Click on each section of the map for more detail of actions relevant to that area – these are all Package 2 or Package 3 actions, relating to flight path changes.



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Whole of Greater Brisbane

Click on each action to view it in more detail

2.1a	SODPROPS Operating Plan
2.1b	Delay cost-benefit analysis
2.1c	SODPROPS Day time operations
2.2a	Release or use of RAAF airspace
2.2b	ATC procedures flight routes through Brisbane
2.2c	Amend routes through Brisbane (GC arrivals)
2.2d	SIDs and STARS Amberley and Archerfield
2.2e	SEQ airspace review
2.3a	Options to reduce track miles
2.3b	Optimise SODPROPS descent

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Northern areas and islands – arrivals

Click on each phase to see engagement information for these proposals

Click on each action to view it in more detail

- 2.4a Night-time ops over water
- 2.4c Night-time operating modes
- 3.1d Vector over 4000ft
- 3.1f New runway arrivals from north
- 3.1g Non-jet compass headings
- 3.1m STAR merge point north (arrivals from north and west)
- 3.1n Access RAAF airspace for flight path design
- 3.1o MORBI visual STAR
- 3.1p Short approaches (RNP-AR) for non-jets
- 3.1s [Review waypoints and intercept angle to new runway](#)
- 3.1x Arrivals over water avoid southern Bribie Island

Key



Implemented



Progressed to preferred



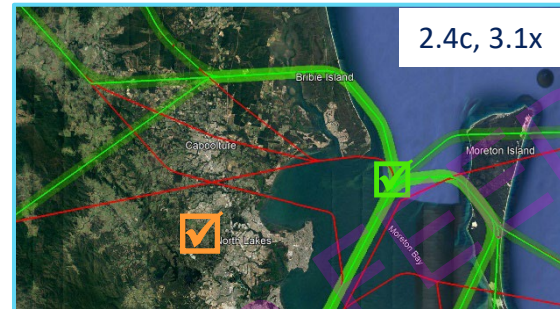
Not progressed



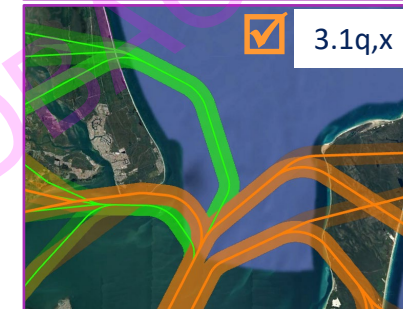
Under assessment

Arrivals over water

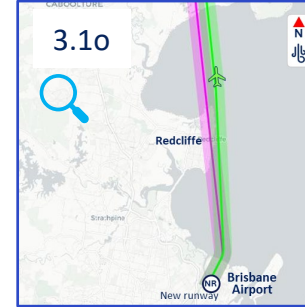
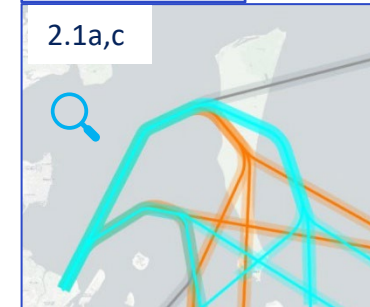
Phase 3



Phase 5

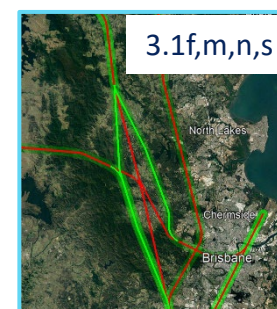
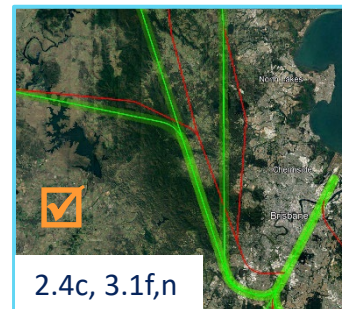


Phase 6



Arrivals over land

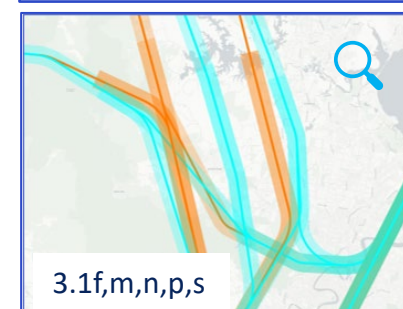
Phase 3



Phase 5



Phase 6



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Northern areas and islands – departures

Click on each action to view it in more detail

- 2.4a Night-time ops over water
- 2.4c Night-time operating modes
- 3.1b New runway departures north and west
- 3.1c Legacy runway night departures
- 3.1d Vector over 4000ft
- 3.1k [WACKO SID from new runway to legacy](#)
- 3.1r Separate jet and non-jet procedure SIDs
- 3.1w Turn departures to cross over airport
- 3.1y Avoid non-jet turn and climb at the same time

Key

-  Implemented
-  Progressed to preferred
-  Not progressed
-  Under assessment

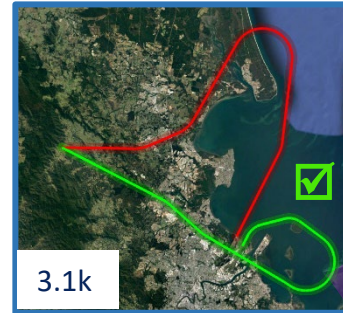
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Departures over water

Phase 1



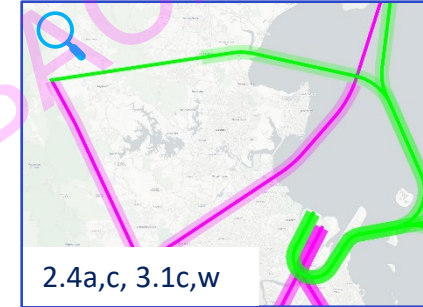
3.1k

Phase 4



2.4a

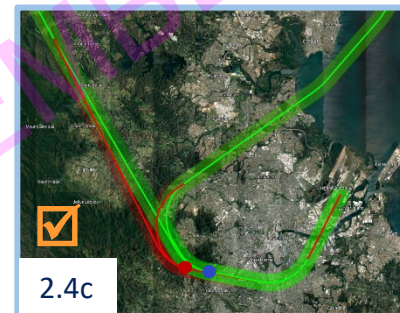
Phase 6



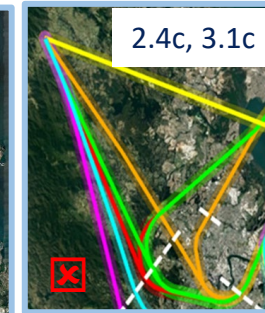
2.4a,c, 3.1c,w

Departures over land

Phase 2

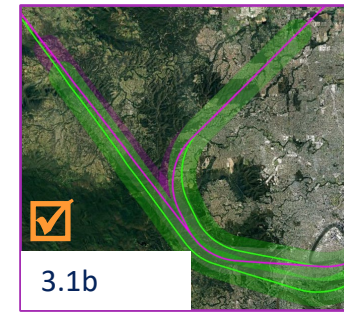


2.4c

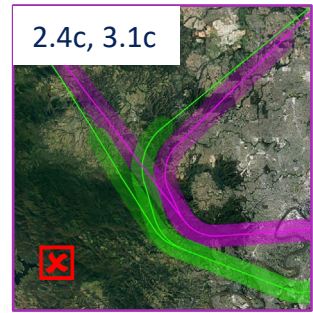


2.4c, 3.1c

Phase 5

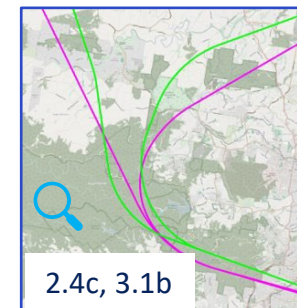


3.1b

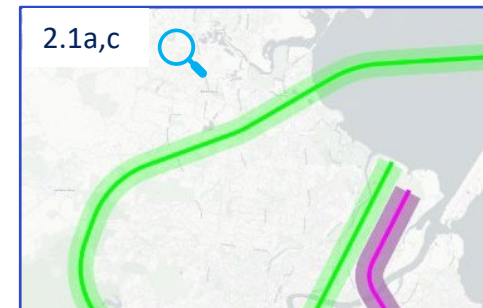


2.4c, 3.1c

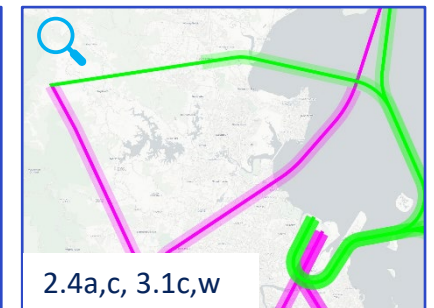
Phase 6



2.4c, 3.1b



2.1a,c



2.4a,c, 3.1c,w

Click on each phase to see engagement, information for these proposals

Glossary of terms and abbreviations

FOR AAB MEMBER FEEDBACK

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