

- *As previously advised to the Secretariat in writing, the Airbus service bulletin for “Vortex Generators at the Fuel Over Pressure Protection Cavities” on A320 and A321 aircraft does not make any claim that the fitment will definitively reduce the noise footprint, and refers only to the tonal noise from the Fuel Over Pressure Protection cavities. The referenced United Airlines presentation from 2016 pre-dates material published by Airbus and as previously mentioned Airbus does not provide for any definitive noise reduction.*
- *Various airlines have made claims regarding dB reductions (post the United claim) and these have been suggestions of a vastly lower level of noise change than United made. For example, Lufthansa has claimed “a noise reduction of up to 2 dB” (quote Lufthansa). Though the manufacturer material does not provide for any definitive noise reduction value.*

1. How many A320 aircraft without vortex generators have now been taken out of service since the start of 2024 considering the time frame mentioned? And how many are there to go?

As part of the fleet renewal program at Jetstar, that has been previously discussed, a number of A320 family CEO aircraft have left Jetstar over the past two years and continue to leave as new A320 and A321 NEO aircraft are added.

2. How many aircraft (which the letter seems to imply as A321neo models) have been delivered to replace the A320 aircraft? And how many remain to directly replace them?

Jetstar has 30 Airbus A320/1 NEO aircraft currently in service and 4 more soon to be delivered. Twenty-five of these NEO aircraft are A321s and the remaining five are A320s. This in service number of aircraft is a substantial increase from that previously advise to the AAB as aircraft in service and is ahead of the timeline details previously provided. With the volume of aircraft still on order (as previously advised) the number of NEO aircraft in service will continue to increase.

3. With respect to your current (and potential future) redeployment of Jetstar Asia A320 aircraft announced earlier this year, how many would be without vortex generators and be used in Brisbane?

Some Jetstar Asia aircraft entered the Jetstar Australia fleet last year, though it needs to be understood that this also allowed the release of older aircraft from the Jetstar fleet. Of note some of the aircraft listed in the author's spreadsheet, as having operated into BNE in the nominated period, have since left the Jetstar fleet.

Also, it is important to understand that there is no way to advise whether certain aircraft will or won't operate into Brisbane in the future. Many variable factors dictate which specific aircraft may operate in and out of a specific airport on a day, including the schedule, maintenance needs, weather and ATC delays. These factors mean that any aircraft in the narrow body fleet may operate in and out of Brisbane (or any other major airport in Australia for that matter) on a day.

4. If you are substantially behind with their replacement, why has there been no communication on this issue with the AAB?

If this question is in relation to aircraft deliveries, the answer to question 2 provides exact detail as to the number of A320 and A321 NEO aircraft currently in service.

These NEO aircraft, as previously advised, provide a substantial benefit to the community with lower greenhouse emissions and smaller noise footprints.

The number of A320/A321 NEO aircraft in service with Jetstar is ahead of that previously advised with respect to questions about future fleet number predictions.