

26th July 2025

TESS BIGNELL

BACKGROUND

Since the NPR opened five years ago, as a community representative I have always conducted myself with optimism and in good faith that we could bring about positive change to Brisbane families via the AAB.

Brisbane families have been through countless Airservices PIR and NAP4B Engagement Meetings. They have had their lives turned upside down, health impacts are apparent, family units have broken down and financial hardships have not enabled a lot of families to move leaving a feeling of entrapment. Those that have been able to move have been forced to move away from their established communities.

Firstly, my community has been fortunate to receive positive change, we are extremely grateful for that. I am mindful that it is at the expense of new communities which does not sit lightly with me, but hoping with lateral separation and raised overflight heights their experience will be an improvement on ours.

But since Package Three was released to the community nearly two weeks ago I have been contacted by many people all over the Brisbane Community that were not so fortunate. Some I was familiar with, others I've never heard of before, but Messenger has allowed them to contact me. Since the commencement of my advocacy I have never heard such a harsh mixed reaction of anger, despair, disillusionment.

When the NPR opened the community went through the PIR process and experienced a level of deception and lack of transparency. The Noise Action Plan was born and hope had been instilled. Airservices has slowly been rebuilding transparency and integrity assisted by TRAX.

The AAB were provided with a paper from Airservices as to the TRAX brief for part of package two, package three and four which was vague at best.

The AAB has still not been able to establish a valid measurable set of KPI's, or Metrics and the Think Research Results remain outstanding.

PACKAGE THREE

The Community were given Package Three Concepts to assess, giving feedback with the expectation that Options would follow that would make a difference in their lives. It appears TRAX was unable to achieve overall "de concentration" with Package Three in most of the severely impacted areas of Brisbane closer to the airport. The AAB must explore what constrained TRAX to not achieve this.

Prio Package/Phase, Software/Documentation was given to the AAB prior to release to assess readability and understanding often creating a more user-friendly document. Feedback from this documentation for Package Three was fragmented and confusing at best. Aircraft noise was once again understated calculated by using the most commonly used aircraft being a 737 and Dash Eight excluding the nosiest overnight wide-bodied aircraft. Noise mapping was understated again. Lateral separation of Aircraft was required to be estimated by using the key on the Baseline Software map, which is not ideal when using a computer or mobile device. Heights are modelled and experience tells me they often don't reflect lived experience, particularly in warmer months. This all might be industry standard, but the community standard is not industry.

The online presentation in the Baseline Model was good, but switching between proposed changes meant your located address was lost. The default greyed out map was frustrating, and users couldn't find the toggle to switch to google earth type maps.

Community expectation is to meet the experienced Airservices Community Engagement Team at face to face meetings. Unfortunately Airservices staff appeared like labor hire / note takers and time keepers at best, not familiar with the history and Noise Action Plan for Brisbane. Yes TRAX are the flight path designers, but the buck stops with Airservices. Senior members of Brisbane Airport were present which was appreciated by many, but hovering Lifeline and Security were not.

PACKAGE THREE DECONCENTRATION

The deliverable of "deconcentration" did not come to fruition to communities close to the airport. Airservices need to explain fully to the AAB why this was not achieved as per the Concepts.

PACKAGE THREE OVER CONCENTRATION

Package Three moved flights traveling south east from the Legacy to the NPR. This was not part of the Package Three Concepts. Airservices need to explain how this flight transfer occurred and why?

PACKAGE THREE NIGHT TIME U TURN

Package Three Night Time U Turn has certainly opened fierce debate amongst community ultimately pitching the nearby community against the rest of the community. SIM Data appears to show the turn is obtainable in different weather conditions.

Feedback from the wider community is that this mode should proceed to trial but must include strict Terms of Reference approved by the AAB. We need to establish hours of use and whether all or some departure paths over land will use the U Turn.

There will no doubt be noise fallout to the nearby community. In all good conscience the AAB should request noise suppression to that impacted community. A small price to pay for Brisbane to be able to sleep. The ICAO Balanced Approach to Aircraft Noise when all else fails is Operating Restrictions which everyone recognizes is not palatable to industry.

PACKAGE FOUR

Community is requesting to understand what Package Four means to them so they can make an informed decision about their family residence. Can Airservices please prepare a statement for distribution?

REPORT

TRAX are preparing a report for Airservices on Package Three. Could Airservices please consider releasing the report to the AAB?

AAB TERMS OF REFERENCE

Community feel they are not recognized as the aviation industry's greatest priority after aircraft safety in the air. Brisbane Airport strives for 110 flights per hour. Airservices airspace design caters to Independent Parallel Runway Operations, bringing maximum throughput. SODPROPS will cease once capacity levels rise. The cross runway has been decommissioned.

Noise Abatement procedures in Brisbane need to form part of the NAP4B to reduce aircraft noise. I'd like to ask the AAB to make a submission to the Minister to broaden the AAB Terms of Reference to include Noise Abatement Adherence. Some of which will be covered in the Senate Inquiry Recommendations and White Paper Fly Neighborly requirements which we await the Ministers decision. But Brisbane needs this now.

Suggestions to include as follows:

- ICAO Chapter 14 Aircraft for Night Time operations.
- Continuous Decent Operations.
- 250knots Indicated Airspeed under 10,000 feet for populated areas without any pitch adjustment to get cleaner sooner.
- Decreased speed on wide turns on departure.
- Penalties and Incentives to keep to Noise Abatement Procedures.
- STARS and SIDs adherence.
- Noise Abatement Departure Procedures