

Ms Kim Jordan

Chair - Brisbane Airport Community Airspace Advisory Board (AAB)

[AAB.Secretariat@infrastructure.gov.au](mailto:AAB.Secretariat@infrastructure.gov.au).

20/10/2025

Dear Ms Jordan,

As a community member I wish to reach out to you firstly to make you aware of what we believe to be a deliberate oversight in relation to the Brisbane Noise Abatement Program / PIR, and to request in your capacity as Chair and under the terms of reference stated below, that the following be addressed.

As stated by the Department of Infrastructure "The Brisbane Airport Community Airspace Advisory Board (AAB) is an ongoing, independent community-based consultation body that provides an opportunity to share information and advice to and from the community to better manage consultation on aircraft noise around Brisbane Airport".

TERMS OF REFERENCE	Questions / Failings in relation to the Noise abatement Program
<p>The management of airspace and flight paths at Brisbane Airport against the Noise Action Plan, which is initially represented by the Final Report on the PIR.</p> <p>Regularly consult within communities and organisations represented by individual members to ensure that views and input expressed in meetings are representative of broader and differing perspectives</p>	<p>Our segment of the community has <b>No Noise Action Plan/Improvement Proposals</b>. We are not represented and we don't have a voice. We are buried in the fine print, with flight paths appearing and disappearing in documents disseminated by ASA.</p> <p>Why have we been overlooked?</p>
<p>Through the Chair, provide advice to Government on the consistency of operations with the Noise Action Plan and implementation of the PIR recommendations from a community perspective;</p> <p>Operate in a transparent manner to maintain accountability to the community.</p>	<p>How can the board provide accurate advice to the government on our behalf, if our segment of the community is excluded from the NOISE ACTION PLAN?</p> <p>Why wasn't this oversight identified during the course of ensuring the consistency of operations?</p> <p>Where is the accountability / transparency in relation to this?</p>
<p><b>Airservices representative</b> Airservices is responsible for the development of airspace change proposals that support the efficient use of Australian administered airspace and foster equitable access to airspace for all users.</p>	<p>Why has this segment been prioritised for MORE flights, but not identified for Noise improvement / relief? We are <b>not in line with the runway</b>, nor are we in the vicinity of the airport. We are ~8-10 NM from the airport. We have the M1 motorway approximately 1 km to the EAST along with extensive greenspace beyond that. This area tracks in a direct line to the ILS join point,</p>

<p>Airservices are responsible for identifying potential and possible noise abatement procedures and airspace improvement measures, with the exclusion of curfews, movement caps or other operating restrictions.</p>	<p>and most importantly, it avoids residential communities, schools and childcare facilities.</p> <p>Why have Residential communities been targeted in preference to the M1 and greenspace?</p> <p>This area is the target area for <b>reduced track miles / reduced emissions / <u>trade off's</u> for increased distance over the bay and for noise sharing</b> for other areas of Brisbane.</p> <p>My house in particular is overflown by:</p> <ul style="list-style-type: none"> <li>• off SID departures (2500 – 3500 feet);</li> <li>• segregated mode departures / arrivals (1800 – 2300 feet);</li> <li>• inclement weather arrival / departures,</li> <li>• light aircraft;</li> <li>• aborted landings and take-offs;</li> <li>• boeing 747 cargo planes and globemaster military freight aircraft (1800 – 3500 feet);</li> <li>• emergency helicopters in transit from the hospitals on both the north and south side who are returning to the airport (500 to 1000 feet);</li> </ul>
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From a community perspective, I would request that the Chair take on board and investigate within the terms of reference, how one particular segment of the community can be excluded from any Noise Action Plans and explain to us how the board can make any recommendations or provide positive outcomes for this segment when we have been excluded.

While you may feel this is not the forum to deliver the answers to the questions above, I must disagree. We currently have no one that can address these issues or highlight them. We believe our interests are not in the best interests of the bottom line of the aviation industry and Brisbane Airport, both of whom, want to expand without full accountability.

If you look back at all phases of the Noise Action Plan for Brisbane, you will see the focus has been on areas to the North and West of Brisbane and communities that have flights from the NPR since inception. In the most recent phase, the Southern Departure Route was considered, little was done, and the community that takes the arrivals (and everything else) was again ignored. Bayside residents have been able to secure additional heights before aircraft cross the coast, for us, flight paths have been removed, leaving a single short track that now concentrates flights over our community, flying over the same houses relentlessly. What is most infuriating, is the TRAX representative, [REDACTED] was unaware the arrival track had not been considered for any relief, disclosing this was not part of [REDACTED] brief.

Additionally, until recently, we did not have a representative from our area on the board, which has resulted in nothing being brought to the table on our behalf.

Furthermore, please note the short arrival track for my community has been overlooked in the Brisbane Airport 2026 Draft MDP. Attached you will find a letter sent to the Minister in relation to noise modelling oversights and failings. I have also attached a video to give you an appreciation of noise level this community is subjected to.

In closing, I appreciate the time you have taken to read this letter and if you strongly believe this isn't the forum to address these issues, I would be grateful if you would provide contact details for the relevant authorities / boards, other than Air Services Australia, (who are aware and disinterested), so the oversight is at least acknowledged and addressed.

Furthermore, if you do decide this is not the appropriate forum for addressing this, I would appreciate it, if this correspondence is placed on the official register for letters received.

Yours sincerely

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