

Brisbane Airport Community Airspace Advisory Board

Agenda Item - Community member issues

- Feedback on Noise Action Plan: Phase one engagement design options
- Other matters community members wish to raise

Agenda Item – Required Data for Effective Community engagement on the Noise Action Plan for Brisbane Airport

I wish to raise concerns that I have regarding community engagement on the Noise Action Plan for Brisbane Airport. I believe that it has been disappointing in terms of active community involvement and understanding as to what is the true extent of the aircraft noise issues and how do the current proposals make a quantifiable noise improvement.

I am not referring to the Airservices consultation process, that is a separate issue. Rather it is the actual community response and their willingness to engage in the ASA process.

I had hoped with the appointment of an independent group such as TRAX it may have provided a stalemate circuit breaker, shed light on new opportunities and assisted in establishing a new narrative whereby the industry stakeholders (federal government, BAC, Airservices and the Airlines) and our local communities could effectively engage and move forward to build a 'fly friendly' culture and collaborative relationship.

Unfortunately, alignment between the two camps has continued to move further apart as the months tick by and there are no forthcoming improvement actions. Why has this impasse occurred?

• Factors Impacting Effective Community Involvement/Engagement

Feedback from community members and my personal observations as to why the community involvement/engagement on the Noise Action Plan has been relatively disappointing, include;

• Fear of the unknown arising from the distrust with industry stakeholders

Despite what the stakeholders may believe the community were misled for 15 years (this has been verified by the Aircraft Noise Ombudsman, the independent forum, and the community members personal experiences). Key factors that have generated this deep-seated distrust, include

- Consistent positive media headlines that proved to be incorrect and misleading
- Disaggregated data and information that confused and consistently downplayed the now obvious negative outcomes

• Inadequate information as to the full extent of the current and future aircraft noise issues - We have a relatively well-educated community about aircraft noise. However, they do not have access to accurate information providing the true and full extent of the aircraft noises issues facing Brisbane communities now and into the future.

• The recent Brisbane Noise Sharing Experience has been painful and it is not lost on the community

I mentioned earlier that the community is fearful. The stakeholders are asking the community to adopt noise sharing and support new flightpaths options. The community has recently experienced noise sharing with the opening of the \$3B NPR project and it is fair to say it has failed the 'pub' test. The pre-runway opening stakeholder promises of 'over the bay' flights and low-level disturbance' are nowhere near reality.

These unexpected NPR noise outcomes has resulted in close to three years of community outrage. This initial outrage is further fueled by;

- BAC's consistent heavy and open selling to global aviation markets of an unconstrained 'open for business 24/7 Brisbane airport',
- the strong Brisbane population and visitor growth projections
- the Brisbane Olympics' award announcement,

The fear has further been driven with the federal government changes and new local members. It is fair to say for most of the community these changes have not delivered and have generated little confidence in the sense of urgency, willingness, or ability to deliver through parliamentary process improved aircraft noise outcomes.

The above issues plus sheer complaint fatigue is now driving many in the community to the non-negotiable flight caps/curfew position. They do not want to engage in further discussion – they want fixes now. They have tried but they feel no one is listening or willing to fix the issues.

It is also evident that many in the community are now increasingly suspicious that noise sharing is a stakeholder strategy to send more aircraft over Brisbane.

The Elephant in the Room – Accurate Brisbane Wide Flight Statistics

The elephant is; what flights are going over Brisbane now and what will be the future numbers. It is a simple mathematical/demographically calculation. The runway is built and operating, the flights paths are designed and the population modelling is in place.

However, I am unaware of anyone in our community who knows what is going to be flying over our homes in the next 18 months, 5 years, or 15 years. This is fundamental information that the community has a right to know. How can they expect to consult on new maps, flight path designs or noise sharing possibilities without knowing the full extent of the aircraft noise issues. How is it possible that this basic planning information is not front and centre of the dialogue? This lack of detail/commitment continues the past 15 years of no transparent facts. Rather it is selective headlines and data slices.

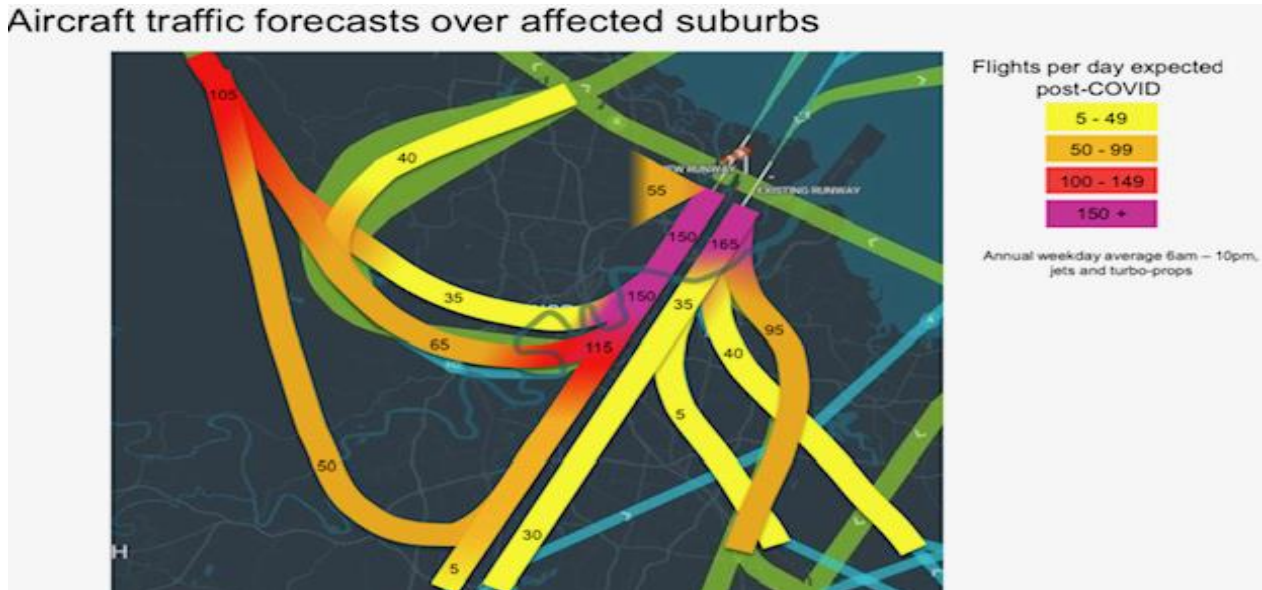
Until the 'elephant in the room' numbers are tabled by the stakeholder's the community engagement and trust is going to continue to decline and much more negative energy is going to expended as the flights and associated noise inevitably grows. This is not a good scenario for the stakeholders or our community.

The Answer to the EIR:

The 'elephant' can be simply addressed through the release of aircraft movement facts and forecasts. The community needs to see the full Brisbane air road map with flight numbers (i.e not questionable forecast noise contour maps or segmented geographical sections). The pre-NPR flight figures, actual flights and the next four 5-year internals all need to be made readily available to the community as soon as possible. The maps need to be simple (e.g., the BFPCA map see below) and clearly identify what was the baseline (pre-NPR), the now and what we can expect in the foreseeable future. Only when this is available and readily understood can effective consultation be achieved on future flights paths and noise sharing.

The community has a right and the stakeholders have an obligation to tell our community how their lives are going to be impacted daily by aircraft movements and understand what noise reduction strategies need to be developed and implemented. There is no doubt the data is not going to be well received. But the alternative preferred strategy of 'dodge and weave' is not going to survive another run in this community.

Aircraft traffic forecasts over affected suburbs



Summary

If we want to build community engagement and a Fly friendly culture then its time to stop the PR and instead provide the clear and basic facts; warts and all. We cannot expect the Community respond to new flight path designs and noise sharing options if the relevant base data is not provided. Respect and Trust is earned over time. The stakeholders need to create and demonstrate a new consultive and open approach otherwise the planes and noise will keep coming and the community resistance will grow proportionately. This will not be a palatable situation for anyone.

Regards

David Diamond

Community Representative AAB