

BRISBANE AIRPORT POST IMPLEMENTATION
REVIEW ADVISORY FORUM

Quarterly Progress Report – September 2022

July – September 2022

October 2022



Introduction

As Chair of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum), I am pleased to present to you the Forum's Quarterly Progress Report on activities and progress on achievement of deliverables from July through September 2022, in line with the Terms of Reference. This Report has been prepared, and agreed, by all Forum members.



Ross Musgrove
Chair
Brisbane Airport Post Implementation Review Advisory Forum

Executive Summary

The Brisbane Airport Post Implementation Review Advisory Forum (the Forum) met four times in the September quarter 2022, continuing with oversight of the Airservices Australia (Airservices) Post Implementation Review (PIR) and community engagement processes.

Quarter Highlights

A number of key documents and data were released during the quarter, plus further direct community engagement has occurred, including:

- Trax International's (Trax) final independent assurance report into the Brisbane New Parallel Runway Flight Paths Post Implementation Review was published in August 2022. The response from Airservices to the Trax report was made public on 31 August 2022.
- Community engagement sessions were carried out by Airservices between 10-15 September 2022. These sessions were also attended by representatives from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department), and other industry stakeholders.
- Quarterly data from the trials to remove intersection departures for aircraft departing on the new parallel runway towards residential communities, and extend Simultaneous Opposite Direction Parallel Runway Operations mode (SODPROPS) active operating hours to 6am to 8am on weekends was released by Airservices on 20 September 2022.

Trax International Final Report and Community Engagement

The final Trax Report separated recommendations for potential opportunities to mitigate noise impacts from aircraft on Brisbane communities into four work packages that include short, medium and longer-term measures for consideration:

- **Package 1 (strong, transparent and representative governance)** proposes governance mechanisms to oversee implementation of airspace changes;
- **Package 2 (maximise flights over water)** includes options for changes to airspace architecture and management procedures to extend the use of over-the-bay flight paths when weather and operational conditions permit;
- **Package 3 (reduce the frequency and concentration of flights over communities)** sets out options for small modifications to the existing flight paths on 'compass operations' to deliver short-term improvements; and
- **Package 4 (optimise performance of the Brisbane airspace system)** proposes options for more substantial airspace and operational changes. This includes noise sharing runway operations and other enhancements to the broader airspace network.

The Forum is very supportive of the involvement of Trax, as an independent expert through the PIR, and supports the recommendations contained in the final report. The Forum also welcomed Airservices' response to the Trax Report, which included an undertaking to fully consider all opportunities for improved noise outcomes for the Brisbane community and adopted all the recommendations for further evaluation.

The Forum has continued to engage with Airservices through the last quarter on the timelines involved in the next steps in the PIR, including in advance of the PIR Workshops held by Airservices in September 2022 to understand the intended approach and objectives for the community sessions. The Forum understand Airservices is currently on track to release the final Post Implementation Review report in November 2022.

Other Engagement

The Forum met with representatives from Emirates to get a more in-depth understanding of the basis for their scheduling of flights to and from Brisbane and decisions around the type of aircraft being utilised.

The Forum also met with Brisbane Airport Corporation to get latest data on flight patterns, particularly the percentage of flights landing and taking off over water and the utilisation of the SODPROPS mode.

Community calls to introduce a curfew at Brisbane Airport

The Forum is aware that a number of community members continue to call for the imposition of a night aircraft curfew at Brisbane Airport. Since its establishment in September 2021, the Forum has heard from multiple stakeholders, including community members, and has requested data and advice from a number of sources on night movements at Brisbane Airport and potential implications of night flying restrictions on community amenity as well as industry operations.

The Forum notes that there is a perception from some community members that the imposition of a curfew, with movement caps, would move to immediately relieve impacted residents of any aircraft noise overnight and in the sensitive early morning or late-night periods. However, the Forum believes it is important to clarify that a curfew would not eliminate all aircraft movements over Brisbane at night, and could result in worse noise outcomes for many residents.

- An airport curfew generally does not ban all aircraft movements at night, but rather restricts the operation of some types of aircraft (e.g. passenger movements). In Australia, existing curfew legislation allows for a number of freight aircraft to operate to ensure time critical cargo, such as life-saving medical supplies and urgent goods, can move around and also provides exemptions for smaller propeller aircraft and emergency services aircraft to operate.
- At curfew-restricted airports in Australia, the curfew period commences at 11:00pm and concludes at 6:00am. This is a shorter time period than the current Noise Abatement Procedure prohibiting aircraft movements over the city on the new parallel runway from 10:00pm, except in exceptional circumstances, at Brisbane Airport.
- Data provided by Airservices Australia and Brisbane Airport show that over 70 per cent of night-time movements have operated over Moreton Bay since the opening of the parallel runway, with close to 80 per cent regularly being achieved in recent months, limiting impacts on communities through what would be the proposed curfew period.
- An airport curfew tends to concentrate more flights into the shoulder periods immediately after or immediately before the curfew commences – that is, from 6:00am to 8:00am and from 9:30pm to 11:00pm - to meet passenger demand that would have otherwise been met through the overnight schedules. These are times in which a large proportion of noise complaints are focused and the greater concentration of traffic over residents in the early morning and late evening is likely to result in a poorer outcome for communities.
 - For example, the majority of complaints (approx. 75 per cent) received by Airservices for late evening and night-time movements are related to the international flights operated by airlines such as Qantas, Emirates and Qatar that have scheduled departures between 9:00pm and 11:00pm on weekdays.
- Aircraft are often required to enter air holding patterns to either wait for the curfew to end prior to landing, or to allow air traffic control to manage inefficiencies that arise from managing operations around curfew. This results in aircraft circling the city for extended periods of time, increasing noise (as well as emissions).

Taking into account all of the above information members have formed a view that a blanket curfew for Brisbane Airport would have detrimental noise impacts on the community that likely outweigh any perceived benefit.

The Forum also notes the likely broader implications for residents in Brisbane and South-East Queensland that are serviced by Brisbane Airport arising from a curfew. These include:

- Reduction in choice for domestic flights;
- Risk of a loss of direct international connections, where scheduling is largely driven by the need to connect with flights from numerous destinations into the Northern Hemisphere transport hubs;
- Constrained economic growth;
- Reductions in employment supported by the Airport; and
- Loss of tourism and subsequent adverse impacts on local businesses and jobs.

Noting the existing restrictions on aircraft operating on the new parallel runway between 10:00pm and 6:00am, and the impact that a curfew would have on operations in the highly-time sensitive early morning and late evening departures, the Forum does not consider a curfew to be an effective mitigation measure to address the majority of community concerns. Balanced against the impacts on the whole of the community from reduced connectivity and constrained economic activity, the Forum therefore does not support the introduction of curfew at Brisbane Airport.

Further details on progress against previous matters identified by the Forum is included as an [Appendix](#) to this report.

The Forum thanks all stakeholders that have taken the time to continue to engage with the Forum in the September quarter 2022.

Background

On 24 September 2021, the then-Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development announced the establishment of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum) in recognition of significant community interest in aircraft operations around Brisbane Airport.

The independent, community-oriented Forum was established specifically to provide advice and feedback to Airservices Australia on matters relating to its Post Implementation Review (PIR) of Brisbane Airport's new airspace operations following the opening of the new parallel runway.

Under the Terms of Reference, the Forum is required to report quarterly to the Minister for Infrastructure, Transport and Regional Development on its activities and progress on achievement of deliverables, which includes:

- Provide relevant, constructive and evidence-based feedback to Airservices on its PIR documentation in relation to community impacts ahead of and post broader community consultation phases.
- Provide considered and constructive input to Airservices on community engagement methodologies for the PIR and options for improvement.
- For the PIR, provide considered, constructive and evidence-based input from a whole of community perspective to Airservices in relation to:
 - a. airspace management procedures and flight paths at Brisbane Airport, and
 - b. possible options to improve noise sharing across the Brisbane community, having regard to historical and forecast noise impacts on communities from both legacy flight paths and new flight paths arising from the NPR.

The Forum's Quarterly Progress Reports for October to December 2021, January to March 2022, and April to June 2022 are available at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/brisbane-airport-post-implementation-review-advisory-forum>.

Summary of activity

The Forum met on the following dates:

- Monday 11 July 2022 – Meeting #11
- Monday 8 August 2022 – Meeting #12
- Tuesday 6 September 2022 – Meeting #13
- Monday 26 September 2022 – Meeting #14

Since 1 July 2022, the Forum has met with officials / representatives from:

- Trax International
- Brisbane Airport Corporation
- Airservices Australia (Airservices)
- Emirates

Minutes from the BAPAF meetings are available at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/brisbane-airport-post-implementation-review-advisory-forum>.

Appendix

Progress on issues identified in BAPAF Quarterly Reports

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
1.	Concerns about a lack of adequate engagement and/or inaccurate information provided by Brisbane Airport Corporation and/or Airservices Australia about changes to flight paths as a result of the new parallel runway.	<p>The Forum agrees with these concerns.</p> <p>Based on the submissions and briefings provided, the Forum notes consistent and significant concerns from the community on the adequacy and accuracy of engagement on changes to airspace and noise impacts associated with the new parallel runway, despite a significant public engagement campaign run by BAC.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise of aircraft operations on the Brisbane community.</p>	Refer to update at Item 11 .
2.	Concerns the content of the 2007 New Parallel Runway Major Development Plan / Environmental Impact Statement (MDP/EIS) prepared by Brisbane Airport Corporation was flawed.	<p>The Forum notes these concerns.</p> <p>Based on briefings provided, the Forum understands the 2007 MDP/EIS was drafted by BAC and based on legislative requirements, technology and information available at that time. The operational plan was required to be approved closer to the runway opening. The Forum has not considered the adequacy of the 2007 MDP/EIS document as this is outside the scope of the Forum's Terms of Reference.</p> <p>However, the Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community. This should include the development of, and consultation on, comprehensive environmental assessments for any new flight paths or airspace changes developed through the PIR.</p>	Refer to update at Item 11 .

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3.	Concerns that the airspace design implemented differed from the operating plan set out in the 2007 MDP/EIS.	<p>The Forum notes these concerns.</p> <p>Airservices has committed to review the forecast noise levels in the Airservices Environmental Assessment of the final airspace changes approved in 2018 and 2019, against actual aircraft movements and noise levels following the opening of the new parallel runway.</p> <p>This data will inform potential and feasible changes to airspace design through the PIR.</p>	<p>Item closed following update in the Forum’s June 2022 Quarterly Progress Report.</p> <p>Data can be viewed at 12567509 Fact Sheet Airport Operations</p>
4.	Concerns that the Brisbane Airport Flight Path Tool website contains information that indicates the number of noise events expected on any given day is lower than actually experienced.	<p>The Forum agrees with these concerns.</p> <p>Airservices has committed to pursue changes to target the 2007 EIS/MDP flight number and noise event forecasts.</p> <p>The Forum also recommends that BAC review their online Flight Path Tool to ensure it is accurately reflecting actual activity.</p>	<p>Item closed following advice from BAC reported in Forum’s March 2022 Quarterly Progress Report.</p>
5.	Concerns about the volume of flights landing or departing over the city, particularly during peak air travel periods (6-8am weekdays and early evenings), particularly from but not limited to residents of suburbs under flight paths utilising the new runway.	<p>The Forum agrees with these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community, including maximising over the Bay operations, when safe to do so.</p>	<p>Refer to update at Item 11.</p>

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6.	Concerns that providing noise relief for communities impacted by new flight paths will reduce noise sharing and push aircraft operations back to legacy runway communities.	<p>The Forum recognises these concerns.</p> <p>The Forum agrees that the PIR should focus on options that minimise noise impacts for all affected communities, rather than options that would shift noise back to legacy runway communities.</p>	Refer to update at Item 11 .
7.	<p>Concerns that Airservices is conducting a review of airspace design that they were responsible for developing.</p> <p>Calls for an independent review of airspace design.</p>	<p>The Forum supports an independent review into Brisbane airspace design.</p> <p>Airservices has informed the Forum of the appointment of an independent specialist advisor with the remit to review and make recommendations on all aspects considered by the PIR. Reports developed by the independent advisor will be made available to the public.</p>	<p>The Airservices Australia CEO and Board appointed Trax International as an independent specialist advisor in December 2021.</p> <p>Trax has completed their independent assurance review into the Brisbane New Parallel Runway Flight Paths Post Implementation Review, with the Final Report published in August 2022.</p> <p>Airservices has adopted all recommendations in the Trax Final Report for further consideration through the PIR.</p> <p>The Forum also wrote to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government recommending that Airservices continue to engage Trax to support the finalisation of the PIR and the implementation of improvement measures identified for further progress in the final PIR report.</p>

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
8.	Concerns about a lack of cooperation and ownership of issues between Government agencies responsible for aviation, and BAC	<p>The Forum agrees with these concerns.</p> <p>The Forum considers there could be better communication and cooperation between all Government agencies with an interest in the Airservices Post Implementation Review, as well as BAC.</p>	<p>The Forum has been advised that Airservices Australia, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department), and Brisbane Airport Corporation are regularly engaging on the Airservices' Post Implementation Review and Trax International's recommendations.</p> <p>Representatives from the department, Brisbane Airport Corporation and airlines attended PIR community meetings, held by Airservices and facilitated by Trax International, in September 2022 to respond to community questions on their areas of responsibility.</p> <p>The Forum understands that relevant government agencies, Brisbane Airport Corporation and industry representatives will remain involved in the governance structure that will oversee implementation of improvement measures identified for further progress in the final PIR report.</p>
9.	Concerns about the impact of aircraft emissions pollution on the environment, and particularly on water supply for residents in the Samford Valley, Brookfield and Upper Brookfield regions.	<p>The Forum notes these concerns and recommends quarterly random water tank sampling in the Samford Valley, Brookfield and Upper Brookfield regions.</p> <p>The Forum is seeking further information and assessment on the potential impact of aircraft emissions on water supplies.</p>	Item closed following advice from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts as reported in the Forum's June 2022 Quarterly Progress Report.
10.	Concerns about the impact of aircraft noise on human health and children's education.	<p>The Forum notes these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community.</p>	Refer to update at Item 11 .

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11.	Concern that the remit of the Airservices Australia Post Implementation Review is too restrictive.	<p>The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport but notes that the PIR cannot consider issues frequently raised by the community for which Airservices has no regulatory responsibility.</p> <p>The Forum notes the draft Terms of Reference for the Airservices PIR was amended following the first round of community consultation to include consideration of additional areas of focus.</p> <p>The Forum has sought commitments from Airservices to genuinely consider all potential and feasible options to minimise the impact from aircraft operations on the Brisbane community.</p> <p>Airservices have committed to consider a number of further potential measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • opportunities to concentrate flight path operations over less densely-populated areas; • opportunities to alter the jet departure from Runway 19R to reduce the communities overflown that are also overflown by the jet arrival for Runway 01L; • runway operations; and • options for noise sharing and respite, including radar vectoring. <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p> <p>The Forum recognises some of these proposals may move noise to new communities through design of alternative flight paths, which will require environmental assessments and significant community consultation.</p> <p>The Forum reserves its position on concerns raised on matters outside of Airservices' remit until the outcomes and impact of changes through the trials proposed by BAC and the PIR are known (see below).</p>	<p>Trax International has completed their independent assurance review into Brisbane New Parallel Runway Flight Paths Post Implementation Review, with the Final Report published in August 2022. The report identifies four work packages that could improve Brisbane airspace operations and mitigate impacts of aircraft noise.</p> <p>Airservices has adopted all recommendations in the Trax Final Report for further consideration through the PIR. Airservices held community meetings in September 2022 to consult and gather feedback from impacted residents on options put forward in the final Trax report, for consideration in the draft PIR report.</p> <p>The Forum is advised that community members and other stakeholders, including industry, will have a further opportunity to provide feedback on the draft PIR report, which will inform the recommendations to be progressed in the final PIR report. The PIR is currently expected to be finalised at the end of November 2022.</p>

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12.	Calls for the development of a new Environmental Impact Statement	<p>The Forum supports the development of, and consultation on, a comprehensive environmental assessment for any new flight paths or airspace changes developed through the PIR.</p> <p>Based on briefings provided, the Forum is advised that an environmental impact statement is a project approval document. The EIS for the new parallel runway related to the approval for construction of the runway.</p> <p>The Forum understands that the Airservices PIR will consider actual noise levels against those modelled in Airservices' environmental assessment of the final flight path design, which were completed in 2018/19.</p>	Item closed.

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
13.	<p data-bbox="226 236 517 400">Calls to increase the number of flights arriving and departing over Moreton Bay, in particular through:</p> <ul data-bbox="226 459 517 751" style="list-style-type: none"> <li data-bbox="226 459 517 587">– Extending SODPROPS active operating hours beyond current 10pm-6am timeframe <li data-bbox="226 655 517 751">– Increasing permissible tailwind limit above five knots 	<p data-bbox="539 236 1189 300">The Forum supports this proposal for immediate implementation.</p> <p data-bbox="539 304 1189 400">The Forum agrees there is merit in BAC and Airservices submitting an application to CASA to increase the tailwind limit.</p> <p data-bbox="539 405 1189 683">BAC has proposed a 12-month trial to extend SODPROPS active operating hours on weekends to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Extended active SODPROPS operating hours on weekends will be subject to demand not exceeding 45 movements per hour. Airservices Australia is supportive of the trial. The Forum is supportive of this proposal.</p> <p data-bbox="539 687 1189 986">Based on briefings provided, the Forum understands that an increase to the 5-knot tailwind limit may enable an increased number of flights to land or depart over Moreton Bay, reducing flights overland. The Civil Aviation Safety Authority (CASA) is responsible for assessing applications to increase the tailwind limit and considers a number of factors, with safety of aircraft operations the key priority. CASA did not approve an application by BAC to increase the permissible tailwind to 10 knots.</p> <p data-bbox="539 991 1189 1131">The Forum has been advised that BAC and Airservices will submit an application to increase the tailwind limit to 7 knots. The Forum is supportive of this proposal where it can be safely implemented, noting CASA is the decision-maker.</p>	<p data-bbox="1211 236 2101 336">The 12-month trial to extend SODPROPS active operating hours by two hours on weekends to operate between 10pm and 8am (instead of ending at 6am) at Brisbane Airport commenced on 24 February 2022.</p> <p data-bbox="1211 341 2101 544">Airservices released data reporting results from the second quarter of the trial from 24 May to 23 August 2022. The data showed that a total of 12 hours of SODPROPS could be utilised between 6am and 8am on the 13 weekends during the second quarter of the trial, with 152 flights directed over the bay during that time. Weather conditions continued to limit further use of SODPROPS between 6am and 8am on weekends during the second quarter.</p> <p data-bbox="1211 549 2101 715">Following announcement that the SODPROPS extended operating hours trial would be further expanded to include Saturday evenings from 8pm to 10pm from 7 May 2022, SODPROPS was able to be utilised for 16.5 hours in this time period over the thirteen weeks of the second quarter, directing an additional 99 flights over water.</p> <p data-bbox="1211 719 2101 751"><u>Tailwind limit</u></p> <p data-bbox="1211 756 2101 863">Airservices and BAC submitted a safety case and supporting material to CASA on 29 April 2022, requesting an increase in the tailwind limit from 5 knots to 7 knots at Brisbane Airport.</p> <p data-bbox="1211 868 2101 911">CASA, as the aviation safety regulator, is considering the request.</p>

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
14.	Calls to improve or introduce new noise abatement procedures utilised at Brisbane Airport.	<p>The Forum supports this proposal for immediate implementation.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the community, including improvements to noise abatement procedures where available.</p> <p>BAC has advised the Forum they will work with Airservices to introduce a Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10-12,000 feet, which will ensure jet aircraft use the published departure flight path corridors communicated to the public prior to the runway opening.</p>	Item closed following advice from Airservices and Department of Infrastructure, Transport, Regional Development, Communications and the Arts as reported in the Forum’s June 2022 Quarterly Progress Report.
15.	Calls to end intersection departures.	<p>The Forum supports this proposal.</p> <p>BAC has proposed a 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Airservices Australia is supportive of the trial.</p>	<p>The 12-month trial to remove intersection departures at Brisbane Airport for aircraft departing on the new parallel runway towards residential communities commenced on 24 February 2022.</p> <p>Airservices released data reporting on the second quarter of the trial from 24 May to 23 August 2022. The data showed that the average maximum single event noise levels recorded at monitors under flight paths during the second quarter of the trial were largely consistent with, or slightly higher than, noise levels recorded pre-trial at all locations, with no apparent benefit to noise outcomes for communities under new parallel runway flight paths.</p>

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
16.	Calls to reconsider the compass parallel runway operation used at Brisbane Airport.	<p>The Forum supports this proposal.</p> <p>The Forum has emphasised the importance of considering the potential impacts of different parallel runway operations and operating models to BAC and Airservices. Airservices have committed to consider a number of measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • Preferred runway and mode priority at different times of the day; • Climb gradients and early turn options; • Review distribution of movements on Instrument Landing System (ILS) and Required Navigation Performance (RNP) paths. <p>The Forum also recommends that Airservices and BAC expedite the implementation of Ground Based Augmentation System (GBAS) navigation, to ensure the airport and industry can operate using contemporary technology while the community may benefit from more precise navigation tools that can reduce noise pollution.</p> <p>Any changes to flight paths would require environmental assessments and community consultation.</p> <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p>	<p>Refer to update at Item 11.</p> <p>The Forum notes that some recommendations set out in work packages 3 and 4 of the Trax Report include further consideration of options that may alter flight paths and result in some communities being overflowed for the first time, or increase frequency of overflight in other areas.</p> <p>The Forum notes such proposed changes, should they be progressed further, will need to be carefully considered, including on safety and environmental grounds, and be subject to extensive consultation with residents in areas that may be impacted.</p>
17.	Calls to revoke approval for current airspace operating plan.	<p>The Forum does not support this proposal.</p> <p>The Forum believes the intent of this proposal from members of the community is to seek a complete redesign of Brisbane airspace.</p> <p>The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport to existing flight paths (see above), noting that Brisbane Airport needs to remain operational.</p>	Item closed.

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
18.	Calls to amend the RAAF Amberley protected airspace.	<p>The Forum notes this proposal.</p> <p>The Forum notes Airservices has undertaken to raise community's views on Amberley protected airspace with the Department of Defence and advise the community of the outcome of these discussions.</p>	<p>The Forum has been advised by Airservices that it has been engaging with the Department of Defence in relation to the Amberley Restricted Airspace.</p> <p>Trax International has also identified potential modifications to use of Amberley airspace for further investigation as part of Package 2: Maximise flights over water in their final independent review report.</p> <p>The Forum understands Airservices will continue to engage with the Department of Defence on potential modifications to use of Amberley Restricted Airspace where it interacts with the Brisbane Airport airspace.</p>
19.	Calls to amend the <i>Airservices Act 1995</i> to better protect communities from the impacts of aircraft operations, particularly noise.	<p>The Forum notes this proposal.</p> <p>The Forum has not considered the need for amendments to the <i>Airservices Act 1995</i>. Amendments to the <i>Airservices Act 1995</i> could have broad implications to aviation operations Australia-wide and is outside the scope of the Forum's Terms of Reference.</p> <p>However, the Forum supports the Australian Government's commitment to aviation regulatory reform set out in their Aviation Recovery Framework released on 20 December 2021.</p>	Item closed.
20.	Calls for airport demand management measures such as night curfews for passenger flights or movement caps.	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC, and the outcomes of changes committed to through the Airservices PIR, are known.</p>	<p><u>Airport night curfew</u></p> <p>Refer to the Executive Summary for a detailed summary of the Forum's determination that it does not support the call for a curfew on Brisbane Airport.</p> <p><u>Movement caps</u></p> <p>The Forum's position on movement caps remains reserved.</p>

Item	Issue/matter raised	Forum response – First quarterly report	Update – as at 30 September 2022
21.	Calls for ministerial directive to require Airservices to conduct operations at Brisbane Airport in a particular way (e.g. an operating plan similar to the Long-Term Operating Plan at Sydney Kingsford-Smith Airport).	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC, and the outcomes of changes committed to through the Airservices PIR, are known. If changes result in positive outcomes and reduction of noise impacts on the community, a ministerial directive may not be required.</p>	<p>In their final report, Trax International recommends the establishment of a Noise Action Plan as part of Package 1: Strong, Transparent and Representative Government. A Noise Action Plan would set out a plan for managing the impacts of aircraft noise and where possible reduce noise over the short, medium and long-term around the airport.</p> <p>The Forum understands the Noise Action Plan will be progressed through the governance arrangements that will oversee implementation of improvement measures identified for further progress in the final PIR report, including consultation with community stakeholders.</p>