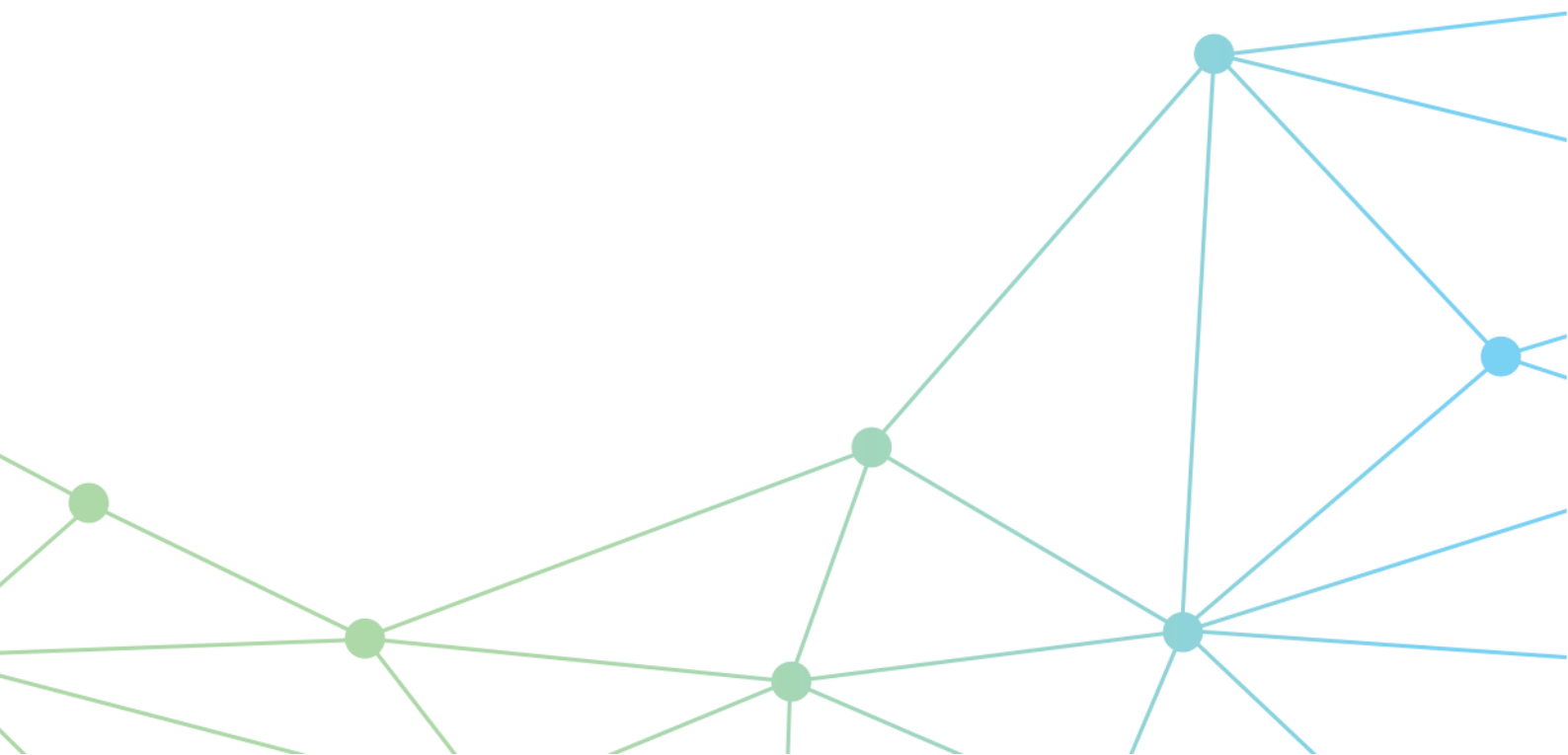


BRISBANE AIRPORT POST IMPLEMENTATION
REVIEW ADVISORY FORUM

Quarterly Progress Report

October – December 2021

January 2022



Introduction

As Chair of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum), I present the first Quarterly Progress Report on activities and progress on achievement of deliverables of the Forum from October through December 2021 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) has met six times since being established in September 2021. In that time, the Forum has consulted with a range of stakeholders across the community, industry and the Australian Government, and received 385 submissions from across Brisbane on the Airservices Australia Post Implementation Review of Brisbane Airspace operations.

The Forum is pleased with the substantial commitments we have received from Airservices Australia and Brisbane Airport Corporation, which should see improvements in noise outcomes across the inner Brisbane community.

In addition, based on information provided to date, the Forum recognises there are substantial opportunities to improve noise outcomes for residents of the Samford Valley, Brookfield and Upper Brookfield regions, which are also expected to have flow on effects to address the aircraft emissions concerns of those communities.

The Forum considers those measures that can be implemented in the short-term by Airservices Australia and Brisbane Airport Corporation are done in the first half of 2022, including:

- the appointment of an independent specialist advisor with the remit to review and make recommendations on all aspects considered by the Airservices Australia Post Implementation Review;
- a 12-month trial to extend SODPROPS active operating hours on weekends between 10pm and 8am;
- a 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities;
- introducing a Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10-12,000 feet.

The Forum recognises that a number of other commitments, including reviewing compass runway operations and flight path amendments, put forward by Airservices Australia will take time to properly assess and implement due to the need for comprehensive community consultation and the development of environmental assessments, which the Forum fully supports.

Given these undertakings from Airservices Australia and Brisbane Airport Corporation to the Forum to introduce a number of measures that are likely to benefit affected residents, the Forum recommends that Airservices Australia focuses on implementing these operational changes at Brisbane Airport as a priority outside of the Post Implementation Review process. This may require Airservices Australia to reconsider the sequencing of forthcoming steps under the Post Implementation Review, including community consultation workshops scheduled to be held in February and March 2022.

The Forum thanks all stakeholders that have taken the time to engage with, brief or write to the Forum since being established in September 2021.

Background

On 24 September 2021, the 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.

Summary of activity

The Forum met on the following dates:

- Monday 11 October 2021
- Monday 25 October 2021
- Friday 12 November 2021
- Monday 22 November 2021
- Monday 6 December 2021
- Tuesday 21 December 2021

Since its establishment, the Forum has been briefed by officials and representatives from:

- Airservices Australia (Airservices)
- Brisbane Airport Corporation (BAC)
- Aircraft Noise Ombudsman
- Civil Aviation Safety Authority (CASA)
- Brisbane Flight Path Community Alliance
- Upper Brookfield and Brookfield community
- Legacy runway community
- Qantas Airways
- Virgin Australia
- Australian Airline Pilots' Association

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

Public submission process

On 15 October 2021, the Forum invited all community members to provide written submissions to the Forum on the Airservices Australia Post Implementation Review for their consideration. The submission period closed on 26 November 2021.

The Forum received 385 submissions from residents of 47 suburbs.

The majority of submissions were received from residents in Brisbane's inner north. The largest number of submissions were received from residents of New Farm (65 submissions).

Table 1: Submissions received by area

Region	Number of submissions
Inner North	231
Samford Valley	33
Brookfield and Upper Brookfield	28
Legacy runway communities	12
Other	21
Not specified	60
Total	385

Submissions to the Forum will not be made public.

Community concerns and progress on deliverables

Table 2 summarises key themes raised by the community in submissions and face-to-face briefings with the Forum and progress on these issues following the Forum's engagement with industry stakeholders.

Note: Table 2 is not an exhaustive list of all matters raised by community members in submissions and briefings to the Forum. It paraphrases and considers the most common issues discussed and suggested solutions.

Table 2: Key themes raised by the community and progress to date

Issue/matter raised	Forum response	Summary of progress
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.	The Forum agrees with these concerns.	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. The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise of aircraft operations on the Brisbane community.
Concerns the content of the 2007 New Parallel Runway Major Development Plan / Environmental Impact Statement (MDP/EIS) prepared by Brisbane Airport Corporation was flawed.	The Forum notes these concerns.	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. 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.
Concerns that the airspace design implemented differed from the operating plan set out in the 2007 MDP/EIS.	The Forum notes these concerns.	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. This data will inform potential and feasible changes to airspace design through the PIR.
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.	The Forum agrees with these concerns.	Airservices has committed to pursue changes to target the 2007 EIS/MDP flight number and noise event forecasts. The Forum also recommends that BAC review their online Flight Path Tool to ensure it is accurately reflecting actual activity.

Issue/matter raised	Forum response	Summary of progress
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.	The Forum agrees with these concerns.	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.
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.	The Forum recognises these concerns.	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.
Concerns that Airservices is conducting a review of airspace design that they were responsible for developing.	The Forum supports an independent review into Brisbane airspace design.	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.
Calls for an independent review of airspace design.		
Concerns about a lack of cooperation and ownership of issues between Government agencies responsible for aviation, and BAC	The Forum agrees with these concerns.	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.
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.	The Forum notes these concerns and recommends quarterly random water tank sampling in the Samford Valley, Brookfield and Upper Brookfield regions.	The Forum is seeking further information and assessment on the potential impact of aircraft emissions on water supplies.
Concerns about the impact of aircraft noise on human health and children's education.	The Forum notes these concerns.	The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community.

Issue/matter raised	Forum response	Summary of progress
<p>Concern that the remit of the Airservices Australia Post Implementation Review is too restrictive.</p>	<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>Calls for the development of a new Environmental Impact Statement</p>	<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 Australia 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>

Issue/matter raised	Forum response	Summary of progress
Calls to increase the number of flights arriving and departing over Moreton Bay, in particular through:		
<ul style="list-style-type: none"> – Extending SODPROPS active operating hours beyond current 10pm-6am timeframe 	<p>The Forum supports this proposal for immediate implementation.</p>	<p>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>
<ul style="list-style-type: none"> – Increasing permissible tailwind limit above five knots 	<p>The Forum agrees there is merit in BAC and Airservices submitting an application to CASA to increase the tailwind limit.</p>	<p>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. 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>
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>
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>

Issue/matter raised	Forum response	Summary of progress
Calls to reconsider the compass parallel runway operation used at Brisbane Airport.	The Forum supports this proposal.	<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>
Calls to revoke approval for current airspace operating plan.	The Forum does not support this proposal.	<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>
Calls to amend the RAAF Amberley protected airspace.	The Forum notes this proposal.	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.

Issue/matter raised	Forum response	Summary of progress
Calls to amend the <i>Airservices Act 1995</i> to better protect communities from the impacts of aircraft operations, particularly noise.	The Forum notes this proposal.	<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>
Calls for airport demand management measures such as night curfews for passenger flights or movement caps.	Position reserved.	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.
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).	Position reserved.	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.