

Noise Action Plan for Brisbane

Airspace Advisory Board
Presentation

Meeting 3

18 September 2023

Content

1. Status update
2. Actions from previous meeting
3. Noise Complaints and Information Service (NCIS) presentation
4. Noise Action Plan for Brisbane Phase 1 outcomes
5. Engagement with Air Traffic Control
6. Noise Abatement Procedures for non-jet aircraft
7. Trial for full length vs intersection departures from runway 19R
8. Out of session question



Noise Action Plan for Brisbane

Package One – Strong, transparent and representative governance (Development and implementation Q1/2 2023)

Recommendation 1.1 – Oversight, management and assurance program: Airservices will support government and other stakeholders in the establishment of oversight, management and coordination functions to support flight path change delivery, as well as development of assessment frameworks and independent assurance mechanisms.

Recommendation 1.2 – Industry-wide communications planning: Airservices will work with industry stakeholders, government and community to develop effective communications plans supported by all relevant organisations and agencies, to ensure that information provided is consistent, clear and transparent.

Recommendation 1.3 – Meaningful engagement process: Airservices will work with government, community and industry stakeholders to develop effective community engagement plans and tools, to ensure communities are adequately engaged, have the opportunity to input to decision-making and that the metrics used to make decisions are understood and transparently reported against.

Recommendation 1.4 – Long-term Noise Action Plan: Airservices proposes the recommendations in this report form the initial version of the Noise Action Plan. This plan will implement noise mitigation measures which are well-planned, tracked, reported against, and supported by community and industry stakeholder involvement.

Package Two – Maximise flights over the water (Development and implementation in 2023)

Recommendation 2.1 - ATC Operating Plan to extend the use of SODPROPS: Airservices will develop an ATC Operating Plan, examine options to extend the use of SODPROPS and implement associated design enhancements.

Recommendation 2.2 - Reduce ATC workload and complexity associated with SODPROPS: Airservices will engage with Defence in relation to Amberley airspace, ATC procedures and specific flight paths that constrain SODPROPS operations.

Recommendation 2.3 - Modify specific SODPROPS flight paths and ATC procedures: Airservices will review options to reduce track miles and emissions associated with SODPROPS operations, update ATC procedures to optimise final approach efficiency and review options to reduce the impact of over water operations on affected communities.

Recommendation 2.4 – Reduce the impact of overnight operations on communities.

Package Three – Reduce the frequency and concentration of flights over communities (Development during 2023 and implementation in 2024)

Recommendation 3.1 – Reduce the frequency and concentration of flights over communities: Airservices will develop options for departure and arrival paths over the city to allow for noise-sharing and to reduce the occurrence of communities being subject to both arrival and departure operations. Airservices will also develop options to reduce the impact on communities of non-jet tactical operations, flight paths further from the airport, merge points and hold downs. In addition, Airservices will introduce opportunities for greater use of advanced navigation technology where this improves community noise outcomes.

Package Four – Optimise the performance of the wider Brisbane airspace system (Development in 2023 and 2024, implementation from 2025)

Recommendation 4.1 – Introduce noise sharing through new operating modes: Airservices will develop options to connect flight paths to all runway ends to provide greater flexibility for noise sharing, and investigate a range of modes, including segregated and semi-mixed modes, to provide periods of respite for communities.

Recommendation 4.2 - Introduce multiple arrival routes over the city: Airservices will develop options for multiple arrival routes which can be alternated on a planned schedule to provide respite to communities. This will be completed in parallel with an already planned IT system upgrade.

Acronyms list

Term	Definition
AEDT	Aviation Environmental Design Tool
ANEF	Australian Noise Exposure Forecast
ANO	Aircraft Noise Ombudsman
ANOMS	Aircraft Noise Monitoring and Management System
ATC	Air traffic control
CAF	Community Aviation Forum
CASA	Civil Aviation Safety Authority
CEF	Community Engagement Framework
DER	Departure End of Runway
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EPBC Act 1999	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
ERSA	En Route Supplement Australia
FPDP	Flight Path Design Principles
GA	General Aviation
H24	24 hour operations
IAP2	International Association of Public Participation
IFR	Instrument Flight Rules
INM	Integrated Noise Model
NADP	Noise Abatement Departure Procedure
NAP	Noise Abatement Procedure

Term	Definition
NCIS	Noise Complaints and Information Service
NFPMS	Noise and Flight Path Monitoring System
NOS	National Operating Standard
ODAS	Operational Data Analysis Suite
PIR	Post Implementation Review
RNAV	Area navigation approach
RNP-AR	Required Navigation Performance – Authorisation Required (‘Smart Tracking’)
RWY	Runway
TEIA	Targeted Environmental Impact Assessment
SID	Standard Instrument Departure
SODPROPS	Simultaneous Opposite Direction Parallel Runway Operations
STAR	Standard Instrument Arrival
ToR	Terms of Reference
TWY	Taxiway
VFR	Visual Flight Rules

1. Status update

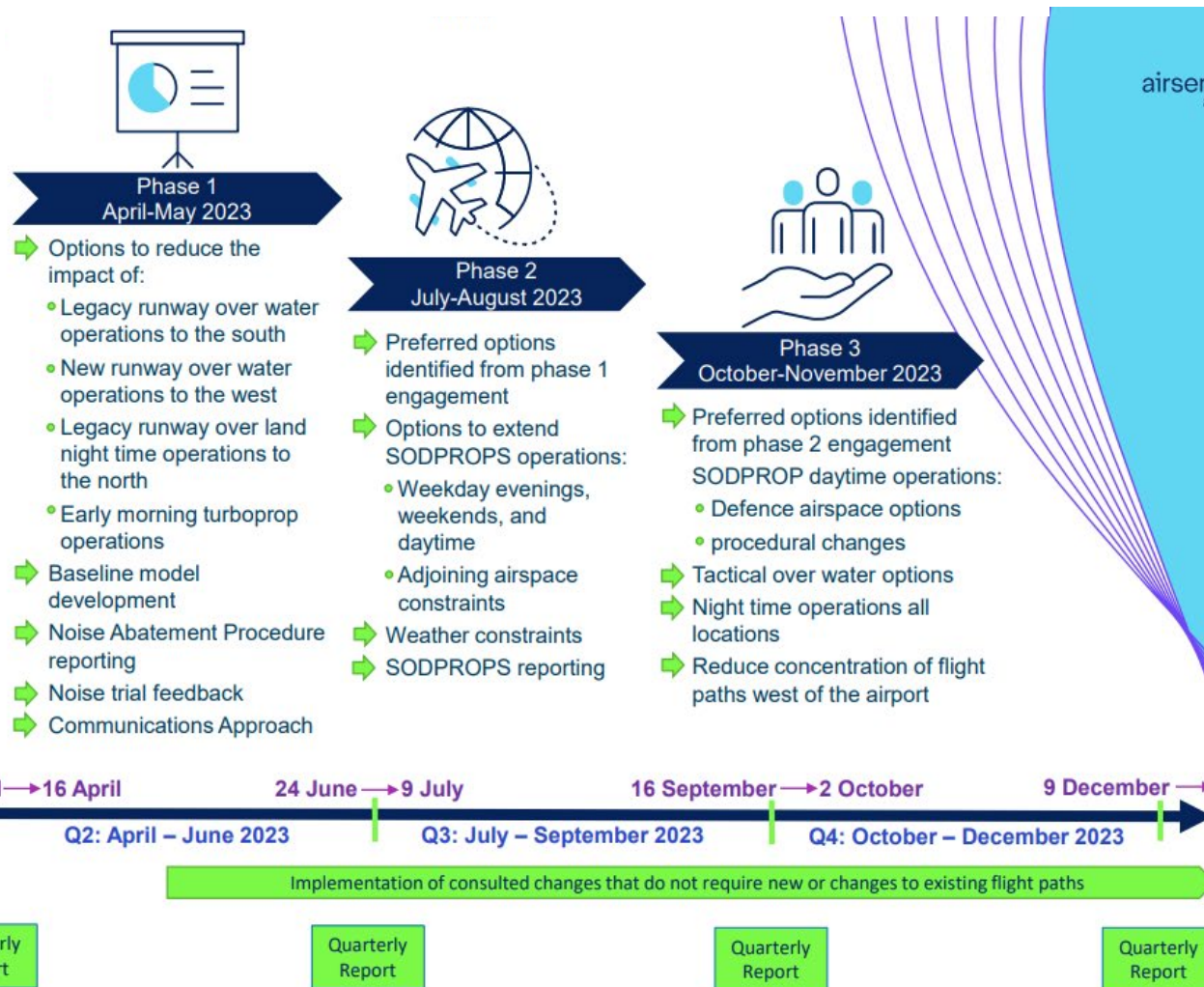
Priority actions for 2023

Three phases of engagement are planned for 2023, focused on the priority actions from the Noise Action Plan for Brisbane.

Additional phases of engagement may be implemented as work across all packages is progressed.

Details of specific engagement locations and dates will be released closer to engagement commencing.

Note: School holidays indicated on timeline in purple. No engagement will be conducted during these periods.



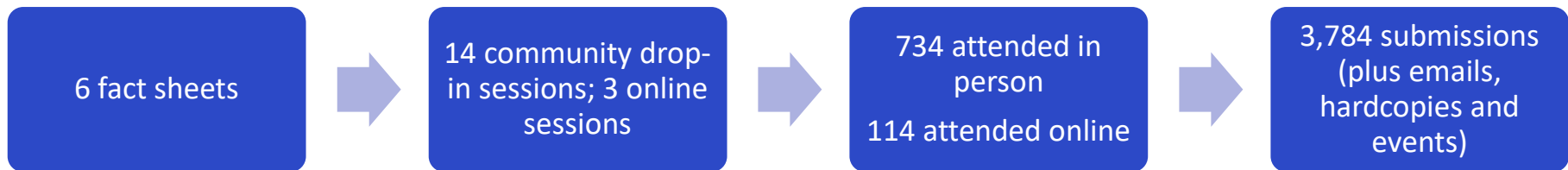
1. Status update

Phase 2

Topics

- Night time overland departures – north: To reduce the impact of concentrated night-time operations on communities
 - Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS): to support greater use of SODPROPS, including daytime operation
 - Additional segregated operating modes: To enable operations in this mode to be shared across both runway communities
 - Increased operational reporting: To improve transparency and quality of information provided to the community
- Also shared:
- Full Noise Action Plan for Brisbane and overview

Engagement: 1 August – 10 September 2023



Upcoming reporting to the community

- Formal outcomes of Phase 1 flight path proposals – including next steps and implementation timeframes
- Final Communications Approach – including how feedback has shaped this approach
- Baseline model for community use

2. Actions from previous meetings

No.	Action	Response
1.11	Data on aircraft movements	To be included in baseline model when available from BAC
1.15	Noise complaint data	With AAB Chair
2.4	Phase 1 feedback timeline	<i>Outcomes to be provided today.</i>
2.5	Phase 1 implementation timeline for proposed turbo prop early turn	<i>Response to be provided today</i>
2.6	ATC meeting with AAB members	<i>Response to be provided today</i>
2.8	Intersection departure trial	<i>Response to be provided today</i>
2.9	NAPD1 v NAPD2 discussion	BAC 2019 trial found NADP1 provided barely perceptible noise reduction compare with NADP2 as well as significant increase in fuel and emissions. Full trial report available here .



2. Actions from previous meetings


No.	Action	Response
2.10	Turboprop 600 ft turns (exact wording)	Exact wording is “AT or ABV 600FT but not before DER turn to assigned heading or track” (all runways) DAP reference available here
2.13	Envirosuite to provide a paper that explains the different noise measurements and their purposes	Paper to be provided out of session
2.14	Out of Session NCIS meeting	Duplicated from 1.15 above


3. Noise Complaints and Information Service (NCIS) presentation

Role

- Primary interface for aviation-related enquiries and complaints
- National service
- All airports – major, secondary, regional, aerodromes and airstrips
- Non-airport-based activities
- Controlled airspace
- Outside controlled airspace
- Airline operations
- Other operators

Online

Submit here 

Submit through WebTrak 

By phone

1800 802 584 (freecall)

10am - 4pm (Sydney time)

Mon - Fri (excluding public holidays)

By post

Noise Complaints and Information Service

PO Box 211

Mascot NSW 1460



3.Noise Complaints and Information Service (NCIS)

How to submit a complaint

Complaints may be submitted to the NCIS using:

- The online Noise Complaints and Information Service Contact Form
- WebTrak
- Telephone
- Letter

Online and WebTrak submissions

- Complaints lodged via the online form will receive an immediate on-screen acknowledgement of receipt.
- An automatic email acknowledgement will be sent to the email address.
- Both acknowledgements explain the next steps in the process, timeframes, and include a copy of the complainant's submitted comment.

Telephone

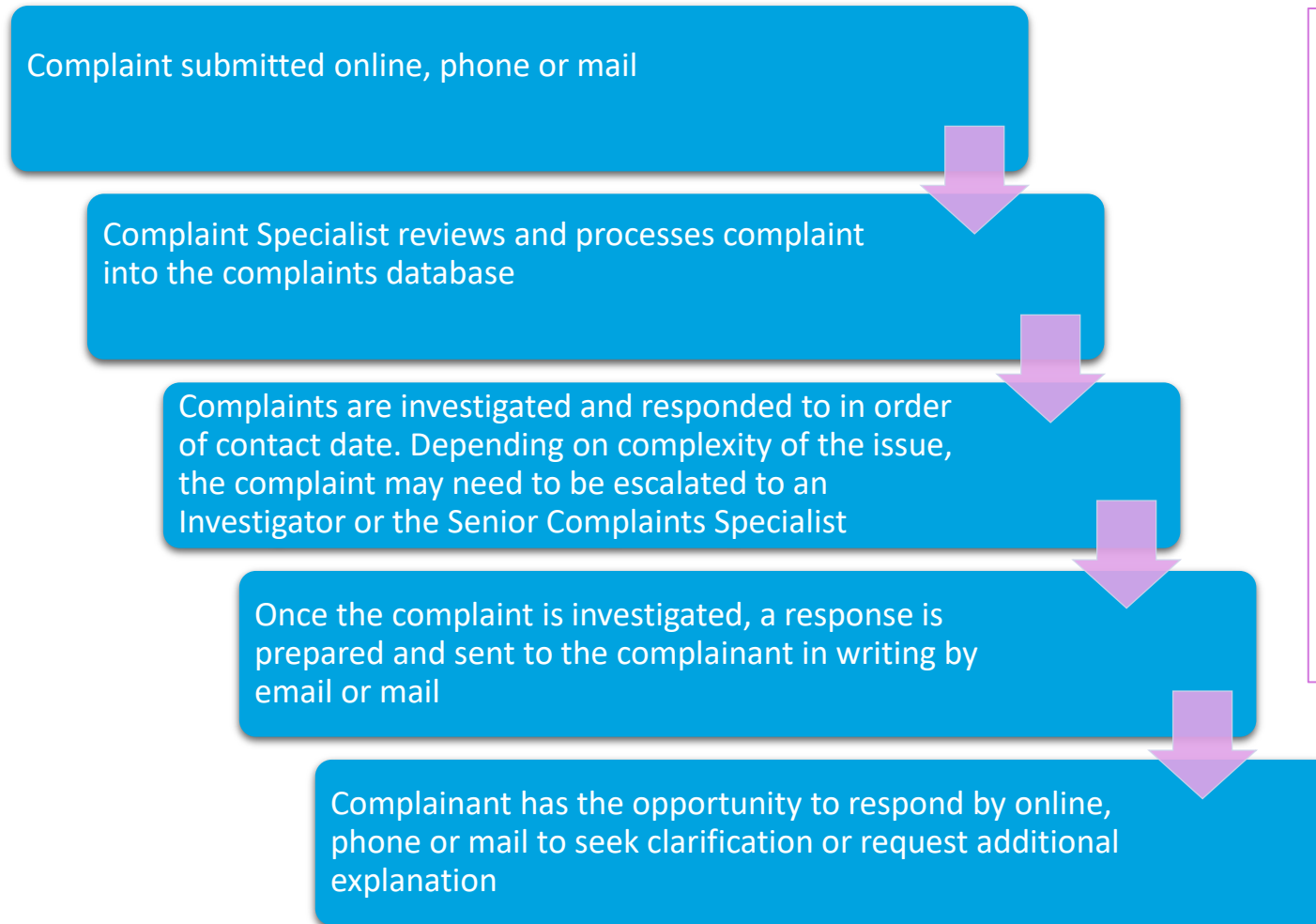
- Complaints received by telephone are lodged directly into the database.

Letter

- Complaints received by mail are scanned and lodged directly into the database

3 Noise Complaints and Information Service (NCIS)

Complaint handling process



Complex complaints investigations may require:

- Internal liaison, including ATC
- External liaison, including government agencies, aircraft operators and airport operators
- Analysis of the potential for flight path or procedural changes to address the issue,

3. Noise Complaints and Information Service (NCIS)

Assigning issues and classifications for reporting

The NCIS uses a two-tier system of categorising complaints:

- Issues are broad subject categories – eg night movements, standard flight path movements, helicopter operations
- Classifications are descriptors that further define the issue – e.g. legacy runway departure to the north, specific airline operation, turboprop departures early morning.

Issue	Classifications
<p>Standard flight path movements This issue is used for “normal” aircraft movements on the standard flight path and within the normal altitude range that can be expected. This includes concerns about:</p> <ul style="list-style-type: none"> • frequency of movements on the flight path • the location of the flight path • the desire for the flight path to be moved • the altitude of aircraft on the flight path 	<p>Runway direction and operation type (arrivals or departures) Sydney Airport (YSSY): 34 Left/Right Arrivals/Departures 16 Left Arrivals/Departures 07 Arrivals/Departures 25 Arrivals/Departures</p> <p>Multiple directions “Multiple directions” is used where a suburb is affected by movements associated with more than one runway or runway direction.</p>
<p>Unusual movements Used for movements that are not on the standard flight path.</p>	<p>Weather diversions – used where the aircraft has diverted from the standard flight path to avoid bad weather</p> <p>Traffic management – used where air traffic control has directed the aircraft off the standard flight path to ensure safe separation is maintained between aircraft</p> <p>Radar departures – where air traffic control has given an aircraft an individual heading rather than the Standard Instrument Departure route</p> <p>Direct tracking – where air traffic control provide a direct route for an aircraft</p> <p>Missed approach – where an aircraft aborts a landing and performs a “go-around”</p> <p>Other – no other explanation applies and investigation is required</p>

3. Noise Complaints and Information Service (NCIS)

Initial assessment of contact

1. Complaint Specialist will make an initial assessment of the contact to identify the primary relevant issue being raised.
2. If this is a new issue for the complainant, it will be considered a new contact and a new case will be created for that issue.
3. If the complainant already has a case on that issue, the submission will not be considered to be a new contact but will be added to the existing case.
4. The Complaint Specialist will make an assessment in relation to the issue to determine if the repeat contact requires a response (is there further information that can be provided or is the nuance of the issue slightly different to previous contact).

What is included in a response

When responding to a complaint, the NCIS will advise:

- relevant information and explanations regarding the operation or matter of concern
- whether any noise improvement opportunities have been identified either previously or from this contact (note: if there is a Post Implementation Review (PIR) or similar under way, the complainant will be directed to engage in that process. Complaints received during PIRs are fed into the PIR process)
- any actions taken or proposed to be taken, or why no actions can be taken
- the reason for any decisions made.

3. Noise Complaints and Information Service (NCIS)

Solutions NCIS can offer

- ☒ Assist community understand operations.
- ☒ Investigate if any noise improvement can be identified and implement if within Airservices' remit – e.g. can the operation be reviewed to reduce its impact?
- ☒ Work with partners such as airports and operators if we identify improvements outside our remit – e.g. can a helicopter operator track over industrial land rather than over residential properties when returning to the airport?
- ☒ Refer existing flight paths used by commercial aircraft for operational review – e.g. if aircraft are consistently not tracking according to the published operation.
- ☒ Refer the operation for consideration of Noise Abatement Procedures – e.g. where strong, consistent themes identify a complaint 'hotspot'.

Solutions NCIS can't offer

- ☐ Close or move airports or operators
- ☐ Reduce the number of flights
- ☐ Change the scheduling of flights
- ☐ Refuse to let a particular aircraft operate
- ☐ Enact curfews
- ☐ Police noise levels

3. Noise Complaints and Information Service (NCIS)

Analysis, evaluation and reporting of complaints

All complaints are recorded the NCIS complaints system.

- New complainants
- New issues
- Repeat issues
- Repeated contacts.

Complainants may choose to remain anonymous, however the NCIS are not able to respond to their contact or include them in reporting as no details are provided.

Based on a former ANO recommendation, NCIS has been reporting on complainant numbers (the number of people complaining) rather than complaints (the number of contacts received). This is so there is a clear view of communities being affected by operations, rather than one or two individuals who are affected.

...In June 2023, one complainant in Western Australia made 1700 complaints in one week.

Following community feedback, we now report to CACG meetings on complainant and complaint numbers.

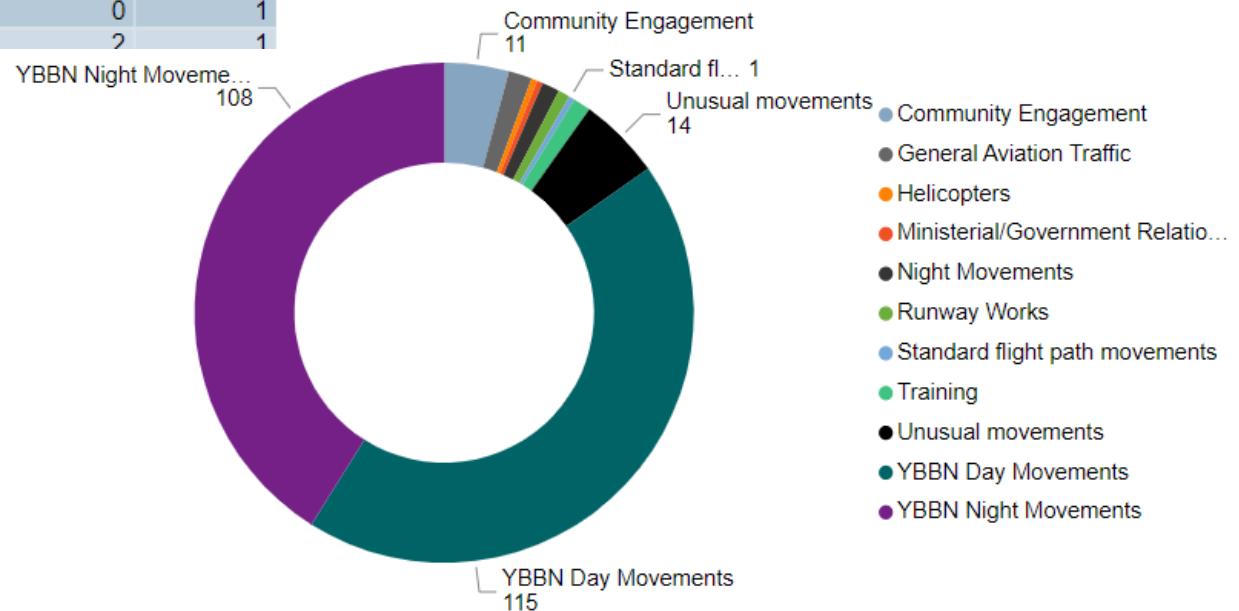
We are upgrading our Aircraft In Your Neighbourhood website, which also reports on issues and the suburbs complaints were received from, to include both complainant and complaint numbers. This data is expected to be available from August 2023.

Noise complaints data is reviewed quarterly to monitor trends and identify emerging operations or locations that may warrant review.

3. Noise Complaints and Information Service

Total	233	224	143
Suburb	Complainants	Last 12 months Avg. Complainants	Issues
Alderley	1	1	1
Ascot	2	3	1
Ashgrove	1	1	1
Aspley	1	1	1
Brookfield	1	2	1
Camp Hill	1	2	1
Camp Mountain	1	1	1
Cedar Creek	1	1	1
Chandler	2	1	1
Closeburn	1	1	1
Coorparoo	1	2	1
Durack	1	1	1
Forestdale	2	2	1
Geebung	1	0	1
Gumdale	2	2	1

**Monthly reporting available on
Aircraft in Your Neighbourhood**



3. Noise Complaints and Information Service (NCIS)

Noise improvement investigations

A noise improvement investigation may be escalated from NCIS to the relevant area of Airservices:

- to progress findings of a complex investigation
- after a complaint trend analysis has indicated a potential opportunity for improvement
- at the suggestion of an individual complainant, the Aircraft Noise Ombudsman (ANO), a CACG or other stakeholder.

Repeat complainants

- NCIS is not able to stop operations that cause noise impacts.
- Where responses have been provided to an issue and there is no further information available, there is nothing more NCIS can do for the complainant.
- Some frequent complainants may have specific conditions placed on their contact with NCIS. This is not a decision that is taken lightly and involves a thorough review of previous responses and ongoing contacts.
- Conditions may involve:
 - responding only to issues not previously responded to
 - placing restrictions on contact by phone including time limits on calls or specified times that calls will be accepted
 - placing restrictions on the volume of contact via webform, including not reviewing contacts beyond a specified limit.
- This is to ensure our NCIS team can focus their time on complainants raising new issues that can be responded to.
- This is in line with Commonwealth and State Ombudsman processes for managing repeat complainants.

3. Noise Complaints and Information Service (NCIS)

What can we do better?

Our NCIS team are committed to respectfully listening and reviewing complaints and to providing information on aircraft operations but are subject to some criticism.

What can we focus on to improve the value of this service to the community?

4. Noise Action Plan for Brisbane: Phase 1 outcomes

- Engagement summary
- Communications approach and baseline model
- Phase 1 options assessment outcomes
- Noise improvement trial assessment outcomes
- Next steps



4. Noise Action Plan for Brisbane: Phase 1 outcomes

Phase 1 engagement summary

20 April – 28 May 2023

9 fact sheets



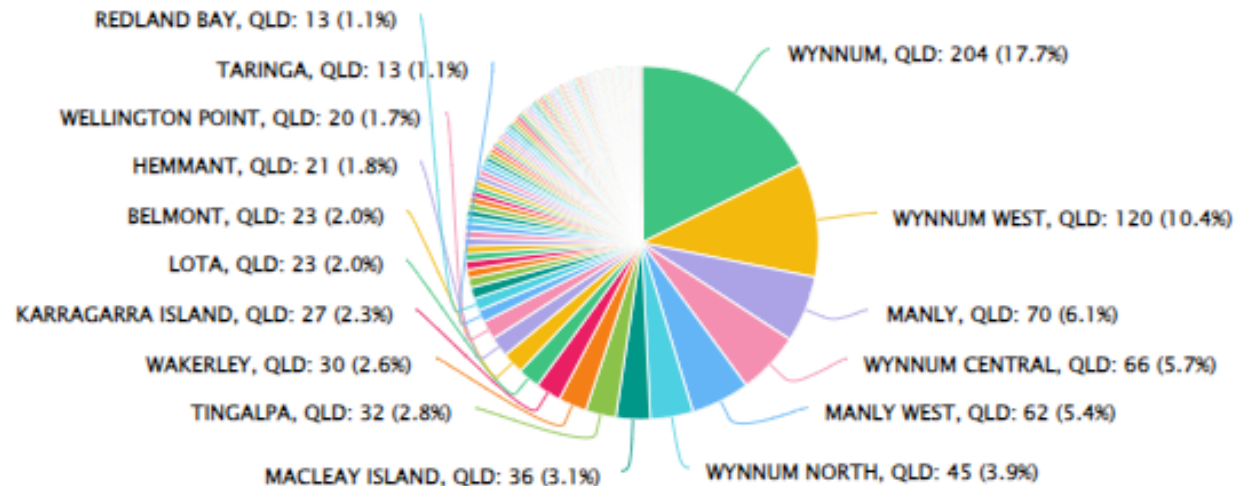
13 community drop-in sessions



853 attendees
1671 submissions

Online engagement

Total visitors	26k
New registrations	1176
Document downloads	8.4k
Contributors	1152
Residents	1132



4. Noise Action Plan for Brisbane: Phase 1 outcomes

Communications approach

Updated and finalised with community input

Key updates:

- Postal address included for written feedback
- Letter box drops included as method of sharing information
- Posters included as potential method of sharing information
- Additional local papers, markets and several Facebook groups added

Outcome: To be released prior to commencement of Phase 3 engagement.

Baseline model

Updated with community input

- Significant number of comments more relevant to reporting than baseline model; these were incorporated in Phase 2 “Increased reporting” proposals
- Model further updated with AAB input

Outcome: To be released prior to commencement of Phase 3 engagement.

4. Noise Action Plan for Brisbane: Phase 1 outcomes


Assessment of flight path options

To ensure options that move forward into more detailed assessment are consistent with the NAPfB principles and the aims of the *Noise Action Plan for Brisbane* the following is considered:

Consideration	Outcomes
Operate over water where possible	<ul style="list-style-type: none"> Option supports greater use of over-water modes such as SODPROPS Option directs traffic over-water to climb/descend to reduce the impact on communities
↳Where we can't operate over water, avoid communities at night where possible	<ul style="list-style-type: none"> Option reduces the impact of night-time operations on communities
↳↳Where communities cannot be avoided at night, seek noise sharing and respite options	<ul style="list-style-type: none"> Option reduces noise impacts on communities by sharing noise
↳Where we can't operate over water, reduce total population affected where possible	<ul style="list-style-type: none"> Option reduces the total population overflown Option reduces the total population impacted at 70+dB and 60+dB
↳↳Where we can't reduce population, reduce noise level where possible	<ul style="list-style-type: none"> Option reduces the total noise level of the impact
Where over lower ambient areas (i.e. lower population), seeking noise sharing and respite options	<ul style="list-style-type: none"> Option reduces noise impacts on communities by sharing noise Option reduces the frequency of the current impact
Avoid concentrating both arrival and departure operations over the same communities	<ul style="list-style-type: none"> Option avoids overflight of communities by both arrivals and departures Option affects a location subject to other movements (GA, helicopters, RAAF)
Do not seek to shift noise from one community to another without a net overall benefit (i.e. total population affected or reduced noise level)	<ul style="list-style-type: none"> Option supports noise sharing as opposed to noise shifting Option avoids placing aircraft over communities currently not subject to aircraft operations Option reduces impacts on communities by sharing noise
Avoid increasing total emissions where possible	<ul style="list-style-type: none"> Option reduces track miles and thereby emissions

4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options


Item	Result
<p>Alternative daytime over-water departure (legacy runway) – south</p> 	<p>The option meets the intent of the recommendation which was to keep aircraft over-water for longer to have them climb higher prior to crossing the mainland coastline.</p> <p>The option reduces the impact of aircraft operations on communities (reduced population and reduced noise level) but does shift daytime operations to communities currently only subject to night-time operations.</p> <p>The option enhances our ability to operate in SODPROPS mode by having the same flight path used day and night, and under SODPROPS conditions, reducing transition complexity.</p> <p>Option 1 (green) increases the height that aircraft departing over-water crosses the coastline to track south (from 8,000ft to 13,000ft) and keeps aircraft over water for longer prior to crossing the coastline. It shifts operations from Wellington Point to the Thornlands area (at a higher altitude than current). Another Phase 1 option proposes to offset this impact through night-time alternatives.</p> <p>Community feedback was broadly supportive noting the benefits of the aircraft being over water longer and flying over communities at higher altitudes. There was concern that this option shifted noise to communities that are also impacted by other operations. Many responses suggested taking the departure out east of Stradbroke/Minjerribah before tracking south.</p> <p>Industry feedback was largely supportive noting concerns regarding additional track miles.</p> <p>Outcome: Progress</p>

"It appears from the fact sheet that planes will be at a higher altitude when they cross the coast under the proposed option, and the noise will be less impactful"

"This option is the most disruptive to residents with planers flying at a lower altitude over the area."

4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options

Item	Result
<p>Alternative night-time over water departure (legacy runway) – south</p> 	<p>Two options meet the intent of the recommendation which was to reduce the impact of night-time operations on communities.</p> <p>The options reduce the impact of aircraft operations on communities by having aircraft higher (1000ft higher) and over water for longer. The options enhance our ability to operate in SODPROPS mode by reducing impacts on communities affected by these operations.</p> <p>Option 1 (green) increases the height at which aircraft departing over-water cross the mainland coastline to track south (12,000ft to 13,000ft) and keeps aircraft over water for longer prior to crossing the coastline. This option is required to manage busier traffic periods. enhances our ability to operate in SODPROPS mode by having the same flight path used day and night, and under SODPROPS conditions, reducing transition complexity.</p> <p>Community feedback was strongly supportive. Negative feedback didn't focus on the proposed options but, instead, said that all flights should be to the east of Stradbroke/Minjerribah. Industry feedback was largely supportive noting concerns regarding additional track miles.</p> <p>Outcome: Progress</p> <p>Option 2 (orange) reduces noise impacts at night on mainland and Southern Moreton Bay Island communities by redirecting aircraft over water via a path over North Stradbroke Island that avoids direct overflight of communities.</p> <p>Community feedback was strongly supportive on the basis that flights remained at or above current altitudes over Stradbroke/Minjerribah. Industry feedback noted concerns regarding additional track miles.</p> <p>Outcome: Progress</p> <p>Other options created impacts for new communities and added track miles without a demonstrated net benefit. Community and This does not meet a key principle of the Noise Action Plan for Brisbane.</p> <p>Outcome: Do not progress</p>

"Would make more sense to have all departing flights for take off north east over Moreton Island then turn on the eastern side of Moreton"

"Noise carries even louder over water and is disturbing to a good night's sleep."

4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options

Item

Result

Alternative Night-time Over Water Departure (legacy runway) – west



The option meets the intent of the recommendation which was to keep aircraft over water for longer and increase the height prior to crossing the mainland coastline.

The option reduces the impact of aircraft operations on communities by reducing overflight of communities south of the airport and keeping aircraft over water longer before crossing the first community.

The option (green) increases the height at which aircraft departing over-water cross the mainland to track north-west (12,000ft to 16,000ft) and keeps aircraft over water for longer prior to crossing the coastline.

Community feedback largely opposed this option, either because it was seen as making no difference or based on perception that it would have more negative impacts on bayside communities.

Industry feedback suggested tracking further north to gain more altitude before turning.

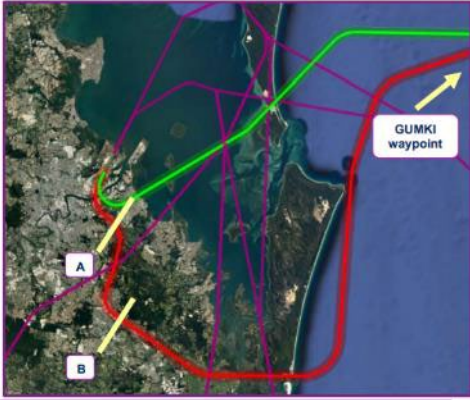
Outcome: Progress

"Has moved flight path into bay, less noise"

"Why loop back and travel so close along the coastline...?"


4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options

Item	Result
<p>Jet aircraft early turn departures (legacy runway) – north-east</p> 	<p>The option does not meet the intent of the recommendation which was to turn jet aircraft early to <u>avoid</u> impact on communities.</p> <p>The option (green) reduces track miles and carbon emissions. The total number of people affected by the operations is less over the total flight path length. The population affected at high noise levels (70+ dB) is increased.</p> <p>The option impacts new communities without a demonstrated net benefit. This does not meet a key principle of the Noise Action Plan for Brisbane.</p> <p>Community feedback strongly opposed this option; it was perceived to impact more residents in more communities at a higher noise level and shifting rather than reducing noise impacts. Industry feedback opposed the option as it would increase crew workload and decrease aircraft performance.</p> <p>Both community and industry feedback suggested a wider turn that tracks toward the coastline further south.</p> <div style="border: 1px solid purple; padding: 10px; margin-top: 10px;"> <p><i>"It is not flying over industrial area but over the very populated suburb of Wynnum. There is an unpopulated area between the current option and option one, which would be better for aircrafts to climb higher before to turn over populated areas again towards the sea."</i></p> </div> <p>Outcome: Do not progress</p>


4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options

Item	Result
<p>Replace new runway departure to the west with pre-existing legacy runway departure</p> 	<p>The proposal meets the intent of the recommendation which was to reduce operational conflicts to improve safety. It was not presented as an option but as a change proposal required for operational safety; community feedback was sought to identify any matters for consideration prior to implementation.</p> <p>The option (green) addresses the current conflict in operations, improving safety. It reduces the impact of aircraft operations on Bribie Island communities. It increases the total number of people affected by this operation over the full length of the flight path but reduces the population affected at higher noise levels. It reduces impacts on low ambient communities. The option uses an existing flight path that was used pre-NPR as well.</p> <p>Community feedback indicated low support for this proposal. It was seen as less logical as it loops around behind take off point rather than travelling onwards. There was also a perception that proposed option would be louder crossing the coast/communities than current option although this is not the data presented.</p> <div data-bbox="1290 1103 1790 1232"> <p><i>"This is worse than the existing flight path, flying directly over a heavily populated area.."</i></p> </div> <p>Outcome: Progress</p>


4. Noise Action Plan for Brisbane: Phase 1 outcomes

Flight path options

Item	Result
<p>Night-time over land departures (legacy runway) - north</p> 	<p>This flight path was presented for general feedback on measure to reduce the impact of this concentrated night time operation. Feedback was specifically sought on three potential measures:</p> <ol style="list-style-type: none"> 1. Steeper climb gradient 2. Tracking across green space (less densely populated areas) 3. Noise sharing by flying over different communities on different days of the week. <p>Commentary suggested a mix of the three options as preferred, or alternatives such as:</p> <ul style="list-style-type: none"> • Reinstating the pre-NPR night-time legacy runway departure to the north • Alternative departure path, offset from the runway centreline to the south, tracking over greenspace, and then turning north and tracking through Amberley airspace to the west of Mount Glorious. • Turn aircraft immediately after departure to track toward Moreton Bay over less densely populated areas than the jet early turn option which affected the Wynnum community. <p>There was no specific industry feedback.</p> <div style="border: 1px solid #800080; padding: 10px; margin-top: 10px;"> <p><i>"I actually support all three measures, but I think option 3 would have the biggest positive impact on me"</i></p> </div> <p>Outcome: Design options developed for engagement in Phase 2</p>



4. Noise Action Plan for Brisbane: Phase 1 outcomes

Other operational options

Item	Result
<p>Alternative over land turboprop departure operations 5am to 6am</p> 	<p>The option meets the intent of the recommendation which was to reduce the impact of early morning turboprop operations on communities.</p> <p>The option (blue shading) affects less total population and reduces noise impacts during early hours of the morning. It provides respite to communities that are impacted by both jet and non-jet operations. Some concern was presented that aircraft may not track as tightly as depicted, thereby overflying other communities.</p> <p>Community feedback was divided with opposition to the proposal largely from communities that perceived the option as shifting noise over them. Other feedback was that turboprops should be subject to noise abatement procedures at all hours and that all departures should be over the bay.</p> <div data-bbox="917 935 1810 1096" style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><i>"Will place a significant noise load over the Monaly/Wynnum/Lota area that had not previously been there. We purchased in this area on the basis this would not be a factor. This has the potential to negatively impact our house prices and amenity"</i></p> </div> <p>There was no industry feedback specific to this option.</p> <p>Outcome: Progress</p>

4. Noise Action Plan for Brisbane: Phase 1 outcomes

Noise Improvement Trials

Item	Result
SODPROPS Expanded Hours 	<p>Community feedback:</p> <ul style="list-style-type: none"> 54 % of respondents noted no improvement from the trial 52% of respondents said the trial should be made permanent. <p>Operational results:</p> <ul style="list-style-type: none"> Additional flights over water - 700: <ul style="list-style-type: none"> 490 additional flights 6am and 8am on Saturday and Sunday mornings 210 additional flights 8pm and 10pm on Saturday night <p>The greatest constraint to increasing use in these expanded hours was the weather conditions.</p> <p>Outcome: Adopt expanded operating hours as permanent; continue to develop other opportunities to expand SODPROPs.</p> <p><i>"more effort should be made to use SODPROPS in the extended periods"</i></p>
Restriction on Intersection Departures 	<p>In most cases, maximum single event noise readings taken from existing noise monitors were the same as pre-trial noise levels. Aircraft tracking remained consistent with pre-trial operations, but with increased movements due to industry recovery.</p> <p>Community feedback:</p> <ul style="list-style-type: none"> 74% of respondents noted no improvement from the trial 52% of respondents said the trial should be made permanent. <p>Further commentary noted that a minimum height requirement or climb gradient should have been set as part of the trial.</p> <p>Noise monitoring results:</p> <ul style="list-style-type: none"> B737: 1dB higher at St Lucia, no change elsewhere A320: 1dB higher at runway end and Hamilton; no change elsewhere DSH8: no change where pre-trial data was available. <p>Emissions: Additional 600,000kg of CO2 emissions over the trial period. Industry noted ongoing concerns around fuel burn and emissions due to longer taxi times.</p> <p>Outcome: Trial will be ceased due to the lack of noise improvement. Propose investigating options for minimum climb profile or height requirement.</p> <p><i>"Does not impact my area but any change, even if only 2dB is an improvement."</i></p>

4. Noise Action Plan for Brisbane: Phase 1 outcomes

Next steps

- Flight path proposals that are to be progressed will undergo detailed design and environmental assessment then further community engagement
- “Alternative over land turboprop departure operations 5am to 6am” requires flight path design and safety work to manage potentially conflicting operations; target implementation November 2023.
- “Night-time over land departures – north” opportunities were progressed as options in Phase 2 engagement.
- Noise improvement trials:
 - Expansion of SODPROPS is being investigated and implemented in line with relevant Noise Action Plan for Brisbane actions.
 - Intersection departure trial will be ceased due to the lack of noise improvement; options to increase climb gradients or height requirements will be investigated and the outcome shared with the community and industry.

5. Engagement with Air Traffic Control

Proposed session with Air Traffic Control

Two hour community representative visit to Brisbane Air Traffic Service Centre:

- Tower (observation)
- Terminal Control Unit (listen in to radio operations)
- Q and A with technical staff.

Process to examine tower operations for opportunities to improve practice

- Initial discussions have been held with air traffic control supervisors to understand current instructions
- Documentation is being gathered to confirm operational guidelines including any points relevant to community noise experience
- The scope of the review will then be defined
- Further information will be provided at the next AAB meeting.



6. Noise abatement procedures for non-jet traffic

Arrivals to Runway 19L/R (both runways over Moreton Bay) – 10pm to 6am

Between 10pm and 6am, turbo prop aircraft are not permitted to descend below 3000ft (approx. 915m) until the aircraft is positioned east of the coast.

This is to ensure they maintain a higher altitude over communities to reduce noise impacts at night.

Arrivals to Runway 01L (new runway over land)

For non-jet aircraft weighing over 5700kg conducting a visual approach, air traffic control issue an instruction to the pilot to join final approach south of the Brisbane River when their estimated time of arrival is between 6am and 9am, and between 4pm and 10pm.

This is to reduce impact of shorter visual approaches outside peak times and the impact on communities closer to the airport.



6. Noise abatement procedures for non-jet traffic

Departures on Runway 19L/R (both runways over land)

Non-jet aircraft are assigned a radar SID, as they are slower than jet aircraft. Air Traffic Control direct non-jet aircraft using compass headings to remove them from the path of the faster following jet aircraft.

Departures on Runway 01L/R (both runways over Moreton Bay)

Non-jet aircraft are assigned a radar SID to keep them over water to gain height so they have less noise impact on communities after crossing the coastline.

7. Trial for full length vs intersection departures from runway 19R

Options to trial a minimum climb profile or height requirement

- Investigating options to introduce minimum climb profiles or height requirements at the first community/waypoint.
- Considering height increase required to make a noticeable noise difference (more than 3 decibels).
- Considering aircraft type, climb performance, and aircraft management system requirements.
- Engagement with industry to understand aircraft performance and system requirements prior to confirming next steps.
- Update to be provided next meeting.



8. Out of session inquiries

Issue	Response
Accuracy of NAP information (Steve Muller): <ol style="list-style-type: none">1. Modelled altitudes stated in “Night-time over land – north” fact sheet2. Tracking of QFA15 departure on 28 August 2023	<i>Response to be provided today</i>

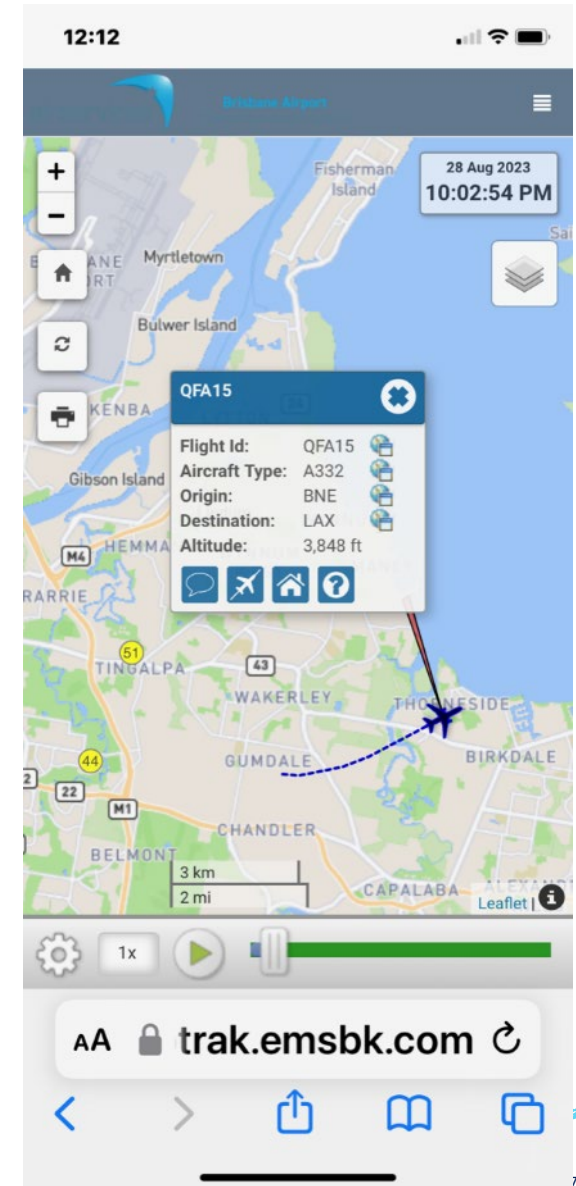


8. Out of session inquiries

Accuracy of *Noise Action Plan for Brisbane* information

Altitude and tracking
of QFA15 departure
28 August 2023

*Please note: NAP =
Noise Abatement
Procedure*



8. Out of session inquiries

Altitudes

We don't have actual data for the options proposed in the fact sheets as they are proposals only and are not currently flown to be measured on noise monitors.

We model the altitudes based on specific specified weather, aircraft type and other parameters.

For Phase 2 fact sheets, we modelled the altitudes based on based on a typical domestic jet (the most commonly flown aircraft for this route).

The aircraft in this instance is an A332, a heavier international jet which does not have the same climb capability as the modelled aircraft.

We use the most commonly flown aircraft in modelling, as it is what the community would expect to experience most of the time. We can include information on the heaviest/loudest/lowest aircraft in future information.



8. Out of session inquiries

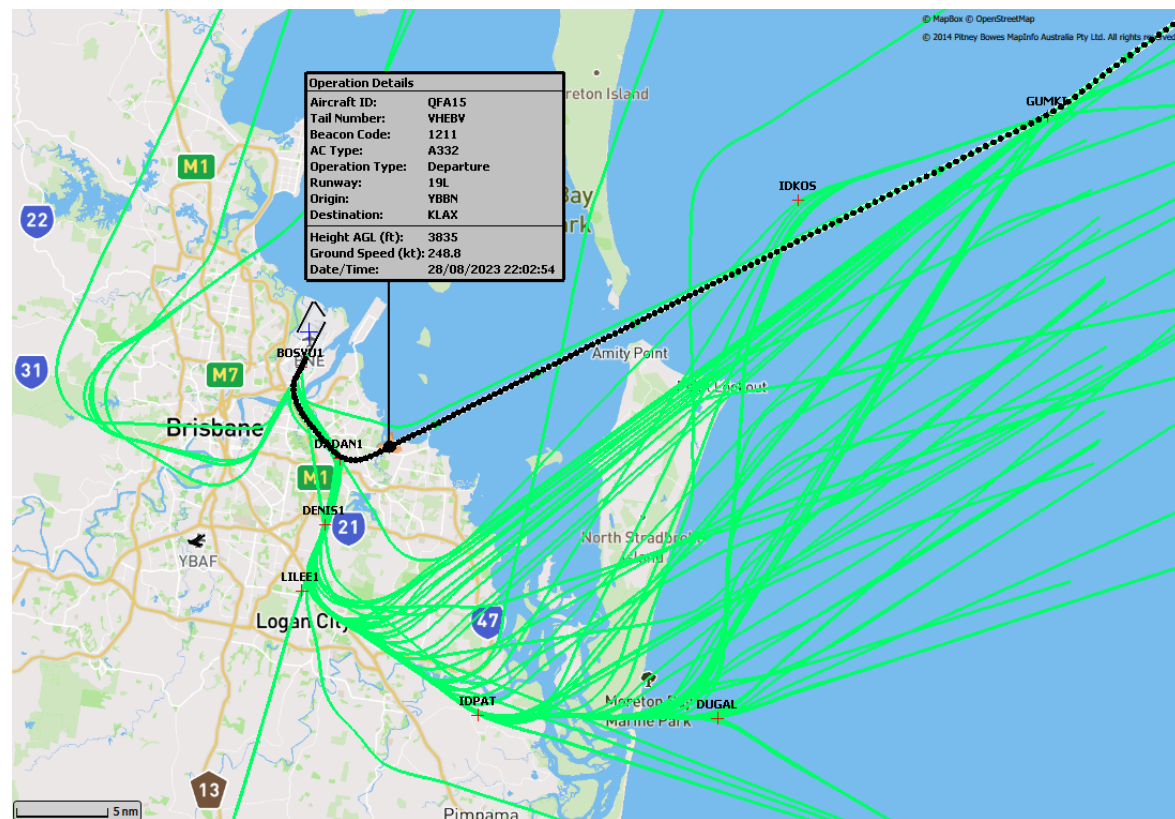
Tracking of QFA15 departure 28 August 2023

QFA15 requested an early left turn for weather avoidance.

The pilot is responsible for the safety of the aircraft and Air Traffic Control will always endeavour to assist with any required weather deviations. There will always be weather diversions around weather/storm fronts.

The Automatic Terminal Information Service indicated the weather system was to the south and moving further south, south-east or east so the aircraft tracked north early to get around it.

Aircraft on this SID turn to GUMKI at different points due to different performance capabilities and requests for turns off the SID made by pilots.



Questions?