

# BRISBANE AIRPORT COMMUNITY AIRSPACE ADVISORY BOARD (AAB) – COMMUNITY REPRESENTATIVE OUT OF SESSION QUESTIONS & ANSWERS

This document records questions raised by AAB community representatives between meetings, which are therefore not included in meeting minutes. Answers are provided by industry and government. The document includes questions since November 2024. This version is current as at 22 May 2025. The next version will be published in August 2025. New content will be highlighted with each updated version.

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## Noise Action Plan for Brisbane

Period	Question	Answer
<i>Noise Action Plan for Brisbane — Community Engagement and Consultation</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Community Engagement Standard</b> – In September 2023, Airservices Australia implemented a new community engagement standard. Stakeholders of other airports seem to be receiving much more detailed information than Brisbane residents.</p> <ol style="list-style-type: none"> <li>1. Is the standard being applied to Brisbane Airport engagement?</li> <li>2. Where can we find the Community Engagement Plan for the Brisbane Airport changes?</li> <li>3. Why does Engage show that other airports receive Community Engagement Plans (for example Gladstone, from October 2024) but Brisbane does not?</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>Airservices Australia (Airservices):</b> The <a href="#">Community Engagement Standard</a> does not apply to programs that were already in progress ahead of its introduction. The <a href="#">Noise Action Plan Communications Approach</a> was finalised in August 2023 after engagement with the Brisbane community. It contains some of the principles and processes reflected in the CES which was in draft at the time, but it was developed as the bespoke engagement commitment for the Noise Action Plan based on what the community said they expected.</li> <li>2. <b>Airservices:</b> On the Noise Action Plan for Brisbane Engage Airservices page <a href="#">here</a>, noting this is only for Noise Action Plan for Brisbane engagement, not any other changes associated with Brisbane Airport..</li> <li>3. <b>Airservices:</b> The <a href="#">Communications Approach</a> for the Noise Action Plan for Brisbane is this plan and is in the list of documents on the right side of the Engage <a href="#">project page</a>.</li> </ol>
<b>Before AAB Meeting 7 (26 February 2025)</b>	<p>In relation to the recent release of the <a href="#">NAP4B Quarterly Update dated 10 January 2025</a>. Feedback from the community thus far is that the timing of the report is confusing given that Airservices and TRAX have been out to the Community since these Phases of Engagement.</p> <p>I note that Phase Three and Four Reports have provided an Option for Feedback on the Reports, but Phase One Report, does not.</p> <p>Can you please provide some feedback as to why this decision was made?</p>	<p><b>Airservices:</b> The Phase One Options Assessment Report was released on 17 November 2023 for a four week public review and comment period. The version we recently released is the updated final report that has considered the feedback received.</p> <p>We acknowledge the lag in reporting against the actual engagement phase timing. The Noise Action Plan for Brisbane is an extremely large program of work, and we have to prioritise all of the activity it requires. While we conduct the assessment of feedback on options immediately after engaging communities so we can keep design and assessment activity moving in the background, the compilation of public-facing reports on this has been delayed while we focus on developing new options or preferred designs that aim to improve noise outcomes for communities.</p> <p>We are hoping with this older reporting now caught up, that we can stay a little closer on our reporting to the actual engagement timing.</p>
<b>Before AAB Meeting 8 (22 May 2025)</b>	<p>After reviewing the <a href="#">Airservices NAP4B Website</a> there is continued confusion around Packages and Phases. The NAP4B was designed and split into Four Packages. The advice on the website is not clearly understood.</p> <p><b>Engagement Timing Update</b> dated the 28 Feb 2025 mentions Package Three with an expected release date “to be advised”.</p> <p>The <b>Timeline Schedule</b> does not mention Package Three at all, just Phases apart from the last on the list where it says Package Four.</p> <p>Can Airservices advise why Package Three is not mentioned on the Timeline Schedule? Previously this showed Package Three with a delivery timing in the first quarter of 2025.</p> <p>The night time operations which originally formed part of Package Two, July 2023 failed to proceed and was pushed to form part of Package Three. Airservices promised night time operations was a priority delivery for the NAP4B. We are all tired and frustrated and my community has been waiting patiently for what will now be nearly five years for some answers and options.</p>	<p><b>Airservices:</b> To clarify, the term Package is a reference to the <a href="#">Noise Action Plan for Brisbane</a> key areas of focus for improvements and the term Phase is a reference to the round of engagement conducted or planned.</p> <p>The actions comprising the four packages of work are being delivered across multiple phases of engagement, with actions from different packages often addressed within each phase. This allowed us to prioritise changes from each Package that could be implemented sooner and to group changes focused on similar locations or operations. We have developed a <a href="#">visual overview</a> that maps actions from different packages to each phase of engagement; this can be downloaded as a PNG from the list of documents on the right side of the <a href="#">Engage project page</a>.</p> <p>We commenced engagement with a focus on Package 1 and 2. At that time, we did not know how many phases of engagement these actions might require and we had a mix of both Package actions spread across various phases. We had not yet commenced engagement planning for Package 3 or 4 and so listed the anticipated timeframe for their commencement without reference to any particular phase number.</p> <p>We are now engaging on Package 3 actions and those transferred from Package 2 into this body of work. Package 4 remains a future engagement activity and is still presented as a future anticipated timing.</p> <p>Over-water departures at night have been implemented and the trial of over land non-jet departures before 6am has also been implemented.</p>

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		<p>The night-time operations progressed from Package 2 (Phase 3 engagement) were moved to Package 3 to ensure any designs developed considered these options and did not develop contradictory designs. The next phase of engagement (Phase 6) will provide the outcomes of the further investigation of these actions.</p> <p>As discussed at the <a href="#">AAB meeting of 26 February 2025</a>, we have been unable to commit to a date for Phase 7 due to the federal government election caretaker period requirements which apply to all federal government agencies. We are awaiting the conclusion of this period, after which we will announce the timing.</p>
<i>Noise Action Plan for Brisbane — Governance and Implementation</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Noise Action Plan for Brisbane:</b> The AAB terms of reference provide that: The <a href="#">Noise Action Plan for Brisbane</a> will be a living document to be maintained by Brisbane Airport Corporation (BAC) and Airservices.</p> <ol style="list-style-type: none"> <li>When was this plan last updated, and where can the 'living document' be found?</li> <li>What are the governance procedures around changes to the Noise Action Plan and is there a document that tracks these changes for ease of reference?</li> <li>Is there a scorecard that shows progress on the action items i.e. what is complete, when completed, target dates etc.</li> </ol>	<ol style="list-style-type: none"> <li><b>Airservices:</b> There have been no updates, as we have not found any additional actions that need to be added to it at this stage.</li> <li><b>Airservices:</b> Any changes to the <a href="#">Noise Action Plan for Brisbane</a> would be subject to community engagement and approval through the Noise Action Plan for Brisbane Program Management Office and then the department who maintain an oversight role per recommendation 1.1aa of the Noise Action Plan for Brisbane.</li> <li><b>Airservices:</b> We have not produced a scorecard. Quarterly progress updates are shared with the community on the Engage Airservices page (<a href="#">Engage Airservices</a>).</li> </ol>
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Implementation of the recommendations identified in the PIR –</b> The terms of reference of the AAB provide that one of the purposes of the AAB is: to provide advice to and from the community on the recommendations identified in the Post Implementation Review.</p> <ol style="list-style-type: none"> <li>Where does the community find updates on the status of the implementation process?</li> <li>Is there a scorecard that shows progress on the action items i.e. what is complete, when completed, target dates etc.</li> </ol>	<p><b>Note:</b> Recommendations from the Post Implementation Review are being implemented through the <a href="#">Noise Action Plan for Brisbane</a>.</p> <ol style="list-style-type: none"> <li><b>Airservices:</b> Quarterly progress updates are shared with the community on the <a href="#">Engage Airservices page</a>.</li> <li><b>Airservices:</b> We have not produced a scorecard.</li> </ol>
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>In 2023 Airservices engaged Think Research Ltd as a consultant for the independent assurance in response to the Noise Action Plan for Brisbane -</b> Per the <a href="#">factsheet produced by Airservices Australia and available on Engage</a>, Think Research are required to: participate in quarterly community engagement activities and provide information on the independent review of the proposals, options, or assessments associated with each recommendation</p> <ol style="list-style-type: none"> <li>What has Think Research participated in since their appointment so far as it relates to Brisbane Airport?</li> <li>What information has it provided and to who?</li> <li>Can a copy of their reports be made available to the AAB members and to the general public?</li> <li>What is done with the information in these reports?</li> <li>Is an action list generated to work on the items they raise?</li> </ol>	<ol style="list-style-type: none"> <li><b>Airservices:</b> Think Research have participated in a number of actions since their appointment. This includes: <ul style="list-style-type: none"> <li>Review of preferred designs to confirm if any further refinement opportunity exist</li> <li>Discussions with AAB members in mid 2024 on any matters of interest</li> <li>Offer to AAB members to identify any specific matters they would like Think Research to provide advice on (current AAB open action)</li> <li>Advice on international flight path change decision making models and their potential application in Australia.</li> </ul> </li> <li><b>Airservices:</b> The information is considered prior to finalising design decisions and to inform other related activity. We look at their role as not only providing advice, but ensuring we have not missed an opportunity for a greater noise improvement outcome.</li> <li><b>Airservices:</b> No it is not. The reviews are of current work that is under deliberation, so any findings are immediately actioned.</li> </ol>

## Flight Path Design

Period	Question	Answer																		
<i>Flight Path Design – Legacy runway changes</i>																				
<b>Before AAB Meeting 7 (26 February 2025)</b>	Why is the <a href="#">Noise Action Plan for Brisbane</a> only concerned only with impacts on new parallel runway (NPR) communities, not communities impacted by legacy runway operations?	<p><b>Airservices:</b> The <a href="#">Noise Action Plan for Brisbane</a> is an outcome of the <a href="#">Post Implementation Review (PIR)</a> undertaken for Brisbane Airport flight paths following the opening of the NPR. It is not just focused on new runway flight paths. The Noise Action Plan for Brisbane is considering both legacy runway and new runway operations.</p> <p>The new runway has reduced impacts to legacy runway communities as shown in the <a href="#">Trax heat maps</a> used in August 2024 engagement.</p> <p>The first changes implemented in the <a href="#">Noise Action Plan for Brisbane</a> were legacy runway changes (early turn of turboprop aircraft pre 6am and departures over water during SODPROPS and northerly wind operations).</p>																		
<b>Before AAB Meeting 7 (26 February 2025)</b>	What was the impact of the loss of the cross runway at Brisbane Airport?	<p><b>Airservices:</b> Additional runway usage data may help inform a shared understanding of the impact on residents of the removal of the cross-runway, noting runways 14/32 is the cross runway which can be seen to have had limited use in 2019, as outlined in the below table (which compares us with 01/19, the legacy runway).</p> <table border="1"> <thead> <tr> <th>Runway</th><th>Count</th><th>Percentage</th></tr> </thead> <tbody> <tr> <td>14 (cross)</td><td>4406</td><td>2.1%</td></tr> <tr> <td>32 (cross)</td><td>1742</td><td>0.8%</td></tr> <tr> <td>01</td><td>102,411</td><td>48.0%</td></tr> <tr> <td>19</td><td>104,703</td><td>49.1%</td></tr> <tr> <td><b>Total</b></td><td><b>213,262</b></td><td><b>100.0%</b></td></tr> </tbody> </table>	Runway	Count	Percentage	14 (cross)	4406	2.1%	32 (cross)	1742	0.8%	01	102,411	48.0%	19	104,703	49.1%	<b>Total</b>	<b>213,262</b>	<b>100.0%</b>
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<b>Before AAB Meeting 7 (26 February 2025)</b>	Why have flights over communities impacted by legacy runway operations increased so substantially, when the Noise Action Plan for Brisbane is focussed on increasing noise sharing?	<p><b>Airservices:</b> Projected growth has been approved in airport master planning and is not impacted by flight path design. We acknowledge that air traffic will grow over time. In this context, it is noted that the new runway has significantly reduced traffic to the legacy runway during the day, as in the order of 40 per cent now uses the new runway, but we acknowledge that all night-time traffic uses the legacy runway.</p> <p>We acknowledge that the night-time Noise Abatement Procedure does not allow for noise-sharing between legacy and new runway residents. However, ‘noise-sharing’ is an intended outcome of the Noise Action Plan for Brisbane, not a description of the current distribution of aircraft noise.</p>																		
<i>Flight Path Design – Modes of operation</i>																				
<b>Before AAB Meeting 8 (22 May 2025)</b>	Has mode of operation has been taken into account by Trax in the re-design?	Not clear what element of Trax work “redesign” refers to, but all modes of operation are considered in reviewing options to reduce impacts on communities.																		

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<i>Flight Path Design – Package Three – Movement of RNP-AR Join Point</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Set 2 concept 3 covered the following: 3.1z) Investigate moving the RNP-AR join point to the new runway further north (similar to the old river track) – The factsheet for set 2 concept 3 (refer <a href="#">Set 2, Concept 3 Factsheet</a>) said the use of an RNP-AR similar to the River Track was dismissed due to safety, but there was no information given on this and no commentary on the noise relief which would be provided through it.</b></p> <ol style="list-style-type: none"> <li>Understanding that safe operation is a priority, why is this flight path currently in use, but the Trax plan says it can't be used?</li> <li>Was this option dismissed too early?</li> <li>Is this something that Think Research can consider?</li> </ol>	<ol style="list-style-type: none"> <li><b>Airservices:</b> It is not currently in use. The safety risk was described in the information sheet addressing this recommendation. It noted that shifting the join point for the RNP-AR would result in aircraft flying head to head if joining the new runway and legacy runway by RNP-AR at the same time, which is not compliant with safety standards.</li> <li><b>Airservices:</b> No. Safety is Airservices highest priority and this option did not meet the required safety standards and as such no investigation of noise relief was conducted.</li> <li><b>Airservices:</b> We can ask Think Research to review this and provide further detail if the AAB desires.</li> </ol>
<i>Flight Path Design – Package Four</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	If the purpose of the <a href="#">NAP4B</a> was to create redesign that would enable relief from concentrated and convergence of flight paths, how is Airservices and TRAX going to be able to achieve this if using the same or similar airspace over the same communities?	<b>Airservices:</b> Package 4 is looking at options outside the constraints of the existing airspace design, with the aim of determining if there are lower impact ways to design and manage Brisbane aircraft operations, , noting they still need to give regard to the constraints of adjoining airspace operations.
<b>Before AAB Meeting 7 (26 February 2025)</b>	Will multiple flight paths for legacy runway departures be considered as part of Package 4?	<p><b>Airservices:</b> This is not a specific action in the <a href="#">Noise Action Plan for Brisbane</a> but is appropriate to consider in Package 4. We have confirmed with Trax that this is the case.</p> <p>Package 4 also includes investigating options to alternate the use of the two runways – so departures in all directions would take off only from the new runway for a period and then from the legacy runway only. This would require additional departure flight paths for both runways.</p>
<i>Flight Path Design – Southern Approach</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Daytime relief - While the <a href="#">Ministerial directive to use more SODPROPS</a> will help noise abatement at night and over bayside suburbs, the majority of flights are during the day over land, with southern approach flightpaths to Brisbane Airport carrying increasing aircraft numbers, often continuous up to 15 hours a day for both NPR and Legacy residents. This affects schools, houses, workplaces (including those working from home) and hospitals etc.</b></p> <p>With day flight numbers greater than night, and given the NPR was approved on the basis that most flights would be going over Moreton Bay (and in the case of New Farm we would not be experiencing many flights), what steps will Airservices be taking to mitigate the impact of aircraft noise created by these heavily used southern approach flightpaths over land, particularly during the day?</p>	<p><b>Airservices:</b> The recently announced flight path changes were part of the Ministerial Directive (<a href="#">Air Services (Use of Simultaneous Opposite Direction Parallel Runway Operations at Brisbane Airport) Direction 2024</a>) to enable the use of SODPROPS mode during daytime hours when conditions suit. This was confirmed as part of the announcement.</p> <p>The <a href="#">Brisbane Airport Corporation Environmental Impact Statement</a>, which was subject to the approval by government, stated that in 2015 only around 10 to 17 per cent of daytime flights would be in SODPROPS mode and that the remainder would be in parallel runway modes. The EIS also shows this reducing to no daytime use by 2035. We are now into 2024 so almost half way between these forecast periods.</p> <p>The <a href="#">Noise Action Plan for Brisbane</a> is seeking to identify opportunities to minimise noise impacts across Greater Brisbane, including in daytime hours, however we are not able to remove or reduce all operations over all communities, particularly as aircraft movements grow over time.</p>



## Land Use Planning and Development

Period	Question	Answer
<i>Master Plan and Major Development Plan processes</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	At the last AAB meeting (9 September 2024) I asked what the timeline and process was Airport Master Plans and Major Development Plans. The department agreed to provide this information but it has not been received.	<b>Department (Department of Infrastructure, Transportation, Regional Development, Communications, Sport and the Arts):</b> The Chair has discussed this with the department and asked for a plain language document with statutory timeframes. This document was tabled in AAB <a href="#">Meeting 6</a> .
<b>Before AAB Meeting 6 (20 November 2024)</b>	Many Brisbane residents did not receive any notice or consultation regarding NPR despite being in the same house for 20 years.  What processes are in place to rectify it this time, and will an extended period be allowed for responses given the numerous issues that remain unaddressed following the completion of the NPR?  Will noise impacts be considered and data provided to residents during the consultation process for each of these items?	<b>Brisbane Airport Corporation (BAC):</b> The consultation summary undertaken for the NPR is available at <a href="#">Brisbane-Airport-Community-Engagement-Communications-Report-New Runway.pdf</a>  The timeline for the 2026 Master Plan timeline and process was presented to the community representatives at the BACACG meeting in September 2024. The summary is: <ul style="list-style-type: none"> <li>• 2024-mid 25: planning, writing &amp; documentation</li> <li>• July 2025: Public comment period (60 business days, which generally amounts to around three calendar months) and finalisation.</li> <li>• March 2026: Draft plan submitted for Ministerial approval. Community submissions are included as part of the draft plan.</li> </ul> Noise impacts will be considered and BAC will provide updated noise forecasts as required by the relevant regulations.
<b>Before AAB Meeting 6 (20 November 2024)</b>	Has the department given BAC and Airservices a list of what information it requires to be produced on noise impacts for these processes? If so, can or will this be shared with residents?	<b>Department:</b> Requirements for Master Plan and Major Development Plan relating to noise are set out in the <i>Airports Act 1996</i> . This is summarised in the document tabled in AAB <a href="#">Meeting 6</a> .  <b>Airservices:</b> The information required is contained in the <a href="#">National Airports Safeguarding Framework (Guideline A)</a> and requires the following minimum areas must be notified: <ul style="list-style-type: none"> <li>• within the 20 Australia Noise Exposure Forecast (ANEF)</li> <li>• 20 or more daily events greater than 70 dB(A)</li> <li>• 50 or more daily events of greater than 65 dB(A)</li> <li>• 100 events or more daily events of greater than 60 dB(A) or 6 or more events of greater than 60 dB(A) between the hours of 11pm and 6 am.</li> </ul>

## Noise Complaints

Period	Question	Answer
<i>Noise Complaints and Information Service</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<b>Ability to email <a href="#">Noise Complaints and Information Service (NCIS)</a></b> – <i>In recent changes, NCIS only allow complaints to be submitted via an online form or via Webtrak which links to the same form. There is therefore no ability to email in screenshots or photographs of issues. It is often difficult to explain an issue without these visual aids to refer to. It also means that we are unable to provide crucial evidence relevant to investigations.</i>  How can Airservices justify this change and can they update their system to allow for this material to be submitted so as to properly consider the issues which affected Brisbane residents have?	<b>Airservices:</b> NCIS has not accepted email submissions since 2015 when a new complaints system was introduced. The system has automated functions that support processing of enquiries to the correct airport location and to an existing complainant if relevant. Emails require manual processing which extends response time and may introduce errors in cumulative data collection.  Under our IT and Cyber Security Policy, opening of links and files from outside the organisation is also not allowed due to the risk of malware and other cyber security attacks. Thus review of any email attachments is not allowed unless the source is verified.  Please note that NCIS also accept complaints by telephone and letter.

## Public Information and Reporting

Period	Question	Answer
<i>Public Information and Reporting – Accuracy</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Planes flying versus published:</b> <i>Planes are clearly directly above my house, but when I view them on these systems they show them over the river. I would estimate they are out by at least 1km</i></p> <p>Why do the planes in reality versus what shows on Webtrak and Flight Radar 24 differ?</p> <p>Is it an accuracy issue with the tracking system or is this some other reason?</p> <p>Can this be reviewed before the next phase of consultation to ensure the correct data is being used?</p>	<p><b>Airservices:</b> <a href="#">WebTrak</a> is based on radar data feeds and is accurate. Flight Radar 24's website says they use aircraft data, which does not use a localised measure of altitude above mean sea level. It states 'This is why altitude values near the ground can sometimes appear unrealistic.'</p> <p>Depending on the altitude of an aircraft, its perceived position relative to someone on the ground will change. A lower aircraft will more obviously appear off to the side of a location. A higher aircraft will appear to be directly over a location when it is actually a kilometre or more to the side. Lateral distance is extremely difficult to gauge from the ground when an aircraft is at a higher altitude and when looking up to the sky where there are no visual landmarks against which to compare aircraft location.</p> <p><b>More information on the accuracy of WebTrak can be found here – <a href="#">WebTrak - Airservices</a>.</b></p>
<i>Public Information and Reporting – New airline services</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Increasing flight numbers:</b> <i>It seems that currently the public only get notice of new airline services for Brisbane Airport through social media announcements from Brisbane Airport Corporation.</i></p> <ol style="list-style-type: none"> <li>Is it correct that there is no process for notifying residents of an increase in flights from an airline, either an increase in frequency of a current service, or the start of a brand new service, even though each additional plane has a direct impact on residents overflown by it?</li> <li>Why are directly impacted Brisbane residents not given any notice of these changes but a lot of effort goes into social media posts and media releases, photo opportunities etc?</li> <li>Can BAC and Airservices please advise when do they consider the increased and cumulative noise impact on residents as a result of the ongoing increase in Brisbane Airport related flights?</li> <li>Can residents be given notice of these new services and a period for consultation, including details of the times at which these new flights are anticipated to be during the 24 hour operations of the Brisbane Airport e.g. during 6am to 10pm and from 10pm to 6 am.</li> </ol>	<ol style="list-style-type: none"> <li><b>BAC:</b> In general, high profile new services (e.g. Brisbane – Dallas) are announced jointly by BAC and the associated airline through both mainstream media and social media channels. Other new services (e.g. an additional Brisbane-Sydney flight) are normally not announced by BAC, although the operating airline often publishes notifications through their usual channels. In both cases, the announcements are public and residents would receive the same notification as the wider public audience.</li> <li><b>BAC:</b> Details of upcoming additional services and growth forecasts are provided at the quarterly <a href="#">Brisbane Airport Community Aviation Consultation Group</a> meetings, for representatives of Brisbane communities.</li> <li><b>BAC:</b> BAC considers the impact of noise on communities as part of their Master Plan process. This consideration is a regulated requirement of the Master Plan process, and prescribes the assessment and information (e.g ANEF, N70, N60 contours) that must be published.  <b>Note:</b> Refer to the <i>Land Use Planning and Development</i> section of this document for further information on Master Plan requirements.</li> <li><b>BAC:</b> As per global industry norm Brisbane Airport does not consult with the public on requests from airlines for new services. Feedback on growth is invited through the Master Plan process, and through the community representatives that attend BACACG.  <b>Airservices:</b> Brisbane Airport Corporation's approval for the new runway included a future forecast for growth in aircraft movements. This future forecast was part of the project approval, as was 24-hour operation of the airport. Airservices Australia does not provide advance notice of increasing aircraft movements, however regular updates on growth are provided by BAC through the BACACG, and reports on movement numbers from previous months are available on <a href="#">Aircraft In Your Neighbourhood</a>.</li> </ol>

Period	Question	Answer
<i>Public Information and Reporting – Noise monitoring</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Noise monitor issues at New Farm</b> – In 2022 Airservices provided data of the Modelled vs Actual aircraft noise from a number of suburbs. The conclusion reached by Airservices was: This review has identified that New Farm has a notable difference between the modelled and actual noise results, while other locations are largely consistent with forecast noise levels.</p> <ol style="list-style-type: none"> <li>Can Airservices update this table to include updated columns for the period: <ul style="list-style-type: none"> <li>01/08/2021 to 31/07/2022</li> <li>01/08/2022 to 31/07/2023</li> <li>01/08/2023 to 31/07/2024.</li> </ul> </li> <li>If this information is recorded and reported on, what actions are taken by Airservices and BAC in response to these reports?</li> <li>Does someone within Airservices monitor these reports, and investigate and recommend actions to be taken by airlines or ATC (Air Traffic Control) to reduce the noise to below 70db?</li> <li>Is there a system for example to investigate airlines that are repeat offenders of going over this noise limit or a certain plane type?</li> <li>Several Airservices and Trax reports have identified issues at the Brisbane Powerhouse noise monitor at New Farm. This included issues with the contours and also that it did not pick up RNP-AR. Given this report was in 2022, what steps have been taken to rectify the noise monitor issues at this location before changes to flight path design are implemented?</li> </ol>	<ol style="list-style-type: none"> <li><b>Airservices:</b> The noise monitor reports for New Farm over the last 12 months available on <a href="#">Aircraft In Your Neighbourhood</a> show a number of noise events with most at 65 to 75dB, some above 75dB and a single event in the 105dB range.</li> <li><b>Airservices:</b> The information is recorded and reported through <a href="#">Aircraft In Your Neighbourhood</a>. Noise monitoring is conducted for a range of reasons including to provide accurate information on aircraft flight paths and noise to the community and other stakeholders, and to provide data to determine potential environmental (noise) impacts from existing and proposed new flight paths and noise abatement trials. We are implementing the <a href="#">Noise Action Plan for Brisbane</a> in response to noise information and community concerns across Greater Brisbane.</li> <li><b>Airservices:</b> The vast majority of reported noise events are at a 65 and 70 decibel level, noting a much smaller number at 75 and sometimes 80 which would likely be the heavier international aircraft. Events above these levels would likely be caused by other noise sources such as birds or a loud machine nearby. We regularly review noise monitoring data, both as part of options development and assessment and also to maintain awareness of aircraft operations over Greater Brisbane. Where we observe higher than expected noise levels, we will ask our consultants to review the audio of these to determine the cause. We are implementing the <a href="#">Noise Action Plan for Brisbane</a> which is seeking to improve noise outcomes.</li> <li><b>Airservices:</b> There is no maximum allowable level for aircraft noise against which to investigate airline operators. Noise standards for aircraft are set out in Annex 16, Volume I and the Air Navigation (Aircraft Noise) Regulations 2018.</li> <li><b>Airservices:</b> We have conducted temporary noise monitoring in Hawthorne and will review noise monitor locations toward the end of the <a href="#">Noise Action Plan for Brisbane</a>.</li> </ol> <p>The noise monitor is operating as expected in monitoring Instrument Landing System flight path movements and as noted, some aircraft are producing higher noise levels than forecast. This is not an issue with the noise monitor but rather identifies that the operations are not consistent with what was forecast when the studies were done.</p> <p>We noted in the <a href="#">Post Implementation Review</a> report that the <a href="#">Environmental Impact Statement</a> and later final design Environmental Impact Assessment forecasts were based on the best available information at the time.</p>
<i>Public Information and Reporting – Operating mode</i>		
<b>Before AAB Meeting 7 (26 February 2025)</b>	Where can the public receive information on change of mode?	<p>We are working with our WebTrak provider to include this information on WebTrak. While the firm timing is not yet confirmed, this should occur this calendar year.</p> <p>BAC also publishes a <a href="#">Runway Usage Forecast</a> on their website, which forecasts the modes that will be used over the next 54 hours based on weather data and time of day. This will not include the use of segregated mode due to unplanned issues that affect capacity, but will consider planned runway maintenance work and the modes planned to manage this.</p>



Period	Question	Answer
<i>Public Information and Reporting – Significant events notifications</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Runway closure Saturday 2 November 2024</b> – On Saturday 2 November, Legacy Runway was shut without any notice to residents for an entire day. This meant that NPR took all arrivals and departures for the entire day. There was no notice on <a href="#">Webtrak</a>, and 4 hours or more after the closure had already started Brisbane Airport Corporation put up a notice on Facebook to say that it would be shut until 6pm.</p> <ol style="list-style-type: none"> <li>Why was notice not given to Brisbane residents by either BAC or Airservices?</li> <li>When notice was finally given via a post on Facebook why was it so delayed?</li> <li>What other methods did BAC or Airservices use to notify residents of this event and what suggestions do BAC and Airservices have for improving the system of notifying Brisbane residents in a timely manner and when can these improvements be implemented?</li> </ol>	<ol style="list-style-type: none"> <li><b>BAC:</b> The closure was unplanned and occurred due to a pavement failure. It was not possible to provide advance notification.</li> <li><b>BAC:</b> For planned maintenance related runway closures BAC takes a proactive approach to providing advance notification. However, on this occasion the runway closure was caused by a pavement failure at the juncture of bitumen and concrete surfaces. This appeared to be caused by recent periods of heavy rain that resulted in some sub-surface movement.  The runway was closed at around 6am for repairs, with the intention of a rapid repair and a quick restoration of normal operations. Some services are not readily available on weekend days (contracting staff, asphalt plant) and so the repairs took significantly longer than anticipated. The Facebook post was published when it became apparent the closure would be for an extended period of time.</li> <li><b>BAC:</b> BAC normally uses social media channels and posts on the <a href="#">BNE website</a> to inform residents of significant events. This has been in place for a number of years and feedback has been positive about this approach.  <b>Airservices:</b> Airservices does not currently have any other tools that it could use on weekends to provide notification of unplanned changes. We are in the process of adding mode information to <a href="#">WebTrak</a> so communities can see what mode is being used.</li> </ol>

## Technical Operations

Period	Question	Answer
<i>Technical Operations – Divergence from Standard Instrument Departures (SIDs)</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p>A lot of work has been done and is being done on aircraft flight paths. This is all for nought if aircraft do not follow SIDs (Standard Instrument Departures) when they can. There are dozens of examples of radar plots of departures to the south for northbound aircraft which do not follow the appropriate SID. The examples are on clear days, unaffected by weather, and other traffic. The paths appear to be “shortcuts”. The radar plots can be provided before the meeting if requested or I can have them with me on the day.</p> <p>What percentage of aircraft do not follow SIDs, or are taken off SIDs by ATC (Air Traffic Control)?</p> <p>Can Airservices make available to residents/public, the reason for deviation from SIDs for each instance?</p>	<p><b>Airservices:</b> There are a range of reasons aircraft will be taken off a SID, including to manage a conflicting operation (e.g. Emergency services aircraft transiting through the area), to avoid bad weather (i.e. a storm cell along the trajectory of the SID), to better sequence departures (e.g. to get a slower aircraft out of the path of a faster).</p> <p>This was discussed further in AAB <a href="#">Meeting 7</a>.</p>
<b>Before AAB Meeting 8 (22 May 2025)</b>	<p>Please provide a report on exceptions for Noise Abatement Procedures (NAP) regarding requests for cancellation of SID procedures due to an inability to meet published climb gradients and/or speed requirements, and how to reduce this.</p>	<p><b>Airservices:</b> Similar requests have also been made and responded to through BACACG and we have developed reporting to AAB on SID tracking adherence (provided in <a href="#">Meeting 7</a>).</p> <p>The relevant NAP states “Jet aircraft will normally be assigned a procedural SID.” Adherence to this NAP is reported on <a href="#">Aircraft in Your Neighbourhood</a> (a Brisbane-area location is required for Brisbane Airport NAP reporting to be displayed).</p> <p>We do not record reasons for pilots requesting alternative clearance (i.e. radar instead of procedural SID), as the pilot is ultimately responsible for the safe and efficient operation of the aircraft.</p> <p>We can provide data on the percentage of departures that meet the climb gradient for each procedural SID and the average climb gradient for those SIDs. We have provided some of this data previously to Senate Estimates, showing all narrow-body aircraft have historically easily exceeded minimum climb gradients for all SIDs out of Brisbane (i.e. 0 per cent did not meet the climb gradient).</p> <p>We have now also reviewed data for A380s, analysing 280 departures from 2024. All flights were above the minimum 3.3 per cent safety climb gradient, which is the first climb gradient specified on departure. Most A380s did not meet the next climb gradient on the WACKO and BIXAD SIDs; however, more than 50 per cent of these met the altitude requirements for the TOGIN waypoint (on the south-west flank of Mt Coot-Tha).</p> <p>There are no minimum speed requirements in procedural SIDs. The only speed references are for maximum speeds before specified waypoints for each departure.</p>
<i>Technical Operations – Legacy Runway</i>		
<b>Before AAB Meeting 7 (26 February 2025)</b>	<p>Why are flights not adhering to Noise Abatement Procedure that says that all arrivals must be aligned with the Legacy Instrument Landing System (ILS) between 10PM and 6AM below 3000 feet?</p>	<p><b>Airservices:</b> The referenced Noise Abatement Procedure reads: <i>From 2200-600 (10pm to 6am) Local, all aircraft shall not decent below 3000 ft until aligned with 01R centreline.”</i></p> <p>This means the RNP-ARs (Required Navigation Performance – Authorisation Required) can’t be used during these hours. This is due to similar pre-New Parallel Runway Noise Abatement Procedures and to avoid overflight of communities closer to the airport at lower altitudes (i.e. high noise levels).</p>
<b>Before AAB Meeting 7 (26 February 2025)</b>	<p>Can you please advise (apart from turbo props) why not all aircraft when departing from the Legacy Runway over water are not adhering to the new SIDs (Standard Instrument Departures) introduced on the 28 November 2024? I am told from Community members that this was mainly occurring on weekends.</p>	<p><b>Airservices:</b> We understand the time in question is the days just following the introduction of the new flight paths. We can see from aircraft tracking data that they were well adhered to in the first couple of days but then less so from the afternoon of Sunday 1 December. The immediate issue on Sunday was storms, which I think most people could see for themselves. However, we also were not able to use the new SIDs for a few days into the following week, which did raise quite a few questions from the community.</p>

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		<p>We inquired further at the time and can advise that the continued non-adherence to the new departure paths was also due to weather.</p> <p>The weather system that pushed through over the weekend continued to affect operations on Monday as there were still storm cells observed and forecast over Moreton Bay. This necessitated multiple runway changes for individual aircraft and tactical intervention from Air Traffic Control (ATC) (i.e. they had to direct each plane not just give them a SID to follow). Pilots also requested alternative tracking to remain clear of weather.</p> <p>In communicating back to community members who inquire with you, it may be worth noting that the Bureau of Meteorology radar that most people look at for weather only shows rainfall. As you know, ATC and pilots also look at other aspects of weather, such as windshear, and have additional sources for weather forecasts and observations.</p>
<i>Technical Operations – Operating Restrictions</i>		
<b>Before AAB Meeting 8 (22 May 2025)</b>	<p>In its submission to the recent Senate Inquiry into Mitigation and Impact of Aircraft Noise, Brisbane Airport Corporation included the following Airport Level recommendation: “Consider the introduction of voluntary overnight noise quotas and transparent reporting”</p> <p>Is BAC considering proceeding with this recommendation?</p>	<p><b>BAC:</b> BAC supports the investigation of night-time operating restrictions to evaluate whether they result in a meaningful reduction of noise impact. BAC has reviewed different types of restrictions from different airports internationally, and is continuing to develop potential methodologies for consideration at Australian airports.</p> <p>BAC has engaged Casper Aero, an aviation noise reporting company, to develop a suite of reporting metrics that will be provided to the community. These should be available by around the end of May 2025.</p>
<b>Before AAB Meeting 8 (22 May 2025)</b>	<p>Please provide a report on the number of flights that do not meet the new Chapter 14 Noise Standard of the ICAO Balanced Approach to Aircraft Noise Management (Stage 5).</p>	<p><b>BAC:</b> The following aircraft types that operate at Brisbane Airport are compliant with the Chapter 14 noise standards:</p> <ul style="list-style-type: none"> <li>• Airbus A320/A321 NEO</li> <li>• Airbus A220</li> <li>• Airbus A350</li> <li>• Airbus A330 NEO</li> <li>• Airbus A380</li> <li>• Boeing 787 – all variants</li> <li>• Boeing 737 Max 8</li> <li>• Fokker F70</li> </ul> <p>In a sample week (31 March – 06 April) there were:</p> <ul style="list-style-type: none"> <li>• Total movements: 4256</li> <li>• Chapter 14 movements: 651</li> </ul> <p>Approximately 85 per cent of total movements do not meet Chapter 14 standards.</p>
<b>Before AAB Meeting 8 (22 May 2025)</b>	<p>What are Airservices’ and BAC’s views on restricting night time aircraft unless they meet the new Chapter 14 Noise Standard of the ICAO Balanced Approach to Aircraft Noise Management (Stage 5)?</p>	<p><b>BAC:</b> There are a number of issues that would need to be considered before any restrictions could be imposed. The list below captures some of the issues that would require consideration.</p> <p>The 2200 hour and the 0500 hour contain a significant number of domestic flights that are not Chapter 14 compliant. Restricting those would have a significant effect on national connectivity – e.g. it would make it very difficult for business travellers to make effective day trips to Melbourne or Sydney, particularly during daylight saving periods.</p> <p>Because the fleets of the major domestic carriers are predominately non-compliant, late running flights that had been disrupted by weather or other schedule delays would not be able to arrive. This would likely result in significant disruption to large numbers of passengers.</p>

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		<p>Both Virgin and the Qantas group have fleet replacement programs that will upgrade to Chapter 14 compliant aircraft over the next 8 years. Once those new fleets are large enough then imposing a restriction on those hours would be feasible, without significant schedule impact.</p> <p>In the 2300 hour there are few passenger aircraft operations. It may be feasible to move those forward into the 2200 hour, or some airlines may be able to replace their aircraft with Chapter 14 compliant aircraft – e.g. Qatar could potentially operate an A350 rather than the B777.</p> <p>Between 0000 and 0500 all current passenger aircraft are Chapter 14 complaint (A350 and A380 aircraft). Imposing a restriction would reduce the flexibility of airlines to change those aircraft if needed – e.g. Emirates may wish to replace a service with a B777, if the A380 was unserviceable on a particular day. If a restriction was in place, that service could not operate.</p> <p>There are currently no Chapter 14 compliant narrow-body freighters available in the world, meaning any restriction would prohibit freight distribution through Brisbane Airport. This could significantly affect freight into and out of Queensland - flights operate to Townsville, Cairns and Rockhampton each weeknight.</p> <p>Night-time restrictions are feasible, but would have impacts on connectivity and freight. A staged introduction of restrictions to align with airline fleet replacement plans is more feasible but does not resolve the freight issue.</p>

Period	Question	Answer
<i>Technical Operations – Use of RPN-AR (Required Navigation Performance – Authorisation Required)</i>		
<b>Before AAB Meeting 6 (20 November 2024)</b>	<p><b>Use of RNP-AR:</b> New Farm/Teneriffe residents are caught in the V between the Instrument Landing System path and the RNP-AR (Required Navigation Performance – Authorisation Required) path. There are often 15 hours continuous arrivals using these two flight paths, which are low altitude with no noise relief. It also impacts residents across the river at Bulimba. In the last phase of engagement by Trax on behalf of Airservices, Set 2 concept 3 (refer <a href="#">Set 2, Concept 3 Factsheet</a>) had a proposal for arrivals over land from the north and west via the new runway:</p> <p>3.1(p): Introduce advanced Required Navigation Performance-Approval Required (RNP-AR) approaches for certified non-jet aircraft. RNP-AR refers to a high-precision arrival path that joins the final approach closer to the runway, using satellite navigation, onboard avionics and specialist pilot training.</p> <ol style="list-style-type: none"> <li>Can Airservices please provide the data of the number of planes using RNP-AR arrival over the period 2020 to 2024, broken down by jet and non-jet?</li> <li>Does this data show an increase of the use of this 'short cut' by airlines, and if so why?</li> <li>How is the choice to allocate this route made?</li> <li>Is noise a factor that is considered when choosing the route?</li> <li>Is the cumulative impact of residents receiving RNP-AR paths followed by ILS paths a few minutes later considered?</li> <li>Has the impact on residents of the increasing use of the RNP-AR been studied?</li> <li>How is noise on the RNP-AR path measured?</li> <li>Has Airservices done any work done to address this noise monitor issue to properly capture the noise metrics at New Farm, particularly as the aircraft go around the curve of the RNP-AR path?</li> <li>Why are non-jet aircraft already using this path when this was a concept only and another round of consultation is still to go? There are numerous Qantas Dash 8 planes using this route daily.</li> <li>Are more planes having equipment installed and pilots now being trained to use the RNP-AR path?</li> <li>If there has been an increase in the use of RNP-AR why have impacted residents not been notified of the change, given that the consultation period still has another phase. Will residents be consulted as the RNP-AR flight numbers continue to grow?</li> </ol>	<ol style="list-style-type: none"> <li><b>Airservices:</b> For the period 1 July 2023 to 30 June 2024, RNP-AR use to the new runway over land (runway 01L) was approximately 1340 movements. This compares to around 21,000 movements on other approaches to this runway. The RNP-AR operates at approximately 6 percent of arrival operations to the new runway.</li> <li><b>Airservices:</b> The use of RNP-AR procedures is likely to increase over time as more aircraft and crew are endorsed to use it. During peak traffic periods however, it is more likely that the ILS will be used as this is simpler for air traffic control from an aircraft sequencing perspective.</li> <li><b>Airservices:</b> Aircraft must be equipped and certified to fly this procedure, so this is the main decision factor, but the volume of aircraft arriving is also a factor.</li> <li><b>Airservices:</b> No. Air traffic controllers are trained to operate airspace according to the required rules. They will apply noise abatement procedures as published but do not consider noise more generally when directing aircraft.</li> <li><b>Airservices:</b> This is not considered from an operational decisionmaking perspective.</li> <li><b>Airservices:</b> <a href="#">BAC's Environmental Impact Statement</a> (EIS) assessed the impact of increasing traffic volumes over time across Greater Brisbane. It did not cover the RNP-AR, as this technology was not available at the time of the EIS. <a href="#">Airservices Environmental Impact Assessment (EIA)</a> noted the introduction of the RNP-AR but did not specifically address growth in its use over time.</li> <li><b>Airservices:</b> We have conducted temporary noise monitoring to capture noise data for this and a number of other flight paths. The noise monitor at Brisbane Powerhouse does not capture this as evidenced by Airservices response to comment 130 in the <a href="#">Brisbane Airport New Parallel Runway Post Implementation Review - Draft PIR Report - Response to Feedback effective 21 December 2022</a> produced by Airservices Australia (refer page 32).</li> <li><b>Airservices:</b> We have an ongoing temporary noise monitoring program. Hawthorne, which is subject to the RNP-AR flight path operations, has a temporary noise monitor. Once we have confirmed the final operations post delivery of all Noise Action Plan elements, the location of noise monitors will be reviewed and updated in consultation with the community.</li> <li><b>Airservices:</b> The RNP-AR procedure is aligned with a visual approach procedure which is often used by non-jet aircraft. Qantas is fitting out their Dash-8 fleet to be RNP-AR capable and is increasing their use of RNP-AR procedures.</li> <li><b>Airservices:</b> Yes, for example, Qantas is fitting out their Dash-8 fleet to be RNP-AR capable.</li> <li><b>Airservices:</b> There has been no change in the RNP-AR flight path design or use generated by the Noise Action Plan for Brisbane. The <a href="#">BAC EIS</a> accounted for the growth of air traffic over time and this growth is part of the project approval. Airservices has spoken often to the forecast for increased aircraft movement numbers over time. This is a trend across the country and most airports.</li> </ol>
<i>Technical Operations – Use of Segregated mode</i>		
<b>Before AAB Meeting 8 (22 May 2025)</b>	Why is segregated mode being used more often, and resulting in the New Parallel Runway taking all arrivals?	Segregated mode is used only where conditions require. It is not a preferred operating mode but is available to manage reduced airport capacity due to runway and taxiway works, runway outages due to disabled aircraft, during periods of poor weather, or when staffing does not enable full airspace operations. Segregated mode was



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		<p>used immediately after Ex-Tropical Cyclone Alfred due to a taxiway to the legacy runway being damaged. Due to the location of the damage and the section of the legacy runway that was not accessible, the segregated mode that has over land operations over new runway communities was used.</p> <p>When selecting one of the four segregated mode options (since the introduction of two new modes following engagement last year) wind direction is the first factor considered, which narrows the selection to two possible modes. Then the specific operational factors are considered – the matter causing the capacity reduction, time of day, traffic patterns etc. It is expected that over a full year, the use of the modes will balance impacts across both runway communities</p>