

BRISBANE AIRPORT POST IMPLEMENTATION
REVIEW ADVISORY FORUM

**Brisbane airport post
implementation review advisory
forum—quarterly progress
report—June 2022**

April – June 2022

July 2022



Introduction

As Chair of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum), myself and the Forum members would like to congratulate you on your appointment as the Minister for Infrastructure, Transport, Regional Development and Local Government.

I am pleased to present to you the Forum's Quarterly Progress Report on activities and progress on achievement of deliverables from April through June 2022, in line with the Terms of Reference. This Report has been prepared, and agreed, by all Forum members.

I have also included copies of previous quarterly reports as further background to the activities of the Forum.



Chair
Brisbane Airport Post Implementation Review Advisory Forum

Executive Summary

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

The quarter included the period leading up to the Federal election, which was held on 21 May 2022. As such, the Forum limited its engagement to the ongoing discussions with Airservices and Trax International (Trax), the international firm appointed by the Chief Executive Officer of Airservices to undertake independent assurance of all aspects of the PIR.

The Forum notes that there has been significant community concerns on aircraft noise issues since the commencement of flights from the new parallel runway in mid-2020, which may have had an impact on electoral outcomes in the Federal seats in proximity to Brisbane Airport.

The Forum engaged with Trax in advance of the substantial community engagement it has undertaken via workshops completed in June 2022. The Forum looks forward to being briefed on the outcomes of Trax's community engagement workshops and the final report with recommendations for improvement to the PIR, which is expected in July 2022. The final Trax report will be an important step towards finalisation of the PIR, and the Forum expects all stakeholders to make all reasonable efforts to progress feasible noise improvement opportunities identified in the report.

Further progress in the June quarter 2022 on a number of commitments reported to the Forum and recorded in the December 2021 and March 2022 progress reports includes:

- on 29 April 2022, Airservices and Brisbane Airport Corporation submitted a safety case and supporting material to the Civil Aviation Safety Authority, requesting an increase in the tailwind limit from 5 knots to 7 knots at Brisbane Airport;
- data from the first three months of the trials to remove intersection departures for aircraft departing on the new parallel runway towards residential communities and extend Simultaneous Opposite Direction Parallel Runway Operations mode (SODPROPS) active operating hours to 8am on weekends was released;
- on 7 May 2022, a further extension of SODPROPS active operating hours was added on Saturday evenings from 8pm to 10pm; and
- Airservices completed analysis of aircraft compliance with Standard Instrument Departure (SID) paths to 10,000 feet as part of the work on the proposed Noise Abatement Procedure. The data shows there is a high level of compliance with the SID paths. Airservices will update the Aeronautical Information Package for carriers to ensure aircrafts remain on published SID paths and continue work to increase compliance further.

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

In response to calls from some community groups to impose noise levies on aircraft and passengers using Brisbane Airport under the *Aircraft Noise Levy Act 1995* and *Aircraft Noise Levy Collection Act 1995*, the Forum requested briefing on the operation of the legislation. The Forum has been advised that the legislation is not applicable to Brisbane Airport, due to the distance of residences and eligible public buildings to the Brisbane Airport.

With the Trax final report expected to be submitted to the CEO of Airservices towards the end of July 2022, the Forum expects to have an opportunity to review the outcomes shortly thereafter and is likely to provide a supplementary report in advance of its next Quarterly Report to 30 September 2022.

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

Background

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

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

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

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

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

Summary of activity

The Forum met on the following dates:

- Monday 9 May 2022 – Meeting #9
- Monday 13 June 2022 – Meeting #10

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

- Trax International
- Airservices Australia (Airservices)
- Department of Infrastructure, Transport, Regional Development, Communications and the Arts

The Chair has separately engaged with various stakeholders through the Quarter.

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

References and attachments

Attachment 1 – PLACEHOLDER: Letter from Airservices Australia CEO

Attachment 2 – Forum Quarterly Progress Report – October-December 2021

Attachment 3 – Forum Quarterly Progress Report – January-March 2022

Appendix

Progress on issues identified in the Forum's Quarterly Reports

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
0.		<p><i>From Executive Summary:</i> Given these undertakings from Airservices Australia and Brisbane Airport Corporation to the Forum to introduce a number of measures that are likely to benefit affected residents, the Forum recommends that Airservices Australia focuses on implementing these operational changes at Brisbane Airport as a priority outside of the Post Implementation Review process. This may require Airservices Australia to reconsider the sequencing of forthcoming steps under the Post Implementation Review, including community consultation workshops scheduled to be held in February and March 2022.</p>	<p>Following the release of the Trax International independent assurance interim report in April, Trax held 13 community focus groups, an all-day drop-in session and one online focus group between 11 - 28 June 2022, attended by 326 Brisbane residents.</p> <p>Airservices Australia has advised the Forum that Airservices will hold PIR community engagement sessions in September 2022 following the release of Trax's final report and completion of its review of improvement opportunities.</p> <p>Airservices has continued to update the community on progress of the PIR via the Engage Airservices portal.</p>
1.	Concerns about a lack of adequate engagement and/or inaccurate information provided by Brisbane Airport Corporation and/or Airservices Australia about changes to flight paths as a result of the new parallel runway.	<p>The Forum agrees with these concerns.</p> <p>Based on the submissions and briefings provided, the Forum notes consistent and significant concerns from the community on the adequacy and accuracy of engagement on changes to airspace and noise impacts associated with the new parallel runway, despite a significant public engagement campaign run by BAC.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise of aircraft operations on the Brisbane community.</p>	Refer to update at Item 11 .

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
2.	Concerns the content of the 2007 New Parallel Runway Major Development Plan / Environmental Impact Statement (MDP/EIS) prepared by Brisbane Airport Corporation was flawed.	<p>The Forum notes these concerns.</p> <p>Based on briefings provided, the Forum understands the 2007 MDP/EIS was drafted by BAC and based on legislative requirements, technology and information available at that time. The operational plan was required to be approved closer to the runway opening. The Forum has not considered the adequacy of the 2007 MDP/EIS document as this is outside the scope of the Forum’s Terms of Reference.</p> <p>However, the Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community. This should include the development of, and consultation on, comprehensive environmental assessments for any new flight paths or airspace changes developed through the PIR.</p>	Refer to update at Item 11 .
3.	Concerns that the airspace design implemented differed from the operating plan set out in the 2007 MDP/EIS.	<p>The Forum notes these concerns.</p> <p>Airservices has committed to review the forecast noise levels in the Airservices Environmental Assessment of the final airspace changes approved in 2018 and 2019, against actual aircraft movements and noise levels following the opening of the new parallel runway.</p> <p>This data will inform potential and feasible changes to airspace design through the PIR.</p>	Data on noise modelled versus actuals was published on the Airservices Engage Portal in December 2021. This data can be viewed at 12567509_Fact Sheet Airport Operations
4.	Concerns that the Brisbane Airport Flight Path Tool website contains information that indicates the number of noise events expected on any given day is lower than actually experienced.	<p>The Forum agrees with these concerns.</p> <p>Airservices has committed to pursue changes to target the 2007 EIS/MDP flight number and noise event forecasts.</p> <p>The Forum also recommends that BAC review their online Flight Path Tool to ensure it is accurately reflecting actual activity.</p>	Item closed following advice from BAC reported in Forum’s March 2022 Quarterly Progress Report.

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
5.	Concerns about the volume of flights landing or departing over the city, particularly during peak air travel periods (6-8am weekdays and early evenings), particularly from but not limited to residents of suburbs under flight paths utilising the new runway.	<p>The Forum agrees with these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community, including maximising over the Bay operations, when safe to do so.</p>	Refer to update at Item 11 .
6.	Concerns that providing noise relief for communities impacted by new flight paths will reduce noise sharing and push aircraft operations back to legacy runway communities.	<p>The Forum recognises these concerns.</p> <p>The Forum agrees that the PIR should focus on options that minimise noise impacts for all affected communities, rather than options that would shift noise back to legacy runway communities.</p>	Refer to update at Item 11 .
7.	<p>Concerns that Airservices is conducting a review of airspace design that they were responsible for developing.</p> <p>Calls for an independent review of airspace design.</p>	<p>The Forum supports an independent review into Brisbane airspace design.</p> <p>Airservices has informed the Forum of the appointment of an independent specialist advisor with the remit to review and make recommendations on all aspects considered by the PIR. Reports developed by the independent advisor will be made available to the public.</p>	<p>The Airservices Australia CEO and Board appointed Trax International as an independent specialist advisor in December 2021.</p> <p>The Forum notes the independent review of the PIR by Trax is ongoing.</p> <p>The Trax Interim Report was published in April 2022 and their Final Report is expected to be published at the end of July 2022.</p>

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
8.	Concerns about a lack of cooperation and ownership of issues between Government agencies responsible for aviation, and BAC	<p>The Forum agrees with these concerns.</p> <p>The Forum considers there could be better communication and cooperation between all Government agencies with an interest in the Airservices Post Implementation Review, as well as BAC.</p>	<p>The Forum has been advised that Airservices Australia, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department), and Brisbane Airport Corporation are regularly engaging on the Airservices Post Implementation Review and the Forum’s recommendations. The entities are also engaging with other organisations with an interest in the PIR including the Department of Defence and Civil Aviation Safety Authority (CASA) when required.</p> <p>Airservices has invited the department, Brisbane Airport Corporation, the Department of Defence, CASA and airlines to attend the September PIR community meetings to respond to community questions in each agencies area of responsibility.</p>
9.	Concerns about the impact of aircraft emissions pollution on the environment, and particularly on water supply for residents in the Samford Valley, Brookfield and Upper Brookfield regions.	<p>The Forum notes these concerns and recommends quarterly random water tank sampling in the Samford Valley, Brookfield and Upper Brookfield regions.</p> <p>The Forum is seeking further information and assessment on the potential impact of aircraft emissions on water supplies.</p>	<p>The Forum has been advised that there is no evidence globally of aircraft emissions contaminating water supplies at the height aircraft overfly the Samford Valley, Brookfield and Upper Brookfield regions.</p> <p>With no baseline data to undertake a comparison of water quality in the regions prior to airspace changes in 2020, it also would not be possible to isolate a cause of pollution if any level of contamination in water tanks in the region was identified. Any measurements are expected to be affected by background levels due to other polluting sources emitting near ground-level, especially road vehicle traffic across all of Brisbane and winds drawing such pollution across the region.</p> <p>Therefore, the Forum has been advised that the then-Minister for Infrastructure, Transport and Regional Development made a decision to not to take any further action on this issue.</p> <p>The potential to alter airspace design over the Samford Valley, Brookfield and Upper Brookfield regions to minimise the adverse effects of noise has been identified, and is being further explored, as an opportunity in the Trax interim report and in Airservices review of operations as part of the PIR.</p> <p>(Source: Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p>
10.	Concerns about the impact of aircraft noise on human health and children’s education.	<p>The Forum notes these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community.</p>	Refer to update at Item 11 .

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
11.	Concern that the remit of the Airservices Australia Post Implementation Review is too restrictive.	<p>The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport but notes that the PIR cannot consider issues frequently raised by the community for which Airservices has no regulatory responsibility.</p> <p>The Forum notes the draft Terms of Reference for the Airservices PIR was amended following the first round of community consultation to include consideration of additional areas of focus.</p> <p>The Forum has sought commitments from Airservices to genuinely consider all potential and feasible options to minimise the impact from aircraft operations on the Brisbane community.</p> <p>Airservices have committed to consider a number of further potential measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • opportunities to concentrate flight path operations over less densely-populated areas; • opportunities to alter the jet departure from Runway 19R to reduce the communities overflown that are also overflown by the jet arrival for Runway 01L; • runway operations; and • options for noise sharing and respite, including radar vectoring. <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p> <p>The Forum recognises some of these proposals may move noise to new communities through design of alternative flight paths, which will require environmental assessments and significant community consultation.</p> <p>The Forum reserves its position on concerns raised on matters outside of Airservices' remit until the outcomes</p>	<p>The Forum is advised that Trax International has completed their initial assessment of the PIR and is continuing to refine the 49 potential improvement opportunities identified in their interim report, published in April 2022. Trax's final report is expected to be provided to the CEO of Airservices, and the community, by the end of July 2022.</p> <p>The Forum notes Airservices has already commenced work to progress nine of the 49 potential opportunities, and welcomes prompt implementation of these nine immediate opportunities where stakeholder feedback and safety work support implementation.</p> <p>The Forum also expects Airservices to make all reasonable efforts to progress the remaining potential noise improvement opportunities identified as feasible in the final Trax report, subject to further community consultation and technical consideration, and acknowledging that not all potential opportunities are mutually exclusive of each other.</p>

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
		and impact of changes through the trials proposed by BAC and the PIR are known (see below).	
12.	Calls for the development of a new Environmental Impact Statement	<p>The Forum supports the development of, and consultation on, a comprehensive environmental assessment for any new flight paths or airspace changes developed through the PIR.</p> <p>Based on briefings provided, the Forum is advised that an environmental impact statement is a project approval document. The EIS for the new parallel runway related to the approval for construction of the runway.</p> <p>The Forum understands that the Airservices PIR will consider actual noise levels against those modelled in Airservices' environmental assessment of the final flight path design, which were completed in 2018/19.</p>	Item closed.
13.	<p>Calls to increase the number of flights arriving and departing over Moreton Bay, in particular through:</p> <ul style="list-style-type: none"> – Extending SODPROPS active operating hours beyond current 10pm-6am timeframe – Increasing permissible tailwind limit above five knots 	<p>The Forum supports this proposal for immediate implementation.</p> <p>The Forum agrees there is merit in BAC and Airservices submitting an application to CASA to increase the tailwind limit.</p> <p>BAC has proposed a 12-month trial to extend SODPROPS active operating hours on weekends to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Extended active SODPROPS operating hours on weekends will be subject to demand not exceeding 45 movements per hour. Airservices Australia is supportive of the trial. The Forum is supportive of this proposal.</p> <p>Based on briefings provided, the Forum understands that an increase to the 5 knot tailwind limit may enable an increased number of flights to land or depart over Moreton Bay, reducing flights overland. The Civil Aviation Safety Authority (CASA) is responsible for assessing applications to increase the tailwind limit and considers a number of factors, with safety of aircraft</p>	<p>The 12-month trial to extend SODPROPS active operating hours by two hours on weekends to operate between 10pm and 8am (instead of ending at 6am) at Brisbane Airport commenced on 24 February 2022.</p> <p>Airservices released data reporting on the first three months of the trial from 24 February to 23 May 2022. The data showed that a total of five hours of SODPROPS could be utilised between 6am and 8am on the 13 weekends during the first three months of the trial, with 51 flights directed over the bay during that time. Poor weather conditions limited further use of SODPROPS during the first three months.</p> <p>On 7 May 2022, a further extension of SODPROPS was added on Saturday evenings from 8pm to 10pm. Airservices has advised the Forum that data on SODPROPS operations during these hours will be reported in the next data update, expected in September 2022.</p> <p>Further extensions are being investigated including extending hours on Sunday morning to 9am and on Saturday evening commencing an hour earlier at 7pm.</p> <p><u>Tailwind limit</u></p> <p>Airservices and BAC submitted a safety case and supporting material to CASA on 29 April 2022, requesting an increase in the tailwind limit from 5 knots to 7 knots at Brisbane Airport.</p> <p>CASA, as the aviation safety regulator, is considering the request.</p>

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
		<p>operations the key priority. CASA did not approve an application by BAC to increase the permissible tailwind to 10 knots.</p> <p>The Forum has been advised that BAC and Airservices will submit an application to increase the tailwind limit to 7 knots. The Forum is supportive of this proposal where it can be safely implemented, noting CASA is the decision-maker.</p>	
14.	Calls to improve or introduce new noise abatement procedures utilised at Brisbane Airport.	<p>The Forum supports this proposal for immediate implementation.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the community, including improvements to noise abatement procedures where available.</p> <p>BAC has advised the Forum they will work with Airservices to introduce a Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10-12,000 feet, which will ensure jet aircraft use the published departure flight path corridors communicated to the public prior to the runway opening.</p>	<p>The Forum is advised that Airservices has completed the analysis of Standard Instrument Departures (SIDs), with data showing that 95 per cent of aircraft do remain on the SID until 10,000 feet, subject to weather and safety separation standards.</p> <p>The Forum is advised that Airservices will publish a Noise Abatement Procedure to confirm the need for aircraft to adhere to SIDs to 10-12,000 feet to increase compliance to 100 per cent, subject to weather and safety separation standards.</p>
15.	Calls to end intersection departures.	<p>The Forum supports this proposal.</p> <p>BAC has proposed a 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Airservices Australia is supportive of the trial.</p>	<p>The 12-month trial to remove intersection departures at Brisbane Airport for aircraft departing on the new parallel runway towards residential communities commenced on 24 February 2022.</p> <p>Airservices released data reporting on the first three months of the trial from 24 February to 23 May 2022. The data showed that the average maximum single event noise levels recorded at monitors under flight paths during the first three months of the trial were largely consistent with noise levels recorded pre-trial, with a one-decibel difference noted in some locations.</p>

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
			<p>The data also reports that aircraft taxi time increased by 114 hours in the three months, resulting in an additional 266 tons of CO₂ emissions from the removal of intersection departures.</p> <p>Should the next data report continue to show little improvement to noise levels experienced with the removal of intersection departures, the Forum may consider whether there is a need to continue with the trial for the full 12 months.</p>
16.	Calls to reconsider the compass parallel runway operation used at Brisbane Airport.	<p>The Forum supports this proposal.</p> <p>The Forum has emphasised the importance of considering the potential impacts of different parallel runway operations and operating models to BAC and Airservices. Airservices have committed to consider a number of measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • Preferred runway and mode priority at different times of the day; • Climb gradients and early turn options; • Review distribution of movements on Instrument Landing System (ILS) and Required Navigation Performance (RNP) paths. <p>The Forum also recommends that Airservices and BAC expedite the implementation of Ground Based Augmentation System (GBAS) navigation, to ensure the airport and industry can operate using contemporary technology while the community may benefit from more precise navigation tools that can reduce noise pollution.</p> <p>Any changes to flight paths would require environmental assessments and community consultation.</p> <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p>	<p>The Forum is advised that Trax International has completed their initial assessment of the PIR and is continuing to refine the 49 potential improvement opportunities identified in their interim report, published in April 2022. Trax's final report is expected to be provided to the CEO of Airservices, and the community, by the end of July 2022.</p> <p>The Forum expects Airservices, and Brisbane Airport Corporation, to make all reasonable efforts to progress the potential noise improvement opportunities identified as feasible in the final Trax report, subject to further community consultation and technical consideration, and acknowledging that not all potential opportunities are mutually exclusive of each other.</p>
17.	Calls to revoke approval for current airspace operating plan.	<p>The Forum does not support this proposal.</p> <p>The Forum believes the intent of this proposal from members of the community is to seek a complete redesign of Brisbane airspace.</p>	Item closed.

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
		The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport to existing flight paths (see above), noting that Brisbane Airport needs to remain operational.	
18.	Calls to amend the RAAF Amberley protected airspace.	<p>The Forum notes this proposal.</p> <p>The Forum notes Airservices has undertaken to raise community's views on Amberley protected airspace with the Department of Defence and advise the community of the outcome of these discussions.</p>	<p>The Forum has been advised by Airservices that it has been engaging with the Department of Defence in relation to the Amberley Restricted Airspace.</p> <p>Trax International has also identified modifications to Amberley airspace as a potential opportunity in their interim report.</p> <p>The Forum understands this issue is subject to further consideration.</p> <p>Airservices will continue to engage with the Department of Defence once Trax International has finalised its report to identify options for Amberley Restricted Airspace where it interacts with the Brisbane Airport airspace.</p>
19.	Calls to amend the <i>Airservices Act 1995</i> to better protect communities from the impacts of aircraft operations, particularly noise.	<p>The Forum notes this proposal.</p> <p>The Forum has not considered the need for amendments to the <i>Airservices Act 1995</i>. Amendments to the <i>Airservices Act 1995</i> could have broad implications to aviation operations Australia-wide and is outside the scope of the Forum's Terms of Reference.</p> <p>However, the Forum supports the Australian Government's commitment to aviation regulatory reform set out in their Aviation Recovery Framework released on 20 December 2021.</p>	Item closed.
20.	Calls for airport demand management measures such as night curfews for passenger flights or movement caps.	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC, and the outcomes of changes committed to through the Airservices PIR, are known.</p>	The Forum's position on this matter remains reserved.
21.	Calls for ministerial directive to require Airservices to conduct operations at Brisbane	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC,</p>	The Forum's position on this matter remains reserved.

Item	Issue/matter raised	Forum response March quarterly report	Update – as at 30 June 2022
	<p>Airport in a particular way (e.g. an operating plan similar to the Long Term Operating Plan at Sydney Kingsford-Smith Airport).</p>	<p>and the outcomes of changes committed to through the Airservices PIR, are known. If changes result in positive outcomes and reduction of noise impacts on the community, a ministerial directive may not be required.</p>	