

Noise Action Plan for Brisbane

Brisbane Airport Community Airspace
Advisory Board Presentation

Meeting 8

22 May 2025

Agenda

1. Actions update
2. Actions to be addressed this meeting
 - a) Update on RAAF engagement
 - b) Update on SID adherence
3. Program update



1. Actions

Minuted actions

No.	Action	Response
3.4/ 3.8	Independent Assurance and Noise Action Plan for Brisbane metrics: Airservices to task independent technical advisor, Think, to develop a research paper exploring the best metrics to understand noise reduction (in terms of sharing, concentration, and mitigation), and looking at the positives and negatives for each metric.	Brief updated in response to feedback received via Chair on 1 May 2025 and provided to members out of session on 20 May 2025. <i>Seeking agreement to progress.</i>
7.1	RAAF engagement: Airservices to provide an update to the AAB following meeting with RAAF in March 2025.	<i>Provided in this meeting</i>
7.2	SIDS and STAR adherence following new operational direction: Airservices to report back on SIDs and STAR adherence at the next AAB meeting.	<i>Provided in this meeting</i>
7.5	CASA complaint forms: Airservices to review CASA complaints forms and consider opportunities to improve functionality of NCIS web forms.	Response provided out of session 20 May 2025.

1. Actions

Out of session actions

Action	Response
Questions from Janelle Moody and Matthew Loveday – 9 April 2025	Complete Response provided via Secretariat 12/05/2025
Questions from Tess Bignell – 7 May 2025	Complete Response provided via Secretariat 12/05/2025
Agenda items from Tess Bignell – 29 April 2025 provided 12 May 2025	<i>To be responded to as part of agenda and out of session after meeting as appropriate</i>

2. Action 7.1 RAAF engagement

Action: Airservices to provide an update to the AAB following meeting with RAAF

Workshop held 16 April (postponed from March due to cyclone). This was the third workshop held between Airservices and RAAF Amberley to consider recommendations made by the Noise Action Plan for Brisbane.

Recommendations 2.2 and 3.1 of the Noise Action Plan for Brisbane:

- *Reduce ATC workload and complexity associated with SODPROPS...Engage with defence in relation to Amberley airspace, ATC procedures and specific flight paths...*
- *Reduce the frequency and concentration of flights over communities: Engage with Defence and RAAF Base Amberley to access airspace to reduce overflight of suburbs to the north-west of the airport.*

Focus of workshop:

- Consideration of options for the targeted release and/or shared use of specific portion of Amberley airspace
- Consideration of options to amend ATC procedures for coordinating flights through Brisbane airspace
- Consideration of options to amend specific flight paths that serve traffic routing through Brisbane airspace
- Review of operations north and south of Brisbane to enhance overall South-East Queensland Operations
- Engagement with Defence to access airspace to reduce overflight of suburbs to the north-west of the airport.

2. Action 7.1 RAAF engagement cont.

Outcomes:

- The importance of the Noise Action Plan for Brisbane to the Brisbane community was acknowledged and Defence is happy to assist where they can within the constraints of their own operational requirements.
- RAAF Amberley must meet Defence requirements which are likely to grow over time and need their airspace to do this. They are unable to permanently release airspace for civil use.
- Further in-person workshop under consideration to discuss improvements to operational coordination which may provide some benefit to noise management – this includes flight paths and procedures to reduce complexity and increase the opportunity to use SODPROPS when military areas are active.
- Commitment to continue to collaborate on opportunities to address noise impacts on residents – this includes options for the Standard Instrument Arrival (STAR) from waypoint ENLIP (southwest of Ipswich, for aircraft arriving from the southwest and west); this arrival path is used in SODPROPS mode and aircraft must currently be re-routed when the Amberley military area is active.

2. Action 7.2 Tracking of adherence to procedural SIDS

Comparison of adherence data before and after instruction to ATC

- Compared March 2024 to April 2025 (one day added – 1 May - to compare 31 days to 31 days)
- Daytime period assessed for each SID unless labelled as 'Night'
- Lateral tracking only, aircraft heights have not been taken into consideration
- To be considered as “on SID”, departure must have flown within 1 nautical mile (NM) of all waypoints on the SID
- Tracking is to the final waypoint of the SID. No allowance for adherence has been made where the aircraft has already crossed the coast and is no longer over communities
- Data on aircraft conducted a Radar SID is not available in the database used for this review (ANOMS). Some of the “off SID” results may be Radar SIDs and the overall percentage of adherence could be higher if these aircraft were removed from the assessment.

3. Program update

Package 3

- Finalising internal review and endorsement of preferred options and environmental assessments
- Preparing for Phase 6 engagement after school holidays
- Finalising Phase 5 assessment report for public release with the preferred options.

Package 4

- Continuing to investigate options to optimise wider airspace operations
- Anticipate engagement late 2025.



Thank you