

s47F

Assistant Secretary
Policy and Reform Branch
Department of Environment and Energy
GPO Box 767, Canberra ACT 2601

Dear s47F

**Brisbane Airport's New Parallel Runway Project
Environment Protection & Biodiversity Conservation Act 1999 (EPBC Act) – referral
requirements**

I am writing to update the Department of Environment and Energy (DoEE) on the satisfaction of referral requirements for the airspace aspects of the New Parallel Runway (NPR) project at Brisbane Airport, as contained in Referral 2005/2144.

Background

Following Airservices referral of airspace aspects to the Commonwealth Environment Minister on 27 May 2005, the Minister provided advice on 12 September 2007 in relation to two issues, namely:

- the review of potential safety impacts within the Obstacle Limitation Surface (OLS); and
- taking into account options to mitigate noise impacts outlined in the draft Environmental Impact Statement and Major Development Plan (EIS/MDP) and supplement, and validation of the uncertainties inherent in the forecasts when conducting the safety case and environmental assessment of the proposal, prior to operation of the New Parallel Runway.

I can confirm that the issues above have been duly considered by Airservices in the finalised airspace design for Brisbane Airport (to be implemented upon opening of the NPR in mid-2020) and the resultant Airspace Change Proposal (ACP) to the Civil Aviation Safety Authority (CASA), which was submitted to CASA on 16 July 2018.

Finalisation of airspace design

In preparing the ACP, Airservices and Brisbane Airport Corporation Pty Ltd (BAC) have been working closely together to finalise the airspace design consistent with both the advice provided by the Environment Minister (as noted above) and the statement from the then-Minister for Transport and Regional Services, The Hon. Mark Vaile, MP (18 September 2007) who indicated in his covering letter for the approval of the Major Development Plan (MDP) for the NPR that *"the introduction of new technologies could affect the Safety Case...and that the Safety Case is to reflect the latest available technology, traffic density and aeronautical procedures to be used on commissioning the runway system."*

Once the airspace design had been updated to reflect the latest technology, traffic mix and aeronautical procedures, BAC undertook a detailed comparison of noise footprints presented in the EIS/MDP with noise contours for the latest design. Airservices has reviewed BAC's report titled *Brisbane New Parallel Runway Airspace Design: Noise Footprint Comparison to the 2007 Environmental Impact Statement and Major Development Plan (May 2018)* (Comparison Report).

Following a comprehensive and detailed review of the Comparison Report, including endorsement of the noise modelling assumptions listed in Attachment 1, I am pleased to confirm Airservices agrees with BAC's conclusions that the airspace design corresponds closely to the noise modelling presented in the EIS/MDP and there is no material difference from the noise impacts developed for the EIS/MDP.

Similarly, Airservices endorses the findings of the Comparison Report.

Consultation with DIRDC

Given the extensive ongoing involvement of the Department of Infrastructure, Regional Development and Cities (DIRDC) in the NPR (as the responsible department under the *Airports Act 1996*), a copy of the Comparison Report was provided to DIRDC.

DIRDC General Manager, Airports Branch, s47F has confirmed to BAC that:

- the Department recognises the significant amount of work and comprehensive assessment undertaken by BAC to develop the Comparison Report; and
- on the basis of the information provided in the report together with extensive discussions, the Department agrees with BAC's conclusion the noise impact of the new airspace design is not materially different from the impact as detailed in the EIS/MDP.

Siting of new noise monitoring terminals

The MDP approval included several conditions relevant to Airservices, including new noise monitoring terminals to address parallel runway operations. Airservices has undertaken an extensive review of suitable sites for new noise monitors, which will be in place at least one year prior to operations commencing on the new parallel runway.

Community Awareness Program

Airservices continues to work collaboratively with BAC on the community information program that has been conducted in Brisbane over the past several years.

A condition of approval on the draft Major Development Plan for the new parallel runway was for a community awareness program is to commence at least one year prior to operations commencing on the NPR, that includes, as a minimum, information on the airport operating plan as approved by CASA, 70 decibel noise contour (N70) data and flight path information all to a similar level of detail in Volume D of the draft MDP.

Airservices recently submitted the Airspace Change Proposal (ACP) to CASA. Upon approval, detailed information on the final airspace design will be provided to the community, noting the flight paths are not materially different to the proposal in the approved EIS/MDP in 2007. This information campaign will commence more than one year in advance of commencement of NPR operations.

In summary, Airservices is of the view that the finalised airspace design is consistent with – and satisfies the requirements of the advice provided by the Environment Minister under the EPBC Act (Referral 2005/2144).

For information, BAC has provided other project related updates to DoEE representative,
s47F

I trust that this information is of assistance.

Yours sincerely

s47F

Executive General Manager

9 August 2018

Attachment 1: Airservices review of noise modelling assumptions for BAC's revised environmental assessment report.

cc: s47F - General Manager Airports Branch, Department of Infrastructure, Regional Development
and Cities
s47F Head of Airport Development, Strategic Planning and Development, Brisbane Airport Corporation

Attachment 1 – Airservices review of noise modelling assumptions for BAC's report titled *Brisbane New Parallel Runway Airspace Design: Noise Footprint Comparison to the 2007 Environmental Impact Statement and Major Development Plan, May 2018*

Airservices review of the noise modelling assumptions for BAC's revised environmental assessment report for Brisbane Airport's New Parallel Runway Project has included the following activities:

Detailed review of INM noise model, similar to ANEF endorsement, including:

- Review of modelled runway end points and intersection departures for correctness.
- Review of modelled tracks. Review of backbone tracks and track spread aligns with NPR Airspace Design and current radar data for before NPR scenarios.
- Review of modelled tracks for arrival vectoring concepts.
- Review of meteorological conditions used in the model for correctness.
- Review of Aircraft Types used in the model including use of agreed corrections applied to next generation aircraft types.
- Review of departure/arrival profiles including user defined profiles for RNP procedures.
- Review of flight operations files to ensure operational numbers agree with forecast numbers in assumptions documents.
- Review of flight operations files to ensure runway and track allocations agree with assumptions documents.
- Full run of INM model to ensure it runs without errors.
- Independent run of INM model and generation of N70 contours for before and after NPR (weekday-winter-day) scenarios for comparison purposes.

Additional review work includes:

- Review of consultant's assumption documentation and development of an Airservices/BAC co-signed modelling assumption document.
- Development of analysis concepts for evaluating populations within noise contours.