

## Brisbane Airport Community Airspace Advisory Board (AAB)

# Meeting Minutes

DATE	LOCATION
22 May 2025	Brisbane Airport Conference Centre – Pullman Hotel
MEETING TITLE:	Brisbane Airport Community Airspace Advisory Board Meeting 8
MEETING TIME:	START TIME – 12.30      END TIME – 15:00

### Attendees

Name	Position
Kim Jordan	Chair – Brisbane Airport Community Airspace Advisory Board (AAB)
David Diamond	Community Representative
Tess Bignell	Community Representative
Stephen Muller	Community Representative
Janelle Moody	Community Representative
Matthew Loveday	Community Representative
Peter Curran	Airservices Australia – Deputy Chief Executive Officer
Donna Marshall	Airservices Australia – Head of Community Engagement
Marion Lawie	Airservices Australia – Community Engagement Senior Advisor
Russell McArthur	Airservices Australia – Head of Noise and Environment
Tim Boyle	Brisbane Airport Corporation – Head of Airspace Management
Luke Van Dongen	Virgin Australia – Fleet Manager
Dave McCutcheon	Qantas Freight – Deputy Chief Pilot
Sarah Nattey	Assistant Secretary, Airports Branch, Domestic Aviation and Reform, Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA)
Andrew Marshall	Director, QLD, SA and NT Airports, Airports Branch, DITRDCA
Rachel Lee	Secretariat, DITRDCA
	Secretariat, DITRDCA

### Apologies

David Wells – Head of Service Level Upgrade Implementation Portfolio, Airservices Australia.

# Minutes

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## Agenda Item 1: Welcome and Acknowledgement of Country

The Chair, Kim Jordan, opened the meeting at 12:30 PM and welcomed members and industry advisors. She acknowledged the traditional Custodians of the land on which Brisbane Airport is located, the Turrbal people, and paid respects to their Elders past and present. She also acknowledged Traditional Owners across Australia.

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## Agenda Item 2: Administration

Kim introduced the meeting.

Tess Bignell, Stephen Muller, David McCutcheon, Andrew Marshall and Russell McArthur attended the meeting virtually.

Other matters:

- Kim welcomed Luke Van Dongen to the AAB, and Luke introduced himself. Luke is the Brisbane Base Manager for Virgin Australia Pilots, and will be the Industry Representative for Virgin Australia going forward.
  - Kim welcomed Russell McArthur, Airservices Australia (Airservices) to the meeting, and Russell introduced himself. Russell is the new Head of Noise and Environment at Airservices. Russell noted that his responsibilities covered environmental compliance management responsibilities across Airservices, including environmental assessments, management of PFAS (Per- and poly-Fluoroalkyl substances), aircraft noise policy, and engaging with operational staff around implementation of noise abatement procedures. Russell noted that he was engaging closely with Donna Marshall on flight path design.
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## Agenda Item 3: Action items

*The Action Items list is at Attachment A.*

The Chair ran through the action item list and noted the following with regard to action items that were not related to Airservices Australia:

- **Action Item 1.11** will be discussed at *Agenda Item 6*.
- For **Action Item 3.4** and **Action Item 3.8**, Airservices had provided an updated scoping paper, which had been circulated to Community Representatives before the meeting. Kim requested that Community Representatives provide any further feedback on the paper to the Secretariat for sharing with Airservices by the week of 26 May 2025, to enable Airservices to present back to the group at the next AAB meeting. As part of discussing the item, the group noted that the paper had been updated to incorporate feedback provided by Tess, and thanked Tess for her input.
- For **Action Item 4.2**, the group agreed that the item could be closed. Kim noted that the *Senate Inquiry into Impact and Mitigation of Aircraft Noise* had also made recommendations relating to the application of noise levies, which the Government was already considering in its response.

The group then discussed **Action Item 5.1** in detail:

- Kim noted that this item was intended as an opportunity for airline representatives to discuss positive opportunities they had come across (for example, in other jurisdictions) to reduce noise impacts from their operations from a technical perspective, rather than request that they provide these suggestions on behalf of their respective airlines.
  - Matt Loveday noted that at the meeting of 26 February 2025, David McCutchen had expressed a view that airline operators were operating at best practice at Brisbane Airport, and there would be limited further opportunities to reduce noise outside of matters discussed in previous meetings.
  - Janelle Moody emphasised that she would like to keep the item open, and for airline representatives to present on other potential options in the future. Janelle noted that she would like to send through some questions and topics to seek further technical presentations from airline representatives on for future meetings.
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- Kim agreed that future presentations from airline representatives would be valued where appropriate, but emphasised that items should be brought forward for discussion, rather than just as a presentation.
- The group agreed that the item would remain open, with airline representatives given another opportunity to speak at future meetings where appropriate.

The group discussed the below action items, and determined that:

- **Action Item 6.4** may be closed, however if community representatives have views on alternative venues for future meetings, these may be provided to the Secretariat.
- **Action Item 7.3**, would remain open, with Kim noting that the Secretariat had provided a draft of the Community Question and Answer documentation to the Chair for consideration. The Secretariat is updating to address feedback with an updated draft to be provided to the Chair within two weeks of the meeting.
- **Action Item 7.4** may be closed, with Kim noting that the department had developed a fact sheet to address the item, which had been provided in hard copy, and would be circulated out of session with the minutes. A copy of the document is at *Attachment B*.

As part of discussing **Action Item 6.4**:

- Kim noted that the venue used for the Package Three preferred design workshop held in December 2024 was undergoing renovations, but once these had been finalised may be an appropriate venue for a future meeting. In the interim, meetings are likely to be held in the current venue.
- Janelle noted that the timing of the meeting was difficult to manage alongside work commitments, particularly with the change of date from Wednesday 21 May to Thursday 22 May 2025.
- Kim noted that the change in dates was to enable Peter Curran to attend on behalf of Airservices, and that the change of date had been agreed with Community Representatives to facilitate his attendance.
- Janelle noted that part of the original intent of looking at alternative venues was to give departmental and Airservices representatives a better sense of aircraft noise impacts on the community, and that having these representatives attend sites with substantial noise impacts would achieve this purpose.
- Kim noted that the majority of Airservices representatives lived in Brisbane, and would be in a position to do this out of the context of a meeting, and that departmental representatives travelled regularly to meet with airport stakeholders.
- Sarah Nattey, DITRDCSA, agreed that a site visit would be organised alongside future departmental travel to Brisbane.
- The group agreed that the Secretariat would coordinate with Janelle to identify and organise a relevant site visit for departmental representatives when they were next in Brisbane, and with Donna to advise of attendance by Airservices representatives.

#### **Action**

1. Secretariat to engage with Janelle and Donna (Airservices) to coordinate a site visit for departmental representatives to demonstrate aircraft noise impacts on the community.

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#### **Agenda Item 3A: Action items – Airservices**

The Chair then passed over to Airservices representatives to present on action items that were directly related to Airservices Australia.

Donna Marshall presented the item. A copy of Airservices' presentation is at *Attachment C*.

Donna provided ran through the action item list and noted the following:

- **Action Item 3.4** and **Action Item 3.8** where discussed in *Agenda Item 3*.
- **Action Item 7.1** would be presented in this Agenda Item (*Agenda Item 3A*)
- **Action Item 7.2 (Action Item 2.6a)** would be presented in this Agenda Item (*Agenda Item 3A*)
- For **Agenda Item 7.5**, a response had been provided out of session on 20 May 2025.

Donna also noted that questions asked out of session via the AAB secretariat had been responded to.

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### **Action Item 7.1 – Amberley Airspace Constraints – RAAF Engagement**

Donna provided an update following a workshop between Airservices and the Department of Defence held on 16 April 2025 to consider recommendations made in the Noise Action Plan for Brisbane, and discuss opportunities to work together to improve noise outcomes for the Brisbane community.

Donna summarised outcomes from the meeting, noting that:

- Defence acknowledged the importance of the Noise Action Plan for Brisbane to the Brisbane community, and advised they were happy to assist where they can within the constraints of their operating requirements.
- RAAF Amberley must meet Defence requirements which are likely to grow over time and need their airspace to do this. They will not permanently release airspace for civil use.
- A further in-person workshop is 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 (Simultaneous Opposite Direction Parallel Runway Operations) when military areas are active.
- Defence committed to continuing to collaborate on opportunities to address noise impacts on residents (particularly where RAAF airspace is in use during the day). 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.

The group discussed the item:

- Donna noted that Amberley Airspace is not usually active at night, so the focus was on improving operations during the day.
- David Diamond noted the key outcome of the workshop was that permanently releasing airspace for civil use was not an option that could be considered to improve noise outcomes. David emphasised that while this was disappointing, it was not necessarily surprising, and the AAB had to be focussed on options that could be delivered.
- Tess Bignell noted an option that would provide a major improvement to airspace to the northwest would be directing more flights over D’Aguilar National Park (which runs from the western runway alignment through to Kilcoy) beside the RAAF airspace exclusion zone, and queried if this area could be used more.
- Donna said that area is within the three-mile exclusion zone around RAAF airspace.
- Tess suggested the STAR should be up against the RAAF airspace as much as possible in this buffer zone, where there is no population.
- Kim noted that if Defence would not release airspace, it was unlikely that flights within this exclusion zone would be feasible.
- Donna agreed to look more closely at potential tracks over D’Aguilar National Park offline, and report back to the group.
- Janelle requested that Airservices keep the AAB updated on further discussions with Defence.
- Donna agreed to provide further updates as necessary.

### **Action Item 2.6a/Item 7.2 – SIDS and STAR Adherence**

Donna presented on the tracking of adherence to procedural Standard Instrument Departures (SIDs) since the implementation of the new ATC (Air Traffic Control) operational direction (following on from the data presented during the meeting of 26 February 2025). Donna explained:

- To be considered as ‘on the SID’, a departure must have flown within one nautical mile of all waypoints on the SID, and that this was the measure used to track compliance.
  - Adherence has only been assessed laterally (aircraft heights have not been taken into consideration)
  - Radar SID departures (where pilots are given compass headings) are also included in the dataset to give a better picture of overall impacts, but these flights are not required to adhere to the SID.
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- Radar SID departures are given to aircraft pilots request it, for example if when they are unable to achieve the performance requirements for the relevant SID procedure. Overall adherence could be higher if these aircraft were removed from the assessment.

The group discussed the item:

- Stephen advised he was having difficulty hearing the discussion in the room, but that it seemed that despite having a direction to follow the SIDs as much as possible, there were instances where adhering to the SIDs was not possible.
  - Donna confirmed that a new ATC operational direction had been issued to keep aircraft tracking on SIDs until 20,000 feet, unless there are operational reasons requiring that they be taken off the SID. However due to the design requirements of the SIDs, there are aircraft, for example, heavy freight aircraft, that are unable to reach the required height by the designated waypoint. In these circumstances, instead of accepting a SID they are unable to meet, pilots request a radar heading.
  - Donna compared adherence to the SIDs for the month of March 2024 with the 31-day period of 1 April 2025 to 1 May 2025 ,to show the effectiveness of the new ATC direction. While presenting this comparison, Donna noted that:
    - There is substantial non-adherence to SID to waypoint GUMKI, but much of this non-adherence is when flights are already out over water.
    - There is substantial non-adherence to SID to waypoint BIXAD, but much of this non-adherence is when flights are already out over water.
    - Some non-adherence to the WACKO SID is as aircraft turn over water before reaching the mainland coastline, resulting in keeping further away from communities.
  - David McCutcheon, Qantas, clarified that flights via GUMKI were generally flying to Honolulu or other destinations in the United States, whereas flights via SCOTT were generally flying towards New Zealand.
  - Donna noted that adherence to the SCOTT SID had improved substantially, before summarising that Airservices still had opportunities to improve, and that the ATC operational direction was taking some time to embed.
  - Donna explained that part of the reason for low adherence was weather-related, with 18 days of bad weather in April 2025, and three days of major emergency events, however acknowledged that even after accounting for these events, adherence could still be improved.
  - Matt queried if vertical adherence was accounted for in the data, or if it was only recording lateral divergence.
  - Donna confirmed that the data was only considering lateral divergence, which also meant that in certain instances apparent lateral non-adherence would have limited noise impacts.
  - David McCutcheon emphasised that some examples of non-adherence over land would be occurring when aircraft were above 10,000 ft, and would therefore have minimal noise impacts.
  - Kim emphasised that while the data was interesting, it would not necessarily be useful for Community Representatives to share with communities in its current format, as it was not clear what story the data could be used to tell. Sometimes non-adherence would have minimal noise impacts, due to vertical height, or because the flight was already over the ocean.
  - Tess queried how a pilot for an Emirates flight was able to request a change to departure runway or route, referring to a specific instance on 23 March 2025.
  - Luke noted that departure route was ultimately at the pilot's discretion, as it was a matter for the pilot to determine appropriate safety margins and meet operational requirements. Pilots would make requests of ATC to meet operational requirements, and ATC would provide suitable tracking routes.
  - David Diamond acknowledged that flight decisions were ultimately a matter for the pilot, to account for safety requirements, but emphasised that community concerns and impacts also needed to be respected. Community members needed to be able to understand the rationale for flights that impacted on their communities, and that the wishes of communities were being respected.
  - Tess noted that the Air Traffic Controller made no queries of the pilot in this instance.
  - Kim suggested it could be appropriate for pilots to provide better explanations for requesting changes to departure runways or routes if required to do so (similar to what is expected for curfew exemption explanations).
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- Matt noted that noise impacts were most significant when aircraft flew at low altitudes (noting specific thresholds had been suggested in the *Senate Inquiry into Impact and Mitigation of Aircraft Noise*), and because of this, vertical adherence was also important.
- Luke and David McCutcheon noted that changes of departure runway or route were always based on operational requirements.
- Tim Boyle, BAC, noted that Emirates was improving its operations, and he was happy to discuss the specific incident further with Emirates. Tim requested that Tess confirm that the quoted date was correct, and to provide the relevant information to the Secretariat for follow-up.
- David Diamond emphasised that discussions at the AAB needed to be more focussed on the overall implementation of the Noise Action Plan for Brisbane, and less discussion of specific issues and occurrences.
- Donna summarised that the dataset could be better presented to be more useful to the community if it focussed on non-adherence over land, and where non-adherence had negative noise impacts.
- Kim requested that Community Representatives review the slides and provide any further suggestions on how data could be better presented.
- Janelle queried whether the SIDs could be overlaid on the presented data, so that it was easier to see where flights should be.
- Donna confirmed that this would be possible.
- Lastly, Donna noted that in spite of poor weather, SODPROPS usage was high in April 2025, particularly over the Easter long weekend, because ATC was focussed on trying to get the most use possible out of SODPROPS, and was selectively using where appropriate outside of the regular ruleset.

Donna then moved on to general Noise Action Plan for Brisbane updates (included as *Agenda Item 5*).

With regard to Package Three, Donna noted that:

- Trax and Airservices were finalising internal review and endorsement of preferred design options and associated environmental assessments, noting that these options were largely consistent with the options presented to AAB Community Representatives at the workshop on 12 December 2025.
- Airservices would be required to brief the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on preferred options and public consultation plans, and would release dates following the Minister's consideration, but that at this stage consultation would occur after the Queensland school holidays.
- Options would be presented for both arrivals and departures.

The group then discussed noise sharing in the context of Package Three:

- Matt requested Airservices provide clarity of what it meant when it used the term 'noise sharing' as part of assessing options. Matt expressed a view that noise sharing only really works to reduce noise impacts in low capacity modes, and raised concerns that there may be minimal overall improvements associated with noise sharing.
  - Matt emphasised community members needed to be able to understand what impacts on them would be, and to understand how it would be an improvement from current impacts. He said community members were sick of complaining, and wanted to see genuine improvements.
  - Donna confirmed that the new flight path options would impact new communities, as Package Three options were focussed on reducing the concentration of operations over highly impacted areas, and sharing this more fairly over multiple areas.
  - Matt noted the six-degree options included in earlier Package Three consultations did not result in much of an improvement for communities currently impacted by arrivals close to the airport.
  - Donna acknowledged that there was limited flexibility to improve noise impacts from arrivals in areas close to the airport. She advised Airservices is exploring options for improvement, but it is complex, partly dependent on IT upgrades, and would be focussed on further during Package Four.
  - Steve noted that noise sharing might sound like a good solution, communities newly exposed to noise would not support the changes.
  - Donna agreed, but reiterated that Package Three was focussed on improved noise sharing.
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- Stephen emphasised a view that noise sharing was not fair, and that noise impacts should be focussed over areas with lower populations.
- Kim suggested a factsheet that provided more qualitative detail on noise sharing was needed, and that this would be important to support public consultation.
- Matt noted he and Stephen had different views on noise sharing, while both being Community Representatives for the AAB. Further clarity on noise sharing was therefore going to be necessary to support public consultation activities.
- Donna emphasised public consultation was not intended to be a vote, or a quantitative assessment, and that preferred options would be assessed on a qualitative basis. Donna confirmed Airservices was focussed on achieving the best overall outcome for the community, but acknowledged that there will also be geographical areas where some people will not be pleased.

The group then discussed the timing of Package Three:

- David Diamond queried how far behind schedule Package Three was.
- Donna noted Package Three was supposed to be finalised in 2024. Airservices consulted on initial concepts in August 2024, but analysing the substantial feedback provided to prepare preferred options meant there was no further consultation before the Christmas period. Consultation in 2025 had necessarily been delayed because of the federal election and the Caretaker period.
- David Diamond emphasised that the presentation of the Noise Action Plan for Brisbane should be simpler and more factual, and compared to the dates included in the original plan. Community members needed to understand how the timing for each package had changed, and why. David noted that this should be presented simply and publicly available.
- Tess queried whether outstanding Package Two night-time options and Archerfield options would be consulted on as part of Package Three.
- Donna confirmed that Trax would be looking at these alongside Package Three.
- Tess noted that the Packages and consultation phases were confusing.
- Donna agreed but noted that an explainer was available on the Noise Action Plan for Brisbane website.

Donna then provided an update on Package Four, noting that:

- Airservices was continuing work on Package Four, and investigating options to optimise wider airspace operations.
- Airservices expected it would be engaging on Package Four in late 2025.

The group then discussed Package Four:

- David Diamond queried whether impacted communities north of the airport were going to get any genuine relief from noise impacts out of Package Three or Package Four. David noted that these communities had 40,000 flights flying over them each year, and that noise sharing would be a large part of addressing noise impacts on these communities.
- Donna confirmed that northern communities would benefit from Package Three and Package Four. Donna expressed a view that the tight-turn option consulted on previously likely represented the best outcome for communities aligned with the new runway, but that Airservices was still doing more work to confirm this. Donna noted that once Packages had been implemented, Airservices anticipated that communities would experience relief at night in particular, but that designs needed to be finalised to be certain of impacts.
- David Diamond queried whether the program was being sufficiently resourced, noting there had been substantial delays from initial timelines.
- Janelle noted that if Package Three and Four were not going to provide sufficient improvements for communities, then other options for relief would need to be considered.
- Tess queried when Package Three preferred options would be provided to Community Representatives before public consultation.
- Donna agreed that an out of session briefing could be provided on preferred design options for Package Three ahead of the next phase of public consultation.

## Action

- Airservices to review potential use of area over D'Aguilar National Park and report back to the AAB.
- Airservices to consider how the presented SIDs adherence information could be updated to be more impactful for communities. Community Representatives may provide any further feedback to support this thinking to the Secretariat for sharing with Airservices.
- BAC (Tim Boyle) to further discuss Emirates departure on 23 March 2025 with Emirates, after Tess confirms flight details.
- Airservices to develop a high-level factsheet better explaining noise sharing ahead of public consultation on preferred options for Package Three. Chair and Airservices to further discuss what high level information around noise sharing would be useful for the community to inform this work.
- Airservices to provide an updated program schedule that shows where there has been delay or slippage in delivery and give some explanation for this, which Community Representatives may share publicly.
- Airservices to provide out of session briefing to Community Representatives on preferred options for Package Three ahead of public consultation. The Secretariat will support with scheduling this session.

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## Agenda Item 4: Community member issues – raised prior to meeting

The Chair passed over to departmental representatives to present the item.

### Senate Inquiry

Sarah Nattey provided an update on the Australian Government's consideration of recommendations from the final report from the *Senate Inquiry into Impacts and Mitigation of Aircraft Noise*. Sarah noted that a draft response to the final report had been provided to the Government for consideration, and that the Government would publish its response when it had finalised its consideration.

The group discussed the item:

- Tess queried what the Government's position was on each of the Senate Inquiry recommendations.
- Sarah noted that the department was unable to pre-empt what the Government's positions may ultimately be, but could share that the Government was considering its response to the recommendations.
- Kim requested that Community Representatives consider the recommendations in the Senate Inquiry final report, whether or not they agree with the recommendations, and any feedback they would like to be conveyed through the department. These views could be provided to Kim and the Secretariat for consolidation.
- Tess noted that her community was supportive of all the recommendations being adopted.

## Action

2. Community Representatives to consider recommendations in the Senate Inquiry final report, whether or not they agree with the recommendations, and any feedback they would like to be conveyed through the department. These views care to be provided to Kim and the Secretariat for consolidation.

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## Agenda Item 5: Airservices Update

The Chair noted that this item had been discussed during *Agenda Item 3A*, and moved on to the next item.

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## Agenda Item 6: BAC Update

Tim Boyle presented the item.

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## Tailwind Safety Case Trial



Tim provided an update on the development of a proposal to trail an increased tailwind limit for night operations. This would require coordination with Airservices and CASA.

### **Draft Master Plan 2026 consultation (including Action Item 1.11 – Route Growth Forecasts)**

Tim provided an update on the Brisbane Airport draft Master Plan (dMP) 2026.

The group also discussed the item:

- Tim noted that an early (preliminary) draft of the dMP had been provided to government agencies for comment, including local and state government.
- Tim noted that an ANEF (Australian Noise Exposure Forecast) had also been submitted to Airservices for technical endorsement.
- Tim noted that once the ANEF had been endorsed and comments from government agencies had been considered, the (preliminary) dMP would be distributed for a public consultation period of at least 60 business days. Tim noted that the dMP would be available on the Brisbane Airport website, and that feedback sessions and the like would also be held, with details to be publicly available when confirmed.
- Tim advised that the public comment period was expected to commence in August 2025, and that BAC would provide an advance copy to AAB Community Representatives, likely in July 2025, with a briefing and question and answer session offered approximately two weeks later.
- Sarah confirmed that a minimum 60-business day consultation period was required under the *Airports Act 1996*, and that the Minister would subsequently have 50 business days to consider the dMP once BAC had submitted it to the Minister for consideration.
- Tim noted that the Route Growth Forecasts developed for **Action Item 1.11** would not be released until the public consultation period.
- Tim noted that BAC would engage with the Secretariat to settle dates for the briefing session, which would likely be conducted online.
- Donna noted that Airservices and BAC had coordinated scheduling for draft Master Plan and Package Three consultation.

Matt thanked BAC (and Airservices) for the work in progressing the tailwind safety case trial.

### **Action**

3. BAC to distribute draft Master Plan for AAB information (likely in July 2025), and then offer a question and answer session. The Secretariat will support with scheduling this briefing session.

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### **Agenda Item 7: Other Business**

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The Chair noted that formal agenda items had all been discussed, and noting that Peter Curran was in attendance, asked Community Representatives to raise any questions they had for Peter.

David Diamond queried whether enough resourcing was being provided to support implementation of the Noise Action Plan for Brisbane, noting substantial delays from original timeframes. In response:

- Peter emphasised that Airservices was making significant investments in implementing the Noise Action Plan for Brisbane, but that the process of improving noise outcomes was complicated, challenging, subject to trade-offs, and that different parts of the community had very different views.
- Peter noted that Brisbane is not alone in facing substantial noise issues, but that it was a challenge Airservices was working through in other cities as well.
- Peter acknowledged that there was a lack of trust from the community, and that implementation had been delayed, but emphasised that Airservices was trying to be more transparent and accessible, including share more information publicly.

Janelle queried if there were ongoing staffing shortages for ATC operations at Brisbane Airport that would reduce the effectiveness of implementing the Noise Action Plan for Brisbane, particularly with operations likely becoming more complex. In response:

- Peter advised ATC staffing at Brisbane Airport had stabilised, and for now, numbers were expected to be adequate for current and future needs.

Tess queried how noise sharing would operate in practice at Brisbane Airport. Tess noted that she understood how operations worked in Sydney (where there was a cross runway system), but that Brisbane Airport had different runway configuration (with a parallel runway system), and that she was keen to understand the constraints and positive impacts from noise sharing at Brisbane Airport. In response:

- Peter noted that while there were differences in how noise sharing could be operated between a parallel runway system and a cross runway system, noise sharing was still possible, and could be implemented through a variety of mechanisms.
- Peter noted that this included consideration of the benefits of different approaches, different departure paths, and segregated modes of operation.
- Tess emphasised that the community needed clarity on a definition of noise sharing, and an understanding of how separated flight paths are going to be, and emphasised this was the focus of community concerns.
- Tess noted that Peter had been quoted at the most recent Senate Estimates in March 2025 as saying that Airservices intended to implement the Noise Action Plan for Brisbane with 'as little as possible'.
- Peter responded that he had said Airservices 'would do as much as it needs to do, and as little as it had to do'. This was intended as an acknowledgement that community engagement had been going on for some time now, and was at the point where there is probably diminishing returns.
- Peter emphasised that there was a level of consultation fatigue that Airservices was well aware of, and noted that while communities were generally supportive of noise sharing as a concept, there was substantial feedback on specific packages as they were developed and consulted on, particularly negative feedback from communities that were not negatively impacted by aircraft noise under current operations.
- Tess agreed that Airservices was unlikely to get support for noise sharing from communities that are not currently impacted, but will be impacted under new arrangements, and emphasised that Airservices would need to come to terms with this.
- Donna agreed with Tess' view that newly impacted communities would not be supportive, but emphasised that Airservices were focussed on achieving the best outcomes for the Brisbane community on a qualitative basis.
- Matt noted that community concerns were not just a matter of trust, but also of competence. Matt emphasised that someone had to have signed off on the current flight paths, and under current operations, there are areas in Bonner that are constantly overflown at low altitudes with high noise impacts. Matt emphasised that these decisions had been made with little concern for community impact, and that to rebuild trust, it was necessary to better look after the community. This would depend on where the new flight paths are.
- Kim closed the discussion, noting that:
  - a fact sheet that effectively explained Airservices' proposed approach to noise sharing would be important before commencing public consultation on preferred designs for Package Three.
  - following implementation of the Noise Action Plan for Brisbane, there was a question of what do you do for people without any improvements as a result of flight path changes, but emphasised this not necessarily a matter for the AAB at this stage.
  - while government agencies liked to focus on giving good news, rather than upsetting stakeholders, there was a need to be clear with the community that noise sharing would have a negative impact for some communities, so that those communities could begin to process impacts.
- Janelle commented that community members wanted to understand where there would be improvements, and negative impacts, but also wanted to understand areas where there were no opportunities for improvement or changes. In response to this, Donna gave an example that the ILS (Instrument Landing System) would not move as a result of flight path re-design work.
- Kim and Donna agreed to discuss what high level information around noise sharing would be useful for the community further outside of the meeting.

The Chair confirmed action items from the meeting, and noted that the next meeting was scheduled for 27 August 2025, with the Secretariat to circulate meeting invitations shortly.

Before closing out the meeting, the Chair thanked Peter and Sarah for their attendance, noting that the group valued having senior representatives in attendance. Kim also noted an interest in having a more strategic focus to discussions in the AAB going forward, including opportunities to look at the AAB Terms of Reference, and to consider if the group was effectively focussed on what it was intended to.

The Chair thanked members for their participation and closed the meeting at 15:03.

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# Attachment A

## Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.1	18 May 2023	Route Growth Forecasts	AAB to work with Brisbane Airport Corporation (BAC) and Airservices on how to better provide information and data on expected aircraft movements, and previous and proposed impacts.	BAC Airservices Australia		Update provided at meeting #8. BAC advised that maps would be published as part of public consultation for the Brisbane Airport draft Master Plan 2026 (likely in August 2025).  Item to remain open until maps are published.  Airservices to provide 2024 figures for information in the meantime.
3.4	22 November 2023	Independent Assurance	Chair and Donna Marshall to discuss scope of works for Airservices' independent technical advisor for quality assurance.  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.	Chair Airservices Australia		Update provided at meeting #8. Airservices re-circulated paper for Action Item 3.4 and Action Item 3.8 out of session incorporating feedback from Community Representatives. Community representatives to provide any further feedback on the paper out of session in the week of 26 May 2025 for sharing with Airservices.  Airservices to share outputs at next AAB meeting.
3.8	22 November 2023	Noise Action Plan Metrics	Industry representatives to update the AAB on any progress to develop metrics under the Noise Action Plan for Brisbane.	Airservices Australia BAC		Update provided at meeting #8. Airservices re-circulated paper for Action Item 3.4 and Action Item 3.8

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
			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.			out of session incorporating feedback from Community Representatives. Community representatives to provide any further feedback on the paper out of session in the week of 26 May 2025 for sharing with Airservices.  Airservices to share outputs at next AAB meeting.
5.1	9 September 2024	Opportunities to reduce noise impacts from airline operations	Airline representatives to bring ideas about reducing noise impacts from their operations to the next AAB meeting.	Qantas Virgin	Ongoing	Update provided at meeting #8. Item to remain open, to enable Airline representatives to discuss further opportunities at a future meeting.
7.3	26 February 2025	Community question and answer documentation	Secretariat to develop document outlining responses to common questions by community members for publication on the AAB website.	Secretariat Chair	May 2025	Update provided at meeting #8. Chair has provided feedback on draft and Secretariat is finalising for publication.  The item to remain open until first document is published, and then the document is to be updated regularly alongside minutes for each meeting.
8.1	22 May 2025	Departmental site visit	Secretariat to engage with Janelle and Donna (Airservices) to coordinate a site visit for departmental representatives to demonstrate aircraft noise impacts on the community.	Secretariat Department	When departmental team is next in Brisbane.	New Item.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
8.2	22 May 2025	Examine D'Aguilar National Park	Airservices to review potential use of area over D'Aguilar National Park and report back to the AAB.	Airservices	Before next meeting.	New Item
8.3	22 May 2025	SIDs adherence visualisation	<p>Airservices to consider how the presented SIDs adherence information could be updated to be more impactful for communities.</p> <p>Community Representatives may provide any further feedback to support this thinking to the Secretariat for sharing with Airservices.</p>	Airservices	Future AAB meeting.	New Item.
8.4	22 May 2025	Emirates departures	BAC to further discuss Emirates departure on 23 March 2025 with Emirates, after Tess Bignell confirms flight details.	BAC Tess Bignell	Before next meeting.	New Item.
8.5	22 May 2025	Noise Sharing Factsheet	<p>Airservices to develop a high-level factsheet better explaining noise sharing ahead of public consultation on preferred options for Package Three.</p> <p>Chair and Airservices to further discuss what high level information around noise sharing would be useful for the community to inform this work.</p>	Airservices Chair	Before public consultation on Package Three preferred options	New Item.
8.6	22 May 2025	Updated program schedule	Airservices to provide an updated program schedule that shows where there has been delay or slippage in delivery and give some explanation for this, which Community Representatives may share publicly.	Airservices	Before next meeting	New Item.



No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
8.7	22 May 2025	Package Three – briefing on preferred design	Airservices to provide out of session briefing to Community Representatives on preferred options for Package Three ahead of public consultation. The Secretariat will support with scheduling this session.	Airservices Secretariat	Before public consultation on Package Three preferred options	New Item.
8.8	22 May 2025	Senate Inquiry into impact and mitigation of aircraft noise – AAB views	Community Representatives to consider recommendations in the final report from the <i>Senate Inquiry into impact and mitigation of aircraft noise</i> , whether or not they agree with the recommendations, and any feedback they would like to be conveyed through the department.  These views are to be provided to Kim and the Secretariat for consolidation.	Community Representatives	Before next meeting	New Item.
8.9	22 May 2025	Brisbane Airport draft Master Plan – advance copy and briefing session	BAC to distribute draft Master Plan for AAB information (likely in July 2025), and then offer a question and answer session.  The Secretariat will support with scheduling this briefing session.	BAC Secretariat	Before next meeting	New Item.

## Closed Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
2.6a	9 September 2024	ATC Operations	Airservices to undertake a process to examine Air Traffic Control operations to determine whether opportunity exists to improve practice.	Airservices Australia	Closed	Airservices reported on adherence to new operational direction at meeting #8. Item closed.  ATC operations continue to be examined by Airservices.
4.2	6 March 2024	AAB recommendation for noise-based fees	The Chair to write to the Minister on behalf of the AAB Community members with a recommendation to raise the introduction of noise-based fees with Airport Lessee Companies for their consideration.	Chair	Closed	Updated provided at meeting #8. Chair noted the Senate Inquiry into Impact and Mitigation of Aircraft Noise made equivalent recommendations relating to noise-based fees.  Item closed.
6.4	20 November 2024	Alternative meeting venues	Community members consider potential locations for future meetings, and provide to the Chair and Secretariat for consideration.	Community members	Closed	Update provided at meeting #8. Item closed. Community members may continue to provide any venue suggestions to the Secretariat.
7.1	26 February 2025	RAAF engagement	Airservices to provide an update to the AAB following meeting with RAAF in March 2025.	Airservices	Closed	Update provided at meeting #8. Item closed.  Airservices will continue discussions with Defence.
7.2	26 February 2025	SIDS and STAR adherence following new operational direction	Airservices to report back on SIDS and STAR adherence at the next AAB meeting.	Airservices	Closed	Airservices reported on adherence to new direction at meeting #8. Item closed.  ATC operations continue to be examined by Airservices.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
7.4	26 February 2025	Regulatory and policy roles and responsibilities	Departmental representatives to present on differences between the department's regulatory and policy roles, and the respective responsibilities of Airservices and CASA at a future meeting.	Department	Closed	Update provided at meeting #8 Factsheet provided in hard copy during the meeting, and circulated out of session alongside minutes. Item closed.
7.5	26 February 2025	CASA complaint forms	Airservices to review CASA complaints forms and consider opportunities to improve functionality of NCIS web forms.	Airservices	Closed	Update provided at meeting #8 Item closed. Response provided out of session.