



BACACG MEETING MINUTES

Location:	BAC HQ 11 The Circuit, Brisbane Airport
Date:	Tuesday 28 November 2023
Chair	Nigel Chamier AM
Attendees	<p>Nigel Chamier (Chair)</p> <p>Daniel Ryan (Community representative for Federal Seat of Lilley)</p> <p>Chris Kang (Community representative for State Seat of Clayfield)</p> <p>Tim Roskams (Community representative for Federal Seat of Brisbane)</p> <p>Daryl Wilson (Community representative for Federal Seat of Bonner)</p> <p>Karilyn Beiers (Community representative for Federal Seat of Bowman)</p> <p>Megan Thomas (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p> <p>Donna Marshall (AA)</p> <p>Marion Lawie (AA)</p> <p>Sian Balogh (BAC)</p> <p>Portia Allison (BAC)</p> <p>Tim Boyle (BAC)</p>
Attendees (online)	<p>Caroline Hauxwell (Community representative for Federal Seat of Ryan)</p> <p>Professor Laurie Buys (Community representative for Federal Seat of Moreton)</p> <p>Michael Hawkins (Community representative for Federal Seat of Dickson)</p> <p>Joshua Kindred (Community representative for Federal Seat of Petrie)</p> <p>Russell McArthur (AA)</p> <p>Glenn Cox (AA),</p> <p>Annie Li (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p> <p>Dana Bradbury (Qantas)</p> <p>Scott Mitchell (Virgin Australia)</p>
Guests and Observers	<p>Michael Jarvis (BAC)</p> <p>Heidi Stone (BAC)</p>
Apologies	<p>Belinda Fenner (ANO), Rachel Crowley (BAC), Stephen Beckett (BAC)</p> <p>Dr. Sean Foley (Community representative for Federal Seat of Griffith)</p> <p>James Heading (BCC), Cassandra Sun (BCC), Andy Bauer (Virgin Australia), Daniel Fisher (ASA), James Heading (BCC), Brendan Mead (Qantas)</p>

AGENDA ITEMS

10:00 am

Chair:

Welcome and Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on 5 September 2023.

Noted that the actions from previous meeting would be addressed by Airservices in their presentation.

Chair update:

- Acknowledged the departure of former community representative for the Federal Seat of Brisbane Geoffrey Warraner, and acknowledged his contribution to the Group.
 - Welcomed the new community representative for the Federal Seat of Brisbane, Tim Roskams.
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BACACG Secretary Update:

Sian Balogh (SB), Community Engagement Manager at BAC and BACACG Secretary, provided an update of incoming and outgoing correspondence to the BACACG email inbox and incoming aircraft noise feedback. The Secretary also touched on the outstanding items from the previous agenda that were going to be addressed during the meeting.

The community representative for Federal Seat of Ryan had a question on WebTrak complaints. Donna Marshall (DM) responded that these get recorded by Airservices (not BAC).

BAC Update | Passenger + Community:

Tim Boyle (TB), Program Manager Future Airspace Strategy Lead, provided an update on passenger numbers since the previous BACACG meeting. TB provided an overview of new airlines and routes that have recently been announced at BAC, including announcements for:

- Qantas commenced Wellington Service
- Return of Chinese East airline and China Southern airline

Noted that had been an increase in services from other carriers, and that there will be a seasonal uplift that will occur over the next couple of months.

TB noted that domestic aircraft numbers are getting closer to the 2019 numbers and that it should be on par with 2019 number within the next couple of months .

Internationally, it is getting closer to 2019 numbers. The outlook for 2024 shows that these numbers will reach 2019 numbers.

Portia Allison (PA), Community Engagement Advisor, provide an update on community engagement facilitated by BAC, including hosting high school students for a week-long immersion program in conjunction with United Airlines and Aviation Australia providing them with exposure to all facets of airport and airline operations.

Other community engagement included attendance at Nundah Festival, and school visits to the Airport from Aviation High.

PA also provided an update on the public feedback submitted to BAC which included 205 submissions.

This included 31 positive compliments (mainly for kerbside team and airport ambassadors). Main complaints were about security screening and wait times. From 250 complainants. 72% of the feedback being negative, 15% neutral, and 12% positive.

The community representative for Federal Seat of Brisbane asked whether the new Chinese flights will be daytime or nighttime flights. TB answered they are daytime flights.

Department of Infrastructure, Transport, Regional Development, Communications and the Arts update

Megan Thomas (MT), from the Department of Infrastructure, provided an update:

- Noted that the Department runs secretariat duties for AAB. There was an AAB meeting the previous Wednesday (22 November). Minutes still to come from that. At the meeting there was a discussion on the Noise Action Plan for Brisbane, and they talked about community issues.
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- Noted that purpose of the AAB – it was set up by Government to facilitate better communications around noise outcomes for Brisbane.
 - Noted that there had been media from the Minister seeking advice from AAB regarding designating SODPROPS. The AAB discussed this matter, and the Chair would be writing to the Minister with their position. Noting that any designation would be subject to weather and safety at all times.
 - Provided an update on the Aviation Whitepaper. The Green Paper will close for submissions on 30 November.
 - The Green Paper is not a policy (the White Paper is the policy). MT acknowledged that there is consultation fatigue being felt by the community, however they need to go through this Green Paper process. There are questions in there that relate to CACGs that members of this CACG could look at. And there are comments in there about NCIS and ANO, which are also relevant to this CACG.
 - MT notes that the Department will provide the BACACG group with the slides that were provided by AAB for the community which were created to decipher the paper without having to read the whole thing.
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Airservices Australia update

Marion Lawie (ML), from Airservices Australia, provided an update on the Noise Complaint and Information (NCIS), and Noise Action Plan for Brisbane and addressed actions from previous meetings (included in the Action Items below).

ML advised that complaints reporting for Aircraft in Neighbourhood page on the website and October figures for WebTrak are live. ML advised they have updated their complaint reporting and are now reporting on both complainants (individuals) and complaints (number of contacts).

ML advised of WebTrak updates – display is now 80km from Brisbane Airport (up from 40km), and reduced time lag from 45 minutes down to 15 minutes. Weather is now taken from Automatic Terminal Information Service (ATIS) (where pilots and ATC get their data), previously it was the Bureau of Meteorology.

ML advised that ASA noise monitors in Brookfield and Upper Brookfield were finishing this week after 3 months in service. These had been placed under the flight paths. These will be moved to new locations, yet to be decided. The BAC noise monitor in The Gap can be seen on WebTrak.

ML advised the new Brisbane Baseline Model is quite different to WebTrak. It is not suburb by suburb; it is done in 750x750m cells. Through this model you can compare all movements and look at specific flight paths in the years 2019 and 2022. You can view modelled noise contours. This Model was specifically developed so that AA could add their proposed flight paths to compare with current flight paths. Note that it is not a forecast.

The community representative for Federal Seat of Brisbane noted that the feedback he's been given from his community is that it's not a very useful tool for the community, they question the utility of it to determine impacts of flight noise. Questions whether the average community member is able to use this. Just care about how much noise. He suggests marking the 750m boxes on the map.

DM advised that this Model has been developed purely as a comparative piece. I.e. to look at current and proposed paths for different wind direction etc.

DM also advised that AA will be building on 'Aircraft in your Neighbourhood' (feedback from Phase 2). This is better used for people to look at suburb-wide data.

DM advised they will look to use the Brisbane Baseline Model tool at future community information sessions to replace the reams of fact sheets.

Other items to notes:

- AA has released their Communications Approach for the Noise Action Plan for Brisbane
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- Phase 1 options assessment report. There is a 4-week feedback period. Asking for feedback on what is progressing. Options that are progressed will be subject to further design, environmental and safety assessment and then further community engagement.

The community representative for Federal Seat of Ryan noted that she's submitted some questions in writing today and would also like to discuss them during the meeting.

- The representative asked why are noise reports for Brookfield, Taringa, Upper Brookfield not on Brisbane Noise Monitoring Report page? ML advised they are finishing the reports this week so they will be added soon. Note that temporary noise monitors are reported on at the final reporting period. Permanent noise monitors have an automated reporting.

The representative says it would be good to have the monthly data reported on.

- The representative noted that during the community consultation process she's had reports of distress from community members saying the information documents are misleading and hard to understand and that AsA has dropped Brookfield off the list of suburbs affected, however Pullenvale is still getting acknowledged. Notes that this creates angst and conflict between suburbs. The representative thinks AsA should add Brookfield back into the list of affected suburbs. The representative will be compiling accounts from residents for the next meeting.

DM responded that 2km wide corridor is overflowed but can't make a judgement call on neighbouring locations. If there's anything inaccurate DM will look at it. AsA will respond to the questions that the representative has submitted to the BACACG inbox.

The community representative for Federal Seat of Brisbane:

- notes that people in the community feel the collated complaints aren't really reflective of the number of complaints submitted. The individuals don't get much satisfaction from the standard responses provided by AsA. DM responds that NCIS will record the complaint, they are not a form letter response. DM advised that NCIS do not to address issues that are already tied up in Noise Action Plan for Brisbane, as this is being addressed by the NAP. NCIS will look at and respond to items that are not subject to the Noise Action Plan.

DM clarifies for the Community representative for Federal Seat of Bowman that NCIS is Airservices.

- questions why AsA can't produce single mode noise contours which would give a reasonable reflection of what is occurring. He notes that other airports report on single mode noise contours and this is what the community is interested in (noise contours). DM responds that single event contours is on the Baseline Model.

BAC Future BNE Update

MJ explains Future BNE program of investment that will transform the airport over the next 10 years to respond to population growth and passenger growth. There are 150+ projects, \$5 Billion investment and 10,000 new jobs.

HS gives an overview of the Domestic Terminal Security Upgrade Project DTB SUP. This is a government-mandated security upgrade (Standard 3 Technology). All airports need to be compliant by Dec 2025. This will also include an upgrade to baggage handling system. Benefits will be that it is a simpler and safer security process. There will also be new retail and lounge areas.

These upgrades will happen in a live operational terminal, so it will be a staged construction to minimise passenger disruption.

The community representative for Federal Seat of Brisbane asks if this info is available on website. HS responds that it is all on the Future BNE webpage on BNE website.

Community Representative General Business and Discussion

In General Business, the following items were discussed:

- Community representative for State Seat of Clayfield:
 - Noted that BAC and AsA came out for 2nd update for the year.
 - BAC will meet with the representative early in new year before the next Pinkenba Community Association (PCA) presentation. Would like us to talk about more specifics rather than general presentation. Would like to include for discussion at this presentation – Traffic management system (more trucks coming down Eagle Farm Rd and Lomandra Rd); AsA noise abatement; and bikeways / train update.
 - Community representative for Federal Seat of Bowman:
 - Will submit questions in writing for addressing.
 - Thanks AsA for putting a postal address as an option so that handwritten responses will be accepted in Phase 3 consultation round.
 - Notes that terminology needs to be changed to 'Over the Ocean or 'Over the Bay', rather than 'Over the Water'.
 - Notes that the community would have preferred to have seen AsA Phase 1 results before Phase 2 and 3 options were given. DM responds that about timeframes for Phase 1 and delays with Phase 2. Option 4.7 in Noise Action Plan was to develop options for Phase 2 – this was transparent. She notes that the timing of reporting is due to large amount of feedback (1761 submissions from Phase 1), and AA want to give due consideration to all feedback. This has meant it has taken longer than anticipated.
 - Regarding the drop in info sessions – Noted that there were individual letters handed to Airservices at the Amity and Redland Bay sessions from residents of the Redlands asking their attendance be recorded as the sessions concluded at 7pm and they couldn't get there by that time. DM responds that the feedback in the letters was captured under the representative for Bowman's attendance at the session. AA have noted that one attendee's feedback represented 37 community members. AA would never record attendees unless they were physically present. The representative asks about the 9 submissions put in on behalf of 39 residents. DM says AA has noted the feedback on those proposals.
 - Showed DM the letter she had acknowledged and signed.
 - Questions why some specific flight paths (flights to Taipei) going down on occasion to Grafton? AA responded that it was due to Air Traffic Control (ATC) requirements and explains how short notice absence of ATCs can affect operations and how it's difficult to communicate these short notice absences to the community at the time of occurrence. The representative questions the shortage in ATCs. DM advised that currently there was an increased bout of sickness as well as leave causing short-term shortage of ATCs.
 - Community representative for Federal Seat of Dickson
 - Notes that the community is well represented on AAB to deal with noise issues.
 - Notes that there has been distress by residents at recent AsA community drop-in sessions.
 - Commends recent presentations by BAC
 - Community representative for Federal Seat of Ryan
 - Notes that she has sent through her questions to BACACG Secretary
 - Requests full noise data to be released as the representative has noted that by watching WebTrak can see that noise is 70 decibels and believes the noise contour models are flawed. Requests AsA to validate the data. DM takes this on notice and AA will look at the period of temporary monitor and will use that to validate the modelling tools. DM notes that you see events above 70 decibels sometimes (eg a full A380), however the modelling that AA does is
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- based on most common aircraft types. AA have received feedback to see what other information they can provide to give more confidence in the data, noting it will be based on what AA know now (i.e. aircraft types). The representative advises there is confusion in the community due to the terminology “maximum noise modelling”.
- Requests BAC and ASA to respond immediately to questions submitted around duty of care and what immediate steps will be taken to protect the immediate effects of health? DM responds that it is not within AA’s remit to do review health. Their remit is to ensure safe operations of aircraft. They work within existing legislative requirements. Health issues would likely need to sit at Government level and proposal for change would need to be directed to Minister for Environment. The representative advises that the health impacts are significant, not just noise impacts. The representative contends that safety should include health and safety of community.
 - Questions what does BAC/ASA count as practicable? Aren’t a cap and curfew on flights over homes ‘practicable’. DM responds that AA are going through a range of options now and appreciates it’s slow. AA have been transparent with the community that moving flight paths is not a quick process, it could take up to 18-24month timeframe. AA has a legislated remit to support the safe operation and sustainable growth of aviation. It would not be considered practicable to remove aircraft and thus need to balance community noise with requirement.
 - TB responds that BAC will respond in writing to the representative’s questions.
- Community representative for Federal Seat of Lilley
 - Notes that all community queries are directed through to BAC and AsA websites.
 - Keen to keep abreast of any community events we / ASA do.
 - Notes there are lots of people from this electorate work in the area and keen to know future employment opportunities there are.
 - Asked about Airtrain contract and how will we look at transport plan in the lead up to 2032 Olympics? MJ responds that Airtrain is a private line and the State own the contract. Notes that if there were to be changes (eg metro added) the State would need to renegotiate that contract. Notes that if the airport is to sustainably grow, there needs to be more public transport options. BAC are advocating for and working with Dept of Transport and Main Roads and Brisbane City Council (BCC) to improve connectivity with Airtrain. The Chair notes that it might be good in future meeting to outline transport for Olympics. MJ happy to come back to that.
 - Community representative for Federal Seat of Petrie has no issues to raise.
 - Community representative for Federal Seat of Bonner
 - Noted the petitions submitted from Ross Vasta’s office. DM confirmed she received both.
 - Reflected community frustration about notification for recent AsA community drop-in sessions and that some people did not receive any notifications, but others in the area did, and that there was not enough time or notice for these sessions. ML advises that they engaged Australia Post to do an investigation to see that all were delivered. This identified that there were some issues at Kenmore, and delivery was late, and that at Manly the deliveries to private boxes didn’t occur. However they were fairly confident that all areas received it.
 - Notes that the AsA website is difficult to navigate.
 - Notes that there is some concern from community member around Chandler area, which was emailed through. ML advises the process of putting these types of requests through NCIS. However for this one ML can forward to NCIS for their review/response (Chair agreed).
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- Community representative for Federal Seat of Brisbane
 - Advises that he would like to send some questions to AsA regarding noise issues, and to BAC about the 'voluntary nighttime operations'.
 - Would like to see some funding of some research into the health implications. Refers to budget (\$100million) that was spent into researching PFAS.
 - Questions why the Australian Govt is following 'balanced' approach to aircraft noise, which isn't being followed in Bris. Referring to a balanced approach being – reduction of noise source (not always put in operation, particularly for freight), land use planning (not relevant to existing structure), SODPROPS not been enforced, operating restrictions (doesn't see this is being considered – cost benefit statement). MT responds that feedback has been provided to the minister and noted multiple times in these BACACG meetings that there will be no caps/curfew.

Close Meeting | Final Comments from Chair

Meeting closed at 11.57am.

The Chair notes that dates for 2024 will be sent out.

The Chair invited informal discussion and welcomed guests to stay after the meeting.

Next meeting 26 March 2024 – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
AA noise metrics paper will be released before the next BACACG meeting. Opportunity to be spoken to at next quarterly meeting. The Noise metric paper presented to the AAB shared with BACACG members.	AA	November meeting	Finalised
Noise monitor raw data: AA is continuing discussions with the AAB on how to approach raw noise data, and an update will be provided at next meeting.	AA	Next meeting	In progress
Questions put forward by community representative for the Federal Seat of Brisbane: <ul style="list-style-type: none"> • Health implications of aircraft noise – AA have been looking into the WHO measures and can provide more information at next meeting. 	AA		Finalised
RESPONSE:			
WHO measures on aircraft noise (2018 report)			
World Health Organisation Regional Office for Europe (WHO Europe), are not endorsed by WHO internationally.			
Metrics are for noise exposure averaged across the day, evening and night (Lden) and are not the same as individual noise monitor readings.			
Community representative for the Federal Seat for Brisbane requested for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to respond to his 'infrastructure petition'.	Department Infrastructure, Transport,	Ongoing	

	Regional Development, Communications and the Arts		
2024 BACACG meeting dates to be sent to all members	BACACG Secretary	December 2023	Finalised
Questions put forward by Community representative for Federal Seat of Ryan (appendix 1)	AA / BAC	Next meeting	Finalised
Questions put forward by Community representative for Federal Seat of Brisbane (appendix 2)	AA / BAC	Next meeting	Finalised

APPENDICES

Appendix 1.

Questions to BACACG, November 2023, from representative for Ryan

Questions to BACACG Nov. 2023, Representative for Ryan

Section 1: noise meters

Why are the reports for the temporary meters in Brookfield, Taringa and Upper Brookfield not available on the ASA web site 'Brisbane Noise Monitoring Report' page? When will this data be provided?

We note that the 70 decibel and above readings that residents can see on the ASA Brookfield meter on WebTrak far exceed the areas of the maximum noise contour models being presented to residents by ASA. Residents of Ryan are again being asked to make false choices about flight path preferences based on flawed noise contour models that do not properly inform them of the impact of these changes.

I request again that the full noise meter data be released so that they can be properly reviewed by independent experts. When will this data be made available?

I ask again that ASA validate and update their contour models using actual noise recording and I ask: when will this exercise be completed?

Section 2:

I note that the new ASA flight path tools show individual homes in Brookfield are now under 7 'main' flight paths and 2 'minor' flight paths, both arrival and departure flights depending on wind direction, with an increase from just over 500 flights per year in 2019 to almost 11,000 flights in 2022 (which will be higher in 2023), and at altitudes of between 6 and 7000 W above sea level over high ridges.

We note that real-time observations of the ASA meter in Brookfield supports the concern of residents showing regular noise levels above 70dB (including 72db at night) even this far from the airport. These flights are particularly damaging to residents health at night and in the early morning when, according to the ASA meters, ambient noise is typically 28 to 30dB.

We know from studies at airports that levels of noise of 40dB and more above ambient at night and in the early mornings are particularly damaging to human health.

I continue to receive distressing reports from residents of Ryan forced to sell their homes, unable to sleep during cancer treatment, and suffering significant health, and particularly mental health, impacts from the new flight paths.

Residents are now paying the direct costs to move home and to insulate their homes against noise to try to protect their health and the wellbeing of their children, and paying a huge price for the loss of amenity in their own homes.

In the June meeting I asked:

"What do BAC and ASA consider to be acceptable levels of sound pressure, both daytime and nighttime, for residents of Brisbane that result from 24/7 airport operations?"

I received the following in the reply:

“BAC and ASA are not experts in the development of recommended health guidelines, and so are unable to determine what an acceptable level of sound pressure would be.”

I also asked

“What do BAC consider to be their duty of care to those children and residents affected by the 24/7 operation of the airport especially through the night and over schools?”

And I received the reply:

“BAC considers it has complied with all environmental standards required by the EIS process, which included an assessment of health impacts. BAC and ASA continue to work together on the Noise Action Plan for Brisbane, to develop and implement noise mitigation strategies where practicable.”

Finally, I asked:

What steps will BAC take to compensate residents and schools to conduct the sound insulation and other mitigation required to live and work within the WHO guidelines?

And the reply was:

“BAC has considered the application of sound insulation schemes at other major airports in Australia. There are currently no plans to provide compensation for residents and schools within the Brisbane area.”

I would like answers now from ASA and BAC and a full written reply before the next meeting to the following:

Firstly, if ASA and BAC are not competent to determine the health impacts of the new flight paths on residents, who are they going to appoint to fully, responsibly and accurately address this urgent issue, and when?

Secondly, given the wealth of international peer-reviewed research on the health impacts of aircraft that I and others in this group have previously submitted to BACACG, what immediate steps are BAC and ASA going to take to protect the health and wellbeing of residents until such time as they have completed this determination of health impacts?

Thirdly, what do BAC and ASA mean by ‘practicable’? Aren’t a cap and curfew on flights over homes ‘practicable’ and, if not, on what criteria are they not ‘practicable’?

Section 3:

With regard to the current round of consultation on flight path changes, I’ve had several reports of distress from residents of Pullenvale and Brookfield about the documents provided by ASA which are described as “confusing” and “misleading”.

We also note that the information provided in this consultation round by ASA drops Brookfield from the table of homes that will be affected, yet both the proposed arrival paths still place arrival flight paths directly over residents of Grandview Rd Brookfield and Hillbrook Rd in addition to the main departure routes.

The unrelenting impact of noise on residents of Ryan is a significant and growing concern, and I will be compiling these accounts from residents in full for the next meeting.

Will ASA provide clear, corrected and validated updates to their proposals for Ryan before any

decision is made?

Appendix 2.

Questions to BACACG, November 2023, from representative for Brisbane**Questions For BAC Regarding Progress Of Voluntary Noise Mitigation Measures During Family Sleeping Times****CONTEXT**

We note the apparent inability of SODPROPS to deliver significant reductions in residential overfly due to weather, capacity and ATC staffing limitations. This becomes a more pertinent limitation with the projected increases in scheduled traffic.

Since night time noise is the source of most community angst, I request information related to the current and likely future effects of voluntary measures instigated by BAC to reduce ALL residential overfly (passenger, freight, other scheduled operations) during family sleeping hours nominally 9.30pm-6:30am.

Our surveys conclude that a 'sleep hours' profile for a typical family with children would be 9pm to 7am. This is different from ASA's operational definition of night time flights but if possible we would like figures for our assessed sleeping time period.

If SODPROPS use and other noise mitigating voluntary measures were presented each month and demonstrated positive change to noise impacts, it might increase community goodwill.

SUMMARY OF INFORMATION REQUESTS

ONE: Please inform me of the figures of actual current monthly reductions in overall residential overfly (say under 7000 feet) compared with the baseline level without the voluntary measures during typical family sleeping hours, over the past month.

The measures I understand being implemented or considered are:

- Rescheduling flight operations outside of family sleeping times (9.30pm-6.30am)
- Differential higher pricing of night time operations
- Extended use of SODPROPS (pilots asked to consider over the water approach if deemed safe, regardless of tailwind limits)
- Mandating/encouraging modern quiet aircraft models (not loaded to capacity) for all night time operations
- Mandating aircraft to be retrofitted with the relatively low cost noise abatement measures at source where these are available, e.g. Jetstar's A320s
- Implementing Performance Based Navigation
- Any other areas you are investigating or actioning to increase over the water flights (which do not loop back over Brisbane under 7000ft).

An itemised approximation of the results of each one of these measures would be useful.

Does BAC anticipate that the voluntary measures will result in a continued decrease in sleeping hours flights in the next six months, and if so by how much?

Note: Promises of quieter fleets, electric aircraft in future etc. are not within the scope of this question.

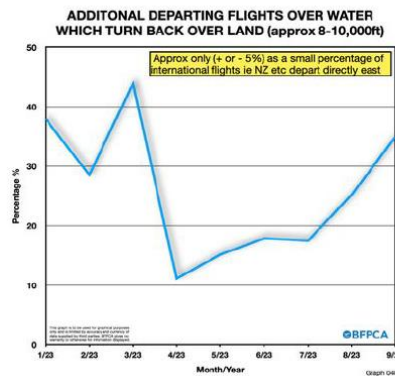
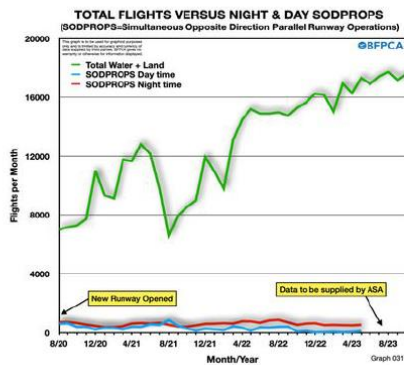
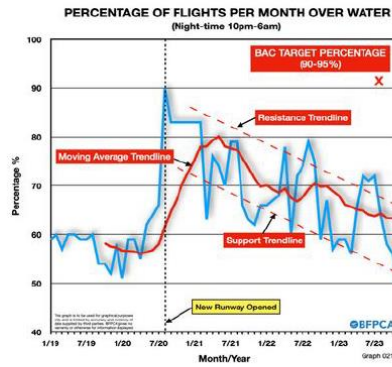
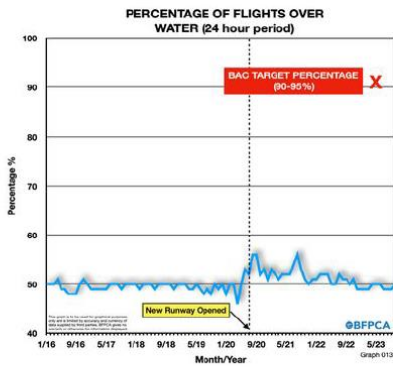
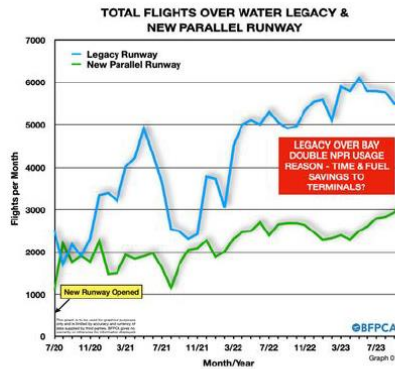
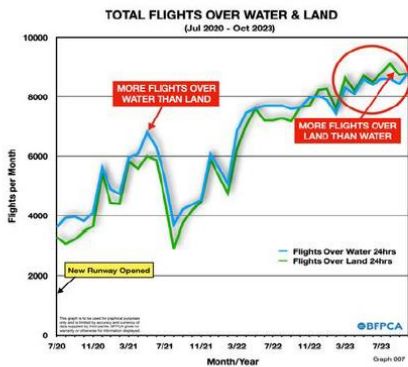
TWO: Are the six graphs presented on the next page of this information request an accurate representation of flight and SODPROPS data over time according to BAC? Can SODPROPS use and other sleep time / day time noise mitigation measures be presented graphically / in table form on BAC website, updated each month? If not please present such figures to BACACG.

Note: Over the water arrivals or departures that loop back over land or fly over communities at under 7000 ft should not be counted in the total 'successes' of SODPROPS, although it is acknowledged these flights might be a benefit to a limited number of communities close to the south end of both runways.

THREE: Can BAC please provide the data / forecasting / modelling / report (whether commissioned or in-house) used to justify the publicized costings of a curfew by Stephen Beckett.

FOUR: What would the approximate traffic capacity be of the simultaneous use of one of the parallel runways and a recommissioned cross runway at BNE at night? Has BAC performed any costings on recommissioning a functional cross runway, leaving aside the economic viability of such a project? If so could we request outline costs of same.

FIVE: Given BAC's forecast increase of flights doubling from 191,000 to 380,000 over the next 17 years, and the lessening of opportunity to use SODPROPS as a result, what would be the likely reduction of noise that voluntary mitigation measures could produce, even assuming aircraft grow about 30% quieter (at source) over that time.



Questions for DOITRD

Data Requests from DOITRD

Attn Megan Thomas

Dear Megan:

I would like to report back to the Brisbane Electorate on their questions (collected over several years and as yet unanswered in proper detail) regarding the apparent position of your Department related to their concerns about aircraft noise *impacts* expressed at BACACG (and I am sure at other ACGs)

These questions are apparently not currently considered the direct remit of AirServices or the ANO, in spite of the fact that they *are of enormous significance to our community in Brisbane.*

INFORMATION REQUESTS

FIRST (as stated by the Minister and noted in the Green Paper), there is an a-priori ruling out of *practicable* operational restrictions which would immediately mitigate aviation noise harms, especially at night. Citizens cannot understand this refusal, given that it is available in other LGAs and the fact that existing noise mitigation measures have not so far worked to reduce night time sleep disturbance.

This refusal to consider operational restrictions is not according to the *Balanced Approach* framework of ICAO (which ASA and the Department claim is their approach to mitigate noise harms). Proper sleep is an uncontroversial need for a healthy life, recognised by medical professionals and the general community.

Please provide the Department's reasoned justification, including a cost benefit study (if one was done) to determine the feasibility or lack thereof of a curfew. Any terms used in the response should be operationally defined.

IMPORTANT: We note that distance of residences from airports is not an useful or accurate proxy for noise impacts. The loudness, time and number of people affected by overfly impacts is the real issue.

SECOND: *Please release Department-verified forecasts and models which confirm BAC's claims of costs of a curfew, making sure that public direct and indirect subsidies are included as costs, and a comparable benefits study is also shown which considers the benefits of reducing the level of noise impact, the likely health and social and economic effects of this, and the number of people whose lives would be positively impacted through a curfew/caps.*

In relation to this, normally not only should a cost-benefit study be done, but also a *risk-benefit study*, given the fairly obvious risks of aircraft noise both in terms of health and also in terms of rapid loss of social licence for the airport. Has one been done?

THIRD: *Does the Department acknowledge the extent and potential effects of medical and social harms inflicted on residents of night time aviation noise, or merely consider it a 'nuisance' or 'concern', and therefore only of significance in the sense that it may lead to*

'loss of social licence' for unrestricted operational flexibility (aka electoral pushback by the community).

FOURTH: *How can the Department even pretend to address the impacts of aircraft noise without knowing what the impacts are in terms of of medical and social harms (especially those related to frequent noise or night time noise disturbing sleep, which is acknowledged to be of singular importance in maintaining good health), as well as the loss of amenity, psychological disturbance, economic loss, quality of life etc.?*

The Noise Action Plan for Brisbanewas developed to address impacts resulting from changes to Brisbane's airspace, following the introduction of Brisbane Airport's new parallel runway in July 2020.

The above statement makes it clear that the changes in flight paths for the NAP (Brisbane) conducted by AirServices for the Department is to reduce the impact of aircraft noise.

FIFTH: *What metrics/data do you use for the noise impacts in the absence of such research? What threshold level of noise would considered acceptable to prevent significant health and social harms, such that at that level you would not feel obliged to try to mitigate it further?*

SIXTH: *Why is there no research budget into aviation noise impacts in the Australian context (following a review of overseas research into noise harms and costs), given that it is a recognised by the Department as a rather significant cause of community pushback (euphemistically called *community impact or concern*) against aviation operations?*

Why is research on mitigating PFAS considered worth \$100+m, but there is no budget for the arguably almost equally damaging and more widespread issue of long term medical harms caused by night time aircraft noise?

SEVENTH: *Why haven't suitable noise metrics (parallel to e.g. European and US measures) and published noise contours for each city within 40km of any airport, along with N50, N60 and N70 day/night contours for assessing the impact of aviation noise been developed or implemented, more than a decade after it was acknowledged that ANEF is not a suitable measure for assessing noise harms? Australia is the only country using these outdated noise modelling methods for planning and regulation.*

Noise contours at N50, N60, N70 based on Lmax or SEL (Sound Exposure Level) or EPNL (Effective Perceived Noise Level) or a combination of these would be possible candidates. Plus loudness contours over a year of flight data, correlated with actual noise monitor data should be urgently produced so that the ACTUAL level of noise impacts can be assessed.

EIGHTH: *Why are there currently no established noise limits for aviation operations from low flying residential overfly, in contrast with established limits in every other industry and operation? Noise of the plane engine at source, as used in certification of aircraft is completely irrelevant to noise experienced under flight paths.*

If the 'common good' is used as justification for this, please operationally define what is meant by this vague term, and how the common 'harm' is factored into assessment of the common 'good'.

NINTH: In usual considerations of 'safety' of operation of any machine, the safety of the operators (and passengers if relevant) is considered *along with* the safety of those general public in the vicinity of the machine who may be impacted by its operation.

Why in the case of aviation does the laudable focus on aircraft safety exclude the safety of the general public who are clearly negatively affected by the operation of the said machine?

In summary, there appears to be no other forum where community members can get this information and that is why I am requesting it on the community's behalf.

The citizens I am *apolitically* representing are very unhappy and in some cases extremely distressed by the issue of aircraft noise, especially at night. They wonder in what kind of society is it considered 'necessary' for 'reasons of operational efficiency' to be woken up by a dozen or more times per night by currently unrestricted aircraft operations.

Everyone wants to see the growth of an efficient, non-polluting and profitable aviation industry in Australia, but the harms of current policies must be recognised, researched, explained and mitigated much more effectively than at present.

Residents have an overall negative view of AirServices NCIS and any need for your department to devote further resources into a dysfunctional Community Engagement Standard to prop up 'social licence' could be largely avoided by acknowledging that *aircraft noise isn't about operational necessity, but cost saving and an apparent unwillingness to regulate the community effects of the operation of a profitable industry.*

Only from aviation are the types of socialised harms the community suffers allowed to continue: in the states and local jurisdictions, the same level of harm from night time noise from other activities would be illegal and it would be prosecuted.

Thank you for your response before the next BACACG meeting of the Department's clear and reasoned position on the above matters to allow the Community Representatives to inform Brisbane residents about the Department's position related to their concerns.

Questions for Airservices Australia

Thank you for your time at the recent BACACG where you explained AirServices contribution to mitigating community distress related to aircraft noise enabled by BAC.

I would like to report back to the Brisbane Electorate on their questions regarding your reporting of noise impacts/changes as a prelude to more fully addressing their questions about abatement measures for aircraft noise, in line with some issues raised at the recent BACACG meeting.

I include a suggestion for noise mapping that will enable community members to gain a proper, non-fragmented understanding of the community impacts to be at any location.

INFORMATION REQUESTS RE NOISE IMPACTS AND NOISE MONITORING

The Noise Action Plan for Brisbane is Airservices Australia's plan to reduce the impact of aircraft noise on the communities of the wider Brisbane area. The plan was developed to address impacts resulting from changes to Brisbane's airspace, following the introduction of Brisbane Airport's new parallel runway in July 2020.

The above statement makes it clear that the changes in flight paths for the NAP(Brisbane) conducted by AirServices is supposed to reduce the impact of aircraft noise.

To better understand PFAS and develop practical, risk-based solutions to the challenges it presents, we have made significant investments in research and development with industry and university groups. Our PFAS Research and Development program includes initiatives aimed at:

- Gaining a better understanding of the behaviour of PFAS in the environment
- Supporting initiatives to establish screening criteria for ecological, human health and waste management
- Developing treatments to remove PFAS from impacted materials.

The above statement makes it clear that AirServices can and has conducted or managed research into health and other risk issues related to PFAS

Given the above and the following -

- (a) You say that investigating the human health impacts of aircraft noise is not in the remit of Air Services, which focuses on flight path design and safety.
- (b) AirServices provides 'counselling' to noise affected residents, acknowledging at least a potential harm to residents from aircraft noise.
- (c) There is a significant body of research on noise harms (especially night time noise) and you are aware of the existence of this research.

I would like to pass on to the community via BACACG, the official answers of AirServices to the following questions:

1. How can you reduce the impacts of aircraft noise though revising flight paths without knowing:
 - (a) what the impacts are
 - (b) the threshold level of harm of these impactsWhere the impacts are expressed in terms of of medical and social harms (especially those related to frequent noise or night time noise disturbing sleep, which is acknowledged to be of singular importance in maintaining good health), as well as the impacts of loss of amenity, psychological disturbance, anxiety, children's learning, economic loss, potential land devaluation, quality of life etc.?

2. Given the above, what proxy do you use for the noise *impacts* in the noise action plan? What threshold level of noise would be considered acceptable in order for AirServices not to try to mitigate it further?

3. Does AirServices, under its mandate from DOITRD to conduct the *Noise Action Plan For Brisbane* intend to apply for a budget for independent research to investigate harms from aviation noise in the Australian context, with a view to determining acceptable threshold limits for noise impacts where none currently exist, unlike virtually every other industry?

4. Are the noise models used by AirServices (to create the noise contour mapping presented on a path-by-path basis in the Baseline Model) calibrated against actual noise monitor data, at least at the permanent monitor locations where this data is available?

If so, what is the correlation coefficient for publicly published noise modelling contours (including historically published contours from 2007, 2018, 2019, 2022) against currently calculated noise contours on the Baseline Model at all the permanent noise monitor locations in Brisbane?

5. Could you present a report of total monthly traffic for the past 12 months of residential overfly (as described in the data box below) and publish this data in tabular form on AirServices website to clearly show progress in reducing total residential overfly. If this data cannot be posted on ASA website, I request this information in writing to BACAG.

Monthly Overfly Data Brisbane – Overall Noise Impact

Residential Overfly total *monthly* traffic (on a month-by-month basis), whether inbound or outbound to BNE, which flies over residential areas in metropolitan Brisbane under 7000ft above land elevation, whether or not the flight had part of its approach or departure 'over water'.

Traffic includes all freight and commercial, turboprop, jet, scheduled (but not genuine unscheduled) emergency services or data mapping flights, private aircraft destined for or originating from BNE.

The total traffic should also be sub-categorised by day and night time hours.

This reporting will enable a clear picture of the overall effect of noise mitigation progress by the Noise Action Plan for all residents, not just the unlucky ones under whatever flight paths are currently used for day or night time flights.

This reporting will also show the overall trend of effectiveness of measures to increase over the water operations.

6. Given the purpose of the newly released *Baseline Model* is to assess potential *impacts* of flight path changes, can the reporting of flights over any given address total ALL flights from ALL grids within 2km of that address, to assess the *actual* flight noise *impact* (*impact* is not only related to almost direct overfly as currently assessed)? This would alleviate the need for someone to manually 'search around' and add totals.

7. Could you confirm whether or not Phase 4 of the Noise Action Plan might result in changes to established flight paths of Phases 1,2,3 and could result in further changes to Brisbane airspace *that will not be subject to any community consultation*?

7. Questions related to NCIS:

(a) What is being done to reduce the complaint time from months to days for any given complaint? ("we are taking longer than normal to provide written responses" – what is normal?)

- (b) Can the wording of the complaint acknowledgement confirm that the complaint has been recorded and will be reported in total figures? (regardless of prior complaint history)
- (c) Can the wording of the complaint acknowledgement remove the wording to the effect that AirServices does not report on the number of times individuals contact them, or the number of submissions received, as this data is actually reported.
- (d) Can you allow complaints about a specific aircraft without the necessity of a reason ("it disturbed me while I was sleeping"), obviating your need to reply after having a specialist spend time consider the complaint, saving the time of both the complainant and AirServices staff who appeared overworked.
- (e) Importantly, can you record and report on the number of complaints related to specific flights e.g. Emirates

REQUEST FOR CLEAR REPORTING OF NOISE LEVELS AND FREQUENCIES

I acknowledge the difficulty of noise modelling that is reflective of the true disturbance, given the variability of the perception of noise.

Having said that, the community finds current noise reporting to be fragmented and partial, which makes it difficult to understand the noise impacts of existing flight traffic and flight path changes.

To properly engage the community, it is necessary to present clear, easy to understand noise reporting and mapping data which is reflective of their present and future lived experience (WRT noise impacts) without having to consider fragmented data of particular wind conditions, way-path use or and other navigation issues.

That way community members can evaluate noise mitigation proposals and plan future living if no significant mitigation is experienced, and they decide to move. For the average community member, understanding the data the way you present it based on certain aircraft etc. different wind directions, different time periods and so on becomes confusing.

Models used to create noise data *must be calibrated* against actual noise monitor data where this is available. The assumption that only populations affected are directly under the flight path or merely within 750m-1000m away (as per Baseline Model) is also clearly not indicative of real life community noise impacts.

For the community to understand the noise metrics, they should be easily measured and intuitively understandable to people, and reported in decibels so that a sense of the level is evident to citizens and so that modelled noise can be checked against actual noise using a professional noise meter (not a mobile phone).

You may have to present data to the community differently from the data you use to make internal technical assessments and design decisions.

Your WebTrak tool is useful tool locating offending flights but it provides isolated noise data, rather than the overall picture.

As the current approach provides a fragmented and partial view of noise from overfly we suggest this could be alleviated with production of clear but detailed regional city maps showing existing and proposed flight paths, with loudness and frequency/time data.

This would remove the potential errors from inputting addresses and not capturing all flight paths waypoints etc. Suburb boundaries and major street names should be clearly marked on the regional map, with a good level of detail and clearly visible when expanded to the street level.

City Maps for 2023 should also report two data sets: one for family waking hours and one for family sleeping hours which would typically be 9.30pm-6.30am (this is not the same as the curfew out of your remit 'curfew hours'). This information is necessary for individuals to consider the impact acceptable to them.

These data sets together would provide a proxy for the level of noise impacts. The city map (suggest a printed form would be A0 size) would be searchable for a given address, but also give a picture of the suburb and whole city impact for future planning.

Data sets need to report noise contours and noise frequency.

Noise contours for Loudness

For noise loudness (day/night): Noise contours over the Brisbane and surrounding regions L_{max} (?) along all major flight paths (i.e. effectively the superimposed single path contours) and calibrated against from noise monitor data for the typical loudest aircraft in use (not the so called "average" aircraft). These maps should be updated as appropriate where noise levels change in certain areas.

Currently, the map could be created as follows:

Single path contours (adjusted for *loudest* not *average* aircraft) for all flight paths could be superimposed on a city regional map, and the loudest of the single flight paths mapped at a particular location would be the one indicated on the city regional contour map.

The noise contours should be verified against noise monitor data at the locations of permanent noise monitors.

Populations under each *contour* should be estimated.

And the second map set:

N maps for Frequency:

For noise frequency (day/night): Typical monthly N contour maps for 50, 60, 70dB L_{max} .

These should be reported for typical monthly movements over all wind conditions and be updated each month, with historical data available for comparison.

Monthly records will obviously change according to weather conditions (perhaps significantly as there is a different prevailing wind in summer and winter months) but the historical record will enable an overall annual trend to be established and enable residents to clearly see the actual frequency and loudness data for disturbance expected at a particular location for different times of year, another important variable.

Populations under each contour should be estimated.

Populations under the contours (NOT just under the flight paths) should be reported.

For your future planning we also request that noise modelling should also produce the same types of noise maps but rather than using L_{max} data from noise monitors, use the metrics that are reported in other major jurisdictions (EU/USA) for comparison purposes, not necessarily for community reporting. These should include e.g. L_{den} , L_{dn} , L_{night}

The above mapping and scorecard suggestions should give a clear indication of the scope of the noise problem in various areas of Brisbane and how it changes over time.

In addition, could you please comment on the accuracy of the graphs (which I obtained from BFPCA), presented on the final page of this request letter. Many community members find that information presented in this form is more useful than in tables, but it is also important that it is accurate data.

I look forward to receiving this information to pass on to residents before the next BACACG meeting.

With best wishes and thanks for your work,



Tim Roskams
Community Representative for Brisbane