



BACACG MEETING MINUTES

Location:	BAC HQ 11 The Circuit, Brisbane Airport
Date:	Tuesday 7 March 2023
Chair	Nigel Chamier AM
Attendees	Nigel Chamier (Chair) Professor Laurie Buys (Community representative for Federal Seat of Moreton) Daniel Ryan (Community representative for Federal Seat of Lilley) Chris Kang (Community representative for Clayfield) Geoffrey Warrener (Community representative for Federal Seat of Brisbane) Megan Thomas (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts) Annie Li (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts) Donna Marshall (ASA) John Graham (ASA) Dana Bradberry (Qantas) Rachel Crowley (BAC) Stephen Beckett (BAC) Alaina Megson (BAC) Tim Boyle (BAC) Michael Jarvis (BAC) Paul Coughlan (BAC)
Attendees (online)	Caroline Hauxwell (Community representative for Federal Seat of Ryan) Michael Hawkins (Community representative for Federal Seat of Dickson) Joshua Kindred (Community representative for Federal Seat of Petrie) Anthony Sapuppo (Department of State Development, Infrastructure, Local Government and Planning) Joshua Bull (Office of Henry Pike MP – Federal Member for Bowman) Russell McArthur (Airservices Australia) Glenn Cox (Airservices Australia) Neil Bain (Airservices Australia) Belinda Fenner (Senior Advisor at the Aircraft Noise Ombudsman) Andy Bauer (Virgin Australia) James Heading (BCC)
Guests and Observers	Amelia Burr (BAC)
Apologies	Steven Muller (Community representative for Federal Seat of Bowman), Daryl Wilson (Community representative for Federal Seat of Bonner), Maree Wotton (Community representative for Federal Seat of Griffith, now resigned), Captain Alex Shaw (QANTAS), Brendan Mead (QANTAS), Scott Mitchell (Virgin Australia), ANO, Shane Spargo (Department of State Development, Infrastructure, Local Government and Planning), Phil McClure (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts), Alex Redgrove (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts), Cassandra Sun (BCC)

AGENDA ITEMS

10:00 am

Chair:

Welcome and Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on 29 November 2022.

Chair update:

- Provided an update on the Aviation Whitepaper. Noting that the Government released the Terms of Reference for the Aviation Whitepaper on 7 February 2023, and that members of the public have the opportunity to make submission online until 10 March 2023.
 - Welcomed the new community representative for the Federal Seat of Petrie, Josh Kindred.
 - Advised the community member for Griffith has resigned and awaiting advice on new nominee from the Federal Member.
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BACACG Secretary Update:

Alaina Megson, 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. This included a summary of incoming correspondence from the Brisbane Airport Bicycle User Group. BAC is preparing responses to the queries raised by the group. The Secretary also touched on the outstanding items from the previous agenda that were going to be addressed during the meeting.

BACACG Overview:

Rachel Crowley, Executive General Manager of Communications and Public Affairs at BAC, provided an update on the various organisations and bodies that are involved in the governance and regulation of Brisbane Airport. This included the distinct roles and responsibilities of Airservices Australia (ASA), Brisbane Airport Corporation (BAC) and the Civil Aviation Safety Authority (CASA).

Following this update, there was group discussion surrounding BAC's influence over aircraft operations. Donna Marshall, Head of Community Engagement at ASA, confirmed that aircraft operations and air traffic control is within ASA's remit. Donna also explained the various factors that influence aircraft movements, including wind speed and direction, weather impacts and parameters that allow for safe operation and aircraft separation, both laterally and vertically (a minimum of 1000ft vertical separation is required at all times). Donna went on to explain that any, or a combination, of these factors may result in aircraft being diverted off the specified flight path, as directed by ASA's air traffic control personnel.

The community representative for Brisbane referred to noise impacts experienced by residents and sought clarification on efforts to mitigate this. Donna confirmed that noise mitigation is considered during the design of flight paths and the ongoing post implementation review process. She also referred to the use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) which aim to improve noise outcomes.

Rachel Crowley asked Donna about the level of authority pilots have in their aircraft's arrival or departure. Donna explained that pilots have the ultimate responsibility for the safe operation of aircraft and if they require a particular mode of operation or to divert from the pre-conceived flight path, air traffic control must accommodate for this.

The community representative for Moreton sought clarification on the way aircraft flying height is determined. Donna explained it is a factor within flight path design.

Dana Bradberry, Pilot at Qantas, questioned whether there was scope for earlier cancellations of arrival route restrictions, to enable continuous descent with idle power settings and whether this could be assessed by ASA. Donna confirmed she had noted the point for review and follow up.

Discussion continued surrounding flight path design. Donna explained that ASA design flight paths as they are responsible for operating them and ensuring their safety. Donna went on to explain the need for smooth and predictable approaches to airports to comply with safe landing protocols.

The community representative for Brisbane sought clarification on the need to close Brisbane's cross runway, which was decommissioned in 2020 in conjunction with the opening of Brisbane's New Runway. Rachel Crowley explained the runway was closed as it posed safety implications for the two parallel runways and would limit their capacity. The Brisbane representative wished to have their opinion noted, that there was no consideration for noise in the design of the new runway. Rachel Crowley explained that the location and orientation of the runways was decided by the Commonwealth and BAC in 1971, due to prevailing wind conditions.

Regular reporting updates:

Passenger update

Stephen Beckett, Head of Public Affairs at BAC, provided an update on passenger numbers for both domestic and international, highlighting the re-commencement of pre-COVID services and new services, including an additional daily service to Dubai with Emirates, departing Brisbane Airport at 2:50am.

In the International Terminal, flights for November are back up to 68% of pre-COVID levels, with this figure set to steadily increase throughout 2023. Passenger figures in the domestic market were also very strong in March, reaching 97% of pre-COVID levels, compared to 72% in March 2022. This growth is anticipated to continue throughout the year, particularly with the upcoming Easter and school holiday season.

The community representative for Brisbane questioned whether Brisbane Airport had considered the noise impacts for the community whilst in discussions with Emirates regarding the new daily flight to Dubai, departing at 2:50am. Stephen confirmed that Brisbane Airport's aviation team consulted with the airline on this matter and that consideration for noise sensitive time slots is a standard part of every new service negotiation.. Stephen went on to explain that the re-instatement of the flight is in response to consumer demand for additional flights to hubs for onward flights to Europe etc and clarified that it is a reinstatement of a service operated before the pandemic.

The community representative for Brisbane reiterated that the community will be very frustrated by noise impacts from the additional flight at that time. They also listed a number of international airports that have curfews, stating that Brisbane should introduce the same.

BAC Community + Feedback Update

Alaina Megson, Community Engagement Manager at BAC, provided an overview of community activities undertaken by BAC since the group last met. This included tours, a fundraising lunch with Foodbank and the opening of the new HELP Enterprises café on Boronia Road.

Alaina also took attendees through the feedback the airport had received from travellers and visitors to the airport. Alaina summarised the total number of enquiries BAC had received and the type of issues raised. This included people with concerns on screening practices, parking challenges and lost property.

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

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

- The Aviation White paper open for public submissions, information on how to make a submission can be found on the Department's website.
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- BAPAF concluded in December 2022 with the release of the final report, this is published on the Department's website.
 - The Department is working with Minister King to implement the new Brisbane Airport Community Airspace Advisory Board (AAB) to consult on aircraft noise matters. Membership will involve a public expression of interest process. Confirmed that an announcement regarding the AAB was imminent.

Following the update, the Chair questioned whether the AAB would be involved in policing the implementation of the PIR and noise action plan. Megan confirmed that the group would be heavily involved.

The Chair also questioned the criteria for membership. Megan explained that expressions of interest are open to community members from Brisbane dedicated to progressing the issue and who are committed to representing all views of their community.

The Chair requested that details regarding the AAB be circulated to BACACG members by the BACACG Secretary once they were publicly available.

Airservices Australia update

Donna Marshall, from Airservices Australia, provided an update about the Noise Complaint and Information Service (NCIS), feedback received in relation to aircraft noise and the Noise Action Plan for Brisbane. Actions from the previous meeting were also addressed, these responses are included in the Action Items below.

Following the presentation of action item 4, which refers to an RNP-AR (Required Navigation Performance-Authorisation Required) called the SMOKA 9X RNAV Approach, Dana Bradberry (Qantas) queried whether airline operators are being encouraged to use the approach. Donna explained that ASA have to ensure that it wouldn't disadvantage one community over another.

The community representative for Brisbane stated that the BFPCA had recorded a gradual reduction of SODPROPS use, indicating they would send through a graph to demonstrate this.

Donna closed out her presentation with a review of the noise action plan for Brisbane. Donna outlined the 2023 priorities that are included in section 7 of the PIR final report and the work currently being undertaken to progress these. There will be future community engagement that will take place and the community will be advised of these future opportunities.

Brisbane Airport update: Connecting BNE

Michael Jarvis, Head of Airport Planning at BAC, and Stephen Beckett provided an update on the future of ground transport to and from Brisbane Airport. The presentation included projected growth, strategic priorities, transport connectivity including mode options, public transport connections and considerations for Brisbane's proposed third terminal.

Following the presentation, the community representative for Brisbane wished to table that a Brisbane Bicycle Group have noted the closure of end of trip facilities at DFO. Alaina Megson confirmed that communication between the Airport Bicycle User Group (BUG) and BAC regarding the end of trip facilities in the DFO are ongoing and actions to rectify the issue are being taken.

Dana Bradberry, referring to the presentation slide about the third terminal, questioned the future of the existing International Terminal. Michael confirmed that it would continue to be used by point to point international traffic, such as Emirates. Explaining that the current intention for the third terminal will be for home based carriers that provide both international and domestic services, improving connectivity and passenger experience.

The community representative for Ryan shared that a Bicycle User Group has approached the Member for Ryan seeking a regular contact person within BAC. Alaina confirmed that she is the contact point and has been meeting and communication with the Brisbane Airport BUG on a regular basis.

Stephen Beckett mentioned to the Ryan representative that BAC offered in June 2022 to meet with the Member for Ryan to brief them on airport issues but had so far not received a response to the invitation to meet.

Discussion followed in relation to the potential for a western link access road. Michael explained that the existing Moreton Drive access point services the western approach to the Airport. The group also discussed the bikeway that is parallel to the gateway motorway, noting that BAC are working with TMR and BCC to integrate cycle paths within the network.

The community representative for Lilley questioned whether there are considerations for connections with the ferry terminal network, noting the Olympic Village to be constructed near the Northshore Hamilton ferry terminal. Michael explained that the plan emphasises bus connections to Northshore Hamilton.

General Business and meeting close.

In General Business, the following items were discussed:

- The community representative for Ryan noted the previously tabled question regarding the Bicycle User Group. Also noted the significant number of people selling homes and leaving Brookfield due to the impacts of aircraft noise.
 - The community representative for Lilley confirmed they are in regular contact with the Member for Lilley, stating that they do not receive additional noise complaints. The representative explained that as a neighbour of the airport, residents of the electorate look forward to airport updates and are interested in its development.
 - The community representative for Lilley also questioned how the Skygate shopping precinct is coping following the closure of the Toombul shopping centre and whether there has been a noticeable increase in traffic? Stephen Beckett confirmed that customer numbers have increased and there is a keen focus to improve public transport access to service those customers who were regularly travelling to Toombul using the bus.
 - The community representative for Moreton urged Airservices Australia to consider a balanced approach for the two runways and their corresponding flight paths when implementing the PIR and noise action plan.
 - The community representative for Moreton also wished to share that public transport between their area the airport is expensive. Also, in reference to the new terminal, asked that BAC work to accommodate for an aging population through universal design to ensure connectivity and accessibility.
 - The community representative for Brisbane tabled five questions, two of which were answered within the meeting, the remaining are listed and addressed in the Action Items section below.
 - “How does BAC intent to compensate owners for property devaluation”
Response: Stephen Beckett explained that BAC has conducting research with the Queensland University of Technology (QUT) on property prices and land values since 2013. The report (the report can be accessed [here](#)) assessed aircraft noise affect suburbs and shows that some of the largest increases in property values occurred in suburbs affected by aircraft noise, based on real sales data. A news article published in August 2022, referring to the increase in property values within suburbs that experience aircraft noise, is included in Appendix A.
 - “Despite assertions that BAC does not do any political lobbying could BAC indicate how much is paid to Business Council of Australia (BCA) who lobby on their behalf”
Response: Rachel Crowley confirmed that BAC do not make contributions to the BCA and the BCA do not do any lobbying on BAC’s behalf. BAC is a member of the BCA.
 - The community representative for Clayfield shared that the community of Pinkenba is pleased with the proactive engagement they continue to receive from BAC. Request that at the upcoming Pinkenba Community Association meeting, BAC share upcoming additional services.
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Chair:

- The Chair thanked everyone for attending.
 - The Chair also requested that the connectivity network, in particular provisions for active transport, be presented at the next meeting if possible.
 - Future BACACG meeting dates for 2023:
 - Tuesday 20 June
 - Tuesday 5 September
 - Tuesday 28 November
 - Closed meeting at noon.
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Next meeting 20 June 2023 – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Questions put forward by Brisbane community representative:	BACACG Secretary to facilitate.	Finalised	Finalised
1. When will BAC introduce financial disincentives for noisy aircraft as previously hinted at	BAC		
2. How can BAC justify no curfew on business grounds when major world capital cities have curfew implemented	Department of Infrastructure	Appendix B	Finalised
3. What is Airservices allowing intersection takeoffs?	ASA		
Request for an update from BAC's Commercial team on customer and growth figures in Skygate retail outlets following the closure of Toombul Shopping Centre	BAC	Finalised	Finalised
Distribution of information regarding the Brisbane Airport Community Airspace Advisory Board (AAB) to BACACG members	BACACG secretary	Finalised	Finalised
Response to incoming correspondence from the Brisbane Airport Bicycle User group.	BAC	June 2023 (see June Minutes for responses)	Finalised
Request for an airport planning update from the BAC planning team in a future BACACG meeting.	BAC	Finalised	Finalised
Request from Lilley community representative for further information into decibel readings for flights, specifically relating to the Nundah area.	ASA	Finalised	Finalised

RESPONSE:

- Temporary noise monitor has been placed at Northgate
- Average aircraft height over the noise monitor: 2600 ft
- Northgate measured DH8D aircraft noise levels (LAmax):

Min	Avg	Max
60.5 dBA	65.6 dBA	76.6 dBA

- The aircraft tracks are widely spread over the area.
 - Northern parts of Nundah could be expect a slight increase (up to 4dB) to what is shown on the Northgate noise monitor.

Southern parts Nundah (~2kms from Northgate monitor) could experience reduced noise levels (a lateral distance of 2 kms could lead to a reduction in noise level by up to 8dB in theory, however in reality is likely less due to the large variation in aircraft spread, aircraft performance and meteorological conditions.)

Request from Bowman community representative for written responses to the following questions:

1. With respect to noise amelioration; Does ASA prioritise fuel burn over residents well being?

BAC secretary to facilitate
Responses: ASA

Finalised

Finalised

RESPONSE:

We do not prioritise fuel burn over residents wellbeing

2. Does ASA believe it is a solution to noise issues and/or complaints to shift flight paths or flight numbers over others?

RESPONSE:

- We do not believe that shifting aircraft operations from one community to another is a solution to noise issues and/or complaints, particularly where a community is not currently exposed to any operations.
 - Consideration in our Flight Path Design Principles - *Where high-density residential areas are exposed to noise, consider flight path designs that distribute aircraft operations, so that noise can be shared.* This sort of noise sharing would generally be considered where all communities being considered are already exposed to some form of aircraft operations. Community engagement with all affected communities would be central to decision-making.
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3. Could the BAC explain the use of the flight path tool, if flight paths are then changed.

RESPONSE from BAC sent to Bowman rep on 21/2/2023:

If flight paths are changed, then the tool will be changed accordingly. It is important to note that the tool was developed for community information purposes before the new runway was

opened. The data used was modelled, not actual, because at that point the new flight paths were not yet operational.

Since the runway has opened, BAC has recommended the use of the Airservices Australia online resources for the community to research actual flight path usage and noise events, rather than the BAC tool. Current information requests on flight paths and aircraft movements are best directed to Airservices Australia.

Request from Dickson community representative for written responses to the following questions:

BAC
secretary to
facilitate

Finalised

Finalised

The SMOKA 9A Arrival runs the aircraft straight down the valley, close to Samford Village. The arrival gives latitude to the pilots to descend below the constant descent path resulting in some traffic 2,500 feet lower than what would be considered 'on profile'. This needs to be addressed and understand a study into CDA (Constant Descent Approach) has commenced.

Response:
ASA

RESPONSE:

- Aircraft will be at different altitudes for ILS and RNP-AR approaches when on an optimal arrival gradient: ~5000ft RNP-AR vs ~8000ft ILS = ~3000ft difference overhead Samford.
- The at or below 8000ft requirement on the SMOKA arrival is to provide separation with other traffic in the basin (RWY 01R WACKO/RADAR SID).
- This altitude requirement occurs around Mt Mee and aircraft may be slightly below an optimal arrival gradient at this point, but there are no further restrictions that would prohibit aircraft from re-joining an optimal arrival gradient by Samford.

The aircraft you see displaced about 3km East are on an RNP-AR (Required Navigation Performance-Authorisation Required) approach called the SMOKA 9X RNAV approach. Not all aircraft are capable of this purely high-accuracy GPS approach as it requires special certification and special equipment. This is the most fuel efficient for the aircraft and therefore the most desirable. It is not being utilised as much as was planned so the group would ask the question as to the reason for low utilisation. Ultimately the noise around Samford is reduced by aircraft on this approach.

RESPONSE:

- Not all aircraft or crews are able to fly an AR approach
 - During busy periods, to maintain safe arrival sequencing, ATC utilise ILS/RNP Z (longer approaches)
 - Package Three – Reduce the frequency and concentration of flights over communities (development during 2023 and implementation in 2024)
 - Recommendation 3.1 – Reduce the frequency and concentration of flights over communities: Airservices will develop options for departure and arrival paths over the city to allow for noise-sharing and to reduce the occurrence of communities being subject to both
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arrival and departure operations. Airservices will also develop options to reduce the impact on communities of non-jet tactical operations, flight path further from the airport, merge points and hold downs. **In addition, Airservices will introduce opportunities for greater use of advanced navigation technology where this improves community noise outcomes.**

APPENDICES

Appendix A: Aircraft movements comparison

Property prices up more than 20 per cent in flight noise suburbs

Property prices have jumped by up to 48 per cent in some suburbs, despite flight noise complaints from the Brisbane airport second runway. But residents say it doesn't tell the full story.



[Matthew Killoran](#)

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2 min read

August 23, 2022 - 3:26PM

[131 comments](#)

00:37

Aircraft noise protest at Brisbane Airport Corporation

Brisbane residents fed up with aircraft noise gather at the Brisbane Airport Corporation office protesting for changes to the city's flight paths.

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Property prices have risen higher in suburbs impacted by airport noise than the Brisbane average, it can be revealed, as Transport Minister Catherine King all but rules out a flight curfew.

It follows the release on Monday of the [Trax report into airport noise issues stemming Brisbane Airport's second runway](#), which made a range of recommendations including directing more flights be directed over Moreton Bay and reduced flight frequency.

The noise issue, which residents have compared to [living under a "jet super highway"](#), has yet to have a significant impact on property prices analysis reveals.

But a prominent residents' group said the real impact has been hidden by the nationwide property price boom and by suburb averages not reflecting homes directly under flight paths.

Analysis of real estate market trends show that in the past 12 months while homes have spent slightly longer up for sale, the average price in impacted suburbs has increased slightly more than the Brisbane average.

As at August 2022, the average home sold in Brisbane had been on the market for 45 days and sold for an average of 20.5 per cent more than 12 months earlier, based on data from PropTrack.

Suburbs impacted by flight noise include Ascot, Hendra, Hamilton, New Farm, Teneriffe, Bulimba, Samford Valley, Brookfield and Upper Brookfield.

In the same time period houses sold in these suburbs were on the market for an average 49.7 days and had prices increase by 23.7 per cent, compared to sales 12 months earlier.

It includes Samford Valley where the average sale price was \$1.6 million, up 30 per cent from 12 months earlier, houses in Hamilton sold for an average \$2.23 million an increase of 48.7 per cent, and Brookfield where median prices were up 45 per cent to \$1.8 million.

Houses in Hamilton took the longest to sell at 85 days on average, well up compared to the standard around Brisbane.

Brisbane Flight Path Community Alliance chairman Marcus Foth said a more accurate reflection was a 2016 Environmental Impact Study for the Western Sydney Airport.

It included a data which showed flight noise accounted for a 10 per cent drop in property prices for Brisbane suburbs under the flight path of the original Brisbane Airport runway.

“Everything went up last year like crazy, it obfuscates the impact,” Dr Foth said.

“Suburb averages takes property prices across the entire suburb, while flight paths never cover an entire suburb.”

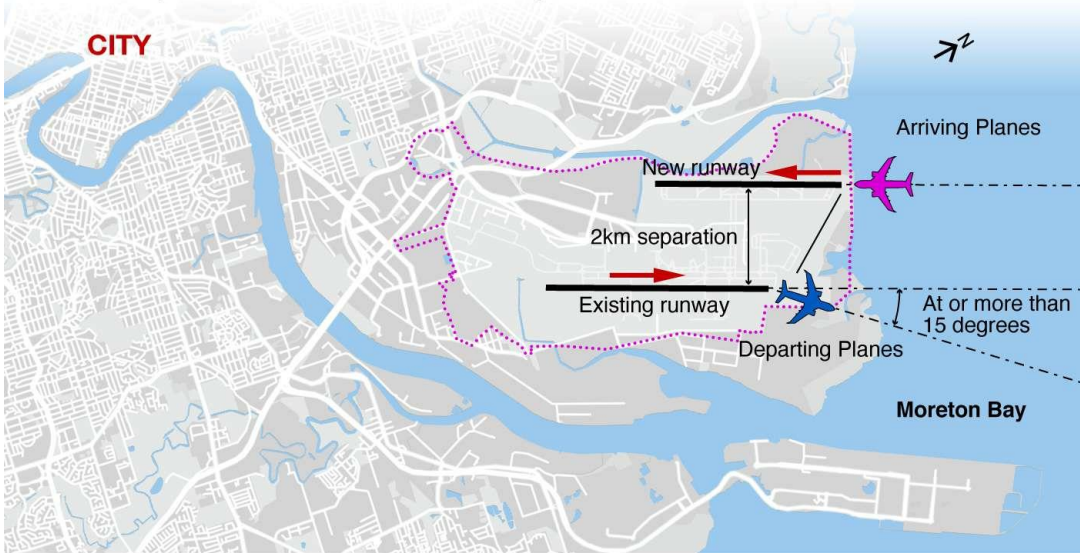
Meanwhile, Ms King said a flight curfew would shorten the lifespan of Brisbane airport.

“(That) mean that we have to bring forward a second airport for Brisbane which is costly and then just transfers a whole lot of noise to a range of other communities and in the process of having to deal with the flight paths,” she told ABC radio.

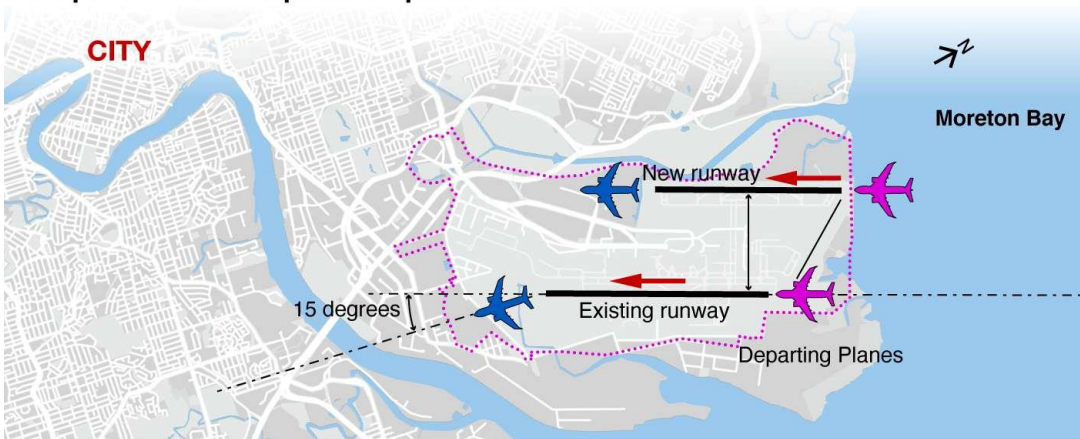
Brisbane's new runway system

1st preference (preferred mode) – Over Bay operations

This means that given the right weather conditions, aircraft could arrive over Moreton Bay and take off over Moreton Bay.



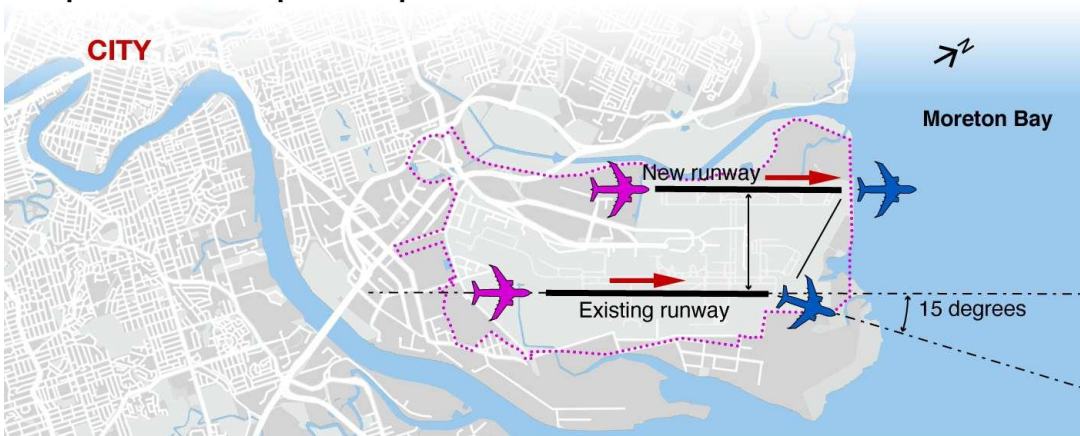
2nd preference – 19 parallel operations



For 19 and 01 parallel operations:

- Arrivals and departures to/from ports in the north and west will use the new runway
- Arrivals and departures to/from ports in the south and east will continue to use the existing runway

3rd preference – 01 parallel operations



Appendix B: Curfew response from the Department

Question: How can BAC justify no curfew on business grounds when world capital cities have curfew implemented?

Answer

The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, has publicly stated that the Australian Government will not introduce a night curfew at Brisbane Airport.

Australia's distance from other countries, as well as distance domestically between major population centres, and regional and remote areas, makes air traffic particularly vital for the movement of passengers and time-sensitive freight to, from and around Australia.

Some level of aircraft noise is unavoidable in major cities with an airport, however, the impacts of aircraft noise on communities surrounding airports can be minimised through airspace design, noise abatement procedures and appropriate land use planning.

Internationally, measures to help manage aircraft noise impacts at night vary, but there are only a small number of airports world-wide where a government has imposed an overnight curfew that bans all regular passenger transport (RPT) flights.

In the United States, very few airports operate with night flight bans and airports including Los Angeles, Atlanta, JFK and Newark have no operating restrictions imposed on them. However, some airports have voluntary measures to help manage the impact of aircraft noise on neighbouring communities. For example, Los Angeles Airport (LAX) operates voluntary night flight procedures from 00:00 to 06:30, in which all aircraft arriving at LAX must approach from over the ocean, unless Air Traffic Control determines that weather or airport/air traffic operational conditions make it unsafe for such operations.

Toronto Pearson Airport in Canada also operates with preferential runway use at night, along with a night flight 'budget' that limits the number of flight movements between 00:30 to 06:29 to a certain percentage of total annual air traffic at the airport.

In Europe, airports such as London Heathrow and Paris Charles de-Gaulle operate under night movement quotas which limit, but do not ban, RPT flights during certain night hours. London is serviced by 6 major airports while 3 major airports serve Paris.

Some countries, such as Germany, have imposed overnight flight bans at major airports such as Frankfurt Airport. However, in Germany and much of continental Europe, there is other rapid mass transport infrastructure available to facilitate the movement of passengers and critical freight 24/7, including high speed trains and satellite airports in nearby cities.

It is a similar case for Narita International Airport, which is one of two major international airports serving the greater Tokyo area; while Narita has a curfew from 23:00 to 06:00, the other major airport, Tokyo Haneda Airport, has no restrictions and operates 24 hours a day.

Sydney (Kingsford Smith) Airport has a 80 movement per hour cap and curfew from 23:00 to 06:00, although up to 80 overnight freight movements are permitted per week, along with emergency and medical flights. Restrictions in place at Sydney Airport means that increasing demand for air travel and freight to and from the Greater Sydney Area cannot be met, necessitating the construction of Western Sydney International Airport.