



BACACG MEETING MINUTES

Location:	BAC HQ 11 The Circuit, Brisbane Airport
Date:	Tuesday 20 th June 2023
Chair	Nigel Chamier AM
Attendees	<p>Nigel Chamier (Chair)</p> <p>Professor Laurie Buys (Community representative for Federal Seat of Moreton)</p> <p>Daniel Ryan (Community representative for Federal Seat of Lilley)</p> <p>Chris Kang (Community representative for State Seat of Clayfield)</p> <p>Geoffrey Warrener (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>Dr. Sean Foley (Community representative for Federal Seat of Griffith)</p> <p>Megan Thomas (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p> <p>Annie Li (Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts)</p> <p>Donna Marshall (ASA)</p> <p>Daniel Fisher (ASA)</p> <p>Marion Lawie (ASA)</p> <p>Brendan Mead (Qantas)</p> <p>Rachel Crowley (BAC)</p> <p>Stephen Beckett (BAC)</p> <p>Alaina Megson (BAC)</p> <p>Tim Boyle (BAC)</p> <p>Michael Jarvis (BAC)</p>
Attendees (online)	<p>Caroline Hauxwell (Community representative for Federal Seat of Ryan)</p> <p>Joshua Kindred (Community representative for Federal Seat of Petrie)</p> <p>Siobhan Cornett (ASA)</p> <p>Russell McArthur (ASA)</p> <p>Andy Bauer (Virgin Australia)</p> <p>James Heading (BCC)</p>
Guests and Observers	<p>Mitch Bright (Airport Bicycle User Group) (for final 30min)</p> <p>Portia Allison (BAC)</p>
Apologies	<p>Michael Hawkins (Community representative for Federal Seat of Dickson), Glenn Cox (ASA), Cassandra Sun (BCC), Scott Mitchell (Virgin Australia)</p>

AGENDA ITEMS

10:00 am

Chair:

Welcome and Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on 7th of March 2023.

Chair update:

- Welcomed the new community representative for the Federal Seat of Bowman Karilyn Beiers, and the new community representative for the Federal Seat of Griffith Dr. Sean Foley.
- Acknowledged the departure of former community representative for the Federal Seat of Bowman Steven Muller.
- Acknowledged the community representative for Brisbane's request for more time to be allocated to the agenda item for Community Representative General Business and discussion and advised that 40minutes has now been allocated.
- Acknowledged the establishment of the Community Airspace Advisory Board (AAB) which will be referred matters relating to aircraft noise and flight paths from BACACG and referred to the update Terms of Reference for BACACG to reflect the role of the AAB. The Chair reminded members that matters relating to air noise and flight paths can be discussed within BACACG but will be referred to the AAB for further action.
- The Chair also asked members wishing to provide submissions ahead of future meetings to send them COB the Friday prior to each meeting.

BACACG Secretary Update:

Alaina Megson (AM), 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 Secretary addressed an outstanding action item on whether BAC's Commercial Team has seen a growth in customer numbers at the Skygate precinct, as a result of the closure of the Toombul Shopping Centre. The Secretary advised that visitation has increased since the closure of the nearby shopping centre, however, could not confirm whether this was the result of the closure, or related visitation increases post-COVID.

The Secretary also addressed the outstanding item of whether BAC would use financial disincentives, or 'differential pricing', to discourage airlines from using noisy aircraft. Tim Boyle (TB), Program Manager Future Airspace Strategy Lead at BAC, advised that BAC was investigating the benefit of differential pricing and will be working towards presenting findings to the board later in the year.

BAC Update | Passenger + Community:

Stephen Beckett (SB), Head of Public Affairs at BAC, provided an update on passenger numbers and community related events that have happened since the previous BACACG meeting. SB provided an overview of new airlines and routes that have recently been announced at BAC, including announcements for:

- Jetstar's new direct flights to Japan and Korean as well as 10 services a week to Bali using the quieter and more fuel-efficient Airbus A321neo.
- VietJet's inaugural landing at BNE on the 16th of June 2023 for twice weekly services between Queensland and Vietnam.
- Air Vanuatu's recommencement of flight from Brisbane to Santo.
- Qantas' new route from Brisbane to Wellington, and Brisbane to Honiara, as well as a daily service from Brisbane to Narita Airport commencing on the 26th of November.
- Korean Air's April commencement of five weekly services to Seoul.
- United Airlines' new Brisbane to Los Angeles service starting in December, and an increase to their San Francisco service from three times per week to daily.

Brendan Mead (BM), from Qantas, also advised that the new Qantas fleet would include quieter aircraft.

SB advised that passenger numbers at the Domestic Terminal are not yet back to per-COVID figures (95%) and that there is a softening in demand, most likely due to the cost of living. SB also advised that

international numbers are still below pre-COVID (75%), but flights are extremely full and there is an increase in demand for flights resulting in high prices.

SB provided an update on the community engagement facilitated by BAC, including attendance with the Mobile Information Centre (Benny Van) at the Planes, Trains and Auto Festival, Teneriffe Festival, and Aviation Australia Expo. Other community engagement including the 33 recipients of the 2023 Community Giving Fund was addressed.

SB also provided an update on the public feedback submitted to BAC which included 302 submissions from 292 complainants. 63% of the feedback being negative, 25% neutral, and 12% positive.

The community representative for the Federal Seat of Griffith questioned why the percentage of negative feedback was so high. SB advised that people are more likely to contact BAC with negative comments than positive ones and reiterated the 12% of positive feedback.

The community representative for the Federal Seat of Brisbane advised of their personal experience at the International Terminal and their frustrations with passport machines not working, being unable to locate staff near the gate, and concerns about BAC not following COVID requirements related to spacing in the Arrival's Hall. SB advised that the Australian Border Force and airlines are struggling for staff which is putting pressure on waiting times at the International Terminal. SB also confirmed that BAC follows the Australian Government guidelines for COVID and encourages those who want to wear a mask to do so.

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

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

- The Department has announced and commenced the first meeting of the AAB which consists of 5 Brisbane community representatives selected by independent Chair Mr. Ron Brent.
- Members can nominate for a term of 2 year on the AAB and are selected based on their relevant experience, geographical location, and reputation as a community representative.
- The first meeting of the AAB commenced on the 18th of May 2023 and focused on issues of government and operational arrangements.
- AAB also discussed the first phase of the Airservices Australia Noise Action Plan for Brisbane.
- Minutes and papers from the first meeting have now been posted.

MT confirmed that while the AAB and BACACG may both discuss air noise related issues, the concerns will be predominately referred to the AAB. The AAB Chair may dial into BACACG periodically but will operate independently. The AAB can be contacted by the public through the secretariat.

The community representative for the Federal Seat of Brisbane stated that the Department (Department of Infrastructure, Transport, Regional Development, Communications and the Arts) does nothing but observe but has the remit to introduce caps and curfews for airport's overnight. They also advised that the Department has been sent recommendations that have not been addressed. MT advised that the Minister (Minister Catherine King) has publicly stated the government is not going to introduce a curfew for Brisbane Airport overnight and confirmed that the Department has received the recommendations that the representative for Brisbane was referring to and would reply in due course. The community representative for the Federal Seat of Brisbane referred to a letter (Appendix 1) from a family in Hawthorne advising that families and young children are being impacted by air noise. The Chair advised that the point would be noted.

MT provided an update on the Aviation White Paper which closed for comment on the 10th of March 2023 and will be released in 2024. MT advised that the BACACG Secretary would be notified upon the release of the White Paper. MT also advised that the Aviation Green Paper is being finalised and should be released for consultation in the next couple of months. The Green Paper will include the vision for the next 50 years of aviation.

Airservices Australia update

Donna Marshall (DM), from Airservices Australia, provided an update the Noise Complaint and Information (NCIS), feedback associated with the Noise Action Plan for Brisbane, and addressed actions from previous meetings (included in the Action Items below).

DM advised that ASA has commenced the first phase of engagement with bayside communities as a part of the Noise Action Plan for Brisbane. The community representative for the Federal Seat of Bowman advised that Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) are impacting the Redland's community as they have pushed aircraft over their community. They are seeking options to reduce the impact for their community. DM noted this request.

DM advised that the next round of community engagement will be commencing after the June/July school holidays. The community representative for the Federal Seat of Lilley queried when the exact dates would be. DM advised that they have not confirmed the exact dates and locations yet but will be in designated areas based on impact and they will release the locations at the beginning of July to take place at the end of July.

DM advised that ASA will be referring to the AAB in the lead up to phase 2 of the Noise Action Plan for Brisbane to review content and the methods of engagement.

DM provided an update on action items from the previous meeting, including the limitation of intersectional take-offs. DM advised that limitations to intersectional take-offs are being trialled and ASA is awaiting assessment to determine whether the current methods will be made permanent.

The community representative for the Federal Seat of Brisbane queried why a trial was needed if a limitation of intersectional departures causes less noise. DM advised that for the change to be warranted there needed to be a perceptual change in noise, which is typically 3 decibels for the human ear, whereas the limitation of intersectional take-offs only have a decrease by 1 decibel. DM advised that the community has been consulted on whether there is a perceived change; results of this will be available following analysis of feedback.

The community representative for the Federal Seat of Griffith advised that they live in Balmoral and have noticed no difference since the trial started and queries whether the way points had been changed during the trial. DM advised that the feedback would be noted, and that there have been no current height requirement changes for way points during the trial. BM, from Qantas, advised that there are concerns with changing the way points due to the output/thrust of the aircraft trying to climb higher which would increase associated noise. The community representative for the Federal Seat of Griffith reaffirmed that there has been no perceived improvement from the trial.

Ahead of the meeting community representative for the Federal Seat of Moreton requested maps that show the frequency and actual paths of flight and noise contours that affect Moorooka, DM provided the requested maps on PowerPoint slide. The community representative for the Federal Seat of Ryan advised that Moorooka was only getting noise associated with take-offs and that they aren't seeing enough action in areas that receive noise associated with take-offs and landings, like Brookfield and Samford. DM advised that ASA will be installing noise monitors in Upper Brookfield and are currently scouting where they will go. The community representative for the Federal Seat of Ryan reiterated that Upper Brookfield is impacted by noise associated with take-offs and landings and that 2 noise monitors was not enough. DM advised that ASA's acoustic noise specialist had advised that 2 monitors was enough, and they will look to add more if required. Michael Jarvis (MJ), Head of Airport Planning at BAC, advised that BAC had placed noise monitors in both Cedar Creek and Upper Brookfield back in 2021, the results of which can be located on the BAC website.

The community representative for the Federal Seat of Moreton commented that every community is impacted by air noise and flight paths, and that there should be a blanket approach rather than separating the communities. They advised that Moorooka is getting traffic from both the Legacy and New Parallel Runway and that they are concerned there is more traffic to come as it has not reached its peak.

Community Representative General Business and Discussion

In General Business, the following items were discussed:

- The community representative for the Federal Seat of Moreton advised they want to continue to receive information about the two flight paths impacting Moorooka, and for the BACACG to focus on a holistic approach to air noise.
 - The community representative for the Federal Seat of Bonner advised that Ross Vasta MP's office has been running community meetings about the early turn options available with 1700 signatures on the petition. They advised that Ross Vasta MP has also spoken in Parliament House in Canberra about the impact of early turn options for the electorate of Bonner. The representative for Bonner also advised that they are getting morning and evening helicopters and that the issues are Brisbane wide as everyone lives near an airport. The representative also noted more noise from a perceived new Mt Gravatt flight path.
 - DM advised that there has always been a flight path near Mt Gravatt however it may be more noticeable this time of year due to southerly winds.
 - The community representative for the State Seat of Clayfield provided positive feedback to BAC for the proactive engagement with the Pinkenba community around the increase of air noise. The representative advised that the community feels supported thus far. The representative asked for ASA to visit the Pinkenba community on air noise, which has been scheduled for September 2023.
 - The community representative for the State Seat of Clayfield also spoke on their personal approach to explaining air noise to their children, referencing the economic benefit of the aviation industry.
 - The community representative for the Federal Seat of Brisbane stated their frustration that the Department of Infrastructure, Transport, Regional Development, Communications and the Arts had not responded to a petition with 3000 signatures and 8 pages on the actions of ASA (Appendix 2).
 - The community representative for the Federal Seat of Brisbane also referenced a letter (Appendix 1) from a family in Hawthorne woken by aircraft noise and they had been awoken 7 times in an evening. The community representative referred to the health and/or education impacts of disrupted sleep.
 - The community representative for the Federal Seat of Ryan advised that they had sent through a copy of their questions which can be found under (Appendix 3). The representative for Ryan queried three matters.
 - The representative for Ryan requested that ASA make the full data from noise metres available to the public, including the data for Upper Brookfield. DM queried what data the representative meant as existing noise meter data can be found on the ASA website. The representative clarified that they don't want the aggregate or mean data, they want the 'perceived' noise. DM clarified that this may be differential noise data and that they can provide all temporary noise data on a central database but will require time to do so. DM advised that she will also confirm what differential noise is.
 - The representative for Ryan questioned the modelling used by ASA to predict impacts on outer suburbs (Kenmore, St Lucia, Indooroopilly, and Brookfield) as they are believed to not represent accurate predictions of noise in the area ahead of new flight paths. DM advised that when ASA creates new options for flight paths, they must use modelling as there is no data, since the flight path doesn't exist. DM affirmed that the modelling used in the Post Implementation Review (PIR) wasn't flawed and was consistent with recorded levels. DM advised there may be exceptions for some areas where there were changes due to international travel due to more capacity. Increase in frequency contributes to the noise. The representative for Ryan also requested ASA to supply mapping from noise meters. DM advised that information was based on the current noise level versus what the potential noise will be, and that this would be made
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available through a baseline model that is currently under development. DM advised she would take the comments on notice.

- The representative for Ryan referenced the World Health Organisation's (WHO) reporting on environmental noise, stating that the recommended levels of noise from the WHO reports were 45 decibels during the day and 40 decibels at night for aircraft noise (appendix). The representative questioned what BAC considers to be acceptable levels of aircraft noise, what BAC considers their duty of care towards children affected by aircraft noise is, and what steps BAC will take to mitigate these issues. MJ from BAC responded to the questions advising that BAC abides by Australian Aircraft Noise Exposure Forecast (ANEF) standards, and that it would be worth going into more detail ahead of BAC's 2026 masterplan. MJ advised that a lot of the received complaints were outside of the ANEF contours. MJ advised that when the New Parallel Runway was constructed adequate consultation with the community was conducted and there is a noise abatement procedure for the new runway.
- The community representative for the Federal Seat of Griffith referred to a study from Brussels Airport about health and social costs associated with the airport and questioned whether BAC was aware of the report. The representative also queried whether ASA abides by applicable community engagement standards. DM advised that ASA's current engagement plan has been based on best practice engagement and international standards, however, is happy to take feedback on how to improve. The representative further stated that ASA was a Government Department/Regulator and is held to Commonwealth standards. DM confirmed that ASA is not a department or regulator, they are a service provider. The community representative requested that ASA review the Commonwealth Community Engagement standards.
- The community representative for the Federal Seat of Griffith questioned whether complaints to ASA would continue to increase. DM advised that it is reasonable to expect more complaints with more flights but will work to make sure the community is adequately informed.
- The community representative for the Federal Seat of Griffith questioned when ASA and BAC will study the impact of aircraft noise on peoples' health. The community representative for the Federal Seat of Bonner replied that noise can come from any location and that BAC has conducted adequate noise monitoring prior to covid and before and after the new runway. The representative for Bonner referred to information that can be found on the BAC website.
- The community representative for the Federal Seat of Lilley advised that the Lilley EO has received some complaints about aircraft noise which were also made to ASA and BAC. The representative advised that there is an interest in the community for BAC as the number of jobs and flights increase. The representative did question what the impact of flights taking off over Nudgee Beach will be with new flight paths over the bay.
- The community representative for the Federal Seat of Bowman advised that the Redlands is being impacted by SODPROPS and by northerly winds causing more aircraft noise. The representative also requested that language be clarified around flights going out 'over the water' to instead be 'over the ocean' or 'over the bay' (if they are travelling along the bay) to differentiate between the intended routes. The representative also requested noise monitors to be placed in the area. SB from BAC replied that noise monitors were located at Thornlands, Thornside, and Wellington Point during the first three months of 2023. The results will be published on the BAC website in due course. The representative also mentioned that only one diagram in the latest departure flight path proposals included the arrival flight paths and asked for arrival flight paths to be included on all future diagrams for clarity.

BAC Active Transport Update, Representative from Airport Bicycle User Group (BUG) invited to give a 10-Minute presentation.

Mitch Bright (MB) from the Airport Bicycle User Group (BUG) presented on active transport challenges for bicycle users at BAC, including footpaths that need to be extended to reach more parts of the precinct. MB also presented on some of the options associated with bike parking racks for public and

staff use. On behalf of the Airport BUG MB has long campaigned for improved connectivity around the airport precinct and this presentation outlined in detail the projects that he would like BAC to prioritise.

MJ from BAC presented on the Active Transport Strategy for BAC and outlined the planned areas to be address, including the designated path on Lomandra Drive. MJ advised that the strategy is applicable not only to developments and upgrades but will also be a part of future works, including upgrades that link up to Brisbane City Council bikeways.

MB, the Airport BUG and other active transport stakeholders are currently being engaged to develop BAC's Active Transport Strategy.

MB questioned about the opportunity for a bike and pedestrian path under the Dryandra Road underpass, to which MJ advised it is a complex matter due to security and safety concerns as the underpass has planes passing overhead.

Close Meeting | Final Comments from Chair

Meeting closed at 12:10pm.

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

Next meeting 5 September 2023 – Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Airservices Australia to visit community members from Pinkenba to discuss concerns regarding aircraft noise.	BACACG Secretary to Facilitate	N/A	Completed (Sept)
Questions put forward by Brisbane community representative:	BACACG Secretary to facilitate.	June Meeting 2023	In progress
1. When will BAC introduce financial disincentives for noisy aircraft as previously hinted at RESPONSE:	BAC		Finalised
<ul style="list-style-type: none"> BAC is currently investigating the benefit of financial disincentives for airlines to reduce noisy aircraft, otherwise known as 'differential pricing'. Process is ongoing and a review will be prepared to be presented to the Board by the end of 2023. 			
2. What is Airservices allowing intersection takeoffs? RESPONSE:	ASA		Finalised
<ul style="list-style-type: none"> Airservices conducted a trial limiting intersection departures for all aircraft (jets and turboprops) from the new runway over the city. Priority aircraft, such as medical and police flights, were permitted to use intersection departures during the trial. The trial commenced 24 February 2022 and has not yet ceased. We are currently evaluating the outcomes of the trial including consideration of 			

community feedback gathered throughout the trial and during phase one engagement.

- This assessment will aim to determine if the trial should become a permanent operation, be modified, or if it should cease.
- No decision has yet been made by Airservices on the future of the trial operations.

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

N/A

Finalised

RESPONSE:

- Visitation has increased however it is hard to track if this is post-COVID related or due to the closure of the Toombul Shopping Centre

Response to incoming correspondence from the Brisbane Airport Bicycle User group.

BAC

N/A

Finalised

1. BAC advised BACACG in November 2020 that they would plant trees around BAC car parks, in particular the hardstand area on Litsea Street. There have been no trees planted to date.

RESPONSE:

- Where appropriate, BAC seeks to include planting of trees and other garden beds that will not pose a safety risk to operations at the aerodrome. For example, BAC is very cognisant of not planting any trees that are bird attracting as this can impact the airfield.
- Nearly all car parks on airport, including Airpark, do have landscaping. A recent exception is the new car park on Banksia Place where a decision was made to set up a bio area adjacent to the car park to facilitate water run-off.

2. Skygate Home and Life precinct has been operational since October 2018 but the roadside footpaths have never been connected. Our request to BAC for footpaths to be connected as part of the recent pedestrian upgrade to the Skygate precinct was refused.

BAC

N/A

Finalised

RESPONSE:

- BAC has recently advised Airport BUG that the development of an Active Transport Strategy is now underway. This strategy will identify short-, medium- and long-term projects for future planning. The roadside footpaths in this specific location will be assessed against other projects for priority and overall community benefit. The Airport Bug have been engaged in this process.
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3. Brisbane Airport Corporation no longer allows DFO tenants access to the DFO end of trip facilities. Airport BUG lobbied hard and won these end of trip facilities in the DFO expansion in 2014. We asked BAC in July 2022 to reopen the end of trip facilities to Skygate employees but 6 months later the facilities are still unable to be used by Skygate workers.

BAC

N/A

Finalised

RESPONSE:

- BAC has worked through security issues and have now developed an application form which interested users need to complete to obtain the relevant access pass for the facilities. A bond of \$50.00 will be charged per card.
- BAC has communicated the new arrangements for access to this facility in the BNE Community Ap and with the tenants and Management of DFO.

Questions put forward by the community Representative for the Federal Seat of Ryan: ASA Next Meeting In progress

1. Requested raw data from all temporary noise meters to be made publicly available.

From Appendix 1.

We request from ASA, please, the full data (not aggregated or mean data) from noise meters including perceived noise monitoring. Recently released for Samford and would like made available.

2. *Following on from ASA community meetings proposed changes to flight paths, we note that the graphics presented by ASA of expected noise contours under the proposed routes and 'noise sharing' options over outer suburbs (such as Kenmore, St Lucia, Indooroopilly and Brookfield) were based on modelling similar to the noise contours modelling presented in the original airport redevelopment proposals. We know now that these models are not accurate in predicting impacts on our local environment. Given that ASA have had 3 years and multiple complaints from suburbs beyond the original area of the environmental impact assessment over which the new flightpaths operate:*
- ASA Next Meeting In progress
- Why are ASA still using flawed modelling not actual noise data in these suburbs?*
 - When will ASA conduct the noise monitoring required to give residents more accurate representation of the noise they will experience under the new proposed flight paths?*
 - When will ASA invest in additional noise meters to meet the demands for noise data from affected residents?*

ASA/BAC

<p>3. <i>We're sure you're all familiar with this document, but we ask that BAC and BACACG to revisit the World Health Organisation sound pressure levels.</i></p>	N/A	Finalised in Meeting	
<p><i>For average noise exposure, the following sound pressure levels are recommended (2, 6):</i></p>			
<ul style="list-style-type: none"> • <i>< 45 dB Lden for aircraft noise</i> 			
<p><i>- For night noise exposure, the following sound pressure levels are recommended (2):</i></p>			
<ul style="list-style-type: none"> • <i>< 40 dB Lnight for aircraft noise.</i> 			
<p><i>Given this information, guidelines, and the wealth of well-founded, peer-reviewed data on impacts of aircraft noise and emissions on the education and development of children, the health of people living under flight paths, and the significant economic costs of these impacts:</i></p>			
<p><i>a. What do BAC and ASA consider to be acceptable levels of sound pressure, both daytime and night-time, for residents of Brisbane that result from 24/7 airport operations?</i></p>			
<p><i>b. 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?</i></p>			
<p><i>c. 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?</i></p>			
<p>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' (Appendix 2).</p>	<p>Department Infrastructure, Transport, Regional Development, Communications and the Arts</p>	<p>Next Meeting</p>	<p>In progress</p>
<p>Community representative for the Federal Seat for Lilley request that the impact for Nudgee Beach be explained in relation to new flight paths over the bay.</p>	<p>ASA</p>	<p>Next Meeting</p>	<p>In progress</p>
<p>Community representative for the Federal Seat for Moreton requests that Airservices provide a range of maps that show the frequency and actual flights and the noise contours that affect the area of Moorooka, for current usage and for the expected growth of both runways.</p>	<p>ASA</p>	<p>Next Meeting</p>	<p>In progress</p>

APPENDICES

Appendix 1.

6th June 2023

Complaint letter and letter to my local members AND letter to the editor at courier mail

I am beyond angry this morning.

Not only does the Emirates A380 at approx **9:30** disrupt my kids sleep every night (I didn't capture a screen cap last night) but the Qatar 777 at **11:00pm** woke us up and I was wrecked the rest of the night.

7 times!!! When my kids were cluster feeding even they didn't wake up 7 times a night!!!

Sleep deprivation is a form of torture. If I wanted broken sleep like this I would have had another kid!!!!!!

How the heck am I supposed to function today on less than 2 hours sleep??

WHY are there planes flying OVER suburbs at night???

Points to note:

1: we live in a 2004 built well insulated house which is one block away from Hawthorne road. We're insulated against most traffic noise. All windows and curtains were closed to prevent noise.

2: we have lived in this house on and off since 2010 and this is the WORST plane noise has ever been.

Here is the list of the 7 planes which woke up Hawthorne last night.

- EK435 Emirates A380 - passed over after **21:30**. Shook the house as usual - will never get used to it!! Regular decibel levels indoors over 70db and outdoor over 80. (First screen capture)
- QR899 Qatar 777 - approx **22:55** Loud, whiney, rumbled as it turned so we had to put up with the noise for a while whilst my 10yo was yelling from his room "**MUM!!!! ITS SO LOUD!**"
- CA054 China Airlines A350. **23:10**, not as loud as Qatar but made my 10yo get up again
- SI246 Singapore A350 - just got settled and I'm up again... bang on **midnight!**
- CX126 Cathy's Pacific 777 - not as bad as Qatar but less than 1hrs sleep at this point **01:22**
- QF7421 Qantas BAe 146.... Seriously. It is now **03:00**.... Why couldn't this one have gone over the bay?
- EK431 Emirates 777 oh my god - just as bad as Qatar 777 only this one was at **03:10!!**

ASA and Brisbane Airport have downright lied to the South East suburbs of Brisbane. There is no take offs and landings over the bay at night despite that being promised in the consultation period.

You're ruining what was supposed to be our forever home because we are not able to sleep!!!!

I am just so angry and will be voting for any candidates in any election who prioritise the health of my family and set up a curfew AND send the planes over the bay at night. Take note of the federal election results for Griffith! If you are an elected official (Mayor, Councillor, State and Federal Member and Senators) and you don't start put your constituents health first by demanding a curfew and prioritising over bay take offs and landings LIKE BNE AIRPORT AND ASA ORIGINALLY PROMISED during the day then I'm not voting for you!

I am sick of complaining. I'll be at protest on Saturday. I have had enough of ASA and the federal government inaction of the regulation of this issue

Appendix 2.

ATT:

Director—Governance Section

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
clientservice@infrastructure.gov.au

10 June 2023

Dear Madam/Sir

I herewith wish to lodge a formal complaint about the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and kindly ask for the receipt of this complaint to be acknowledged in writing within 2 days, and reviewed and responded to in the next 14 days using the Department's complaints handling procedures.

The Department's Client Service Charter confirms that the Department administers regulatory frameworks in the area of transport, specifically aviation transport. <https://www.infrastructure.gov.au/about-us/corporate-reporting/client-service-charter>

Furthermore, the Client Service Charter states that, "We individually and collectively uphold the Australian Public Service Values." – including:

1. Accountable—we are open and accountable to the Australian community under the law and within the framework of ministerial responsibility.
 2. Ethical—we demonstrate leadership, we are trustworthy and act with integrity in all we do.
- Details of my complaint, steps taken to resolve the complaint, and the outcome I am asking for, are outlined below.

A. Details of complaint

This complaint is made about the long-term and systemic failure to provide and administer adequate regulatory oversight over Airservices Australia, a portfolio entity under the Aviation Branch of the Department overseen by the Deputy-Secretary Transport Ms Marisa Purvis-Smith.

Specifically, I provide the following evidence to substantiate this complaint:

1. The removal of SODPROPS

The ministerial approval of the Brisbane Airport New Parallel Runway and associated flight paths by the Australian Government in 2007 was based on the 2006 Brisbane Airport MDP/EIS, which stipulates that SODPROPS (over water operations) are to be, "the preferred mode as it offers the greatest noise abatement." (page D3-33).

However, Airservices quietly removed SODPROPS as the priority mode during the day from the Brisbane Noise Abatement Procedures.

Airservices' own guidelines state that:

"Any proposal that results in an EPBC Act assessment finding of potential 'significant impact', shall be referred, by the EGM ANS to the Commonwealth Environment Portfolio Minister (the Environment Minister) for advice."

Source: Airservices – Environmental Management of Changes to Aircraft

Operations AA-NOS-ENV-2.100 Version 13, effective 7 August 2018, Section 4.4

– Proposals with potential 'significant impact', p. 6. EGM ANS = Executive General Manager Airservices Air Navigation Services Group

In Budget Supplementary Estimates 2021 / 2022 (25 Oct 2021), Airservices stated that: This change was not considered a "significant impact" criteria under the Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act).

Airservices' convenient self-assessment of the removal of SODPROPS as a "minor" change without "significant impact" is a violation of s9 of the Air Services Act 1995. The Department should have verified Airservices' poor decision-making and intervened in order to protect Australians. The removal of SODPROPS from daytime operations was a major change with significant impact as we all now know. 15,000+ noise complaints have been lodged with the NCIS (July 2020 – Jan 2023). Three independent reports – by the ANO, BAPAF, and Trax International – have confirmed the major repercussions of the stark discrepancy between what Brisbane communities were told versus the lived experience now. Runway usage data confirms that Airservices' promise to route the majority of flights over water and away from residents has been broken.

2. Airservices' approach to community engagement is insincere and tokenistic

Airservices' "Commitment to Community Engagement," which says:

"We are committed to clear, proactive, inclusive, accessible, responsive, transparent engagement with communities who may be affected by proposed changes to flight paths and airspace."

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In the lead-up to the launch of the New Parallel Runway, not a single resident in Brisbane received clear, proactive, inclusive, accessible, responsive, transparent engagement. This is what honest, easy-to-understand and accurate information would have looked like:

- Your home will be directly under a flight path.
- There will be more than 100 flights per day directly over your home.
- The noise pollution will be regularly in the range that the World Health Organisation deems harmful to human health.
- These noise levels are scientifically proven to be detrimental to childhood learning.
- There will be peak periods where flights will be every 2 minutes for several hours. These peak periods are early morning and early evening i.e. during family time.
- There will regularly be flights at night between the hours of 10 pm and 6 am over your home that will be disruptive to your family's sleep.
- We recommend that you move away from Brisbane if any of the above points are likely to cause you distress. We will not offer any support or compensation for this.
- Airservices and BAC assume no responsibility whatsoever for financial harm or harm to human health.

The Department also failed to notice and intervene when CASA's Office of Airspace Regulation assessed Airservices' Airspace Change Proposals on 29 October 2018 and 26 August 2019 (ACP045-18 – OP18/278). Under CASA regulations, their ACP assessment should review evidence that appropriate stakeholder consultation has occurred, and if appropriate, to conduct their own consultation or instruct the proponent to conduct more. However, CASA did not conduct its own consultation, as "CASA was satisfied with the documentation Airservices provided to demonstrate adequate consultation was undertaken." – This has now been proven wrong as Airservices' community consultation has been proven inadequate by three separate entities: ANO, BAPAF and TRAX. <https://bfpc.org.au/34-casa/>

Over time and in various locations across Australia, Airservices has repeatedly employed trickery and misleading tactics, disregarding the concerns and well-being of local communities, without that the Department has offered any regulatory controls or oversight. Disturbingly, evidence from as far back as 1988 demonstrates the persistence of these deceptive practices. BFPCA has explored two notable instances of such behaviour – one in Brisbane in 1988 and another in Western Sydney in 2023 – which mirror the ongoing debacle of excessive flight path noise pollution currently plaguing Greater Brisbane: <https://bfpc.org.au/25-deception/>

What makes these violations of the Australian Public Service Values, s9 of the Air Services Act 1995, and Airservices' own community engagement standards worse is the long history of countless government reports, scientific studies, discussion papers, policy proposals, Senate inquiries, and amendment bills, dating as far back as 1975, that all offer profound advice how to conduct best practice community engagement. Airservices has ignored all of

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them, and the Department has allowed this to happen for decades: <https://bfpc.org.au/17-royal-commission/>

To this day, Airservices Australia's NCIS team systematically stonewalls community members with legitimate complaints about aircraft noise.

Community complaints manuals obtained by BFPCA through Freedom of Information requests show how Airservices staff are instructed to provide pre-scripted answers designed to quash complaints and prevent them from progressing to investigation or referral to the Civil Aviation Safety Authority (CASA) or to the Department of Infrastructure and Transport.

Of the total 207 pages of staff training materials BFPCA obtained under FOI, just under half a page deals with "noise improvement investigations." The remaining pages instruct NCIS staff in how to send boilerplate responses arguing that complaints are unjustified and nothing can be done. Suggested replies include, "this cannot be changed," "investigations already conducted," "no investigation will be conducted," "no direct transfer to Department."

Airservices confessed in Senate Estimates that they received 14,019 complaints and enquiries from 2,956 complainants between 12 July 2020 and 31 October 2022. They were then asked, how many noise improvement investigations has Airservices complaints team conducted anywhere in Australia for any airport annually since 2018?

Answer: Nil

While the Air Services Act 1995 requires Airservices to protect communities from aircraft noise, we now have hard evidence that Airservices prioritises 'air traffic management efficiencies' instead. The Department is at fault for standing by for years while Airservices hosts a dedicated team charged with purposefully stonewalling communities. It conveniently shields decision makers from hearing people suffering aviation noise pollution.

If complainants do not give up and submit further complaints, Airservices staff are instructed to treat this as "unreasonable behaviour." The training manual suggests these 'difficult people' are to be put on a management plan. This imposes access restrictions such as limiting phone calls or email contact "including deleting without reading submissions."

We are being asked to spend our own time and energy (for free) on lodging complaints that go nowhere, writing submissions that get ignored, attending consultation workshops that have no impact, joining sham-forums that have no authority. First we had BACACG, the ANO, then BAPAF, then TRAX, then the PIR workshops, and now

AAB. <https://bfPCA.org.au/59-engagement-theatre/>

BFPCA got hold of Airservices' "Key Messages" document, which Airservices publicly released by mistake as it was obviously never intended to be seen by Brisbane

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communities. This document was created 02/02/2022 and published in error on the Airservices Engage portal, but then quickly removed from view as it was only intended for Airservices' airport and airline stakeholders, not for view by the community – it's easy to see why. <https://bfPCA.org.au/3-true-colours/>

I wish to complain about the Department's lack of intervention to arrest these practices, which are clearly in direct violation of the Australian Public Service Values:

1. Accountable— Airservices is NOT accountable to the Australian community under the law and within the framework of ministerial responsibility.

2. Ethical— Airservices is NOT trustworthy and does NOT act with integrity.

3. Airservices' incompetence

Early April 2022, the Trax interim report was released. It listed: 49 improvement recommendations! Australia's national flight path design agency Airservices created and launched a new airspace architecture for Brisbane on 12 July 2020. They worked on this continuously from the 2006/2007 MDP/EIS to the launch in 2020 – some 13 years!

It took Trax only three months (and over half a million dollars in consultancy fees) to identify 49 ways Airservices' handiwork can be improved. In a number of the community workshops, the Trax representatives suggested on multiple occasions that the Brisbane flight path architecture is so flawed that if it were to be lodged in the UK it would have been challenged by a judicial review and "called in" by the courts before it could proceed any further.

How is it possible that the Department has failed to administer regulatory oversight and intervene for this long?

4. Airservices failed to meet ministerial conditions

Major Development Proposals (MDP) such as the New Parallel Runway require ministerial approvals from both the Infrastructure Minister under the Airport Act 1996 and from the Environment Minister (for the EIS component) under the Environment Protection and Biodiversity Conservation (EPBC) Act 1999. Brisbane Airport Corporation received those approvals for the runway itself. However, Airservices was also required to obtain their own approval from the Environment Minister for the new airspace and flight path design.

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BFPCA has meticulously pieced together information based on data in the 2021 ANO report and multiple FOI requests.

27/05/2005

In compliance with s160 of the EPBC Act 1999 Airservices wrote to the Minister for the Environment notifying that airspace management associated with Brisbane Airport's proposed new runway was likely to have a significant impact on the environment (referral number EPBC 2005/2144).

13/09/2007

Following Airservices' referral, the Environment Minister Malcolm Turnbull (in John Howard's government) issued his approval subject to a key condition that is crucial for us:

Airservices Australia should take account of the options to mitigate noise impacts outlined in the draft Environmental Impact Statement and supplement, and require validation of the uncertainties inherent in the forecasts when conducting the safety case and environmental assessment of the proposal, prior to operation of the New Parallel Runway.

Dep. Environment FOI LEX 26466

07/05/2018

Airservices worked closely with BAC during the design of the flight paths. We learnt from the 2021 ANO report that in 2018, BAC commissioned consultants to carry out a Noise Footprint Comparison of the flight path designs with those proposed in the 2007 EIS. Airservices advised that it participated in this assessment through a series of workshop. The report of this exercise found no significant differences between the two. The report appears to have been completed in the first half of the year, as Airservices agreed with the conclusions of the report in a letter to BAC on 07/05/2018, saying there was "no material difference" between the flight paths as then designed and those in the 2007 EIS. The letter noted a "comprehensive and detailed review" was conducted by Airservices and its "noise and environmental specialists" agreed with the conclusions. There was, however, no documentation of Airservices' own assessment of environmental impact at this stage.

Airservices FOI-22-04

09/08/2018

Airservices wrote to the Department of Environment (with Minister Josh Frydenberg at the time) on 09/08/2018 attaching BAC's Noise Footprint Comparison report and advising that it had taken account of options to minimise noise impacts and considered its obligations under the Minister to be satisfied. It endorsed the conclusions of the BAC Noise Footprint Comparison to the effect that there was no material difference between the

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flight paths proposed at that time compared to those in the 2007 EIS. However, Airservices own environmental assessment was not concluded until 21/12/2018.

Dep. Infrastructure FOI 22-146

21/12/2018

Airservices had already sent their letter to the Environment Minister, yet their own environmental assessment was not finalised until 21/12/2018. However, this assessment did not conduct a direct comparison of the flight paths between 2007 and 2018 either. It extracted a map from the 2007 EIS, applied its internal criteria for "significant" impact at 60dB(A), imposed the N60 contour onto and, since it substantially fitted within the map, determined that the significant environmental impact on the area with the map, and any requirements under the EPBC Act, had been approved under by the 2007 EIS.

The flight paths themselves had yet to be finalised and consequently the projected numbers of flights and their altitudes over particular suburbs was also not final. Airservices did not finalise their flight path design including flight numbers until April 2020.

Details: <https://bfpca.org.au/4-epbc/>

B. Steps taken to resolve the complaint

1. Submitted numerous complaints to Airservices
2. Lodged complaints with the Aircraft Noise Ombudsman
3. Signed federal petition
4. Asked federal Members of Parliament for help and advocacy
5. Participated in Airservices' PIR engagement sessions
6. Wrote submissions to the ANO, BAPAF, PIR, and the Aviation White Paper draft ToR
7. Followed Catherine King's advice: "they're going to have to protest"

C. Desired outcome

1. Admit fault and liability on all of the above accounts and formally apologise to Brisbane communities.
2. Conduct an in-depth departmental review of Airservices in order to amend and reform both the Department's and Airservices' procedures that led to the series of faults outlined above.
3. Remove Jason Harfield as CEO of Airservices Australia with immediate effect.

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4. Advise the Australian Government to urgently separate Airservices' conflicting interests, that is, their commercial arm servicing the aviation industry and their legislated obligation to protect communities.
5. Advise Minister Catherine King to urgently issue Ministerial Directions as provided for under s16 of the Air Services Act 1995, to redesign the Brisbane airspace and flight paths and to develop the Brisbane Airport Long-Term Operating Plan (LTOP) to better manage the aircraft noise associated with Brisbane Airport.
6. Advise Minister Catherine King to urgently declare Brisbane Airport a leviable airport under the Aircraft Noise Levy Act 1995 to impose and collect aircraft noise levies.
7. Advise the Australian Government to urgently strengthen the independence and authorities of the Aircraft Noise Ombudsman (ANO) and integrate the ANO with the Office of the Commonwealth Ombudsman.

Appendix 3.

Questions to BACACG, June 2023, from representative for Ryan

1. We request from ASA, please, the full data (not aggregated or mean data) from noise meters including perceived noise monitoring. Recently released for Samford, and would like made available.

2. Following on from ASA community meetings proposed changes to flight paths, we note that the graphics presented by ASA of expected noise contours under the proposed routes and 'noise sharing' options over outer suburbs (such as Kenmore, St Lucia, Indooroopilly and Brookfield) were based on modelling similar to the noise contours modelling presented in the original airport redevelopment proposals. We know now that these models are not accurate in predicting impacts on our local environment.

Given that ASA have had 3 years and multiple complaints from suburbs beyond the original area of the environmental impact assessment over which the new flightpaths operate:

- Why are ASA still using flawed modelling not actual noise data in these suburbs?
- When will ASA conduct the noise monitoring required to give residents more accurate representation of the noise they will experience under the new proposed flight paths?
- When will ASA invest in additional noise meters to meet the demands for noise data from affected residents?

3. We're sure you're all familiar with this document, but we ask that BAC and BACACG to revisit the World Health Organisation sound pressure levels:

- For **average noise exposure**, the following sound pressure levels are recommended (2, 6):

- < 45 dB Lden for aircraft noise

- For **night noise exposure**, the following sound pressure levels are recommended (2):

- < 40 dB Lnight for aircraft noise.

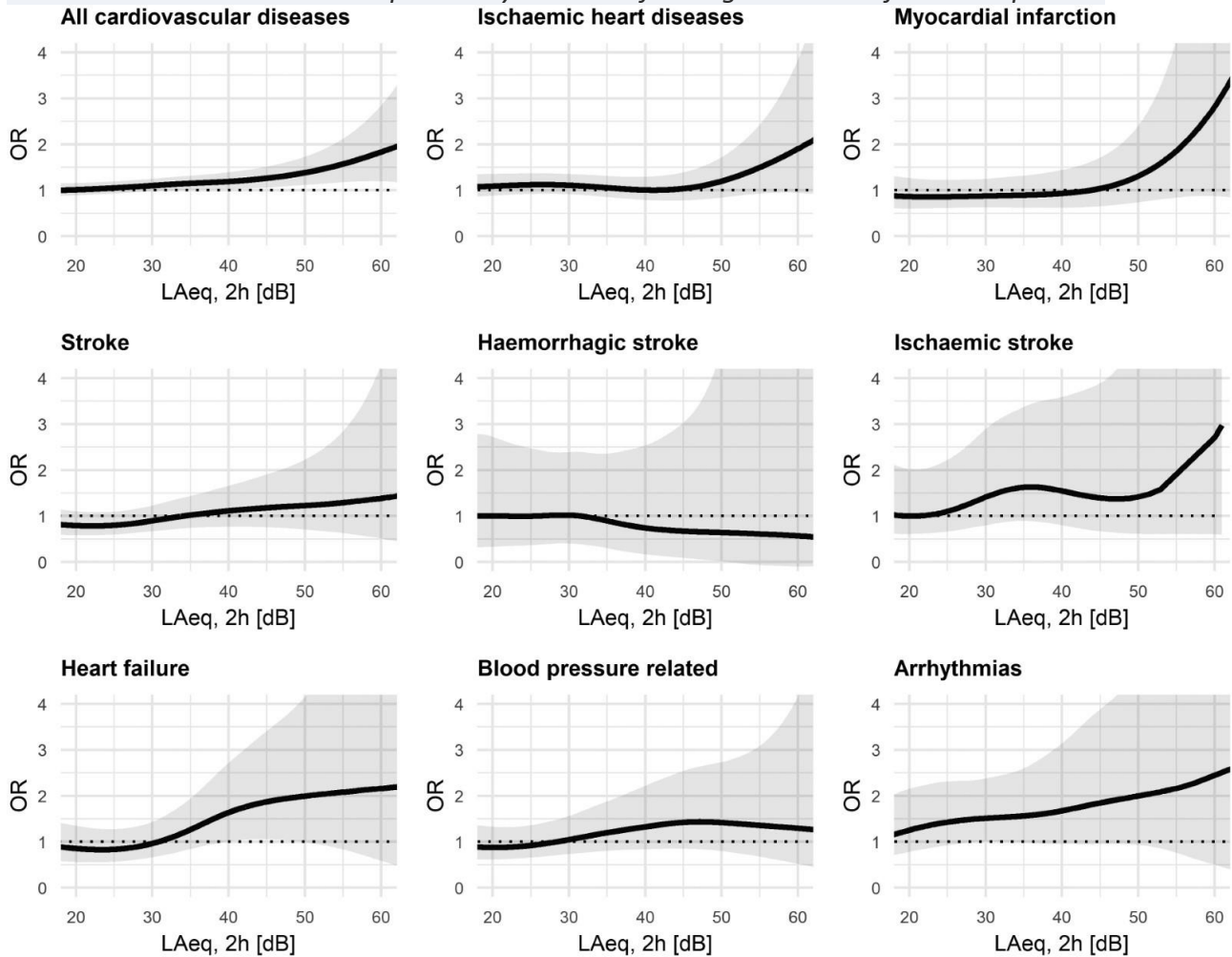
Sources:

Compendium of WHO and other UN guidance on health and environment, 2022 update

[Access here the most crucial guidance on environmental noise in one single PDF](#)

We would also like to remind you of the numerous reports on the impacts of flightpaths on health of residents such as the work by Saucy et al (2021): "Does night-time aircraft noise trigger mortality? A case-crossover study on 24 886 cardiovascular deaths." *Eur Heart J*, Volume 42, Issue 8, 21 February 2021, Pages 835–843. <https://doi.org/10.1093/eurheartj/ehaa957>

“Our findings suggest that night-time aircraft noise can trigger acute cardiovascular mortality. The association was similar to that previously observed for long-term aircraft noise exposure.”



Eur Heart J, Volume 42, Issue 8, 21 February 2021, Pages 835–843,
<https://doi.org/10.1093/eurheartj/ehaa957>

Given this information, guidelines, and the wealth of well-founded, peer-reviewed data on impacts of aircraft noise and emissions on the education and development of children, the health of people living under flight paths, and the significant economic costs of these impacts:

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

Appendix 4.

EXCESSIVE NOISE POLLUTION FROM BRISBANE'S FLIGHT PATHS

Eligibility - Queensland residents

Principal Petitioner:

Professor Marcus Foth

PO Box 2031

NEW FARM QLD 4005

Total Signatures - 2,588

Sponsoring Member: Dr Amy MacMahon MP

Posting Date: 5/6/2023

Closing Date: 20/8/2023

[Share this E-Petition](#)

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TO: The Honourable the Speaker and Members of the Legislative Assembly of Queensland

Queensland residents draws to the attention of the House Airservices Australia admitted in Senate Estimates that families and communities in more than 226 suburbs across Greater Brisbane are affected by noise pollution from Brisbane's flight paths. Three independent entities, the Aircraft Noise Ombudsman, the Brisbane Airport PIR Advisory Forum, and Trax International confirmed inadequate engagement and inaccurate information were provided by Brisbane Airport Corporation and Airservices Australia about changes to flight paths prior to the New Parallel Runway's launch. Since then, thousands of complaints have been sent to the Premier.

Your petitioners, therefore, request the House to establish a Parliamentary Inquiry into the impact of Brisbane's flight paths and ways to rectify the situation using the powers and advocacy of the State of Queensland. The inquiry's scope should encompass: (i) the clinical and cognitive effects of aircraft noise on Brisbane school children and students; (ii) the human health and environmental toll including ultra-fine particle air pollution; (iii) the influence of the aviation industry's donations to political parties and lobby groups; (iv) the need to reform state planning legislation as a result of inadequacies identified in the National Airports Safeguarding Framework 2016 with relying on Australian Noise Exposure Forecasts (ANEF) for land use planning; (v) the failure to engage communities and obtain a social licence to operate drone delivery services and air taxis in Queensland.

Appendix 5.

Consultation Charade: Act I No Noise Action Plan for Brisbane

Airservices Australia is pleased to share the first design options developed as part of the Noise Action Plan for Brisbane. These options have been developed in response to Package 2 -

Maximise flights over the water and Package 3 - **Reduce the frequency and concentration of flights over communities.** [AsA](#)

Charade: “an absurd pretence intended to create a pleasant or respectable appearance”; or “an act or event that is clearly false.”

Introduction

Our analysis of AirServices Australia’s (AsA) ‘Noise Action Plan for Brisbane’ reveals yet another exercise in misinformation, deflection and deception, designed to encourage Brisbane residents to believe AsA is doing something to reduce excessive aircraft noise over the city while doing nothing at all. AsA’s ‘engagements’ are best seen as charades where Brisbane residents are invited to try to guess what AsA is supposedly planning. But, on close inspection, no real action is proposed. AsA does not provide any information on what remedial actions might be favoured, when they will be implemented or by how much they will reduce aircraft noise and other aviation pollution afflicting Brisbane. These are, sadly, just exercises in bad faith.

Brisbane residents have now suffered almost three years of excessive aircraft noise because of AsA’s failed flight path design – AsA’s so called ‘bread and butter’. The Post-Implementation Review (PIR) prepared for AsA by Trax International at a cost of nearly \$600,000 taxpayer dollars was completed in late 2022. It has taken AsA nearly six months later to start ‘engaging’ with Brisbane communities about what might, just maybe, be done to fix the problems they and BAC have and continue to cause.

The AsA document on this topic (18th December 2022) is just nine pages in length, and is largely devoted to summarising the recommendation of Trax International who undertook the PIR. Trax proposed four ‘Packages’ – the current charade is based on the key recommendations in Packages 2 and 3. It is suggestive that the word ‘noise’ does not occur at all in Package 2, as a reason for maximising flights over the water (Moreton Bay), while Packages 1, 3 and 4 are littered with the word, but then mostly in the context of ‘noise sharing’ or ‘respite’. Despite this careful ‘wordsmithing’, the title of the document makes clear it is focused on reducing the impact of aircraft noise on Brisbane communities, and this is (supposedly) the *raison d’être* of AsA’s proposals.

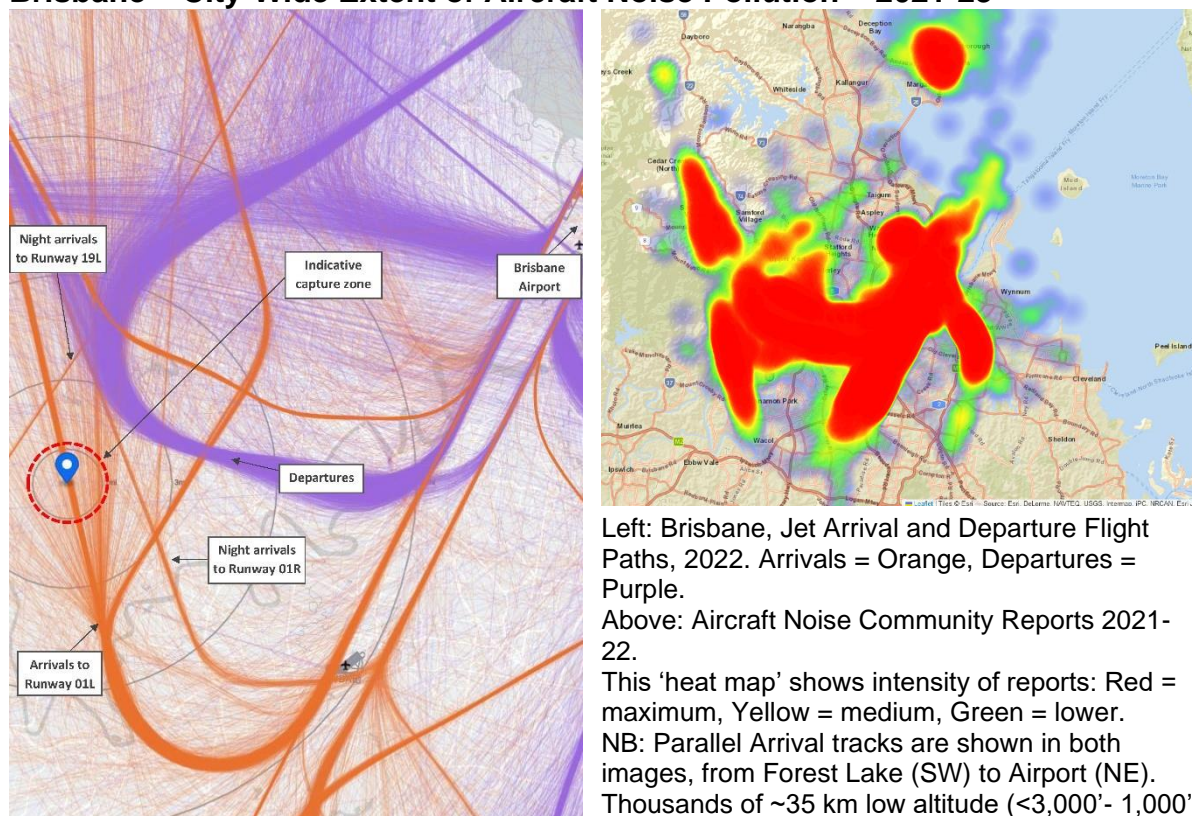
Existing Flight Paths

Short-term monitoring and analysis of actual flight paths by AsA took place at a number of locations around Brisbane in 2010-14. These clearly show that actual flight paths and altitudes vary widely from those represented by single lines. The recent illustration of actual flight paths in BAC’s short-term monitoring make it clear this is still the case.

Despite BAC providing images of flight path ‘swathes’ on its website AsA choose to only use single line diagrams to illustrate current and proposed flight paths, admitting these did not represent reality. There is too much that AsA puts about that ‘does not represent’ reality – this is just the latest example.

The two image below clearly illustrate that aircraft noise pollution is a Brisbane-wide problem, almost nowhere escapes it. The image on the left was prepared for BAC to illustrate aircraft noise in Upper Brookfield, a hilly area on the northwest edge of the city. There have been consistent reports of severe noise pollution there which it seems BAC hoped to counter. The purple and orange swathes in the images also showed how widespread excessive aircraft noise pollution is. Importantly, they also illustrate the ‘superhighways’ in the sky that make life miserable and difficult for a large proportion of Brisbane residents under them.

Brisbane – City-Wide Extent of Aircraft Noise Pollution – 2021-23



Left: Brisbane, Jet Arrival and Departure Flight Paths, 2022. Arrivals = Orange, Departures = Purple.

Above: Aircraft Noise Community Reports 2021-22.

This 'heat map' shows intensity of reports: Red = maximum, Yellow = medium, Green = lower.

NB: Parallel Arrival tracks are shown in both images, from Forest Lake (SW) to Airport (NE). Thousands of ~35 km low altitude (<3,000' - 1,000') 'dirty' noise making flights.

Source: Left: BAC Upper Brookfield Short-Term noise Monitoring, Report No. 17141-A2. 2022; Right: BFPCA, Community Monitoring Reports, 2023.

The image on the right is compiled from community-reported noise complaints – not those that disappear into AsA's noise reporting 'black hole'. The parallel bright red swathes from bottom left (southwest), at Forest Lake on the city's outskirts, to top right (northeast) Brisbane airport closely match the orange swathes and superhighways of the arrivals flight paths some 35 km across the width of Brisbane documented by BAC. About two-thirds of aircraft arriving from domestic and international locations follow these two flight paths. As a consequence Brisbane residents living, studying and working under or close to these flight paths daily experience hundreds of instances of excessive flight noise. Arriving aircraft overfly locations along these paths at below 3,000' in a 'dirty configuration' with jet power (and noise) turned up because flaps are extended and are wheels down, generating excessive jet engine and 'airframe noise'.

What is AsA going to say to the state government and BCC about the plan to house Olympic and Paralympic athletes at Northshore/Hamilton in 2032, and current plans for more high rise apartments there. It is probably the nosiest location in Brisbane. Will new flight paths do anything to reduce such extreme aircraft noise impacts? Will governments bestir themselves to do something to reduce or eliminate it?

Proposed New Flight Paths

As noted elsewhere, AsA has chosen to deliberately omit arrival flight paths from their 'Noise Action Plan for Brisbane', despite the fact it is frequent noise (>100 flights/day) from arriving flights that is causing the greatest damage to the health and wellbeing of Brisbane residents.

On AsA's website CEO Jason Harfield is reported as saying:

"... any proposed flight path changes were subject to extensive community engagement prior to implementation. ... "These community engagement sessions will help Airservices identify preferred options for further investigation and potential implementation."

This statement is confusing, it both claims proposed flight path changes have been the subject of 'extensive community engagement', while at the same time saying yet more 'engagement' is required to identify 'preferred options'. It suggests AsA remains in a never ending loop of 'community engagements', rather than taking any actions to alleviate excessive aircraft noise afflicting Brisbane communities.

No procedures are provided for the communities to learn which of their "preferred option" have been selected, or on what criteria, nor is any information provided on how these preferred options will be taken into account or incorporated into those selected for implementation. In other words, community members are being asked to make a 'blind' contribution with no assurances on how these may or will be taken into account. This not a transparent procedure, despite AsA's bland assurances.

There are seven (7) alternative *departure* flight paths proposed for day and night, but *none for day or night arrivals*. Further, with two (minor) exceptions all these alternatives are *only* for the legacy (01R/19L) runway and *none* for the new runway (01L/19R).

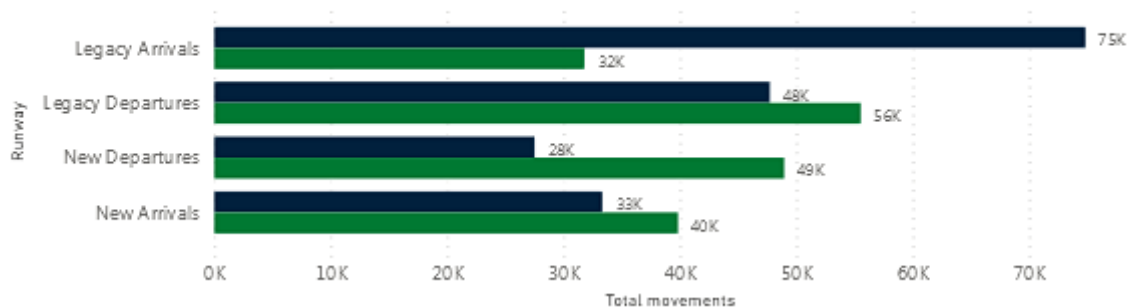
It has to be asked:

- Why is the *new runway effectively excluded from consideration* and not included in the illustrative maps? and
- Why are *all the proposals for departures* and none for arrivals, especially as arrivals are known to be causing the most distress for and complaints from Brisbane residents?

BNE – Relative Directional Use of the Old and New Runways 2021-23

Runway directional use

Flight Direction ● BAY ● CITY



Source: BAC - <https://www.bne.com.au/corporate/community-and-environment/flight-paths-aircraft-noise/runway-operations-statistics#night>

We note that the same 'bias' is also apparent in the maps provided for the recent 'drop-in' sessions – why was this done?

AsA's 'baseline model' is not in fact (yet) a working model, but only a wish list of items communities have supposedly requested be included. It remains at an early stage of a 'work in progress' with no timeline for its completion or being made publically available or used. Nor is there any clear linkage between the model and any actions AsA is contemplating, i.e. the model is 'action free'.

As the figure above shows, the new runway is used a majority (49K + 40K = 89K) of arrivals and departures are over the city, i.e. ~64%, and far fewer (28K + 33K = 61K) over the Bay. This contrasts with the old runway where a majority of arrivals and departures (75K + 48K = 124K), i.e. ~58%, are over the Bay and fewer (32K + 56K = 88K) over the city. The AsA/BAC data attempts to conflate continued reliance on 'over the city' flights by combining and averaging the data from new and old runways. The reality is the proportion of flights over the city has not declined significantly, but the total number of flights has increased substantially.

This raises two questions:

- Why does such a high proportion of aircraft movements over the city from the new runway continue, when one of the oft repeated assurances was there would be fewer flights over the city? and
- What explains why more aircraft movements are using the old runway for over the Bay as compared to the new runway, when wind and other conditions (i.e. ATIS) would be more or less identical for both?

Aside from maps illustrating the seven proposed departure flight paths no information was provided by AsA at the community drop-ins on the estimated number of flights per day or week that would use any of the proposed departure flight paths. Importantly, AsA provided no estimates – e.g. minimum, maximum - aircraft noise levels expected for any of these proposals.

Without this critical information how were community members supposed to decide i) which flight path offered the most relief from excessive noise, or ii) the basis for comparing alternatives flight paths on offer? Noting again, because it is so important, none of the alternatives were for arrival flight paths. It is impossible to believe this lack of information was not deliberate – as a consequence it reduced these drop-in sessions to futile exercises, wasting the community's time and patience.

Our information is that SODPROPS - Simultaneous Opposite Direction Parallel Runway – has been discontinued. If this is so, why is it included in the alternative departure flight paths being discussed in AsA's 'plan'?

We can find no information on AsA's website that suggests that there will be another round of proposals (i.e. a 'Phase 2'), information provided or consultations conducted to appraise proposals for *using the new runway* or *for arrival flight paths*. At a minimum we expect AsA to be 'up front' about these omissions and fully explain the reasons for them. This, is, sadly, another example of AsA's chicanery with regard to openness and transparency. Assuming this to be true, i.e. departures only, it would appear that AsA is trying to do less than half the job required to reduce the impacts of excessive aircraft noise in Brisbane, while pretending to have done more. It is a carefully planned charade.

Community Consultation Meetings – Not Drop-in 'Engagement'

We note, and not in passing, that 'engaging' with communities is not the same as consulting with them. Based on our direct observations the recent 'drop-in' sessions conducted by AsA did more to confuse community members, in large part due to the poor quality and incomplete nature of the information provided. The Aircraft Ombudsman's Report (2021) clearly showed that AsA was failing in to conduct effective community consultations during the EIS for Brisbane airport – it appears little has changed.

AsA failed, as it has done before, to provide opportunities for community members to ask (hard) questions of AsA (or BAC) (senior) staff by facilitating 'town hall' style meetings where community members could listen and learn from their neighbours and independent experts. AsA's approach deliberately 'atomised' people's voices and avoids having to hear how reviled they are by Brisbane communities. AsA is, in brief, a deeply mistrusted government agency, rightly perceived as doing the bidding of its paymasters in the aviation industry. Despite its rhetoric, AsA appears only to be concerned about noise and other pollution aviation impacts of Brisbane communities as a PR problem, not as a fundamental human health and wellbeing issue for which it has significant, legislated responsibility.

To the best of our knowledge AsA did not ensure that printed 'Fact Sheets' (available on its website) explaining the reasons behind their alternative flight path proposals were available at drop-in sessions. This left community members with just undocumented technical maps to try and interpret, and no information on anticipated noise levels or other factors on which to base their understanding and preferences. This is clearly an unsatisfactory approach to ensuring community members are well informed about choices that affect their health and wellbeing.

AsA's (and BAC's) current approach and methods for community consultations – 'engagement' - do not conform to the guidelines laid down by the Commonwealth government. We strongly recommend AsA (and BAC) refresh their knowledge of Commonwealth community consultation guidelines, examples of approaches and methods approved by government are those from [DPM&C](#), [DEECCW](#) and [IA2P](#). These are the guidelines AsA (and BAC) should be adhering to.

Conclusions

There is little or no substantive evidence in the documents AsA has prepared, or those used for community 'drop-ins', to show that AsA is about to take action anytime soon to reduce the impact of aircraft noise on Brisbane residents. There is no time line for when the proposed flight paths will be implemented, or if there will be yet another round of community drop-ins to frustrate residents with lack of critical, understandable information and waste more of their time.

The recommendations made by Trax and accepted by AsA centred around making flight path changes to reduce excessive aircraft noise. The whole rationale for maximising flights over Moreton Bay and reducing flight frequency is to reduce the number of Brisbane residents subjected to excessive noise. Reducing 'concentration of flights' is a covert attempt to implement 'noise sharing' (Package 3), resulting in even more Brisbane residents being afflicted with aircraft noise.

AsA has provided no information, either on its website or at drop-ins, on anticipated noise impacts of the seven departure flight paths proposed, and has completely failed to make public any proposals for arrival flight paths. Moreover it has almost totally ignored the role and potential of the new runway to assist in aircraft noise reduction. This is obviously deliberate, completely inexplicable and unprofessional. This is an issue that the ANO might be asked to investigate.

Given these failures, it is clear that no appreciable progress has been made by AsA on fulfilling recommendations in Package 2 to reduce noise impacts by "maximis[ing] flights over the water." Likewise, the lack of quantitative information of flight frequency and flight concentration, suggest the same lack of progress with regard to recommendations in Package 3. In brief, a double failure by AsA.

As noted at the outset, AsA is engaged in conducting charades to pretend it cares about the impact of aircraft noise, at the same time avoiding doing anything to reduce it. It is a stultifying exercise in bad faith and an example of bad governance. What is most disappointing is that the federal government and responsible minister allows this farce to continue, the state government neglects its duty of care for resident's health and the local councils fail to take action to defend their residents and ratepayers right to enjoy quiet amenity of their home and neighbourhood. These are the reasons people are planning to protest.

Given AsA's glacial rate of progress in implementing the many recommendations in Trax's Packets 2 and 3, and major challenges in tackling strategic issue in Packet 4, it appears it may be many years before Brisbane residents will be able to enjoy the peace and amenity they experienced before the new runway was built and operational. Both AsA and BAC are responsible for the current unhealthy situation, as the ANO's report made clear.

Appendix 6.

Too Loud to Handle? Transportation Noise and Cardiovascular Disease

See associated link: [\(PDF\) Too Loud to Handle? Transportation Noise and Cardiovascular Disease \(researchgate.net\)](#)